



**BICYCLE
NETWORK®**

SUPER TUESDAY BIKE COUNT

Greater Shepparton

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 Greater Shepparton



**3 MARCH
2020
7AM-9AM**



**21
LOCATIONS**



**505
MOVEMENTS**

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 Greater Shepparton on the day of the count, with SSE winds reaching 28km/h, and a maximum temperature of 14.7 degrees at 9am.

By participating in the count, volunteer counters can choose a local community group to receive a donation of \$60. In Greater Shepparton a total of \$1260 went back to the local community through donations to nominated groups.

COUNT SITES

21 sites were surveyed in Greater Shepparton.

Major commuter corridors of interest include:

- Goulburn Valley Highway
- Verney Road

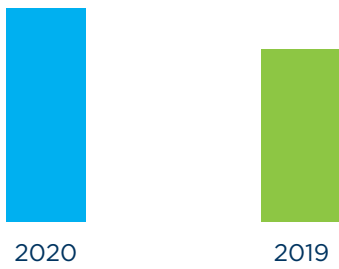
TRAFFIC FLOW

A total of 505 movements was counted at all selected intersections across the council area during the two-hour survey.

BUSIEST SITE

p. 17

The busiest site was at the intersection of Goulburn Valley Hwy [N], Yahna Gurti' Share Path [SE], Hwy Bridge [S], Yahna Gurti' Share Path [NW] (Site 5145 - page 17) with an average of 26.0 movements per hour.

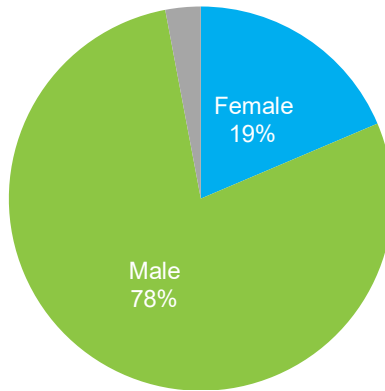


24%

GROWTH

Overall, usage has increased by 24% (505 movements) compared to the same 21 sites surveyed in 2019 (408 movements).

Significant growth was found at site 5136 (Welsford St [N], Fryers St [E], Welsford St [S], Fryers St [W]) and site 5137 (Knight St [E], Welsford St [S], Knight St [W]), where bicycle traffic increased by 350% and 400%, respectively.



GENDER RATIO

Female represented 19% of bike riders across the municipality.

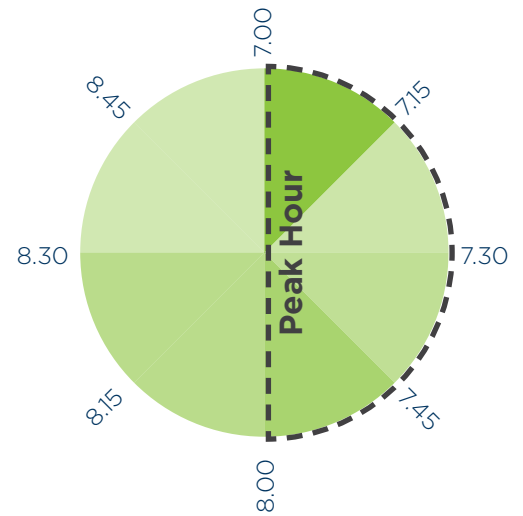
This is moderately lower than the average female ridership across Victoria (25%), and lower than the Australia-wide average of surveyed areas in 2020 (24%).

COUNT RESULTS

p. 7 - 28

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

Data table in Excel spreadsheet is supplied with this report.



PEAK HOUR

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

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

- 7:00-7:15am: 6 movements
- 7:15-7:30am: 3 movements
- 7:30-7:45am: 3 movements
- 7:45-8:00am: 2 movements
- 8:00-8:15am: 2 movements
- 8:15-8:30am: 3 movements
- 8:30-8:45am: 2 movements
- 8:45-9:00am: 2 movements

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.

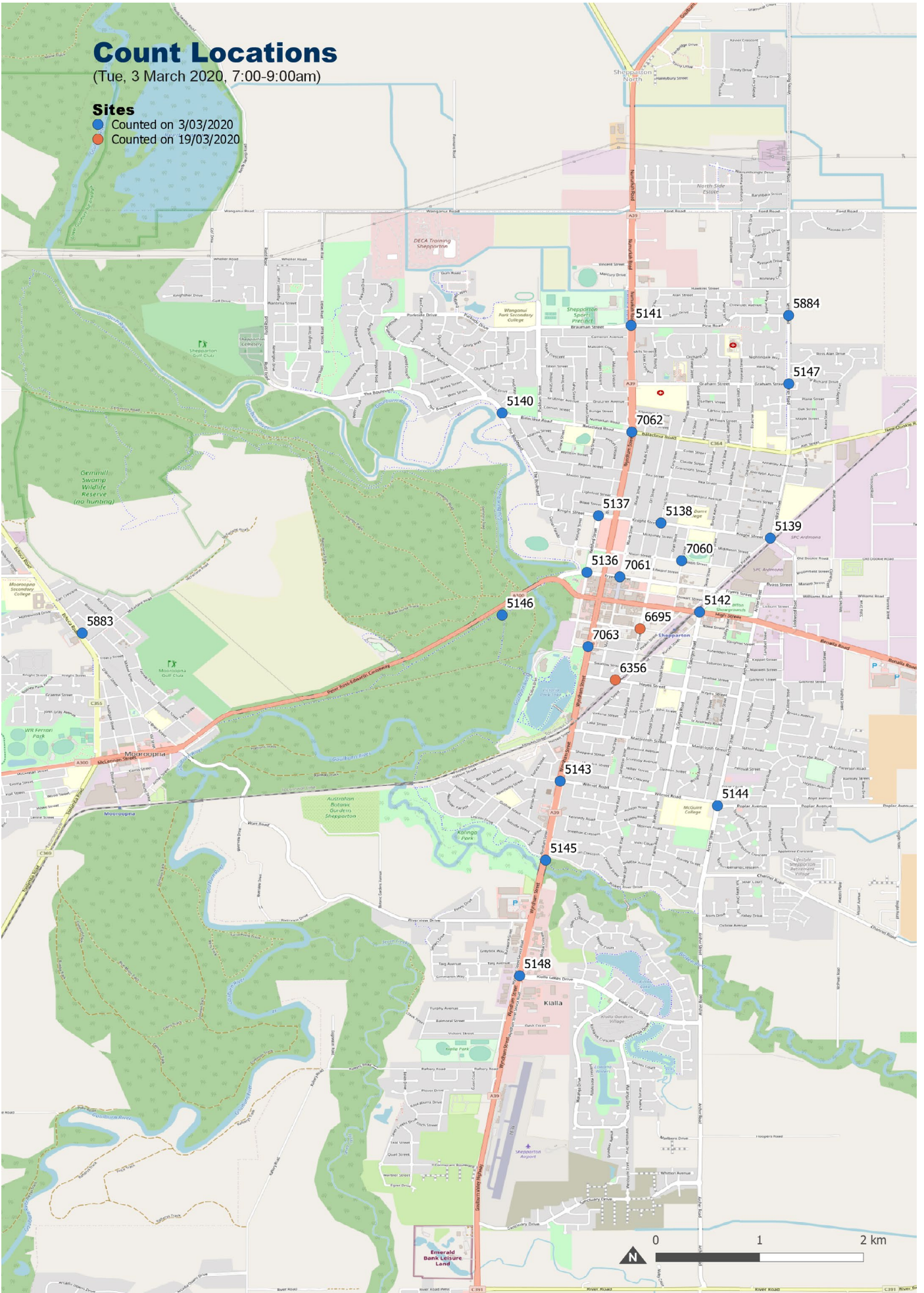
It was sunny in Western Australia on the day of the count, with a maximum temperature of 22.7 degrees recorded in Perth at 9am. No rainfall was recorded.

