BICYCLE NETWORK®

We've got your back.

SUPER TUESDAY BIKE COUNT

Greater Shepparton

MARCH 2022

SUPER COUNTS

BICYCLE NETWORK®

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Still *Super* keen on more transport data? Bicycle Network offers the following survey methods to compliment Super Counts.

Custom Counts

Our custom counts are a fully customised manual active collection method for bicycle, pedestrian and intersection surveys. They can be tailored to gather robust demographic data across any required frequency or duration.

Artificial Intelligence Road Surveys (AIRS)

AIRS is an artificial intelligence-based survey service which autonomously detects and classifies roads users and how they interact with road environments using cameras, sensors and smart software.

CAR

CYC

For more information, visit:
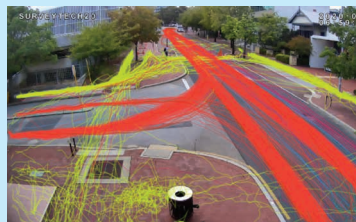**www.bicyclenetwork.com.au/automated-surveys**

1. Road user counts
We can count all road users entering a camera's field of view and break this data down by time increment and user type.

2. User path tracing
We can track the paths of movement made by users ('path tracing'), which offers insights into traffic flow and directionality.

3. Speed analysis
We can measure user speeds, which is useful for congestion detection and shared path safety measures.

What data can AIRS provide?

Once the AI-technology has identified and classified all users in the field of vision of the sensor or camera, Bicycle Network's analysts can provide reports on three key areas

Contact Us

Reach out to us to discuss how these surveys can collect the data for your specific needs. Contact us to set up a free trial using our camera/sensor technology.

bikefutures@bicyclenetwork.com.au

⬭ About the count

Acknowledgement of Country

Bicycle Network recognises the counts were undertaken on the land of the Yorta Yorta people, and we pay our respects to Elders past, present and future.

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.

Gender Data Limitations

Counters make an observational assessment of rider gender in the few seconds that the rider passes by the site, based on how the rider presents (e.g. masculine, feminine). In each case, counters may opt to select "not known/unsure" if they feel uncomfortable making a judgement or are unsure.

While this gender presentation methodology is not a perfect substitute for the self-identification of a rider's gender, it allows for a rapid assessment and a semi-quantitative approximation of the gender profile of riders

travelling through the site.

Measuring gender is important in working toward Bicycle Network's core value of inclusivity and advocating for better riding conditions for everyone. It allows councils to understand better the demographics of riders, and determine what infrastructure changes should be implemented to make riding accessible for all people.

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 and non-binary people are riding?
- When is the busiest hour?

Historical Super Count Data

Super Count data has been collected for over a decade and has recently been made available online. To see longitudinal data (2010-2020) for both the Super Tuesday Commuter counts and the Super Sunday Recreational Counts, visit our Data Dashboard, which can be found at: www.bicyclenetwork.com.au/data-dashboard

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, the gender presentation 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

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

1 MARCH 2022 7AM-9AM

21 LOCATIONS

232 MOVEMENTS

COUNT IN 2022

The Super Tuesday Bike Count was conducted on Tuesday 1 March 2022 for two hours from 7:00am to 9:00am.

It was overcast in Greater Shepparton on the day of the count, with ENE winds reaching 9km/h, and a maximum temperature of 19 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. Of these sites, 20 were surveyed in the previous Super Tuesday count period. A full overview of the location of sites can be found on page 2.

BUSIEST SITE

The busiest site was at the intersection of Hawdon St [N], Andrew Fairley Ave [SE], Railway Pde [SW], Knight St [W] (Site 5139) with an average of 15.8 movements per hour.

TRAFFIC FLOW

A total of 232 movements was counted at all selected intersections across the council area during the two-hour survey.

Site specific traffic flow can be found in the individual site reports below, while an overview of the directional flows of riders in the council area can be found in the flow diagram, included on page 6.

2022   2021

-38%

Fem.
19%

Masc.
79%

12

9

8

3

7

6
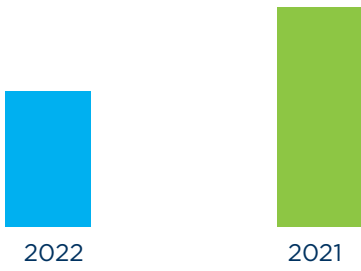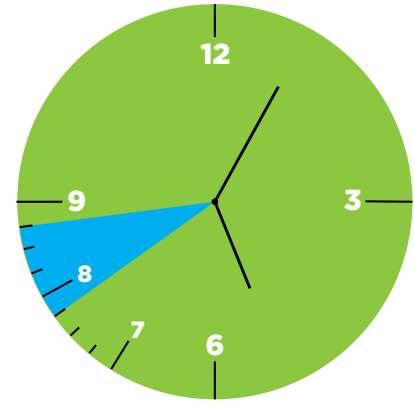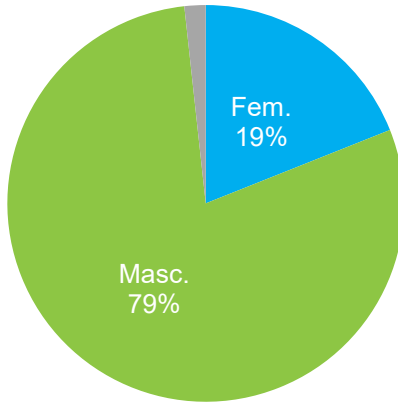
GROWTH

Overall, ridership has decreased by -38% (225 movements) compared to the same 20 sites surveyed in 2021 (365 movements). New sites were excluded from this comparison.

This is lower than the average growth across VIC (-19%), and lower than the Australia-wide average of surveyed areas in 2022 (-15%).

GENDER RATIO

Using our survey method of gender presentation (page iii), women were estimated to represent 19% of bike riders across the municipality.

This is lower than the estimated average ridership for women across VIC (27%), and lower than the Australia-wide average of surveyed areas in 2021 (25%).

COUNT RESULTS

The summary data table and analysis on each site are included from page 7 in this report.

Data table in an Excel spreadsheet is supplied with this report.

PEAK HOUR

The busiest hour was between 7:45 - 8:45am during the survey, as shown in blue in the diagram above.

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

- 7:00-7:15am: 1 movements
- 7:15-7:30am: 1 movements
- 7:30-7:45am: 1 movements
- 7:45-8:00am: 1 movements
- 8:00-8:15am: 2 movements
- 8:15-8:30am: 2 movements
- 8:30-8:45am: 2 movements
- 8:45-9:00am: 1 movements

● Super Tuesday in 2022

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 1 March between 7:00am and 9:00am. Where necessary, a recount was conducted on either Tuesday 22nd or 29th of March.

In the 2022 count, 758 sites were surveyed across 33 councils. Our counters recorded over 84K movements across Australia.

GROWTH

2022 national results reveal a 15% decrease when compared with the same sites surveyed in 2021. A range of potential factors that can explain this decline, namely the COVID-19 pandemic, where isolations/restrictions would have been in place for a lot of riders. The changing working environment may have increased preferences for working from home arrangements, an increase in car-based travel, and the gradual return of employees to offices.

Environmental issues, such as weather also contributed, paricularly in Sydney which experienced wet weather through much of March.

GENDER ESTIMATE

The 2022 Super Tuesday Bike Count estimated that women comprised approximately 25% of all bike riders counted across Australia, as determined by counter judgements on site. This is consistent with the 2021 Super Tuesday count (25%).

PEAK HOUR

As in 2021, the peak riding hour across all sites was between 7:45am and 8:45am, with the peak 15-minute period being between 8:15am - 8:30am.

RESULTS BY STATES

Tasmania

In Tasmania, riding activity decreased by 32% in 2022, compared with the same sites counted in 2021. Women were estimated to comprise 26% of all riders, slightly higher than the national average of 25%.

Victoria

In Victoria, the number of riders has decreased by 19% when compared to the same sites counted in 2021. Despite this net decline, Moreland and Brimbank municipal areas had both less than 5% decline in riders. Women riders comprised an estimated 27% of the total proportion of riders counted across the state.

New South Wales

Rider numbers decreased by 23% in New South Wales, compared with the same sites counted in 2021. Women riders were estimated to represent less of the proportion of riders (19%) compared to the national average (25%).
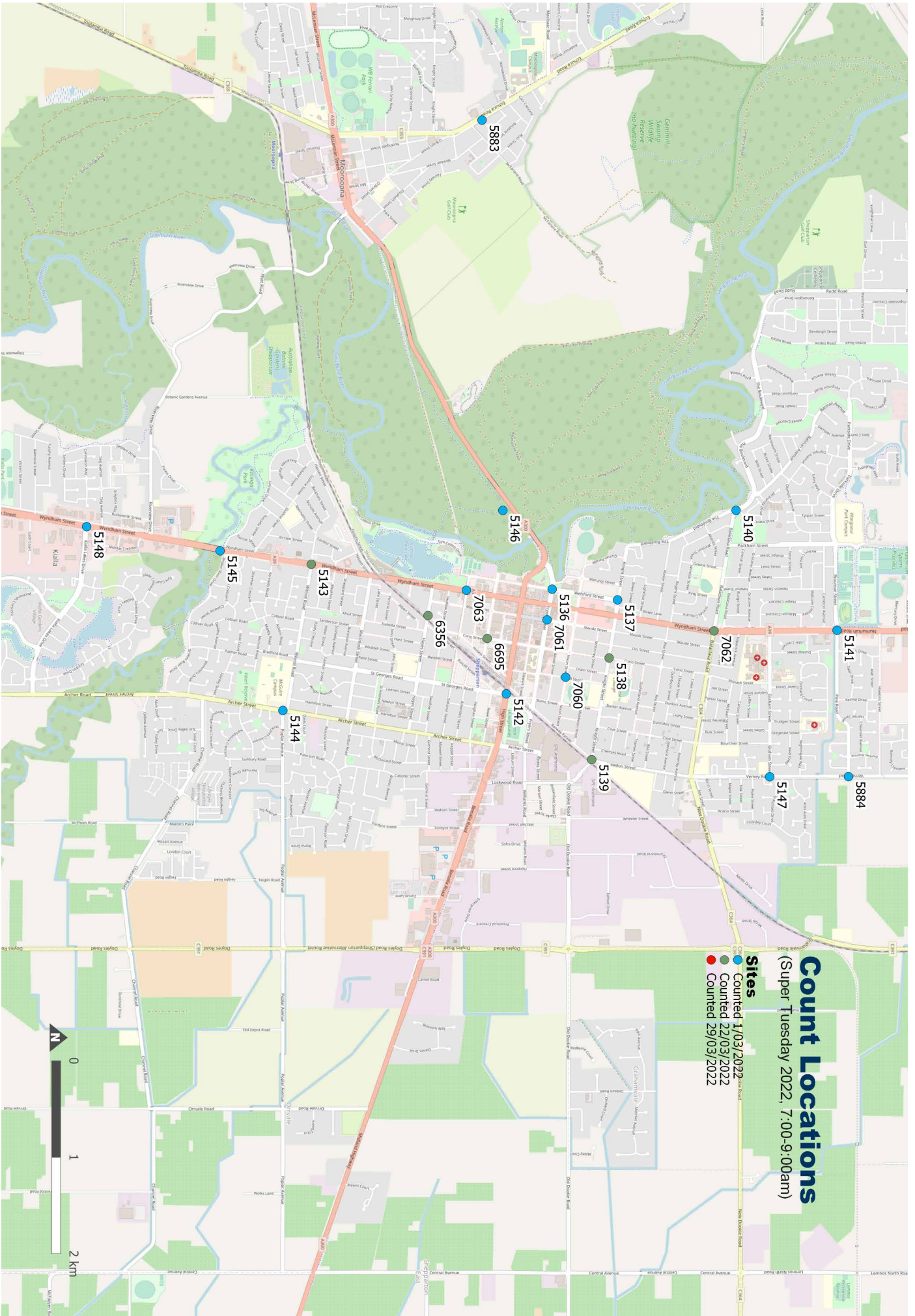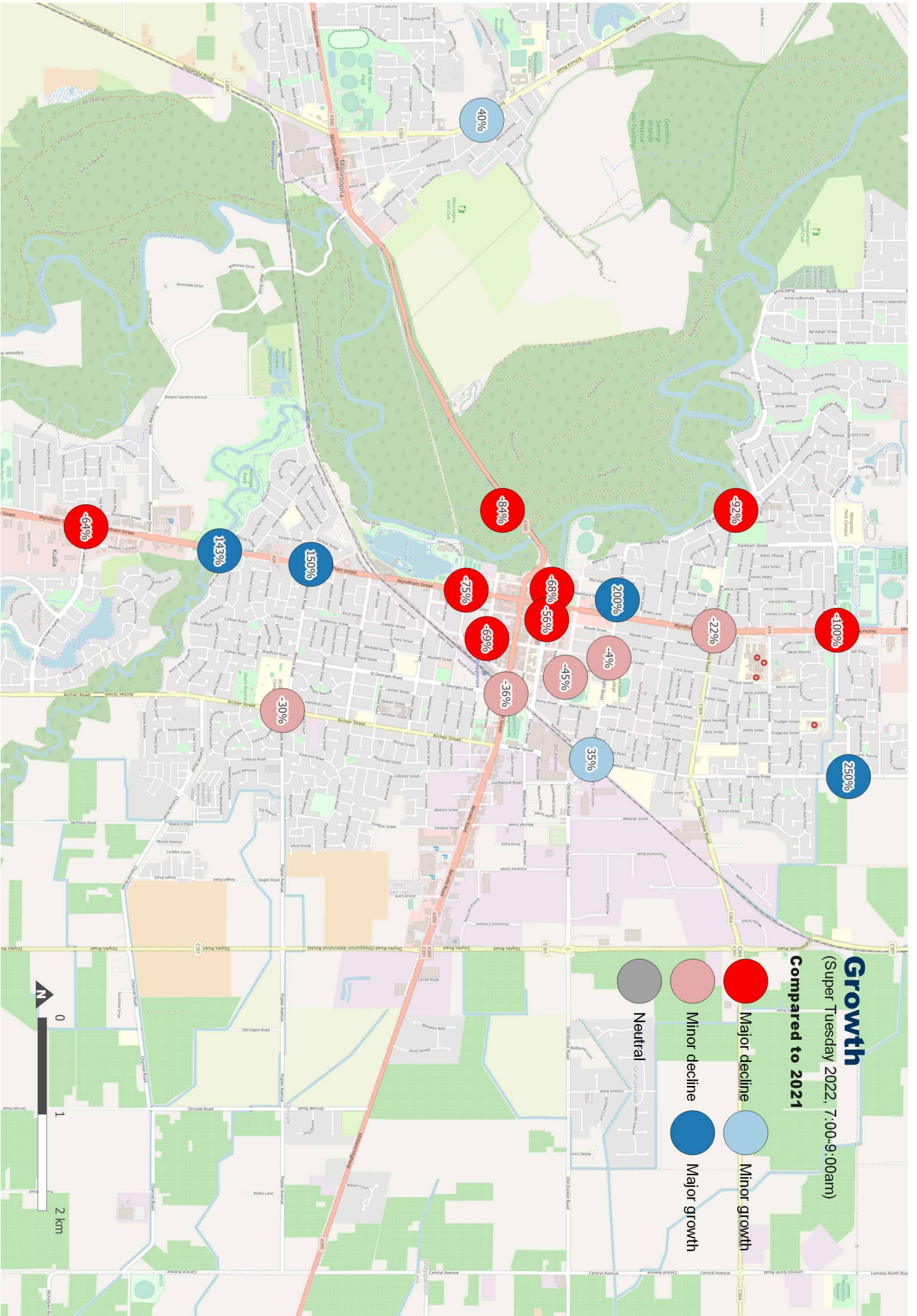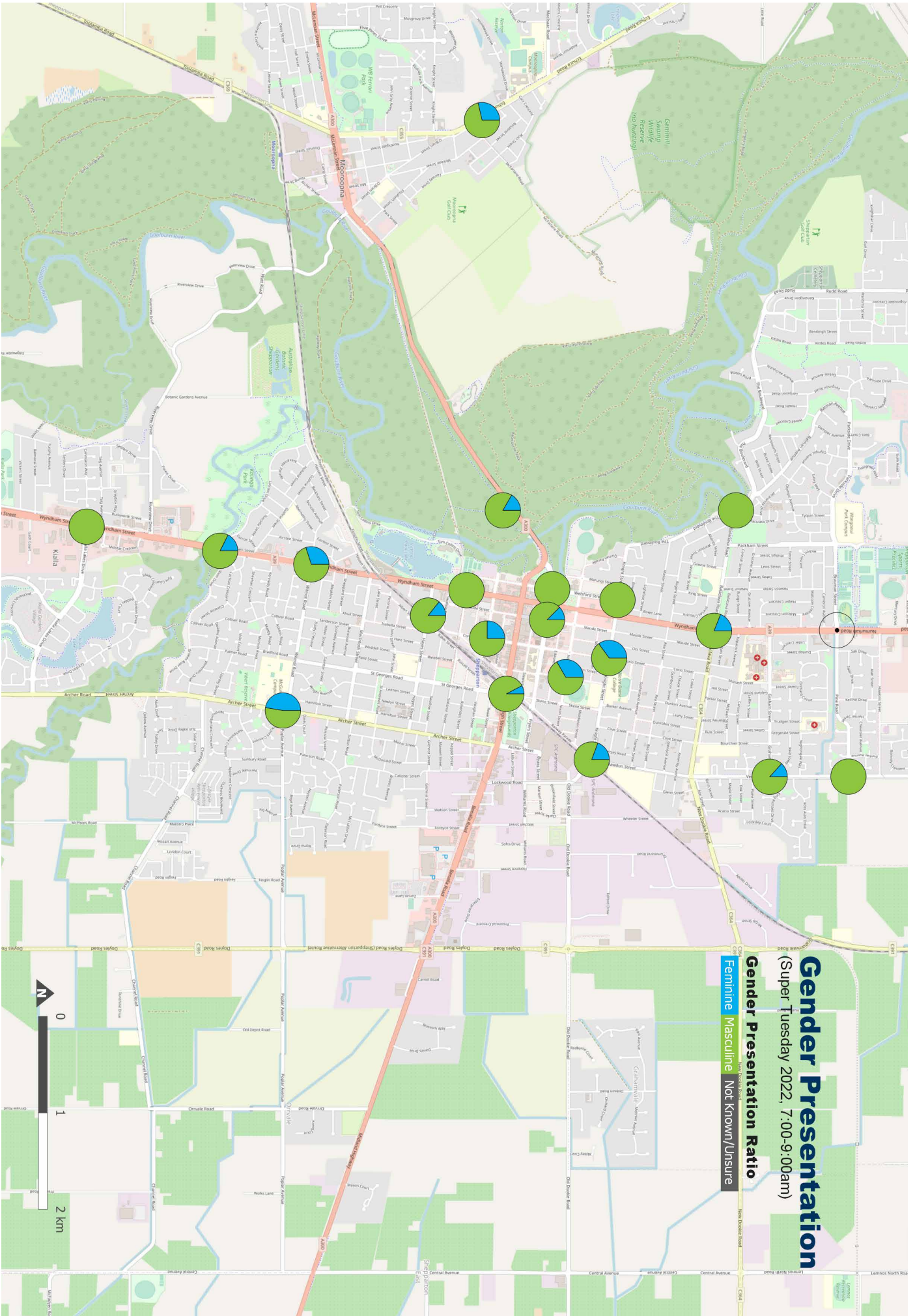
South Australia

