

2019 Super Tuesday Results

The 2019 Super Tuesday count involved counting the number of people bike riding at 52 intersections, mainly in the City of Adelaide and City of Norwood Payneham and St Peters areas. This is the highest number of intersections ever counted.

Click [here](#) for a map showing the intersections counted, along with discussion and the historical counts at that intersection.

The count also involved a record number of 57 volunteers, with several of the larger or more complex intersections using two volunteers. Ten locations were also counted for the first time, including the Outer Harbor Greenway, the Marino Rocks Greenway and the Crafers Bikeway.

The total number of bike riders counted at the 52 intersections was 12,564. The key trends and observations from the 2019 Super Tuesday count include:

- Although the Outer Harbor Greenway (OHG) now has an overpass of South Road and an underpass of Park Terrace, it is still much less popular than Port Road for commuters to the City. This may change when the 600m detour at Bowden is removed.
- The underpass at Keswick continues to grow in popularity, but this year it was not at the expense of the northern section of the Mike Turtur Bikeway, which had slightly more riders counted than in 2018. A count at the northern end of the Marino Rocks Greenway revealed how important this is for feeding into the northern end of the Mike Turtur Bikeway.
- With the reopening of the path past the Marshmallow Playground, the Frome Bikeway route dramatically increased in popularity compared with 2018. While the path was closed bike riders transferred to Pulteney Street, and even now are three times as many people using Pulteney Street than the Frome Bikeway to get into the City.
- The numbers riding through Botanic Park were counted for the first time. Although it is clearly an important route into the City, the re-opened River Torrens is two and a half times as popular.

TIMING OF THE COUNT

Super Tuesday occurs on the first Tuesday in March in all other Australian States. This timing, however, is problematic in Adelaide due to disruptions caused by the festivals (including Fringe, Adelaide 500, Womad etc.) and in particular the road and path closures due to the Adelaide 500 car race on the eastern side of the city not necessarily representing a typical day.

In 2016 it was decided to hold the count two weeks later in the month to produce a more representative count of typical conditions. It has been estimated from permanent counter data that there is about 9% less cycling two weeks after the car race. However this date is immediately after a long weekend, which could also affect the numbers, so this year Super Tuesday was shifted a week later, to 19 March.

Although fewer people tend to ride as cooler weather approaches, data from the Frome Bikeway permanent counter suggests that this did not produce a strong effect on this year's Super Tuesday counts. The graph below indicates the

weekly counts at the Frome Bikeway counter during 2019. The week of the bike count is indicated with a star.

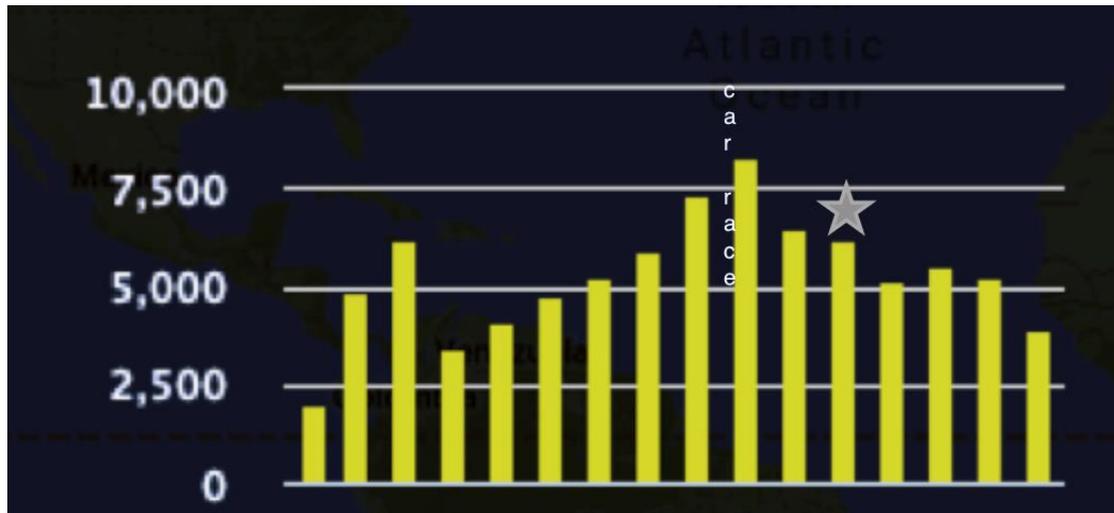


Figure 1: Frome Bikeway counter figures by week, 2019

CHANGE FROM 2018

30 intersections of those counted in 2019 were also counted in 2018. Four of the 30 were not comparable counts because it appears that some legs were not counted in 2018. The totals counted for the remaining 26 intersections are 6,366 in 2019 and 5,714 in 2018, that is, 11% more cyclists counted at those intersections.

