



**BICYCLE
NETWORK®**

SUPER TUESDAY COMMUTER BIKE COUNT

ALICE SPRINGS

2018



SUPER TUESDAY

Count Summary in Alice Springs



COUNT IN 2018

p. 1

The Super Tuesday Commuter Bike Count was conducted on Tuesday 6th of March 2018 for two hours from 6:30am to 8:30am.

It was sunny in Alice Springs on the day of the count, with ENE winds reaching 20km/h, and a maximum temperature of 17.4 degrees at 9am.

By participating in the count, volunteer counters can choose a local community group to receive a donation of \$50. In Alice Springs a total of \$500 went back to the local community through donations to nominated groups.

COUNT SITES

p. 3

10 sites were surveyed in Alice Springs.

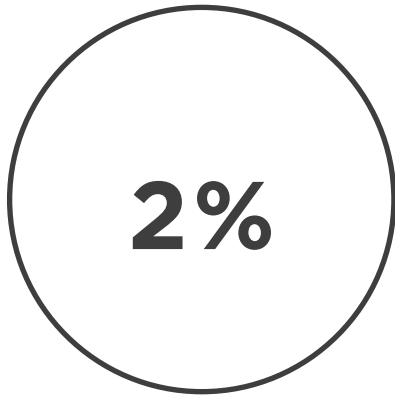
Major commuter corridors include:

- Larapinta Drive-Stott Terrace (6 sites)
- Stuart Highway/Telegraph Terrace (5 sites)

TRAFFIC FLOW

p. 4

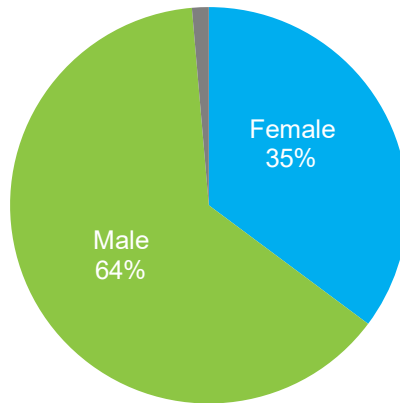
A total of 588 movements was counted at all selected intersections across the council area during the two-hour survey.



GROWTH

p. 5

Overall, usage has increased marginally by 2% (468 movements) compared to the same 9 sites surveyed in 2017 (458 movements). New sites were excluded from this comparison.

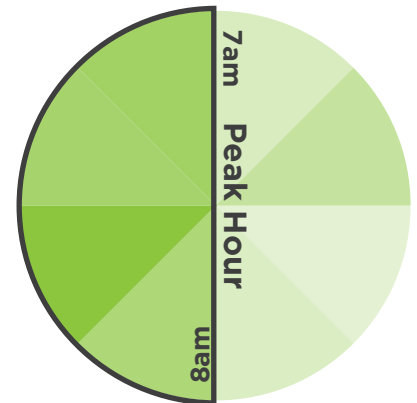


GENDER RATIO

p. 6

Female riders represented 35% of bicyclists across the municipality.

This is higher than the average female ridership across Northern Territory (31%), and higher than the Australia-wide average of surveyed areas in 2018 (24%).



PEAK HOUR

p. 7

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

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

- 6:30-6:45am: 4 movements
- 6:45-7:00am: 6 movements
- 7:00-7:15am: 3 movements
- 7:15-7:30am: 4 movements
- 7:30-7:45am: 9 movements
- 7:45-8:00am: 13 movements
- 8:00-8:15am: 10 movements
- 8:15-8:30am: 10 movements

BUSIEST SITE

p. 10

The busiest site was at the intersection of Stuart Hwy [NE], Stott Tce [E], Stuart Hwy [SW], Larapinta Dr [W] (Site 5418 - page 10) with an average of 63 movements per hour.

COUNT RESULTS

p. 8 - 18

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 2018

THE COUNT

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 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.

The Super Tuesday count was conducted on the 4th of September 2018 between 6:30 and 8:30 in the Northern Territory, and between 7:00am and 9:00am in Queensland. Where necessary, a recount was conducted on Tuesday the 18th of September.

In the 2018 count, 167 sites were surveyed across 8 councils. Over 7000 movements were recorded across the states during the two hour count. Together, the results showed a -12% decrease when compared to the same locations in 2017, possibly due in part to inclement weather conditions in some regions during the count.

Volunteer participants were thanked with a donation of \$50 from Bicycle Network to a community group of their choice. The total donation value neared \$8500.

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 rider numbers. The 2018 Super Tuesday Bike Count revealed females comprised 24% of all bike riders counted across Australia. This figure has not changed since the 2017 Super Tuesday count.

PEAK HOUR

The peak hour across all sites was between 7:30am and 8:30am, with an average of 479 movements per hour across Northern Territory sites, and 645 movements per hour across Queensland sites.

RESULTS BY STATES

Northern Territory

The overall number of cyclists in Northern Territory has not changed when compared to the same sites as 2017 (0% growth). However, female participation (31%) was higher compared to Queensland (27%), and higher than the national average (24%).

Queensland

The overall number of cyclists counted at Queensland sites dropped by 23% compared to 2017. This is possibly due to inclement morning weather in some regions during the count. Female participation (23%) was marginally lower than the national average (24%)

About Super Tuesday Count

About the count

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

- 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.

Changes from previous count

- One new site was added to the 2018 count:

Site 7252 - Sadadeen Connector Path [E], Todd River Path (south) [SW], Todd River Path (north) [N]

Count Locations

(Tue, 4 Sept 2018, 6:30-8:30am)

