



Greater Hobart Commuter Tuesday bike counts 5 March 2024



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Overview of bike counts – Tuesday 5 March 2024

Counts are usually carried out on the first Tuesday in March each year recording cyclists travelling through a number of selected intersections during the morning peak between 7am and 9am. The direction of travel into and exiting the intersection is recorded.

This report is a summary of the data collected on 5 March 2023.

Weather observations at Battery Point

Min 8C Max 23C

Temperature at 9am: 12C

Rainfall: 0mm

Max wind gust at 7.23am: 35km/h

Counts were carried out at 52 intersections across Greater Hobart:

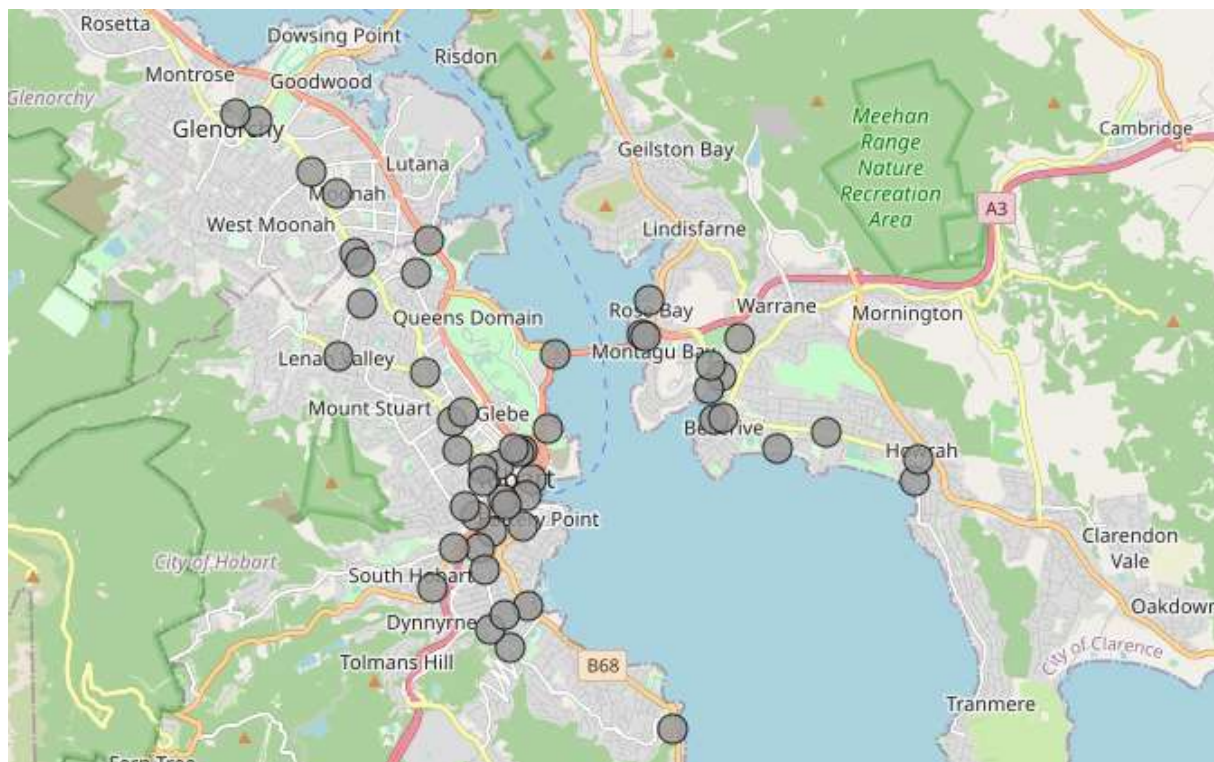
Glenorchy – 8 sites

Clarence – 12 sites

Hobart – 30 sites

Kingborough – 2 sites

A Kml file containing the data for each count site, for viewing on Google Earth, is available at www.cyclingsouth.org



Acknowledgements

A big thank you Bicycle Network and the volunteers who make the counts possible. In particular Greg Dutkowski who does an enormous amount of background work to collate the data.

Overall comments

The main picture is that the post pandemic recovery continues for almost all sites, but generally the numbers are still down in the long term compared to highs of 10 years ago. The table below does not reflect the number of riders as people may have been counted riding through multiple intersection but it gives us an impression of changes (up or down) in rider numbers.

	2023	2024
All bikes	2651	3793 (incl. 859 e-bikes)
Scooters	459	460

E-bike use seemed to be spread all over while the highest proportion of scooters seems to be near schools. Approximately 1 in 4 bicycles counted in Hobart are e-bikes compared to Melbourne where it is 1 in 10.

Best performing sites:

Clarence Foreshore Trail

- Howrah Road intersection – Highest number recorded at the site (55)
- Alexandra Esplanade / High St intersection – Equal highest number recorded at the site (37)
- Rose Bay Esplanade / Topham St intersection - Second highest number recorded at the site (60)

Molle St

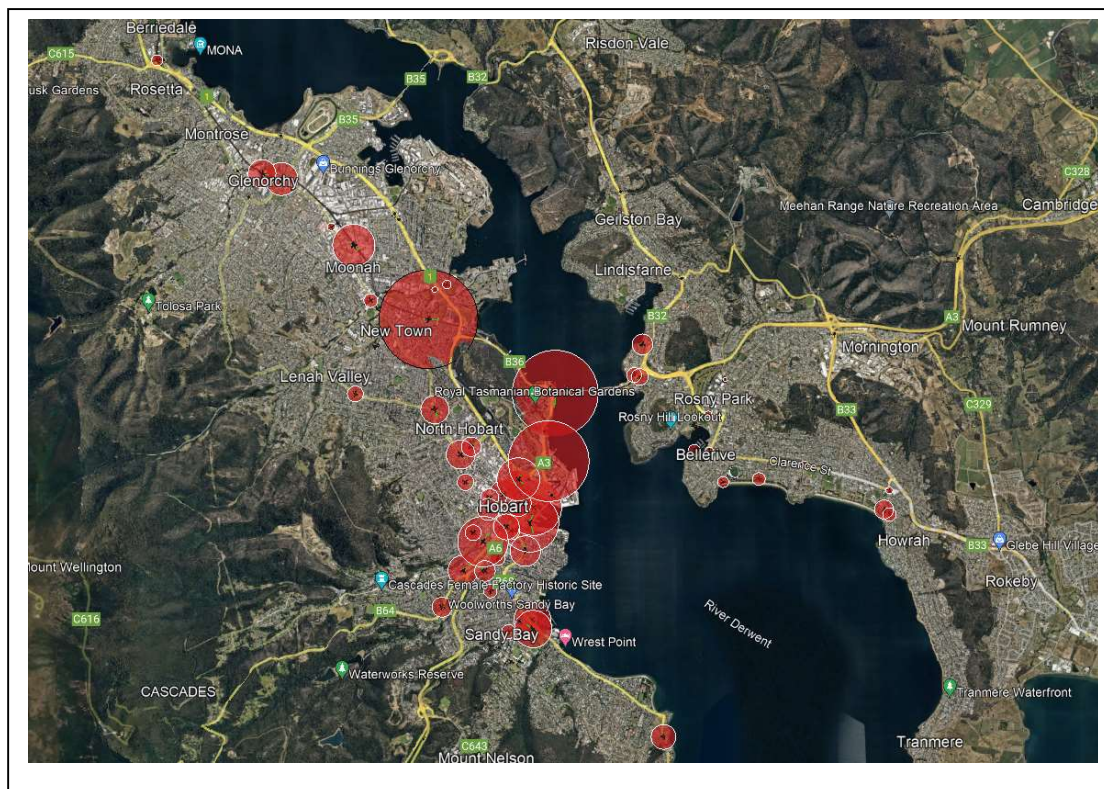
- Hobart Rivulet Track/Collins St intersection – Second highest number recorded at the site (147) and the first year counted since a signalised crossing was installed.
- Goulburn St – Highest number recorded at the site (46)

Bathurst St

- Harrington St intersection – Second highest number recorded at site (64)
- Elizabeth St intersection – Highest number recorded at the site (83)

Murray St

- Warrick St intersection – Second highest number recorded at the site (48)



Gender breakdown

Column Labels		bicycle					micro				
Row Labels	Sum of 2019	Sum of 2020	Sum of 2021	Sum of 2022	Sum of 2023	Sum of 2019	Sum of 2020	Sum of 2021	Sum of 2022	Sum of 2023	
female	981	1127	929	518	738				0	113	
male	2736	2963	2421	1457	1997				0	334	
not known	18	55	29	34	52				0	28	
Grand Total	3735	4145	3379	2009	2787				0	475	

Greater Hobart	2019	2020	2021	2022	2023	2024
Percentage of females	26%	27.5%	28%	26%	27%	28%

Generally, the more bike friendly a route is, the higher the numbers of female riders. Demographics also play a part. South Hobart has the highest percentage of female riders which may explain why it has the highest level of cycling mode share overall.

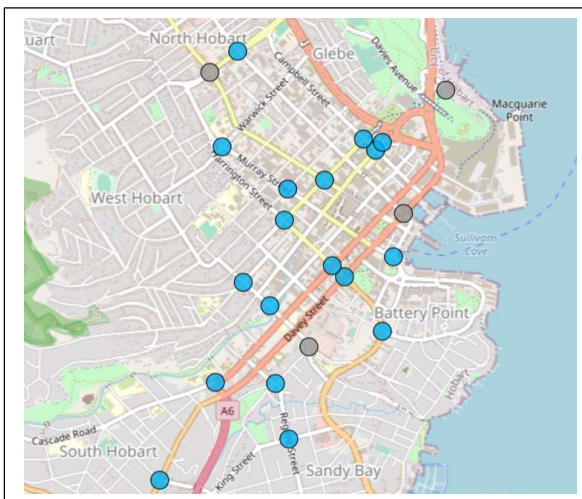
Location	Intersection	LGA	% of female riders 2022	% of female riders 2023	% of female riders 2024
South Hobart	Collins St / Molle St	Hobart	35%	45%	42%
New Town	Intercity Cycleway at Bay Rd	Hobart	20%	25%	41%
South Hobart	Macquarie St / Southern Outlet	Hobart	35%	46%	39%
South Hobart	Davey St at Lynton Ave	Hobart	35%	41%	38%
North Hobart	Elizabeth St / Burnett St	Hobart	22%	48%	36%
New Town	Augusta Rd / New Town Rd	Hobart	22%	33%	32%
Sandy Bay	Regent St at Fitzroy Place	Hobart	38%	28%	32%
Sandy Bay	Marievile Esp / Sandy Bay Rd	Hobart	30%	27%	31%
Bellerive	Ferry terminal at boardwalk	Clarence		30%	28%
Lindisfarne	Clarence Foreshore Trail – Lenna St	Clarence			28%
Hobart	Intercity cycleway at Regatta Grounds	Hobart	25%	24%	27%
Waterfront	PW1 Morrison/Murray/Castray	Hobart	30%	23%	27%
Hobart	Intercity cycleway at Tasman Bridge	Hobart	24%	23%	27%
Taroona	Channel Hwy at schools	Kingborough	27%	29%	23%
Moonah	Intercity Cycleway at Sunderland	Glenorchy		26%	20%
Howrah	Clarence Foreshore Trail at Howrah Rd	Clarence	24%	21%	16%
Bellerive	Clarence Foreshore Trail – Alexander Ave	Clarence	43%	36%	11%

E-bike usage by gender

Year/Gender	Bicycle	E-Bike	Scooter	
2015		3799		
female		745		
male		2989		
not known		65		
2016		3895		
female		879		
male		2976		
not known		40		
2017		3853		
female		917		
male		2901		
not known		35		
2018		3533		
female		932		
male		2584		
not known		17		
2019		3516		
female		920		
male		2578		
not known		18		
2020		3895		
female		1053		
male		2788		
not known		54		
2021		3220		
female		882		
male		2311		
not known		27		
2022		1924	0	
female		494	0	
male		1397	0	
not known		33	0	
2023		2651	459	
female		706	110	
male		1894	321	
not known		51	28	
2024		2934	859	460
female		708	365	115
male		2190	479	340
not known		36	15	5

Hobart Count sites

30 sites were counted in Hobart

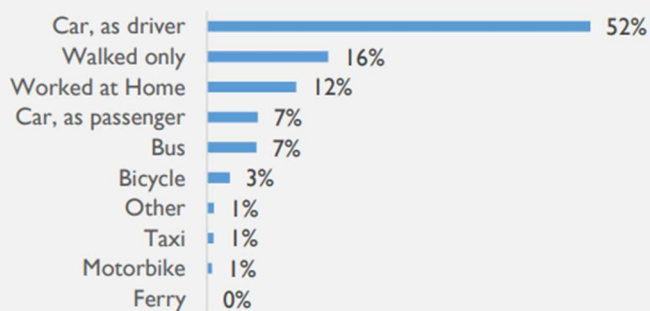


Hobart

About 59 per cent of Hobart residents travel to work by car with the majority driving (52 per cent) rather than being a passenger (7 per cent).

In Hobart, 16 per cent of residents walked to work, 6 per cent used the bus, and 3 per cent travelled by bicycle.

The proportion of Hobart residents that work from home (12 per cent) doubled since the 2016 Census.



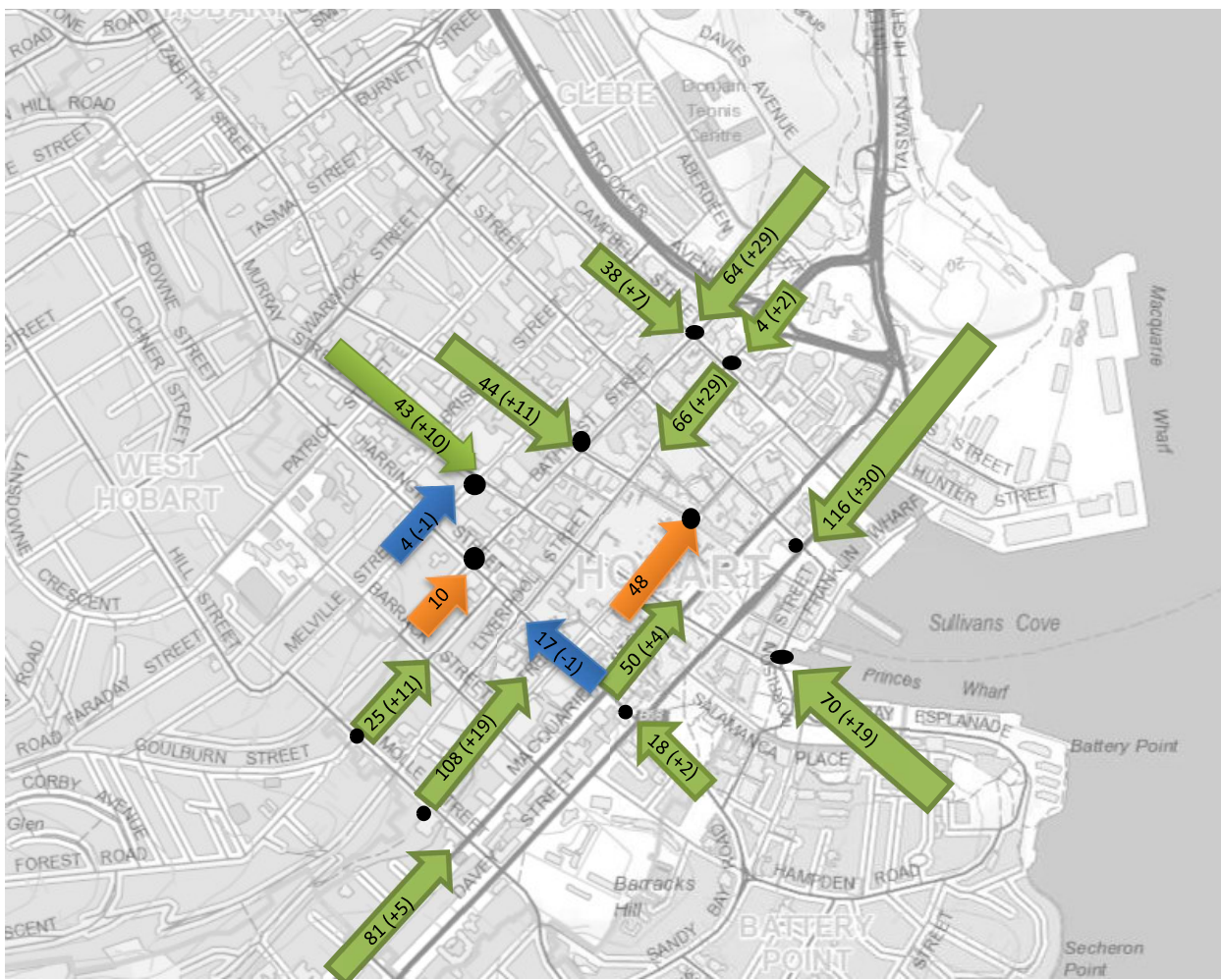
Australian Bureau of Statistics 2021 census data



Hobart’s only separated cycleway on Degraives St, South Hobart. New separated cycleways are planned for installation on Campbell St and Argyle St in 2024.

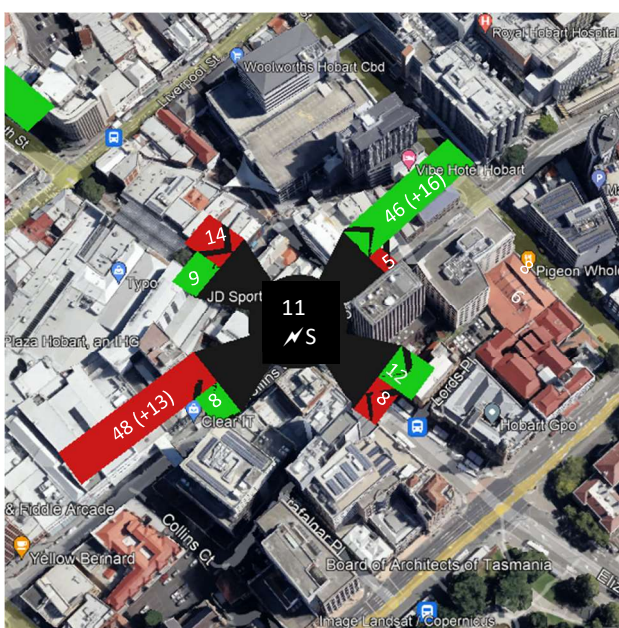
Access routes to CBD

The map (below) shows the volume of riders entering the central Hobart area between 7am and 9am from the count sites.

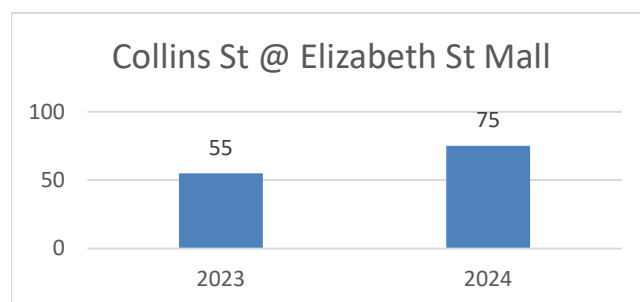


Green arrows show sites where there has been an increase since 2023, blue arrows show a decrease in counts and orange indicates a site with no change.