In South Australia, bicycle activity has decreased by 12% when compared with sites measured in 2021. In addition, women comprised approximately 22% of the total riders counted.
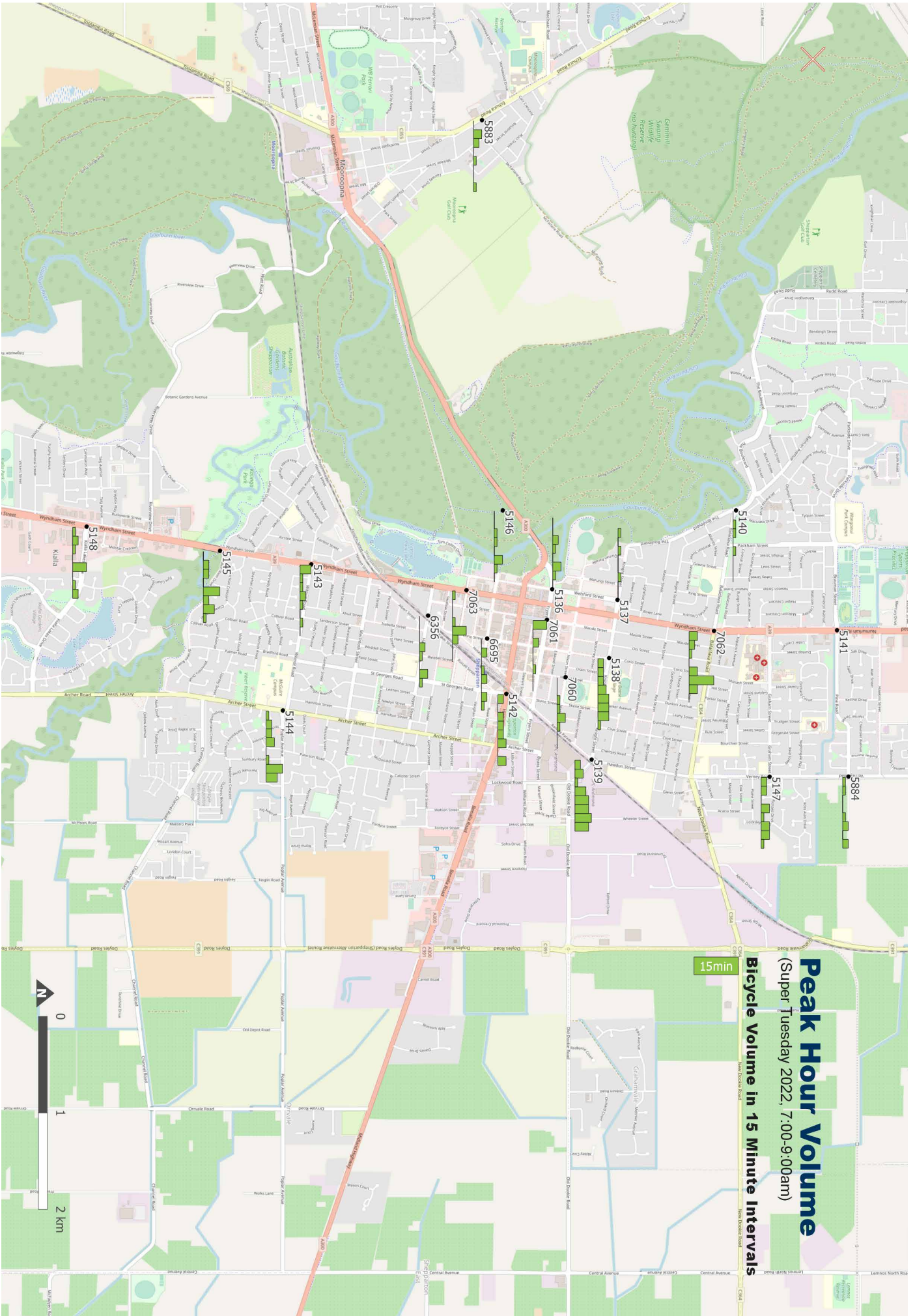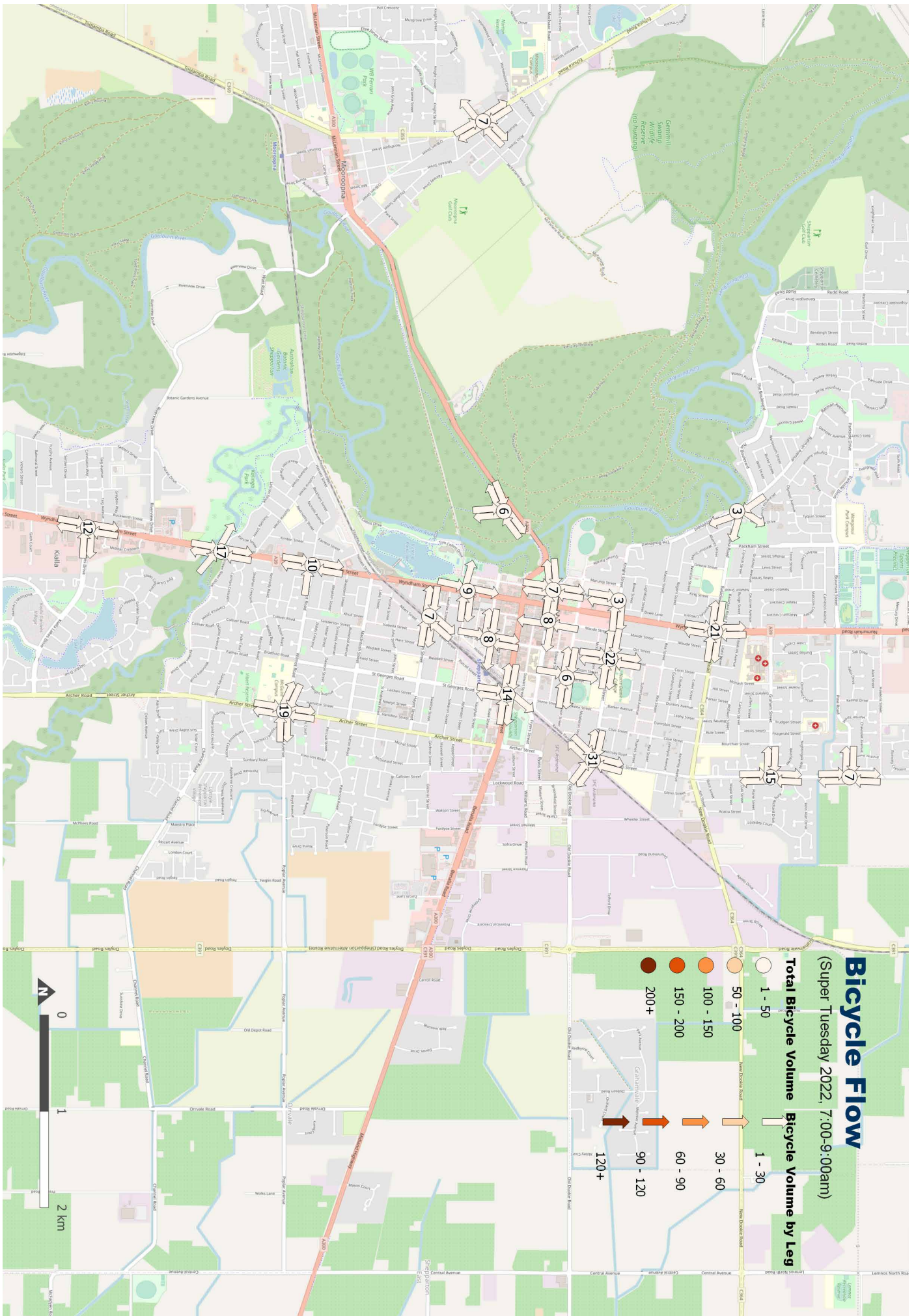
Western Australia

The total number of riders in Western Australia has increased by 18%, compared to the same sites counted in 2021. Women riders comprised an estimated 20% of riders, much lower than the national average (25%).

