



**BICYCLE
NETWORK[®]**
We've got your back

SUPER TUESDAY BIKE COUNT

Darwin

JULY 2021



**BICYCLE
NETWORK[®]**

SUPER COUNTS

About the count

About the count

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

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

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

Aims and purposes

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

The project aims to answer some critical questions:

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

Methodology

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

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

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

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

- Online: by entering the data directly via the web link
- Email: by sending completed electronic tally sheet attached
- Mail: by posting hard copy to the Bicycle Network office

The submitted data are validated, analysed and visualised by Bicycle Network, and subsequently compiled into reports for participating councils and other agencies.

Count Summary in Darwin

**27 JULY
2021
7AM-9AM**

**52
LOCATIONS**

**3377
MOVEMENTS**

COUNT IN 2021

The Super Tuesday Bike Count was conducted on Tuesday 27 July 2021 for two hours from 6:30am to 8:30am.

It was sunny and warm in Darwin on the day of the count, with East-Northeasterly winds reaching 7km/h, and a maximum temperature of 26.4 degrees at 9am.

A recount was done on Tuesday 24 August at sites where required (due to data issues or missed data).

By participating in the count, volunteer counters can choose a local community group to receive a donation of \$60. In Darwin a total of \$3120 went back to the local community through donations to nominated groups.

COUNT SITES

52 sites were surveyed in Darwin.

Major commuter corridors include:

- Casuarina Foreshore Path
- Dick Ward Drive

TRAFFIC FLOW

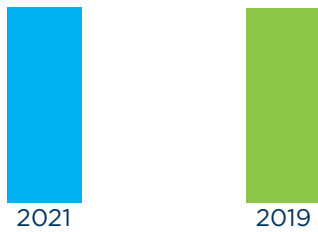
A total of 3377 movements was counted at all selected intersections across the council area during the two-hour survey.

The majority of riders across Darwin (Darwin) were traveling towards the Darwin.

BUSIEST SITE

p. 25

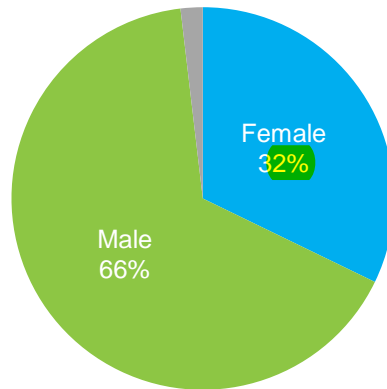
The busiest site was at the intersection of Rapid Creek Path Bridge [N], Foreshore Path [SE], Foreshore Path [W] (Site 5483 - page xx) with an average of 123.0 movements per hour.



0%

GROWTH

Overall, usage has increased by 0% (3377 movements) compared to the same 52 sites surveyed in 2019 (3364 movements). New sites were excluded from this comparison.



GENDER RATIO

Female represented 32% of bike riders across the municipality.

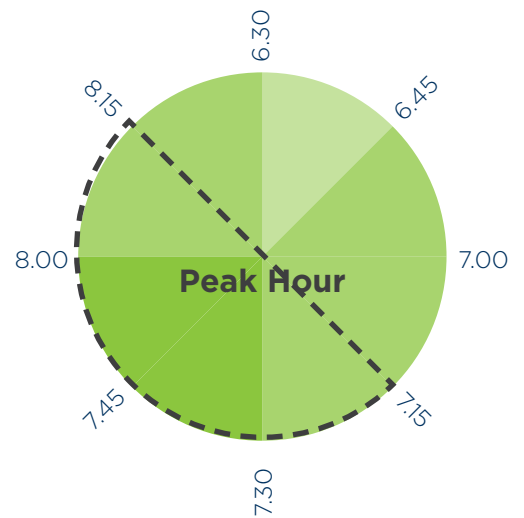
This is representative of the average female ridership across NT (31%), and much higher than the Australia-wide average of surveyed areas in 2021 (25%).

COUNT RESULTS

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

Data table in Excel spreadsheet is supplied with this report.



PEAK HOUR

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: 6 movement
- 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

Super Tuesday in 2021

THE COUNT

Bicycle Network's Super Tuesday Bike Count is the world's biggest and longest running visual bike count, where volunteers measure bicycle commuter flows in the morning peak from 7:00am to 9:00am across the country (6:30am - 8:30am in the Northern Territory). The count provides quantitative surveys with figures on the movements of bike users, helping councils provide and improve infrastructure and facilities for people riding bikes.

This year, the Super Tuesday Bike Count was conducted on Tuesday 27 July between 6:30am - 8:30am in Darwin, Palmerston and Katherine. Where necessary, a recount was conducted on Tuesday 24 August. The recount was initially scheduled for 17 August, but had to be rescheduled due to COVID-19 lockdowns across the Top End.

In the 2021 count, 65 sites were surveyed across 3 councils. Our counters recorded over 3,600 movements across the Top End. This survey complements the Super Tuesday South counts done in March 2021, when 725 other sites were counted across Victoria, New South Wales, Tasmania, South Australia, Western Australia and Alice Springs.

This year, our national results reveal a 32% decrease when compared with the same sites surveyed during the previous count. There are a number of potential factors explaining this decline. It is likely that issues related to COVID-19 affected bike riding activity in March and July. These issues may

include increased preferences for working from home arrangements, an increase in car-based travel, and the gradual return of employees to offices. Environmental issues, such as weather, may have also contributed.

GENDER

The 2021 Super Tuesday Bike Count revealed females comprised 25% of all bike riders counted across Australia.

PEAK HOUR

The peak riding hour across all sites was between 7:15am and 8:15am, with a total of 2,100 movements recorded. The national peak riding hour was between 7:45am and 8:45am.

RESULTS BY STATES

Northern Territory

In the Northern Territory (Top End), the 2021 count was done in July instead of September like the previous years. Riding activity remained steady when compared to counts undertaken in September 2019. Females comprised 31% of the total riders, well above the national average.

Taking part in the March count for the first time, Alice Springs experienced a 15% increase in bike riding activity, compared to counts undertaken in September 2019. Females comprised 35% of the total riders counted, well above the national average.

Tasmania

In Tasmania, riding activity decreased by 26% in 2021, compared with the same sites

counted in 2020. Females comprised 28% of all riders, slightly higher than the national average of 25%.

Victoria

In Victoria, the number of riders has decreased by 36% when compared to the same sites counted in 2020. Despite this net decline, significant volume increases were observed in Wodonga and Wyndham municipal areas. Female riders comprised 27% of the total proportion of riders counted across the state.

New South Wales

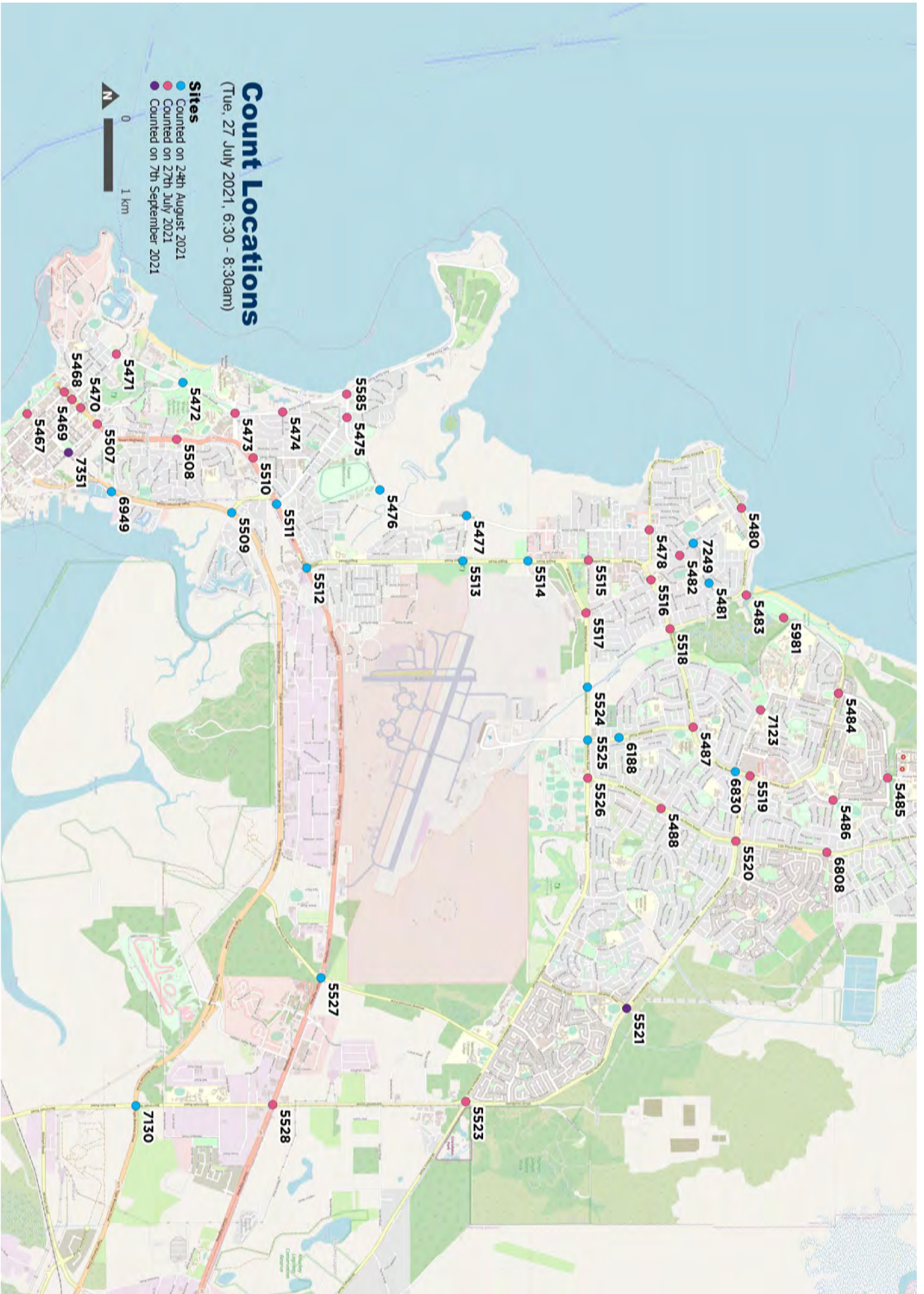
Rider numbers increased by 5% in New South Wales, compared with the same sites counted in 2020. Notable areas of growth include Bayside and Canterbury-Bankstown municipal areas. However, female riders were less than the national average, comprising only 21% of the total riders.

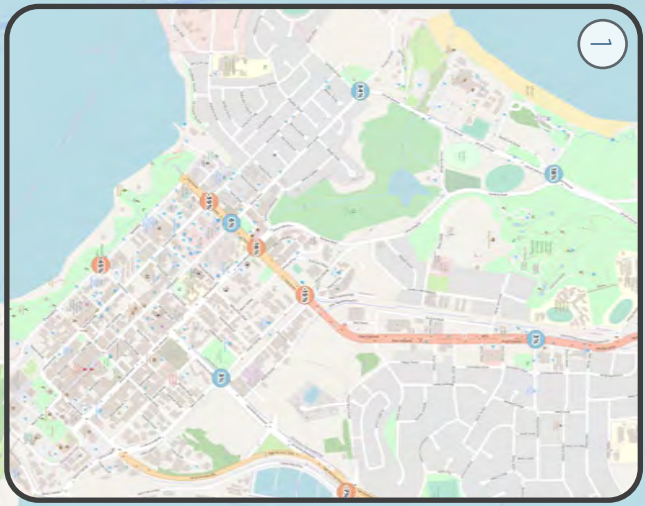
South Australia

A single shire (Marion) was available for cross-comparison with 2020 results. In this area, bicycle activity has increased by 33%. In addition, females comprised 32% of the total riders counted.

Western Australia

The total number of riders in Western Australia has decreased by 32%, compared to the same sites counted in 2020. Female riders comprised 19%, much lower than the national average.

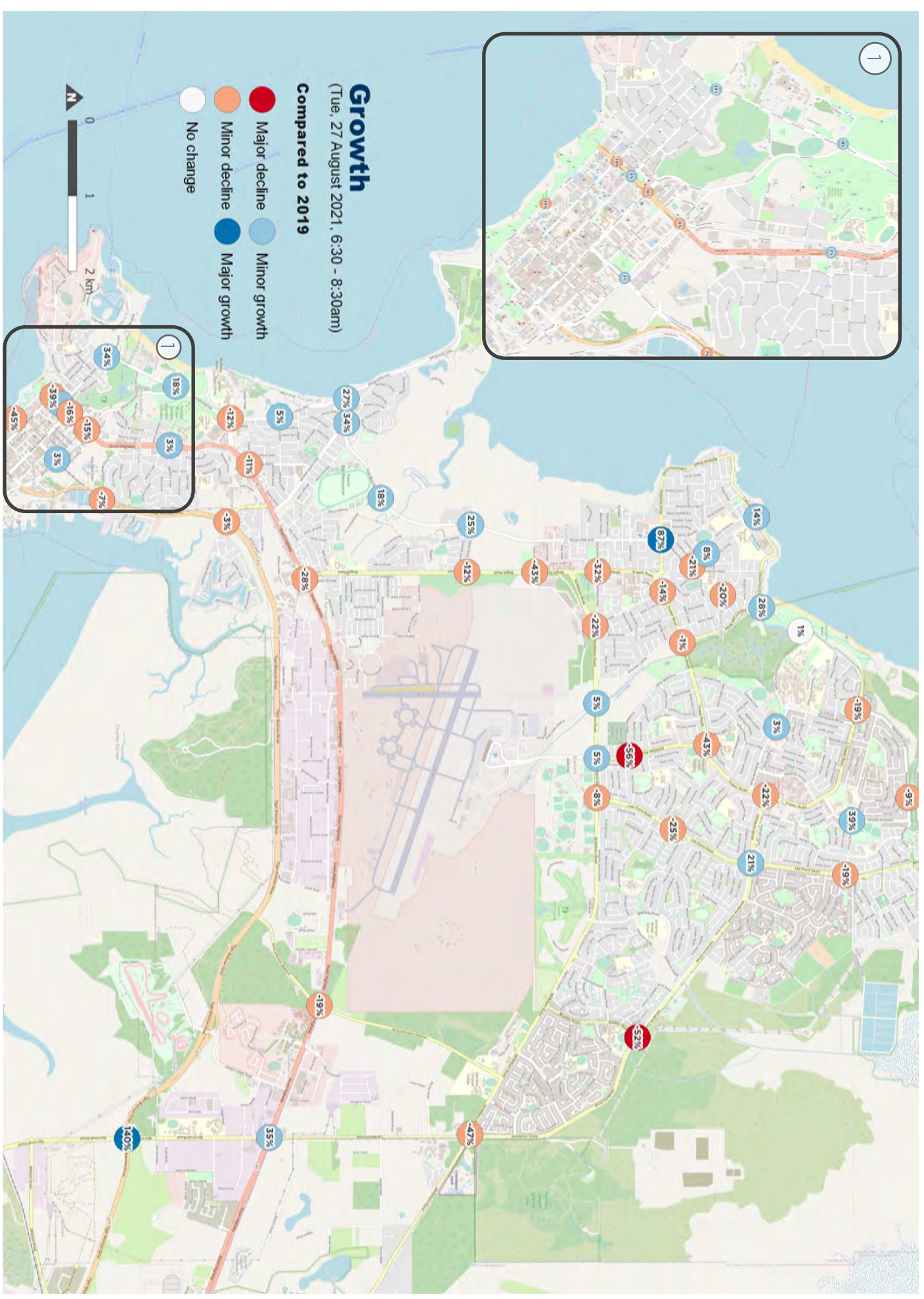


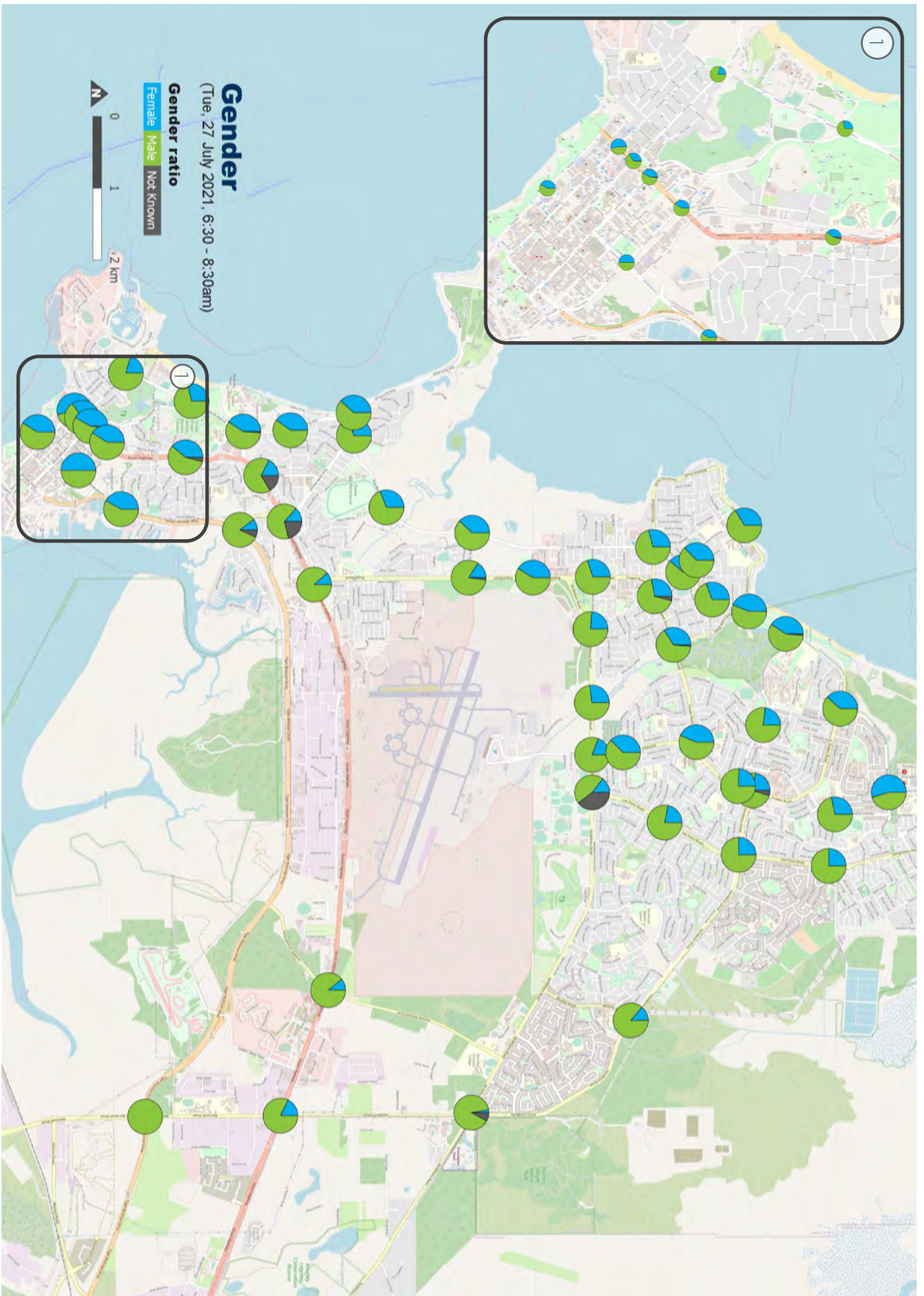


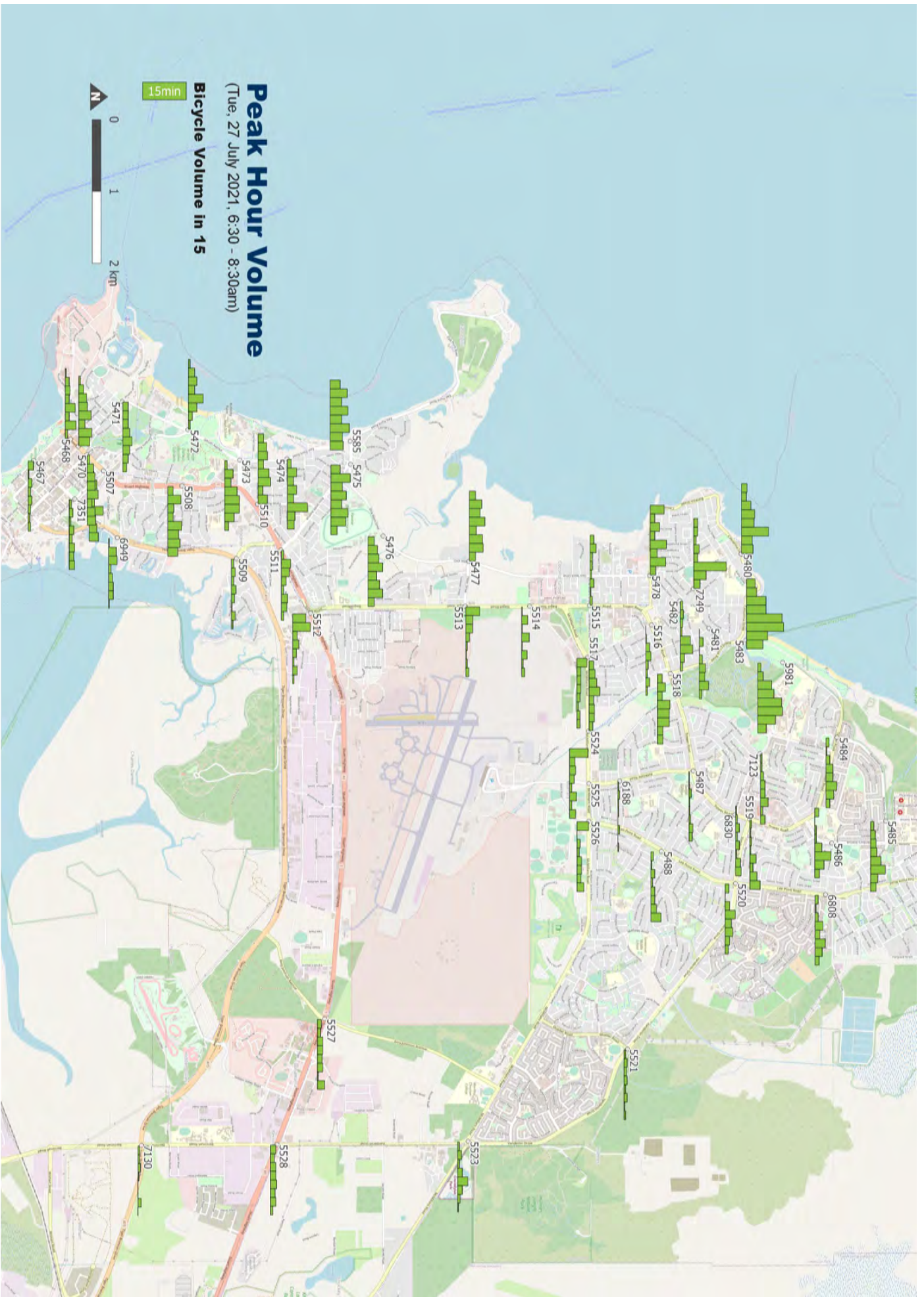
Growth

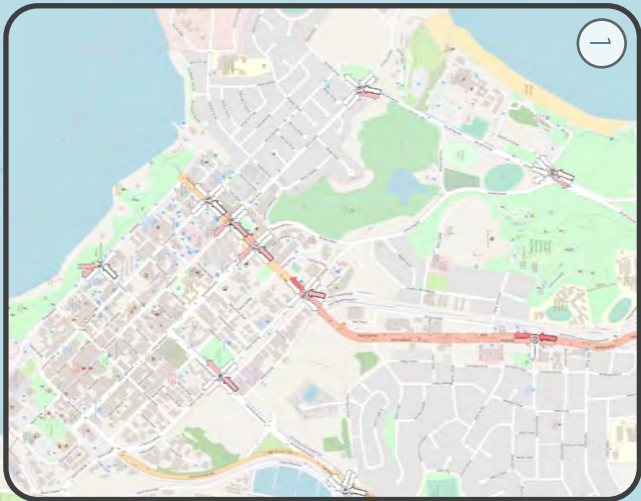
(Tue, 27 August 2021, 6:30 - 8:30am)
Compared to 2019

