



**BICYCLE
NETWORK®**

SUPER TUESDAY COMMUTER BIKE COUNT

PALMERSTON

2018



**SUPER
TUESDAY**

Count Summary in Palmerston



COUNT IN 2018

p. 1

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

It was sunny in Palmerston 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 Palmerston a total of \$450 went back to the local community through donations to nominated groups.

COUNT SITES

p. 3

9 sites were surveyed in Palmerston.

Major commuter corridors include:

- Roystonea Ave (4 sites)
- Temple Terrace (2 sites)

TRAFFIC FLOW

p. 4

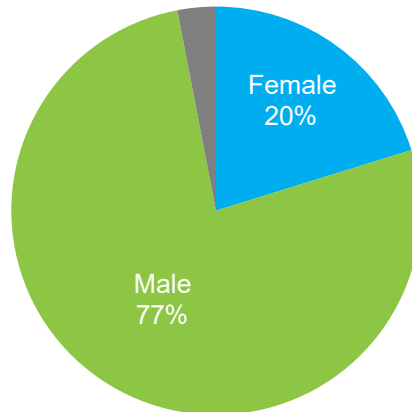
A total of 198 movements was counted at all selected intersections across the council area during the two-hour survey.



GROWTH

p. 5

Overall, usage has decreased by -14% (198 movements) compared to the same 9 sites surveyed in 2017 (229 movements). New sites were excluded from this comparison.

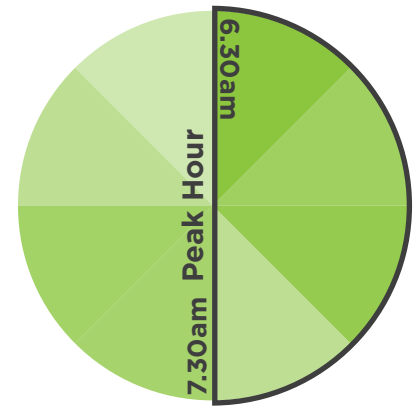


GENDER RATIO

p. 6

Female riders represented 20% of bicyclists across the municipality.

This is lower than the average female ridership across Queensland (23%), and lower than the Australia-wide average of surveyed areas in 2018 (24%).



PEAK HOUR

p. 7

The busiest hour was between 6:30 - 7:30am during the survey.

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

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

BUSIEST SITE

p. 11

The busiest site was at the intersection of Roystonea Ave [N], Lambrick Ave [E], Roystonea Ave [S], Lambrick Ave [W] (Site 5982 - page 11) with an average of 21.8 movements per hour.

COUNT RESULTS

p. 8 - 17

The summary data table and analysis on each site are included in this chapter.

Data table in Excel spreadsheet is supplied with this report.

Super Tuesday in 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

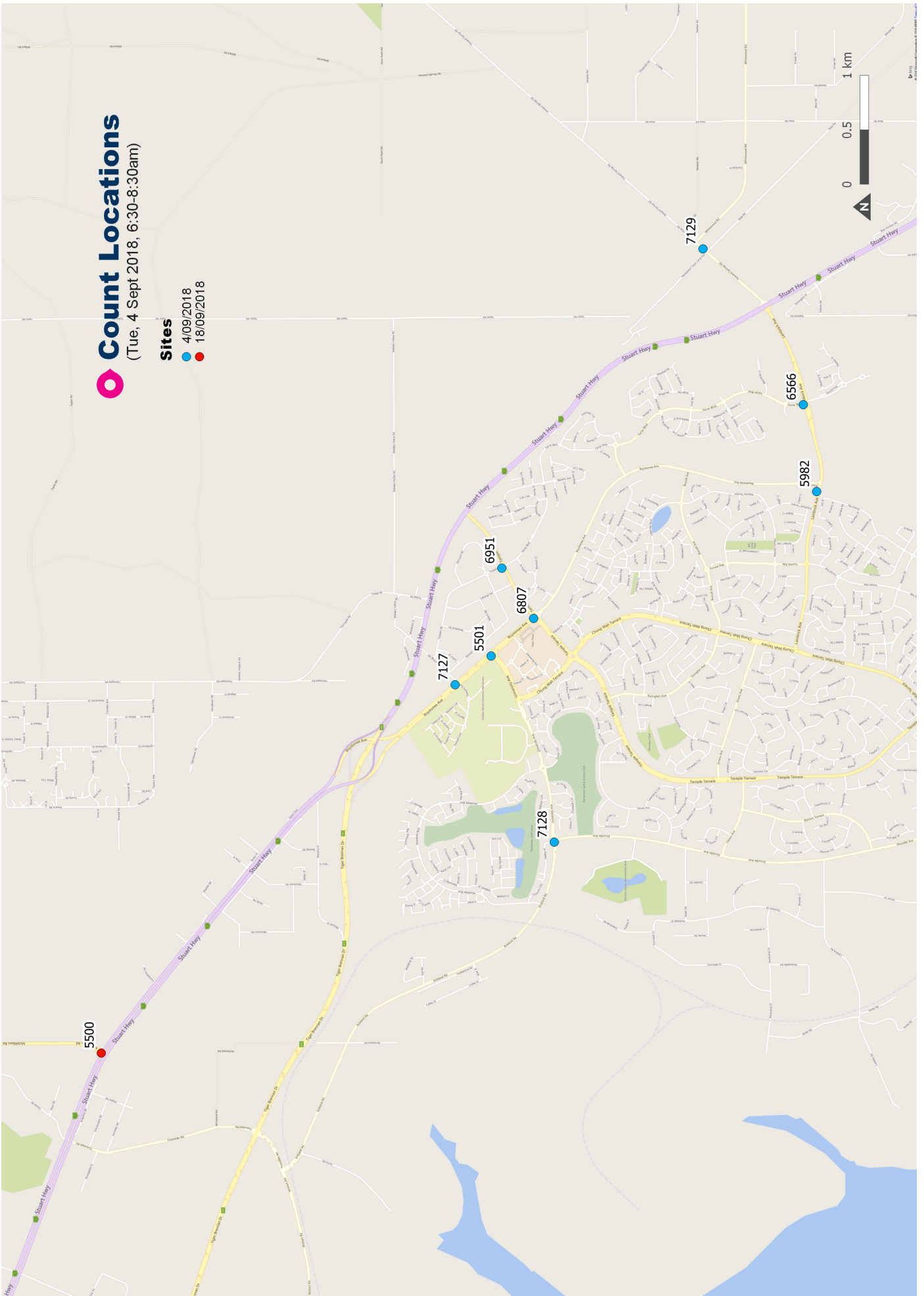
- No changes from previous years.

