



National Walking and Cycling Participation Survey 2023

Australian Capital Territory



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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. 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. 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 May 2023, with interviews spread out over a period of several weeks to minimise the effect of local, short periods of unseasonal weather.

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 ten 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 2021 population. The household-level data are weighted to ABS census 2021 household size (1, 2, 3, 4, 5, 6+ usual residents). The number of persons walking and cycling is estimated by expanding the 2021 weights to estimated resident population for 30 April 2023 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 610 households containing 1,602 individuals. Summary call statistics are provided in Table 1.1. The overall response rate (i.e. completions as a proportion of all in-scope numbers called) was 12.0% and the consent rate (i.e. completions as a proportion of all respondents asked to complete the survey) was 60.7%. Interviews where the main respondent refused to provide their gender, age or number of residents in their household were removed from the sample used in the analysis.

■ Table 1.1: Call statistics¹

Category	Calls
Surveys	
Completed interviews	627
In scope	
Refusal	406
Communication difficulties	170
Terminated early	34
Surplus call backs	610
No contact	3,363
Out of scope	
Non-qualifying ¹	59
Consent rate	60.7%
Response rate	12.0%

¹ Usually wrong area, government or business number.

¹ These statistics apply prior to post-processing, whereafter a small number of records were removed from the final dataset.

1.8 Definitions

In this report *walking* is defined as travel by foot or using a mobility aid (e.g. wheelchair or mobility scooter) for at least ten minutes duration outside the home. Physical activities such as gardening are excluded but walking to public transport (if over ten minutes) or within a shopping centre or supermarket (if over ten minutes) is included.

Bicycle riding is defined as riding a bicycle for any purpose, of any duration in any location outside; this may include entirely on private property such as in a backyard. The definition of a bicycle includes any device with two or more wheels that can be pedalled, including children's bicycles, tricycles and electrically assisted bicycles (e-bicycles). Stationary exercise bicycles and motorised devices that require a licence such as mopeds and motorcycles are excluded.

2 Walking

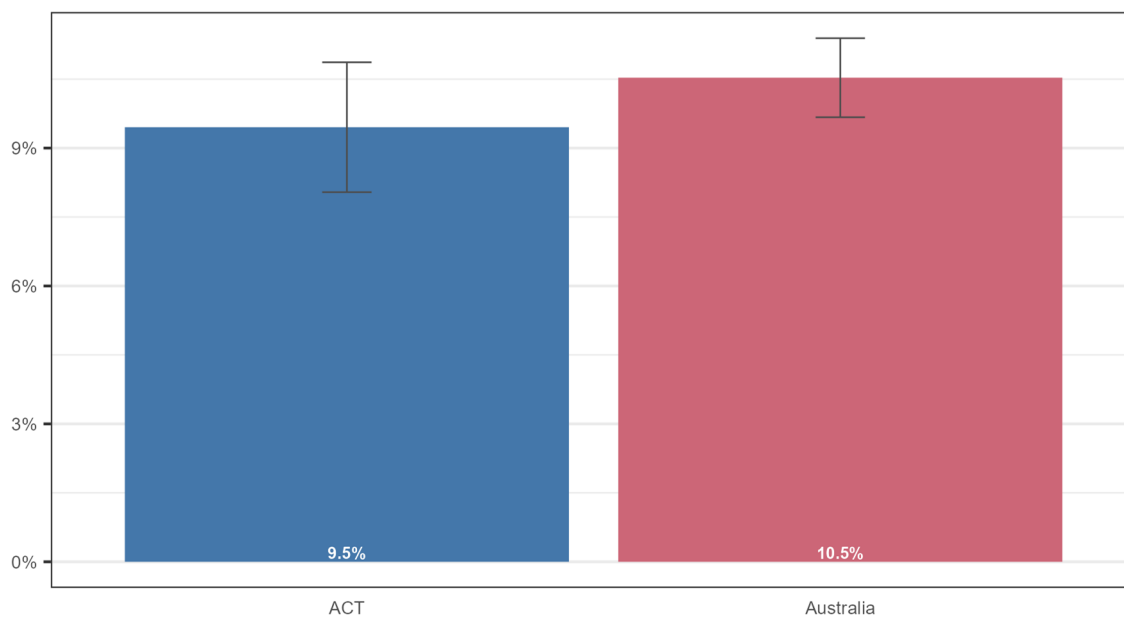
2.1 Participation

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 ten 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 ten minutes of continuous walking. It was assumed that children under two years of age had not walked for ten 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 ten minutes.

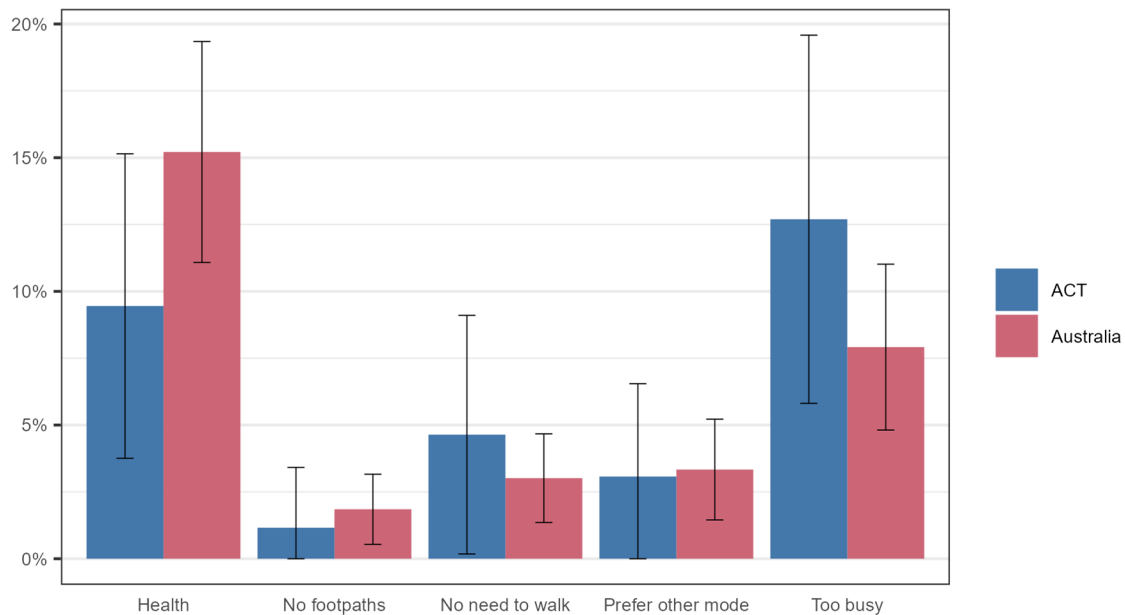
The majority of the population walk or use a mobility aid at least once in a typical week for ten minutes or more outside their home; in the ACT it is estimated that only 9.5% (95% CI: 8.0% - 10.9%) do not walk in a typical week compared with 10.5% (95% CI: 9.7% - 11.4%) in Australia (Figure 2.1).



