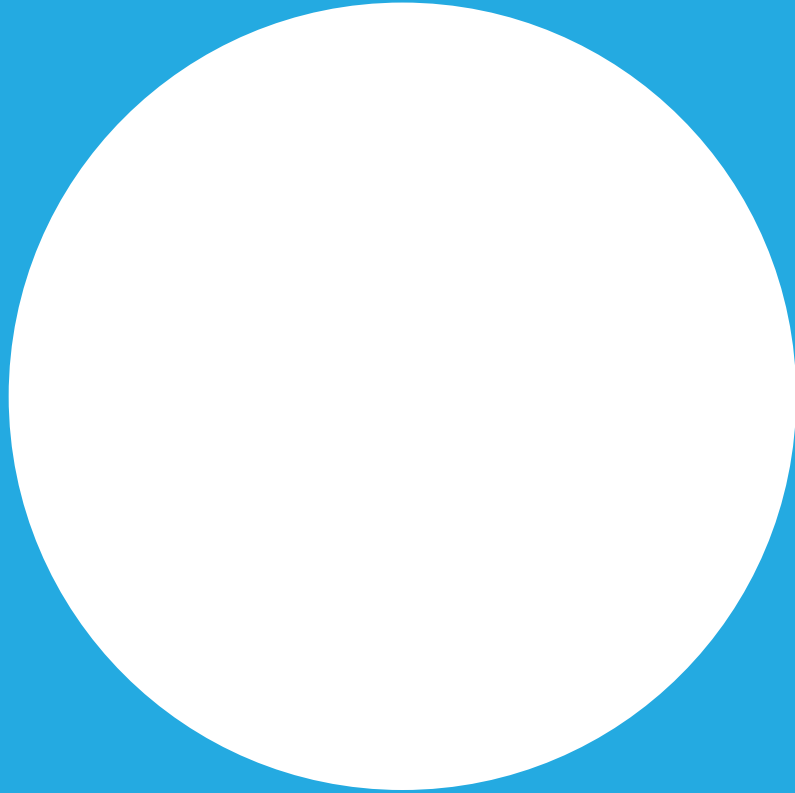


A program by



BICYCLE
NETWORK



SUPER TUESDAY NORTH

COMMUTER BIKE COUNT

DARWIN

OCTOBER 2016



BICYCLE
NETWORK

SUPER TUESDAY

Count Summary in Darwin

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

50
COUNT SITES

3252
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 warm, dry and sunny morning in Darwin on the day of the count reaching a temperature of 26 degrees at 8:30am.

COUNT LOCATIONS

p. 3

50 sites were surveyed in Darwin.

TRAFFIC FLOW

p. 4

A total of 3252 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.

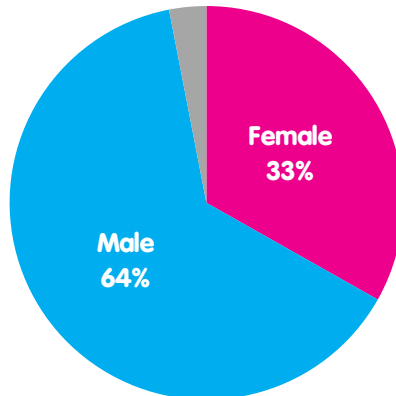
In 2016 a total of \$2500 was raised for local charities and non-profits. Bicycle Network would like to thank all volunteers who participated in the count.



GROWTH

p. 5

Overall the number of cyclists increased by 1% (3075 trips) compared with the same 47 sites surveyed in 2015 (3040 trips).

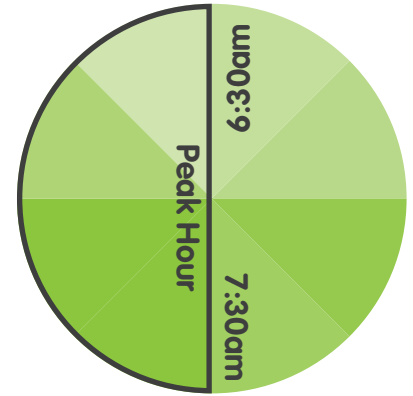


GENDER RATIO

p. 6

Female riders represented 33% of cyclists across the municipality.

This was above 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 37 riders.

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

- 6:30-6:45am: 8 trips
- 6:45-7:00am: 7 trips
- 7:00-7:15am: 7 trips
- 7:15-7:30am: 9 trips
- 7:30-7:45am: 10 trips
- 7:45-8:00am: 10 trips
- 8:00-8:15am: 7 trips
- 8:15-8:30am: 6 trips

BUSIEST SITE COMPARISON

p. 8

The busiest site was at the intersection of Rapid Creek Path Bridge [N], Foreshore Path [SE], Foreshore Path [W], with an average of 87 trips per hour. In terms of riders per 10,000 residents, this site ranked 3rd 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

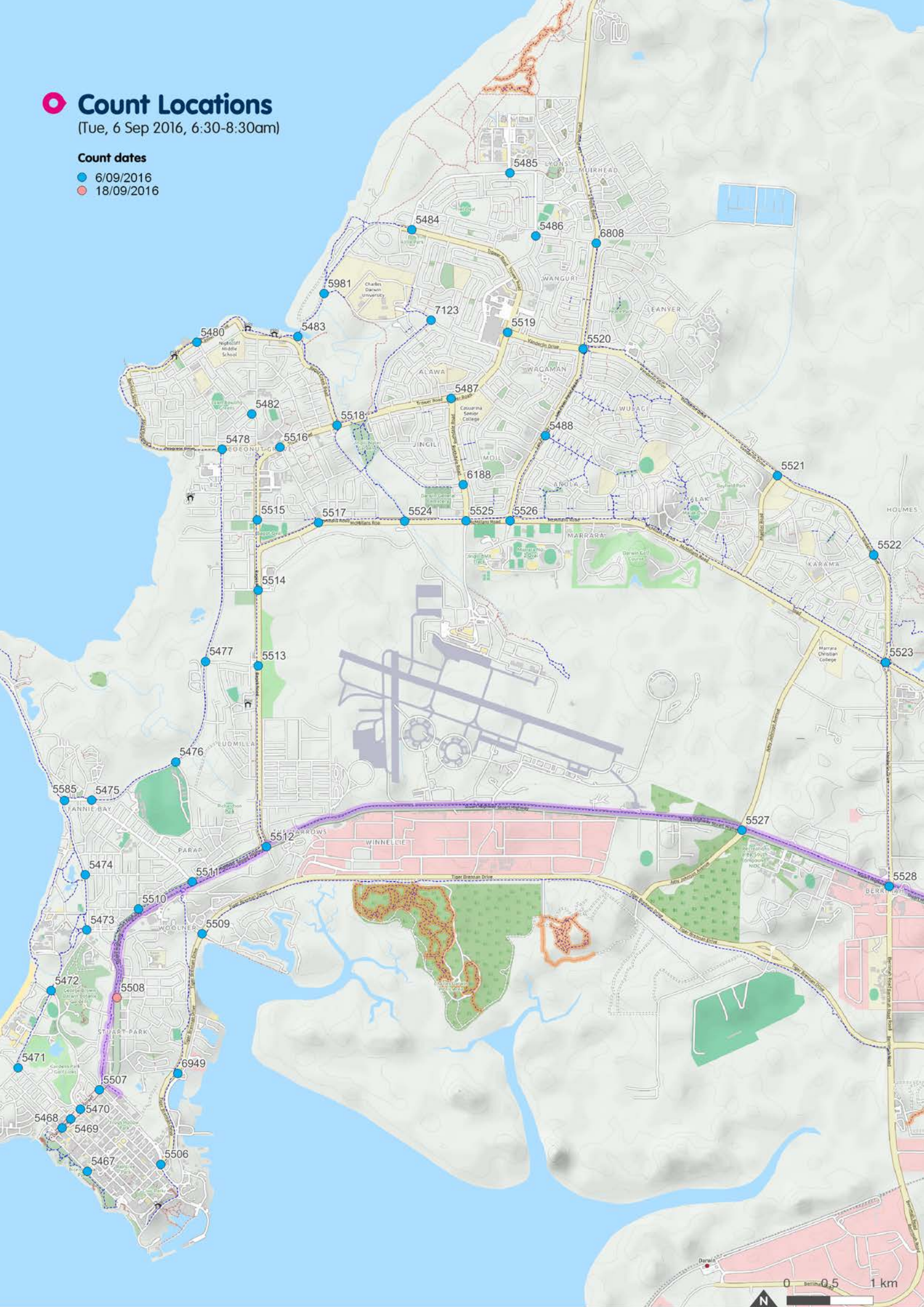
The submitted data is validated and analysed by Bicycle Network and compiled into reports.

Count Locations

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

Count dates

- 6/09/2016
- 18/09/2016

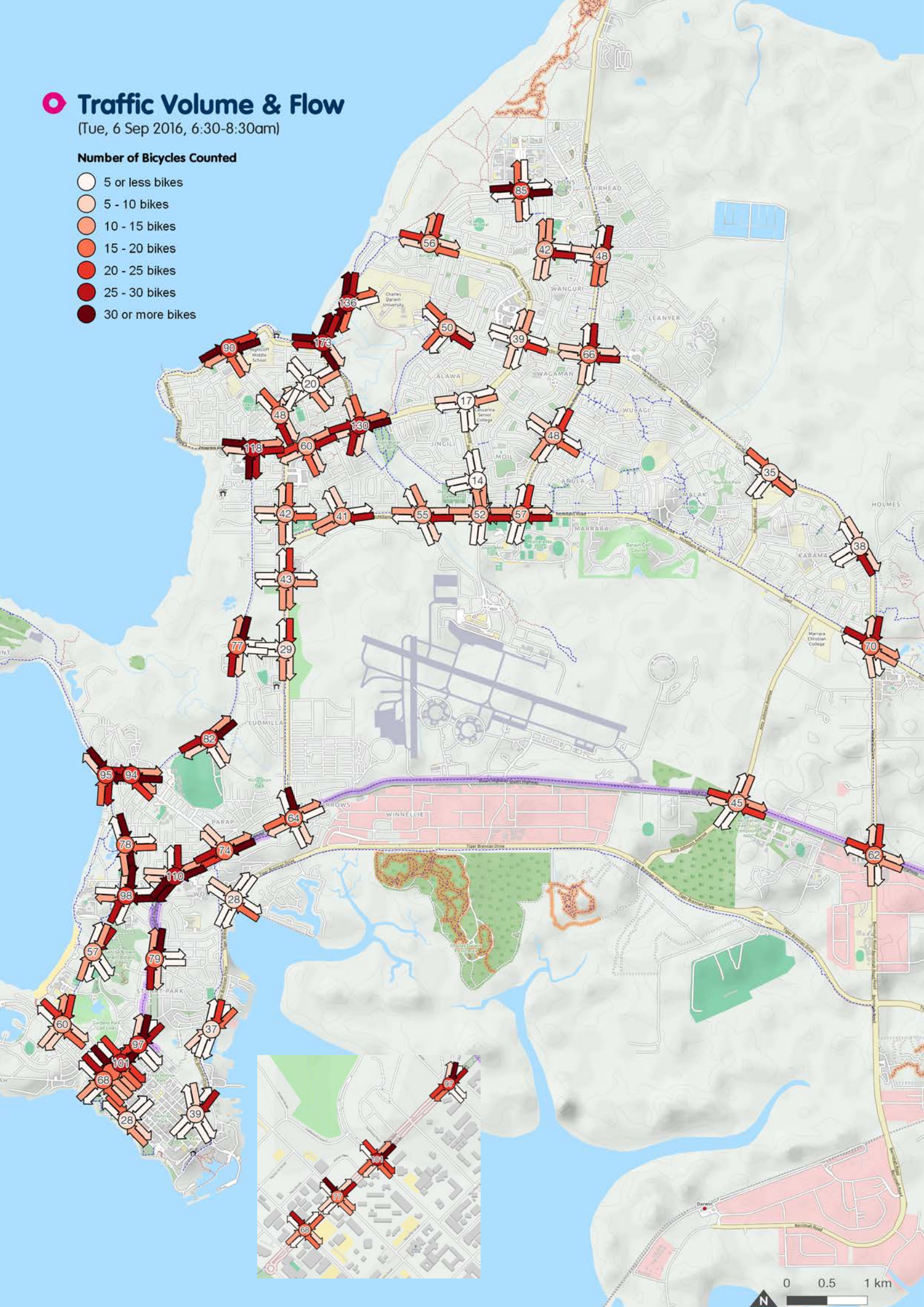


Traffic Volume & Flow

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

Number of Bicycles Counted

- 5 or less bikes
- 5 - 10 bikes
- 10 - 15 bikes
- 15 - 20 bikes
- 20 - 25 bikes
- 25 - 30 bikes
- 30 or more bikes

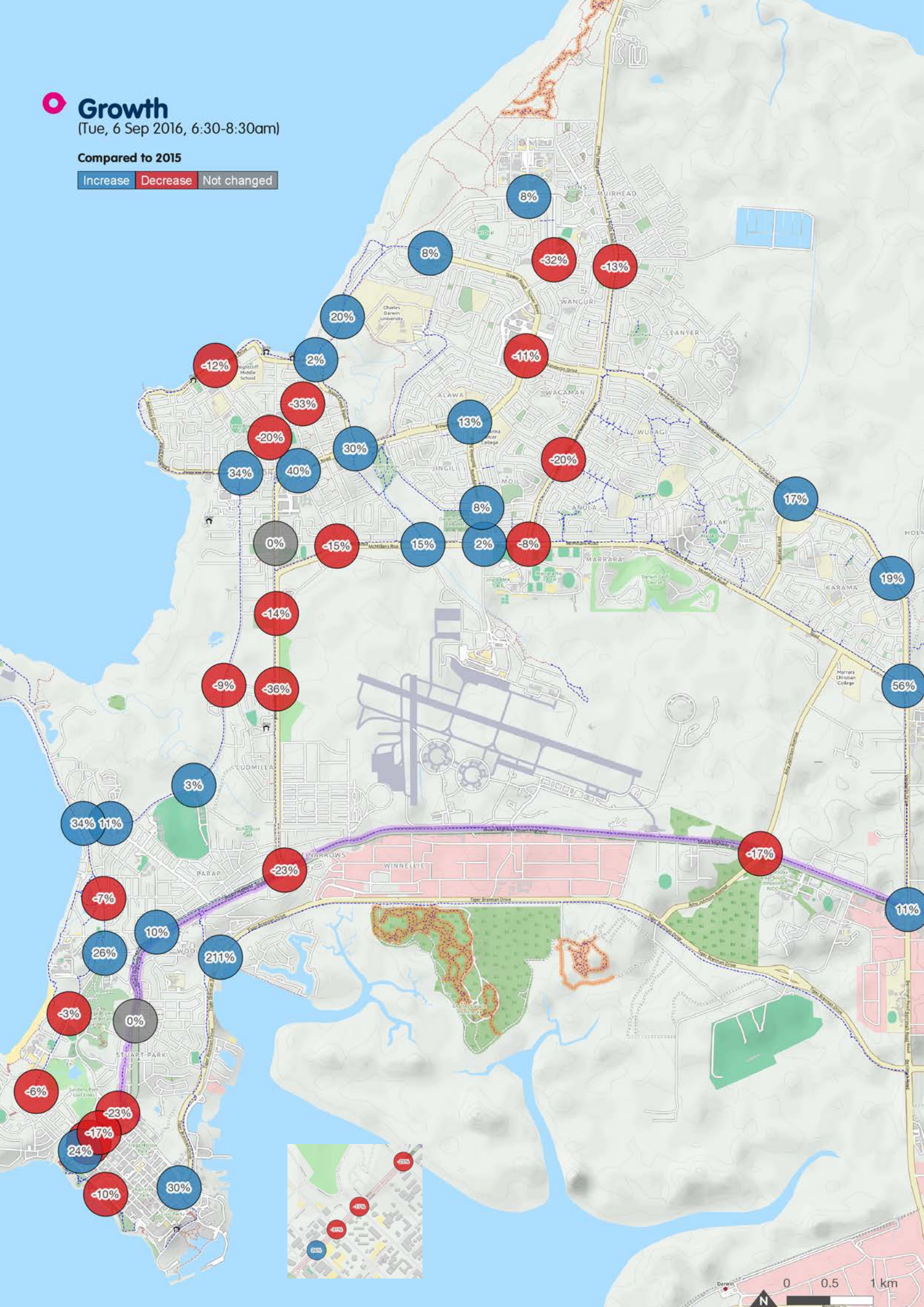


Growth

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

Compared to 2015

Increase Decrease Not changed



Area	Growth Percentage
Wanguri	8%
Wagaman	-32%
Wagaman	-13%
Wagaman	8%
Wagaman	-11%
Wagaman	20%
Wagaman	2%
Wagaman	-33%
Wagaman	-20%
Wagaman	13%
Wagaman	30%
Wagaman	34%
Wagaman	40%
Wagaman	0%
Wagaman	-15%
Wagaman	15%
Wagaman	8%
Wagaman	2%
Wagaman	-8%
Wagaman	17%
Wagaman	19%
Wagaman	56%
Wagaman	-14%
Wagaman	-9%
Wagaman	-36%
Wagaman	3%
Wagaman	34%
Wagaman	11%
Wagaman	-7%
Wagaman	10%
Wagaman	26%
Wagaman	-23%
Wagaman	211%
Wagaman	-3%
Wagaman	0%
Wagaman	-6%
Wagaman	-23%
Wagaman	-17%
Wagaman	24%
Wagaman	-10%
Wagaman	30%