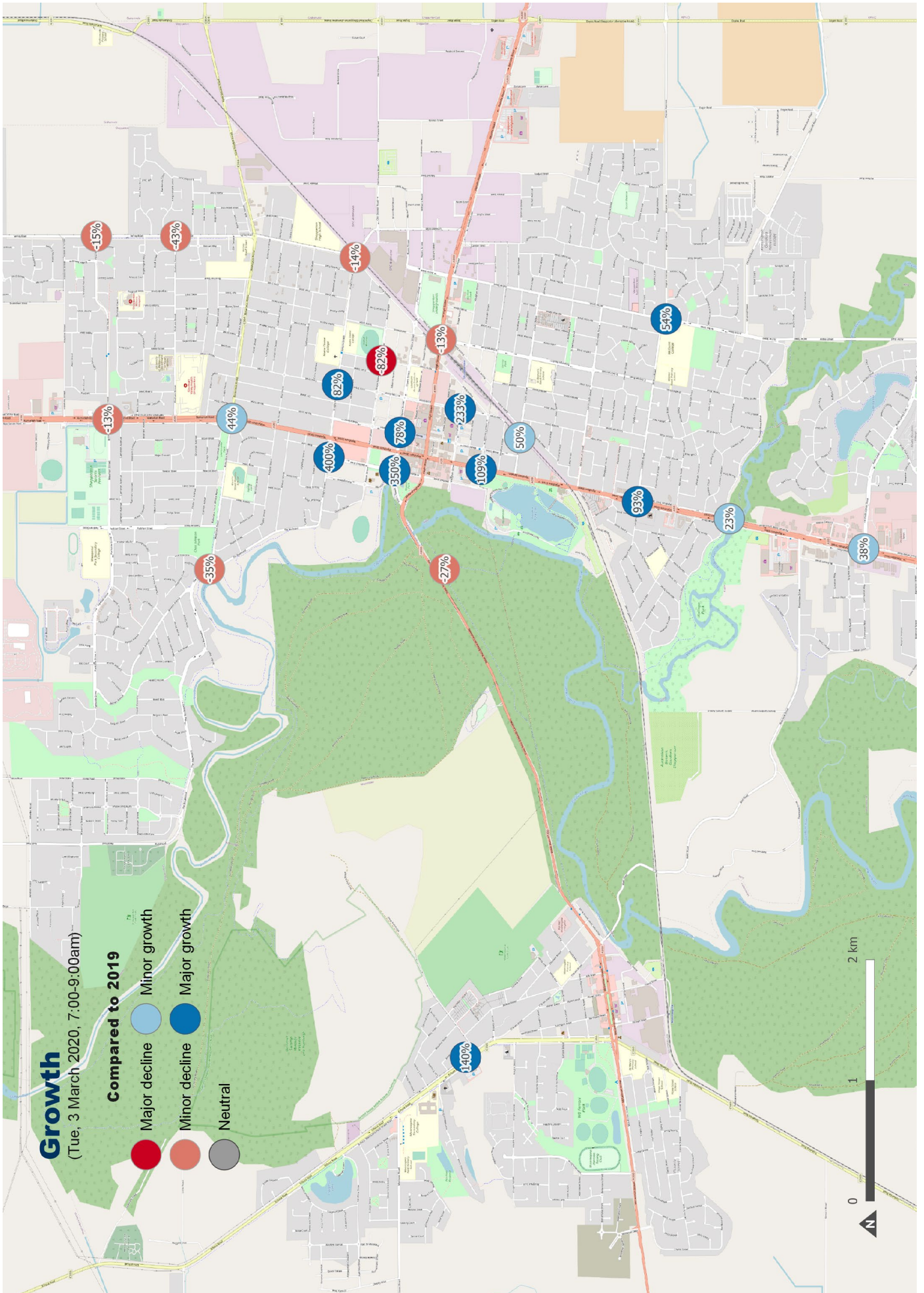
Count Locations

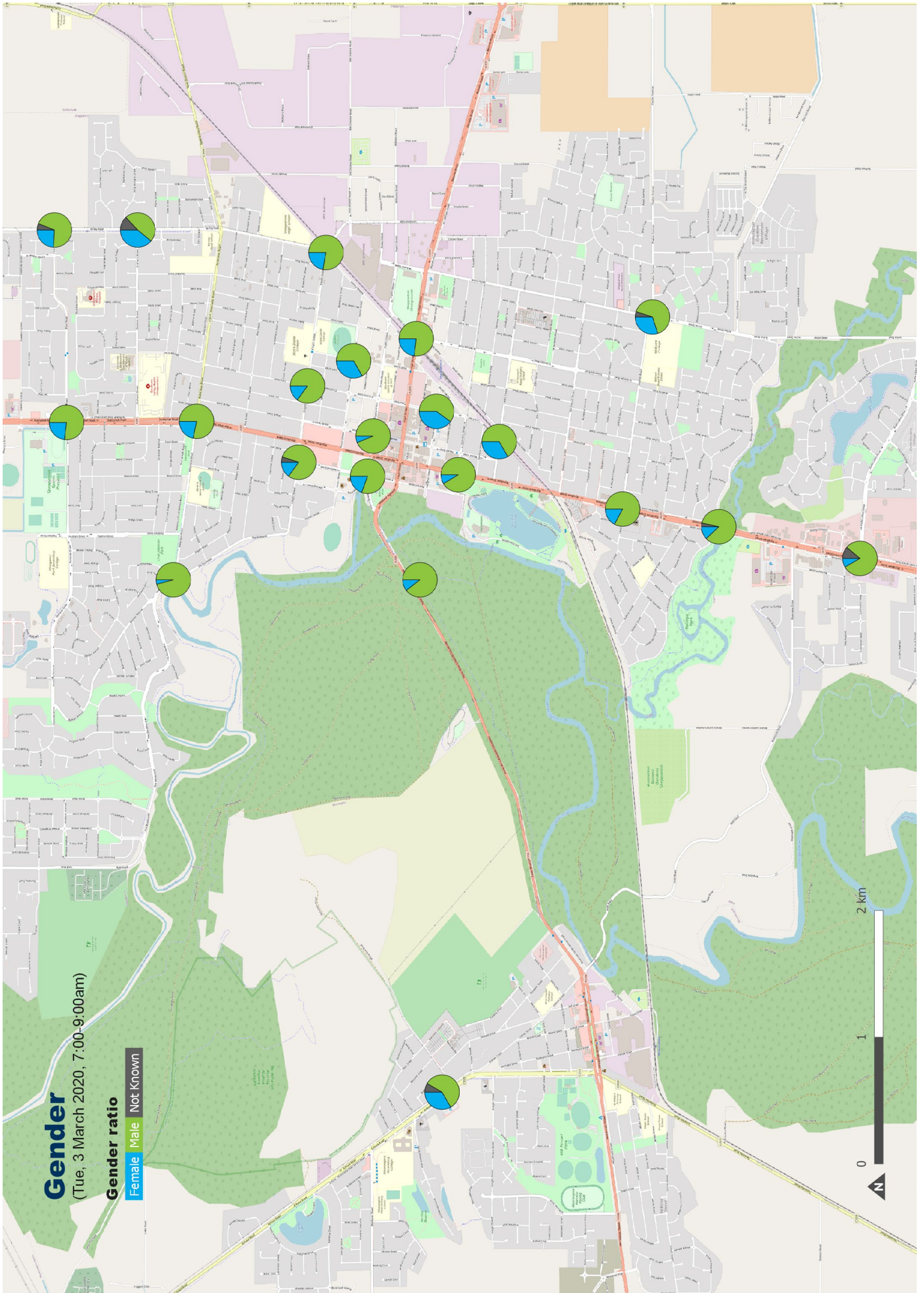
(Tue, 3 March 2020, 7:00-9:00am)

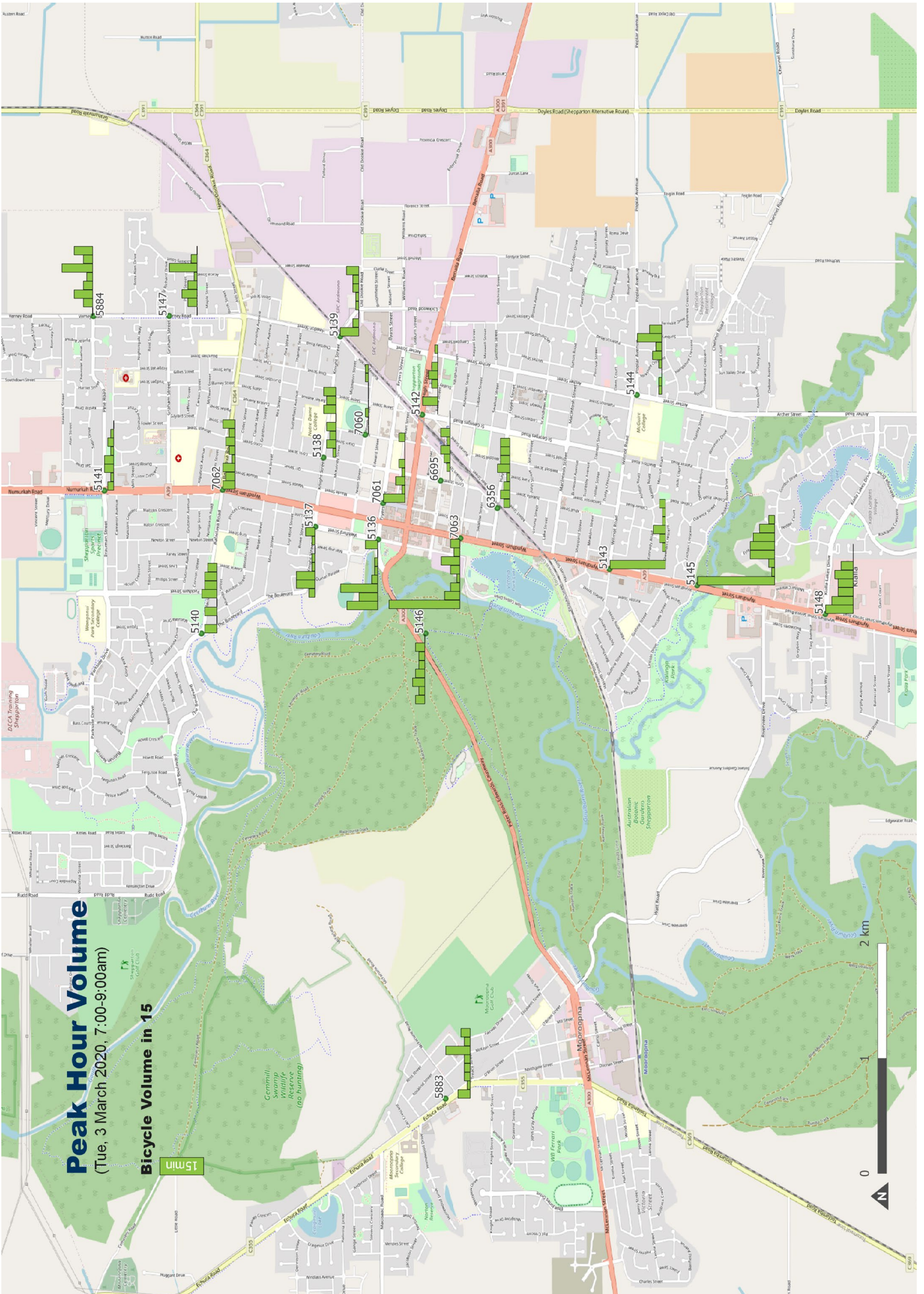
Sites

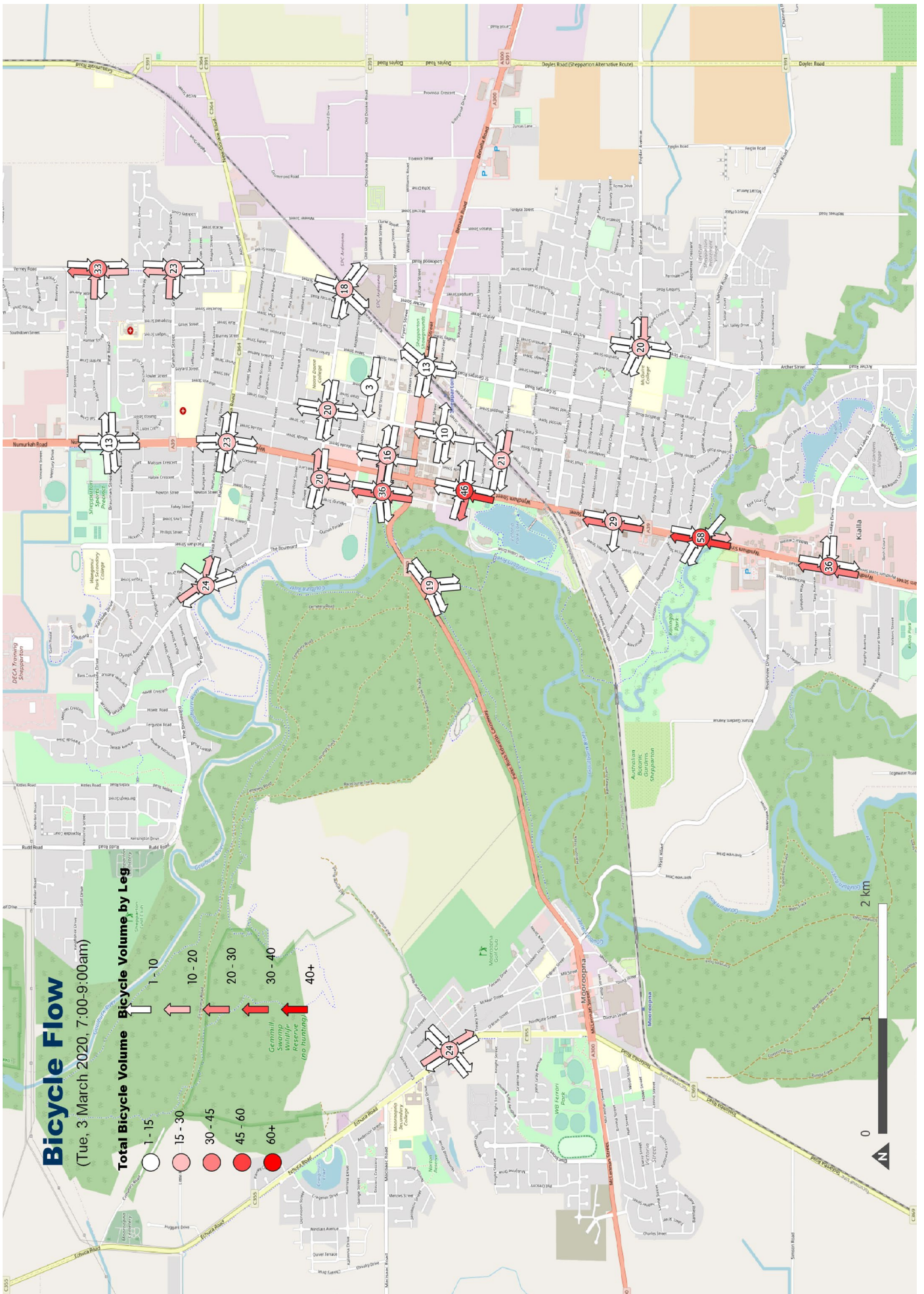
- Counted on 3/03/2020
- Counted on 19/03/2020









