BICYCLE NETWORK®

# SUPER TUESDAY
## COMMUTER BIKE COUNT

### GREATER SHEPPARTON

2017

BICYCLE NETWORK®

SUPER TUESDAY

# Count Summary in Greater Shepparton

**7 MAR 2017**
**7am-9am**

**20**
**COUNT SITES**

**607**
**TOTAL TRIPS**

## COUNT IN 2017

p. 1

The Super Tuesday Commuter Bike Count was conducted on Tuesday 7 March 2017 for two hours from 7am to 9am.

It was a pleasant morning in Greater Shepparton on the day of count reaching the temperature of 18 degrees at 9am.

By participating in the count, volunteer counters can choose a local community group to make a donation of $50 to. In Greater Shepparton a total of $1000 went back to the local community through donations to nominated groups.

## COUNT

p. 3

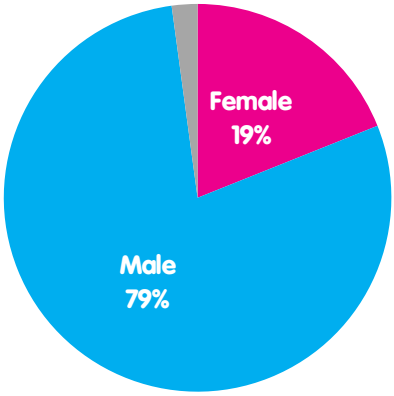
20 sites were surveyed in Greater Shepparton.

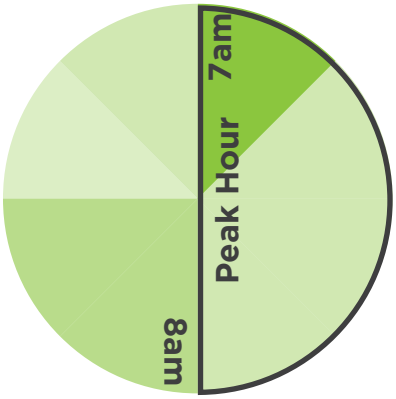
Major commuter corridors include:

- Goulburn Valley Highway
- Welsford Street
- Wyndham Street

## TRAFFIC FLOW

A total of 607 trips was collected at all selected intersections across the municipality during the two-hour survey.




## GROWTH

p. 4

Overall the usage decreased by 4% (20 trips) compared to the same 16 sites surveyed in 2016 (521 trips).

## GENDER RATIO

p. 5

Female riders represented 19% of bicyclists across the municipality.

This is below the average female ridership in Victoria (22%), and below the average of all the surveyed areas in 2017 (21%).

## PEAK HOUR

p. 6

The busiest hour was between 7:00-8:00am during the survey.

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

- 7:00-7:15am: 8 trips
- 7:15-7:30am: 3 trips
- 7:30-7:45am: 3 trips
- 7:45-8:00am: 3 trips
- 8:00-8:15am: 4 trips
- 8:15-8:30am: 4 trips
- 8:30-8:45am: 2 trips
- 8:45-9:00am: 3 trips

## BUSIEST SITE

The busiest site was at the intersection of Goulburn Valley Highway and Wilmot Road with an average of 25 trips per hour.

## COUNT RESULTS

p. 7 - 27

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 2017

## THE COUNT

Super Tuesday Bike Count (Super Tuesday) is the world's biggest and longest running visual bike count. It measures bicycle commuter flows in the morning peak from 7am to 9am.

Across New South Wales, Tasmania, Victoria and Western Australia, 873 sites were surveyed across 42 councils. The number of cyclists, and gender ratios, were recorded at fifteen minute time intervals.

Super Tuesday 2017 was conducted on Tuesday 7 March 2017 between 7:00am and 9am. The national results showed a 5% decrease when compared to the same locations in 2016.

## WEATHER

2017 weather conditions were mostly mild with a warm morning seen in Western Australia. The eastern states saw a cool morning that became fine by 9am. Tasmania had a colder start to the day than both New South Wales and Victoria. No states saw significant rainfall on the morning of the count, only passing showers in New South Wales and Victoria in some areas.

## GENDER

A high proportion of female riders is a strong indication of the health of a city's cycling environmant. The higher the proportion, the better the cycling infrastructure. In the top international cycling cities, women tend to comprise around 50% of cycling numbers. The 2017 Super Tuesday Bike Count saw an average of 21% female bike riders across Australia. This is a decrease of 2% when compared to the 2016 Super Tuesday count.

## 15 MINUTE TIME INTERVALS

The peak hour across all sites was between 7:45am and 8:45am.

## RESULTS BY STATES

### New South Wales

The overall number of cyclists in NSW decreased by 26% when compared to the same sites as 2016. NSW also recorded the lowest percentage of female riders at 18%, a 1% decrease from 2016.

### Tasmania

Tasmania had the second lowest decrease in cyclists with the overall number of cyclists decreasing by 8% when compared to the same sites in 2016. Tasmania recorded the highest proportion of female cyclists (tied with Victoria) at 22%, 1% higher than the national average. This is still a drop of 1% when compared to the Super Tuesday 2016 count.

### Victoria

Victoria had the lowest decrease in cycling traffic with numbers only decreasing by 1% when compared to the same sites in 2016. Victoria had the highest proportion of female cyclists (tied with Tasmania) at 22%, 1% higher than the national average. This is a 3% decrease from the Super Tuesday 2016 count. Victoria also accounted for approximately 75% of all female cyclists recorded in Super Tuesday 2017.

### Western Australia

Western Australia recorded a decrease of 8% in cyclists numbers when compared to the same sites in 2016. Female cyclists made up 20% of all bicycle riders recorded, only 1% below the national average. This is a 2% increase in the proportion of female cyclists compared to the Super Tuesday 2016 count. Super Tuesday 2017 fell after a long weekend in Western Australia, perhaps a factor in the decreased bicycle traffic.

# About Super Tuesday Count

## About the count

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

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

This information is accurate, relevant, up-to-date and cumulative for those councils who participate in Super Tuesday for consecutive years. The data is a critical tool for councils and other agencies, responsible for providing bike riding facilities for their constituents.

## Aims and purposes

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

The project aims to answer few questions below:

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

## Methodology

The Super Tuesday Count collects data from intersections along popular commuter routes in the municipality and from subsidiary routes that are of a lower priority.

Bicycle Network coordinates the count at locations nominated by traffic engineers, transport planners, TravelSmart officers, or council officers working in infrastructure, sustainable transport or active lifestyle and health promotion.

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

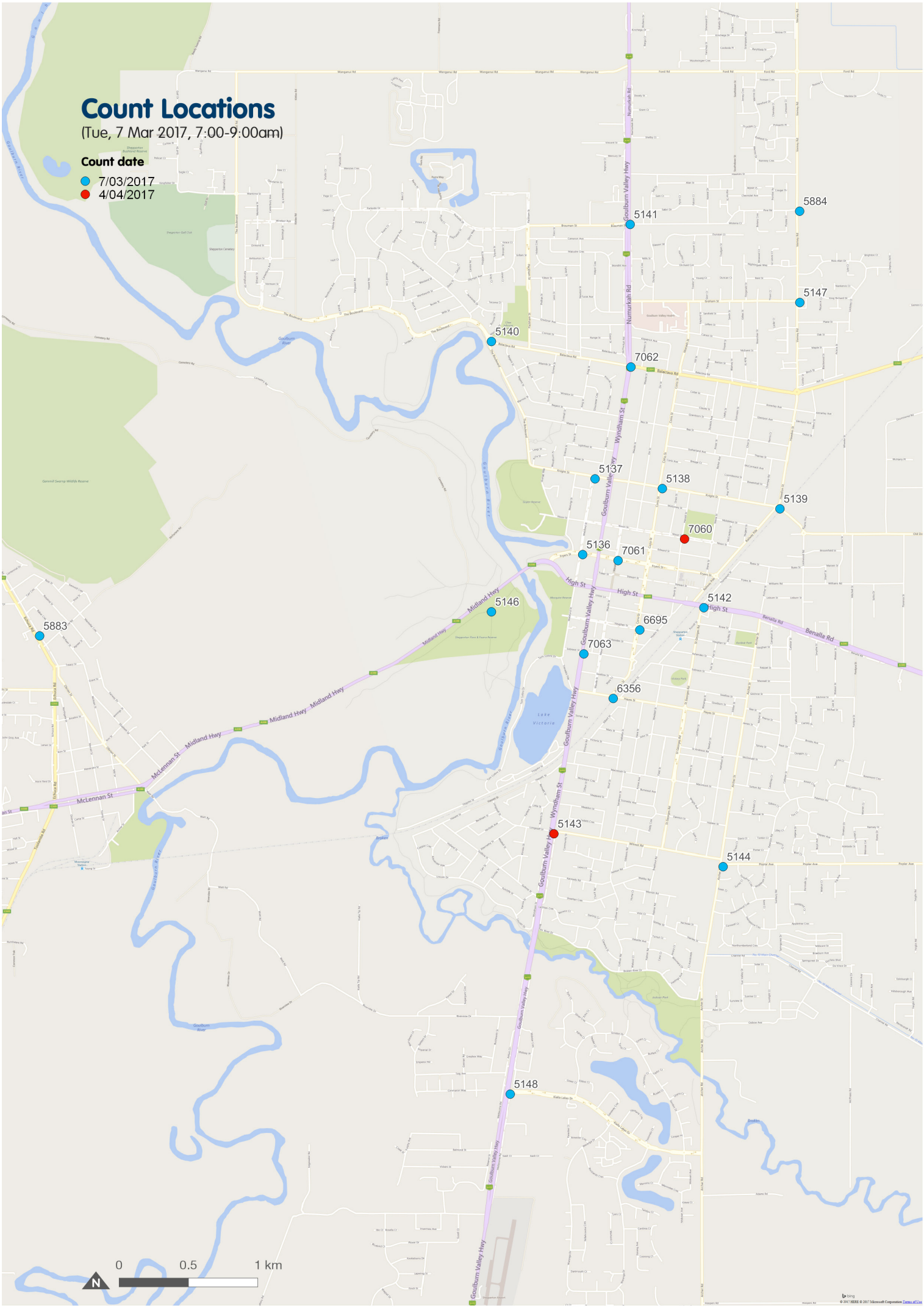
Following the completion of the visual count, counters send the count data to Bicycle Network by one or more of the following:

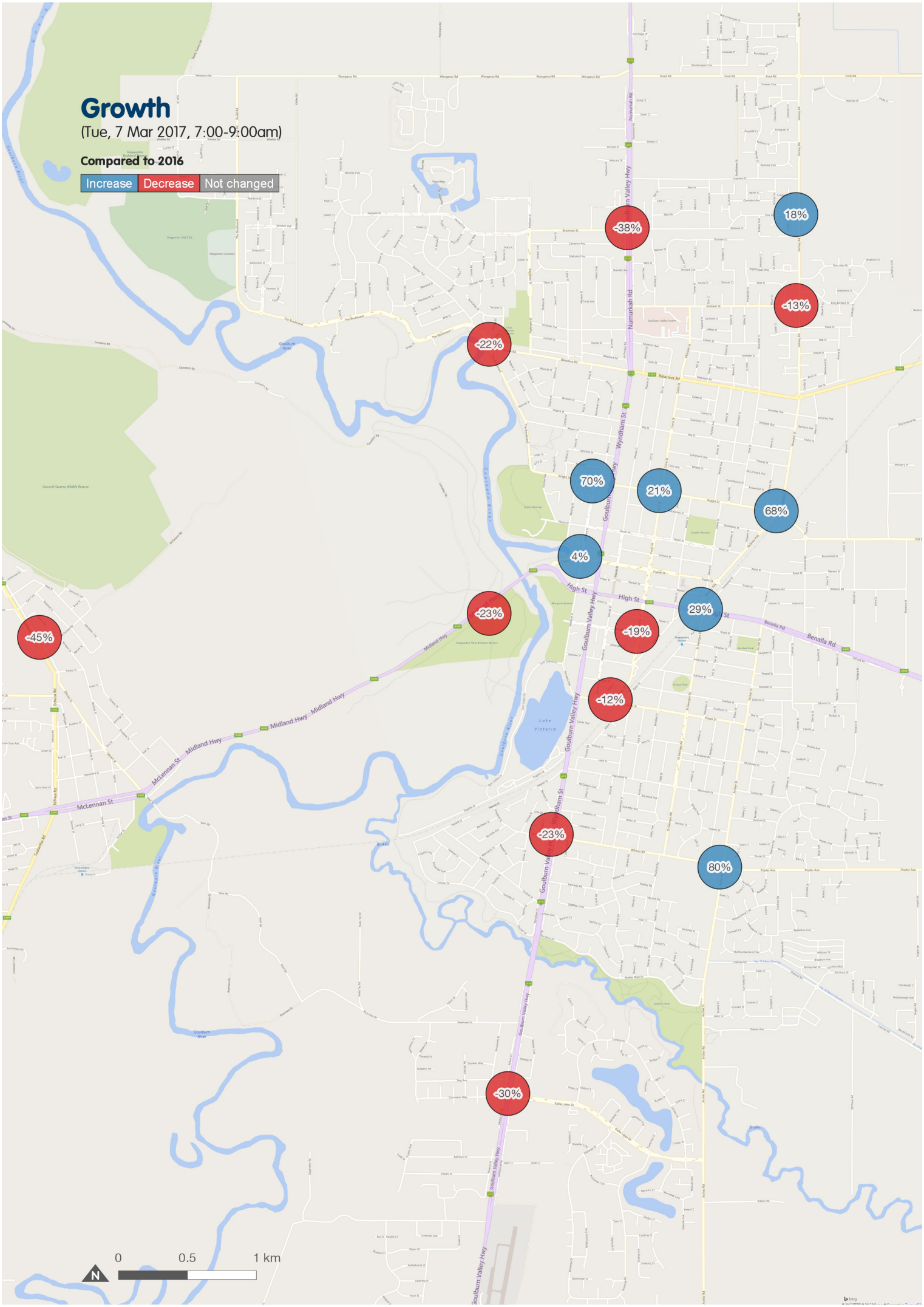
- Online: by entering the data directly via the web link
- Email: by sending completed electronic tally sheet attached
- Mail: by posting hard copy to the Bicycle Network office

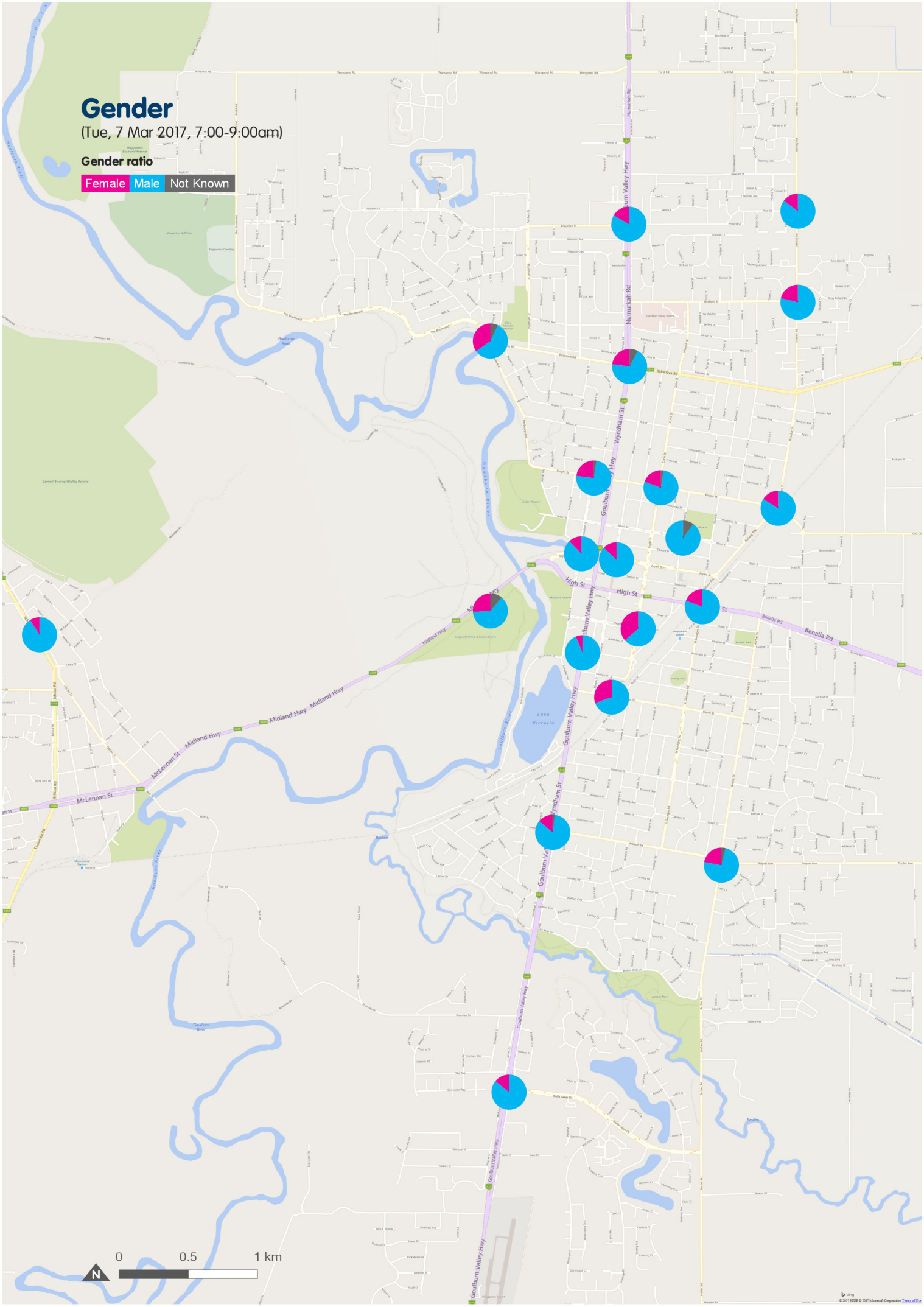
The submitted data are validated, analysed by Bicycle Network and compiled into reports for participating councils and other agencies.

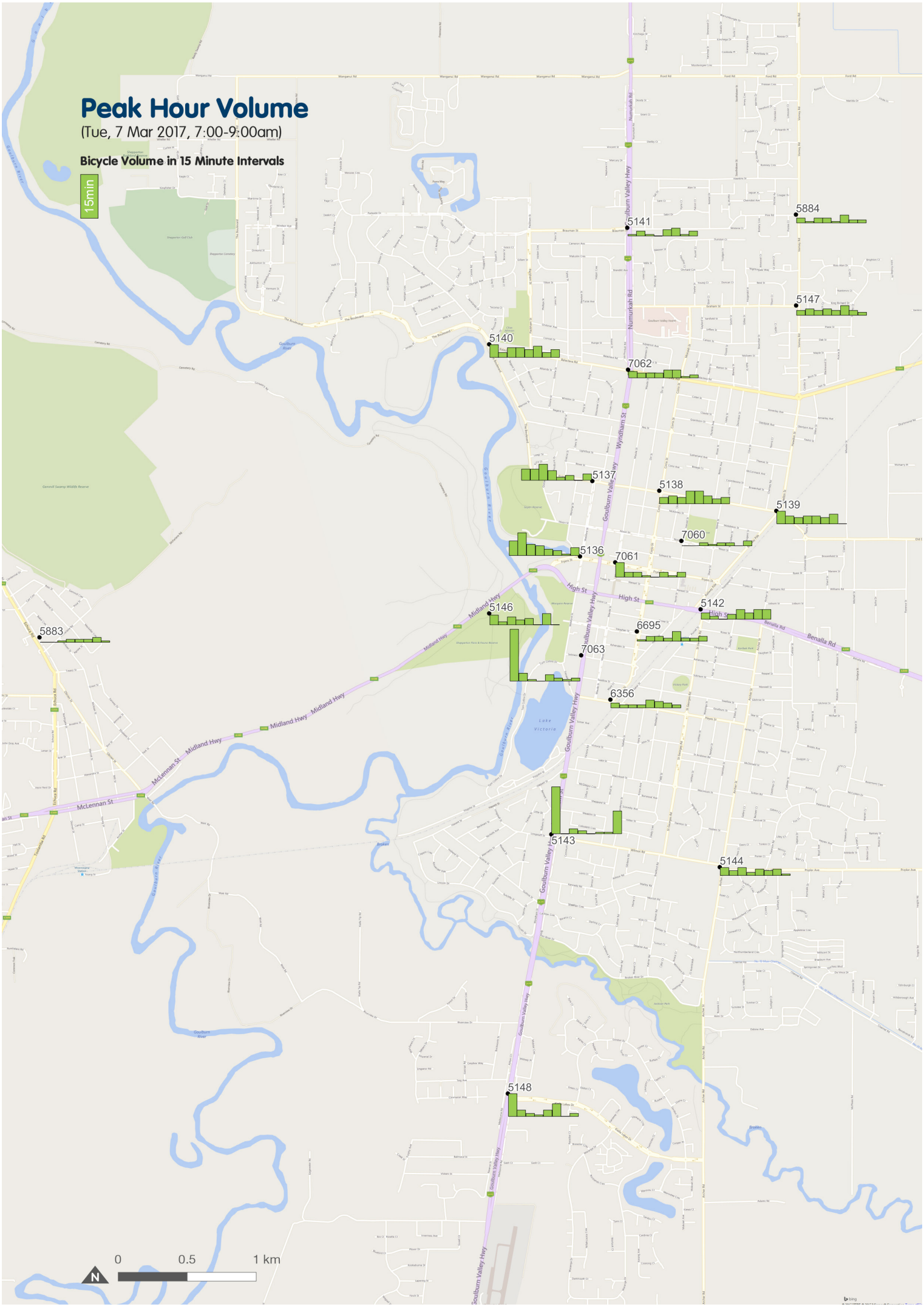
## Changes from previous count

- Sites 7063, 7060, 7061 and 7062 are all new sites for the Super Tuesday 2017 count. Therefore there are no growth figures for these sites.


Count Locations
(Tue, 7 Mar 2017, 7:00-9:00am)
Count date
7/03/2017
4/04/2017
5884
5141
5147
5140
7062
5137
5138
5139
7060
5136
7061
5142
5146
6695
5883
7063
6356
5143
5144
5148
Goulburn Valley Hwy
Numurkah Rd
Wyndham St
High St
Benalla Rd
Midland Hwy
McLennan St
Balaclava Rd
0
0.5
1 km
N


Growth
(Tue, 7 Mar 2017, 7:00-9:00am)
Compared to 2016
Increase
Decrease
Not changed
-38%
18%
-13%
-22%
70%
21%
68%
4%
-23%
29%
-19%
-45%
-12%
-23%
80%
-30%
Numurkah Rd
Goulburn Valley Hwy
Wyndham St
Ralecliva Rd
High St
Benalla Rd
Midland Hwy
McLennan St
Lake Victoria
0
0.5
1 km
N


Gender
(Tue, 7 Mar 2017, 7:00-9:00am)
Gender ratio
Female
Male
Not Known
Numurkah Rd
Wyndham St
Goulburn Valley Hwy
Balaclava Rd
High St
Benalla Rd
Midland Hwy
McLennan St
Goulburn River
Lake Victoria
0
0.5
1 km
N


Peak Hour Volume
(Tue, 7 Mar 2017, 7:00-9:00am)
Bicycle Volume in 15 Minute Intervals
15min
5884
5141
5147
5140
7062
5137
5138
5139
7060
5136
7061
5142
5146
6695
5883
7063
6356
5143
5144
5148
Goulburn Valley Hwy
Numurkah Rd
Wyndham St
Midland Hwy
High St
Benalla Rd
McLennan St
Lake Victoria
0
0.5
1 km
N