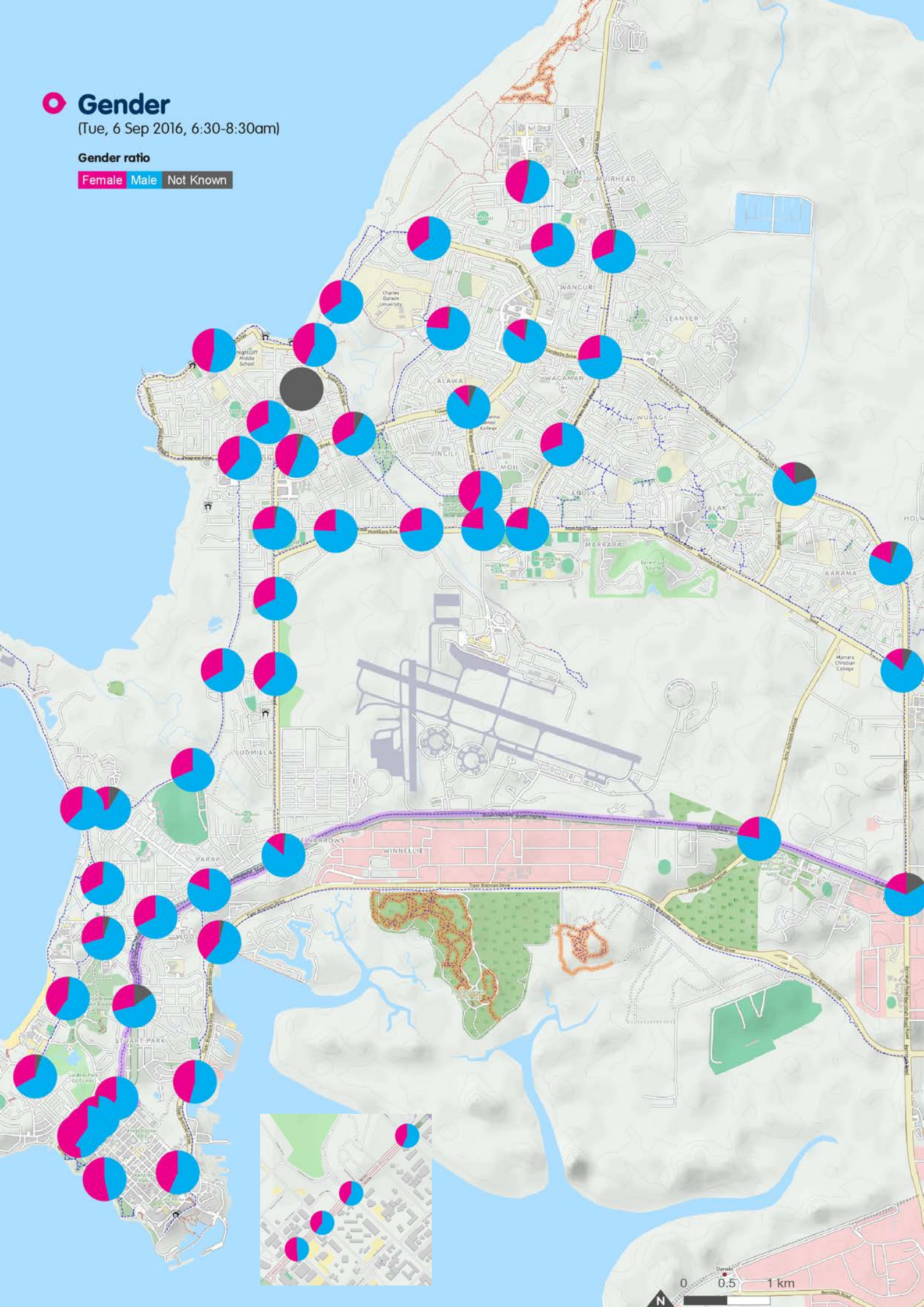


Gender

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

Gender ratio

Female Male Not Known

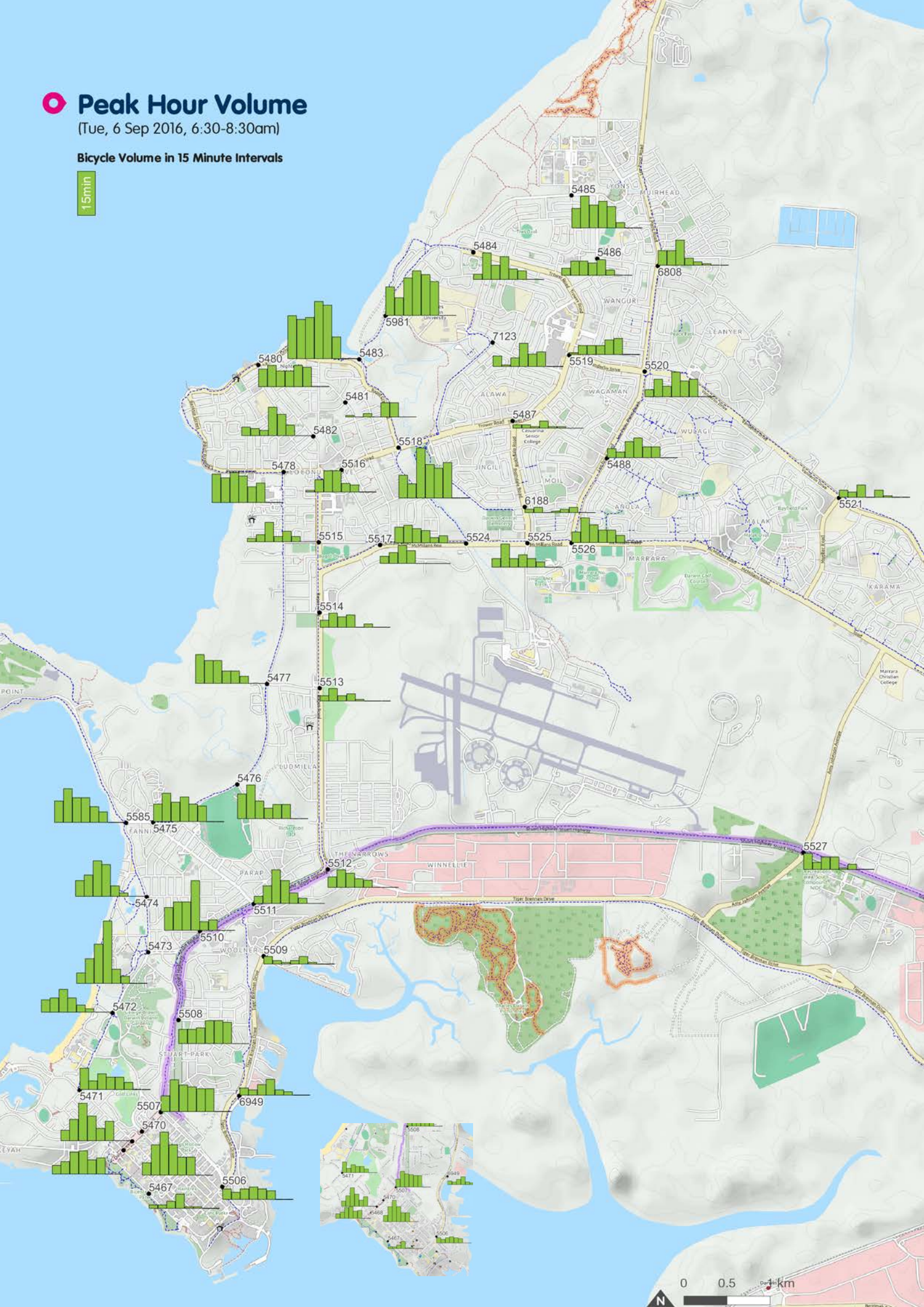


Peak Hour Volume

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

Bicycle Volume in 15 Minute Intervals

15min

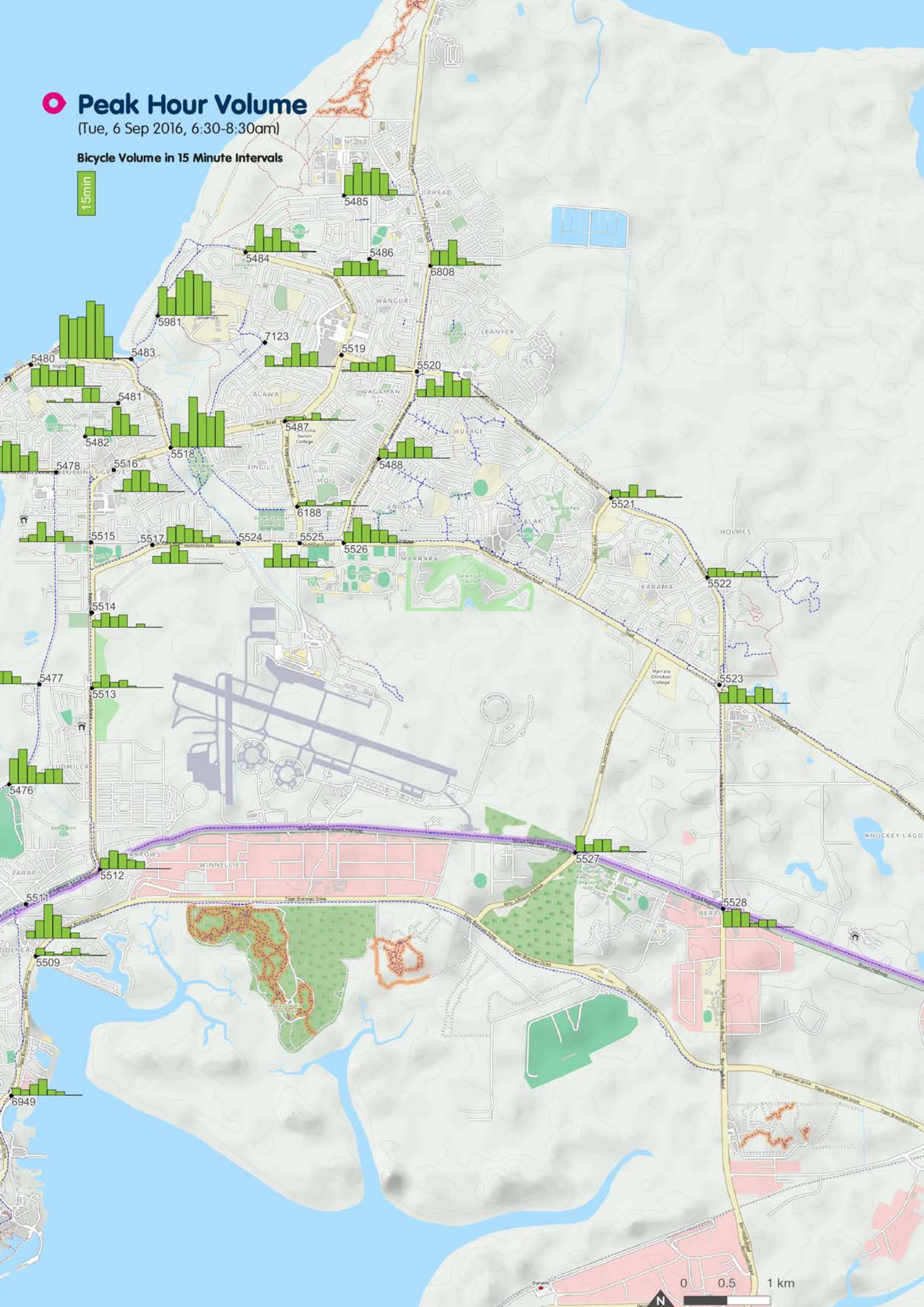


Peak Hour Volume

(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)	per 10,000 residents	Number of riders per hour
REGIONAL CAPITAL CITIES	3	DARWIN NT		1%	33%	7:30-8:30am	10	87
REGIONAL CITIES	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	18
	6	REDLAND QLD		-2%	13%	7:00-8:00am	2	35
REGIONAL TOWNS	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
5483	Rapid Creek Path Bridge [N], Foreshore Path [SE], Foreshore Path [W]	74	99	0	173	170	2%	19	11	24	22	23	32	30	12
5981	Casuarina Foreshore Path [N], Casuarina Foreshore Path [E], Casuarina Foreshore Path [S]	48	88	0	136	113	20%	8	14	16	10	21	25	23	19
5518	Trower Rd [E], Rapid Creek Rd/Bike Path [S], Trower Rd [W], Rapid Creek Rd/Bike Path [N]	44	76	10	130	100	30%	12	13	13	8	28	19	17	20
5478	Progress Dr [E], Dick Ward Dr [S], Progress Dr [W]	46	72	0	118	88	34%	14	22	16	14	17	15	9	11
5510	Stuart Hwy [E], Stuart Hwy [SW], Stokes St [W], Parap Rd [N]	36	74	0	110	100	10%	12	14	13	16	16	28	5	6
5470	Daly St [NE], Cavenagh St [SE], Daly St [SW], Gardens Rd [NW]	42	58	1	101	122	-17%	8	8	7	17	24	17	10	10
5473	East Point Rd [N], Goyder Rd [E], Gilruth Ave [SW], Goyder Rd [W]	29	64	5	98	78	26%	4	5	6	14	22	35	8	4
5507	Stuart Hwy Path [N], Stuart Hwy [NE], McMinn St [SE], Daly St [SW], McMinn St [NW]	42	55	0	97	126	-23%	3	12	9	18	15	14	13	13
5585	Ross Smith Ave [E], East Point Rd/Bike Path [S], East Point Rd/Bike Path [NW]	36	58	1	95	71	34%	11	10	12	19	14	14	9	6
5475	Dick Ward Dr [E], Ross Smith Ave [SE], Ross Smith Ave [W]	30	56	8	94	85	11%	8	16	10	16	11	14	10	9
5480	Casuarina Dr [E], Nightcliff Rd [SE], Casuarina Dr [SW]	42	48	0	90	102	-12%	26	1	10	12	9	9	12	11
5485	Rocklands Dr [E], Roper St [S], Rocklands Dr [W], Florey Ave [N]	39	44	2	85	79	8%	4	9	11	18	13	15	12	3
5476	Dick Ward Dr [NE], Douglas St [SE], Dick Ward Dr [SW]	26	56	0	82	80	3%	5	12	14	19	10	6	8	8
5508	Stuart Hwy/Bike Path [N], Westralia St [E], Stuart Hwy/Bike Path [S]	23	44	12	79	79	0%	6	10	8	8	9	13	13	12
5474	Gregory St [E], East Point Rd [S], East Point Rd [N]	26	51	1	78	84	-7%	3	8	9	12	20	18	6	2
5477	Dick Ward Dr [N], Fitzer Dr [E], Dick Ward Dr [S]	26	51	0	77	85	-9%	7	10	16	13	13	7	7	4
5469	Daly St [NE], Smith St [SE], Daly St [SW], Smith St [NW]	31	46	0	77	112	-31%	2	4	6	12	21	14	7	11
5511	Stuart Hwy [NE], Stuart Hwy [SW], Ross Smith Ave [NW]	14	60	0	74			8	11	4	10	19	13	6	3
5523	Vanderlin Dr [N], McMillans Rd [SE], Vanderlin Dr [S], McMillans Rd [NW]	10	55	5	70	45	56%	13	12	6	10	8	4	9	8
5468	Daly St [NE], Mitchell St [SE], Daly St [SW], Mitchell St [NW]	35	33	0	68	55	24%	10	4	5	7	12	13	8	9
5520	Lee Point Rd [N], Vanderlin Dr [E], Lee Point Rd [S], Vanderlin Rd [W]	18	48	0	66			6	7	4	10	6	14	9	10
5512	Stuart Hwy [NE], Snell St [SE], Stuart Hwy [SW], Bagot Rd [N]	9	54	1	64	83	-23%	23	8	6	10	8	5	4	0
5528	Vanderlin Dr [N], Stuart Hwy [E], Berrimah Rd [S], Stuart Hwy [W]	12	40	10	62	56	11%	21	4	9	10	8	2	4	4
5471	Gilruth Ave [N], Smith St [SE], Lambell Tce [SW], Kahlin Ave [NW]	20	37	3	60	64	-6%	11	5	12	5	9	7	7	4
5516	Trower Rd [NE], Sabine Rd [SE], Trower Rd [SW]	26	31	3	60	43	40%	7	12	1	7	12	12	5	4
5472	Atkins Dr [N], Gilruth Ave [NE], Gardens Rd [SE], Gilruth Ave [S], Maria Liveris Dr [SW]	23	33	1	57	59	-3%	7	8	7	8	13	8	4	2

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
5526	Lee Point Rd [N], McMillans Rd [E], Marrara Dr [S], McMillans Rd [W]	13	43	1	57	62	-8%	6	3	6	14	10	7	7	4
5484	Rocklands Dr [N], Trower Rd [E], Trower Rd [W]	20	36	0	56	52	8%	3	3	3	15	8	13	6	5
5524	McMillans Rd [E], Charles Eaton Dr [SE], McMillans Rd [W], Rapid Crk Cyclepath [NW]	15	40	0	55	48	15%	9	5	9	10	8	7	3	4
5525	Rothdale Rd [N], McMillans Rd [E], Henry Wrigley Dr [S], McMillans Rd [W]	12	40	0	52	51	2%	11	3	5	13	5	7	5	3
7123	Dripstone Rd [SE], Lakeside Dr [SW], Dripstone Rd [NW]	12	37	1	50		NA	5	5	6	1	5	13	7	8
5488	Lee Point Rd [NE], Bike Path [SE], Lee Point Rd [SW], Parer Dr [NW]	15	33	0	48	60	-20%	4	4	5	3	9	11	6	6
5482	Chapman Rd [NE], Nightcliff Rd [SE], Nightcliff Rd [NW]	16	32	0	48	60	-20%	0	2	5	4	3	16	12	6
6808	Lee Point Rd [N], Lee Point Rd [S], Tambling Tce [W]	15	32	1	48	55	-13%	4	7	8	8	14	4	2	1
5527	Amy Johnson Ave [N], Stuart Hwy [E], Amy Johnson Ave [SW], Stuart Hwy [W]	10	35	0	45	54	-17%	9	5	9	4	7	7	1	3
5514	Osgood Dr [E], Bagot Rd [S], Totem Rd [W], Bagot Rd [N]	14	29	0	43	50	-14%	10	6	4	8	6	7	0	2
5486	Henbury Ave [N], Tambling Tce [E], Henbury Ave [S]	13	29	0	42	62	-32%	1	2	4	8	8	7	9	3
5515	Bagot Rd [N], Old McMillans Rd [E], Bagot Rd [S], Old McMillans Rd [W]	11	30	1	42	42	0%	8	5	2	4	11	3	6	3
5517	McMillans Rd [E], McMillans Rd [SW], Sabine Rd [NW]	10	31	0	41	48	-15%	8	6	4	6	10	7	0	0
5506	Tiger Brennan Dr [NE], McMinn St [SE], Bennett St [SW], McMinn St [N]	17	22	0	39	30	30%	3	2	6	4	6	7	6	5
5519	Trower Rd [N], Vanderlin Dr [E], Trower Rd [S], Casuarina Shops [W]	6	32	1	39	44	-11%	2	4	1	5	5	5	8	9
5522	Vanderlin Dr/Bike Path [SE], Kalymnos Dr [SW], Vanderlin Dr/Bike Path [NW]	7	29	2	38	32	19%	10	7	5	5	3	2	3	3
6949	Tiger Brennan Drive [N], Frances Bay Drive [NE], Frances Bay Drive [S], Tiger Brennan Drive [SW], Dinah Beach Rd [W]	17	20	0	37			3	7	4	3	6	9	3	2
5521	Vanderlin Dr/Bike Path [SE], Mueller Rd [SW], Vanderlin Dr/Bike Path [NW]	4	24	7	35	30	17%	7	9	4	3	7	0	4	1
5513	Bagot Rd [N], Bagot Rd [S], Fitzer Dr [W]	11	18	0	29	45	-36%	4	7	3	7	3	4	1	0
5509	Tiger Brennan Dr [NE], Stoddart Dr [SE], Tiger Brennan Dr [SW], Woolner Rd [NW]	11	16	1	28	9	211%	7	7	4	2	1	2	4	1
5467	Peel St [NE], Esplanade [SE], Esplanade [NW]	15	13	0	28	31	-10%	9	1	2	2	4	8	1	1
5481	Rossiter St [NE], Ryland Rd [SE], Rossiter St [SW], Ryland Rd [NW]	0	0	20	20	30	-33%	0	1	1	0	2	0	8	8
5487	Trower Rd [E], Rothdale Rd [S], Trower Rd [W]	2	14	1	17	15	13%	2	4	2	2	1	4	1	1
6188	Rothdale Rd [S], Freshwater Rd [W], Rothdale Rd [N]	6	8	0	14	13	8%	2	1	2	3	0	1	2	3

Site 5467

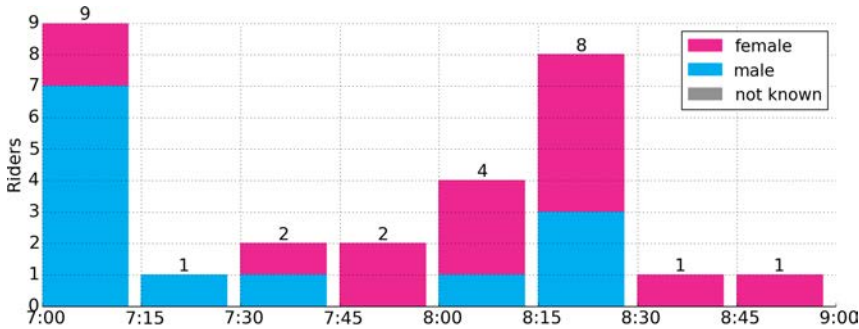
Peel St [NE], Esplanade [SE], Esplanade [NW]



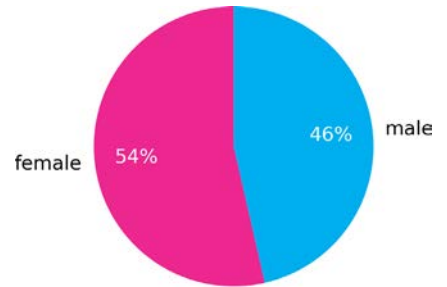
28 bicycle riders were recorded during the 2 hour survey. This is a decrease of 10% compared to 31 in 2015 and a decrease of 24% compared to 37 in 2011. The peak hour was 7:30–8:30 with 16 riders. Female riders comprised 54% of the total.

The counter noted no real conflicts between users, and that "the Esplanade isn't really a main Thoroughfare. So the majority of female riders commuting to work were interestingly not wearing helmets (on the 3-to-2 route)."

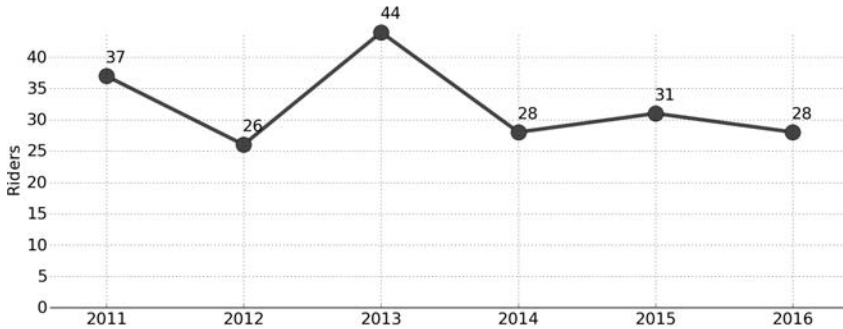
Traffic Volume by Time



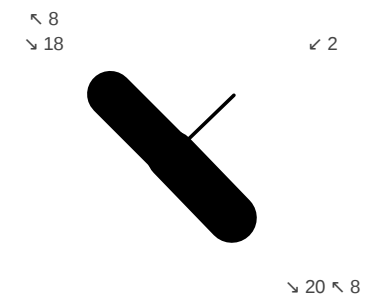
Gender Ratio



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	0	0	3	0	12	15
Male	2	0	0	5	0	6	13
Not known	0	0	0	0	0	0	0
Total	2	0	0	8	0	18	28

Site 5468

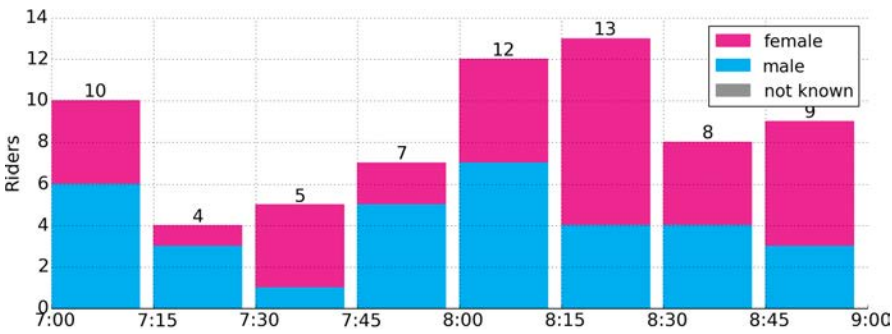
Daly St [NE], Mitchell St [SE], Daly St [SW], Mitchell St [NW]



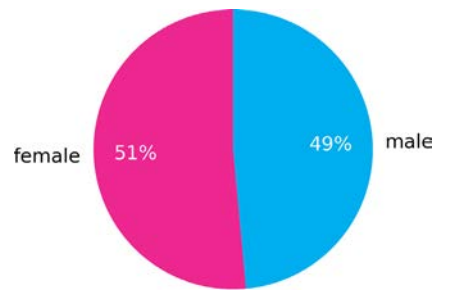
68 bicycle riders were recorded during the 2 hour survey. This is an increase of 24% compared to 55 in 2015 and a decrease of 11% compared to 76 in 2012. The peak hour was 8:00–9:00 with 42 riders. Female riders comprised 51% of the total.

This site recorded a higher proportion of females at 51% compared with males at 49%, which is extremely rare.

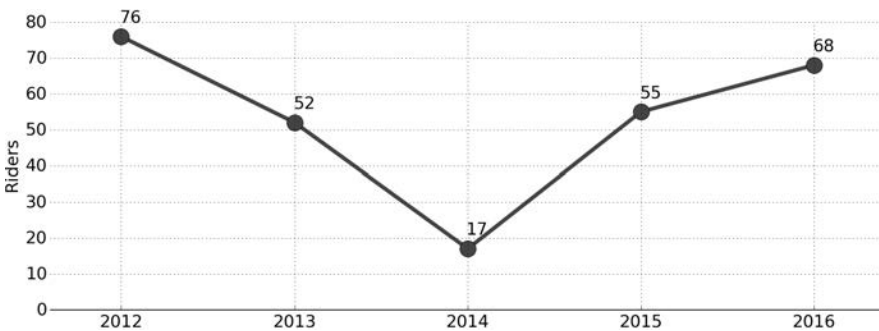
Traffic Volume by Time



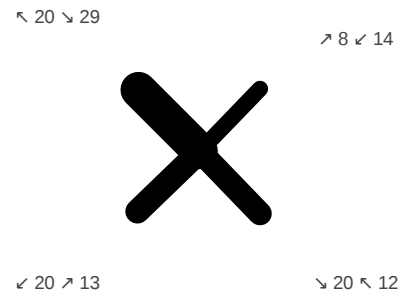
Gender Ratio



Cycling Trend



Traffic Flow



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	2	4	1	3	0	3	0	3	6	1	4	8	35
Male	3	3	1	1	0	5	0	0	4	3	8	5	33
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	7	2	4	0	8	0	3	10	4	12	13	68

Site 5469

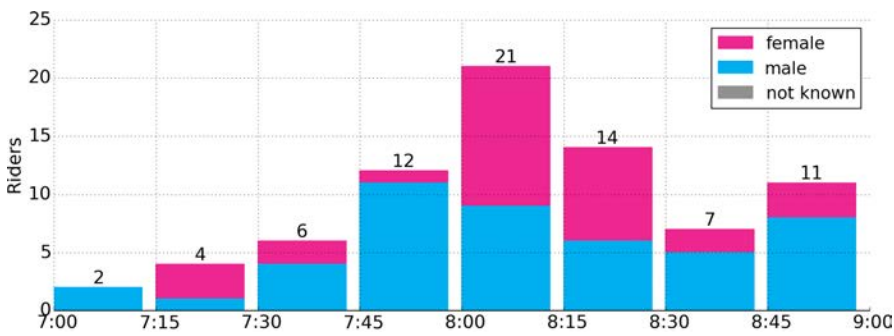
Daly St [NE], Smith St [SE], Daly St [SW], Smith St [NW]



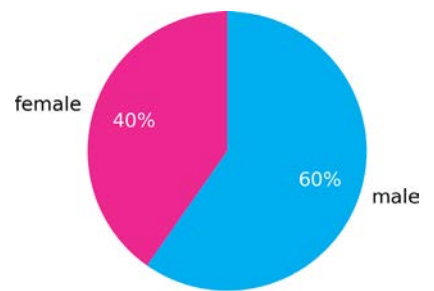
77 bicycle riders were recorded during the 2 hour survey. This is a decrease of 31% compared to 112 in 2015 and a decrease of 29% compared to 109 in 2011. The peak hour was 7:45–8:45 with 54 riders. Female riders comprised 40% of the total.

The counter noted that; "This intersection contains a roundabout and there has been a lot of debate recently with council wanting to convert it to traffic lights and improve overall accessibility for bikes and pedestrians, including an exclusive bike facility (off road lane). So out of interest I also recorded where the bikes were riding - 22 on the road, 53 on the footpath - and number of pedestrians - 227 in total.

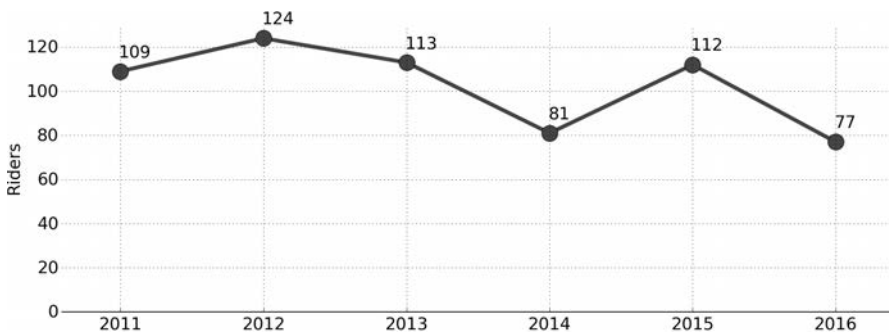
Traffic Volume by Time



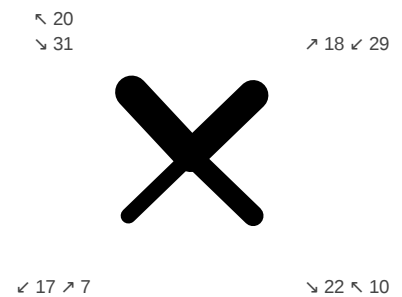
Gender Ratio



Cycling Trend



Traffic Flow

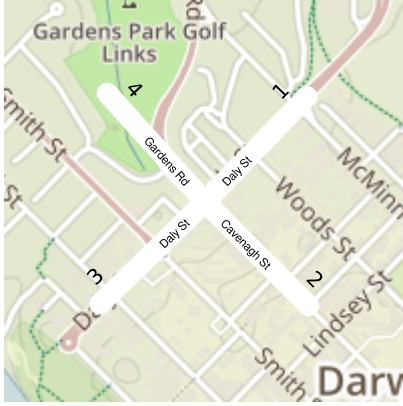


Raw Data

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	4	4	2	0	0	1	4	0	0	5	7	4	31
Male	5	5	9	1	0	8	2	1	0	6	5	4	46
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	9	11	1	0	9	6	1	0	11	12	8	77

Site 5470

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

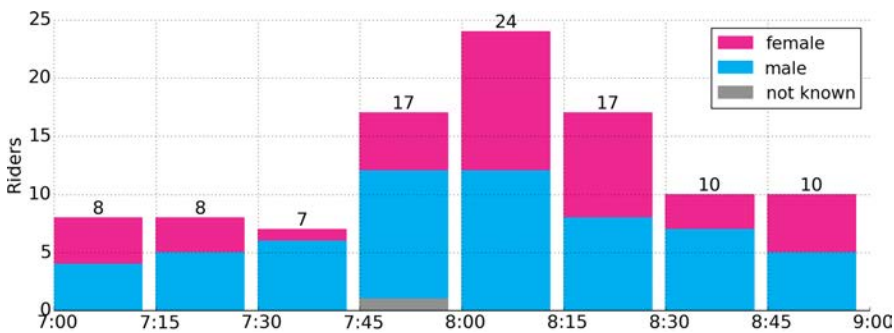


101 bicycle riders were recorded during the 2 hour survey. This is a decrease of 17% compared to 122 in 2015 and a decrease of 17% compared to 121 in 2011. The peak hour was 7:45–8:45 with 68 riders. Female riders comprised 42% of the total.

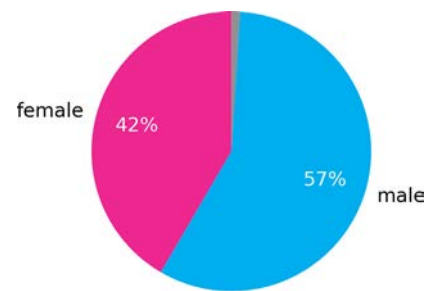
The counter noted;

A majority of riders were riding off road. More than half of all riders were not wearing helmets.

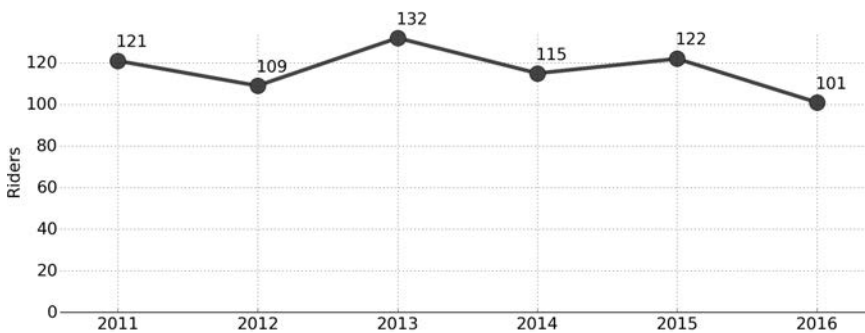
Traffic Volume by Time



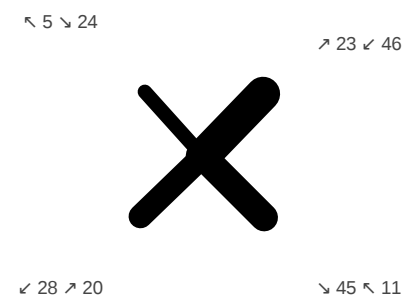
Gender Ratio



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	11	10	0	2	0	2	5	5	0	1	5	1	42
Male	13	12	0	3	0	3	9	1	0	3	10	4	58
Not known	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	24	22	0	5	1	5	14	6	0	4	15	5	101

Site 5471

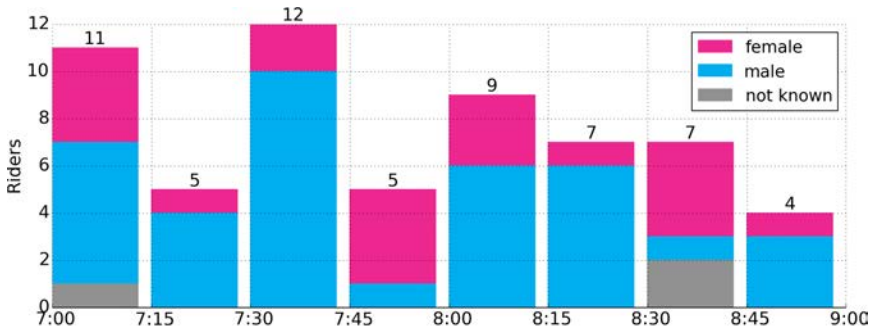
Gilruth Ave [N], Smith St [SE], Lambell Tce [SW], Kahlin Ave [NW]



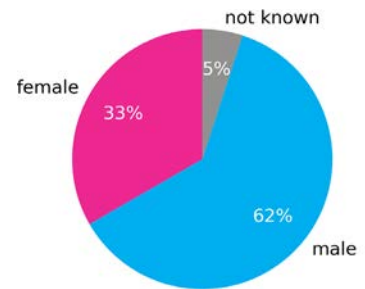
60 bicycle riders were recorded during the 2 hour survey. This is a decrease of 6% compared to 64 in 2015 and a decrease of 9% compared to 66 in 2011. The peak hour was 7:00–8:00 with 33 riders. Female riders comprised 33% of the total.

The most popular route through the intersection was between Griffith Ave and Kahlin Ave, accounting for 27% (16/60) of all movements. Of these riders, 69% (11/16) were travelling from Kahlin Dr to Griffith Ave.

