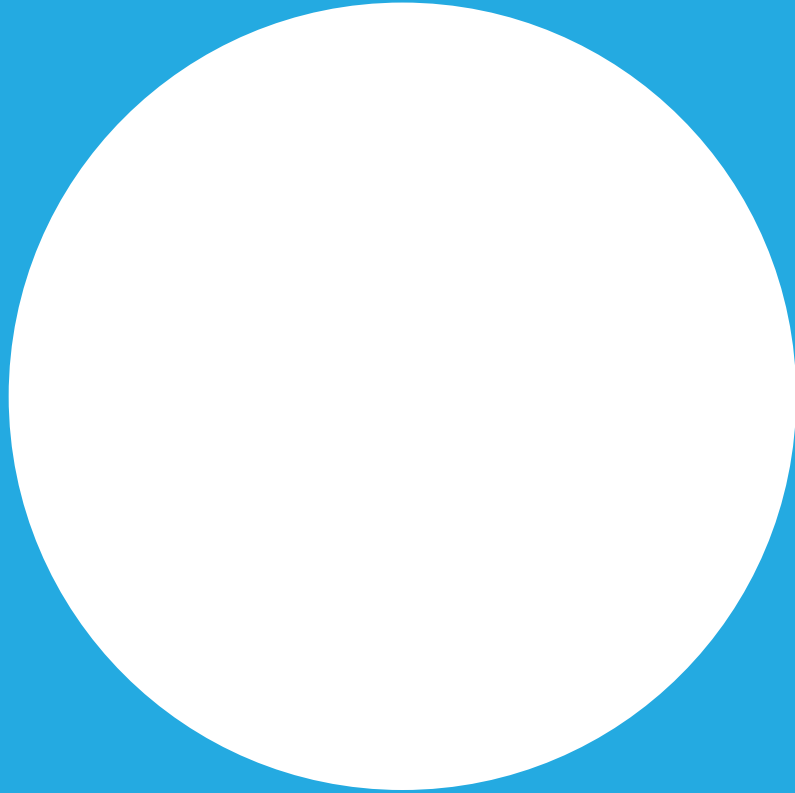


A program by



**BICYCLE**  
NETWORK



# SUPER TUESDAY NORTH

## COMMUTER BIKE COUNT

ALICE SPRINGS

OCTOBER 2016



**BICYCLE**  
NETWORK

**SUPER TUESDAY**

## Count Summary in Alice Springs

**6 Sep  
2016**  
6:30-8:30am

**12**  
COUNT SITES

**638**  
TOTAL TRIPS

### COUNT IN 2016

p. 1

The Super Tuesday North Commuter Bike Count was conducted on Tuesday 6 September 2016 from 6:30am to 8:30am.

It was a cool, dry and sunny morning in Alice Springs on the day of the count, reaching a temperature of 10 degrees at 8:30am.

### COUNT LOCATIONS

p. 3

12 sites were surveyed in Alice Springs.

### TRAFFIC FLOW

p. 4

A total of 638 gross trips were recorded across all sites within the municipality during the two-hour survey.



### CONTRIBUTION

By participating in the count, volunteer counters can choose a local community group to make a donation of \$50 to a charity or non-profit of their choice.

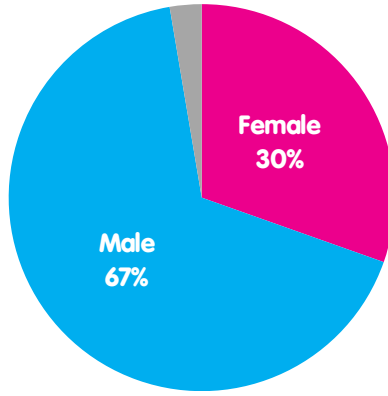
In 2016 a total of \$600 was raised for local charities and non-profits. Bicycle Network would like to thank all volunteers who participated in the count.



## GROWTH

p. 5

Overall the number of cyclists decreased by 21% (587 trips) compared with the same 10 sites surveyed in 2015 (746 trips).

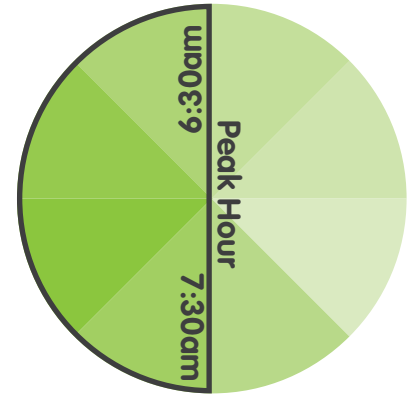


## GENDER RATIO

p. 6

Female riders represented 30% of cyclists across the municipality in 2016 compared with the same sites counted in 2015.

This was below the average female ridership in Northern Territory for Super Tuesday North 2016 (32%), and above the national average for the 2016 count (26%).



## PEAK HOUR

p. 7

The busiest hour was between 7:30-8:30am, with an average of 38 riders.

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

- 6:30-6:45am: 3 trips
- 6:45-7:00am: 3 trips
- 7:00-7:15am: 3 trips
- 7:15-7:30am: 6 trips
- 7:30-7:45am: 8 trips
- 7:45-8:00am: 15 trips
- 8:00-8:15am: 9 trips
- 8:15-8:30am: 7 trips

## BUSIEST SITE COMPARISON

p. 8

The busiest site was at the intersection of Stuart Highway, Stott Terrace and Larapinta Drive, with an average of 57 trips per hour. In terms of riders per 10,000 residents, this site ranked 1st compared with the other 8 busiest sites across all councils involved in Super Tuesday North 2016.

## COUNT RESULTS

p. 9

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

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

# Super Tuesday North 2016

## THE COUNT

Bicycle Network's Super Tuesday Counts (Super Tuesday North and Super Tuesday South) are the world's largest and longest running visual bike counts. The counts measure bicycle commuter flows in the morning peak across the country.

The ninth annual Super Tuesday North count (the 'Count') was conducted on Tuesday 6th September 2016. The results showed a **9% increase** in the overall number of riders compared to the same sites counted in 2015.

The number of cyclists, including gender splits, were recorded at fifteen minute time intervals. The data was collected at 180 sites in 9 municipalities across Queensland and Northern Territory.

## WEATHER

The 2016 conditions were generally warm, dry and sunny across the Northern Territory and Queensland.

## GENDER

A high proportion of female riders is a strong indication of the health of a city's cycling environment. The higher the proportion, the better the cycling infrastructure. In the top international cycling cities, women tend to comprise around 50% of cycling numbers. The 2016 Super Tuesday North count saw an average of 26% female bike riders across both states, which is an increase of 2% compared with the 2015 count.

## 15 MINUTE TIME INTERVALS

The peak hour across all sites was between 7:00-8:00am.

## STATE/TERRITORY RESULTS

### Northern Territory

In total, the number of cyclists recorded in the Northern Territory was 4244, which represented a 3% increase compared with 2015. When the same sites that were counted in 2016 and 2015 are compared, the Territory recorded an increase of 9% (4081 trips in 2016 and 3754 in 2015). The Territory recorded the highest percentage of female riders, with 32% of all riders being female compared with 21% for Queensland.

### Queensland

Queensland recorded a 3% decline in the number of trips compared with the same sites counted in 2015, from 4003 trips in 2016 compared with 4116 in 2015. The proportion of females was 21%, which was below the national average for the 2016 count (26%).



# About the Super Tuesday counts

## About the count

The Super Tuesday counts produce reliable annual figures of bicycle commuters and their movements on roads and bike paths across council areas, and have been operating since 2007.

Volunteers count and observe cyclists at key intersections and corridors selected by local governments.

This information is accurate, relevant, up-to-date and forms a cumulative data set participating councils. The data is a critical tool for councils and other agencies responsible for providing bike riding facilities for their constituents.

## Aims and purposes

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

The project aims to answer few questions below:

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

## Methodology

As part of the Super Tuesday counts, we collect data from intersections along popular commuter routes.

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

Volunteers who record all movements, gender of riders and their times at fifteen minute intervals on standardised count sheets.