Count Locations
(Super Tuesday 2022, 7:00-9:00am)

Sites
● Counted 1/03/2022
● Counted 22/03/2022
● Counted 29/03/2022

Growth
(Super Tuesday 2022, 7:00-9:00am)
Compared to 2021

Major decline — Minor decline — Neutral

Major growth — Minor growth

Data points shown on map:
40%, -64%, 143%, 150%, -84%, -92%, -75%, -68%, -56%, 200%, -22%, -100%, -69%, -36%, -4%, -45%, -30%, 35%, 250%

Gender Presentation
(Super Tuesday 2022, 7:00-9:00am)

Gender Presentation Ratio

Feminine | Masculine | Not Known/Unsure

Peak Hour Volume
(Super Tuesday 2022, 7:00-9:00am)
Bicycle Volume in 15 Minute Intervals

15min

Bicycle Flow

(Super Tuesday 2022, 7:00-9:00am)

Total Bicycle Volume

- ● 1 - 50
- ● 50 - 100
- ● 100 - 150
- ● 150 - 200
- ● 200+

Bicycle Volume by Leg

- → 1 - 30
- → 30 - 60
- → 60 - 90
- → 90 - 120
- → 120+

Results

| Site ID	Street names	Total Count						Volume in 15 Minute Intervals							
		Feminine	Masculine	Not Known	2022	2021	% 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]	0	7	0	7	22	-68%	0	0	2	1	0	3	1	0
5137	Knight St [E], Welsford St [S], Knight St [W]	0	3	0	3	1	200%	1	0	1	0	0	1	0	0
5138	Corio St [N], Knight St [E], Corio St [S], Knight St [W]	7	13	2	22	23	-4%	2	2	2	3	4	4	4	1
5139	Hawdon St [N], Andrew Fairley Ave [SE], Railway Pde [SW], Knight St [W]	6	25	0	31	23	35%	2	3	1	4	5	5	6	5
5140	Maculata Dr [NE], Balaclava Rd [E], The Boulevard [S], The Boulevard [NW]	0	2	1	3	36	-92%	0	1	1	0	1	0	0	0
5141	Goulburn Valley Hwy [N], Pine Rd [E], Goulburn Valley Hwy [S], Brauman St [W]	0	0	0	0	5		0	0	0	0	0	0	0	0
5142	Thompson St [NE], Midland Hwy/High St [E], St Georges Rd [S], Midland Hwy/High St [W]	1	12	1	14	22	-36%	2	0	2	2	2	3	0	3
5143	Goulburn Valley Hwy [N], Wilmot Rd [E], Goulburn Valley Hwy [S], Longstaff St [W]	3	7	0	10	4	150%	4	1	1	2	1	0	1	0
5144	Archer St [N], Poplar Ave [E], Archer St [S], Wilmot Rd [NW]	9	10	0	19	27	-30%	1	2	2	3	0	1	6	4
5145	Goulburn Valley Hwy [N], Yahna Gurti' Share Path [SE], Hwy Bridge [S], Yahna Gurti' Share Path [NW]	3	14	0	17	7	143%	0	2	2	0	6	2	4	1
5146	Shepparton-Mooroopna Causeway Path [NE], Causeway-Aquamoves Path [S], Shepparton-Mooroopna Causeway Path [SW]	1	5	0	6	37	-84%	0	0	1	1	0	3	1	0
5147	Verney Rd [N], Verney Rd [S], Graham St [W]	2	13	0	15	0		2	2	0	3	1	3	3	1
5148	Goulburn Valley Hwy [N], Kialla Lakes Drv [E], Goulburn Valley Hwy [S]	0	12	0	12	33	-64%	1	2	1	0	5	0	1	2
5883	Baker Cres [NE], Echuca Rd [SE], Pedestrian Crossing [SW], Echuca Rd [NW]	2	5	0	7	5	40%	0	3	2	0	1	0	0	1
5884	Verney Rd (north) [N], Verney Rd [S], Pine Rd [W]	0	7	0	7	2	250%	1	1	0	0	1	2	0	2
6356	Johnson St [NE], Hayes St to railway line [E], Hayes St to lake [W]	1	6	0	7	no data		0	0	0	2	1	0	3	1
6695	Corio St [N], Vaughan St [E], Corio St [S], Vaughan St [W]	2	6	0	8	26	-69%	0	2	0	1	2	0	2	1
7060	Harold St [N], Nixon St [E], Harold St [S], Nixon St [W]	2	4	0	6	11	-45%	0	0	1	1	3	1	0	0
7061	Maude St [N], Fryers St [E], Maude St [S], Fryers St [W]	1	7	0	8	18	-56%	5	0	2	0	0	1	0	0
7062	Balaclava Rd [E], Wyndham St/Goulbourn Valley Hwy [S], Balaclava Rd [W], Wyndham St/Goulbourn Valley Hwy [N]	4	17	0	21	27	-22%	3	2	1	0	3	9	3	0
7063	Wyndham St [N], Sobraon St [E], Wyndham St [S], Sobraon St [W]	0	9	0	9	36	-75%	1	0	0	1	5	2	0	0

Site 5136

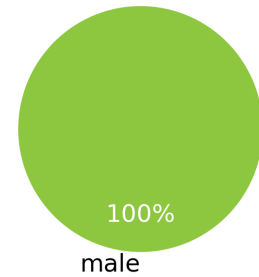## Welsford St [N], Fryers St [E], Welsford St [S], Fryers St [W]
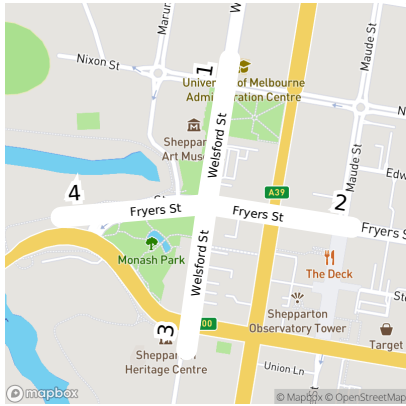
7 bicycle riders were recorded during the 2 hour survey. This is a decrease of 68% compared to 22 in 2021 and a decrease of 81% compared to 36 in 2011. The peak period was 08:15-08:30 with 3 riders. Female riders comprised 0% of the total.
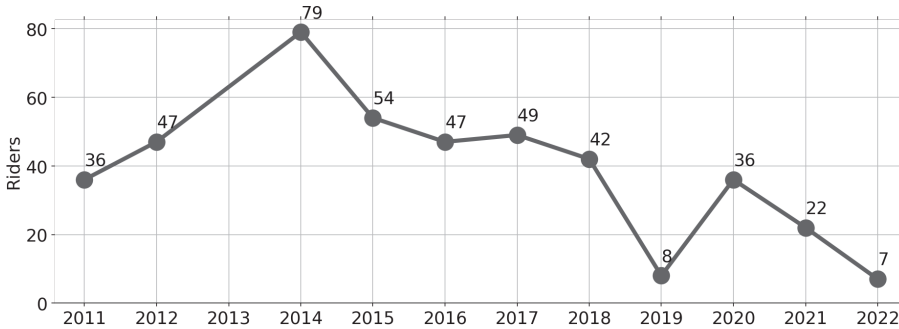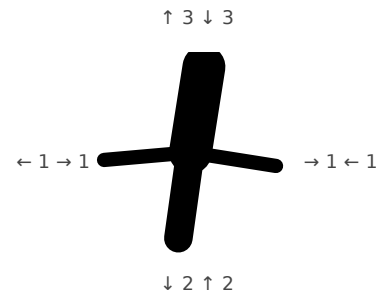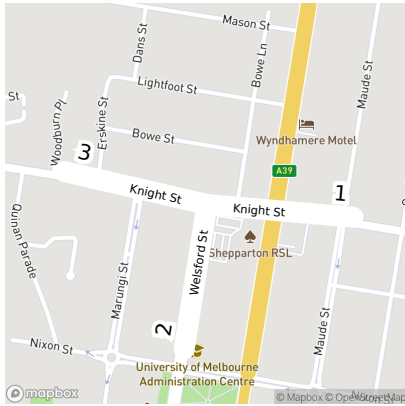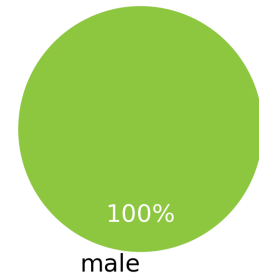
Traffic Volume by Time

Gender Ratio

100%
male

Cycling Trend

Traffic Flow

↑ 3 ↓ 3

← 1 → 1   → 1 ← 1

↓ 2 ↑ 2
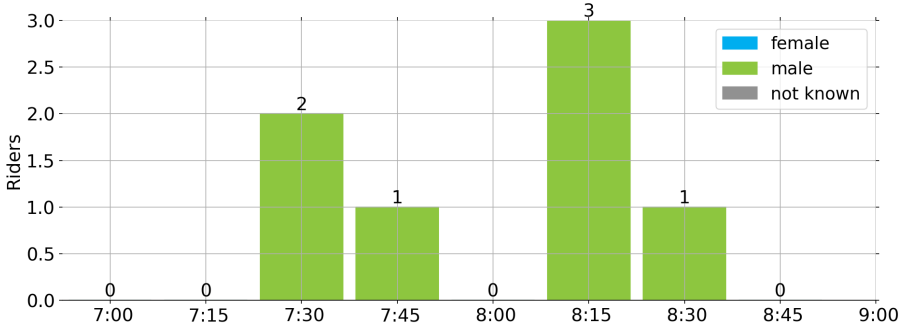
Raw Data

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

Site 5137

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

3 bicycle riders were recorded during the 2 hour survey. This is an increase of 200% compared to 1 in 2021 and a decrease of 89% compared to 28 in 2011. The peak period was 07:00-07:15 with 1 riders. Female riders comprised 0% of the total.

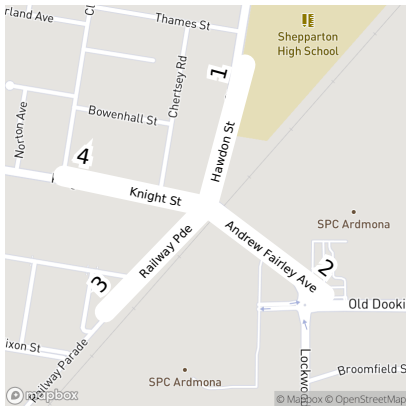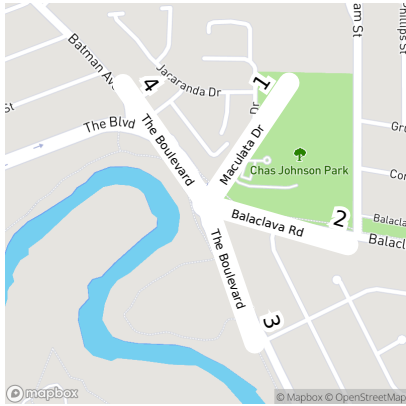## Traffic Volume by Time
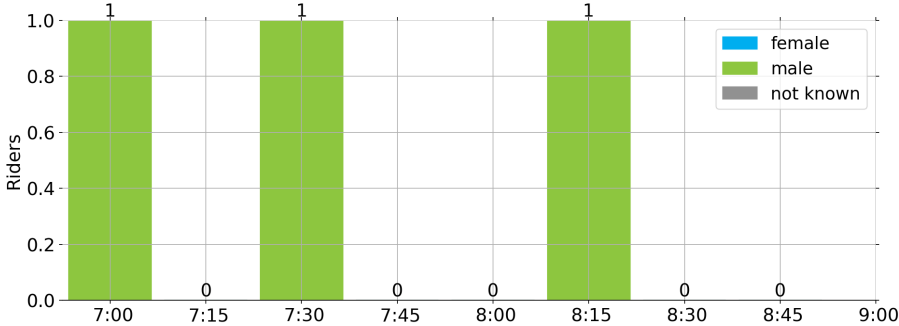
Gender Ratio

Cycling Trend
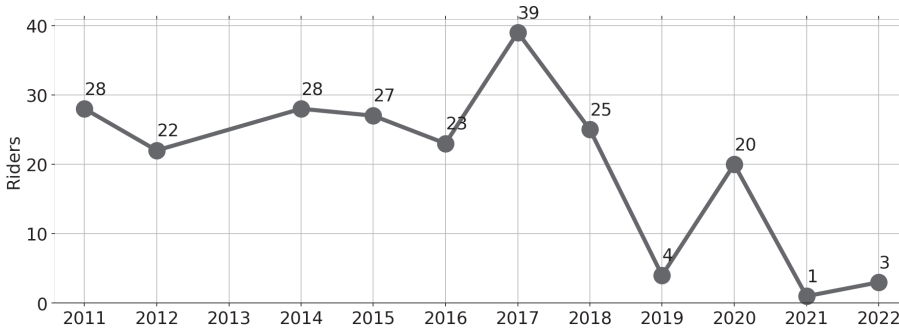
Traffic Flow
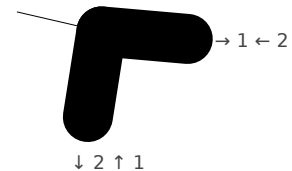
Raw Data

Enter	1 Knight St [E]		2 Welsford St [S]		3 Knight St [W]		
Exit	2	3	1	3	1	2	Total
Female	0	0	0	0	0	0	0
Male	2	0	1	0	0	0	3
Not known	0	0	0	0	0	0	0
Total	2	0	1	0	0	0	3

Site 5138

## Corio St [N], Knight St [E], Corio St [S], Knight St [W]
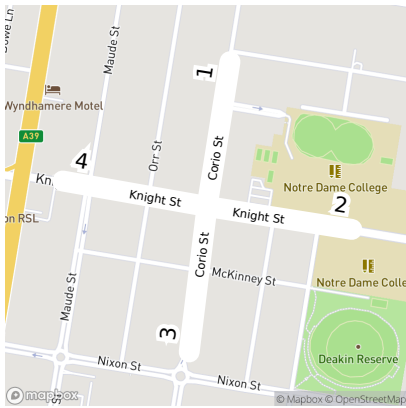
22 bicycle riders were recorded during the 2 hour survey. This is a decrease of 4% compared to 23 in 2021 and a decrease of 0% compared to 22 in 2011. The peak period was 08:00-08:15 with 4 riders. Female riders comprised 32% of the total.