- Major decline
- Minor decline
- No change
- Minor growth
- Major growth





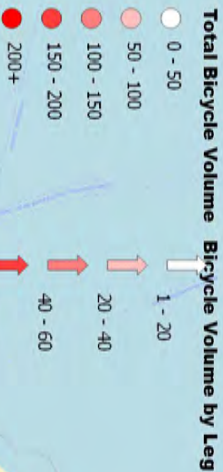




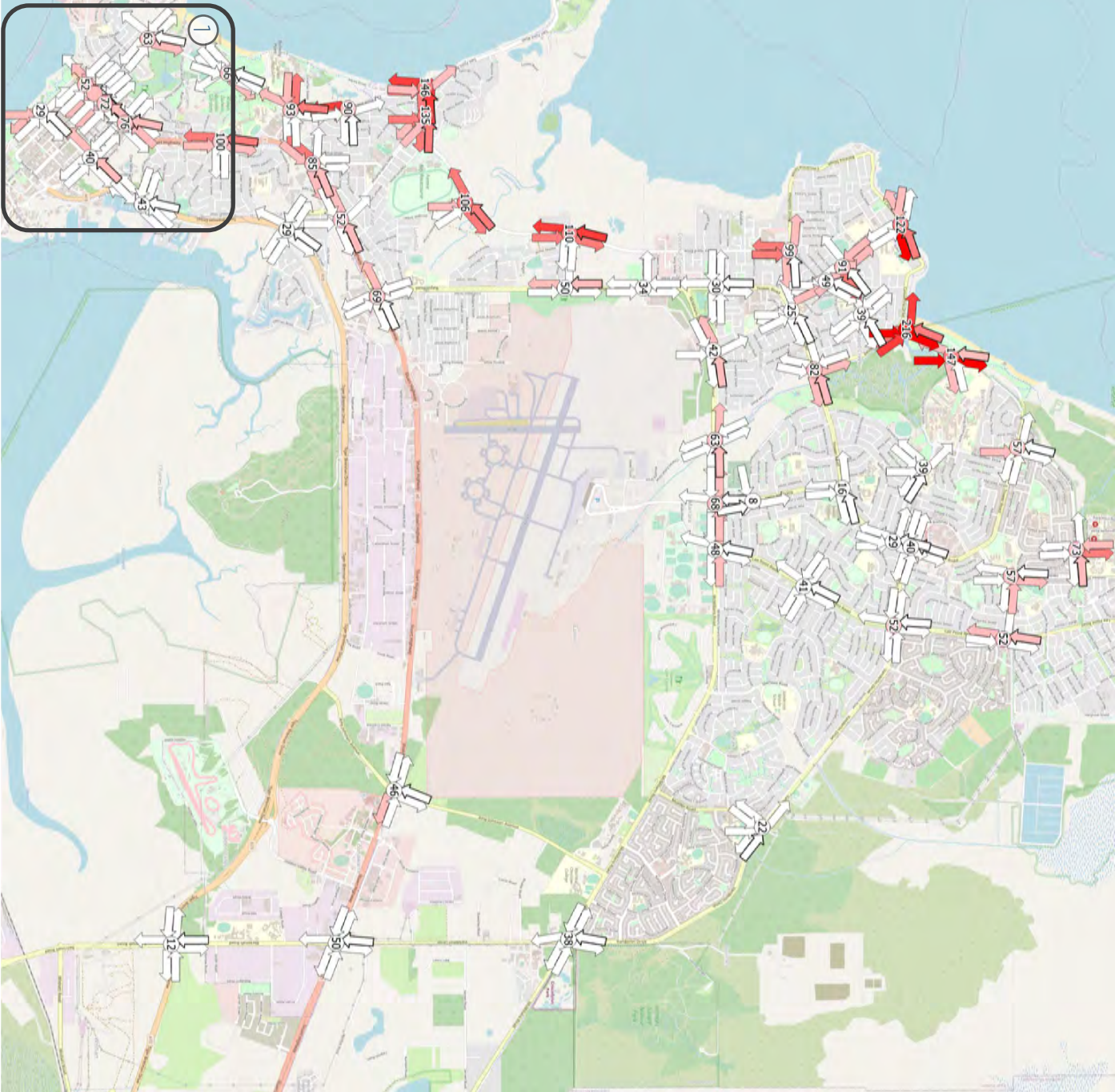
1

Bicycle Flow

(Tue, 27 July 2021, 6:30 - 8:30am)



1



Site ID	Street names	Total Count			Volume in 15 Minute Intervals										
		Female	Male	Not Known	2021	2019	% 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]	12	17	0	29	53	-45%	7	1	5	3	5	3	2	3
5468	Daly St [NE], Mitchell St [SE], Daly St [SW], Mitchell St [NW]	28	24	0	52	85	-39%	1	5	6	5	13	5	14	3
5469	Daly St [NE], Smith St [SE], Daly St [SW], Smith St [NW]	29	54	1	84	79	6%	2	6	10	11	16	8	17	14
5470	Daly St [NE], Cavenagh St [SE], Daly St [SW], Gardens Rd [NW]	30	41	1	72	86	-16%	3	8	10	10	14	6	10	11
5471	Gilruth Ave [N], Smith St [SE], Lambell Tce [SW], Kahlin Ave [NW]	13	50	0	63	47	34%	7	7	7	9	12	9	7	5
5472	Atkins Dr [N], Gilruth Ave [NE], Gardens Rd [SE], Gilruth Ave [S], Maria Liveris Dr [SW]	19	47	0	66	56	18%	2	8	11	8	19	11	5	2
5473	East Point Rd [N], Goyder Rd [E], Gilruth Ave [SW], Goyder Rd [W]	38	54	1	93	106	-12%	3	11	8	16	19	19	12	5
5474	Gregory St [E], East Point Rd [S], East Point Rd [N]	36	54	0	90	86	5%	5	12	8	12	8	26	10	9
5475	Dick Ward Dr [E], Ross Smith Ave [SE], Ross Smith Ave [W]	41	94	0	135	101	34%	12	25	15	20	14	22	19	8
5476	Dick Ward Dr [NE], Douglas St [SE], Dick Ward Dr [SW]	33	73	0	106	90	18%	8	12	14	19	11	15	19	8
5477	Dick Ward Dr [N], Fitzer Dr [E], Dick Ward Dr [S]	42	68	0	110	88	25%	8	16	14	20	9	17	18	8
5478	Progress Dr [E], Dick Ward Dr [S], Progress Dr [W]	29	70	0	99	53	87%	18	6	12	6	21	9	20	7
5480	Casuarina Dr/Shared Path [E], Nightcliff Rd [SE], Casuarina Dr/Shared Path [SW], Foreshore Shared Path [W]	41	81	0	122	107	14%	7	6	12	17	16	35	14	15
5481	Rossiter St [NE], Ryland Rd [SE], Rossiter St [SW], Ryland Rd [NW]	12	27	0	39	49	-20%	0	5	0	4	8	7	12	3
5482	Chapman Rd [NE], Nightcliff Rd [SE], Nightcliff Rd [NW]	19	30	0	49	62	-21%	3	4	3	2	13	16	5	3
5483	Rapid Creek Path Bridge [N], Foreshore Path [SE], Foreshore Path [W]	95	121	0	216	169	28%	11	13	25	25	46	48	27	21
5484	Rocklands Dr [N], Trower Rd [E], Trower Rd [W]	22	35	0	57	70	-19%	4	1	5	9	9	14	10	5

Site ID	Street names	Total Count			Volume in 15 Minute Intervals										
		Female	Male	Not Known	2021	2019	% 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
5485	Rocklands Dr [E], Roper St [S], Rocklands Dr [W], Florey Ave [N]	40	33	0	73	80	-9%	4	6	7	8	13	19	9	7
5486	Henbury Ave [N], Tambling Tce [E], Henbury Ave [S]	16	41	0	57	41	39%	5	0	2	2	9	21	12	6
5487	Trower Rd [E], Rothdale Rd [S], Trower Rd [W]	7	9	0	16	28	-43%	0	0	3	1	1	2	5	4
5488	Lee Point Rd [NE], Lee Point Rd [SE], Parer Dr [SW], Parer Dr [NW]	9	32	0	41	55	-25%	3	1	5	2	5	5	7	13
5507	Stuart Hwy path [N], Stuart Hwy [NE], McMinn St [SE], Daly St [SW], McMinn St [NW]	31	45	0	76	89	-15%	6	10	5	7	18	8	10	12
5508	Stuart Hwy/Bike Path [N], Westralia St [E], Stuart Hwy/Bike Path [S]	39	57	4	100	97	3%	7	17	8	7	18	14	16	13
5509	Tiger Brennan Dr [NE], Stoddart Dr [SE], Tiger Brennan Dr [SW], Woolner Rd [NW]	3	24	2	29	30	-3%	3	5	3	6	4	1	5	2
5510	Stuart Hwy [E], Stuart Hwy [SW], Stokes St [W], Parap Rd [N]	15	56	14	85	96	-11%	7	11	12	7	14	16	6	12
5511	Stuart Hwy [NE], Stuart Hwy [SW], Ross Smith Ave [NW]	7	34	11	52	no data		3	12	10	6	3	8	7	3
5512	Stuart Hwy [NE], Snell St [SE], Stuart Hwy [SW], Bagot Rd [N]	8	61	0	69	96	-28%	17	23	6	8	5	2	6	2
5513	Bagot Rd [N], Bagot Rd [S], Fitzer Dr [W]	8	41	1	50	57	-12%	18	9	9	5	2	1	2	4
5514	Osgood Dr [E], Bagot Rd [S], Totem Rd [W], Bagot Rd [N]	14	20	0	34	60	-43%	1	8	1	10	1	7	2	4
5515	Bagot Rd [N], Old McMillans Rd [E], Bagot Rd [S], Old McMillans Rd [W]	9	21	0	30	44	-32%	5	8	3	3	2	5	1	3
5516	Trower Rd [NE], Sabine Rd [SE], Trower Rd [SW]	7	17	1	25	29	-14%	0	1	5	7	3	2	5	2
5517	McMillans Rd [E], McMillans Rd [SW], Sabine Rd [NW]	10	32	0	42	54	-22%	13	5	5	5	4	2	4	4
5518	Trower Rd [E], Rapid Creek Rd [S], Trower Rd [W], Rapid Creek Rd [N]	28	53	1	82	83	-1%	6	10	6	16	15	15	7	7
5519	Trower Rd [N], Vanderlin Dr [E], Trower Rd [S], Casuarina Shops [W]	9	29	2	40	51	-22%	2	1	2	1	8	4	9	13
5520	Lee Point Rd [N], Vanderlin Dr [E], Lee Point Rd [S], Vanderlin Rd [W]	13	39	0	52	43	21%	5	0	6	13	8	10	6	4

Site ID	Street names	Total Count			Volume in 15 Minute Intervals										
		Female	Male	Not Known	2021	2019	% 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
5521	Vanderlin Dr/Bike Path [SE], Mueller Rd [SW], Vanderlin Dr/Bike Path [NW]	3	19	0	22	46	-52%	2	4	3	4	2	4	1	2
5523	Vanderlin Dr [N], McMillans Rd [SE], Vanderlin Dr [S], McMillans Rd [NW]	1	34	3	38	72	-47%	2	5	2	6	13	6	3	1
5524	McMillans Rd [E], Charles Eaton Dr [SE], McMillans Rd [W], Rapid Crk Cyclepath [NW]	17	46	0	63	60	5%	6	8	10	14	6	7	7	5
5525	Rothdale Rd [N], McMillans Rd [E], Henry Wrigley Dr [S], McMillans Rd [W]	13	55	0	68	65	5%	24	7	8	6	3	9	3	8
5526	Lee Point Rd [N], McMillans Rd [E], Marrara Dr [S], McMillans Rd [W]	7	22	19	48	52	-8%	15	0	4	3	6	6	5	9
5527	Amy Johnson Ave [N], Stuart Hwy [E], Amy Johnson Ave [SW], Stuart Hwy [W]	5	41	0	46	57	-19%	5	4	7	7	6	7	1	9
5528	Vanderlin Dr [N], Stuart Hwy [E], Berrimah Rd [S], Stuart Hwy [W]	9	41	0	50	37	35%	7	5	7	7	8	6	7	3
5585	Dick Ward Dr [E], East point Rd/Bike Path [S], East Point Rd/Bike Path [NW]	56	90	0	146	115	27%	13	22	15	23	15	25	16	17
5981	Casuarina Foreshore Path [N], Casuarina Foreshore Path [E], Casuarina Foreshore Path [S]	60	85	2	147	146	1%	4	7	18	21	31	32	23	11
6188	Rothdale Rd [S], Freshwater Rd [W], Rothdale Rd [N]	3	5	0	8	18	-56%	1	2	1	1	0	2	0	1
6808	Lee Point Rd [N], Lee Point Rd [S], Tambling Tce [W]	13	39	0	52	64	-19%	4	1	4	10	6	13	9	5
6830	Trower Rd [N], Trower Rd [S], Dripstone Rd [W]	7	22	0	29	no data		1	2	5	2	5	1	6	7
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]	18	25	0	43	46	-7%	1	10	11	3	5	6	6	1
7123	Dripstone Rd [SE], Lakeside Dr [SW], Dripstone Rd [NW]	9	30	0	39	38	3%	2	2	4	6	6	10	3	6
7130	Berrimah Rd [N], Tiger Brennan Dr [E], Berrimah Rd [S], Tiger Brennan Dr [W]	0	12	0	12	5	140%	2	2	3	1	0	0	4	0
7249	Fox Cr [NE], Nightcliff Rd [SE], Camphor St [SW], Nightcliff Rd [NW]	34	57	0	91	84	8%	5	5	3	7	5	42	16	8
7351	Garramilla Blvd [NE], McMinn St [SE], Garramilla Blvd [SW], McMinn St [NW]	20	20	0	40	39	3%	3	5	2	6	4	7	6	7

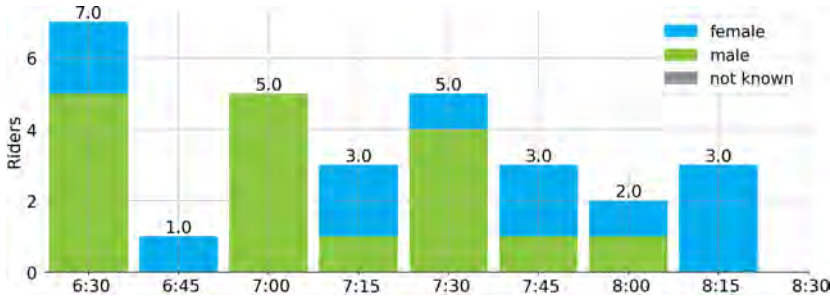
Site 5467

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

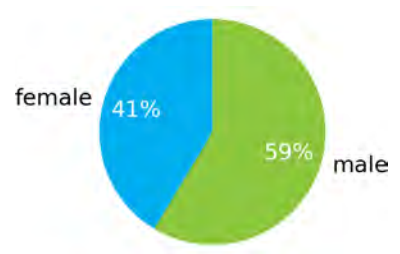


29 bicycle riders were recorded during the 2 hour survey. This is a decrease of 45% compared to 53 in 2019 and a decrease of 22% compared to 37 in 2011. The peak period was 06:30-06:45 with 7 riders. Female riders comprised 41% of the total.

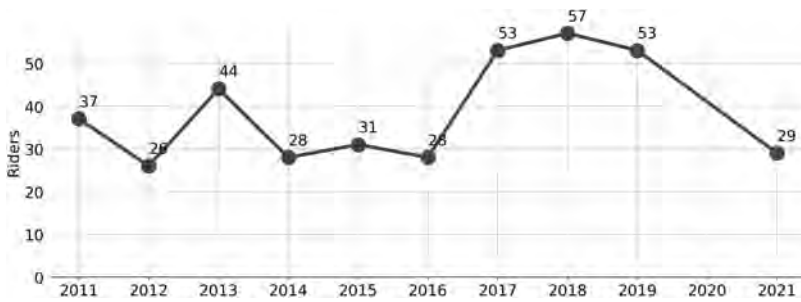
Traffic Volume by Time



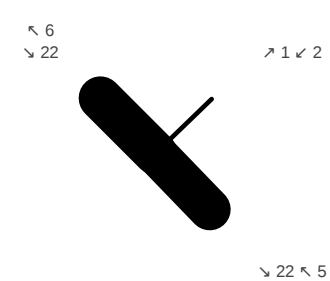
Gender Ratio



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	9	12
Male	0	0	0	4	1	12	17
Not known	0	0	0	0	0	0	0
Total	1	1	0	5	1	21	29

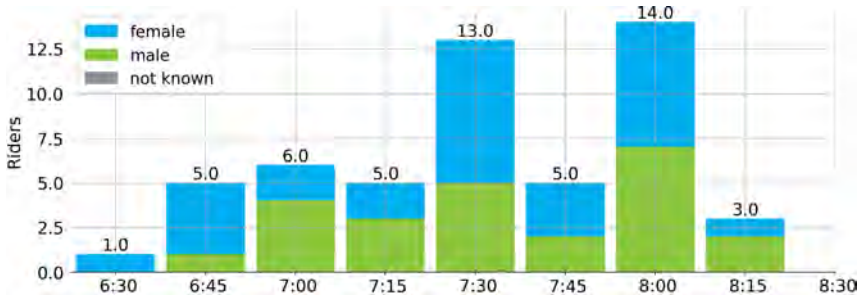
Site 5468

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

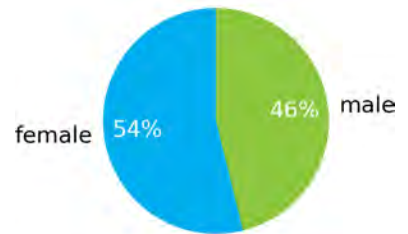


52 bicycle riders were recorded during the 2 hour survey. This is a decrease of 39% compared to 85 in 2019 and a decrease of 32% compared to 76 in 2012. The peak period was 08:00-08:15 with 14 riders. Female riders comprised 54% of the total.

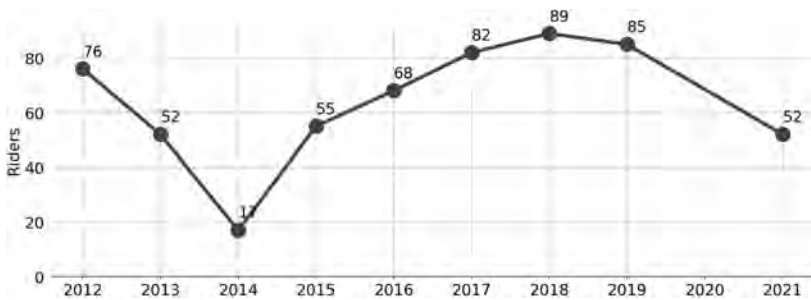
Traffic Volume by Time



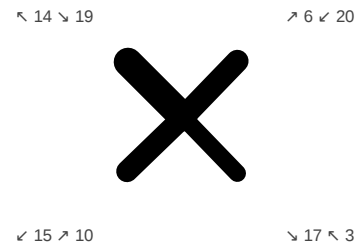
Gender Ratio



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	2	0	0	1	1	0	3	1	5	4	28
Male	2	2	3	1	0	1	2	0	4	1	5	3	24
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	8	5	1	0	2	3	0	7	2	10	7	52

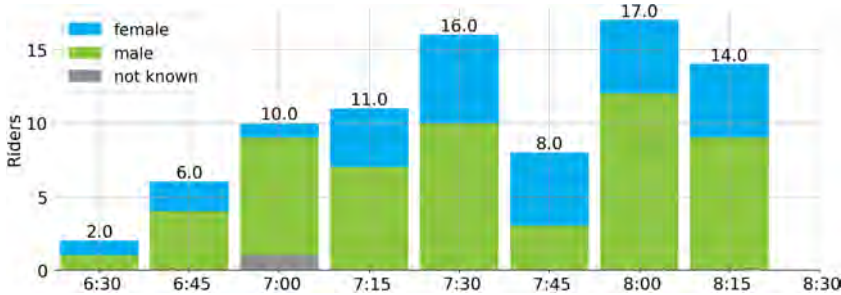
Site 5469

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

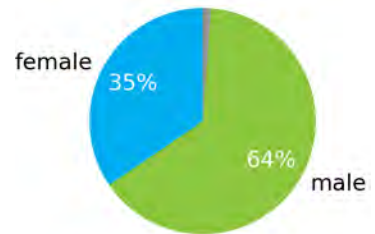


84 bicycle riders were recorded during the 2 hour survey. This is an increase of 6% compared to 79 in 2019 and a decrease of 23% compared to 109 in 2011. The peak period was 08:00-08:15 with 17 riders. Female riders comprised 35% of the total.

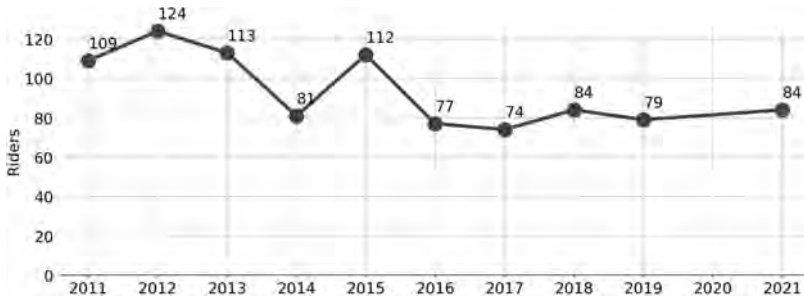
Traffic Volume by Time



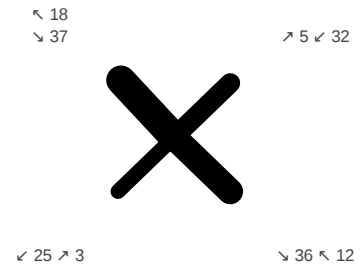
Gender Ratio



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	10	0	0	1	0	1	1	0	2	8	3	29
Male	2	6	11	1	3	6	0	1	0	1	21	2	54
Not known	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	5	16	11	1	4	7	1	2	0	3	29	5	84

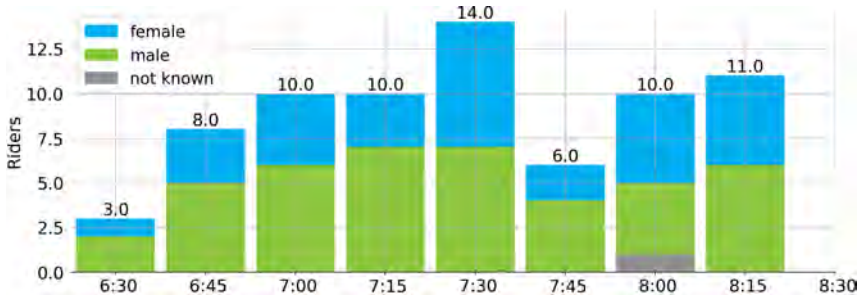
Site 5470

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

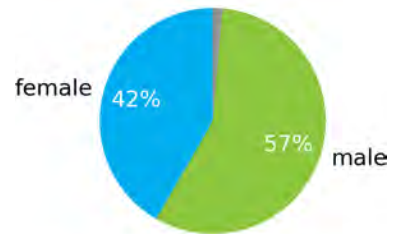


72 bicycle riders were recorded during the 2 hour survey. This is a decrease of 16% compared to 86 in 2019 and a decrease of 40% compared to 121 in 2011. The peak period was 07:30-07:45 with 14 riders. Female riders comprised 42% of the total.

