



Greater Hobart Annual Bike Counts

TUESDAY 3 MARCH 2026

Contents

Contents	1
1.0 Overview of bike counts	2
Overall comments	3
Gender breakdown	4
2.0 Hobart count sites	5
Access routes to CBD	6
Waterfront	10
South: Sandy Bay	11
South West: West Hobart & South Hobart	15
North: North Hobart, New Town & Lenah Valley	19
Intercity Cycleway	22
3.0 Glenorchy count sites	24
Intercity Cycleway – Glenorchy section	25
Glenorchy CBD access	26
Brooker Hwy Corridor	29
4.0 Kingborough count sites	30
Taroona - Channel Hwy	30
Kingston - Channel Hwy & Whitewater Creek Trail	31
5.0 Clarence count sites	33
Rosny Park CBD	34
Bellerive Village & ferry	35
Clarence Foreshore Trail	37
South: Clarence St	38
North: East Derwent Hwy corridor	39
East: Cambridge Road and Tasman Highway corridor	40
Tasman Bridge (Eastern Shore)	41

1.0 Overview of bike counts

Bicycle counts have been undertaken across Greater Hobart since 2011. The purpose is to get a snapshot of how people on bicycles and scooters move through intersections, which routes they take and the impact of new infrastructure on behaviour and rider numbers over time.

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 3 March 2026.

Weather observations

Min 13C Max 19C

Temperature at 9am: 14C

Rainfall: 2mm

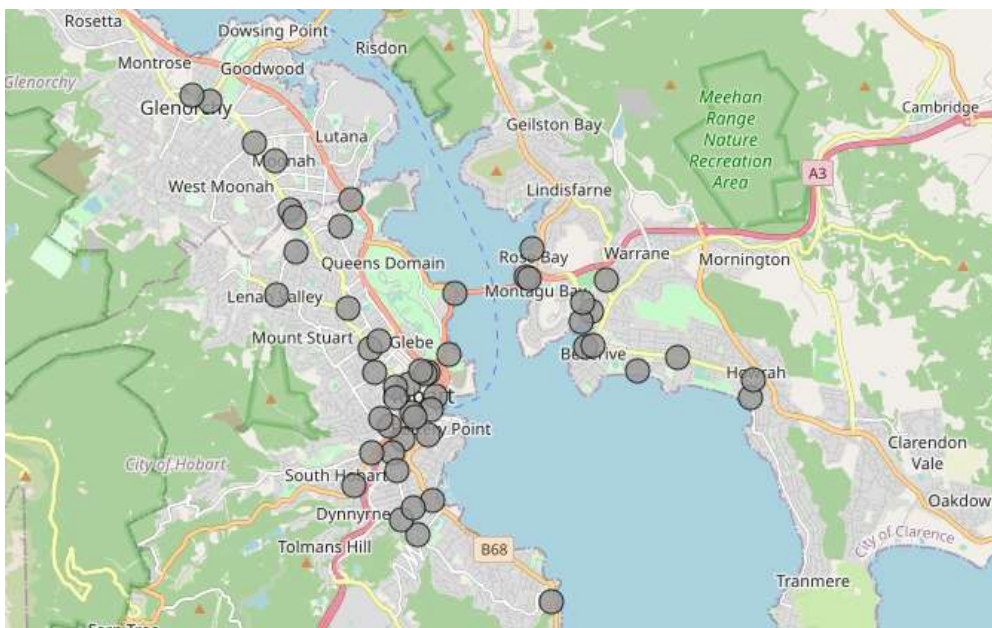
Wind: 15 km/h

Cool and overcast but dry morning after 10mm of rain the previous day.

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



Acknowledgement goes to 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 which makes this report possible.

Overall comments

Numbers have steadily increased since COVID but have now stabilised, with a slight decrease in numbers counted since 2025. E-scooter usage has also declined.

The exception was the Campbell St corridor which showed an increase in rider numbers. This route has benefited from improvements over the past few years including a separated cycleway on the road and a bridge over the Brooker Hwy at Bathurst St.

The counts help to identify the preferred routes that people take when commuting by bicycle, which gives insight into transport planning for improving conditions for riding in Greater Hobart. Some counters noted improvements to safety and amenity could be made at locations on popular routes, in particular intersection crossings.

The table below does not reflect the number of riders as people may have been counted riding through multiple intersection and the number of count locations can vary from year to year but it gives a general impression of cycling movements across Greater Hobart.

	2023	2024	2025	2026
All bikes	2651	3793	3969	3824
Bicycles		2934	3028	
E-bikes		859	941	
Micro (e-scooters)	459	460	468	

Best performing sites:

South Hobart

- Hobart Rivulet Track/Collins St/Molle St intersection – Second highest number recorded at the site and the first year it was counted since separated bike lanes were installed.
- Upper Davey and Macquarie St – highest number recorded. The kerbside lane on Macquarie St was resealed and upgraded to a clearway in the morning peak.

Inner Hobart

- North side of CBD - Campbell St – highest number ever recorded. Consistently high since 2024 after the Rose Garden Bridge was installed and separated bike lanes installed prior to the 2025 counts.
- Inner Sandy Bay - Grosvenor St and Fitzroy Place recorded higher levels of riders.

Glenorchy CBD

- Peltro Sreet – highest number recorded.

Bellerive ferry access

- Bligh St – highest number recorded

Gender breakdown

As the number of sites counted each year can vary the total numbers each year are not comparable but they provide an indication of the breakdown between genders.

Bicycles	2020	2021	2022	2023	2024	2025	2026
Female	1127	929	518	738	1073	1241	1157
Male	2963	2421	1457	1997	2669	2675	2623
Not known	55	29	34	52	51	53	44
TOTAL	4145	3379	2009	2787	3793	3969	3824

Greater Hobart	2019	2020	2021	2022	2023	2024	2025	2026
Percentage of females	26%	27.5%	28%	26%	27%	28%	32%	30%

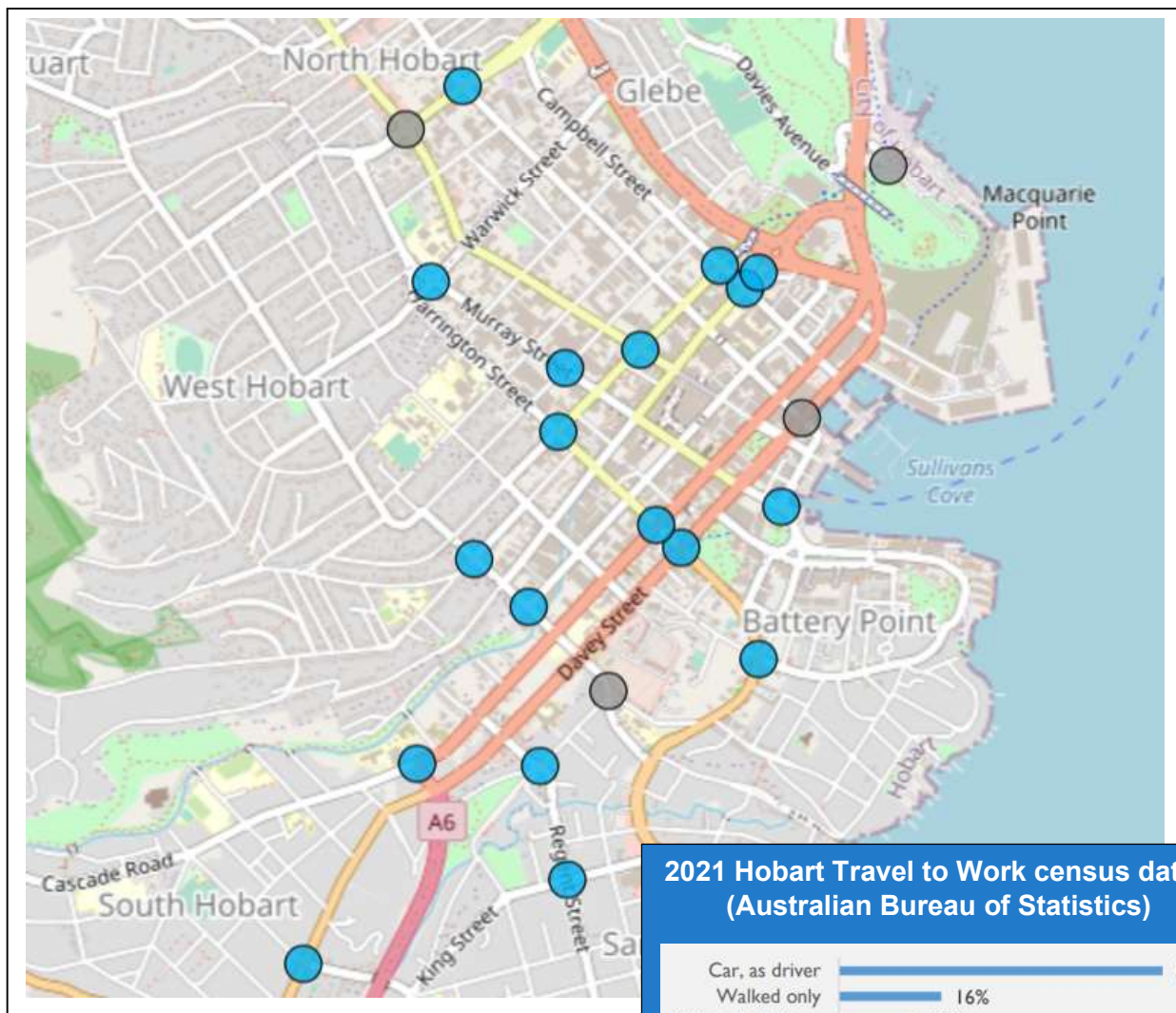
Generally, the more bike friendly a route is, the higher the numbers of female riders. Demographics also play a part. South Hobart has the highest percentage of female riders which may explain why it has the highest level of cycling mode share overall.

Collins St at Elizabeth St mall had the highest percentage of women riders across Greater Hobart.

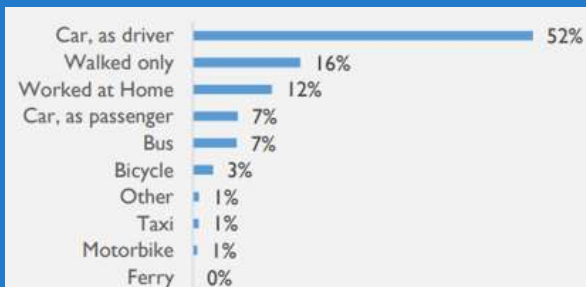
Location	Intersection	LGA	% of female riders 2023	% of female riders 2024	% of female riders 2025	% of female riders 2026
South Hobart	Davey St at Lynton Ave	Hobart	41%	38%	48%	45%
South Hobart	Collins St / Molle St	Hobart	45%	42%	46%	39%
South Hobart	Macquarie St / Southern Outlet	Hobart	46%	39%	42%	39%
Sandy Bay	Byron / Fitzroy St	Hobart				40%
North Hobart	Elizabeth St / Burnett St	Hobart	48%	36%	36%	35%
North Hobart	Elizabeth St / Bathurst	Hobart				46%
North Hobart	Argyle St / Burnett St	Hobart				38%
Hobart CBD	Campbell St / Liverpool	Hobart				43%
Hobart CBD	Campbell St / Bathurst	Hobart				39%
Hobart CBD	Collins St / Elizabeth St mall	Hobart				53%
New Town	Augusta Rd / New Town Rd	Hobart	33%	32%	35%	41%
Hobart	Intercity cycleway at Tasman Bridge	Hobart	23%	27%	32%	31%
Taroona	Channel Hwy at schools	Kingborough	29%	23%	28%	Not counted
Howrah	Clarence Foreshore Trail at Howrah Rd	Clarence	21%	16%	21%	25%
Bellerive	Clarence Foreshore Trail – Alexander Ave	Clarence	36%	11%	18%	20%
Bellerive	Ferry terminal at boardwalk	Clarence	30%	28%	15%	31%
Bellerive	Clarence Foreshore Trail – Kangaroo Bay	Clarence				39%
Sandy Bay	Marievale Esp / Sandy Bay Rd	Hobart	27%	31%	14%	29%

2.0 Hobart count sites

30 sites were counted in Hobart. Numbers were steady or slightly lower than the previous year. The exception was the Campbell St corridor which had a slight rise in numbers.



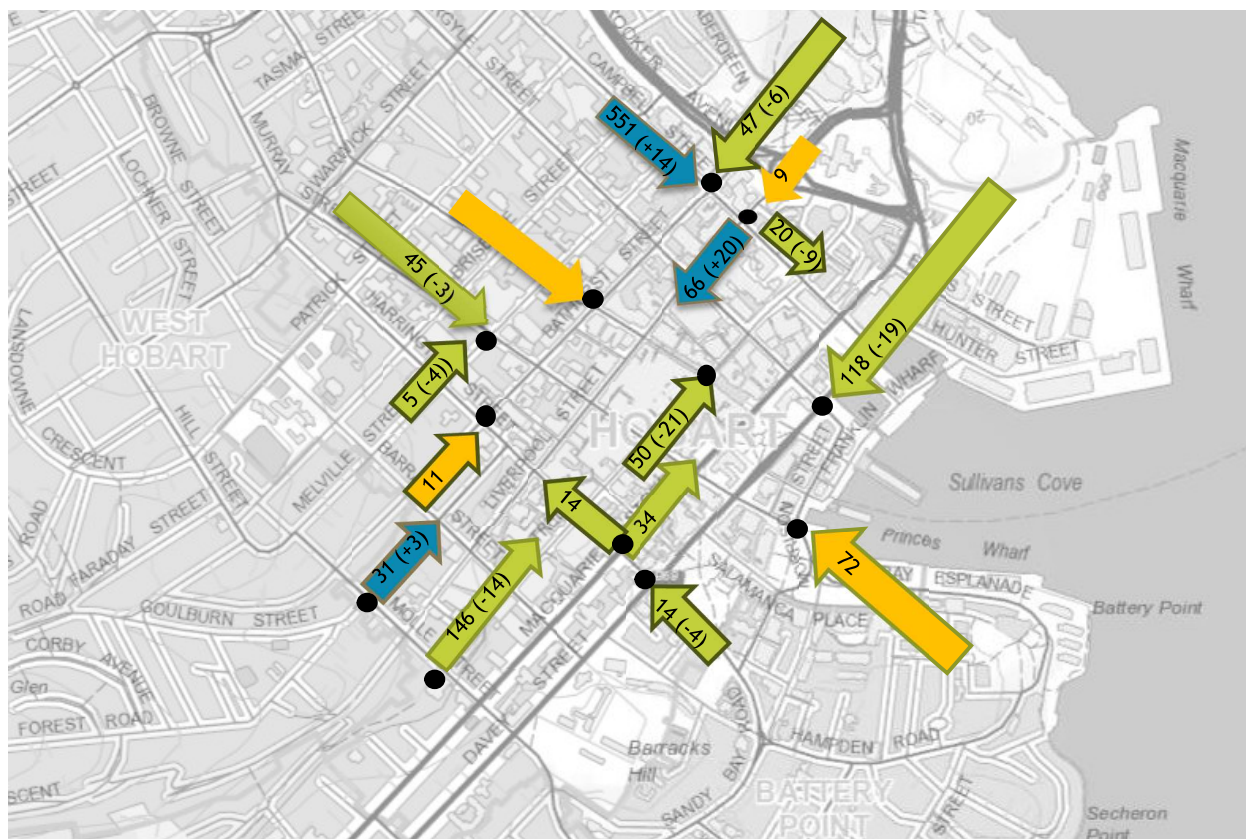
2021 Hobart Travel to Work census data -
(Australian Bureau of Statistics)



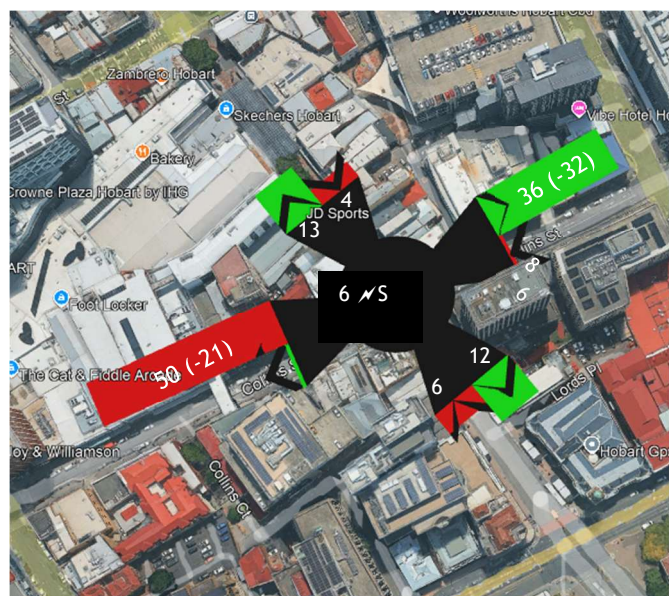
The number of people working from home (12%) doubled since the 2016 census.

Access routes to CBD

The map (below) shows the volume of riders entering the central Hobart area between 7am and 9am. The Intercity Cycleway (riders from north and east), Hobart Rivulet Track (riders from South Hobart) and Battery Point (riders from Sandy Bay and the south) are the most popular routes into the city. Campbell St is the most popular route from North Hobart/New Town while Murray St is the most popular route from West Hobart. Elizabeth St is also a popular route from the north and north west. Green arrows show sites where there has been a decrease since the previous year, blue arrows show an increase in counts and orange indicates a site with no change or no data.



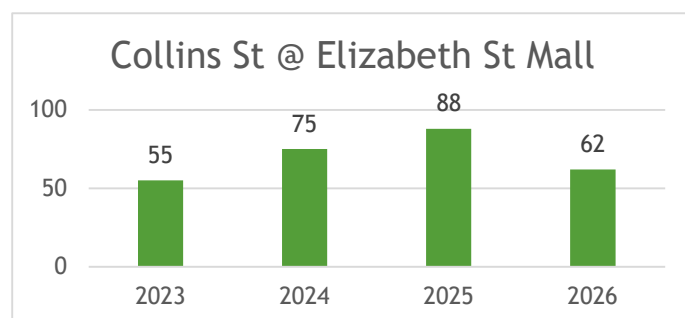
City Centre - Collins St at Elizabeth St mall



Riding is not allowed in the mall after 8am. 9 riders rode through prior to 8am and 7 riders were counted using the mall after 8am (presumably walking their bikes).

Only one rider was recorded going contra-flow up Collins Street in the one-way section (compared to 8 in 2024).

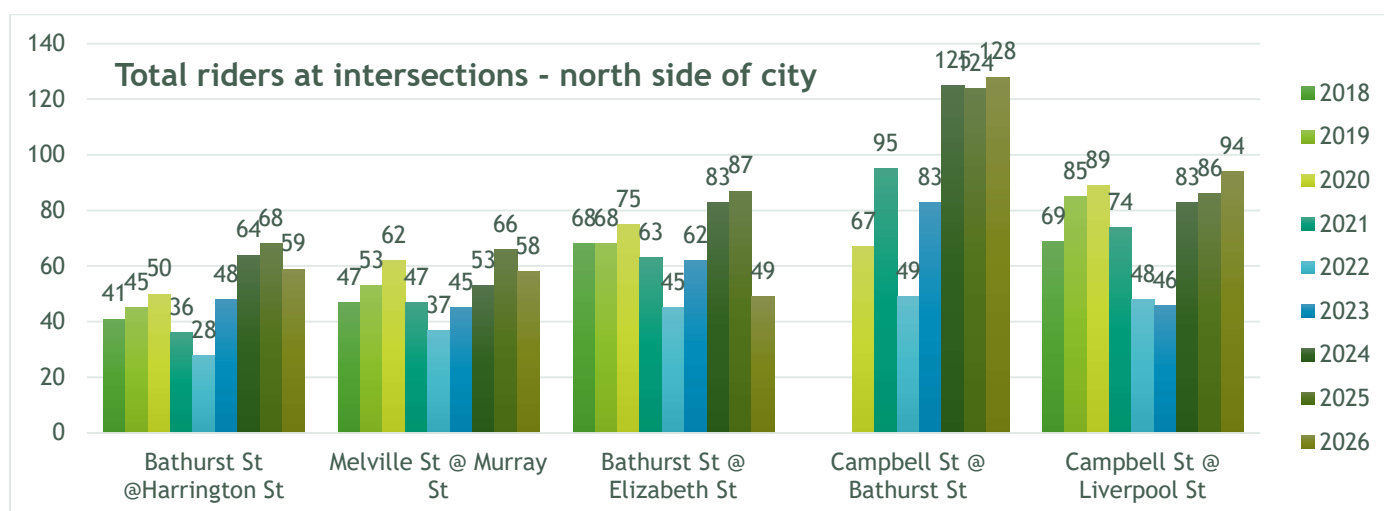
14 e-bikes were counted and 6 e-scooter observed.