Count Locations

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

Sites

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

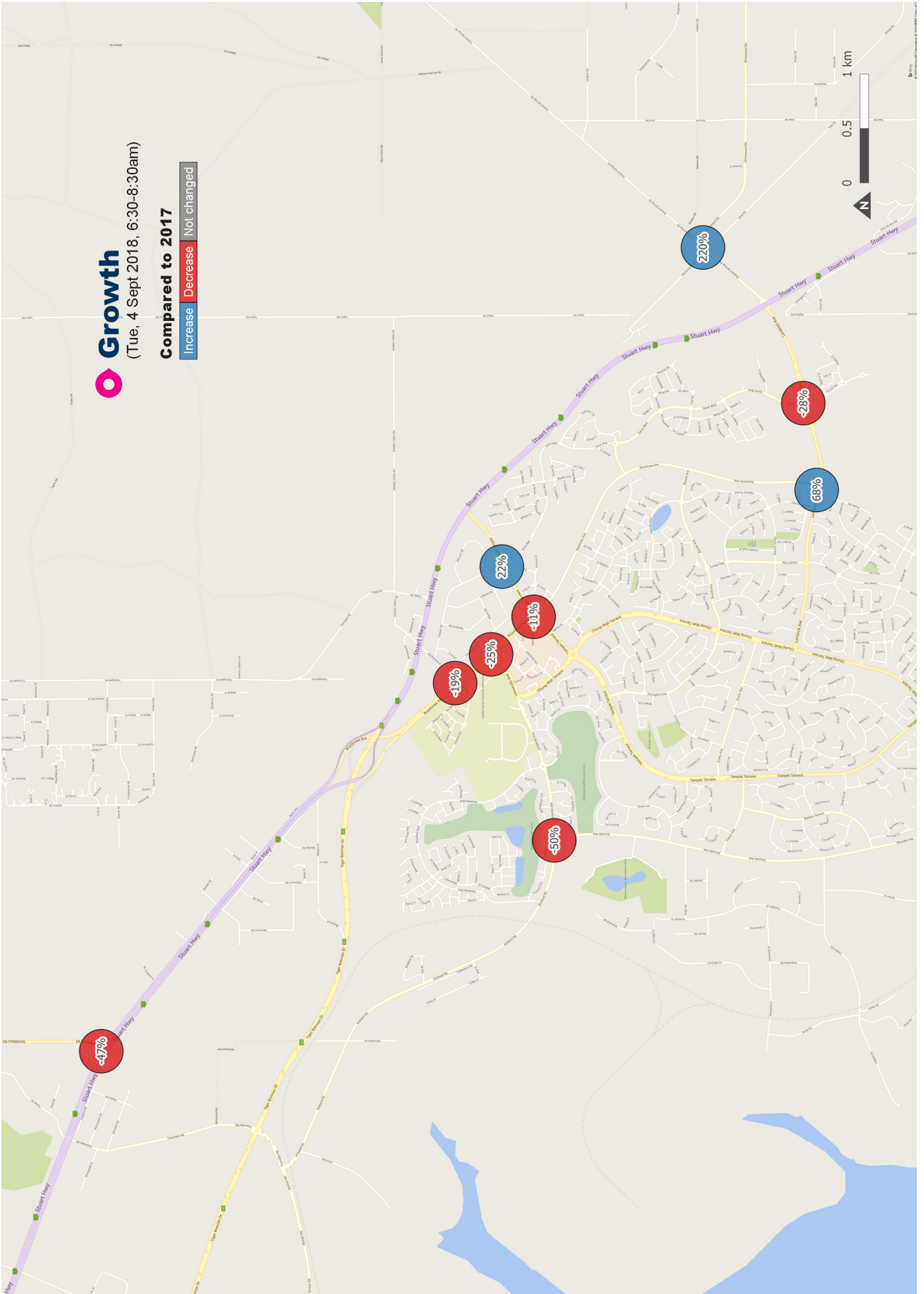


Growth

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

Compared to 2017

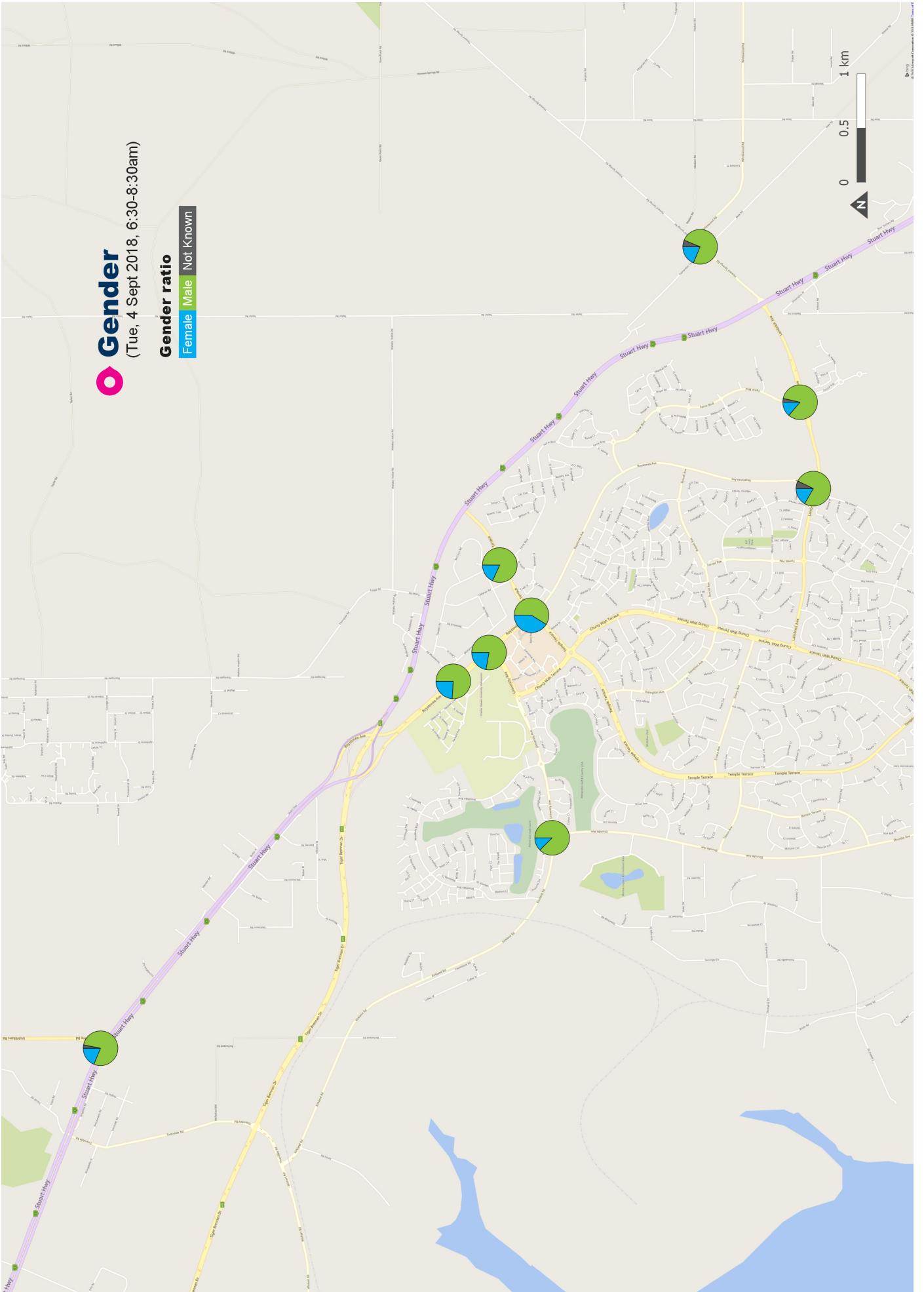
Increase Decrease Not changed