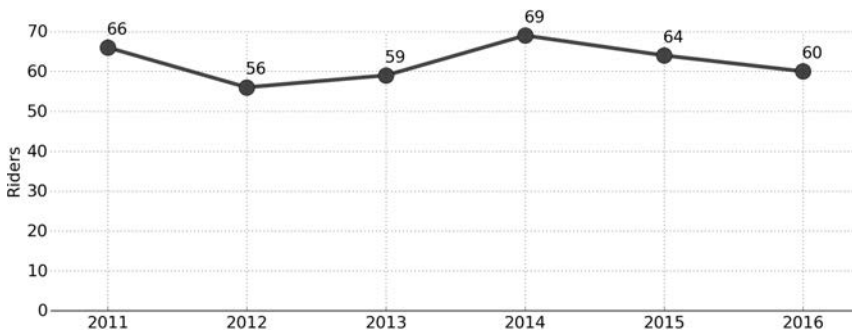
Traffic Volume by Time



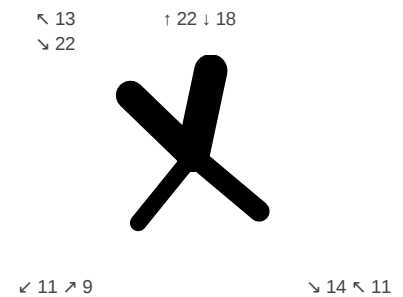
Gender Ratio



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	2	1	2	0	3	3	0	0	4	3	0	20
Male	4	5	4	3	0	3	3	1	2	7	3	2	37
Not known	0	0	0	0	0	0	0	0	0	0	1	2	3
Total	6	7	5	5	0	6	6	1	2	11	7	4	60

Site 5472

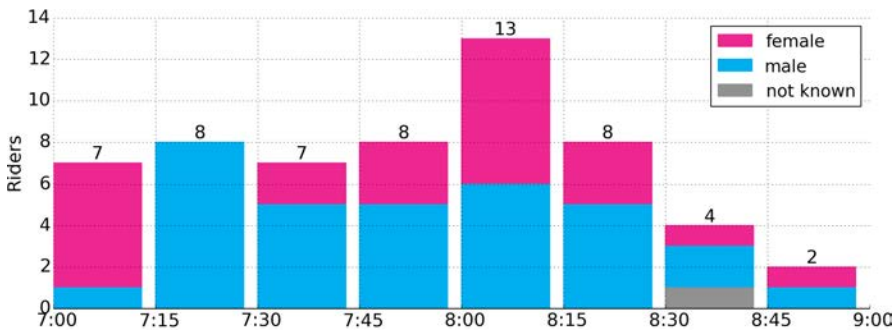
Atkins Dr [N], Gilruth Ave [NE], Gardens Rd [SE], Gilruth Ave [S], Maria Liveris Dr [SW]



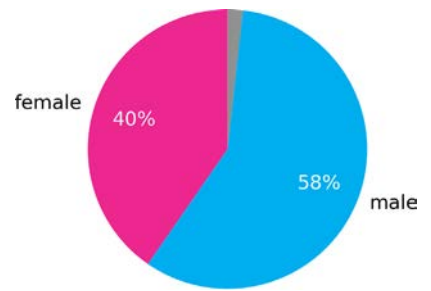
57 bicycle riders were recorded during the 2 hour survey. This is a decrease of 3% compared to 59 in 2015 and a decrease of 10% compared to 63 in 2011. The peak hour was 7:15–8:15 with 36 riders. Female riders comprised 40% of the total.

35% (20/57) of all riders travelled along Gilruth and Gardens Rd, which was the most popular route. The remainder of riders were evenly spread across the other legs. The highest proportion of riders entered the intersection from Gilruth Ave (42%).

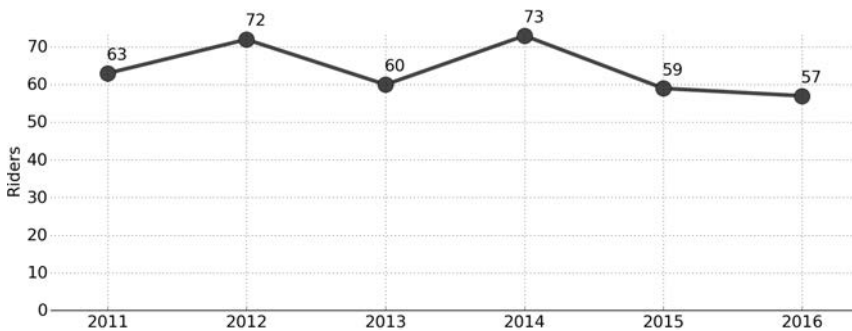
Traffic Volume by Time



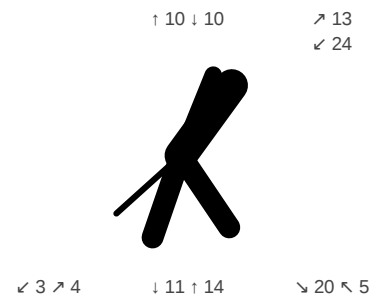
Gender Ratio



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	Total
Female	0	1	0	2	0	8	2	0	0	2	0	0	4	2	0	0	1	1	0	0	23
Male	0	2	4	0	0	9	5	0	2	1	0	0	1	7	0	0	2	0	0	0	33
Not known	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	4	3	0	17	7	0	2	3	0	0	5	9	0	0	3	1	0	0	57

Site 5473

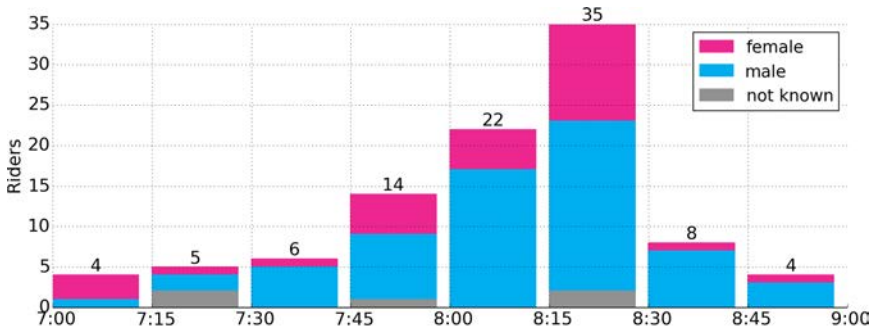
East Point Rd [N], Goyder Rd [E], Gilruth Ave [SW], Goyder Rd [W]



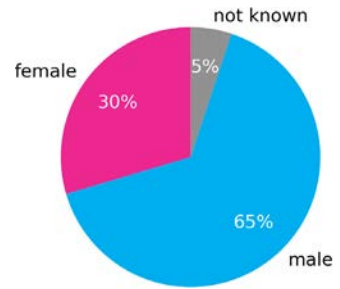
98 bicycle riders were recorded during the 2 hour survey. This is an increase of 26% compared to 78 in 2015 and an increase of 22% compared to 80 in 2011. The peak hour was 7:45–8:45 with 79 riders. Female riders comprised 30% of the total.

Most cyclists exited the intersection from the west side of Goyder Road, accounting for 53 of the 98 cyclists, or 55%. The site shows a general, even spread of movements through the intersection. The 2016 figure of 98 cyclists is the second highest since 2011 for this site, compared with the peak of 109 in 2012.

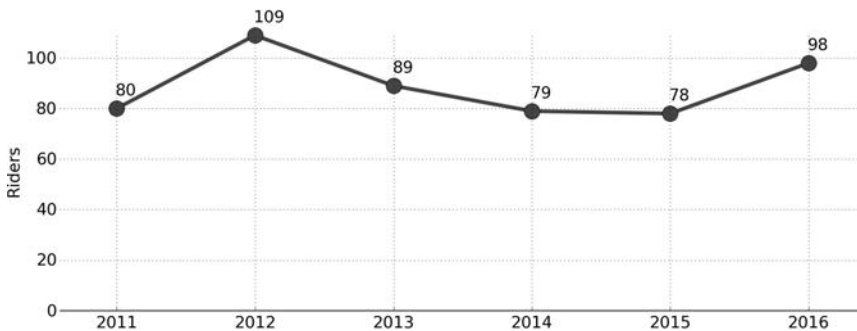
Traffic Volume by Time



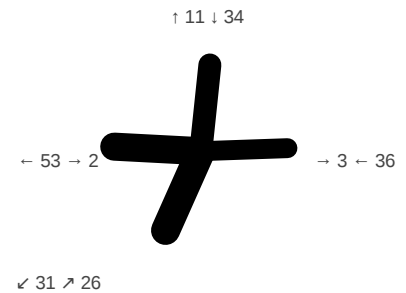
Gender Ratio



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	Total
Female	1	14	1	0	0	4	2	0	6	0	0	1	29
Male	0	13	4	1	1	29	7	1	7	0	0	1	64
Not known	0	0	1	0	1	0	1	1	1	0	0	0	5
Total	1	27	6	1	2	33	10	2	14	0	0	2	98

Site 5474

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

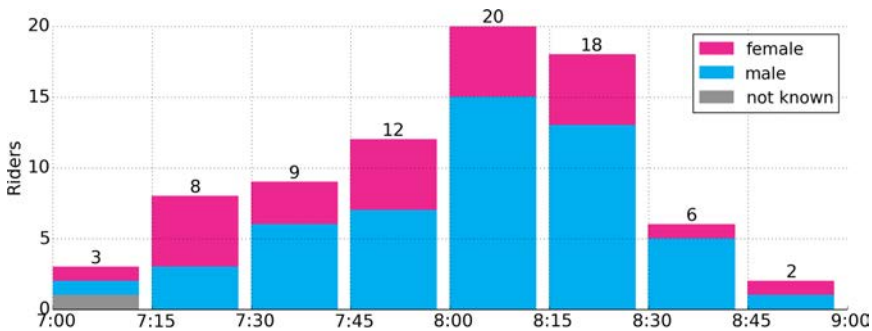


78 bicycle riders were recorded during the 2 hour survey. This is a decrease of 7% compared to 84 in 2015 and an increase of 7% compared to 73 in 2011. The peak hour was 7:30–8:30 with 59 riders. Female riders comprised 33% of the total.

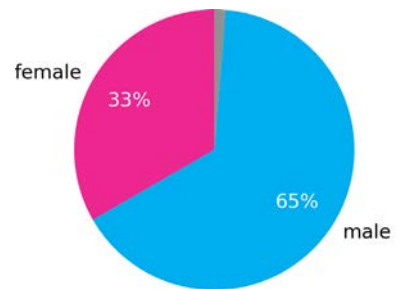
The counter noted the following; "A high proportion of the 7:45 - 8:00 am cyclists were going to school. The ratio of female to male student cyclists was 3:1, which represents an opportunity to get more girls cycling(?).

The majority of cyclists chose to use the off road path. When counting was slower I noted road vs path users and counted 41 on path vs 16 on road."

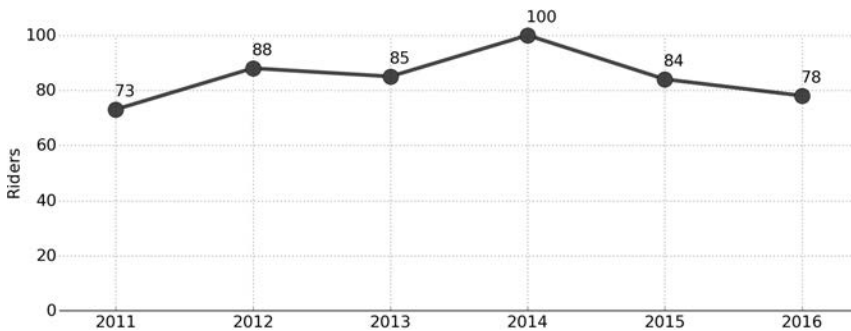
Traffic Volume by Time



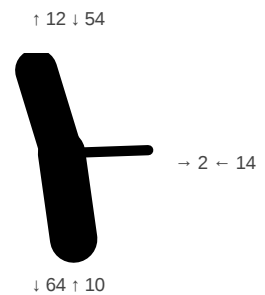
Gender Ratio



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	1	2	0	2	1	20	26
Male	10	1	1	6	0	33	51
Not known	0	0	0	1	0	0	1
Total	11	3	1	9	1	53	78

Site 5475

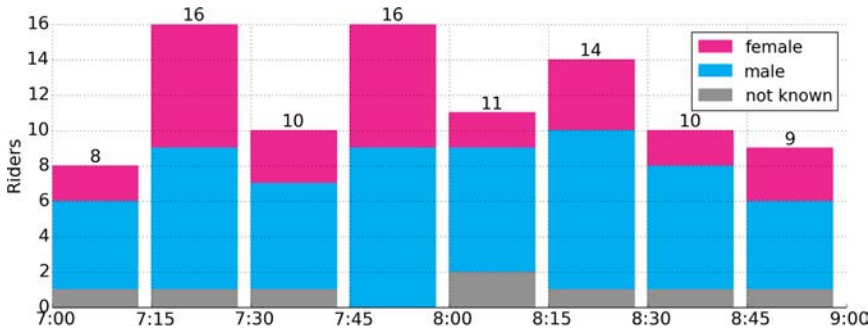
Dick Ward Dr [E], Ross Smith Ave [SE], Ross Smith Ave [W]



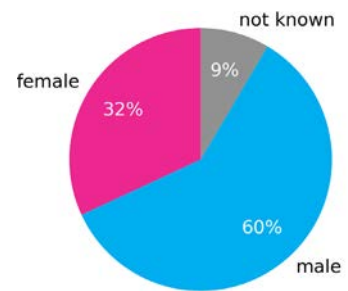
94 bicycle riders were recorded during the 2 hour survey. This is an increase of 11% compared to 85 in 2015 and an increase of 24% compared to 76 in 2011. The peak hour was 7:15–8:15 with 53 riders. Female riders comprised 32% of the total.

The most popular route was along Dick Ward Drive and Ross Smith Ave, accounting for 52/94 trips, or 55%. A relatively high proportion of riders were female at 32%, which is 1% below the state average for 2016. Most riders entered the site from Dick Ward Drive, accounting for 48/94 riders, or 51%.

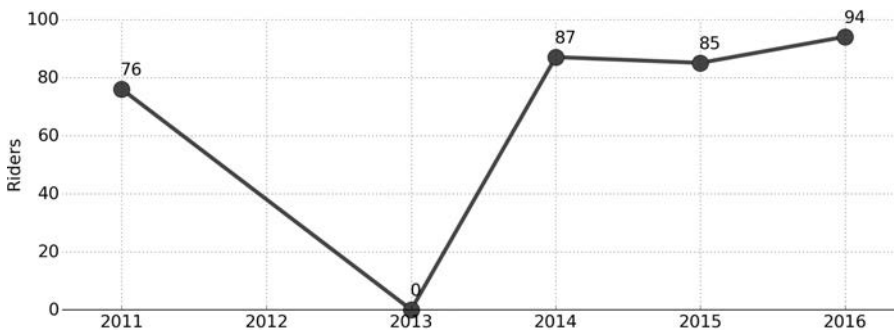
Traffic Volume by Time



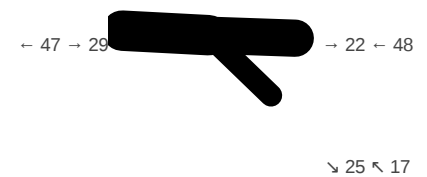
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Dick Ward Dr [E]		2 Ross Smith Ave [SE]		3 Ross Smith Ave [W]		Total
Exit	2	3	1	3	1	2	
Female	2	12	3	3	3	7	30
Male	7	23	3	7	12	4	56
Not known	2	2	1	0	0	3	8
Total	11	37	7	10	15	14	94

Site 5476

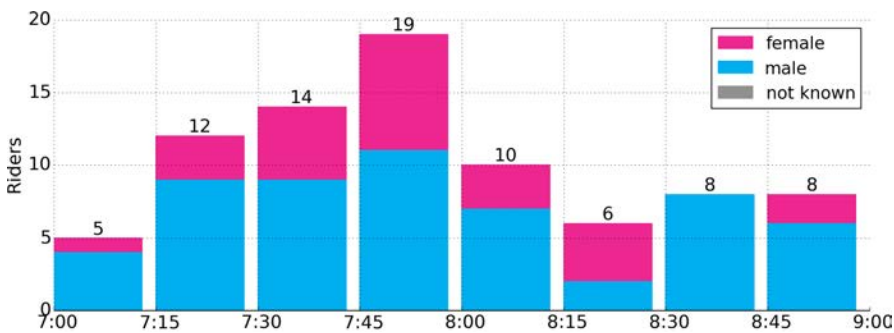
Dick Ward Dr [NE], Douglas St [SE], Dick Ward Dr [SW]



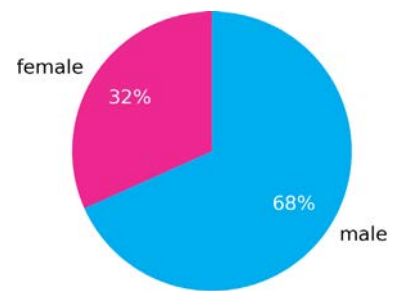
82 bicycle riders were recorded during the 2 hour survey. This is an increase of 2% compared to 80 in 2015 and a decrease of 1% compared to 83 in 2011. The peak hour was 7:15–8:15 with 55 riders. Female riders comprised 32% of the total.

The majority of cyclists travelled through the site along Dick Ward Drive in both directions, accounting for 83% of all trips, or 68/82 trips. The site recorded 32% of all riders as female, which is the average for the state.

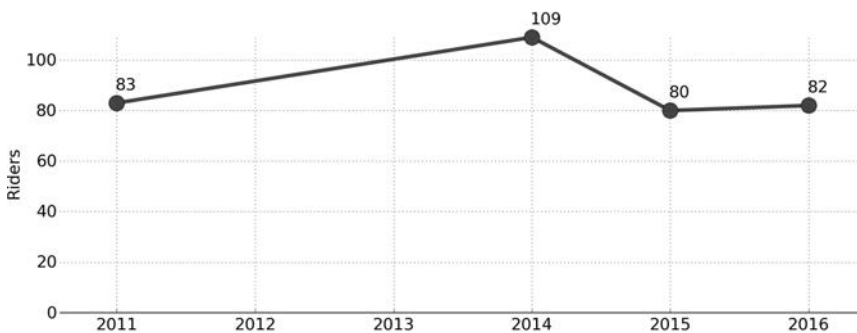
Traffic Volume by Time



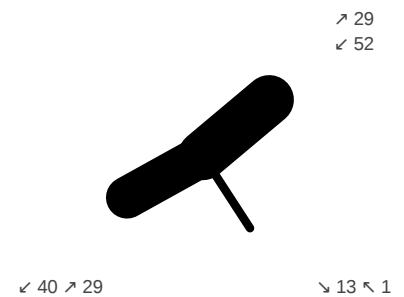
Gender Ratio



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	3	13	0	0	10	0	26
Male	9	27	1	0	18	1	56
Not known	0	0	0	0	0	0	0
Total	12	40	1	0	28	1	82

Site 5477

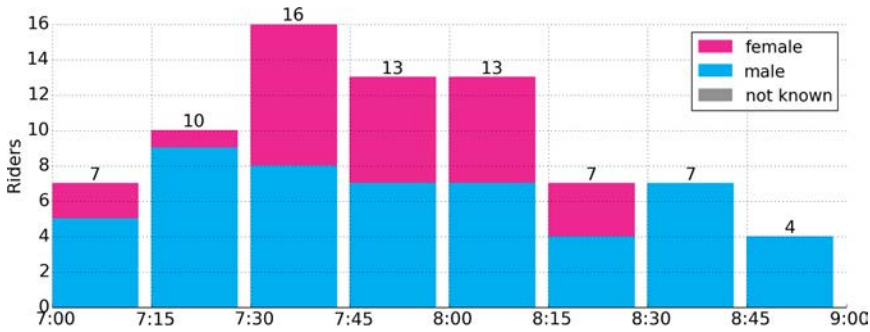
Dick Ward Dr [N], Fitzer Dr [E], Dick Ward Dr [S]



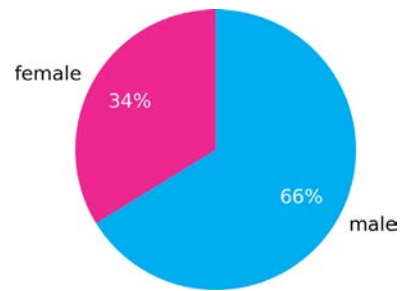
77 bicycle riders were recorded during the 2 hour survey. This is a decrease of 9% compared to 85 in 2015 and a decrease of 24% compared to 101 in 2012. The peak hour was 7:15–8:15 with 52 riders. Female riders comprised 34% of the total.

The counter noted; Lots of cyclists before 6:30am, exercising and going to work. Only noticed 2 school students. Most cyclists used the bike path. 8:00am Margo on the ABC radio mentioned Super Tuesday and told listeners to give volunteers a wave. His offsider, Connor, mentioned the volunteers about an hour earlier after he passed a few while he was out and about.

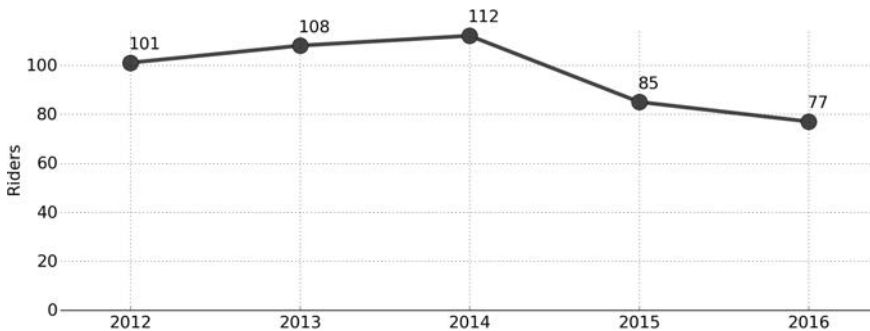
Traffic Volume by Time



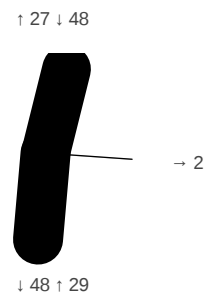
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Dick Ward Dr [N]		2 Fitzer Dr [E]		3 Dick Ward Dr [S]		Total
Exit	2	3	1	3	1	2	
Female	0	15	0	0	9	2	26
Male	0	33	0	0	18	0	51
Not known	0	0	0	0	0	0	0
Total	0	48	0	0	27	2	77

Site 5478

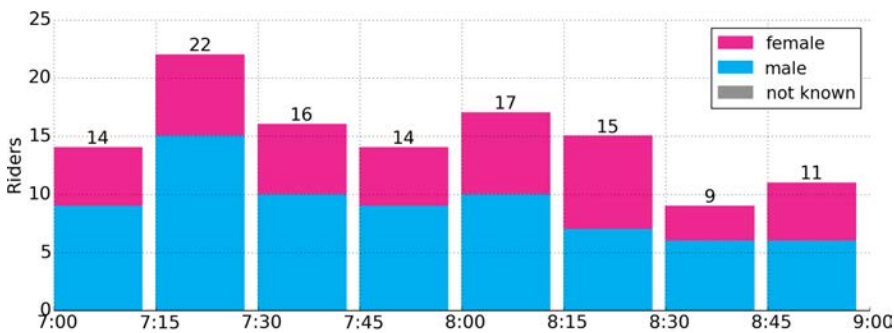
Progress Dr [E], Dick Ward Dr [S], Progress Dr [W]



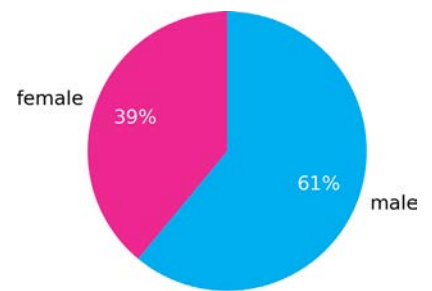
118 bicycle riders were recorded during the 2 hour survey. This is an increase of 34% compared to 88 in 2015 and an increase of 93% compared to 61 in 2011. The peak hour was 7:15–8:15 with 69 riders. Female riders comprised 39% of the total.

The counter noted no conflicts between cyclists or other users at the intersection. Also, approximately 50% of cyclists used the road, while the other 50% used the bike path and footpaths.

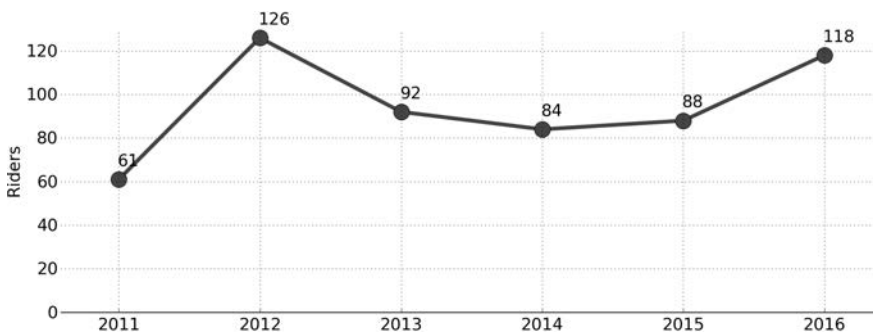
Traffic Volume by Time



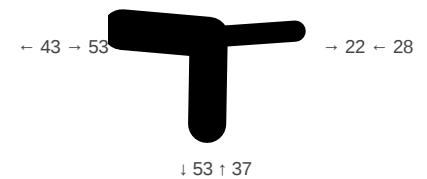
Gender Ratio



Cycling Trend



Traffic Flow

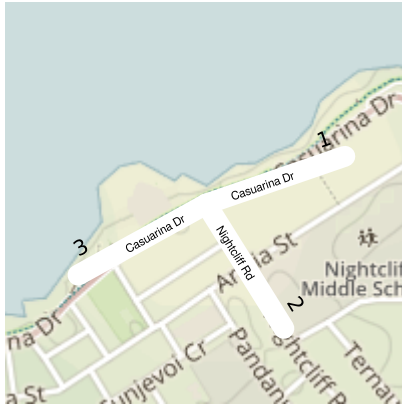


Raw Data

Enter	1 Progress Dr [E]		2 Dick Ward Dr [S]		3 Progress Dr [W]		
Exit	2	3	1	3	1	2	Total
Female	6	7	3	12	6	12	46
Male	7	8	6	16	7	28	72
Not known	0	0	0	0	0	0	0
Total	13	15	9	28	13	40	118

Site 5480

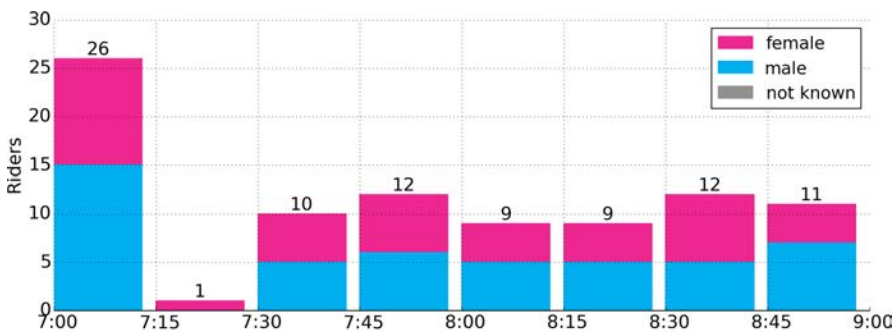
Casuarina Dr [E], Nightcliff Rd [SE], Casuarina Dr [SW]



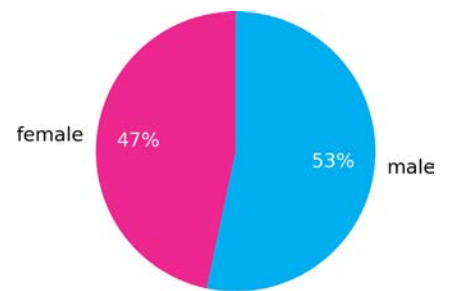
90 bicycle riders were recorded during the 2 hour survey. This is a decrease of 12% compared to 102 in 2015 and an increase of 2% compared to 88 in 2011. The peak hour was 7:00–8:00 with 49 riders. Female riders comprised 47% of the total.

This site recorded a high proportion of females (47%), which is well-above the state average for the Super Tuesday North 2016 count (32%). The most popular route through the site was along Casuarina Drive in both directions, accounting for 76% of all cyclists (68/90).

