

A program by



Super Tuesday Bike Commuter Count

Northern Territory

November 2015



SUPER TUESDAY

Contents

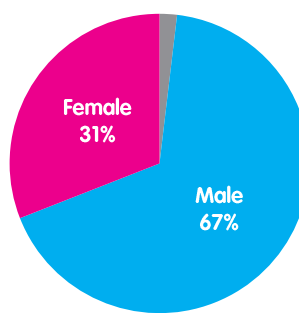
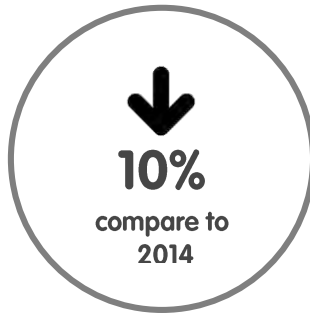
- **Executive Summary**----- 1
 - Darwin ----- 1
 - Palmerston ----- 2
 - Alice Springs ----- 3
 - Katherine ----- 4
- **About Super Tuesday Count** ----- 5
 - About the count ----- 5
 - Aims and Purposes ----- 5
 - Methodology ----- 5
 - Changes from the previous count ----- 5
- **Darwin** ----- 6
- **Palmerston**----- 60
- **Alice Springs**----- 74
- **Katherine** ----- 90
- **Riders per Hour by Councils**----- 99
- **Appendix**----- 100
 - Count Sheet example----- 100

Executive Summary

The Super Tuesday Bike Count data was conducted in the four municipalities in Northern Territory on Tuesday 1 September 2015 between 6:30am to 8:30am.

Darwin

Quick stats of Super Tuesday 2015 for Darwin



Results

- The Super Tuesday data was conducted at **47 sites** across the municipality.
- Overall bicycle ridership **decreased by 10%** compared to 2014.
- The busiest site was at the intersection of the **Rapid Creek path bridge and the Foreshore path with 85 bicycle trips per hour** which ranked 3rd among 7 participating regional municipalities.
- **Female riders represented 31%** of bicycle commuters across the municipality. This is above the average national (24%) as well as Northern Territory female ridership (30%).
- The busiest 15 minute was between **7:30 - 7:45am** with an average of 10 bicycle riders were recorded across municipality.

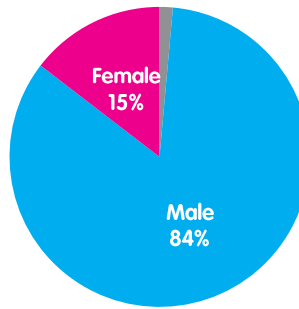
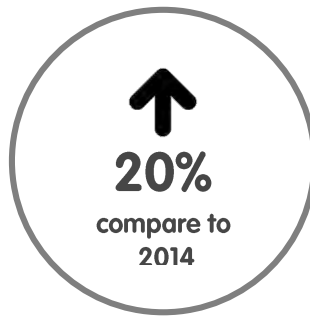
Weather

It was humid but sunny morning in Darwin on the day of count reaching the temperature of 27.3 degrees at 9am.

Community

By participating in Super Tuesday, volunteer counters can choose a local community group to make a \$50 donation to. In Darwin a total of \$2,350 went back to local community through donations.

Quick stats of Super Tuesday 2015 for Palmerston



Results

- The Super Tuesday data was conducted at **8 sites** across the municipality.
- Overall the bicycle ridership **increased by 20%** compared to 2014.
- The busiest site was on the **Darwin Cycleway at the intersection with Thorngate Road Extension with 55 bicycle trips per hour** which ranked 4th among 7 participating regional municipalities.
- **Female riders represented 15%** of bicycle commuters across the municipality. This is below the average national (24%) as well as Northern Territory female ridership (30%).
- The busiest 15 minute was between **6:45 - 7:00am** with an average of 9 bicycle riders were recorded across municipality.

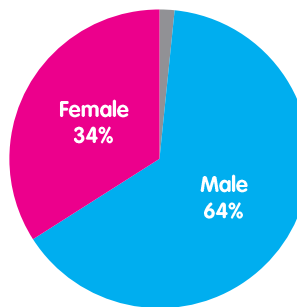
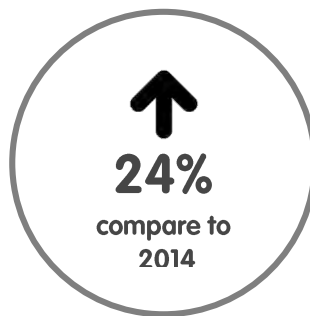
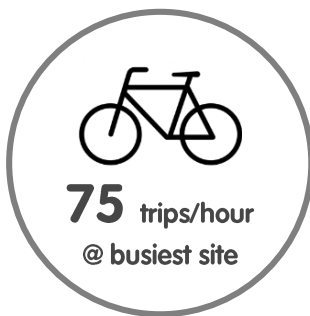
Weather

It was humid but sunny in Palmerston on the day of count reaching the temperature of 27.3 degrees at 9am.

Community

By participating in Super Tuesday, volunteer counters can choose a local community group to make a \$50 donation to. In Palmerston a total of \$400 went back to local community through donations.

Quick stats of Super Tuesday 2015 for Alice Springs



Results

- The Super Tuesday data was conducted at **10 sites** across the municipality.
- Overall bicycle ridership **increased by 24%** compared to 2014.
- The busiest site was at the intersection of **Stuart Highway, Stott Terrace and Larapinta Drive with 75 bicycle trips per hour** which ranked 1st among 2 participating remote municipalities.
- **Female riders represented 34%** of bicycle commuters across the municipality. This is same as the average national (24%) and below Northern Territory female ridership (30%).
- The busiest 15 minute was between **7:45 – 8:00am** with an average of 16 bicycle riders were recorded across municipality.

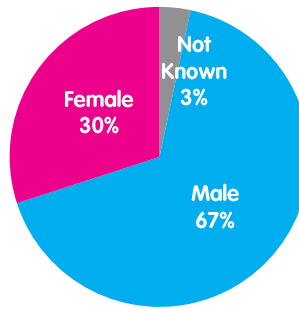
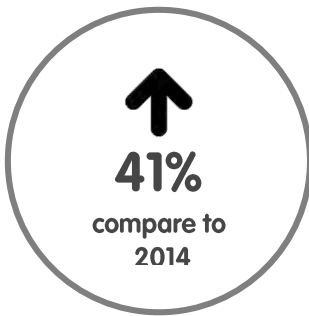
Weather

It was overcast and warm in Alice Springs on the day of count reaching the temperature of 23.3 degrees at 9am.

Community

By participating in Super Tuesday, volunteer counters can choose a local community group to make a \$50 donation to. In Alice Springs a total of \$500 went back to local community through donations.

Quick stats of Super Tuesday 2015 for Katherine



Results

- The Super Tuesday data was conducted at **4 sites** across the municipality.
- Overall bicycle ridership **increased by 41%** compared to 2014.
- The busiest site was at the intersection of **Giles Street and Katherine Terrace with 15 bicycle trips per hour** which ranked 2nd among 2 participating remote municipalities.
- **Female riders represented 30%** of bicycle commuters across the municipality. This is well above the average national (24%) and the same as Northern Territory female ridership (30%).
- The busiest 15 minute was between **7:45 - 8:00am** with an average of 6 bicycle riders were recorded across municipality.

Weather

It was humid morning in Katherine on the day of count reaching the temperature of 29 degrees at 9am.

Community

By participating in Super Tuesday, volunteer counters can choose a local community group to make a \$50 donation to. In Katherine a total of \$200 went back to local community through donations.

About Super Tuesday Count

About the count

The Super Tuesday Bike Count (Super Tuesday) provides 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. The information is accurate, relevant, up-to-date and cumulative. 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 two questions:

- How many riders are there?
- Which routes are riders using?
- What is the gender ratio?

Methodology

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

The sites are staffed by volunteer counters who record all bicycle movements, gender of riders and their observations on standardised count sheet (see appendix for a sample).

Following the completion of the visual count, counters are able to send the count data to Bicycle Network in one of three ways as 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 and compiled into reports for participating councils and other agencies.

Changes from the previous count

- Counting in 15 minute intervals was introduced.
- 2 sites were added in Darwin:
 - 6808, Lee Point Road and Tambling Terrace
 - 6830, Trower and Dripston Roads
- 1 site was added in Palmerston:
 - 6807, Temple Terrace and Roystonea Avenue
- 1 site was added in Katherine:
 - 6829, Stuart and Victoria Highways
- The busiest site was compared with other municipalities in the same remoteness areas.



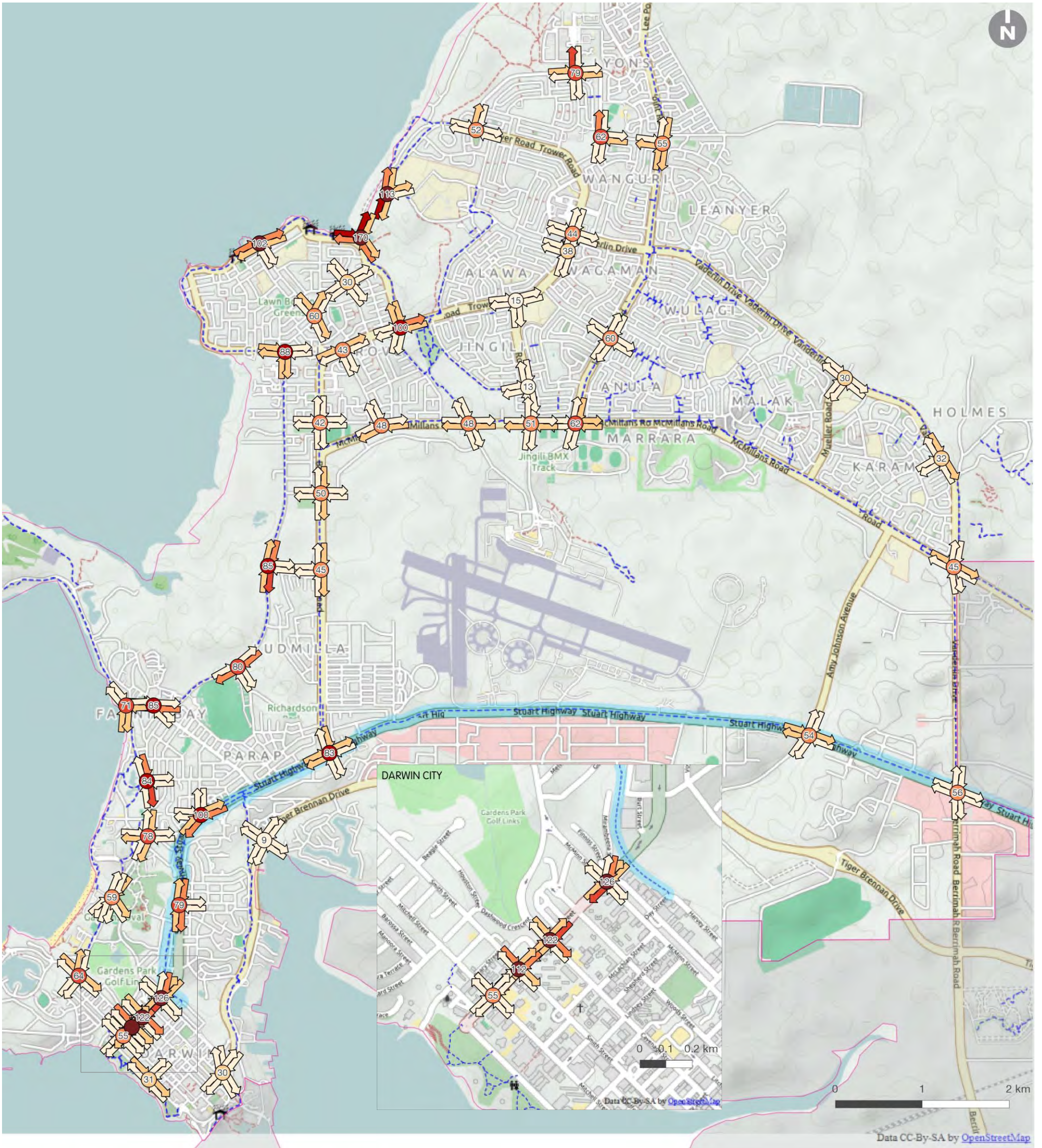
Number of riders

	Site ID	Streets	Total Female	Total Male	Total Unknown	Total 2015	Total 2014	% Change
CoD	5483	Rapid Creek Path Bridge [N], Foreshore Path [SE], Foreshore Path [W]	57	110	3	170	160	6%
CoD	5470	Daly St [NE], Cavenagh St [SE], Daly St [SW], Gardens Rd [NW]	56	66	0	122	115	6%
CoD	5469	Daly St [NE], Smith St [SE], Daly St [SW], Smith St [NW]	49	58	5	112	81	38%
CoD	5480	Casuarina Dr [E], Nightcliff Rd [SE], Casuarina Dr [SW]	36	66	0	102	104	-2%
CoD	5478	Progress Dr [E], Dick Ward Dr [S], Progress Dr [W]	29	58	1	88	84	5%
CoD	5475	Dick Ward Dr [E], Ross Smith Ave [SE], Ross Smith Ave [W]	21	62	2	85	87	-2%
CoD	5477	Dick Ward Dr [N], Fitzer Dr [E], Dick Ward Dr [S]	18	67	0	85	112	-24%
CoD	5474	Gregory St [E], East Point Rd [S], East Point Rd [N]	26	58	0	84	100	-16%
CoD	5476	Dick Ward Dr [NE], Douglas St [SE], Dick Ward Dr [SW]	23	57	0	80	109	-27%
CoD	5485	Rocklands Dr [E], Roper St [S], Rocklands Dr [W], Florey Ave [N]	41	38	0	79	95	-17%
CoD	5473	East Point Rd [N], Goyder Rd [E], Gilruth Ave [SW], Goyder Rd [W]	27	51	0	78	79	-1%
CoD	5585	Ross Smith Ave [E], East Point Rd/Bike Path [S], East Point Rd/Bike Path [NW]	30	39	2	71	104	-32%
CoD	5471	Gilruth Ave [N], Smith St [SE], Lambell Tce [SW], Kahlin Ave [NW]	26	38	0	64	69	-7%
CoD	5486	Henbury Ave [N], Tambling Tce [E], Henbury Ave [S]	27	35	0	62	40	55%
CoD	5488	Lee Point Rd [NE], Bike Path [SE], Lee Point Rd [SW], Parer Dr [NW]	18	41	1	60	57	5%
CoD	5482	Chapman Rd [NE], Nightcliff Rd [SE], Nightcliff Rd [NW]	17	43	0	60	76	-21%
CoD	5472	Atkins Dr [N], Gilruth Ave [NE], Gardens Rd [SE], Gilruth Ave [S], Maria Liveris Dr [SW]	20	37	2	59	73	-19%
CoD	6808	Lee Point Rd [N], Lee Point Rd [S], Tambling Tce [W]	30	25	0	55		
CoD	5468	Daly St [NE], Mitchell St [SE], Daly St [SW], Mitchell St [NW]	20	33	2	55	17	224%
CoD	5484	Rocklands Dr [N], Trower Rd [E], Trower Rd [W]	18	33	1	52	91	-43%
CoD	5467	Peel St [NE], Esplanade [SE], Esplanade [NW]	13	18	0	31	28	11%
CoD	5481	Rossiter St [NE], Ryland Rd [SE], Rossiter St [SW], Ryland Rd [NW]	16	14	0	30	27	11%
CoD	5487	Trower Rd [E], Rothdale Rd [S], Trower Rd [W]	4	11	0	15	22	-32%
CoD	6188	Rothdale Rd [S], Freshwater Rd [W], Rothdale Rd [N]	1	12	0	13	18	-28%
DoT	5507	Stuart Hwy Path [N], Stuart Hwy [NE], McMinn St [SE], Daly St [SW], McMinn St [NW]	53	71	2	126		
DoT	5981	Casuarina Foreshore Path [N], Casuarina Foreshore Path [E], Casuarina Foreshore Path [S]	42	71	0	113	125	-10%
DoT	5518	Trower Rd [E], Rapid Creek Rd/Bike Path [S], Trower Rd [W], Rapid Creek Rd/Bike Path [N]	31	62	7	100	83	20%
DoT	5510	Stuart Hwy [E], Stuart Hwy [SW], Stokes St [W], Parap Rd [N]	27	73	0	100	120	-17%
DoT	5512	Stuart Hwy [NE], Snell St [SE], Stuart Hwy [SW], Bagot Rd [N]	15	68	0	83	78	6%
DoT	5508	Stuart Hwy/Bike Path [N], Westralia St [E], Stuart Hwy/Bike Path [S]	25	34	20	79	134	-41%
DoT	5526	Lee Point Rd [N], McMillans Rd [E], Marrara Dr [S], McMillans Rd [W]	4	57	1	62	69	-10%
DoT	5528	Vanderlin Dr [N], Stuart Hwy [E], Berrimah Rd [S], Stuart Hwy [W]	5	47	4	56	74	-24%

	Site ID	Streets	Total Female	Total Male	Total Unknown	Total 2015	Total 2014	% Change
DoT	5527	Amy Johnson Ave [N], Stuart Hwy [E], Amy Johnson Ave [SW], Stuart Hwy [W]	11	43	0	54	50	8%
DoT	5525	Rothdale Rd [N], McMillans Rd [E], Henry Wrigley Dr [S], McMillans Rd [W]	4	46	1	51	61	-16%
DoT	5514	Osgood Dr [E], Bagot Rd [S], Totem Rd [W], Bagot Rd [N]	6	44	0	50	63	-21%
DoT	5517	McMillans Rd [E], McMillans Rd [SW], Sabine Rd [NW]	9	39	0	48	72	-33%
DoT	5524	McMillans Rd [E], Charles Eaton Dr [SE], McMillans Rd [W], Rapid Crk Cyclepath [NW]	6	42	0	48	78	-38%
DoT	5523	Vanderlin Dr [N], McMillans Rd [SE], Vanderlin Dr [S], McMillans Rd [NW]	8	37	0	45	59	-24%
DoT	5513	Bagot Rd [N], Bagot Rd [S], Fitzer Dr [W]	3	42	0	45	47	-4%
DoT	5519	Trower Rd [N], Vanderlin Dr [E], Trower Rd [S], Casuarina Shops [W]	10	33	1	44	54	-19%
DoT	5516	Trower Rd [NE], Sabine Rd [SE], Trower Rd [SW]	16	27	0	43	46	-7%
DoT	5515	Bagot Rd [N], Old McMillans Rd [E], Bagot Rd [S], Old McMillans Rd [W]	10	32	0	42	48	-13%
DoT	6830	Trower Rd [N], Trower Rd [S], Dripston Rd [W]	4	34	0	38		
DoT	5522	Vanderlin Dr/Bike Path [SE], Kalymnos Dr [SW], Vanderlin Dr/Bike Path [NW]	5	25	2	32	14	129%
DoT	5506	Tiger Brennan Dr [NE], McMinn St [SE], Bennett St [SW], McMinn St [N]	15	15	0	30	31	-3%
DoT	5521	Vanderlin Dr/Bike Path [SE], Mueller Rd [SW], Vanderlin Dr/Bike Path [NW]	8	22	0	30	48	-38%
DoT	5509	Tiger Brennan Dr [NE], Stoddart Dr [SE], Tiger Brennan Dr [SW], Woolner Rd [NW]	1	8	0	9	27	-67%
DoT	5511	Stuart Hwy [NE], Stuart Hwy [SW], Ross Smith Ave [NW]					96	
DoT	5520	Lee Point Rd [N], Vanderlin Dr [E], Lee Point Rd [S], Vanderlin Rd [W]					71	

*Data at 2 locations is not collected due to the availability to recruit volunteer counters.

Bicycle Commuter Volume and Flow



Darwin, Northern Territory

Bicycle Volume & Flow
(Tues, 1 Sep 2015, 6:30am-8:30am)



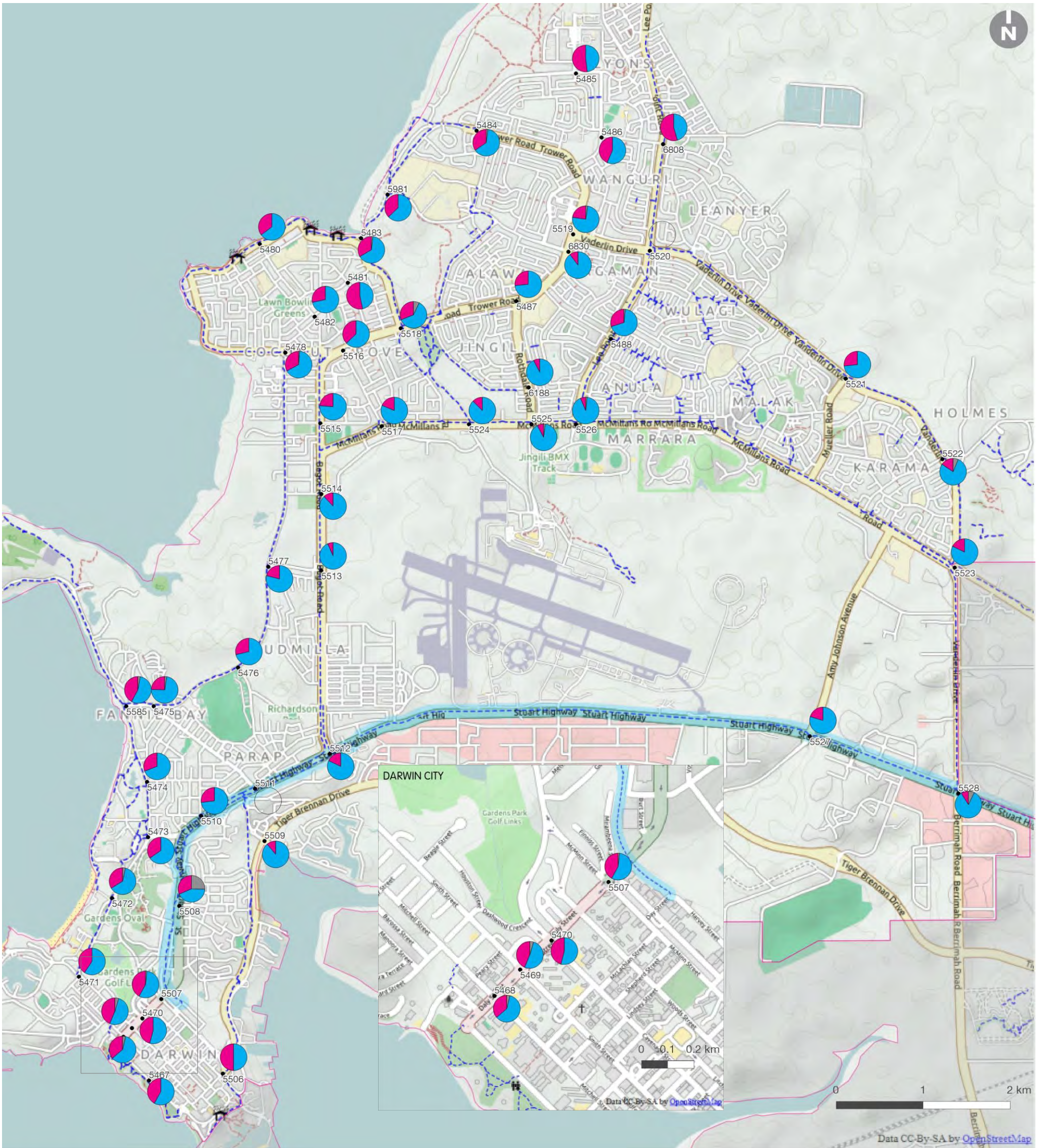
SUPER TUESDAY

LEGEND

Bicycle Volume

- 20 Bikes or less
- 21 - 40 Bikes
- 41 - 60 Bikes
- 61 - 80 Bikes
- 81 - 100 Bikes
- 101 Bikes or more

Gender Ratio



Darwin, Northern Territory

Gender Ratio
(Tues, 1 Sep 2015, 6:30am-8:30am)

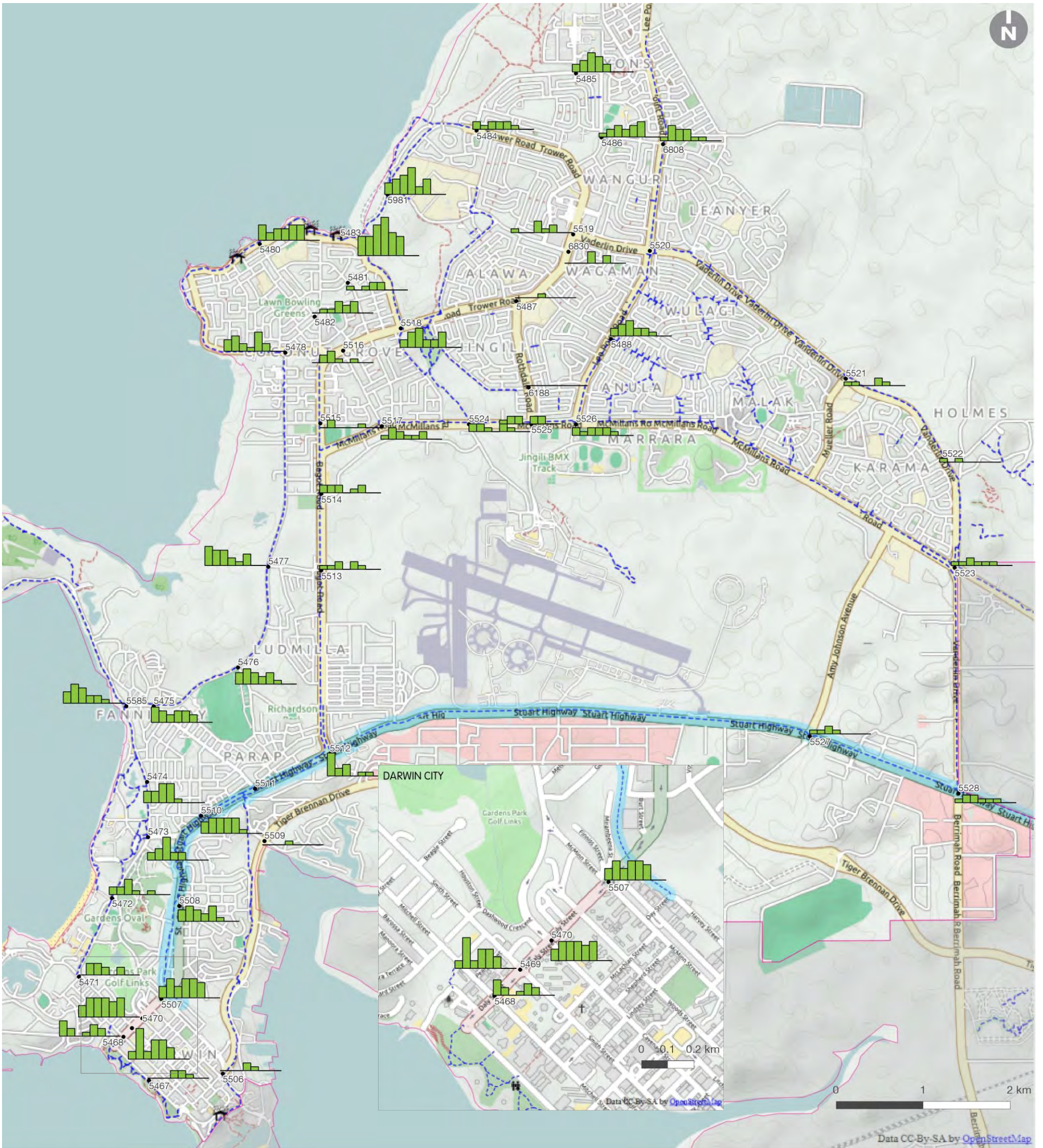


SUPER TUESDAY

LEGEND

- ▶ Female
- ▶ Male
- ▶ Unspecified

15 minute intervals



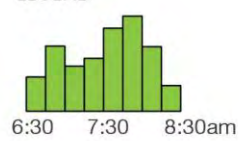
Darwin, Northern Territory

15 Minute Intervals
(Tues, 1 Sep 2015, 6:30am-8:30am)



SUPER TUESDAY

LEGEND



Site 5506

Tiger Brennan Dr [NE], McMinn St [SE], Bennett St [SW], McMinn St [N]



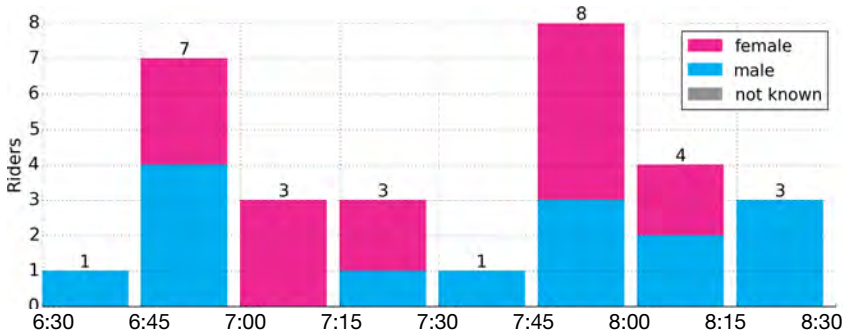
30 bicycle commuters were recorded at this location during the 2 hour survey.

This is a decrease of 3% compared to 2014. The peak hour was 7:15–8:15 with 16 riders. There were same number of female and male riders observed at this intersection.

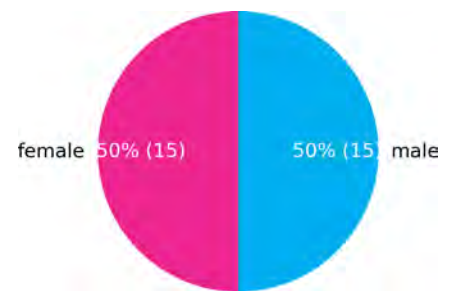
Tiger Brennan Drive and Bennett Street were well utilised by bicycle commuters with 57% (17 cyclists) entering the city from Tiger Brennan Drive at this site.

No issues were raised during the count.

Traffic Volume by Time



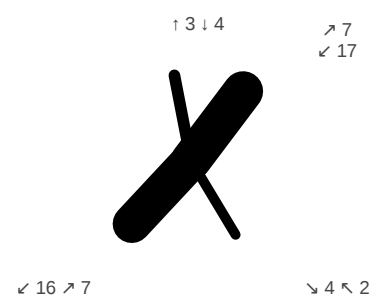
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Tiger Brennan Dr [NE]			2 McMinn St [SE]			3 Bennett St [SW]			4 McMinn St [N]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	8	1	0	1	0	4	0	0	0	0	1	15
Male	0	6	2	1	0	0	1	2	0	1	2	0	15
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	14	3	1	1	0	5	2	0	1	2	1	30

Site 5507

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



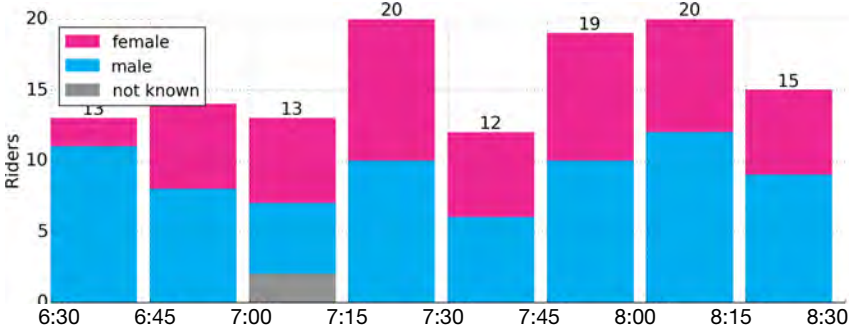
126 bicycle commuters were recorded at this location during the 2 hour survey.

This is an increase of 8% compared to 2013. The peak hour was 7:15–8:15 with 71 riders. There were more male riders observed at this intersection.

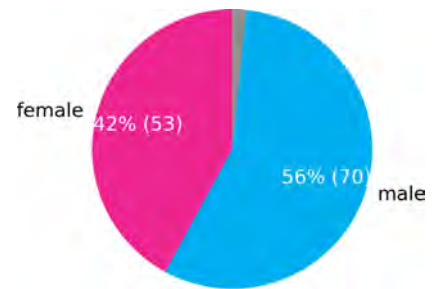
This site is one of the major entry point to the Darwin city. 63% (80 cyclists) were observed entering the city on Daly Street during the count.

Both shared path and on-road along Stuart Highway were well utilised by bicycle commuters comprising 33% (41 cyclists) and 28% (35 cyclists) of total counted respectively.

Traffic Volume by Time



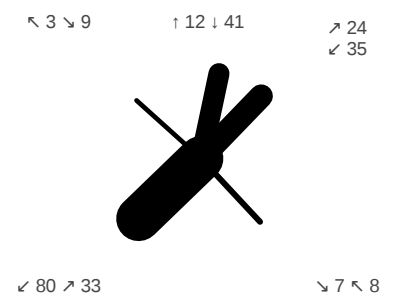
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Stuart Hwy Path [N]				2 Stuart Hwy [NE]				3 McMinn St [SE]				4 Daly St [SW]				5 McMinn St [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	0	0	19	0	0	1	13	0	0	0	2	1	2	10	0	0	0	0	1	4	53
Male	0	0	22	0	0	2	16	1	1	1	3	0	8	12	0	1	1	1	2	0	71
Not known	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	41	0	0	4	30	1	1	1	5	1	10	22	0	1	1	1	3	4	126

Site 5508

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



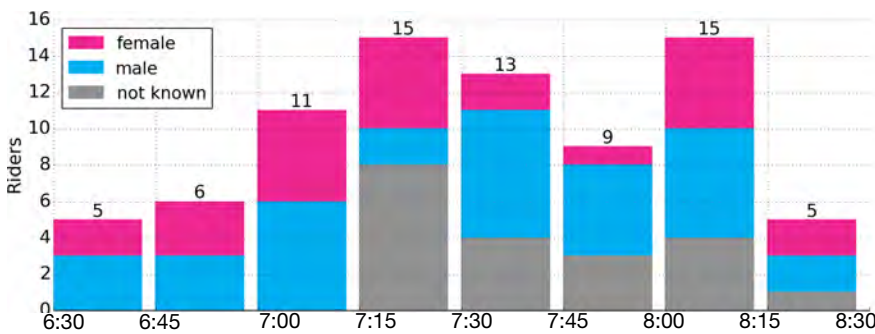
79 bicycle commuters were recorded at this location during the 2 hour survey.

This is a decrease of 41% compared to 2014. The peak hour was 7:15–8:15 with 52 riders. There were more male riders observed at this intersection.

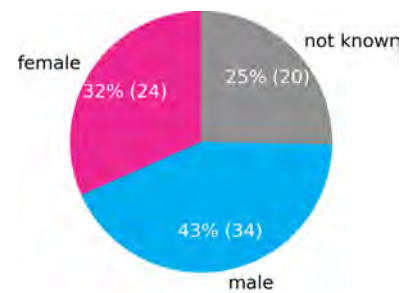
89% (70 cyclists) were observed utilising Stuart Highway on-road and off-road shared path in both directions during the count.

No issues were raised during the count.

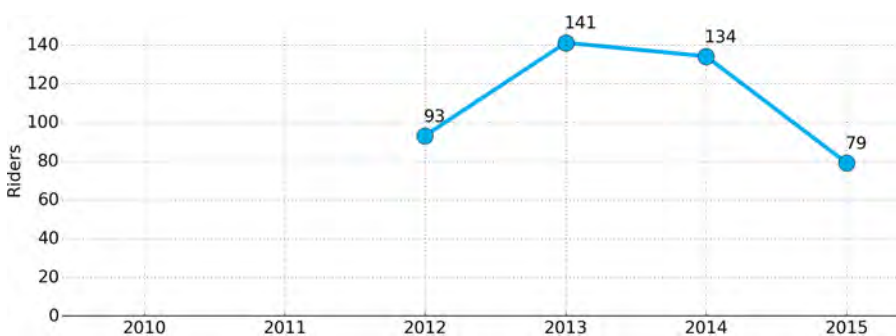
Traffic Volume by Time



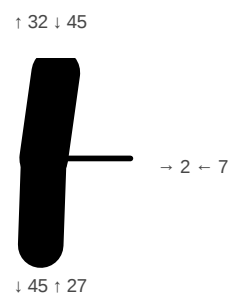
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Stuart Hwy/Bike Path [N]		2 Westralia St [E]		3 Stuart Hwy/Bike Path [S]		
Exit	2	3	1	3	1	2	Total
Female	0	8	1	0	15	1	25
Male	0	19	6	0	8	1	34
Not known	0	18	0	0	2	0	20
Total	0	45	7	0	25	2	79

Site 5509

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



9 bicycle commuters were recorded at this location during the 2 hour survey.

