



**BICYCLE  
NETWORK®**

# **SUPER TUESDAY COMMUTER BIKE COUNT**

**DARWIN**

2018



**SUPER  
TUESDAY**

## Count Summary in Darwin



### **COUNT IN 2018**

p. 1

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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 Darwin on the day of the count, with NNE winds reaching 11km/h, and a maximum temperature of 27.7 degrees at 9am.

By participating in the count, volunteer counters can choose a local community group to receive a donation of \$50. In Darwin a total of \$2550 went back to the local community through donations to nominated groups.

### **COUNT SITES**

p. 3

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51 sites were surveyed in Darwin.

Major commuter corridors include:

- Bagot Road-Trower Rd (10 sites)
- Stuart Highway (7 sites)
- McMillans Road (5 sites)

### **TRAFFIC FLOW**

p. 4

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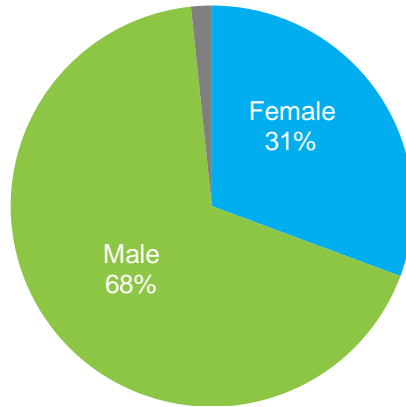
A total of 3309 movements was counted at all selected intersections across the council area during the two-hour survey.



## GROWTH

p. 5

Overall, usage decreased marginally by 0.3% in 2018 (3109 movements) compared to the same 48 sites surveyed in 2017 (3118 movements). New sites were excluded from this comparison.

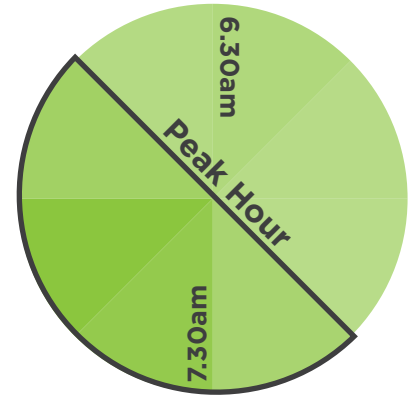


## GENDER RATIO

p. 6

Female riders represented 31% of bicyclists across the municipality.

This is representative of 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 7:15 - 8:15am during the survey.

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

- 6:30-6:45am: 7 movements
- 6:45-7:00am: 7 movements
- 7:00-7:15am: 7 movements
- 7:15-7:30am: 8 movements
- 7:30-7:45am: 10 movements
- 7:45-8:00am: 11 movements
- 8:00-8:15am: 9 movements
- 8:15-8:30am: 7 movements

## BUSIEST SITE

p. 26

The busiest site was at the intersection of Rapid Creek Path Bridge [N], Foreshore Path [SE], Foreshore Path [W] (Site 5483 - page 26) with an average of 99.8 movements per hour.

## COUNT RESULTS

p. 8 - 60

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

- Due to a counter error, data from site 5514 has not been included in main analysis.
- Two of the sites were not included in the 2017 count:
  - Site 5508 - Stuart Hwy/Bike Path [N], Westralia St [E], Stuart Hwy/Bike Path [S]
  - Site 6830 - Trower Rd [N], Trower Rd [S], Dripstone Rd [W]
- One new site was added to the 2018 count:
  - Site 7249 - Fox Cr [NE], Nightcliff Rd [SE], Camphor St [SW], Nightcliff Rd [NW]



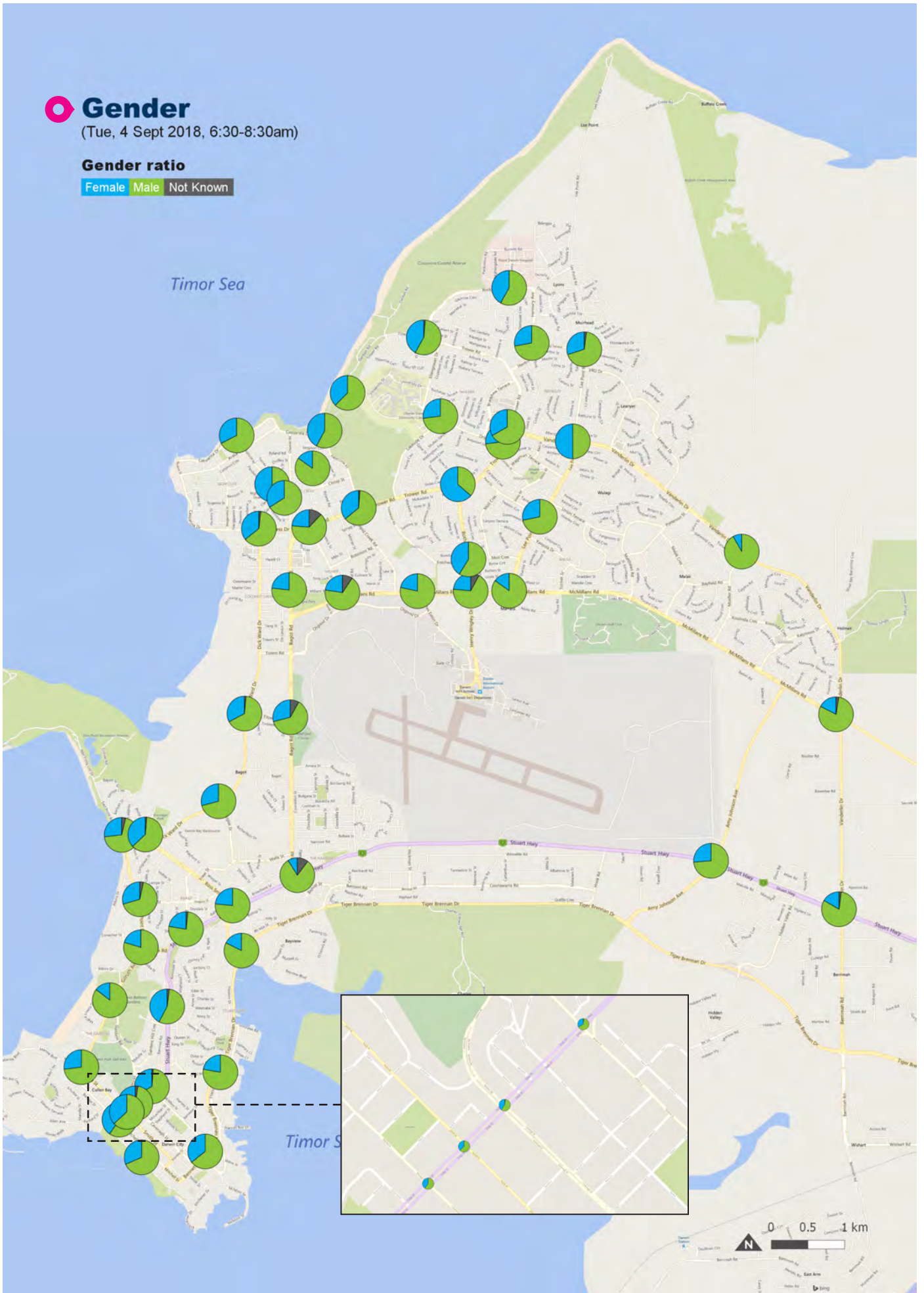


# Gender

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

## Gender ratio

Female Male Not Known



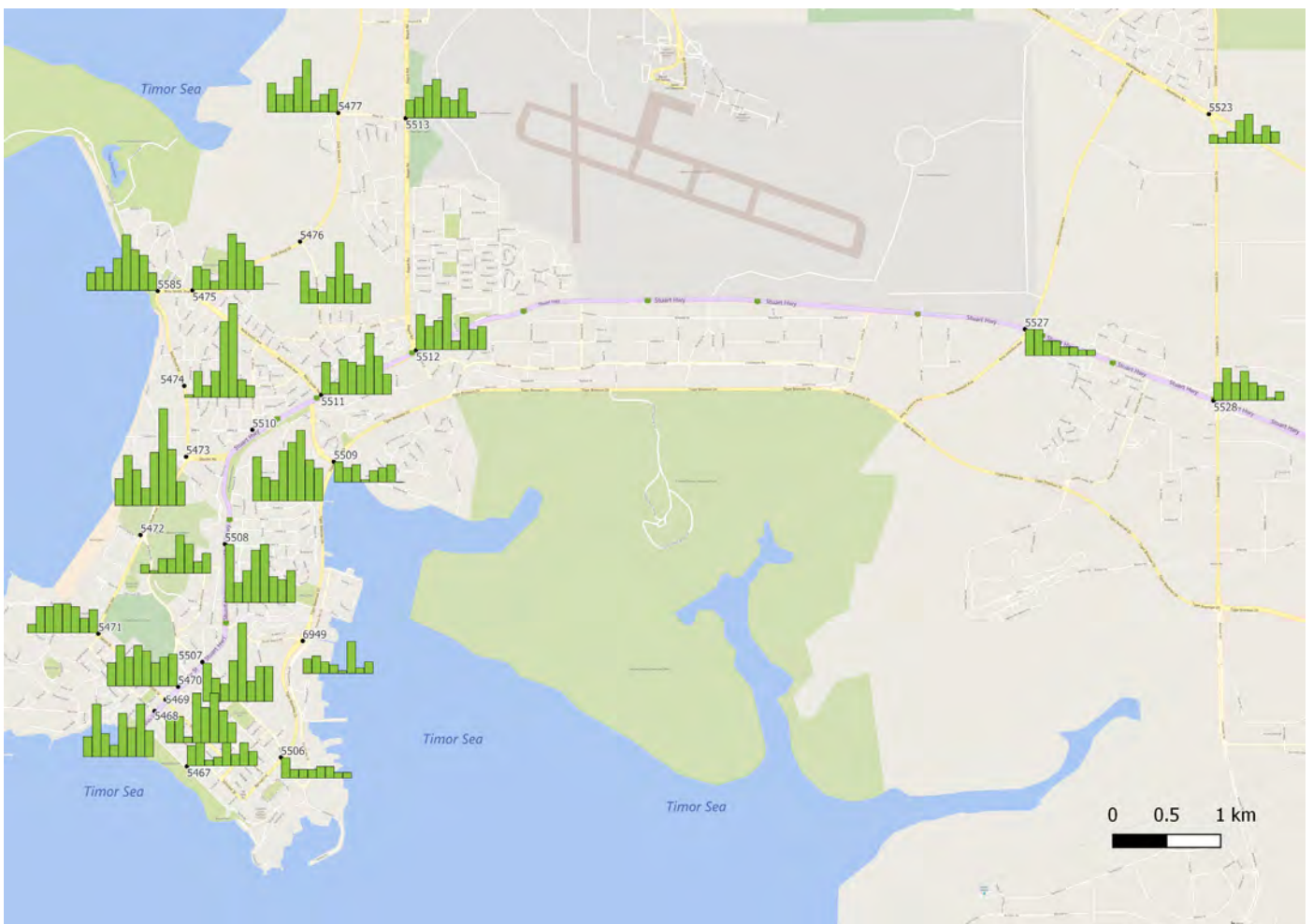
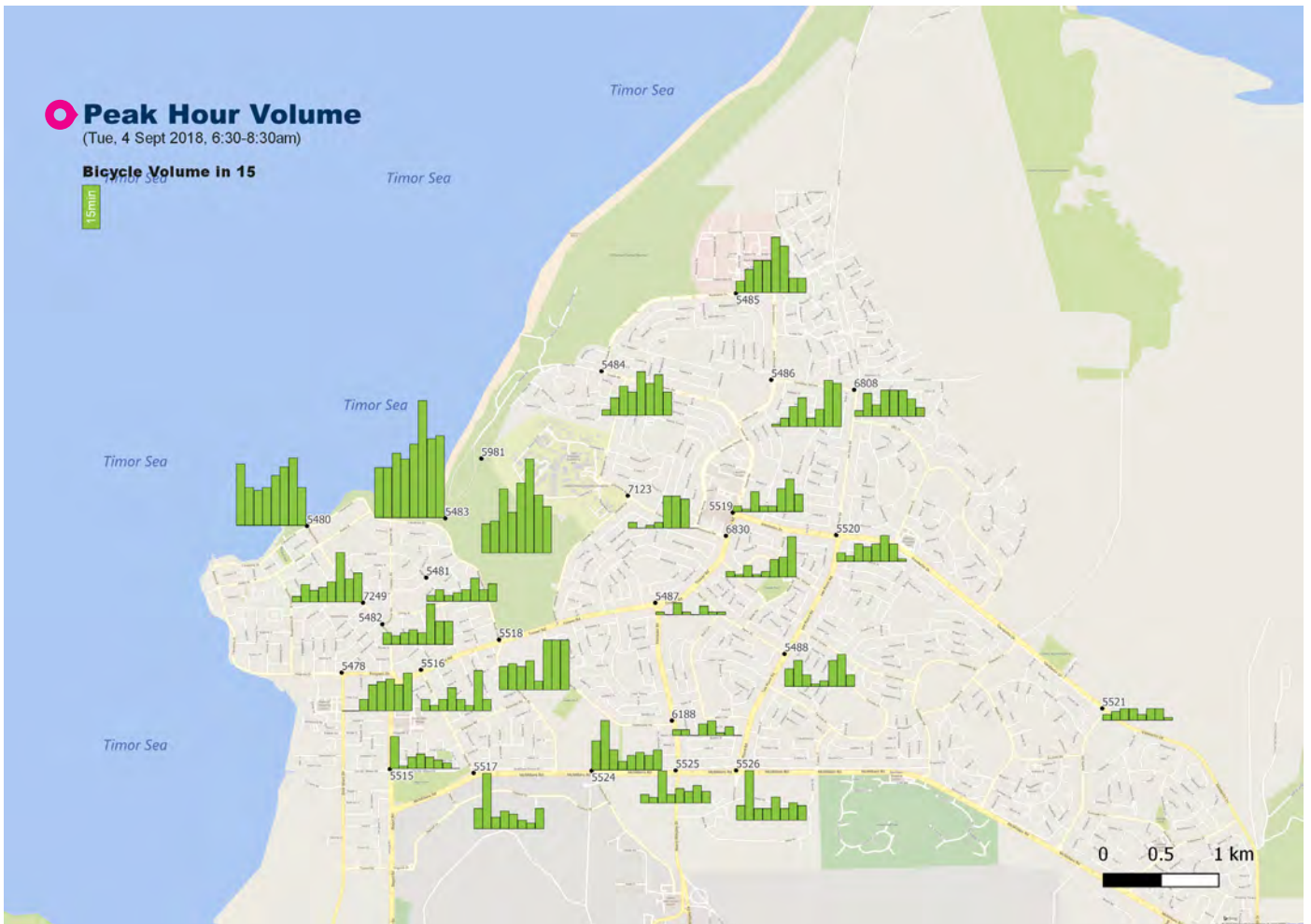


# Peak Hour Volume

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

## Bicycle Volume in 15

15min



# Bicycle Flow

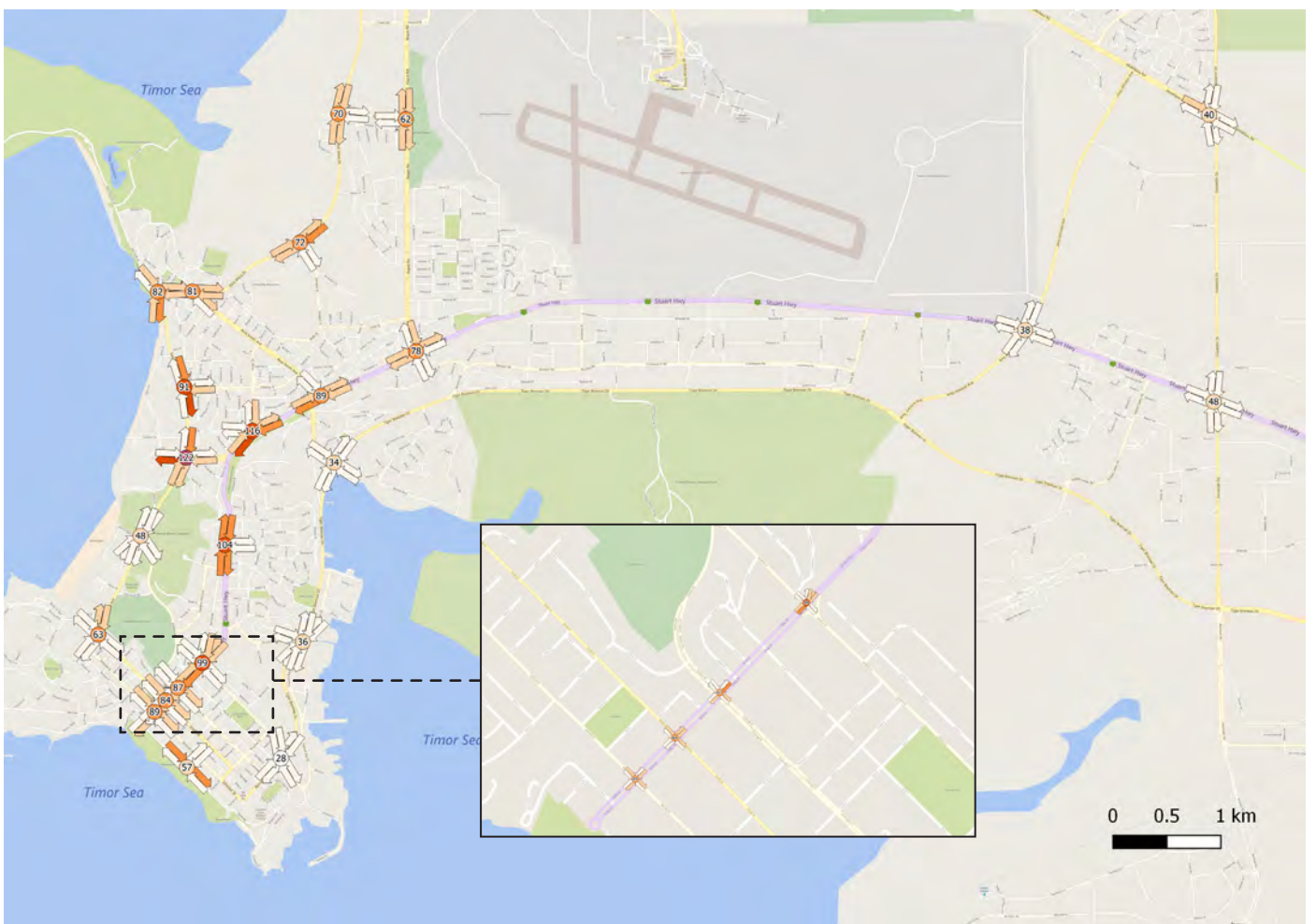
(Tue, 4 Sept 2018, 6:30-8:30am)

## Total Bicycle Volume

- 1 - 30
- 30 - 60
- 60 - 90
- 90 - 120
- 120+

## Bicycle Volume by Leg

- 1 - 20
- 20 - 40
- 40 - 60
- 60 - 80
- 80+



| 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 |
| 5467    | Peel St [NE], Esplanade [SE], Esplanade [NW]   | 18          | 39   | 0         | 57   | 53   | 8%       | 19                  | 7         | 2         | 3         | 9         | 4         | 8         | 5         |
| 5468    | Daly St [NE], Mitchell St [SE], Daly St [SW], Mitchell St [NW]   | 36          | 53   | 0         | 89   | 82   | 9%       | 18                  | 7         | 8         | 4         | 15        | 10        | 18        | 9         |
| 5469    | Daly St [NE], Smith St [SE], Daly St [SW], Smith St [NW]   | 31          | 53   | 0         | 84   | 74   | 14%      | 9                   | 9         | 2         | 17        | 12        | 17        | 11        | 7         |
| 5470    | Daly St [NE], Cavenagh St [SE], Daly St [SW], Gardens Rd [NW]  | 35          | 50   | 2         | 87   | 80   | 9%       | 14                  | 8         | 10        | 14        | 12        | 8         | 10        | 11        |
| 5471    | Gilruth Ave [N], Smith St [SE], Lambell Tce [SW], Kahlin Ave [NW]  | 17          | 46   | 0         | 63   | 37   | 70%      | 9                   | 3         | 9         | 10        | 10        | 9         | 5         | 8         |
| 5472    | Atkins Dr [N], Gilruth Ave [NE], Gardens Rd [SE], Gilruth Ave [S], Maria Liveris Dr [SW]                   | 7           | 41   | 0         | 48   | 65   | -26%     | 1                   | 3         | 5         | 5         | 13        | 10        | 4         | 7         |
| 5473    | East Point Rd [N], Goyder Rd [E], Gilruth Ave [SW], Goyder Rd [W]  | 25          | 97   | 0         | 122  | 126  | -3%      | 17                  | 9         | 12        | 6         | 18        | 33        | 19        | 8         |
| 5474    | Gregory St [E], East Point Rd [S], East Point Rd [N]   | 27          | 61   | 3         | 91   | 75   | 21%      | 9                   | 1         | 4         | 9         | 26        | 32        | 6         | 4         |
| 5475    | Dick Ward Dr [E], Ross Smith Ave [SE], Ross Smith Ave [W]  | 30          | 50   | 1         | 81   | 97   | -16%     | 7                   | 8         | 3         | 10        | 19        | 16        | 10        | 8         |
| 5476    | Dick Ward Dr [NE], Douglas St [SE], Dick Ward Dr [SW]  | 21          | 51   | 0         | 72   | 76   | -5%      | 5                   | 11        | 4         | 9         | 21        | 10        | 5         | 7         |
| 5477    | Dick Ward Dr [N], Fitzer Dr [E], Dick Ward Dr [S]  | 23          | 46   | 1         | 70   | 68   | 3%       | 6                   | 10        | 6         | 12        | 18        | 4         | 6         | 8         |
| 5478    | Progress Dr [E], Dick Ward Dr [S], Progress Dr [W]   | 20          | 35   | 1         | 56   | 63   | -11%     | 0                   | 0         | 4         | 9         | 10        | 11        | 9         | 13        |
| 5480    | Casuarina Dr/Shared Path [E], Nightcliff Rd [SE], Casuarina Dr/Shared Path [SW], Foreshore Shared Path [W] | 43          | 89   | 0         | 132  | 91   | 45%      | 13                  | 21        | 12        | 13        | 17        | 20        | 23        | 13        |
| 5481    | Rossiter St [NE], Ryland Rd [SE], Rossiter St [SW], Ryland Rd [NW]   | 5           | 28   | 0         | 33   | 32   | 3%       | 4                   | 2         | 2         | 3         | 4         | 8         | 4         | 6         |
| 5482    | Chapman Rd [NE], Nightcliff Rd [SE], Nightcliff Rd [NW]  | 17          | 33   | 0         | 50   | 56   | -11%     | 3                   | 4         | 4         | 5         | 4         | 14        | 8         | 8         |
| 5483    | Rapid Creek Path Bridge [N], Foreshore Path [SE], Foreshore Path [W]                                       | 83          | 113  | 0         | 196  | 154  | 27%      | 17                  | 17        | 22        | 20        | 25        | 40        | 27        | 28        |
| 5484    | Rocklands Dr [N], Trower Rd [E], Trower Rd [W]   | 31          | 42   | 1         | 74   | 34   | 118%     | 6                   | 2         | 10        | 8         | 15        | 11        | 14        | 8         |
| 5485    | Rocklands Dr [E], Roper St [S], Rocklands Dr [W], Florey Ave [N]   | 33          | 46   | 0         | 79   | 79   | 0%       | 8                   | 4         | 11        | 11        | 19        | 16        | 5         | 5         |
| 5486    | Henbury Ave [N], Tambling Tce [E], Henbury Ave [S]   | 17          | 44   | 0         | 61   | 59   | 3%       | 3                   | 1         | 7         | 10        | 3         | 6         | 16        | 15        |
| 5487    | Trower Rd [E], Rothdale Rd [S], Trower Rd [W]  | 7           | 4    | 0         | 11   | 43   | -74%     | 0                   | 1         | 4         | 1         | 0         | 3         | 1         | 1         |
| 5488    | Lee Point Rd [NE], Lee Point Rd [SE], Parer Dr [SW], Parer Dr [NW]   | 13          | 33   | 0         | 46   | 61   | -25%     | 9                   | 6         | 4         | 1         | 2         | 9         | 11        | 4         |
| 5506    | Tiger Brennan Dr [NE], McMinn St [SE], Bennett St [SW], McMinn St [N]                                      | 10          | 18   | 0         | 28   | 51   | -45%     | 3                   | 7         | 3         | 3         | 4         | 4         | 2         | 2         |

| 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 |
| 5507    | Stuart Hwy path [N], Stuart Hwy [NE], McMinn St [SE], Daly St [SW], McMinn St [NW]  | 33          | 65   | 1         | 99   | 82   | 21%      | 8                   | 13        | 6         | 14        | 27        | 7         | 12        | 12        |
| 5508    | Stuart Hwy/Bike Path [N], Westralia St [E], Stuart Hwy/Bike Path [S]                | 44          | 58   | 2         | 104  | -    | -        | 7                   | 20        | 11        | 18        | 20        | 9         | 8         | 11        |
| 5509    | Tiger Brennan Dr [NE], Stoddart Dr [SE], Tiger Brennan Dr [SW], Woolner Rd [NW]     | 6           | 28   | 0         | 34   | 38   | -11%     | 5                   | 7         | 6         | 1         | 4         | 5         | 6         | 0         |
| 5510    | Stuart Hwy [E], Stuart Hwy [SW], Stokes St [W], Parap Rd [N]                        | 26          | 88   | 2         | 116  | 99   | 17%      | 8                   | 15        | 7         | 17        | 20        | 24        | 14        | 11        |
| 5511    | Stuart Hwy [NE], Stuart Hwy [SW], Ross Smith Ave [NW]                               | 21          | 68   | 0         | 89   | 95   | -6%      | 4                   | 11        | 12        | 11        | 10        | 21        | 13        | 7         |
| 5512    | Stuart Hwy [NE], Snell St [SE], Stuart Hwy [SW], Bagot Rd [N]                       | 7           | 63   | 8         | 78   | 60   | 30%      | 8                   | 12        | 10        | 19        | 3         | 11        | 7         | 8         |
| 5513    | Bagot Rd [N], Bagot Rd [S], Fitzer Dr [W]   | 18          | 39   | 5         | 62   | 57   | 9%       | 7                   | 6         | 11        | 13        | 7         | 6         | 10        | 2         |
| 5514    | Osgood Dr [E], Bagot Rd [S], Totem Rd [W], Bagot Rd [N]                             | 6           | 24   | 8         | 38   | 58   | -34%     | 12                  | 13        | 4         | 9         | 0         | 0         | 0         | 0         |
| 5515    | Bagot Rd [N], Old McMillans Rd [E], Bagot Rd [S], Old McMillans Rd [W]              | 7           | 23   | 0         | 30   | 39   | -23%     | 1                   | 11        | 4         | 5         | 4         | 3         | 2         | 0         |
| 5516    | Trower Rd [NE], Sabine Rd [SE], Trower Rd [SW]                                      | 10          | 27   | 5         | 42   | 33   | 27%      | 2                   | 4         | 4         | 8         | 4         | 2         | 14        | 4         |
| 5517    | McMillans Rd [E], McMillans Rd [SW], Sabine Rd [NW]                                 | 12          | 36   | 5         | 53   | 49   | 8%       | 19                  | 7         | 4         | 6         | 5         | 3         | 2         | 7         |
| 5518    | Trower Rd [E], Rapid Creek Rd [S], Trower Rd [W], Rapid Creek Rd [N]                | 32          | 56   | 1         | 89   | 114  | -22%     | 9                   | 8         | 8         | 10        | 3         | 17        | 17        | 17        |
| 5519    | Trower Rd [N], Vanderlin Dr [E], Trower Rd [S], Casuarina Shops [W]                 | 13          | 26   | 0         | 39   | 39   | 0%       | 1                   | 2         | 7         | 2         | 2         | 8         | 11        | 6         |
| 5520    | Lee Point Rd [N], Vanderlin Dr [E], Lee Point Rd [S], Vanderlin Rd [W]              | 19          | 19   | 0         | 38   | 73   | -48%     | 2                   | 3         | 6         | 5         | 6         | 9         | 6         | 1         |
| 5521    | Vanderlin Dr/Bike Path [SE], Mueller Rd [SW], Vanderlin Dr/Bike Path [NW]           | 2           | 22   | 0         | 24   | 23   | 4%       | 3                   | 2         | 4         | 4         | 2         | 4         | 4         | 1         |
| 5523    | Vanderlin Dr [N], McMillans Rd [SE], Vanderlin Dr [S], McMillans Rd [NW]            | 7           | 32   | 1         | 40   | 68   | -41%     | 2                   | 3         | 4         | 8         | 10        | 3         | 6         | 4         |
| 5524    | McMillans Rd [E], Charles Eaton Dr [SE], McMillans Rd [W], Rapid Crk Cyclepath [NW] | 13          | 47   | 0         | 60   | 63   | -5%      | 17                  | 10        | 7         | 3         | 5         | 6         | 5         | 7         |
| 5525    | Rothdale Rd [N], McMillans Rd [E], Henry Wrigley Dr [S], McMillans Rd [W]           | 9           | 26   | 3         | 38   | 60   | -37%     | 2                   | 3         | 11        | 3         | 5         | 4         | 6         | 4         |
| 5526    | Lee Point Rd [N], McMillans Rd [E], Marrara Dr [S], McMillans Rd [W]                | 8           | 45   | 0         | 53   | 79   | -33%     | 17                  | 5         | 4         | 4         | 8         | 4         | 6         | 5         |
| 5527    | Amy Johnson Ave [N], Stuart Hwy [E], Amy Johnson Ave [SW], Stuart Hwy [W]           | 10          | 28   | 0         | 38   | 38   | 0%       | 9                   | 9         | 5         | 5         | 3         | 3         | 2         | 2         |
| 5528    | Vanderlin Dr [N], Stuart Hwy [E], Berrimah Rd [S], Stuart Hwy [W]                   | 8           | 39   | 1         | 48   | 43   | 12%      | 11                  | 6         | 6         | 10        | 6         | 5         | 1         | 3         |
| 5585    | Dick Ward Dr [E], East point Rd/Bike Path [S], East Point Rd/Bike Path [NW]         | 22          | 57   | 3         | 82   | 101  | -19%     | 8                   | 6         | 6         | 11        | 19        | 14        | 12        | 6         |

| 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 |
| 5981    | Casuarina Foreshore Path [N], Casuarina Foreshore Path [E], Casuarina Foreshore Path [S]   | 56          | 93   | 0         | 149  | 121  | 23%      | 11                  | 10        | 22        | 14        | 24        | 32        | 20        | 16        |
| 6188    | Rothdale Rd [S], Freshwater Rd [W], Rothdale Rd [N]  | 7           | 10   | 0         | 17   | 18   | -6%      | 2                   | 2         | 0         | 4         | 5         | 1         | 3         | 0         |
| 6808    | Lee Point Rd [N], Lee Point Rd [S], Tambling Tce [W]   | 15          | 34   | 1         | 50   | 57   | -12%     | 8                   | 2         | 4         | 9         | 9         | 9         | 6         | 3         |
| 6830    | Trower Rd [N], Trower Rd [S], Dripstone Rd [W]   | 10          | 27   | 0         | 37   | -    | -        | 1                   | 2         | 4         | 1         | 2         | 6         | 7         | 14        |
| 6949    | Tiger Brennan Drive north bound [N], Frances Bay Drive north bound [NE], Frances Bay Drive south bound [S], Tiger Brennan Drive south bound [SW], Dinah Beach Rd [W] | 8           | 28   | 0         | 36   | 45   | -20%     | 6                   | 5         | 4         | 3         | 1         | 11        | 2         | 4         |
| 7123    | Dripstone Rd [SE], Lakeside Dr [SW], Dripstone Rd [NW]   | 10          | 27   | 0         | 37   | 27   | 37%      | 0                   | 2         | 1         | 2         | 11        | 11        | 10        | 0         |
| 7249    | Fox Cr [NE], Nightcliff Rd [SE], Camphor St [SW], Nightcliff Rd [NW]   | 27          | 32   | 0         | 59   | -    | -        | 6                   | 2         | 4         | 5         | 7         | 17        | 8         | 10        |

## Site 5467

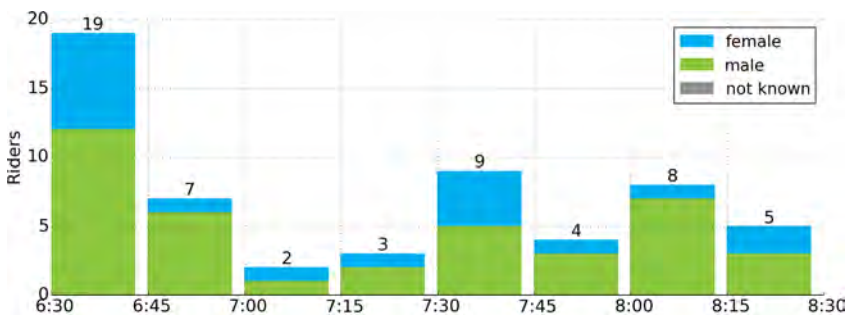
Peel St [NE], Esplanade [SE], Esplanade [NW]



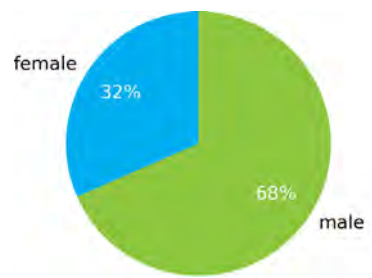
**57 bicycle riders** were recorded during the 2 hour survey. This is an increase of 8% compared to 53 in 2017 and an increase of 54% compared to 37 in 2011. The peak period was 06:30-06:45 with 19 riders. Female riders comprised 32% of the total.

