

**BICYCLE
NETWORK®**

SUPER TUESDAY BIKE COUNT

Yarra

2020



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 Yarra



COUNT IN 2020

The Super Tuesday Bike Count was conducted on Tuesday 3 March 2020 for two hours from 7:00am to 9:00am.

It was overcast in Yarra on the day of the count, with gentle SSE winds reaching 11km/h, and a maximum temperature of 15.5 degrees at 9am.

By participating in the count, volunteer counters can choose a local community group to receive a donation of \$60. In Yarra a total of \$2340 went back to the local community through donations to nominated groups.

COUNT SITES

39 sites were surveyed in Yarra.

Major commuter corridors of interest included:

- Main Yarra Trail
- Capital City Trail
- Canning Street
- Rathdowne Street
- Wellington Street

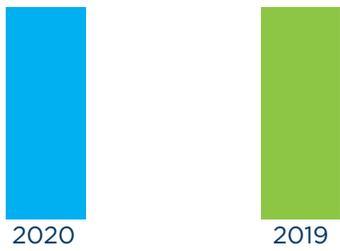
TRAFFIC FLOW

A total of 25025 movements was counted at all selected intersections across the council area during the two-hour survey.

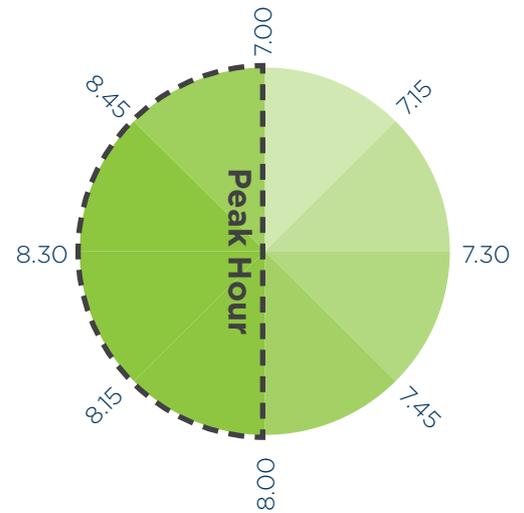
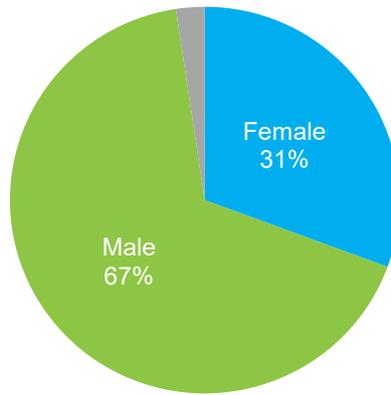
BUSIEST SITE

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The busiest site was at the intersection of Yarra Blvd/ Yarra Trail [E], Footbridge [SE], Yarra Blvd/Yarra Trail [NW] (Site 4699 - page 26) with an average of 1020.6 movements per hour.



0%



GROWTH

Overall, there has been no net growth or decline in 2020 (25025 movements) compared to the same 39 sites surveyed in 2019 (25076 movements).

Significant growth was found at site 4667 (Rathdowne St [N], Princes St [E], Rathdowne St [S], Princes St [W]), where bicycle traffic was found to be up by 120%.

GENDER RATIO

Female represented 31% of bike riders across the municipality.

This is higher the average female ridership across Victoria (25%), and higher than the Australia-wide average of surveyed areas in 2020 (24%).

PEAK HOUR

The busiest hour was between 8:00 - 9:00am during the survey.

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

- 7:00-7:15am: 41 movements
- 7:15-7:30am: 53 movements
- 7:30-7:45am: 67 movements
- 7:45-8:00am: 84 movements
- 8:00-8:15am: 101 movements
- 8:15-8:30am: 102 movements
- 8:30-8:45am: 105 movements
- 8:45-9:00am: 88 movements

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.

Super Tuesday in 2020

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. 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 3 March between 7:00am and 9:00am. Where necessary, a recount was conducted on Thursday 19 March.

In the 2020 count, 849 sites were surveyed across 40 councils. Over 145K movements were recorded across Australia during the two hour count. The national results showed a -2% decrease when compared with the same sites surveyed in 2019.

Volunteer participants were thanked with a donation of \$60 from Bicycle Network to a community group of their choice. The total donation value neared \$52K.

GENDER

The 2020 Super Tuesday Bike Count revealed females comprised 24% of all bike riders counted across Australia. This is a slight decrease of 1% when compared to the 2019 Super Tuesday count.

PEAK HOUR

The peak riding hour across all sites was between 7:45am and 8:45am, with a total of 81K movements recorded across the states.

RESULTS BY STATES

Tasmania

The overall number of riders in Tasmania has increased by 9% compared with the same sites counted in 2019. Females comprised 27% of all riders, the highest proportion recorded across the states.

Weather conditions during the count in Hobart were cool and sunny, with gentle NNE winds and a top of 15.0 at 9:00am. No rainfall was recorded.

Victoria

In Victoria, the number of riders has decreased by -3% when compared to the same sites counted in 2019. Despite this net decline, significant volume increases were observed in the Greater Shepparton and Whittlesea municipal areas. Female riders comprised 25% of the total proportion of riders counted across the state, slightly higher than the national average.

It was overcast in Melbourne on the morning of the count, with a top of 15.5 degrees at 9am and no reported rainfall.

New South Wales

Rider numbers has decreased by -17% in New South Wales, compared with the same sites counted in 2019. This is in part due to infrastructural development in Lake Macquarie

in 2019, which lead to a major boost in rider volumes in that year. Female riders are also much less than the national percentage, comprising only 17% of the total riders counted across the state.

Weather conditions were generally fine across NSW, with a temperature of 21.4 degrees in Sydney at 9am and minor SSE winds.

South Australia

A small number of sites were counted in South Australia, with revealed a -29% decrease in bicycle volumes, based on same site comparisons. Females comprised 25% of the total riders counted. The count day was overcast, with a maximum temperature of 14.1 degrees recorded in Adelaide at 9am.

Western Australia

The total number of riders in Western Australia has increased by 8%, compared to the same sites counted in 2019. Most notably, a 46% increase in rider volumes was observed in the Cottesloe municipal area. Female riders comprised 19% of the total proportion of riders counted across the state, 5% lower than the national average.

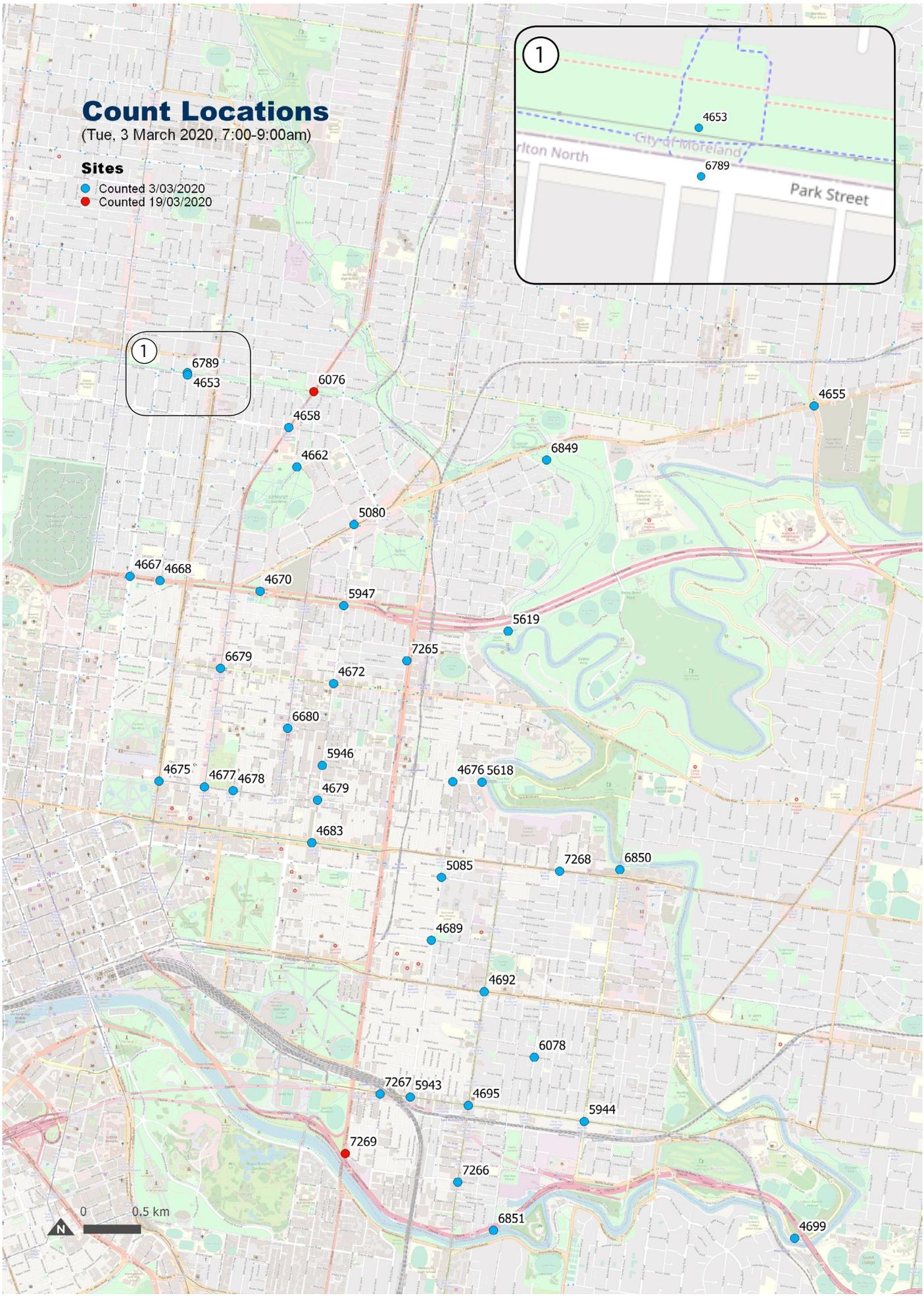
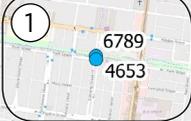
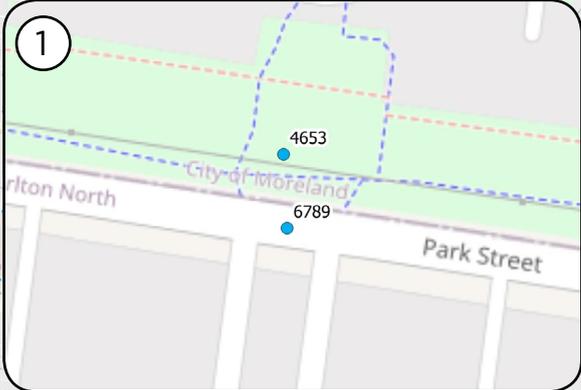
It was sunny in Western Australia on the day of the count, with a maximum temperature of 22.7 degrees recorded in Perth at 9am. No rainfall was recorded.

Count Locations

(Tue, 3 March 2020, 7:00-9:00am)

Sites

- Counted 3/03/2020
- Counted 19/03/2020

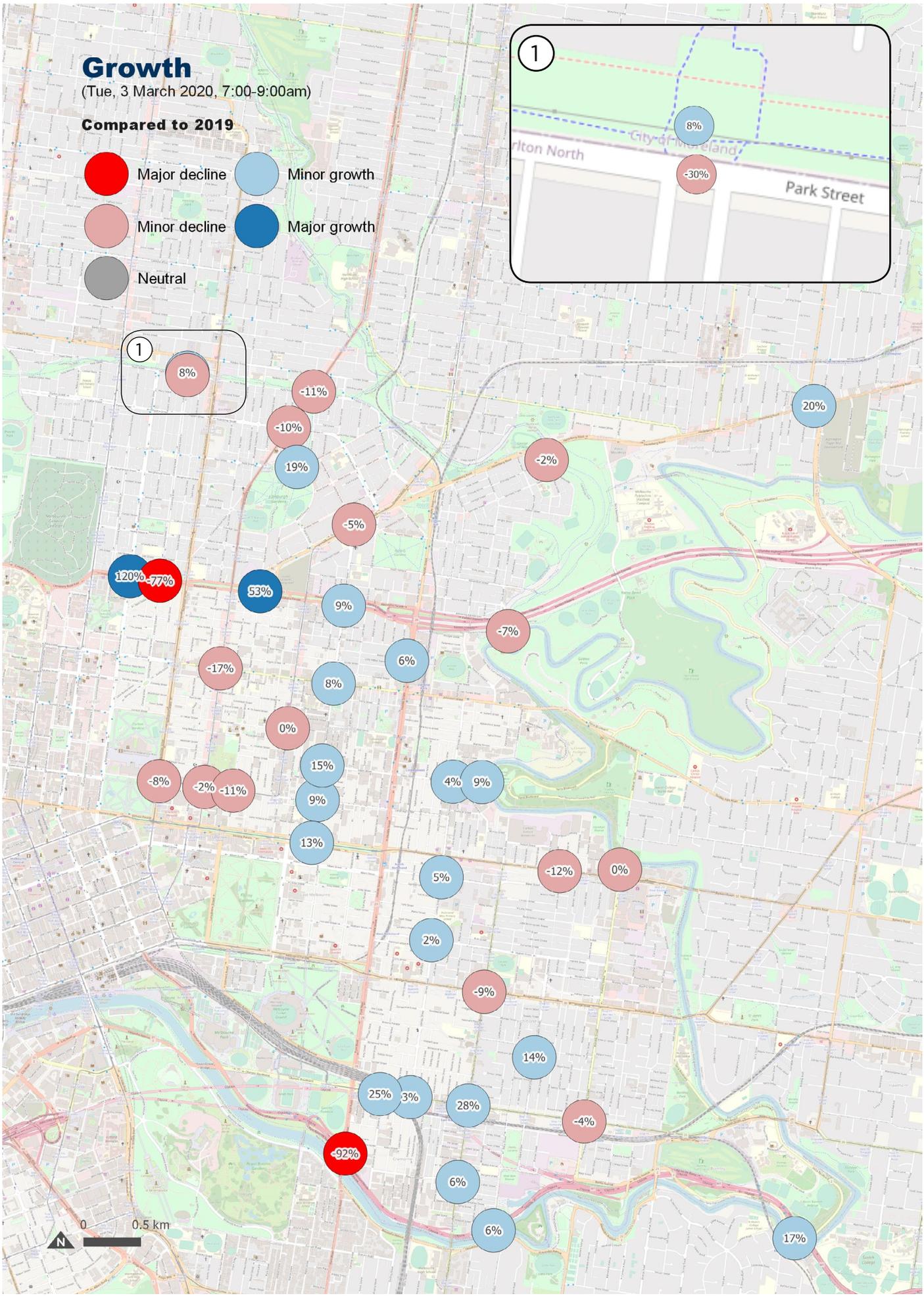


Growth

(Tue, 3 March 2020, 7:00-9:00am)

Compared to 2019

- Major decline
- Minor decline
- Neutral
- Minor growth
- Major growth

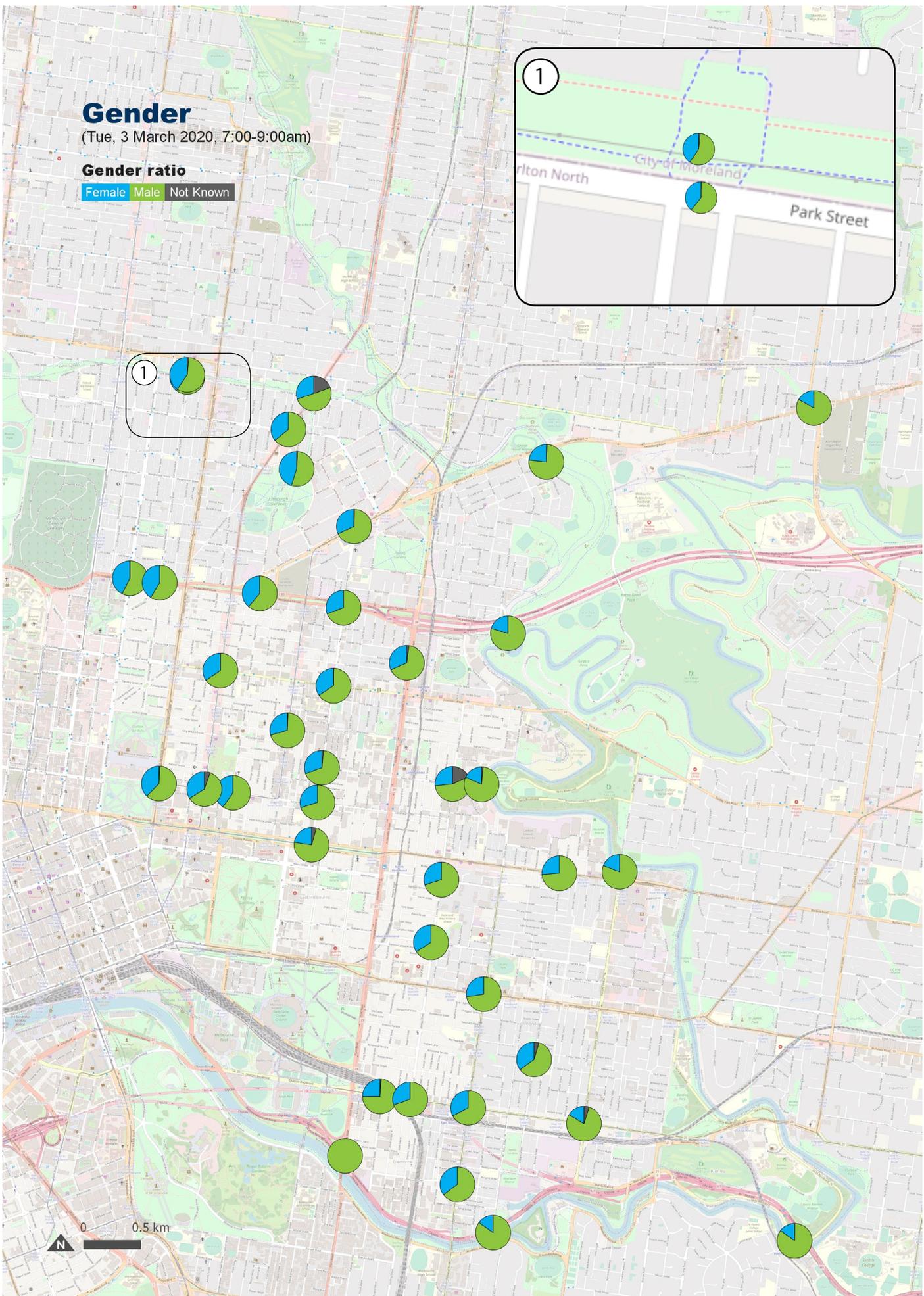
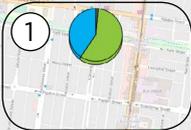


Gender

(Tue, 3 March 2020, 7:00-9:00am)

Gender ratio

Female Male Not Known

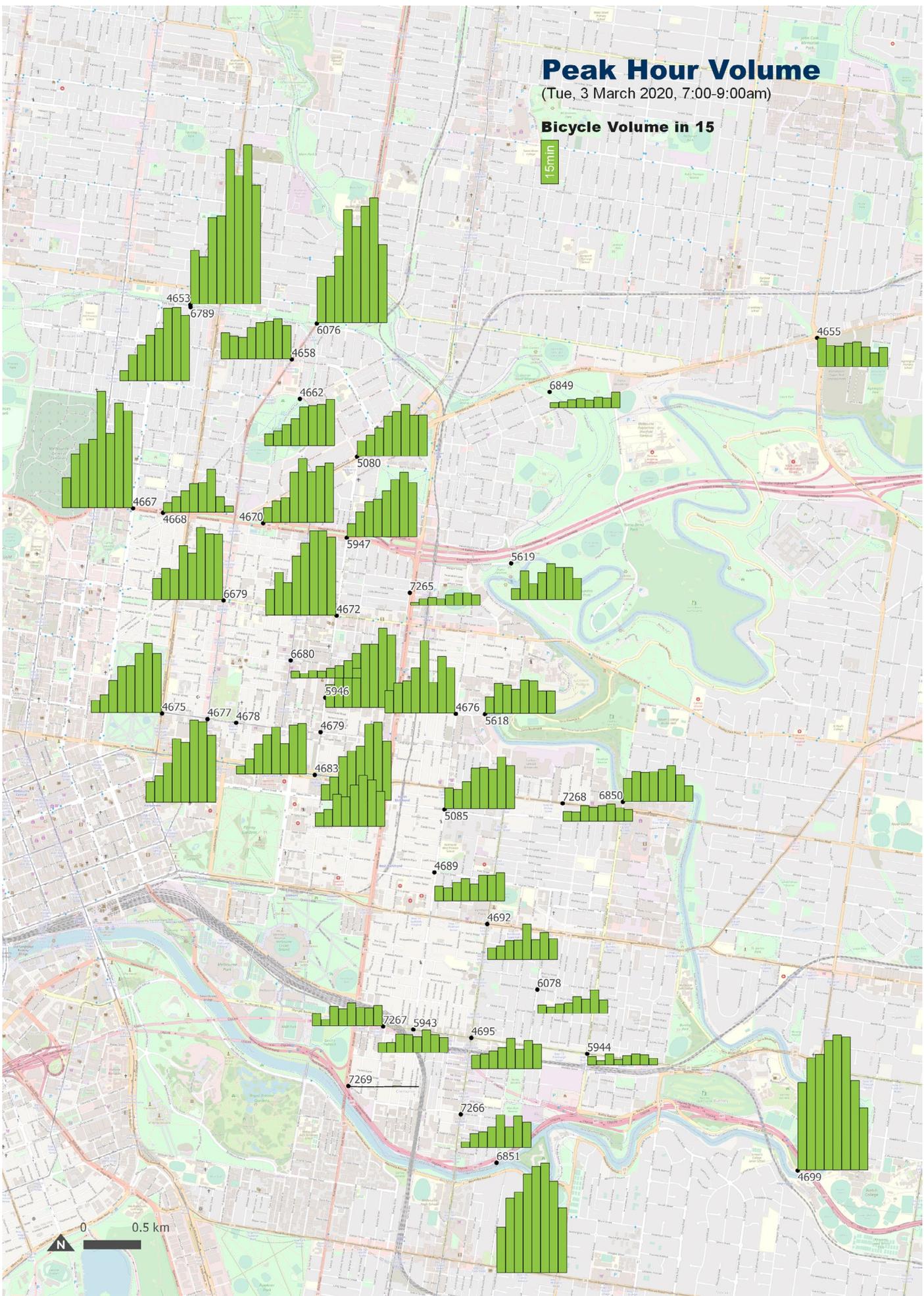


Peak Hour Volume

(Tue, 3 March 2020, 7:00-9:00am)