Sites

- 4/09/2018
- 18/09/2018

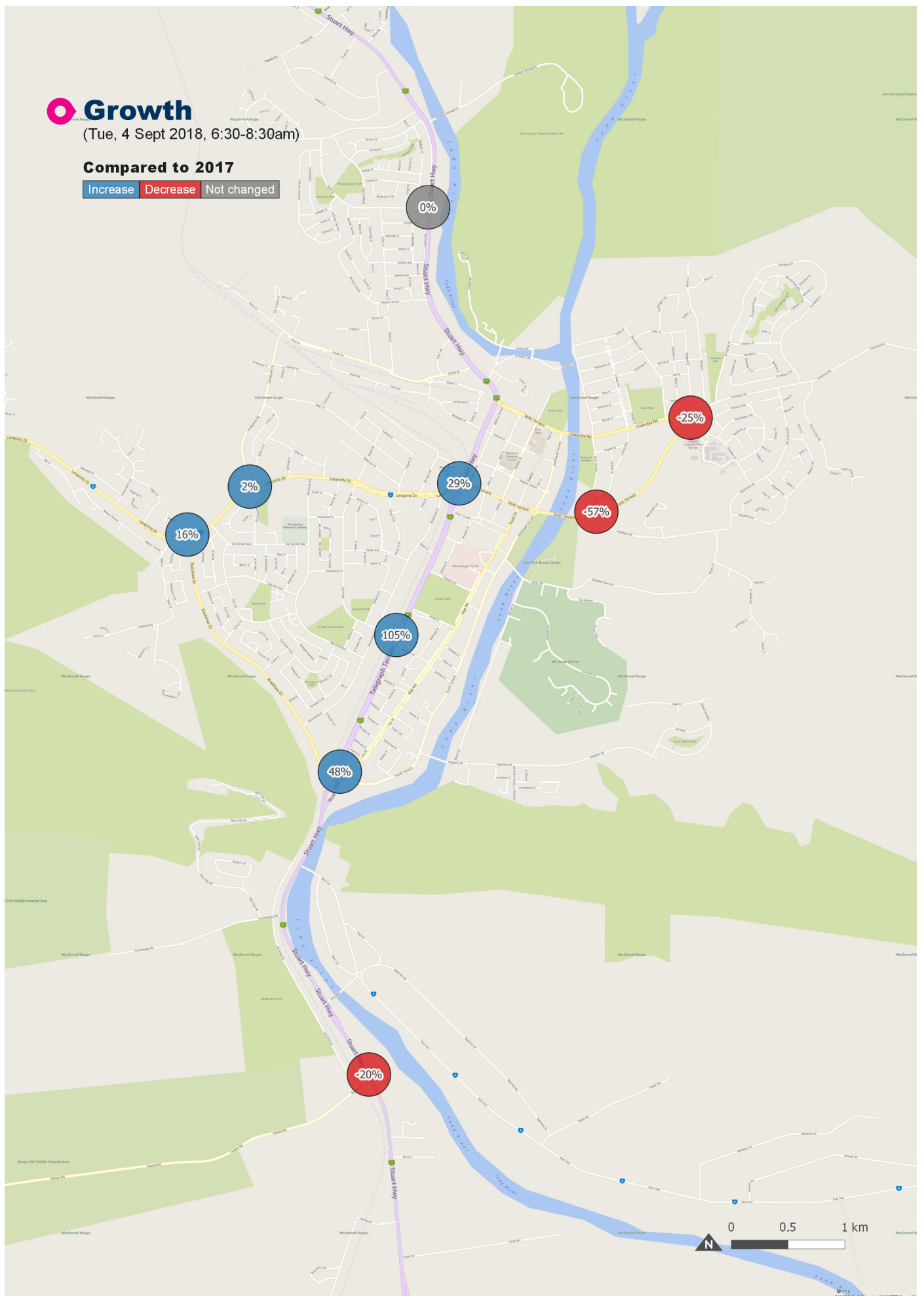


Growth

(Tue, 4 Sept 2018, 6:30-8:30am)

Compared to 2017

Increase Decrease Not changed

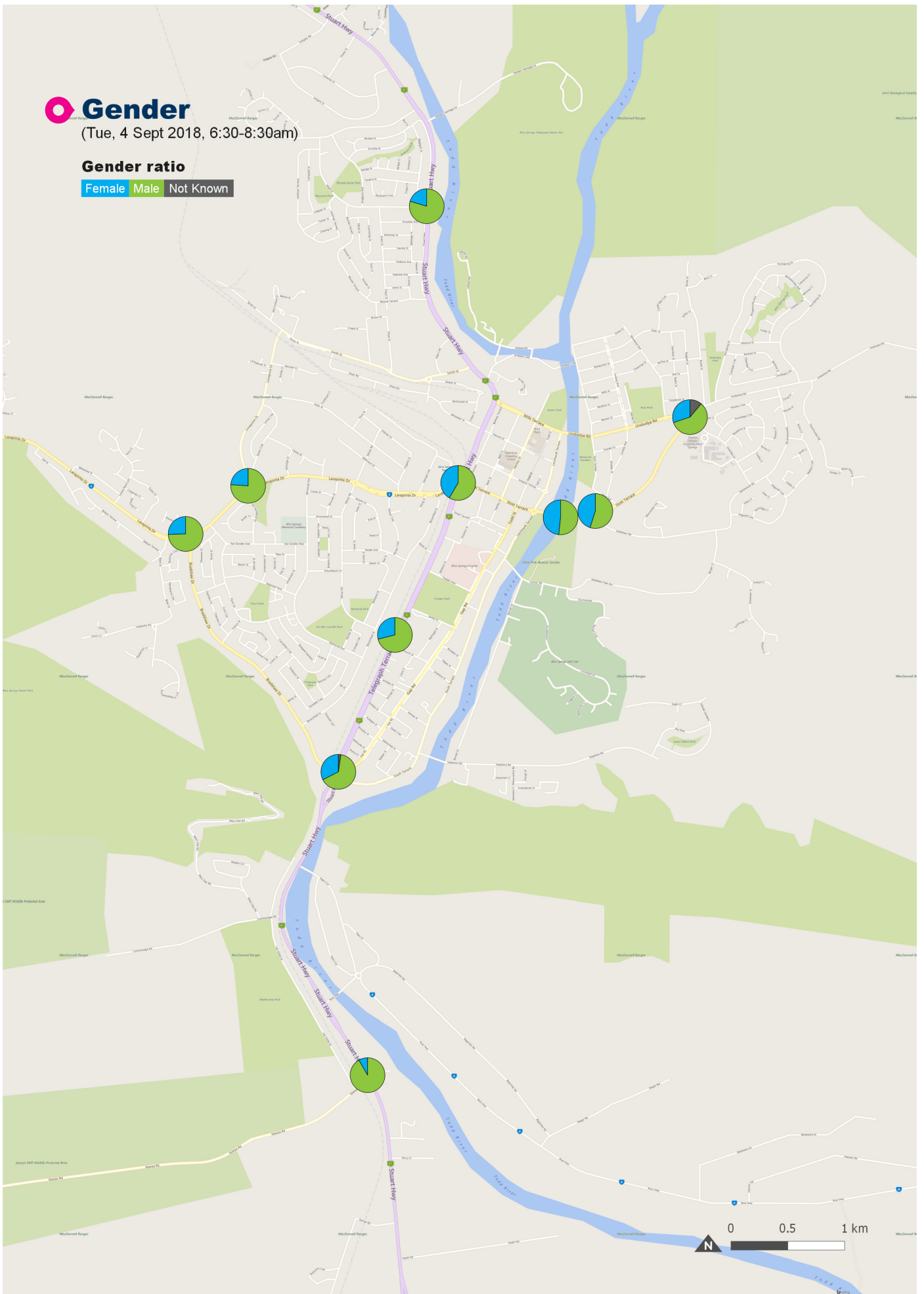


Gender

(Tue, 4 Sept 2018, 6:30-8:30am)

