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Bicycle Network

Super Tuesday
Bike Commuter Survey

IMAP

City of Melbourne, City of Yarra
City of Port Phillip
City of Stonnington

March 2013



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SUPER TUESDAY





The Annual Super Tuesday Bike Count

The Count

2013 is the seventh consecutive year of the annual Super Tuesday Bike Count. In 2007, the count occurred in four inner metropolitan Melbourne councils. This year the count took place in 30 municipalities at over 740 sites across New South Wales, Victoria and Western Australia.

Super Tuesday is Australia's biggest visual bike count. It is designed to measure bike commuter flows in the morning peak (7–9am). The count aims to establish an accurate annual benchmark for bicycle commuter numbers to facilitate quality decisions on relevant and up-to-date information. This year, the count was conducted on Tuesday, 5 March.

The weather conditions on Super Tuesday were generally dry and particularly warm in some areas. In Victoria the weather was sunny and pleasant, providing ideal riding conditions. New South Wales was cloudy yet mild, while Western Australia also experienced sunny and warm conditions.

This Year's Results

In Victoria, some of the strongest growth in commuter rider numbers was in the regional and outer areas, with annual increases of over 70%.

The vigour of Melbourne's bike riding growth was further highlighted by the high numbers of female riders. Yarra council led the way on this initiative. In Fitzroy, in Melbourne's inner north the figures were 60:40 male-female. Women comprised at least one third of rider numbers at most commuter routes.

In New South Wales, some metropolitan sites with high rider numbers experienced a fall of over 2% compared with last year.

Western Australia experienced an increase in rider numbers travelling towards the Perth CBD, particularly from the West where increases of between 5% and 30% were seen.

Women are considered an 'indicator species' of the health of the riding environment - the more women who commute by bike, the better the bike facilities. In the top international cycling cities women comprise more than half of all commuting riders.

The Future

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

Andrew Pell,
Bike Futures Co-ordinator



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1.0 Executive Summary

This report contains data collected between 7am and 9am on the morning of Tuesday 5 March 2013 among the IMAP Councils.

The weather was sunny and pleasant on Super Tuesday 2013.

The key findings for the IMAP Councils include:

Melbourne:

- Site 4436: Flinders Street and Swanston Street was the busiest commuter route in the Melbourne municipality, with a total of 1864 riders.
- Melbourne recorded an average of 932 riders per hour at the busiest site which ranked 1st overall nationally.
- There has been a 51% increase from 2011 in the number of riders on routes entering the CBD.
- The highest increase recorded on the approach to the CBD in 2013 was at the intersection of La Trobe Street the Swanston Street by 73% compared with last year.
- The completion of road works on Swanston Street has significantly impacted on rider numbers compared with last year. The intersection at Swanston Street and Flinders and La Trobe Streets experienced a significant increase in rider numbers – 382 (46%) and 227 (73%) increases respectively from last year.
- Royal Parade has been identified as the key commuter route to access the CBD from the north.
- Albert and Gisborne Streets have been identified as the key routes for riders entering the CBD from the east.
- Swanston Street/St Kilda Road has been identified as the dominant commuter route for riders to access the CBD from the south.
- Harbour Esplanade and La Trobe Street has been identified as the key commuter route to access the CBD from the west.



Yarra:

- Site 4699: Yarra Boulevard/Main Yarra Trail and Gardiners Creek Trail was the busiest commuter route in the Yarra municipality, with a total of 1631 riders.
- Yarra recorded an average of 816 riders per hour at the busiest site which ranked 2nd overall nationally.
- Capital City Trail/ Main Yarra Trail remains to be a key off-road commuter route for riders.
- Canning Street was a dominant commuter route for riders travelling south towards the CBD.
- Brunswick Street has been identified as a key north/south commuter route for riders.
- Rathdowne Street was well utilised commuter route for riders travelling southbound.

Port Phillip:

- Site 4542: Domain Road, St Kilda Road and Albert Road was the busiest commuter route in the Port Phillip municipality, with a total of 1109 riders.
- Port Phillip recorded an average of 555 riders per hour at the busiest site which ranked 4th overall nationally.
- St Kilda Road and Brighton Road continue to be dominant commuter route for riders in Port Phillip.
- Bay Trail is a key north/south off-road commuter route along the coast line.
- Albert Road with extension to Kerferd Road is an important route connecting Beaconsfield Parade/Bay Trail to St Kilda Road. Especially, the number of riders at the intersection with Richardson Street has been continuously increased from 2011.

Stonnington:

- Site 4579: Chapel Street and Toorak Road was the busiest commuter route in the Stonnington municipality, with a total of 597 riders.
- Stonnington recorded an average of 299 riders per hour at the busiest site which ranked 7th overall nationally.
- Chapel Street continues to be a key north/south commuter route for riders, especially northbound.
- Scotchmans and Gardiners Creek Trails were important off-road route connecting the South and North.
- Malvern Road is well utilised by riders.

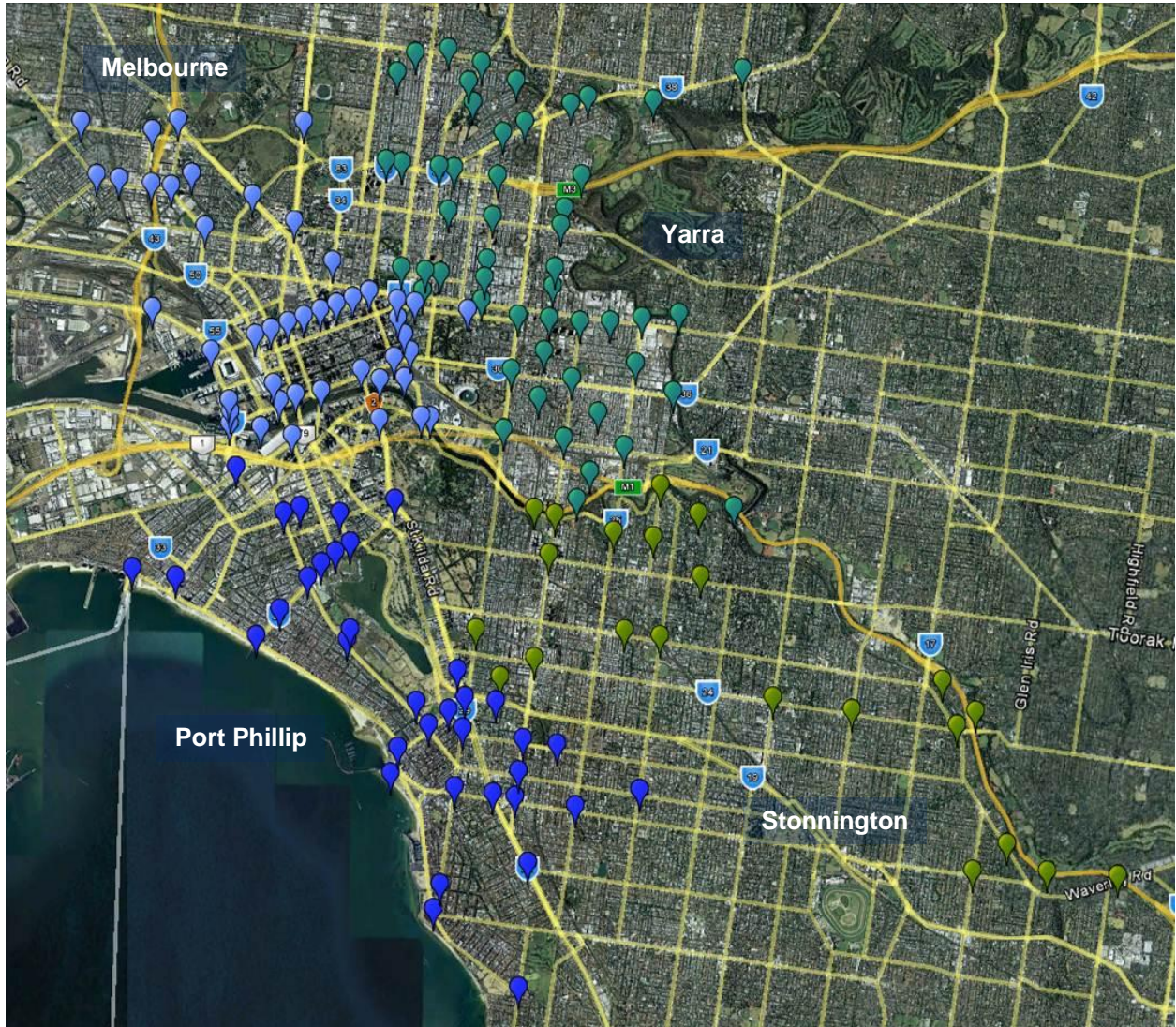


Figure 1 - IMAP Super Tuesday 2013 Count Sites

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

[Melbourne Super Tuesday Data](#)

[Yarra Super Tuesday Data](#)

[Stonnington Super Tuesday Data](#)

[Port Phillip Super Tuesday Data](#)



2.0 How to Use This Report

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

This document (the PDF / hard copy):

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

The electronic data, which includes:

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

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

2.1 The PDF / Hard Copy Document

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

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

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

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

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



2.2 Viewing the Electronic Data

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

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

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

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

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



3.0 Melbourne Commentary

3.1 Melbourne Rider Numbers

The total numbers of riders and the movement of riders at each of the sites in the City of Melbourne can be viewed via the link below, which will provide an electronic and interactive version of the table shown in Figure 2.



Count sites in VIC, 5-3-2013

Council	Legs	Location ... sort columns by clicking on the column headings	Map ref	See map	am tot
Melbourne	4	Flinders St, Swanston St, Flinders St and Swanston St *** 2 counters required ***	43 J9	4436	1864
Melbourne	3	La Trobe St, Harbour Esp south - rd and path and Harbour Esp north - rd and path	2E G4	4433	1569
Melbourne	4	Linlithgow Ave, St Kilda Rd, Southbank Blvd and St Kilda Rd *** 2 counters required ***	43 J11	4447	1463
Melbourne	4	Moonee Ponds Crk trail (aka Capital City Trail at this point), Footscray Rd, Pearl River Rd and Footscray Rd - count on and off rd as one and the same	43 B7	4422	1450
Melbourne	2	Royal Parade just south of Leonard St	43 G1	4399	1355
Melbourne	4	Royal Parade, Grattan St, Royal Parade and Grattan St	43 F4	4412	1299
Melbourne	4	La Trobe St, Swanston St, La Trobe St and Swanston St *** 2 counters required ***	43 H7	4421	1235
Melbourne	3	West end of William Barak footbridge, path to Batman Ave and path to Swanston St	43 K9	4437	1120
Melbourne	2	Yarra Trail north bank at Swan St bridge	44 A11	4446	1093
Melbourne	3	South side of Webb Bridge (Koori Eel trap): upstream, downstream and across footbridge	43 D11	4448	1092
Melbourne	4	Seafarers footbridge: river side board walk upstream, beside Polly Woodside to Jeff's shed, down stream next to sheds (Dukes Walk) and across bridge	43 E11	4449	1073
Melbourne	4	Path to McCrae St, Charles Grime bridge off ramp, path to ANZ building and Webb bridge and Harbour Esp - count on and off road as one and the same	43 E11	4444	1059
Melbourne	3	Fed Square near Birrarung Marr: path to William Barak footbridge, low path to under Princes Bridge and high path to Swanston St	43 J9	4438	1044
Melbourne	4	Collins St, Harbour Esp - rd and path, Collins St and Harbour Esp - rd and path	2E H7	4442	1025
Melbourne	4	Clarendon St towards Victoria Pde, Albert St towards hospital, Clarendon St and Albert St	44 B7	4983	906
Melbourne	2	Yarra Trail south bank at Swan St bridge	44 A10	4445	899
Melbourne	4	Moonee Ponds Creek trail, Macaulay Rd, Moonee Ponds Creek trail and Macaulay Rd	42 K3	4408	874
Melbourne	4	Exhibition St, La Trobe St, Exhibition St and La Trobe St	43 J6	4416	856
Melbourne	4	Whiteman St, Clarendon St, Normanby Rd and Clarendon St - count on and off road as one and the same	43 F11	4450	849
Melbourne	4	Gisborne St, Albert St, Gisborne St and Albert St	43 K7	4420	843
Melbourne	4	La Trobe St, William St, La Trobe St and William St	43 F7	4427	843
Melbourne	4	MacArthur St, Spring St, Collins St and Spring St	43 K8	4431	794
Melbourne	4	Flinders St, Batman Ave, Flinders St and Exhibition St	43 K9	4435	761
Melbourne	4	La Trobe St, Elizabeth St, La Trobe St and Elizabeth St	43 G7	4423	733
Melbourne	4	Swanston St, Queensberry St, Swanston St and Queensberry St	43 H5	4414	716
Melbourne	4	Banana Alley, Queens St bridge - nth side, William St and Queens St	43 G10	4440	586
Melbourne	4	La Trobe St, Spencer St, La Trobe St and Spencer St	43 E8	4430	543
Melbourne	4	La Trobe St, Russell St, La Trobe St and Russell St	43 H7	4417	539
Melbourne	4	Nicholson St, Albert St, Nicholson St and Lonsdale St	43 K7	4418	488
Melbourne	4	La Trobe St, Queen St, La Trobe St and Queen St	43 G7	4425	481
Melbourne	4	Arden St, Dryburgh St, Arden St and Macaulay Rd	43 C4	4413	440
Melbourne	4	La Trobe St, King St, La Trobe St and King St	43 F8	4429	435
Melbourne	4	Gatehouse St, Flemington Rd, Harker St and Flemington Rd	43 F3	4411	429
Melbourne	4	Collins St, Spencer St, Collins St and Spencer St	43 F9	4439	389
Melbourne	3	Spring St, Bourke St and Spring St	43 K7	4426	347
Melbourne	3	Wellington Pde, Flinders St and Spring St	43 K8	4434	305
Melbourne	4	Flinders St, Spencer St, Flinders St and Spencer St	43 F10	4443	299
Melbourne	4	Macaulay Rd east, Eastwood St, Macaulay Rd west, Eastwood St/Rankins Rd	42 K3	4407	258
Melbourne	5	Boundary Rd, Canning St, Macaulay Rd, Boundary Rd and Macaulay Rd	43 B3	4409	215
Melbourne	4	Flinders St, King St, Flinders St and King St	43 F10	4441	193
Melbourne	4	Carpark entrance opposite Stubbs St, Racecourse Rd towards Citylink, Stubbs St and Racecourse Rd	43 B1	4984	193
Melbourne	4	McCracken St, Macaulay Rd, Kensington Rd and Epsom	42 K3	4406	115
Melbourne	4	Clarence St, Racecourse Rd towards train station, Smithfield Rd and Racecourse Rd	42 J1	4985	94
Melbourne	3	Melrose St, Melrose St and Mark St	43 C2	4405	23
Melbourne	5	Path up and over to Manningham St footbridge, Flemington Rd, trail downstream, Mt Alexander Rd and Trail upstream - watch carefully for cyclists looping under Mt Alex' Rd	2A D1	4454	-

Figure 2 - Count Sites in Melbourne, 5 March 2013

Click this link to see Figure 2 in full: [Melbourne Super Tuesday Data](#)



3.2 The Busiest Commuter Routes in Melbourne

Table 1 shows the busiest intersections recorded in the City of Melbourne Super Tuesday count. This table is best viewed electronically to allow a greater understanding of rider movements at each of the intersections.

