National Walking and Cycling Participation Survey

2021

CWANZ
CYCLING AND WALKING
AUSTRALIA AND NEW ZEALAND

Cycling and Walking Australia and New Zealand (CWANZ) is the Australasian lead reference group for walking and bike riding on transport and recreation networks. Members include senior and executive level leaders from all Australian state and territory transport agencies, Waka Kotahi New Zealand Transport Agency, local government representatives and leading representative organisations for walking, cycling, health and mobility.

Collaboration at this level and degree of diversity is a first for Australia and New Zealand and provides the opportunity and leadership to support positive change for more sustainable and efficient mobility across our communities and cities.

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1	7/7/2021	C. Munro	Issue-1
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Executive Summary

The National Walking and Cycling Participation Survey provides insight into walking and cycling activity across Australia and is a successor to the National Cycling Participation Survey which was conducted biennially from 2011 to 2019. The survey is administered using telephone interviews with a representative sample of Australians using both mobile and landline telephone numbers.

The vast majority of Australians (96.7% (95% CI: 96.2 – 97.1%) walk for at least five minutes in a typical week outside their home. This equates to around 24.47 million (95% CI: 23.66 – 24.54 m) people walking every week. A broad definition of walking was adopted, including the use of mobility aids such as wheelchairs and mobility scooters, and included walking for any purpose that extended over at least five minutes. Around two thirds of those who did not walk were aged under two years of age and among the remainder health issues were most often cited for not having walked. On average Australians walk for at least five minutes on 5.3 days (95% CI: 5.2 – 5.4), spending a median of 3.5 hours per week walking. Of those who walked in the previous week and were aged 15 or older 81.2% (95% CI: 79.5 – 82.9%) walked for recreation or exercise and 69.0% (95% CI: 67.1 – 70.9%) walked to shopping (or within a shopping centre).

The cycling participation rate is significantly lower than for walking; around 18.2% (95% CI: 17.2% - 19.3%) of Australians rode a bicycle (including e-bicycles) in the previous week and 40.3% (95% CI: 39.0 – 41.5%) over the previous year. This equates to around 4.62 million (95% CI: 4.36 – 4.87 m) Australians riding in a typical week and 10.19 million (95% CI: 9.88 – 10.50 m) riding in the past year. Measured over the previous year the Northern Territory, Western Australia and the Australian Capital Territory all have cycling participation rates significantly higher than the national average. New South Wales has a cycling participation rate lower than the national average.

The cycling participation rate over the past week is much higher among males (22.9%, 95% CI: 21.4 – 24.5%) than females (13.6%, 95% CI: 12.3 – 14.9%). The gap in participation is not apparent among young children aged under 10, instead the difference only becomes apparent among teenagers and is maintained across all adult age groups. Among both genders the participation rate declines as young children become teenagers and then precipitously from teenagers to young adults before recovering among those aged 30 to 49 for which 41.9% (95% CI: 39.3 – 44.4%) rode in the past year. The participation rate then declines among older adults.

The COVID-19 pandemic appears to have significantly increased cycling participation compared to 2019; measured over the past week the participation rate increased from 13.8% in 2019 (95% CI: 12.8% – 14.8%), to 18.2% (95% CI: 17.2% - 19.3%) in 2021. The marked increase in participation is experienced by all age groups aside from young adults aged 18 to 29 and is most marked among young children (aged under 10) and adults aged 30 to 49.

It is estimated that 1.5% (95% CI: 1.2 – 1.8%) of the Australian population ride an electrically assisted rideable such as an e-scooter, e-skateboard or Segway in a typical week. Males (2.0%, 95% CI: 1.4 – 2.5%) are more likely to ride these devices than females (1.0%, 95% CI: 0.7 – 1.3%) in a typical week.

1 Introduction

1.1 Background

The National Walking and Cycling Participation Survey (NWCPS) provides insight into walking and cycling activity across Australia. The survey provides data on walking and cycling participation at a national and state or territory level and within each state or territory divided between capital city and regional (non-capital city) areas. The survey replaces the National Cycling Participation Survey, a predecessor cycling-specific survey that was undertaken nationally biennially since 2011.

1.2 Sampling frame

The survey is administered as a telephone survey of residents of the study area using both landline and mobile telephone numbers. The sample consisted of a commercial database of landline and mobile telephone numbers with locality information. Numbers were drawn randomly and were dialled at least two times at different times of day and days of week before exhaustion. Where no contact was made to mobile numbers after the first call a text message was sent describing the purpose of the call and encouraging the respondent to call or text the fieldwork office to arrange a suitable time for the interview. Messages were left on answering machines inviting respondents to call back at a convenient time. Non-residential numbers were screened out from the interview.

Individuals of all ages who had been resident in the household for at least the past 90 days were considered in scope for the survey. The main respondent, in accordance with market research guidelines, had to be aged 15 or older.

In each state the sample was divided between residents located in the capital city metropolitan area as defined by the Australian Bureau of Statistics (ABS) as the Greater Capital City Statistical Area (GCCSA) and the remainder. Interviewer hours were allocated to each the GCCSA and non-GCCSA areas in proportion to the estimated resident population in each of the two areas in each state. In the Northern Territory the non-GCCSA was restricted to the towns of Katherine, Alice Springs, Tennant Creek and Nhulunbuy given the challenges of surveying remote populations within the Northern Territory. The Australian Capital Territory was treated as a single entity and not split into capital city and other areas; this is in accordance with the ABS GCCSA definition.

1.3 Survey method

Given that walking and cycling activity are likely to be affected by seasonal variability and weather the survey fieldwork was conducted between March and June 2021, with interviews spread out over a period of several weeks to minimise the effect of local, short periods of unseasonal weather. The fieldwork period coincided with the ongoing COVID-19 pandemic. While fieldwork did not occur during lockdowns in any jurisdiction there had been recurring lockdowns of varying durations in most jurisdictions over the preceding 12 months that have significantly affected travel patterns.

The main respondent, aged 15 or older, was asked to respond on behalf of all household members. In this way more complete coverage of the population was obtained, including of children, in a cost-effective manner. However, this did require respondents to have a reasonable understanding of the travel patterns of other household members and is likely to come at the expense of some accuracy.

1.4 Survey design

Respondents to the survey are asked how recently they have walked or ridden a bicycle, the purposes for doing so and their perceptions towards these activities for both transport and recreation.

The survey asked respondents to recollect when they last walked for at least five minutes outside their home, excluding gardening, and when they last rode a bicycle (including e-bicycles, but excluding stationary exercise bicycles) in any location. Those respondents who had done so in the past week were asked to recall on how many days and for how long they had walked or ridden. The retrospective approach, while cost effective, may not precisely measure the activity duration in particular. Moreover, to avoid recollection and definitional issues respondents were not asked how many trips they had undertaken by walking or riding.

1.5 Weighting

The person-level data are weighted at the gender and age level (2 – 9, 10 – 24, 25 – 49, 50+) to the ABS Census of Population and Housing 2016 population for capital city and regional areas. The household-level data are weighted to ABS census 2016 household size (1, 2, 3, 4, 5, 6+ usual residents). The number of persons cycling is estimated by expanding the 2016 weights to estimated resident population for 30 June 2019 provided by the ABS.

1.6 Statistical significance

All estimates presented in this report are subject to sampling variability as only a proportion of residents were interviewed. The approach adopted to represent this variability is to either (a) show the 95% confidence intervals on graphs, or (b) identify estimates where the relative standard error (RSE) exceeds 25% (denoted by a *) and exceeds 50% (denoted by **). Larger RSEs imply lower accuracy. As such, estimates denoted with a * should be treated with caution and those denoted with ** should be considered unreliable.

The 95% confidence interval represents the range within which we would expect the true population estimate to reside 95% of the time should the survey be repeated numerous times. Significant differences between parameters are present where the point estimate falls outside the confidence interval of a comparison parameter.

1.7 Survey sample

The sample consisted of 4,618 households containing 11,906 persons (Table 1.1). The sample sizes varied across jurisdictions due to varying interview time allocations at the request of the states and territories. Overall, 90% of households completed the survey using a mobile telephone. The lowest proportion of mobile households was in the New South Wales sample (83%) and the highest was in the Northern Territory (96%).

■ **Table 1.1: Sample sizes**

State	Households	Persons
New South Wales	1,063	2,799
Victoria	444	1,157
Queensland	614	1,556
South Australia	529	1,324
Western Australia	887	2,221
Northern Territory	248	655
Tasmania	341	879
Australian Capital Territory	492	1,315
Total	***4,618***	***11,906***

Summary call statistics are provided in Table 1.2. The overall response rate (i.e. completions as a proportion of all in-scope numbers called) was 16.9% and the consent rate (i.e. completions as a proportion of all respondents asked to complete the survey) was 57.1%. The statistics for each jurisdiction are provided in Appendix B.

■ **Table 1.2: Call statistics**

Category	Calls
Surveys	
Completed interviews[1]	4,798
In scope	
Refusal	3,606
Communication difficulties	938
Terminated early	116
Surplus call backs	3,371
No contact	15,537
Out of scope	
Non-qualifying[2]	807
Consent rate	***57.1%***
Response rate	***16.9%***

[1] Post-interview data cleaning removed an additional 180 interviews, resulting in 4,618 interviews in the analysis.

[2] Usually wrong area, government or business number.

2 Walking

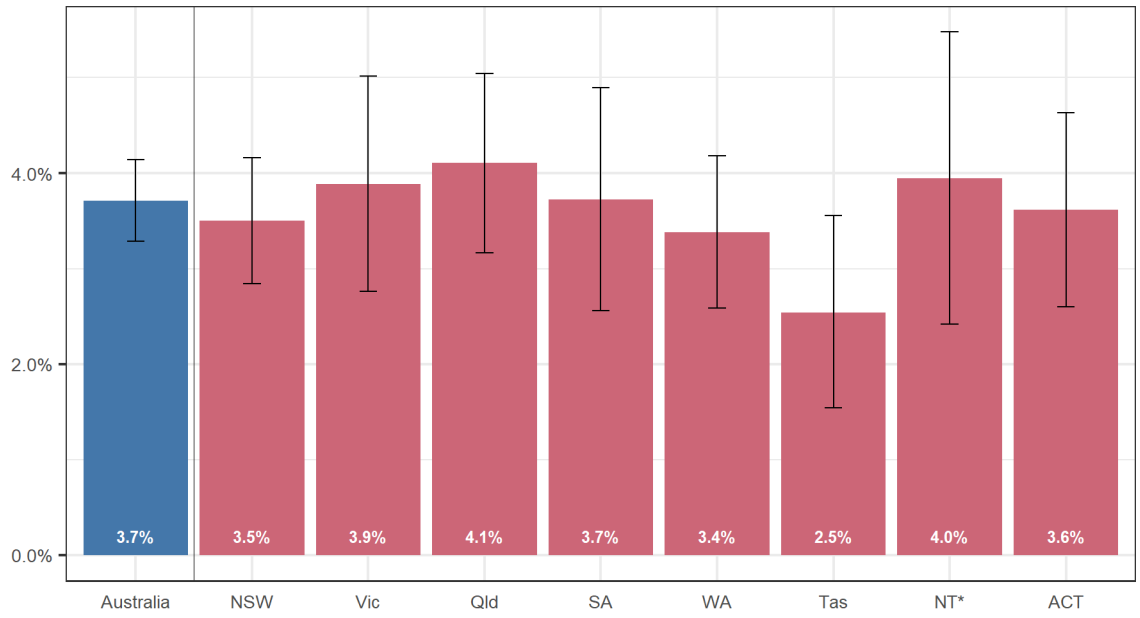
2.1 Participation

Walking was defined as:

- travel by foot or using a mobility aid such as a wheelchair or mobility scooter that occurred outside the home, and
- a duration of at least five minutes.

By this definition walking within the home (including on a treadmill), or very short distances such as from the home to a parked car, are excluded. Physical activities such as gardening were also excluded on the basis that they are unlikely to include five minutes of continuous walking. It was assumed that children under two years of age had not walked for five minutes, and that lying or sitting in a bassinet or stroller does not constitute walking. Most other forms of walking are included – such as walking for recreation, walking to shops, public transport, or a workplace, walking to escort others (such as an adult escorting a schoolchild, or pushing a pram) or driving to a shopping centre and then walking within that shopping centre for at least five minutes.

The vast majority of Australians walk at least once a week. While 3.3% (95% CI: 2.9 – 3.8%) of Australians were estimated not to have walked in the past week (Figure 2.1), around two thirds of this group were children aged under two. Among the population aged two or older 1.2% (95% CI: 0.9 – 1.4%) were estimated not to have walked in the past week. Of those aged 15 or older who had not walked in the past week, most cited health reasons (38%, 95% CI: 28 – 49%), that they had no need to walk (19%, 95% CI: 8 – 30% or that they were too busy to walk (14%, 95% CI: 7 – 21%). The proportion who did not walk in the past week is only significant different from the national average for the Northern Territory and Tasmania.



** Darwin, Katherine, Tennant Creek, Nhulunbuy and Alice Springs*
Error bars are 95% confidence intervals

■ **Figure 2.1: Population proportions that have <u>not</u> walked in the past week (see Appendix A for tabulated data)**

2.2 Purpose of travel

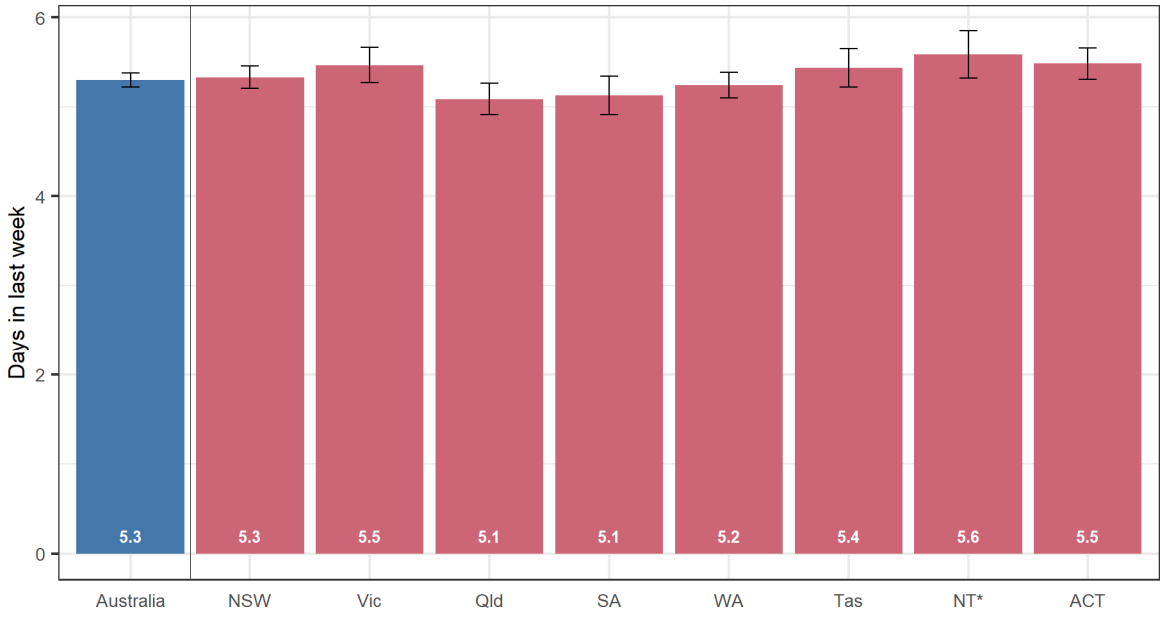
Respondents aged 15 and over were asked for what purposes they had walked in the past month. The most regularly cited reason for walking was for recreation or exercise (82.2%, 95% CI: 80.8 – 83.6%) followed by shopping (68.9%, 95% CI: 67.2 – 70.6%), to visit cafes or restaurants (52.5%, 95% CI: 50.7 – 54.4%) or as a part of employment (35.9%, 95% CI: 34.1 – 37.7%) (Figure 2.2). Around a quarter of respondents had walked to work, with around 20% walking to or from public transport.