*Error bars are 95% confidence intervals
Sample: All persons*

■ **Figure 2.1: Proportion of residents who have not walked in the past week**

Of the few individuals who did not walk in the past week, most in the ACT did not walk because they were too busy (12.5%, 5.7 – 19.6%) or for health reasons (9.5%, 95% CI: 3.8% - 15.1%) (Figure 2.2).



Error bars are 95% confidence intervals
 Sample: respondents aged 15+ who have not walked for at least 5 minutes in the past 7 days

■ Figure 2.2: Reasons for not walking

2.2 Purpose

Among those who walk in a typical week 73.5% (95% CI: 69.9% - 77.1%) in the ACT do so for recreation or exercise, followed by shopping (59.7%, 95% CI: 55.6% – 63.7%) and travel to a café or restaurant (41.6%, 95% CI: 37.5% – 45.6%) (Figure 2.3).



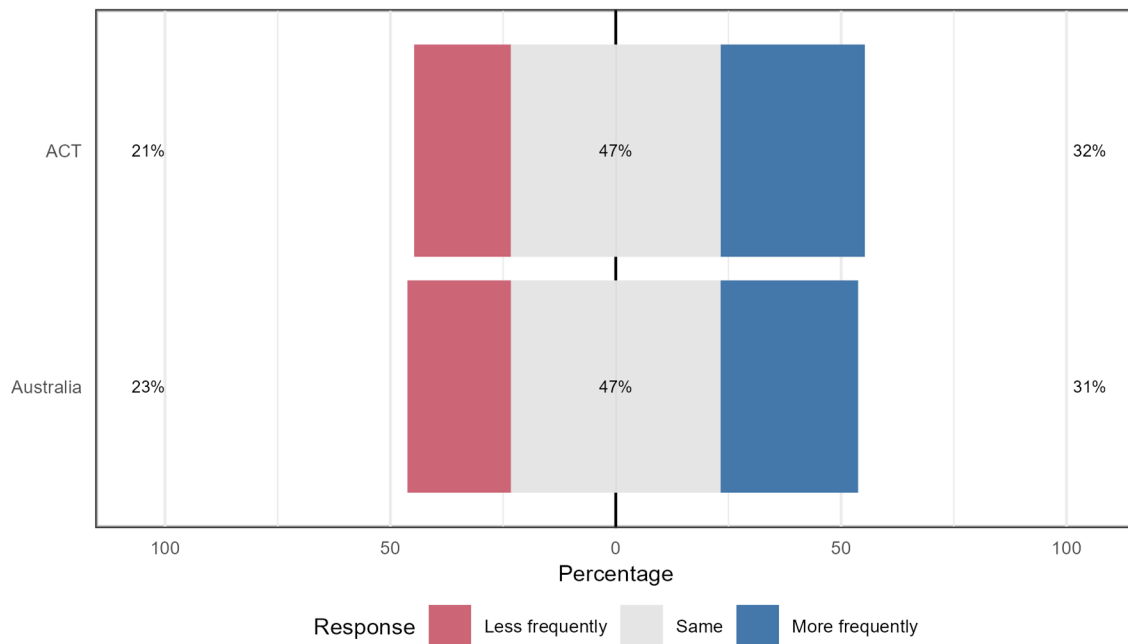
Error bars are 95% confidence intervals
 Sample: persons aged 15+ who have walked for at least 5 minutes in the past 7 days

■ Figure 2.3: Walking purposes over past month

2.3 Frequency and duration

The average number of days on which respondents aged 15 and over walked in ACT was 4.9 days (95% CI: 4.7 – 5.1) over the previous 7 days. Among those aged 15 and over, the median hours walked in the previous 7 days in ACT was 3.0 hours (95% CI: 3.0 – 3.5).

Among those aged 15 and over who had walked in the past week a larger proportion of residents (32.0%, 95% CI: 24.6% – 39.4%) of ACT had walked more often than less often (21.5%, 95% CI: 17.7% - 25.2%) compared to a year ago (Figure 2.4).



Sample: Persons aged 15+ who had walked in the past 7 days

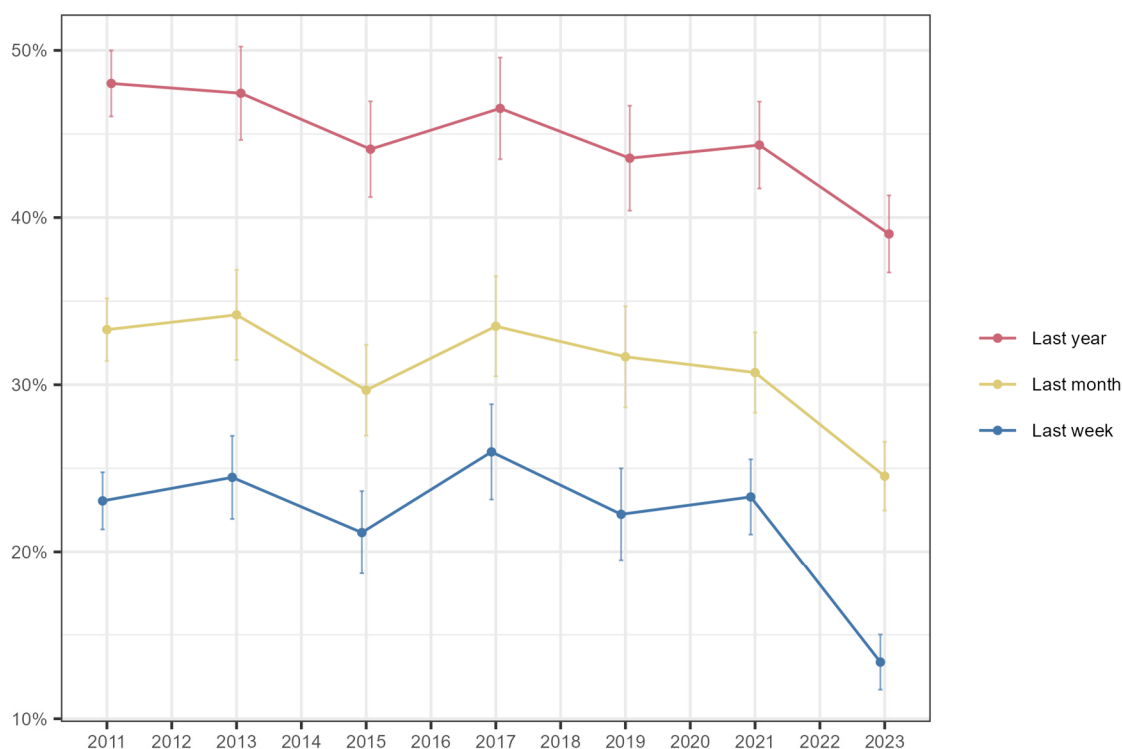
■ Figure 2.4: Change in walking frequency compared to a year ago

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 for 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.