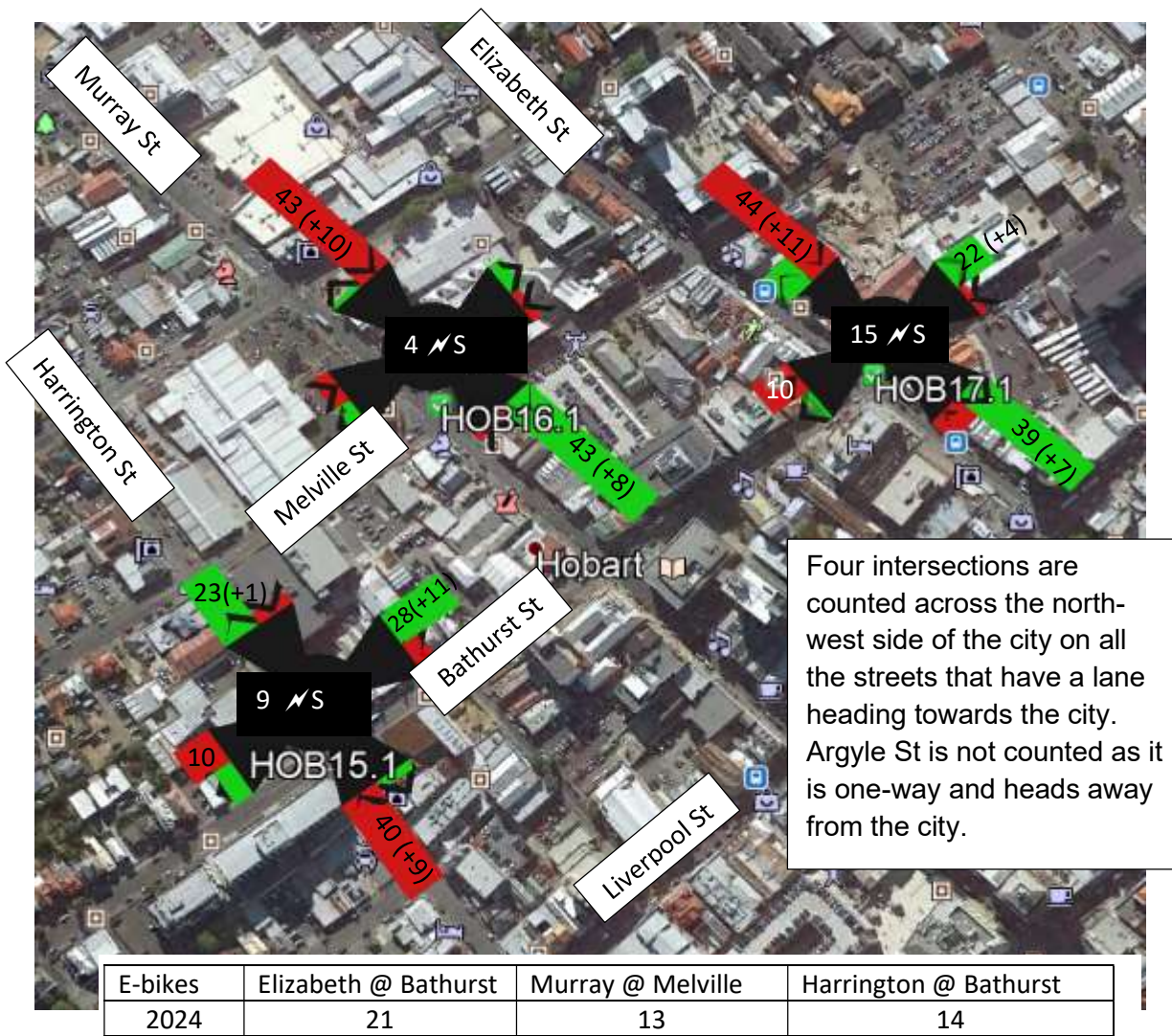
City Centre - Collins St at Elizabeth St mall



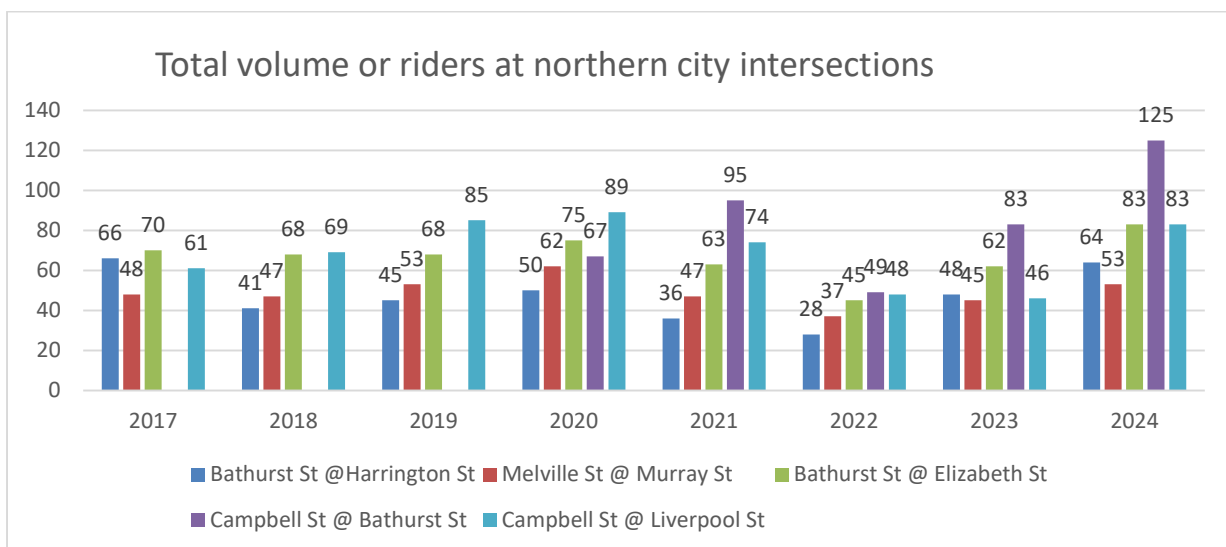
Riding is not allowed in the mall after 8am but 15 riders were counted using the mall after 8am (presumably walking their bikes).
8 riders were recorded going contra-flow up Collins Street in the one-way section.
22 e-bikes were counted.



From West Hobart and North Hobart to city

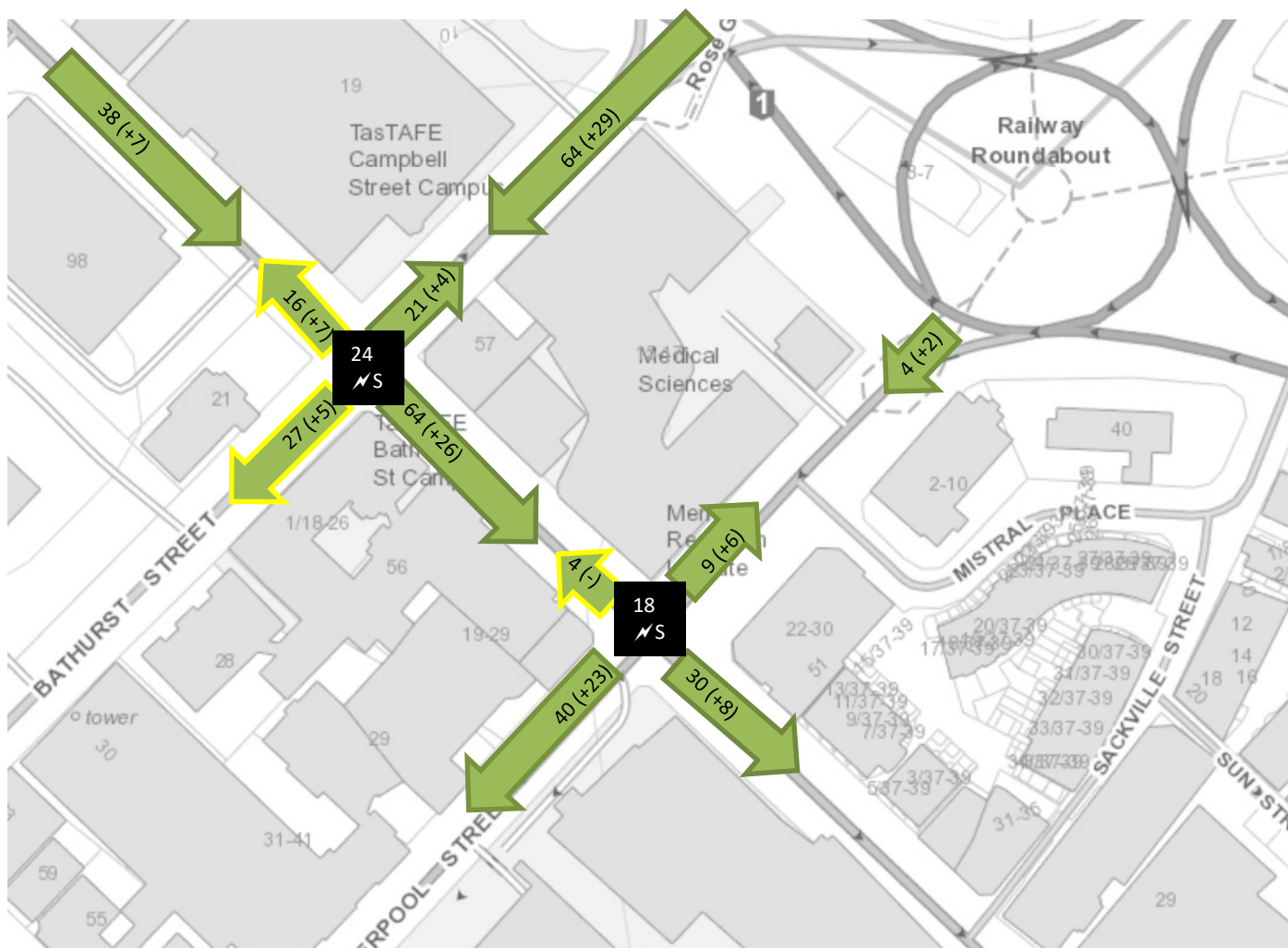
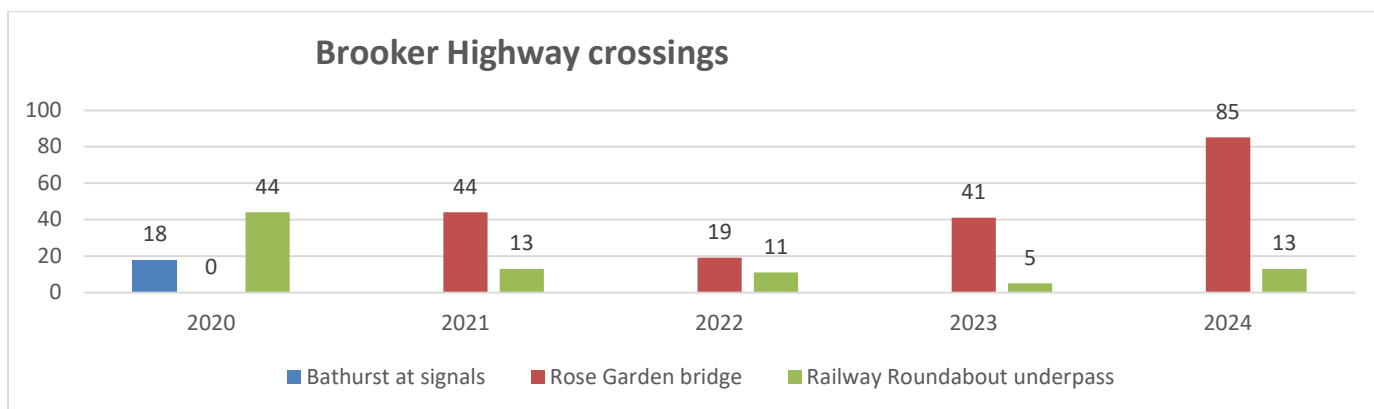


Murray St is the most direct route from West Hobart and even though it has no infrastructure, it is downhill which makes it easier for confident riders to move with the traffic. Elizabeth St and Campbell St have similar volumes of riders who potentially come from Mt Stuart, New Town and Lenah Valley rather than West Hobart. Route choice is most likely determined by the destination.



From North East to City and UTAS Medical Precinct

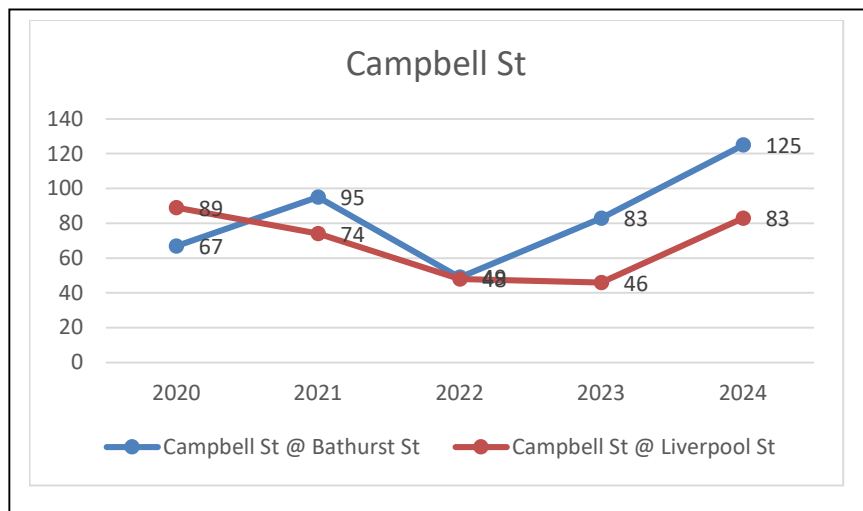
The Rose Garden Bridge was open for the first time during the 2021 commuter counts. The bridge provides an alternative crossing point over the Brooker Hwy to the Railway Roundabout underpass at Liverpool St (with steps) and the traffic signals at Bathurst St. The data indicates that the majority of riders have deviated from the previous crossing points and are now using the bridge to cross the highway in both directions.



The counts show that footpaths are being used to travel contra-flow along the one-way city streets (arrows highlighted in yellow on the map). Locations that have an increase in ridership are shown with a green arrow, with the change from 2023 shown in brackets.

Campbell St at Bathurst St

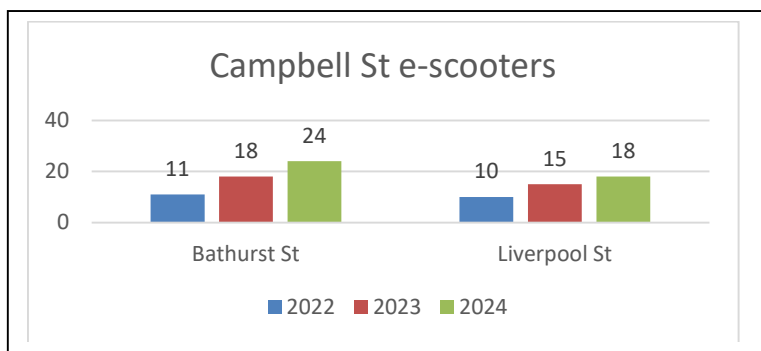
The Bathurst/Campbell St intersection has seen a steady increase in cycling traffic since the Rose Garden Bridge opened in 2021. The counter at the Bathurst St intersection noted *“Many people ride on the footpath, due to one-way streets. This doesn't seem to be a problem.”* Many riders turn off Campbell St at Bathurst St and ride contra-flow towards the city, which explains the lower numbers counted at the Liverpool St intersection.



In past counts it has been reported that TAFE employees ride their bikes over the bridge and then zip across the road into the carpark without coming to the corner, so are not counted.

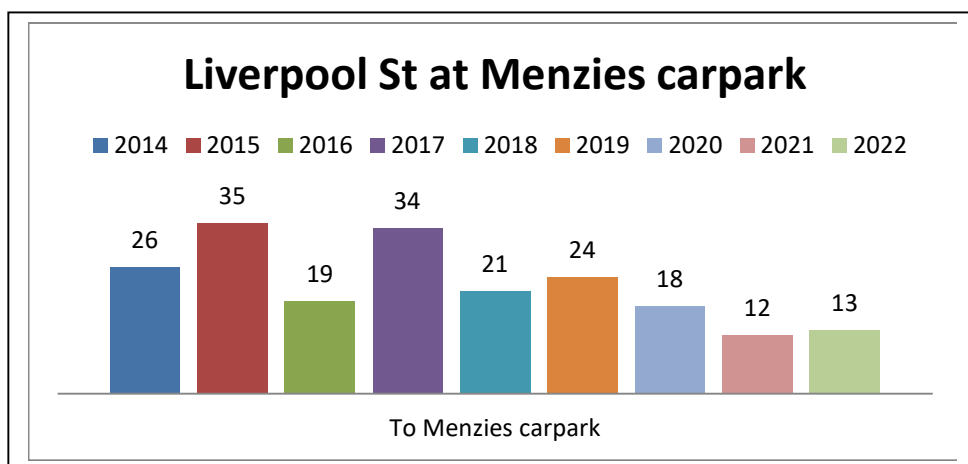
Campbell St at Liverpool St

The counter observed *“All riders of e-skateboards were male, e-scooter riders were both male and female. A couple of the e-scooters were purple Beam scooters, all others private vehicles. Approx half of e-skateboards were ridden on the footpath, the other half on the road. In all cases where bicycle/scooter riders are recorded as travelling against the direction of the one-way street, they were on the footpath, either riding or walking. Road works with a restricted lane and hospital building works on the hospital corner didn't appear to affect traffic flow but may have affected rider behaviour (more difficult to walk bike on footpath due to altered pedestrian access).”*



Mistral Place/Menzies carpark

The count site at Mistral Place/Liverpool/Menzies carpark was last counted in 2022 as the number of riders using Liverpool St has dropped off since the Rose Garden Bridge opened. In 2022 the counter at the Menzies carpark entrance on Liverpool St observed *“Mainly pedestrians and quiet until after 8am. Seemed like people were lifting bikes up*

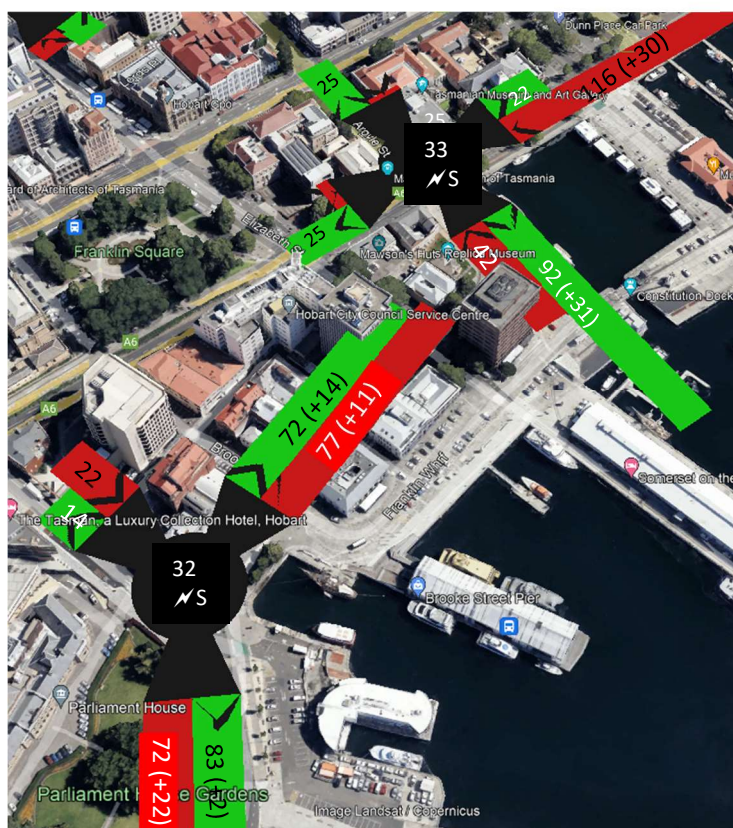
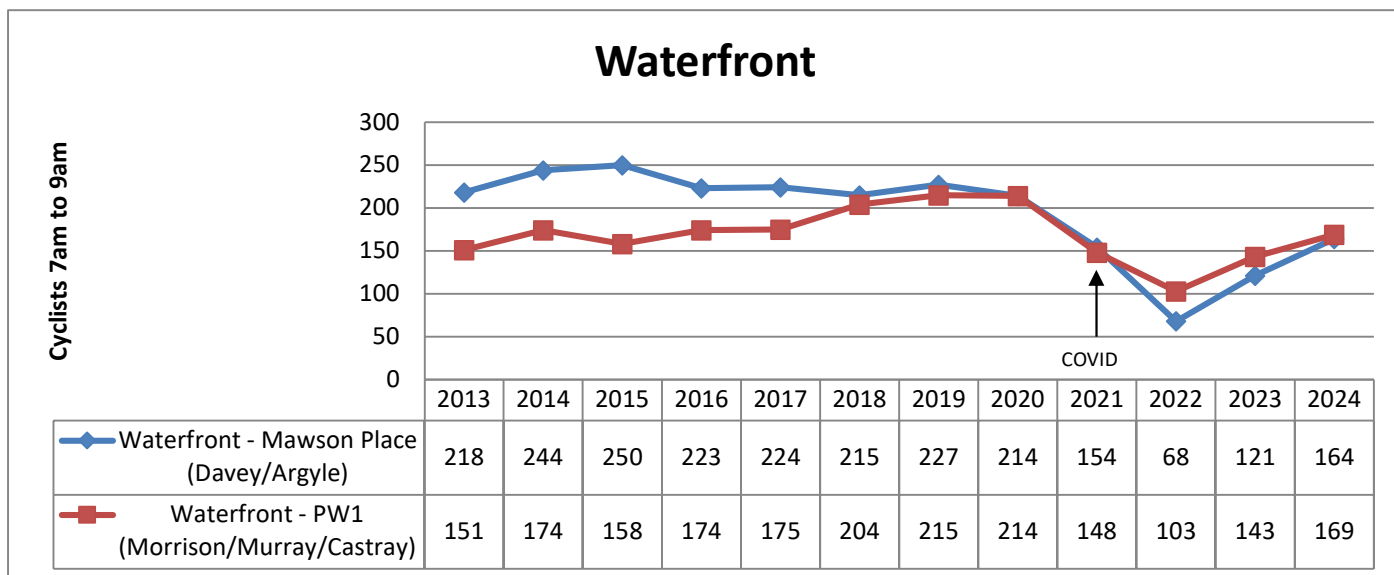


steps from underground walkway on roundabout side. Also observed multiple buses arriving at once opposite the Menzies Med School and at times the buses blocked Mistral Place. The bus stop side became very congested at times and traffic was held up for a few minutes if multiple buses arrived at once.

Waterfront

Rider numbers are starting to recover since COVID and the number of riders recorded at PW1 has surpassed the number of riders at Mawson Place.

