BICYCLE NETWORK®

We've got your back.

SUPER TUESDAY BIKE COUNT

Greater Shepparton

March 2024

SUPER COUNTS

BICYCLE NETWORK®

BICYCLE NETWORK®

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

Newly added!

Conflict Analysis and Queue Waiting Time Analysis

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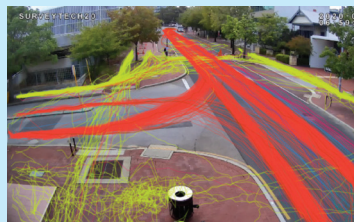www.bicyclenetwork.com.au/automated-surveys

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 recognise their ongoing connection to the land on which we ride.

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. male, female). 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 riders are using an e-bike or e-scooter?
- How many women are riding?
- When is the busiest hour?

Historical Super Count Data

Super Count data has been collected for over a decade and is available online. To see longitudinal data (2010-2022) 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, the type of bike they ride 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 using the following means:

- Online: by entering the data directly via web link
- Email: by sending scans of completed count 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**

Tuesday 5 March 2024 7AM-9AM

20 LOCATIONS

379 MOVEMENTS

COUNT IN 2024

The Super Tuesday Bike Count was conducted on Tuesday 5 March 2024 for two hours from 7:00am to 9:00am, and following Tuesdays where required to fill the survey sites.

Weather conditions for the count day(s) can be found below, with temperatures and wind as of 9am. Rainfall is measured across the entire day and counts were completed on mornings with negligable rainfall.

Date	Rain mm	Temp °C	Wind km/hr
5/03	0	18.2	13 ENE
12/03	0	23.5	9 ENE
19/03	0	22.5	22 NE

By participating in the count, volunteer counters can choose a local community group to receive a donation of $70 per count. In Greater Shepparton, a total of $1400 went back to the local community through donations to nominated groups and charities.

COUNT SITES

20 sites were surveyed in Greater Shepparton. Of these sites, 19 were surveyed in the previous Super Tuesday count period in this area, in 2023. 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)

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.*

TRAFFIC FLOW

A total of 379 movements were counted at all selected intersections across the council area during the two-hour survey. Of these trips, 353 were made by bike riders.

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.

344
2023

328
2024

-5%

Woman
22%

Man
78%

12

9

8

3

7

6
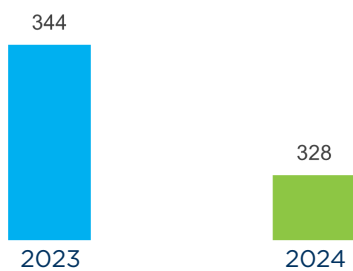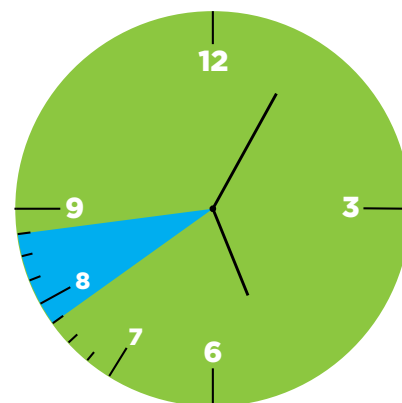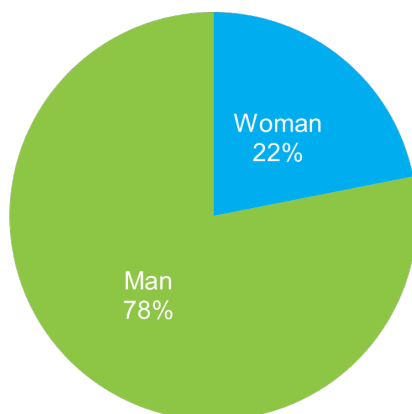
GROWTH

Overall, ridership has decreased by -5% (328 movements) compared to the same 19 sites surveyed in the last Super Tuesday survey in 2023 (344 movements).

New sites and micromobility trips were excluded from this comparison. E-bikes are included in this comparison.

GENDER RATIO

Using our observational survey method for gender (page iii), women* were estimated to represent 22% of bike riders across the municipality.

This is compared with the estimated average ridership for women across VIC (25%), and the Australia-wide average of surveyed areas in 2023 (25%).

In total 81 women were counted at all sites during the two-hour survey period for all three different transport modes measured in the survey. Of those 74 women were riding a bike, 1 women riding a E-bike and 6 women riding a e-scooter.

*Number of men/women also includes boys/girls under the age of 18 recorded by counters.

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

MICRO MOBILITY

E-BIKES
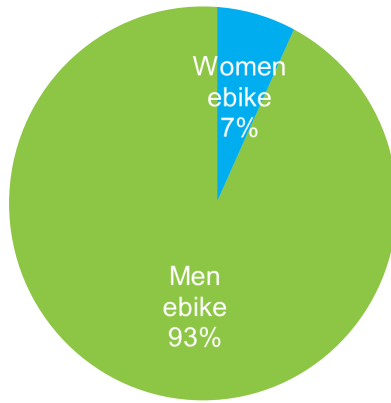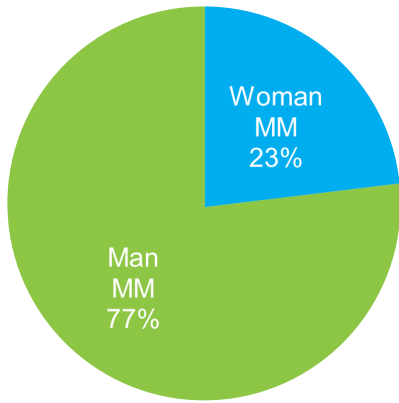
A total of 26 movements were made by micromobility riders across the municipality. This represented 7% of the total trips made in the municipality.

Women were estimated to represent 23% of micro-mobility riders across the municipality out of a total 26.

A total of 15 movements were made on an e-bike. The total proportion of e-bike riders out of all trips made in the municipality was 4%.

Using our observational survey method for gender (page iii), women were estimated to represent 7% of e-bike riders across the municipality.

Super Tuesday South in 2024

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 South Bike Count was conducted on Tuesday 5 March between 7:00am and 9:00am. Where necessary, a recount was conducted on subsequent Tuesdays.

In the 2024 count, 961 sites were surveyed across 61 council areas. Our counters recorded 142,950 movements across Australia.

Super Tuesday North will take place in September 2024 in councils in Queensland, northern Western Australia, and the next Super Tuesday Top End will take place in July 2025 in Northern Territory.

GROWTH

2024 national results reveal a 4% increase when compared with the same 745 sites surveyed in the last Super Tuesday survey in 2023. Much of this increase took place in New South Wales which had a 28% increase in riders and Tasmania which had a 48% increase in riders compared to the same sites in 2023.

GENDER ESTIMATE

The 2024 Super Tuesday Bike Count estimated that women comprised approximately 24% of all bike riders counted across Australia, as determined by counter judgements on site. This is lower than both the 2023 Super Tuesday count (25%) and 2022 values (25%).

PEAK HOUR

The peak riding hour across all sites was between 8:00am and 9:00am.

MICROMOBILITY

For the second time, e-scooters and other forms of micromobility were included in the Super Tuesday active transport surveys. A total of 8953 micromobility riders were captured. The largest volumes of e-scooters were recorded in Melbourne (2795) and Yarra (784) and Perth (1361).

Both Tasmania and Western Australia saw 11% of trips taken by e-scooter or other micromobility devices, while Victoria had 5%. It is estimated that 23% of micromobility riders were women or girls across Australia.

E-BIKE

For the first time, e-bikes were included in the Super Tuesday active transport surveys. A total of 14,674 e-bikes riders were captured. It is estimated that of 36% e-bike riders were women or girls. 11% of all bike riders were e-bike riders.

RESULTS BY STATES

Victoria

In Victoria, bicycle activity increased by 4% when compared with sites measured in the last Super Tuesday count in 2023. Women comprised approximately 25% of the total riders counted.

New South Wales

In New South Wales, bicycle activity increased by 28% when compared with sites measured in the last Super Tuesday count in 2023. In addition, women comprised approximately 17% of the total riders counted.

South Australia

The total number of riders in South Australia increased by 11%, compared to the same sites counted in March 2023. Women riders comprised an estimated 25% of riders.

Tasmania

In Tasmania, bicycle activity increased by 48% when compared with sites measured in the last Super Tuesday count in 2023. Women comprised approximately 28% of the total riders counted.
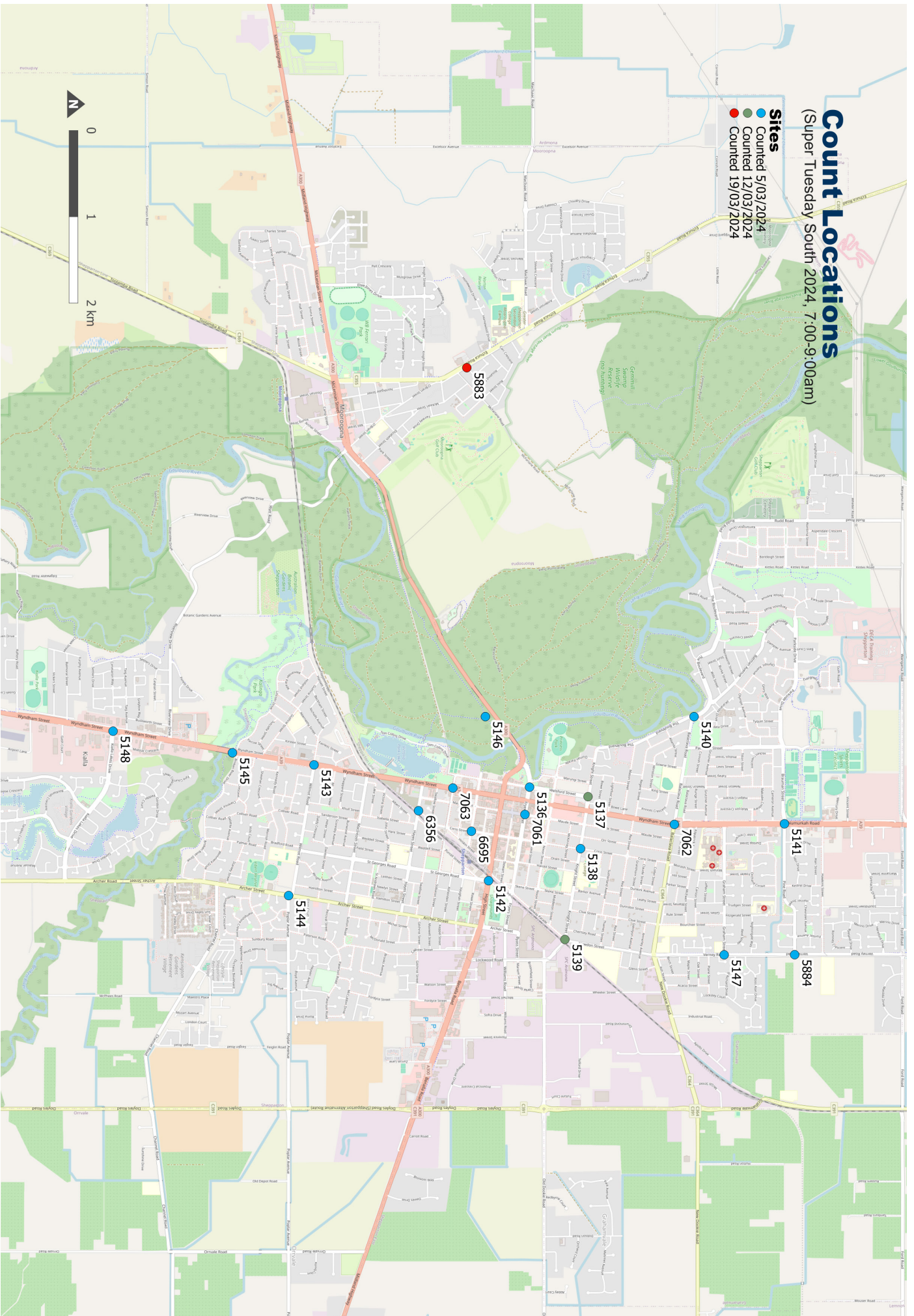
Western Australia

The total number of bike riders in Western Australia increased by 1% compared to the same sites counted in March 2023. Women comprised an estimated 19% of riders.