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

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

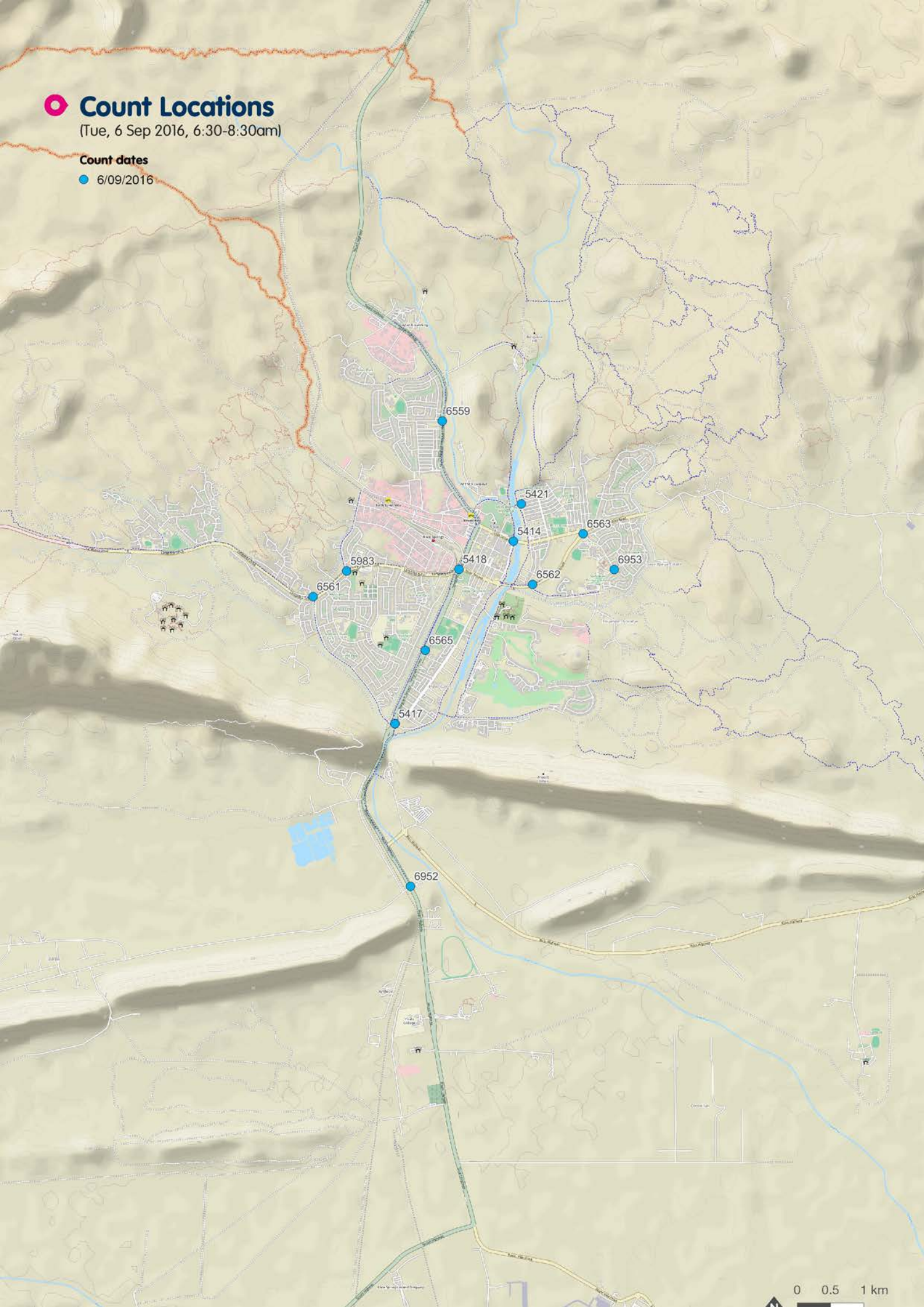
The submitted data is validated and analysed by Bicycle Network and compiled into reports.

# Count Locations

(Tue, 6 Sep 2016, 6:30-8:30am)

## Count dates

● 6/09/2016

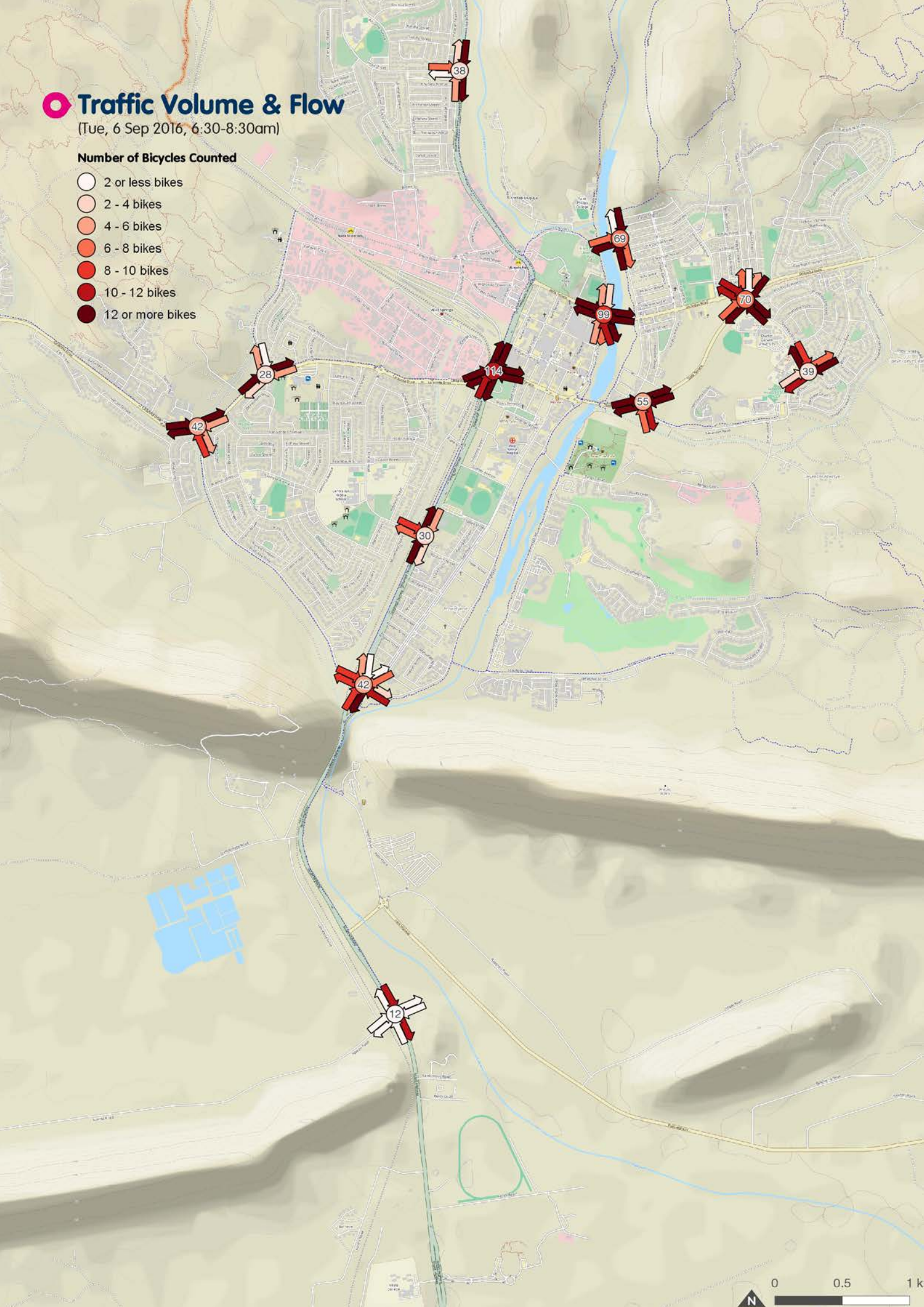


# Traffic Volume & Flow

(Tue, 6 Sep 2016, 6:30-8:30am)

## Number of Bicycles Counted

- 2 or less bikes
- 2 - 4 bikes
- 4 - 6 bikes
- 6 - 8 bikes
- 8 - 10 bikes
- 10 - 12 bikes
- 12 or more bikes