From West Hobart and North Hobart to city

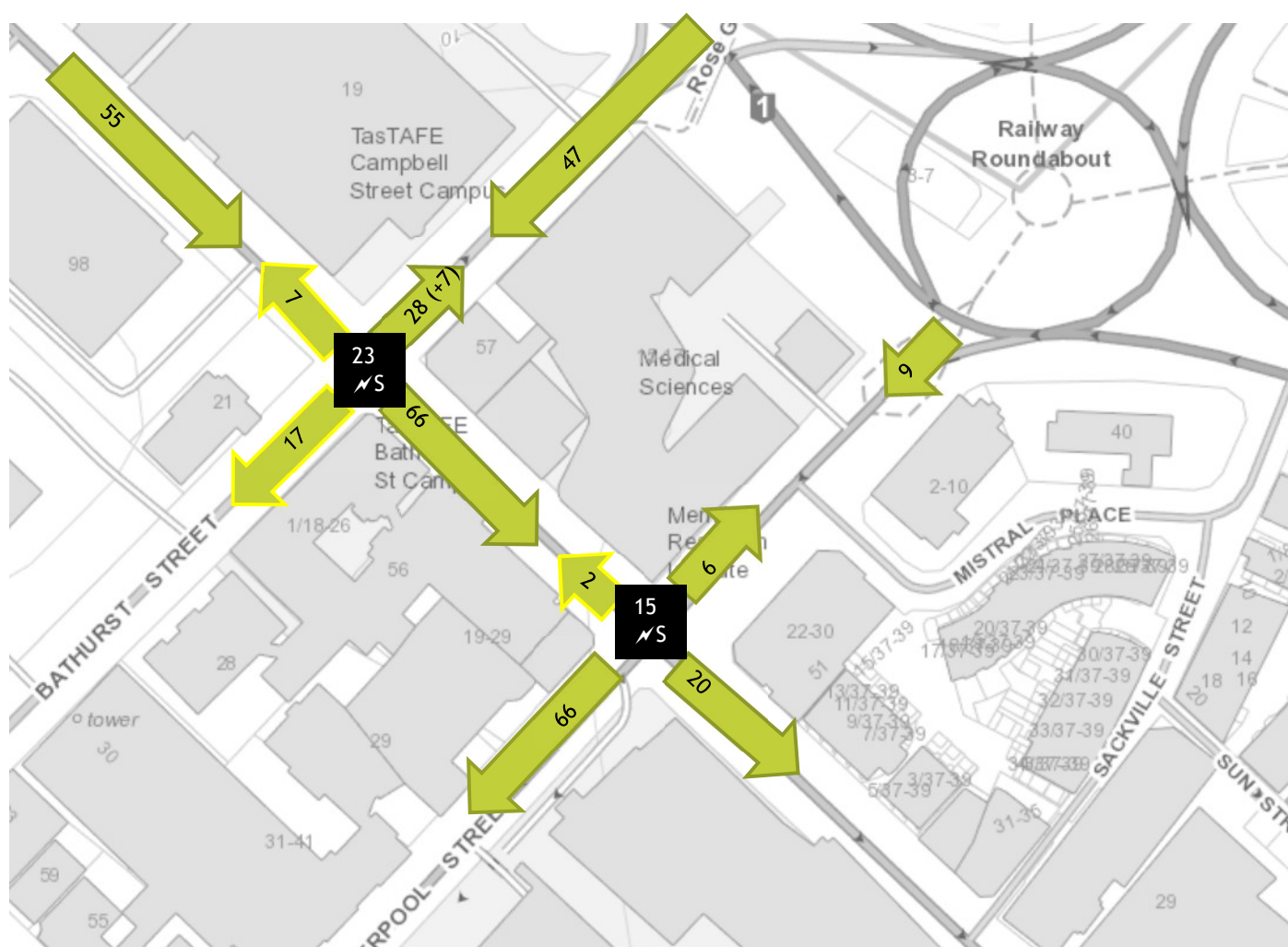
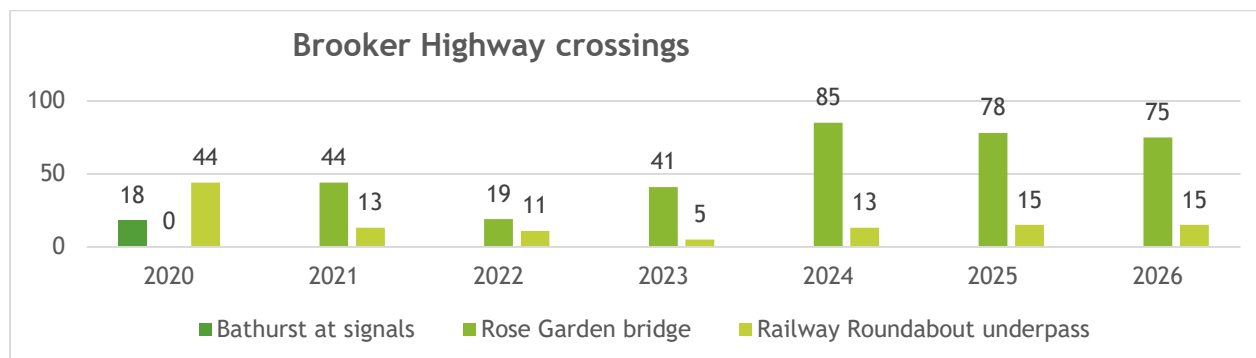


Three intersections are counted across the NW side of the city on all the streets that have a lane heading towards the city. Argyle St is not counted as it is one-way and heads away from the city. Murray St is the most direct route from West Hobart and even though it has no infrastructure, it is downhill which makes it easier for confident riders to move with the traffic. Elizabeth St and Campbell St riders 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.



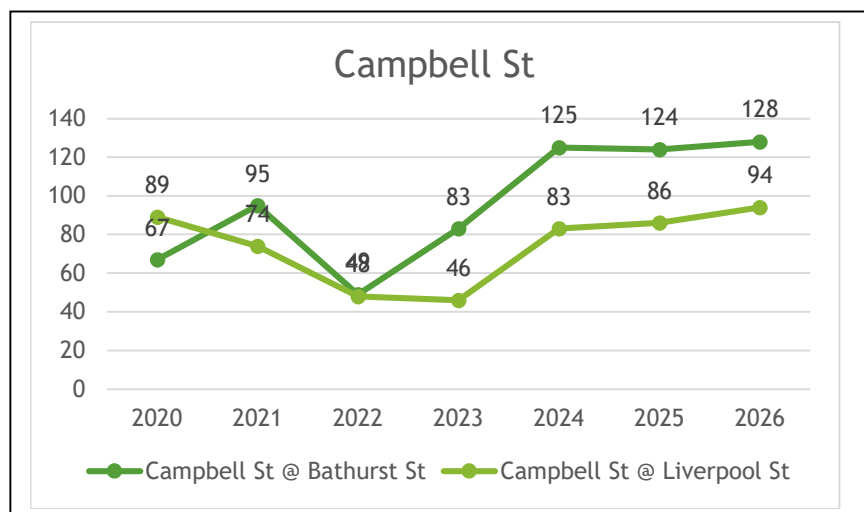
The Campbell St and Liverpool St separated bike lanes were installed in 2024 so this was the second year they have been included in the counts. There was an increase in riders counted on Campbell St from North Hobart and the majority turned onto Liverpool St where there is a separated bike lane installed in early 2025.

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).

Campbell St

The Bathurst/Campbell St intersection has seen a steady increase in cycling traffic since the Rose Garden Bridge opened in 2021. To travel contra-flow, riders use the footpaths on Campbell St

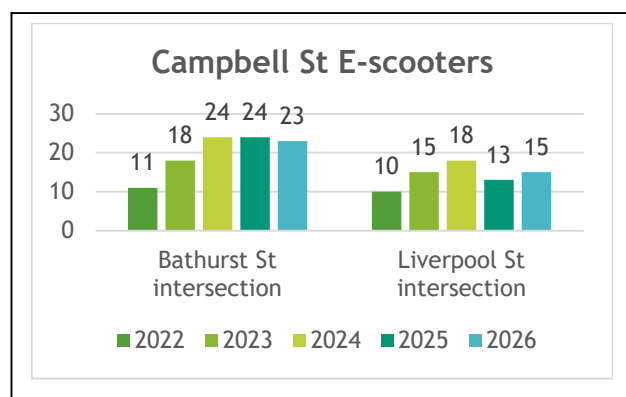
In past counts it has been reported that TAFE employees ride their bikes over the bridge and then zip across the road into the carpark without coming to the corner, so are not counted.



The Liverpool/Campbell St intersection has the majority of riders coming from Campbell St with around 23% continuing towards the waterfront and 77% turning into Liverpool St.

Campbell St e-scooters

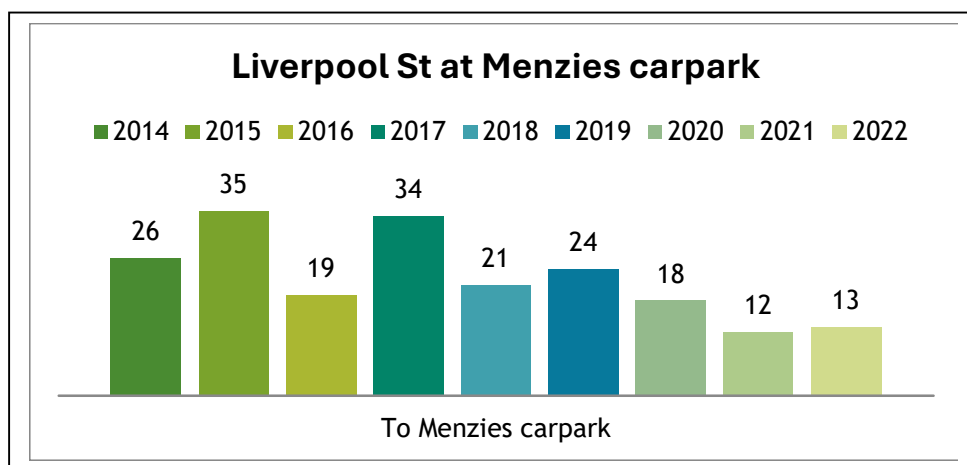
E-scooter counts commenced in 2022 when a trial public e-scooter scheme was underway. Numbers have risen and stabilised.



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

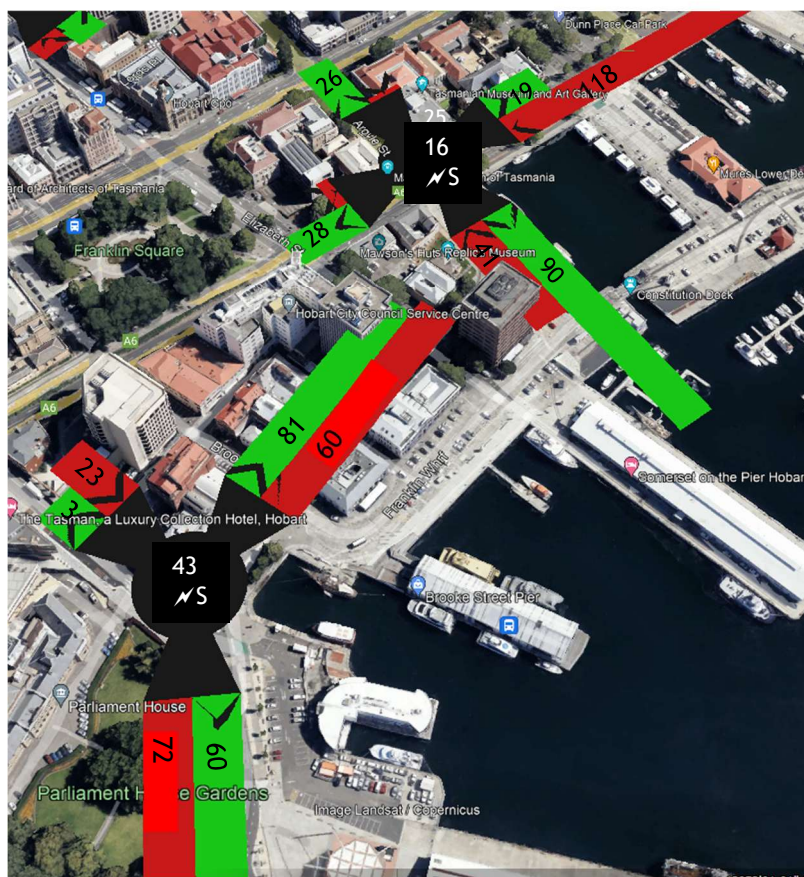
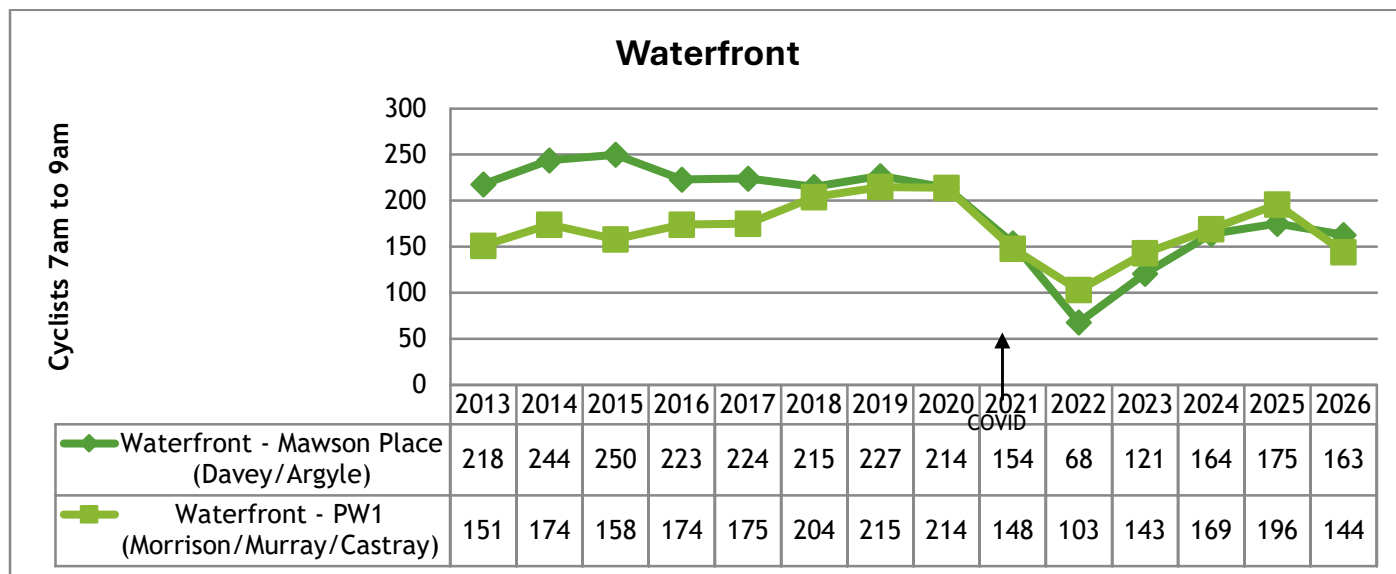
entrance on Liverpool St observed *“Mainly pedestrians and quiet until after 8am. Seemed like people were lifting bikes up steps from underground walkway on roundabout side. Also observed multiple buses arriving at once opposite the Menzies Med School and at times the buses blocked Mistral Place. The 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 have been increasing since the drop during COVID. The number of riders recorded at PW1 dropped below the number of riders at Mawson Place for the first time since 2022.

- 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)
- 2025 counts – Campbell St separated bike lane opened



PW1 Morrison/Castray/ Murray - This is a major route on the bike network and one of the busiest in Hobart. It has been observed that some riders prefer to stay on the road to avoid the pedestrians on the shared path.

High levels of pedestrian activity was observed on the shared path due to the arrival of a cruise ship early in the morning.

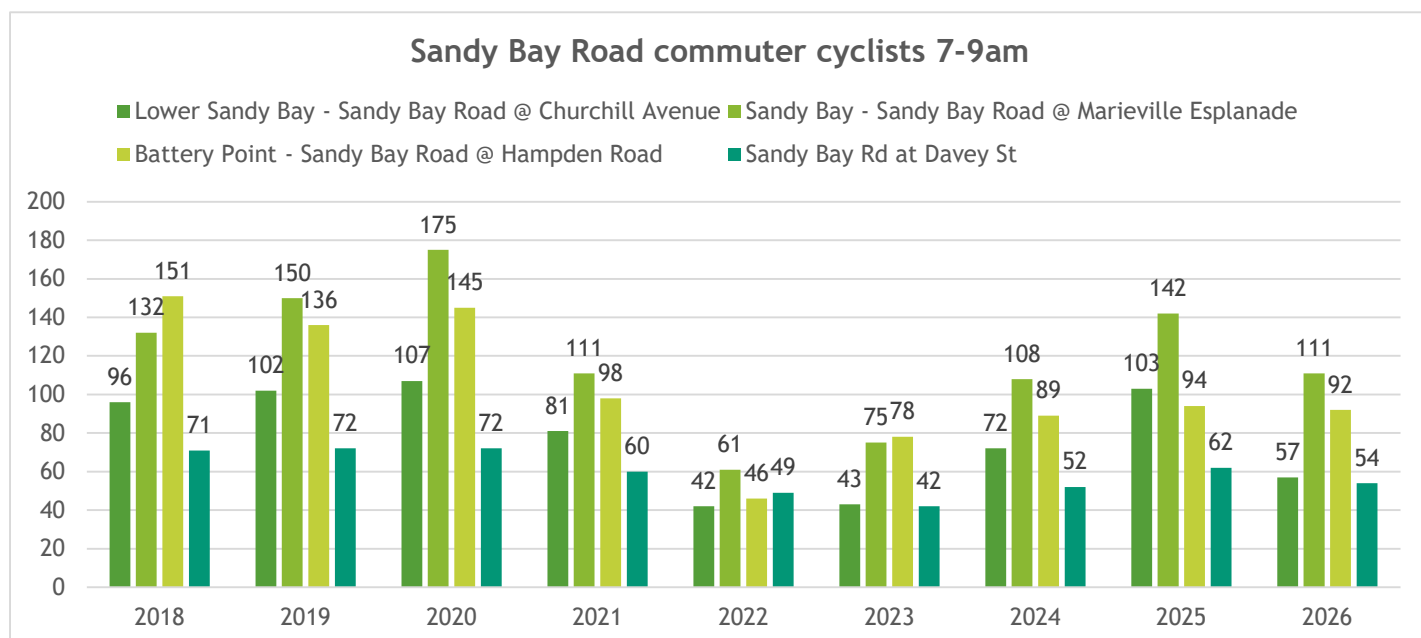
Mawson Place Argyle/Davey - The bulk of riders come from the Intercity Cycleway direction. 63% continue towards the waterfront/ Salamanca. 19% head up Davey St (presumably on the footpath) and 18% turn up Argyle St.

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.

South: Sandy Bay

This is the main cycling route from the south of the city from Sandy Bay as well as for residents of Kingborough who live in Taroona, Bonnet Hill or Kingston. The road is relatively flat and has bike lanes from Taroona to Plimsol Ave and a shared path to Marieville Esplanade. There is no cycling infrastructure through the Sandy Bay shopping precinct to Davey St.



There has been an incremental increase in riders since COVID but not back to pre-COVID levels. The number of people in City of Hobart working from home doubled since 2021 which may explain the reduction in riders counted. The Marieville Esplanade intersection is where the majority of riders decide whether to turn off to ride through Battery Point or continue on Sandy Bay Road.

- Sandy Bay Road at Churchill Ave.**

47 riders travelled north towards Hobart from Taroona. 7 riders travelled south towards Taroona (a large drop from the previous year). 3 used Churchill Ave. 18 e-bikes were counted and 0 e-scooters.



Numbers were down on previous years, particularly south-bound riders. A large group of recreational riders were counted heading south on Sandy Bay Road in 2025 which may explain the lower number this year.

- **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. There were a variety of different ways that riders crossed the road to get to Marieville, either turning from the road, using the footpath or the median island.

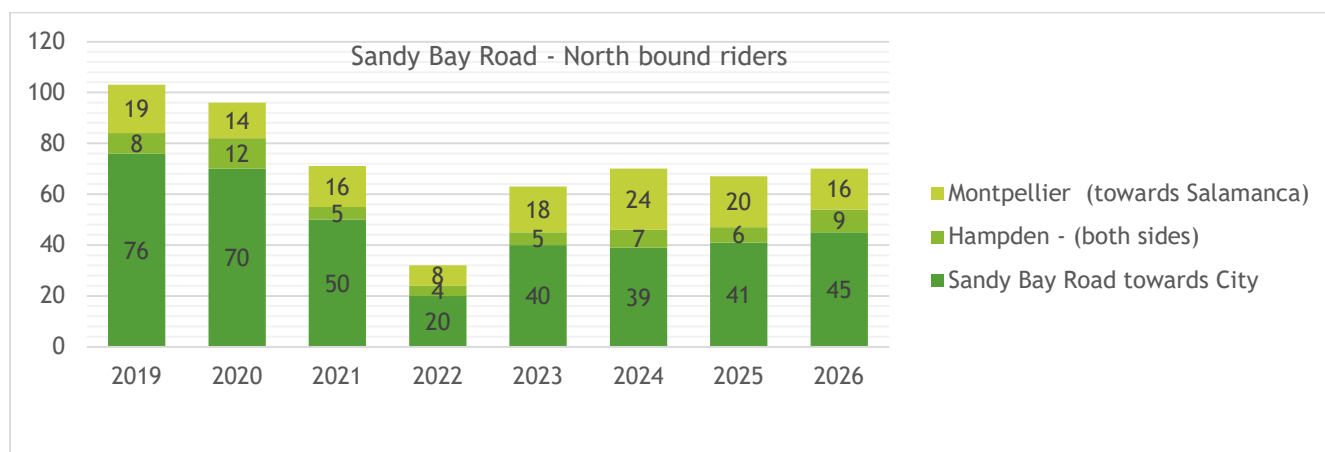
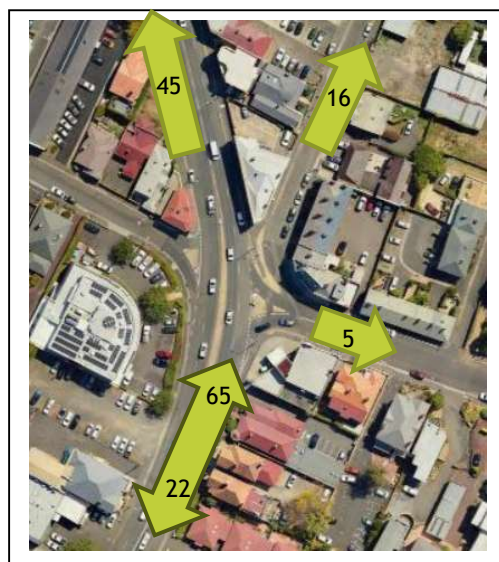
Numbers were lower this year heading south but similar numbers headed north. However a higher percentage went via Marieville Esplanade (64%) than remained on Sandy Bay Road (36%). In 2025 the spit was 56% via Marieville compared to 44% via Sandy Bay Road.