Gender ratio

Female Male Not Known

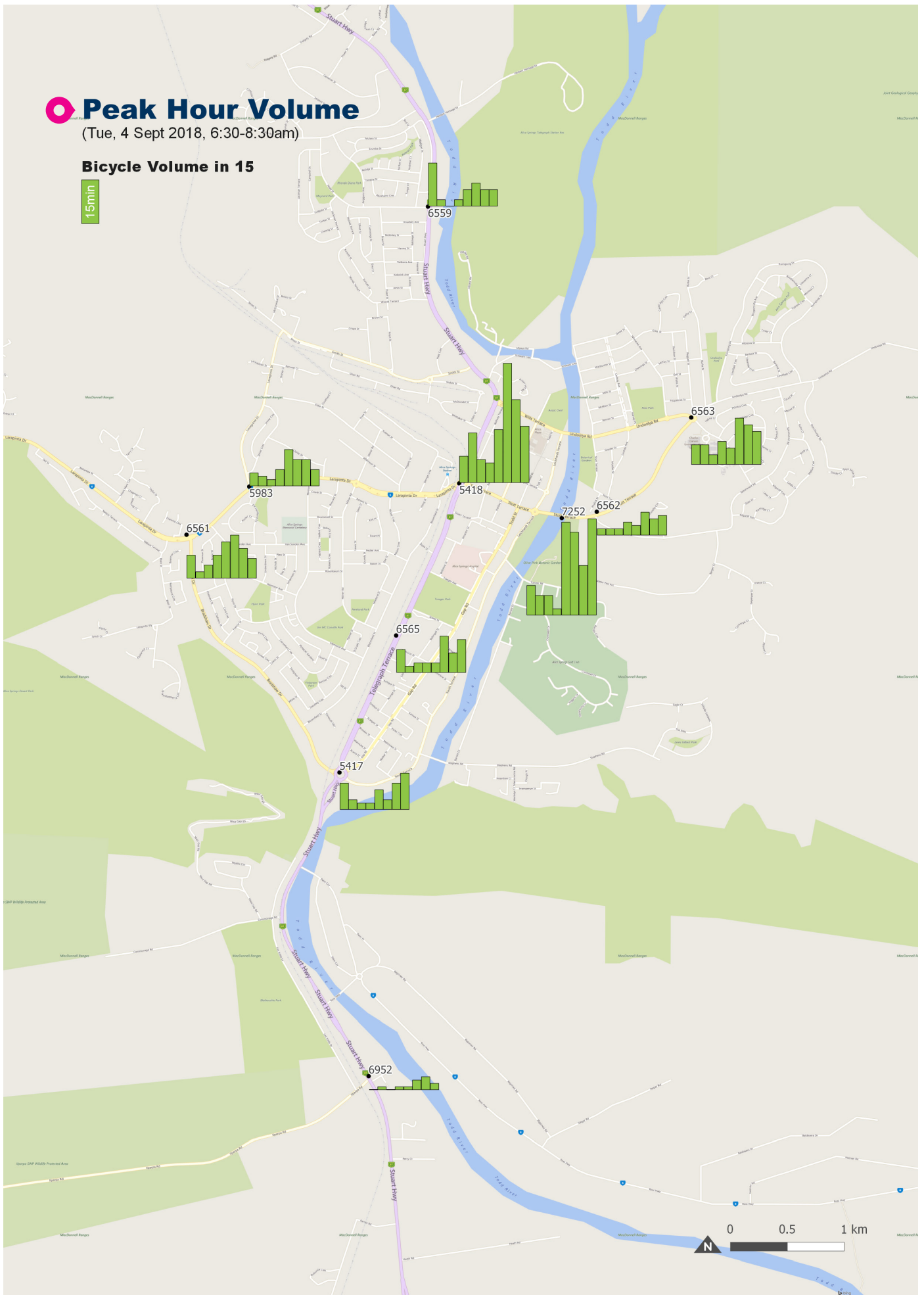


Peak Hour Volume

(Tue, 4 Sept 2018, 6:30-8:30am)

Bicycle Volume in 15

15min



Bicycle Flow

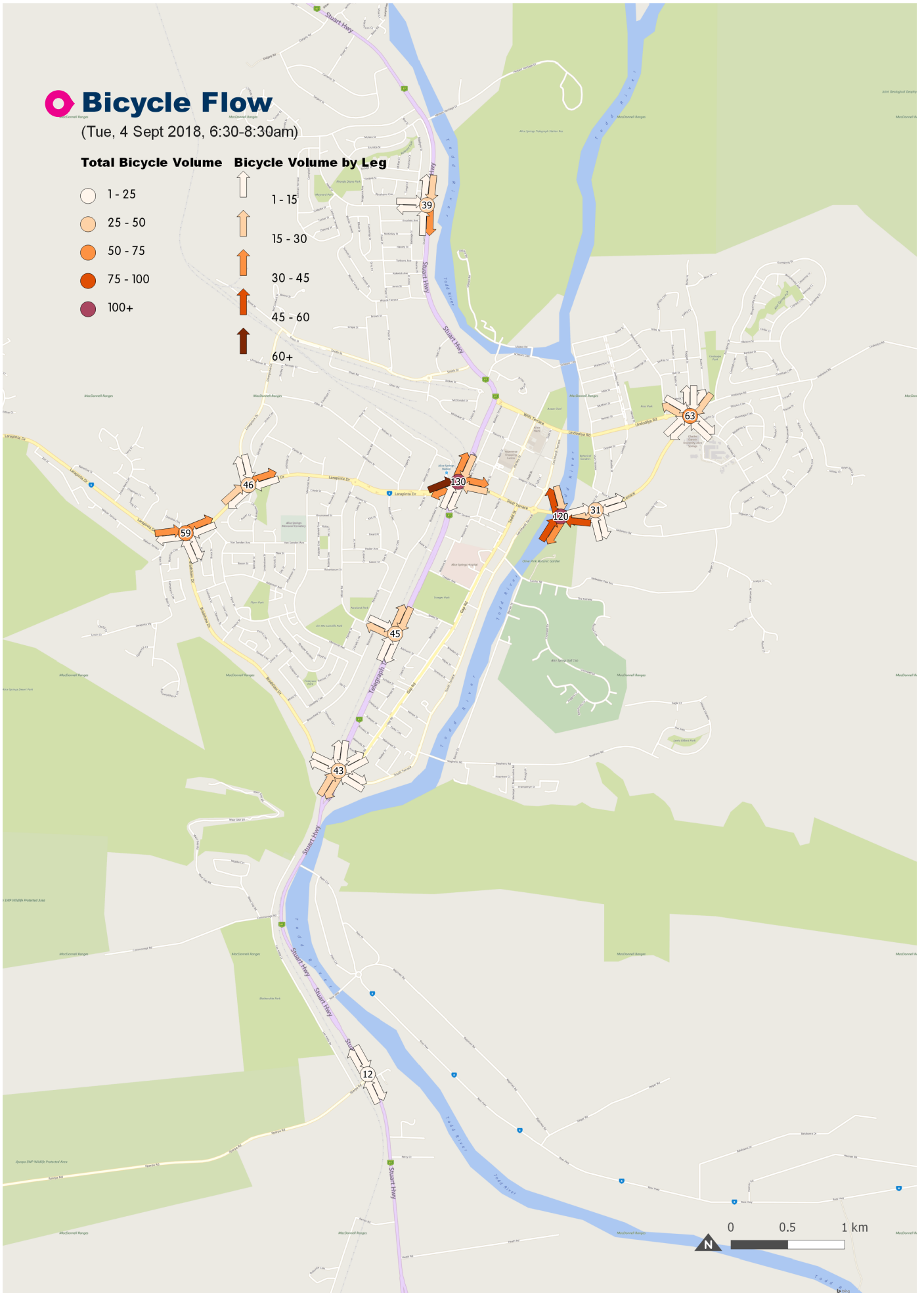
(Tue, 4 Sept 2018, 6:30-8:30am)