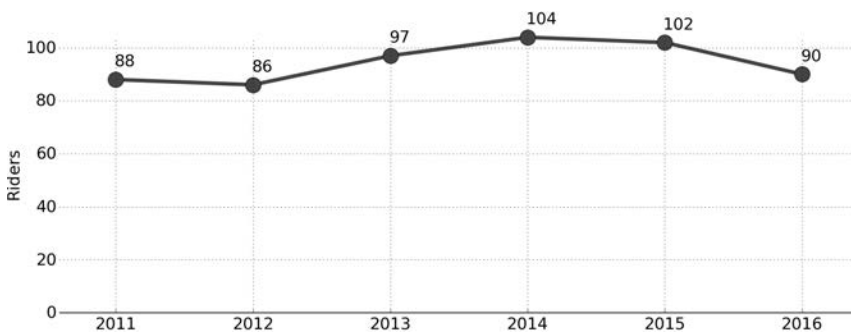
Traffic Volume by Time



Gender Ratio



Cycling Trend



Traffic Flow

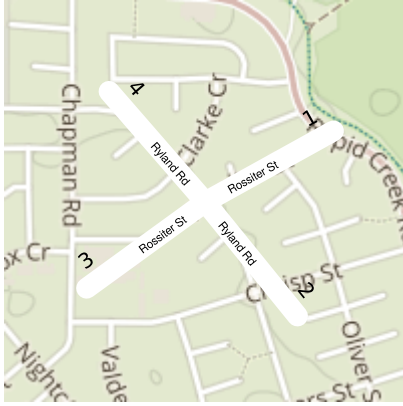


Raw Data

Enter	1 Casuarina Dr [E]		2 Nightcliff Rd [SE]		3 Casuarina Dr [SW]		Total
Exit	2	3	1	3	1	2	
Female	3	17	2	2	15	3	42
Male	3	13	4	3	23	2	48
Not known	0	0	0	0	0	0	0
Total	6	30	6	5	38	5	90

Site 5481

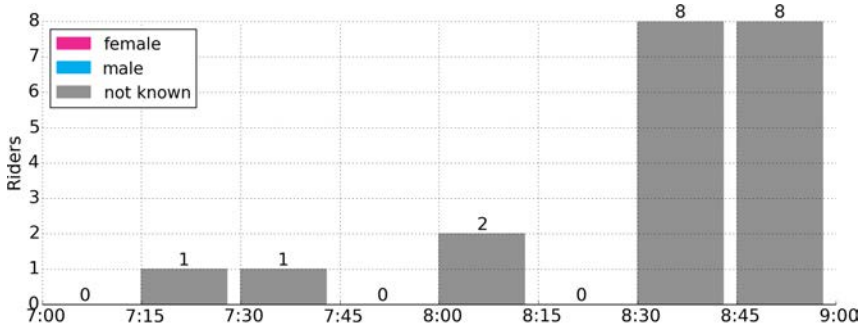
Rossiter St [NE], Ryland Rd [SE], Rossiter St [SW], Ryland Rd [NW]



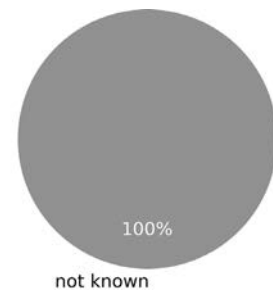
20 bicycle riders were recorded during the 2 hour survey. This is a decrease of 33% compared to 30 in 2015 and an increase of 11% compared to 18 in 2011. The peak hour was 8:00–9:00 with 18 riders. Female riders comprised 0% of the total.

The most popular route through this intersection was between legs 2 and 3, accounting for 35% of all movements through the site. Unfortunately, the counter was not able to record the genders on the day.

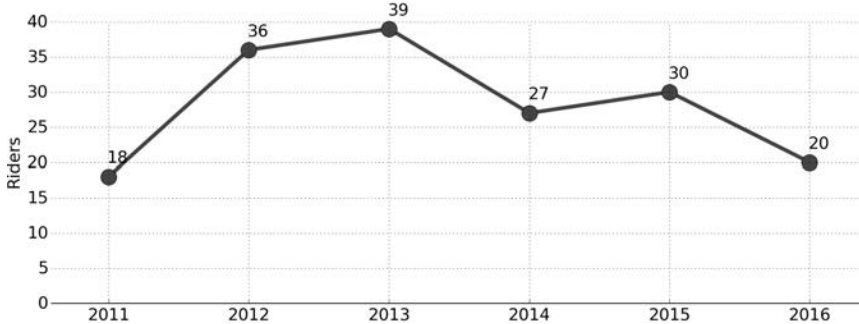
Traffic Volume by Time



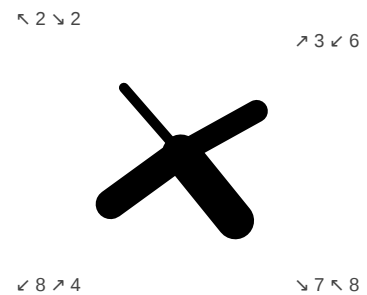
Gender Ratio



Cycling Trend



Traffic Flow

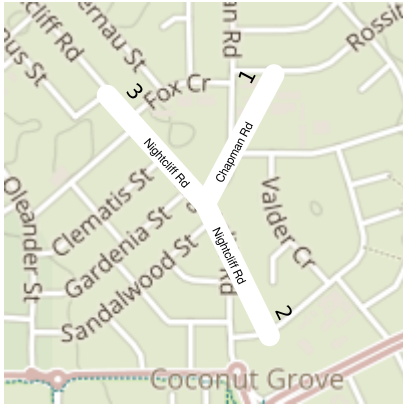


Raw Data

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	Total
Female	0	0	0	0	0	0	0	0	0	0	0	0	0
Male	0	0	0	0	0	0	0	0	0	0	0	0	0
Not known	6	0	0	0	6	2	3	1	0	0	0	2	20
Total	6	0	0	0	6	2	3	1	0	0	0	2	20

Site 5482

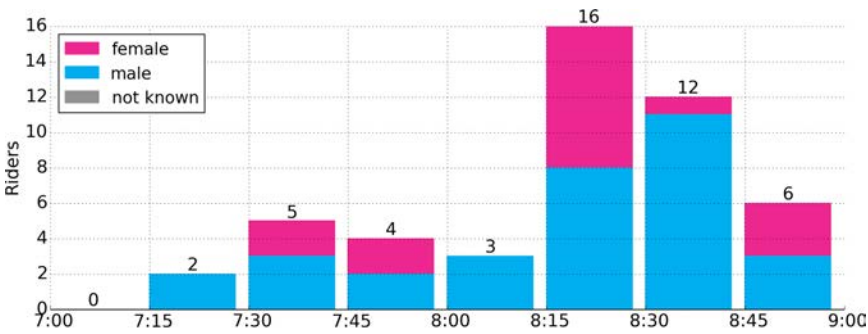
Chapman Rd [NE], Nightcliff Rd [SE], Nightcliff Rd [NW]



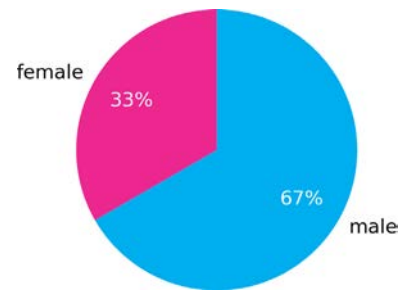
48 bicycle riders were recorded during the 2 hour survey. This is a decrease of 20% compared to 60 in 2015 and a decrease of 4% compared to 50 in 2011. The peak hour was 8:00–9:00 with 37 riders. Female riders comprised 33% of the total.

The most popular route through the site was along Nighcliff Road in both directions, accounting for 58% of all cyclists (28/48).

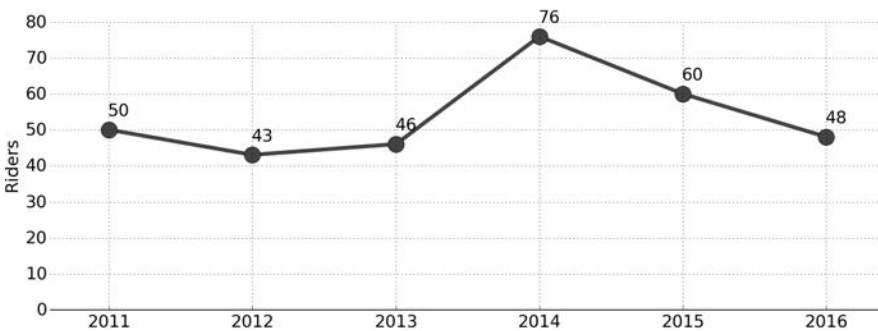
Traffic Volume by Time



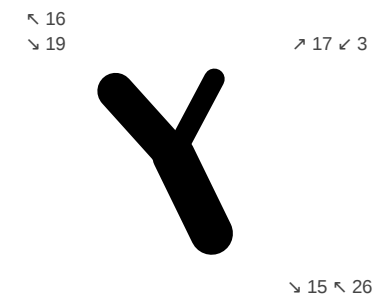
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Chapman Rd [NE]		2 Nightcliff Rd [SE]		3 Nightcliff Rd [NW]		Total
Exit	2	3	1	3	1	2	
Female	1	0	3	6	2	4	16
Male	2	0	7	10	5	8	32
Not known	0	0	0	0	0	0	0
Total	3	0	10	16	7	12	48

Site 5483

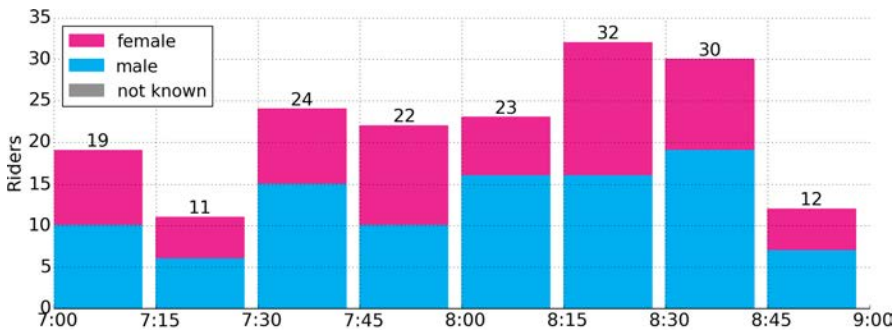
Rapid Creek Path Bridge [N], Foreshore Path [SE], Foreshore Path [W]



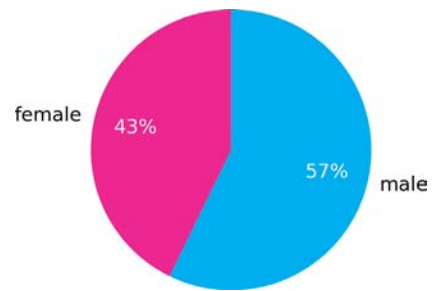
173 bicycle riders were recorded during the 2 hour survey. This is an increase of 2% compared to 170 in 2015 and a decrease of 7% compared to 186 in 2011. The peak hour was 7:45–8:45 with 107 riders. Female riders comprised 43% of the total.

The counter noted the following; - All on shared path - Some dogs running on leads with cyclists - Only 9 school uniformed children - One cyclist abused man with dog on his lead for not keeping the lead short. Cyclist did not ring his bell and approached from behind. - One noisy motorised bike travelling under 20km

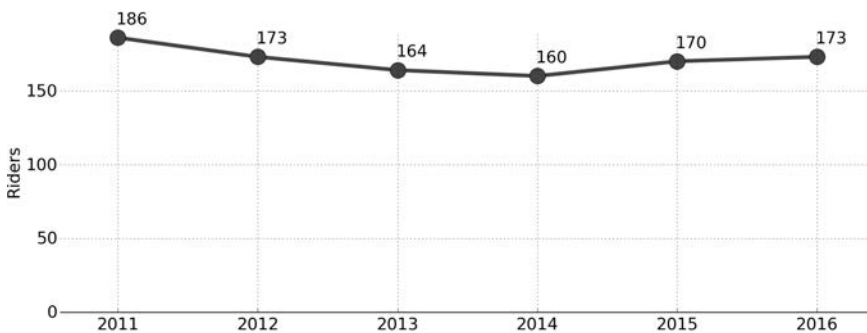
Traffic Volume by Time



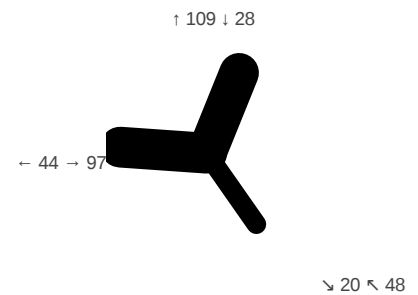
Gender Ratio



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	3	6	17	8	34	6	74
Male	4	15	8	15	50	7	99
Not known	0	0	0	0	0	0	0
Total	7	21	25	23	84	13	173

Site 5484

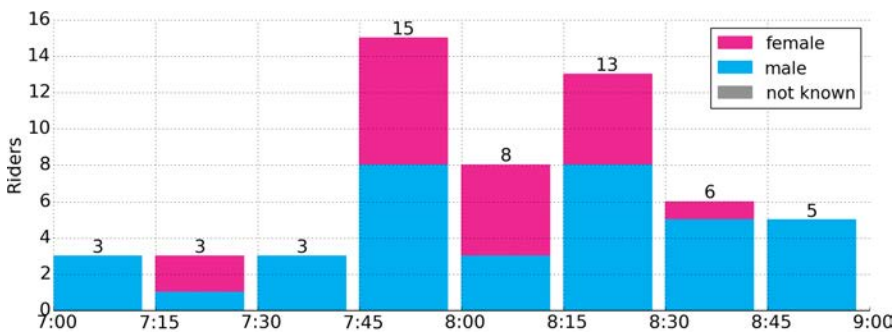
Rocklands Dr [N], Trower Rd [E], Trower Rd [W]



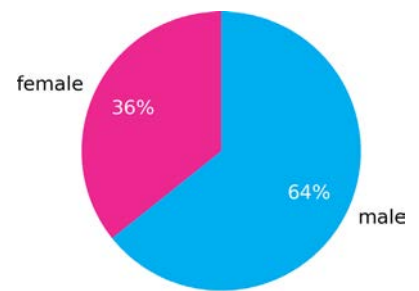
56 bicycle riders were recorded during the 2 hour survey. This is an increase of 8% compared to 52 in 2015 and an increase of 19% compared to 47 in 2011. The peak hour was 7:45–8:45 with 42 riders. Female riders comprised 36% of the total.

The most popular route through the site was along Trower Road in both directions, accounting for 45% of all cyclists (25/56). Most cyclists entered the intersection from the west side of Trower Road, accounting for 24 of the 56 cyclists, or 43%.

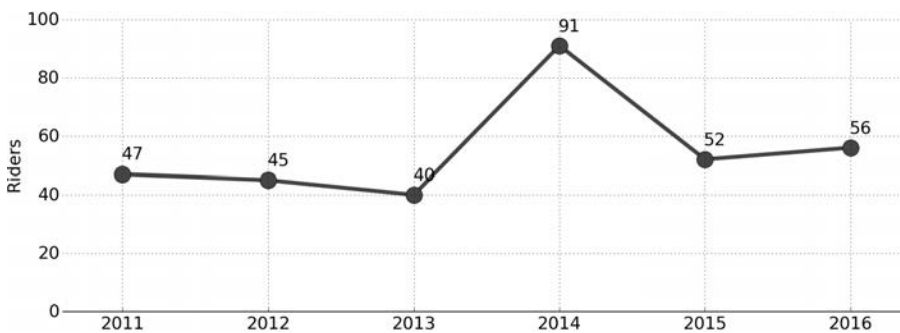
Traffic Volume by Time



Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Rocklands Dr [N]		2 Trower Rd [E]		3 Trower Rd [W]		Total
Exit	2	3	1	3	1	2	
Female	1	3	5	3	5	3	20
Male	5	8	4	3	9	7	36
Not known	0	0	0	0	0	0	0
Total	6	11	9	6	14	10	56

Site 5485

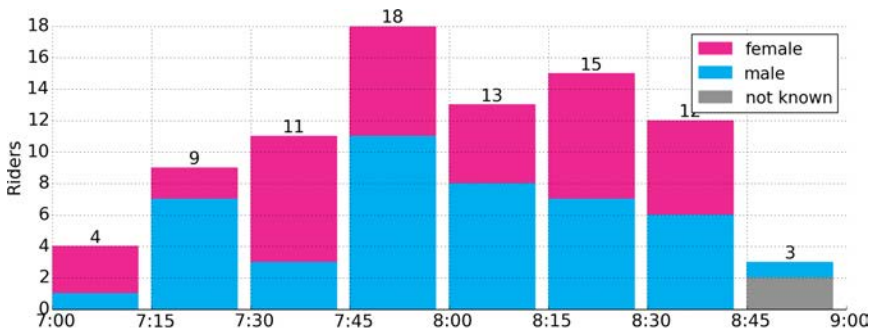
Rocklands Dr [E], Roper St [S], Rocklands Dr [W], Florey Ave [N]



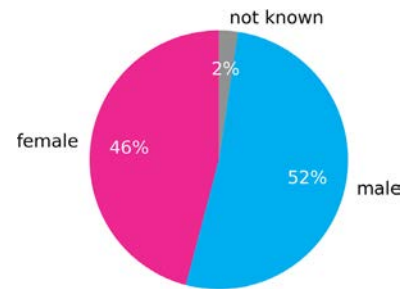
85 bicycle riders were recorded during the 2 hour survey. This is an increase of 8% compared to 79 in 2015 and a decrease of 16% compared to 101 in 2011. The peak hour was 7:45–8:45 with 58 riders. Female riders comprised 46% of the total.

Most cyclists exited the intersection from the north side of Florey Avenue, accounting for 66 of the 85 cyclists, or 78%.

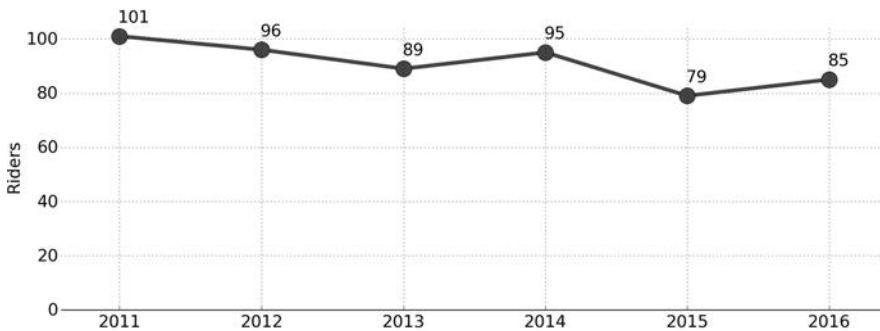
Traffic Volume by Time



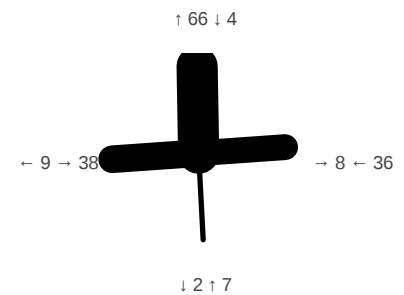
Gender Ratio



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	Total
Female	0	4	14	0	0	1	2	0	17	0	0	1	39
Male	0	3	14	0	1	5	4	1	14	2	0	0	44
Not known	0	0	1	0	0	0	0	0	0	0	1	0	2
Total	0	7	29	0	1	6	6	1	31	2	1	1	85

Site 5486

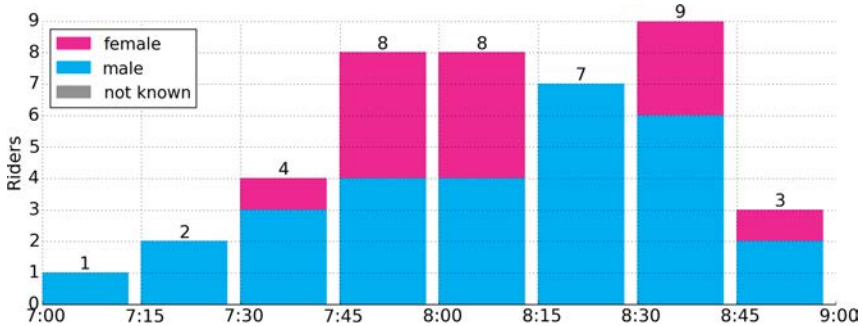
Henbury Ave [N], Tambling Tce [E], Henbury Ave [S]



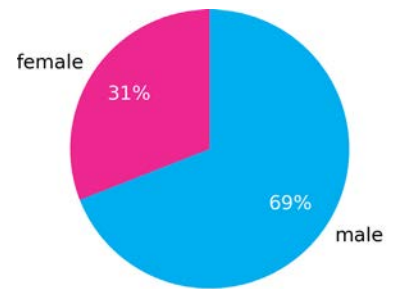
42 bicycle riders were recorded during the 2 hour survey. This is a decrease of 32% compared to 62 in 2015 and an increase of 11% compared to 38 in 2011. The peak hour was 7:45–8:45 with 32 riders. Female riders comprised 31% of the total.

The counter noted that; "A lot of bike riders turned at Willeroo Street which just before the intersection of Henbury Ave and Tambling Terrace, riding to Dripstone High School, hence could not be counted as they did not pass through the official count site."

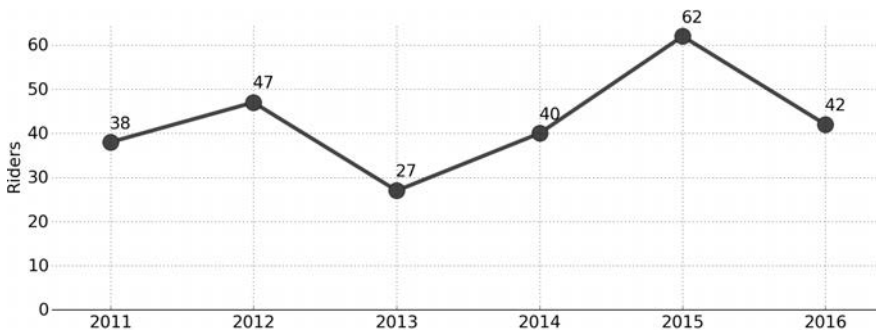
Traffic Volume by Time



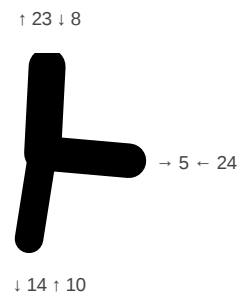
Gender Ratio



Cycling Trend



Traffic Flow

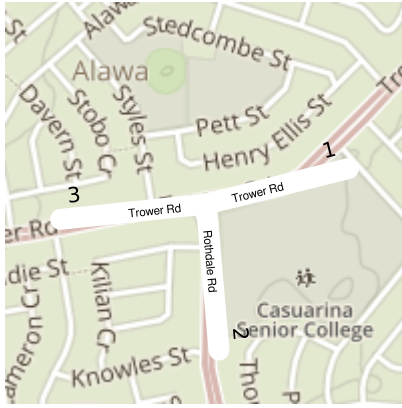


Raw Data

Enter	1 Henbury Ave [N]		2 Tambling Tce [E]		3 Henbury Ave [S]		
Exit	2	3	1	3	1	2	Total
Female	0	1	7	2	3	0	13
Male	3	4	8	7	5	2	29
Not known	0	0	0	0	0	0	0
Total	3	5	15	9	8	2	42

Site 5487

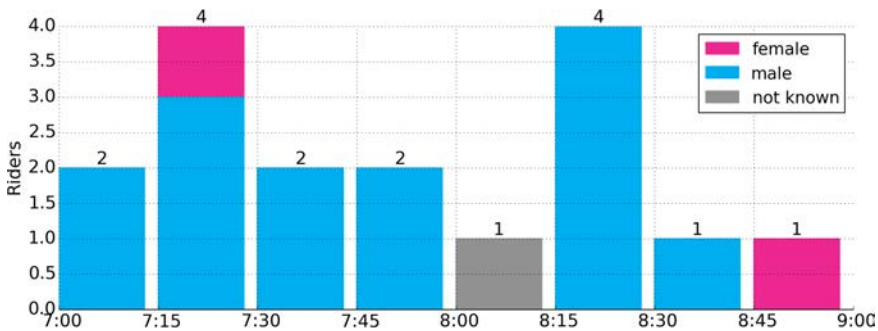
Trower Rd [E], Rothdale Rd [S], Trower Rd [W]



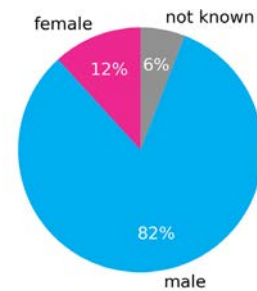
17 bicycle riders were recorded during the 2 hour survey. This is an increase of 13% compared to 15 in 2015 and a decrease of 15% compared to 20 in 2011. The peak hour was 7:00–8:00 with 10 riders. Female riders comprised 12% of the total.

Cyclist movements through this site were evenly spread, with no distinct pattern of travel. The site did record a high proportion of males (82%), well above the territory average of 68% for the 2016 count.

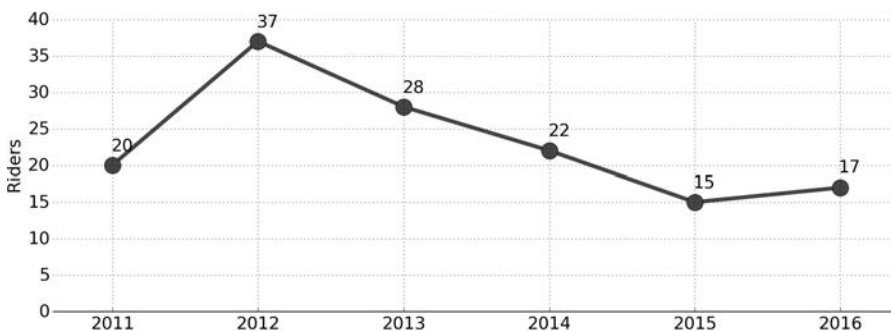
Traffic Volume by Time



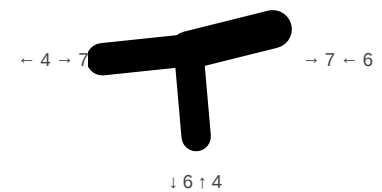
Gender Ratio



Cycling Trend



Traffic Flow

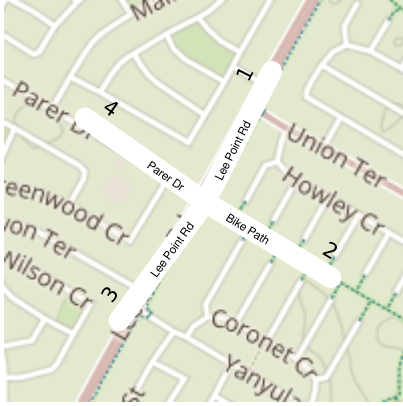


Raw Data

Enter	1 Trower Rd [E]		2 Rothdale Rd [S]		3 Trower Rd [W]		Total
Exit	2	3	1	3	1	2	
Female	0	0	2	0	0	0	2
Male	3	3	1	1	3	3	14
Not known	0	0	0	0	1	0	1
Total	3	3	3	1	4	3	17

Site 5488

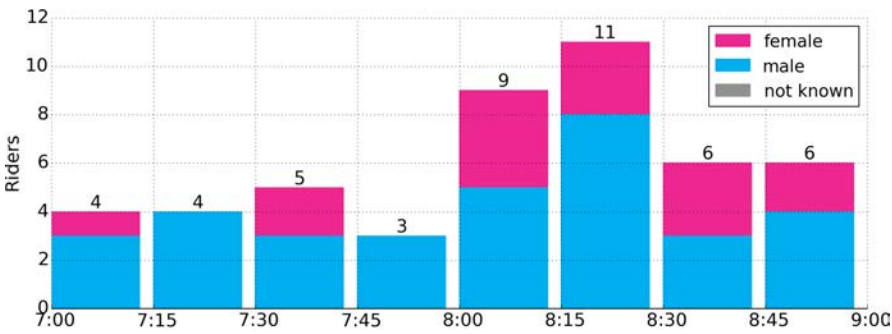
Lee Point Rd [NE], Lee Point Rd [SE], Parer Dr [SW], Parer Dr [NW]



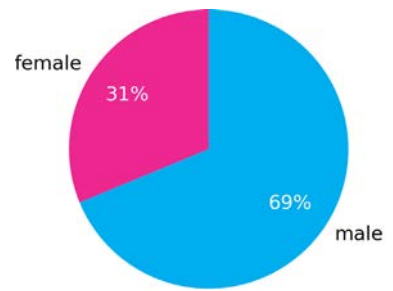
48 bicycle riders were recorded during the 2 hour survey. This is a decrease of 20% compared to 60 in 2015 and a decrease of 24% compared to 63 in 2012. The peak hour was 8:00–9:00 with 32 riders. Female riders comprised 31% of the total.