# Results

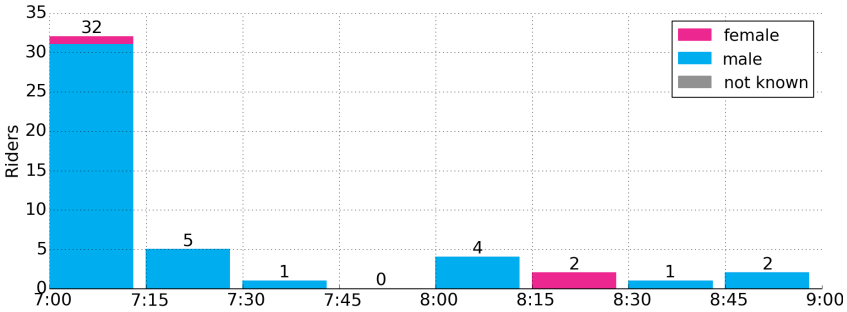
| Site ID | Street names | Total Count | | | | | | Volume in 15 Minute | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Female | Male | Not Known | 2017 | 2016 | % Growth | 7:00-7:15 | 7:15-7:30 | 7:30-7:45 | 7:45-8:00 | 8:00-8:15 | 8:15-8:30 | 8:30-8:45 | 8:45-9:00 |
| 7063 | Wyndham St [N], Sobraon St [E], Wyndham St [S], Sobraon St [W] | 3 | 44 | 0 | 47 | NA | NA | 32 | 5 | 1 | 0 | 4 | 2 | 1 | 2 |
| 7060 | Harold St [N], Nixon St [E], Harold St [S], Nixon St [W] | 0 | 9 | 1 | 10 | NA | NA | 0 | 0 | 2 | 1 | 2 | 2 | 0 | 3 |
| 7061 | Maude St [N], Fryers St [E], Maude St [S], Fryers St [W] | 3 | 20 | 0 | 23 | NA | NA | 9 | 3 | 3 | 1 | 0 | 3 | 1 | 3 |
| 6695 | Corio St [N], Vaughan St [E], Corio St [S], Vaughan St [W] | 8 | 14 | 0 | 22 | 27 | -19% | 1 | 3 | 3 | 2 | 6 | 2 | 2 | 3 |
| 5136 | Welsford St [N], Fryers St [E], Welsford St [S], Fryers St [W] | 6 | 43 | 0 | 49 | 47 | 4% | 9 | 14 | 7 | 6 | 4 | 3 | 1 | 5 |
| 5137 | Knight St [E], Welsford St [S], Knight St [W] | 9 | 29 | 1 | 39 | 23 | 70% | 7 | 7 | 10 | 6 | 2 | 3 | 0 | 4 |
| 5138 | Corio St [N], Knight St [E], Corio St [S], Knight St [W] | 8 | 32 | 1 | 41 | 34 | 21% | 4 | 5 | 4 | 8 | 8 | 5 | 3 | 4 |
| 5139 | Hawdon St [N], Andrew Fairley Ave [SE], Railway Pde [SW], Knight St [W] | 6 | 31 | 0 | 37 | 22 | 68% | 8 | 5 | 4 | 5 | 5 | 4 | 6 | 0 |
| 5140 | Maculata Dr [NE], Balaclava Rd [E], The Boulevard [S], The Boulevard [NW] | 15 | 25 | 3 | 43 | 55 | -22% | 8 | 3 | 6 | 6 | 5 | 7 | 3 | 5 |
| 5141 | Goulburn Valley Hwy [N], Pine Rd [E], Goulburn Valley Hwy [S], Brauman St [W] | 3 | 15 | 0 | 18 | 29 | -38% | 1 | 3 | 1 | 0 | 4 | 5 | 1 | 3 |
| 5142 | Thompson St [NE], Midland Hwy/High St [E], St Georges Rd [S], Midland Hwy/High St [W] | 6 | 25 | 0 | 31 | 24 | 29% | 4 | 2 | 0 | 3 | 6 | 4 | 6 | 6 |
| 5143 | Goulburn Valley Hwy [N], Wilmot Rd [E], Goulburn Valley Hwy [S], Longstaff St [W] | 7 | 42 | 1 | 50 | 65 | -23% | 29 | 0 | 3 | 2 | 0 | 1 | 1 | 14 |
| 5144 | Archer St [N], Poplar Ave [E], Archer St [S], Wilmot Rd [NW] | 6 | 20 | 1 | 27 | 15 | 80% | 5 | 3 | 5 | 2 | 4 | 3 | 4 | 1 |
| 6356 | Johnson St [NE], Hayes St to railway line [E], Hayes St to lake [W] | 7 | 16 | 0 | 23 | 26 | -12% | 3 | 2 | 2 | 2 | 5 | 4 | 3 | 2 |
| 5146 | Shepparton-Mooroopna Causeway Path [NE], Causeway-Aquamoves Path [S], Shepparton-Mooroopna Causeway Path [SW] | 7 | 17 | 3 | 27 | 35 | -23% | 6 | 2 | 5 | 3 | 4 | 0 | 7 | 0 |
| 5147 | Verney Rd [N], Verney Rd [S], Graham St [W] | 6 | 22 | 0 | 28 | 32 | -13% | 3 | 4 | 3 | 4 | 3 | 6 | 3 | 2 |
| 5148 | Goulburn Valley Hwy [N], Kialla Lakes Drv [E], Goulburn Valley Hwy [S] | 5 | 30 | 0 | 35 | 50 | -30% | 14 | 4 | 2 | 1 | 4 | 8 | 0 | 2 |
| 5883 | Baker Cres [NE], Echuca Rd [SE], Pedestrian Crossing [SW], Echuca Rd [NW] | 1 | 10 | 0 | 11 | 20 | -45% | 0 | 0 | 1 | 2 | 2 | 2 | 3 | 1 |
| 5884 | Verney Rd (north) [N], Verney Rd [S], Pine Rd [W] | 3 | 17 | 0 | 20 | 17 | 18% | 3 | 1 | 3 | 3 | 1 | 5 | 2 | 2 |
| 7062 | Balaclava Rd [E], Wyndham St/Goulbourn Valley Hwy [S], Balaclava Rd [W], Wyndham St/Goulbourn Valley Hwy [N] | 6 | 18 | 2 | 26 | NA | NA | 4 | 3 | 3 | 3 | 5 | 5 | 1 | 2 |

## Site 7063

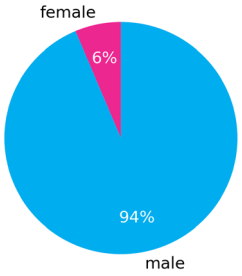
### Wyndham St [N], Sobraon St [E], Wyndham St [S], Sobraon St [W]

**47 bicycle riders** were recorded during the 2 hour survey. The peak hour was 07:00-07:15 with 32 riders. Female riders comprised 6% of the total.

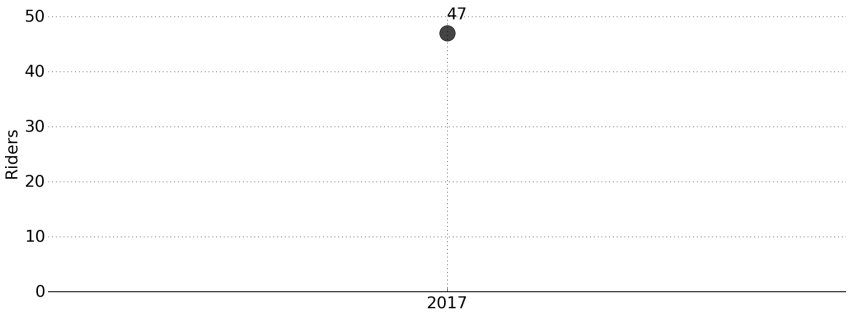
### Traffic Volume by Time



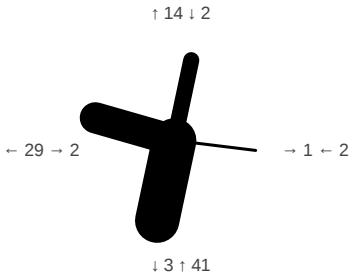

### Gender Ratio




### Cycling Trend




### Traffic Flow

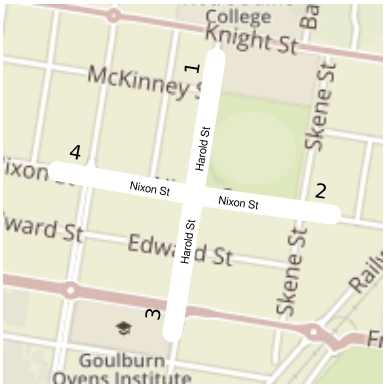



### Raw Data

| Enter | 1 Wyndham St [N] | | | 2 Sobraon St [E] | | | 3 Wyndham St [S] | | | 4 Sobraon St [W] | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Exit** | **2** | **3** | **4** | **1** | **3** | **4** | **1** | **2** | **4** | **1** | **2** | **3** | **Total** |
| Female | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 3 |
| Male | 0 | 1 | 1 | 0 | 0 | 2 | 12 | 1 | 26 | 0 | 0 | 1 | 44 |
| Not known | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **0** | **1** | **1** | **0** | **0** | **2** | **14** | **1** | **26** | **0** | **0** | **2** | **47** |

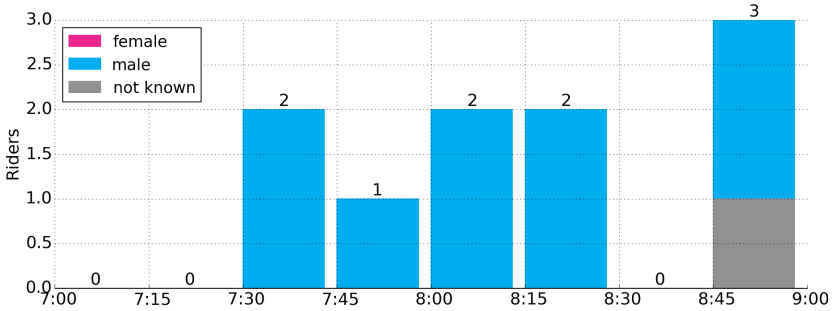
## Site 7060

### Harold St [N], Nixon St [E], Harold St [S], Nixon St [W]

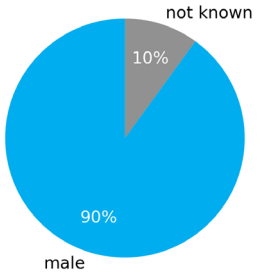



**10 bicycle riders** were recorded during the 2 hour survey. The peak hour was 08:45-09:00 with 3 riders. Female riders comprised 0% of the total.

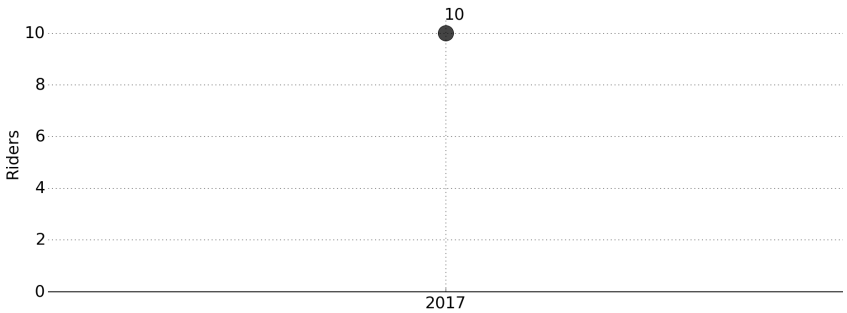
### Traffic Volume by Time



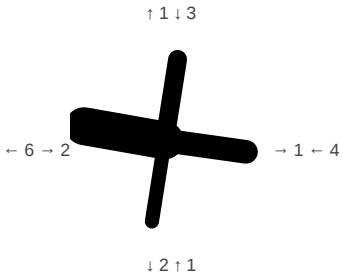

### Gender Ratio




### Cycling Trend




### Traffic Flow

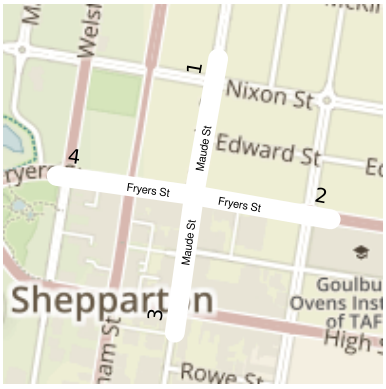



### Raw Data

| Enter | 1 Harold St [N] | | | 2 Nixon St [E] | | | 3 Harold St [S] | | | 4 Nixon St [W] | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Exit** | **2** | **3** | **4** | **1** | **3** | **4** | **1** | **2** | **4** | **1** | **2** | **3** | **Total** |
| Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Male | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 1 | 9 |
| Not known | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **Total** | **0** | **1** | **2** | **1** | **0** | **3** | **0** | **0** | **1** | **0** | **1** | **1** | **10** |

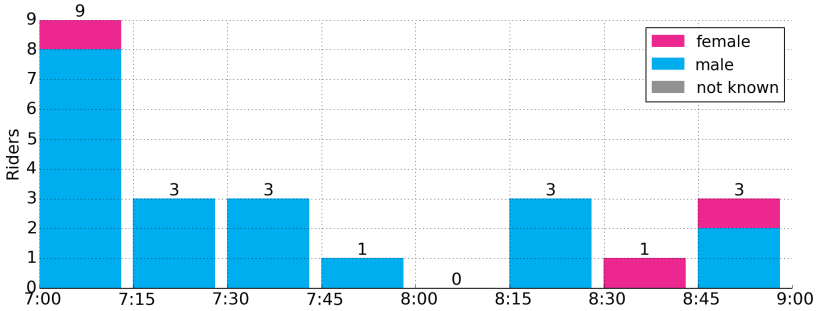
## Site 7061

### Maude St [N], Fryers St [E], Maude St [S], Fryers St [W]

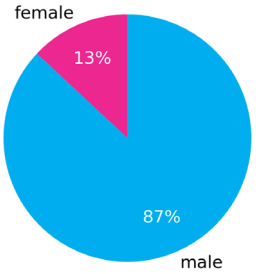



**23 bicycle riders** were recorded during the 2 hour survey. The peak hour was 07:00-07:15 with 9 riders. Female riders comprised 13% of the total.