Total Bicycle Volume

- 1 - 25
- 25 - 50
- 50 - 75
- 75 - 100
- 100+

Bicycle Volume by Leg

- ↑ 1 - 15
- ↑ 15 - 30
- ↑ 30 - 45
- ↑ 45 - 60
- ↑ 60+



Site ID	Street names	Total Count						Volume in 15 Minute							
		Female	Male	Not Known	2018	2017	% Growth	6:30-6:45	6:45-7:00	7:00-7:15	7:15-7:30	7:30-7:45	7:45-8:00	8:00-8:15	8:15-8:30
5417	Stuart Hwy [N], Gap Rd [NE], South Tce [SE], Stuart Hwy [SW], Bradshaw Dr [NW]	14	28	1	43	29	48%	3	8	2	2	6	3	8	11
5418	Stuart Hwy [NE], Stott Tce [E], Stuart Hwy [SW], Larapinta Dr [W]	54	76	0	130	101	29%	15	8	7	6	16	36	25	17
5983	Larapinta Dr [E], Larapinta Dr [SW], Lovegrove Dr [N]	11	35	0	46	45	2%	3	4	2	5	11	8	8	5
6559	Stuart Hwy [N], Stuart Hwy [S], Head St [W]	8	31	0	39	39	0%	2	13	0	2	5	7	5	5
6561	Larapinta Dr [E], Bradshaw Dr [SE], Larapinta Dr [W]	15	44	0	59	51	16%	2	7	4	7	11	13	9	6
6562	Stott Tce [E], Sadadeen Rd [S], Stott Tce [W]	14	17	0	31	72	-57%	2	2	2	4	3	7	5	6
6563	Raggatt St [N], Undoolya Rd [NE], Grevillea Dr [SE], Stott Tce [SW], Undoolya Rd/Footpath [NW]	19	37	7	63	84	-25%	6	6	3	7	5	14	12	10
6565	Stuart Hwy [NE], Stuart Hwy [SW], Milner Rd walkway [NW]	13	32	0	45	22	105%	2	7	3	3	3	11	6	10
6952	Morgan Street [NE], south [SE], Illparpa Road [SW], north [NW]	1	11	0	12	15	-20%	1	0	0	1	1	3	4	2
7252	Sadadeen Connector Path [E], Todd River Path (south) [SW], Todd River Path (north) [N]	58	62	0	120	-	-	6	9	6	2	28	25	15	29

Site 5417

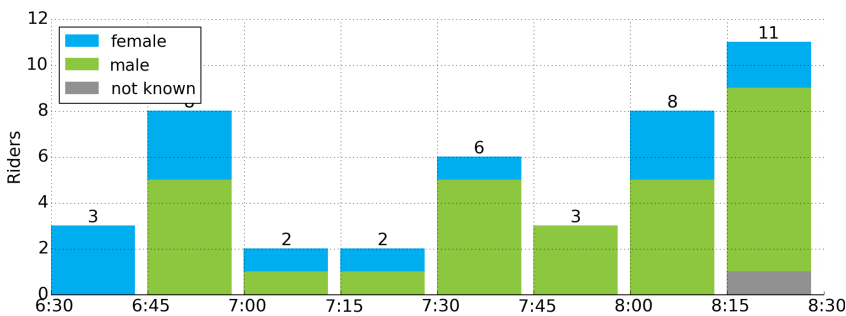
Stuart Hwy [N], Gap Rd [NE], South Tce [SE], Stuart Hwy [SW], Bradshaw Dr [NW]



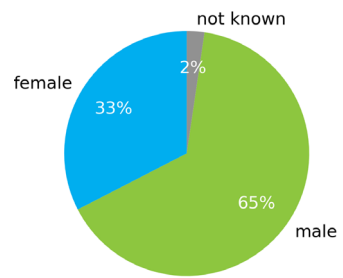
43 bicycle riders were recorded during the 2 hour survey. This is an increase of 48% compared to 29 in 2017 and an increase of 10% compared to 39 in 2011. The peak period was 08:15-08:30 with 11 riders. Female riders comprised 33% of the total.

The majority of riders entered this intersection from the NW via Bradshaw Dr and exited to the SW along Stuart Hwy. Based on trend data collected over the past 5 counts, site 5417 has experienced a growth of 7.9 percent. The volunteer also noted that there was a total of 18 riders using the bike paths from 0630 till 0830, rather than the road.

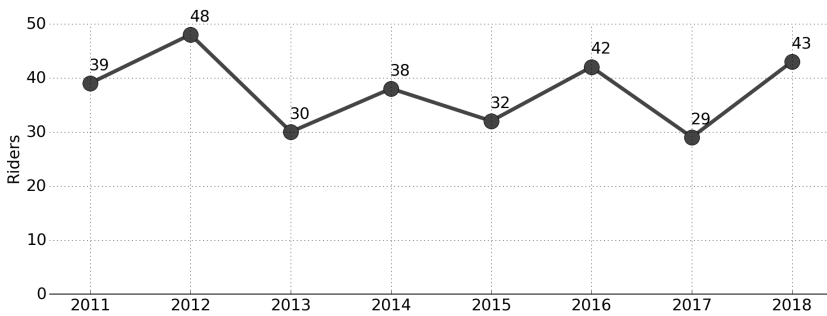
Traffic Volume by Time



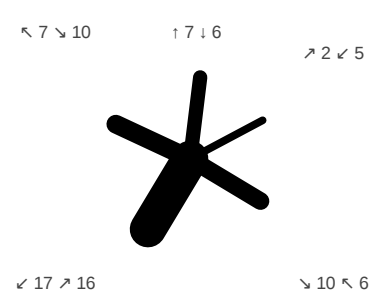
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Stuart Hwy [N]				2 Gap Rd [NE]				3 South Tce [SE]				4 Stuart Hwy [SW]				5 Bradshaw Dr [NW]				Total
Exit	2	3	4	5	1	3	4	5	1	2	4	5	1	2	3	5	1	2	3	4	Total
Female	0	2	1	0	0	0	0	1	1	0	0	3	0	1	2	0	0	0	1	2	14
Male	0	0	3	0	0	0	4	0	0	0	2	0	6	1	2	3	0	0	2	5	28
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	2	4	0	0	0	4	1	1	0	2	3	6	2	5	3	0	0	3	7	43

Site 5418

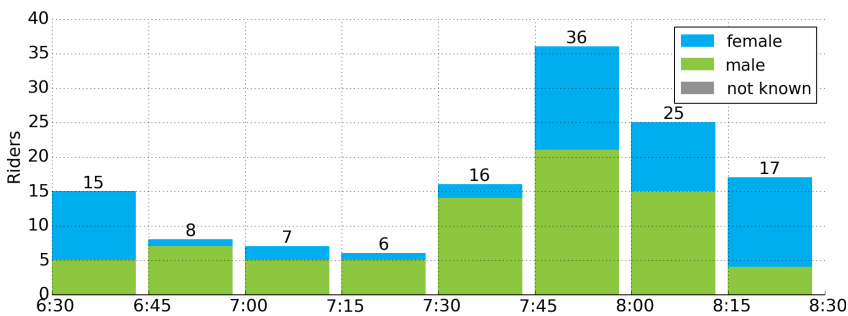
Stuart Hwy [NE], Stott Tce [E], Stuart Hwy [SW], Larapinta Dr [W]



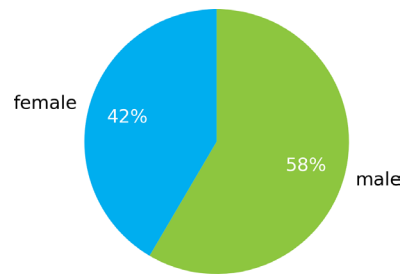
130 bicycle riders were recorded during the 2 hour survey. This is an increase of 29% compared to 101 in 2017 and a decrease of 2% compared to 132 in 2011. The peak period was 07:45-08:00 with 36 riders. Female riders comprised 42% of the total.

The majority of riders entered this intersection from the west via Larapinta Dr and exited to the east along Stott Tce. Based on trend data collected over the past 5 counts, site 5418 has experienced a decline of 11.6 percent. The volunteer noted that most riders were on the footpaths (only 9 riders on the road) and consequently very few riders were wearing helmets.