Cyclist movements through this intersection were relatively evenly spread, with no clear pattern.

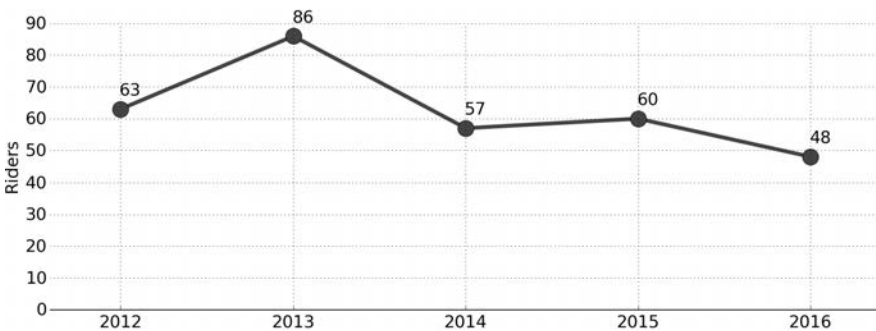
Traffic Volume by Time



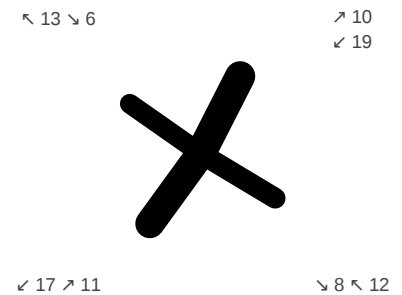
Gender Ratio



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	Total
Female	1	2	0	2	0	2	3	3	0	1	0	1	15
Male	0	11	5	1	2	5	3	1	1	0	3	1	33
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	13	5	3	2	7	6	4	1	1	3	2	48

Site 5506

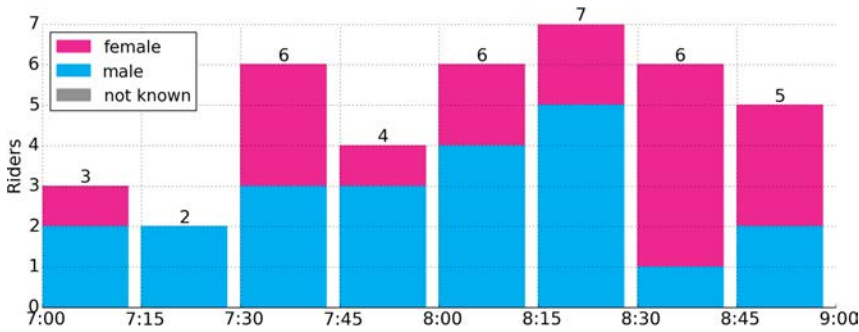
Tiger Brennan Dr [NE], McMinn St [SE], Bennett St [SW], McMinn St [N]



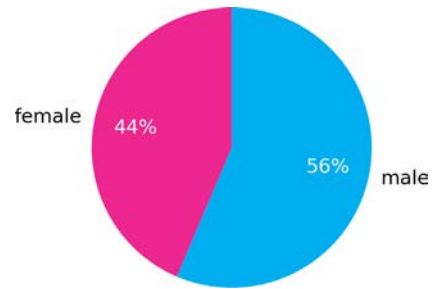
39 bicycle riders were recorded during the 2 hour survey. This is an increase of 30% compared to 30 in 2015 and an increase of 15% compared to 34 in 2011. The peak hour was 8:00–9:00 with 24 riders. Female riders comprised 44% of the total.

The most popular route through the site was along Tiger Brennan Dr and Bennett St, accounting for 69% of all cyclists (27/39).

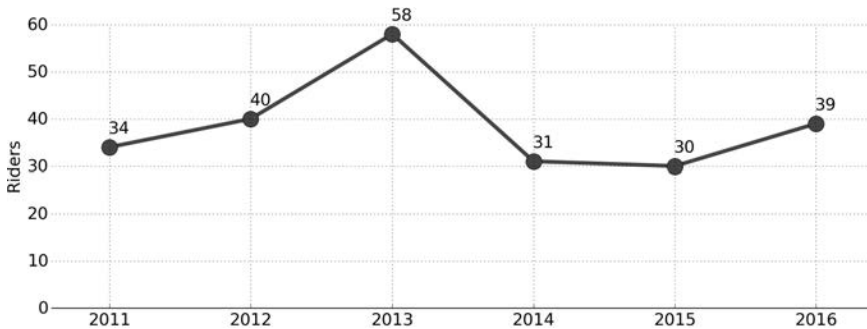
Traffic Volume by Time



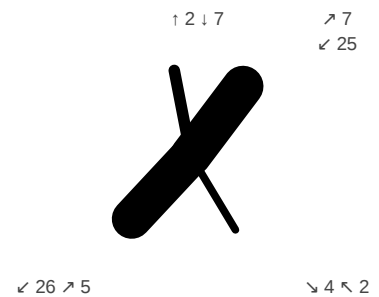
Gender Ratio



Cycling Trend



Traffic Flow

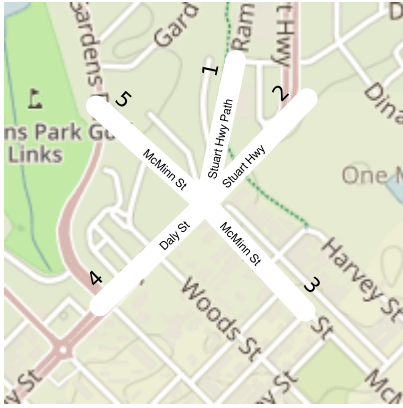


Raw Data

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	12	2	0	1	0	0	0	0	0	1	1	17
Male	0	11	0	0	1	0	4	1	0	3	2	0	22
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	23	2	0	2	0	4	1	0	3	3	1	39

Site 5507

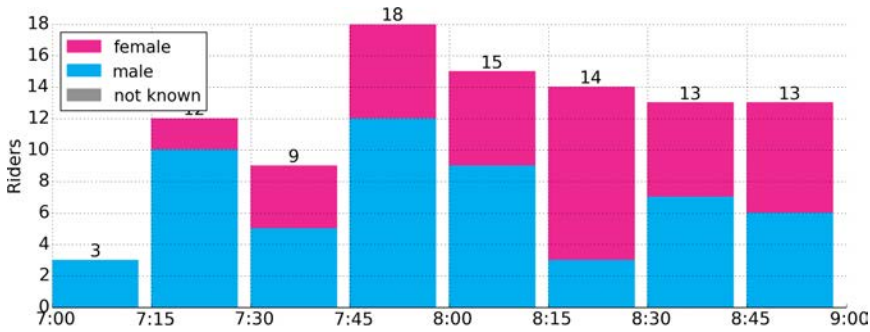
Stuart Hwy path [N], Stuart Hwy [NE], McMinn St [SE], Daly St [SW], McMinn St [NW]



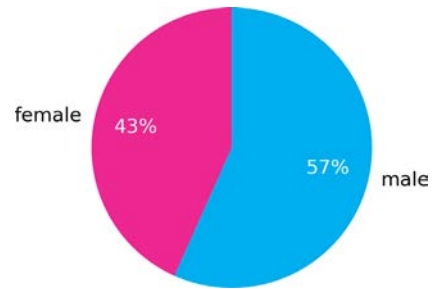
97 bicycle riders were recorded during the 2 hour survey. This is a decrease of 23% compared to 126 in 2015 and a decrease of 11% compared to 109 in 2011. The peak hour was 7:45–8:45 with 60 riders. Female riders comprised 43% of the total.

The most popular route was along between Daly St and the Stuart Hwy, accounting for 31% of all trips. Most riders exited the intersection southbound onto Daly St (66%).

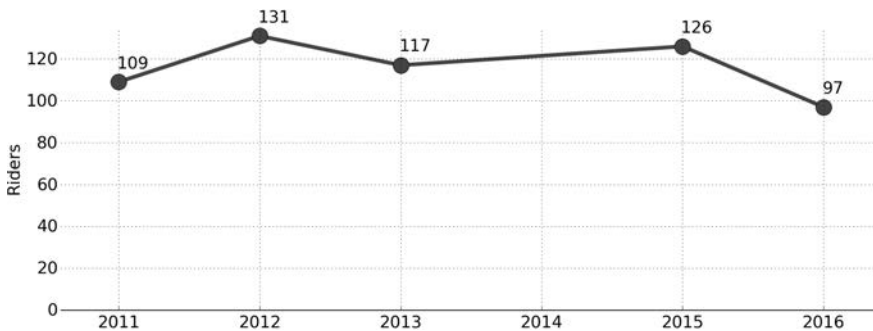
Traffic Volume by Time



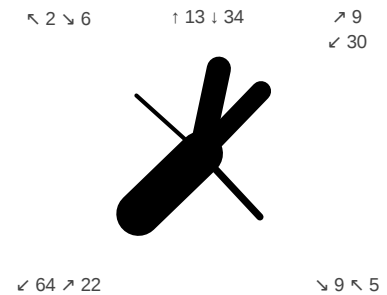
Gender Ratio



Cycling Trend



Traffic Flow

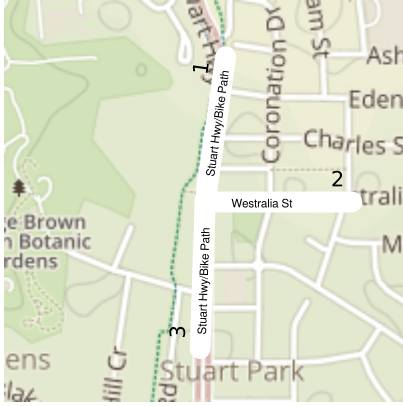


Raw Data

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	14	0	0	5	10	0	0	2	2	0	5	2	0	0	0	0	0	2	42
Male	0	0	19	1	0	2	13	0	0	0	1	0	7	5	2	1	1	0	0	3	55
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	33	1	0	7	23	0	0	2	3	0	12	7	2	1	1	0	0	5	97

Site 5508

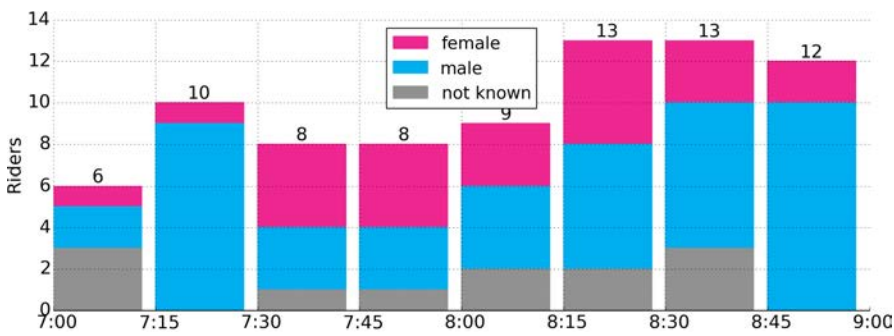
Stuart Hwy/Bike Path [N], Westralia St [E], Stuart Hwy/Bike Path [S]



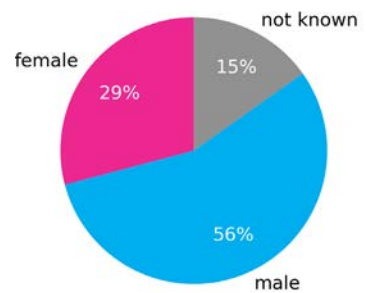
79 bicycle riders were recorded during the 2 hour survey. This is a decrease of 0% compared to 79 in 2015 and a decrease of 15% compared to 93 in 2012. The peak hour was 8:00–9:00 with 47 riders. Female riders comprised 29% of the total.

The most popular route through the site was along the Stuart Highway bike path in both directions, accounting for 81% of all cyclists (79/64).

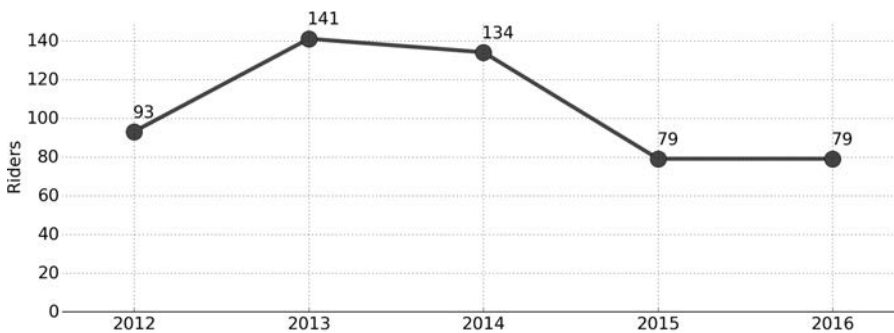
Traffic Volume by Time



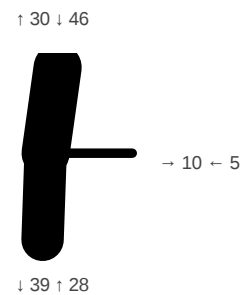
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Stuart Hwy/Bike Path [N]		2 Westralia St [E]		3 Stuart Hwy/Bike Path [S]		Total
Exit	2	3	1	3	1	2	
Female	4	9	2	0	8	0	23
Male	2	26	3	0	10	3	44
Not known	1	4	0	0	7	0	12
Total	7	39	5	0	25	3	79

Site 5509

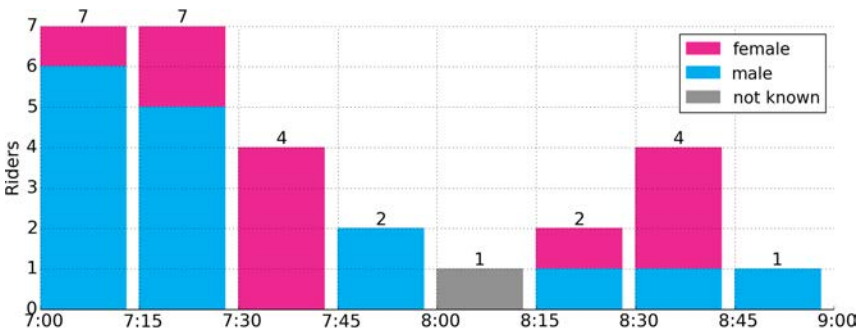
Tiger Brennan Dr [NE], Stoddart Dr [SE], Tiger Brennan Dr [SW], Woolner Rd [NW]



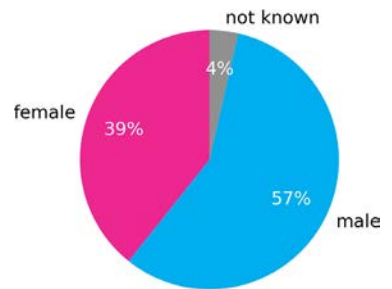
28 bicycle riders were recorded during the 2 hour survey. This is an increase of 211% compared to 9 in 2015 and an increase of 22% compared to 23 in 2011. The peak hour was 7:00–8:00 with 20 riders. Female riders comprised 39% of the total.

The counter noted; "At 6.30-6.45 a group of four cyclists rode through the survey zone together. The survey road area is currently undergoing major civil works, however this did not appear to hinder bike riders' access. The temperature/humidity was more comfortable in the early part of the day and towards the 8.30am conditions became slightly less comfortable."

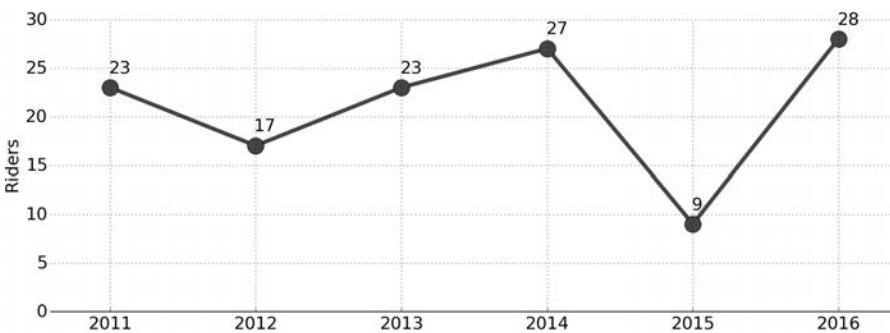
Traffic Volume by Time



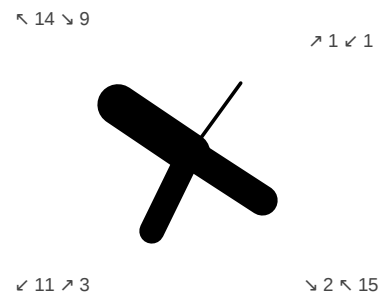
Gender Ratio



Cycling Trend



Traffic Flow

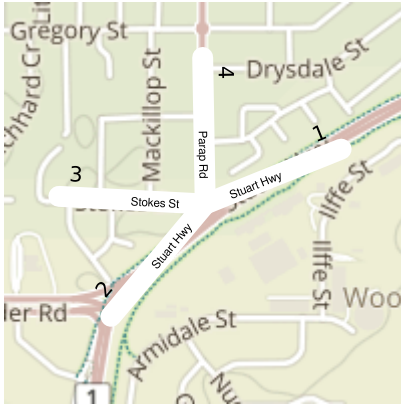


Raw Data

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	Total
Female	0	0	0	0	1	6	0	0	0	1	2	1	11
Male	0	0	1	0	3	4	0	0	3	0	0	5	16
Not known	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	1	0	5	10	0	0	3	1	2	6	28

Site 5510

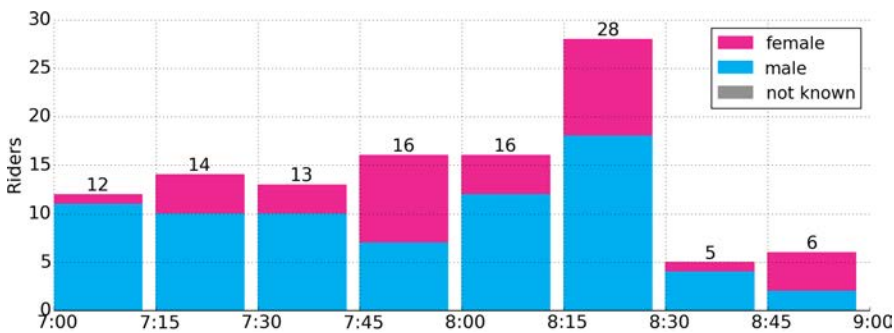
Stuart Hwy [E], Stuart Hwy [SW], Stokes St [W], Parap Rd [N]



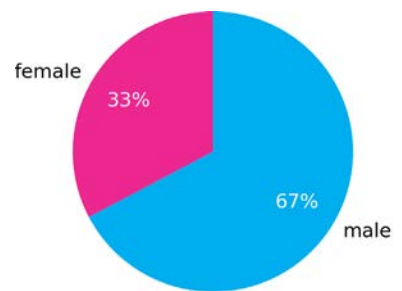
110 bicycle riders were recorded during the 2 hour survey. This is an increase of 10% compared to 100 in 2015 and an increase of 4% compared to 106 in 2011. The peak hour was 7:30–8:30 with 73 riders. Female riders comprised 33% of the total.

Most riders exited the intersection onto Stuart Hwy (south west side), accounting for 62% of all riders, while 35% entered from this leg, making this the busiest leg.

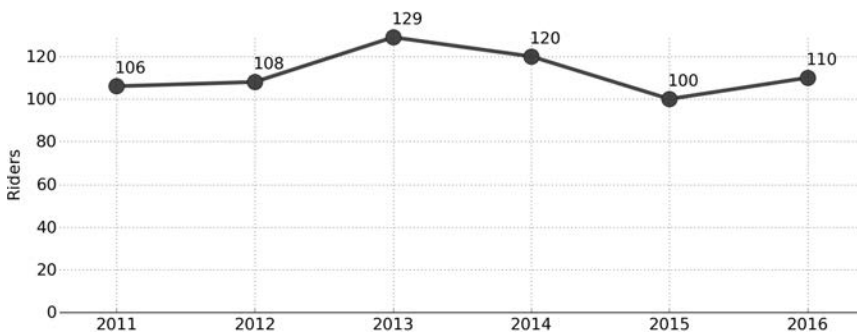
Traffic Volume by Time



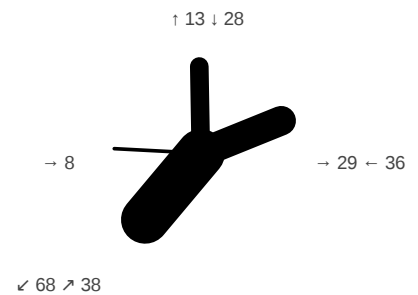
Gender Ratio



Cycling Trend



Traffic Flow

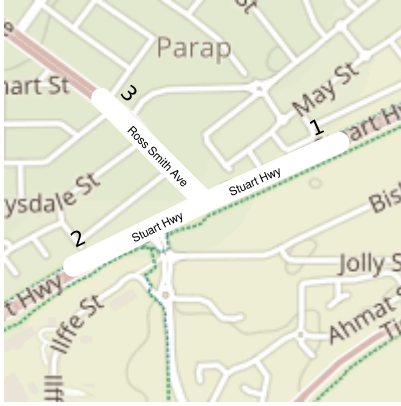


Raw Data

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	Total
Female	9	0	0	8	0	5	0	1	0	0	13	0	36
Male	27	0	0	17	0	8	4	3	0	0	15	0	74
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	36	0	0	25	0	13	4	4	0	0	28	0	110

Site 5511

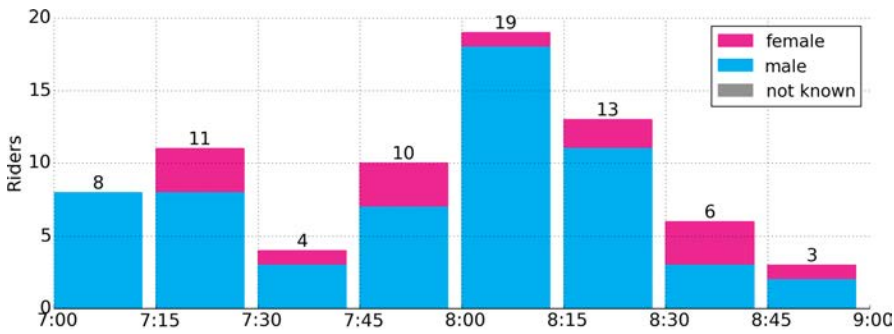
Stuart Hwy [NE], Stuart Hwy [SW], Ross Smith Ave [NW]



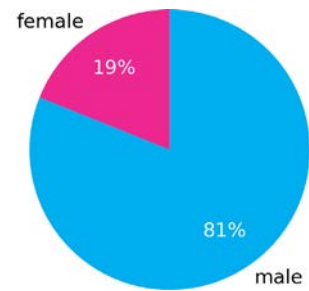
74 bicycle riders were recorded during the 2 hour survey. This is a decrease of 23% compared to 96 in 2014 and a decrease of 24% compared to 98 in 2011. The peak hour was 7:45–8:45 with 48 riders. Female riders comprised 19% of the total.

The most popular route was along the Stuart Hwy in both directions, accounting for 88% of all traffic (65/74). A relatively low proportion of cyclists at this intersection were female (19%), which is much lower than the state average of 32%.

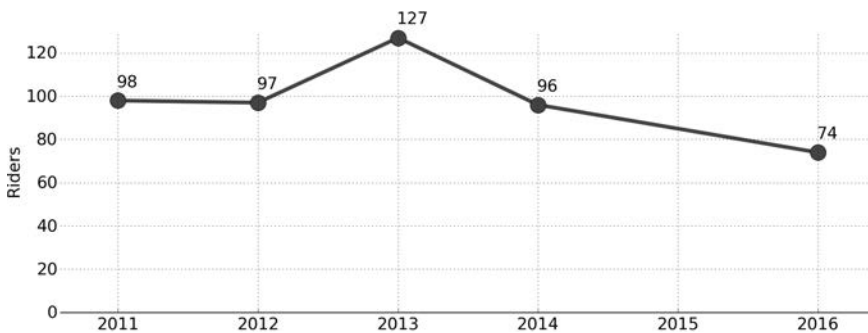
Traffic Volume by Time



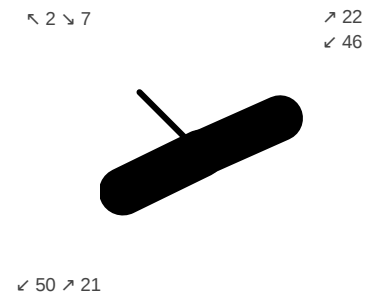
Gender Ratio



Cycling Trend



Traffic Flow

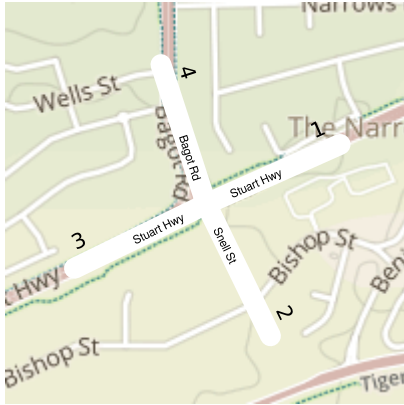


Raw Data

Enter	1 Stuart Hwy [NE]		2 Stuart Hwy [SW]		3 Ross Smith Ave [NW]		Total
Exit	2	3	1	3	1	2	
Female	8	0	5	0	1	0	14
Male	38	0	14	2	2	4	60
Not known	0	0	0	0	0	0	0
Total	46	0	19	2	3	4	74

Site 5512

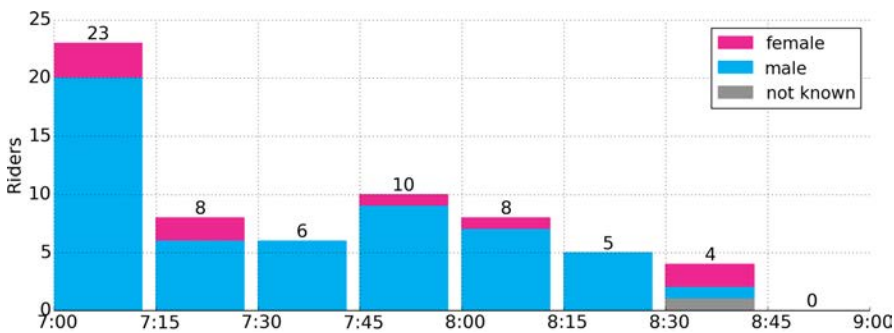
Stuart Hwy [NE], Snell St [SE], Stuart Hwy [SW], Bagot Rd [N]



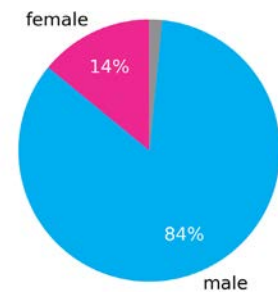
64 bicycle riders were recorded during the 2 hour survey. This is a decrease of 23% compared to 83 in 2015 and a decrease of 9% compared to 70 in 2011. The peak hour was 7:00–8:00 with 47 riders. Female riders comprised 14% of the total.