30 e-bikes included in the count. 7 e-scooters were recorded (but not included in the count).



- **Sandy Bay Road at Hampden Road intersection** - Despite the traffic conditions, Sandy Bay Road offers the best topographical alignment into Hobart. Riders use Montpelier Retreat to head directly to or from Salamanca and the waterfront and avoid the intersections further along at Gladstone Street and Davey Street. About a dozen riders were observed on the foot path on Sandy Bay Rd rather than the road. Total numbers at the intersection were similar to the previous year. 14 e-scooters counted. 27 people were on e-bikes.

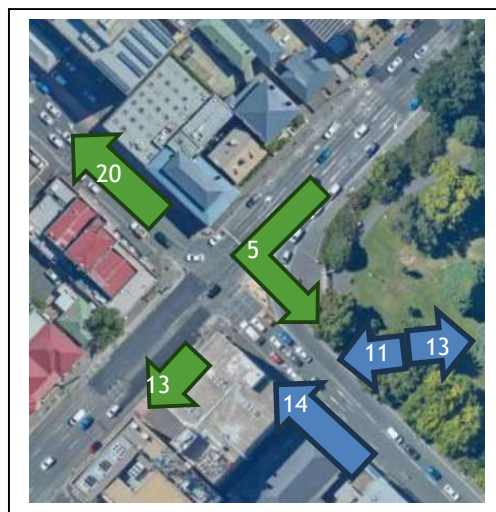
The counter noted conflict between vehicles turning left off Sandy Bay Rd onto Hampden Rd and people crossing the road as motorists have poor vision of people crossing this point and frequently approach at higher speeds. Riders heading north on Sandy Bay Road wanting to turn into Montpelier Retreat or Hampden Rd East have to ride onto a raised central dividing strip to cross. The counter noticed riders turn onto Hampton Road east and down James St and Knopwood St to access Montpelier Retreat, which is one-way (no entry) at the Sandy Bay Road intersection. A contra-flow bike lane on Montpelier would help.



- **Davey St intersection** – The counter noted cars regularly run the red arrow when turning on to Sandy Bay Road from Davey Street.

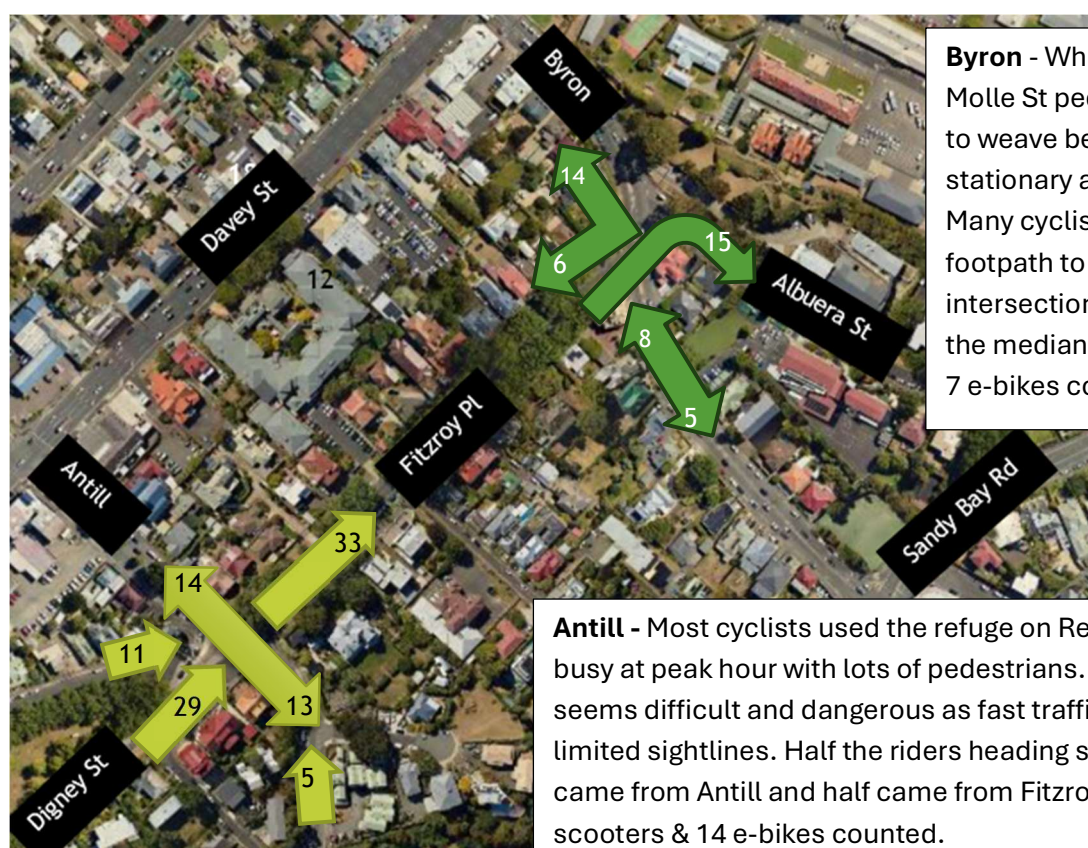
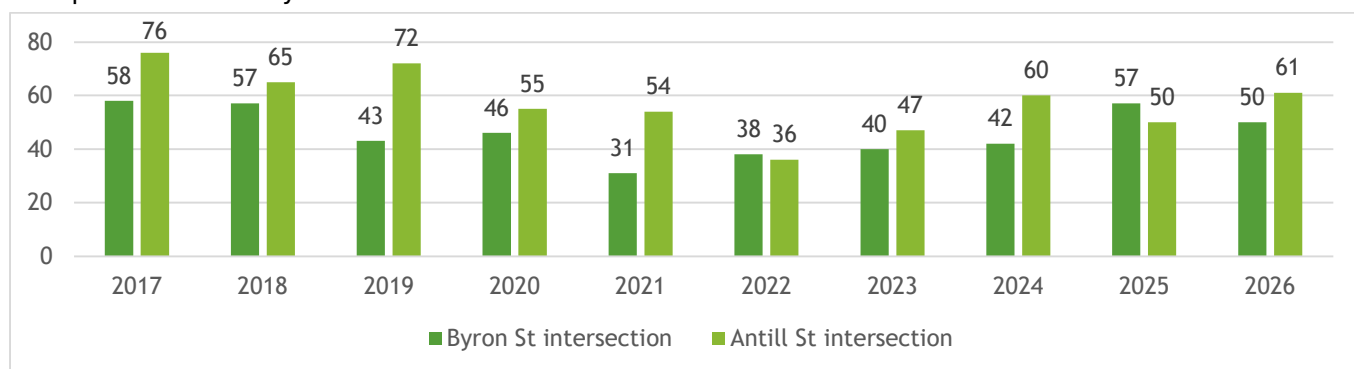
In 2024 only 3 riders were recorded going up Davey St. A protected bike lane was installed on Davey St between Sandy Bay Road and Barrack St later in 2024, which has seen an increase in riders to 13.

9 e-scooters observed. 12 riders were on e-bikes.



Inner Sandy Bay

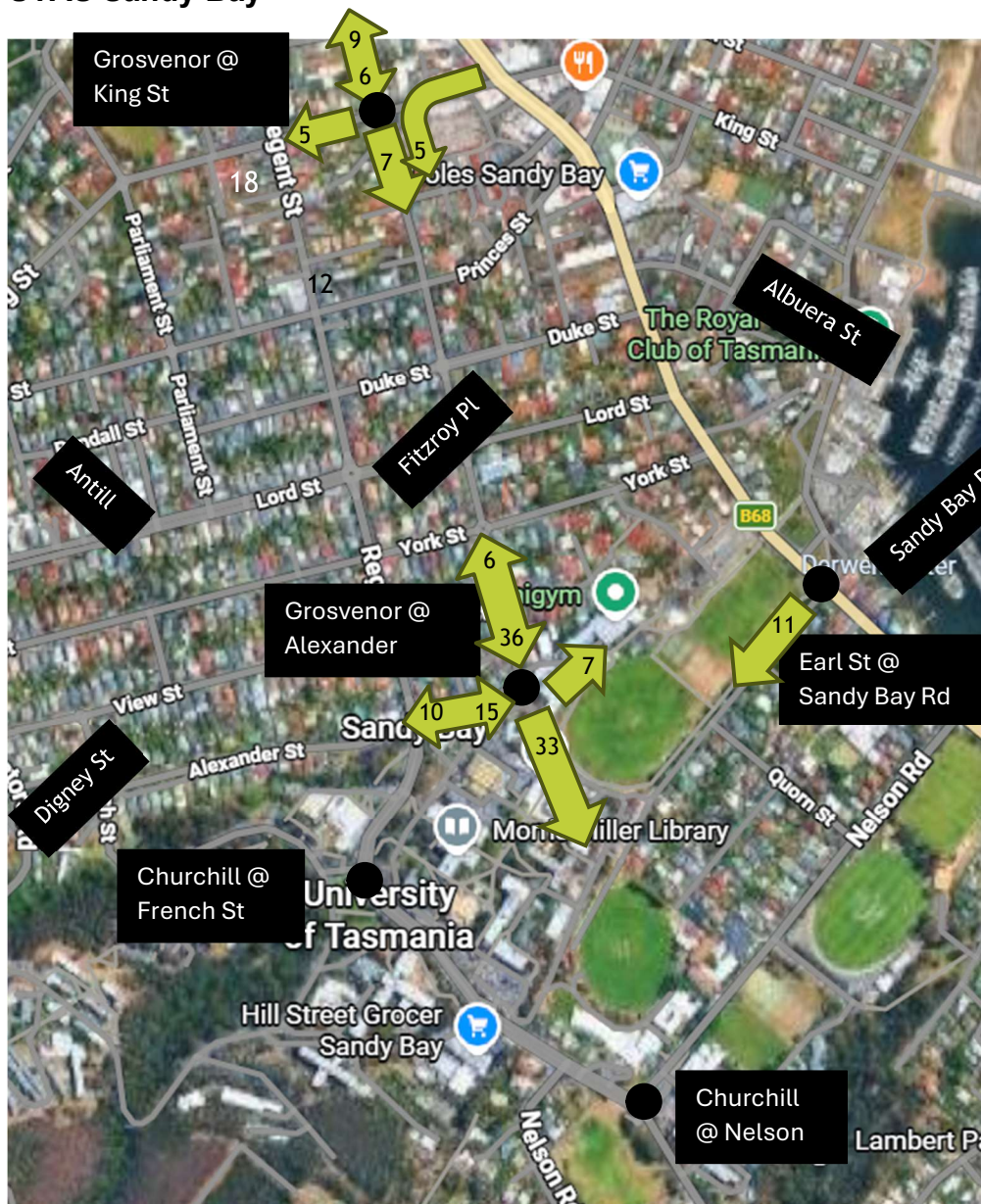
- **Fitzroy Place & Albuera St** – This is a convenient and quiet route that runs parallel to Davey St, linking Fitzroy Gardens at Digney St to Albuera St Primary School and Hampton Rd in Battery Point.



Byron - When traffic banked up on Molle St pedestrians and riders had to weave between cars that were stationary across the intersection. Many cyclists rode onto the footpath to go around the intersection or to cross at the gap in the median strip. 6 e-scooters and 7 e-bikes counted.

Antill - Most cyclists used the refuge on Regent St, which get very busy at peak hour with lots of pedestrians. Crossing Regent St seems difficult and dangerous as fast traffic from Davey St and limited sightlines. Half the riders heading south onto Regent St came from Antill and half came from Fitzroy Place/Bryon St. 4 e-scooters & 14 e-bikes counted.

UTAS Sandy Bay



Grosvenor St at King St

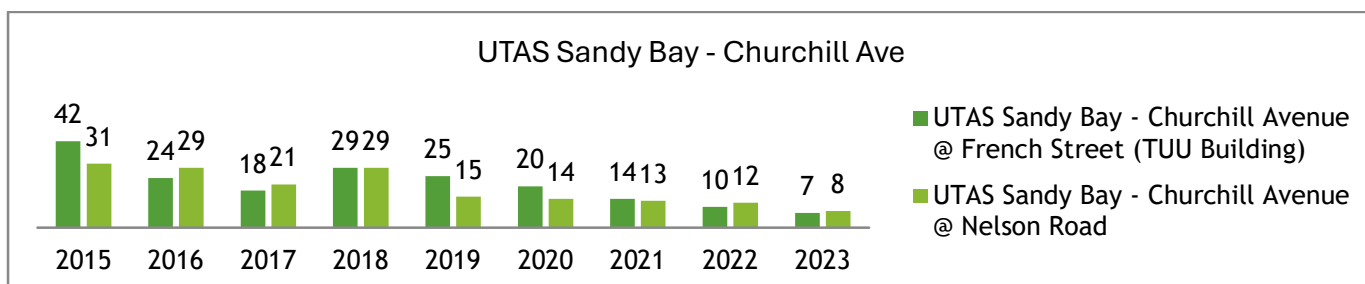
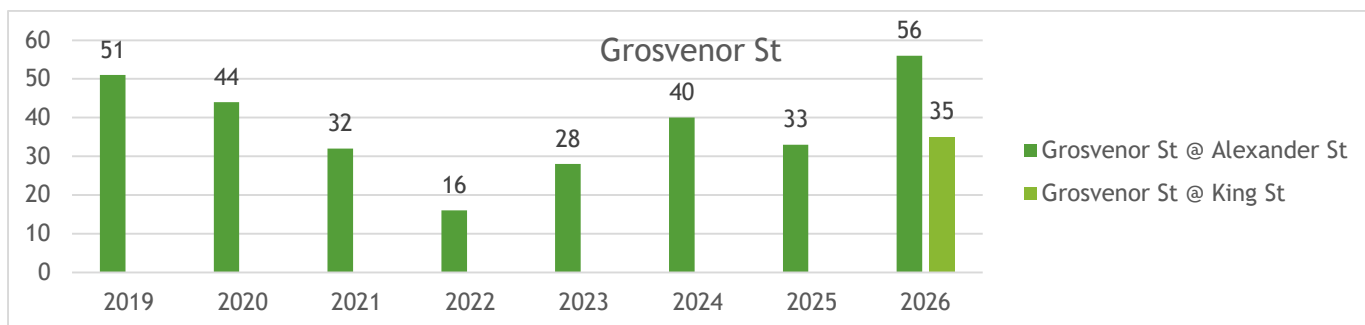
The majority of riders (13) travel along Grosvenor St only in both directions (7 north and 6 south). An additional 6 riders turn south from King St (the bulk coming from Sandy Bay Rd direction), making a total of 12 riders heading south on Grosvenor.

9 riders travel along King St in both directions (3 west and 6 east) without turning off. 3 e-scooters counted.

Grosvenor St at Alexander

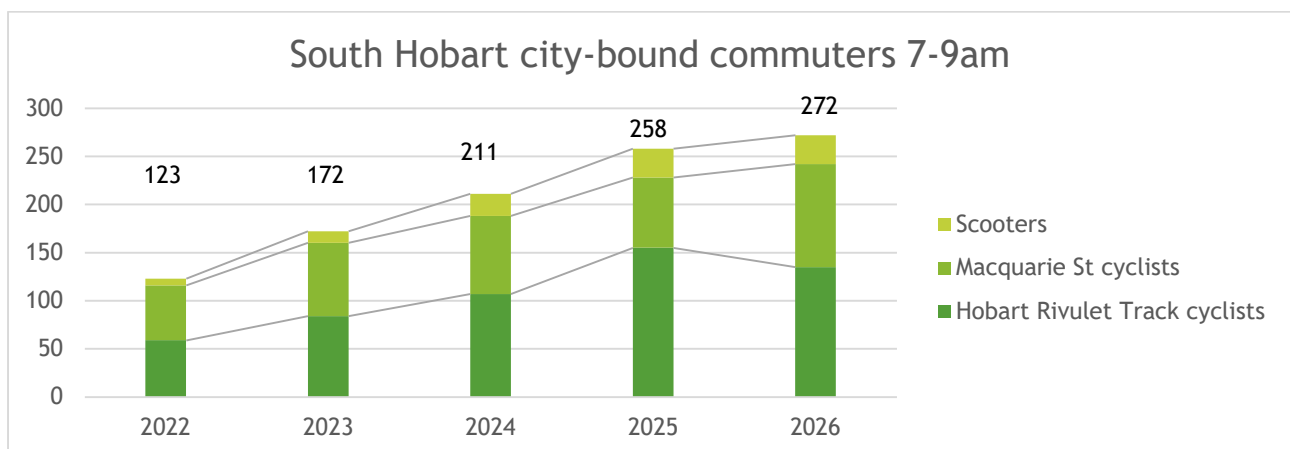
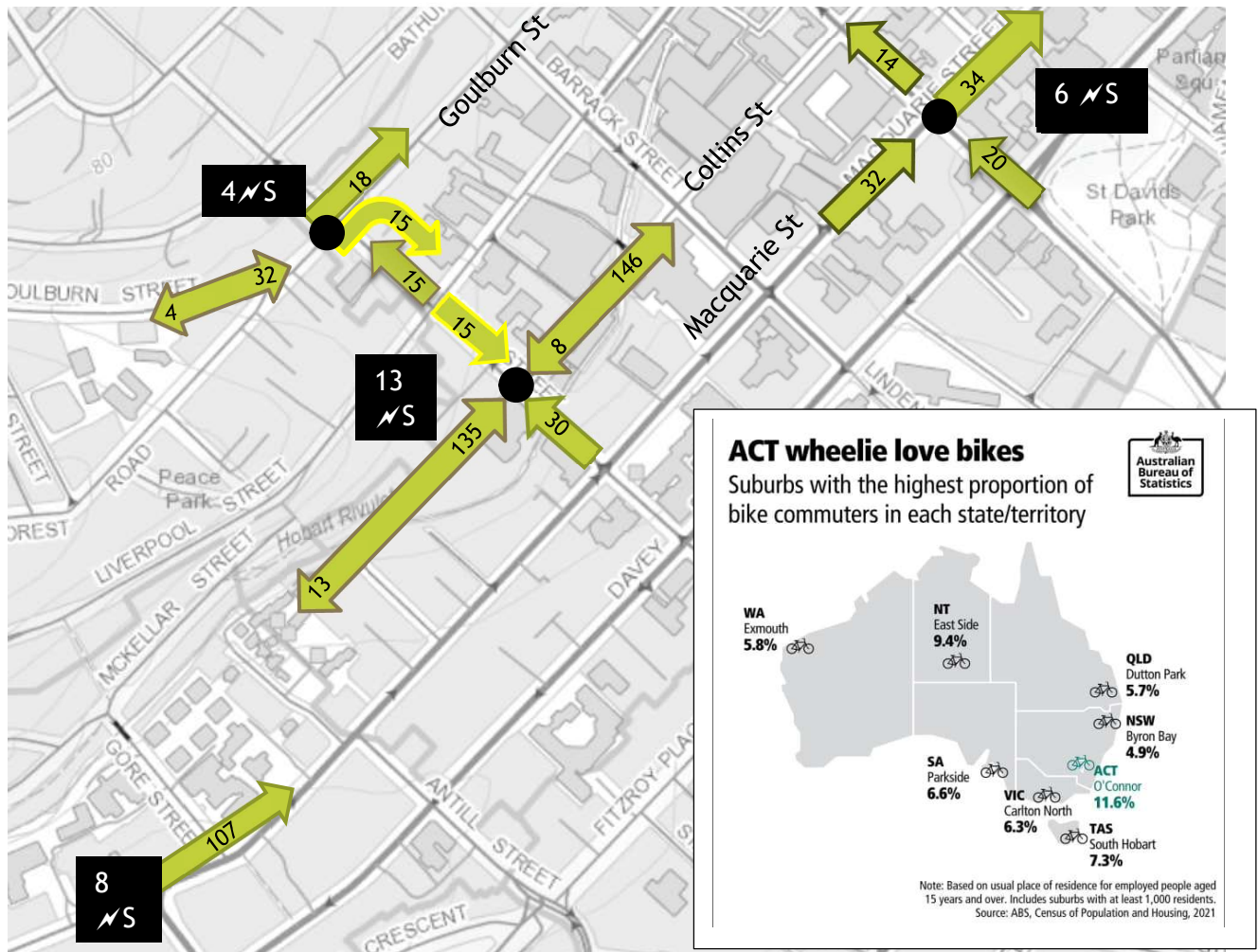
The dominant direction of travel is south along Grosvenor St to the UTAS campus. The counter observed cyclists on Churchill Ave as well as an additional 4 riders just after 9am on Grosvenor St that weren't counted. 5 e-bikes and 3 e-scooters.

Overall, numbers counted between 7am and 9am on Churchill Ave are very low so those sites have not been counted since 2023.