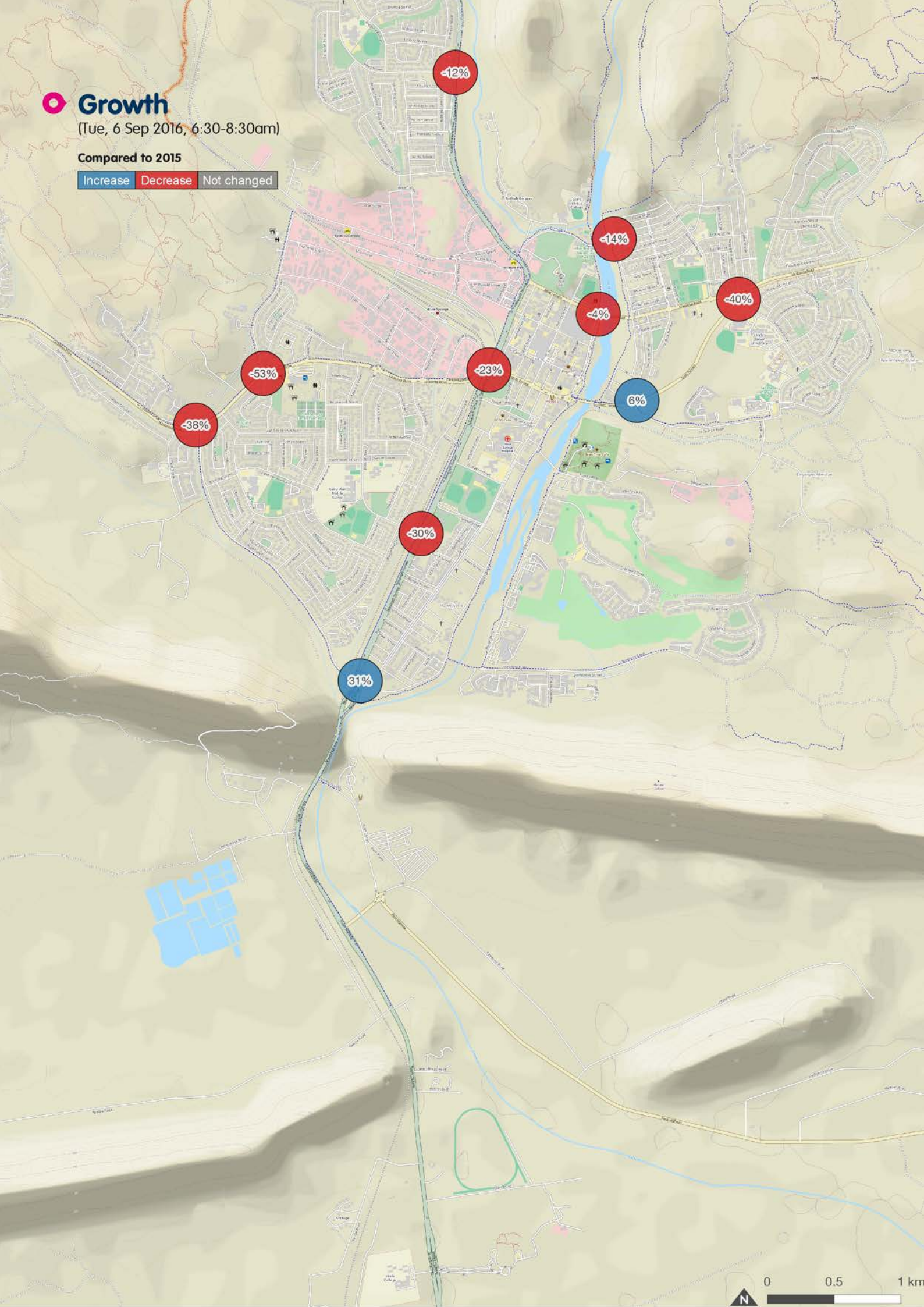


# Growth

(Tue, 6 Sep 2016, 6:30-8:30am)

Compared to 2015

Increase Decrease Not changed



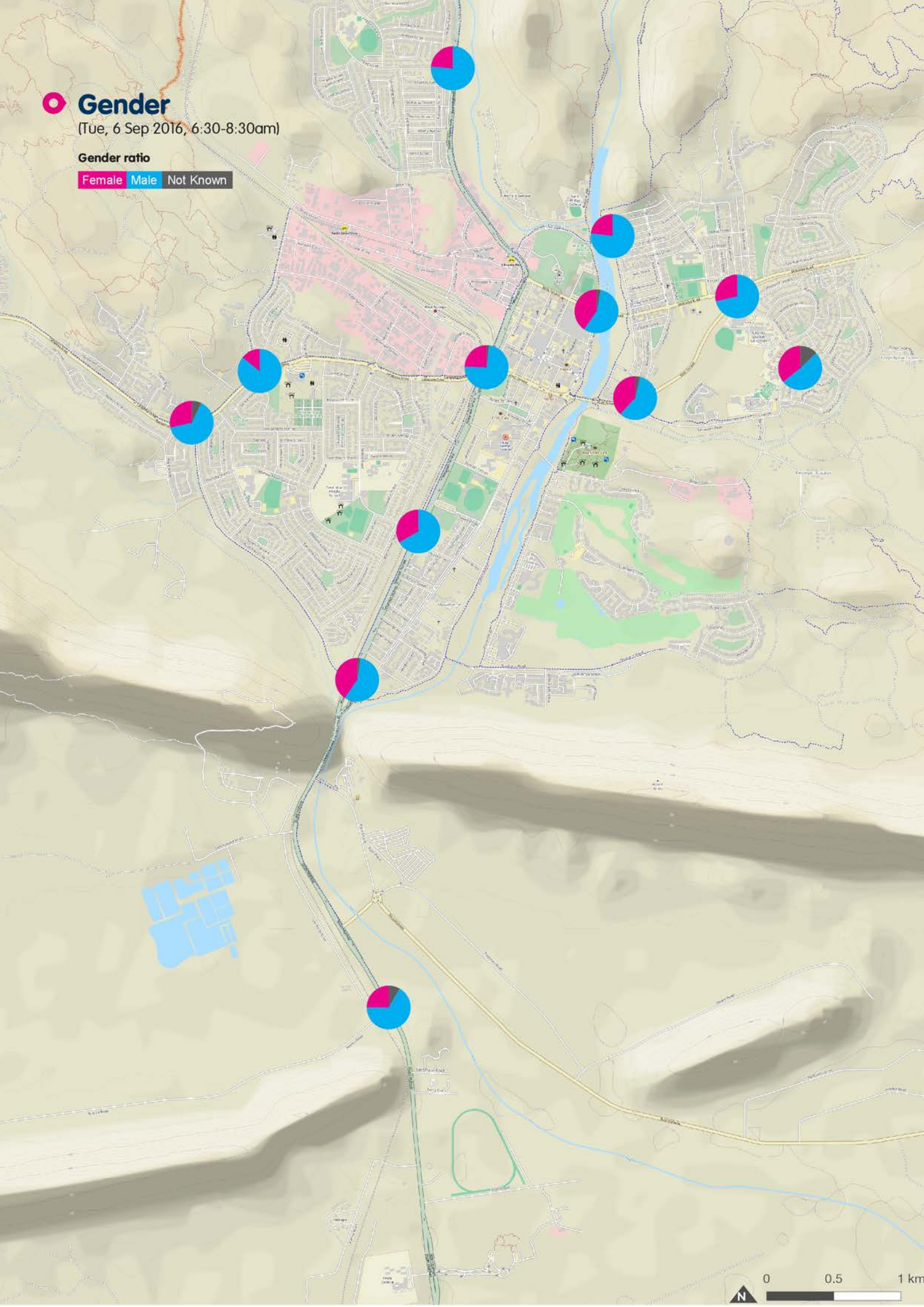


# Gender

(Tue, 6 Sep 2016, 6:30-8:30am)

Gender ratio

Female Male Not Known

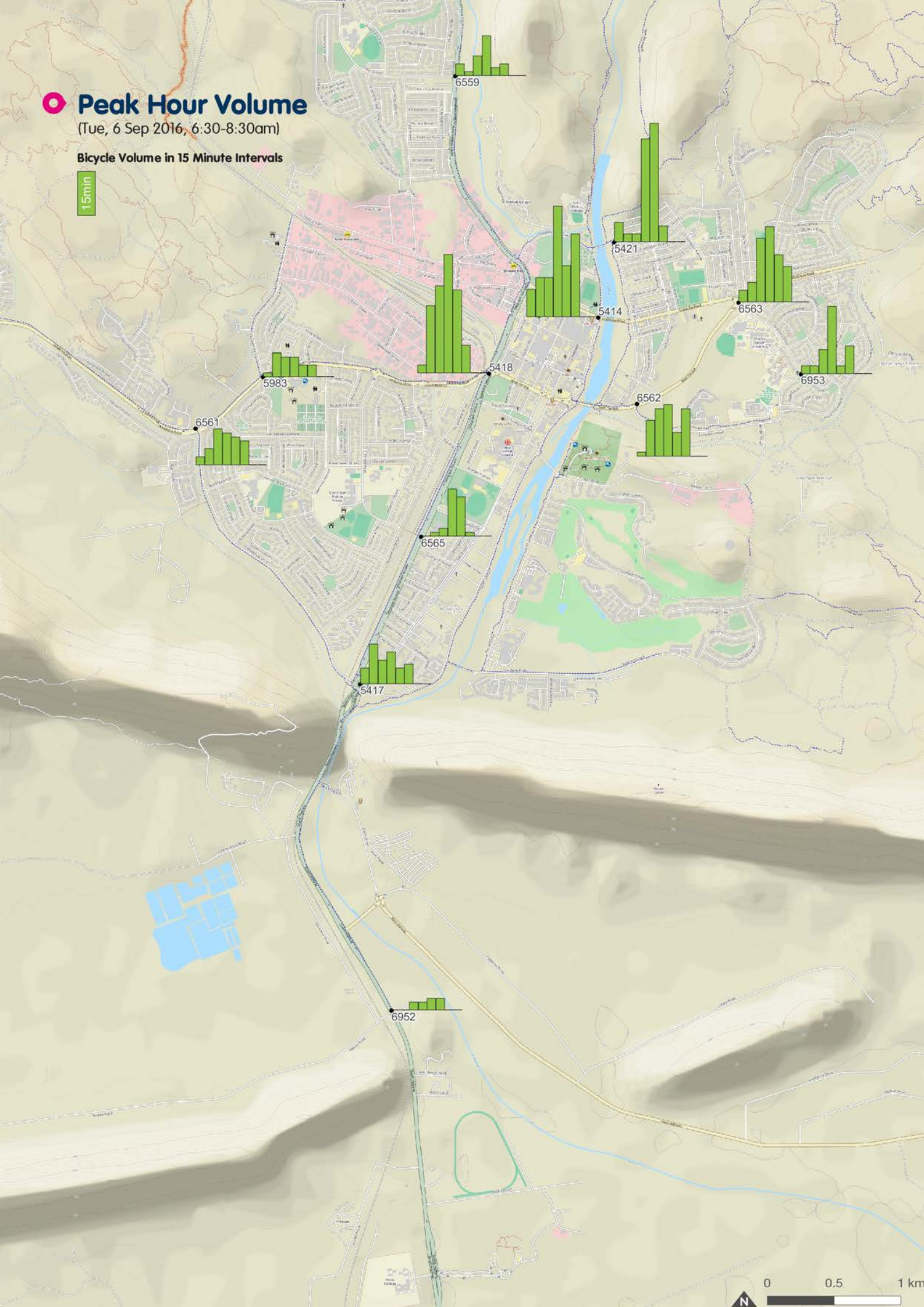


# Peak Hour Volume




(Tue, 6 Sep 2016, 6:30-8:30am)

