



**BICYCLE
NETWORK®**

SUPER TUESDAY BIKE COUNT

Vincent

2020



SUPER COUNTS

About the count

About the count

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

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

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

Aims and purposes

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

The project aims to answer some critical questions:

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

Methodology

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

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

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

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

- 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 and visualised by Bicycle Network, and subsequently compiled into reports for participating councils and other agencies.

Count Summary in Vincent



COUNT IN 2020

The Super Tuesday Bike Count was conducted on Tuesday 3 March 2020 for two hours from 7:00am to 9:00am.

It was sunny in Vincent on the day of the count, with easterly winds reaching 11km/h, and a maximum temperature of 22.7 degrees at 9am.

By participating in the count, volunteer counters can choose a local community group to receive a donation of \$60. In Vincent a total of \$1080 went back to the local community through donations to nominated groups.



COUNT SITES

18 sites were surveyed in Vincent.

Major commuter corridors of interest include:

- Midland Principal Shared Path
- Banks Reserve Recreational Shared Path
- Oxford Street
- Scarborough Beach Road



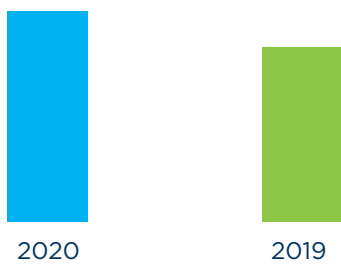
TRAFFIC FLOW

A total of 2076 movements was counted at all selected intersections across the council area during the two-hour survey.

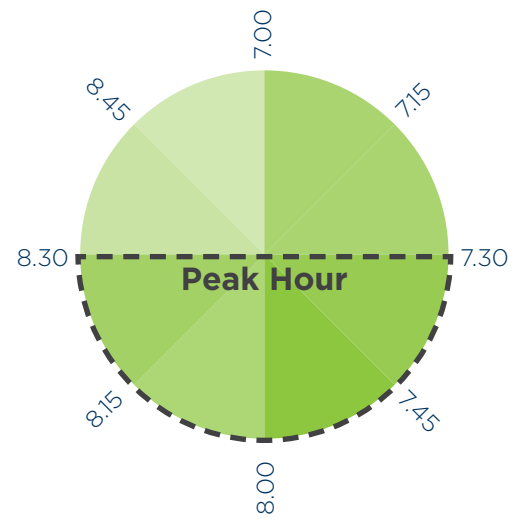
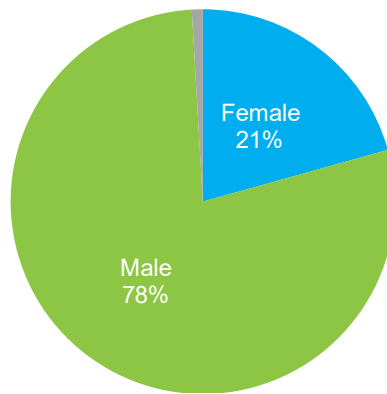
BUSIEST SITE

p. 21

The busiest site was at the intersection of Claisebrook Rd [N], Midland PSP [E], Midland PSP [SW], Claisebrook Rd [SW], Somerville St [NW] (Site 6883 - page 21) with an average of 389.6 movements per hour.



21%



GROWTH

Overall, usage has increased by 21% (2076 movements) compared to the same 18 sites surveyed in 2019 (1717 movements). New sites were excluded from this comparison.

GENDER RATIO

Female represented 21% of bike riders across the municipality.

This is higher than the average female ridership across Western Australia (19%), but lower than the Australia-wide average of surveyed areas in 2020 (24%).

PEAK HOUR

The busiest hour was between 7:30 - 8:30am during the survey.

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

- 7:00-7:15am: 15 movements
- 7:15-7:30am: 15 movements
- 7:30-7:45am: 18 movements
- 7:45-8:00am: 20 movements
- 8:00-8:15am: 14 movements
- 8:15-8:30am: 16 movements
- 8:30-8:45am: 10 movements
- 8:45-9:00am: 8 movements

COUNT RESULTS

p. 8 - 25

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 2020

THE COUNT

Bicycle Network's Super Tuesday Bike Count is the world's biggest and longest running visual bike count, where volunteers measure bicycle commuter flows in the morning peak from 7:00am to 9:00am across the country. The count provides quantitative surveys with figures on the movements of bike users, helping councils provide and improve infrastructure and facilities for people riding bikes.

This year, the Super Tuesday Bike Count was conducted on Tuesday 3 March between 7:00am and 9:00am. Where necessary, a recount was conducted on Thursday 19 March.

In the 2020 count, 849 sites were surveyed across 40 councils. Over 145K movements were recorded across Australia during the two hour count. The national results showed a -2% decrease when compared with the same sites surveyed in 2019.

Volunteer participants were thanked with a donation of \$60 from Bicycle Network to a community group of their choice. The total donation value neared \$52K.

GENDER

The 2020 Super Tuesday Bike Count revealed females comprised 24% of all bike riders counted across Australia. This is a slight decrease of 1% when compared to the 2019 Super Tuesday count.

PEAK HOUR

The peak riding hour across all sites was between 7:45am and 8:45am, with a total of 81K movements recorded across the states.

RESULTS BY STATES

Tasmania

The overall number of riders in Tasmania has increased by 9% compared with the same sites counted in 2019. Females comprised 27% of all riders, the highest proportion recorded across the states.

Weather conditions during the count in Hobart were cool and sunny, with gentle NNE winds and a top of 15.0 at 9:00am. No rainfall was recorded.

Victoria

In Victoria, the number of riders has decreased by -3% when compared to the same sites counted in 2019. Despite this net decline, significant volume increases were observed in the Greater Shepparton and Whittlesea municipal areas. Female riders comprised 25% of the total proportion of riders counted across the state, slightly higher than the national average.

It was overcast in Melbourne on the morning of the count, with a top of 15.5 degrees at 9am and no reported rainfall.

New South Wales

Rider numbers has decreased by -17% in New South Wales, compared with the same sites counted in 2019. This is in part due to infrastructural development in Lake Macquarie

in 2019, which lead to a major boost in rider volumes in that year. Female riders are also much less than the national percentage, comprising only 17% of the total riders counted across the state.

Weather conditions were generally fine across NSW, with a temperature of 21.4 degrees in Sydney at 9am and minor SSE winds.