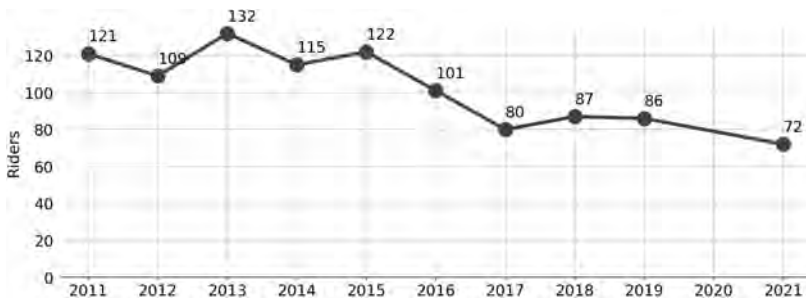
Traffic Volume by Time



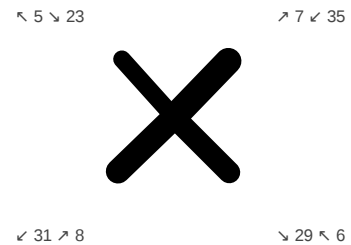
Gender Ratio



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	3	10	0	1	0	2	2	4	0	0	5	3	30
Male	6	15	0	1	0	2	1	0	1	2	11	2	41
Not known	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	9	26	0	2	0	4	3	4	1	2	16	5	72

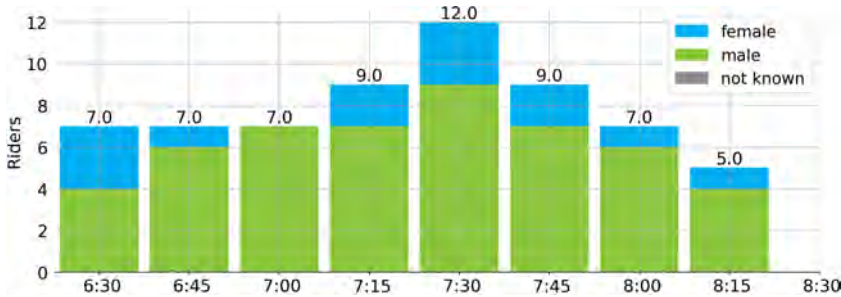
Site 5471

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

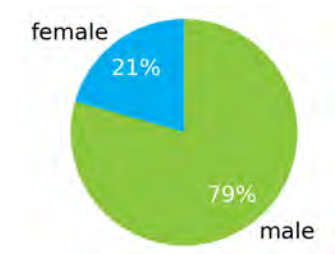


63 bicycle riders were recorded during the 2 hour survey. This is an increase of 34% compared to 47 in 2019 and a decrease of 5% compared to 66 in 2011. The peak period was 07:30-07:45 with 12 riders. Female riders comprised 21% of the total.

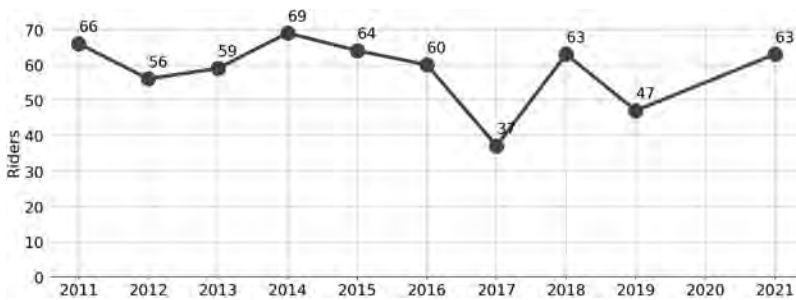
Traffic Volume by Time



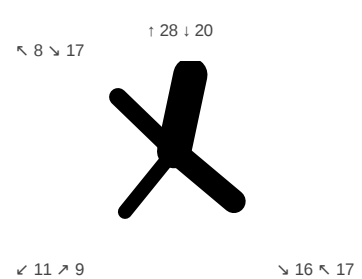
Gender Ratio



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	3	5	0	2	0	0	0	1	1	1	0	0	13
Male	6	5	1	10	0	5	5	1	1	10	5	1	50
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	10	1	12	0	5	5	2	2	11	5	1	63

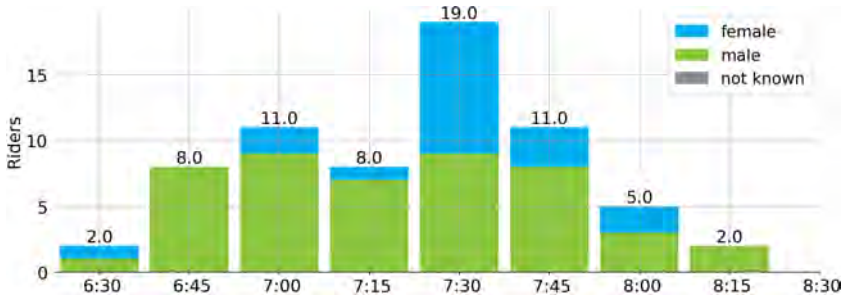
Site 5472

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

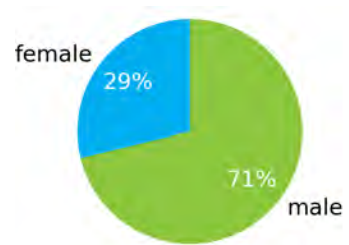


66 bicycle riders were recorded during the 2 hour survey. This is an increase of 18% compared to 56 in 2019 and an increase of 5% compared to 63 in 2011. The peak period was 07:30-07:45 with 19 riders. Female riders comprised 29% of the total.

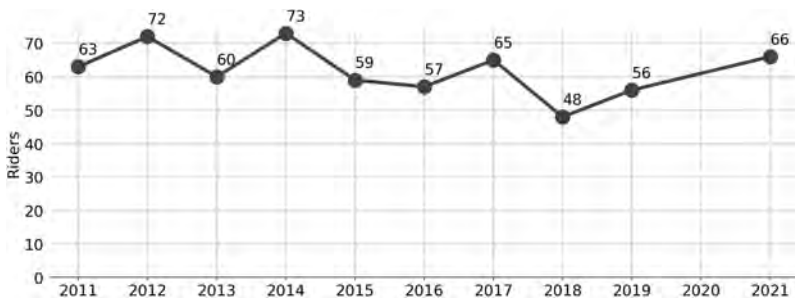
Traffic Volume by Time



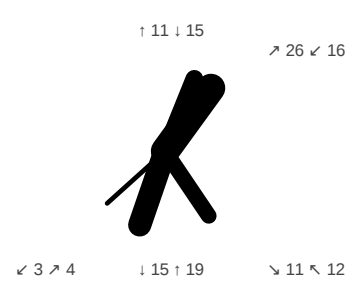
Gender Ratio



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	0	0	1	0	0	4	0	0	0	4	0	0	2	5	0	0	3	0	0	0	19
Male	2	2	7	3	0	5	7	0	4	4	0	0	1	11	0	0	1	0	0	0	47
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	8	3	0	9	7	0	4	8	0	0	3	16	0	0	4	0	0	0	66

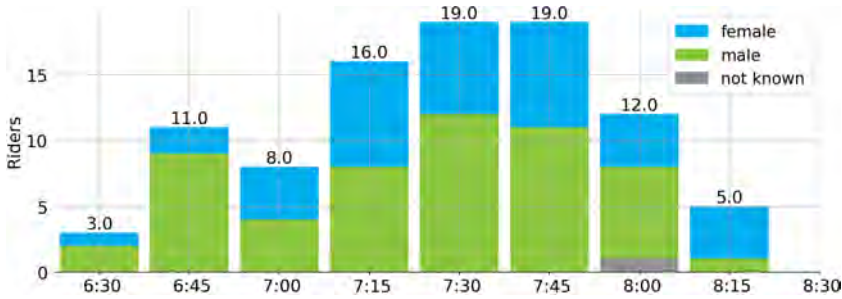
Site 5473

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

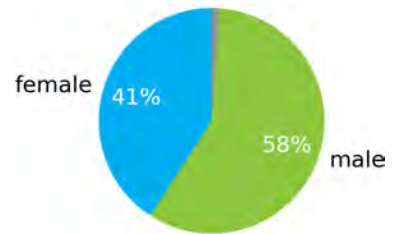


93 bicycle riders were recorded during the 2 hour survey. This is a decrease of 12% compared to 106 in 2019 and an increase of 16% compared to 80 in 2011. The peak period was 07:30-07:45 with 19 riders. Female riders comprised 41% of the total.

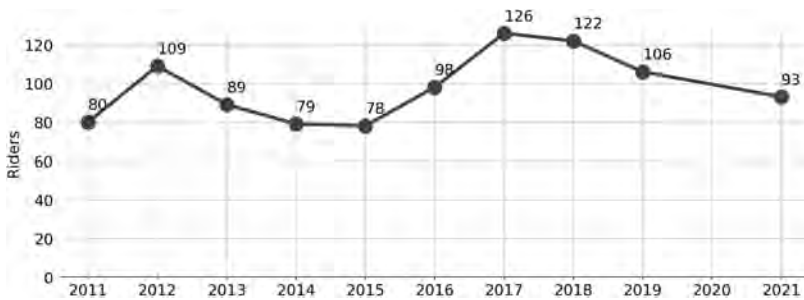
Traffic Volume by Time



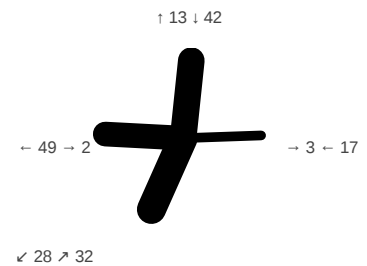
Gender Ratio



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	2	14	3	0	0	3	3	0	12	1	0	0	38
Male	1	13	9	1	1	12	7	0	9	1	0	0	54
Not known	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	3	27	12	1	1	15	10	0	22	2	0	0	93

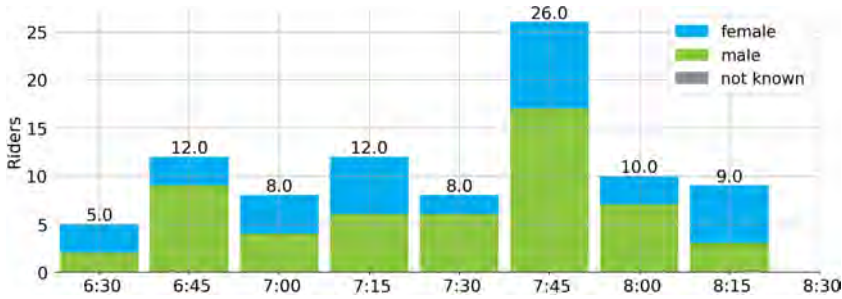
Site 5474

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

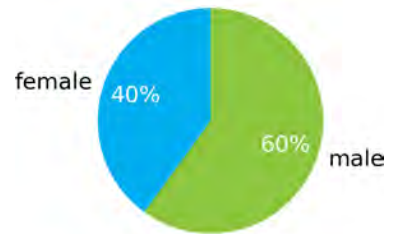


90 bicycle riders were recorded during the 2 hour survey. This is an increase of 5% compared to 86 in 2019 and an increase of 23% compared to 73 in 2011. The peak period was 07:45-08:00 with 26 riders. Female riders comprised 40% of the total.

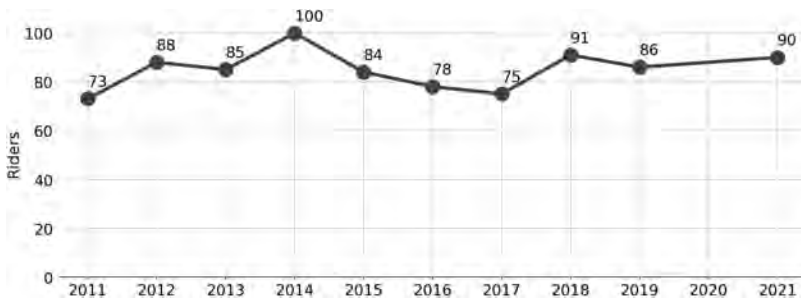
Traffic Volume by Time



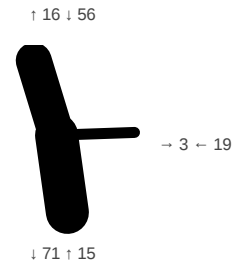
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Gregory St [E]		2 East Point Rd [S]		3 East Point Rd [N]		Total
Exit	2	3	1	3	1	2	
Female	10	0	0	3	2	21	36
Male	8	1	0	12	1	32	54
Not known	0	0	0	0	0	0	0
Total	18	1	0	15	3	53	90

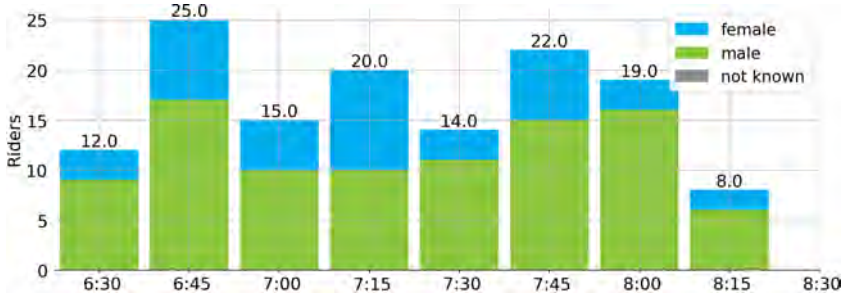
Site 5475

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

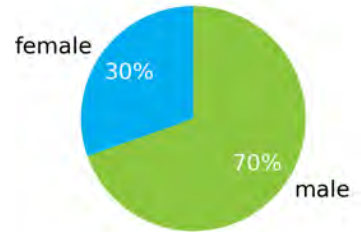


135 bicycle riders were recorded during the 2 hour survey. This is an increase of 34% compared to 101 in 2019 and an increase of 78% compared to 76 in 2011. The peak period was 06:45-07:00 with 25 riders. Female riders comprised 30% of the total.

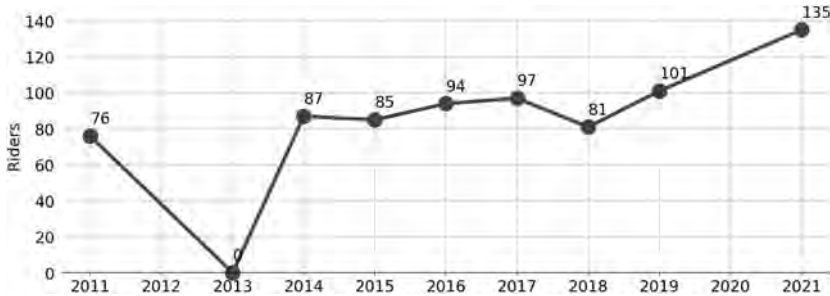
Traffic Volume by Time



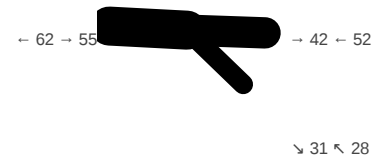
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Dick Ward Dr [E]		2 Ross Smith Ave [SE]		3 Ross Smith Ave [W]		
Exit	2	3	1	3	1	2	Total
Female	3	19	3	4	6	6	41
Male	4	26	8	13	25	18	94
Not known	0	0	0	0	0	0	0
Total	7	45	11	17	31	24	135

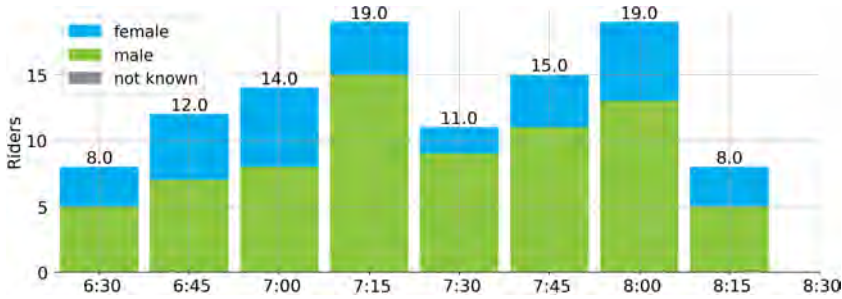
Site 5476

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

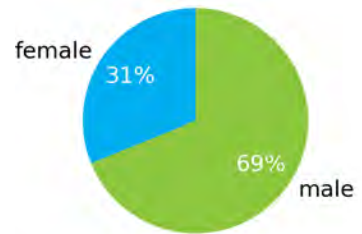


106 bicycle riders were recorded during the 2 hour survey. This is an increase of 18% compared to 90 in 2019 and an increase of 28% compared to 83 in 2011. The peak period was 07:15-07:30 with 19 riders. Female riders comprised 31% of the total.

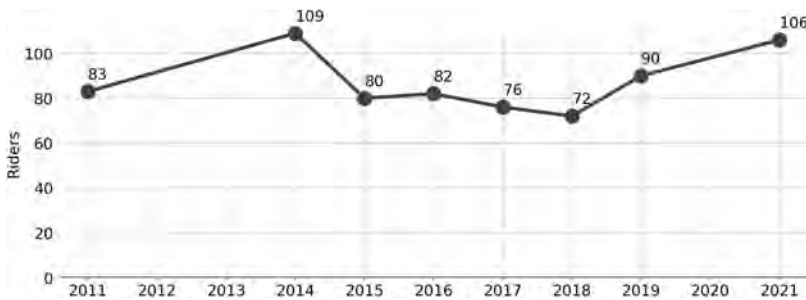
Traffic Volume by Time



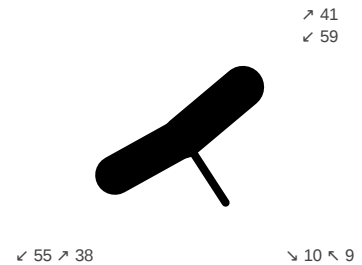
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Dick Ward Dr [NE]		2 Douglas St [SE]		3 Dick Ward Dr [SW]		Total
Exit	2	3	1	3	1	2	
Female	2	19	2	1	9	0	33
Male	5	33	4	2	26	3	73
Not known	0	0	0	0	0	0	0
Total	7	52	6	3	35	3	106

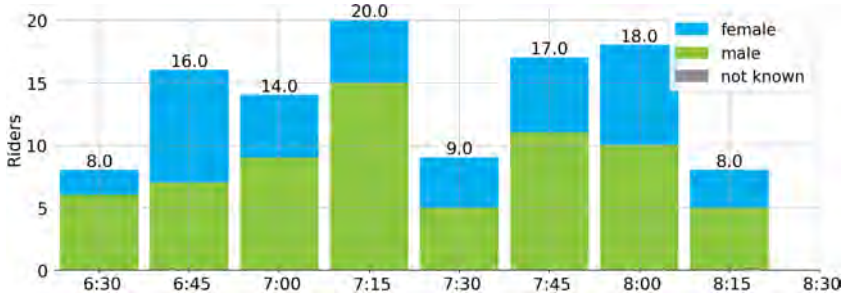
Site 5477

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

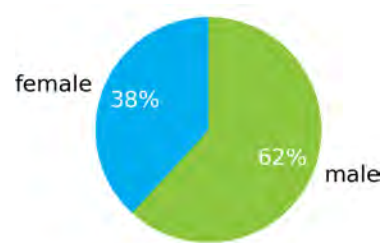


110 bicycle riders were recorded during the 2 hour survey. This is an increase of 25% compared to 88 in 2019 and an increase of 9% compared to 101 in 2012. The peak period was 07:15-07:30 with 20 riders. Female riders comprised 38% of the total.

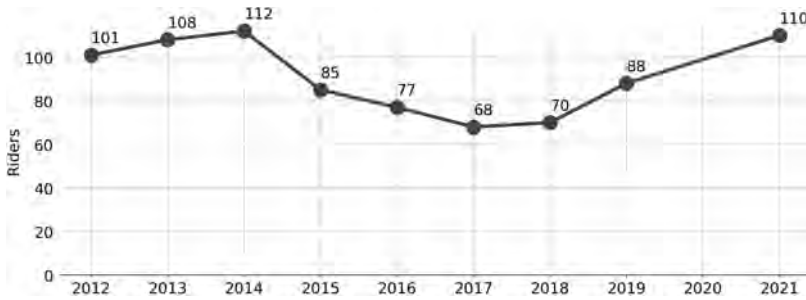
Traffic Volume by Time



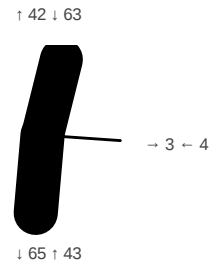
Gender Ratio



Cycling Trend



Traffic Flow

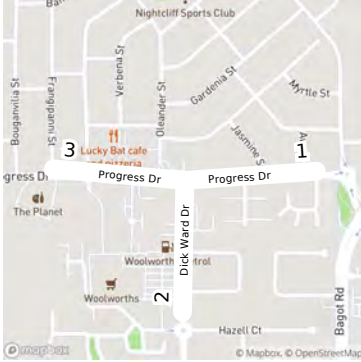


Raw Data

Enter	1 Dick Ward Dr [N]		2 Fitzer Dr [E]		3 Dick Ward Dr [S]		Total
Exit	2	3	1	3	1	2	
Female	1	24	0	2	15	0	42
Male	0	38	1	1	26	2	68
Not known	0	0	0	0	0	0	0
Total	1	62	1	3	41	2	110

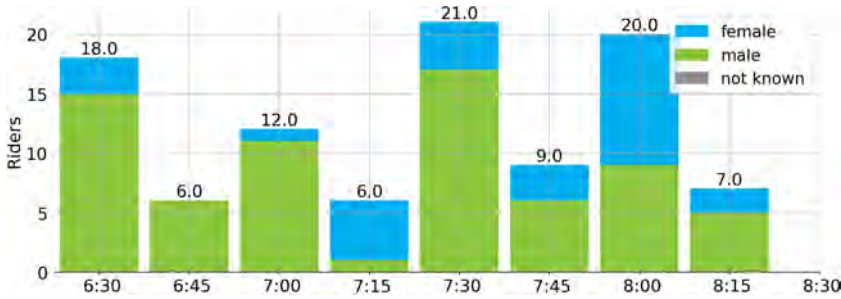
Site 5478

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

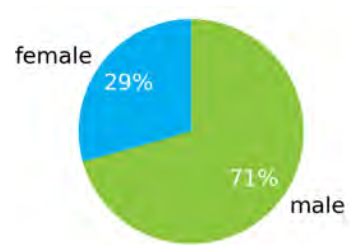


99 bicycle riders were recorded during the 2 hour survey. This is an increase of 87% compared to 53 in 2019 and an increase of 62% compared to 61 in 2011. The peak period was 07:30-07:45 with 21 riders. Female riders comprised 29% of the total.

