



**BICYCLE
NETWORK®**

SUPER TUESDAY COMMUTER BIKE COUNT

DARWIN

2017



**SUPER
TUESDAY**

Count Summary in Darwin



COUNT IN 2017

p. 1

The Super Tuesday Commuter Bike Count was conducted on Tuesday 5th of September 2017 for two hours from 6:30am to 8:30am.

It was sunny in Darwin on the day of the count, with light easterly winds reaching 9km/h, and a maximum temperature of 27.7 degrees at 9am.

By participating in the count, volunteer counters can choose a local community group to receive a donation of \$50. In Darwin a total of \$2450 went back to the local community through donations to nominated groups.

COUNT SITES

p. 3

49 sites were surveyed in Darwin.

Major commuter corridors include:

- Daly St/Stuart Hwy (9 sites)
- Vanderlin Dr/Berrimah Rd (6 sites)
- Gilruth Rd/East Point Rd (5 sites)
- MacMillans Rd (5 sites)

TRAFFIC FLOW

p. 4

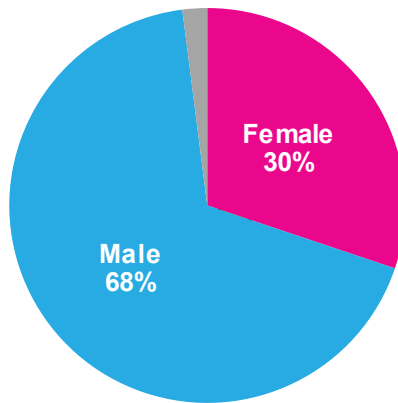
A total of 3123 trips was counted at all selected intersections across the municipality during the two-hour survey.



GROWTH

p. 5

Overall, usage has increased marginally by 0.2% (3091 trips) compared to the same 47 sites surveyed in 2016 (3085 trips). New sites were excluded from comparisons.

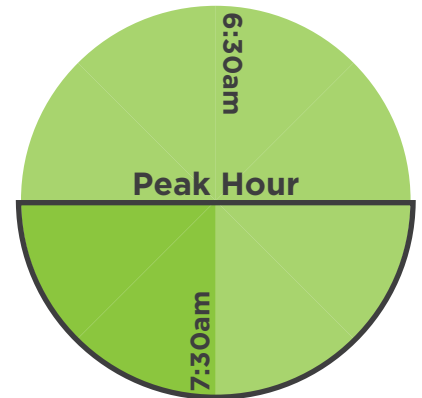


GENDER RATIO

p. 6

Female riders represented 30% of bicyclists across the municipality.

This is representative of the average female ridership across the broader Northern Territory (30%), and higher than the Australia-wide average of surveyed areas in 2017 (22%).



PEAK HOUR

p. 7

The busiest hour was between 7:00-8:00am during the survey.

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

- 6:30-6:45am: 7 trips
- 6:45-7:00am: 8 trips
- 7:00-7:15am: 7 trips
- 7:15-7:30am: 8 trips
- 7:30-7:45am: 10 trips
- 7:45-8:00am: 11 trips
- 8:00-8:15am: 7 trips
- 8:15-8:30am: 6 trip

BUSIEST SITE

p. 26

The busiest site was at the intersection of Rapid Creek Path Bridge and Foreshore Path (Site 5483 - page 26) with an average of 82 trips per hour.

COUNT RESULTS

p. 8 - 59

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 in 2017

THE COUNT

Super Tuesday Bike Count is the world's biggest and longest running visual bike count. It measures bicycle commuter flows in the morning peak from 7am to 9am (6:30-8:30am in the Northern Territory).

Across the Northern Territory and Queensland, 181 sites were surveyed across 8 councils. The number of cyclists were recorded at fifteen minute time intervals. Volunteer participants made a donation of \$50 to nominated community groups as part of the event. In the northern states, the total donation value neared \$10K.

Super Tuesday North 2017 was conducted on Tuesday 5 September 2017 between 7:00am and 9:00am (6:30am and 8:30am in the Northern Territory). The national results showed a 5% decrease when compared to the same locations in 2016.

WEATHER

2017 weather conditions were mostly mild across Queensland, with warm to moderate temperatures and light winds. Northern Territory experienced hotter temperatures and heavier morning winds on the morning of the count. Neither state experienced significant rainfall.

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 2017 Super Tuesday Bike Count revealed an average of 22% female bike riders across Australia. This is a decrease of 1% when compared to the 2016 Super Tuesday count (23%).

PEAK HOUR

The peak hour across all sites was between 7:30am and 8:30am.

RESULTS BY STATES

Northern Territory

The overall number of cyclists in NT decreased by 2% when compared to the same sites as 2016. However, NT recorded the highest percentage of female riders across all states at 30%. This is a 2% decrease from the 2016 count, and 8% higher than the national average.

Queensland

In Queensland, the total number of cyclists decreased marginally by 2% when compared to the same sites counted in 2016. Female riders comprised 21% of the total proportion of riders counted across the state, just 1% short of the 2017 national average.

About Super Tuesday Count

About the count

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

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

This information is accurate, relevant, up-to-date and cumulative for those councils who participate in Super Tuesday for consecutive years. 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

The Super Tuesday volunteer counters collect data from intersections along popular commuter routes in the municipality and from subsidiary routes that are of a lower priority.

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

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

Following the completion of the visual count, counters send the count 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 are validated, analysed by Bicycle Network and compiled into reports for participating councils and other agencies.

Changes from previous count

One new site was included in the 2017 count:

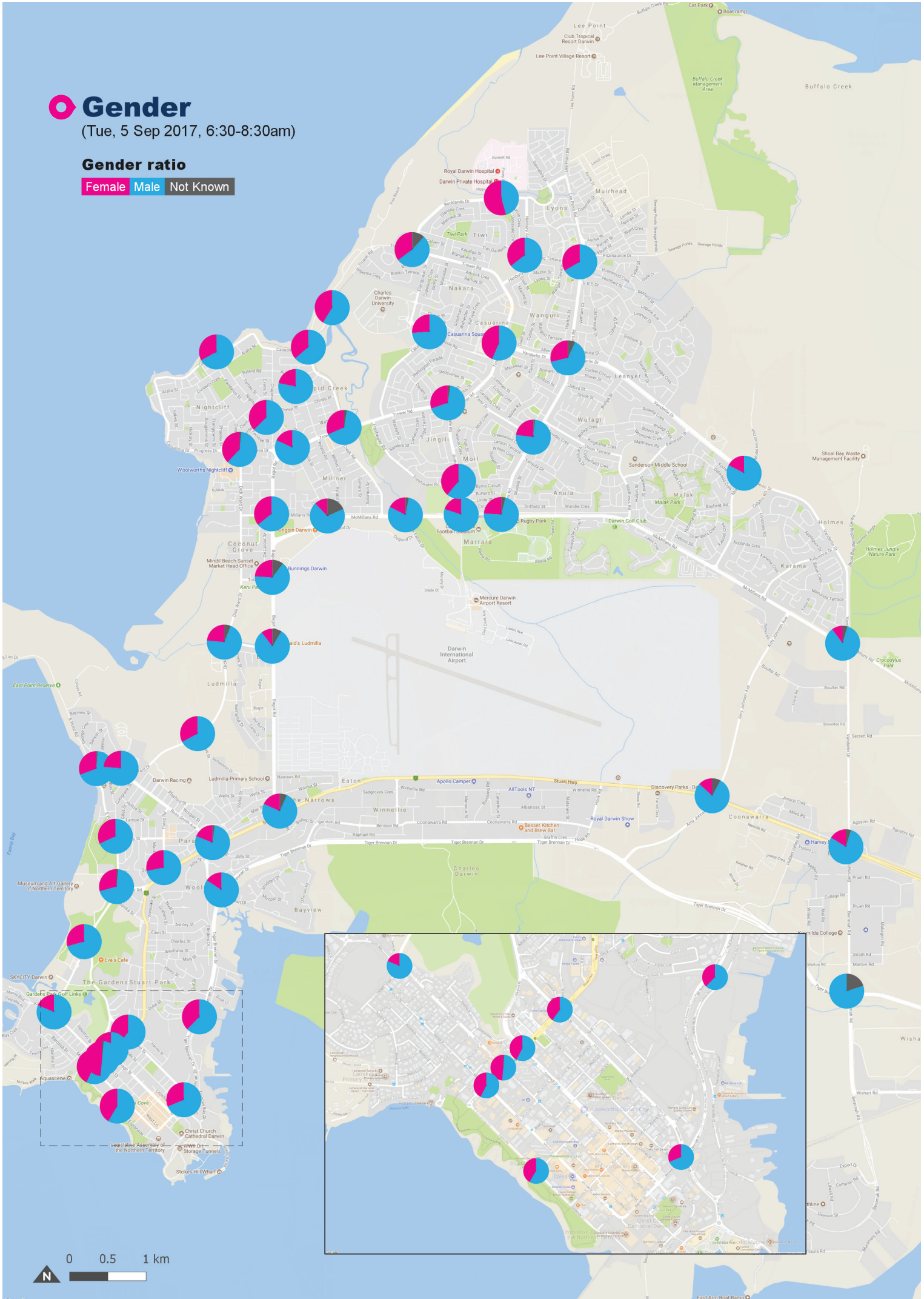
- Site 7130 - Berrimah Rd [N], Tiger Brennan Dr [E], Berrimah Rd [S], Tiger Brennan Dr [W]

Gender

(Tue, 5 Sep 2017, 6:30-8:30am)

Gender ratio

Female Male Not Known





Site ID	Street names	Total Count						Volume in 15 Minute							
		Female	Male	Not Known	2017	2016	% 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
5467	Peel St [NE], Esplanade [SE], Esplanade [NW]	22	31	0	53	28	89%	13	5	2	3	7	10	10	3
5468	Daly St [NE], Mitchell St [SE], Daly St [SW], Mitchell St [NW]	35	47	0	82	68	21%	4	10	3	10	15	15	13	12
5469	Daly St [NE], Smith St [SE], Daly St [SW], Smith St [NW]	36	37	1	74	77	-4%	7	3	7	8	16	9	15	9
5470	Daly St [NE], Cavenagh St [SE], Daly St [SW], Gardens Rd [NW]	34	46	0	80	101	-21%	1	11	8	14	15	13	9	9
5471	Gilruth Ave [N], Smith St [SE], Lambell Tce [SW], Kahlin Ave [NW]	7	30	0	37	60	-38%	7	9	4	3	5	7	0	2
5472	Atkins Dr [N], Gilruth Ave [NE], Gardens Rd [SE], Gilruth Ave [S], Maria Liveris Dr [SW]	19	46	0	65	57	14%	8	12	7	7	10	10	3	8
5473	East Point Rd [N], Goyder Rd [E], Gilruth Ave [SW], Goyder Rd [W]	37	87	2	126	98	29%	6	9	4	14	24	43	21	5
5474	Gregory St [E], East Point Rd [S], East Point Rd [N]	24	51	0	75	78	-4%	8	7	5	10	16	22	2	5
5475	Dick Ward Dr [E], Ross Smith Ave [SE], Ross Smith Ave [W]	23	74	0	97	94	3%	8	9	17	14	11	24	5	9
5476	Dick Ward Dr [NE], Douglas St [SE], Dick Ward Dr [SW]	25	51	0	76	82	-7%	5	8	7	15	13	10	10	8
5477	Dick Ward Dr [N], Fitzer Dr [E], Dick Ward Dr [S]	16	48	4	68	77	-12%	5	7	16	6	15	8	9	2
5478	Progress Dr [E], Dick Ward Dr [S], Progress Dr [W]	24	38	1	63	118	-47%	10	8	9	6	16	3	7	4
5480	Casuarina Dr [E], Nightcliff Rd [SE], Casuarina Dr [SW]	30	61	0	91	90	1%	4	9	18	19	11	10	11	9
5481	Rossiter St [NE], Ryland Rd [SE], Rossiter St [SW], Ryland Rd [NW]	7	25	0	32	20	60%	3	3	3	3	9	5	3	3
5482	Chapman Rd [NE], Nightcliff Rd [SE], Nightcliff Rd [NW]	21	35	0	56	48	17%	3	4	6	5	7	18	6	7
5483	Rapid Creek Path Bridge [N], Foreshore Path [SE], Foreshore Path [W]	56	98	0	154	173	-11%	7	14	12	27	24	27	13	30
5484	Rocklands Dr [N], Trower Rd [E], Trower Rd [W]	12	18	4	34	56	-39%	4	8	8	7	1	3	1	2
5485	Rocklands Dr [E], Roper St [S], Rocklands Dr [W], Florey Ave [N]	43	36	0	79	85	-7%	4	4	10	4	23	20	8	6
5486	Henbury Ave [N], Tambling Tce [E], Henbury Ave [S]	21	38	0	59	42	40%	2	3	8	3	8	26	4	5
5487	Trower Rd [E], Rothdale Rd [S], Trower Rd [W]	13	29	1	43	17	153%	4	4	4	1	5	10	9	6
5488	Lee Point Rd [NE], Lee Point Rd [SE], Parer Dr [SW], Parer Dr [NW]	14	46	1	61	48	27%	6	4	6	11	10	16	5	3
5506	Tiger Brennan Dr [NE], McMinn St [SE], Bennett St [SW], McMinn St [N]	16	35	0	51	39	31%	2	13	9	7	4	6	4	6

Site ID	Street names	Total Count					Volume in 15 Minute								
		Female	Male	Not Known	2017	2016	% 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
5507	Stuart Hwy path [N], Stuart Hwy [NE], McMinn St [SE], Daly St [SW], McMinn St [NW]	33	49	0	82	97	-15%	3	6	12	11	13	12	10	15
5509	Tiger Brennan Dr [NE], Stoddart Dr [SE], Tiger Brennan Dr [SW], Woolner Rd [NW]	6	32	0	38	28	36%	5	9	7	1	5	2	5	4
5510	Stuart Hwy [E], Stuart Hwy [SW], Stokes St [W], Parap Rd [N]	23	59	0	82	110	-25%	0	0	10	12	18	28	7	7
5511	Stuart Hwy [NE], Stuart Hwy [SW], Ross Smith Ave [NW]	18	75	2	95	74	28%	15	10	11	14	17	15	6	7
5512	Stuart Hwy [NE], Snell St [SE], Stuart Hwy [SW], Bagot Rd [N]	11	45	4	60	64	-6%	14	10	8	7	9	5	3	4
5513	Bagot Rd [N], Bagot Rd [S], Fitzer Dr [W]	6	46	5	57	29	97%	9	22	4	4	2	3	6	7
5514	Osgood Dr [E], Bagot Rd [S], Totem Rd [W], Bagot Rd [N]	14	38	6	58	43	35%	8	4	6	5	7	2	17	9
5515	Bagot Rd [N], Old McMillans Rd [E], Bagot Rd [S], Old McMillans Rd [W]	14	25	0	39	42	-7%	4	9	5	7	2	4	3	5
5516	Trower Rd [NE], Sabine Rd [SE], Trower Rd [SW]	6	27	0	33	60	-45%	2	8	4	2	5	6	5	1
5517	McMillans Rd [E], McMillans Rd [SW], Sabine Rd [NW]	6	34	9	49	41	20%	13	10	9	4	5	0	5	3
5518	Trower Rd [E], Rapid Creek Rd [S], Trower Rd [W], Rapid Creek Rd [N]	36	75	3	114	130	-12%	8	14	14	13	25	15	14	11
5519	Trower Rd [N], Vanderlin Dr [E], Trower Rd [S], Casuarina Shops [W]	17	22	0	39	39	0%	1	2	5	4	3	11	6	7
5520	Lee Point Rd [N], Vanderlin Dr [E], Lee Point Rd [S], Vanderlin Rd [W]	21	47	5	73	66	11%	11	8	11	9	12	9	8	5
5521	Vanderlin Dr/Bike Path [SE], Mueller Rd [SW], Vanderlin Dr/Bike Path [NW]	4	19	0	23	35	-34%	2	10	2	3	3	1	2	0
5523	Vanderlin Dr [N], McMillans Rd [SE], Vanderlin Dr [S], McMillans Rd [NW]	7	58	3	68	70	-3%	17	13	3	9	7	3	14	2
5524	McMillans Rd [E], Charles Eaton Dr [SE], McMillans Rd [W], Rapid Crk Cyclepath [NW]	11	50	2	63	55	15%	14	10	7	7	10	8	3	4
5525	Rothdale Rd [N], McMillans Rd [E], Henry Wrigley Dr [S], McMillans Rd [W]	12	48	0	60	52	15%	14	9	2	10	7	8	6	4
5526	Lee Point Rd [N], McMillans Rd [E], Marrara Dr [S], McMillans Rd [W]	19	57	3	79	57	39%	19	12	6	10	8	11	7	6
5527	Amy Johnson Ave [N], Stuart Hwy [E], Amy Johnson Ave [SW], Stuart Hwy [W]	5	30	3	38	45	-16%	7	3	1	10	7	2	7	1
5528	Vanderlin Dr [N], Stuart Hwy [E], Berrimah Rd [S], Stuart Hwy [W]	7	34	2	43	62	-31%	5	7	5	6	4	10	4	2
5585	Dick Ward Dr [E], East point Rd/Bike Path [S], East Point Rd/Bike Path [NW]	31	69	1	101	95	6%	12	13	12	13	18	21	4	8
5981	Casuarina Foreshore Path [N], Casuarina Foreshore Path [E], Casuarina Foreshore Path [S]	50	71	0	121	136	-11%	8	8	21	8	23	16	15	22

Site ID	Street names	Total Count						Volume in 15 Minute							
		Female	Male	Not Known	2017	2016	% 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
6188	Rothdale Rd [S], Freshwater Rd [W], Rothdale Rd [N]	7	11	0	18	14	29%	1	3	4	3	3	2	1	1
6808	Lee Point Rd [N], Lee Point Rd [S], Tambling Tce [W]	19	38	0	57	48	19%	9	2	7	11	15	9	0	4
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]	17	28	0	45	37	22%	4	5	4	7	9	6	4	6
7123	Dripstone Rd [SE], Lakeside Dr [SW], Dripstone Rd [NW]	7	20	0	27	-	-	0	0	1	1	8	5	8	4
7130	Berrimah Rd [N], Tiger Brennan Dr [E], Berrimah Rd [S], Tiger Brennan Dr [W]	0	4	1	5	-	-	1	1	1	1	1	0	0	0

Site 5467

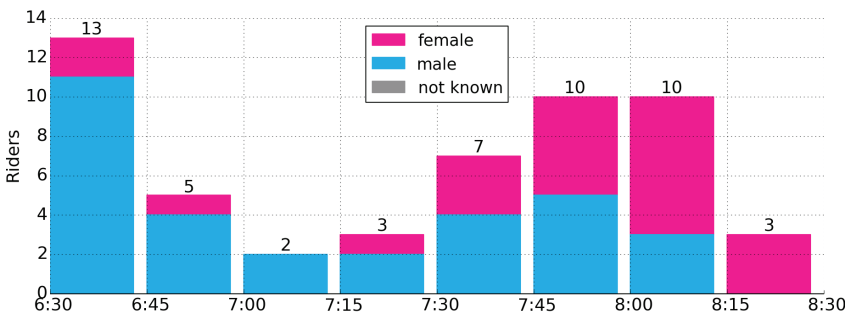
Peel St [NE], Esplanade [SE], Esplanade [NW]



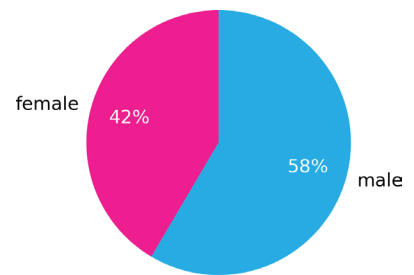
53 bicycle riders were recorded during the 2 hour survey. This is an increase of 89% compared to 28 in 2016 and an increase of 43% compared to 37 in 2011. The peak period was 06:30-06:45 with 13 riders. Female riders comprised 42% of the total.

The majority of cyclists entered this intersection from the North-West via The Esplanade and exited to the South-East along The Esplanade. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). The volunteer commented that the weather was good on the count date.

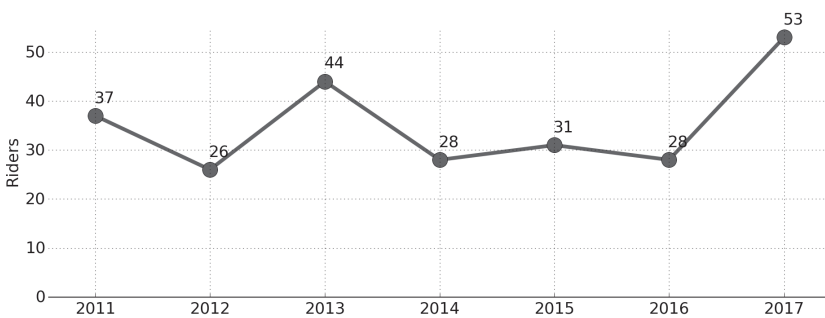
Traffic Volume by Time



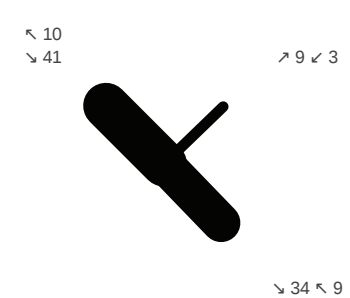
Gender Ratio



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	1	0	0	5	7	9	22
Male	1	1	0	4	2	23	31
Not known	0	0	0	0	0	0	0
Total	2	1	0	9	9	32	53

Site 5468

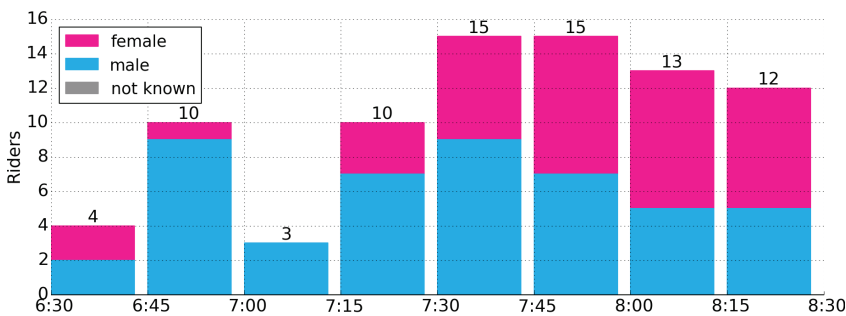
Daly St [NE], Mitchell St [SE], Daly St [SW], Mitchell St [NW]



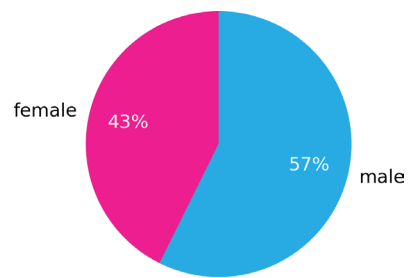
82 bicycle riders were recorded during the 2 hour survey. This is an increase of 21% compared to 68 in 2016 and an increase of 8% compared to 76 in 2012. The peak period was 07:30-07:45 with 15 riders. Female riders comprised 43% of the total.

The majority of cyclists entered this intersection from the North West via Mitchell St and exited to the South-West along Daly St. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). No comments were left by the volunteer.