Bicycle Volume in 15

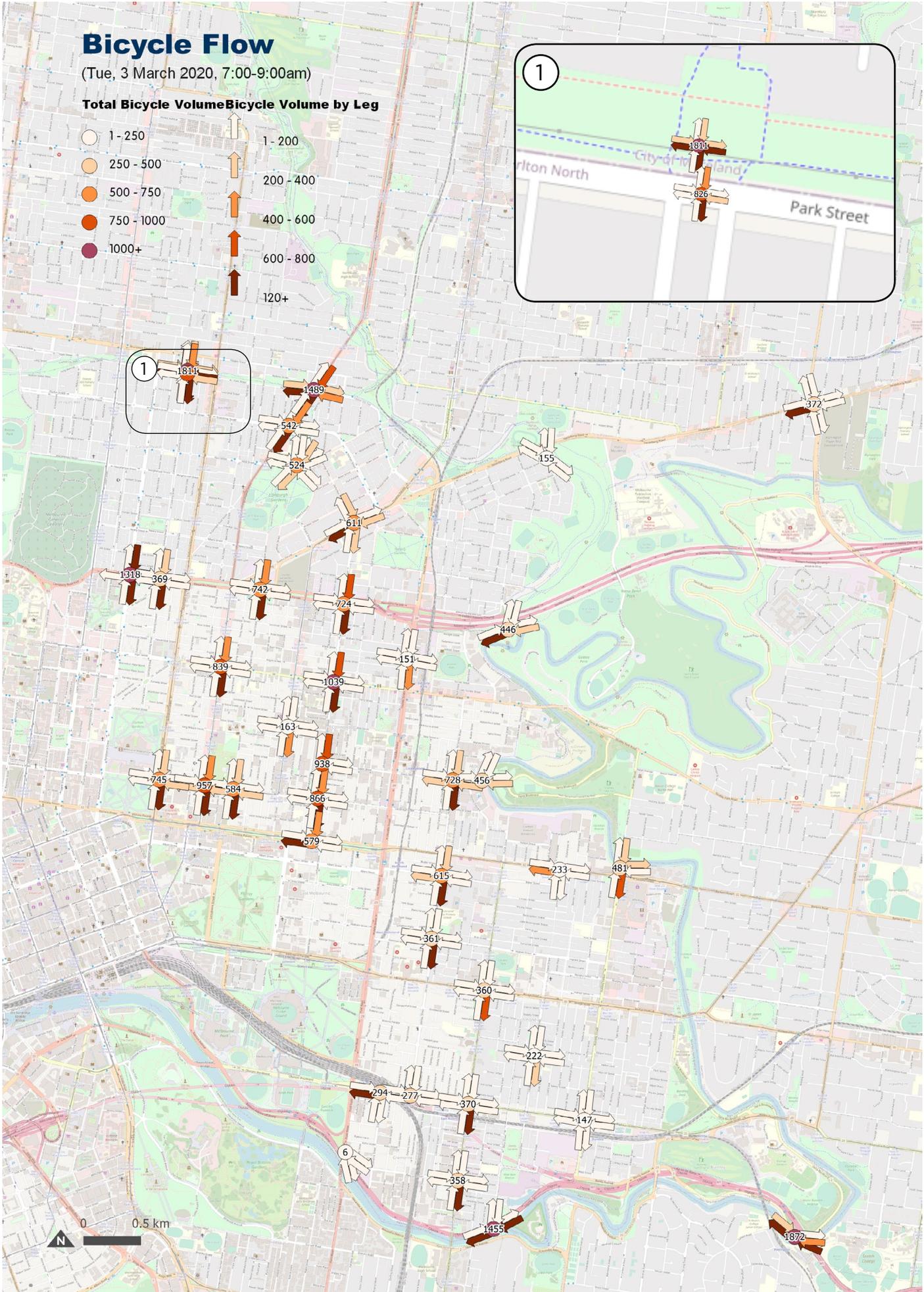
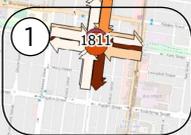
15min



Bicycle Flow

(Tue, 3 March 2020, 7:00-9:00am)

Total Bicycle Volume **Bicycle Volume by Leg**



Site ID	Street names	Total Count			Volume in 15 Minute Intervals										
		Female	Male	Not Known	2020	2019	% Growth	7:00-7:15	7:15-7:30	7:30-7:45	7:45-8:00	8:00-8:15	8:15-8:30	8:30-8:45	8:45-9:00
4653	To Brunswick [N], Capital City Trail [E], To Canning / Park St [S], Capital City Trail [W]	734	1049	28	1811	1677	8%	116	102	187	191	335	278	345	257
4655	Heidelberg Rd towards Heidelberg [E], Chandler Hwy [S], Heidelberg Rd [W], Grange Rd [N]	63	309	0	372	310	20%	62	46	44	51	54	43	30	42
4658	St Georges Rd towards Merri Crk bridge [NE], Scotchmer St [E], St Georges Rd [SW], Scotchmer St [W]	195	347	0	542	602	-10%	57	50	47	68	79	82	87	72
4662	Fergie St [N], Path [NE], Falconer St [E], Alfred Cres [SE], Path to park [SW], Alfred Cres [W]	237	283	4	524	440	19%	26	32	46	59	84	87	90	100
4667	Rathdowne St [N], Princes St [E], Rathdowne St [S], Princes St [W]	563	754	1	1318	598	120%	65	116	139	148	252	161	227	210
4668	Canning St [N], Princes St [E], Canning St [S], Princes St [W]	153	216	0	369	1584	-77%	21	34	47	62	64	93	34	14
4670	Napier St [N], Alexandra Pde [E], Napier St [S], Alexandra Pde [W]	289	453	0	742	484	53%	32	47	54	109	139	110	122	129
4672	Wellington St [N], Johnston St [E], Wellington St [S], Johnston St [W]	358	678	3	1039	964	8%	56	93	71	128	156	183	183	169
4675	Nicholson St towards Johnston St [N], Gertrude St [E], Nicholson St [S], Path [W]	282	456	7	745	809	-8%	27	39	70	100	102	128	151	128
4676	Nicholson St towards Johnston St [N], Gipps St [E], Nicholson St [S], Gipps St [W]	195	401	132	728	701	4%	49	65	70	98	157	67	123	99
4677	Brunswick St [N], Gertrude St [E], Brunswick St (city) [S], Gertrude St [W]	325	581	51	957	980	-2%	45	58	86	138	130	179	175	146
4678	Napier St [N], Gertrude St [E], Napier St [S], Gertrude St [W]	235	349	0	584	654	-11%	17	33	65	85	102	66	106	110
4679	Wellington St towards Johnston St [N], Langridge St [E], Wellington St [S], Langridge St [W]	259	607	0	866	796	9%	34	51	95	107	117	165	169	128
4683	Wellington St [N], Victoria Pde [E], Victoria Pde [W]	130	423	26	579	512	13%	30	37	70	64	90	111	101	76
4689	Lennox St towards Leeds St [N], Highett St [E], Lennox St [S], Highett St [W]	123	238	0	361	354	2%	32	29	40	49	37	56	56	62
4692	Church St towards Highett St [N], Bridge Rd [E], Church St [S], Bridge Rd [W]	99	261	0	360	395	-9%	25	29	41	42	76	43	59	45
4695	Church St towards Bridge Rd [N], Swan St [E], Church St [S], Swan St [W]	121	249	0	370	289	28%	30	32	39	46	66	43	61	53
4699	Yarra Blvd/Yarra Trail [E], Footbridge [SE], Yarra Blvd/Yarra Trail [NW]	281	1586	5	1872	1598	17%	189	243	251	280	292	288	194	135
5080	Queens Pde towards Heidelberg Rd [E], Wellington St [S], Queens Pde [SW], Delbridge St [NW]	195	413	3	611	646	-5%	33	45	61	87	96	112	88	89
5085	Lennox St towards Victoria St [N], Elizabeth St [E], Lennox St [S], Elizabeth St [W]	185	430	0	615	586	5%	45	42	59	88	90	85	112	94
5618	Main Yarra Trail through Gipps St steps [NE], Main Yarra Trail to Yarra Bend Park [E], Gipps St [W]	84	366	6	456	418	9%	36	65	62	52	72	71	49	49

Site ID	Street names	Total Count			Volume in 15 Minute Intervals										
		Female	Male	Not Known	2020	2019	% Growth	7:00-7:15	7:15-7:30	7:30-7:45	7:45-8:00	8:00-8:15	8:15-8:30	8:30-8:45	8:45-9:00
5619	Merri Creek Trail [N], Main Yarra Trail [E], Capital City Trail [W]	92	354	0	446	481	-7%	24	63	35	59	78	70	70	47
5943	Lennox St [N], Swan St [E], Swan St [W]	84	193	0	277	268	3%	21	22	40	39	35	49	39	32
5944	Burnley St (north) [N], Swan St [E], Burnley St [S], Swan St [W]	24	116	7	147	153	-4%	19	10	24	12	20	24	23	15
5946	Wellington St [N], Gipps St [E], Wellington St [S]	288	637	13	938	819	15%	50	78	90	117	137	137	172	157
5947	Wellington St (north) [N], Alexandra Pde [E], Wellington St [S], Alexandra Pde [W]	222	502	0	724	665	9%	29	55	76	82	100	124	140	118
6076	St Georges Rd [NE], Capital City Trail [E], St Georges Rd (city) [SW], Capital City Trail [W]	449	754	286	1489	1678	-11%	99	101	144	245	208	252	271	169
6078	Coppin St (north) [N], Wall St [E], Coppin St [S], Wall St [W]	78	134	10	222	195	14%	18	14	20	23	36	31	51	29
6679	Brunswick St [N], Johnston St [E], Brunswick St [S], Johnston St [W]	290	548	1	839	1011	-17%	46	68	66	117	101	156	143	142
6680	Smith St [N], Stanley St [E], Smith St [S], Moor St [W]	48	114	1	163	163	0%	15	10	16	15	21	27	38	21
6789	To CCT / Brunswick [N], Park St [E], Canning St [S], Park St [W]	325	499	2	826	1184	-30%	22	56	78	99	113	157	159	142
6849	Merri Crk Trail [N], Merri Crk Trail [SE], Offshoot path towards Heidelberg Rd [NW]	36	118	1	155	158	-2%	11	13	17	20	16	23	21	34
6850	Walmer St Bridge [N], Capital City Trail via ramp [E], To Burnley/Victoria St [S], Towards Flockhart Reserve [NW]	92	389	0	481	482	0%	50	65	63	64	69	78	58	34
6851	Mary St [N], Capital City Trail [NE], Capital City Trail [W]	219	1236	0	1455	1367	6%	99	162	175	214	230	237	198	140
7265	Hoddle Street to Clifton Hill [N], Truro St [E], Hoddle Street to Richmond [S], Keele St [W]	48	100	3	151	142	6%	6	14	17	14	23	27	27	23
7266	Church St [N], Cotter St [E], Church St [S], Balmain St [W]	127	231	0	358	338	6%	12	30	34	44	71	44	68	55
7267	Swan St [E], Cremorne St [S], Swan St [W]	74	217	3	294	236	25%	27	14	43	37	50	40	39	44
7268	Victoria St [E], Johnson St [S], Victoria St [W]	61	172	0	233	266	-12%	21	20	34	31	34	38	29	26
7269	Gough Street [SE], Entrance Main Yarra Trail [S]	0	6	0	6	73	-92%	1	0	0	0	1	2	1	1

Site 4653

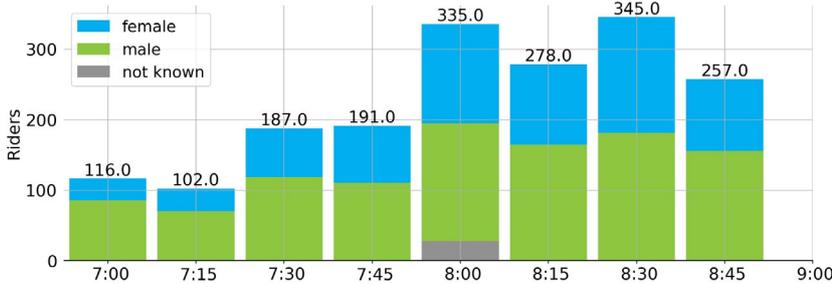
To Brunswick [N], Capital City Trail [E], To Canning / Park St [S], Capital City Trail [W]



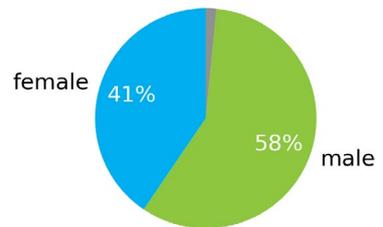
1811 bicycle riders were recorded during the 2 hour survey. This is an increase of 8% compared to 1677 in 2019 and an increase of 68% compared to 1077 in 2010. The peak period was 08:30-08:45 with 345 riders. Female riders comprised 41% of the total.

The majority of riders at site 4653 were travelling to the west. The most active thoroughfare was from Capital City Trail [E] to Capital City Trail [W] between 08:00 AM - 08:15 AM, with 171 total riders counted during this period. Based on trend data collected over the past 5 counts, site 4653 has experienced a growth of 15.1 percent.

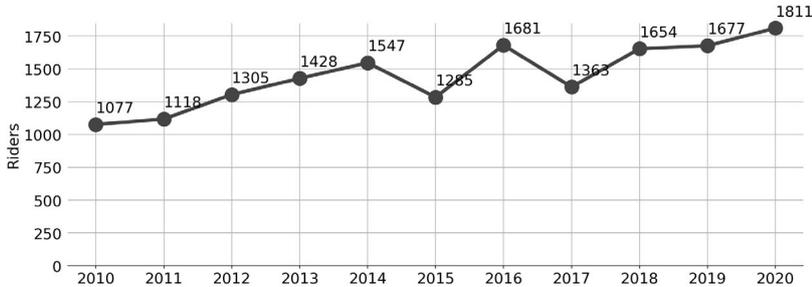
Traffic Volume by Time



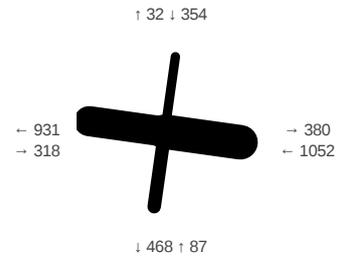
Gender Ratio



Cycling Trend



Traffic Flow

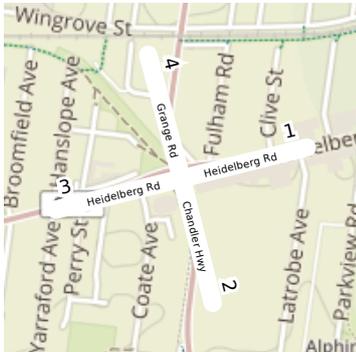


Raw Data

Enter	1 To Brunswick [N]			2 Capital City Trail [E]			3 To Canning / Park St [S]			4 Capital City Trail [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	20	101	30	3	118	271	5	11	21	10	131	13	734
Male	24	89	62	1	136	523	8	19	23	5	148	11	1049
Not known	27	0	1	0	0	0	0	0	0	0	0	0	28
Total	71	190	93	4	254	794	13	30	44	15	279	24	1811

Site 4655

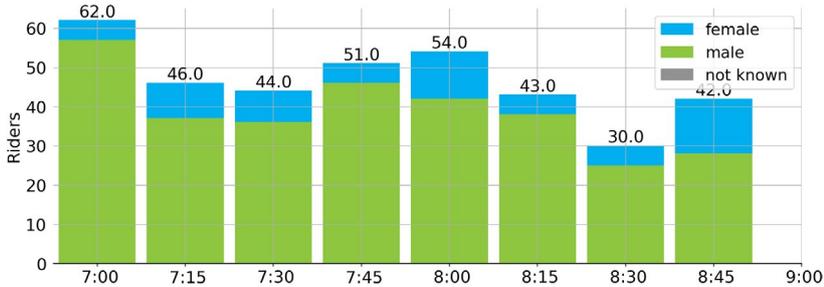
Heidelberg Rd towards Heidelberg [E], Chandler Hwy [S], Heidelberg Rd [W], Grange Rd [N]



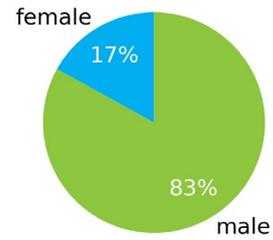
372 bicycle riders were recorded during the 2 hour survey. This is an increase of 20% compared to 310 in 2019 and an increase of 25% compared to 298 in 2010. The peak period was 07:00-07:15 with 62 riders. Female riders comprised 17% of the total.

The majority of riders at site 4655 were travelling to the west. The most active thoroughfare was from Heidelberg Rd towards Heidelberg [E] to Heidelberg Rd [W] between 07:00 AM - 07:15 AM, with 27 total riders counted during this period. Based on trend data collected over the past 5 counts, site 4655 has experienced a growth of 9.8 percent.

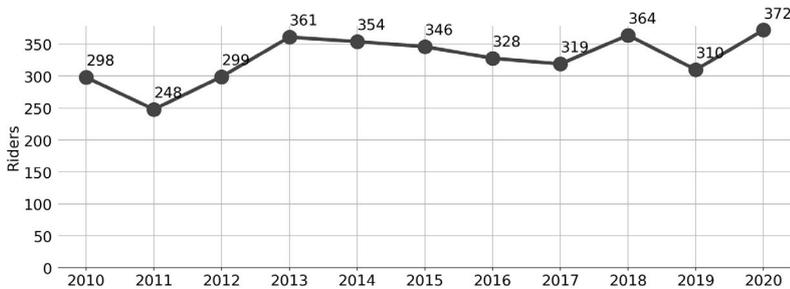
Traffic Volume by Time



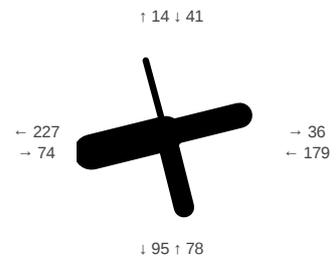
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Heidelberg Rd [E]			2 Chandler Hwy [S]			3 Heidelberg Rd [W]			4 Grange Rd [N]			Total
	Exit 2	3	4	1	3	4	1	2	4	1	2	3	
Female	2	23	0	3	9	1	5	9	2	0	4	5	63
Male	23	131	0	7	49	9	21	35	2	0	22	10	309
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	154	0	10	58	10	26	44	4	0	26	15	372

Site 4658

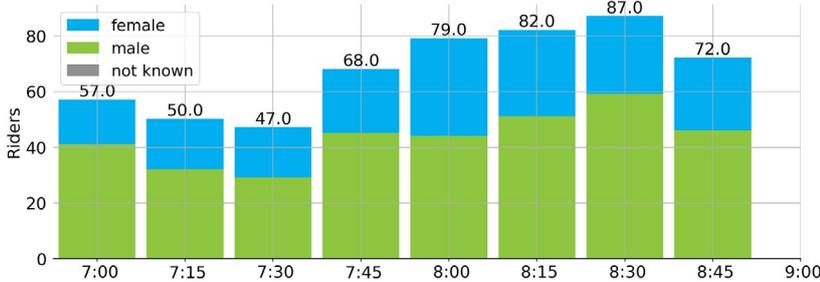
St Georges Rd towards Merri Crk bridge [NE], Scotchmer St [E], St Georges Rd [SW], Scotchmer St [W]



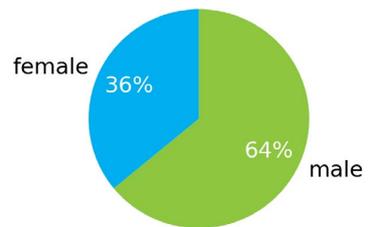
542 bicycle riders were recorded during the 2 hour survey. This is a decrease of 10% compared to 602 in 2019 and an increase of 40% compared to 387 in 2010. The peak period was 08:30-08:45 with 87 riders. Female riders comprised 36% of the total.

The majority of riders at site 4658 were travelling to the south. The most active thoroughfare was from St Georges Rd towards Merri Crk bridge [NE] to St Georges Rd [SW] between 08:30 AM - 08:45 AM, with 72 total riders counted during this period. Based on trend data collected over the past 4 counts, site 4658 has experienced a growth of 13.4 percent.