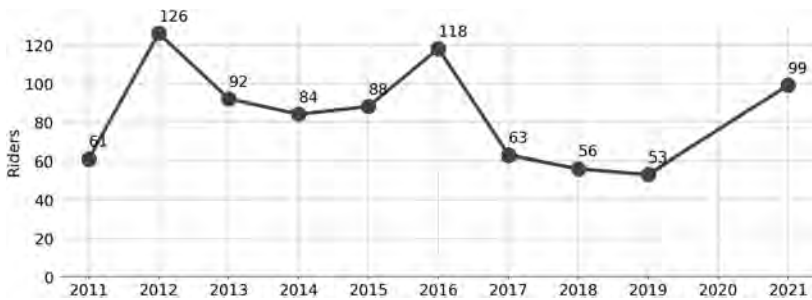
Traffic Volume by Time



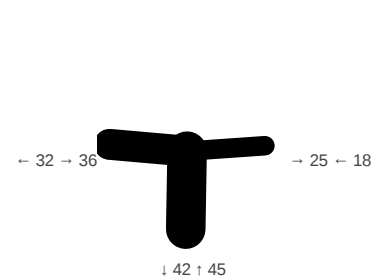
Gender Ratio



Cycling Trend



Traffic Flow

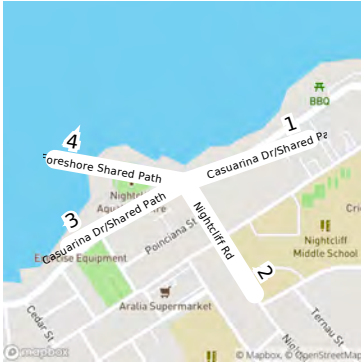


Raw Data

Enter	1 Progress Dr [E]		2 Dick Ward Dr [S]		3 Progress Dr [W]		
Exit	2	3	1	3	1	2	Total
Female	5	1	5	7	3	8	29
Male	9	3	12	21	5	20	70
Not known	0	0	0	0	0	0	0
Total	14	4	17	28	8	28	99

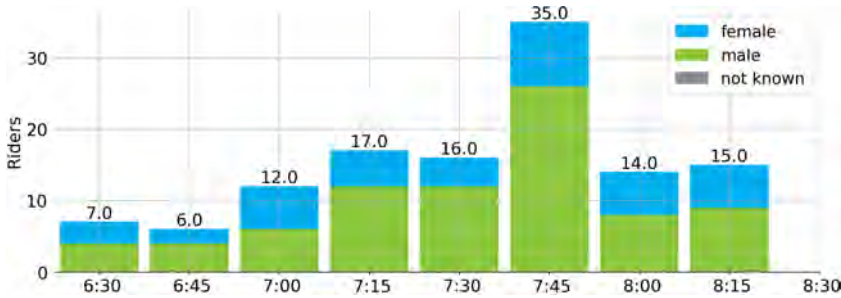
Site 5480

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

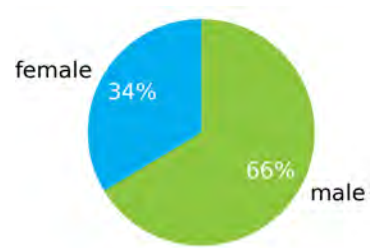


122 bicycle riders were recorded during the 2 hour survey. This is an increase of 14% compared to 107 in 2019 and an increase of 39% compared to 88 in 2011. The peak period was 07:45-08:00 with 35 riders. Female riders comprised 34% of the total.

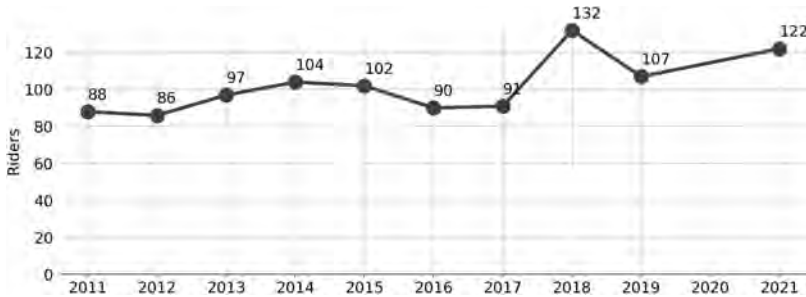
Traffic Volume by Time



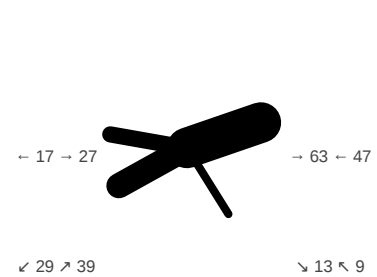
Gender Ratio



Cycling Trend



Traffic Flow

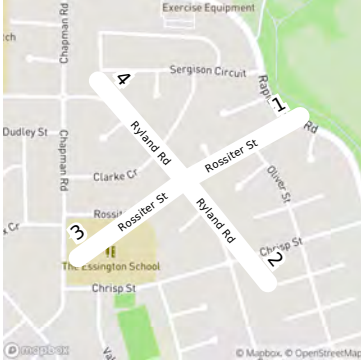


Raw Data

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	2	8	7	3	0	0	10	1	0	8	2	0	41
Male	1	21	8	4	0	2	23	5	0	15	2	0	81
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	29	15	7	0	2	33	6	0	23	4	0	122

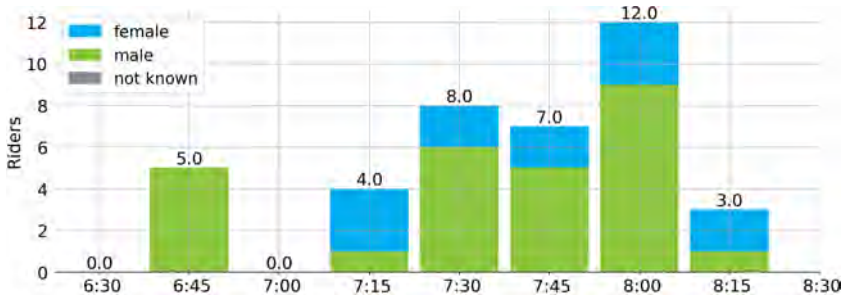
Site 5481

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

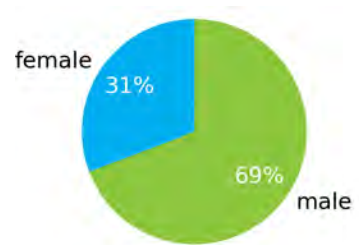


39 bicycle riders were recorded during the 2 hour survey. This is a decrease of 20% compared to 49 in 2019 and an increase of 117% compared to 18 in 2011. The peak period was 08:00-08:15 with 12 riders. Female riders comprised 31% of the total.

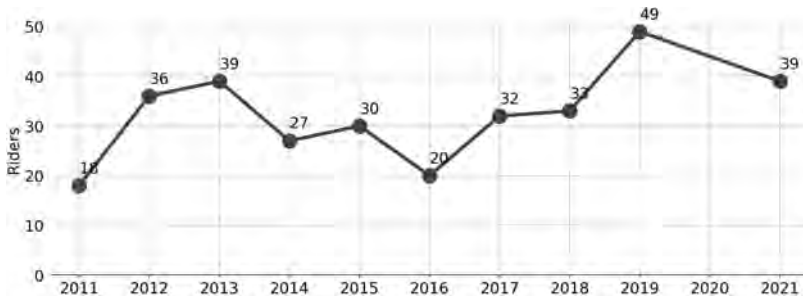
Traffic Volume by Time



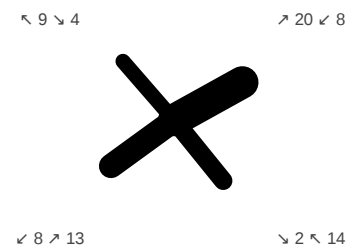
Gender Ratio



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	0	2	1	2	4	0	0	1	1	0	12
Male	0	4	3	3	2	4	9	0	0	1	1	0	27
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	3	5	3	6	13	0	0	2	2	0	39

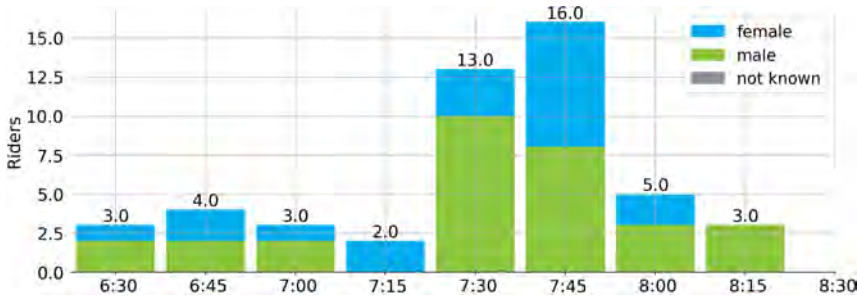
Site 5482

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

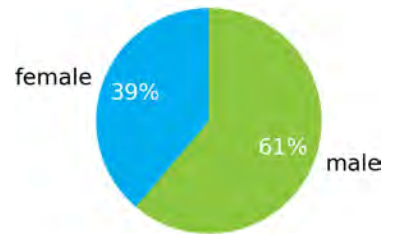


49 bicycle riders were recorded during the 2 hour survey. This is a decrease of 21% compared to 62 in 2019 and a decrease of 2% compared to 50 in 2011. The peak period was 07:45-08:00 with 16 riders. Female riders comprised 39% of the total.

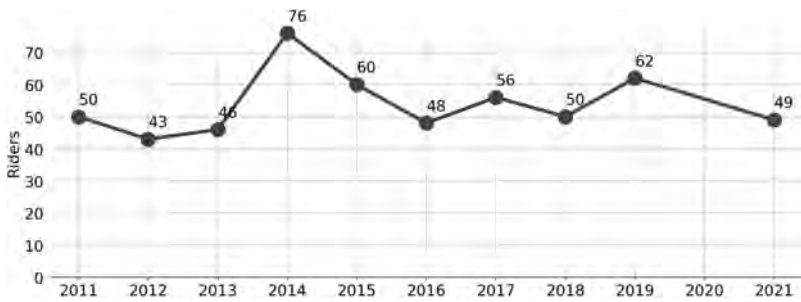
Traffic Volume by Time



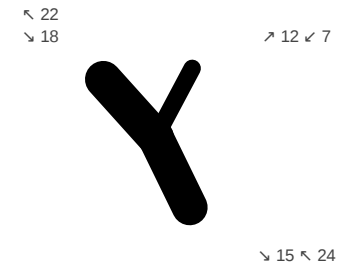
Gender Ratio



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	2	1	0	8	1	7	19
Male	1	3	6	10	5	5	30
Not known	0	0	0	0	0	0	0
Total	3	4	6	18	6	12	49

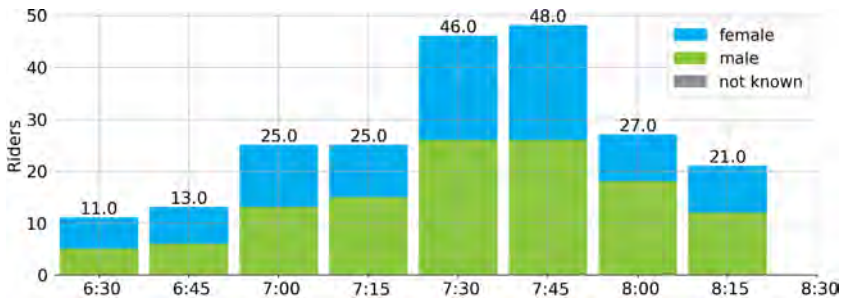
Site 5483

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

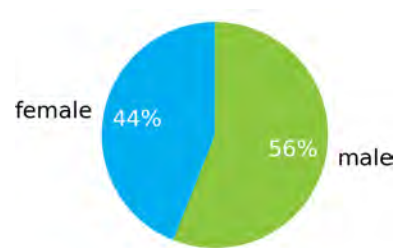


216 bicycle riders were recorded during the 2 hour survey. This is an increase of 28% compared to 169 in 2019 and an increase of 16% compared to 186 in 2011. The peak period was 07:45-08:00 with 48 riders. Female riders comprised 44% of the total.

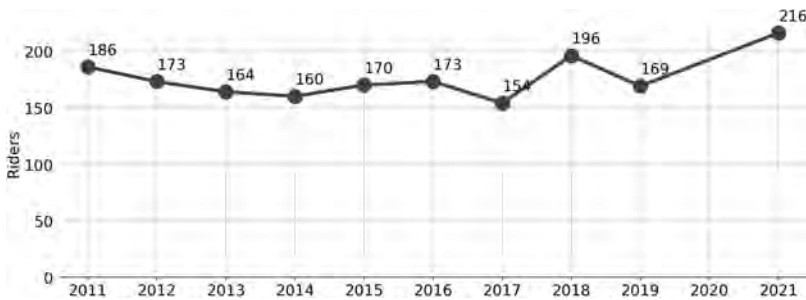
Traffic Volume by Time



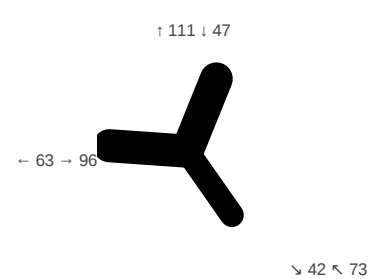
Gender Ratio



Cycling Trend



Traffic Flow

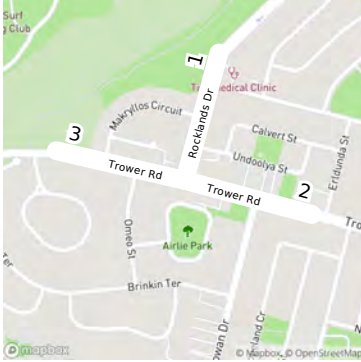


Raw Data

Enter	1 Rapid Creek Path Bridge [N]		2 Foreshore Path [SE]		3 Foreshore Path [W]		Total
	2	3	1	3	1	2	
Female	8	14	16	13	34	10	95
Male	9	16	24	20	37	15	121
Not known	0	0	0	0	0	0	0
Total	17	30	40	33	71	25	216

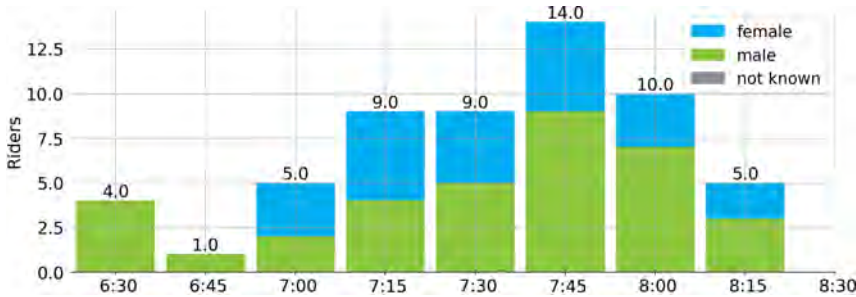
Site 5484

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

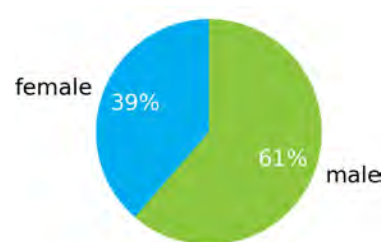


57 bicycle riders were recorded during the 2 hour survey. This is a decrease of 19% compared to 70 in 2019 and an increase of 21% compared to 47 in 2011. The peak period was 07:45-08:00 with 14 riders. Female riders comprised 39% of the total.

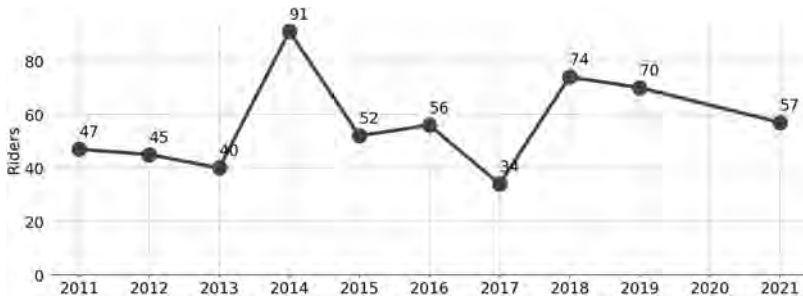
Traffic Volume by Time



Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Rocklands Dr [N]		2 Trower Rd [E]		3 Trower Rd [W]		Total
Exit	2	3	1	3	1	2	
Female	0	7	1	1	7	6	22
Male	4	6	3	6	8	8	35
Not known	0	0	0	0	0	0	0
Total	4	13	4	7	15	14	57

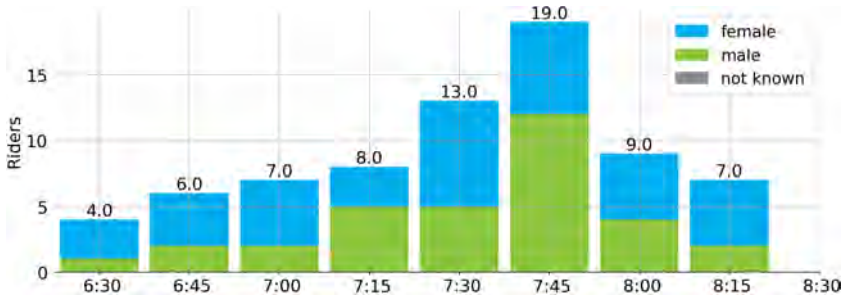
Site 5485

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

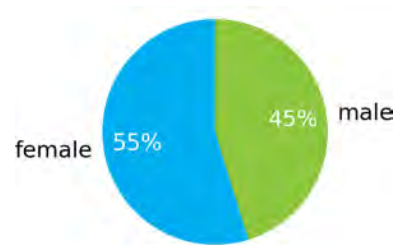


73 bicycle riders were recorded during the 2 hour survey. This is a decrease of 9% compared to 80 in 2019 and a decrease of 28% compared to 101 in 2011. The peak period was 07:45-08:00 with 19 riders. Female riders comprised 55% of the total.

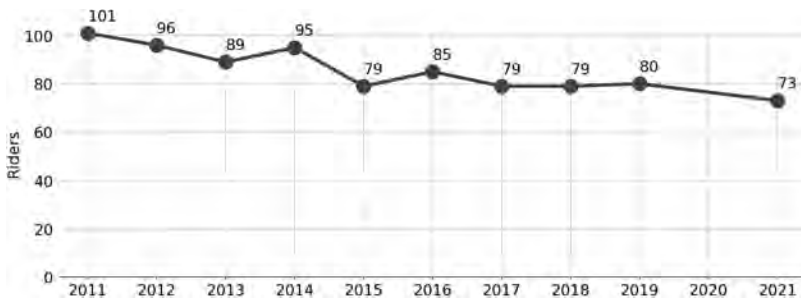
Traffic Volume by Time



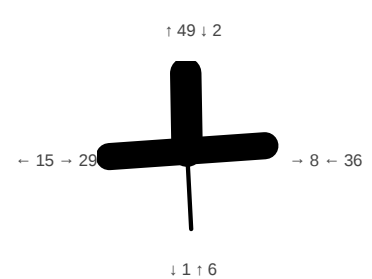
Gender Ratio



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	6	13	1	1	0	3	0	14	1	0	1	40
Male	0	5	12	1	2	1	2	1	9	0	0	0	33
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	11	25	2	3	1	5	1	23	1	0	1	73

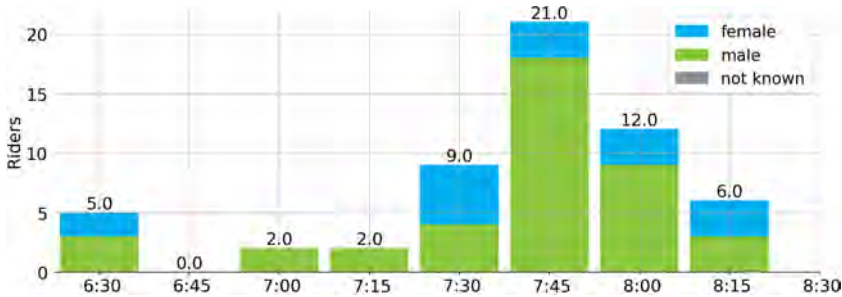
Site 5486

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

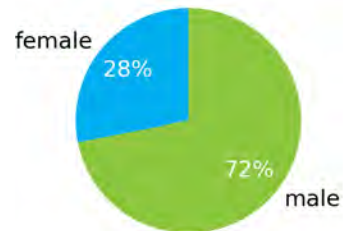


57 bicycle riders were recorded during the 2 hour survey. This is an increase of 39% compared to 41 in 2019 and an increase of 50% compared to 38 in 2011. The peak period was 07:45-08:00 with 21 riders. Female riders comprised 28% of the total.

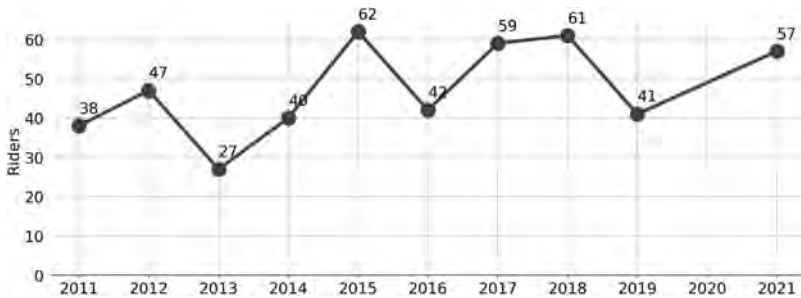
Traffic Volume by Time



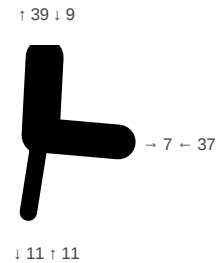
Gender Ratio



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	2	10	0	3	0	16
Male	4	2	20	7	6	2	41
Not known	0	0	0	0	0	0	0
Total	5	4	30	7	9	2	57

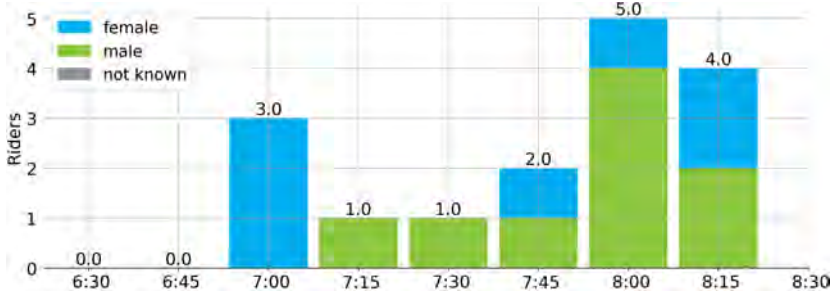
Site 5487

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

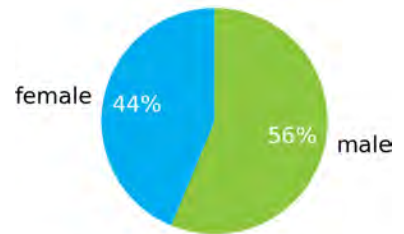


16 bicycle riders were recorded during the 2 hour survey. This is a decrease of 43% compared to 28 in 2019 and a decrease of 20% compared to 20 in 2011. The peak period was 08:00-08:15 with 5 riders. Female riders comprised 44% of the total.

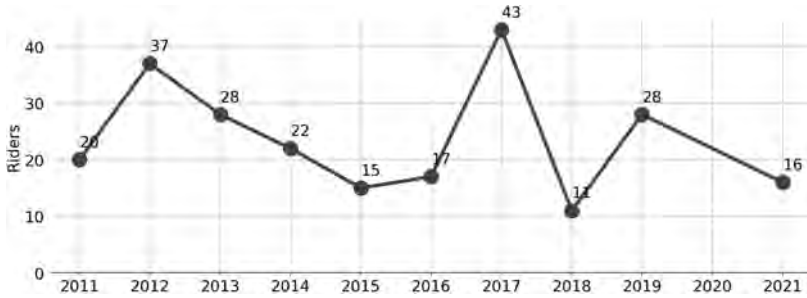
Traffic Volume by Time



Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Trower Rd [E]		2 Rothdale Rd [S]		3 Trower Rd [W]		
Exit	2	3	1	3	1	2	Total
Female	1	2	1	0	3	0	7
Male	0	2	2	0	4	1	9
Not known	0	0	0	0	0	0	0
Total	1	4	3	0	7	1	16

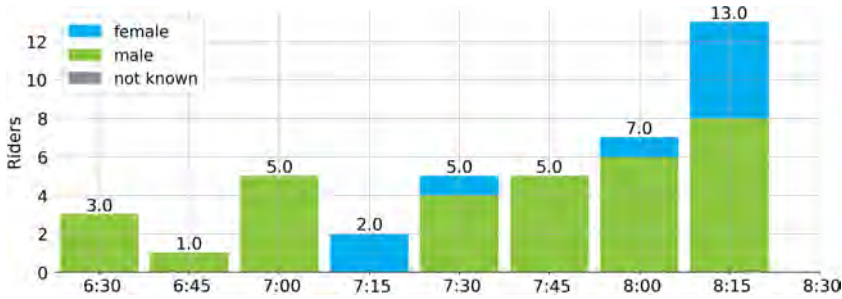
Site 5488

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

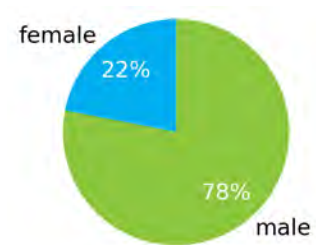


41 bicycle riders were recorded during the 2 hour survey. This is a decrease of 25% compared to 55 in 2019 and a decrease of 35% compared to 63 in 2012. The peak period was 08:15-08:30 with 13 riders. Female riders comprised 22% of the total.