Table 1 - The Five Busiest Commuter Locations in Melbourne

Site Description	Map Ref	Site	Total number of riders	% change from last count
Flinders Street and Swanston Street	43 J9	4436	1864	37.2%
La Trobe Street and Harbour Esplanade south (road and path)	2E G4	4433	1569	25.8%
Linlithgow Avenue, St Kilda Road and Southbank	43 J11	4447	1463	20.0%
Moonee Ponds Creek Trail (Capital City Trail), Footscray Road and Pearl River Road	43 B7	4422	1450	33.5%
Royal Parade just south of Leonard Street	43 G1	4399	1355	14.2%

- Site 4436: Flinders Street and Swanston Street was the busiest commuter route in the Melbourne municipality, with a total of 1864 riders. This is an increase of 37.2% from last year's numbers attributed to the completion of Swanston Street redevelopment. The major flow of riders (1209) was recorded entering the CBD on Swanston Street.
- Site 4433: La Trobe Street and Harbour Esplanade south (road and path) was the second busiest site with 1569 riders. The heaviest flow of riders were travelling south on the Harbour Esplanade. The number of riders recorded at this site has grown by 25.8%.
- Site 4447: Linlithgow Avenue, St Kilda Road and Southbank was another significant location in the Melbourne municipality, with a total of 1463 riders, up 20% from last year.
- Site 4422: Moonee Ponds Creek Trail (Capital City Trail), Footscray Road and Pearl River Road recorded 1450 riders. This represents a growth of 33.5% from last year. Riders were mostly travelling east towards the CBD on Footscray Road.
- Site 4399: Royal Parade just south of Leonard Street recorded 1355 riders. This is an increase of 14.2% compared with 2012. The majority of riders were travelling towards the CBD on Royal Parade.



3.3 Entering the CBD

There has been a significant 51% increase from 4597 to 6955 in the total number of riders on routes entering the CBD between 2012 and 2013.

3.3.1 North

Table below shows the number of riders entering the CBD from the North through LaTrobe Street.

Table 2 – Entering the CBD from the North

	2009	2010	% Change 2009-10	2011	% Change 2010-11	2012	% Change 2011-12	2013	% Change 2012-13
La Trobe St									
From Victoria St	98	118	20%	112	-5%	82	-37%	107	30%
Rathdowne St	491	569	16%	474	-17%	608	22%	637	5%
Lygon St	61	75	23%	63	-16%	95	34%	99	4%
Swanston St	452	487	8%	455	-7%	312	-46%	539	73%
Elizabeth St	214	272	27%	266	-2%	NA**	NA	331	NA
Queen St	121	110	-9%	101	-8%	106	5%	127	20%
William St	296	298	1%	385	29%	460	16%	466	1%
Total – La Trobe St	1733	1929	11%	1856	-4%	1663	-12%	2306	39%

** Data found to be incorrect

- There has been a 39% increase in the number of riders entering the CBD through LaTrobe Street (2306 in 2013: 1663 in 2012).
- The highest increase recorded on the approach to the CBD through La Trobe Street Street in 2013 was at the intersection with the Swanston Street by 73% compared with last year.

Swanston Street

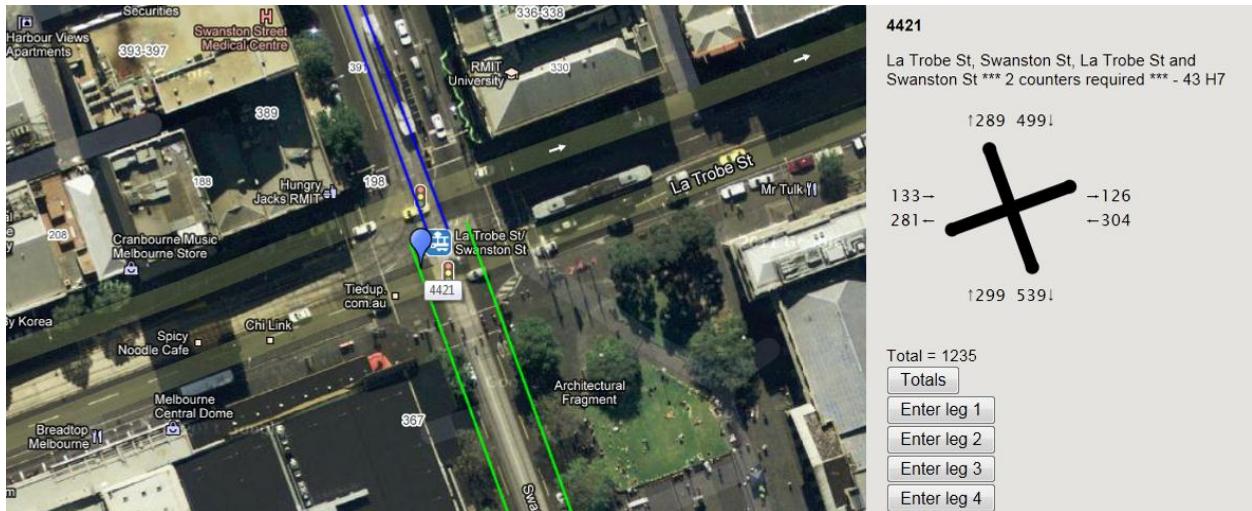


Figure 3 - Site 4421: Swanston Street and La Trobe Street

Swanston Street is north-south route heavily used by riders. Site 4421 in the figure above shows 539 riders entered the CBD on Swanston Street. Compared with 2012 data, this is an increase of 73% of this route.

Exhibition Street

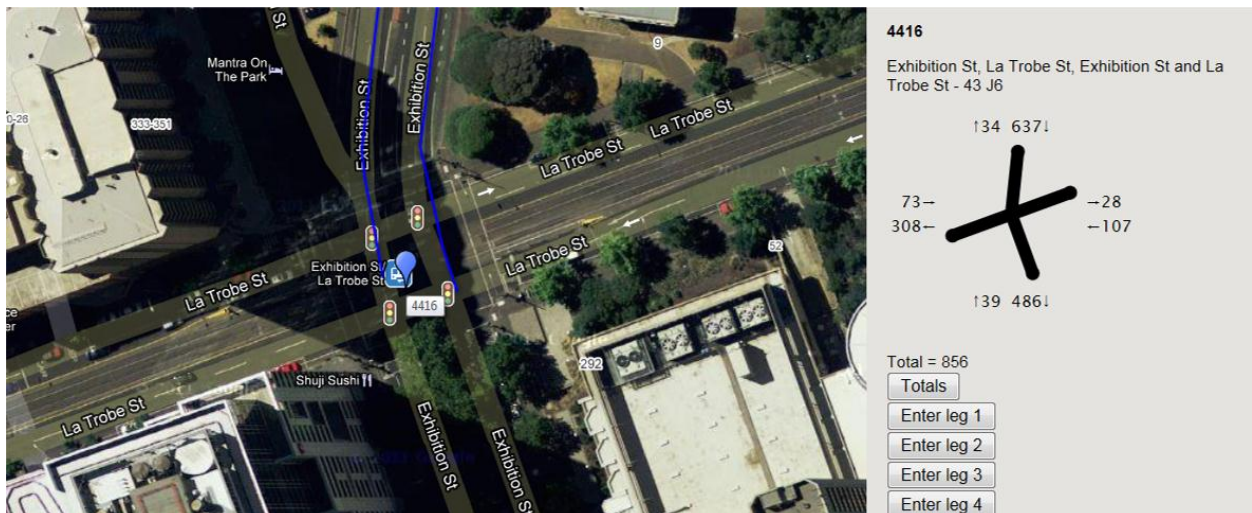


Figure 4 - Site 4416: Exhibition Street and La Trobe Street

Exhibition Street is another north-south route heavily used by riders. Site 4416 in the figure above shows 486 riders entered the CBD on Exhibition Street. Compared with 2012 data, this is an increase of 4.3% of this route.

Royal Parade

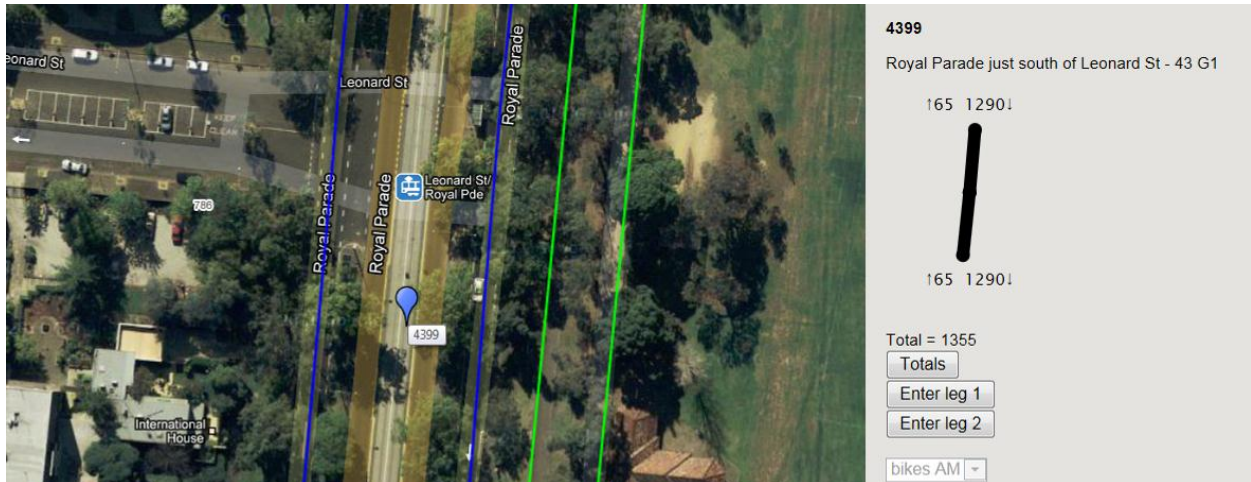


Figure 5 - Site 4399: Royal Parade just south of Leonard Street

Royal Parade has been identified as the key commuter route to access the CBD from the north. Site 4399 in the figure above shows 1290 riders were travelling south on Royal Parade. Compared with 2012 data, this is an increase of 14.2% of this route. This is the busiest site north of the CBD.

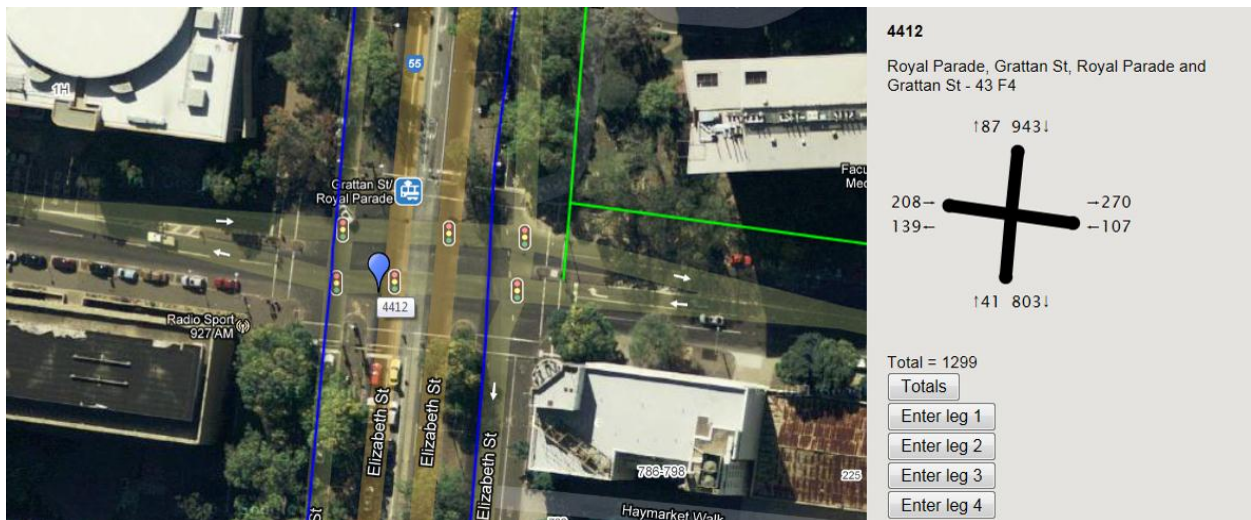


Figure 6 - Site 4412: Royal Parade/Elizabeth Street and Grattan Street

Site 4412 in the figure above shows 803 riders were travelling south on Elizabeth Street. Usage of the Royal Parade at this location by riders is up by 17.1% compared with last year.



3.3.2 East

Table below shows the number of riders entering the CBD from the East through Spring Street.

Table 3 – Entering the CBD from the East

	2009	2010	% Change 2009-10	2011	% Change 2010-11	2012	% Change 2011-12	2013	% Change 2012-13
Spring St									
Flinders St northbound	134	177	32%	NA	NA	150	NA	171	14%
Flinders St westbound	94	110	17%	NA	NA	90	NA	106	18%
Flinders Lane	166	208	25%	NA	NA	NA [^]	NA	220	NA
Collins St	344	375	9%	358	-5%	NA [*]	NA	464	NA
Little Collins St	NA	66	NA	34	-48%	NA [^]	NA	61	NA
Bourke St	NA	76	NA	69	-9%	95	27%	64	-33%
Nicholson St / Albert St	151	168	11%	147	-13%	NA [*]	NA	169	NA
Carlton Gardens Path (east)	322	367	14%	378	3%	420	10%	448	7%
Total - Spring St	1211	1547	28%	986	-36%	755	-31%	1703	126%

* Data unavailable

[^] Site not part of count

- Using comparable data from 2012 and 2013, there has been a 126% increase in the number of riders entering the CBD through Spring Street (1703 in 2013: 755 in 2012).
- The highest increase recorded on the approach to the CBD through Spring Street in 2013 was at the intersection with the westbound leg of the Flinders Street by 18% compared with last year.

Albert Street and Gisborne Street



Figure 7 - Site 4420: Gisborne St, Albert St

Albert Street and Gisborne Street are key routes for riders entering the CBD from the east. The total number of riders at this location has decreased by 5.3% compared with 2012 figures.

Site 4420 in Figure 7 shows 288 riders travelled into the CBD on Albert St. This shows a growth of 5.1% from last year.

On Gisborne St, 439 riders were counted travelling south into the CBD linking to Collins St. This is down 8.4% from last year.



3.3.3 South

Table below shows the number of riders entering the CBD from the South through Flinders Street.

Table 4 – Entering the CBD from the South

	2009	2010	% Change 2009-10	2011	% Change 2010-11	2012	% Change 2011-12	2013	% Change 2012-13
Flinders St									
King St	66	70	6%	77	10%	61	-26%	91	49%
William St	119	144	21%	105	-27%	131	20%	262	100%
Market St	251	269	7%	358	33%	377	5%	154	-59%
Swanston St northbound	860	919	7%	933	2%	827	-13%	1209	46%
Swanston St westbound	91	192	111%	116	-40%	151	23%	129	-15%
Exhibition St	419	431	3%	302	-30%	369	18%	426	15%
Total - Flinders St	1806	2025	12%	1891	-7%	1916	1%	2271	19%

- Using comparable data from 2012 and 2013, there has been a 19% increase in the number of riders entering the CBD through Flinders Street (2271 in 2013: 1916 in 2012).
- The highest increase on rider numbers recorded on the approach to the CBD through Flinders Street was at the intersection with William Street by twice compared with last year.
- The completion of road works on Swanston Street has significantly impacted on rider numbers compared with last year. The northbound leg of the Swanston Street and Flinders Street intersection recorded 1209 riders with an increase of 46% from 2012.

