



**BICYCLE  
NETWORK®**

# **SUPER TUESDAY COMMUTER BIKE COUNT**

**PALMERSTON**

2017



# **SUPER TUESDAY**

## Count Summary in Palmerston



### **COUNT IN 2017**

p. 1

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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 Palmerston on the day of the count, with NW winds reaching 28km/h, and a maximum temperature of 30.6 degrees at 9am.

By participating in the count, volunteer counters can choose a local community group to receive a donation of \$50. In Palmerston a total of \$450 went back to the local community through donations to nominated groups.

### **COUNT SITES**

p. 3

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9 sites were surveyed in Palmerston.

Major commuter corridors include:

- Lambrick Ave/Howard Springs Rd (3 sites)
- Roystones Ave (3 sites)
- Temple Terrace (2 sites)

### **TRAFFIC FLOW**

p. 4

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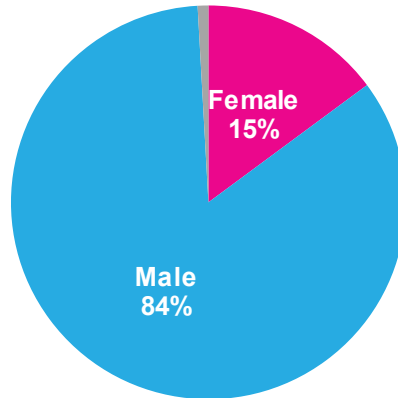
A total of 229 trips was counted at all selected intersections across the municipality during the two-hour survey.



## GROWTH

p. 5

Overall, usage has decreased by -23% (177 trips) compared to the same 6 sites surveyed in 2016 (231 trips). New sites were excluded from comparisons. v

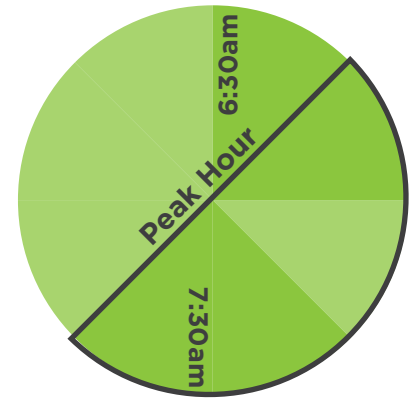


## GENDER RATIO

p. 6

Female riders represented 15% of bicyclists across the municipality.

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



## PEAK HOUR

p. 7

The busiest hour was between 6:45-7:45am during the survey.

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

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

## BUSIEST SITE

p. 9

The busiest site was at the intersection of McMillans Rd and Stuart Hwy (Site 5500 - page 9), with an average of 25 trips per hour.

## COUNT RESULTS

p. 8 - 17

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

Three new sites were included in the 2017 count. These included:

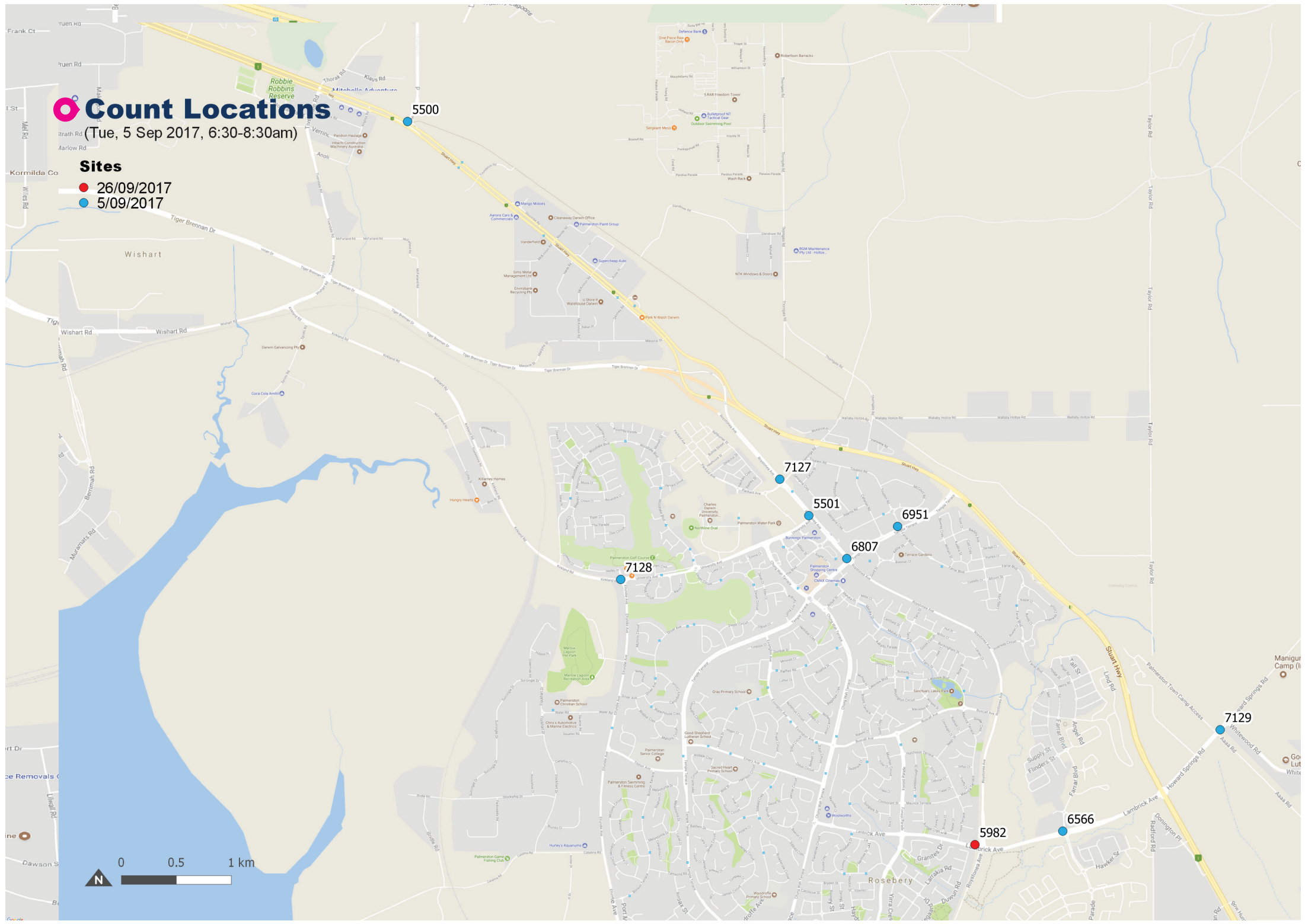
- Site 7127 - Yarrawonga Rd [NE], Roystonea Ave [SE], Packard Ave [W], Roystonea Ave [NW]
- Site 7128 - University Ave [E], Elrundie Ave [S], Kirkland Rd [W]
- Site 7129 - Howard Springs Rd [NE], Howard Springs shared path [SE], Howard Springs Rd [SW]