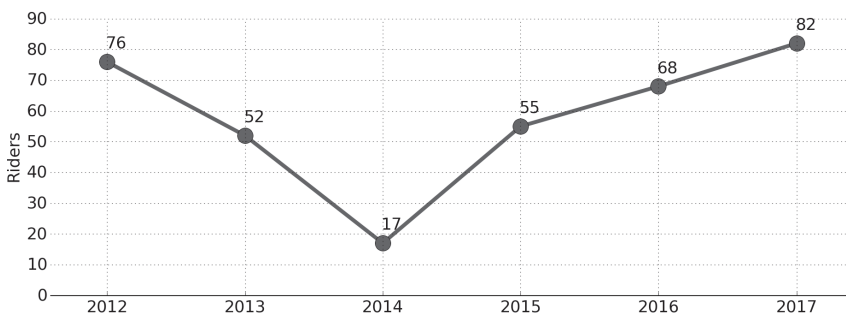
Traffic Volume by Time



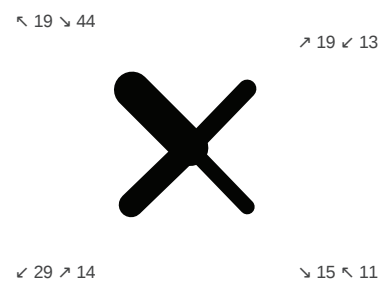
Gender Ratio



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	0	6	1	2	0	0	0	0	7	4	8	7	35
Male	1	4	1	3	0	6	3	0	4	7	6	12	47
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	10	2	5	0	6	3	0	11	11	14	19	82

Site 5469

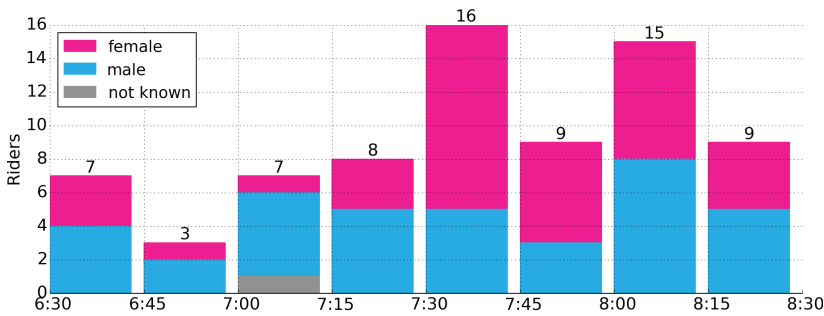
Daly St [NE], Smith St [SE], Daly St [SW], Smith St [NW]



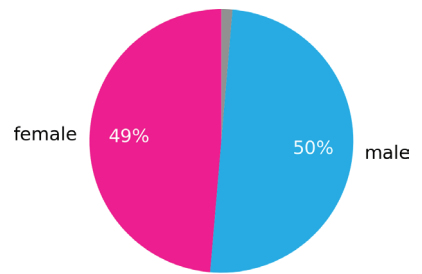
74 bicycle riders were recorded during the 2 hour survey. This is a decrease of 4% compared to 77 in 2016 and a decrease of 32% compared to 109 in 2011. The peak period was 07:30-07:45 with 16 riders. Female riders comprised 49% of the total.

The majority of cyclists entered this intersection from the North-West via Smith St and exited to the South-East along Smith St. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). The volunteer commented that due to the childcare centre on Daly St many riders had children on child seats at this location.

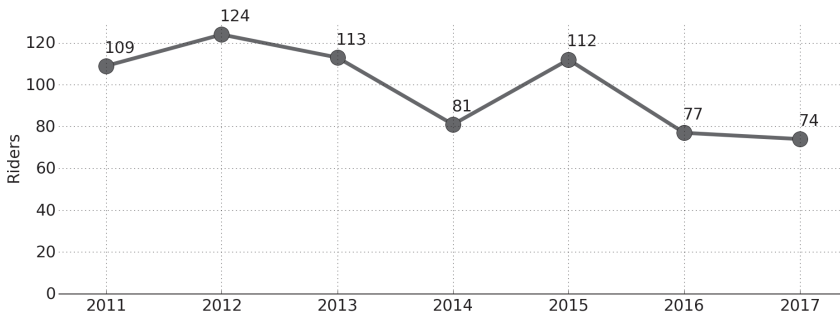
Traffic Volume by Time



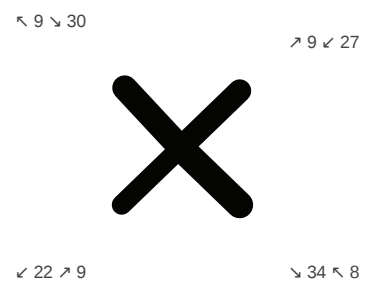
Gender Ratio



Cycling Trend



Traffic Flow

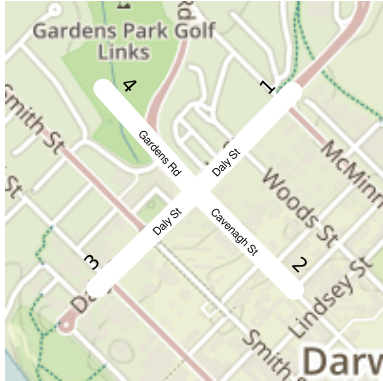


Raw Data

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	9	0	1	2	1	3	2	1	2	8	3	36
Male	3	8	3	0	0	4	0	3	0	2	14	0	37
Not known	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	7	17	3	1	2	5	3	5	1	5	22	3	74

Site 5470

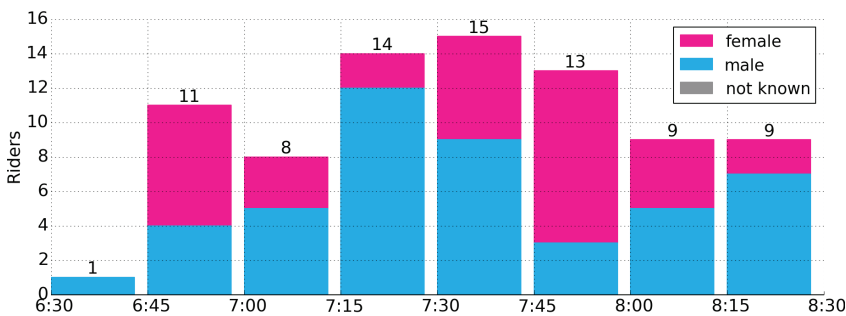
Daly St [NE], Cavenagh St [SE], Daly St [SW], Gardens Rd [NW]



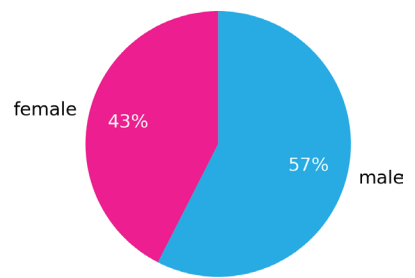
80 bicycle riders were recorded during the 2 hour survey. This is a decrease of 21% compared to 101 in 2016 and a decrease of 34% compared to 121 in 2011. The peak period was 07:30-07:45 with 15 riders. Female riders comprised 42% of the total.

The majority of cyclists entered this intersection from the North-East via Daly St and exited to the South-East along Cavenagh St. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). No comments were left by the volunteer.

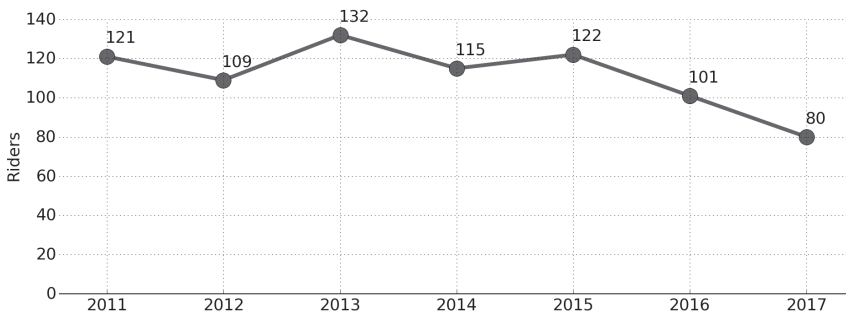
Traffic Volume by Time



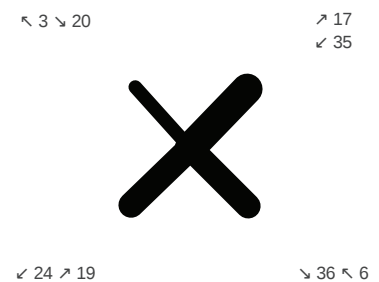
Gender Ratio



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	7	9	0	1	1	1	5	2	0	0	6	2	34
Male	8	10	1	2	0	1	9	3	0	0	10	2	46
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	19	1	3	1	2	14	5	0	0	16	4	80

Site 5471

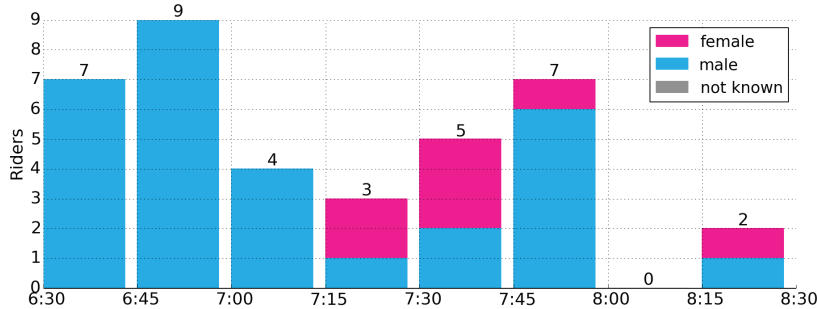
Gilruth Ave [N], Smith St [SE], Lambell Tce [SW], Kahlin Ave [NW]



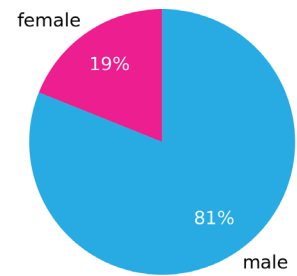
37 bicycle riders were recorded during the 2 hour survey. This is a decrease of 38% compared to 60 in 2016 and a decrease of 44% compared to 66 in 2011. The peak period was 06:45-07:00 with 9 riders. Female riders comprised 19% of the total.

The majority of cyclists entered this intersection from the North via Gilruth Ave and Kahlin Ave and exited to the North along Gilruth Ave. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). No comments were left by the volunteer.

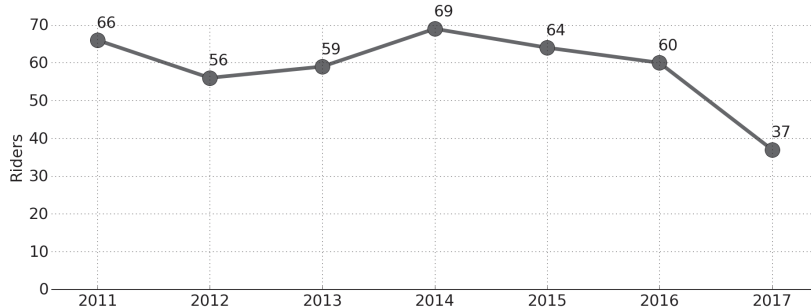
Traffic Volume by Time



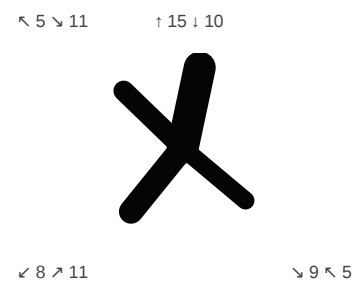
Gender Ratio



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	0	0	0	0	0	0	2	1	1	2	1	0	7
Male	3	6	1	3	1	1	5	0	2	3	4	1	30
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	6	1	3	1	1	7	1	3	5	5	1	37

Site 5472

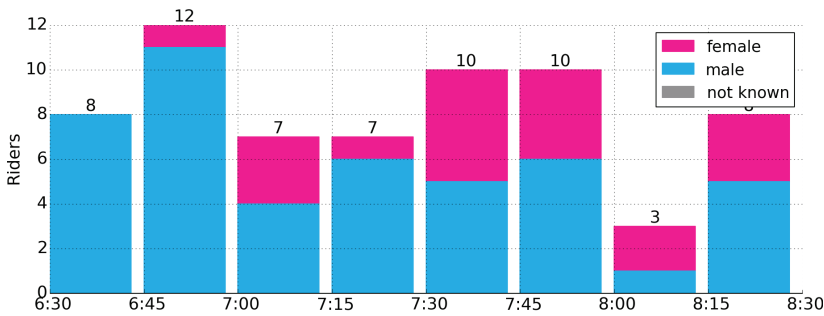
Atkins Dr [N], Gilruth Ave [NE], Gardens Rd [SE], Gilruth Ave [S], Maria Liveris Dr [SW]



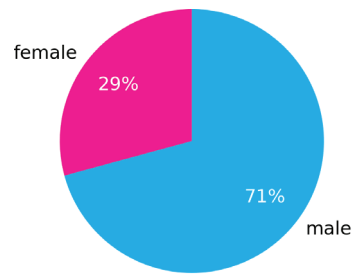
65 bicycle riders were recorded during the 2 hour survey. This is an increase of 14% compared to 57 in 2016 and an increase of 3% compared to 63 in 2011. The peak period was 06:45-07:00 with 12 riders. Female riders comprised 29% of the total.

The majority of cyclists entered this intersection from the North via Gilruth Ave and exited to the South along Gilruth Ave. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). The volunteer commented that there was a small number of riders without helmets on the road, and the only school age rider was female.

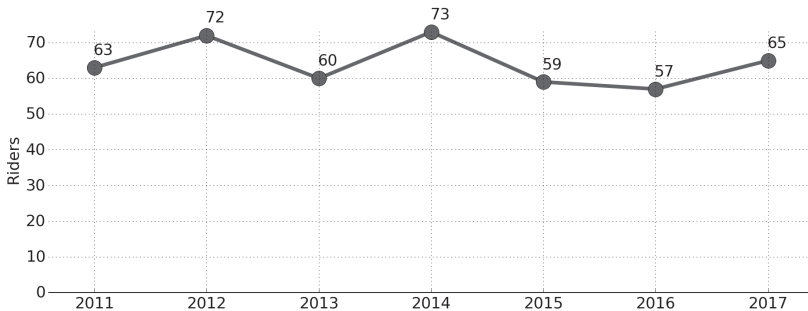
Traffic Volume by Time



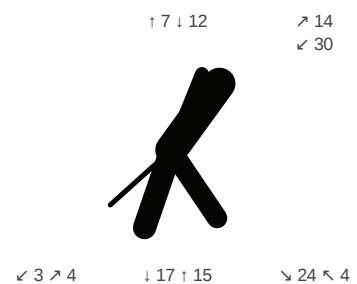
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Atkins Dr [N]				2 Gilruth Ave [NE]				3 Gardens Rd [SE]				4 Gilruth Ave [S]				5 Maria Liveris Dr [SW]				Total
Exit	2	3	4	5	1	3	4	5	1	2	4	5	1	2	3	5	1	2	3	4	
Female	0	2	1	1	0	5	1	0	0	1	0	0	3	3	0	0	1	0	0	1	19
Male	0	0	6	2	0	16	8	0	0	3	0	0	2	7	0	0	1	0	1	0	46
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	2	7	3	0	21	9	0	0	4	0	0	5	10	0	0	2	0	1	1	65

Site 5473

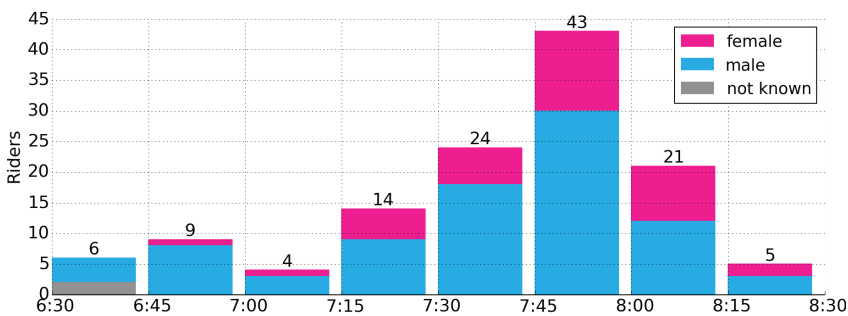
East Point Rd [N], Goyder Rd [E], Gilruth Ave [SW], Goyder Rd [W]



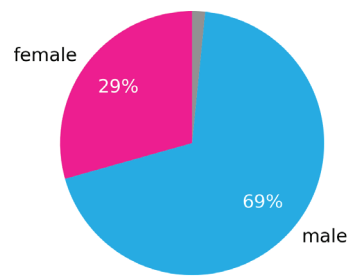
126 bicycle riders were recorded during the 2 hour survey. This is an increase of 29% compared to 98 in 2016 and an increase of 57% compared to 80 in 2011. The peak period was 07:45-08:00 with 43 riders. Female riders comprised 29% of the total.

The majority of cyclists entered this intersection from the North via East Point Road and exited to the South along Gilruth Ave. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). No comments were left by the volunteer.

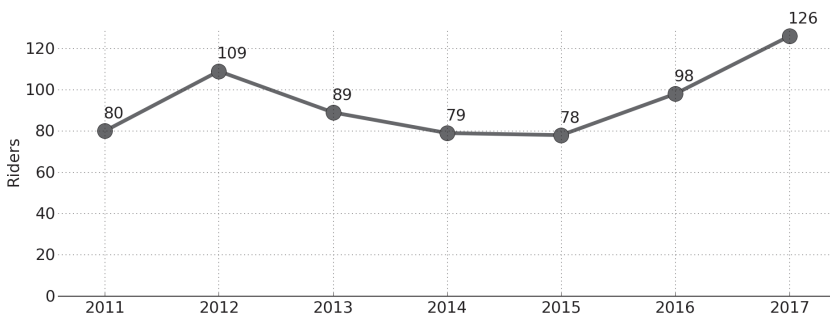
Traffic Volume by Time



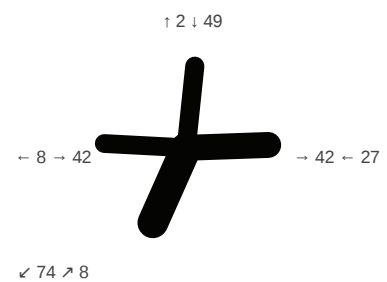
Gender Ratio



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	0	11	0	1	8	2	0	4	0	0	7	4	37
Male	1	37	0	0	9	6	0	3	0	0	26	5	87
Not known	0	0	0	1	0	0	0	1	0	0	0	0	2
Total	1	48	0	2	17	8	0	8	0	0	33	9	126

Site 5474

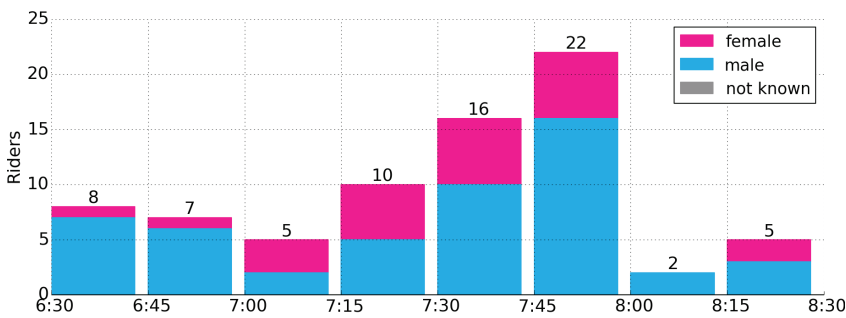
Gregory St [E], East Point Rd [S], East Point Rd [N]



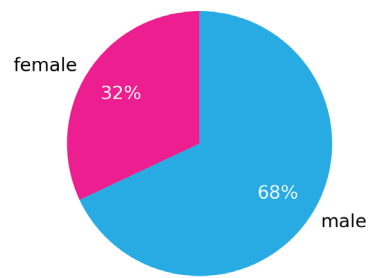
75 bicycle riders were recorded during the 2 hour survey. This is a decrease of 4% compared to 78 in 2016 and an increase of 3% compared to 73 in 2011. The peak period was 07:45-08:00 with 22 riders. Female riders comprised 32% of the total.

The majority of cyclists entered this intersection from the North via East Point Rd and exited to the South along East Point Rd. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). No comments were left by the volunteer.

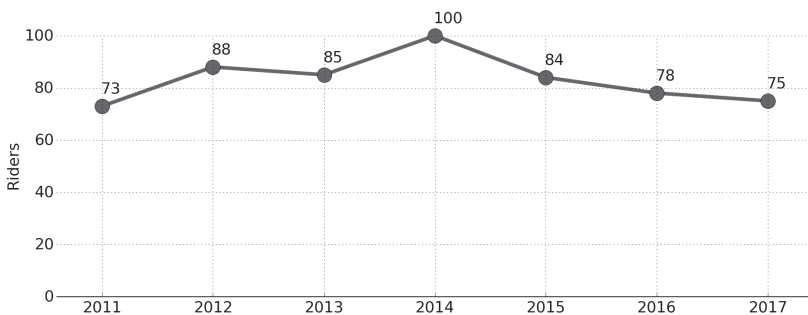
Traffic Volume by Time



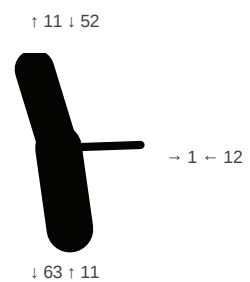
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Gregory St [E]		2 East Point Rd [S]		3 East Point Rd [N]		
Exit	2	3	1	3	1	2	Total
Female	4	1	1	1	0	17	24
Male	7	0	0	9	0	35	51
Not known	0	0	0	0	0	0	0
Total	11	1	1	10	0	52	75

Site 5475

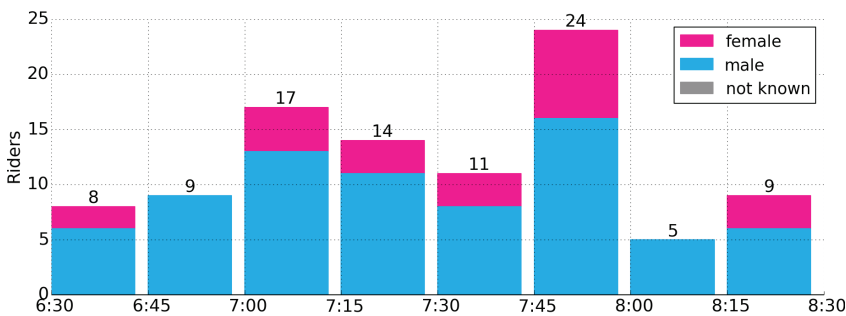
Dick Ward Dr [E], Ross Smith Ave [SE], Ross Smith Ave [W]



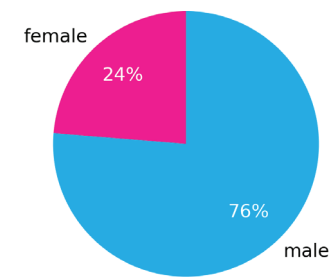
97 bicycle riders were recorded during the 2 hour survey. This is an increase of 3% compared to 94 in 2016 and an increase of 28% compared to 76 in 2011. The peak period was 07:45-08:00 with 24 riders. Female riders comprised 24% of the total.

The majority of cyclists entered this intersection from the East via Dick Ward Dr and exited to the West along Ross Smith Ave. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). The volunteer observed 23 riders without helmets and 2 bike trailers with children, and suggested it is likely some riders take other routes.