Traffic Volume by Time

Gender Ratio

Cycling Trend

Traffic Flow

↑ 5 ↓ 4

← 4 → 6   → 8 ← 5

↓ 5 ↑ 7
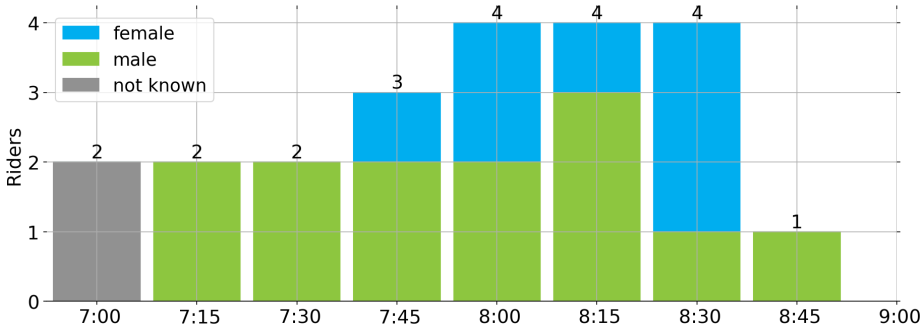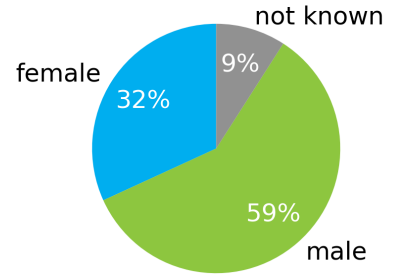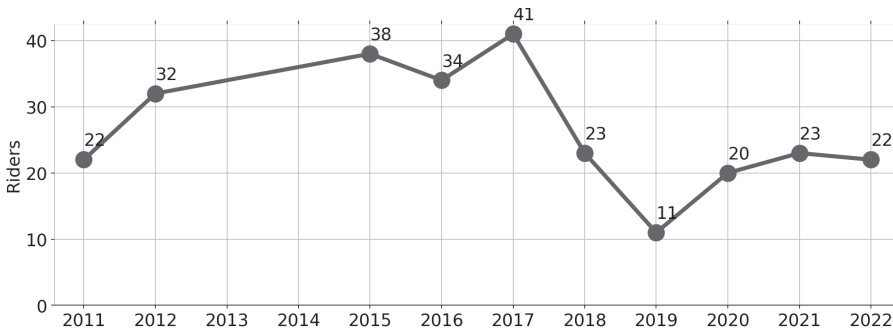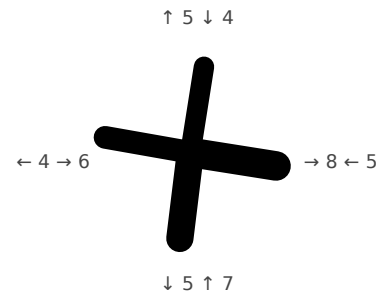
Raw Data

Enter	1 Corio St [N]			2 Knight St [E]			3 Corio St [S]			4 Knight St [W]			
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Female	1	2	0	0	1	0	0	1	1	0	1	0	7
Male	0	1	0	0	1	3	5	0	0	0	3	0	13
Not known	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	1	3	0	0	2	3	5	1	1	0	6	0	22

Site 5139

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

31 bicycle riders were recorded during the 2 hour survey. This is an increase of 35% compared to 23 in 2021 and a decrease of 18% compared to 38 in 2011. The peak period was 08:30-08:45 with 6 riders. Female riders comprised 19% of the total.

Traffic Volume by Time

Gender Ratio

Cycling Trend

Traffic Flow

↑ 21 ↓ 5

← 3 → 3

↙ 1 ↗ 16   ↘ 6 ↖ 7
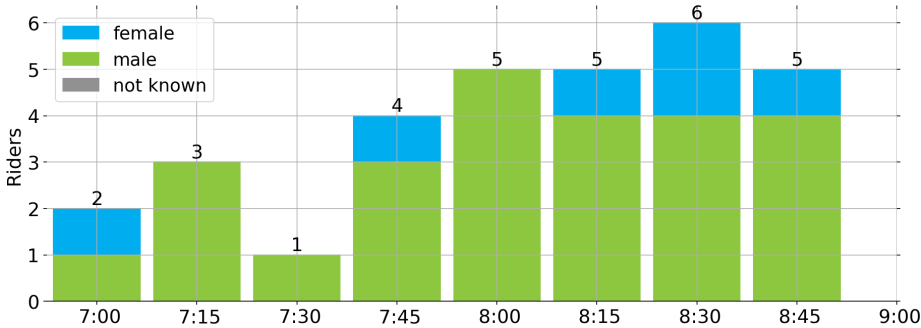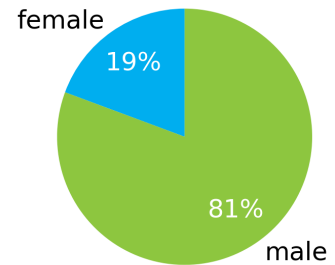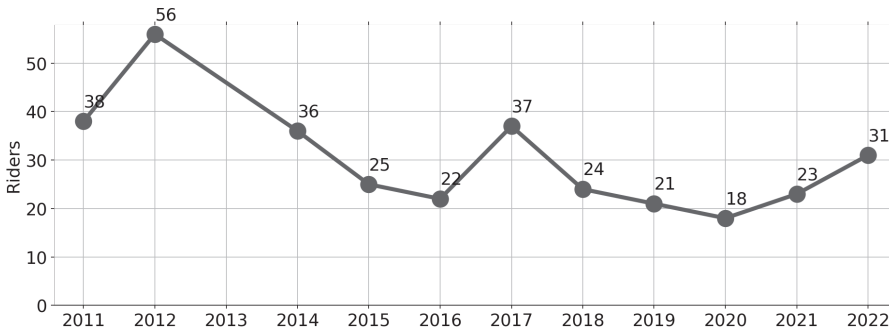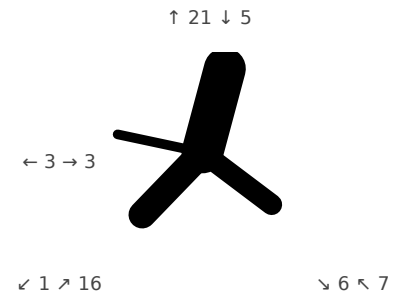
Raw Data

Enter	1 Hawdon St [N]			2 Andrew Fairley Ave [SE]			3 Railway Pde [SW]			4 Knight St [W]			
Exit	**2**	**3**	**4**	**1**	**3**	**4**	**1**	**2**	**4**	**1**	**2**	**3**	**Total**
Female	0	0	0	1	0	1	4	0	0	0	0	0	6
Male	4	0	1	4	1	0	11	0	1	1	2	0	25
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**4**	**0**	**1**	**5**	**1**	**1**	**15**	**0**	**1**	**1**	**2**	**0**	**31**

Site 5140

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

3 bicycle riders were recorded during the 2 hour survey. This is a decrease of 92% compared to 36 in 2021 and a decrease of 94% compared to 51 in 2011. The peak period was 07:15-07:30 with 1 riders. Female riders comprised 0% of the total.

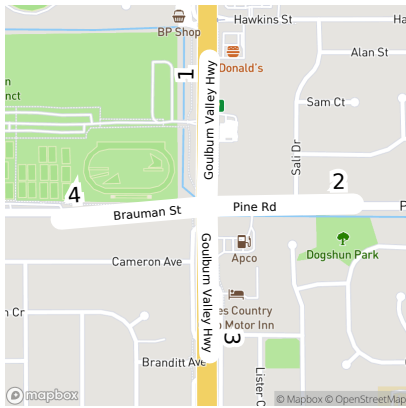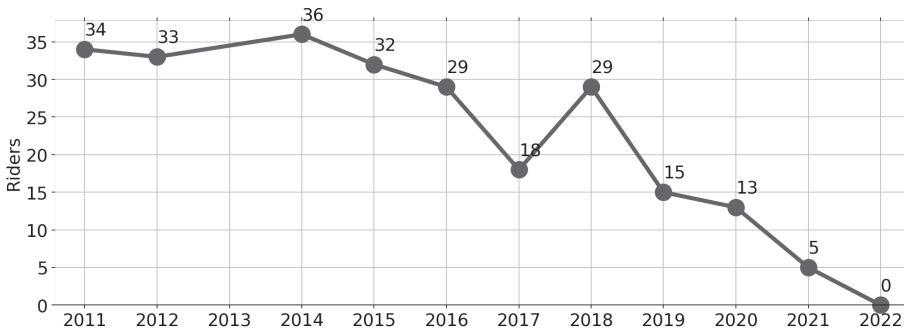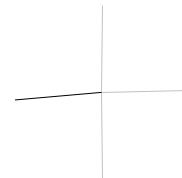## Traffic Volume by Time
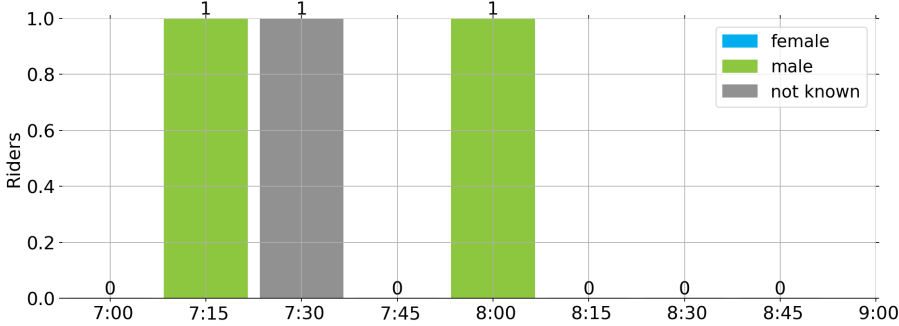
Gender Ratio
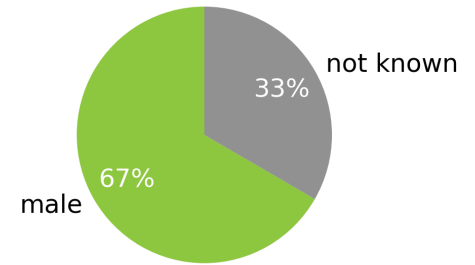
## Cycling Trend
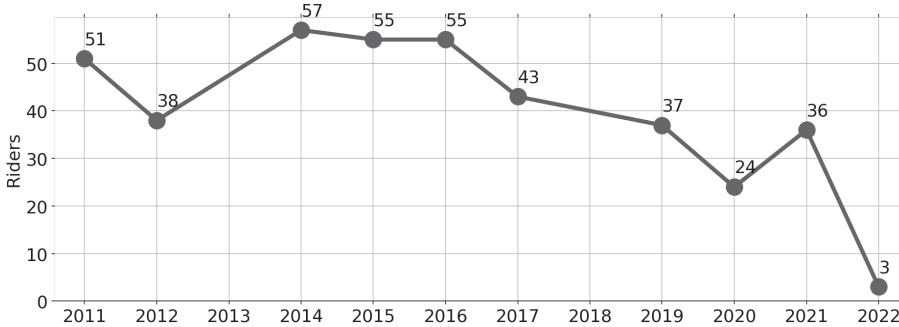
Traffic Flow
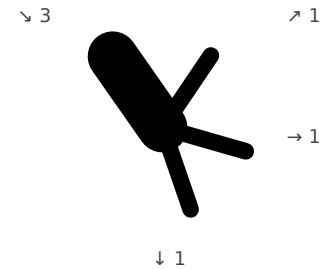
Raw Data

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

Site 5141

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

0 bicycle riders were recorded during the 2 hour survey. This is a decrease of 100% compared to 5 in 2021 and a decrease of 100% compared to 34 in 2011. The peak period was 07:00-07:15 with 0 riders. Female riders comprised nan% of the total.

Traffic Volume by Time

Legend:
- female
- male
- not known

Time	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00
Riders	0	0	0	0	0	0	0	0	

Gender Ratio

female / male / not known

Cycling Trend

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Riders	34	33		36	32	29	18	29	15	13	5	0
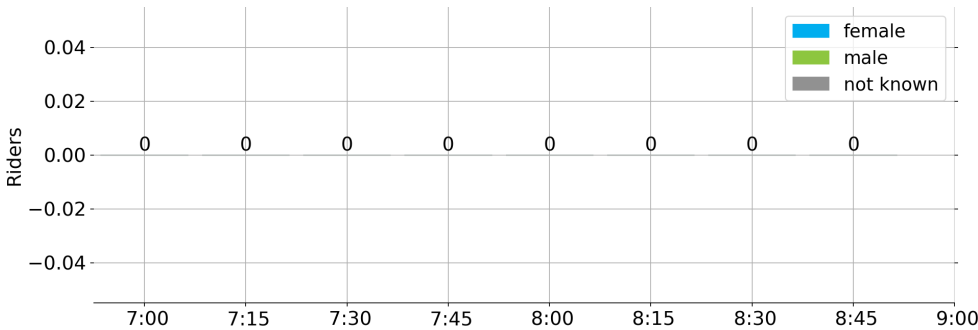
Traffic Flow

Raw Data

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

Site 5142

Thompson St [NE], Midland Hwy/High St [E], St Georges Rd [S], Midland Hwy/High St [W]
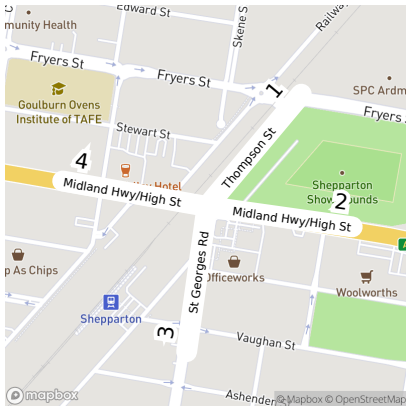
14 bicycle riders were recorded during the 2 hour survey. This is a decrease of 36% compared to 22 in 2021 and a decrease of 53% compared to 30 in 2011. The peak period was 08:15-08:30 with 3 riders. Female riders comprised 7% of the total.
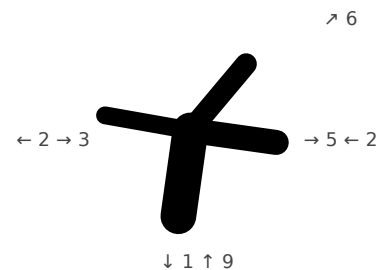
Traffic Volume by Time
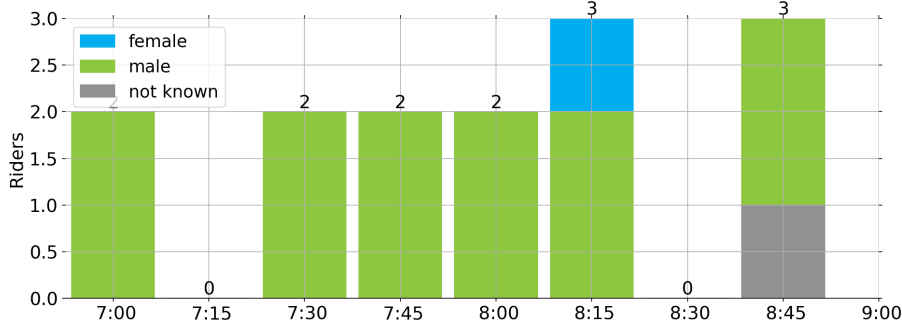
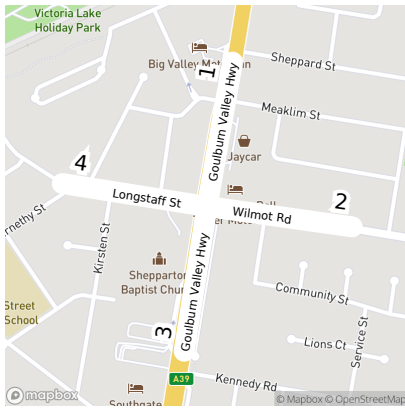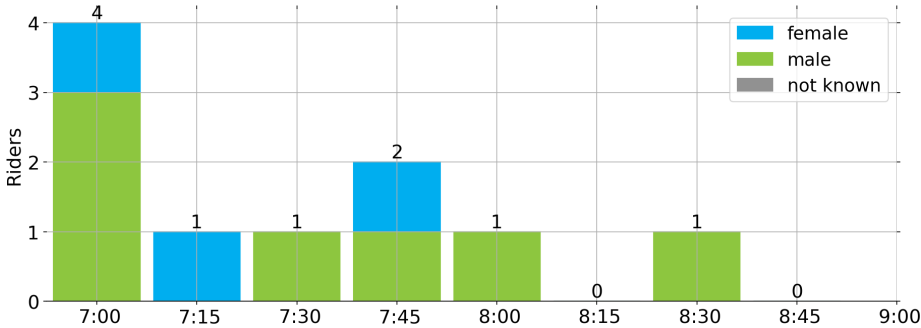
Gender Ratio
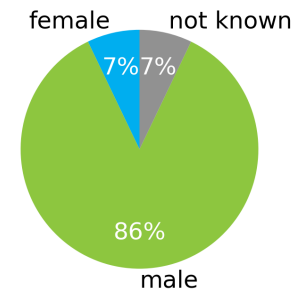
Cycling Trend
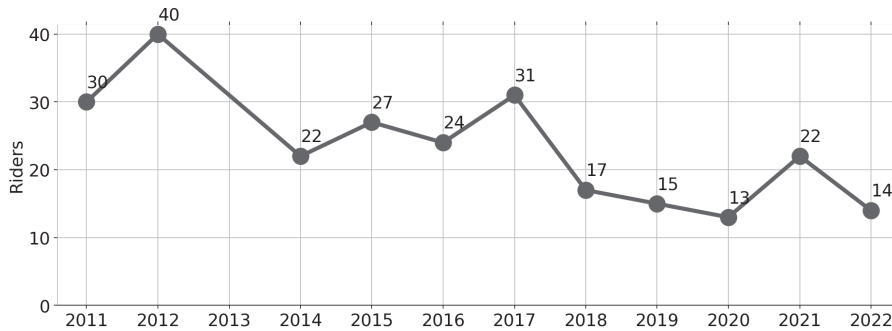
Traffic Flow