South West: West Hobart & South Hobart

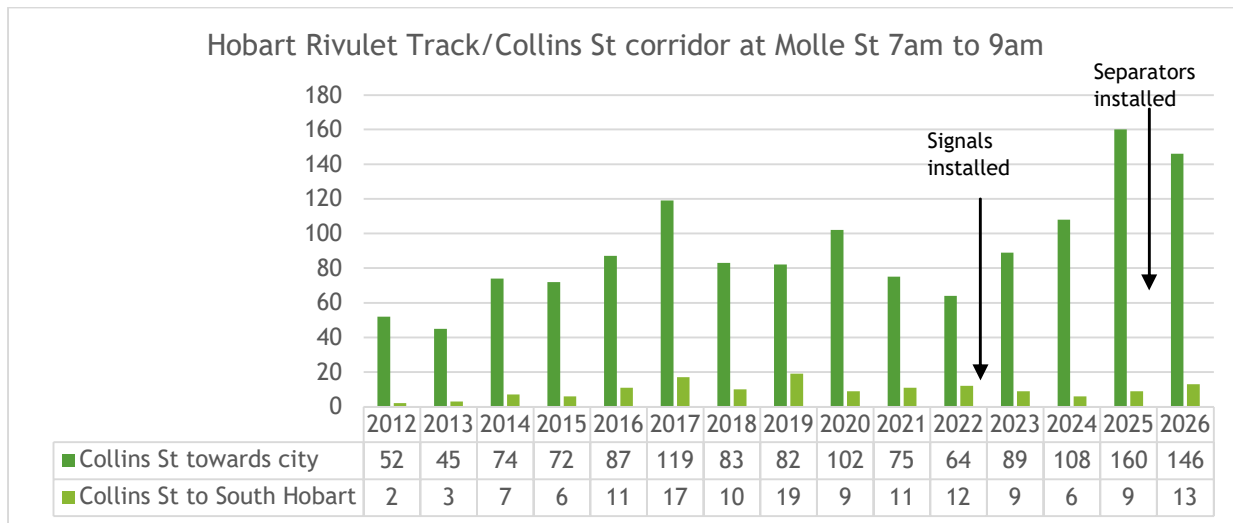
South Hobart has a demographic that has a propensity to ride due enhanced by the proximity to the city and the pleasant Hobart Rivulet Track and lack of steep hills. West Hobart from the south side is more challenging for cycling due to the elevation but riders follow the old trolley bus route up Goulburn St to the flat sections of Hill St and Landsdowne Crescent.



From South Hobart, 272 people left their cars at home and used bicycles or scooters to commute. The number has doubled since 2022. 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.

- Collins St at Molle St**

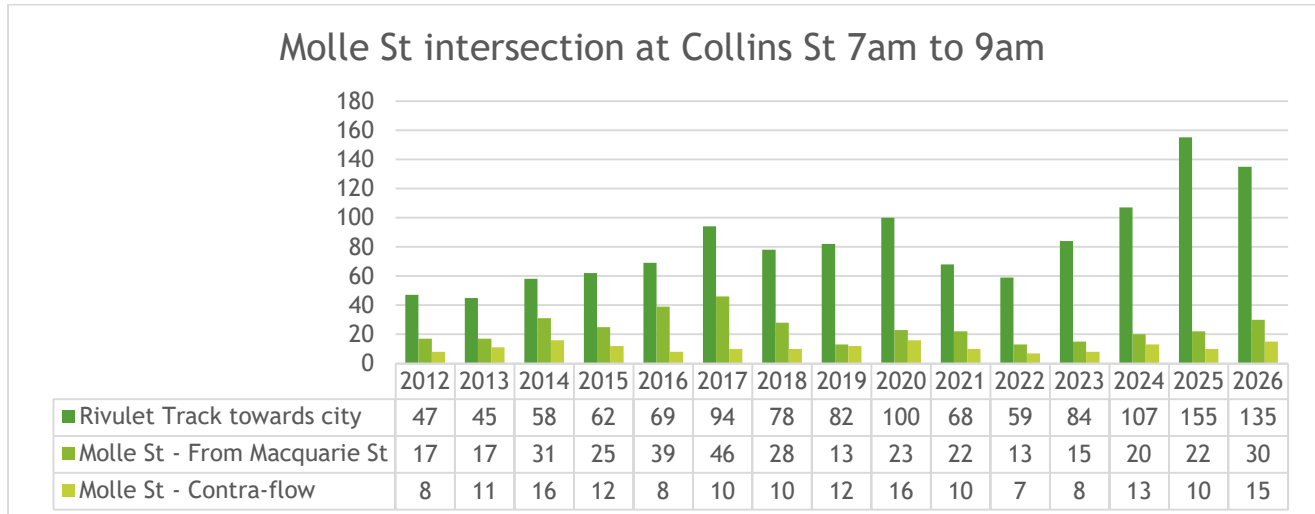
72 e-bikes were counted, the highest ever recorded. 13 e-scooters observed (a slight reduction over the past couple of years). The installation of a trial separated cycleway on Collins St commenced in April 2025



- Molle St at Hobart Rivulet Track**

45 riders were observed using Molle St. One third (15) were riding on the footpath contra-flow to the direction of traffic between Goulburn St and Collins St.

8 riders rode the length of Molle St from Macquarie St to Goulburn St (half the amount riding contra-flow). It is expected that the reverse happens in the evenings.

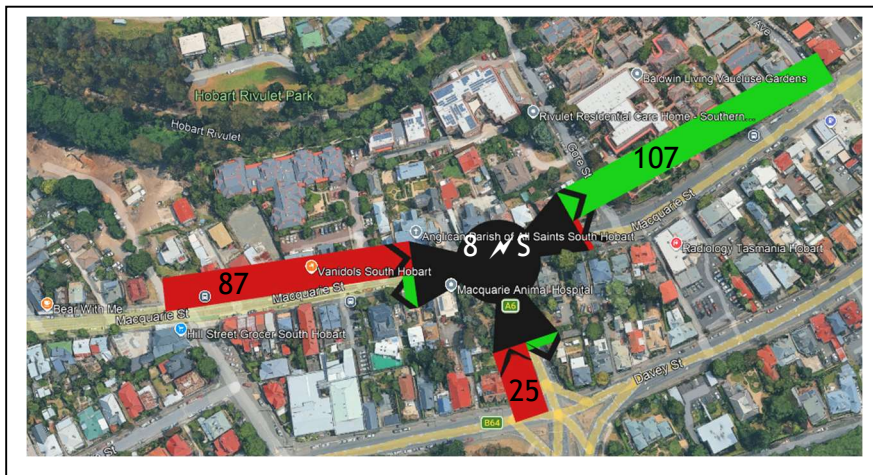


- Molle St at Goulburn St**

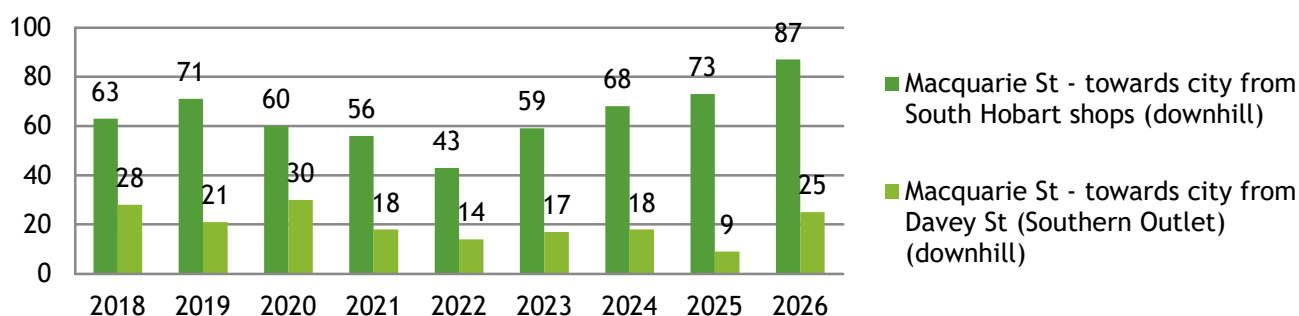
The number of riders coming from Goulburn St is steady with a slight increase in numbers over the past couple of counts. Riders who came from Goulburn St and turned right onto Molle St were using the footpath. Riders turning right from Molle St to Goulburn St towards the city used the right turn lane (rather than a hook turn). High level of pedestrians and no kerb ramps on island by left turn slip lane onto Goulburn Street.

- Macquarie St - Davey St/Southern Outlet intersection**

This intersection picks up riders coming from the Davey St/Southern outlet direction and it presumed that the bulk of riders have come from Davey St where it becomes one-way. It is noted that a significant amount of riders using Macquarie St rode until the intersection, then hop onto the footpath at the driveway prior to lights, before then heading back on the road after the guard rail ends and there is a pinch point. 36 e-bikes counted.



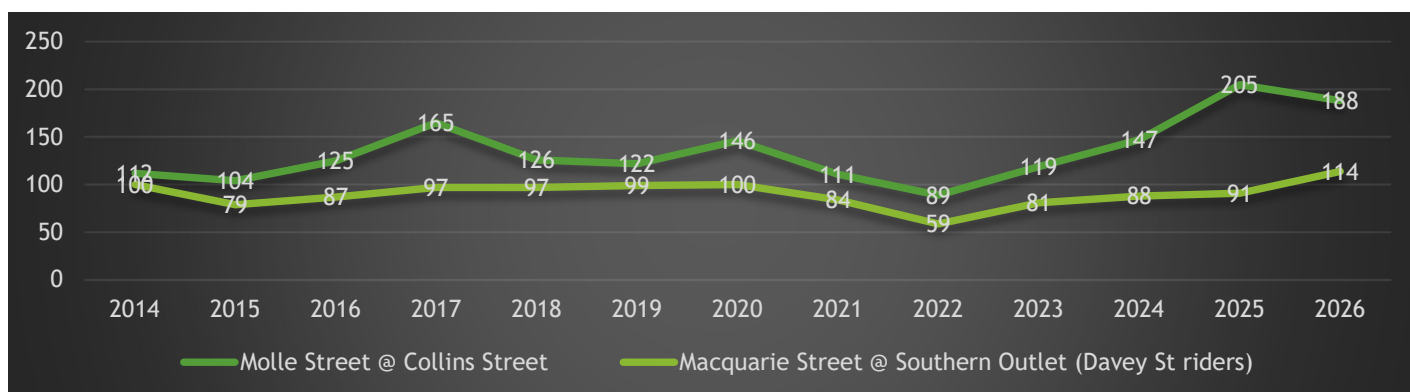
Macquarie St/Southern Outlet intersection riders 7am to 9am



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

The Hobart Rivulet Track is a slower, partially gravel route through a bushland linear park on a path shared with pedestrians. Macquarie St offers a speedier, downhill ride for confident riders as they can move at a similar speed to motor vehicles.

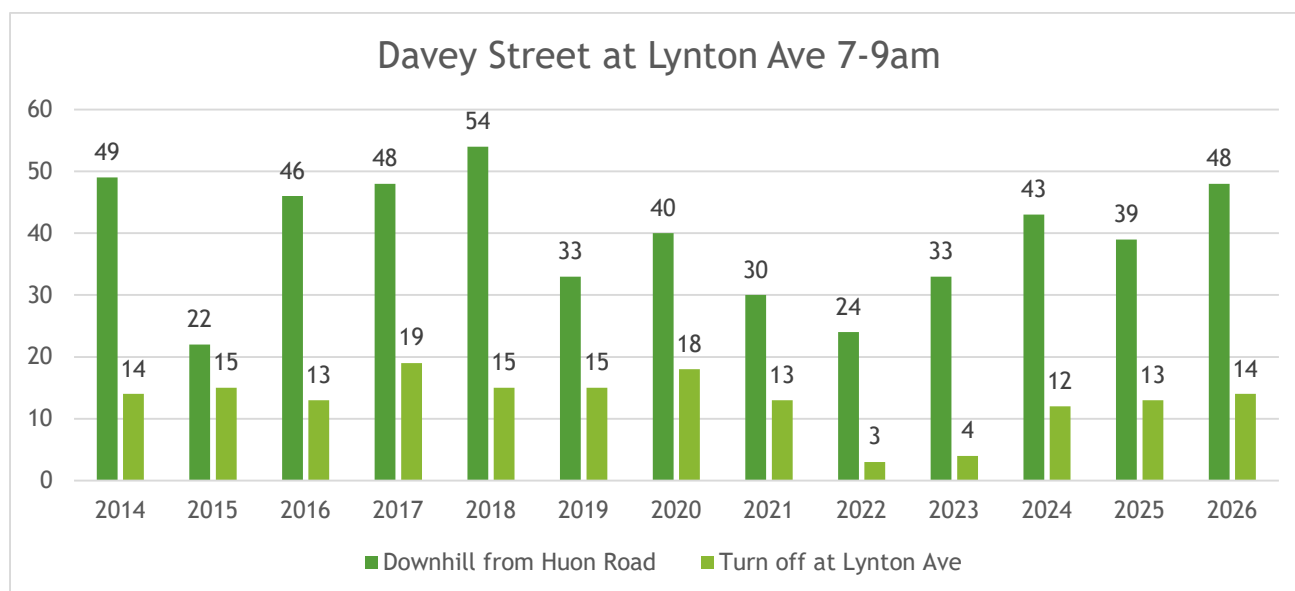
The Hobart Rivulet Track is the more popular route with 62% using it over Macquarie St. A gap in the data is the evening peak when some morning downhill road riders may prefer the Rivulet Track for going uphill on the way home.



- Davey St at Lynton Ave**

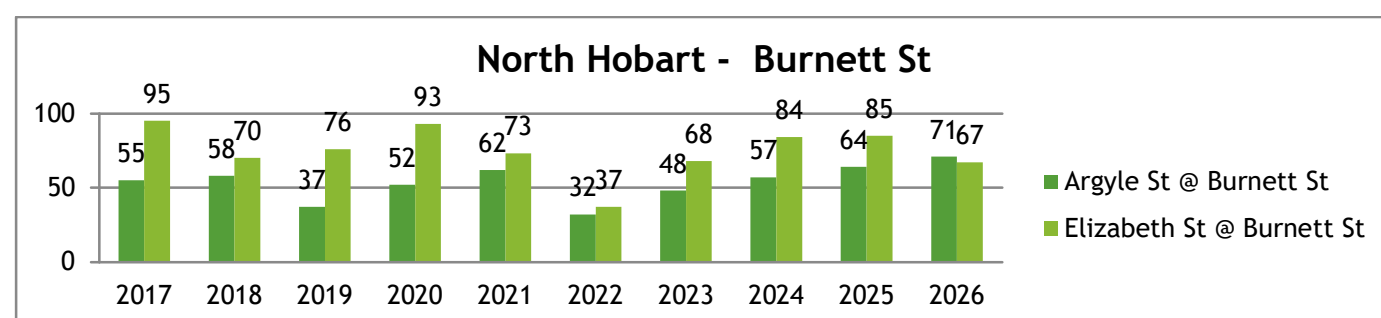
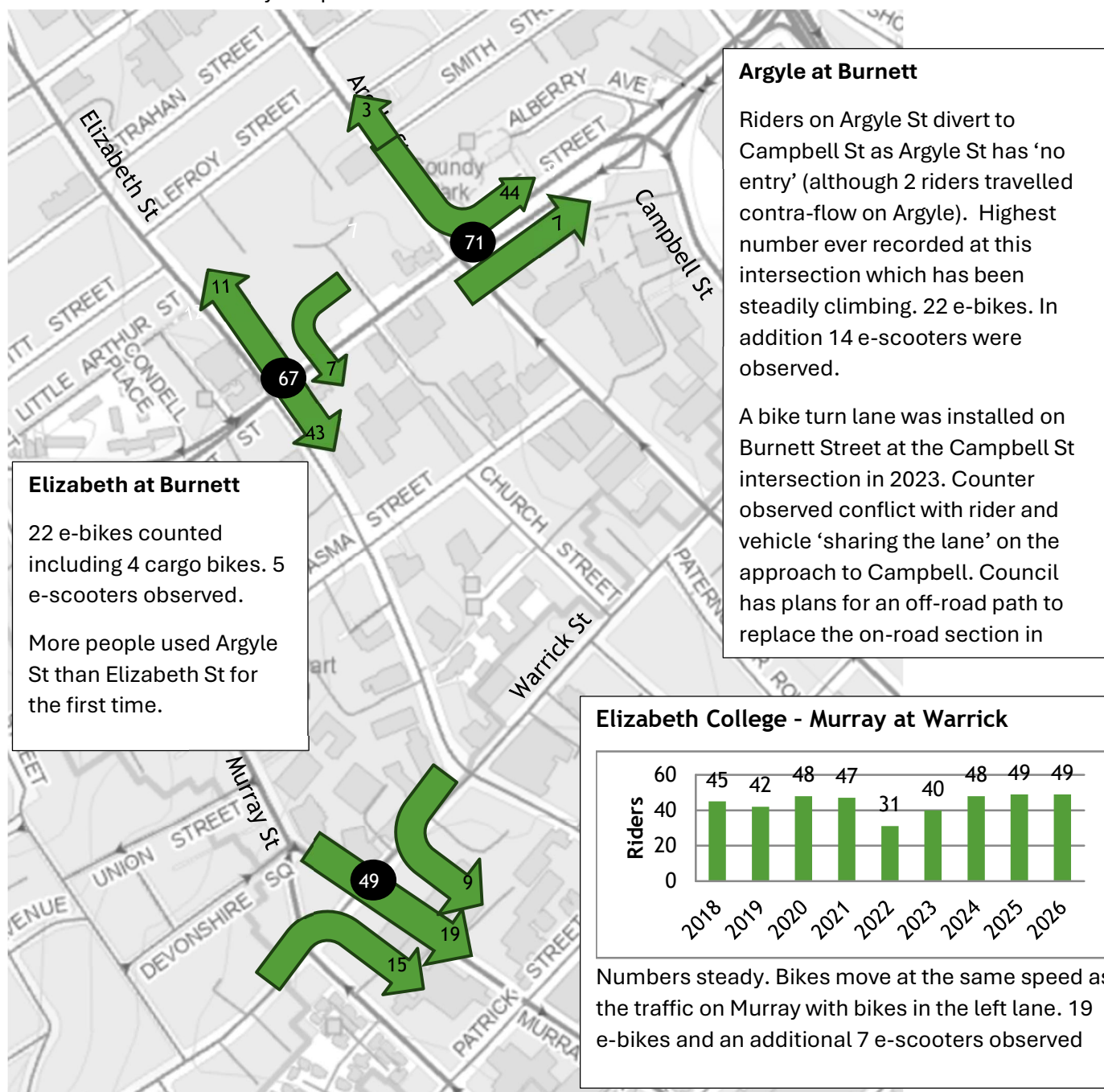
The majority of riders travelling down Davey St from the Fern Tree direction continue towards the city (38 riders – 63%) while 8 turn onto Darcey St toward Macquarie St and 2 turn onto Lynton Ave towards King St, Sandy Bay. 9 riders come from Darcey St and continue onto Lynton Ave, travelling from South Hobart to Sandy Bay. Davey Place is an easier gradient than riding up Lynton Ave but isn't counted. 2 riders came up the steep Lynton Ave hill.

27 e-bikes counted.

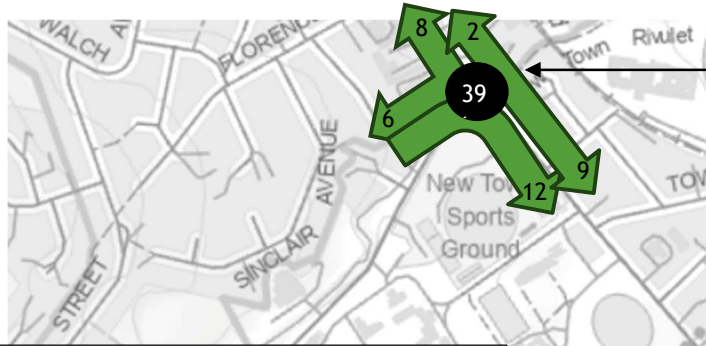


North: North Hobart, New Town & Lenah Valley

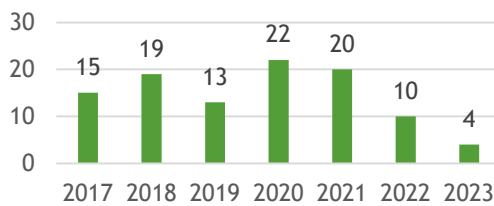
Elizabeth St and Argyle St pick up riders from North Hobart, New Town and Lenah Valley. Other routes such as Letitia St and Brooker Hwy footpath are not counted.



Lenah Valley-New Town

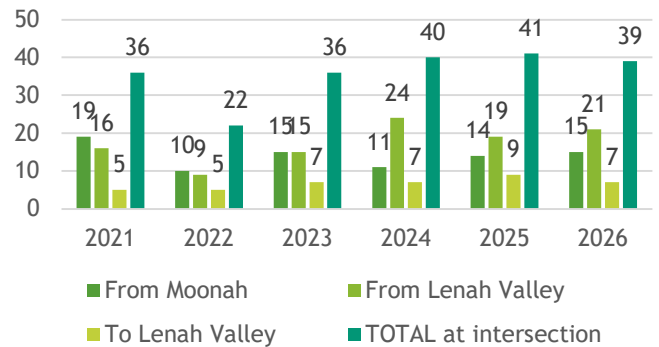


Forster St @ Valentine St 7-9am
(Outside New Town Primary School)



Not counted since 2023.

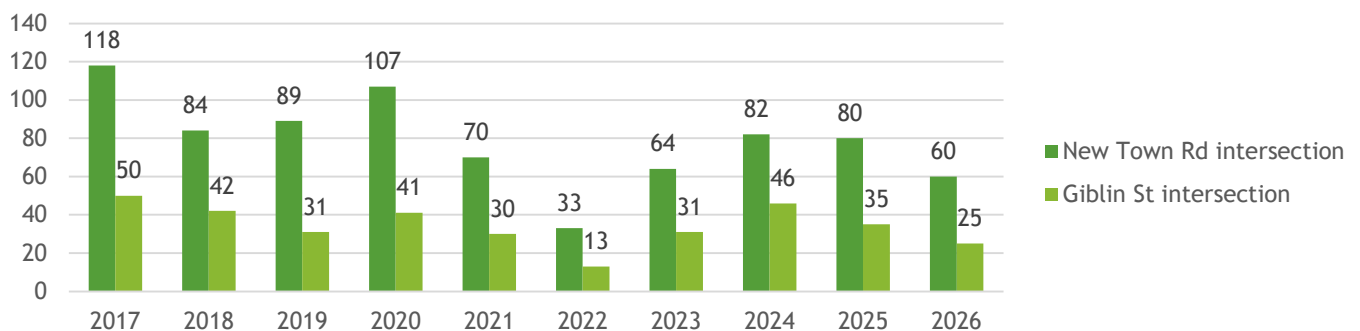
Main Road @ Creek Road



Only 1 rider used the New Town Rivulet Track towards the cycleway which has steps. Most riders from Creek Road are on the road. 13 e-bikes counted. 2 e-scooters observed.



