



Greater Hobart Commuter Tuesday bike counts 4 March 2025



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Overview of bike counts – Tuesday 5 March 2025

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 4 March 2025.

Weather observations at Battery Point

Min 11C Max 27C

Temperature at 9am: 16C

Rainfall: 0mm

Counts were carried out at 52 intersections across Greater Hobart:

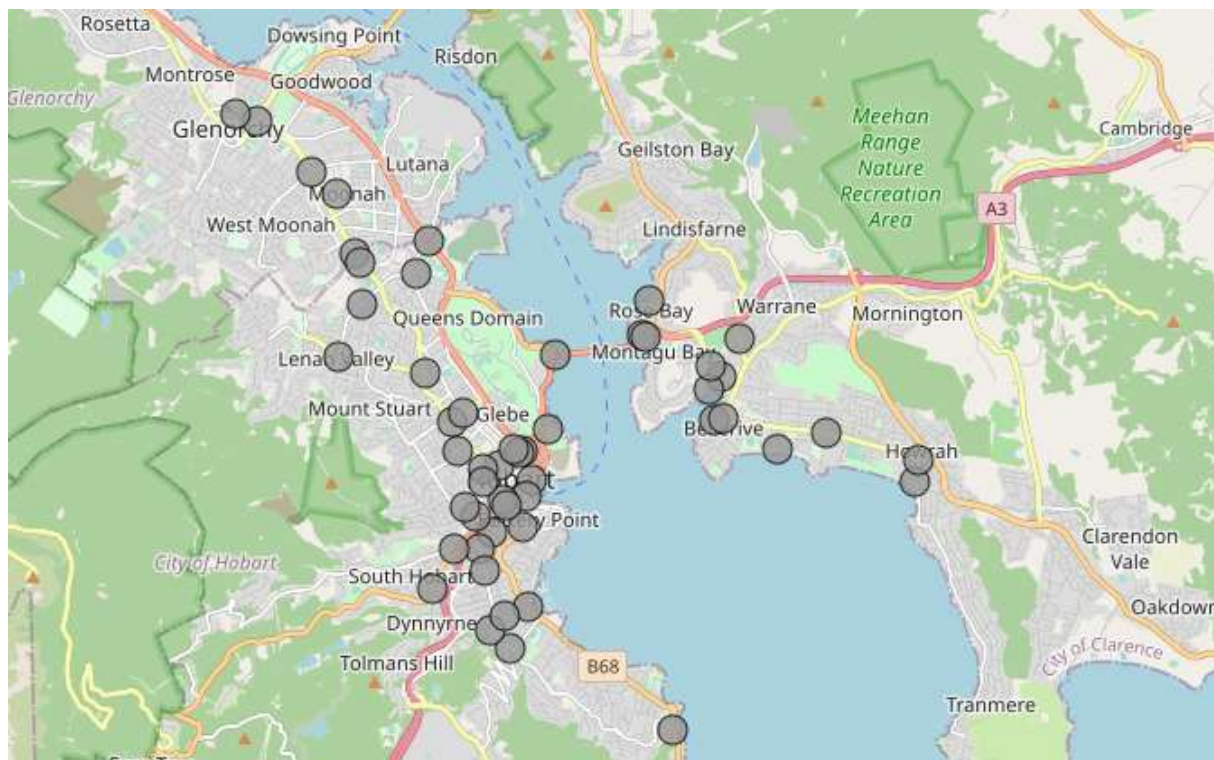
Glenorchy – 8 sites

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

Numbers have steadily increased since COVID in all areas except for the Glenorchy Council area in the northern suburbs, which had a slight decrease from 2024.

There was an overall increase of riders in the Hobart CBD with the biggest increase in numbers on the Hobart Rivulet Track/Collins St corridor from South Hobart. There was a slight decrease on Macquarie St.

There was a steady increase since 2022 from the NW of the city and the waterfront as well as Sandy Bay Road. The NE and North of the city remained steady, along with the Intercity Cycleway and Tasman Bridge.

On the eastern shore Clarnece St and the Clarence Foreshore Trail showed an increase.

Kingborough had an increase over Bonnet Hill and at Taroona schools.

There was a slight drop in numbers around UTAS Sandy Bay.

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

Approximately 1 in 4 bicycles counted in Hobart are e-bikes.

Best performing sites:

Sites in the vicinity of the Bellerive Ferry

- Clarence St at Cambridge Road. Highest since 2017 (43)
- Clarence Foreshore Trail at Queen Street was highest ever (41)
- Ferry terminal was highest ever (47)

Clarence Foreshore Trail

- Howrah Road intersection – Highest number recorded at the site (70)
- Alexandra Esplanade / High St intersection – Highest number recorded at the site (50)
- Rose Bay Esplanade / Topham St intersection - Second highest number recorded at the site (62)

Molle St

- Hobart Rivulet Track/Collins St intersection – Highest number recorded at the site (205) and the second year counted since a signalised crossing was installed.

Sandy Bay Road

- Churchill Ave intersection was highest since COVID (103)
- Marieville Esplanade intersection was highest since Covid (142)

Bathurst St

- Bathurst St at Harrington St intersection – Second highest number recorded at site (68)
- Bathurst St at Elizabeth St intersection – Highest number recorded at the site (87)
- Melville St at Murray St intersection - Highest number recorded at the site (66)

Davey St

- A protected bike lane was installed on Davey St between Sandy Bay Road and Barrack St in 2024. Riders going up Davey St increased from 3 in 2024 to 17 in 2025 since the new lane went in.

Gender breakdown

Bicycles	2019	2020	2021	2022	2023	2024	2025
Female	981	1127	929	518	738	1073	1241
Male	2736	2963	2421	1457	1997	2669	2675
Not known	18	55	29	34	52	51	53
TOTAL	3735	4145	3379	2009	2787	3793	3969

MIRCO	2023	2024	2025
Female	113	115	108
Male	334	340	350
Not known	28	5	10
TOTAL	475	460	468

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

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	% of female riders 2025
South Hobart	Davey St at Lynton Ave	Hobart	35%	41%	38%	48%
South Hobart	Collins St / Molle St	Hobart	35%	45%	42%	46%
South Hobart	Macquarie St / Southern Outlet	Hobart	35%	46%	39%	42%
Sandy Bay	Regent St at Fitzroy Place	Hobart	38%	28%	32%	41%
North Hobart	Elizabeth St / Burnett St	Hobart	22%	48%	36%	36%
Waterfront	PW1 Morrison/Murray/Castray	Hobart	30%	23%	27%	36%
New Town	Intercity Cycleway at Bay Rd	Hobart	20%	25%	41%	35%
New Town	Augusta Rd / New Town Rd	Hobart	22%	33%	32%	35%
Moonah	Intercity Cycleway at Sunderland	Glenorchy		26%	20%	34%
Hobart	Intercity cycleway at Regatta Grounds	Hobart	25%	24%	27%	32%
Hobart	Intercity cycleway at Tasman Bridge	Hobart	24%	23%	27%	32%
Taroona	Channel Hwy at schools	Kingborough	27%	29%	23%	28%
Lindisfarne	Clarence Foreshore Trail – Topham St	Clarence			28%	25%
Howrah	Clarence Foreshore Trail at Howrah Rd	Clarence	24%	21%	16%	21%
Bellerive	Clarence Foreshore Trail – Alexander Ave	Clarence	43%	36%	11%	18%
Bellerive	Ferry terminal at boardwalk	Clarence		30%	28%	15%
Sandy Bay	Marieville Esp / Sandy Bay Rd	Hobart	30%	27%	31%	14%

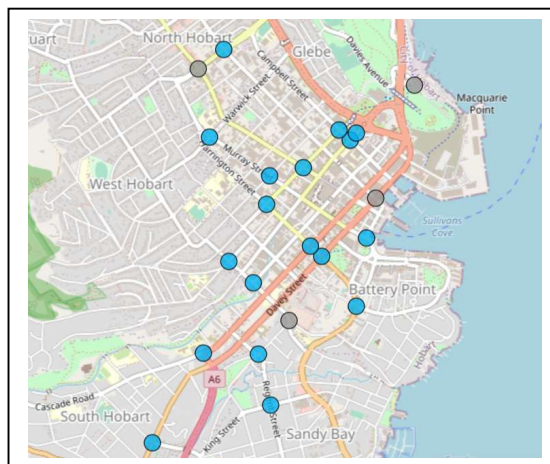
Hobart Count sites

30 sites were counted in Hobart. Most sites in the CBD showed a slight increase in numbers since 2024 counts, with Collins St having the most rise.

There was an increase in riders from South Hobart using the Hobart Rivulet/Collins Street corridor and an increase in riders along Sandy Bay Road and the waterfront.

Riders from North Hobart, West Hobart and Main Road, New Town remain steady

There was a slight drop in numbers around UTAS Sandy Bay and Augusta Road.

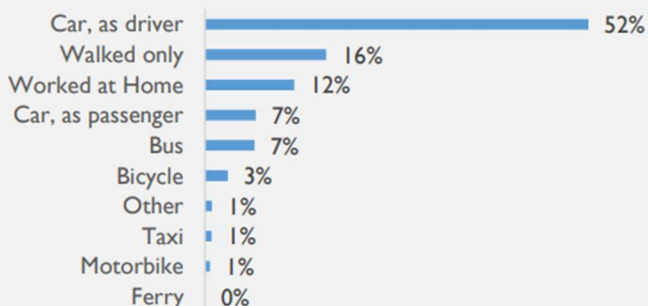


Hobart

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



New separated cycleways were installed on Campbell St and Argyle St in 2024.

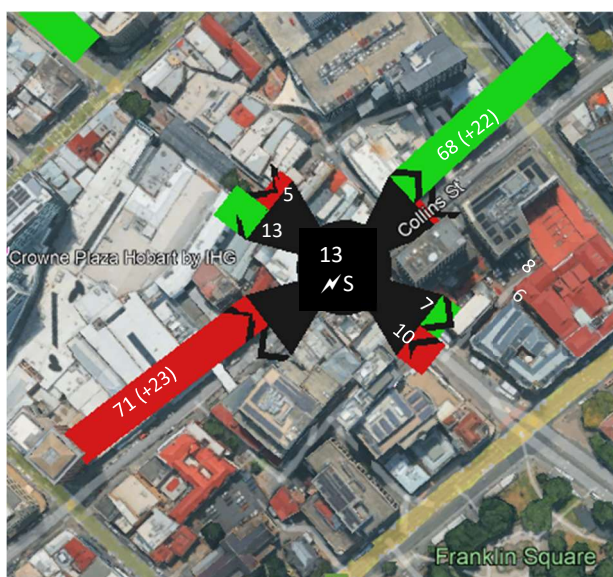
Access routes to CBD

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

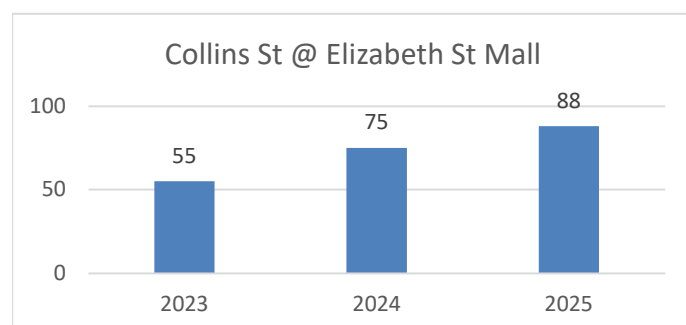


Green arrows show sites where there has been an increase since 2024, blue arrows show a decrease in counts and orange indicates a site with no change. Data was entered incorrectly for Macquarie St at Harrington and Waterfront at Murray St so has been left blank.

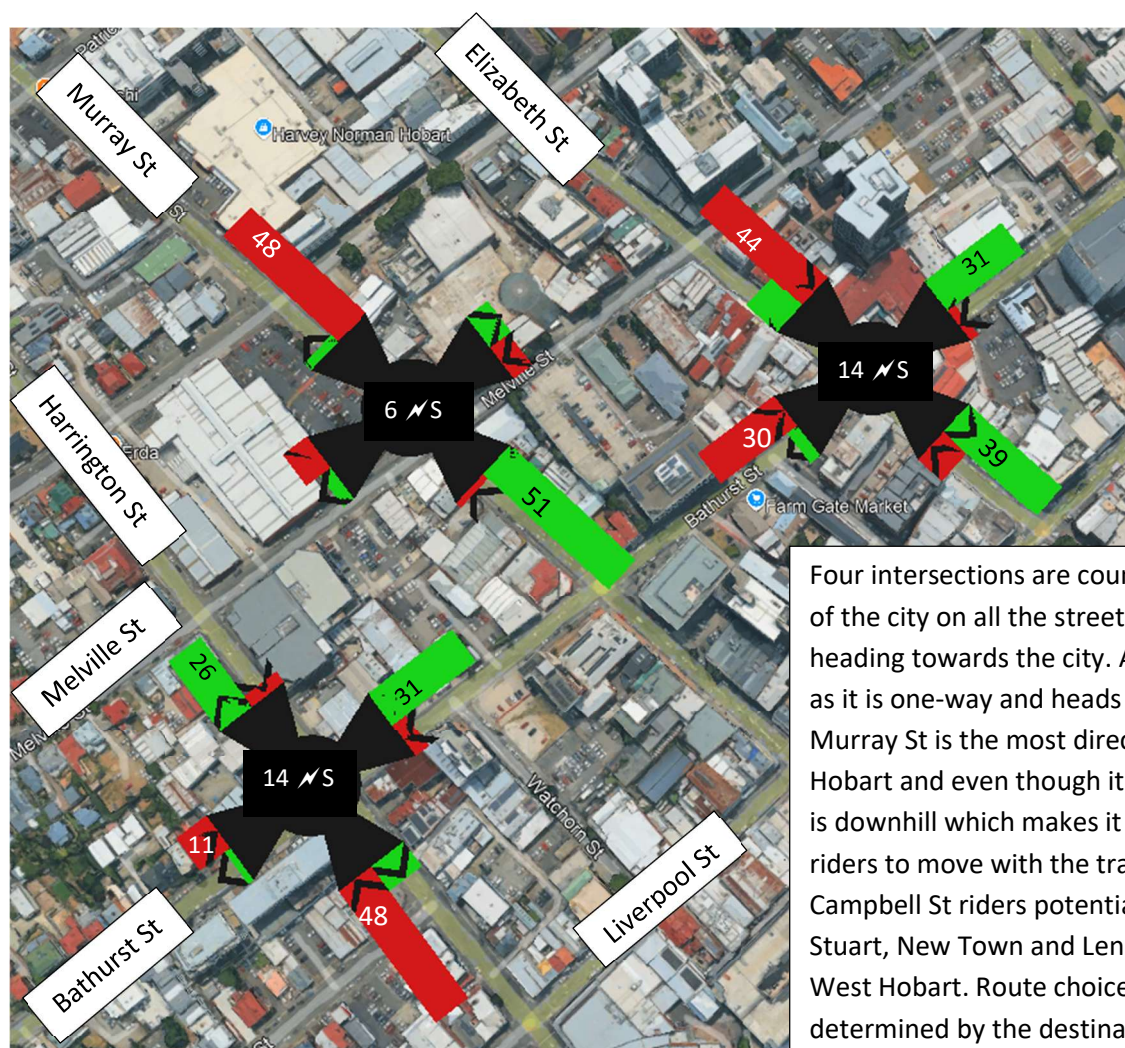
City Centre - Collins St at Elizabeth St mall



Riding is not allowed in the mall after 8am but 14 riders were counted using the mall after 8am (presumably walking their bikes) and 4 prior to 8am. No riders were recorded going contra-flow up Collins Street in the one-way section (compared to 8 in 2024). 26 e-bikes were counted.