Raw Data

Enter	1 Thompson St [NE]			2 Midland Hwy/High St [E]			3 St Georges Rd [S]			4 Midland Hwy/High St [W]			
Exit	**2**	**3**	**4**	**1**	**3**	**4**	**1**	**2**	**4**	**1**	**2**	**3**	**Total**
Female	0	0	0	0	0	0	1	0	0	0	0	0	1
Male	0	0	0	0	0	2	5	2	0	0	2	1	12
Not known	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**3**	**0**	**0**	**2**	**1**	**14**

Site 5143

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

10 bicycle riders were recorded during the 2 hour survey. This is an increase of 150% compared to 4 in 2021 and a decrease of 71% compared to 35 in 2011. The peak period was 07:00-07:15 with 4 riders. Female riders comprised 30% of the total.

Traffic Volume by Time

Gender Ratio

Cycling Trend

Traffic Flow

↑ 6 ↓ 4

← 1

↓ 4 ↑ 5
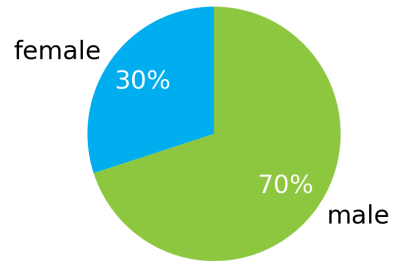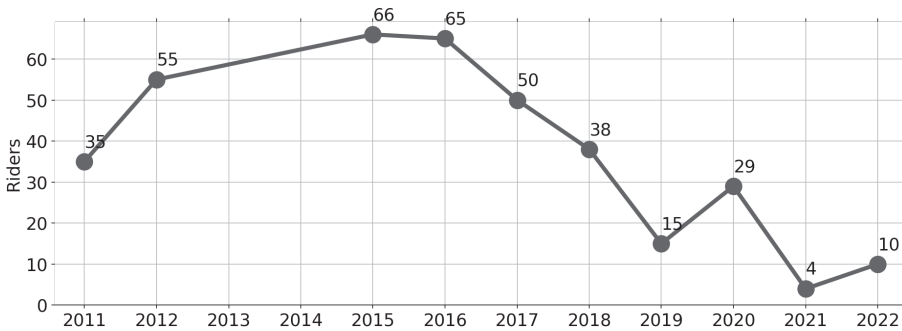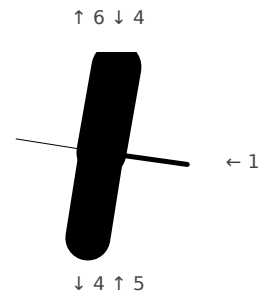
Raw Data

Enter	1 Goulburn Valley Hwy [N]			2 Wilmot Rd [E]			3 Goulburn Valley Hwy [S]			4 Longstaff St [W]			
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Female	0	0	0	0	0	0	3	0	0	0	0	0	3
Male	0	4	0	1	0	0	2	0	0	0	0	0	7
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	1	0	0	5	0	0	0	0	0	10

Site 5144

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

19 bicycle riders were recorded during the 2 hour survey. This is a decrease of 30% compared to 27 in 2021 and a decrease of 42% compared to 33 in 2011. The peak period was 08:30-08:45 with 6 riders. Female riders comprised 47% of the total.

Traffic Volume by Time
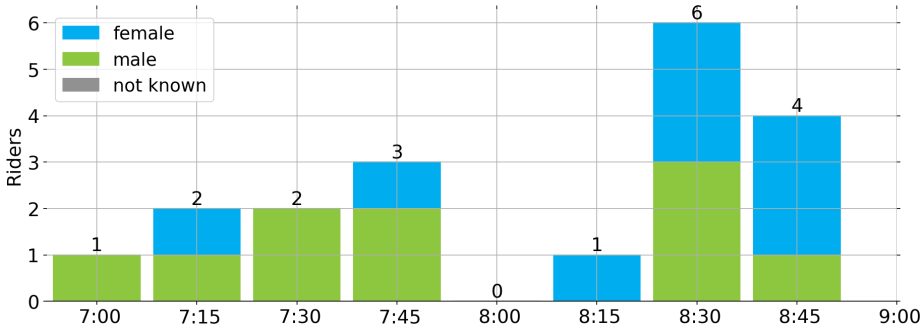
Gender Ratio
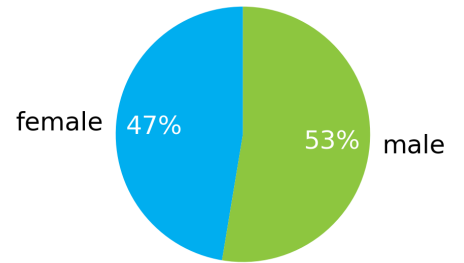
Cycling Trend
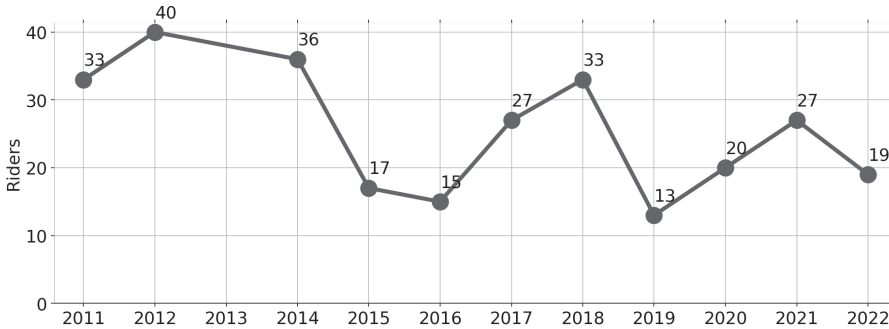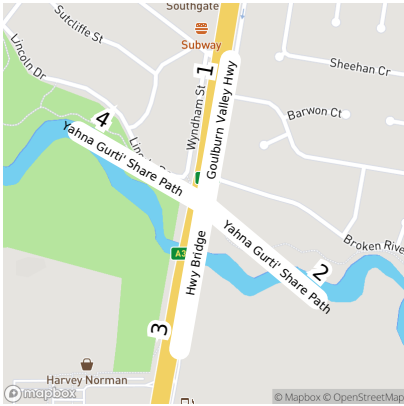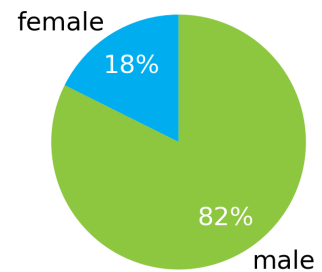

Traffic Flow
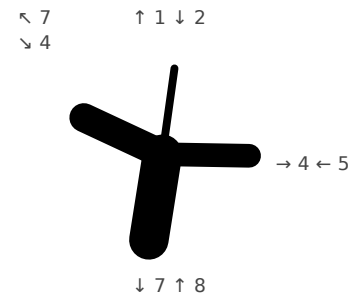
Raw Data

Enter	1 Archer St [N]			2 Poplar Ave [E]			3 Archer St [S]			4 Wilmot Rd [NW]			
Exit	**2**	**3**	**4**	**1**	**3**	**4**	**1**	**2**	**4**	**1**	**2**	**3**	**Total**
Female	0	0	0	0	3	1	0	1	2	0	0	2	9
Male	2	0	0	0	1	0	0	1	4	1	0	1	10
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**2**	**0**	**0**	**0**	**4**	**1**	**0**	**2**	**6**	**1**	**0**	**3**	**19**

Site 5145

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

17 bicycle riders were recorded during the 2 hour survey. This is an increase of 143% compared to 7 in 2021 and a decrease of 73% compared to 63 in 2011. The peak period was 08:00-08:15 with 6 riders. Female riders comprised 18% of the total.
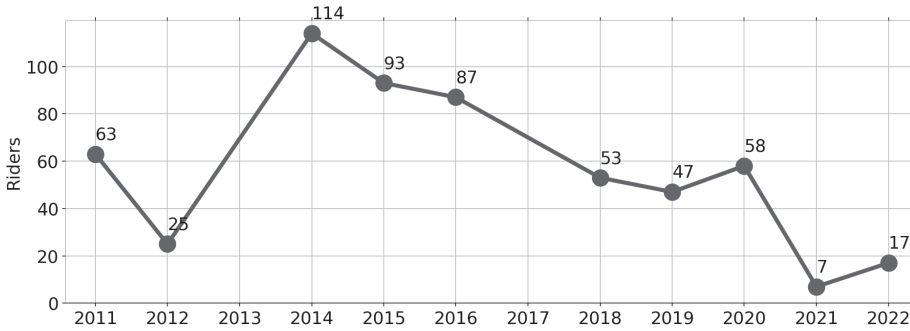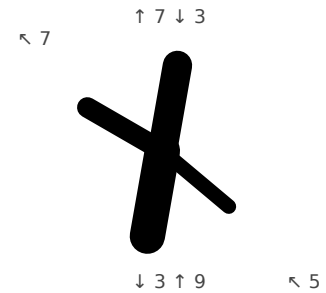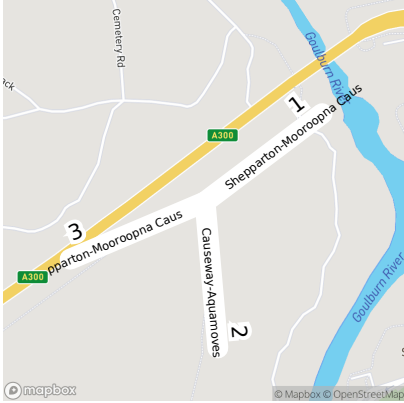
Traffic Volume by Time
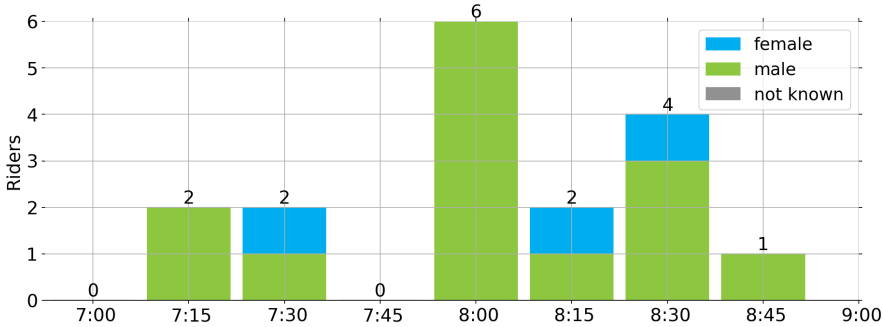
Gender Ratio

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]			
Exit	**2**	**3**	**4**	**1**	**3**	**4**	**1**	**2**	**4**	**1**	**2**	**3**	**Total**
Female	0	0	0	0	0	1	2	0	0	0	0	0	3
Male	0	3	0	0	0	4	5	0	2	0	0	0	14
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**3**	**0**	**0**	**0**	**5**	**7**	**0**	**2**	**0**	**0**	**0**	**17**