Bicycle Volume in 15 Minute Intervals

15min



# Busiest Site Comparison by Council

Rank	Council		  Compared to previous years	 Females	Peak hour in the two hour period (6:30-8:30am)	Number of riders	
						per 10,000 residents	per hour
3	DARWIN	NT	1%	33%	7:30-8:30am	10	87
9	MORETON BAY	QLD	6%	18%	7:30-8:30am	1	39
5	TOWNSVILLE	QLD	9%	22%	7:00-8:00am	6	117
8	TOOWOOMBA	QLD	12%	21%	7:00-8:00am	1	13
6	REDLAND	QLD	-2%	13%	7:00-8:00am	2	35
1	ALICE SPRINGS	NT	-21%	30%	7:30-8:30am	20	57
4	PALMERSTON	NT	11%	18%	6:30-7:30am	10	33
2	KATHERINE	NT	-17%	32%	7:30-8:30am	14	16
7	WHITSUNDAY	QLD	0%	33%	7:00-8:00am	2	7

Site ID	Street names	Total Count						Volume in 15 Minute							
		Female	Male	Not Known	2016	2015	% Growth	6:30-6:45	6:45-7:00	7:00-7:15	7:15-7:30	7:30-7:45	7:45-8:00	8:00-8:15	8:15-8:30
5417	Stuart Hwy [N], Gap Rd [NE], South Tce [SE], Stuart Hwy [SW], Bradshaw Dr [NW]	17	24	1	42	32	31%	4	1	4	10	6	8	4	5
5414	Cycle Path [N], Undoolya Rd [E], Cycle Path [S], Leichardt St [S], Wills Tce [W]	40	56	3	99	103	-4%	7	3	7	10	10	28	13	21
6563	Raggatt St [N], Undoolya Rd [NE], Grevillea Dr [SE], Stott Tce [SW], Undoolya Rd/Footpath [NW]	20	50	0	70	116	-40%	5	1	3	5	16	19	12	9
6952	Morgan Street [NE], Stuart Highway [SE], Illparpa Road [SW], Stuart Highway [NW]	3	8	1	12			2	0	0	0	2	2	3	3
5418	Stuart Hwy (north), Stott Tce, Stuart Hwy (south), Larapinta Drv	28	84	2	114	149	-23%	9	6	2	17	22	30	21	7
5421	Sturt Tce [S], Schwarz Cres [W], Sturt Tce [N]	16	53	0	69	80	-14%	0	0	5	2	2	26	30	4
5983	Larapinta Dr [E], Larapinta Dr [SW], Lovegrove Dr [N]	4	24	0	28	60	-53%	2	3	1	6	5	5	3	3
6562	Stott Tce [E], Sadadeen Rd [S], Stott Tce [W]	21	32	2	55	52	6%	0	2	1	9	12	13	6	12
6561	Larapinta Dr [E], Bradshaw Dr [SE], Larapinta Dr [W]	12	27	3	42	68	-38%	3	3	2	4	9	8	7	6
6953	Spearwood Road [NE], Spearwood Road [SW], Grevillea Dr [NW]	14	20	5	39			2	1	2	2	6	17	2	7
6565	Stuart Hwy [NE], Stuart Hwy [SW], Milner Rd walkway [NW]	10	20	0	30	43	-30%	3	1	0	1	2	12	10	1
6559	Stuart Hwy [N], Stuart Hwy [S], Head St [W]	9	29	0	38	43	-12%	4	10	3	1	5	10	2	3

## Site 5414

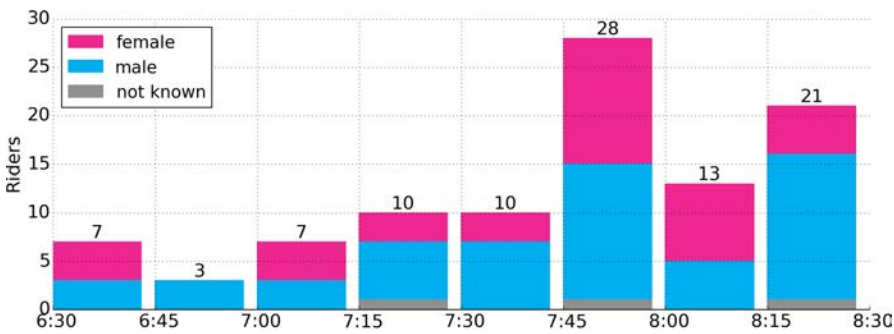
Cycle Path [N], Undoolya Rd [E], Cycle Path [S], Leichardt St [S], Wills Tce [W]



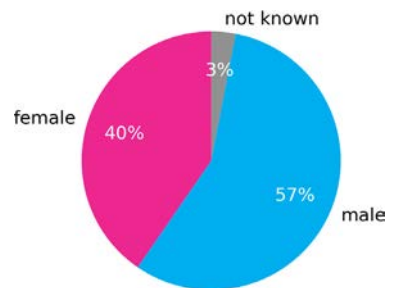
**99 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 4% compared to 103 in 2015 and an increase of 2% compared to 97 in 2011. The peak hour was 07:45-08:00 with 28 riders. Female riders comprised 40% of the total.

The most popular route through the site was from Undoolya Rd to the cycle path (leg 3), accounting for 35% of all cyclists (35/99).

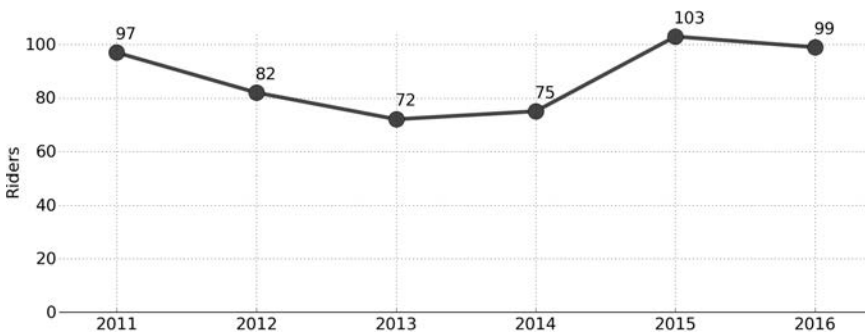
### Traffic Volume by Time



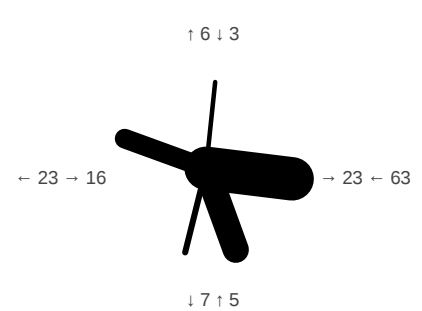
### Gender Ratio



### 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	Total
Female	0	3	0	0	0	13	4	11	2	0	0	1	0	2	0	0	0	3	1	0	40
Male	0	0	0	0	0	19	3	10	4	5	0	0	0	2	0	1	0	11	1	0	56
Not known	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>7</b>	<b>21</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>99</b>

## Site 5417

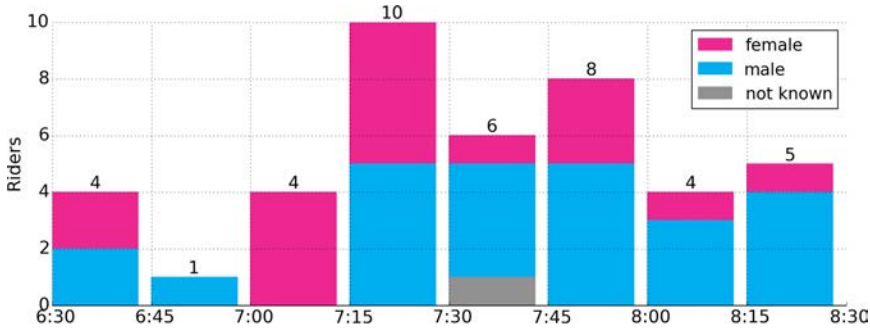
Stuart Hwy [N], Gap Rd [NE], South Tce [SE], Stuart Hwy [SW], Bradshaw Dr [NW]



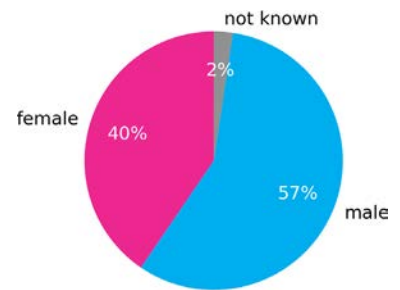
**42 bicycle riders** were recorded during the 2 hour survey. This is an increase of 31% compared to 32 in 2015 and an increase of 8% compared to 39 in 2011. The peak hour was 07:15-07:30 with 10 riders. Female riders comprised 40% of the total.

Leg 4 recorded most of the site's traffic, accounting for 58% of all exits, and 23% of all entrances.