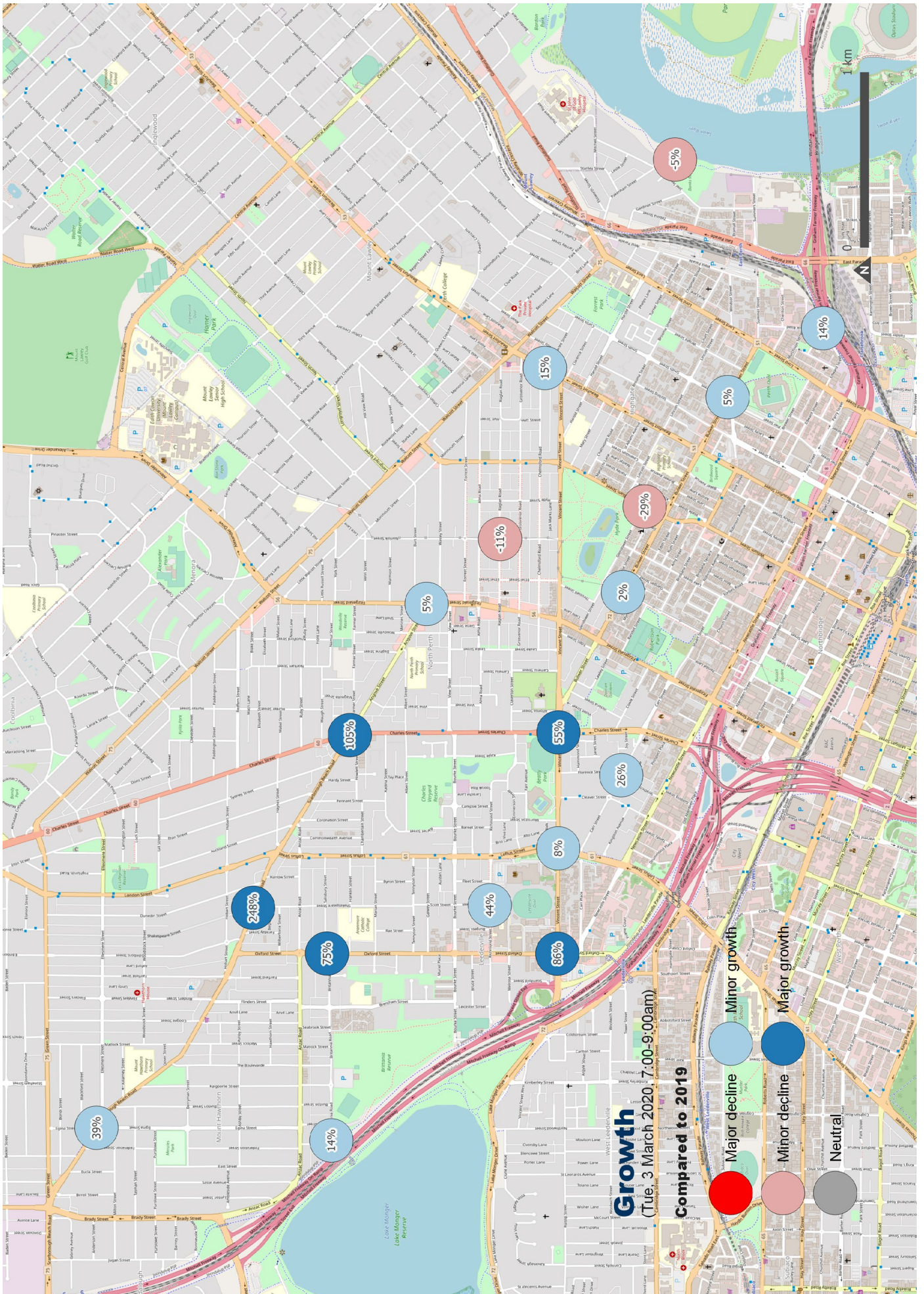
South Australia

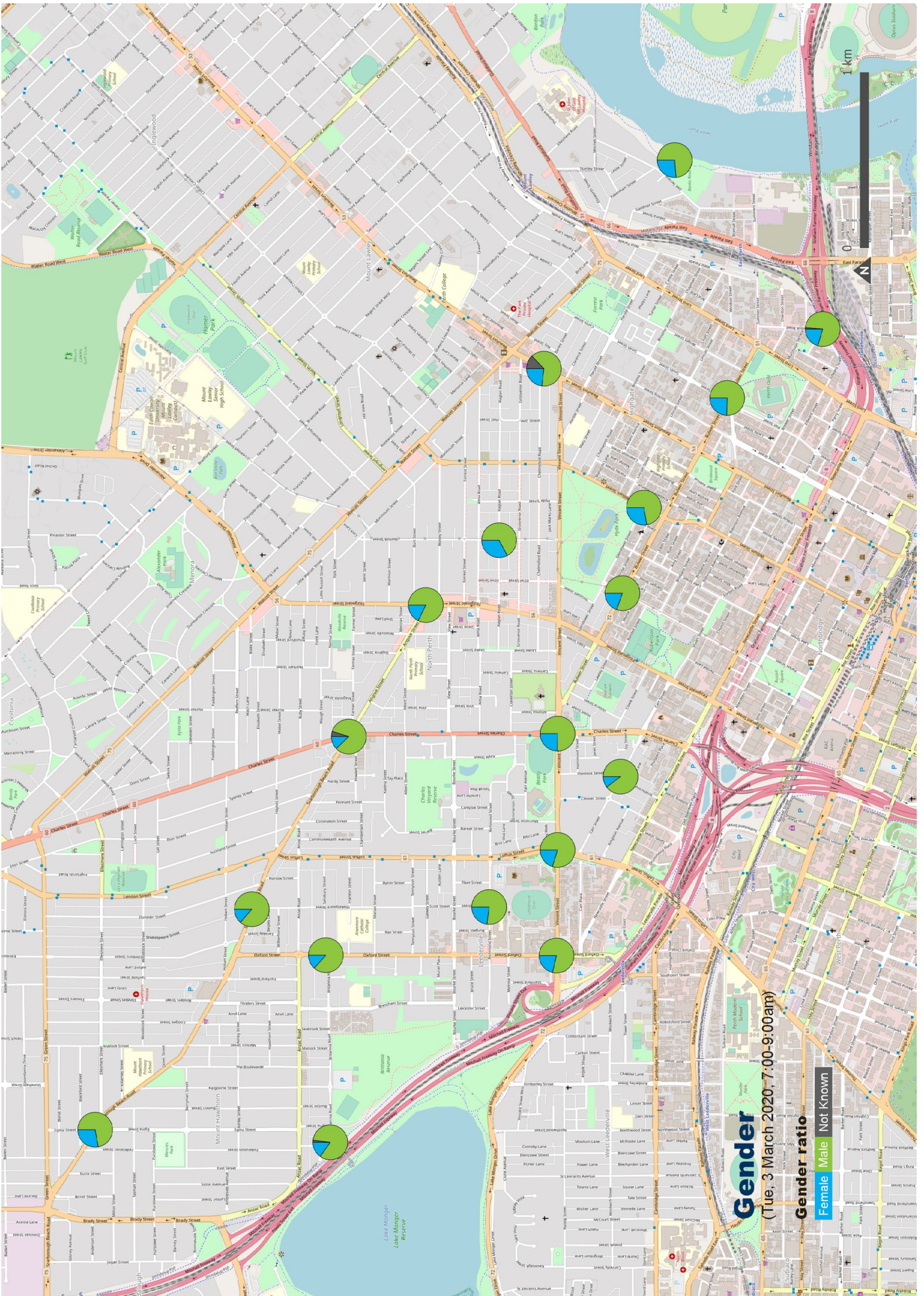
A small number of sites were counted in South Australia, with revealed a -29% decrease in bicycle volumes, based on same site comparisons. Females comprised 25% of the total riders counted. The count day was overcast, with a maximum temperature of 14.1 degrees recorded in Adelaide at 9am.

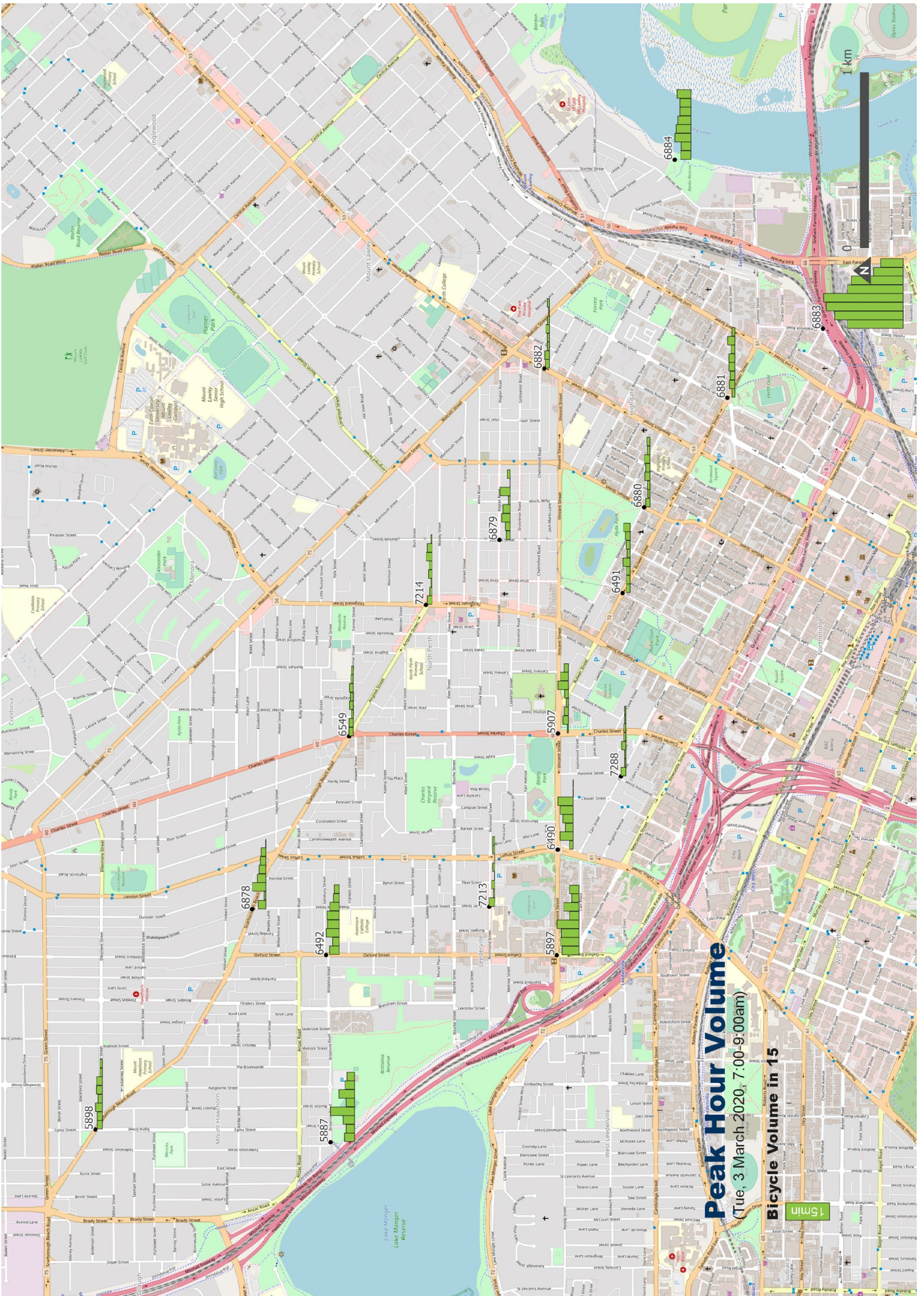
Western Australia

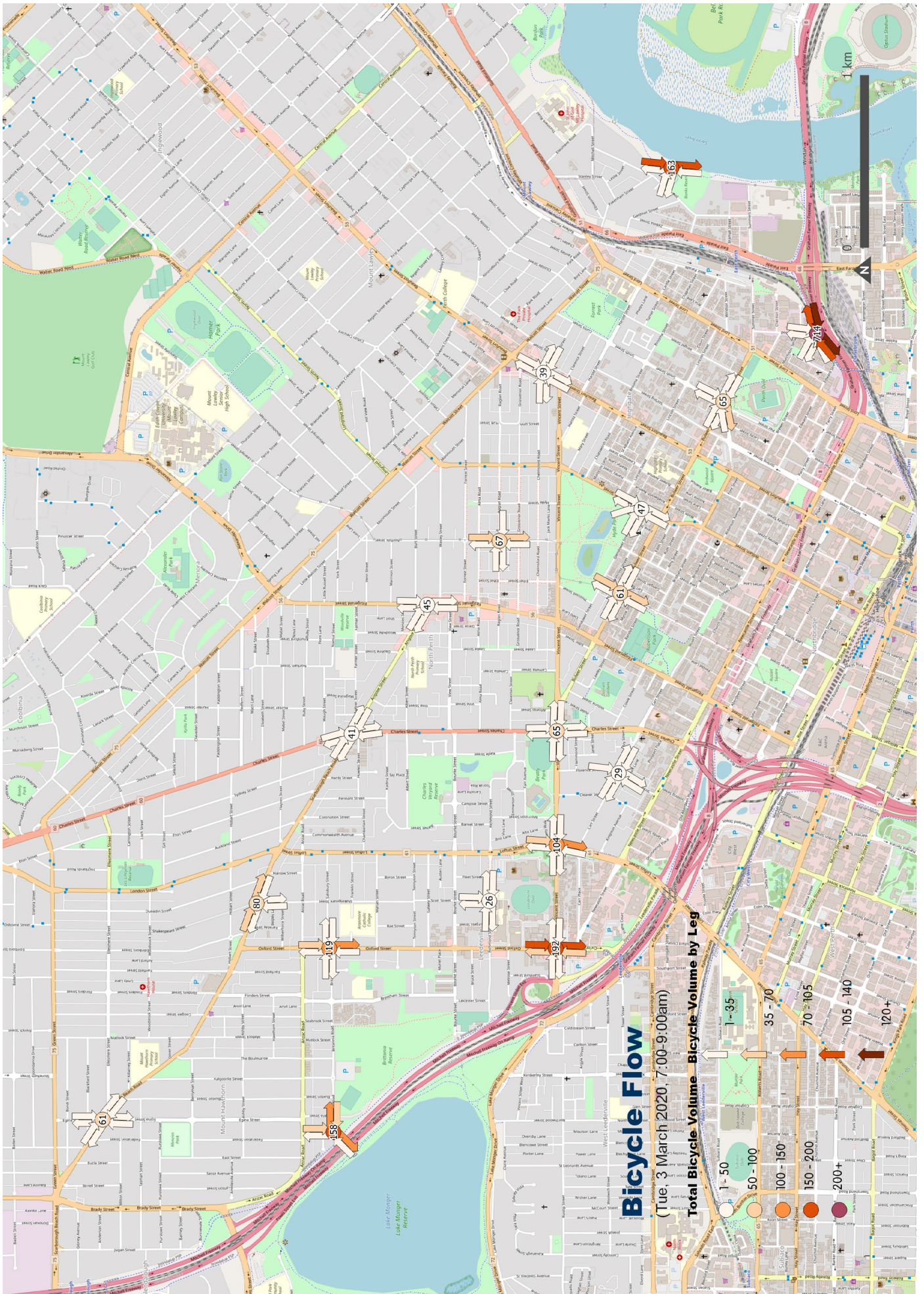
The total number of riders in Western Australia has increased by 8%, compared to the same sites counted in 2019. Most notably, a 46% increase in rider volumes was observed in the Cottesloe municipal area. Female riders comprised 19% of the total proportion of riders counted across the state, 5% lower than the national average.

It was sunny in Western Australia on the day of the count, with a maximum temperature of 22.7 degrees recorded in Perth at 9am. No rainfall was recorded.