# Count Locations

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

## Sites

- 26/09/2017
- 5/09/2017



# Growth

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

Compared to 2016

Increase Decrease Not changed

-8%

-58%

-31%

-34%

-22%

14%

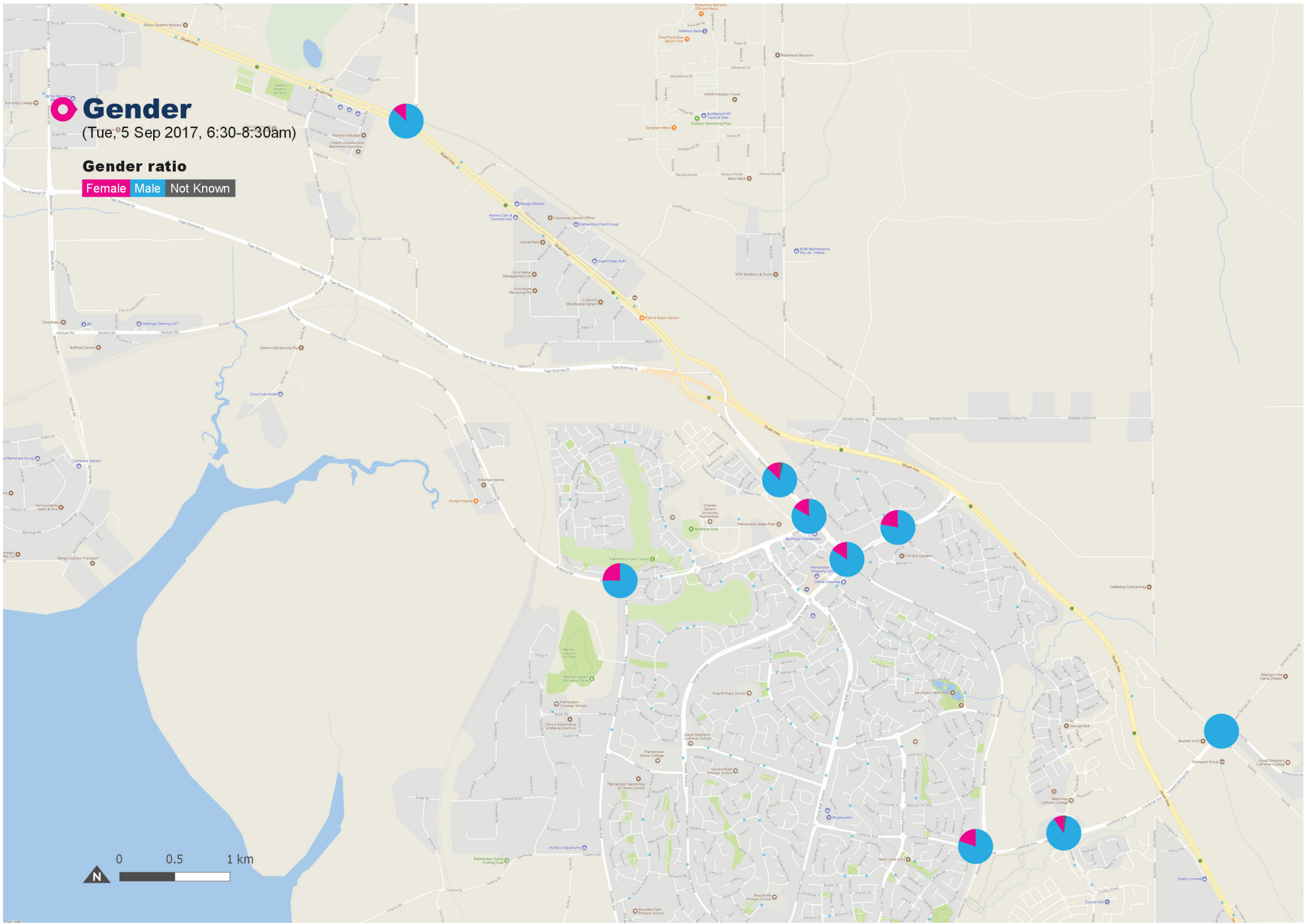
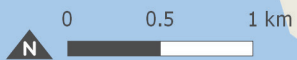


# Gender

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

## Gender ratio

Female Male Not Known

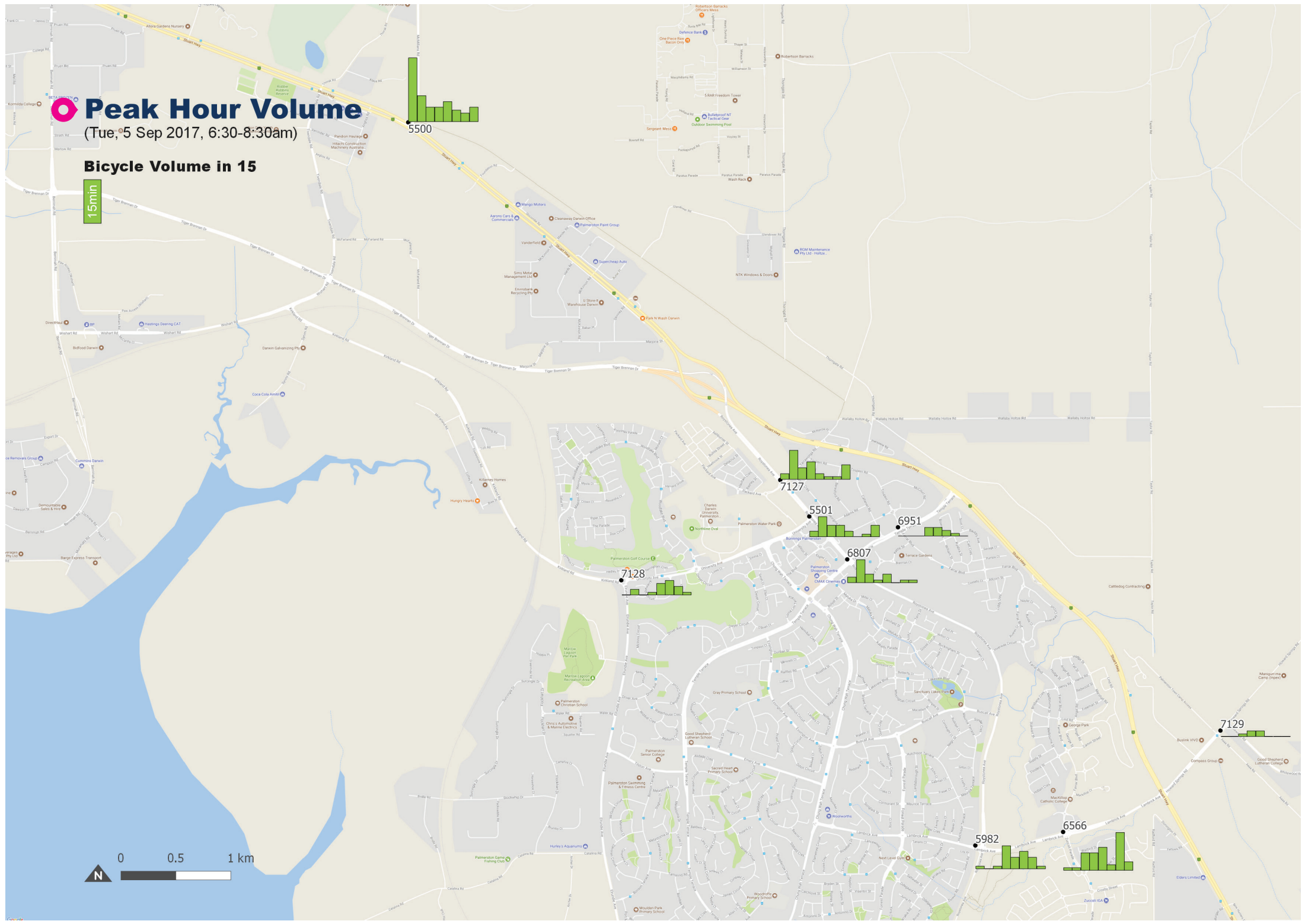
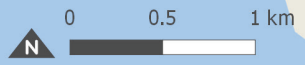
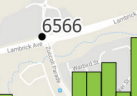
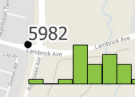
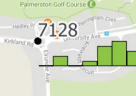
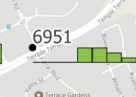
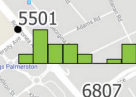
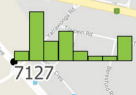
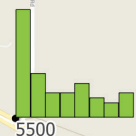