- 2014 counts – IMAS opened, bike lanes marked on Sandy Bay Road and a shared path connected to Marieville Esplanade
- 2016 counts – A shared path was installed along Morrison St and Castray Esplanade.
- 2021 counts – COVID and increase in people working from home
- 2022 counts – Derwent Ferry operating (commenced mid-2021)



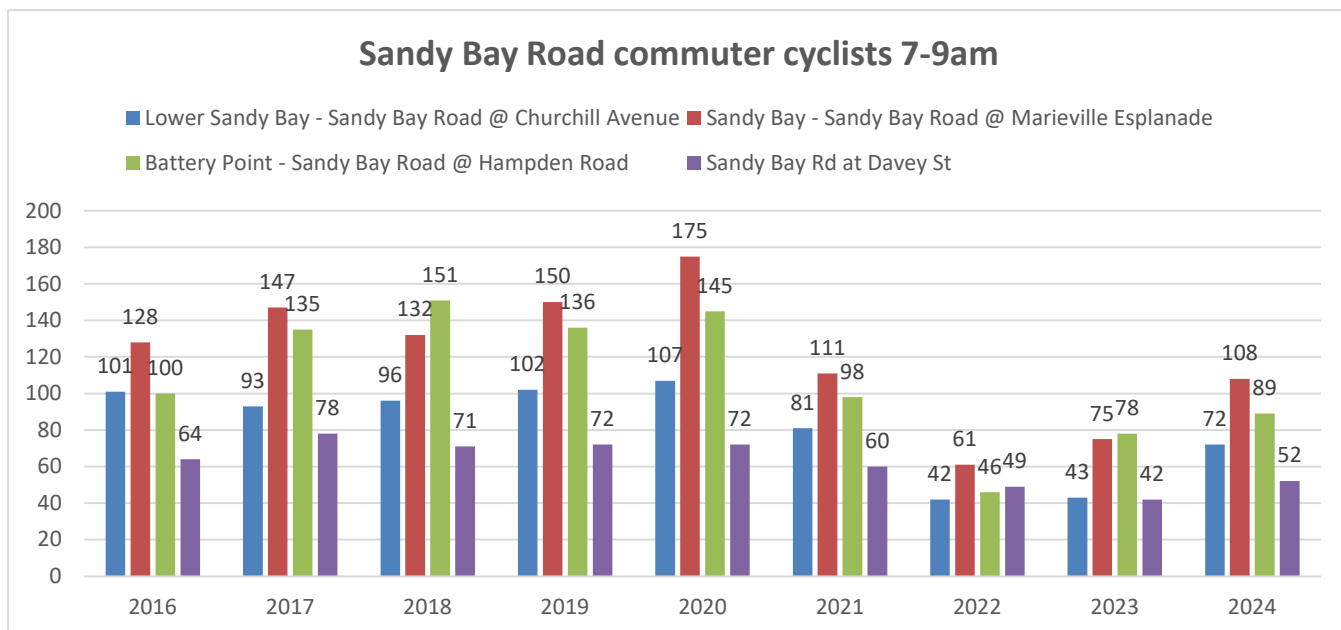
Derwent Ferry

The Derwent Ferry docks at Brooke Street Pier. Ferry passenger numbers who travelled with bicycles are recorded in the Clarence section of the counts report.

PW1 Morrison/Castray/ Murray - This is a major route on the bike network and one of the busiest in Hobart. Counter observed *“People know it’s a busy place and cycled appropriately. I was a bit surprised at how many cyclists rode on the road despite the shared path. Probably speaks to the poor delineation of cycle/pedestrian use and cyclists just opting to use the road. A lot of cyclists / scooter riders cut off and go through parliament lawns and a lot turn off into Franklin Wharf. A *lot* of cyclists went by in the 10 minutes after 9am which didn’t get counted.”*

Mawson Place Argyle/Davey - The bulk of riders come from the Intercity Cycleway direction and continue towards the waterfront/ Salamanca. A portion of riders continued up Davey St (presumably on the footpath). The counter noted *“4 cyclists used Davey Street to commute. The rest used the cycle paths. A lot of cyclists used a mixture of road, traffic crossings and bike paths. I noticed more cargo bikes this year.”*

Sandy Bay corridor



- Sandy Bay Road at Churchill Ave.** 59 riders were travelling north towards Hobart from Tarooma and Lower Sandy Bay, with one turning off onto Churchill Ave. 11 riders travelled south towards Tarooma. 24 e-bikes were counted and 1 e-scooter.



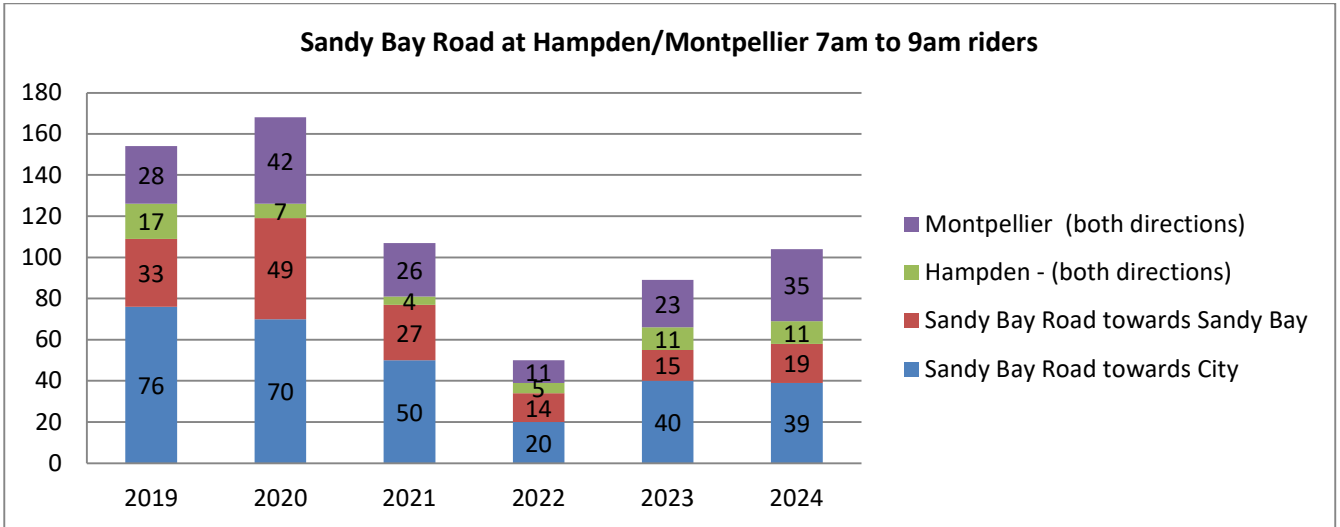
- Marieville Esplanade intersection** – This is the busiest intersection along the Sandy Bay Road corridor where riders can choose to go through Battery Point and contend with the steep hills or continue along Sandy Bay Road and contend with the traffic, particularly through the Sandy Bay shops.

The counter noted a few school kids on bikes and cargo bikes carrying children. 18 e-bikes included in the count. 8 e-scooters were counted (but not included in the count).

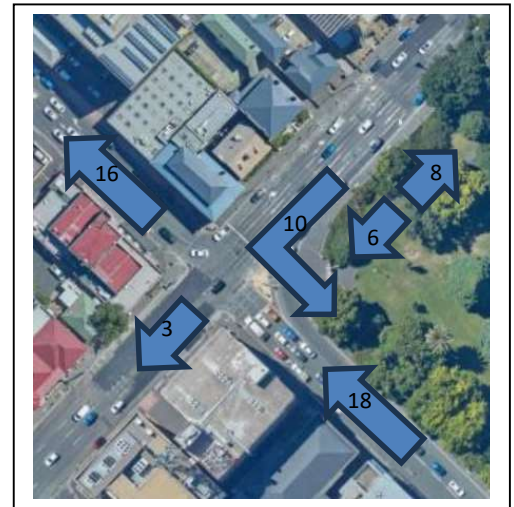
Some cyclists crossed road at a pedestrian island and some used a mid-road turning lane. Between about 8 and 8:30 it was very difficult to cross Sandy Bay Rd.



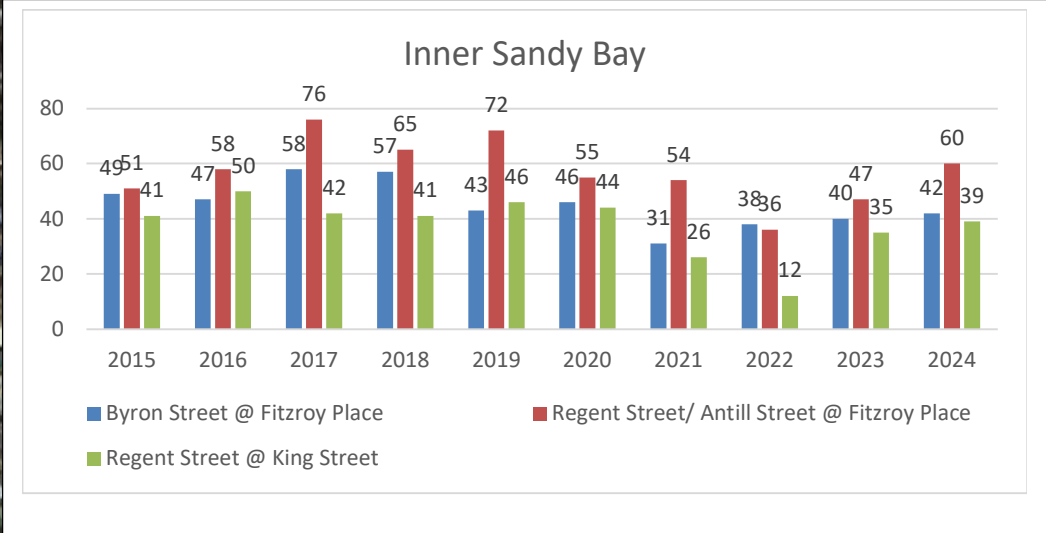
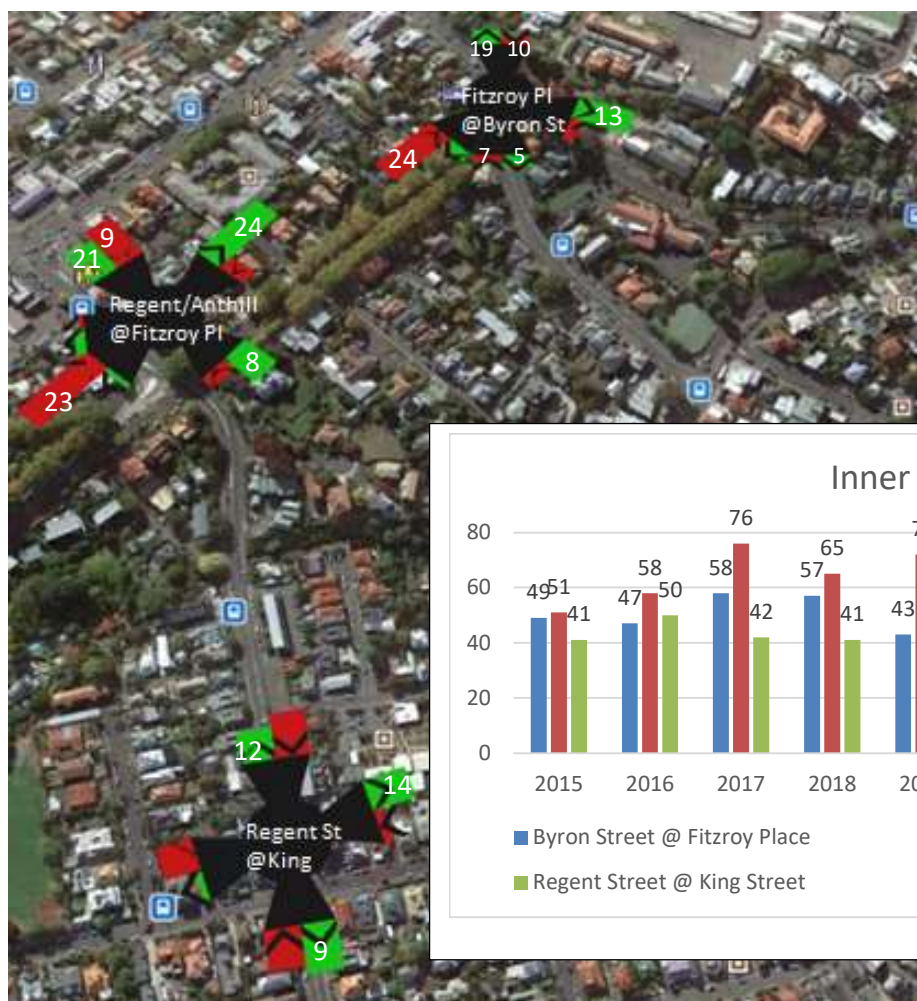
- At Hampden Road intersection** – Despite the traffic conditions, Sandy Bay Road offers the best topographical alignment into Hobart. At the intersection there was an increase in riders turning off onto Montpellier Retreat, heading directly to Salamanca and the waterfront and avoiding the intersections further along at Gladstone Street and Davey Street. 13 e-scooters counted. 9 people were on e-bikes. The counter noted *Lots of confident riders taking the lane and mixing with the high-volume, often high-speed traffic. Many less confident riders using footpaths. Lots of crossing Sandy Bay Rd at different points including perching on narrow traffic islands in the middle of four lanes of traffic. This is clearly a very important active transport route. As well as all the cyclists there were hundreds of pedestrians. The infrastructure for pedestrians isn't great eg narrow footpaths, poor crossings even on side streets, etc. The infrastructure for cyclists is non-existent.*



- Davey St intersection** – The counter noted *“Cyclists going up the hill into Harrington street from Sandy Bay Road had to peddle hard to get across the intersection and up the hill.”* The previous year’s counted noted that roughly half of the cyclists (and all scooters) were using the footpaths rather than the road as the two major roads are both one-way roads with a proportion of riders travelling in the opposite direction to the traffic). With the exception of the riders turning left into Sandy Bay Road from Davey Street (who used the road), all other riders who turned at this intersection used the pedestrian crossings and waited for the lights). Traffic at this intersection was VERY heavy between 8 am and 9 am with lots of buses and trucks and no bike lanes. 12 e-scooters observed. 6 riders were on e-bikes.



Inner Sandy Bay



Fitzroy Place @ Byron St – 11 e-bikes counted. 2 e-scooters were observed. There was an increase in cycling on Byron St compared to 2023. When the traffic gets congested, pedestrians and cyclists find it hard to cross over. This is a safety issue and a crossing could fix the issue.

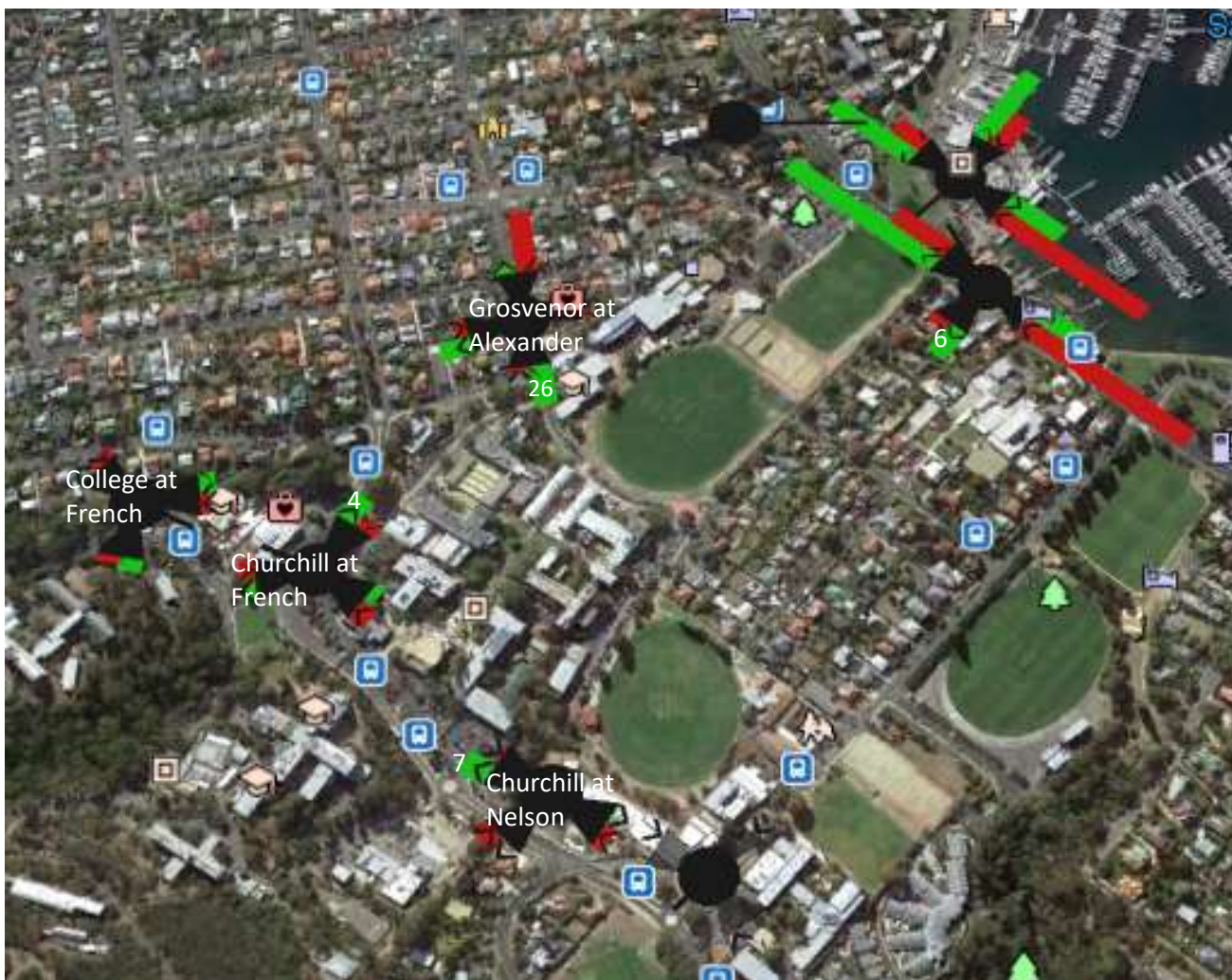
Fitzroy Place @ Regent St/Antill St – 16 e-bikes counted. The counter in 2022 observed *“This intersection is chaotic and dangerous for cyclists & pedestrians. The flow of cars is Regent-Antill but the flow of cyclists & pedestrians is Digney-Fitzroy. Despite being rebuilt a few years ago the intersection isn't well designed to facilitate crossing safely. There is a nominal pedestrian / bike crossing point on Antill St with traffic islands for refuge. Cars heading NW along Antill regularly queue over this crossing point and often mount the traffic islands to force their way into the second lane that starts there. Many cyclists & pedestrians choose not to use this crossing and take a more direct route through the intersection. Regardless of which way they go they're having to weave between queued cars, perch on traffic islands and wait for extended periods for a gap in traffic. The intersection needs to be substantially redesigned to be cyclist and pedestrian friendly before someone is hit by a car.”*

9 e-scooters observed

Regent @ King St – 7 e-bikes counted. The majority of riders either used King Street (both directions) or Regent Street (both directions), with few turning onto the other road at the intersection.

0 e-scooters observed.