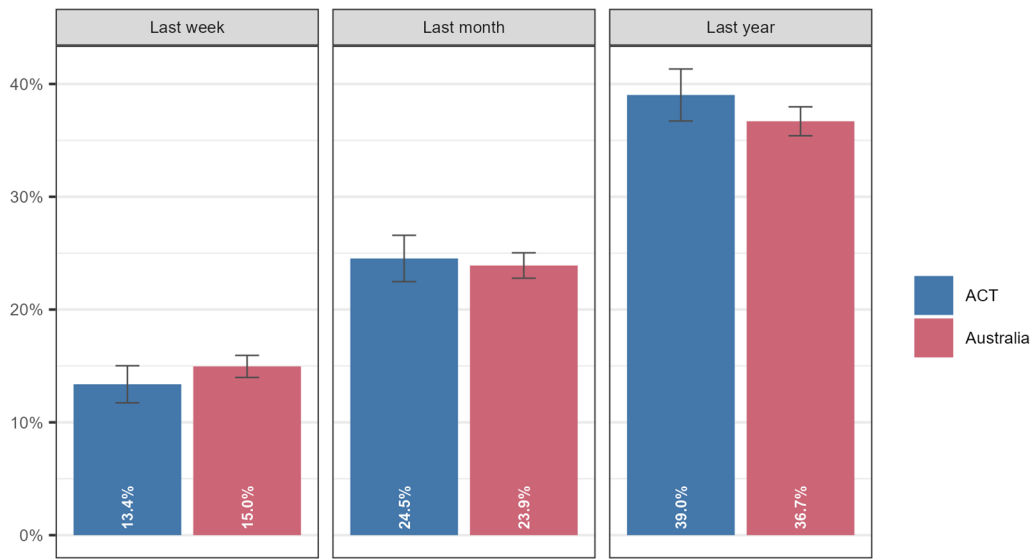
The survey suggests that 13.4% (95% CI: 11.7% - 15.0%) of ACT residents ride a bicycle in a typical week. More than one third (39.0%, 95% CI: 36.7% - 41.3%) had done so in the past year (Figure 3.1). These participation rates translate to approximately 61,100 (95% CI: 53,600 - 68,600) residents riding in a typical week and 178,200 (95% CI: 167,700 - 188,700) residents riding at least once in a typical year.



Error bars are 95% confidence intervals
Sample: All persons

■ Figure 3.1: Cycling participation rate

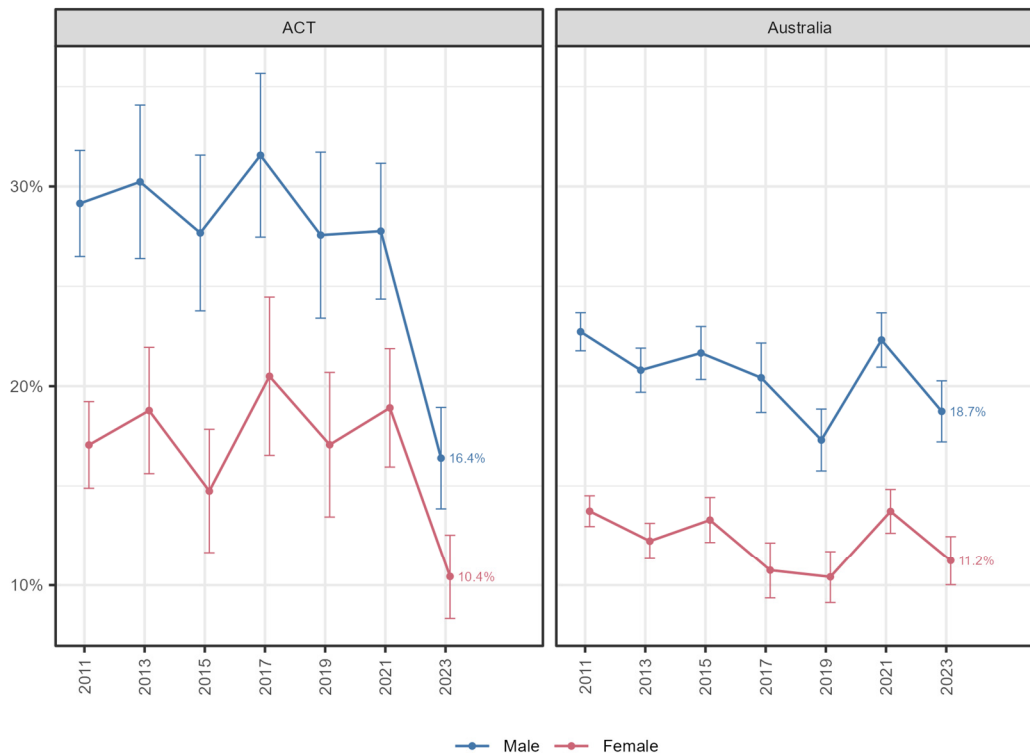
The cycling participation rate by residents of the ACT is similar to the national average (Figure 3.2).



Error bars are 95% confidence intervals
Sample: All persons

■ Figure 3.2: Cycling participation rate by region

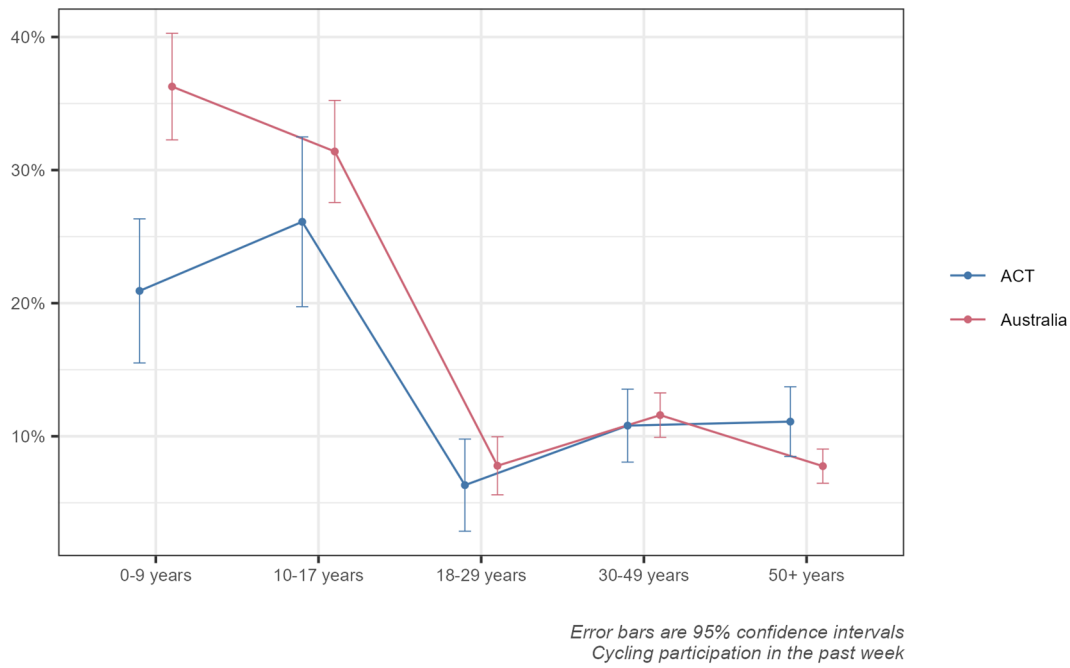
Males are significantly more likely to have ridden in the past week than females (Figure 3.3). The cycling participation rate over the past week among male residents of the ACT is 16.4% (95% CI: 13.9 – 18.9%) compared with 10.4% (95% CI: 8.3 – 12.5%) for females. The marked decrease in male cycling participation in 2023, while statistically significant, may be an anomaly.