Count Locations
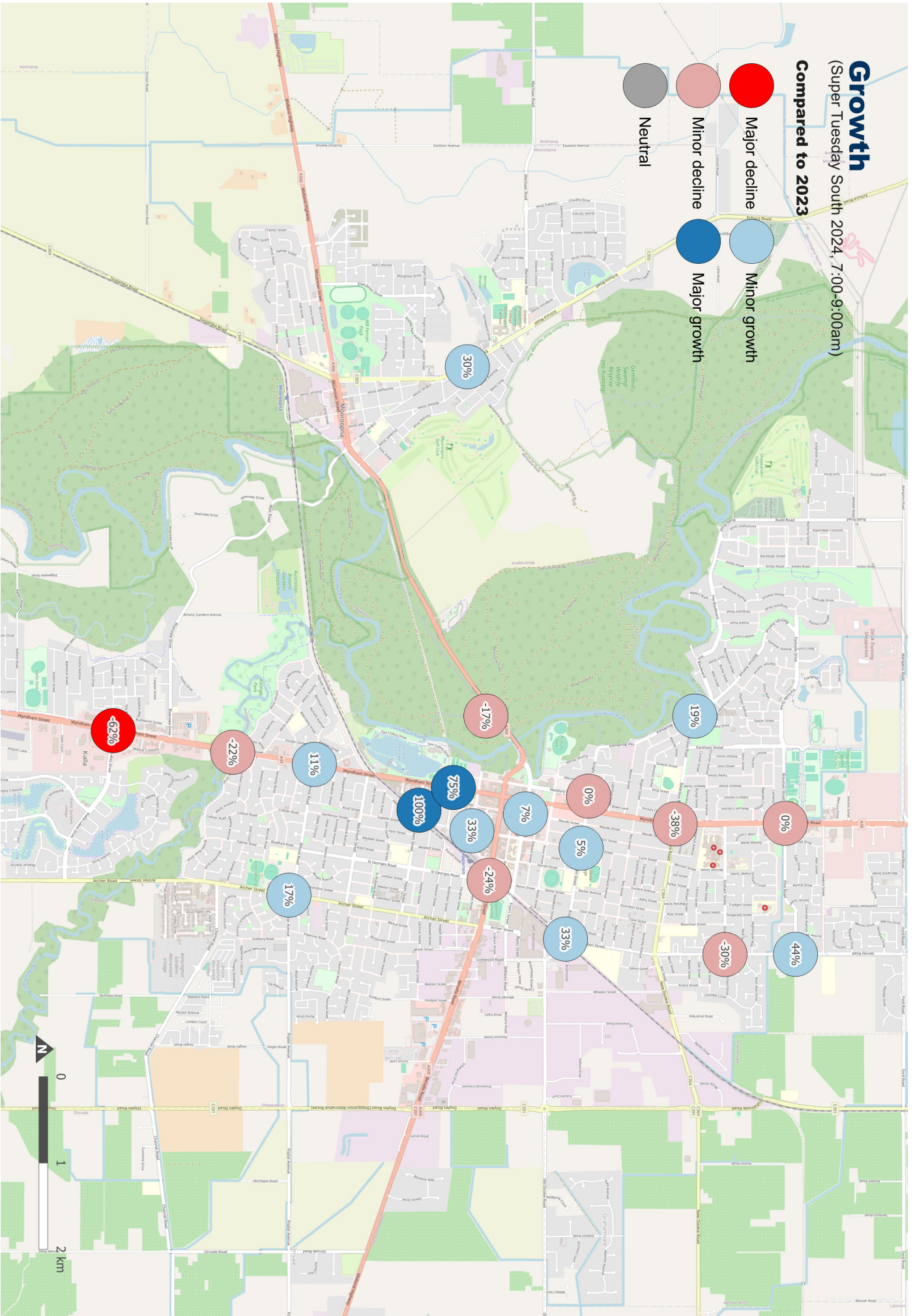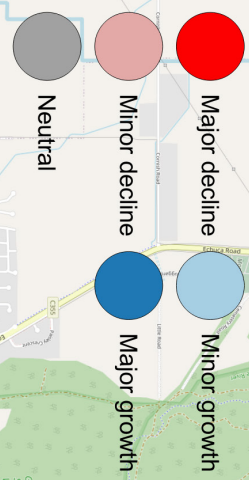(Super Tuesday South 2024, 7:00-9:00am)

Sites
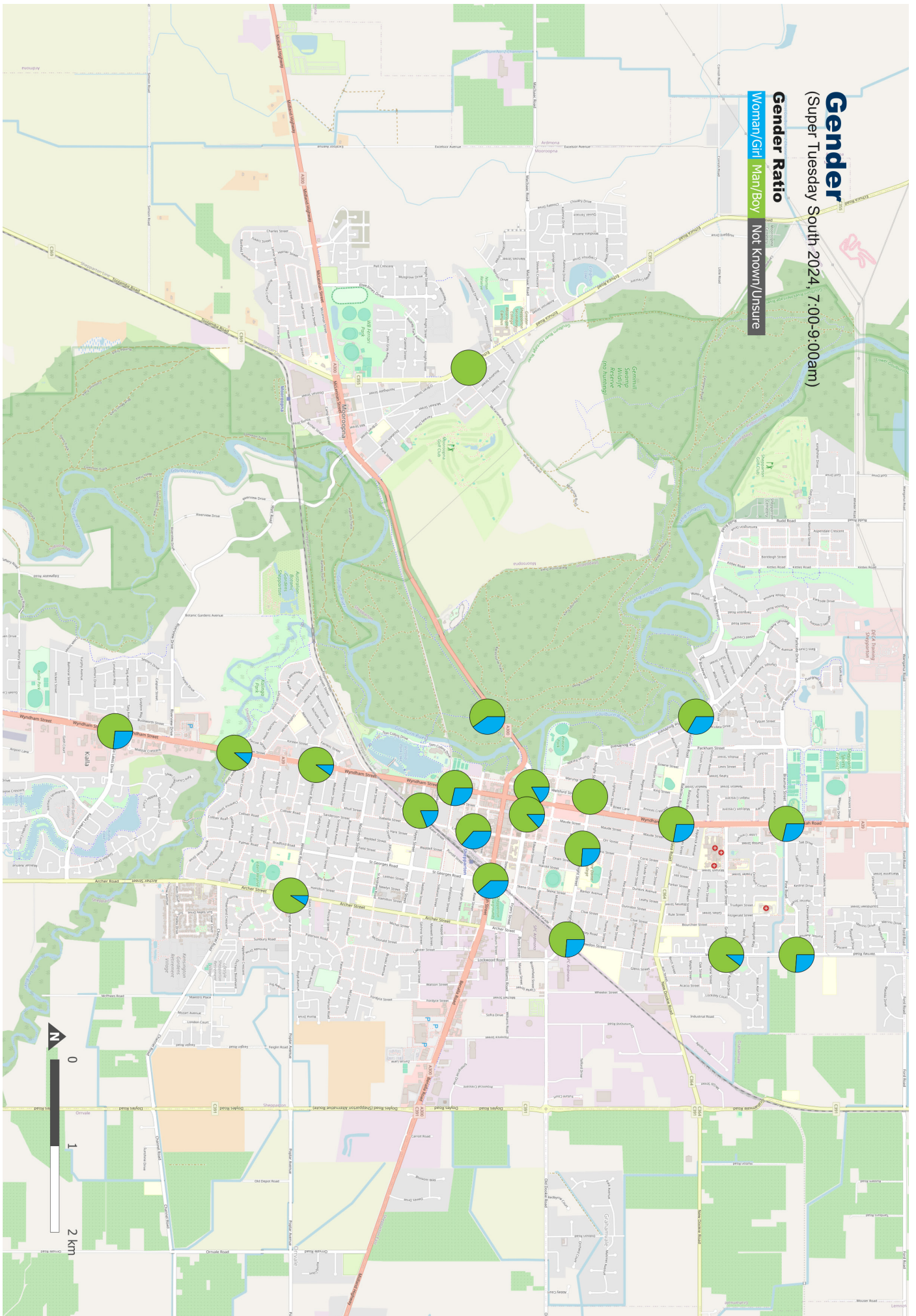- Counted 5/03/2024
- Counted 12/03/2024
- Counted 19/03/2024

Major decline

Minor decline

Neutral

Major growth

Minor growth

30%

-17%

19%

-62%

-22%

11%

75%

100%

33%

7%

0%

-38%

0%

5%

17%

-24%

33%

-30%

44%

0

1

2 km

N

5883

5146

5140

5148

5145

5143

7063

5136

7061

5137

5141

6356

6695

7062

5142

5138

5144

5139

5147

5884

N

0

1

2 km

Bicycle Flow

(Super Tuesday South 2024, 7:00-9:00am)

Total Bicycle Volume

- ○ 0 - 30
- ○ 30 - 60
- ○ 60 - 90
- ○ 90 - 120
- ● 120+

Bicycle Volume by Leg

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

Site ID	Street names	E-bike Riders			Micromobility Riders			Bike Riders			2024	2023	% Growth	Count Date	Volume in 15 Minute Intervals							
		Women/Girls	Men/Boys	Not Known	Women/Girls	Men/Boys	Not Known	Women/Girls	Men/Boys	Not Known					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	1	0	0	1	0	4	20	0	25	-	-	5/03/2024	4	6	2	3	1	2	5	3
5138	Corio St [N], Knight St [E], Corio St [S], Knight St [W]	0	0	0	0	0	0	6	17	0	23	22	5%	5/03/2024	1	4	5	4	3	1	4	1
5140	Maculata Dr [NE], Balaclava Rd [E], The Boulevard [S], The Boulevard [NW]	0	1	0	0	2	0	8	16	0	25	21	19%	5/03/2024	11	2	1	4	4	1	2	2
5141	Goulburn Valley Hwy [N], Pine Rd [E], Goulburn Valley Hwy [S], Brauman St [W]	0	1	0	0	0	0	2	5	0	8	8	0%	5/03/2024	0	0	1	3	2	2	0	0
5142	Thompson St [NE], Midland Hwy/High St [E], St Georges Rd [S], Midland Hwy/High St [W]	0	0	0	2	2	0	5	8	0	13	17	-24%	5/03/2024	5	2	2	3	0	3	1	1
5143	Goulburn Valley Hwy [N], Wilmot Rd [E], Goulburn Valley Hwy [S], Longstaff St [W]	0	0	0	0	2	0	1	9	0	10	9	11%	5/03/2024	2	1	1	2	3	0	3	0
5144	Archer St [N], Poplar Ave [E], Archer St [S], Wilmot Rd [NW]	0	3	0	0	1	0	1	10	0	14	12	17%	5/03/2024	1	1	2	0	2	2	2	5
5145	Goulburn Valley Hwy [N], Yahna Gurti' Share Path [SE], Hwy Bridge [S], Yahna Gurti' Share Path [NW]	0	1	0	0	1	0	3	24	0	28	36	-22%	5/03/2024	7	3	2	2	6	3	3	3
5146	Shepparton-Mooroopna Causeway Path [NE], Causeway-Aquamoves Path [S], Shepparton-Mooroopna Causeway Path [SW]	0	0	0	0	0	0	8	12	0	20	24	-17%	5/03/2024	1	0	1	1	0	9	3	5
5147	Verney Rd [N], Verney Rd [S], Graham St [W]	0	0	0	0	1	0	2	17	0	19	27	-30%	5/03/2024	1	1	2	3	3	6	3	1
5148	Goulburn Valley Hwy [N], Kialla Lakes Drv [E], Goulburn Valley Hwy [S]	1	0	0	1	1	0	4	11	0	16	42	-62%	5/03/2024	3	2	2	1	2	2	5	1
5884	Verney Rd (north) [N], Verney Rd [S], Pine Rd [W]	0	0	0	0	1	0	6	17	0	23	16	44%	5/03/2024	10	0	1	3	5	1	4	0
6356	Johnson St [NE], Hayes St to railway line [E], Hayes St to lake [W]	0	3	0	0	1	0	4	17	0	24	12	100%	5/03/2024	4	1	2	2	3	5	3	5
6695	Corio St [N], Vaughan St [E], Corio St [S], Vaughan St [W]	0	1	0	0	0	0	4	7	0	12	9	33%	5/03/2024	0	3	0	2	3	0	3	1
7061	Maude St [N], Fryers St [E], Maude St [S], Fryers St [W]	0	1	0	0	0	0	2	13	0	16	15	7%	5/03/2024	2	4	2	0	3	1	2	2
7062	Balaclava Rd [E], Wyndham St/Goulbourn Valley Hwy [S], Balaclava Rd [W], Wyndham St/Goulbourn Valley Hwy [N]	0	0	0	0	1	0	5	13	0	18	29	-38%	5/03/2024	1	3	1	3	4	1	5	1

Results

Site ID	Street names	E-bike Riders			Micromobility Riders			Bike Riders						Count Date	Volume in 15 Minute Intervals							
		Women/Girls	Men/Boys	Not Known	Women/Girls	Men/Boys	Not Known	Women/Girls	Men/Boys	Not Known	2024	2023	% Growth		7:00-7:15	7:15-7:30	7:30-7:45	7:45-8:00	8:00-8:15	8:15-8:30	8:30-8:45	8:45-9:00
7063	Wyndham St [N], Sobraon St [E], Wyndham St [S], Sobraon St [W]	0	0	0	0	0	0	4	10	0	14	8	75%	5/03/2024	1	1	2	2	1	1	3	3
5137	Knight St [E], Welsford St [S], Knight St [W]	0	0	0	0	1	0	0	12	0	12	12	0%	12/03/2024	5	1	3	0	0	0	4	0
5139	Hawdon St [N], Andrew Fairley Ave [SE], Railway Pde [SW], Knight St [W]	0	1	0	3	4	0	5	14	0	20	15	33%	12/03/2024	1	1	4	4	7	6	3	1
5883	Baker Cres [NE], Echuca Rd [SE], Pedestrian Crossing [SW], Echuca Rd [NW]	0	1	0	0	1	0	0	12	0	13	10	30%	19/03/2024	2	2	0	2	2	2	3	1

⬤ Site 5136

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

25 bike/e-bike riders were recorded during the 2 hour survey. This is an **increase of 257%** compared to 7 in 2022 and a **decrease of 31%** compared to 36 in 2011. The **peak period was 7:15-7:30** with 6 riders. An estimated **16% of the bike + e-bike riders were women**.