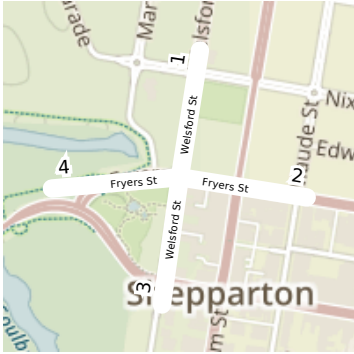


Results

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
5136	Welsford St [N], Fryers St [E], Welsford St [S], Fryers St [W]	7	29	0	36	8	350%	10	6	12	2	1	1	0	4
5137	Knight St [E], Welsford St [S], Knight St [W]	3	16	1	20	4	400%	2	6	6	1	1	0	1	3
5138	Corio St [N], Knight St [E], Corio St [S], Knight St [W]	3	17	0	20	11	82%	1	3	2	3	0	4	3	4
5139	Hawdon St [N], Andrew Fairley Ave [SE], Railway Pde [SW], Knight St [W]	4	14	0	18	21	-14%	6	2	0	1	1	2	2	4
5140	Maculata Dr [NE], Balaclava Rd [E], The Boulevard [S], The Boulevard [NW]	1	23	0	24	37	-35%	4	0	4	0	5	4	4	3
5141	Goulburn Valley Hwy [N], Pine Rd [E], Goulburn Valley Hwy [S], Brauman St [W]	3	10	0	13	15	-13%	2	1	3	3	1	2	1	0
5142	Thompson St [NE], Midland Hwy/High St [E], St Georges Rd [S], Midland Hwy/High St [W]	3	10	0	13	15	-13%	0	5	0	2	3	2	0	1
5143	Goulburn Valley Hwy [N], Wilmot Rd [E], Goulburn Valley Hwy [S], Longstaff St [W]	5	24	0	29	15	93%	18	0	1	2	4	1	1	2
5144	Archer St [N], Poplar Ave [E], Archer St [S], Wilmot Rd [NW]	6	13	1	20	13	54%	1	1	0	1	3	2	8	4
5145	Goulburn Valley Hwy [N], Yahna Gurti' Share Path [SE], Hwy Bridge [S], Yahna Gurti' Share Path [NW]	7	49	2	58	47	23%	25	1	2	8	8	7	5	2
5146	Shepparton-Mooroopna Causeway Path [NE], Causeway-Aquamoves Path [S], Shepparton-Mooroopna Causeway Path [SW]	2	17	0	19	26	-27%	3	2	4	3	2	2	3	0
5147	Verney Rd [N], Verney Rd [S], Graham St [W]	9	11	3	23	40	-43%	0	3	5	3	1	9	2	0
5148	Goulburn Valley Hwy [N], Kialla Lakes Drv [E], Goulburn Valley Hwy [S]	3	29	4	36	26	38%	9	7	5	5	6	4	0	0
5883	Baker Cres [NE], Echuca Rd [SE], Pedestrian Crossing [SW], Echuca Rd [NW]	8	14	2	24	10	140%	4	1	2	2	2	8	2	3
5884	Verney Rd (north) [N], Verney Rd [S], Pine Rd [W]	8	23	2	33	39	-15%	0	3	6	3	2	10	3	6
6356	Johnson St [NE], Hayes St to railway line [E], Hayes St to lake [W]	7	14	0	21	14	50%	2	3	2	1	4	3	3	3
6695	Corio St [N], Vaughan St [E], Corio St [S], Vaughan St [W]	4	6	0	10	3	233%	0	1	2	3	1	3	0	0
7060	Harold St [N], Nixon St [E], Harold St [S], Nixon St [W]	1	2	0	3	17	-82%	0	0	1	0	0	0	1	1
7061	Maude St [N], Fryers St [E], Maude St [S], Fryers St [W]	1	15	0	16	9	78%	7	1	3	1	2	0	0	2
7062	Balaclava Rd [E], Wyndham St/Goulbourn Valley Hwy [S], Balaclava Rd [W], Wyndham St/Goulbourn Valley Hwy [N]	5	18	0	23	16	44%	4	3	4	1	2	3	2	4
7063	Wyndham St [N], Sobraon St [E], Wyndham St [S], Sobraon St [W]	4	42	0	46	22	109%	23	5	3	1	3	6	2	3

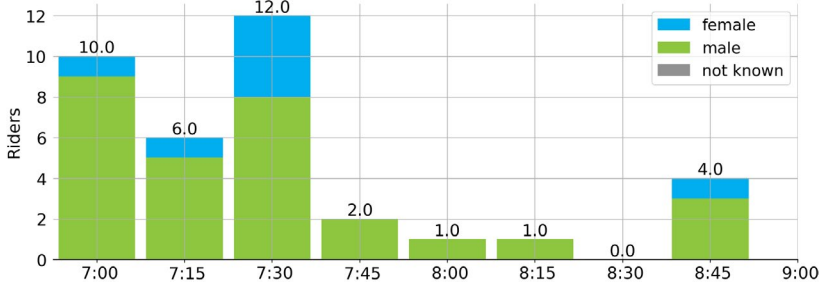
Site 5136

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

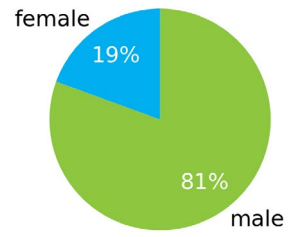


36 bicycle riders were recorded during the 2 hour survey. This is an increase of 350% compared to 8 in 2019 and a decrease of 0% compared to 36 in 2011. The peak period was 07:30-07:45 with 12 riders. Female riders comprised 19% of the total.

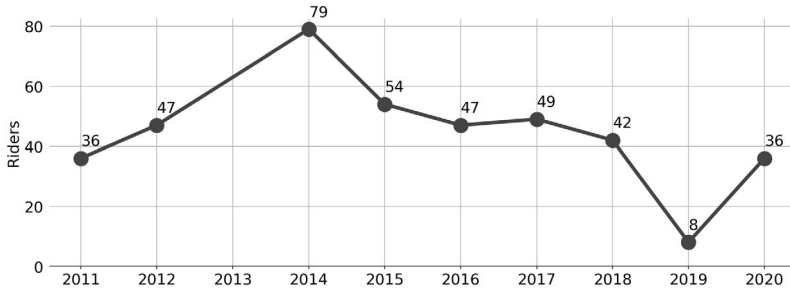
Traffic Volume by Time



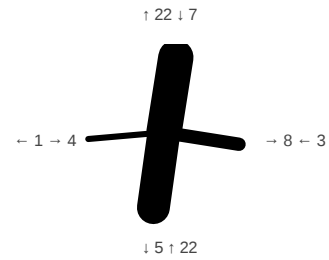
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Welsford St [N]			2 Fryers St [E]			3 Welsford St [S]			4 Fryers St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	0	0	2	1	0	4	0	0	0	0	0	7
Male	2	4	1	0	0	0	15	3	0	1	3	0	29
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	4	1	2	1	0	19	3	0	1	3	0	36

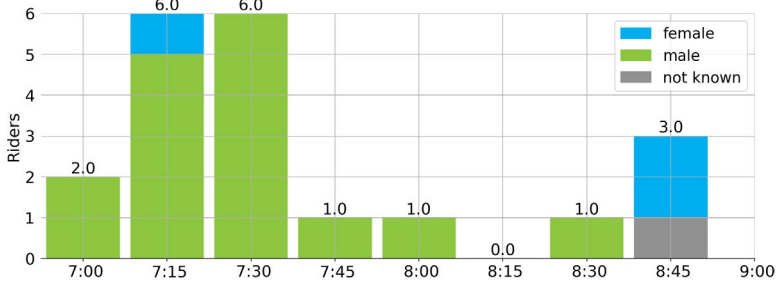
Site 5137

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

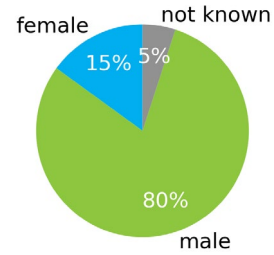


20 bicycle riders were recorded during the 2 hour survey. This is an increase of 400% compared to 4 in 2019 and a decrease of 29% compared to 28 in 2011. The peak period was 07:15-07:30 with 6 riders. Female riders comprised 15% of the total.

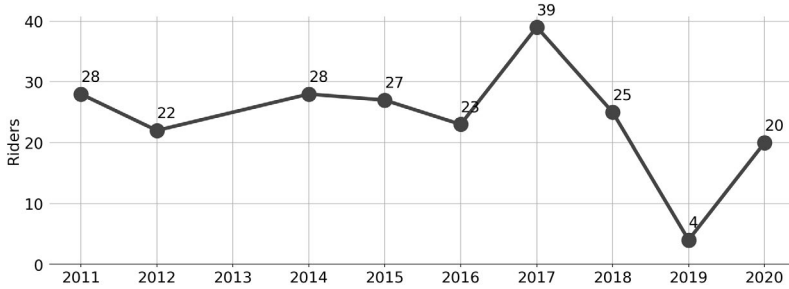
Traffic Volume by Time



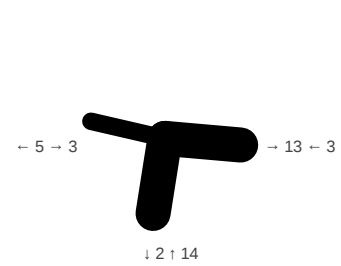
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Knight St [E]		2 Welsford St [S]		3 Knight St [W]		Total
Exit	2	3	1	3	1	2	
Female	1	0	2	0	0	0	3
Male	1	1	8	3	3	0	16
Not known	0	0	0	1	0	0	1
Total	2	1	10	4	3	0	20

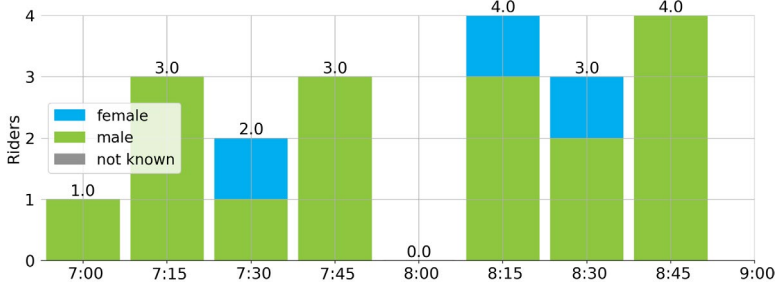
Site 5138

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

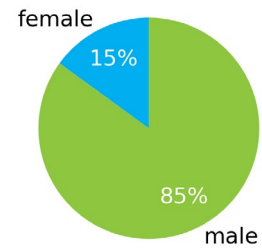


20 bicycle riders were recorded during the 2 hour survey. This is an increase of 82% compared to 11 in 2019 and a decrease of 9% compared to 22 in 2011. The peak period was 08:15-08:30 with 4 riders. Female riders comprised 15% of the total.