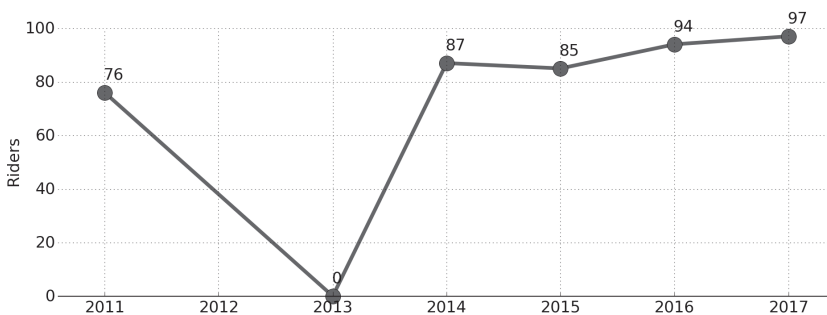
Traffic Volume by Time



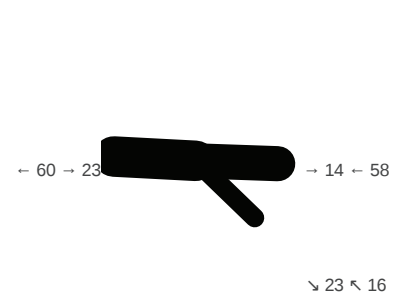
Gender Ratio



Cycling Trend



Traffic Flow

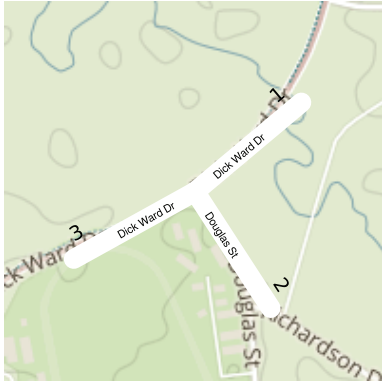


Raw Data

Enter	1 Dick Ward Dr [E]		2 Ross Smith Ave [SE]		3 Ross Smith Ave [W]		
Exit	2	3	1	3	1	2	Total
Female	1	15	0	2	1	4	23
Male	10	32	3	11	10	8	74
Not known	0	0	0	0	0	0	0
Total	11	47	3	13	11	12	97

Site 5476

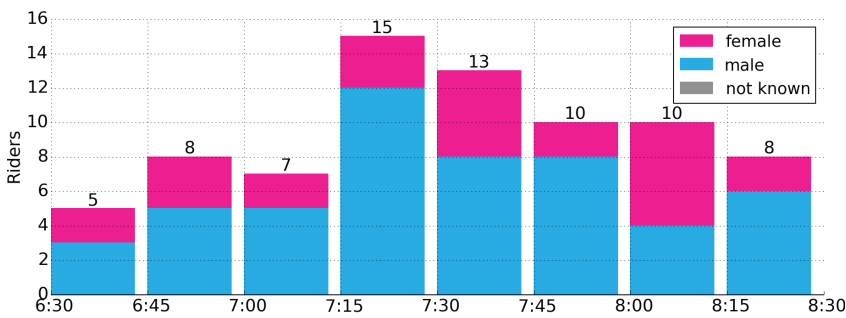
Dick Ward Dr [NE], Douglas St [SE], Dick Ward Dr [SW]



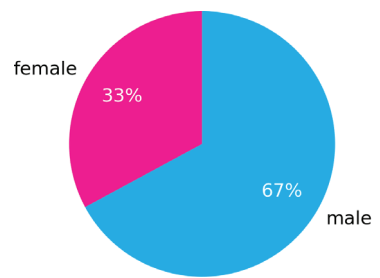
76 bicycle riders were recorded during the 2 hour survey. This is a decrease of 7% compared to 82 in 2016 and a decrease of 8% compared to 83 in 2011. The peak period was 07:15-07:30 with 15 riders. Female riders comprised 33% of the total.

The majority of cyclists entered this intersection from the North-East via Dick Ward Dr and exited to the South-West along Dick Ward Dr. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). The volunteer commented that nearby roadworks blocked the cyclepath with no alternative route and that 13 riders had no helmet.

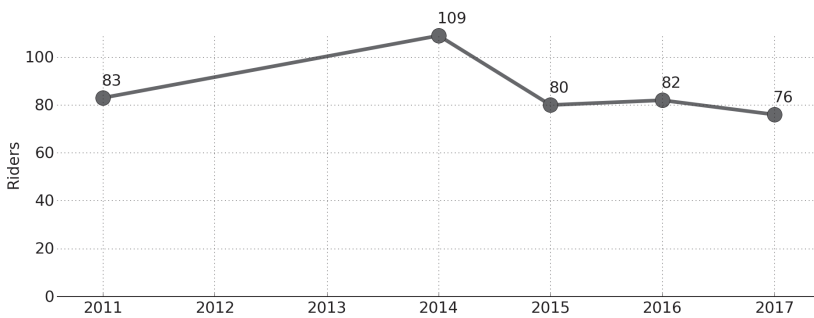
Traffic Volume by Time



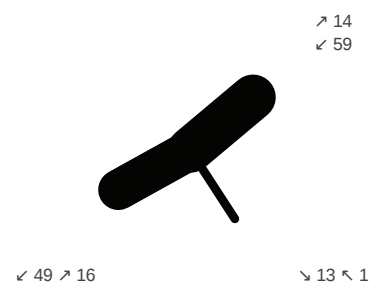
Gender Ratio



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	4	16	0	0	3	2	25
Male	7	32	0	1	11	0	51
Not known	0	0	0	0	0	0	0
Total	11	48	0	1	14	2	76

Site 5477

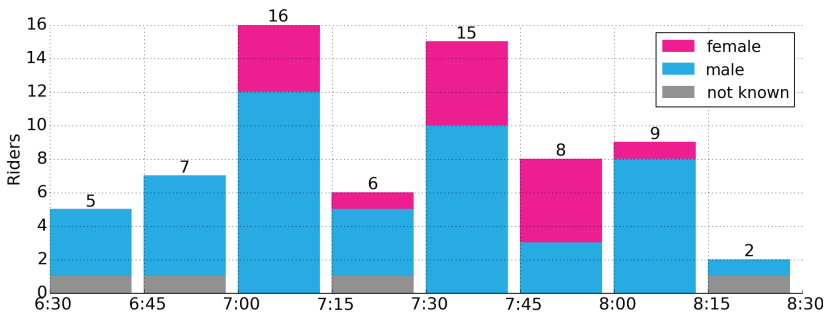
Dick Ward Dr [N], Fitzer Dr [E], Dick Ward Dr [S]



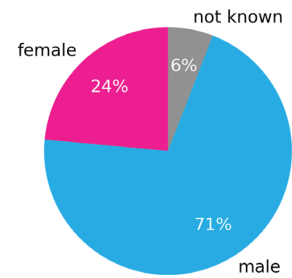
68 bicycle riders were recorded during the 2 hour survey. This is a decrease of 12% compared to 77 in 2016 and a decrease of 33% compared to 101 in 2012. The peak period was 07:00-07:15 with 16 riders. Female riders comprised 24% of the total.

The majority of cyclists entered this intersection from the North via Dick Ward Dr and exited to the South along Dick Ward Dr. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). No comments were left by the volunteer.

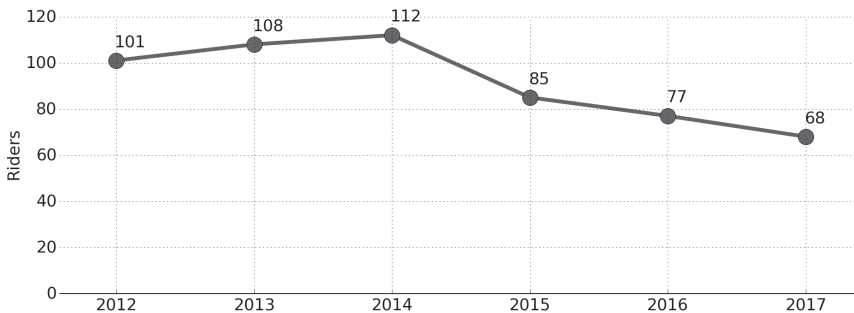
Traffic Volume by Time



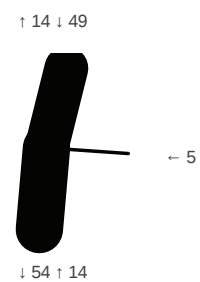
Gender Ratio



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	14	0	0	2	0	16
Male	0	33	0	5	10	0	48
Not known	0	2	0	0	2	0	4
Total	0	49	0	5	14	0	68

Site 5478

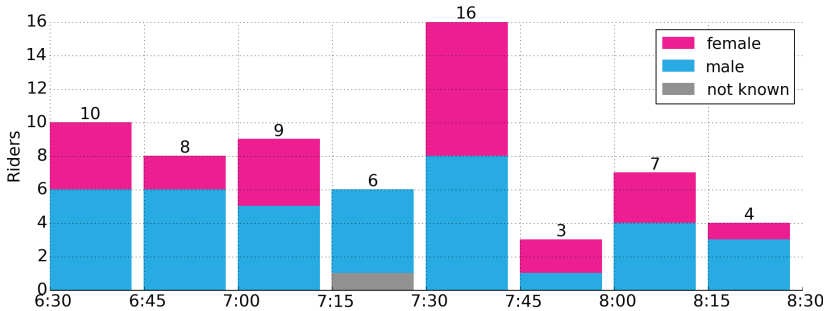
Progress Dr [E], Dick Ward Dr [S], Progress Dr [W]



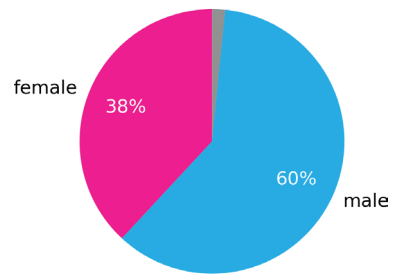
63 bicycle riders were recorded during the 2 hour survey. This is a decrease of 47% compared to 118 in 2016 and an increase of 3% compared to 61 in 2011. The peak period was 07:30-07:45 with 16 riders. Female riders comprised 38% of the total.

The majority of cyclists entered this intersection from the West via Progress Dr and exited to the South along Dick Ward Dr. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). No comments were left by the volunteer.

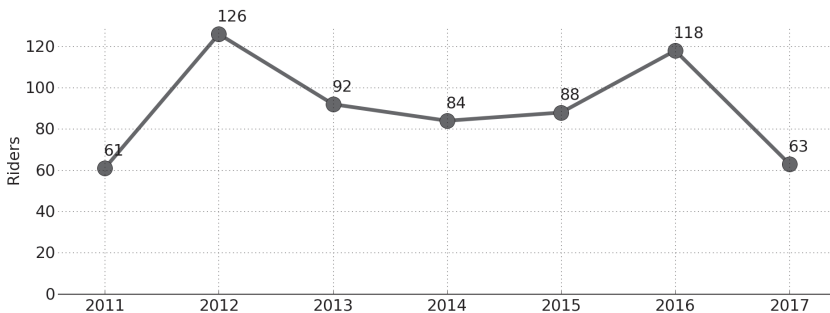
Traffic Volume by Time



Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

	1 Progress Dr [E]		2 Dick Ward Dr [S]		3 Progress Dr [W]		
Enter	2	3	1	3	1	2	
Exit							Total
Female	2	4	1	7	0	10	24
Male	9	2	2	7	3	15	38
Not known	0	0	0	0	0	1	1
Total	11	6	3	14	3	26	63

Site 5480

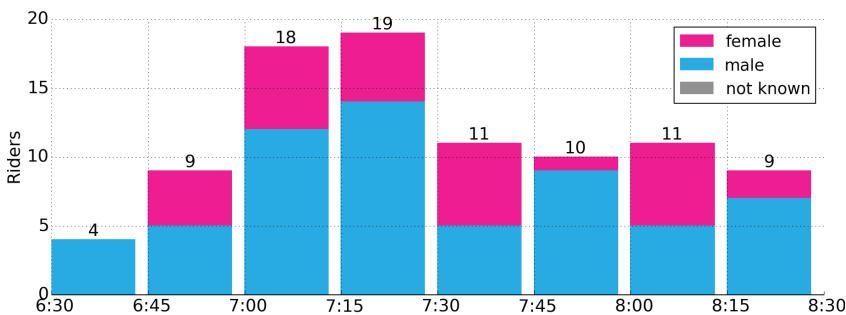
Casuarina Dr/Shared Path [E], Nightcliff Rd [SE], Casuarina Dr/Shared Path [SW], Foreshore Shared Path [W]



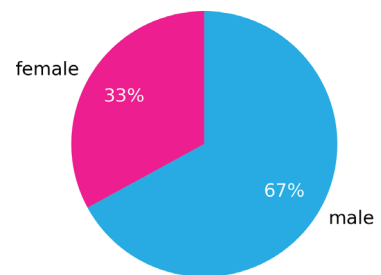
91 bicycle riders were recorded during the 2 hour survey. This is an increase of 1% compared to 90 in 2016 and an increase of 3% compared to 88 in 2011. The peak period was 07:15-07:30 with 19 riders. Female riders comprised 33% of the total.

The majority of cyclists entered this intersection from the North-East via Casuarina Dr and exited to the South-West along Casuarina Dr. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). The volunteer commented that a new pathway provided alternative route between 1-3, and movements along this were counted as such.

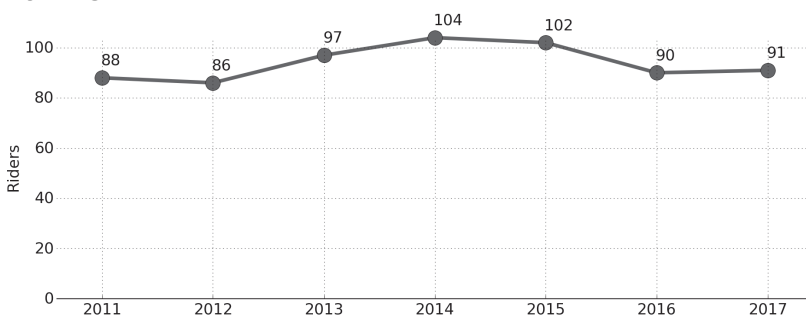
Traffic Volume by Time



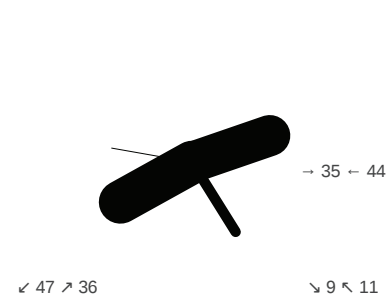
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Casuarina Dr/Shared Path [E]			2 Nightcliff Rd [SE]		3 Casuarina Dr/Shared Path [SW]		4 Foreshore Shared Path [W]			Total		
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Female	0	12	1	1	14	2	30						
Male	3	29	4	5	16	4	61						

Site 5481

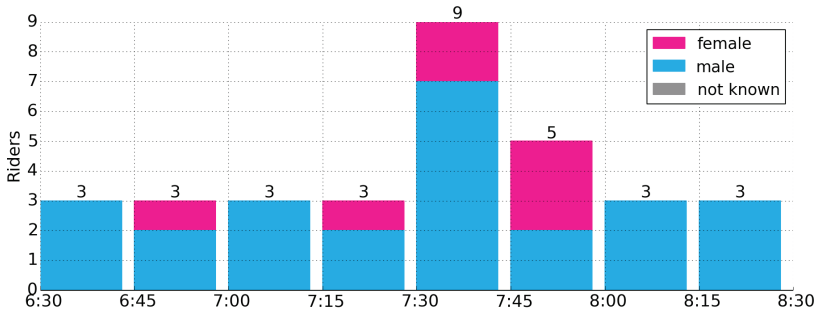
Rossiter St [NE], Ryland Rd [SE], Rossiter St [SW], Ryland Rd [NW]



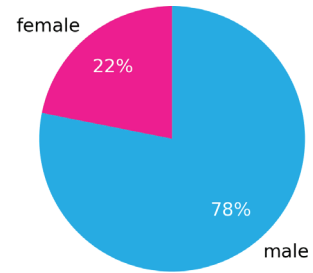
32 bicycle riders were recorded during the 2 hour survey. This is an increase of 60% compared to 20 in 2016 and an increase of 78% compared to 18 in 2011. The peak period was 07:30-07:45 with 9 riders. Female riders comprised 22% of the total.

The majority of cyclists entered this intersection from the West via Ryland and Rossiter Streets and exited to the North-East along Rossiter St. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). No comments were left by the volunteer.

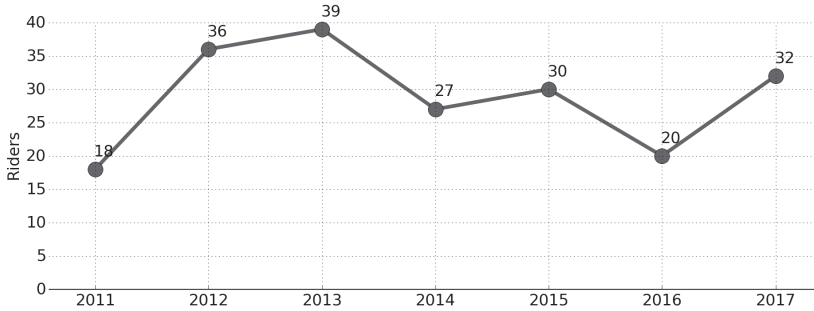
Traffic Volume by Time



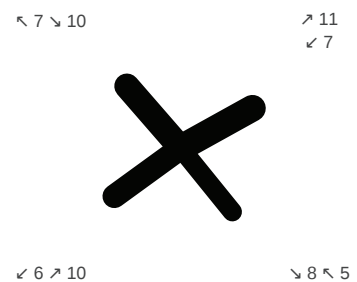
Gender Ratio



Cycling Trend



Traffic Flow

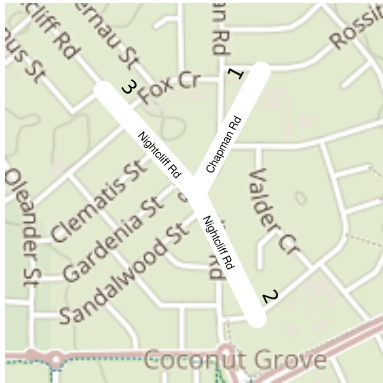


Raw Data

Enter	1 Rossiter St [NE]			2 Ryland Rd [SE]			3 Rossiter St [SW]			4 Ryland Rd [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	2	1	0	0	1	3	0	0	0	0	0	7
Male	1	2	1	1	0	3	6	0	1	1	7	2	25
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	4	2	1	0	4	9	0	1	1	7	2	32

Site 5482

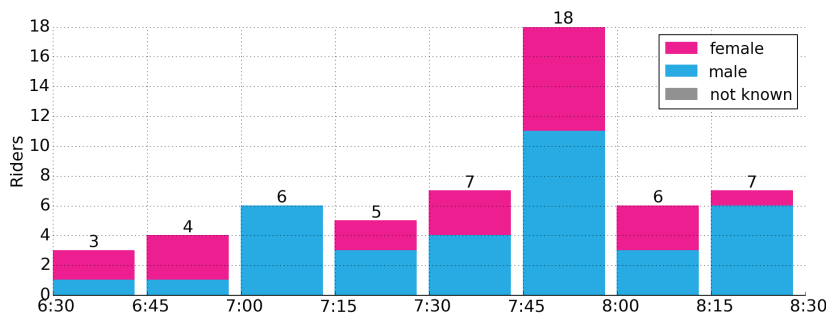
Chapman Rd [NE], Nightcliff Rd [SE], Nightcliff Rd [NW]



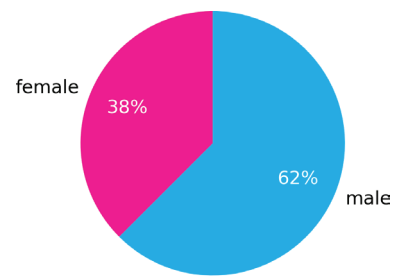
56 bicycle riders were recorded during the 2 hour survey. This is an increase of 17% compared to 48 in 2016 and an increase of 12% compared to 50 in 2011. The peak period was 07:45-08:00 with 18 riders. Female riders comprised 38% of the total.

The majority of cyclists entered this intersection from the South via Nightcliff Rd and exited to the North-West along Nightcliff Rd. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). No comments were left by the volunteer.

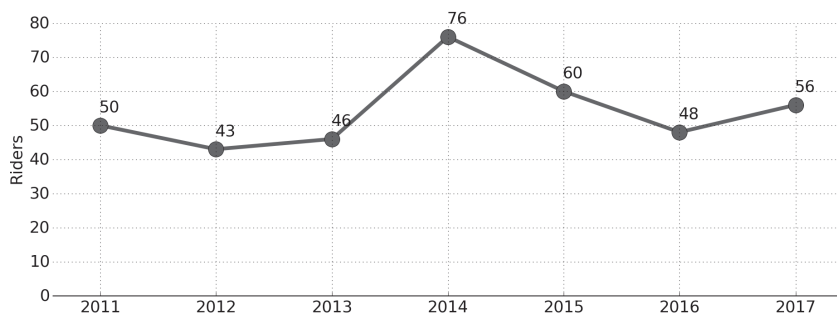
Traffic Volume by Time



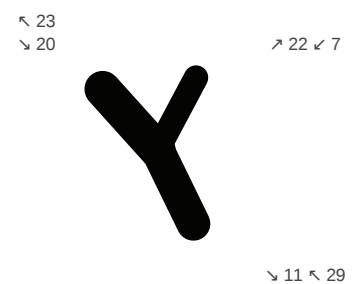
Gender Ratio



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	3	5	4	6	2	21
Male	1	2	6	14	5	7	35
Not known	0	0	0	0	0	0	0
Total	2	5	11	18	11	9	56

Site 5483

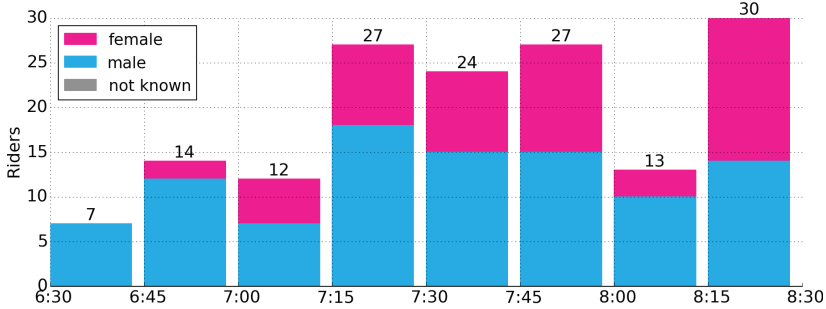
Rapid Creek Path Bridge [N], Foreshore Path [SE], Foreshore Path [W]



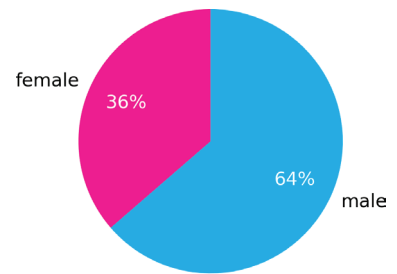
154 bicycle riders were recorded during the 2 hour survey. This is a decrease of 11% compared to 173 in 2016 and a decrease of 17% compared to 186 in 2011. The peak period was 08:15-08:30 with 30 riders. Female riders comprised 36% of the total.

The majority of cyclists entered this intersection from the West via the Foreshore Path and exited to the North East across the Rapid Creek Path Bridge. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). The volunteer noted that 36 riders had no helmet (22 of whom were female), and that 7% of all riders were children.