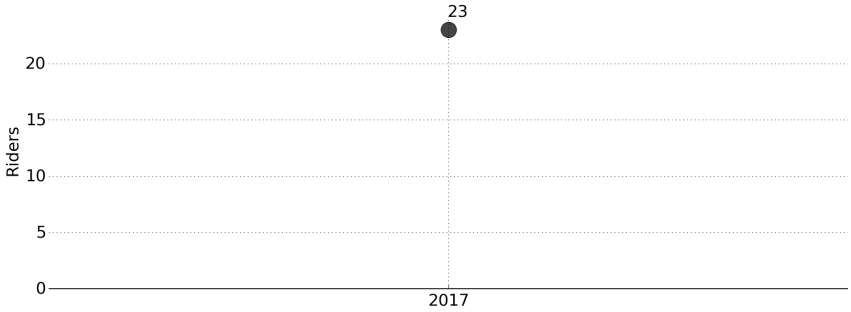
### Traffic Volume by Time



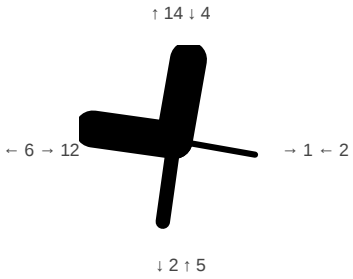

### Gender Ratio




### Cycling Trend




### Traffic Flow




### Raw Data

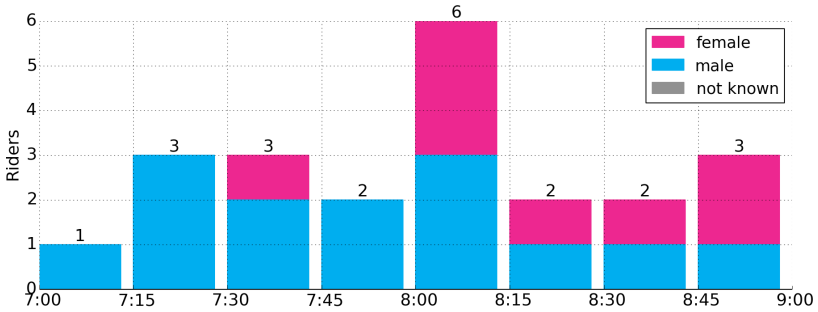
| Enter | 1 Maude St [N] | | | 2 Fryers St [E] | | | 3 Maude St [S] | | | 4 Fryers St [W] | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Exit** | **2** | **3** | **4** | **1** | **3** | **4** | **1** | **2** | **4** | **1** | **2** | **3** | **Total** |
| Female | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 3 |
| Male | 0 | 1 | 3 | 0 | 1 | 1 | 2 | 0 | 1 | 10 | 1 | 0 | 20 |
| Not known | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **0** | **1** | **3** | **0** | **1** | **1** | **3** | **0** | **2** | **11** | **1** | **0** | **23** |

## Site 6695

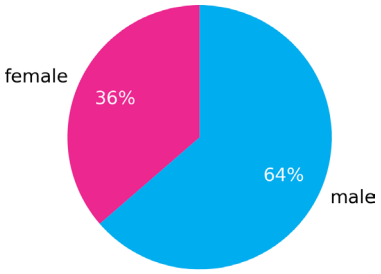
### Corio St [N], Vaughan St [E], Corio St [S], Vaughan St [W]

**22 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 19% compared to 27 in 2016 and an increase of 38% compared to 16 in 2015. The peak hour was 08:00-08:15 with 6 riders. Female riders comprised 36% of the total.

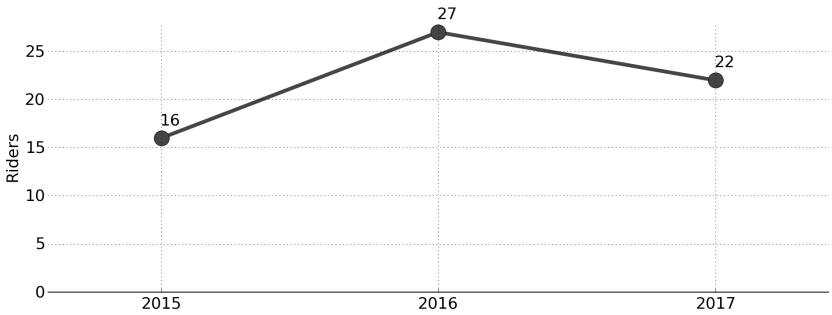
### Traffic Volume by Time



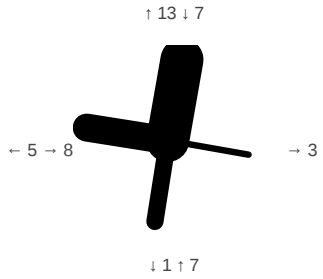

### Gender Ratio




### Cycling Trend




### Traffic Flow




### Raw Data

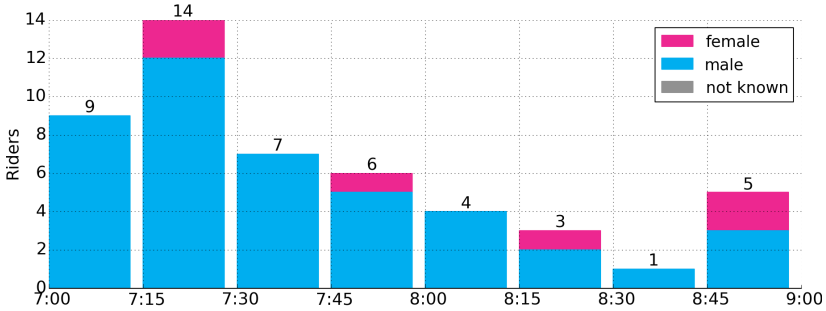
| Enter | 1 Corio St [N] | | | 2 Vaughan St [E] | | | 3 Corio St [S] | | | 4 Vaughan St [W] | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Exit** | **2** | **3** | **4** | **1** | **3** | **4** | **1** | **2** | **4** | **1** | **2** | **3** | **Total** |
| Female | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 8 |
| Male | 1 | 1 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 14 |
| Not known | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **1** | **1** | **5** | **0** | **0** | **0** | **7** | **0** | **0** | **6** | **2** | **0** | **22** |

## Site 5136

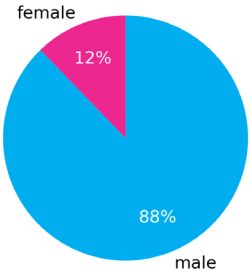
### Welsford St [N], Fryers St [E], Welsford St [S], Fryers St [W]

**49 bicycle riders** were recorded during the 2 hour survey. This is an increase of 4% compared to 47 in 2016 and an increase of 36% compared to 36 in 2011. The peak hour was 07:15-07:30 with 14 riders. Female riders comprised 12% of the total.

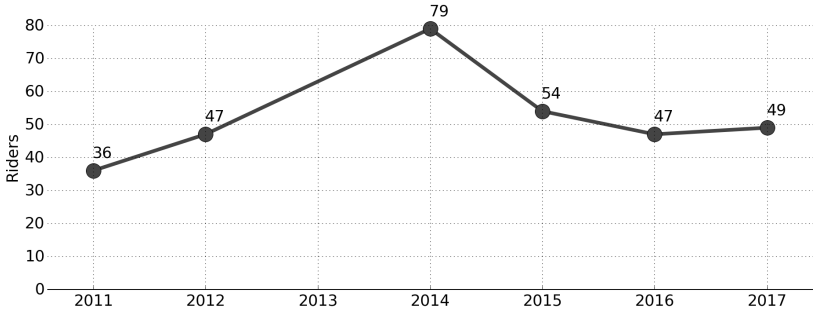
### Traffic Volume by Time



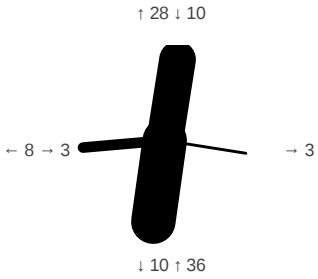

### Gender Ratio




### Cycling Trend




### Traffic Flow




### Raw Data

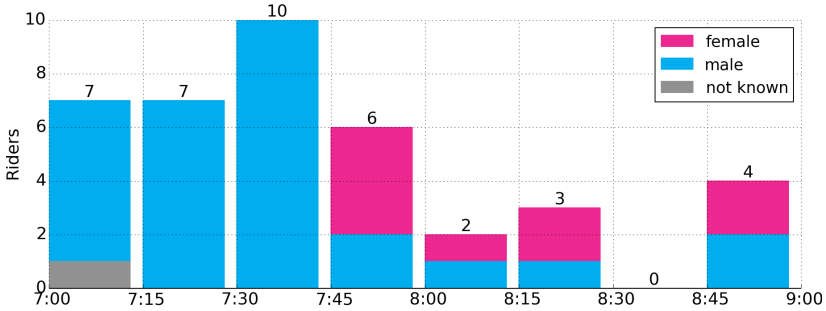
| Enter | 1 Welsford St [N] | | | 2 Fryers St [E] | | | 3 Welsford St [S] | | | 4 Fryers St [W] | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Exit** | **2** | **3** | **4** | **1** | **3** | **4** | **1** | **2** | **4** | **1** | **2** | **3** | **Total** |
| Female | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 6 |
| Male | 0 | 6 | 1 | 0 | 0 | 0 | 24 | 3 | 6 | 2 | 0 | 1 | 43 |
| Not known | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **0** | **9** | **1** | **0** | **0** | **0** | **26** | **3** | **7** | **2** | **0** | **1** | **49** |

## Site 5137

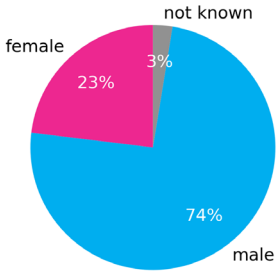
### Knight St [E], Welsford St [S], Knight St [W]

**39 bicycle riders** were recorded during the 2 hour survey. This is an increase of 70% compared to 23 in 2016 and an increase of 39% compared to 28 in 2011. The peak hour was 07:30-07:45 with 10 riders. Female riders comprised 23% of the total.