Sample: all respondents aged 15+ who had walked in the past 7 days
Only purposes >10% shown
** Darwin, Katherine, Tennant Creek, Nhulunbuy and Alice Springs*

■ **Figure 2.2: Walking purposes over the past month**

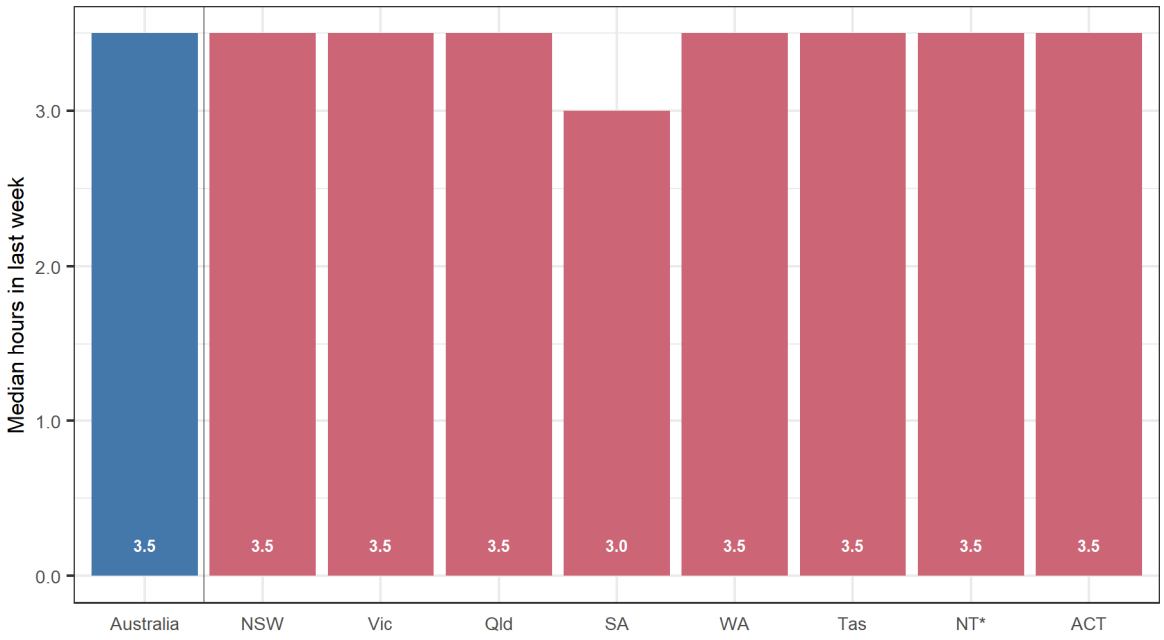
2.3 Frequency and duration

On average, Australians walked for at least five minutes on 5.3 days (95% CI: 5.2 – 5.4) over the past week; there is no significant difference in the number of days walked across jurisdictions (Figure 2.3). The median total hours spent walking in the past week was 3.5 hours; only in South Australia did the median walking duration differ (Figure 2.4).



** Darwin, Katherine, Tennant Creek, Nhulunbuy and Alice Springs*
Error bars are 95% confidence intervals

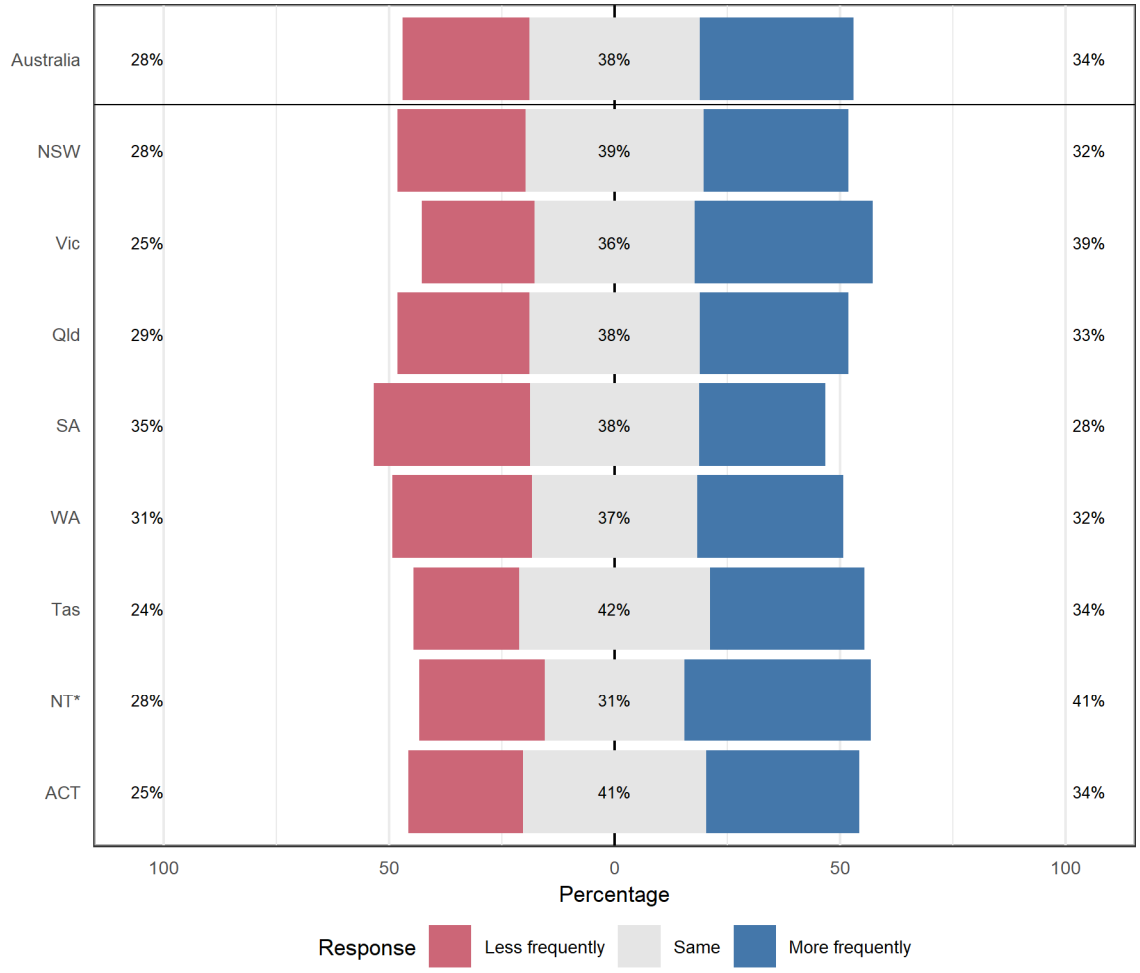
■ **Figure 2.3: Average days walked in the past week**



** Darwin, Katherine, Tennant Creek, Nhulunbuy and Alice Springs*

■ **Figure 2.4: Median hours walked in the past week**

Among those aged 15 and over who had walked in the past week slightly more (34%) had walked more often than less often (28%) compared to a year ago (Figure 2.5). In all jurisdictions aside from Queensland and Western Australia significantly more respondents indicated they are walking more frequently than a year ago.



Sample: Persons aged 15+ who had walked in the past 7 days
** Darwin, Katherine, Tennant Creek, Nhulunbuy and Alice Springs*

■ **Figure 2.5: Change in walking frequency compared to a year ago**

3 Cycling

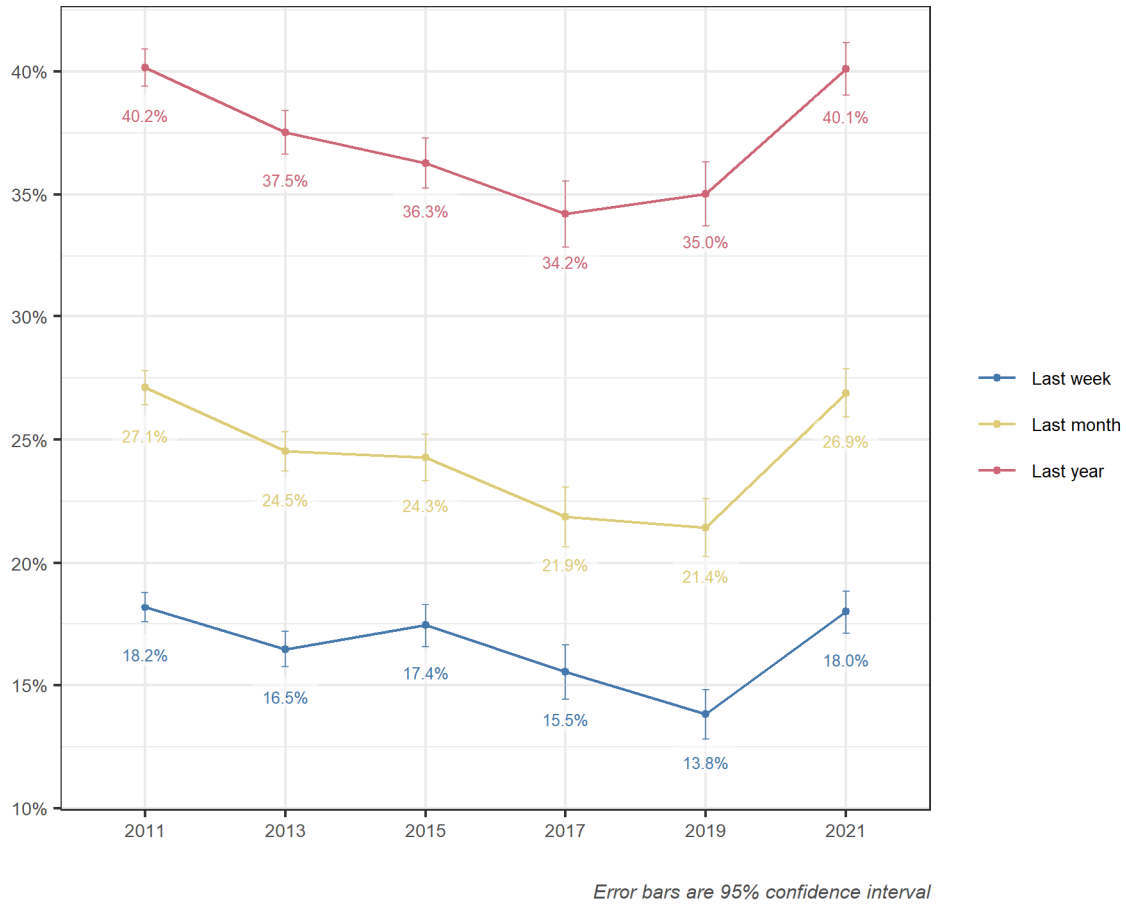
3.1 Participation

Cycling participation was defined as riding a bicycle for any purpose, in any location outside (including a backyard, or on a farm) and of any duration. The definition of a bicycle included any device with two or more wheels that can be pedalled. This includes children's bicycles with training wheels, pedal tricycles and quadricycles, cargo bicycles and electrically assisted bicycles (e-bicycles). It excludes devices such as children's tricycles or kick or balance bicycles that lack pedals, scooters, stationary exercise bicycles (or riding indoors using a conventional bicycle on a trainer or rollers) and motorised devices that require a licence such as mopeds or motorcycles. Where a bicycle could accommodate one or more passengers, such as children's seats and trailers, the passenger was not considered to be riding unless they could actively contribute to the propulsion. By this definition, for a tandem bicycle both individuals were defined as having ridden but where an adult was riding with a child in a trailer only the adult was considered to be riding.

The cycling participation rate across Australia measured over the previous week, month and year is shown in Figure 3.1. Measured over the previous week the participation rate has increased markedly from 13.8% in 2019 (95% CI: 12.8% – 14.8%), to 18.0% (95% CI: 17.1% - 18.9%) in 2021. This significant jump returns the participation rate to levels similar to those observed when the survey was first conducted in 2011. Similar trends are observed when measured over the past month and year:

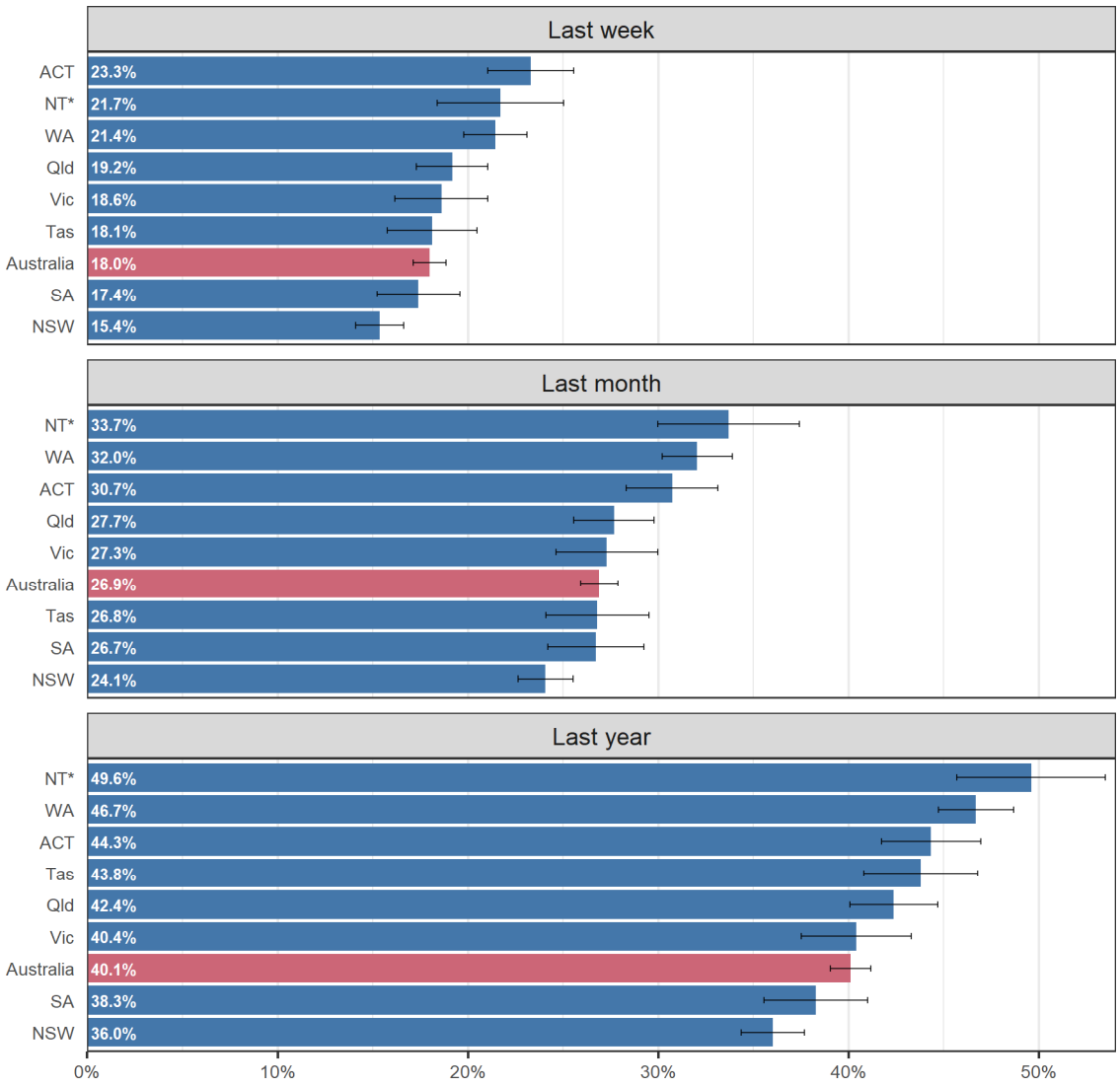
- Cycling participation over the past month has increased from 21.4% (95% CI: 20.3% - 22.6%) in 2019 to 26.9% (95% CI: 25.9% - 27.9%) in 2021.
- Cycling participation over the past year has increased from 35.0% (95% CI: 33.7% - 36.3%) in 2019 to 40.1% (95% CI: 39.0% - 41.2%) in 2021.

Such a significant change in participation, arresting an otherwise fairly steady downward trend observed between 2011 and 2019, suggests the COVID-19 pandemic has very significantly affected cycling participation.



■ **Figure 3.1: National cycling participation (see Appendix A for tabulated data)**

On all measures of participation, the Australian Capital Territory, Northern Territory and Western Australia have significantly higher participation rates than the national average (Figure 3.2). By contrast, the participation rate for New South Wales is consistently lower than for other jurisdictions.