Gender

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

Gender ratio
Female Male Not Known

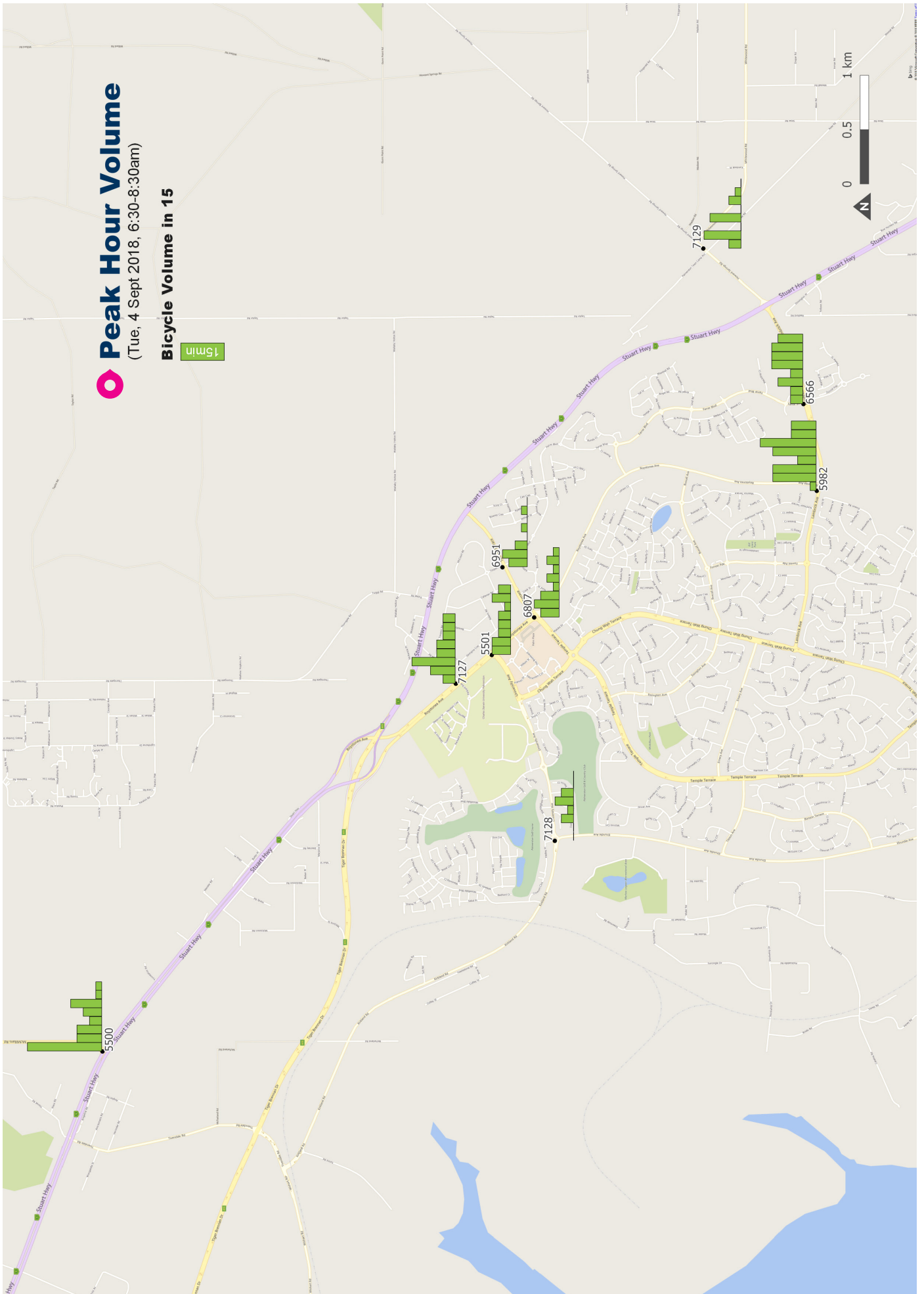


Peak Hour Volume

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

Bicycle Volume in 15

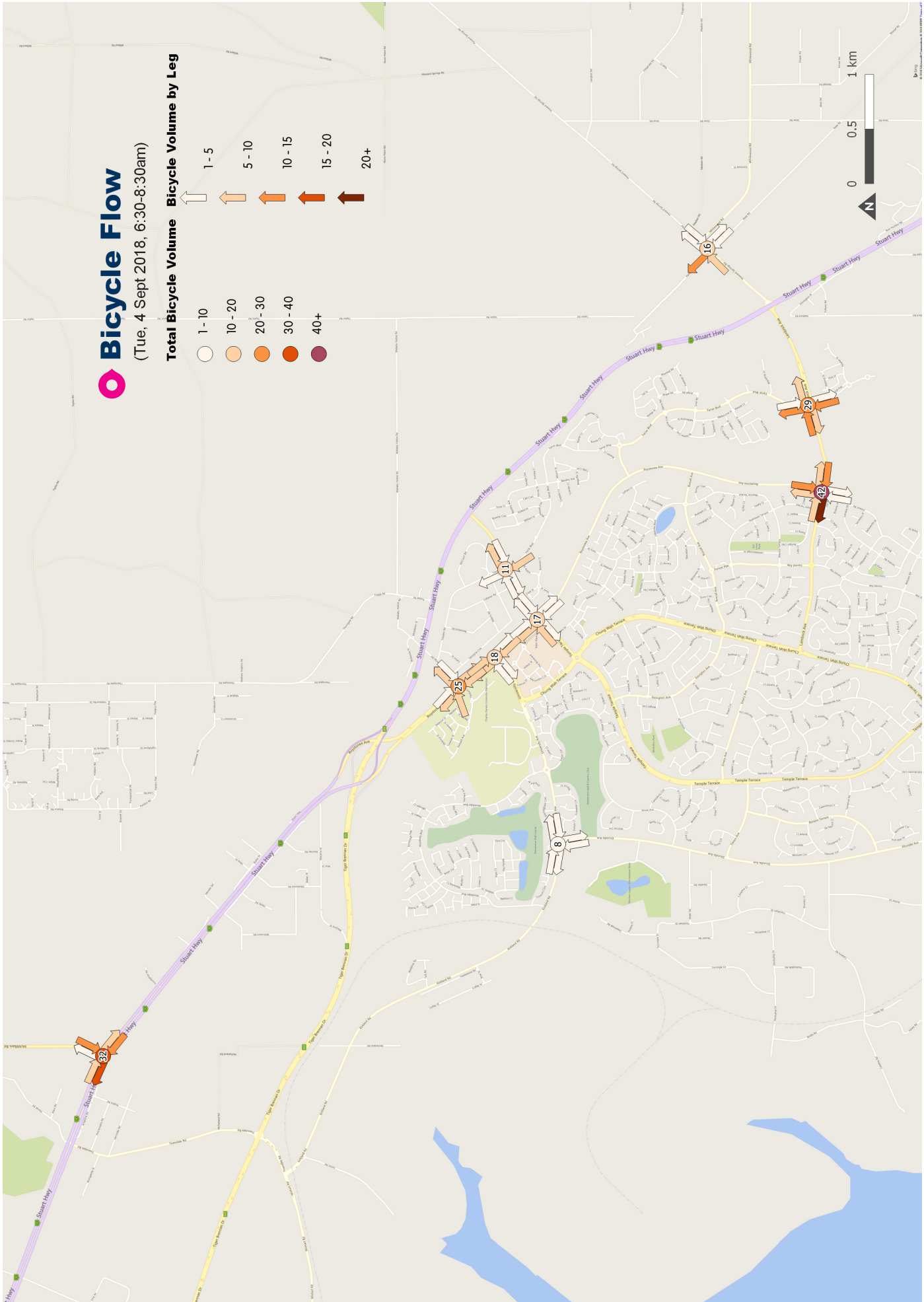
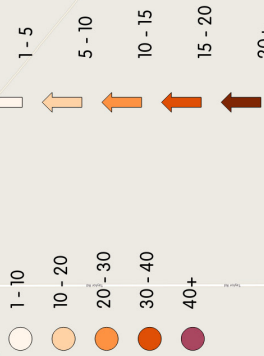
15min