A very high proportion of cyclists at this intersection were male (84%), compared with 14% for females.

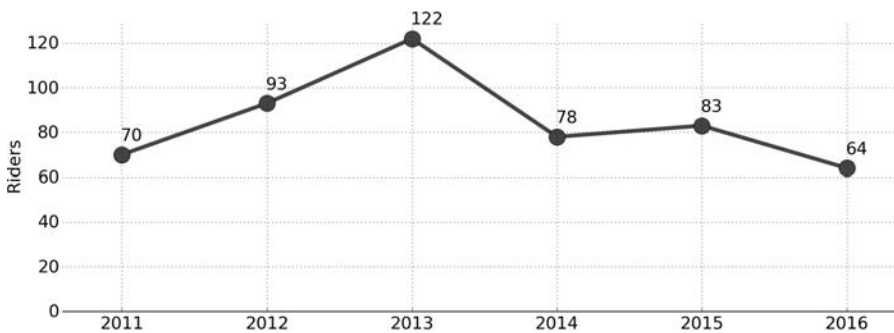
Traffic Volume by Time



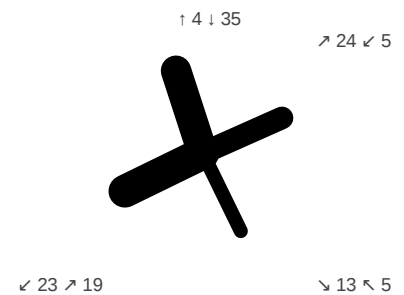
Gender Ratio



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	1	0	2	0	0	3	0	1	1	0	1	9
Male	1	3	0	1	1	1	10	3	2	7	9	16	54
Not known	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	4	0	3	1	1	13	3	3	8	9	18	64

Site 5513

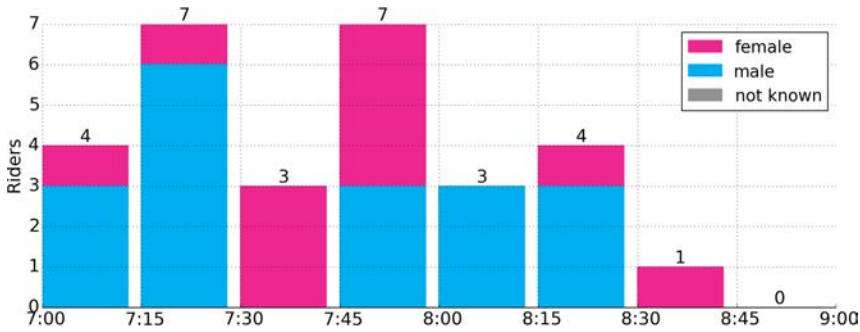
Bagot Rd [N], Bagot Rd [S], Fitzer Dr [W]



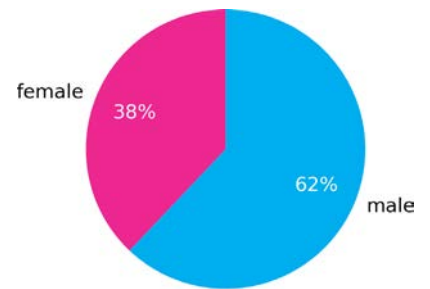
29 bicycle riders were recorded during the 2 hour survey. This is a decrease of 36% compared to 45 in 2015 and a decrease of 53% compared to 62 in 2011. The peak hour was 7:00–8:00 with 21 riders. Female riders comprised 38% of the total.

86% of all cyclists (25/29) travelled through the intersection along Bagot Rd in both directions. Most cyclists were travelling from north to south through this intersection, with 69% entering from the north side of Bagot Rd and 66% exiting southbound onto Bagot Rd. The site recorded 29 cyclists in 2016, which is the lowest since 2011.

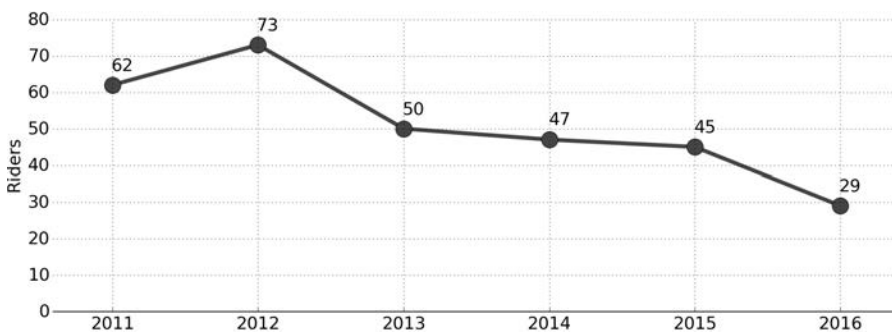
Traffic Volume by Time



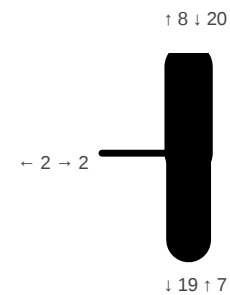
Gender Ratio



Cycling Trend



Traffic Flow

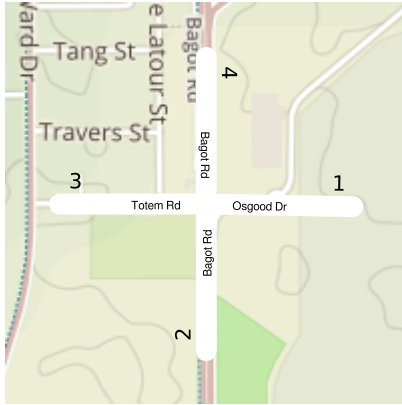


Raw Data

Enter	1 Bagot Rd [N]		2 Bagot Rd [S]		3 Fitzer Dr [W]		Total
Exit	2	3	1	3	1	2	
Female	5	0	5	0	1	0	11
Male	14	1	1	1	1	0	18
Not known	0	0	0	0	0	0	0
Total	19	1	6	1	2	0	29

Site 5514

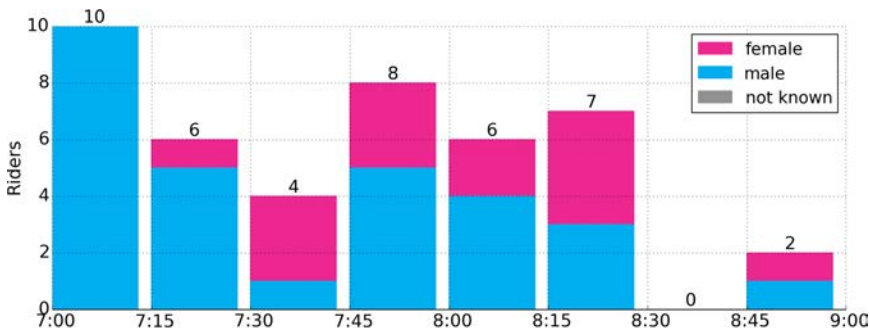
Osgood Dr [E], Bagot Rd [S], Totem Rd [W], Bagot Rd [N]



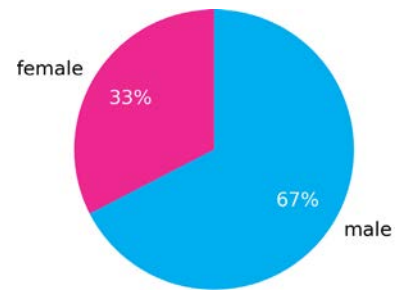
43 bicycle riders were recorded during the 2 hour survey. This is a decrease of 14% compared to 50 in 2015 and a decrease of 41% compared to 73 in 2011. The peak hour was 7:00–8:00 with 28 riders. Female riders comprised 33% of the total.

The most popular route was along Bagot Road, accounting for 64% of all movements.

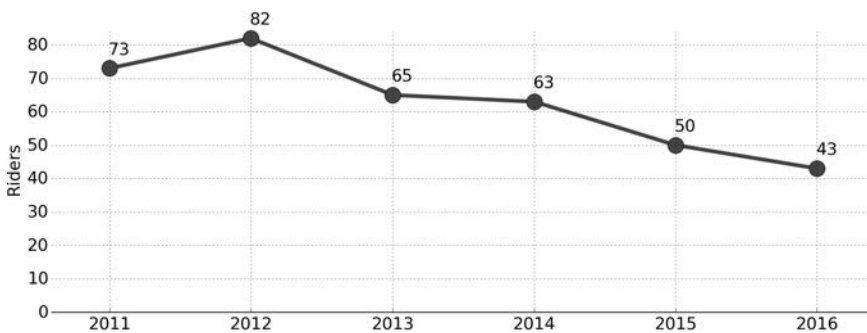
Traffic Volume by Time



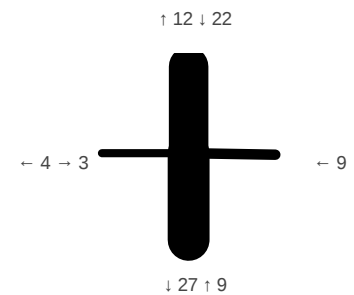
Gender Ratio



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	6	0	0	1	0	4	3	14
Male	9	0	0	0	0	3	0	0	2	0	14	1	29
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	0	0	0	0	9	0	0	3	0	18	4	43

Site 5515

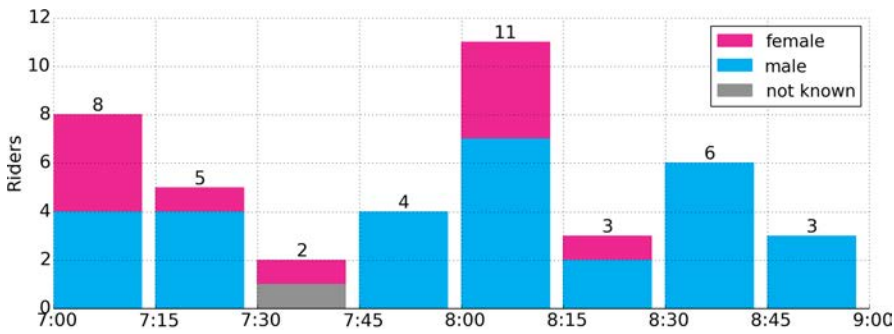
Bagot Rd [N], Old McMillans Rd [E], Bagot Rd [S], Old McMillans Rd [W]



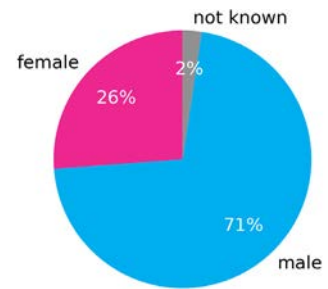
42 bicycle riders were recorded during the 2 hour survey. This is a decrease of 0% compared to 42 in 2015 and a decrease of 29% compared to 59 in 2011. The peak hour was 7:45–8:45 with 24 riders. Female riders comprised 26% of the total.

The most popular route through the site was along Bagot Road in both directions, accounting for 50% of all cyclists (21/42).

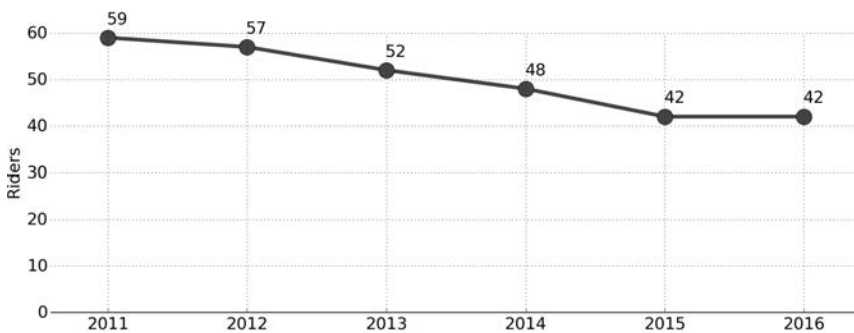
Traffic Volume by Time



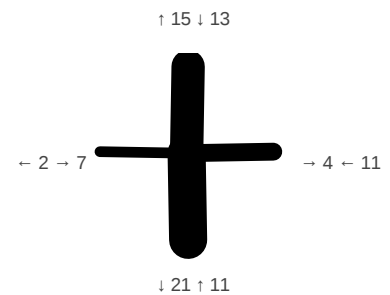
Gender Ratio



Cycling Trend



Traffic Flow

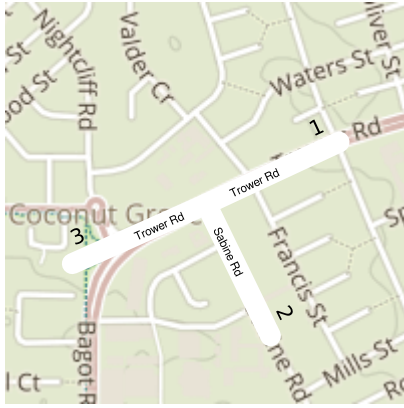


Raw Data

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	Total
Female	1	3	0	2	2	0	3	0	0	0	0	0	11
Male	0	9	0	0	5	2	5	2	0	4	1	2	30
Not known	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	1	12	0	2	7	2	9	2	0	4	1	2	42

Site 5516

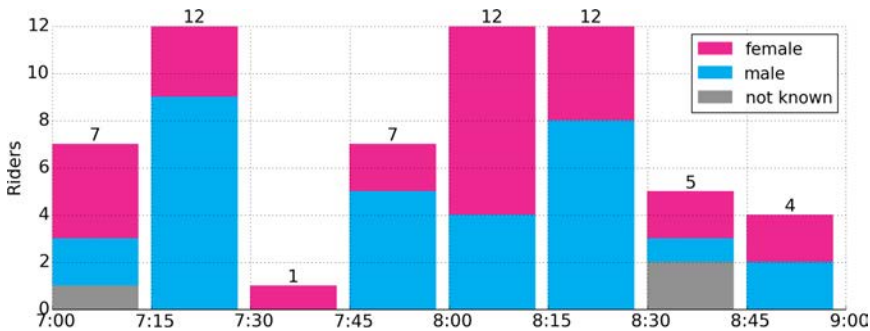
Trower Rd [NE], Sabine Rd [SE], Trower Rd [SW]



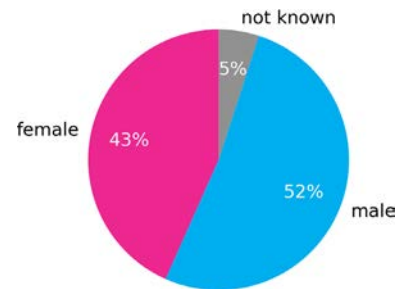
60 bicycle riders were recorded during the 2 hour survey. This is an increase of 40% compared to 43 in 2015 and an increase of 22% compared to 49 in 2011. The peak hour was 7:45–8:45 with 36 riders. Female riders comprised 43% of the total.

The most popular route was along Trower Rd in both directions, accounting for 52% of all cyclists through the site. Most cyclists were travelling along this route from the west to east, accounting for 31% of all movements.

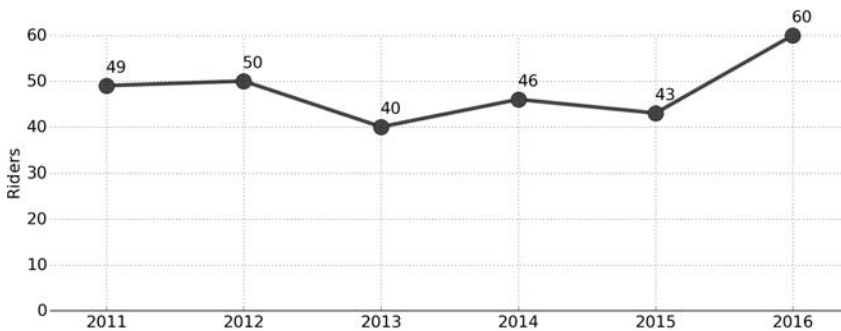
Traffic Volume by Time



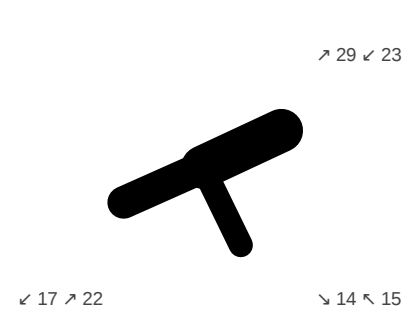
Gender Ratio



Cycling Trend



Traffic Flow

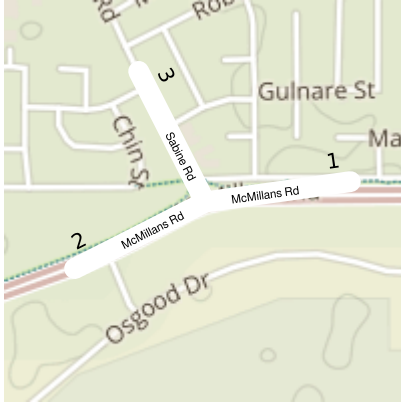


Raw Data

Enter	1 Trower Rd [NE]		2 Sabine Rd [SE]		3 Trower Rd [SW]		
Exit	2	3	1	3	1	2	Total
Female	5	5	4	1	10	1	26
Male	6	6	4	4	9	2	31
Not known	0	1	2	0	0	0	3
Total	11	12	10	5	19	3	60

Site 5517

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



41 bicycle riders were recorded during the 2 hour survey. This is a decrease of 15% compared to 48 in 2015 and a decrease of 18% compared to 50 in 2011. The peak hour was 7:30–8:30 with 27 riders. Female riders comprised 24% of the total.

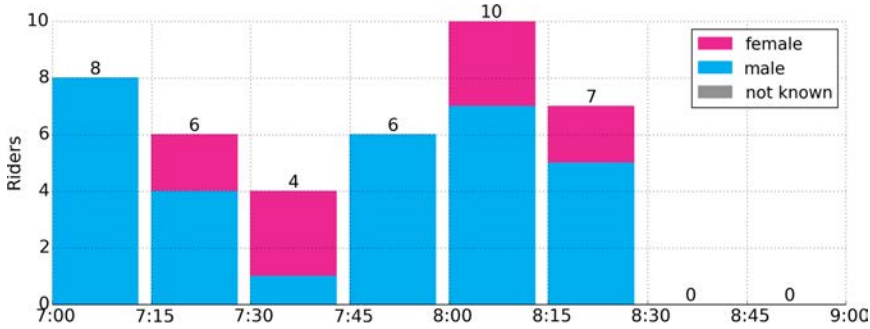
The counter noted the following;

On McMillans Rd to the east, some bikes were on the actual road, some were on the McMillan's Service Rd.

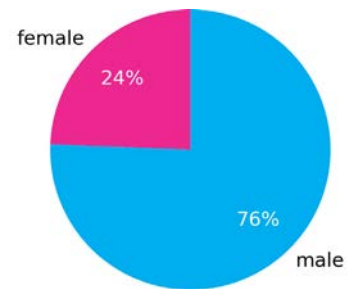
There is a cycle path leading off Sabine Rd, heading west through a park, to join up with Old McMillans Rd.

Very quiet site, even though beside a main road.

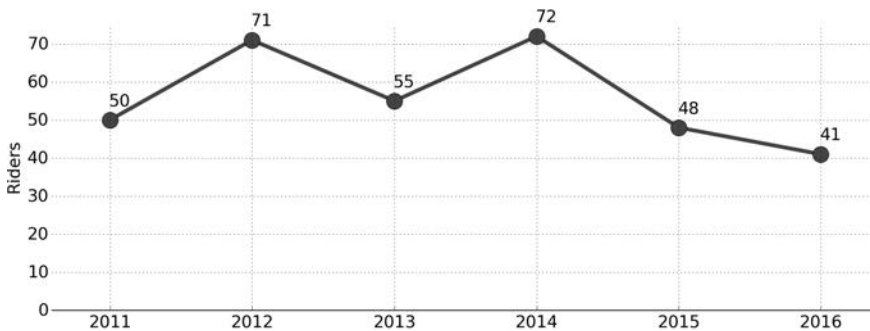
Traffic Volume by Time



Gender Ratio

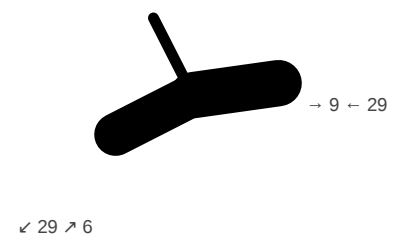


Cycling Trend



Traffic Flow

↶ 3 ↷ 6



Raw Data

Enter	1 McMillans Rd [E]		2 McMillans Rd [SW]		3 Sabine Rd [NW]		Total
Exit	2	3	1	3	1	2	
Female	5	0	4	0	1	0	10
Male	22	2	1	1	3	2	31
Not known	0	0	0	0	0	0	0
Total	27	2	5	1	4	2	41

Site 5518

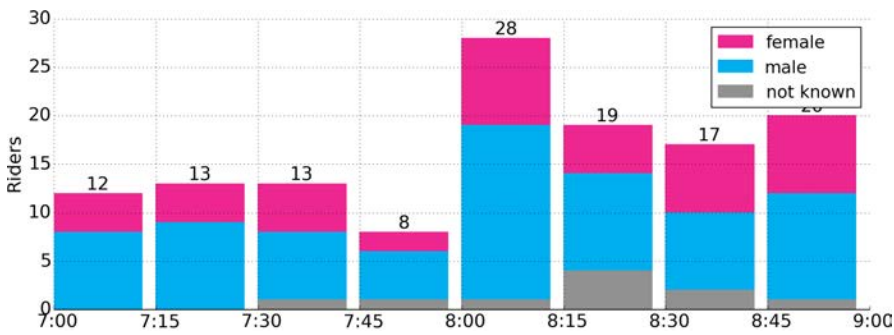
Trower Rd [E], Rapid Creek Rd [S], Trower Rd [W], Rapid Creek Rd [N]



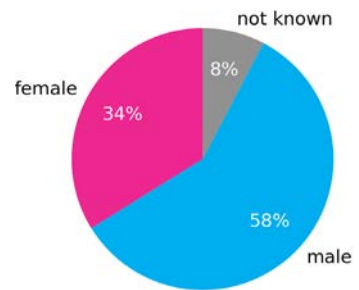
130 bicycle riders were recorded during the 2 hour survey. This is an increase of 30% compared to 100 in 2015 and an increase of 49% compared to 87 in 2011. The peak hour was 8:00–9:00 with 84 riders. Female riders comprised 34% of the total.

Most cyclists entered the intersection from the east side of Trower Road, accounting for 56 of the 130 cyclists, or 43%.

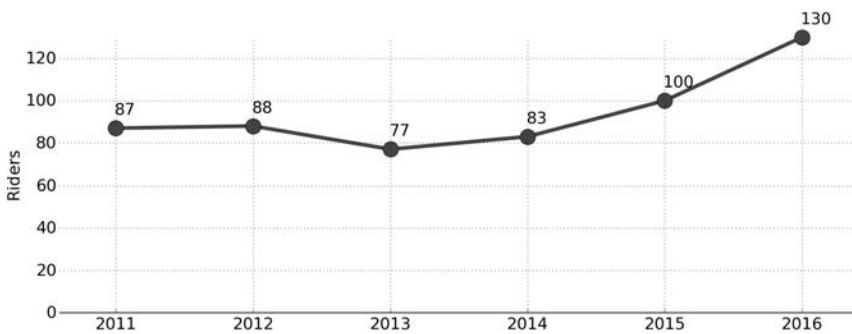
Traffic Volume by Time



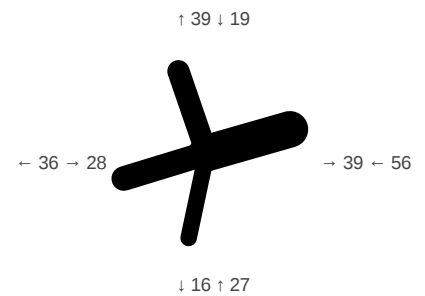
Gender Ratio



Cycling Trend



Traffic Flow

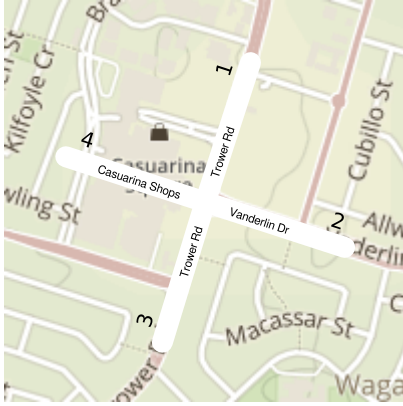


Raw Data

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	
Female	2	7	5	4	2	4	9	2	3	2	2	2	44
Male	4	19	15	6	1	7	11	0	0	4	6	3	76
Not known	0	1	3	2	1	0	1	0	2	0	0	0	10
Total	6	27	23	12	4	11	21	2	5	6	8	5	130

Site 5519

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

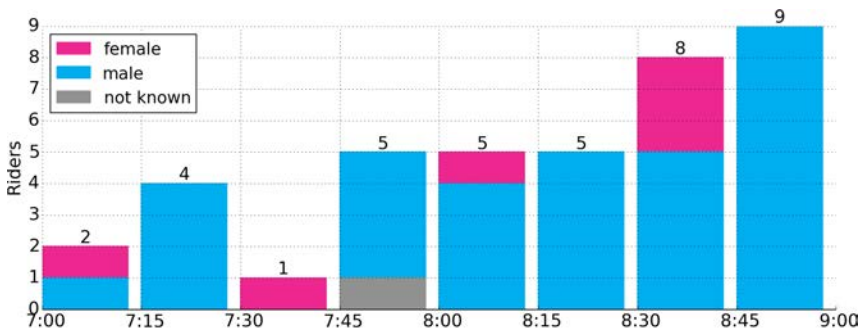


39 bicycle riders were recorded during the 2 hour survey. This is a decrease of 11% compared to 44 in 2015 and a decrease of 19% compared to 48 in 2011. The peak hour was 8:00–9:00 with 27 riders. Female riders comprised 15% of the total.