FEMALE CYCLING

Each year volunteers are asked to count the numbers of bike riders who are female, if they can. While the absolute number of female bike riders counted rose as part of the general increase, this year saw a nominal drop in the proportion of those counted who were female, from 24% in the previous two years to 23%. This is not statistically significant.

The ten intersections with the highest proportion of female bike riders were (in order)

- | | |
|---|-------|
| 1. Frome Bikeway/ South Tce | 38.7% |
| 2. Park Tce/ Hawker/ War Memorial Drive | 35.4% |
| 3. Morphett/ Sturt (west) | 30.6% |
| 4. Morphett/ Franklin | 29.3% |
| 5. Frome Bikeway/ Angas | 29.1% |
| 6. Frome/ War Memorial Drive | 28.8% |
| 7. Frome Bikeway/ Halifax | 28.7% |
| 8. Outer Harbor Greenway/ Parklands Trail | 28.3% |
| 9. West Tce/ Glover | 27.8% |
| 10. Pulteney/ South Tce | 26.8% |

The least popular in order were:

- | | |
|---|-------|
| 1. Park Terrace (ring road)/ Melbourne St | 5.4%* |
| 2. Fitzroy Tce/ Braund | 10.2% |

| | |
|-----------------------------|-------|
| 3. George/ The Parade | 13.3% |
| 4. Hackney/ Richmond | 14.0% |
| 5. Fullarton/ The Parade | 15.1% |
| 6. Greenhill/ Anzac Highway | 16.8% |
| 7. Greenhill/ George | 16.8% |
| 8. Greenhill/ King William | 17.1% |
| 9. Greenhill/ Birkin | 17.2% |
| 10. Morphett/ Waymouth | 17.6% |

* It should be pointed out that – as in previous years – these percentages are likely to be lower than the reality, especially for larger intersections, such as Park Terrace and Melbourne Street. In such cases, gender can be difficult to determine and the “default” bike rider is assumed to be male.

MOST POPULAR LOCATIONS

The following are the top ten intersections and the numbers counted at these.

| | |
|------------------------------------|-----|
| 1. West Tce/ Sir Donald Bradman Dr | 580 |
| 2. Frome/ Pirie | 545 |
| 3. Pulteney/ Pirie | 534 |
| 4. Greenhill/ King William | 486 |
| 5. Greenhill/ Porter | 484 |
| 6. King William/ Sturt | 458 |
| 7. Frome/ Flinders | 418 |
| 8. Pulteney/ Flinders | 407 |
| 9. Pulteney/ South Tce | 403 |
| 10. East Tce/ Rundle | 361 |

All of these road names would be familiar to the general public, apart from Porter Street. This indicates just how popular the Rugby-Porter route is for bike riders.

NOTABLE PATTERNS

In 2018 the shared use path that connects the Rugby-Porter route in Unley with the Frome Bikeway was blocked due to re-development of Marshmallow Park. This encouraged bike riders to use Pulteney Street rather than the Frome Bikeway. The path through Marshmallow Park is now open, but although there has some reversion to the Frome route, many more cyclists still ride on Pulteney Street rather than Frome Street. The Frome Bikeway has yet to regain the numbers it had before it was restructured.

The other significant trend is the continuing increase in popularity of the Keswick and West Terrace Bikeways. 245 headed north on the Keswick Bikeway compared with 183 in 2018. While decreasing numbers counted from King William Road crossing Greenhill Road has been attributed to the increasing popularity of the Keswick route, this year the numbers on King William Road were about the same as in 2018. The Mike Turtur Bikeway to King William Street remains the most popular counted route into the city, with higher numbers counted at West Terrace/ Sir Donald Bradman Drive only because of the additional numbers counted riding from the west on Sir Donald Bradman Drive.

Two volunteers at the Pulteney Street/ North Terrace intersection enabled those riding on the footpath to be counted separately from those on the road. 85% coming from the east or west on North Terrace were on the footpath.