# Peak Hour Volume

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

## Bicycle Volume in 15

15min



# Bicycle Flow

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

Total Bicycle Volume

Bicycle Volume by Leg

0 - 12

12 - 24

24 - 36

36 - 48

48+

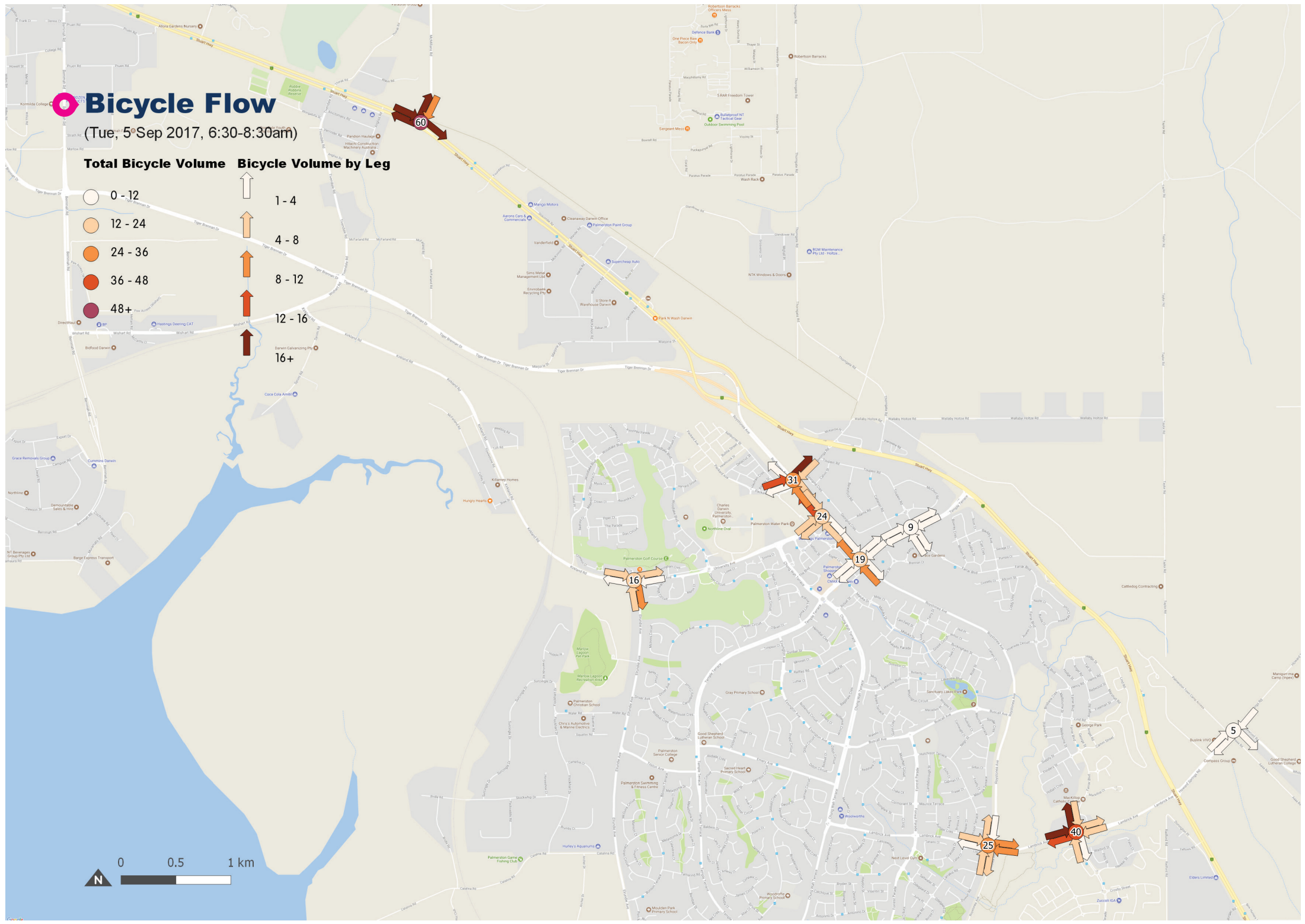
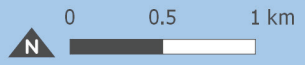
1 - 4