Swanston Street

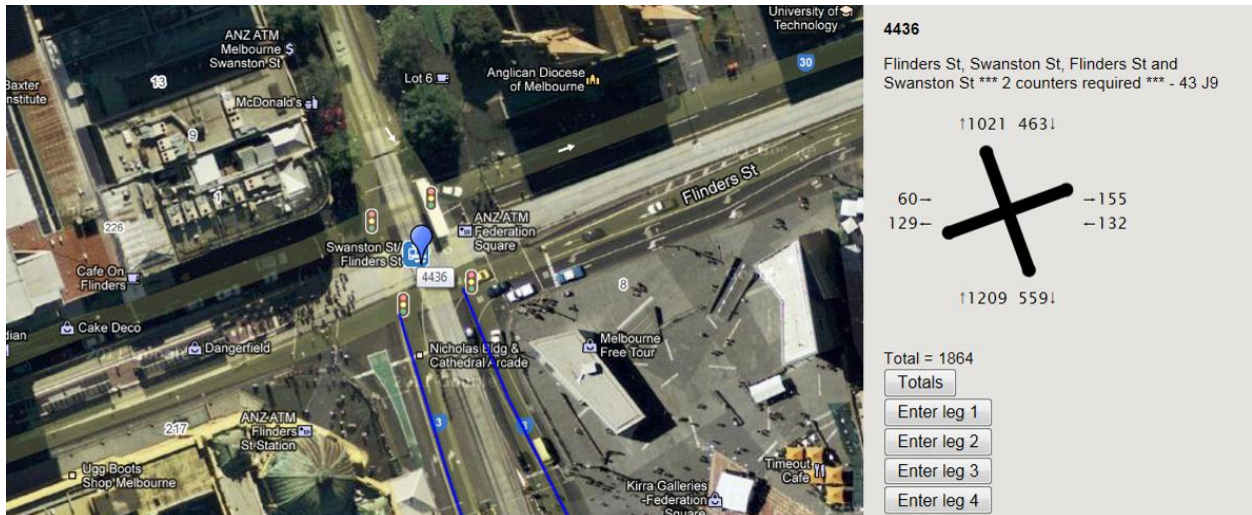


Figure 8 - Site 4436: Swanston Street and Flinders Street

Swanston Street has been identified as the key route for riders entering the CBD from the south. Riders are accessing Swanston Street from St Kilda Road and Birrarung Marr.

Site 4436 was once again the busiest site counted across the country. 1209 riders were recorded travelling north on St Kilda Road, with 1021 riders continuing north on Swanston Street into the CBD. The number of riders continuing north on Swanston Street from this location has increased by 65% compared with last year.

Of interest though, was the significant number of riders recorded travelling south from this site, with 559 riders leaving the CBD.

Batman Avenue and Exhibition Street



Figure 9 - Site 4435: Batman Avenue, Exhibition Street and Flinders Street

Riders from the south entering the CBD are also using Exhibition Street. The number of riders entering the CBD at this location has increased by 9.3% from last year. In 2013, 426 riders were counted northbound; in 2012, 369 riders were counted.



3.3.4 West

Table below shows the number of riders entering the CBD from the West through Spencer Street.

Table 5 – Entering the CBD from the West

	2009	2010	% Change 2009-10	2011	% Change 2010-11	2012	% Change 2011-12	2013	% Change 2012-13
Spencer St									
LaTrobe St eastbound	200	235	18%	223	-5%	NA*	NA	308	NA
LaTrobe St southbound	78	70	-10%	75	7%	NA*	NA	87	NA
Collins St	126	112	-11%	122	9%	101	-21%	111	10%
Flinders St northbound	117	144	23%	123	-15%	141	13%	139	-1%
Flinders St eastbound	32	30	-6%	36	20%	21	-71%	30	43%
Total - Spencer St	553	591	7%	579	-2%	263	-120%	675	157%

* Data unavailable

- Using comparable data from 2012 and 2013, there has been a 157% increase in the number of riders entering the CBD through Spencer Street (675 in 2013: 263 in 2012).
- The highest increase recorded on the approach to the CBD through Spencer Street was at the intersection with the eastbound leg of the Flinders Street by 43% compared with last year.

Harbour Esplanade

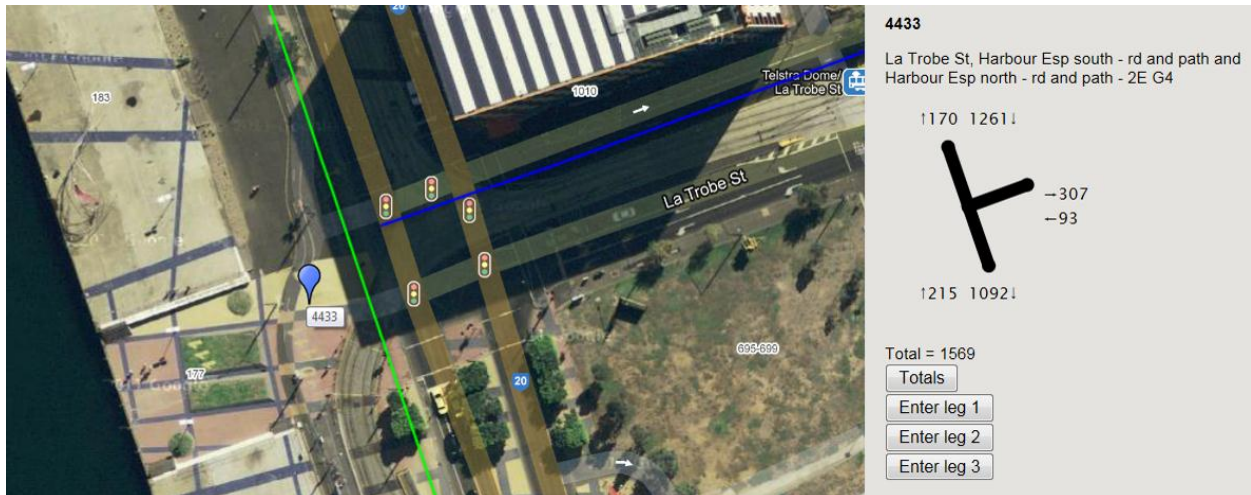


Figure 10 - Site 4433: Harbour Esplanade and La Trobe Street

At the western end of the city, riders are entering the CBD via Harbour Esplanade and La Trobe Street.

There has been a significant increase (25.8%) in the total number of riders counted at site 4433 in Figure 10 (both road and path), making this the second busiest site in the City of Melbourne since last year. In particular, there has been a 26.8% increase in riders travelling south on Harbour Esplanade towards South Wharf. Riders travelling east into the CBD on La Trobe Street have also increased by 30.6%.

The flow of riders accessing the CBD at this location, are mainly from the Footscray Road shared path, an important off-road path connecting the CBD to the western suburbs.

3.4 Commuter Flow on the approach to the CBD



Figure 11 - Commuter Flow around the CBD

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

Figure 11 illustrates the rider flow on the approach to the CBD in all directions on Super Tuesday.



4.0 Yarra Commentary

4.1 Yarra Rider Numbers

The total numbers of riders and the movement of riders at each of the sites in the City of Yarra can be viewed via the link below, which will provide an electronic and interactive version of the table shown in Figure 2.



Count sites in VIC, 5-3-2013

Council	Legs	Location ... sort columns by clicking on the column headings	Map ref	See map	am tot
Yarra	3	Yarra Blvd/Yarra trail, Gardiners Creek Trail via footbridge and Yarra Blvd/Yarra trail - count on and off road as one and the same	59 A1	4699	1631
Yarra	3	Capital City Trail, Canning St and Capital City Trail	29 K11	4653	1428
Yarra	4	St Georges Rd (North), Capital City Trail (east), St Georges Rd (South), Capital City Trail (West)	30 C11	6076	1320
Yarra	4	Canning St, Princes St, Canning St and Princes St	43 K2	4688	1213
Yarra	4	Brunswick St, Gertrude St, Brunswick St and Gertrude St	44 A6	4677	995
Yarra	4	Napier St, Johnston St, Napier St and Johnston St	44 B4	4671	833
Yarra	4	Wellington St, Johnston St, Wellington St and Johnston St	44 C4	4672	812
Yarra	4	Nicholson St, Gertrude St, Nicholson St and path/r/d to Rathdowne St	43 K6	4675	787
Yarra	4	****Brunswick St, Victoria Pde, Morrison Plc and Victoria Pde	44 A6	4681	733
Yarra	4	Napier St, Gertrude St, Napier St and Gertrude St	44 A6	4678	714
Yarra	4	Napier St, Alexandra Pde, Napier St via path through park and Alexandra Pde	44 B3	4670	690
Yarra	5	Brunswick St, Queens Pde, Alexandra Pde, Brunswick St and Alexandra Pde	44 A2	4689	684
Yarra	4	Wellington St and Langridge St, Wellington St and Langridge St	44 C6	4679	631
Yarra	4	Nicholson St, Gipps St, Nicholson St and Gipps St	44 E6	4676	591
Yarra	3	Wellington St (north), Gipps St and Wellington St	44 C5	5946	572
Yarra	4	St Georges Rd, Scotchmer St, St Georges Rd and Scotchmer St	30 B12	4658	539
Yarra	6	Fergie St, path to Scotchmer St, Falconer St, Alfred Cres, path in park and Alfred Cres	30 B12	4662	535
Yarra	4	Queens Pde towards Heidelberg Rd, Wellington St, Queens Pde and Delbridge St	44 C1	5080	527
Yarra	4	Wellington St (north), Alexandra Pde towards freeway, Wellington St and Alexandra Pde	44 C3	5947	468
Yarra	4	Queens Pde, Heidelberg Rd, Turnbull St and Queens Pde	44 D1	4664	460
Yarra	4	Lennox St towards Victoria St, Elizabeth St towards Church St, Lennox St and Elizabeth St	44 E7	5085	441
Yarra	3	Bridge Rd, Yarra Blv and Bridge Rd	44 J10	4693	434
Yarra	3	Wellington St, Victoria Pde and Victoria Pde	44 C7	4683	431
Yarra	4	Rae St, Holden St, Rae St and Holden St	30 B10	4652	426
Yarra	4	Walmer St, Victoria Pde, Burnley St and Victoria Pde	44 H7	4687	404
Yarra	4	Church St, Swan St, Church St and Swan St	44 E11	4695	404
Yarra	4	Rathdowne St, Pigdon St, Rathdowne St and Pigdon St	29 K11	4656	391
Yarra	4	Church St, Bridge Rd, Church St and Bridge Rd	44 F9	4692	389
Yarra	4	Church St, Baker St, Church St and Elizabeth St	44 F7	4688	387
Yarra	4	Rathdowne St, Princes St, Rathdowne St and Princes St	43 J2	4667	377
Yarra	4	Heidelberg Rd, Chandler Hwy, Heidelberg Rd and Grange Rd	31 B11	4655	361
Yarra	3	Heidelberg Rd towards Fairfield, Dwyer St and Heidelberg Rd	30 F12	5082	358
Yarra	3	Nicholson St, Nicholson St and Langridge St	44 E6	4680	353
Yarra	3	Downstream path towards Barkers Rd bridge, path up to Barkers Rd and upstream path towards Walmer St footbridge	2H H2	4685	342
Yarra	3	Heidelberg Rd towards Fairfield, Fenwick St and Heidelberg Rd	44 F1	5081	333
Yarra	4	Punt Rd, Swan St, Punt Rd and Swan St	44 C11	4694	322
Yarra	4	Hoddle St, Elizabeth St, Hoddle St and Albert St	44 D7	4686	303
Yarra	4	Path to Rushall Station, Rushall Cres, Falconer St and Rushall Cres	30 D12	4657	300
Yarra	4	Lennox St, Highett St, Lennox St and Highett St	44 E8	4689	297
Yarra	3	Johnston St, Nicholson St and Johnston St	44 E4	4673	292
Yarra	3	Path(s) to Heidelberg Rd, path down to pipebridge and path up to Yarra Bend Rd via Capital City / Yarra Trail	30 J12	4661	284
Yarra	4	Hoddle St, Bridge Rd, Hoddle St and Bridge Rd	44 D9	4691	236
Yarra	4	Burnley St, Crown St dogleg, Burnley St and Highett St	44 H9	4690	230
Yarra	4	Lennox St (North), Rowena Pde (East), Lennox St (South), Rowena Pde (west)		6077	205
Yarra	4	Burnley St (north), Swan St (east), Burnley St and Swan St	44 H11	5944	179
Yarra	3	Trenerry Cres (south), Bath St (at cyclist cut-through) and Trenerry Cres	44 E4	5948	173
Yarra	3	Coppin St, Barkly Av and shared path	44 F12	5949	152
Yarra	4	Coppin St (north), Wall St (East), Coppin St (south), Wall St (West)		6078	149
Yarra	4	Capital City Trail towards Kew, Trenerry Cres, Noone St and Gray St - count on and off road as one and same	44 F3	5083	138
Yarra	4	Johnson St towards Victoria St, Hollick St, Johnson St and Baker St (dog leg)	44 G7	5084	117
Yarra	3	Mary St (North), underpass to Yarra Trail and path to Church St (west)		6075	113

Figure 12 - Count Sites in Yarra, 5 March 2013

Click this link to see Figure 2 in full: [Yarra Super Tuesday Data](#)



4.2 The Busiest Commuter Routes in Yarra

Table 1 shows the busiest intersections recorded in the City of Yarra Super Tuesday count. This table is best viewed electronically to allow a greater understanding of rider movements at each of the intersections.

Table 6 - The Five Busiest Commuter Locations in Yarra

Site Description	Map Ref	Site	Total number of riders	% change from last count
Yarra Boulevard/Main Yarra Trail and Gardiners Creek Trail	59 A1	4699	1631	26.2%
Capital City Trail and Canning Street	29 K11	4653	1428	9.4%
St Georges Road and Capital City Trail	30 C11	6076	1320	NA*
Canning Street and Princes Street	43 K2	4668	1213	24.2%
Brunswick Street and Gertrude Street	44 A6	4677	995	20.8%

* Data unavailable in 2012

4.3 Observations On Top 5 Busiest Sites



Figure 13 - Site 4699

Site 4699: Yarra Boulevard/Main Yarra Trail and Gardiners Creek Trail was the busiest commuter route in the Yarra municipality, with a total of 1631 riders. Comparing this with 2012, this is a 26.2% increase. The heaviest traffic was observed on the Gardiners Creek Trail (1031) travelling into the CBD and has increased by 25.3%.



Figure 14 - Site 4653

Site 4653: Capital City Trail and Canning Street was the second busiest site in the Yarra municipality, with a total of 1428 riders. The major flow of riders (903) was coming from the east into this location and travelling on the Capital City Trail: 863 in 2012. The total number of riders has increased by 9.4% at this location.



Figure 15 - Site 6076

Site 6076: St Georges Road and Capital City Trail recorded 1320 riders. This site was the third busiest site in Yarra. The majority riders were travelling on the Capital City Trail westbound. There was no data recorded for this site last year to compare growth.



Figure 16 - Site 4668

Site 4668: Canning Street and Princes Street was another busy site where 1213 riders were recorded. This is up 24.2% from last year. The main flow was on Canning Street towards the CBD – up by 26.1% (1125 in 2013: 892 in 2012).

