BICYCLE NETWORK®

We've got your back

SUPER TUESDAY TOP END BIKE COUNT

Palmerston

JULY/AUGUST 2023

BICYCLE NETWORK®

SUPER COUNTS

About the count

Acknowledgement of Country

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

About the Count

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

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

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

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

Gender Data Limitations

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

While this gender presentation methodology is not a perfect substitute for the self-identification of a rider's gender, it allows for a rapid assessment and a semi-quantitative approximation of the gender profile of riders travelling through the site.

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

Aims and Purposes

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

The project aims to answer some critical questions:

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

Historical Super Count Data

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

Methodology

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

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

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

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

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

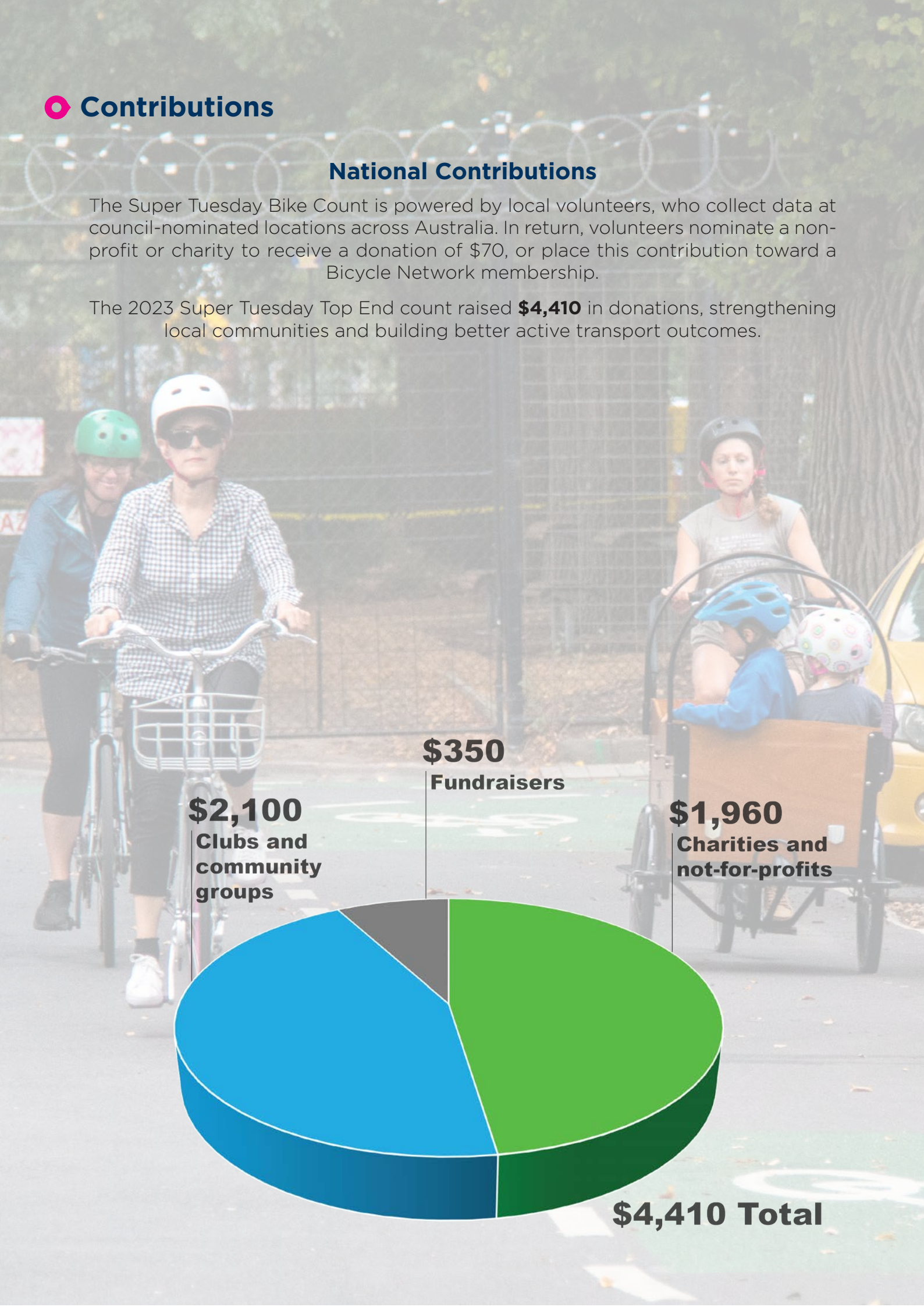
The submitted data are validated, analysed and visualised by Bicycle Network, and subsequently compiled into reports for participating councils and other agencies.

Contributions

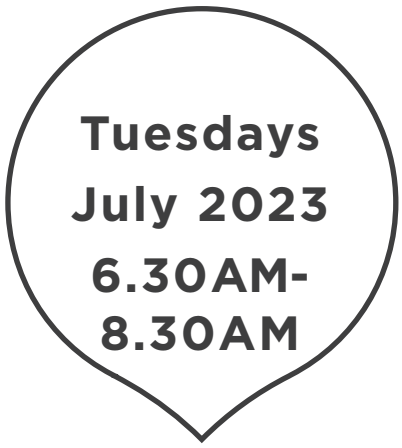
National Contributions

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

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



Count Summary in Palmerston



COUNT IN 2023

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

Weather conditions for the count days can be found below, with temperatures and wind as of 9am, while rain is measured across the entire day and counts were either completely dry or only received a small amount of rain.

Date	Rain mm	Temp °C	Wind km/hr
25/07	0	17.4	24 SE
08/08	0	25	20 ESE
09/08	0	25.3	15 E
15/08	0	26.1	22 ENE
22/08	0	26.1	7 ENE

By participating in the count, volunteer counters can choose a local community group to receive a donation of at least $70. In Palmerston, a total of $840 went back to the local community through donations to nominated groups and charities.

COUNT SITES

12 sites were surveyed in Palmerston. Of these sites, 9 were surveyed in the previous Super Tuesday Top End count period, in 2021. A full overview of the location of sites can be found on page 2.

BUSIEST SITE

The busiest site was at the intersection of Lambrick Ave [E], Zuccoli Pde [S], Lambrick Ave [W], Farrar Blvd [N] (Site 6566).

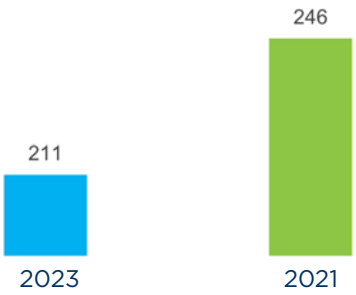
TRAFFIC FLOW

A total of 285 movements were counted at all selected intersections across the council area during the two-hour survey. Of these trips, 251 were made by bike riders.

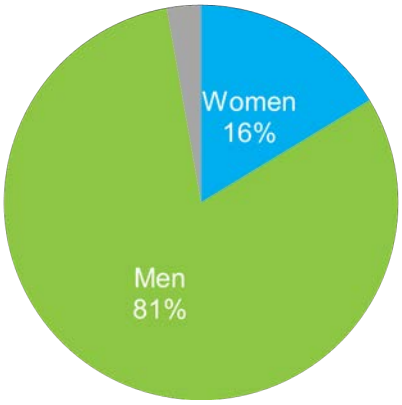
Site specific traffic flow can be found in the individual site reports below, while an overview of the directional flows of riders in the council area can be found in the flow diagram, included on page 6.

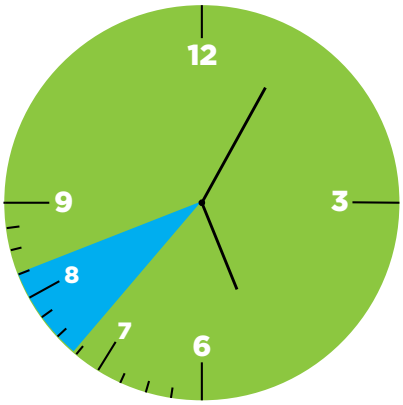
MICRO MOBILITY

A total of 34 movements were made by micromobility riders across the municipality. This represented 12% of the total trips made in the municipality.



-14%





CHANGE

A comparison between the same 9 sites surveyed in 2021 and 2023 indicates a decline of 14% (211 movements) compared to the same 9 sites surveyed in the last Super Tuesday survey in 2021 (246 movements). New sites and micromobility trips were excluded from this comparison.

COUNT RESULTS

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

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

GENDER RATIO

Using our observational survey method for gender (page iii), women were estimated to represent 16% of bike riders across the municipality.

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

Women were estimated to represent 9% of micro-mobility riders across the municipality.

PEAK HOUR

The busiest hour was between 7:15-8:15 am during the survey, as shown in blue in the diagram above.

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

- 6:30-6:45am: 3 movements
- 6:45-7:00am: 2 movements
- 7:00-7:15am: 2 movements
- 7:15-7:30am: 3 movements
- 7:30-7:45am: 4 movements
- 7:45-8:00am: 5 movements
- 8:00-8:15am: 3 movements
- 8:15-8:30am: 2 movements