4 - 8

8 - 12

12 - 16

16+



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
5500	McMillans Rd [NE], Stuart Hwy [SE], Stuart Hwy [NW]	8	52	0	60	65	-8%	22	9	5	5	7	4	3	5
5501	Roystonea Ave [SE], University Ave [SW], Roystonea Ave [NW]	4	20	0	24	57	-58%	2	7	4	4	2	0	1	4
5982	Roystonea Ave [N], Lambrick Ave [E], Path [S], Lambrick Ave [W]	5	20	0	25	32	-22%	1	0	1	8	4	6	4	1
6566	Lambrick Ave [E], Zuccoli Pde [S], Lambrick Ave [W], Farrar Blvd [N]	4	35	1	40	35	14%	1	1	6	6	8	2	13	3
6807	Temple Tce [NE], Roystonea Ave/Footpath [SE], Temple Tce/Footpath [SW], Roystonea Ave/Footpath [NW]	3	16	0	19	29	-34%	2	8	3	1	3	0	1	1
6951	Temple Terrace [NE], Farrar Boulevard [SE], Temple Terrace [SW], Toupein Road [NW]	2	7	0	9	13	-31%	0	0	0	3	3	2	1	0
7127	Yarrowonga Rd [NE], Roystonea Ave [SE], Packard Ave [W], Roystonea Ave [NW]	4	26	1	31	-	-	2	10	4	6	2	1	1	5
7128	University Ave [E], Elrundie Ave [S], Kirkland Rd [W]	4	12	0	16	-	-	0	2	0	1	4	5	3	1
7129	Howard Springs Rd [NE], Howard Springs shared path [SE], Howard Springs Rd [SW]	0	5	0	5	-	-	0	0	1	2	2	0	0	0

## Site 5500

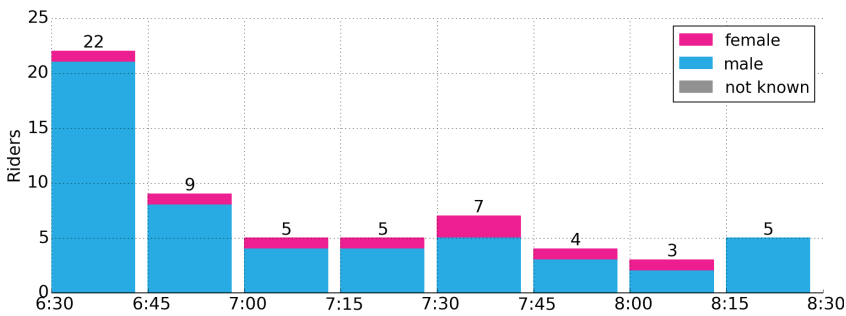
### McMillans Rd [NE], Stuart Hwy [SE], Stuart Hwy [NW]



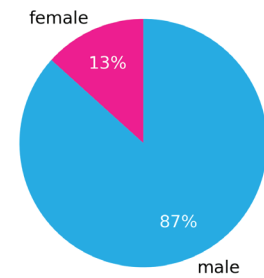
**60 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 8% compared to 65 in 2016 and an increase of 71% compared to 35 in 2011. The peak period was 06:30-06:45 with 22 riders. Female riders comprised 13% of the total.

The majority of cyclists entered this intersection from the South-East via Stuart Hwy and exited to the North-West along Stuart Hwy. The proportion of female cyclists observed through this intersection is lower than the average for the whole council (15%) and the state (30%). No comments were left by the volunteer.

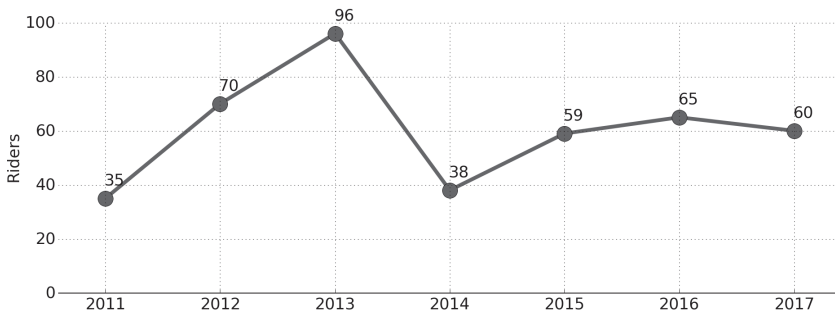
#### Traffic Volume by Time



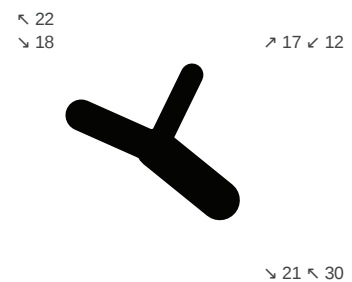
#### Gender Ratio



#### Cycling Trend



#### Traffic Flow

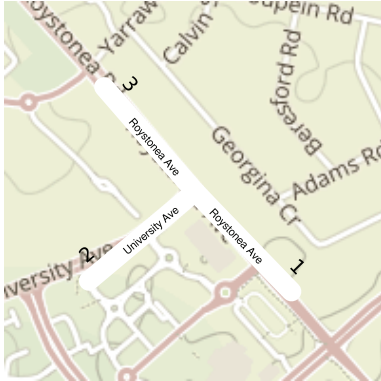


#### Raw Data

Enter	1 McMillans Rd [NE]		2 Stuart Hwy [SE]		3 Stuart Hwy [NW]		Total
Exit	2	3	1	3	1	2	
Female	1	1	1	1	2	2	8
Male	9	1	9	19	5	9	52
Not known	0	0	0	0	0	0	0
<b>Total</b>	<b>10</b>	<b>2</b>	<b>10</b>	<b>20</b>	<b>7</b>	<b>11</b>	<b>60</b>

## Site 5501

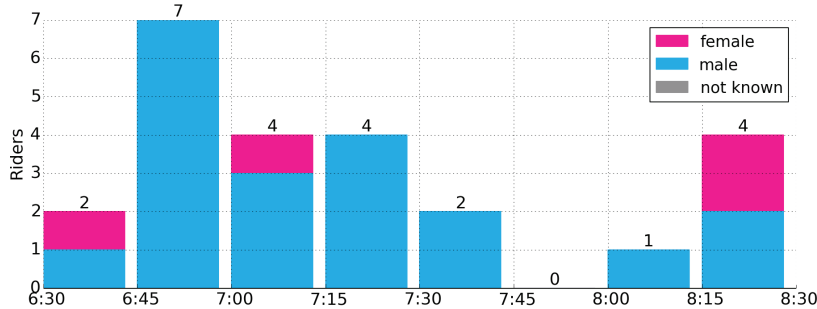
### Roystonea Ave [SE], University Ave [SW], Roystonea Ave [NW]



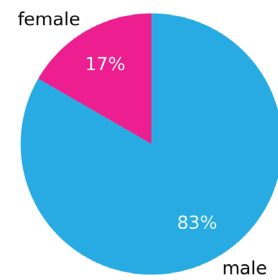
**24 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 58% compared to 57 in 2016 and a decrease of 59% compared to 59 in 2012. The peak period was 06:45-07:00 with 7 riders. Female riders comprised 17% of the total.