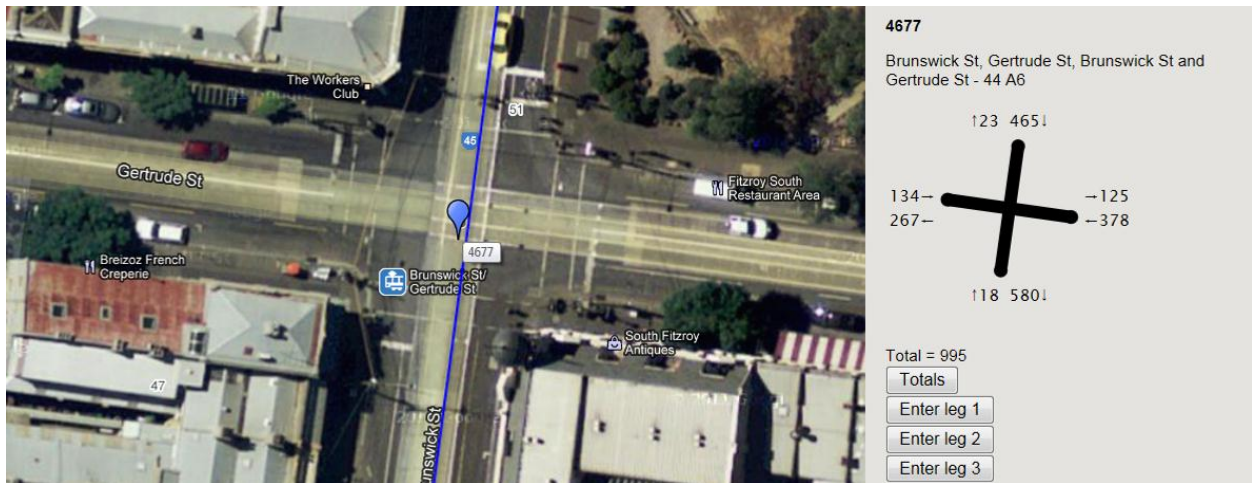


Figure 17 - Site 4677

Site 4677: Brunswick Street and Gertrude Street recorded 995 riders, up 20.8% from last year. The heaviest flow was southbound on Brunswick Road but this figure was up by 21.3% from last year (580 in 2013 compared with 478 in 2012). In particular, there was a growth in people riding on Gertrude Street CBD bound by 15.6% which shows a steady increase in rider numbers.



4.4 Gender Counts around Yarra

Yarra City Council purchased additional data to include gender counts at seven sites:

- Site 4668: Canning St/Princes St
- Site 4677: Brunswick St/Gertrude St
- Site 4671: Napier St/Johnston St
- Site 5946: Wellington St/Gipps St
- Site 4658: St Georges Rd/Scotchmer St
- Site 5085: Lennox St/Elizabeth St
- Site 4692: Church St/Bridge Rd

Figure 18 illustrates the gender percentages at each location. Canning St/Princes St and Napier St/Johnston St are approaching parity with female riders making up 45% and 42% respectively. This implies that these routes are safe and is preferred by female riders. Brunswick St/Gertrude St is less popular route for female riders although it is second busiest site among the sites for gender counts. Refer to Appendix A for more details.

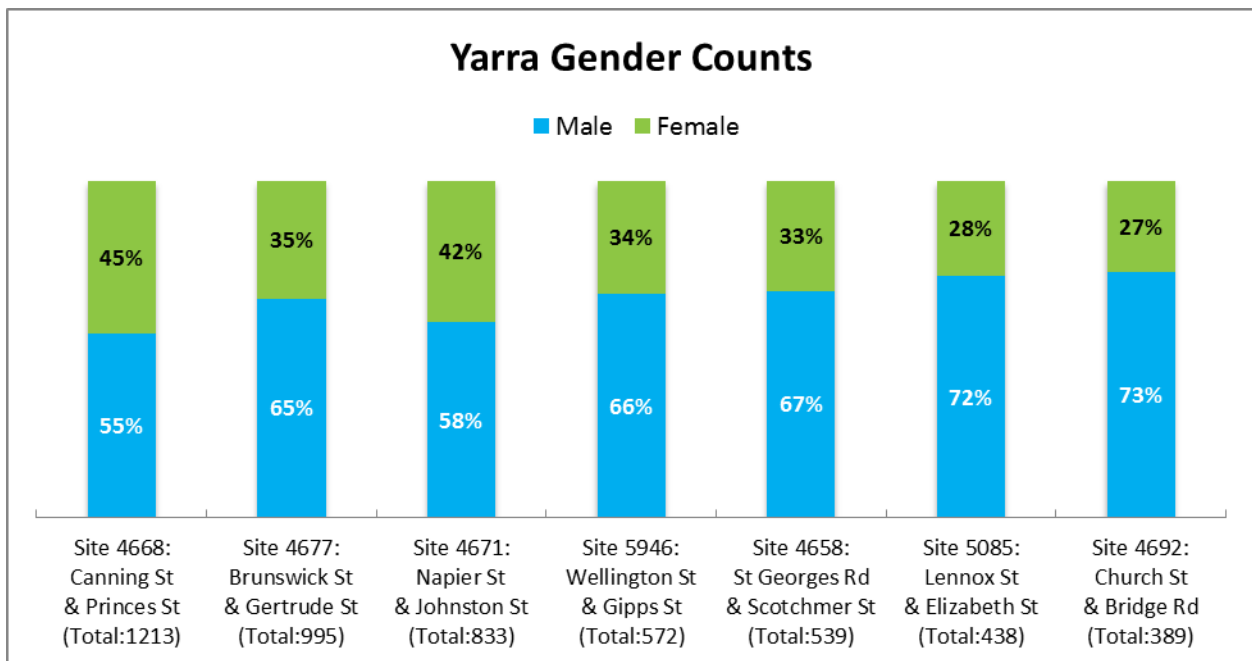


Figure 18 - Gender Counts in the City of Yarra

4.5 Other Significant Findings

Capital City Trail



Figure 19 - Site 5083

Site 5083: Capital City Trail towards Kew, Trenerry Crescent, Noone Street and Gray Street trended notably upwards. In total, 138 rides were logged in 2013 (71 in 2012). The increase is mostly associated with an increase in the dominant flow of riders entering Capital City Trail to the south. In 2013, 99 riders entered the Trail compared with 50 riders in 2012.

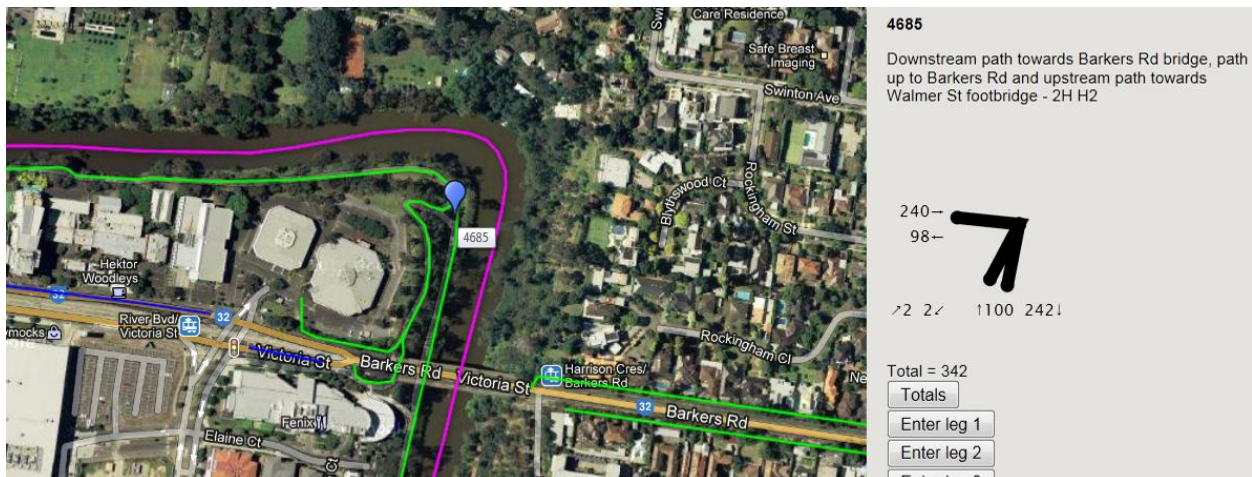


Figure 20 - Site 4685

Site 4685: Downstream path towards Barkers Road bridge, path up to Barkers Road and upstream path towards Walmer St footbridge trended significantly upwards. In total, 342 rides were logged in 2013 (209 in 2012). In particular there were more riders travelling south down on the Trail - 242 riders exited the site in 2013 compared with 160 in 2012.

Rathdowne Street



Figure 21 - Site 4667

Site 4667: Rathdowne Street and Princes Street trended upwards. In total, 377 rides were logged in 2013 (280 in 2012). There was a 38% increase in riders on Rathdowne Street southbound (324 in 2013: 234 in 2012).



Figure 22 - Site 4656

Site 4656: Rathdowne Street and Pigdon Street trended upwards. In total, 391 rides were logged in 2013 (300 in 2012). The increase was mostly from an increase in riders exiting this site to south towards the CBD (273 riders in 2013: 213 in 2012).

Edinburgh Garden North



Figure 23 - Site 4662

Site 4662: Fergie Street, path to Scotchmer Street, Falconer Street, Alfred Cres and path in the Edinburgh Garden trended significantly upwards. In total, 535 rides were logged in 2013 (356 in 2012). The increase was mostly from an increase in riders exiting via the path in the Edinburgh Garden, travelling towards the CBD (364 riders in 2013: 242 in 2012).

4.6 Commuter Flow at the Busiest Site in Yarra



Figure 24 - Commuter Flow at site 4699

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

Figure 24 illustrates the rider flow at the busiest location counted in Yarra on Super Tuesday.



5.0 Port Phillip Commentary

5.1 Port Phillip Rider Numbers

The total numbers of riders and the movement of riders at each of the sites in the City of Port Phillip can be viewed via the link below, which will provide an electronic and interactive version of the table shown in Figure 2.



Count sites in VIC, 5-3-2013

Council	Legs	Location ... sort columns by clicking on the column headings	Map ref	See map	am tot
Port Phillip	4	Domain Rd, St Kilda Rd, Albert Rd and St Kilda Rd	67 D1	4542	1109
Port Phillip	3	Kerferd Rd, Beaconsfield Pde and Beaconsfield Pde - on and off road as one	57 E6	4552	803
Port Phillip	4	Union St, St Kilda Rd, Union St and St Kilda Rd	58 B7	4555	642
Port Phillip	2	Bay trail outside of the Sea Baths on the beach side	57 K10	4565	569
Port Phillip	4	Carlisle St, Brighton Rd, Carlisle St and Brighton Rd	58 C11	4567	559
Port Phillip	4	Kerferd Rd, Ferrars St, Kerferd Rd and Ferrars St	57 G4	4549	488
Port Phillip	4	Glen Eira Rd, Brighton Rd, Byron St and Brighton Rd	67 D1	4569	457
Port Phillip	3	Albert Rd towards Kings Way, Albert Rd and Moray St - count on and off road as one and same	57H2	5087	422
Port Phillip	4	Sandridge Trail to CBD, Beach St, path along foreshore to West Gate and road/path to wharf area	57 A3	4548	388
Port Phillip	4	Fitzroy St, Princes St, Fitzroy St and Princes St	58 B8	4559	369
Port Phillip	4	Barkly St, Glen Huntly Rd, Ormond Esplanade and Marine Pde	67 A3	5882	358
Port Phillip	4	Fitzroy St, Grey St, Fitzroy St and Canterbury Rd dogleg - stand on nth side - count bike path and road as one and the same	58 A8	4560	349
Port Phillip	3	St Kilda St towards roundabout, St Kilda St and Ormond Esp	67D5	5089	340
Port Phillip	4	Albert Rd, Clarendon St, Albert Rd and Clarendon St	57 H3	4546	321
Port Phillip	3	Beaconsfield Pde, Fitzroy St and Jacka Blvd	57 K9	4563	310
Port Phillip	4	Kerferd Rd, Richardson St, Kerferd Rd and Richardson St	58 F5	4550	288
Port Phillip	4	Park St, Moray St, Park St and Moray St	57 H2	4545	270
Port Phillip	4	Dorcas St, Ferrars St, Dorcas St and Ferrars St	57 F2	4544	257
Port Phillip	4	Chapel St towards police station, Carlisle St towards Nelson St, Chapel St and Carlisle St	58 D11	5086	256
Port Phillip	4	Chapel St, Inkerman Rd, Chapel St and Inkerman Rd	58 D10	4564	254
Port Phillip	4	Underpass opposite Armstrong St, Canterbury Rd, Armstrong St and Canterbury Rd	57 H6	4553	250
Port Phillip	4	Albert Rd, paths through to Old Aughtie Drv, Albert Rd and Cecil St	57 G3	4547	243
Port Phillip	4	Westbury Rd, Alma Rd, Westbury Rd and Alma Rd	58 E9	4562	214
Port Phillip	4	Barkly St, Alma Rd, Barkly St and Princes St	58 B9	4561	213
Port Phillip	4	Barkly St (north), Carlisle St (east), Barkly St (south) and Carlisle St (west)	58 B10	5880	198
Port Phillip	4	Dorcas St, Cecil St, Dorcas St and Cecil St	57 F1	4543	177
Port Phillip	4	Normandy Rd, Montague St, Normandy Rd and Montague St	43 D12	4539	159
Port Phillip	3	Upton Rd, Wellington St and Wellington St	58 C8	4557	157
Port Phillip	4	Barkly St (north), Canal path (east), Barkly St (south) and Canal path (west)	67 A2	5881	138
Port Phillip	4	Hotham St towards Inkerman St, Carlisle Street, Hotham St and Balaclava Rd	58F11	5088	128
Port Phillip	4	Orrong Rd, Inkerman Rd, Orrong Rd and Inkerman Rd	58 H11	4566	120
Port Phillip	4	Orrong Rd (north), Inkerman St (east), Orrong Rd (south) and Inkerman St (west)	58 H11	5879	120
Port Phillip	2	Path east side of Middle Park Bowl Club	57 H5	4551	93
Port Phillip	4	Bay St towards Lt Bay St, Rouse St towards Post Office Cl, Bay St and Rouse St	57B4	5091	68
Port Phillip	4	Path to Ross Gregory Drv, path to St Kilda Junc/Fitzroy St, underpass and path beside rail line	57 K8	4558	49
Port Phillip	5	Punt Rd, Wellington St, Brighton Rd, Fitzroy St and St Kilda Rd	58 B7	4556	-
Port Phillip	4	Chapel St towards park, Alma Rd towards park, Chapel St and Alma Rd	58D9	5090	-

Figure 25 - Count Sites in Port Phillip, 5 March 2013

Click this link to see Figure 2 in full: [Port Phillip Super Tuesday Data](#)



5.2 The Busiest Commuter Routes in Port Phillip

Table 1 shows the busiest intersections recorded in the City of Port Phillip Super Tuesday count. This table is best viewed electronically to allow a greater understanding of rider movements at each of the intersections.

Table 7 - The Five Busiest Commuter Locations in Port Phillip

Site Description	Map Ref	Site	Total number of riders	% change from last count
Domain Road, St Kilda Road and Albert Road	67 D1	4542	1109	10.9%
Kerferd Road and Beaconsfield Parade	57 E6	4552	803	32.9%
Union Street and St Kilda Road	58 B7	4555	642	24.4%
Bay Trail outside of the Sea Baths on the beach side	57 K10	4565	569	227.0%
Carlisle Street and Brighton Road	58 C11	4567	559	NA*

* Data unavailable in 2012

5.3 Observations On Top 5 Busiest Sites



Figure 26 - Site 4542

Site 4542: Domain Road, St Kilda Road and Albert Road was the busiest commuter route in the Port Phillip municipality, with a total of 1109 riders. This is an increase of 10.9%. More people are riding down St Kilda Road towards the CBD - 758 on in 2013: 607 in 2012. However, there were less riders recorded travelling on St Kilda Road southbound – 287 in 2013: 314 in 2012.