Error bars are 95% confidence intervals
Sample: All persons, cycling participation in past week

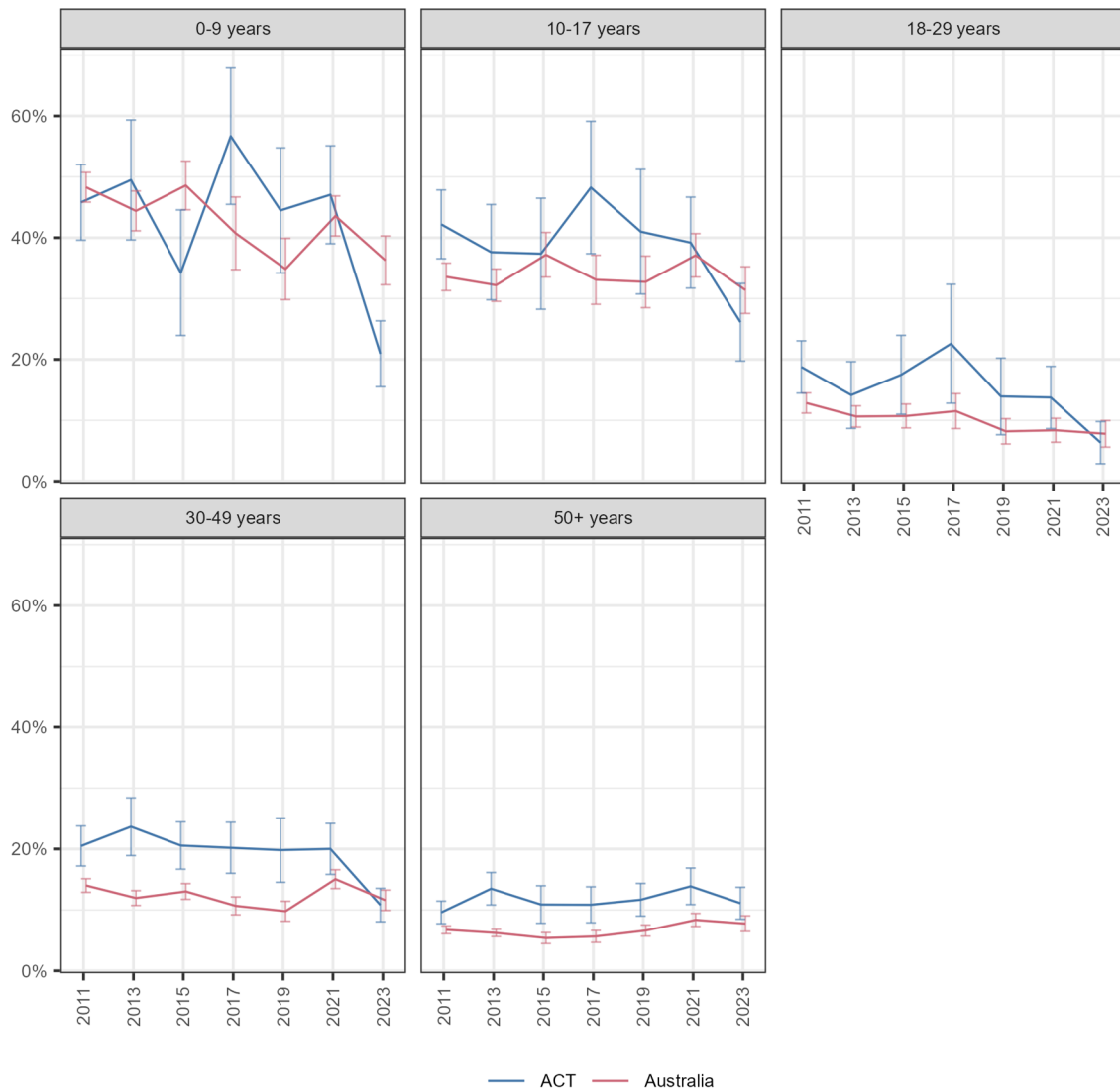
■ Figure 3.3: Cycling participation by gender

The highest cycling participation rate (measured as those who had ridden in the past week) was among children aged under 10 (Figure 3.4). The cycling participation rate deteriorates marginally among teenagers before dropping precipitously among young adults.



■ **Figure 3.4: Cycling participation by age**

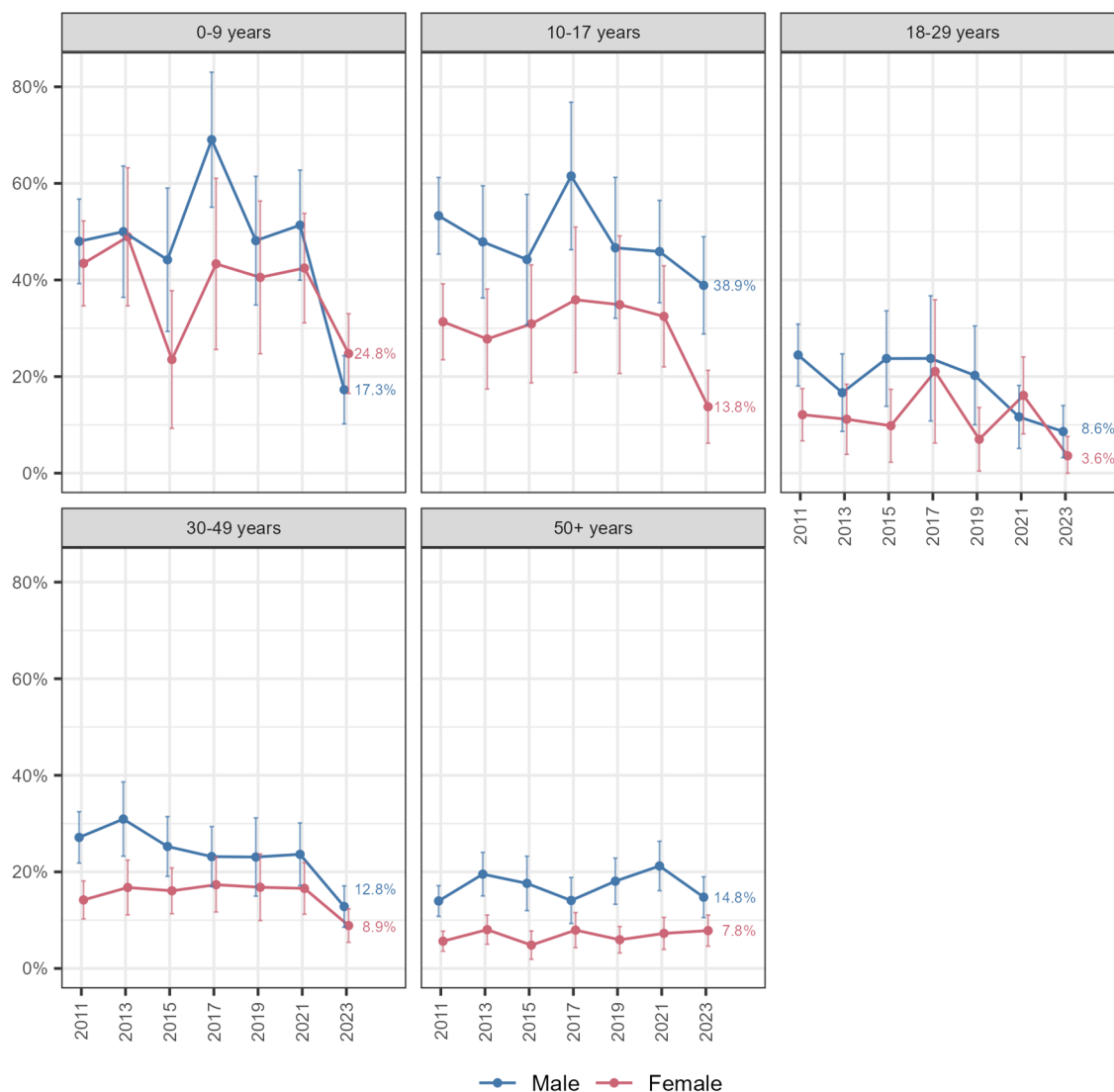
The trend in participation rate by age group since 2011 is shown in Figure 3.5. While there is significant uncertainty in many of these estimates the declining participation rate as children become teenagers and then adults is clear.