Site 5146

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

6 bicycle riders were recorded during the 2 hour survey. This is a decrease of 84% compared to 37 in 2021 and a decrease of 83% compared to 36 in 2011. The peak period was 08:15-08:30 with 3 riders. Female riders comprised 17% of the total.
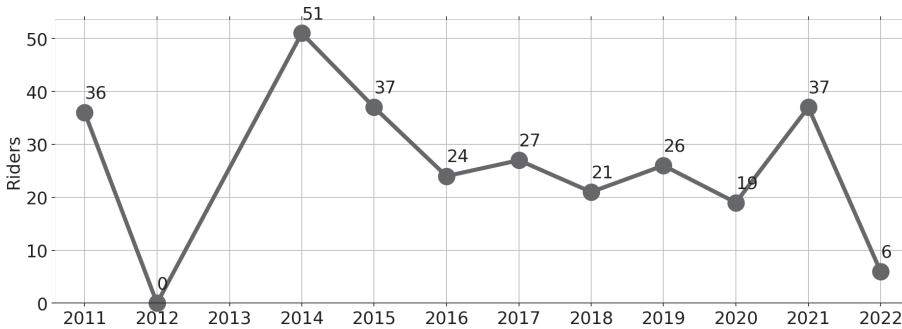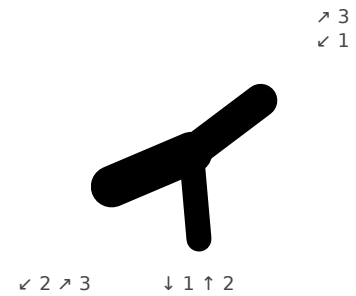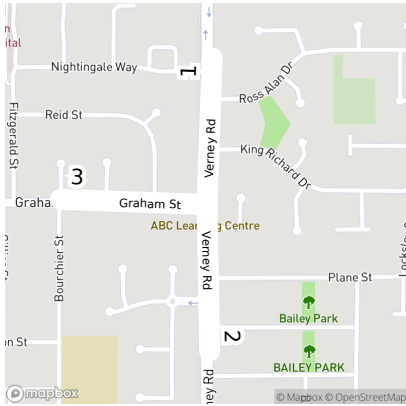
Traffic Volume by Time
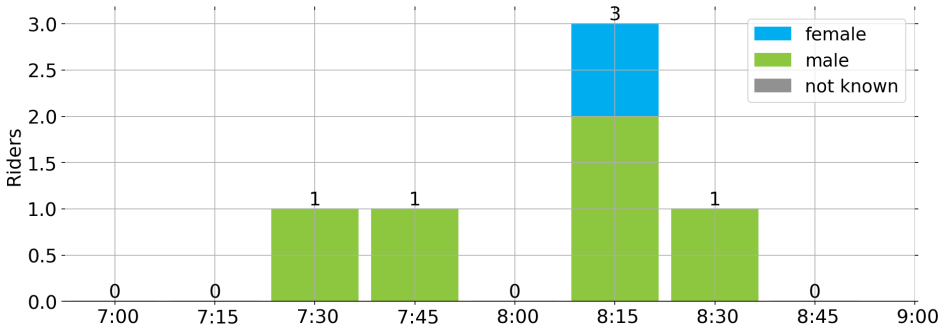
Gender Ratio
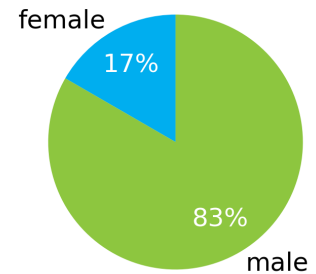
Cycling Trend

Traffic Flow

Raw Data

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

Site 5147
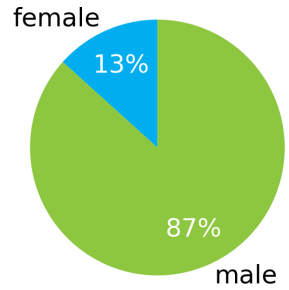
Verney Rd [N], Verney Rd [S], Graham St [W]

15 bicycle riders were recorded during the 2 hour survey. This is an increase of inf% compared to 0 in 2021 and a decrease of 58% compared to 36 in 2011. The peak period was 07:45-08:00 with 3 riders. Female riders comprised 13% of the total.
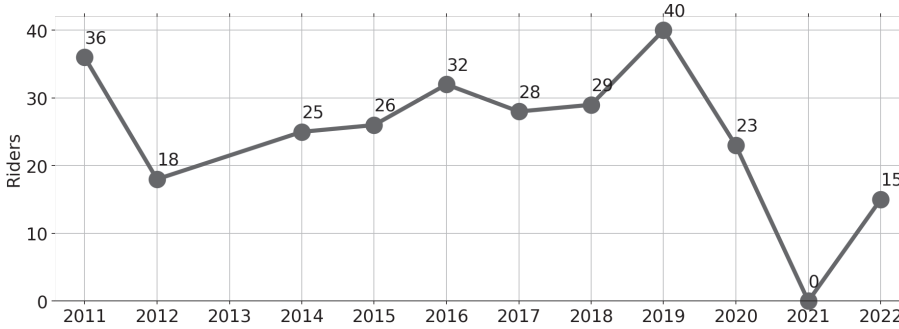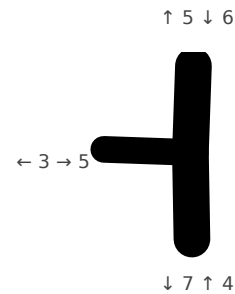
Traffic Volume by Time

Gender Ratio

Cycling Trend

Traffic Flow

↑ 5 ↓ 6

← 3 → 5

↓ 7 ↑ 4
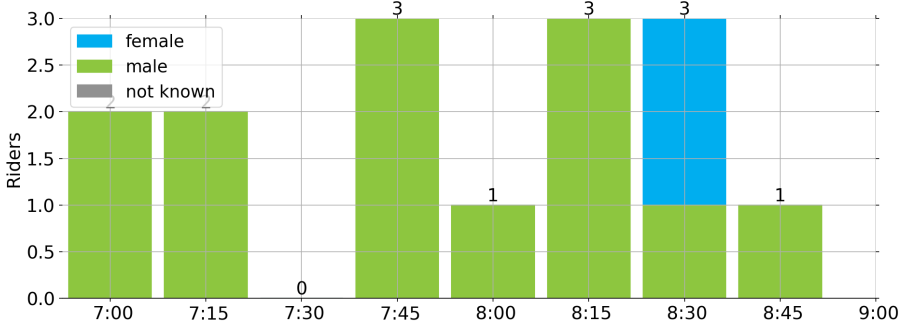
Raw Data

Enter	1 Verney Rd [N]		2 Verney Rd [S]		3 Graham St [W]		
Exit	**2**	**3**	**1**	**3**	**1**	**2**	**Total**
Female	0	1	0	0	0	1	2
Male	3	2	4	0	1	3	13
Not known	0	0	0	0	0	0	0
Total	**3**	**3**	**4**	**0**	**1**	**4**	**15**

Site 5148

Goulburn Valley Hwy [N], Kialla Lakes Drv [E], Goulburn Valley Hwy [S]
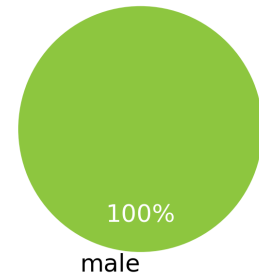
12 bicycle riders were recorded during the 2 hour survey. This is a decrease of 64% compared to 33 in 2021 and a decrease of 71% compared to 42 in 2011. The peak period was 08:00-08:15 with 5 riders. Female riders comprised 0% of the total.
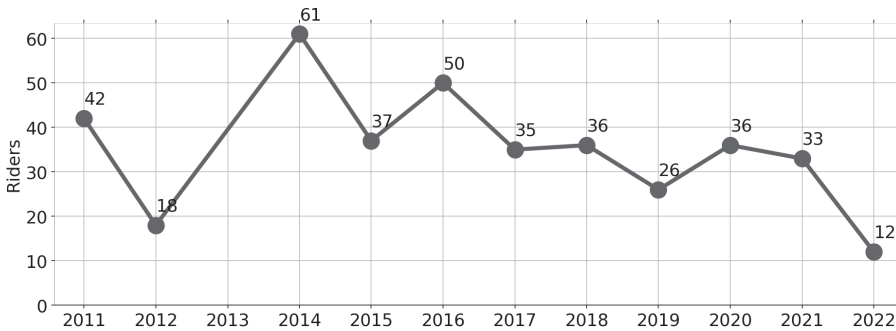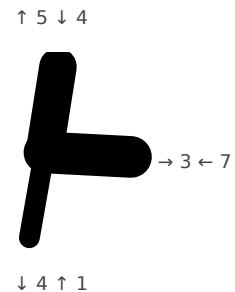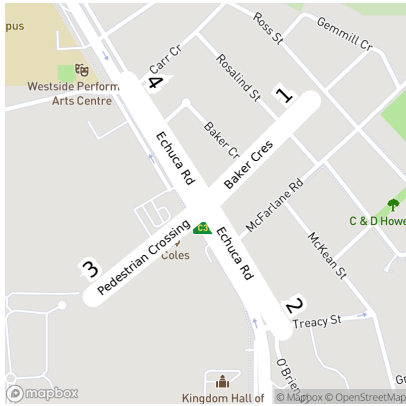
Traffic Volume by Time

Gender Ratio

100%
male

Cycling Trend

Traffic Flow

↑ 5 ↓ 4

→ 3 ← 7

↓ 4 ↑ 1
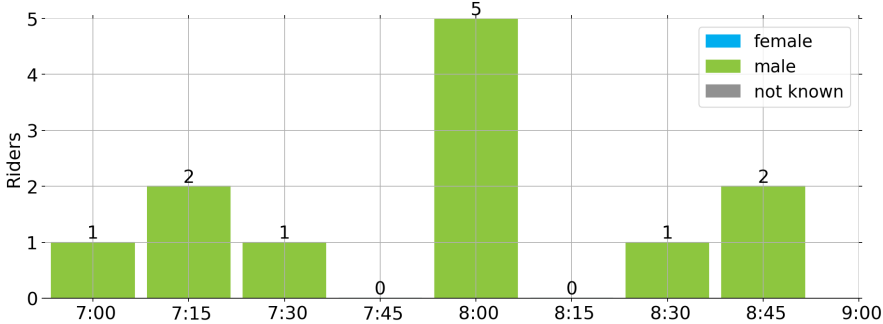
Raw Data

| Enter	1 Goulburn Valley Hwy [N]		2 Kialla Lakes Drv [E]		3 Goulburn Valley Hwy [S]		
Exit	2	3	1	3	1	2	Total
Female	0	0	0	0	0	0	0
Male	2	2	5	2	0	1	12
Not known	0	0	0	0	0	0	0
Total	2	2	5	2	0	1	12

Site 5883

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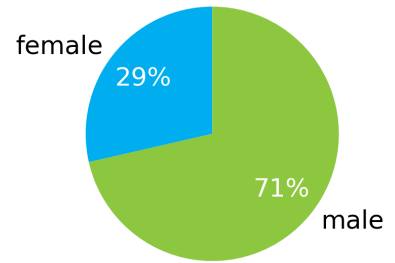

7 bicycle riders were recorded during the 2 hour survey. This is an increase of 40% compared to 5 in 2021 and a decrease of 50% compared to 14 in 2012. The peak period was 07:15-07:30 with 3 riders. Female riders comprised 29% of the total.
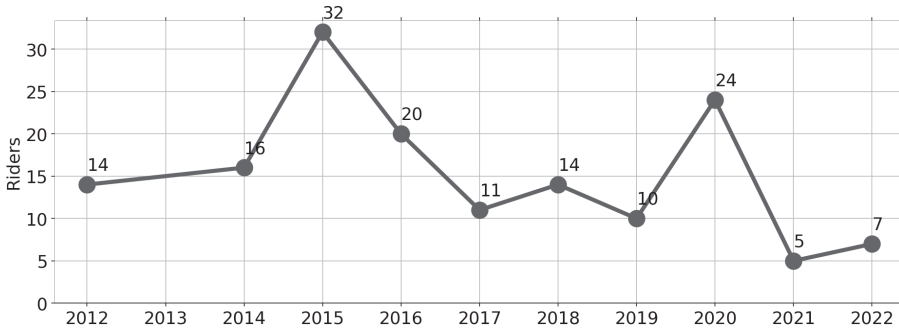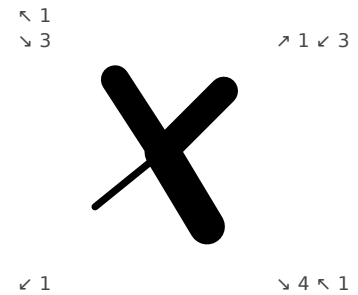
Traffic Volume by Time
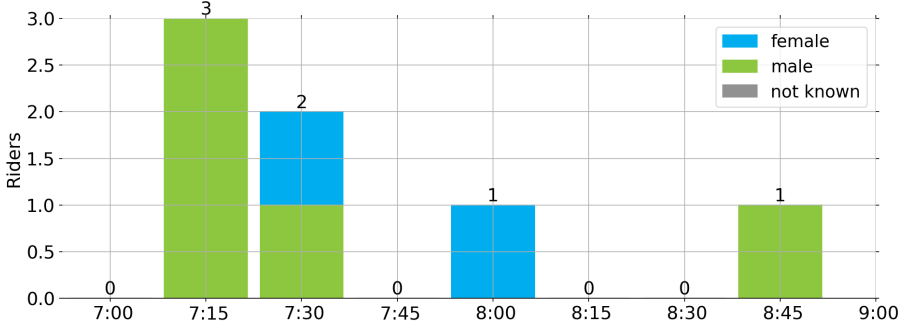
Gender Ratio

Cycling Trend
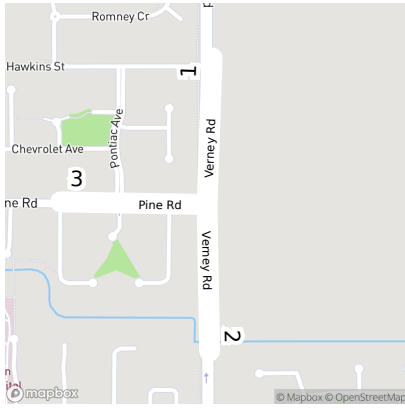

Traffic Flow

Raw Data

| Enter	1 Baker Cres [NE]			2 Echuca Rd [SE]			3 Pedestrian Crossing [SW]			4 Echuca Rd [NW]			
Exit	**2**	**3**	**4**	**1**	**3**	**4**	**1**	**2**	**4**	**1**	**2**	**3**	**Total**
Female	1	1	0	0	0	0	0	0	0	0	0	0	2
Male	1	0	0	0	0	1	0	0	0	1	2	0	5
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**2**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**2**	**0**	**7**

Site 5884

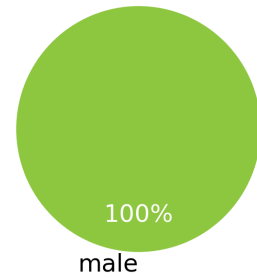## Verney Rd (north) [N], Verney Rd [S], Pine Rd [W]