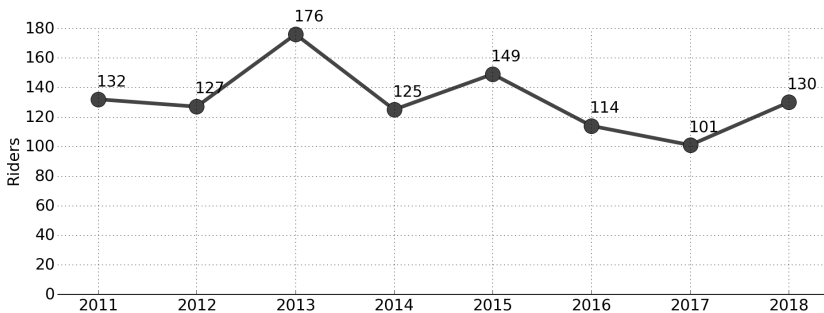
Traffic Volume by Time



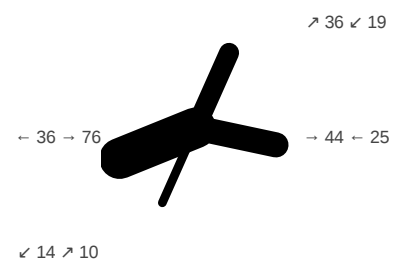
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Stuart Hwy [NE]			2 Stott Tce [E]			3 Stuart Hwy [SW]			4 Larapinta Dr [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Female	0	7	4	0	0	9	2	0	1	7	20	4	54
Male	0	1	7	2	0	14	3	3	1	22	21	2	76
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	8	11	2	0	23	5	3	2	29	41	6	130

Site 5983

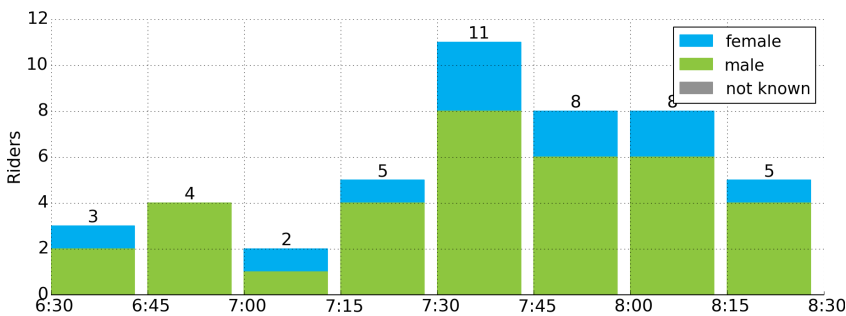
Larapinta Dr [E], Larapinta Dr [SW], Lovegrove Dr [N]



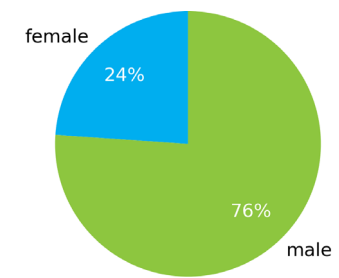
46 bicycle riders were recorded during the 2 hour survey. This is an increase of 2% compared to 45 in 2017 and a decrease of 46% compared to 85 in 2012. The peak period was 07:30-07:45 with 11 riders. Female riders comprised 24% of the total.

The majority of riders entered this intersection from the SW via Larapinta Dr and exited to the east along the same road. Based on trend data collected over the past 5 counts, site 5983 has experienced a decline of 46.2 percent. The volunteer did not provide any further comments.

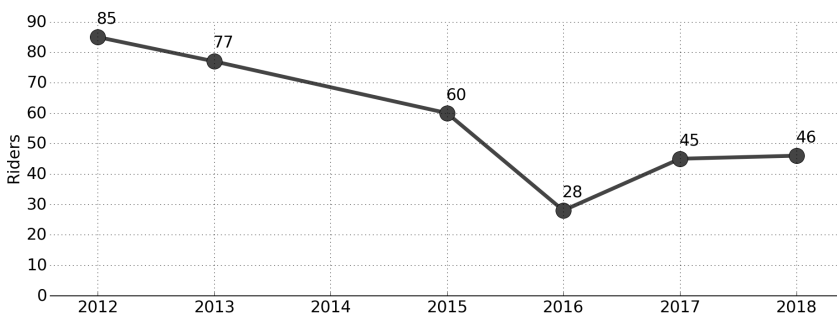
Traffic Volume by Time



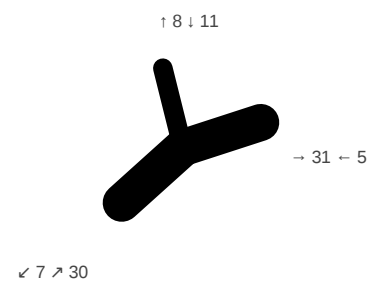
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Larapinta Dr [E]		2 Larapinta Dr [SW]		3 Lovegrove Dr [N]		
Exit	2	3	1	3	1	2	Total
Female	0	1	5	2	2	1	11
Male	3	1	19	4	5	3	35
Not known	0	0	0	0	0	0	0
Total	3	2	24	6	7	4	46

Site 6559

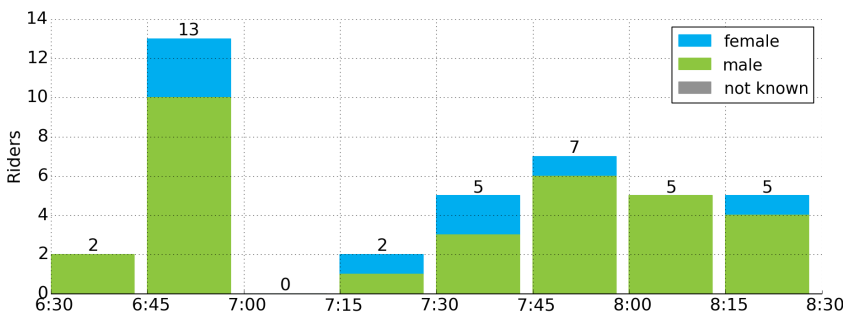
Stuart Hwy [N], Stuart Hwy [S], Head St [W]



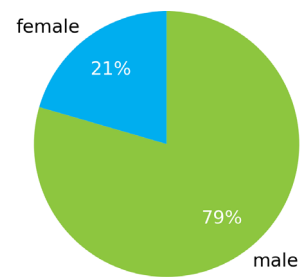
39 bicycle riders were recorded during the 2 hour survey. This is a decrease of 0% compared to 39 in 2017 and an increase of 11% compared to 35 in 2014. The peak period was 06:45-07:00 with 13 riders. Female riders comprised 21% of the total.

The majority of riders entered this intersection from the north via Stuart Hwy and exited to the south along the same road. Based on trend data collected over the past 5 counts, site 6559 has experienced a growth of 4.2 percent. The volunteer did not provide any further comments.