Error bars are 95% confidence intervals
Cycling participation in the past week

■ Figure 3.5: Cycling participation by age and year

The cycling participation rate by gender and age across years is shown in Figure 3.6. The observed decline in participation in 2023 is driven primarily by a decline among young children of both genders, teenage and young adult females and those aged 30 to 49 years.



Error bars are 95% confidence intervals
 Sample: All persons, cycling participation in past week

■ Figure 3.6: Cycling participation by age and gender

The headline participation rate, when measured over the past week, of 13.4% is markedly lower than has been observed in every year from 2011 to 2021 (Figure 3.1). This precipitous decline is also observed when measured over the past month and year, albeit to a lesser degree. The decline is observed especially among young children, teenage girls, women aged 18 to 49, and males aged 30 and above (Figure 3.6). It is conceivable this participation rate is an anomaly attributable to sampling variability or unobserved bias within the sample. That is, the observed change is an artefact of the sample rather than representing a true change in cycling participation among ACT residents. However, there may be real effects that have at least partially contributed to the observed decrease in participation including:

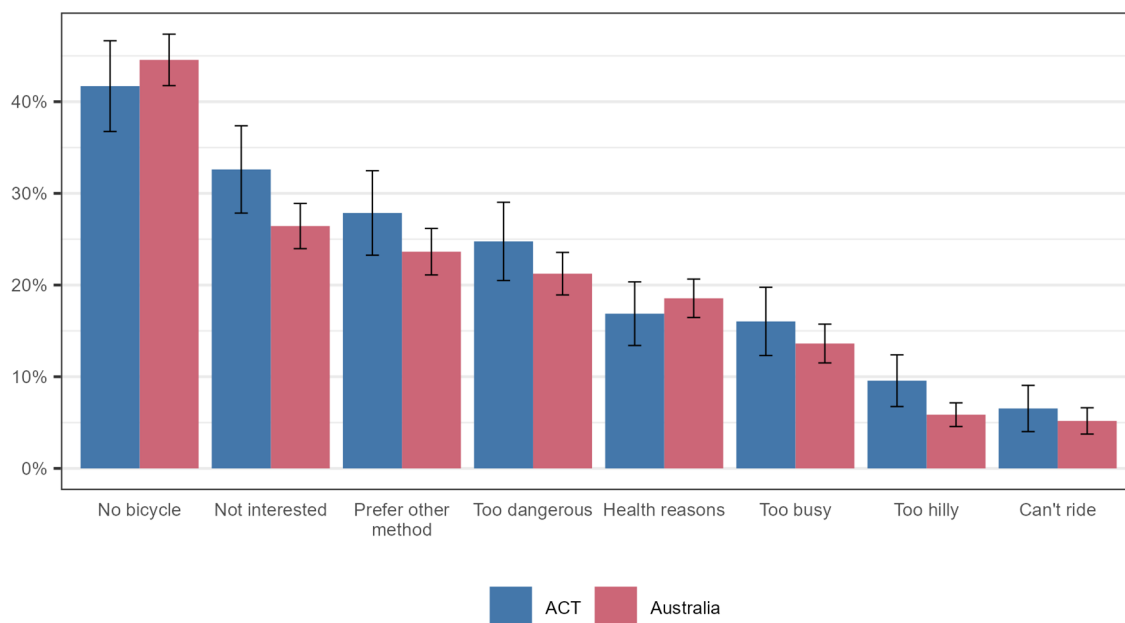
- Seasonal weather variations: the period from March to May 2023 experienced significantly higher rainfall that is typical, with April having more than twice the usual rainfall for the month.

This is very likely to have suppressed cycling participation, particularly when measured over the short-term (i.e. last week and month).

- Ongoing disruptions to travel patterns resulting from the COVID pandemic.

How much effect the sampling variability and real factors may have contributed to the observed decline in participation cannot be determined. Irrespective, it is suggested the decline in participation be treated with caution.

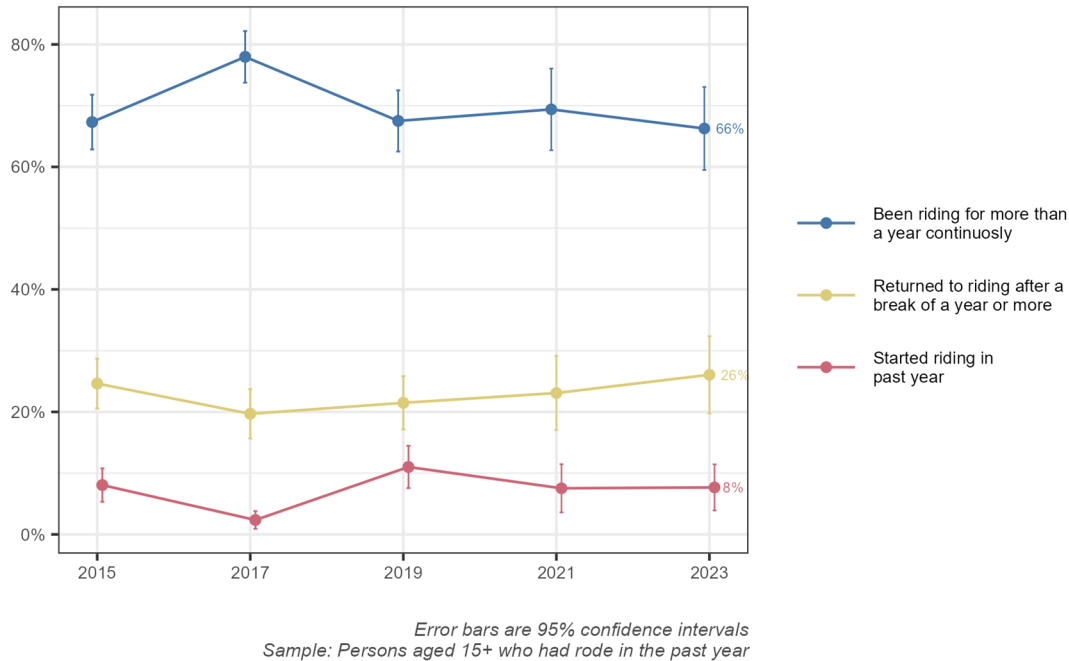
Those who had not ridden a bicycle in the past year, and who were aged 15 or older, were asked why they had not done so. The most commonly cited reason was that they did not have a bicycle (41.7%, 95% CI: 36.7 – 46.6%) followed by that they aren't interested in riding, prefer other methods of getting around, or it's too dangerous (Figure 3.7).