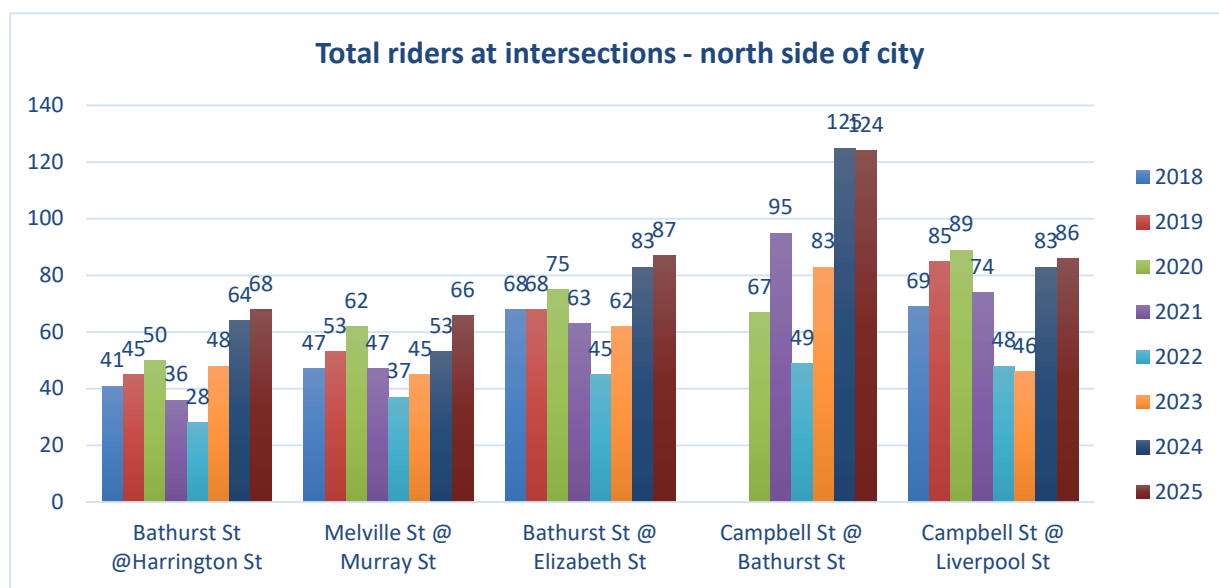


From West Hobart and North Hobart to city



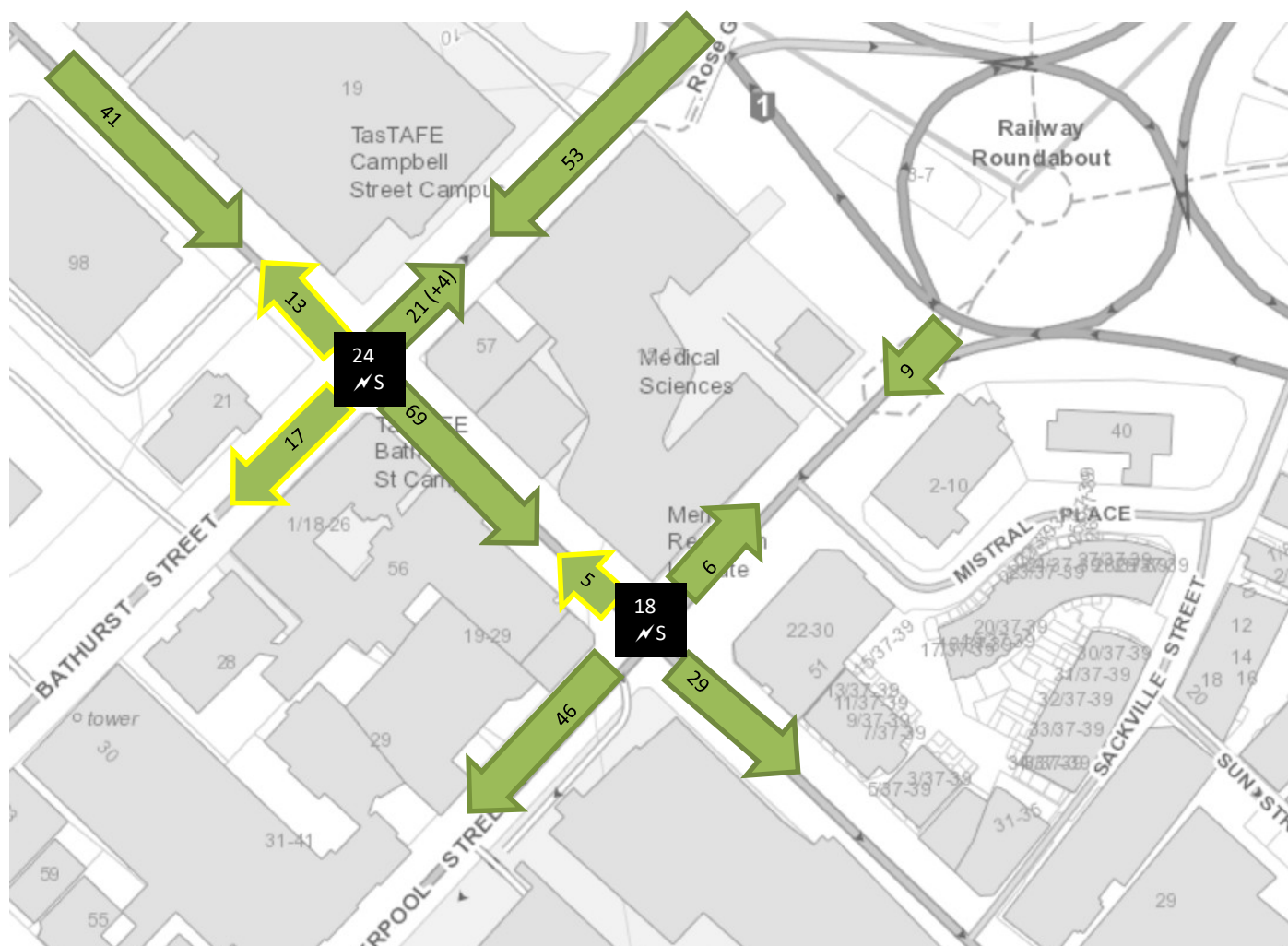
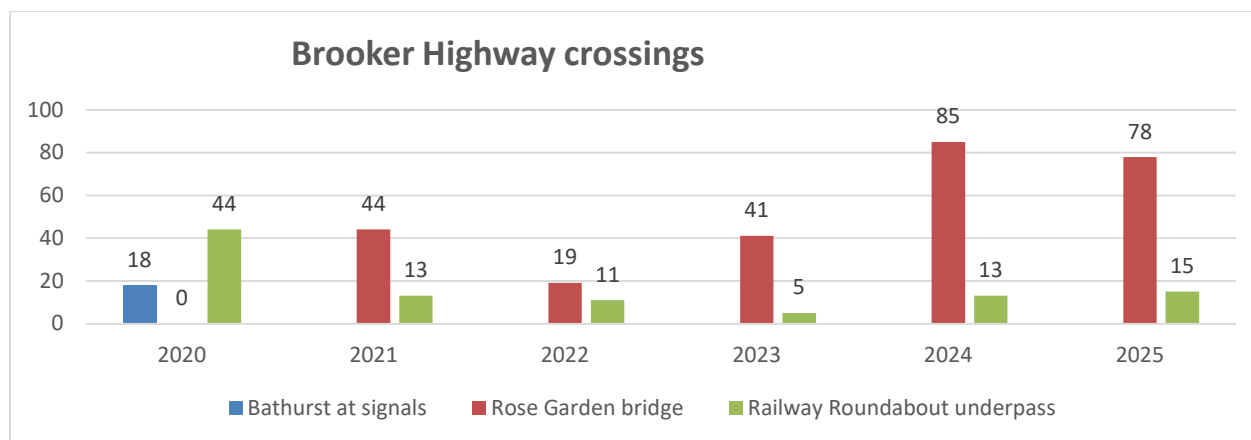
E-bikes	Elizabeth @ Bathurst	Murray @ Melville	Harrington @ Bathurst
2024	21	13	14
2025	29	21	22

The number of riders coming into the city from the north west has steadily increased over the past 4 years.



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 first year they have been included in the counts. There was a modest increase in riders on Campbell St but less turned onto Bathurst St (to ride contra flow) and more turned onto Liverpool St and the new lane.

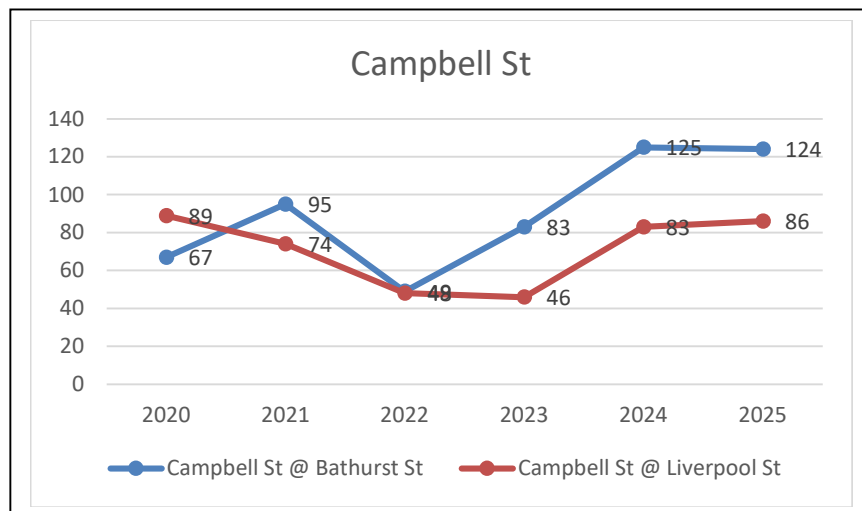
The counts show that footpaths are being used to travel contra-flow along the one-way city streets (arrows highlighted in yellow on the map).

Campbell St

The Bathurst/Campbell St intersection has seen a steady increase in cycling traffic since the Rose Garden Bridge opened in 2021. The counter at the Bathurst St intersection noted that some riders travelling NE on Bathurst St would use the footpath or travel lane to be on the correct side of the road to turn right or get onto the Rose Garden Bridge.

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 40% continuing towards the waterfront and 60% turning into Liverpool St.



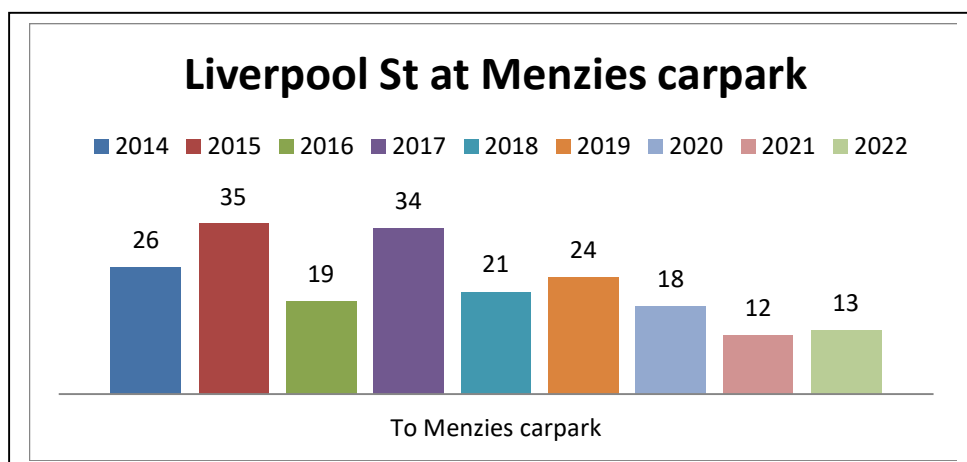
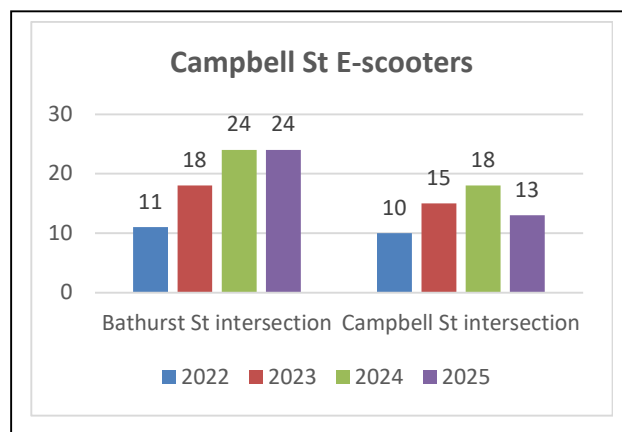
Campbell St e-scooters

E-scooter counts commenced in 2022 when a trial public e-scooter scheme was underway. Numbers have risen and stabilised over the past couple of years.

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.

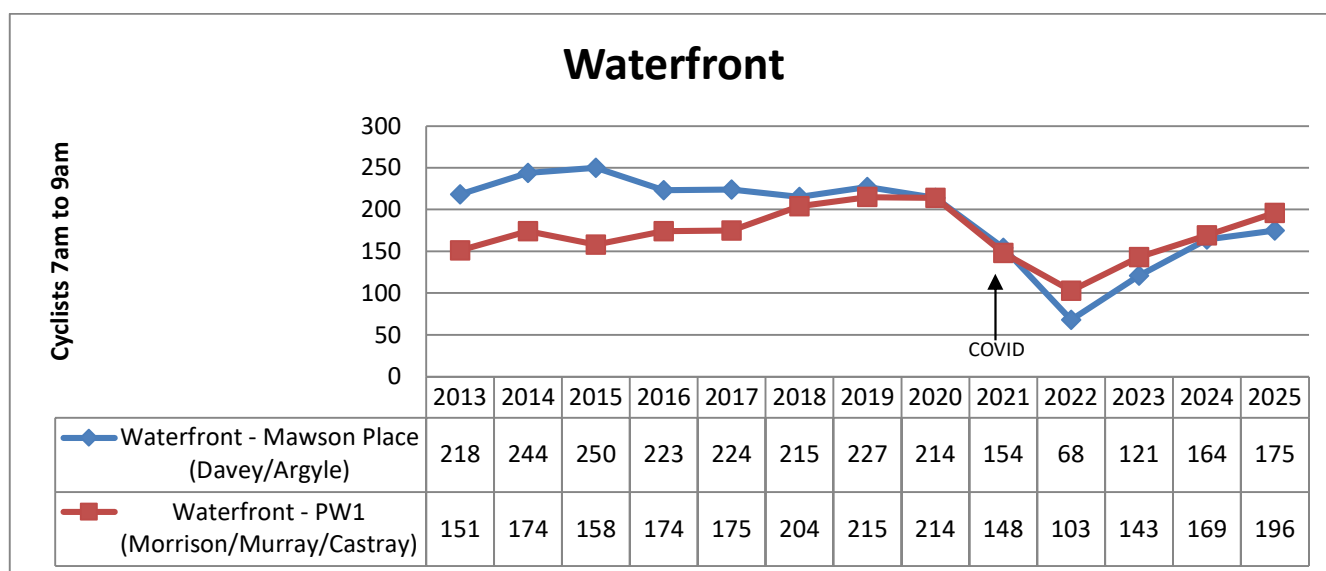
Seemed like people were lifting bikes up steps from underground walkway on roundabout side. Also observed multiple buses arriving at once opposite the Menzies Med School and at times the buses blocked Mistral Place. The bus stop side became very congested at times and traffic was held up for a few minutes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



Waterfront

Rider numbers have been increasing since the drop during COVID. The number of riders recorded at PW1 surpassed the number of riders at Mawson Place in 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 open



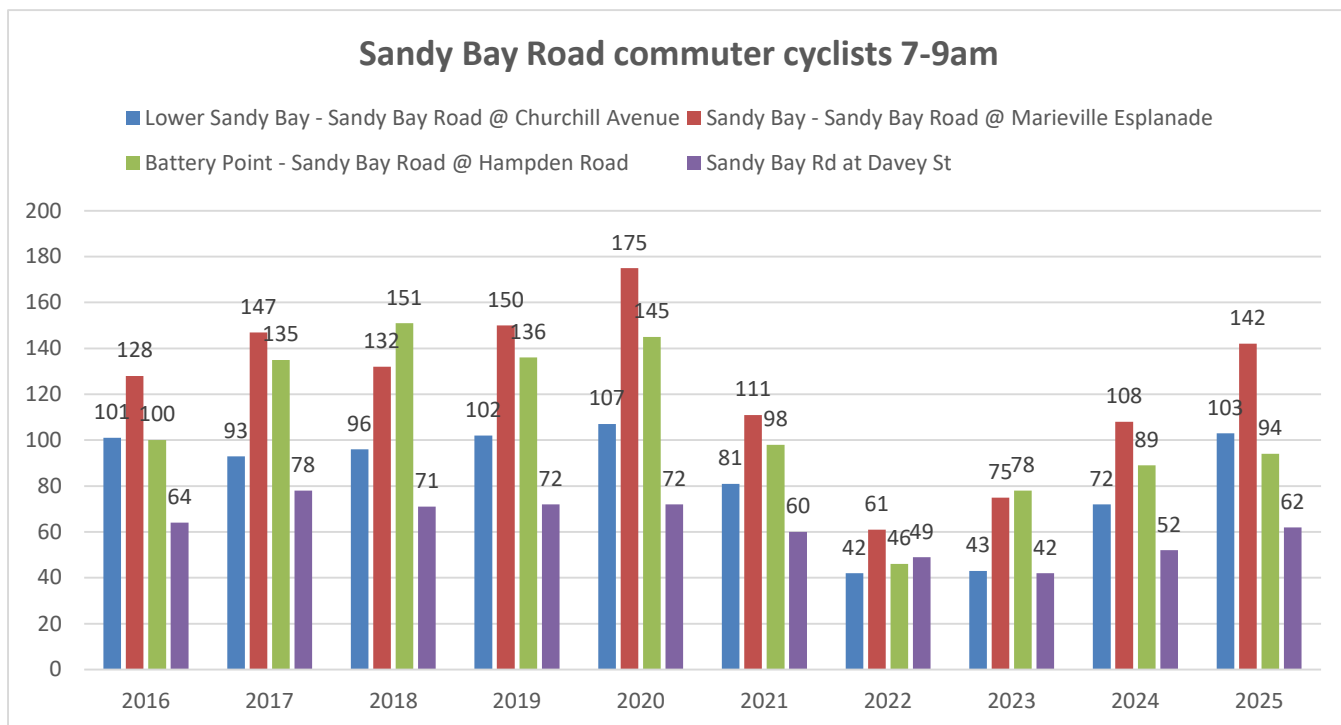
Derwent Ferry

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. It has been observed that some riders prefer to stay on the road to avoid the pedestrians on the shared path.

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).

Sandy Bay corridor



There has been an incremental increase in riders since COVID with numbers getting closer to pre-COVID levels. Riders continue along Sandy Bay Road until Marieville Esplanade, where the majority turn off to ride through Battery Point.

- Sandy Bay Road at Churchill Ave.**

68 riders travelled north towards Hobart from Taroona. 33 riders travelled south towards Taroona. 3 used Churchill Ave. 29 e-bikes were counted and 2 e-scooters.

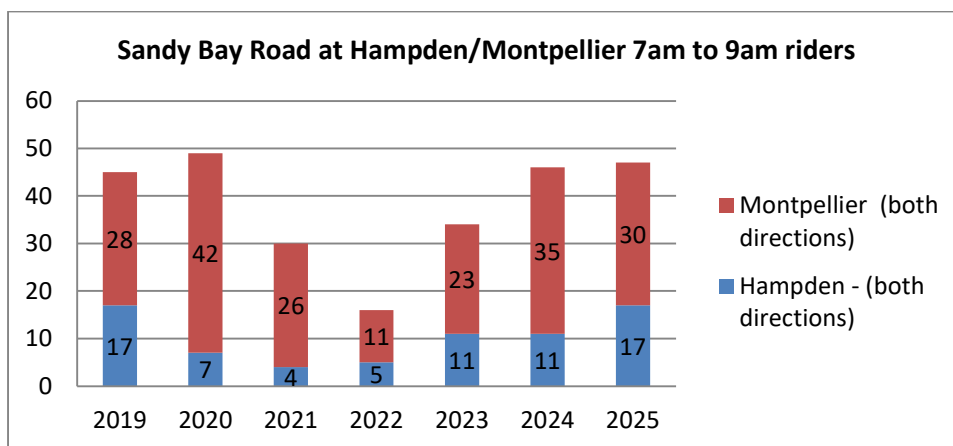
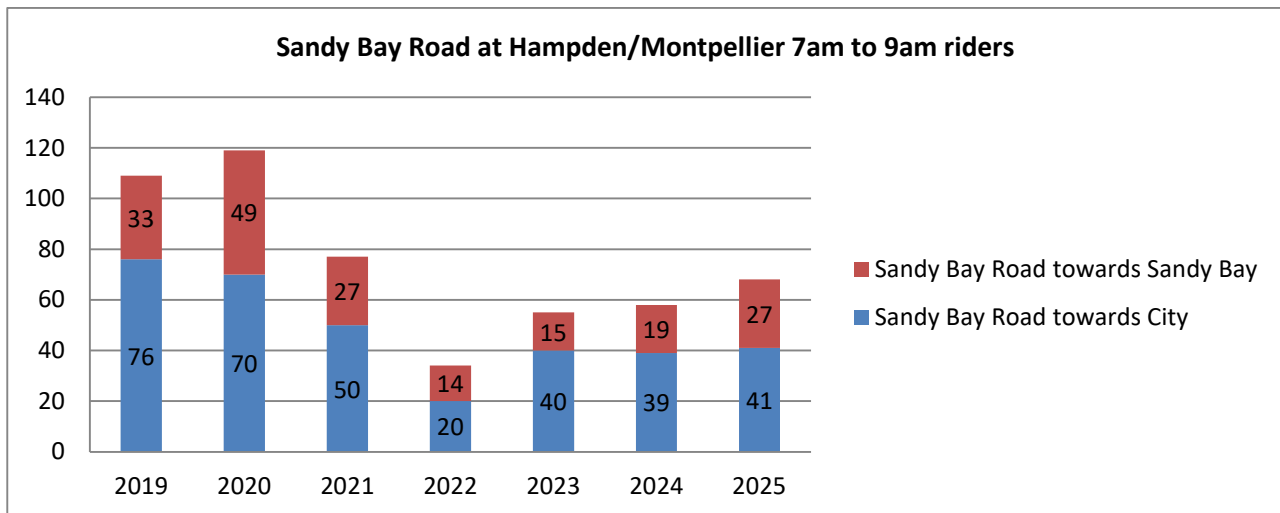


Marieville Esplanade intersection – This is the busiest intersection along the Sandy Bay Road corridor where riders can choose to go through Battery Point and contend with the steep hills or continue along Sandy Bay Road and contend with the traffic, particularly through the Sandy Bay shops. There were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

20 e-bikes included in the count. 11 e-scooters were recorded (but not included in the count). A large group of recreational riders headed south on Sandy Bay Road.