**1 e-scooter riders** were recorded during the 2 hour survey. An estimated **0% of e-scooter riders were women**.

Bike/E-bike rider traffic by time

Bike/E-bike rider gender ratio

Trend

25 Bike/E-bike (96.2%)
↑11 ↓8

1 E-scooter (3.8%)
↓1

→8   →5

↓8 ↑8

↓1
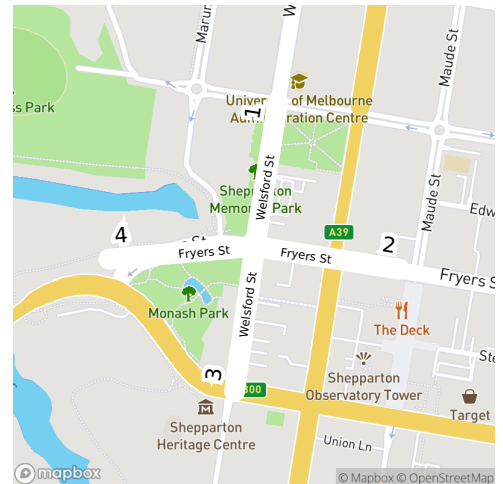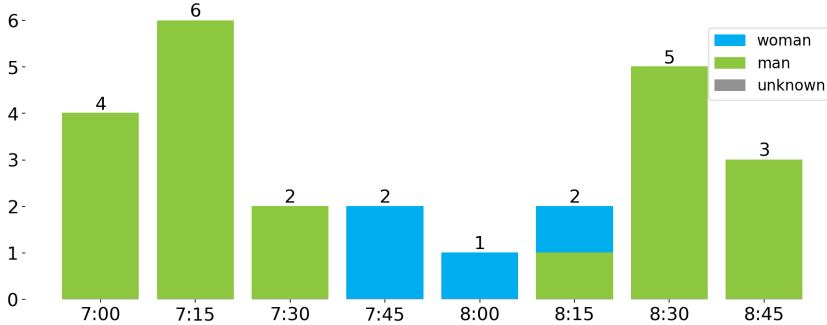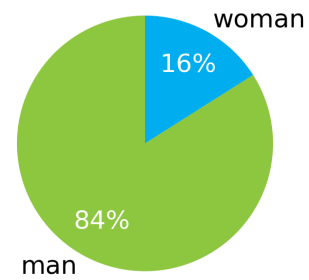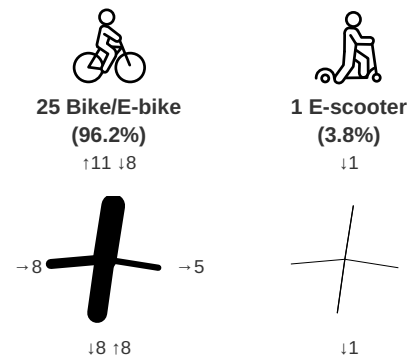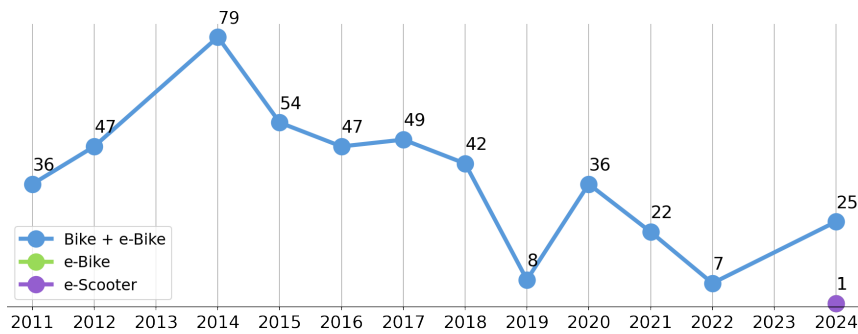
Raw Data

Enter	1 Welsford St			2 Fryers St			3 Welsford St			4 Fryers St			
Exit	**2**	**3**	**4**	**1**	**3**	**4**	**1**	**2**	**4**	**1**	**2**	**3**	**Total**
Woman		1								1		2	4
Man	3	5					7	1		3	2	1	22
Unknown													
Total	**3**	**6**					**7**	**1**		**4**	**2**	**3**	**26**

🎯 Site 5137

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

12 bike/e-bike riders were recorded during the 2 hour survey. This is a **decrease of 0%** compared to 12 in 2023 and a **decrease of 57%** compared to 28 in 2011. The **peak period was 7:00-7:15** with 5 riders. An estimated **0% of the bike + e-bike riders were women**.

**1 e-scooter riders** were recorded during the 2 hour survey. An estimated **0% of e-scooter riders were women**.
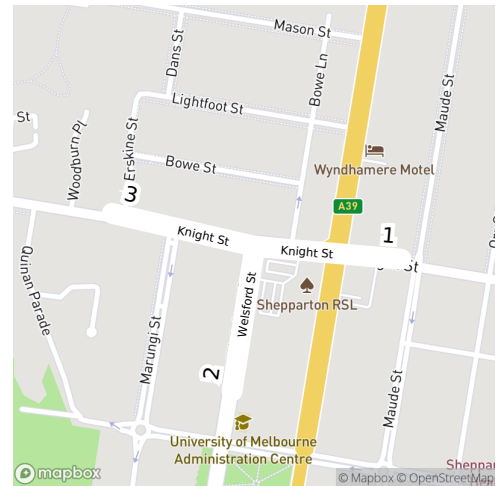

Bike/E-bike rider traffic by time
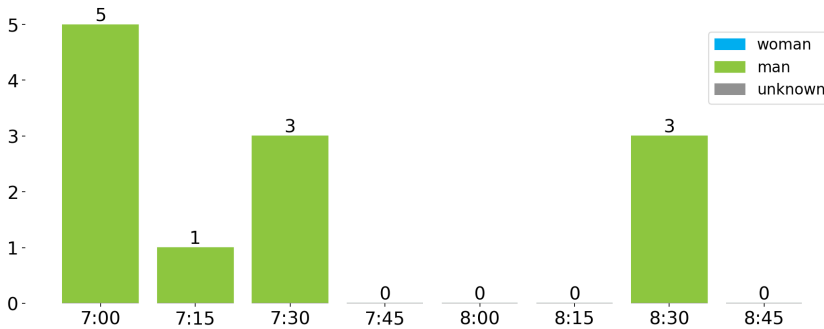
Bike/E-bike rider gender ratio
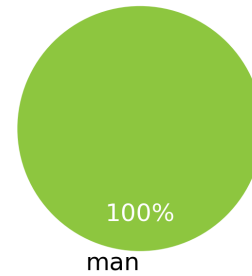
Trend
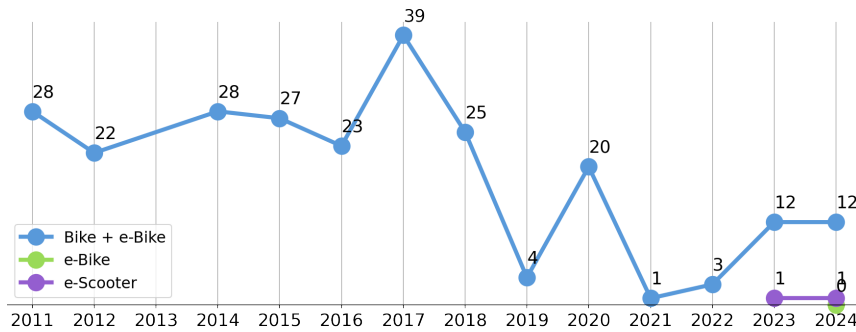
12 Bike/E-bike (92.3%)

1 E-scooter (7.7%)
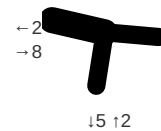
Raw Data

Enter	1 Knight St		2 Welsford St		3 Knight St		
Exit	**2**	**3**	**1**	**3**	**1**	**2**	**Total**
Woman							
Man	1	1	1	1	5	4	13
Unknown							
Total	**1**	**1**	**1**	**1**	**5**	**4**	**13**

Site 5138

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

23 bike/e-bike riders were recorded during the 2 hour survey. This is an **increase of 5%** compared to 22 in 2023 and an **increase of 5%** compared to 22 in 2011. The **peak period was 7:30-7:45** with 5 riders. An estimated **26% of the bike + e-bike riders were women**.

0 e-scooter riders were recorded during the 2 hour survey.

Bike/E-bike rider traffic by time

Bike/E-bike rider gender ratio

woman 26%

man 74%

Trend

23 Bike/E-bike
(100.0%)
↑9 ↓4

←5
→7

→7
←5

↓2 ↑7

0 E-scooter
(0.0%)
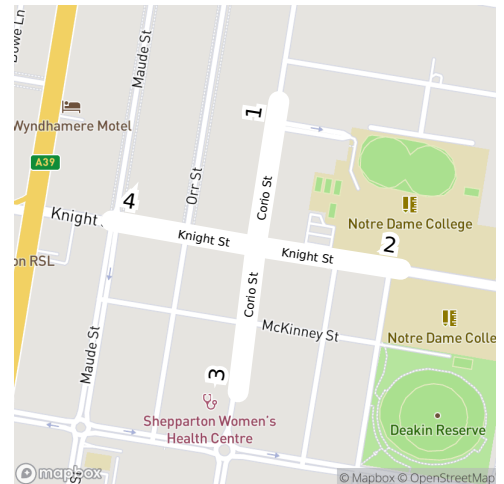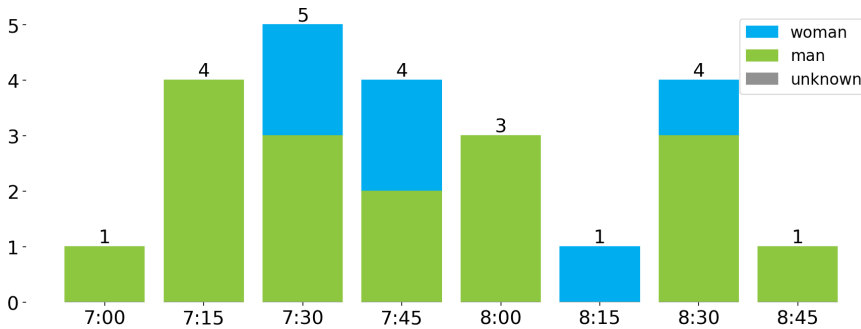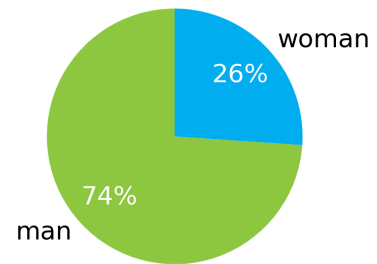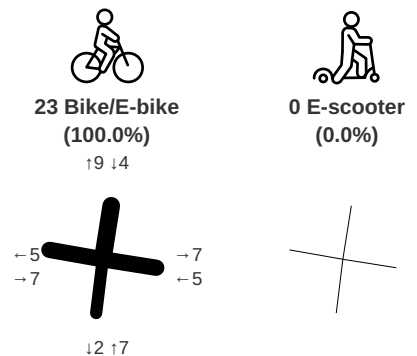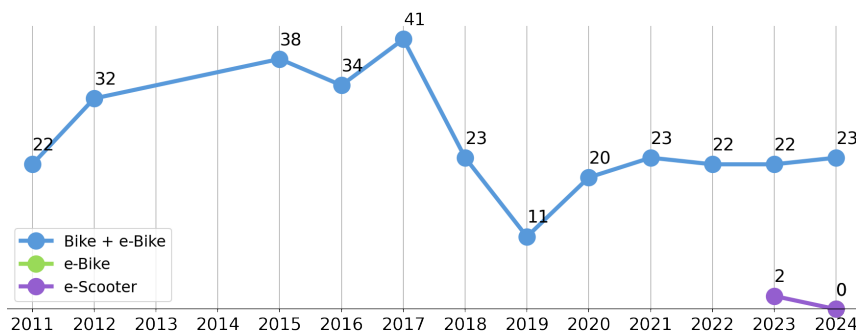
Raw Data

Enter	1 Corio St			2 Knight St			3 Corio St			4 Knight St			
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Woman	1	1		2			1				1		6
Man		1	1			3	4	1	1	2	4		17
Unknown													
Total	1	2	1	2		3	5	1	1	2	5		23

🔴 Site 5139

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

20 bike/e-bike riders were recorded during the 2 hour survey. This is an **increase of 33%** compared to 15 in 2023 and a **decrease of 47%** compared to 38 in 2011. The **peak period was 7:30-7:45** with 4 riders. An estimated **25% of the bike + e-bike riders were women**.

7 e-scooter riders were recorded during the 2 hour survey. An estimated **43% of e-scooter riders were women**.

Bike/E-bike rider traffic by time

Bike/E-bike rider gender ratio

Trend

20 Bike/E-bike (74.1%)
↑11 ↓4

←3
→1
↙4   ↘1
↗8   ↖6

7 E-scooter (25.9%)
↑3 ↓1

←1
→3
↙2   ↘1
↗2   ↖1
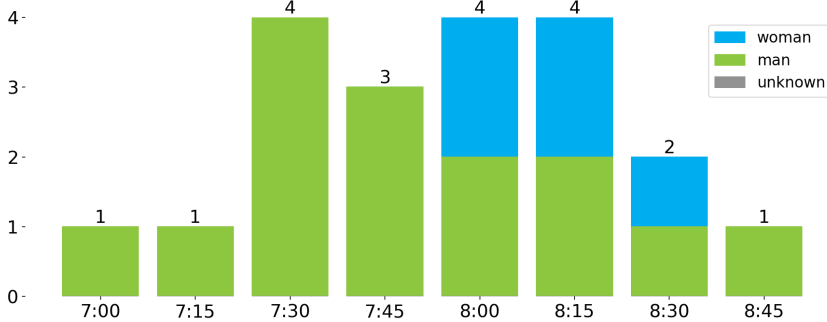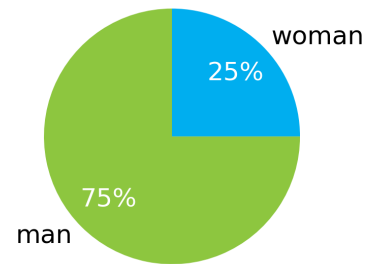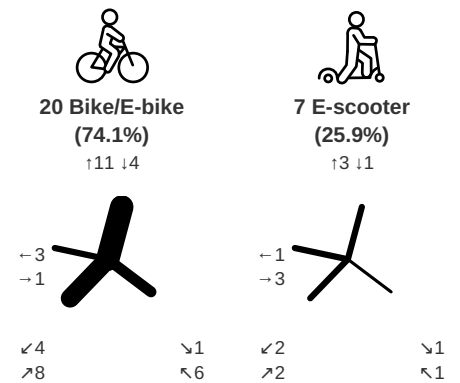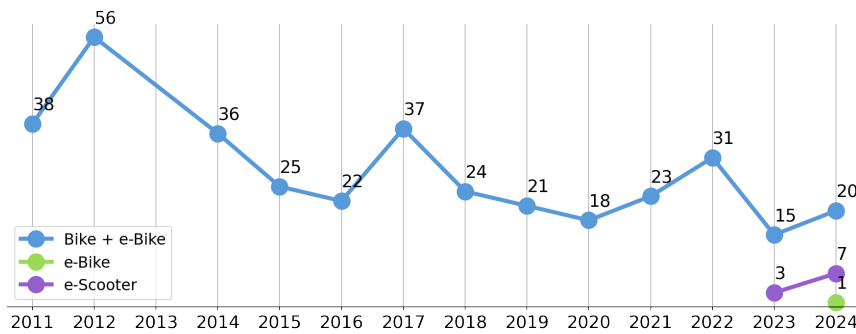
Raw Data

Enter	1 Hawdon St			2 Andrew Fairley Ave			3 Railway Pde			4 Knight St			
Exit	2	3	4	1	3	4	1	2	4	1	2	3	**Total**
Woman	1	1				1	4					1	8
Man	1	2		3		3	7			1		2	19
Unknown													
Total	2	3		3		4	11			1		3	27

◉ Site 5140

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

25 bike/e-bike riders were recorded during the 2 hour survey. This is an **increase of 19%** compared to 21 in 2023 and a **decrease of 51%** compared to 51 in 2011. The **peak period was 7:00-7:15** with 11 riders. An estimated **32% of the bike + e-bike riders were women**.