Site ID	Street names	Total Count						Volume in 15 Minute Intervals							
		Female	Male	Not Known	2020	2019	% Growth	7:00-7:15	7:15-7:30	7:30-7:45	7:45-8:00	8:00-8:15	8:15-8:30	8:30-8:45	8:45-9:00
5887	Federation St [N], Britannia St [E], Path to PSP [S], Overpass [SW]	24	131	3	158	139	14%	17	14	19	39	14	26	16	13
5897	Oxford St [N], Vincent St [E], Oxford St [S], Vincent St [W]	41	151	0	192	103	86%	28	30	29	36	16	25	12	16
5898	Egina St [N], Scarborough Beach Rd [SE], Egina St [S], Scarborough Beach Rd [NW]	17	44	0	61	44	39%	8	8	11	7	10	9	4	4
5907	Vincent St [E], Charles St [S], Vincent St [W], Charles St [N]	16	49	0	65	42	55%	2	9	7	4	6	17	13	7
6490	Loftus St [N], Vincent St [E], Loftus St [S], Vincent St [W]	21	83	0	104	96	8%	6	22	13	17	21	25	0	0
6491	Palmerston St to Hyde Park [NE], Bulwer St [SE], Palmerston St [SW], Bulwer St [NW]	12	49	0	61	60	2%	6	6	6	12	5	7	8	11
6492	Oxford St [N], Salisbry St [E], Oxford St [S], Britannia Rd [W]	16	103	0	119	68	75%	16	11	21	19	20	15	9	8
6549	Angove St [SE], Charles St [S], Scarborough Beach Rd [NW], Charles St [N]	5	34	2	41	20	105%	7	7	3	6	5	6	4	3
6878	Scarborough Beach Rd [E], Shakespeare St [S], Scarborough Beach Rd [W], Shakespeare St [N]	11	69	0	80	23	248%	13	3	22	14	11	9	8	0
6879	Norfolk St [N], Raglan Rd [E], Norfolk St [S], Raglan Rd [W]	22	45	0	67	75	-11%	7	8	14	12	3	17	1	5
6880	William St [NE], William St [SW], Glendower St [NW], Hyde Park entrance [N]	13	34	0	47	66	-29%	7	3	4	8	7	9	4	5
6881	Smith St [NE], Bulwer St [SE], Brisbane St [W], Bulwer St [NW]	16	49	0	65	62	5%	5	9	8	10	10	6	12	5
6882	Beaufort St [NE], Barlee St [SE], Beaufort St [SW], Chelmsford Rd [W]	9	25	5	39	34	15%	7	8	4	4	6	4	2	4
6883	Claisebrook Rd [N], Midland PSP [E], Midland PSP [SW], Claisebrook Rd [SW], Somerville St [NW]	146	559	9	714	629	14%	90	111	125	129	90	84	48	37
6884	Banks Reserve RSP [N], Summers St [S], Carpark [W]	43	120	0	163	172	-5%	17	16	26	24	21	18	18	23
7213	Scott St [N], Richmond St [E], Melrose St (TAFE) [S], Richmond St [W]	6	20	0	26	18	44%	9	2	5	1	3	0	3	3
7214	Fitzgerald St [N], Fitzgerald St [S], Angove St [NW]	8	37	0	45	43	5%	8	4	2	6	5	10	8	2
7288	Florence St [N], Carr St [SE], Strathcona St [SW], Carr St [NW]	3	26	0	29	23	26%	8	2	2	7	3	3	2	2

Site 5887

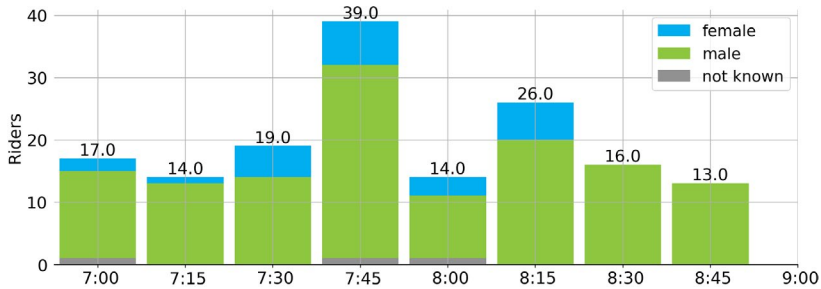
Federation St [N], Britannia St [E], Path to PSP [S], Overpass [SW]



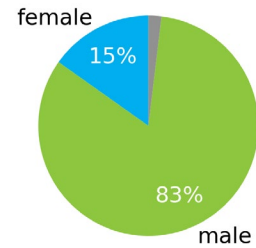
158 bicycle riders were recorded during the 2 hour survey. This is an increase of 14% compared to 139 in 2019 and an increase of 351% compared to 35 in 2012. The peak period was 07:45-08:00 with 39 riders. Female riders comprised 15% of the total.

The majority of riders at site 5887 were travelling to the east. The most active thoroughfare was from Federation St [N] to Britannia St [E] between 07:45 AM - 08:00 AM, with 11 total riders counted during this period. Based on trend data collected over the past 5 counts, site 5887 has experienced a decline of 9.1 percent.

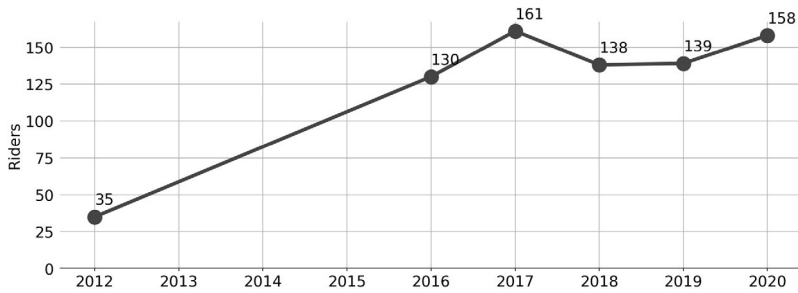
Traffic Volume by Time



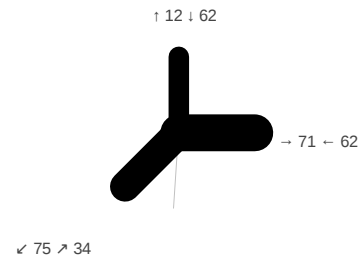
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Federation St [N]			2 Britannia St [E]			3 Path to PSP [S]			4 Overpass [SW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	5	0	4	1	0	11	0	0	0	0	3	0	24
Male	35	0	18	8	0	39	0	0	0	3	28	0	131
Not known	0	0	0	0	0	3	0	0	0	0	0	0	3
Total	40	0	22	9	0	53	0	0	0	3	31	0	158

Site 5897

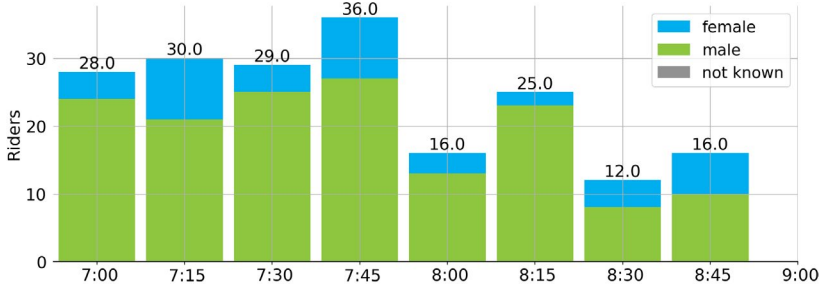
Oxford St [N], Vincent St [E], Oxford St [S], Vincent St [W]



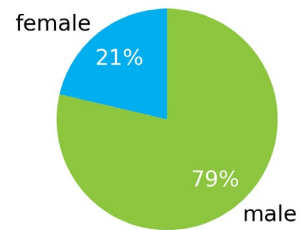
192 bicycle riders were recorded during the 2 hour survey. This is an increase of 86% compared to 103 in 2019 and an increase of 104% compared to 94 in 2012. The peak period was 07:45-08:00 with 36 riders. Female riders comprised 21% of the total.

The majority of riders at site 5897 were travelling to the south. The most active thoroughfare was from Oxford St [N] to Oxford St [S] between 07:45 AM - 08:00 AM, with 24 total riders counted during this period. Based on trend data collected over the past 5 counts, site 5897 has experienced a growth of 36.4 percent.

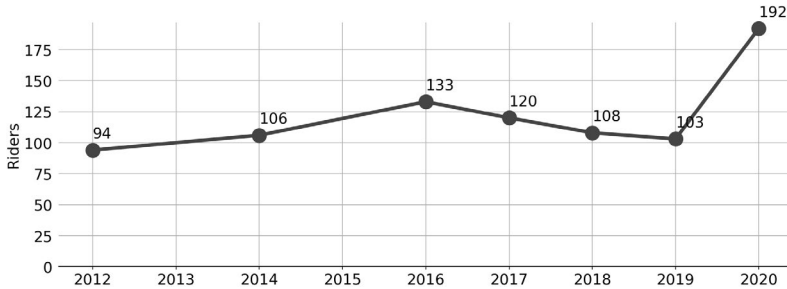
Traffic Volume by Time



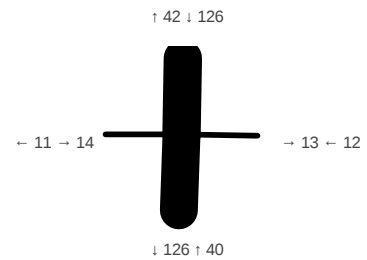
Gender Ratio



Cycling Trend



Traffic Flow

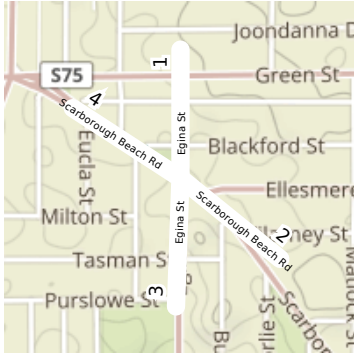


Raw Data

Enter	1 Oxford St [N]			2 Vincent St [E]			3 Oxford St [S]			4 Vincent St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	2	22	1	1	0	3	6	1	0	4	1	0	41
Male	2	98	1	2	1	5	29	3	1	0	4	5	151
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	120	2	3	1	8	35	4	1	4	5	5	192

Site 5898

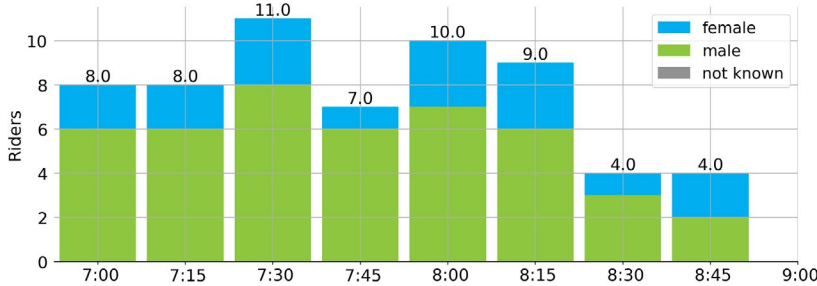
Egina St [N], Scarborough Beach Rd [SE], Egina St [S], Scarborough Beach Rd [NW]



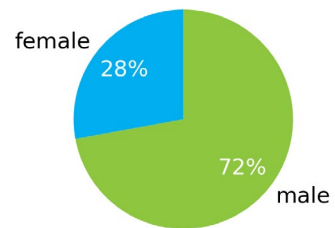
61 bicycle riders were recorded during the 2 hour survey. This is an increase of 39% compared to 44 in 2019 and an increase of 69% compared to 36 in 2012. The peak period was 07:30-07:45 with 11 riders. Female riders comprised 28% of the total.

The majority of riders at site 5898 were travelling to the east. The most active thoroughfare was from Scarborough Beach Rd [NW] to Scarborough Beach Rd [SE] between 07:00 AM - 07:15 AM, with 4 total riders counted during this period. Based on trend data collected over the past 5 counts, site 5898 has experienced a growth of 4.8 percent.