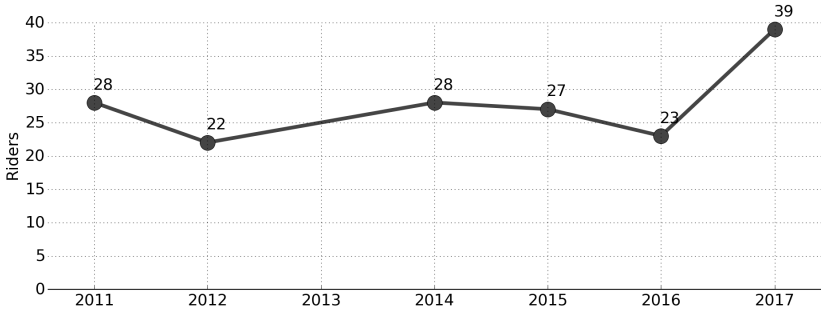
### Traffic Volume by Time



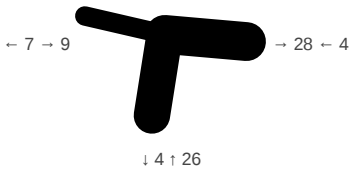

### Gender Ratio




### Cycling Trend




### Traffic Flow




### Raw Data

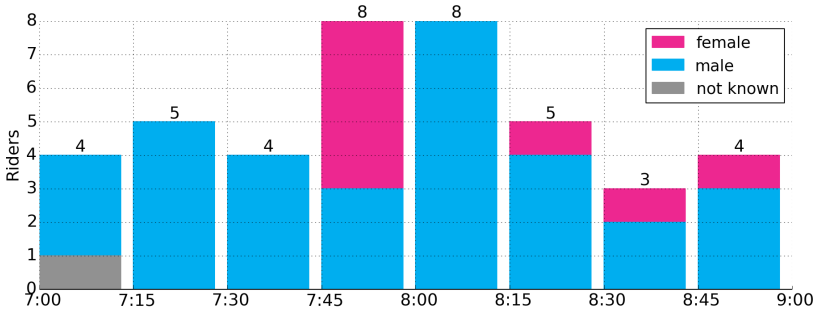
| Enter | 1 Knight St [E] | | 2 Welsford St [S] | | 3 Knight St [W] | | |
|---|---|---|---|---|---|---|---|
| **Exit** | **2** | **3** | **1** | **3** | **1** | **2** | **Total** |
| Female | 0 | 1 | 2 | 0 | 6 | 0 | 9 |
| Male | 3 | 0 | 17 | 6 | 2 | 1 | 29 |
| Not known | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| **Total** | **3** | **1** | **20** | **6** | **8** | **1** | **39** |

## Site 5138

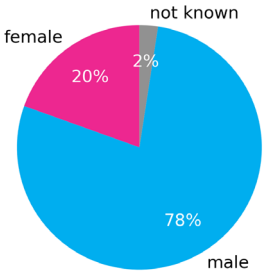
### Corio St [N], Knight St [E], Corio St [S], Knight St [W]

**41 bicycle riders** were recorded during the 2 hour survey. This is an increase of 21% compared to 34 in 2016 and an increase of 86% compared to 22 in 2011. The peak hour was 07:45-08:00 with 8 riders. Female riders comprised 20% of the total.

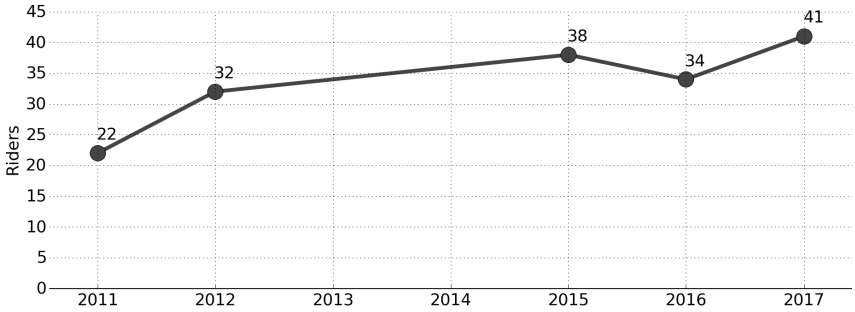
### Traffic Volume by Time



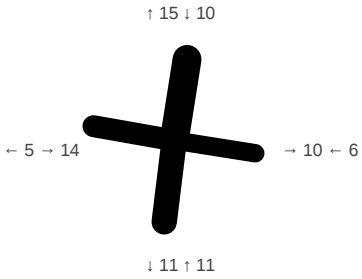

### Gender Ratio




### Cycling Trend




### Traffic Flow




### Raw Data

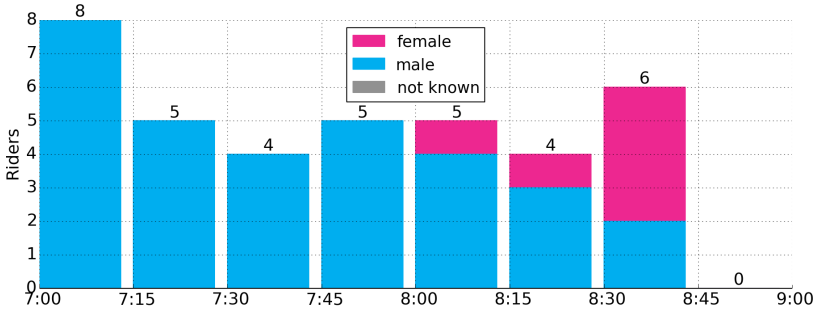
| Enter | 1 Corio St [N] | | | 2 Knight St [E] | | | 3 Corio St [S] | | | 4 Knight St [W] | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Exit** | **2** | **3** | **4** | **1** | **3** | **4** | **1** | **2** | **4** | **1** | **2** | **3** | **Total** |
| Female | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 3 | 8 |
| Male | 2 | 5 | 1 | 1 | 2 | 2 | 9 | 1 | 0 | 3 | 6 | 0 | 32 |
| Not known | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| **Total** | **2** | **6** | **2** | **1** | **2** | **3** | **10** | **1** | **0** | **4** | **7** | **3** | **41** |

## Site 5139

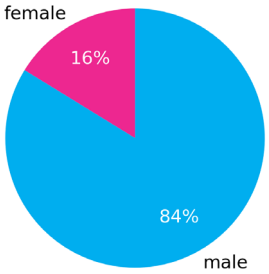
### Hawdon St [N], Andrew Fairley Ave [SE], Railway Pde [SW], Knight St [W]

**37 bicycle riders** were recorded during the 2 hour survey. This is an increase of 68% compared to 22 in 2016 and a decrease of 3% compared to 38 in 2011. The peak hour was 07:00-07:15 with 8 riders. Female riders comprised 16% of the total.

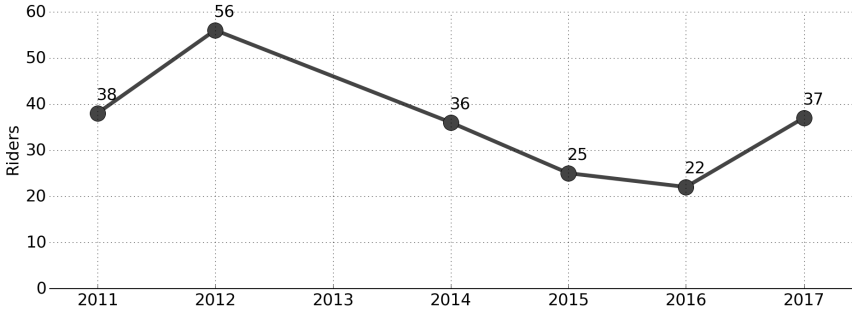
### Traffic Volume by Time



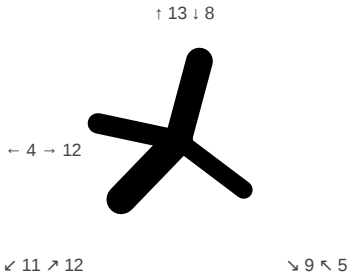

### Gender Ratio




### Cycling Trend




### Traffic Flow




### Raw Data

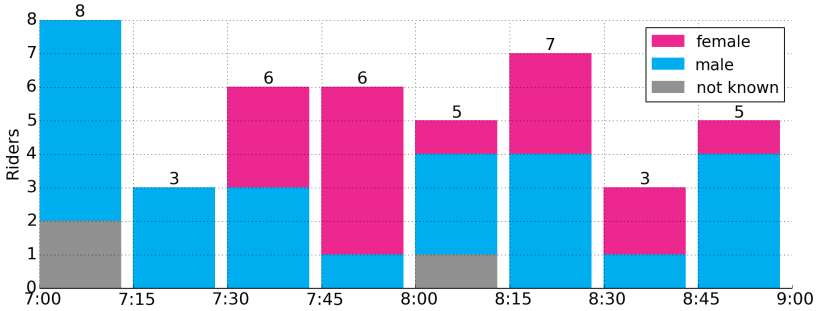
| Enter | 1 Hawdon St [N] | | | 2 Andrew Fairley Ave [SE] | | | 3 Railway Pde [SW] | | | 4 Knight St [W] | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Exit** | **2** | **3** | **4** | **1** | **3** | **4** | **1** | **2** | **4** | **1** | **2** | **3** | **Total** |
| Female | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 6 |
| Male | 2 | 4 | 1 | 2 | 2 | 1 | 6 | 1 | 2 | 2 | 6 | 2 | 31 |
| Not known | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **2** | **5** | **1** | **2** | **2** | **1** | **9** | **1** | **2** | **2** | **6** | **4** | **37** |

## Site 5140

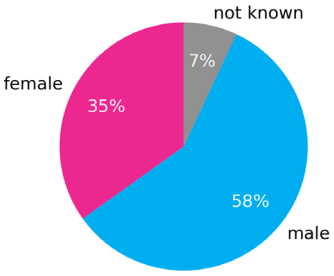
### Maculata Dr [NE], Balaclava Rd [E], The Boulevard [S], The Boulevard [NW]

**43 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 22% compared to 55 in 2016 and a decrease of 16% compared to 51 in 2011. The peak hour was 07:00-07:15 with 8 riders. Female riders comprised 35% of the total.

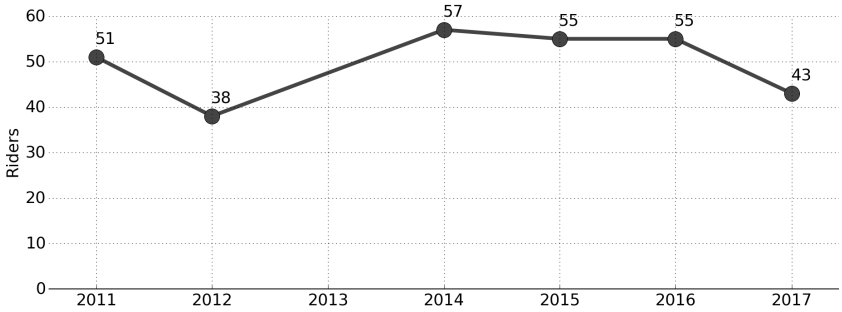
### Traffic Volume by Time



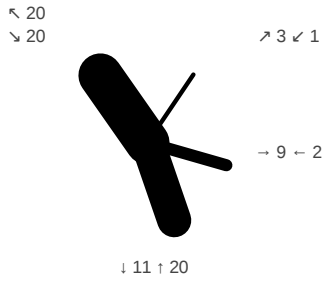

### Gender Ratio




### Cycling Trend




### Traffic Flow




### Raw Data

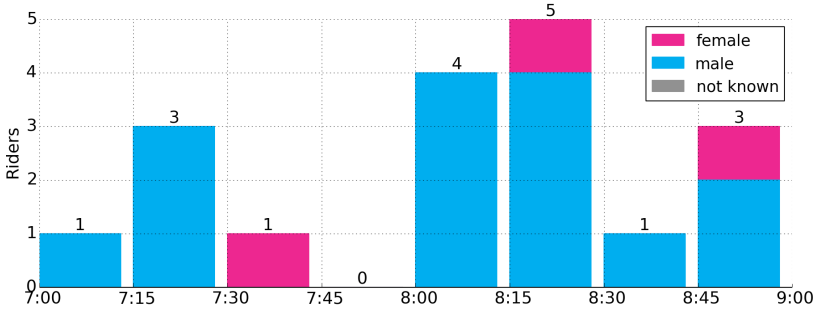
| Enter | 1 Maculata Dr [NE] | | | 2 Balaclava Rd [E] | | | 3 The Boulevard [S] | | | 4 The Boulevard [NW] | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Exit** | **2** | **3** | **4** | **1** | **3** | **4** | **1** | **2** | **4** | **1** | **2** | **3** | **Total** |
| Female | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 4 | 0 | 2 | 5 | 15 |
| Male | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 6 | 5 | 25 |
| Not known | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 3 |
| **Total** | **0** | **0** | **1** | **2** | **0** | **0** | **1** | **0** | **19** | **0** | **9** | **11** | **43** |

## Site 5141

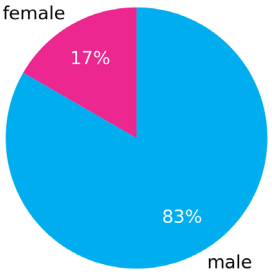
### Goulburn Valley Hwy [N], Pine Rd [E], Goulburn Valley Hwy [S], Brauman St [W]

**18 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 38% compared to 29 in 2016 and a decrease of 47% compared to 34 in 2011. The peak hour was 08:15-08:30 with 5 riders. Female riders comprised 17% of the total.