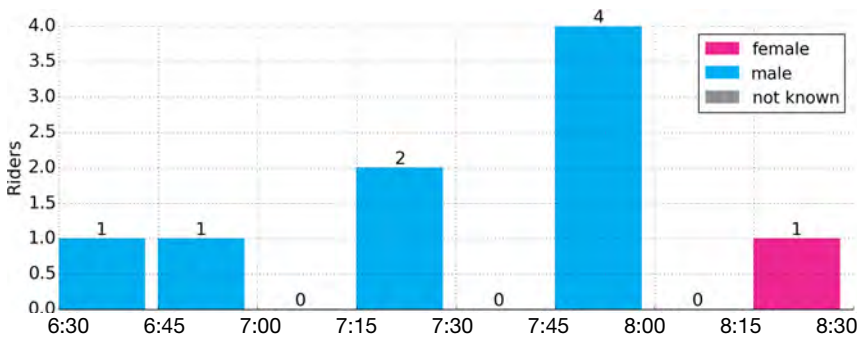
This is a decrease of 67% compared to 2014. The peak hour was 7:00–8:00 with 6 riders. There were more male riders observed at this intersection.

67% (6 cyclists) were observed exiting Woolner Road at this site during the count.

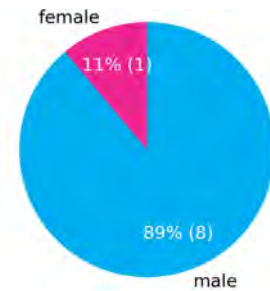
No riders were recorded due to the heavy road works occurring on Tiger Brennan Drive without any safe passage for riders.

The counter could not see riders on bike path 4 -> 3 direction as a bike path was set back from intersection.

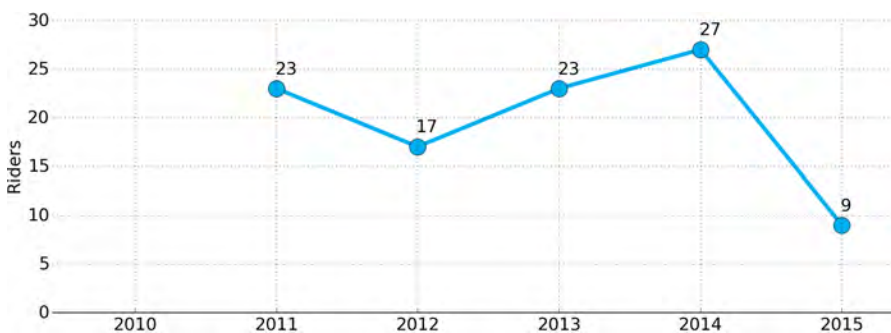
Traffic Volume by Time



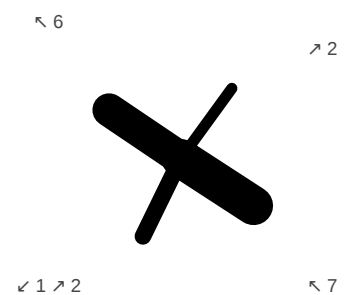
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Tiger Brennan Dr [NE]			2 Stoddart Dr [SE]			3 Tiger Brennan Dr [SW]			4 Woolner Rd [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	0	0	0	0	1	0	0	0	0	0	0	1
Male	0	0	0	0	1	5	2	0	0	0	0	0	8
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	6	2	0	0	0	0	0	9

Site 5510

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



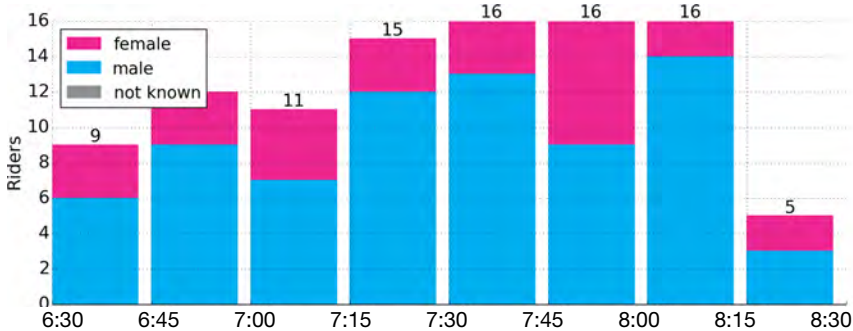
100 bicycle commuters were recorded at this location during the 2 hour survey.

This is a decrease of 17% compared to 2014. The peak hour was 7:15–8:15 with 63 riders. There were more male riders observed at this intersection.

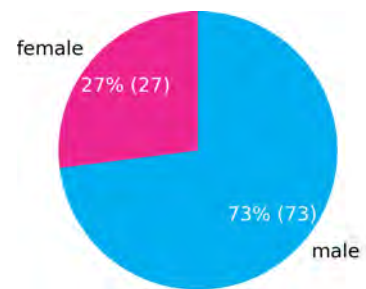
72% (72 cyclists) were observed utilising Stuart Highway in both directions during the count. Among those, 58% (42 cyclists) were city-bound.

The counter commented that this intersection definitely needs improvement as it is not safe for bike riders to cross Parap Road due to insufficient road infrastructure.

Traffic Volume by Time



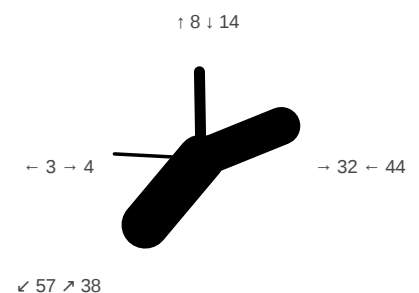
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Stuart Hwy [E]			2 Stuart Hwy [SW]			3 Stokes St [W]			4 Parap Rd [N]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	10	0	0	8	0	3	0	0	0	0	5	1	27
Male	32	2	0	22	0	5	2	2	0	0	8	0	73
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	42	2	0	30	0	8	2	2	0	0	13	1	100

Site 5512

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



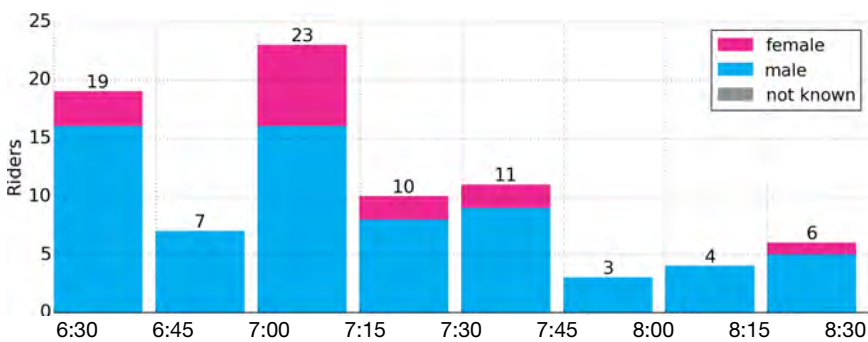
83 bicycle commuters were recorded at this location during the 2 hour survey.

This is an increase of 6% compared to 2014. The peak hour was 6:30–7:30 with 59 riders. There were more male riders observed at this intersection.

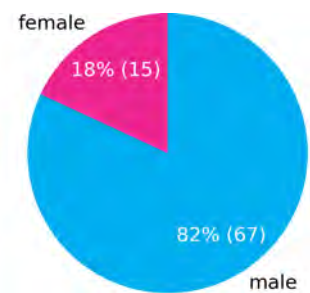
Stuart Highway was well utilised by bike commuters: 37% (31 cyclists) were city-bound and 43% (36 cyclists) were out-bound.

No issues were raised during the count.

Traffic Volume by Time



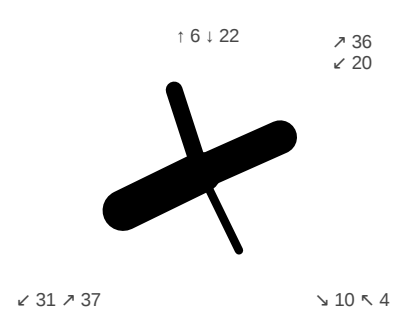
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Stuart Hwy [NE]			2 Snell St [SE]			3 Stuart Hwy [SW]			4 Bagot Rd [N]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	2	0	0	0	0	7	2	0	1	1	2	15
Male	1	15	2	1	1	2	22	4	2	5	2	11	68
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	17	2	1	1	2	29	6	2	6	3	13	83

Site 5513

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



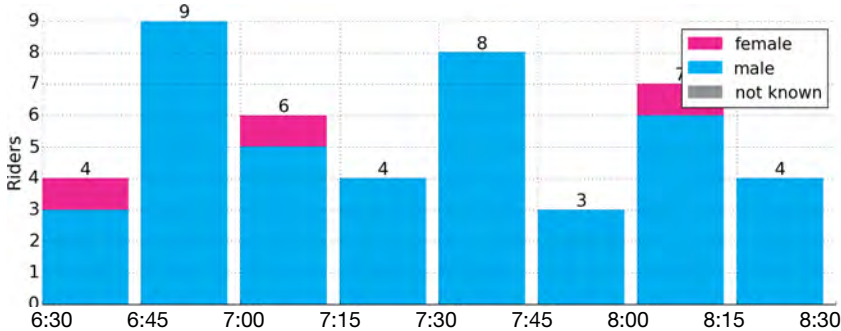
45 bicycle commuters were recorded at this location during the 2 hour survey.

This is a decrease of 4% compared to 2014. The peak hour was 6:45–7:45 with 27 riders. There were more male riders observed at this intersection.

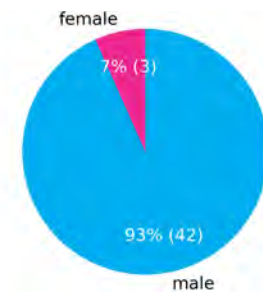
95% (43 cyclists) were observed utilising Bagot Road both direction during the count.

Majority riders (73%, 33 cyclists) were heading south on Bagot Road.

Traffic Volume by Time



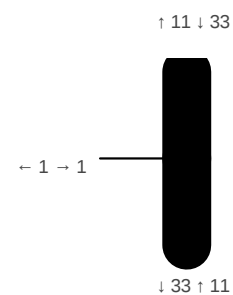
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Bagot Rd [N]		2 Bagot Rd [S]		3 Fitzer Dr [W]		Total
Exit	2	3	1	3	1	2	
Female	1	0	2	0	0	0	3
Male	31	1	9	0	0	1	42
Not known	0	0	0	0	0	0	0
Total	32	1	11	0	0	1	45

Site 5514

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



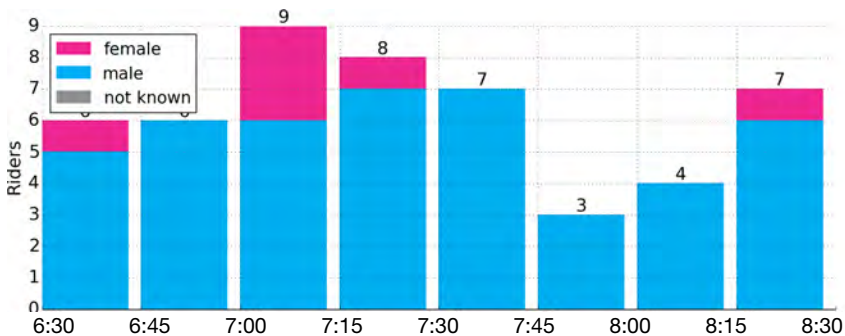
50 bicycle commuters were recorded at this location during the 2 hour survey.

This is a decrease of 21% compared to 2014. The peak hour was 6:45–7:45 with 30 riders. There were more male riders observed at this intersection.

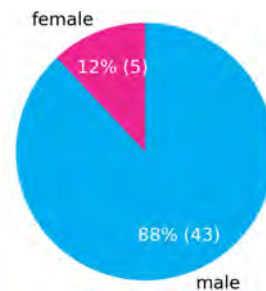
Majority bike riders were heading south on Bagot Road comprising 56% of total counted during the count.

The counter commented that there are no traffic light control for cyclists crossing when using the shared cycle path on Bagot Road. Vehicles stop across the cycle path ramps while waiting for lights to change. A number of cyclists had to dismount to cross Totem Road when using the shared cycle path.

Traffic Volume by Time



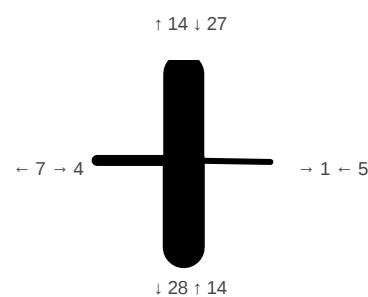
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Osgood Dr [E]			2 Bagot Rd [S]			3 Totem Rd [W]			4 Bagot Rd [N]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Female	0	0	0	0	0	2	0	0	0	0	2	2	6
Male	5	0	0	0	0	12	1	3	0	0	18	5	44
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	0	0	0	0	14	1	3	0	0	20	7	50

Site 5515

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



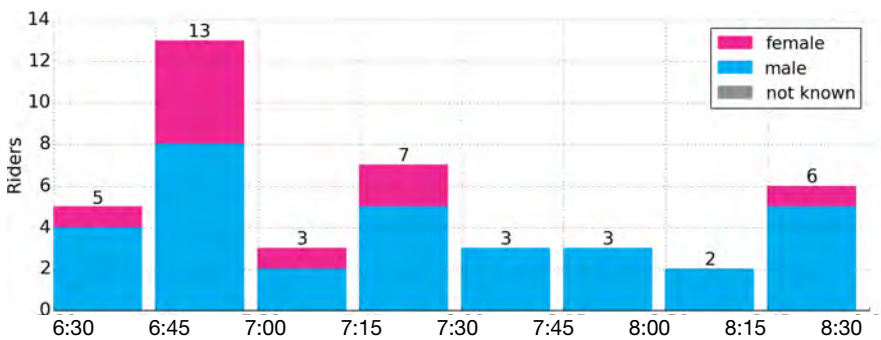
42 bicycle commuters were recorded at this location during the 2 hour survey.

This is a decrease of 12% compared to 2014. The peak hour was 6:30–7:30 with 28 riders. There were more male riders observed at this intersection.

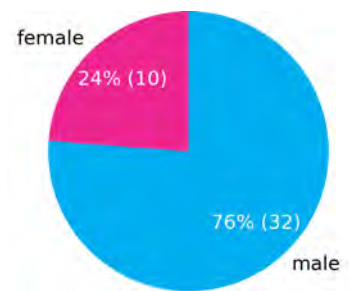
Bagot Road was well utilised by bike riders comprising 48% (12 cyclists) south-bound and 36% (15 cyclists) north-bound.

No issues were raised during the count.

Traffic Volume by Time



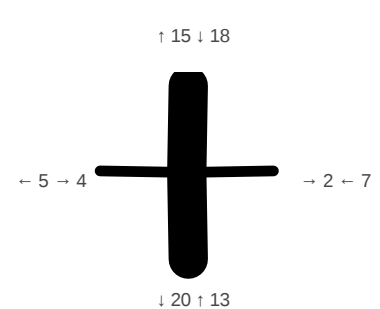
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Bagot Rd [N]			2 Old McMillans Rd [E]			3 Bagot Rd [S]			4 Old McMillans Rd [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	2	1	0	4	0	1	0	0	1	0	1	10
Male	2	10	3	0	2	1	12	0	0	1	0	1	32
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	12	4	0	6	1	13	0	0	2	0	2	42

Site 5516

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



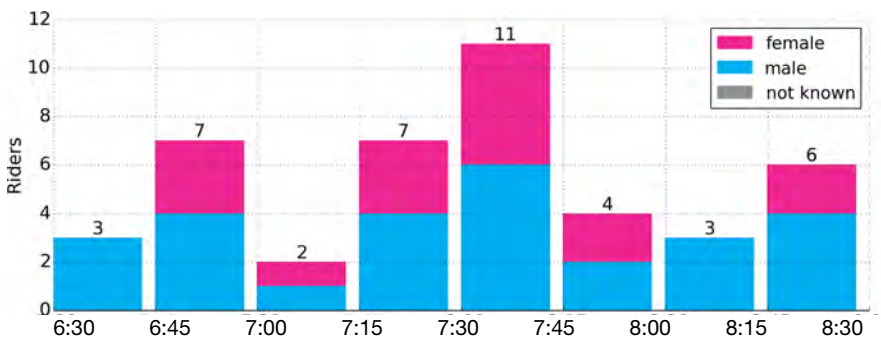
43 bicycle commuters were recorded at this location during the 2 hour survey.

This is a decrease of 7% compared to 2014. The peak hour was 6:45–7:45 with 27 riders. There were more male riders observed at this intersection.

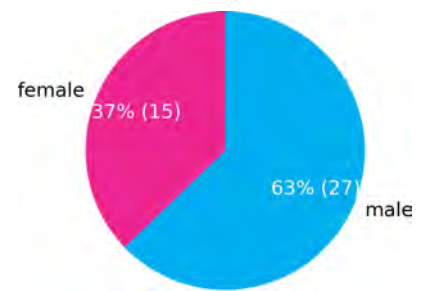
70% (30 cyclists) were observed utilising Trower Road in both directions during the count.

No issues were raised during the count.

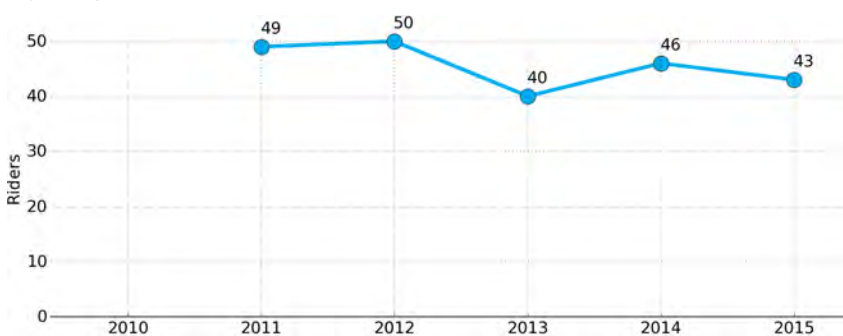
Traffic Volume by Time



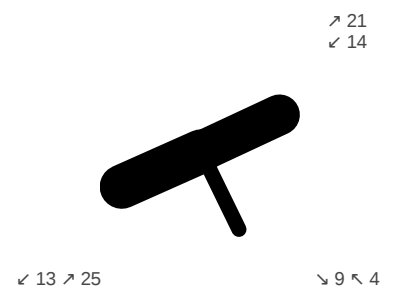
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Trower Rd [NE]		2 Sabine Rd [SE]		3 Trower Rd [SW]		Total
Exit	2	3	1	3	1	2	
Female	0	3	2	1	7	3	16
Male	2	9	1	0	11	4	27
Not known	0	0	0	0	0	0	0
Total	2	12	3	1	18	7	43

Site 5517

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



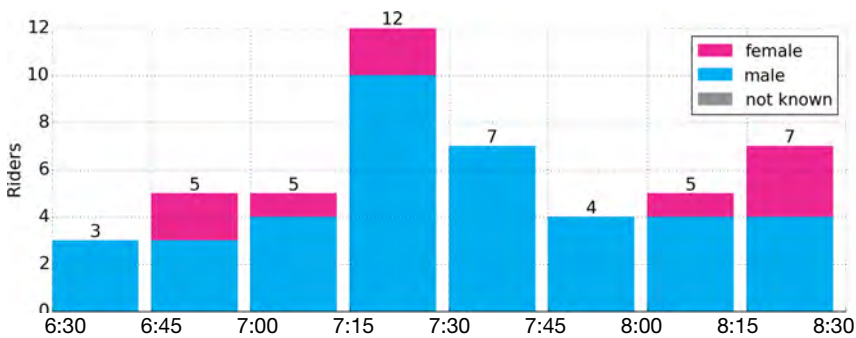
48 bicycle commuters were recorded at this location during the 2 hour survey.

This is a decrease of 33% compared to 2014. The peak hour was 6:45–7:45 with 29 riders. There were more male riders observed at this intersection.

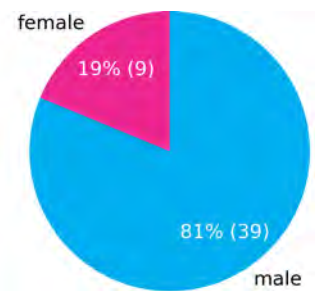
McMillans Road was well utilised by bike riders comprising 56% (26 cyclists) west-bound and 27% (13 cyclists) east-bound of all recorded during the count.

No issues were raised during the count.

Traffic Volume by Time



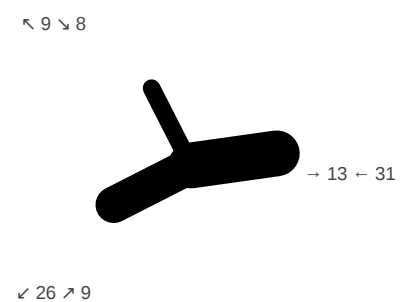
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 McMillans Rd [E]		2 McMillans Rd [SW]		3 Sabine Rd [NW]		Total
Exit	2	3	1	3	1	2	
Female	3	4	0	1	1	0	9
Male	21	3	7	1	5	2	39
Not known	0	0	0	0	0	0	0
Total	24	7	7	2	6	2	48

Site 5518

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



100 bicycle commuters were recorded at this location during the 2 hour survey.

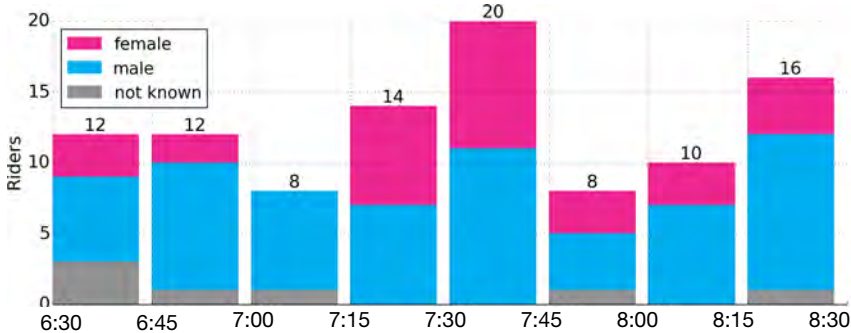
This is an increase of 20% compared to 2014. The peak hour was 6:45–7:45 with 54 riders. There were more male riders observed at this intersection.

Trower Road east was well utilised by bicycle commuters with 40% (40 cyclists) entering and 48% (48 cyclists) exiting this site.

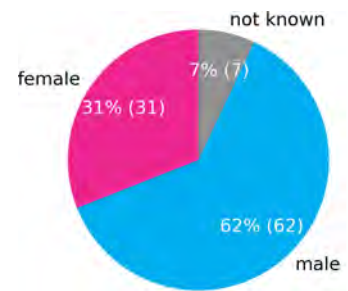
Main flow of bike riders was both 1 > 4 and 4 > 1 directions during the count.

No issues were raised during the count.

Traffic Volume by Time



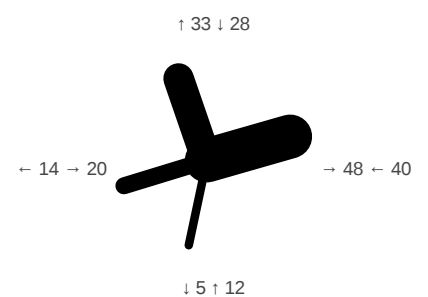
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Trower Rd [E]			2 Rapid Creek Rd/Bike Path [S]			3 Trower Rd [W]			4 Rapid Creek Rd/Bike Path [N]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Female	0	3	11	0	0	4	7	0	0	5	1	0	31
Male	1	9	14	4	0	2	12	0	0	15	3	2	62
Not known	0	0	2	2	0	0	1	0	0	2	0	0	7
Total	1	12	27	6	0	6	20	0	0	22	4	2	100

Site 5519

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



44 bicycle commuters were recorded at this location during the 2 hour survey.

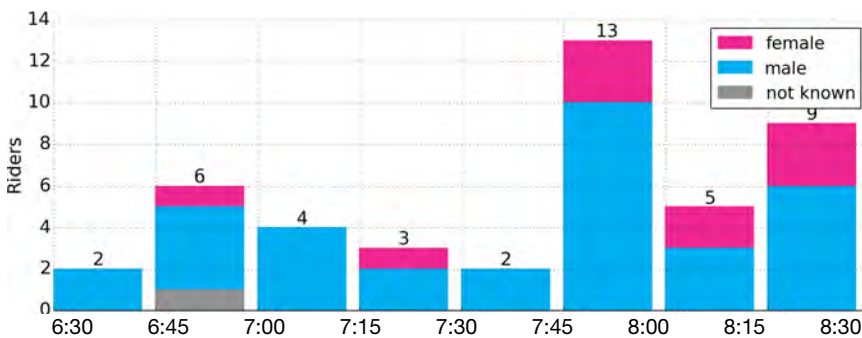
This is a decrease of 19% compared to 2014. The peak hour was 7:30–8:30 with 29 riders. There were more male riders observed at this intersection.

Trower Road was well utilised by bicycle commuters: 30% (13 cyclists) north-bound and 39% (17 cyclists) south-bound.

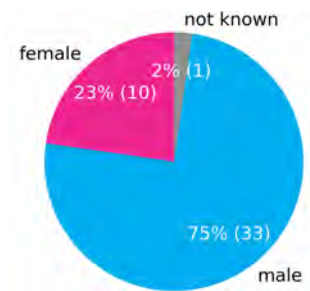
Only 6 cyclists were observed entering/exiting to/from Casuarina shopping centre.

No issues were raised during the count.

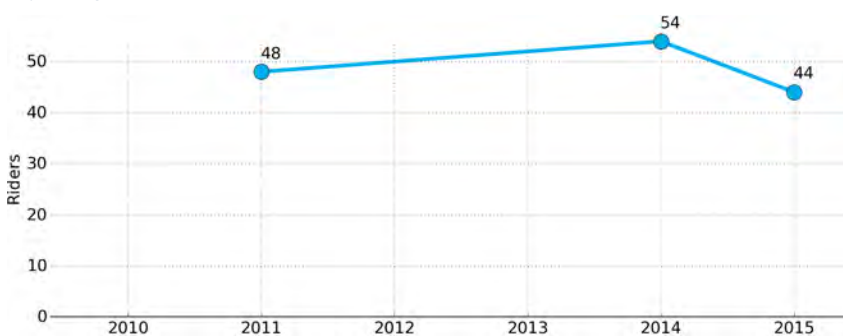
Traffic Volume by Time



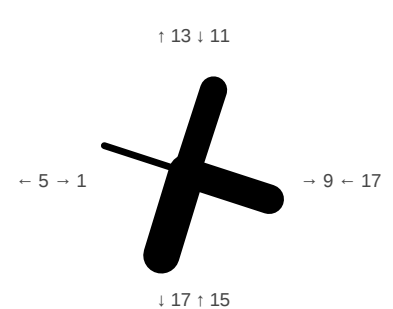
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Trower Rd [N]			2 Vanderlin Dr [E]			3 Trower Rd [S]			4 Casuarina Shops [W]			Total	
Exit	2	3	4	1	3	4	1	2	4	1	2	3		
Female	1	0	0	2	2	2	1	2	0	0	0	0	0	10
Male	3	7	0	1	7	2	9	2	1	0	1	0	0	33
Not known	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	4	7	0	3	10	4	10	4	1	0	1	0	0	44

Site 5521

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



30 bicycle commuters were recorded at this location during the 2 hour survey.

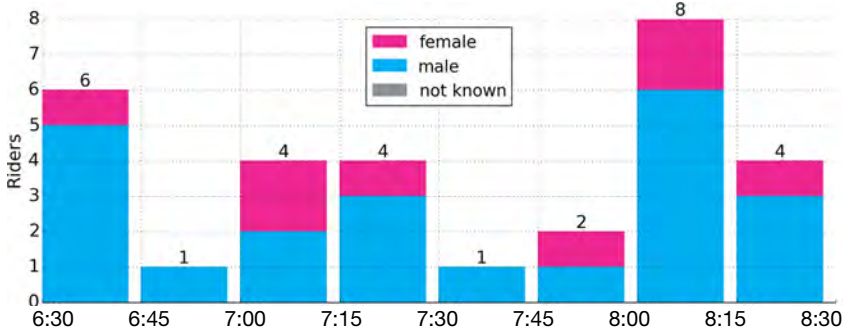
This is a decrease of 38% compared to 2014. The peak hour was 6:30–7:30 with 15 riders. There were more male riders observed at this intersection.

Vanderlin Drive/bike path was well utilised by bicycle commuters comprising 63% (19 cyclists) of total counted.

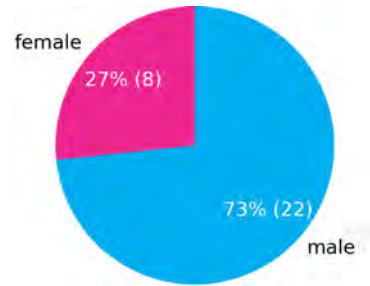
47% (14 cyclists) were observed exiting the site on Vanderlin Drive/bike path to the easterly direction.

The counter commented that there were less school children and generally less riders and walkers and joggers on the bike path this year.

Traffic Volume by Time



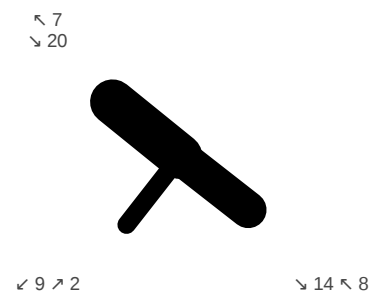
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Vanderlin Dr/Bike Path [SE]		2 Mueller Rd [SW]		3 Vanderlin Dr/Bike Path [NW]		Total
Exit	2	3	1	3	1	2	
Female	0	1	0	1	4	2	8
Male	2	5	1	0	9	5	22
Not known	0	0	0	0	0	0	0
Total	2	6	1	1	13	7	30

Site 5522

Vanderlin Dr/Bike Path [SE], Kalymnos Dr [SW], Vanderlin Dr/Bike Path [NW]



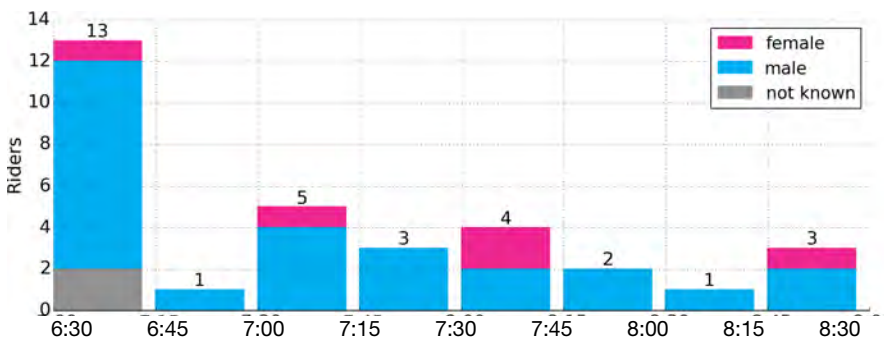
32 bicycle commuters were recorded at this location during the 2 hour survey.

This is an increase of 129% compared to 2014. The peak hour was 6:30–7:30 with 22 riders. There were more male riders observed at this intersection.

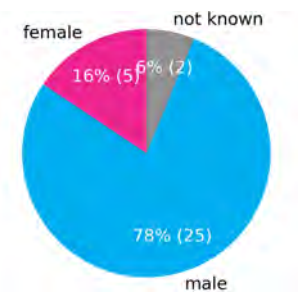
All riders were observed utilising Vanderlin Drive/bike path at this site during the count.

No issues were raised during the count.

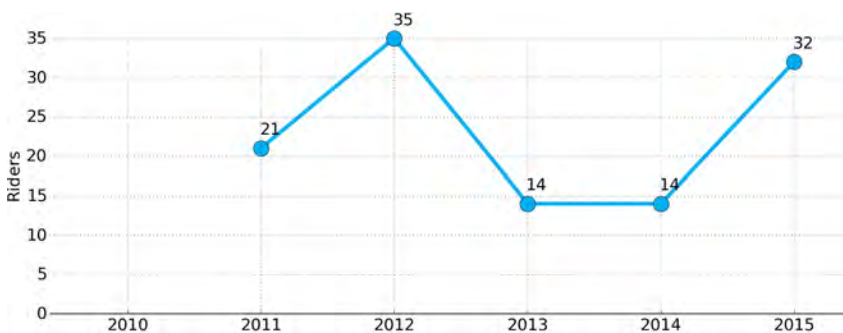
Traffic Volume by Time



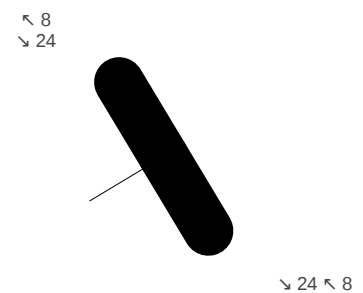
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Vanderlin Dr/Bike Path [SE]		2 Kalymnos Dr [SW]		3 Vanderlin Dr/Bike Path [NW]		Total
Exit	2	3	1	3	1	2	
Female	0	1	0	0	4	0	5
Male	0	7	0	0	18	0	25
Not known	0	0	0	0	2	0	2
Total	0	8	0	0	24	0	32

Site 5523

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



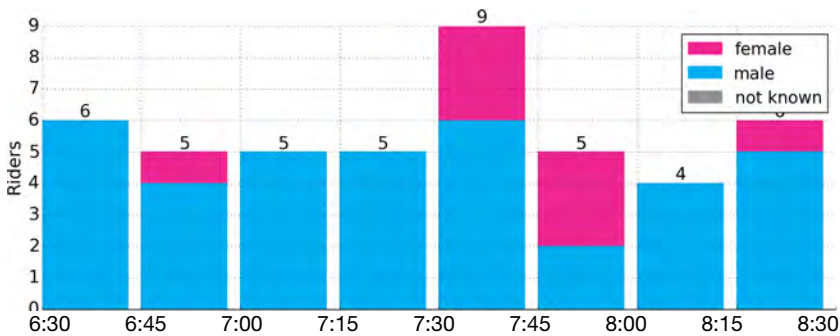
45 bicycle commuters were recorded at this location during the 2 hour survey.

This is a decrease of 24% compared to 2014. The peak hour was 6:45–7:45 with 24 riders. There were more male riders observed at this intersection.

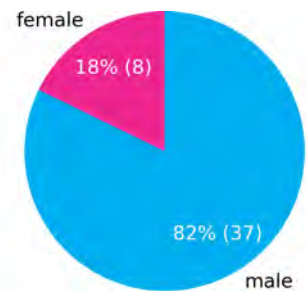
The main flow of bike riders was on McMillands Road to the east comprising 47% (21 cyclists) during the count.

The counter commented that there is no provision for cyclists on McMilland Road from west to east despite of an extremely heavy traffic. Cars are a real obstacle for any cyclists who uses roundabout as traffic banks up. Most cyclists in 4 > 2 direction dismantled at roundabout and walked across to other side through banked up cars.

Traffic Volume by Time



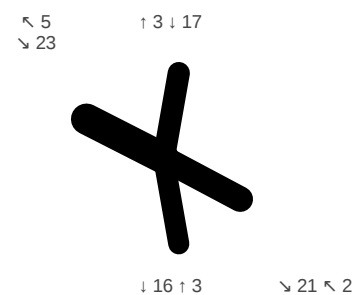
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Vanderlin Dr [N]			2 McMillans Rd [SE]			3 Vanderlin Dr [S]			4 McMillans Rd [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	1	0	2	0	0	0	0	0	1	0	1	3	8
Male	11	2	1	2	0	0	1	0	1	0	8	11	37
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	2	3	2	0	0	1	0	2	0	9	14	45

Site 5524

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



48 bicycle commuters were recorded at this location during the 2 hour survey.

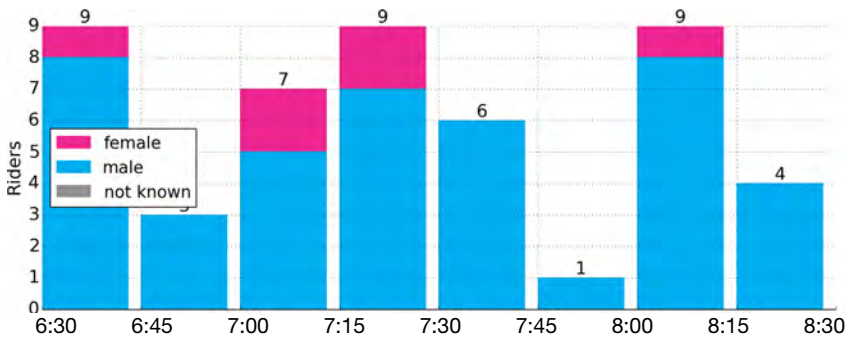
This is a decrease of 38% compared to 2014. The peak hour was 6:30–7:30 with 28 riders. There were more male riders observed at this intersection.

73% (35 cyclists) were observed utilising McMillans Road in both directions during the count.

