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Bicycle Network

Super Tuesday

Bike Commuter Survey

Northern Territory

September 2013



SUPER TUESDAY



The Annual Super Tuesday Bike Count

The Count

2013 is the seventh consecutive year of the annual Super Tuesday Bike Count. This year the count took place in nine municipalities over 200 sites across Northern New South Wales, the Northern Territory and Queensland.

Super Tuesday is the country's biggest visual bike count, which also takes place in South Australia in March at over 1200 sites. The count is designed to measure bike commuter flows in the morning peak. Super Tuesday aims to establish a reliable annual benchmark for bicycle commuting to allow those providing for bike riding to base their judgments and decisions on accurate, relevant and up-to-date information. This year, the annual benchmark was conducted on Tuesday 3 September.

The weather on Super Tuesday 2013 varied at different locations. In Coffs Harbour in New South Wales, it was sunny and pleasant, providing ideal riding conditions. Queensland was generally sunny and moderate with the exception of Cairns which was windy and rainy with sun later in the day. Darwin region in the Northern Territory was hot and humid while Alice Springs was warm and sunny.

This Year's Results

This year, some of the strongest growth in commuter rider numbers was in Coffs Harbour in New South Wales. Some key sites experienced increases, relative to their last Super Tuesday count in September 2012, of over 150%.

In Queensland, some sites in Townsville recorded increases of 50% or more compared to September 2012. There was however, generally decrease in rider numbers due to the rain in Cairns. Women are considered an 'indicator species' of the health of the riding environment - the more women who commute by bike, the better the bike facilities. In the top international cycling cities women comprise more than half of all commuting riders. In Cairns, the figures were 24 female: 76 male riders.

In the Northern Territory there was slight increase in the growth in rider numbers. Sites in Palmerston exhibited growth rates consistently between 10% and 40%. In Alice Springs, rider numbers were generally consistent with 2012.

The Future

The need for local governments to maintain and develop investment in quality bicycle infrastructure remains paramount as more people adopt commuting by bike as a regular form of transport. This investment needs to continue for the long-term sustainability of bike commuting and to ensure that local governments throughout the country reap the community health, transport and environmental benefits that it delivers.

Max Goonan
General Manager - Corporate Relationships



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1.0 Executive Summary

This report contains data collected between 6:30am and 8:30am on the morning of Tuesday 3 September 2013 at 47 sites in Darwin, 10 in Palmerston and 10 in Alice Springs.

The annual Super Tuesday was in place on 3 September. However, due to the limited number of counters in Darwin and Palmerston, another count was organised on 10 and 24 September. A consequence of different weather condition on each count days, the data will not be directly comparable.

The weather was hot and humid in Darwin and Palmerston, and warm and Sunny in Alice Springs on Super Tuesday 2013.

The key findings from Super Tuesday 2013 in the Northern Territory include:

Darwin

- Site 5483: Rapid Creek Path Bridge and Foreshore Path was the busiest commuter route in the Darwin municipality, with a total of 164 riders.
- The City of Darwin recorded an average of 82 riders per hour at the busiest site which ranked 3rd overall among the nine councils participated in Super Tuesday September in Queensland, the NT and northern NSW.
- The Stuart Highway is a key commuter route for riders, particularly for riders entering Darwin CBD.
- Lee Point Road was well utilised by riders.
- Casuarina Foreshore Path was an important off-road route.

Palmerston

- Site 5985: Thorngate Road Extension and Darwin Cycleway was the busiest commuter route in the City of Palmerston municipality, with a total of 152 riders.
- The City of Palmerston recorded an average of 48 riders per hour at the busiest site which ranked 5th overall among the nine councils participated in Super Tuesday September in Queensland, the NT and northern NSW.
- Stuart Highway was preferred riding route towards Darwin region.
- The intersection of Thorngate Road Extension and Stuart Highway Cycle Path was important junction for riders to change the directions.



Alice Springs

- Site 5418: Stuart Highway, Stott Terrace and Larapinta Drive was the busiest commuter route in the City of Alice Springs municipality, with a total of 176 riders. This was the highest count site in the NT.
- The Alice Springs Town Council recorded an average of 88 riders per hour at the busiest site which ranked 2nd overall among the nine councils participated in Super Tuesday September in Queensland, the NT and northern NSW.
- Larapinta Drive/Stott Terrace has been identified as a key east/west commuter route for riders.



2.0 How to Use This Report

The Super Tuesday 2013 report for the Northern Territory is in two parts that span two mediums, electronic and hard copy / PDF.

This document (the PDF / hard copy):

- Identifies key commuter routes.
- Identifies regional bicycle commuting routes and gateways outside the Council area.
- Provides a commentary on changes and trends. The commentary will enable council to more easily prepare material for internal reporting, council newsletters and press releases.

The electronic data, which includes:

- The location of the count sites.
- The total number of riders passing through each site.
- The movement of riders through each site or intersection counted.

Bike Futures recommends readers view the document PDF and the electronic data components of the report concurrently.

2.1 The PDF / Hard Copy Document

The portion of the Northern Territory Super Tuesday 2013 report that is presented in document form can be viewed in hard copy or as a PDF onscreen.

This document is best read onscreen as a PDF, because it contains links to the electronic data that makes up the remainder of this report. If you are viewing this document onscreen, you can click on these links to go directly to the relevant electronic data.

(If the hyperlinks do not work when you click the mouse pointer on them, try pressing the CTRL key and then clicking the mouse button.)

Readers who are unable to read this document onscreen may still access the electronic data through the links that are given in the text by typing the link into the address box at the top of their internet browser window. (See the List of Links to Electronic Data at the end of this document.)

A second advantage of reading this document electronically is that the quality of the images will be better. Much of the content of this report is represented in highly detailed tables and digital maps, so Bike Futures advises readers who cannot view this document on a computer screen to ensure their hard copy has a high standard of colour image reproduction.



2.2 Viewing the Electronic Data

The second part of this report is the Super Tuesday count data, which has been collected, processed and interpreted in electronic form, using Google Earth.

Viewing the data on Google Earth makes this data far more accessible. Readers can see the site locations, and analyse the data on rider numbers and their movements.

Google Earth allows users to zoom in and out of a map location. Users can also choose to view the count sites on two-dimensional outline maps, three-dimensional topographic maps or as a satellite image.

The flow maps, another feature of Google Earth, show the flow or density of bike commuters.

The Super Tuesday team makes every effort to ensure the full accuracy of the collection and entry of the Super Tuesday data. We also retain all of our Super Tuesday data collection records, either electronically or in hard copy form, to verify our figures if necessary.

3.0 Darwin Commentary

3.1 Darwin Rider Numbers

This report contains data collected between 6:30am and 8:30am on the morning of Tuesday 3 September 2013 at 47 sites in the City of Darwin (Figure 1). Data was not collected at 2 sites due to the counter's late cancellation.