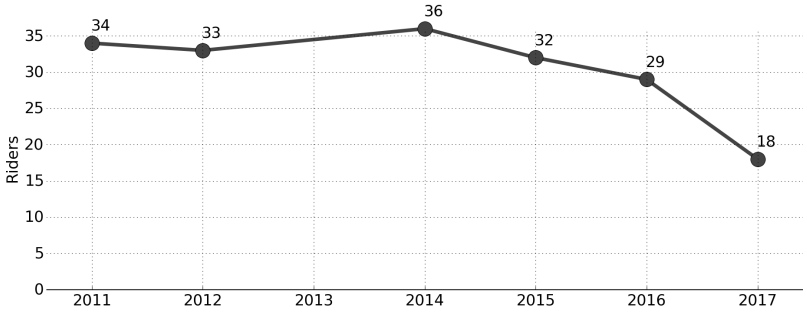
### Traffic Volume by Time



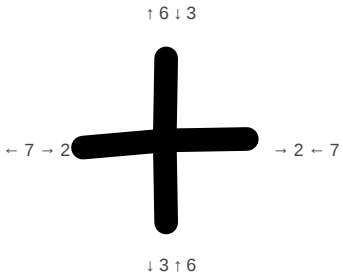

### Gender Ratio




### Cycling Trend




### Traffic Flow




### Raw Data

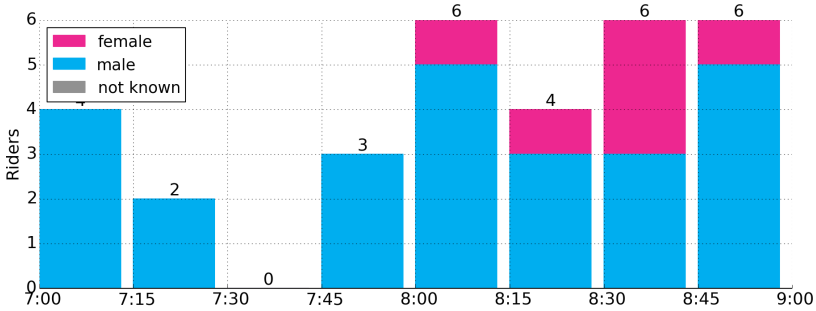
| Enter | 1 Goulburn Valley Hwy [N] | | | 2 Pine Rd [E] | | | 3 Goulburn Valley Hwy [S] | | | 4 Brauman St [W] | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Exit** | **2** | **3** | **4** | **1** | **3** | **4** | **1** | **2** | **4** | **1** | **2** | **3** | **Total** |
| Female | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 3 |
| Male | 0 | 1 | 2 | 1 | 1 | 4 | 4 | 1 | 0 | 0 | 0 | 1 | 15 |
| Not known | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **0** | **1** | **2** | **1** | **1** | **5** | **5** | **1** | **0** | **0** | **1** | **1** | **18** |

## Site 5142

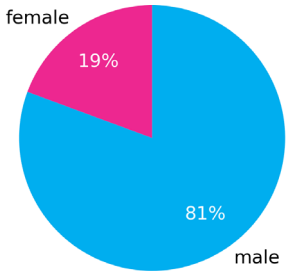
### Thompson St [NE], Midland Hwy/High St [E], St Georges Rd [S], Midland Hwy/High St [W]

**31 bicycle riders** were recorded during the 2 hour survey. This is an increase of 29% compared to 24 in 2016 and an increase of 3% compared to 30 in 2011. The peak hour was 08:00-08:15 with 6 riders. Female riders comprised 19% of the total.

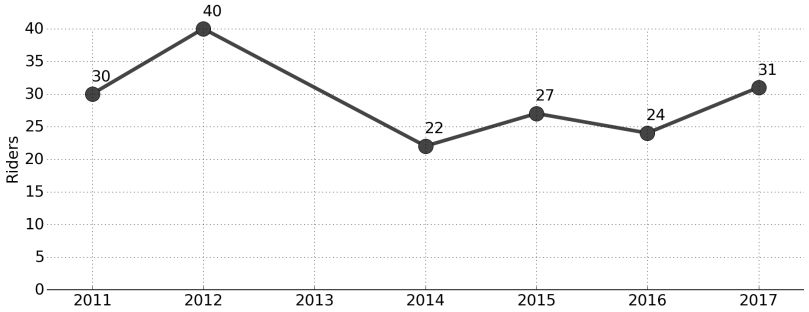
### Traffic Volume by Time



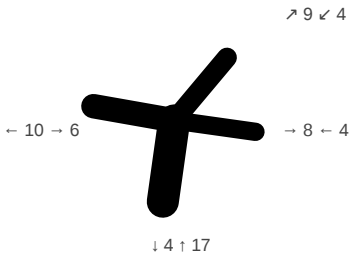

### Gender Ratio




### Cycling Trend




### Traffic Flow




### Raw Data

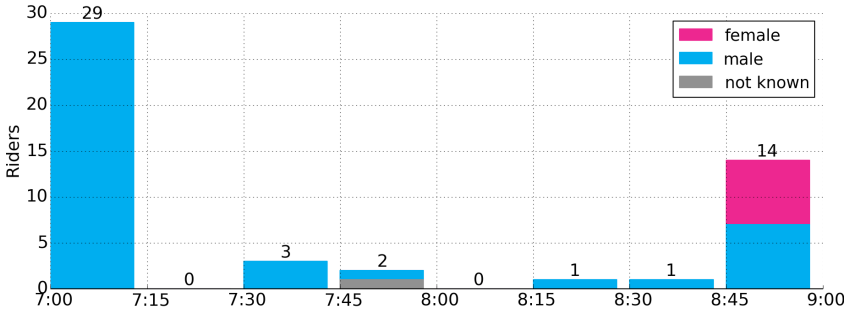
| Enter | 1 Thompson St [NE] | | | 2 Midland Hwy/High St [E] | | | 3 St Georges Rd [S] | | | 4 Midland Hwy/High St [W] | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Exit** | **2** | **3** | **4** | **1** | **3** | **4** | **1** | **2** | **4** | **1** | **2** | **3** | **Total** |
| Female | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 6 |
| Male | 0 | 1 | 0 | 0 | 0 | 4 | 7 | 2 | 5 | 0 | 6 | 0 | 25 |
| Not known | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **0** | **4** | **0** | **0** | **0** | **4** | **9** | **2** | **6** | **0** | **6** | **0** | **31** |

## Site 5143

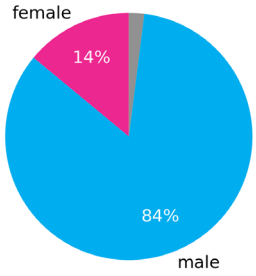
### Goulburn Valley Hwy [N], Wilmot Rd [E], Goulburn Valley Hwy [S], Longstaff St [W]

**50 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 23% compared to 65 in 2016 and an increase of 43% compared to 35 in 2011. The peak hour was 07:00-07:15 with 29 riders. Female riders comprised 14% of the total.

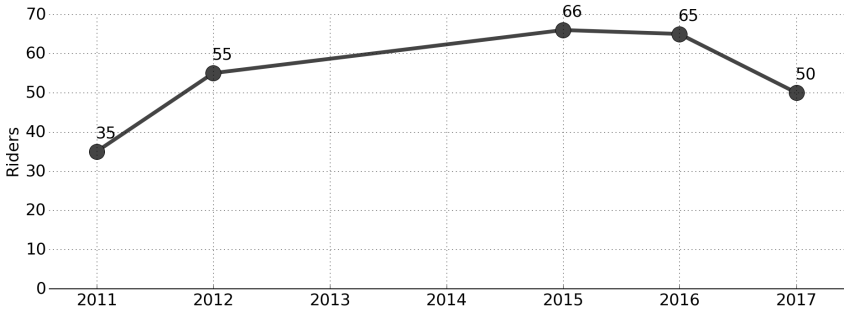
### Traffic Volume by Time



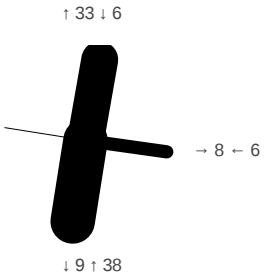

### Gender Ratio




### Cycling Trend




### Traffic Flow




### Raw Data

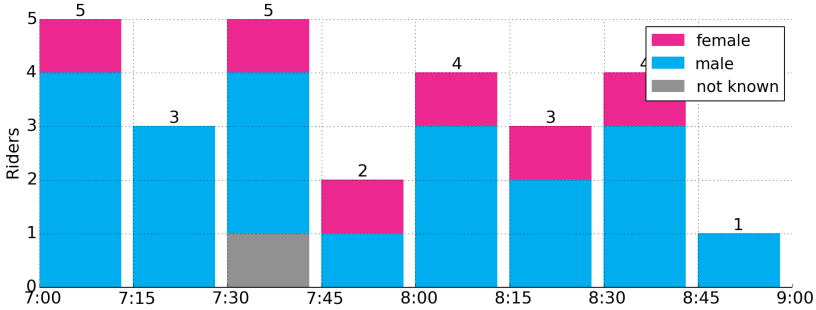
| Enter | 1 Goulburn Valley Hwy [N] | | | 2 Wilmot Rd [E] | | | 3 Goulburn Valley Hwy [S] | | | 4 Longstaff St [W] | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Exit** | **2** | **3** | **4** | **1** | **3** | **4** | **1** | **2** | **4** | **1** | **2** | **3** | **Total** |
| Female | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 7 |
| Male | 2 | 3 | 0 | 0 | 3 | 0 | 32 | 2 | 0 | 0 | 0 | 0 | 42 |
| Not known | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| **Total** | **3** | **3** | **0** | **0** | **6** | **0** | **33** | **5** | **0** | **0** | **0** | **0** | **50** |

## Site 5144

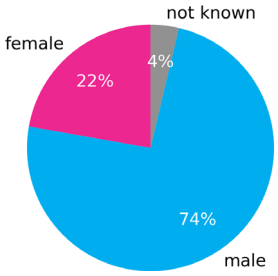
### Archer St [N], Poplar Ave [E], Archer St [S], Wilmot Rd [NW]

**27 bicycle riders** were recorded during the 2 hour survey. This is an increase of 80% compared to 15 in 2016 and a decrease of 18% compared to 33 in 2011. The peak hour was 07:00-07:15 with 5 riders. Female riders comprised 22% of the total.