The majority of riders entered this intersection from the NW via the Esplanade and exited to the SE along the same route. Based on trend data collected over the past 5 counts, site 5467 has experienced a growth of 136.8 percent. The volunteer did not provide any further comments.

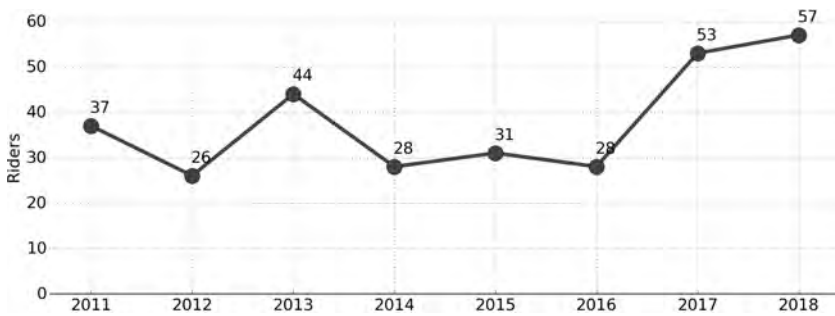
### Traffic Volume by Time



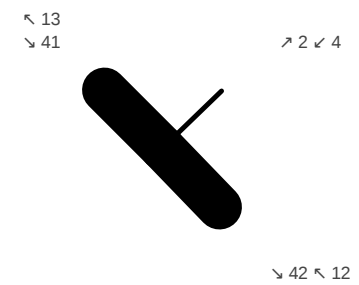
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 Peel St [NE] |          | 2 Esplanade [SE] |           | 3 Esplanade [NW] |           |           |
|--------------|----------------|----------|------------------|-----------|------------------|-----------|-----------|
| Exit         | 2              | 3        | 1                | 3         | 1                | 2         | Total     |
| Female       | 1              | 1        | 0                | 1         | 0                | 15        | 18        |
| Male         | 0              | 2        | 2                | 9         | 0                | 26        | 39        |
| Not known    | 0              | 0        | 0                | 0         | 0                | 0         | 0         |
| <b>Total</b> | <b>1</b>       | <b>3</b> | <b>2</b>         | <b>10</b> | <b>0</b>         | <b>41</b> | <b>57</b> |

## Site 5468

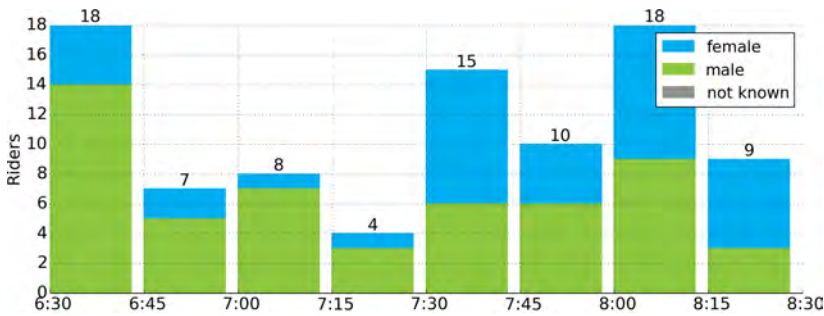
Daly St [NE], Mitchell St [SE], Daly St [SW], Mitchell St [NW]



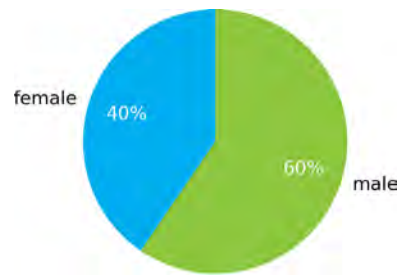
**89 bicycle riders** were recorded during the 2 hour survey. This is an increase of 9% compared to 82 in 2017 and an increase of 17% compared to 76 in 2012. The peak period was 06:30-06:45 with 18 riders. Female riders comprised 40% of the total.

The majority of riders entered this intersection from the NW via Mitchell St and exited to the SW along Daly St. Based on trend data collected over the past 5 counts, site 5468 has experienced a growth of 244.3 percent. The volunteer did not provide any further comments.

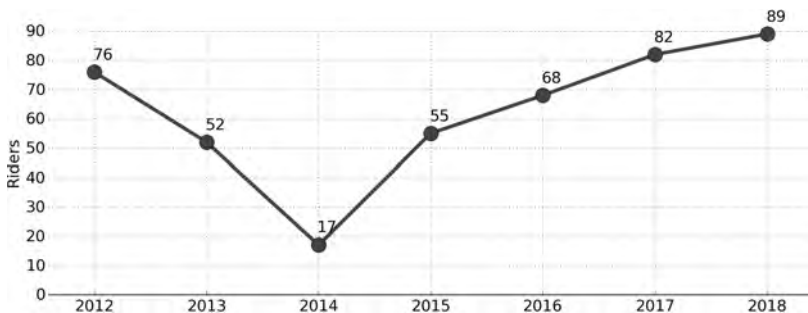
### Traffic Volume by Time



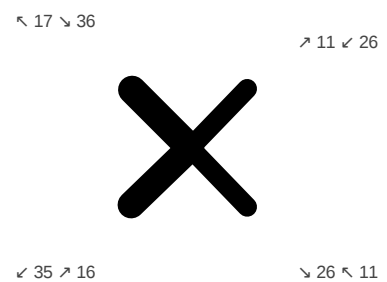
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 Daly St [NE] |           |          | 2 Mitchell St [SE] |          |          | 3 Daly St [SW] |          |           | 4 Mitchell St [NW] |           |           | Total     |
|--------------|----------------|-----------|----------|--------------------|----------|----------|----------------|----------|-----------|--------------------|-----------|-----------|-----------|
| Exit         | 2              | 3         | 4        | 1                  | 3        | 4        | 1              | 2        | 4         | 1                  | 2         | 3         |           |
| Female       | 5              | 6         | 1        | 3                  | 0        | 1        | 0              | 2        | 5         | 0                  | 7         | 6         | 36        |
| Male         | 4              | 8         | 2        | 5                  | 0        | 2        | 2              | 1        | 6         | 1                  | 7         | 15        | 53        |
| Not known    | 0              | 0         | 0        | 0                  | 0        | 0        | 0              | 0        | 0         | 0                  | 0         | 0         | 0         |
| <b>Total</b> | <b>9</b>       | <b>14</b> | <b>3</b> | <b>8</b>           | <b>0</b> | <b>3</b> | <b>2</b>       | <b>3</b> | <b>11</b> | <b>1</b>           | <b>14</b> | <b>21</b> | <b>89</b> |

## Site 5469

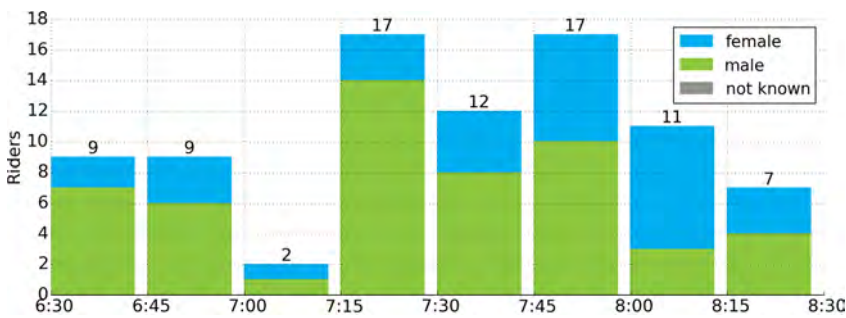
### Daly St [NE], Smith St [SE], Daly St [SW], Smith St [NW]



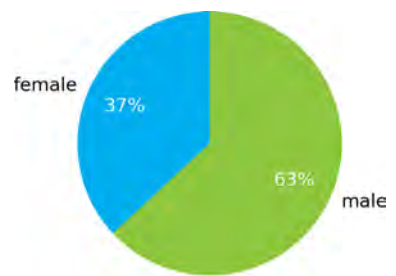
**84 bicycle riders** were recorded during the 2 hour survey. This is an increase of 14% compared to 74 in 2017 and a decrease of 23% compared to 109 in 2011. The peak period was 07:15-07:30 with 17 riders. Female riders comprised 37% of the total.

The majority of riders entered this intersection from the NW via Smith Street and exited to the SE along the same route. Based on trend data collected over the past 5 counts, site 5469 has experienced a net decline of 13.9 percent. The volunteer noted a high number of bicycle riders not wearing helmets during their trip, mainly females in their 20's.

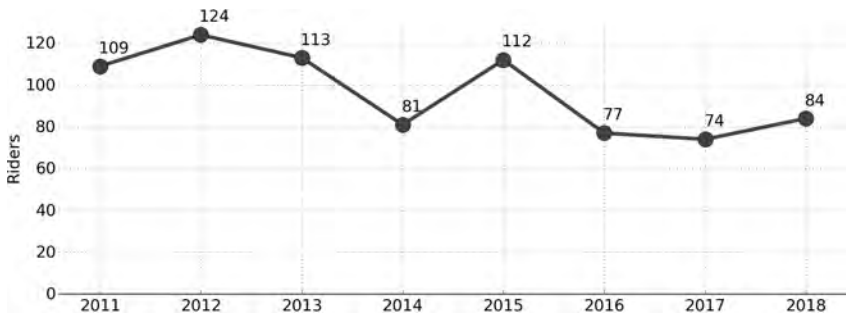
#### Traffic Volume by Time



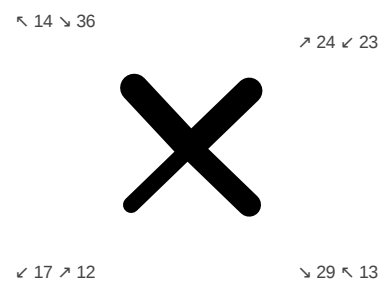
#### Gender Ratio



#### Cycling Trend



#### Traffic Flow



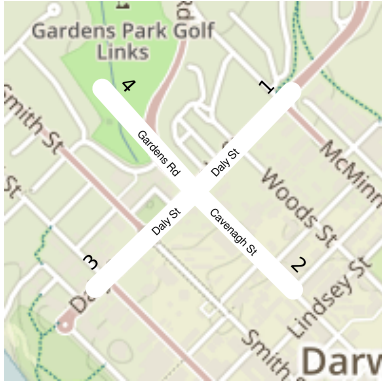
#### Raw Data

| Enter        | 1 Daly St [NE] |           |          | 2 Smith St [SE] |          |          | 3 Daly St [SW] |          |          | 4 Smith St [NW] |           |          | Total     |
|--------------|----------------|-----------|----------|-----------------|----------|----------|----------------|----------|----------|-----------------|-----------|----------|-----------|
| Exit         | 2              | 3         | 4        | 1               | 3        | 4        | 1              | 2        | 4        | 1               | 2         | 3        |           |
| Female       | 3              | 6         | 0        | 2               | 0        | 0        | 3              | 0        | 0        | 4               | 9         | 4        | 31        |
| Male         | 3              | 5         | 6        | 3               | 1        | 7        | 8              | 0        | 1        | 4               | 14        | 1        | 53        |
| Not known    | 0              | 0         | 0        | 0               | 0        | 0        | 0              | 0        | 0        | 0               | 0         | 0        | 0         |
| <b>Total</b> | <b>6</b>       | <b>11</b> | <b>6</b> | <b>5</b>        | <b>1</b> | <b>7</b> | <b>11</b>      | <b>0</b> | <b>1</b> | <b>8</b>        | <b>23</b> | <b>5</b> | <b>84</b> |



## Site 5470

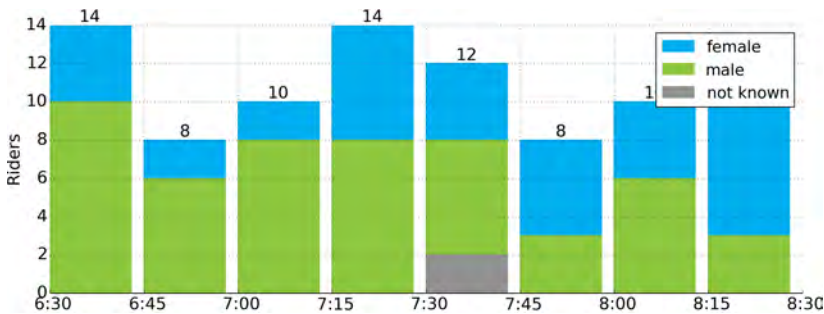
Daly St [NE], Cavenagh St [SE], Daly St [SW], Gardens Rd [NW]



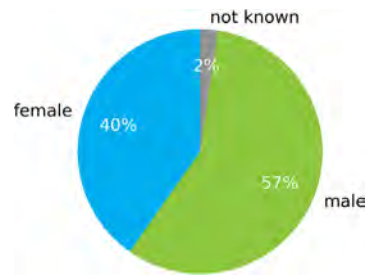
**87 bicycle riders** were recorded during the 2 hour survey. This is an increase of 9% compared to 80 in 2017 and a decrease of 28% compared to 121 in 2011. The peak period was 06:30-06:45 with 14 riders. Female riders comprised 40% of the total.

The majority of riders entered this intersection from the NE via Daly St and exited to the SE along Cavenagh St. Based on trend data collected over the past 5 counts, site 5470 has experienced a decline of 32.5 percent. The volunteer did not provide any further comments.

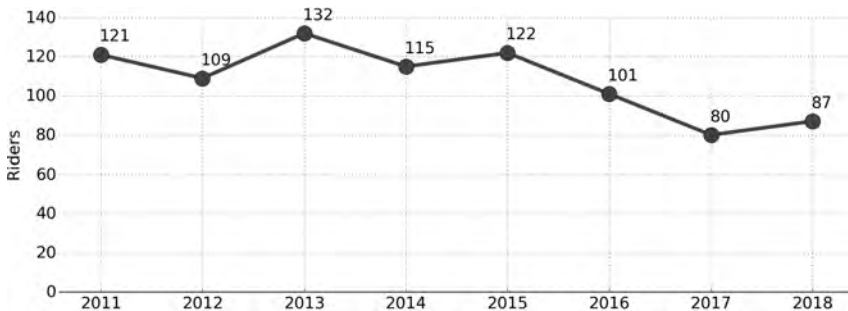
### Traffic Volume by Time



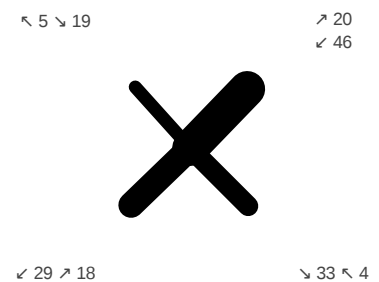
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 Daly St [NE] |           |          | 2 Cavenagh St [SE] |          |          | 3 Daly St [SW] |          |          | 4 Gardens Rd [NW] |           |          | Total     |
|--------------|----------------|-----------|----------|--------------------|----------|----------|----------------|----------|----------|-------------------|-----------|----------|-----------|
| Exit         | 2              | 3         | 4        | 1                  | 3        | 4        | 1              | 2        | 4        | 1                 | 2         | 3        |           |
| Female       | 8              | 10        | 1        | 1                  | 0        | 0        | 6              | 1        | 1        | 1                 | 5         | 1        | 35        |
| Male         | 10             | 15        | 1        | 1                  | 0        | 2        | 9              | 0        | 0        | 2                 | 7         | 3        | 50        |
| Not known    | 1              | 0         | 0        | 0                  | 0        | 0        | 0              | 1        | 0        | 0                 | 0         | 0        | 2         |
| <b>Total</b> | <b>19</b>      | <b>25</b> | <b>2</b> | <b>2</b>           | <b>0</b> | <b>2</b> | <b>15</b>      | <b>2</b> | <b>1</b> | <b>3</b>          | <b>12</b> | <b>4</b> | <b>87</b> |

## Site 5471

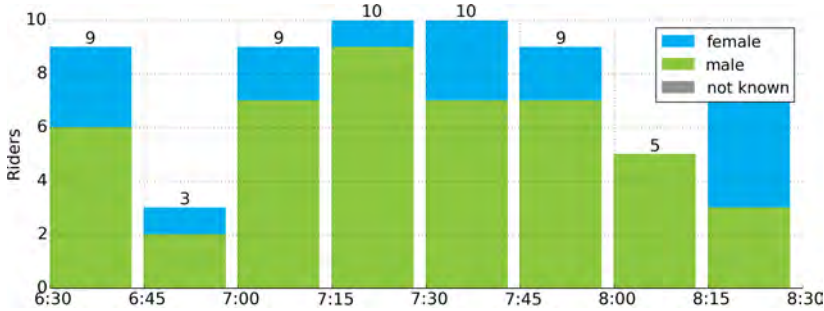
Gilruth Ave [N], Smith St [SE], Lambell Tce [SW], Kahlin Ave [NW]



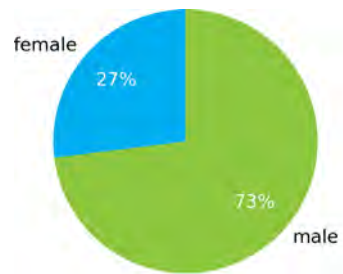
**63 bicycle riders** were recorded during the 2 hour survey. This is an increase of 70% compared to 37 in 2017 and a decrease of 5% compared to 66 in 2011. The peak period was 07:15-07:30 with 10 riders. Female riders comprised 27% of the total.

The majority of riders entered this intersection from the NE via Gilruth Ave and exited to the SW along Lambell Tce. Based on trend data collected over the past 5 counts, site 5471 has experienced a decline of 23.5 percent. The volunteer noted that the site was at the top of a hill, which may be a deterrent for some cyclists and the reason for low numbers.

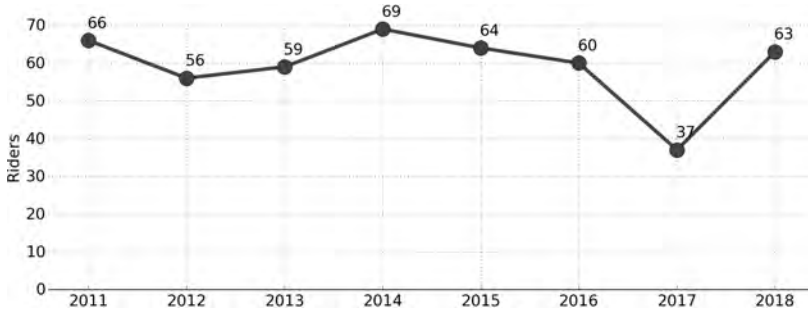
### Traffic Volume by Time



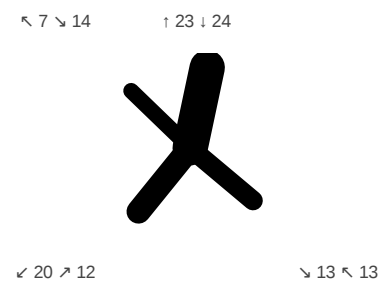
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 Gilruth Ave [N] |           |          | 2 Smith St [SE] |          |          | 3 Lambell Tce [SW] |          |          | 4 Kahlin Ave [NW] |          |          | Total     |
|--------------|-------------------|-----------|----------|-----------------|----------|----------|--------------------|----------|----------|-------------------|----------|----------|-----------|
| Exit         | 2                 | 3         | 4        | 1               | 3        | 4        | 1                  | 2        | 4        | 1                 | 2        | 3        |           |
| Female       | 2                 | 5         | 0        | 1               | 0        | 1        | 4                  | 0        | 1        | 1                 | 1        | 1        | 17        |
| Male         | 2                 | 14        | 1        | 7               | 0        | 4        | 6                  | 1        | 0        | 4                 | 7        | 0        | 46        |
| Not known    | 0                 | 0         | 0        | 0               | 0        | 0        | 0                  | 0        | 0        | 0                 | 0        | 0        | 0         |
| <b>Total</b> | <b>4</b>          | <b>19</b> | <b>1</b> | <b>8</b>        | <b>0</b> | <b>5</b> | <b>10</b>          | <b>1</b> | <b>1</b> | <b>5</b>          | <b>8</b> | <b>1</b> | <b>63</b> |

## Site 5472

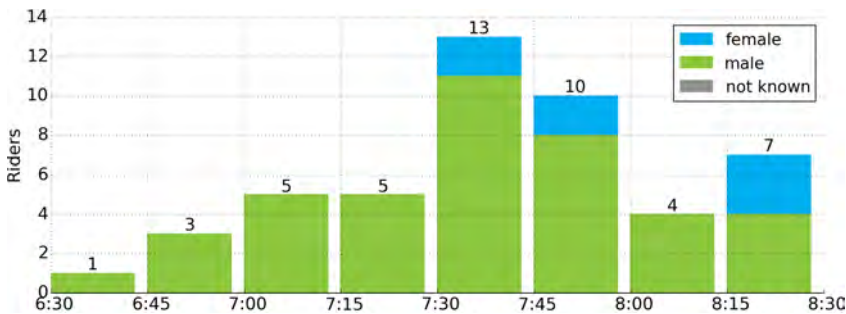
Atkins Dr [N], Gilruth Ave [NE], Gardens Rd [SE], Gilruth Ave [S], Maria Liveris Dr [SW]



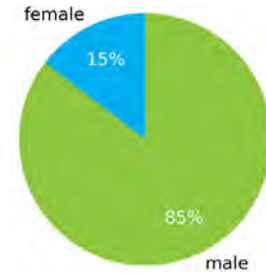
**48 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 26% compared to 65 in 2017 and a decrease of 24% compared to 63 in 2011. The peak period was 07:30-07:45 with 13 riders. Female riders comprised 15% of the total.

The majority of riders entered this intersection from the NE via Gilruth Ave and exited to the SW along the same road. Based on trend data collected over the past 5 counts, site 5472 has experienced a decline of 25.4 percent. The volunteer did not provide any further comments.

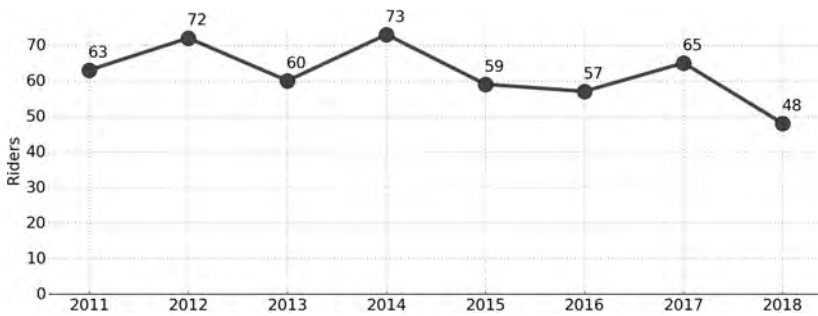
### Traffic Volume by Time



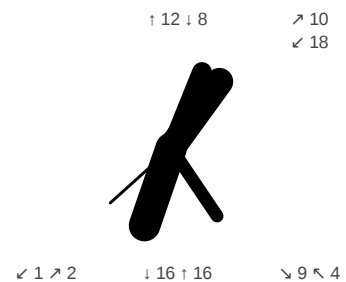
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 Atkins Dr [N] |          |          |          | 2 Gilruth Ave [NE] |          |           |          | 3 Gardens Rd [SE] |          |          |          | 4 Gilruth Ave [S] |          |          |          | 5 Maria Liveris Dr [SW] |          |          |          | Total     |
|--------------|-----------------|----------|----------|----------|--------------------|----------|-----------|----------|-------------------|----------|----------|----------|-------------------|----------|----------|----------|-------------------------|----------|----------|----------|-----------|
| Exit         | 2               | 3        | 4        | 5        | 1                  | 3        | 4         | 5        | 1                 | 2        | 4        | 5        | 1                 | 2        | 3        | 5        | 1                       | 2        | 3        | 4        | Total     |
| Female       | 1               | 0        | 0        | 1        | 0                  | 0        | 2         | 0        | 0                 | 1        | 0        | 0        | 1                 | 1        | 0        | 0        | 0                       | 0        | 0        | 0        | 7         |
| Male         | 0               | 0        | 6        | 0        | 0                  | 8        | 8         | 0        | 3                 | 0        | 0        | 0        | 7                 | 7        | 0        | 0        | 1                       | 0        | 1        | 0        | 41        |
| Not known    | 0               | 0        | 0        | 0        | 0                  | 0        | 0         | 0        | 0                 | 0        | 0        | 0        | 0                 | 0        | 0        | 0        | 0                       | 0        | 0        | 0        | 0         |
| <b>Total</b> | <b>1</b>        | <b>0</b> | <b>6</b> | <b>1</b> | <b>0</b>           | <b>8</b> | <b>10</b> | <b>0</b> | <b>3</b>          | <b>1</b> | <b>0</b> | <b>0</b> | <b>8</b>          | <b>8</b> | <b>0</b> | <b>0</b> | <b>1</b>                | <b>0</b> | <b>1</b> | <b>0</b> | <b>48</b> |

## Site 5473

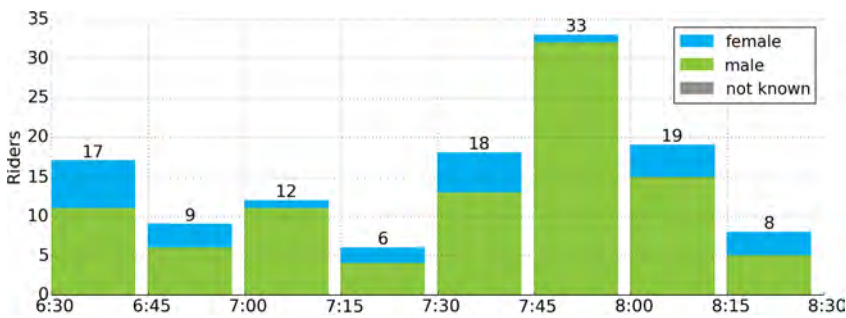
East Point Rd [N], Goyder Rd [E], Gilruth Ave [SW], Goyder Rd [W]



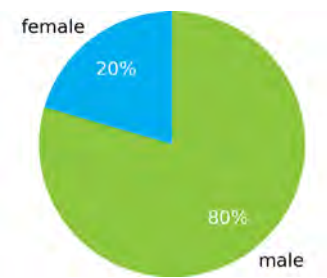
**122 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 3% compared to 126 in 2017 and an increase of 52% compared to 80 in 2011. The peak period was 07:45-08:00 with 33 riders. Female riders comprised 20% of the total.

The majority of riders entered this intersection from the north via East Point Rd and exited to the west along Goyder Rd. Based on trend data collected over the past 5 counts, site 5473 has experienced a growth of 72.6 percent. The volunteer noted that, despite being a complex crossing, all riders waited until their signal was green before proceeding to cross.