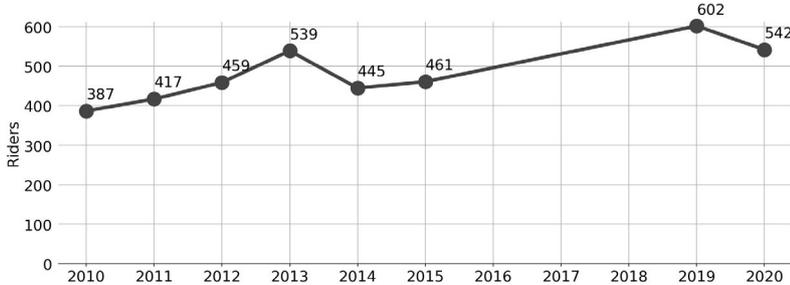
Traffic Volume by Time



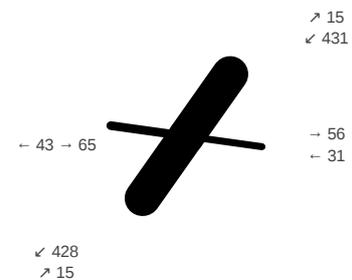
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 St Georges Rd [NE]			2 Scotchmer St [E]			3 St Georges Rd [SW]			4 Scotchmer St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	2	142	5	0	0	12	4	0	0	1	25	4	195
Male	0	276	6	0	0	19	9	1	1	1	28	6	347
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	418	11	0	0	31	13	1	1	2	53	10	542

Site 4662

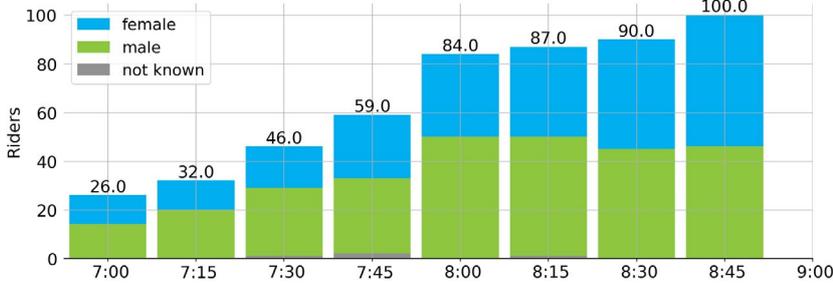
Fergie St [N], Path [NE], Falconer St [E], Alfred Cres [SE], Path to park [SW], Alfred Cres [W]



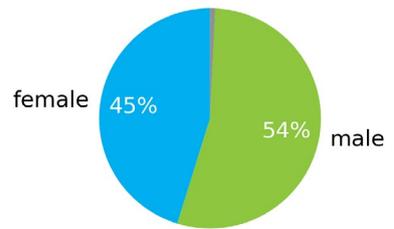
524 bicycle riders were recorded during the 2 hour survey. This is an increase of 19% compared to 440 in 2019 and an increase of 38% compared to 380 in 2010. The peak period was 08:45-09:00 with 100 riders. Female riders comprised 45% of the total.

The majority of riders at site 4662 were travelling to the south. The most active thoroughfare was from Path [NE] to Path to park [SW] between 08:45 AM - 09:00 AM, with 53 total riders counted during this period. Based on trend data collected over the past 5 counts, site 4662 has experienced a growth of 2.1 percent.

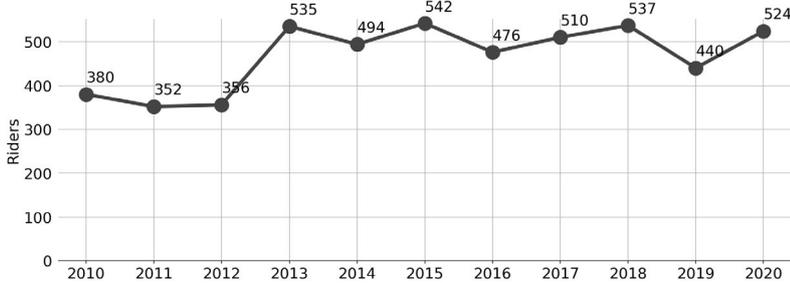
Traffic Volume by Time



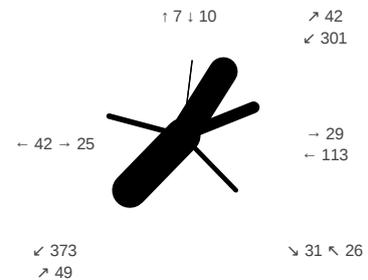
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Fergie St [N]						2 Path [NE]						3 Falconer St [E]						4 Alfred Cres [SE]						5 Path to park [SW]						6 Alfred Cres [W]						Total
Exit	2	3	4	5	6	1	3	4	5	6	1	2	4	5	6	1	2	3	5	6	1	2	3	5	6	1	2	3	4	6	1	2	3	4	Total		
Female	0	0	1	1	0	0	6	14	122	3	2	0	0	43	8	0	0	0	0	2	7	1	16	5	1	0	0	0	2	0	3	237					
Male	0	0	0	3	4	1	0	8	145	2	1	2	0	44	11	1	3	1	6	6	1	18	3	3	0	0	2	12	2	4	283						
Not known	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4						
Total	0	0	1	4	5	1	6	22	267	5	3	2	2	87	19	1	3	1	8	13	2	35	8	4	0	0	2	14	2	7524							

Site 4667

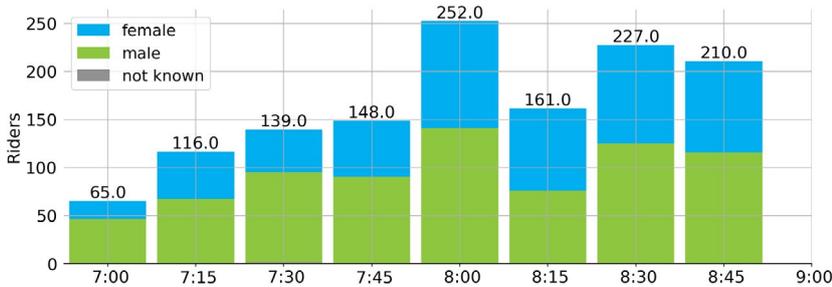
Rathdowne St [N], Princes St [E], Rathdowne St [S], Princes St [W]



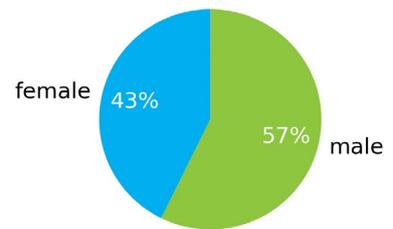
1318 bicycle riders were recorded during the 2 hour survey. This is an increase of 120% compared to 598 in 2019 and an increase of 283% compared to 344 in 2010. The peak period was 08:00-08:15 with 252 riders. Female riders comprised 43% of the total.

The majority of riders at site 4667 were travelling to the south. The most active thoroughfare was from Rathdowne St [N] to Rathdowne St [S] between 08:00 AM - 08:15 AM, with 252 total riders counted during this period. Based on trend data collected over the past 5 counts, site 4667 has experienced a growth of 169.6 percent.

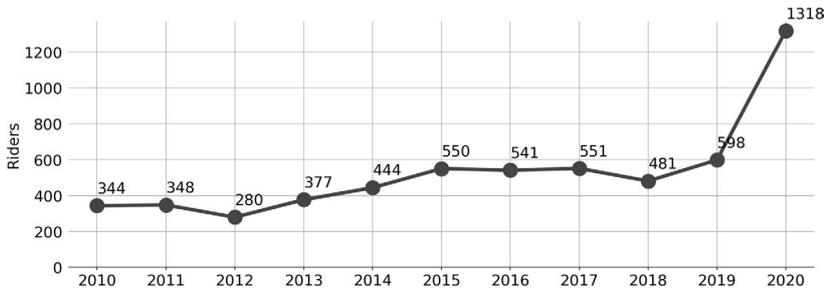
Traffic Volume by Time



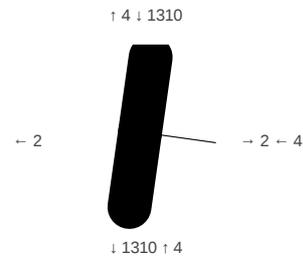
Gender Ratio



Cycling Trend



Traffic Flow

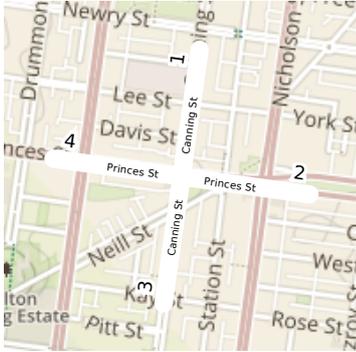


Raw Data

Enter	1 Rathdowne St [N]			2 Princes St [E]			3 Rathdowne St [S]			4 Princes St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	559	0	1	1	0	2	0	0	0	0	0	563
Male	1	750	0	0	0	1	1	1	0	0	0	0	754
Not known	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	1	1309	0	1	1	2	3	1	0	0	0	0	1318

Site 4668

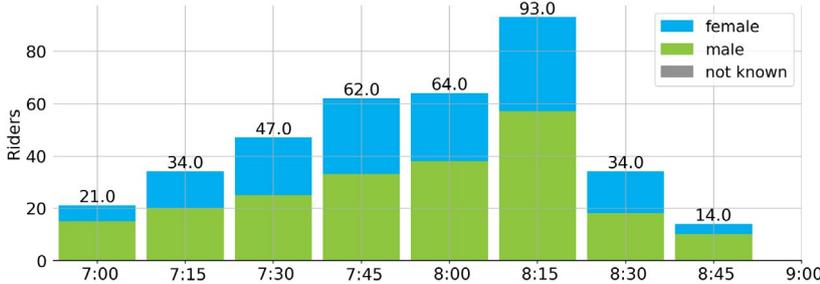
Canning St [N], Princes St [E], Canning St [S], Princes St [W]



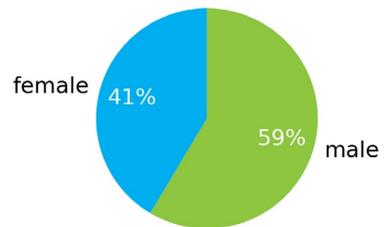
369 bicycle riders were recorded during the 2 hour survey. This is a decrease of 77% compared to 1584 in 2019 and a decrease of 60% compared to 923 in 2010. The peak period was 08:15-08:30 with 93 riders. Female riders comprised 41% of the total.

The majority of riders at site 4668 were travelling to the south. The most active thoroughfare was from Canning St [N] to Canning St [S] between 08:15 AM - 08:30 AM, with 67 total riders counted during this period. Based on trend data collected over the past 5 counts, site 4668 has experienced a decline of 40.0 percent.

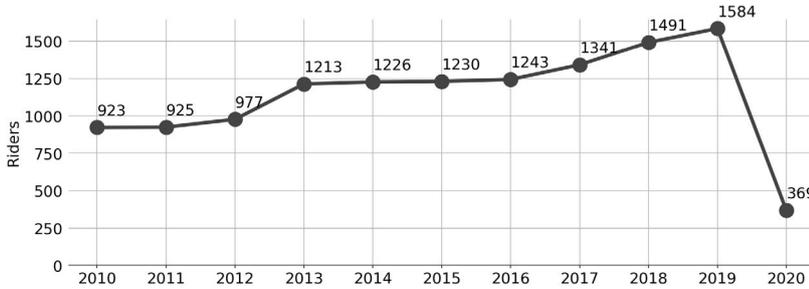
Traffic Volume by Time



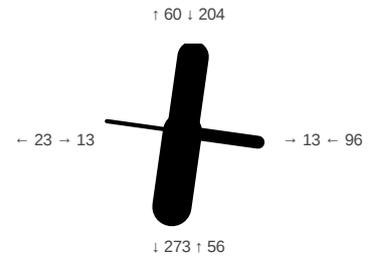
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Canning St [N]			2 Princes St [E]			3 Canning St [S]			4 Princes St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	1	85	0	2	27	8	21	0	1	1	6	1	153
Male	1	117	0	2	43	14	34	0	0	0	5	0	216
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	202	0	4	70	22	55	0	1	1	11	1	369

Site 4670

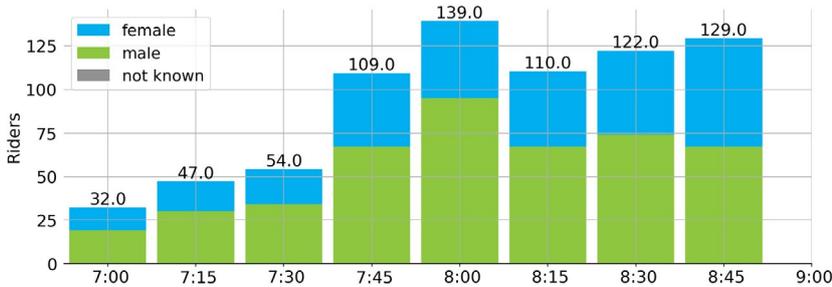
Napier St [N], Alexandra Pde [E], Napier St [S], Alexandra Pde [W]



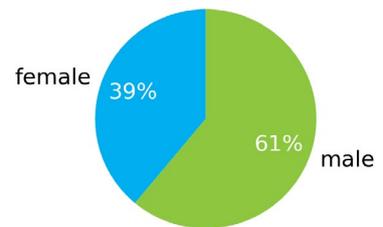
742 bicycle riders were recorded during the 2 hour survey. This is an increase of 53% compared to 484 in 2019 and an increase of 48% compared to 501 in 2010. The peak period was 08:00-08:15 with 139 riders. Female riders comprised 39% of the total.

The majority of riders at site 4670 were travelling to the south. The most active thoroughfare was from Napier St [N] to Napier St [S] between 08:45 AM - 09:00 AM, with 86 total riders counted during this period. Based on trend data collected over the past 5 counts, site 4670 has experienced a growth of 17.8 percent.

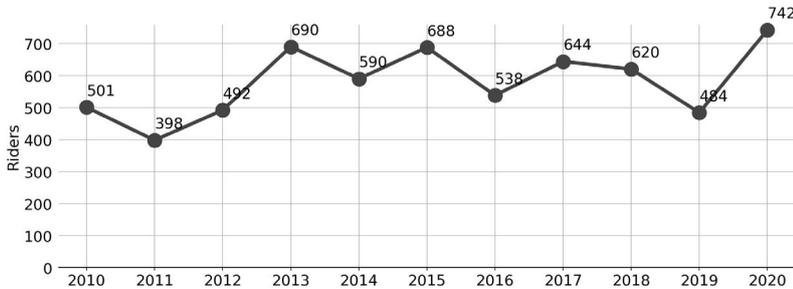
Traffic Volume by Time



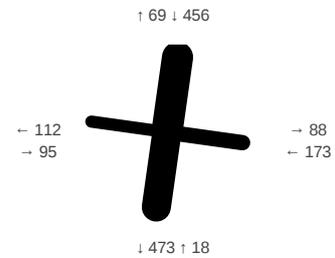
Gender Ratio



Cycling Trend



Traffic Flow

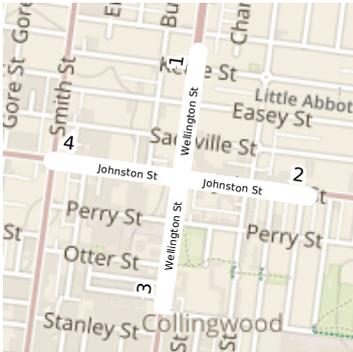


Raw Data

Enter	1 Napier St [N]			2 Alexandra Pde [E]			3 Napier St [S]			4 Alexandra Pde [W]			Total
	2	3	4	1	3	4	1	2	4	1	2	3	
Female	10	197	10	5	15	16	11	1	0	10	14	0	289
Male	12	212	15	20	46	71	5	1	0	18	50	3	453
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	409	25	25	61	87	16	2	0	28	64	3	742

Site 4672

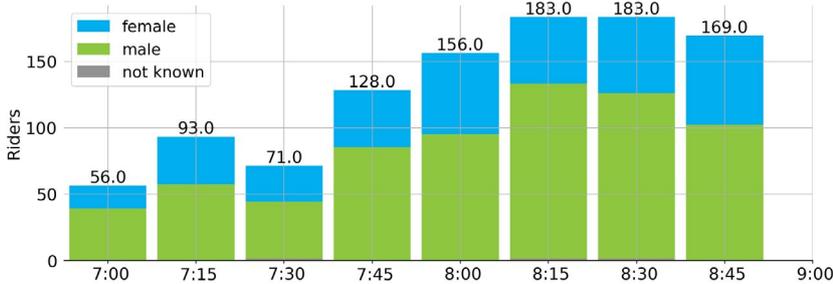
Wellington St [N], Johnston St [E], Wellington St [S], Johnston St [W]



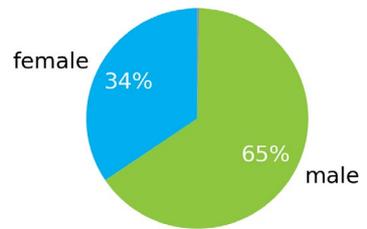
1039 bicycle riders were recorded during the 2 hour survey. This is an increase of 8% compared to 964 in 2019 and an increase of 79% compared to 582 in 2010. The peak period was 08:15-08:30 with 183 riders. Female riders comprised 34% of the total.

The majority of riders at site 4672 were travelling to the south. The most active thoroughfare was from Wellington St [N] to Wellington St [S] between 08:15 AM - 08:30 AM, with 134 total riders counted during this period. Based on trend data collected over the past 5 counts, site 4672 has experienced a growth of 19.1 percent.

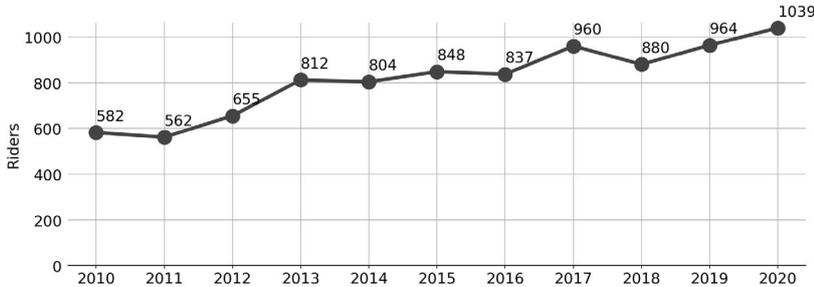
Traffic Volume by Time



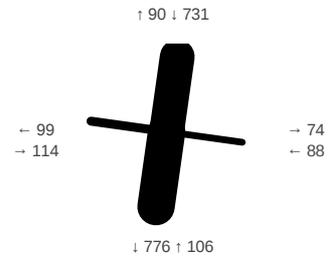
Gender Ratio



Cycling Trend



Traffic Flow

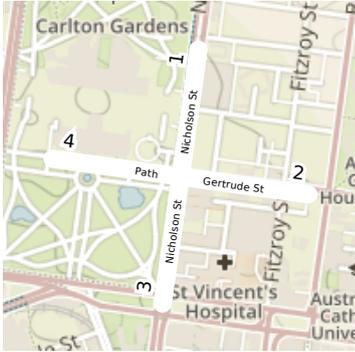


Raw Data

Enter	1 Wellington St [N]			2 Johnston St [E]			3 Wellington St [S]			4 Johnston St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	2	250	4	1	6	15	30	1	9	2	17	21	358
Male	7	462	5	8	9	49	49	0	17	0	45	27	678
Not known	0	1	0	0	0	0	0	0	0	0	2	0	3
Total	9	713	9	9	15	64	79	1	26	2	64	48	1039

Site 4675

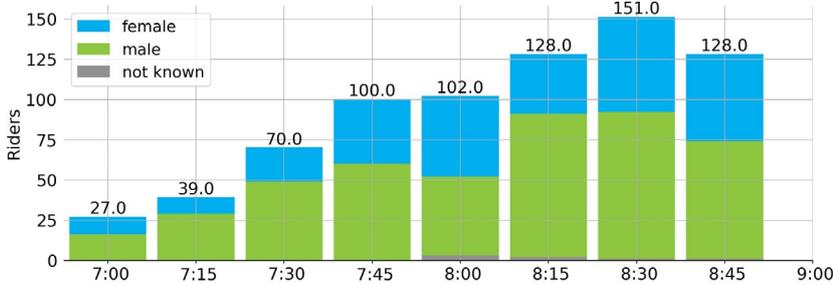
Nicholson St towards Johnston St [N], Gertrude St [E], Nicholson St [S], Path [W]



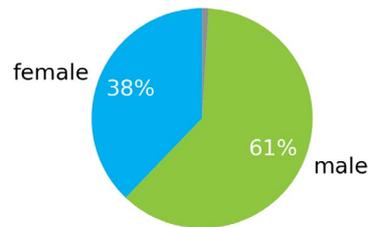
745 bicycle riders were recorded during the 2 hour survey. This is a decrease of 8% compared to 809 in 2019 and an increase of 16% compared to 642 in 2010. The peak period was 08:30-08:45 with 151 riders. Female riders comprised 38% of the total.

The majority of riders at site 4675 were travelling to the south. The most active thoroughfare was from Nicholson St towards Johnston St [N] to Nicholson St [S] between 08:45 AM - 09:00 AM, with 61 total riders counted during this period. Based on trend data collected over the past 4 counts, site 4675 has experienced a decline of 2.1 percent.