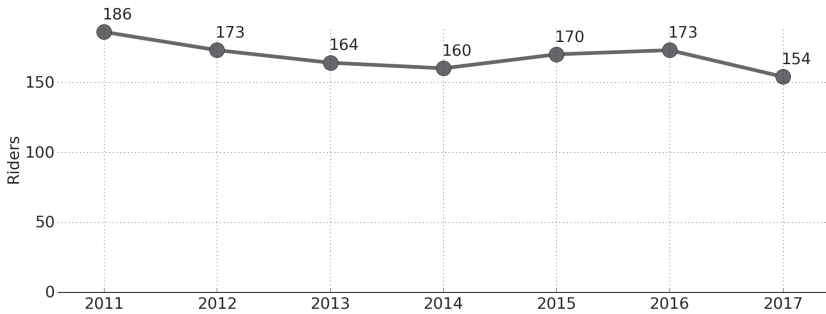
Traffic Volume by Time



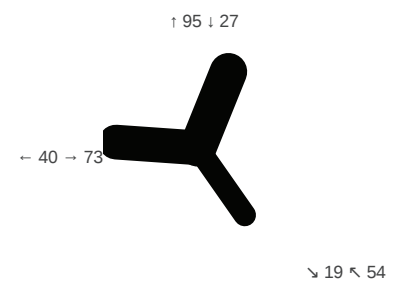
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Rapid Creek Path Bridge [N]		2 Foreshore Path [SE]		3 Foreshore Path [W]		
Exit	2	3	1	3	1	2	Total
Female	1	6	12	5	29	3	56
Male	6	14	22	15	32	9	98
Not known	0	0	0	0	0	0	0
Total	7	20	34	20	61	12	154

Site 5484

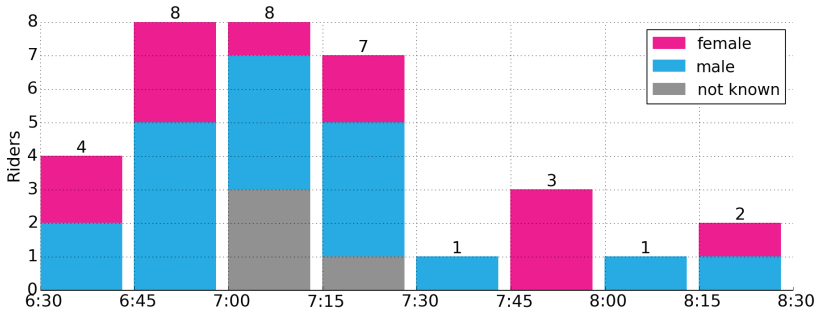
Rocklands Dr [N], Trower Rd [E], Trower Rd [W]



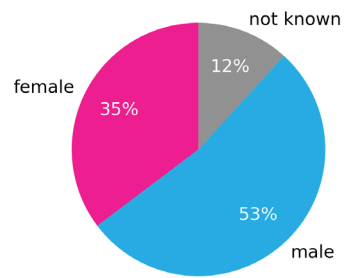
34 bicycle riders were recorded during the 2 hour survey. This is a decrease of 39% compared to 56 in 2016 and a decrease of 28% compared to 47 in 2011. The peak period was 06:45-07:00 with 8 riders. Female riders comprised 35% of the total.

The majority of cyclists entered this intersection from the North via Rocklands Dr and exited to the East along Trower Rd. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). The volunteer commented that most riders chose to use the footpath, with a few cyclists training on the road.

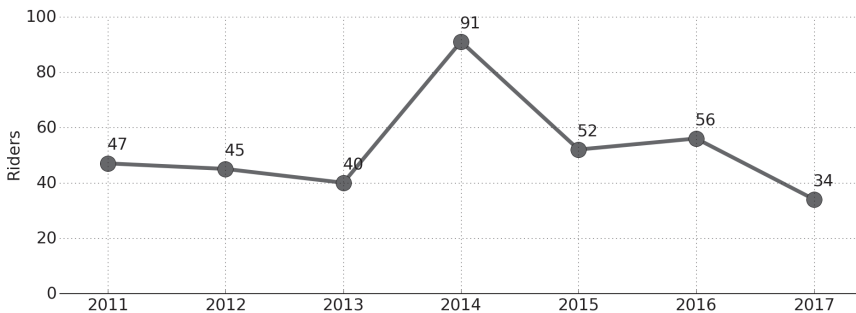
Traffic Volume by Time



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	3	0	6	2	0	1	12
Male	7	1	1	3	2	4	18
Not known	1	0	0	0	0	3	4
Total	11	1	7	5	2	8	34

Site 5485

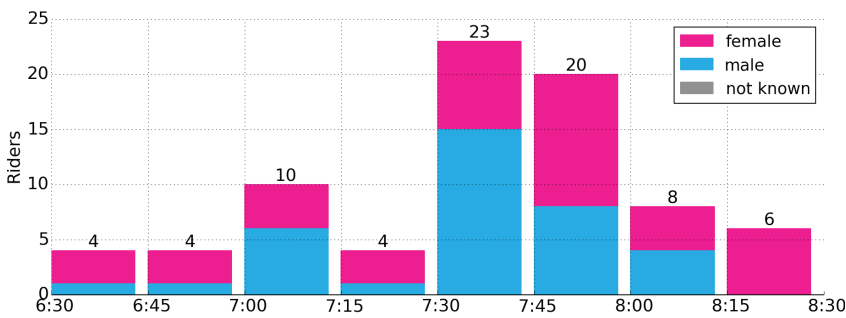
Rocklands Dr [E], Roper St [S], Rocklands Dr [W], Florey Ave [N]



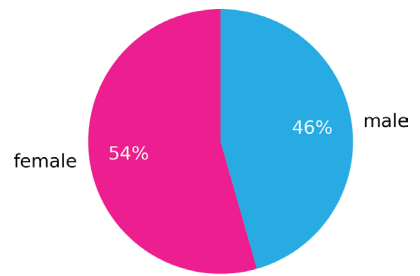
79 bicycle riders were recorded during the 2 hour survey. This is a decrease of 7% compared to 85 in 2016 and a decrease of 22% compared to 101 in 2011. The peak period was 07:30-07:45 with 23 riders. Female riders comprised 54% of the total.

The majority of cyclists entered this intersection from the East via Rocklands Dr and exited to the North along Florey Ave. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). The volunteer commented that due to long queues of vehicles, the site was dangerous. The counter witnessed one near miss between a car and a bike.

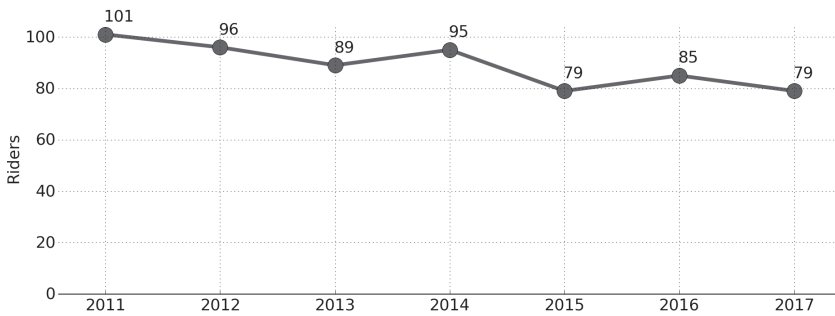
Traffic Volume by Time



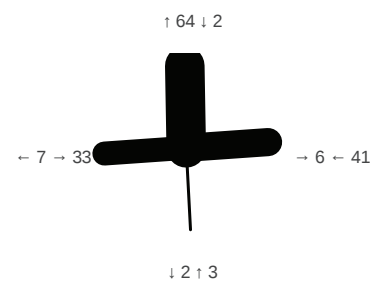
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Rocklands Dr [E]			2 Roper St [S]			3 Rocklands Dr [W]			4 Florey Ave [N]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	1	21	0	0	2	0	0	17	2	0	0	43
Male	2	6	11	0	0	1	4	0	12	0	0	0	36
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	7	32	0	0	3	4	0	29	2	0	0	79

Site 5486

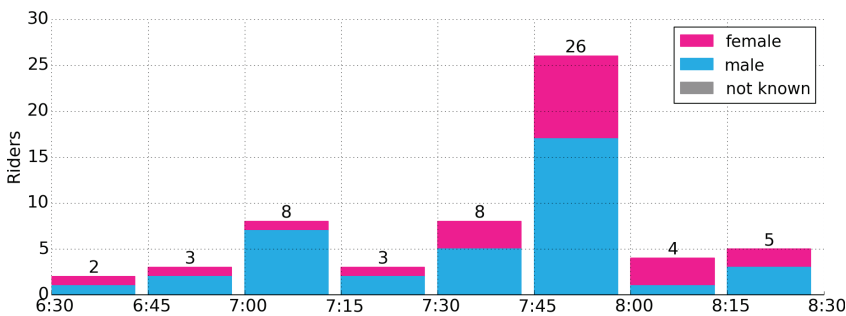
Henbury Ave [N], Tambling Tce [E], Henbury Ave [S]



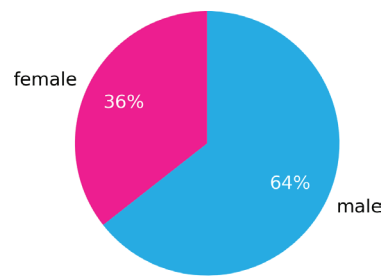
59 bicycle riders were recorded during the 2 hour survey. This is an increase of 40% compared to 42 in 2016 and an increase of 55% compared to 38 in 2011. The peak period was 07:45-08:00 with 26 riders. Female riders comprised 36% of the total.

The majority of cyclists entered this intersection from the East via Tambling Tce and exited to the North along Henbury Ave. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). No comments were left by the volunteer.

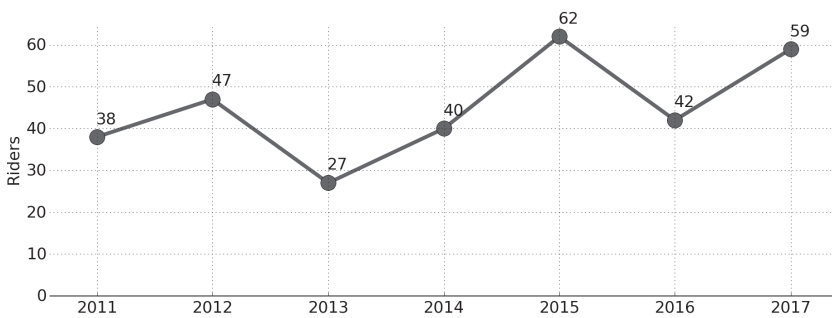
Traffic Volume by Time



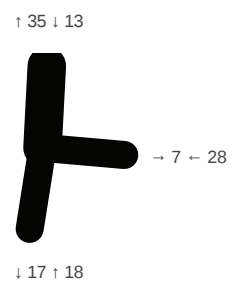
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Henbury Ave [N]		2 Tambling Tce [E]		3 Henbury Ave [S]		Total
Exit	2	3	1	3	1	2	
Female	0	1	9	4	6	1	21
Male	2	10	13	2	7	4	38
Not known	0	0	0	0	0	0	0
Total	2	11	22	6	13	5	59

Site 5487

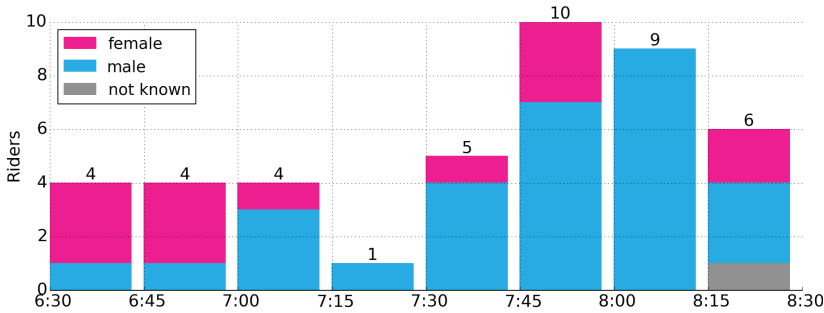
Trower Rd [E], Rothdale Rd [S], Trower Rd [W]



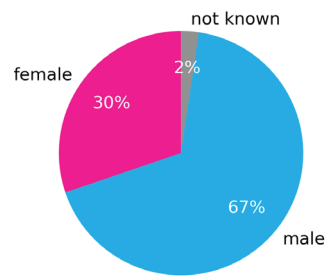
43 bicycle riders were recorded during the 2 hour survey. This is an increase of 153% compared to 17 in 2016 and an increase of 115% compared to 20 in 2011. The peak period was 07:45-08:00 with 10 riders. Female riders comprised 30% of the total.

The majority of cyclists entered this intersection from the East via Trower Rd and exited to the West along Trower Rd. The proportion of female cyclists observed through this intersection is equal to the average for both the whole council and the state (30%). The volunteer commented that all but two riders used footpaths or shared paths and that most of the riders were students from Casuarina Senior College.

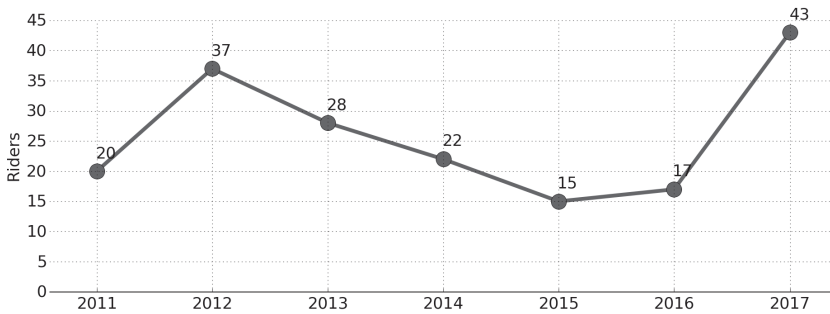
Traffic Volume by Time



Gender Ratio



Cycling Trend



Traffic Flow

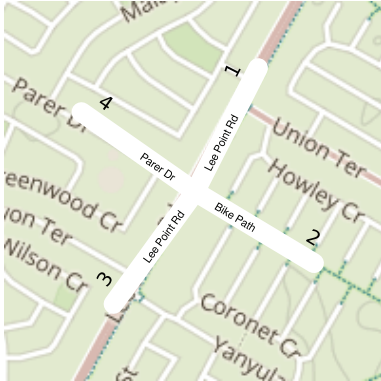


Raw Data

	1 Trower Rd [E]		2 Rothdale Rd [S]		3 Trower Rd [W]		
Enter	2	3	1	3	1	2	Total
Female	3	6	0	0	2	2	13
Male	2	9	2	1	6	9	29
Not known	0	0	0	1	0	0	1
Total	5	15	2	2	8	11	43

Site 5488

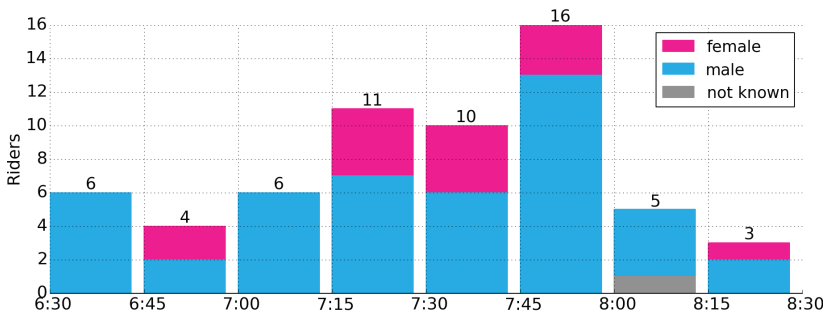
Lee Point Rd [NE], Lee Point Rd [SE], Parer Dr [SW], Parer Dr [NW]



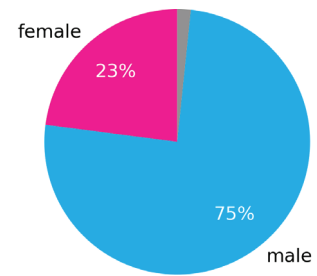
61 bicycle riders were recorded during the 2 hour survey. This is an increase of 27% compared to 48 in 2016 and a decrease of 3% compared to 63 in 2012. The peak period was 07:45-08:00 with 16 riders. Female riders comprised 23% of the total.

The majority of cyclists entered this intersection from the North via Lee Point Rd and exited to the South along Lee Point Rd. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). No comments were left by the volunteer.

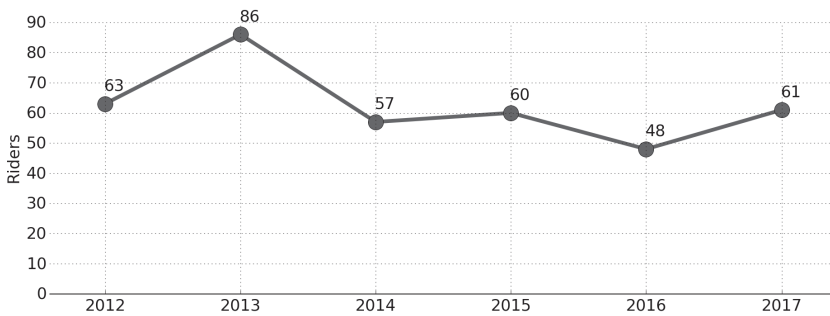
Traffic Volume by Time



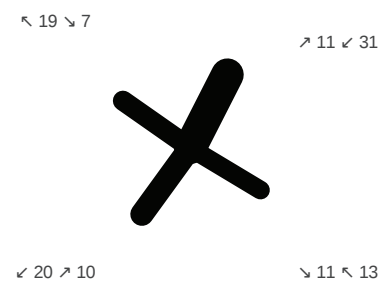
Gender Ratio



Cycling Trend



Traffic Flow

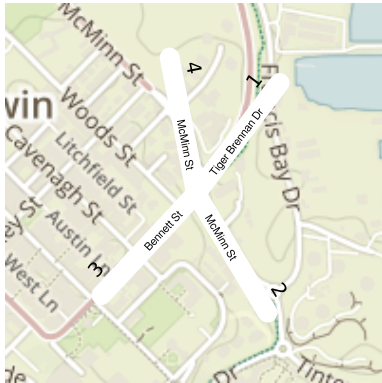


Raw Data

Enter	1 Lee Point Rd [NE]			2 Bike Path [SE]			3 Lee Point Rd [SW]			4 Parer Dr [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	3	4	1	1	0	1	1	0	2	0	1	0	14
Male	2	15	5	2	1	8	6	0	1	1	5	0	46
Not known	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	5	19	7	3	1	9	7	0	3	1	6	0	61

Site 5506

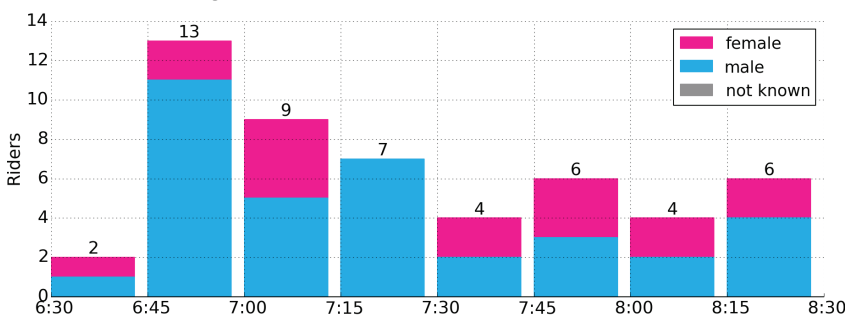
Tiger Brennan Dr [NE], McMinn St [SE], Bennett St [SW], McMinn St [N]



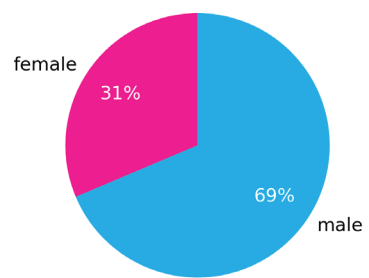
51 bicycle riders were recorded during the 2 hour survey. This is an increase of 31% compared to 39 in 2016 and an increase of 50% compared to 34 in 2011. The peak period was 06:45-07:00 with 13 riders. Female riders comprised 31% of the total.

The majority of cyclists entered this intersection from the North-East via Tiger Brennan Dr and exited to the South-West along Bennett St. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). The volunteer commented that the intersection did not have refugees on all directions, making it awkward and dangerous to cross.

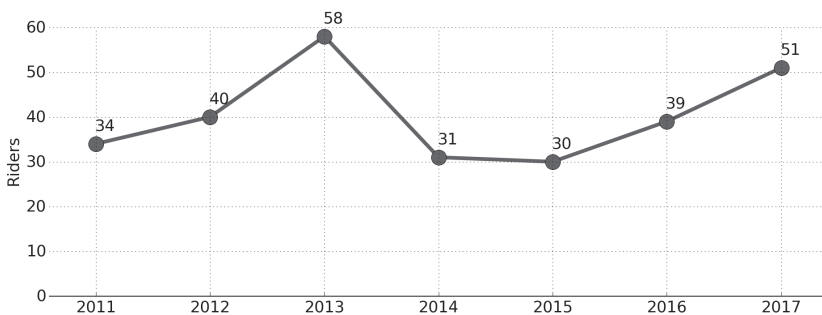
Traffic Volume by Time



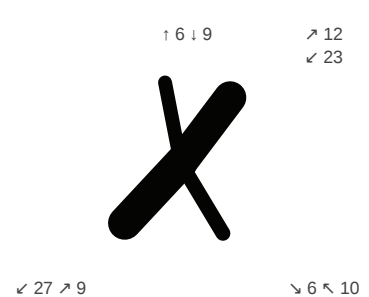
Gender Ratio



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	7	1	0	1	0	2	1	0	1	3	0	16
Male	0	13	2	1	6	2	5	0	1	3	2	0	35
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	20	3	1	7	2	7	1	1	4	5	0	51

Site 5507

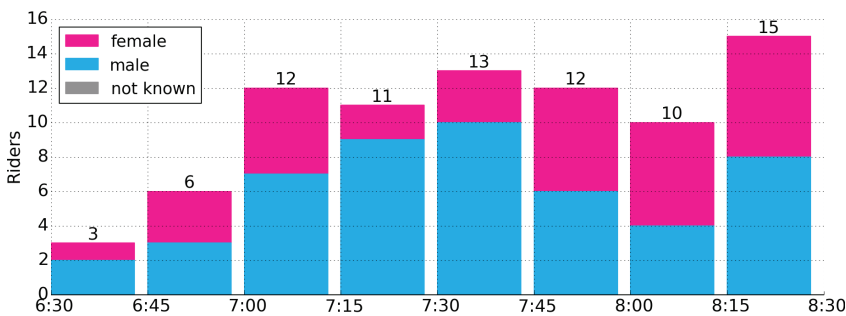
Stuart Hwy path [N], Stuart Hwy [NE], McMinn St [SE], Daly St [SW], McMinn St [NW]



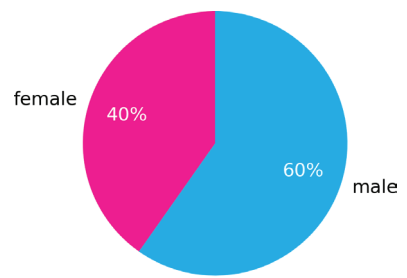
82 bicycle riders were recorded during the 2 hour survey. This is a decrease of 15% compared to 97 in 2016 and a decrease of 25% compared to 109 in 2011. The peak period was 08:15-08:30 with 15 riders. Female riders comprised 40% of the total.