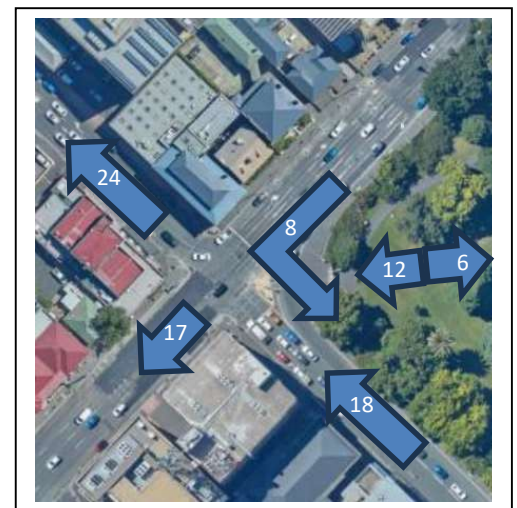
- Sandy Bay Road at Hampden Road intersection** – Despite the traffic conditions, Sandy Bay Road offers the best topographical alignment into Hobart. Riders use Montpellier Retreat to head directly to or from Salamanca and the waterfront and avoiding the intersections further along at Gladstone Street and Davey Street. 19 e-scooters counted. 23 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.*



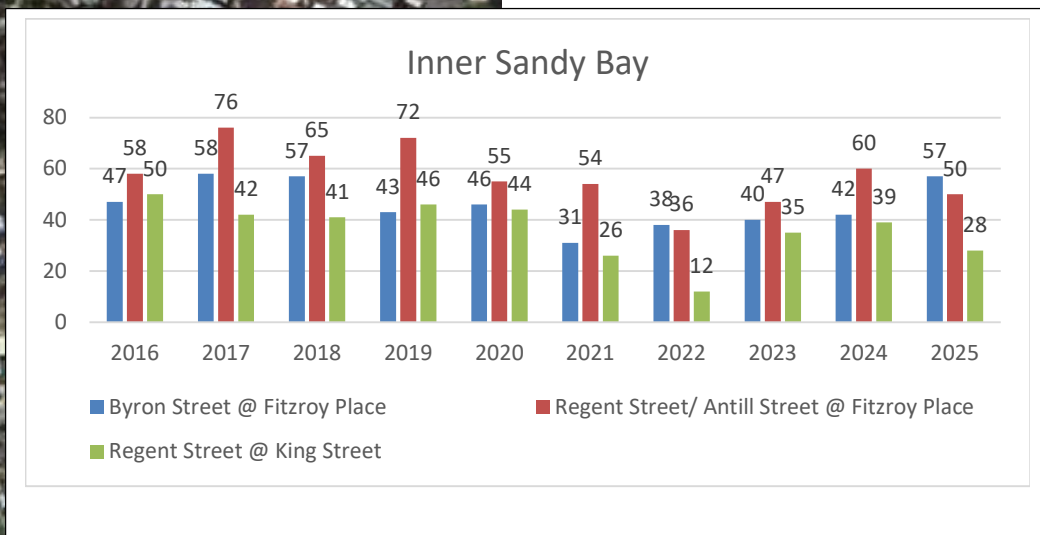
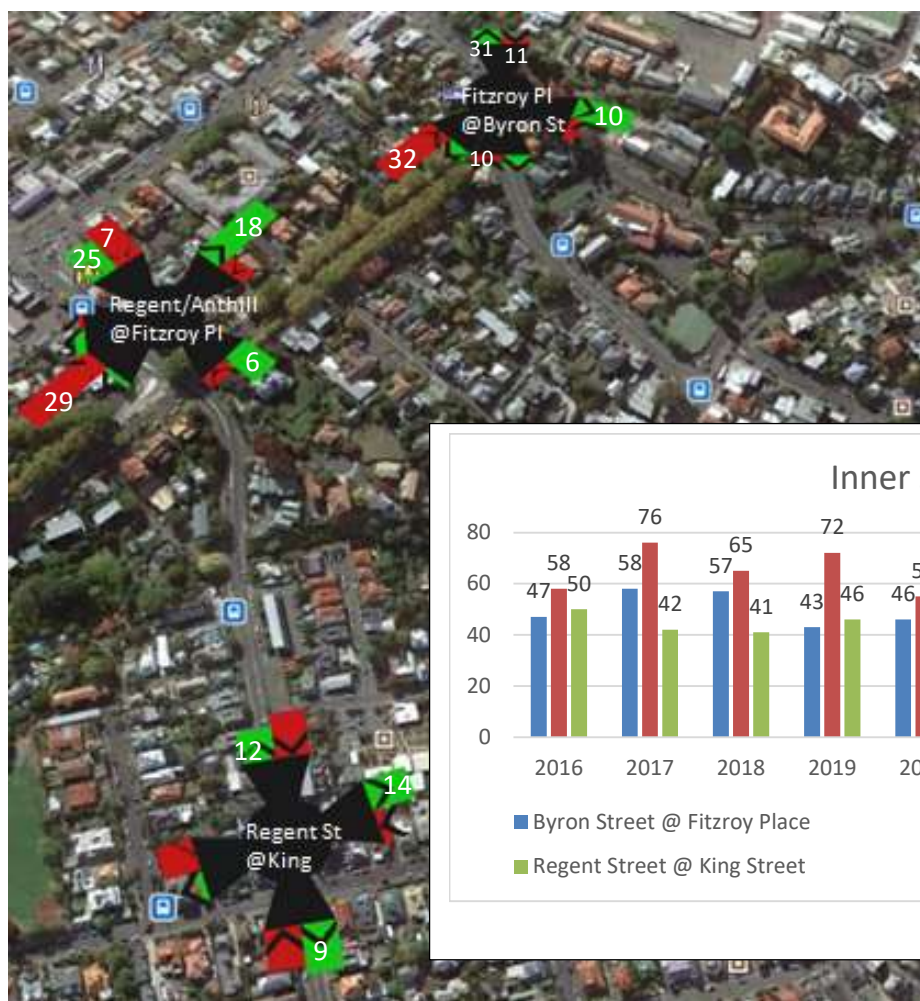
- Davey St intersection** – The counter noted cars regularly run the red arrow when turning on to Sandy Bay Road from Davey Street.

A protected bike lane was installed on Davey St between Sandy Bay Road and Barrack St in 2024. Riders going up Davey St increased from 3 in 2024 to 17 in 2025 since the new lane went in.

16 e-scooters observed. 10 riders were on e-bikes.



Inner Sandy Bay



The bulk of riders turn off the route between Fitzroy Cres/Digney St and Aubura St at either Antill Street or Byron St. Overall there was a slight drop in numbers from 2024 although Byron at Fitzroy Place had a slight increase.

Fitzroy Place @ Byron St – 10 e-bikes counted. 6 e-scooters were observed. There was an increase in cycling on Byron St compared to 2024. When the traffic gets congested, pedestrians and cyclists find it hard to cross over.

Fitzroy Place @ Regent St/Antill St – 13 e-bikes counted. 9 e-scooters were observed. 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.”*

Regent @ King St – 10 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. Numbers were down at this site. The counter described the intersection as very busy with motor vehicles and observed riders on parallel Grosvenor St. 1 e-scooters observed.

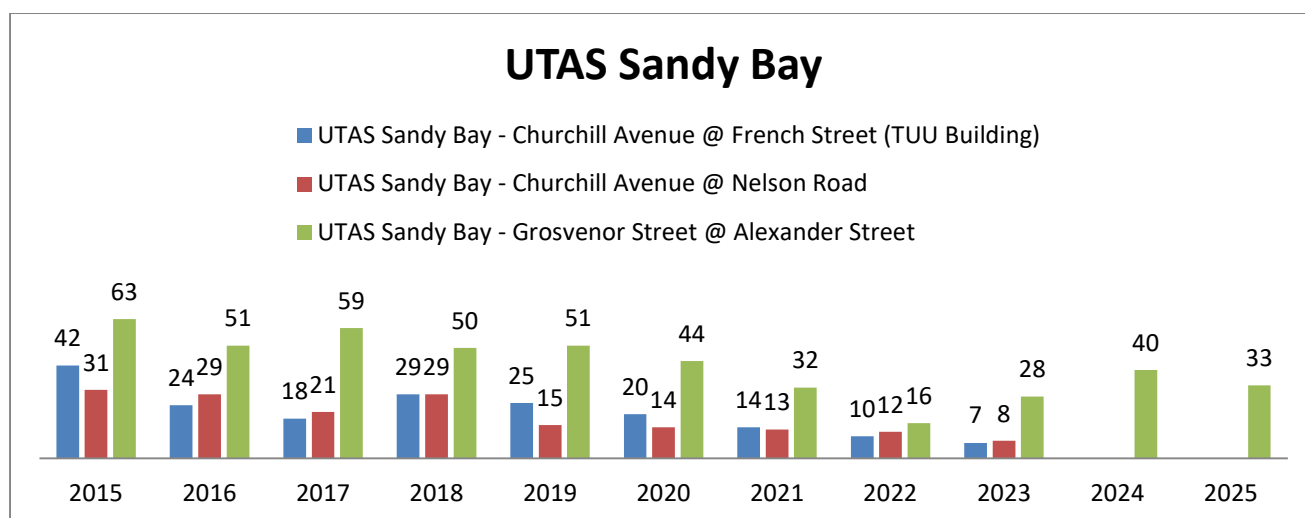
UTAS Sandy Bay



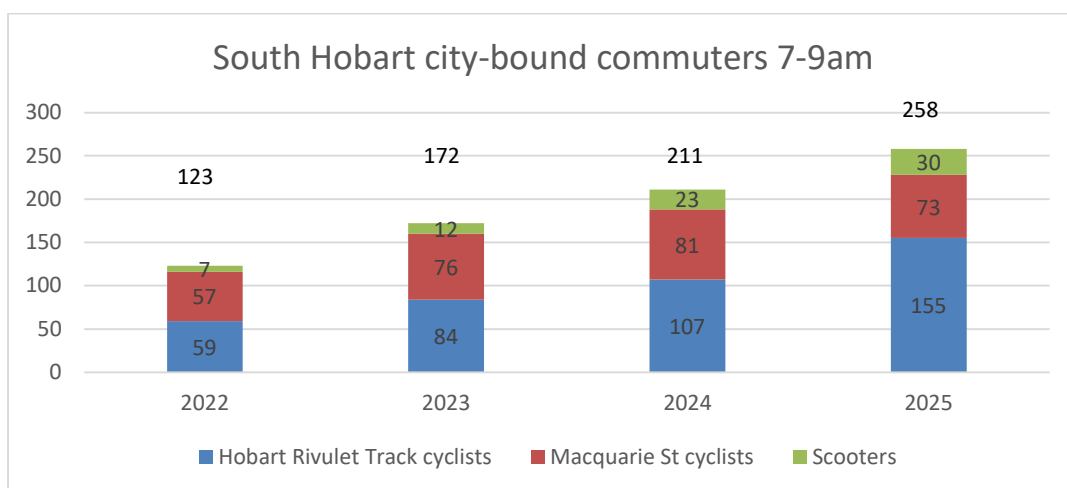
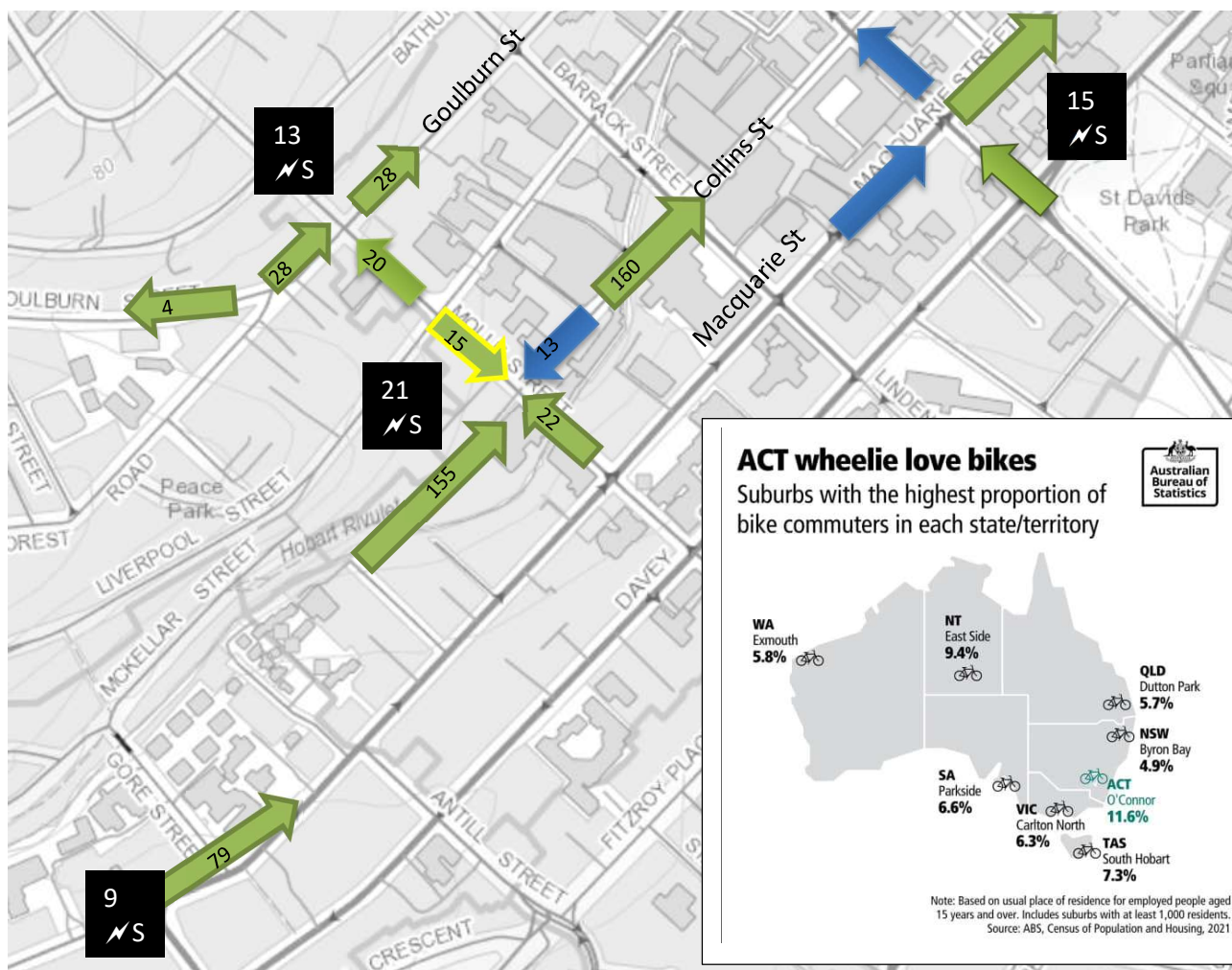
Overall, numbers counted around the university between 7am and 9am at the Churchill Avenue side are very low so those sites have not been counted since 2023

Grosvenor @ Alexander – The majority of riders travelled south on Grosvenor St. There was a slight drop in numbers since 2024. 3 e-bikes were counted and 5 e-scooters observed

Earl St – 10 riders were counted heading up Earl St from Sandy Bay Rd (a slight increase since 2024)



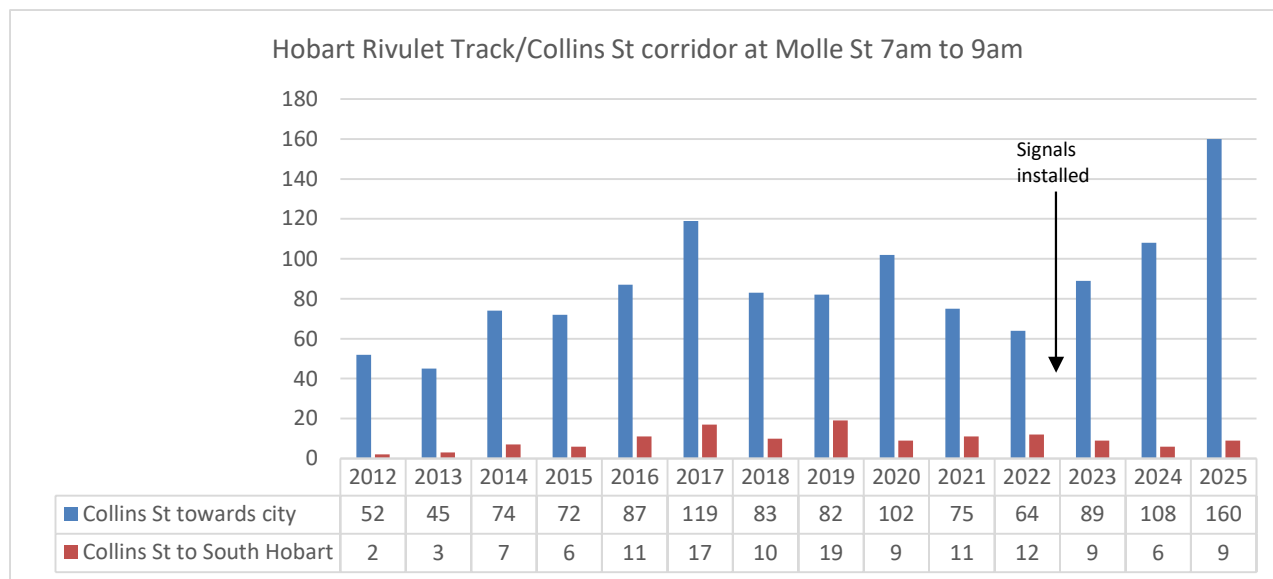
South Hobart & West Hobart corridor



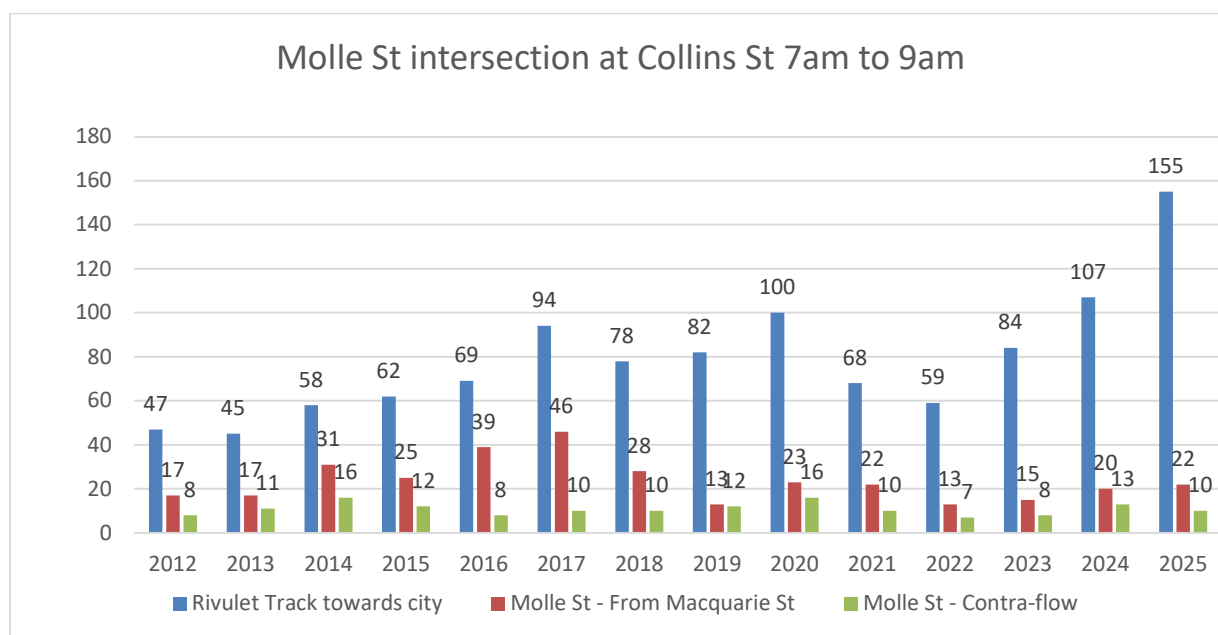
From South Hobart, 258 people left their cars at home and used bicycles or scooters to commute. The number has doubled since 2022. ABS data from the 2021 census (reported in winter) found that South Hobart had a 7.3% cycling mode share, the highest of any state in Australia (excluding territories).

- Collins St at Molle St**

62 e-bikes were counted (an increase of 16 since 2024). 24 e-scooter observed (an increase from 16 in 2024). Highest number ever recorded. A separated cycleway is proposed for 3 blocks of Collins St was not in place yet for the 2025 counts.