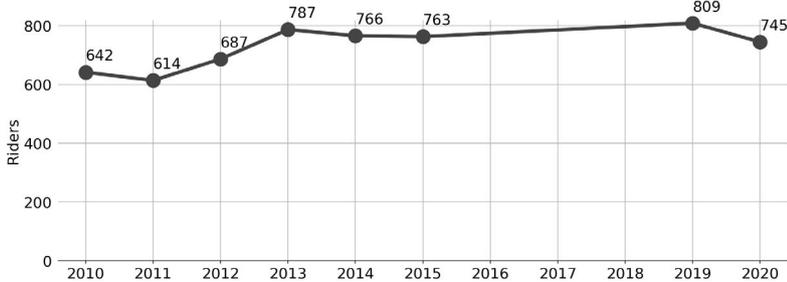
Traffic Volume by Time



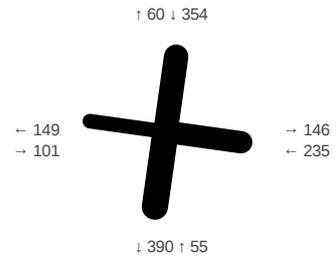
Gender Ratio



Cycling Trend



Traffic Flow

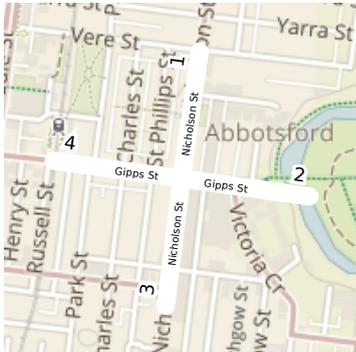


Raw Data

Enter	1 Nicholson St [N]			2 Gertrude St [E]			3 Nicholson St [S]			4 Path [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	38	107	1	3	30	52	18	1	3	1	19	9	282
Male	34	172	2	9	51	87	23	6	3	5	45	19	456
Not known	0	0	0	0	2	1	1	0	0	0	3	0	7
Total	72	279	3	12	83	140	42	7	6	6	67	28	745

Site 4676

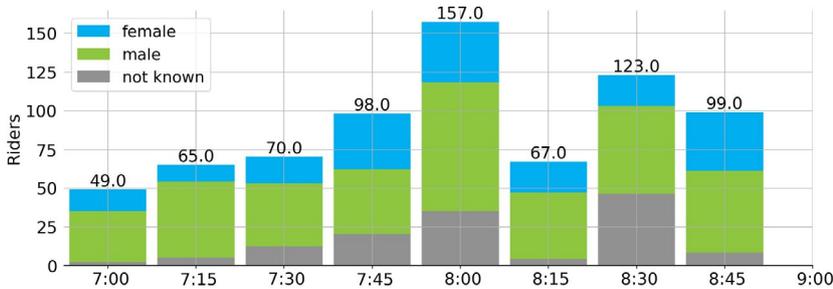
Nicholson St towards Johnston St [N], Gipps St [E], Nicholson St [S], Gipps St [W]



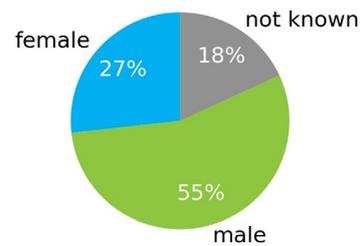
728 bicycle riders were recorded during the 2 hour survey. This is an increase of 4% compared to 701 in 2019 and an increase of 64% compared to 445 in 2010. The peak period was 08:00-08:15 with 157 riders. Female riders comprised 27% of the total.

The majority of riders at site 4676 were travelling to the south. The most active thoroughfare was from Nicholson St towards Johnston St [N] to Nicholson St [S] between 08:30 AM - 08:45 AM, with 42 total riders counted during this period. Based on trend data collected over the past 5 counts, site 4676 has experienced a decline of 7.1 percent.

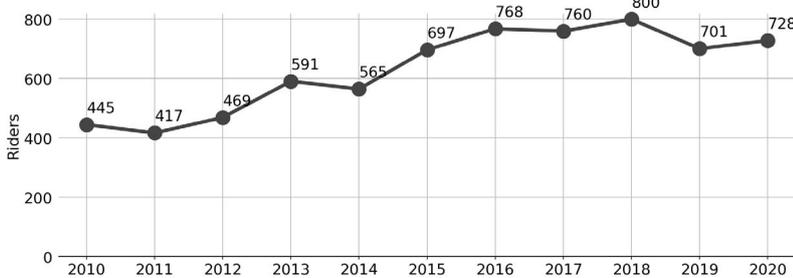
Traffic Volume by Time



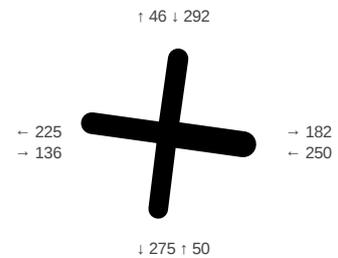
Gender Ratio



Cycling Trend



Traffic Flow

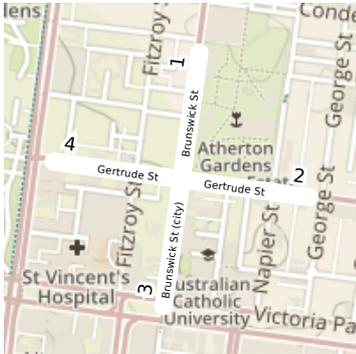


Raw Data

Enter	1 Nicholson St [N]			2 Gipps St [E]			3 Nicholson St [S]			4 Gipps St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	19	53	3	6	13	44	10	3	4	1	36	3	195
Male	24	106	31	6	34	113	18	4	5	1	47	12	401
Not known	11	45	0	0	9	25	4	2	0	0	36	0	132
Total	54	204	34	12	56	182	32	9	9	2	119	15	728

Site 4677

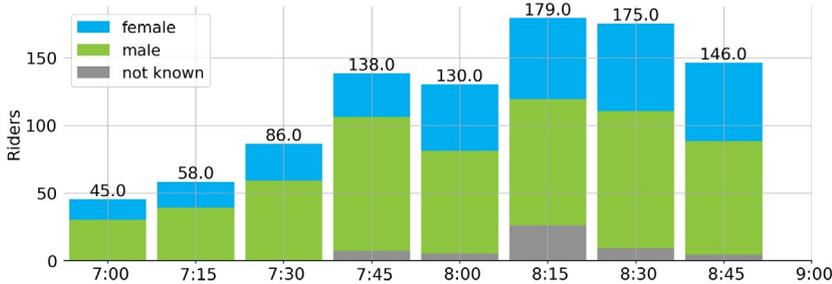
Brunswick St [N], Gertrude St [E], Brunswick St (city) [S], Gertrude St [W]



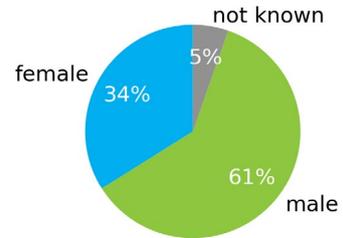
957 bicycle riders were recorded during the 2 hour survey. This is a decrease of 2% compared to 980 in 2019 and an increase of 9% compared to 876 in 2010. The peak period was 08:15-08:30 with 179 riders. Female riders comprised 34% of the total.

The majority of riders at site 4677 were travelling to the south. The most active thoroughfare was from Brunswick St [N] to Brunswick St (city) [S] between 08:30 AM - 08:45 AM, with 94 total riders counted during this period. Based on trend data collected over the past 5 counts, site 4677 has experienced a growth of 5.2 percent.

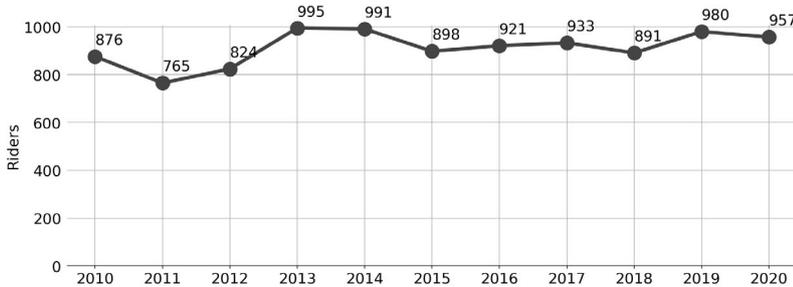
Traffic Volume by Time



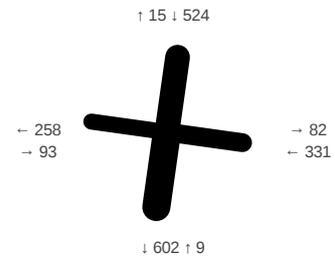
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Brunswick St [N]			2 Gertrude St [E]			3 Brunswick St (city) [S]			4 Gertrude St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	5	153	3	1	38	84	1	0	0	5	28	7	325
Male	5	312	19	3	48	135	4	1	3	1	41	9	581
Not known	0	27	0	0	8	14	0	0	0	0	2	0	51
Total	10	492	22	4	94	233	5	1	3	6	71	16	957

Site 4678

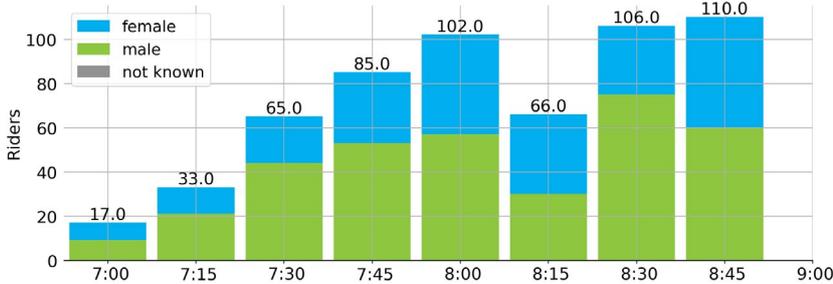
Napier St [N], Gertrude St [E], Napier St [S], Gertrude St [W]



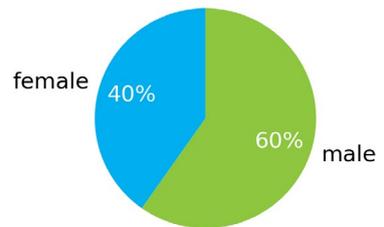
584 bicycle riders were recorded during the 2 hour survey. This is a decrease of 11% compared to 654 in 2019 and an increase of 7% compared to 547 in 2010. The peak period was 08:45-09:00 with 110 riders. Female riders comprised 40% of the total.

The majority of riders at site 4678 were travelling to the west. The most active thoroughfare was from Gertrude St [E] to Gertrude St [W] between 08:30 AM - 08:45 AM, with 45 total riders counted during this period. Based on trend data collected over the past 3 counts, site 4678 has experienced a decline of 14.4 percent.

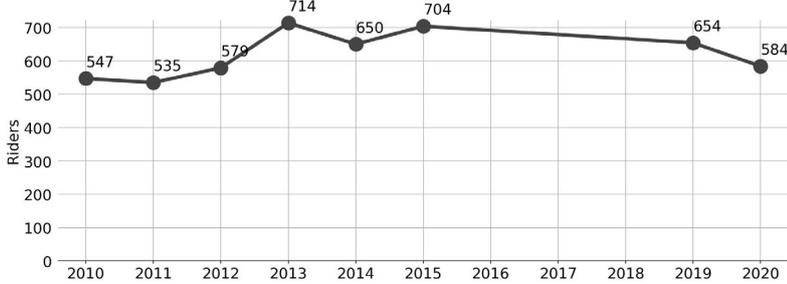
Traffic Volume by Time



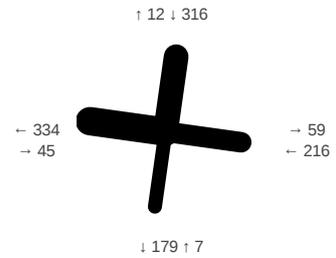
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Napier St [N]			2 Gertrude St [E]			3 Napier St [S]			4 Gertrude St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	11	86	52	0	0	65	2	3	0	1	11	4	235
Male	9	87	71	4	2	145	1	0	1	4	25	0	349
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	173	123	4	2	210	3	3	1	5	36	4	584

Site 4679

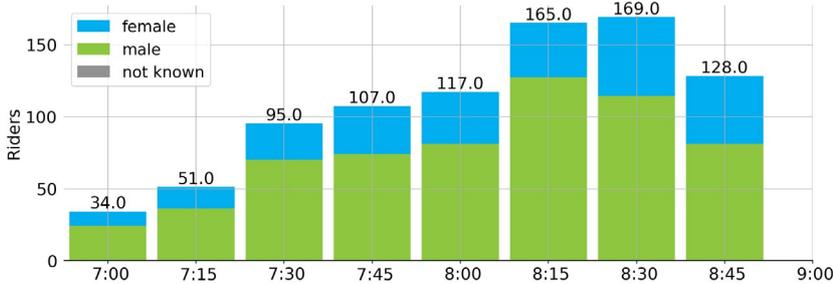
Wellington St towards Johnston St [N], Langridge St [E], Wellington St [S], Langridge St [W]



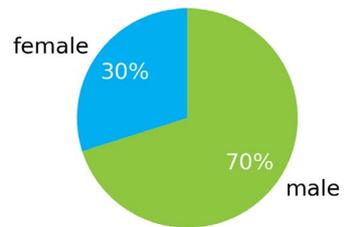
866 bicycle riders were recorded during the 2 hour survey. This is an increase of 9% compared to 796 in 2019 and an increase of 66% compared to 521 in 2010. The peak period was 08:30-08:45 with 169 riders. Female riders comprised 30% of the total.

The majority of riders at site 4679 were travelling to the south. The most active thoroughfare was from Wellington St towards Johnston St [N] to Wellington St [S] between 08:15 AM - 08:30 AM, with 99 total riders counted during this period. Based on trend data collected over the past 5 counts, site 4679 has experienced a growth of 13.1 percent.

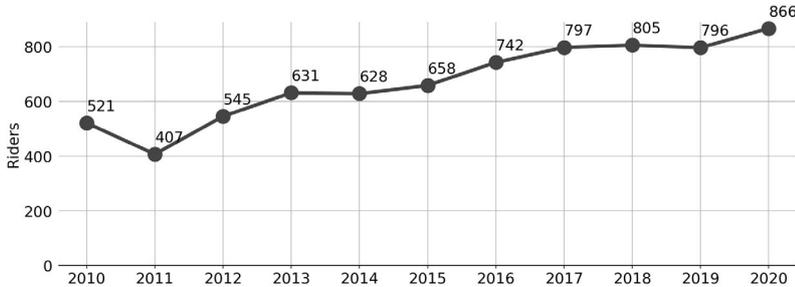
Traffic Volume by Time



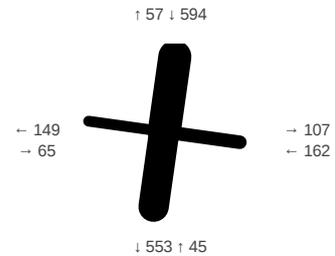
Gender Ratio



Cycling Trend



Traffic Flow

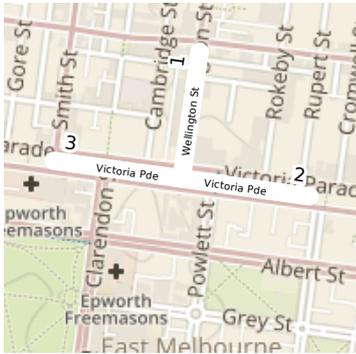


Raw Data

Enter	1 Wellington St [N]			2 Langridge St [E]			3 Wellington St [S]			4 Langridge St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	21	143	9	6	10	39	14	2	0	2	13	0	259
Male	23	372	26	10	24	73	24	3	2	1	45	4	607
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	44	515	35	16	34	112	38	5	2	3	58	4	866

Site 4683

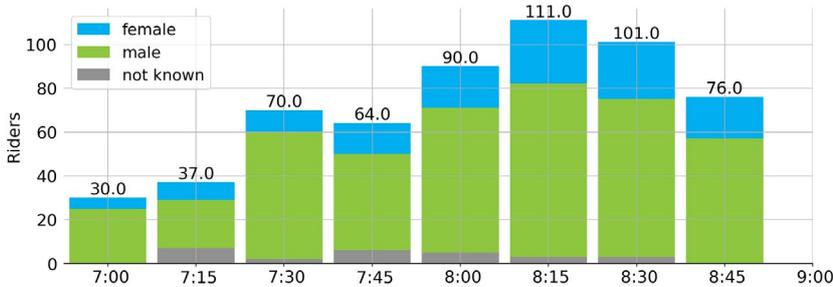
Wellington St [N], Victoria Pde [E], Victoria Pde [W]



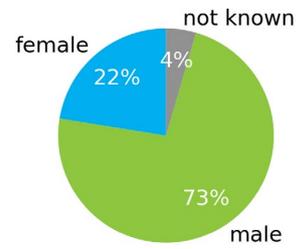
579 bicycle riders were recorded during the 2 hour survey. This is an increase of 13% compared to 512 in 2019 and an increase of 51% compared to 384 in 2010. The peak period was 08:15-08:30 with 111 riders. Female riders comprised 22% of the total.

The majority of riders at site 4683 were travelling to the west. The most active thoroughfare was from Wellington St [N] to Victoria Pde [W] between 08:15 AM - 08:30 AM, with 96 total riders counted during this period. Based on trend data collected over the past 5 counts, site 4683 has experienced a growth of 11.1 percent.

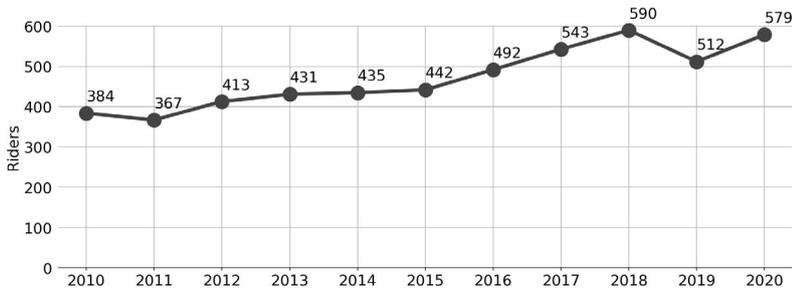
Traffic Volume by Time



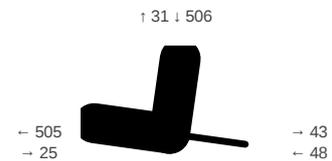
Gender Ratio



Cycling Trend



Traffic Flow

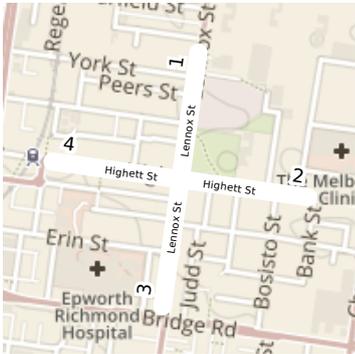


Raw Data

Enter	1 Wellington St [N]		2 Victoria Pde [E]		3 Victoria Pde [W]		Total
Exit	2	3	1	3	1	2	
Female	10	103	9	5	2	1	130
Male	14	373	5	23	5	3	423
Not known	6	0	5	1	5	9	26
Total	30	476	19	29	12	13	579

Site 4689

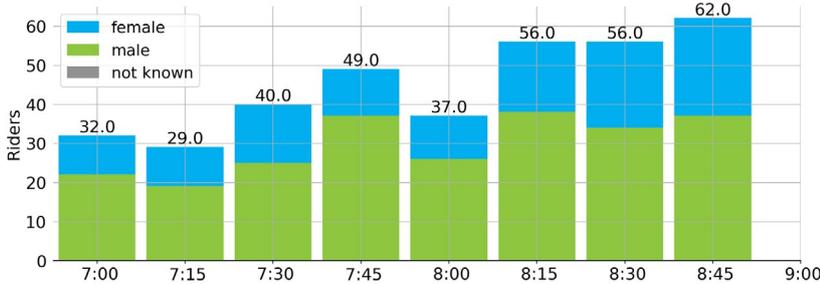
Lennox St towards Leeds St [N], Highett St [E], Lennox St [S], Highett St [W]



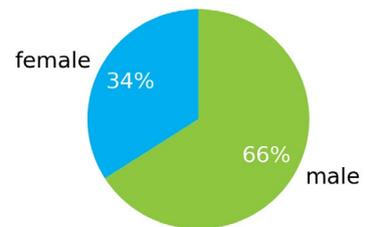
361 bicycle riders were recorded during the 2 hour survey. This is an increase of 2% compared to 354 in 2019 and an increase of 49% compared to 243 in 2010. The peak period was 08:45-09:00 with 62 riders. Female riders comprised 34% of the total.

The majority of riders at site 4689 were travelling to the south. The most active thoroughfare was from Lennox St towards Leeds St [N] to Lennox St [S] between 07:45 AM - 08:00 AM, with 27 total riders counted during this period. Based on trend data collected over the past 5 counts, site 4689 has experienced a decline of 9.4 percent.