7 bicycle riders were recorded during the 2 hour survey. This is an increase of 250% compared to 2 in 2021 and a decrease of 56% compared to 16 in 2012. The peak period was 08:15-08:30 with 2 riders. Female riders comprised 0% of the total.
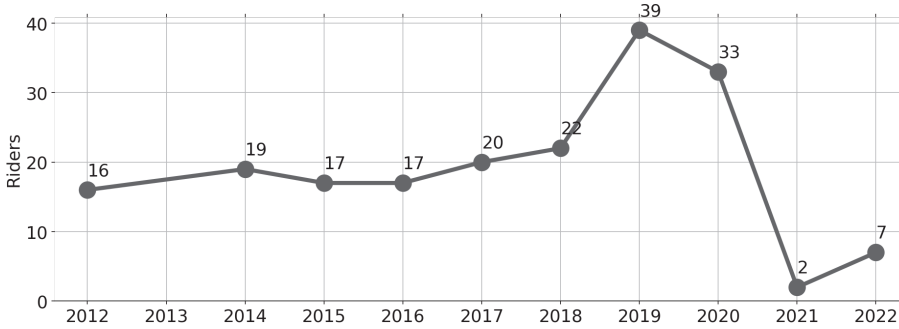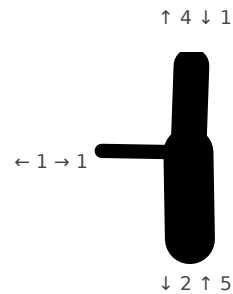
Traffic Volume by Time

Gender Ratio

Cycling Trend

Traffic Flow

↑ 4 ↓ 1

← 1 → 1

↓ 2 ↑ 5
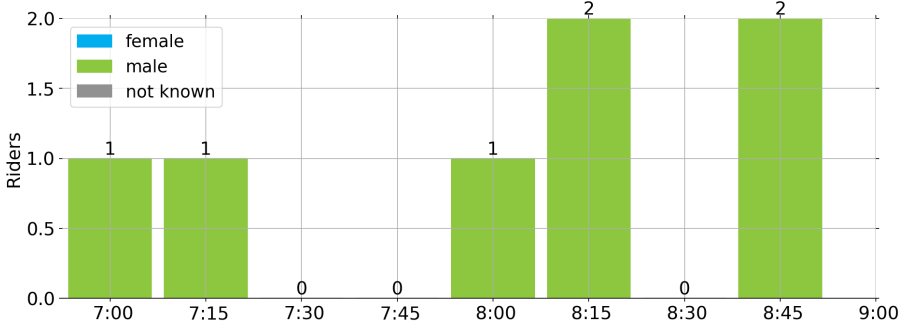
Raw Data

| Enter	1 Verney Rd [N]		2 Verney Rd [S]		3 Pine Rd [W]		
Exit	**2**	**3**	**1**	**3**	**1**	**2**	**Total**
Female	0	0	0	0	0	0	0
Male	1	0	4	1	0	1	7
Not known	0	0	0	0	0	0	0
Total	**1**	**0**	**4**	**1**	**0**	**1**	**7**

Site 6356

Johnson St [NE], Hayes St to railway line [E], Hayes St to lake [W]
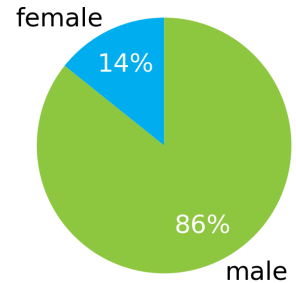
7 bicycle riders were recorded during the 2 hour survey. This is a decrease of 67% compared to 21 in 2020 and a decrease of 70% compared to 23 in 2014. The peak period was 08:30-08:45 with 3 riders. Female riders comprised 14% of the total.
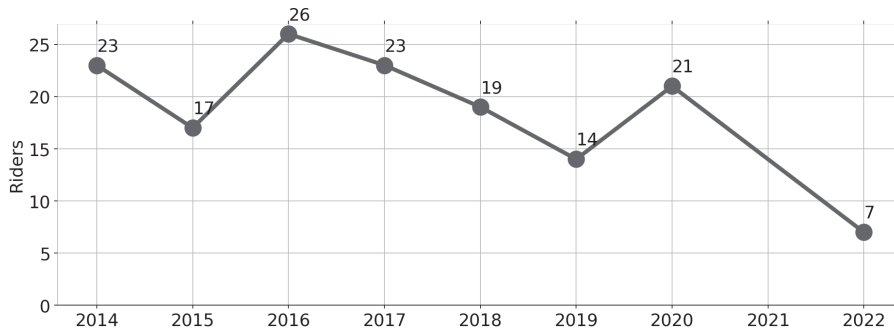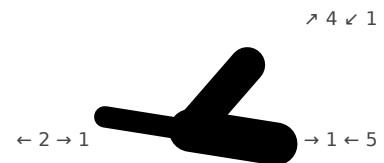
Traffic Volume by Time
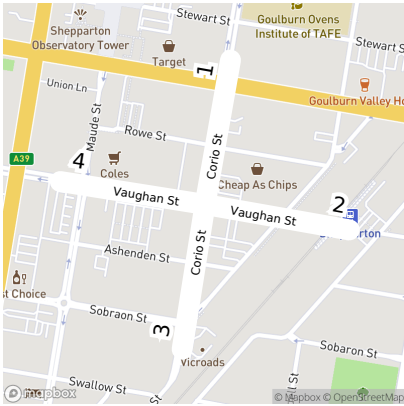

Gender Ratio

Cycling Trend

Traffic Flow

↗ 4 ↙ 1

← 2 → 1   → 1 ← 5
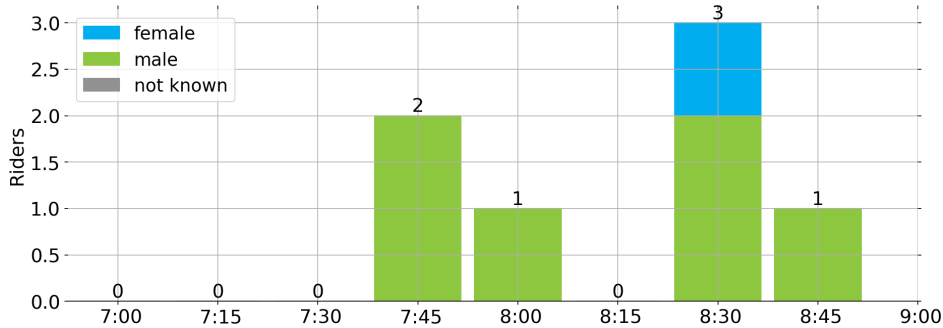
Raw Data

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

Site 6695

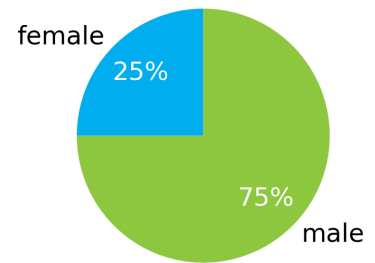## Corio St [N], Vaughan St [E], Corio St [S], Vaughan St [W]

8 bicycle riders were recorded during the 2 hour survey. This is a decrease of 69% compared to 26 in 2021 and a decrease of 50% compared to 16 in 2015. The peak period was 07:15-07:30 with 2 riders. Female riders comprised 25% of the total.
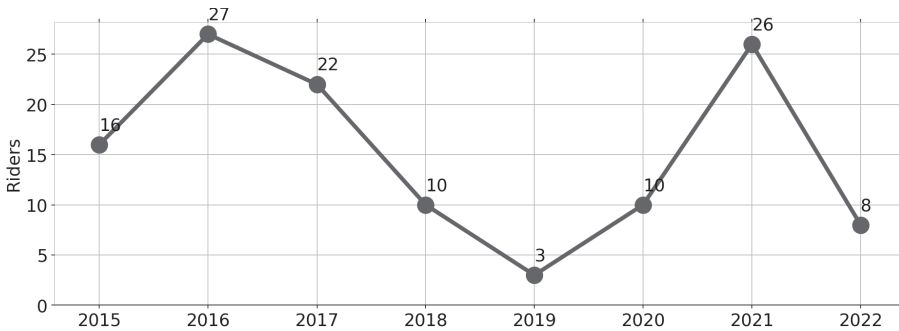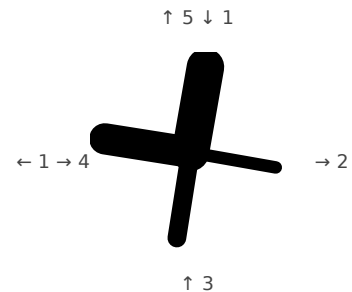
Traffic Volume by Time

Gender Ratio

Cycling Trend

Traffic Flow

↑ 5 ↓ 1

← 1 → 4   → 2

↑ 3
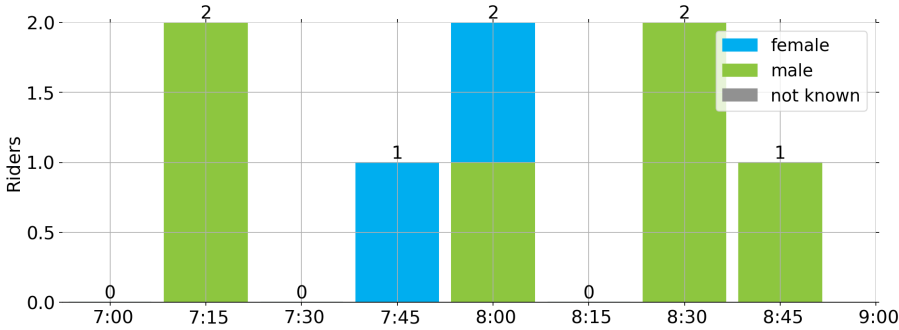
Raw Data

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

Site 7060

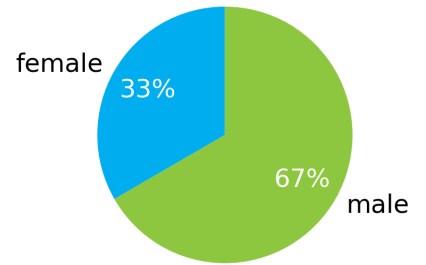## Harold St [N], Nixon St [E], Harold St [S], Nixon St [W]

6 bicycle riders were recorded during the 2 hour survey. This is a decrease of 45% compared to 11 in 2021 and a decrease of 40% compared to 10 in 2017. The peak period was 08:00-08:15 with 3 riders. Female riders comprised 33% of the total.
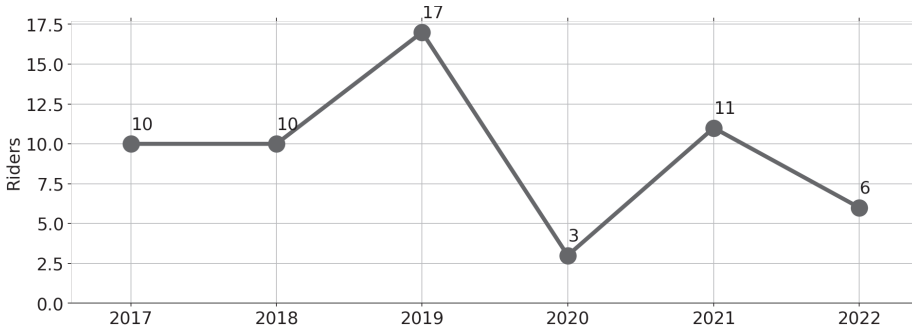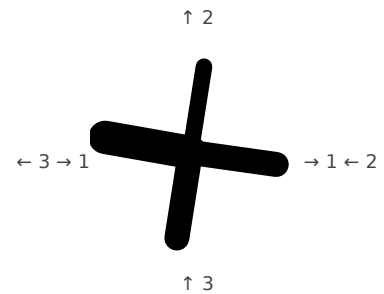
Traffic Volume by Time
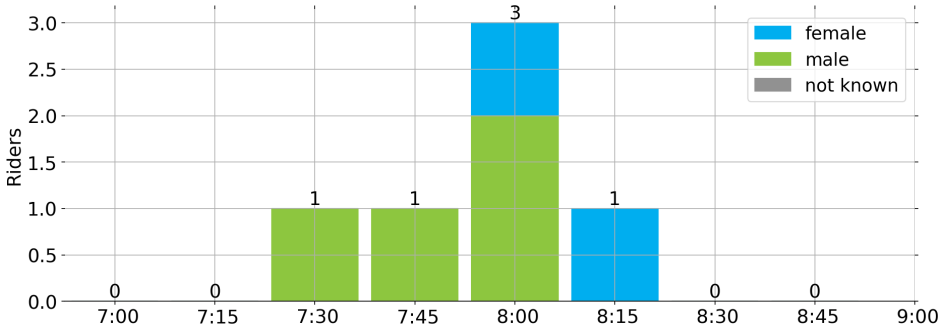
Gender Ratio

Cycling Trend

Traffic Flow

Raw Data

Enter	1 Harold St [N]			2 Nixon St [E]			3 Harold St [S]			4 Nixon St [W]			
Exit	**2**	**3**	**4**	**1**	**3**	**4**	**1**	**2**	**4**	**1**	**2**	**3**	**Total**
Female	0	0	0	0	0	0	1	0	0	0	1	0	2
Male	0	0	0	0	0	2	1	0	1	0	0	0	4
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**1**	**0**	**1**	**0**	**6**

Site 7061

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

8 bicycle riders were recorded during the 2 hour survey. This is a decrease of 56% compared to 18 in 2021 and a decrease of 65% compared to 23 in 2017. The peak period was 07:00-07:15 with 5 riders. Female riders comprised 12% of the total.