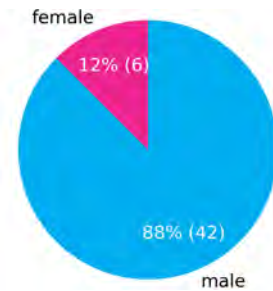
The main flow of bike traffic was on McMillans Road to the west comprising 54% (26 cyclists).

No issues were raised during the count.

Traffic Volume by Time



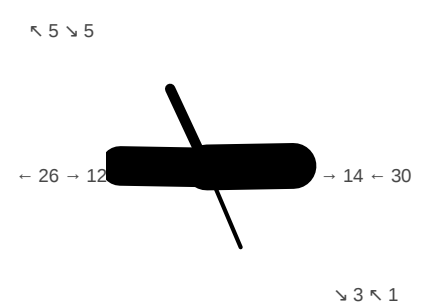
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 McMillans Rd [E]	2 Charles Eaton Dr [SE]	3 McMillans Rd [W]	4 Rapid Crk Cyclepath [NW]	Total	
Exit	2	3	4	1	3	
Female	0	2	1	0	0	3
Male	1	23	3	1	0	7
Not known	0	0	0	0	0	0
Total	1	25	4	1	0	10

Site 5525

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



51 bicycle commuters were recorded at this location during the 2 hour survey.

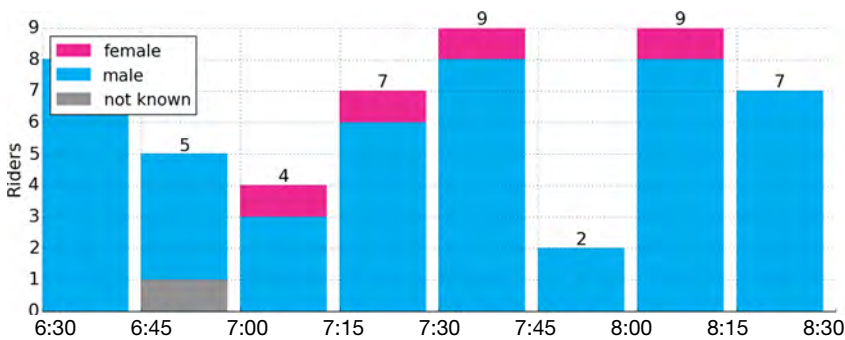
This is a decrease of 16% compared to 2014. The peak hour was 7:15–8:15 with 27 riders. There were more male riders observed at this intersection.

63% (32 cyclists) were observed utilising McMillans Road in both directions during the count.

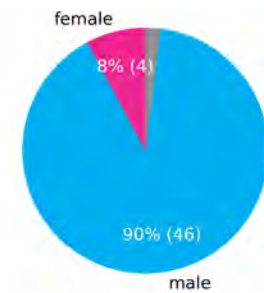
The main flow of bike traffic was on McMillans Road to the west comprising 47% (24 cyclists).

No issues were raised during the count.

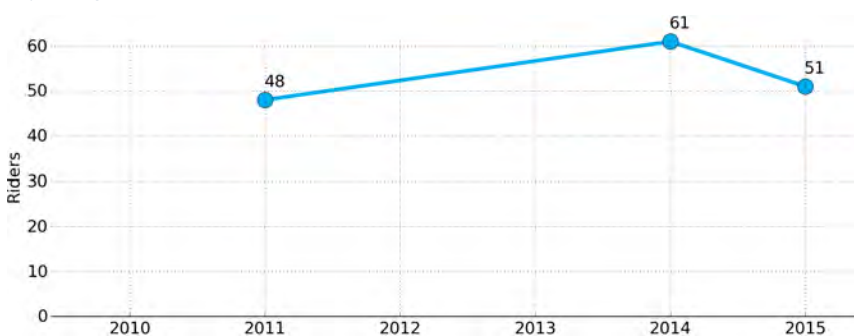
Traffic Volume by Time



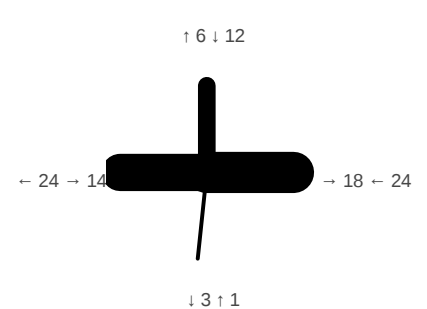
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Rothdale Rd [N]			2 McMillans Rd [E]			3 Henry Wrigley Dr [S]			4 McMillans Rd [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	0	0	0	0	2	0	0	0	0	2	0	4
Male	7	2	3	3	0	19	1	0	0	2	8	1	46
Not known	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	7	2	3	3	0	21	1	0	0	2	11	1	51

Site 5526

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



62 bicycle commuters were recorded at this location during the 2 hour survey.

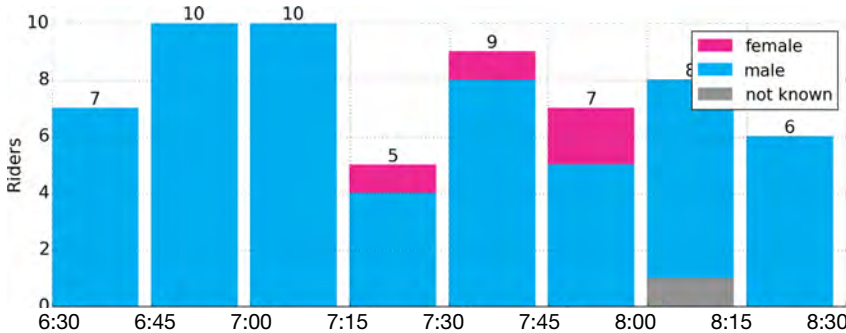
This is a decrease of 10% compared to 2014. The peak hour was 6:45–7:45 with 34 riders. There were more male riders observed at this intersection.

44% (27 cyclists) were observed utilising McMillans Road in both directions during the count.

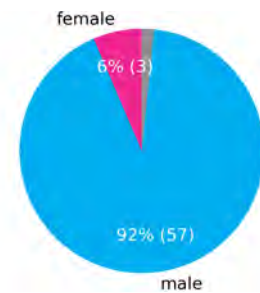
Another noticeable flow was 1 > 2 direction which comprised 71% (17 cyclists) of total riders entering from Lee Point Road north (24 cyclists).

No issues were raised during the count.

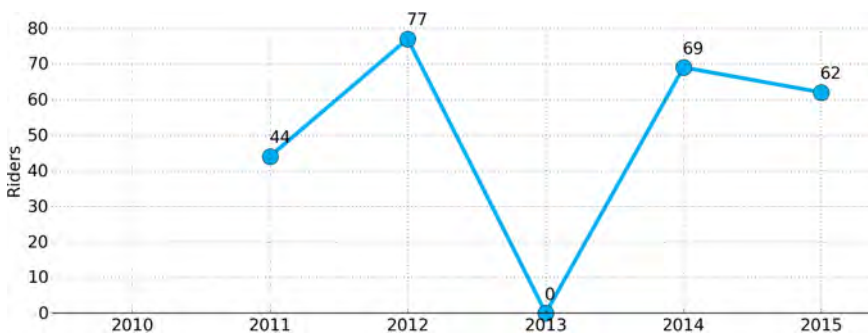
Traffic Volume by Time



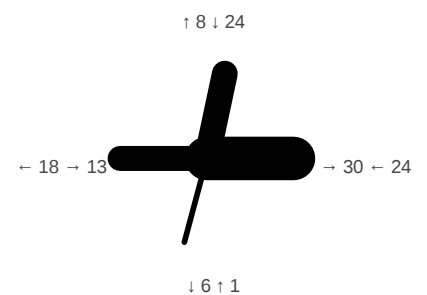
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Lee Point Rd [N]			2 McMillans Rd [E]			3 Marrara Dr [S]			4 McMillans Rd [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	1	0	0	1	0	2	0	0	0	0	0	0	4
Male	16	3	3	7	1	13	0	1	0	0	12	1	57
Not known	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	17	4	3	8	1	15	0	1	0	0	12	1	62

Site 5527

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



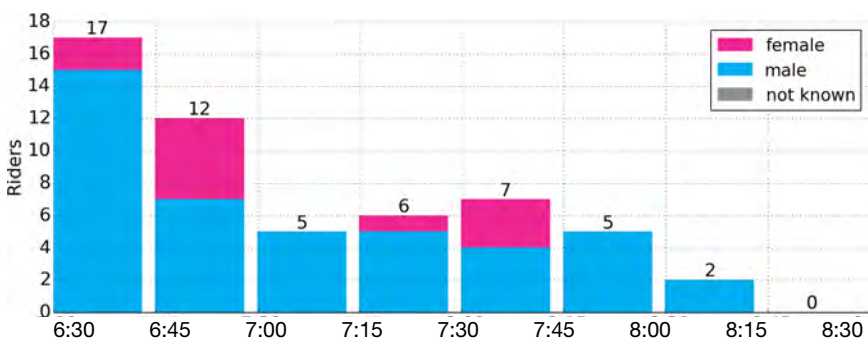
54 bicycle commuters were recorded at this location during the 2 hour survey.

This is an increase of 8% compared to 2014. The peak hour was 6:30–7:30 with 40 riders. There were more male riders observed at this intersection.

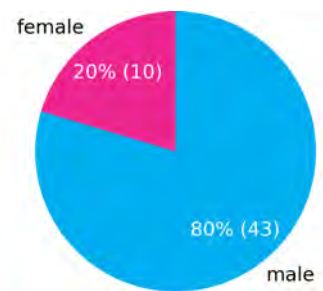
Stuart Highway was well utilised by bicycle commuters comprising 43% (23 cyclists) to the west and 54% (29 cyclists) travelling to the east.

The counter commented that all riders used the dedicated bicycle path.

Traffic Volume by Time



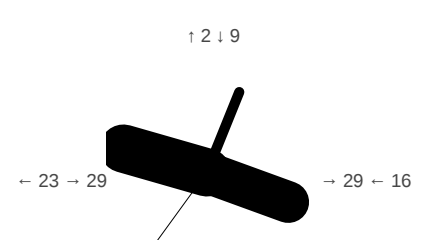
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Amy Johnson Ave [N]			2 Stuart Hwy [E]			3 Amy Johnson Ave [SW]			4 Stuart Hwy [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	0	3	1	0	1	0	0	0	0	6	0	11
Male	1	0	5	0	0	14	0	0	0	1	22	0	43
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	8	1	0	15	0	0	0	1	28	0	54

Site 5528

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



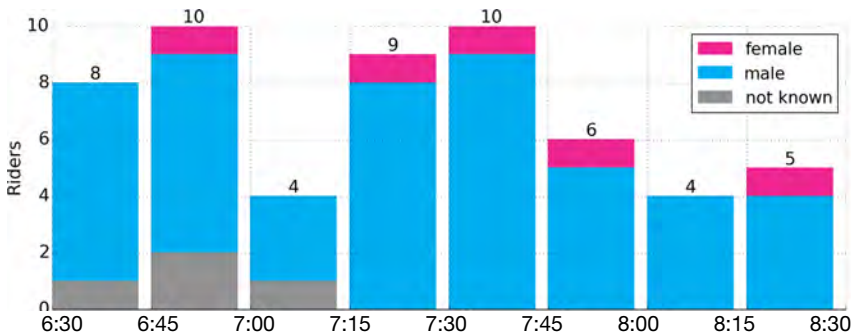
56 bicycle commuters were recorded at this location during the 2 hour survey.

This is a decrease of 24% compared to 2014. The peak hour was 6:45–7:45 with 33 riders. There were more male riders observed at this intersection.

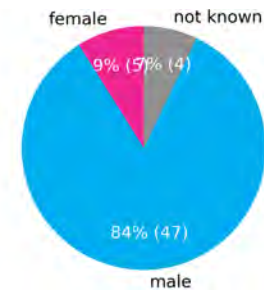
There were no dominant trends in the traffic flow at this site.

No issues were raised during the count.

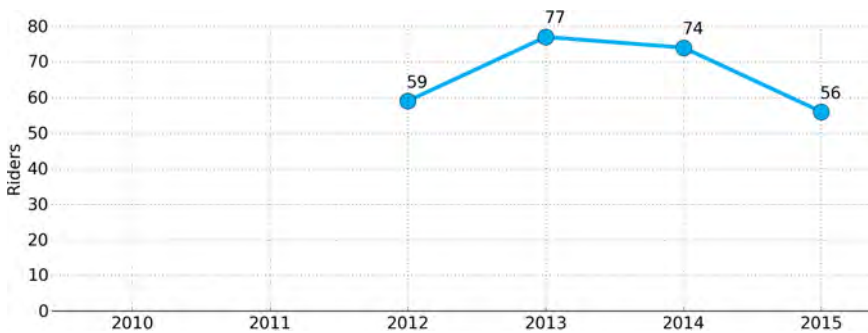
Traffic Volume by Time



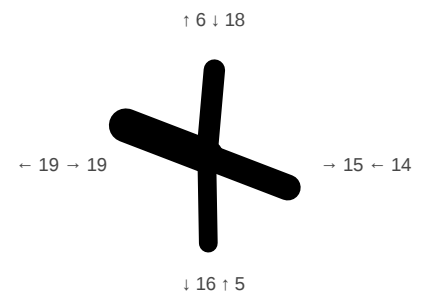
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Vanderlin Dr [N]			2 Stuart Hwy [E]			3 Berrimah Rd [S]			4 Stuart Hwy [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	2	0	0	0	0	0	0	0	0	2	1	5
Male	2	10	3	0	1	11	2	0	3	3	10	2	47
Not known	1	0	0	0	0	2	0	0	0	1	0	0	4
Total	3	12	3	0	1	13	2	0	3	4	12	3	56

Site 5981

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



113 bicycle commuters were recorded at this location during the 2 hour survey.

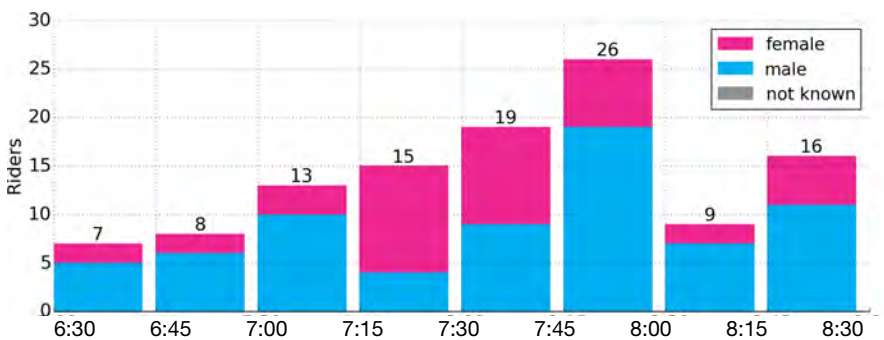
This is a decrease of 10% compared to 2014. The peak hour was 7:00–8:00 with 73 riders. There were more male riders observed at this intersection.

Casuarina Foreshore path south was well utilised by bicycle commuters comprising 78% (88 cyclists) of total counted during the count.

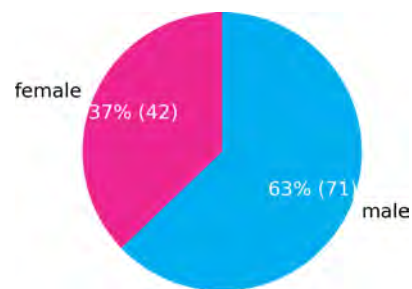
All riders entering from the north to this site exited to the south. The counter suspected that the riders travelling 1 > 2 direction would use the new section of bike path which located approximately 150m from the current intersection.

(Note: Data was collected on 22 September 2015)

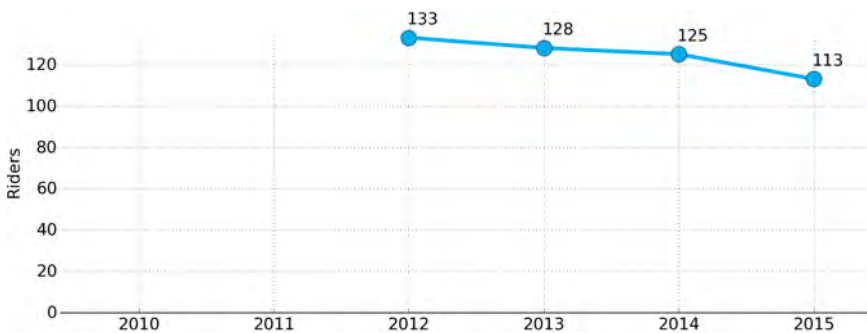
Traffic Volume by Time



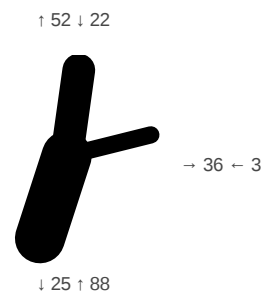
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Casuarina Foreshore Path [N]		2 Casuarina Foreshore Path [E]		3 Casuarina Foreshore Path [S]		Total
Exit	2	3	1	3	1	2	
Female	0	6	0	0	23	13	42
Male	0	16	0	3	29	23	71
Not known	0	0	0	0	0	0	0
Total	0	22	0	3	52	36	113

Site 6830

Trower Rd [N], Trower Rd [S], Dripston Rd [W]



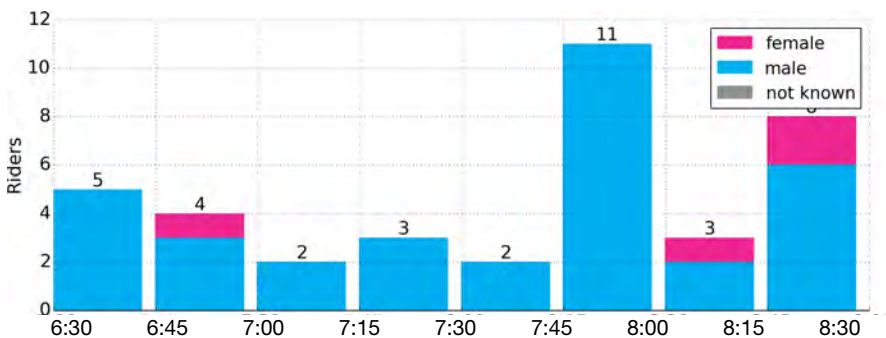
38 bicycle commuters were recorded at this location during the 2 hour survey.

The peak hour was 7:30–8:30 with 24 riders. There were more male riders observed at this intersection.

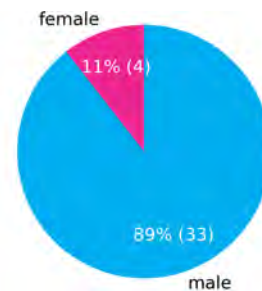
Trower Road north was well utilised by bicycle riders exiting and entering this site during the count: 47% (18 cyclists) of total were entering and 39% (15 cyclists) were exiting.

Another noticeable flow was 86% (12 cyclists) of riders travelling from south to north along Trower Road.

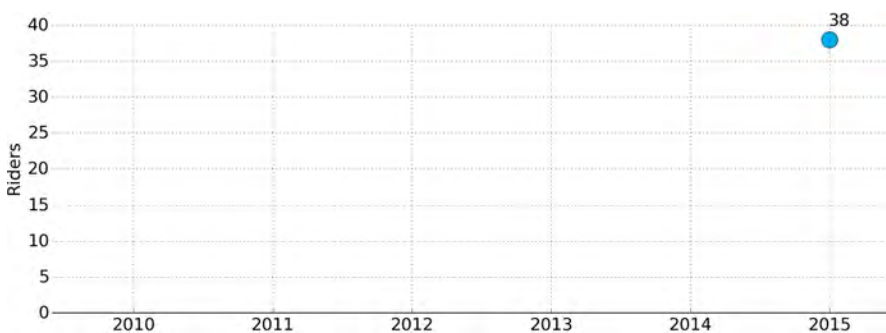
Traffic Volume by Time



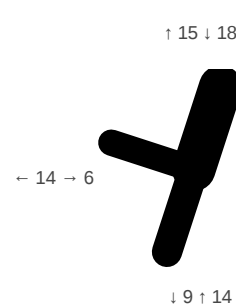
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

	1 Trower Rd [N]	2 Trower Rd [S]	3 Dripston Rd [W]	Total
Enter	1	2	1	4
Exit	2	3	2	7
Female	0	2	0	2
Male	6	10	3	19
Not known	0	0	0	0
Total	6	12	3	38

Site 5467

Peel St [NE], Esplanade [SE], Esplanade [NW]



31 bicycle commuters were recorded at this location during the 2 hour survey.

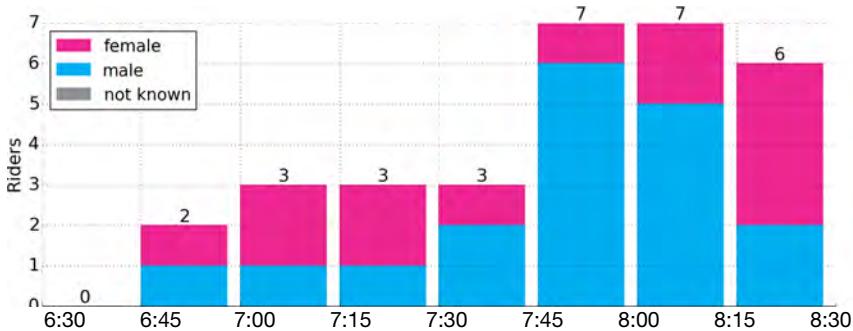
This is an increase of 11% compared to 2014. The peak hour was 7:30–8:30 with 23 riders. There were more male riders observed at this intersection.

The main flow was along the Esplanade comprising 65% (20 cyclists) to the easterly direction.

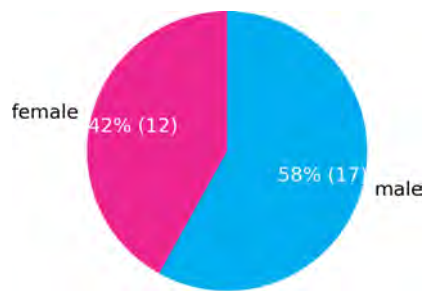
The counter commented that all cyclists were using foot path due to road works that were blocking off one land of the Esplanade from Peel Street south-easterly onward blocking/stopping traffic going north-westerly.

The counter also commented that more than 50% of bicycle riders were not wearing helmets.

Traffic Volume by Time



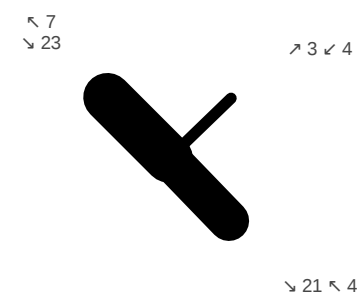
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Peel St [NE]		2 Esplanade [SE]		3 Esplanade [NW]		Total
Exit	2	3	1	3	1	2	
Female	0	2	0	1	1	9	13
Male	1	1	0	3	2	11	18
Not known	0	0	0	0	0	0	0
Total	1	3	0	4	3	20	31

Site 5468

Daly St [NE], Mitchell St [SE], Daly St [SW], Mitchell St [NW]



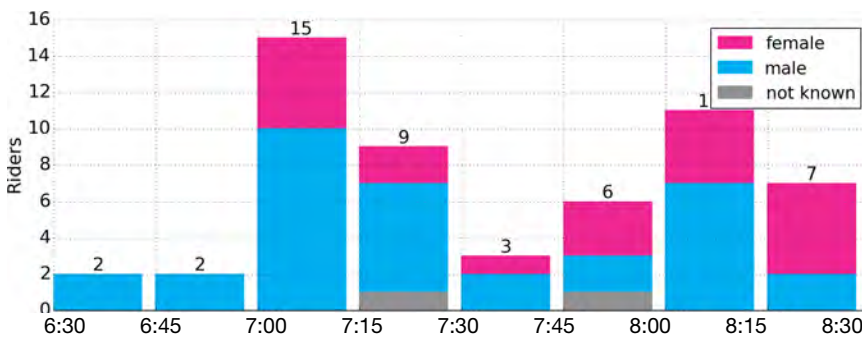
55 bicycle commuters were recorded at this location during the 2 hour survey.

This is an increase of 224% compared to 2014. The peak hour was 7:00–8:00 with 33 riders. There were more male riders observed at this intersection.

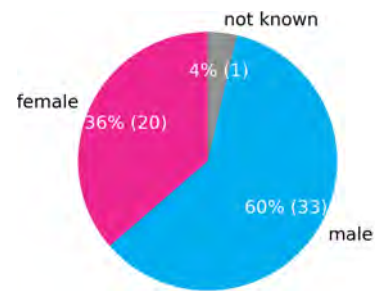
There were no dominant trends in the traffic flow.

No issues were raised during the count.

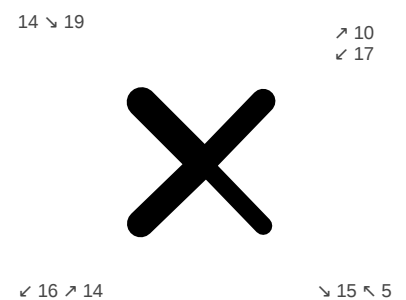
Traffic Volume by Time



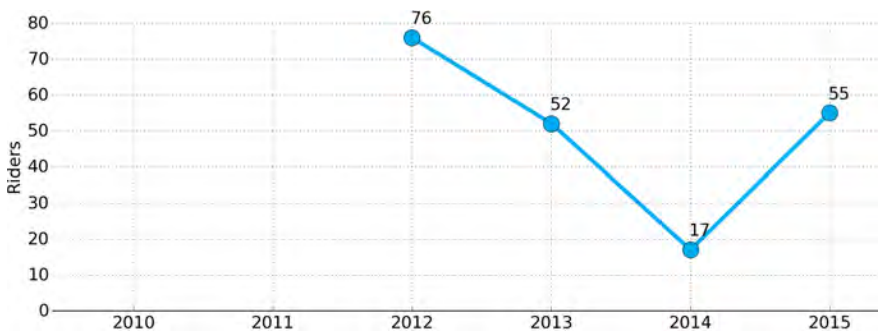
Gender Ratio



Traffic Flow



Cycling Trend



Raw Data

Enter	1 Daly St [NE]			2 Mitchell St [SE]			3 Daly St [SW]			4 Mitchell St [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	1	5	0	0	0	0	0	4	3	2	3	2	20
Male	1	4	5	1	1	3	2	1	3	4	5	3	33
Not known	0	1	0	0	0	0	1	0	0	0	0	0	2
Total	2	10	5	1	1	3	3	5	6	6	8	5	55

Site 5469

Daly St [NE], Smith St [SE], Daly St [SW], Smith St [NW]



112 bicycle commuters were recorded at this location during the 2 hour survey.

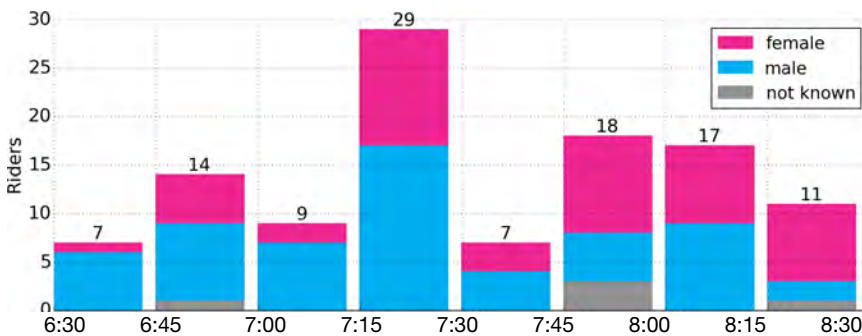
This is an increase of 38% compared to 2014. The peak hour was 7:15–8:15 with 71 riders. There were more male riders observed at this intersection.

This site was the main entry point for the bicycle commuters coming from the north-west on Smith Street comprising 40% (45 cyclists) and from the north-east on Daly Street comprising 39% (44 cyclists).

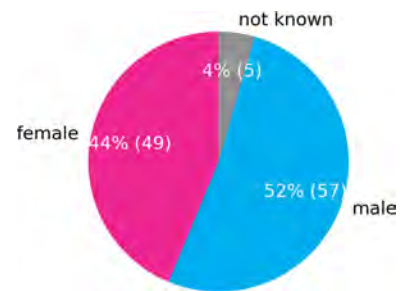
33% (37 cyclists) were observed utilising Daly Street in both directions during the count.

The counter commented that it is a difficult roundabout to cross for school children.

Traffic Volume by Time



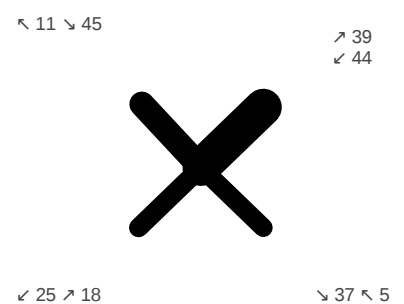
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Daly St [NE]			2 Smith St [SE]			3 Daly St [SW]			4 Smith St [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	11	9	1	0	0	1	3	0	0	12	11	1	49
Male	6	12	2	2	0	2	12	0	2	8	9	3	58
Not known	0	0	3	0	0	0	1	0	0	1	0	0	5
Total	17	21	6	2	0	3	16	0	2	21	20	4	112

Site 5470

Daly St [NE], Cavenagh St [SE], Daly St [SW], Gardens Rd [NW]

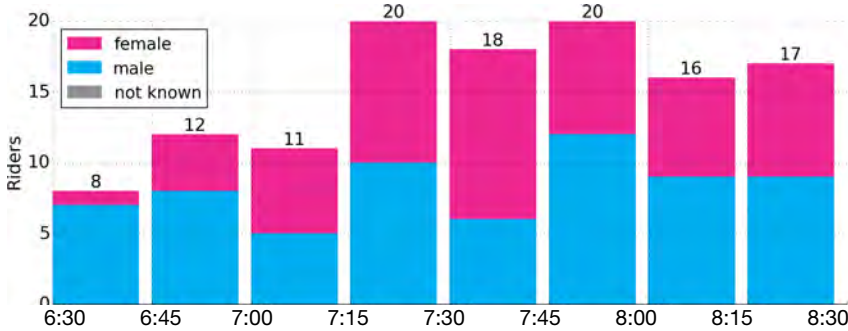


122 bicycle commuters were recorded at this location during the 2 hour survey.

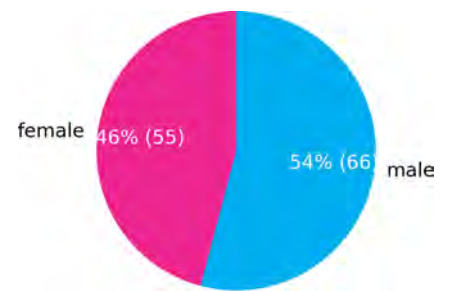
This is an increase of 6% compared to 2014. The peak hour was 7:15–8:15 with 74 riders. There were more male riders observed at this intersection.

45% (55 cyclists) were entering the city on Cavenagh Street from Daly Street which was the largest number of bicycle riders filtered through among four neighbouring sites along Daly Street.

Traffic Volume by Time



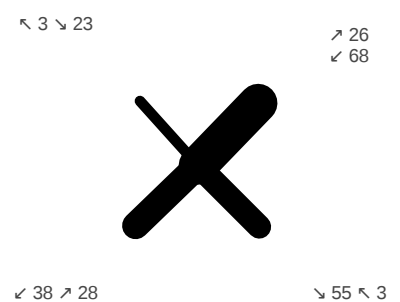
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Daly St [NE]			2 Cavenagh St [SE]			3 Daly St [SW]			4 Gardens Rd [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	13	20	0	0	0	0	6	8	0	2	5	2	56
Male	18	16	1	2	0	1	11	2	1	5	9	0	66
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	36	1	2	0	1	17	10	1	7	14	2	122

Site 5471

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



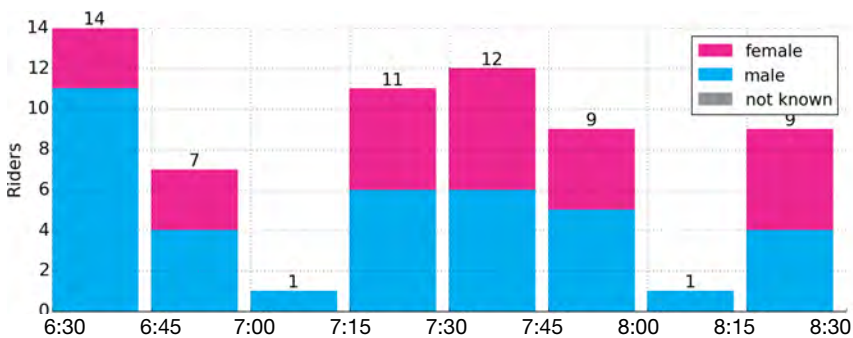
64 bicycle commuters were recorded at this location during the 2 hour survey.

This is a decrease of 7% compared to 2014. The peak hour was 6:30–7:30 with 33 riders. There were more male riders observed at this intersection.

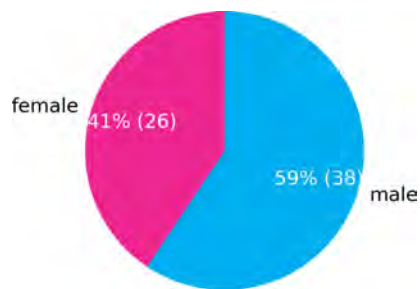
48% (31 cyclists) were observed entering through Kahlin Avenue north-west. Outbound from this site were mainly on Gilruth Avenue (36%, 23 cyclists) and Smith Street (34%, 22 cyclists).

No issues were raised on site.

Traffic Volume by Time



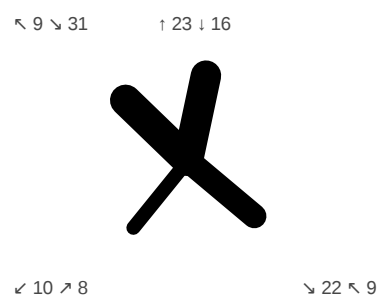
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Gilruth Ave [N]			2 Smith St [SE]			3 Lambell Tce [SW]			4 Kahlin Ave [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	2	1	2	2	1	0	2	0	0	5	11	0	26
Male	3	5	3	4	0	2	3	1	2	7	5	3	38
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	6	5	6	1	2	5	1	2	12	16	3	64

Site 5472

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



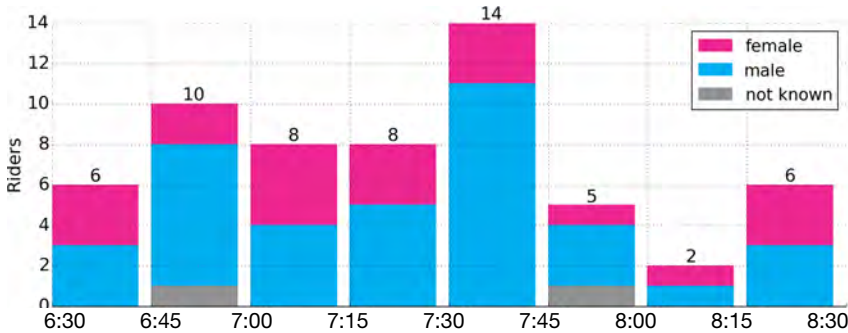
59 bicycle commuters were recorded at this location during the 2 hour survey.

This is a decrease of 19% compared to 2014. The peak hour was 6:45–7:45 with 40 riders. There were more male riders observed at this intersection.

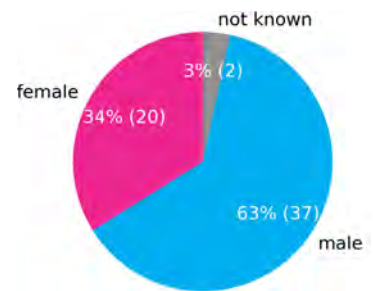
Majority bicycle traffic (36%, 21 cyclists) were entering Gilruth Avenue north and exiting Gardens Road (2 > 3) towards the city.

No issues were raised on site.

Traffic Volume by Time



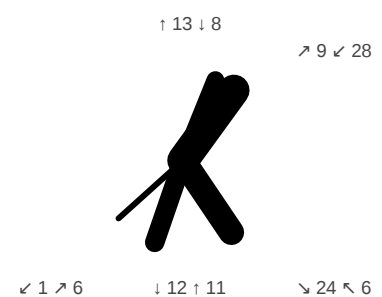
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Atkins Dr [N]				2 Gilruth Ave [NE]				3 Gardens Rd [SE]				4 Gilruth Ave [S]				5 Maria Liveris Dr [SW]				Total
Exit	2	3	4	5	1	3	4	5	1	2	4	5	1	2	3	5	1	2	3	4	
Female	0	1	2	0	0	8	2	0	0	1	0	0	4	0	0	0	2	0	0	0	20
Male	0	2	2	1	0	12	5	0	1	2	1	0	3	4	0	0	3	1	0	0	37
Not known	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	4	1	0	21	7	0	1	4	1	0	7	4	0	0	5	1	0	0	59

Site 5473

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



78 bicycle commuters were recorded at this location during the 2 hour survey.