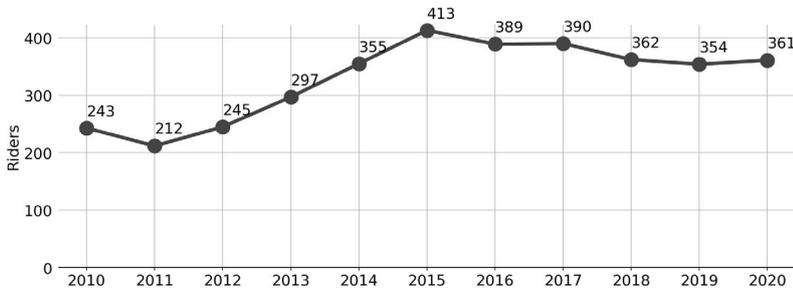
Traffic Volume by Time



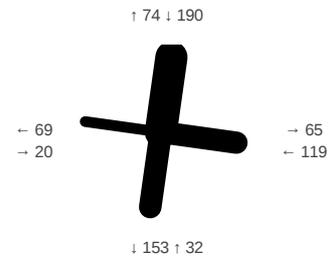
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Lennox St [N]			2 Highett St [E]			3 Lennox St [S]			4 Highett St [W]			Total
	2	3	4	1	3	4	1	2	4	1	2	3	
Female	13	37	2	23	9	19	8	2	0	5	5	0	123
Male	32	100	6	20	7	41	17	4	1	1	9	0	238
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	45	137	8	43	16	60	25	6	1	6	14	0	361

Site 4692

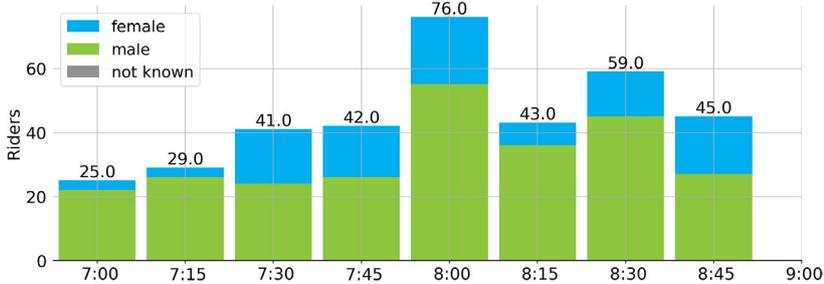
Church St towards Highett St [N], Bridge Rd [E], Church St [S], Bridge Rd [W]



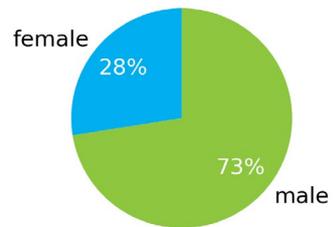
360 bicycle riders were recorded during the 2 hour survey. This is a decrease of 9% compared to 395 in 2019 and an increase of 15% compared to 313 in 2010. The peak period was 08:00-08:15 with 76 riders. Female riders comprised 28% of the total.

The majority of riders at site 4692 were travelling to the west. The most active thoroughfare was from Bridge Rd [E] to Bridge Rd [W] between 08:00 AM - 08:15 AM, with 33 total riders counted during this period. Based on trend data collected over the past 5 counts, site 4692 has experienced a growth of 0.5 percent.

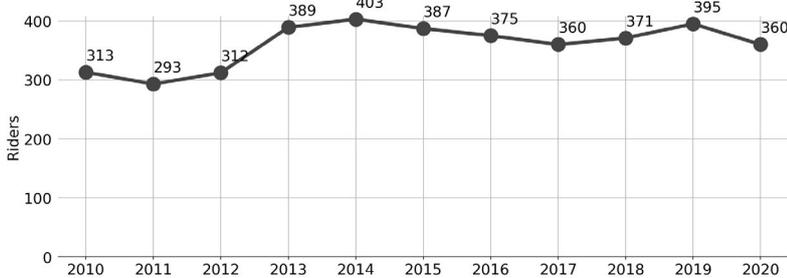
Traffic Volume by Time



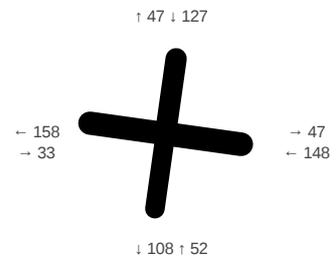
Gender Ratio



Cycling Trend



Traffic Flow

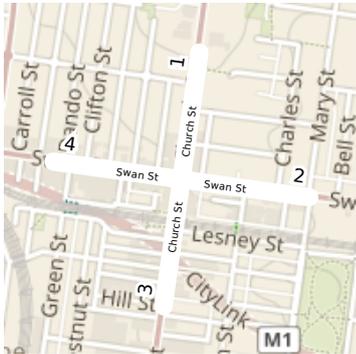


Raw Data

Enter	1 Church St [N]			2 Bridge Rd [E]			3 Church St [S]			4 Bridge Rd [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	5	35	8	3	3	18	13	5	1	1	7	0	99
Male	5	64	10	4	4	116	25	3	5	1	22	2	261
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	99	18	7	7	134	38	8	6	2	29	2	360

Site 4695

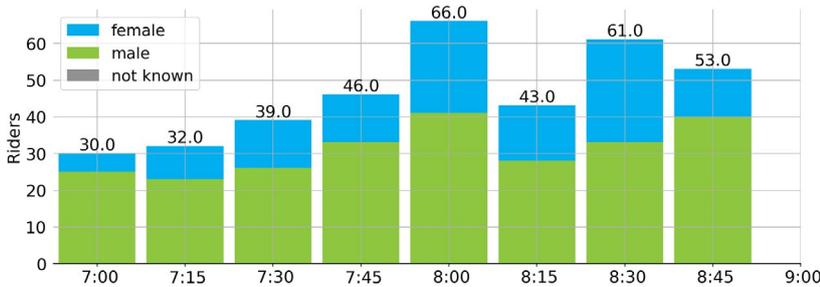
Church St towards Bridge Rd [N], Swan St [E], Church St [S], Swan St [W]



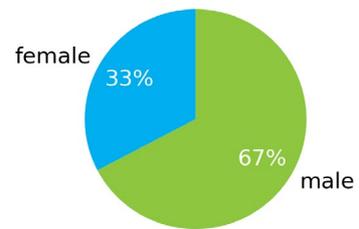
370 bicycle riders were recorded during the 2 hour survey. This is an increase of 28% compared to 289 in 2019 and an increase of 8% compared to 344 in 2010. The peak period was 08:00-08:15 with 66 riders. Female riders comprised 33% of the total.

The majority of riders at site 4695 were travelling to the south. The most active thoroughfare was from Church St towards Bridge Rd [N] to Church St [S] between 08:45 AM - 09:00 AM, with 24 total riders counted during this period. Based on trend data collected over the past 5 counts, site 4695 has experienced a growth of 4.4 percent.

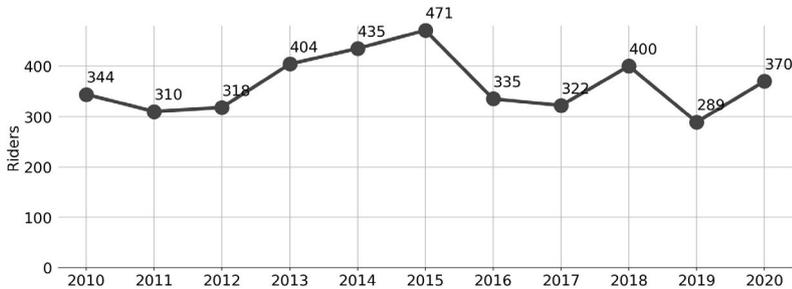
Traffic Volume by Time



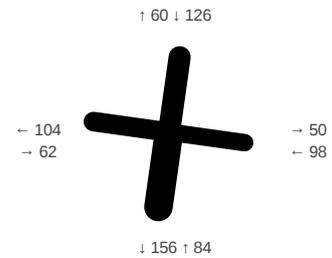
Gender Ratio



Cycling Trend



Traffic Flow

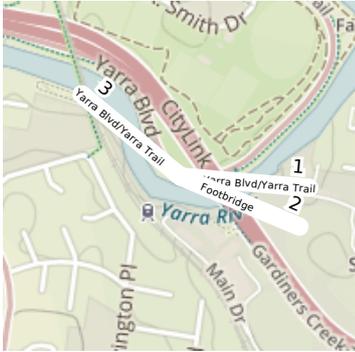


Raw Data

Enter	1 Church St [N]			2 Swan St [E]			3 Church St [S]			4 Swan St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	47	5	0	4	16	22	4	2	0	15	6	121
Male	1	71	2	2	12	64	36	5	15	0	25	16	249
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	118	7	2	16	80	58	9	17	0	40	22	370

Site 4699

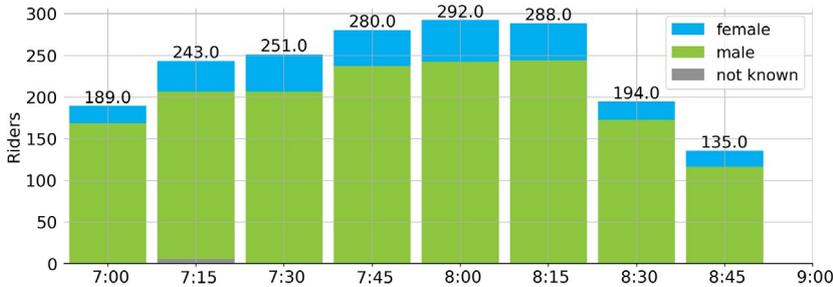
Yarra Blvd/Yarra Trail [E], Footbridge [SE], Yarra Blvd/Yarra Trail [NW]



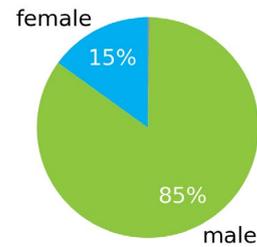
1872 bicycle riders were recorded during the 2 hour survey. This is an increase of 17% compared to 1598 in 2019 and an increase of 33% compared to 1407 in 2010. The peak period was 08:00-08:15 with 292 riders. Female riders comprised 15% of the total.

The majority of riders at site 4699 were travelling to the west. The most active thoroughfare was from Footbridge [SE] to Yarra Blvd/Yarra Trail [NW] between 08:00 AM - 08:15 AM, with 199 total riders counted during this period. Based on trend data collected over the past 5 counts, site 4699 has experienced a growth of 14.0 percent.

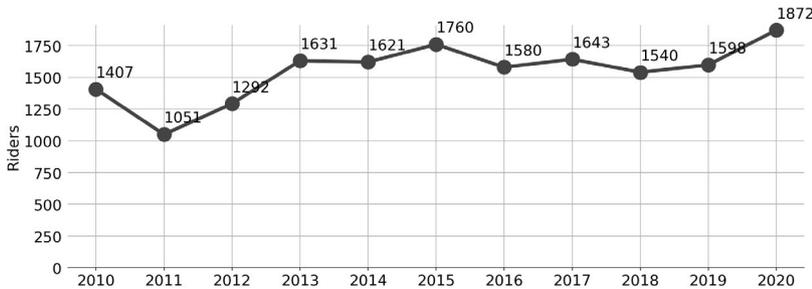
Traffic Volume by Time



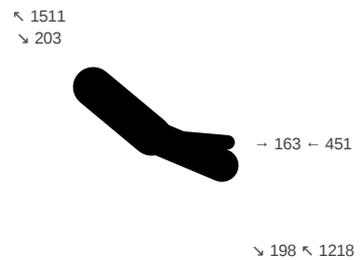
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Yarra Blvd/Yarra Trail [E]		2 Footbridge [SE]		3 Yarra Blvd/Yarra Trail [NW]		Total
Exit	2	3	1	3	1	2	
Female	34	52	9	151	15	20	281
Male	78	282	37	1021	102	66	1586
Not known	0	5	0	0	0	0	5
Total	112	339	46	1172	117	86	1872

Site 5080

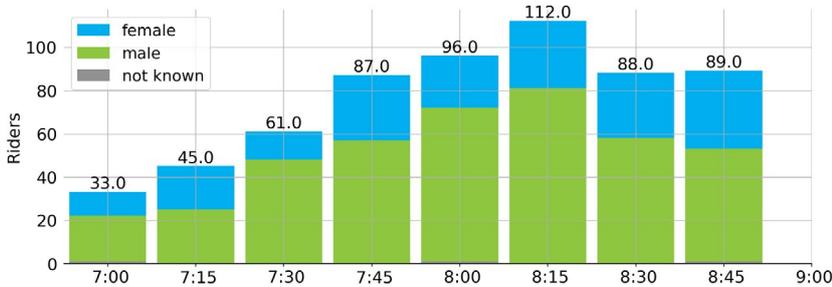
Queens Pde towards Heidelberg Rd [E], Wellington St [S], Queens Pde [SW], Delbridge St [NW]



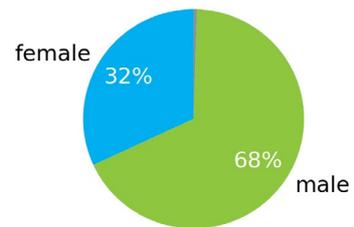
611 bicycle riders were recorded during the 2 hour survey. This is a decrease of 5% compared to 646 in 2019 and an increase of 109% compared to 293 in 2011. The peak period was 08:15-08:30 with 112 riders. Female riders comprised 32% of the total.

The majority of riders at site 5080 were travelling to the south. The most active thoroughfare was from Delbridge St [NW] to Wellington St [S] between 08:15 AM - 08:30 AM, with 54 total riders counted during this period. Based on trend data collected over the past 5 counts, site 5080 has experienced a growth of 29.2 percent.

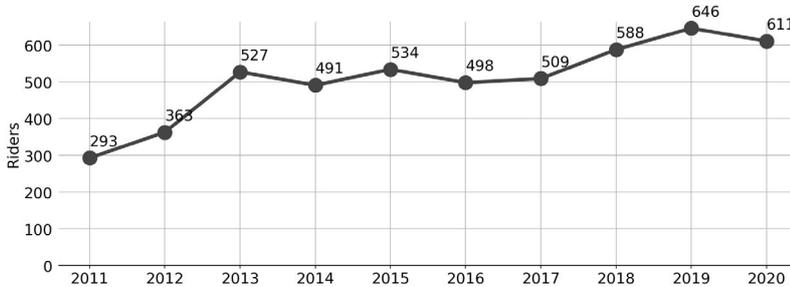
Traffic Volume by Time



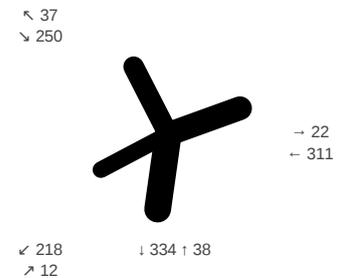
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

	1 Queens Pde [E]				2 Wellington St [S]			3 Queens Pde [SW]			4 Delbridge St [NW]			
Enter	2	3	4	1	3	4	1	2	4	1	2	3	Total	
Female	25	54	6	1	0	10	1	1	0	0	93	4	195	
Male	62	159	2	10	0	17	8	1	1	2	151	0	413	
Not known	1	1	1	0	0	0	0	0	0	0	0	0	3	
Total	88	214	9	11	0	27	9	2	1	2	244	4	611	

Site 5085

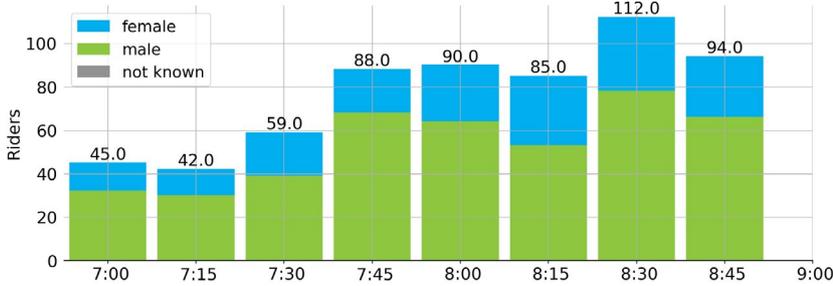
Lennox St towards Victoria St [N], Elizabeth St [E], Lennox St [S], Elizabeth St [W]



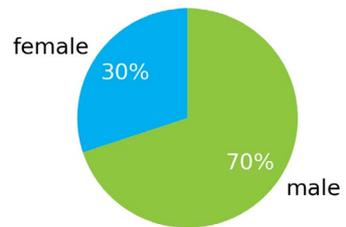
615 bicycle riders were recorded during the 2 hour survey. This is an increase of 5% compared to 586 in 2019 and an increase of 102% compared to 304 in 2011. The peak period was 08:30-08:45 with 112 riders. Female riders comprised 30% of the total.

The majority of riders at site 5085 were travelling to the west. The most active thoroughfare was from Lennox St towards Victoria St [N] to Lennox St [S] between 08:30 AM - 08:45 AM, with 42 total riders counted during this period. Based on trend data collected over the past 4 counts, site 5085 has experienced a growth of 36.4 percent.

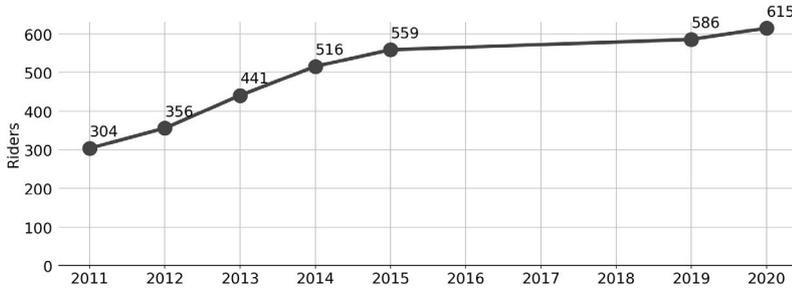
Traffic Volume by Time



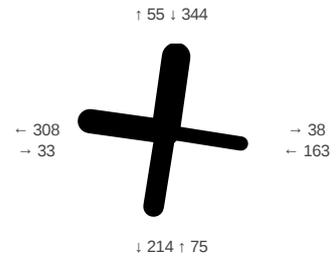
Gender Ratio



Cycling Trend



Traffic Flow

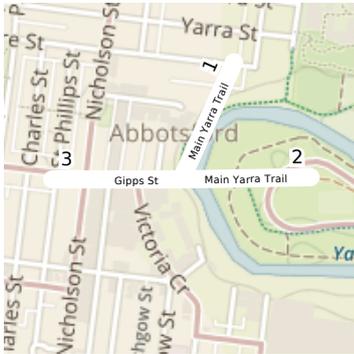


Raw Data

Enter	1 Lennox St [N]			2 Elizabeth St [E]			3 Lennox St [S]			4 Elizabeth St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	3	71	29	0	0	42	15	2	10	3	8	2	185
Male	6	137	98	5	3	113	30	2	16	2	17	1	430
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	208	127	5	3	155	45	4	26	5	25	3	615

Site 5618

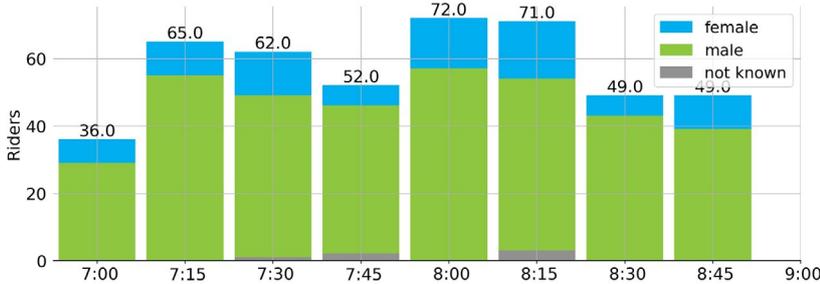
Main Yarra Trail through Gipps St steps [NE], Main Yarra Trail to Yarra Bend Park [E], Gipps St [W]



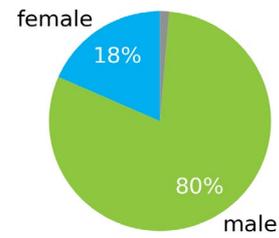
456 bicycle riders were recorded during the 2 hour survey. This is an increase of 9% compared to 418 in 2019. The peak period was 08:00-08:15 with 72 riders. Female riders comprised 18% of the total.

The majority of riders at site 5618 were travelling to the west. The most active thoroughfare was from Main Yarra Trail to Yarra Bend Park [E] to Gipps St [W] between 07:15 AM - 07:30 AM, with 40 total riders counted during this period. There is not enough linear trend data to calculate the growth and decline of this site over time.