- Molle St at Hobart Rivulet Track**



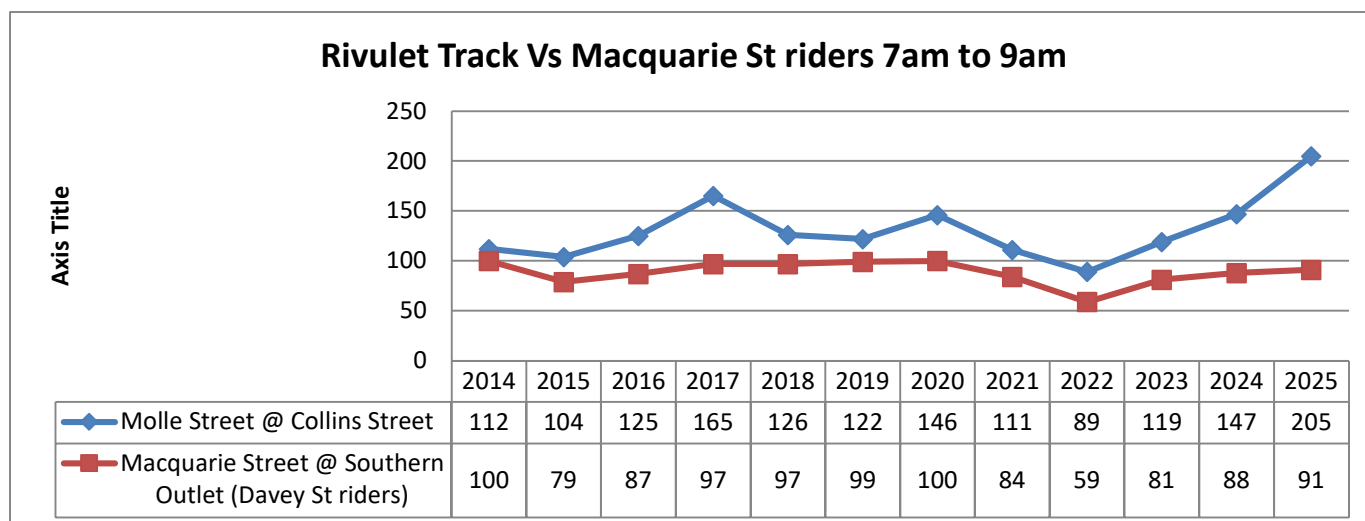
Numbers using the Hobart Rivulet Track were the highest ever recorded.

- Molle St at Goulburn St**

There was a slight increase in numbers using Goulburn St to access the city. In 2024 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). 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.

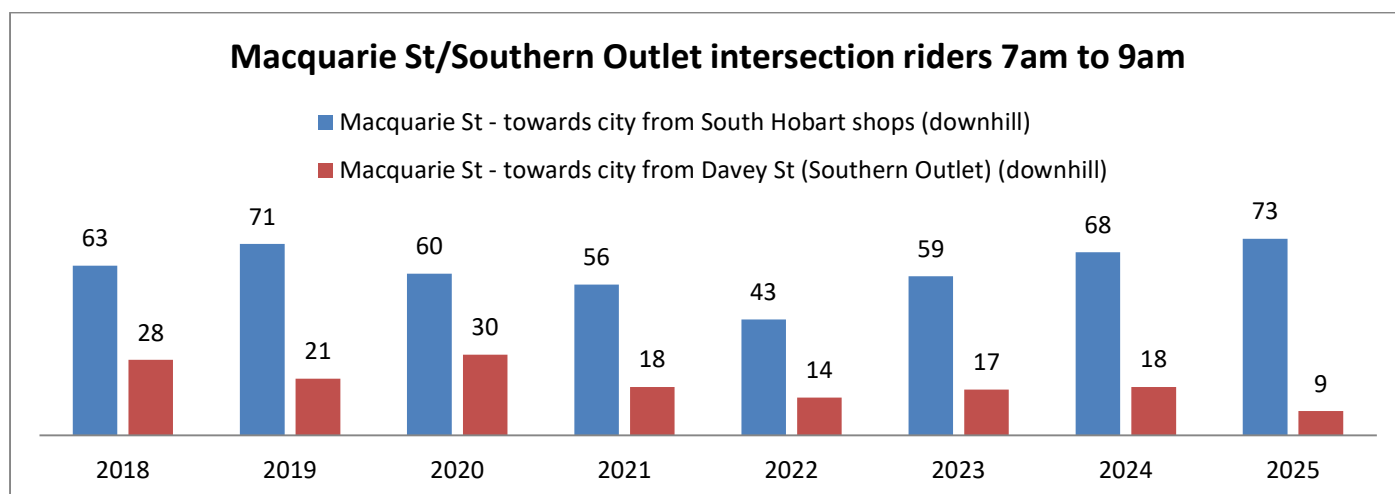
Comparison of intersections of on-road and off-road routes to the City from South Hobart

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.



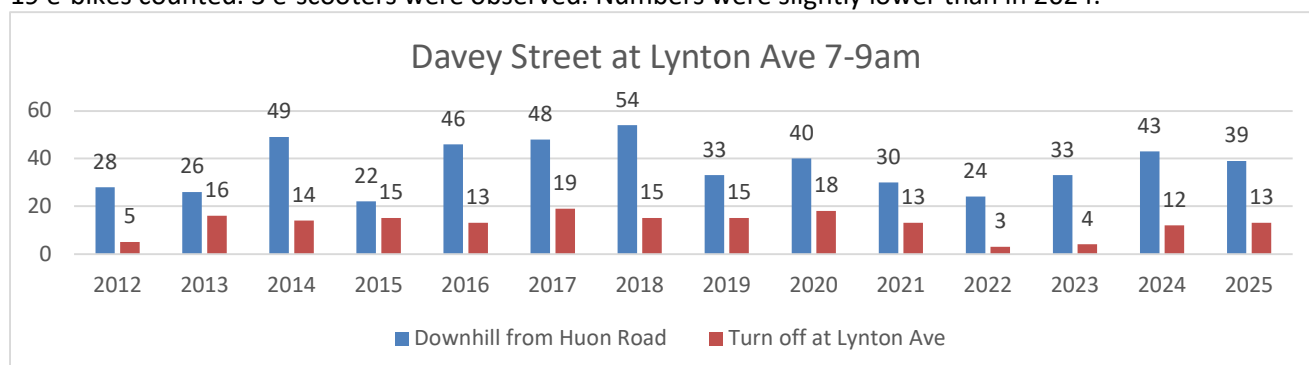
- From Davey St/Southern Outlet to Macquarie St**

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.”* 23 e-bikes counted. 9 e-scooters observed.



- Davey St at Lynton Ave**

19 e-bikes counted. 3 e-scooters were observed. Numbers were slightly lower than in 2024.

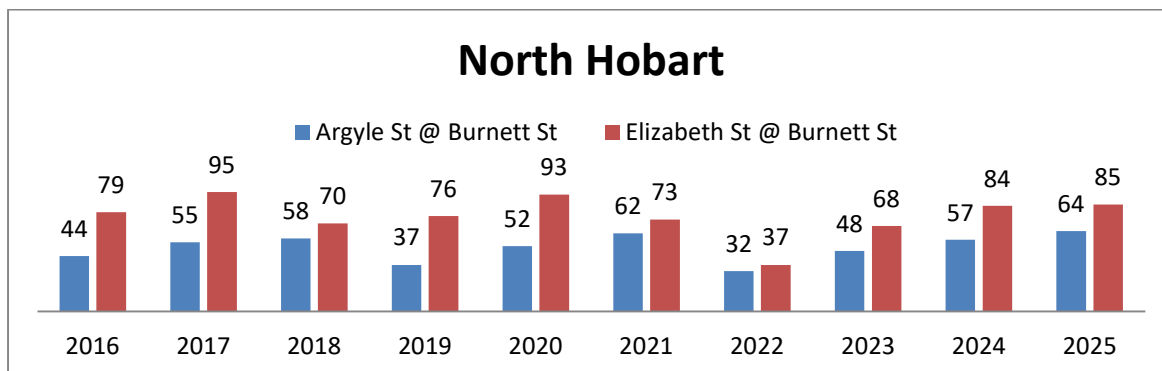


North Hobart corridor

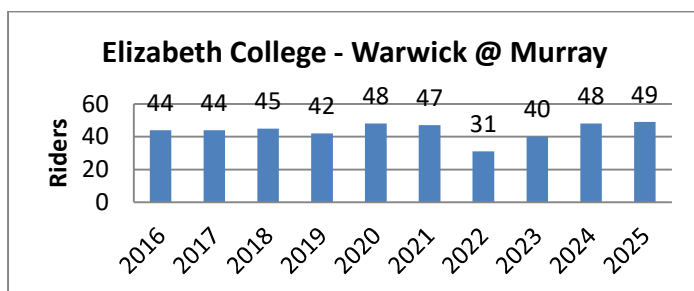


Elizabeth St and Argyle St pick up riders from North Hobart, New Town and Lenah Valley. Other routes such as Letitia St and Brooker Hwy footpath are not counted. A total of 138 people left their cars at home to commute to work from the north of the city (117 bicycles and 21 scooters).

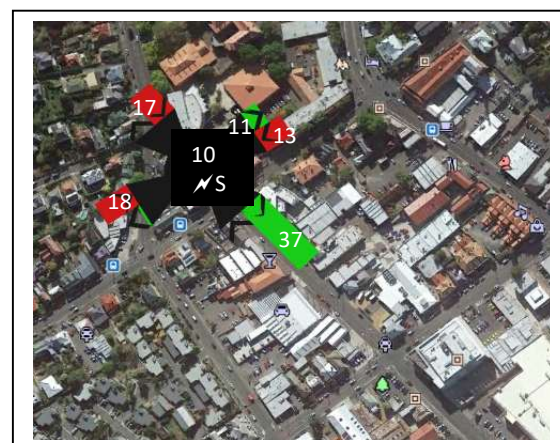
Riders on Argyle St need to divert eastwards over to Campbell St as Argyle St has 'no entry' south of Burnett St, although 4 riders travelled contra-flow southwards on Argyle St. A new bike lane was installed on Burnett Street in 2023. 13 e-bikes counted on Argyle St and 30 e-bikes on Elizabeth St, a significant increase since 2024.



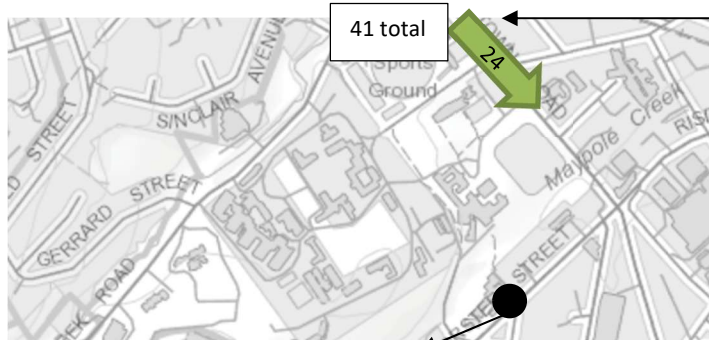
Murray at Warwick – Elizabeth College



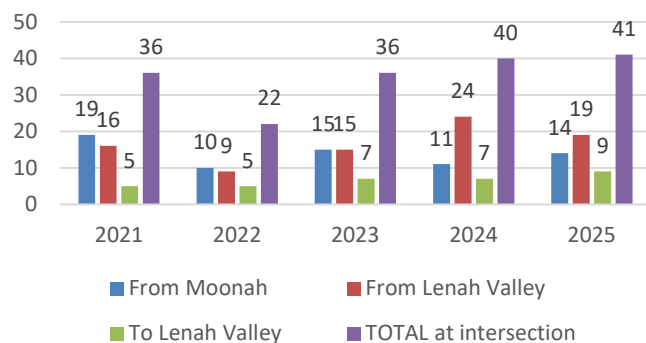
21 e-bikes counted



Lenah Valley-New Town

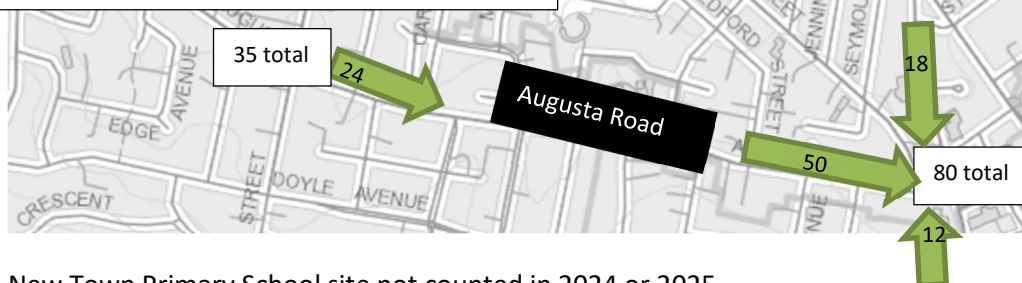
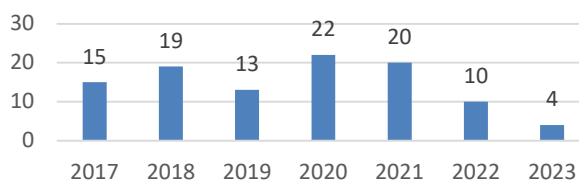


Main Road @ Creek Road



Around 10 riders were observed turning off at Brownwells Lane for the cycleway that weren't included in the count. No riders used the New Town Rivulet Track which has steps. 10 e-bikes counted. 9 e-scooters observed.

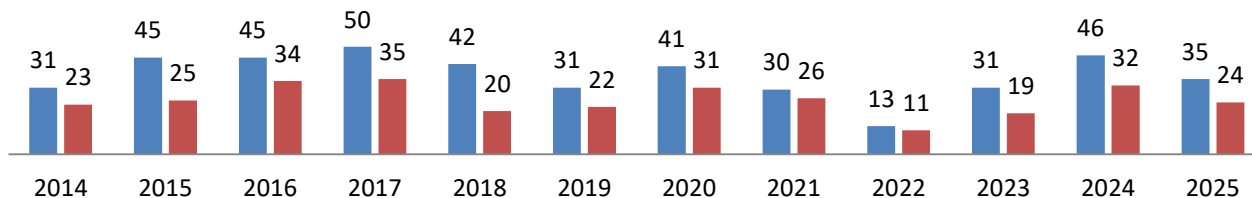
Forster St @ Valentine St 7-9am (Outside New Town Primary School)



New Town Primary School site not counted in 2024 or 2025.

Augusta Road, Lenah Valley riders 7am to 9am

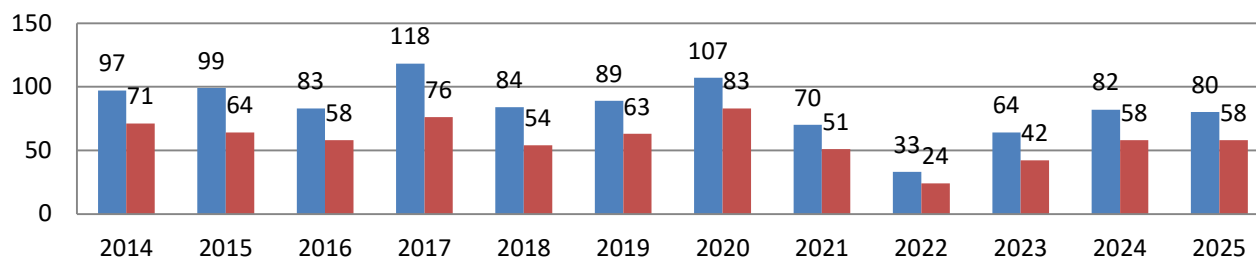
■ Intersection TOTAL: Forster St @ Augusta Rd ■ Eastbound towards city on Augusta Rd @ Forster



16 e-bikes counted. 2 e-scooters observed

Augusta Road, New Town riders 7am to 9am

■ Intersection TOTAL: Augusta Rd @ New Town Rd ■ Riders towards city on New Town Road

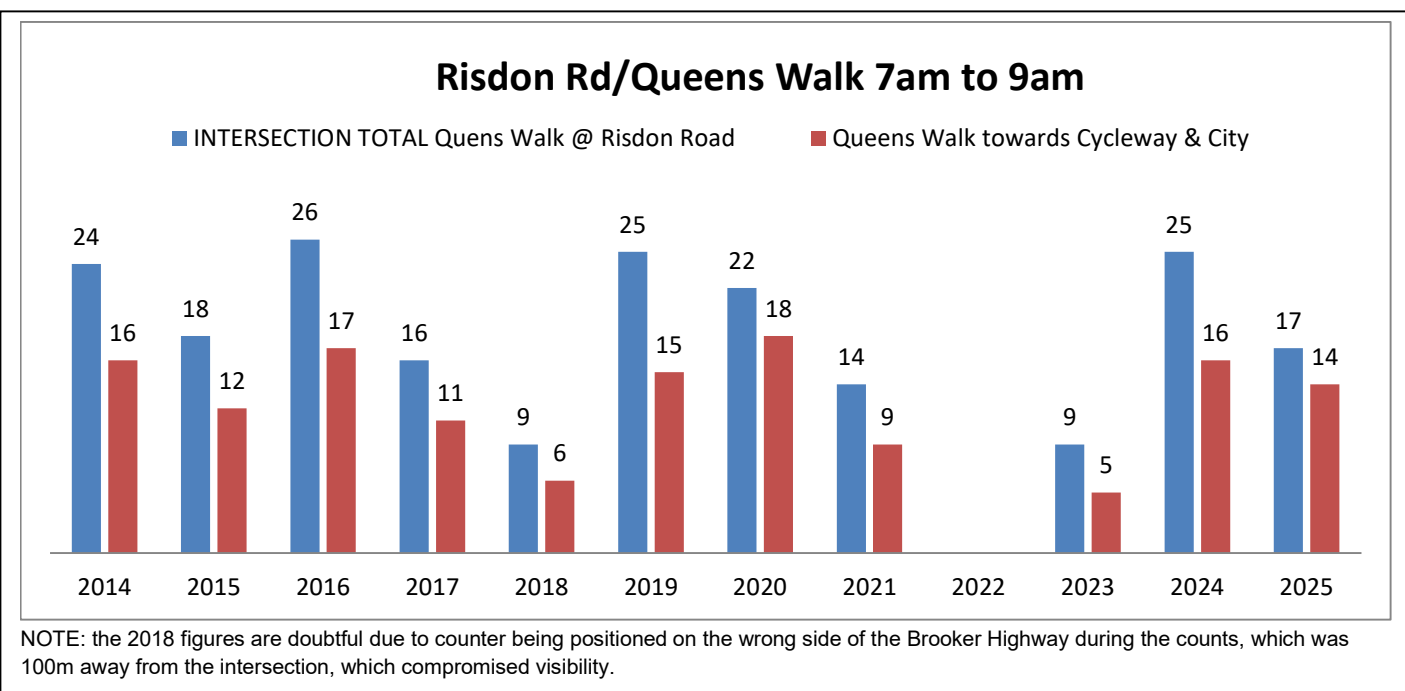


11 e-bikes counted. 5 e-scooters observed

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.



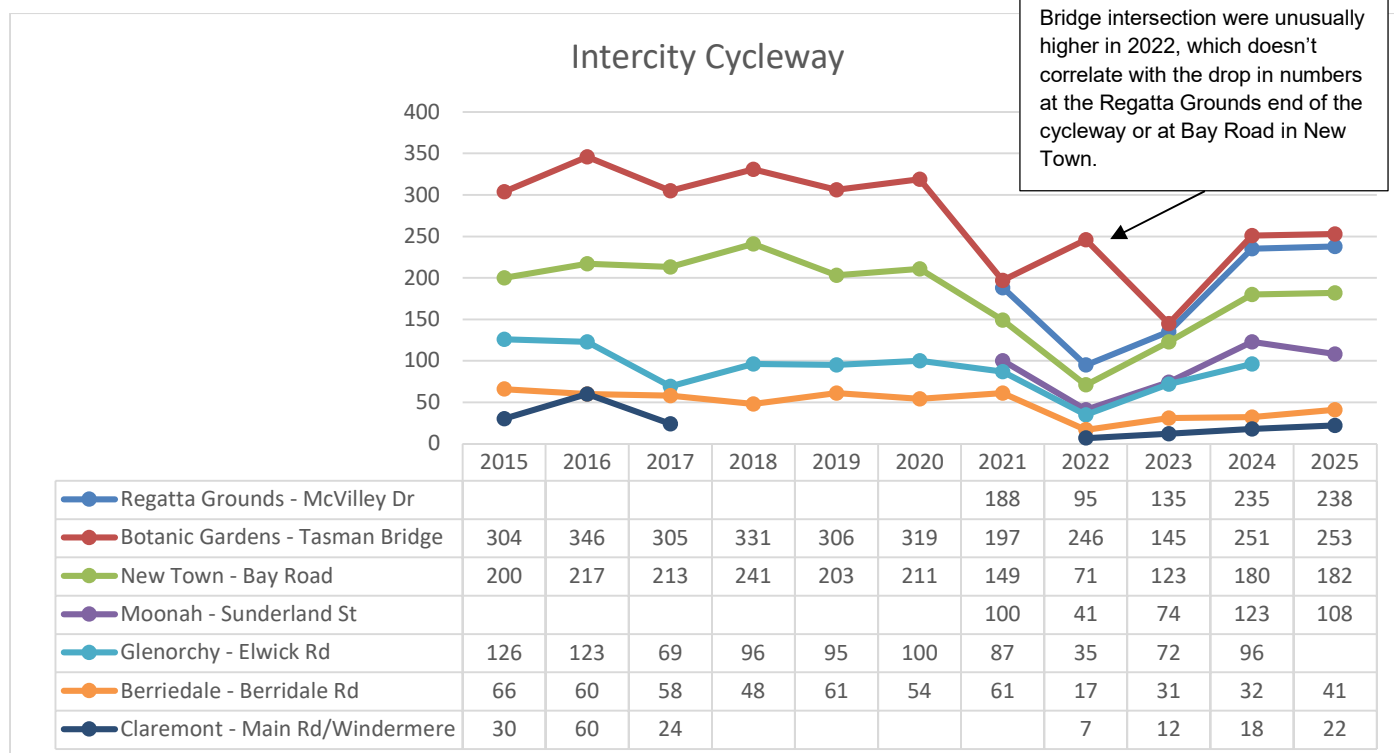
6 e-bikes counted and 2 e-scooters observed.