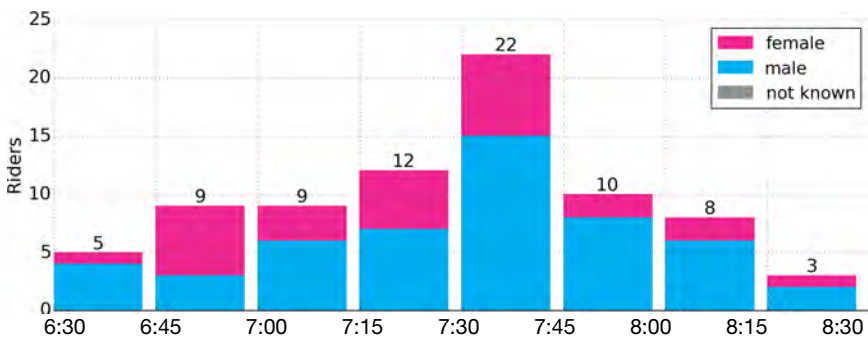
This is a decrease of 1% compared to 2014. The peak hour was 7:00–8:00 with 53 riders. There were more male riders observed at this intersection.

87% of all riders entering from north on East Point Road rode through this intersection continuing their trip along Gilruth Avenue to the south (34 of out 39 cyclists).

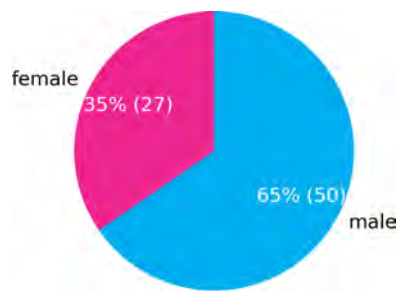
Out of 29 bicycle commuters exiting the site on Goyder Road to the west, 48% (14 cyclists) were riding from Goyder Road east and 38% (11 cyclists) were from Gilruth Avenue south.

No issues were raised on site.

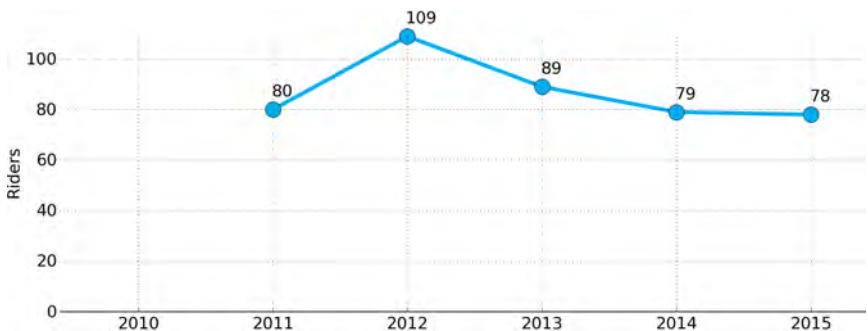
Traffic Volume by Time



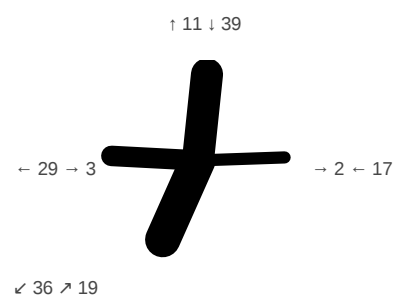
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 East Point Rd [N]			2 Goyder Rd [E]			3 Gilruth Ave [SW]			4 Goyder Rd [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	12	1	0	1	4	5	0	3	1	0	0	27
Male	1	22	3	1	1	10	3	0	8	1	1	0	51
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	34	4	1	2	14	8	0	11	2	1	0	78

Site 5474

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



84 bicycle commuters were recorded at this location during the 2 hour survey.

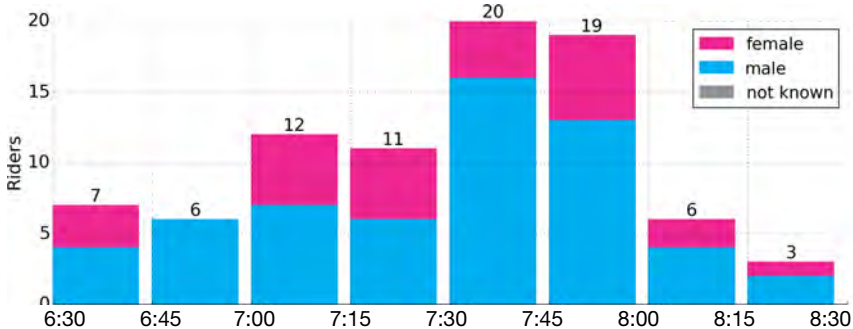
This is a decrease of 16% compared to 2014. The peak hour was 7:00–8:00 with 62 riders. There were more male riders observed at this intersection.

East Point Road was well utilised by bicycle commuters comprising 77% (65 cyclists) at this site. Among this traffic 72% (47 cyclists) were southbound.

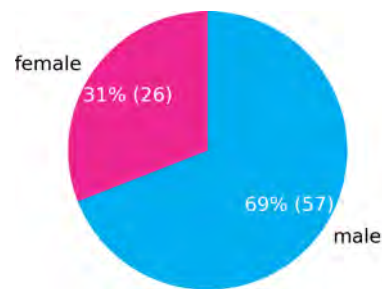
89% (16 cyclists) of the total riders observed entering Gregory Street exited along East Point Road south.

The counter commented that the cycle path need repair. There were more boys than girls riding to the school approximately 1km away to the south.

Traffic Volume by Time



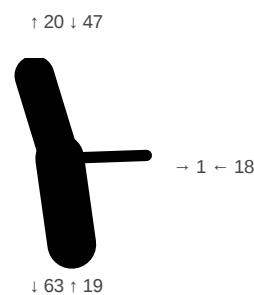
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Gregory St [E]		2 East Point Rd [S]		3 East Point Rd [N]		Total
Exit	2	3	1	3	1	2	
Female	7	0	0	6	0	13	26
Male	9	2	1	12	0	34	58
Not known	0	0	0	0	0	0	0
Total	16	2	1	18	0	47	84

Site 5475

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



85 bicycle commuters were recorded at this location during the 2 hour survey.

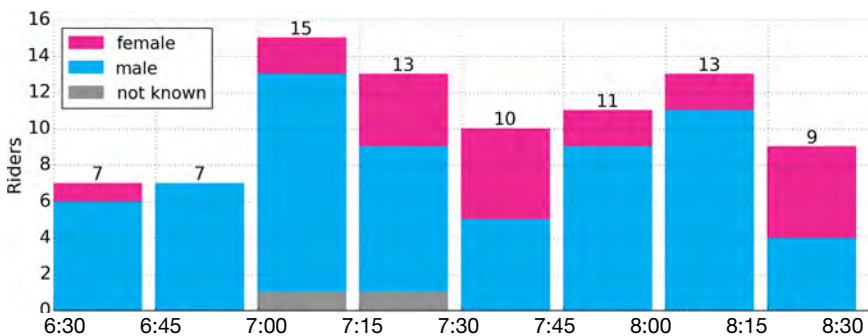
This is a decrease of 2% compared to 2014. The peak hour was 7:00–8:00 with 49 riders. There were more male riders observed at this intersection.

Ross Smith Avenue west was well utilised by bicycle commuters comprising 58% (49 cyclists) exiting and 34% (29 cyclists) entering the intersection during the count.

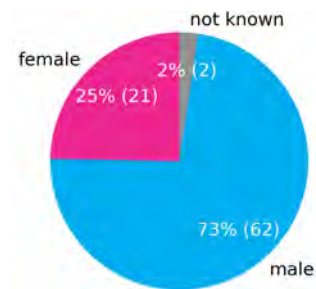
The main flow was from Dick Ward Drive to Ross Smith Avenue west (1 > 2 direction) comprising 41% (35 cyclists) of total counted.

No issues were raised on site.

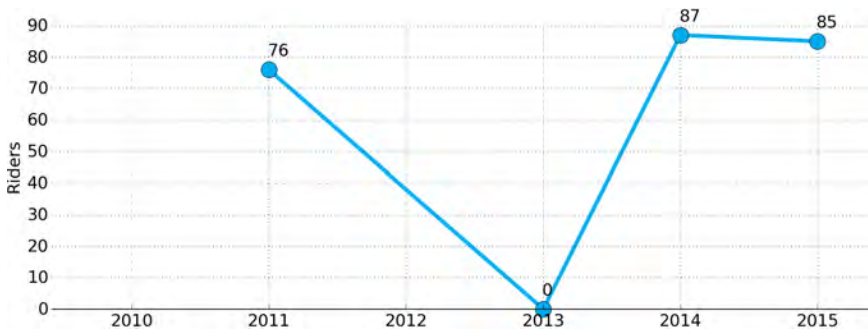
Traffic Volume by Time



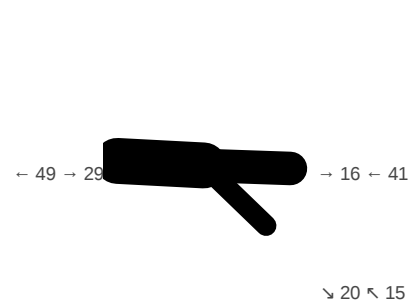
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Dick Ward Dr [E]		2 Ross Smith Ave [SE]		3 Ross Smith Ave [W]		
Exit	2	3	1	3	1	2	Total
Female	2	8	1	4	3	3	21
Male	3	27	0	10	11	11	62
Not known	1	0	0	0	1	0	2
Total	6	35	1	14	15	14	85

Site 5476

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



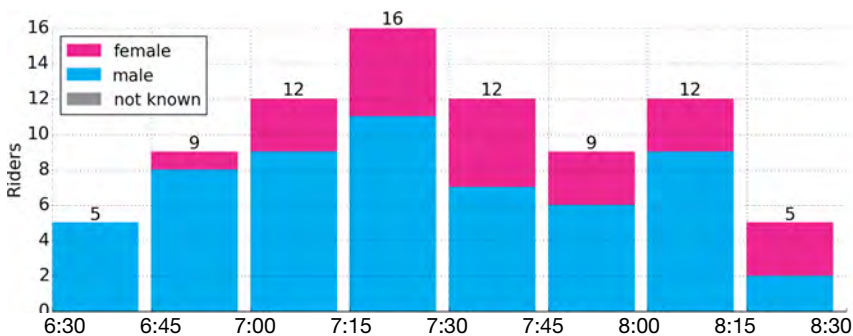
80 bicycle commuters were recorded at this location during the 2 hour survey.

This is a decrease of 27% compared to 2014. The peak hour was 6:45–7:45 with 49 riders. There were more male riders observed at this intersection.

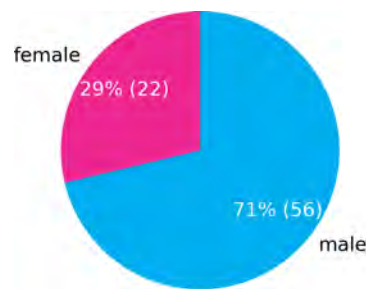
78% (62 cyclists) were observed utilising Dick Ward Drive in both directions during the count with more than half heading south-westerly direction.

No issues were raised on site.

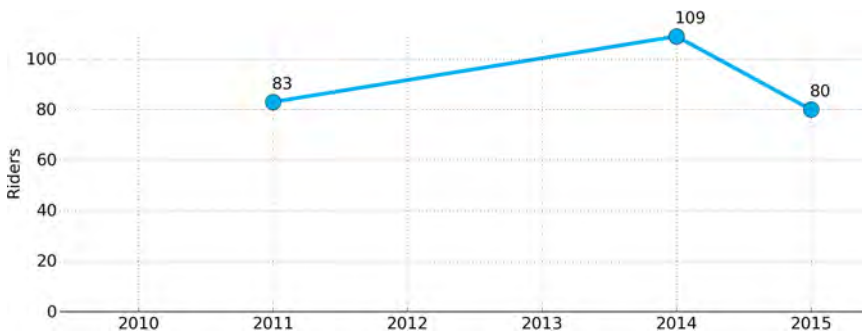
Traffic Volume by Time



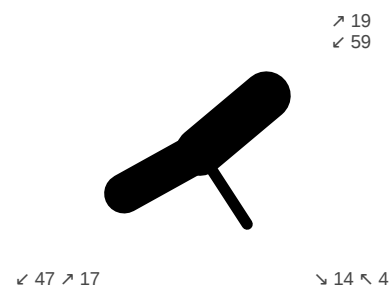
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Dick Ward Dr [NE]		2 Douglas St [SE]		3 Dick Ward Dr [SW]		Total
Exit	2	3	1	3	1	2	
Female	5	13	0	0	5	0	23
Male	7	34	4	0	10	2	57
Not known	0	0	0	0	0	0	0
Total	12	47	4	0	15	2	80

Site 5477

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



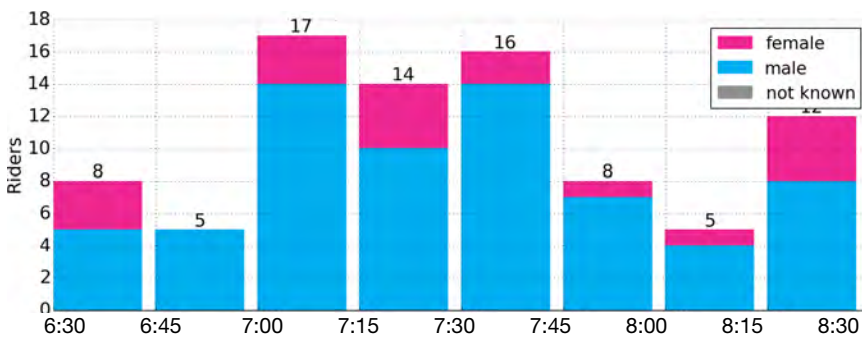
85 bicycle commuters were recorded at this location during the 2 hour survey.

This is a decrease of 24% compared to 2014. The peak hour was 7:00–8:00 with 55 riders. There were more male riders observed at this intersection.

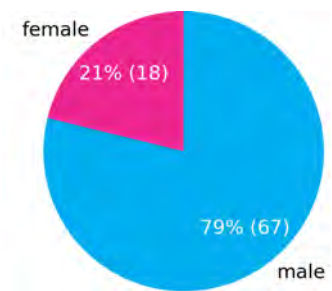
93% (79 cyclists) were observed utilising Dick Ward Drive in both directions during the count with 71% (56 cyclists) heading to the south.

No issues were raised on site.

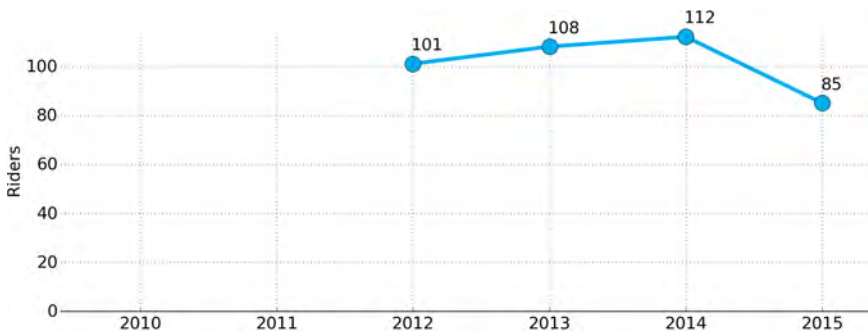
Traffic Volume by Time



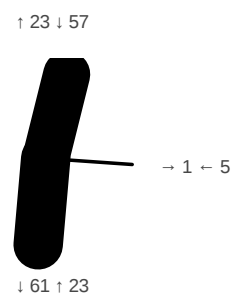
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Dick Ward Dr [N]		2 Fitzer Dr [E]		3 Dick Ward Dr [S]		
Exit	2	3	1	3	1	2	Total
Female	0	12	0	1	5	0	18
Male	1	44	0	4	18	0	67
Not known	0	0	0	0	0	0	0
Total	1	56	0	5	23	0	85

Site 5478

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



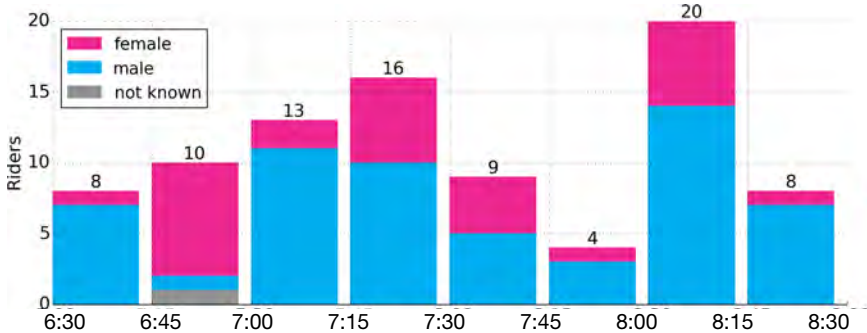
88 bicycle commuters were recorded at this location during the 2 hour survey.

This is an increase of 5% compared to 2014. The peak hour was 7:15–8:15 with 49 riders. There were more male riders observed at this intersection.

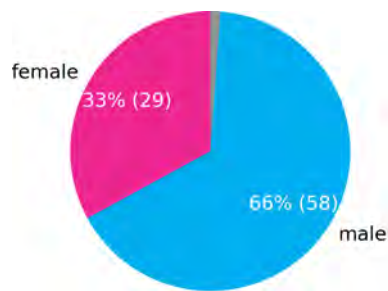
Two main flows were observed at this intersection: between Progress Drive west and Dick Ward Drive comprising 57% (49 cyclists) and Progress Drive in both directions comprising 26% (23 cyclists).

The counter commented that there was a construction site south eastern corner of this intersection. The construction fence was built over part of the Progress Drive footpath and completely over the Dick Ward Drive footpath. Cyclists had to maneuver around that site.

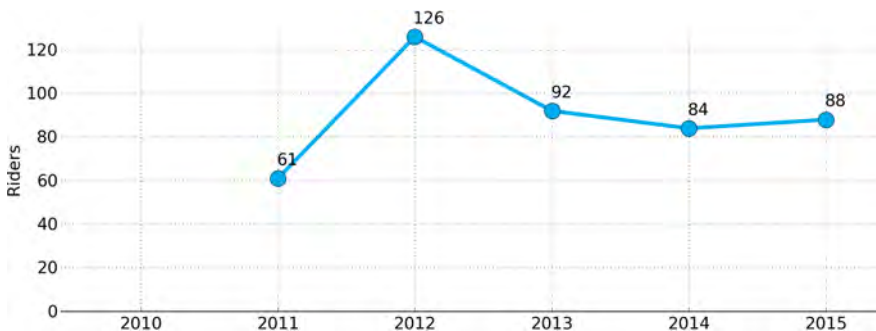
Traffic Volume by Time



Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Progress Dr [E]		2 Dick Ward Dr [S]		3 Progress Dr [W]		
Exit	2	3	1	3	1	2	Total
Female	3	6	2	8	3	7	29
Male	4	6	7	14	8	19	58
Not known	0	0	0	0	0	1	1
Total	7	12	9	22	11	27	88

Site 5480

Casuarina Dr [E], Nightcliff Rd [SE], Casuarina Dr [SW]



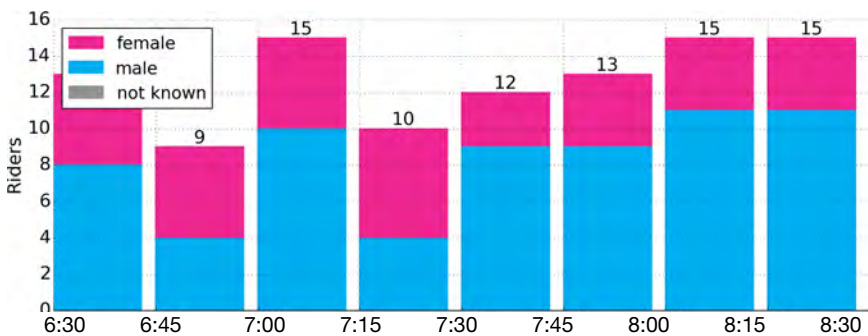
102 bicycle commuters were recorded at this location during the 2 hour survey.

This is a decrease of 2% compared to 2014. The peak hour was 7:30–8:30 with 55 riders. There were more male riders observed at this intersection.

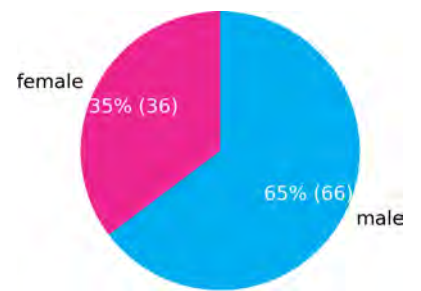
Casuarina Drive was well utilised comprising 83% (85 cyclists) in both directions during the count.

56% (57 cyclists) were travelling to the east at this site.

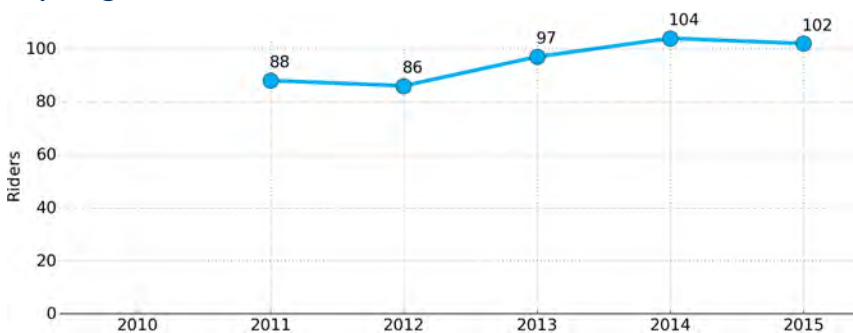
Traffic Volume by Time



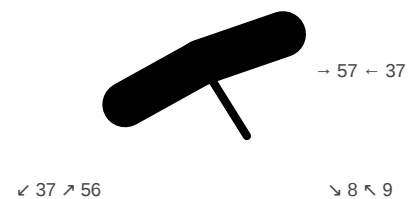
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Casuarina Dr [E]		2 Nightcliff Rd [SE]		3 Casuarina Dr [SW]		
Exit	2	3	1	3	1	2	Total
Female	5	7	0	2	22	0	36
Male	0	25	4	3	31	3	66
Not known	0	0	0	0	0	0	0
Total	5	32	4	5	53	3	102

Site 5481

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



30 bicycle commuters were recorded at this location during the 2 hour survey.

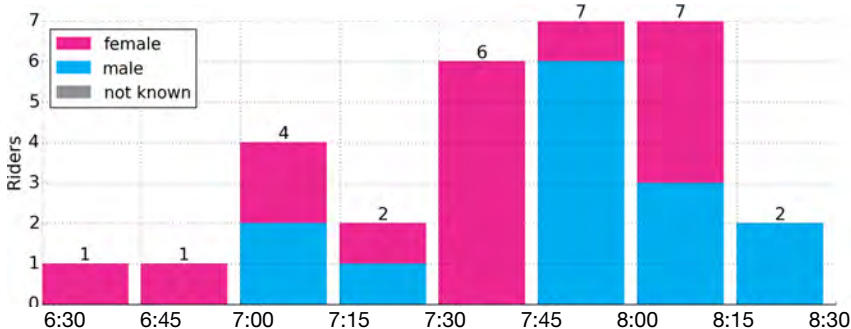
This is an increase of 11% compared to 2014. The peak hour was 7:15–8:15 with 22 riders. There were more female riders observed at this intersection.

Rossiter Street was well utilised comprising 83% (25 cyclists) of all counted in both directions.

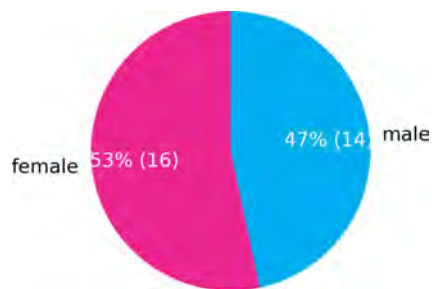
Ryland Road north-west was relatively quiet; only 3 cyclists were entering and 4 cyclists were exiting during the count.

No issues were raised on site.

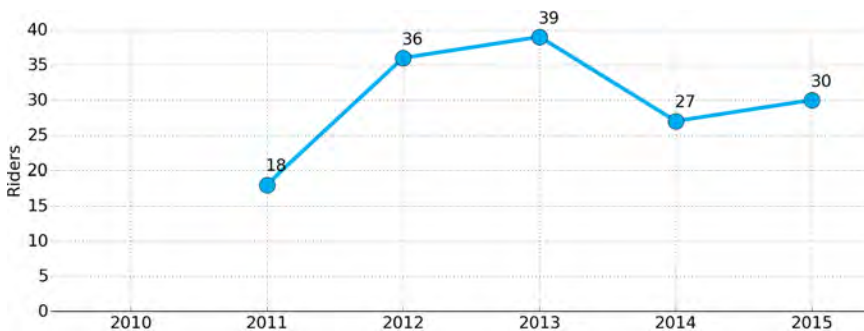
Traffic Volume by Time



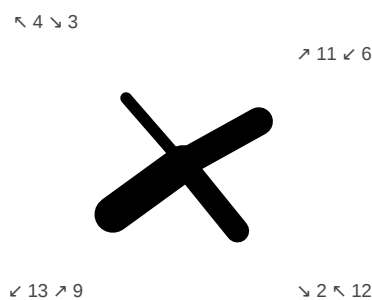
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Rossiter St [NE]			2 Ryland Rd [SE]			3 Rossiter St [SW]			4 Ryland Rd [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	2	0	0	5	4	2	0	0	1	1	1	16
Male	1	3	0	1	2	0	7	0	0	0	0	0	14
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	5	0	1	7	4	9	0	0	1	1	1	30

Site 5482

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



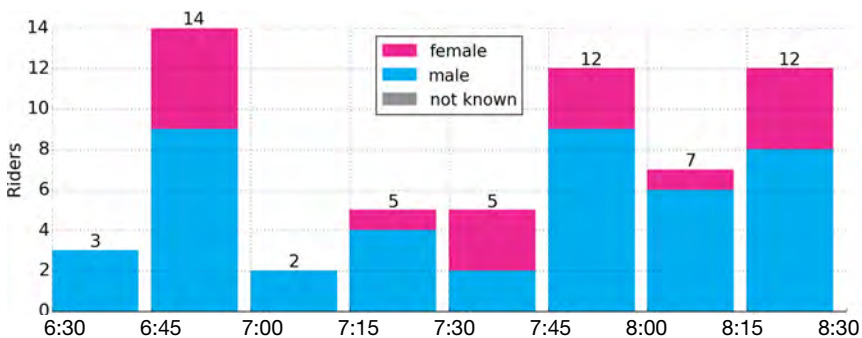
60 bicycle commuters were recorded at this location during the 2 hour survey.

This is a decrease of 21% compared to 2014. The peak hour was 7:30–8:30 with 36 riders. There were more male riders observed at this intersection.

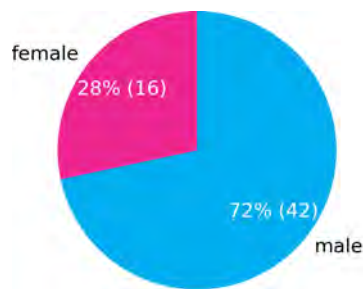
There were no dominant trends in the traffic flow.

The counter observed that the south side of Chapman Road is a major access point to schools and connects to patrolled school crossing. A short new section of path to connect Chapman Road and Sandalwood Street is recommended as well as a crossing point either side of Chapman Road on Nightcliff Road as lots of cyclists experience difficulties to cross because of high levels of traffic. It was also observed that several cyclists crossing from Clematis Street to Nightcliff Road path and then Chapman.

Traffic Volume by Time



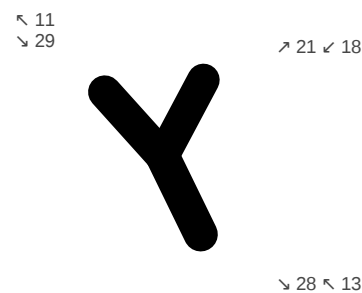
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Chapman Rd [NE]		2 Nightcliff Rd [SE]		3 Nightcliff Rd [NW]		
Exit	2	3	1	3	1	2	Total
Female	5	1	2	0	5	4	17
Male	7	5	6	5	8	12	43
Not known	0	0	0	0	0	0	0
Total	12	6	8	5	13	16	60

Site 5483

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



170 bicycle commuters were recorded at this location during the 2 hour survey. This was the busiest site in the municipality.

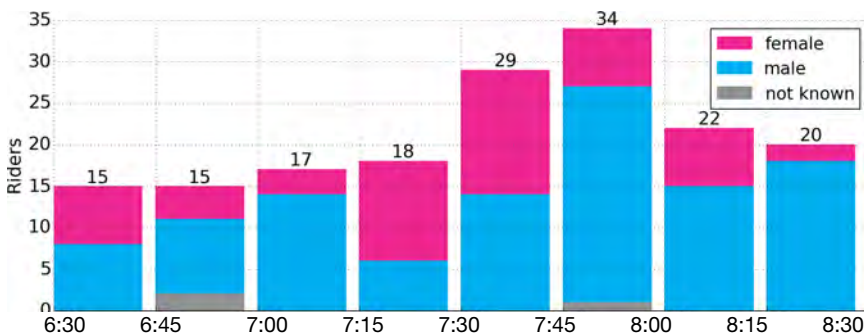
This is an increase of 6% compared to 2014. The peak hour was 7:30–8:30 with 105 riders. There were more male riders observed at this intersection.

The main flow was between Foreshore path west and Rapid Creek path comprising 51% (86 cyclists) in both directions. Majority (78%, 67 cyclists) were heading north-easterly direction.

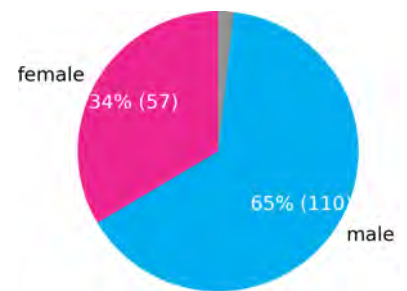
Another distinctive flow was along the Foreshore path comprising 29% (49 cyclists) in both directions.

The counter observed 28 female riders and 50 males not wearing a helmet.

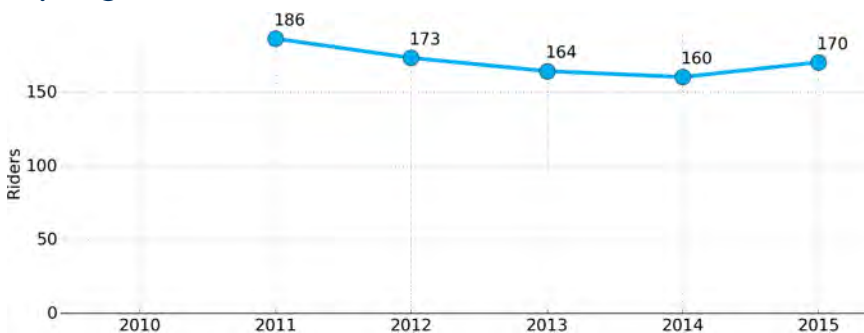
Traffic Volume by Time



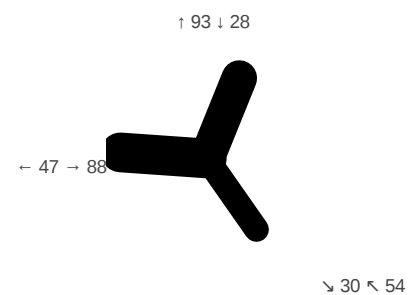
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Rapid Creek Path Bridge [N]		2 Foreshore Path [SE]		3 Foreshore Path [W]		Total
Exit	2	3	1	3	1	2	
Female	2	4	12	11	22	6	57
Male	6	15	14	16	45	14	110
Not known	1	0	0	1	0	1	3
Total	9	19	26	28	67	21	170

Site 5484

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

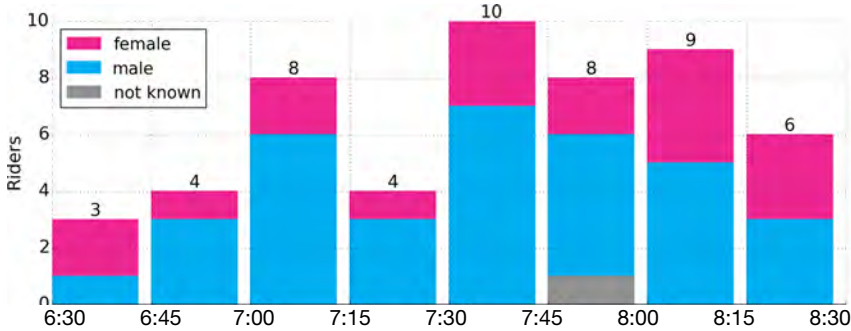


52 bicycle commuters were recorded at this location during the 2 hour survey.

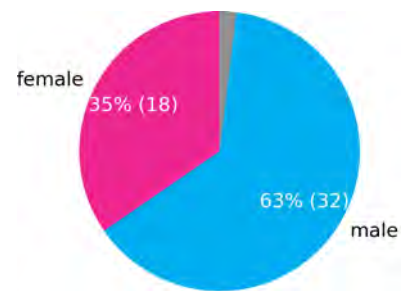
This is a decrease of 43% compared to 2014. The peak hour was 7:30–8:30 with 33 riders. There were more male riders observed at this intersection.

There were no dominant trends in the traffic flow.

Traffic Volume by Time



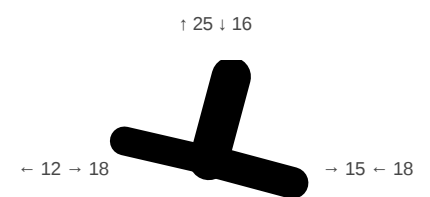
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Rocklands Dr [N]		2 Trower Rd [E]		3 Trower Rd [W]		
Exit	2	3	1	3	1	2	Total
Female	5	1	5	1	2	4	18
Male	2	8	10	2	7	4	33
Not known	0	0	0	0	1	0	1
Total	7	9	15	3	10	8	52

Site 5485

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



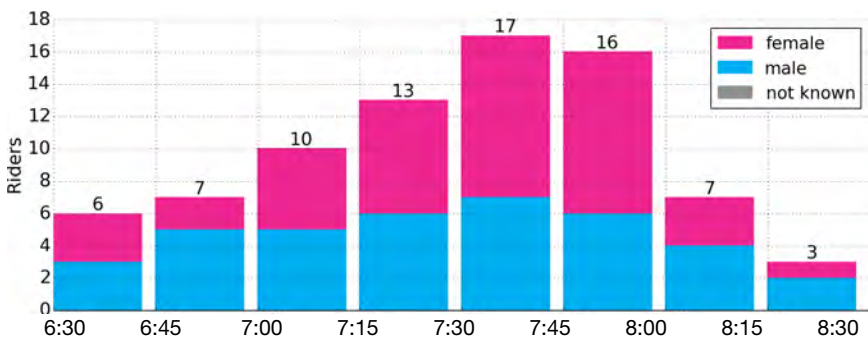
79 bicycle commuters were recorded at this location during the 2 hour survey.

This is a decrease of 17% compared to 2014. The peak hour was 7:00–8:00 with 56 riders. There were more female riders observed at this intersection.

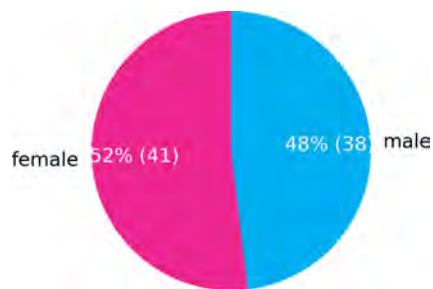
77% (61 cyclists) were observed exiting to the Darwin Private Hospital from this intersection during the count.

No issues were raised on site.