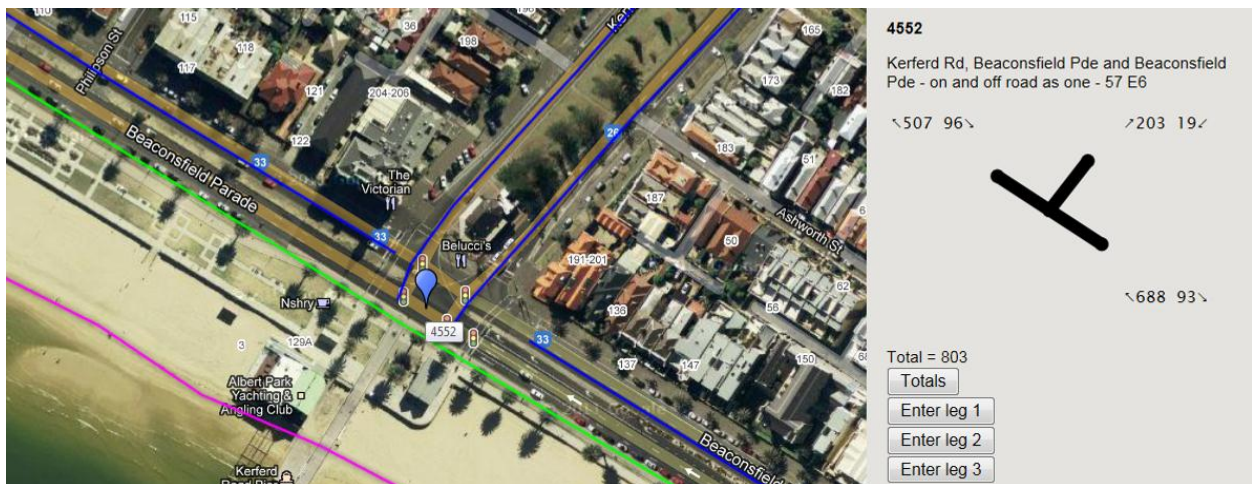


Figure 27 - Site 4552

Site 4552: Kerferd Road and Beaconsfield Parade was the second busiest site with 803 riders. The main flow was observed on Beaconsfield Parade towards Port Melbourne and experienced a growth of 35% from 2012.

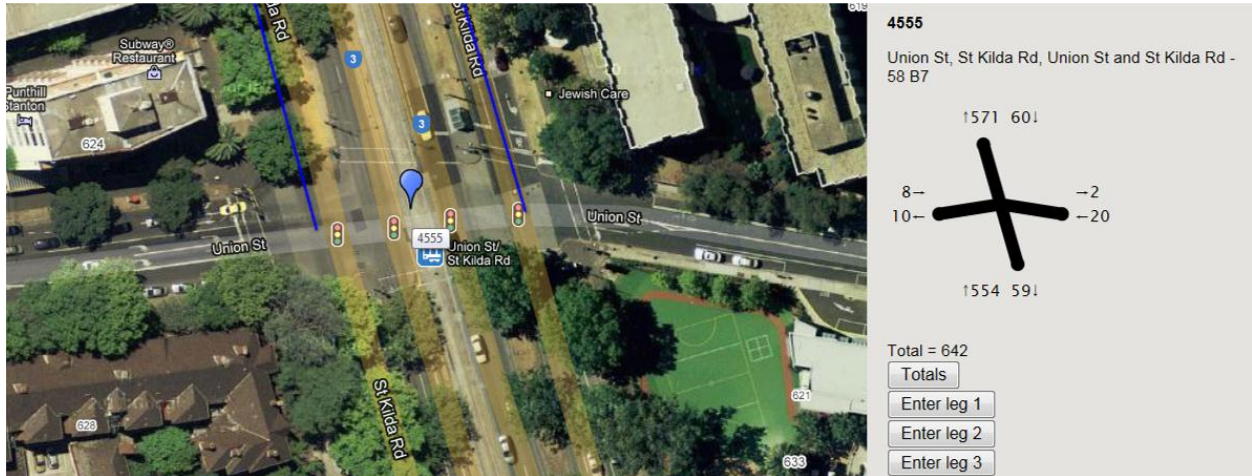


Figure 28 - Site 4555

Site 4555: Union Street and St Kilda Road recorded 642 riders, up by 24.4%.

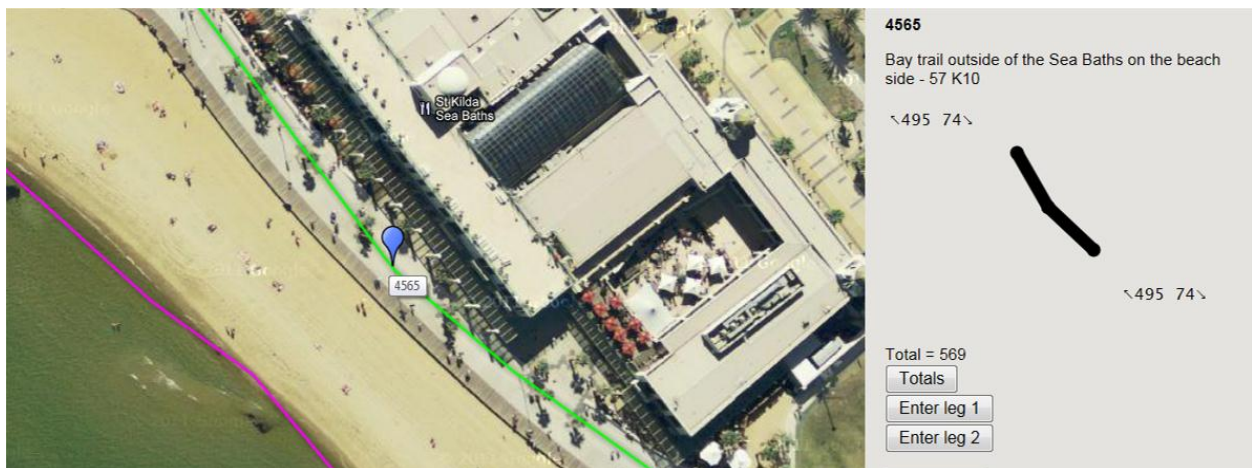


Figure 29 - Site 4565

Site 4565: Bay Trail outside of the Sea Baths on the beach side recorded 569 riders. The total number of riders at this location significantly increased by 227% (174 in 2012). The main flow was on St Kilda Road heading towards the CBD.



Figure 30 - Site 4567

Site 4567: Carlisle Street and Brighton Road was another busy site with 378 riders counted. There was no data recorded for this site in 2012. In particular, there were more people exiting the site on St Kilda Road northbound towards the CBD - 394 riders in 2013.

5.4 Other Significant Findings

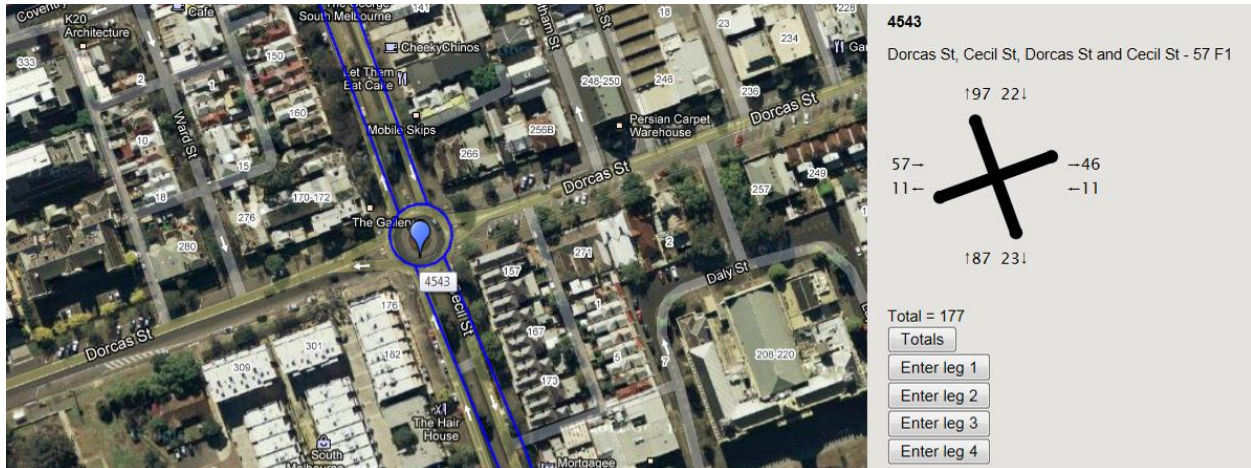


Figure 31 - Site 4543

Site 4543: Dorcas Street and Cecil Street recorded a 60.9% increase from 110 riders in 2012 to 177 riders in 2013. The majority of riders were travelling in a north direction along Cecil Street towards the CBD.

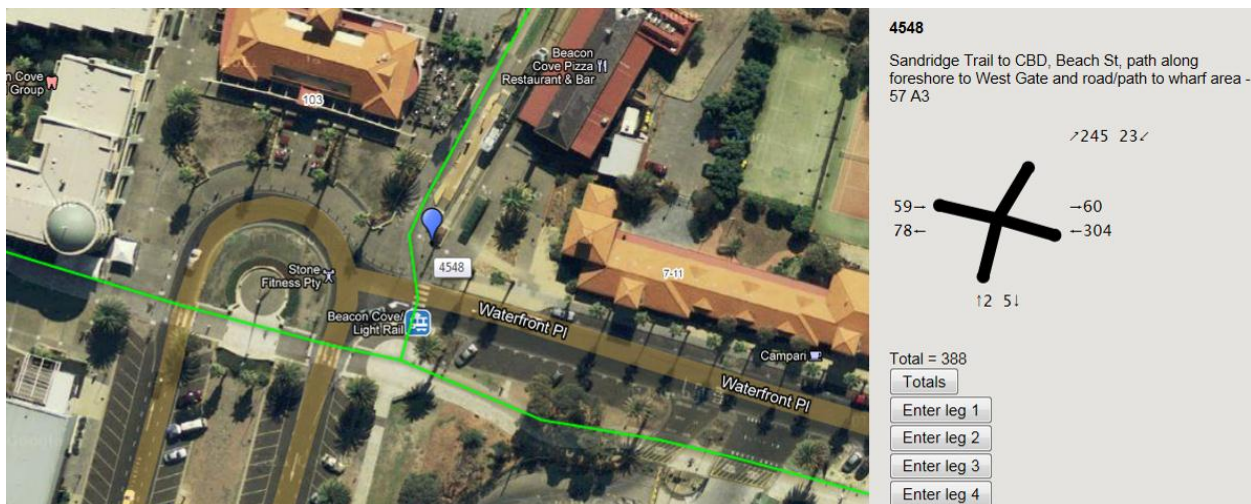


Figure 32 - Site 4548

Site 4548: Sandridge Trail to CBD, Beach Street, path along foreshore to Pier and path to wharf area trended continuously upwards to 388 riders in 2013 (180 in 2011: 260 in 2012). As shown above, the majority of riders (245) were exiting this site on the Trail towards the CBD.



Figure 33 - Site 4550

Site 4550: Kerferd Road and Richardson Street trended continuously upwards to 288 riders in 2013 (174 in 2011: 211 in 2012). As shown above, the main flow was on Kerferd Road north-eastbound.

5.5 Commuter Flow at the Busiest Site in Port Phillip

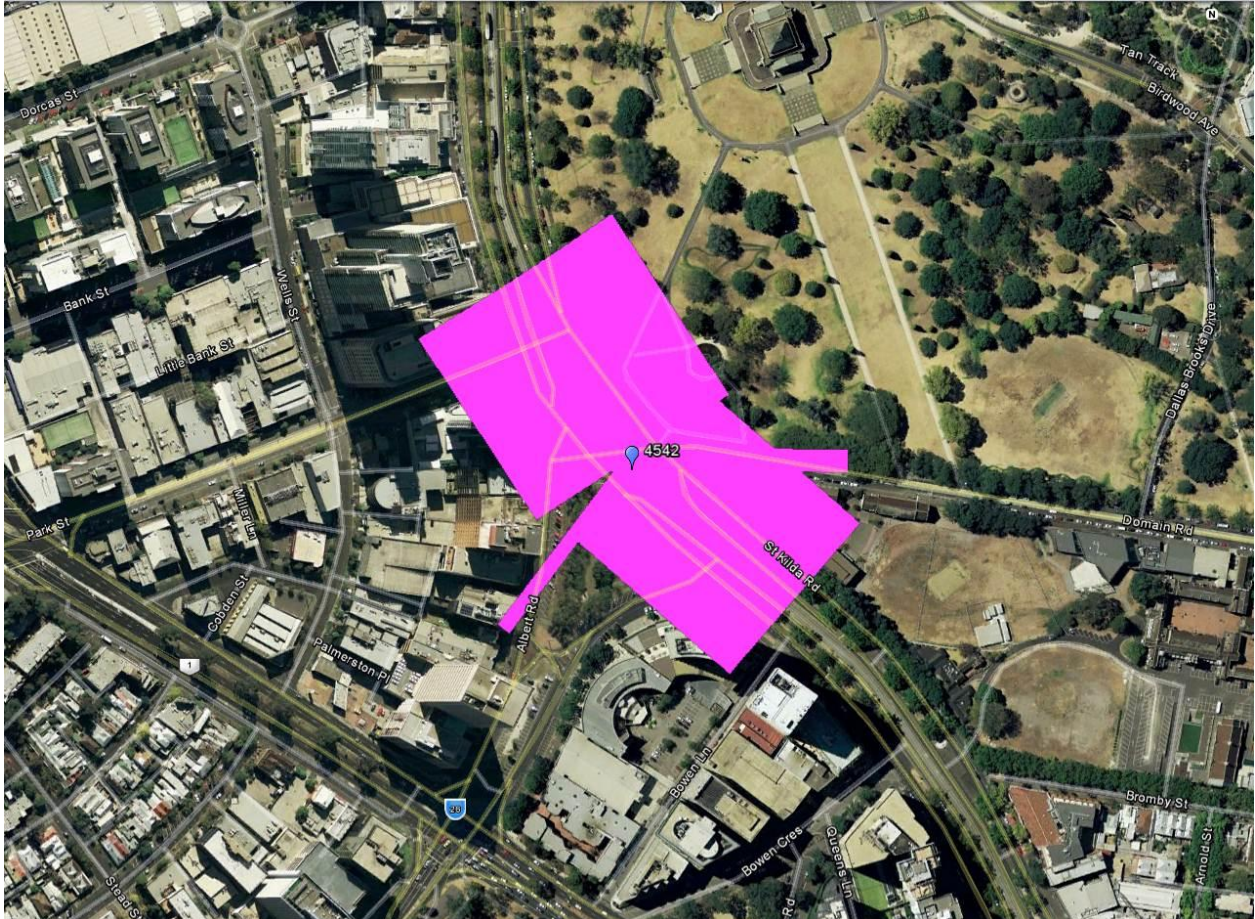


Figure 34 - Commuter Flow at site 4542

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

Figure 34 illustrates the rider flow at the busiest location counted in Port Phillip on Super Tuesday.



6.0 Stonnington Commentary

6.1 Stonnington Rider Numbers

The total numbers of riders and the movement of riders at each of the sites in the City of Stonnington can be viewed via the link below, which will provide an electronic and interactive version of the table shown in Figure 2.