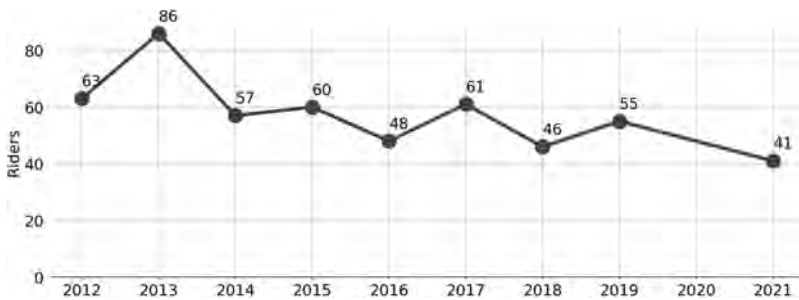
Traffic Volume by Time



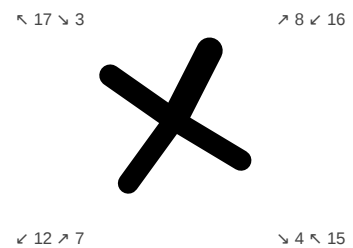
Gender Ratio



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	
Female	0	2	1	2	3	0	0	0	1	0	0	0	9
Male	1	6	6	1	1	8	5	0	1	0	3	0	32
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	8	7	3	4	8	5	0	2	0	3	0	41

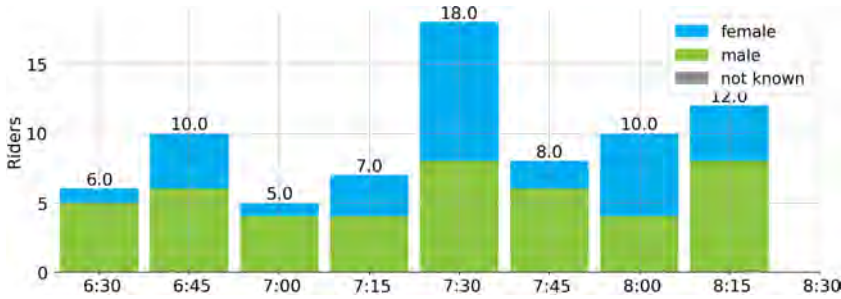
Site 5507

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

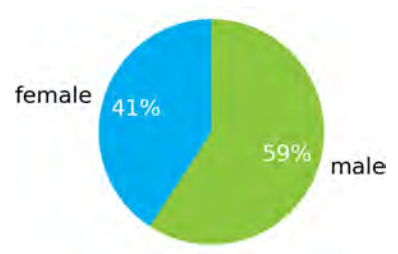


76 bicycle riders were recorded during the 2 hour survey. This is a decrease of 15% compared to 89 in 2019 and a decrease of 30% compared to 109 in 2011. The peak period was 07:30-07:45 with 18 riders. Female riders comprised 41% of the total.

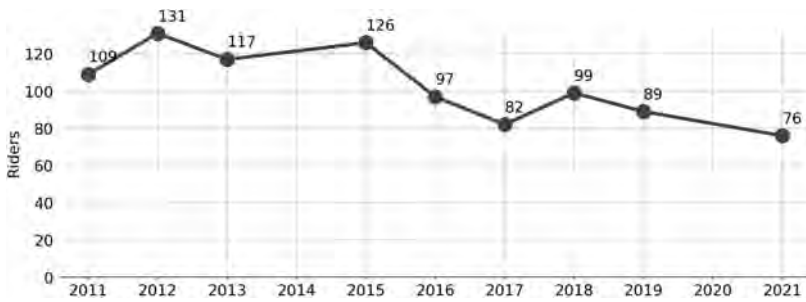
Traffic Volume by Time



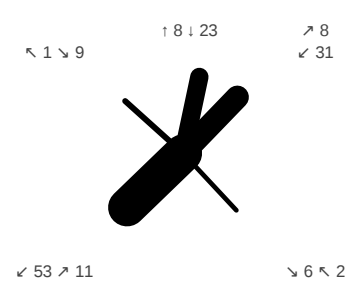
Gender Ratio



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]				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	0	9	0	0	0	11	0	1	0	0	0	1	4	0	0	2	0	0	3	31
Male	0	0	13	1	0	5	15	0	0	1	0	0	3	3	0	0	1	0	1	2	45
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	22	1	0	5	26	0	1	1	0	0	4	7	0	0	3	0	1	5	76

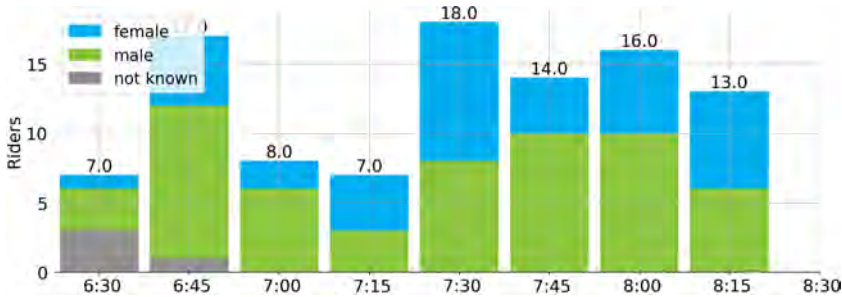
Site 5508

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

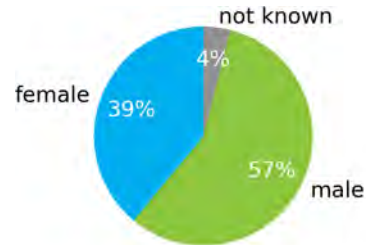


100 bicycle riders were recorded during the 2 hour survey. This is an increase of 3% compared to 97 in 2019 and an increase of 8% compared to 93 in 2012. The peak period was 07:30-07:45 with 18 riders. Female riders comprised 39% of the total.

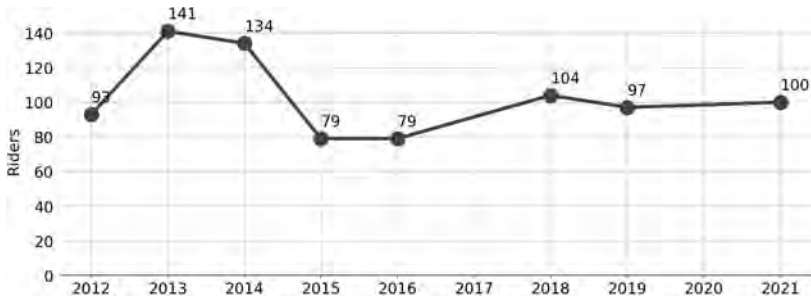
Traffic Volume by Time



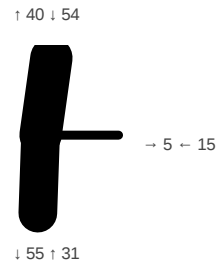
Gender Ratio



Cycling Trend



Traffic Flow

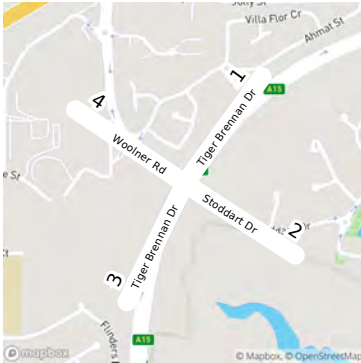


Raw Data

Enter	1 Stuart Hwy/Bike Path [N]		2 Westralia St [E]		3 Stuart Hwy/Bike Path [S]		Total
Exit	2	3	1	3	1	2	
Female	0	16	7	1	13	2	39
Male	3	32	4	2	16	0	57
Not known	0	3	0	1	0	0	4
Total	3	51	11	4	29	2	100

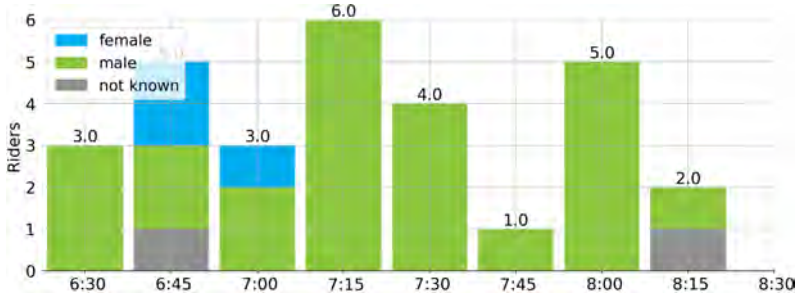
Site 5509

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



29 bicycle riders were recorded during the 2 hour survey. This is a decrease of 3% compared to 30 in 2019 and an increase of 26% compared to 23 in 2011. The peak period was 07:15-07:30 with 6 riders. Female riders comprised 10% of the total.

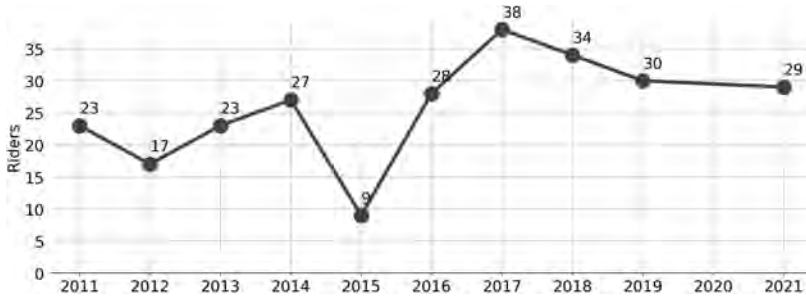
Traffic Volume by Time



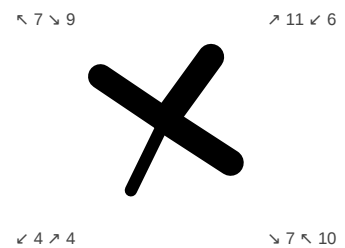
Gender Ratio



Cycling Trend



Traffic Flow

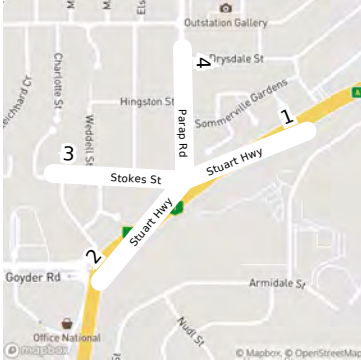


Raw Data

	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	0	0	0	0	0	2	1	0	3
Male	3	0	3	1	4	4	2	1	0	5	1	0	24
Not known	0	0	0	1	0	0	0	1	0	0	0	0	2
Total	3	0	3	2	4	4	2	2	0	7	2	0	29

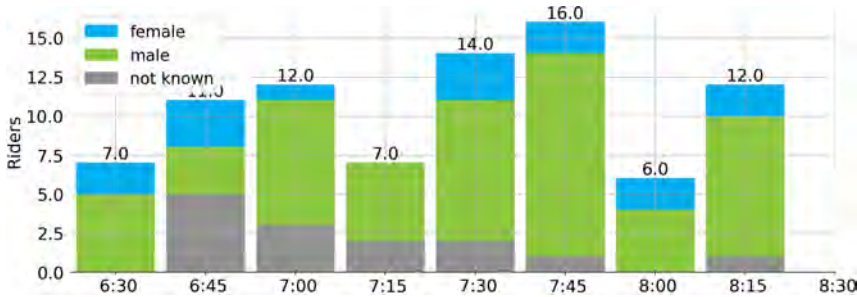
Site 5510

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

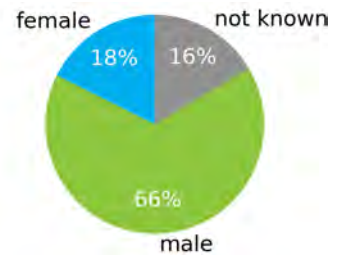


85 bicycle riders were recorded during the 2 hour survey. This is a decrease of 11% compared to 96 in 2019 and a decrease of 20% compared to 106 in 2011. The peak period was 07:45-08:00 with 16 riders. Female riders comprised 18% of the total.

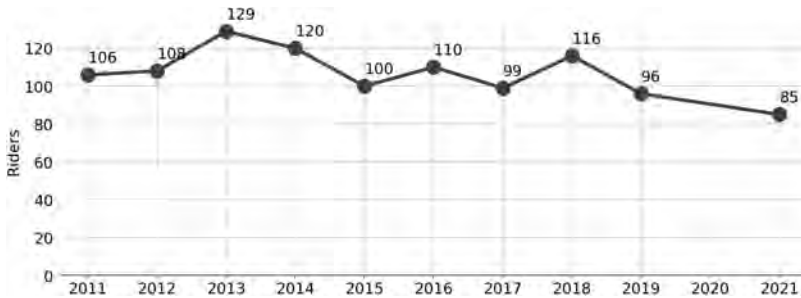
Traffic Volume by Time



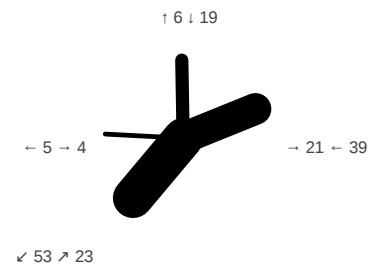
Gender Ratio



Cycling Trend



Traffic Flow

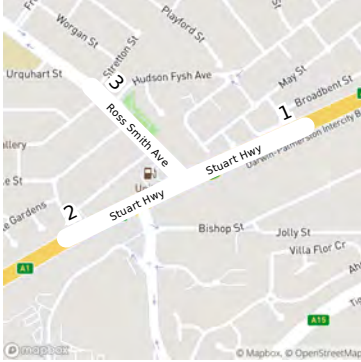


Raw Data

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	7	0	0	3	0	1	0	0	0	0	3	1	15
Male	23	1	0	9	0	5	3	0	0	0	12	3	56
Not known	8	0	0	5	0	0	1	0	0	0	0	0	14
Total	38	1	0	17	0	6	4	0	0	0	15	4	85

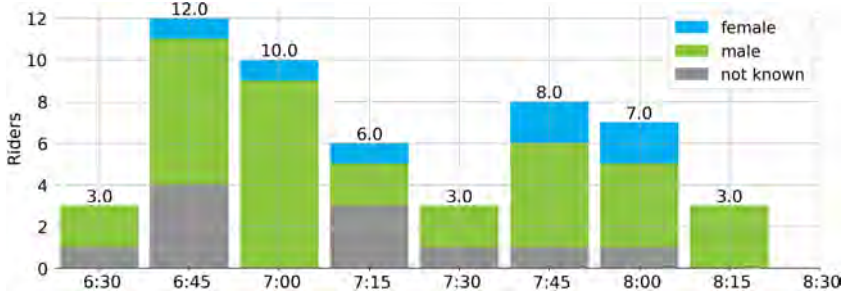
Site 5511

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

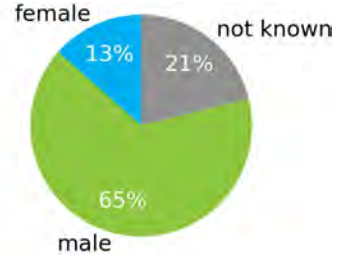


52 bicycle riders were recorded during the 2 hour survey. This is a decrease of 42% compared to 89 in 2018 and a decrease of 47% compared to 98 in 2011. The peak period was 06:45-07:00 with 12 riders. Female riders comprised 13% of the total.

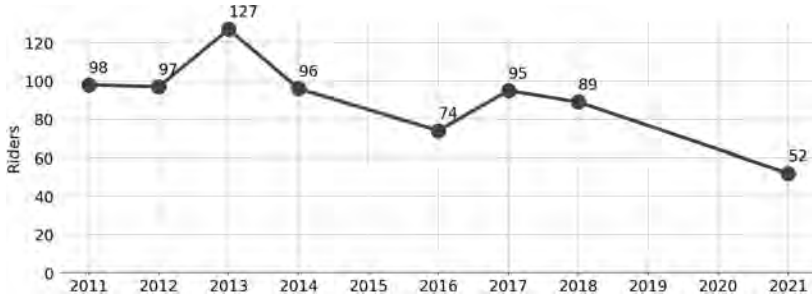
Traffic Volume by Time



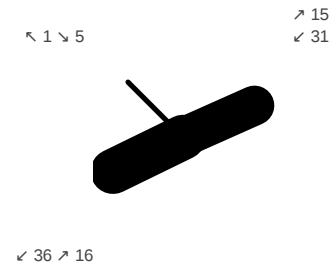
Gender Ratio



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	4	0	3	0	0	0	7
Male	22	0	6	1	0	5	34
Not known	5	0	6	0	0	0	11
Total	31	0	15	1	0	5	52

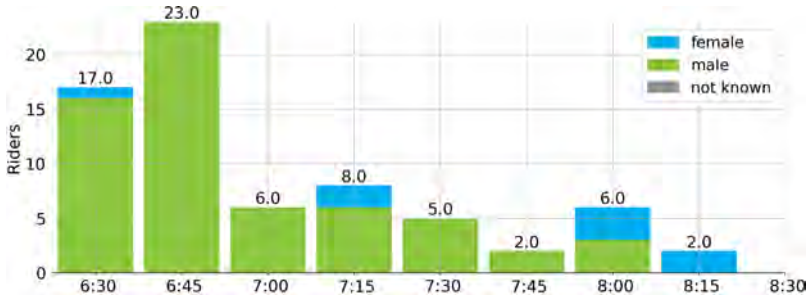
Site 5512

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

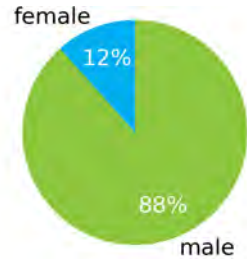


69 bicycle riders were recorded during the 2 hour survey. This is a decrease of 28% compared to 96 in 2019 and a decrease of 1% compared to 70 in 2011. The peak period was 06:45-07:00 with 23 riders. Female riders comprised 12% of the total.

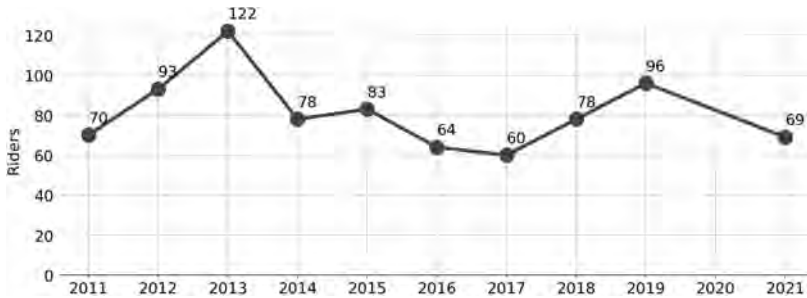
Traffic Volume by Time



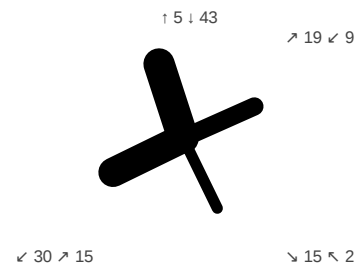
Gender Ratio



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	0	1	0	0	0	2	0	0	1	1	3	8
Male	1	5	2	1	1	0	11	0	2	4	13	21	61
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	5	3	1	1	0	13	0	2	5	14	24	69

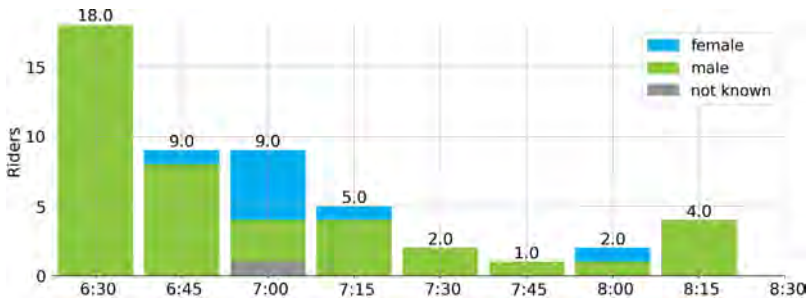
Site 5513

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

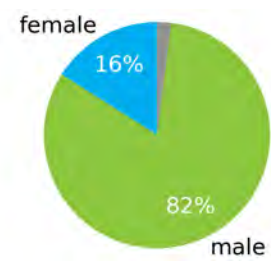


50 bicycle riders were recorded during the 2 hour survey. This is a decrease of 12% compared to 57 in 2019 and a decrease of 19% compared to 62 in 2011. The peak period was 06:30-06:45 with 18 riders. Female riders comprised 16% of the total.

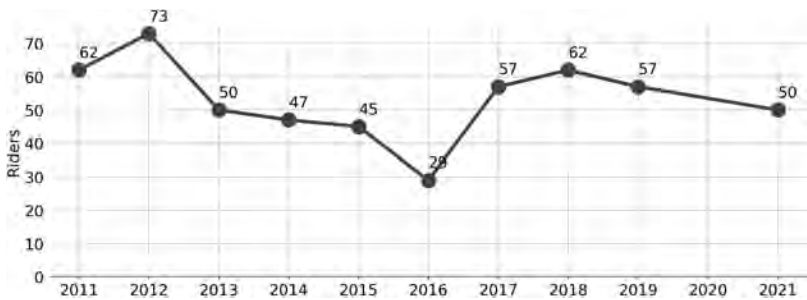
Traffic Volume by Time



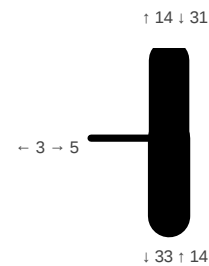
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Bagot Rd [N]		2 Bagot Rd [S]		3 Fitzer Dr [W]		Total
Exit	2	3	1	3	1	2	
Female	3	1	4	0	0	0	8
Male	25	1	9	1	1	4	41
Not known	1	0	0	0	0	0	1
Total	29	2	13	1	1	4	50

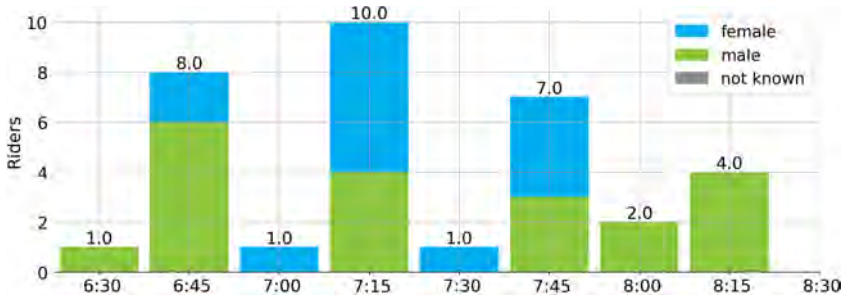
Site 5514

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

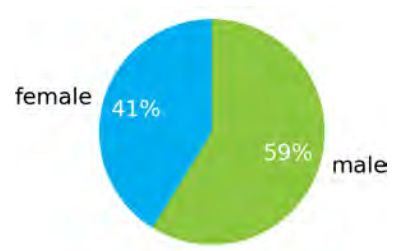


34 bicycle riders were recorded during the 2 hour survey. This is a decrease of 43% compared to 60 in 2019 and a decrease of 53% compared to 73 in 2011. The peak period was 07:15-07:30 with 10 riders. Female riders comprised 41% of the total.