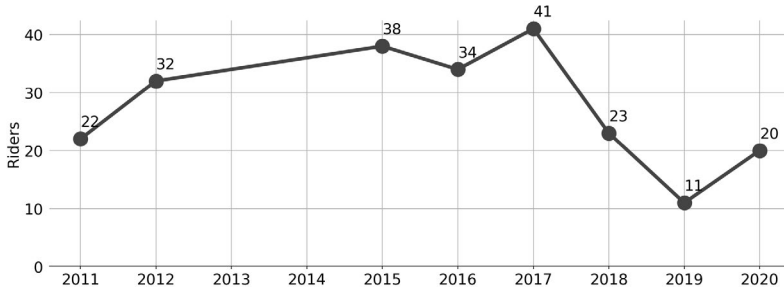
Traffic Volume by Time



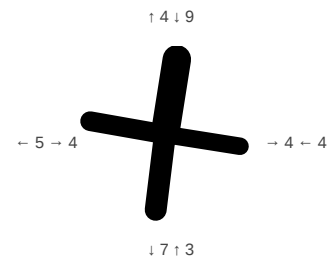
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Corio St [N]			2 Knight St [E]			3 Corio St [S]			4 Knight St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	1	0	0	0	1	1	0	0	0	0	0	3
Male	0	6	2	1	0	2	2	0	0	0	4	0	17
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	2	1	0	3	3	0	0	0	4	0	20

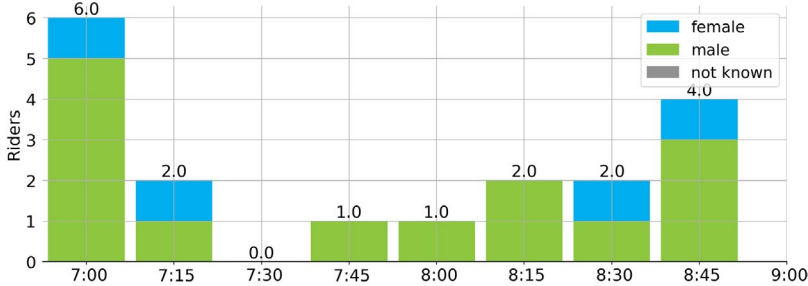
Site 5139

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

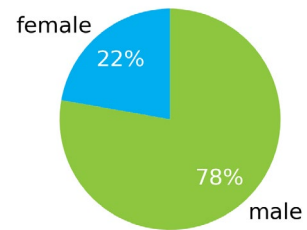


18 bicycle riders were recorded during the 2 hour survey. This is a decrease of 14% compared to 21 in 2019 and a decrease of 53% compared to 38 in 2011. The peak period was 07:00-07:15 with 6 riders. Female riders comprised 22% of the total.

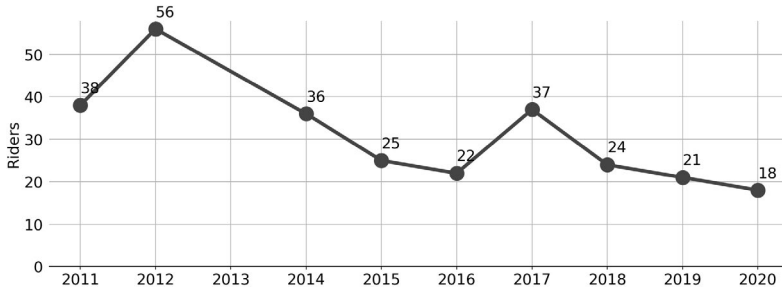
Traffic Volume by Time



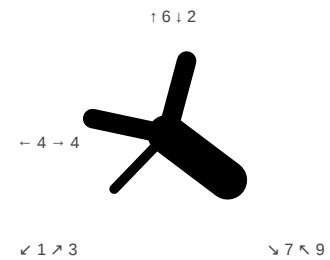
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Hawdon St [N]			2 Andrew Fairley Ave [SE]			3 Railway Pde [SW]			4 Knight St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	2	0	0	1	0	0	1	0	0	0	0	0	4
Male	0	0	0	3	1	4	1	1	0	0	4	0	14
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	4	1	4	2	1	0	0	4	0	18

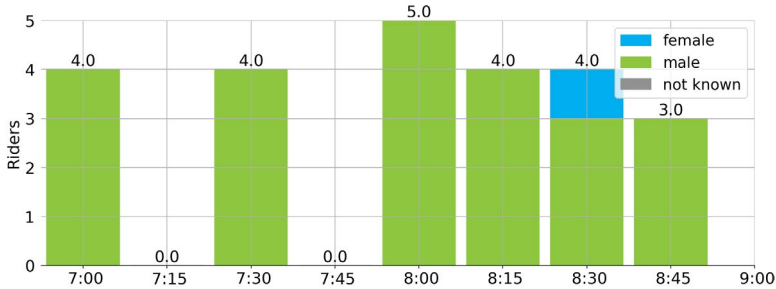
Site 5140

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

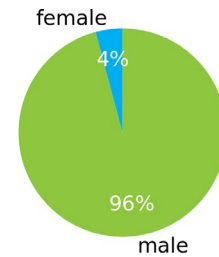


24 bicycle riders were recorded during the 2 hour survey. This is a decrease of 35% compared to 37 in 2019 and a decrease of 53% compared to 51 in 2011. The peak period was 08:00-08:15 with 5 riders. Female riders comprised 4% of the total.

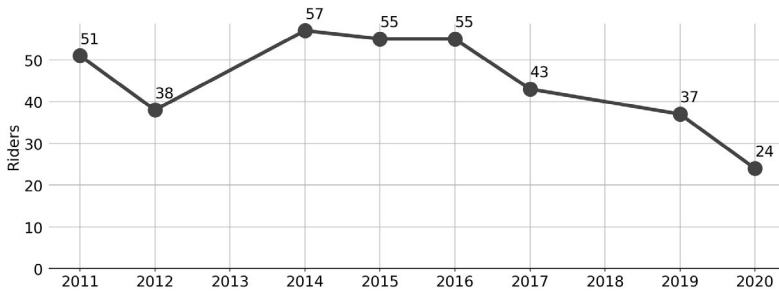
Traffic Volume by Time



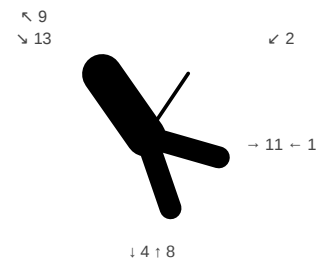
Gender Ratio



Cycling Trend



Traffic Flow

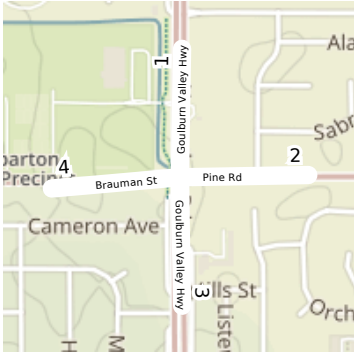


Raw Data

Enter	1 Maculata Dr [NE]			2 Balaclava Rd [E]			3 The Boulevard [S]			4 The Boulevard [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	0	0	0	0	0	0	0	0	0	1	0	1
Male	1	0	1	0	1	0	0	0	8	0	9	3	23
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	1	0	0	0	8	0	10	3	24

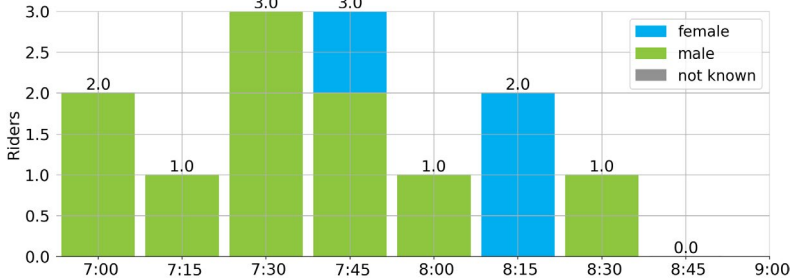
Site 5141

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

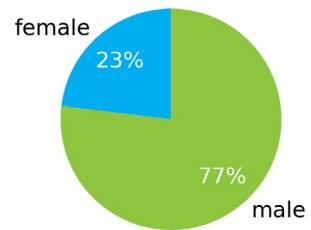


13 bicycle riders were recorded during the 2 hour survey. This is a decrease of 13% compared to 15 in 2019 and a decrease of 62% compared to 34 in 2011. The peak period was 07:30-07:45 with 3 riders. Female riders comprised 23% of the total.

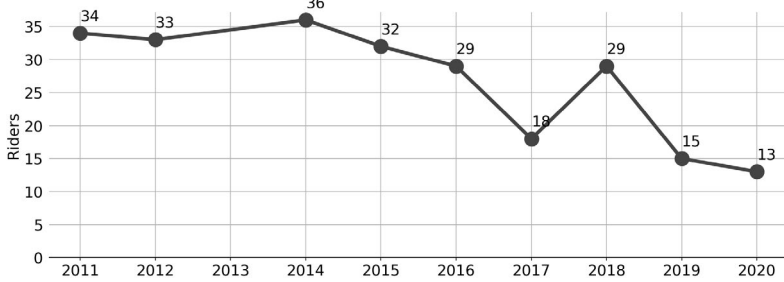
Traffic Volume by Time



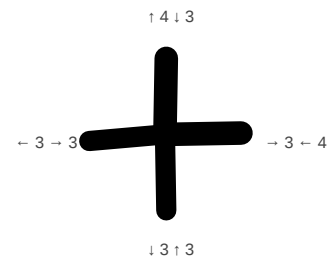
Gender Ratio



Cycling Trend



Traffic Flow

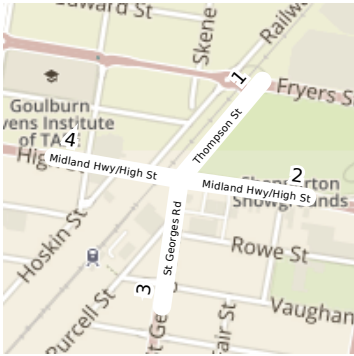


Raw Data

	Enter 1 Goulburn Valley Hwy [N]			2 Pine Rd [E]			3 Goulburn Valley Hwy [S]			4 Brauman St [W]			Total
	Exit 2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	0	0	1	0	1	0	0	0	0	1	0	3
Male	0	3	0	0	0	2	3	0	0	0	2	0	10
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	1	0	3	3	0	0	0	3	0	13

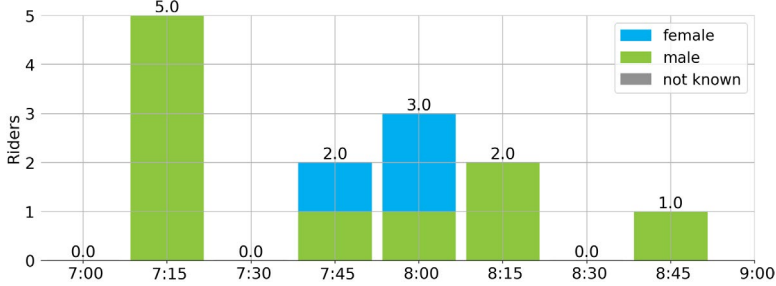
Site 5142

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

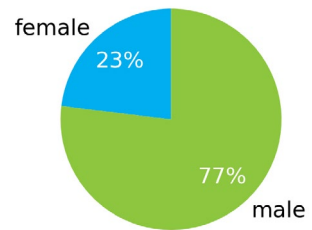


13 bicycle riders were recorded during the 2 hour survey. This is a decrease of 13% compared to 15 in 2019 and a decrease of 57% compared to 30 in 2011. The peak period was 07:15-07:30 with 5 riders. Female riders comprised 23% of the total.