Count sites in VIC, 5-3-2013

Council	Legs	Location ... sort columns by clicking on the column headings	Map ref	See map	am tot
Stonnington	4	Chapel St, Toorak Rd, Chapel St and Toorak Rd	58 E3	4579	597
Stonnington	4	Church St, Alexandra Ave, Chapel St and Alexandra Ave - on and off road as one	58 E2	4575	594
Stonnington	4	Footbridge over creek, Brixton Rise, footbridge over M1 Freeway and gravel path beside creek	59 J8	4604	545
Stonnington	4	Chapel St, High St, Chapel St and High St	58 D6	4591	487
Stonnington	5	Path beside fwy towards Ramona Ave, carpark to Bruce St, carpark to Sycamore St, carpark to Sylvester Cres and pedbridge to CGT	69 B1	4616	261
Stonnington	5	Path to Golfers Drv under fwy (go look at path continuation at Golfers Drv), Waverley Rd, SC Trail, Waverley Rd to CBD and SC Trail to CBD	69 D1	4617	245
Stonnington	4	MacRoberston bridge (Yarra Trail over bridge), St Georges Rd, Grange Rd and Alexandra Pde (Yarra Trail via underpass) - count on and off road as one	58 J1	4571	217
Stonnington	4	Punt Rd, Greville St, Punt Rd and Moubay St	58 B5	4587	168
Stonnington	4	Darling Rd, Waverley Rd, Darling Rd and Waverley Rd	68 J1	4615	140
Stonnington	4	Upton St, Union St, Upton St and Union St	58 C7	4594	132
Stonnington	4	Toorong Rd, High St, Toorong Rd and High St	59 E8	4603	113
Stonnington	3	Williams Rd, Bruce St and Williams Rd - count on and off road as the same	58 G2	4576	111
Stonnington	4	Mathoura Rd, Malvern Rd, Chatsworth Rd dogleg and Malvern Rd	58 G5	4588	110
Stonnington	4	Orrong Rd, Malvern Rd, Orrong Rd and Malvern Rd	58 J6	4589	110
Stonnington	4	Footbridge over the Yarra, Alexander Pde - excluding the Yarra Trail, Yarra St and Alexander Pde - excluding the Yarra Trail	58 D1	4573	82
Stonnington	4	Glenferrie Rd, High St, Glenferrie Rd and High St	59 C8	4600	74
Stonnington	3	Winton Rd, Malvern Rd and Malvern Rd	60 A12	4614	71
Stonnington	4	High St, Malvern Rd, High St and Malvern Rd	59 J9	4608	61
Stonnington	3	Grange Rd (north), Grange Rd (south) and Bruce St	58 J2	5234	56
Stonnington	3	Great Valley Rd, Wills St and Wills St	59 H7	4596	38
Stonnington	5	Lansell Rd, St Georges Rd, The Lane, Lansell Rd and St Georges Rd	58 K2	4574	34
Stonnington	3	St Georges Rd, Toorak Rd towards Kooyong Rd and Toorak Rd		5885	31

Figure 35 - Count Sites in Stonnington, 5 March 2013

Click this link to see Figure 2 in full: [Stonnington Super Tuesday Data](#)



6.2 The Busiest Commuter Routes in Stonnington

Table 1 shows the busiest intersections recorded in the City of Stonnington Super Tuesday count. This table is best viewed electronically to allow a greater understanding of rider movements at each of the intersections.

Table 8 - The Five Busiest Commuter Locations in Stonnington

Site Description	Map Ref	Site	Total number of riders	% change from last count
Chapel Street and Toorak Road	58 E3	4579	597	43.5%
Church Street, Chapel Street and Alexandra Avenue	58 E2	4575	594	-15.5%
Footbridge over creek, Brixton Rise, footbridge over M1 Freeway and gravel path beside creek	59 J8	4604	545	46.1%
Chapel Street and High Street	58 D6	4591	487	19.4%
Scotchmans Creek Trail beside Monash Freeway, carpark to Bruce Street, carpark to Sycamore Street	69 B1	4616	261	52.6%

6.3 Observations On Top 5 Busiest Sites



Figure 36 - Site 4579

Site 4579: Chapel Street and Toorak Road was the busiest commuter route in the Stonnington municipality, with a total of 597 riders. This is a significant increase of 43.5%. The main flow of riders was on Chapel Street northbound which increased by 38.6% from last year.

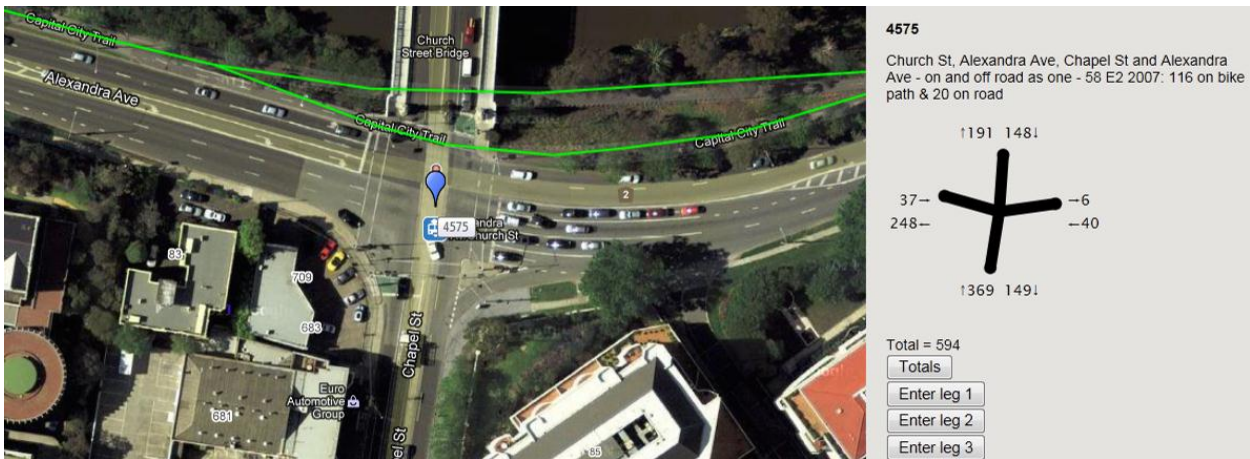


Figure 37 - Site 4575

Site 4575: Church Street, Chapel Street and Alexandra Avenue was the second busiest site with a total of 594 riders, down 15.5% from 2012. The number of people riding along the river into the CBD entered the site from Alexandra Avenue/Capital City Trail (east) was significantly decreased by 72.2% (40 in 2013: 144 in 2012). However there was an 8.4% increase in the number of riders from south turning west towards the CBD on Alexandra Avenue (206 in 2013: 190 in 2012).



Figure 38 - Site 4604

Site 4604: Footbridge over creek (Gardiners Creek Trail), Brixton Rise, footbridge over M1 Freeway and gravel path beside creek recorded a huge jump of 46.1% in rider numbers, making it the third busiest site (545 riders in total). More riders were travelling along Brixton Rise and continued riding on the Gardiners Creek Trail (451 riders exited the site on Brixton Rise in 2013: 329 in 2012).

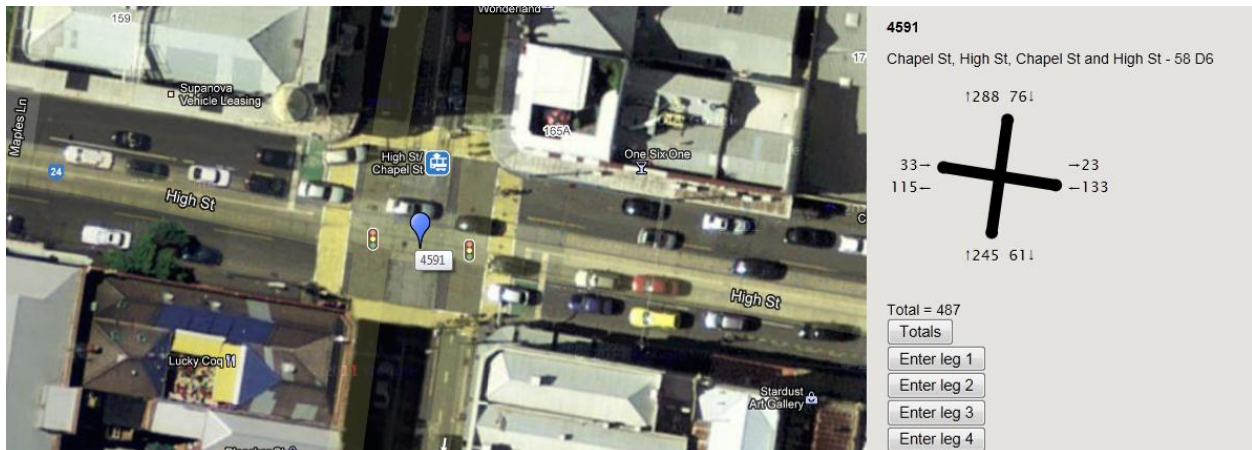


Figure 39 - Site 4591

Site 4591: Chapel Street and High Street was another site that experienced an increase in rider numbers (19.4%). In total, 487 rides were logged in 2013: 373 in 2012. There was a 21% increase in riders continue travelling west towards the CBD on High Street compared with last year (115 in 2013: 95 in 2012). Chapel Street remains a relied upon route – 288 riders exited the site on Chapel Street (north) in 2013: 243 in 2012.



Figure 40 - Site 4616

Site 4616: Scotchmans Creek Trail beside Monash Freeway, carpark to Bruce Street, carpark to Sycamore Street, carpark to Sylvester Crescent and pedbridge to Gardiners Creek Trail was another busy site with a total of 261 riders. This is a significant 52.6% increase from 2012.

6.4 Other Significant Findings



Figure 41 - Site 4587

Site 4587: Punt Road, Greville Street and Moubray Street recorded the particular percentage increase among all the sites in Stonnington by 78.7%, from 94 riders in 2012 to 168 riders in 2013. The majority of riders (93) were exiting to the West along Moubray Street towards St Kilda Road.



Figure 42 - Site 4617

Site 4617: Path to Golfers Drive under freeway, Waverley Road and Scotchmans Creek Trail trended continuously upwards to 245 riders in 2013 (157 in 2011: 164 in 2012). As shown above, the main flow was on Scotchmans Creek Trail heading towards the CBD.



Figure 43 - Site 4589

Site 4589: Orrong Road and Malvern Road trended continuously upwards to 110 riders in 2013 (62 in 2011: 69 in 2012). As shown above, the main flow was on Malvern Road heading westbound.

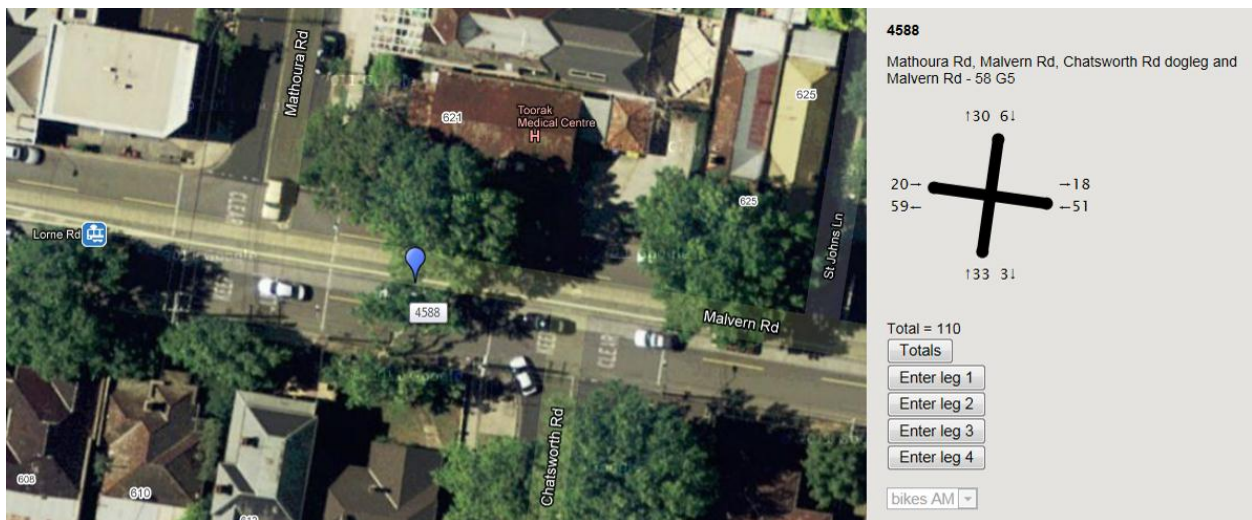


Figure 44 - Site 4588

Site 4588: Mathoura Road, Malvern Road and Chatsworth Road (dogleg) trended continuously upwards to 110 riders in 2013 (70 in 2011: 75 in 2012). As shown above, the main flow was on Malvern Road westbound.

6.5 Commuter Flow at the Busiest Site in Stonnington



Figure 45 - Commuter Flow at site 4579

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

Figure 45 illustrates the rider flow at the busiest location counted in Stonnington on Super Tuesday.