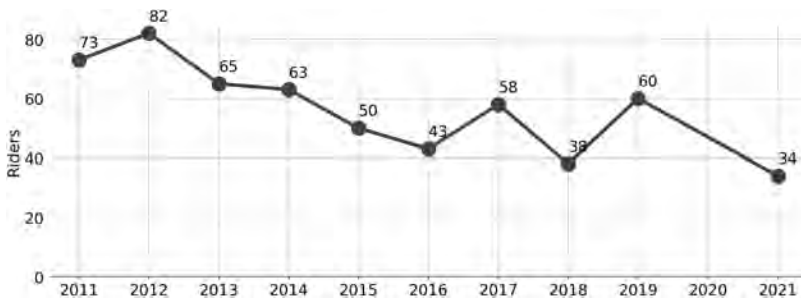
Traffic Volume by Time



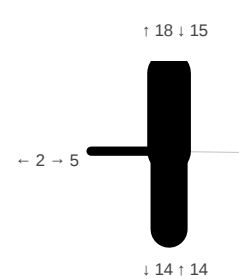
Gender Ratio



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	Total
Female	0	0	0	0	0	6	0	0	2	0	5	1	14
Male	0	0	0	0	1	7	0	0	3	0	9	0	20
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	13	0	0	5	0	14	1	34

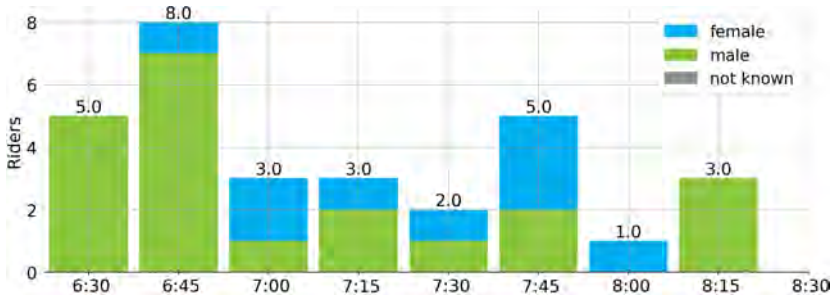
Site 5515

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

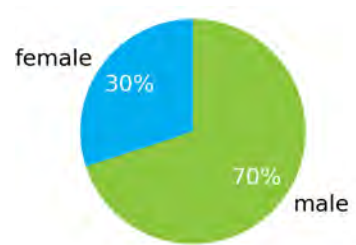


30 bicycle riders were recorded during the 2 hour survey. This is a decrease of 32% compared to 44 in 2019 and a decrease of 49% compared to 59 in 2011. The peak period was 06:45-07:00 with 8 riders. Female riders comprised 30% of the total.

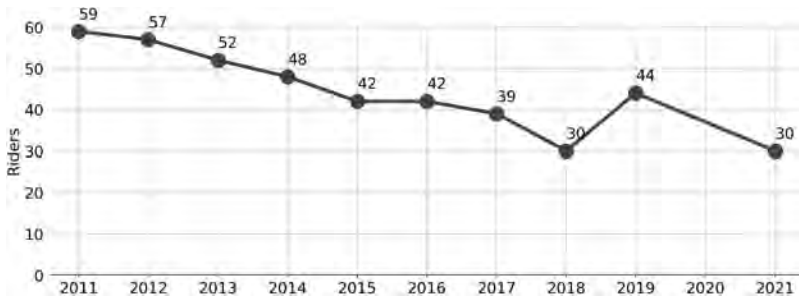
Traffic Volume by Time



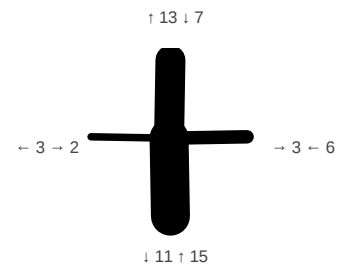
Gender Ratio



Cycling Trend



Traffic Flow

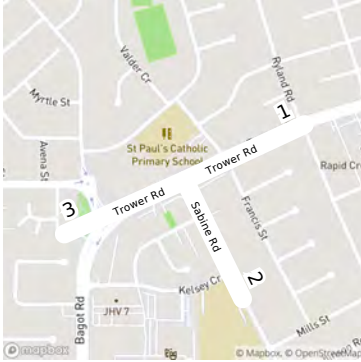


Raw Data

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	Total
Female	0	2	0	0	2	0	3	1	0	0	1	0	9
Male	0	5	0	0	2	2	10	0	1	0	1	0	21
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	0	0	4	2	13	1	1	0	2	0	30

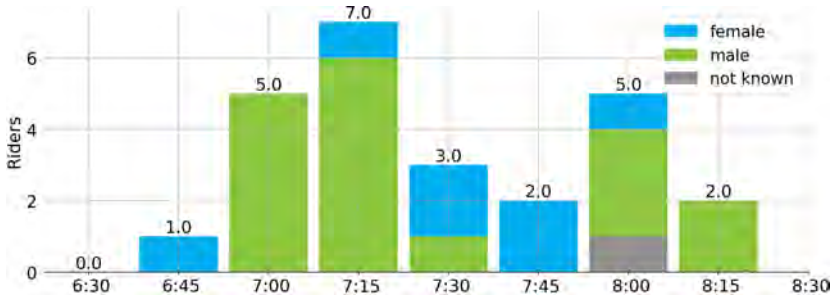
Site 5516

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

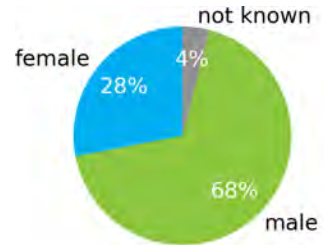


25 bicycle riders were recorded during the 2 hour survey. This is a decrease of 14% compared to 29 in 2019 and a decrease of 49% compared to 49 in 2011. The peak period was 07:15-07:30 with 7 riders. Female riders comprised 28% of the total.

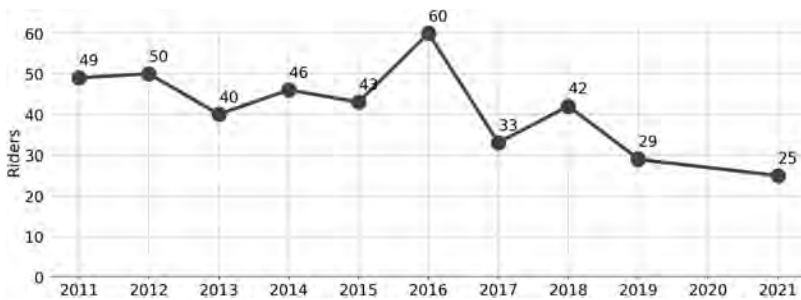
Traffic Volume by Time



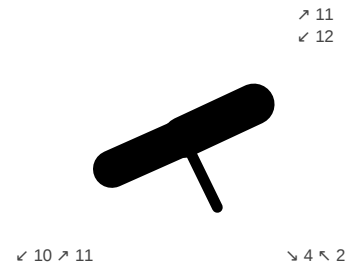
Gender Ratio



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	0	4	0	0	3	0	7
Male	3	5	1	1	6	1	17
Not known	0	0	0	0	1	0	1
Total	3	9	1	1	10	1	25

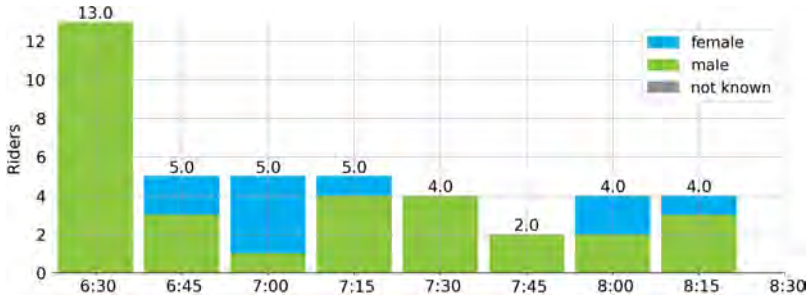
Site 5517

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

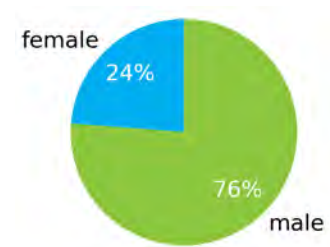


42 bicycle riders were recorded during the 2 hour survey. This is a decrease of 22% compared to 54 in 2019 and a decrease of 16% compared to 50 in 2011. The peak period was 06:30-06:45 with 13 riders. Female riders comprised 24% of the total.

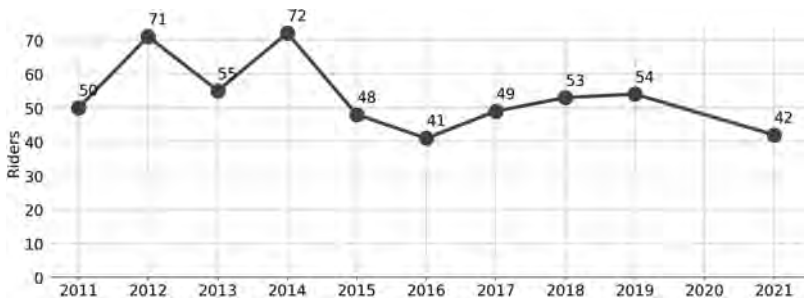
Traffic Volume by Time



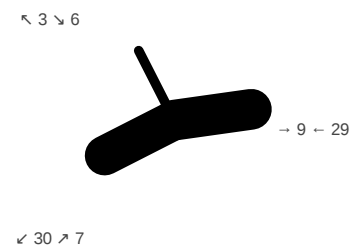
Gender Ratio



Cycling Trend



Traffic Flow

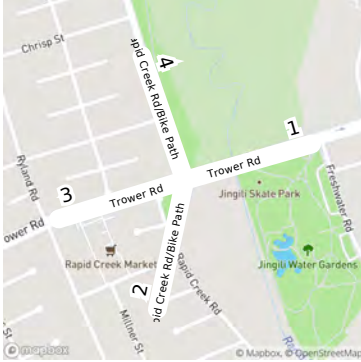


Raw Data

Enter	1 McMillans Rd [E]		2 McMillans Rd [SW]		3 Sabine Rd [NW]		Total
Exit	2	3	1	3	1	2	
Female	6	0	3	0	0	1	10
Male	21	2	3	1	3	2	32
Not known	0	0	0	0	0	0	0
Total	27	2	6	1	3	3	42

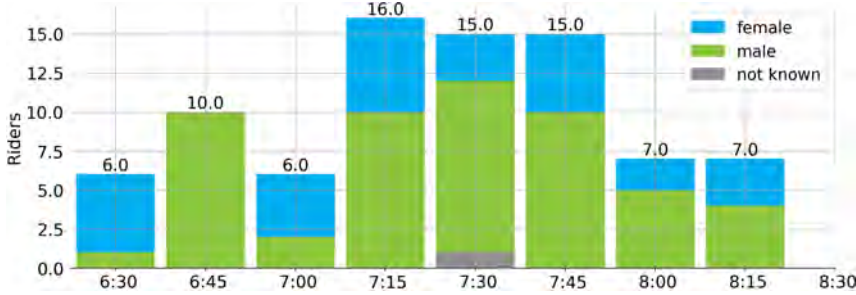
Site 5518

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

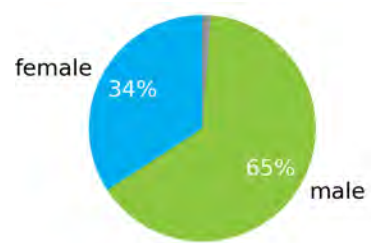


82 bicycle riders were recorded during the 2 hour survey. This is a decrease of 1% compared to 83 in 2019 and a decrease of 6% compared to 87 in 2011. The peak period was 07:15-07:30 with 16 riders. Female riders comprised 34% of the total.

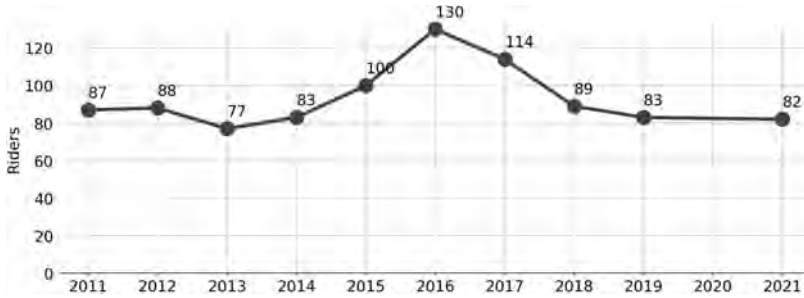
Traffic Volume by Time



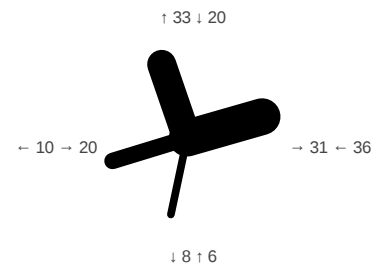
Gender Ratio



Cycling Trend



Traffic Flow

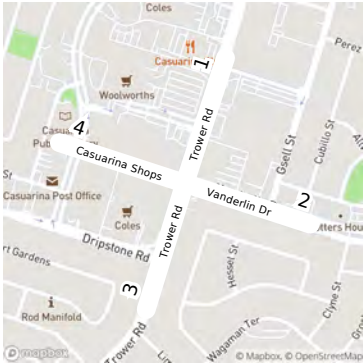


Raw Data

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	4	1	2	3	
Female	2	3	10	1	0	1	3	1	1	4	2	0	28
Male	0	6	15	1	0	3	11	1	2	11	2	1	53
Not known	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	2	9	25	2	0	4	14	2	4	15	4	1	82

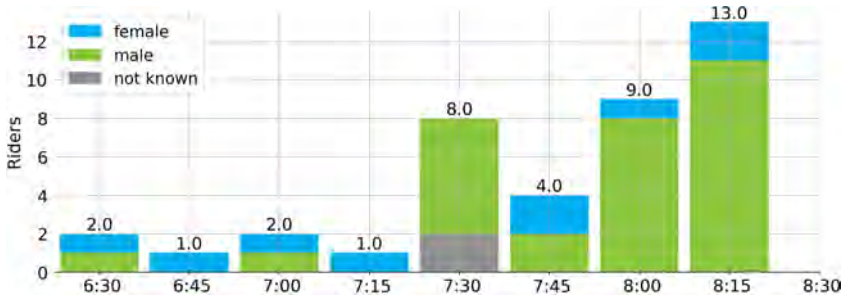
Site 5519

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

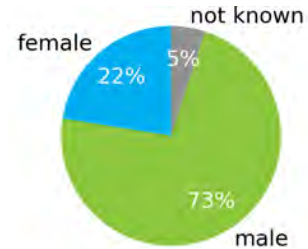


40 bicycle riders were recorded during the 2 hour survey. This is a decrease of 22% compared to 51 in 2019 and a decrease of 17% compared to 48 in 2011. The peak period was 08:15-08:30 with 13 riders. Female riders comprised 22% of the total.

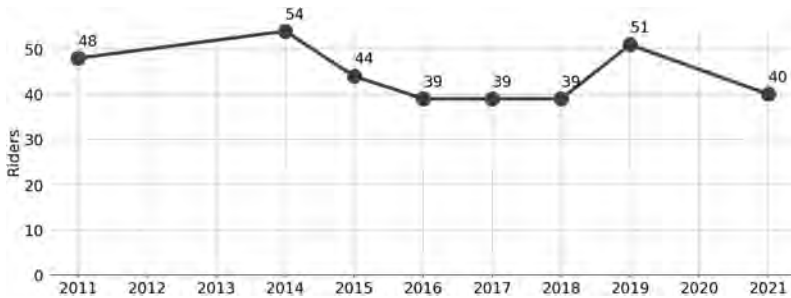
Traffic Volume by Time



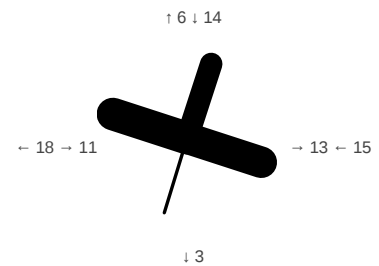
Gender Ratio



Cycling Trend



Traffic Flow

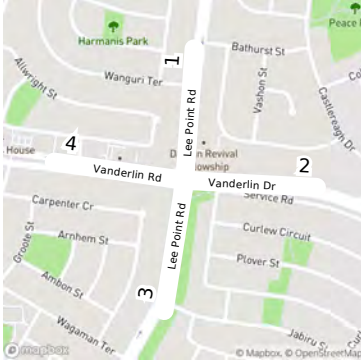


Raw Data

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	
Female	1	0	1	1	0	2	0	0	0	1	2	1	9
Male	5	0	6	3	0	8	0	0	0	1	4	2	29
Not known	1	0	0	0	0	1	0	0	0	0	0	0	2
Total	7	0	7	4	0	11	0	0	0	2	6	3	40

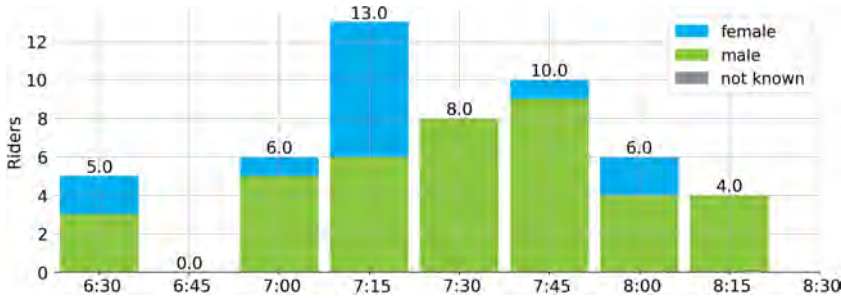
Site 5520

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

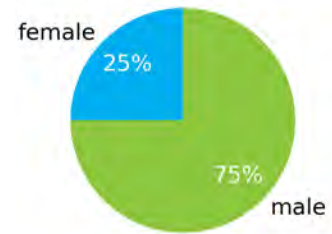


52 bicycle riders were recorded during the 2 hour survey. This is an increase of 21% compared to 43 in 2019 and a decrease of 37% compared to 83 in 2011. The peak period was 07:15-07:30 with 13 riders. Female riders comprised 25% of the total.

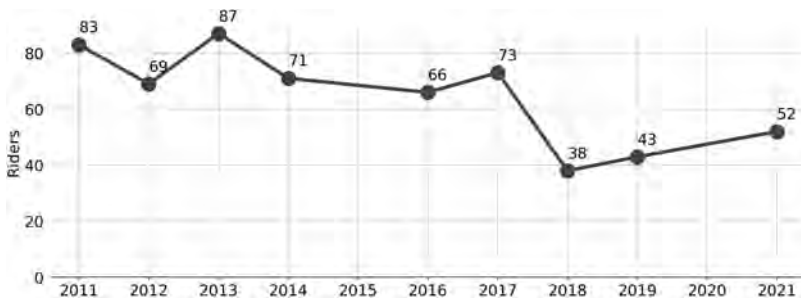
Traffic Volume by Time



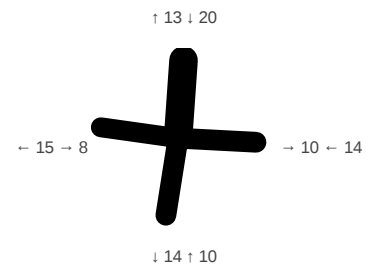
Gender Ratio



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	1	1	4	1	1	0	1	0	1	1	2	0	13
Male	4	6	4	5	5	2	3	1	4	2	2	1	39
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	7	8	6	6	2	4	1	5	3	4	1	52

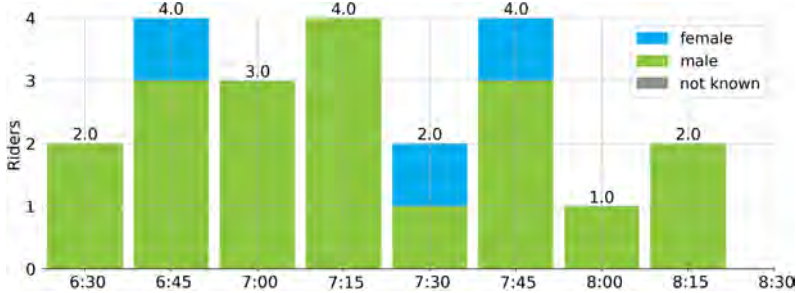
Site 5521

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

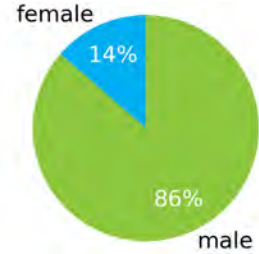


22 bicycle riders were recorded during the 2 hour survey. This is a decrease of 52% compared to 46 in 2019 and a decrease of 12% compared to 25 in 2011. The peak period was 06:45-07:00 with 4 riders. Female riders comprised 14% of the total.

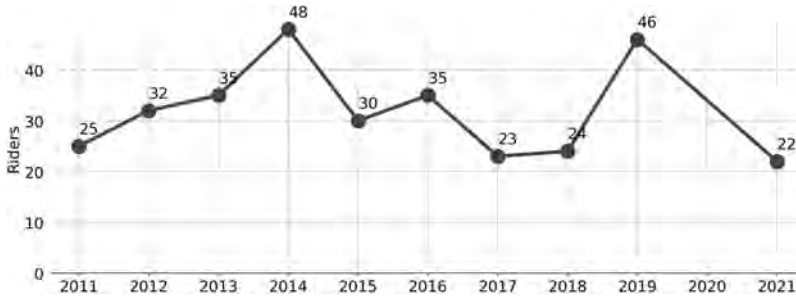
Traffic Volume by Time



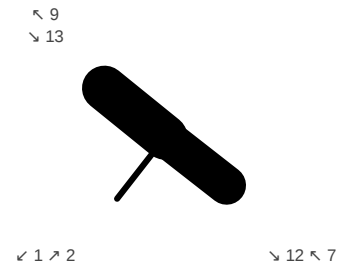
Gender Ratio



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	0	1	0	1	1	0	3
Male	0	6	0	1	11	1	19
Not known	0	0	0	0	0	0	0
Total	0	7	0	2	12	1	22

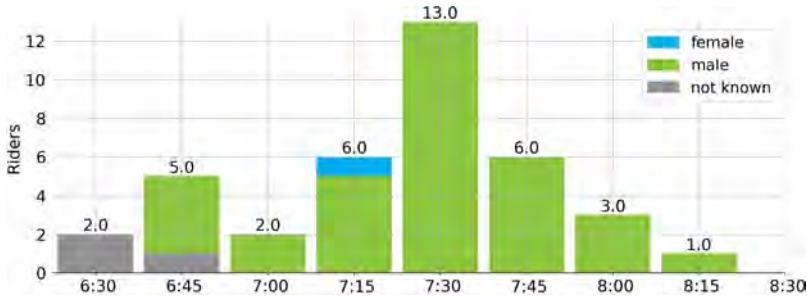
Site 5523

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

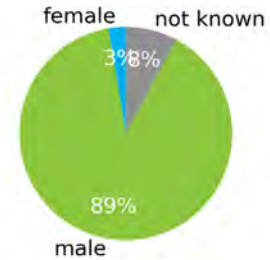


38 bicycle riders were recorded during the 2 hour survey. This is a decrease of 47% compared to 72 in 2019 and a decrease of 10% compared to 42 in 2011. The peak period was 07:30-07:45 with 13 riders. Female riders comprised 3% of the total.