2 e-scooter riders were recorded during the 2 hour survey. An estimated **0% of e-scooter riders were women**.

Bike/E-bike rider traffic by time

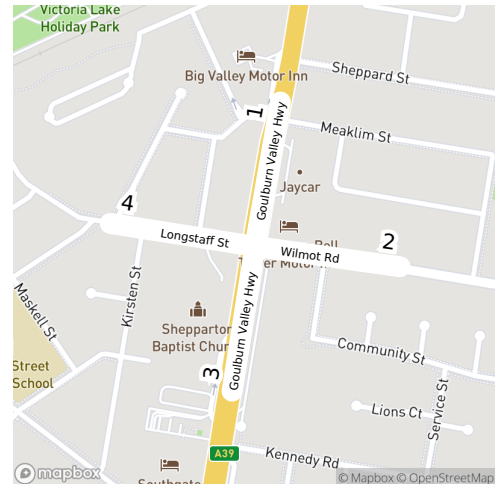## Bike/E-bike rider gender ratio

Trend

25 Bike/E-bike (92.6%)

2 E-scooter (7.4%)
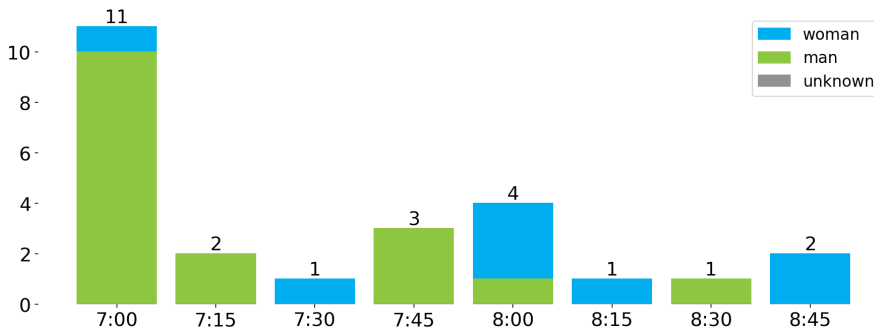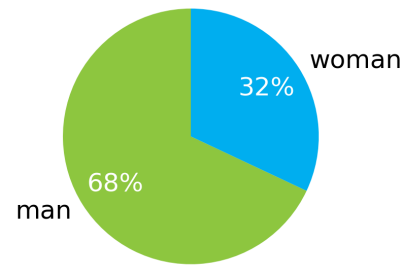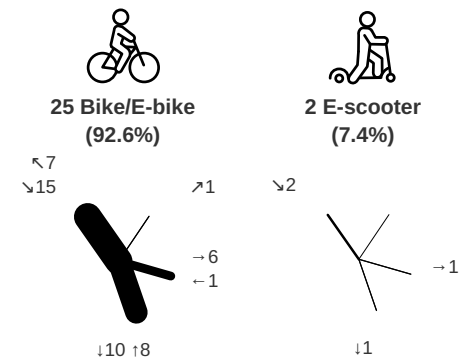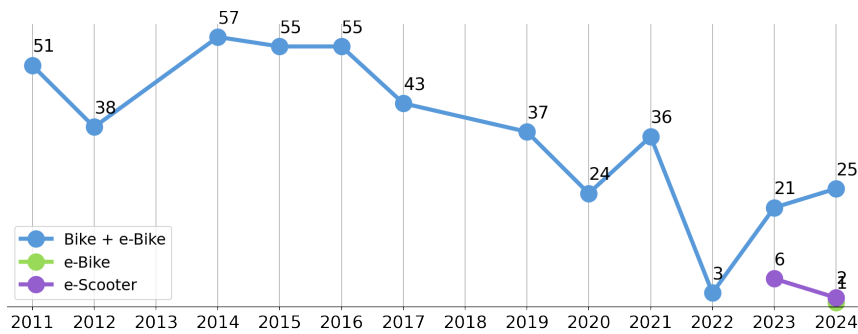
Raw Data

| Enter	1 Maculata Dr			2 Balaclava Rd			3 The Boulevard			4 The Boulevard			
Exit	2	3	4	1	3	4	1	2	4	1	2	3	**Total**
Woman					1				1		2	4	8
Man								1	6	1	5	6	19
Unknown													
Total					**1**			**1**	**7**	**1**	**7**	**10**	**27**

⬤ Site 5141

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

8 bike/e-bike riders were recorded during the 2 hour survey. This is a **decrease of 0%** compared to 8 in 2023 and a **decrease of 76%** compared to 34 in 2011. The **peak period was 7:45-8:00** with 3 riders. An estimated **25% of the bike + e-bike riders were women**.

0 e-scooter riders were recorded during the 2 hour survey.

Bike/E-bike rider traffic by time

Bike/E-bike rider gender ratio

Trend

8 Bike/E-bike (100.0%)

0 E-scooter (0.0%)
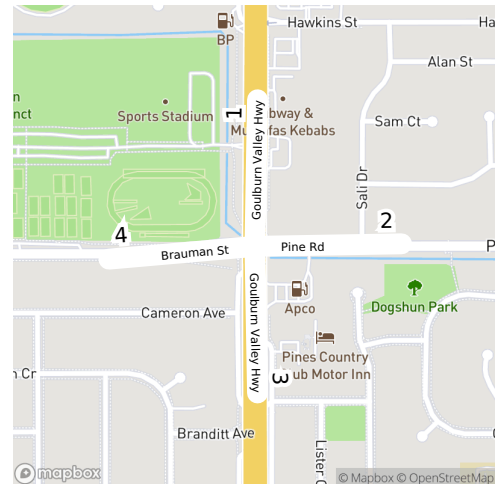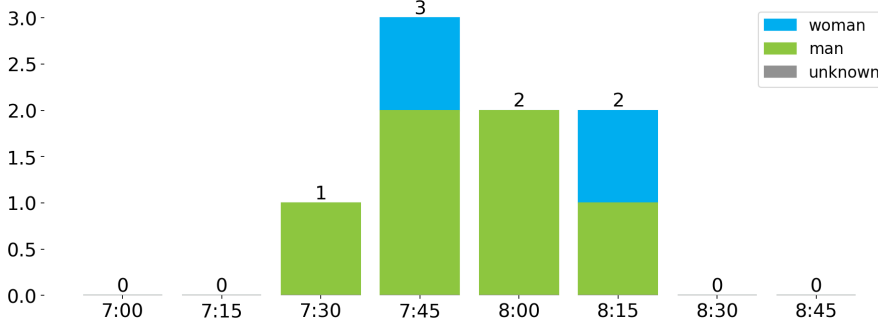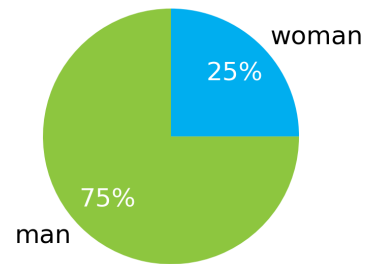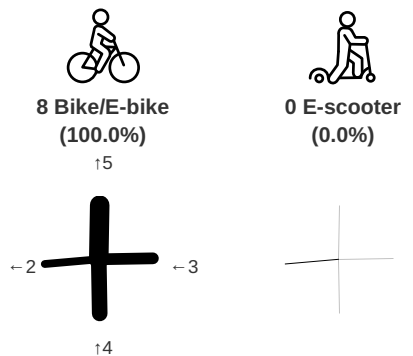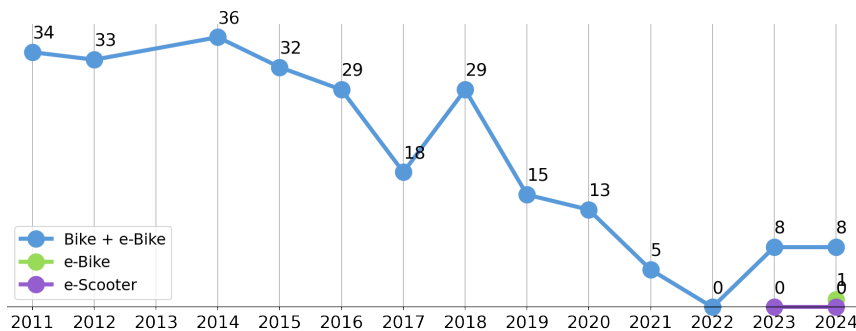
Raw Data

Enter	1 Goulburn Valley Hwy			2 Pine Rd			3 Goulburn Valley Hwy			4 Brauman St			
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Woman				1		1							2
Man					1	4						1	6
Unknown													
Total				1		2	4					1	8

🅾 Site 5142

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

13 bike/e-bike riders were recorded during the 2 hour survey. This is a **decrease of 24%** compared to 17 in 2023 and a **decrease of 57%** compared to 30 in 2011. The **peak period was 7:00-7:15** with 5 riders. An estimated **38% of the bike + e-bike riders were women**.

**4 e-scooter riders** were recorded during the 2 hour survey. An estimated **50% of e-scooter riders were women**.

Bike/E-bike rider traffic by time

Bike/E-bike rider gender ratio

Trend

13 Bike/E-bike (76.5%)

4 E-scooter (23.5%)
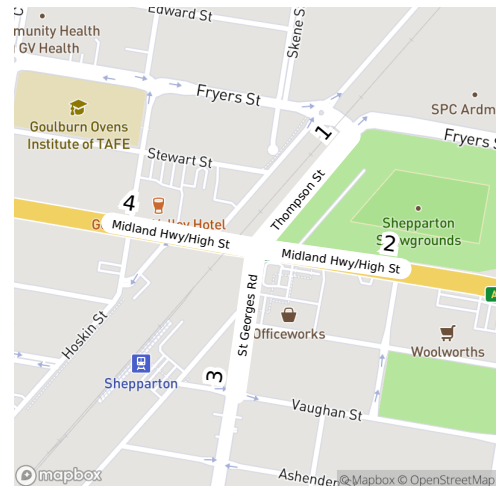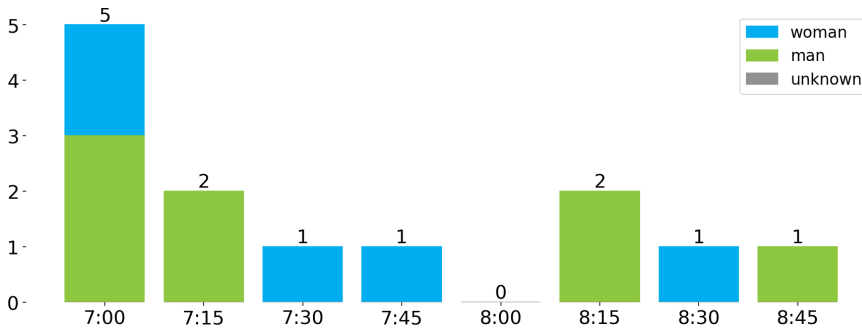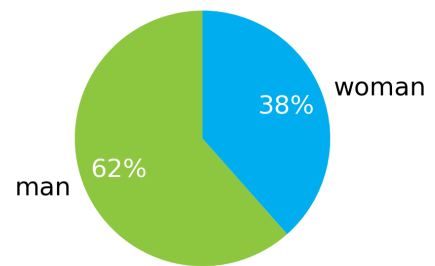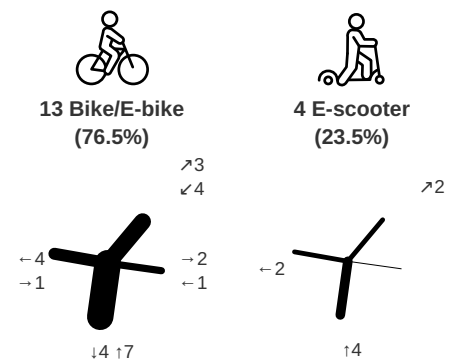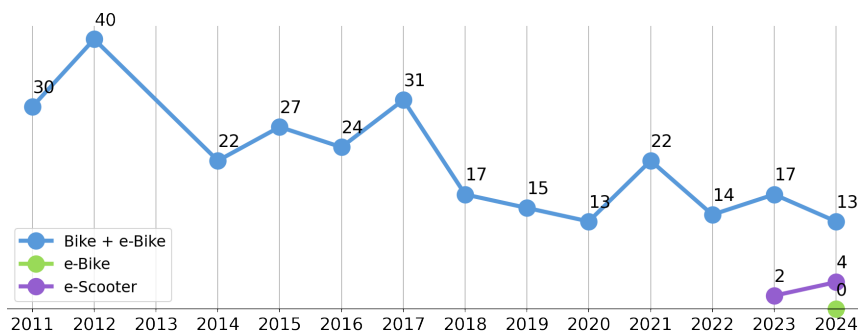
Raw Data

Enter	1 Thompson St			2 Midland Hwy/High St			3 St Georges Rd			4 Midland Hwy/High St			
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Woman	2						3		2				7
Man	2					1	2	1	3		1		10
Unknown													
Total	4					1	5	1	5		1		17

● Site 5143

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

10 bike/e-bike riders were recorded during the 2 hour survey. This is an **increase of 11%** compared to 9 in 2023 and a **decrease of 71%** compared to 35 in 2011. The **peak period was 8:00-8:15** with 3 riders. An estimated **10% of the bike + e-bike riders were women**.

2 e-scooter riders were recorded during the 2 hour survey. An estimated **0% of e-scooter riders were women**.