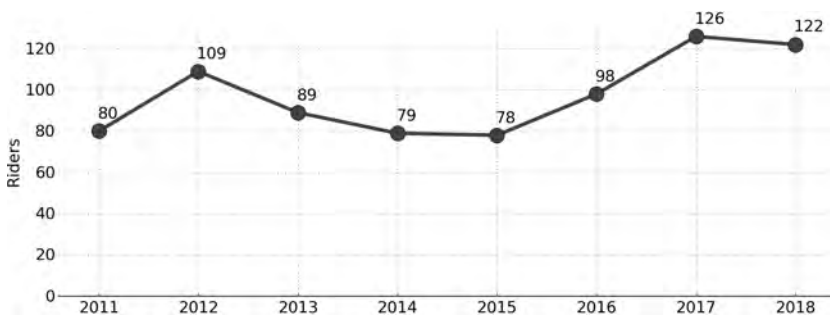
### Traffic Volume by Time



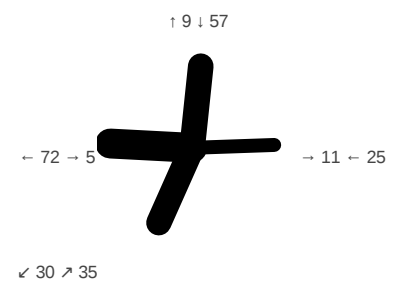
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 East Point Rd [N] |           |           | 2 Goyder Rd [E] |          |           | 3 Gilruth Ave [SW] |          |           | 4 Goyder Rd [W] |          |          | Total      |
|--------------|---------------------|-----------|-----------|-----------------|----------|-----------|--------------------|----------|-----------|-----------------|----------|----------|------------|
| Exit         | 2                   | 3         | 4         | 1               | 3        | 4         | 1                  | 2        | 4         | 1               | 2        | 3        | Total      |
| Female       | 0                   | 8         | 3         | 0               | 1        | 2         | 3                  | 1        | 6         | 0               | 1        | 0        | 25         |
| Male         | 1                   | 13        | 32        | 1               | 7        | 14        | 5                  | 5        | 15        | 0               | 3        | 1        | 97         |
| Not known    | 0                   | 0         | 0         | 0               | 0        | 0         | 0                  | 0        | 0         | 0               | 0        | 0        | 0          |
| <b>Total</b> | <b>1</b>            | <b>21</b> | <b>35</b> | <b>1</b>        | <b>8</b> | <b>16</b> | <b>8</b>           | <b>6</b> | <b>21</b> | <b>0</b>        | <b>4</b> | <b>1</b> | <b>122</b> |

## Site 5474

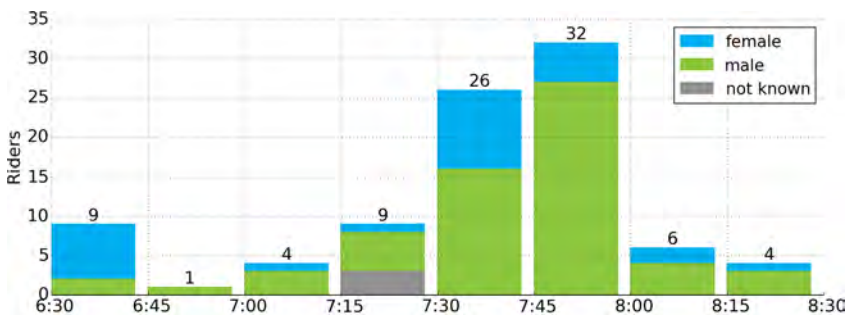
### Gregory St [E], East Point Rd [S], East Point Rd [N]



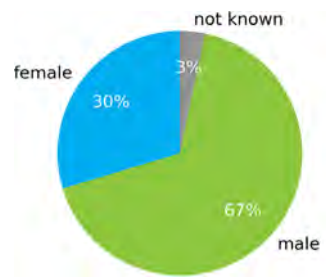
**91 bicycle riders** were recorded during the 2 hour survey. This is an increase of 21% compared to 75 in 2017 and an increase of 25% compared to 73 in 2011. The peak period was 07:45-08:00 with 32 riders. Female riders comprised 30% of the total.

The majority of riders entered this intersection from the north via East Point Rd and exited to the south along the same road. Based on trend data collected over the past 5 counts, site 5474 has experienced a decline of 11.9 percent. The volunteer noted that most riders were male students from Darwin Middle and High Schools between 7.30am and 8am.

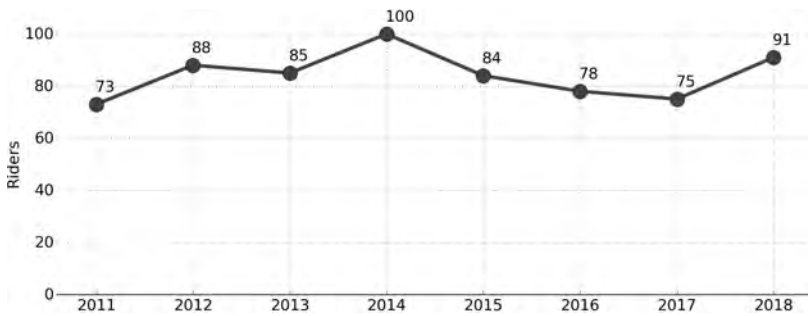
#### Traffic Volume by Time



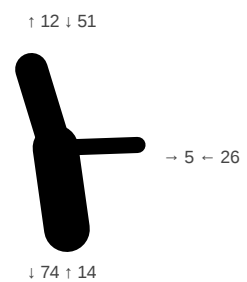
#### Gender Ratio



#### Cycling Trend



#### Traffic Flow



#### Raw Data

| Enter        | 1 Gregory St [E] |          | 2 East Point Rd [S] |           | 3 East Point Rd [N] |           |           |
|--------------|------------------|----------|---------------------|-----------|---------------------|-----------|-----------|
| Exit         | 2                | 3        | 1                   | 3         | 1                   | 2         | Total     |
| Female       | 4                | 0        | 2                   | 10        | 0                   | 11        | 27        |
| Male         | 22               | 0        | 0                   | 2         | 3                   | 34        | 61        |
| Not known    | 0                | 0        | 0                   | 0         | 0                   | 3         | 3         |
| <b>Total</b> | <b>26</b>        | <b>0</b> | <b>2</b>            | <b>12</b> | <b>3</b>            | <b>48</b> | <b>91</b> |

## Site 5475

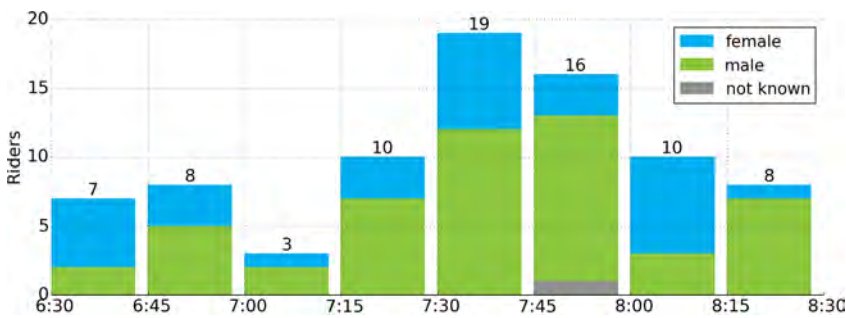
Dick Ward Dr [E], Ross Smith Ave [SE], Ross Smith Ave [W]



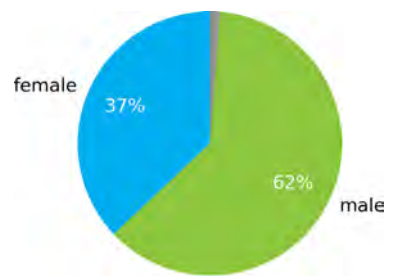
**81 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 16% compared to 97 in 2017 and an increase of 7% compared to 76 in 2011. The peak period was 07:30-07:45 with 19 riders. Female riders comprised 37% of the total.

The majority of riders entered this intersection from the east via Dick Ward Dr and exited to the west along Ross Smith Ave. Based on trend data collected over the past 5 counts, site 5475 has experienced no growth or decline (0%). The volunteer did not provide any further comments.

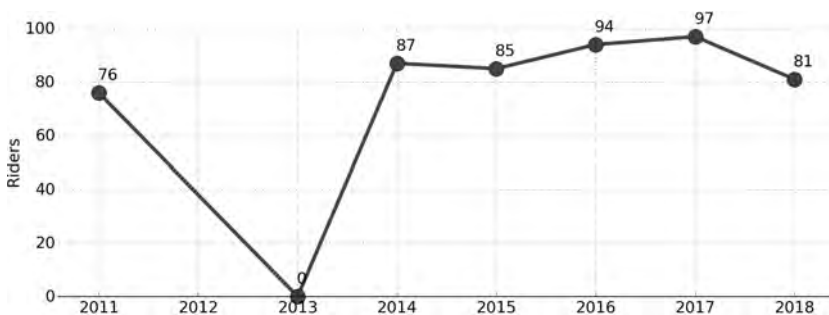
### Traffic Volume by Time



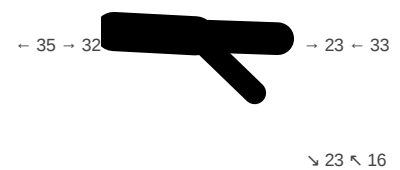
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 Dick Ward Dr [E] |           | 2 Ross Smith Ave [SE] |          | 3 Ross Smith Ave [W] |           | Total     |
|--------------|--------------------|-----------|-----------------------|----------|----------------------|-----------|-----------|
| Exit         | 2                  | 3         | 1                     | 3        | 1                    | 2         |           |
| Female       | 1                  | 14        | 2                     | 3        | 5                    | 5         | 30        |
| Male         | 5                  | 13        | 6                     | 5        | 10                   | 11        | 50        |
| Not known    | 0                  | 0         | 0                     | 0        | 0                    | 1         | 1         |
| <b>Total</b> | <b>6</b>           | <b>27</b> | <b>8</b>              | <b>8</b> | <b>15</b>            | <b>17</b> | <b>81</b> |

## Site 5476

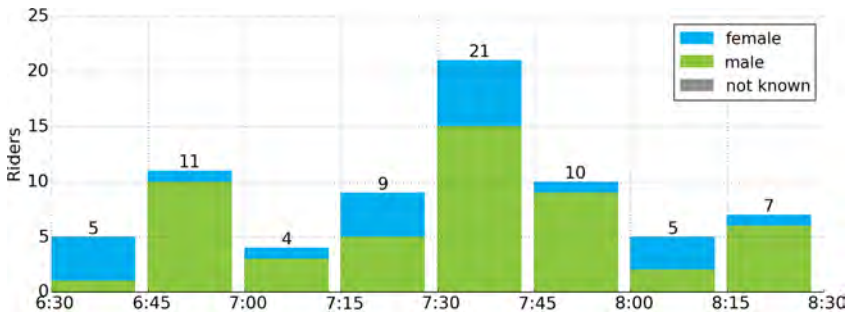
Dick Ward Dr [NE], Douglas St [SE], Dick Ward Dr [SW]



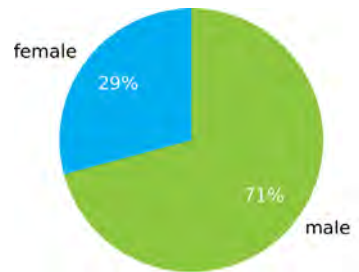
**72 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 5% compared to 76 in 2017 and a decrease of 13% compared to 83 in 2011. The peak period was 07:30-07:45 with 21 riders. Female riders comprised 29% of the total.

The majority of riders entered this intersection from the NE via Dick Ward Dr and exited to the SW along the same route. Based on trend data collected over the past 5 counts, site 5476 has experienced a decline of 31.8 percent. The volunteer left a minor comment that the weather was hot and sunny during the count.

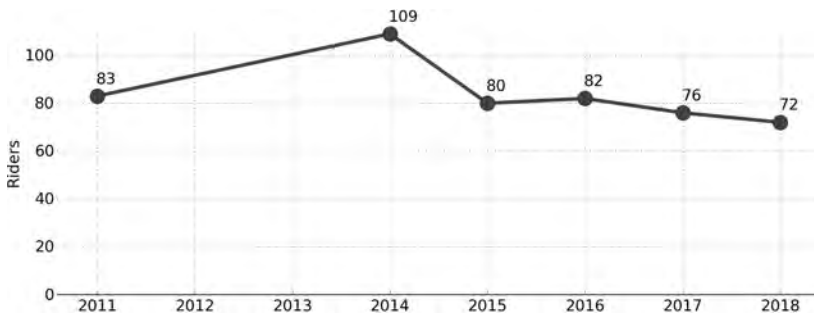
### Traffic Volume by Time



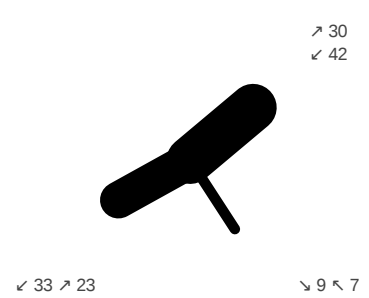
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 Dick Ward Dr [NE] |           | 2 Douglas St [SE] |          | 3 Dick Ward Dr [SW] |          |           |
|--------------|---------------------|-----------|-------------------|----------|---------------------|----------|-----------|
| Exit         | 2                   | 3         | 1                 | 3        | 1                   | 2        | Total     |
| Female       | 2                   | 11        | 1                 | 0        | 7                   | 0        | 21        |
| Male         | 7                   | 22        | 6                 | 0        | 16                  | 0        | 51        |
| Not known    | 0                   | 0         | 0                 | 0        | 0                   | 0        | 0         |
| <b>Total</b> | <b>9</b>            | <b>33</b> | <b>7</b>          | <b>0</b> | <b>23</b>           | <b>0</b> | <b>72</b> |

## Site 5477

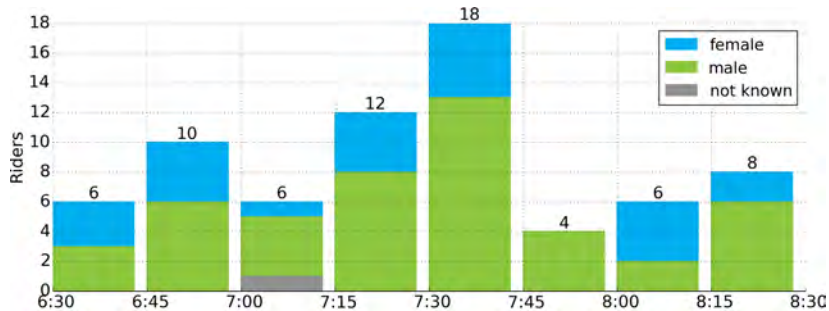
Dick Ward Dr [N], Fitzer Dr [E], Dick Ward Dr [S]



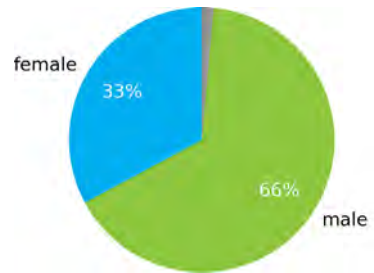
**70 bicycle riders** were recorded during the 2 hour survey. This is an increase of 3% compared to 68 in 2017 and a decrease of 31% compared to 101 in 2012. The peak period was 07:30-07:45 with 18 riders. Female riders comprised 33% of the total.

The majority of riders entered this intersection from the north via Dick Ward Dr and exited to the south along the same road. Based on trend data collected over the past 5 counts, site 5477 has experienced a decline of 39.4 percent. The volunteer noted that "hard-riding lycra-clad individuals" tended to use the roads rather than the shared paths.

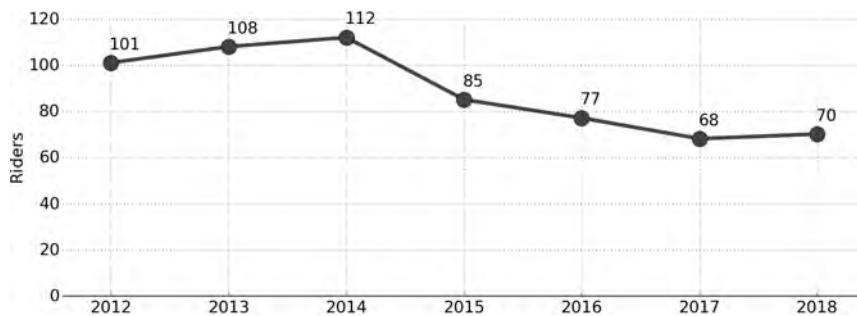
### Traffic Volume by Time



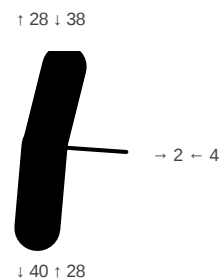
### Gender Ratio



### Cycling Trend



### Traffic Flow



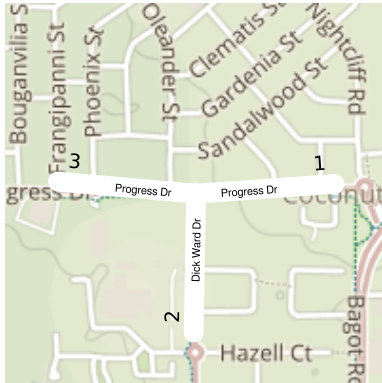
### Raw Data

| Enter        | 1 Dick Ward Dr [N] |           | 2 Fitzer Dr [E] |          | 3 Dick Ward Dr [S] |          |           |
|--------------|--------------------|-----------|-----------------|----------|--------------------|----------|-----------|
| Exit         | 2                  | 3         | 1               | 3        | 1                  | 2        | Total     |
| Female       | 0                  | 15        | 1               | 0        | 7                  | 0        | 23        |
| Male         | 1                  | 21        | 0               | 3        | 20                 | 1        | 46        |
| Not known    | 0                  | 1         | 0               | 0        | 0                  | 0        | 1         |
| <b>Total</b> | <b>1</b>           | <b>37</b> | <b>1</b>        | <b>3</b> | <b>27</b>          | <b>1</b> | <b>70</b> |



## Site 5478

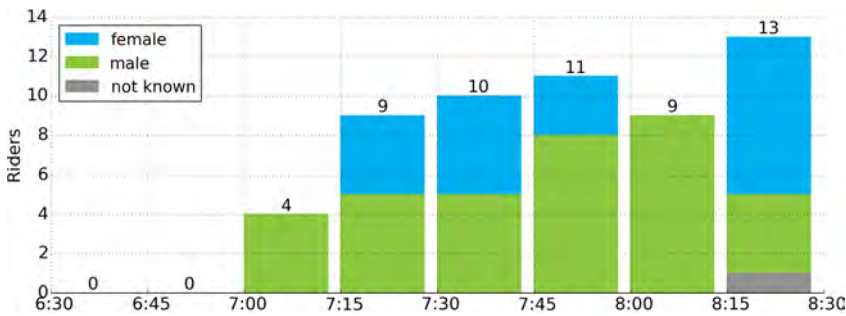
Progress Dr [E], Dick Ward Dr [S], Progress Dr [W]



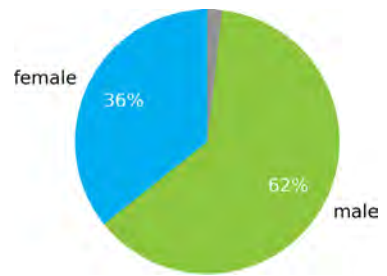
**56 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 11% compared to 63 in 2017 and a decrease of 8% compared to 61 in 2011. The peak period was 08:15-08:30 with 13 riders. Female riders comprised 36% of the total.

The majority of riders entered this intersection from the south via Dick Ward Dr and exited to the west along Progress Dr. Based on trend data collected over the past 5 counts, site 5478 has experienced a decline of 33.1 percent. The volunteer did not provide any further comments.

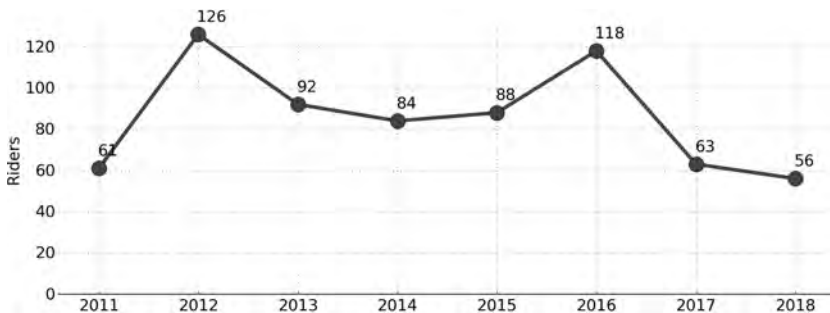
### Traffic Volume by Time



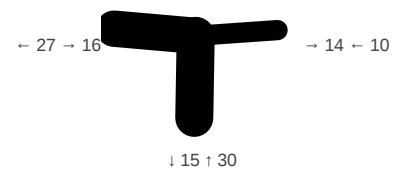
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 Progress Dr [E] |          | 2 Dick Ward Dr [S] |           | 3 Progress Dr [W] |           |           |
|--------------|-------------------|----------|--------------------|-----------|-------------------|-----------|-----------|
| Exit         | 2                 | 3        | 1                  | 3         | 1                 | 2         | Total     |
| Female       | 3                 | 3        | 3                  | 6         | 4                 | 1         | 20        |
| Male         | 2                 | 2        | 4                  | 16        | 2                 | 9         | 35        |
| Not known    | 0                 | 0        | 1                  | 0         | 0                 | 0         | 1         |
| <b>Total</b> | <b>5</b>          | <b>5</b> | <b>8</b>           | <b>22</b> | <b>6</b>          | <b>10</b> | <b>56</b> |

## Site 5480

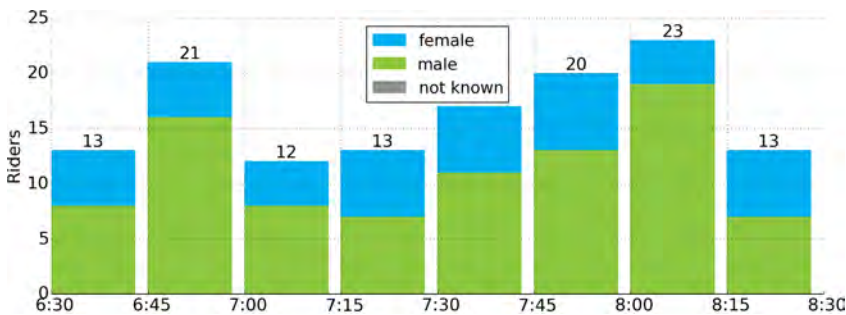
Casuarina Dr/Shared Path [E], Nightcliff Rd [SE], Casuarina Dr/Shared Path [SW], Foreshore Shared Path [W]



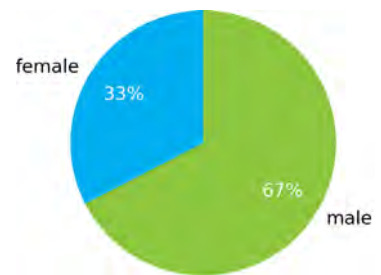
**132 bicycle riders** were recorded during the 2 hour survey. This is an increase of 45% compared to 91 in 2017 and an increase of 50% compared to 88 in 2011. The peak period was 08:00-08:15 with 23 riders. Female riders comprised 33% of the total.

The majority of riders entered this intersection from the west via the Casuarina Dr shared path and exited to the east along the same road. Based on trend data collected over the past 5 counts, site 5480 has experienced a growth of 19.0 percent. The volunteer did not provide any further comments.

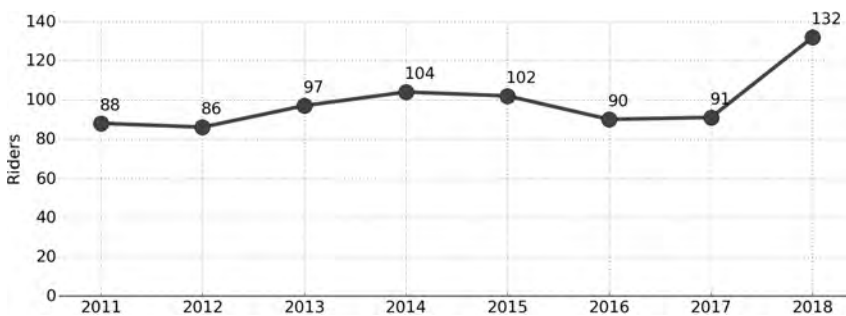
### Traffic Volume by Time



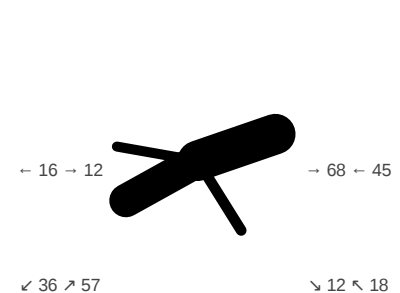
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 Casuarina Dr/Shared Path [E] |           |           | 2 Nightcliff Rd [SE] |          |          | 3 Casuarina Dr/Shared Path [SW] |           |          | 4 Foreshore Shared Path [W] |          |          | Total      |
|--------------|--------------------------------|-----------|-----------|----------------------|----------|----------|---------------------------------|-----------|----------|-----------------------------|----------|----------|------------|
| Exit         | 2                              | 3         | 4         | 1                    | 3        | 4        | 1                               | 2         | 4        | 1                           | 2        | 3        | Total      |
| Female       | 1                              | 6         | 2         | 5                    | 2        | 0        | 19                              | 4         | 0        | 4                           | 0        | 0        | 43         |
| Male         | 1                              | 22        | 13        | 6                    | 5        | 0        | 27                              | 6         | 1        | 7                           | 0        | 1        | 89         |
| Not known    | 0                              | 0         | 0         | 0                    | 0        | 0        | 0                               | 0         | 0        | 0                           | 0        | 0        | 0          |
| <b>Total</b> | <b>2</b>                       | <b>28</b> | <b>15</b> | <b>11</b>            | <b>7</b> | <b>0</b> | <b>46</b>                       | <b>10</b> | <b>1</b> | <b>11</b>                   | <b>0</b> | <b>1</b> | <b>132</b> |

## Site 5481

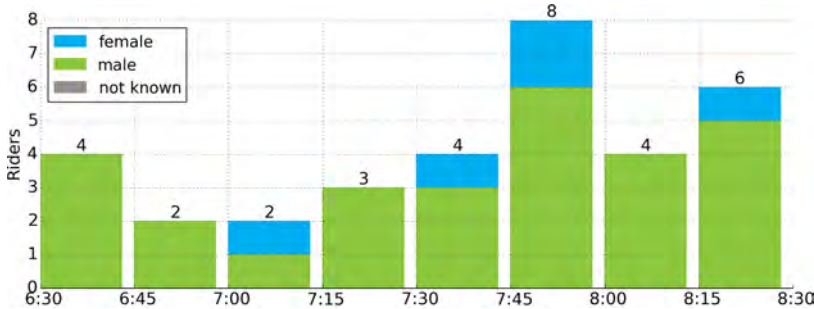
Rossiter St [NE], Ryland Rd [SE], Rossiter St [SW], Ryland Rd [NW]



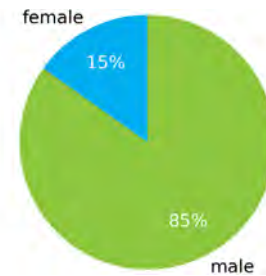
**33 bicycle riders** were recorded during the 2 hour survey. This is an increase of 3% compared to 32 in 2017 and an increase of 83% compared to 18 in 2011. The peak period was 07:45-08:00 with 8 riders. Female riders comprised 15% of the total.

The majority of riders entered this intersection from the SE via Ryland Street and exited to the SW along Rossiter Street. Based on trend data collected over the past 5 counts, site 5481 has experienced a growth of 21.9 percent. The volunteer did not provide any further comments.

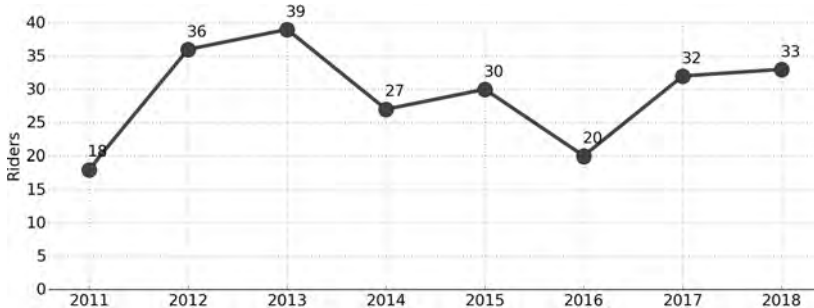
### Traffic Volume by Time



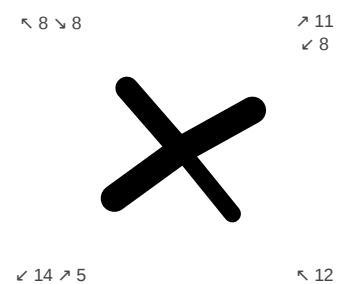
### Gender Ratio



### Cycling Trend



### Traffic Flow

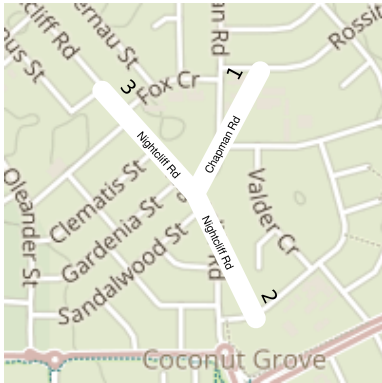


### Raw Data

| Enter        | 1 Rossiter St [NE] |          |          | 2 Ryland Rd [SE] |          |          | 3 Rossiter St [SW] |          |          | 4 Ryland Rd [NW] |          |          | Total     |
|--------------|--------------------|----------|----------|------------------|----------|----------|--------------------|----------|----------|------------------|----------|----------|-----------|
| Exit         | 2                  | 3        | 4        | 1                | 3        | 4        | 1                  | 2        | 4        | 1                | 2        | 3        |           |
| Female       | 0                  | 1        | 1        | 0                | 1        | 1        | 0                  | 0        | 0        | 0                | 0        | 1        | 5         |
| Male         | 0                  | 4        | 2        | 4                | 2        | 4        | 5                  | 0        | 0        | 2                | 0        | 5        | 28        |
| Not known    | 0                  | 0        | 0        | 0                | 0        | 0        | 0                  | 0        | 0        | 0                | 0        | 0        | 0         |
| <b>Total</b> | <b>0</b>           | <b>5</b> | <b>3</b> | <b>4</b>         | <b>3</b> | <b>5</b> | <b>5</b>           | <b>0</b> | <b>0</b> | <b>2</b>         | <b>0</b> | <b>6</b> | <b>33</b> |

## Site 5482

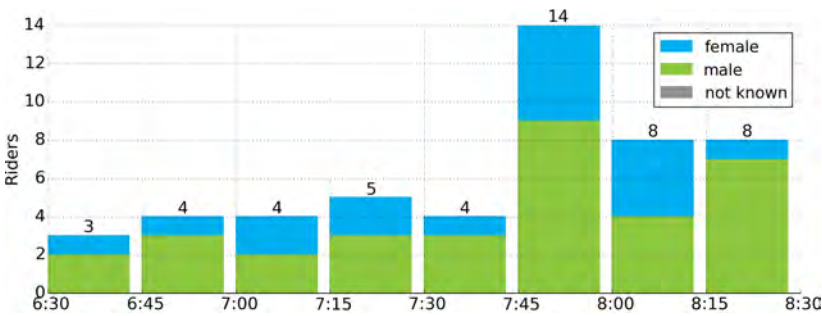
### Chapman Rd [NE], Nightcliff Rd [SE], Nightcliff Rd [NW]



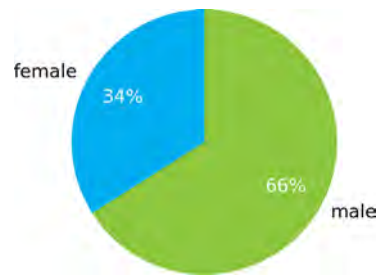
**50 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 11% compared to 56 in 2017 and a decrease of 0% compared to 50 in 2011. The peak period was 07:45-08:00 with 14 riders. Female riders comprised 34% of the total.

The majority of riders entered this intersection from the south via Nightcliff Rd and exited to the NE along Chapman Road. Based on trend data collected over the past 5 counts, site 5482 has experienced a decline of 32.4 percent. The volunteer suggested a path connection between Sandelewood and Nightcliff Rds, and a crossing point on Nightcliff Road at this location would assist cyclist and pedestrian movements.