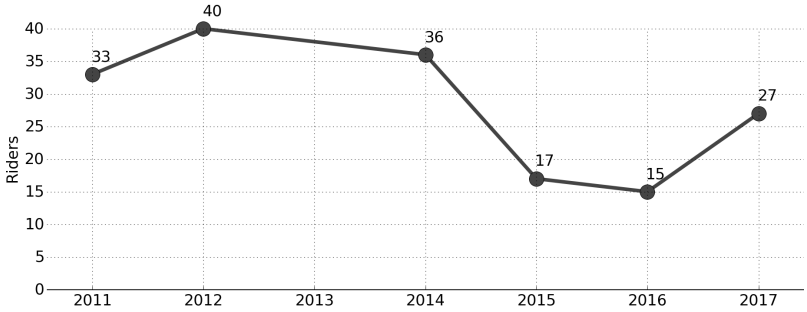
### Traffic Volume by Time



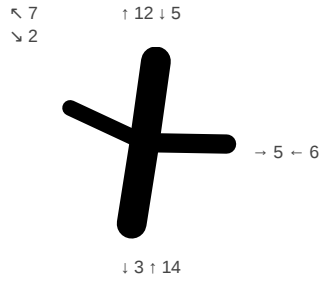

### Gender Ratio




### Cycling Trend




### Traffic Flow




### Raw Data

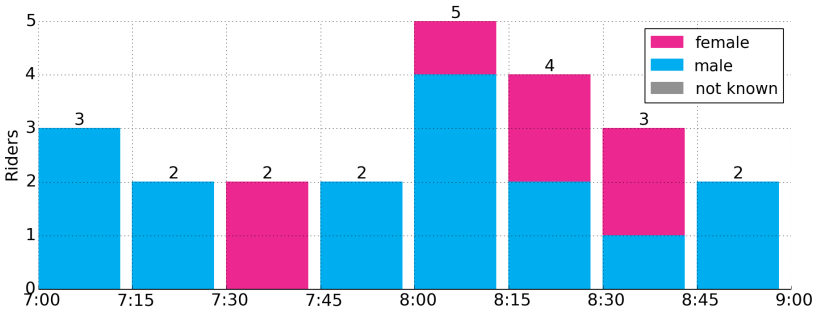
| Enter | 1 Archer St [N] | | | 2 Poplar Ave [E] | | | 3 Archer St [S] | | | 4 Wilmot Rd [NW] | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Exit** | **2** | **3** | **4** | **1** | **3** | **4** | **1** | **2** | **4** | **1** | **2** | **3** | **Total** |
| Female | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 6 |
| Male | 4 | 1 | 0 | 3 | 1 | 1 | 5 | 1 | 4 | 0 | 0 | 0 | 20 |
| Not known | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **Total** | **4** | **1** | **0** | **4** | **1** | **1** | **7** | **1** | **6** | **1** | **0** | **1** | **27** |

## Site 6356

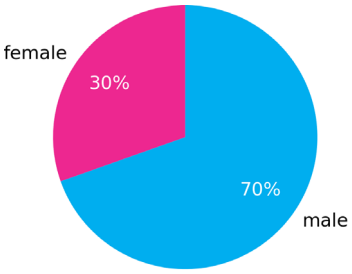
### Johnson St [NE], Hayes St to railway line [E], Hayes St to lake [W]

**23 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 12% compared to 26 in 2016 and a decrease of 0% compared to 23 in 2014. The peak hour was 08:00-08:15 with 5 riders. Female riders comprised 30% of the total.

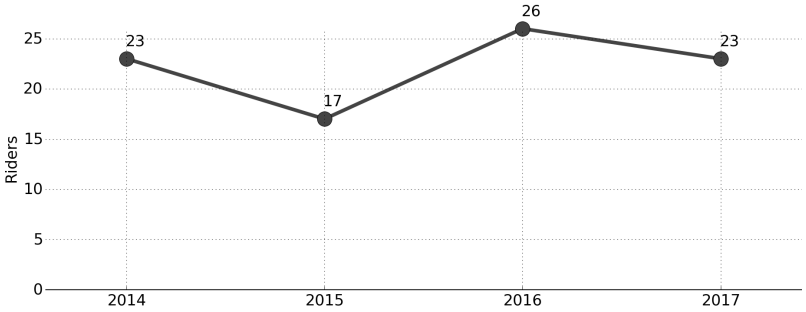
### Traffic Volume by Time



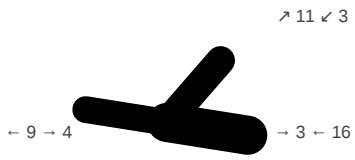

### Gender Ratio




### Cycling Trend




### Traffic Flow

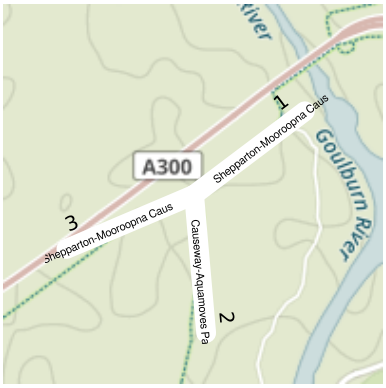



### Raw Data

| Enter | 1 Johnson St [NE] | | 2 Hayes St to railway line [E] | | 3 Hayes St to lake [W] | | |
|---|---|---|---|---|---|---|---|
| **Exit** | **2** | **3** | **1** | **3** | **1** | **2** | **Total** |
| Female | 0 | 0 | 3 | 3 | 1 | 0 | 7 |
| Male | 2 | 1 | 5 | 5 | 2 | 1 | 16 |
| Not known | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **2** | **1** | **8** | **8** | **3** | **1** | **23** |

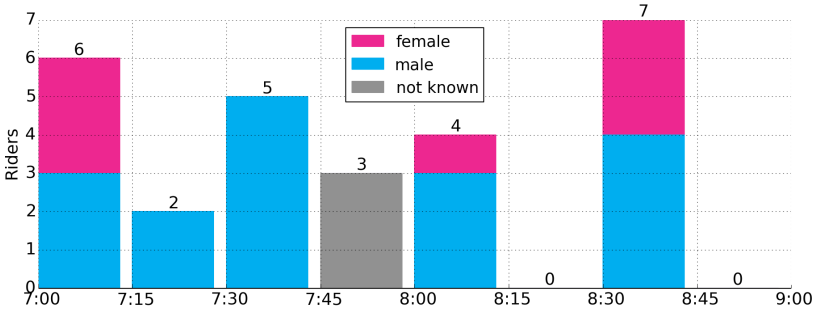
## Site 5146

### Shepparton-Mooroopna Causeway Path [NE], Causeway-Aquamoves Path [S], Shepparton-Mooroopna Causeway Path [SW]

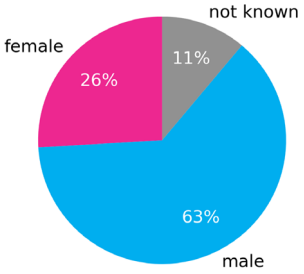



**27 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 23% compared to 35 in 2016 and a decrease of 25% compared to 36 in 2011. The peak hour was 08:30-08:45 with 7 riders. Female riders comprised 26% of the total.

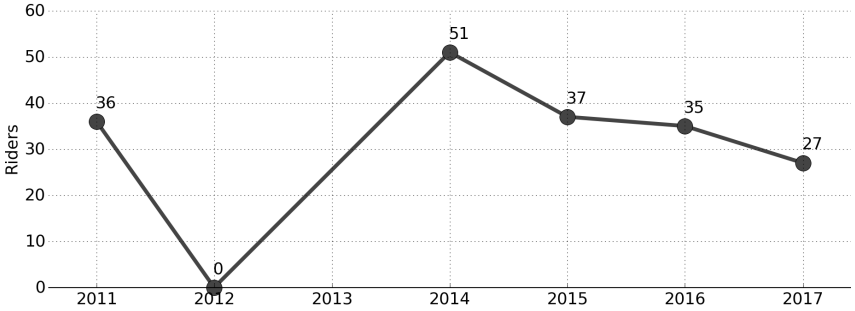
### Traffic Volume by Time



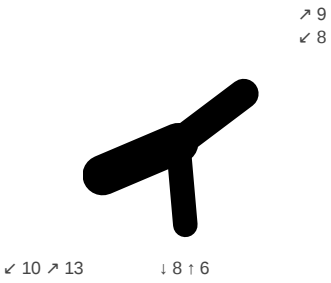

### Gender Ratio




### Cycling Trend




### Traffic Flow




### Raw Data

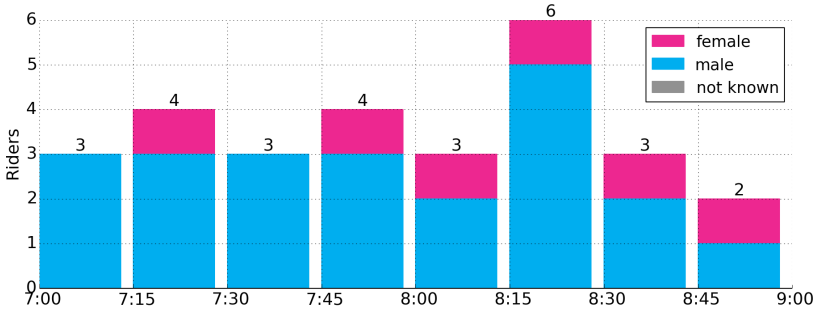
| Enter | 1 Shepparton-Mooroopna Causeway Path [NE] | | 2 Causeway-Aquamoves Path [S] | | 3 Shepparton-Mooroopna Causeway Path [SW] | | |
|---|---|---|---|---|---|---|---|
| **Exit** | **2** | **3** | **1** | **3** | **1** | **2** | **Total** |
| Female | 1 | 0 | 1 | 2 | 1 | 2 | 7 |
| Male | 2 | 4 | 0 | 3 | 6 | 2 | 17 |
| Not known | 0 | 1 | 0 | 0 | 1 | 1 | 3 |
| **Total** | **3** | **5** | **1** | **5** | **8** | **5** | **27** |

## Site 5147

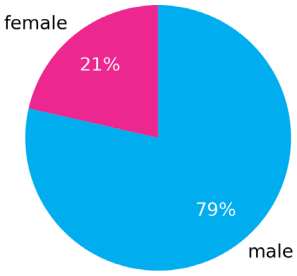
### Verney Rd [N], Verney Rd [S], Graham St [W]

**28 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 12% compared to 32 in 2016 and a decrease of 22% compared to 36 in 2011. The peak hour was 08:15-08:30 with 6 riders. Female riders comprised 21% of the total.

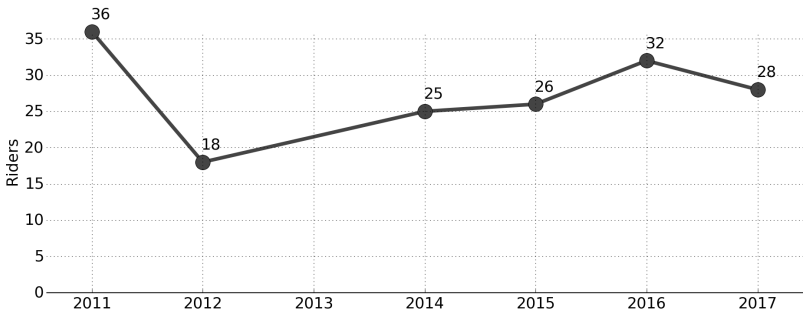
### Traffic Volume by Time



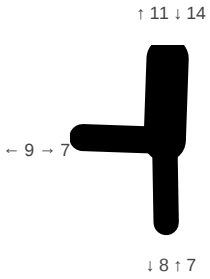

### Gender Ratio




### Cycling Trend




### Traffic Flow




### Raw Data

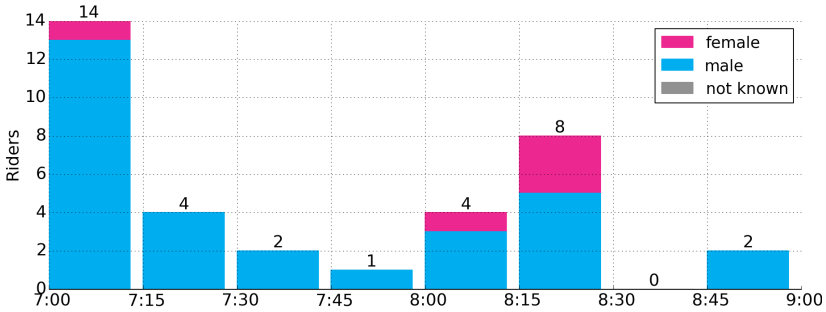
| Enter | 1 Verney Rd [N] | | 2 Verney Rd [S] | | 3 Graham St [W] | | |
|---|---|---|---|---|---|---|---|
| **Exit** | **2** | **3** | **1** | **3** | **1** | **2** | **Total** |
| Female | 0 | 3 | 1 | 1 | 1 | 0 | 6 |
| Male | 7 | 4 | 4 | 1 | 5 | 1 | 22 |
| Not known | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **7** | **7** | **5** | **2** | **6** | **1** | **28** |

## Site 5148

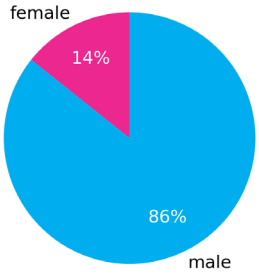
### Goulburn Valley Hwy [N], Kialla Lakes Drv [E], Goulburn Valley Hwy [S]

**35 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 30% compared to 50 in 2016 and a decrease of 17% compared to 42 in 2011. The peak hour was 07:00-07:15 with 14 riders. Female riders comprised 14% of the total.