Bike/E-bike rider traffic by time
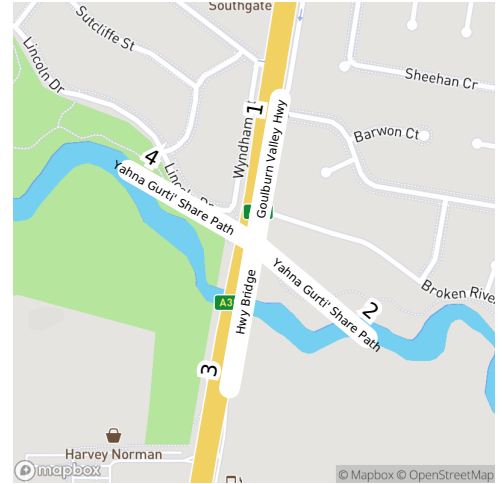

Bike/E-bike rider gender ratio

Trend

10 Bike/E-bike (83.3%)
↑4 ↓5

2 E-scooter (16.7%)
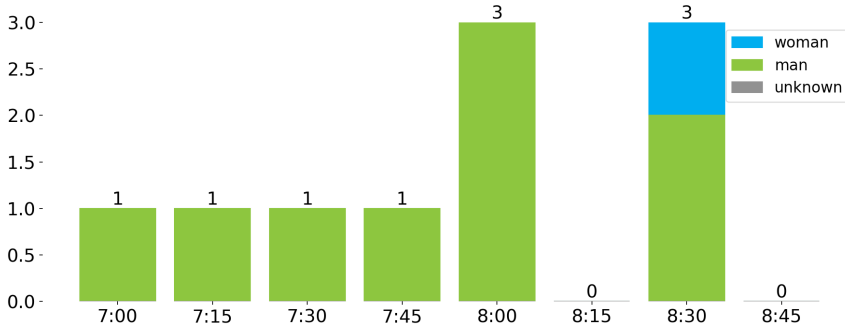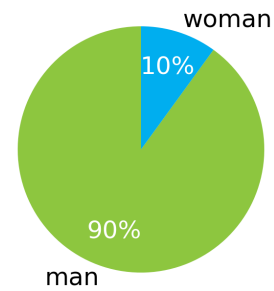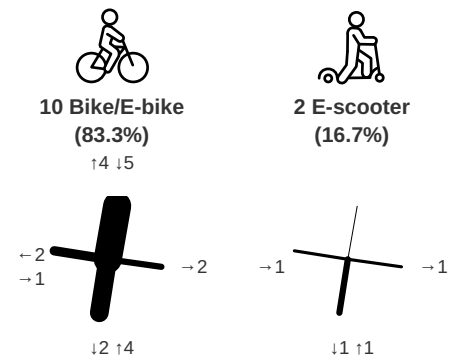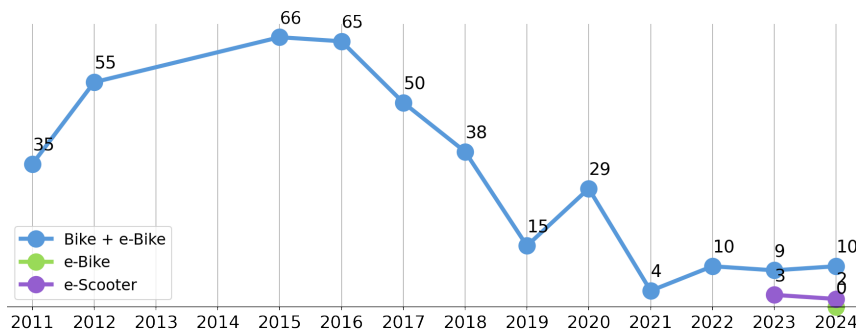
Raw Data

Enter	1 Goulburn Valley Hwy			2 Wilmot Rd			3 Goulburn Valley Hwy			4 Longstaff St			
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Woman		1											1
Man	1	1	2				3	2		1		1	11
Unknown													
Total	1	2	2				3	2		1		1	12

🔴 Site 5144

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

14 bike/e-bike riders were recorded during the 2 hour survey. This is an **increase of 17%** compared to 12 in 2023 and a **decrease of 58%** compared to 33 in 2011. The **peak period was 8:45-9:00** with 5 riders. An estimated **7% of the bike + e-bike riders were women**.

**1 e-scooter riders** were recorded during the 2 hour survey. An estimated **0% of e-scooter riders were women**.

Bike/E-bike rider traffic by time
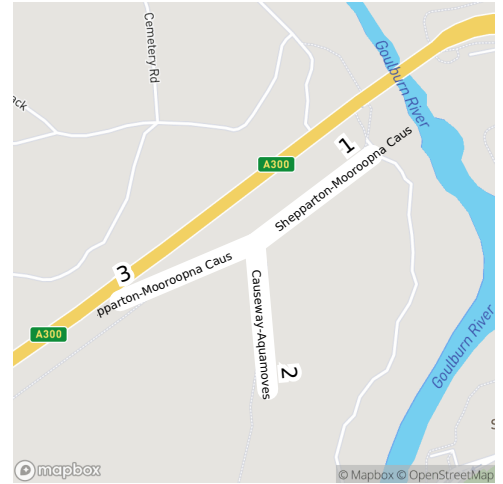

Bike/E-bike rider gender ratio

Trend

14 Bike/E-bike (93.3%)

↖3 ↑4 ↓1
↘2

→2
←4

↓2 ↑4

1 E-scooter (6.7%)

↖1

↑1
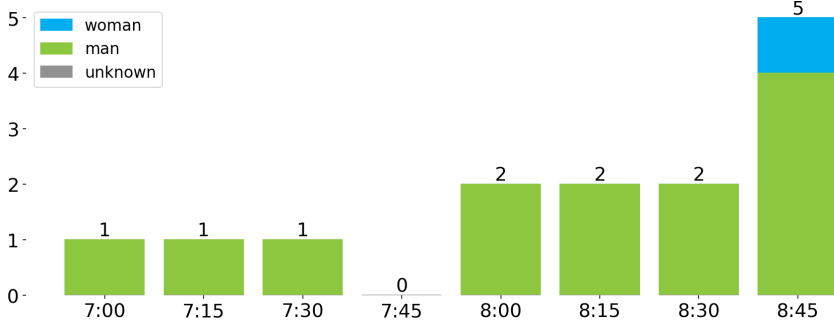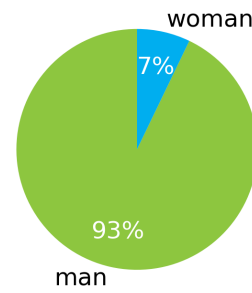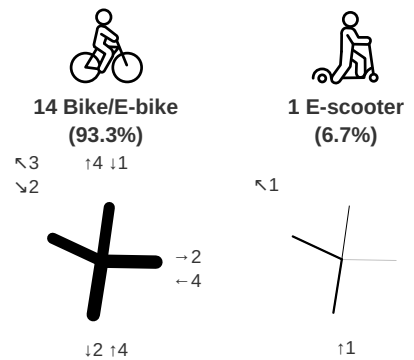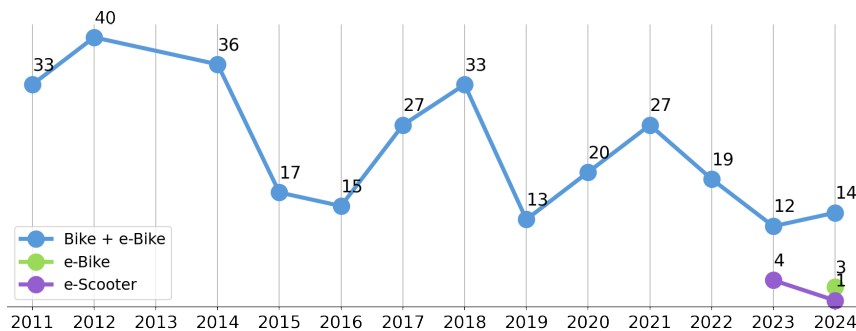
Raw Data

Enter	1 Archer St			2 Poplar Ave			3 Archer St			4 Wilmot Rd			
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Woman							1						1
Man	1	1			2	2	3	1	2	1	1		14
Unknown													
Total	1	1			2	2	4	1	2	1	1		15

Site 5145

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

28 bike/e-bike riders were recorded during the 2 hour survey. This is a **decrease of 22%** compared to 36 in 2023 and a **decrease of 56%** compared to 63 in 2011. The **peak period was 7:00-7:15** with 6 riders. An estimated **11% of the bike + e-bike riders were women**.

1 e-scooter riders were recorded during the 2 hour survey. An estimated **0% of e-scooter riders were women**.

Bike/E-bike rider traffic by time

Bike/E-bike rider gender ratio

Trend

28 Bike/E-bike (96.6%)

1 E-scooter (3.4%)
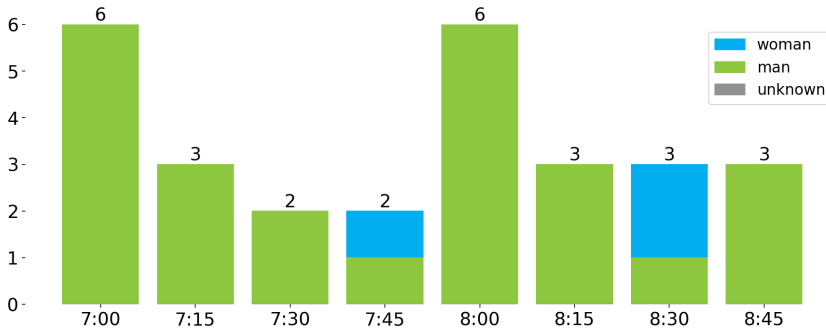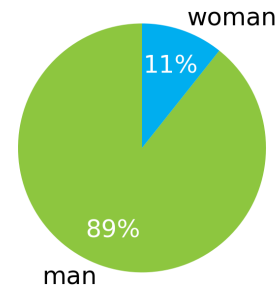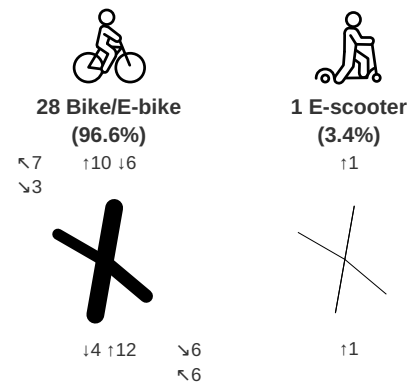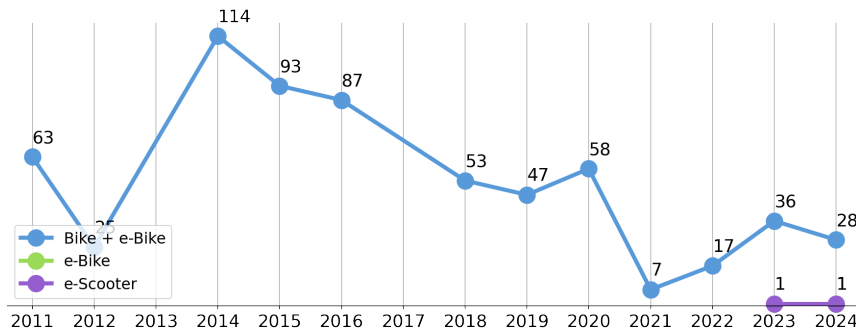
Raw Data

Enter	1 Goulburn Valley Hwy			2 Yahna Gurti' Share Path			3 Hwy Bridge			4 Yahna Gurti' Share Path			
Exit	**2**	**3**	**4**	**1**	**3**	**4**	**1**	**2**	**4**	**1**	**2**	**3**	**Total**
Woman		1							1			1	3
Man	3	3		2		4	9	1	2		2		26
Unknown													
Total	**3**	**4**		**2**		**4**	**9**	**1**	**3**		**2**	**1**	**29**

● Site 5146

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

20 bike/e-bike riders were recorded during the 2 hour survey. This is a **decrease of 17%** compared to 24 in 2023 and a **decrease of 44%** compared to 36 in 2011. The **peak period was 8:15-8:30** with 9 riders. An estimated **40% of the bike + e-bike riders were women**.
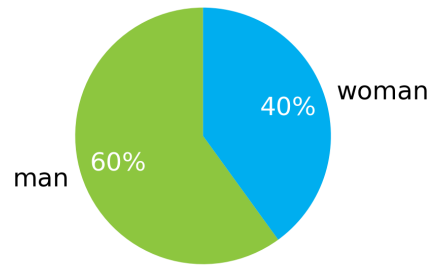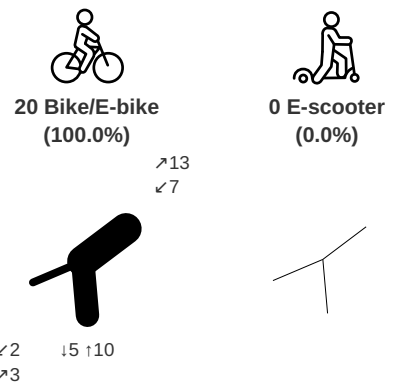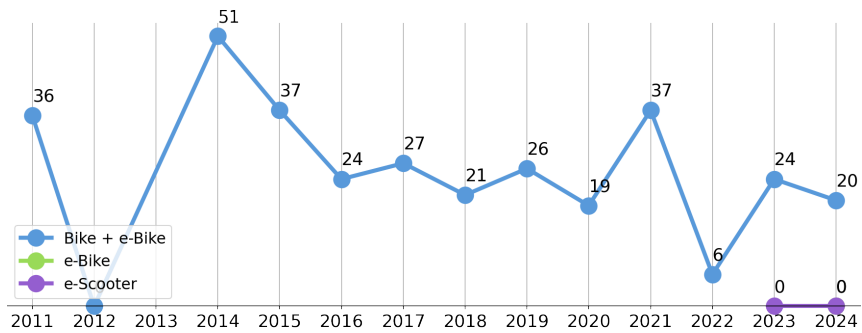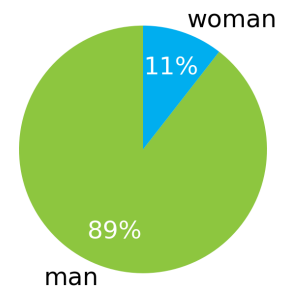
0 e-scooter riders were recorded during the 2 hour survey.