The majority of cyclists entered this intersection from the North via Stuart Hwy Path and exited to the West along Stuart Hwy. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). No comments were left by the volunteer.

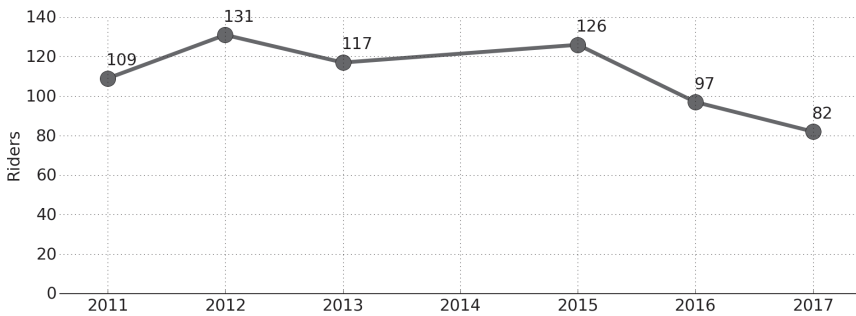
Traffic Volume by Time



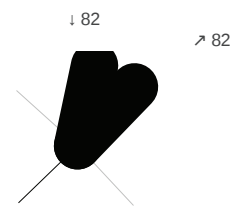
Gender Ratio



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]				
Exit	2	3	4	5	1	3	4	5	1	2	4	5	1	2	3	5	1	2	3	4	Total
Female	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
Male	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82

Site 5509

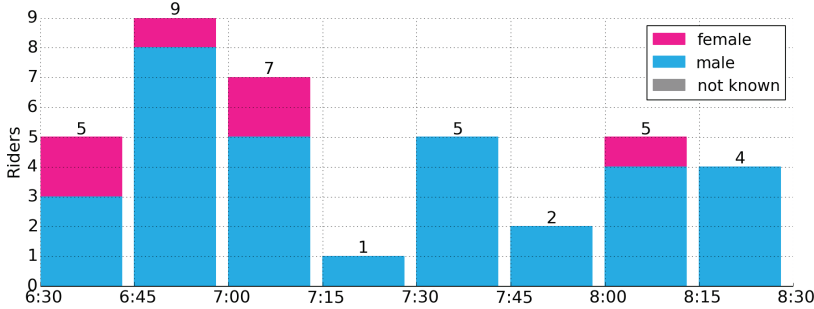
Tiger Brennan Dr [NE], Stoddart Dr [SE], Tiger Brennan Dr [SW], Woolner Rd [NW]



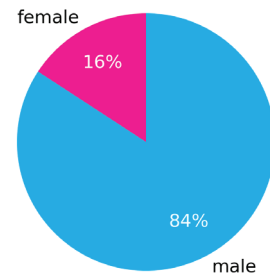
38 bicycle riders were recorded during the 2 hour survey. This is an increase of 36% compared to 28 in 2016 and an increase of 65% compared to 23 in 2011. The peak period was 06:45-07:00 with 9 riders. Female riders comprised 16% of the total.

The majority of cyclists entered this intersection from the South-East via Stoddart Dr and exited to the West along Tiger Brennan Dr or Woolner Rd. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). The volunteer commented that all riders were adults with the exception of 5 children travelling 2-4 at 0730-0745.

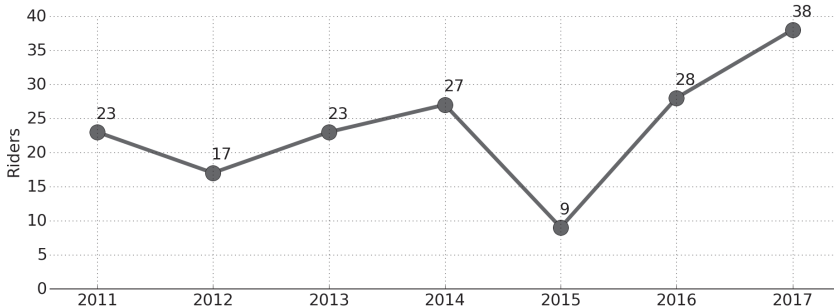
Traffic Volume by Time



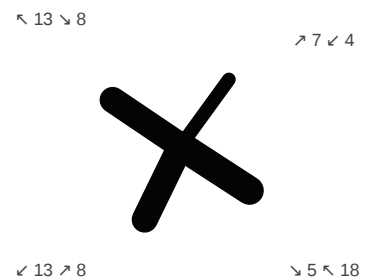
Gender Ratio



Cycling Trend



Traffic Flow

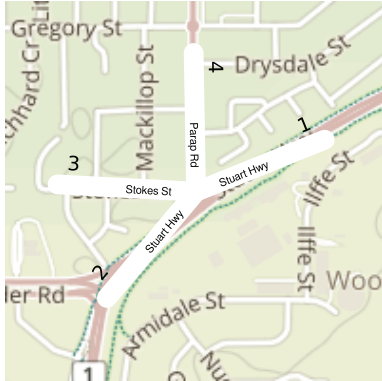


Raw Data

Enter	1 Tiger Brennan Dr [NE]			2 Stoddart Dr [SE]			3 Tiger Brennan Dr [SW]			4 Woolner Rd [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	1	0	0	2	0	1	1	0	1	0	0	6
Male	0	3	0	1	3	12	3	2	1	1	2	4	32
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	1	5	12	4	3	1	2	2	4	38

Site 5510

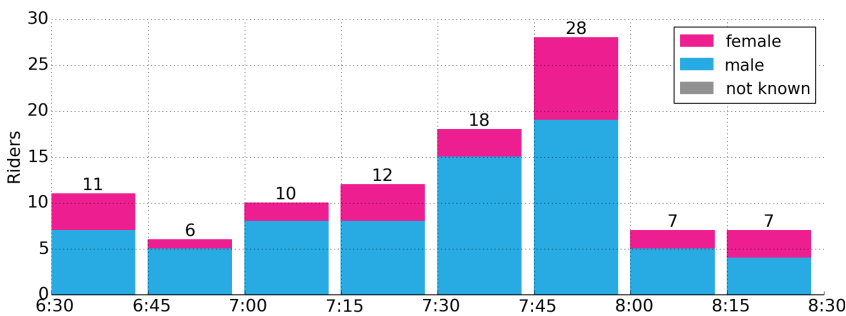
Stuart Hwy [E], Stuart Hwy [SW], Stokes St [W], Parap Rd [N]



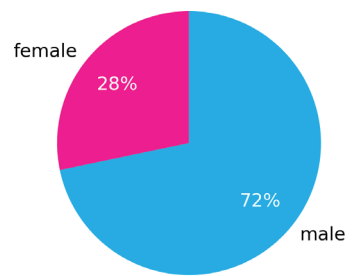
99 bicycle riders were recorded during the 2 hour survey. This is a decrease of 10% compared to 110 in 2016 and a decrease of 7% compared to 106 in 2011. The peak period was 07:45-08:00 with 28 riders. Female riders comprised 28% of the total.

The majority of cyclists entered this intersection from the East via Stuart Hwy and exited to the South-West along Stuart Hwy. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). The volunteer commented that Parap Rd is dangerous and the crossing does not provide sufficient safety. The volunteer witnessed a near miss.

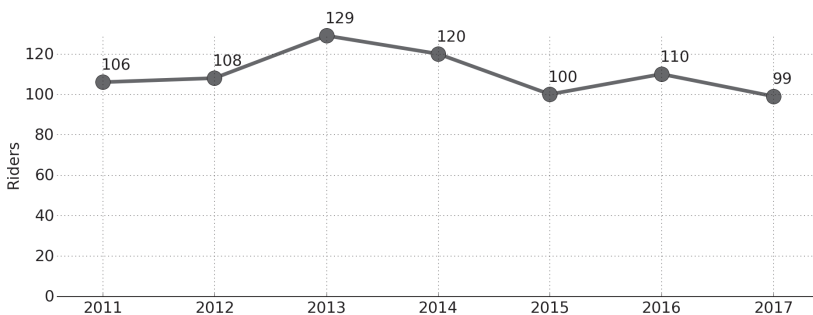
Traffic Volume by Time



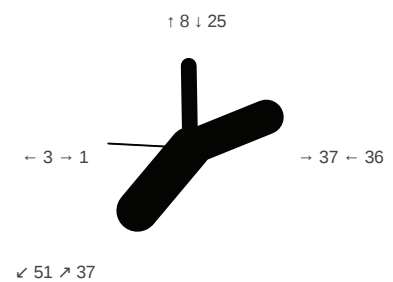
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Stuart Hwy [E]			2 Stuart Hwy [SW]			3 Stokes St [W]			4 Parap Rd [N]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	9	0	0	10	0	3	0	0	0	1	3	2	28
Male	26	1	0	19	0	5	0	1	0	7	12	0	71
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	1	0	29	0	8	0	1	0	8	15	2	99

Site 5511

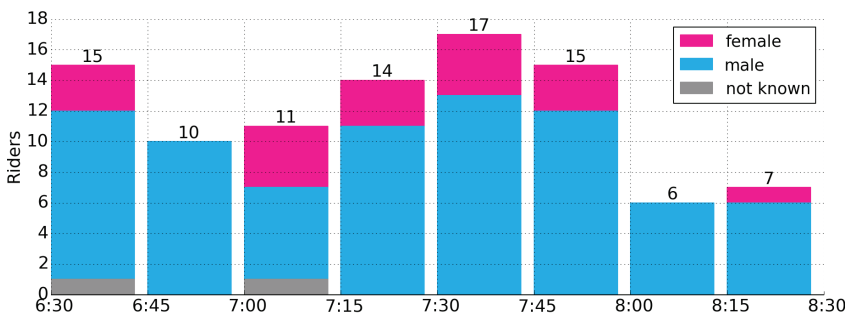
Stuart Hwy [NE], Stuart Hwy [SW], Ross Smith Ave [NW]



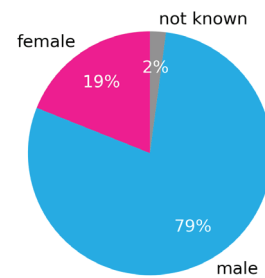
95 bicycle riders were recorded during the 2 hour survey. This is an increase of 28% compared to 74 in 2016 and a decrease of 3% compared to 98 in 2011. The peak period was 07:30-07:45 with 17 riders. Female riders comprised 19% of the total.

The majority of cyclists entered this intersection from the East via Stuart Hwy and exited to the West along Stuart Hwy. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). The volunteer commented that riders crossed at the intersection despite the fact it appears unsafe, unfriendly and busy.

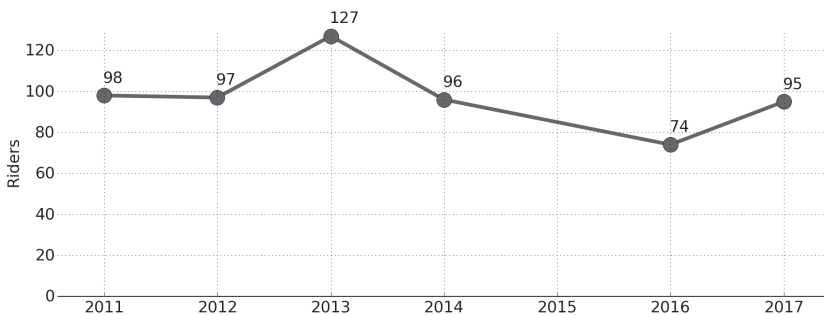
Traffic Volume by Time



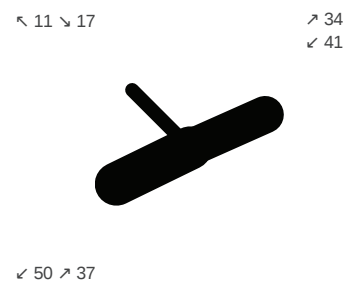
Gender Ratio



Cycling Trend



Traffic Flow

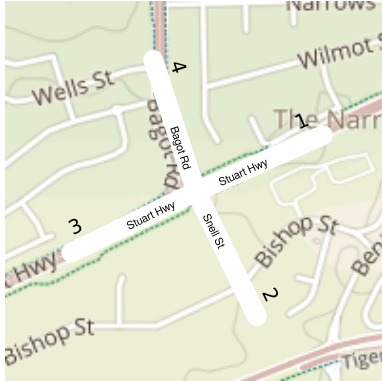


Raw Data

Enter	1 Stuart Hwy [NE]		2 Stuart Hwy [SW]		3 Ross Smith Ave [NW]		Total
Exit	2	3	1	3	1	2	
Female	7	1	5	1	2	2	18
Male	31	2	23	7	3	9	75
Not known	0	0	1	0	0	1	2
Total	38	3	29	8	5	12	95

Site 5512

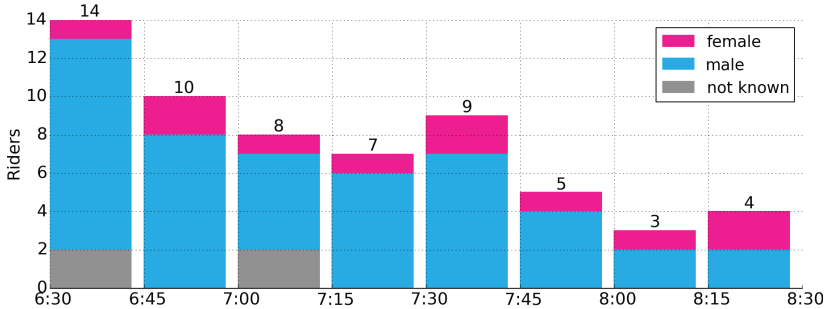
Stuart Hwy [NE], Snell St [SE], Stuart Hwy [SW], Bagot Rd [N]



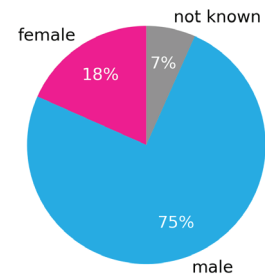
60 bicycle riders were recorded during the 2 hour survey. This is a decrease of 6% compared to 64 in 2016 and a decrease of 14% compared to 70 in 2011. The peak period was 06:30-06:45 with 14 riders. Female riders comprised 18% of the total.

The majority of cyclists entered this intersection from the North via Bagot Rd and exited to the West along Stuart Hwy. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). No comments were left by the volunteer.

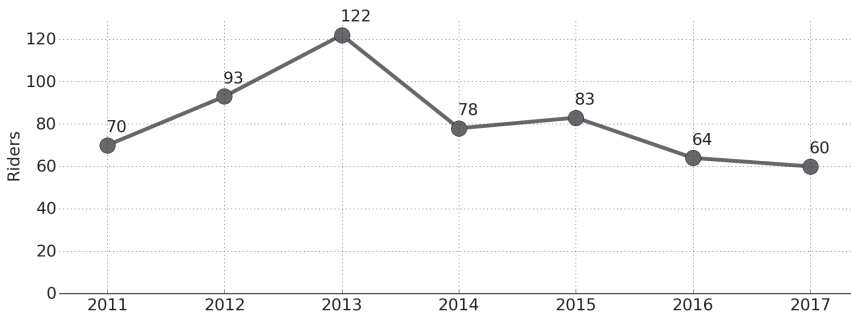
Traffic Volume by Time



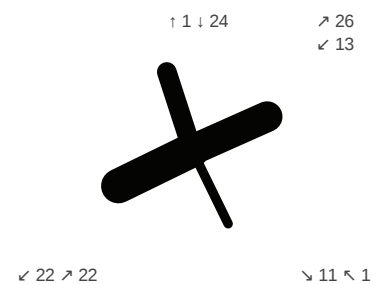
Gender Ratio



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	0	0	0	0	0	6	0	0	1	3	1	11
Male	3	10	0	1	0	0	13	2	1	5	3	7	45
Not known	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	3	10	0	1	0	0	19	2	1	6	6	12	60

Site 5513

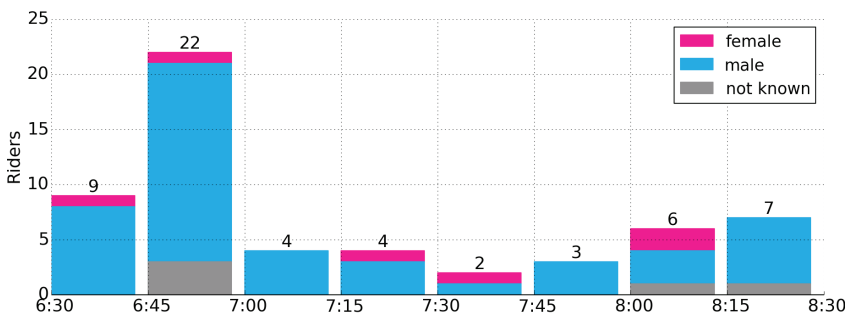
Bagot Rd [N], Bagot Rd [S], Fitzer Dr [W]



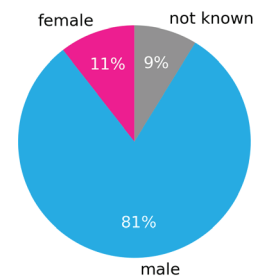
57 bicycle riders were recorded during the 2 hour survey. This is an increase of 97% compared to 29 in 2016 and a decrease of 8% compared to 62 in 2011. The peak period was 06:45-07:00 with 22 riders. Female riders comprised 11% of the total.

The majority of cyclists entered this intersection from the North via Bagot Rd and exited to the South along Bagot Rd. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). The volunteer commented that there were very few female riders, possibly due to busy nature of the road and the poor quality footpath.

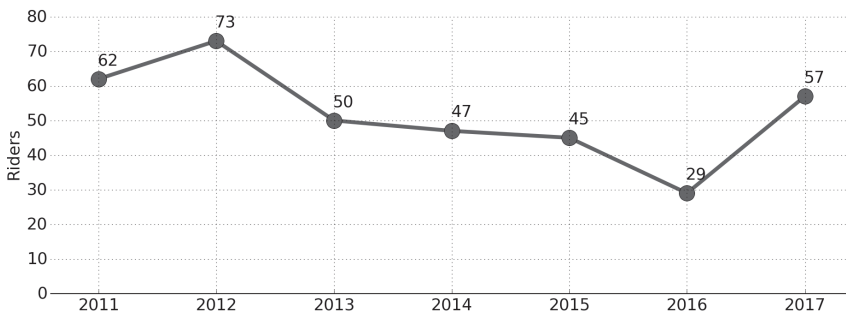
Traffic Volume by Time



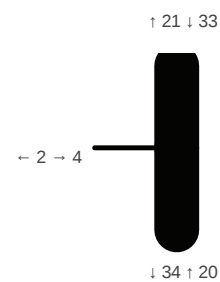
Gender Ratio



Cycling Trend



Traffic Flow

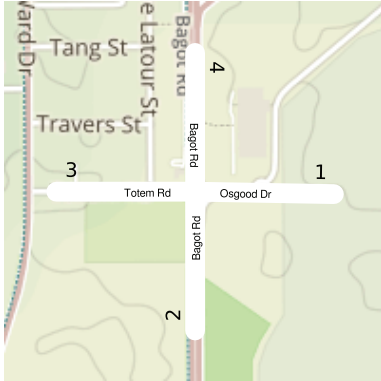


Raw Data

Enter	1 Bagot Rd [N]		2 Bagot Rd [S]		3 Fitzer Dr [W]		
Exit	2	3	1	3	1	2	Total
Female	4	0	1	0	0	1	6
Male	23	2	18	0	1	2	46
Not known	4	0	1	0	0	0	5
Total	31	2	20	0	1	3	57

Site 5514

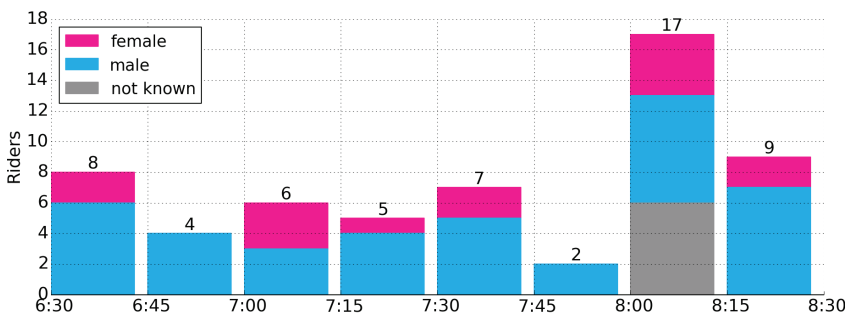
Osgood Dr [E], Bagot Rd [S], Totem Rd [W], Bagot Rd [N]



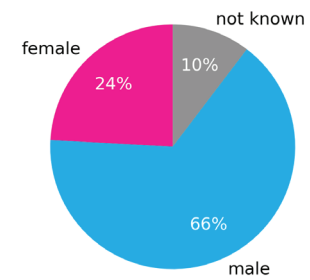
58 bicycle riders were recorded during the 2 hour survey. This is an increase of 35% compared to 43 in 2016 and a decrease of 21% compared to 73 in 2011. The peak period was 08:00-08:15 with 17 riders. Female riders comprised 24% of the total.

The majority of cyclists entered this intersection from the North via Bagot Rd and exited to the South along Bagot Rd. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). No comments were left by the volunteer.

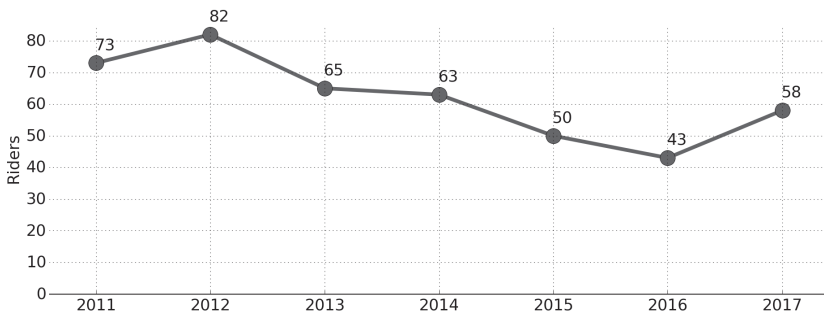
Traffic Volume by Time



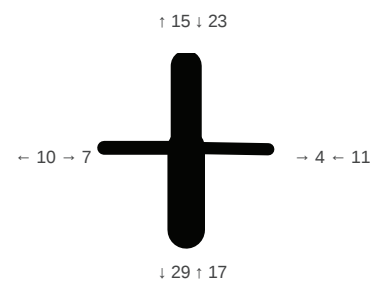
Gender Ratio



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	4	0	2	1	0	4	3	14
Male	5	0	0	3	1	9	0	3	1	1	9	6	38
Not known	6	0	0	0	0	0	0	0	0	0	0	0	6
Total	11	0	0	3	1	13	0	5	2	1	13	9	58

Site 5515

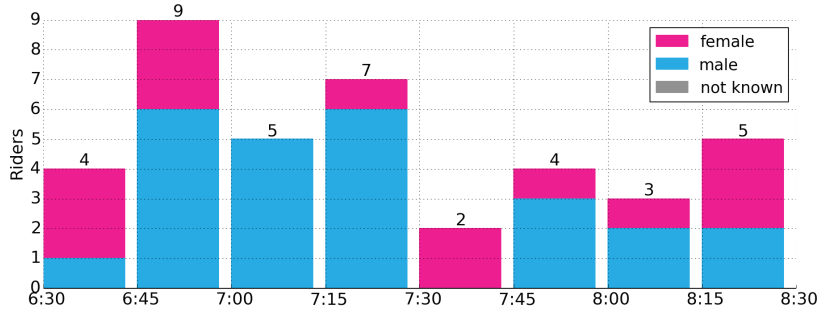
Bagot Rd [N], Old McMillans Rd [E], Bagot Rd [S], Old McMillans Rd [W]



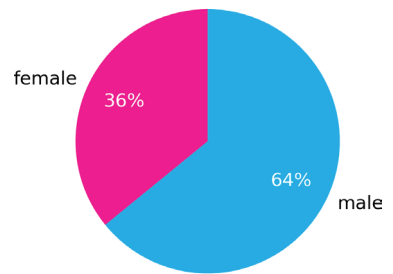
39 bicycle riders were recorded during the 2 hour survey. This is a decrease of 7% compared to 42 in 2016 and a decrease of 34% compared to 59 in 2011. The peak period was 06:45-07:00 with 9 riders. Female riders comprised 36% of the total.