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

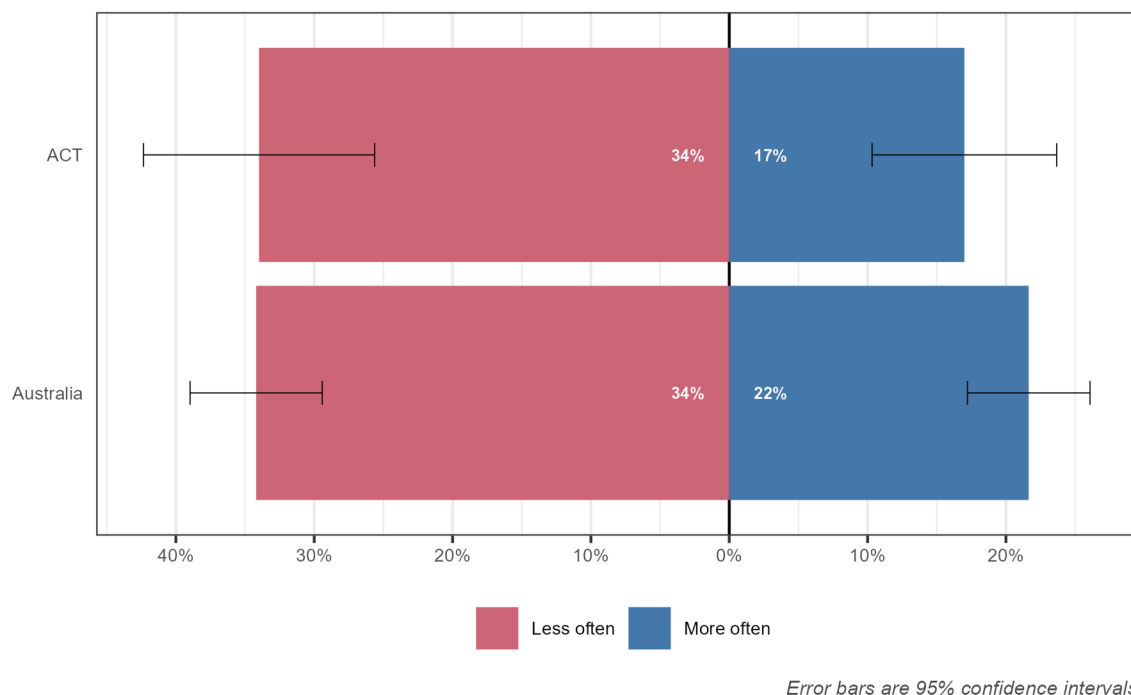
■ **Figure 3.7: Reasons for not riding a bicycle in the past year**

Those who indicated that they had ridden at least once over the past year were asked whether they had been cycling for a long period consistently, had recently started riding again or were altogether new to riding. This sample corresponds only to those aged 15 and over, which will contribute to the low proportion of those new to cycling. Around two thirds of respondents have been riding continuously for a year or more, with around a quarter returning to riding after a break.



■ **Figure 3.8: Cycling history**

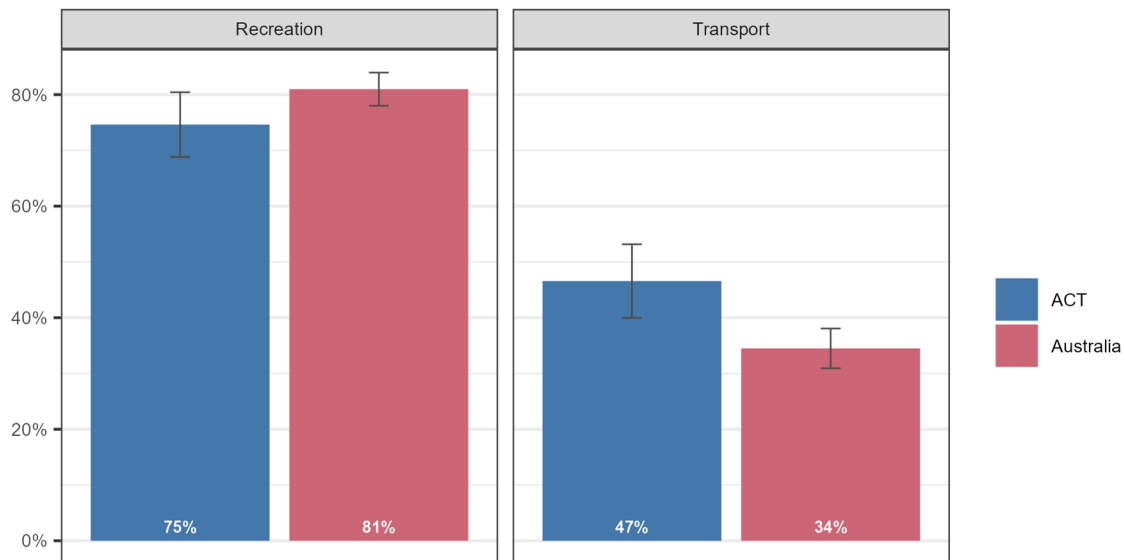
Among those who had ridden in the past year and were aged 15 or over who had indicated they had been riding continuously for more than a year, more (34.0%, 95% CI: 25.6 - 42.3%) indicated they were riding less often than more often (17.0%, 95% CI: 10.3 - 23.7%) (Figure 3.9).



■ **Figure 3.9: Cycling frequency**

3.2 Purpose

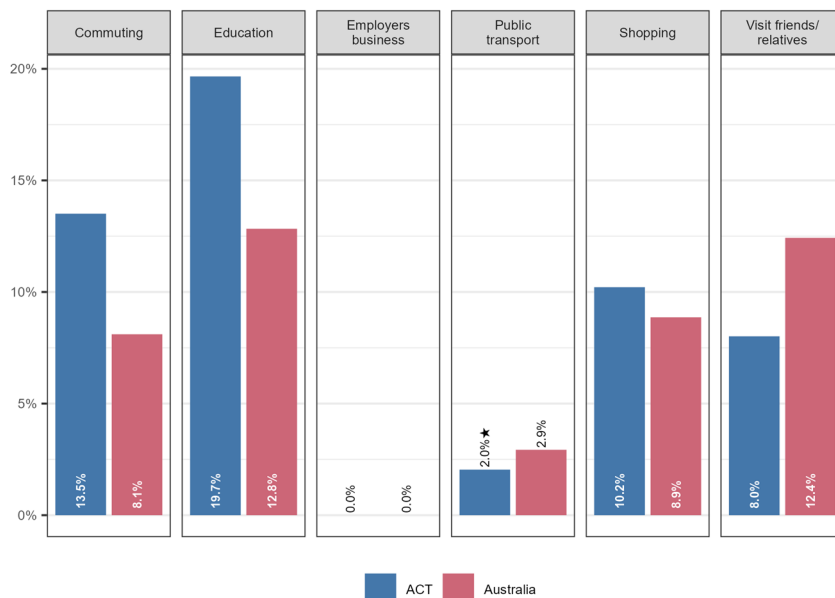
Of the people who cycled in the ACT in the last month, 74.6% (95% CI: 68.8 – 80.4%) cycled for recreation and 46.6% (95% CI: 40.0 – 53.2%) used a bicycle for transport (Figure 3.10).