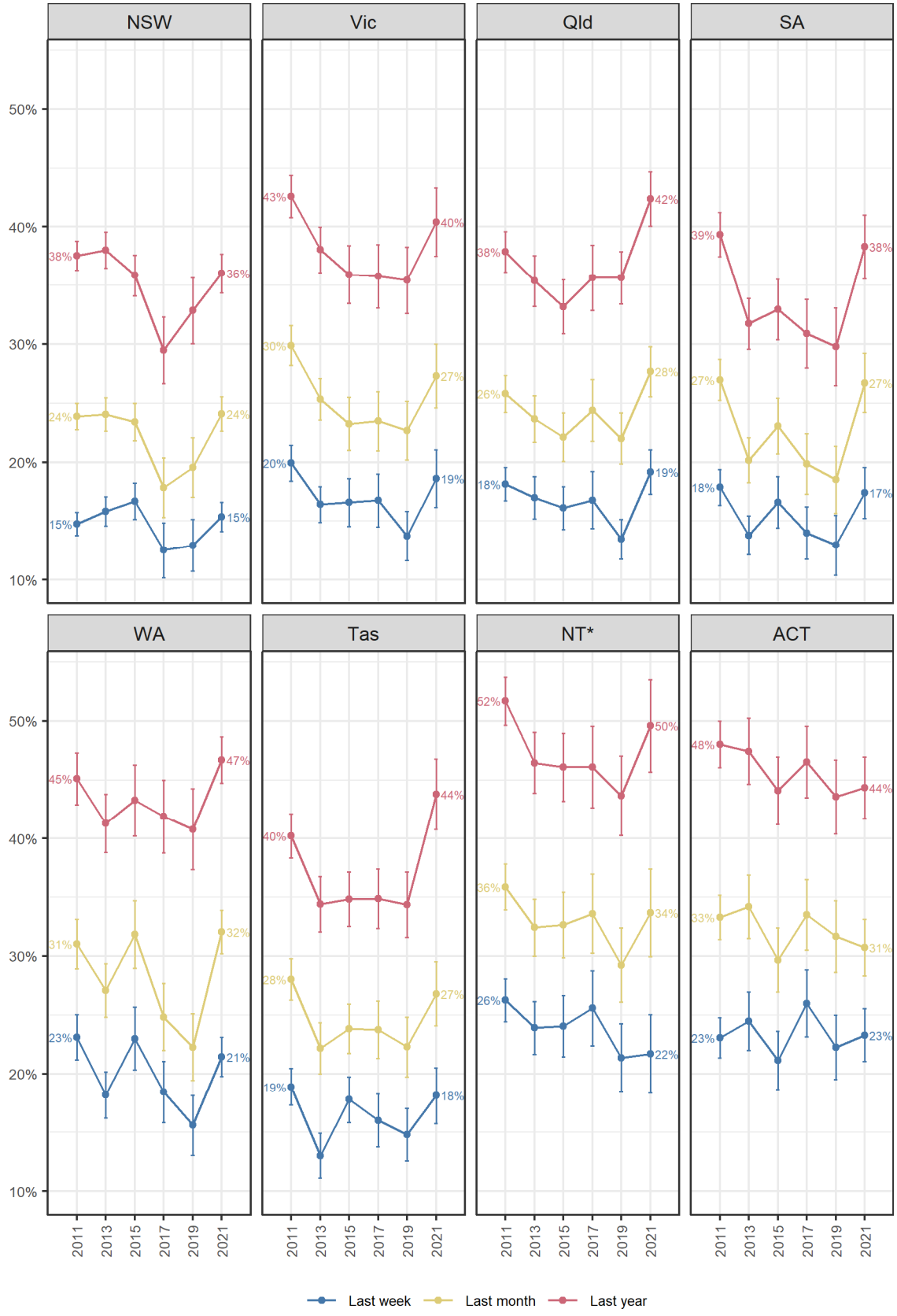


** Darwin, Katherine, Tennant Creek, Nhulunbuy and Alice Springs*
Error bars are 95% confidence intervals

■ **Figure 3.2: Cycling participation by state (se Appendix A for tabulated data)**

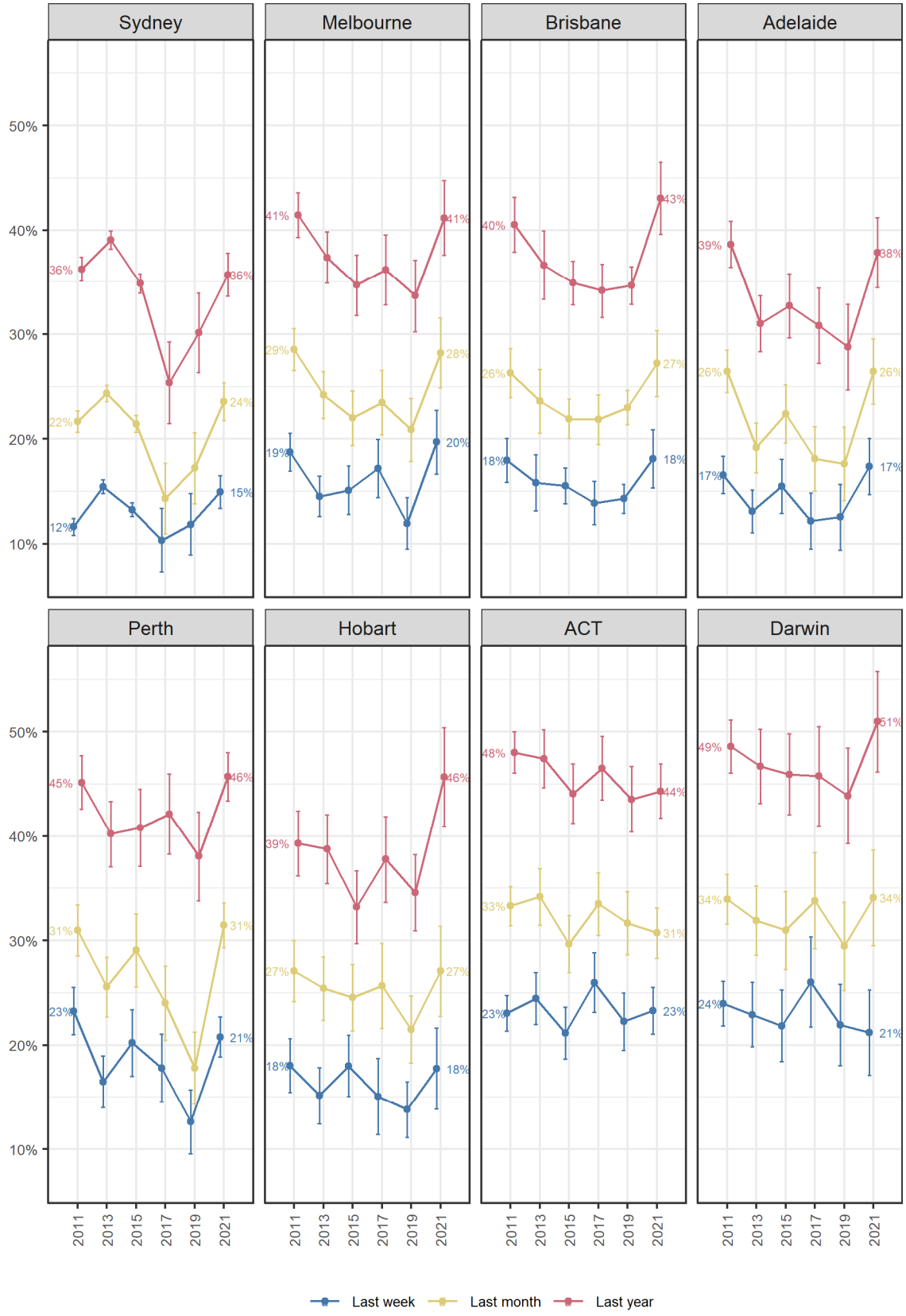
The trends in cycling participation by state and territory are shown in Figure 3.3. All jurisdictions experienced a statistically significant increase in cycling participation over the previous week, month and year except for the Australian Capital Territory and Northern Territory[1]. The capital city areas in each state and territory were defined using the Greater Capital City Statistical Area (GCCSA) as defined by the ABS. The trends in cycling participation in the capital cities reflect the state-wide trends (Figure 3.4). However, in most cases the regional areas have not exhibited an increase in cycling participation (Figure 3.5), and where they have (most notably in regional Queensland and South Australia) the increases between 2019 and 2021 are not as significant as in the capital cities.

[1] The increase in participation rate was statistically significant when measured over the preceding month and year only.



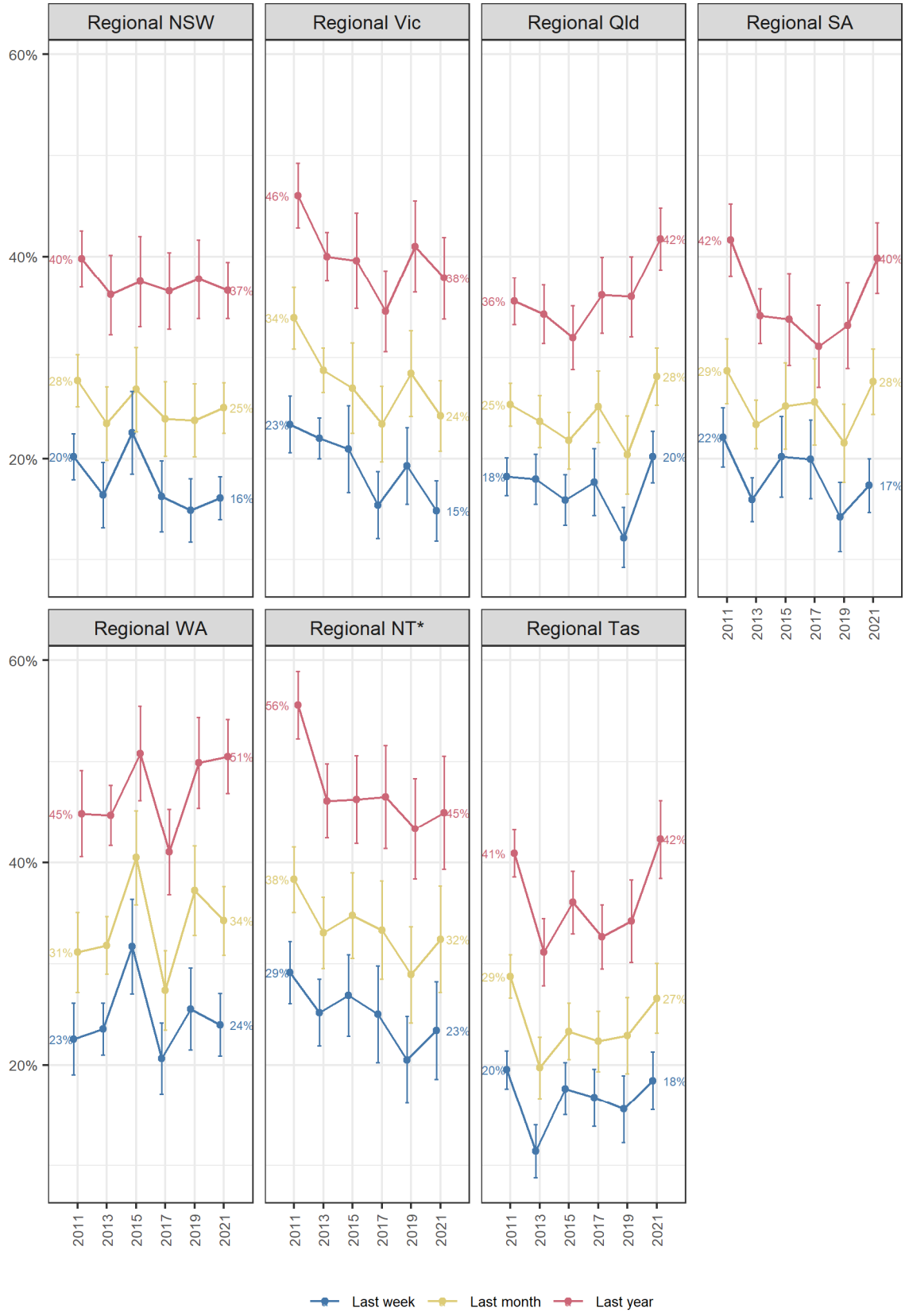
** Prior to 2021 all of NT, in 2021: Darwin, Katherine, Tennant Creek, Nhulunbuy and Alice Springs*
Error bars are 95% confidence intervals

■ **Figure 3.3: Cycling participation by state and territory (see Appendix A for tabulated data)**



Error bars are 95% confidence intervals
Sydney data was derived from the Sydney Cycling Survey prior to 2017

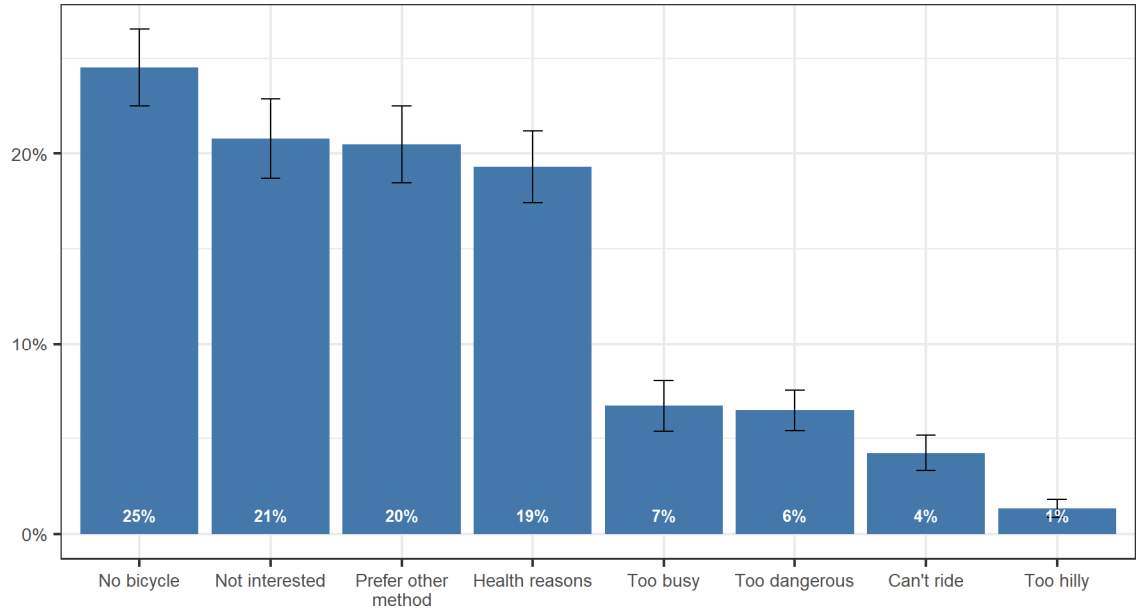
■ **Figure 3.4: Cycling participation by capital city (see Appendix A for tabulated data)**



** Prior to 2021 all of regional NT, in 2021: Katherine, Tennant Creek, Nhulunbuy and Alice Springs*
Error bars are 95% confidence intervals

■ **Figure 3.5: Cycling participation by non-capital city areas (see Appendix A for tabulated data)**

Those who had not ridden a bicycle in the past year, and who were aged 15 or older, were asked why they had not done so. The most commonly cited reason was that they did not have a bicycle (24.5%, 95% CI: 22.5 – 26.5%) followed by that they prefer other methods of getting around, aren't interested in riding or health reasons preclude them doing so (Figure 3.6).

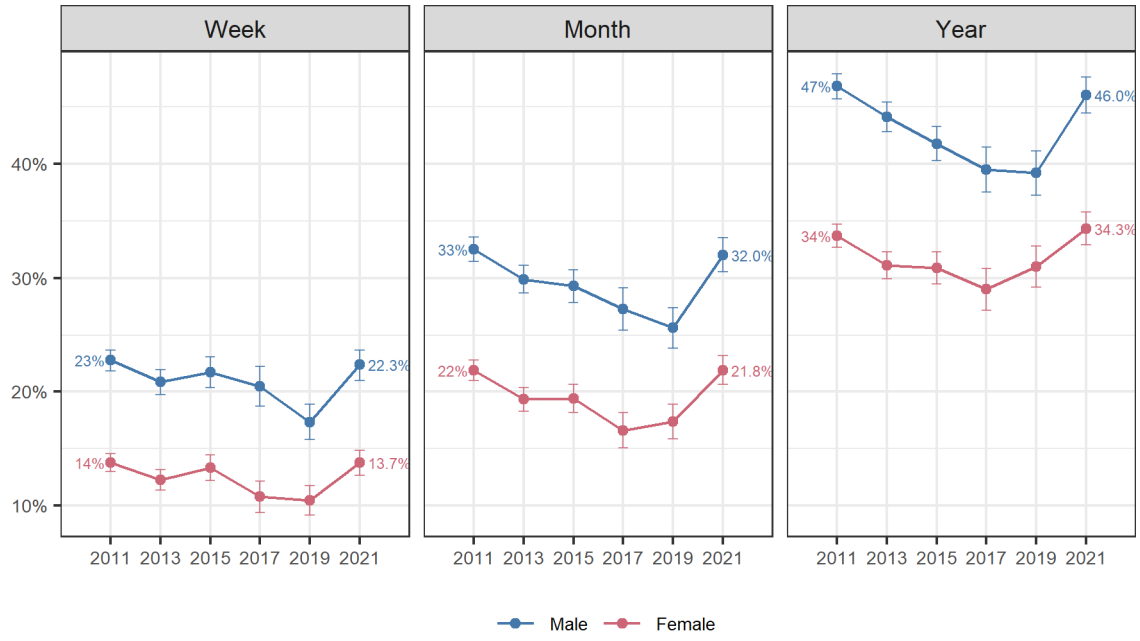


Error bars are 95% confidence intervals
Sample: Persons aged 15+ who had not ridden in the past year

■ **Figure 3.6: Reasons for not riding a bicycle in the past year**

3.2 Age and gender

The national trend in cycling participation rate by gender[2] is shown in Figure 3.7. When measured over the past week, participation has increased from 17.3% (95% CI: 15.8 – 18.9%) to 22.9% (95% CI: 21.4 – 24.5%) for males and from 10.4% (95% CI: 9.1 – 11.7%) to 13.6% (95% CI: 12.3 – 14.9%) for females between 2019 and 2021. All changes between 2019 and 2021 are statistically significant at the 5% level[3].