The majority of cyclists entered this intersection from the South via Bagot Rd and exited to the North along Bagot Rd. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). No comments were left by the volunteer.

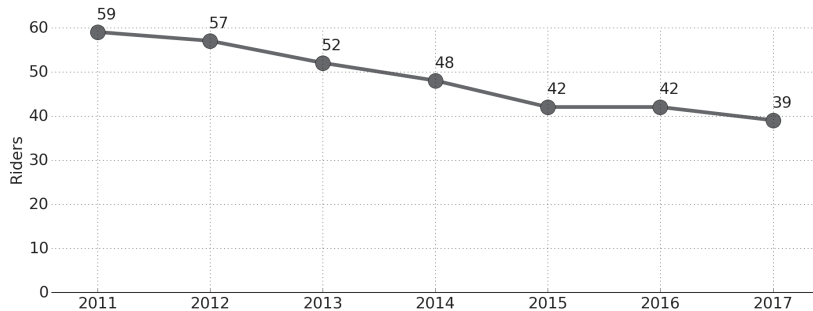
Traffic Volume by Time



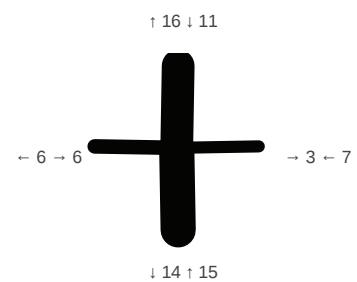
Gender Ratio



Cycling Trend



Traffic Flow

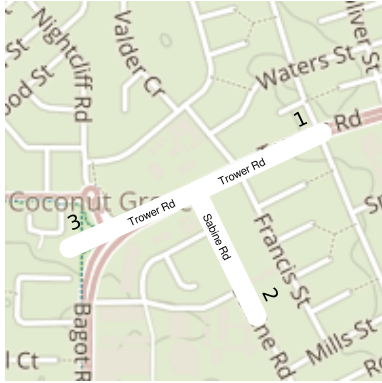


Raw Data

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	0	1	0	5	1	1	2	0	0	14
Male	1	6	0	1	3	2	5	0	3	3	0	1	25
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	9	0	1	4	2	10	1	4	5	0	1	39

Site 5516

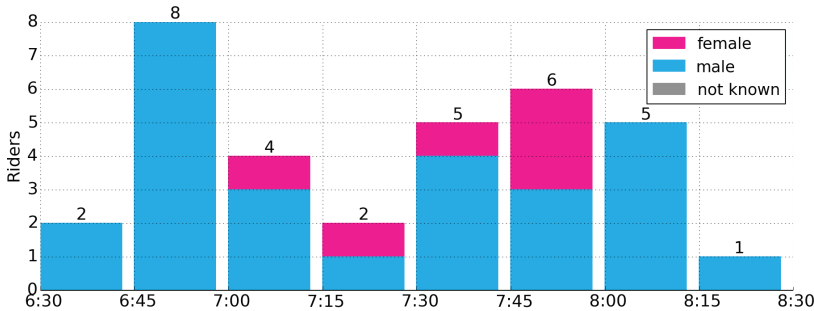
Trower Rd [NE], Sabine Rd [SE], Trower Rd [SW]



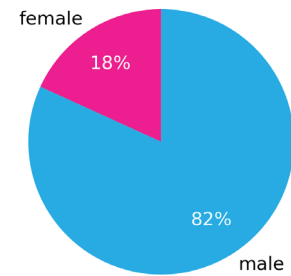
33 bicycle riders were recorded during the 2 hour survey. This is a decrease of 45% compared to 60 in 2016 and a decrease of 33% compared to 49 in 2011. The peak period was 06:45-07:00 with 8 riders. Female riders comprised 18% of the total.

The majority of cyclists entered this intersection from the West via Trower Rd and exited to the East along Trower Rd. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). The volunteer described the weather as a "beautiful tropical morning".

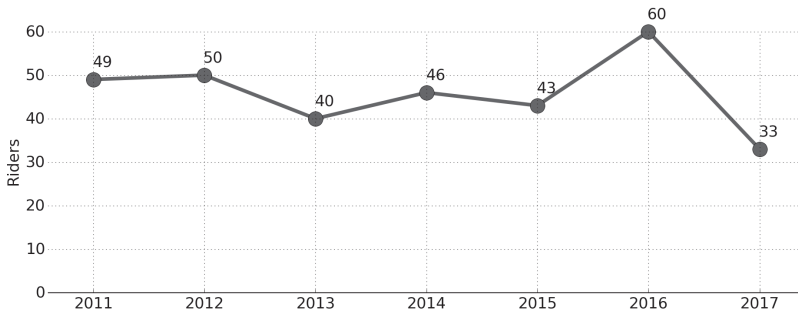
Traffic Volume by Time



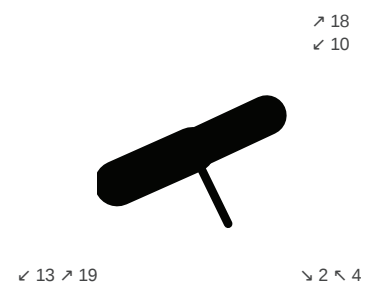
Gender Ratio



Cycling Trend



Traffic Flow

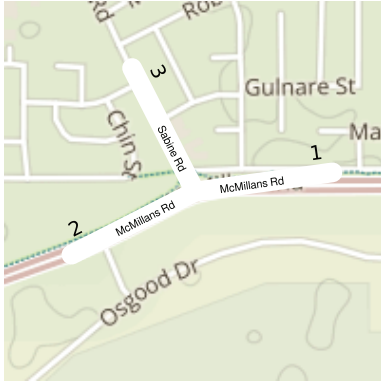


Raw Data

Enter	1 Trower Rd [NE]		2 Sabine Rd [SE]		3 Trower Rd [SW]		
Exit	2	3	1	3	1	2	Total
Female	0	4	0	0	2	0	6
Male	0	6	1	3	15	2	27
Not known	0	0	0	0	0	0	0
Total	0	10	1	3	17	2	33

Site 5517

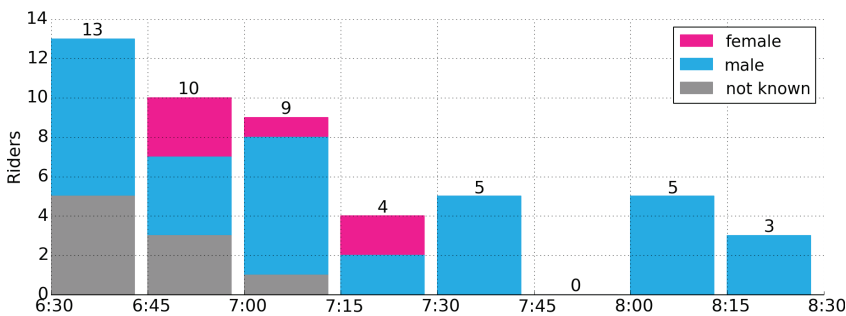
McMillans Rd [E], McMillans Rd [SW], Sabine Rd [NW]



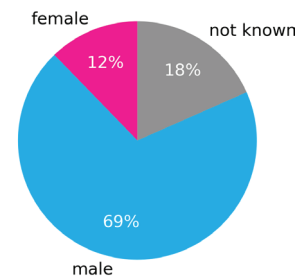
49 bicycle riders were recorded during the 2 hour survey. This is an increase of 20% compared to 41 in 2016 and a decrease of 2% compared to 50 in 2011. The peak period was 06:30-06:45 with 13 riders. Female riders comprised 12% of the total.

The majority of cyclists entered this intersection from the East via McMillans Rd and exited to the West along McMillans Rd. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). No comments were left by the volunteer.

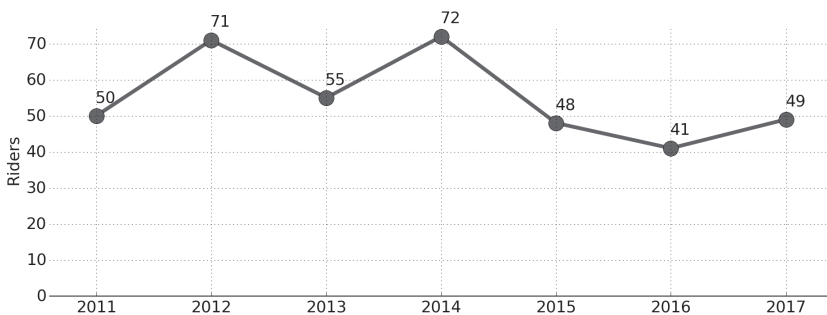
Traffic Volume by Time



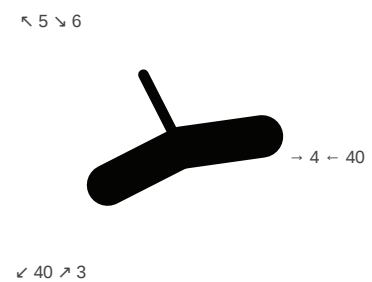
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 McMillans Rd [E]		2 McMillans Rd [SW]		3 Sabine Rd [NW]		
Exit	2	3	1	3	1	2	Total
Female	4	1	0	0	0	1	6
Male	25	3	1	1	2	2	34
Not known	7	0	1	0	0	1	9
Total	36	4	2	1	2	4	49

Site 5518

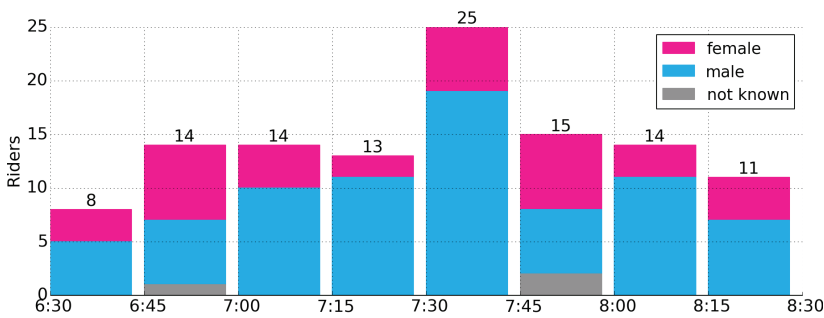
Trower Rd [E], Rapid Creek Rd [S], Trower Rd [W], Rapid Creek Rd [N]



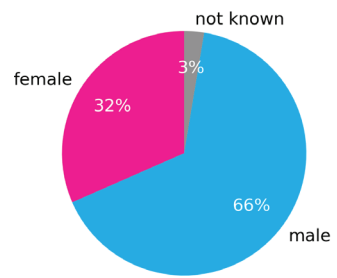
114 bicycle riders were recorded during the 2 hour survey. This is a decrease of 12% compared to 130 in 2016 and an increase of 31% compared to 87 in 2011. The peak period was 07:30-07:45 with 25 riders. Female riders comprised 32% of the total.

The majority of cyclists entered this intersection from the North via Rapid Creek Rd / Bike Path and exited to the West along Trower Rd. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). No comments were left by the volunteer.

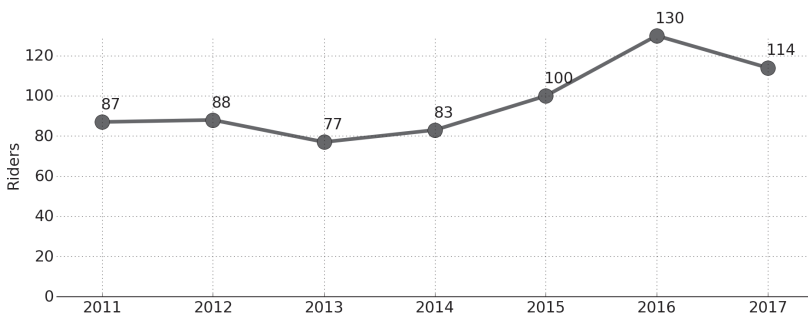
Traffic Volume by Time



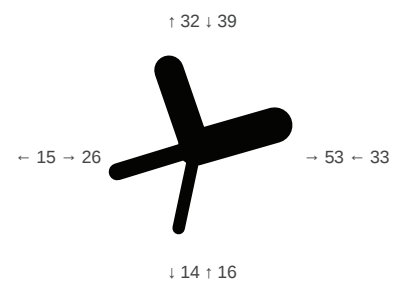
Gender Ratio



Cycling Trend



Traffic Flow

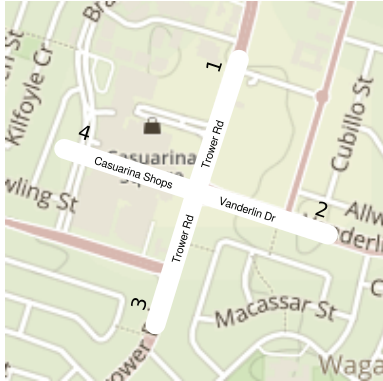


Raw Data

Enter	1 Trower Rd [E] 2 Rapid Creek Rd/Bike Path				3 Trower Rd [W] 4 Rapid Creek Rd/Bike Path				Total				
	2	3	4	1	3	4	1	2		4	1	2	3
Female	1	4	5	2	2	1	5	0	2	7	6	1	36
Male	3	5	15	2	2	6	16	0	2	19	4	1	75
Not known	0	0	0	1	0	0	0	0	1	1	0	0	3
Total	4	9	20	5	4	7	21	0	5	27	10	2	114

Site 5519

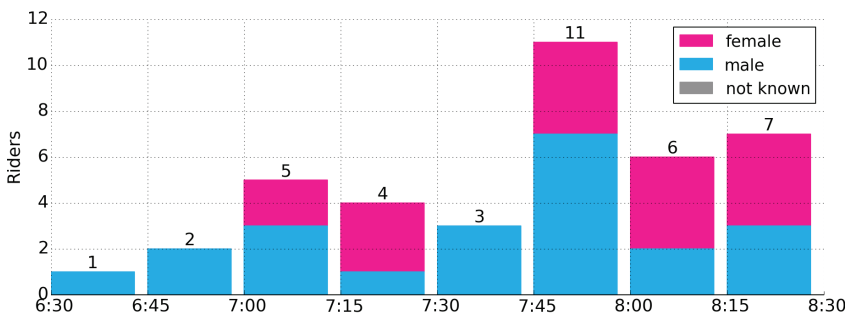
Trower Rd [N], Vanderlin Dr [E], Trower Rd [S], Casuarina Shops [W]



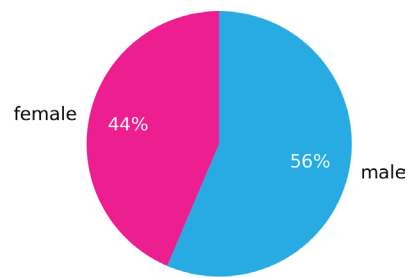
39 bicycle riders were recorded during the 2 hour survey. This is a decrease of 0% compared to 39 in 2016 and a decrease of 19% compared to 48 in 2011. The peak period was 07:45-08:00 with 11 riders. Female riders comprised 44% of the total.

The majority of cyclists entered this intersection from the East via Vanderlin Dr and exited to the North along Trower Rd. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). The volunteer commented that cyclists may be avoiding the location when possible due to the long crossing time at this intersection.

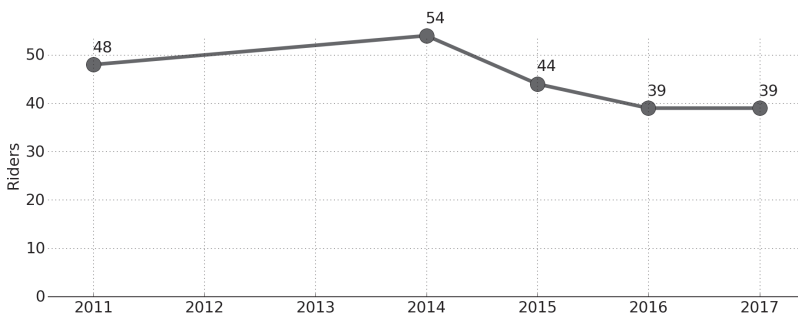
Traffic Volume by Time



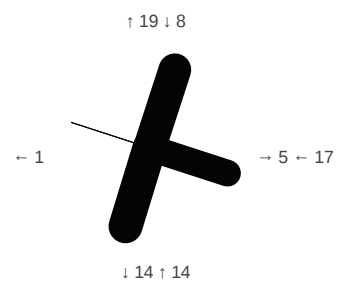
Gender Ratio



Cycling Trend



Traffic Flow

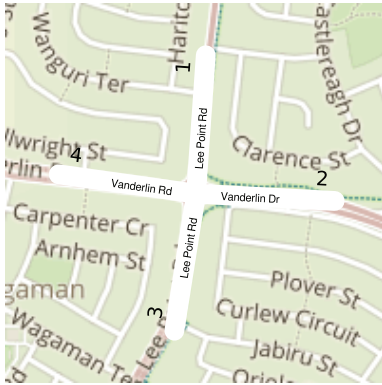


Raw Data

Enter	1 Trower Rd [N]			2 Vanderlin Dr [E]			3 Trower Rd [S]			4 Casuarina Shops [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	1	3	0	3	5	0	3	2	0	0	0	0	17
Male	2	1	1	4	5	0	9	0	0	0	0	0	22
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	4	1	7	10	0	12	2	0	0	0	0	39

Site 5520

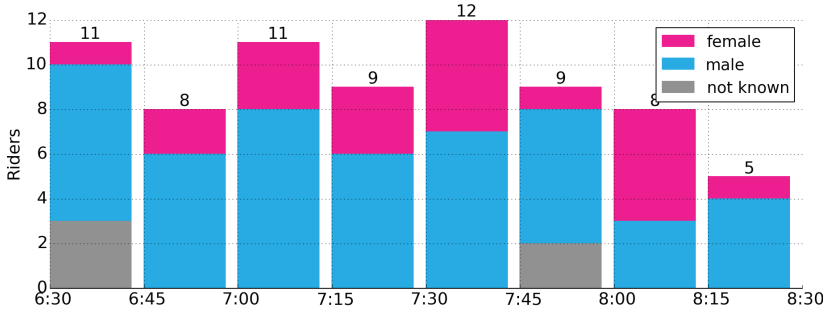
Lee Point Rd [N], Vanderlin Dr [E], Lee Point Rd [S], Vanderlin Rd [W]



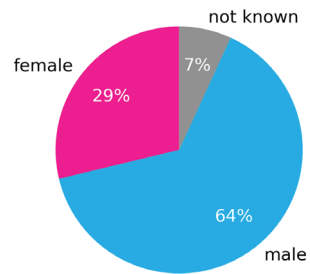
73 bicycle riders were recorded during the 2 hour survey. This is an increase of 11% compared to 66 in 2016 and a decrease of 12% compared to 83 in 2011. The peak period was 07:30-07:45 with 12 riders. Female riders comprised 29% of the total.

The majority of cyclists entered this intersection from the North via Lee Point Rd and exited to the South along Lee Point Rd. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). No comments were left by the volunteer.

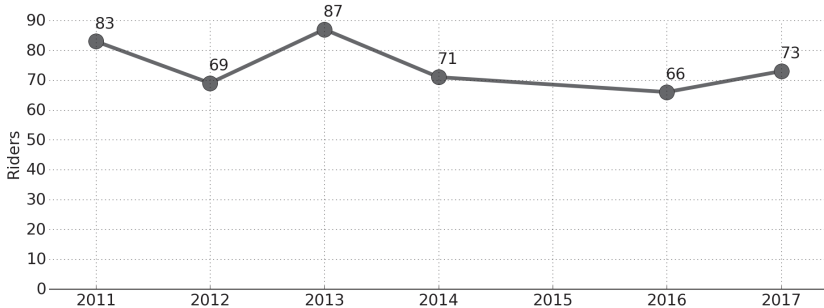
Traffic Volume by Time



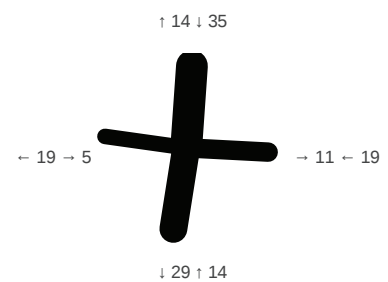
Gender Ratio



Cycling Trend



Traffic Flow

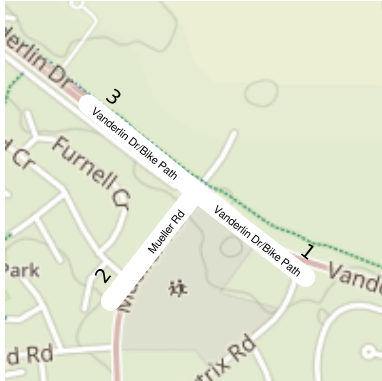


Raw Data

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	0	8	1	0	0	6	4	0	1	1	0	0	21
Male	5	17	1	4	2	7	5	1	1	0	3	1	47
Not known	2	1	0	0	0	0	0	0	2	0	0	0	5
Total	7	26	2	4	2	13	9	1	4	1	3	1	73

Site 5521

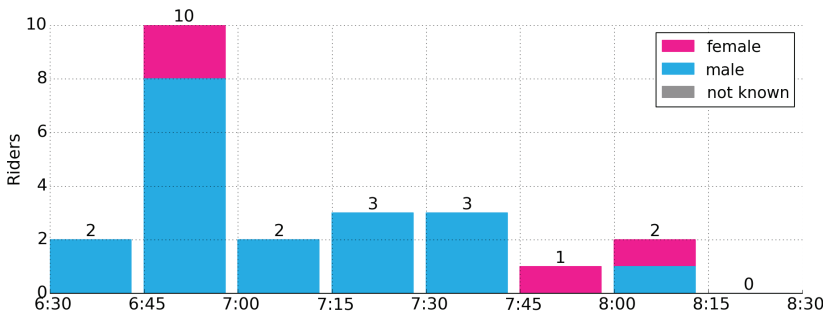
Vanderlin Dr/Bike Path [SE], Mueller Rd [SW], Vanderlin Dr/Bike Path [NW]



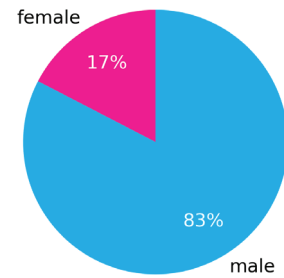
23 bicycle riders were recorded during the 2 hour survey. This is a decrease of 34% compared to 35 in 2016 and a decrease of 8% compared to 25 in 2011. The peak period was 06:45-07:00 with 10 riders. Female riders comprised 17% of the total.