The majority of cyclists entered this intersection from the to streets to the South and exited to the North along Roystonea Ave. The proportion of female cyclists observed through this intersection is higher than the average for the whole council (15%) and lower than average for the state (30%). The volunteer commented that all riders chose to use the foot/cycle path, and most riders were wearing helmets.

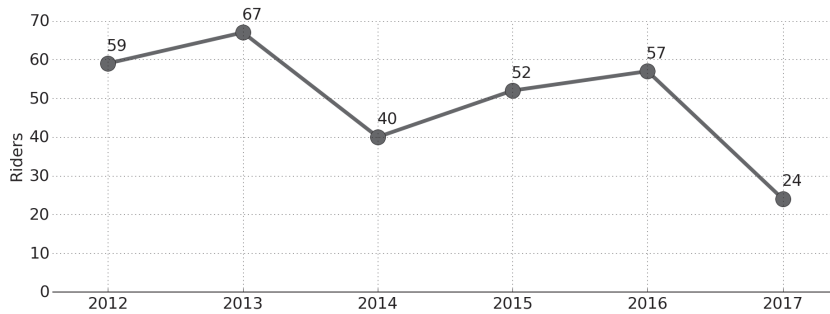
#### Traffic Volume by Time



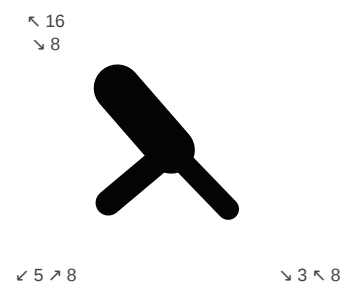
#### Gender Ratio



#### Cycling Trend



#### Traffic Flow



#### Raw Data

Enter	1 Roystonea Ave [SE]		2 University Ave [SW]		3 Roystonea Ave [NW]		Total
Exit	2	3	1	3	1	2	
Female	0	1	0	0	2	1	4
Male	0	7	0	8	1	4	20
Not known	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>24</b>

## Site 5982

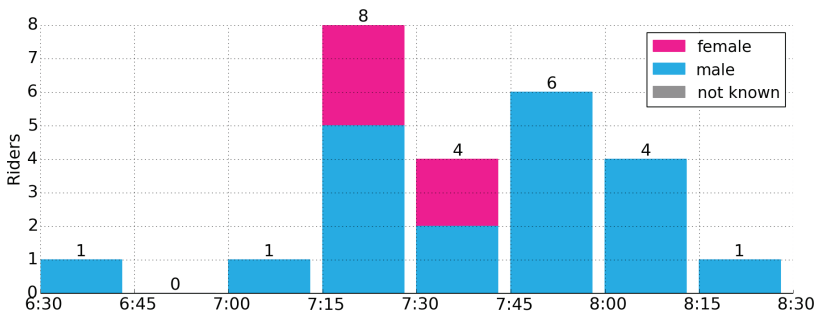
### Roystonea Ave [N], Lambrick Ave [E], Roystonea Ave [S], Lambrick Ave [W]



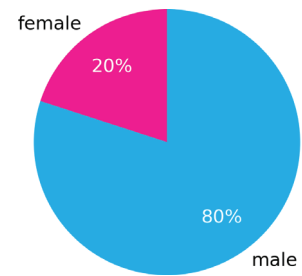
**25 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 22% compared to 32 in 2016 and an increase of 257% compared to 7 in 2012. The peak period was 07:15-07:30 with 8 riders. Female riders comprised 20% of the total.

The majority of cyclists entered this intersection from the East via Lambrick St. Lambrick St to the East was also the most common exiting leg. The proportion of female cyclists observed through this intersection is lower than the average for the whole council (15%) and higher than the average for the state (30%). The volunteer commented that Roystonea Ave is now a fully constructed road in both directions.

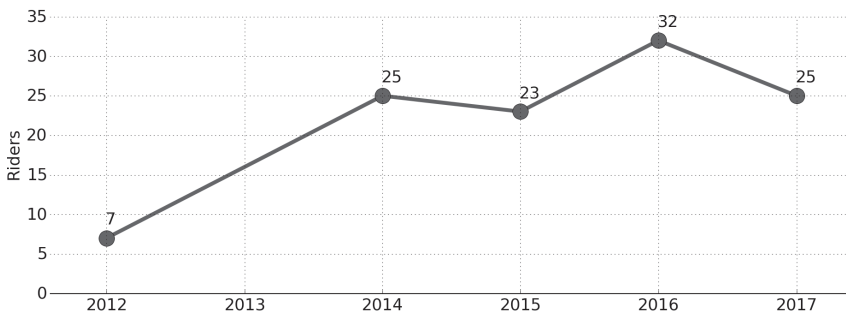
#### Traffic Volume by Time



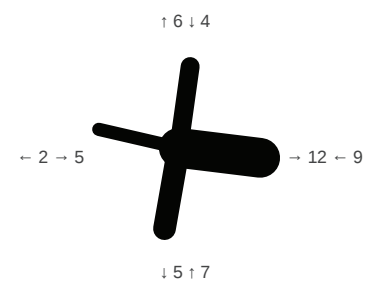
#### Gender Ratio



#### Cycling Trend



#### Traffic Flow



#### Raw Data

Enter	1 Roystonea Ave [N]			2 Lambrick Ave [E]			3 Roystonea Ave [S]			4 Lambrick Ave [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Female	2	0	0	0	0	0	2	1	0	0	0	0	5
Male	2	0	0	2	5	2	2	2	0	0	5	0	20
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>25</b>

## Site 6566

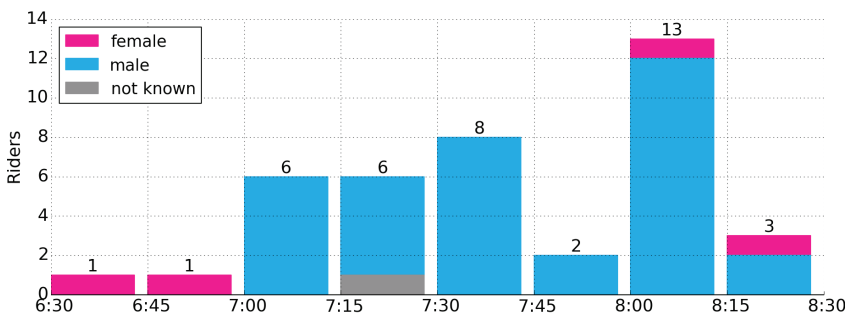
Lambrick Ave [E], Zuccoli Pde [S], Lambrick Ave [W], Farrar Blvd [N]



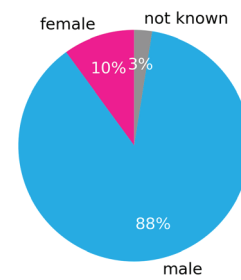
**40 bicycle riders** were recorded during the 2 hour survey. This is an increase of 14% compared to 35 in 2016 and an increase of 167% compared to 15 in 2014. The peak period was 08:00-08:15 with 13 riders. Female riders comprised 10% of the total.