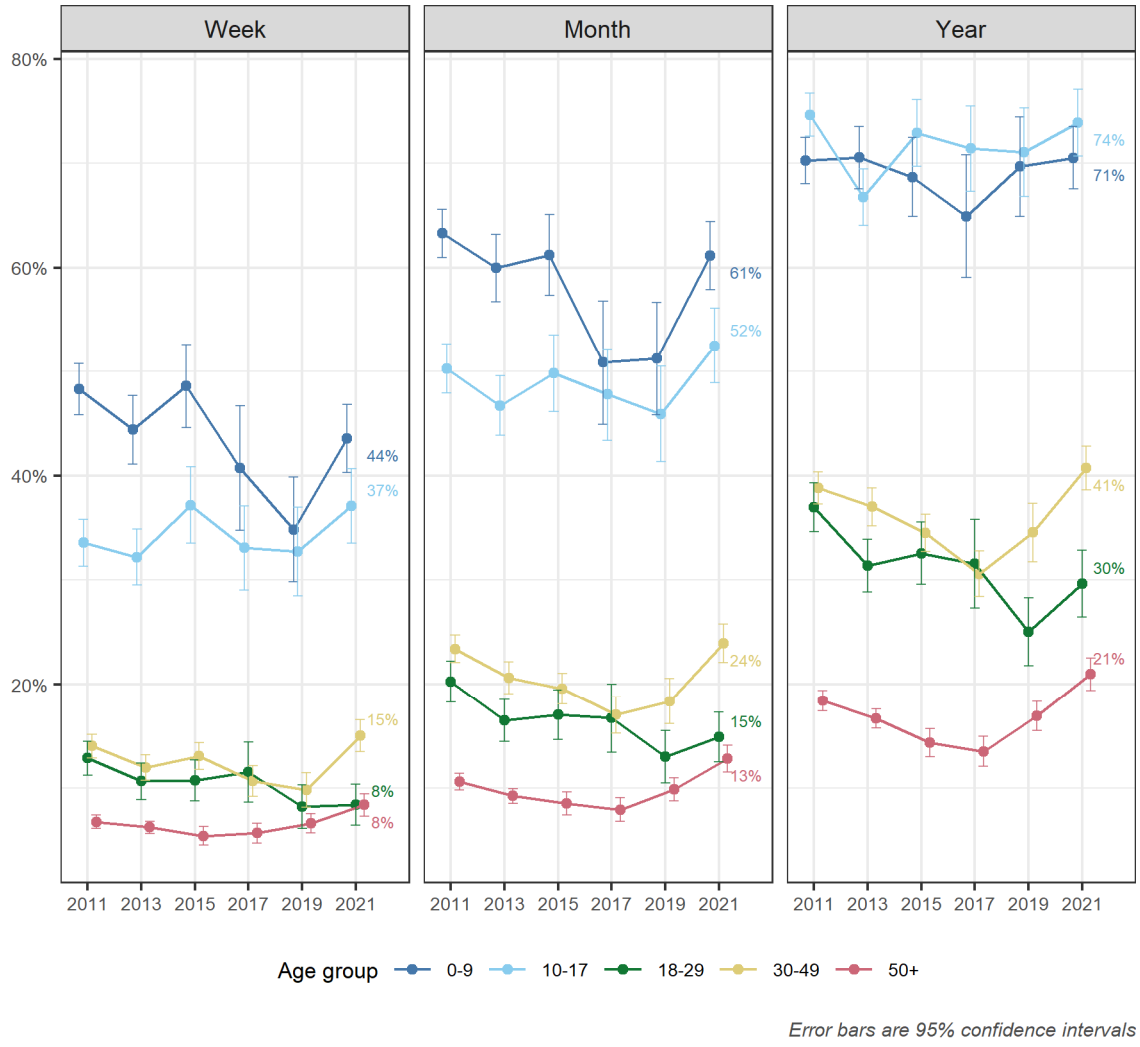
■ **Figure 3.7: Cycling participation by gender (see Appendix A for tabulated data)**

[2] 13 individuals in the sample preferred to self-identify. As the sample size of non-binary respondents are too small for reliable subgroup analysis they are excluded from this analysis.

[3] That is, there is less than a 5% chance that the observed differences are due to sampling variability.

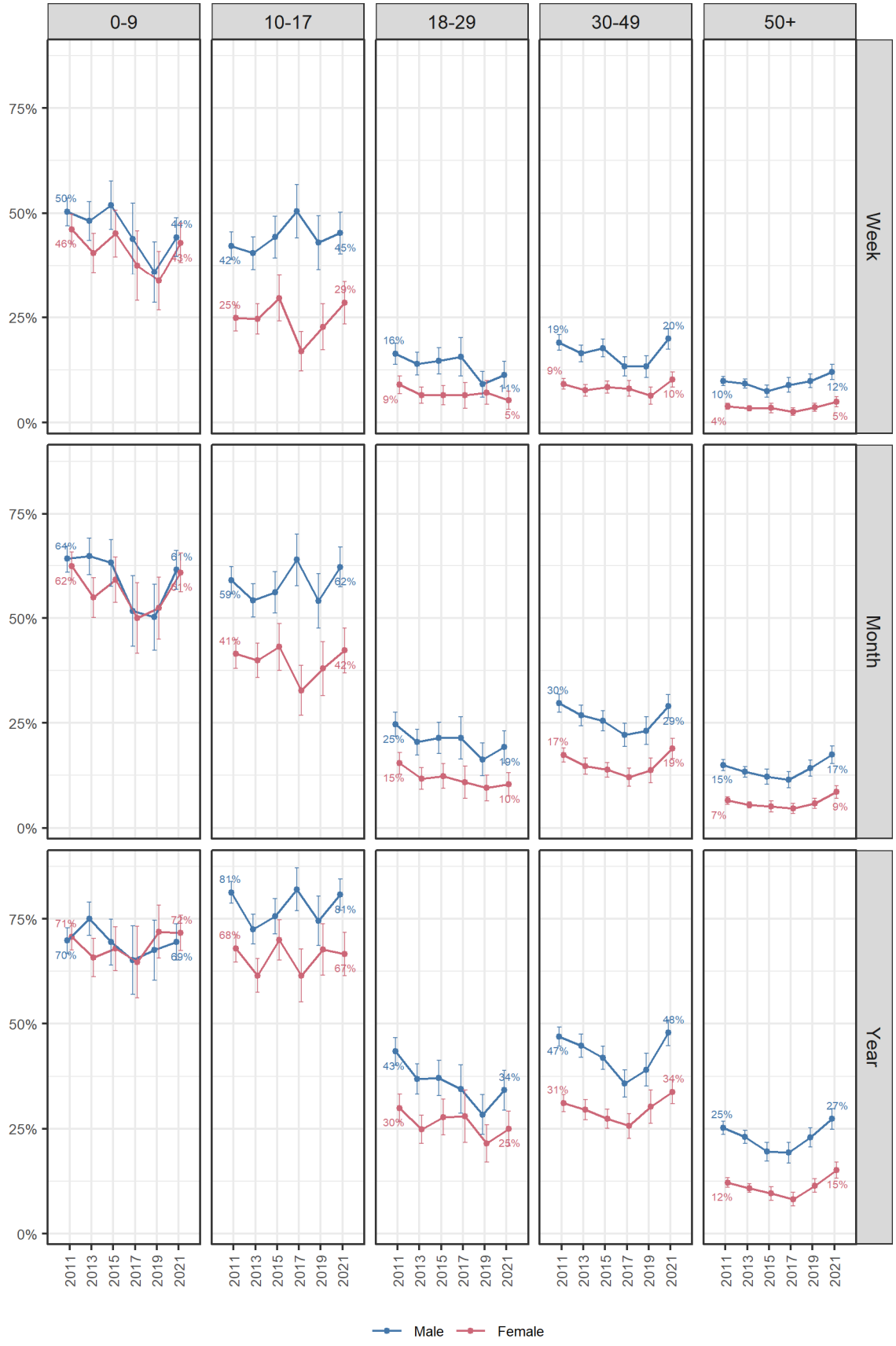
The trend in cycling participation rate by age group is shown in Figure 3.8. Children aged two or younger were assumed to not have cycled but are included as non-riders within the statistics for the youngest age group.

Cycling participation rates are consistently much higher among young children aged 0 to 9 and teenagers aged 10 to 17. While the confidence intervals for children are wide, the data suggests that the participation rate among children aged under 10 years has recovered to levels similar to 2015 and prior years (Figure 3.8). The recovering in participation is less marked among teenagers, but the data does strongly suggest adults aged 30 to 49 have increased their cycling participation markedly since 2019. The participation rate among young adults aged 18 to 29 has either declined slightly (measured over the past week) or remained stable (measured over the past month and year). However, the participation rate among adults aged over 50 has increased significantly across all periods, albeit off a lower base than for other age groups.



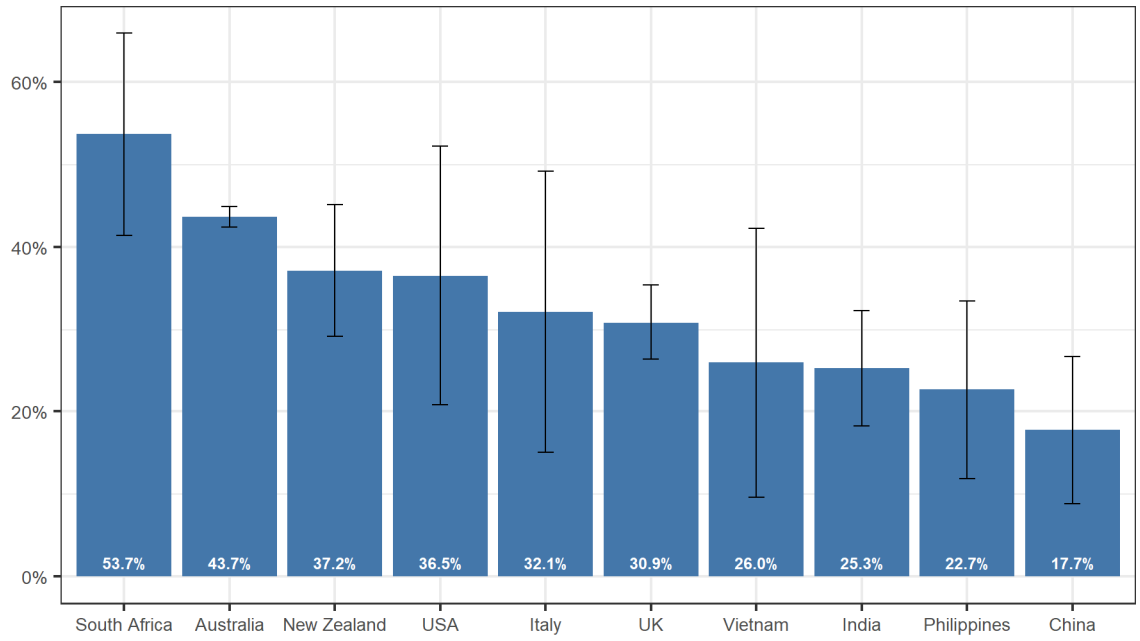
■ **Figure 3.8: Cycling participation by age group (see Appendix A for tabulated data)**

The change in cycling participation by gender and age group together is presented in Figure 3.9. There are wide error bands in some groups, particularly children, that limit the robustness of conclusions drawn from this data. Nonetheless, when measured over the past week cycling participation has increased significantly among young children of both genders, female teenagers, both genders aged between 30 and 49 and males aged over 50. It is notable that the participation rate is similar among young children of both genders but that participation declines rapidly among female teenagers and there remains a gap in participation between genders among all adult age groups.



■ **Figure 3.9: Cycling participation by gender and age group (see Appendix A for tabulated data)**

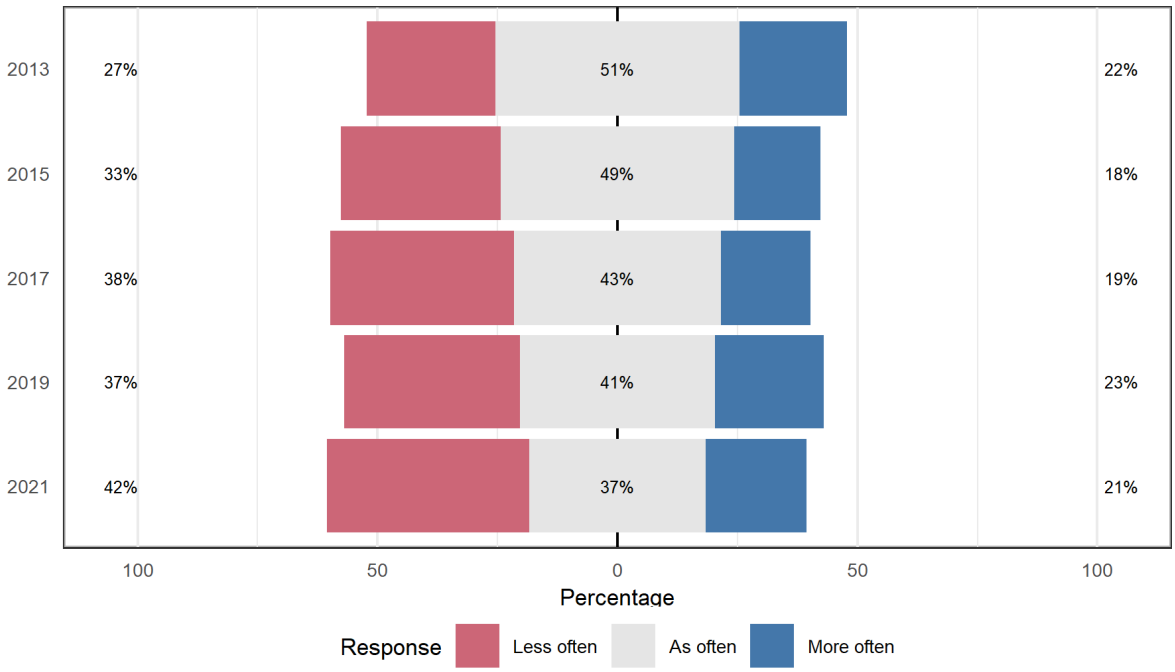
The cycling participation rate by country of birth, measured over the past year, is shown in Figure 3.10. Those born in Australia and South Africa have significantly higher participation rates than those born in countries including the United Kingdon (UK), Italy, the Phillipines and China.