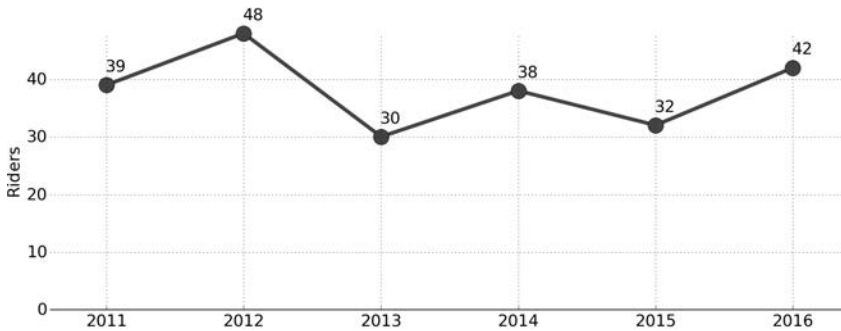
### Traffic Volume by Time



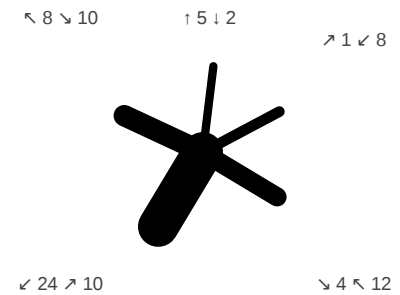
### Gender Ratio



### 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	4	5	1	2	3	4	Total
Female	0	0	0	0	0	0	2	1	0	0	4	3	2	0	2	1	0	0	0	0	2	17
Male	0	0	2	0	0	0	4	1	2	0	3	0	1	0	1	2	0	1	0	0	7	24
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>42</b>	

## Site 5418

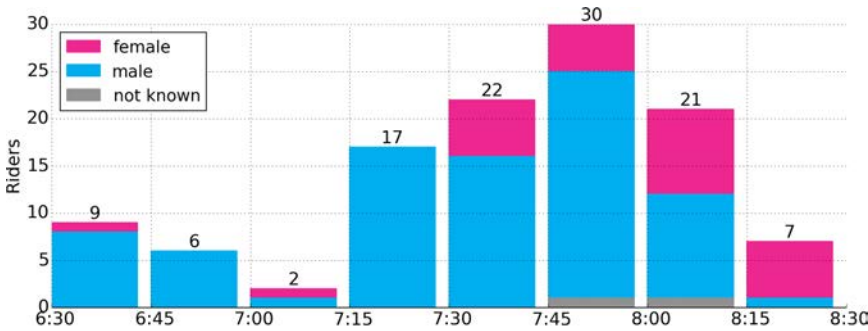
Stuart Hwy [NE], Stott Tce [E], Stuart Hwy [SW], Larapinta Dr [W]



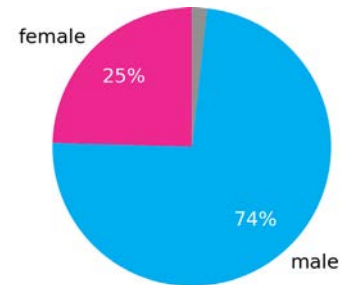
**114 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 23% compared to 149 in 2015 and a decrease of 14% compared to 132 in 2011. The peak hour was 07:45-08:00 with 30 riders. Female riders comprised 25% of the total.

Most cyclists entered the intersection from the south west side of Larapinta Dr, accounting for 66 of the 114 cyclists, or 58%.

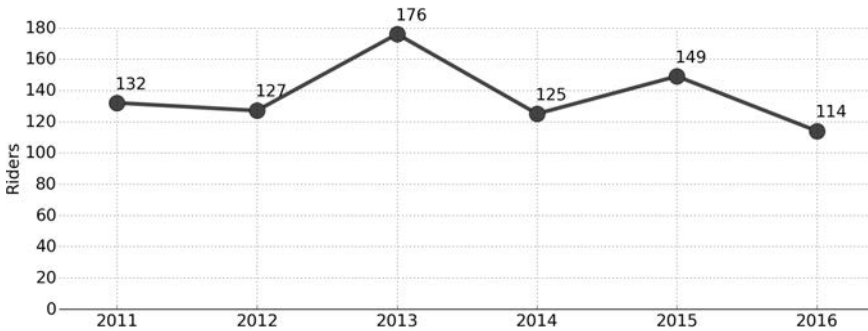
### Traffic Volume by Time



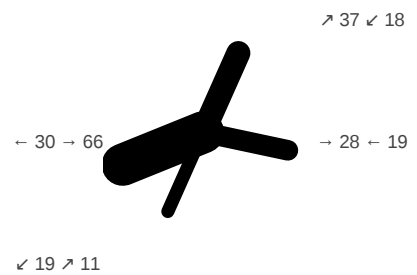
### Gender Ratio



### 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	2	1	5	0	2	3	1	2	0	5	6	1	28
Male	1	2	7	0	1	13	6	0	2	24	17	11	84
Not known	0	0	0	0	0	0	0	0	0	1	0	1	2
<b>Total</b>	<b>3</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>3</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>30</b>	<b>23</b>	<b>13</b>	<b>114</b>

## Site 5421

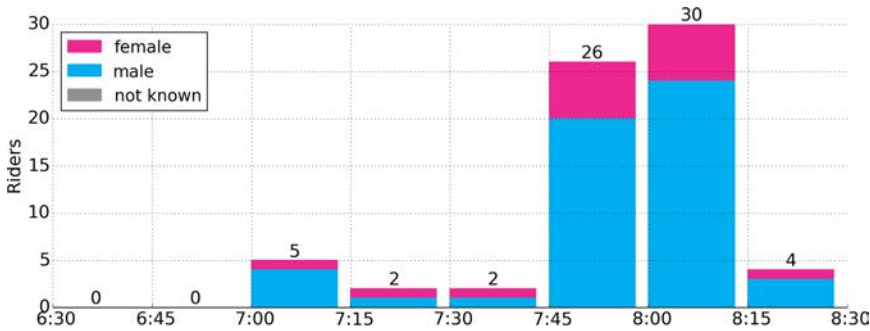
Sturt Tce [S], Schwarz Cres [W], Sturt Tce [N]



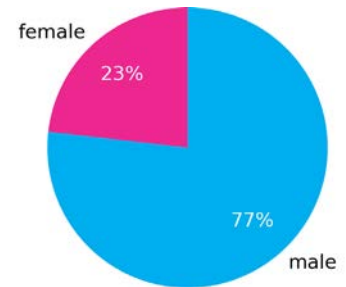
**69 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 14% compared to 80 in 2015 and an increase of 13% compared to 61 in 2011. The peak hour was 08:00-08:15 with 30 riders. Female riders comprised 23% of the total.

Most cyclists exited the intersection from the west side of Schwarz Cres, accounting for 59 of the 69 cyclists, or 86%.

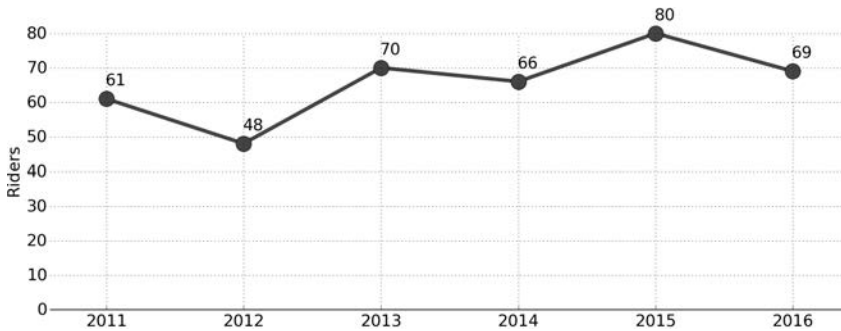
### Traffic Volume by Time



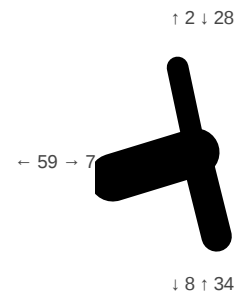
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

Enter	1 Sturt Tce [S]		2 Schwarz Cres [W]		3 Sturt Tce [N]		Total
Exit	2	3	1	3	1	2	
Female	5	0	1	0	1	9	16
Male	29	0	4	2	2	16	53
Not known	0	0	0	0	0	0	0
<b>Total</b>	<b>34</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>25</b>	<b>69</b>



## Site 5983

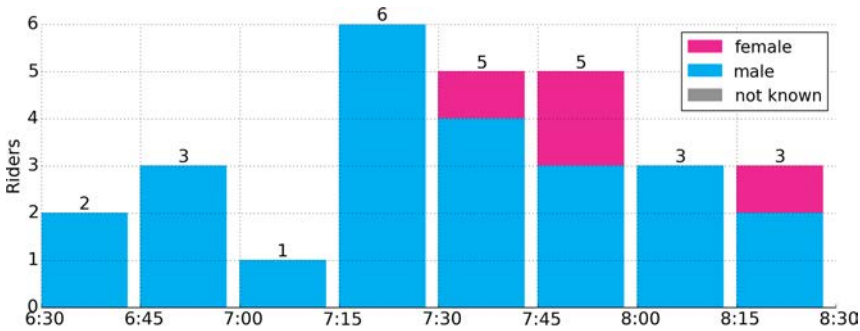
### Larapinta Dr [E], Larapinta Dr [SW], Lovegrove Dr [N]



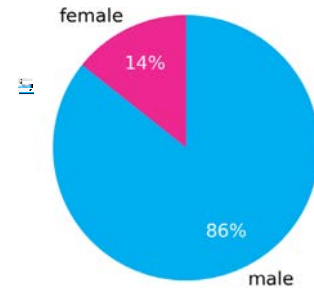
**28 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 53% compared to 60 in 2015 and a decrease of 67% compared to 85 in 2012. The peak hour was 07:15-07:30 with 6 riders. Female riders comprised 14% of the total.