Super Tuesday Top End in 2023

THE COUNT

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

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

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

CHANGE

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

GENDER ESTIMATE

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

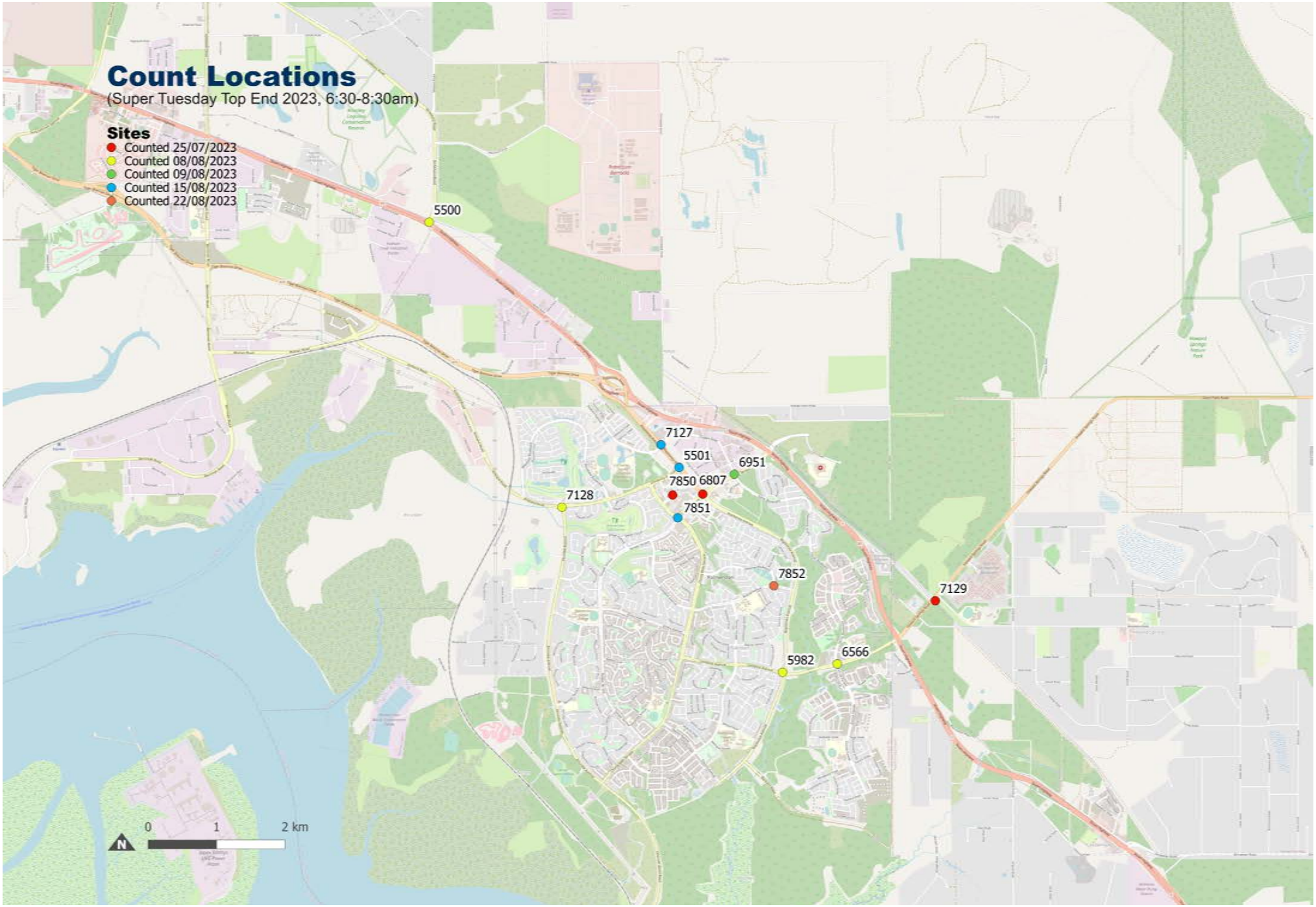
PEAK HOUR

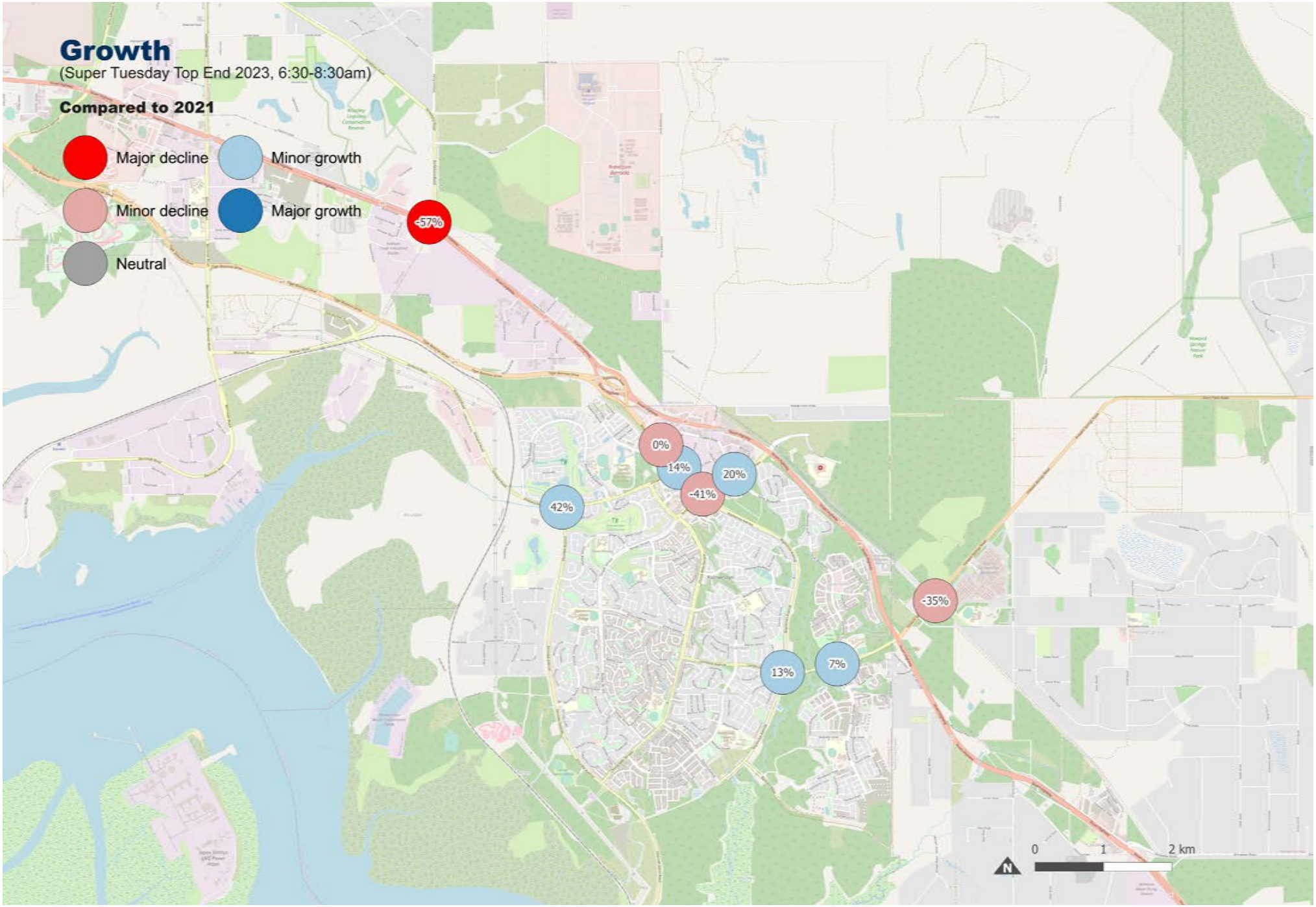
The peak riding hour across all sites was between 7:30am and 8:30am for all of Northern Territory, but varied between Top End communities.
Peak hour in Katherine was 6:45 – 7:45 am, Palmerston was 7:15 – 8:15 am and 7:30 – 8:30 am in Darwin.