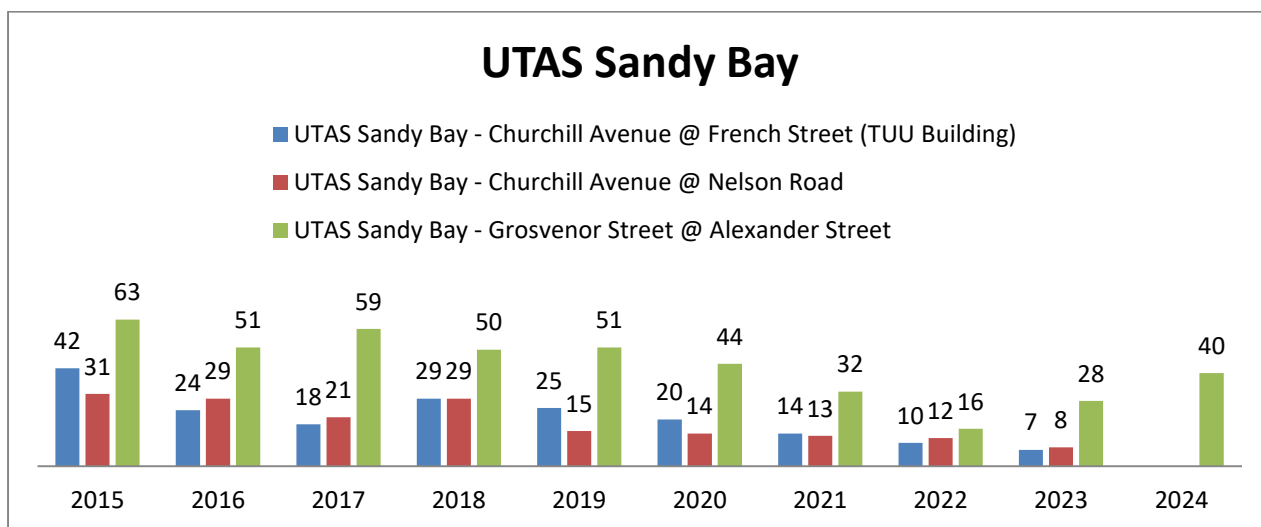
UTAS Sandy Bay



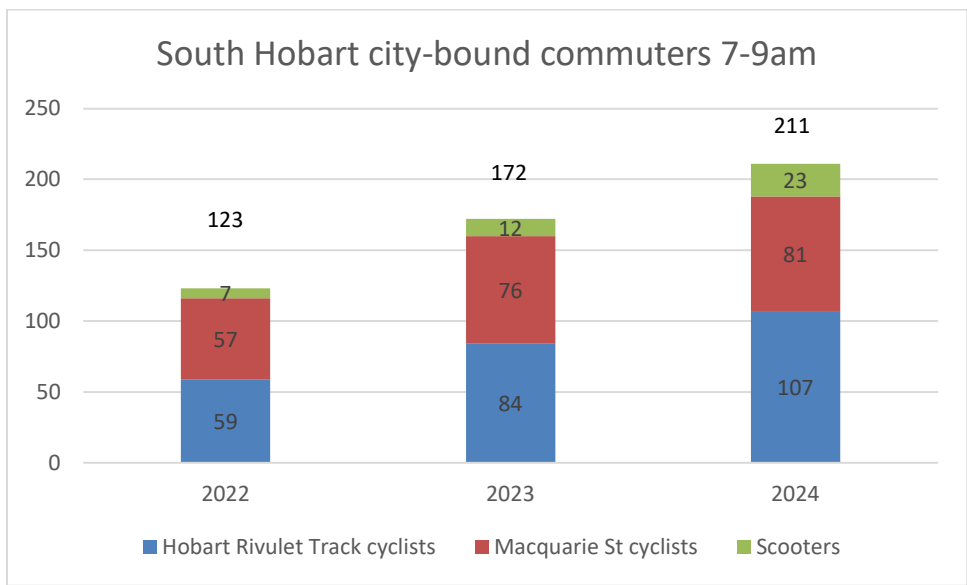
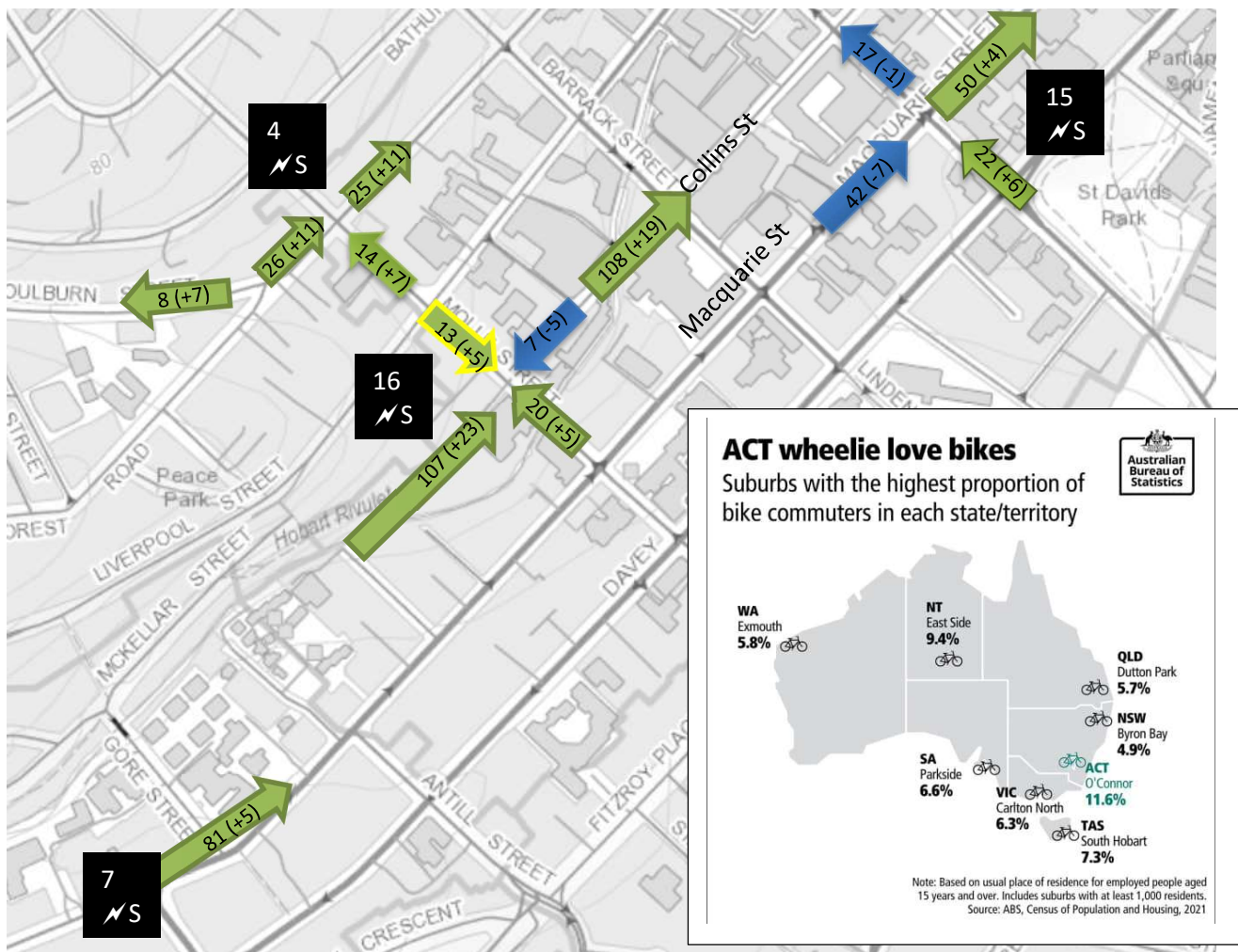
Overall, numbers counted around the university between 7am and 9am at the Churchill Avenue side are very low so those sites were not counted in 2024.

Grosvenor @ Alexander – The majority of riders travelled south on Grosvenor St. 0 e-scooters observed.

Earl St – 6 riders were counted heading up Earl St from Sandy Bay Rd.



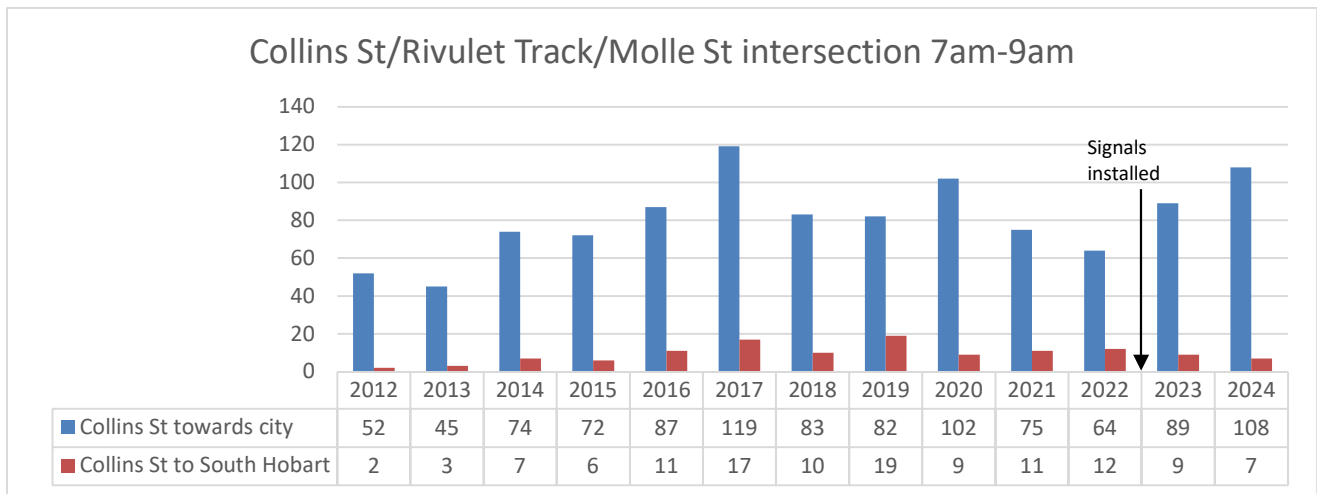
South Hobart corridor



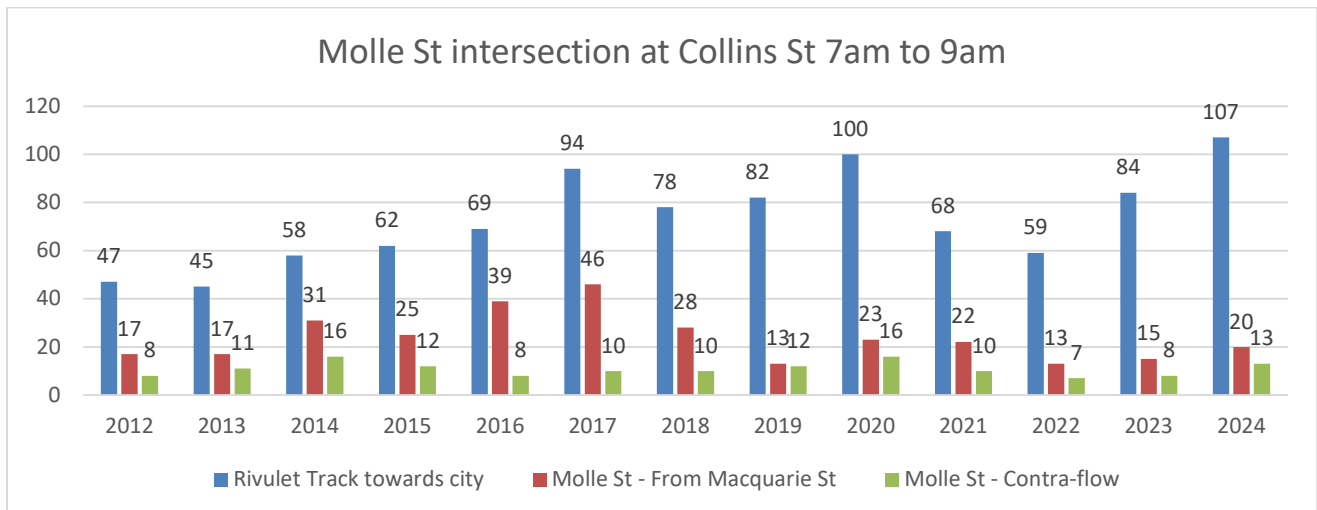
From South Hobart, 211 people left their cars at home and used bicycles or scooters to commute. ABS data from the 2021 census (reported in winter) found that South Hobart had a 7.3% cycling mode share, the highest of any state in Australia (excluding territories).

- **Collins St at Molle St**

46 e-bikes were counted. 16 e-scooter observed. Second highest number ever recorded. A separated cycleway is proposed for 3 blocks of Collins St which may be in place for the 2025 counts.



- **Molle St at Hobart Rivulet Track**



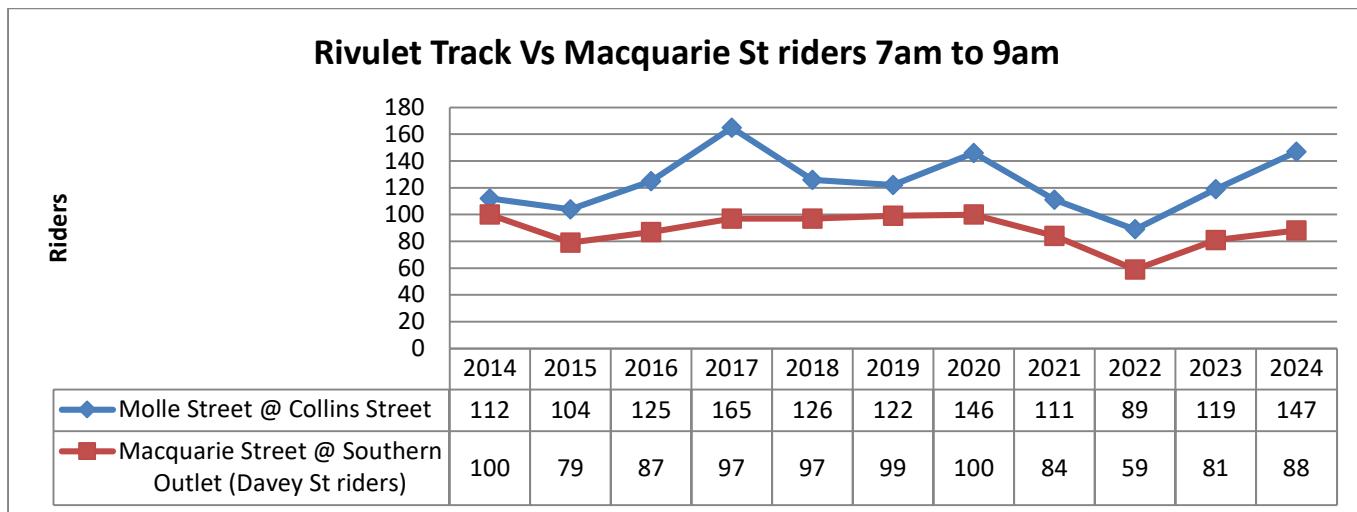
Of the 20 riders coming from Macquarie St, 12 riders turned onto Collins St towards the city, 6 riders continued along Molle St and 2 turned into the carpark towards the rivulet track. There were 13 riders using the footpaths to travel contra-flow on one-way Molle St.

- **Molle St at Goulburn St**

The counter noted that the riders who came from Goulburn St and turned right onto Molle St were using the footpath. A bi-directional separated cycleway along Molle St would serve these riders. Very few cars used the middle right-turn lane from Molle St to Goulburn St, which could be eliminated to create more space for wider footpaths or cycleways. Riders turning right from Molle St to Goulburn St towards the city used the right turn lane (rather than a hook turn). A couple of school children counted and several bikes with children on board. One rider travelled the wrong way down Molle St hill and the wrong way on the Molle St bike lane. High level of pedestrians. No kerb ramps on island by left turn slip lane onto Goulburn Street. 8.15am to 9am was the busiest period. A rider counted at 8.45am going from Goulburn St up the Molle St Hill was walking the bike up the steep hill.

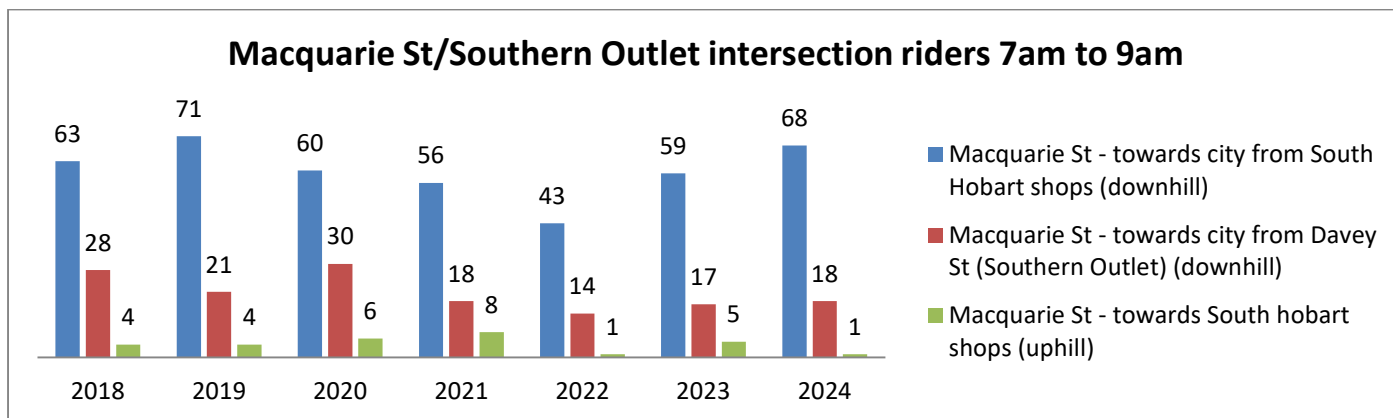
Comparison of intersections of on-road and off-road routes to the City from South Hobart

The Hobart Rivulet Track is more popular with more riders going through the intersection than at Macquarie Street at the Southern Outlet. The Rivulet Track is a slower route and Macquarie St offers a speedier, downhill ride for confident riders as they can move at a similar speed to motor vehicles. A gap in the data is the evening peak when some morning downhill road riders may prefer the Rivulet Track for going uphill on the way home.



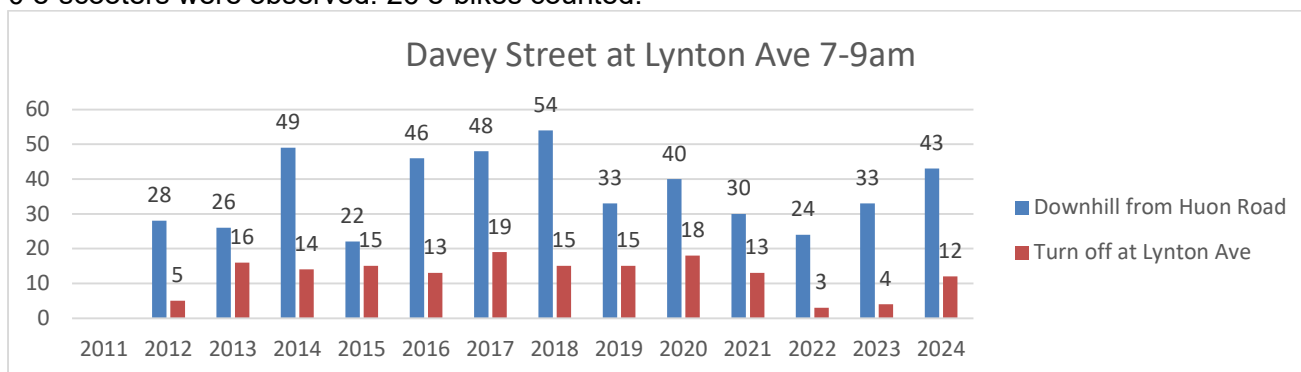
- From Davey St/Southern Outlet to Macquarie St**

This intersection picks up riders coming from the Davey St/Southern outlet direction. It is presumed that the bulk of riders have come from Davey St where it becomes one-way. The counter reported *“significant amount of riders (70%~) using Macquarie St road until the intersection, then hopping on the footpath at the driveway prior to lights, before then heading back on the road after the guard rail ends. Severe pinch point, needs significant infrastructure change.”* 20 e-bikes counted. 7 e-scooters observed.



- Davey St at Lynton Ave**

0 e-scooters were observed. 26 e-bikes counted.

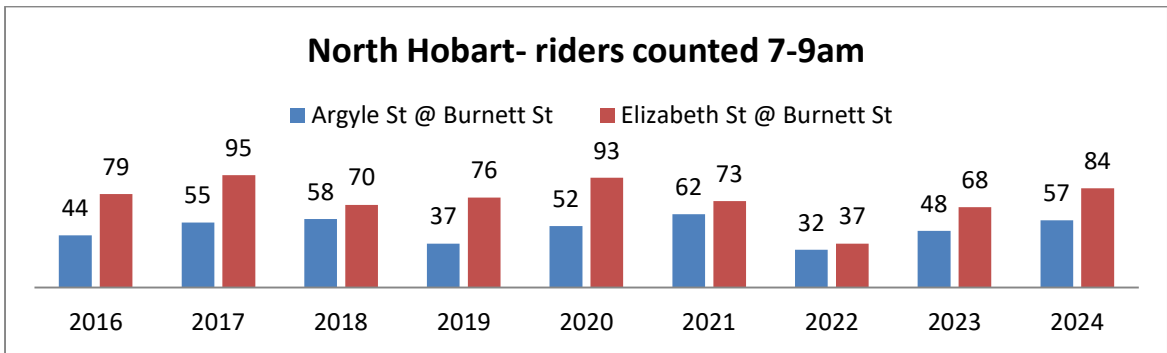


North Hobart corridor

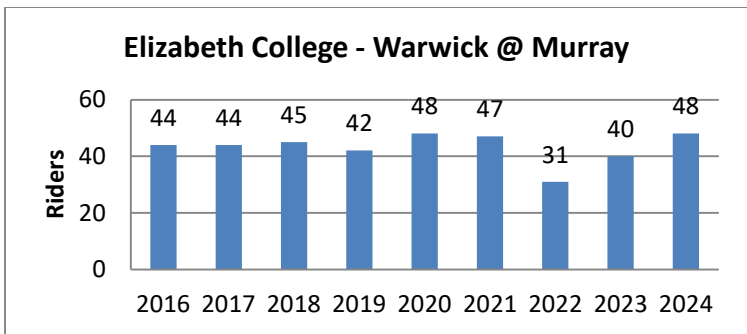


Elizabeth St and Argyle St pick up riders from North Hobart, New Town and Lenah Valley. Other routes such as Letitia St and Brooker Hwy footpath are not counted. A total of 124 people left their cars at home to commute to work (105 bicycles and 19 scooters).

Riders on Argyle St need to divert eastwards over to Campbell St as Argyle St has 'no entry' south of Burnett St, although 4 riders travelled contra-flow southwards on Argyle St. A new bike lane was installed on Burnett Street in 2023. 12 e-bikes counted on Argyle St and 14 e-bikes on Elizabeth St.