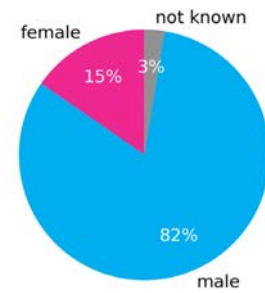
The counter noted;

Leg 4 (Casuarina Shops) has no footpath, the pedestrian/off road cycle access is located north along Trower Road

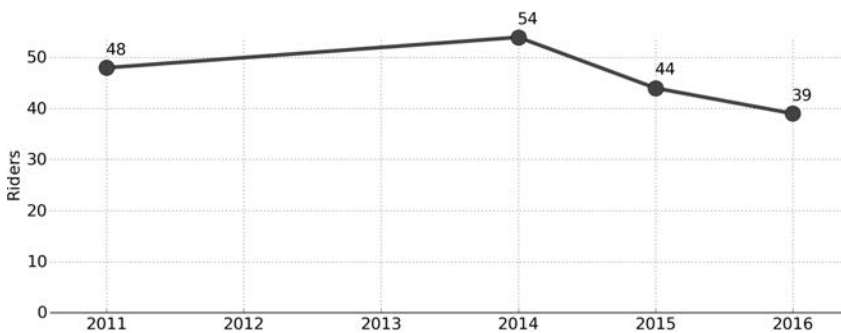
Traffic Volume by Time



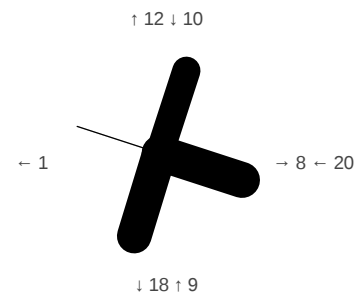
Gender Ratio



Cycling Trend



Traffic Flow

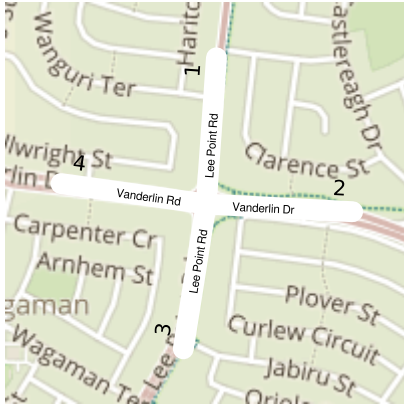


Raw Data

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	Total
Female	1	1	0	1	2	0	1	0	0	0	0	0	6
Male	5	3	0	4	11	1	6	2	0	0	0	0	32
Not known	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	6	4	0	5	14	1	7	2	0	0	0	0	39

Site 5520

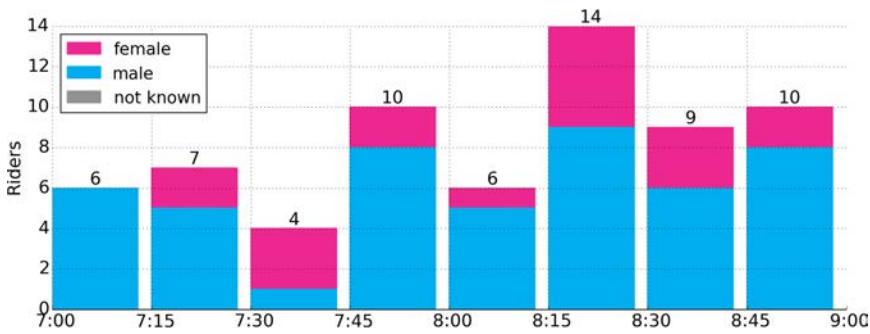
Lee Point Rd [N], Vanderlin Dr [E], Lee Point Rd [S], Vanderlin Rd [W]



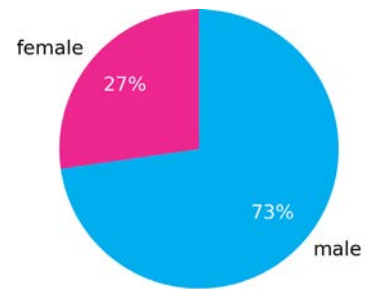
66 bicycle riders were recorded during the 2 hour survey. This is a decrease of 7% compared to 71 in 2014 and a decrease of 20% compared to 83 in 2011. The peak hour was 7:45–8:45 with 39 riders. Female riders comprised 27% of the total.

Most riders entered the intersection from the north side of Lee Point Rd, accounting for 41% of all cyclists. There was no other clear pattern from the data, with most entries and exits evenly spread across each leg.

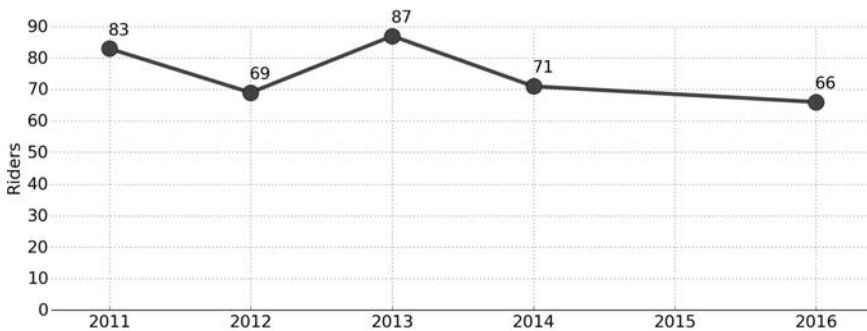
Traffic Volume by Time



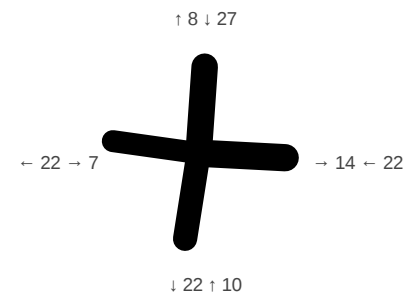
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Lee Point Rd [N]			2 Vanderlin Dr [E]			3 Lee Point Rd [S]			4 Vanderlin Rd [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	3	1	1	4	0	3	2	0	4	0	0	0	18
Male	5	15	2	1	4	10	1	1	2	0	5	2	48
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	16	3	5	4	13	3	1	6	0	5	2	66

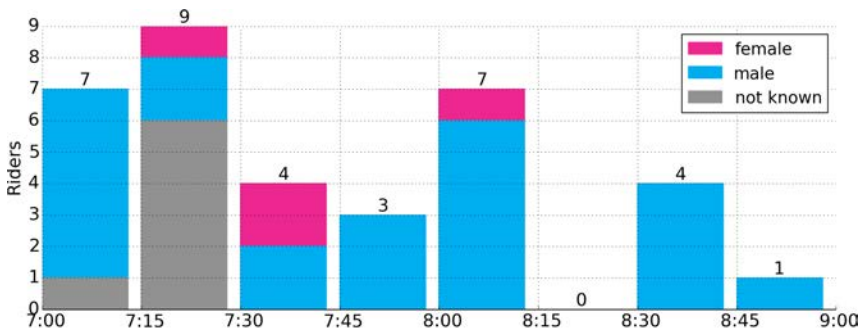
Site 5521

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

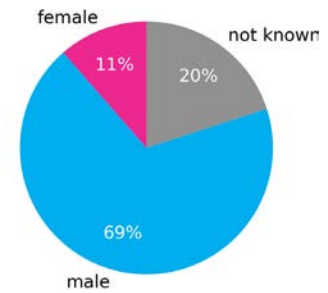


35 bicycle riders were recorded during the 2 hour survey. This is an increase of 17% compared to 30 in 2015 and an increase of 40% compared to 25 in 2011. The peak hour was 7:00–8:00 with 23 riders. Female riders comprised 11% of the total.

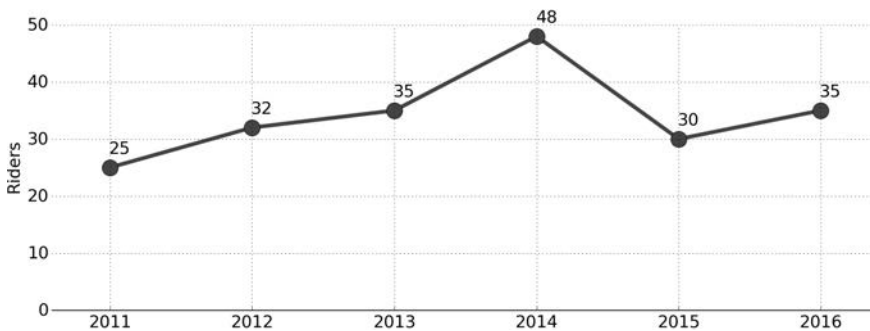
Traffic Volume by Time



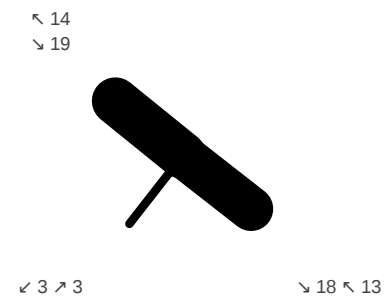
Gender Ratio



Cycling Trend



Traffic Flow

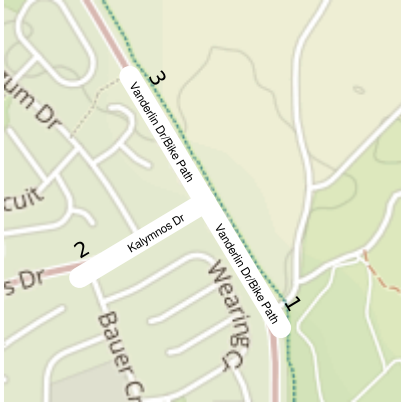


Raw Data

Enter	1 Vanderlin Dr/Bike Path [SE]		2 Mueller Rd [SW]		3 Vanderlin Dr/Bike Path [NW]		
Exit	2	3	1	3	1	2	Total
Female	0	2	0	1	1	0	4
Male	2	9	0	2	10	1	24
Not known	0	0	0	0	7	0	7
Total	2	11	0	3	18	1	35

Site 5522

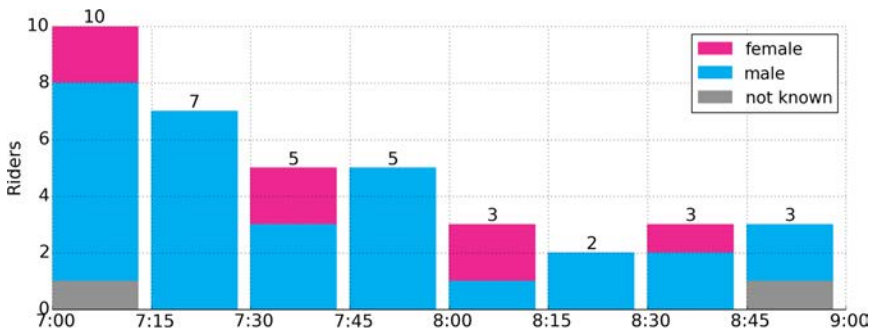
Vanderlin Dr/Bike Path [SE], Kalymnos Dr [SW], Vanderlin Dr/Bike Path [NW]



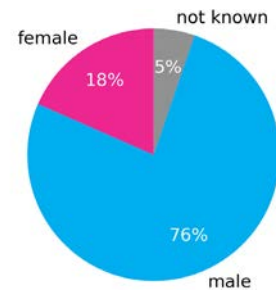
38 bicycle riders were recorded during the 2 hour survey. This is an increase of 19% compared to 32 in 2015 and an increase of 81% compared to 21 in 2011. The peak hour was 7:00–8:00 with 27 riders. Female riders comprised 18% of the total.

2016 was the busiest year for this site, with 38 riders using the intersection compared with 21 in 2011, representing an increase of 81%. This intersection recorded a low percentage of female cyclists (18%). Almost all riders were travelling along the Vanderlin Dr Bike Path (92%).

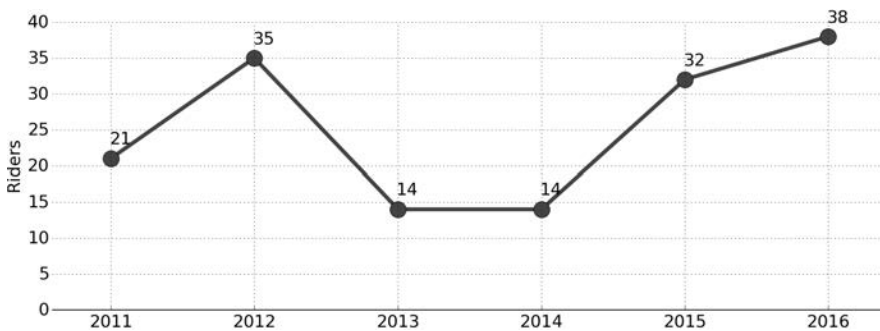
Traffic Volume by Time



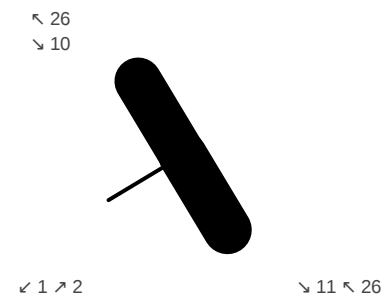
Gender Ratio



Cycling Trend



Traffic Flow

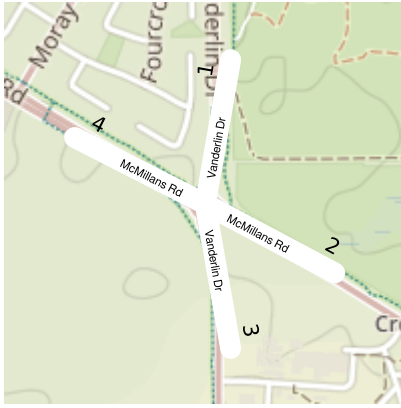


Raw Data

Enter	1 Vanderlin Dr/Bike Path [SE]		2 Kalymnos Dr [SW]		3 Vanderlin Dr/Bike Path [NW]		
Exit	2	3	1	3	1	2	Total
Female	0	3	0	1	3	0	7
Male	1	21	1	0	6	0	29
Not known	0	1	0	0	1	0	2
Total	1	25	1	1	10	0	38

Site 5523

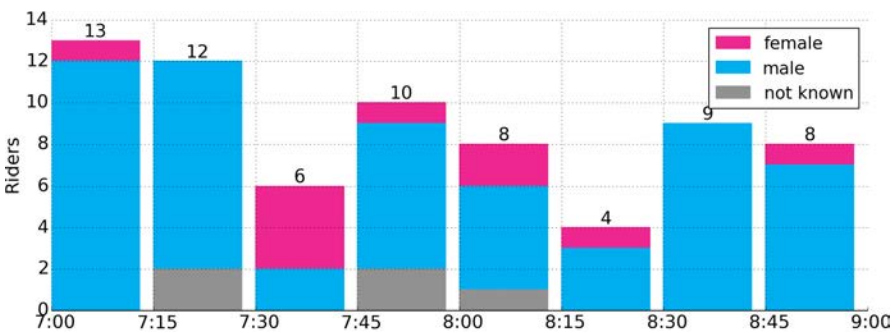
Vanderlin Dr [N], McMillans Rd [SE], Vanderlin Dr [S], McMillans Rd [NW]



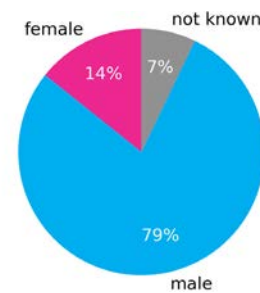
70 bicycle riders were recorded during the 2 hour survey. This is an increase of 56% compared to 45 in 2015 and an increase of 67% compared to 42 in 2011. The peak hour was 7:00–8:00 with 41 riders. Female riders comprised 14% of the total.

The most popular route through the site was between Vanderlin Dr and McMillans Rd, accounting for 27/70 riders, or 39%. The site recorded a low proportion of females at 14%, which is well-below the state average of 32%.

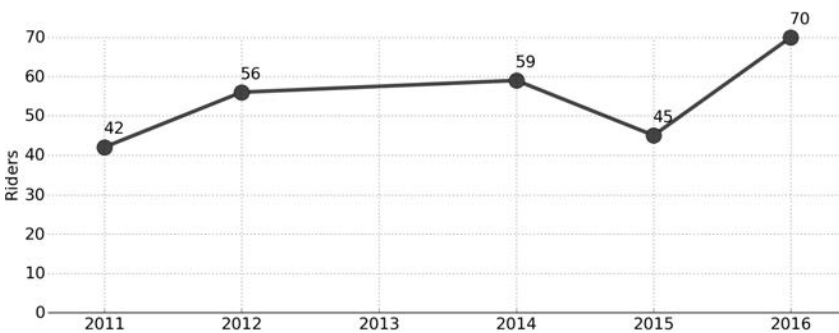
Traffic Volume by Time



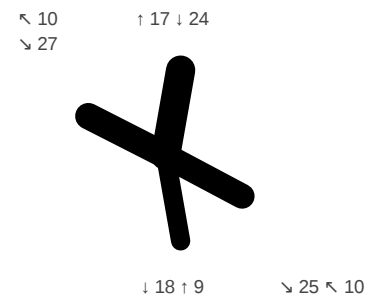
Gender Ratio



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	Total
Female	3	0	1	0	0	0	0	0	2	2	1	1	10
Male	15	3	0	6	0	2	2	0	4	6	4	13	55
Not known	2	0	0	1	1	0	0	0	1	0	0	0	5
Total	20	3	1	7	1	2	2	0	7	8	5	14	70

Site 5524

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

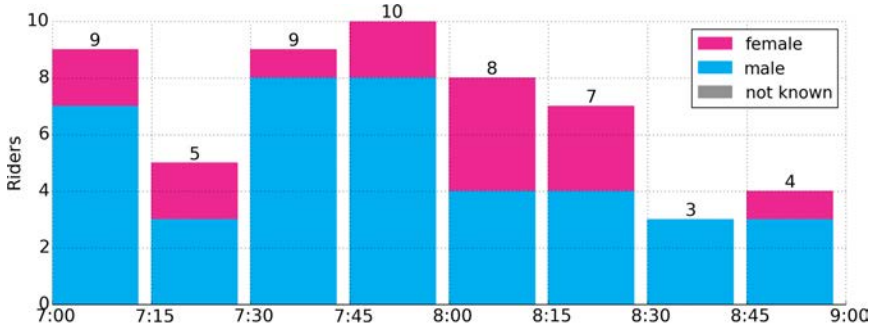


55 bicycle riders were recorded during the 2 hour survey. This is an increase of 15% compared to 48 in 2015 and a decrease of 10% compared to 61 in 2011. The peak hour was 7:30–8:30 with 34 riders. Female riders comprised 27% of the total.

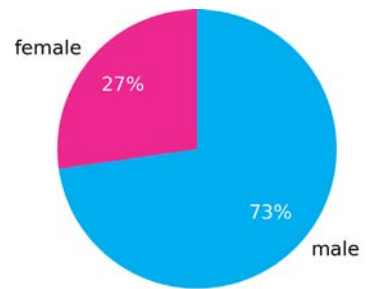
The counter noted that;

One electric/motorised bike seen. One rider exercising along leg 4, turned around and returned along leg 4.

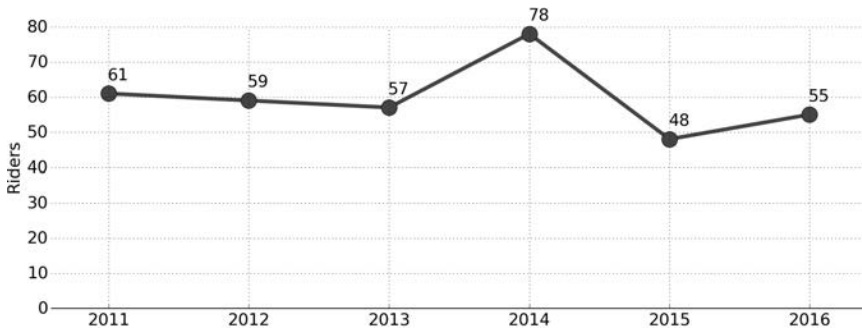
Traffic Volume by Time



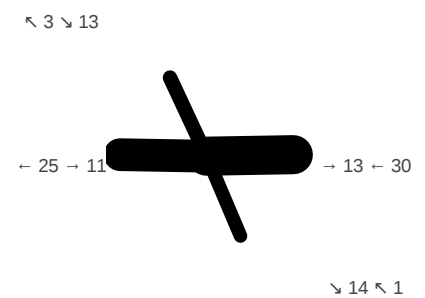
Gender Ratio



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	4	1	2	4	1	2	3	Total
Female	0	5	2	0	0	0	3	1	1	1	2	0	15
Male	3	20	0	1	0	0	3	3	0	5	5	0	40
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	25	2	1	0	0	6	4	1	6	7	0	55

Site 5525

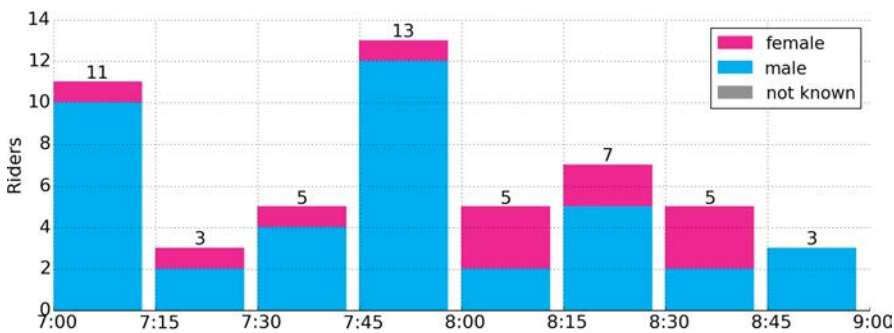
Rothdale Rd [N], McMillans Rd [E], Henry Wrigley Dr [S], McMillans Rd [W]



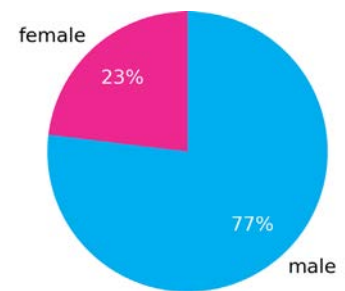
52 bicycle riders were recorded during the 2 hour survey. This is an increase of 2% compared to 51 in 2015 and an increase of 8% compared to 48 in 2011. The peak hour was 7:00–8:00 with 32 riders. Female riders comprised 23% of the total.

The most popular route through the site was along McMillans Rd in both directions, accounting for 69% of all cyclists (36/52).

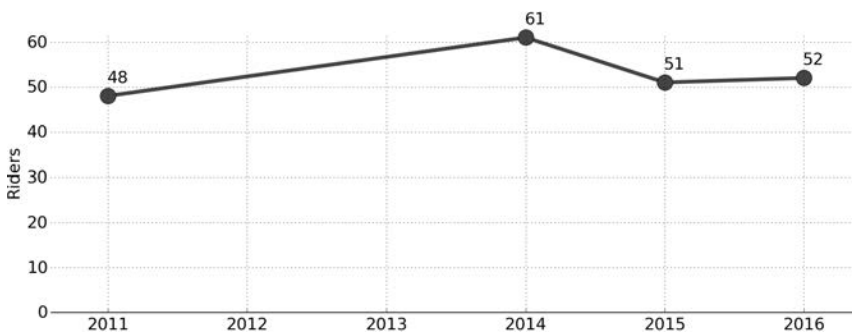
Traffic Volume by Time



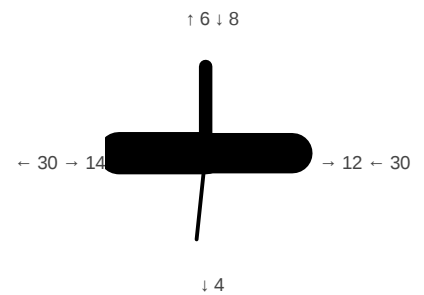
Gender Ratio



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	Total
Female	1	0	0	0	0	6	0	0	0	2	3	0	12
Male	2	2	3	2	1	21	0	0	0	2	6	1	40
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	2	3	2	1	27	0	0	0	4	9	1	52

Site 5526

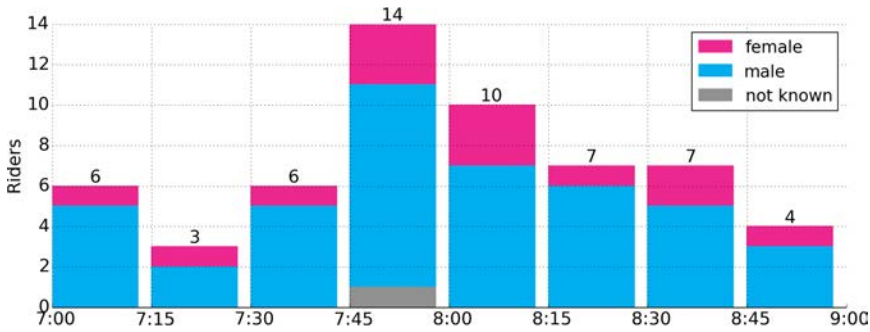
Lee Point Rd [N], McMillans Rd [E], Marrara Dr [S], McMillans Rd [W]



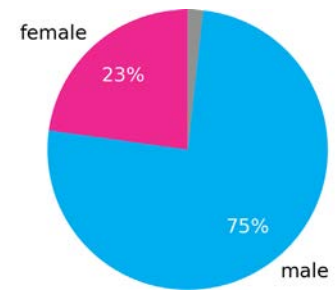
57 bicycle riders were recorded during the 2 hour survey. This is a decrease of 8% compared to 62 in 2015 and an increase of 30% compared to 44 in 2011. The peak hour was 7:45–8:45 with 38 riders. Female riders comprised 23% of the total.

The counter noted; "I arrived just before 6.15 6.15 - 4 unknown Riders 6.20 - 2 male Riders 6.25 - 1 male Rider".

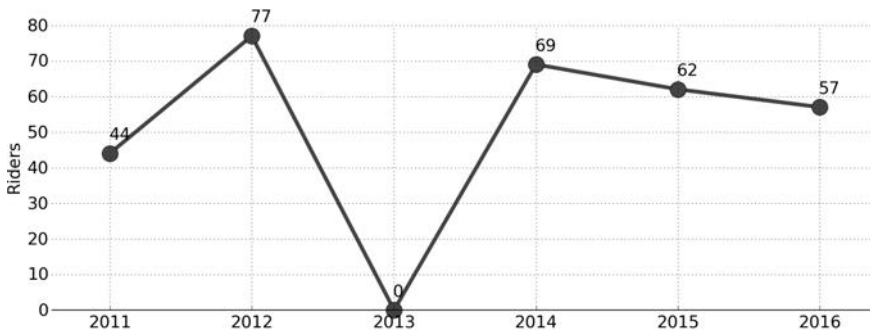
Traffic Volume by Time



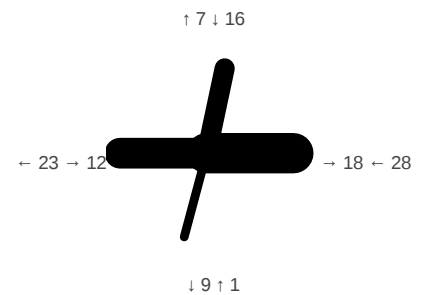
Gender Ratio



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	Total
Female	1	0	2	1	1	5	0	0	0	0	2	1	13
Male	6	3	4	4	4	12	0	1	0	1	8	0	43
Not known	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	7	3	6	6	5	17	0	1	0	1	10	1	57

Site 5527

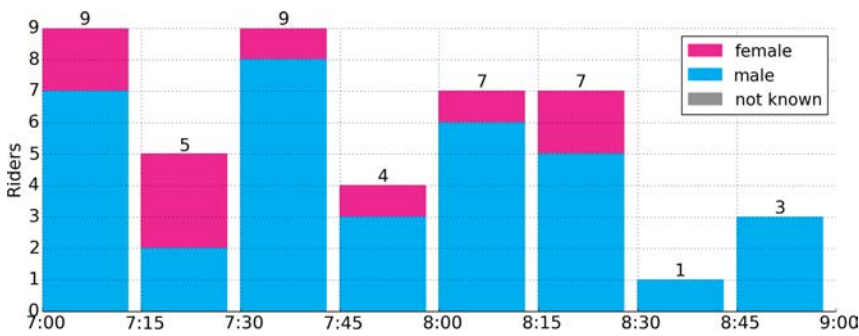
Amy Johnson Ave [N], Stuart Hwy [E], Amy Johnson Ave [SW], Stuart Hwy [W]



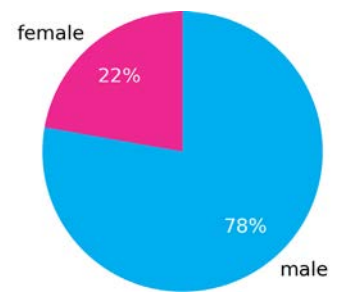
45 bicycle riders were recorded during the 2 hour survey. This is a decrease of 17% compared to 54 in 2015 and a decrease of 31% compared to 65 in 2012. The peak hour was 7:00–8:00 with 27 riders. Female riders comprised 22% of the total.