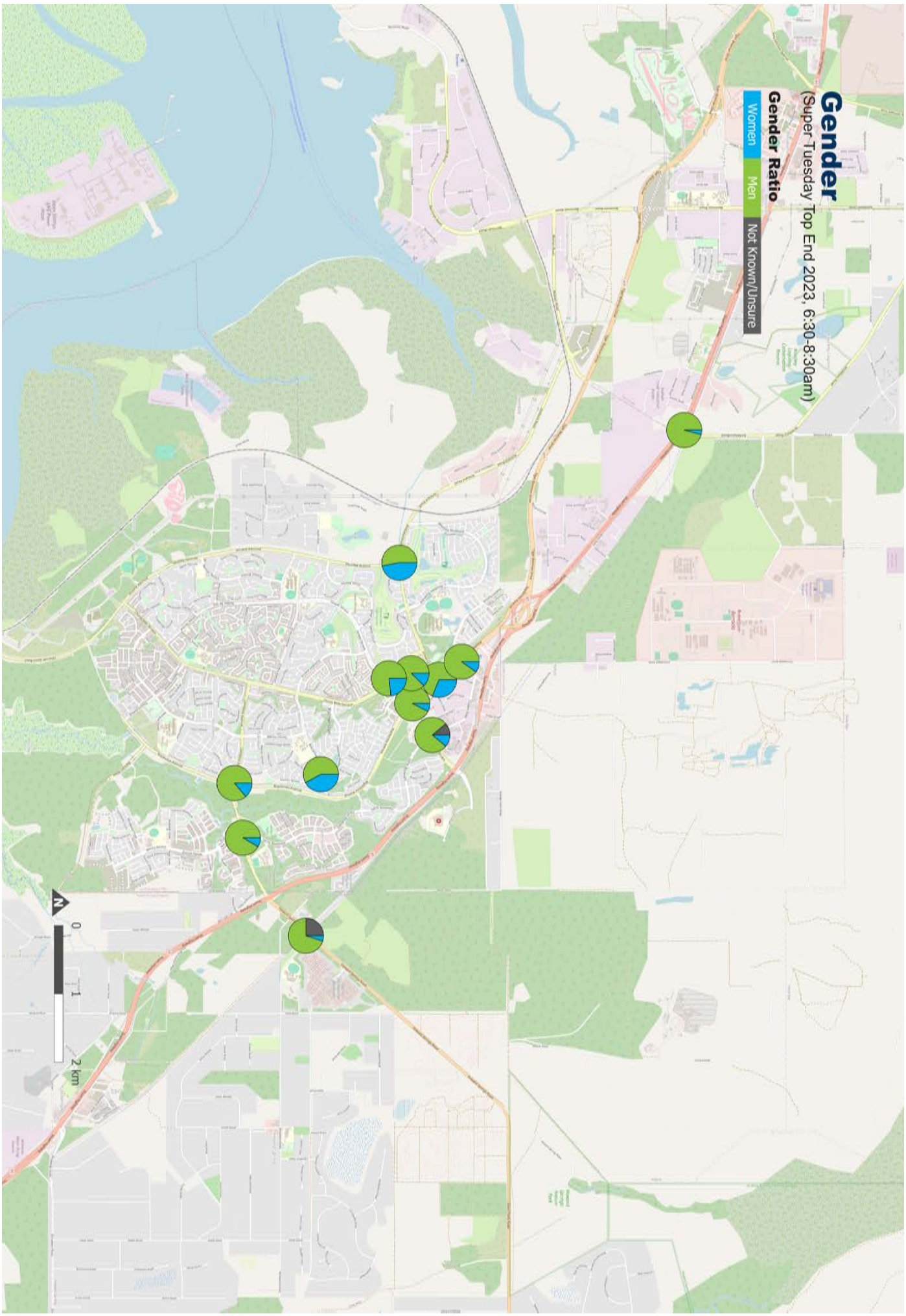
MICROMOBILITY

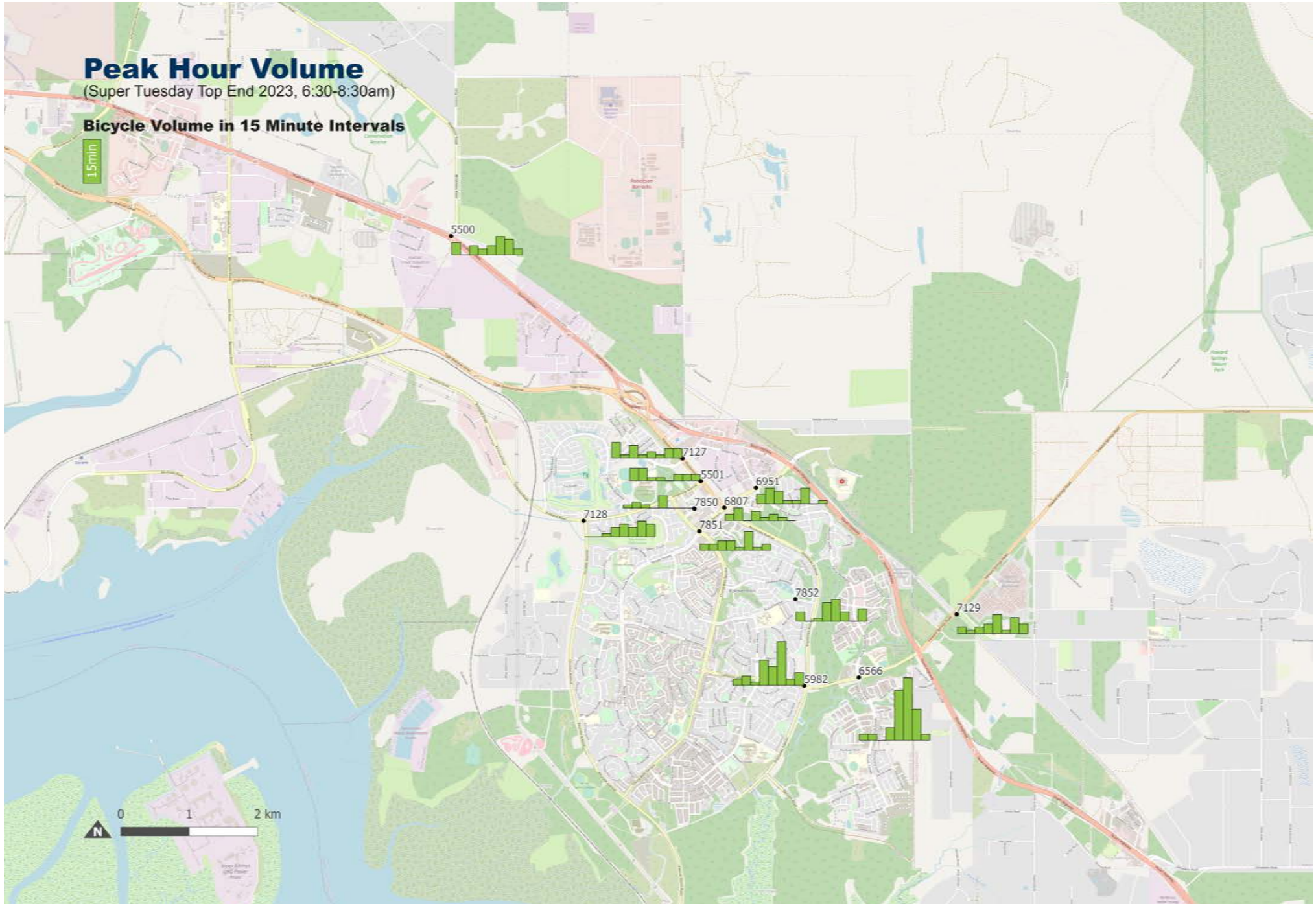
For the first time, e-scooters and other forms of micromobility were included in the Super Tuesday Top End active transport surveys. A total of 226 micromobility riders were captured, the majority of which were in Darwin and Palmerston council areas.

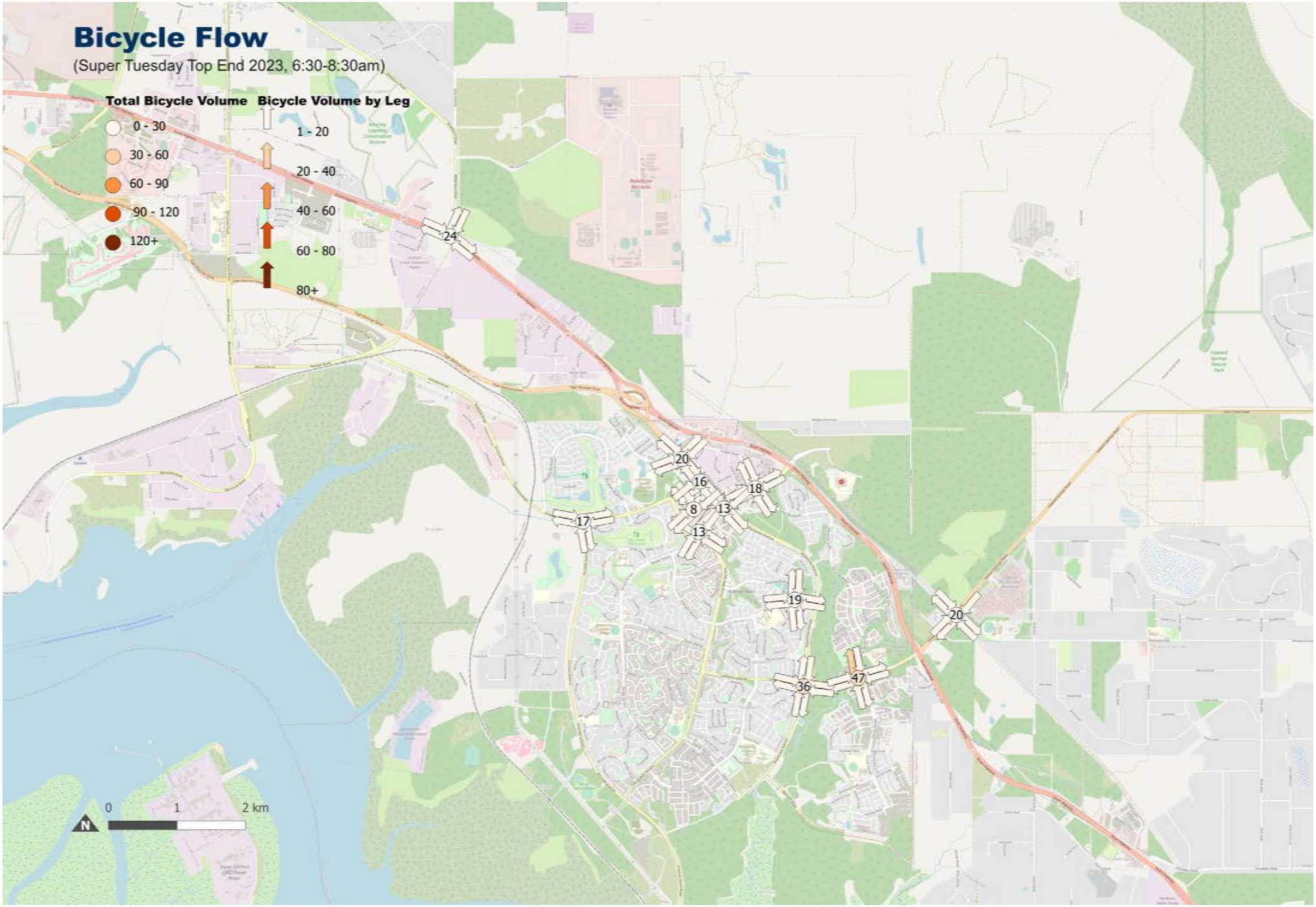
Two sites were recorded with a total of 24 e-scooters riders in the two hour survey period in Darwin. These sites were 5507 and 7351, located in the Darwin CBD, indicating perhaps the growing popularity of scooters for short trips.


Count Locations
(Super Tuesday Top End 2023, 6:30-8:30am)
Sites
Counted 25/07/2023
Counted 08/08/2023
Counted 09/08/2023
Counted 15/08/2023
Counted 22/08/2023
5500
7127
5501
6951
7850
6807
7128
7851
7852
7129
5982
6566
0
1
2 km
N


Growth
(Super Tuesday Top End 2023, 6:30-8:30am)
Compared to 2021
Major decline
Minor growth
Minor decline
Major growth
Neutral
-57%
0%
14%
20%
-41%
42%
-35%
13%
7%
0
1
2 km
N


Gender
(Super Tuesday Top End 2023, 6:30-8:30am)
Gender Ratio
Women
Men
Not Known/Unsure
N
0
1
2 km


Peak Hour Volume
(Super Tuesday Top End 2023, 6:30-8:30am)
Bicycle Volume in 15 Minute Intervals
15min
5500
7127
5501
6951
7850
6807
7128
7851
7852
7129
5982
6566
0
1
2 km
N


Bicycle Flow
(Super Tuesday Top End 2023, 6:30-8:30am)
Total Bicycle Volume
0 - 30
30 - 60
60 - 90
90 - 120
120+
Bicycle Volume by Leg
1 - 20
20 - 40
40 - 60
60 - 80
80+
24
20
16
18
8
13
13
17
19
20
36
47
0
1
2 km
N