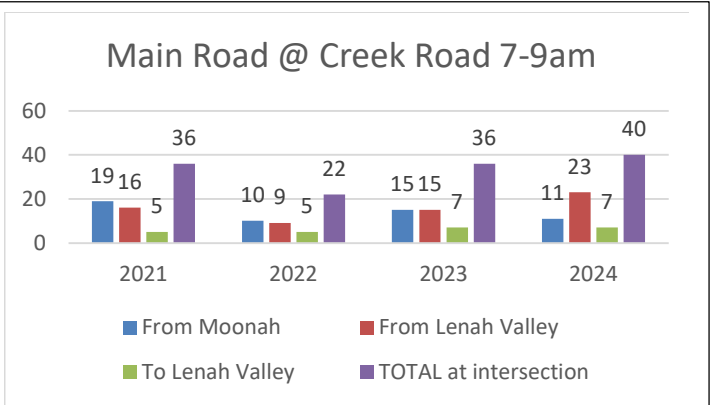
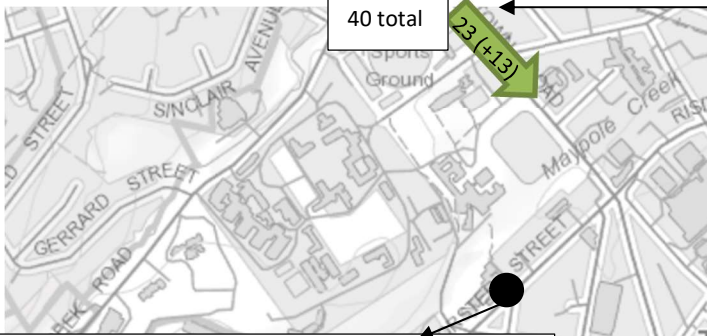
Murray at Warwick – Elizabeth College



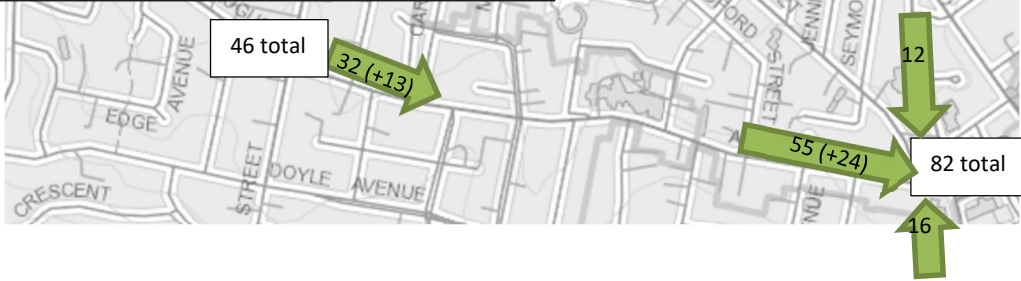
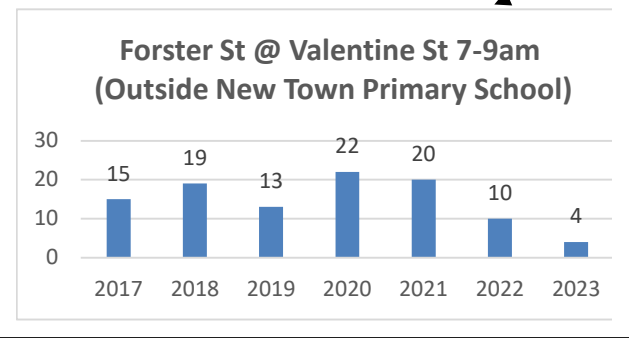
It is presumed that the riders travelling west along Warwick St have turned off from Elizabeth St. 15 e-bikes counted



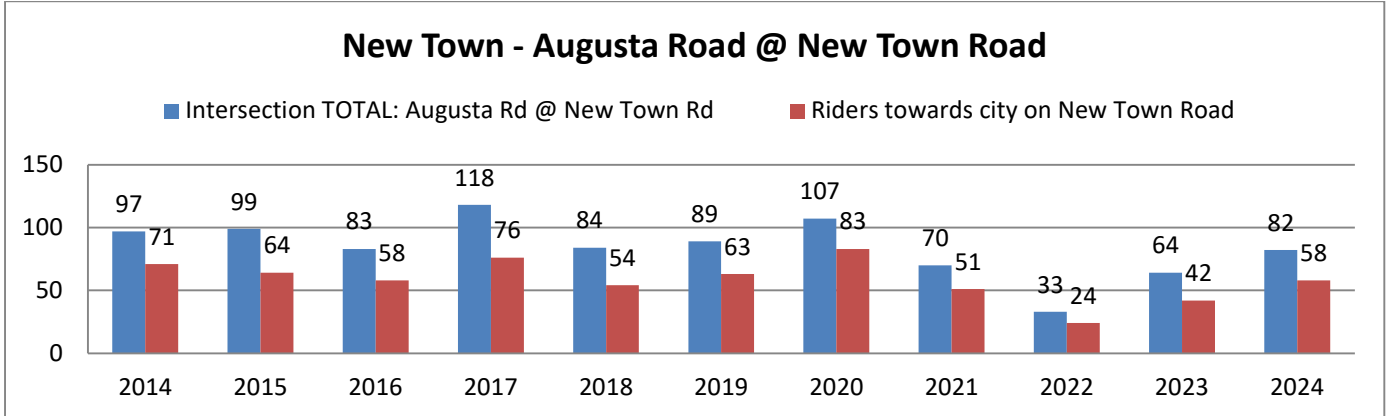
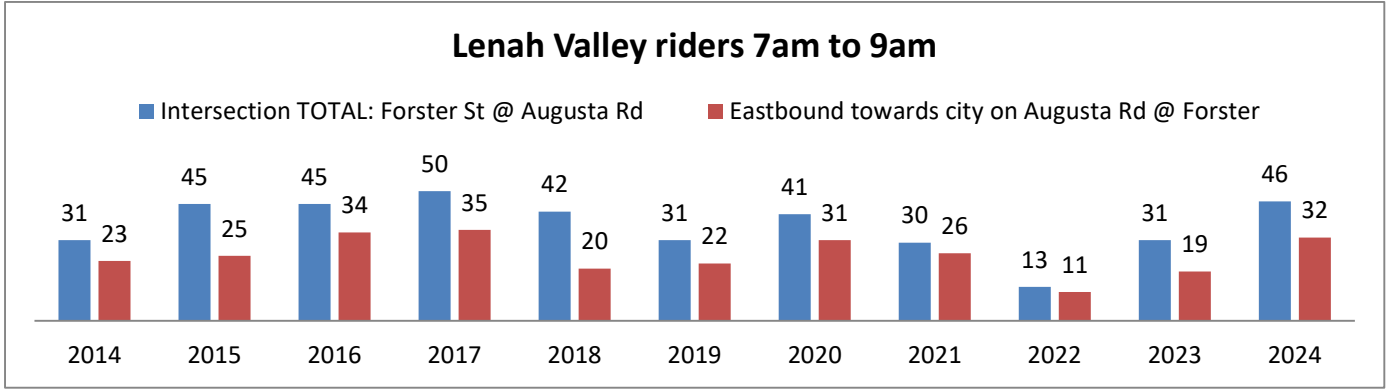
Lenah Valley-New Town



Riders coming from Moonah and Lenah Valley have been similar over the years but in 2024 there was an increase of the proportion of riders coming from Lenah Valley and a drop in riders from Moonah. Most Main Road riders either turned off at Creek Road or to the Intercity Cycleway at Brownwells Lane or Bromby St. No riders used the New Town Rivulet Track which has steps. 9 e-bikes count. 2 e-scooters observed.



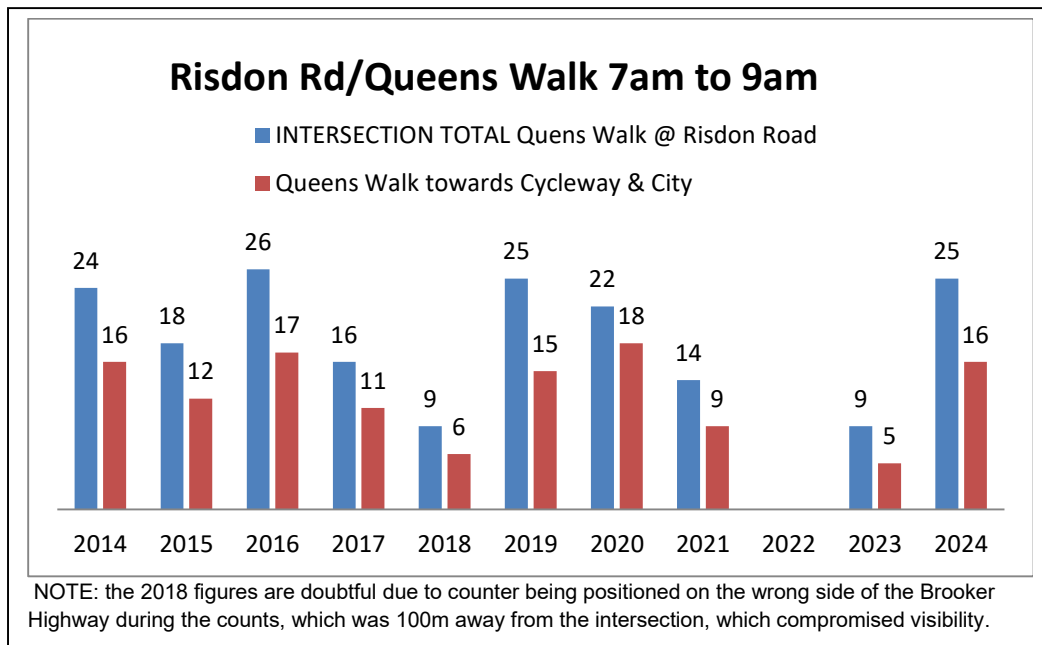
15 e-bikes counted at Forster St intersection heading towards New Town Road. 0 e-scooters. At New Town Road 9 e-bikes counted. 6 e-scooters recorded. New Town Primary School site not counted in 2024.



Cornelian Bay – Risdon Road at Queens Walk

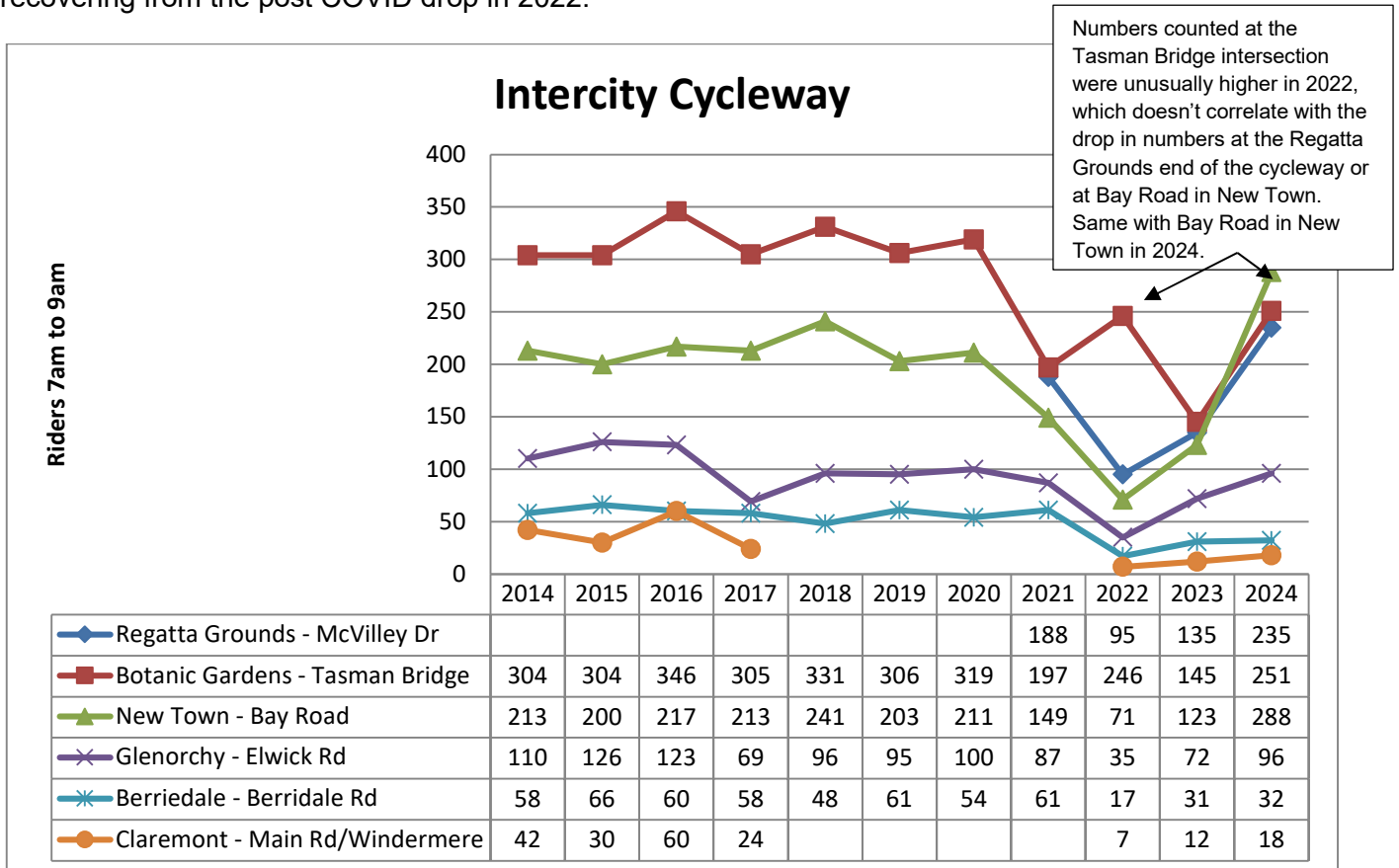
Cornelian Bay is an access point towards the city for residents who live on the eastern side of the Brooker Highway and don't have easy access to the Intercity Cycleway, due to the highway acting as a barrier. The site was not counted in 2022.

A pathway connection alongside the sports fields adjacent to the Brooker Hwy batter would provide a decent off-road connection to the Intercity Cycleway from Risdon Road East and eliminate the Queens Walk Hill with blind crest.



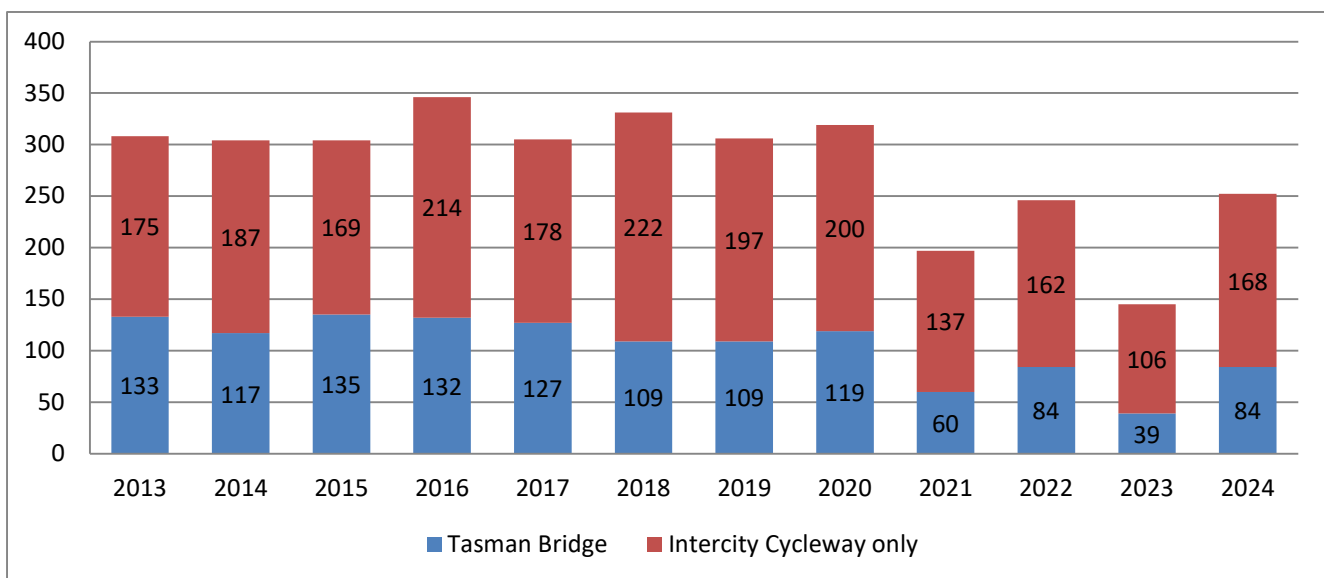
Intercity Cycleway

The cycleway is the best route in Greater Hobart for providing an overview of cycling trends. Numbers are recovering from the post COVID drop in 2022.

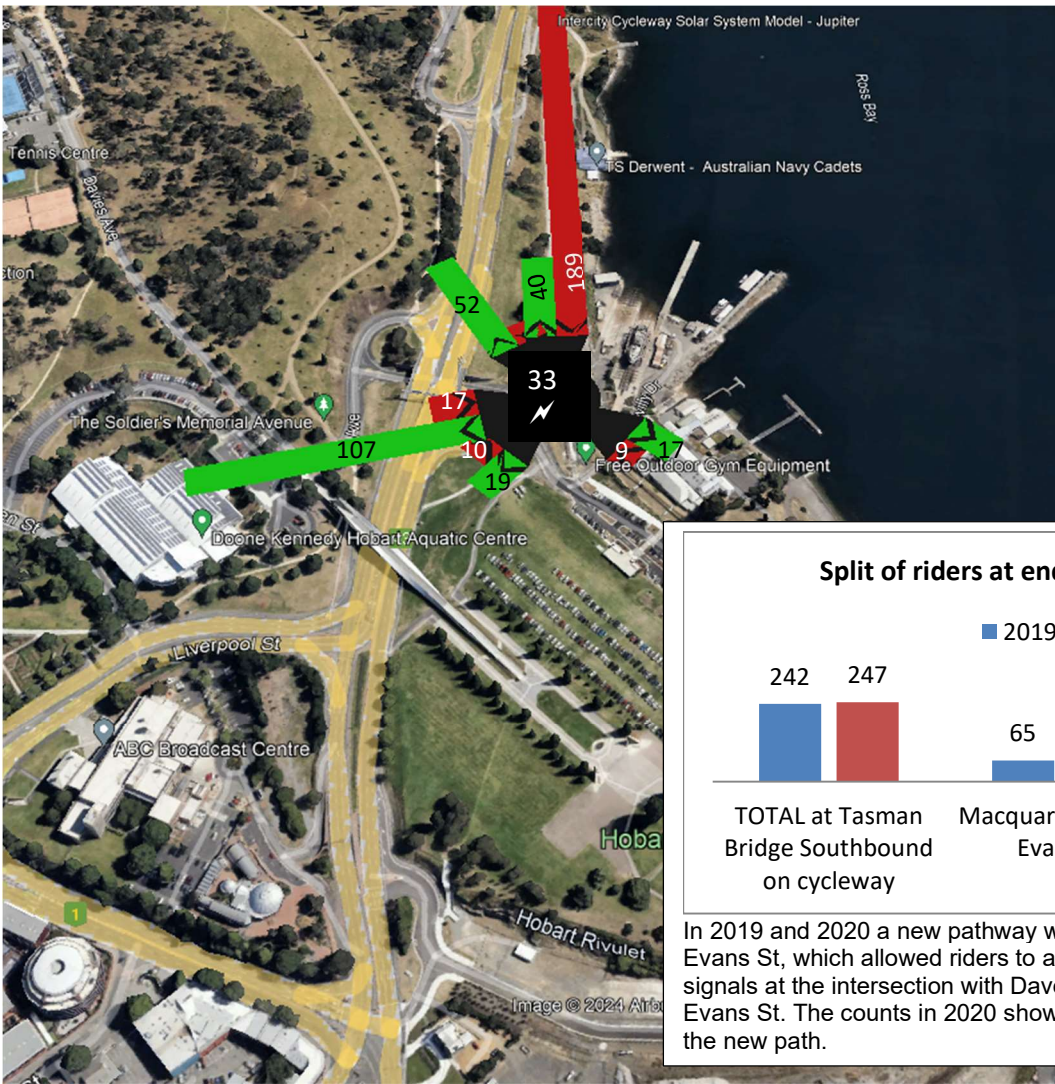


Historically around 2/3rds of riders on the Intercity Cycleway come/go from the norther suburbs and one third from the eastern shore. In 2023 that dropped to about a quarter coming over the Tasman Bridge (the Bellerive ferry started operating and there were strong winds on the day of the counts). In 2024 the proportion of riders had returned to 2/3rd of riders on the Intercity Cycleway and 1/3rd on the bridge. 59 e-bikes counted. 38 e-scooters observed.

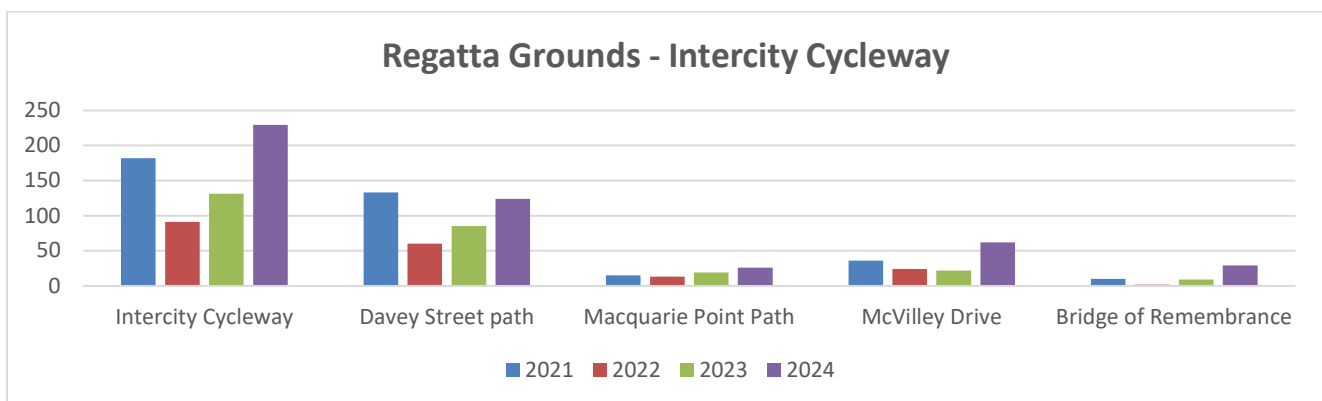
Intercity Cycleway at Tasman Bridge intersection



Macquarie Point

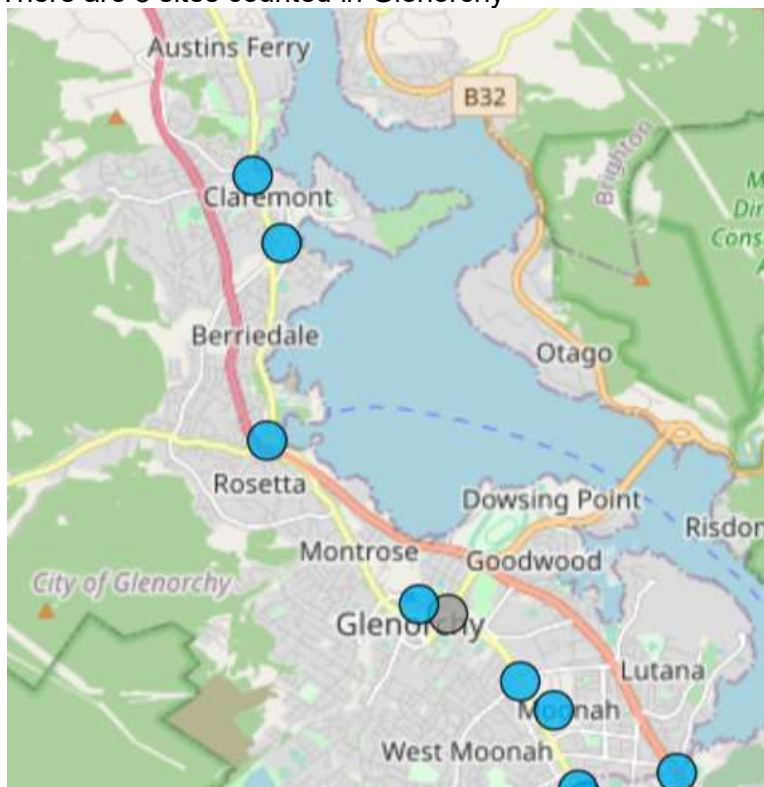


In 2021 the path through Macquarie Point was closed to accommodate internal works at Mac Point so the count location was moved to the end of the Intercity Cycleway. For the 2023 counts the path into Macquarie Point only went part way and rejoined the Davey St path by the engineers building, so riders still had to navigate the poorly timed Evans St traffic signals. This is likely why in 2024 there has been a significant drop in riders using the Macquarie St path, reverting to taking the path alongside Davey Street, which is shorter than going around the cenotaph and more reliable as the Macquarie Point path has been subject to closures.