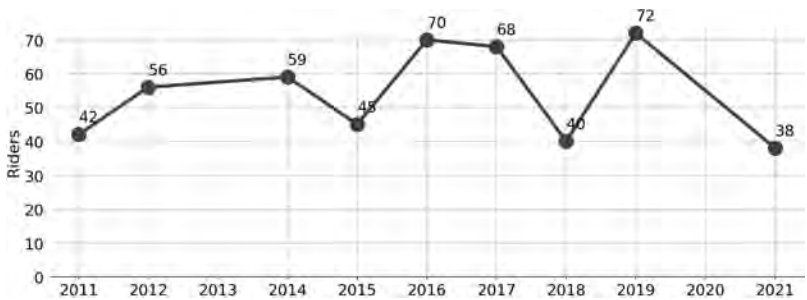
Traffic Volume by Time



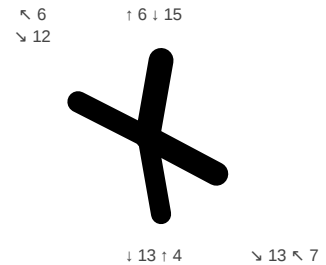
Gender Ratio



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	0	0	0	0	0	0	0	0	0	0	1	1
Male	9	4	2	4	2	0	0	0	4	1	3	5	34
Not known	0	0	0	1	0	0	0	0	0	0	1	1	3
Total	9	4	2	5	2	0	0	0	4	1	4	7	38

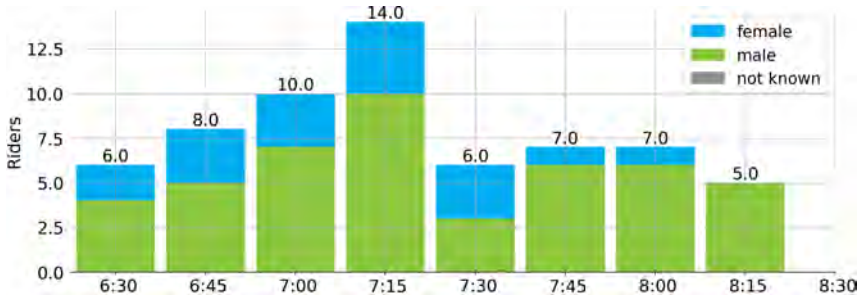
Site 5524

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

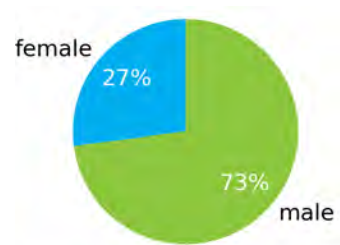


63 bicycle riders were recorded during the 2 hour survey. This is an increase of 5% compared to 60 in 2019 and an increase of 3% compared to 61 in 2011. The peak period was 07:15-07:30 with 14 riders. Female riders comprised 27% of the total.

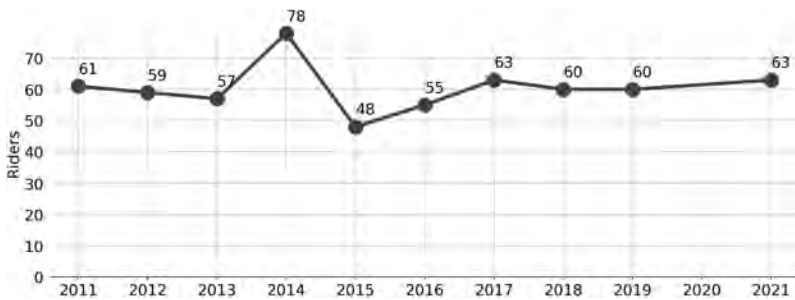
Traffic Volume by Time



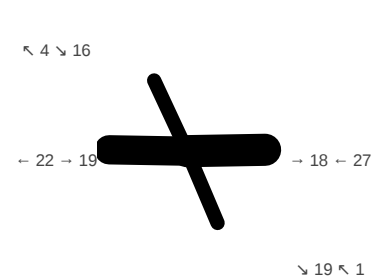
Gender Ratio



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	Total							
Female	0	5	1	0	1	0	2	0	1	6	0	17	
Male	4	16	1	0	0	0	11	4	1	4	5	0	46
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	21	2	0	1	0	13	4	2	5	11	0	63

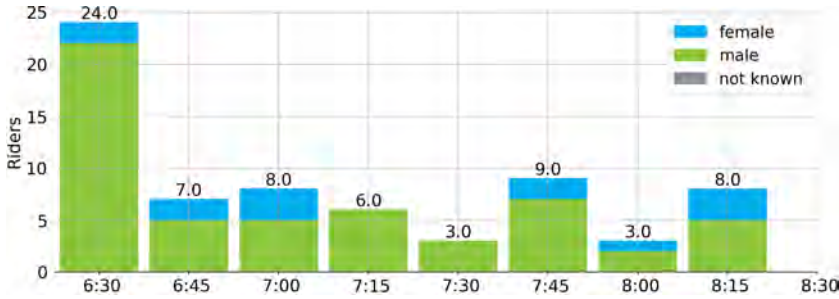
Site 5525

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

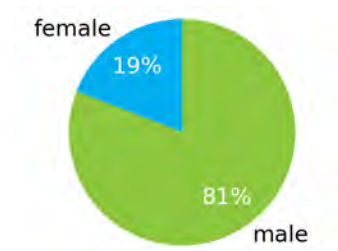


68 bicycle riders were recorded during the 2 hour survey. This is an increase of 5% compared to 65 in 2019 and an increase of 42% compared to 48 in 2011. The peak period was 06:30-06:45 with 24 riders. Female riders comprised 19% of the total.

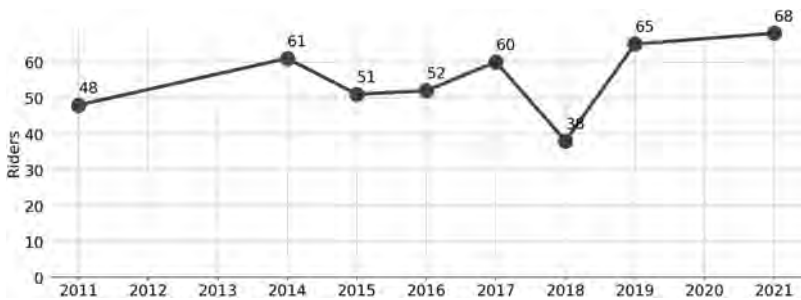
Traffic Volume by Time



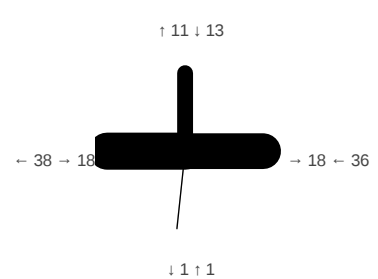
Gender Ratio



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	3	0	2	0	0	2	0	0	0	3	3	0	13
Male	5	0	3	3	1	30	0	0	1	5	7	0	55
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	0	5	3	1	32	0	0	1	8	10	0	68

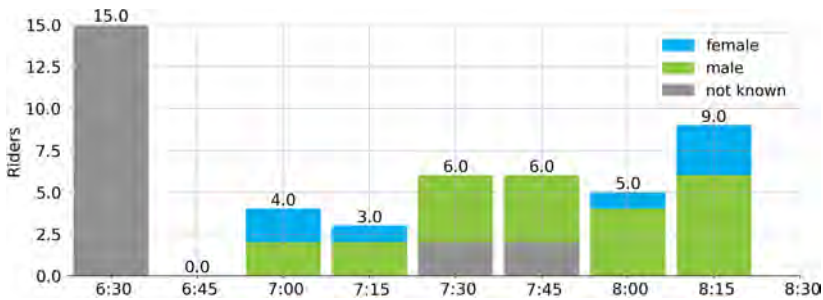
Site 5526

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

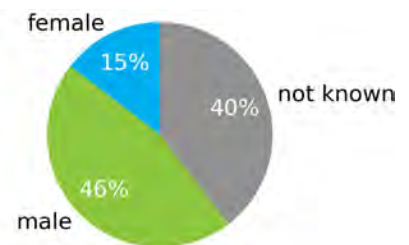


48 bicycle riders were recorded during the 2 hour survey. This is a decrease of 8% compared to 52 in 2019 and an increase of 9% compared to 44 in 2011. The peak period was 06:30-06:45 with 15 riders. Female riders comprised 15% of the total.

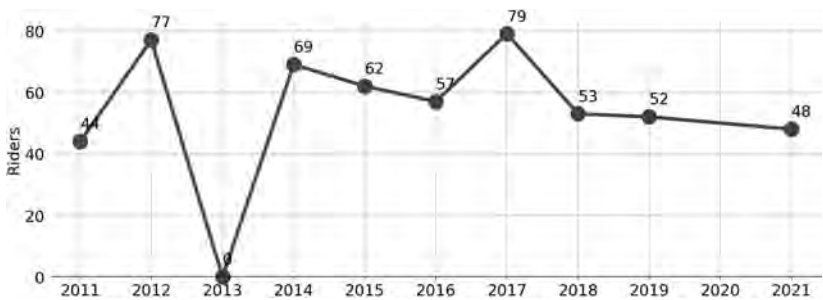
Traffic Volume by Time



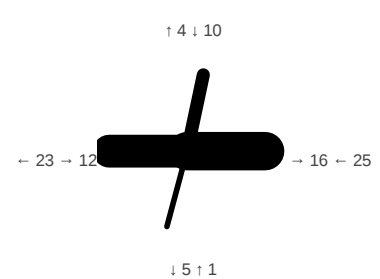
Gender Ratio



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	
Female	0	1	0	1	0	1	0	0	0	0	4	0	7
Male	2	2	2	1	1	6	1	0	0	0	6	1	22
Not known	3	0	0	1	0	14	0	0	0	0	1	0	19
Total	5	3	2	3	1	21	1	0	0	0	11	1	48

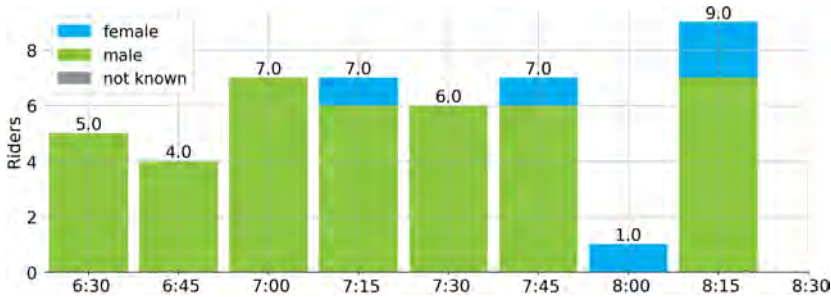
Site 5527

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

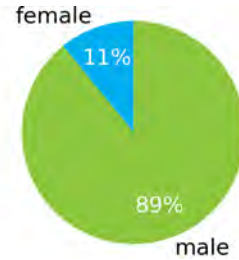


46 bicycle riders were recorded during the 2 hour survey. This is a decrease of 19% compared to 57 in 2019 and a decrease of 29% compared to 65 in 2012. The peak period was 08:15-08:30 with 9 riders. Female riders comprised 11% of the total.

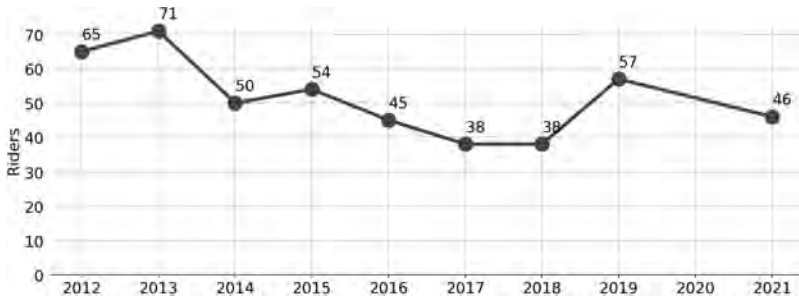
Traffic Volume by Time



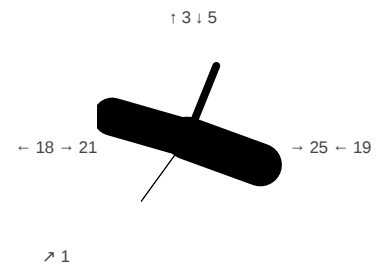
Gender Ratio



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	Total
Female	1	0	0	0	0	2	0	0	0	0	2	0	5
Male	3	0	1	2	0	15	0	1	0	1	18	0	41
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	1	2	0	17	0	1	0	1	20	0	46

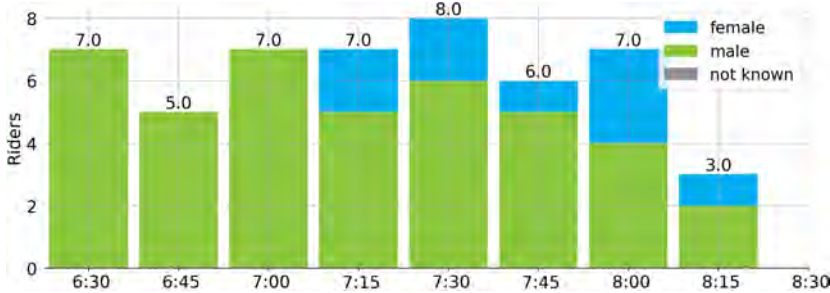
Site 5528

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

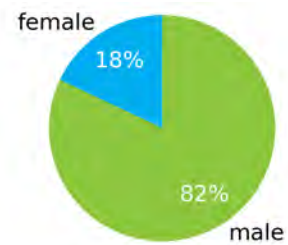


50 bicycle riders were recorded during the 2 hour survey. This is an increase of 35% compared to 37 in 2019 and a decrease of 15% compared to 59 in 2012. The peak period was 07:30-07:45 with 8 riders. Female riders comprised 18% of the total.

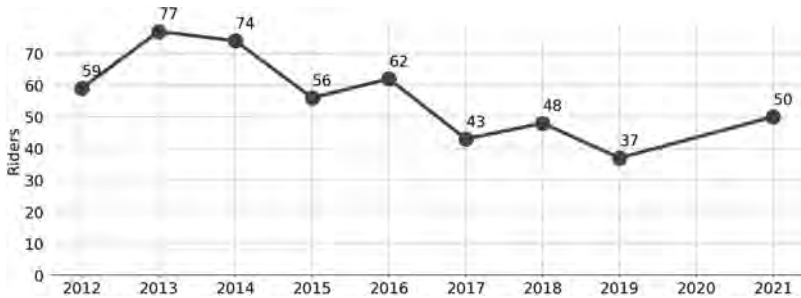
Traffic Volume by Time



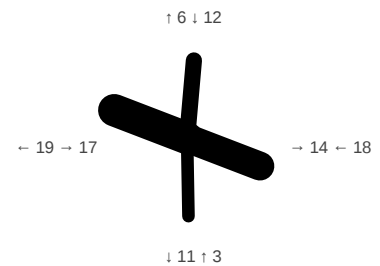
Gender Ratio



Cycling Trend



Traffic Flow

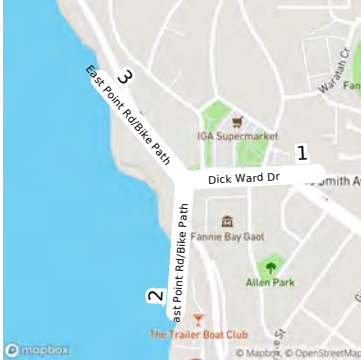


Raw Data

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	
Female	0	2	1	0	0	1	0	0	1	1	3	0	9
Male	1	5	3	3	1	13	1	1	0	1	9	3	41
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	7	4	3	1	14	1	1	1	2	12	3	50

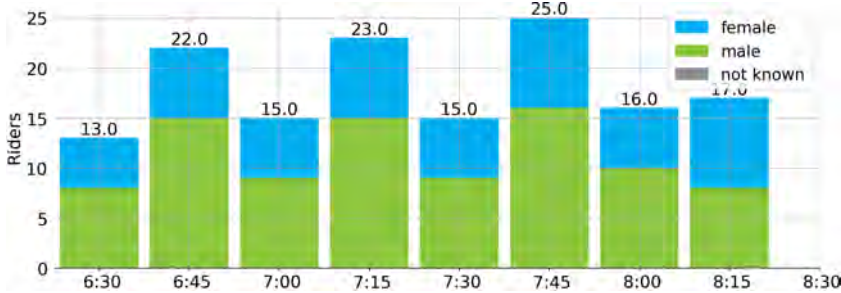
Site 5585

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

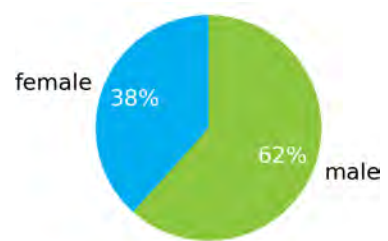


146 bicycle riders were recorded during the 2 hour survey. This is an increase of 27% compared to 115 in 2019 and an increase of 51% compared to 97 in 2012. The peak period was 07:45-08:00 with 25 riders. Female riders comprised 38% of the total.

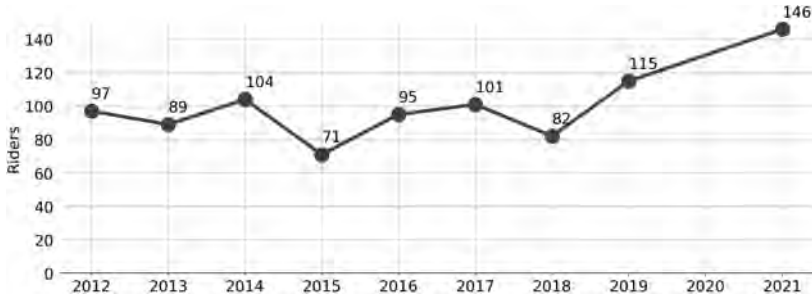
Traffic Volume by Time



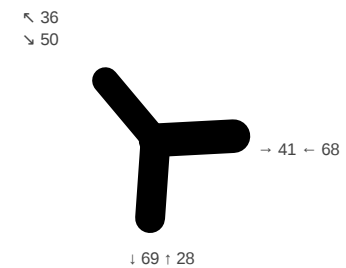
Gender Ratio



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	22	8	4	6
Male	24	14	10	8
Not known	0	0	0	0
Total	46	22	14	14
				27
				23
				146

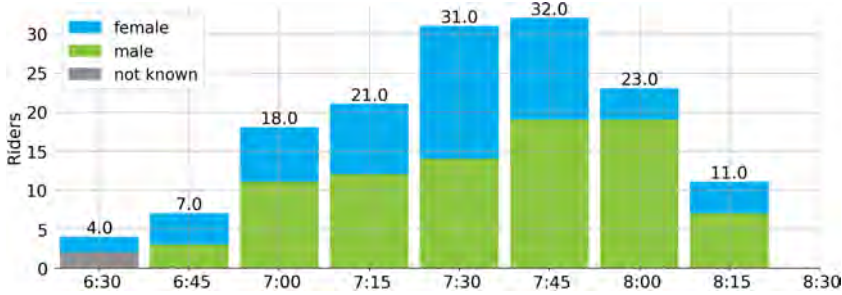
Site 5981

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

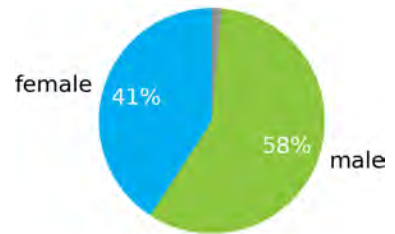


147 bicycle riders were recorded during the 2 hour survey. This is an increase of 1% compared to 146 in 2019 and an increase of 11% compared to 133 in 2012. The peak period was 07:45-08:00 with 32 riders. Female riders comprised 41% of the total.

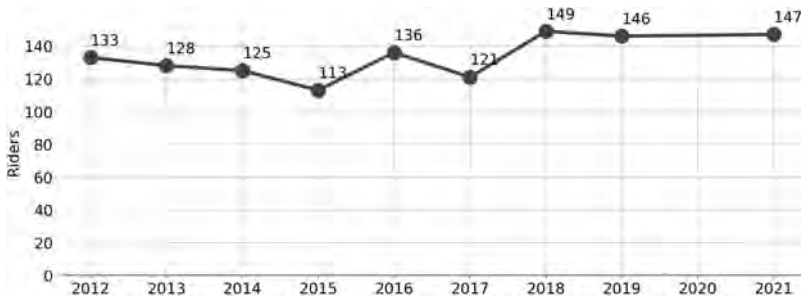
Traffic Volume by Time



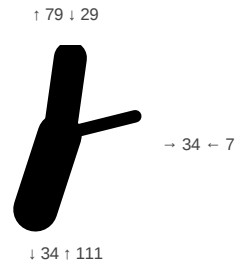
Gender Ratio



Cycling Trend



Traffic Flow

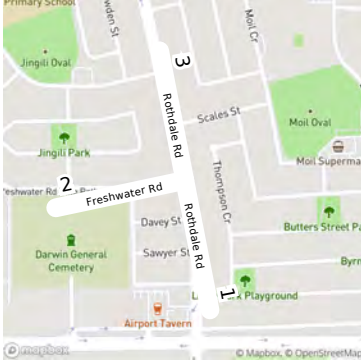


Raw Data

	Enter 1 Casuarina Foreshore Path [N]	2 Casuarina Foreshore Path [E]	3 Casuarina Foreshore Path [S]	Total			
Exit	2	3	1	3			
Female	0	12	1	2	33	12	60
Male	0	16	1	3	43	22	85
Not known	0	1	0	0	1	0	2
Total	0	29	2	5	77	34	147

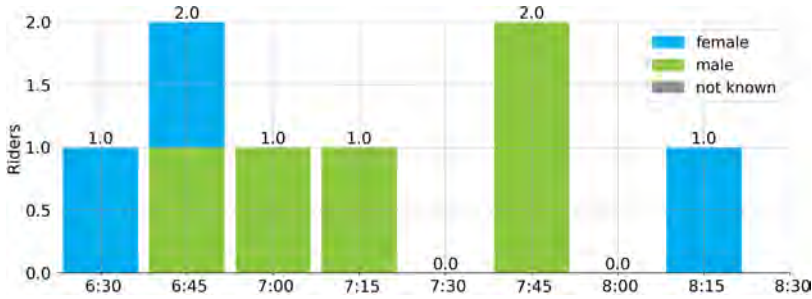
Site 6188

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

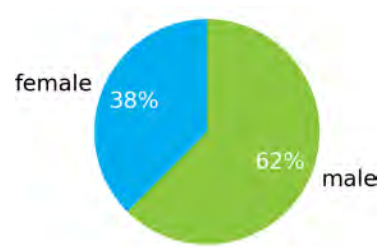


8 bicycle riders were recorded during the 2 hour survey. This is a decrease of 56% compared to 18 in 2019 and a decrease of 60% compared to 20 in 2013. The peak period was 06:45-07:00 with 2 riders. Female riders comprised 38% of the total.