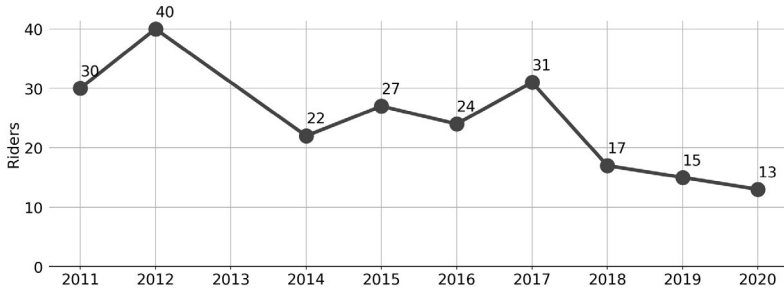
Traffic Volume by Time



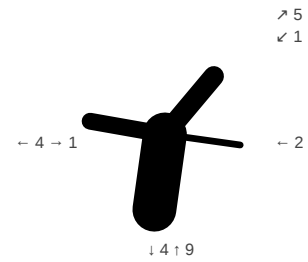
Gender Ratio



Cycling Trend



Traffic Flow

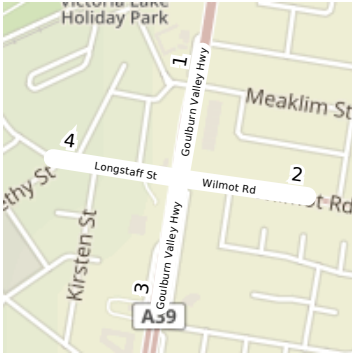


Raw Data

Enter	1 Thompson St [NE]			2 Midland Hwy/High St [E]			3 St Georges Rd [S]			4 Midland Hwy/High St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	1	0	0	0	0	1	0	1	0	0	0	3
Male	0	0	0	0	2	0	4	0	3	0	0	1	10
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	2	0	5	0	4	0	0	1	13

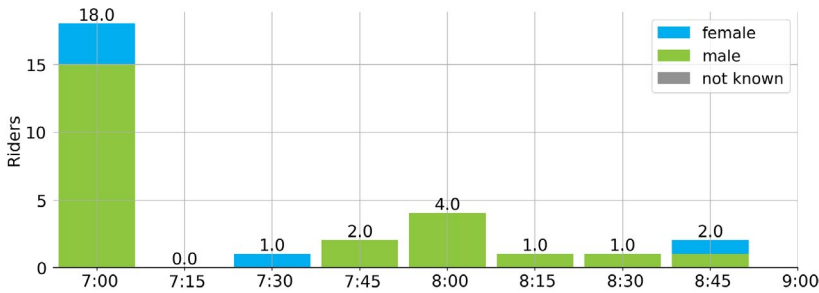
Site 5143

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

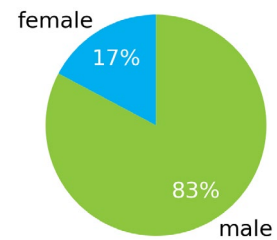


29 bicycle riders were recorded during the 2 hour survey. This is an increase of 93% compared to 15 in 2019 and a decrease of 17% compared to 35 in 2011. The peak period was 07:00-07:15 with 18 riders. Female riders comprised 17% of the total.

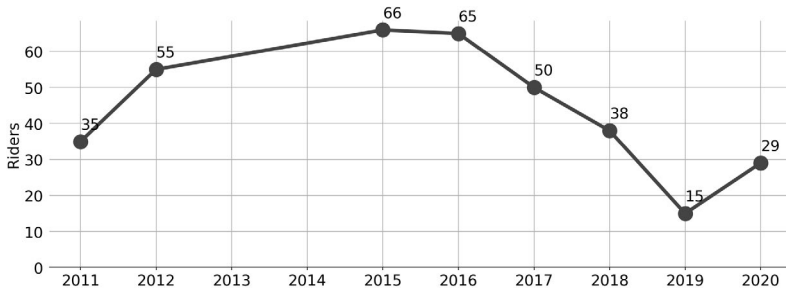
Traffic Volume by Time



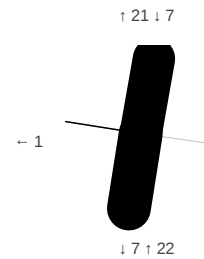
Gender Ratio



Cycling Trend



Traffic Flow

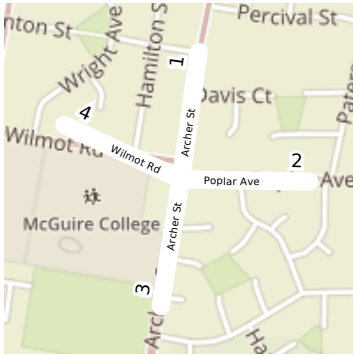


Raw Data

Enter	1 Goulburn Valley Hwy [N]			2 Wilmot Rd [E]			3 Goulburn Valley Hwy [S]			4 Longstaff St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	1	0	0	0	0	3	0	1	0	0	0	5
Male	0	6	0	0	0	0	18	0	0	0	0	0	24
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	0	0	0	0	21	0	1	0	0	0	29

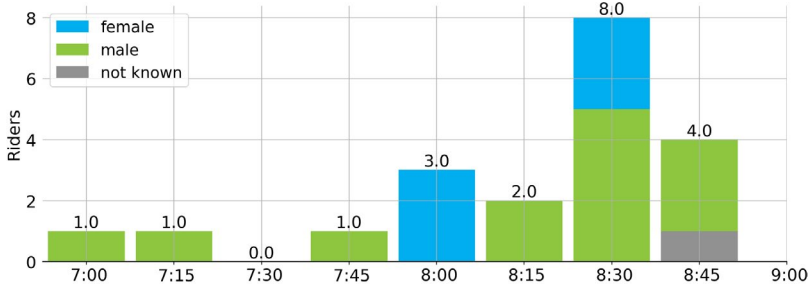
Site 5144

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

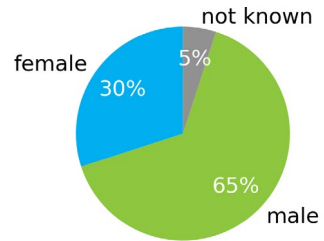


20 bicycle riders were recorded during the 2 hour survey. This is an increase of 54% compared to 13 in 2019 and a decrease of 39% compared to 33 in 2011. The peak period was 08:30-08:45 with 8 riders. Female riders comprised 30% of the total.

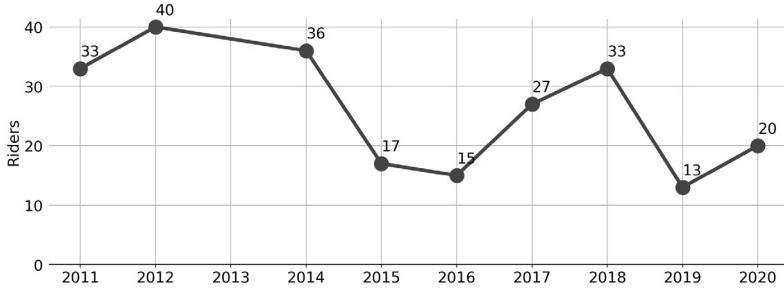
Traffic Volume by Time



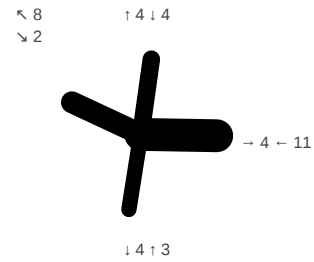
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Archer St [N]			2 Poplar Ave [E]			3 Archer St [S]			4 Wilmot Rd [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	0	1	1	3	1	0	0	0	0	0	0	6
Male	0	0	3	1	1	3	1	2	0	0	2	0	13
Not known	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	4	3	4	4	1	2	0	0	2	0	20

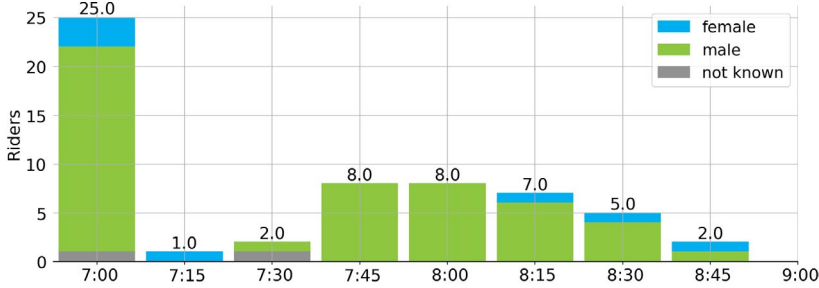
Site 5145

Goulburn Valley Hwy [N], Yahna Gurti' Share Path [SE], Hwy Bridge [S], Yahna Gurti' Share Path [NW]

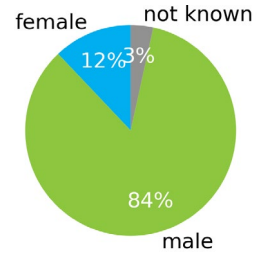


58 bicycle riders were recorded during the 2 hour survey. This is an increase of 23% compared to 47 in 2019 and a decrease of 8% compared to 63 in 2011. The peak period was 07:00-07:15 with 25 riders. Female riders comprised 12% of the total.

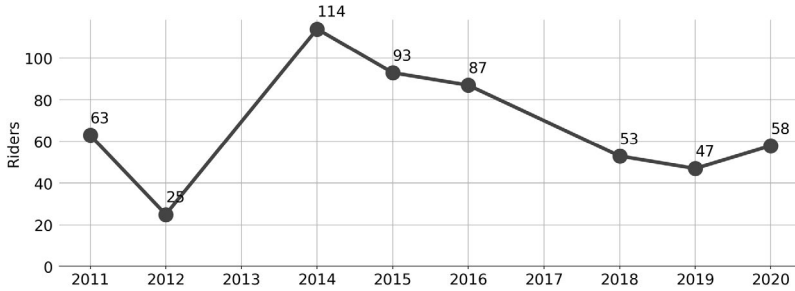
Traffic Volume by Time



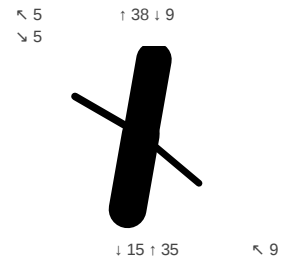
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Goulburn Valley Hwy [N]			2 Yahna Gurti' Share Path [SE]			3 Hwy Bridge [S]			4 Yahna Gurti' Share Path [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	1	0	2	1	0	3	0	0	0	0	0	7
Male	0	8	0	2	0	2	29	0	3	0	0	5	49
Not known	0	0	0	2	0	0	0	0	0	0	0	0	2
Total	0	9	0	6	1	2	32	0	3	0	0	5	58

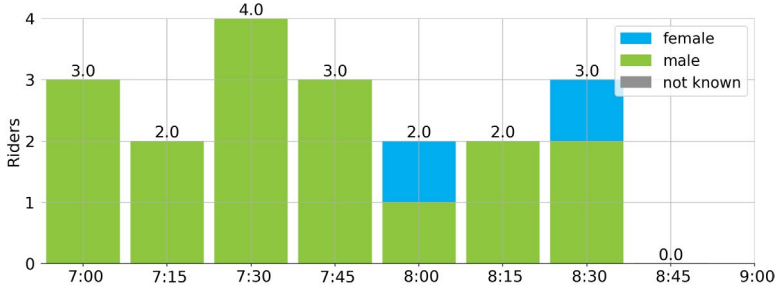
Site 5146

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

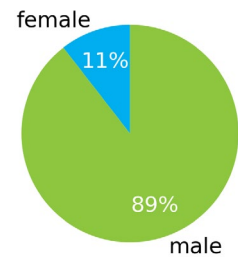


19 bicycle riders were recorded during the 2 hour survey. This is a decrease of 27% compared to 26 in 2019 and a decrease of 47% compared to 36 in 2011. The peak period was 07:30-07:45 with 4 riders. Female riders comprised 11% of the total.