Error bars are 95% confidence intervals
 Sample: All persons who had ridden in the past month
 ★ Estimate should be treated with caution
 ★★ Estimate should be considered unreliable

■ Figure 3.10: Cycling for recreation in comparison to cycling for transport

The main transport purposes for riding were commuting, education and to visit friends or relatives (Figure 3.11). Very few had ridden to access public transport.



Sample: All persons who had ridden in the past month.
 ★ Estimate should be treated with caution
 ★★ Estimate should be considered unreliable

■ Figure 3.11: Purpose of cycling for transport

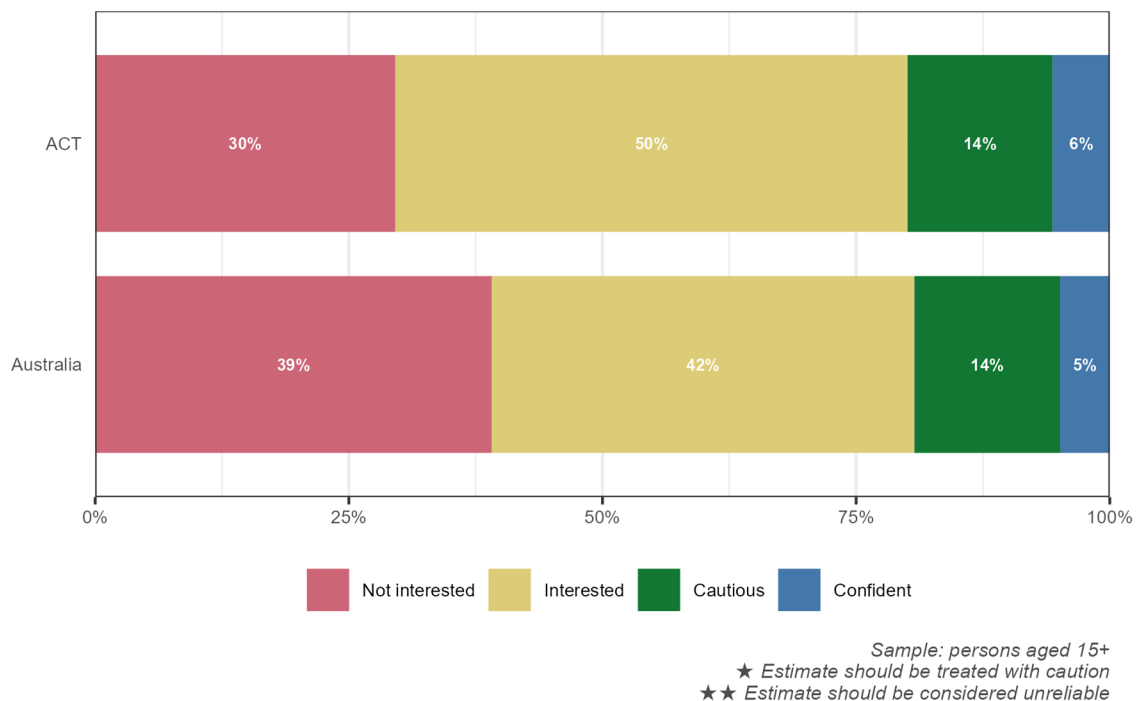
3.3 Perceptions towards cycling

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 busy 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 indicated 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*.

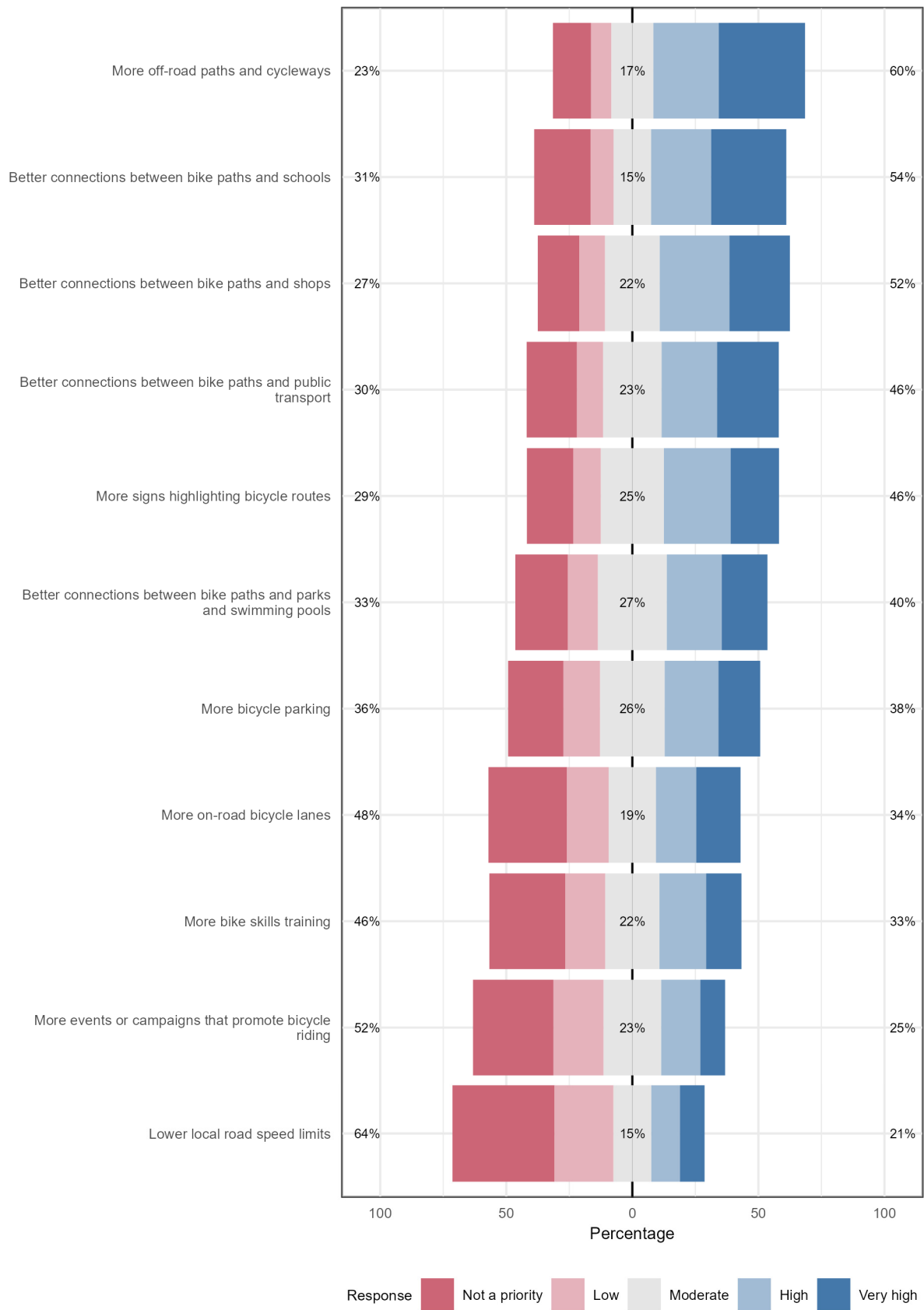
The results of this segmentation both nationally and at the jurisdictional level is shown in Figure 3.12. Across the ACT it is estimated that 29.6% of the population (95% CI: 25.5 – 33.7%) aged 15 or older either cannot ride or are not interested in riding. A further 50.5% (95% CI: 45.9 – 55.0%) are interested; that is, they either do not currently ride but would like to or do ride but only off-road. Around 14.3% (95% CI: 11.1 – 17.5%) ride at least occasionally but will take a longer route to avoid highly trafficked streets. The remaining 5.6% (95% CI: 3.5 – 7.8%) are confident riders who will take the shortest route to their destination even if it is a busy street.