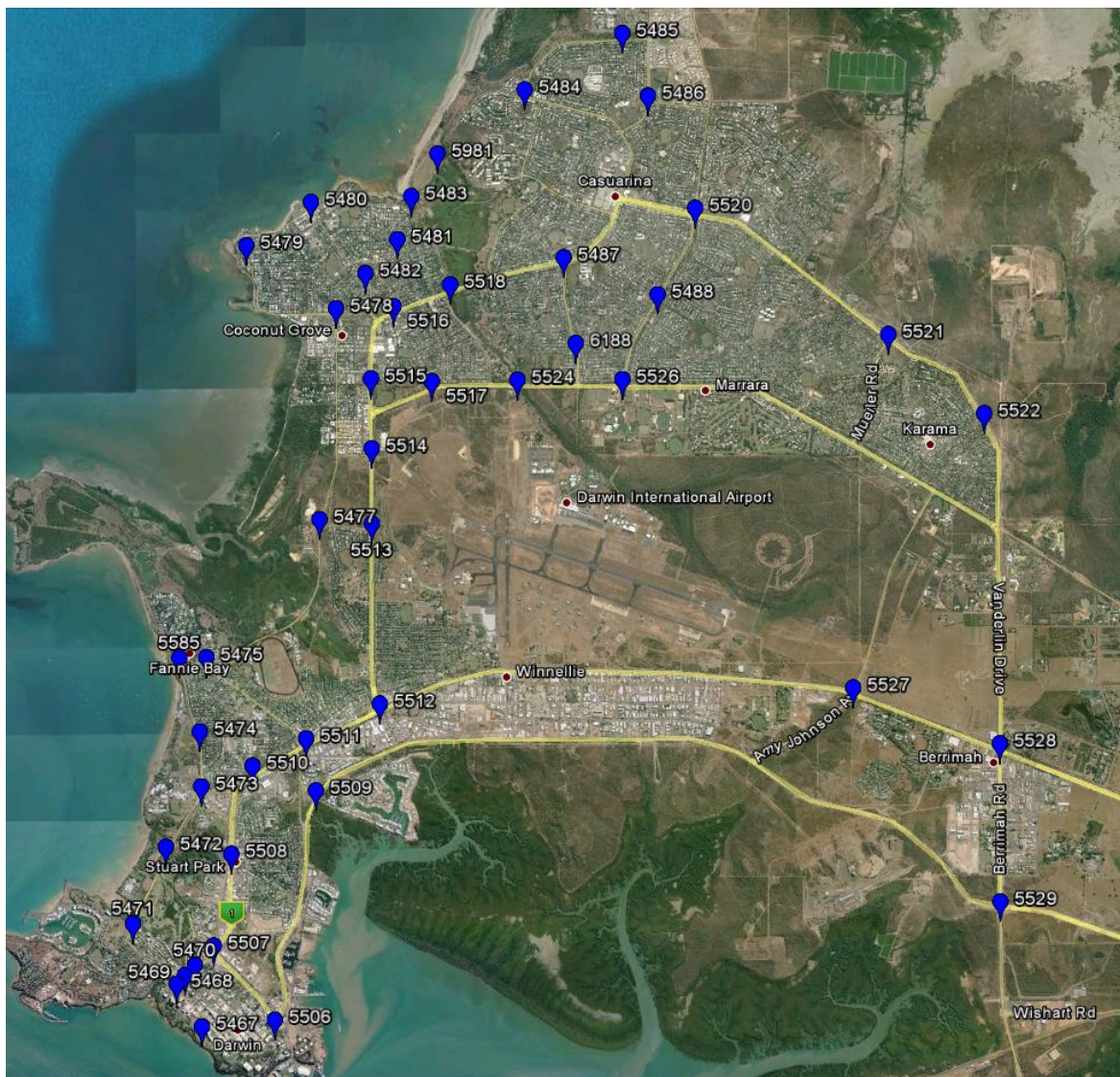


Figure 1 - Darwin Super Tuesday 2013 Count Sites

To view all Darwin 2013 count sites click on this link:

[Darwin Super Tuesday Data](#)



The total numbers of riders and the movement of riders at each of the sites in the municipality can be viewed via the link below, which will provide an electronic and interactive version of the table shown in Table 1.

Table 1 - Count Sites in Darwin, 3 September 2013

Legs	Site Description	Site Id	Total Riders
3	Rapid Creek Path Bridge, Foreshore Path, Foreshore Path	5483	164
3	Stuart Hwy/Bike Path, Westralia St, Stuart Hwy/Bike Path	5508^	141
4	Daly St, Cavenagh St, Daly St, Gardens Rd	5470	132
4	Parap Rd, Stuart Hwy, Stuart Hwy, Stokes St	5510	129
3	Casuarina Foreshore Path, Casuarina Foreshore Path, Casuarina Foreshore Path	5981	128
3	Stuart Hwy, Stuart Hwy, Ross Smith Ave	5511	127
4	Stuart Hwy, Snell St, Stuart Hwy, Bagot Rd	5512	122
5	Stuart Hwy Path, Stuart Hwy, McMinn St, Daly St, McMinn St	5507	117
4	Daly St, Smith St, Daly St, Smith St	5469	113
3	Dick Ward Dr, Fitzer Dr, Dick Ward Dr	5477	108
3	Casuarina Dr, Nightcliff Rd, Casuarina Dr	5480	97
3	Progress Dr, Dick Ward Dr, Progress Dr	5478	92
4	East Point Rd, Goyder Rd, Gilruth Ave, Goyder Rd	5473^	90
3	Dick Ward Dr, Ross Smith Ave, Ross Smith Ave	5475	90
4	Rocklands Dr, Roper St, Rocklands Dr, Florey Ave	5485	89
3	Ross Smith Av?, East Point Rd, East Point Rd	5585^	89
4	Lee Point Rd, Vanderlin Dr, Lee Point Rd, Vanderlin Rd	5520	87
4	Lee Point Rd, Bike Path, Lee Point Rd, Parer Dr	5488	86
3	Gregory St, East Point Rd, East Point Rd	5474	85
4	Trower Rd, Rapid Creek Rd, Trower Rd, Rapid Creek Rd	5518	77
4	Vanderlin Dr, Stuart Hwy, Berrimah Rd, Stuart Hwy	5528	77
4	Amy Johnson Ave, Stuart Hwy, Amy Johnson Ave, Stuart Hwy	5527^	71
5	Maria Liveris Dr, Gilruth Ave, Gardens Rd, Gilruth Ave, Maria Liveris Dr	5472^	70
4	Osgood Dr, Bagot Rd, Totem Rd, Bagot Rd	5514	65
4	Vanderlin Dr, McMillans Rd, Vanderlin Dr, McMillans Rd	5523^	64
4	Rothdale Rd, McMillans Rd, Henry Wrigley Dr, McMillans Rd	5525^	63
4	Gilruth Ave, Smith St, Lambell Tce, Kahlin Ave	5471	59
4	Tiger Brennan Dr, McMinn St, Bennett St, McMinn St	5506	58



Legs	Site Description	Site Id	Total Riders
3	McMillans Rd, Charles Eaton Dr, McMillans Rd	5524	57
3	McMillans Rd, McMillans Rd, Sabine Rd	5517^	55
4	Daly St, Mitchell St, Daly St, Mitchell St	5468*	52
4	Bagot Rd, Old McMillans Rd, Bagot Rd, Old McMillans Rd	5515	52
3	Bagot Rd, Bagot Rd, Fitzer Dr	5513	50
4	Lee Point Rd, McMillans Rd, Marrara Dr, McMillans Rd	5526^	48
3	Chapman Rd, Nightcliff Rd, Nightcliff Rd	5482	46
3	Peel St, Esplanade, Esplanade	5467	44
4	Aralia St, Banksia St, Aralia St, Banksia St	5479	41
3	Rocklands Dr, Trower Rd, Trower Rd	5484	40
3	Trower Rd, Sabine Rd, Trower Rd	5516	40
4	Rossiter St, Ryland Rd, Rossiter St, Ryland Rd	5481	39
3	Vanderlin Dr, Mueller Rd, Vanderlin Dr	5521	35
3	Trower Rd, Rothdale Rd, Trower Rd	5487	28
3	Henbury Ave, Tambling Tce, Henbury Ave	5486	27
4	Tiger Brennan Dr, Stoddart Dr, Tiger Brennan Dr, Woolner Rd	5509	23
3	Rothdale Rd, Freshwater Rd, Rothdale Rd	6188	20
3	Vanderlin Dr, Kalymnos Dr, Vanderlin Dr	5522	14
4	Tiger Brennan Dr, Berrimah Rd, Tiger Brennan Dr, Berrimah Rd	5529^	3
3	Dick Ward Dr, Douglas St, Dick Ward Dr	5476	-
3	Farrar Rd, McMillans Rd, McMillans Rd	5531	-

*Data collected on 10 September

^Data collected on 24 September

Click this link to see Table 1 in full: [Darwin Super Tuesday Data](#)



3.2 The Busiest Commuter Routes in Darwin

Table 2 shows the busiest intersections recorded in Darwin Super Tuesday count. This table is best viewed electronically to allow a greater understanding of rider movements at each of the intersections.