Results

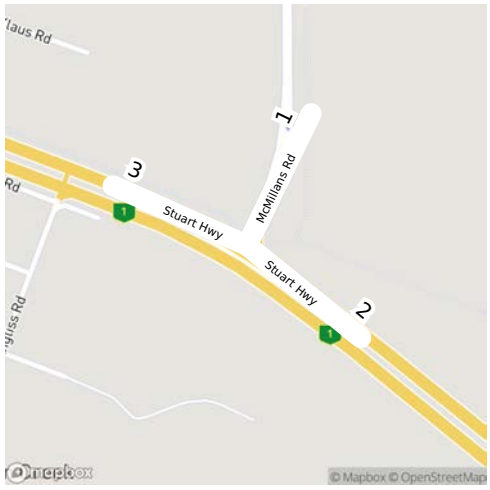
Site ID	Street names	Micromobility Riders			Bike Riders							Count Date	Volume in 15 Minute Intervals							
		Women	Men	Not Known	Women	Men	Not Known	2023	2021	% Growth	2020		6:30-6:45	6:45-7:00	7:00-7:15	7:15-7:30	7:30-7:45	7:45-8:00	8:00-8:15	8:15-8:30
5500	McMillans Rd [NE], Stuart Hwy [SE], Stuart Hwy [NW]	0	1	0	1	23	0	24	56	-57%	65	08.08.2023	4	0	3	2	3	6	5	2
5501	Roystonea Ave [SE], University Ave [SW], Roystonea Ave [NW]	0	0	0	5	11	0	16	14	14%	22	15.08.2023	4	4	1	1	0	2	2	2
5982	Roystonea Ave [N], Lambrick Ave [E], Roystonea Ave [S], Lambrick Ave [W]	0	4	0	5	31	0	36	32	13%	41	08.08.2023	2	3	1	8	6	14	2	4
6566	Lambrick Ave [E], Zuccoli Pde [S], Lambrick Ave [W], Farrar Blvd [N]	0	9	0	4	43	0	47	44	7%	30	08.08.2023	2	2	0	4	16	20	10	2
6807	Temple Tce [NE], Roystonea Ave/ Footpath [SE], Temple Tce/Footpath [SW], Roystonea Ave/ Footpath [NW]	0	0	0	1	12	0	13	22	-41%	18	25.07.2023	2	4	0	3	1	2	1	0
6951	Temple Terrace [NE], Farrar Boulevard [SE], Temple Terrace [SW], Toupein Road [NW]	0	1	1	2	14	2	18	15	20%	9	09.08.2023	3	5	4	1	1	5	0	1
7127	Yarrawonga Rd [NE], Roystonea Ave [SE], Packard Ave [W], Roystonea Ave [NW]	0	0	0	2	18	0	20	20	0%	35	15.08.2023	5	1	4	1	2	1	3	3
7128	University Ave [E], Elrundie Ave [S], Kirkland Rd [W]	0	3	0	8	9	0	17	12	42%	4	08.08.2023	0	0	1	3	4	3	5	4
7129	Howard Springs Rd [NE], Howard Springs shared path [SE], Howard Springs Rd [SW], Howard Springs shared path [NW]	0	3	0	1	14	5	20	31	-35%	18	25.07.2023	2	1	2	3	6	1	5	3
7850	The Boulevard [NE], The Boulevard [SW], Frances Drive [NW]	0	0	0	1	7	0	8				25.07.2023	1	2	1	0	4	0	0	0
7851	Temple Terrace [NE], Chung Wah Terrace [SE], Temple Terrace [SW], Chung Wah Terrace [NW]	2	5	0	3	10	0	13				15.08.2023	2	2	3	3	1	6	1	2
7852	Lakeview Boulevard [N], Buscall Avenue [E], Maurice Terrace [S], Buscall Avenue [W]	1	4	0	8	11	0	19				22.08.2023	3	0	1	6	7	3	0	4

Site 5500

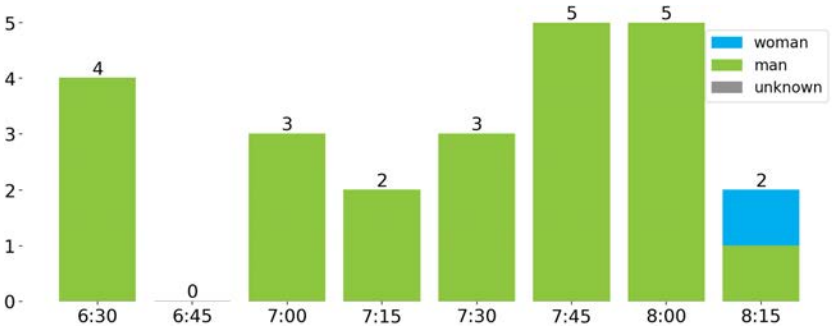
McMillans Rd [NE], Stuart Hwy [SE], Stuart Hwy [NW]

24 bicycle riders were recorded during the 2 hour survey. This is a **decrease of 57%** compared to 56 in 2021 and a **decrease of 31%** compared to 35 in 2011. The **peak period was 7:45-8:00** with 5 riders. An estimated **4% of the bike riders were women**.

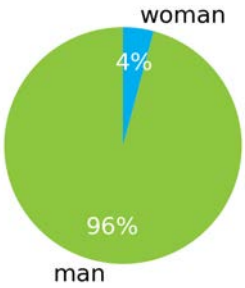
1 micro-mobility riders were recorded during the 2 hour survey. An estimated **0% of micro-mobility riders were women**.



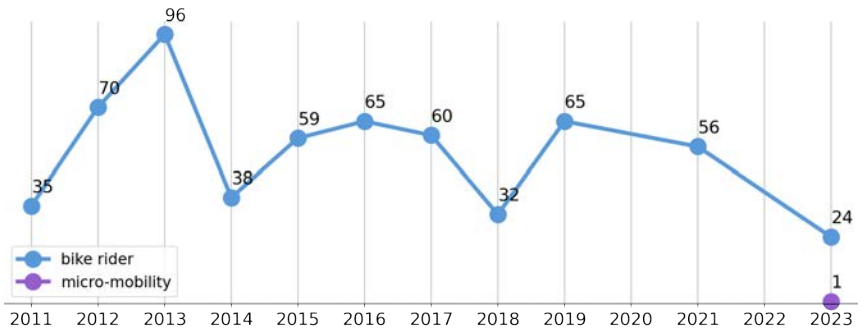
Bike rider traffic by time

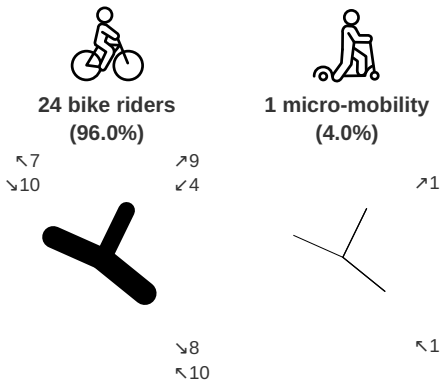


Bike rider gender ratio



Trend





Raw Data

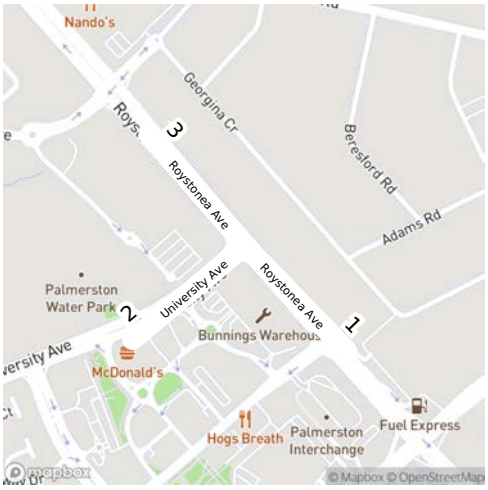
Enter	1 McMillans Rd		2 Stuart Hwy		3 Stuart Hwy		
Exit	**2**	**3**	**1**	**3**	**1**	**2**	**Total**
Woman			1				1
Man	4		3	7	6	4	24
Unknown							
Total	**4**		**4**	**7**	**6**	**4**	**25**

Site 5501

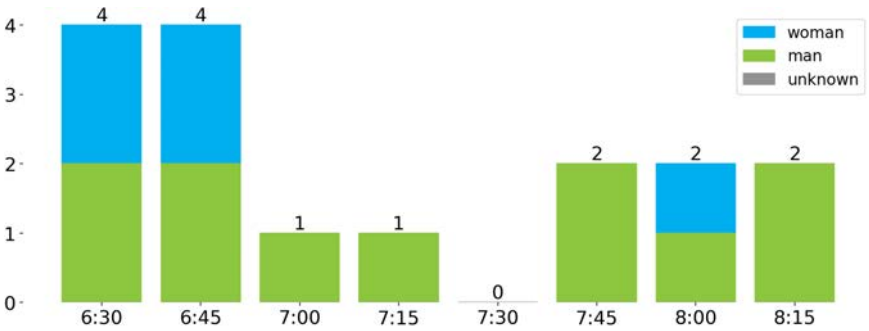
Roystonea Ave [SE], University Ave [SW], Roystonea Ave [NW]

16 bicycle riders were recorded during the 2 hour survey. This is an **increase of 14%** compared to 14 in 2021 and a **decrease of 73%** compared to 59 in 2012. The **peak period was 6:30-6:45** with 4 riders. An estimated **31% of the bike riders were women**.

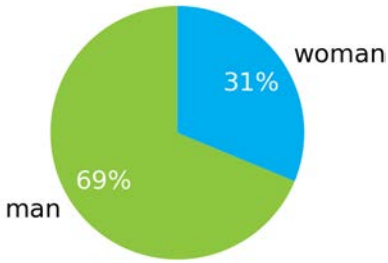
0 micro-mobility riders were recorded during the 2 hour survey.



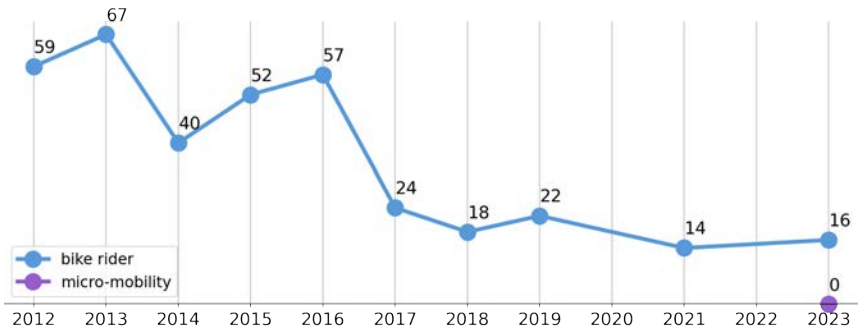
Bike rider traffic by time

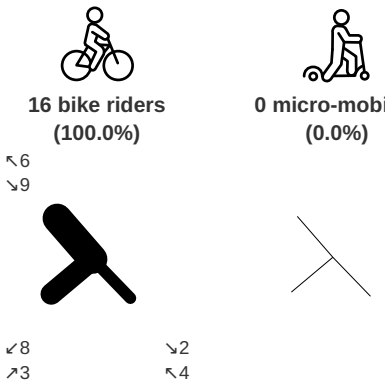


Bike rider gender ratio



Trend





Raw Data

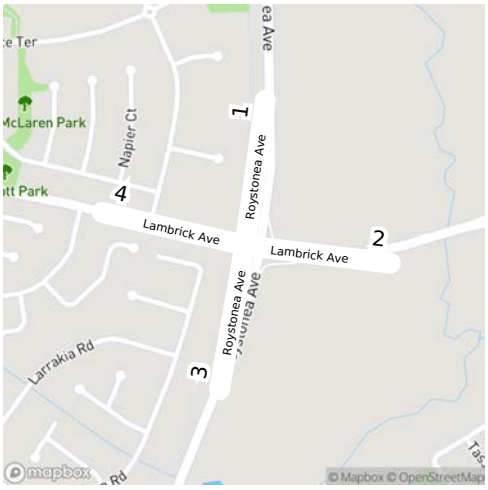
Enter	1 Roystonea Ave		2 University Ave		3 Roystonea Ave		
Exit	**2**	**3**	**1**	**3**	**1**	**2**	**Total**
Woman		2			2	1	5
Man	1	1		3		6	11
Unknown							
Total	**1**	**3**		**3**	**2**	**7**	**16**

Site 5982

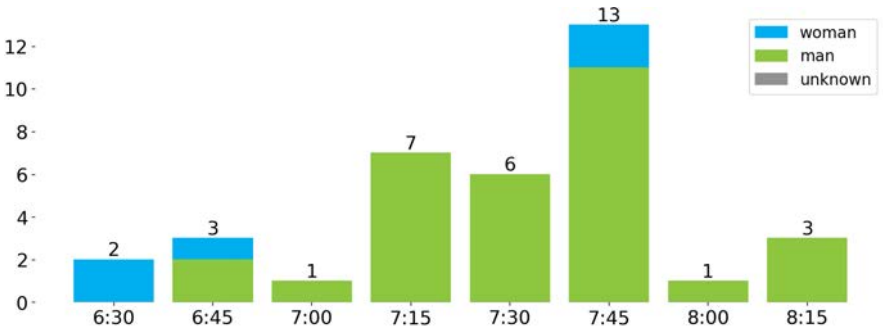
Roystonea Ave [N], Lambrick Ave [E], Roystonea Ave [S], Lambrick Ave [W]

36 bicycle riders were recorded during the 2 hour survey. This is an **increase of 12%** compared to 32 in 2021 and an **increase of 414%** compared to 7 in 2012. The **peak period was 7:45-8:00** with 13 riders. An estimated **14% of the bike riders were women**.