Sample: all persons, only countries with >50 persons shown

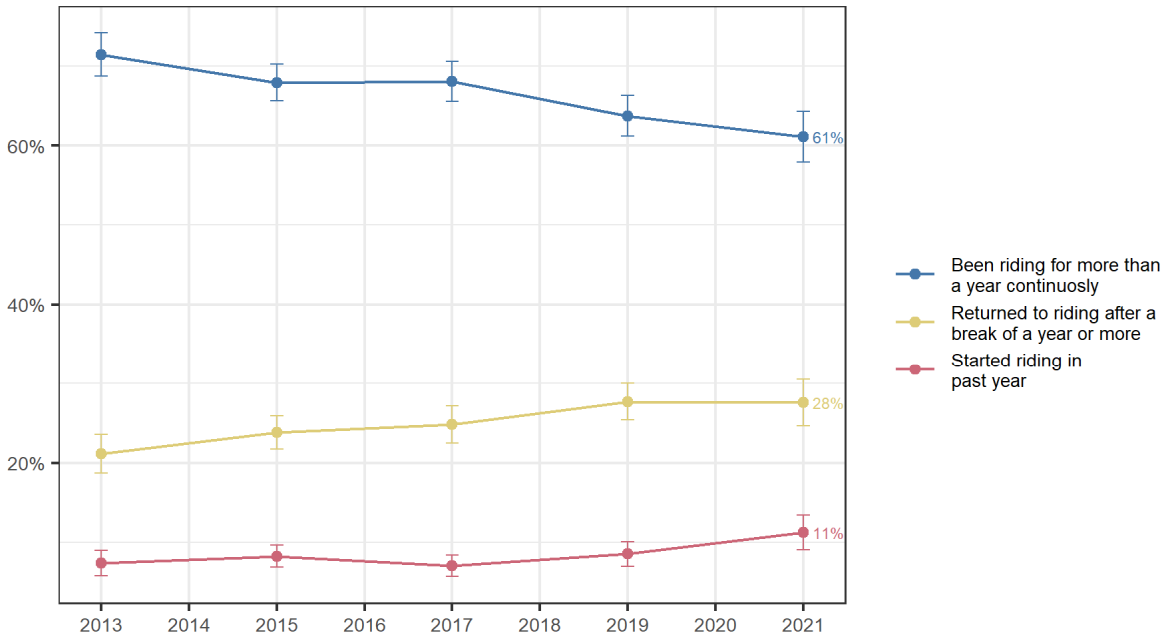
■ **Figure 3.10: Cycling participation by country of birth in the past year**

Respondents aged 15 and over who had ridden in the past year were asked whether they were riding more often, as often or less often than the previous twelve months. Around 42% (95% CI: 38 – 46%) of this population stated they have ridden less often in the past year compared with 21% (95% CI: 18 – 26%) who had ridden more often (Figure 3.11). Based on this data it appears the marked increase in cycling activity over the shorter periods (past week and month) is not due to existing occasional riders riding more often but rather people altogether new to riding or returning to riding after a long break. This is affirmed by Figure 3.12 where respondents who had ridden in the past year were asked whether they had been riding continuously for over a year, had returned to riding after a break of a year or more, or where new to riding. The proportion returning to riding is unchanged between 2019 and 2021 (27.6%, 95% CI: 24.7 – 30.6%) but the proportion new to riding has increased significantly from 8.6% (95% CI: 7.0 – 10.1%) in 2019 to 11.3% (95% CI: 9.1 – 13.5%) in 2021.



Sample: Persons aged 15+ who had rode in the past year

■ **Figure 3.11: Cycling frequency compared to one year ago**

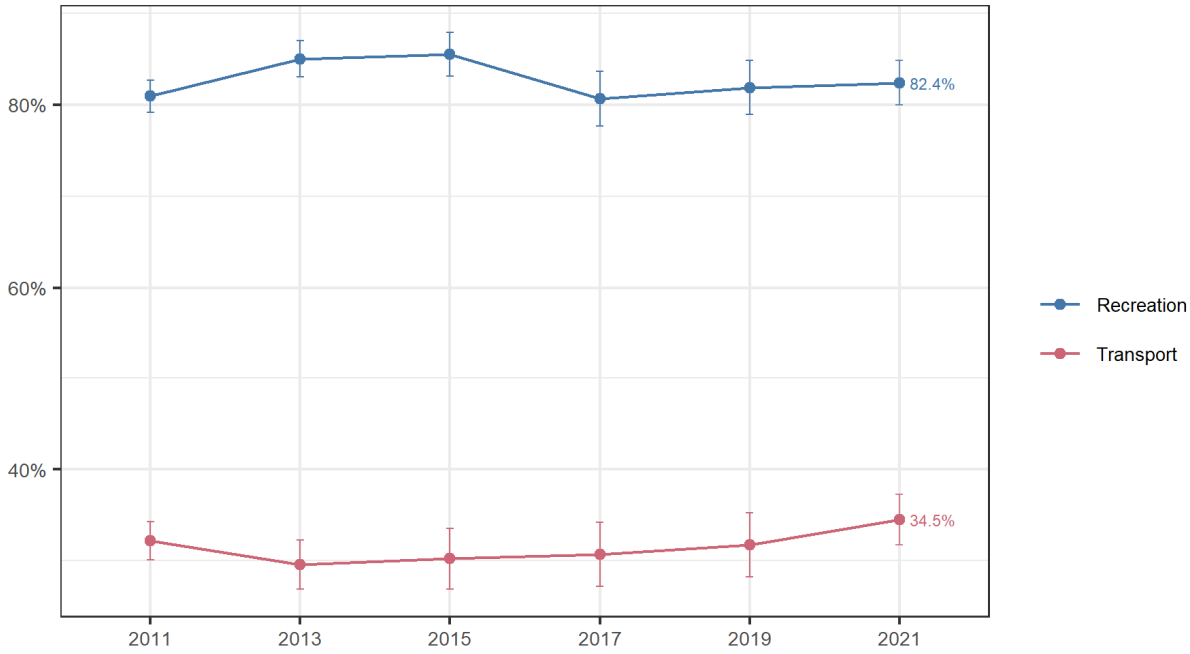


Error bars are 95% confidence intervals
Sample: Persons aged 15+ who had rode in the past year

■ **Figure 3.12: Cycling history**

3.3 Purpose of travel

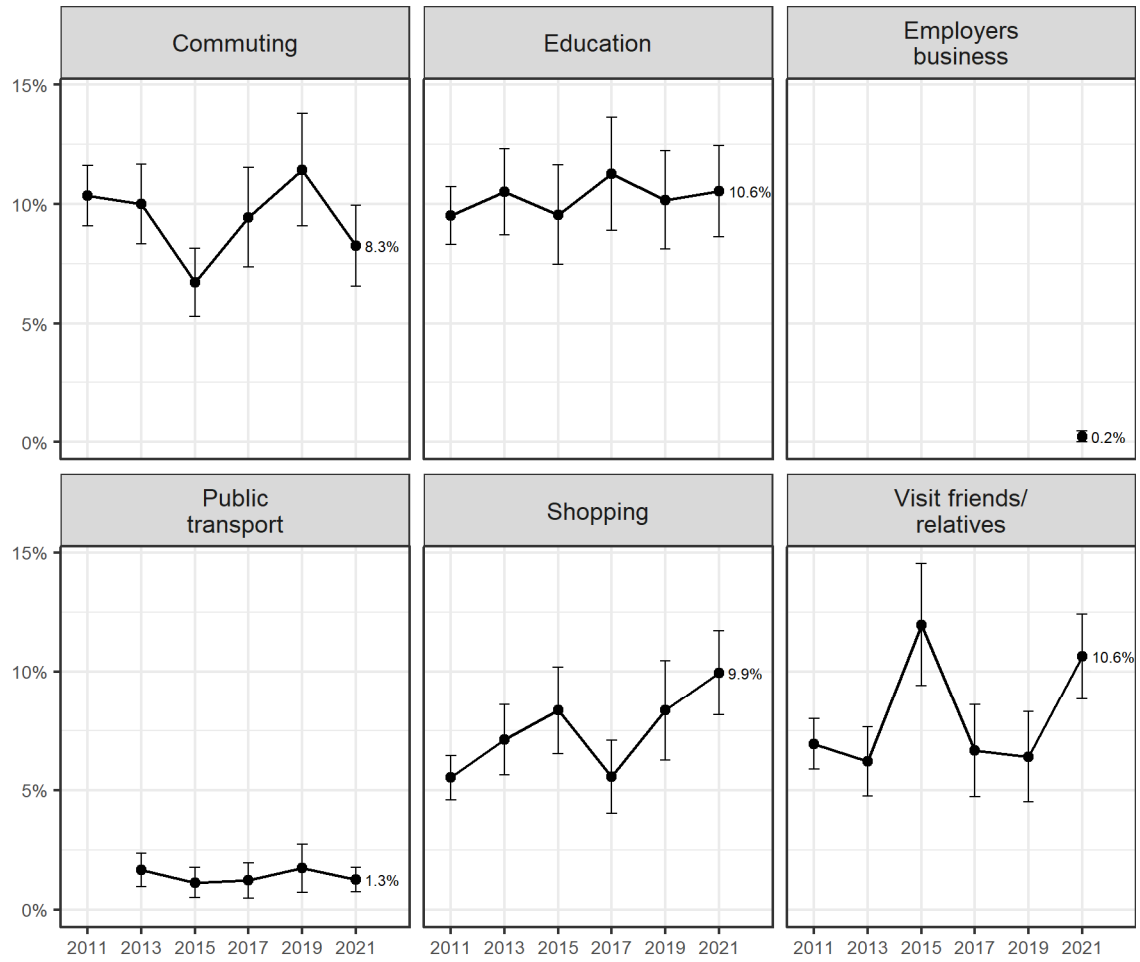
Survey respondents who had ridden in the past month were asked for which purpose(s) they had ridden. These purposes were then classified as transport (e.g., riding to work, shops or to visit friends, or as part of their work) or recreation (e.g., exercise); the change over time in these proportions is shown in Figure 3.13. These purposes are not mutually exclusive; some bicycle riders will have travelled solely for recreation or transport and others will have done both and hence the proportions will add to more than 100%. The data would suggest no significant change over time, and that the majority of cycling participation is for recreation, with around one third riding at least once for transport. Less than five respondents indicated they used their bicycle for their work, such as being a courier.



Error bars are 95% confidence intervals
Sample: Persons who had ridden in the past month

■ **Figure 3.13: Main purpose of cycling participation**

Within transport the most cited purposes were commuting, education, shopping or to visit friends (Figure 3.14). The proportion of those who had ridden in the past month for commuting decreased from 11.4% (95% CI: 9.1 – 13.8%) in 2019 to 8.3% (95% CI: 6.6 – 9.9%) in 2021. Conversely, the proportion riding to visit friends or relatives increased from 6.4% (95% CI: 4.5 – 8.3%) to 10.6% (95% CI: 8.9 – 12.4%).

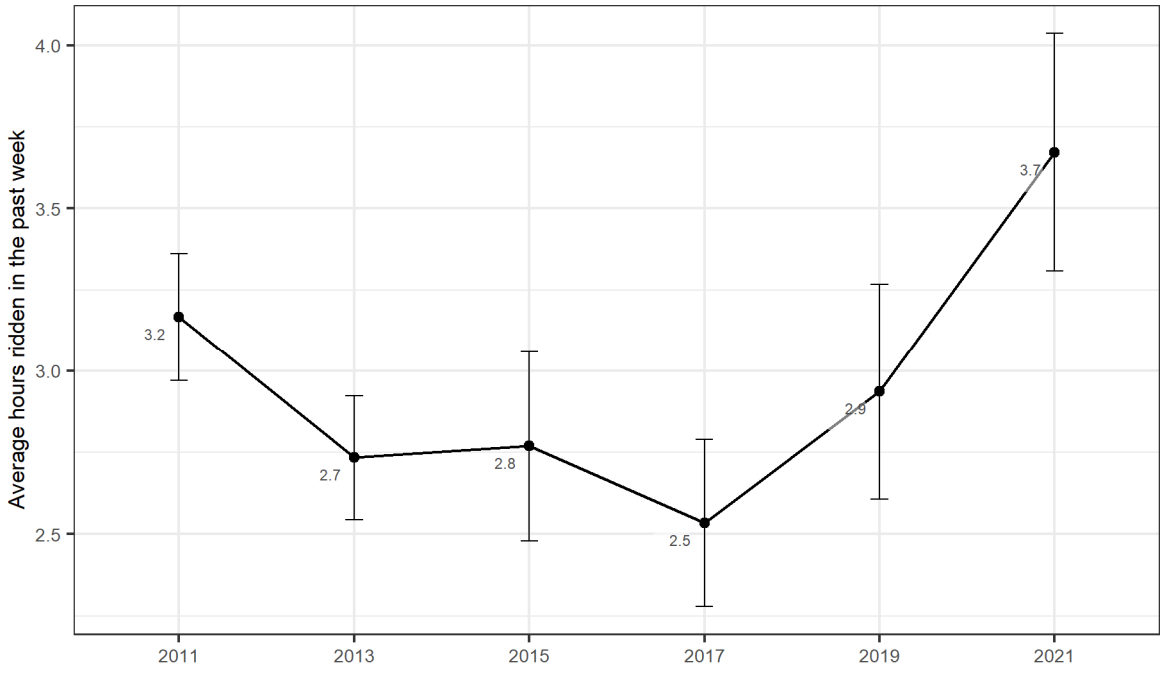


Error bars are 95% confidence intervals
Sample: Persons who had ridden in the past month

Figure 3.14: Cycling for transport purposes

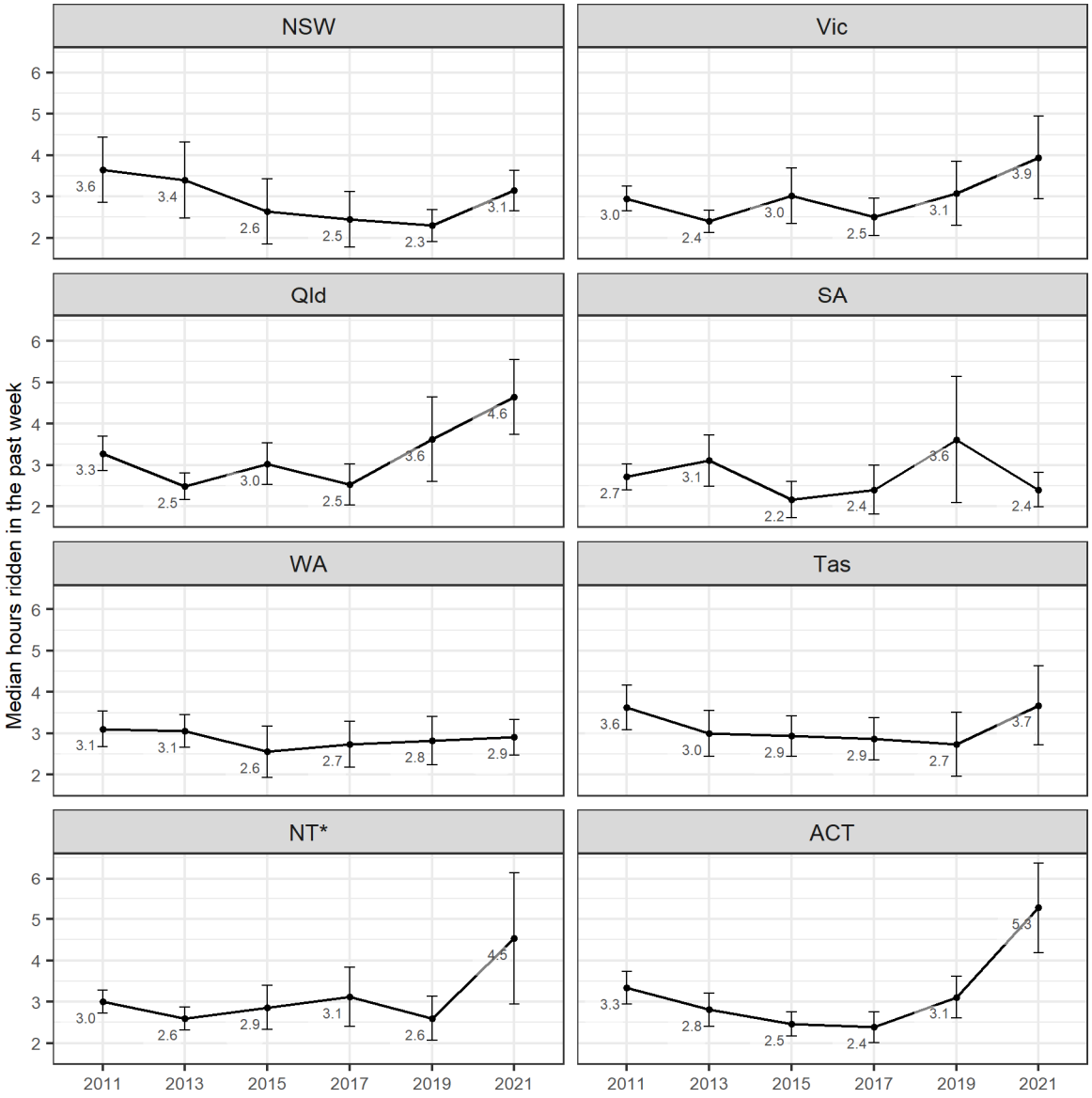
3.4 Duration

Respondents who had ridden over the past week were asked to estimate how much time they had spent riding. This measure is based on respondent recall over the previous week and is likely to be at best a rough estimate. The time spent riding increased from 2.9 hours (95% CI: 2.6 –3.3) in 2019 to 3.7 hours per week (95% CI: 3.3 – 4.0) in 2021 (Figure 3.15).



■ **Figure 3.15: Average hours ridden in the past week**

The number of hours ridden has increased in NSW, Queensland, the Northern Territory and ACT between 2019 and 2021 (Figure 3.16). In the other jurisdictions the changes were not statistically significant. The magnitude of these changes, the broad confidence intervals and the self-reporting by recall method of obtaining this data, suggest these estimates should be treated with caution.