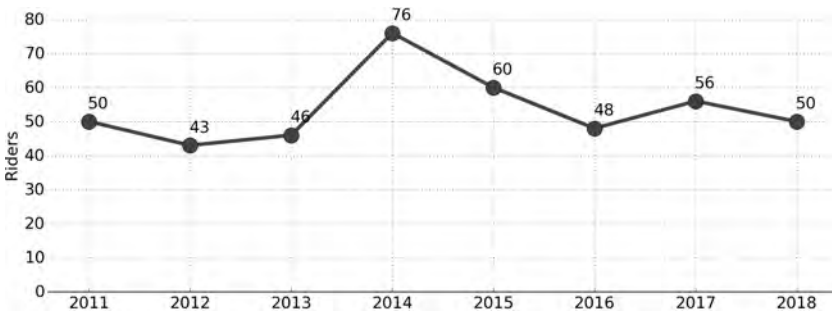
#### Traffic Volume by Time



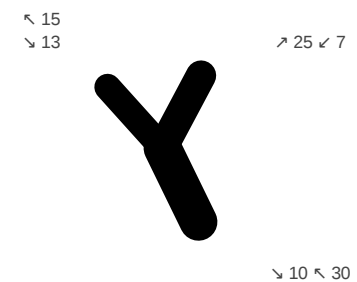
#### Gender Ratio



#### Cycling Trend



#### Traffic Flow



#### Raw Data

| Enter        | 1 Chapman Rd [NE] |          | 2 Nightcliff Rd [SE] |           | 3 Nightcliff Rd [NW] |          | Total     |
|--------------|-------------------|----------|----------------------|-----------|----------------------|----------|-----------|
| Exit         | 2                 | 3        | 1                    | 3         | 1                    | 2        |           |
| Female       | 1                 | 1        | 4                    | 4         | 3                    | 4        | 17        |
| Male         | 3                 | 2        | 14                   | 8         | 4                    | 2        | 33        |
| Not known    | 0                 | 0        | 0                    | 0         | 0                    | 0        | 0         |
| <b>Total</b> | <b>4</b>          | <b>3</b> | <b>18</b>            | <b>12</b> | <b>7</b>             | <b>6</b> | <b>50</b> |

## Site 5483

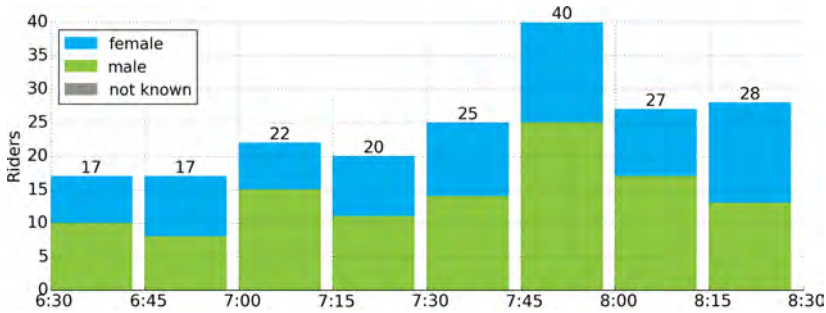
### Rapid Creek Path Bridge [N], Foreshore Path [SE], Foreshore Path [W]



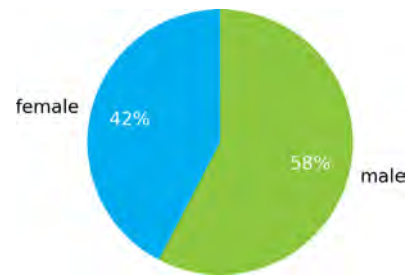
**196 bicycle riders** were recorded during the 2 hour survey. This is an increase of 27% compared to 154 in 2017 and an increase of 5% compared to 186 in 2011. The peak period was 07:45-08:00 with 40 riders. Female riders comprised 42% of the total.

The majority of riders entered this intersection from the west via the foreshore path and exited to the NE along the path bridge. Based on trend data collected over the past 5 counts, site 5483 has experienced a growth of 14.1 percent. The volunteer subjectively differentiated recreational riders (female=29, male=54) and commuters (female=52, male=48) and schoolchildren (13), based on what they were carrying/wearing.

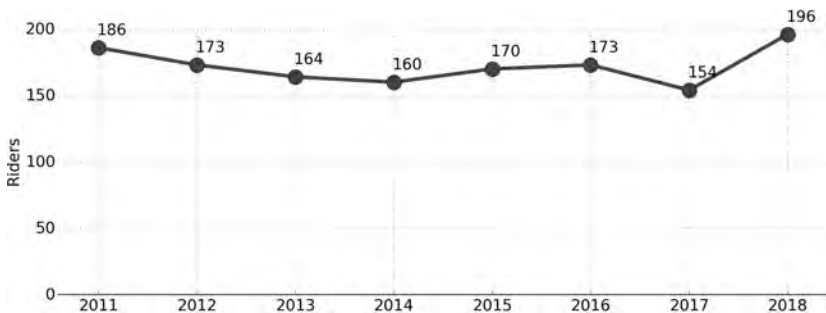
#### Traffic Volume by Time



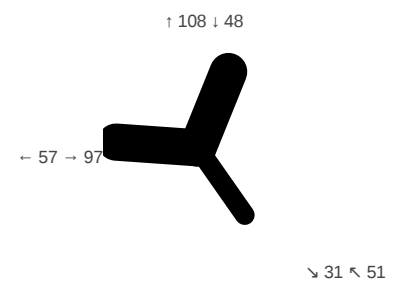
#### Gender Ratio



#### Cycling Trend



#### Traffic Flow



#### Raw Data

| Enter        | 1 Rapid Creek Path Bridge [N] |           | 2 Foreshore Path [SE] |           | 3 Foreshore Path [W] |           | Total      |
|--------------|-------------------------------|-----------|-----------------------|-----------|----------------------|-----------|------------|
| Exit         | 2                             | 3         | 1                     | 3         | 1                    | 2         |            |
| Female       | 5                             | 10        | 16                    | 11        | 33                   | 8         | 83         |
| Male         | 9                             | 24        | 12                    | 12        | 47                   | 9         | 113        |
| Not known    | 0                             | 0         | 0                     | 0         | 0                    | 0         | 0          |
| <b>Total</b> | <b>14</b>                     | <b>34</b> | <b>28</b>             | <b>23</b> | <b>80</b>            | <b>17</b> | <b>196</b> |

## Site 5484

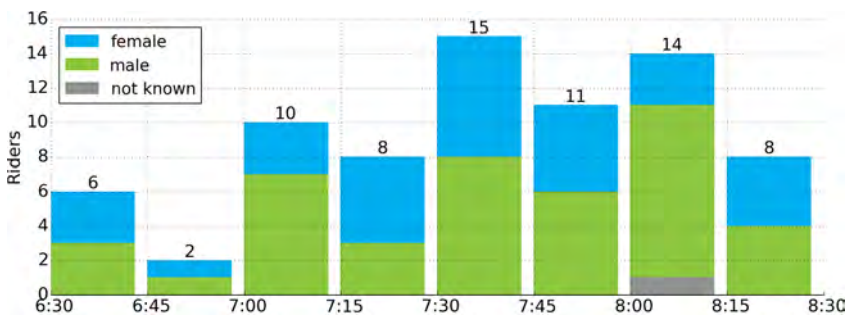
Rocklands Dr [N], Trower Rd [E], Trower Rd [W]



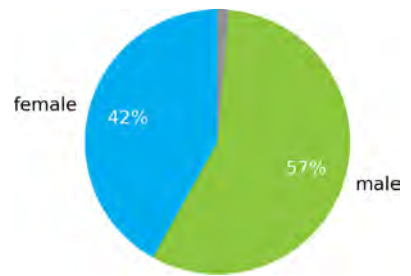
**74 bicycle riders** were recorded during the 2 hour survey. This is an increase of 118% compared to 34 in 2017 and an increase of 57% compared to 47 in 2011. The peak period was 07:30-07:45 with 15 riders. Female riders comprised 42% of the total.

The majority of riders entered this intersection from the west via Trower Rd and exited to the north along Rocklands Dr. Based on trend data collected over the past 5 counts, site 5484 has experienced a decline of 29.0 percent. The volunteer noted that several people use a short cut to the Royal Darwin Hospital, shortening the 3-1 leg.

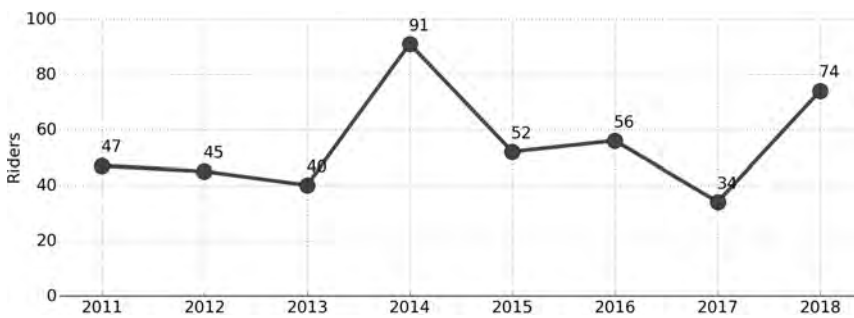
### Traffic Volume by Time



### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 Rocklands Dr [N] |           | 2 Trower Rd [E] |          | 3 Trower Rd [W] |           |           |
|--------------|--------------------|-----------|-----------------|----------|-----------------|-----------|-----------|
| Exit         | 2                  | 3         | 1               | 3        | 1               | 2         | Total     |
| Female       | 3                  | 4         | 7               | 1        | 14              | 2         | 31        |
| Male         | 2                  | 9         | 5               | 1        | 15              | 10        | 42        |
| Not known    | 0                  | 1         | 0               | 0        | 0               | 0         | 1         |
| <b>Total</b> | <b>5</b>           | <b>14</b> | <b>12</b>       | <b>2</b> | <b>29</b>       | <b>12</b> | <b>74</b> |

## Site 5485

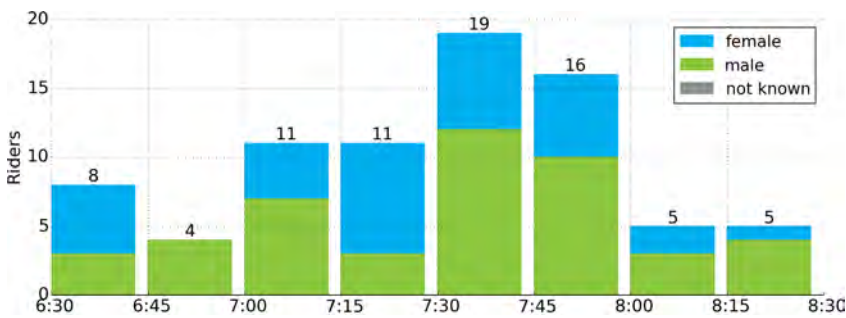
Rocklands Dr [E], Roper St [S], Rocklands Dr [W], Florey Ave [N]



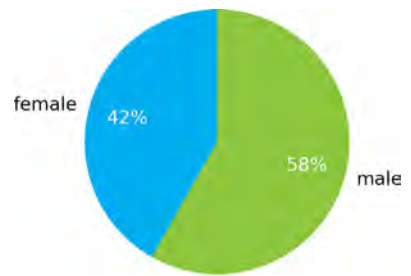
**79 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 0% compared to 79 in 2017 and a decrease of 22% compared to 101 in 2011. The peak period was 07:30-07:45 with 19 riders. Female riders comprised 42% of the total.

The majority of riders entered this intersection from the west via Rocklands Dr and exited to the north along Florey Ave. Based on trend data collected over the past 5 counts, site 5485 has experienced a decline of 14.3 percent. The volunteer did not provide any further comments.

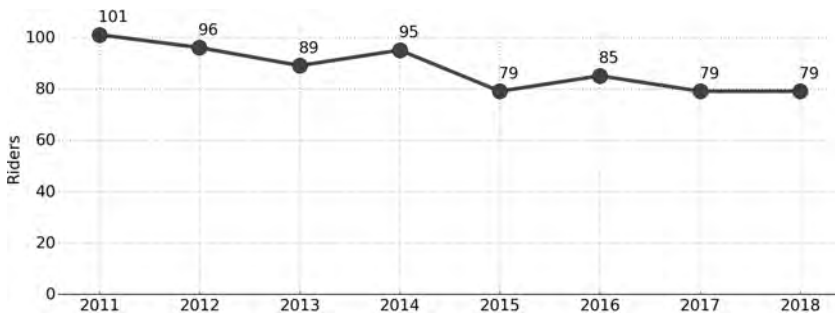
### Traffic Volume by Time



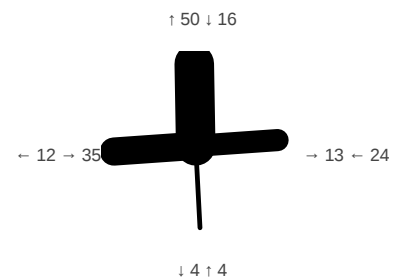
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 Rocklands Dr [E] |          |           | 2 Roper St [S] |          |          | 3 Rocklands Dr [W] |          |           | 4 Florey Ave [N] |          |          | Total     |
|--------------|--------------------|----------|-----------|----------------|----------|----------|--------------------|----------|-----------|------------------|----------|----------|-----------|
| Exit         | 2                  | 3        | 4         | 1              | 3        | 4        | 1                  | 2        | 4         | 1                | 2        | 3        | Total     |
| Female       | 0                  | 2        | 8         | 0              | 0        | 1        | 1                  | 1        | 11        | 4                | 2        | 3        | 33        |
| Male         | 0                  | 4        | 10        | 0              | 0        | 3        | 4                  | 1        | 17        | 4                | 0        | 3        | 46        |
| Not known    | 0                  | 0        | 0         | 0              | 0        | 0        | 0                  | 0        | 0         | 0                | 0        | 0        | 0         |
| <b>Total</b> | <b>0</b>           | <b>6</b> | <b>18</b> | <b>0</b>       | <b>0</b> | <b>4</b> | <b>5</b>           | <b>2</b> | <b>28</b> | <b>8</b>         | <b>2</b> | <b>6</b> | <b>79</b> |

## Site 5486

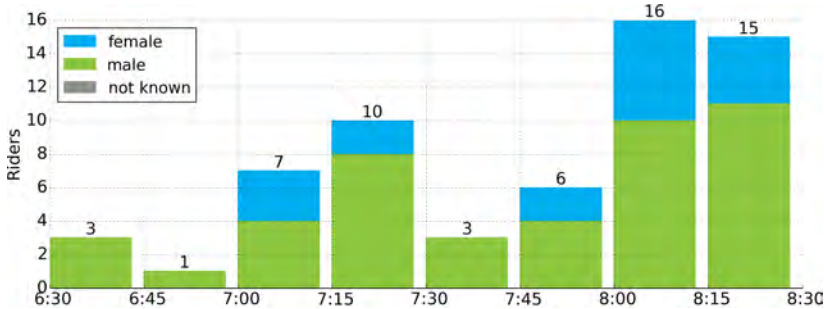
### Henbury Ave [N], Tambling Tce [E], Henbury Ave [S]



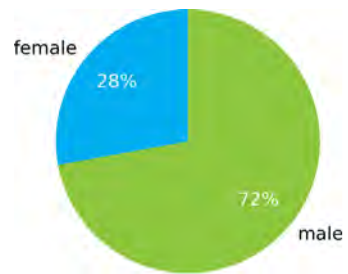
**61 bicycle riders** were recorded during the 2 hour survey. This is an increase of 3% compared to 59 in 2017 and an increase of 61% compared to 38 in 2011. The peak period was 08:00-08:15 with 16 riders. Female riders comprised 28% of the total.

The majority of riders entered this intersection from the east via Tambling Tce and exited to the north along Henbury Ave. Based on trend data collected over the past 5 counts, site 5486 has experienced a growth of 34.7 percent. The volunteer noted that it is hard to cross the Tambling Tce - Henbury Ave roundabout to enter the schools/hospital during peak hours.

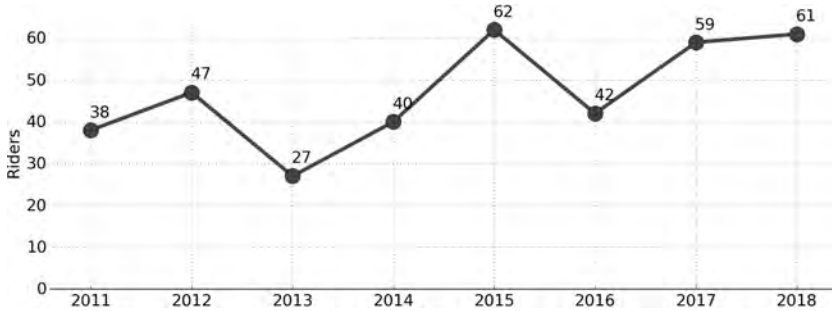
#### Traffic Volume by Time



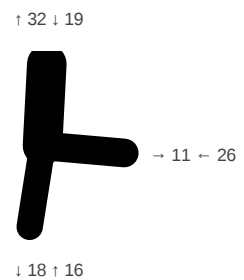
#### Gender Ratio



#### Cycling Trend



#### Traffic Flow



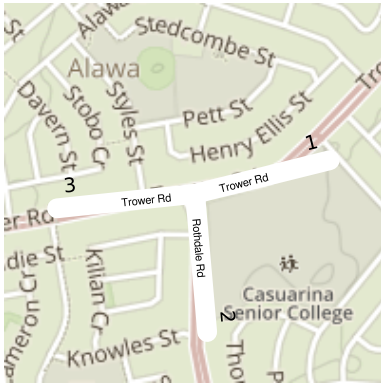
#### Raw Data

| Enter        | 1 Henbury Ave [N] |           | 2 Tambling Tce [E] |          | 3 Henbury Ave [S] |          |           |
|--------------|-------------------|-----------|--------------------|----------|-------------------|----------|-----------|
| Exit         | 2                 | 3         | 1                  | 3        | 1                 | 2        | Total     |
| Female       | 1                 | 3         | 8                  | 0        | 4                 | 1        | 17        |
| Male         | 5                 | 10        | 13                 | 5        | 7                 | 4        | 44        |
| Not known    | 0                 | 0         | 0                  | 0        | 0                 | 0        | 0         |
| <b>Total</b> | <b>6</b>          | <b>13</b> | <b>21</b>          | <b>5</b> | <b>11</b>         | <b>5</b> | <b>61</b> |



## Site 5487

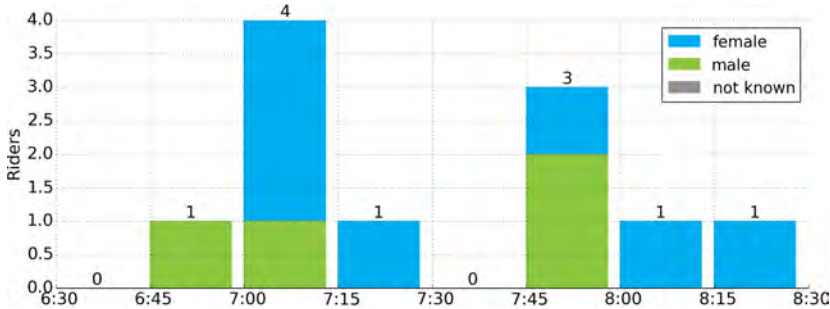
Trower Rd [E], Rothdale Rd [S], Trower Rd [W]



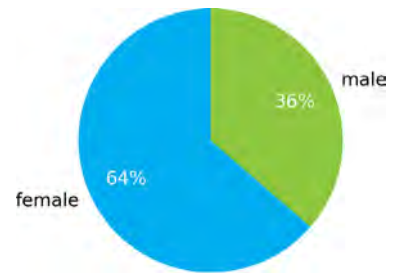
**11 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 74% compared to 43 in 2017 and a decrease of 45% compared to 20 in 2011. The peak period was 07:00-07:15 with 4 riders. Female riders comprised 64% of the total.

The majority of riders entered this intersection from the west via Trower Rd and exited to the east along the same road. Based on trend data collected over the past 5 counts, site 5487 has experienced a growth of 11.8 percent. The volunteer did not provide any further comments.

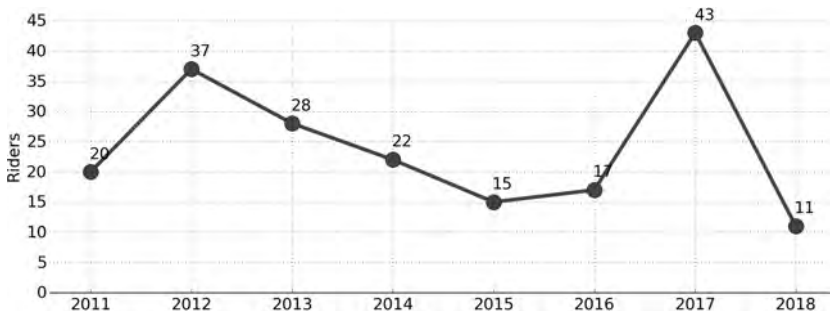
### Traffic Volume by Time



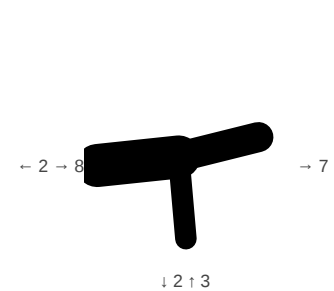
### Gender Ratio



### Cycling Trend



### Traffic Flow

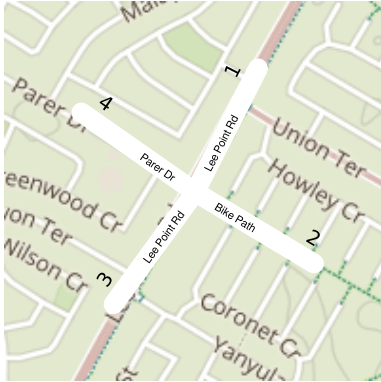


### Raw Data

| Enter        | 1 Trower Rd [E] |          | 2 Rothdale Rd [S] |          | 3 Trower Rd [W] |          | Total     |
|--------------|-----------------|----------|-------------------|----------|-----------------|----------|-----------|
| Exit         | 2               | 3        | 1                 | 3        | 1               | 2        |           |
| Female       | 0               | 0        | 0                 | 1        | 5               | 1        | 7         |
| Male         | 0               | 0        | 1                 | 1        | 1               | 1        | 4         |
| Not known    | 0               | 0        | 0                 | 0        | 0               | 0        | 0         |
| <b>Total</b> | <b>0</b>        | <b>0</b> | <b>1</b>          | <b>2</b> | <b>6</b>        | <b>2</b> | <b>11</b> |

## Site 5488

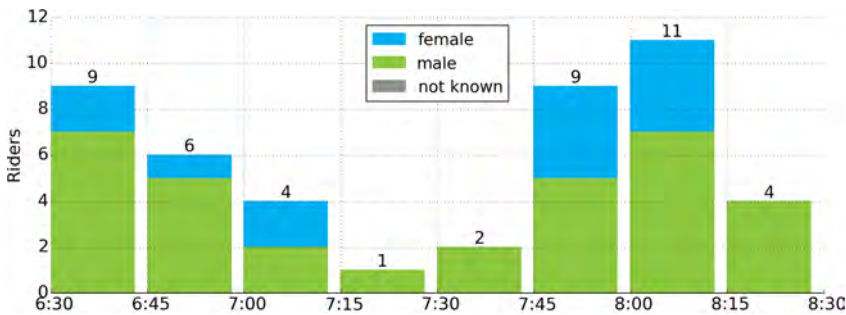
Lee Point Rd [NE], Lee Point Rd [SE], Parer Dr [SW], Parer Dr [NW]



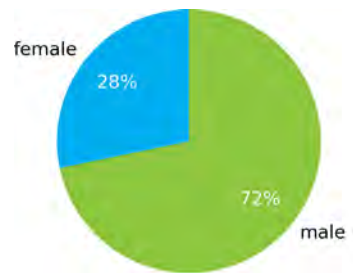
**46 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 25% compared to 61 in 2017 and a decrease of 27% compared to 63 in 2012. The peak period was 08:00-08:15 with 11 riders. Female riders comprised 28% of the total.

The majority of riders entered this intersection from the NE via Lee Point Rd and exited to the SW along the same road. Based on trend data collected over the past 5 counts, site 5488 has experienced a decline of 14.3 percent. The volunteer did not provide any further comments.

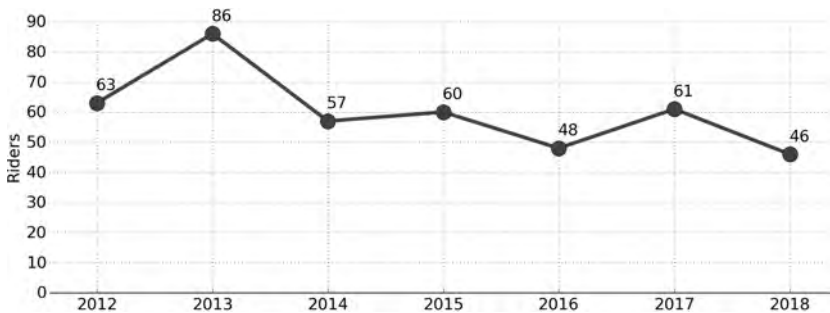
### Traffic Volume by Time



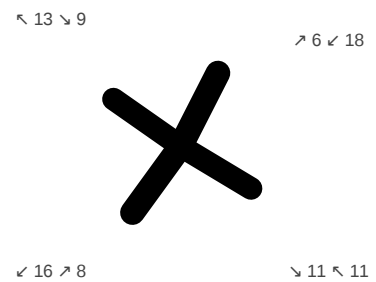
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 Lee Point Rd [NE] |           |          | 2 Bike Path [SE] |          |          | 3 Lee Point Rd [SW] |          |          | 4 Parer Dr [NW] |          |          | Total     |
|--------------|---------------------|-----------|----------|------------------|----------|----------|---------------------|----------|----------|-----------------|----------|----------|-----------|
| Exit         | 2                   | 3         | 4        | 1                | 3        | 4        | 1                   | 2        | 4        | 1               | 2        | 3        | Total     |
| Female       | 0                   | 3         | 1        | 1                | 0        | 1        | 3                   | 0        | 0        | 0               | 4        | 0        | 13        |
| Male         | 2                   | 9         | 3        | 0                | 4        | 5        | 2                   | 0        | 3        | 0               | 5        | 0        | 33        |
| Not known    | 0                   | 0         | 0        | 0                | 0        | 0        | 0                   | 0        | 0        | 0               | 0        | 0        | 0         |
| <b>Total</b> | <b>2</b>            | <b>12</b> | <b>4</b> | <b>1</b>         | <b>4</b> | <b>6</b> | <b>5</b>            | <b>0</b> | <b>3</b> | <b>0</b>        | <b>9</b> | <b>0</b> | <b>46</b> |

## Site 5506

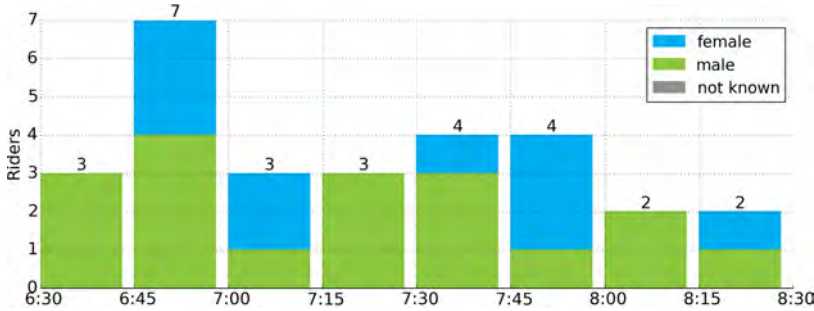
Tiger Brennan Dr [NE], McMinn St [SE], Bennett St [SW], McMinn St [N]



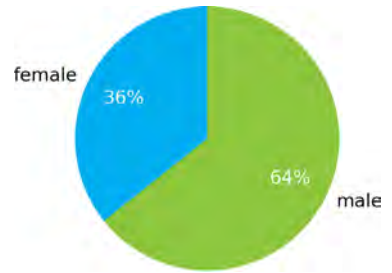
**28 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 45% compared to 51 in 2017 and a decrease of 18% compared to 34 in 2011. The peak period was 06:45-07:00 with 7 riders. Female riders comprised 36% of the total.

The majority of riders entered this intersection from the NE via Tiger Brennan Dr and exited to the SW along Bennett St. Based on trend data collected over the past 5 counts, site 5506 has experienced a growth of 18.3 percent. The volunteer noted that the footpath on Bennett St side going in to the city is very narrow and it is difficult to fit two abreast on this path.

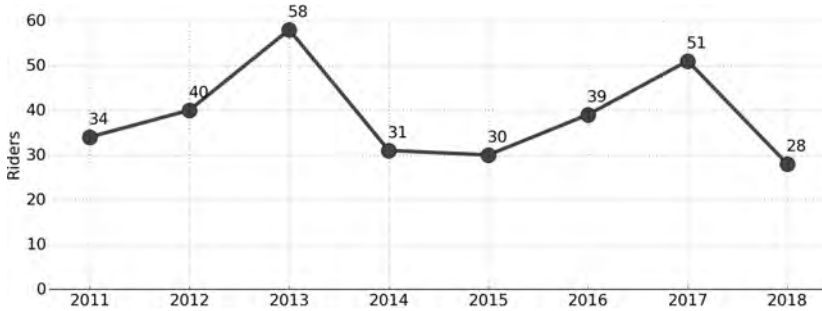
### Traffic Volume by Time



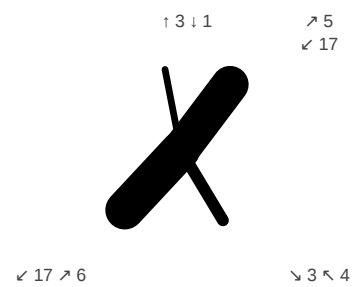
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 Tiger Brennan Dr [NE] |           |          | 2 McMinn St [SE] |          |          | 3 Bennett St [SW] |          |          | 4 McMinn St [N] |          |          | Total     |
|--------------|-------------------------|-----------|----------|------------------|----------|----------|-------------------|----------|----------|-----------------|----------|----------|-----------|
| Exit         | 2                       | 3         | 4        | 1                | 3        | 4        | 1                 | 2        | 4        | 1               | 2        | 3        |           |
| Female       | 0                       | 4         | 0        | 0                | 1        | 2        | 2                 | 0        | 0        | 0               | 1        | 0        | 10        |
| Male         | 1                       | 11        | 1        | 0                | 1        | 0        | 3                 | 1        | 0        | 0               | 0        | 0        | 18        |
| Not known    | 0                       | 0         | 0        | 0                | 0        | 0        | 0                 | 0        | 0        | 0               | 0        | 0        | 0         |
| <b>Total</b> | <b>1</b>                | <b>15</b> | <b>1</b> | <b>0</b>         | <b>2</b> | <b>2</b> | <b>5</b>          | <b>1</b> | <b>0</b> | <b>0</b>        | <b>1</b> | <b>0</b> | <b>28</b> |

## Site 5507

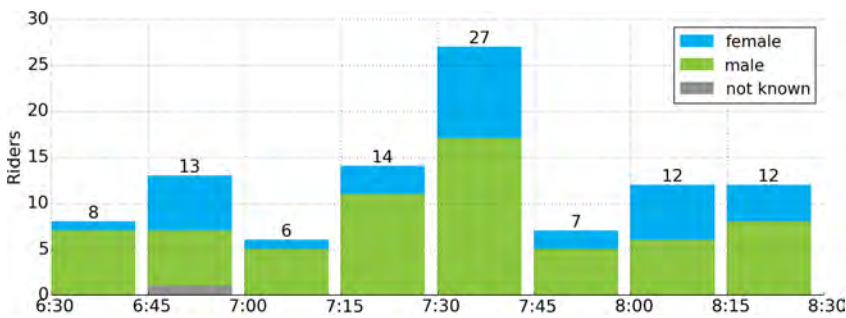
Stuart Hwy path [N], Stuart Hwy [NE], McMinn St [SE], Daly St [SW], McMinn St [NW]



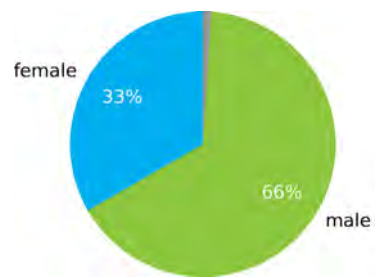
**99 bicycle riders** were recorded during the 2 hour survey. This is an increase of 21% compared to 82 in 2017 and a decrease of 9% compared to 109 in 2011. The peak period was 07:30-07:45 with 27 riders. Female riders comprised 33% of the total.