Bicycle Flow

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

Total Bicycle Volume Bicycle Volume by Leg



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
5500	McMillans Rd [NE], Stuart Hwy [SE], Stuart Hwy [NW]	6	25	1	32	60	-47%	4	12	4	2	3	5	1	1
5501	Roystonea Ave [SE], University Ave [SW], Roystonea Ave [NW]	4	14	0	18	24	-25%	3	3	2	2	2	1	3	2
5982	Roystonea Ave [N], Lambrick Ave [E], Roystonea Ave [S], Lambrick Ave [W]	7	32	3	42	25	68%	7	1	7	3	7	9	4	4
6566	Lambrick Ave [E], Zuccoli Pde [S], Lambrick Ave [W], Farrar Blvd [N]	4	24	1	29	40	-28%	2	2	4	2	5	5	5	4
6807	Temple Tce [NE], Roystonea Ave/Footpath [SE], Temple Tce/Footpath [SW], Roystonea Ave/Footpath [NW]	7	10	0	17	19	-11%	4	3	3	1	2	1	2	1
6951	Temple Terrace [NE], Farrar Boulevard [SE], Temple Terrace [SW], Toupein Road [NW]	2	9	0	11	9	22%	4	3	2	0	1	0	1	0
7127	Yarrowonga Rd [NE], Roystonea Ave [SE], Packard Ave [W], Roystonea Ave [NW]	6	19	0	25	31	-19%	4	2	7	3	3	2	2	2
7128	University Ave [E], Elrundie Ave [S], Kirkland Rd [W]	1	7	0	8	16	-50%	0	0	2	1	3	2	0	0
7129	Howard Springs Rd [NE], Howard Springs shared path [SE], Howard Springs Rd [SW], Howard Springs shared path [NW]	3	12	1	16	5	220%	6	2	0	5	0	2	1	0

Site 5500

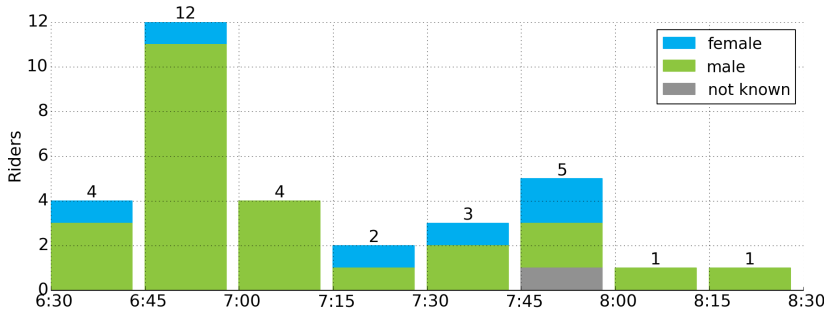
McMillans Rd [NE], Stuart Hwy [SE], Stuart Hwy [NW]



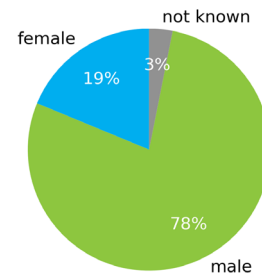
32 bicycle riders were recorded during the 2 hour survey. This is a decrease of 47% compared to 60 in 2017 and a decrease of 9% compared to 35 in 2011. The peak period was 06:45-07:00 with 12 riders. Female riders comprised 19% of the total.

The majority of riders entered this intersection from the SE via Stuart Hwy and exited to the NW along the same road. Based on trend data collected over the past 5 counts, site 5500 has experienced a decline of 8.3 percent. The volunteer did not provide any further comments.

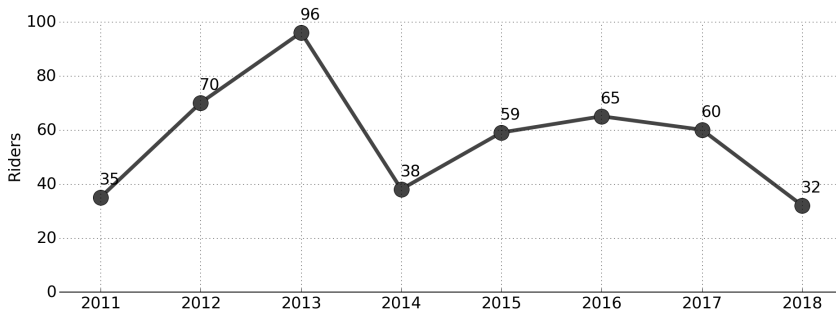
Traffic Volume by Time



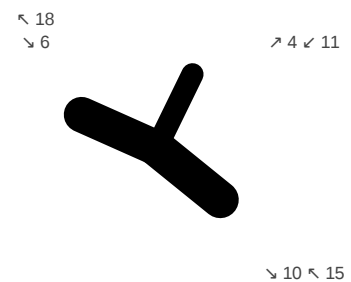
Gender Ratio



Cycling Trend



Traffic Flow

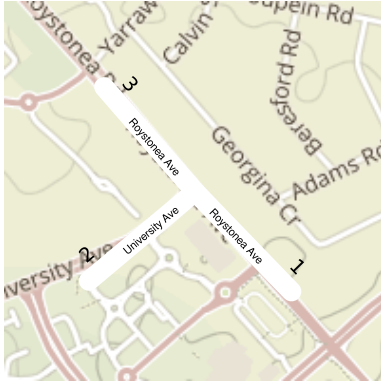


Raw Data

Enter	1 McMillans Rd [NE]		2 Stuart Hwy [SE]		3 Stuart Hwy [NW]		Total
Exit	2	3	1	3	1	2	
Female	2	1	0	1	1	1	6
Male	3	4	2	12	1	3	25
Not known	1	0	0	0	0	0	1
Total	6	5	2	13	2	4	32