7.0 Riders Per Hour

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

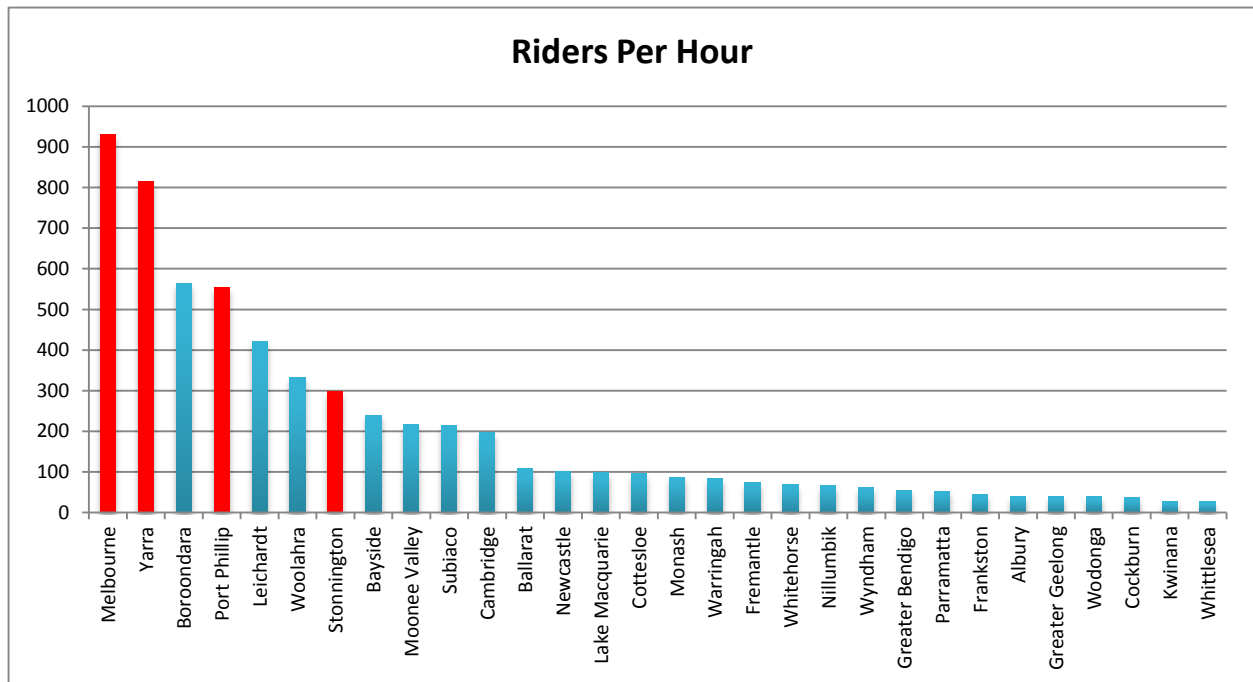
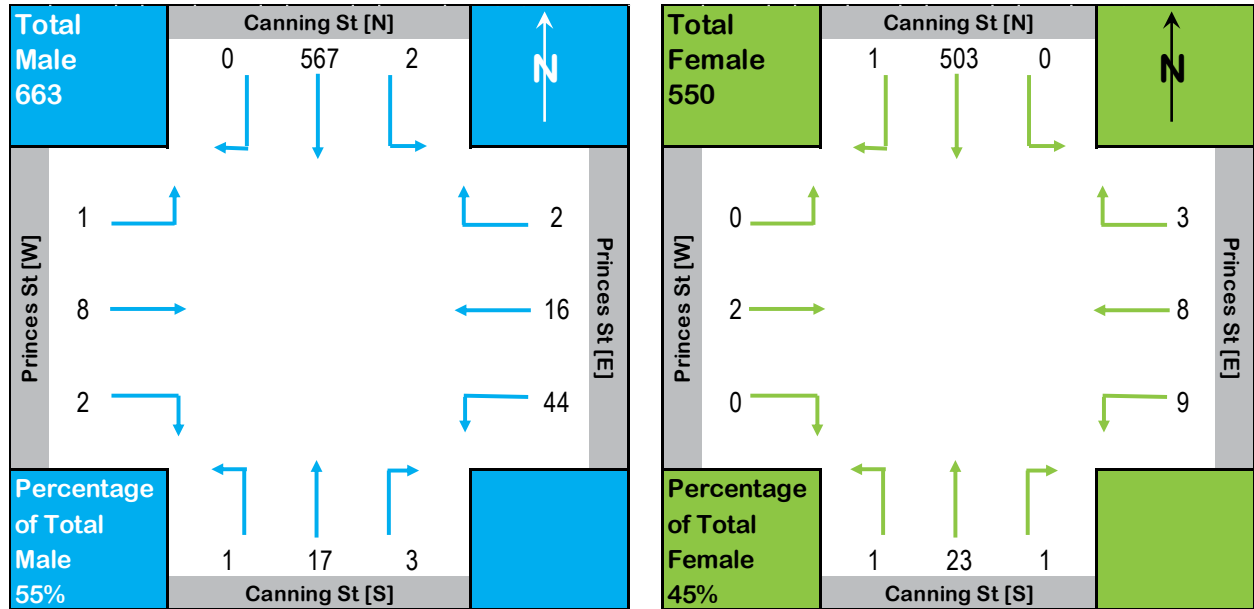


Figure 46 - Riders Per Hour

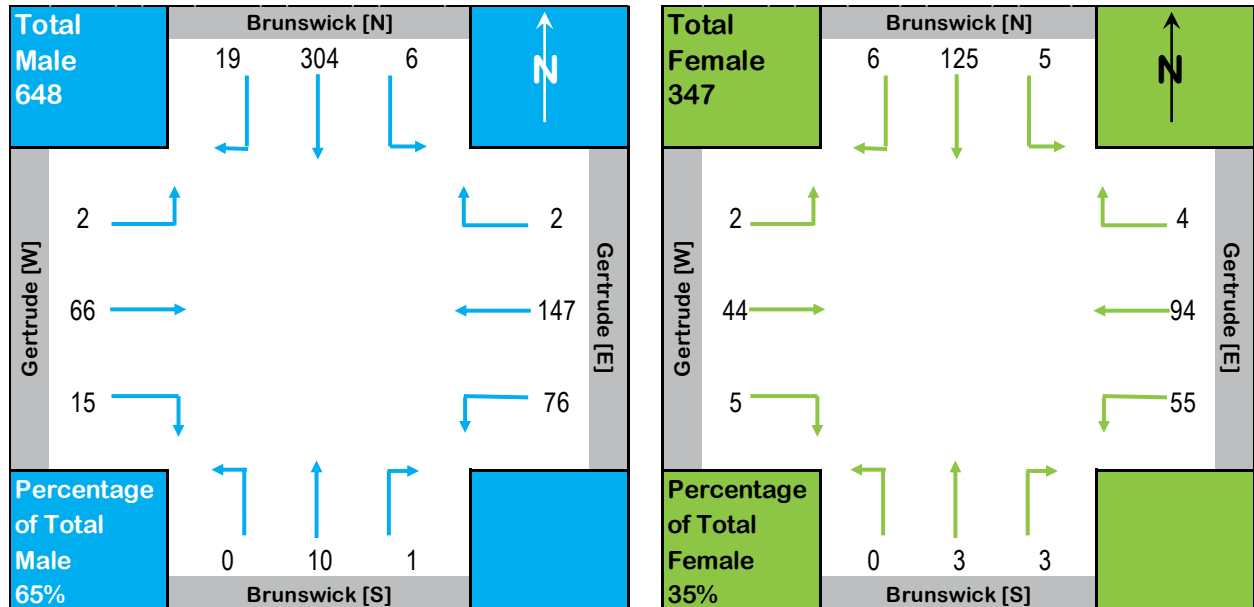
- City of Melbourne was ranked 1st overall in the busiest count sites from across the country, with an average of 931 riders per hour.
- City of Yarra was ranked 2nd overall with an average of 816 riders per hour.
- City of Port Phillip was ranked 4th overall with an average of 555 riders per hour.
- City of Stonnington was ranked 7th overall with an average of 299 riders per hour.
- There were a total of 30 municipalities in Super Tuesday 2013.

Appendix A : Gender Counts in City of Yarra

Site 4668: Canning St & Princes St (Total riders: 1213)

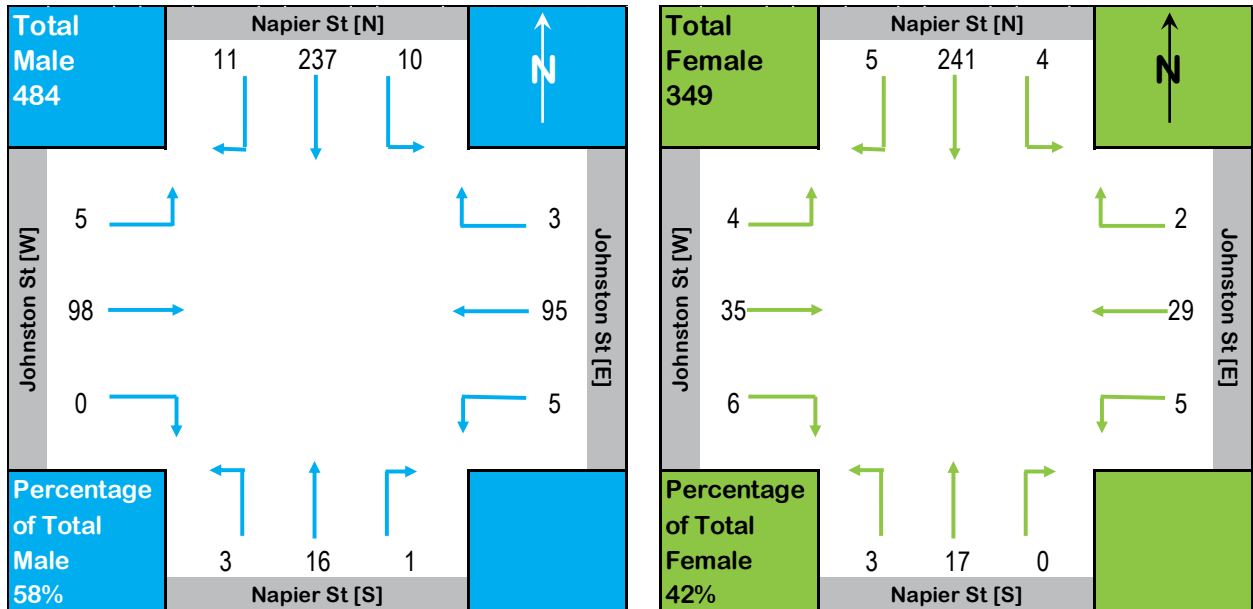


Site 4677: Brunswick St & Gertrude St (Total riders: 995)

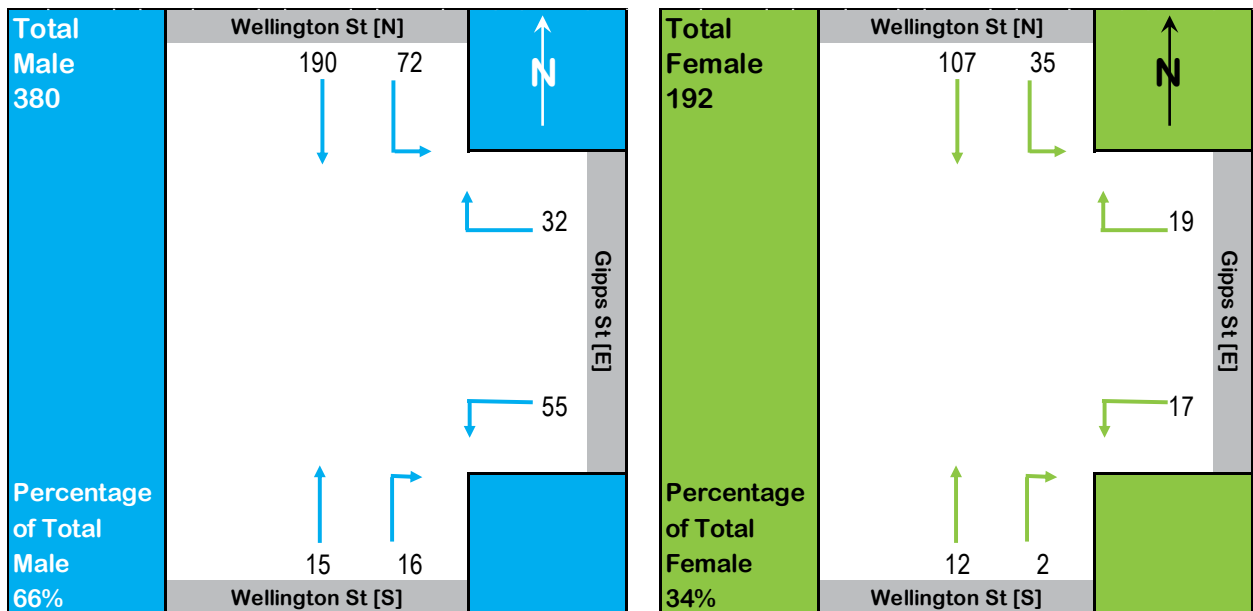




Site 4671: Napier St & Johnston St (Total riders: 833)

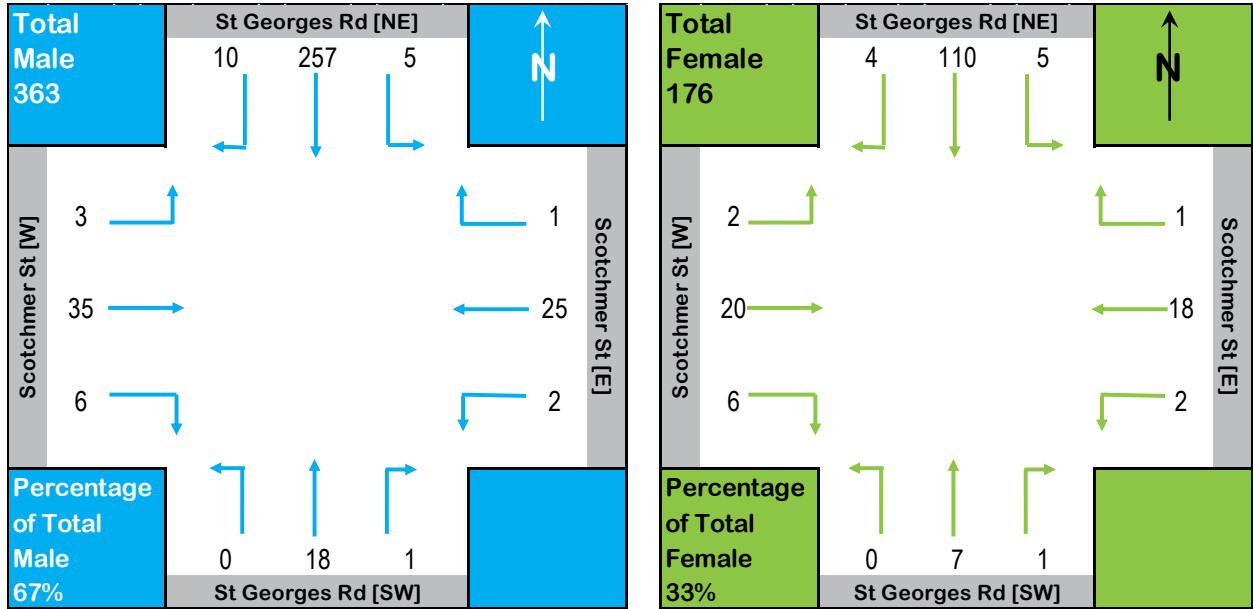


Site 5946: Wellington St & Gipps St (Total riders: 572)

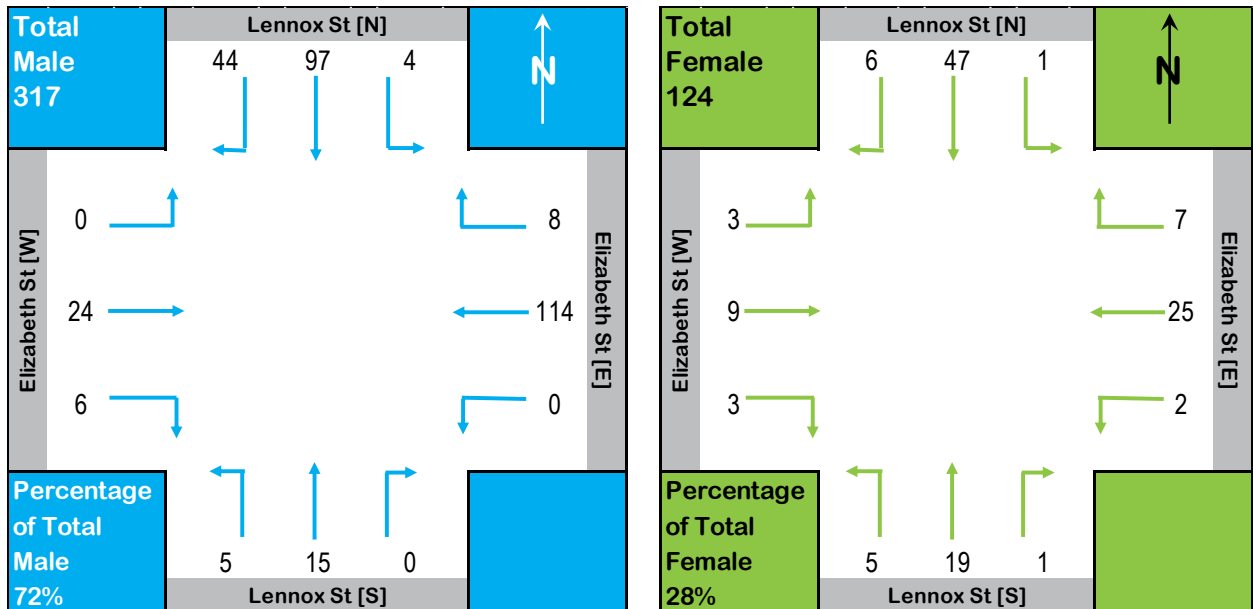




Site 4658: St Georges Rd & Scotchmer St (Total riders: 539)