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.



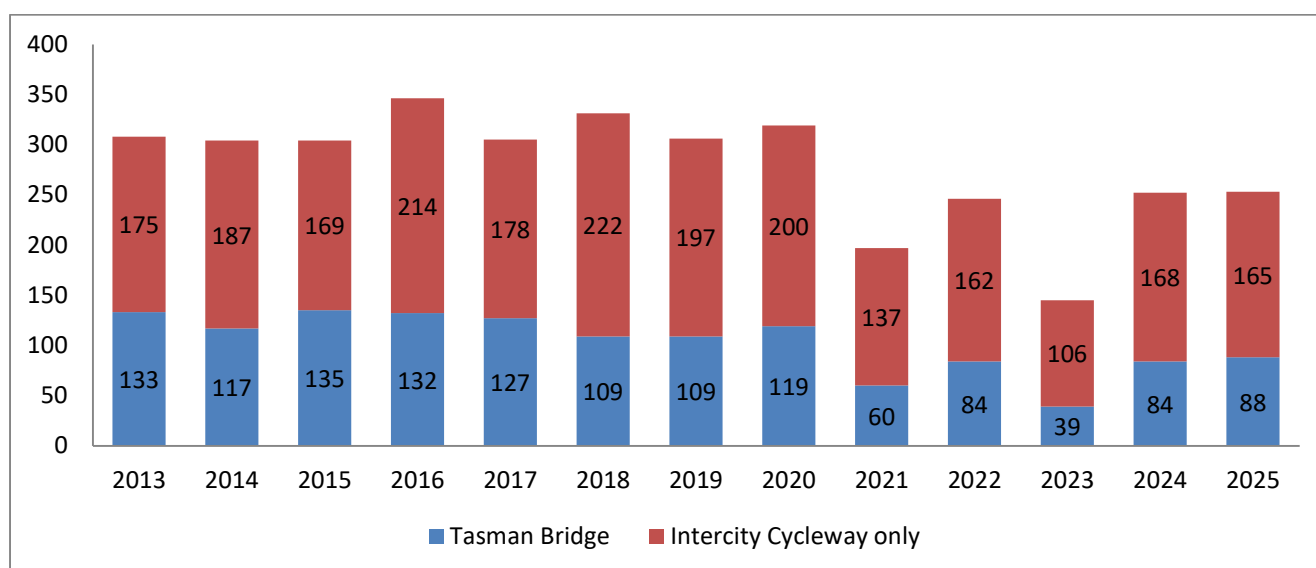
Intercity Cycleway

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.

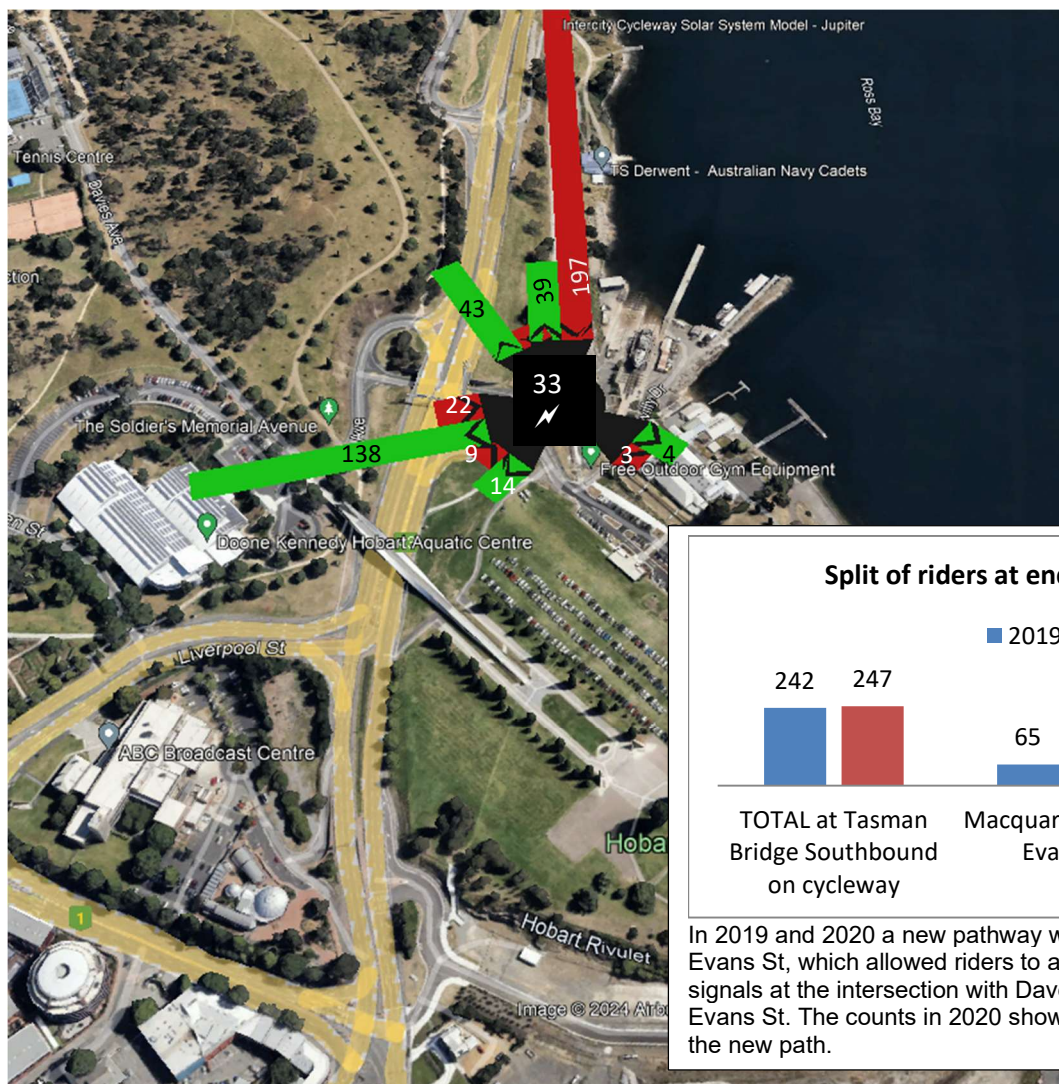


Intercity Cycleway at Tasman Bridge intersection

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. 60 e-bikes counted. 30 e-scooters observed.

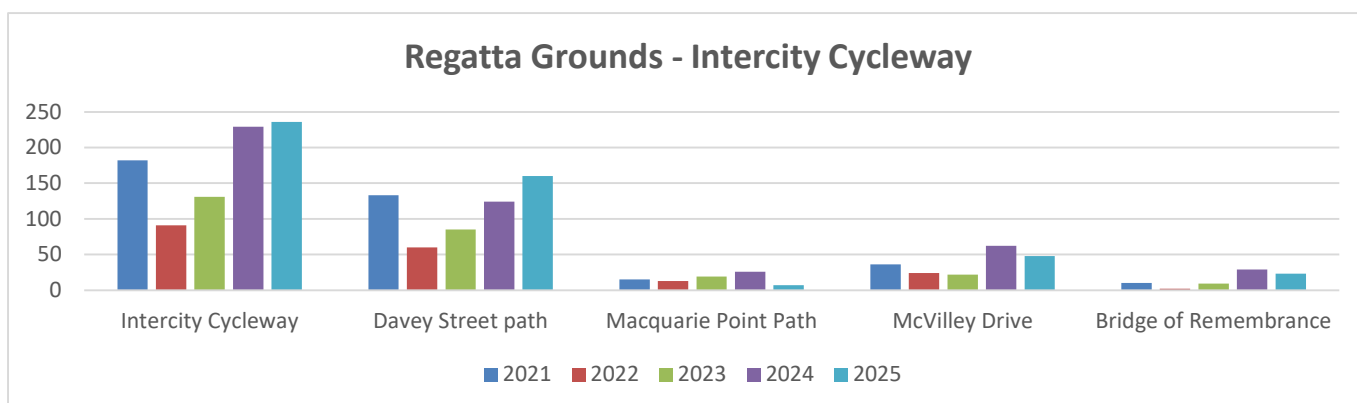


Macquarie Point



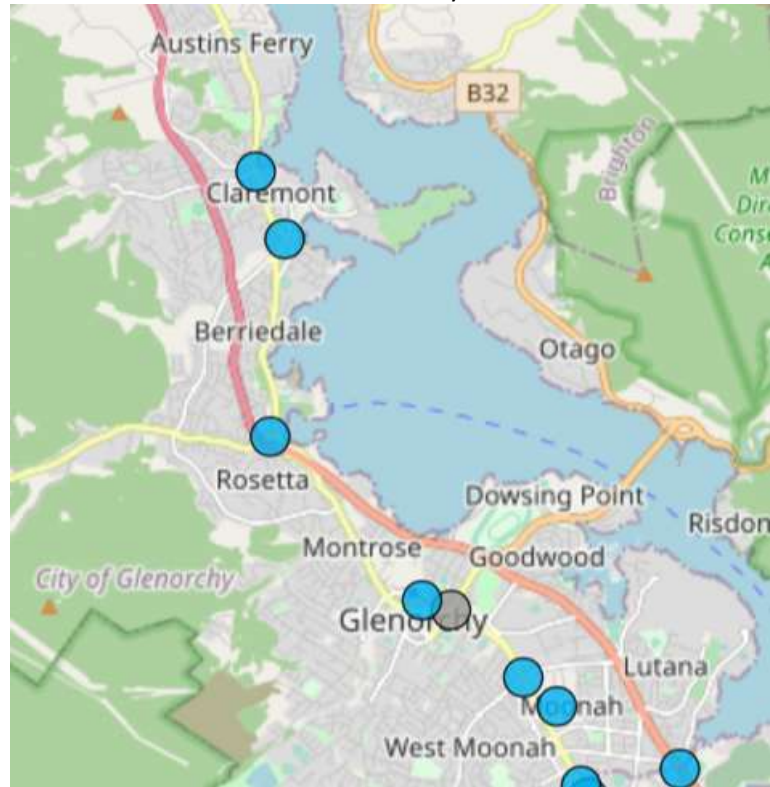
In 2021 the path through Macquarie Point was closed to accommodate internal works at Mac Point so the count location was moved to the end of the Intercity Cycleway. For the 2023 counts the path into Macquarie Point only went part way and rejoined the Davey St path by the engineers building, so riders 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.

Most riders come from the Intercity Cycleway and continue along Davey Street. McVilley Drive has more usage than the Bridge of Remembrance for crossing Davey Street.

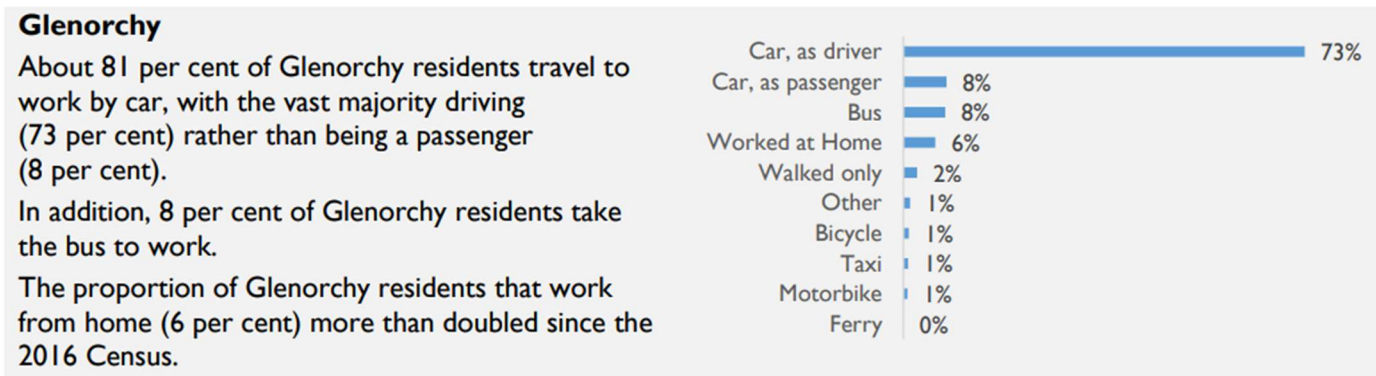


Glenorchy Count sites

There are 8 sites counted in Glenorchy



The number of riders counted in the northern suburbs was slightly lower than in 2024 but have recovered from the COVID dip.



Glenorchy CBD access

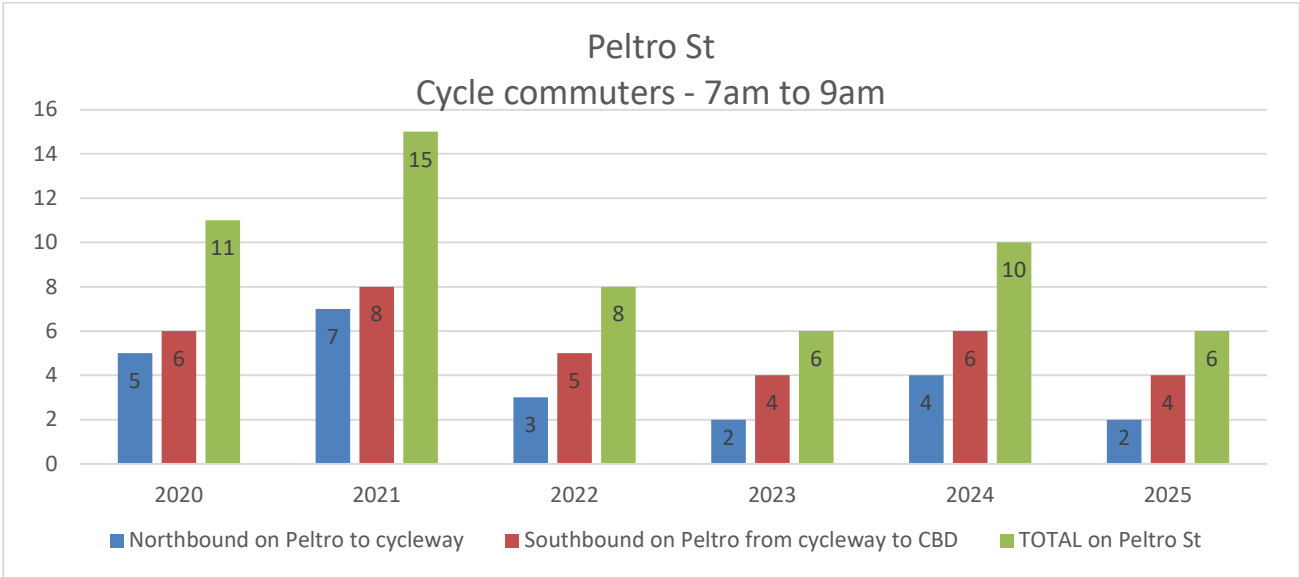
Two sites are counted around the perimeter of the Glenorchy CBD:

- Elwick Rd
- Peltro St at KGV / Intercity Cycleway

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



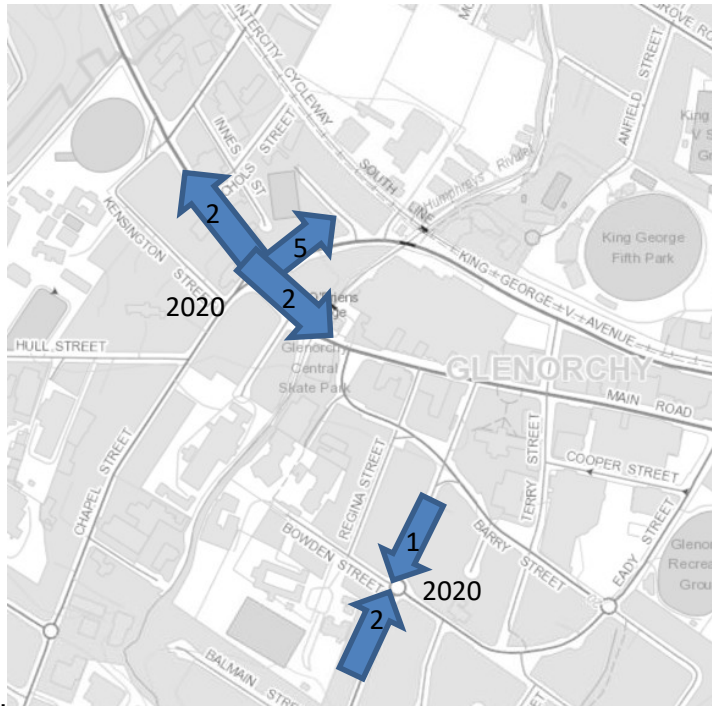
Numbers of riders on the Intercity Cycleway at Elwick Road were down over previous years and less people exited the cycleway at Elwick Road than previous years. See Intercity Cycleway data on page 28.



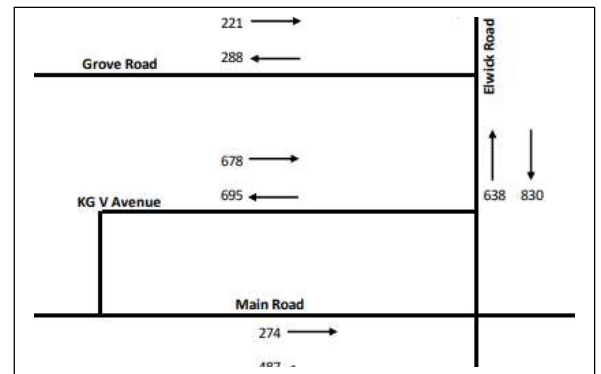
The number of people cycling between the Glenorchy CBD and the Intercity Cycleway at Peltro Street during the morning peak is fairly low but steady since 2022. The 4 people who used Peltro Street to go to the CBD came from suburbs further north on the Intercity Cycleway.

17 e-bikes and 6 scooters counted.