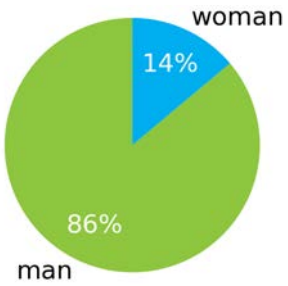
4 micro-mobility riders were recorded during the 2 hour survey. An estimated **0% of micro-mobility riders were women**.



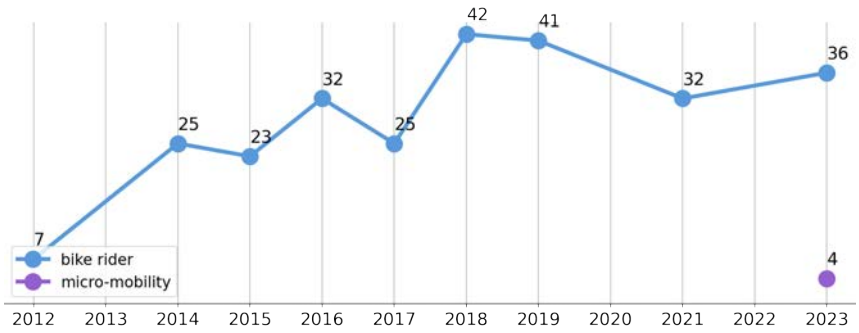
Bike rider traffic by time

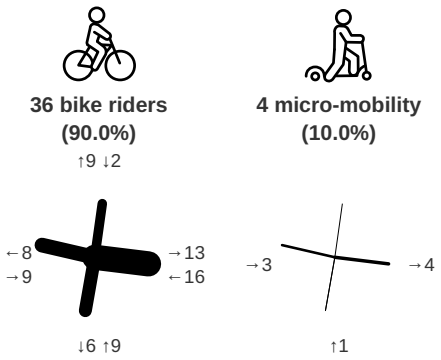


Bike rider gender ratio



Trend





Raw Data

Enter	1 Roystonea Ave			2 Lambrick Ave			3 Roystonea Ave			4 Lambrick Ave			
Exit	**2**	**3**	**4**	**1**	**3**	**4**	**1**	**2**	**4**	**1**	**2**	**3**	**Total**
Woman		1		1		1	1			1			5
Man		1		4	4	6	2	6	1		11		35
Unknown													
Total		**2**		**5**	**4**	**7**	**3**	**6**	**1**	**1**	**11**		**40**

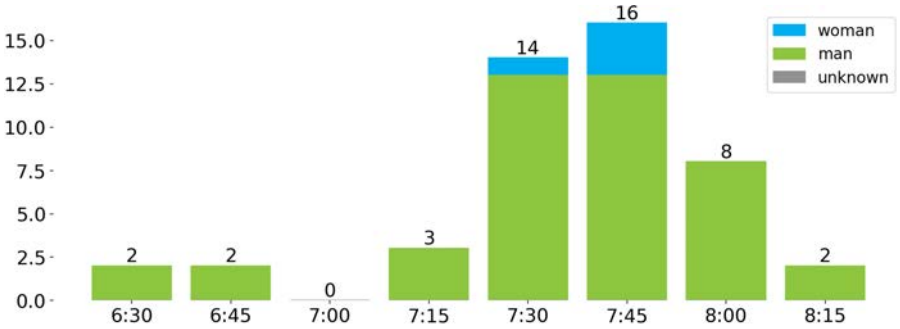
Site 6566

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

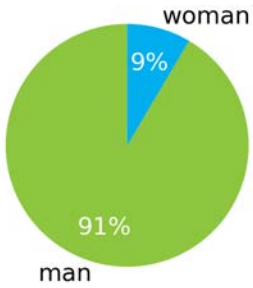
47 bicycle riders were recorded during the 2 hour survey. This is an **increase of 7%** compared to 44 in 2021 and an **increase of 213%** compared to 15 in 2014. The **peak period was 7:45-8:00** with 16 riders. An estimated **9% of the bike riders were women**.

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

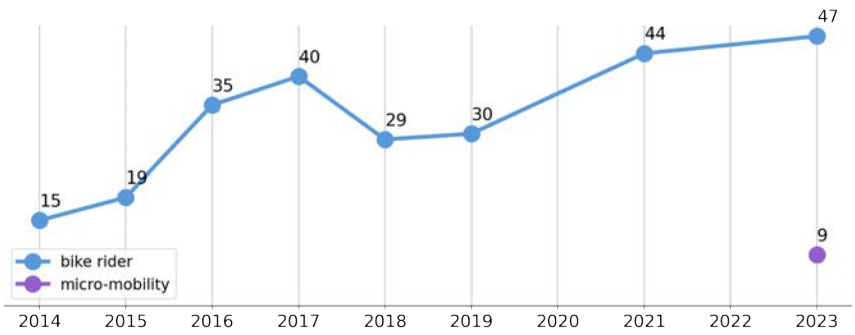
Bike rider traffic by time

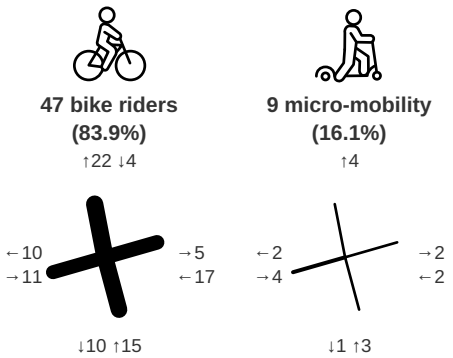


Bike rider gender ratio



Trend





Raw Data

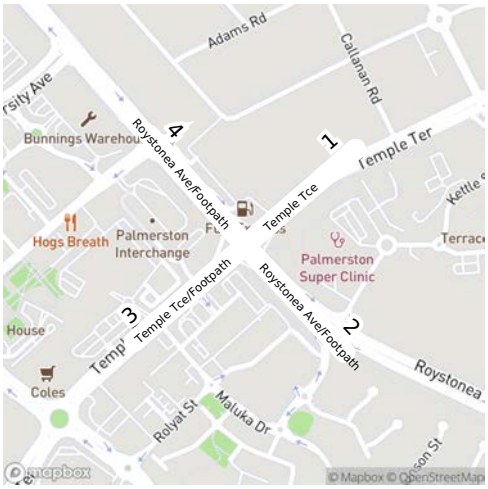
Enter	1 Lambrick Ave			2 Zuccoli Pde			3 Lambrick Ave			4 Farrar Blvd			
Exit	**2**	**3**	**4**	**1**	**3**	**4**	**1**	**2**	**4**	**1**	**2**	**3**	**Total**
Woman		1				1			1			1	4
Man	8	5	5	5	4	8	1	2	11	1	1	1	52
Unknown													
Total	**8**	**6**	**5**	**5**	**4**	**9**	**1**	**2**	**12**	**1**	**1**	**2**	**56**

Site 6807

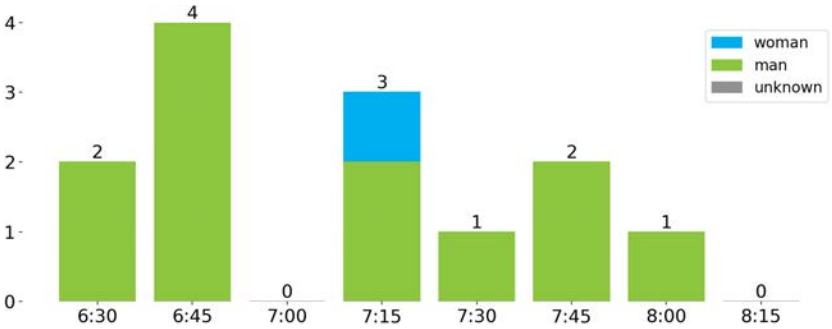
Temple Tce [NE], Roystonea Ave/Footpath [SE], Temple Tce/Footpath [SW], Roystonea Ave/Footpath [NW]

13 bicycle riders were recorded during the 2 hour survey. This is a **decrease of 41%** compared to 22 in 2021 and a **decrease of 59%** compared to 32 in 2015. The **peak period was 6:45-7:00** with 4 riders. An estimated **8% of the bike riders were women**.

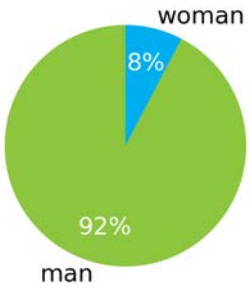
0 micro-mobility riders were recorded during the 2 hour survey.