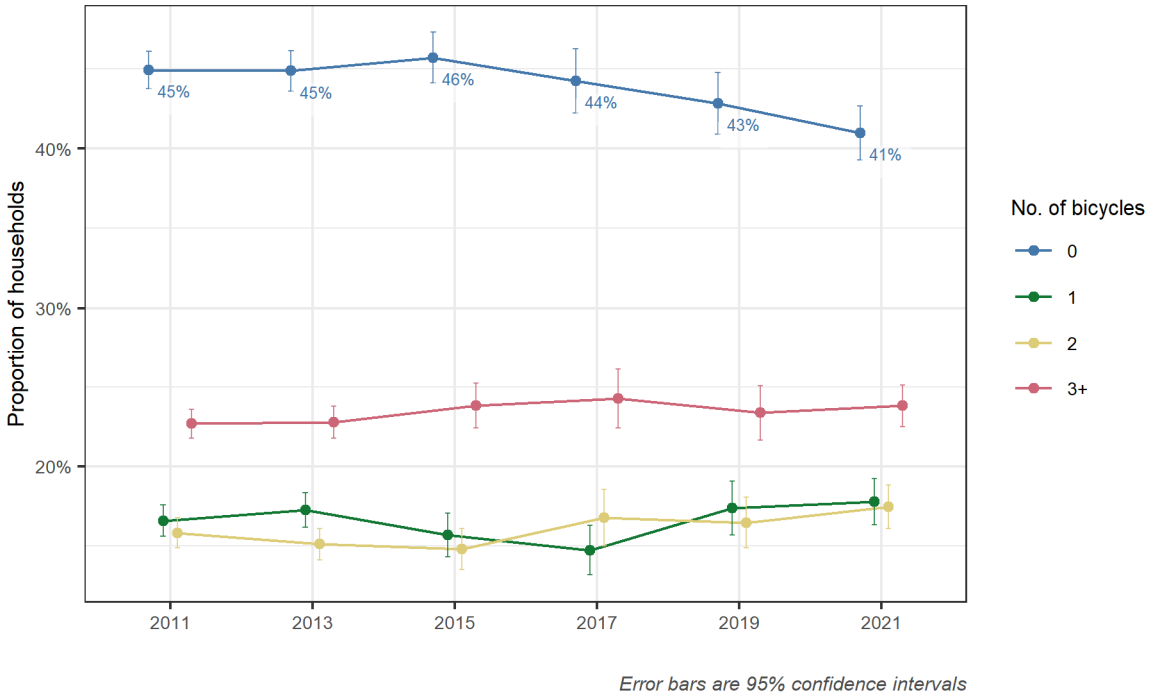


** Prior to 2021 all of NT, in 2021: Darwin, Katherine, Tennant Creek, Nhulunbuy and Alice Springs*
Error bars are 95% confidence intervals

■ **Figure 3.16: Hours ridden in past week by jurisdiction**

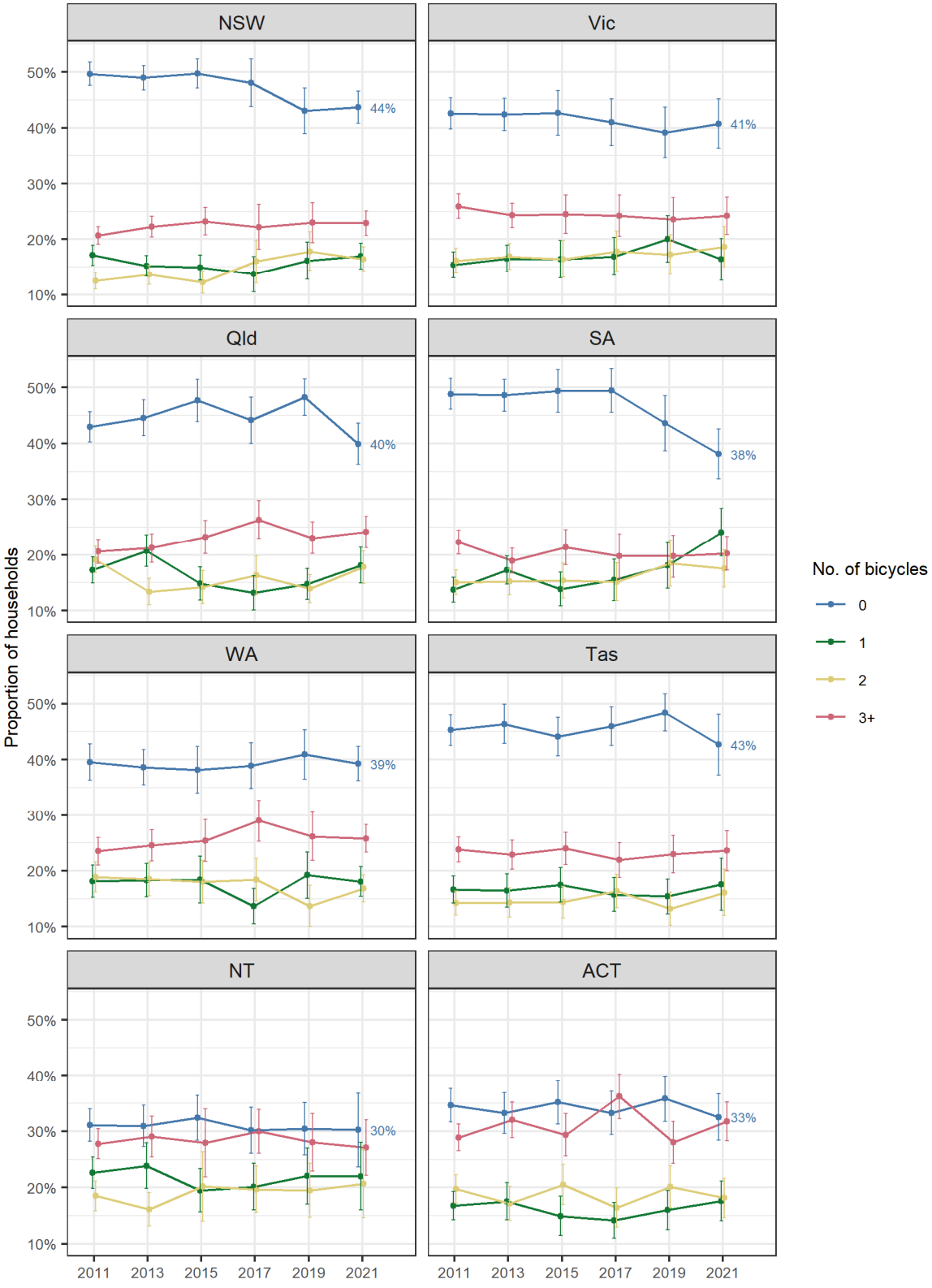
3.5 Bicycle ownership

The number of households in Australia without a working bicycle has remained fairly stable at around 42 -45% of households since 2011, with a declining trend since 2015 (Figure 3.17). While cycling participation has clearly jumped in 2021 there does not appear to have been a significant shift in bicycle ownership across jurisdictions except in Queensland, South Australia and possibly Tasmania[4] (Figure 3.18).



■ **Figure 3.17: Bicycle ownership by year**

[4] The change in the proportion of households without a bicycle in Tasmania between 2019 and 2021 is not statistically significant at the 5% level.



** Prior to 2021 all of NT, in 2021: Darwin, Katherine, Tennant Creek, Nhulunbuy and Alice Springs*
Error bars are 95% confidence interval

■ **Figure 3.18: Bicycle ownership by state**

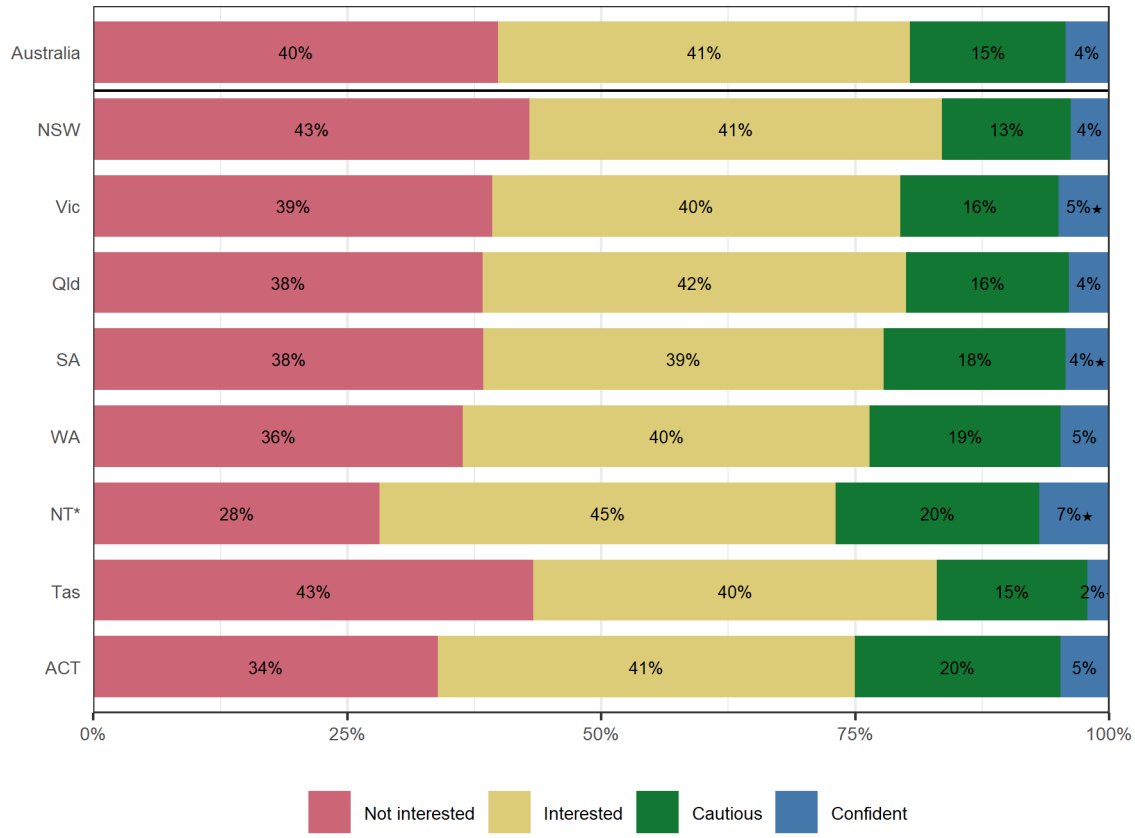
3.6 Willingness to consider cycling

Respondents aged 15 or older who had ridden in the past year were asked about their riding style, including which of the following statements best describes the way they ride their bicycle in the presence of traffic:

1. I prefer paths or quiet streets and am willing to take a longer way to avoid bus roads
2. I prefer to use the most direct and convenient way regardless of traffic
3. I would never ride my bike on a road

Those who indicate they prefer direct routes were classified as *confident*, those that prefer paths or quiet streets as cautious and those that would never ride on-road as *interested*. Those that had not ridden in the past year were asked why that was the case; if they indicated they cannot ride for health reasons, do not know how to ride or are not interested in riding they were classified as *not interested*. Those that did not provide any of these three reasons for not riding were then asked whether they (a) are not a bike rider but would like to be, or (b) do not want to be a bike rider. Those who indicated they would like to ride were classified as *interested* while those who do not want to ride were classified as *not interested*.

The results of this segmentation both nationally and at the jurisdictional level is shown in Figure 3.19. Nationally it is estimated that half the population (39.8%, 95% CI: 37.9 – 41.7%) aged 15 or older either cannot ride or are not interested in riding. A further 40.6% (95% CI: 38.6 – 42.6%) are interested; that is, they either do not currently ride but would like to or do ride but only off-road. Around 15.3% (95% CI: 13.9 – 16.8%) ride at least occasionally but will take a longer route to avoid highly trafficked streets. The remaining 4.3% (95% CI: 3.4 – 5.1%) are confident riders who will take the shortest route to their destination even if it is a busy street.

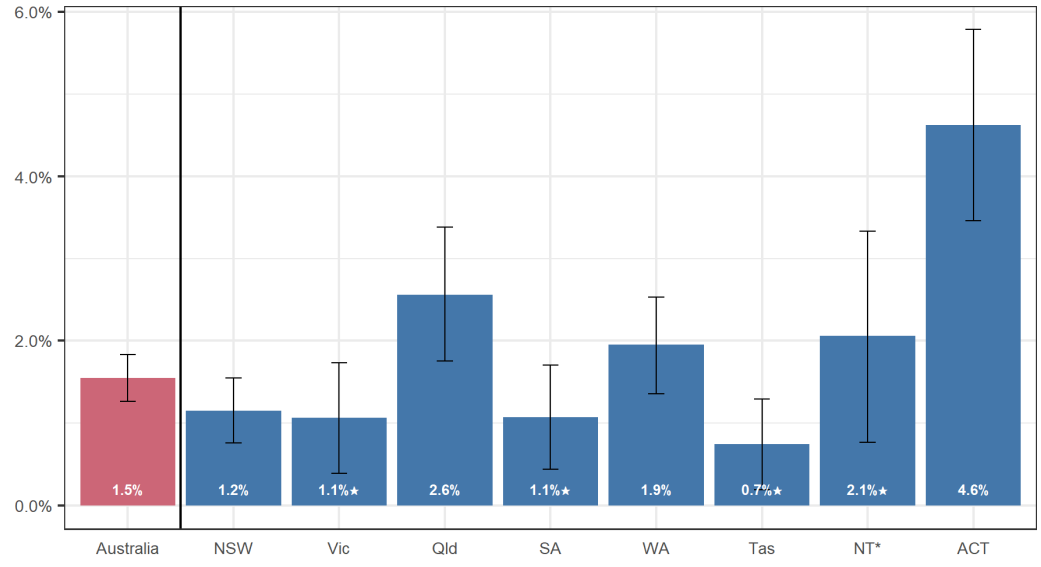


** Darwin, Katherine, Tennant Creek, Nhulunbuy and Alice Springs*
Sample: persons aged 15+

■ **Figure 3.19: Willingness to consider bicycle riding**

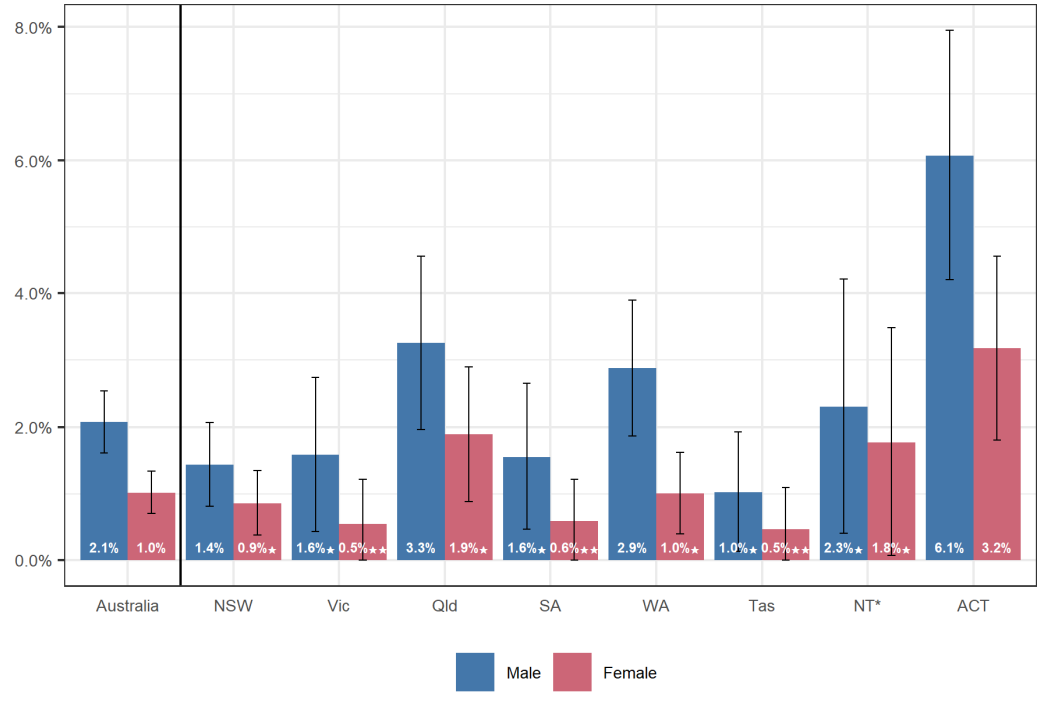
4 Rideables

It is estimated that 1.5% (95% CI: 1.3 – 1.8%) of the Australian population ride an electrically assisted rideable such as a, e-scooter, e-skateboard or Segway in a typical week (Figure 4.1). The proportion doing so is significantly higher than the national average in the Australian Capital Territory and Queensland. Across all jurisdictions males appear to be more likely to use rideables than females (Figure 4.2); nationally around 2.1% (95% CI: 1.6 – 2.5%) of males and 1.0% (95% CI: 0.7 – 1.3%) of females ride these devices in a typical week.