This site recorded a low proportion of females (14%), compared with the territory average of 32% for the 2016 count. Most cyclists travelled through the intersection along Larapinta Dr in both directions (78%).

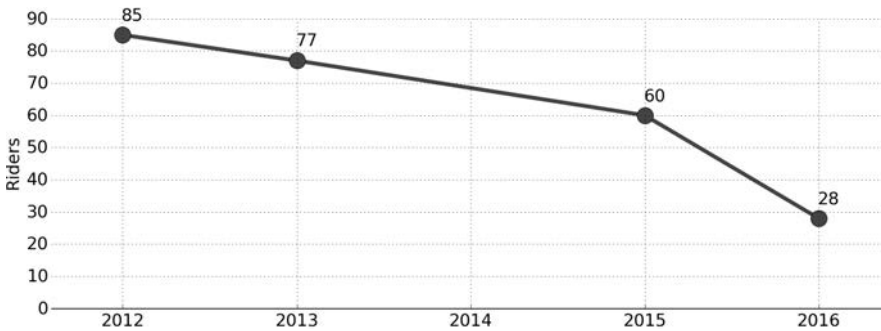
#### Traffic Volume by Time



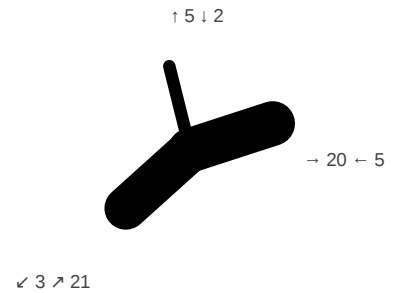
#### Gender Ratio



#### 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	1	1	2	0	0	0	4
Male	2	1	16	3	2	0	24
Not known	0	0	0	0	0	0	0
<b>Total</b>	<b>3</b>	<b>2</b>	<b>18</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>28</b>

## Site 6559

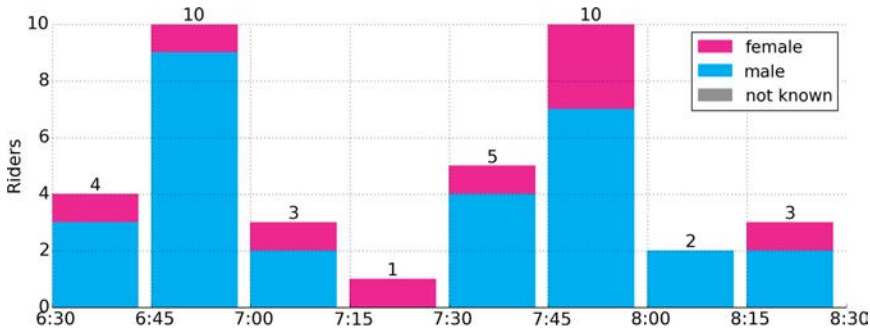
Stuart Hwy [N], Stuart Hwy [S], Head St [W]



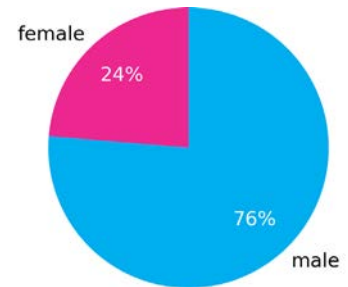
**38 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 12% compared to 43 in 2015 and an increase of 9% compared to 35 in 2014. The peak hour was 06:45-07:00 with 10 riders. Female riders comprised 24% of the total.

63% of all cyclists travelled through the intersection from the north to south along the Stuart Hwy (24/38 cyclists).

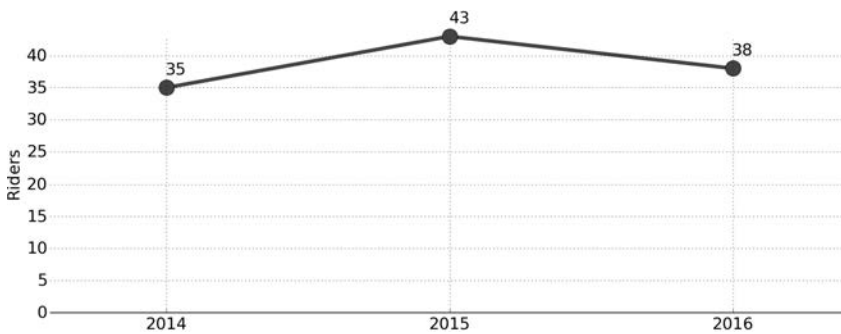
### Traffic Volume by Time



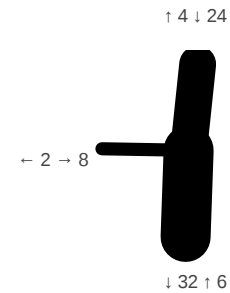
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

Enter	1 Stuart Hwy [N]		2 Stuart Hwy [S]		3 Head St [W]		Total
Exit	2	3	1	3	1	2	
Female	5	0	0	1	0	3	9
Male	19	0	4	1	0	5	29
Not known	0	0	0	0	0	0	0
<b>Total</b>	<b>24</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>38</b>

## Site 6561

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

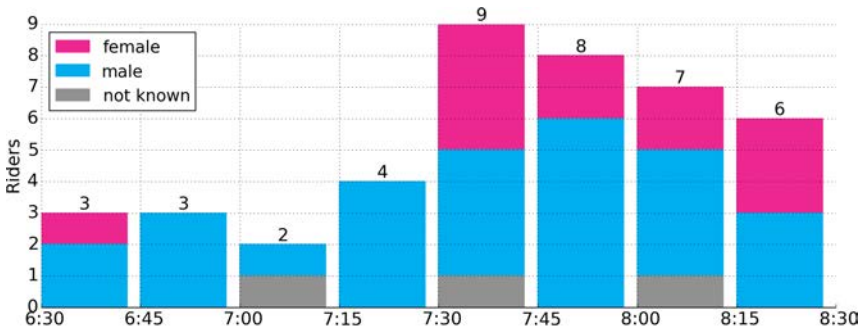


**42 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 38% compared to 68 in 2015 and a decrease of 12% compared to 48 in 2014. The peak hour was 07:30-07:45 with 9 riders. Female riders comprised 29% of the total.

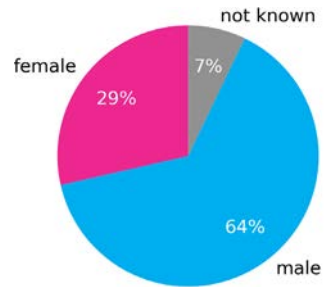
The counter noted that;

It was 5°C when I started and 14°C at the end. Some hesitation by younger riders crossing Bradshaw Dve (street no. 2), as the island stop in the middle of this street is not very wide.

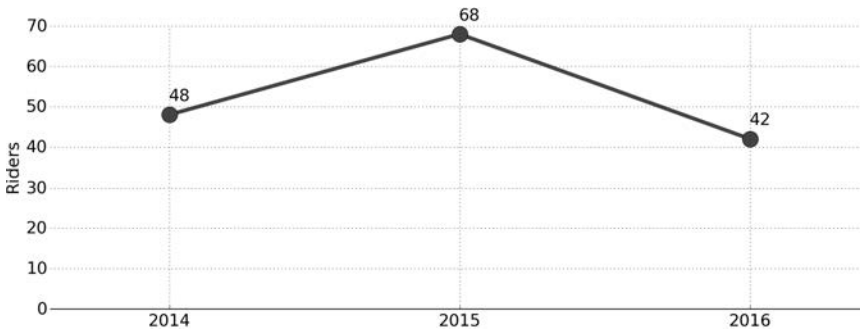
#### Traffic Volume by Time



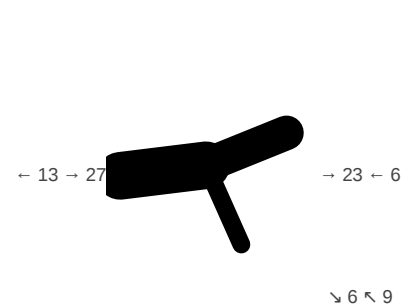
#### Gender Ratio



#### Cycling Trend



#### Traffic Flow



#### Raw Data

Enter	1 Larapinta Dr [E]		2 Bradshaw Dr [SE]		3 Larapinta Dr [W]		
Exit	2	3	1	3	1	2	Total
Female	0	2	1	1	4	4	12
Male	0	4	1	4	17	1	27
Not known	0	0	0	2	0	1	3
<b>Total</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>7</b>	<b>21</b>	<b>6</b>	<b>42</b>

## Site 6562

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

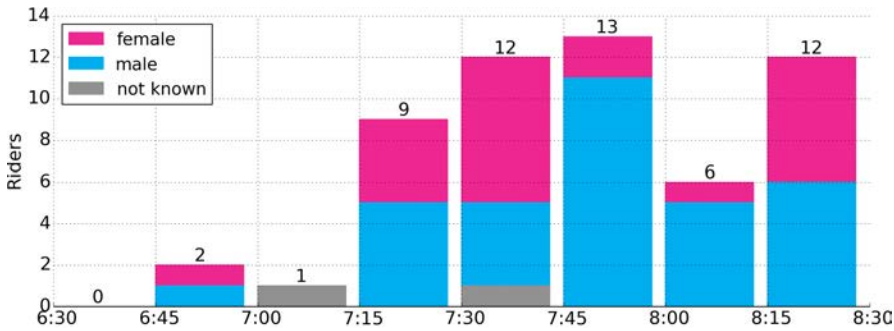


**55 bicycle riders** were recorded during the 2 hour survey. This is an increase of 6% compared to 52 in 2015 and a decrease of 11% compared to 62 in 2014. The peak hour was 07:45-08:00 with 13 riders. Female riders comprised 38% of the total.