The majority of riders entered this intersection from the north via the Sturt Hwy path and exited to the SW along Daly St. Based on trend data collected over the past 5 counts, site 5507 has experienced a decline of 26.6 percent. The volunteer did not provide any further comments.

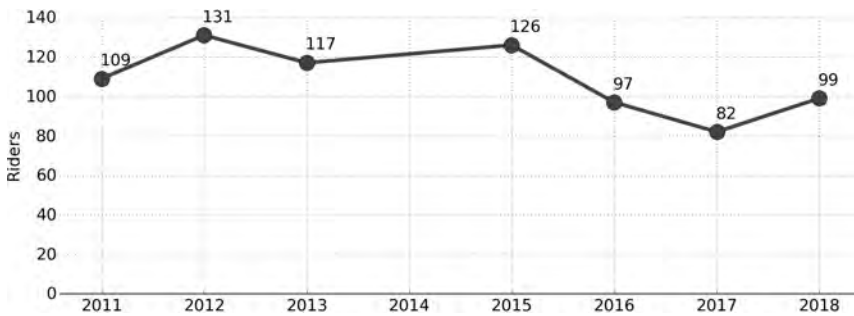
### Traffic Volume by Time



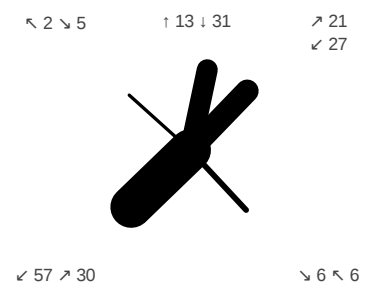
### Gender Ratio



### Cycling Trend



### Traffic Flow

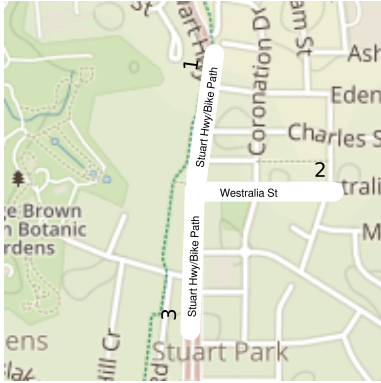


### Raw Data

| Enter        | 1 Stuart Hwy Path [N] |          |           |          | 2 Stuart Hwy [NE] |          |           |          | 3 McMinn St [SE] |          |          |          | 4 Daly St [SW] |           |          |          | 5 McMinn St [NW] |          |          |          |           |
|--------------|-----------------------|----------|-----------|----------|-------------------|----------|-----------|----------|------------------|----------|----------|----------|----------------|-----------|----------|----------|------------------|----------|----------|----------|-----------|
| Exit         | 2                     | 3        | 4         | 5        | 1                 | 3        | 4         | 5        | 1                | 2        | 4        | 5        | 1              | 2         | 3        | 5        | 1                | 2        | 3        | 4        | Total     |
| Female       | 0                     | 1        | 13        | 0        | 0                 | 0        | 8         | 0        | 1                | 0        | 0        | 0        | 4              | 3         | 0        | 0        | 0                | 0        | 0        | 3        | 33        |
| Male         | 0                     | 0        | 17        | 0        | 0                 | 3        | 16        | 0        | 0                | 3        | 0        | 2        | 8              | 13        | 1        | 0        | 0                | 1        | 1        | 0        | 65        |
| Not known    | 0                     | 0        | 0         | 0        | 0                 | 0        | 0         | 0        | 0                | 0        | 0        | 0        | 0              | 1         | 0        | 0        | 0                | 0        | 0        | 0        | 1         |
| <b>Total</b> | <b>0</b>              | <b>1</b> | <b>30</b> | <b>0</b> | <b>0</b>          | <b>3</b> | <b>24</b> | <b>0</b> | <b>1</b>         | <b>3</b> | <b>0</b> | <b>2</b> | <b>12</b>      | <b>17</b> | <b>1</b> | <b>0</b> | <b>0</b>         | <b>1</b> | <b>1</b> | <b>3</b> | <b>99</b> |

## Site 5508

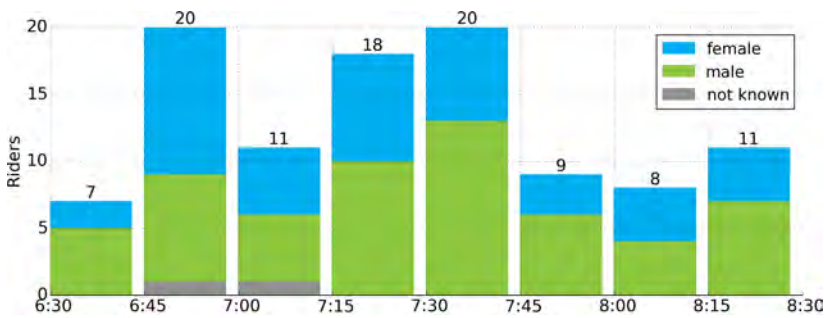
### Stuart Hwy/Bike Path [N], Westralia St [E], Stuart Hwy/Bike Path [S]



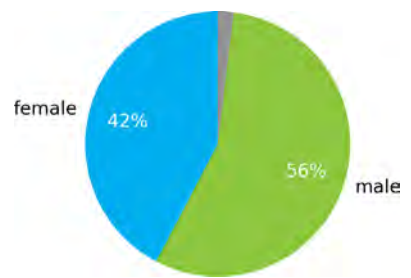
**104 bicycle riders** were recorded during the 2 hour survey. This is an increase of 32% compared to 79 in 2016 and an increase of 12% compared to 93 in 2012. The peak period was 06:45-07:00 with 20 riders. Female riders comprised 42% of the total.

The majority of riders entered this intersection from the north via the Stuart Hwy bike path and exited to the south along the same road. Based on trend data collected over the past 5 counts, site 5508 has experienced a decline of 38.7 percent. The volunteer left a minor comment that the weather was clear during the count.

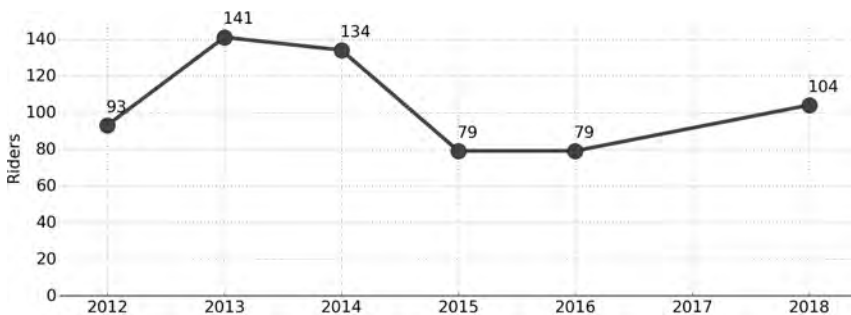
#### Traffic Volume by Time



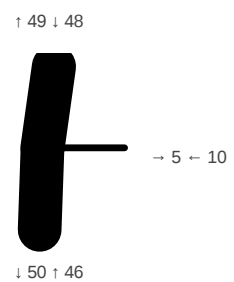
#### Gender Ratio



#### Cycling Trend



#### Traffic Flow



#### Raw Data

| Enter        | 1 Stuart Hwy/Bike Path [N] |           | 2 Westralia St [E] |          | 3 Stuart Hwy/Bike Path [S] |          |            |
|--------------|----------------------------|-----------|--------------------|----------|----------------------------|----------|------------|
| Exit         | 2                          | 3         | 1                  | 3        | 1                          | 2        | Total      |
| Female       | 0                          | 20        | 4                  | 1        | 17                         | 2        | 44         |
| Male         | 1                          | 26        | 3                  | 2        | 24                         | 2        | 58         |
| Not known    | 0                          | 1         | 0                  | 0        | 1                          | 0        | 2          |
| <b>Total</b> | <b>1</b>                   | <b>47</b> | <b>7</b>           | <b>3</b> | <b>42</b>                  | <b>4</b> | <b>104</b> |

## Site 5509

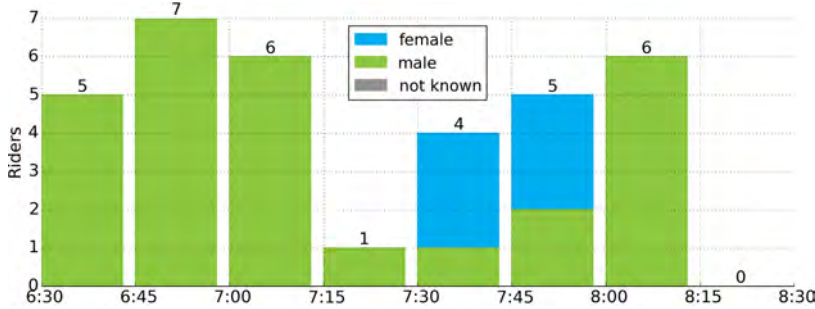
Tiger Brennan Dr [NE], Stoddart Dr [SE], Tiger Brennan Dr [SW], Woolner Rd [NW]



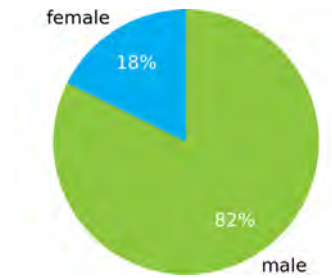
**34 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 11% compared to 38 in 2017 and an increase of 48% compared to 23 in 2011. The peak period was 06:45-07:00 with 7 riders. Female riders comprised 18% of the total.

The majority of riders entered this intersection from the SE via Stoddart Dr and exited to the NW along Woolner Rd. Based on trend data collected over the past 5 counts, site 5509 has experienced a growth of 56.4 percent. The volunteer noted that there is a hidden bike track that connects Woolner Rd to Tiger Brennan Drive diagonally, which cyclists may use instead of coming to the intersection for safety reasons.

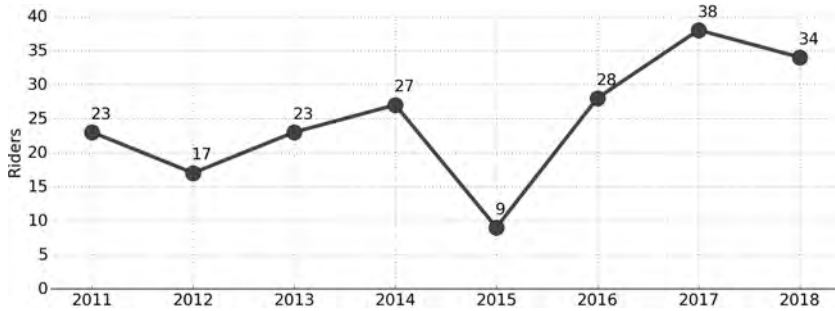
### Traffic Volume by Time



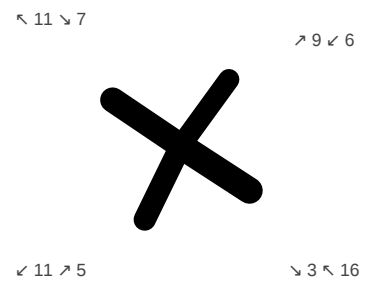
### Gender Ratio



### Cycling Trend



### Traffic Flow

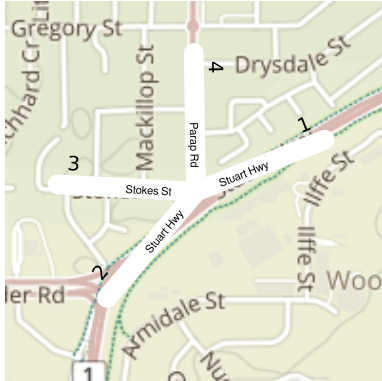


### Raw Data

| Enter        | 1 Tiger Brennan Dr [NE] |          |          | 2 Stoddart Dr [SE] |          |           | 3 Tiger Brennan Dr [SW] |          |          | 4 Woolner Rd [NW] |          |          | Total     |
|--------------|-------------------------|----------|----------|--------------------|----------|-----------|-------------------------|----------|----------|-------------------|----------|----------|-----------|
| Exit         | 2                       | 3        | 4        | 1                  | 3        | 4         | 1                       | 2        | 4        | 1                 | 2        | 3        |           |
| Female       | 0                       | 0        | 0        | 0                  | 1        | 4         | 1                       | 0        | 0        | 0                 | 0        | 0        | 6         |
| Male         | 1                       | 4        | 1        | 1                  | 4        | 6         | 4                       | 0        | 0        | 3                 | 2        | 2        | 28        |
| Not known    | 0                       | 0        | 0        | 0                  | 0        | 0         | 0                       | 0        | 0        | 0                 | 0        | 0        | 0         |
| <b>Total</b> | <b>1</b>                | <b>4</b> | <b>1</b> | <b>1</b>           | <b>5</b> | <b>10</b> | <b>5</b>                | <b>0</b> | <b>0</b> | <b>3</b>          | <b>2</b> | <b>2</b> | <b>34</b> |

## Site 5510

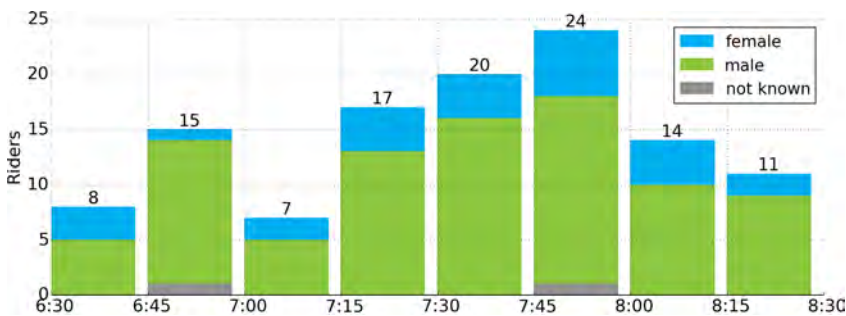
Stuart Hwy [E], Stuart Hwy [SW], Stokes St [W], Parap Rd [N]



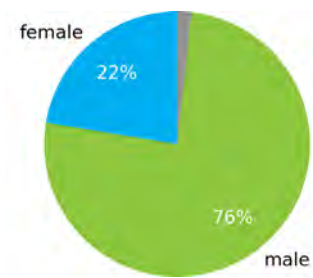
**116 bicycle riders** were recorded during the 2 hour survey. This is an increase of 17% compared to 99 in 2017 and an increase of 9% compared to 106 in 2011. The peak period was 07:45-08:00 with 24 riders. Female riders comprised 22% of the total.

The majority of riders entered this intersection from the east via Stuart Hwy and exited to the SW along the same road. Based on trend data collected over the past 5 counts, site 5510 has experienced a decline of 3.2 percent. The volunteer did not provide any further comments.

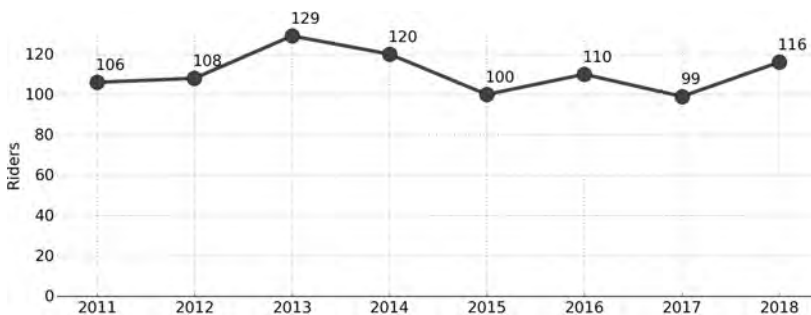
### Traffic Volume by Time



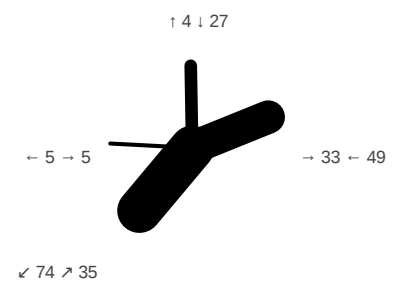
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 Stuart Hwy [E] |          |          | 2 Stuart Hwy [SW] |          |          | 3 Stokes St [W] |          |          | 4 Parap Rd [N] |           |          | Total      |
|--------------|------------------|----------|----------|-------------------|----------|----------|-----------------|----------|----------|----------------|-----------|----------|------------|
| Exit         | 2                | 3        | 4        | 1                 | 3        | 4        | 1               | 2        | 4        | 1              | 2         | 3        |            |
| Female       | 14               | 0        | 0        | 4                 | 0        | 0        | 0               | 0        | 0        | 0              | 8         | 0        | 26         |
| Male         | 33               | 1        | 0        | 27                | 0        | 3        | 0               | 4        | 1        | 1              | 14        | 4        | 88         |
| Not known    | 1                | 0        | 0        | 1                 | 0        | 0        | 0               | 0        | 0        | 0              | 0         | 0        | 2          |
| <b>Total</b> | <b>48</b>        | <b>1</b> | <b>0</b> | <b>32</b>         | <b>0</b> | <b>3</b> | <b>0</b>        | <b>4</b> | <b>1</b> | <b>1</b>       | <b>22</b> | <b>4</b> | <b>116</b> |

## Site 5511

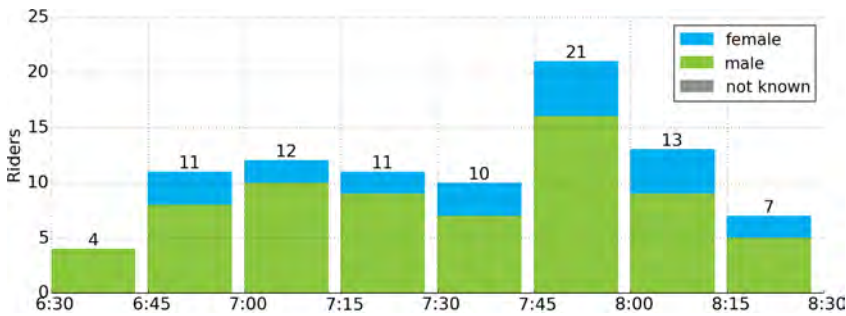
Stuart Hwy [NE], Stuart Hwy [SW], Ross Smith Ave [NW]



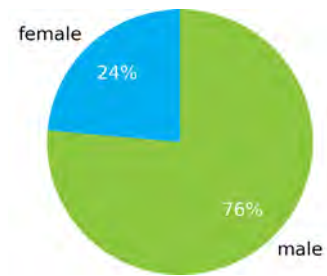
**89 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 6% compared to 95 in 2017 and a decrease of 9% compared to 98 in 2011. The peak period was 07:45-08:00 with 21 riders. Female riders comprised 24% of the total.

The majority of riders entered this intersection from the NE via Stuart Hwy and exited to the SW along the same road. Based on trend data collected over the past 5 counts, site 5511 has experienced a decline of 27.6 percent. The volunteer did not provide any further comments.

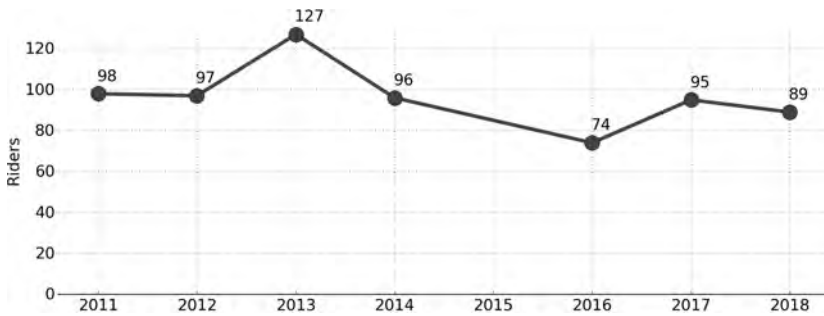
### Traffic Volume by Time



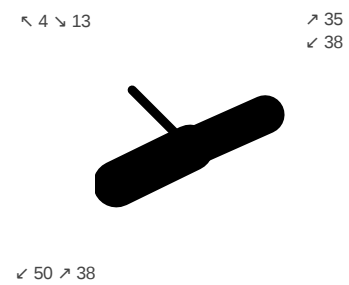
### Gender Ratio



### Cycling Trend



### Traffic Flow



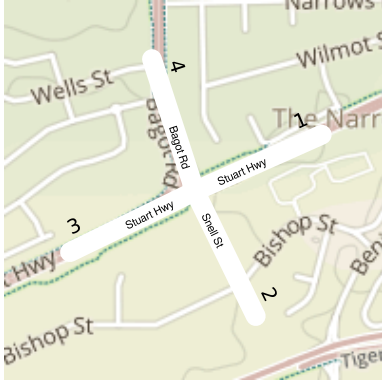
### Raw Data

| Enter        | 1 Stuart Hwy [NE] |          | 2 Stuart Hwy [SW] |          | 3 Ross Smith Ave [NW] |           | Total     |
|--------------|-------------------|----------|-------------------|----------|-----------------------|-----------|-----------|
| Exit         | 2                 | 3        | 1                 | 3        | 1                     | 2         |           |
| Female       | 11                | 0        | 6                 | 1        | 1                     | 2         | 21        |
| Male         | 27                | 0        | 28                | 3        | 0                     | 10        | 68        |
| Not known    | 0                 | 0        | 0                 | 0        | 0                     | 0         | 0         |
| <b>Total</b> | <b>38</b>         | <b>0</b> | <b>34</b>         | <b>4</b> | <b>1</b>              | <b>12</b> | <b>89</b> |



## Site 5512

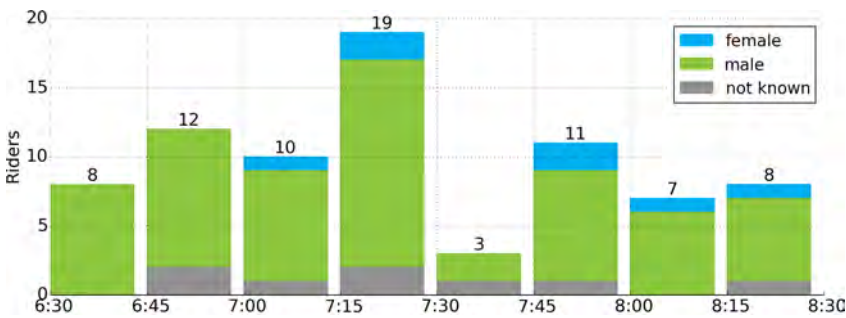
Stuart Hwy [NE], Snell St [SE], Stuart Hwy [SW], Bagot Rd [N]



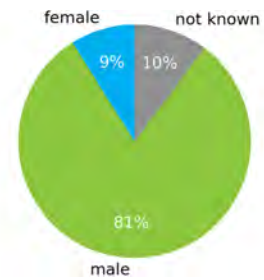
**78 bicycle riders** were recorded during the 2 hour survey. This is an increase of 30% compared to 60 in 2017 and an increase of 11% compared to 70 in 2011. The peak period was 07:15-07:30 with 19 riders. Female riders comprised 9% of the total.

The majority of riders entered this intersection from the north via Bagot Rd and exited to the NE along Stuart Hwy. Based on trend data collected over the past 5 counts, site 5512 has experienced a decline of 11.9 percent. The volunteer noted that most riders used bike tracks or footpaths, but not all had helmets on. Most riders obeyed road laws and signal lights.

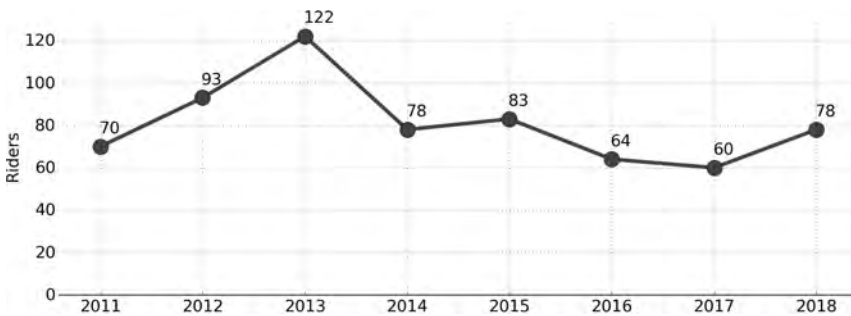
### Traffic Volume by Time



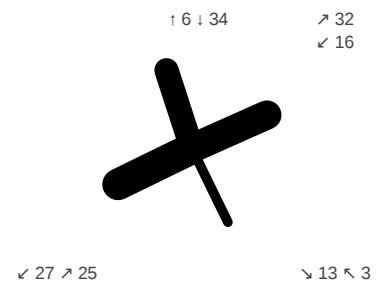
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 Stuart Hwy [NE] |           |          | 2 Snell St [SE] |          |          | 3 Stuart Hwy [SW] |          |          | 4 Bagot Rd [N] |          |           | Total     |
|--------------|-------------------|-----------|----------|-----------------|----------|----------|-------------------|----------|----------|----------------|----------|-----------|-----------|
| Exit         | 2                 | 3         | 4        | 1               | 3        | 4        | 1                 | 2        | 4        | 1              | 2        | 3         |           |
| Female       | 0                 | 3         | 0        | 0               | 0        | 0        | 2                 | 0        | 0        | 1              | 0        | 1         | 7         |
| Male         | 4                 | 6         | 2        | 1               | 2        | 0        | 17                | 1        | 1        | 8              | 8        | 13        | 63        |
| Not known    | 0                 | 1         | 0        | 0               | 0        | 0        | 1                 | 0        | 3        | 2              | 0        | 1         | 8         |
| <b>Total</b> | <b>4</b>          | <b>10</b> | <b>2</b> | <b>1</b>        | <b>2</b> | <b>0</b> | <b>20</b>         | <b>1</b> | <b>4</b> | <b>11</b>      | <b>8</b> | <b>15</b> | <b>78</b> |

## Site 5513

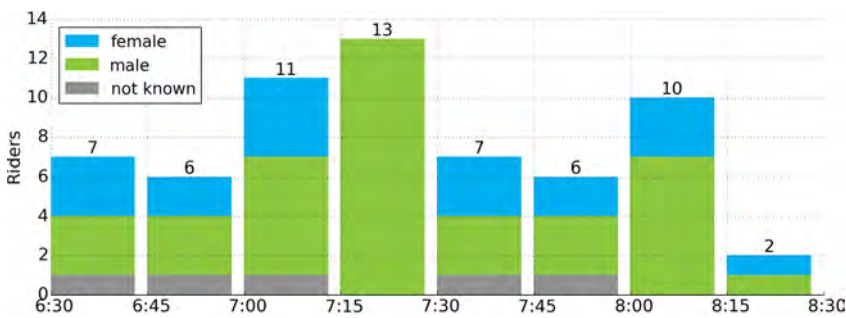
Bagot Rd [N], Bagot Rd [S], Fitzer Dr [W]



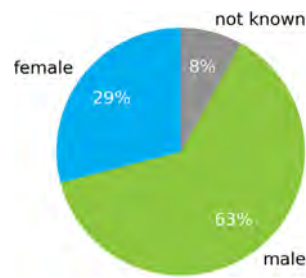
**62 bicycle riders** were recorded during the 2 hour survey. This is an increase of 9% compared to 57 in 2017 and a decrease of 0% compared to 62 in 2011. The peak period was 07:15-07:30 with 13 riders. Female riders comprised 29% of the total.

The majority of riders entered this intersection from the north via Bagot Rd and exited to the south along the same road. Based on trend data collected over the past 5 counts, site 5513 has experienced a growth of 42.4 percent. The volunteer noted that riders on the footpath have to continually negotiate road crossings as cars come from 3 directions.

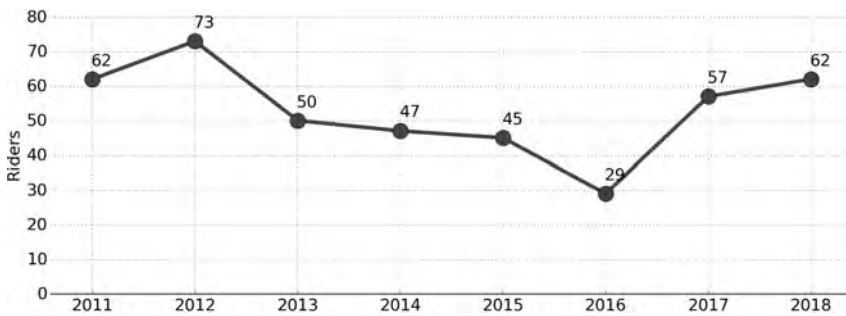
### Traffic Volume by Time



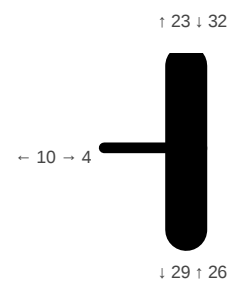
### Gender Ratio



### Cycling Trend



### Traffic Flow

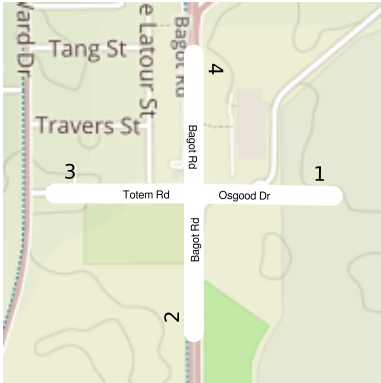


### Raw Data

| Enter        | 1 Bagot Rd [N] |          | 2 Bagot Rd [S] |          | 3 Fitzer Dr [W] |          |           |
|--------------|----------------|----------|----------------|----------|-----------------|----------|-----------|
| Exit         | 2              | 3        | 1              | 3        | 1               | 2        | Total     |
| Female       | 9              | 1        | 5              | 1        | 2               | 0        | 18        |
| Male         | 19             | 1        | 15             | 2        | 1               | 1        | 39        |
| Not known    | 0              | 2        | 0              | 3        | 0               | 0        | 5         |
| <b>Total</b> | <b>28</b>      | <b>4</b> | <b>20</b>      | <b>6</b> | <b>3</b>        | <b>1</b> | <b>62</b> |

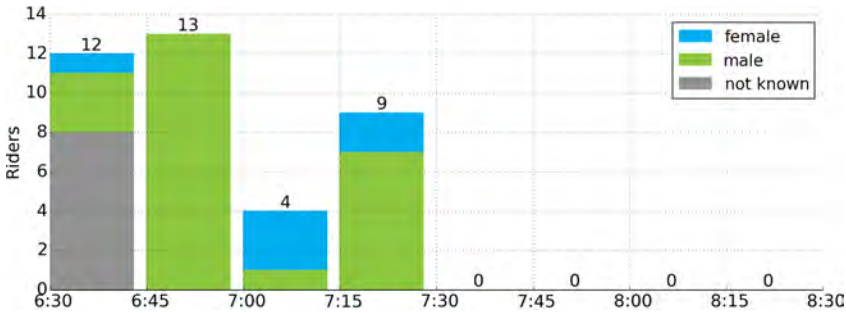
## Site 5514

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

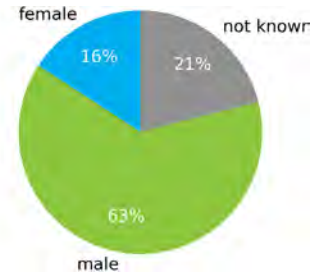


**38 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 34% compared to 58 in 2017 and a decrease of 48% compared to 73 in 2011. The peak period was 06:45-07:00 with 13 riders. Female riders comprised 16% of the total.