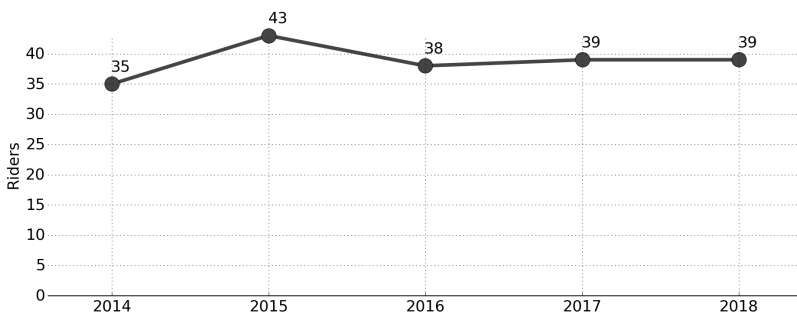
Traffic Volume by Time



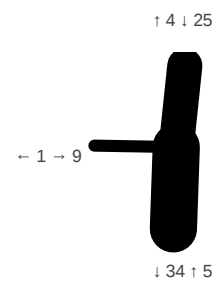
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Stuart Hwy [N]		2 Stuart Hwy [S]		3 Head St [W]		
Exit	2	3	1	3	1	2	Total
Female	6	0	0	0	0	2	8
Male	19	0	4	1	0	7	31
Not known	0	0	0	0	0	0	0
Total	25	0	4	1	0	9	39

Site 6561

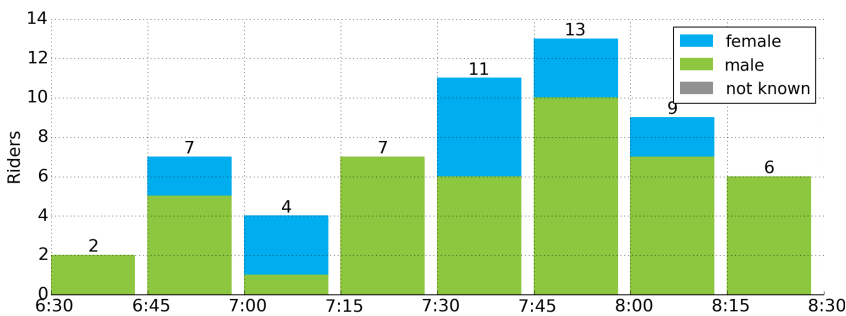
Larapinta Dr [E], Bradshaw Dr [SE], Larapinta Dr [W]



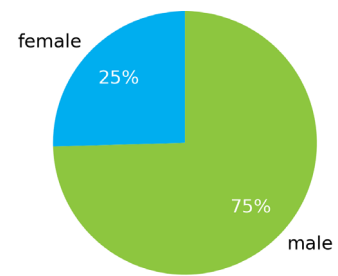
59 bicycle riders were recorded during the 2 hour survey. This is an increase of 16% compared to 51 in 2017 and an increase of 23% compared to 48 in 2014. The peak period was 07:45-08:00 with 13 riders. Female riders comprised 25% of the total.

The majority of riders entered this intersection from the west via Larapinta Dr and exited to the east along the same road. Based on trend data collected over the past 5 counts, site 6561 has experienced a growth of 3.8 percent. The volunteer did not provide any further comments.

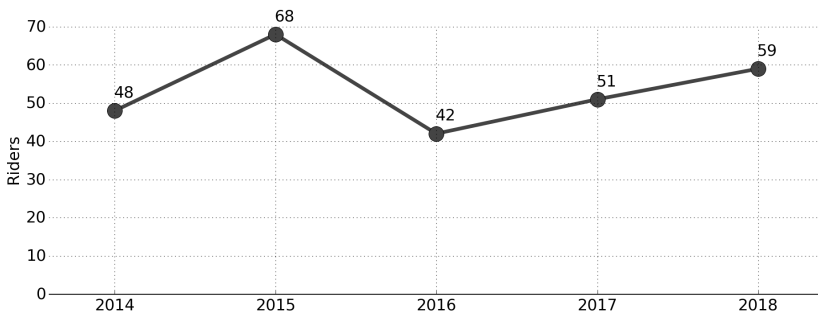
Traffic Volume by Time



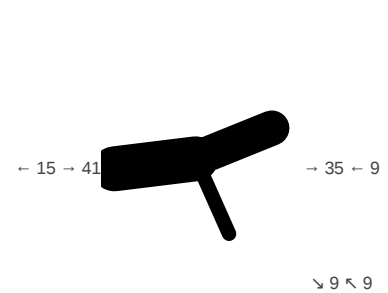
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Larapinta Dr [E]		2 Bradshaw Dr [SE]		3 Larapinta Dr [W]		
Exit	2	3	1	3	1	2	Total
Female	0	2	0	3	8	2	15
Male	2	5	1	5	26	5	44
Not known	0	0	0	0	0	0	0
Total	2	7	1	8	34	7	59

Site 6562

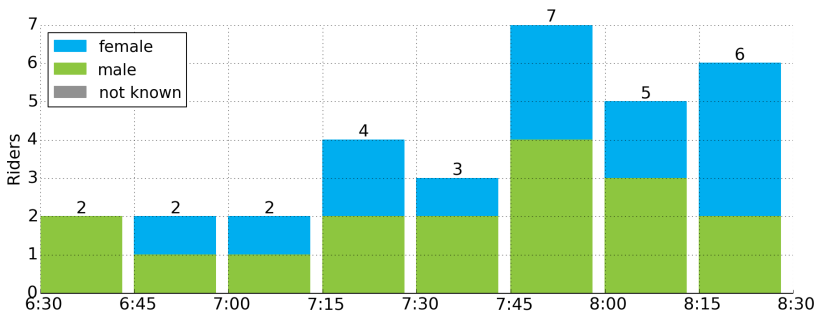
Stott Tce [E], Sadadeen Rd [S], Stott Tce [W]



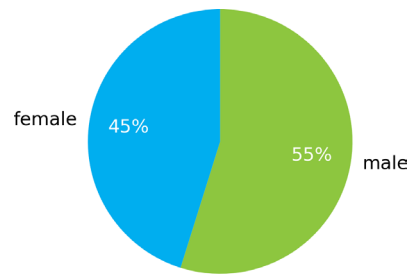
31 bicycle riders were recorded during the 2 hour survey. This is a decrease of 57% compared to 72 in 2017 and a decrease of 50% compared to 62 in 2014. The peak period was 07:45-08:00 with 7 riders. Female riders comprised 45% of the total.

The majority of riders entered this intersection from the east via Stott Tce and exited to the west along the same road. Based on trend data collected over the past 5 counts, site 6562 has experienced a decline of 26.8 percent. The volunteer noted there is no bike lane when coming out of Sadadeen Rd onto Stott Tce. The volunteer saw many people unsafely walk/cycle to the concrete mound in the middle of the road.

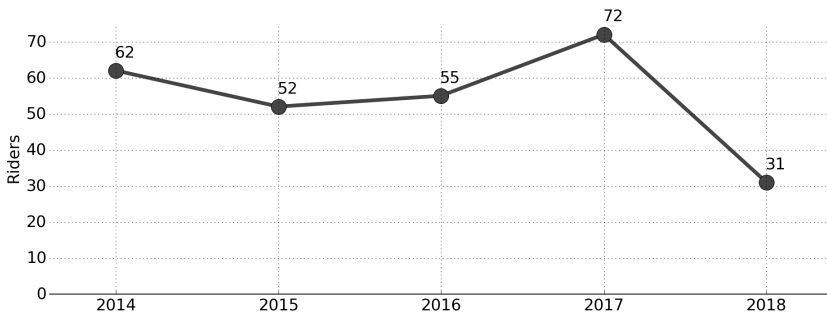
Traffic Volume by Time



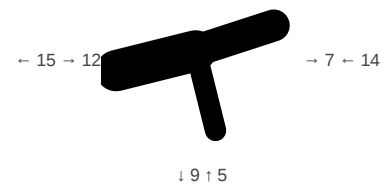
Gender Ratio



Cycling Trend



Traffic Flow

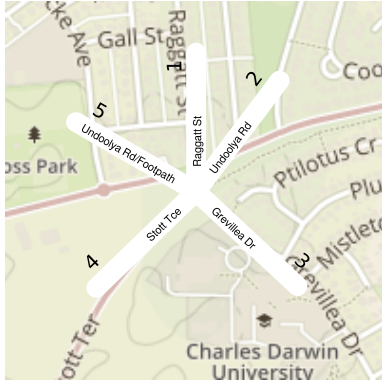


Raw Data

Enter	1 Stott Tce [E]		2 Sadadeen Rd [S]		3 Stott Tce [W]		Total
Exit	2	3	1	3	1	2	
Female	0	7	0	2	3	2	14
Male	3	4	1	2	3	4	17
Not known	0	0	0	0	0	0	0
Total	3	11	1	4	6	6	31