Site 5501

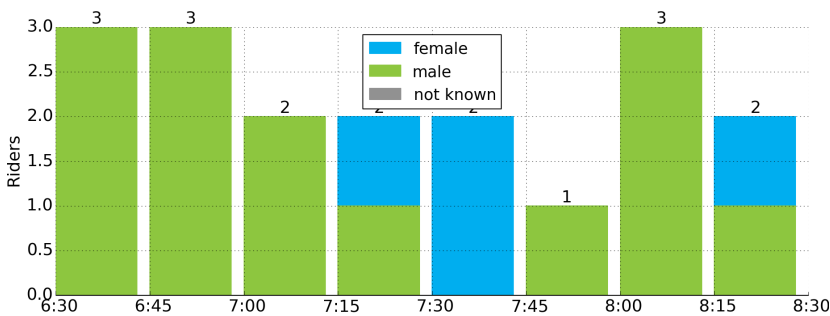
Roystonea Ave [SE], University Ave [SW], Roystonea Ave [NW]



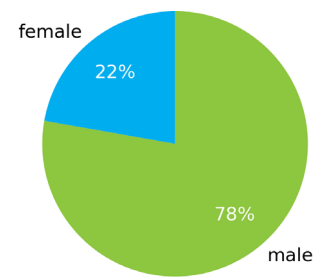
18 bicycle riders were recorded during the 2 hour survey. This is a decrease of 25% compared to 24 in 2017 and a decrease of 69% compared to 59 in 2012. The peak period was 06:30-06:45 with 3 riders. Female riders comprised 22% of the total.

The majority of riders entered this intersection from the SE via Roystonea Ave and exited to the NW along the same road. Based on trend data collected over the past 5 counts, site 5501 has experienced a decline of 54.8 percent. The volunteer did not provide any further comments.

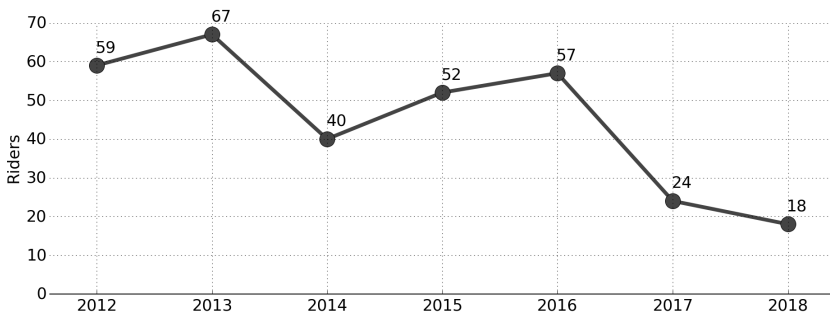
Traffic Volume by Time



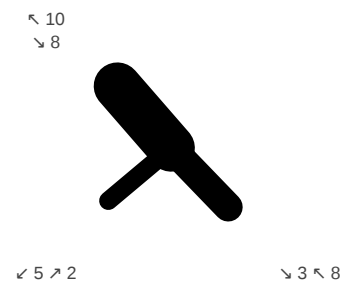
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Roystonea Ave [SE]		2 University Ave [SW]		3 Roystonea Ave [NW]		Total
Exit	2	3	1	3	1	2	
Female	0	0	0	0	2	2	4
Male	0	8	0	2	1	3	14
Not known	0	0	0	0	0	0	0
Total	0	8	0	2	3	5	18

Site 5982

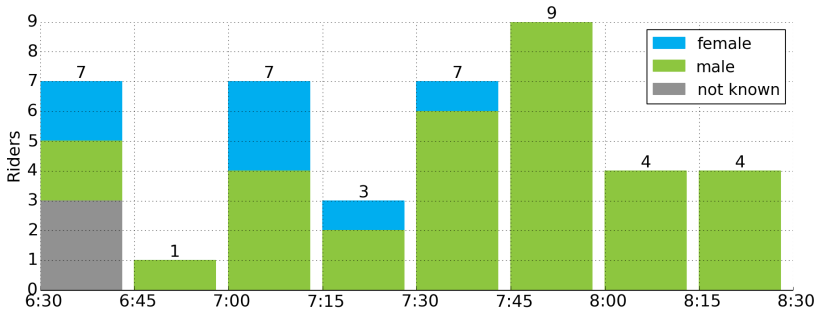
Roystonea Ave [N], Lambrick Ave [E], Roystonea Ave [S], Lambrick Ave [W]



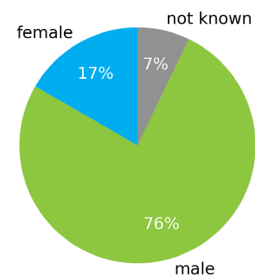
42 bicycle riders were recorded during the 2 hour survey. This is an increase of 68% compared to 25 in 2017 and an increase of 500% compared to 7 in 2012. The peak period was 07:45-08:00 with 9 riders. Female riders comprised 17% of the total.

The majority of riders entered this intersection from the east via Lambrick Ave and exited to the west along the same road. Based on trend data collected over the past 5 counts, site 5982 has experienced a growth of 64.9 percent. The volunteer noted that A lot of walkers and joggers throughout the morning but mostly between 6:30-8:00am. All bike riders were wearing helmets.