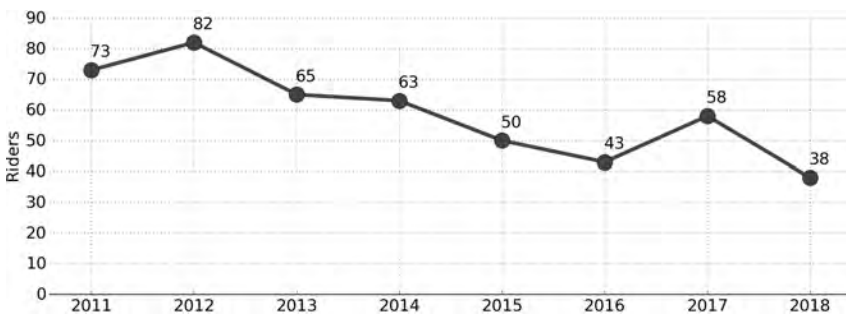
### Traffic Volume by Time



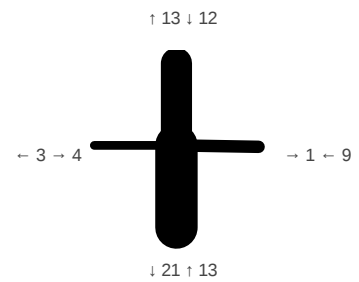
### Gender Ratio



### Cycling Trend



### Traffic Flow

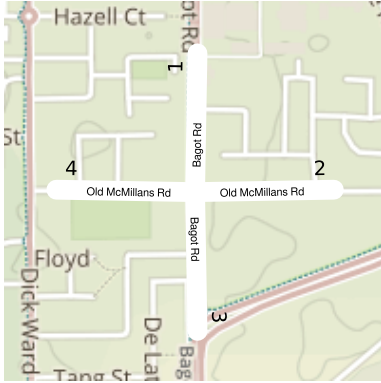


### Raw Data

| Enter        | 1 Osgood Dr [E] |          |          | 2 Bagot Rd [S] |          |           | 3 Totem Rd [W] |          |          | 4 Bagot Rd [N] |          |          | Total     |
|--------------|-----------------|----------|----------|----------------|----------|-----------|----------------|----------|----------|----------------|----------|----------|-----------|
| Exit         | 2               | 3        | 4        | 1              | 3        | 4         | 1              | 2        | 4        | 1              | 2        | 3        |           |
| Female       | 0               | 0        | 0        | 0              | 0        | 2         | 0              | 2        | 0        | 0              | 1        | 1        | 6         |
| Male         | 2               | 0        | 0        | 1              | 0        | 10        | 0              | 1        | 1        | 0              | 7        | 2        | 24        |
| Not known    | 7               | 0        | 0        | 0              | 0        | 0         | 0              | 0        | 0        | 0              | 1        | 0        | 8         |
| <b>Total</b> | <b>9</b>        | <b>0</b> | <b>0</b> | <b>1</b>       | <b>0</b> | <b>12</b> | <b>0</b>       | <b>3</b> | <b>1</b> | <b>0</b>       | <b>9</b> | <b>3</b> | <b>38</b> |

## Site 5515

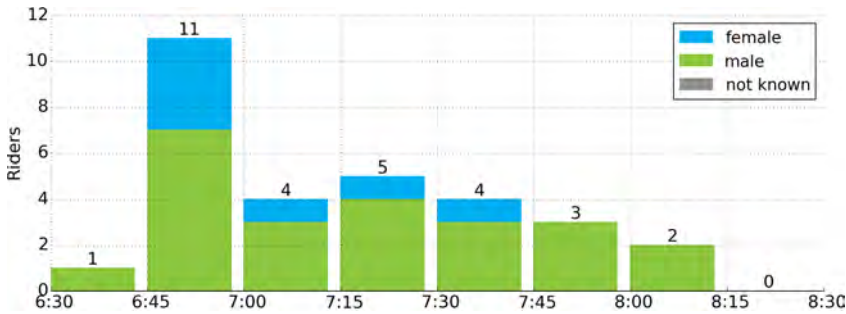
Bagot Rd [N], Old McMillans Rd [E], Bagot Rd [S], Old McMillans Rd [W]



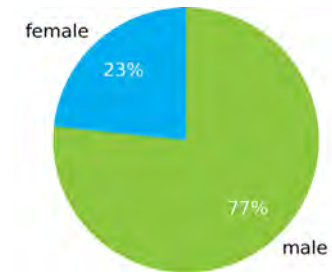
**30 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 23% compared to 39 in 2017 and a decrease of 49% compared to 59 in 2011. The peak period was 06:45-07:00 with 11 riders. Female riders comprised 23% of the total.

The majority of riders entered this intersection from the south via Bagot Rd and exited to the north along the same road. Based on trend data collected over the past 5 counts, site 5515 has experienced a decline of 32.5 percent. The volunteer noted that most riders using the cycle/foot paths were not wearing helmets.

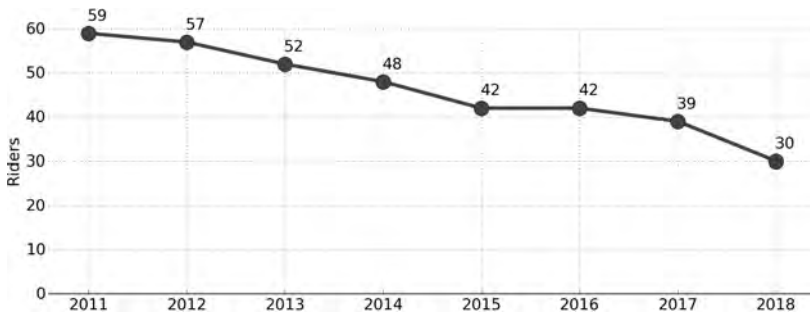
### Traffic Volume by Time



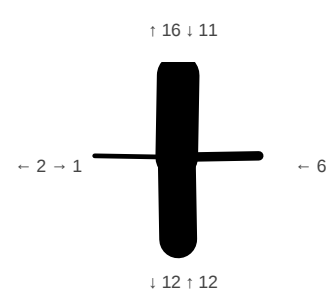
### Gender Ratio



### Cycling Trend



### Traffic Flow

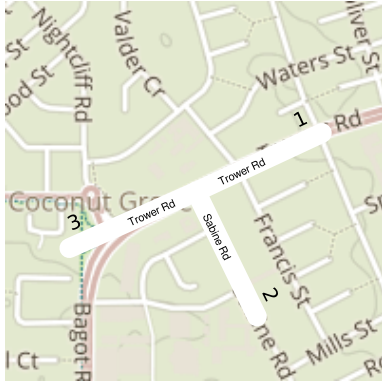


### Raw Data

| Enter        | 1 Bagot Rd [N] |           |          | 2 Old McMillans Rd [E] |          |          | 3 Bagot Rd [S] |          |          | 4 Old McMillans Rd [W] |          |          | Total     |
|--------------|----------------|-----------|----------|------------------------|----------|----------|----------------|----------|----------|------------------------|----------|----------|-----------|
| Exit         | 2              | 3         | 4        | 1                      | 3        | 4        | 1              | 2        | 4        | 1                      | 2        | 3        |           |
| Female       | 0              | 0         | 1        | 2                      | 0        | 1        | 3              | 0        | 0        | 0                      | 0        | 0        | 7         |
| Male         | 0              | 10        | 0        | 1                      | 2        | 0        | 9              | 0        | 0        | 1                      | 0        | 0        | 23        |
| Not known    | 0              | 0         | 0        | 0                      | 0        | 0        | 0              | 0        | 0        | 0                      | 0        | 0        | 0         |
| <b>Total</b> | <b>0</b>       | <b>10</b> | <b>1</b> | <b>3</b>               | <b>2</b> | <b>1</b> | <b>12</b>      | <b>0</b> | <b>0</b> | <b>1</b>               | <b>0</b> | <b>0</b> | <b>30</b> |

## Site 5516

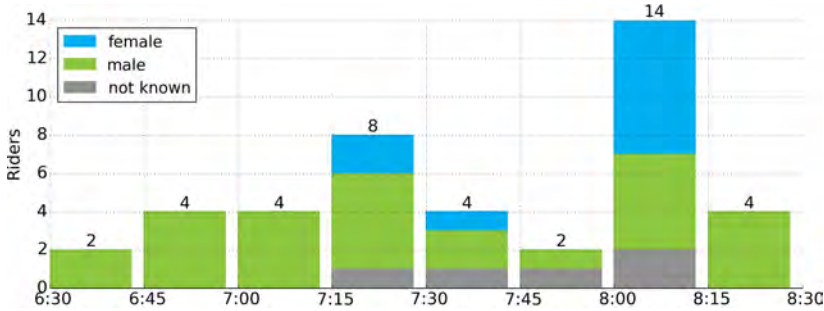
Trower Rd [NE], Sabine Rd [SE], Trower Rd [SW]



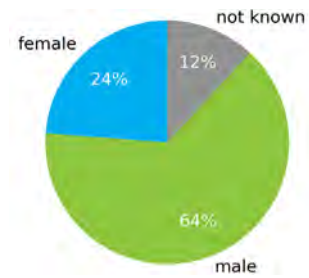
**42 bicycle riders** were recorded during the 2 hour survey. This is an increase of 27% compared to 33 in 2017 and a decrease of 14% compared to 49 in 2011. The peak period was 08:00-08:15 with 14 riders. Female riders comprised 24% of the total.

The majority of riders entered this intersection from the SW via Trower Rd and exited to the NE along the same road. Based on trend data collected over the past 5 counts, site 5516 has experienced a decline of 14.9 percent. The volunteer did not provide any further comments.

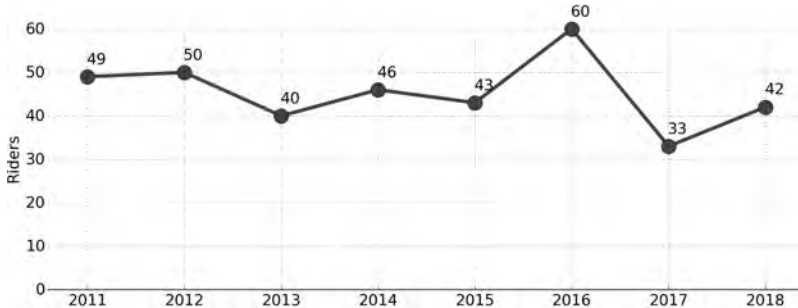
### Traffic Volume by Time



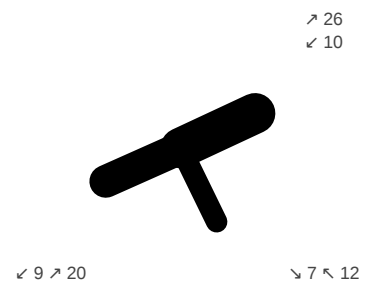
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 Trower Rd [NE] |          | 2 Sabine Rd [SE] |          | 3 Trower Rd [SW] |          | Total     |
|--------------|------------------|----------|------------------|----------|------------------|----------|-----------|
| Exit         | 2                | 3        | 1                | 3        | 1                | 2        |           |
| Female       | 1                | 3        | 1                | 0        | 5                | 0        | 10        |
| Male         | 3                | 2        | 4                | 4        | 12               | 2        | 27        |
| Not known    | 1                | 0        | 3                | 0        | 1                | 0        | 5         |
| <b>Total</b> | <b>5</b>         | <b>5</b> | <b>8</b>         | <b>4</b> | <b>18</b>        | <b>2</b> | <b>42</b> |

## Site 5517

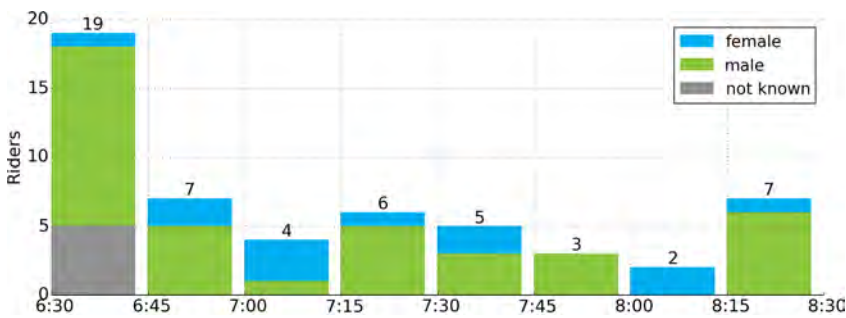
McMillans Rd [E], McMillans Rd [SW], Sabine Rd [NW]



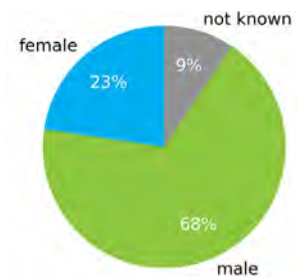
**53 bicycle riders** were recorded during the 2 hour survey. This is an increase of 8% compared to 49 in 2017 and an increase of 6% compared to 50 in 2011. The peak period was 06:30-06:45 with 19 riders. Female riders comprised 23% of the total.

The majority of riders entered this intersection from the east via McMillans Rd and exited to the SW along the same road. Based on trend data collected over the past 5 counts, site 5517 has experienced a decline of 24.7 percent. The volunteer did not provide any further comments.

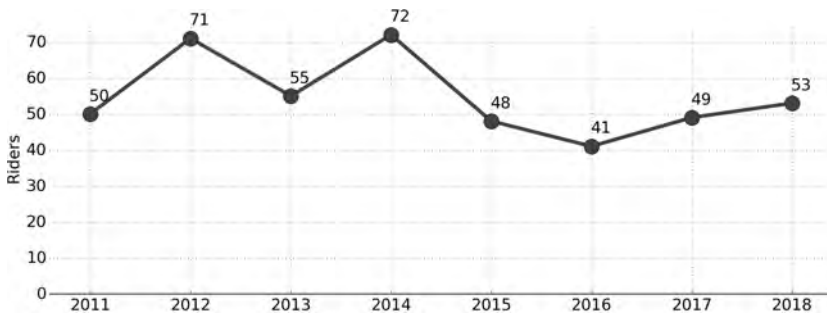
### Traffic Volume by Time



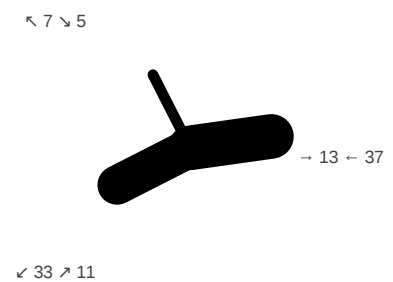
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 McMillans Rd [E] |          | 2 McMillans Rd [SW] |          | 3 Sabine Rd [NW] |          |           |
|--------------|--------------------|----------|---------------------|----------|------------------|----------|-----------|
| Exit         | 2                  | 3        | 1                   | 3        | 1                | 2        | Total     |
| Female       | 5                  | 1        | 4                   | 0        | 2                | 0        | 12        |
| Male         | 20                 | 6        | 7                   | 0        | 0                | 3        | 36        |
| Not known    | 5                  | 0        | 0                   | 0        | 0                | 0        | 5         |
| <b>Total</b> | <b>30</b>          | <b>7</b> | <b>11</b>           | <b>0</b> | <b>2</b>         | <b>3</b> | <b>53</b> |

## Site 5518

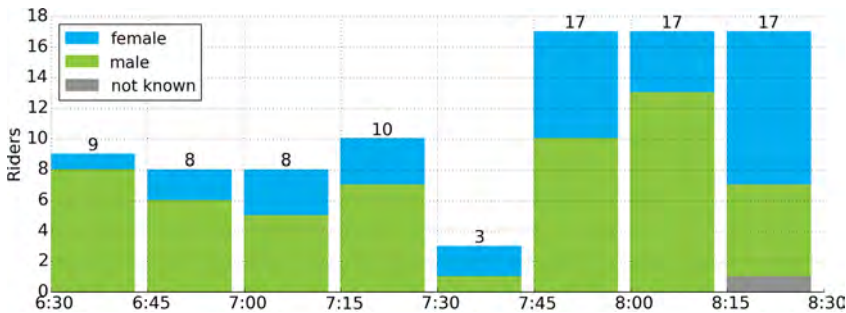
Trower Rd [E], Rapid Creek Rd [S], Trower Rd [W], Rapid Creek Rd [N]



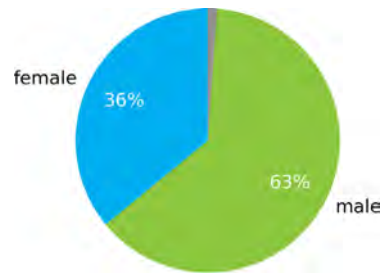
**89 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 22% compared to 114 in 2017 and an increase of 2% compared to 87 in 2011. The peak period was 07:45-08:00 with 17 riders. Female riders comprised 36% of the total.

The majority of riders entered this intersection from the north via Rapid Creek Rd and exited to the east along Trower Rd. Based on trend data collected over the past 5 counts, site 5518 has experienced a growth of 10.6 percent. The volunteer noted that riders wait a long time for lights to change at Rapid Creek/Trower Road junction. Many cross the road even if they are continuing in the same direction (e.g. 1-3).

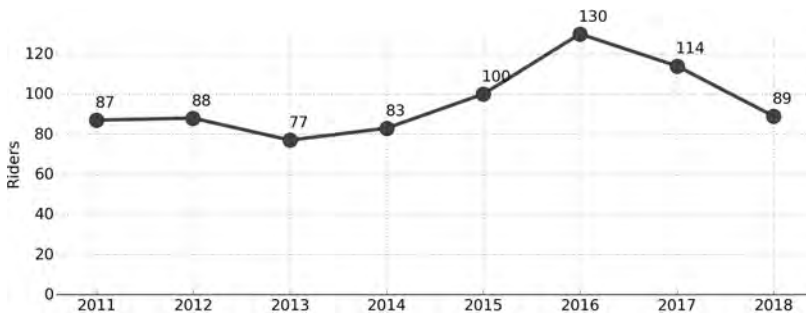
### Traffic Volume by Time



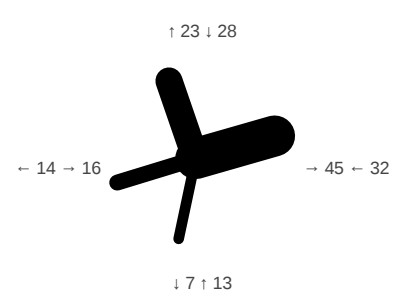
### Gender Ratio



### Cycling Trend



### Traffic Flow

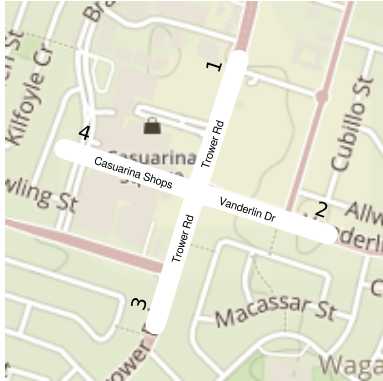


### Raw Data

| Enter        | 1 Trower Rd [E] |          | 2 Rapid Creek Rd/Bike Path [S] |          | 3 Trower Rd [W] |          | 4 Rapid Creek Rd/Bike Path [N] |          | Total    |           |
|--------------|-----------------|----------|--------------------------------|----------|-----------------|----------|--------------------------------|----------|----------|-----------|
| Exit         | 2               | 3        | 4                              | 1        | 3               | 4        | 1                              | 2        | 3        |           |
| Female       | 0               | 4        | 7                              | 1        | 2               | 1        | 6                              | 0        | 1        | 32        |
| Male         | 4               | 5        | 12                             | 5        | 1               | 2        | 8                              | 1        | 0        | 56        |
| Not known    | 0               | 0        | 0                              | 0        | 1               | 0        | 0                              | 0        | 0        | 1         |
| <b>Total</b> | <b>4</b>        | <b>9</b> | <b>19</b>                      | <b>6</b> | <b>4</b>        | <b>3</b> | <b>14</b>                      | <b>1</b> | <b>1</b> | <b>89</b> |

## Site 5519

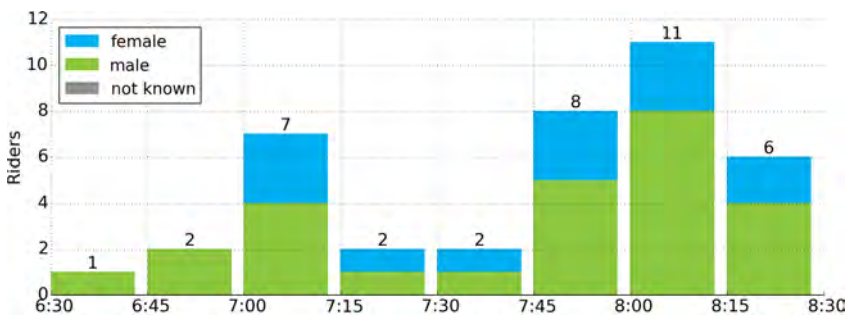
Trower Rd [N], Vanderlin Dr [E], Trower Rd [S], Casuarina Shops [W]



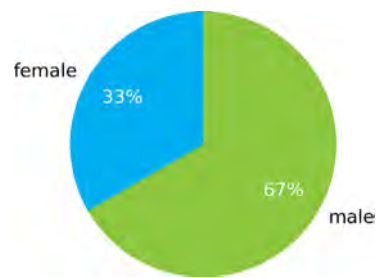
**39 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 0% compared to 39 in 2017 and a decrease of 19% compared to 48 in 2011. The peak period was 08:00-08:15 with 11 riders. Female riders comprised 33% of the total.

The majority of riders entered this intersection from the east via Vanderlin Dr and exited to the north along Trower Rd. Based on trend data collected over the past 5 counts, site 5519 has experienced a decline of 28.0 percent. The volunteer did not provide any further comments.

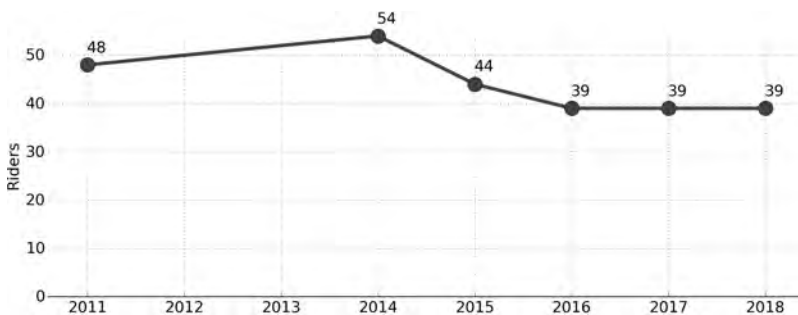
### Traffic Volume by Time



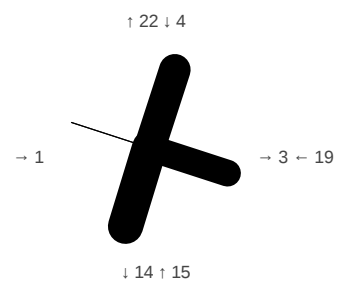
### Gender Ratio



### Cycling Trend



### Traffic Flow



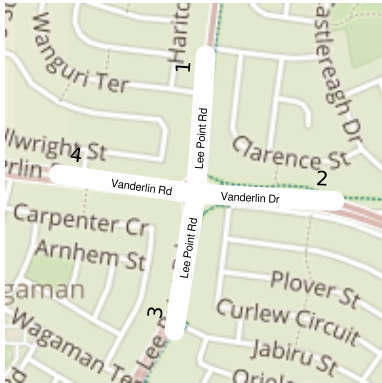
### Raw Data

| Enter        | 1 Trower Rd [N] |          |          | 2 Vanderlin Dr [E] |           |          | 3 Trower Rd [S] |          |          | 4 Casuarina Shops [W] |          |          | Total     |
|--------------|-----------------|----------|----------|--------------------|-----------|----------|-----------------|----------|----------|-----------------------|----------|----------|-----------|
| Exit         | 2               | 3        | 4        | 1                  | 3         | 4        | 1               | 2        | 4        | 1                     | 2        | 3        | Total     |
| Female       | 0               | 1        | 0        | 4                  | 2         | 0        | 3               | 2        | 0        | 0                     | 1        | 0        | 13        |
| Male         | 0               | 3        | 0        | 5                  | 8         | 0        | 10              | 0        | 0        | 0                     | 0        | 0        | 26        |
| Not known    | 0               | 0        | 0        | 0                  | 0         | 0        | 0               | 0        | 0        | 0                     | 0        | 0        | 0         |
| <b>Total</b> | <b>0</b>        | <b>4</b> | <b>0</b> | <b>9</b>           | <b>10</b> | <b>0</b> | <b>13</b>       | <b>2</b> | <b>0</b> | <b>0</b>              | <b>1</b> | <b>0</b> | <b>39</b> |



## Site 5520

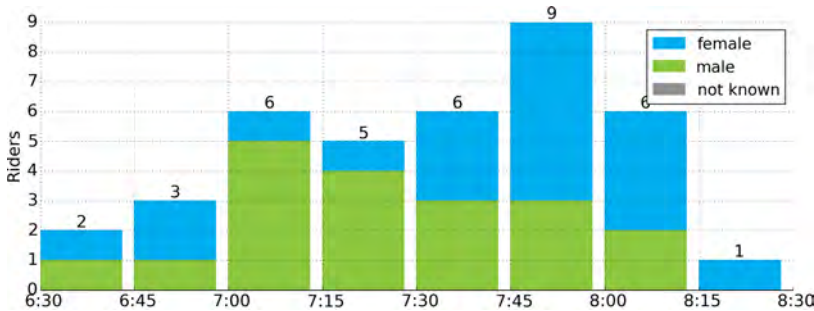
Lee Point Rd [N], Vanderlin Dr [E], Lee Point Rd [S], Vanderlin Rd [W]



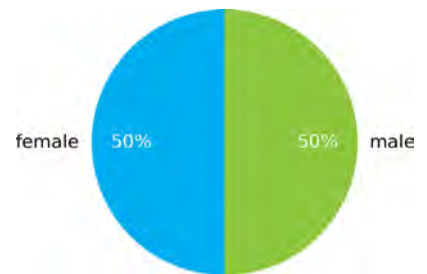
**38 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 48% compared to 73 in 2017 and a decrease of 54% compared to 83 in 2011. The peak period was 07:45-08:00 with 9 riders. Female riders comprised 50% of the total.

The majority of riders entered this intersection from the east via Venderlin Dr and exited to the west along the same road. Based on trend data collected over the past 5 counts, site 5520 has experienced a decline of 44.5 percent. The volunteer did not provide any further comments.

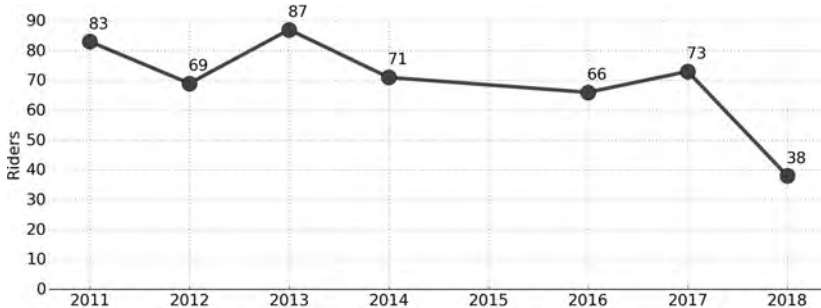
### Traffic Volume by Time



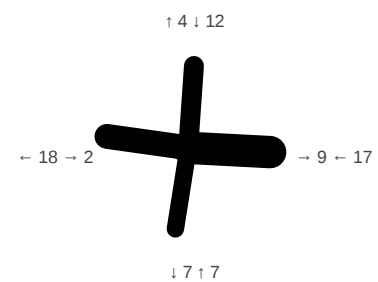
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 Lee Point Rd [N] |          |          | 2 Vanderlin Dr [E] |          |           | 3 Lee Point Rd [S] |          |          | 4 Vanderlin Rd [W] |          |          | Total     |
|--------------|--------------------|----------|----------|--------------------|----------|-----------|--------------------|----------|----------|--------------------|----------|----------|-----------|
| Exit         | 2                  | 3        | 4        | 1                  | 3        | 4         | 1                  | 2        | 4        | 1                  | 2        | 3        |           |
| Female       | 3                  | 3        | 0        | 1                  | 0        | 8         | 2                  | 0        | 1        | 0                  | 1        | 0        | 19        |
| Male         | 4                  | 2        | 0        | 1                  | 1        | 6         | 0                  | 1        | 3        | 0                  | 0        | 1        | 19        |
| Not known    | 0                  | 0        | 0        | 0                  | 0        | 0         | 0                  | 0        | 0        | 0                  | 0        | 0        | 0         |
| <b>Total</b> | <b>7</b>           | <b>5</b> | <b>0</b> | <b>2</b>           | <b>1</b> | <b>14</b> | <b>2</b>           | <b>1</b> | <b>4</b> | <b>0</b>           | <b>1</b> | <b>1</b> | <b>38</b> |

## Site 5521

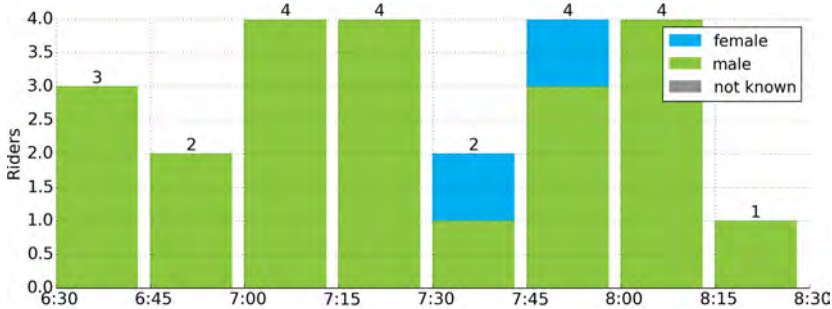
### Vanderlin Dr/Bike Path [SE], Mueller Rd [SW], Vanderlin Dr/Bike Path [NW]



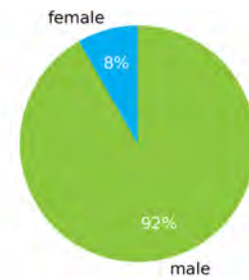
**24 bicycle riders** were recorded during the 2 hour survey. This is an increase of 4% compared to 23 in 2017 and a decrease of 4% compared to 25 in 2011. The peak period was 07:00-07:15 with 4 riders. Female riders comprised 8% of the total.