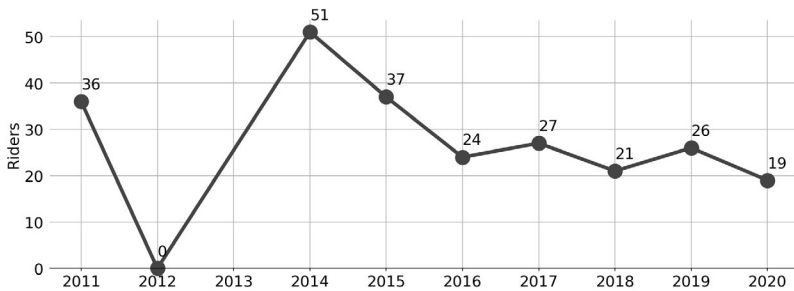
Traffic Volume by Time



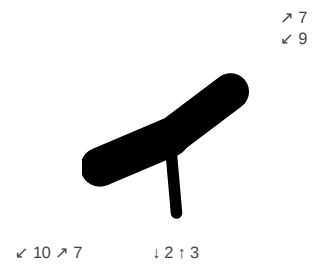
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Shepparton-Mooroopna Causeway Path [NE]		2 Causeway-Aquamoves Path [S]		3 Shepparton-Mooroopna Causeway Path [SW]			Total
Exit	2	3	1	3	1	2		
Female	0	0	0	0	2	0		2
Male	1	8	1	2	4	1		17
Not known	0	0	0	0	0	0		0
Total	1	8	1	2	6	1		19

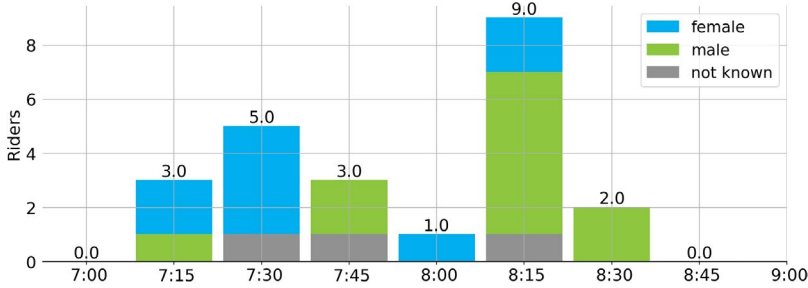
Site 5147

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

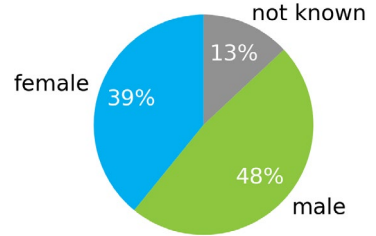


23 bicycle riders were recorded during the 2 hour survey. This is a decrease of 42% compared to 40 in 2019 and a decrease of 36% compared to 36 in 2011. The peak period was 08:15-08:30 with 9 riders. Female riders comprised 39% of the total.

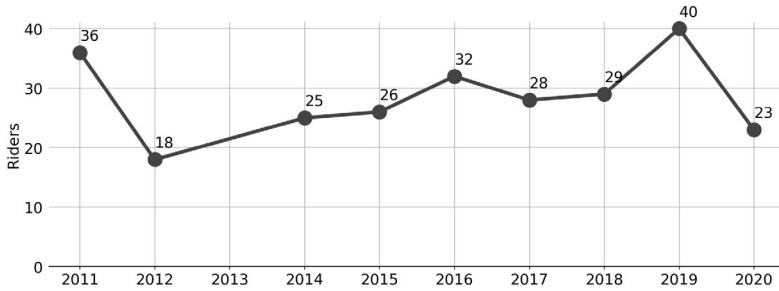
Traffic Volume by Time



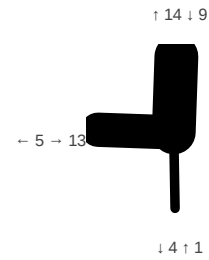
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Verney Rd [N]		2 Verney Rd [S]		3 Graham St [W]		Total
Exit	2	3	1	3	1	2	
Female	0	2	0	0	7	0	9
Male	3	3	1	0	4	0	11
Not known	1	0	0	0	2	0	3
Total	4	5	1	0	13	0	23

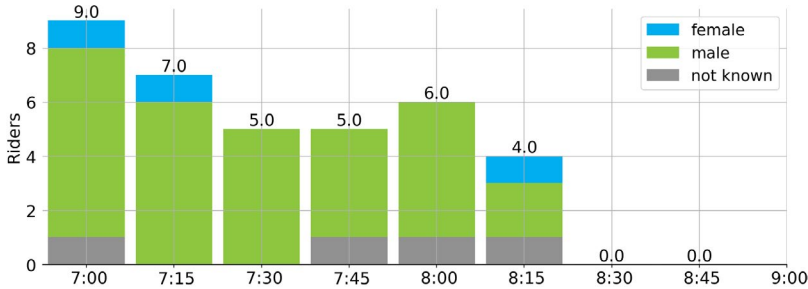
Site 5148

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

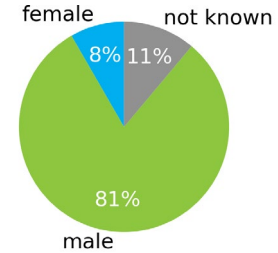


36 bicycle riders were recorded during the 2 hour survey. This is an increase of 38% compared to 26 in 2019 and a decrease of 14% compared to 42 in 2011. The peak period was 07:00-07:15 with 9 riders. Female riders comprised 8% of the total.

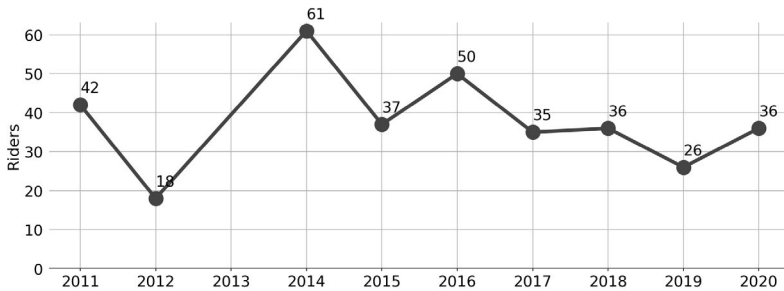
Traffic Volume by Time



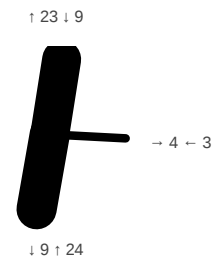
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Goulburn Valley Hwy [N]	2 Kialla Lakes Drv [E]	3 Goulburn Valley Hwy [S]	Exit	1	2	3	Total
Female	0	2	0	0	1	0	0	3
Male	2	4	0	2	19	2	0	29
Not known	0	1	1	0	2	0	0	4
Total	2	7	1	2	22	2	0	36

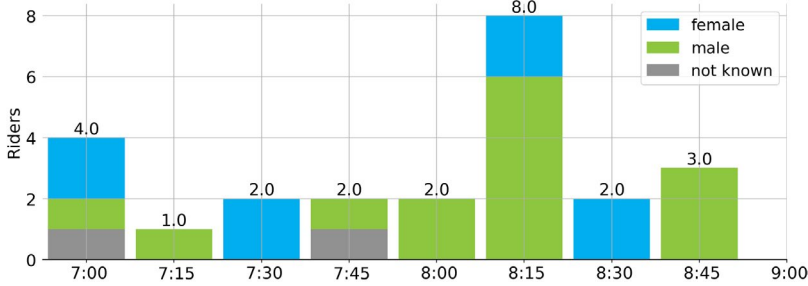
Site 5883

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

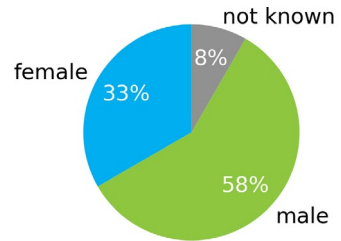


24 bicycle riders were recorded during the 2 hour survey. This is an increase of 140% compared to 10 in 2019 and an increase of 71% compared to 14 in 2012. The peak period was 08:15-08:30 with 8 riders. Female riders comprised 33% of the total.

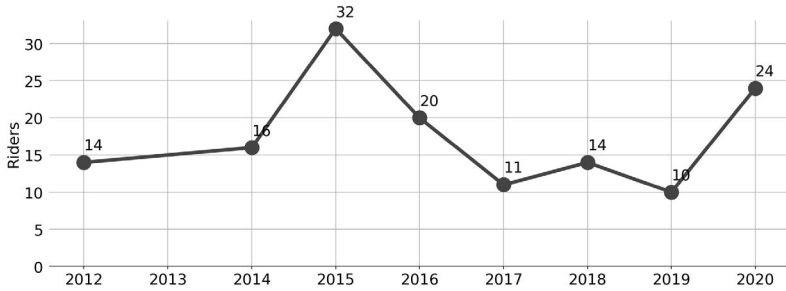
Traffic Volume by Time



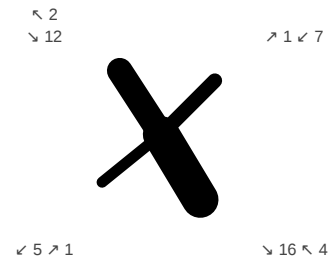
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Baker Cres [NE]			2 Echuca Rd [SE]			3 Pedestrian Crossing [SW]			4 Echuca Rd [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	1	1	0	0	1	0	1	0	0	0	4	0	8
Male	2	2	0	0	1	2	0	0	0	0	7	0	14
Not known	1	0	0	0	0	0	0	0	0	0	1	0	2
Total	4	3	0	0	2	2	1	0	0	0	12	0	24

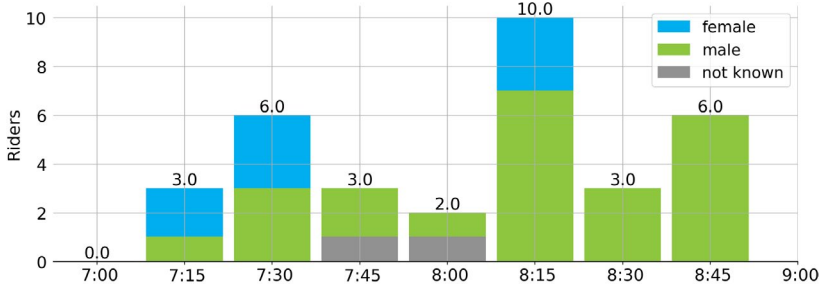
Site 5884

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

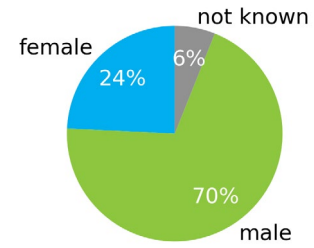


33 bicycle riders were recorded during the 2 hour survey. This is a decrease of 15% compared to 39 in 2019 and an increase of 106% compared to 16 in 2012. The peak period was 08:15-08:30 with 10 riders. Female riders comprised 24% of the total.