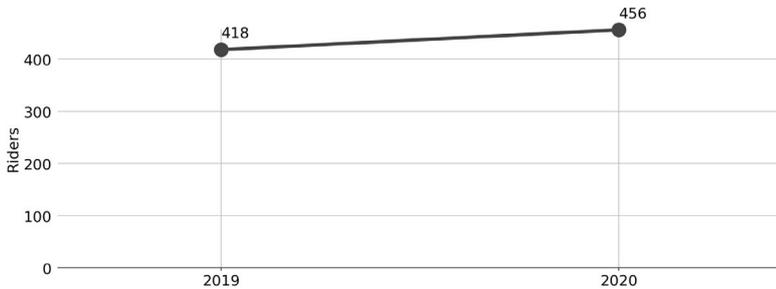
Traffic Volume by Time



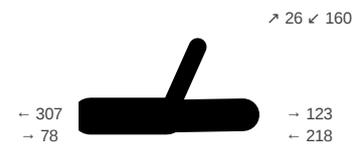
Gender Ratio



Cycling Trend



Traffic Flow

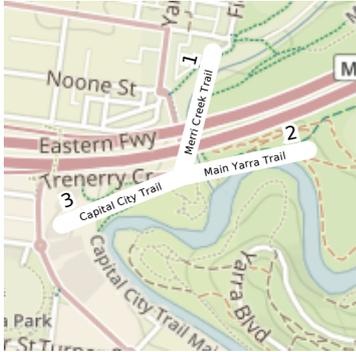


Raw Data

Enter	1 Main Yarra Trail [NE]		2 Main Yarra Trail [E]		3 Gipps St [W]		Total
Exit	2	3	1	3	1	2	
Female	5	17	4	37	3	18	84
Male	49	89	13	159	6	50	366
Not known	0	0	0	5	0	1	6
Total	54	106	17	201	9	69	456

Site 5619

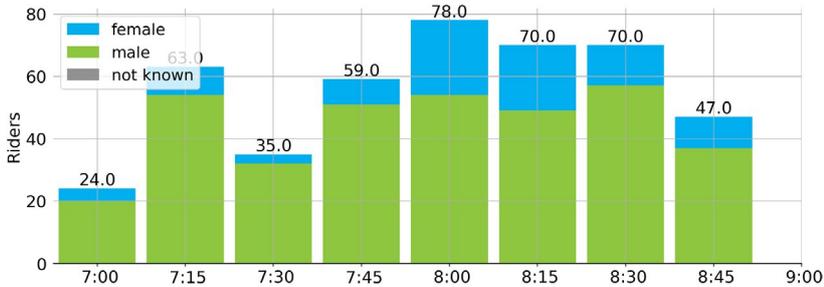
Merri Creek Trail [N], Main Yarra Trail [E], Capital City Trail [W]



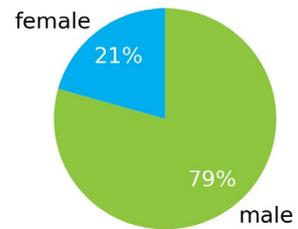
446 bicycle riders were recorded during the 2 hour survey. This is a decrease of 7% compared to 481 in 2019 and an increase of 4% compared to 430 in 2016. The peak period was 08:00-08:15 with 78 riders. Female riders comprised 21% of the total.

The majority of riders at site 5619 were travelling to the west. The most active thoroughfare was from Main Yarra Trail [E] to Capital City Trail [W] between 07:15 AM - 07:30 AM, with 52 total riders counted during this period. Based on trend data collected over the past 5 counts, site 5619 has experienced a growth of 11.8 percent.

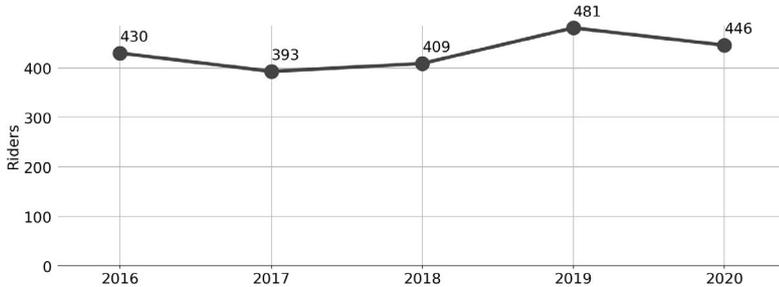
Traffic Volume by Time



Gender Ratio



Cycling Trend



Traffic Flow

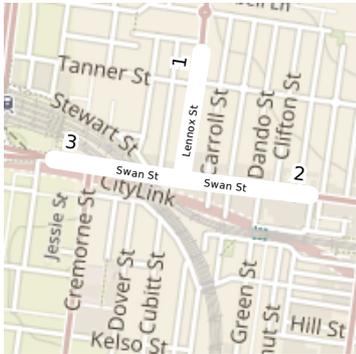


Raw Data

Enter	1 Merri Creek Trail [N]		2 Main Yarra Trail [E]		3 Capital City Trail [W]		Total
Exit	2	3	1	3	1	2	
Female	3	23	1	54	3	8	92
Male	1	42	3	274	4	30	354
Not known	0	0	0	0	0	0	0
Total	4	65	4	328	7	38	446

Site 5943

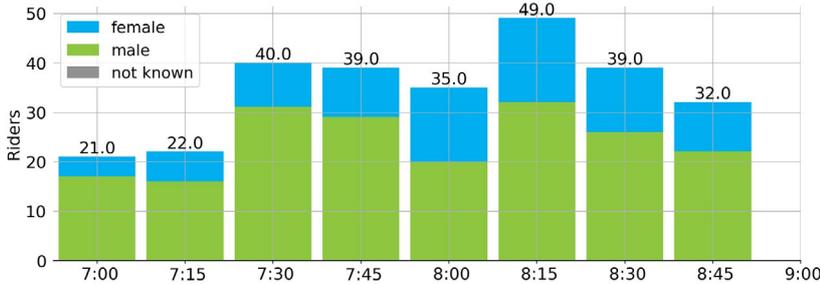
Lennox St [N], Swan St [E], Swan St [W]



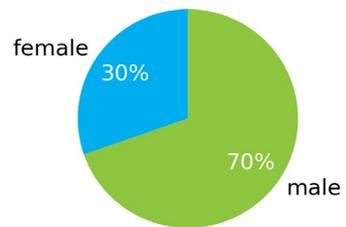
277 bicycle riders were recorded during the 2 hour survey. This is an increase of 3% compared to 268 in 2019. The peak period was 08:15-08:30 with 49 riders. Female riders comprised 30% of the total.

The majority of riders at site 5943 were travelling to the west. The most active thoroughfare was from Swan St [E] to Swan St [W] between 08:15 AM - 08:30 AM, with 20 total riders counted during this period. There is not enough linear trend data to calculate the growth and decline of this site over time.

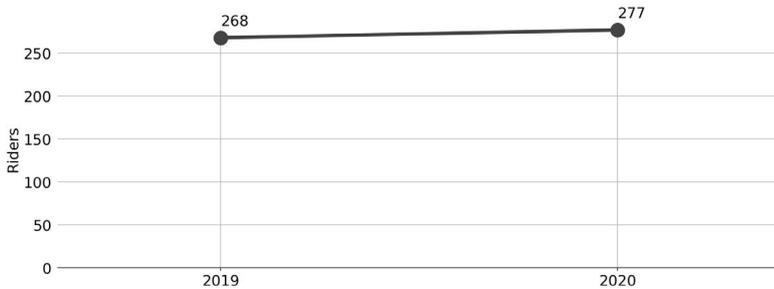
Traffic Volume by Time



Gender Ratio



Cycling Trend



Traffic Flow

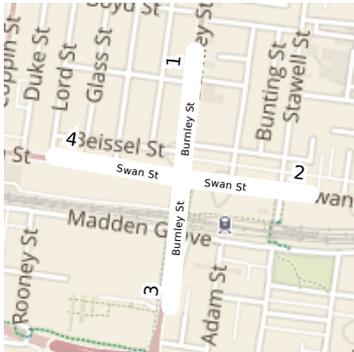


Raw Data

Enter	1 Lennox St [N]		2 Swan St [E]		3 Swan St [W]		Total
Exit	2	3	1	3	1	2	
Female	8	26	2	30	0	18	84
Male	11	52	5	76	7	42	193
Not known	0	0	0	0	0	0	0
Total	19	78	7	106	7	60	277

Site 5944

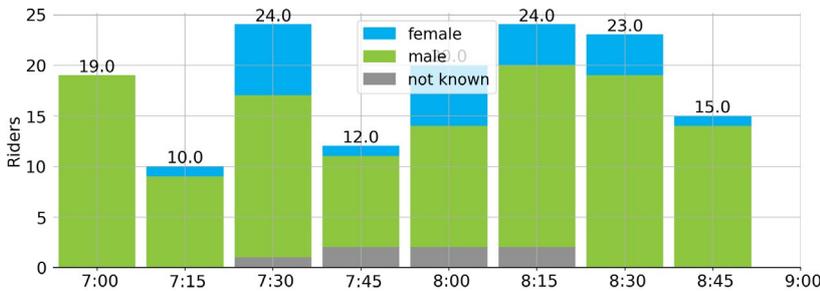
Burnley St (north) [N], Swan St [E], Burnley St [S], Swan St [W]



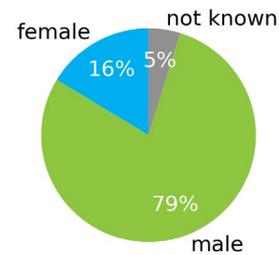
147 bicycle riders were recorded during the 2 hour survey. This is a decrease of 4% compared to 153 in 2019 and a decrease of 27% compared to 202 in 2012. The peak period was 07:30-07:45 with 24 riders. Female riders comprised 16% of the total.

The majority of riders at site 5944 were travelling to the west. The most active thoroughfare was from Swan St [E] to Swan St [W] between 07:30 AM - 07:45 AM, with 12 total riders counted during this period. Based on trend data collected over the past 3 counts, site 5944 has experienced a growth of 17.3 percent.

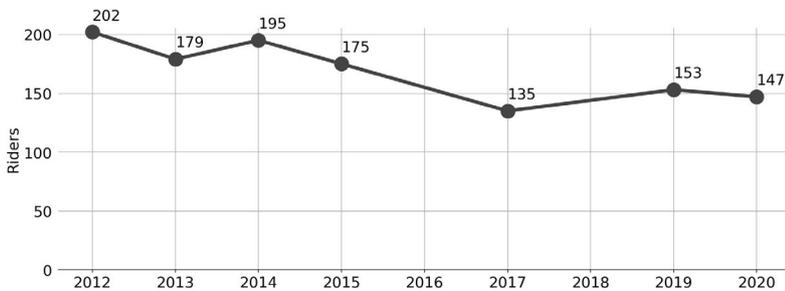
Traffic Volume by Time



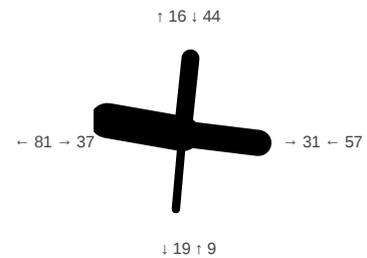
Gender Ratio



Cycling Trend



Traffic Flow

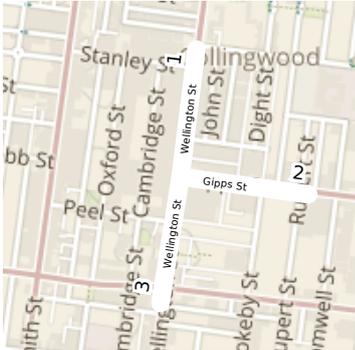


Raw Data

Enter	1 Burnley St [N]			2 Swan St [E]			3 Burnley St [S]			4 Swan St [W]			Total
	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	3	2	1	2	5	1	0	1	1	8	0	24
Male	4	11	23	2	1	46	2	2	3	7	14	1	116
Not known	0	0	1	0	0	0	0	0	0	2	3	1	7
Total	4	14	26	3	3	51	3	2	4	10	25	2	147

Site 5946

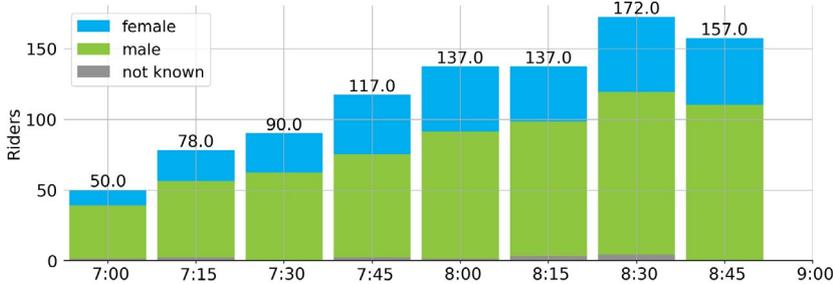
Wellington St [N], Gipps St [E], Wellington St [S]



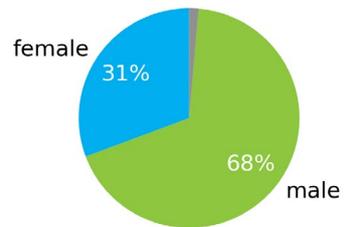
938 bicycle riders were recorded during the 2 hour survey. This is an increase of 15% compared to 819 in 2019 and an increase of 74% compared to 540 in 2012. The peak period was 08:30-08:45 with 172 riders. Female riders comprised 31% of the total.

The majority of riders at site 5946 were travelling to the south. The most active thoroughfare was from Wellington St [N] to Wellington St [S] between 08:30 AM - 08:45 AM, with 102 total riders counted during this period. Based on trend data collected over the past 5 counts, site 5946 has experienced a growth of 28.5 percent.

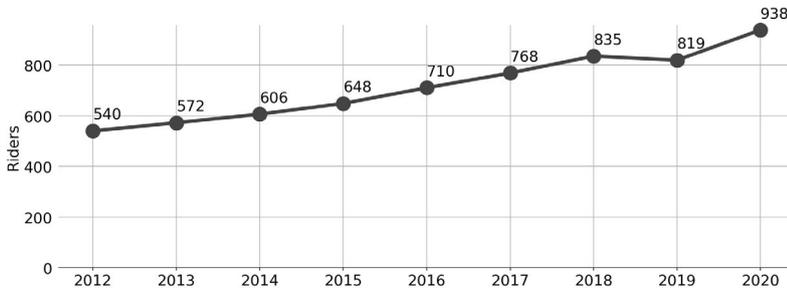
Traffic Volume by Time



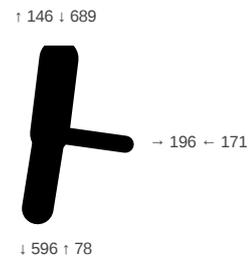
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Wellington St [N]		2 Gipps St [E]		3 Wellington St [S]		Total
Exit	2	3	1	3	1	2	
Female	66	145	33	12	22	10	288
Male	101	368	58	67	29	14	637
Not known	5	4	1	0	3	0	13
Total	172	517	92	79	54	24	938

Site 5947

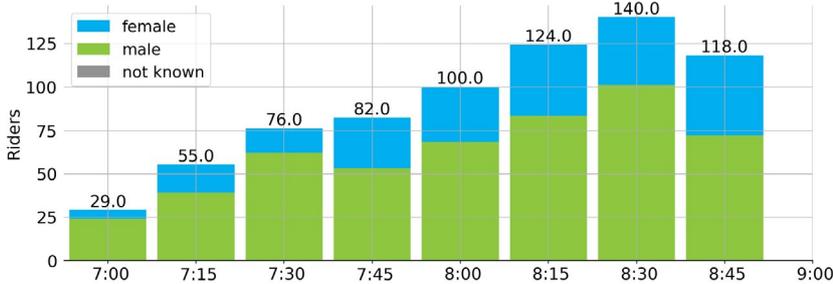
Wellington St (north) [N], Alexandra Pde [E], Wellington St [S], Alexandra Pde [W]



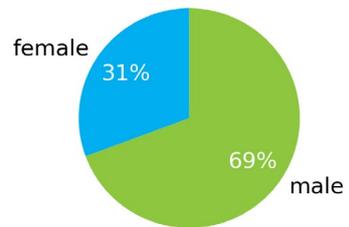
724 bicycle riders were recorded during the 2 hour survey. This is an increase of 9% compared to 665 in 2019 and an increase of 69% compared to 428 in 2012. The peak period was 08:30-08:45 with 140 riders. Female riders comprised 31% of the total.

The majority of riders at site 5947 were travelling to the south. The most active thoroughfare was from Wellington St (north) [N] to Wellington St [S] between 08:30 AM - 08:45 AM, with 119 total riders counted during this period. Based on trend data collected over the past 2 counts, site 5947 has experienced a growth of 66.6 percent.

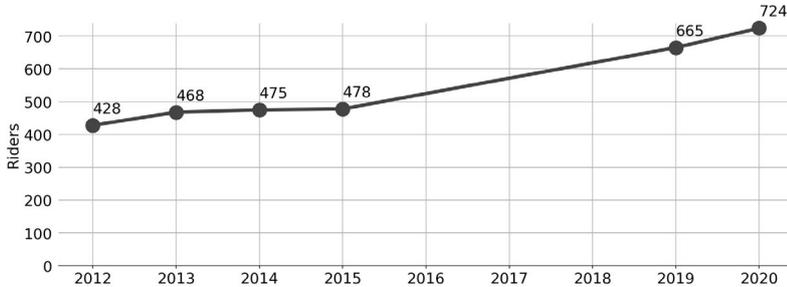
Traffic Volume by Time



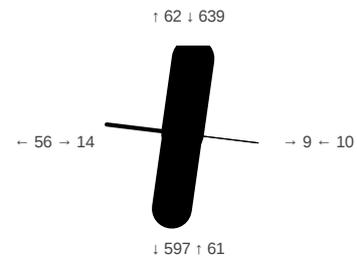
Gender Ratio



Cycling Trend



Traffic Flow

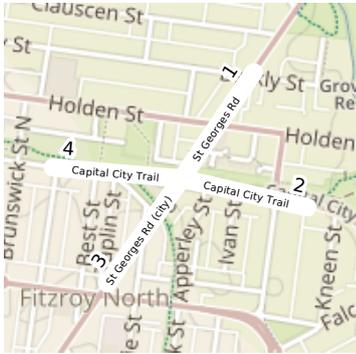


Raw Data

Enter	1 Wellington St [N]			2 Alexandra Pde [E]			3 Wellington St [S]			4 Alexandra Pde [W]			Total
	Exit	2	3	4	1	3	4	1	2	4	1	2	
Female	0	168	26	0	0	2	17	0	3	3	0	3	222
Male	4	425	16	0	1	7	37	2	2	5	3	0	502
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	593	42	0	1	9	54	2	5	8	3	3	724

Site 6076

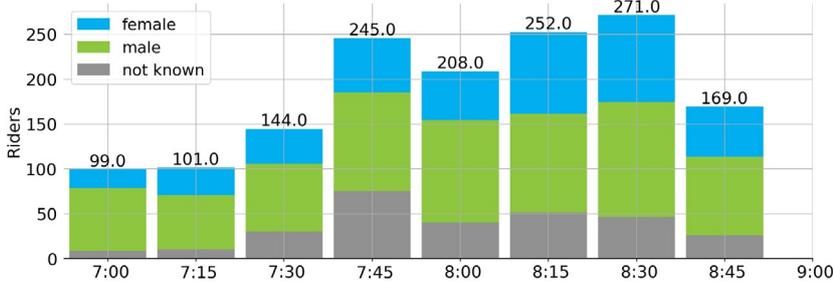
St Georges Rd [NE], Capital City Trail [E], St Georges Rd (city) [SW], Capital City Trail [W]



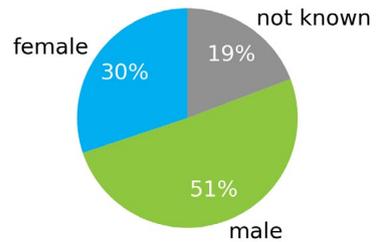
1489 bicycle riders were recorded during the 2 hour survey. This is a decrease of 11% compared to 1678 in 2019 and an increase of 13% compared to 1320 in 2013. The peak period was 08:30-08:45 with 271 riders. Female riders comprised 30% of the total.

The majority of riders at site 6076 were travelling to the west. The most active thoroughfare was from Capital City Trail [E] to Capital City Trail [W] between 08:15 AM - 08:30 AM, with 92 total riders counted during this period. Based on trend data collected over the past 5 counts, site 6076 has experienced a growth of 11.3 percent.

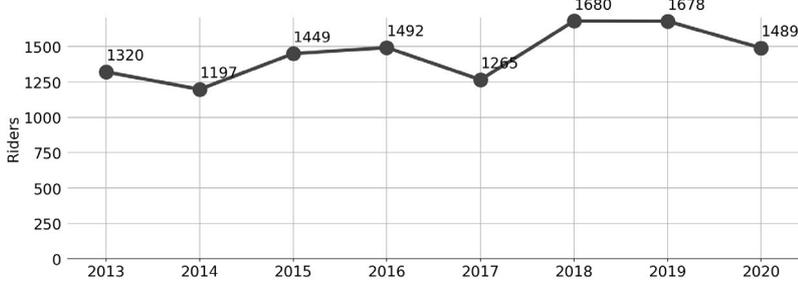
Traffic Volume by Time



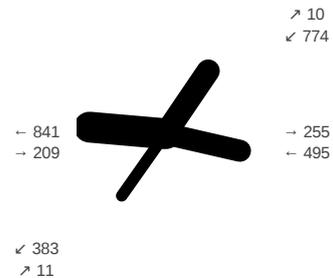
Gender Ratio



Cycling Trend



Traffic Flow

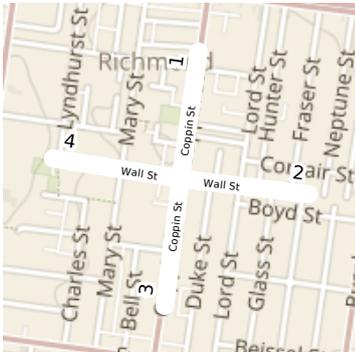


Raw Data

Enter	1 St Georges Rd [NE]			2 Capital City Trail [E]			3 St Georges Rd (city) [SW]			4 Capital City Trail [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	25	84	70	0	0	175	1	0	0	1	89	4	449
Male	23	170	122	0	0	320	2	0	2	2	107	6	754
Not known	11	119	150	0	0	0	4	0	2	0	0	0	286
Total	59	373	342	0	0	495	7	0	4	3	196	10	1489

Site 6078

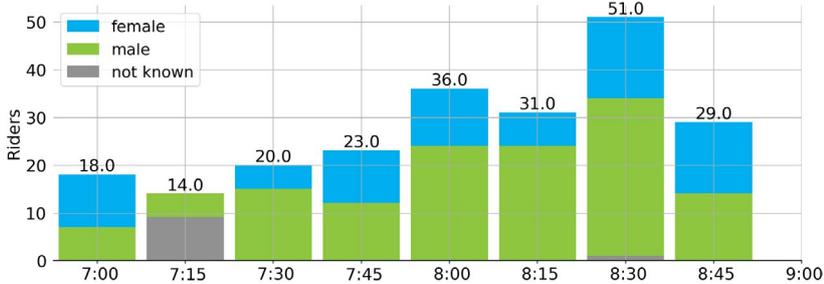
Coppin St (north) [N], Wall St [E], Coppin St [S], Wall St [W]



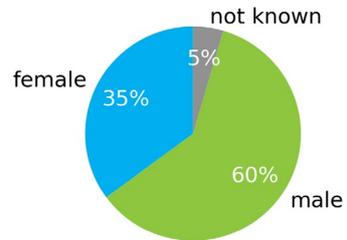
222 bicycle riders were recorded during the 2 hour survey. This is an increase of 14% compared to 195 in 2019 and an increase of 49% compared to 149 in 2013. The peak period was 08:30-08:45 with 51 riders. Female riders comprised 35% of the total.