The majority of cyclists entered this intersection from the West via Lambrick St and exited to the North along Farrar Blvd. The proportion of female cyclists observed through this intersection is lower than the average for the whole council (15%) and the state (30%). The volunteer commented that the road is very busy with motor traffic. All riders except one used the bike path rather than the road.

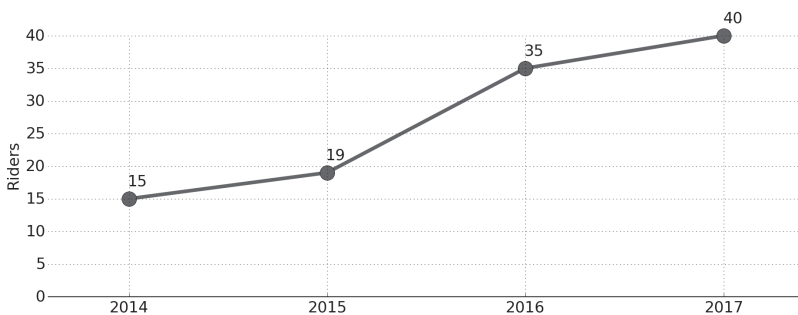
### Traffic Volume by Time



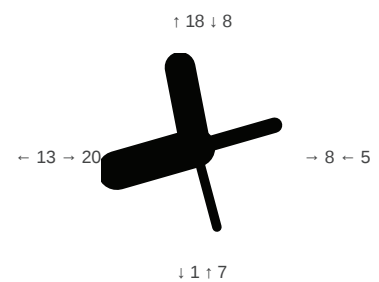
### Gender Ratio



### Cycling Trend



### Traffic Flow

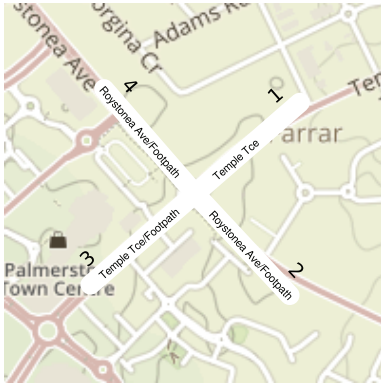


### Raw Data

Enter	1 Lambrick Ave [E]			2 Zuccoli Pde [S]			3 Lambrick Ave [W]			4 Farrar Blvd [N]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	0	0	2	0	0	0	1	1	0	0	0	4
Male	0	3	2	0	3	2	5	0	13	1	0	6	35
Not known	0	0	0	0	0	0	0	0	0	0	0	1	1
<b>Total</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>40</b>

## Site 6807

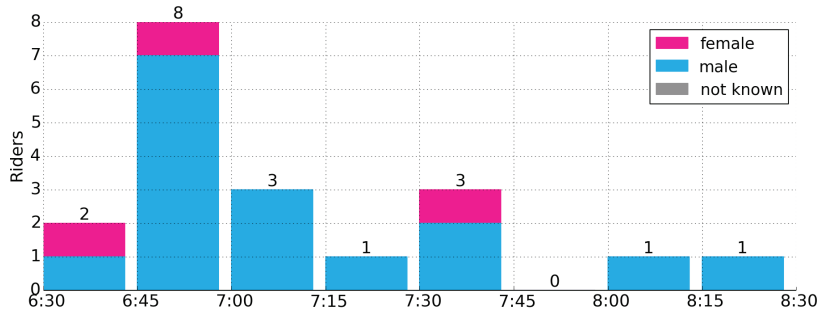
Temple Tce [NE], Roystonea Ave/Footpath [SE], Temple Tce/Footpath [SW], Roystonea Ave/Footpath [NW]



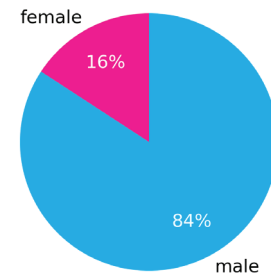
**19 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 34% compared to 29 in 2016 and a decrease of 41% compared to 32 in 2015. The peak period was 06:45-07:00 with 8 riders. Female riders comprised 16% of the total.

The majority of cyclists entered this intersection from the South-East via Roystonea Ave and exited to the North-West along Roystonea Ave. The proportion of female cyclists observed through this intersection is higher than the average for the whole council (15%) and lower than the average for the state (30%). No comments were left by the volunteer.

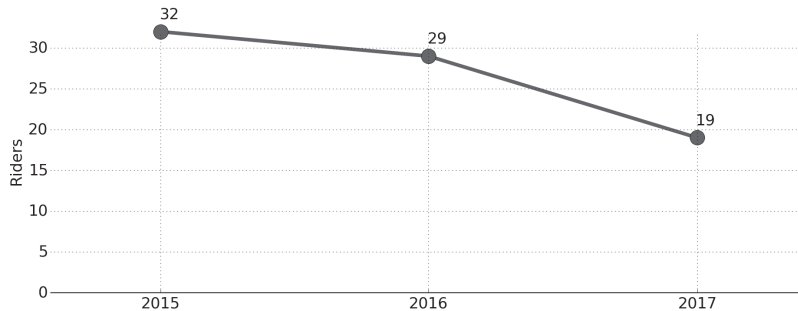
### Traffic Volume by Time



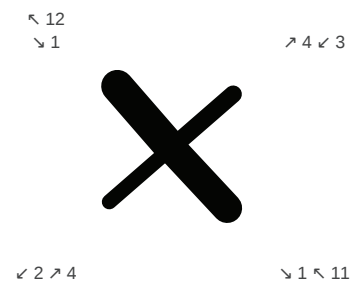
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

Enter	1 Temple Tce [NE]		2 Roystonea Ave/Footpath [SE]			3 Temple Tce/Footpath [SW]		4 Roystonea Ave/Footpath [NW]			Total		
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	1	0	1	0	0	0	0	0	0	1	0	3
Male	0	0	2	1	1	8	2	0	2	0	0	0	16
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>19</b>

## Site 6951

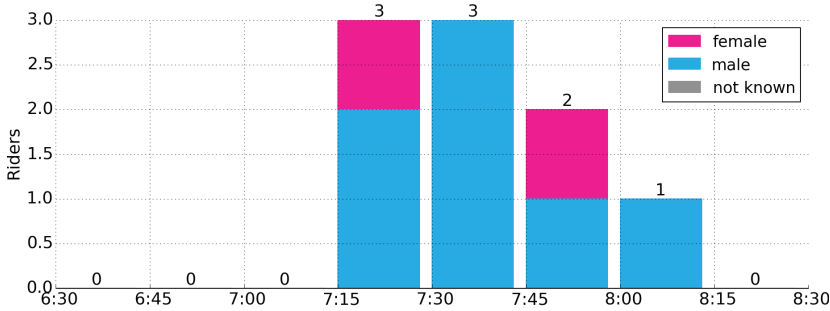
Temple Terrace [NE], Farrar Boulevard [SE], Temple Terrace [SW], Toupein Road [NW]



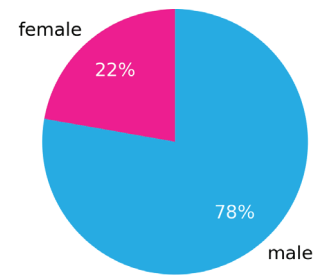
**9 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 31% compared to 13 in 2016. The peak period was 07:15-07:30 with 3 riders. Female riders comprised 22% of the total.