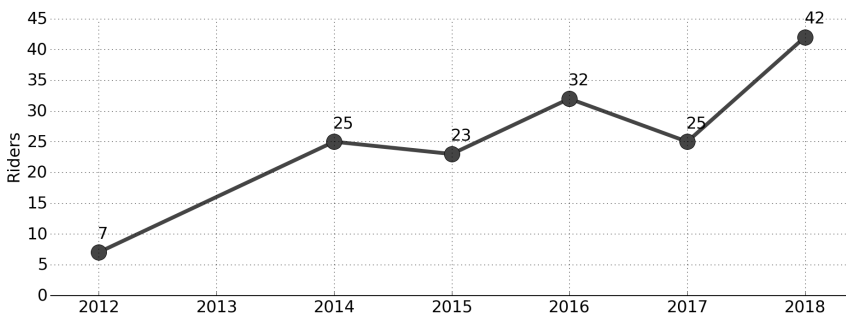
Traffic Volume by Time



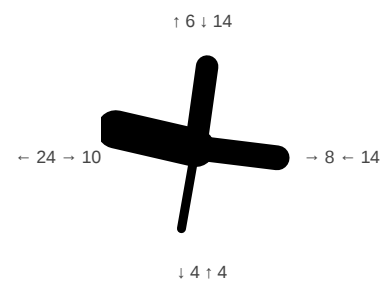
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Roystonea Ave [N]			2 Lambrick Ave [E]			3 Roystonea Ave [S]			4 Lambrick Ave [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Female	1	1	0	0	0	2	0	0	0	1	1	1	7
Male	2	1	9	0	1	9	1	1	2	4	2	0	32
Not known	0	0	0	0	0	2	0	0	0	0	1	0	3
Total	3	2	9	0	1	13	1	1	2	5	4	1	42

Site 6566

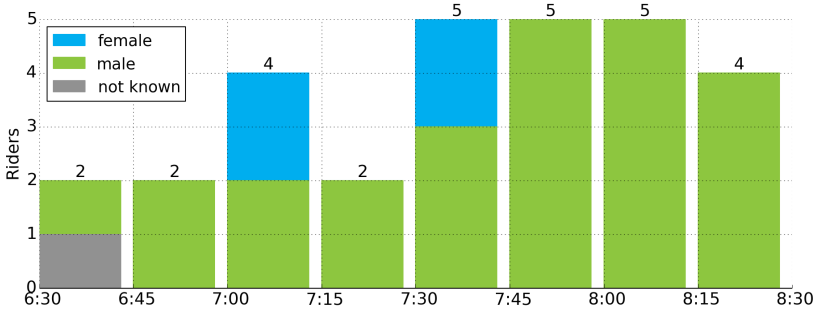
Lambrick Ave [E], Zuccoli Pde [S], Lambrick Ave [W], Farrar Blvd [N]



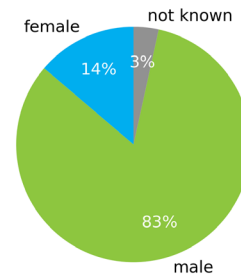
29 bicycle riders were recorded during the 2 hour survey. This is a decrease of 28% compared to 40 in 2017 and an increase of 93% compared to 15 in 2014. The peak period was 07:30-07:45 with 5 riders. Female riders comprised 14% of the total.

The majority of riders entered this intersection from the west via Lambrick Ave and exited to the north along Farrar Blvd. Based on trend data collected over the past 5 counts, site 6566 has experienced a growth of 110.1 percent. The volunteer did not provide any further comments.

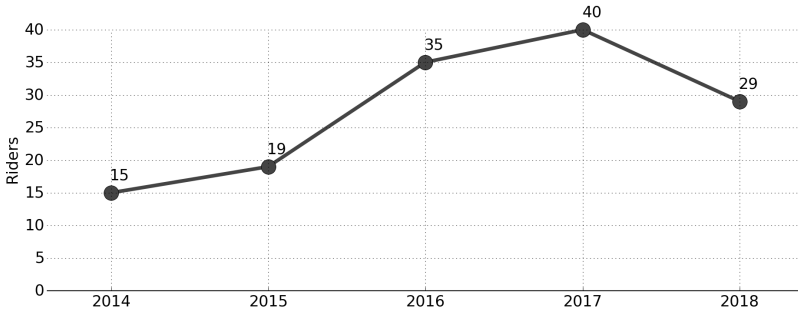
Traffic Volume by Time



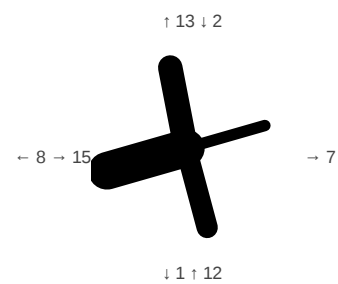
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Lambrick Ave [E]			2 Zuccoli Pde [S]			3 Lambrick Ave [W]			4 Farrar Blvd [N]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Female	0	0	0	0	2	0	2	0	0	0	0	0	4
Male	0	0	0	1	5	4	2	1	9	1	0	1	24
Not known	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	1	7	4	5	1	9	1	0	1	29

Site 6807

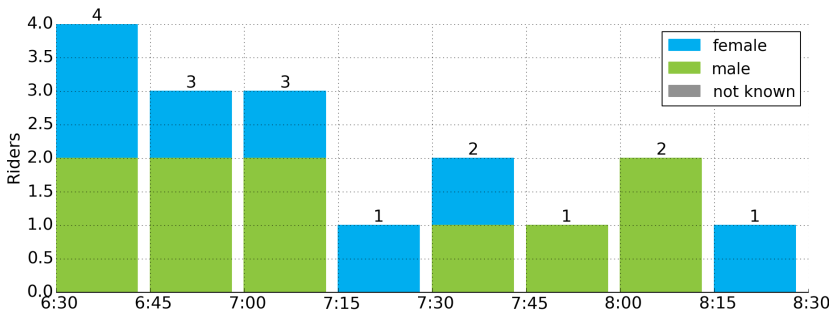
Temple Tce [NE], Roystonea Ave/Footpath [SE], Temple Tce/Footpath [SW], Roystonea Ave/Footpath [NW]



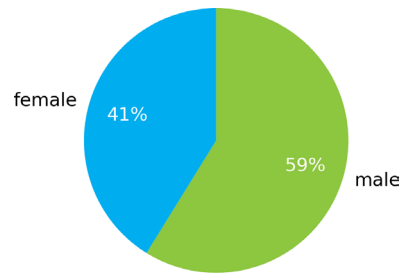
17 bicycle riders were recorded during the 2 hour survey. This is a decrease of 11% compared to 19 in 2017 and a decrease of 47% compared to 32 in 2015. The peak period was 06:30-06:45 with 4 riders. Female riders comprised 41% of the total.

The majority of riders entered this intersection from the SW via Temple Tce/footpath and exited to the NE along Roystonea Ave/footpath. Based on trend data collected over the past 4 counts, site 6807 has experienced a decline of 50.9 percent. The volunteer did not provide any further comments.