The majority of cyclists entered this intersection from the North-West via Vanderlin Dr/Bike Path and exited to the South-East along Vanderlin Dr/Bike Path. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). No comments were left by the volunteer.

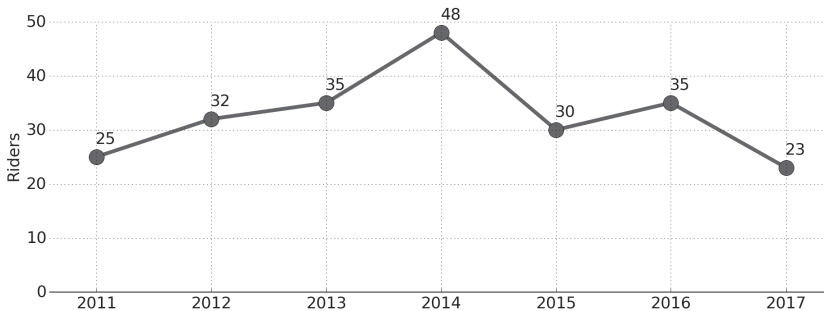
Traffic Volume by Time



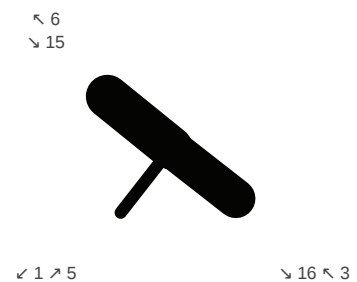
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Vanderlin Dr/Bike Path [SE]		2 Mueller Rd [SW]		3 Vanderlin Dr/Bike Path [NW]		Total
Exit	2	3	1	3	1	2	
Female	0	0	0	3	1	0	4
Male	0	3	2	0	13	1	19
Not known	0	0	0	0	0	0	0
Total	0	3	2	3	14	1	23

Site 5523

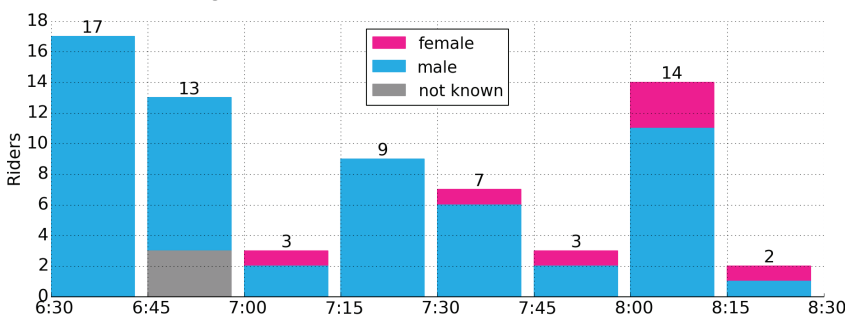
Vanderlin Dr [N], McMillans Rd [SE], Vanderlin Dr [S], McMillans Rd [NW]



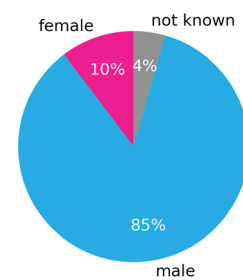
68 bicycle riders were recorded during the 2 hour survey. This is a decrease of 3% compared to 70 in 2016 and an increase of 62% compared to 42 in 2011. The peak period was 06:30-06:45 with 17 riders. Female riders comprised 10% of the total.

The majority of cyclists entered this intersection from the North-West via McMillans Rd and exited to the South-East along McMillans Rd. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). The volunteer commented that the location is a very congested 2 lane roundabout, & most riders chose to use shared paths over roads.

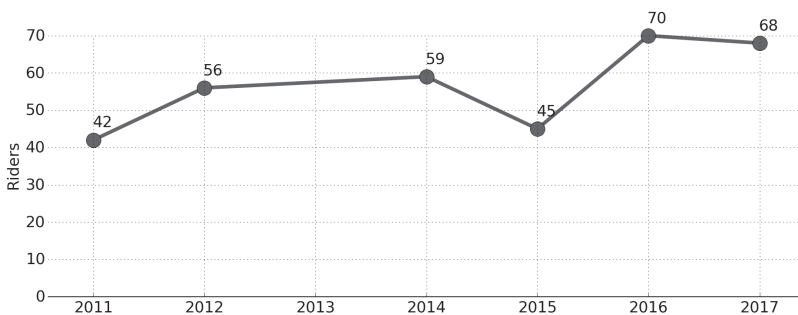
Traffic Volume by Time



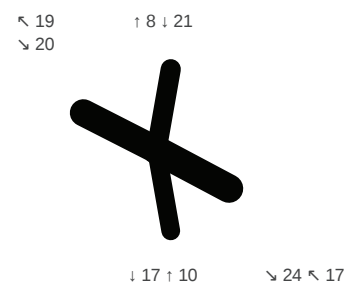
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Vanderlin Dr [N]			2 McMillans Rd [SE]			3 Vanderlin Dr [S]			4 McMillans Rd [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	0	1	2	0	0	0	1	1	0	0	2	7
Male	15	2	2	6	0	9	0	2	6	0	5	11	58
Not known	1	0	0	0	0	0	0	0	0	0	0	2	3
Total	16	2	3	8	0	9	0	3	7	0	5	15	68

Site 5524

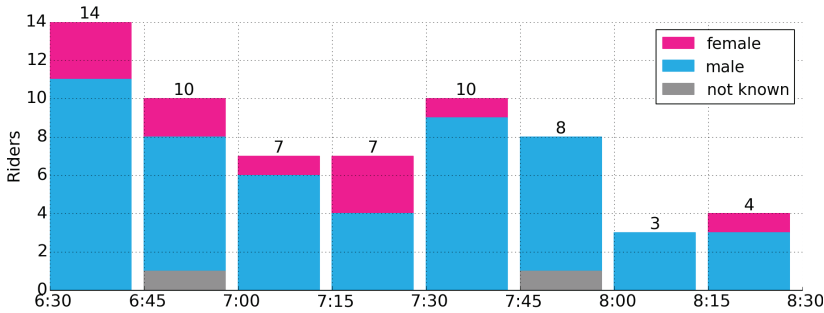
McMillans Rd [E], Charles Eaton Dr [SE], McMillans Rd [W], Rapid Crk Cyclepath [NW]



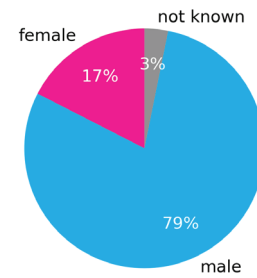
63 bicycle riders were recorded during the 2 hour survey. This is an increase of 15% compared to 55 in 2016 and an increase of 3% compared to 61 in 2011. The peak period was 06:30-06:45 with 14 riders. Female riders comprised 17% of the total.

The majority of cyclists entered this intersection from the East via McMillans Rd and exited to the West along McMillans Rd. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). The volunteer observed a near miss, which the commented was a result of a car failing to give way.

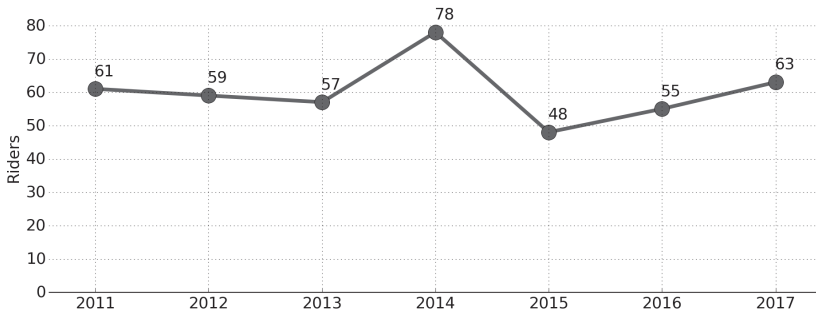
Traffic Volume by Time



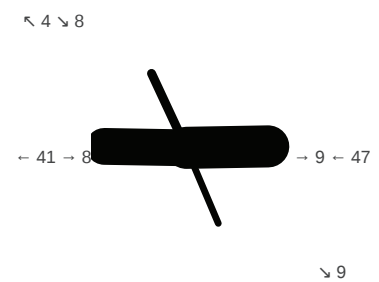
Gender Ratio



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	
Female	0	9	1	0	0	0	1	0	0	0	0	0	11
Male	2	31	2	0	0	0	4	3	0	4	4	0	50
Not known	0	1	1	0	0	0	0	0	0	0	0	0	2
Total	2	41	4	0	0	0	5	3	0	4	4	0	63

Site 5525

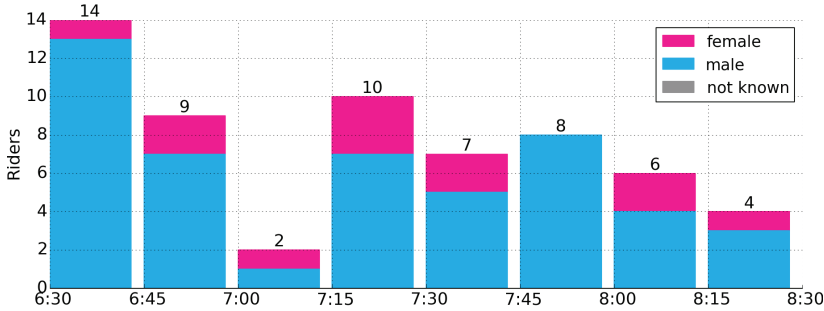
Rothdale Rd [N], McMillans Rd [E], Henry Wrigley Dr [S], McMillans Rd [W]



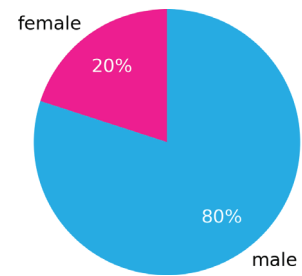
60 bicycle riders were recorded during the 2 hour survey. This is an increase of 15% compared to 52 in 2016 and an increase of 25% compared to 48 in 2011. The peak period was 06:30-06:45 with 14 riders. Female riders comprised 20% of the total.

The majority of cyclists entered this intersection from the East via McMillans Rd and exited to the West along McMillans Rd. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). No comments were left by the volunteer.

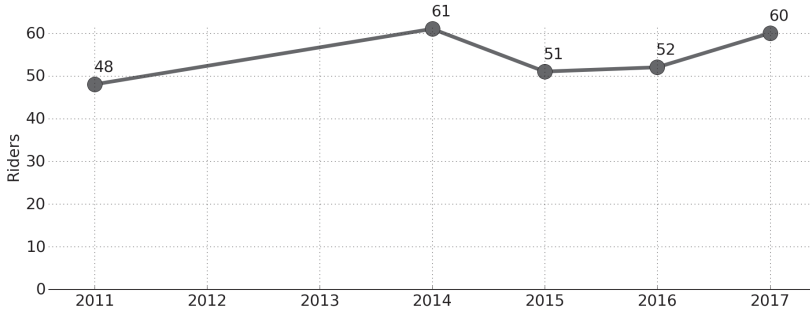
Traffic Volume by Time



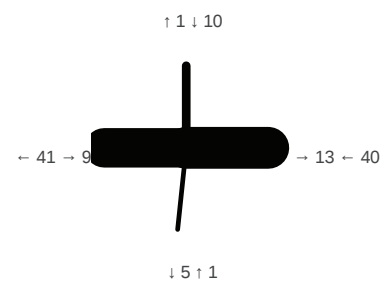
Gender Ratio



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	0	1	0	0	1	8	0	0	0	0	2	0	12
Male	3	3	3	1	0	30	0	1	0	0	7	0	48
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	4	3	1	1	38	0	1	0	0	9	0	60

Site 5526

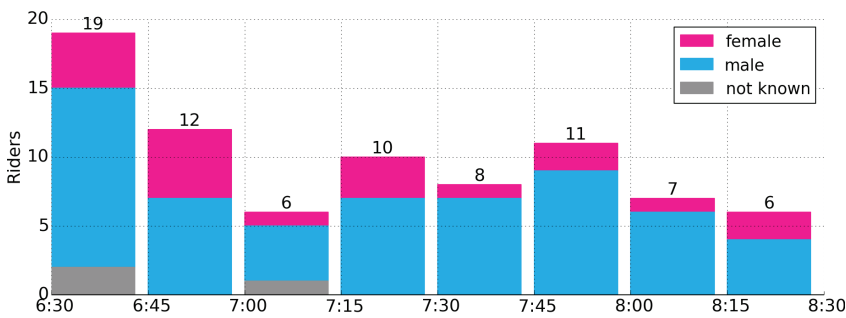
Lee Point Rd [N], McMillans Rd [E], Marrara Dr [S], McMillans Rd [W]



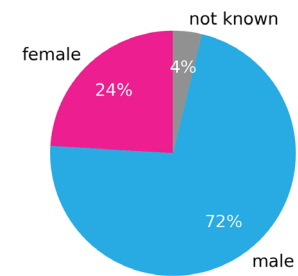
79 bicycle riders were recorded during the 2 hour survey. This is an increase of 39% compared to 57 in 2016 and an increase of 80% compared to 44 in 2011. The peak period was 06:30-06:45 with 19 riders. Female riders comprised 24% of the total.

The majority of cyclists entered this intersection from the East via McMillans Rd and exited to the West along McMillans Rd. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). The volunteer commented that lots of roadworks were occurring in the area and people were being detoured.

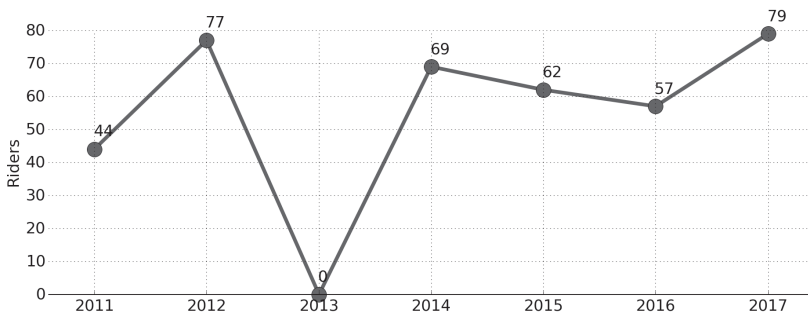
Traffic Volume by Time



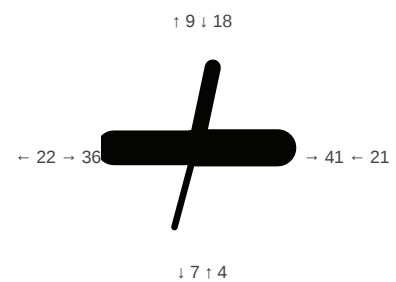
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Lee Point Rd [N]			2 McMillans Rd [E]			3 Marrara Dr [S]			4 McMillans Rd [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	4	1	3	1	0	2	0	2	0	3	3	0	19
Male	3	2	3	1	3	14	0	2	0	4	24	1	57
Not known	2	0	0	0	0	0	0	0	0	0	1	0	3
Total	9	3	6	2	3	16	0	4	0	7	28	1	79

Site 5527

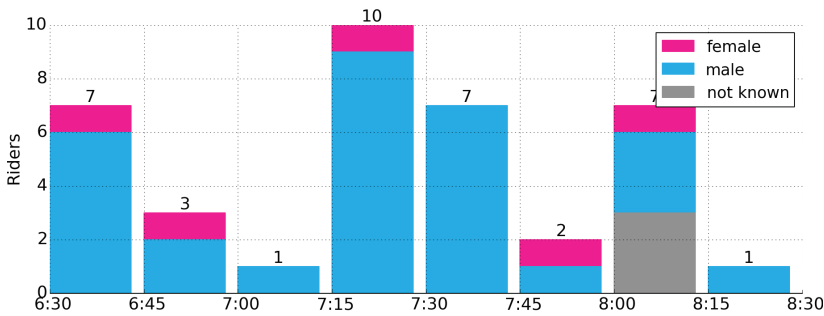
Amy Johnson Ave [N], Stuart Hwy [E], Amy Johnson Ave [SW], Stuart Hwy [W]



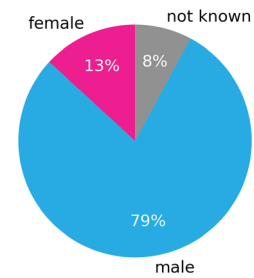
38 bicycle riders were recorded during the 2 hour survey. This is a decrease of 16% compared to 45 in 2016 and a decrease of 42% compared to 65 in 2012. The peak period was 07:15-07:30 with 10 riders. Female riders comprised 13% of the total.

The majority of cyclists entered this intersection from the West via Stuart Hwy. The majority of riders exited to the West along Stuart Hwy. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). The volunteer commented only two riders chose to use the road, while all others used the shared path.

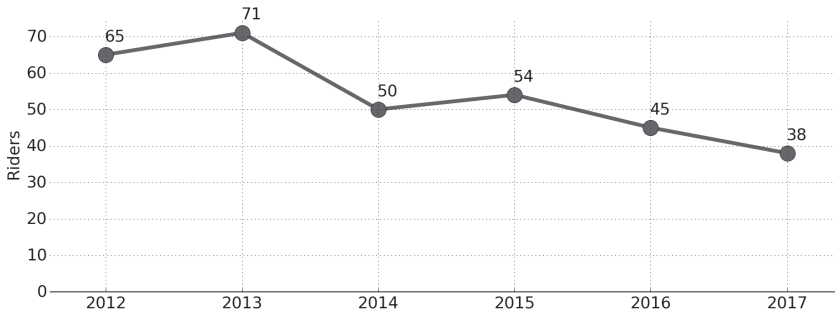
Traffic Volume by Time



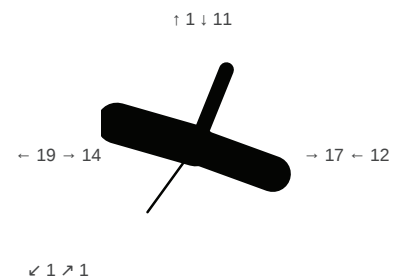
Gender Ratio



Cycling Trend



Traffic Flow

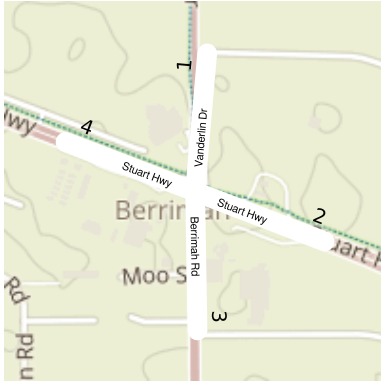


Raw Data

Enter	1 Amy Johnson Ave [N]			2 Stuart Hwy [E]			3 Amy Johnson Ave [SW]			4 Stuart Hwy [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	0	0	0	0	0	0	0	0	0	5	0	5
Male	2	1	6	0	0	12	0	0	0	0	9	0	30
Not known	1	0	1	0	0	0	1	0	0	0	0	0	3
Total	3	1	7	0	0	12	1	0	0	0	14	0	38

Site 5528

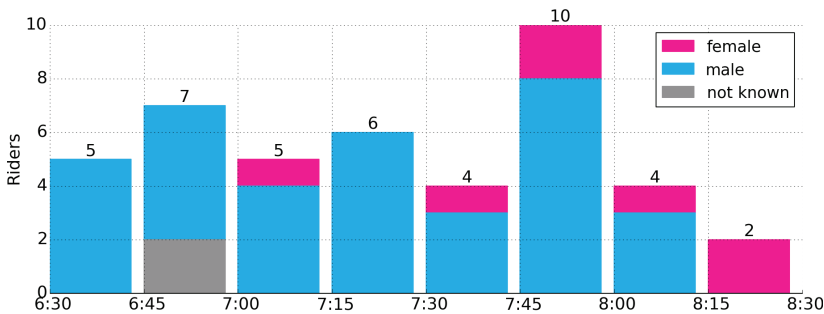
Vanderlin Dr [N], Stuart Hwy [E], Berrimah Rd [S], Stuart Hwy [W]



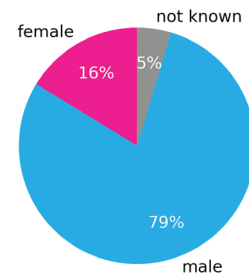
43 bicycle riders were recorded during the 2 hour survey. This is a decrease of 31% compared to 62 in 2016 and a decrease of 27% compared to 59 in 2012. The peak period was 07:45-08:00 with 10 riders. Female riders comprised 16% of the total.

The majority of cyclists entered this intersection from the West via Stuart Hwy. The majority of cyclists exited to the West along Stuart Hwy. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). No comments were left by the volunteer.

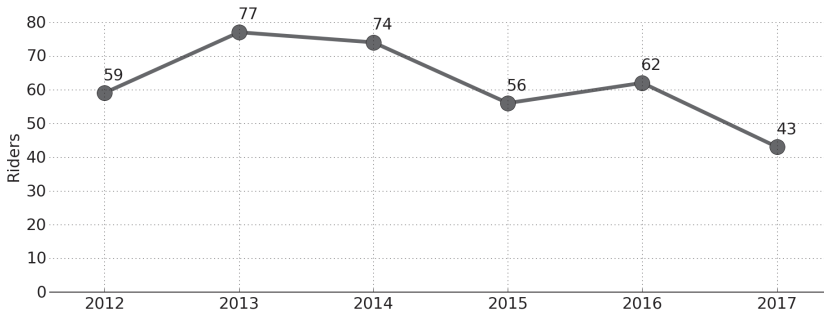
Traffic Volume by Time



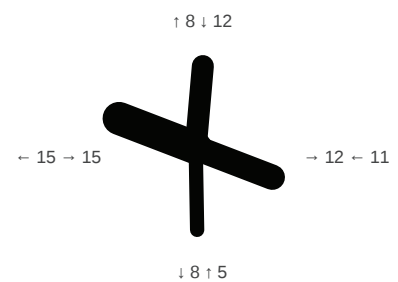
Gender Ratio



Cycling Trend



Traffic Flow

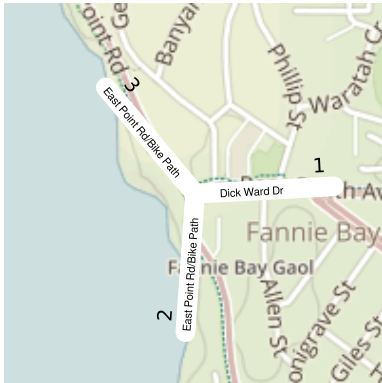


Raw Data

Enter	1 Vanderlin Dr [N]			2 Stuart Hwy [E]			3 Berrimah Rd [S]			4 Stuart Hwy [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	1	3	0	0	0	1	0	0	0	2	0	7
Male	1	4	3	2	1	8	3	0	1	1	8	2	34
Not known	0	0	0	0	0	0	0	0	0	1	1	0	2
Total	1	5	6	2	1	8	4	0	1	2	11	2	43

Site 5585

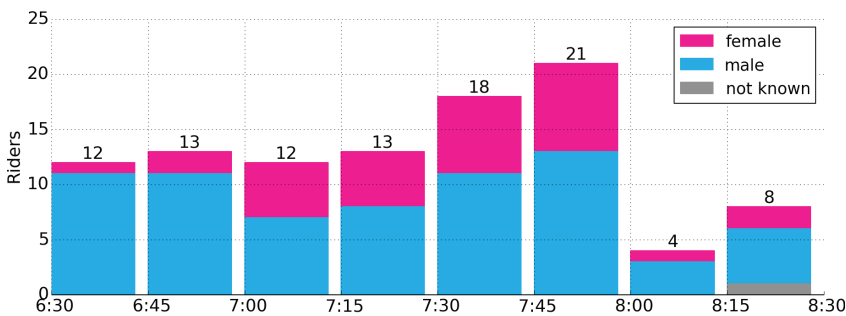
Dick Ward Dr [E], East point Rd/Bike Path [S], East Point Rd/Bike Path [NW]



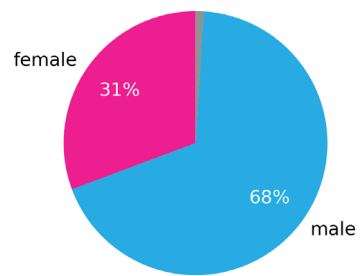
101 bicycle riders were recorded during the 2 hour survey. This is an increase of 6% compared to 95 in 2016 and an increase of 4% compared to 97 in 2012. The peak period was 07:45-08:00 with 21 riders. Female riders comprised 31% of the total.