Traffic Volume by Time

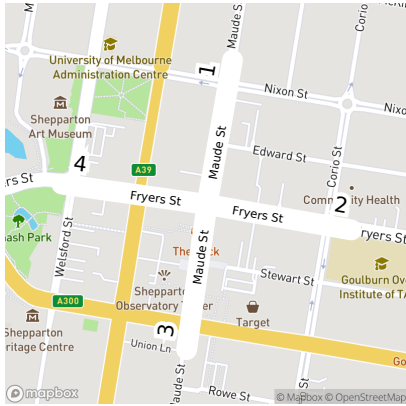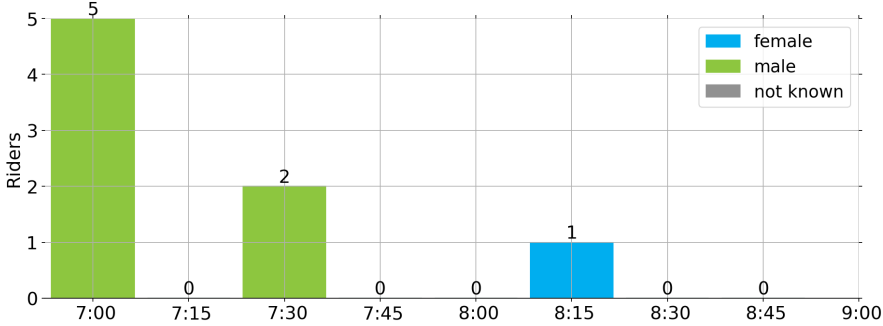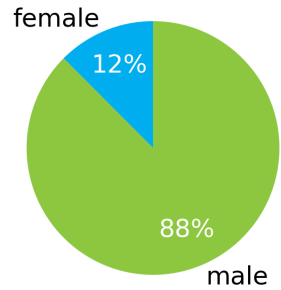## Gender Ratio

Cycling Trend
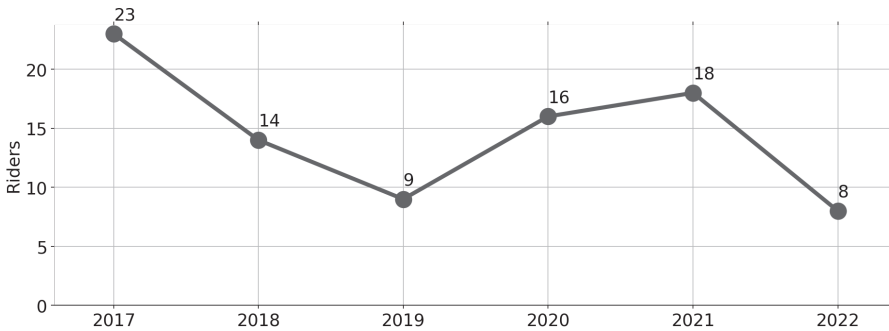
Traffic Flow
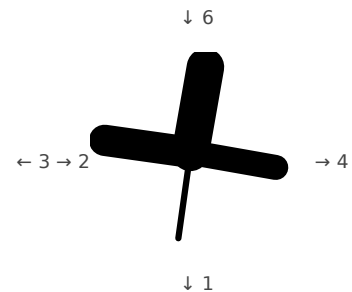
Raw Data

Enter	1 Maude St [N]			2 Fryers St [E]			3 Maude St [S]			4 Fryers St [W]			
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Female	0	0	0	0	0	0	0	0	0	0	1	0	1
Male	2	1	3	0	0	0	0	0	0	0	1	0	7
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	3	0	0	0	0	0	0	0	2	0	8

Site 7062

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

21 bicycle riders were recorded during the 2 hour survey. This is a decrease of 22% compared to 27 in 2021 and a decrease of 19% compared to 26 in 2017. The peak period was 08:15-08:30 with 9 riders. Female riders comprised 19% of the total.
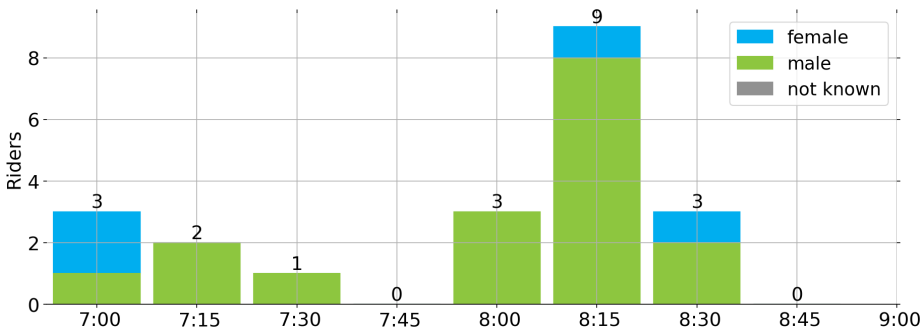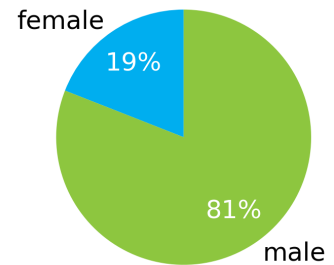
Traffic Volume by Time

Gender Ratio

Cycling Trend
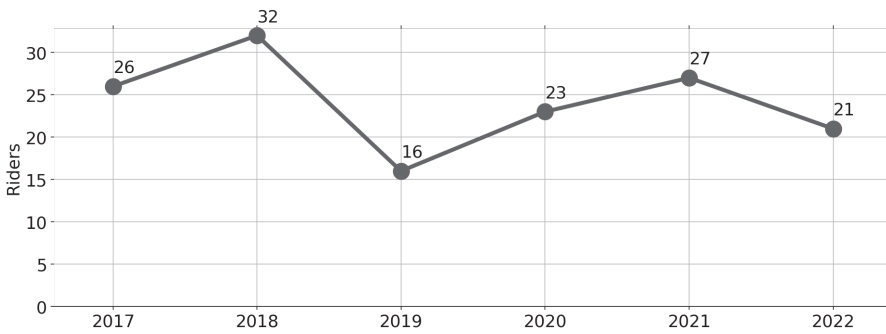
Traffic Flow
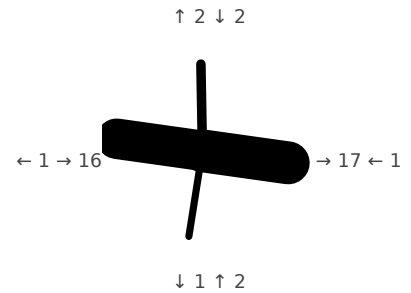
Raw Data

Enter	1 Balaclava Rd [E]			2 Wyndham St/ Goulbourn Valley Hwy [S]			3 Balaclava Rd [W]			4 Wyndham St/ Goulbourn Valley Hwy [N]			
Exit	**2**	**3**	**4**	**1**	**3**	**4**	**1**	**2**	**4**	**1**	**2**	**3**	**Total**
Female	0	0	0	0	0	0	4	0	0	0	0	0	4
Male	0	1	0	0	0	2	12	0	0	1	1	0	17
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**1**	**0**	**0**	**0**	**2**	**16**	**0**	**0**	**1**	**1**	**0**	**21**

Site 7063

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

9 bicycle riders were recorded during the 2 hour survey. This is a decrease of 75% compared to 36 in 2021 and a decrease of 81% compared to 47 in 2017. The peak period was 08:00-08:15 with 5 riders. Female riders comprised 0% of the total.
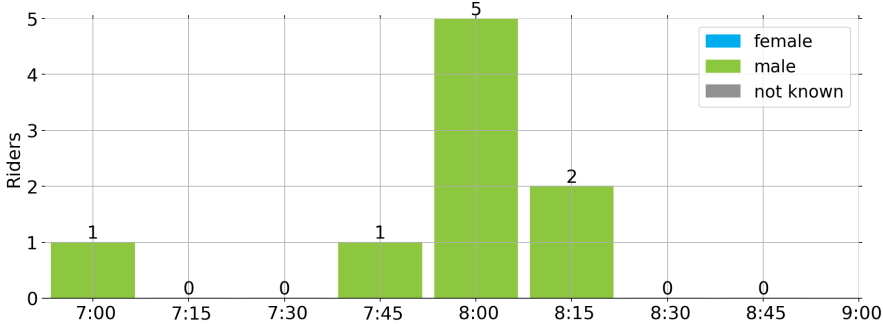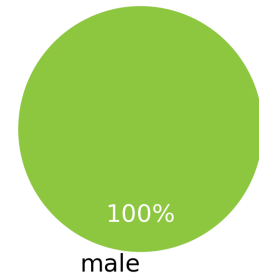
Traffic Volume by Time

Gender Ratio

100%
male

Cycling Trend

Traffic Flow

↑ 1

← 2   → 6 ← 1

↑ 8
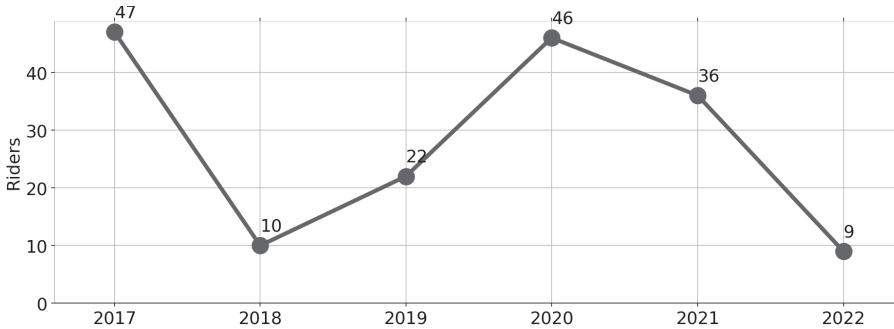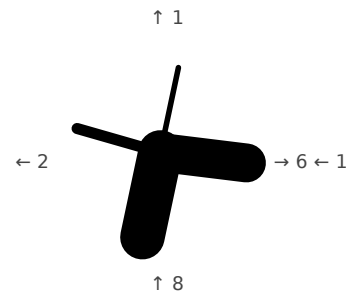
Raw Data

Enter	1 Wyndham St [N]			2 Sobraon St [E]			3 Wyndham St [S]			4 Sobraon St [W]			
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Female	0	0	0	0	0	0	0	0	0	0	0	0	0
Male	0	0	0	0	0	1	1	6	1	0	0	0	9
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	6	1	0	0	0	9

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 2022 Super Tuesday count raised **$46,920** in donations, strengthening local communities and building better active transport outcomes.

$2,160
Fundraisers

$60
Other

$17,040
Clubs and community groups

$27,660
Charities and not-for-profits

$46,920 Total
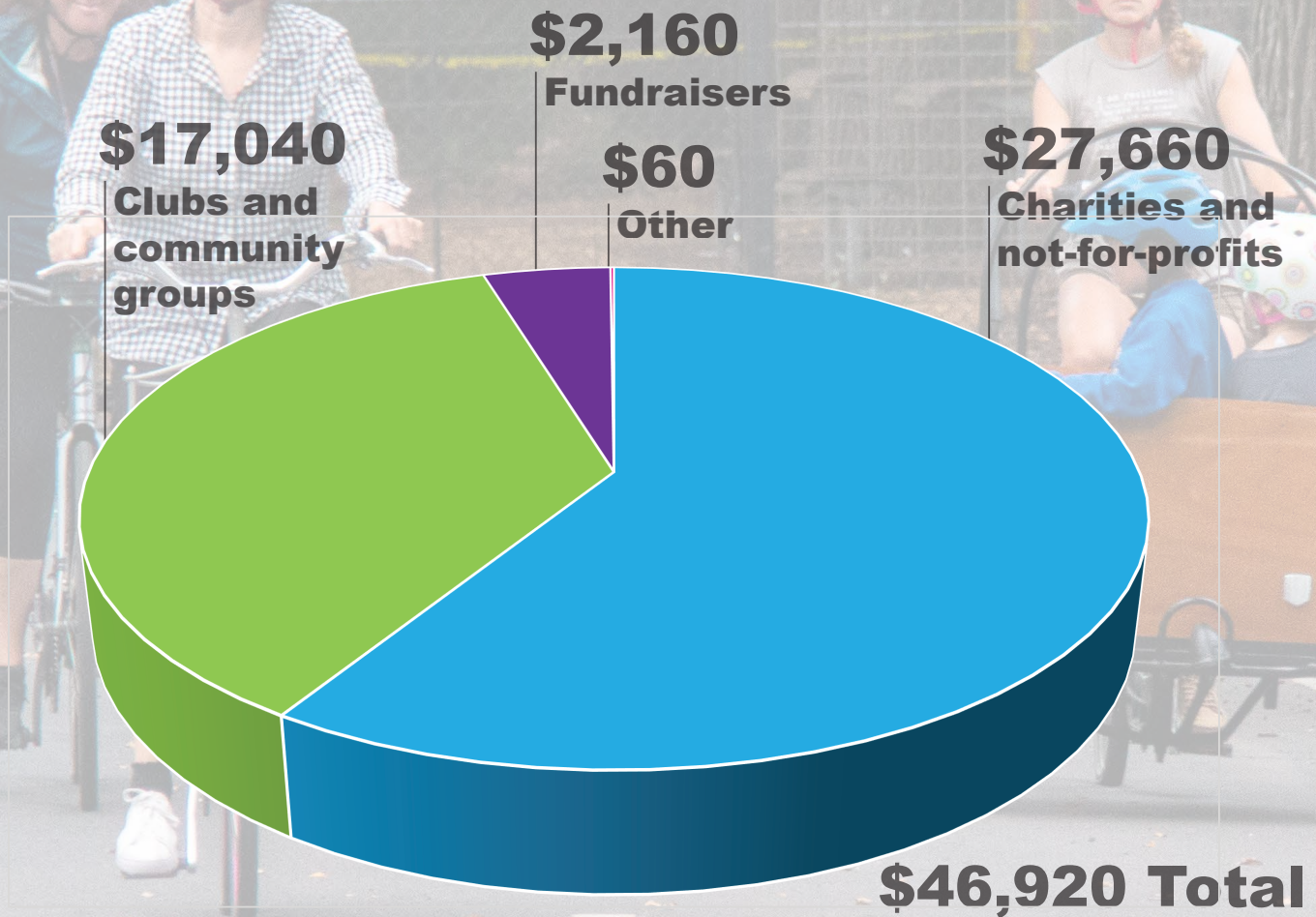
BICYCLE NETWORK®

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 safe, fun and easy as possible!

Find out more by visiting ride2school.com.au or contacting ride2school@bicyclenetwork.com.au.

ADVOCACY AND CAMPAIGNS

We work with government, stakeholders, and the community to improve the bike riding environment across Australia. We provide expert advice on transport planning, and campaign for policies that support people riding bikes.

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

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

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 a network of 130 secure bike parking cages at public transport hubs across Melbourne and regional Victoria on behalf of the Department of Transport.
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 iconic Peaks Challenge Falls Creek (VIC) 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 you LGA, visit bicyclenetwork.com.au/rides-and-events

CORPORATE MEMBERSHIPS

Sign up as a corporate member and your employees will be able to take advantage of our exclusive corporate membership offer. In addition to helping us improve bike riding conditions across Australia, our members are covered every time they ride with our bike riding insurance. Plus, they'll get access to a range of services and discount offers.

Contact us at membership@bicyclenetwork.com.au