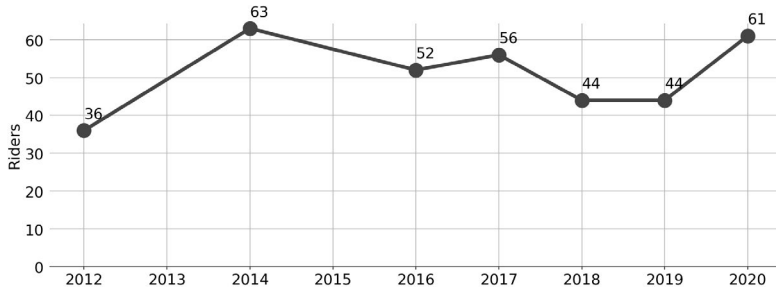
Traffic Volume by Time



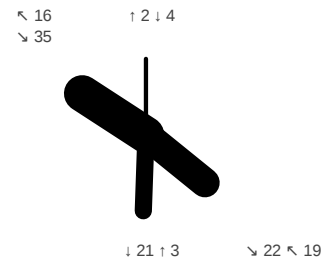
Gender Ratio



Cycling Trend



Traffic Flow

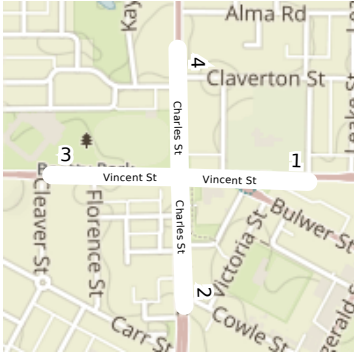


Raw Data

Enter	1 Egina St [N] 2 Scarborough Beach Rd [SE]						3 Egina St [S] 4 Scarborough Beach Rd [NW]						Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	1	1	0	0	0	4	0	1	0	1	5	4	17
Male	1	1	0	1	2	12	0	2	0	0	12	13	44
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	0	1	2	16	0	3	0	1	17	17	61

Site 5907

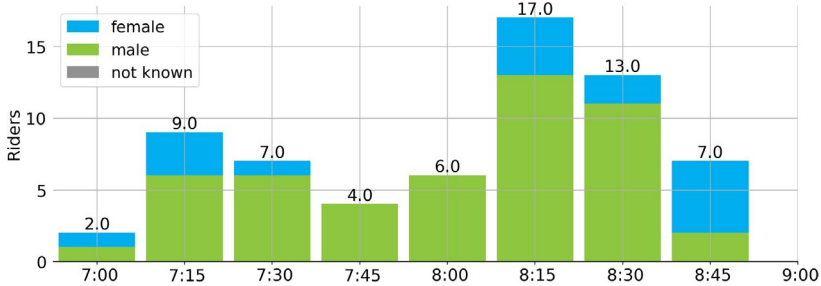
Vincent St [E], Charles St [S], Vincent St [W], Charles St [N]



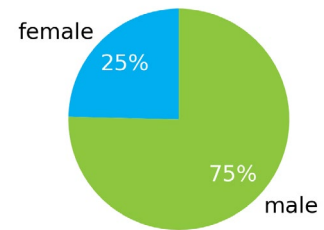
65 bicycle riders were recorded during the 2 hour survey. This is an increase of 55% compared to 42 in 2019 and a decrease of 10% compared to 72 in 2014. The peak period was 08:15-08:30 with 17 riders. Female riders comprised 25% of the total.

The majority of riders at site 5907 were travelling to the east. The most active thoroughfare was from Charles St [N] to Charles St [S] between 08:15 AM - 08:30 AM, with 6 total riders counted during this period. Based on trend data collected over the past 5 counts, site 5907 has experienced a growth of 22.1 percent.

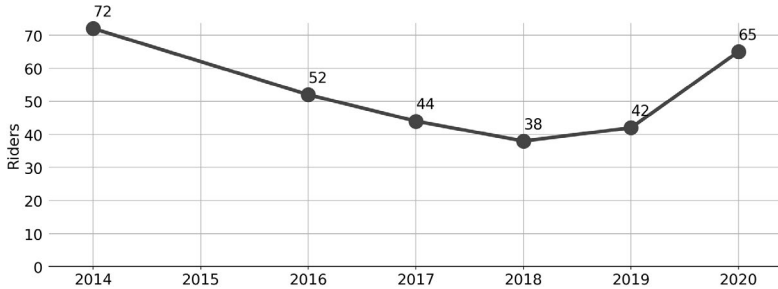
Traffic Volume by Time



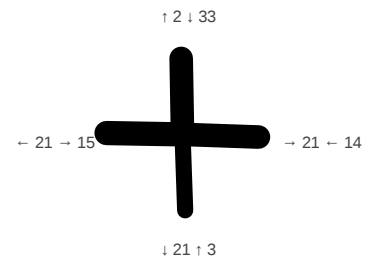
Gender Ratio



Cycling Trend



Traffic Flow

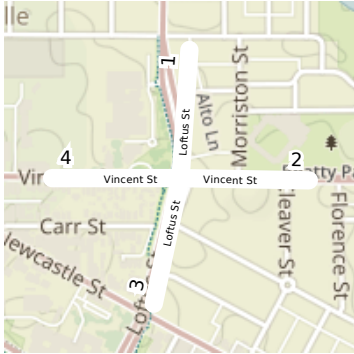


Raw Data

Enter	1 Vincent St [E]			2 Charles St [S]			3 Vincent St [W]			4 Charles St [N]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	5	0	0	1	0	5	2	0	2	0	1	16
Male	0	8	1	0	1	1	6	2	0	8	17	5	49
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	13	1	0	2	1	11	4	0	10	17	6	65

Site 6490

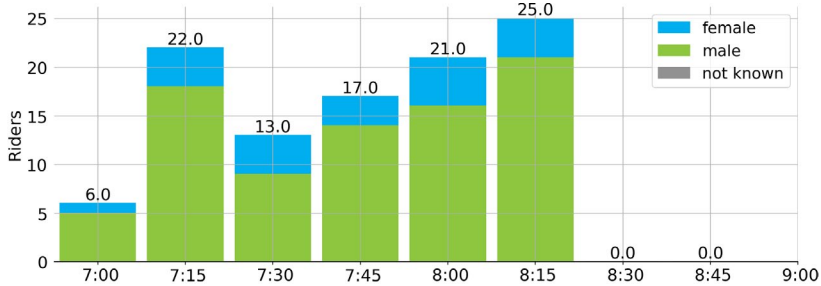
Loftus St [N], Vincent St [E], Loftus St [S], Vincent St [W]



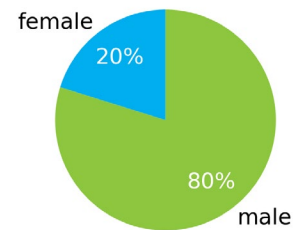
104 bicycle riders were recorded during the 2 hour survey. This is an increase of 8% compared to 96 in 2019 and a decrease of 36% compared to 162 in 2014. The peak period was 08:15-08:30 with 25 riders. Female riders comprised 20% of the total.

The majority of riders at site 6490 were travelling to the south. The most active thoroughfare was from Loftus St [N] to Loftus St [S] between 08:15 AM - 08:30 AM, with 12 total riders counted during this period. Based on trend data collected over the past 5 counts, site 6490 has experienced a decline of 20.3 percent.

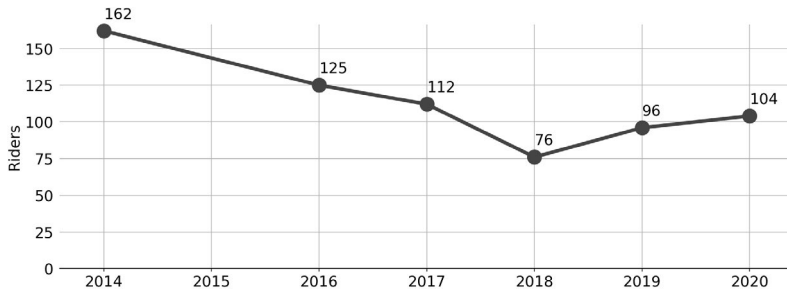
Traffic Volume by Time



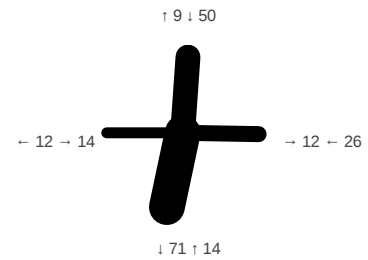
Gender Ratio



Cycling Trend



Traffic Flow

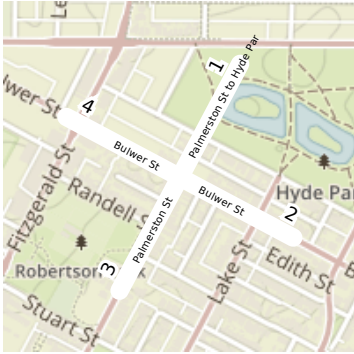


Raw Data

Enter	1 Loftus St [N]			2 Vincent St [E]			3 Loftus St [S]			4 Vincent St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	5	1	1	4	2	1	0	0	0	2	5	21
Male	1	43	0	1	11	7	6	5	2	0	4	3	83
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	48	1	2	15	9	7	5	2	0	6	8	104

Site 6491

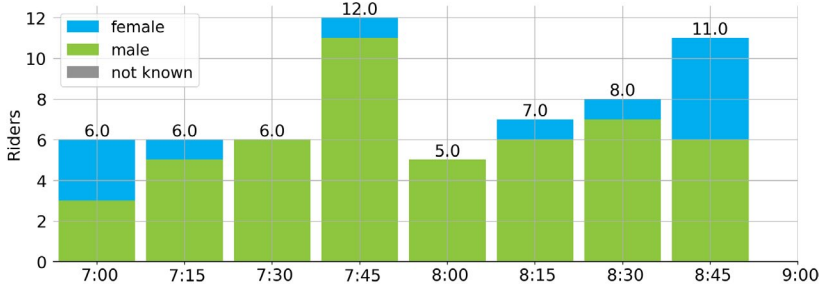
Palmerston St to Hyde Park [NE], Bulwer St [SE], Palmerston St [SW], Bulwer St [NW]



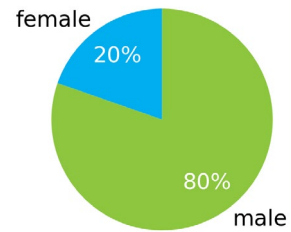
61 bicycle riders were recorded during the 2 hour survey. This is an increase of 2% compared to 60 in 2019 and a decrease of 33% compared to 91 in 2014. The peak period was 07:45-08:00 with 12 riders. Female riders comprised 20% of the total.

The majority of riders at site 6491 were travelling to the south. The most active thoroughfare was from Palmerston St to Hyde Park [NE] to Palmerston St [SW] between 07:45 AM - 08:00 AM, with 9 total riders counted during this period. Based on trend data collected over the past 5 counts, site 6491 has experienced a decline of 46.1 percent.