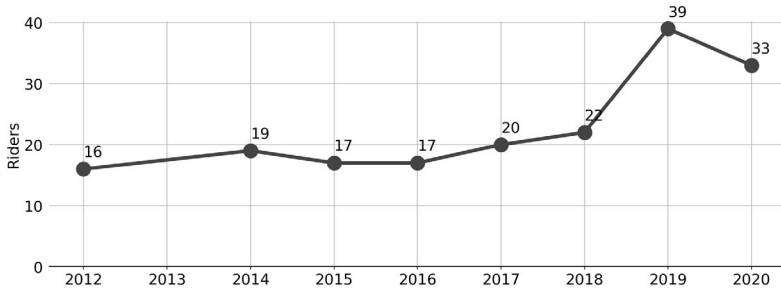
Traffic Volume by Time



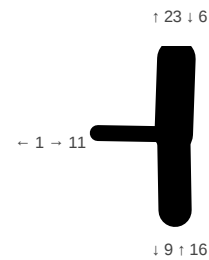
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Verney Rd [N]		2 Verney Rd [S]		3 Pine Rd [W]		Total
Exit	2	3	1	3	1	2	
Female	1	0	6	0	0	1	8
Male	5	0	7	1	8	2	23
Not known	0	0	2	0	0	0	2
Total	6	0	15	1	8	3	33

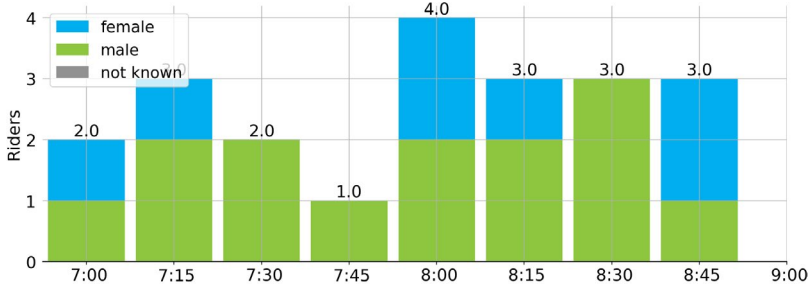
Site 6356

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

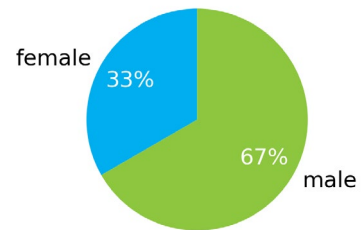


21 bicycle riders were recorded during the 2 hour survey. This is an increase of 50% compared to 14 in 2019 and a decrease of 9% compared to 23 in 2014. The peak period was 08:00-08:15 with 4 riders. Female riders comprised 33% of the total.

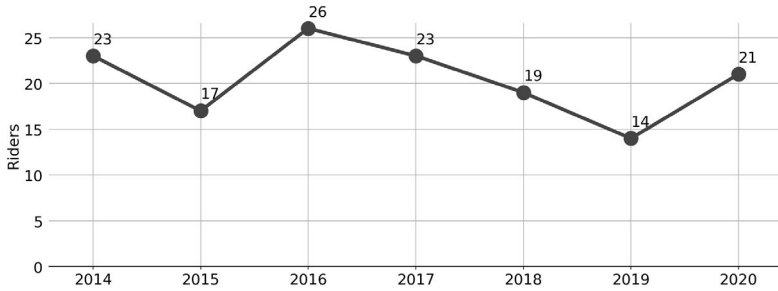
Traffic Volume by Time



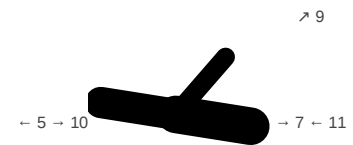
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Johnson St [NE]		2 Hayes St to railway line [E]		3 Hayes St to lake [W]			Total
Exit	2	3	1	3	1	2		
Female	0	0	2	1	2	2		7
Male	0	0	4	4	1	5		14
Not known	0	0	0	0	0	0		0
Total	0	0	6	5	3	7		21

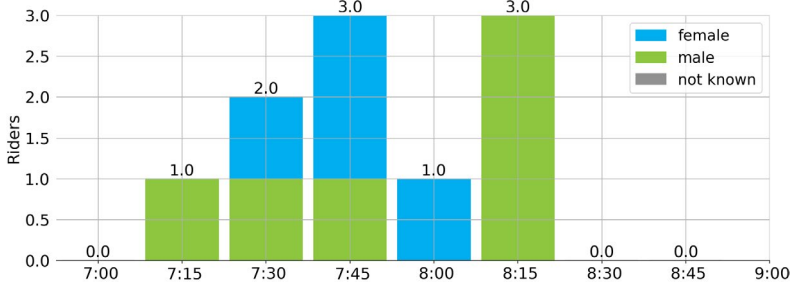
Site 6695

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

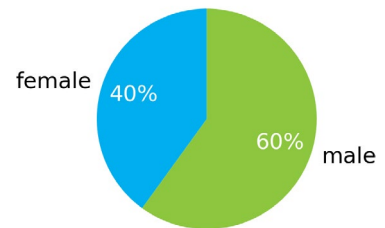


10 bicycle riders were recorded during the 2 hour survey. This is an increase of 233% compared to 3 in 2019 and a decrease of 38% compared to 16 in 2015. The peak period was 07:45-08:00 with 3 riders. Female riders comprised 40% of the total.

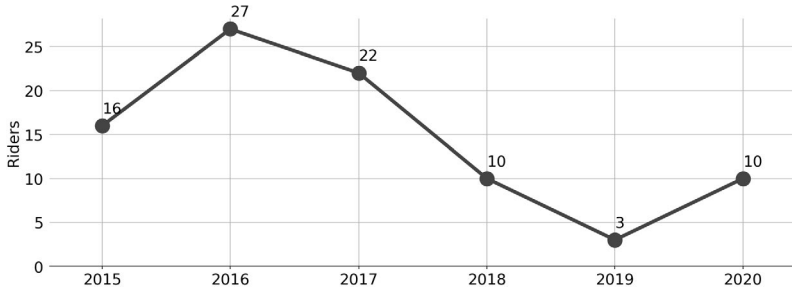
Traffic Volume by Time



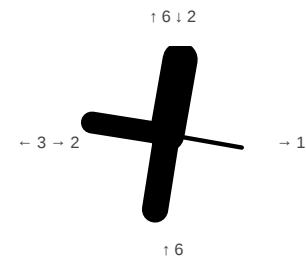
Gender Ratio



Cycling Trend



Traffic Flow

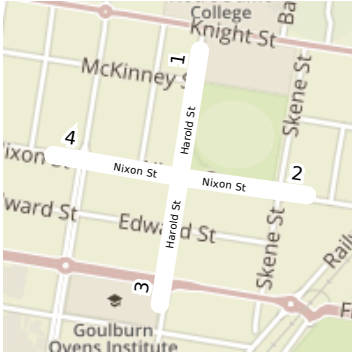


Raw Data

Enter	1 Corio St [N]			2 Vaughan St [E]			3 Corio St [S]			4 Vaughan St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	0	0	0	0	0	4	0	0	0	0	0	4
Male	0	0	2	0	0	0	1	0	1	1	1	0	6
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	0	0	5	0	1	1	1	0	10

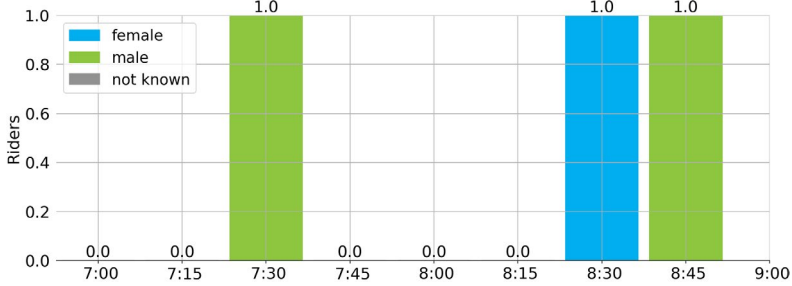
Site 7060

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

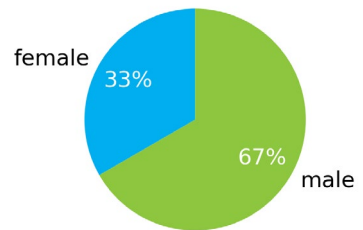


3 bicycle riders were recorded during the 2 hour survey. This is a decrease of 82% compared to 17 in 2019 and a decrease of 70% compared to 10 in 2017. The peak period was 07:30-07:45 with 1 riders. Female riders comprised 33% of the total.

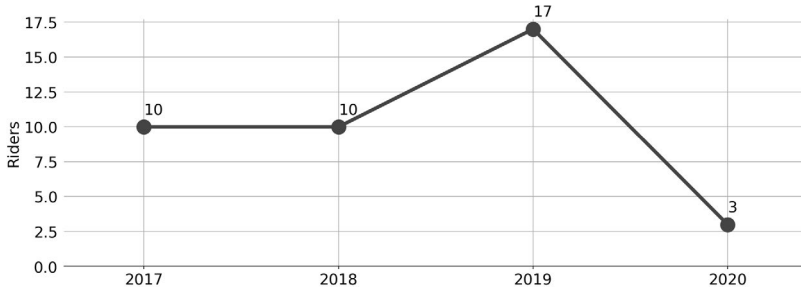
Traffic Volume by Time



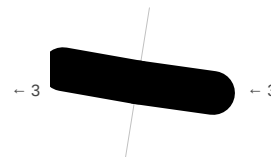
Gender Ratio



Cycling Trend



Traffic Flow

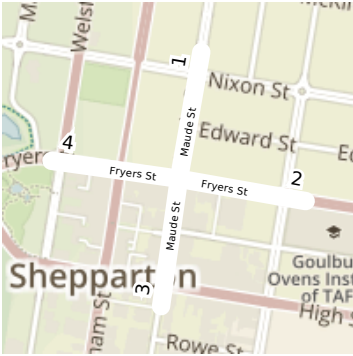


Raw Data

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

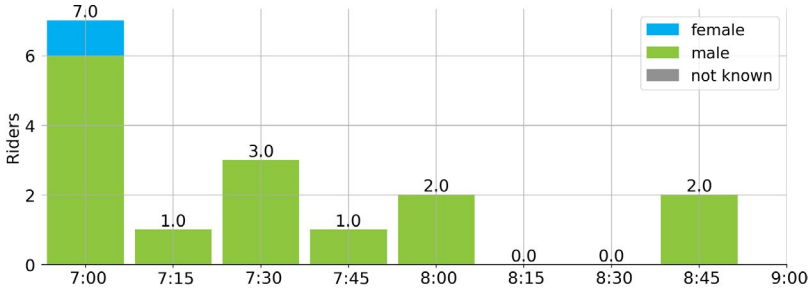
Site 7061

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

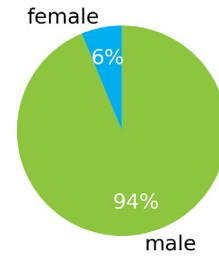


16 bicycle riders were recorded during the 2 hour survey. This is an increase of 78% compared to 9 in 2019 and a decrease of 30% compared to 23 in 2017. The peak period was 07:00-07:15 with 7 riders. Female riders comprised 6% of the total.