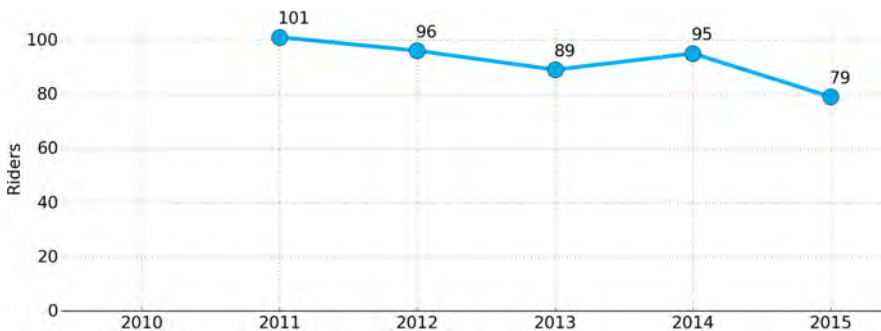
Traffic Volume by Time



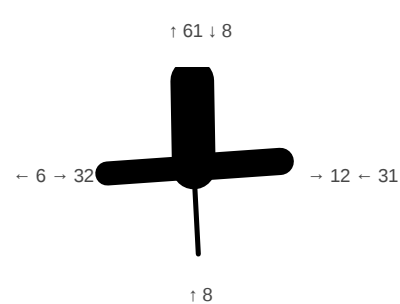
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Rocklands Dr [E]			2 Roper St [S]			3 Rocklands Dr [W]			4 Florey Ave [N]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	1	21	0	0	3	1	0	11	3	0	1	41
Male	0	2	7	0	0	5	6	0	14	2	0	2	38
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	28	0	0	8	7	0	25	5	0	3	79

Site 5486

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



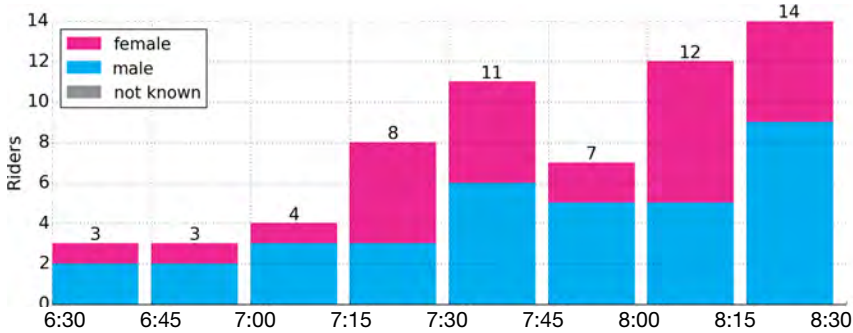
62 bicycle commuters were recorded at this location during the 2 hour survey.

This is an increase of 55% compared to 2014. The peak hour was 7:30–8:30 with 44 riders. There were more male riders observed at this intersection.

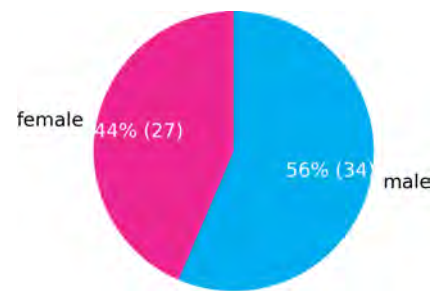
66% (41 cyclists) were observed heading north on Henbury Avenue at this site during the count.

No issues were raised on site.

Traffic Volume by Time



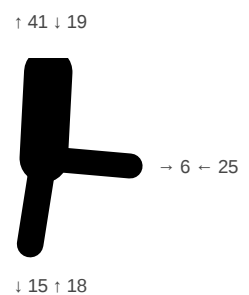
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Henbury Ave [N]		2 Tambling Tce [E]		3 Henbury Ave [S]		
Exit	2	3	1	3	1	2	Total
Female	5	3	10	1	8	0	27
Male	1	10	13	1	10	0	35
Not known	0	0	0	0	0	0	0
Total	6	13	23	2	18	0	62

Site 5487

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



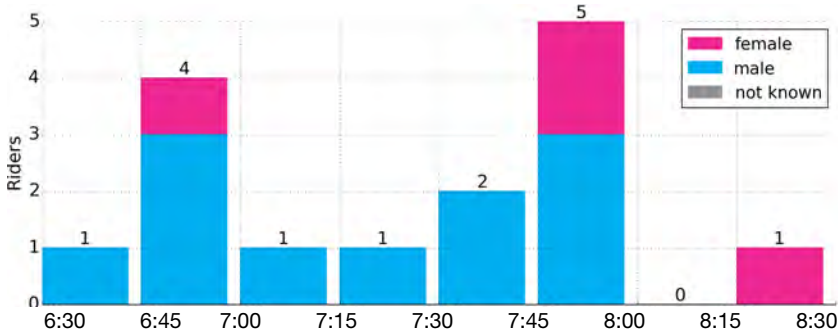
15 bicycle commuters were recorded at this location during the 2 hour survey.

This is a decrease of 32% compared to 2014. The peak hour was 7:00–8:00 with 9 riders. There were more male riders observed at this intersection.

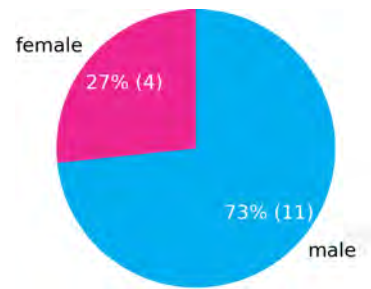
The main flow was on Trower Road from west to east comprising 47% (9 cyclists) of total counted at this site.

The counter commented that there was high incidence of cyclists riding on-road on Trower Road outbound (3 > 1) and without helmets.

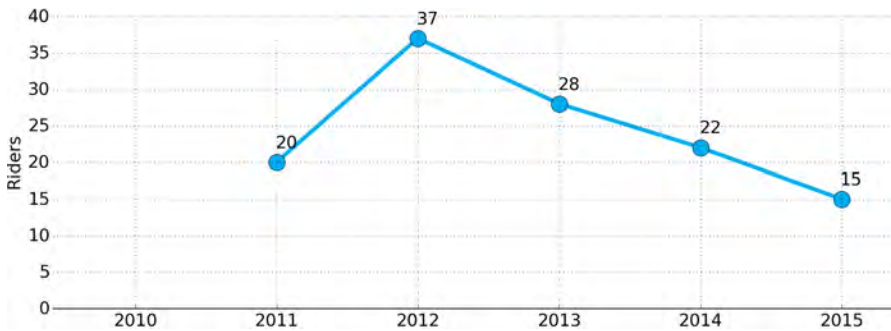
Traffic Volume by Time



Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Trower Rd [E]		2 Rothdale Rd [S]		3 Trower Rd [W]		
Exit	2	3	1	3	1	2	Total
Female	0	0	1	1	2	0	4
Male	2	2	1	1	5	0	11
Not known	0	0	0	0	0	0	0
Total	2	2	2	2	7	0	15

Site 5488

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

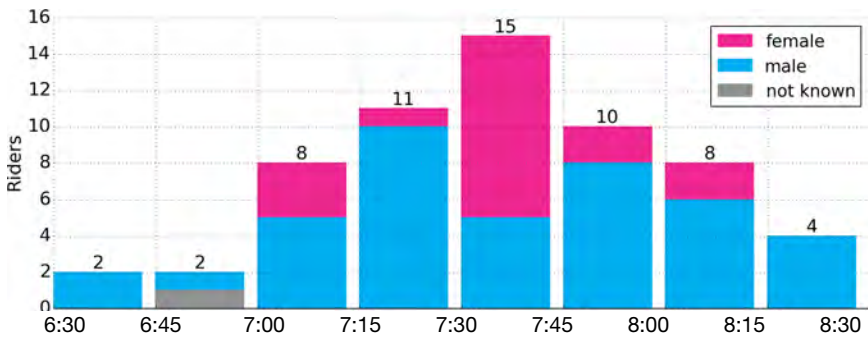


60 bicycle commuters were recorded at this location during the 2 hour survey.

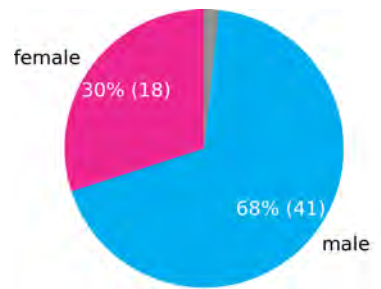
This is an increase of 5% compared to 2014. The peak hour was 7:00–8:00 with 44 riders. There were more male riders observed at this intersection.

There were no dominant trends in the traffic flow.

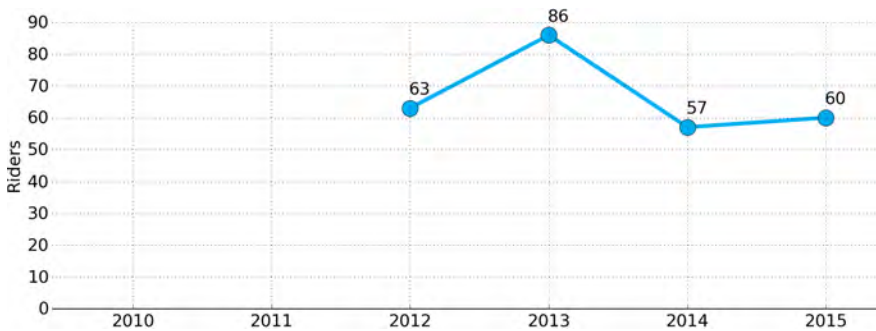
Traffic Volume by Time



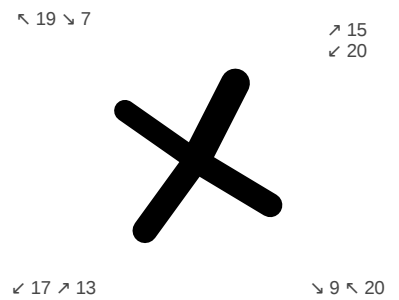
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Lee Point Rd [NE]			2 Bike Path [SE]			3 Lee Point Rd [SW]			4 Parer Dr [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	2	4	0	0	0	5	3	0	0	2	2	0	18
Male	2	7	4	5	4	6	5	1	4	0	2	1	41
Not known	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	4	12	4	5	4	11	8	1	4	2	4	1	60

Site 5585

Ross Smith Ave [E], East point Rd/Bike Path [S], East Point Rd/Bike Path [NW]



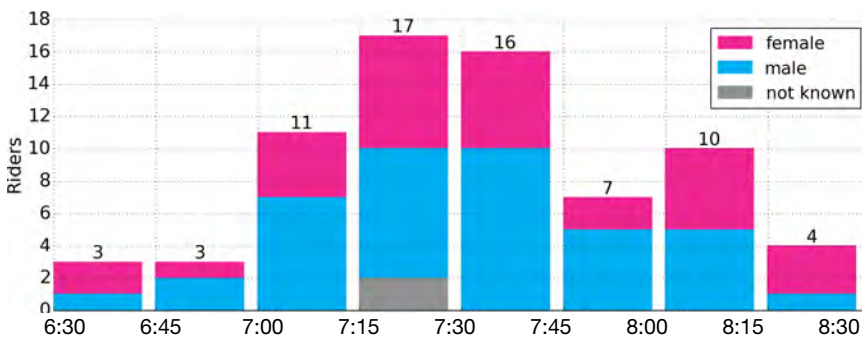
71 bicycle commuters were recorded at this location during the 2 hour survey.

This is a decrease of 32% compared to 2014. The peak hour was 7:00–8:00 with 51 riders. There were more male riders observed at this intersection.

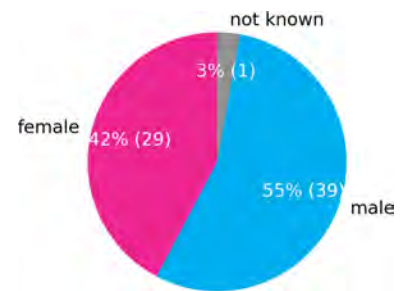
The main flow was between Ross Smith Avenue and East Point Road/bike path south comprising 61% (43 cyclists) in both directions. Especially bicycle traffic southbound was dominant at this site (49%, 35 cyclists).

No issues were raised on site.

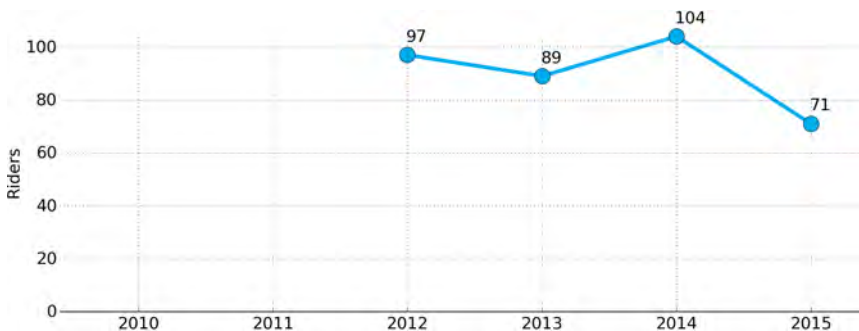
Traffic Volume by Time



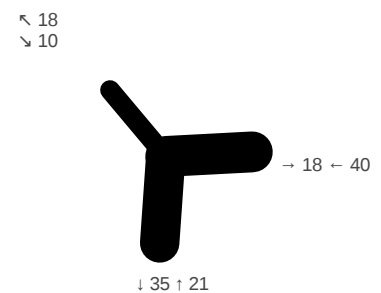
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Ross Smith Ave [E] 2 East Point Rd/Bike Path [S]				3 East Point Rd/Bike Path [NW]			Total
Exit	2	3	1	3	1	2		
Female	13	4	3	6	2	2		30
Male	18	5	8	3	3	2		39
Not known	0	0	1	0	1	0		2
Total	31	9	12	9	6	4		71

Site 6188

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



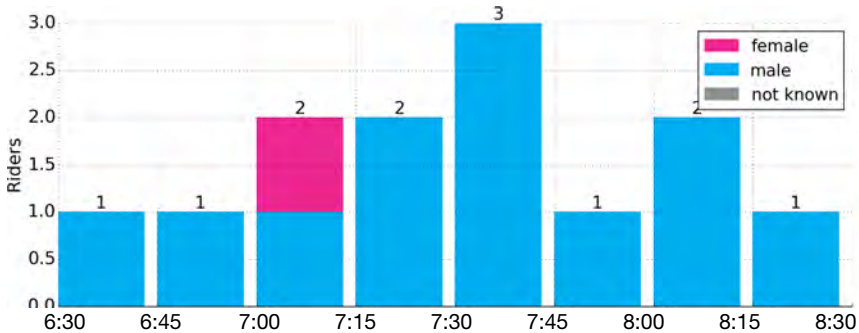
13 bicycle commuters were recorded at this location during the 2 hour survey.

This is a decrease of 28% compared to 2014. The peak hour was 6:45–7:45 with 8 riders. There were more male riders observed at this intersection.

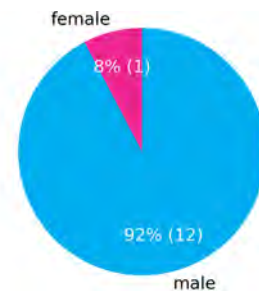
The main flow was on Rothdale Road heading south comprising 69% (9 cyclists) during the count.

No issues were raised on site.

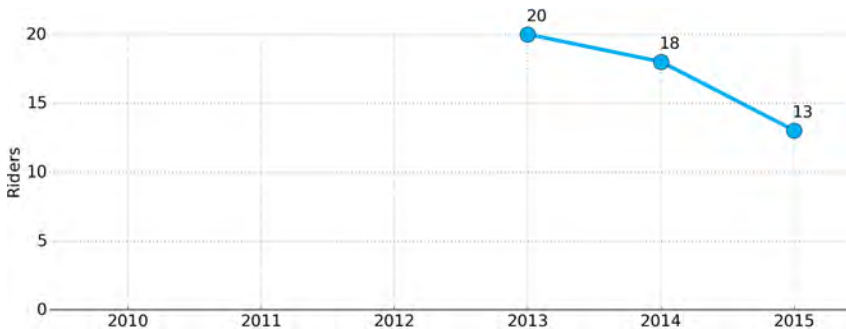
Traffic Volume by Time



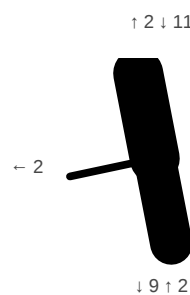
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Rothdale Rd [S]		2 Freshwater Rd [W]		3 Rothdale Rd [N]		Total
Exit	2	3	1	3	1	2	
Female	0	0	0	0	1	0	1
Male	0	2	0	0	8	2	12
Not known	0	0	0	0	0	0	0
Total	0	2	0	0	9	2	13

Site 6808

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



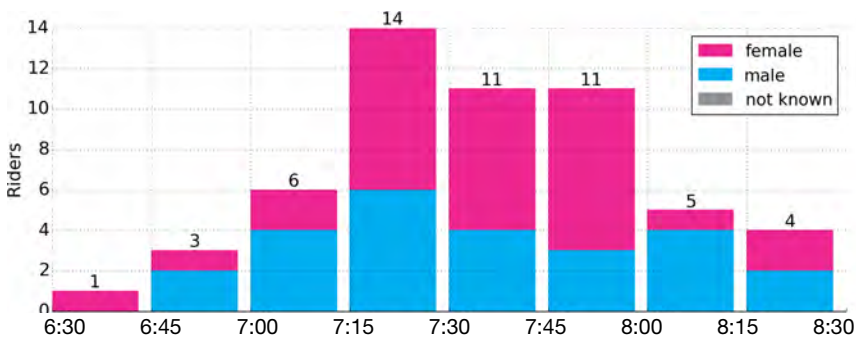
55 bicycle commuters were recorded at this location during the 2 hour survey.

The peak hour was 7:00–8:00 with 42 riders. There were more female riders observed at this intersection.

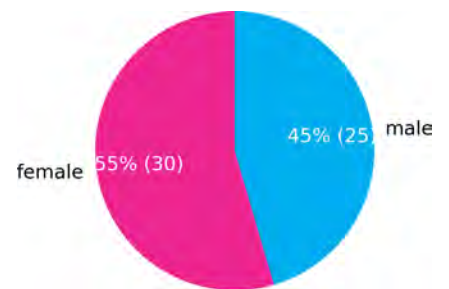
Lee Point Road south was well utilised by 87% (48) bicycle commuters entering and exiting this site during the count.

The set of lights at this intersection has been installed in the last year. The counter commented that the pedestrian crossing buttons for Lee Point Road could have been utilised better on the North side of Tambling Terrace because the better path on the north side of Tambling Terrace. Most people have to cross both Tambling Terrace and then Lee Point Road South to use the off-road paths along the eastern side of Lee Point Road.

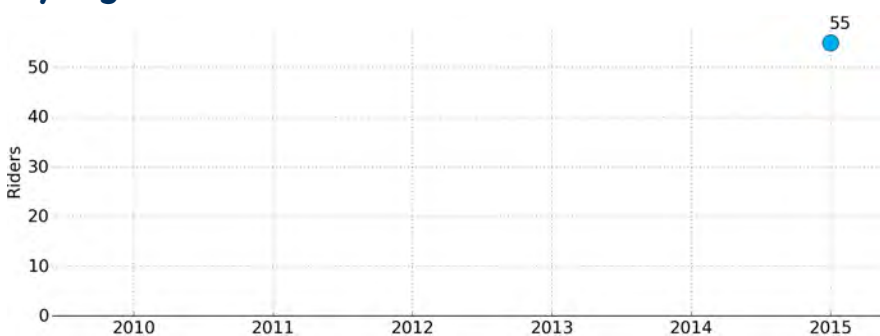
Traffic Volume by Time



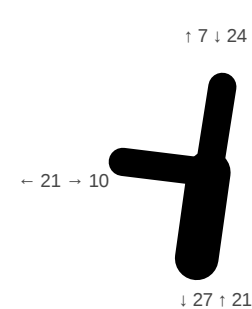
Gender Ratio



Cycling Trend



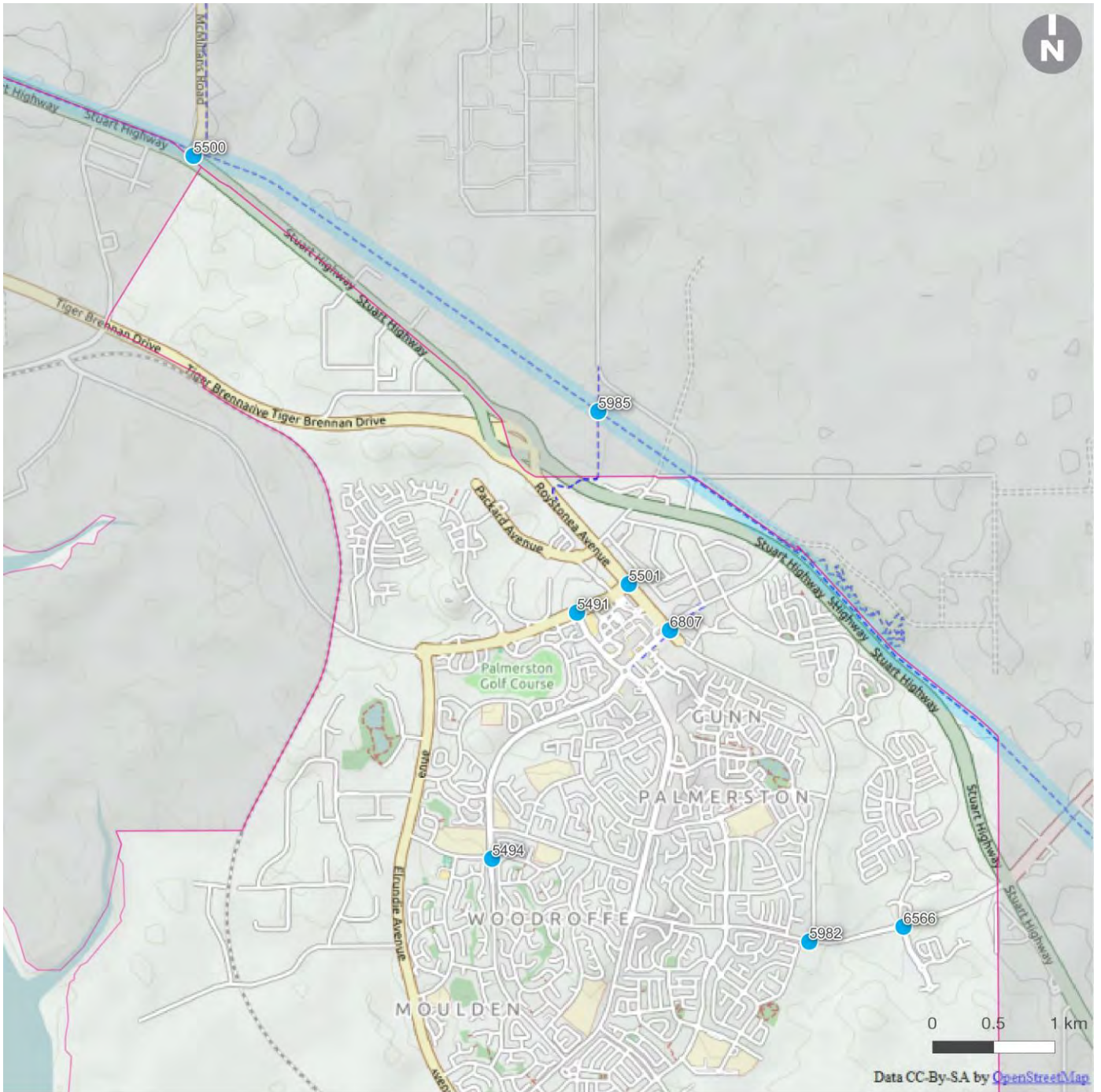
Traffic Flow



Raw Data

Enter	1 Lee Point Rd [N]		2 Lee Point Rd [S]		3 Tambling Tce [W]		Total
Exit	2	3	1	3	1	2	
Female	8	3	2	10	1	6	30
Male	11	2	3	6	1	2	25
Not known	0	0	0	0	0	0	0
Total	19	5	5	16	2	8	55

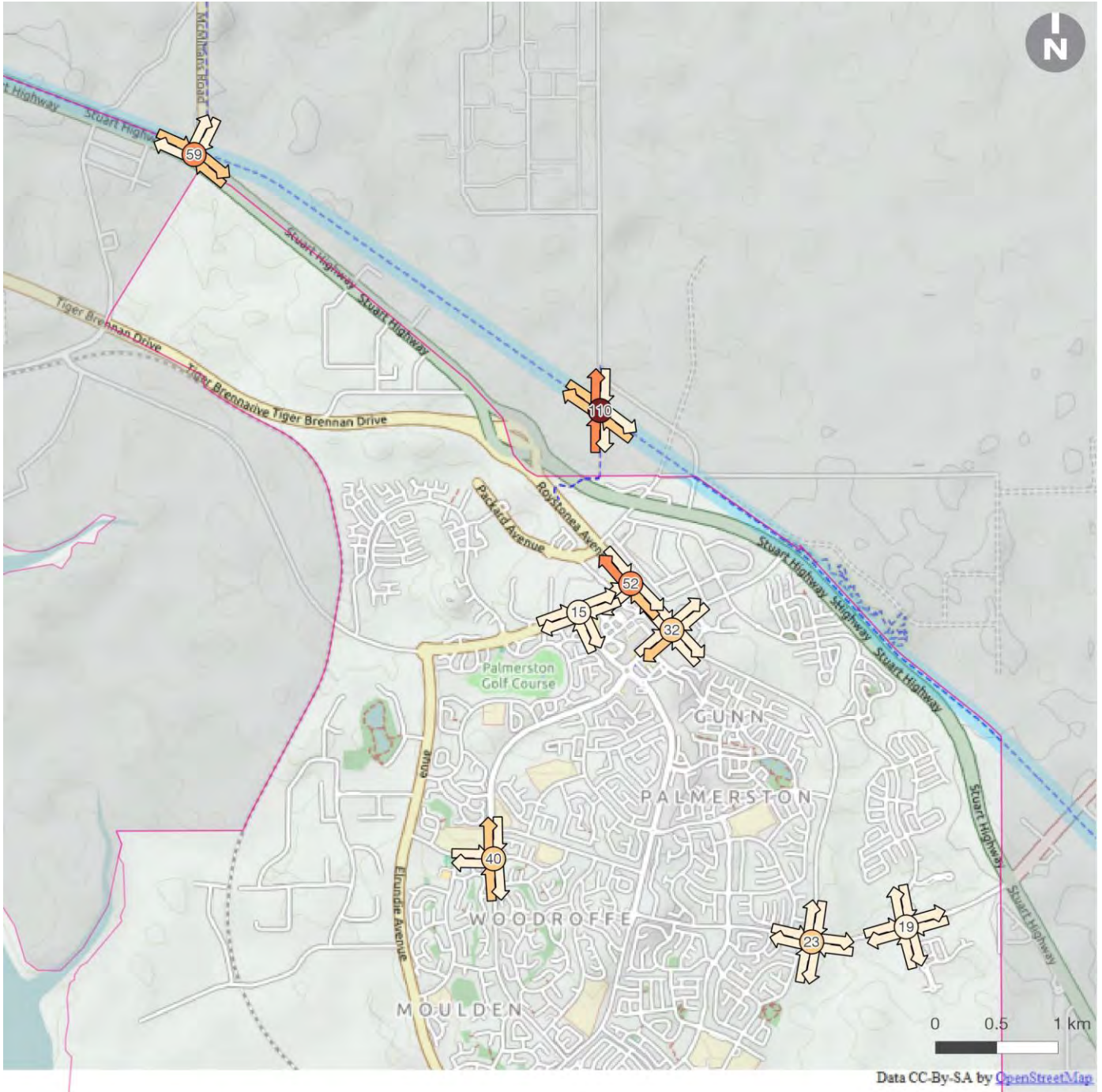
Count Locations



Number of riders

Site ID	Streets	Total Female	Total Male	Total Unknown	Total 2015	Total 2014	% Change
5985	Thorngate Rd Extension [N], Darwin Cycleway [SE], Trail towards Stuart Hwy [S], Darwin Cycleway [NW]	13	97	0	110	87	26%
5500	McMillans Rd [NE], Stuart Hwy [SE], Stuart Hwy [NW]	9	49	1	59	38	55%
5501	Roystonea Ave [SE], University Ave [SW], Roystonea Ave [NW]	7	45	0	52	40	30%
5494	Temple Tce [S], Tilston Ave [W], Temple Tce [N]	12	26	2	40	31	29%
6807	Temple Tce [NE], Roystonea Ave/Footpath [SE], Temple Tce/Footpath [SW], Roystonea Ave/Footpath [NW]	3	27	2	32		
5982	Roystonea Ave [N], Lambrick Ave [E], Path [S], Lambrick Ave [W]	4	19	0	23	25	-8%
6566	Lambrick Ave [E], Zuccoli Pde [S], Lambrick Ave [W], Farrar Blvd [N]	0	19	0	19	15	27%
5491	University Ave [E], Chung Wah Tce [SE], University Ave [W]	3	12	0	15	28	-46%

Bicycle Commuter Volume and Flow



Palmerston, Northern Territory

Bicycle Volume & Flow
(Tues, 1 Sep 2015, 6:30am-8:30am)



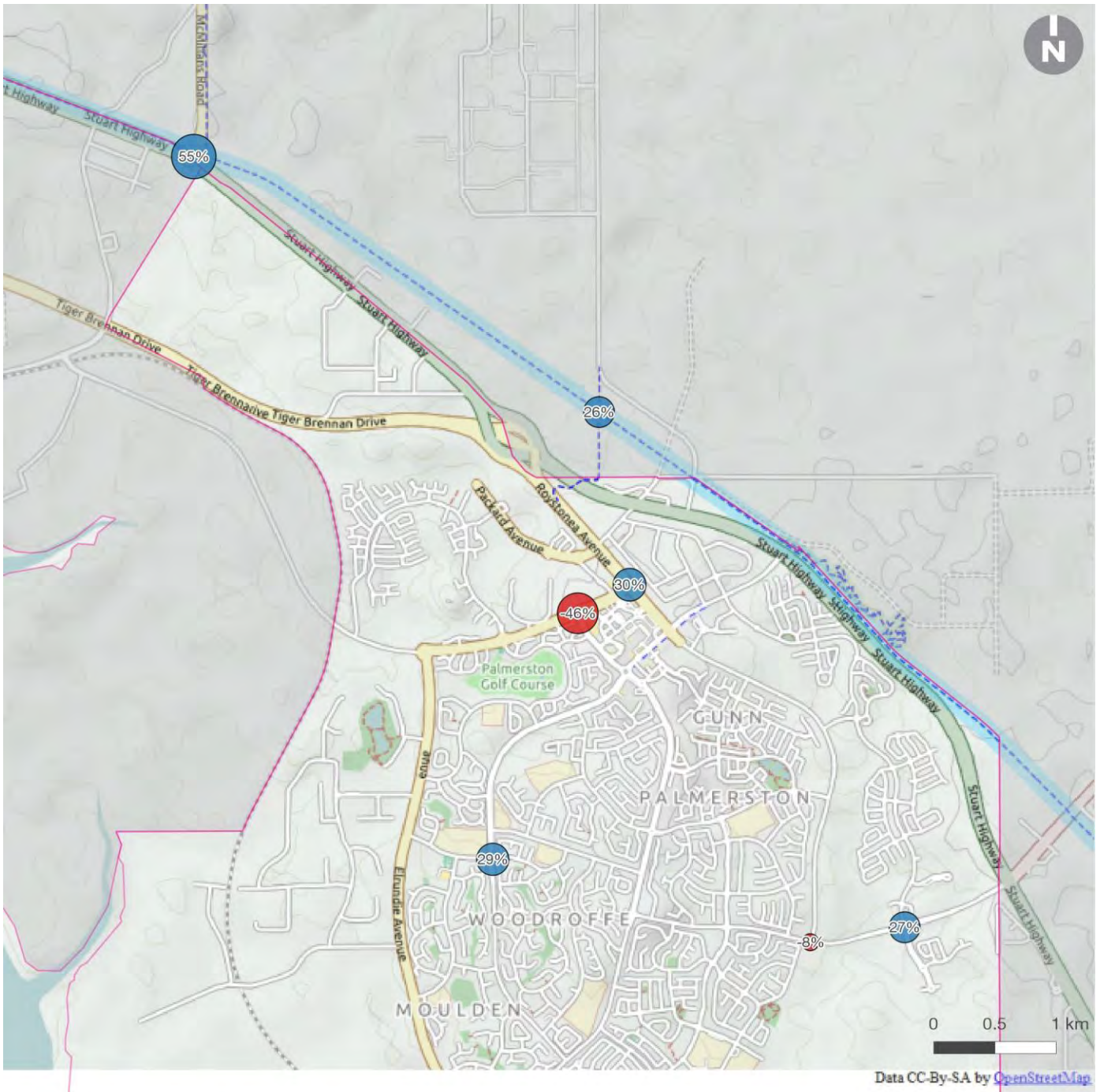
SUPER TUESDAY

LEGEND

Bicycle Volume

- 20 Bikes or less
- 21 - 40 Bikes
- 41 - 60 Bikes
- 61 - 80 Bikes
- 81 - 100 Bikes
- 101 Bikes or more

Compared with previous count



Palmerston, Northern Territory

Bicycle Volume 2015 vs 2014
(Tues, 1 Sep 2015, 6:30am-8:30am)



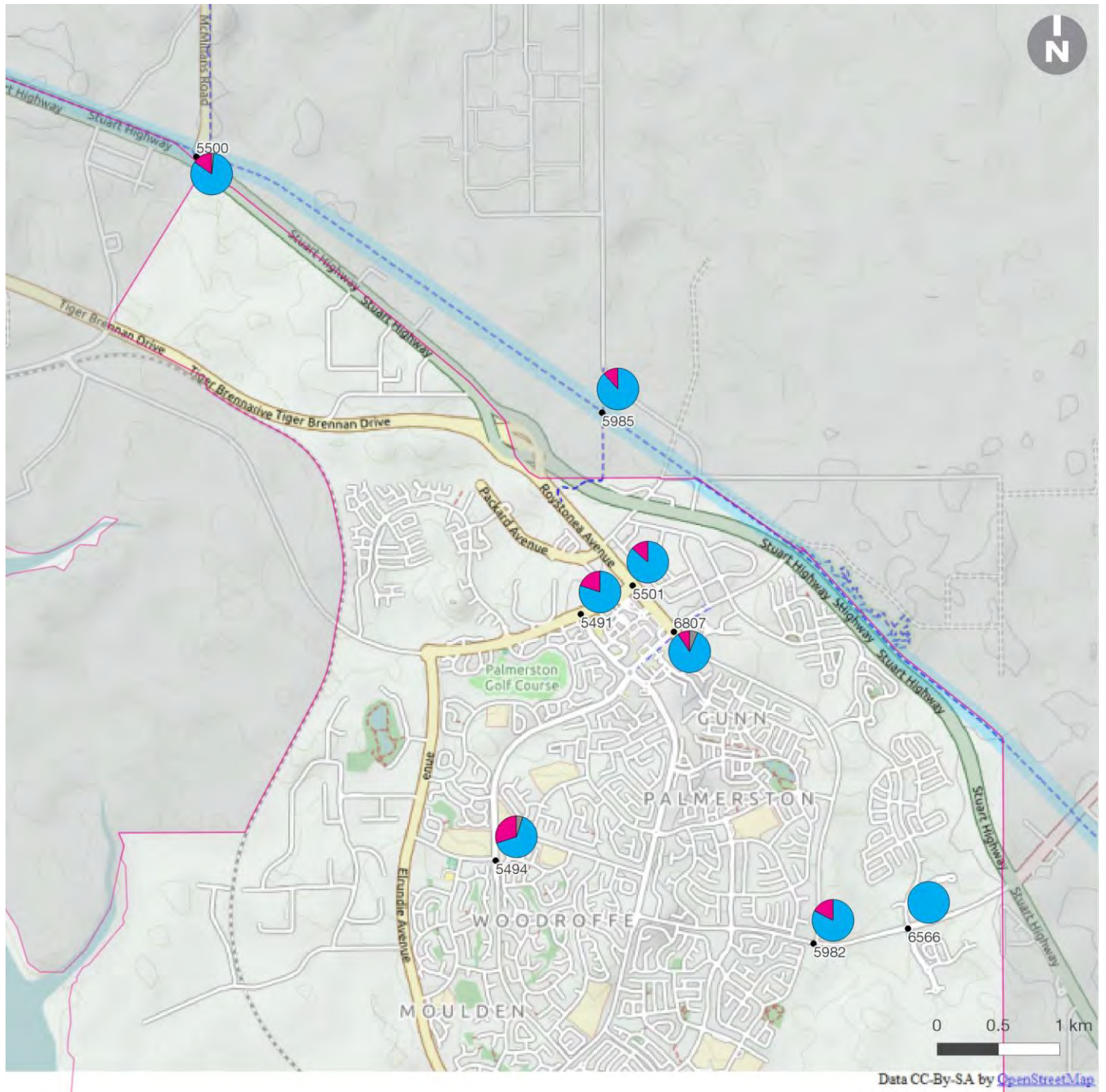
SUPER TUESDAY

LEGEND

Comparison

- Decreased
- Increased

Gender Ratio



Palmerston, Northern Territory

Gender Ratio
(Tues, 1 Sep 2015, 6:30am-8:30am)

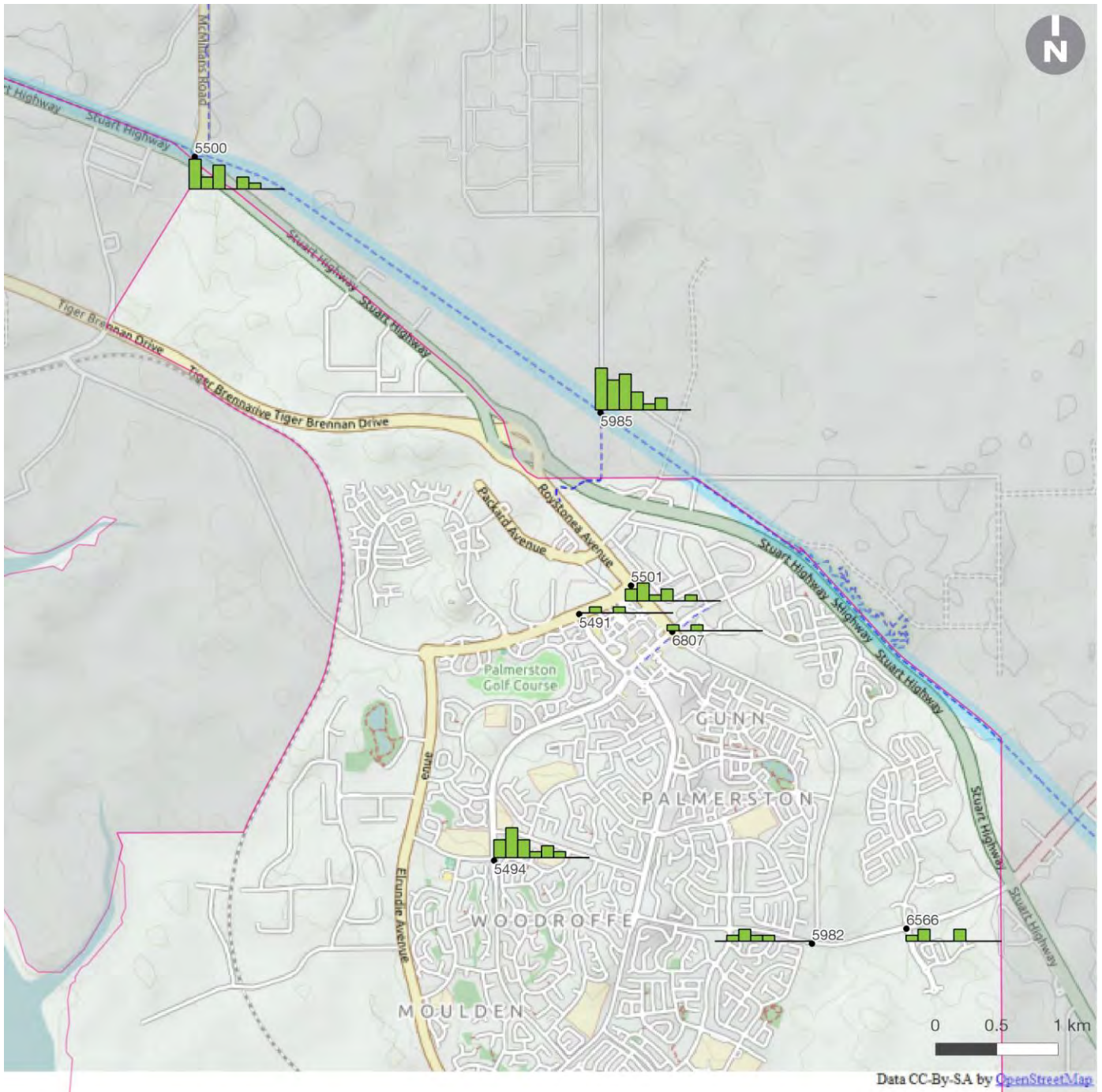


SUPER TUESDAY

LEGEND

- Female
- Male
- Unspecified

15 minute intervals



Palmerston, Northern Territory

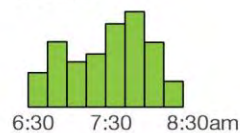
15 Minute Intervals

(Tues, 1 Sep 2015, 6:30am-8:30am)



SUPER TUESDAY

LEGEND



Site 5491

University Ave [E], Chung Wah Tce [SE], University Ave [W]



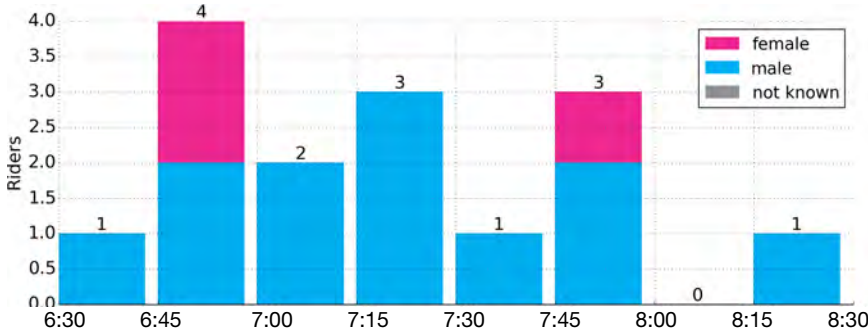
15 bicycle commuters were recorded at this location during the 2 hour survey.