Table 2 - The Five Busiest Commuter Locations in Darwin

Site Description	Site ID	Total Riders (2012)	Total Riders (2013)	% Change
Rapid Creek Path Bridge, Foreshore Path, Foreshore Path	5483	173	164	-5.2%
Stuart Hwy/Bike Path, Westralia St, Stuart Hwy/Bike Path	5508^	93	141	51.6%
Daly St, Cavenagh St, Daly St, Gardens Rd	5470	109	132	21.1%
Parap Rd, Stuart Hwy, Stuart Hwy, Stokes St	5510	108	129	19.4%
Casuarina Foreshore Path, Casuarina Foreshore Path, Casuarina Foreshore Path	5981	133	128	-3.8%

^Data collected on 24 September

3.3 Observations On Top 5 Busiest Sites



Figure 2 - Site 5483

Site 5483: Rapid Creek Path Bridge and Foreshore Path was the busiest commuter route in the City of Darwin, with a total of 164 riders. This is a slight decrease of 5.2% compared with 2012. The majority of the riders (112) were travelling north over Rapid Creek Path Bridge. The female riders comprise approximately 70% at this location. This route provides access to major employment and commuter destinations including Charles Darwin University and the Royal Darwin Hospital.



Figure 3 - Site 5508

Site 5508: Stuart Hwy/Bike Path and Westralia Street was the second busiest site recorded on Super Tuesday, with a total of 141 riders. This is a huge increase of 51.6% compared with 2012. The majority of the flow was on Stuart Highway heading towards Darwin CBD which increased by 35% compared with last year.



Figure 4 - Site 5470

Site 5470: Daly Street, Cavenagh Street and Gardens Road was the third busiest site with 132 riders, representing a 21.1% increase from last year. Approximately 90% of all movements were on the footpaths.



Figure 5 - Site 5510

Site 5510: Parap Road and Stuart Hwy was the fourth busiest site with 129 riders. Usage at this location by riders is up 19.4% compared with last year. About 80% of riders were counted during the first hour.

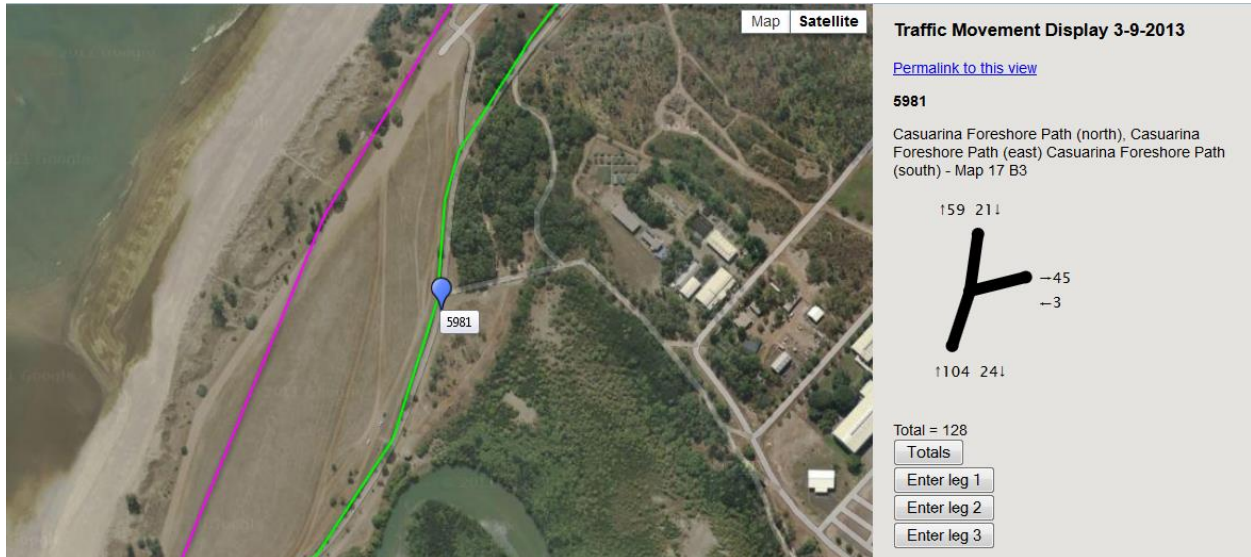


Figure 6 - Site 5981

Site 5981: Casuarina Foreshore Path was the fifth busiest site with 128 riders. Usage at this location by riders is down 3.8% compared with last year.

3.4 Other Significant Findings



Figure 7 - Site 5479

Site 5479: Aralia Street and Banksia Street recorded the particular percentage increase among all the sites in Darwin municipality from 4 riders in 2012 to 41 riders in 2013. The majority of riders were travelling in north-south direction along Banksia Street towards the Charles Darwin University.



Figure 8 - Site 5512

Site 5512: Stuart Highway, Snell Street and Bagot Road trended continuously upwards to 122 riders in 2013 (70 in 2011: 93 in 2012). As shown above, the main flow (71.3%) was on Stuart Highway on both direction to the East and the West.

3.5 Commuter Flow at the Busiest Site in Darwin



Figure 9 - Commuter Flow at Site 5483

Access the full Google Earth map Victoria through the Google Earth attachment accompanying this report.

Figure 9 illustrates the rider flow at the busiest location counted in Darwin on Super Tuesday.

4.0 Palmerston Commentary

4.1 Palmerston Rider Numbers

This report contains data collected between 6:30am and 8:30am on the morning of Tuesday 3 September 2013 at 10 sites in the City of Palmerston (Figure 10). Data was not collected at 3 sites due to the counter's late cancellation.