Lenah Valley and New Town - Augusta Road

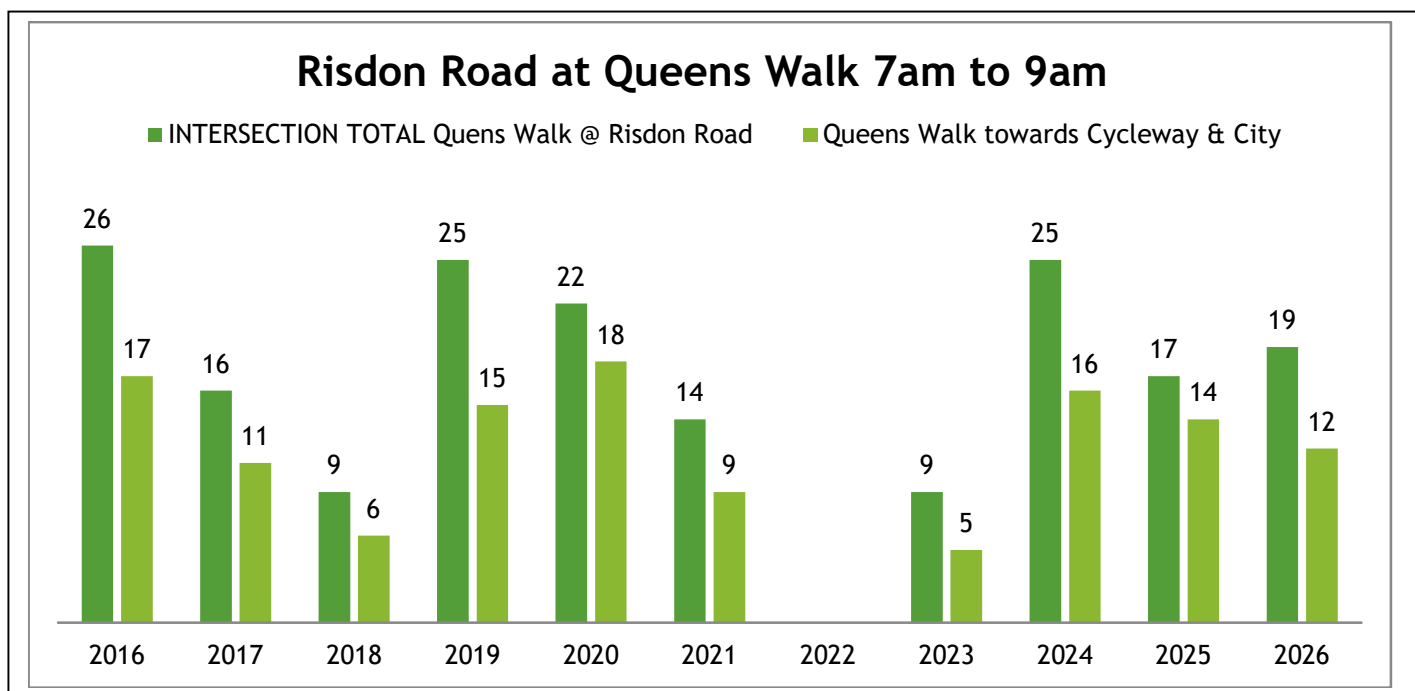


Numbers were down on Augusta Road and at the Elizabeth St intersection from previous years.

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.

Most people moving through this site are heading south on Queens Walk. 4 riders headed towards the zinc works and 2 crossed the highway on Risdon Road in the opposite direction.



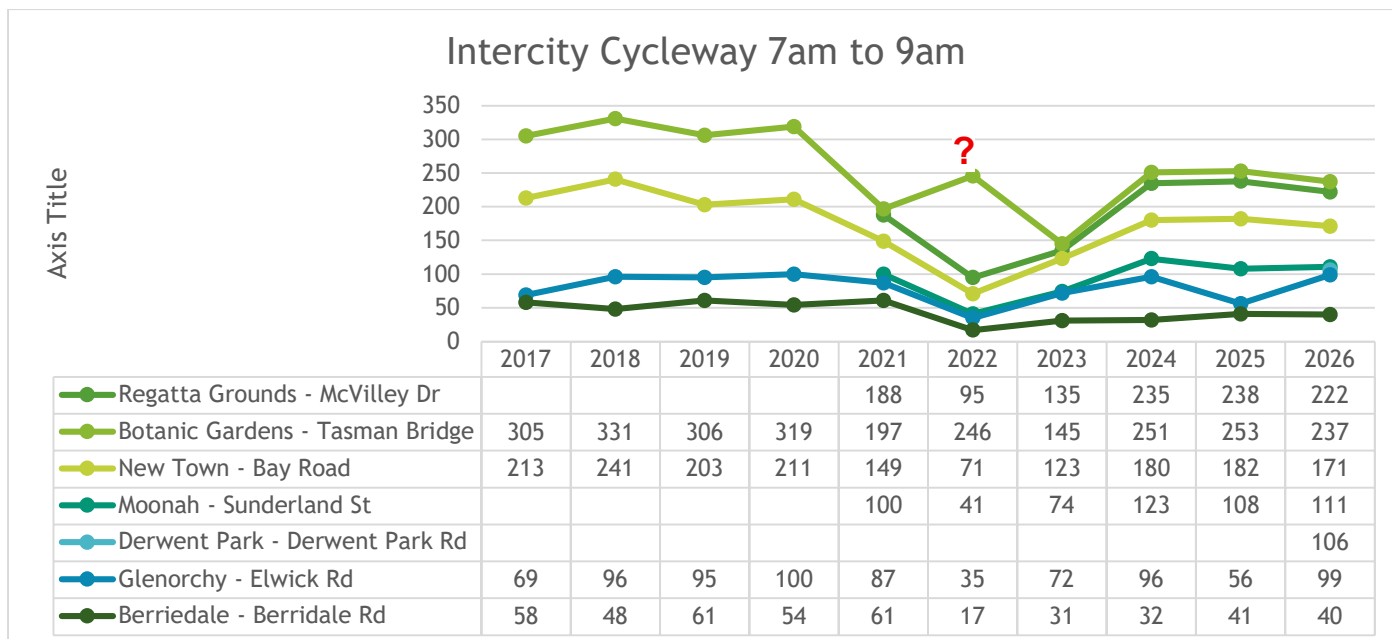
4 e-bikes counted and 1 e-scooter was observed.

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. Construction of a path from New Town Rivulet to Queens Walk Apartments will commence in 2026 (after the counts).



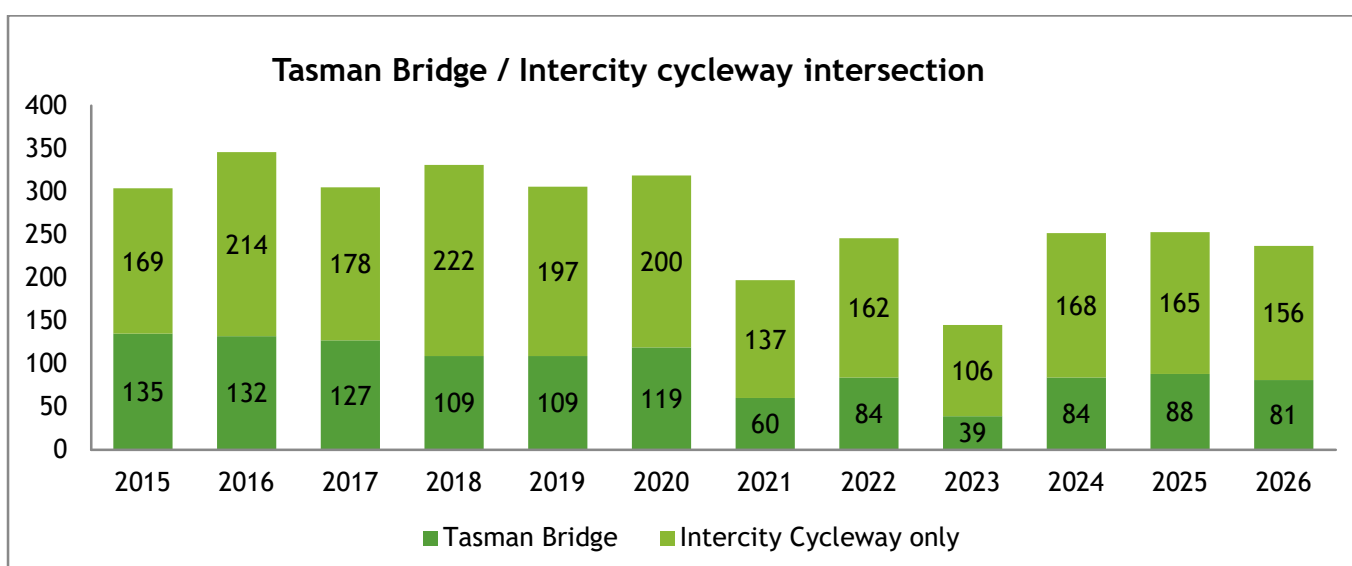
Intercity Cycleway

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.

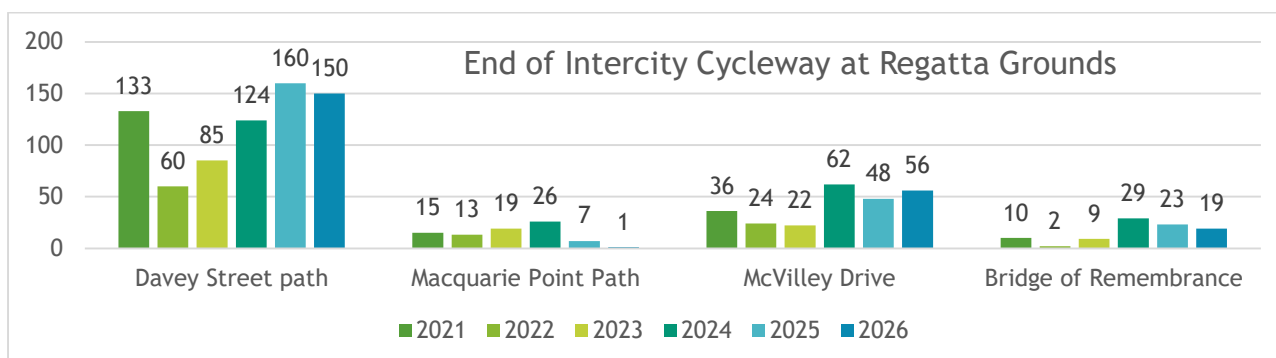
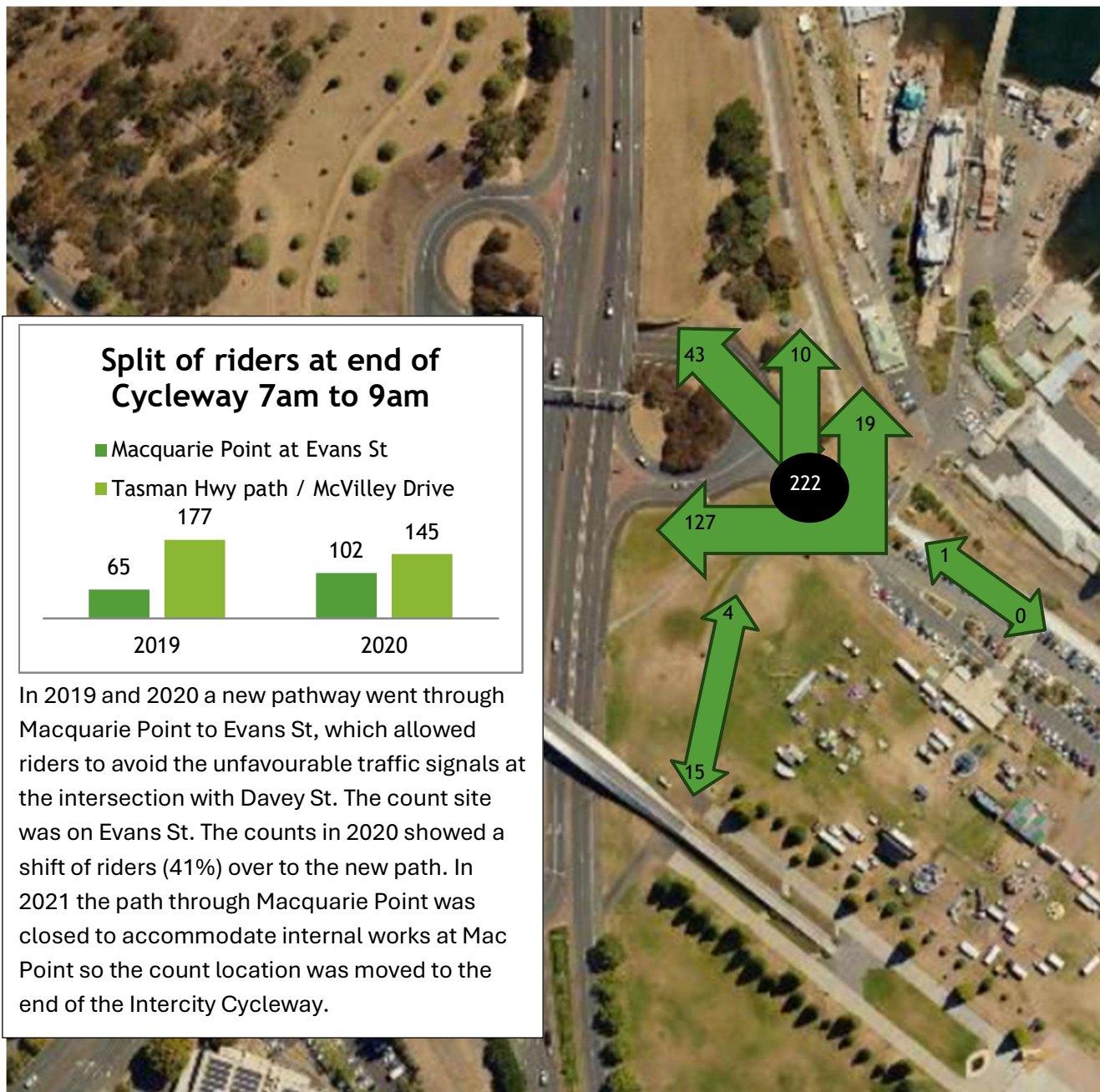


Intercity Cycleway at Tasman Bridge intersection

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. 54 e-bikes counted. 15 e-scooters observed.



Hobart Regatta Grounds & Macquarie Point



66% use the path alongside Tasman Hwy, 25% use McVilley Dr and 9% use Bridge of Remembrance. In 2026 construction works were underway in the carpark.

3.0 Glenorchy count sites

Glenorchy CBD is located approximately 9km from the Hobart CBD. The Intercity Cycleway is the main cycling route between the two centres. There are 8 sites counted in Glenorchy.



Two sites were counted at:

- Goodwood – Goodwood Road at Bowen Bridge shared path
- Moonah - New Town Rivulet/Creek Road and Main Road

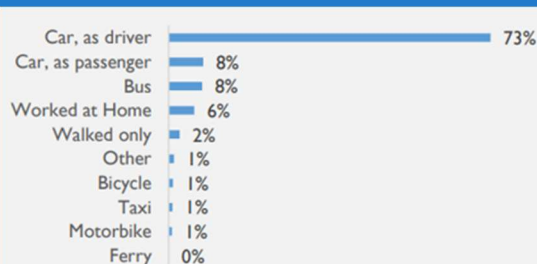
6 sites were counted along the Intercity Cycleway to help determine where people are coming from to get onto the cycleway. The sites counted in 2026 were:

- Claremont - Park and Ride (under construction)
- Berriedale – Berriedale Road
- Glenorchy – Peltro St
- Glenorchy – Elwick Road
- Derwent Park – Derwent Park Road
- Moonah – Sunderland Street

As expected, cycleway usage increases the closer it is to Hobart. Numbers remain steady with a slight increase since COVID.

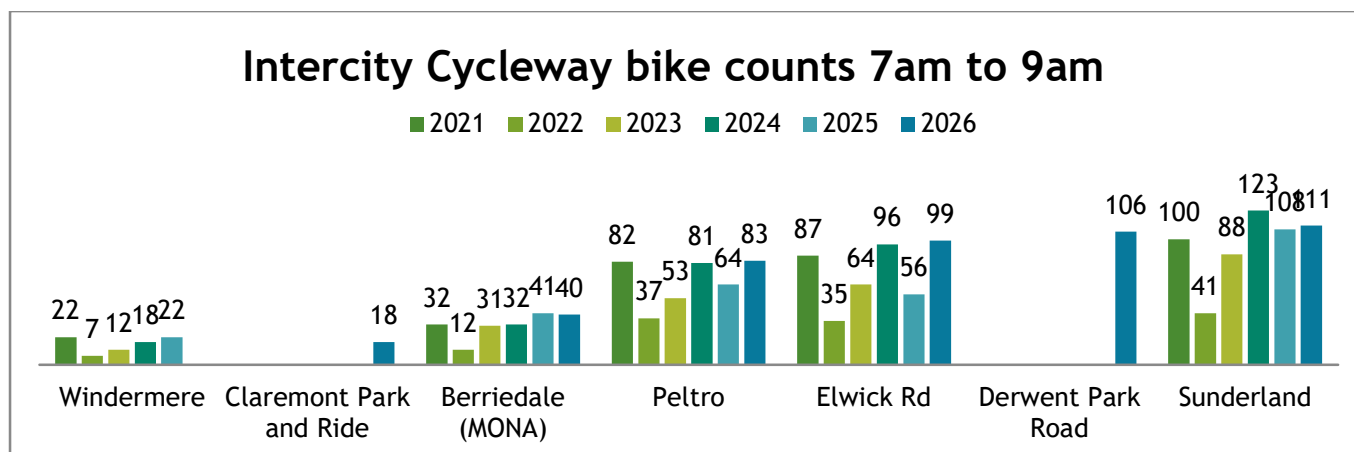


2021 Glenorchy Travel to Work census data - (Australian Bureau of Statistics)



The number of people working from home (6%) more than doubled since the 2016 census.

Intercity Cycleway – Glenorchy section



The Windermere site (Cadbury Path intersection) was not counted in 2026 but two new locations were counted at Derwent Park Road and the Claremont Park and Ride.

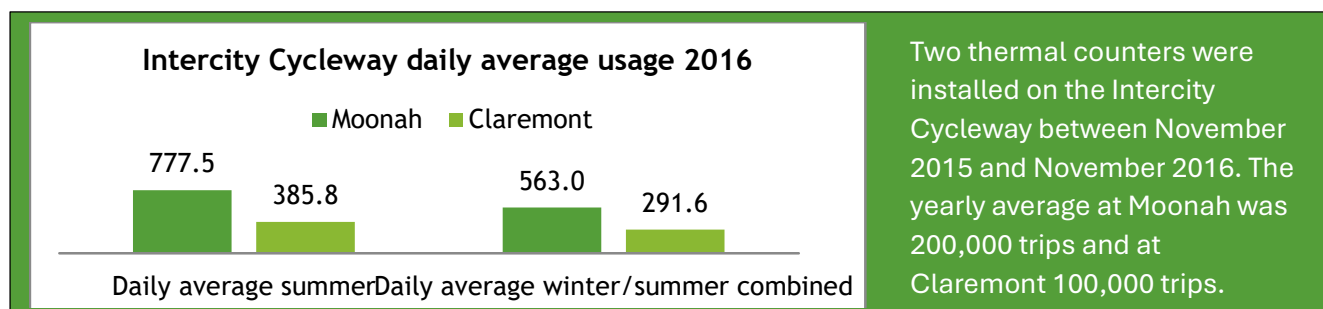
Claremont Park and Ride intersection: TOTAL 18 riders. The Park and Ride was under construction and not operational at the time of the count. This count will provide base data for future access to the Park and Ride. 10 headed south on the Intercity cycleway and 8 headed north. E-bikes: 3, E-scooters: 3.

Berriedale (MONA) intersection: TOTAL 40 riders. 9 riders used Berriedale Road with 8 riders to/from Chigwell direction and 1 to/from Main Road direction. 12 riders travelled north on the cycleway (up from 5 the previous year) and 27 travelled south (same as previous year). E-bikes: 8, E-scooters 4.