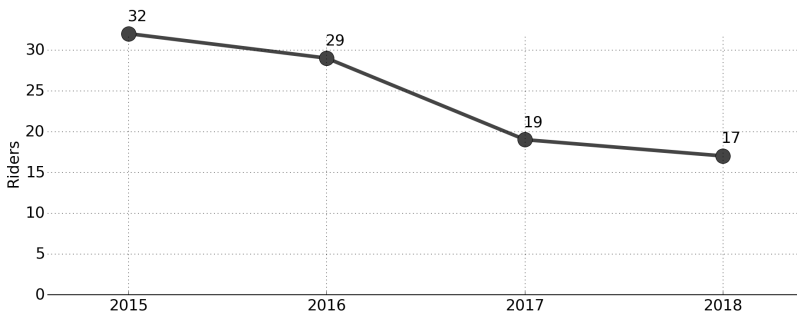
Traffic Volume by Time



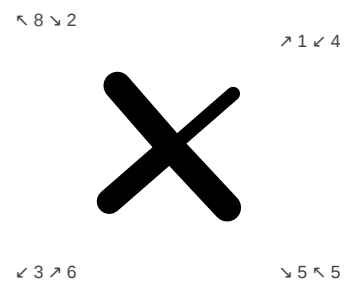
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Temple Tce [NE]			2 Roystonea Ave/Footpath [SE]			3 Temple Tce/Footpath [SW]			4 Roystonea Ave/Footpath [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	0	0	0	1	1	1	2	1	0	0	1	7
Male	3	0	1	0	0	3	0	0	2	0	0	1	10
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	1	0	1	4	1	2	3	0	0	2	17

Site 6951

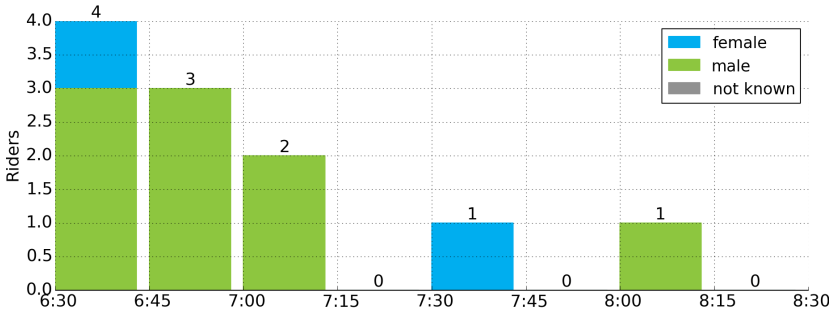
Temple Terrace [NE], Farrar Boulevard [SE], Temple Terrace [SW], Toupein Road [NW]



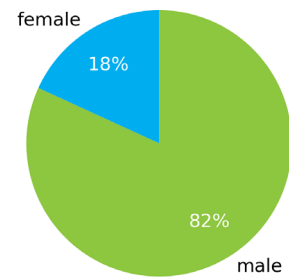
11 bicycle riders were recorded during the 2 hour survey. This is an increase of 22% compared to 9 in 2017 and a decrease of 15% compared to 13 in 2016. The peak period was 06:30-06:45 with 4 riders. Female riders comprised 18% of the total.

The majority of riders entered this intersection from the SE via Farrar Blvd and exited to the NE along Temple Tce. Based on trend data collected over the past 3 counts, site 6951 has experienced a decline of 16.7 percent. The volunteer did not provide any further comments.

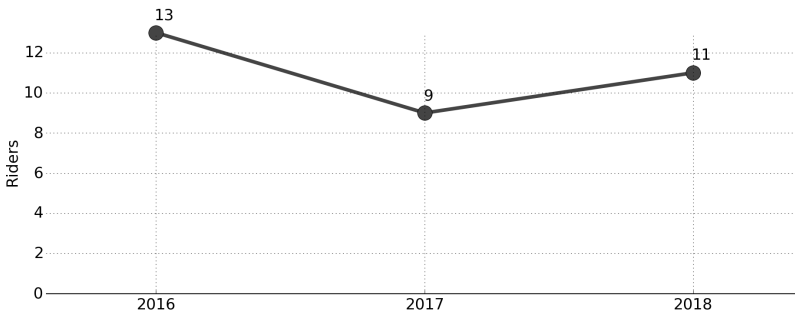
Traffic Volume by Time



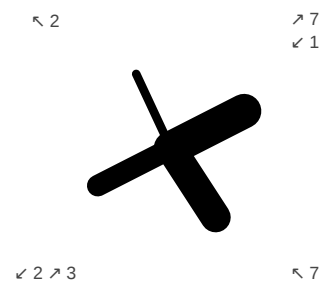
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Temple Terrace [NE]			2 Farrar Boulevard [SE]			3 Temple Terrace [SW]			4 Toupein Road [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Female	0	1	0	0	0	0	1	0	0	0	0	0	2
Male	0	0	0	4	1	2	2	0	0	0	0	0	9
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	4	1	2	3	0	0	0	0	0	11

Site 7127

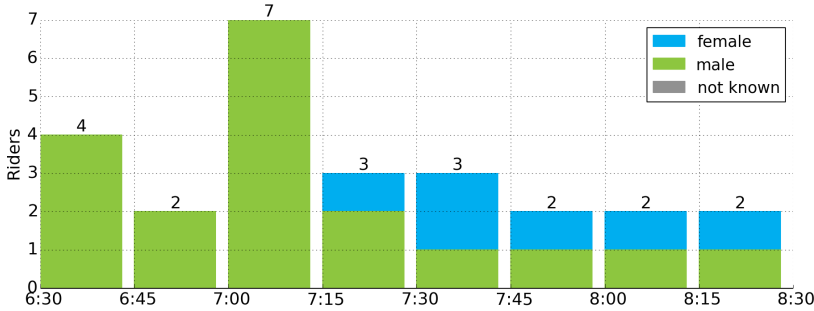
Yarrowonga Rd [NE], Roystonea Ave [SE], Packard Ave [W], Roystonea Ave [NW]



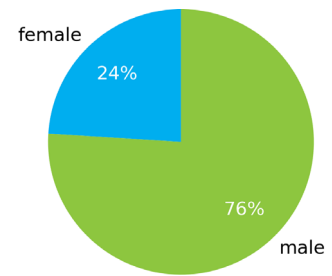
25 bicycle riders were recorded during the 2 hour survey. This is a decrease of 19% compared to 31 in 2017. The peak period was 07:00-07:15 with 7 riders. Female riders comprised 24% of the total.

The majority of riders entered this intersection from the SE via Roystonea Ave and exited to the NW 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.