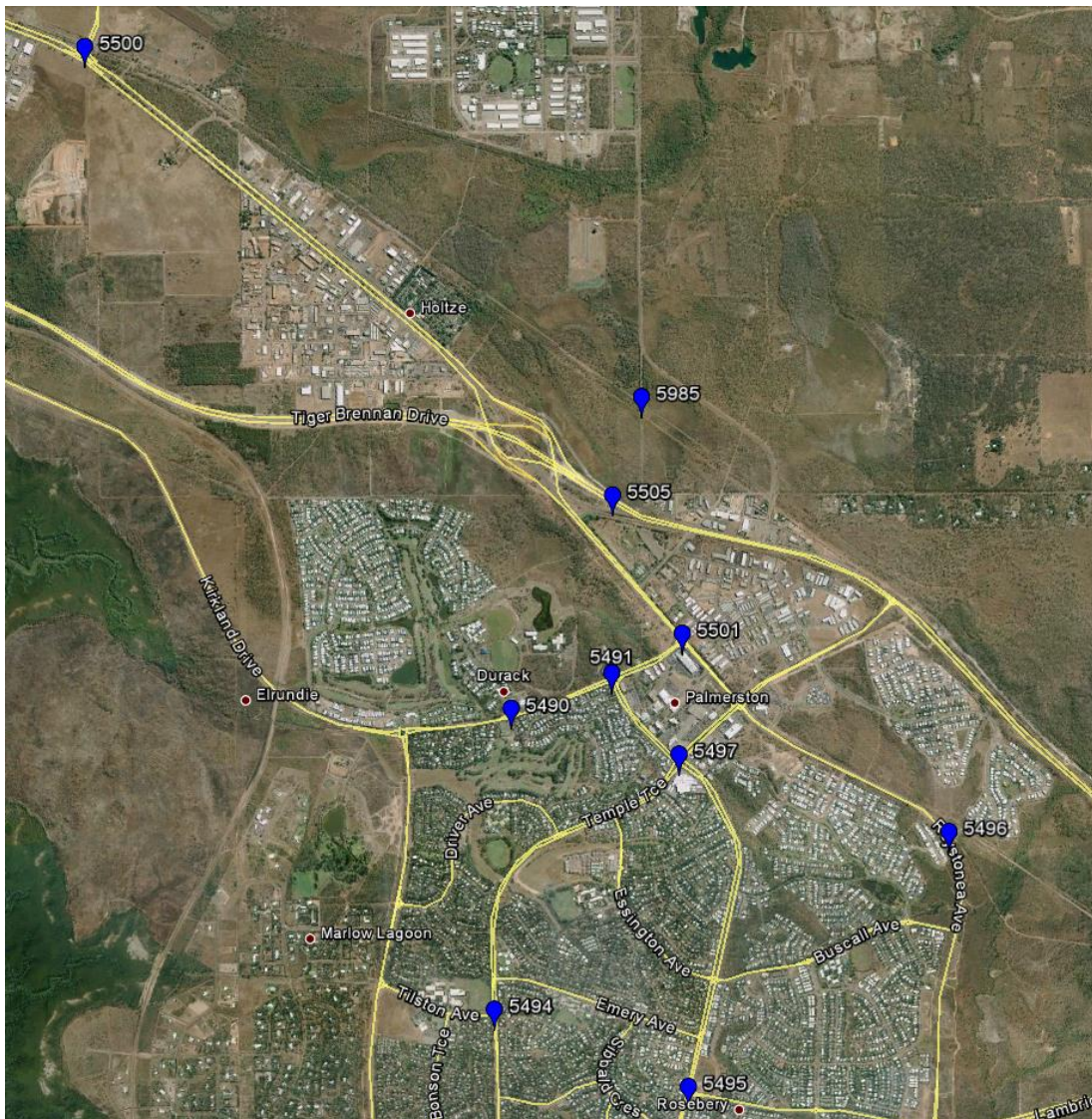


Figure 10 - Palmerston Super Tuesday 2013 Count Sites

To view all Palmerston 2013 count sites click on this link:

[Palmerston Super Tuesday Data](#)



The total numbers of riders and the movement of riders at each of the sites in the municipality can be viewed via the link below, which will provide an electronic and interactive version of the table shown in Table 3.

Table 3 - Count Sites in Palmerston, 3 September 2013

Legs	Site Description	Site Id	Total Riders
3	Thorngate Rd Extension, Darwin Cycleway, Darwin Cyclway	5985	152
3	McMillans Rd, Stuart Hwy, Stuart Hwy	5500	96
2	Cycle Overpass, Cycle Overpass	5505	83
3	Roystonea Ave, University Ave, Roystonea Ave	5501	67
4	University Ave, Dwyer Circuit, University Ave, Woodlake Blvd	5490*	36
3	Temple Tce, Tilston Ave, Temple Tce	5494	35
3	University Ave, Chung Wah Tce, University Ave	5491	26
4	Temple Tce, Chung Wah Tce, Temple Tce, Chung Wah Tce	5497*	19
3	Chung Wah Tce, Lambrick Ave, Chung Wah Tce	5495	14
3	Inverway Circuit, Roystonea Ave, Roystonea Ave	5496	0
4	Tulagi Rd, Yarrowonga-Howard Springs Path, Tulagi Rd, Yarrowonga-Howard Springs Path	5498	-
4	Stow Rd, Whitewood Rd, Stow Rd, Whitewood Rd	5499	-
4	Howard Springs Rd, Whitewood Rd, Howard Springs Rd, Yarrowonga-Howard Springs Path	5502	-

**Data collected on 24 September*

Click this link to see Table 3 in full: [Palmerston Super Tuesday Data](#)



4.2 The Busiest Commuter Routes in Palmerston

Table 4 shows the busiest intersections recorded in Palmerston Super Tuesday count. This table is best viewed electronically to allow a greater understanding of rider movements at each of the intersections.

Table 4 - The Five Busiest Commuter Locations in Palmerston

Site Description	Site ID	Total Riders (2012)	Total Riders (2013)	% Change
Thorngate Rd Extension, Darwin Cycleway, Darwin Cyclway, Thorngate Rd Extension	5985	118	152	28.8%
McMillans Rd, Stuart Hwy, Stuart Hwy	5500	70	96	37.1%
Cycle Overpass, Cycle Overpass	5505	100	83	-17.0%
Roystonea Ave, University Ave, Roystonea Ave	5501	59	67	13.6%
University Ave, Dwyer Circuit, University Ave, Woodlake Blvd	5490	-	36	*

**Data unavailable (not collected in 2012)*

4.3 Observations On Top 5 Busiest Sites

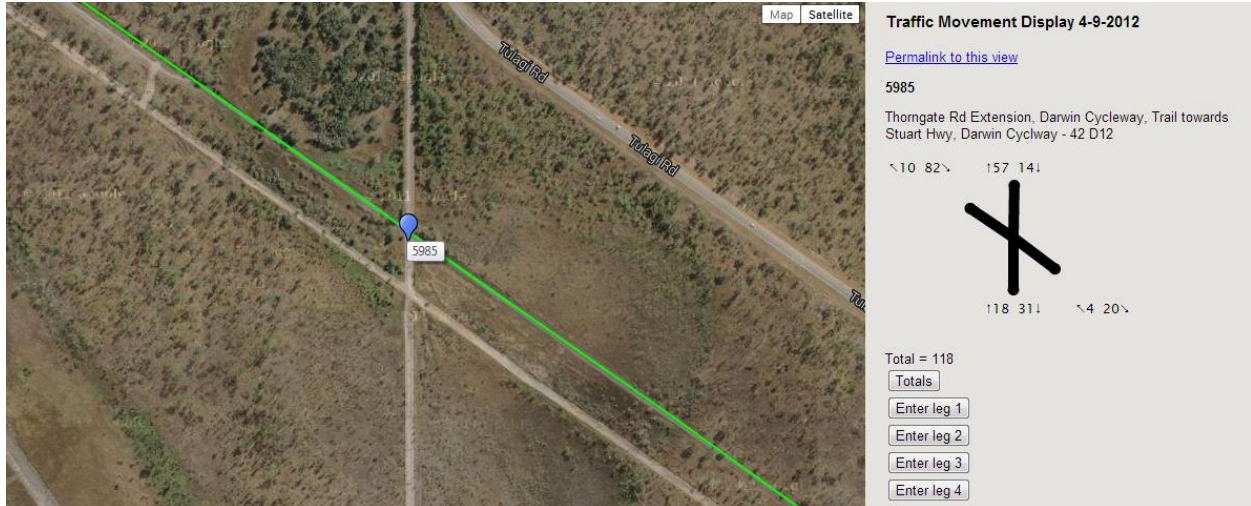


Figure 11 - Site 5985 (2012)

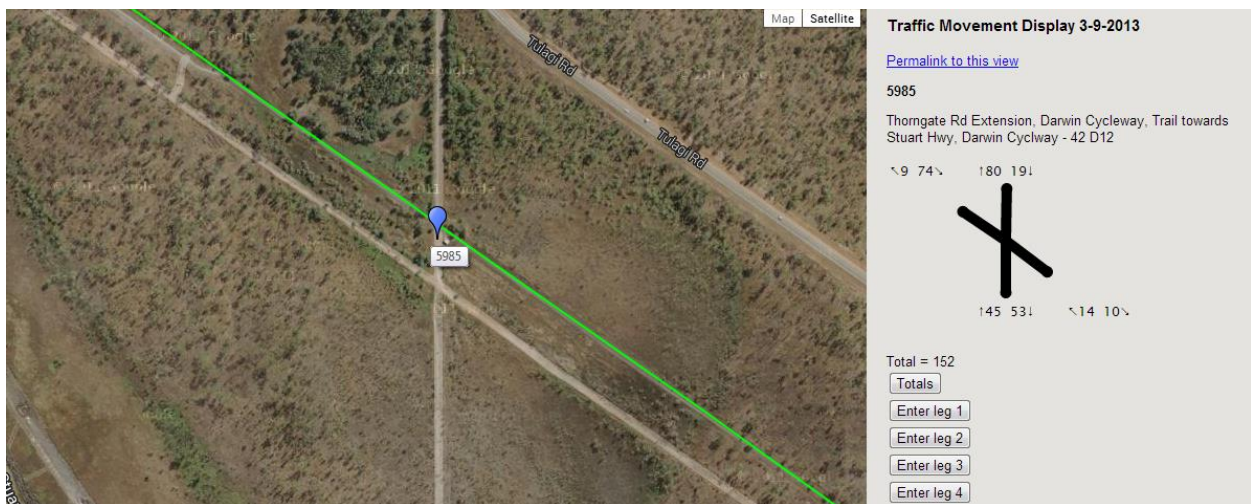


Figure 12 - Site 5985 (2013)

Site 5985: Thorngate Road Extension and Darwin Cycleway was the busiest commuter route in City of Palmerston, with a total of 152 riders. This is a significant increase of 28.8% compared with last year (118 riders in 2012). 52.6% of riders were travelling north which increased by 40.4% compared with last year.