The majority of riders at site 6078 were travelling to the north. The most active thoroughfare was from Coppin St [S] to Coppin St (north) [N] between 08:30 AM - 08:45 AM, with 26 total riders counted during this period. Based on trend data collected over the past 5 counts, site 6078 has experienced a growth of 34.1 percent.

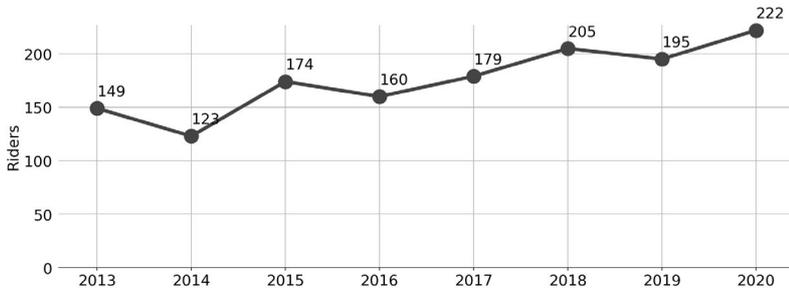
Traffic Volume by Time



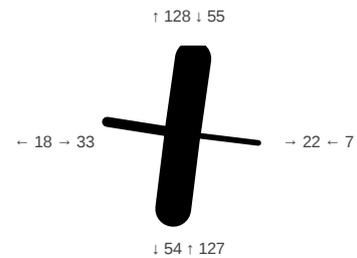
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Coppin St [N]			2 Wall St [E]			3 Coppin St [S]			4 Wall St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	15	1	1	1	0	41	2	4	3	8	2	78
Male	4	29	6	0	2	2	65	3	4	10	4	5	134
Not known	0	0	0	0	0	1	7	1	0	1	0	0	10
Total	4	44	7	1	3	3	113	6	8	14	12	7	222

Site 6679

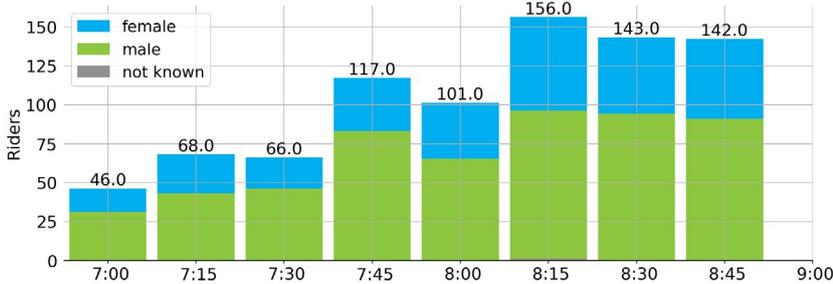
Brunswick St [N], Johnston St [E], Brunswick St [S], Johnston St [W]



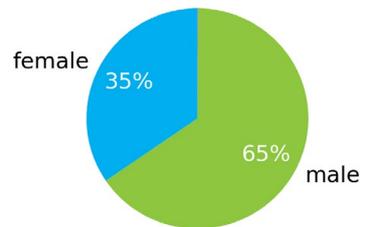
839 bicycle riders were recorded during the 2 hour survey. This is a decrease of 17% compared to 1011 in 2019 and an increase of 4% compared to 810 in 2016. The peak period was 08:15-08:30 with 156 riders. Female riders comprised 35% of the total.

The majority of riders at site 6679 were travelling to the south. The most active thoroughfare was from Brunswick St [N] to Brunswick St [S] between 08:15 AM - 08:30 AM, with 103 total riders counted during this period. Based on trend data collected over the past 5 counts, site 6679 has experienced a growth of 13.5 percent.

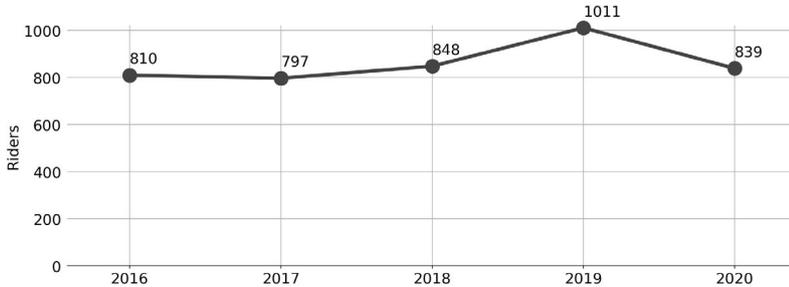
Traffic Volume by Time



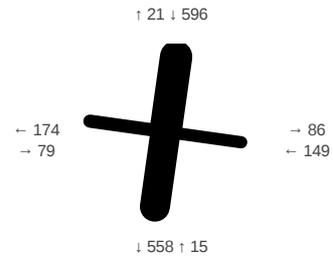
Gender Ratio



Cycling Trend



Traffic Flow

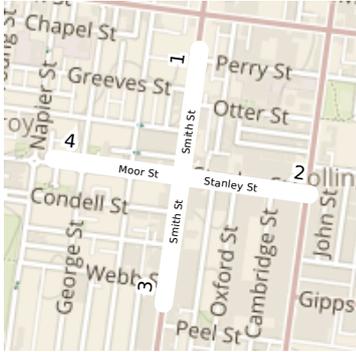


Raw Data

Enter	1 Brunswick St [N]			2 Johnston St [E]			3 Brunswick St [S]			4 Johnston St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	11	179	15	1	3	47	5	2	0	1	21	5	290
Male	8	361	22	2	6	89	7	1	0	5	43	4	548
Not known	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	19	540	37	3	9	137	12	3	0	6	64	9	839

Site 6680

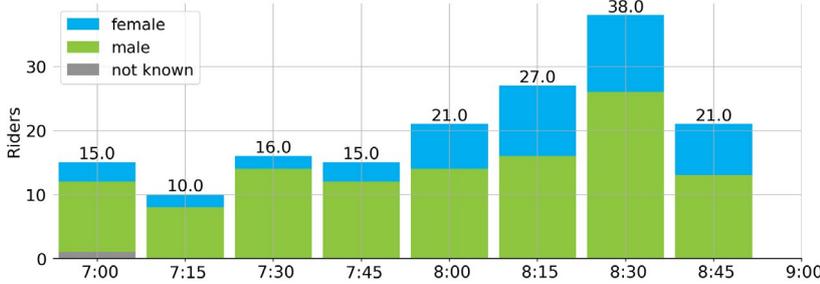
Smith St [N], Stanley St [E], Smith St [S], Moor St [W]



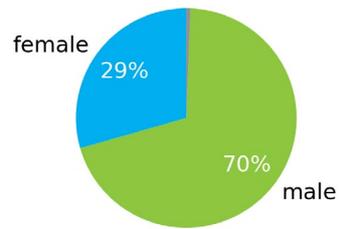
163 bicycle riders were recorded during the 2 hour survey. This is a decrease of 0% compared to 163 in 2019 and an increase of 14% compared to 143 in 2015. The peak period was 08:30-08:45 with 38 riders. Female riders comprised 29% of the total.

The majority of riders at site 6680 were travelling to the south. The most active thoroughfare was from Smith St [N] to Smith St [S] between 08:30 AM - 08:45 AM, with 16 total riders counted during this period. Based on trend data collected over the past 4 counts, site 6680 has experienced a growth of 27.3 percent.

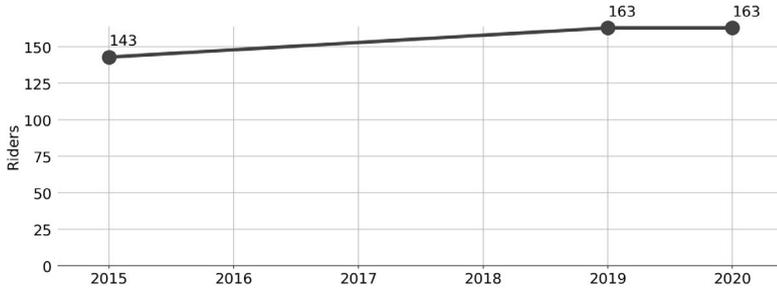
Traffic Volume by Time



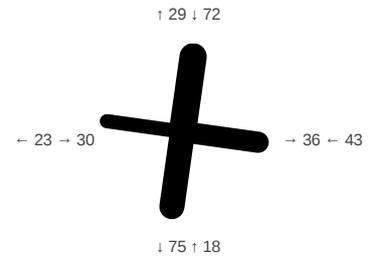
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Smith St [N]			2 Stanley St [E]			3 Smith St [S]			4 Moor St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	6	8	0	3	4	8	4	1	0	2	9	3	48
Male	8	49	0	6	8	14	10	2	1	4	9	3	114
Not known	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	15	57	0	9	12	22	14	3	1	6	18	6	163

Site 6789

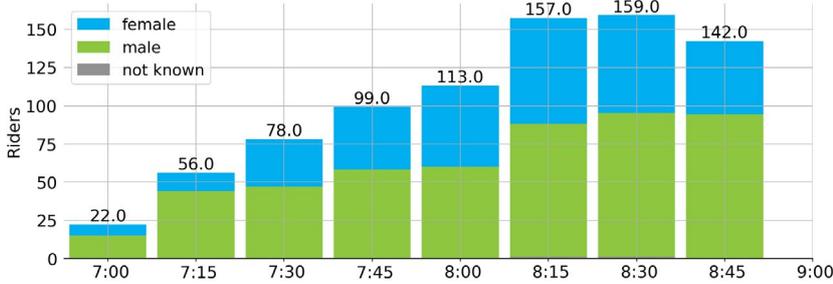
To CCT / Brunswick [N], Park St [E], Canning St [S], Park St [W]



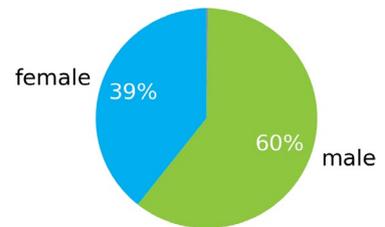
826 bicycle riders were recorded during the 2 hour survey. This is a decrease of 30% compared to 1184 in 2019 and an increase of 98% compared to 417 in 2015. The peak period was 08:30-08:45 with 159 riders. Female riders comprised 39% of the total.

The majority of riders at site 6789 were travelling to the south. The most active thoroughfare was from To CCT / Brunswick [N] to Canning St [S] between 08:30 AM - 08:45 AM, with 105 total riders counted during this period. Based on trend data collected over the past 5 counts, site 6789 has experienced a growth of 156.9 percent.

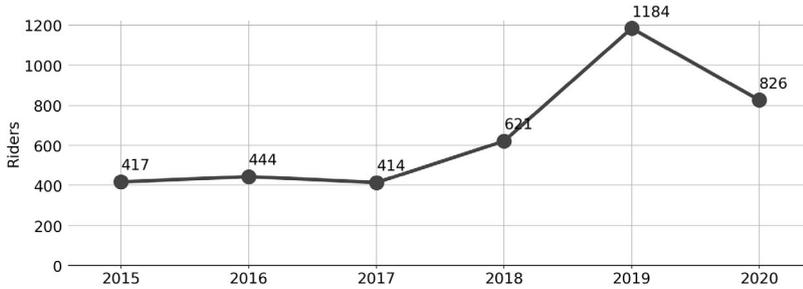
Traffic Volume by Time



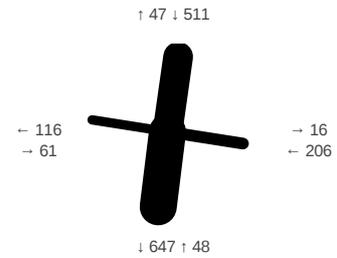
Gender Ratio



Cycling Trend



Traffic Flow

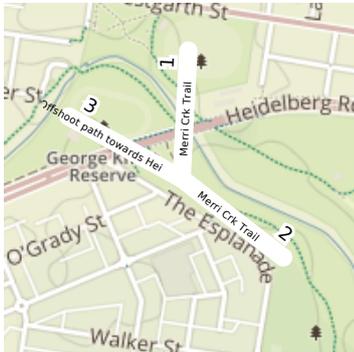


Raw Data

Exit	Enter 1 To CCT / Brunswick [N]				2 Park St [E]			3 Canning St [S]			4 Park St [W]			Total
	2	3	4	1	3	4	1	2	4	1	2	3		
Female	0	236	5	0	28	18	17	1	1	0	2	17	325	
Male	1	259	10	0	77	81	29	0	0	1	12	29	499	
Not known	0	0	0	0	1	1	0	0	0	0	0	0	2	
Total	1	495	15	0	106	100	46	1	1	1	14	46	826	

Site 6849

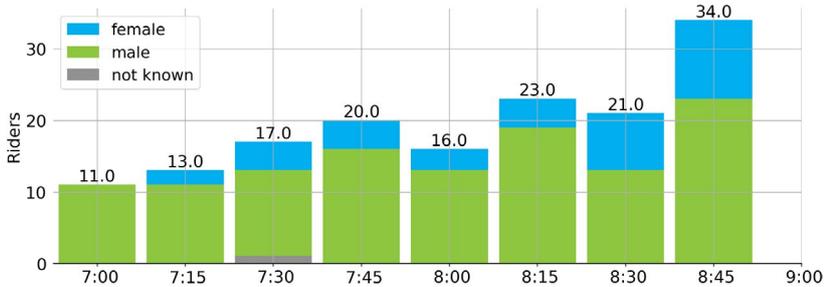
Merri Crk Trail [N], Merri Crk Trail [SE], Offshoot path towards Heidelberg Rd [NW]



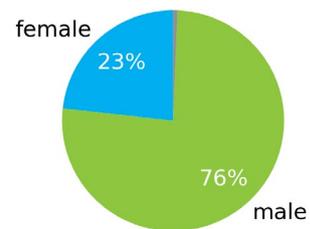
155 bicycle riders were recorded during the 2 hour survey. This is a decrease of 2% compared to 158 in 2019 and a decrease of 20% compared to 193 in 2016. The peak period was 08:45-09:00 with 34 riders. Female riders comprised 23% of the total.

The majority of riders at site 6849 were travelling to the east. The most active thoroughfare was from Merri Crk Trail [N] to Merri Crk Trail [SE] between 07:00 AM - 07:15 AM, with 7 total riders counted during this period. Based on trend data collected over the past 5 counts, site 6849 has experienced a decline of 16.6 percent.

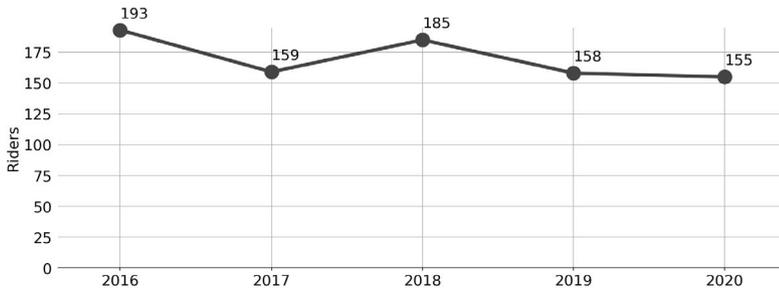
Traffic Volume by Time



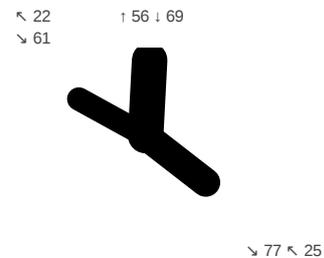
Gender Ratio



Cycling Trend



Traffic Flow

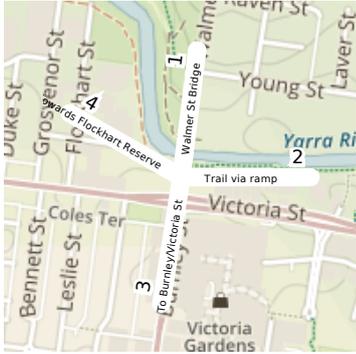


Raw Data

Enter	1 Merri Crk Trail [N]		2 Merri Crk Trail [SE]		3 Offshoot path towards Heidelberg Rd [NW]		Total
Exit	2	3	1	3	1	2	
Female	8	4	6	3	6	9	36
Male	47	10	11	5	32	13	118
Not known	0	0	0	0	1	0	1
Total	55	14	17	8	39	22	155

Site 6850

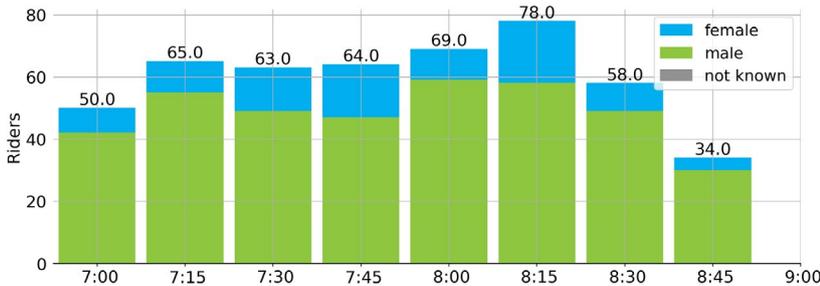
Walmer St Bridge [N], Capital City Trail via ramp [E], To Burnley/Victoria St [S], Towards Flockhart Reserve [NW]



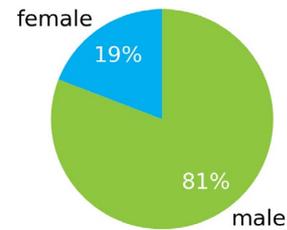
481 bicycle riders were recorded during the 2 hour survey. This is a decrease of 0% compared to 482 in 2019 and a decrease of 5% compared to 508 in 2016. The peak period was 08:15-08:30 with 78 riders. Female riders comprised 19% of the total.

The majority of riders at site 6850 were travelling to the east. The most active thoroughfare was from Walmer St Bridge [N] to Capital City Trail via ramp [E] between 08:00 AM - 08:15 AM, with 48 total riders counted during this period. Based on trend data collected over the past 5 counts, site 6850 has experienced a decline of 8.8 percent.

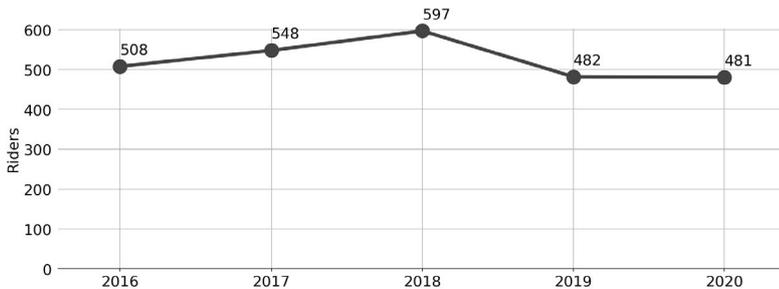
Traffic Volume by Time



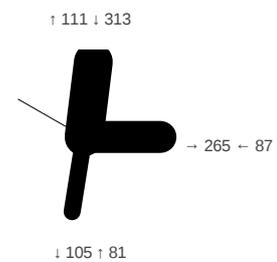
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Walmer St Bridge [N]			2 Trail via ramp [E]			3 To Burnley/Victoria St [S]			4 Towards Flockhart Reserve [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Female	39	16	0	10	3	0	12	12	0	0	0	0	92
Male	184	74	0	62	12	0	27	30	0	0	0	0	389
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	223	90	0	72	15	0	39	42	0	0	0	0	481

Site 6851

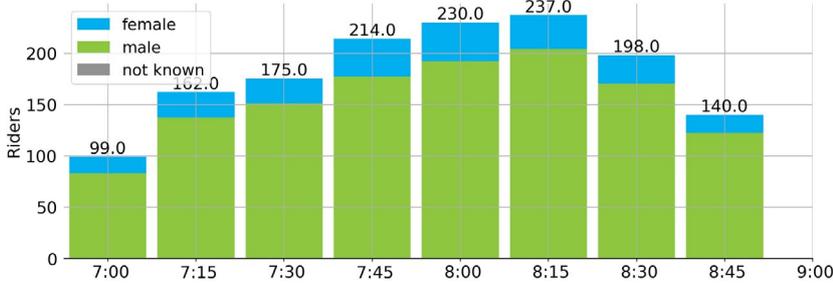
Mary St [N], Capital City Trail [NE], Capital City Trail [W]



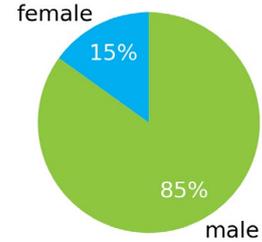
1455 bicycle riders were recorded during the 2 hour survey. This is an increase of 6% compared to 1367 in 2019 and a decrease of 2% compared to 1492 in 2016. The peak period was 08:15-08:30 with 237 riders. Female riders comprised 15% of the total.