The majority of cyclists entered this intersection from the East via Dick Ward Dr and exited to the South along East Point Rd/Bike Path. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). No comments were left by the volunteer.

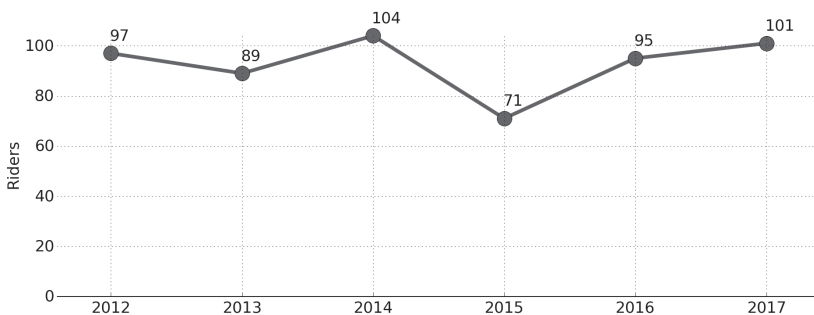
Traffic Volume by Time



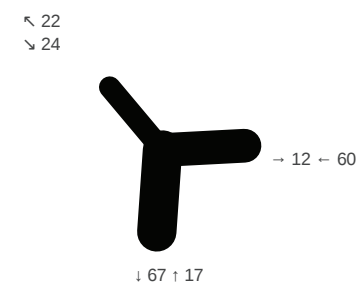
Gender Ratio



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]					
Exit	2	3	1	3	1	2		Total
Female	15	4	2	3	2	5		31
Male	34	6	3	9	5	12		69
Not known	1	0	0	0	0	0		1
Total	50	10	5	12	7	17		101

Site 5981

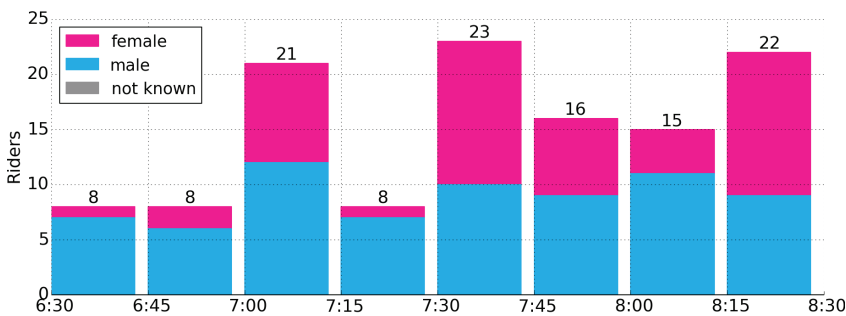
Casuarina Foreshore Path [N], Casuarina Foreshore Path [E], Casuarina Foreshore Path [S]



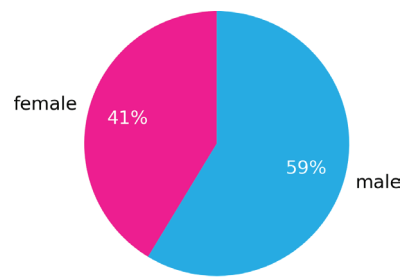
121 bicycle riders were recorded during the 2 hour survey. This is a decrease of 11% compared to 136 in 2016 and a decrease of 9% compared to 133 in 2012. The peak period was 07:30-07:45 with 23 riders. Female riders comprised 41% of the total.

The majority of cyclists entered this intersection from the South via the Casuarina Foreshore Path and exited to the North along the Casuarina Foreshore Path. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). The volunteer commented that both the lighting and the path width is well designed at this location.

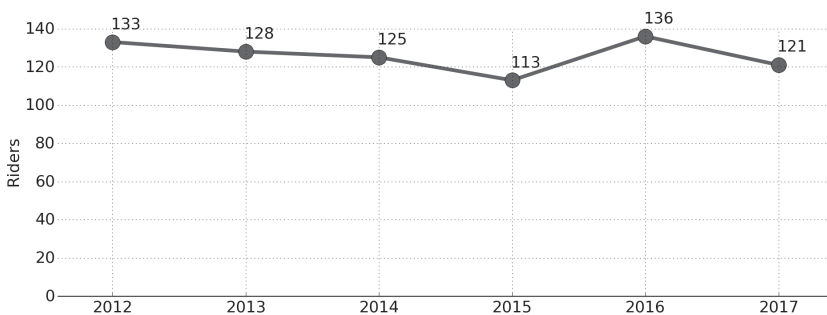
Traffic Volume by Time



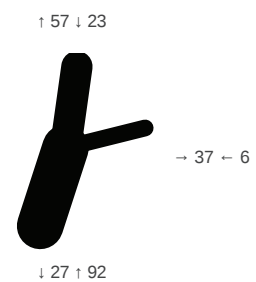
Gender Ratio



Cycling Trend



Traffic Flow

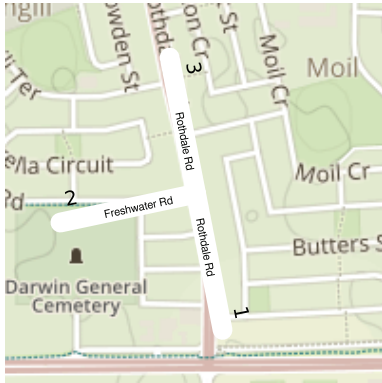


Raw Data

Enter	1 Casuarina Foreshore Path [N]		2 Casuarina Foreshore Path [E]		3 Casuarina Foreshore Path [S]		Total
Exit	2	3	1	3	1	2	
Female	0	9	0	0	25	16	50
Male	1	13	1	5	31	20	71
Not known	0	0	0	0	0	0	0
Total	1	22	1	5	56	36	121

Site 6188

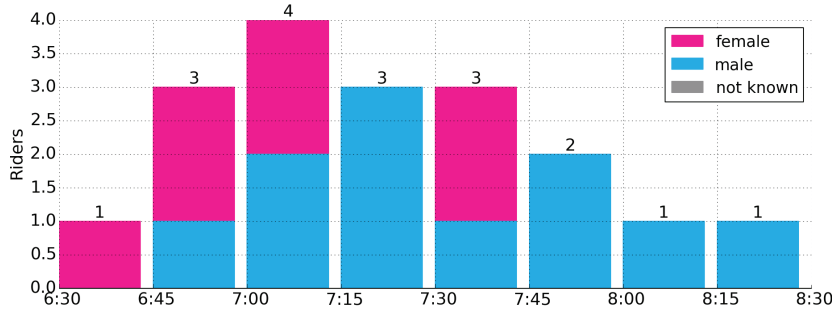
Rothdale Rd [S], Freshwater Rd [W], Rothdale Rd [N]



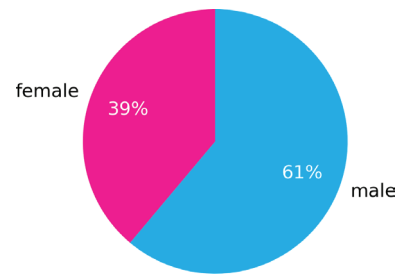
18 bicycle riders were recorded during the 2 hour survey. This is an increase of 29% compared to 14 in 2016 and a decrease of 10% compared to 20 in 2013. The peak period was 07:00-07:15 with 4 riders. Female riders comprised 39% of the total.

The majority of cyclists entered this intersection from the West via Freshwater Rd and exited to the South along Rothdale Rd. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). No comments were left by the volunteer.

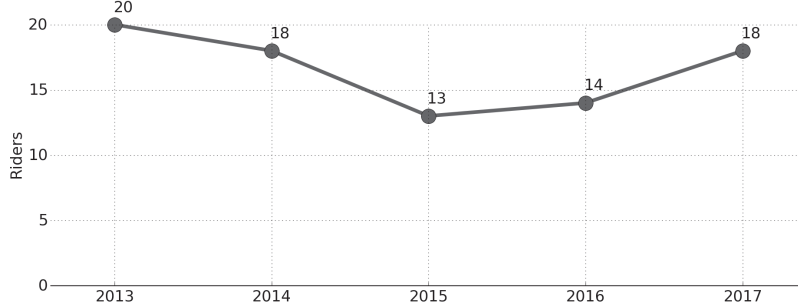
Traffic Volume by Time



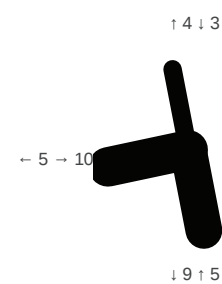
Gender Ratio



Cycling Trend



Traffic Flow

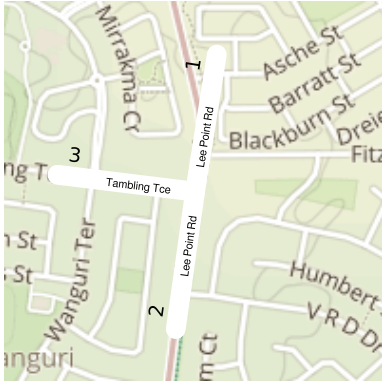


Raw Data

Enter	1 Rothdale Rd [S]		2 Freshwater Rd [W]		3 Rothdale Rd [N]		
Exit	2	3	1	3	1	2	Total
Female	2	2	1	1	0	1	7
Male	1	0	7	1	1	1	11
Not known	0	0	0	0	0	0	0
Total	3	2	8	2	1	2	18

Site 6808

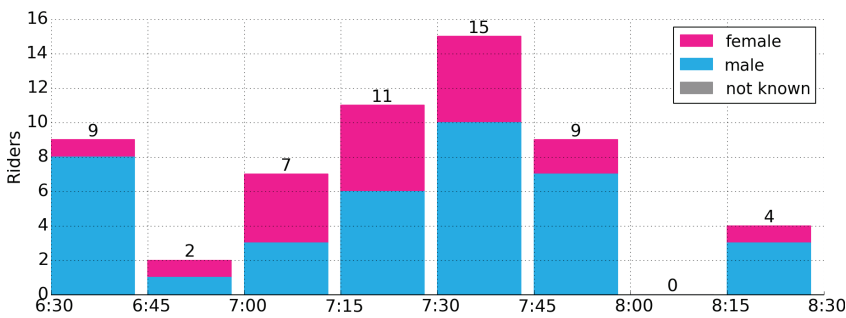
Lee Point Rd [N], Lee Point Rd [S], Tambling Tce [W]



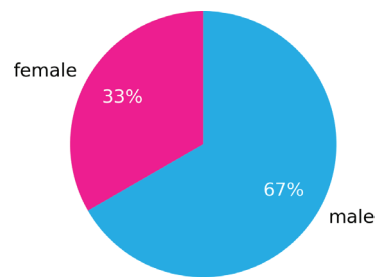
57 bicycle riders were recorded during the 2 hour survey. This is an increase of 19% compared to 48 in 2016 and an increase of 4% compared to 55 in 2015. The peak period was 07:30-07:45 with 15 riders. Female riders comprised 33% of the total.

The majority of cyclists entered this intersection from the North via Lee Point Rd and exited to the South along Lee Point Rd. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). No comments were left by the volunteer.

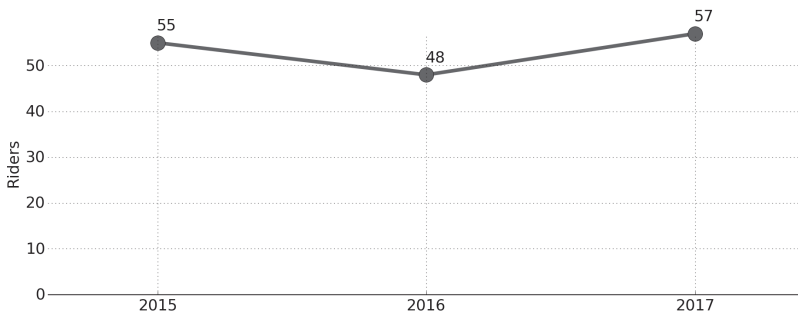
Traffic Volume by Time



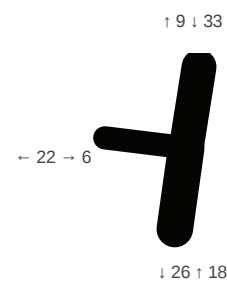
Gender Ratio



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	1	4	8	1	1	19
Male	18	10	3	3	1	3	38
Not known	0	0	0	0	0	0	0
Total	22	11	7	11	2	4	57

Site 6949

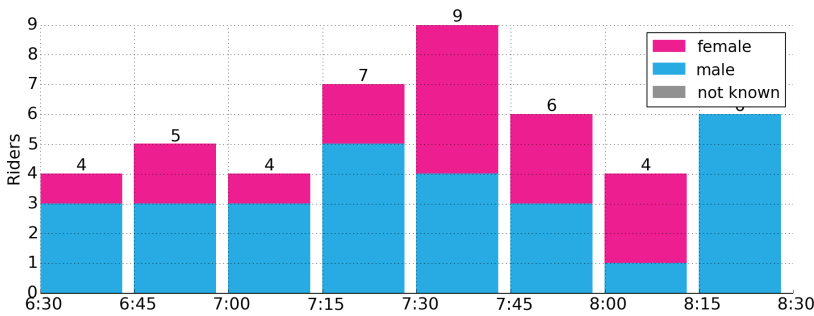
Tiger Brennan Drive north bound [N], Frances Bay Drive north bound [NE], Frances Bay Drive south bound [S], Tiger Brennan Drive south bound [SW], Dinah Beach Rd [W]



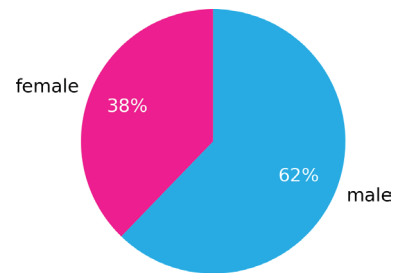
45 bicycle riders were recorded during the 2 hour survey. This is an increase of 22% compared to 37 in 2016. The peak period was 07:30-07:45 with 9 riders. Female riders comprised 38% of the total.

The majority of cyclists entered this intersection from the North East direction and exited to the South West direction. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). The volunteer commented that 30 riders were wearing helmets, and only 3 riders were school aged children.

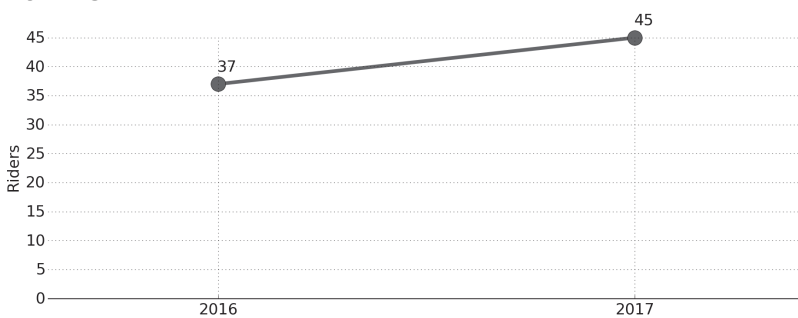
Traffic Volume by Time



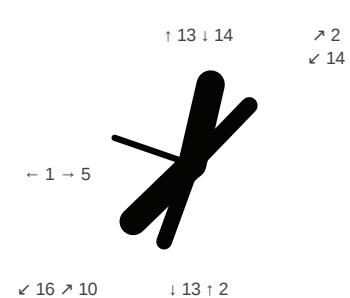
Gender Ratio



Cycling Trend



Traffic Flow

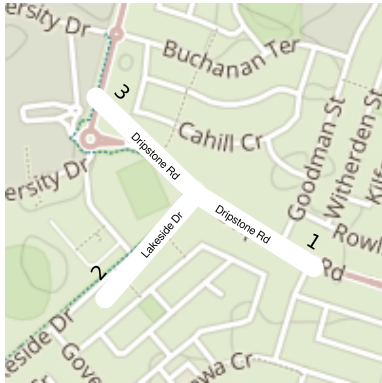


Raw Data

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	5	0	0	4	1	0	0	0	0	0	3	0	0	0	2	0	0	1	17
Male	0	1	7	0	1	7	1	0	0	2	0	0	6	0	0	1	1	0	0	1	28
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	2	12	0	1	11	2	0	0	2	0	0	9	0	0	1	3	0	0	2	45

Site 7123

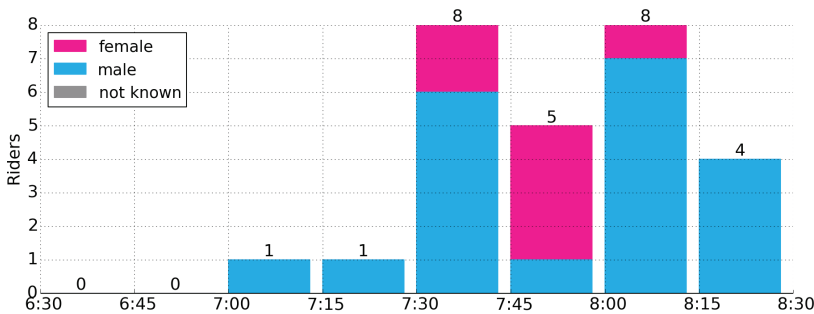
Dripstone Rd [SE], Lakeside Dr [SW], Dripstone Rd [NW]



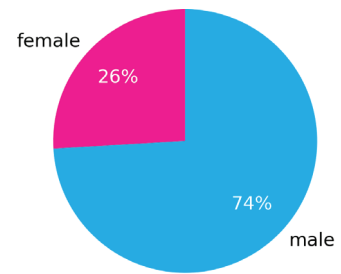
27 bicycle riders were recorded during the 2 hour survey. This is a decrease of 46% compared to 50 in 2016. The peak period was 07:30-07:45 with 8 riders. Female riders comprised 26% of the total.

The majority of cyclists entered this intersection from the South-West via Lakeside Dr and exited to the South-East along Dripstone Rd. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). The volunteer commented that most riders chose to use the footpath, that motor traffic was heavy, and that many riders were children.

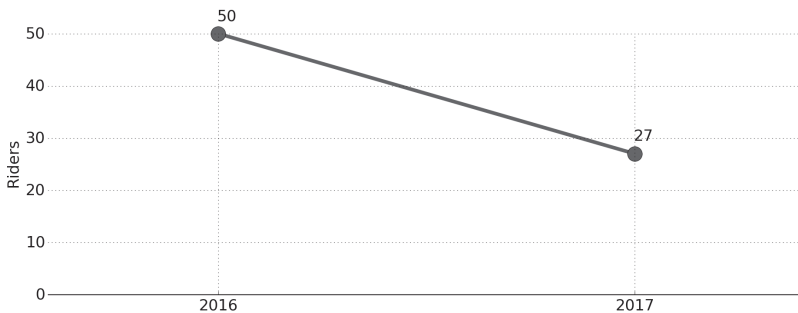
Traffic Volume by Time



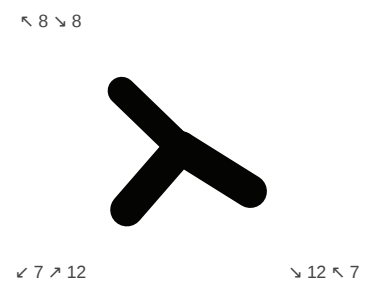
Gender Ratio



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	1	0	4	2	0	0	7
Male	2	4	4	2	4	4	20
Not known	0	0	0	0	0	0	0
Total	3	4	8	4	4	4	27

Site 7130

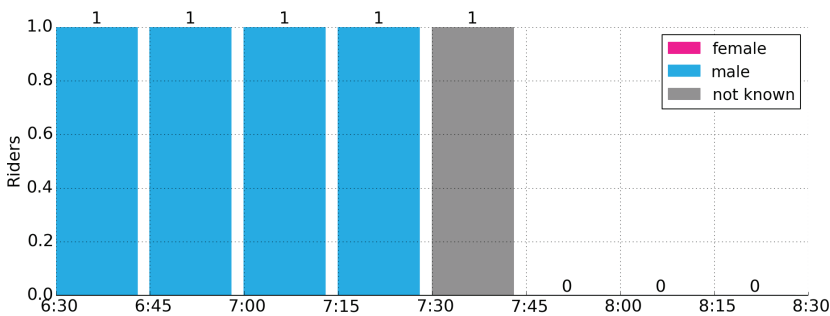
Berrimah Rd [N], Tiger Brennan Dr [E], Berrimah Rd [S], Tiger Brennan Dr [W]



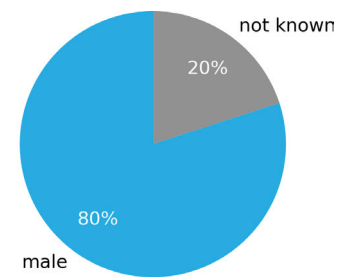
5 bicycle riders were recorded during the 2 hour survey. The peak period was 06:30-06:45 with 1 riders. Female riders comprised 0% of the total.

The majority of cyclists entered this intersection from the West via Tiger Brennan Dr. The most exiting journeys was also to the West via Tiger Brennan Dr. The proportion of female cyclists observed through this intersection is lower than the average for both the whole council and the state (30%). The volunteer commented that there was low fog until 7am, and the site was very busy with large trucks and cars.

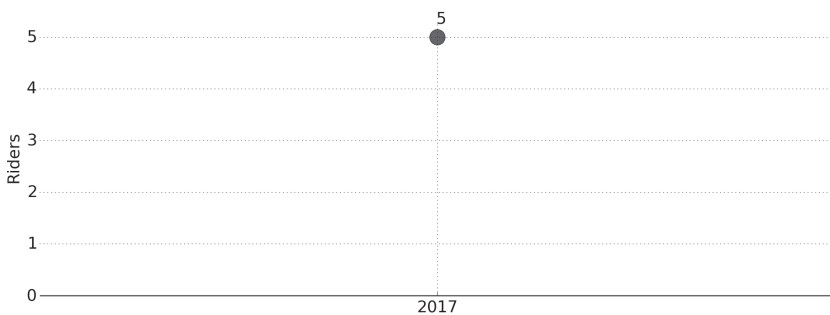
Traffic Volume by Time



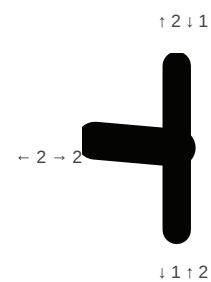
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Berrimah Rd [N]			2 Tiger Brennan Dr [E]			3 Berrimah Rd [S]			4 Tiger Brennan Dr [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	0	0	0	0	0	0	0	0	0	0	0	0
Male	0	1	0	0	0	0	0	0	2	1	0	0	4
Not known	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	1	0	0	0	0	0	0	2	2	0	0	5



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