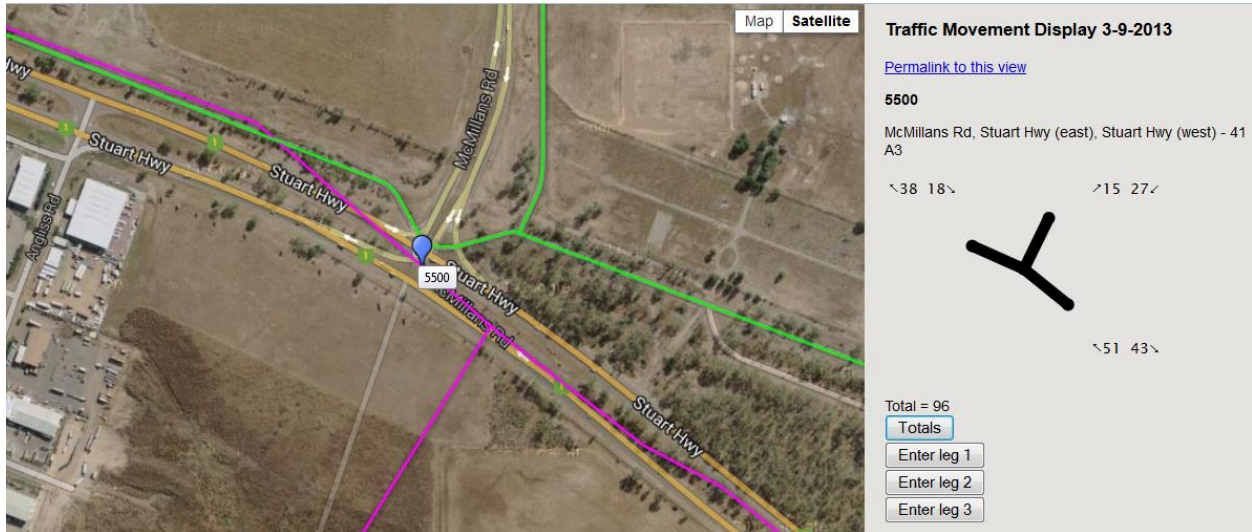


Figure 13 - Site 5500

Site 5500: McMillans Road Stuart Highway was the second busiest site recorded on Super Tuesday, with a total of 96 riders. This is a decrease of 37.1% compared with 2012. The majority of the flow was entering on Stuart Highway heading towards Darwin which increased by three times compared with last year from 16 to 51.



Figure 14 - Site 5505

Site 5505: Cycle Overpass was the third busiest site with 83 riders, representing a 17% decrease from last year.



Figure 15 - Site 5501

Site 5501: Roystonea Avenue and University Avenue was the fourth busiest site with 67 riders. Usage at this location by riders is up 13.6% compared with last year.



Figure 16 - Site 5490

Site 5490: University Avenue, Dwyer Circuit and Woodlake Boulevard was the fifth busiest site with 36 riders. The data was not collected in 2012 at this location.

4.4 Commuter Flow at the Busiest Site in Palmerston

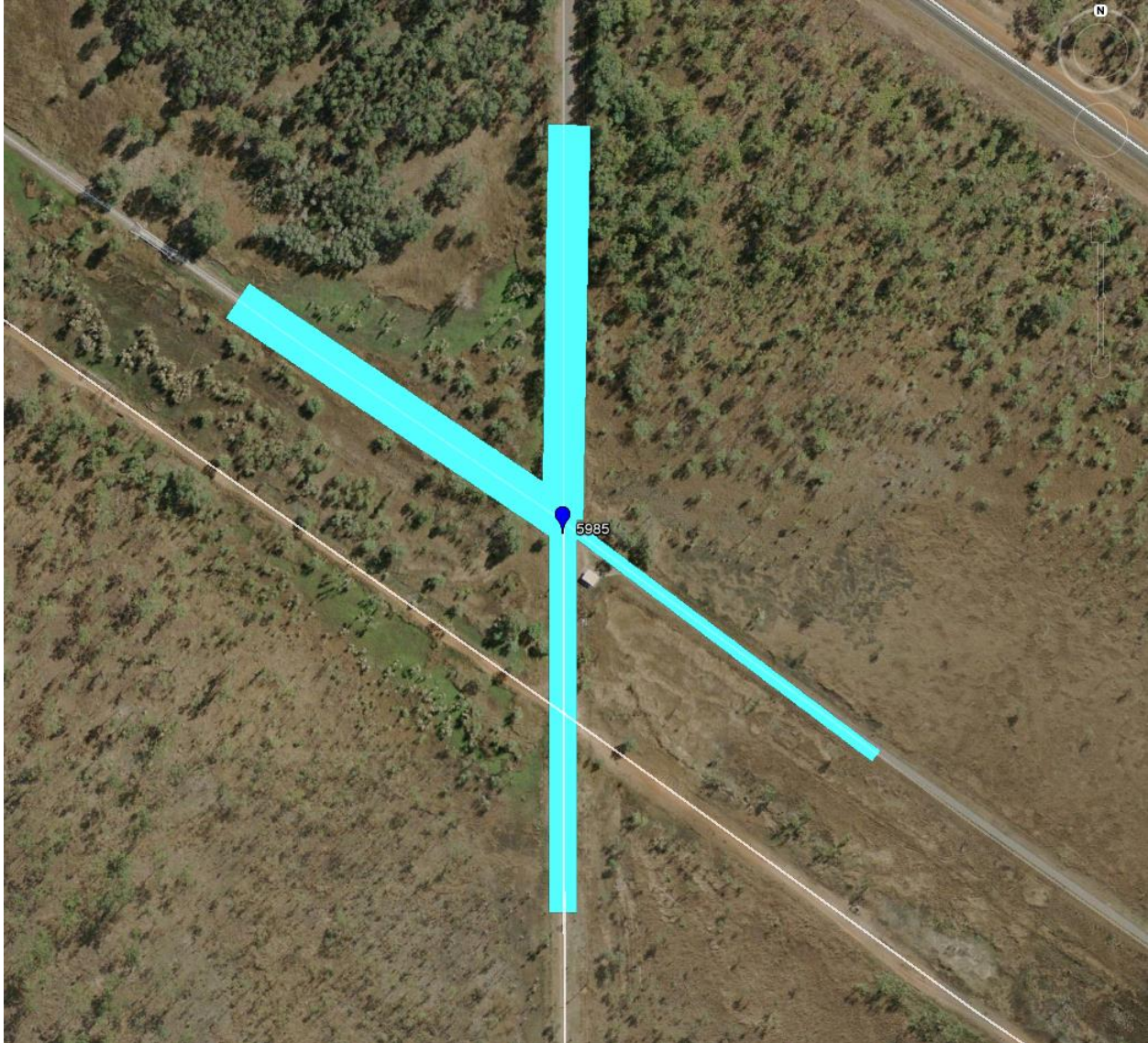


Figure 17 - Commuter Flow at Site 5985

Access the full Google Earth map Victoria through the Google Earth attachment accompanying this report.

Figure 9 illustrates the rider flow at the busiest location counted in Palmerston on Super Tuesday.

5.0 Alice Springs Commentary

5.1 Alice Springs Rider Numbers

This report contains data collected between 6:30am and 8:30am on the morning of Tuesday 3 September 2013 at 10 sites in the Alice Springs Town Council (Figure 18).



Figure 18 - Alice Springs Super Tuesday 2013 Count Sites

To view all Alice Springs2013 count sites click on this link:

[Alice Springs Super Tuesday Data](#)



The total numbers of riders and the movement of riders at each of the sites in the municipality can be viewed via the link below, which will provide an electronic and interactive version of the table shown in Table 5.