The majority of riders at site 6851 were travelling to the west. The most active thoroughfare was from Capital City Trail [NE] to Capital City Trail [W] between 08:15 AM - 08:30 AM, with 211 total riders counted during this period. Based on trend data collected over the past 5 counts, site 6851 has experienced a decline of 3.0 percent.

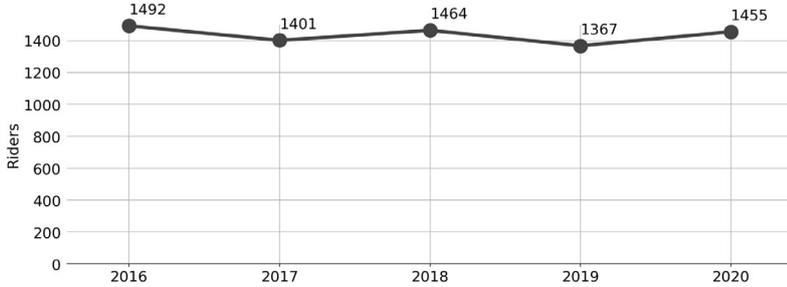
Traffic Volume by Time



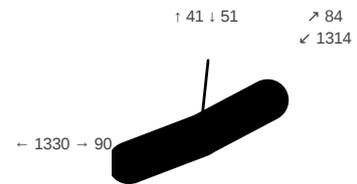
Gender Ratio



Cycling Trend



Traffic Flow

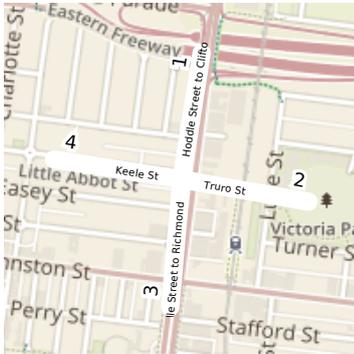


Raw Data

Enter	1 Mary St [N]		2 Capital City Trail [NE]		3 Capital City Trail [W]		Total
Exit	2	3	1	3	1	2	
Female	2	15	6	179	3	14	219
Male	5	29	22	1107	10	63	1236
Not known	0	0	0	0	0	0	0
Total	7	44	28	1286	13	77	1455

Site 7265

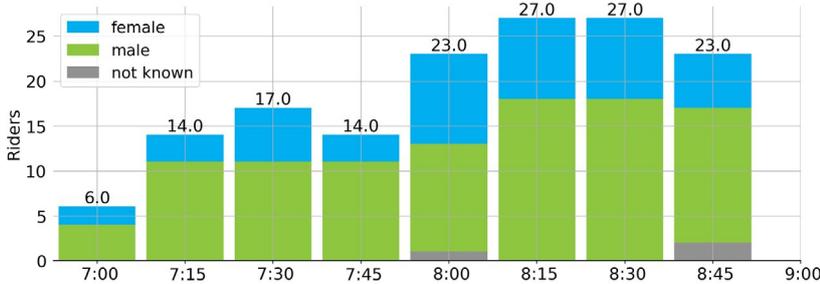
Hoddle Street to Clifton Hill [N], Truro St [E], Hoddle Street to Richmond [S], Keele St [W]



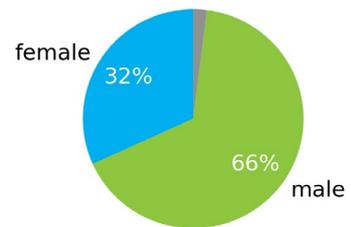
151 bicycle riders were recorded during the 2 hour survey. This is an increase of 6% compared to 142 in 2019. The peak period was 08:15-08:30 with 27 riders. Female riders comprised 32% of the total.

The majority of riders at site 7265 were travelling to the south. The most active thoroughfare was from Hoddle Street to Clifton Hill [N] to Hoddle Street to Richmond [S] between 08:15 AM - 08:30 AM, with 14 total riders counted during this period. There is not enough linear trend data to calculate the growth and decline of this site over time.

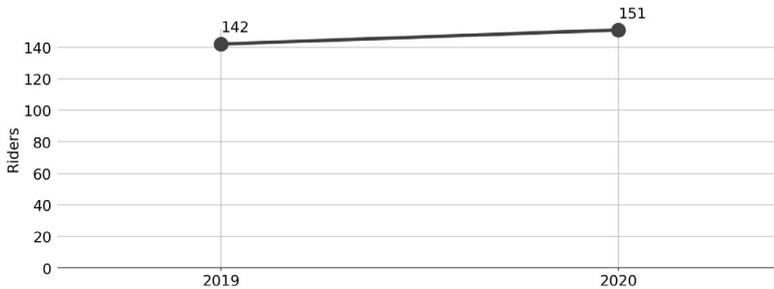
Traffic Volume by Time



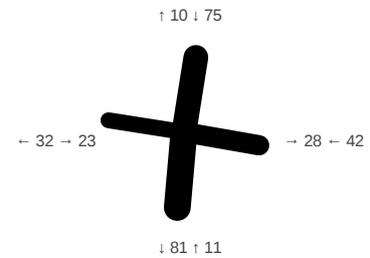
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Hoddle Street to Clifton Hill [N]			2 Truro St [E]			3 Hoddle Street to Richmond [S]			4 Keele St [W]			Total
	2	3	4	1	3	4	1	2	4	1	2	3	
Female	1	22	0	1	4	10	4	1	1	0	3	1	48
Male	4	44	1	1	6	20	2	3	0	2	16	1	100
Not known	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	5	69	1	2	10	30	6	4	1	2	19	2	151

Site 7266

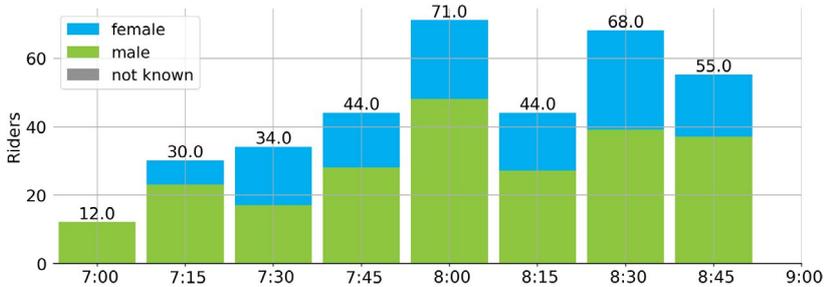
Church St [N], Cotter St [E], Church St [S], Balmain St [W]



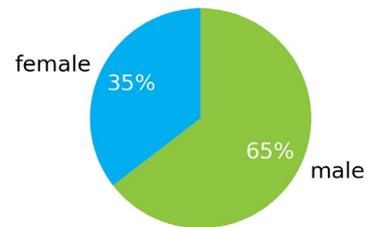
358 bicycle riders were recorded during the 2 hour survey. This is an increase of 6% compared to 338 in 2019. The peak period was 08:00-08:15 with 71 riders. Female riders comprised 35% of the total.

The majority of riders at site 7266 were travelling to the south. The most active thoroughfare was from Church St [N] to Church St [S] between 08:00 AM - 08:15 AM, with 34 total riders counted during this period. There is not enough linear trend data to calculate the growth and decline of this site over time.

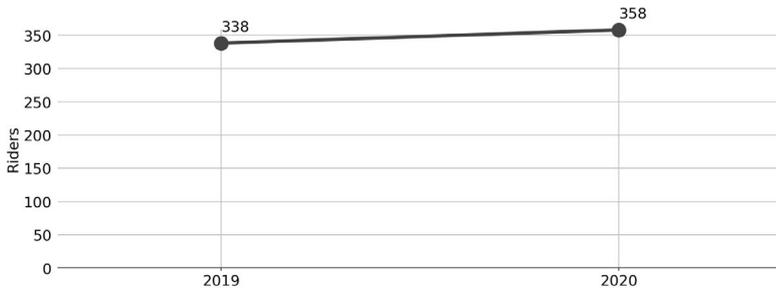
Traffic Volume by Time



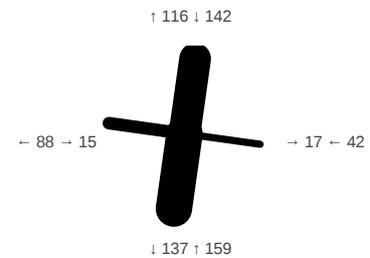
Gender Ratio



Cycling Trend



Traffic Flow

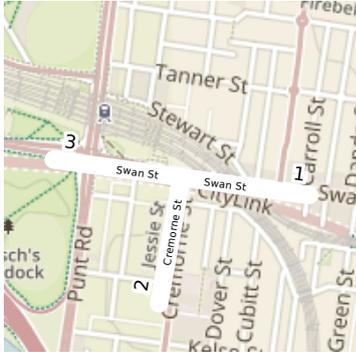


Raw Data

Enter	1 Church St [N]			2 Cotter St [E]			3 Church St [S]			4 Balmain St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	1	44	1	1	0	17	36	2	16	0	6	3	127
Male	1	85	10	1	2	21	78	4	23	0	3	3	231
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	129	11	2	2	38	114	6	39	0	9	6	358

Site 7267

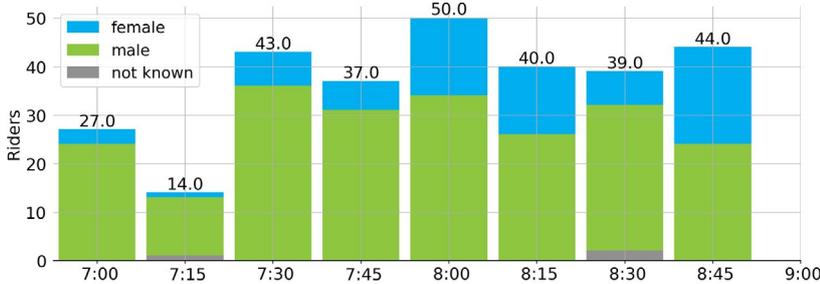
Swan St [E], Cremorne St [S], Swan St [W]



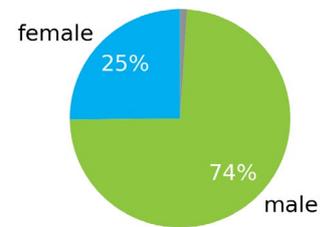
294 bicycle riders were recorded during the 2 hour survey. This is an increase of 25% compared to 236 in 2019. The peak period was 08:00-08:15 with 50 riders. Female riders comprised 25% of the total.

The majority of riders at site 7267 were travelling to the west. The most active thoroughfare was from Swan St [E] to Swan St [W] between 07:30 AM - 07:45 AM, with 27 total riders counted during this period. There is not enough linear trend data to calculate the growth and decline of this site over time.

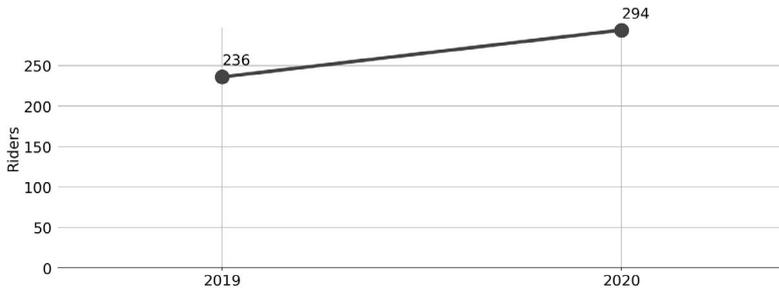
Traffic Volume by Time



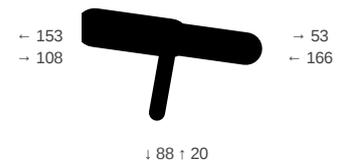
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Swan St [E]		2 Cremorne St [S]		3 Swan St [W]		Total
Exit	2	3	1	3	1	2	
Female	7	34	0	3	8	22	74
Male	16	107	9	8	36	41	217
Not known	1	1	0	0	0	1	3
Total	24	142	9	11	44	64	294

Site 7268

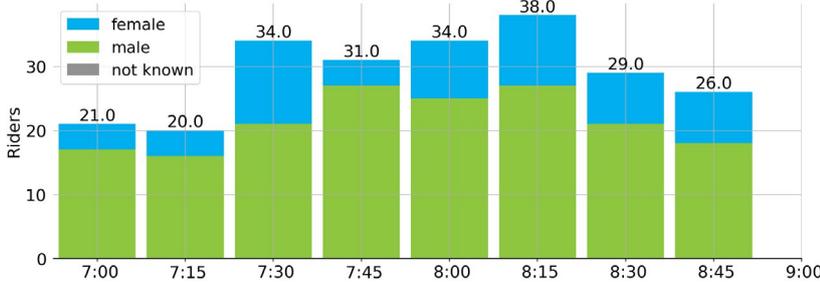
Victoria St [E], Johnson St [S], Victoria St [W]



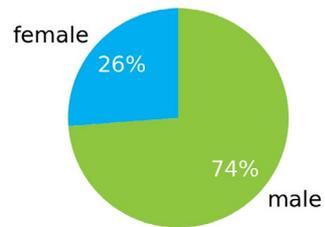
233 bicycle riders were recorded during the 2 hour survey. This is a decrease of 12% compared to 266 in 2019. The peak period was 08:15-08:30 with 38 riders. Female riders comprised 26% of the total.

The majority of riders at site 7268 were travelling to the south. The most active thoroughfare was from Victoria St [E] to Johnson St [S] between 07:45 AM - 08:00 AM, with 12 total riders counted during this period. There is not enough linear trend data to calculate the growth and decline of this site over time.

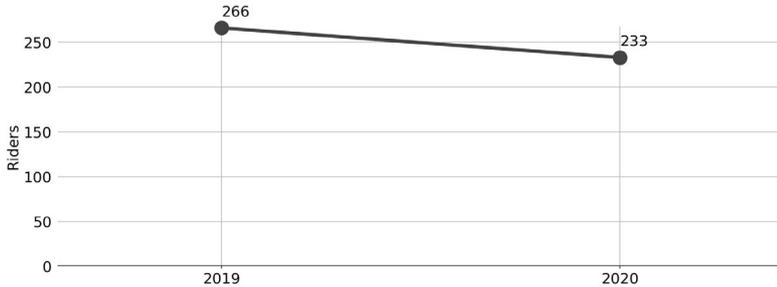
Traffic Volume by Time



Gender Ratio



Cycling Trend



Traffic Flow

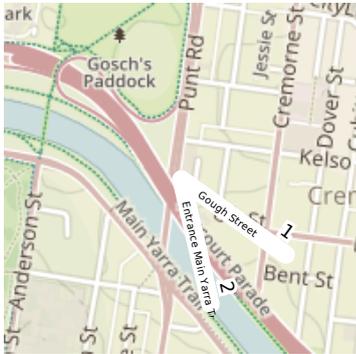


Raw Data

Enter	1 Victoria St [E]		2 Johnson St [S]		3 Victoria St [W]		Total
Exit	2	3	1	3	1	2	
Female	14	17	5	2	22	1	61
Male	64	49	13	5	39	2	172
Not known	0	0	0	0	0	0	0
Total	78	66	18	7	61	3	233

Site 7269

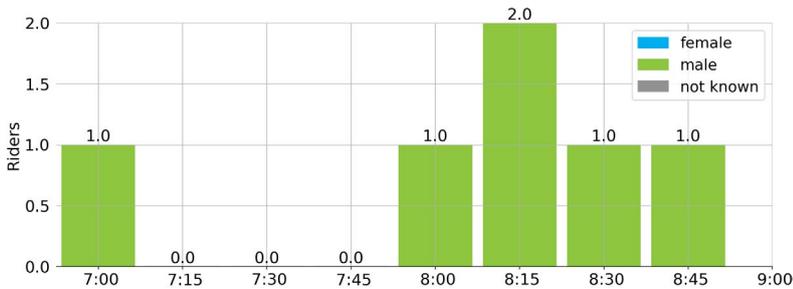
Gough Street [SE], Entrance Main Yarra Trail [S]



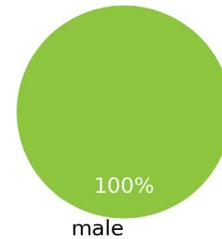
6 bicycle riders were recorded during the 2 hour survey. This is a decrease of 92% compared to 73 in 2019. The peak period was 08:15-08:30 with 2 riders. Female riders comprised 0% of the total.

The majority of riders at site 7269 were travelling to the east. The most active thoroughfare was from Entrance Main Yarra Trail [S] to Gough Street [SE] between 07:00 AM - 07:15 AM, with 1 total riders counted during this period. There is not enough linear trend data to calculate the growth and decline of this site over time.

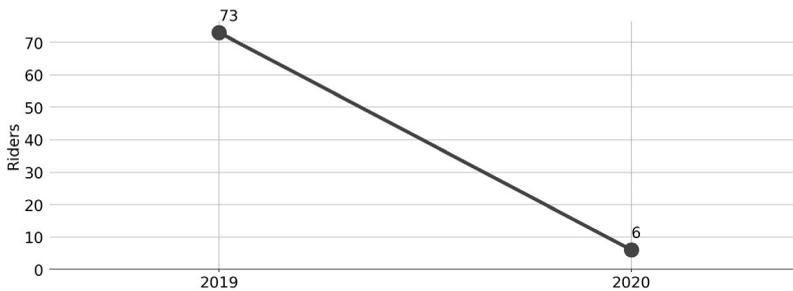
Traffic Volume by Time



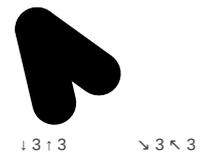
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

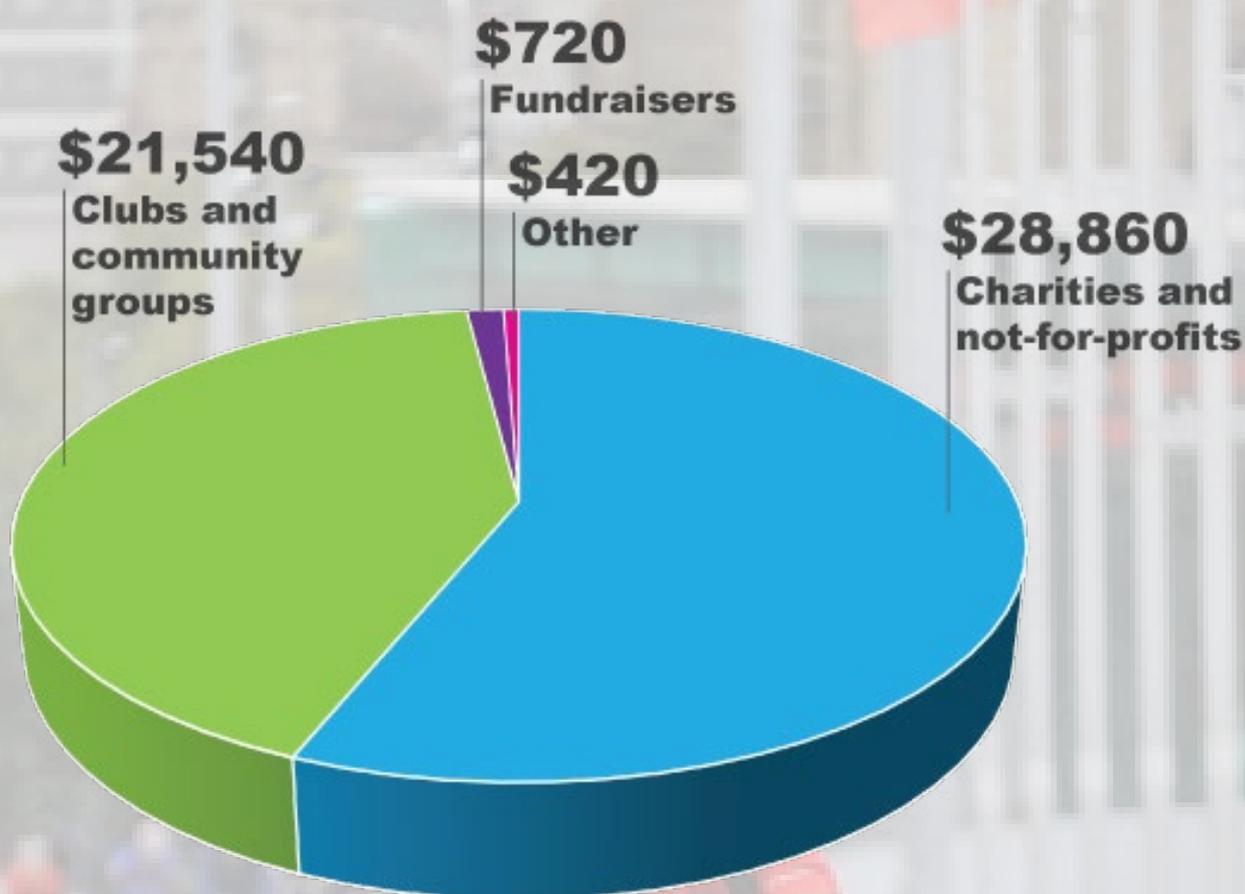
Enter	1 Gough Street [SE]	2 Entrance Main Yarra Trail [S]	Total
Exit	2	1	
Female	0	0	0
Male	3	3	6
Not known	0	0	0
Total	3	3	6

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 2020 Super Tuesday count raised \$51,540 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