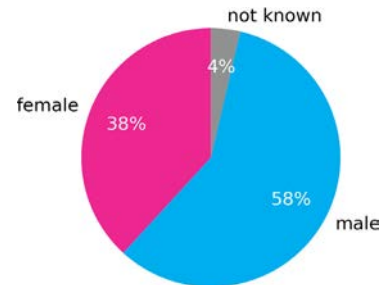
The counter noted that;

I also included riders going in the 1-3 direction who were on a footpath just behind Stott Tce (ie not on the road).

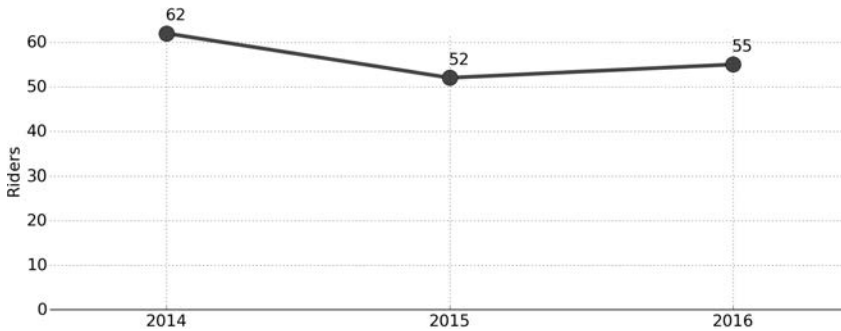
### Traffic Volume by Time



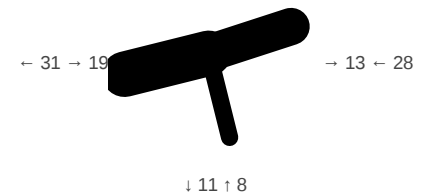
### Gender Ratio



### Cycling Trend



### Traffic Flow

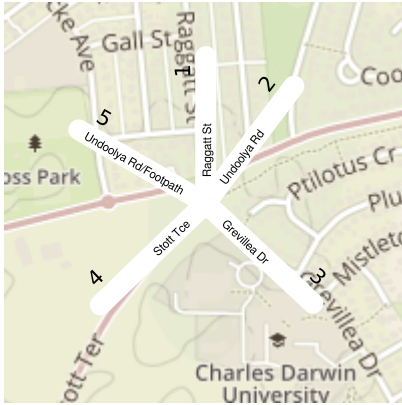


### Raw Data

Enter	1 Stott Tce [E]		2 Sadadeen Rd [S]		3 Stott Tce [W]		Total
Exit	2	3	1	3	1	2	
Female	1	9	1	4	4	2	21
Male	3	13	0	3	8	5	32
Not known	0	2	0	0	0	0	2
<b>Total</b>	<b>4</b>	<b>24</b>	<b>1</b>	<b>7</b>	<b>12</b>	<b>7</b>	<b>55</b>

## Site 6563

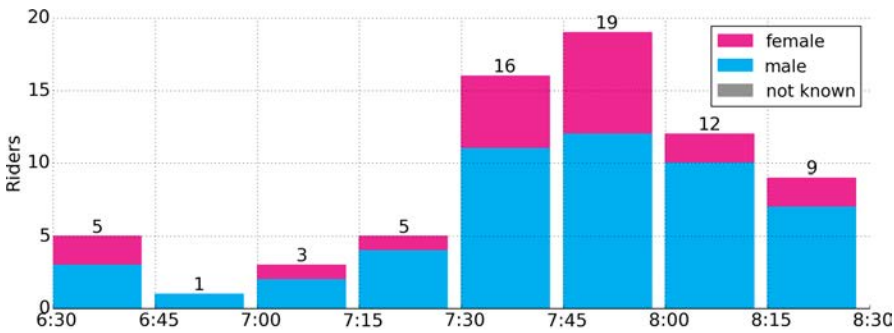
Raggatt St [N], Undoolya Rd [NE], Grevillea Dr [SE], Stott Tce [SW], Undoolya Rd/Footpath [NW]



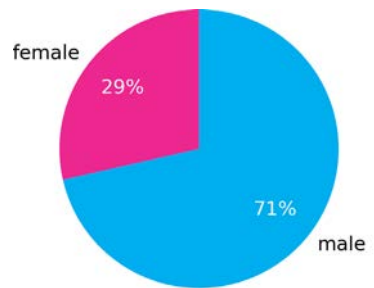
**70 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 40% compared to 116 in 2015 and a decrease of 0% compared to 70 in 2014. The peak hour was 07:45-08:00 with 19 riders. Female riders comprised 29% of the total.

The counter noted; At a mid-size roundabout with cycle/footpaths on all sides, many cyclists arriving on a cycle/footpath take quite a while to get across each traffic island. So it is hard to guess where a rider is going to exit, and sometimes there are multiple riders on various traffic islands - have to keep the brain running to remember where each one entered until they exit.

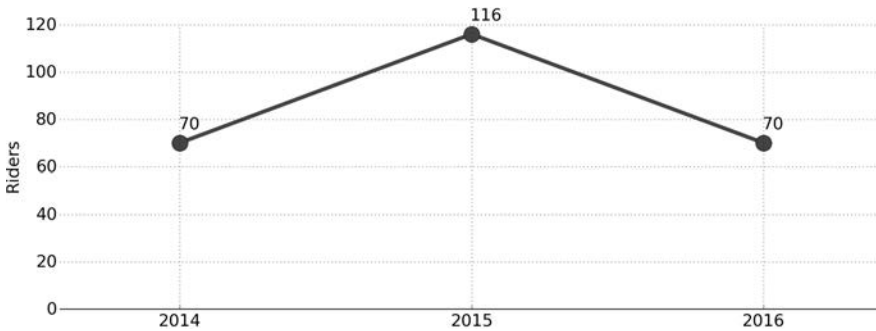
### Traffic Volume by Time



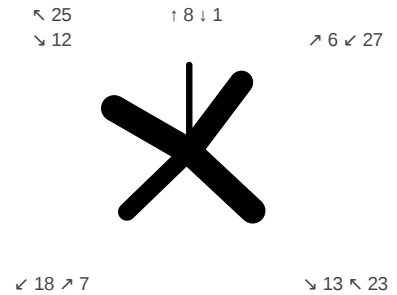
### Gender Ratio



### Cycling Trend



### Traffic Flow

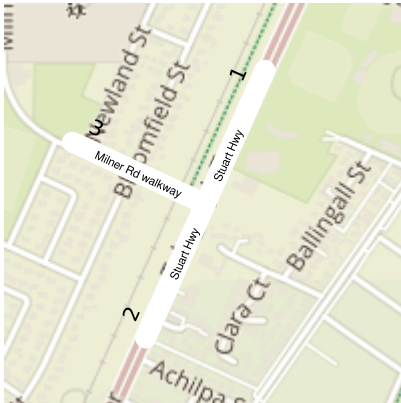


### Raw Data

Enter	1 Raggatt St [N]				2 Undoolya Rd [NE]				3 Grevillea Dr [SE]				4 Stott Tce [SW]				5 Undoolya Rd/Footpath [NW]				Total
Exit	2	3	4	5	1	3	4	5	1	2	4	5	1	2	3	5	1	2	3	4	Total
Female	0	0	0	0	0	0	4	3	1	0	1	6	0	2	1	0	0	0	2	0	20
Male	0	1	0	0	6	1	11	2	1	0	0	14	0	0	4	0	0	4	4	2	50
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>70</b>

## Site 6565

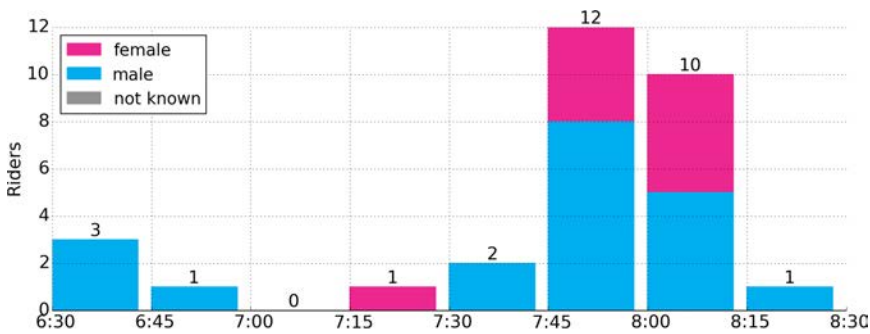
Stuart Hwy [NE], Stuart Hwy [SW], Milner Rd walkway [NW]



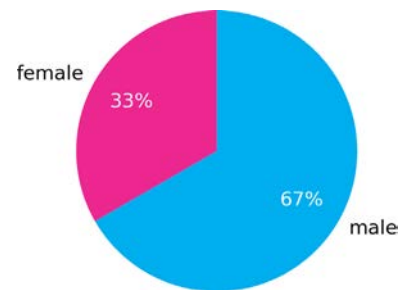
**30 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 30% compared to 43 in 2015 and a decrease of 9% compared to 33 in 2014. The peak hour was 07:45-08:00 with 12 riders. Female riders comprised 33% of the total.