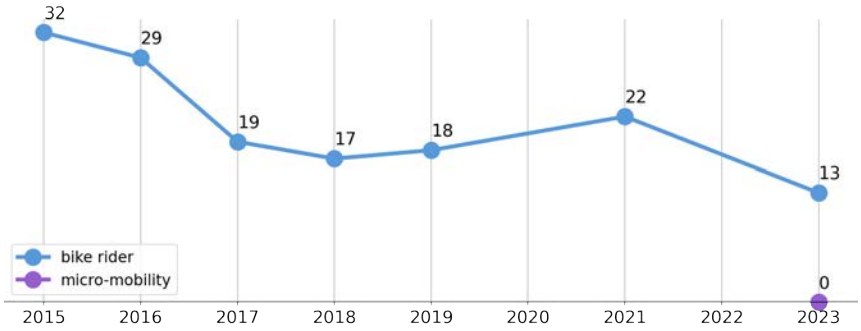
Bike rider traffic by time

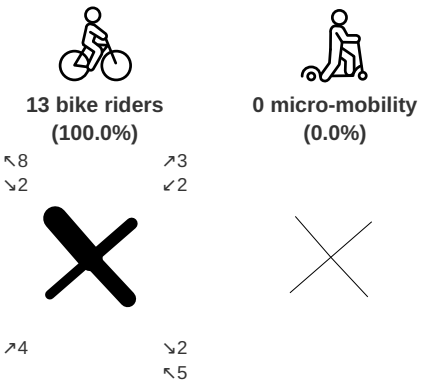


Bike rider gender ratio



Trend



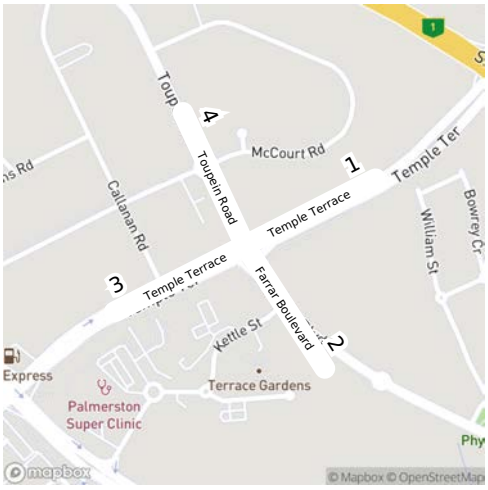


Raw Data

Enter		1 Temple Tce		2 Roystonea Ave/Footpath			3 Temple Tce/Footpath			4 Roystonea Ave/Footpath			
Exit	**2**	**3**	**4**	**1**	**3**	**4**	**1**	**2**	**4**	**1**	**2**	**3**	**Total**
Woman			1										1
Man			1	1		4	2		2		2		12
Unknown													
Total			**2**	**1**		**4**	**2**		**2**		**2**		**13**

Site 6951

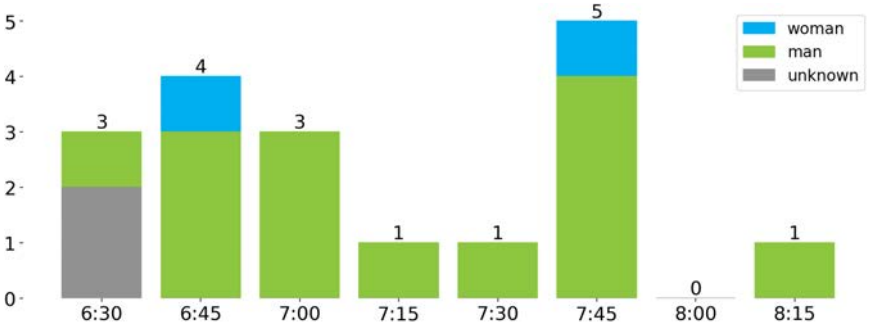
Temple Terrace [NE], Farrar Boulevard [SE], Temple Terrace [SW], Toupein Road [NW]



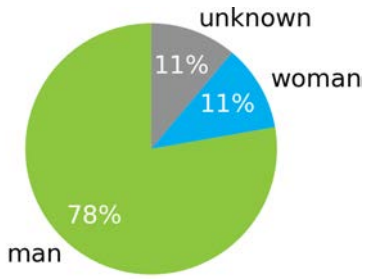
18 bicycle riders were recorded during the 2 hour survey. This is an **increase of 20%** compared to 15 in 2021 and an **increase of 38%** compared to 13 in 2016. The **peak period was 7:45-8:00** with 5 riders. An estimated **11% of the bike riders were women**.

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

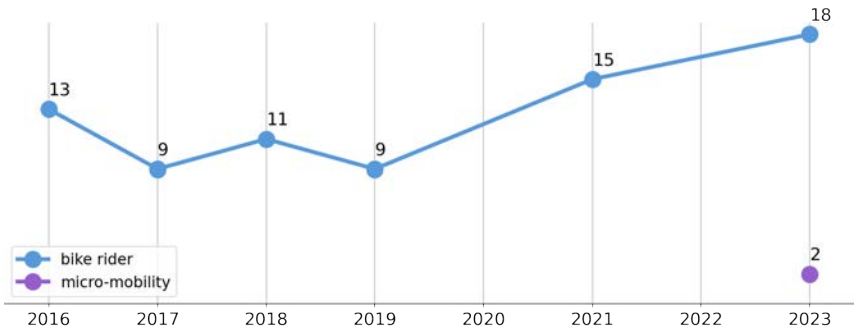
Bike rider traffic by time

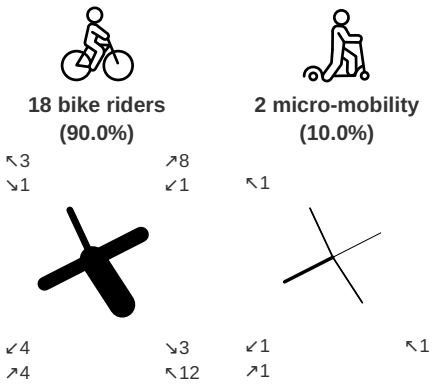


Bike rider gender ratio



Trend





Raw Data

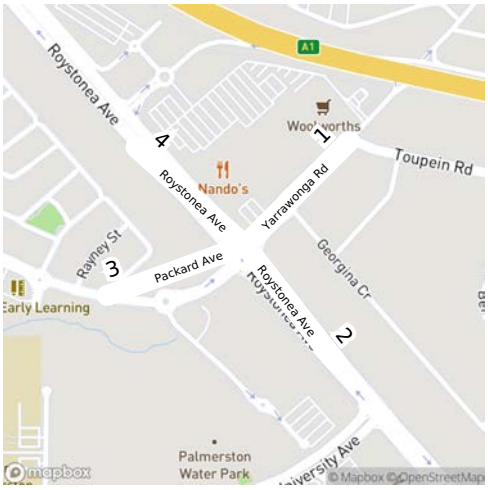
Enter	1 Temple Terrace			2 Farrar Boulevard			3 Temple Terrace			4 Toupein Road			
Exit	**2**	**3**	**4**	**1**	**3**	**4**	**1**	**2**	**4**	**1**	**2**	**3**	**Total**
Woman				1				1					2
Man		1		5	3	2	1		2		1		15
Unknown				1	1			1					3
Total		**1**		**7**	**4**	**2**	**1**	**2**	**2**		**1**		**20**

Site 7127

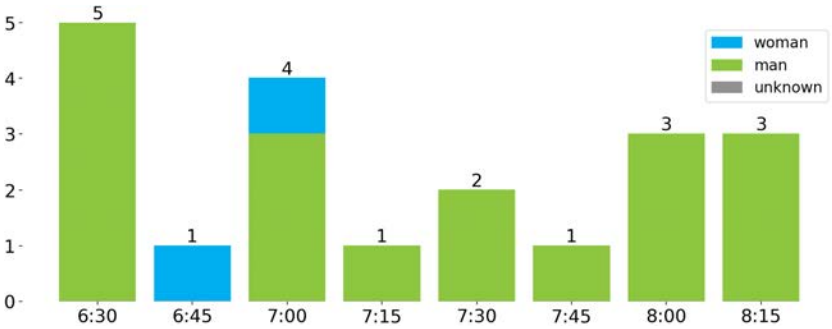
Yarrawonga Rd [NE], Roystonea Ave [SE], Packard Ave [W], Roystonea Ave [NW]

20 bicycle riders were recorded during the 2 hour survey. This is a **decrease of 0%** compared to 20 in 2021 and a **decrease of 35%** compared to 31 in 2017. The **peak period was 6:30-6:45** with 5 riders. An estimated **10% of the bike riders were women**.

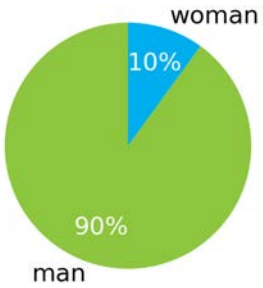
0 micro-mobility riders were recorded during the 2 hour survey.



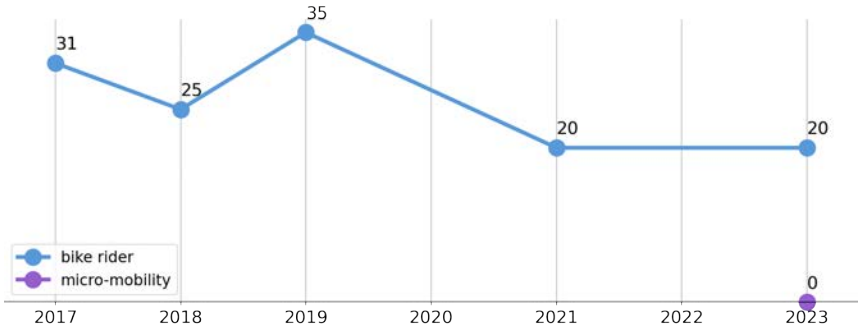
Bike rider traffic by time

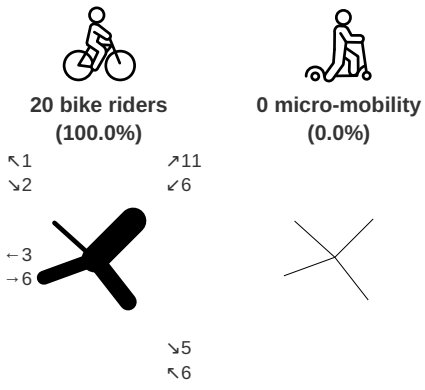


Bike rider gender ratio



Trend





Raw Data

Enter	1 Yarrawonga Rd			2 Roystonea Ave			3 Packard Ave			4 Roystonea Ave			
Exit	**2**	**3**	**4**	**1**	**3**	**4**	**1**	**2**	**4**	**1**	**2**	**3**	**Total**
Woman	1			1									2
Man	4	1		2	2	1	6			2			18
Unknown													
Total	**5**	**1**		**3**	**2**	**1**	**6**			**2**			**20**

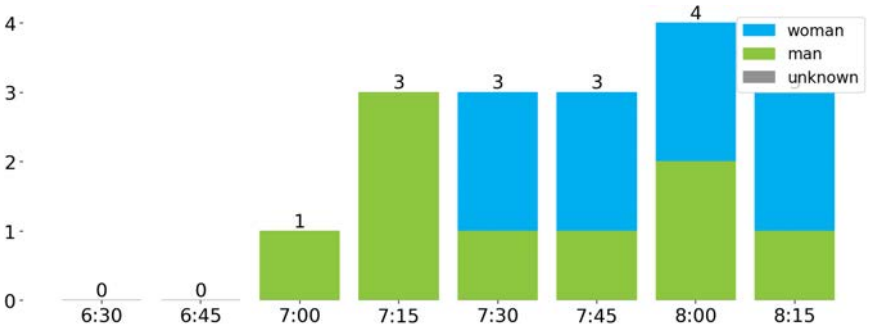
Site 7128

University Ave [E], Elrundie Ave [S], Kirkland Rd [W]

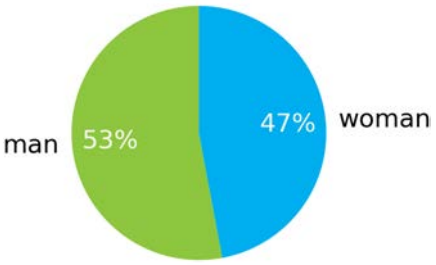
17 bicycle riders were recorded during the 2 hour survey. This is an **increase of 42%** compared to 12 in 2021 and an **increase of 6%** compared to 16 in 2017. The **peak period was 8:00-8:15** with 4 riders. An estimated **47% of the bike riders were women**.