Glenorchy Count sites

There are 8 sites counted in Glenorchy

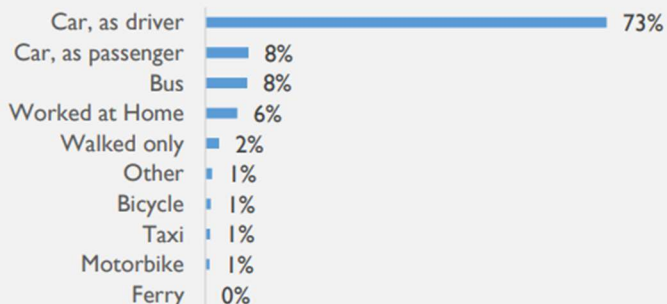


Glenorchy

About 81 per cent of Glenorchy residents travel to work by car, with the vast majority driving (73 per cent) rather than being a passenger (8 per cent).

In addition, 8 per cent of Glenorchy residents take the bus to work.

The proportion of Glenorchy residents that work from home (6 per cent) more than doubled since the 2016 Census.



Australian Bureau of Statistics 2021 census data

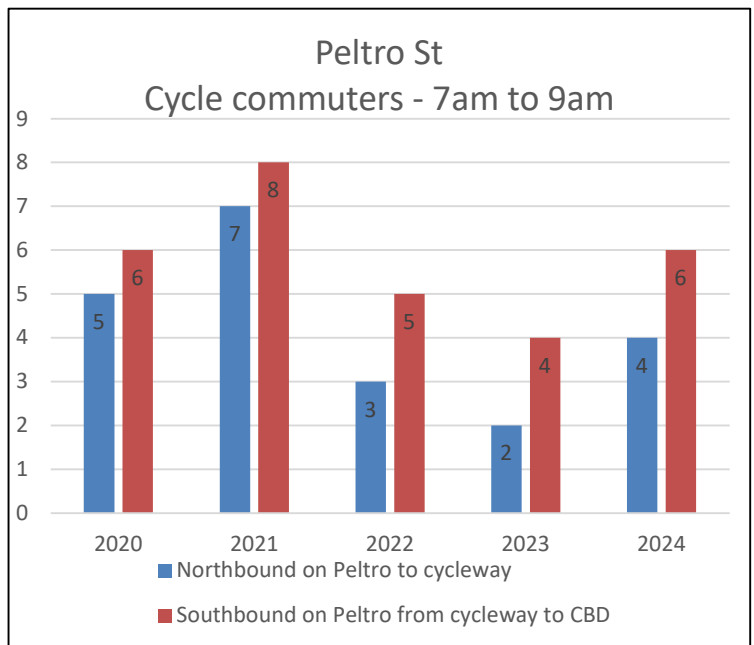
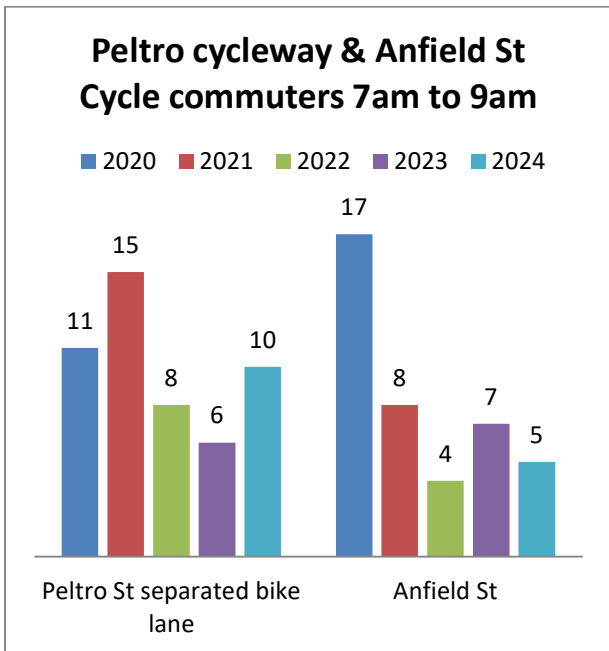


Glenorchy CBD access

Two sites are counted around the perimeter of the Glenorchy CBD:

- Elwick Rd
- Peltro St at KGV / Intercity Cycleway

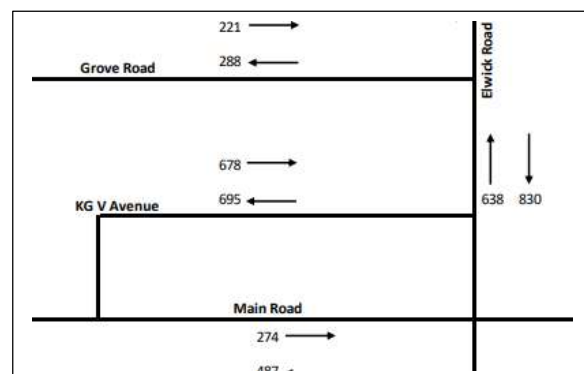
Peltro St is the main access point to the Glenorchy CBD from the Intercity Cycleway.



Historic counts

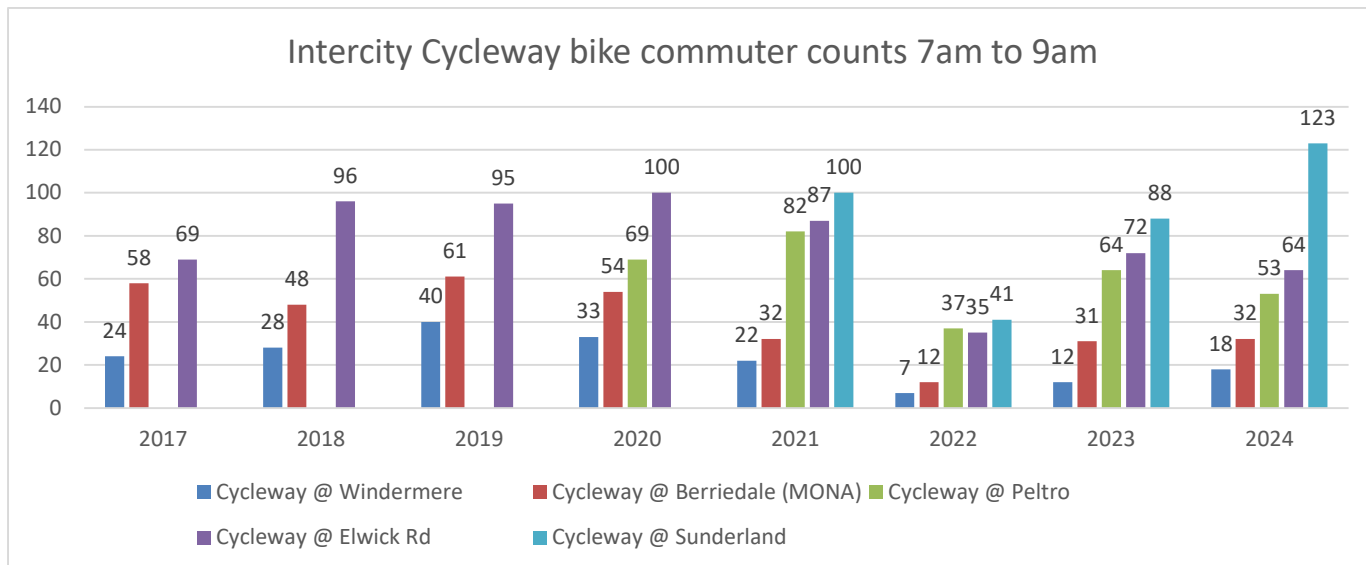


A traffic survey was done in September 2021 by consultant engineers, Pitt & Sherry, on motor vehicle volumes on arterial and collector roads around Glenorchy. In peak hour from 7.30am to 8.30am 274 vehicles were counted travelling towards Hobart on Main Road. The Intercity Cycleway carries 27 bicycle riders travelling in the same direction during the same time period which equates to 10% of the traffic volume on Main Road.



Intercity Cycleway

Glenorchy CBD is located approximately 9km from the Hobart CBD. The Intercity Cycleway is the main cycling route between the two centres. Numbers were similar to 2023. As expected, cycleway usage increases the closer it is to Hobart.

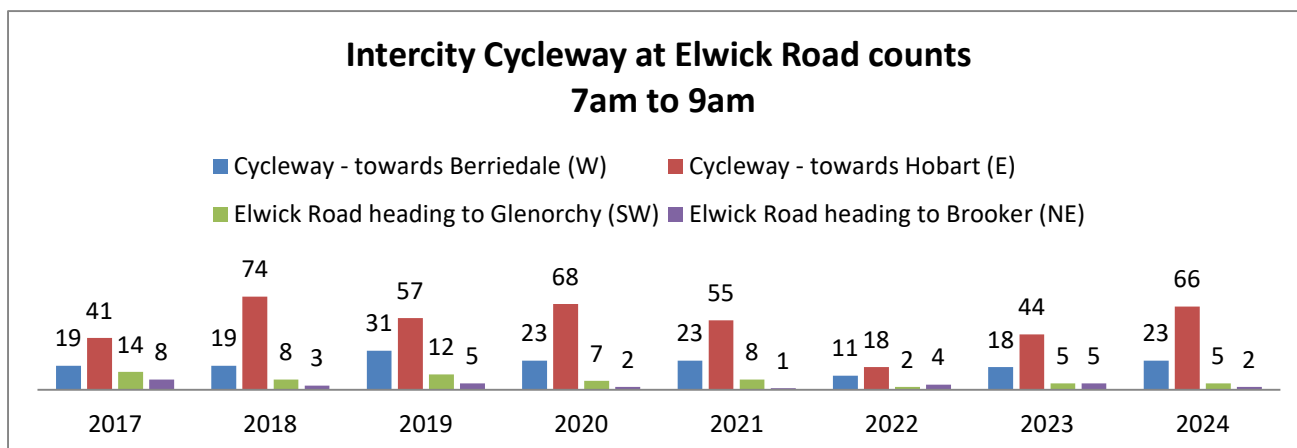


■ **Windermere (Cadbury Path intersection):** 10 headed south on cycleway, 5 headed north on cycleway and 3 headed north on Main Road. No one used Cadbury Road. Too many barriers and Cadbury Road has too many trucks to use at this time of day. 1 e-bike, 1 scooter.

■ **Berriedale (MONA):** 7 riders used Berriedale Road. 11 riders travelled north on the cycleway and 18 travelled south. 5 e-bikes, 3 scooters

■ **Elwick Road crossing:** 66 riders headed towards Hobart and 23 headed towards Berriedale. No conflicts observed. Most of the cyclists who came along Elwick Road from the south and turned onto the bike track to head east (3 -> 2) used the footpath (on the side going against the traffic) rather than ride on Elwick Rd, which is very busy and has a big confusing intersection with round-a-bout, plus traffic lights nearby. Most cyclists travelled alone. There was one group of three school boys, and a few people riding in pairs or groups of three. E-bike:17 Scooter:9

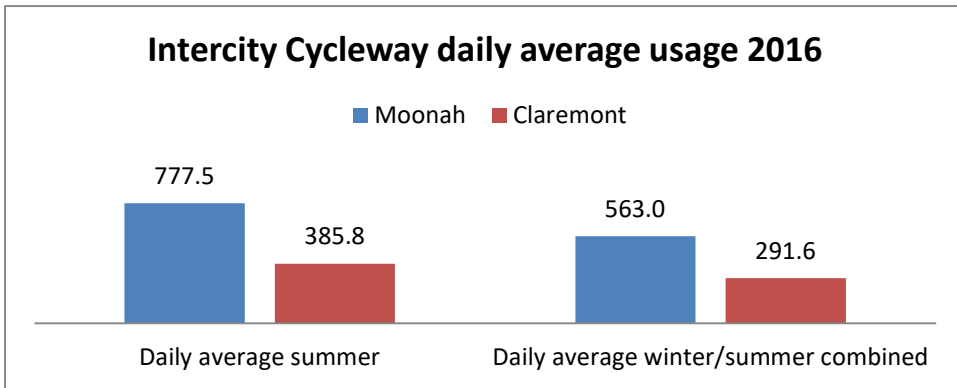
■ **Sunderland St crossing:** No conflicts even though junction can be bit of bottle neck due to traffic The count sheet didn't include cyclists entering or leaving junction via small section of Birdwood Avenue (parallel to cycleway) so entered these as being on cycleway. Cyclists don't get right of way but all knew what they were doing in navigating the intersection with the road. 11 e-bikes, 21 scooters



Around one quarter of cycleway users travel north and three quarters travel south towards Hobart at Elwick Road.

Additional counts data

Two thermal counters were installed on the Intercity Cycleway between November 2015 and November 2016. The yearly average at Moonah was 200,000 trips and at Claremont 100,000 trips.

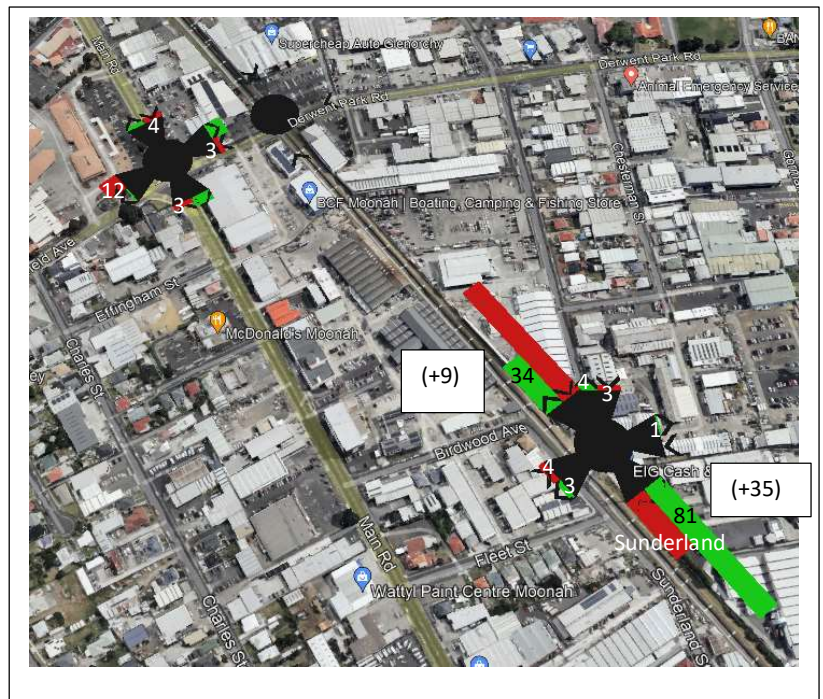


Intercity Cycleway at Sunderland St & laneway to Gormaston Road

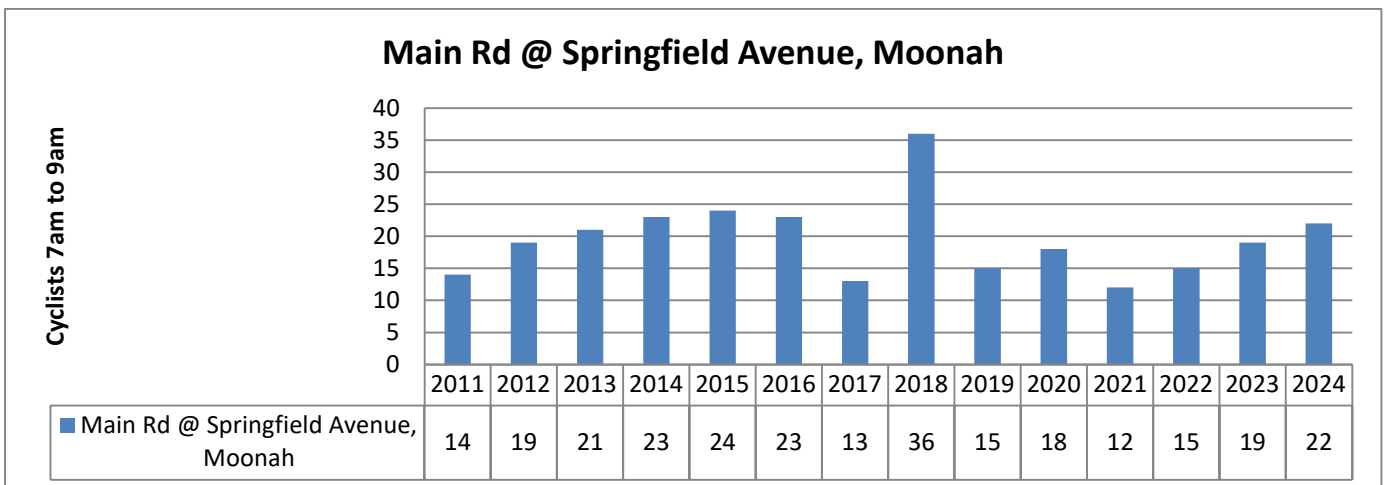
Cycleway numbers have increased since 2023 in both directions. It was the highest number ever recorded at this site since counts started in 2021.

One person used the laneway to Gormaston Road.

14 people got on or off the cycleway at Sunderland Street. Several riders used Birdwood Ave but the site was outside the count area so they were counted as cycleway users when they crossed the Sunderland Street intersection.



Main Road



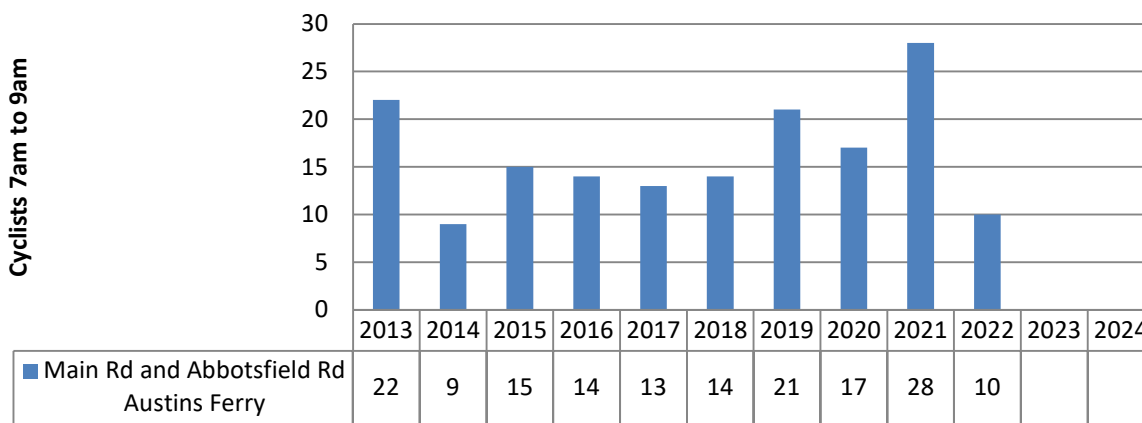
Numbers are relatively modest at this site, which is a busy intersection that is not bike-friendly but provides a connection to the Intercity Cycleway and bus depot. Quite a few cyclists made use of the pedestrian crossing lights to get thru/across the intersection. E-bike:6 Scooter:3. 2 skateboarders and 2 non-electric scooters also observed.

Main Road at Creek Road

31 riders used Creek Road which is a connection to Main Road and the Intercity Cycleway at Bromby St, despite the narrow footway and lack of cycling infrastructure on-road. No one used the New Town Rivulet Track link to the Intercity Cycleway because of the steps. Replacing the steps is City of Hobart responsibility.



Main Rd and Abbotsfield Rd Austins Ferry



Not counted in 2023 or 2024

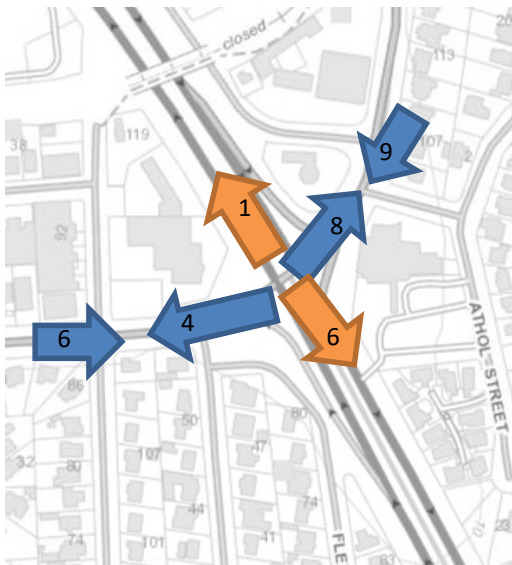
Brooker Hwy Corridor

Residential areas located east of the Brooker Hwy don't have convenient access to the Intercity Cycleway so counts have been done to see how people move along the corridor.