Most cyclists exited the intersection from the north side of the Stuart Hwy, accounting for 20 of the 30 cyclists, or 67%.

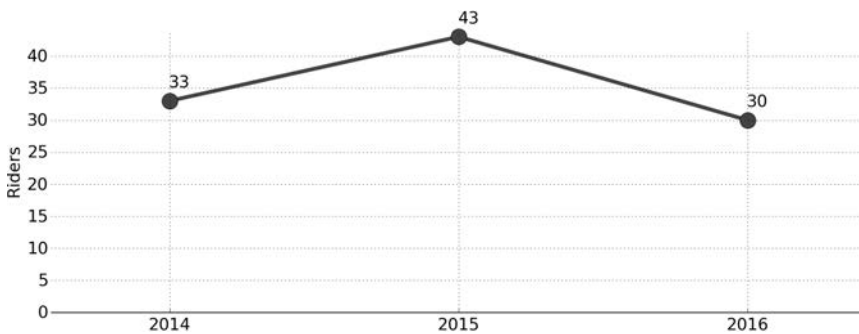
### Traffic Volume by Time



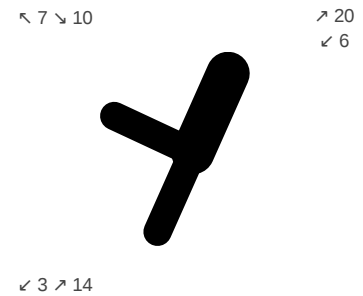
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

Enter	1 Stuart Hwy [NE]		2 Stuart Hwy [SW]		3 Milner Rd walkway [NW]		Total
Exit	2	3	1	3	1	2	
Female	0	1	5	2	2	0	10
Male	3	2	5	2	8	0	20
Not known	0	0	0	0	0	0	0
<b>Total</b>	<b>3</b>	<b>3</b>	<b>10</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>30</b>

## Site 6952

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



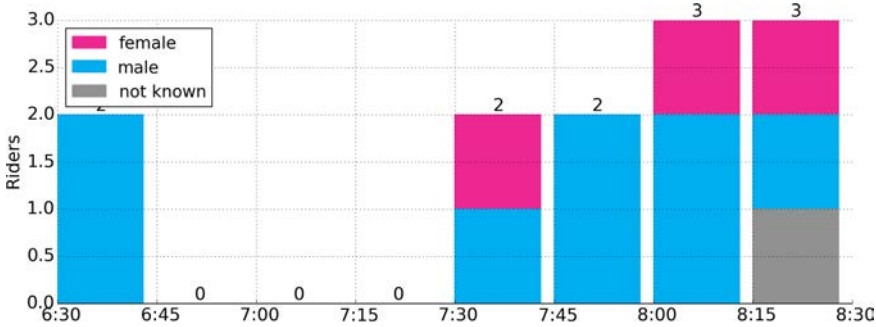
**12 bicycle riders** were recorded during the 2 hour survey. The peak hour was 08:00-08:15 with 3 riders. Female riders comprised 25% of the total.

The counter noted;

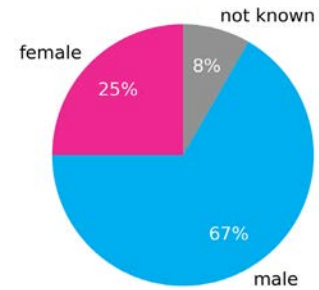
Illparpa and Len Kittle Drive are frequently used by cyclists however this count started too late to accurately capture them.

Many riders ride out to Pine Gap however this count started too late to capture them (given the distance out to Pine Gap and their start times).

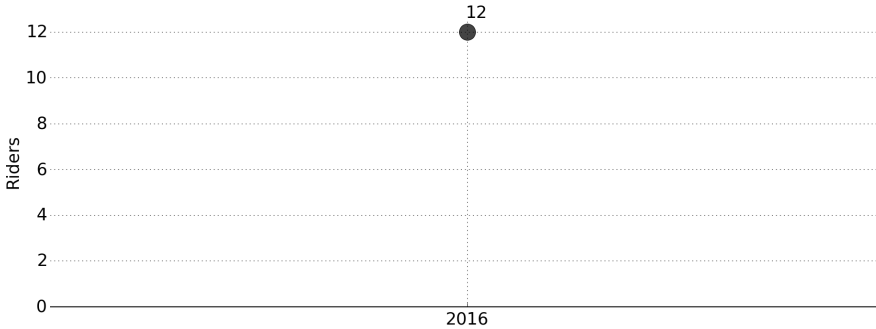
### Traffic Volume by Time



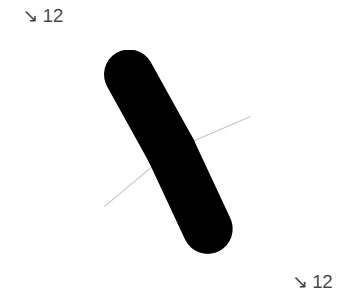
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

Enter	1 Morgan Street [NE]			2 Stuart Highway [SE]			3 Illparpa Road [SW]			4 Stuart Highway [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	0	0	0	0	0	0	0	0	0	3	0	3
Male	0	0	0	0	0	0	0	0	0	0	8	0	8
Not known	0	0	0	0	0	0	0	0	0	0	1	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>

## Site 6953

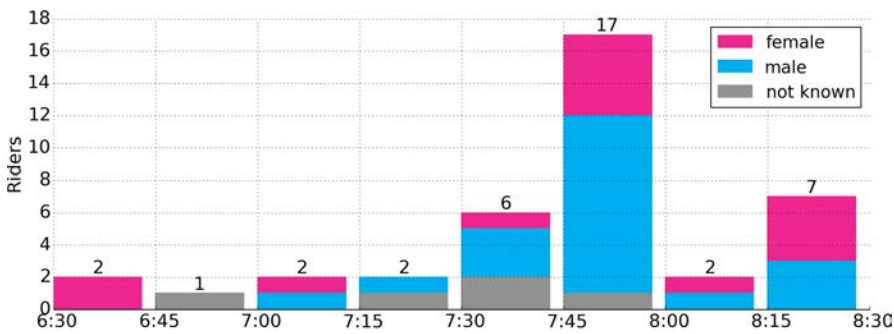
north east [NE], south west [SW], Grevillea Dr [NW]



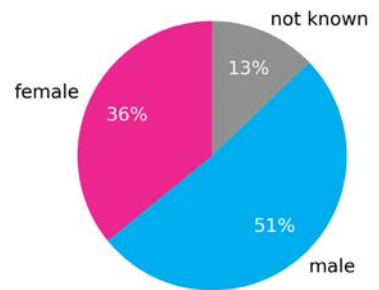
**39 bicycle riders** were recorded during the 2 hour survey. The peak hour was 07:45-08:00 with 17 riders. Female riders comprised 36% of the total.

The most popular route through the site was along Spearwood Rd and Revillea Dr, accounting for 62% of all cyclists (24/39).

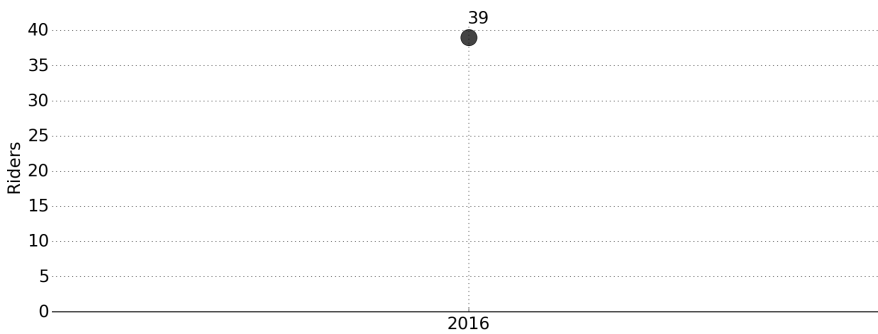
### Traffic Volume by Time



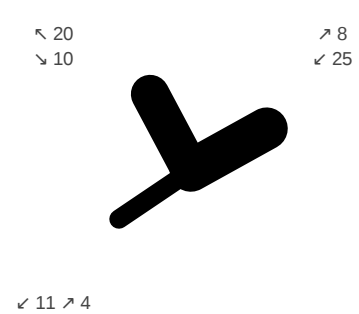
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

Enter	1 Spearwood Road [NE]		2 Spearwood Road [SW]		3 Grevillea Dr [NW]		Total
Exit	2	3	1	3	1	2	
Female	3	7	1	0	2	1	14
Male	3	9	1	2	2	3	20
Not known	1	2	0	0	2	0	5
<b>Total</b>	<b>7</b>	<b>18</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>39</b>





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