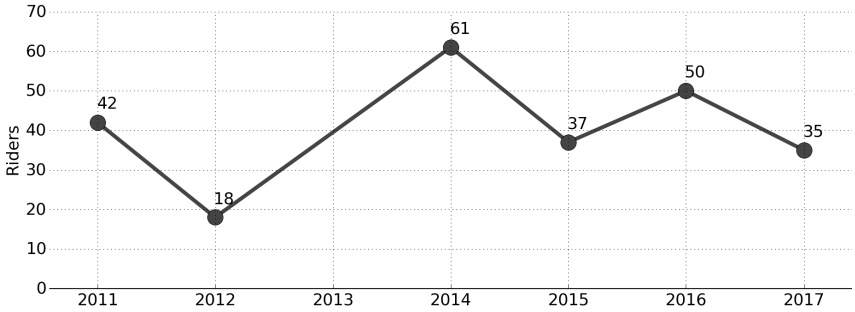
### Traffic Volume by Time



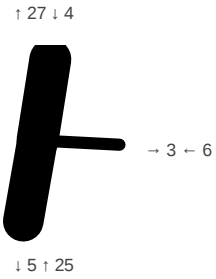

### Gender Ratio




### Cycling Trend




### Traffic Flow




### Raw Data

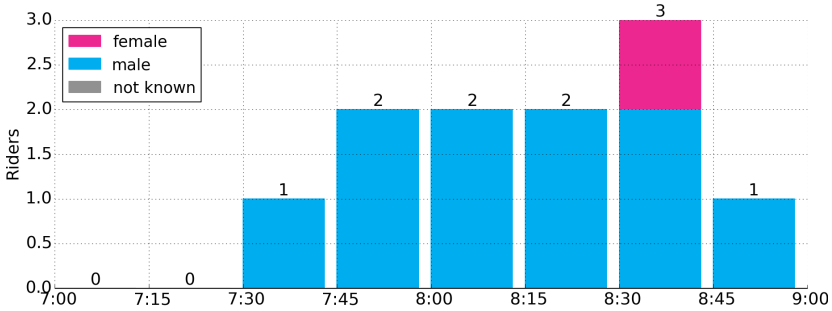
| Enter | 1 Goulburn Valley Hwy [N] | | 2 Kialla Lakes Drv [E] | | 3 Goulburn Valley Hwy [S] | | |
|---|---|---|---|---|---|---|---|
| **Exit** | **2** | **3** | **1** | **3** | **1** | **2** | **Total** |
| Female | 0 | 1 | 0 | 0 | 3 | 1 | 5 |
| Male | 1 | 2 | 4 | 2 | 20 | 1 | 30 |
| Not known | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **1** | **3** | **4** | **2** | **23** | **2** | **35** |

## Site 5883

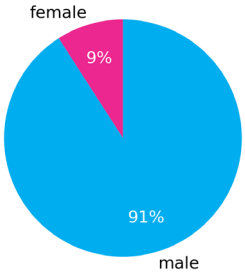
### Baker Cres [NE], Echuca Rd [SE], Pedestrian Crossing [SW], Echuca Rd [NW]

**11 bicycle riders** were recorded during the 2 hour survey. This is a decrease of 45% compared to 20 in 2016 and a decrease of 21% compared to 14 in 2012. The peak hour was 08:30-08:45 with 3 riders. Female riders comprised 9% of the total.

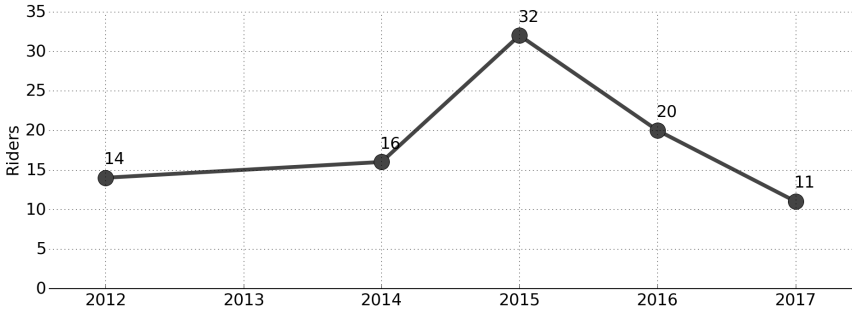
### Traffic Volume by Time



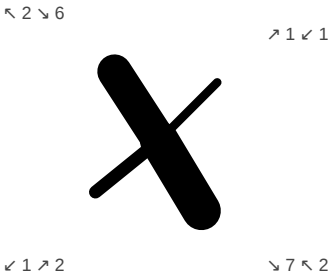

### Gender Ratio




### Cycling Trend




### Traffic Flow




### Raw Data

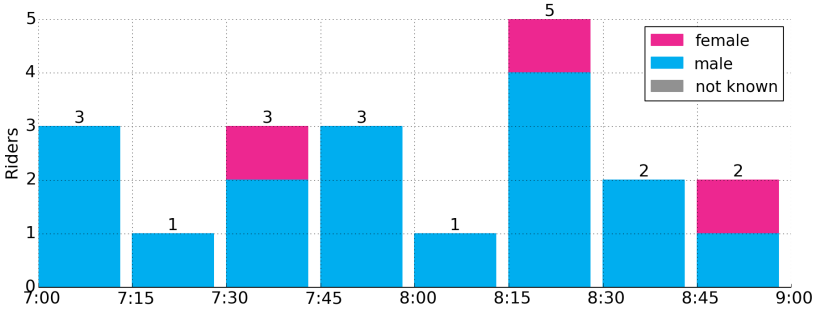
| Enter | 1 Baker Cres [NE] | | | 2 Echuca Rd [SE] | | | 3 Pedestrian Crossing [SW] | | | 4 Echuca Rd [NW] | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Exit** | **2** | **3** | **4** | **1** | **3** | **4** | **1** | **2** | **4** | **1** | **2** | **3** | **Total** |
| Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Male | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 4 | 1 | 10 |
| Not known | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **1** | **0** | **0** | **0** | **0** | **2** | **1** | **1** | **0** | **0** | **5** | **1** | **11** |

## Site 5884

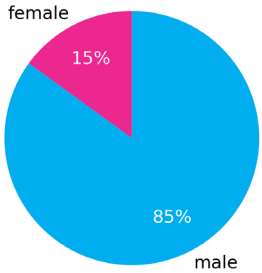
### Verney Rd (north) [N], Verney Rd [S], Pine Rd [W]

**20 bicycle riders** were recorded during the 2 hour survey. This is an increase of 18% compared to 17 in 2016 and an increase of 25% compared to 16 in 2012. The peak hour was 08:15-08:30 with 5 riders. Female riders comprised 15% of the total.

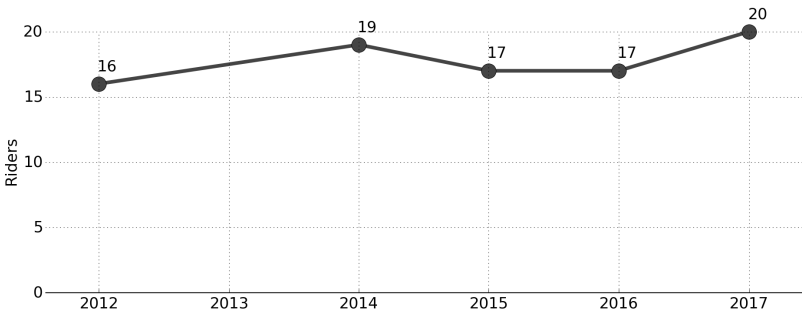
### Traffic Volume by Time



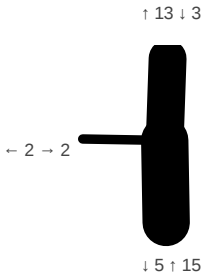

### Gender Ratio




### Cycling Trend




### Traffic Flow




### Raw Data

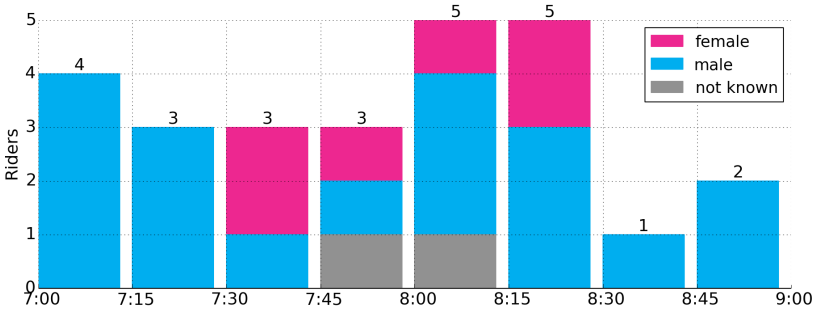
| Enter | 1 Verney Rd [N] | | 2 Verney Rd [S] | | 3 Pine Rd [W] | | |
|---|---|---|---|---|---|---|---|
| **Exit** | **2** | **3** | **1** | **3** | **1** | **2** | **Total** |
| Female | 0 | 0 | 3 | 0 | 0 | 0 | 3 |
| Male | 3 | 0 | 10 | 2 | 0 | 2 | 17 |
| Not known | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **3** | **0** | **13** | **2** | **0** | **2** | **20** |

## Site 7062

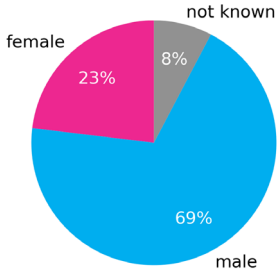
**Balaclava Rd [E], Wyndham St/Goulbourn Valley Hwy [S], Balaclava Rd [W], Wyndham St/Goulbourn Valley Hwy [N]**

**26 bicycle riders** were recorded during the 2 hour survey. The peak hour was 08:00-08:15 with 5 riders. Female riders comprised 23% of the total.

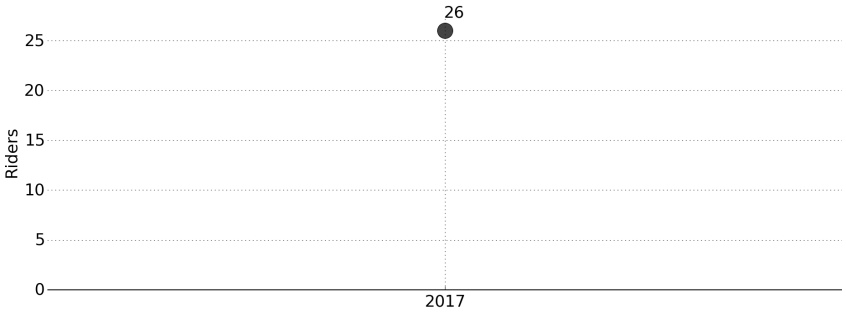
### Traffic Volume by Time



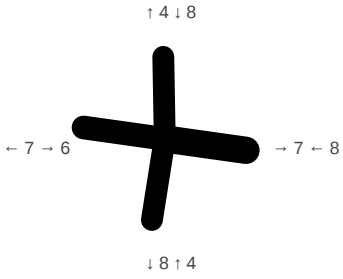

### Gender Ratio




### Cycling Trend




### Traffic Flow




### Raw Data

| Enter | 1 Balaclava Rd [E] | | | 2 Wyndham St/Goulbourn Valley Hwy [S] | | | 3 Balaclava Rd [W] | | | 4 Wyndham St/Goulbourn Valley Hwy [N] | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Exit** | **2** | **3** | **4** | **1** | **3** | **4** | **1** | **2** | **4** | **1** | **2** | **3** | **Total** |
| Female | 2 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 6 |
| Male | 2 | 3 | 1 | 0 | 2 | 0 | 0 | 1 | 3 | 4 | 2 | 0 | 18 |
| Not known | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| **Total** | **4** | **3** | **1** | **0** | **4** | **0** | **2** | **1** | **3** | **5** | **3** | **0** | **26** |

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