Site 6563

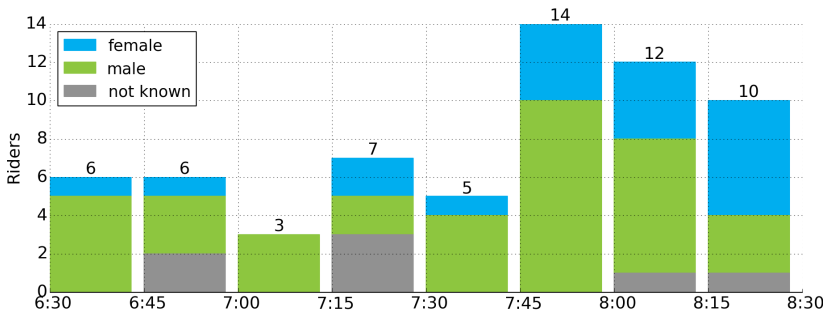
Raggatt St [N], Undoolya Rd [NE], Grevillea Dr [SE], Stott Tce [SW], Undoolya Rd/Footpath [NW]



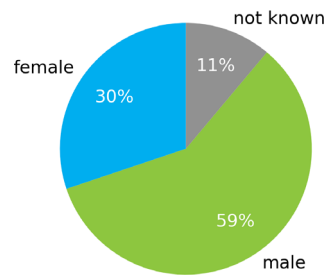
63 bicycle riders were recorded during the 2 hour survey. This is a decrease of 25% compared to 84 in 2017 and a decrease of 10% compared to 70 in 2014. The peak period was 07:45-08:00 with 14 riders. Female riders comprised 30% of the total.

The majority of riders entered this intersection from the NE via Undoolya Rd and exited to the NW along the same road. Based on trend data collected over the past 5 counts, site 6563 has experienced a decline of 20.5 percent. The volunteer did not provide any further comments.

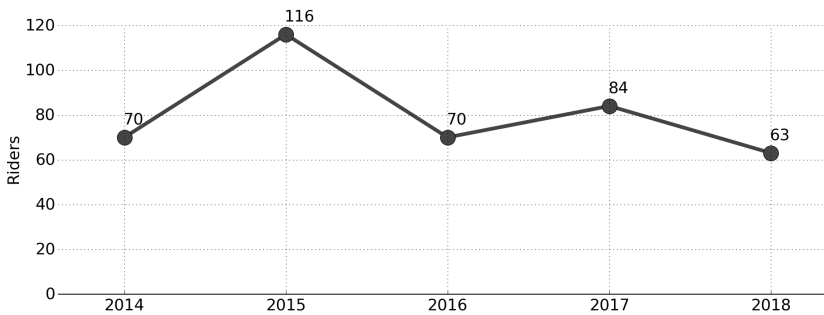
Traffic Volume by Time



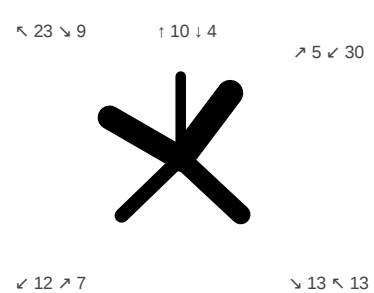
Gender Ratio



Cycling Trend



Traffic Flow

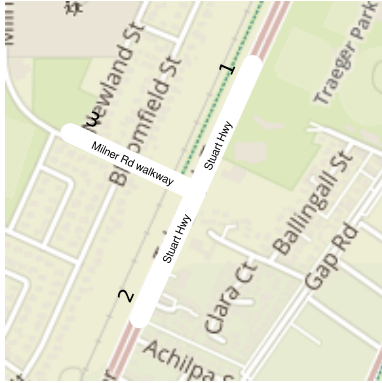


Raw Data

Enter	1 Raggatt St [N]				2 Undoolya Rd [NE]				3 Grevillea Dr [SE]				4 Stott Tce [SW]				5 Undoolya Rd/Footpath [NW]				
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	1	2	2	0	4	2	0	0	0	3	0	0	2	0	0	0	2	0	19
Male	0	0	0	0	6	2	4	6	0	0	2	8	0	2	2	1	0	0	4	0	37
Not known	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	3	0	0	7
Total	0	1	1	2	10	2	9	9	0	0	2	11	0	2	4	1	0	3	6	0	63

Site 6565

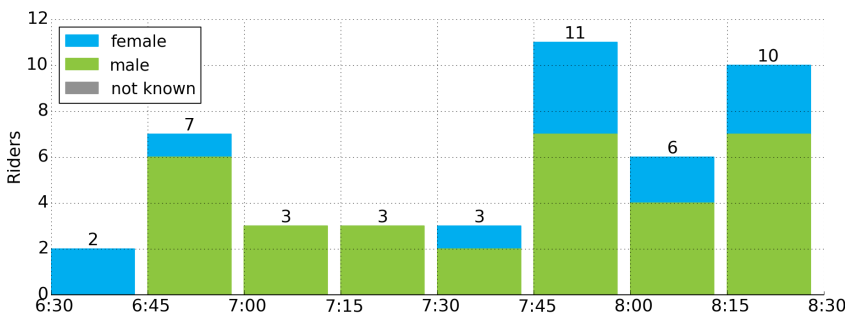
Stuart Hwy [NE], Stuart Hwy [SW], Milner Rd walkway [NW]



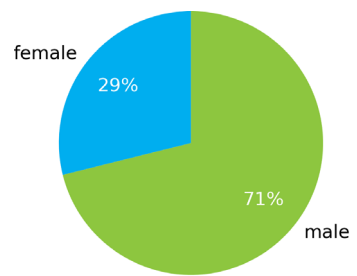
45 bicycle riders were recorded during the 2 hour survey. This is an increase of 105% compared to 22 in 2017 and an increase of 36% compared to 33 in 2014. The peak period was 07:45-08:00 with 11 riders. Female riders comprised 29% of the total.

The majority of riders entered this intersection from the NE via Stuart Hwy and exited to the west along the Milner Rd walkway. Based on trend data collected over the past 5 counts, site 6565 has experienced a growth of 3.5 percent. The volunteer noted that weather was fine and cool. Most cyclists wore a helmet and did not use the pedestrian crossing lights.