Bike/E-bike rider traffic by time

Bike/E-bike rider gender ratio

Trend

20 Bike/E-bike (100.0%)

↗13
↙7

↙2
↗3   ↓5 ↑10

0 E-scooter (0.0%)
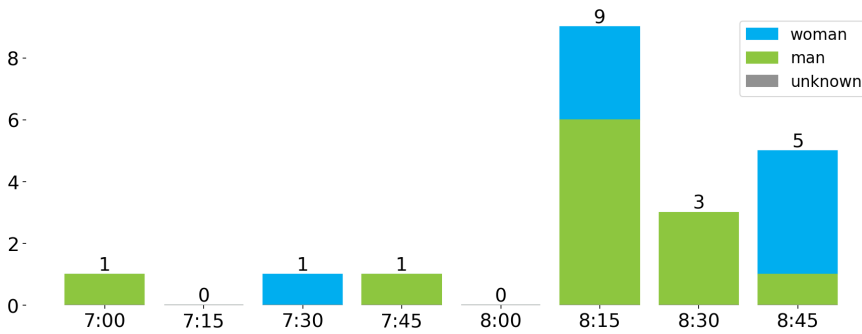
Raw Data

Enter	1 Shepparton-Mooroopna Causeway Path		2 Causeway-Aquamoves Path		3 Shepparton-Mooroopna Causeway Path		
Exit	**2**	**3**	**1**	**3**	**1**	**2**	**Total**
Woman	4		3		1		8
Man	1	2	7		2		12
Unknown							
Total	**5**	**2**	**10**		**3**		**20**

📍 Site 5147

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

19 bike/e-bike riders were recorded during the 2 hour survey. This is a **decrease of 30%** compared to 27 in 2023 and a **decrease of 47%** compared to 36 in 2011. The **peak period was 8:15-8:30** with 6 riders. An estimated **11% of the bike + e-bike riders were women**.

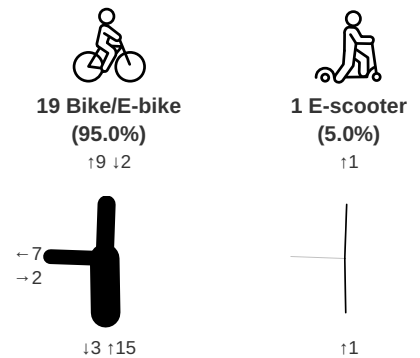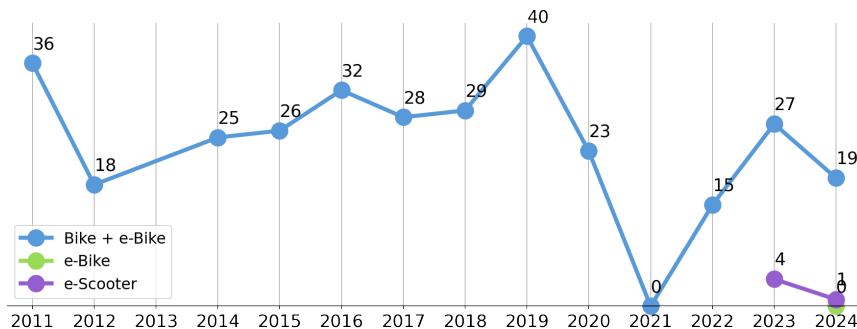**1 e-scooter riders** were recorded during the 2 hour survey. An estimated **0% of e-scooter riders were women**.

Bike/E-bike rider traffic by time

Bike/E-bike rider gender ratio

Trend

19 Bike/E-bike (95.0%)
↑9 ↓2

1 E-scooter (5.0%)
↑1

← 7
→ 2

↓3 ↑15

↑1
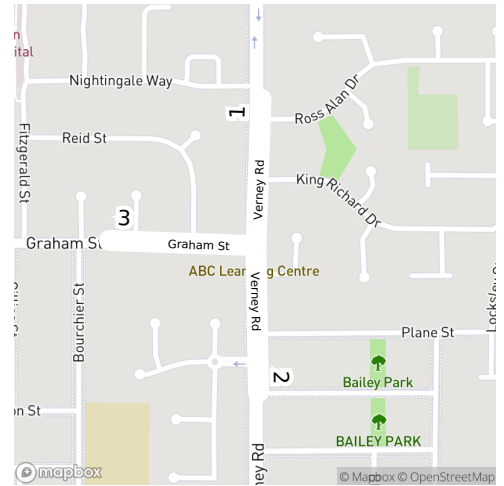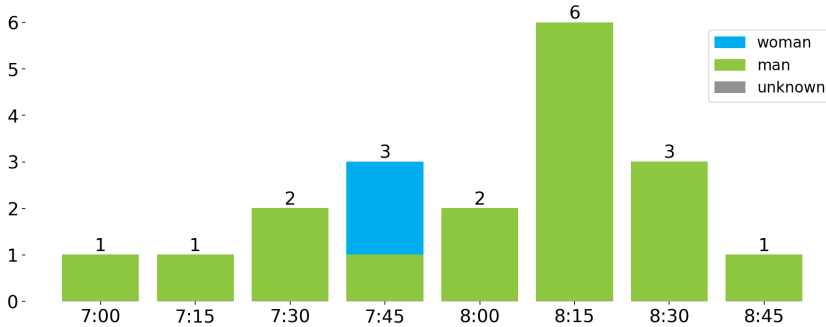
Raw Data

| Enter	1 Verney Rd		2 Verney Rd		3 Graham St		
Exit	**2**	**3**	**1**	**3**	**1**	**2**	**Total**
Woman			1		1		2
Man	2		8	7		1	18
Unknown							
Total	**2**		**9**	**7**	**1**	**1**	**20**

Site 5148

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

16 bike/e-bike riders were recorded during the 2 hour survey. This is a **decrease of 62%** compared to 42 in 2023 and a **decrease of 62%** compared to 42 in 2011. The **peak period was 8:30-8:45** with 4 riders. An estimated **31% of the bike + e-bike riders were women**.
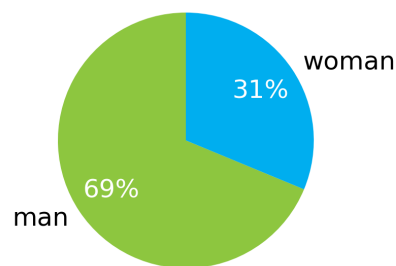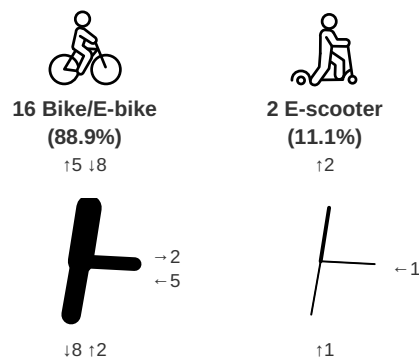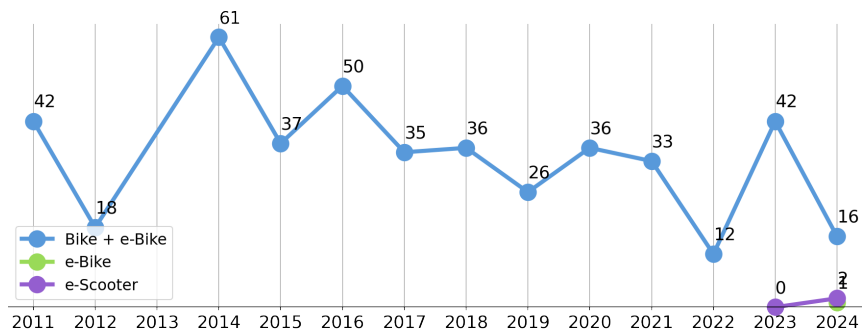
2 e-scooter riders were recorded during the 2 hour survey. An estimated **50% of e-scooter riders were women**.

Bike/E-bike rider traffic by time

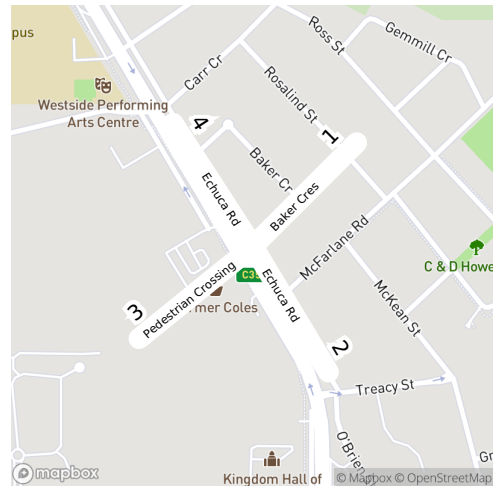## Bike/E-bike rider gender ratio

Trend

16 Bike/E-bike (88.9%)
↑5 ↓8

→ 2
← 5

↓8 ↑2

2 E-scooter (11.1%)
↑2

← 1

↑1
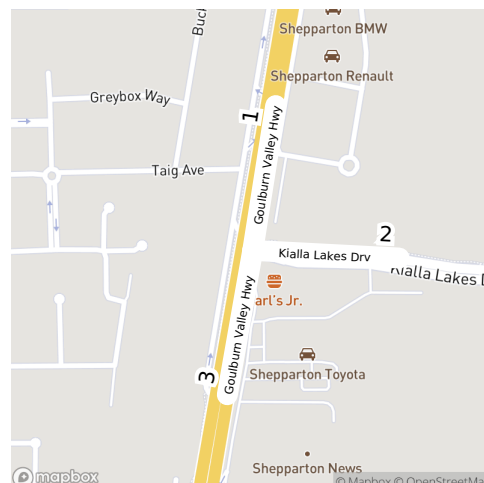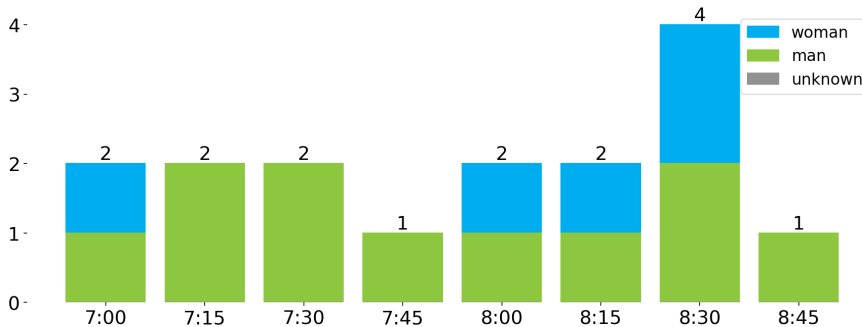
Raw Data

| Enter	1 Goulburn Valley Hwy		2 Kialla Lakes Drv		3 Goulburn Valley Hwy		
Exit	**2**	**3**	**1**	**3**	**1**	**2**	**Total**
Woman	1	1		1	3		6
Man	1	5	4	1	1		12
Unknown							
Total	**2**	**6**	**4**	**2**	**4**		**18**

🔴 Site 5883

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

13 bike/e-bike riders were recorded during the 2 hour survey. This is an **increase of 30%** compared to 10 in 2023 and a **decrease of 7%** compared to 14 in 2012. The **peak period was 8:30-8:45** with 3 riders. An estimated **0% of the bike + e-bike riders were women**.

1 e-scooter riders were recorded during the 2 hour survey. An estimated **0% of e-scooter riders were women**.
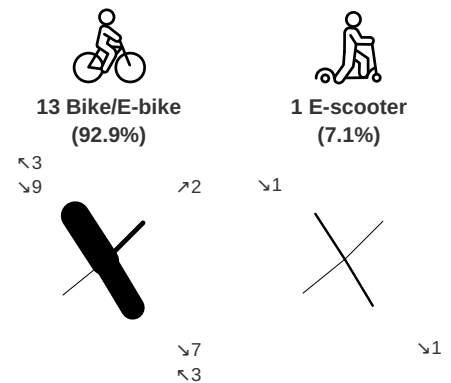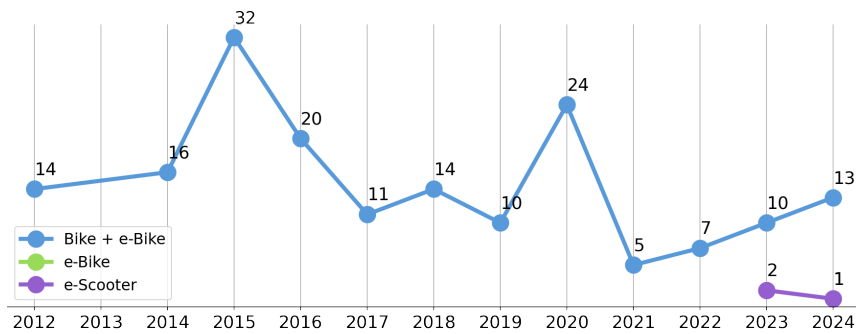
Bike/E-bike rider traffic by time

Bike/E-bike rider gender ratio

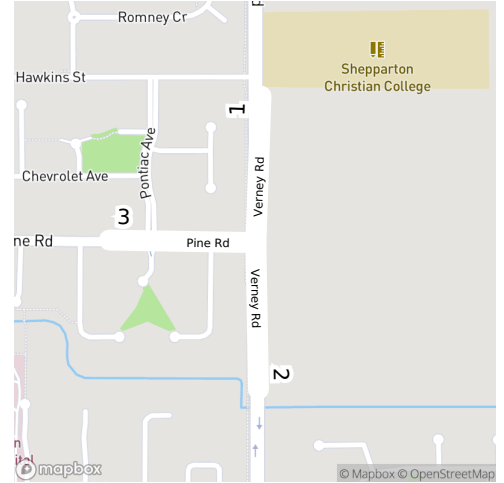

100%
man

Trend

13 Bike/E-bike
(92.9%)

1 E-scooter
(7.1%)
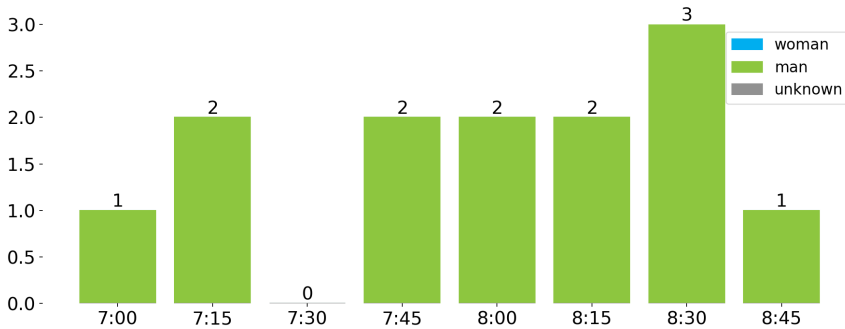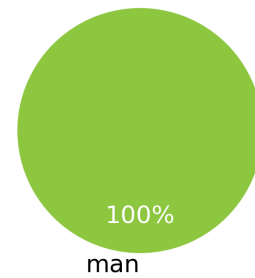
Raw Data

| Enter	1 Baker Cres			2 Echuca Rd			3 Pedestrian Crossing			4 Echuca Rd			
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Woman													
Man						3				2	9		14
Unknown													
Total						**3**				**2**	**9**		**14**