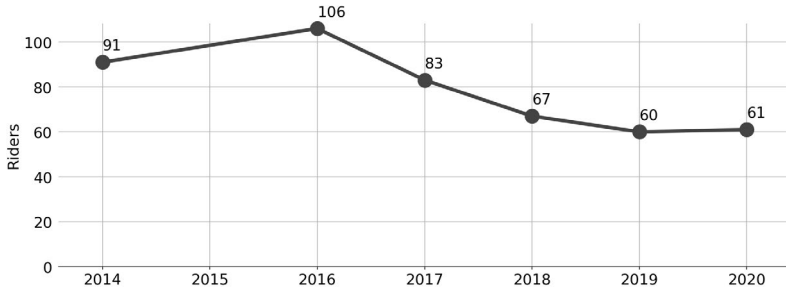
Traffic Volume by Time



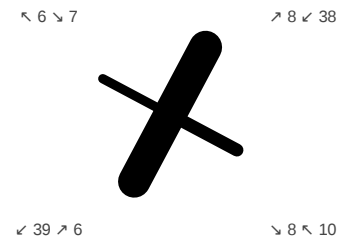
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

	Enter 1 Palmerston St to Hyde Park [NE]			2 Bulwer St [SE]			3 Palmerston St [SW]			4 Bulwer St [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	8	1	1	0	0	0	0	0	0	1	1	12
Male	2	27	0	1	3	5	5	1	0	1	4	0	49
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	35	1	2	3	5	5	1	0	1	5	1	61

Site 6492

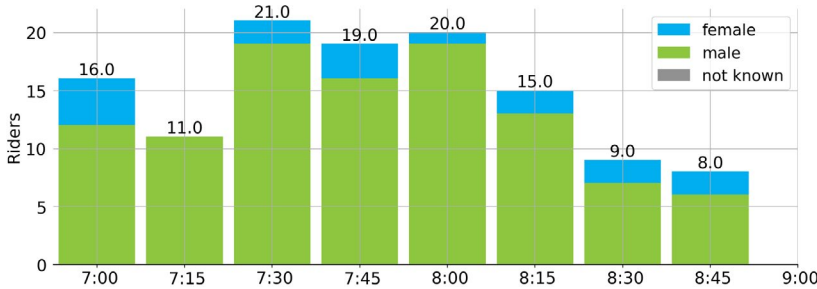
Oxford St [N], Salisbruy St [E], Oxford St [S], Britannia Rd [W]



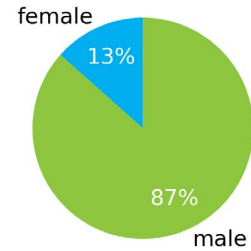
119 bicycle riders were recorded during the 2 hour survey. This is an increase of 75% compared to 68 in 2019 and an increase of 92% compared to 62 in 2014. The peak period was 07:30-07:45 with 21 riders. Female riders comprised 13% of the total.

The majority of riders at site 6492 were travelling to the south. The most active thoroughfare was from Oxford St [N] to Oxford St [S] between 07:30 AM - 07:45 AM, with 13 total riders counted during this period. Based on trend data collected over the past 5 counts, site 6492 has experienced a growth of 100.8 percent.

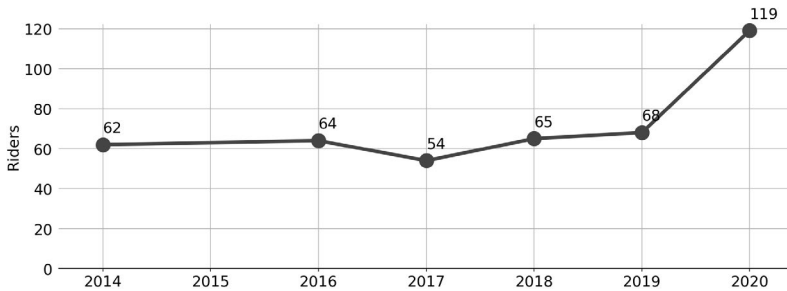
Traffic Volume by Time



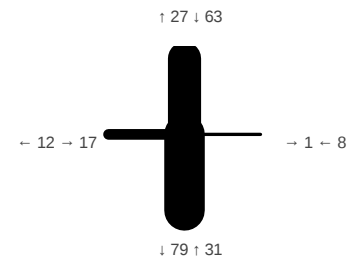
Gender Ratio



Cycling Trend



Traffic Flow

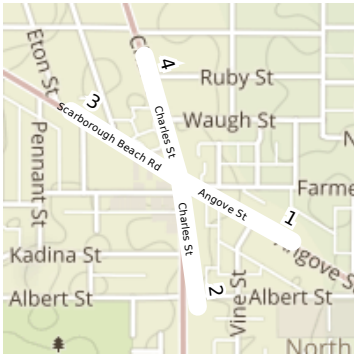


Raw Data

Enter	1 Oxford St [N]			2 Salisbruy St [E]			3 Oxford St [S]			4 Britannia Rd [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	4	1	0	0	1	4	0	1	2	0	3	16
Male	1	55	2	1	6	0	19	0	7	1	0	11	103
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	59	3	1	6	1	23	0	8	3	0	14	119

Site 6549

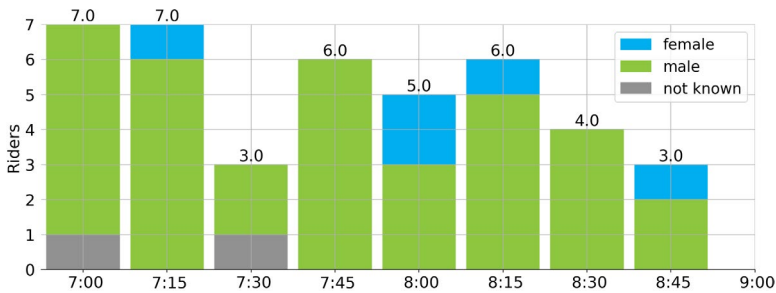
Angove St [SE], Charles St [S], Scarborough Beach Rd [NW], Charles St [N]



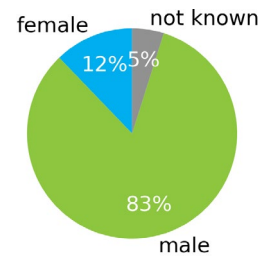
41 bicycle riders were recorded during the 2 hour survey. This is an increase of 105% compared to 20 in 2019 and an increase of 2% compared to 40 in 2014. The peak period was 07:00-07:15 with 7 riders. Female riders comprised 12% of the total.

The majority of riders at site 6549 were travelling to the north. The most active thoroughfare was from Angove St [SE] to Scarborough Beach Rd [NW] between 07:45 AM - 08:00 AM, with 3 total riders counted during this period. Based on trend data collected over the past 5 counts, site 6549 has experienced a growth of 10.1 percent.

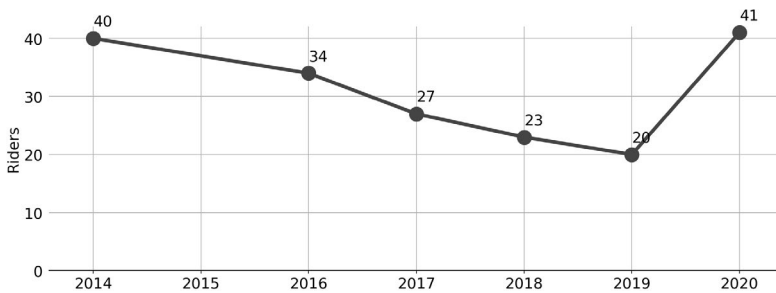
Traffic Volume by Time



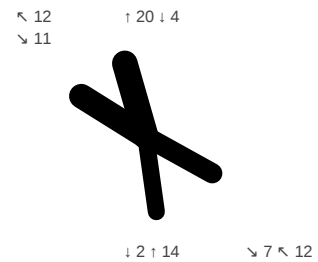
Gender Ratio



Cycling Trend



Traffic Flow

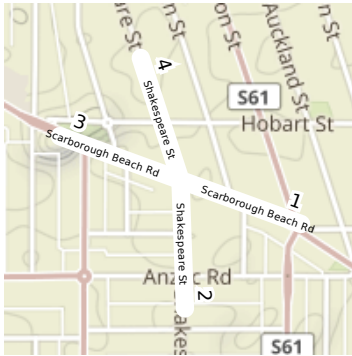


Raw Data

Enter	1 Angove St [SE]			2 Charles St [S]				3 Scarborough Beach Rd [NW]		4 Charles St [N]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	0	1	0	1	1	1	1	0	0	0	0	5
Male	0	8	3	1	0	11	5	0	2	0	1	3	34
Not known	0	0	0	0	0	0	0	0	2	0	0	0	2
Total	0	8	4	1	1	12	6	1	4	0	1	3	41

Site 6878

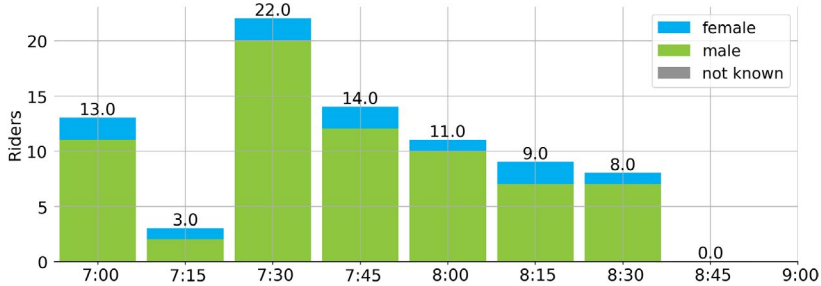
Scarborough Beach Rd [E], Shakespeare St [S], Scarborough Beach Rd [W], Shakespeare St [N]



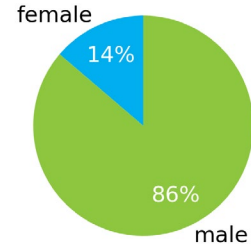
80 bicycle riders were recorded during the 2 hour survey. This is an increase of 248% compared to 23 in 2019 and an increase of 116% compared to 37 in 2016. The peak period was 07:30-07:45 with 22 riders. Female riders comprised 14% of the total.

The majority of riders at site 6878 were travelling to the east. The most active thoroughfare was from Scarborough Beach Rd [W] to Scarborough Beach Rd [E] between 07:30 AM - 07:45 AM, with 12 total riders counted during this period. Based on trend data collected over the past 5 counts, site 6878 has experienced a growth of 157.8 percent.

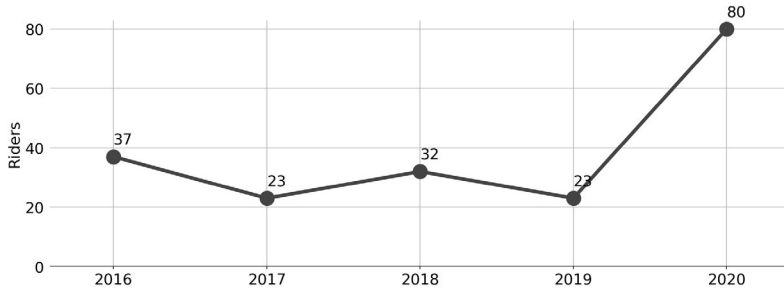
Traffic Volume by Time



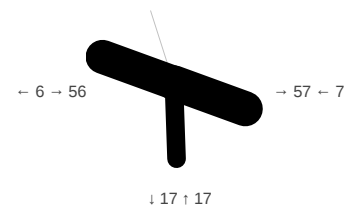
Gender Ratio



Cycling Trend



Traffic Flow

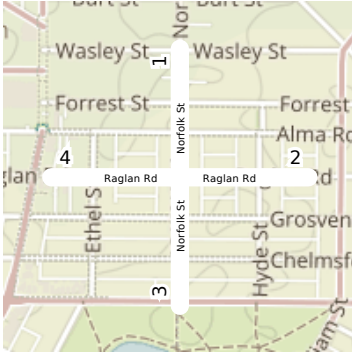


Raw Data

Exit	Enter 1 Scarborough Beach Rd [E]			2 Shakespeare St [S]			3 Scarborough Beach Rd [W]			4 Shakespeare St [N]			Total
	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	1	0	0	1	0	7	2	0	0	0	0	11
Male	3	3	0	15	1	0	35	12	0	0	0	0	69
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	4	0	15	2	0	42	14	0	0	0	0	80

Site 6879

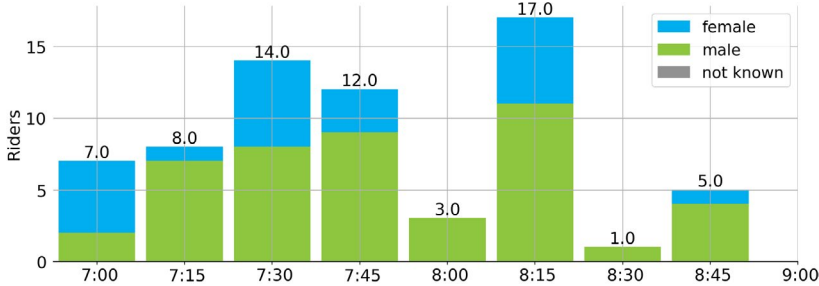
Norfolk St [N], Raglan Rd [E], Norfolk St [S], Raglan Rd [W]



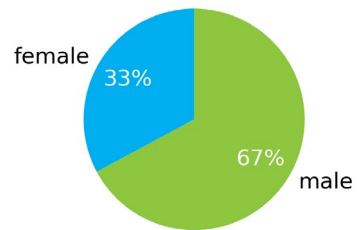
67 bicycle riders were recorded during the 2 hour survey. This is a decrease of 11% compared to 75 in 2019 and a decrease of 1% compared to 68 in 2016. The peak period was 08:15-08:30 with 17 riders. Female riders comprised 33% of the total.