Elwick Road intersection: TOTAL 99 riders. 66 riders headed towards Hobart (an increase on the previous year) and 24 headed towards Berriedale (10 more than the previous year). E-bikes: 31, E-Scooters: 8

Derwent Park Road intersection: TOTAL 106 riders. This site was a relocation of the previous count site at Main Rd/Derwent Park Rd intersection. 77 riders headed towards Hobart and 21 headed towards Berriedale. 20 people used Derwent Park Road. One illegal e-motorbike on cycleway and a number of joggers were observed. The traffic lights nearby at Main Road keep the traffic moving slowly and create gaps for people to cross the road. E-bikes: 25 including 2 with a child on a child seat and 2 cargo bikes, E-Scooters: 5, 1 mobility scooter

Sunderland St crossing: TOTAL 111 riders. 76 riders headed south on the cycleway (similar to previous year) and 31 headed north. 4 riders were counted using the laneway to/from Gormaston Road. 20 people used Sunderland St. This is a complex intersection with cyclists giving way to 3 directions. 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. E-bikes: 17, E-scooters: 8

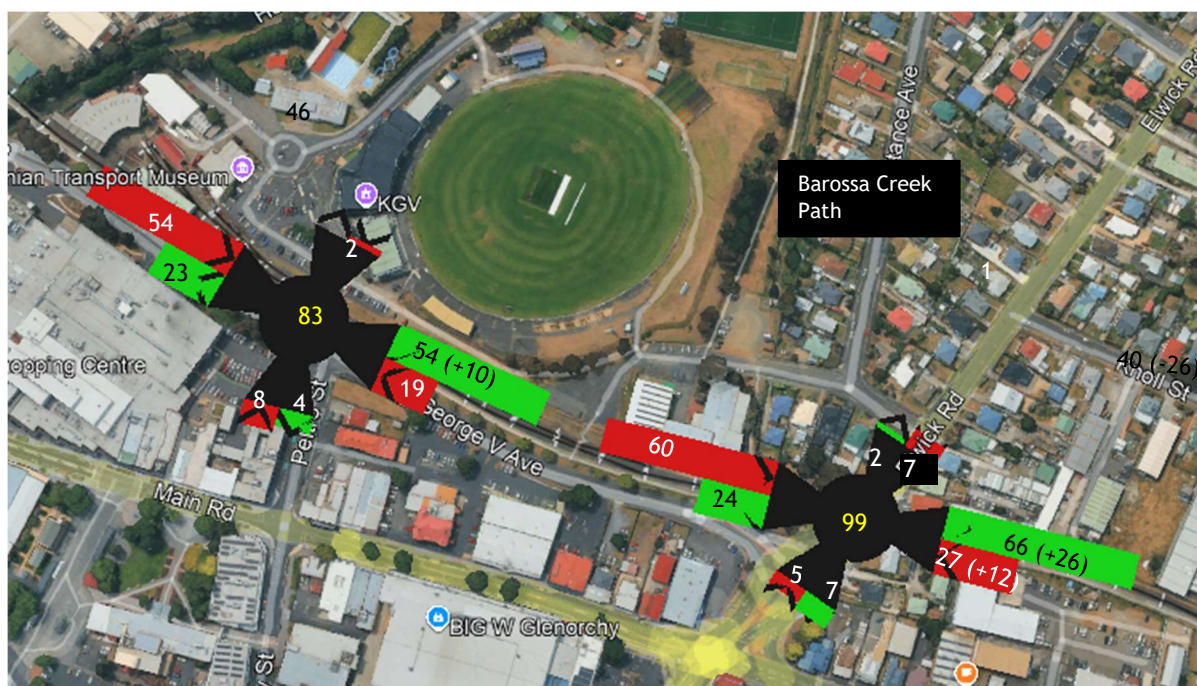


Glenorchy CBD access

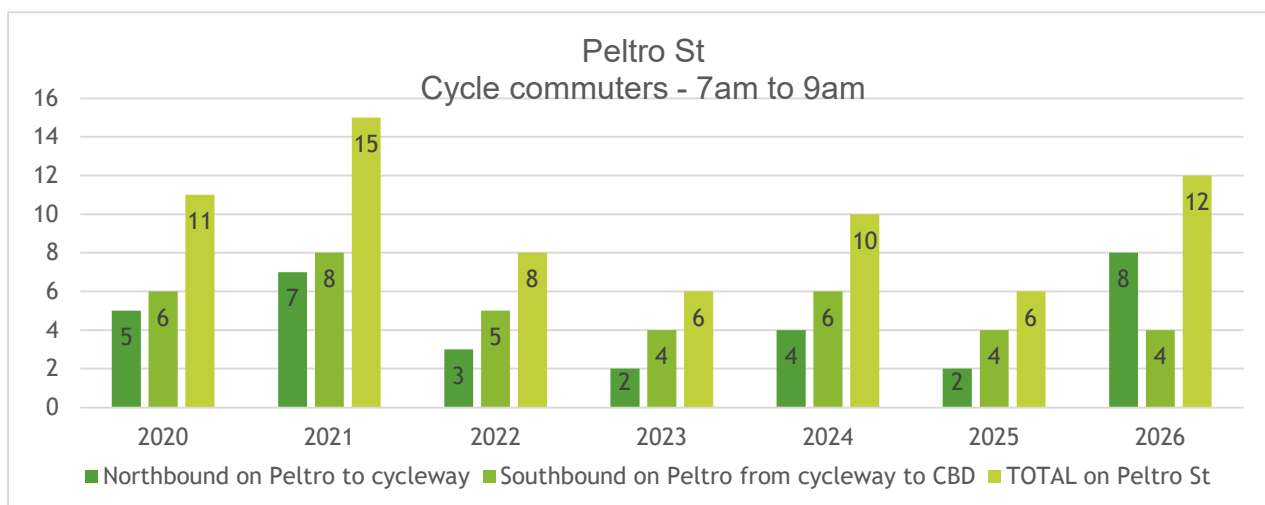
Two sites are counted around the perimeter of the Glenorchy CBD:

- Elwick Road
- Peltro St at KGV / Intercity Cycleway

Peltro St is the main access point to the Glenorchy CBD from the Intercity Cycleway but confident riders also use Elwick Road. Numbers at both sites are consistent with previous counts and similar numbers use both routes.



Riders turning off the cycleway at Peltro St come from the north only. Riders turning off the cycleway at Elwick Road come from both the north and the south.

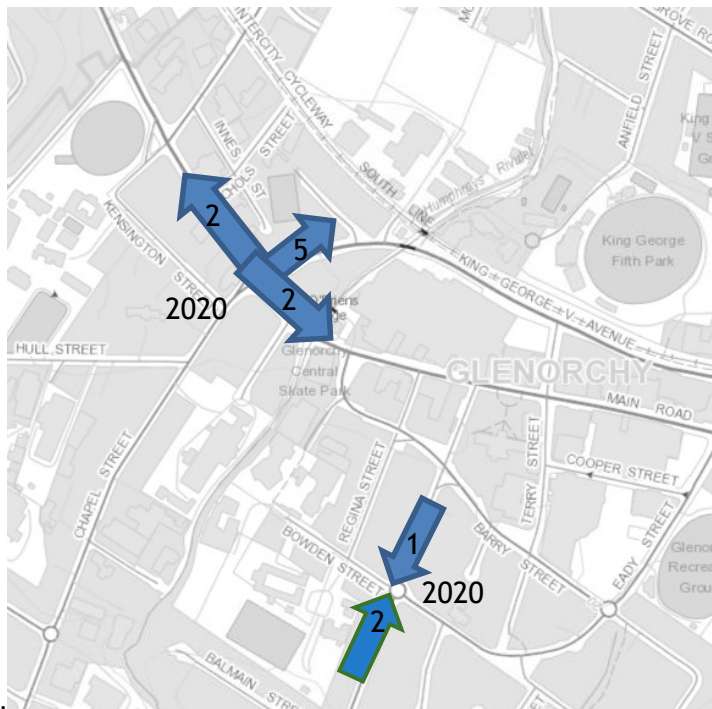


Historic Glenorchy CBD counts

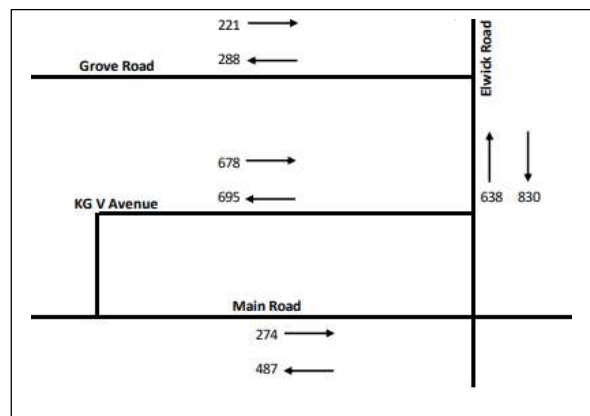
Two sites were counted on the western and southern side of the Glenorchy CBD in 2020.

- Bowen St at Tolosa St (near Guilford Young College)
- Main Road at King George V Avenue

Numbers were low as these sites have high traffic activity and cycling is uncomfortable and challenging. No further counts will be done at these sites until the cycling network is expanded and improved.

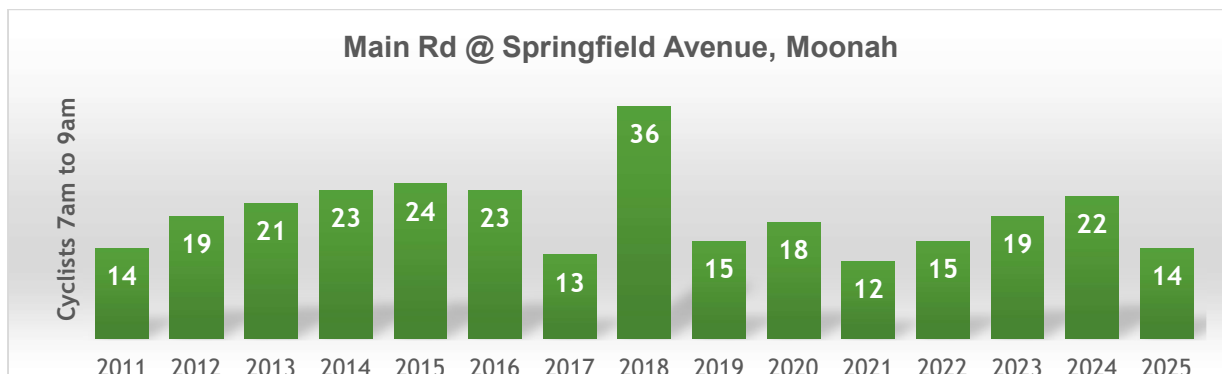


A traffic survey was done in September 2021 by consultant engineers, Pitt & Sherry, on motor vehicle volumes on arterial and collector roads around Glenorchy. In peak hour from 7.30am to 8.30am 274 vehicles were counted travelling towards Hobart on Main Road. The Intercity Cycleway carried 27 bicycle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

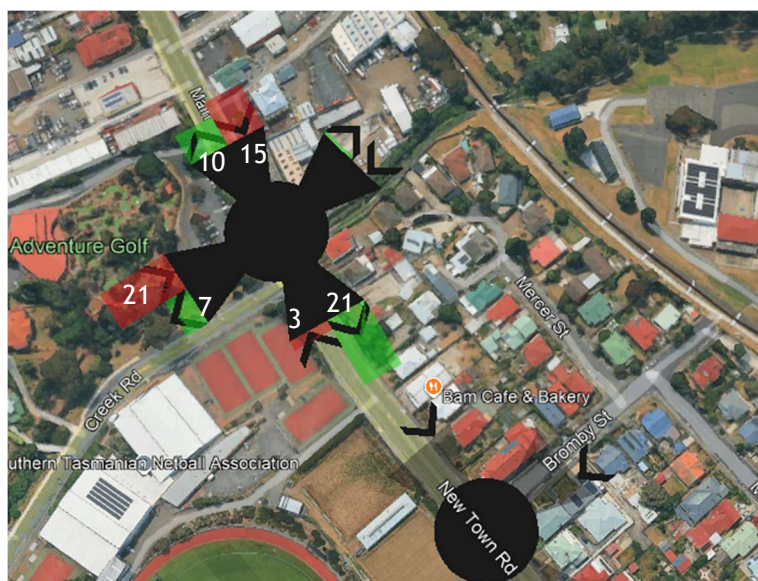


Main Road

The site on Main Road at Springfield Ave/Derwent Park Road was relocated in 2026 to Derwent Park Road and Intercity Cycleway as numbers are relatively modest at this site. It is a busy intersection that is not bike-friendly but provides a connection to the Intercity Cycleway and bus depot. The relocation further along Derwent Park Road to the Intercity Cycleway allowed for the collection of data on people riding to the cycleway from the eastern side of Derwent Park. 20 people in total were counted using Derwent Park Road in 2026.

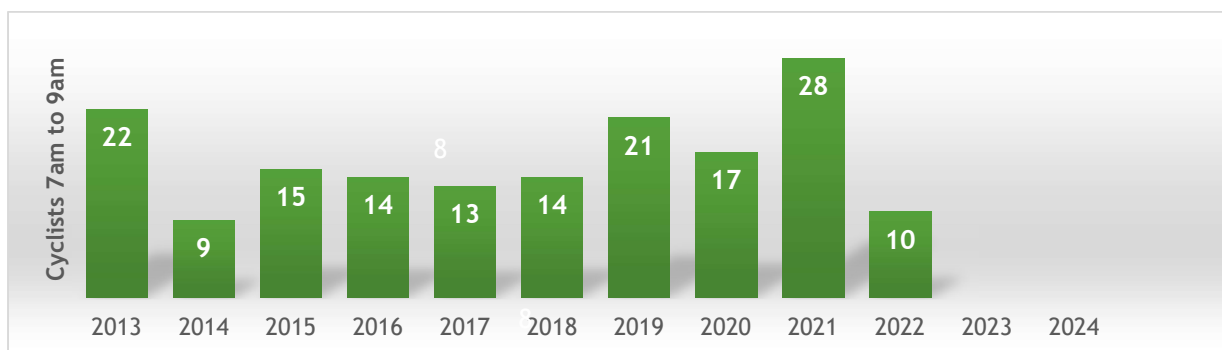


Main Road at Creek Road, Moonah



28 riders used Creek Road which is consistent with previous year. Slightly more turn right towards the city and Intercity Cycleway at Bromby St (12) than turn left and head towards Moonah (8). Only one person crossed the road to use the New Town Rivulet Track. If the steps were replaced with a ramp and a link was provided to the Intercity Cycleway at Hobart High School it would likely become a popular route. An upgrade of the entire New Town Rivulet Track would be a welcome addition to the walking and cycling network.

Main Road at Austins Ferry Road, Austins Ferry



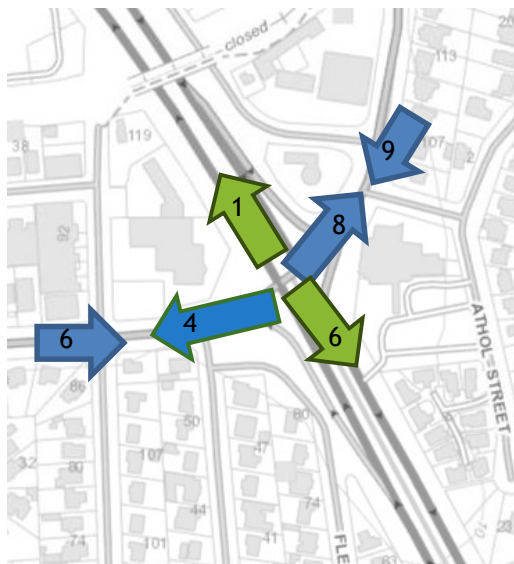
Brooker Hwy Corridor

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.



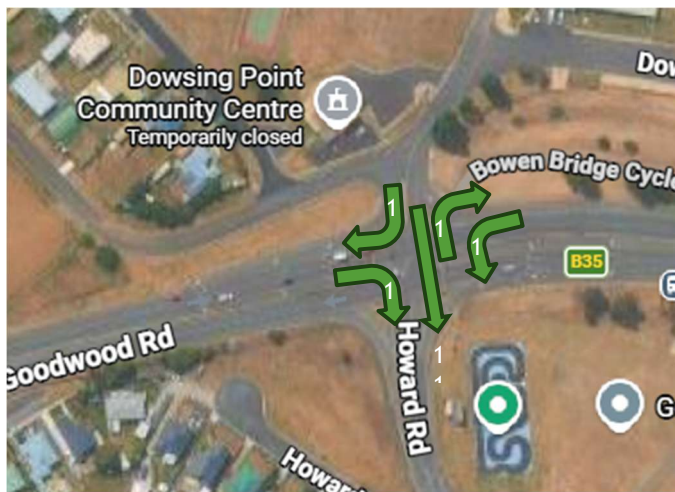
Montrose Foreshore Trail at Barossa Creek Trail intersection

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



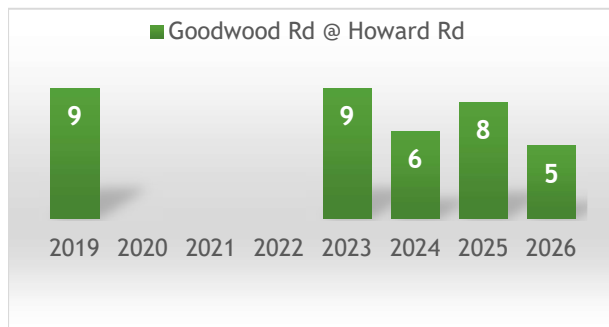
Derwent Park Road and Brooker Hwy

This site was counted in 2013. Despite the industrial traffic and complex and busy intersections a number of people rode on Derwent Park Road. Improvements on the road such as bike lanes or a shared path on the rail corridor (including utilising the bridge over the Brooker Hwy) would make the route safer.



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. Numbers are very low and the connections to the Montrose Foresohre Trail, Barossa Creek Path and Intercity Cycleway are no legible. 1 e-bike counted.



4.0 Kingborough count sites

There were two count sites in Kingborough:

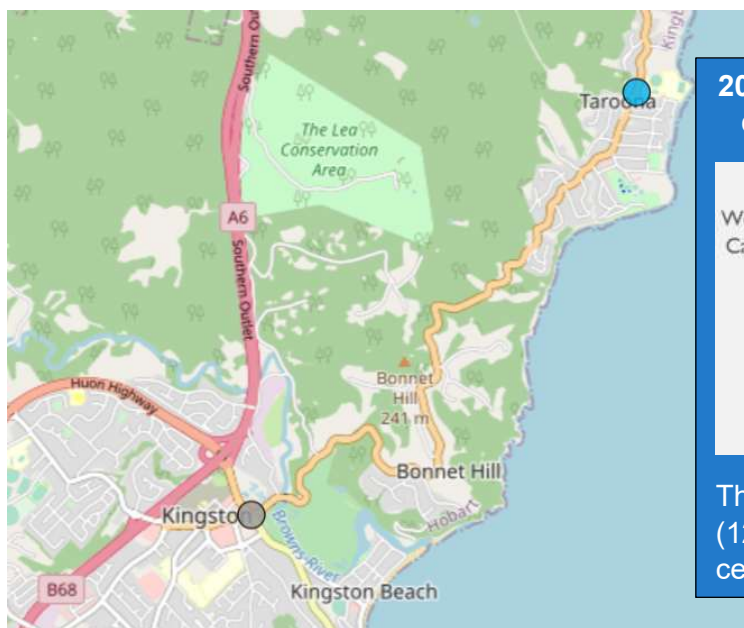
- Channel Hwy at Beach Rd, Kingston
- Channel Hwy at Kingston Wetlands (Whitewater Creek Trail)

The site on the Channel Hwy in Taroona was not counted this year. Numbers in Kingston have recovered since COVID and have remained steady.

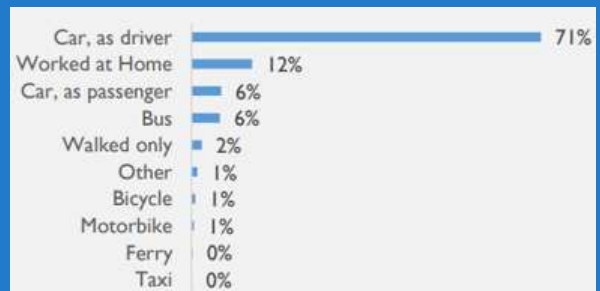
Timeline

2025 counts - the uphill bike lane on the Channel Hwy through the Kingston CBD had been added.

2026 counts – Whitewater Creek Trail had been upgraded with new grade-separated road crossings at Summerleas Road and Huon Road which opened up a new cycling route

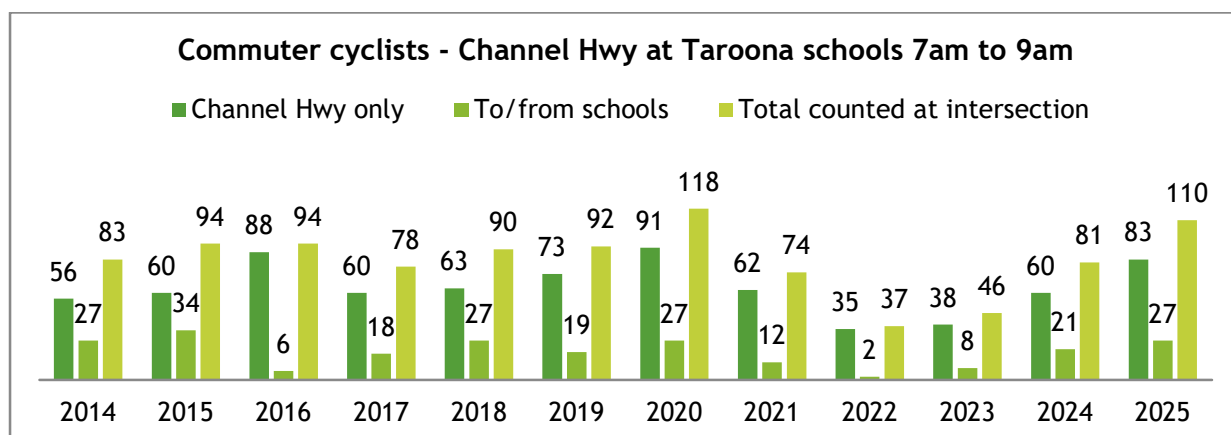


2021 Kingborough Travel to Work census data - (Australian Bureau of Statistics)



The proportion of people working from home (12%) more than doubled since the 2016 census.