🔴 Site 5884

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

23 bike/e-bike riders were recorded during the 2 hour survey. This is an **increase of 44%** compared to 16 in 2023 and an **increase of 44%** compared to 16 in 2012. The **peak period was 7:00-7:15** with 10 riders. An estimated **26% of the bike + e-bike riders were women**.
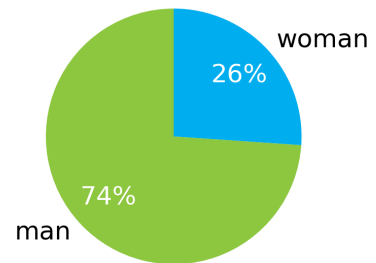
1 e-scooter riders were recorded during the 2 hour survey. An estimated **0% of e-scooter riders were women**.
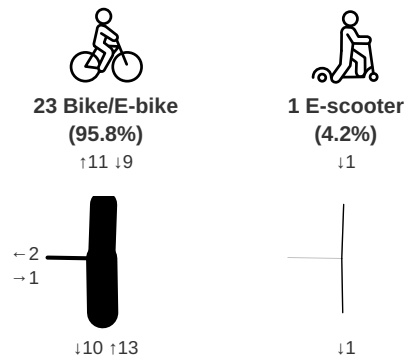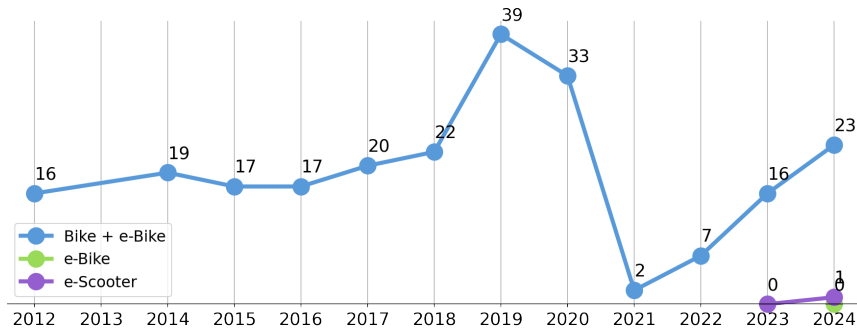
Bike/E-bike rider traffic by time

Bike/E-bike rider gender ratio

Trend

23 Bike/E-bike (95.8%)
↑11 ↓9

1 E-scooter (4.2%)
↓1

← 2
→ 1

↓10 ↑13

↓1
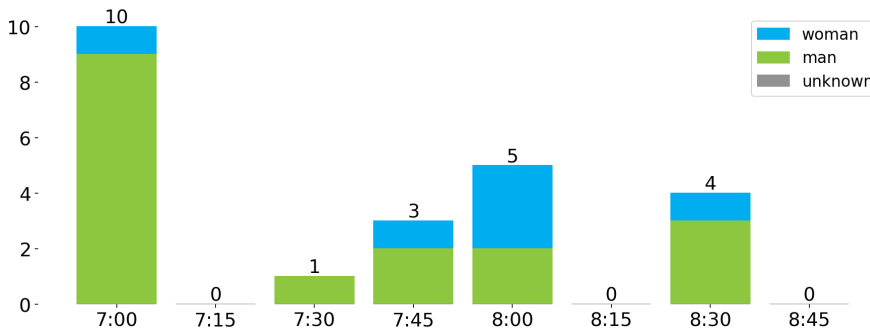
Raw Data

| Enter	1 Verney Rd		2 Verney Rd		3 Pine Rd		
Exit	**2**	**3**	**1**	**3**	**1**	**2**	**Total**
Woman	4		2				6
Man	6		9	2	1		18
Unknown							
Total	**10**		**11**	**2**	**1**		**24**

⬤ Site 6356

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

24 bike/e-bike riders were recorded during the 2 hour survey. This is an **increase of 100%** compared to 12 in 2023 and an **increase of 4%** compared to 23 in 2014. The **peak period was 8:15-8:30** with 5 riders. An estimated **17% of the bike + e-bike riders were women**.
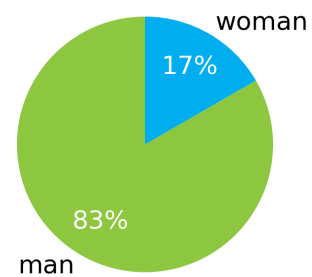
1 e-scooter riders were recorded during the 2 hour survey. An estimated **0% of e-scooter riders were women**.
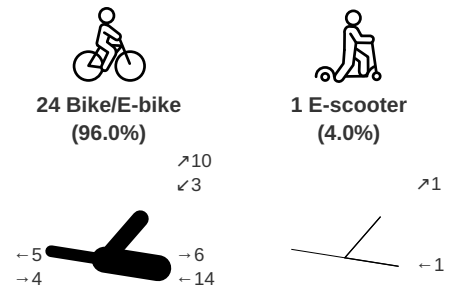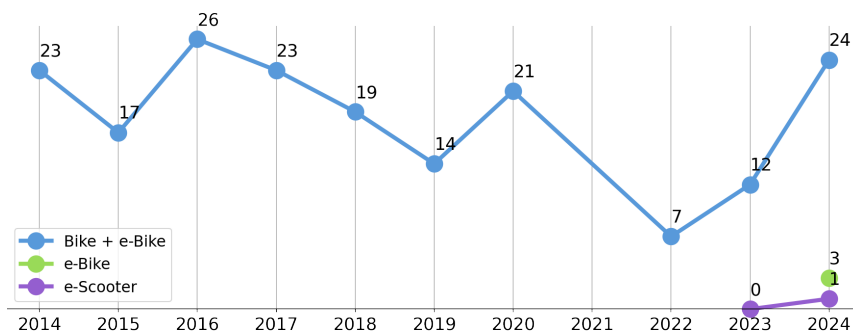

Bike/E-bike rider traffic by time

Bike/E-bike rider gender ratio

Trend

24 Bike/E-bike (96.0%)

↗10
↙3
←5 →6
→4 ←14

1 E-scooter (4.0%)

↗1
←1
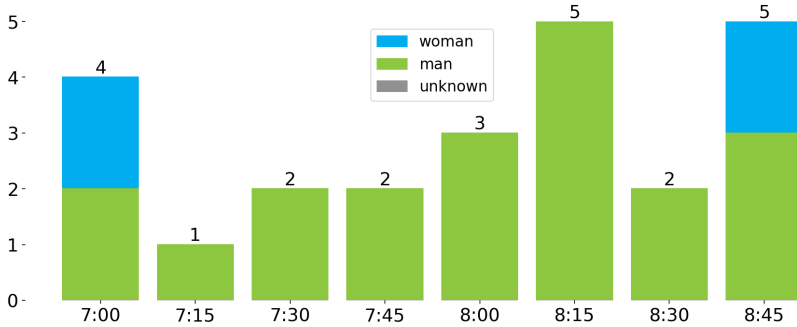
Raw Data

| Enter	1 Johnson St		2 Hayes St to railway line		3 Hayes St to lake		
Exit	**2**	**3**	**1**	**3**	**1**	**2**	**Total**
Woman			2	1		1	4
Man	4		8	5	1	3	21
Unknown							
Total	**4**		**10**	**6**	**1**	**4**	**25**

🔴 Site 6695

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

12 bike/e-bike riders were recorded during the 2 hour survey. This is an **increase of 33%** compared to 9 in 2023 and a **decrease of 25%** compared to 16 in 2015. The **peak period was 7:15-7:30** with 3 riders. An estimated **33% of the bike + e-bike riders were women**.
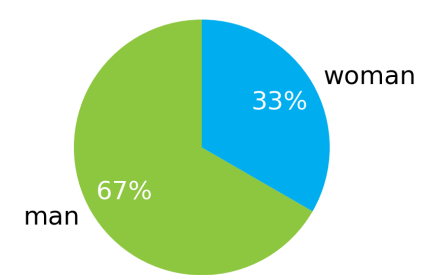
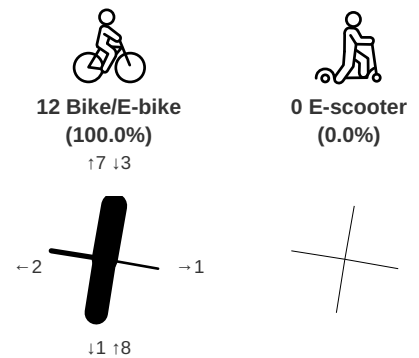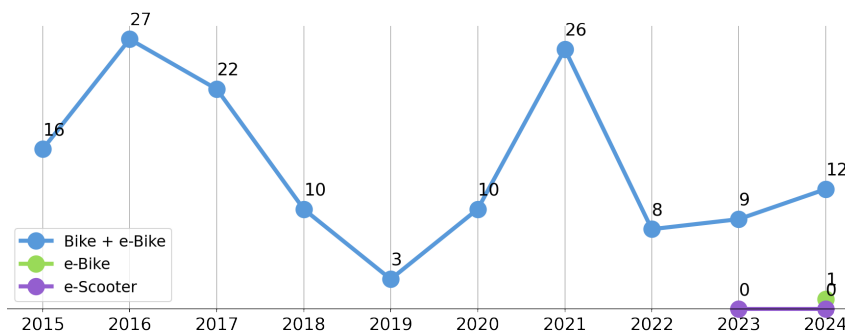**0 e-scooter riders** were recorded during the 2 hour survey.

Bike/E-bike rider traffic by time
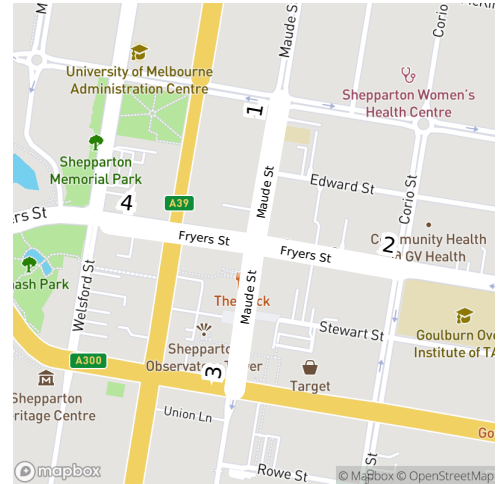

Bike/E-bike rider gender ratio

Trend

12 Bike/E-bike (100.0%)

↑7 ↓3

←2 →1

↓1 ↑8

0 E-scooter (0.0%)
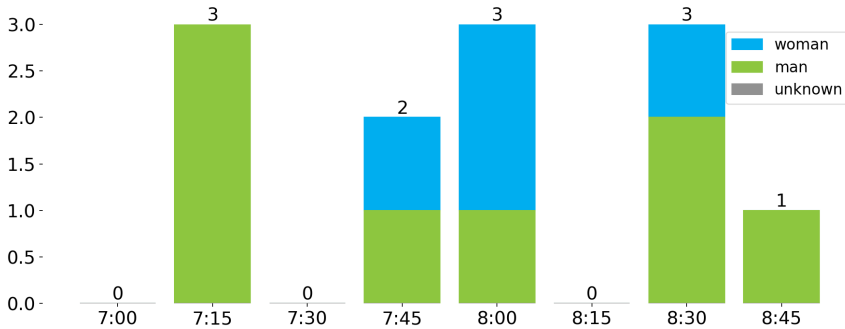
Raw Data

| Enter	1 Corio St			2 Vaughan St			3 Corio St			4 Vaughan St			
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Woman		1					3						4
Man	1	1					4	1	1				8
Unknown													
Total		1	2				7	1	1				12

Site 7061

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

16 bike/e-bike riders were recorded during the 2 hour survey. This is an **increase of 7%** compared to 15 in 2023 and a **decrease of 30%** compared to 23 in 2017. The **peak period was 7:15-7:30** with 4 riders. An estimated **12% of the bike + e-bike riders were women**.
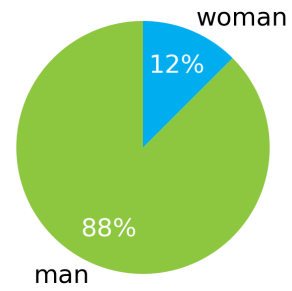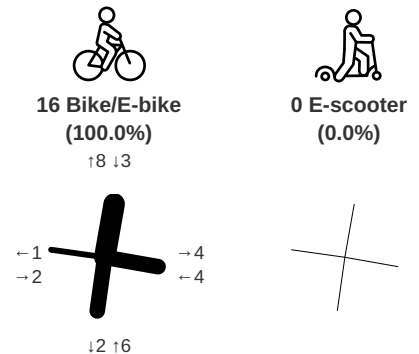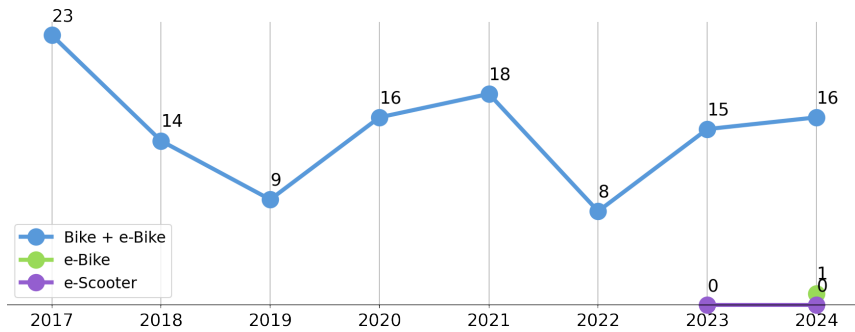
0 e-scooter riders were recorded during the 2 hour survey.