The majority of riders at site 6879 were travelling to the south. The most active thoroughfare was from Norfolk St [N] to Norfolk St [S] between 07:30 AM - 07:45 AM, with 12 total riders counted during this period. Based on trend data collected over the past 5 counts, site 6879 has experienced a growth of 3.5 percent.

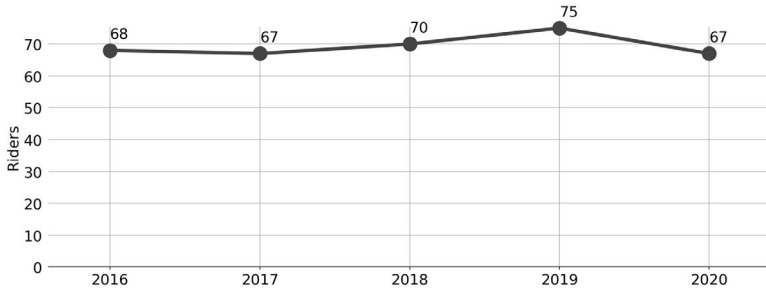
Traffic Volume by Time



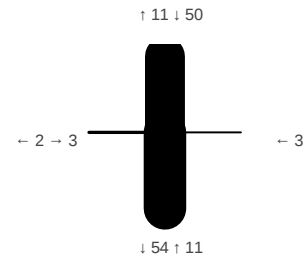
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Norfolk St [N]			2 Raglan Rd [E]			3 Norfolk St [S]			4 Raglan Rd [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	16	0	0	1	0	4	0	0	0	0	1	22
Male	0	34	0	0	0	2	7	0	0	0	0	2	45
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	50	0	0	1	2	11	0	0	0	0	3	67

Site 6880

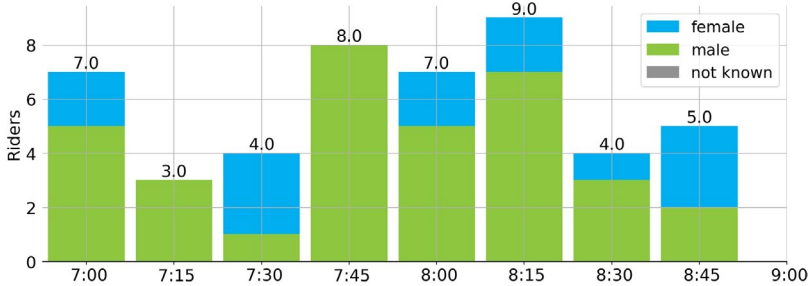
William St [NE], William St [SW], Glendower St [NW], Hyde Park entrance [N]



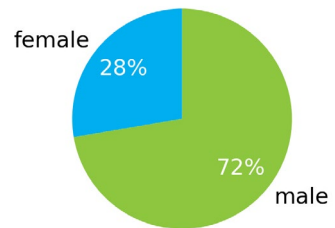
47 bicycle riders were recorded during the 2 hour survey. This is a decrease of 29% compared to 66 in 2019 and a decrease of 46% compared to 87 in 2016. The peak period was 08:15-08:30 with 9 riders. Female riders comprised 28% of the total.

The majority of riders at site 6880 were travelling to the south. The most active thoroughfare was from William St [NE] to William St [SW] between 07:45 AM - 08:00 AM, with 4 total riders counted during this period. Based on trend data collected over the past 5 counts, site 6880 has experienced a decline of 41.6 percent.

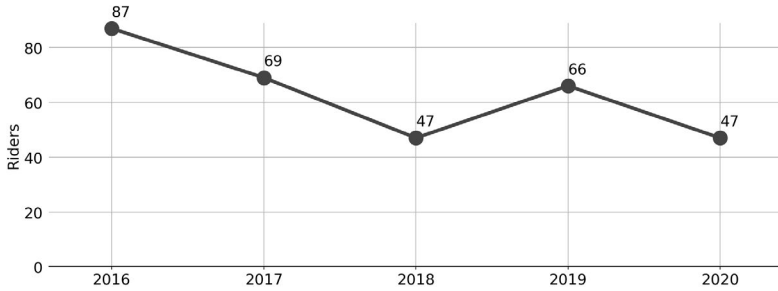
Traffic Volume by Time



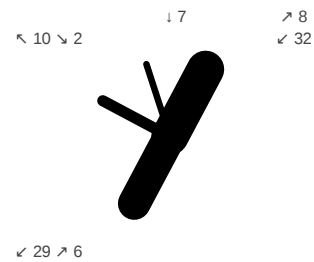
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 William St [NE]			2 William St [SW]			3 Glendower St [NW]			4 Hyde Park entrance [N]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	4	3	0	2	0	0	0	0	0	0	3	1	13
Male	19	6	0	4	0	0	2	0	0	0	3	0	34
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	9	0	6	0	0	2	0	0	0	6	1	47

Site 6881

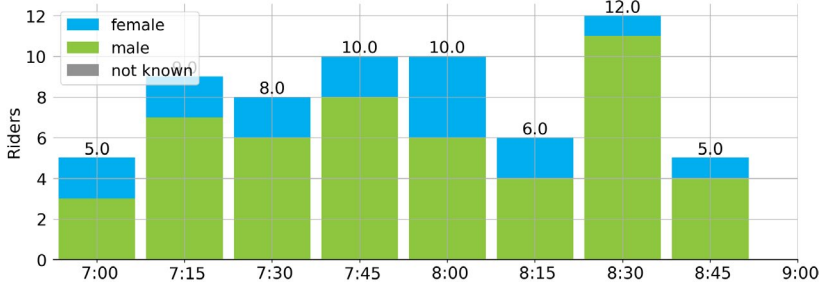
Smith St [NE], Bulwer St [SE], Brisbane St [W], Bulwer St [NW]



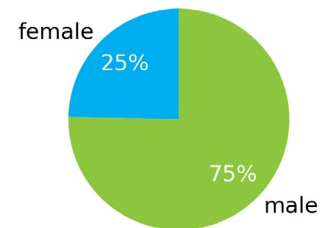
65 bicycle riders were recorded during the 2 hour survey. This is an increase of 5% compared to 62 in 2019 and an increase of 10% compared to 59 in 2016. The peak period was 08:30-08:45 with 12 riders. Female riders comprised 25% of the total.

The majority of riders at site 6881 were travelling to the west. The most active thoroughfare was from Smith St [NE] to Brisbane St [W] between 08:00 AM - 08:15 AM, with 5 total riders counted during this period. Based on trend data collected over the past 5 counts, site 6881 has experienced a growth of 0.6 percent.

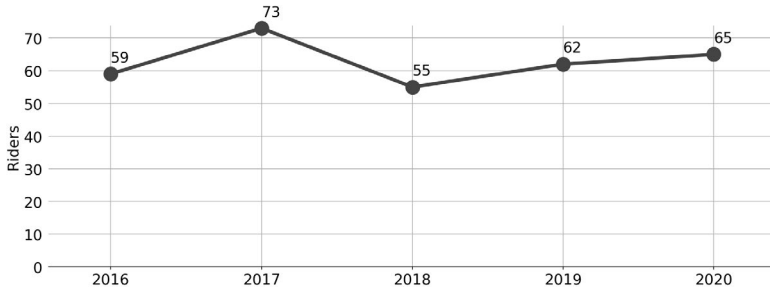
Traffic Volume by Time



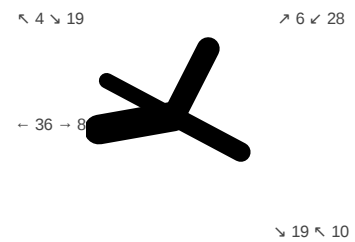
Gender Ratio



Cycling Trend



Traffic Flow

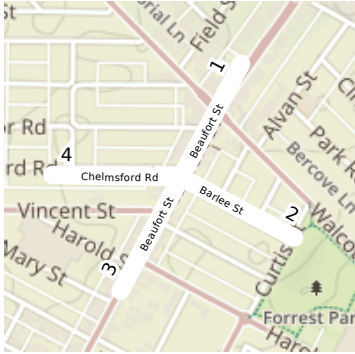


Raw Data

	1 Smith St [NE]			2 Bulwer St [SE]			3 Brisbane St [W]			4 Bulwer St [NW]			Total
Enter	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	8	0	0	1	0	3	1	0	1	1	1	16
Male	3	16	1	0	6	3	2	2	0	0	12	4	49
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	24	1	0	7	3	5	3	0	1	13	5	65

Site 6882

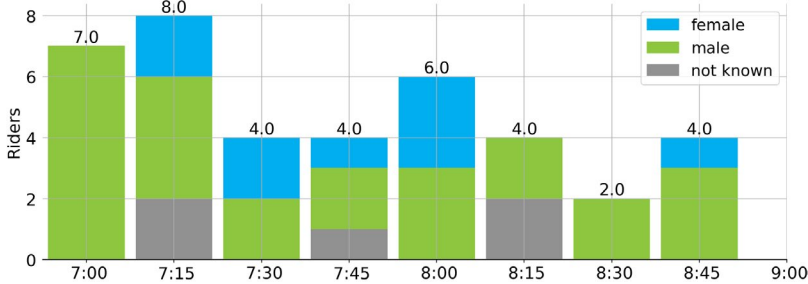
Beaufort St [NE], Barlee St [SE], Beaufort St [SW], Chelmsford Rd [W]



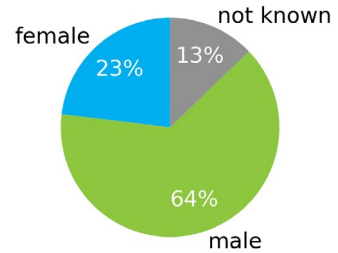
39 bicycle riders were recorded during the 2 hour survey. This is an increase of 15% compared to 34 in 2019 and a decrease of 13% compared to 45 in 2016. The peak period was 07:15-07:30 with 8 riders. Female riders comprised 23% of the total.

The majority of riders at site 6882 were travelling to the south. The most active thoroughfare was from Beaufort St [SW] to Beaufort St [NE] between 07:00 AM - 07:15 AM, with 4 total riders counted during this period. Based on trend data collected over the past 5 counts, site 6882 has experienced a decline of 26.8 percent.