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

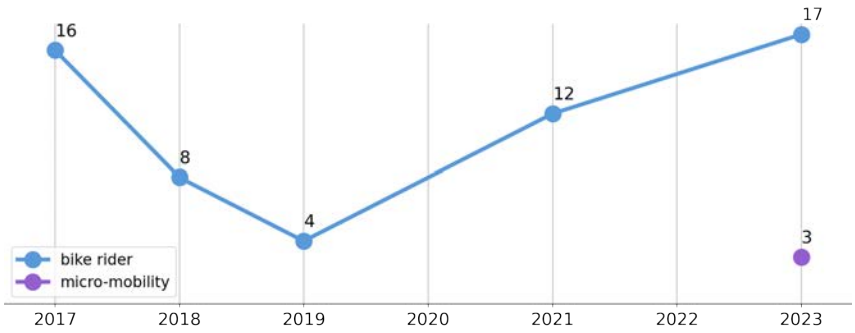
Bike rider traffic by time

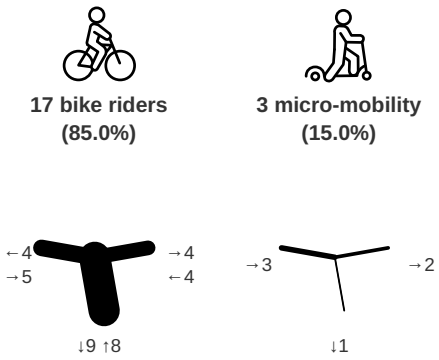


Bike rider gender ratio



Trend



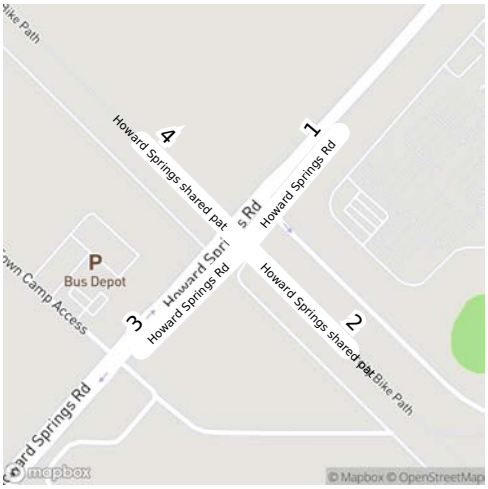


Raw Data

Enter	1 University Ave		2 Elrundie Ave		3 Kirkland Rd		
Exit	**2**	**3**	**1**	**3**	**1**	**2**	**Total**
Woman	2		1	1		4	8
Man	2		3	3	2	2	12
Unknown							
Total	**4**		**4**	**4**	**2**	**6**	**20**

Site 7129

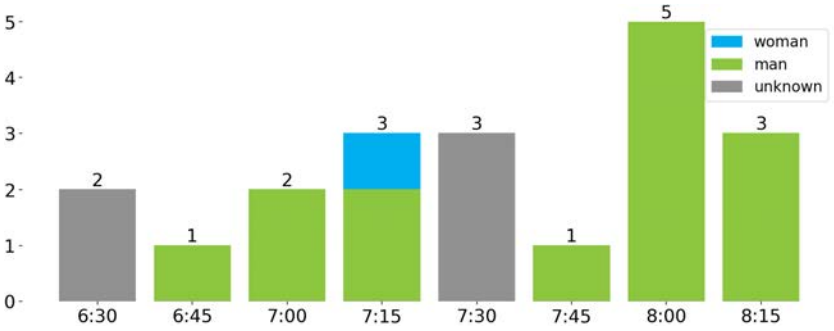
Howard Springs Rd [NE], Howard Springs shared path [SE], Howard Springs Rd [SW], Howard Springs shared path [NW]



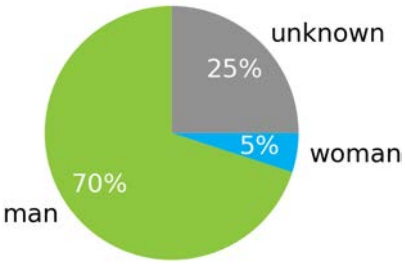
20 bicycle riders were recorded during the 2 hour survey. This is a **decrease of 35%** compared to 31 in 2021 and an **increase of 300%** compared to 5 in 2017. The **peak period was 8:00-8:15** with 5 riders. An estimated **5% of the bike riders were women**.

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

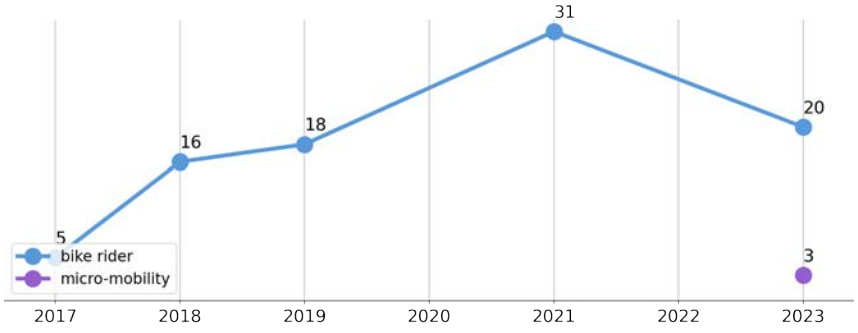
Bike rider traffic by time

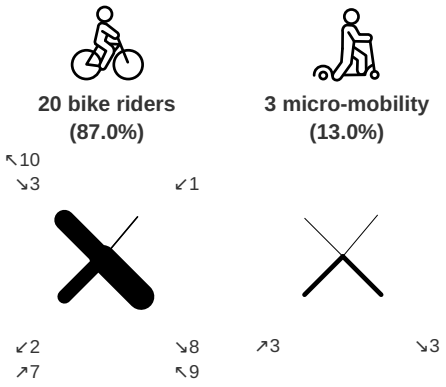


Bike rider gender ratio



Trend





Raw Data

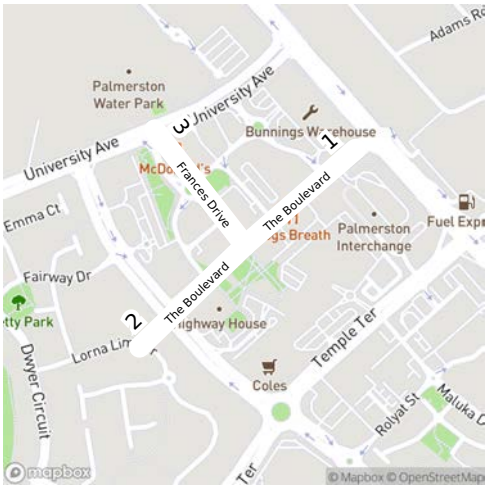
Enter	1 Howard Springs Rd			2 Howard Springs shared path			3 Howard Springs Rd			4 Howard Springs shared path			
Exit	**2**	**3**	**4**	**1**	**3**	**4**	**1**	**2**	**4**	**1**	**2**	**3**	**Total**
Woman						1							1
Man			1		1	4		7	1		3		17
Unknown					1	2		1	1				5
Total			**1**		**2**	**7**		**8**	**2**		**3**		**23**

Site 7850

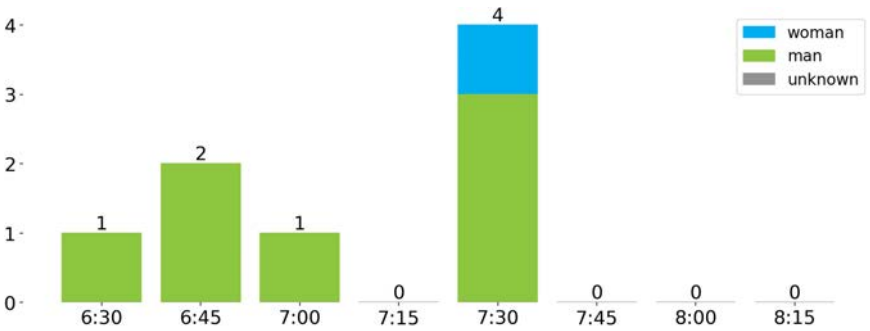
The Boulevard [NE], The Boulevard [SW], Frances Drive [NW]

8 bicycle riders were recorded during the 2 hour survey. The **peak period was 7:30-7:45** with 4 riders. An estimated **12% of the bike riders were women**.

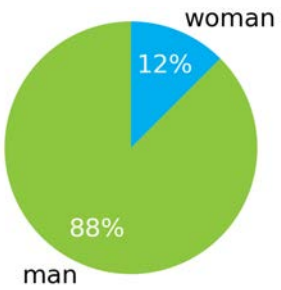
0 micro-mobility riders were recorded during the 2 hour survey.