Historic counts

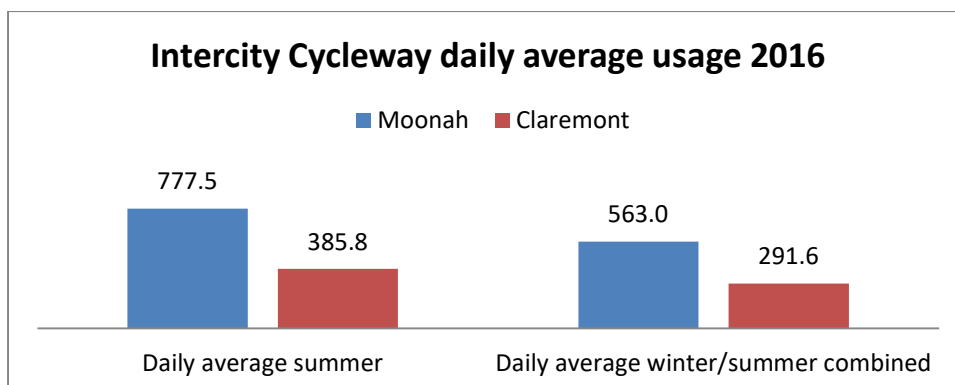


A traffic survey was done in September 2021 by consultant engineers, Pitt & Sherry, on motor vehicle volumes on arterial and collector roads around Glenorchy. In peak hour from 7.30am to 8.30am 274 vehicles were counted travelling towards Hobart on Main Road. The Intercity Cycleway carried 27 bicycle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

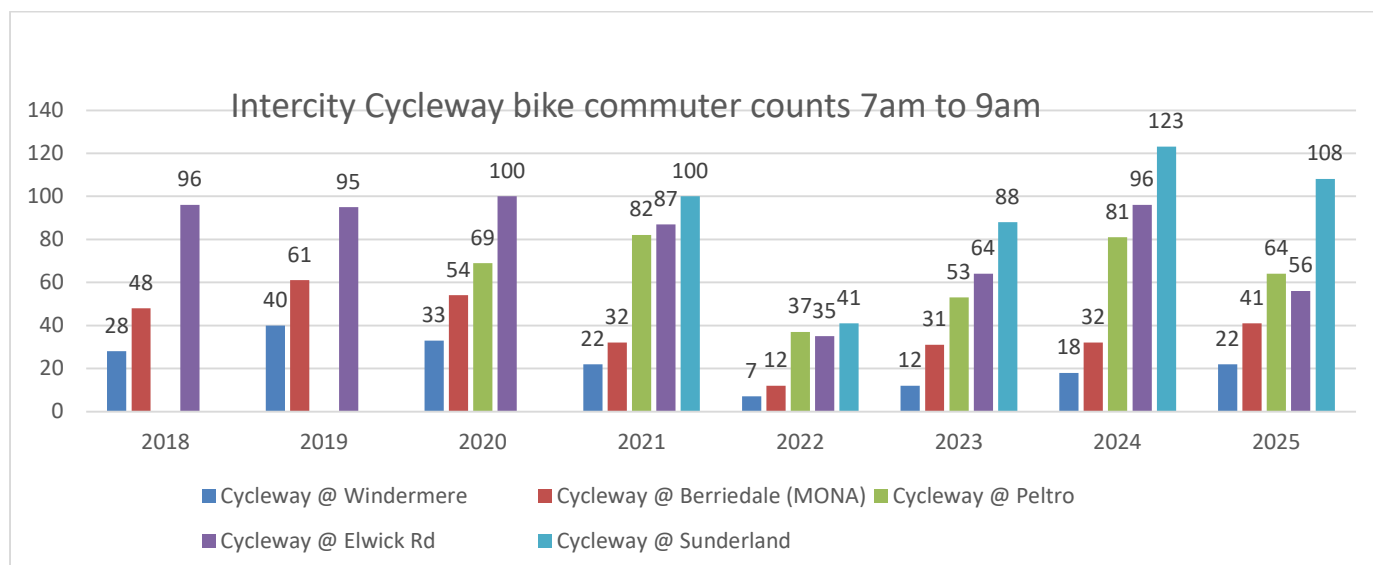


Intercity Cycleway

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.



Glenorchy CBD is located approximately 9km from the Hobart CBD. The Intercity Cycleway is the main cycling route between the two centres. Numbers were slightly down from 2024. As expected, cycleway usage increases the closer it is to Hobart.



■ Windermere (Cadbury Path intersection): 17 headed south on the cycleway (up from 10 the previous year), 5 headed north on cycleway (same as last year) and 0 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. 10 e-bike, an additional 7 scooters counted.

■ Berriedale (MONA): 17 riders used Berriedale Road (up from 7 the previous year) with 9 riders to/from Chigwell direction and 8 to/from Main Road direction. 5 riders travelled north on the cycleway (down from 11 the previous year) and 27 travelled south (up from 18 the previous year). 13 e-bikes, 11 scooters

■ Elwick Road crossing: This site was counted one week later than the others. 40 riders headed towards Hobart (26 less than 2024) and 14 headed towards Berriedale (9 less than 2024). E-bike:17 Scooter:9

■ Sunderland St crossing: 74 riders headed south on the cycleway and 23 headed north. There were a few single wheel electronic skateboards/unicycles - included these in scooters. Cyclists give way to 3 directions. Traffic sometimes banks up at intersection blocking cyclists on the cycleway so they sometimes try to weave between blocked traffic. 18 e-bikes, 19 scooters

Intercity Cycleway at Sunderland St & laneway to Gormaston Road

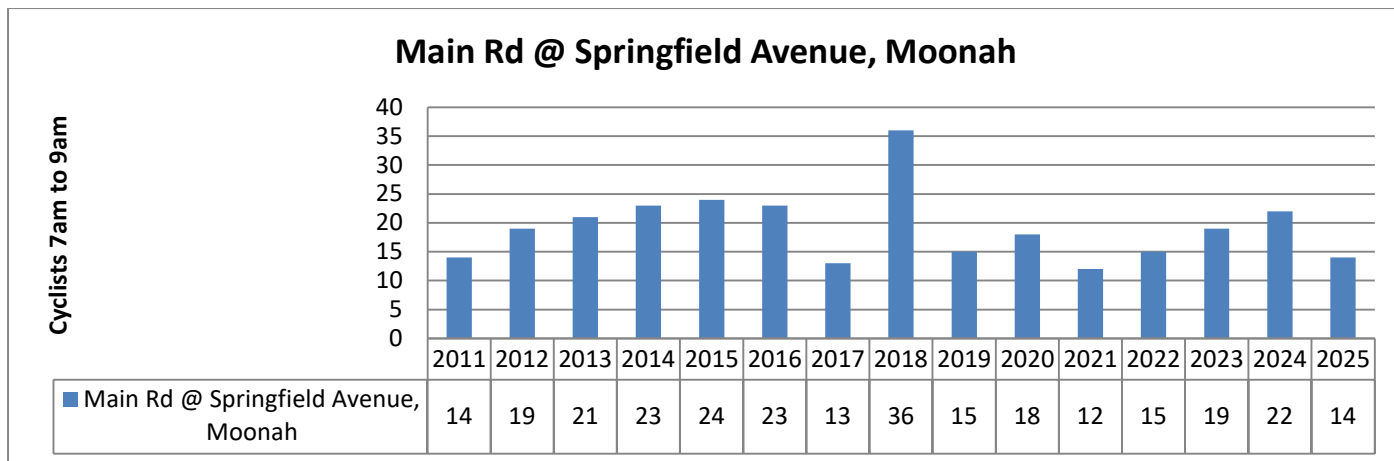
Cycleway numbers were slightly down compared with 2024.

10 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.

18 e-bikes included in count. An additional 19 scooters were counted.



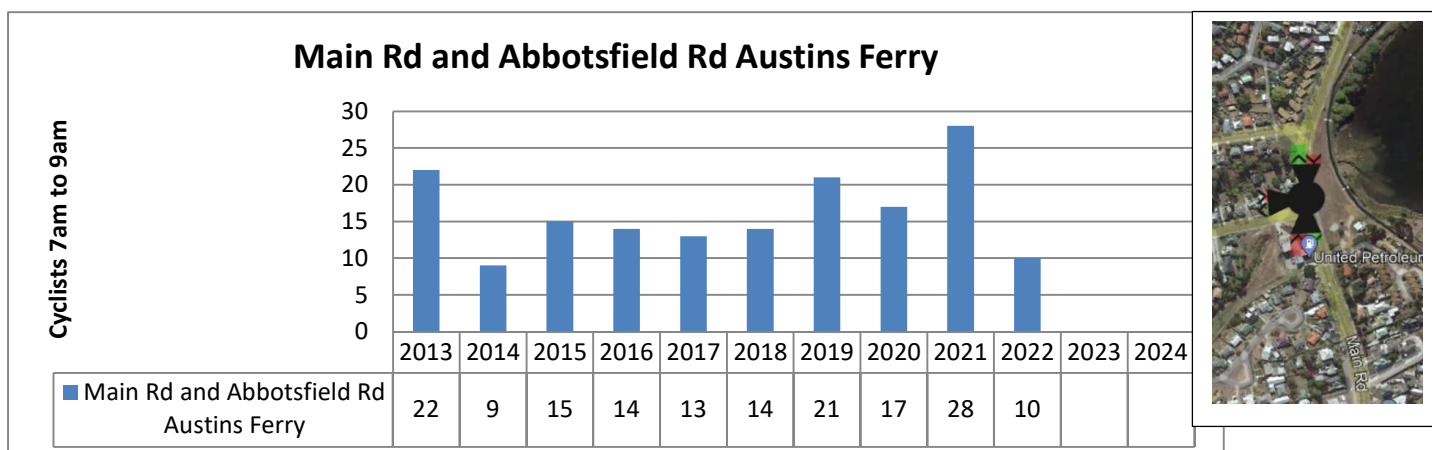
Main Road



9 riders come from Springfield Ave and 5 used 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:3 Scooter: 5.

Main Road at Creek Road

28 riders used Creek Road (down from 31 the previous year) 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.



Not counted since 2022.

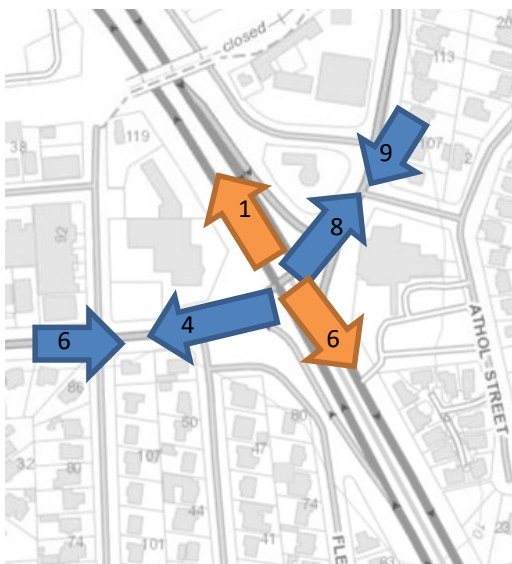
Brooker Hwy Corridor

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.



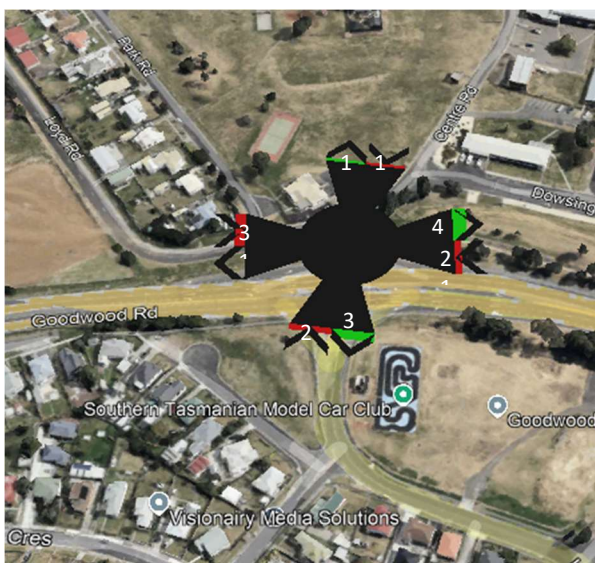
Montrose Foreshore Trail at Barossa Creek Trail intersection

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



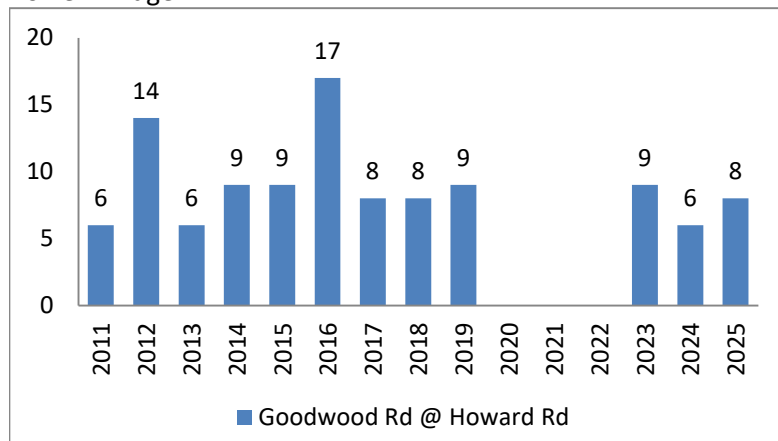
Derwent Park Road and Brooker Hwy

This site was counted in 2013.



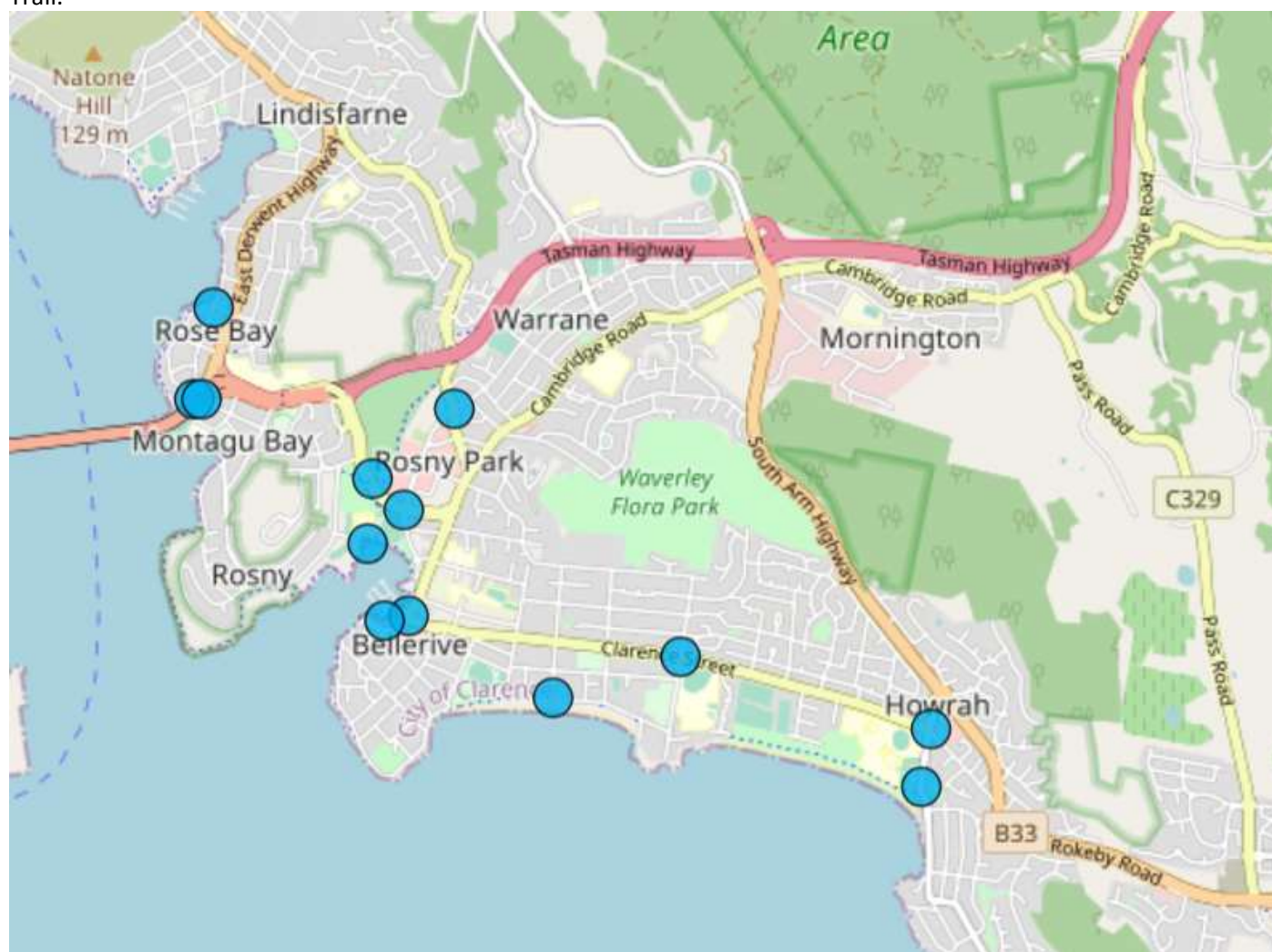
Bowen Bridge - Goodwood Rd at Howard Road intersection

A new pathway was constructed in 2021 linking to the Bowen Bridge so counts recommenced in 2023. No e-bikes counted but 2 scooters counted. 6 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.



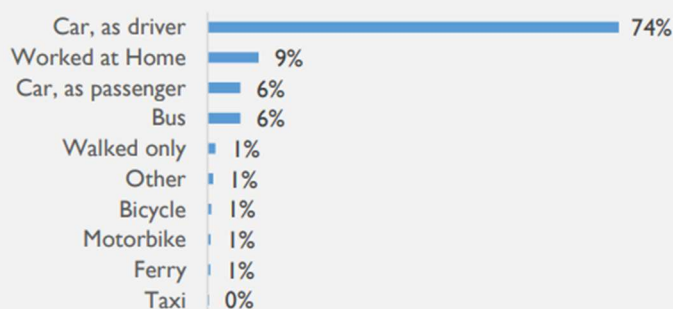
Clarence

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.

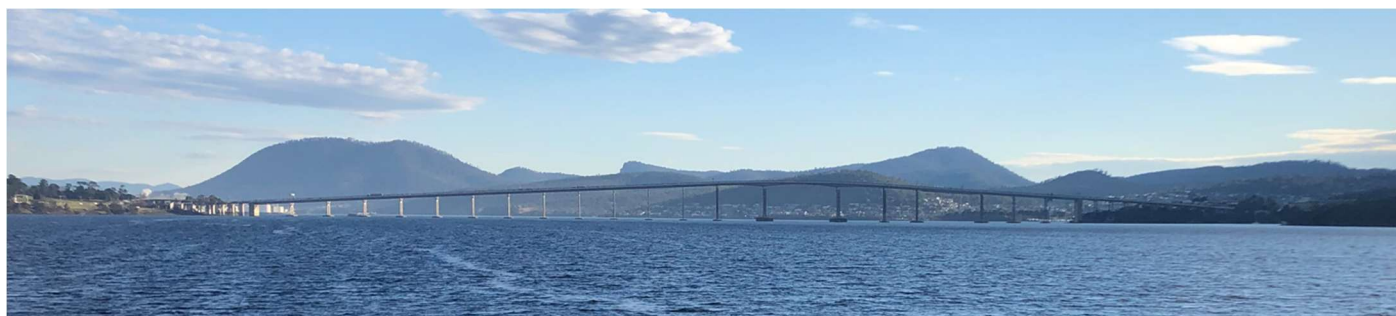
The proportion of Clarence residents that work from home (9 per cent) more than doubled since the 2016 Census.

Australian Bureau of Statistics Journey to Work 2021 census data

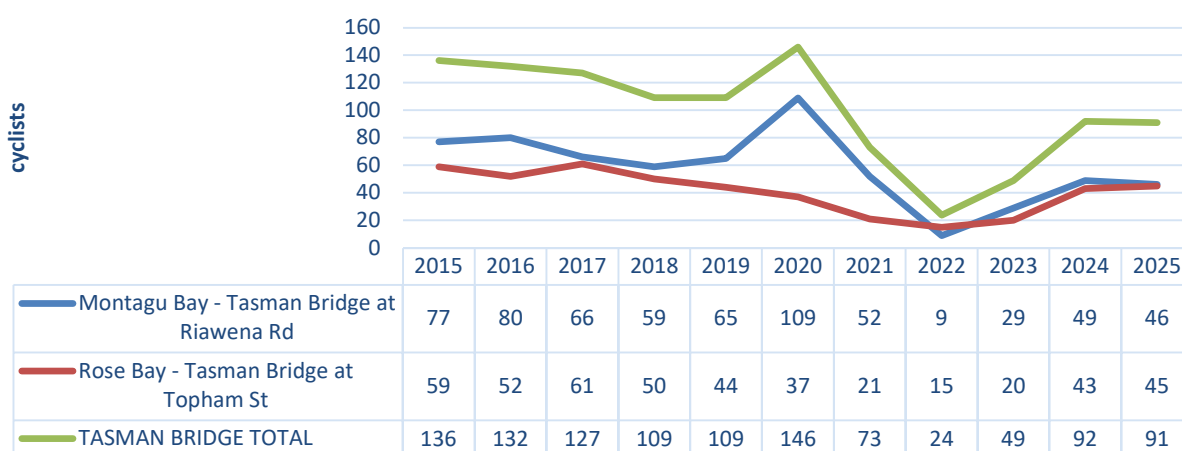


The number of riders in Clarence has remained steady or increased. Riders coming from Howrah and Tranmere direction and heading towards Bellerive have increased, which may be due to the Bellerive Ferry.