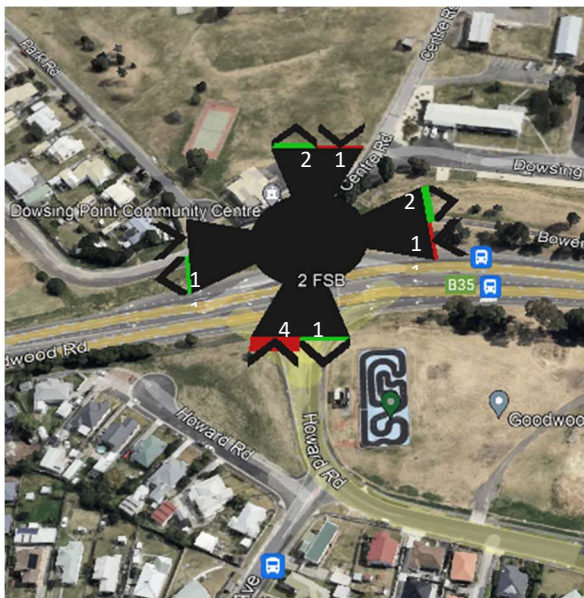
Montrose Foreshore Trail at Barossa Creek Trail intersection

A count was done in 2013 and only one rider was recorded, heading north on the Brooker Hwy.



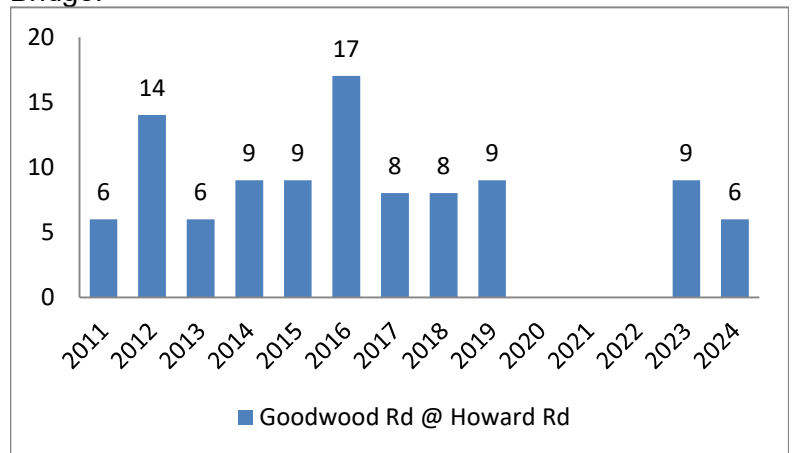
Derwent Park Road and Brooker Hwy

This site was counted in 2013.



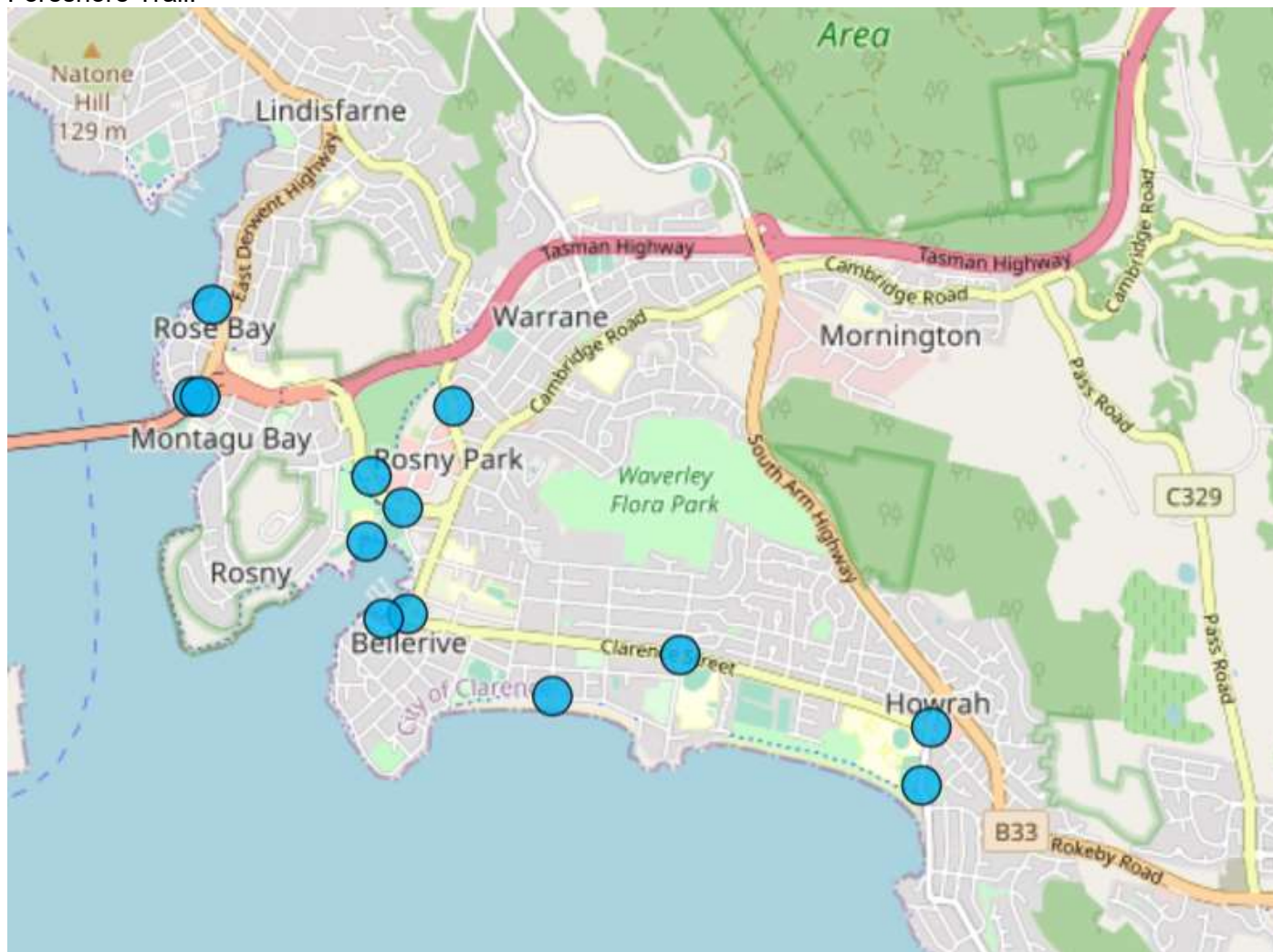
Bowen Bridge - Goodwood Rd at Howard Road intersection

A new pathway was constructed in 2021 linking to the Bowen Bridge so counts recommenced in 2023. No e-bikes counted. 3 people used the upgraded path to the Bowen Bridge.



Clarence Count sites

There are 13 sites counted in Clarence, on the eastern shore of Hobart. 5 are located on the Clarence Foreshore Trail.



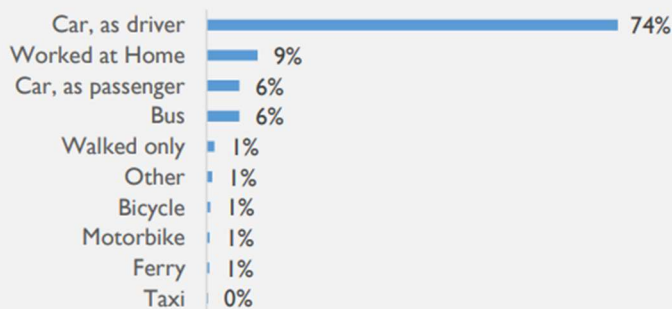
Clarence

About 80 per cent of Clarence residents travel to work by car, with the vast majority driving (74 per cent) rather than being a passenger (6 per cent).

Only 6 per cent of Clarence residents take the bus to work.

The proportion of Clarence residents that work from home (9 per cent) more than doubled since the 2016 Census.

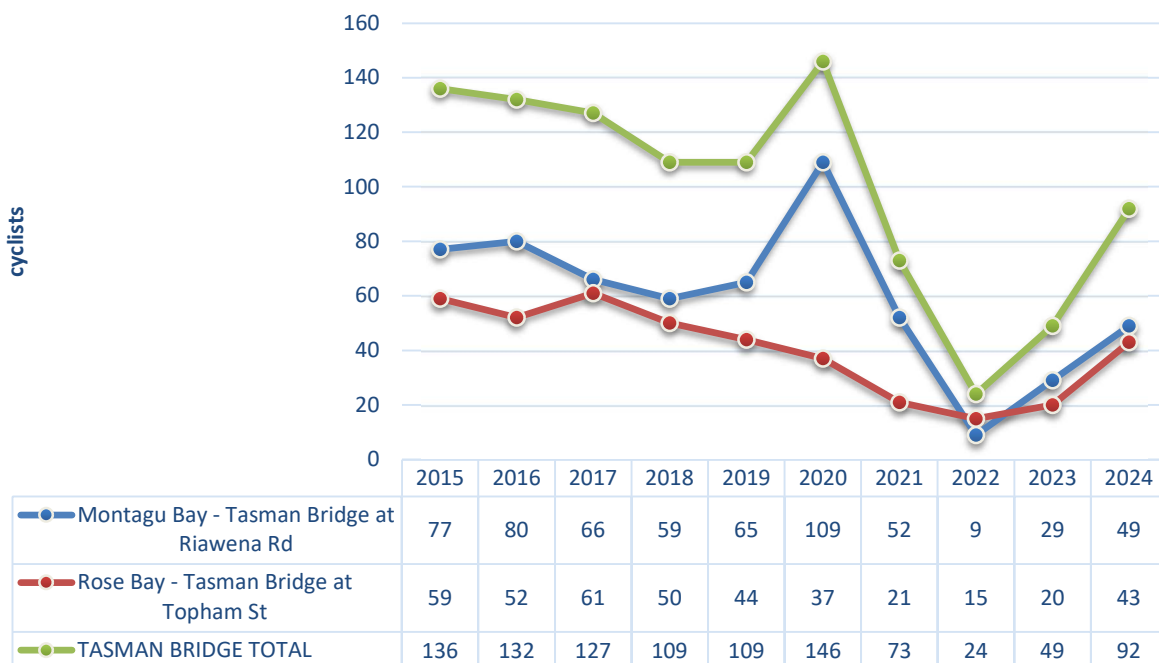
Australian Bureau of Statistics Journey to Work 2021 census data



Tasman Bridge

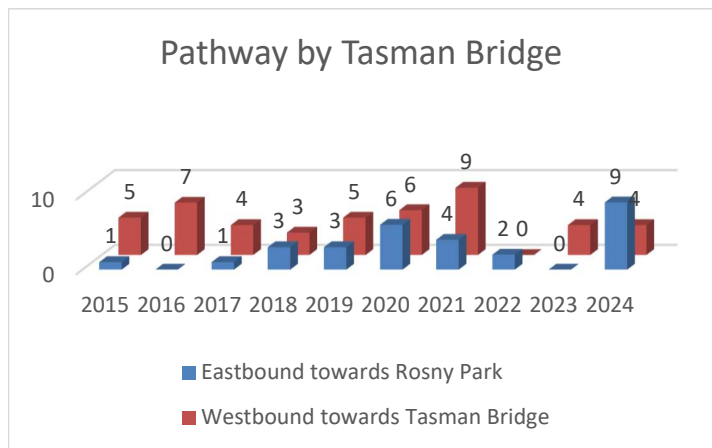


Tasman Bridge eastern shore access 7am to 9am



2022 was the first year counts were held when the Bellerive Ferry was operating, which may explain the larger drop in numbers on the Montagu Bay side of the bridge (as riders took the free ferry to avoid the bridge). During the 2023 counts the Bellerive ferry no longer offers free fares for bicycle riders which may explain the increase in riders on the Montagu Bay side. 4 scooters observed on the Rose Bay side and 13 scooters on the Montagu Bay side. 10 riders didn't use the bridge with 4 continuing on Topham St, and 5 on Leprena St and 1 on Riawena Road using the pathway by Tasman Hwy.

Tasman Hwy Path

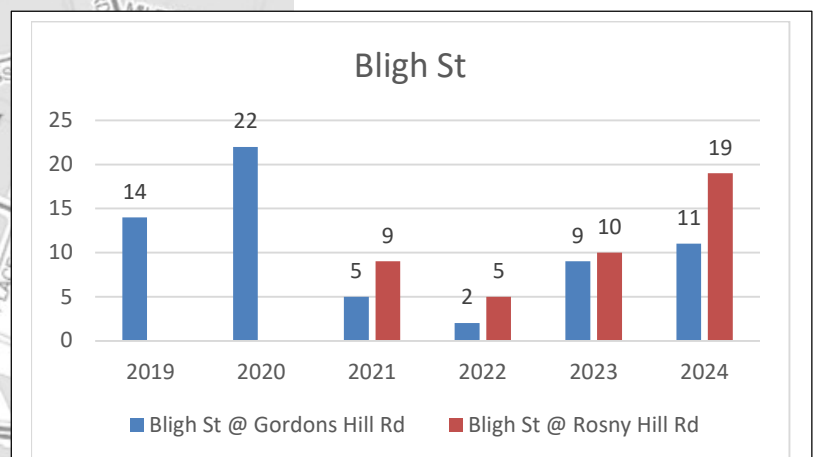


The extension of the pathway along Rosny Hill Rd to link it to Rosny Park was completed in mid-2020. More riders are choosing to follow the path by the highway than ride up Riawena Road. 6 riders used the path by the Tasman Hwy with most coming from Leprena St, avoiding the bridge.

Rosny Park CBD



The number of people riding to or from Rosny Park in the morning peak is low. Bligh St and Kangaroo Bay Drive are the main cycling access routes.

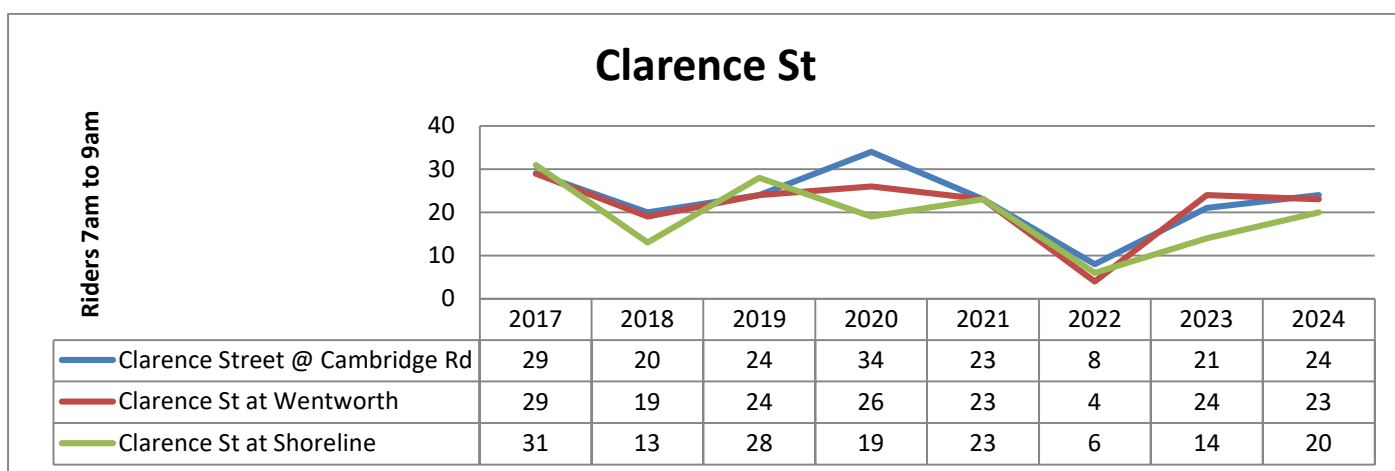


The roundabout at Gordons Hill Road was very busy after 8am. Lots of cars and pedestrians. All cyclists used the road except for one e-scooter.

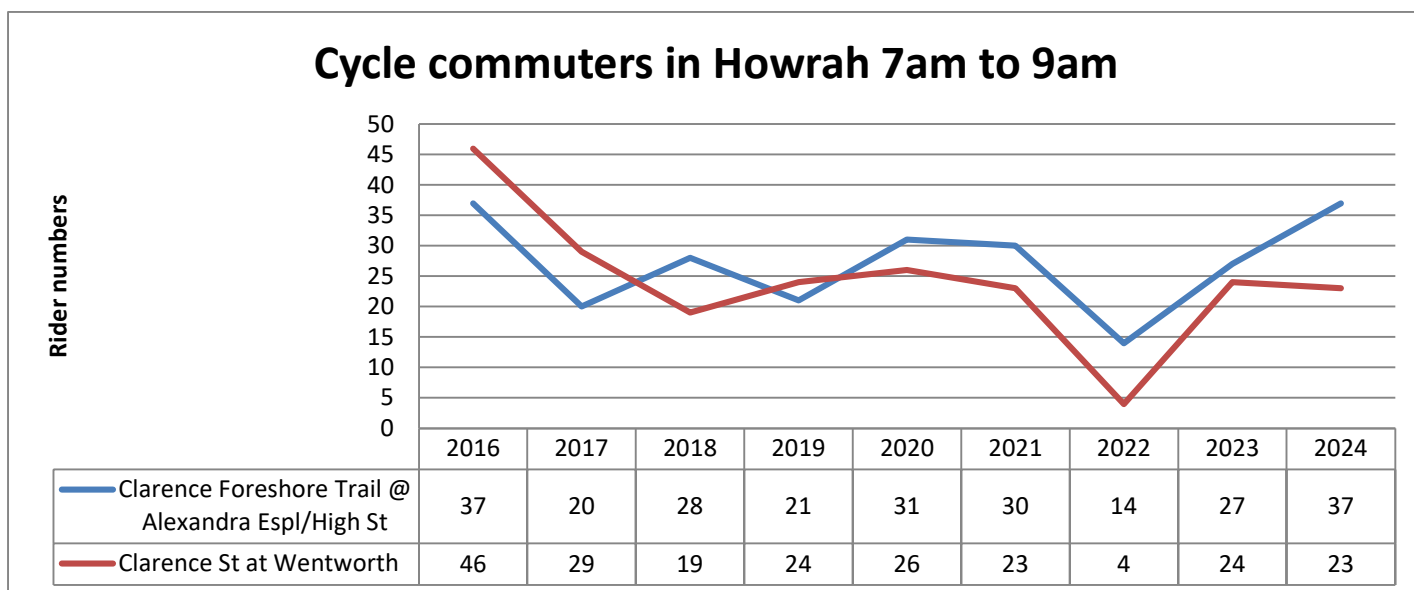
Traffic on Kangaroo Bay Drive was heaviest between 7.45am and 8.15am. No students were seen riding to Rosny College. 2 scooters counted.

Clarence St

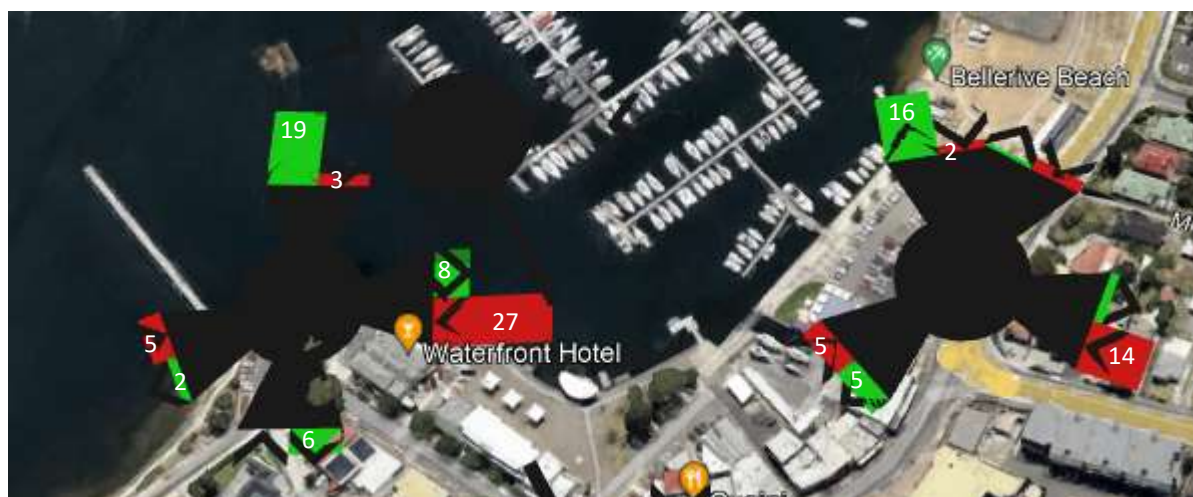
Clarence St is identified as a key cycling route but does not have infrastructure to support cycling, apart from bike storage boxes at intersections.



The number of riders using the foreshore trail has increased while the numbers using Clarence St has dropped.



Bellerive Village



2022 was the first year that the Bellerive Ferry was operating during the counts. The majority of ferry passengers with a bicycle come from the Bellerive Boardwalk direction, which would include people coming from Queen St and the Clarence Foreshore Trail at Kangaroo Bay. The Clarence Foreshore Trail around Victoria Esplanade is longer than using Queen St.