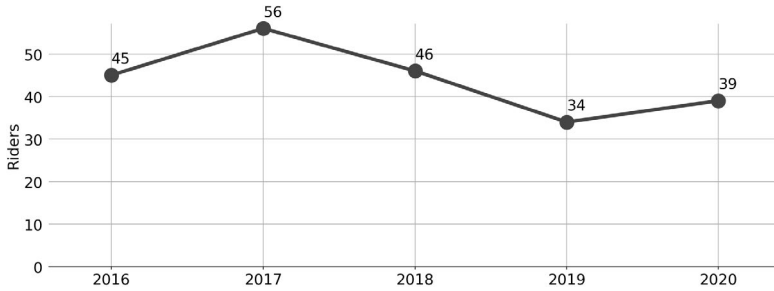
Traffic Volume by Time



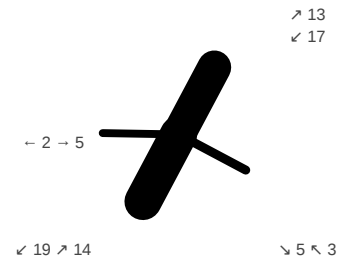
Gender Ratio



Cycling Trend



Traffic Flow

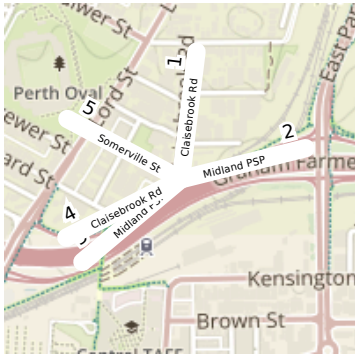


Raw Data

Enter	1 Beaufort St [NE]			2 Barlee St [SE]			3 Beaufort St [SW]			4 Chelmsford Rd [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	4	0	1	0	1	2	0	0	0	1	0	9
Male	0	9	0	0	1	0	10	0	1	0	3	1	25
Not known	0	4	0	0	0	0	0	1	0	0	0	0	5
Total	0	17	0	1	1	1	12	1	1	0	4	1	39

Site 6883

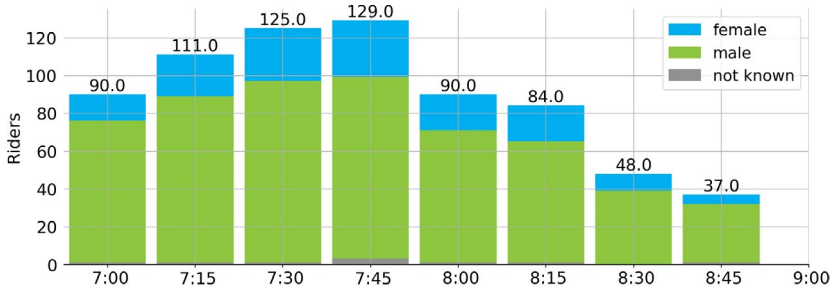
Claisebrook Rd [N], Midland PSP [E], Midland PSP [SW], Claisebrook Rd [SW], Somerville St [NW]



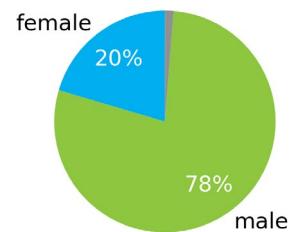
714 bicycle riders were recorded during the 2 hour survey. This is an increase of 14% compared to 629 in 2019 and a decrease of 0% compared to 716 in 2016. The peak period was 07:45-08:00 with 129 riders. Female riders comprised 20% of the total.

The majority of riders at site 6883 were travelling to the west. The most active thoroughfare was from Midland PSP [E] to Midland PSP [SW] between 07:45 AM - 08:00 AM, with 103 total riders counted during this period. Based on trend data collected over the past 5 counts, site 6883 has experienced a decline of 1.3 percent.

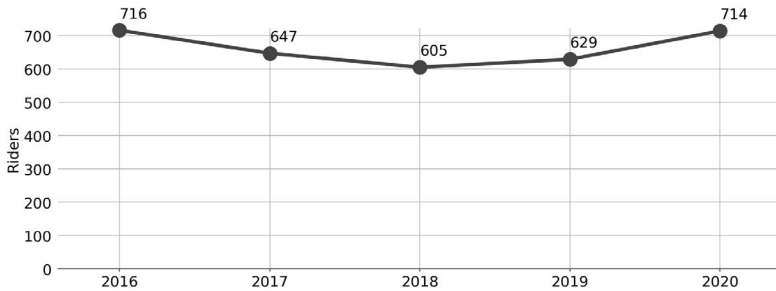
Traffic Volume by Time



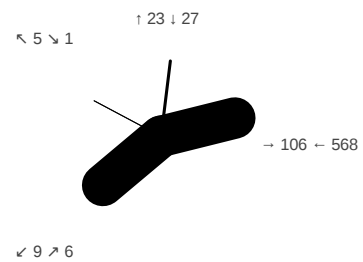
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

	Enter 1 Claisebrook Rd [N]				2 Midland PSP [E]				3 Midland PSP [SW]				4 Claisebrook Rd [SW]				5 Somerville 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	2	2	0	0	1	122	0	0	1	12	1	2	0	0	2	0	0	0	0	1	146
Male	6	11	3	3	8	426	3	0	12	83	0	0	1	3	0	0	0	0	0	0	559
Not known	0	0	0	0	0	8	0	0	0	0	1	0	0	0	0	0	0	0	0	0	9
Total	8	13	3	3	9	556	3	0	13	95	2	2	1	3	2	0	0	0	0	1	714

Site 6884

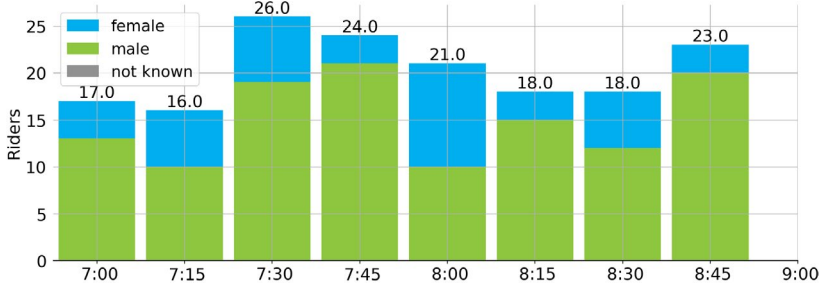
Banks Reserve RSP [N], Summers St [S], Carpark [W]



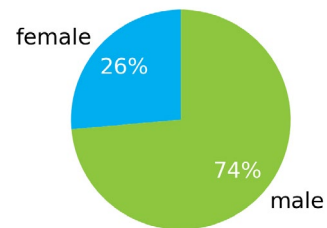
163 bicycle riders were recorded during the 2 hour survey. This is a decrease of 5% compared to 172 in 2019 and a decrease of 21% compared to 206 in 2016. The peak period was 07:30-07:45 with 26 riders. Female riders comprised 26% of the total.

The majority of riders at site 6884 were travelling to the south. The most active thoroughfare was from Banks Reserve RSP [N] to Summers St [S] between 07:30 AM - 07:45 AM, with 23 total riders counted during this period. Based on trend data collected over the past 5 counts, site 6884 has experienced a decline of 23.6 percent.

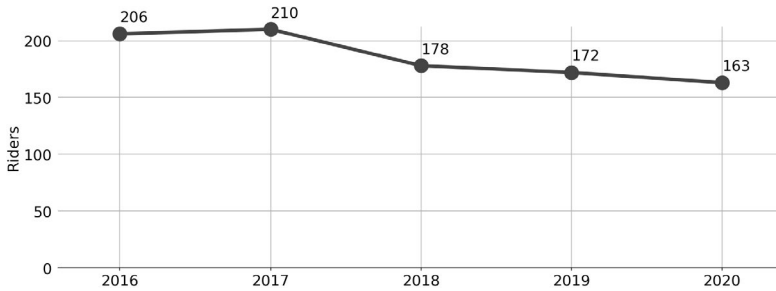
Traffic Volume by Time



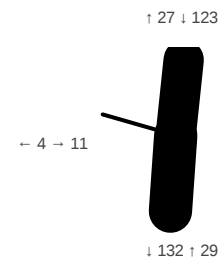
Gender Ratio



Cycling Trend



Traffic Flow

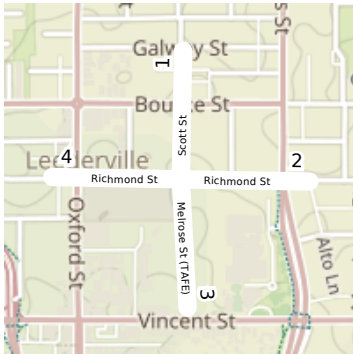


Raw Data

Enter	1 Banks Reserve RSP [N]		2 Summers St [S]		3 Carpark [W]		Total
Exit	2	3	1	3	1	2	
Female	32	0	3	2	1	5	43
Male	91	0	22	2	1	4	120
Not known	0	0	0	0	0	0	0
Total	123	0	25	4	2	9	163

Site 7213

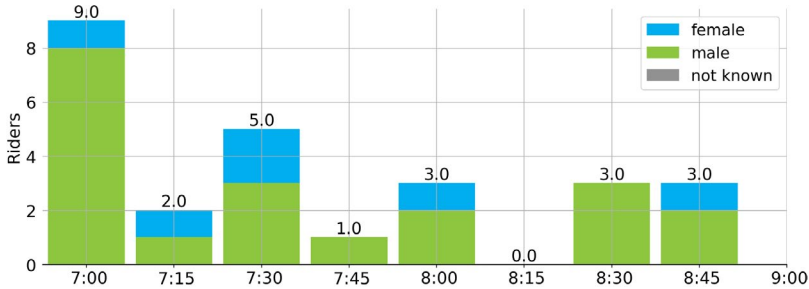
Scott St [N], Richmond St [E], Melrose St (TAFE) [S], Richmond St [W]



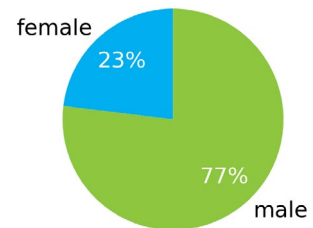
26 bicycle riders were recorded during the 2 hour survey. This is an increase of 44% compared to 18 in 2019 and an increase of 30% compared to 20 in 2018. The peak period was 07:00-07:15 with 9 riders. Female riders comprised 23% of the total.

The majority of riders at site 7213 were travelling to the east. The most active thoroughfare was from Scott St [N] to Richmond St [E] between 07:00 AM - 07:15 AM, with 3 total riders counted during this period. Based on trend data collected over the past 3 counts, site 7213 has experienced a growth of 65.5 percent.