** Darwin, Katherine, Tennant Creek, Nhulunbuy and Alice Springs*
Error bars are 95% confidence intervals

■ **Figure 4.1: Population proportions that rode an electrically powered rideable in the past week**



** Darwin, Katherine, Tennant Creek, Nhulunbuy and Alice Springs*
Error bars are 95% confidence intervals

■ **Figure 4.2: Population proportions that rode an electrically powered rideable in the past week by gender**

5 Discussion

5.1 Walking

The vast majority of Australians walk, either recreationally or incidentally as part of other activities. While 3.7% (95% CI: 3.3 – 4.1%) of the population do not walk in a typical week most of these are very young children; among those aged two or older the proportion drops to 1.3% (95% CI: 1.1 – 1.6%). This equates to roughly 24.37 million (95% CI: 24.26 – 24.47 m) Australians walking for at least five minutes during a typical week. This is by far and away the most common form of physical activity in Australia. Walking is also undertaken regularly; on average Australians walk for at least five minutes across 5.3 days in every 7 days and walk for a total duration of 3.5 hours across the week. This equates to around 40 minutes of walking per day on which walking occurs. While the intensity of this activity was not explored in this survey the current physical activity guidelines for adults aged 18 to 64 recommends 2.5 to 5 hours of moderate intensity physical activity, such as brisk walking. Subjectively, many respondents who indicated they spent long periods walking indicated they did so incidentally as part of their employment; for example, working in retail or construction.

5.2 Cycling trends

Over the eight years between 2011 and 2019 the cycling participation rate appeared to decline fairly steadily both nationally and across most jurisdictions. This conclusion held irrespective of whether the target is defined as those cycling over a typical week, month or year. However, in 2021 the cycling participation rate has jumped markedly, generally returning to levels similar to when the survey was first conducted in 2011, and for most jurisdictions the shift is greater than could be explained by sampling variability. The most likely explanation of this marked shift is the COVID-19 pandemic and the major impact this has had on travel patterns.

The trends are not identical across jurisdictions; while the six states appear all to have experienced statistically significant increases in participation no change was observed in the two territories. It is not entirely clear why no change has been observed in these two jurisdictions; possible explanations may be that aside from the initial lockdown in autumn 2020 these jurisdictions have not incurred subsequent outbreaks and lockdowns, or that these areas already had participation rates significantly higher than other areas of Australia.

There may also be a difference in the participation trends between the capital cities and regional areas of the six states and the Northern Territory. In the two most populous states of New South Wales and Victoria the capital cities experienced significant increases in cycling participation when the regional areas experienced no significant change. Although the confidence intervals are relatively wide in regional areas, especially in Victoria, the increase in participation again may reflect the greater impact the pandemic has had on travel in Sydney and Melbourne compared with regional areas within those two states. Similar trends are evident in Western Australia, but in South Australia *both* Adelaide and the regional areas experienced a significant jump in participation.

Demographically, the increase in participation seems to be consistent across genders and most evident among adults aged 30 to 49 and young children aged under 10. This may be reflective of increased riding by young family households. There is also some evidence to suggest increases in participation among teenagers and those aged 50 or older, although the evidence in the case of the former is not always consistent and the latter is off a low base.

The cycling participation rate is very high for physical activity participation, and in absolute numbers the survey estimates there are around 4.55 million (95% CI: 4.33 – 4.77 m) Australians riding in a typical week and 10.15 million (95% CI: 9.88 – 10.42 m) in the past year. This makes cycling one of the most common forms of physical activity aside from walking.

While the participation rate has clearly increased more bicycle riders indicate they are riding less (42%) than more often (21%) compared to a year ago (Figure 3.11). While this may appear to be inconsistent it is speculated that what is occurring is twofold:

- Those that were riding a year ago (i.e. prior to around March 2020 and hence prior to the onset of the COVID-19 pandemic) are doing so less often, at least in part as a result of aging; all else being equal there is a clear trend towards lower cycling participation with age. It is further speculated that this cohorts' riding activity has been unaffected, or at least not encouraged, by the disruption associated with the pandemic.

- Conversely, as illustrated by the cycling history in Figure 3.12 there has been a significant increase in the proportion of those who have ridden in the past year who have only started in this most recent year. Many of these are young children. This cohort contributes to the increase in the participation rate but do not fall into the category above, which is only those who have been riding for more than a year continuously.

Overall, it appears the increasing participation rate has been driven primarily by new riders and not an increase in riding activity among regular riders.

5.3 Comparability

In comparing this participation data with other data sources, such as automatic counts, we note the following:

- This data corresponds to walking and cyclist participation *not* travel; it is plausible that participation could remain unchanged while travel changes, or participation remains unchanged but those who walk or ride do so for more or fewer trips.
- Counts at discrete locations will not necessarily reflect population level changes. This is particularly true for automatic counts, as these sites will almost invariably be busy, high quality routes (e.g. shared paths or bridges). Such locations are inherently biased and may not be broadly representative of changes in travel across a larger area.
- A great deal of cycling participation occurs among children, for whom much of this riding occurs off public roads in parks and backyards. Such trips are unlikely to be measured by any automatic or manual counting program. A change in childhood cycling participation will have significant effects on overall cycling participation but may not be detected as part of counting programs.
- By asking about the week and month immediately preceding the survey there is likely to be variation related to weather. This is particularly true for riding over the past week, where participation is likely to be highly sensitive to prevalent weather conditions in the local area. By rolling the survey fieldwork over a period of around four weeks these short-term weather effects are reduced. Furthermore, weather conditions are unlikely to track in the same direction over the entire country; it may be raining in one area while sunny in another. Such effects *may* balance out when pooling the data at a national level. Irrespective, such effects are not (and cannot) be reflected in the variance estimates represented by the confidence intervals.

Appendix A: Data tables

All values in the tables herein are population proportions represented as percentages.

A.1 Walking participation rate in the past week by state and territory (Figure 2.1)

		95% confidence interval	
Region	**Estimate**	**Low**	**High**
Australia	96.3	95.9	96.7
NSW	96.5	95.8	97.2
Vic	96.1	95.0	97.2
Qld	95.9	95.0	96.8
SA	96.3	95.1	97.4
WA	96.6	95.8	97.4
NT	96.0	94.5	97.6
Tas	97.5	96.4	98.5
ACT	96.4	95.4	97.4

Values are population proportions (%).

A.2 Cycling participation by state and territory (Figure 3.3)

		Region								
Year	**Period**	**Aus**	**NSW**	**Vic**	**Qld**	**SA**	**WA**	**NT**	**Tas**	**ACT**
2011	Week	18.2	14.8	19.9	18.1	17.9	23.1	26.3	18.9	23.1
	Month	27.1	23.9	29.9	25.8	27.0	31.0	35.9	28.0	33.3
	Year	40.2	37.5	42.6	37.9	39.3	45.1	51.7	40.2	48.0
2013	Week	16.5	15.8	16.4	17.0	13.8	18.2	23.9	13.0	24.5
	Month	24.5	24.0	25.3	23.6	20.2	27.1	32.4	22.2	34.2
	Year	37.5	38.0	38.0	35.4	31.7	41.3	46.5	34.4	47.4
2015	Week	17.4	16.7	16.6	16.1	16.6	23.0	24.1	17.8	21.2
	Month	24.3	23.4	23.2	22.1	23.1	31.8	32.6	23.8	29.7
	Year	36.3	35.8	35.9	33.2	33.0	43.3	46.1	34.8	44.1
2017	Week	15.5	12.5	16.7	16.6	14.0	18.5	25.6	16.0	26.0
	Month	21.8	17.8	23.5	24.1	19.9	24.8	33.6	23.8	33.5
	Year	34.2	29.5	35.8	35.4	30.9	41.9	46.1	34.9	46.5
2019	Week	13.8	12.9	13.7	13.5	13.0	15.6	21.3	14.8	22.2
	Month	21.4	19.6	22.7	22.0	18.5	22.2	29.2	22.2	31.7
	Year	35.0	32.8	35.4	35.6	29.8	40.8	43.7	34.3	43.6

		Region								
Year	**Period**	**Aus**	**NSW**	**Vic**	**Qld**	**SA**	**WA**	**NT**	**Tas**	**ACT**
2021	Week	18.0	15.4	18.6	19.2	17.4	21.4	21.7	18.1	23.3
	Month	30.7	24.1	27.3	27.7	26.7	32.0	33.7	26.8	30.7
	Year	44.3	36.0	40.4	42.4	38.3	46.7	49.6	43.8	44.3

Values are population proportions (%).

A.3 Cycling participation by capital city (Figure 3.4)

		Capital City						
Year	**Period**	**Sydney**	**Melbourne**	**Brisbane**	**Adelaide**	**Perth**	**Darwin**	**Hobart**
2011	Week	11.6	18.8	18.0	16.6	23.3	24.0	18.1
	Month	21.7	28.5	26.3	26.5	31.0	33.9	27.1
	Year	36.2	41.4	40.5	38.6	45.2	48.6	39.3
2013	Week	15.5	14.5	15.8	13.1	16.5	22.9	15.1
	Month	24.3	24.2	23.6	19.2	25.6	31.9	25.4
	Year	39.0	37.4	36.6	31.0	40.2	46.7	38.8
2015	Week	13.3	15.1	15.5	15.5	20.2	21.9	18.0
	Month	21.4	22.0	21.9	22.4	29.1	31.0	24.5
	Year	34.9	34.7	34.9	32.7	40.8	45.9	33.2
2017	Week	10.3	17.2	13.7	12.2	17.8	26.0	15.1
	Month	14.3	23.5	21.6	18.1	24.0	33.8	25.7
	Year	25.4	36.2	33.9	30.8	42.1	45.8	37.8
2019	Week	11.8	12.0	14.3	12.6	12.6	21.9	13.8
	Month	17.2	20.9	23.0	17.6	17.8	29.5	21.5
	Year	30.2	33.7	34.7	28.8	38.1	43.9	34.6
2021	Week	14.9	19.7	18.1	17.4	20.8	21.2	17.7
	Month	23.6	28.2	27.2	26.5	31.5	34.1	27.1
	Year	35.7	41.2	43.0	37.8	45.7	51.0	45.7

A.4 Cycling participation by regional area (Figure 3.5)

		Regional area						
Year	**Period**	**NSW**	**Vic**	**Qld**	**SA**	**WA**	**NT**	**Tas**
2011	Week	20.2	23.4	18.3	22.1	22.6	29.1	19.5
	Month	27.7	33.9	25.3	28.7	31.1	38.3	28.8
	Year	39.	46.0	35.5	41.6	44.9	55.6	40.9
2013	Week	16.4	22.0	18.0	16.0	23.5	25.2	11.4
	Month	23.5	28.7	23.7	23.4	31.8	33.1	19.7
	Year	36.2	40.0	34.3	34.1	44.7	46.1	31.1
2015	Week	22.6	21.0	16.0	20.2	31.7	26.9	17.6
	Month	26.8	27.0	21.8	25.2	40.5	34.8	23.3
	Year	37.5	39.6	32.0	33.8	50.8	46.3	36.1
2017	Week	16.3	15.5	17.7	20.0	20.6	25.0	16.7
	Month	23.9	23.4	25.2	25.6	27.4	33.3	22.3
	Year	36.6	34.6	36.2	31.1	41.1	46.5	32.7
2019	Week	14.9	19.3	12.2	14.3	25.5	20.5	15.6
	Month	23.8	28.4	20.4	21.6	37.3	28.9	22.9
	Year	37.8	41.0	36.0	33.1	49.9	43.4	34.2
2021	Week	16.2	14.9	20.2	17.4	24.0	23.4	18.4
	Month	25.0	24.3	28.1	27.6	34.2	32.4	26.6
	Year	36.6	37.9	41.7	39.8	50.5	45.0	42.6

A.5 Cycling participation by gender (Figure 3.7)

		Gender	
Year	**Period**	**Male**	**Female**
2011	Week	22.7	13.7
	Month	32.5	21.8
	Year	46.8	33.7
2013	Week	20.8	12.2
	Month	29.9	19.3
	Year	44.1	31.1
2015	Week	21.7	13.3
	Month	29.3	19.4
	Year	41.8	30.9
2017	Week	20.4	10.7
	Month	27.3	16.5
	Year	39.5	29.0
2019	Week	17.3	10.4
	Month	25.6	17.3
	Year	39.2	31.0
2021	Week	22.3	13.7
	Month	32.0	21.8
	Year	46.0	34.3

A.6 Cycling participation by age (Figure 3.8)

		Age group				
Year	**Period**	**0 -9**	**10 -17**	**18 - 29**	**30 - 49**	**50 +**
2011	Week	48.3	33.6	12.8	14.0	6.7
	Month	63.3	50.3	20.3	23.4	10.6
	Year	70.3	74.7	37.0	38.8	18.4
2013	Week	44.4	32.2	10.6	12.0	6.2
	Month	60.0	46.7	16.5	20.6	9.2
	Year	70.5	66.8	31.4	37.0	16.7
2015	Week	48.6	37.2	10.7	13.0	5.4
	Month	61.2	49.8	17.0	19.6	8.5
	Year	68.7	72.9	32.6	34.5	14.3
2017	Week	40.7	33.1	11.5	10.7	5.6
	Month	50.9	47.8	16.7	17.0	7.9
	Year	64.9	71.4	31.5	30.6	13.5
2019	Week	34.9	32.7	8.2	9.8	6.6
	Month	51.2	45.9	13.0	18.4	9.8
	Year	69.7	71.1	25.0	34.6	16.9
2019	Week	43.6	37.1	8.4	15.0	8.4
	Month	61.2	52.5	14.9	23.9	12.8
	Year	70.5	73.9	29.7	40.7	21.0

A.7 Cycling participation by gender and age (Figure 3.9)

		Age group									
		0 -9		10 -17		18 - 29		30 - 49		50 +	
Year	Period	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
2011	Week	50.3	46.2	42.2	24.9	16.4	9.0	19.0	9.2	9.9	3.9
	Month	64.1	62.4	59.0	41.5	24.7	15.4	29.7	17.4	15.0	6.5
	Year	69.8	70.7	81.3	67.9	43.4	29.9	46.9	31.1	25.2	12.2
2013	Week	48.1	40.5	40.5	24.7	14.0	6.5	16.4	7.7	9.3	3.4
	Month	64.8	54.9	54.2	39.9	20.4	11.7	26.8	14.7	13.4	5.4
	Year	75.0	65.8	72.5	61.5	36.9	24.8	44.8	29.6	23.1	10.8
2015	Week	51.9	45.1	44.3	29.6	14.6	6.5	17.7	8.5	7.5	3.5
	Month	63.2	59.1	56.1	43.1	21.4	12.4	25.5	13.8	12.2	5.1
	Year	69.4	67.9	75.6	70.0	37.1	27.8	41.9	27.3	19.6	9.6
2017	Week	43.8	37.4	50.4	16.9	15.4	6.5	13.3	8.1	9.0	2.6
	Month	51.7	50.0	63.9	32.7	21.2	11.0	22.2	12.1	11.5	4.7
	Year	65.2	64.7	82.0	61.5	34.3	28.1	35.8	25.5	19.3	8.2
2019	Week	35.9	33.8	43.0	22.8	9.2	7.2	13.3	6.4	9.9	3.6
	Month	50.2	52.3	54.1	37.9	16.3	9.5	23.2	13.7	14.2	5.8
	Year	67.5	71.9	74.5	67.7	28.3	21.5	39.0	30.2	23.0	11.5
2021	Week	44.2	42.9	45.3	28.5	11.3	5.3	19.9	10.3	12.0	5.0
	Month	61.5	60.8	62.2	42.3	19.3	10.4	29.0	19.0	17.4	8.6
	Year	69.5	71.6	80.8	66.6	34.2	25.0	47.8	33.7	27.3	15.1

Appendix B: Call statistics by jurisdiction

B.1 Call statistics

	Calls							
Category	**NSW**	**VIC**	**QLD**	**SA**	**WA**	**TAS**	**NT**	**ACT**
Surveys								
Completed interviews	1,069	353	571	561	927	372	342	603
In scope								
Refusal	991	187	422	614	673	204	220	295
Communication difficulties	281	64	117	104	143	70	72	87
Terminated early	28	7	19	18	26	6	6	6
Surplus call backs	656	300	472	425	727	255	260	276
No contact	3,719	1,157	1,968	1,665	3,077	1,205	1,274	1,472
Out of scope								
Non-qualifying[1]	168	68	121	53	96	153	106	42
Consent rate	***51.9%***	***65.4%***	***57.5%***	***47.7%***	***57.9%***	***64.6%***	***60.9%***	***67.1%***
Response rate	***15.9%***	***17.1%***	***16.0%***	***16.6%***	***16.6%***	***17.6%***	***15.7%***	***22.0%***

[1] Usually wrong area, government or business number.