Tasman Bridge



Tasman Bridge eastern shore access 7am to 9am



Both Rose Bay and Montagu Bay have carried similar numbers of riders (apart from 2020), with the Montagu Bay side being slightly more popular. 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 3 scooters on the Montagu Bay side.

Tasman Hwy Path



Pathway by Tasman Bridge

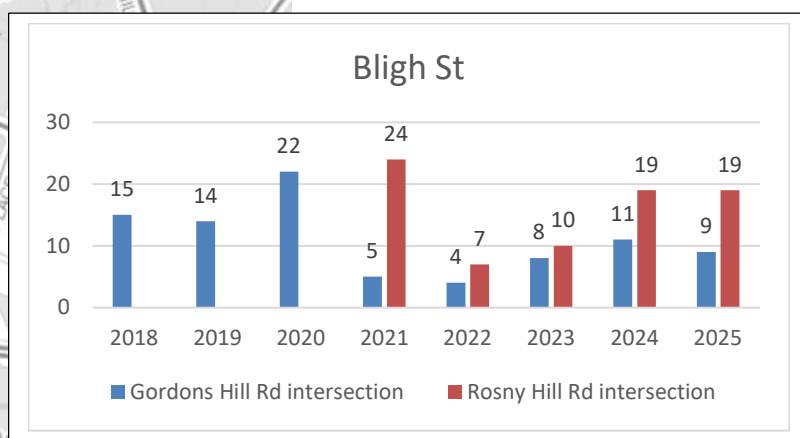


The extension of the pathway along Rosny Hill Rd to link it to Rosny Park was completed in mid-2020.

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.



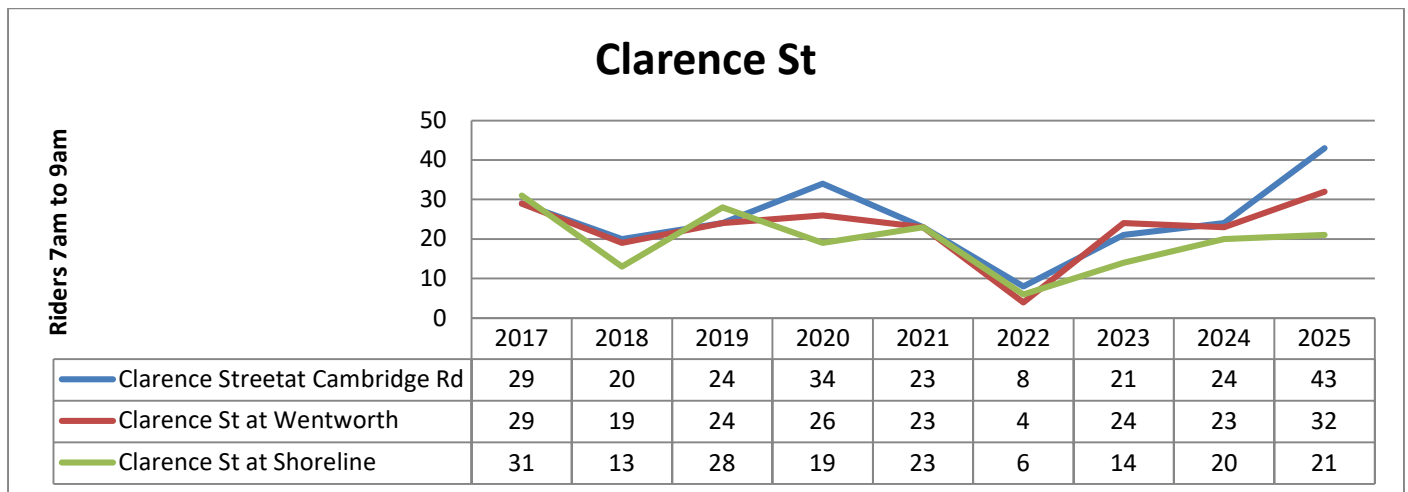
At **Bligh St /Gordons Hill Road intersection** most riders were counted before 8am. After 8am the road gets very busy with traffic.

At **Kangaroo Bay Drive / Rosny Hill Road intersection** 6 scooters were counted. 3 e-bikes were included in the counts and the riders appeared to be older women. Two people were counted twice, having clearly ridden towards Eastlands, completed their errand, and were both counted again returning towards Bellerive about half an hour later. Riders used the stand-up bike lanes at the intersection, with most cyclists choosing to use the road and not the footpath for this intersection crossing.

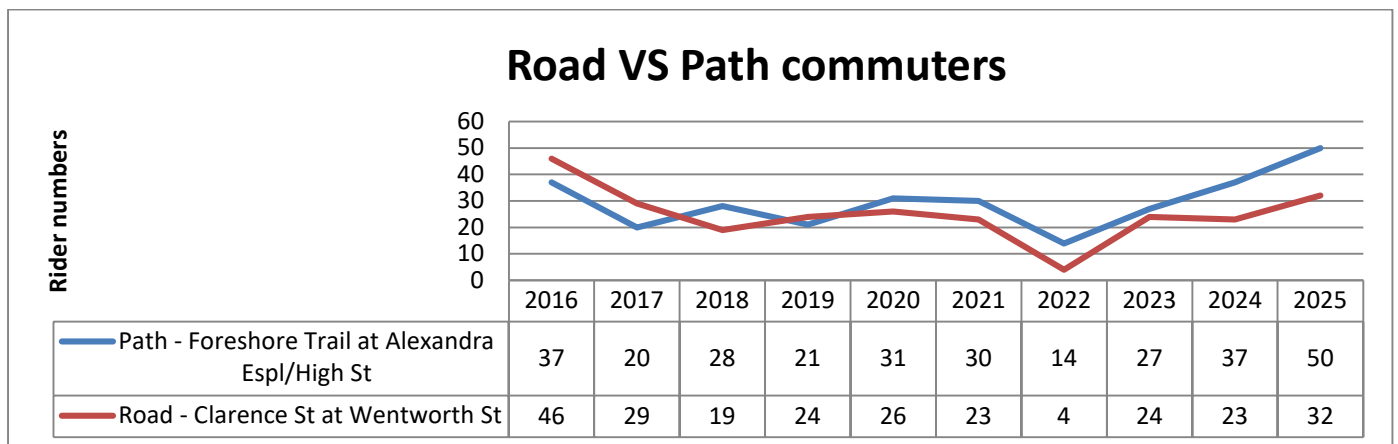
The preferred **route to the Tasman Bridge** is via the Clarence Foreshore Trail and up Bastick St rather than through Charles Hand Park. 5 e-bikes were included in the counts on the Clarence Foreshore Trail. There were no scooters counted.

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.

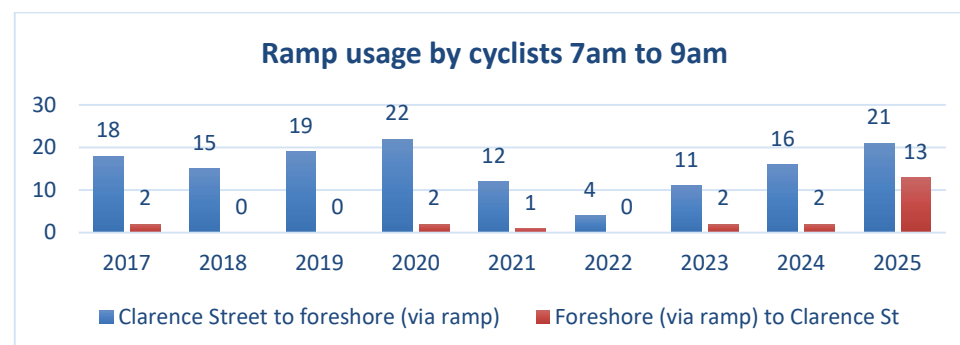


The number of riders on Clarence St has steadily increased since the COVID dip and is the highest in 9 years.



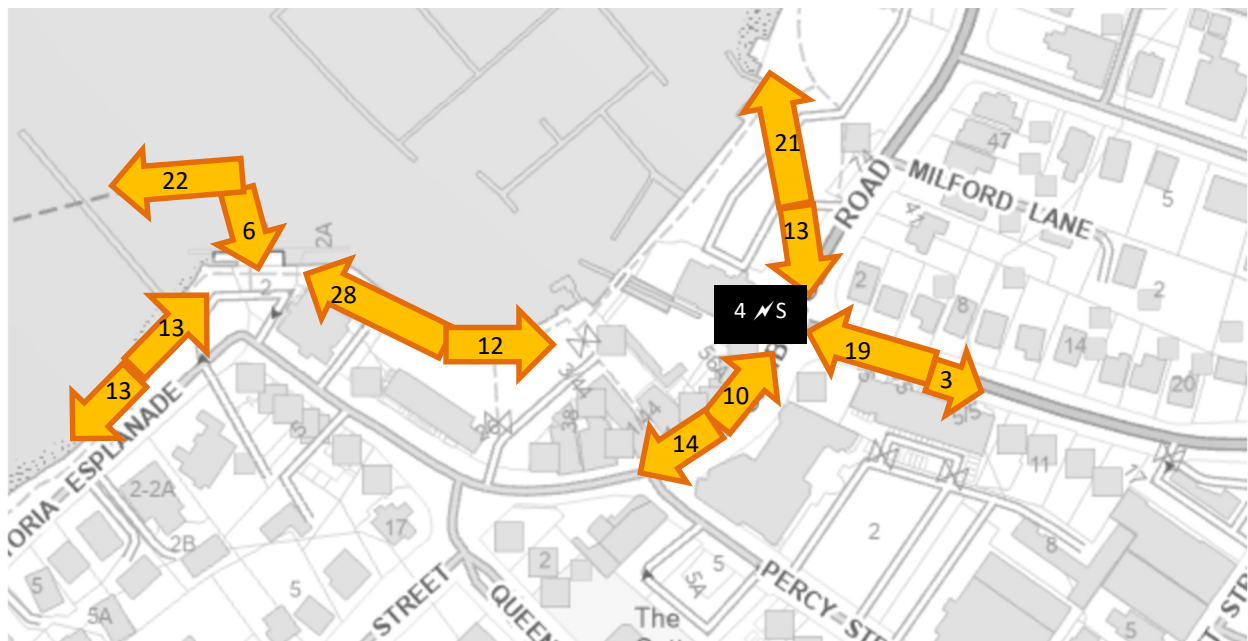
There are more riders using the Clarence Foreshore Trail than Clarence St. The foreshore trail is separated from motor vehicle traffic which makes it appealing for less confident riders but the trail is also used for walking, jogging and dog-walking and there is potential for conflict between recreational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

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.

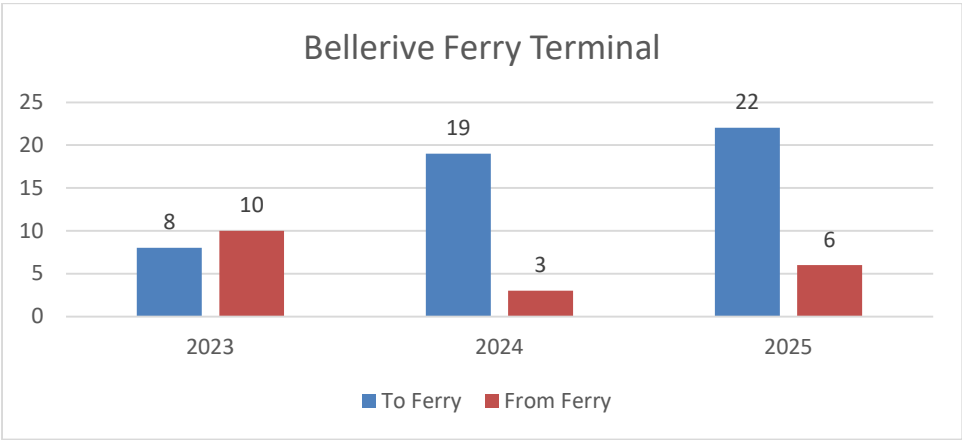


Bellerive Village

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



Ferry passengers



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

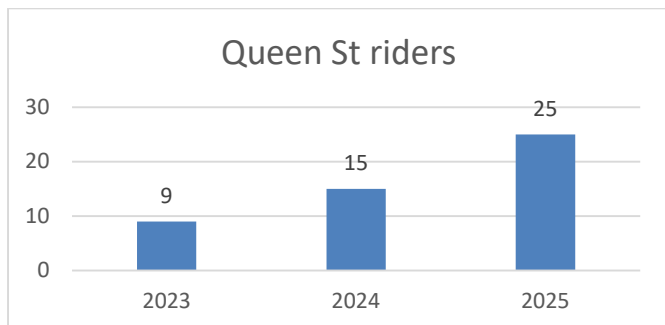
12 month period	AM peak	PM Peak	Daily average
Average number of bicycles	28	25	53

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.

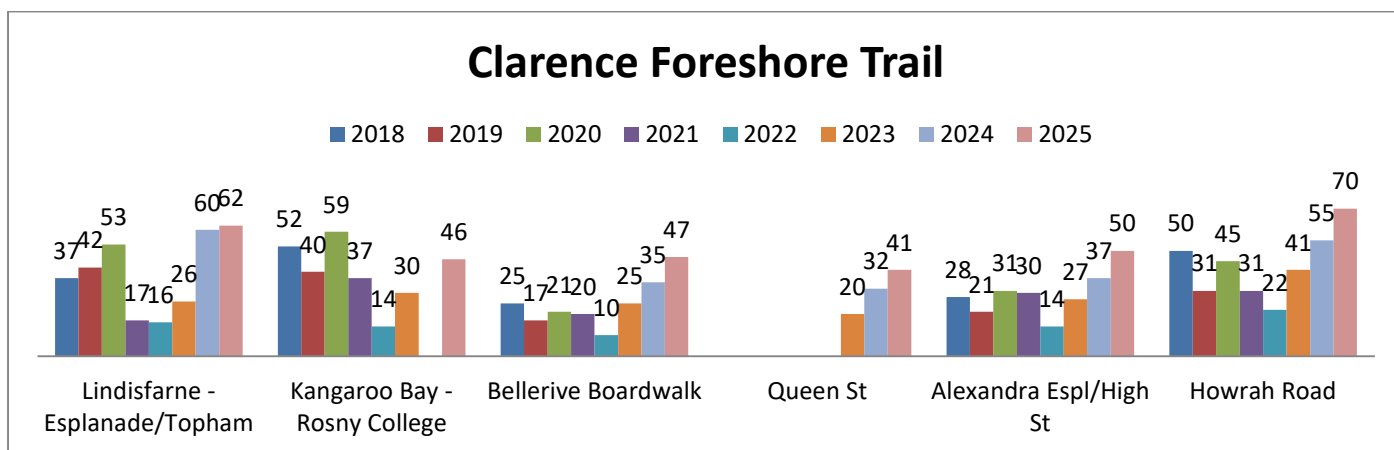
Queen St

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.

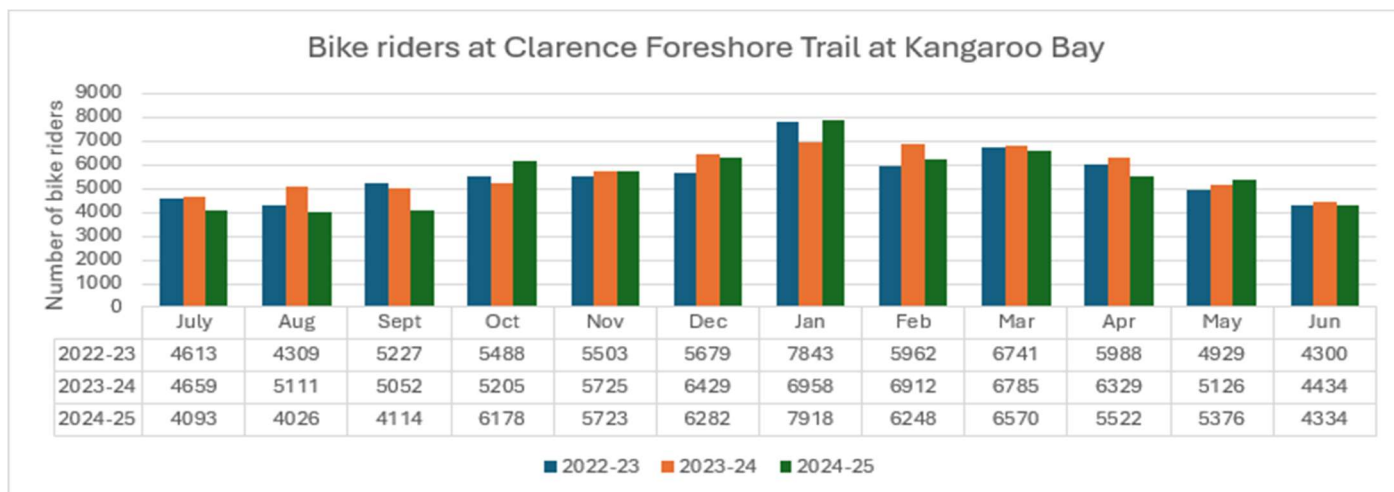


Clarence Foreshore Trail



All sites counted on the Clarence Foreshore Trail were higher than in previous years. 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 fairly consistent over the past 5 years.

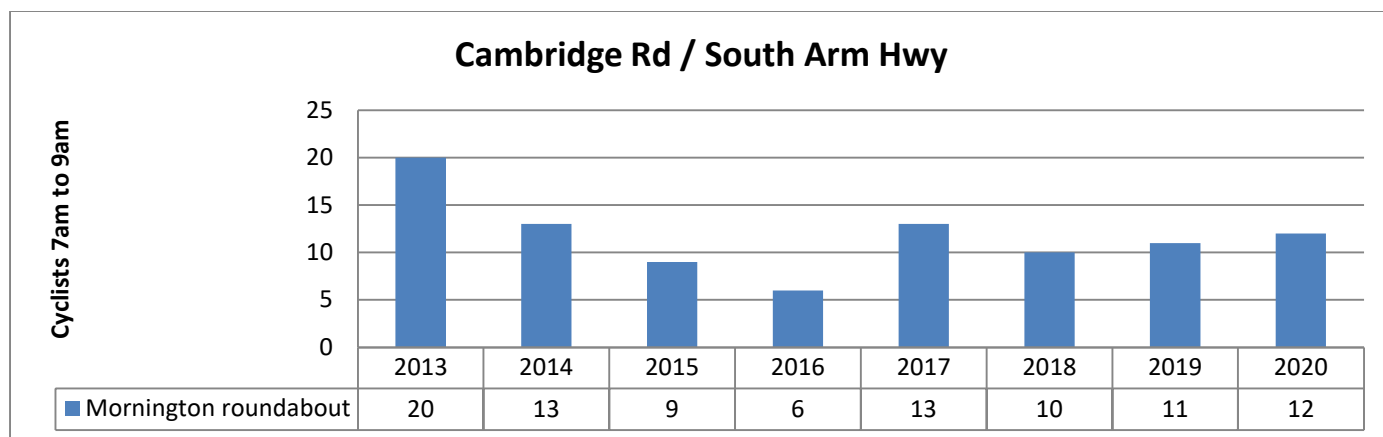


Cambridge Road corridor

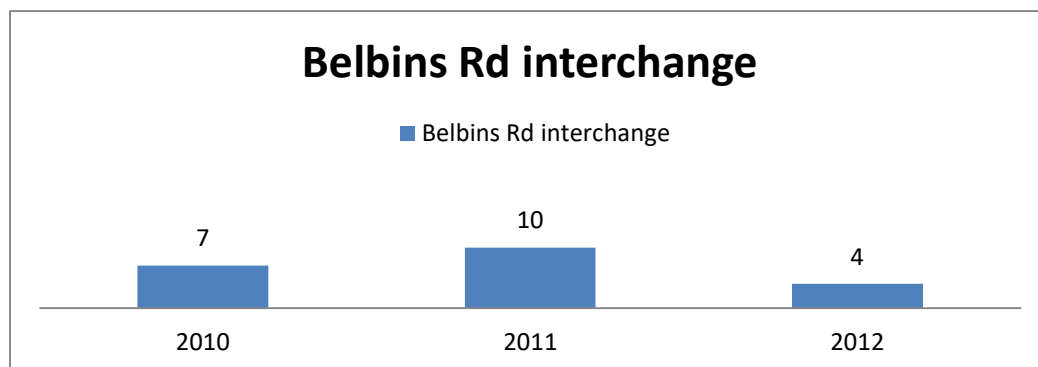
Mornington roundabout

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.