This is a decrease of 46% compared to 2014. The peak hour was 6:30–7:30 with 10 riders. There were more male riders observed at this intersection.

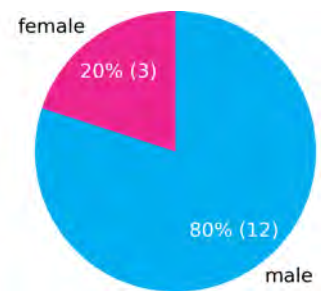
67% (10 cyclists) were observed exiting University Avenue to the east from this site during the count.

No issues were raised on site.

Traffic Volume by Time



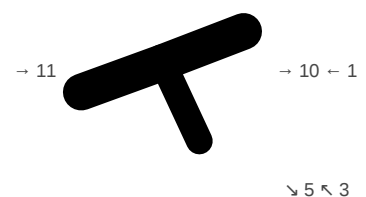
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 University Ave [E]		2 Chung Wah Tce [SE]		3 University Ave [W]		Total
Exit	2	3	1	3	1	2	
Female	0	0	0	0	1	2	3
Male	1	0	3	0	6	2	12
Not known	0	0	0	0	0	0	0
Total	1	0	3	0	7	4	15

Site 5494

Temple Tce [S], Tilston Ave [W], Temple Tce [N]

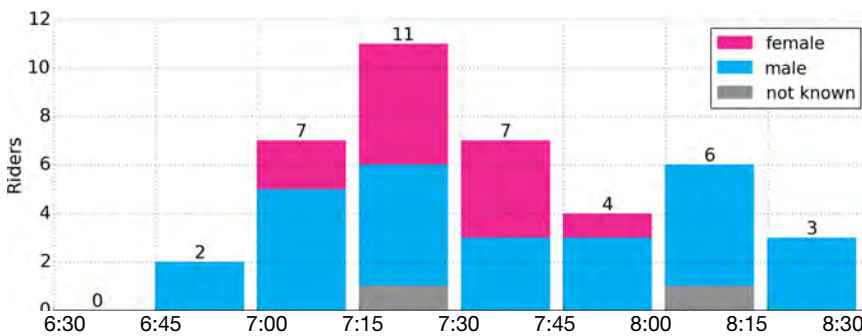


40 bicycle commuters were recorded at this location during the 2 hour survey.

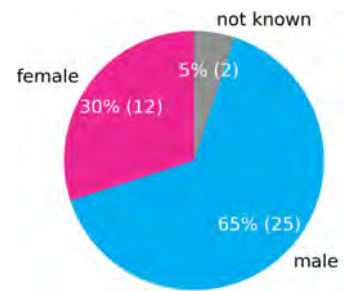
This is an increase of 29% compared to 2014. The peak hour was 7:00–8:00 with 29 riders. There were more male riders observed at this intersection.

70% (28 cyclists) were heading north on Temple Terrace from this intersection during the count. 64% (18 cyclists) of these were from Temple Terrace south.

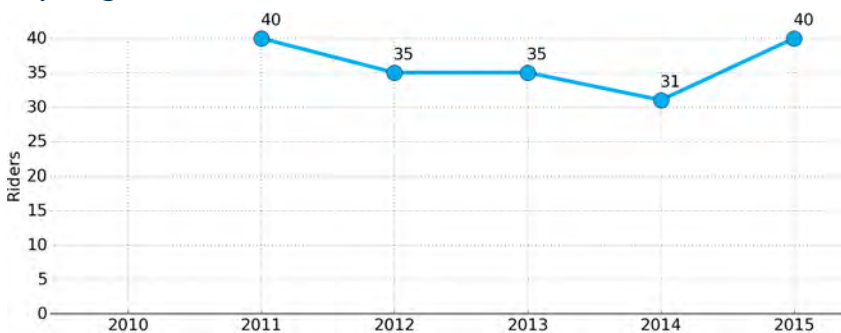
Traffic Volume by Time



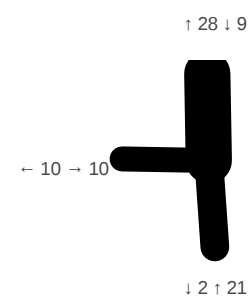
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Temple Tce [S]		2 Tilston Ave [W]		3 Temple Tce [N]		Total
Exit	2	3	1	3	1	2	
Female	0	8	0	4	0	0	12
Male	3	10	0	4	2	7	26
Not known	0	0	0	2	0	0	2
Total	3	18	0	10	2	7	40

Site 5500

McMillans Rd [NE], Stuart Hwy [SE], Stuart Hwy [NW]



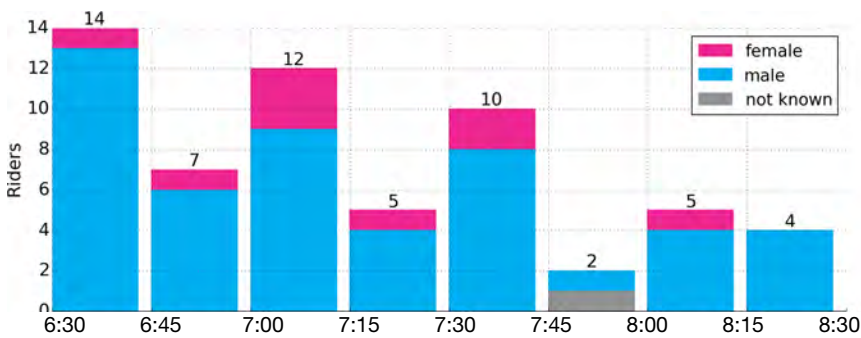
59 bicycle commuters were recorded at this location during the 2 hour survey.

This is an increase of 55% compared to 2014. The peak hour was 6:30–7:30 with 38 riders. There were more male riders observed at this intersection.

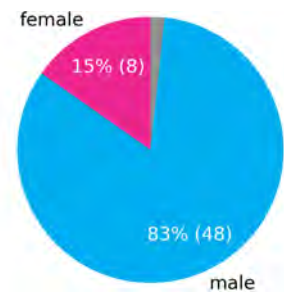
51% (30 cyclists) were observed entering or exiting Stuart Highway/Darwin Cycleway at this site during the count.

No issues were raised on site.

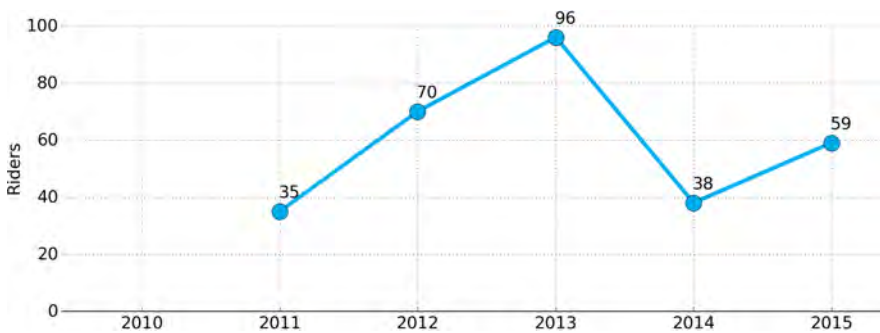
Traffic Volume by Time



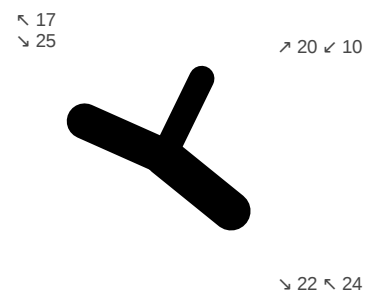
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 McMillans Rd [NE]		2 Stuart Hwy [SE]		3 Stuart Hwy [NW]		Total
Exit	2	3	1	3	1	2	
Female	1	1	2	3	1	1	9
Male	8	0	6	13	10	12	49
Not known	0	0	0	0	1	0	1
Total	9	1	8	16	12	13	59

Site 5501

Roystonea Ave [SE], University Ave [SW], Roystonea Ave [NW]



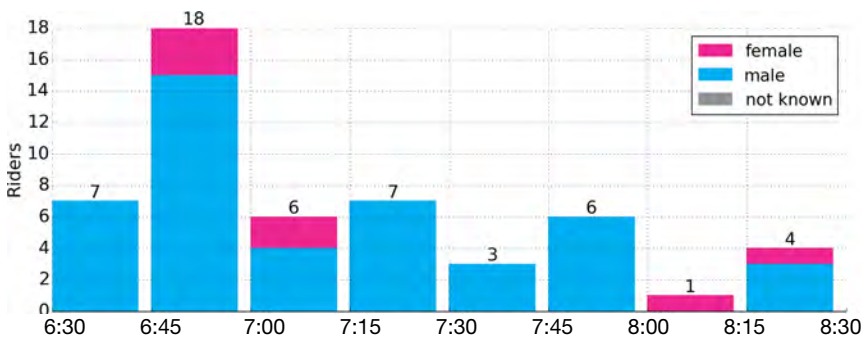
52 bicycle commuters were recorded at this location during the 2 hour survey.

This is an increase of 30% compared to 2014. The peak hour was 6:30–7:30 with 38 riders. There were more male riders observed at this intersection.

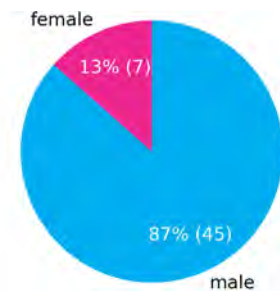
85% (44 cyclists) were observed exiting this site on Roystonea Avenue outbound during the count.

No issues were raised on site.

Traffic Volume by Time



Gender Ratio



Cycling Trend



Traffic Flow

↶ 44 ↷ 8



↵ 2 ↶ 13

↷ 6 ↵ 31

Raw Data

Enter	1 Roystonea Ave [SE]		2 University Ave [SW]		3 Roystonea Ave [NW]		
Exit	2	3	1	3	1	2	Total
Female	0	3	0	4	0	0	7
Male	0	28	0	9	6	2	45
Not known	0	0	0	0	0	0	0
Total	0	31	0	13	6	2	52

Site 5982

Roystonea Ave [N], Lambrick Ave [E], Path [S], Lambrick Ave [W]



23 bicycle commuters were recorded at this location during the 2 hour survey.

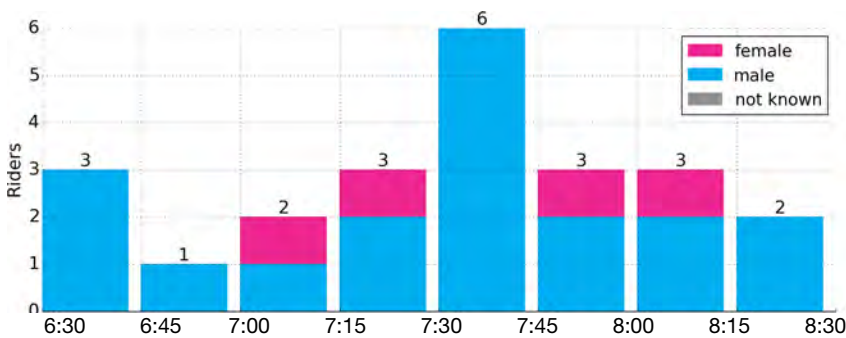
This is a decrease of 8% compared to 2014. The peak hour was 7:15–8:15 with 15 riders. There were more male riders observed at this intersection.

78% (18 cyclists) were entering this site on Lambrick Avenue west during the count. This traffic distributed almost equally between Roystonea Avenue north and Lambrick Avenue east. The counter commented that most cyclists travelling 4 to 2 used the path on 4 and switched to the road on leg 2 as the path goes around onto leg 1.

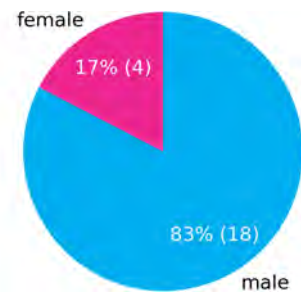
There was no rider using the path to the south.

The counter observed that 7 of the 23 cyclists were in school uniform.

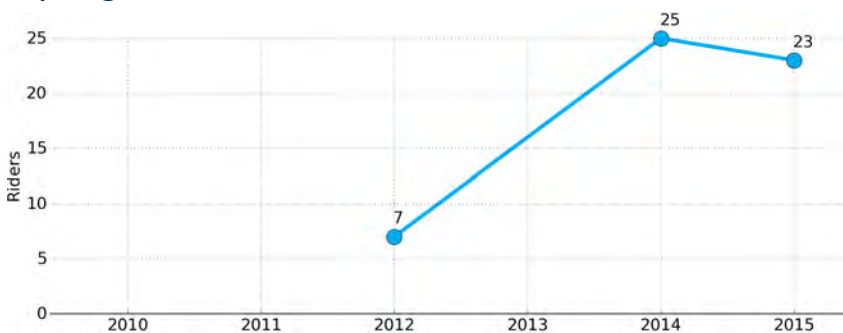
Traffic Volume by Time



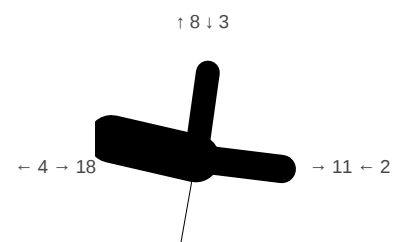
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Roystonea Ave [N]			2 Lambrick Ave [E]				3 Path [S]		4 Lambrick Ave [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Female	0	0	1	0	0	0	0	0	0	2	1	0	4
Male	1	0	1	0	0	2	0	0	0	6	9	0	19
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	2	0	0	2	0	0	0	8	10	0	23

Site 5985

Thorngate Rd Extension [N], Darwin Cycleway [SE], Trail towards Stuart Hwy [S], Darwin Cycleway [NW]



110 bicycle commuters were recorded at this location during the 2 hour survey.

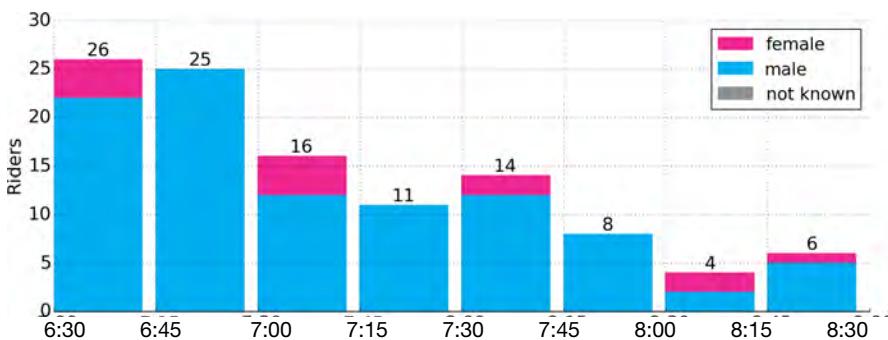
This is an increase of 26% compared to 2014. The peak hour was 6:30–7:30 with 78 riders. There were more male riders observed at this intersection.

The main flow was along Thorngate Extension from south to north comprising 36% of total counted during 2 hours.

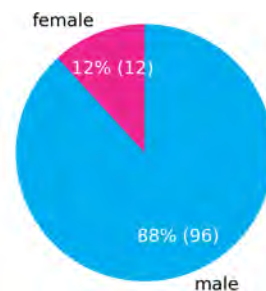
32% (35 cyclists) were exiting the site to the north-west along the Darwin Cycleway.

No issues were raised on site.

Traffic Volume by Time



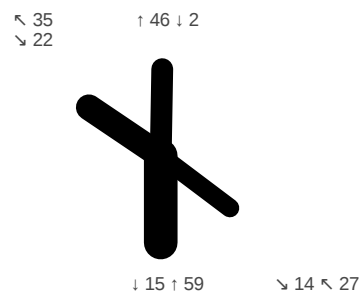
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Thorngate Rd Extension [N]			2 Darwin Cycleway [SE]			3 Trail towards Stuart Hwy [S]			4 Darwin Cycleway [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	2	0	0	0	4	2	0	3	0	0	2	13
Male	0	0	0	3	6	14	38	2	14	3	12	5	97
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	3	6	18	40	2	17	3	12	7	110

Site 6566

Lambrick Ave [E], Zuccoli Pde [S], Lambrick Ave [W], Farrar Blvd [N]



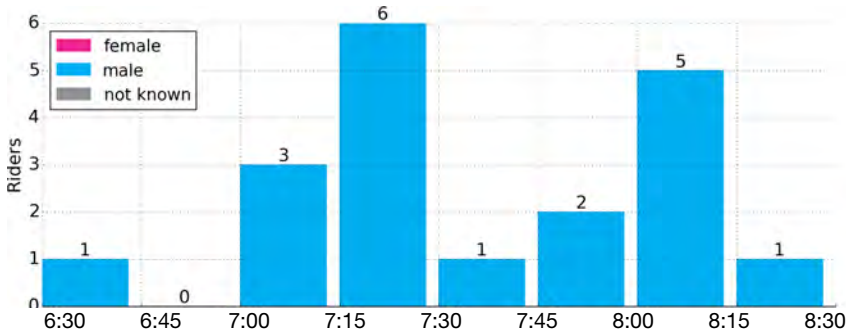
19 bicycle commuters were recorded at this location during the 2 hour survey.

This is an increase of 27% compared to 2014. The peak hour was 7:15–8:15 with 14 riders. There were only male riders observed at this intersection.

68% (13 cyclists) were observed entering the site from west on Lambrick Avenue and 53% (10 cyclists) exiting to north on Farrar Boulevard.

The commented that this is a very busy road with multiple buses travelling along it. There is no bike path at this section of road.

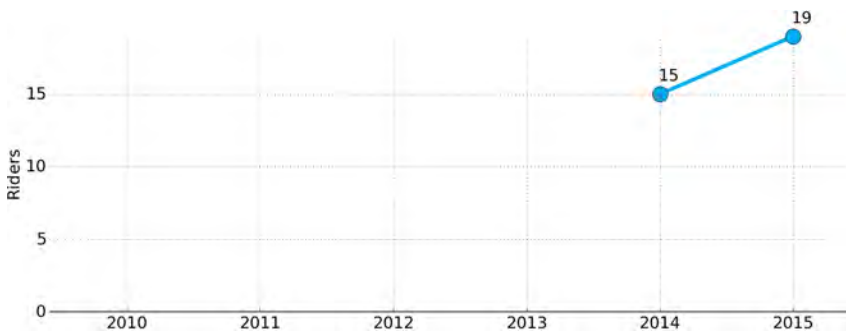
Traffic Volume by Time



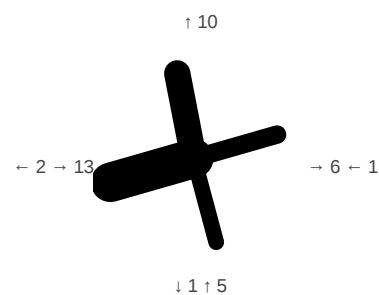
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Lambrick Ave [E]			2 Zuccoli Pde [S]			3 Lambrick Ave [W]			4 Farrar Blvd [N]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	0	0	0	0	0	0	0	0	0	0	0	0
Male	0	0	1	0	2	3	6	1	6	0	0	0	19
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	2	3	6	1	6	0	0	0	19

Site 6807

Temple Tce [NE], Roystonea Ave/Footpath [SE], Temple Tce/Footpath [SW], Roystonea Ave/Footpath [NW]



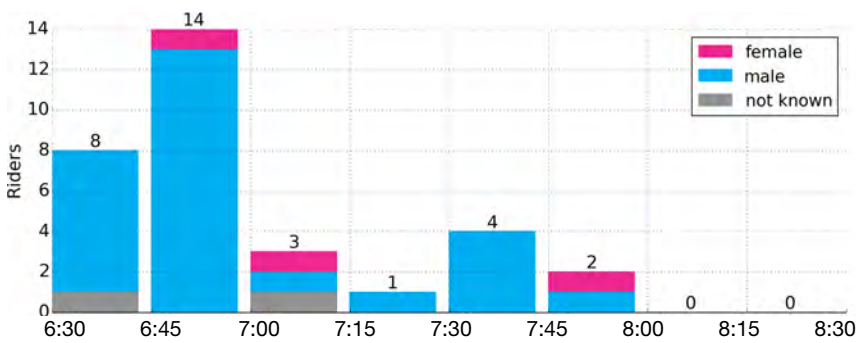
32 bicycle commuters were recorded at this location during the 2 hour survey.

The peak hour was 6:30–7:30 with 26 riders. There were more male riders observed at this intersection.

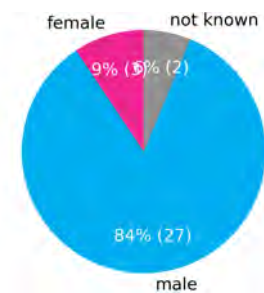
Of 75% (24 cyclists) exiting the site on Temple Terrace south-western direction, 58% (14 cyclists) entered from Temple Terrace north-east and the rest from Roystonea Avenue south-east.

The counter commented that this is a very busy intersection; but it was still very easy to across the roads with light changing frequently. Footpaths are wide and smooth. The site is next to a bus interchange so there would be more foot traffic during peak times which could cause collisions.

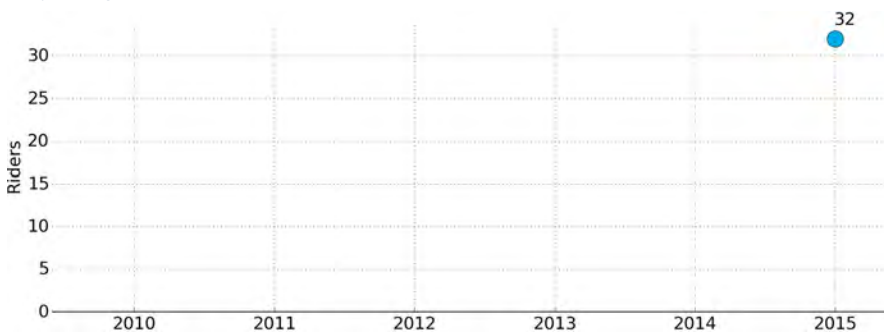
Traffic Volume by Time



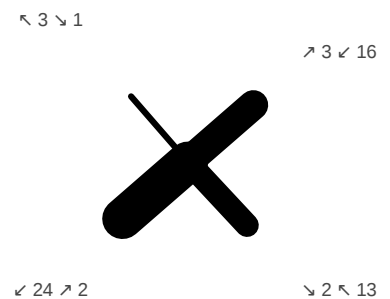
Gender Ratio



Cycling Trend

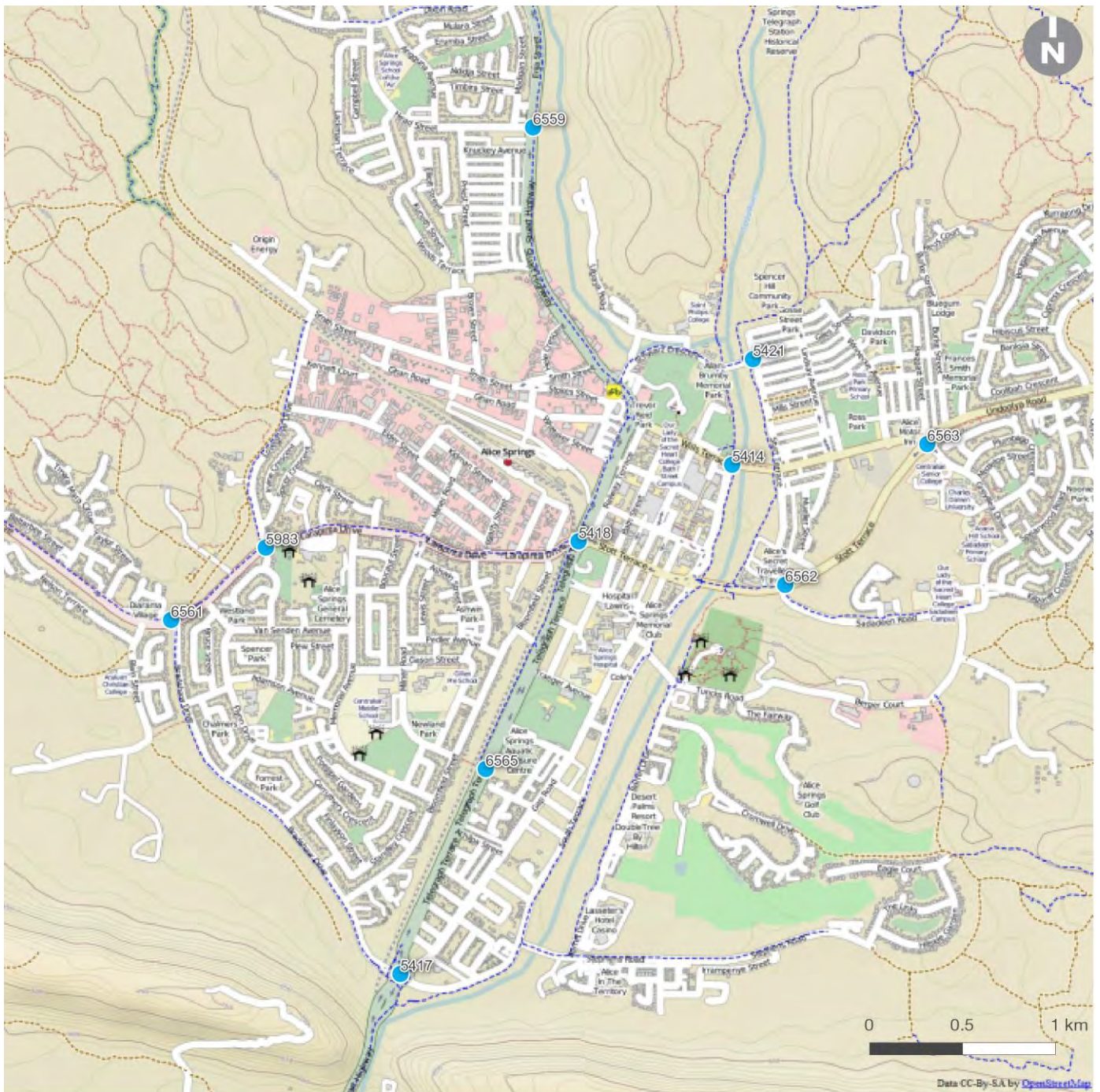


Traffic Flow



Raw Data

Enter	1 Temple Tce [NE]			2 Roystonea Ave/Footpath [SE]			3 Temple Tce/Footpath [SW]			4 Roystonea Ave/Footpath [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	1	1	0	0	0	0	1	0	0	0	0	3
Male	0	13	0	1	10	1	1	0	0	0	1	0	27
Not known	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	0	14	2	2	10	1	1	1	0	0	1	0	32



Number of riders

Site ID	Streets	Total Female	Total Male	Total Unknown	Total 2015	Total 2014	% Change
5418	Stuart Hwy [NE], Stott Tce [E], Stuart Hwy [SW], Larapinta Dr [W]	52	94	3	149	125	19%
6563	Raggatt St [N], Undoolya Rd [NE], Grevillea Dr [SE], Stott Tce [SW], Undoolya Rd/Footpath [NW]	42	73	1	116	70	66%
5414	Cycle Path [N], Undoolya Rd [E], Cycle Path [S], Leichardt St [S], Wills Tce [W]	52	50	1	103	75	37%
5421	Sturt Tce [S], Schwarz Cres [W], Sturt Tce [N]	28	51	1	80	66	21%
6561	Larapinta Dr [E], Bradshaw Dr [SE], Larapinta Dr [W]	18	50	0	68	48	42%
5983	Larapinta Dr [E], Larapinta Dr [SW], Lovegrove Dr [N]	19	40	1	60		
6562	Stott Tce [E], Sadadeen Rd [S], Stott Tce [W]	12	37	3	52	62	-16%
6559	Stuart Hwy [N], Stuart Hwy [S], Head St [W]	11	32	0	43	35	23%
6565	Stuart Hwy [NE], Stuart Hwy [SW], Milner Rd walkway [NW]	12	31	0	43	33	30%
5417	Stuart Hwy [N], Gap Rd [NE], South Tce [SE], Stuart Hwy [SW], Bradshaw Dr [NW]	8	22	2	32	38	-16%

Bicycle Commuter Volume and Flow



Alice Springs, Northern Territory

Bicycle Volume & Flow
(Tues, 1 Sep 2015, 6:30am-8:30am)



SUPER TUESDAY

LEGEND

Bicycle Volume

- 20 Bikes or less
- 21 - 40 Bikes
- 41 - 60 Bikes
- 61 - 80 Bikes
- 81 - 100 Bikes
- 101 Bikes or more

Compared with previous count



Alice Springs, Northern Territory

Bicycle Volume 2015 vs 2014
(Tues, 1 Sep 2015, 6:30am-8:30am)

LEGEND

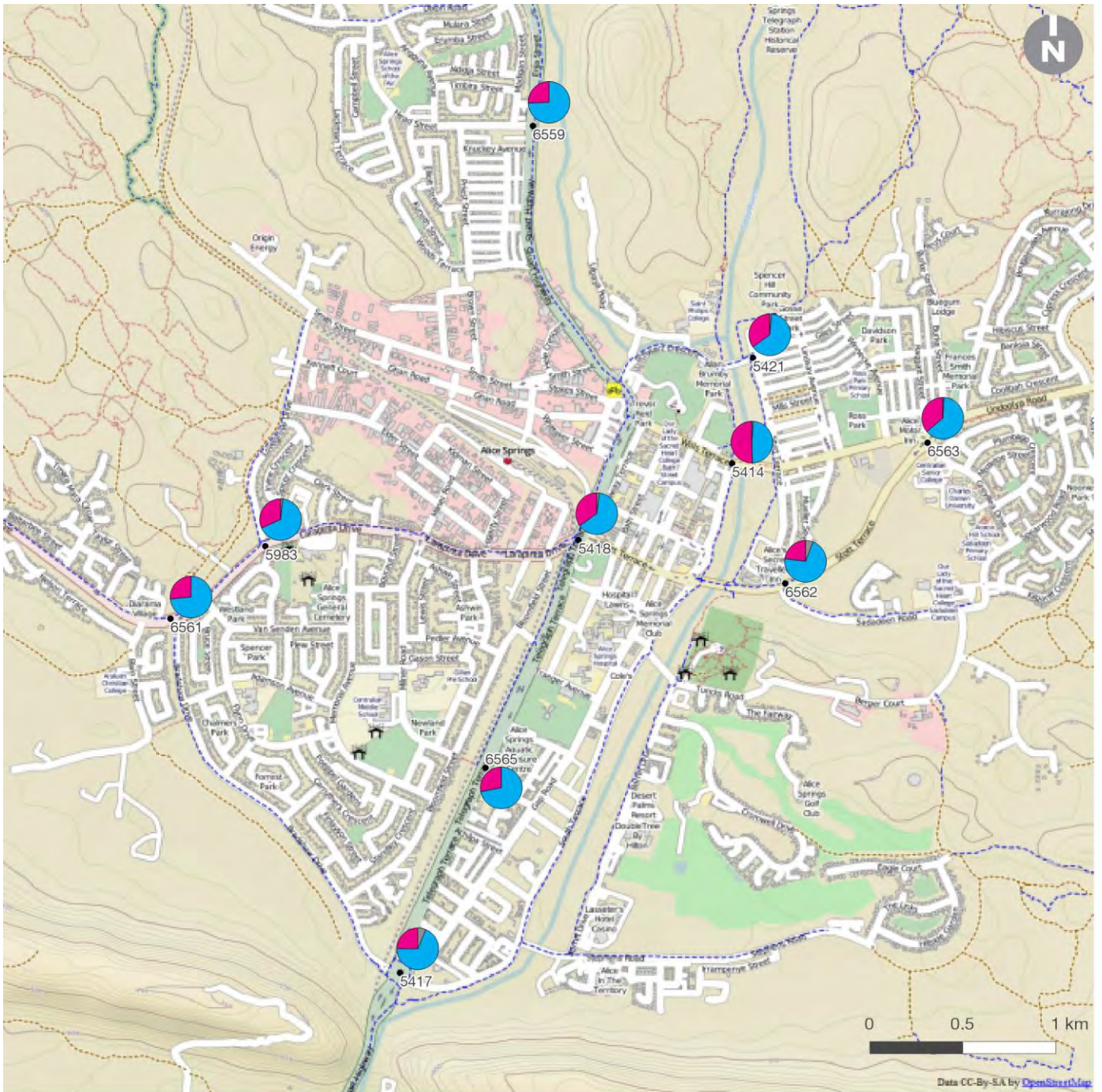
Comparison

- Decreased
- Increased



SUPER TUESDAY




Gender Ratio



Alice Springs, Northern Territory

Gender Ratio
(Tues, 1 Sep 2015, 6:30am-8:30am)

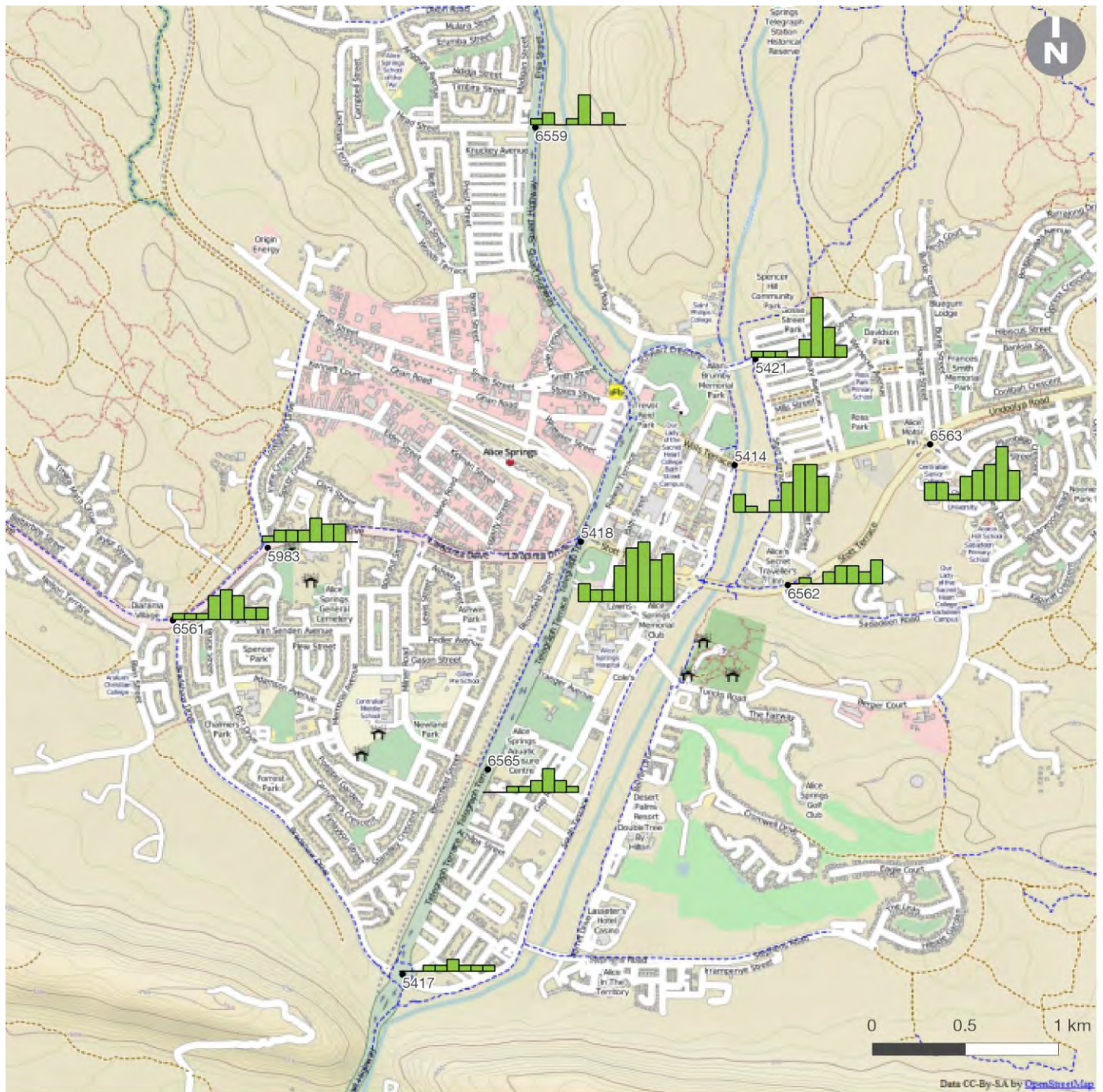
LEGEND

-  Female
-  Male
-  Unspecified



SUPER TUESDAY

15 minute intervals



Alice Springs, Northern Territory

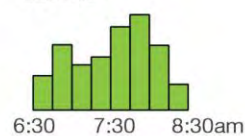
15 Minute Intervals

(Tues, 1 Sep 2015, 6:30am-8:30am)



SUPER TUESDAY

LEGEND



Site 5414

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



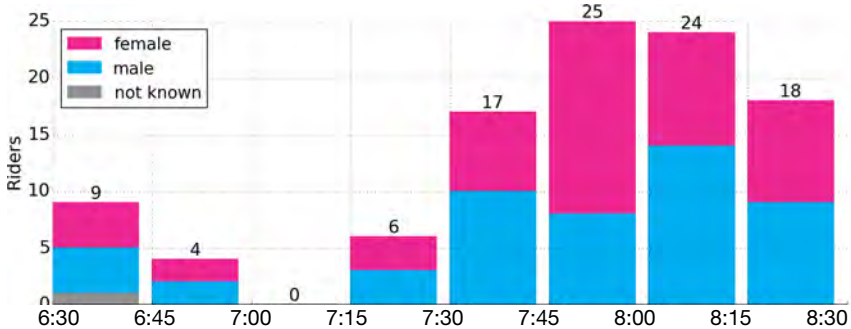
103 bicycle commuters were recorded at this location during the 2 hour survey.