Table 5 - Count Sites in Alice Springs, 3 September 2013

Legs	Site Description	Site Id	Total Riders
4	Stuart Hwy, Stott Tce, Stuart Hwy, Larapinta Dr	5418	176
4	Milner Rd, Larapinta Dr, Milner Rd, Larapinta Dr	5980	116
3	Larapinta Dr, Larapinta Dr, Lovegrove Dr	5983	77
4	Leichardt Tce, Stott Tce, South Tce, Stott Tce	5416	76
3	Undoolya Rd, Leichardt St, Wills Tce	5414	72
3	Sturt Tce, Schwarz Cres, Sturt Tce	5421	70
3	South Tce, Tuncks Rd, South Tce	5420	61
5	Stuart Hwy, Gap Rd, South Tce, Stuart Hwy, Bradshaw Dr	5417	30
3	Bloomfield St, Bradshaw Dr, Bradshaw Dr	5422	24

Click this link to see Table 5 in full: [Alice Springs Super Tuesday Data](#)



5.2 The Busiest Commuter Routes in Alice Springs

Table 6 shows the busiest intersections recorded in Alice Springs Super Tuesday count. This table is best viewed electronically to allow a greater understanding of rider movements at each of the intersections.

Table 6 - The Five Busiest Commuter Locations in Alice Springs

Site Description	Site ID	Total Riders (2012)	Total Riders (2013)	% Change
Stuart Hwy, Stott Tce, Stuart Hwy, Larapinta Dr	5418	127	176	38.6%
Milner Rd, Larapinta Dr, Milner Rd, Larapinta Dr	5980	103	116	12.6%
Larapinta Dr, Larapinta Dr, Lovegrove Dr	5983	85	77	-9.4%
Leichardt Tce, Stott Tce, South Tce, Stott Tce	5416	108	76	-29.6%
Undoolya Rd, Leichardt St, Wills Tce	5414	82	72	-12.2%

5.3 Observations On Top 5 Busiest Sites



Figure 19 - Site 5418

Site 5418: Stuart Highway, Stott Terrace and Larapinta Drive was the busiest commuter route in the City of Alice Springs, with a total of 176 riders. This is a significant increase of 38.6% compared with 2012. There has been 82.6% and 222% increase in riders northbound and southbound on Stuart Highway respectively.

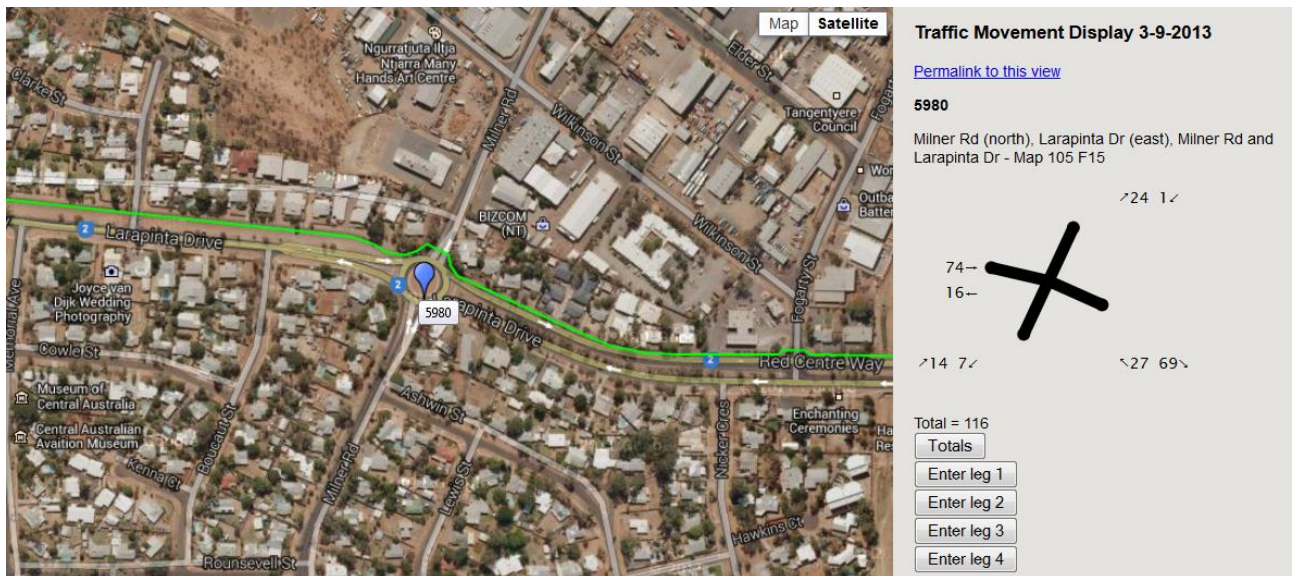


Figure 20 - Site 5980

Site 5980: Milner Road and Larapinta Drive was the second busiest site recorded on Super Tuesday, with a total of 116 riders. This is an increase of 12.6% compared with 2012. The majority of the flow (69) was on Larapinta Drive eastbound heading towards CBD in 2013 whereas it was on the Larapinta Drive westbound last year (58).



Figure 21 - Site 5983

Site 5983: Larapinta Drive and Lovegrove Drive was the third busiest site with 77 riders, representing a 9.4% decrease from last year.



Figure 22 - Site 5416

Site 5416: Leichardt Terrace, Stott Terrace and South Terrace was the fourth busiest site with 76 riders. Usage at this location by riders is down 29.6% compared with last year.



Figure 23 - Site 5414

Site 5414: Undoolya Road, Leichardt Street and Wills Terrace was the fifth busiest site with 72 riders. Usage at this location by riders is down 12.2% compared with last year.

5.4 Other Significant Findings



Figure 24 - Site 5421

Site 5421: Sturt Terrace and Schwarz Crescent recorded the significant percentage increase among all the sites in the Alice Springs municipality from 48 riders in 2012 to 70 riders in 2013 (45.8%). The majority of riders (72.8%) were entering from the South and continued travelling West on the path along Schwarz Crescent this year whereas the majority flow (60.4%) was entering from the West and exiting to the South last year.