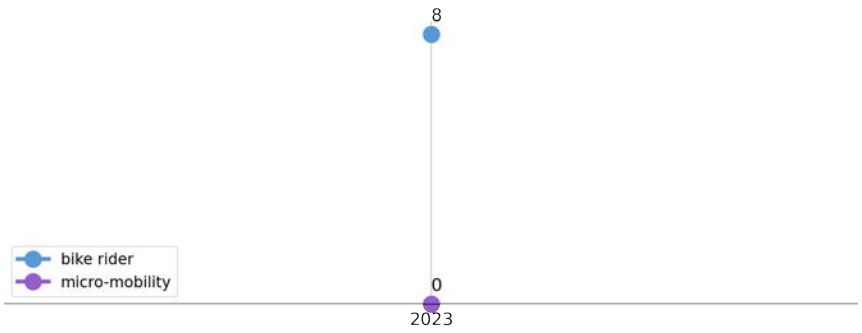
Bike rider traffic by time

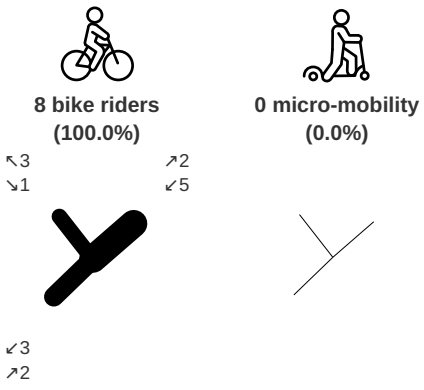


Bike rider gender ratio



Trend





Raw Data

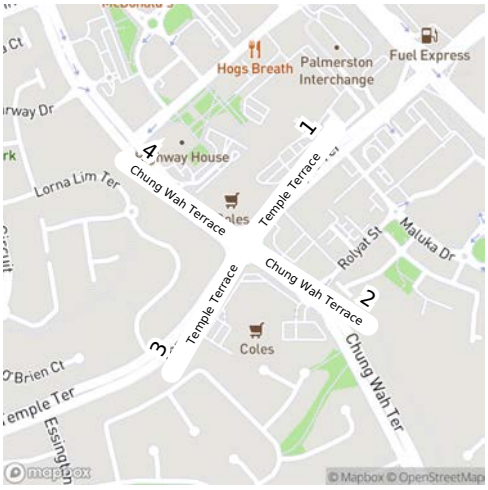
Enter	1 The Boulevard		2 The Boulevard		3 Frances Drive		
Exit	**2**	**3**	**1**	**3**	**1**	**2**	**Total**
Woman		1					1
Man	2	2	2			1	7
Unknown							
Total	**2**	**3**	**2**			**1**	**8**

Site 7851

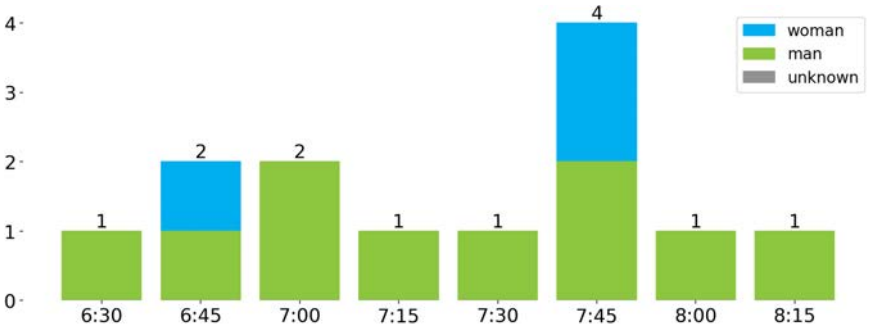
Temple Terrace [NE], Chung Wah Terrace [SE], Temple Terrace [SW], Chung Wah Terrace [NW]

13 bicycle riders were recorded during the 2 hour survey. The **peak period was 7:45-8:00** with 4 riders. An estimated **23% of the bike riders were women**.

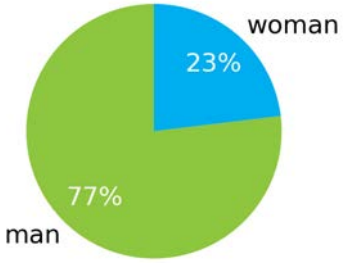
7 micro-mobility riders were recorded during the 2 hour survey. An estimated **29% of micro-mobility riders were women**.



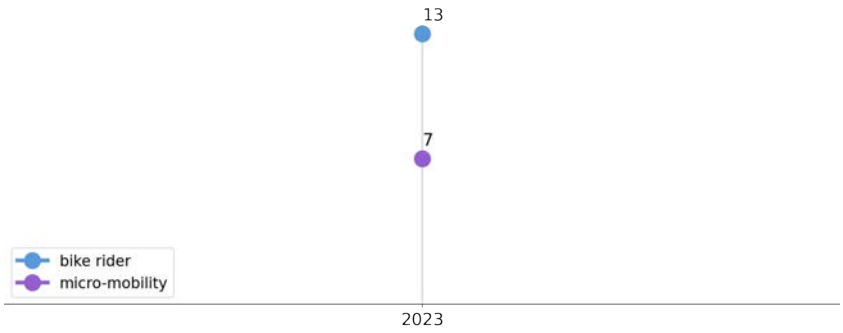
Bike rider traffic by time

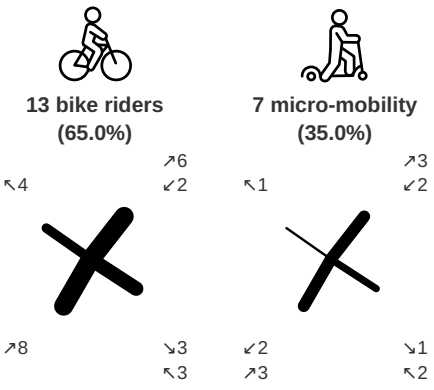


Bike rider gender ratio



Trend





Raw Data

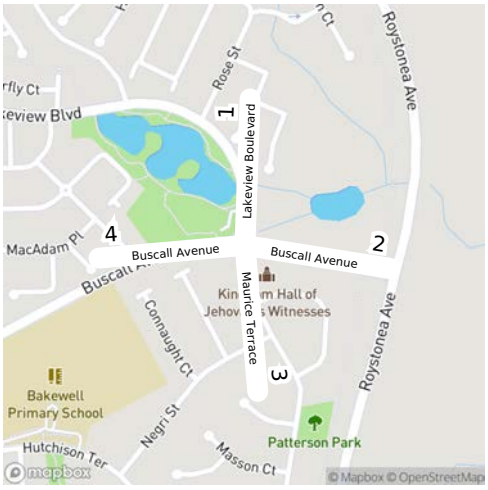
Enter	1 Temple Terrace			2 Chung Wah Terrace			3 Temple Terrace			4 Chung Wah Terrace			
Exit	**2**	**3**	**4**	**1**	**3**	**4**	**1**	**2**	**4**	**1**	**2**	**3**	**Total**
Woman				1			1	2	1				5
Man	2	1	1	3	1		4		3				15
Unknown													
Total	**2**	**1**	**1**	**4**	**1**		**5**	**2**	**4**				**20**

Site 7852

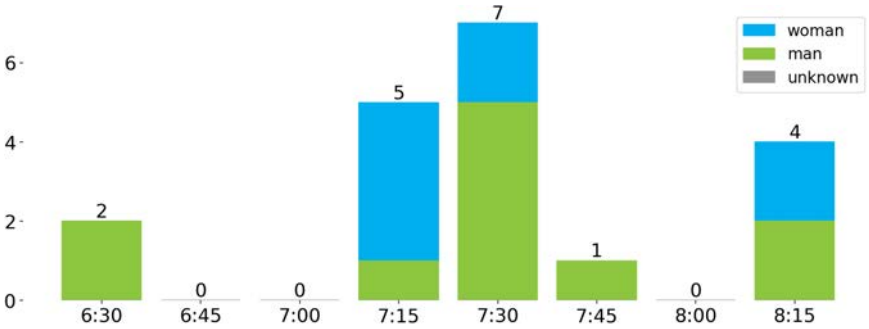
Lakeview Boulevard [N], Buscall Avenue [E], Maurice Terrace [S], Buscall Avenue [W]

19 bicycle riders were recorded during the 2 hour survey. The **peak period was 7:30-7:45** with 7 riders. An estimated **42% of the bike riders were women**.

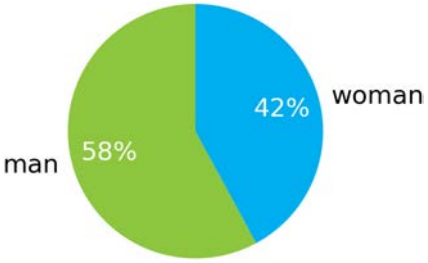
5 micro-mobility riders were recorded during the 2 hour survey. An estimated **20% of micro-mobility riders were women**.



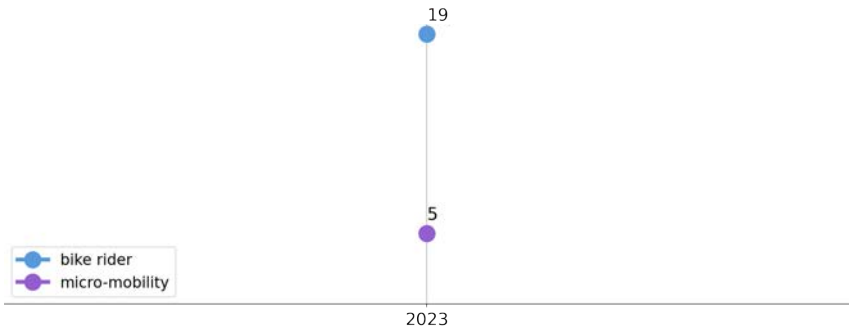
Bike rider traffic by time

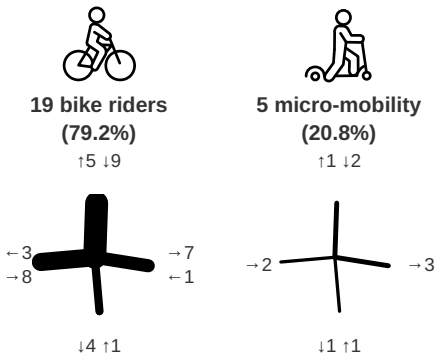


Bike rider gender ratio



Trend





Raw Data

Enter	1 Lakeview Boulevard			2 Buscall Avenue			3 Maurice Terrace			4 Buscall Avenue			
Exit	**2**	**3**	**4**	**1**	**3**	**4**	**1**	**2**	**4**	**1**	**2**	**3**	**Total**
Woman	3		1					1		3	1		9
Man	2	4	1			1	1			2	3	1	15
Unknown													
Total	**5**	**4**	**2**			**1**	**1**	**1**		**5**	**4**	**1**	**24**

BICYCLE NETWORK®

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

RIDE2SCHOOL

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

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

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

Find out more by visiting ride2school.com.au or contacting ride2school@bicyclenetwork.com.au.

ADVOCACY AND CAMPAIGNS

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

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

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

BIKE PARKING

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

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

PARKITEER - BIKE CAGES

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

Learn more at parkiteer.com.au or by contacting parkiteer@bicyclenetwork.com.au

RIDES AND EVENTS

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

To organise events and social rides in you LGA, visit bicyclenetwork.com.au/rides-and-events

CORPORATE MEMBERSHIPS

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

Contact us at membership@bicyclenetwork.com.au

BICYCLE NETWORK®

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

Custom Counts

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

Artificial Intelligence Road Surveys (AIRS)

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

For more information, visit:
www.bicyclenetwork.com.au/automated-surveys

1. Road user counts

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

2. User path tracing

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

3. Speed analysis

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

What data can AIRS provide?

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

Contact Us

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

bikefutures@bicyclenetwork.com.au