Ferry passengers

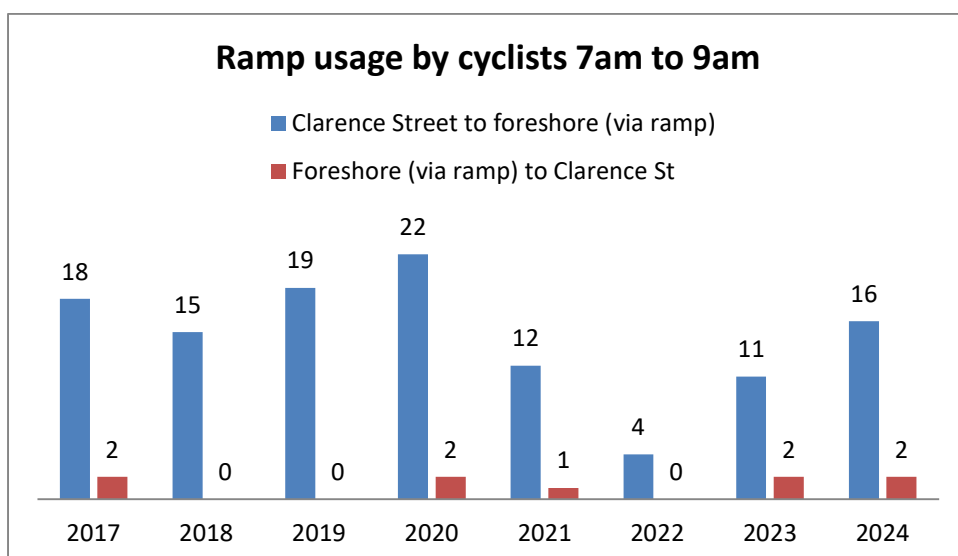


The ferry operator recorded the number of passengers travelling with a bicycle on weekdays between 9 August 2021 and 5 August 2022.

12 month period	AM peak	PM Peak	Daily average
Average number of bicycles	28	25	53

The total number of bicycles who used the ferry on weekdays over the 12 month period was 7109 in the mornings and 6105 in the afternoons.

The ramp at the Cambridge Road end of Clarence St provides an important connection to the Clarence Foreshore Trail. This is the main cycling route to the Tasman Bridge and Kangaroo Bay Drive/Bligh St.



Queen St

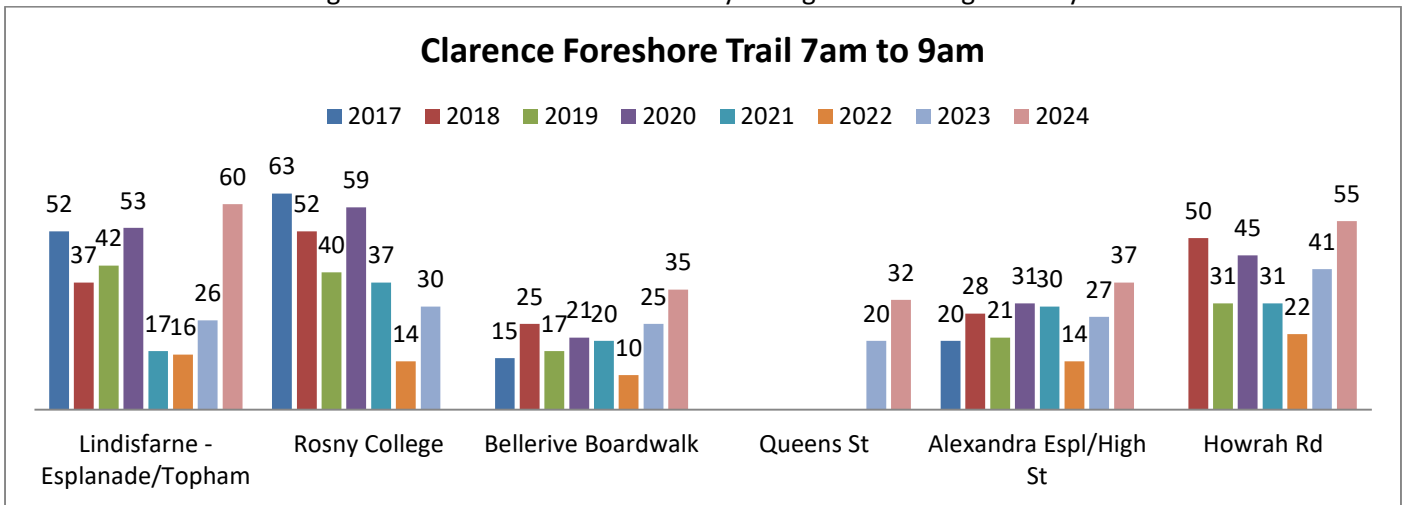
More riders prefer to use Queen St to reach Bellerive village than continue on the longer route around Victoria Esplanade.

The intersection of Queen St and Cambridge Road wasn't counted this year. Historically the majority drop down from Cambridge Rd onto the Boardwalk via the laneway, with a small number riding along Cambridge Rd and down the ramp by the Bellerive Yacht Club.

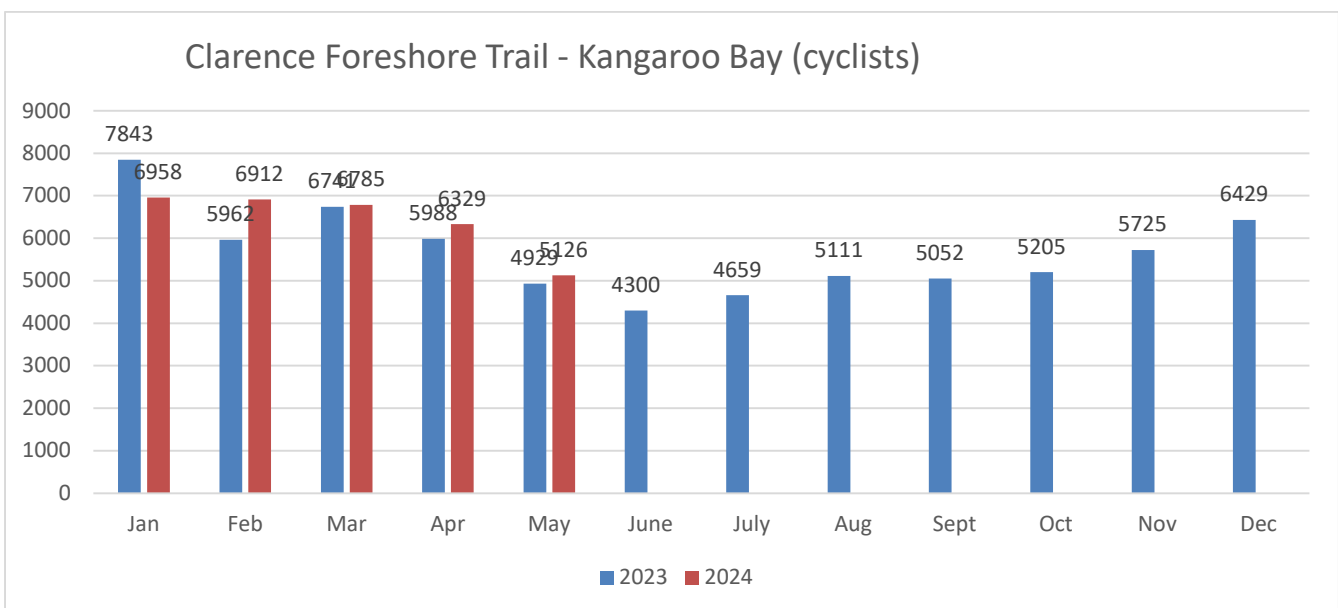


Clarence Foreshore Trail

Lindisfarne recorded the highest number of riders. The Rosny College site at Kangaroo Bay wasn't counted in 2024.



There is a permanent bike counter installed on the Clarence Foreshore Trail at Kangaroo Bay (it only counts bikes). Numbers using the foreshore trail have remained fairly consistent over the path 5 years.

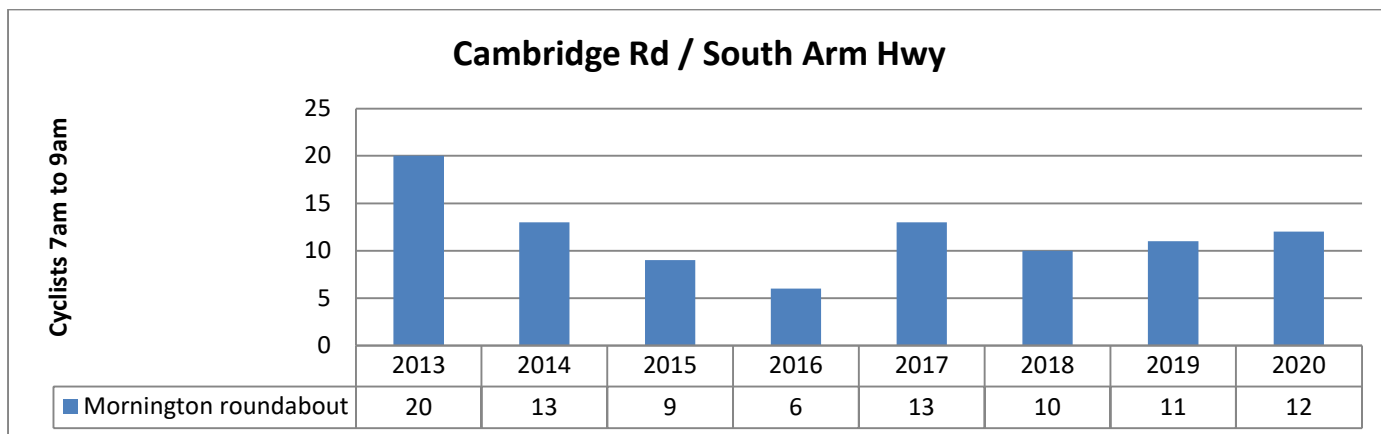


Cambridge Road corridor

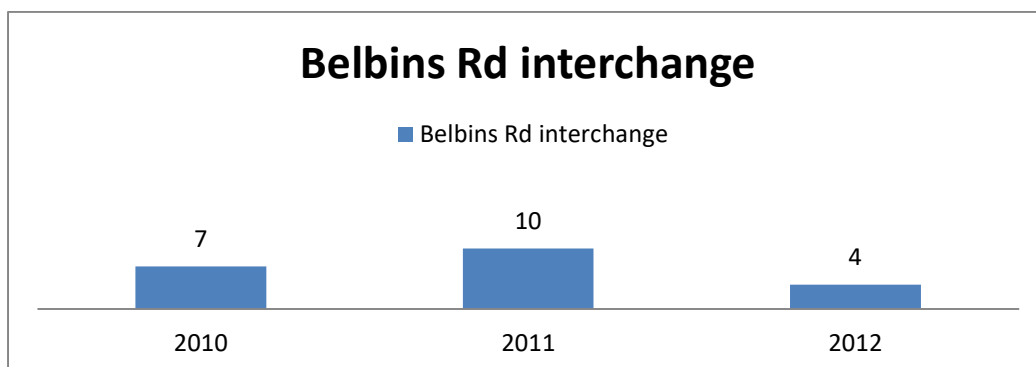
Mornington roundabout

This is one of the most difficult and dangerous intersections for cyclists in Clarence. The majority of riders are travelling on Cambridge Road from east to west. Most stay on Cambridge Road, rather than crossing to the pathway that leads to Bligh St.

This site was not counted since 2021 as there is adequate baseline data and until improvements are made, there is unlikely to be much change in usage.



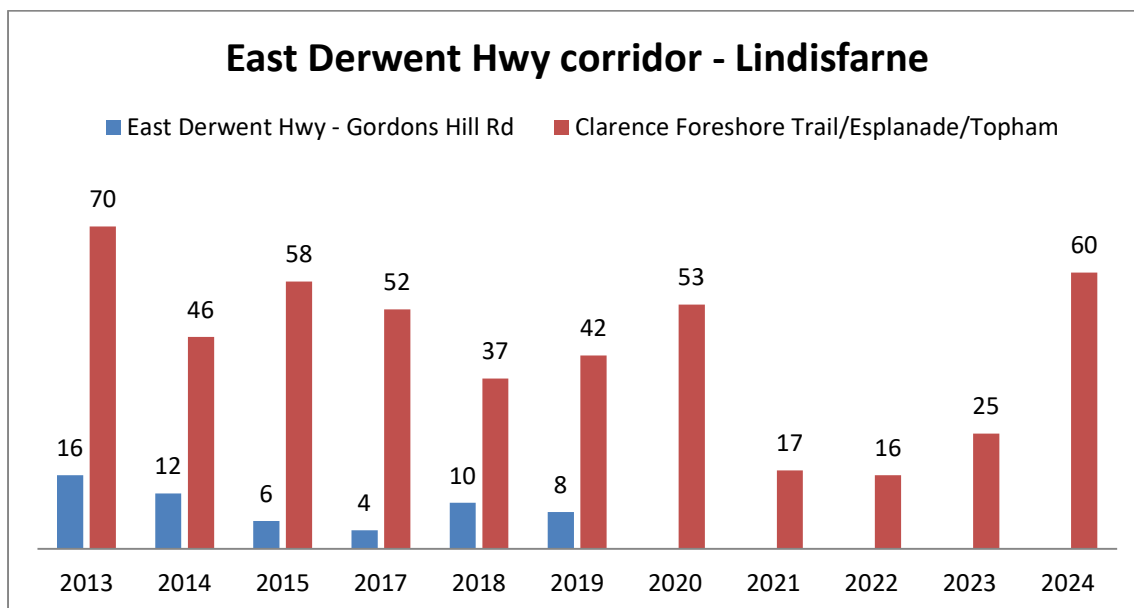
Belbins Road Interchange



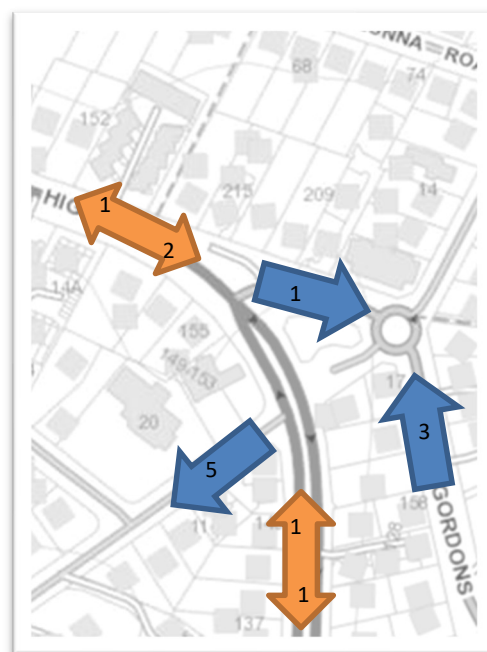
There are only a handful of riders commuting. The most recent count was 2020 where 2 riders travelled towards Cambridge village and 2 riders travelled towards Hobart.

East Derwent Hwy corridor

The Clarence Foreshore Trail offers the best cycling conditions for people travelling from Lindisfarne to the bridge. The East Derwent Hwy site at Gordons Hill Road was last counted in 2019.



Clarence Foreshore Trail / Esplanade / Topham St intersection



East Derwent Hwy / Gordons Hill Rd 2019

3 scooters were counted on the Clarence Foreshore Trail at the Lenna Street intersection.

Topham Street provides a direct connection to the Tasman Bridge.

Kingborough count sites

There are two count sites in Kingborough:

- Channel Hwy at Beach Rd, Kingston
- Channel Hwy at Schools entrance, Tarooma



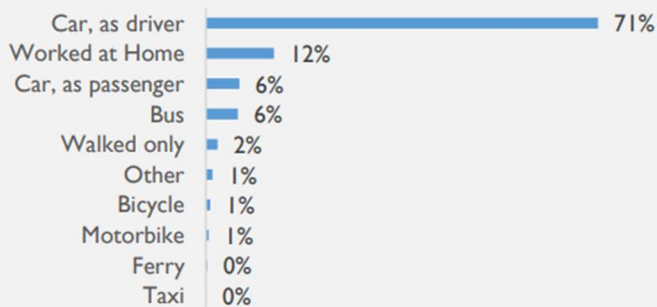
Kingborough

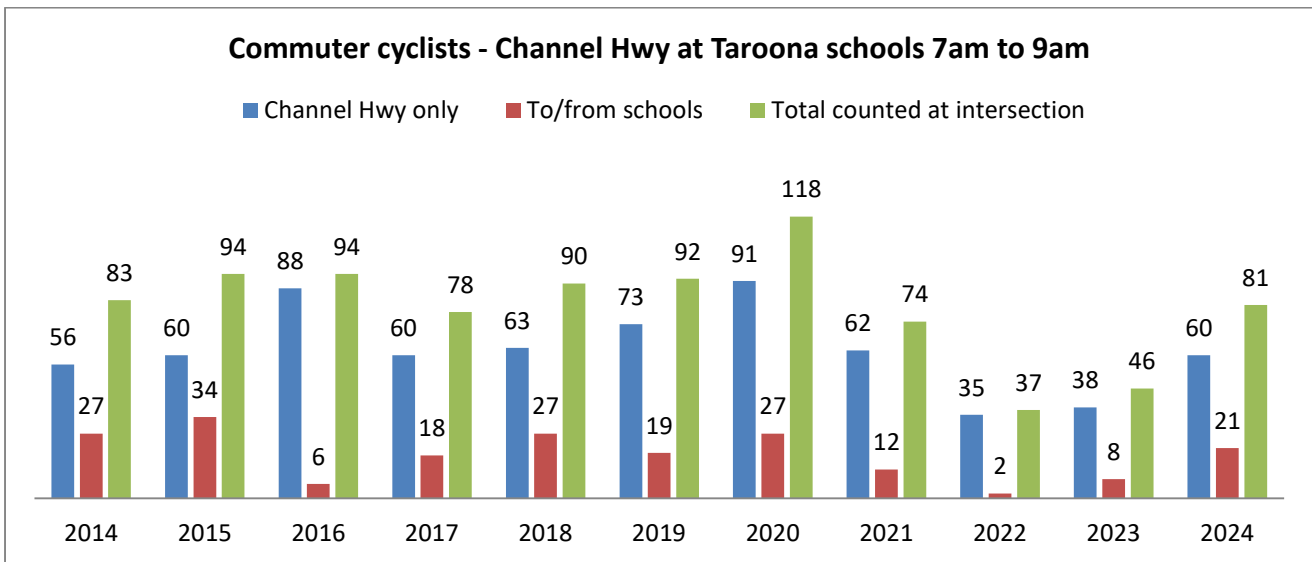
About 77 per cent of Kingborough residents travel to work by car, with the vast majority driving (71 per cent) rather than being a passenger (6 per cent).

Only 6 per cent of Kingborough residents take the bus to work.

The proportion of Kingborough residents that work from home (12 per cent) doubled since the 2016 Census.

Australian Bureau of Statistics 2021 census data





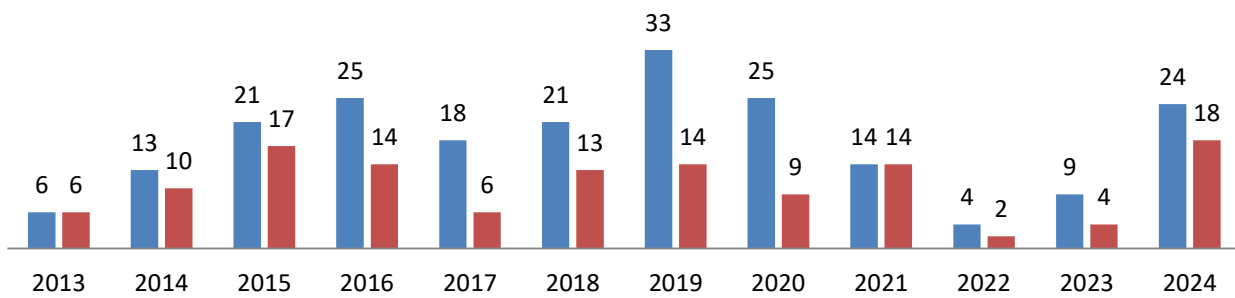
Around one third of bike riders counted on the Channel Highway were going to/from Tarooma Primary or High School – likely a combination of students riding to school independently or with a parent who returns to the Channel Hwy after dropping the child off. 13 bikes were in the primary school bike stand.



Counter notes - Riders keeping to the left and obeying road rules. Primary children riding to school on the pavement.
 Busy school intersection. Children arriving to the schools from roads behind the schools (Flinders Esplanade) not counted.
 Environment: Busy road between 8am and 8.45am with school traffic turning in to and out of the Channel highway.
 16 e-bikes, 0 scooters counted

Channel Hwy cyclists 7am to 9am Beach Road/Channel Hwy Kingston intersection

■ Bonnet Hill riders counted at Kingston ■ Kingston CBD riders



This is the first year that the new uphill bike lane on the Channel Hwy through the Kingston CBD existed. 8 riders used it.



Counter notes

- 9 e-bikes, 0 scooters.
- Environment: Cold start. Around 6 degrees and no sun.
- Beach Road approach to Channel Hwy intersection - Cyclists were often queuing, surrounded by car traffic
- Channel Hwy travelling north-east from CBD - Very narrow bike lane approaching intersection puts cyclists and cars very close together. The approach has a narrow bike lane that does not continue through or on the other side of the intersection. There is no advanced stop line. Cyclists were observed stopping next to cars instead of in front.
- No other approach to the intersection has any space for cyclists to move past traffic without leaving the road. 3 riders chose to leave the road and ride along the footpath to avoid the intersection and car traffic. One small dog as a pillion passenger.