Taroona - Channel Hwy

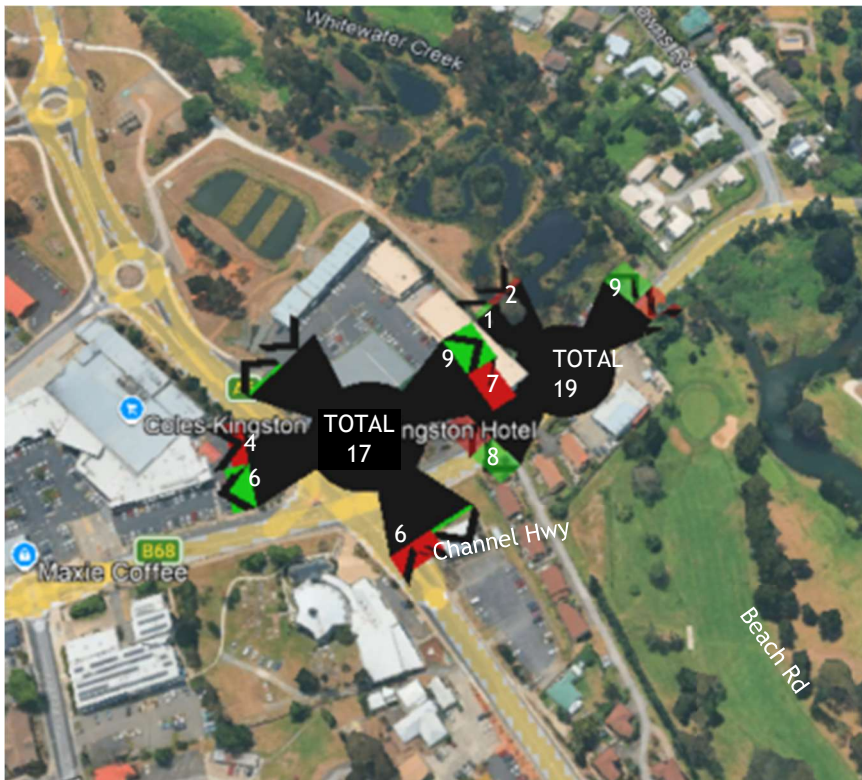


The Taroona site will be counted in 2027. Data from previous years shows a recovery of rider numbers since COVID, despite the increase in the number of people working from home.

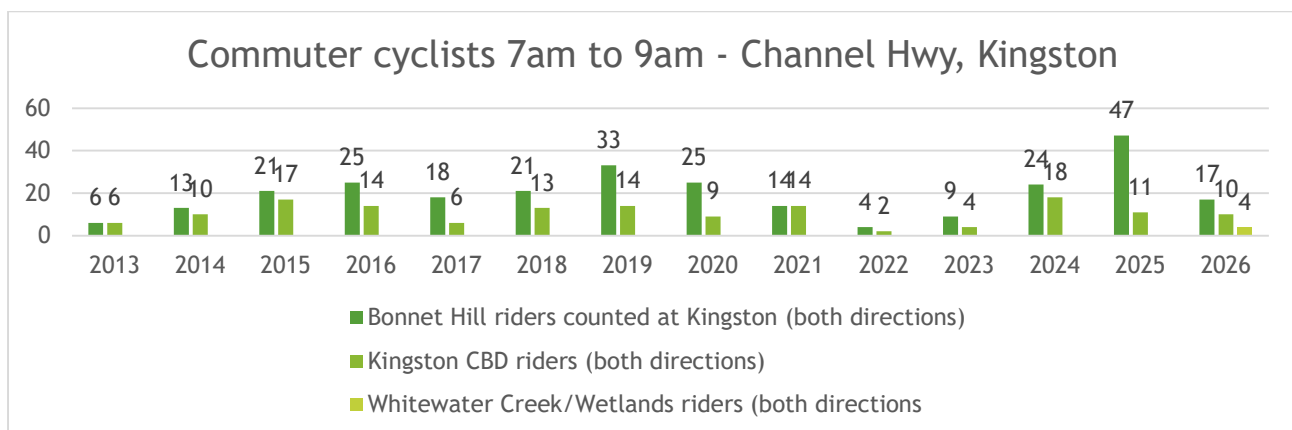
Kingston - Channel Hwy & Whitewater Creek Trail

Two sites were counted on the Channel Hwy in Kingston in order to make a comparison between direction of approach to Bonnet Hill. In the past, riders shortcutting through the pub carpark by the Kingston Hotel were not counted.

Channel Hwy at Beach Road was counted on the Tuesday but the Whitewater Creek/Wetlands site was counted two days later, which is why there is a slight disparity in the numbers counted moving between the two locations.



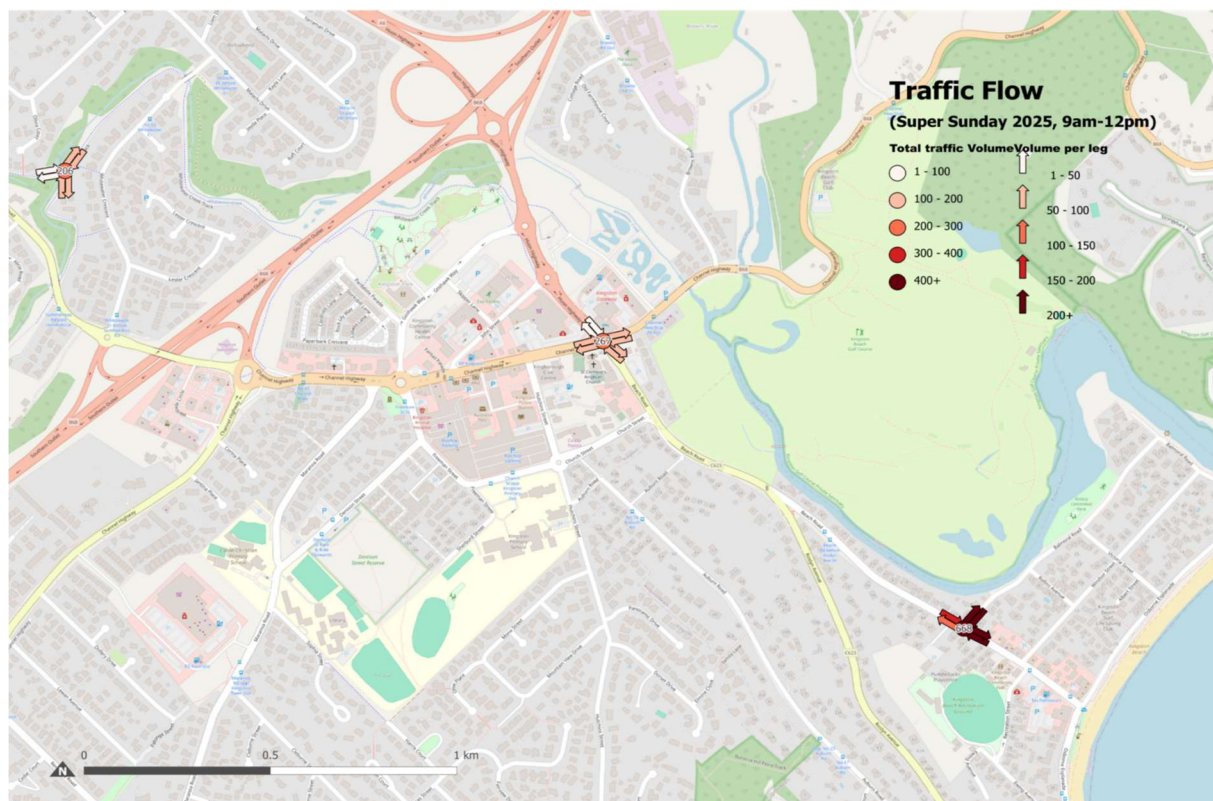
- Whitewater Creek Trail/Channel Hwy intersection – 12 e-bikes, 7 regular bikes and 7 e-scooters counted.
- Beach Road/Channel Hwy intersection – 11 e-bikes, 6 regular bikes and 6 e-scooters counted. VERY busy intersection.



Sunday counts – November 2025

The Super Sunday Recreation Count of 2024 was conducted on Sunday 9th November between 9am and 12pm at 3 sites in Kingston.

A total of 1141 trips were recorded across all sites in this municipality over the three hour period. Of these trips, 17% were taken by bike (e-bike and push-bicycle riders combined).



Site ID	Street names	Total Count									Hourly Volume			
		Bike Rider	E-Bike Rider	Walkers	Runners	Dog Walkers	E-scooter	Others	2025	2024	% Growth	9:00-10:00	10:00-11:00	11:00-12:00
7876	Channel Highway [E], Beach Road [SE], Channel Highway [W], Huon Highway [NW]	69	4	148	34	10	0	2	267	400	-33%	130	59	78
7877	Balmoral Road [NE], Beach Road [SE], Beach Road [NW]	60	1	492	59	56	0	0	668	423	58%	179	254	235
7878	Path to NE [NE], Path to South [S], Path to West [W]	58	1	66	54	25	0	2	206	168	23%	68	105	33

5.0 Clarence count sites

There were 13 sites counted in Clarence, on the eastern shore of Hobart. Rosny Park is the main commercial centre.

Two sites were counted at either end of the Rosny CBD:

- Warrane - Bligh St at Gordons Hill Road
- Rosny Park - Kangaroo Bay Drive at Rosny Hill Road

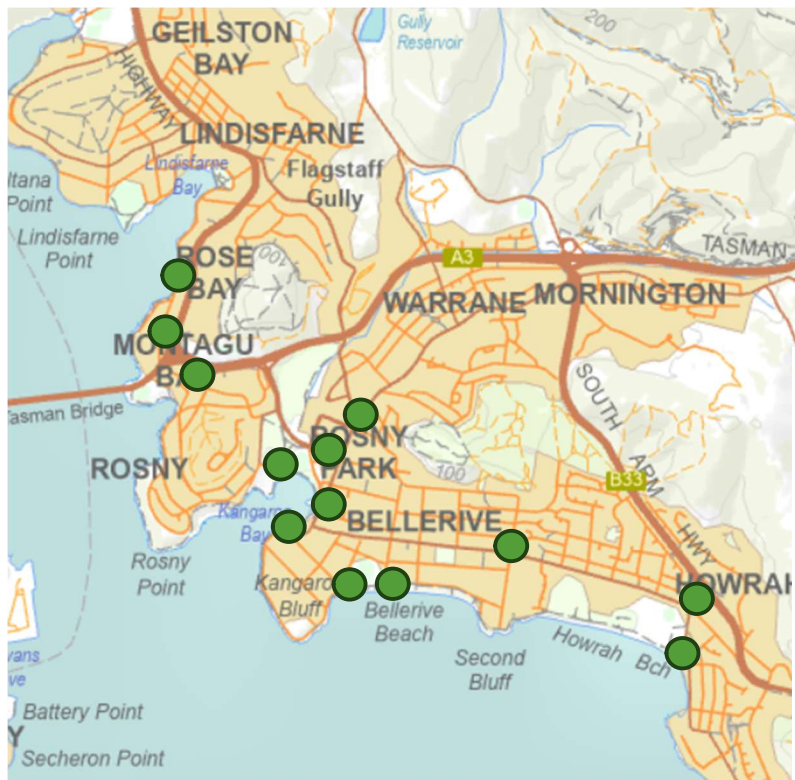
6 sites were counted along the Clarence Foreshore Trail, which is the main off-road cycling route to Rosny Park, Bellerive Ferry and Tasman Bridge, although it is not the most direct. These were:

- Lindisfarne – Rose Bay Esplanade
- Kangaroo Bay – Rosny College / Kangaroo Bay Rivulet Track
- Bellerive – ferry terminal
- Bellerive Beach – Queen Street
- Bellerive – High Street
- Howrah – Howrah Road

3 sites were counted along Clarence St, which is the most direct cycling route between the residential areas of Tranmere and Howrah to Rosny Park and Tasman Bridge.

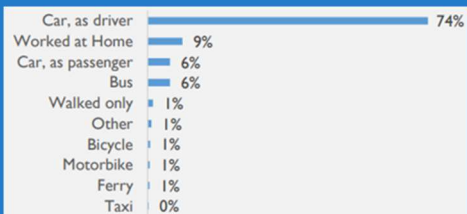
- Howrah - Shoreline Drive
- Howrah - Wentworth St
- Bellerive - Cambridge Rd

In addition, both upstream and downstream approaches to the Tasman Bridge were counted at Topham St (Rose Bay side) and Riawena Road (Montagu Bay side).



The Tasman Bridge and the Bellerive Ferry are the two main attractors for people riding to work. The Clarence Foreshore Trail and Clarence St are the two main cycling routes. The number of riders counted in Clarence has remained steady or decreased at some sites since the previous year's count.

2021 Clarence Travel to Work census data - (Australian Bureau of Statistics)

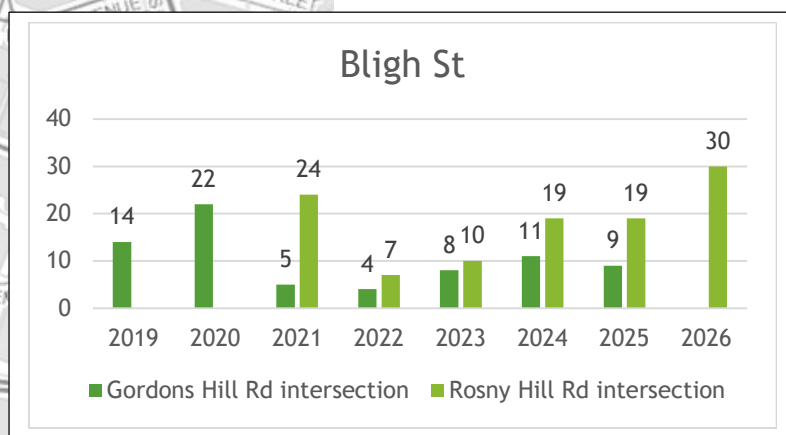


The number of people working from home (9%) more than doubled since the 2016 census.

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.



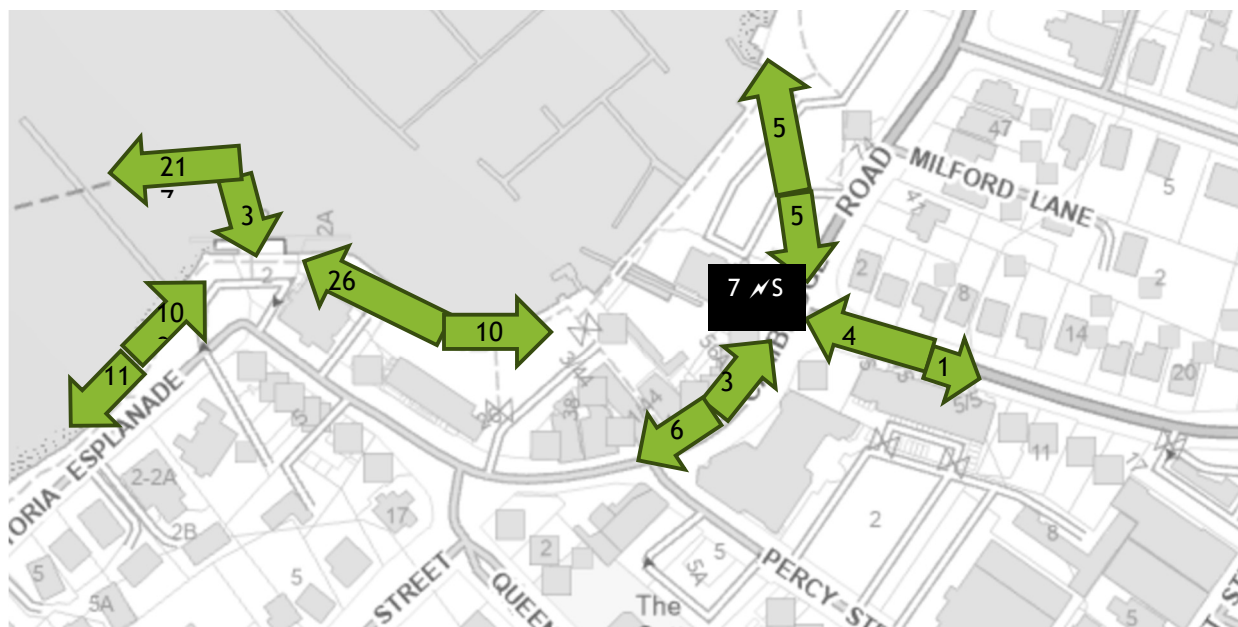
At **Kangaroo Bay Drive / Rosny Hill Road intersection** 2 e-scooters were counted. 5 e-bikes were included in the counts. Overall numbers moving to and from Bellerive direction along Kangaroo Bay Drive and Bligh St increased since the previous year with an additional 11 people counted. The free ferry at Bellerive may have contributed to this. Some riders were observed going through the shopping centre car park at eastlands and using the pedestrian bridge so were not counted. Many cars turned left at the lights onto Rosny Hill Road before the pedestrians had crossed.

On the **Clarence Foreshore Trail at Kangaroo Bay** riders were evenly split between heading east towards Bellerive and heading west towards the Tasman Bridge. 11 e-bikes were included in the counts. There were no scooters counted.

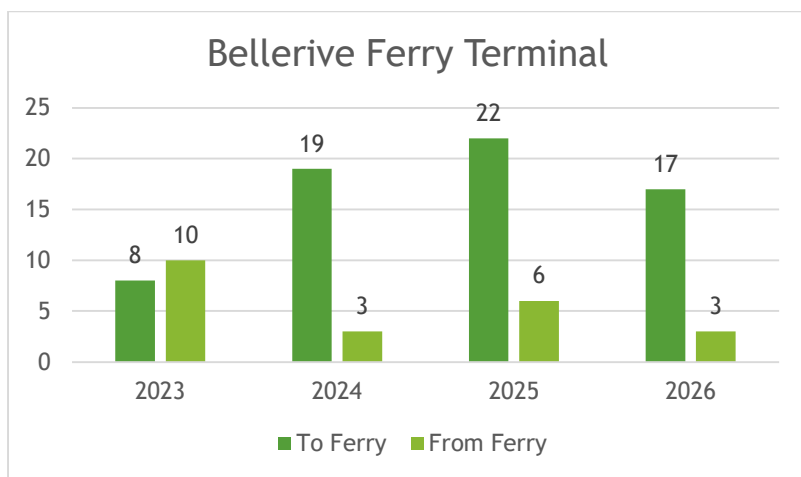
Bellerive Village & ferry

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 (which is shorter than following the Clarence Foreshore Trail around the point) and the Clarence Foreshore Trail at Kangaroo Bay.

Numbers at Bellerive were lower than the previous year's counts.



Ferry passengers

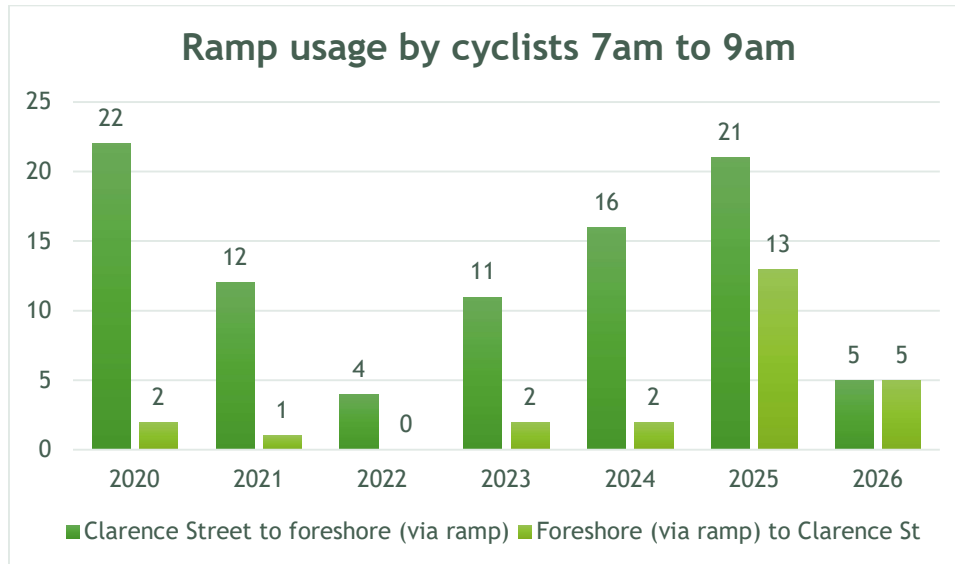


The ferry operator recorded the number of passengers travelling with a bicycle on weekdays between 9 August 2021 and 5 August 2022. The total number of bicycles who used the ferry on weekdays over the 12 month period was 7109 in the mornings and 6105 in the afternoons.

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

Waterfront access from Clarence St

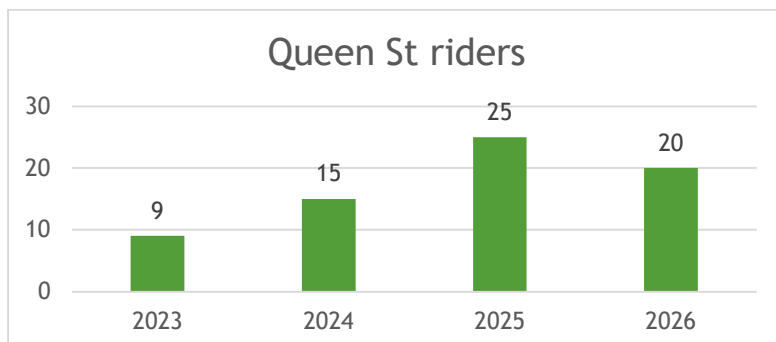
The ramp at the Cambridge Road end of Clarence St provides an important connection to the Clarence Foreshore Trail. This is the main cycling route to the Tasman Bridge and Kangaroo Bay Drive/Bligh St. The counter noted that some riders go along footpath of Cambridge Road, possibly to avoid the temporary fencing and random parking in the yacht club carpark.