This is an increase of 37% compared to 2014. The peak hour was 7:30–8:30 with 84 riders. There were more female riders observed at this intersection.

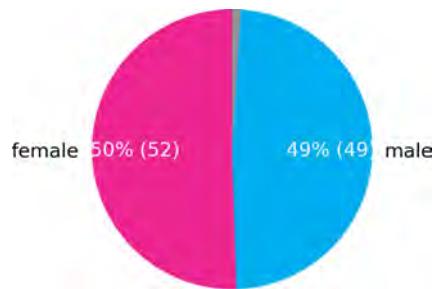
62% (64 cyclists) entering from Undoolya Road exited to the south along the Leichardt Street cycle path (53%, 34 cyclists) or Leichardt Street on-road (16%, 10 cyclists), or to the west on Wills Terrace (28%, 18 cyclists).

The counter noted that lots of cyclists on leg 5 were on the footpath in both directions.

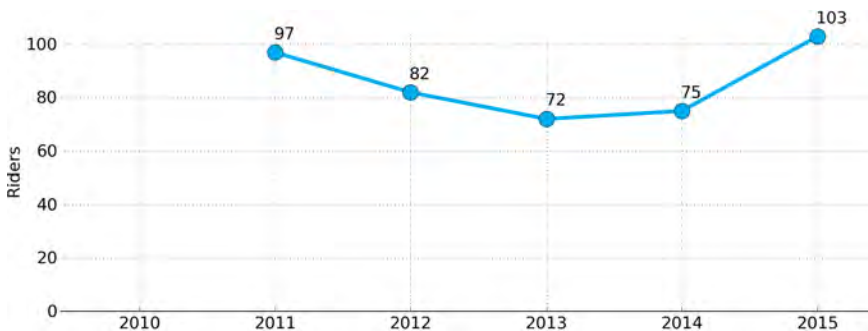
Traffic Volume by Time



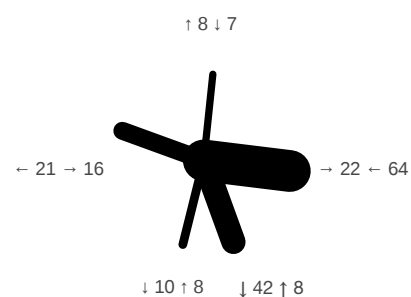
Gender Ratio



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	0	3	0	0	0	21	5	12	2	0	0	1	0	3	0	0	0	5	0	0	52
Male	0	4	0	0	2	13	4	6	4	1	0	0	0	3	0	2	0	10	1	0	50
Not known	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	7	0	0	2	34	10	18	6	1	0	1	0	6	0	2	0	15	1	0	103

Site 5417

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



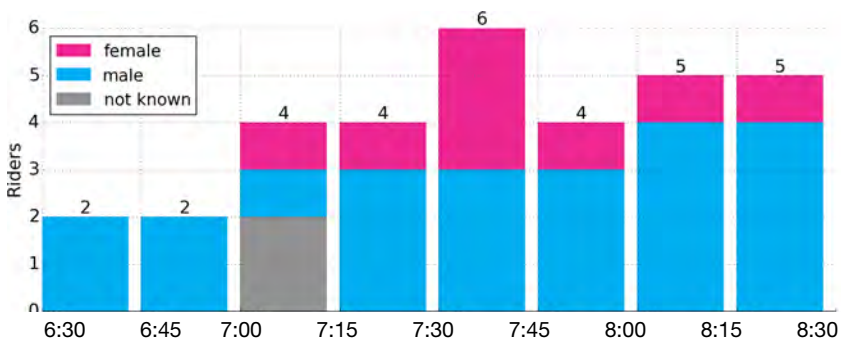
32 bicycle commuters were recorded at this location during the 2 hour survey.

This is a decrease of 16% compared to 2014. The peak hour was 7:30–8:30 with 20 riders. There were more male riders observed at this intersection.

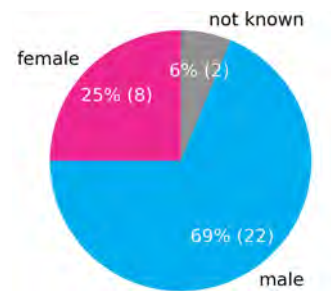
Stuart Highway to the south was well utilised by bicycle riders comprising 63% (20 cyclists) outbound especially.

No issues were raised on site.

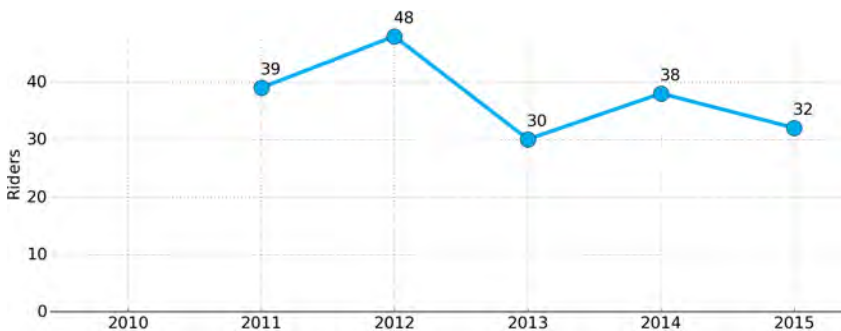
Traffic Volume by Time



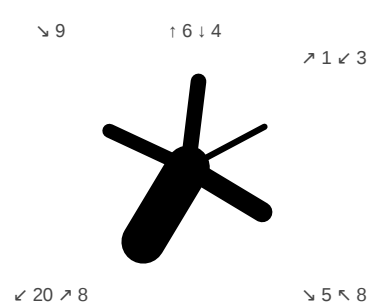
Gender Ratio



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]				Total
Exit	2	3	4	5	1	3	4	5	1	2	4	5	1	2	3	5	1	2	3	4	
Female	0	0	0	0	0	0	1	0	0	0	2	0	0	0	2	0	1	0	1	1	8
Male	0	0	4	0	0	0	2	0	1	0	4	0	3	1	2	0	0	0	0	5	22
Not known	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2
Total	0	0	4	0	0	0	3	0	1	0	7	0	3	1	4	0	2	0	1	6	32

Site 5418

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



149 bicycle commuters were recorded at this location during the 2 hour survey. This was the busiest site in the municipality.

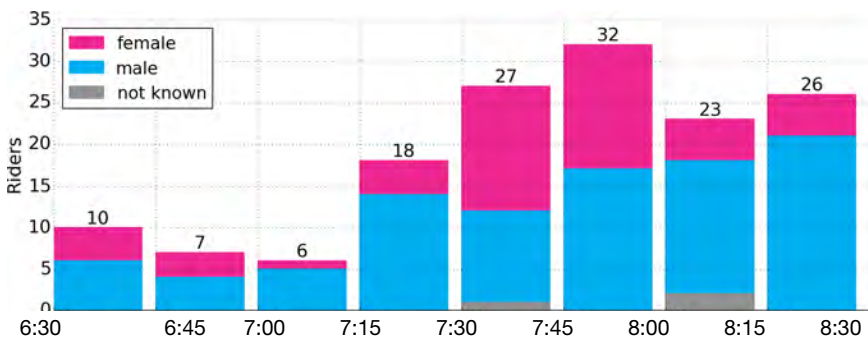
This is an increase of 19% compared to 2014. The peak hour was 7:30–8:30 with 108 riders. There were more male riders observed at this intersection.

The majority of bike riders (59%, 88 cyclists) was entering from Larapinta Drive.

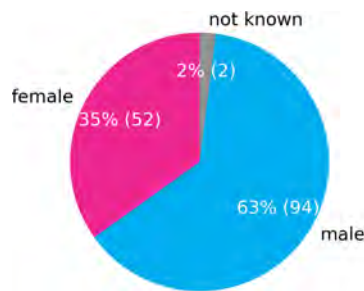
The main flow was on Larapinta Drive and Stuart Highway to the north comprising 41% (61 cyclists) during the count.

No issues were raised on site.

Traffic Volume by Time



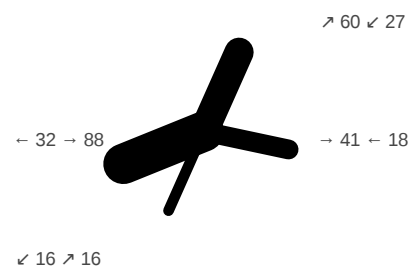
Gender Ratio



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	
Female	0	4	7	0	1	3	3	1	2	22	7	2	52
Male	5	5	5	2	0	12	7	1	2	26	25	4	94
Not known	0	0	1	0	0	0	0	0	0	0	2	0	3
Total	5	9	13	2	1	15	10	2	4	48	34	6	149

Site 5421

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



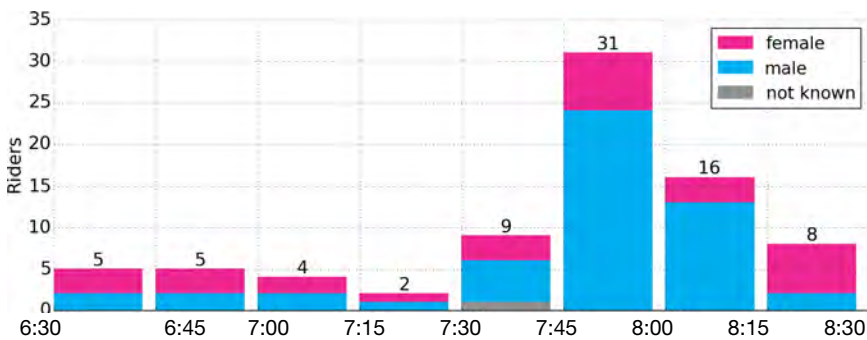
80 bicycle commuters were recorded at this location during the 2 hour survey.

This is an increase of 21% compared to 2014. The peak hour was 7:30–8:30 with 64 riders. There were more male riders observed at this intersection.

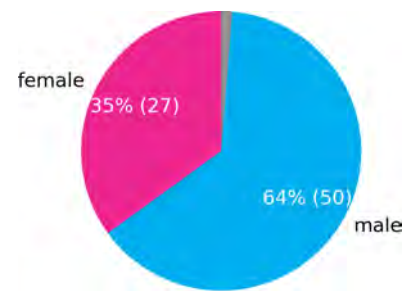
76% (61 cyclists) entering Stuart Terrace were exiting Schwarz Crescent during the count.

The counter observed 3 Skateboarding students as well.

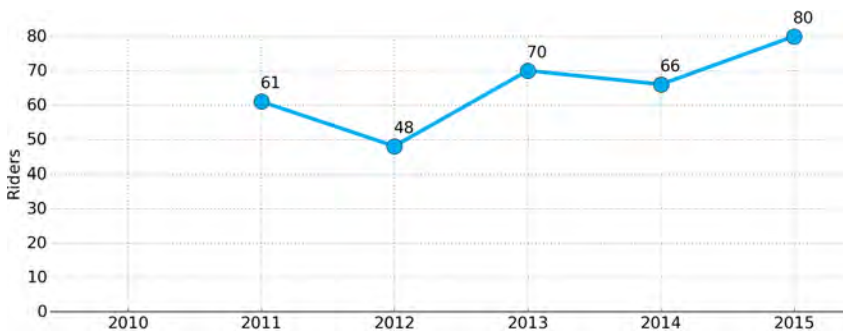
Traffic Volume by Time



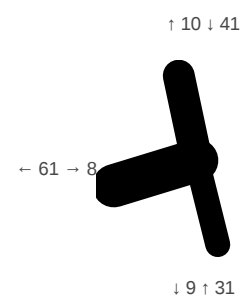
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Sturt Tce [S]		2 Schwarz Cres [W]		3 Sturt Tce [N]		
Exit	2	3	1	3	1	2	Total
Female	6	3	1	4	4	10	28
Male	21	1	1	2	2	24	51
Not known	0	0	0	0	1	0	1
Total	27	4	2	6	7	34	80

Site 5983

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

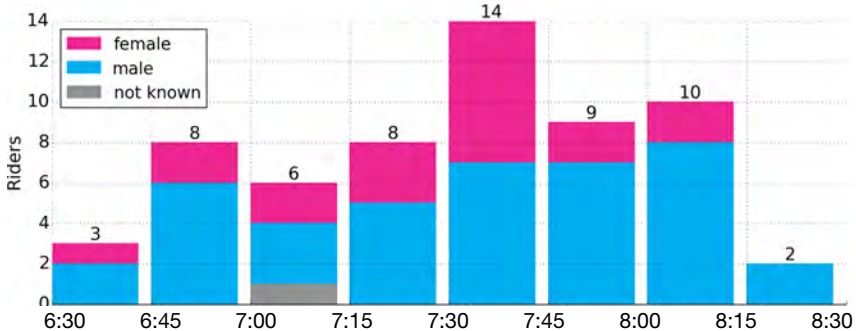


60 bicycle commuters were recorded at this location during the 2 hour survey.

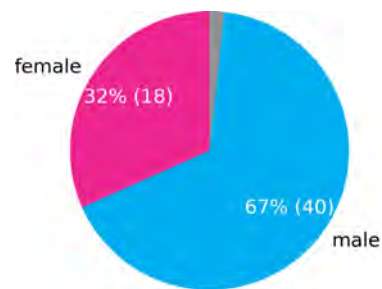
This is a decrease of 22% compared to 2013. The peak hour was 7:15–8:15 with 41 riders. There were more male riders observed at this intersection.

Main flow was on Larapinta Drive where 55% (33 cyclists) were travelling from west to east during the count.

Traffic Volume by Time



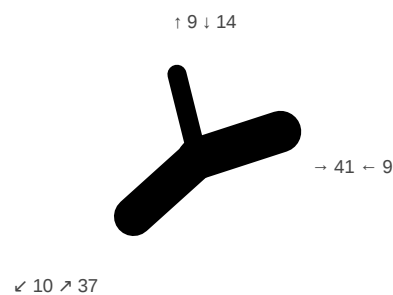
Gender Ratio



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	3	9	1	4	2	19
Male	4	2	23	3	4	4	40
Not known	0	0	1	0	0	0	1
Total	4	5	33	4	8	6	60

Site 6559

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



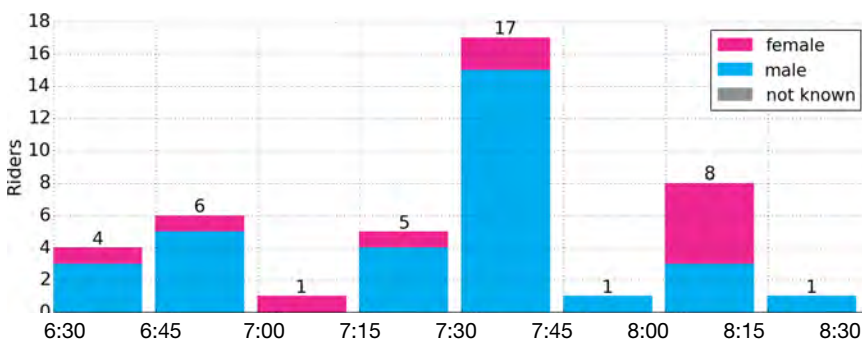
43 bicycle commuters were recorded at this location during the 2 hour survey.

This is an increase of 23% compared to 2014. The peak hour was 7:15–8:15 with 31 riders. There were more male riders observed at this intersection.

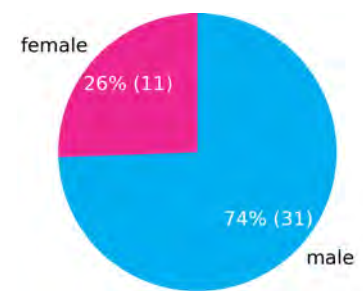
Main flow was southbound from this intersection comprising 79% (34 cyclists) of total counted.

No issues were raised on site.

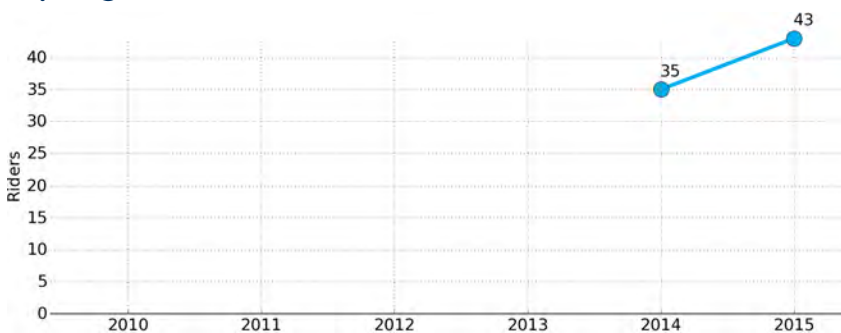
Traffic Volume by Time



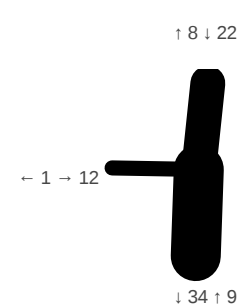
Gender Ratio



Cycling Trend



Traffic Flow

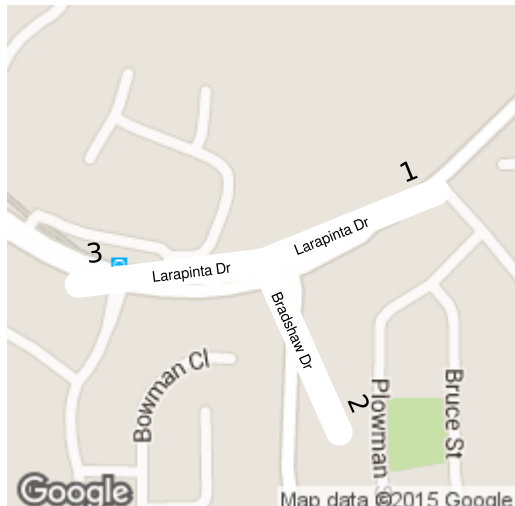


Raw Data

Enter	1 Stuart Hwy [N]		2 Stuart Hwy [S]		3 Head St [W]		
Exit	2	3	1	3	1	2	Total
Female	2	0	1	1	0	7	11
Male	20	0	7	0	0	5	32
Not known	0	0	0	0	0	0	0
Total	22	0	8	1	0	12	43

Site 6561

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



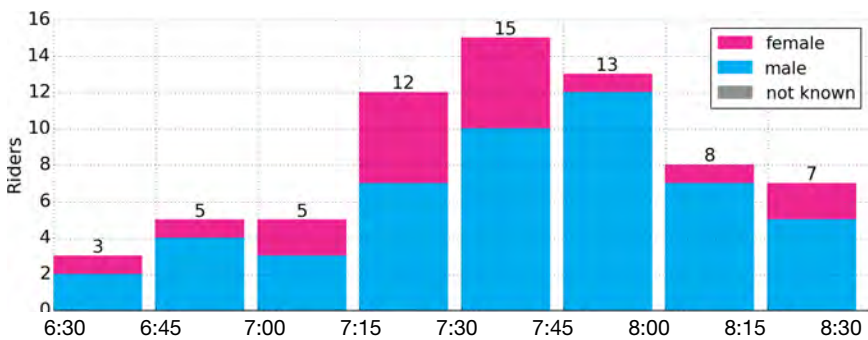
68 bicycle commuters were recorded at this location during the 2 hour survey.

This is an increase of 42% compared to 2014. The peak hour was 7:15–8:15 with 48 riders. There were more male riders observed at this intersection.

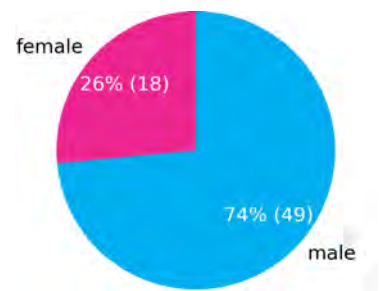
Larapinta Drive was well utilised by bicycle commuters comprising 78% (53 cyclists) in both direction. Among these 75% (40 cyclists) were eastbound.

No issues were raised on site.

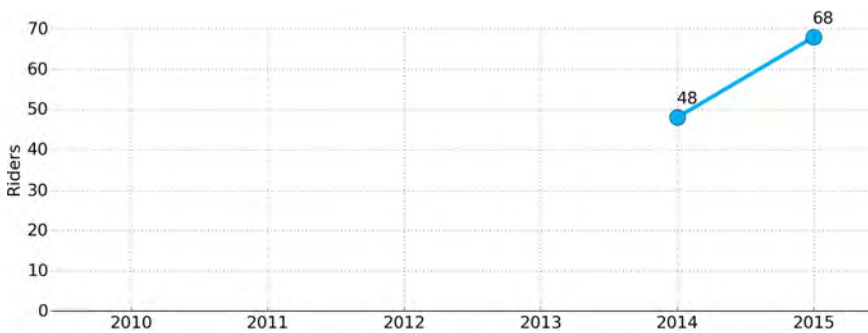
Traffic Volume by Time



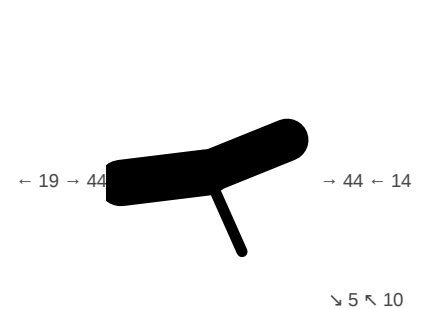
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Larapinta Dr [E]		2 Bradshaw Dr [SE]		3 Larapinta Dr [W]		Total
Exit	2	3	1	3	1	2	
Female	0	2	1	2	11	2	18
Male	1	11	3	4	29	2	50
Not known	0	0	0	0	0	0	0
Total	1	13	4	6	40	4	68

Site 6562

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



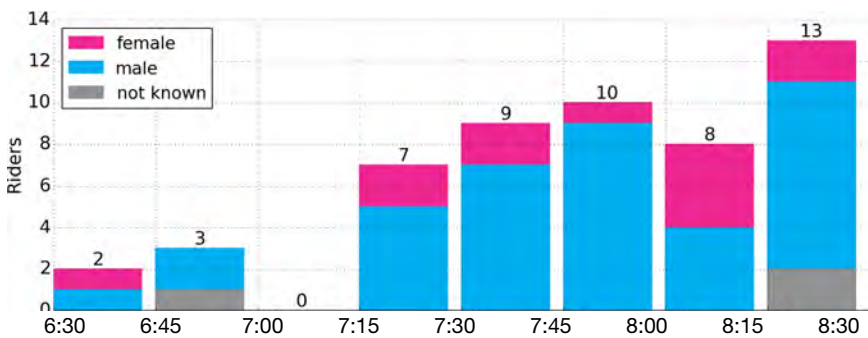
52 bicycle commuters were recorded at this location during the 2 hour survey.

This is a decrease of 16% compared to 2014. The peak hour was 7:30–8:30 with 40 riders. There were more male riders observed at this intersection.

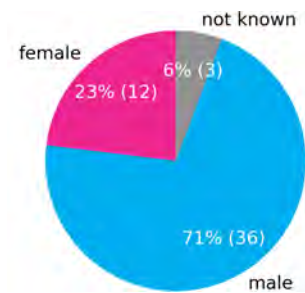
Stott Terrace was well utilised by bicycle commuters comprising 63% (33 cyclists) in both directions during the count.

There were some riders came from direction 3 and ended their route at the intersection where there is a local business. The counter included them as travelling from 3-1.

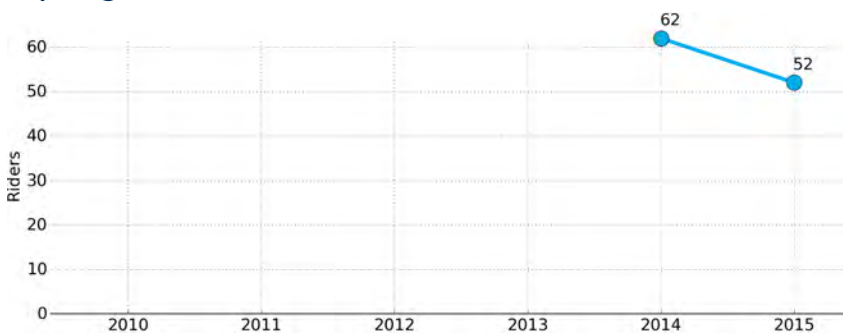
Traffic Volume by Time



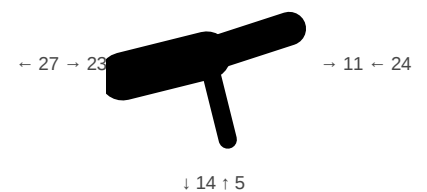
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Stott Tce [E]		2 Sadadeen Rd [S]		3 Stott Tce [W]		
Exit	2	3	1	3	1	2	Total
Female	0	7	0	1	2	2	12
Male	1	15	1	3	6	11	37
Not known	0	1	0	0	2	0	3
Total	1	23	1	4	10	13	52

Site 6563

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



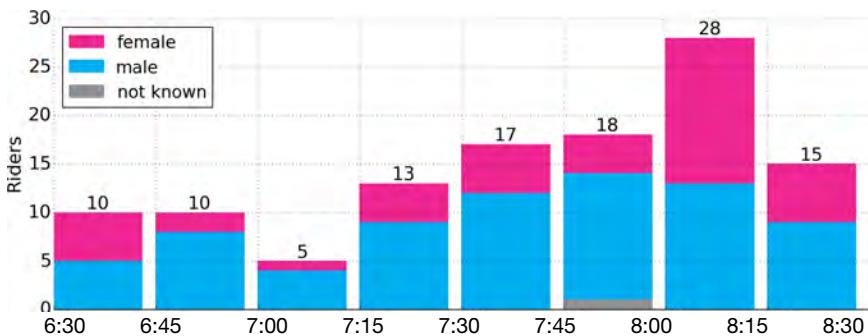
116 bicycle commuters were recorded at this location during the 2 hour survey.

This is an increase of 66% compared to 2014. The peak hour was 7:30–8:30 with 78 riders. There were more male riders observed at this intersection.

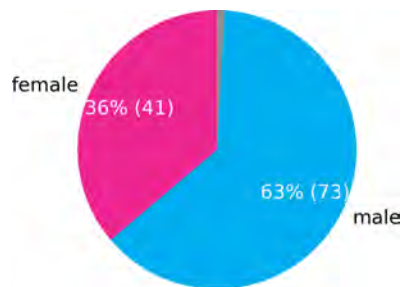
Undoola Road/footpath was well utilised by bicycle riders comprising 58% (67 cyclists) westbound during the count.

No issues were raised on site.

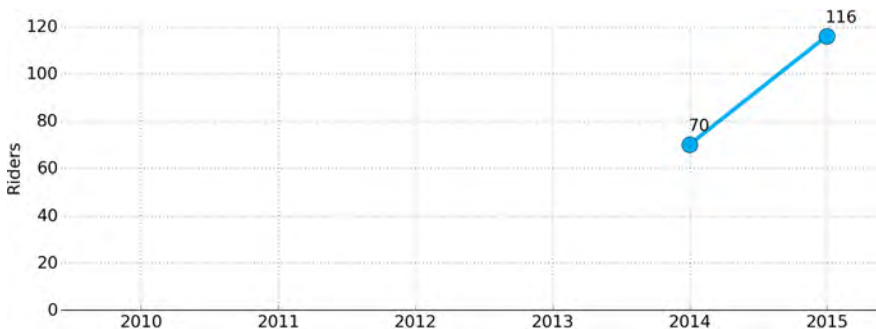
Traffic Volume by Time



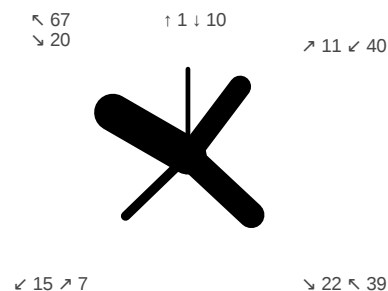
Gender Ratio



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	
Female	1	0	0	4	0	2	5	11	0	1	1	10	0	1	0	1	0	1	3	1	42
Male	0	2	1	2	0	3	7	12	1	1	0	25	0	3	0	2	0	3	11	0	73
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	1	2	1	6	0	5	12	23	1	2	1	35	0	4	0	3	0	4	15	1	116

Site 6565

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



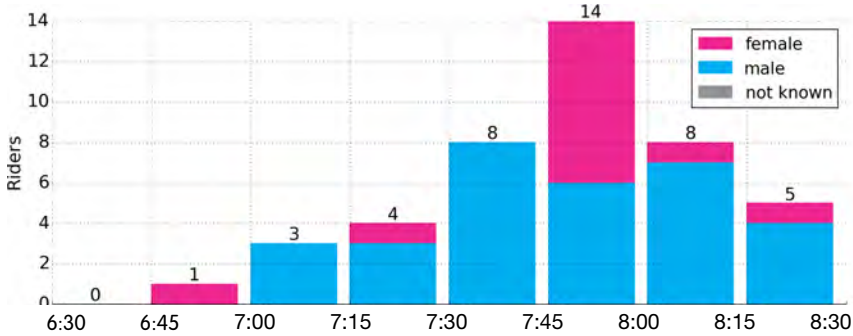
43 bicycle commuters were recorded at this location during the 2 hour survey.

This is an increase of 30% compared to 2014. The peak hour was 7:30–8:30 with 35 riders. There were more male riders observed at this intersection.

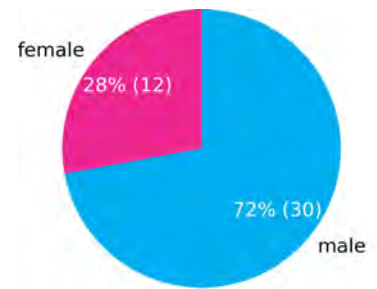
63% (27 cyclists) were observed exiting the site to the north towards the town on Stuart Highway during the count.

No issues were raised on site.