Bike/E-bike rider traffic by time

Bike/E-bike rider gender ratio

Trend

16 Bike/E-bike (100.0%)

↑8 ↓3

←1
→2

→4
←4

↓2 ↑6

0 E-scooter (0.0%)
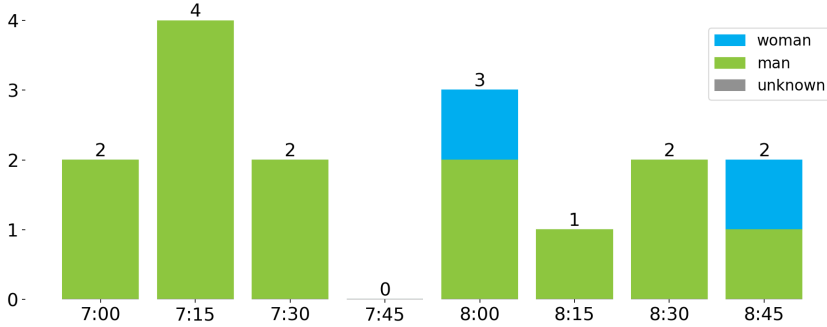
Raw Data

Enter	1 Maude St			2 Fryers St			3 Maude St			4 Fryers St			
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Woman	1						1						2
Man	1	1		3		1	4	1			2	1	14
Unknown													
Total	2	1		3		1	5	1			2	1	16

⬤ Site 7062

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

18 bike/e-bike riders were recorded during the 2 hour survey. This is a **decrease of 38%** compared to 29 in 2023 and a **decrease of 31%** compared to 26 in 2017. The **peak period was 8:00-8:15** with 4 riders. An estimated **28% of the bike + e-bike riders were women**.

1 e-scooter riders were recorded during the 2 hour survey. An estimated **0% of e-scooter riders were women**.

Bike/E-bike rider traffic by time
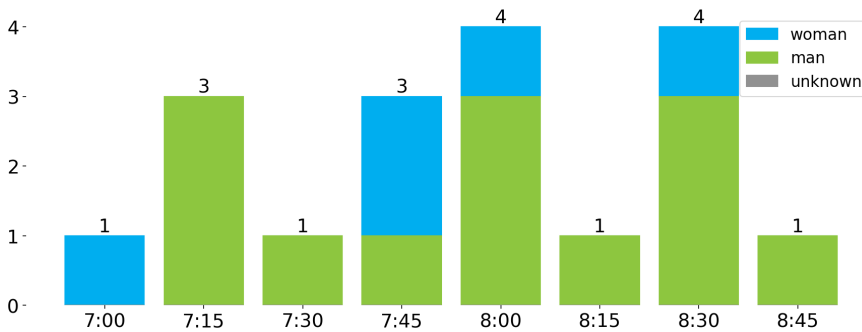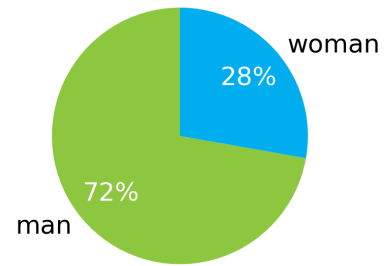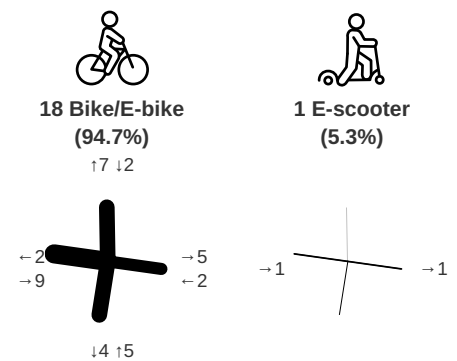
Bike/E-bike rider gender ratio

Trend

18 Bike/E-bike (94.7%)
↑7 ↓2

1 E-scooter (5.3%)
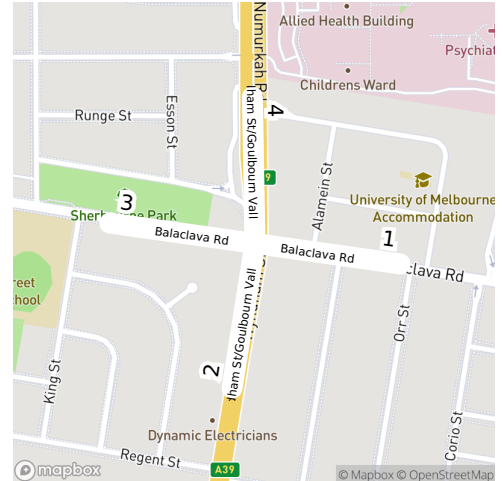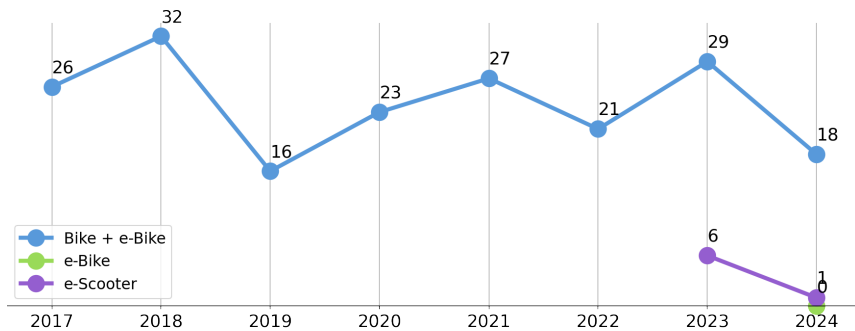
Raw Data

Enter	1 Balaclava Rd			2 Wyndham St/Goulbourn Valley Hwy			3 Balaclava Rd			4 Wyndham St/Goulbourn Valley Hwy			Total
Exit	**2**	**3**	**4**	**1**	**3**	**4**	**1**	**2**	**4**	**1**	**2**	**3**	**Total**
Woman		1	1		1	1	1						5
Man					3	5	2	2			2		14
Unknown													
Total		**1**	**1**		**1**	**4**	**6**	**2**	**2**		**2**		**19**

Site 7063

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

14 bike/e-bike riders were recorded during the 2 hour survey. This is an **increase of 75%** compared to 8 in 2023 and a **decrease of 70%** compared to 47 in 2017. The **peak period was 8:30-8:45** with 3 riders. An estimated **29% of the bike + e-bike riders were women**.

0 e-scooter riders were recorded during the 2 hour survey.

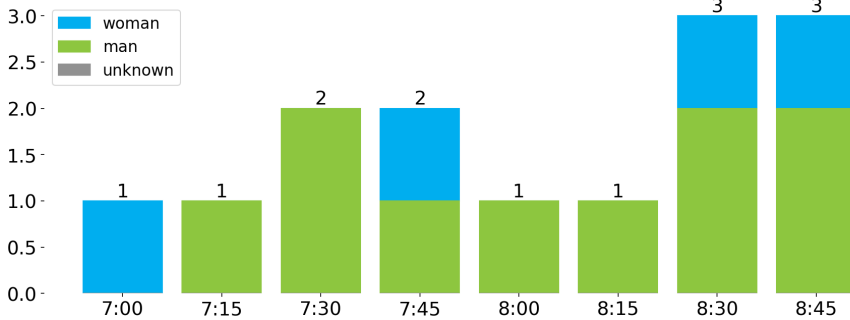## Bike/E-bike rider traffic by time

Bike/E-bike rider gender ratio

woman 29%

man 71%

Trend

14 Bike/E-bike (100.0%)
↑4

0 E-scooter (0.0%)

←3
→4
→5
←2
↓2 ↑8
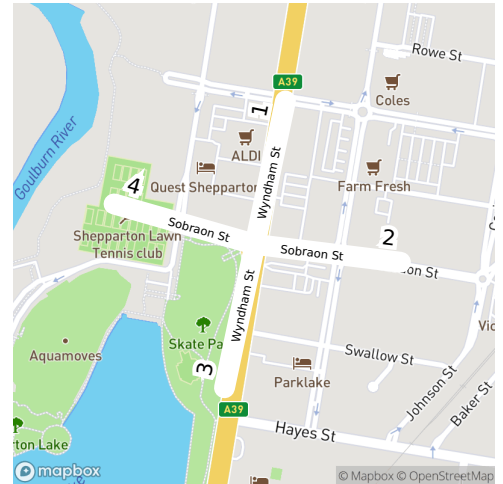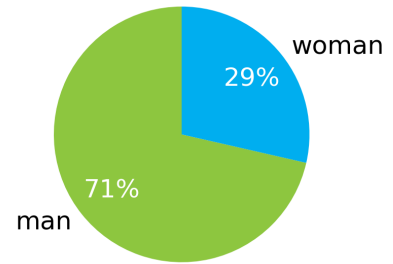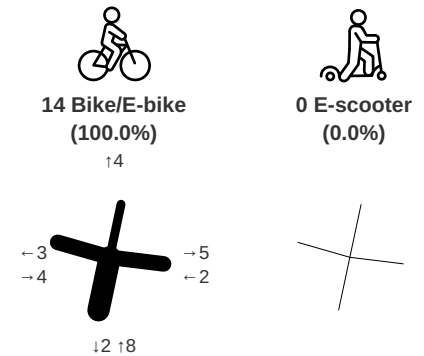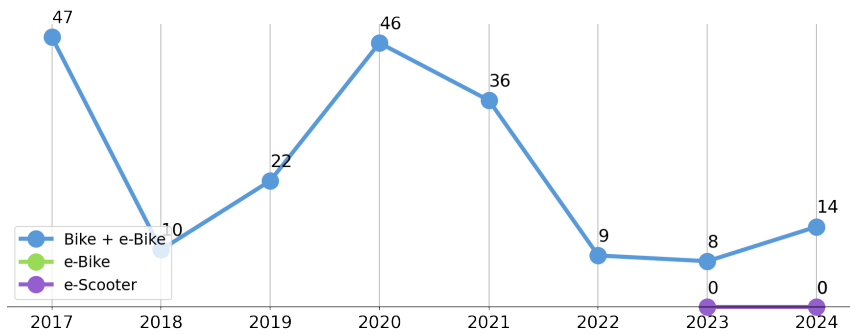
Raw Data

Enter	1 Wyndham St			2 Sobraon St			3 Wyndham St			4 Sobraon St			
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Woman					1		2		1				4
Man						1	1	3	1	1	2	1	10
Unknown													
Total					1	1	3	3	2	1	2	1	**14**

⬤ 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 $70, or place this contribution toward a Bicycle Network membership.

The 2024 Super Tuesday South count raised **$70,420** in donations, strengthening local communities and building better active transport outcomes.

$3,010
Fundraisers

$25,830
Charities and
not-for-profits

$41,580
Clubs and
community
groups

$70,420 Total
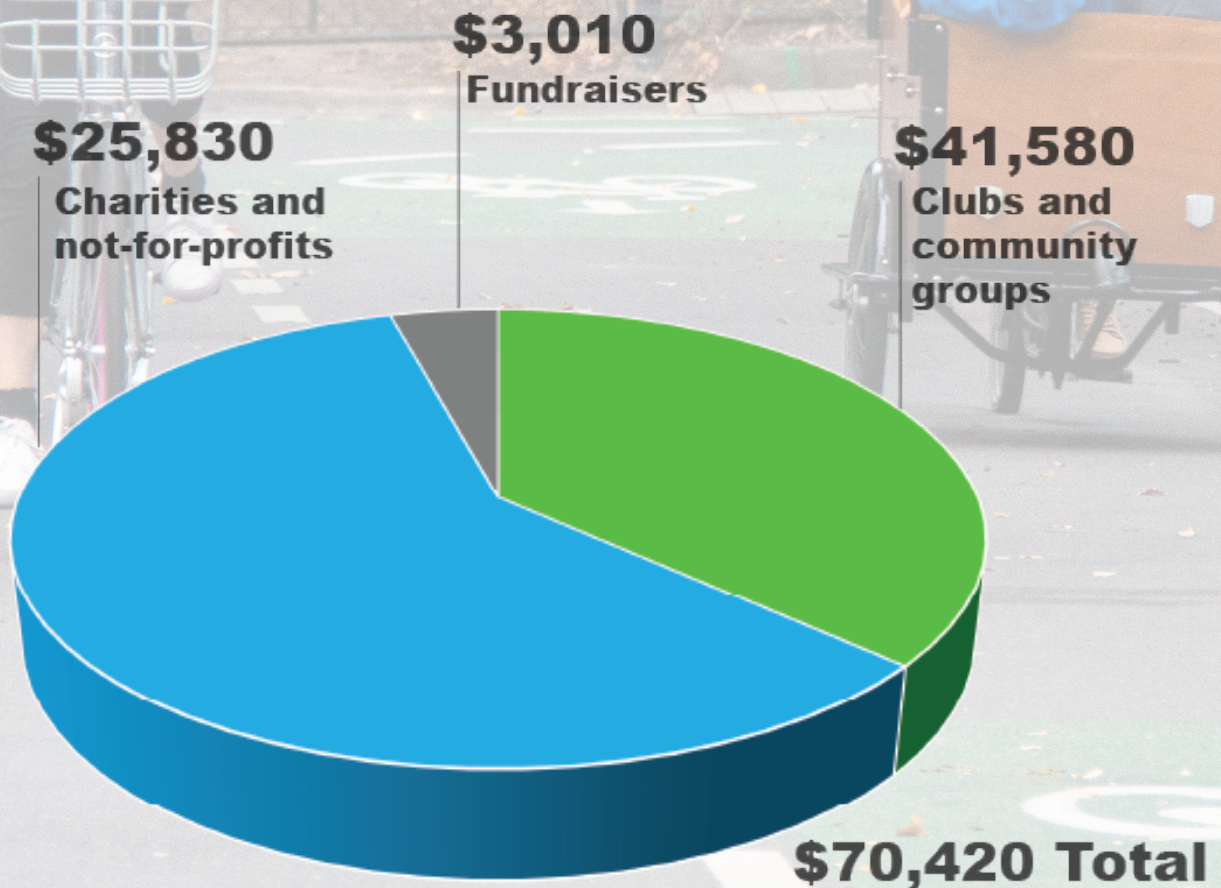
BICYCLE
N E T W O R K®

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