5.5 Commuter Flow at the Busiest Site in Alice Springs

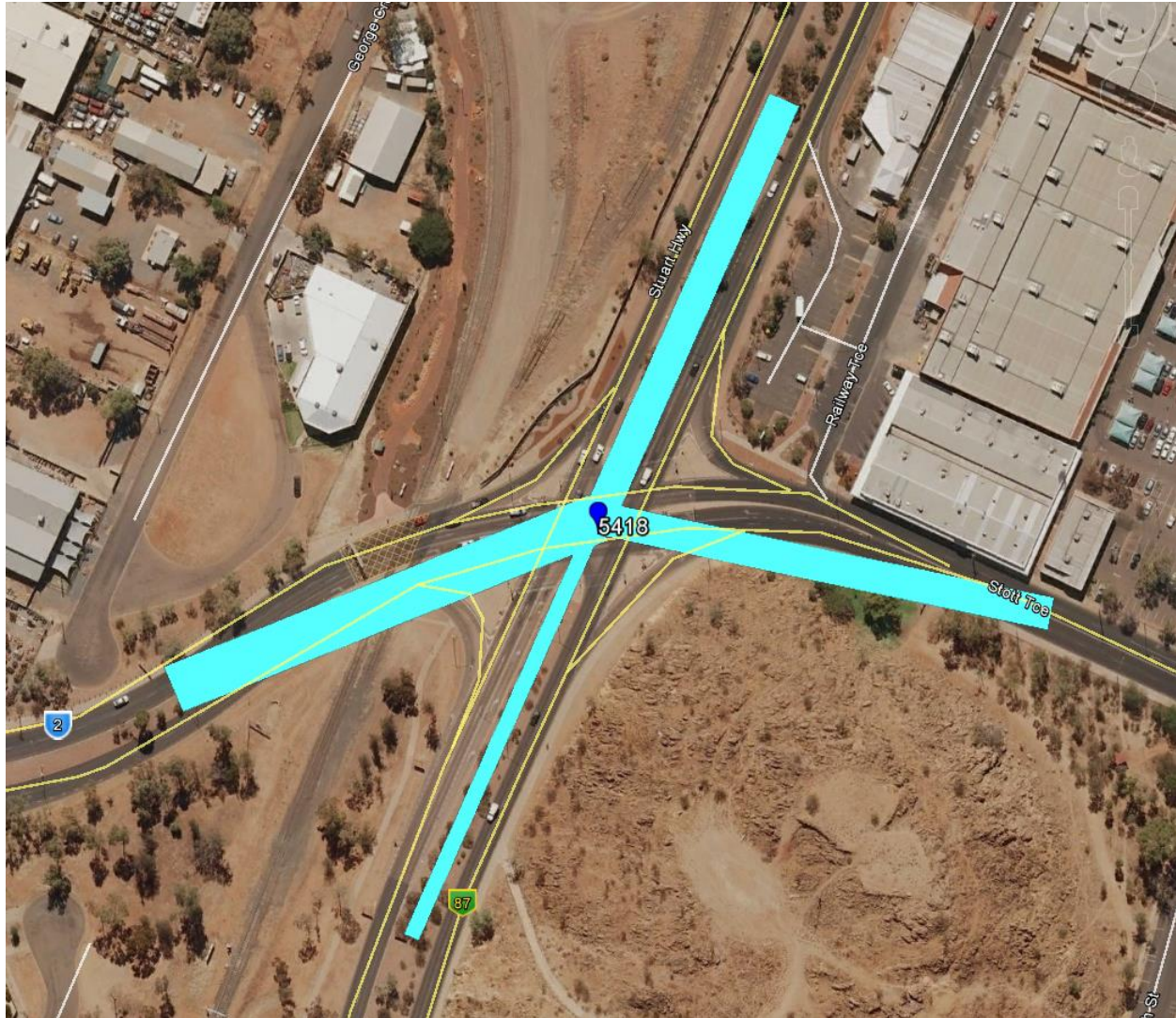


Figure 25 - Commuter Flow at Site 5418

Access the full Google Earth map Victoria through the Google Earth attachment accompanying this report.

Figure 9 illustrates the rider flow at the busiest location counted in Alice Springs on Super Tuesday.

6.0 Riders Per Hour

Riders per hour is calculated using the busiest count site in each participating municipality.

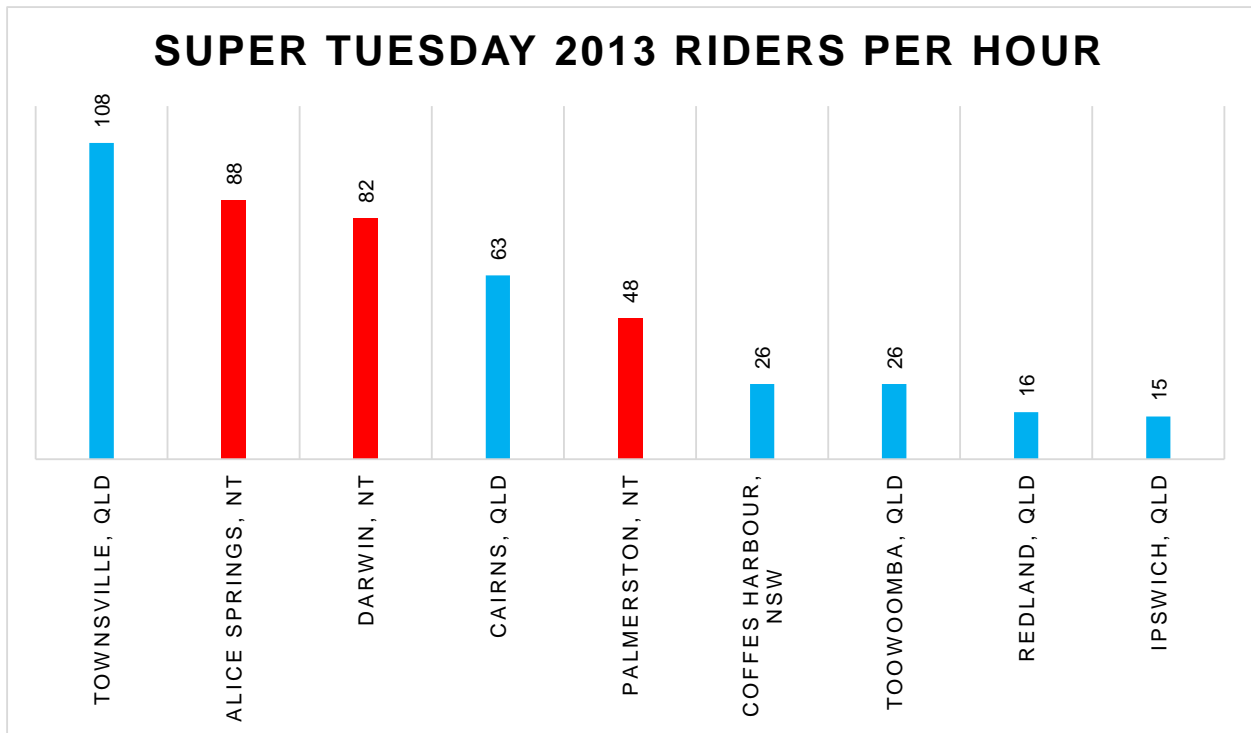


Figure 26 - Riders Per Hour

- The Alice Springs Town Council was ranked 2nd overall in the busiest count sites among the nine councils participated in Super Tuesday September in Queensland, the NT and northern NSW, with an average of 88 riders per hour.
- The City of Darwin was ranked 3rd overall, with an average of 82 riders per hour.
- The City of Palmerston was ranked 5th overall, with an average of 48 riders per hour.



Appendix A : Super Tuesday

A.1 Aims and Purpose

The Super Tuesday bike count provides reliable annual figures of bicycle commuters and their movements on roads and bike paths. This information is accurate, relevant, up-to-date and – for those councils who participate in Super Tuesday for consecutive years – cumulative. The Super Tuesday data is a critical tool for councils, responsible for providing bike riding facilities for their constituents.

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

The Super Tuesday count is a bike commuter count conducted simultaneously across council boundaries. The project aims to answer two questions:

- How many riders are there?
- Which routes are riders using?

The Super Tuesday sites collect data from popular commuter routes in this municipality and from subsidiary routes that are of a lower priority.

The sites are staffed by volunteer counters who record their observations on standardised counting templates (see Visual Count Sheets in A.3). This data is submitted to Bike Futures and compiled into reports for participating councils.

A.2 Visual Count Sites

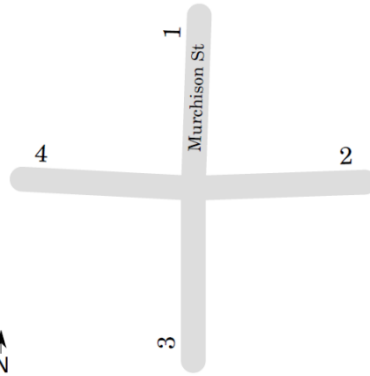
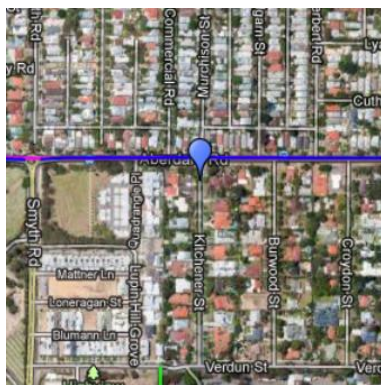
The annual Super Tuesday bike count aims to record the number and movements of riders in a municipality. To determine rider routes, the sites are placed along known bicycle commuter routes and at locations on known or suspected 'tributaries'. Sites are more spread out at the outer edge of the rider catchments and more closely clustered near high volume destinations. Councils can also request counts at locations where they are considering infrastructure or where they have infrastructure planned, in order to establish a 'before' data set.

Initially, the sites are selected in consultation with the commissioning local government. Sites are designated in locations that are considered worth counting in the long term. In subsequent years some sites may be eliminated; for example where the data shows that there is no rider route. Sometimes, sites may be moved to a better location along a route. Bike Futures recommend using the same sites from year to year as much as possible to allow for accurate year-on-year comparisons.