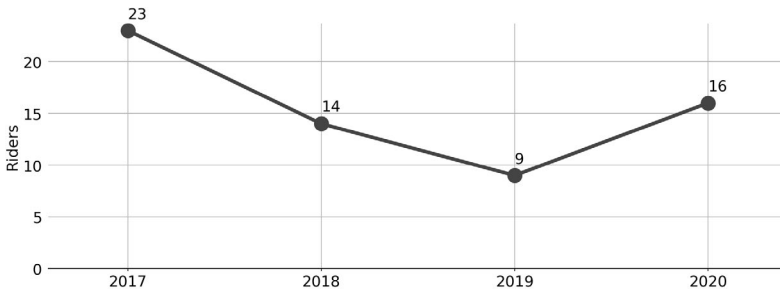
Traffic Volume by Time



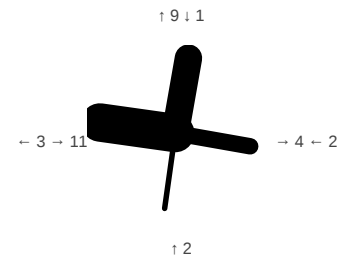
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Maude St [N]			2 Fryers St [E]			3 Maude St [S]			4 Fryers St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	0	0	0	0	0	0	0	0	0	1	0	1
Male	0	0	1	0	0	2	2	0	0	7	3	0	15
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	2	2	0	0	7	4	0	16

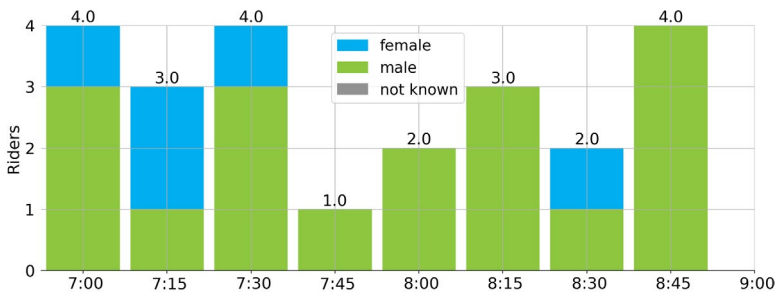
Site 7062

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

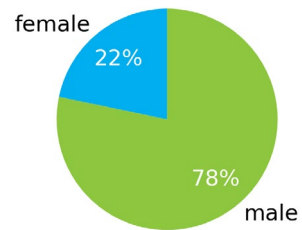


23 bicycle riders were recorded during the 2 hour survey. This is an increase of 44% compared to 16 in 2019 and a decrease of 12% compared to 26 in 2017. The peak period was 07:00-07:15 with 4 riders. Female riders comprised 22% of the total.

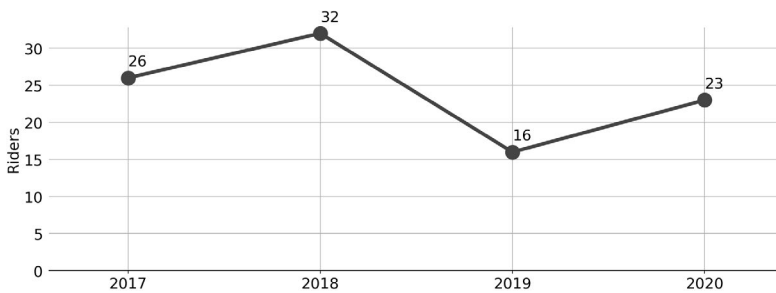
Traffic Volume by Time



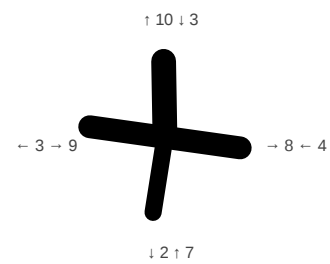
Gender Ratio



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]			Total
	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	1	0	1	0	1	2	0	0	0	0	0	5
Male	0	2	1	0	0	5	4	0	3	1	2	0	18
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	1	1	0	6	6	0	3	1	2	0	23

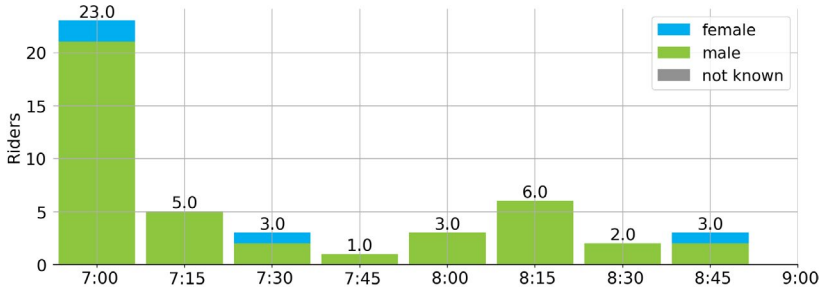
Site 7063

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

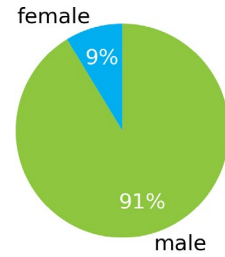


46 bicycle riders were recorded during the 2 hour survey. This is an increase of 109% compared to 22 in 2019 and a decrease of 2% compared to 47 in 2017. The peak period was 07:00-07:15 with 23 riders. Female riders comprised 9% of the total.

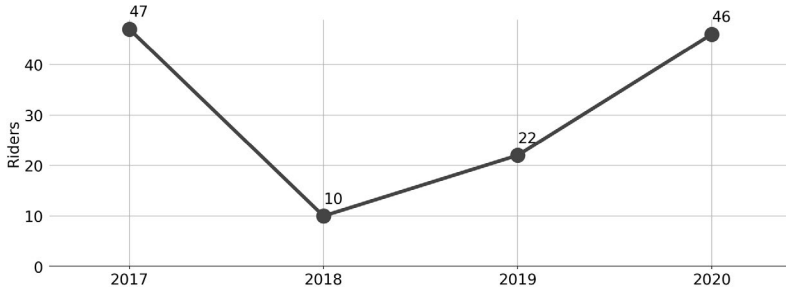
Traffic Volume by Time



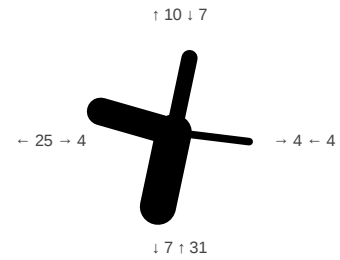
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

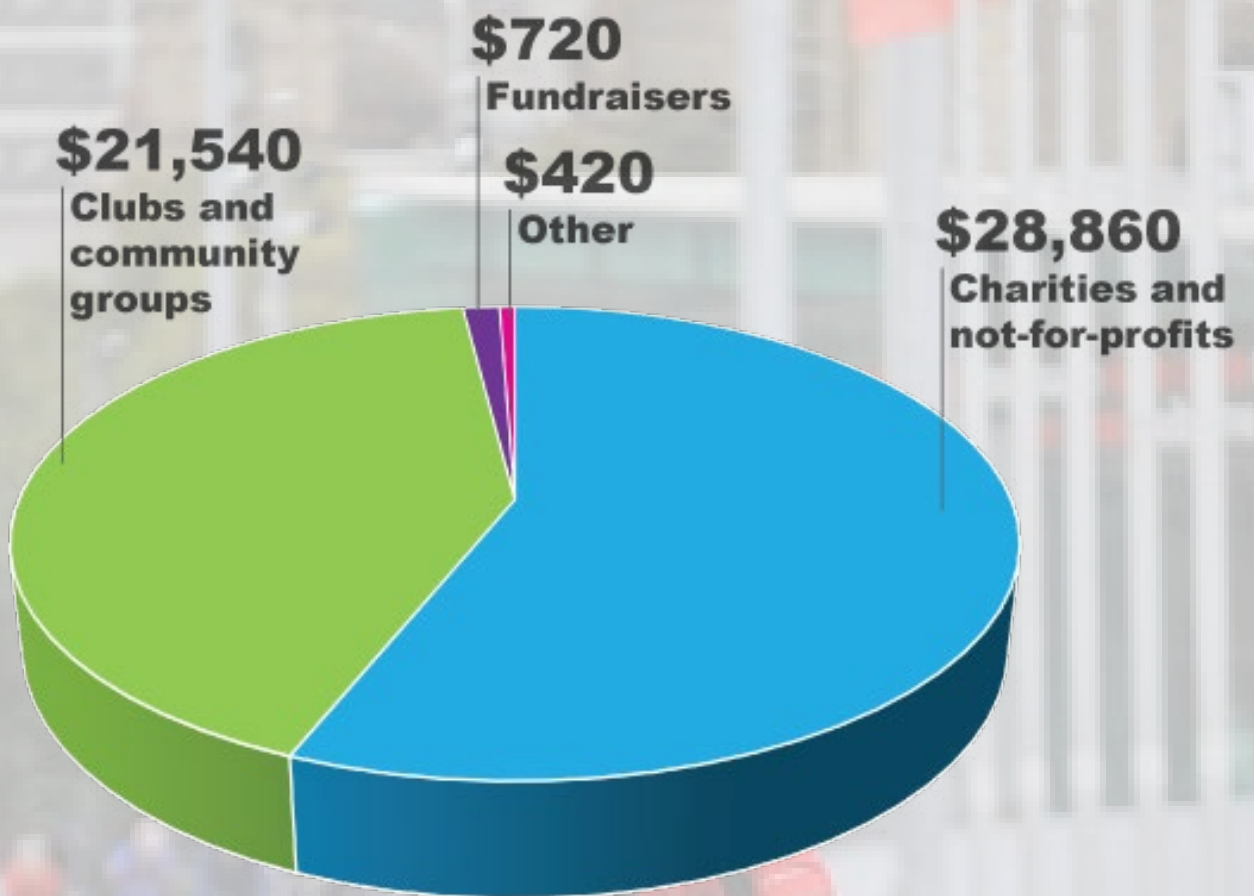
Enter	1 Wyndham St [N]			2 Sobraon St [E]			3 Wyndham St [S]			4 Sobraon St [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	0	0	0	0	0	2	0	2	0	0	0	4
Male	1	6	0	1	1	2	5	1	21	2	2	0	42
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	6	0	1	1	2	7	1	23	2	2	0	46

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