The counter noted; When the new cycle path opens on Tiger Brennan, cyclist will need to use the road through the Stuart Hwy intersection, ie 1-3 & 3-2, there are no pedestrian signal crossing in this direction - the new ones at the Amy Johnson Tiger Brennan intersection are incomplete in construction seem to pnt the wrong direction, ie along Tiger Brennan instead of across the intersection to get to the cyclepath.

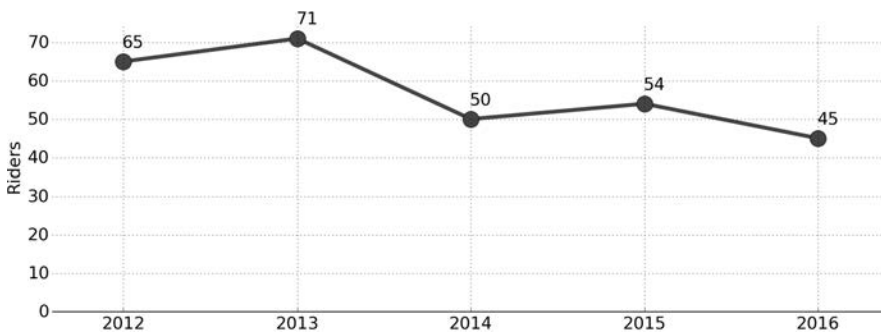
Traffic Volume by Time



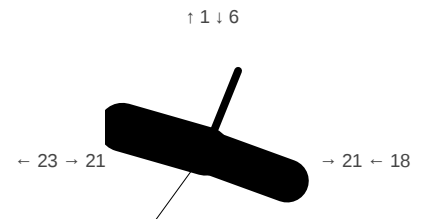
Gender Ratio



Cycling Trend



Traffic Flow

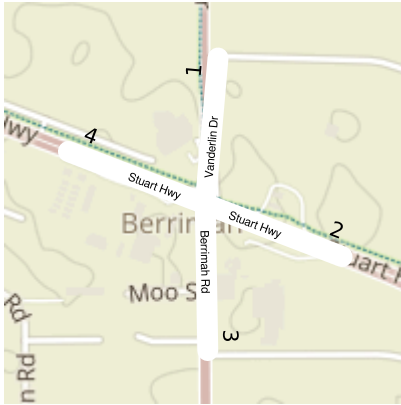


Raw Data

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	0	0	0	4	0	0	0	1	5	0	10
Male	1	0	5	0	0	14	0	0	0	0	15	0	35
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	5	0	0	18	0	0	0	1	20	0	45

Site 5528

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

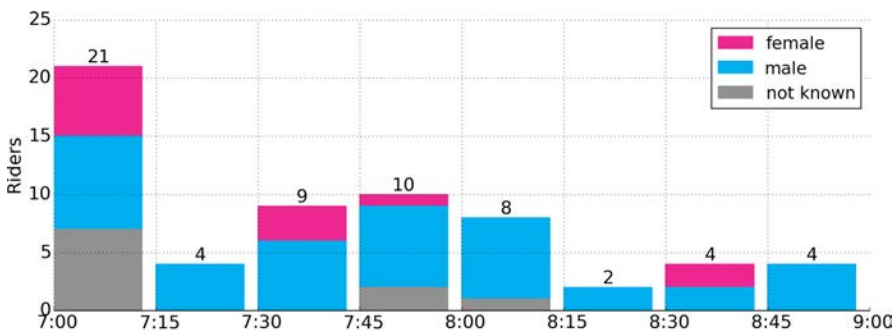


62 bicycle riders were recorded during the 2 hour survey. This is an increase of 11% compared to 56 in 2015 and an increase of 5% compared to 59 in 2012. The peak hour was 7:00–8:00 with 44 riders. Female riders comprised 19% of the total.

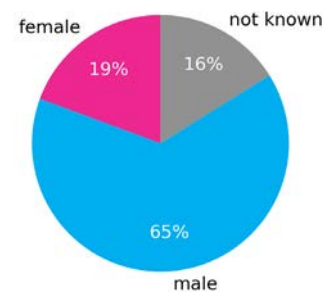
The counter noted;

Traffic extremely busy after 7:30 each way. Bikers would cut across the shops and fuel station I was early at my Site and from 6am - 6:30 I counted 25 bikers every way but mostly 4 - 2 and 1 - 2 directions.

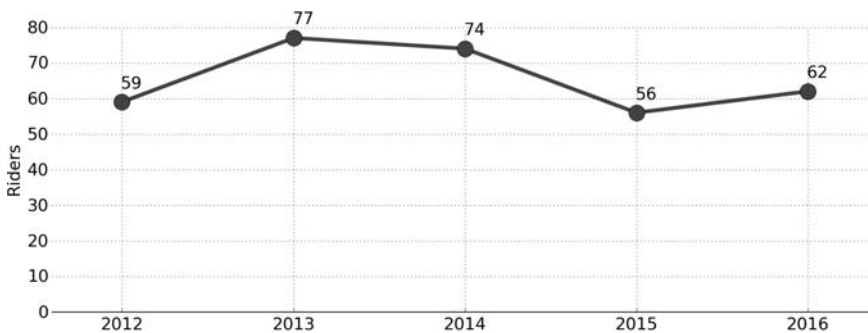
Traffic Volume by Time



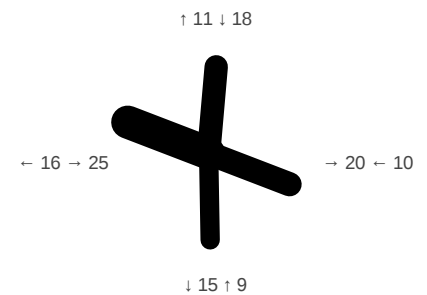
Gender Ratio



Cycling Trend



Traffic Flow

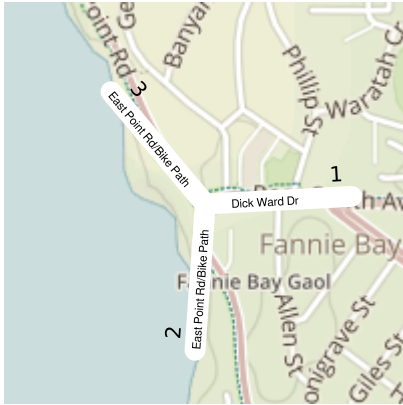


Raw Data

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	Total
Female	3	1	0	0	0	1	1	0	0	2	4	0	12
Male	0	7	3	0	1	8	1	2	1	3	8	6	40
Not known	1	0	3	0	0	0	4	0	0	0	2	0	10
Total	4	8	6	0	1	9	6	2	1	5	14	6	62

Site 5585

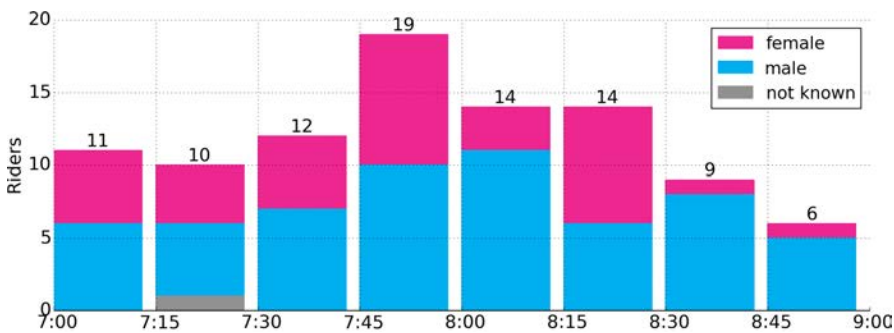
Dick Ward Dr [E], East point Rd/Bike Path [S], East Point Rd/Bike Path [NW]



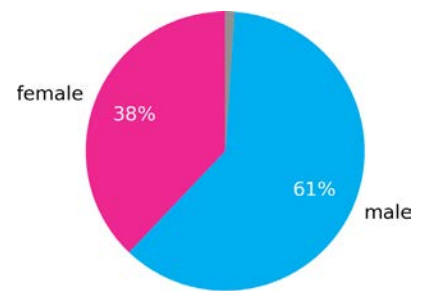
95 bicycle riders were recorded during the 2 hour survey. This is an increase of 34% compared to 71 in 2015 and a decrease of 2% compared to 97 in 2012. The peak hour was 7:30–8:30 with 59 riders. Female riders comprised 38% of the total.

The counter noted; "30 of the riders counted (33%) were not wearing a helmet of which 16 were female. 10 of the riders counted were school children riding to school (in uniform)."

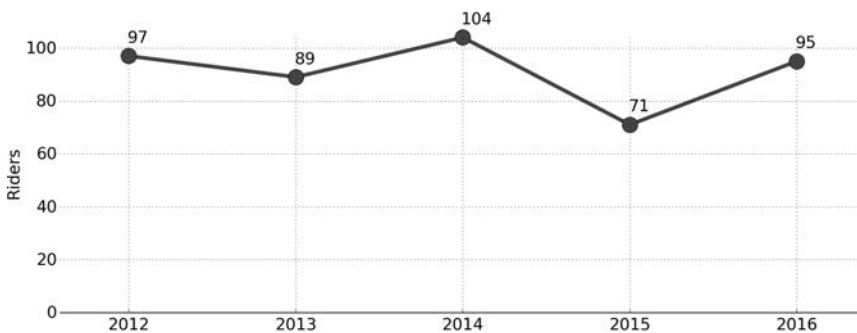
Traffic Volume by Time



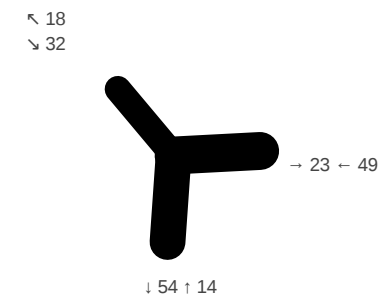
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Dick Ward Dr [E]	2 East Point Rd/Bike Path [S]	3 East Point Rd/Bike Path [NW]	Total				
Exit	2	3	1	3				
Female	14	2	2	3	5	10	36	
Male	23	9	6	3	3	10	7	58
Not known	0	1	0	0	0	0	0	1
Total	37	12	8	6	15	17	95	

Site 5981

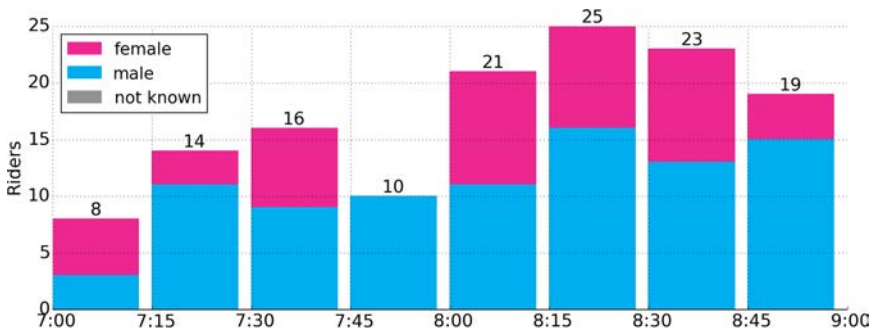
Casuarina Foreshore Path [N], Casuarina Foreshore Path [E], Casuarina Foreshore Path [S]



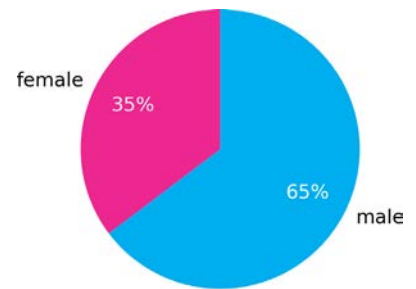
136 bicycle riders were recorded during the 2 hour survey. This is an increase of 20% compared to 113 in 2015 and an increase of 2% compared to 133 in 2012. The peak hour was 8:00–9:00 with 88 riders. Female riders comprised 35% of the total.

Most riders entered the intersection from the Casuarina Foreshore Path (south side), accounting for 76% of all entries. The most popular route was along the Casuarina Foreshore Path in both directions, accounting for 68% of all movements.

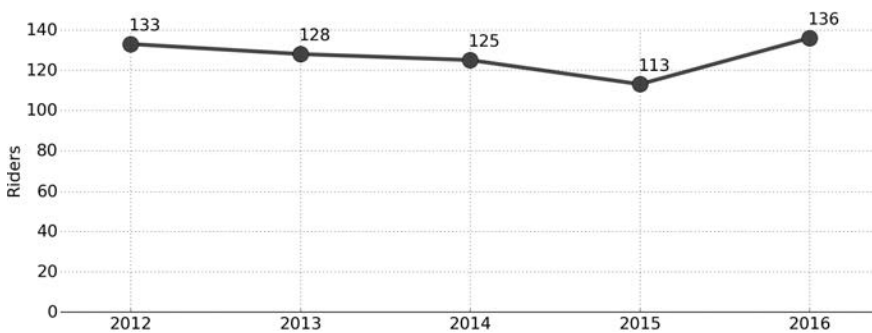
Traffic Volume by Time



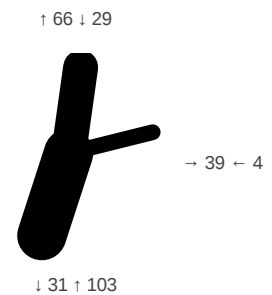
Gender Ratio



Cycling Trend



Traffic Flow

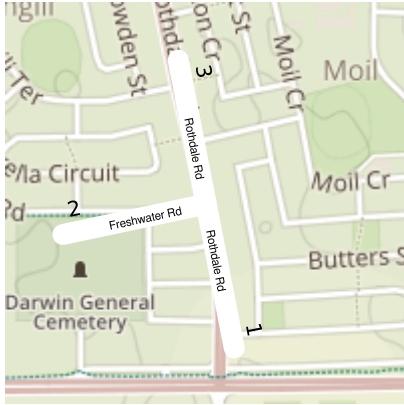


Raw Data

Enter	1 Casuarina Foreshore Path [N]	2 Casuarina Foreshore Path [E]	3 Casuarina Foreshore Path [S]	Total			
Exit	2	3	1	3	1	2	Total
Female	1	6	0	0	29	12	48
Male	1	21	0	4	37	25	88
Not known	0	0	0	0	0	0	0
Total	2	27	0	4	66	37	136

Site 6188

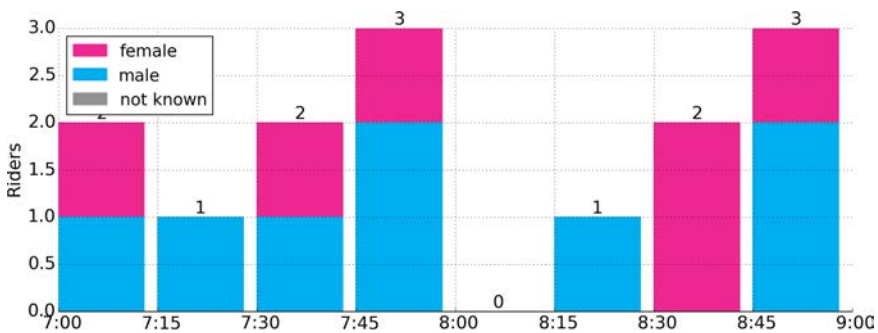
Rothdale Rd [S], Freshwater Rd [W], Rothdale Rd [N]



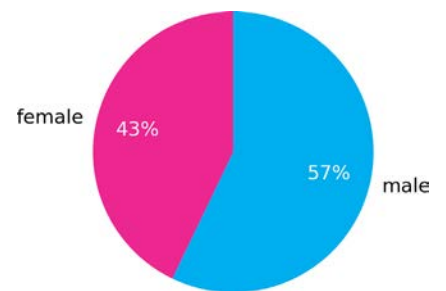
14 bicycle riders were recorded during the 2 hour survey. This is an increase of 8% compared to 13 in 2015 and a decrease of 30% compared to 20 in 2013. The peak hour was 7:00–8:00 with 8 riders. Female riders comprised 43% of the total.

Most cyclist entered the site from the south side of Rothdale Road. 57% of all riders travelled through the site along Rothdale Road in both directions.

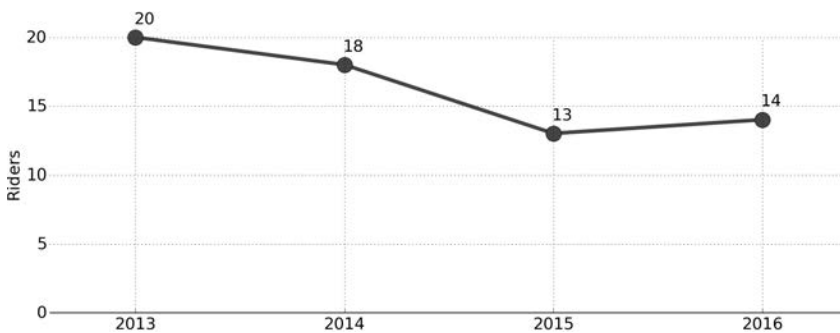
Traffic Volume by Time



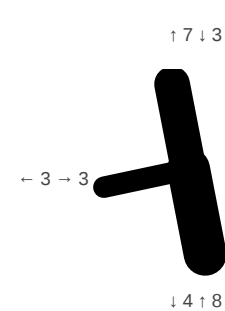
Gender Ratio



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	2	3	0	0	1	6
Male	1	5	0	0	1	1	8
Not known	0	0	0	0	0	0	0
Total	1	7	3	0	1	2	14

Site 6808

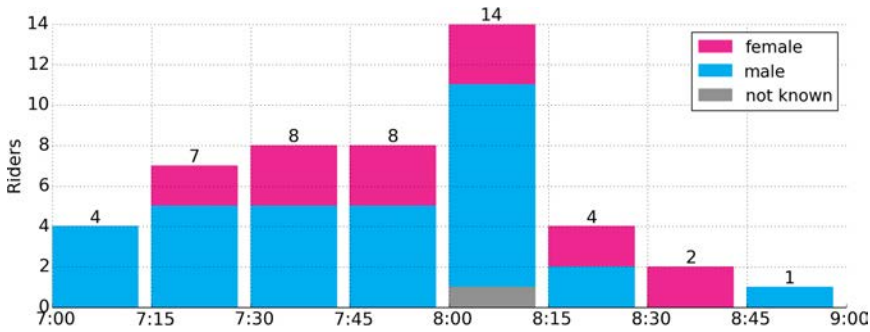
Lee Point Rd [N], Lee Point Rd [S], Tambling Tce [W]



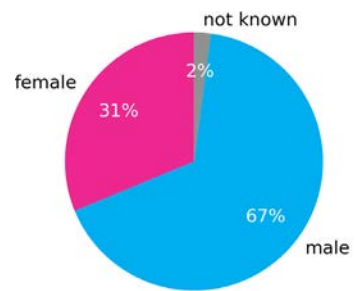
48 bicycle riders were recorded during the 2 hour survey. This is a decrease of 13% compared to 55 in 2015. The peak hour was 7:15–8:15 with 37 riders. Female riders comprised 31% of the total.

The most popular route through the site was along Lee Point Road in both directions, accounting for 48% of all cyclists (23/48).

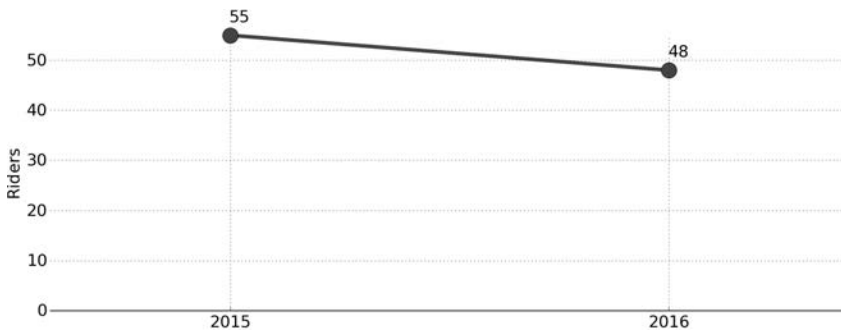
Traffic Volume by Time



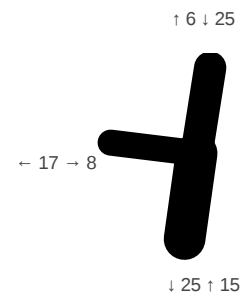
Gender Ratio



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	4	3	1	6	0	1	15
Male	15	2	2	6	3	4	32
Not known	1	0	0	0	0	0	1
Total	20	5	3	12	3	5	48

Site 6949

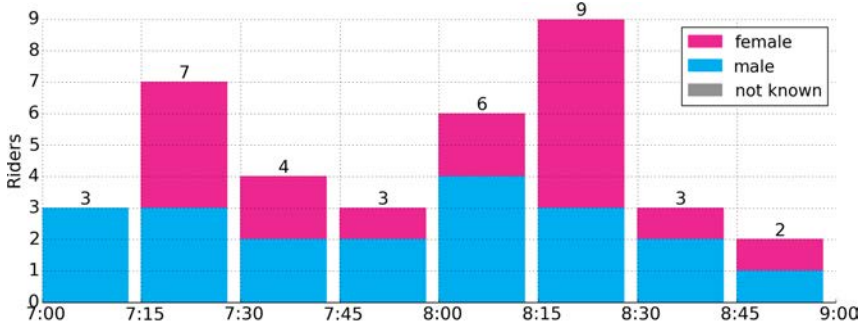
Tiger Brennan Drive north bound [N], Frances Bay Drive north bound [NE], Frances Bay Drive south bound [S], Tiger Brennan Drive south bound [SW], Dinah Beach Rd [W]



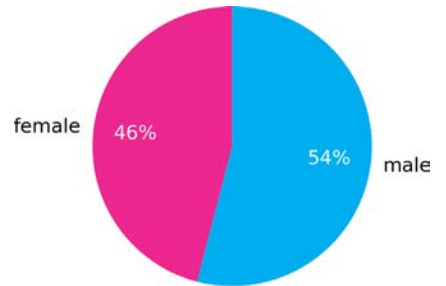
37 bicycle riders were recorded during the 2 hour survey. The peak hour was 7:30–8:30 with 22 riders. Female riders comprised 46% of the total.

A high proportion of cyclists at this site were females (46%), which is higher than the territory average of 32% for the 2016 count.

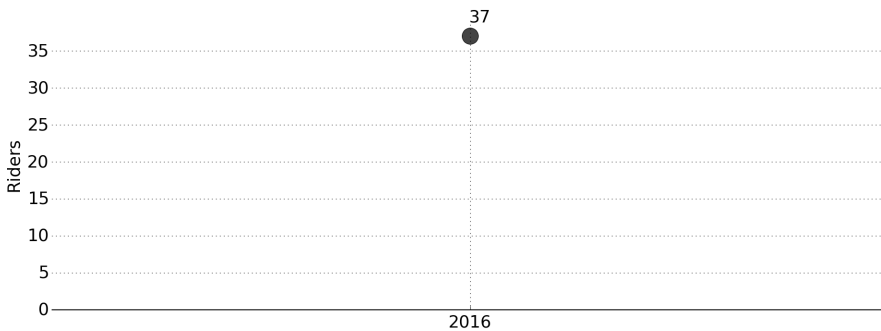
Traffic Volume by Time



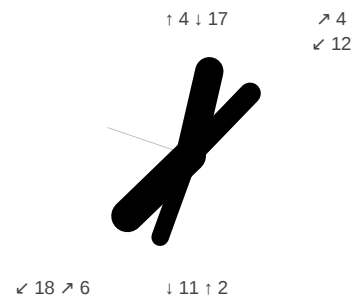
Gender Ratio



Cycling Trend



Traffic Flow

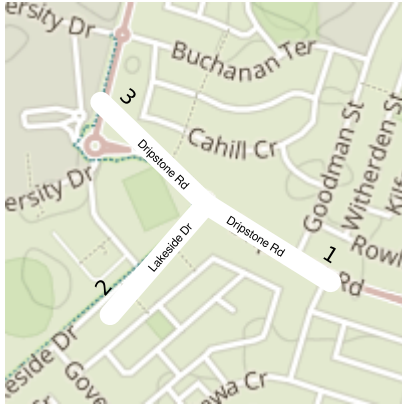


Raw Data

Enter	1 Tiger Brennan Drive [N]				2 Frances Bay Drive [NE]				3 Frances Bay Drive [S]				4 Tiger Brennan Drive [SW]				5 Dinah Beach Rd [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	1	7	0	0	7	0	0	0	1	0	0	0	1	0	0	0	0	0	0	17
Male	0	0	9	0	0	3	2	0	0	1	0	0	4	1	0	0	0	0	0	0	20
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	16	0	0	10	2	0	0	2	0	0	4	2	0	0	0	0	0	0	37

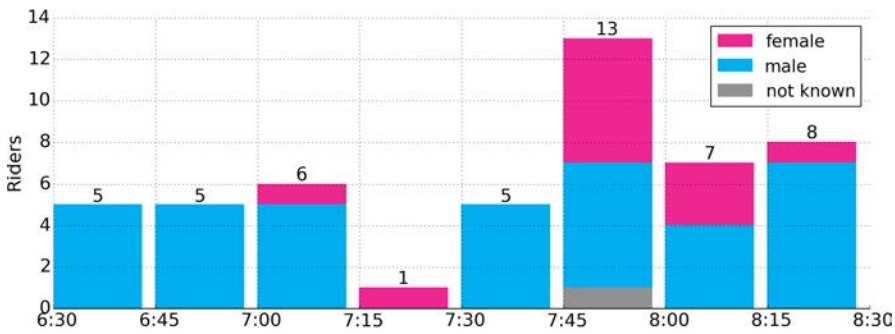
Site 7123

Dripstone Rd [SE], Lakeside Dr [SW], Dripstone Rd [NW]

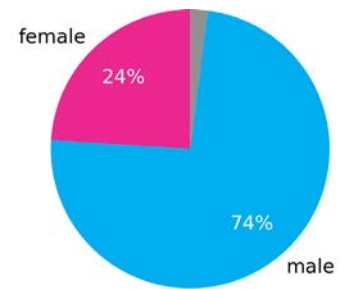


50 bicycle riders were recorded during the 2 hour survey. The peak hour was 07:45-08:00 with 13 riders. Female riders comprised 24% of the total.

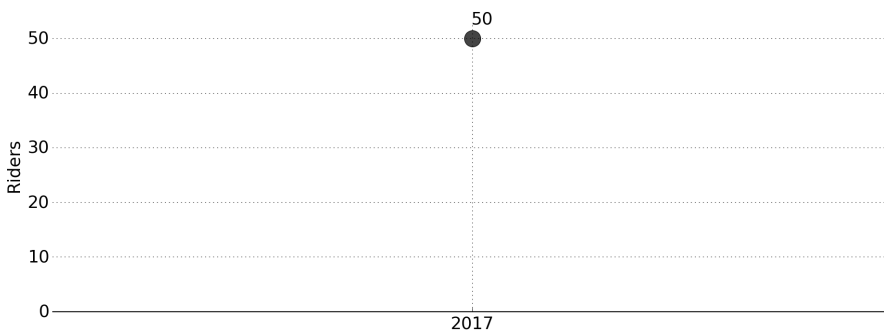
Traffic Volume by Time



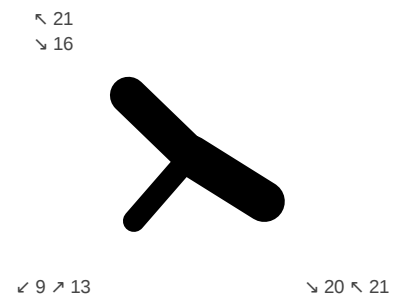
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Dripstone Rd [SE]		2 Lakeside Dr [SW]		3 Dripstone Rd [NW]		
Exit	2	3	1	3	1	2	Total
Female	0	2	3	3	3	1	12
Male	5	14	5	2	8	3	37
Not known	0	0	0	0	1	0	1
Total	5	16	8	5	12	4	50