The majority of riders entered this intersection from the SE via Vanderlin Dr/Bike Path and exited to the NW along the same road. Based on trend data collected over the past 5 counts, site 5521 has experienced a decline of 51.2 percent. The volunteer did not provide any further comments.

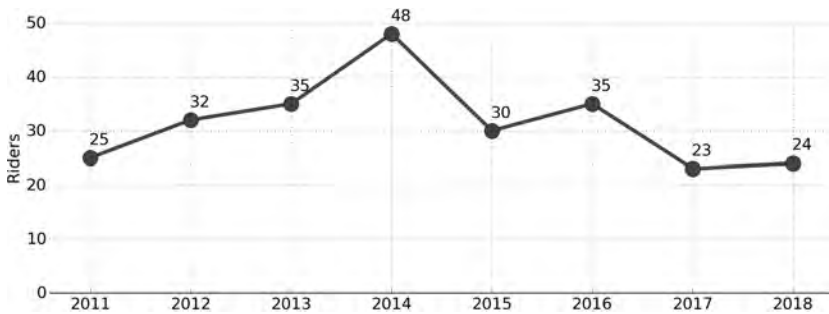
#### Traffic Volume by Time



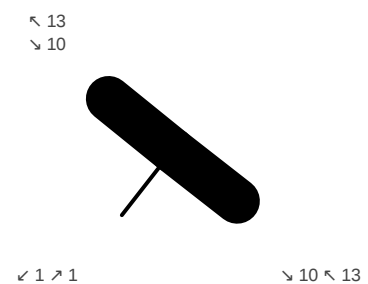
#### Gender Ratio



#### Cycling Trend



#### Traffic Flow



#### Raw Data

| Enter        | 1 Vanderlin Dr/Bike Path [SE] |           | 2 Mueller Rd [SW] |          | 3 Vanderlin Dr/Bike Path [NW] |          | Total     |
|--------------|-------------------------------|-----------|-------------------|----------|-------------------------------|----------|-----------|
| Exit         | 2                             | 3         | 1                 | 3        | 1                             | 2        |           |
| Female       | 1                             | 1         | 0                 | 0        | 0                             | 0        | 2         |
| Male         | 0                             | 11        | 0                 | 1        | 10                            | 0        | 22        |
| Not known    | 0                             | 0         | 0                 | 0        | 0                             | 0        | 0         |
| <b>Total</b> | <b>1</b>                      | <b>12</b> | <b>0</b>          | <b>1</b> | <b>10</b>                     | <b>0</b> | <b>24</b> |

## Site 5523

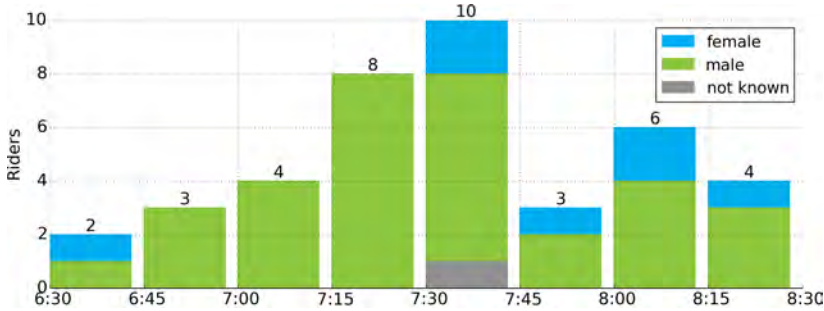
Vanderlin Dr [N], McMillans Rd [SE], Vanderlin Dr [S], McMillans Rd [NW]



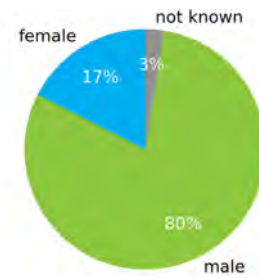
**40 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 41% compared to 68 in 2017 and a decrease of 5% compared to 42 in 2011. The peak period was 07:30-07:45 with 10 riders. Female riders comprised 18% of the total.

The majority of riders entered this intersection from the NW via McMillans Rd and exited to the south along Vanderlin Dr. Based on trend data collected over the past 5 counts, site 5523 has experienced a decline of 10.1 percent. The volunteer did not provide any further comments.

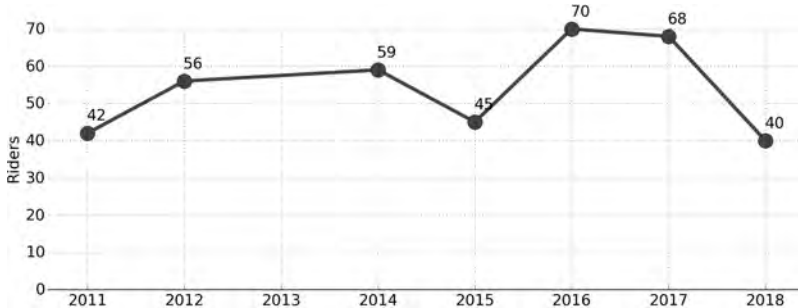
### Traffic Volume by Time



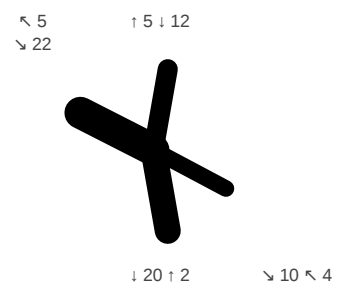
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 Vanderlin Dr [N] |          |          | 2 McMillans Rd [SE] |          |          | 3 Vanderlin Dr [S] |          |          | 4 McMillans Rd [NW] |          |           | Total     |
|--------------|--------------------|----------|----------|---------------------|----------|----------|--------------------|----------|----------|---------------------|----------|-----------|-----------|
| Exit         | 2                  | 3        | 4        | 1                   | 3        | 4        | 1                  | 2        | 4        | 1                   | 2        | 3         |           |
| Female       | 0                  | 1        | 1        | 0                   | 0        | 0        | 0                  | 0        | 0        | 0                   | 0        | 5         | 7         |
| Male         | 5                  | 2        | 2        | 4                   | 0        | 0        | 1                  | 0        | 1        | 0                   | 5        | 12        | 32        |
| Not known    | 0                  | 0        | 1        | 0                   | 0        | 0        | 0                  | 0        | 0        | 0                   | 0        | 0         | 1         |
| <b>Total</b> | <b>5</b>           | <b>3</b> | <b>4</b> | <b>4</b>            | <b>0</b> | <b>0</b> | <b>1</b>           | <b>0</b> | <b>1</b> | <b>0</b>            | <b>5</b> | <b>17</b> | <b>40</b> |

## Site 5524

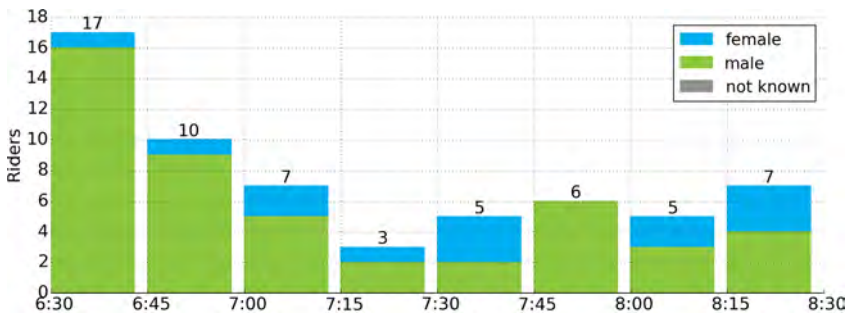
McMillans Rd [E], Charles Eaton Dr [SE], McMillans Rd [W], Rapid Crk Cyclepath [NW]



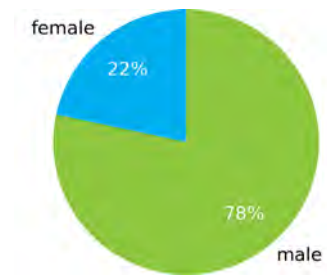
**60 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 5% compared to 63 in 2017 and a decrease of 2% compared to 61 in 2011. The peak period was 06:30-06:45 with 17 riders. Female riders comprised 22% of the total.

The majority of riders entered this intersection from the east via McMillans Rd and exited to the west along the same road. Based on trend data collected over the past 5 counts, site 5524 has experienced a growth of 16.0 percent. The volunteer did not provide any further comments.

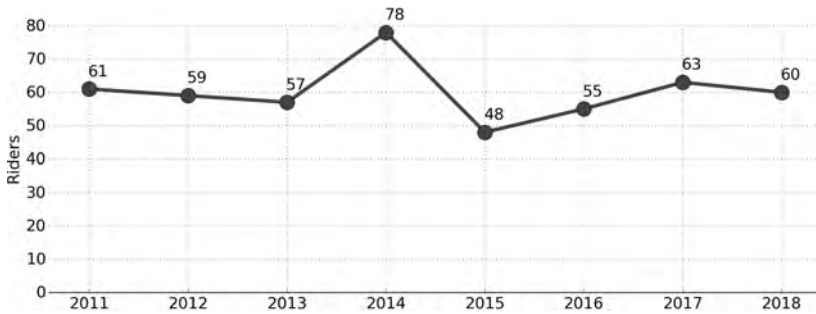
### Traffic Volume by Time



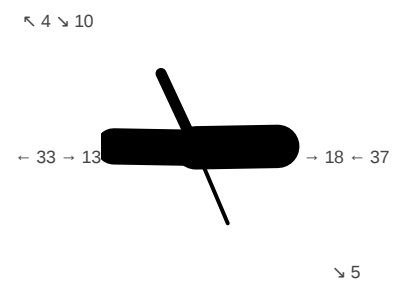
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 McMillans Rd [E] |           |          | 2 Charles Eaton Dr [SE] |          |          | 3 McMillans Rd [W] |          | 4 Rapid Crk Cyclepath [NW] |          |          | Total    |           |
|--------------|--------------------|-----------|----------|-------------------------|----------|----------|--------------------|----------|----------------------------|----------|----------|----------|-----------|
| Exit         | 2                  | 3         | 4        | 1                       | 3        | 4        | 1                  | 2        | 4                          | 1        | 2        | 3        | Total     |
| Female       | 1                  | 5         | 1        | 0                       | 0        | 0        | 3                  | 1        | 0                          | 1        | 0        | 1        | 13        |
| Male         | 1                  | 26        | 3        | 0                       | 0        | 0        | 9                  | 0        | 0                          | 5        | 2        | 1        | 47        |
| Not known    | 0                  | 0         | 0        | 0                       | 0        | 0        | 0                  | 0        | 0                          | 0        | 0        | 0        | 0         |
| <b>Total</b> | <b>2</b>           | <b>31</b> | <b>4</b> | <b>0</b>                | <b>0</b> | <b>0</b> | <b>12</b>          | <b>1</b> | <b>0</b>                   | <b>6</b> | <b>2</b> | <b>2</b> | <b>60</b> |

## Site 5525

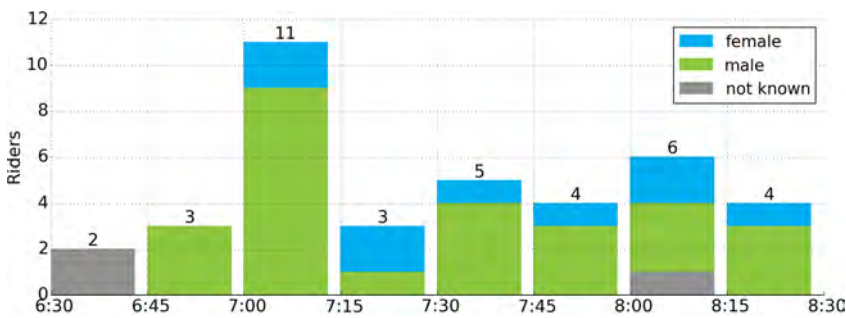
Rothdale Rd [N], McMillans Rd [E], Henry Wrigley Dr [S], McMillans Rd [W]



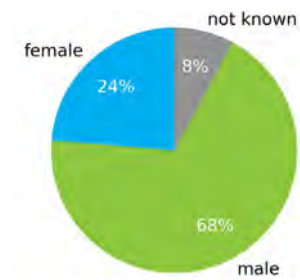
**38 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 37% compared to 60 in 2017 and a decrease of 21% compared to 48 in 2011. The peak period was 07:00-07:15 with 11 riders. Female riders comprised 24% of the total.

The majority of riders entered this intersection from the north via Rothdale Rd and exited either east or west along McMillans Rd. Based on trend data collected over the past 5 counts, site 5525 has experienced a decline of 24.7 percent. The volunteer did not provide any further comments.

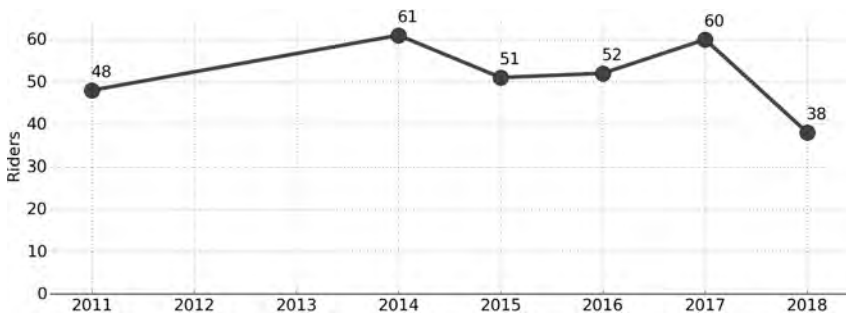
### Traffic Volume by Time



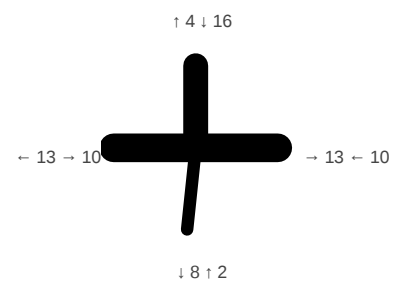
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 Rothdale Rd [N] |          |          | 2 McMillans Rd [E] |          |          | 3 Henry Wrigley Dr [S] |          |          | 4 McMillans Rd [W] |          |          | Total     |
|--------------|-------------------|----------|----------|--------------------|----------|----------|------------------------|----------|----------|--------------------|----------|----------|-----------|
| Exit         | 2                 | 3        | 4        | 1                  | 3        | 4        | 1                      | 2        | 4        | 1                  | 2        | 3        | Total     |
| Female       | 0                 | 2        | 1        | 1                  | 0        | 2        | 1                      | 0        | 0        | 0                  | 2        | 0        | 9         |
| Male         | 6                 | 3        | 4        | 1                  | 0        | 3        | 0                      | 0        | 1        | 1                  | 5        | 2        | 26        |
| Not known    | 0                 | 0        | 0        | 0                  | 1        | 2        | 0                      | 0        | 0        | 0                  | 0        | 0        | 3         |
| <b>Total</b> | <b>6</b>          | <b>5</b> | <b>5</b> | <b>2</b>           | <b>1</b> | <b>7</b> | <b>1</b>               | <b>0</b> | <b>1</b> | <b>1</b>           | <b>7</b> | <b>2</b> | <b>38</b> |

## Site 5526

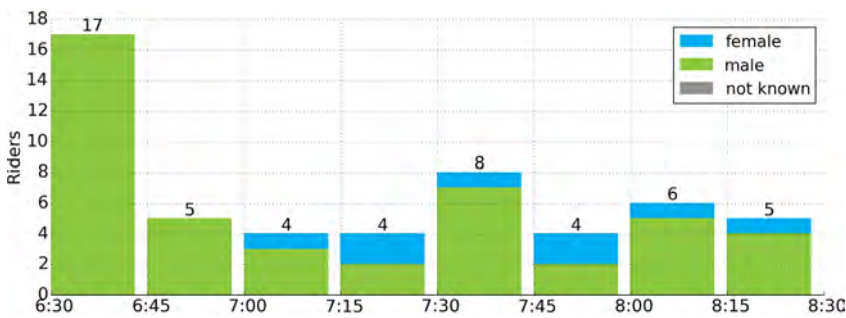
Lee Point Rd [N], McMillans Rd [E], Marrara Dr [S], McMillans Rd [W]



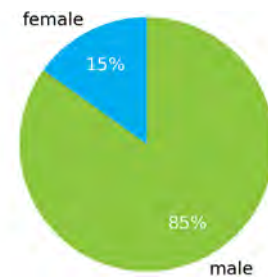
**53 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 33% compared to 79 in 2017 and an increase of 20% compared to 44 in 2011. The peak period was 06:30-06:45 with 17 riders. Female riders comprised 15% of the total.

The majority of riders entered this intersection from the east via McMillans Rd and exited to the west along the same road. Based on trend data collected over the past 5 counts, site 5526 has experienced a decline of 9.0 percent. The volunteer did not provide any further comments.

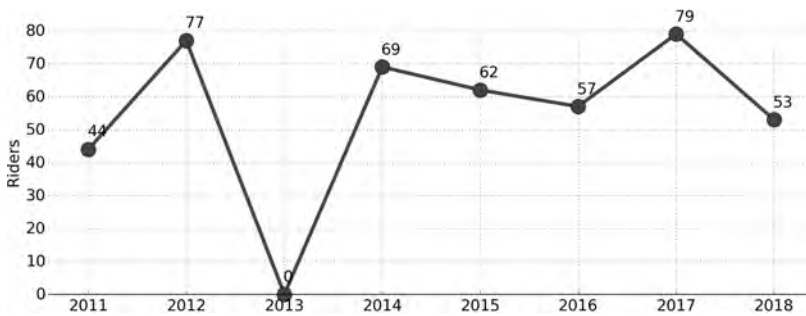
### Traffic Volume by Time



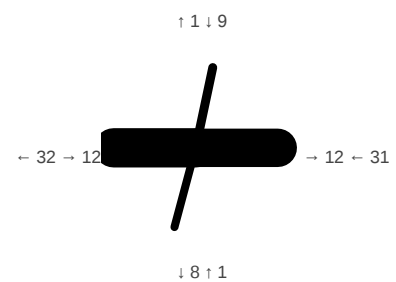
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 Lee Point Rd [N] |          |          | 2 McMillans Rd [E] |          |           | 3 Marrara Dr [S] |          |          | 4 McMillans Rd [W] |           |          | Total     |
|--------------|--------------------|----------|----------|--------------------|----------|-----------|------------------|----------|----------|--------------------|-----------|----------|-----------|
| Exit         | 2                  | 3        | 4        | 1                  | 3        | 4         | 1                | 2        | 4        | 1                  | 2         | 3        | Total     |
| Female       | 1                  | 0        | 0        | 0                  | 0        | 4         | 0                | 0        | 0        | 0                  | 2         | 1        | 8         |
| Male         | 1                  | 6        | 1        | 0                  | 0        | 27        | 1                | 0        | 0        | 0                  | 8         | 1        | 45        |
| Not known    | 0                  | 0        | 0        | 0                  | 0        | 0         | 0                | 0        | 0        | 0                  | 0         | 0        | 0         |
| <b>Total</b> | <b>2</b>           | <b>6</b> | <b>1</b> | <b>0</b>           | <b>0</b> | <b>31</b> | <b>1</b>         | <b>0</b> | <b>0</b> | <b>0</b>           | <b>10</b> | <b>2</b> | <b>53</b> |

## Site 5527

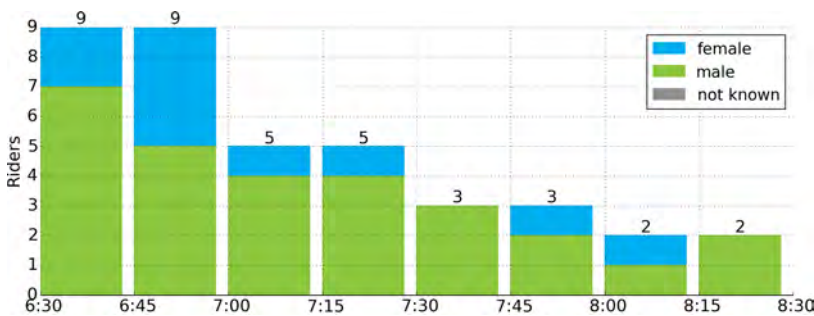
Amy Johnson Ave [N], Stuart Hwy [E], Amy Johnson Ave [SW], Stuart Hwy [W]



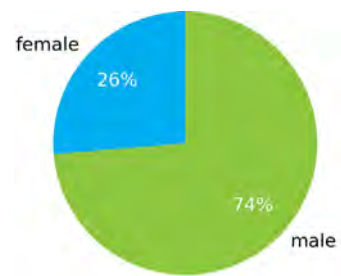
**38 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 0% compared to 38 in 2017 and a decrease of 42% compared to 65 in 2012. The peak period was 06:30-06:45 with 9 riders. Female riders comprised 26% of the total.

The majority of riders entered this intersection from the west via Stuart Hwy and exited to the east along the same road. Based on trend data collected over the past 5 counts, site 5527 has experienced a decline of 29.9 percent. The volunteer noted that there were much less defence base personnel on bikes than previous years.

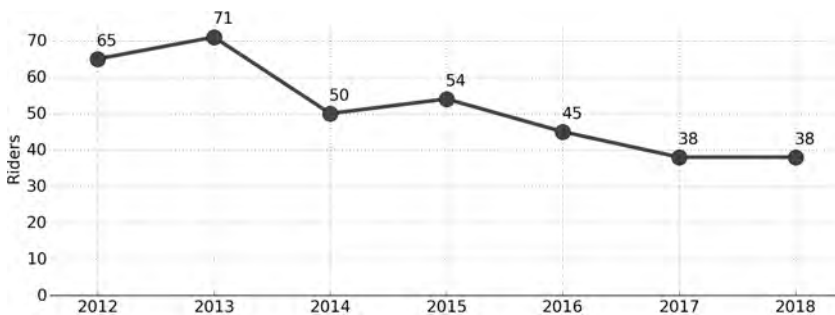
### Traffic Volume by Time



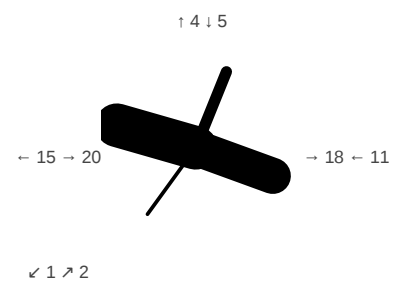
### Gender Ratio



### Cycling Trend



### Traffic Flow

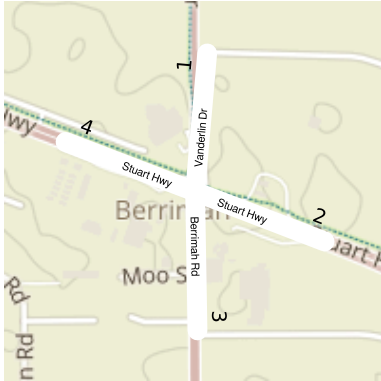


### Raw Data

| Enter        | 1 Amy Johnson Ave [N] |          |          | 2 Stuart Hwy [E] |          |           | 3 Amy Johnson Ave [SW] |          |          | 4 Stuart Hwy [W] |           |          | Total     |
|--------------|-----------------------|----------|----------|------------------|----------|-----------|------------------------|----------|----------|------------------|-----------|----------|-----------|
| Exit         | 2                     | 3        | 4        | 1                | 3        | 4         | 1                      | 2        | 4        | 1                | 2         | 3        |           |
| Female       | 0                     | 0        | 1        | 0                | 0        | 3         | 0                      | 0        | 0        | 1                | 5         | 0        | 10        |
| Male         | 0                     | 1        | 3        | 0                | 0        | 8         | 2                      | 0        | 0        | 1                | 13        | 0        | 28        |
| 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>4</b> | <b>0</b>         | <b>0</b> | <b>11</b> | <b>2</b>               | <b>0</b> | <b>0</b> | <b>2</b>         | <b>18</b> | <b>0</b> | <b>38</b> |

## Site 5528

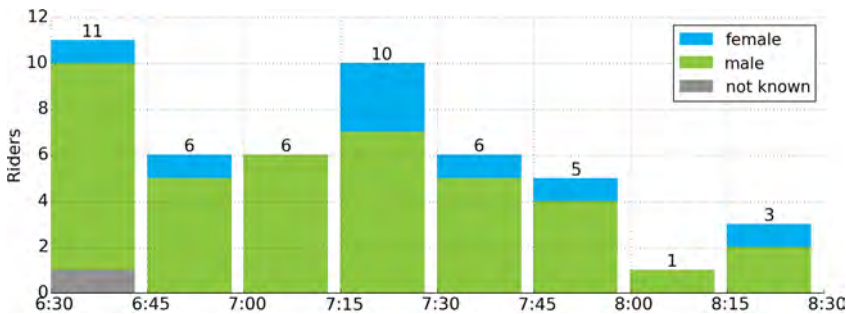
Vanderlin Dr [N], Stuart Hwy [E], Berrimah Rd [S], Stuart Hwy [W]



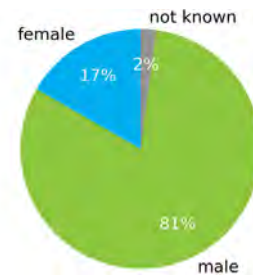
**48 bicycle riders** were recorded during the 2 hour survey. This is an increase of 12% compared to 43 in 2017 and a decrease of 19% compared to 59 in 2012. The peak period was 06:30-06:45 with 11 riders. Female riders comprised 17% of the total.

The majority of riders entered this intersection from the west via Stuart Hwy and exited to the south along Berrimah Rd. Based on trend data collected over the past 5 counts, site 5528 has experienced a decline of 37.4 percent. The volunteer did not provide any further comments.

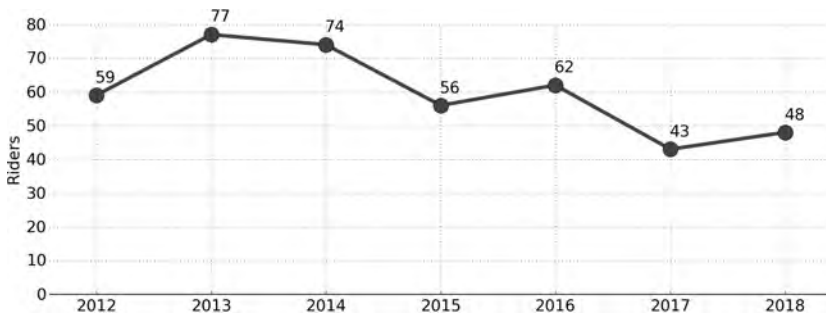
### Traffic Volume by Time



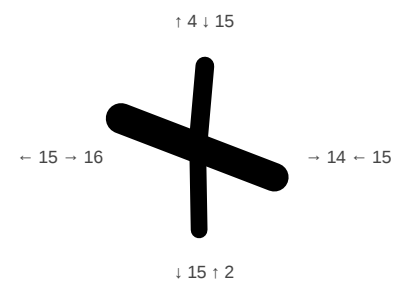
### Gender Ratio



### Cycling Trend



### Traffic Flow



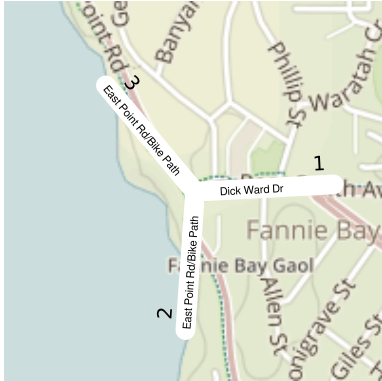
### Raw Data

| Enter        | 1 Vanderlin Dr [N] |          |          | 2 Stuart Hwy [E] |          |           | 3 Berrimah Rd [S] |          |          | 4 Stuart Hwy [W] |           |          | Total     |
|--------------|--------------------|----------|----------|------------------|----------|-----------|-------------------|----------|----------|------------------|-----------|----------|-----------|
| Exit         | 2                  | 3        | 4        | 1                | 3        | 4         | 1                 | 2        | 4        | 1                | 2         | 3        | Total     |
| Female       | 1                  | 2        | 0        | 0                | 0        | 3         | 0                 | 0        | 0        | 0                | 2         | 0        | 8         |
| Male         | 1                  | 7        | 3        | 2                | 1        | 9         | 2                 | 0        | 0        | 0                | 9         | 5        | 39        |
| Not known    | 1                  | 0        | 0        | 0                | 0        | 0         | 0                 | 0        | 0        | 0                | 0         | 0        | 1         |
| <b>Total</b> | <b>3</b>           | <b>9</b> | <b>3</b> | <b>2</b>         | <b>1</b> | <b>12</b> | <b>2</b>          | <b>0</b> | <b>0</b> | <b>0</b>         | <b>11</b> | <b>5</b> | <b>48</b> |



## Site 5585

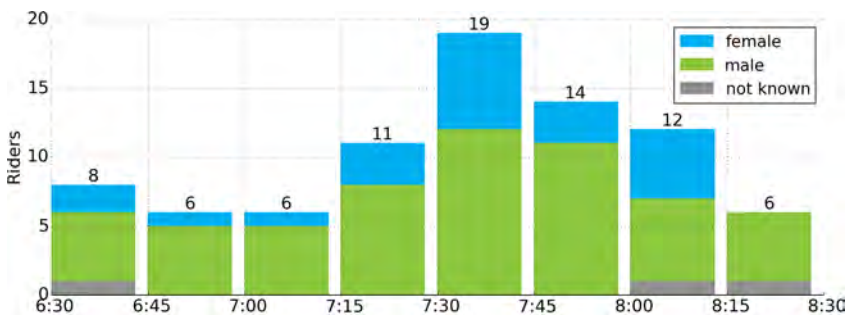
### Dick Ward Dr [E], East point Rd/Bike Path [S], East Point Rd/Bike Path [NW]



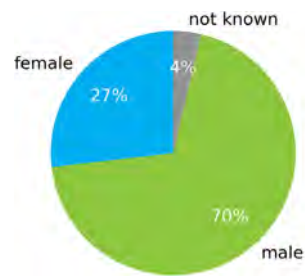
**82 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 19% compared to 101 in 2017 and a decrease of 15% compared to 97 in 2012. The peak period was 07:30-07:45 with 19 riders. Female riders comprised 27% of the total.

The majority of riders entered this intersection from the east via Dick Ward Dr and exited to the south along East Point Rd/bike path. Based on trend data collected over the past 5 counts, site 5585 has experienced a decline of 6.0 percent. The volunteer did not provide any further comments.