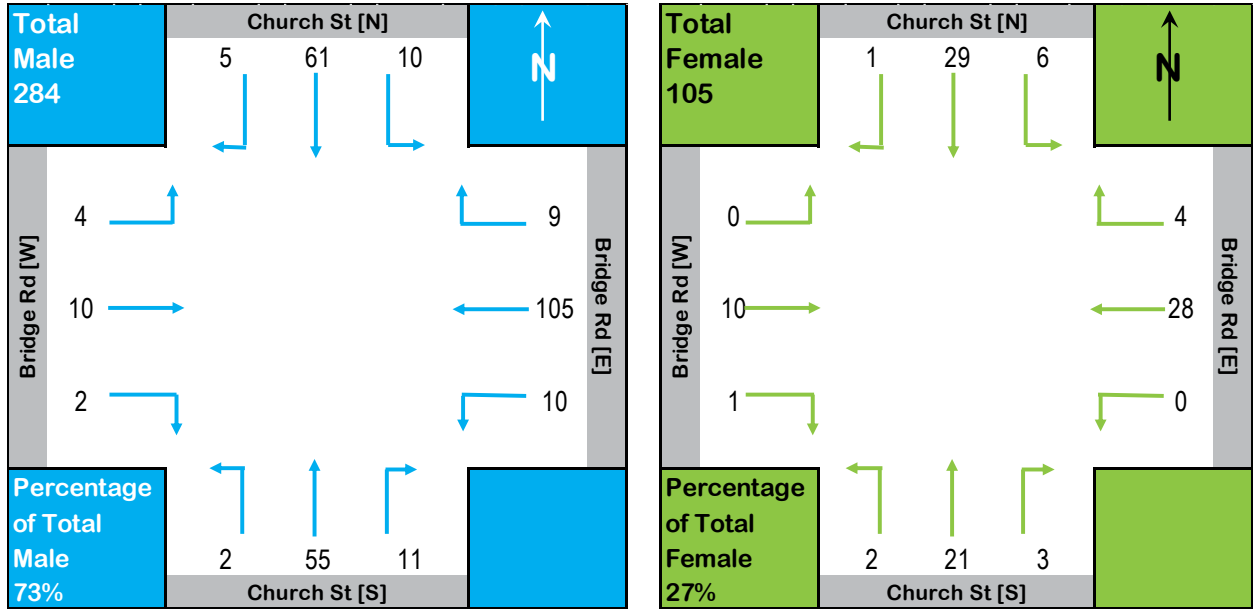


Site 5085: Lennox St & Elizabeth St (Total riders: 438)





Site 4692: Church St & Bridge Rd (Total riders: 389)





Appendix B : Complementing the Super Tuesday Data

B.1 Loop Counter Data

Automatic counters run all day every day. This data is useful in assisting to calibrate and verify the visual count data collected on Super Tuesday and thus, provide councils with a more in-depth understanding of riding trends.

In general there are visual count sites up or downstream of automatic counters. The additional data from the automatic counters is unlikely to significantly change the flow maps.

Table 9 - Melbourne Automatic Counter Data

Location	7-8 AM	8-9 AM	2HR Total	24 HR Volume
(Bike Path) Capital City Trail 2way Footscray Rd Se of Exit Ramp From City Link	539	643	1182	3744
(Bike Path) Gardiners Creek Trail 2way 66m W of Citylink Overpass	595	547	1142	3524
(Bike Lane) Royal Pde S Bd 20m S of Gatehouse St	397	701	1098	2386
(Bike Path) North Bank 2way 75m W of Morell Bridge Adjacent To Punt Rd Overpass	512	579	1091	3047
(Bike Path) Canning St 2way Princess St Outside Dan O'connell	296	528	824	2612
(Bike Path) St. Georges Rd 2way 28m S of Sumner Av	314	495	809	2831
(Bike Lane) St. Kilda Rd N Bd 25m N of Coventry St	287	412	699	1944
(Bike Path) South Bank 2way Under Punt Rd Bridge	283	380	663	2261
(Bike Path) Moreland St Path 2way 50 M N of Parker St	277	247	524	1190
(Bike Path) Tram 109 Trail 2way 10m Ne of Access Path Cnr Woodgate & Boundary Sts	228	277	505	1647
(Bike Path) Napier St Path 2way 100m N of Greeves St	150	354	504	1887
(Bike Path) Bay Trail 2way 100m N Blessington St Opp No 20 Marine Pde	246	218	464	2091
(Bike Path) Gardners Creek Trail No.2 2way Adj Estella St	275	188	463	1476
(Bike Lane) Albert St Wb 50m W of Lansdown St	145	278	423	860
(Bike Path) Upfield Railway Lin 2way 10m S of Park St	149	271	420	1418
(Bike Lane) St. Kilda Rd S Bd 30m S of Anzac Ave	151	252	403	1930
(Bike Lane) Brighton Rd N Bd 50m S of Mozart St	192	178	370	610
(Bike Lane) Flemington Rd Se Bd 25m Nw of Abbotsford St	119	179	298	665
(Bike Path) St. Georges Rd No.2 2w N of Bell St	141	155	296	1003



(Bike Path) Main Yarra Trail No:1 2way Along Yarra Blvd 66m W of Of C'link Opass	134	158	292	1083
(Bike Path) Koonung Trail 2way 44m Ne of Clifton St	85	66	151	748
(Bike Path) Merrie Creek Trail 2way S of Moreland Rd	56	77	133	536
(Bike Path) Ann Trail No:1 2way 104m South of Whitehorse Rd	51	64	115	384
(Bike Lane) Albert St Eb 50m E of Morrison Pl	25	61	86	713
(Bike Path) Ann Trail No:2 2way 300m East of Princess St	28	28	56	189
(Bike Path) Scotchmans Creek Trail 52m E of 61 Smyth St	28	23	51	262
(Bike Lane) Brighton Rd S Bd 50m N of Dickens St	26	21	47	719
(Bike Lane) Royal Pde N Bd 10m N of Gatehouse St	10	24	34	1873
(Bike Path) Federation Trail 170m Se of Princess Hwy Btw Cypress Av & Conifer Av	10	11	21	90
(Bike Lane) Flemington Rd Nw Bd 10m Se of Dryburgh St	7	11	18	586
(Bike Path) Phillip Island Rd Path Btw Bunvegan Cr & Glen St	3	6	9	37

- Table 9 shows the numbers recorded from the VicRoads Automatic Counters across the network in metropolitan Melbourne.
- The numbers tabulated above are the totals recorded from Tuesday 5 March in each of the available directions.
- This data is useful in assisting to calibrate and verify the visual count data collected on Super Tuesday.



Appendix C : Super Tuesday

C.1 Aims and Purpose

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

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

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

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

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

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

C.2 Visual Count Sites

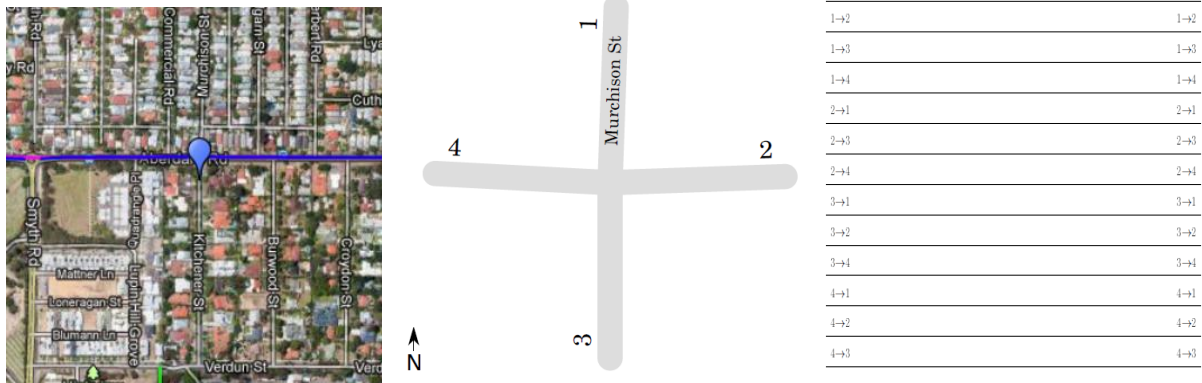
The annual Super Tuesday bike count aims to record the number and movements of riders in a municipality. To determine rider routes, the sites are placed along known bicycle commuter routes and at locations on known or suspected 'tributaries'. Sites are more spread out at the outer edge of the rider catchments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

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

C.3 Visual Count Sheets

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

A Four-way Intersection Count Sheet from Super Tuesday 2013

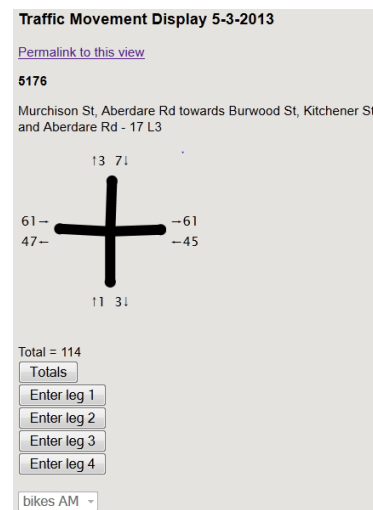


Following the completion of the visual count, counters are able to send the count data to Bike Futures in one of three ways, as follows:

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

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

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



Appendix D : Media Coverage

Table 10 - Total media coverage for Super Tuesday 2013

Medium	Number of stories	Audience
Print	15	933,524
Radio	3	2,157,000
Television	1	25,000
Online	5	n/a
TOTAL	21	3,115,624

Table 10 shows a summary of media coverage for Super Tuesday 2013 in terms of print, radio, television and online audience and total number of stories nation-wide.

In 2013, media coverage of Super Tuesday increased by 36% from the previous year.

Cyclists give bike paths a push start

BENDIGO cyclists have voted with their pedals in a push for more bike paths across the city.

The nation-wide Super Tuesday event saw about 100 cyclists riding through the intersection of High Street and Mitchell Street on their way to work.

Bicycle Network's Eddie Barkla said the figures were up on previous years.

He said the data would be handed to the City of Greater Bendigo council to highlight where cyclists

were riding the most, and where new cycling paths should be developed.

Mr Barkla said Bendigo was a hub for cyclists, with events such as the Madison on this Sunday helping grow the reputation.

"I've heard some people refer to it as a cycling Mecca of Australia," he said. "Per capita we're among the highest rates for cyclists in the country."

Cycling to school and work also seemed to be becoming more popular

locally, Mr Barkla said.

Bendigo Cycle Concepts staff said they had noticed a spike in the amount of people riding bikes for the daily commute.

A number of bikes had recently been repaired at the store that were hit by cars on Bendigo's major roads.

Staff member Shane Thompson said there seemed to be a lot of people riding on roads and that there was a need for greater paths and networks.

"The main thing we need is bigger shoulders on roads," he said. "Cycling lanes are expensive but it would be great if more can be built."

City of Greater Bendigo council said it would use cyclists' feedback in its Integrated Transport and Land Use Strategy. The council also plans to extend the Bendigo Creek Linear Trail, engineering and public space manager Brett Martini said.

— JOSH FAGAN

Bike lanes draw women riders

More women than ever were counted riding into the city centre on Tuesday morning.

Bicycle Network Victoria, which counted cyclists at 374 spots in Melbourne over a two-hour period, said the growing number of female cyclists was a sign that Melbourne's network of bike paths was getting safer.

Women made up 32 per cent of riders on Swanston Street, a 22 per cent increase since separated "Copenhagen lanes" were put there in 2007, "clearly showing that women will flock to bike commuting when the routes are made bike friendly", Bicycle Network Victoria said.

Adam Carey



ENTHUSIAST: Bicycle Network's Eddie Barkla at Charing Cross in Bendigo.

Picture: JODIE DONNELLAN

Cyclists sought for task force ☆

By LISA HIGGINSON ihigginson@mmpgroup.com.au March 8, 2013, 6:08 p.m.



WHEEL THING: Brian Reid from Hawthorn Rotary counts riders at the corner of Chapel Street and Alexander Avenue

PEDAL-PUSHING commuters are on the rise in Stonnington. Bicycle Network's annual Super Tuesday Bike Count last week recorded rider movements at 22 sites across Stonnington, including the busy Alexandra Avenue intersection in South Yarra. The aim of the count, which is conducted by volunteers, is to provide councils with up-to-date information on bike riding patterns, and recommendations for improving cycling facilities.

Moonee Valley pedal power measures up ☆

By EUGENE BENSON March 12, 2013, midnight



Changing gears: Bicycle Victoria volunteer Dr Noel Cranswick counting the riders from Moonee Valley passing through the exchange at platform 2 Flemington Bridge and the Mount Alexander Road shared path. It was for the annual Bicycle Victoria bike count. Picture: Michael Copp

KEY cycling routes in Moonee Valley were included in a statewide count of commuter cyclist movements last week for an annual survey conducted by Bicycle Network Victoria. While data for Moonee Valley is still being collected, network spokesman Garry Brennan said he expected the area would reflect a trend throughout inner Melbourne with a large increase in bike traffic and an increase of women commuter cyclists.

Tally round the cyclists
BIKE NETWORK RUNS ANNUAL SUPER TUESDAY COUNT EVENT

Charis Chang

CYCLING

VOLUNTEERS gave up their time yesterday to survey the number of cyclists commuting to work from the northern beaches. The Bicycle Network has held a national annual bike count called Super Tuesday since 2010.

- Number of people choosing to cycle to work increased between 2001-2011 but most of the increase (38 per cent) was between 2006 and 2011.
- The proportion increased by 25 per cent

This year it included 24 sites in Warringah, including the intersection of Mona Vale Rd and Forest Way, Belrose.

"The difference with our count data is that we can show how many people are riding and where they are riding," Mr Williamson said.

Bicycle Network's bike futures manager, Mike Williamson said the data was a necessary tool for councils.

"This strengthens the case for further investment in better bicycle facilities."

He said it could help them plan bike riding facilities that would deliver community benefits in a cost-efficient manner.

According to an analysis of the census, the number of people in Sydney cycling to work had increased by 46 per cent between 2001 and 2011.

"Reliable data on bike riding patterns is critical for planning infrastructure improvements," Mr Williamson said.

The Sydney University report: *Cycling to work in Sydney: analysis of journey-to-work Census data from 2001 to 2011* found the numbers increased from 15,254 to 22,320.

The survey is designed to complement figures from the census.



Super Tuesday volunteer Mary Billing at Belrose yesterday.

Picture: ANNKA ENDERBORG



Appendix E : Other Tools for Councils

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

E.1 BikeScope

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

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

Click on link to learn more: <http://www.bv.com.au/bike-futures/40536/>

E.2 Census Data

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

Click on link to learn more: <http://www.bv.com.au/general/bike-futures/91532/>

E.3 RiderLog

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

Click on link to learn more: <http://www.bv.com.au/general/ride-to-work/91481/>

E.4 Intercept Surveys

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



E.5 Bike Path Audits

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

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

Click on link to learn more: <http://www.bv.com.au/general/bike-futures/10562/>

E.6 Phone Surveys

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

Click on link to learn more: <http://www.bv.com.au/general/bike-futures/91545/>

E.7 PinPoint

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

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

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

Click on link to learn more: <http://www.bicyclenetwork.com.au/general/bike-futures/91393/>



E.8 RiderView

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

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

Click on link to learn more: <http://www.bicyclenetwork.com.au/general/bike-futures/94101/>

E.9 Professional Development

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

Click on link to learn more: <http://www.bicyclenetwork.com.au/general/bike-futures/43715/>