NOTE: The breakdown provided here by jurisdiction is only indicative. A significant proportion of the call lists were coded by the sample provider to an incorrect jurisdiction. The counts provided here accord with the jurisdiction provided, not the actual jurisdiction reported by the respondent. As a result, the completed interview count here may be higher or lower than the completions reported in Table 1.1.

Appendix C: Survey script

INTRODUCTION

My name is (…) calling on behalf of [insert relevant state roads authority or Council] from Market Solutions, a social and market research company. We are conducting a government study to determine how priorities have changed to help the Government understand where to invest in transport infrastructure. The survey takes 10-15 minutes depending on how much you have to say… we abide by the Privacy Act and this call may be monitored for training and quality control purposes.

RESPONDENTS MUST BE AGED 15 YEARS OR OVER. DO NOT MENTION CYCLING IN INTRO.

Your responses will be held strictly confidential. My supervisor may listen to parts of this interview to assist in quality control monitoring.

CONTINUE	1
AM MSG Answering machine, leave message	2
AM Answering machine, didn't leave message	3
CB Schedule callback	4
COMM Communication difficulty	5
DUP Duplicate	6
HR Hard refusal / hang up	7
LOTE Language other than English	8
NA No answer / engaged	9
NQ Non qualify / non-residential / incorrect details / business number / under 15	10
OQ Over quota	11
SR Soft refusal / busy at time	12
TE Terminated early (survey started by completed)	13

CONFIRM LOCATION (LGA, REGION)

Q.1. We are interested in speaking to people who live in [READ IN POSTCODE]. Can you confirm this is your postcode?

Yes	1
No (SPECIFY POSTCODE)	2

Q.2. Ask only Council samples – otherwise go to next question

And can you confirm that your council area is (READ IN COUNCIL AREA)?

INSERT COUNCIL AREA .....

CHECK QUOTAS AND CONTINUE OR TERMINATE AS REQUIRED

SECTION 1: MAIN RESPONDENT'S TRAVEL

Q.3. In the last 7 days, have you used any of the following? (READ OUT) (ACCEPT MULTIPLES)

Car as a driver	1
Car as a passenger	2
Motorcycle or moped	3
Public transport	4
Wheelchair or mobility scooter	5
Bicycle, even just riding in your backyard	6
None of the above	7

INTERVIEWER NOTE: DEFINITIONS OF BICYCLES INCLUSIONS:

- ADULT AND CHILDREN'S BICYCLES WITH TWO OR MORE WHEELS
- CHILDRENS BICYCLES WITH TRAINING WHEELS

EXCLUSIONS:

- ANY REGISTERED VEHICLES (E.G. MOPEDS)
- CHILDREN RIDING TOYS SUCH AS TRICYCLES AND SCOOTERS
- CHILDREN WHO ARE IN A SEAT OR TRAILER ON A BICYCLE
- RIDING ON A STATIONARY EXERCISE BICYCLE

Q.4. In the last 7 days have you ridden on an electrically assisted rideable such as a Segway, e-scooter or e-skateboard, excluding an e-bike?

Yes	1
No	2

WALKING

Now we would like to ask you about walking/mobility aids/wheelchair travel.

Q.5. In the last 7 days have you walked/used your wheelchair or mobility scooter for 5 minutes or more, somewhere outside of your home? NOTE: This includes walking for exercise or to reach a destination like the shops, school, workplace, to or from public transport or even a car park to a destination. INCLUDE: walking the dog, walk for work if not on home property, walking using walking aids like walking frames and sticks or wheelchairs or mobility scooters, or walking for five minutes or more in a shopping centre. EXCLUDE: gardening, treadmill at home or gym

Yes	1
No	2

Q.6. IF DID NOT WALK IN LAST 7 DAYS Are there any reasons you did not walk / use your wheelchair or mobility scooter at least once for 5 minutes or more in the last 7 days?

Health reasons	1
Too busy	2
Prefer other methods of getting around	3

Had no need	4
Some other reason (please specify)	5
No reason	6

Q.7. IF DID NOT WALK IN LAST 7 DAYS When did you last walk/use your wheelchair or mobility scooter for at least five minutes?

In the last 2 weeks	1
In the last 3 weeks	2
In the last 4 weeks	3
More than a month ago	4
More than a year ago	5
Never	6

Q.8. IF WALKED IN LAST 7 DAYS In the last 7 days on how many days did you walk/use your wheelchair or mobility scooter for at least 5 minutes?

Days ____

Q.9. IF WALKED IN LAST 7 DAYS What is your best estimate of the total time you have spent walking/using your wheelchair or mobility scooter over the past 7 days?

Hours ____

Q.10. IF WALKED IN LAST 4 WEEKS During the past 4 weeks have you walked/used your mobility scooter for at least 5 minutes for any of the following purpose?

Recreation or exercise	1
Walking the dog	2
To or from work	3
To or from school, university or study	4
To or from shopping	5
To visit a café or restaurant	6
As part of a trip involving public transport	7
As part of your work, such as delivering good or attending a meeting	8
Escorting someone like walking a child to school	9
To visit friends or relatives	10
Some other reason (please specify)	11

Q.11. IF WALKED IN PAST YEAR And would you say that you walk/use your wheelchair or mobility scooter more frequently, as frequently or less frequently than a year ago?

More frequently than a year ago	1
As frequently as a year ago	2
Less frequently than a year ago	3

Q.12. IF WALKED IN LAST 4 WEEKS Why do you say that?

Record verbatim

CYCLING

Q.13. IF DID NOT RIDE IN THE PAST 7 DAYS When did you last ride a bicycle? (READ OUT)

In the last 2 weeks	1
In the last 3 weeks	2
In the last 4 weeks	3
More than a month ago	4
More than a year ago	5
Never	6

Q.14. IF DID NOT RIDE IN PAST YEAR Are there any reasons you have not ridden a bicycle in the past year? READ OUT

Health reasons	1
I don't know how to ride a bicycle	2
Too busy to ride	3
Prefer other methods of getting around	4
I'm not interested in riding	5
Some other reason (please specify)	7
No reason	8

Q.15. IF RODE IN PAST 7 DAYS In the last 7 days on how many days did you ride a bicyc;e?

DAYS _____

Q.16. IF RODE IN PAST 7 DAYS What is your best estimate of the total time you have spent riding over the past 7 days?

HOURS _____

Q.17. IF RODE IN PAST 4 WEEKS For what purposes did you ride over the last 7 days/2 weeks/3 weeks/4 weeks? (READ OUT) (ACCEPT MULTIPLES)

To or from work	1
To or from school, university or study	2
To or from shopping	3
For recreation or exercise	4
To get a train, bus or tram	5
To visit friends or relatives	6
Some other reason (Specify)	7

Q.18. ASK IF RODE IN PAST YEAR Which of the following statements best describes you? Would you say you… (READ OUT)

Are new to cycling and started cycling in the last 12 months	1
Have started to cycle again after a break of 12 months or more	2
Have been cycling for more than 12 months	3

Q.19. ASK IF HAVE BEEN CYCLING FOR MORE THAN 12 MONTHS And would you say that you… (READ OUT)

Cycle more frequently than a year ago	1
Cycle as frequently as a year ago	2
Cycle less frequently than a year ago	3

Q.20. IF SAMPLE = LGA AND RODE IN PAST YEAR Now we would like you to think about how at ease you are when bike riding within your local area. Can you tell me if you are comfortable, neither comfortable nor uncomfortable or uncomfortable when riding in your local area?

Very comfortable	1
Comfortable	2
Neither comfortable nor uncomfortable	3
Uncomfortable	4
Very uncomfortable	5
Have not ridden in the area in the past year	6

Q.21. IF RODE IN PAST YEAR We would like you to think about the way you ride your bike in the presence of traffic when on-road. Which of the following best describes your riding style? READ OUT

I prefer paths or quiet streets and am willing to take a longer way to avoid busy roads	1
I prefer to use the most direct and convenient way regardless of traffic	2
I would never ride my bike on a road	3

Q.22. IF DID NOT RIDE IN PAST YEAR Which of the following phrases best describes you as a bike rider? READ OUT

Not a bike rider but would like to be	1
Do not want to be a bike rider	2

Q.23. IF SAMPLE = LGA AND RODE IN PAST YEAR In the past year, do you think cycling conditions in your local are have become much better, better, about the same, worse or much worse?

Much better	1
Better	2
About the same	3
Worse	4
Much worse	5
Don’t know	6

Q.24. IF SAMPLE = LGA AND RODE IN PAST YEAR Do you have any comments regarding conditions for bike riding in your local area? ROTATE

More off-road shared paths and cycleways	1
More on-road bicycle lanes	2
Better connections between bike paths and schools	3
Better connections between bike paths and shops	4
Better connections between bike paths and parks and swimming pools	5
Better connections between bike paths and public transport	6
More bicycle parking	7
Lower local road speed limits	8
More bike skills training	9
More signs highlighting bike routes	10
More events or campaigns that promote bike riding	11

Q.25. IF SAMPLE = LGA Do you have any suggestiosn for actions you would like to see the <COUNCIL> take regarding bike riding in your local area?

Q.27. IF SAMPLE = LGA AND RODE IN PAST YEAR There are a number of actions <COUNCIL> could take to encourage bike riding in your local area. For each of the following, can you tell me whether these are very high, high, moderate, low or not a priority?

SECTION 2: MAIN RESPONDENT'S DEMOGRAPHICS

We'd like to ask a few questions to help us classify your responses.

Q.28. What gender do you identify as?

Male	1
Female	2
Prefer to self-describe	3
Refused	4

Q.29. AGE: What is your age? (INSERT 99 FOR DON'T KNOW – NONE SHOULD BE UNDER 15 YEARS OF AGE)

Do not use	1
Do not use	2
Do not use	3
Do not use	4
15 to 17 years	5
18 to 24 years	6
25 to 29 years	7

30 to 39 years	8
40 to 49 years	9
50 to 59 years	10
60 to 69 years	11
70 to 79 years	12
80 years or over	13
(Refused)	14

Q.30. Which of the following categories apply to you at the moment? (READ OUT) (ACCEPT MULTIPLES)

Student – Full time	1
Student – Part time	2
Work – Full time (>35hrs/week)	3
Work – Part time (<35hrs/week)	4
Work – Casual	5
Work – Unpaid voluntary work	6
Unemployed and looking for work	7
Home duties	8
Pensioner – not retirement age	9
Retired – on pension	10
Retired – not on pension	11
Other (Specify)	12
(Refused)	13

Q.31. In which country were you born?

Australia	1
UK (England, Scotland, Wales, Northern Ireland)	2
New Zealand	3
India	4
Italy	5
Vietnam	6
Phillipines	7
China	8
South Africa	9
Malaysia	10
Sri Lanka	11
Germany	12
South Korea	13
Greece	14
Hong Kong	15

USA	16
Other (please specify)	17

Q.32. How many people usually live in your household? INCLUDE ALL AGES – A RESIDENT IS SOMEONE WHO HAS, OR WILL, LIVE AT THE HOUSEHOLD FOR A PERIOD OF AT LEAST 3 MONTHS

RECORD NUMBER ____

LOOP THROUGH NEXT SECTION FOR EACH ADDITIONAL RESIDENT AGED 2+ UP TO NINE ADDITIONAL RESIDENTS

SECTION 3: OTHER HOUSEHOLD MEMBERS TRAVEL

To build an accurate representation of travel habits of members in households in Australia we'd like to ask about other people in your household starting with the oldest person other than yourself and working down, could you tell me…?

Q.33. What gender do they identify as?

Male	1
Female	2
Prefer to self-describe	3
Refused	4

Q.34. AGE: What is their age? (INSERT 99 FOR DON'T KNOW)

Under 2 years	1
2 to 4 years	2
5 to 9 years	3
10 to 14 years	4
15 to 17 years	5
18 to 24 years	6
25 to 29 years	7
30 to 39 years	8
40 to 49 years	9
50 to 59 years	10
60 to 69 years	11
70 to 79 years	12
80 years or over	13
(Refused)	14
(Don't know)	15

Q.35. Which of the following categories apply to THIS PERSON at the moment? (READ OUT) (ACCEPT MULTIPLES)

Student – Full time	1
Student – Part time	2
Work – Full time (>35hrs/week)	3
Work – Part time (<35hrs/week)	4
Work – Casual	5
Work – Unpaid voluntary work	6
Unemployed and looking for work	7
Home duties	8
Pensioner – not retirement age	9
Retired – on pension	10
Retired – not on pension	11
Other (Specify)	12
(Refused)	13
Child – not school age	14

Q.36. In which country were they born?

Australia	1
UK (England, Scotland, Wales, Northern Ireland)	2
New Zealand	3
India	4
Italy	5
Vietnam	6
Phillipines	7
China	8
South Africa	9
Malaysia	10
Sri Lanka	11
Germany	12
South Korea	13
Greece	14
Hong Kong	15
USA	16
Other (please specify)	17

Q.37. In the last 7 days, has this person used any of the following methods of transport? (READ OUT) (ACCEPT MULTIPLES)

Car as a driver	1
Car as a passenger	2

Motorcycle or moped	3
Public transport	4
Wheelchair or mobility scooter	5
Bicycle, even just riding in your backyard	6
None of the above	7
(Don’t know)	8

INTERVIEWER NOTE: DEFINITIONS OF BICYCLES

INCLUSIONS:

- ADULT AND CHILDREN’S BICYCLES WITH TWO OR MORE WHEELS
- CHILDRENS BICYCLES WITH TRAINING WHEELS

EXCLUSIONS:

- ANY REGISTERED VEHICLES (E.G. MOPEDS)
- CHILDREN RIDING TOYS SUCH AS TRICYCLES AND SCOOTERS
- CHILDREN WHO ARE IN A SEAT OR TRAILER ON A BICYCLE
- RIDING ON A STATIONARY EXERCISE BICYCLE

Q.38. In the last 7 days has this person ridden on an electrically assisted rideable like a Segway, e-scooter or e-skateboard excluding e-bikes?

Yes	1
No	2
Don’t know	3

WALKING

Q.39. In the last 7 days has this person walked/used a wheelchair or mobility scooter for 5 minutes or more, somewhere outside of their home? NOTE: This includes walking for exercise or to reach a destination like the shops, school, workplace, to or from public transport or even a car park to a destination. INCLUDE: walking the dog, walk for work if not on home property, walking using walking aids like walking frames and sticks or wheelchairs or mobility scooters, or walking for five minutes or more in a shopping centre. EXCLUDE: gardening, treadmill at home or gym

Yes	1
No	2

Q.40. IF DID NOT WALK IN LAST 7 DAYS When did they last walk/use a wheelchair or mobility scooter for at least five minutes?

In the last 2 weeks	1
In the last 3 weeks	2
In the last 4 weeks	3
More than a month ago	4
More than a year ago	5
Never	6

CYCLING

Q.41. IF DID NOT RIDE IN LAST 7 DAYS AND AGED 2+ When did this person last ride a bicycle? (READ OUT)

In the last 2 weeks	1
In the last 3 weeks	2
In the last 4 weeks	3
More than a month ago	4
More than a year ago	5
Never	6
(Don't know)	7

Q.42. IF RODE IN LAST 7 DAYS In the last 7 days, on how many days did they ride a bicycle? (RECORD 99 FOR DON'T KNOW)

DAYS _____

Q.43. IF RODE IN LAST 7 DAYS What is your best estimate of the total time they have spent riding over the past 7 days?

(RECORD 99 FOR DON'T KNOW)

HOURS: _____

Q.44. IF RODE IN PAST 4 WEEKS For what purposes did they ride over the last 7 days/2 weeks/3 weeks/4 weeks? (READ OUT) (ACCEPT MULTIPLES)

To or from work	1
To or from school, university or study	2
To or from shopping	3
For recreation or exercise	4
To get a train, bus or tram	5
To visit friends or relatives	6
Some other reason (please specify)	7
Don't know	8

END PERSON LOOP

Q.45. How many bicycles in working order are in your household? INTERVIEWER NOTE: DEFINITIONS OF BICYCLES

INCLUSIONS:

- ADULT AND CHILDREN'S BICYCLES WITH TWO OR MORE WHEELS
- CHILDRENS BICYCLES WITH TRAINING WHEELS

EXCLUSIONS:

- ANY REGISTERED VEHICLES (E.G. MOPEDS)

- CHILDREN RIDING TOYS SUCH AS TRICYCLES AND SCOOTERS
- CHILDREN WHO ARE IN A SEAT OR TRAILER ON A BICYCLE
- RIDING ON A STATIONARY EXERCISE BICYCLE

RECORD NUMBER _____