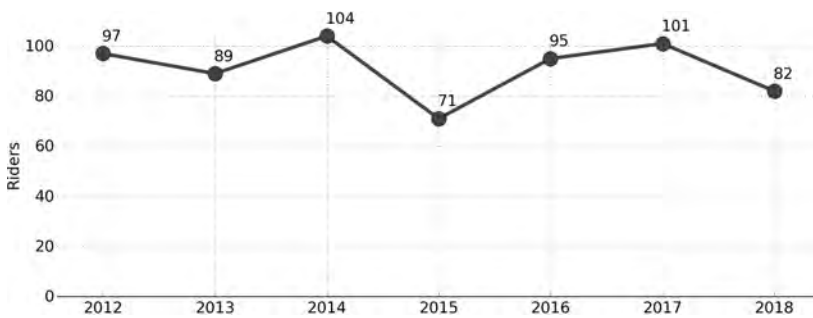
#### Traffic Volume by Time



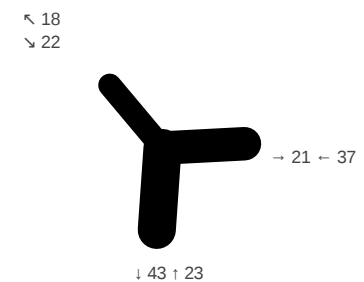
#### Gender Ratio



#### Cycling Trend



#### Traffic Flow



#### Raw Data

| Enter        | 1 Dick Ward Dr [E] | 2 East Point Rd/Bike Path [S] | 3 East Point Rd/Bike Path [NW] | Total     |           |
|--------------|--------------------|-------------------------------|--------------------------------|-----------|-----------|
| Exit         | 2                  | 3                             | 1                              | 3         |           |
| Female       | 10                 | 2                             | 3                              | 2         | 22        |
| Male         | 17                 | 6                             | 9                              | 8         | 57        |
| Not known    | 2                  | 0                             | 1                              | 0         | 3         |
| <b>Total</b> | <b>29</b>          | <b>8</b>                      | <b>13</b>                      | <b>10</b> | <b>82</b> |

## Site 5981

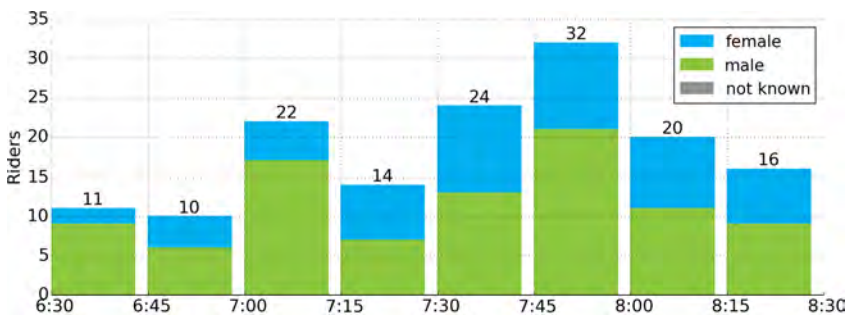
### Casuarina Foreshore Path [N], Casuarina Foreshore Path [E], Casuarina Foreshore Path [S]



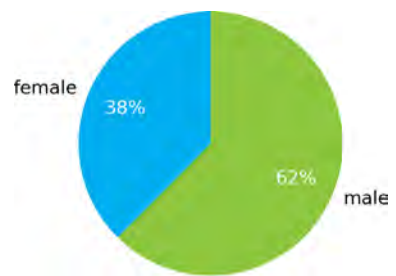
**149 bicycle riders** were recorded during the 2 hour survey. This is an increase of 23% compared to 121 in 2017 and an increase of 12% compared to 133 in 2012. The peak period was 07:45-08:00 with 32 riders. Female riders comprised 38% of the total.

The majority of riders entered this intersection from the south via the Casuarina Foreshore path and exited to the north. Based on trend data collected over the past 5 counts, site 5981 has experienced a growth of 19.4 percent. The volunteer did not provide any further comments.

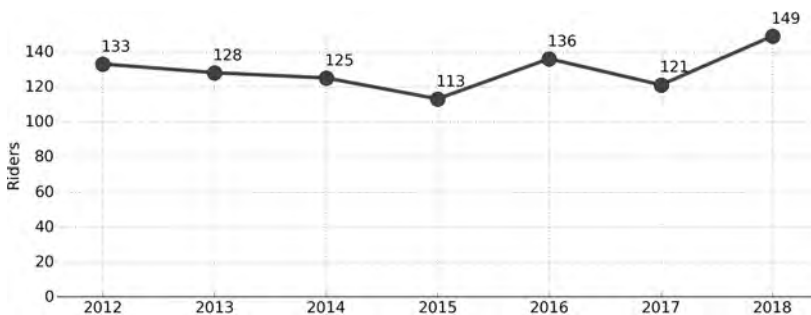
#### Traffic Volume by Time



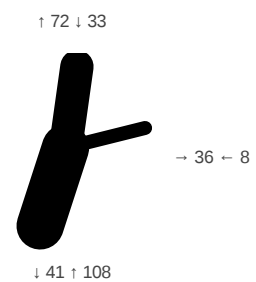
#### Gender Ratio



#### Cycling Trend



#### Traffic Flow

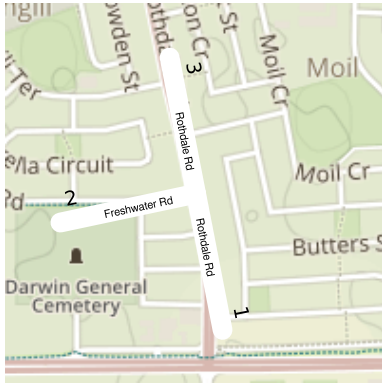


#### Raw Data

| Enter        | 1 Casuarina Foreshore Path [N] |           | 2 Casuarina Foreshore Path [E] |          | 3 Casuarina Foreshore Path [S] |           | Total      |
|--------------|--------------------------------|-----------|--------------------------------|----------|--------------------------------|-----------|------------|
| Exit         | 2                              | 3         | 1                              | 3        | 1                              | 2         |            |
| Female       | 0                              | 6         | 0                              | 2        | 33                             | 15        | 56         |
| Male         | 0                              | 27        | 0                              | 6        | 39                             | 21        | 93         |
| Not known    | 0                              | 0         | 0                              | 0        | 0                              | 0         | 0          |
| <b>Total</b> | <b>0</b>                       | <b>33</b> | <b>0</b>                       | <b>8</b> | <b>72</b>                      | <b>36</b> | <b>149</b> |

## Site 6188

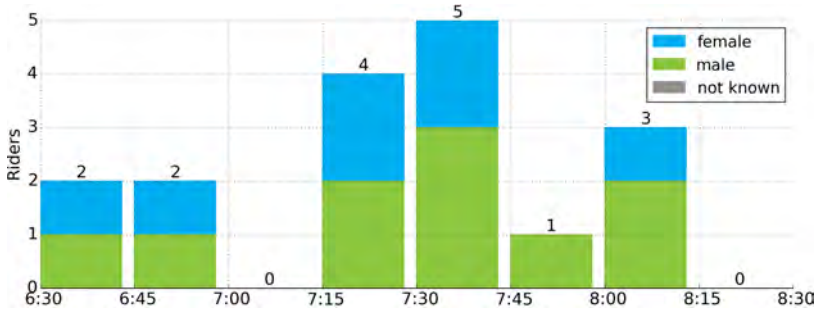
Rothdale Rd [S], Freshwater Rd [W], Rothdale Rd [N]



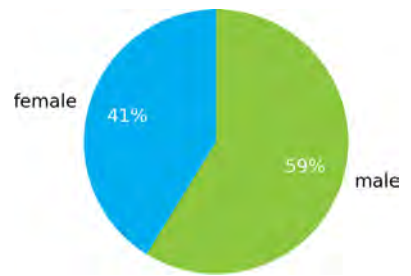
**17 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 6% compared to 18 in 2017 and a decrease of 15% compared to 20 in 2013. The peak period was 07:30-07:45 with 5 riders. Female riders comprised 41% of the total.

The majority of riders entered this intersection from the north via Rothdale Rd and exited to the south along the same road. Based on trend data collected over the past 5 counts, site 6188 has experienced a growth of 7.8 percent. The volunteer did not provide any further comments.

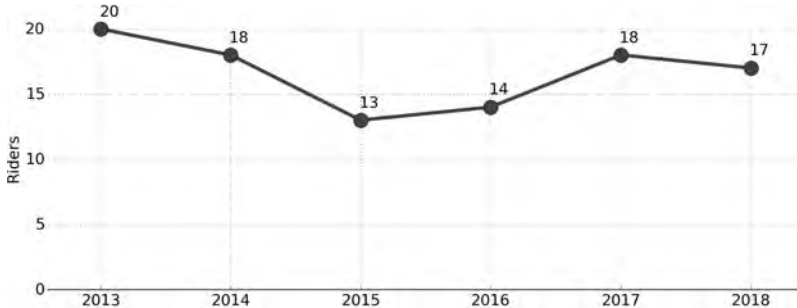
Traffic Volume by Time



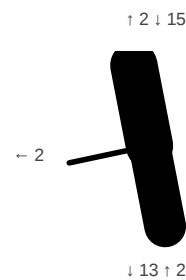
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

| Enter     | 1 Rothdale Rd [S] |   | 2 Freshwater Rd [W] |   | 3 Rothdale Rd [N] |   |       |
|-----------|-------------------|---|---------------------|---|-------------------|---|-------|
| Exit      | 2                 | 3 | 1                   | 3 | 1                 | 2 | Total |
| Female    | 0                 | 1 | 0                   | 0 | 6                 | 0 | 7     |
| Male      | 0                 | 1 | 0                   | 0 | 7                 | 2 | 10    |
| Not known | 0                 | 0 | 0                   | 0 | 0                 | 0 | 0     |
| Total     | 0                 | 2 | 0                   | 0 | 13                | 2 | 17    |

## Site 6808

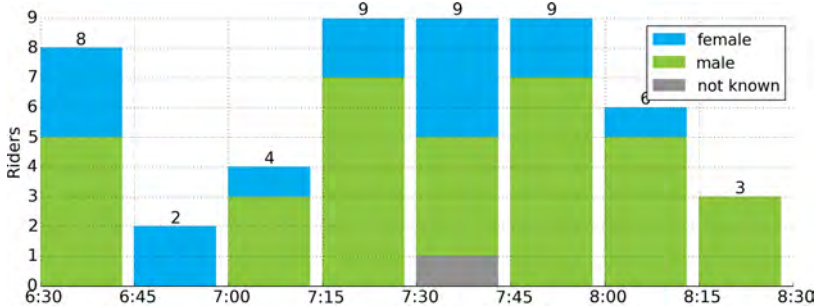
Lee Point Rd [N], Lee Point Rd [S], Tambling Tce [W]



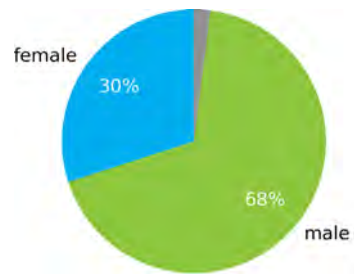
**50 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 12% compared to 57 in 2017 and a decrease of 9% compared to 55 in 2015. The peak period was 07:15-07:30 with 9 riders. Female riders comprised 30% of the total.

The majority of riders entered this intersection from the north via Lee Point Rd and exited to the south along the same road. Based on trend data collected over the past 4 counts, site 6808 has experienced a decline of 4.6 percent. The volunteer left a minor comment that the weather was humid during the count.

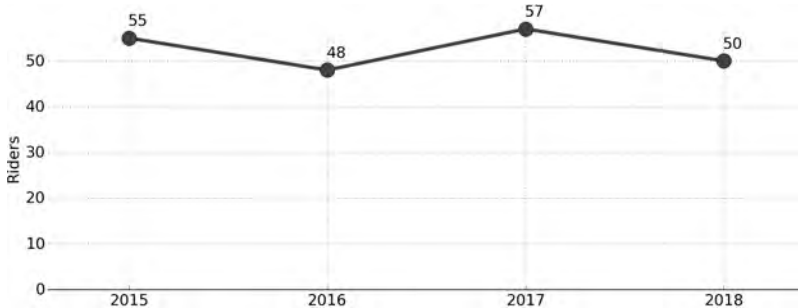
### Traffic Volume by Time



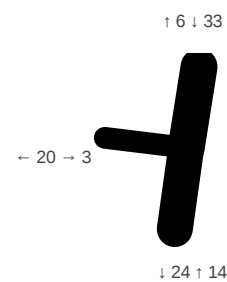
### Gender Ratio



### Cycling Trend



### Traffic Flow

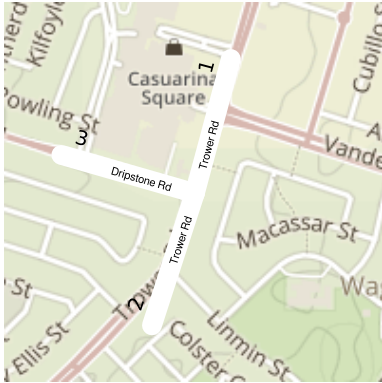


### Raw Data

| Enter        | 1 Lee Point Rd [N] |           | 2 Lee Point Rd [S] |          | 3 Tambling Tce [W] |          |           |
|--------------|--------------------|-----------|--------------------|----------|--------------------|----------|-----------|
| Exit         | 2                  | 3         | 1                  | 3        | 1                  | 2        | Total     |
| Female       | 8                  | 0         | 2                  | 4        | 0                  | 1        | 15        |
| Male         | 14                 | 11        | 3                  | 4        | 1                  | 1        | 34        |
| Not known    | 0                  | 0         | 0                  | 1        | 0                  | 0        | 1         |
| <b>Total</b> | <b>22</b>          | <b>11</b> | <b>5</b>           | <b>9</b> | <b>1</b>           | <b>2</b> | <b>50</b> |

## Site 6830

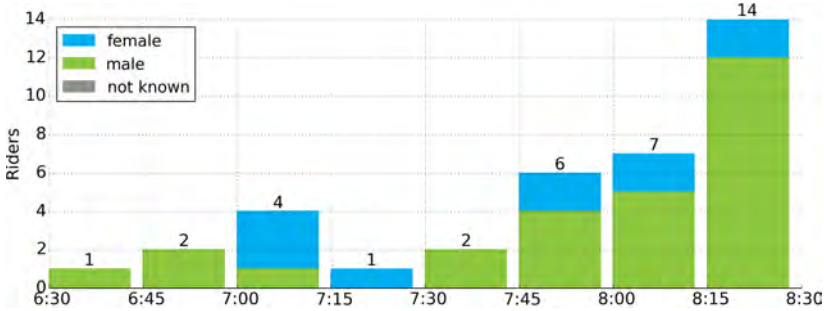
Trower Rd [N], Trower Rd [S], Dripstone Rd [W]



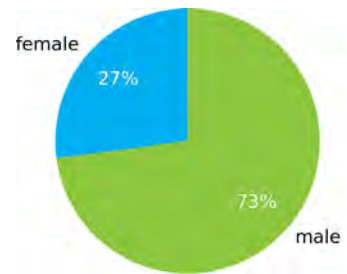
**37 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 3% compared to 38 in 2015. The peak period was 08:15-08:30 with 14 riders. Female riders comprised 27% of the total.

The majority of riders entered this intersection from the north via Trower Rd and exited to the south along the same road. There is not enough linear trend data to calculate the growth and decline of this site over time. The volunteer noted that some skateboarders also used the paths.

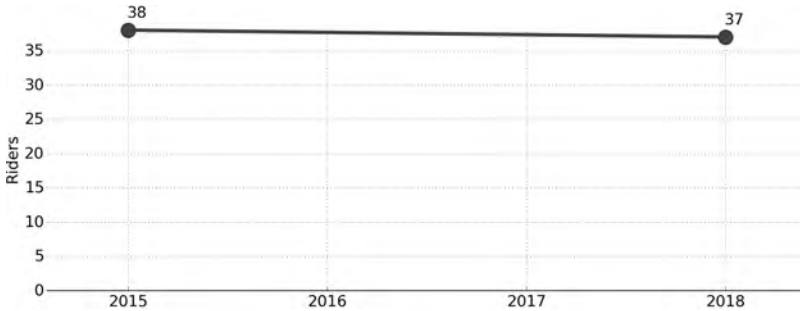
### Traffic Volume by Time



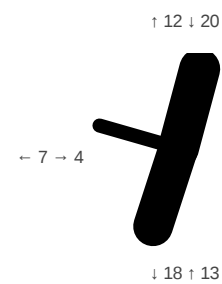
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 Trower Rd [N] |          | 2 Trower Rd [S] |          | 3 Dripstone Rd [W] |          |           |
|--------------|-----------------|----------|-----------------|----------|--------------------|----------|-----------|
| Exit         | 2               | 3        | 1               | 3        | 1                  | 2        | Total     |
| Female       | 1               | 2        | 4               | 1        | 2                  | 0        | 10        |
| Male         | 15              | 2        | 6               | 2        | 0                  | 2        | 27        |
| Not known    | 0               | 0        | 0               | 0        | 0                  | 0        | 0         |
| <b>Total</b> | <b>16</b>       | <b>4</b> | <b>10</b>       | <b>3</b> | <b>2</b>           | <b>2</b> | <b>37</b> |

## Site 6949

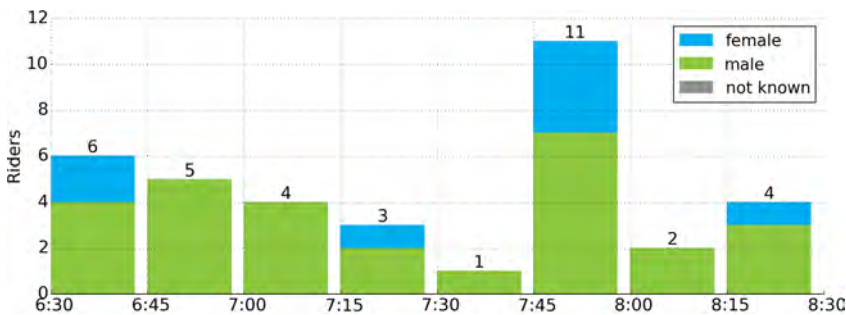
Tiger Brennan Drive north bound [N], Frances Bay Drive north bound [NE], Frances Bay Drive south bound [S], Tiger Brennan Drive south bound [SW], Dinah Beach Rd [W]



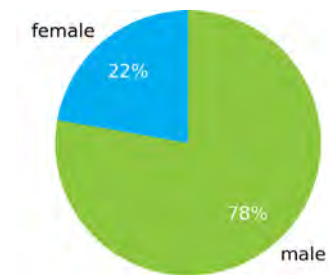
**36 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 20% compared to 45 in 2017 and a decrease of 3% compared to 37 in 2016. The peak period was 07:45-08:00 with 11 riders. Female riders comprised 22% of the total.

The majority of riders entered this intersection from the north via Tiger Brennan Drive and exited to the south along the same road. Based on trend data collected over the past 3 counts, site 6949 has experienced a decline of 2.5 percent. The volunteer commented that a bike path along Tiger Brennan Drive linking Bayview and Tipperary Waters would help users feel safer.

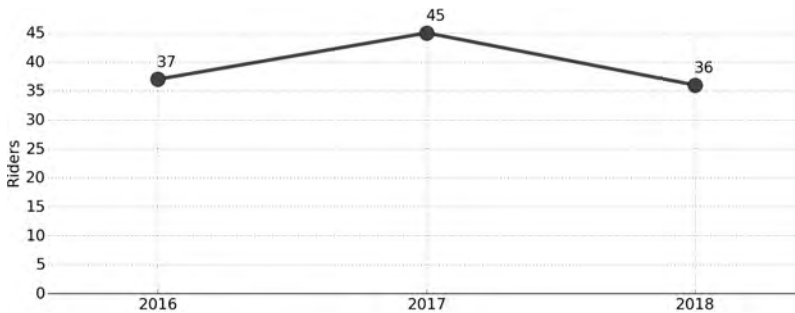
### Traffic Volume by Time



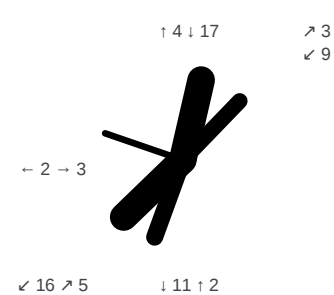
### Gender Ratio



### Cycling Trend



### Traffic Flow

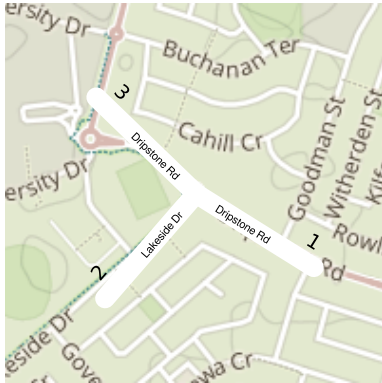


### Raw Data

| Enter        | 1 Tiger Brennan Drive [N] |          |           |          | 2 Frances Bay Drive [NE] |          |          |          | 3 Frances Bay Drive [S] |          |          |          | 4 Tiger Brennan Drive [SW] |          |          |          | 5 Dinah Beach Rd [W] |          |          |          | Total     |
|--------------|---------------------------|----------|-----------|----------|--------------------------|----------|----------|----------|-------------------------|----------|----------|----------|----------------------------|----------|----------|----------|----------------------|----------|----------|----------|-----------|
| Exit         | 2                         | 3        | 4         | 5        | 1                        | 3        | 4        | 5        | 1                       | 2        | 4        | 5        | 1                          | 2        | 3        | 5        | 1                    | 2        | 3        | 4        | Total     |
| Female       | 0                         | 1        | 4         | 0        | 0                        | 0        | 0        | 0        | 0                       | 1        | 0        | 0        | 1                          | 0        | 0        | 0        | 0                    | 0        | 0        | 1        | 8         |
| Male         | 0                         | 5        | 6         | 1        | 0                        | 4        | 4        | 1        | 0                       | 0        | 1        | 0        | 3                          | 0        | 1        | 0        | 0                    | 2        | 0        | 0        | 28        |
| Not known    | 0                         | 0        | 0         | 0        | 0                        | 0        | 0        | 0        | 0                       | 0        | 0        | 0        | 0                          | 0        | 0        | 0        | 0                    | 0        | 0        | 0        | 0         |
| <b>Total</b> | <b>0</b>                  | <b>6</b> | <b>10</b> | <b>1</b> | <b>0</b>                 | <b>4</b> | <b>4</b> | <b>1</b> | <b>0</b>                | <b>1</b> | <b>1</b> | <b>0</b> | <b>4</b>                   | <b>0</b> | <b>1</b> | <b>0</b> | <b>0</b>             | <b>2</b> | <b>0</b> | <b>1</b> | <b>36</b> |

## Site 7123

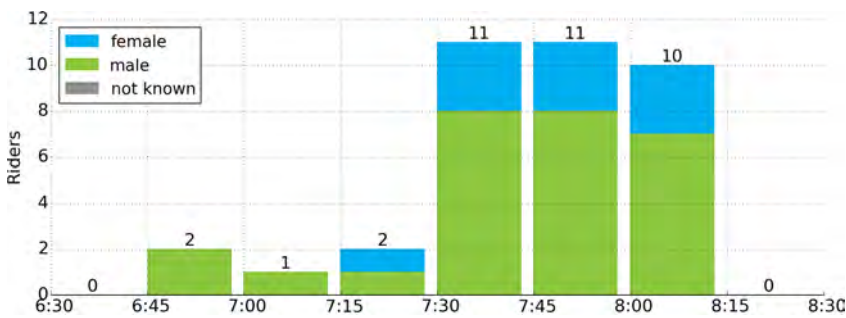
### Dripstone Rd [SE], Lakeside Dr [SW], Dripstone Rd [NW]



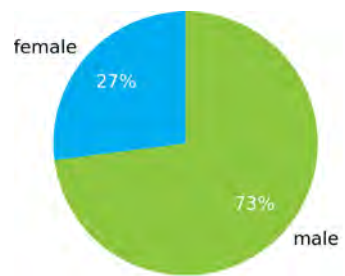
**37 bicycle riders** were recorded during the 2 hour survey. This is an increase of 37% compared to 27 in 2017 and a decrease of 26% compared to 50 in 2016. The peak period was 07:30-07:45 with 11 riders. Female riders comprised 27% of the total.

The majority of riders entered this intersection from the SW via Lakeside Dr and exited to the SE along Dripstone Rd. Based on trend data collected over the past 3 counts, site 7123 has experienced a decline of 29.2 percent. The volunteer did not provide any further comments.

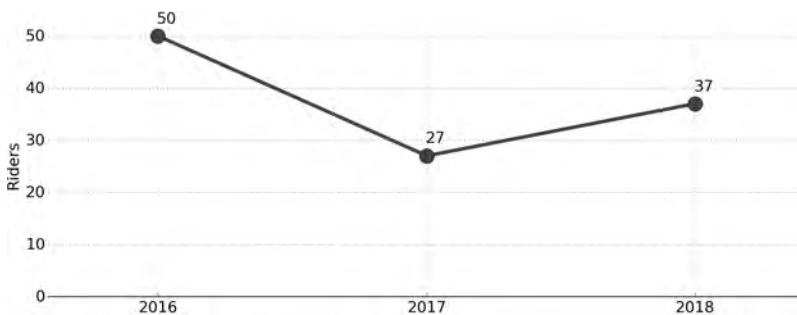
#### Traffic Volume by Time



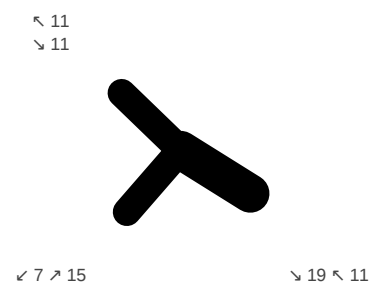
#### Gender Ratio



#### Cycling Trend



#### Traffic Flow



#### Raw Data

| Enter        | 1 Dripstone Rd [SE] |          | 2 Lakeside Dr [SW] |          | 3 Dripstone Rd [NW] |          | Total     |
|--------------|---------------------|----------|--------------------|----------|---------------------|----------|-----------|
| Exit         | 2                   | 3        | 1                  | 3        | 1                   | 2        |           |
| Female       | 0                   | 2        | 5                  | 1        | 2                   | 0        | 10        |
| Male         | 4                   | 5        | 6                  | 3        | 6                   | 3        | 27        |
| Not known    | 0                   | 0        | 0                  | 0        | 0                   | 0        | 0         |
| <b>Total</b> | <b>4</b>            | <b>7</b> | <b>11</b>          | <b>4</b> | <b>8</b>            | <b>3</b> | <b>37</b> |

## Site 7249

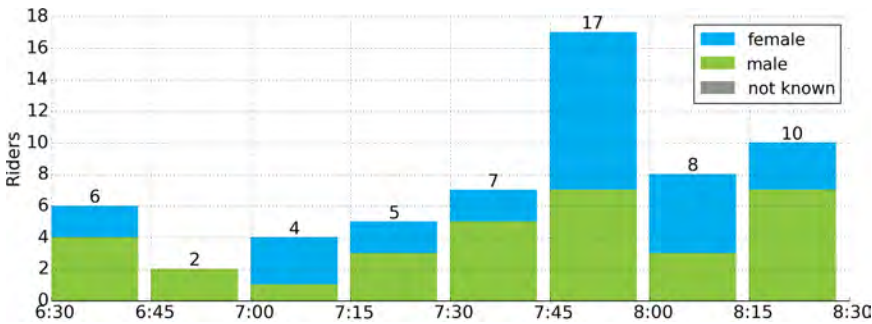
Fox Cr [NE], Nightcliff Rd [SE], Camphor St [SW], Nightcliff Rd [NW]



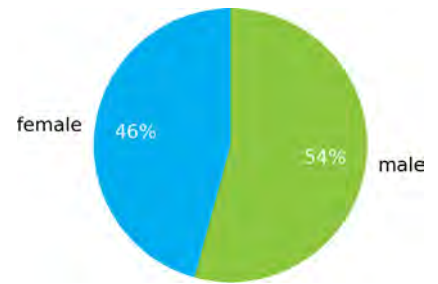
59 bicycle riders were recorded during the 2 hour survey. The peak period was 07:45-08:00 with 17 riders. Female riders comprised 46% of the total.

The majority of riders entered this intersection from the NW via Nightcliff Rd and exited to the SW along the same road. 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.

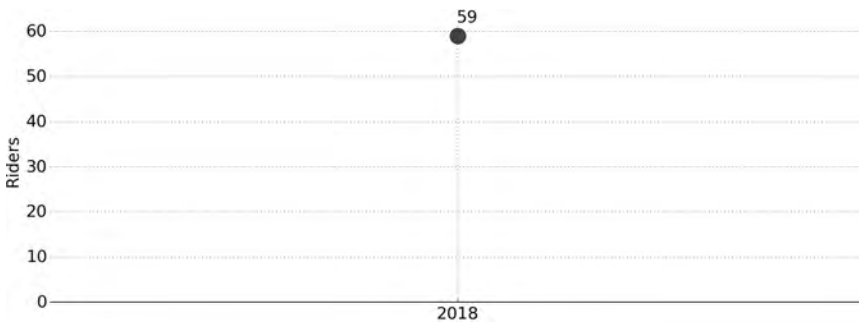
### Traffic Volume by Time



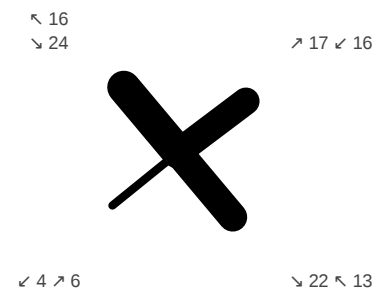
### Gender Ratio



### Cycling Trend



### Traffic Flow



### Raw Data

| Enter        | 1 Fox Cr [NE] |          |          | 2 Nightcliff Rd [SE] |          |           | 3 Camphor St [SW] |          |          | 4 Nightcliff Rd [NW] |           |          | Total     |
|--------------|---------------|----------|----------|----------------------|----------|-----------|-------------------|----------|----------|----------------------|-----------|----------|-----------|
| Exit         | 2             | 3        | 4        | 1                    | 3        | 4         | 1                 | 2        | 4        | 1                    | 2         | 3        |           |
| Female       | 5             | 0        | 5        | 1                    | 0        | 6         | 0                 | 0        | 1        | 4                    | 4         | 1        | 27        |
| Male         | 3             | 3        | 0        | 2                    | 0        | 4         | 3                 | 2        | 0        | 7                    | 8         | 0        | 32        |
| Not known    | 0             | 0        | 0        | 0                    | 0        | 0         | 0                 | 0        | 0        | 0                    | 0         | 0        | 0         |
| <b>Total</b> | <b>8</b>      | <b>3</b> | <b>5</b> | <b>3</b>             | <b>0</b> | <b>10</b> | <b>3</b>          | <b>2</b> | <b>1</b> | <b>11</b>            | <b>12</b> | <b>1</b> | <b>59</b> |





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Level 4,  
246 Bourke Street  
Melbourne VIC 3000

210 Collins Street  
Hobart TAS 7000

Freecall: 1800 639 634  
[bicyclenetwork.com.au](http://bicyclenetwork.com.au)