The majority of cyclists entered this intersection from the East via Temple Tce and exited to the West along Temple Tce. The proportion of female cyclists observed through this intersection is higher than the average for the council (15%) and lower than average than the average for the state (30%). No comments were left by the volunteer.

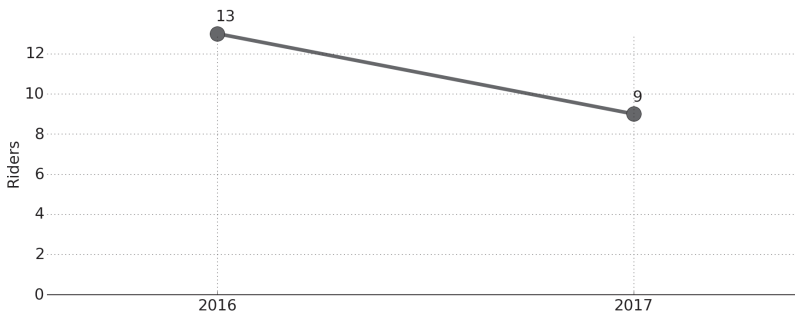
### Traffic Volume by Time



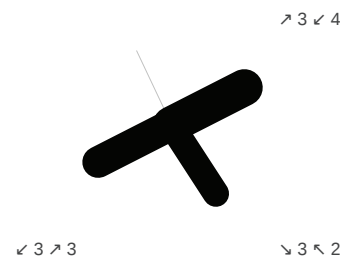
### Gender Ratio



### Cycling Trend



### Traffic Flow

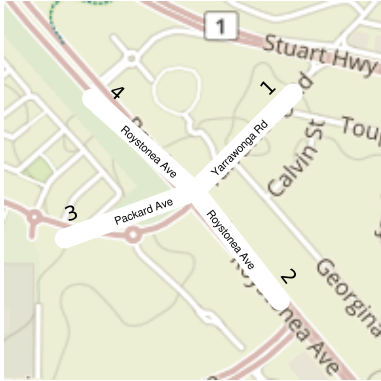


### Raw Data

Enter	1 Temple Terrace [NE]			2 Farrar Boulevard [SE]			3 Temple Terrace [SW]			4 Toupein Road [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Female	0	1	0	0	0	0	0	1	0	0	0	0	2
Male	1	2	0	2	0	0	1	1	0	0	0	0	7
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>

## Site 7127

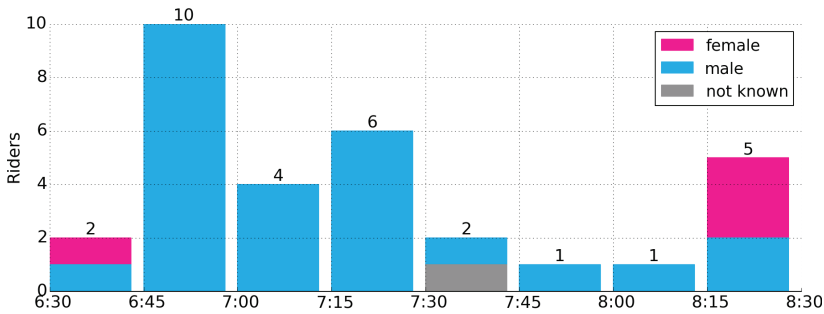
Yarrowonga Rd [NE], Roystonea Ave [SE], Packard Ave [W], Roystonea Ave [NW]



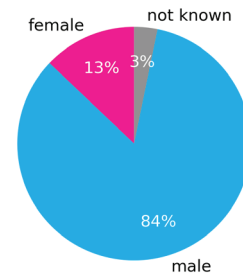
**31 bicycle riders** were recorded during the 2 hour survey. The peak period was 06:45-07:00 with 10 riders. Female riders comprised 13% of the total.

The majority of cyclists entered this intersection from the South via Roystonea Ave and exited to the North-East along Yarrowonga Rd. The proportion of female cyclists observed through this intersection is lower than the average for the whole council (15%) and the state (30%). No comments were left by the volunteer.

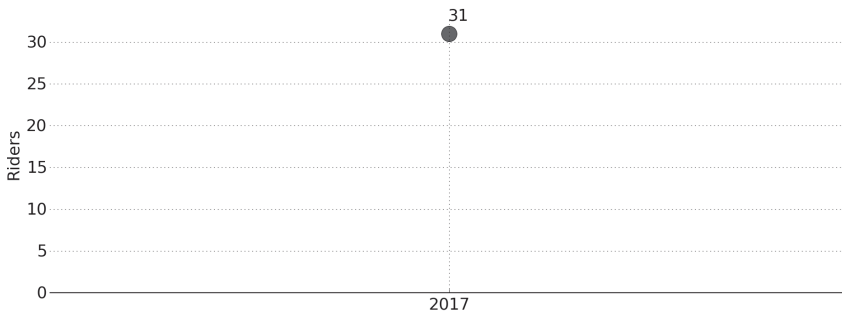
### Traffic Volume by Time



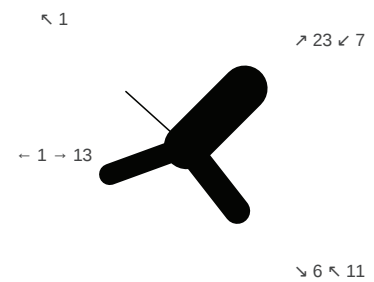
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

Enter	1 Yarrowonga Rd [NE]			2 Roystonea Ave [SE]			3 Packard Ave [W]			4 Roystonea Ave [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	2	0	0	1	0	0	1	0	0	0	0	0	4
Male	4	1	0	9	0	1	11	0	0	0	0	0	26
Not known	0	0	0	0	0	0	1	0	0	0	0	0	1
<b>Total</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>