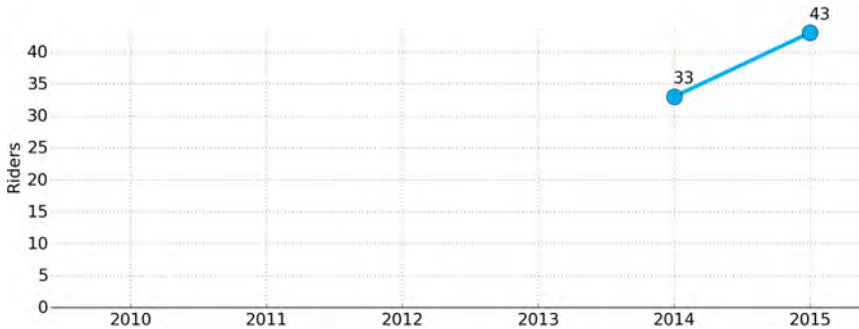
Traffic Volume by Time



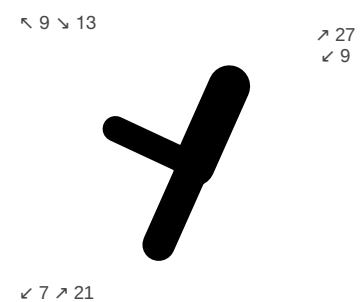
Gender Ratio



Cycling Trend



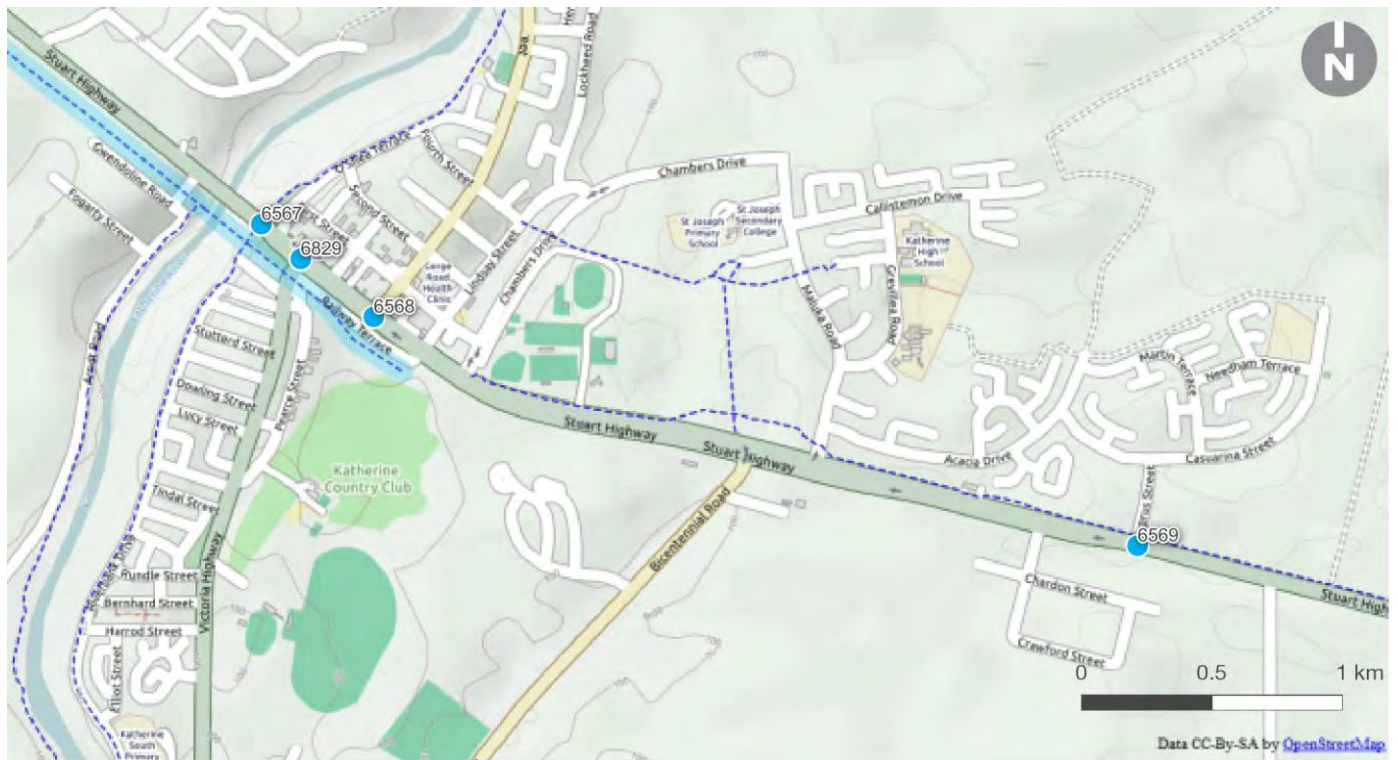
Traffic Flow



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	1	1	4	4	2	0	12
Male	6	1	10	3	11	0	31
Not known	0	0	0	0	0	0	0
Total	7	2	14	7	13	0	43

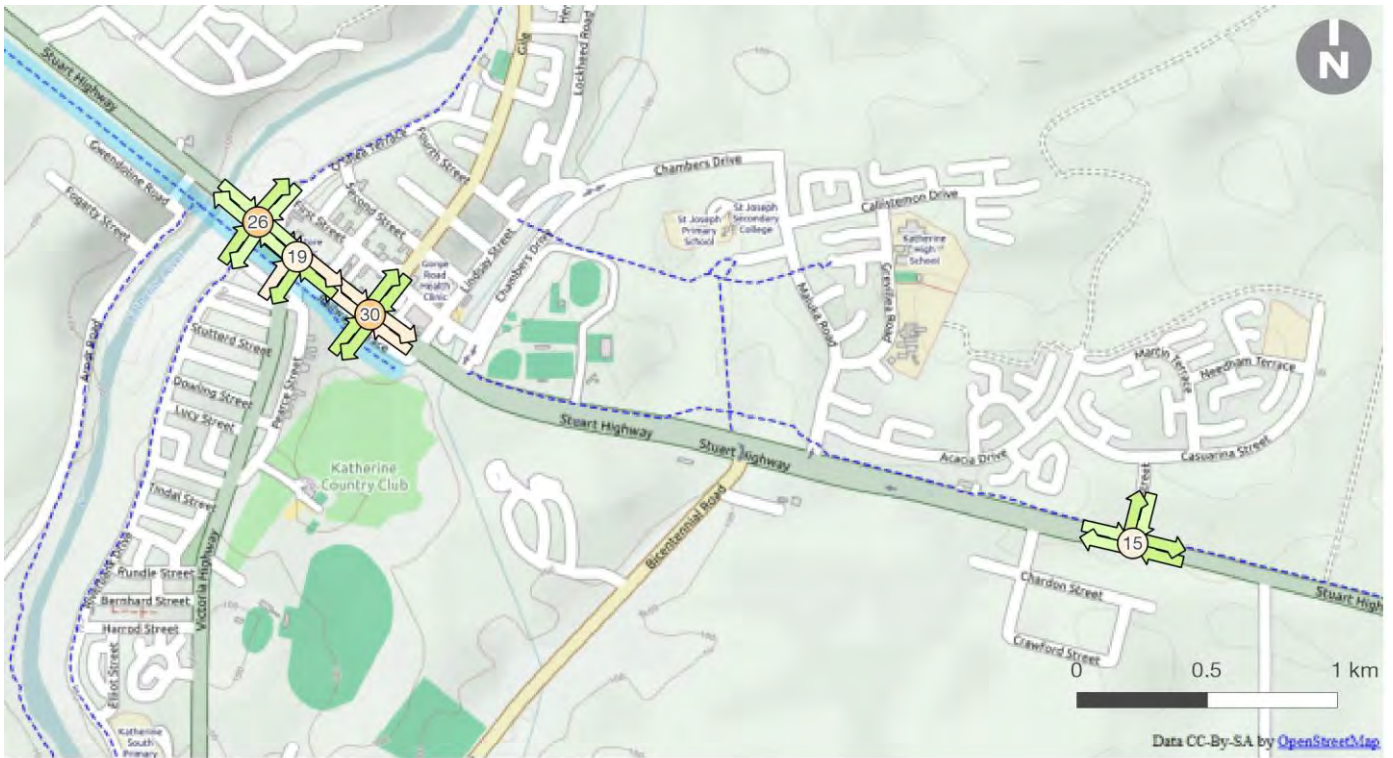
Count Locations



Number of riders

Site ID	Streets	Total Female	Total Male	Total Unknown	Total 2015	Total 2014	% Change
6567	Riverside Trail [NE], Stuart Hwy [SE], Riverside Trail [SW], Stuart Hwy [NW]	7	18	1	26	17	53%
6829	Stuart Hwy [SE], Victoria Hwy [SW], Stuart Hwy [NW]	6	11	2	19		
6569	Cyprus St [N], Stuart Hwy/Footpath [E], Stuart Hwy/Footpath [W]	6	9	0	15	12	25%
6568	Giles St [NE], Katherine Tce [SE], Katherine Tce [NW]	8	22	0	4		

Bicycle Commuter Volume and Flow



Katherine, Northern Territory

Bicycle Volume & Flow
 (Tues, 1 Sep 2015, 6:30am-8:30am)



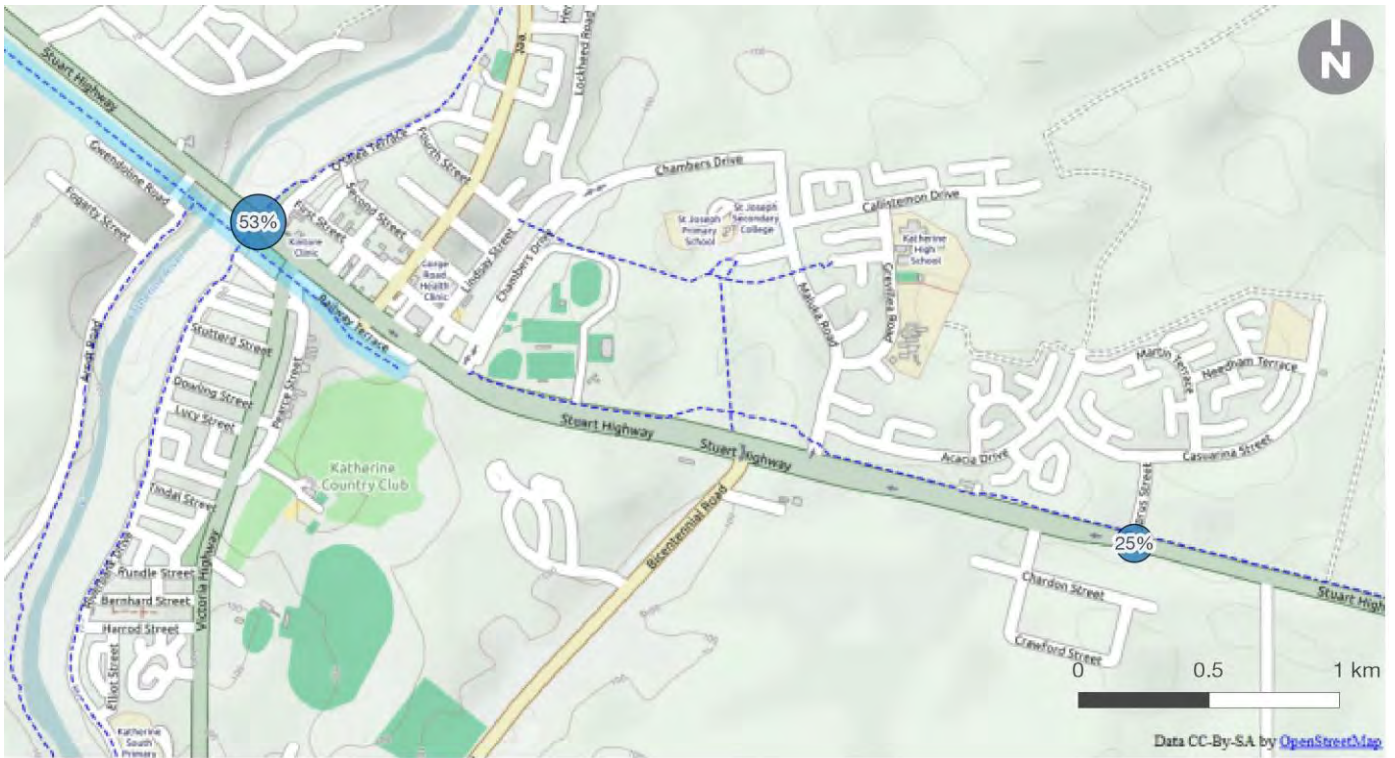
SUPER TUESDAY

LEGEND

Bicycle Volume

- 5 Bikes or less
- 6 - 10 Bikes
- 11 - 20 Bikes
- 21 Bikes or more

Compared with previous count



Katherine, Northern Territory

Traffic Volume 2015 vs 2014
(Tues, 1 Sep 2015, 6:30am-8:30am)



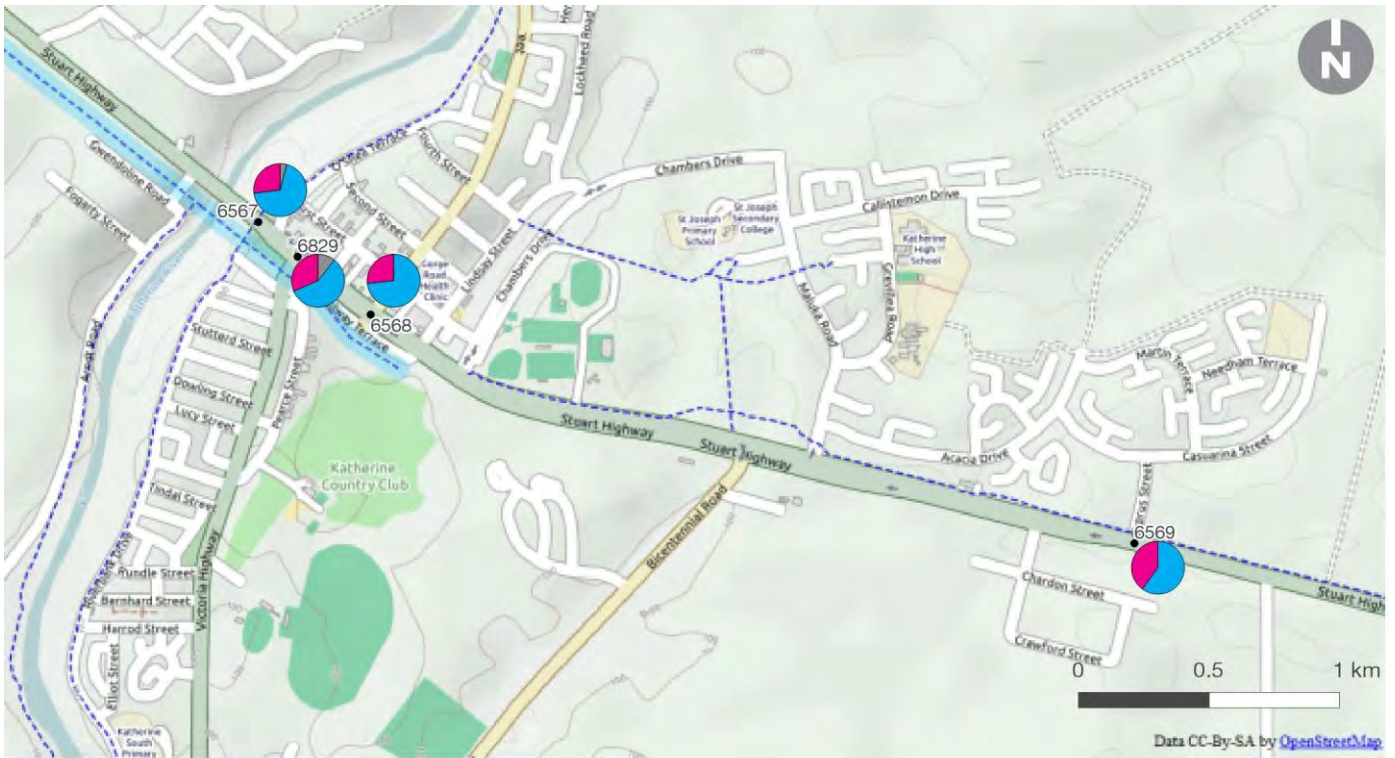
SUPER TUESDAY

LEGEND

Comparison

- Decreased
- Increased

Gender Ratio



Katherine, Northern Territory

Gender Ratio

(Tues, 1 Sep 2015, 6:30am-8:30am)

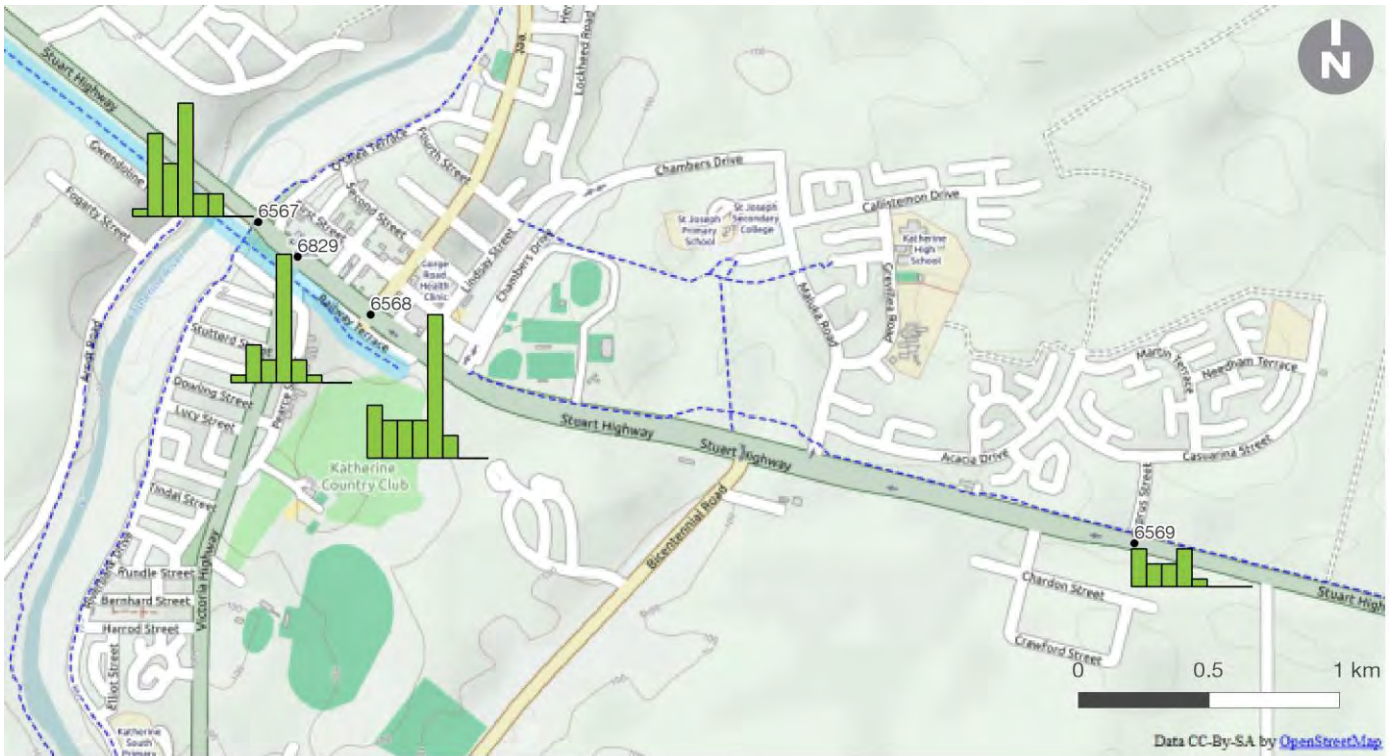


SUPER TUESDAY

LEGEND

- ▶ Female
- ▶ Male
- ▶ Unspecified

15 minute intervals



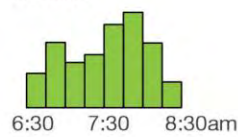
Katherine, Northern Territory

15 Minute Intervals
(Tues, 1 Sep 2015, 6:30am-8:30am)



SUPER TUESDAY

LEGEND



Site 6567

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

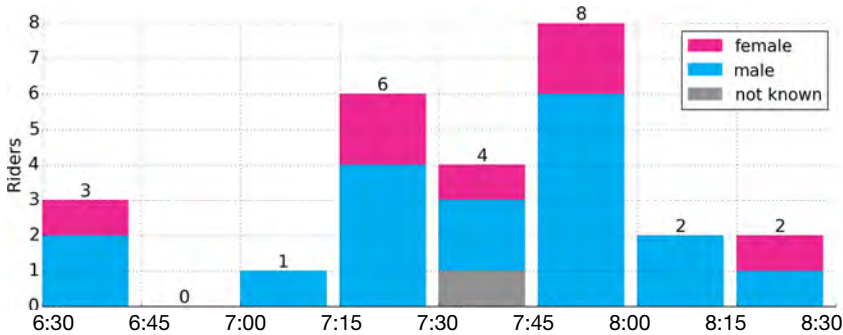


26 bicycle commuters were recorded at this location during the 2 hour survey.

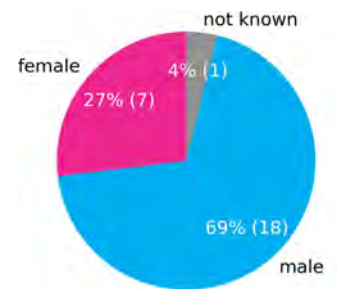
This is an increase of 53% compared to 2014. The peak hour was 7:15–8:15 with 20 riders. There were more male riders observed at this intersection.

There were no dominant trends in the traffic flow.

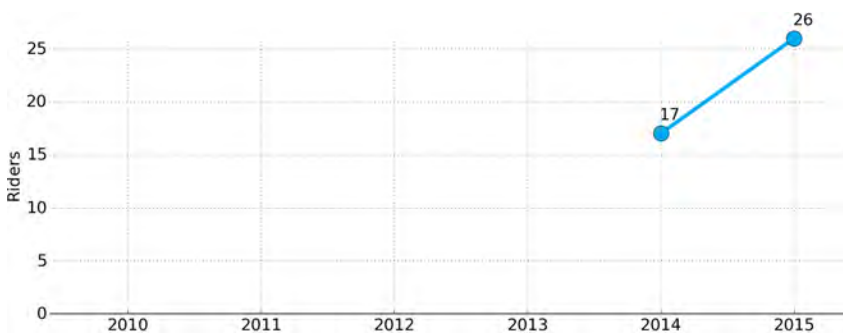
Traffic Volume by Time



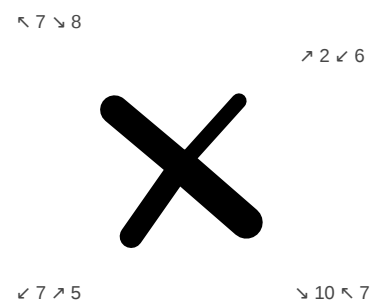
Gender Ratio



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	1	1	0	1	1	1	0	0	0	2	0	7
Male	0	3	1	0	2	3	0	3	0	1	5	0	18
Not known	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	4	2	0	3	4	1	3	1	1	7	0	26

Site 6568

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



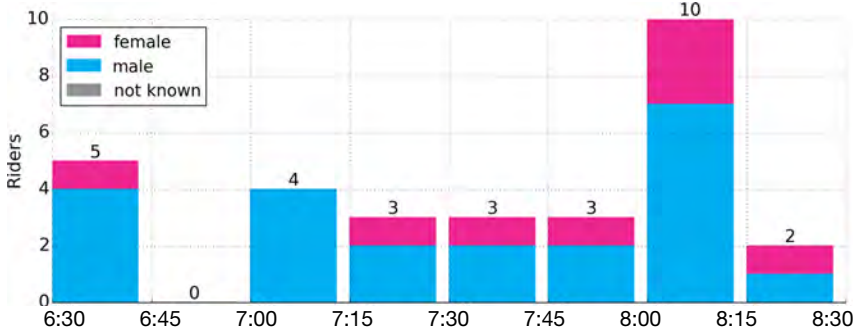
30 bicycle commuters were recorded at this location during the 2 hour survey.

This is an increase of 67% compared to 2014. The peak hour was 7:15–8:15 with 19 riders. There were more male riders observed at this intersection.

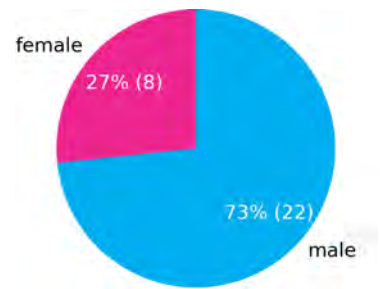
63% (19 cyclists) were observed utilising Katherine Terrace in both directions during the count.

No issues were raised on site.

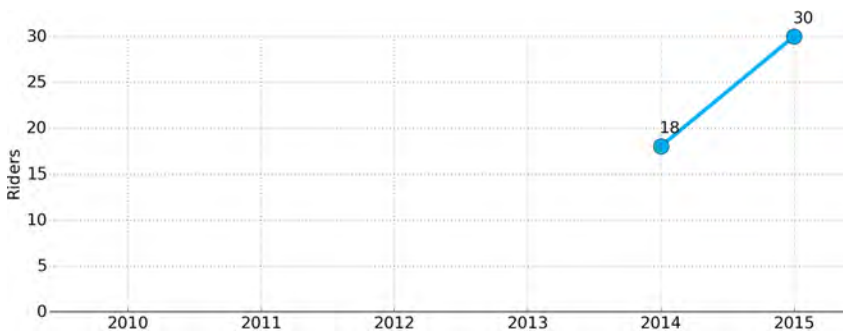
Traffic Volume by Time



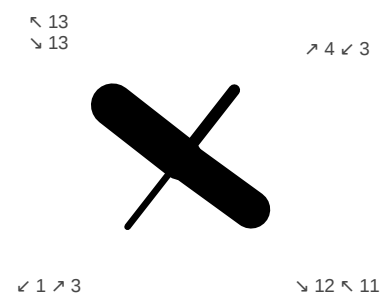
Gender Ratio



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	1	4	0	0	0	2	1	0	8
Male	1	0	2	0	0	6	0	2	1	2	8	0	22
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	2	0	1	10	0	2	1	4	9	0	30

Site 6569

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



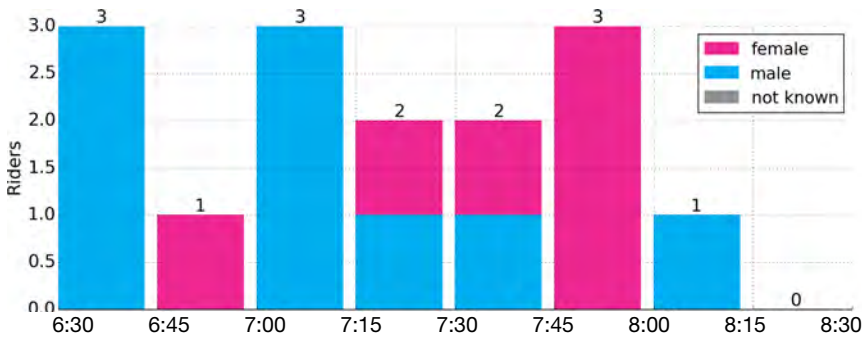
15 bicycle commuters were recorded at this location during the 2 hour survey.

This is an increase of 25% compared to 2014. The peak hour was 7:00–8:00 with 10 riders. There were more male riders observed at this intersection.

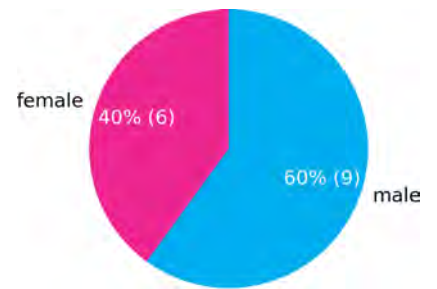
The main flow was along Stuart Highway west and Cyprus Street north comprising 73% (11 cyclists) during the count.

No issues were raised on site.

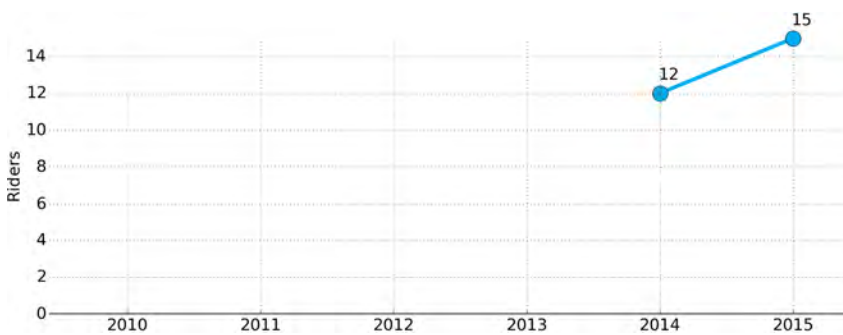
Traffic Volume by Time



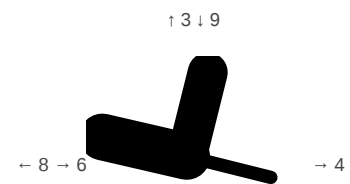
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Cyprus St [N]	2 Stuart Hwy/Footpath [E]	3 Stuart Hwy/Footpath [W]	Total
Exit	2	3	1	3
Female	0	5	0	0
Male	1	3	0	0
Not known	0	0	0	0
Total	1	8	0	0

Site 6829

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



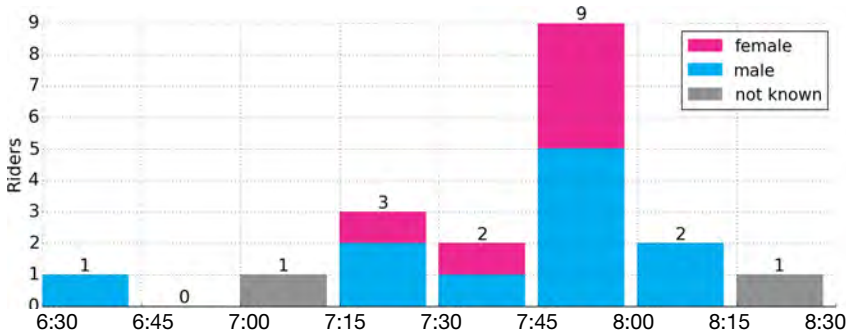
19 bicycle commuters were recorded at this location during the 2 hour survey.

The peak hour was 7:15–8:15 with 16 riders. There were more male riders observed at this intersection.

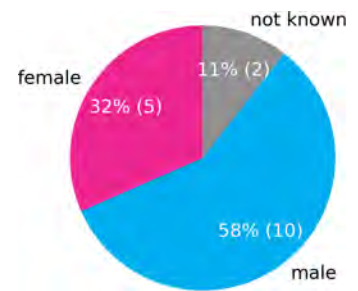
The main flow was from Victoria Highway south to Stuart Highway south-east comprising 68% (13 cyclists) during the count.

No issues were raised on site.

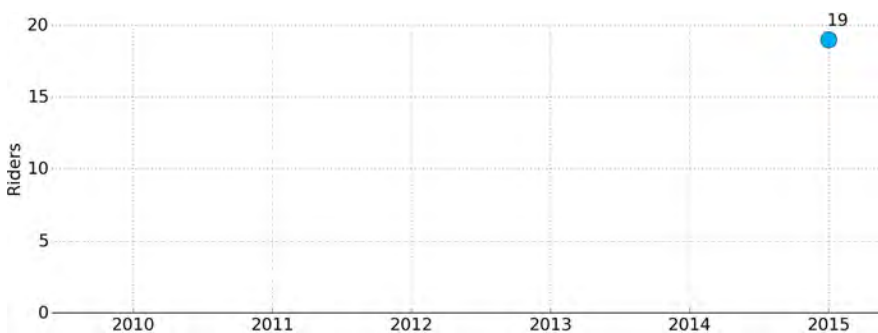
Traffic Volume by Time



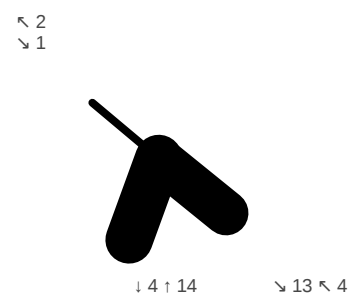
Gender Ratio



Cycling Trend



Traffic Flow

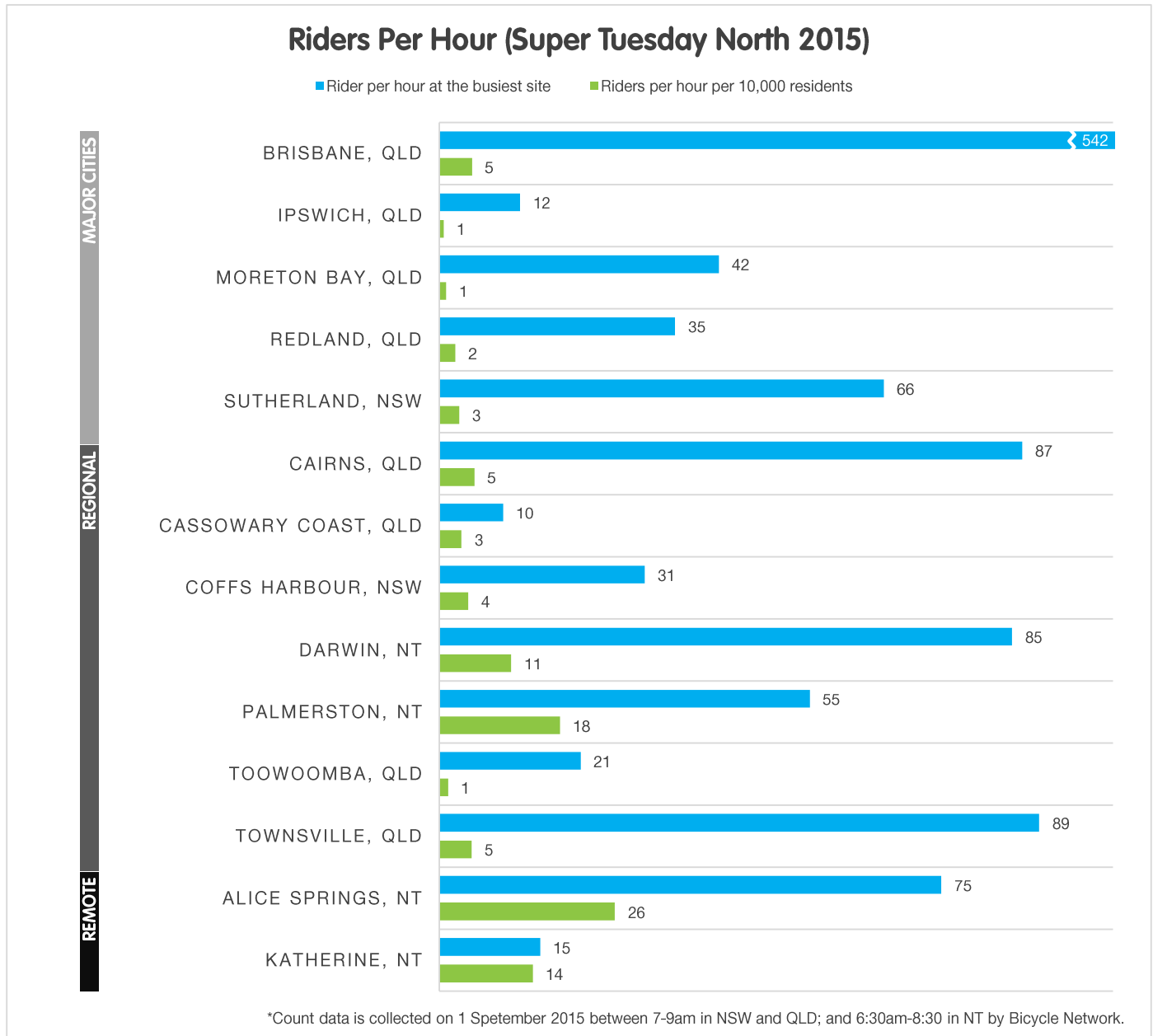


Raw Data

Enter	1 Stuart Hwy [SE]		2 Victoria Hwy [S]		3 Stuart Hwy [NW]		
Exit	2	3	1	3	1	2	Total
Female	1	0	5	0	0	0	6
Male	2	1	7	0	0	1	11
Not known	0	0	1	1	0	0	2
Total	3	1	13	1	0	1	19

Riders per Hour by Councils

Riders per hour is calculated using the busiest count site in each participating municipality.



The busiest count site in Darwin was ranked 3rd with 85 riders per hour, and 2nd with 11 bicycle commuters per hour per 10,000 residents among 7 participating regional municipalities*.

** Based on the Australian Standard Geographic Classification from Australian Bureau of Statistics from the 2011 Census*

The busiest count site in Palmerston was ranked 4th with 55 riders per hour, and 1st with 18 bicycle commuters per hour per 10,000 residents among 7 participating regional municipalities*.

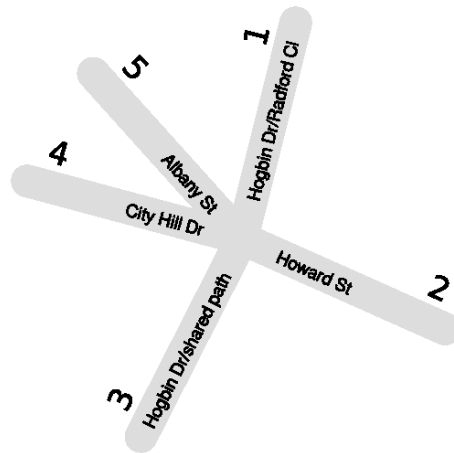
The busiest count site in Alice Springs was ranked 1st with 75 riders per hour, and 26 bicycle commuters per hour per 10,000 residents among 2 participating remote municipalities*.

The busiest count site in Katherine was ranked 2nd with 15 riders per hour, and 2nd with 14 bicycle commuters per hour per 10,000 residents among 2 participating remote municipalities*.

Appendix

Count Sheet example

Site 5110: 1/9/2015



	07:30 AM – 07:45 AM			07:45 AM – 08:00 AM		
	female	male	not known	female	male	not known
1 → 2						
1 → 3						
1 → 4						
1 → 5						
2 → 1						
2 → 3						
2 → 4						
2 → 5						
3 → 1						
3 → 2						
3 → 4						
3 → 5						
4 → 1						
4 → 2						
4 → 3						
4 → 5						
5 → 1						
5 → 2						
5 → 3						
5 → 4						



BICYCLE
NETWORK

Contact Us

Ph: 1800 639 634

Email: bikefutures@bicyclenetwork.com.au