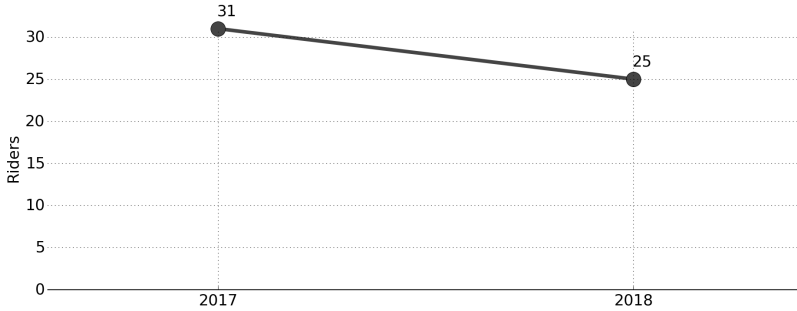
Traffic Volume by Time



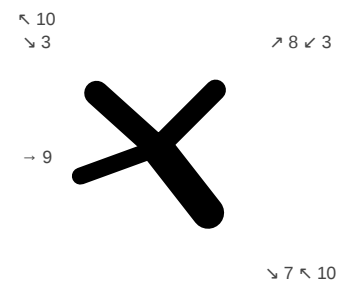
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Yarrowonga Rd [NE]			2 Roystonea Ave [SE]			3 Packard Ave [W]			4 Roystonea Ave [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	2	0	0	0	0	0	1	1	1	0	1	0	6
Male	1	0	0	5	0	5	2	0	4	0	2	0	19
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	5	0	5	3	1	5	0	3	0	25

Site 7128

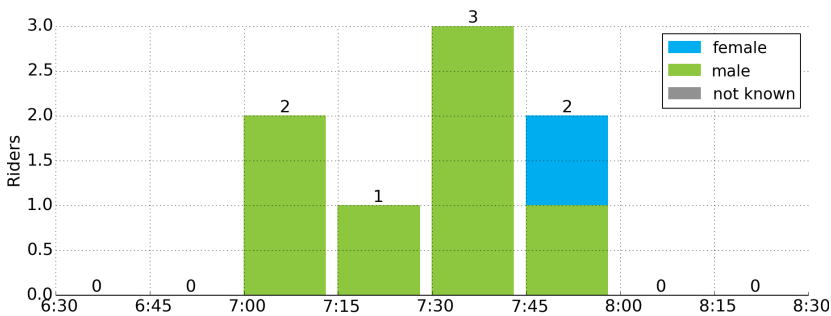
University Ave [E], Elrundie Ave [S], Kirkland Rd [W]



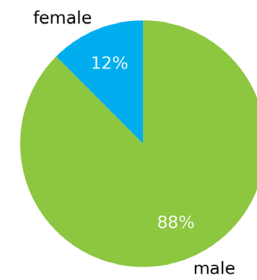
8 bicycle riders were recorded during the 2 hour survey. This is a decrease of 50% compared to 16 in 2017. The peak period was 07:30-07:45 with 3 riders. Female riders comprised 12% of the total.

The majority of riders entered this intersection from the east via University Ave and exited to the south along Elrundie Ave. 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.

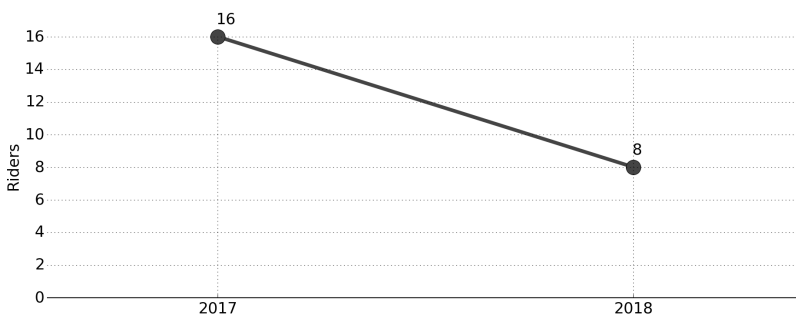
Traffic Volume by Time



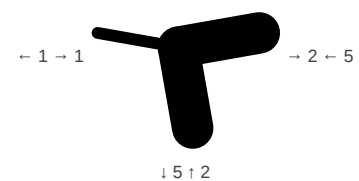
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 University Ave [E]		2 Elrundie Ave [S]		3 Kirkland Rd [W]		
Exit	2	3	1	3	1	2	Total
Female	1	0	0	0	0	0	1
Male	4	0	1	1	1	0	7
Not known	0	0	0	0	0	0	0
Total	5	0	1	1	1	0	8

Site 7129

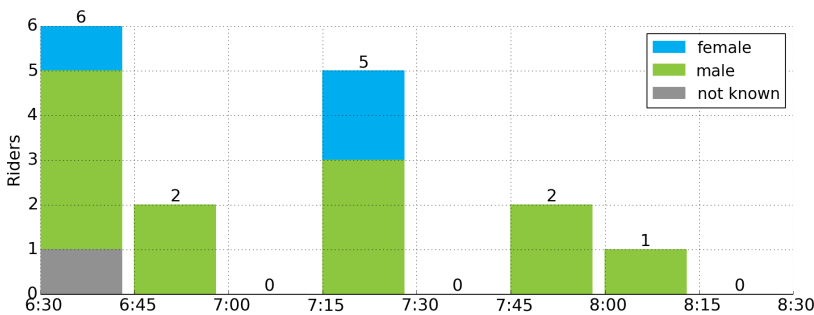
Howard Springs Rd [NE], Howard Springs shared path [SE], Howard Springs Rd [SW], Howard Springs shared path [NW]



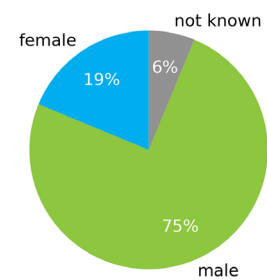
16 bicycle riders were recorded during the 2 hour survey. This is an increase of 220% compared to 5 in 2017. The peak period was 06:30-06:45 with 6 riders. Female riders comprised 19% of the total.

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

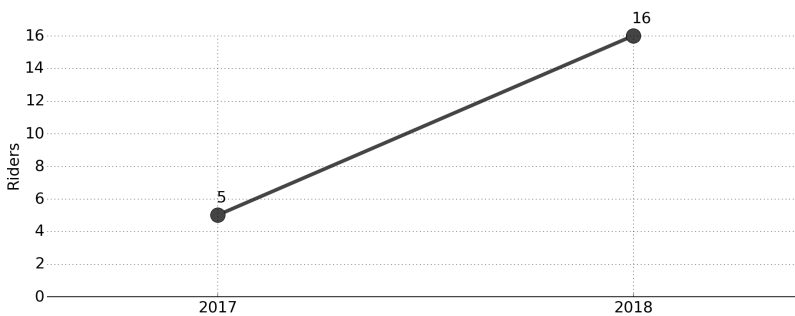
Traffic Volume by Time



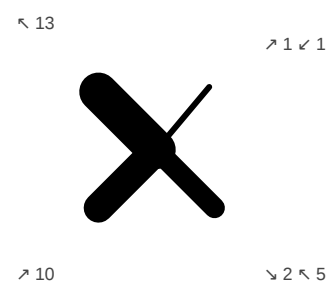
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Howard Springs Rd [NE]			2 Howard Springs shared path [SE]			3 Howard Springs Rd [SW]			4 Howard Springs shared path [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	0	0	0	0	2	0	1	0	0	0	0	3
Male	0	0	1	0	0	3	1	1	6	0	0	0	12
Not known	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	1	0	0	5	1	2	7	0	0	0	16



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