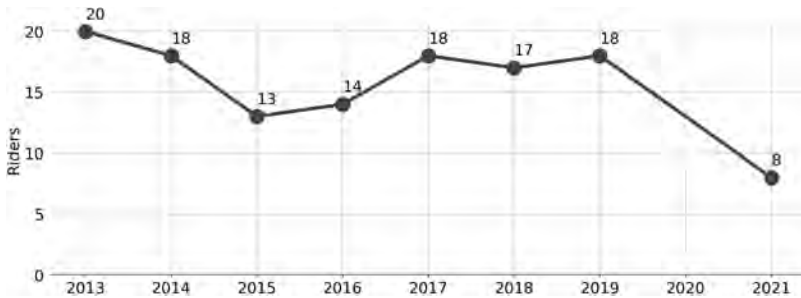
Traffic Volume by Time



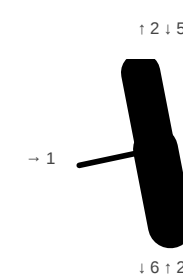
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Rothdale Rd [S]		2 Freshwater Rd [W]		3 Rothdale Rd [N]		Total
Exit	2	3	1	3	1	2	
Female	0	0	0	0	3	0	3
Male	0	2	1	0	2	0	5
Not known	0	0	0	0	0	0	0
Total	0	2	1	0	5	0	8

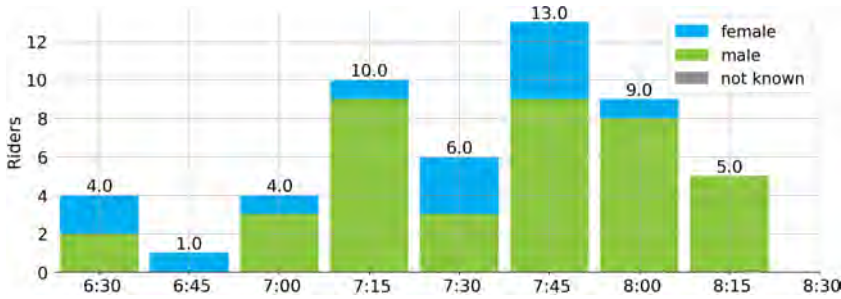
Site 6808

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

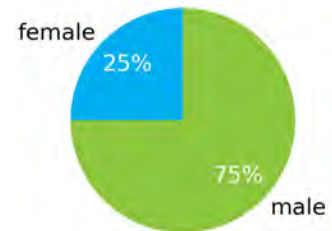


52 bicycle riders were recorded during the 2 hour survey. This is a decrease of 19% compared to 64 in 2019 and a decrease of 5% compared to 55 in 2015. The peak period was 07:45-08:00 with 13 riders. Female riders comprised 25% of the total.

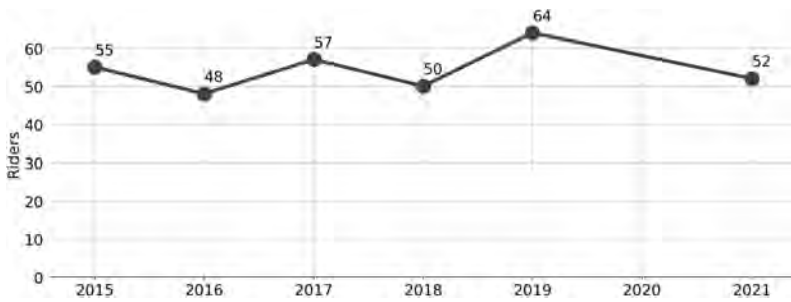
Traffic Volume by Time



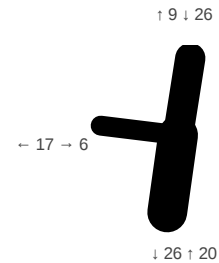
Gender Ratio



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	4	2	2	4	1	0	13
Male	17	3	6	8	0	5	39
Not known	0	0	0	0	0	0	0
Total	21	5	8	12	1	5	52

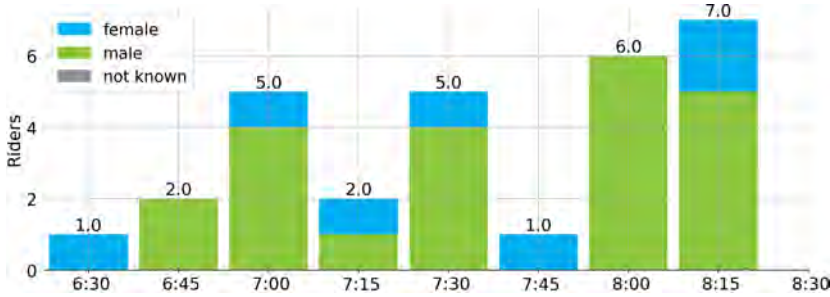
Site 6830

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

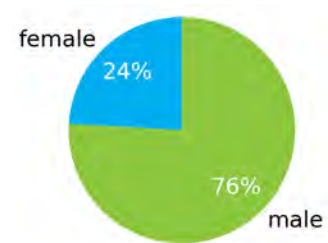


29 bicycle riders were recorded during the 2 hour survey. This is a decrease of 22% compared to 37 in 2018 and a decrease of 24% compared to 38 in 2015. The peak period was 08:15-08:30 with 7 riders. Female riders comprised 24% of the total.

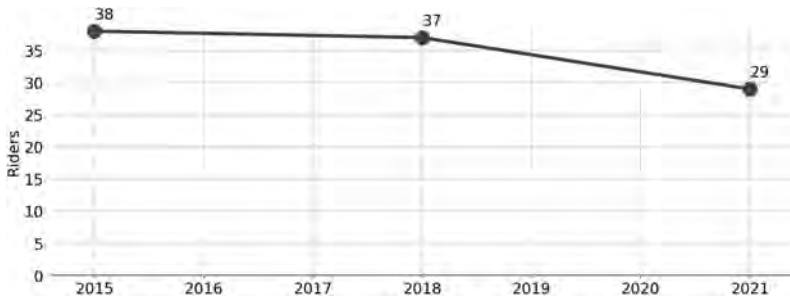
Traffic Volume by Time



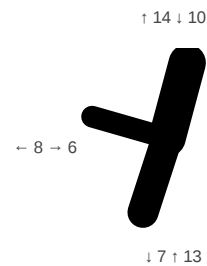
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Trower Rd [N]		2 Trower Rd [S]		3 Dripstone Rd [W]		Total
Exit	2	3	1	3	1	2	
Female	1	1	2	3	0	0	7
Male	5	3	7	1	5	1	22
Not known	0	0	0	0	0	0	0
Total	6	4	9	4	5	1	29

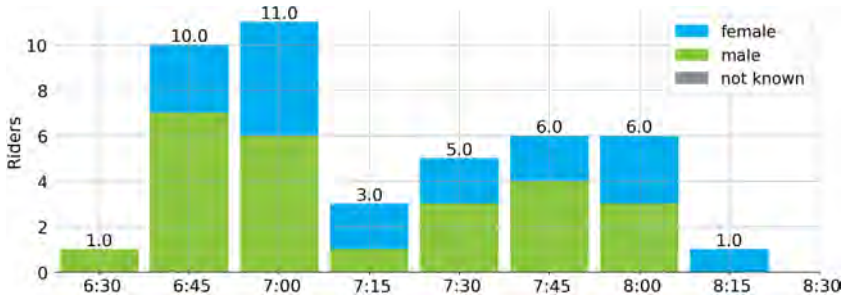
Site 6949

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]

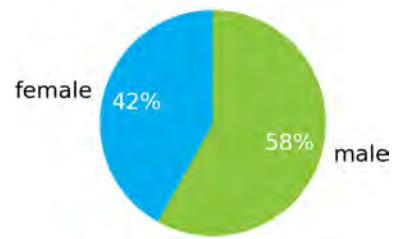


43 bicycle riders were recorded during the 2 hour survey. This is a decrease of 7% compared to 46 in 2019 and an increase of 16% compared to 37 in 2016. The peak period was 07:00-07:15 with 11 riders. Female riders comprised 42% of the total.

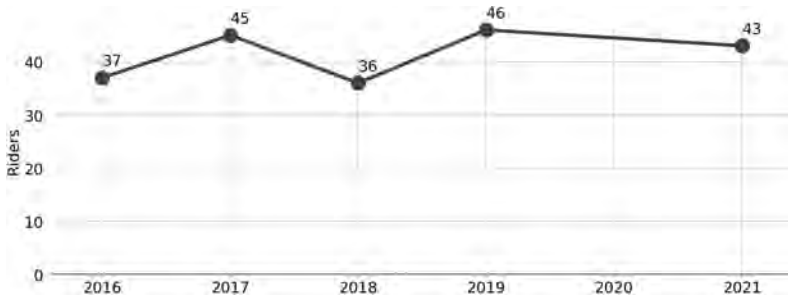
Traffic Volume by Time



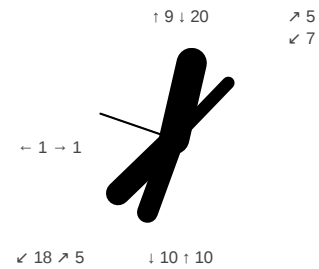
Gender Ratio



Cycling Trend



Traffic Flow

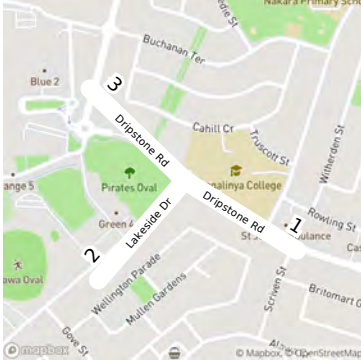


Raw Data

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	3	7	0	0	1	2	0	1	2	0	0	1	0	0	0	1	0	0	0	18
Male	0	3	7	0	0	3	1	0	2	3	1	1	4	0	0	0	0	0	0	0	25
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	14	0	0	4	3	0	3	5	1	1	5	0	0	0	1	0	0	0	43

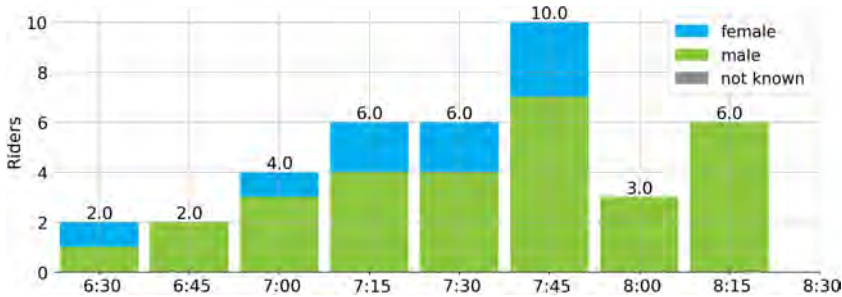
Site 7123

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

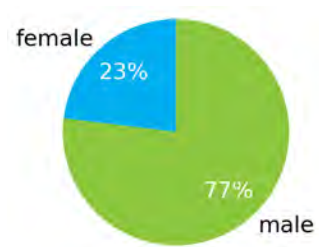


39 bicycle riders were recorded during the 2 hour survey. This is an increase of 3% compared to 38 in 2019 and a decrease of 22% compared to 50 in 2016. The peak period was 07:45-08:00 with 10 riders. Female riders comprised 23% of the total.

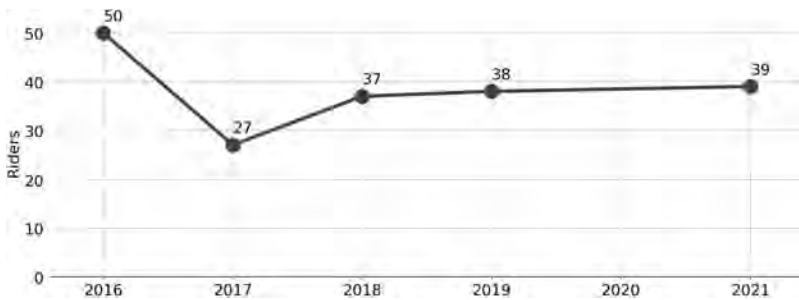
Traffic Volume by Time



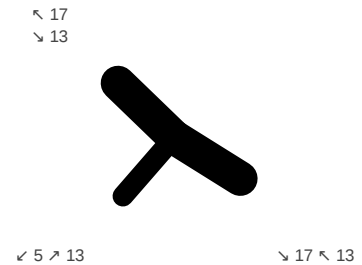
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Dripstone Rd [SE]		2 Lakeside Dr [SW]		3 Dripstone Rd [NW]		
Exit	2	3	1	3	1	2	Total
Female	0	0	3	1	4	1	9
Male	2	11	4	5	6	2	30
Not known	0	0	0	0	0	0	0
Total	2	11	7	6	10	3	39

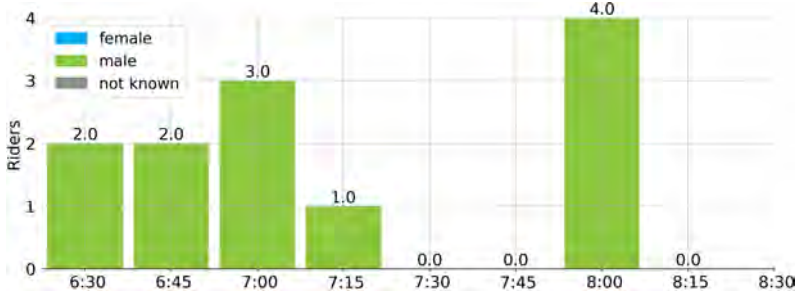
Site 7130

Berrimah Rd [N], Tiger Brennan Dr [E], Berrimah Rd [S], Tiger Brennan Dr [W]



12 bicycle riders were recorded during the 2 hour survey. This is an increase of 140% compared to 5 in 2019 and an increase of 140% compared to 5 in 2017. The peak period was 08:00-08:15 with 4 riders. Female riders comprised 0% of the total.

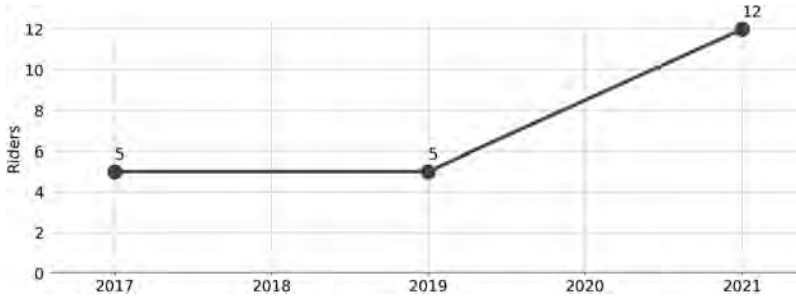
Traffic Volume by Time



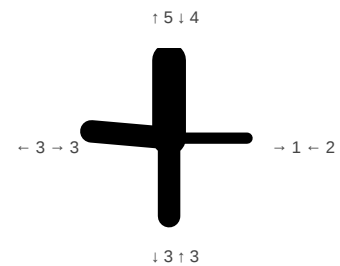
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Berrimah Rd [N]			2 Tiger Brennan Dr [E]			3 Berrimah Rd [S]			4 Tiger Brennan Dr [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	0	0	0	0	0	0	0	0	0	0	0	0
Male	0	2	2	1	0	1	3	0	0	1	1	1	12
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	1	0	1	3	0	0	1	1	1	12

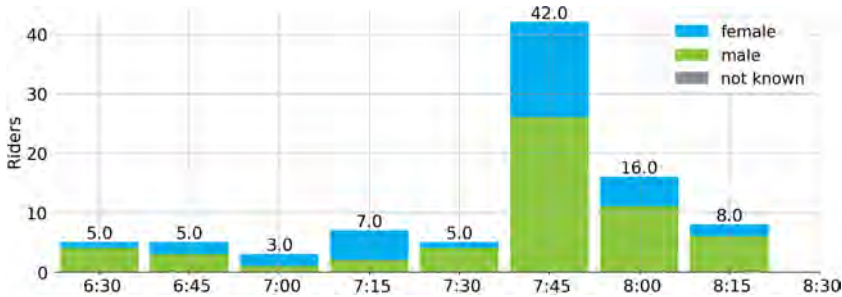
Site 7249

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

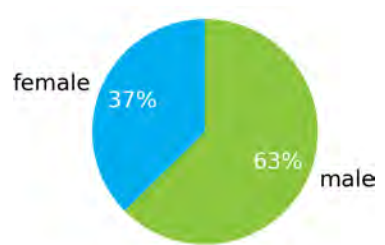


91 bicycle riders were recorded during the 2 hour survey. This is an increase of 8% compared to 84 in 2019 and an increase of 54% compared to 59 in 2018. The peak period was 07:45-08:00 with 42 riders. Female riders comprised 37% of the total.

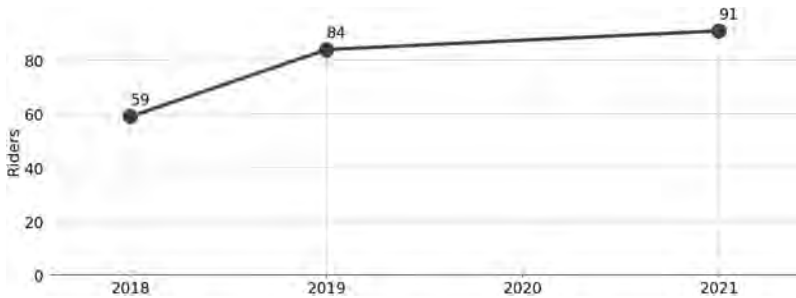
Traffic Volume by Time



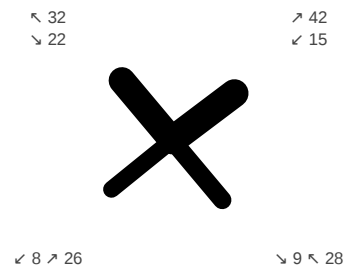
Gender Ratio



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	0	3	2	3	0	8	8	0	1	5	3	1	34
Male	2	2	6	4	1	12	14	0	3	8	4	1	57
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	5	8	7	1	20	22	0	4	13	7	2	91

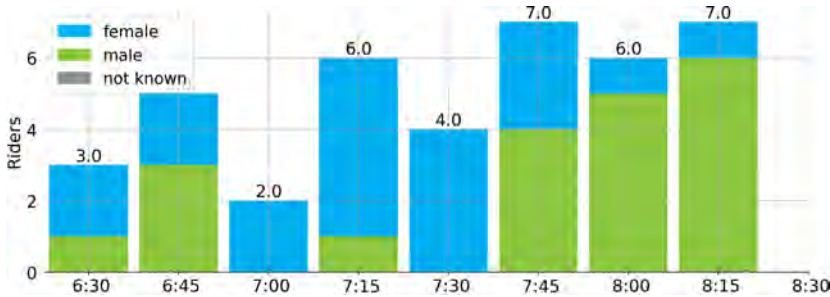
Site 7351

Garramilla Blvd [NE], McMinn St [SE], Garramilla Blvd [SW], McMinn St [NW]

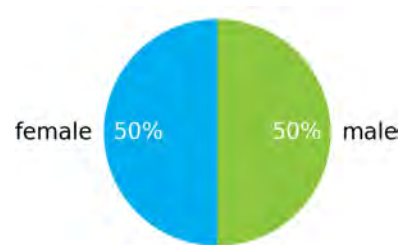


40 bicycle riders were recorded during the 2 hour survey. This is an increase of 3% compared to 39 in 2019. The peak period was 07:45-08:00 with 7 riders. Female riders comprised 50% of the total.

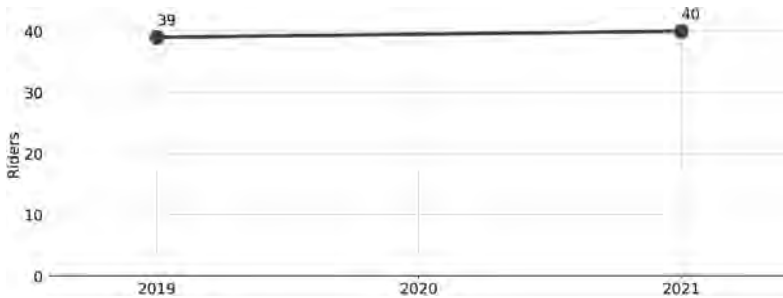
Traffic Volume by Time



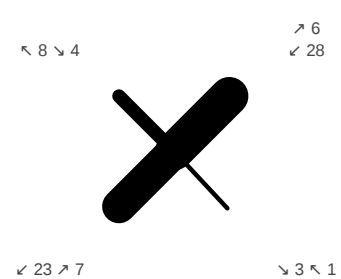
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

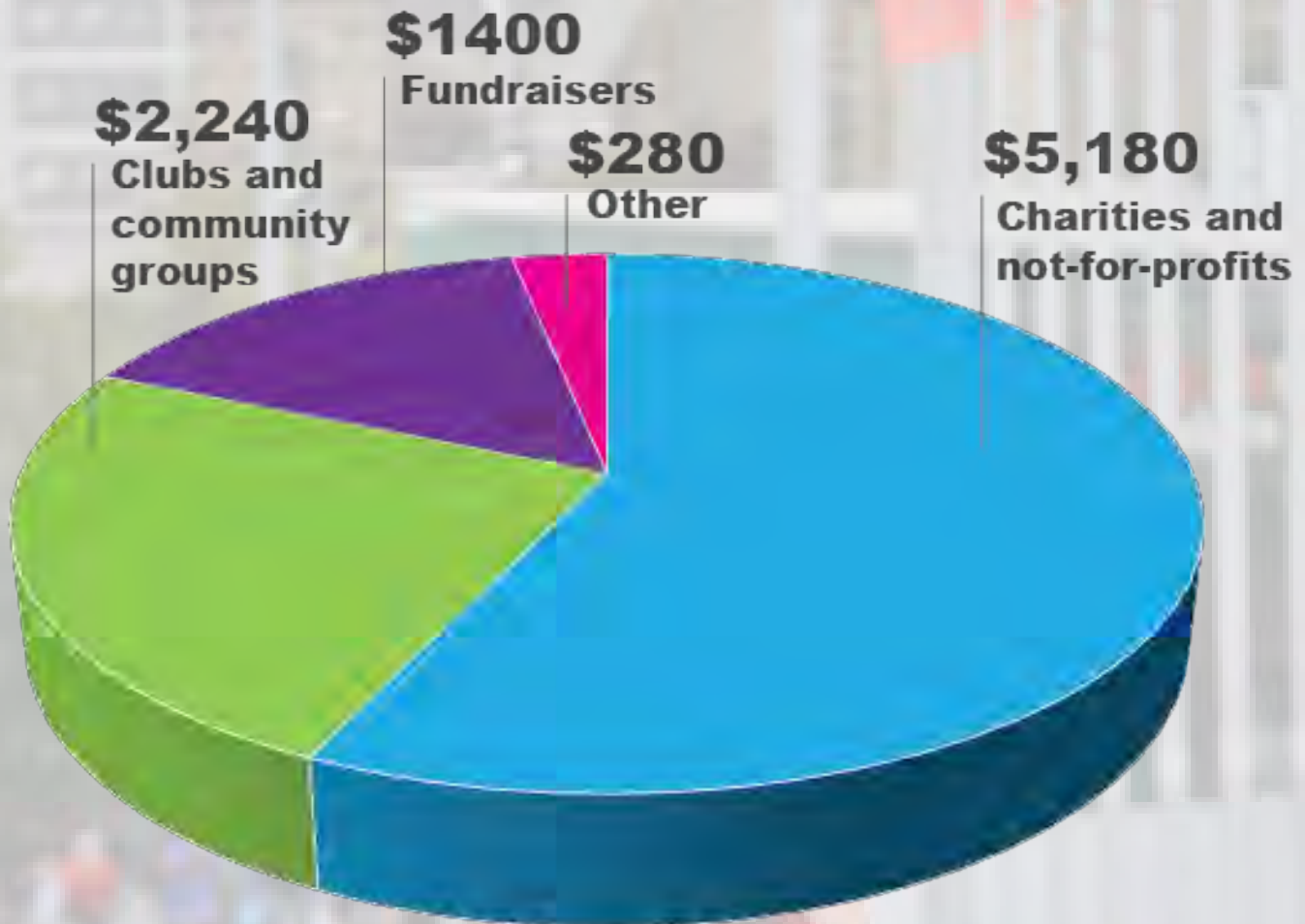
Enter	1 Garramilla Blvd [NE]			2 McMinn St [SE]			3 Garramilla Blvd [SW]			4 McMinn St [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	8	5	0	0	1	3	0	0	0	1	2	20
Male	1	13	1	0	0	0	3	0	1	0	1	0	20
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	21	6	0	0	1	6	0	1	0	2	2	40

Contributions

National contributions

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

The 2021 Super Tuesday count raised **\$9,100** in donations, strengthening local communities and building better active transport outcomes.





BICYCLE NETWORK®

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

Did you know that at Bicycle network we also do:

RIDE2SCHOOL

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

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

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

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

ADVOCACY AND CAMPAIGNS

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

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

BIKE PARKING

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

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

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

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

RIDES AND EVENTS

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

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

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