## Site 7128

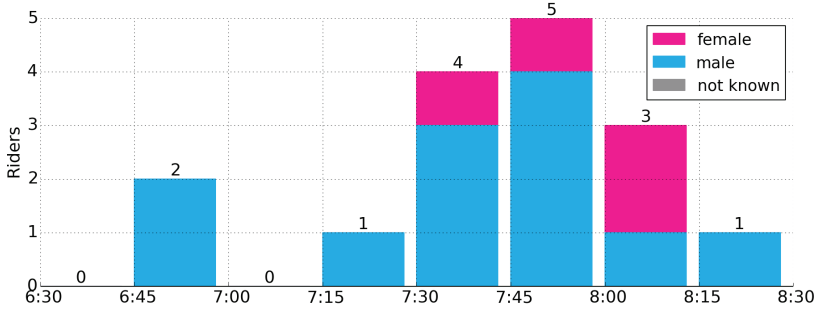
### University Ave [E], Elrundie Ave [S], Kirkland Rd [W]



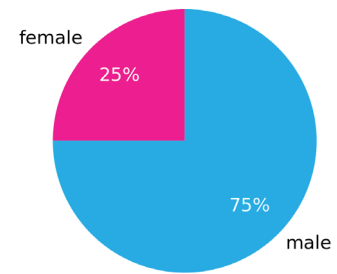
**16 bicycle riders** were recorded during the 2 hour survey. The peak period was 07:45-08:00 with 5 riders. Female riders comprised 25% of the total.

The majority of cyclists entered this intersection from the West via Kirkland Rd and exited to the South along Erlundie. The proportion of female cyclists observed through this intersection is higher than the average for the council (15%). The volunteer commented that motor traffic volumes were high and included many trucks and buses, and the lack of signalled crossing makes the site problematic for riders.

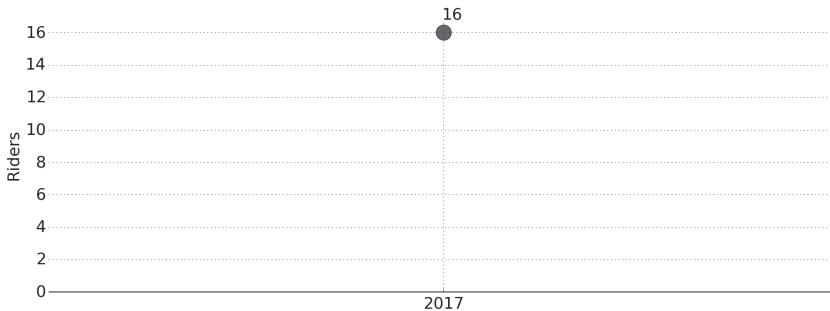
#### Traffic Volume by Time



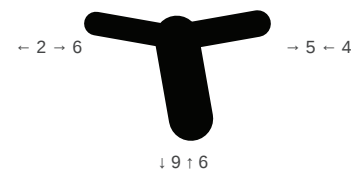
#### Gender Ratio



#### Cycling Trend



#### Traffic Flow



#### Raw Data

Enter	1 University Ave [E]		2 Elrundie Ave [S]		3 Kirkland Rd [W]		Total
Exit	2	3	1	3	1	2	
Female	2	0	1	0	0	1	4
Male	2	0	3	2	1	4	12
Not known	0	0	0	0	0	0	0
<b>Total</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>16</b>

## Site 7129

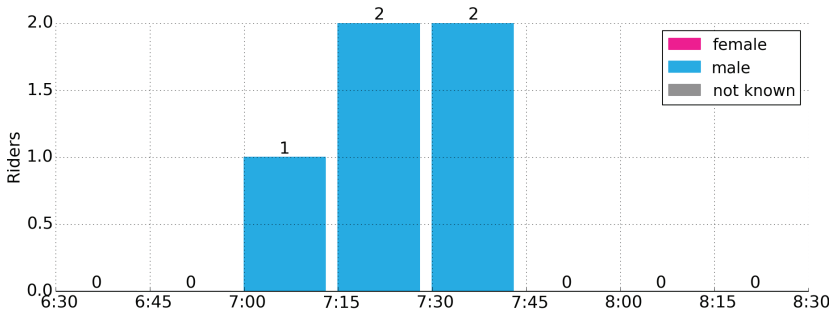
Howard Springs Rd [NE], Howard Springs shared path [SE], Howard Springs Rd [SW], Howard Springs shared path [NW]



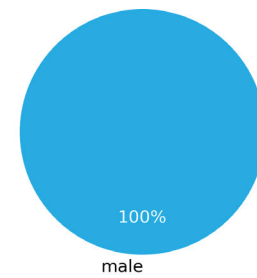
**5 bicycle riders** were recorded during the 2 hour survey. The peak period was 07:15-07:30 with 2 riders. Female riders comprised 0% of the total.

The fourth leg has been recently added to this site, and thus was not recorded during the count. The volunteer noted a substantial number of riders using leg 4 (male 22; female 6; unknown 1), who are therefore not recorded in the database. This brings the actual percentage of female riders at this location to 18%, rather than the 0% recorded as per the database. This is higher than the average for the council.

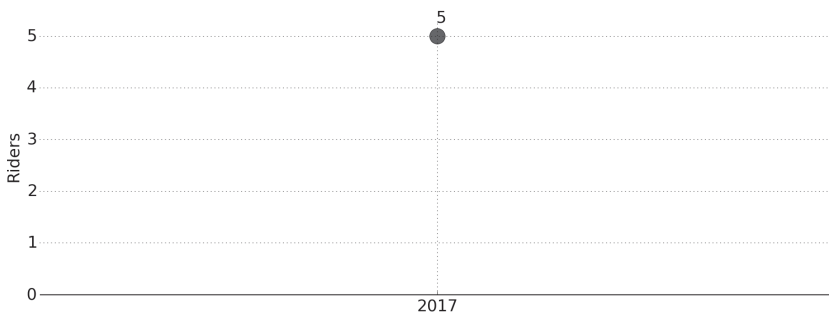
### Traffic Volume by Time



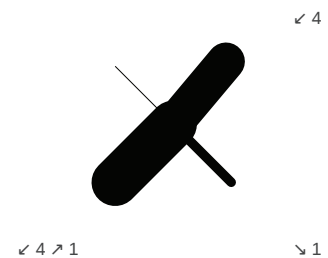
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

Enter	1 Howard Springs Rd [NE]		2 Howard Springs shared path [SE]		3 Howard Springs Rd [SW]		4 Howard Springs shared path [NW]			Total			
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Female	0	0	0	0	0	0	0	0	0	0	0	0	0
Male	0	4	0	0	0	1	5						
Not known	0	0	0	0	0	0	0						
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>						





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