A.3 Visual Count Sheets

All bicycle movements are counted at each site and recorded in a spreadsheet (hard copy). An example of a four-way intersection count sheet for 2013 is shown here:

A Four-way Intersection Count Sheet from Super Tuesday 2013



1→2	1→2
1→3	1→3
1→4	1→4
2→1	2→1
2→3	2→3
2→4	2→4
3→1	3→1
3→2	3→2
3→4	3→4
4→1	4→1
4→2	4→2
4→3	4→3

Following the completion of the visual count, counters are able to send the count data to Bike Futures in one of three ways, as follows:

1. Enter the data directly online via the Bike Futures web link.
2. Via email with the completed electronic spreadsheet attached.
3. As a 'hard copy' spreadsheet in the post.

Once data has been entered and checked, it is displayed in an electronic form, as shown on the right. Each intersection image shows total rider numbers and the movement of riders through the intersection.

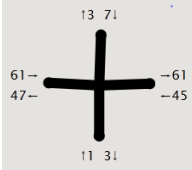
Each council has access to the data for their municipality electronically, through the clickable map of their count area and through the links in the table showing their list of count locations.

Traffic Movement Display 5-3-2013

[Permalink to this view](#)

5176

Murchison St, Aberdare Rd towards Burwood St, Kitchener St and Aberdare Rd - 17 L3



Total = 114

Totals

Enter leg 1

Enter leg 2

Enter leg 3

Enter leg 4

bikes AM ▾



Appendix B : Media Coverage

Table 7 - Total media coverage for Super Tuesday 2013

Medium	Number of stories	Audience
Print	11	325,316
Radio	2	n/a
Online	3	33
TOTAL	21	3,115,624

Table 7 shows a summary of media coverage for Super Tuesday 2013 in terms of print, radio and online audience and total number of stories nation-wide.

Summary of coverage:

- Regional and suburban newspaper coverage in all participating council areas
- Coverage in lead up to event on front page of the Darwin Sun
- 2 radio interviews – ABC Far North Queensland, ABC Darwin

AN INSPECTOR CALLS P4



EVERY CYCLIST COUNTS P9

Tamie Needham will be counting cyclists on Tuesday, September 3, as part of Bicycle Network's Super Tuesday Annual Bike Count
Photo: KATRINA BRIDGEFORD

Making cyclists count

By COURTNEY TODD

STUART Park resident Tamie Needham will be counting cyclists on Tuesday, September 3 as part of Bicycle Network's Super Tuesday Annual Bike Count.

Super Tuesday is a way for Bicycle Network to collect data on local bike rider patterns each year, to help councils identify how they can improve bike facilities and infrastructure.

Mrs Needham, a member of cyclist advocate group Bicycle NT, said Super Tuesday is a fantastic way to gauge cycling numbers in Darwin and Palmerston.

She said she will most likely be counting cyclists at one of the 14 sites in Palmerston.

"There's some really key spots we have to make sure we fill," Mrs Needham said.

"One I'm really interested in is the (cyclist and pedestrian) bridge out at Palmerston targeting people cycling from Palmerston to the city.

"There we will also be able to identify how many people are coming in from the rural area.

"From personal experience, more and more people are cycling all the time.

"So, hopefully, we will see good strong numbers on the day."

Bicycle Network spokesman Max Goonan said Super Tuesday data is a vital tool for councils in planning bike riding facilities that

deliver community benefits.

"Reliable data on bike-riding patterns is critical for planning local infrastructure improvements," Mr Goonan said

"This means that the Super Tuesday Annual Bike Count data shows how many people are riding and where they're riding, which further strengthens the case for investment in better bicycle facilities."

Mrs Needham said she hopes the data collected by Super Tuesday volunteers will ensure the needs of Darwin and Palmerston cyclists are being met.

"It's important to make sure the main cycling corridors are accessible and safe," she said.

Counters are needed across all the 14 sites in Palmerston.

Bicycle User Groups (BUGs), clubs and schools are encouraged to help out as each counter who completes a successful count is rewarded with a \$50 donation to their nominated BUG, club or school

For more information or to register yourself as a Super Tuesday counter, visit supertuesday.com.au

It's important to make sure the main cycling corridors are accessible and safe



Appendix C : Other Tools for Councils

These tools from the Bike Futures Toolbox may be of use to councils wanting to learn more about their current bike facilities and rider numbers and movements within their municipality. Visit the Bike Futures website (www.bikefutures.com.au) to learn more, or contact the Bike Futures team to discuss how your council can better utilise these tools.

C.1 BikeScope

BikeScope is an online consultation tool that collects base data and direct input from riders, allowing in-depth analysis of an area's bike riding environment. The analysis looks at all bike facilities and infrastructure in a council area and provides feedback from the views of the riding community.

BikeScope helps councils identify and prioritise the actions that will improve and increase cycling in their municipality, clearly identifying resident riders' needs with qualitative certainty.

For more information: <http://www.bicyclenetwork.com.au/bike-futures/40536>

C.2 Census Data

We use data obtained from the Australian Bureau of Statistics to understand the role of bikes as a mode of transport. With a sample size of more than one million people who travel to work, this data represents the most comprehensive data set for cycling trips to work in Melbourne.

For more information: <http://www.bicyclenetwork.com.au/general/bike-futures/91532>

C.3 RiderLog

RiderLog is a free iPhone app. Once downloaded, the app will log your ride in your phone and track your cumulative distance and time, providing a record of your activity. The data is then anonymously uploaded to the Bicycle Network to show when, where and why people ride.

For more information: <http://www.bicyclenetwork.com.au/general/ride-to-work/91481>

<https://www.bicyclenetwork.com.au/general/bike-futures/91552>

C.4 Intercept Surveys

A good way to find out what riders need in your municipality is to ask them. To gather information on rider attitudes and behaviours, a coffee cart can be set up along a route and riders are offered a free coffee. At this time riders can be interviewed on specific issues.



C.5 Bike Path Audits

Good access, connectivity, gradient and user safety are all key features of a successful shared path. These encourage a greater number and wider range of users. Therefore, it is important that councils audit the shared paths in their area and establish a prioritised works program.

Path audits identify the areas which can be improved or modified. Key findings are then ranked in order of priority to enable the responsible authority to carry out works in a manner that will add the most benefit.

For more information: <http://www.bicyclenetwork.com.au/general/bike-futures/10562>

C.6 Phone Surveys

Telephone surveys can be undertaken on behalf of local government to gather feedback from ratepayers and assess performance against benchmarks. They are a useful tool in gathering information about bike riding

For more information: <http://www.bicyclenetwork.com.au/general/bike-futures/91545>

C.7 PinPoint

PinPoint is a Google Earth map-based consultation tool that enables riders in a municipality to identify issues, preferences or problems along a route or within a specified area. PinPoint is an online rider consultation tool used to collect feedback on issues from potential and current bike riders.

PinPoint allows respondents to 'pin-point' the locations of their three top cycling hotspots on a Google Earth map. PinPoint will clearly identify the issues and hotspots that riders have in a municipal area, in response to various issues (council may select the themes of these issues).

In addition, PinPoint enables respondents to log a comment next to the pin, so that the issue can be clarified. Pins are placed independently of other respondents' pins, so respondents are not persuaded by what others have identified.

For more information: <http://www.bicyclenetwork.com.au/general/bike-futures/91393>



C.8 RiderView

A snapshot of the riding environment within a municipality by gathering qualitative base data and direct input from residents. RiderView is an introductory research survey that is commissioned by councils wanting qualitative base data about riders and bike riding in a municipality.

RiderView provides a snapshot into what it is like to be a rider in the local riding environment. The findings of a RiderView Survey may be used to guide further research (such as a BikeScope).

For more information: <http://www.bicyclenetwork.com.au/general/bike-futures/94101>

C.9 Professional Development

The annual Bike Futures Conference held in Melbourne over two days. The Bike Futures Conference is your key, annual professional development opportunity. The conference brings together national and local leaders, planners, designers and builders.

For more information: <http://www.bicyclenetwork.com.au/general/bike-futures/43715>