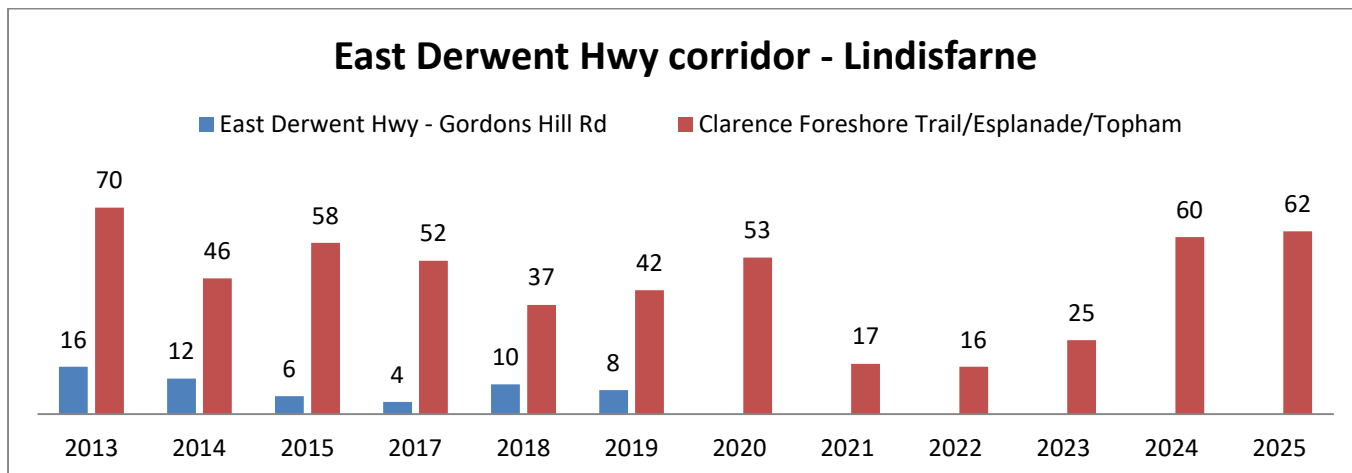
Belbins Road Interchange



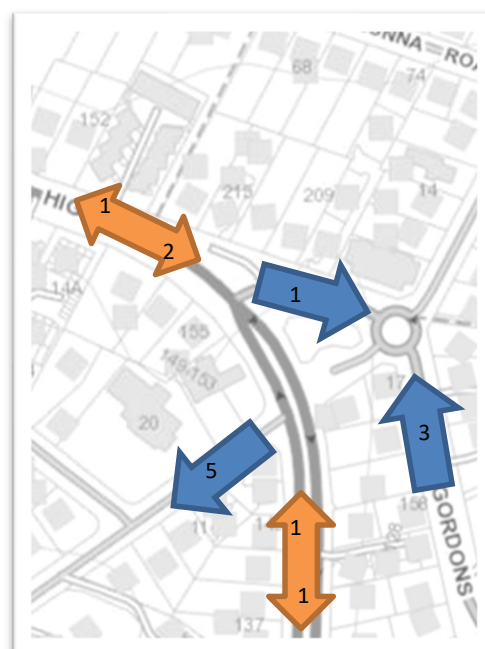
There are only a handful of riders commuting. The most recent count was 2020 where 2 riders travelled towards Cambridge village and 2 riders travelled towards Hobart.

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

Riders heading south from Lindisfarne are equally split between using Topham St and the foreshore trail. Topham Street provides a direct connection to the Tasman Bridge.

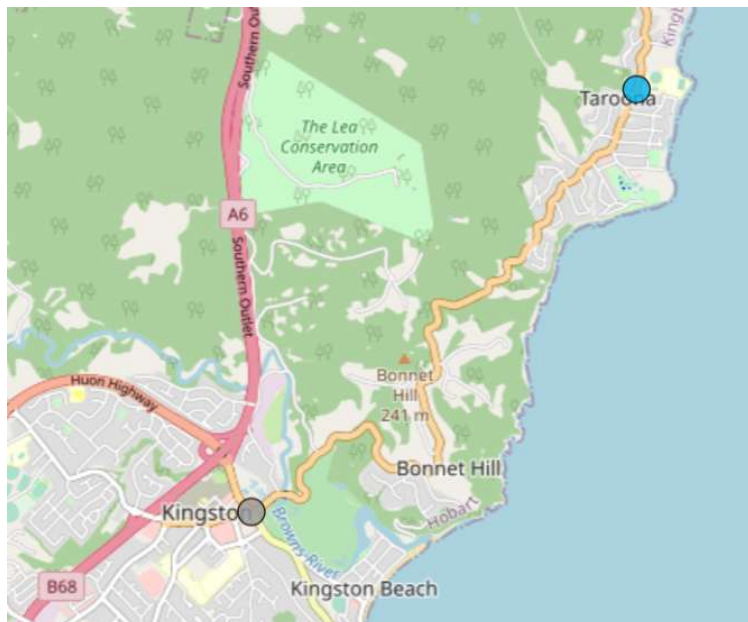
The counter at Topham St estimated that 9 riders were school students. Riders heading north from the Topham St intersection left the foreshore trail at Ronnie St and went onto the Esplanade roadway.

13 e-bikes were included in the count. In addition 4 scooters were counted.

Kingborough count sites

There are two count sites in Kingborough:

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



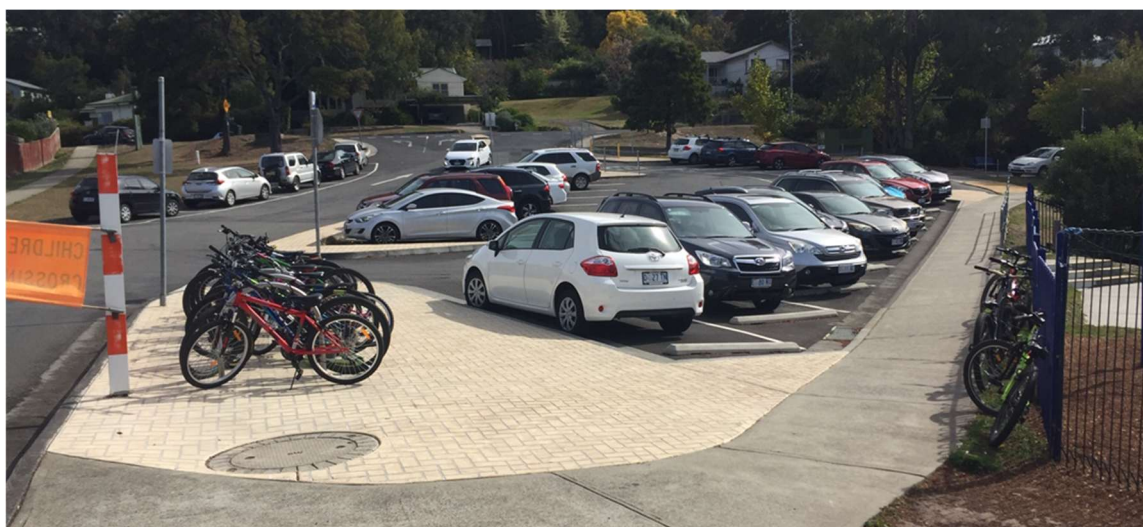
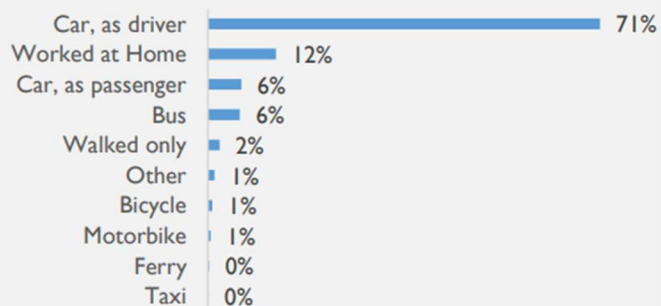
Kingborough

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.

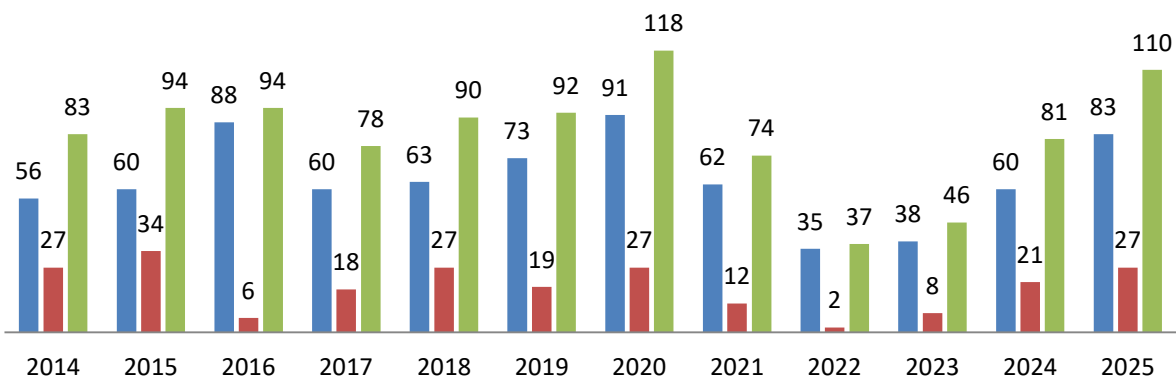
The proportion of Kingborough residents that work from home (12 per cent) doubled since the 2016 Census.

Australian Bureau of Statistics 2021 census data



Commuter cyclists - Channel Hwy at Taroona schools 7am to 9am

■ Channel Hwy only ■ To/from schools ■ Total counted at intersection

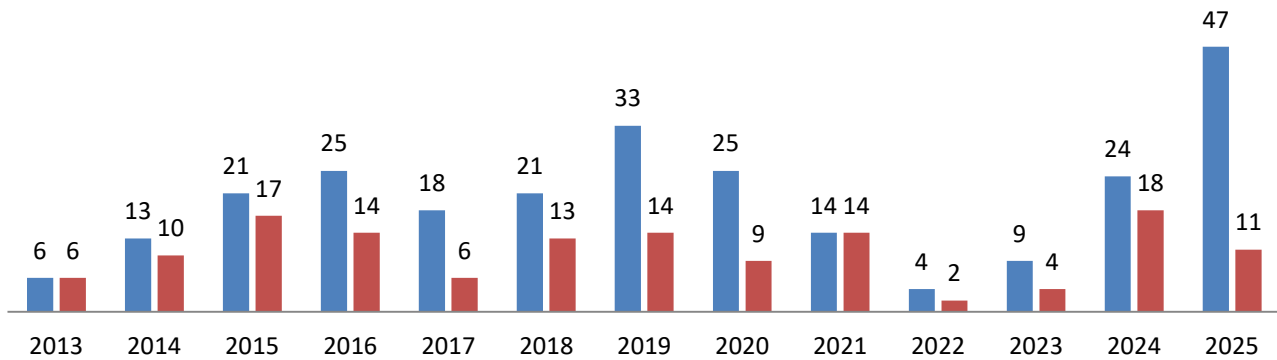


This was the biggest amount of riders counted since COVID, with numbers recovering to pre-COVID levels. 9 more people were counted riding to school than in 2024. Around a quarter of bike riders counted on the Channel Highway were going to/from Taroona Primary or High School – likely a combination of students riding to school independently or with a parent who returns to the Channel Hwy after dropping the child off. 19 e-bikes, 0 scooters counted

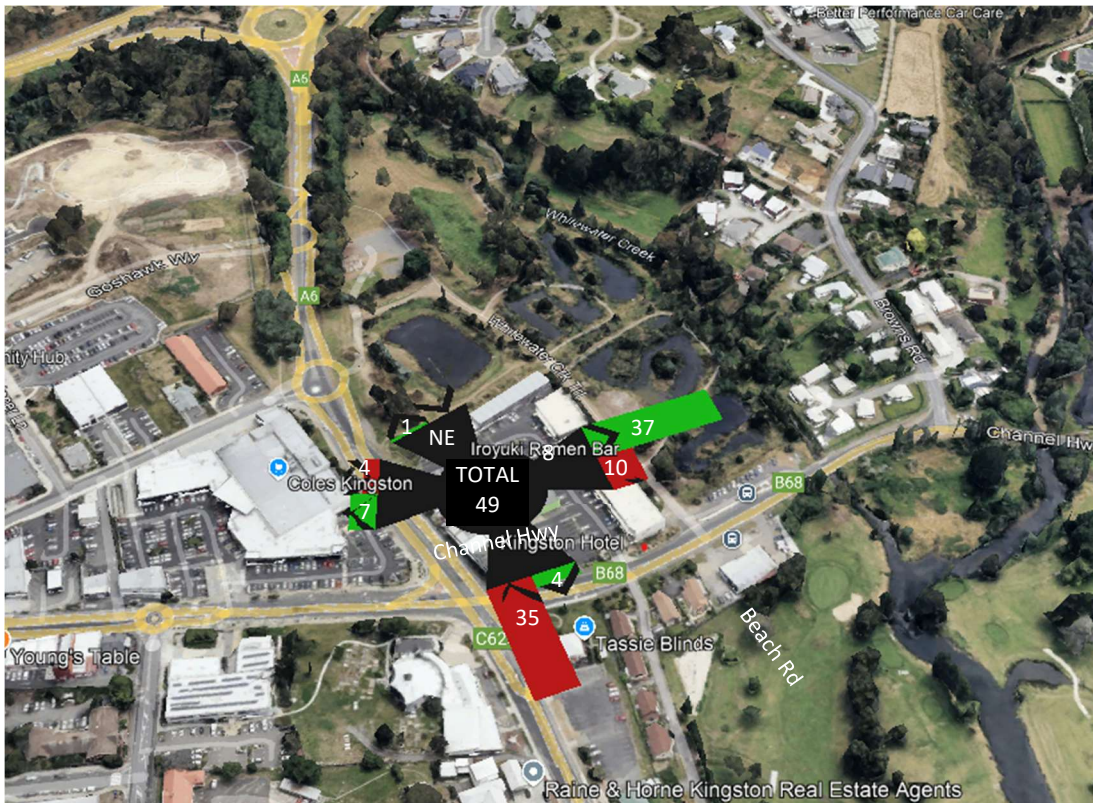


Channel Hwy cyclists 7am to 9am Beach Road/Channel Hwy Kingston intersection

■ Bonnet Hill riders counted at Kingston (both directions) ■ Kingston CBD riders (both directions)



In 2024 the uphill bike lane on the Channel Hwy through the Kingston CBD was installed. In the 2025 counts 7 riders were observed using it.

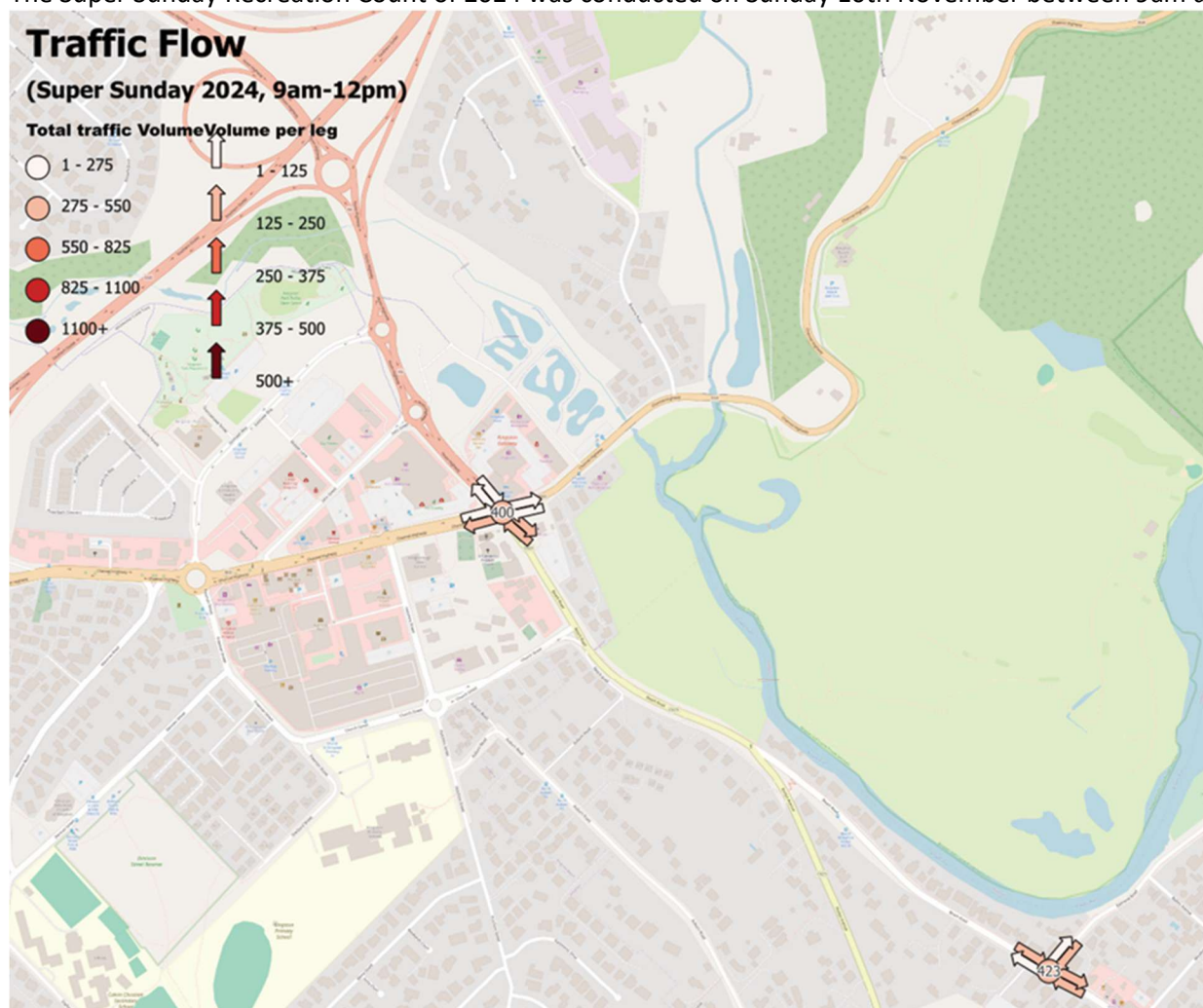


Counter notes

- 6 e-bikes, 0 scooters.
- Comments: Several riders rode down the right hand side footpath coming along Beach Road, turned right onto Channel Hwy and then crossed the road onto the correct side further down. I observed riders from Southern Outlet bypass the intersection to Bonnet Hill by going through parking areas (Kingston Pub) so didn't count in the survey.

Sunday counts – November 2024

The Super Sunday Recreation Count of 2024 was conducted on Sunday 10th November between 9am and 12pm



Site ID	Street names	Total Count							Hourly Volume					
		Bike Rider	E-Bike Rider	Walkers	Runners	Dog Walkers	E-scooter	Others	2024	2023	% 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]	71	0	286	39	4	0	0	400	303	32%	200	51	149
7877	Balmoral Road [NE], Beach Road [SE], Beach Road [NW]	28	4	300	43	47	0	1	423	425	0%	107	132	184
7878	Path to NE [NE], Path to South [S], Path to West [W]	12	1	74	69	10	0	2	168	118	42%	54	56	58