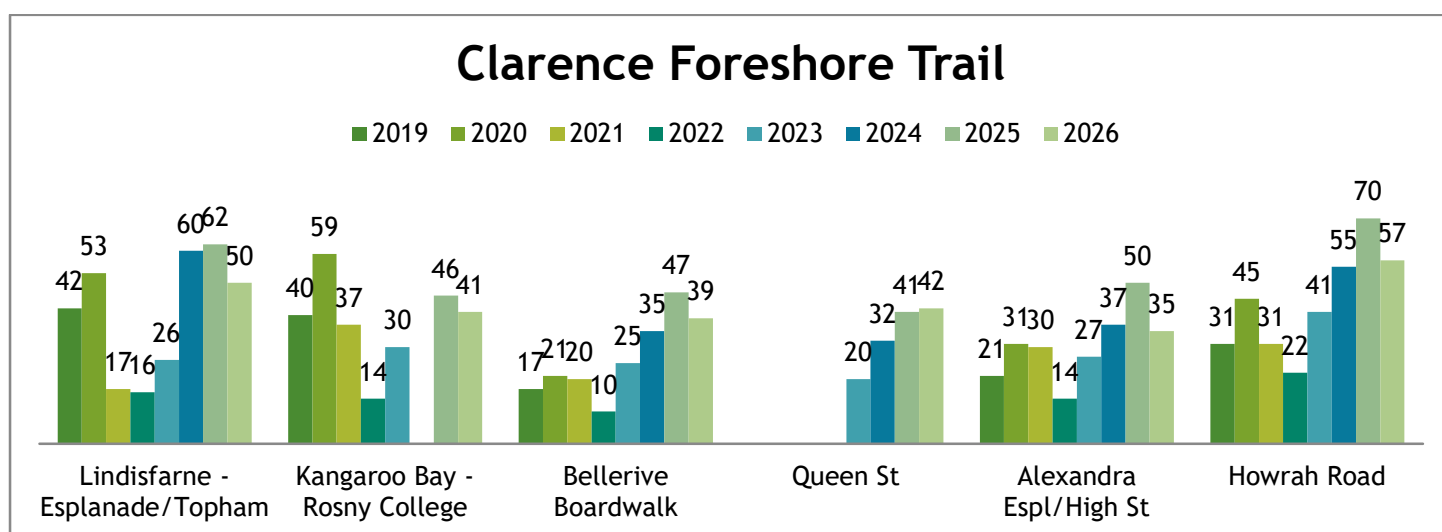
Queen St

Double the number of 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.

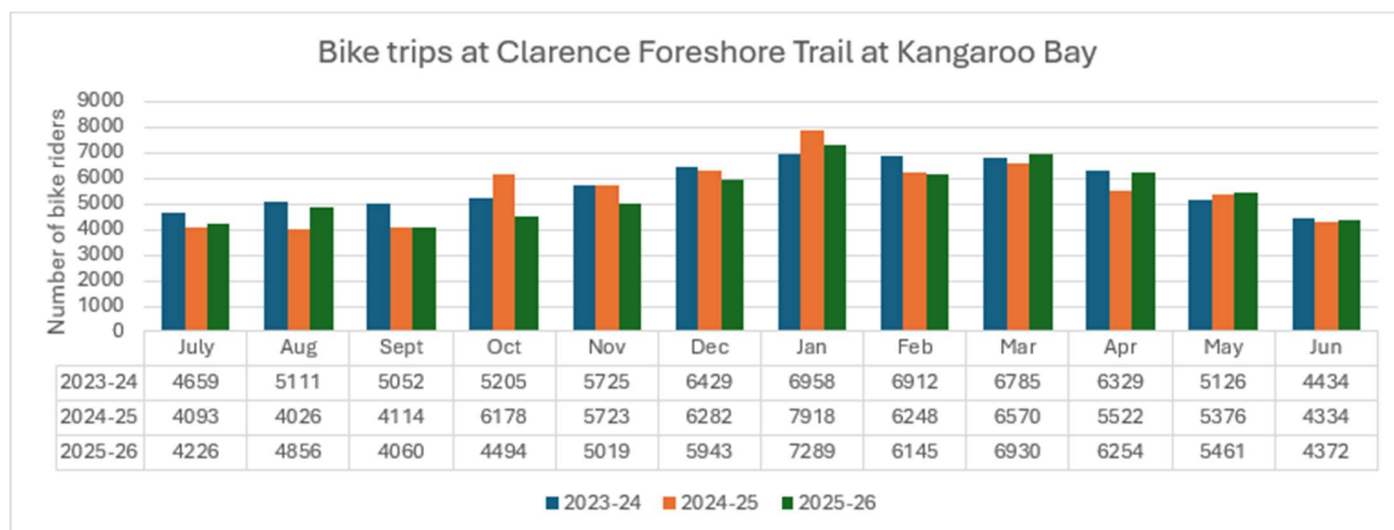


Clarence Foreshore Trail



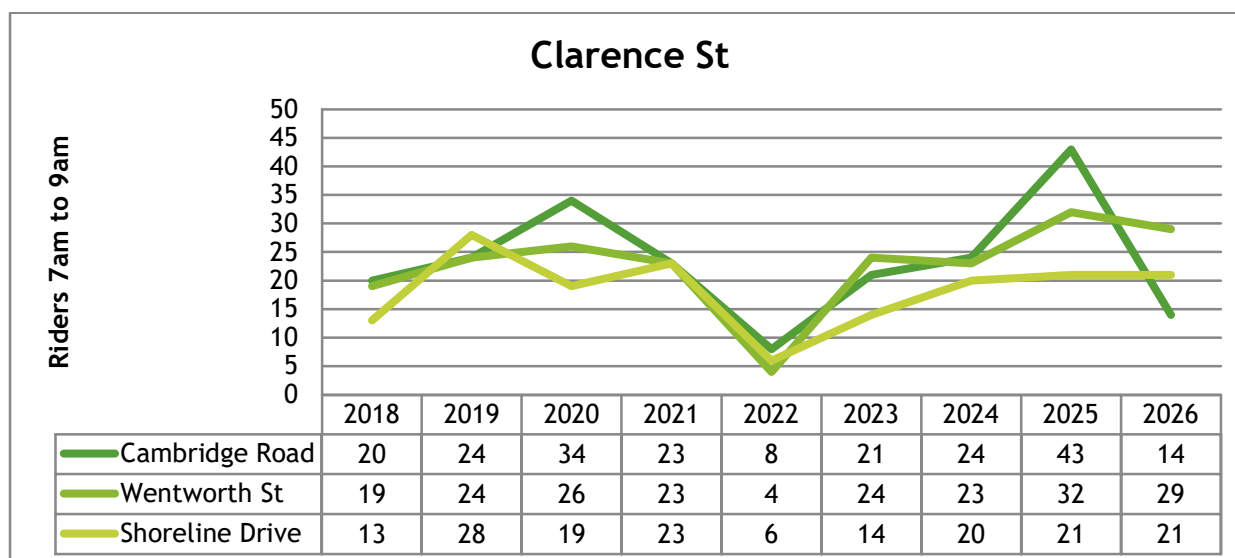
All sites counted on the Clarence Foreshore Trail remained steady or were slightly lower than the previous year. Howrah Road count site captures children going to Howrah Primary School.

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 consistent over the path 5 years with increased use over the summer period.

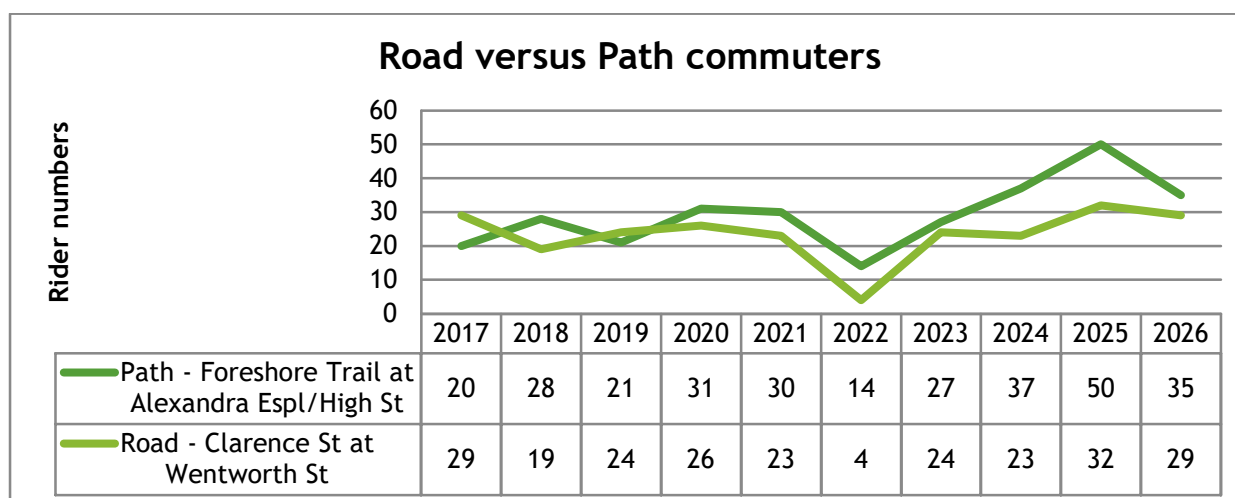


South: Clarence St

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



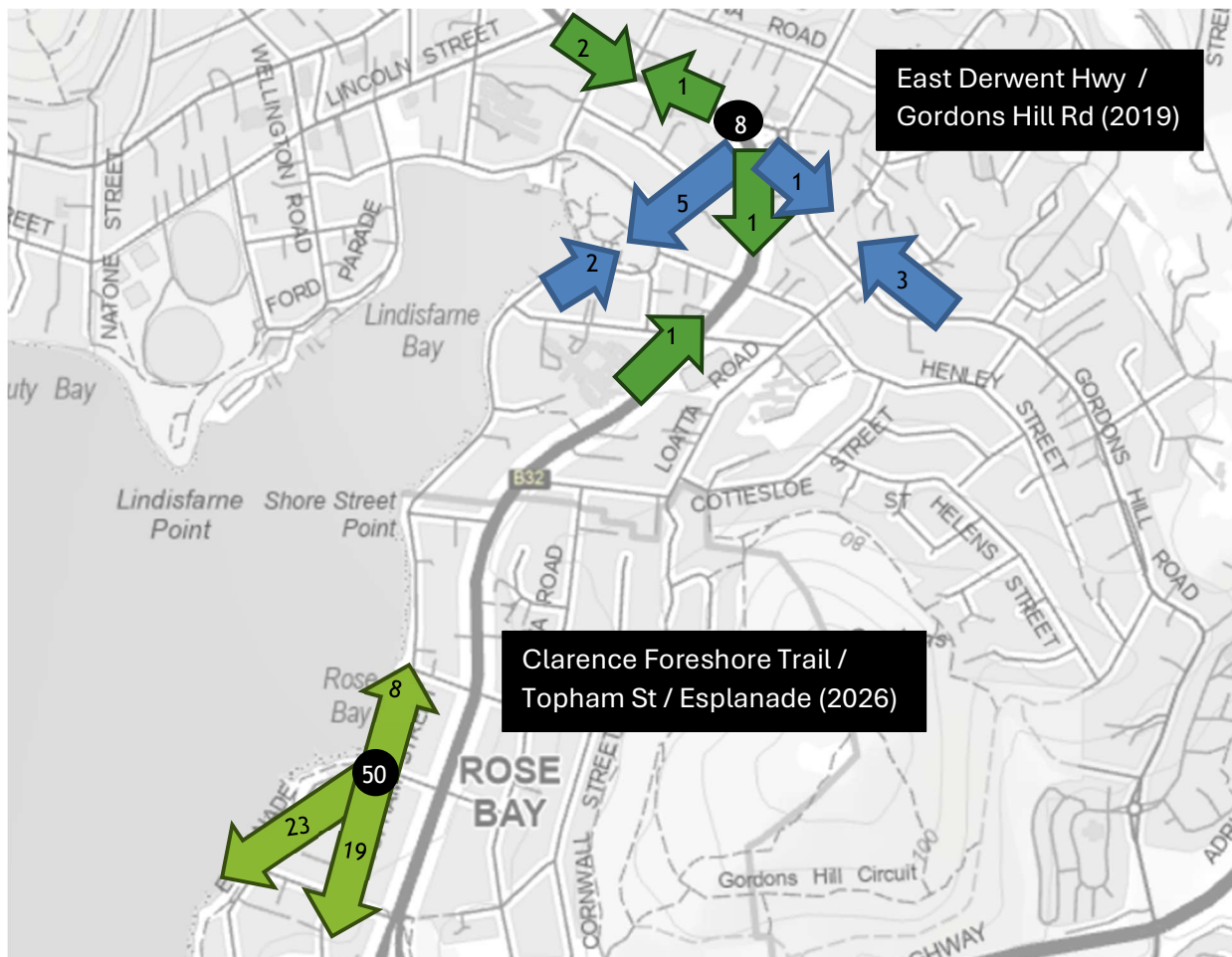
The number of riders on Clarence St has steadily increased and levelled off since the COVID dip but numbers were down at the Cambridge Road intersection.



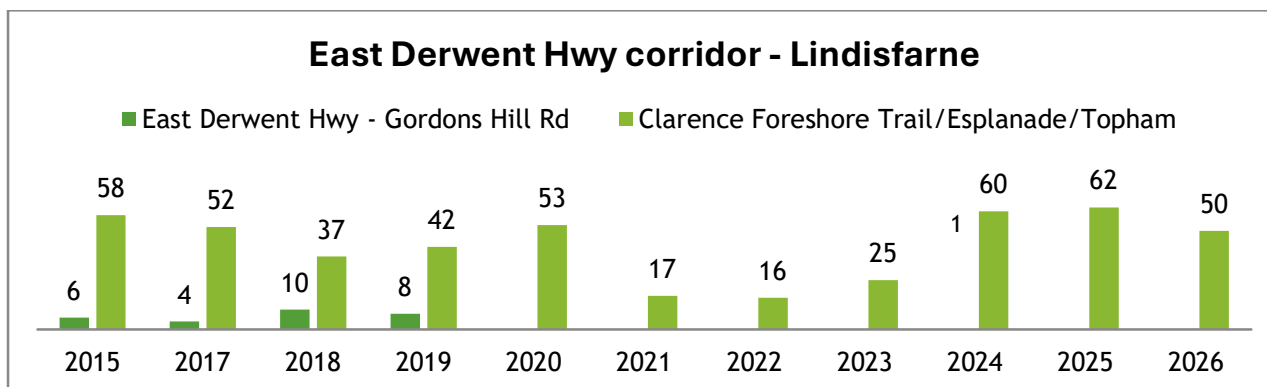
There are more riders using the Clarence Foreshore Trail than Clarence St. The foreshore trail is separated from motor vehicle traffic which makes it appealing for less confident riders but the trail is also used for walking, jogging and dog-walking and there is potential for conflict between recreational users and commuters as numbers increase. The increase in riders on both routes may be a result of the Bellerive ferry.

North: 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.



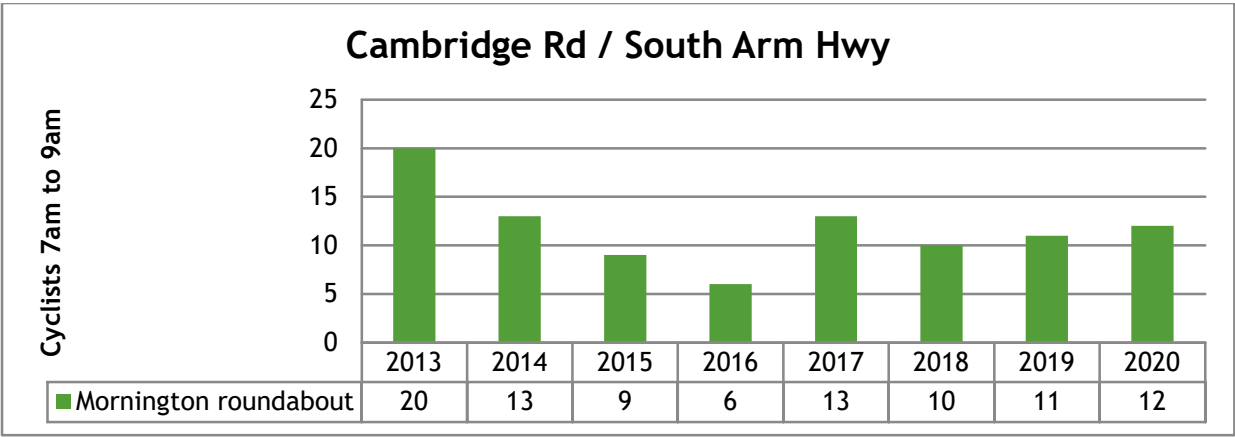
On the foreshore trail riders heading south from Lindisfarne are fairly equally split between using Topham St and the foreshore trail. Topham Street provides a direct connection to the Tasman Bridge. 5 e-bikes were included in the count. 3 e-scooters were observed, along with a lot of dogs. The counter observed more commuter riders (school/work) than recreational riders.



East: Cambridge Road and Tasman Highway corridor

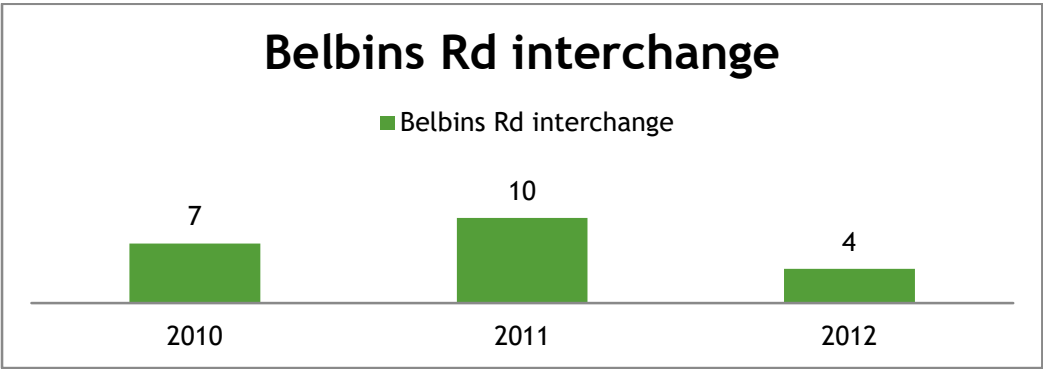
Mornington roundabout

This is one of the most difficult and dangerous intersections for cyclists in Clarence. 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. When the last count was done in 2020 the majority of riders were travelling on Cambridge Road from east to west. Most stayed on Cambridge Road, rather than crossing to the pathway that leads to Bligh St.

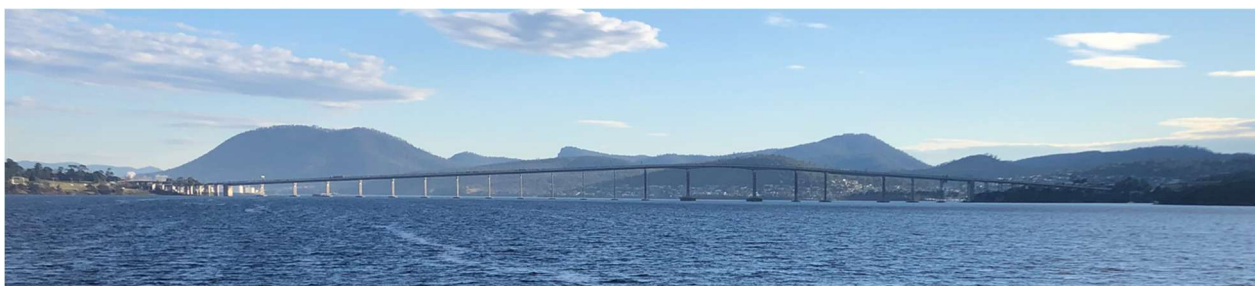


Belbins Road Interchange

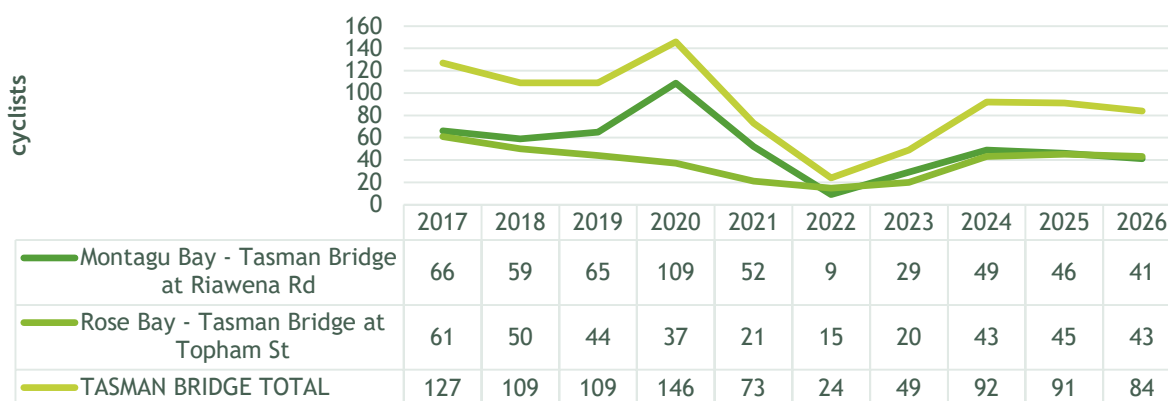
There are only a handful of riders commuting. The most recent count was 2020 where 2 riders travelled towards Cambridge village and 2 riders travelled towards Hobart.



Tasman Bridge (Eastern Shore)

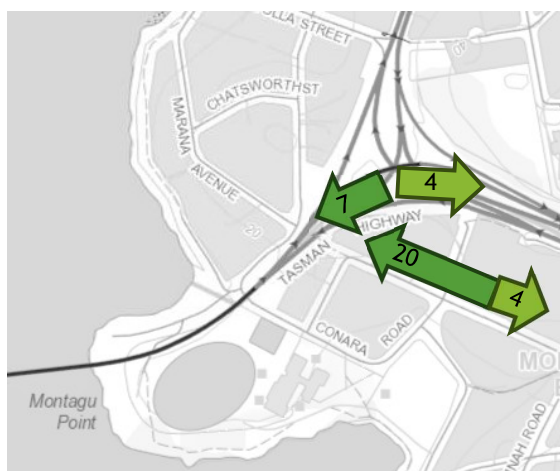


Tasman Bridge eastern shore access 7am to 9am



Both Rose Bay and Montagu Bay have carried similar numbers of riders (apart from 2020). The Bellerive ferry had commenced operating when the 2022 counts were held, 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). The ferry was free again after the 2026 counts were done. 20 e-bikes were included in the counts. 3 e-scooters observed on the Rose Bay side and 3 e-scooters on the Montagu Bay side.

Tasman Hwy Path



Pathway by Tasman Bridge



The extension of the pathway along Rosny Hill Rd to link it to Rosny Park was completed in mid-2020