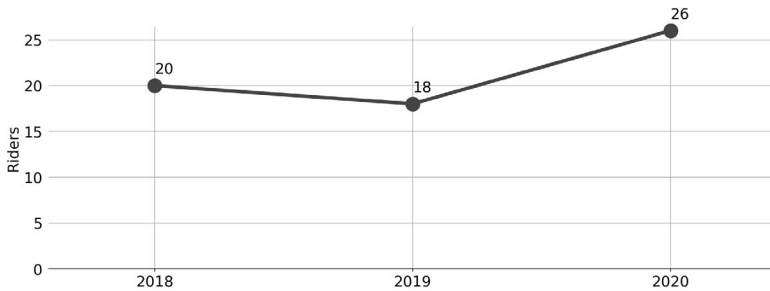
Traffic Volume by Time



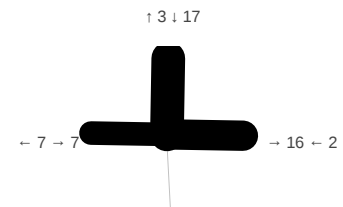
Gender Ratio



Cycling Trend



Traffic Flow

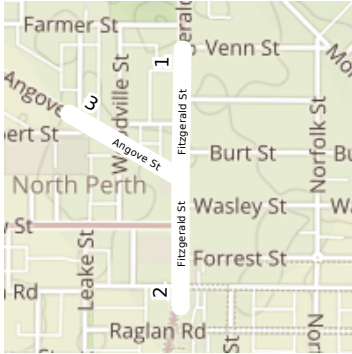


Raw Data

Enter	1 Scott St [N]			2 Richmond St [E]			3 Melrose St (TAFE) [S]			4 Richmond St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	2	0	3	0	0	0	0	0	0	1	0	0	6
Male	9	0	3	1	0	1	0	0	0	1	5	0	20
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	0	6	1	0	1	0	0	0	2	5	0	26

Site 7214

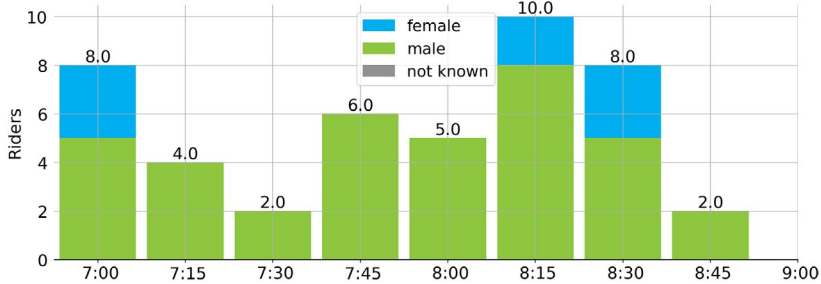
Fitzgerald St [N], Fitzgerald St [S], Angove St [NW]



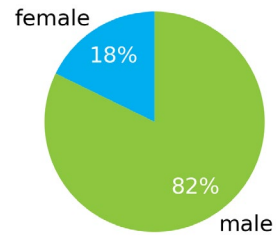
45 bicycle riders were recorded during the 2 hour survey. This is an increase of 5% compared to 43 in 2019 and an increase of 45% compared to 31 in 2018. The peak period was 08:15-08:30 with 10 riders. Female riders comprised 18% of the total.

The majority of riders at site 7214 were travelling to the south. The most active thoroughfare was from Fitzgerald St [N] to Fitzgerald St [S] between 08:30 AM - 08:45 AM, with 5 total riders counted during this period. Based on trend data collected over the past 3 counts, site 7214 has experienced a growth of 85.7 percent.

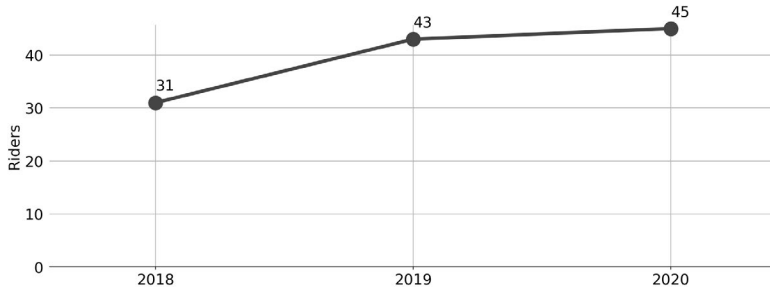
Traffic Volume by Time



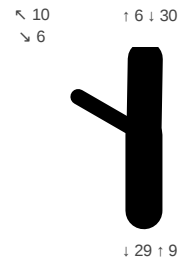
Gender Ratio



Cycling Trend



Traffic Flow

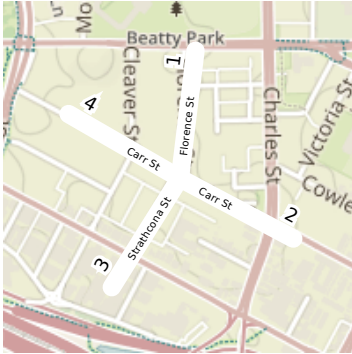


Raw Data

Enter	1 Fitzgerald St [N]		2 Fitzgerald St [S]		3 Angove St [NW]		Total
Exit	2	3	1	3	1	2	
Female	5	1	1	1	0	0	8
Male	20	4	3	4	2	4	37
Not known	0	0	0	0	0	0	0
Total	25	5	4	5	2	4	45

Site 7288

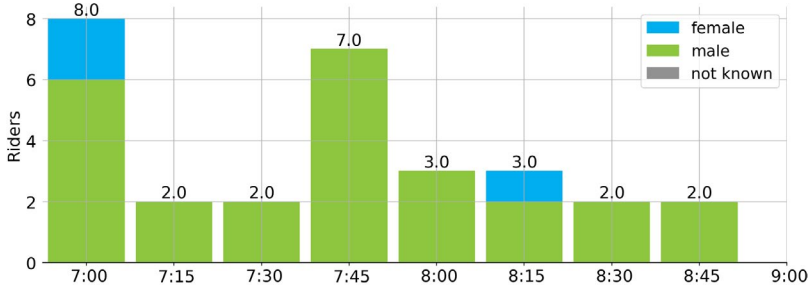
Florence St [N], Carr St [SE], Strathcona St [SW], Carr St [NW]



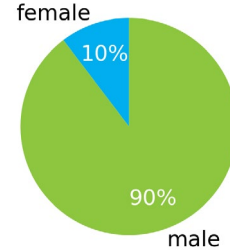
29 bicycle riders were recorded during the 2 hour survey. This is an increase of 26% compared to 23 in 2019. The peak period was 07:00-07:15 with 8 riders. Female riders comprised 10% of the total.

The majority of riders at site 7288 were travelling to the west. The most active thoroughfare was from Florence St [N] to Strathcona St [SW] between 07:45 AM - 08:00 AM, with 3 total riders counted during this period. There is not enough linear trend data to calculate the growth and decline of this site over time.

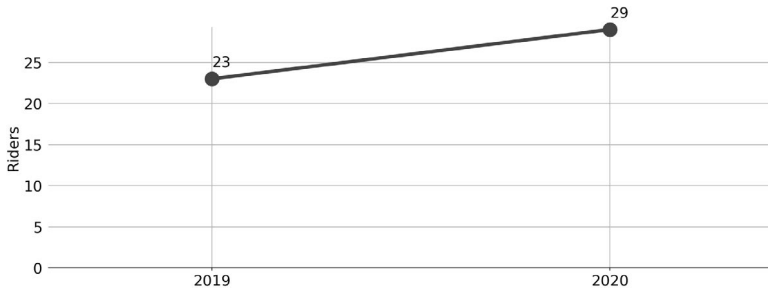
Traffic Volume by Time



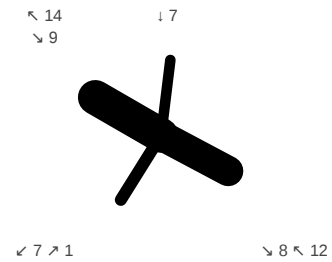
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

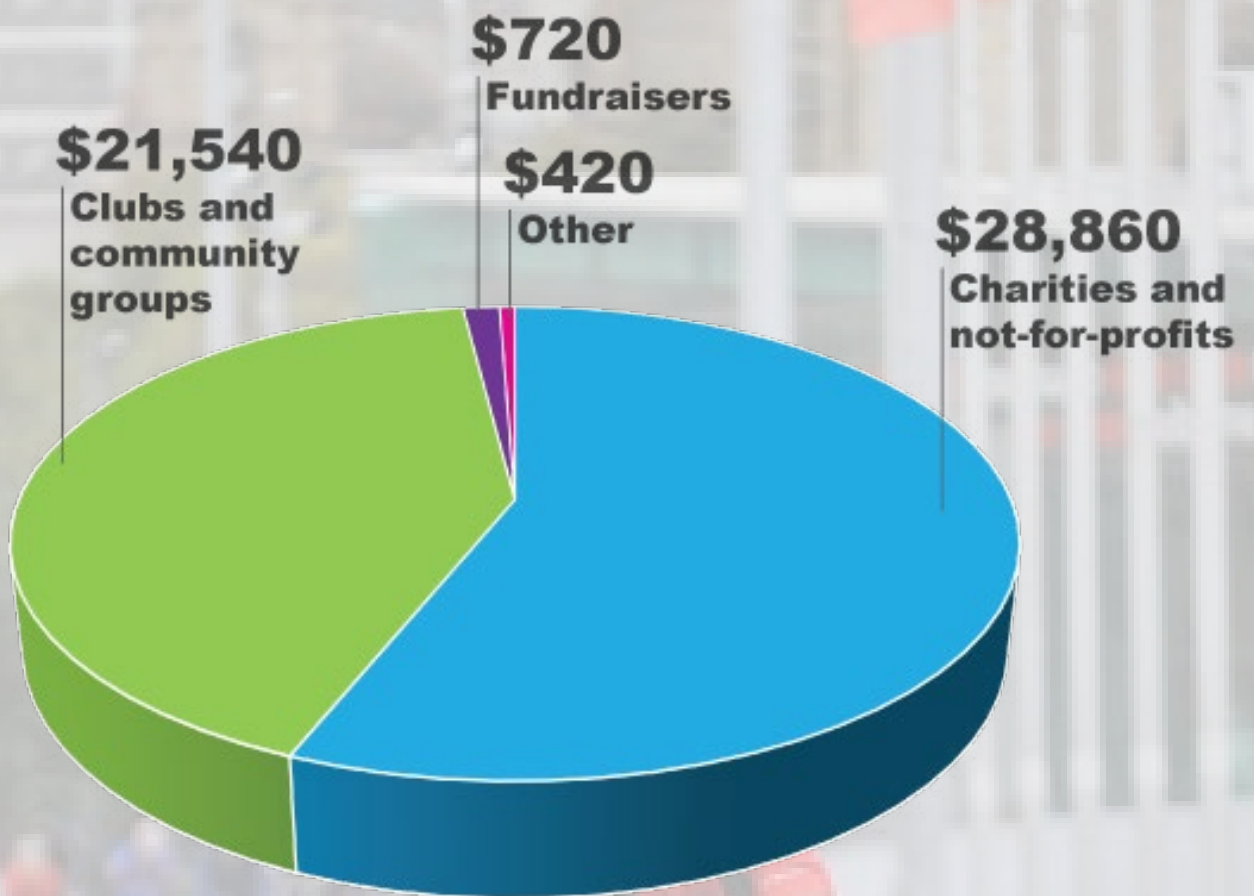
Enter	1 Florence St [N]			2 Carr St [SE]			3 Strathcona St [SW]			4 Carr St [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	0	0	0	0	3	0	0	0	0	0	0	3
Male	1	5	1	0	0	9	0	0	1	0	7	2	26
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	5	1	0	0	12	0	0	1	0	7	2	29

Contributions

National contributions

The Super Tuesday Bike Count is powered by local volunteers, who collect data at council-nominated locations across Australia. In return, volunteers nominate a non-profit or charity to receive a donation of \$60, or place this contribution toward a Bicycle Network membership.

The 2020 Super Tuesday count raised \$51,540 in donations, strengthening local communities and building better active transport outcomes.





BICYCLE NETWORK®

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

Did you know that at Bicycle network we also do:

RIDE2SCHOOL

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

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

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

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

ADVOCACY AND CAMPAIGNS

We work directly with councils to help provide expert advice on transport plans, coordinating action between all levels of government, and targeting riders in specific regions to assist in consultation and community engagement efforts.

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

BIKE PARKING

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

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

PARKITEER BIKE CAGES - we manage 24/7 secure bike parking cages at major transport hubs on behalf of government departments.

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

RIDES AND EVENTS

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

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

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