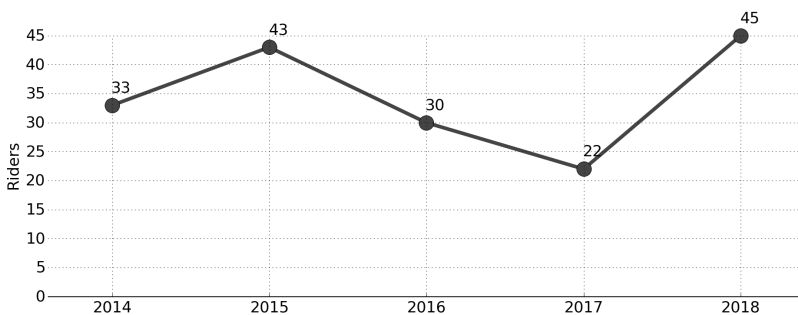
Traffic Volume by Time



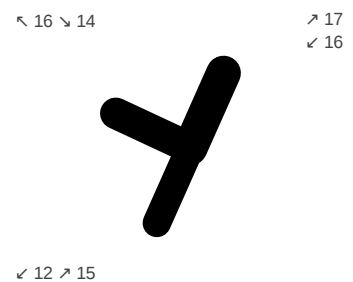
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Stuart Hwy [NE]		2 Stuart Hwy [SW]		3 Milner Rd walkway [NW]		
Exit	2	3	1	3	1	2	Total
Female	2	3	2	3	3	0	13
Male	5	6	6	4	6	5	32
Not known	0	0	0	0	0	0	0
Total	7	9	8	7	9	5	45

Site 6952

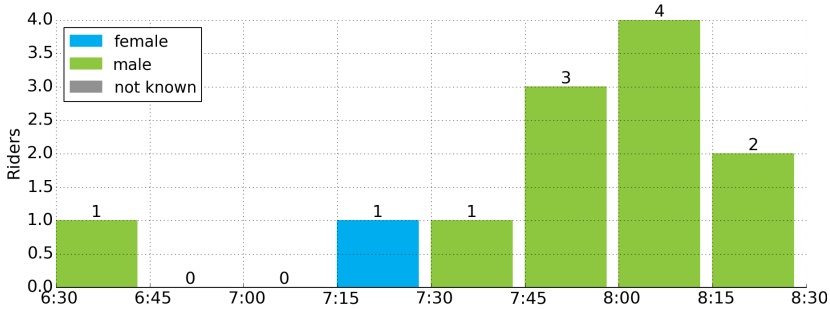
Morgan Street [NE], south [SE], Illparpa Road [SW], north [NW]



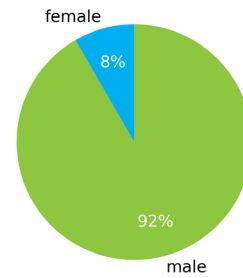
12 bicycle riders were recorded during the 2 hour survey. This is a decrease of 20% compared to 15 in 2017 and a decrease of 0% compared to 12 in 2016. The peak period was 08:00-08:15 with 4 riders. Female riders comprised 8% of the total.

The majority of riders entered this intersection from the north via Stuart Hwy and exited to the south along the same road. Based on trend data collected over the past 3 counts, site 6952 has experienced no growth or decline (0.0 percent). The volunteer did not provide any further comments.

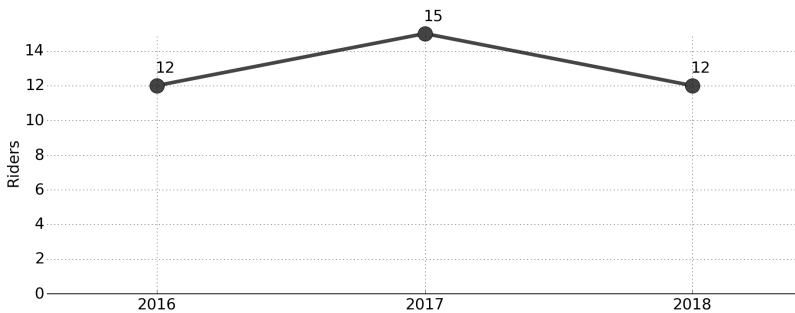
Traffic Volume by Time



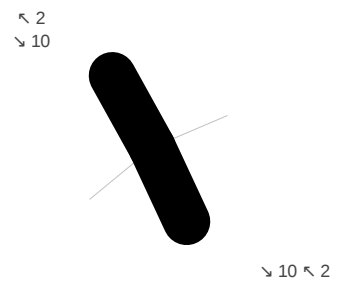
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Morgan Street [NE]			2 Stuart Highway [SE]			3 Illparpa Road [SW]			4 Stuart Highway [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Female	0	0	0	0	0	0	0	0	0	0	1	0	1
Male	0	0	0	0	0	2	0	0	0	0	9	0	11
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	0	10	0	12

Site 7252

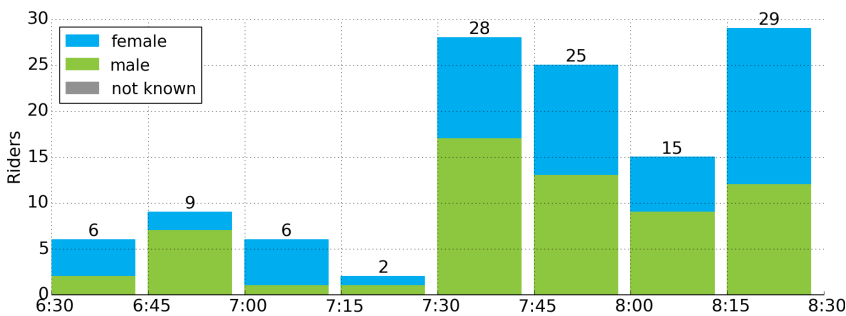
Sadadeen Connector Path [E], Todd River Path (south) [SW], Todd River Path (north) [N]



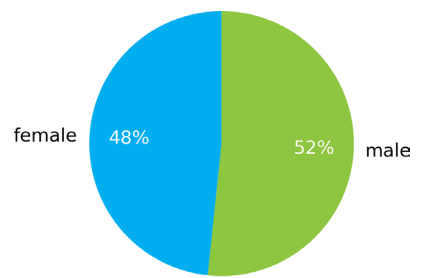
120 bicycle riders were recorded during the 2 hour survey. The peak period was 08:15-08:30 with 29 riders. Female riders comprised 48% of the total.

The majority of riders entered this intersection from the SW via the Todd River path and exited to the north along the same path. There is not enough linear trend data to calculate the growth and decline of this site over time. The volunteer did not provide any further comments.

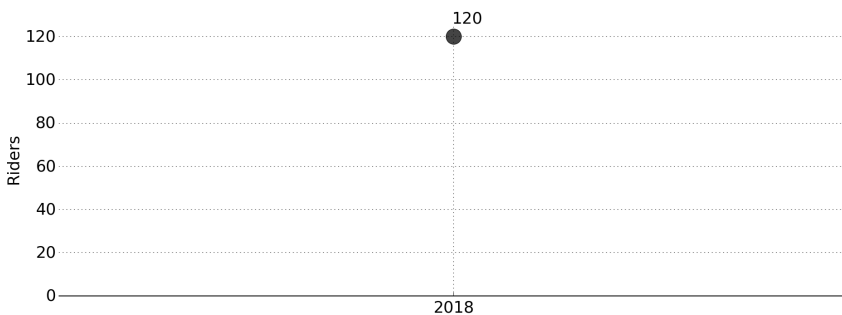
Traffic Volume by Time



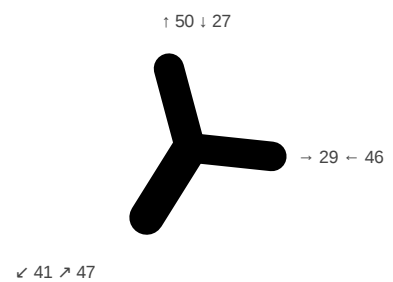
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Sadadeen Connector Path [E]	2 Todd River Path (south) [SW]	3 Todd River Path (north) [N]	
Exit	2	3	1	3
Female	12	7	10	14
Male	14	13	7	16
Not known	0	0	0	0
Total	26	20	17	30
				12
				15
				120



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