■ Figure 3.12: Willingness to consider bicycle riding

Respondents were asked to rate actions that the ACT Government could take to encourage bicycle riding. The most supported actions, as shown in Figure 3.13, were:

- more off-road paths and cycleways (60% of respondents rated this a very high or high priority),
- better connections between bike paths and schools (54%),
- better connections between bike paths and shops (52%)
- better connections between bike paths and public transport (46%),
- more signs highlighting bicycle routes (46%), and
- better connections between bike paths and swimming pools (40%).

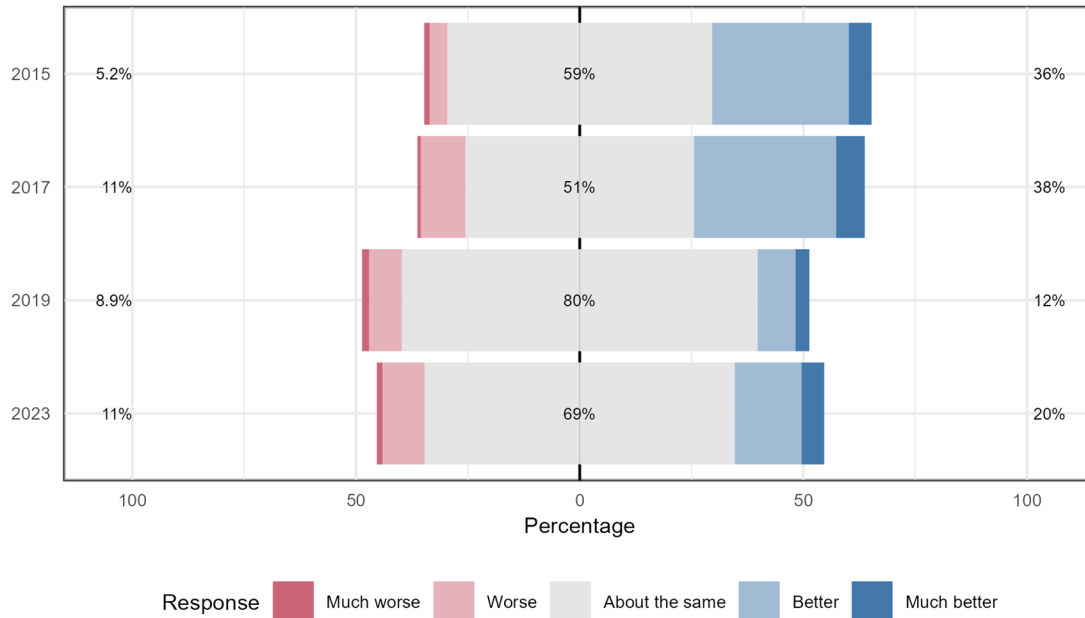


Sample: Persons aged 15+ who had ridden in the past year.

■ Figure 3.13: How important are the following actions council could take to encourage bike riding?

3.4 Conditions for riding

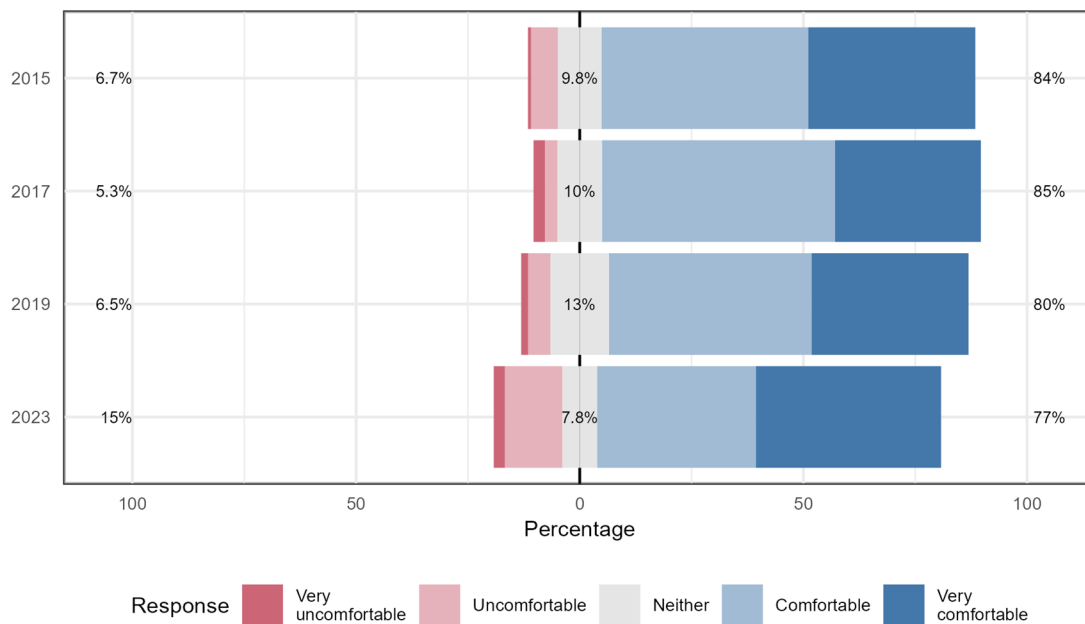
The majority of riders felt that conditions for riding in the ACT had not changed over the past 12 months (69%); however, more felt conditions had improved (20%) than deteriorated (11%) (Figure 3.3).



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

■ Figure 3.3: Perceived change in riding conditions over the past year

Those who had ridden at least once in the past year and were aged 15 or over were asked about their perceptions of riding in the ACT. Most of those who had ridden indicated they felt comfortable or very comfortable (77%) doing so (Figure 3.2).

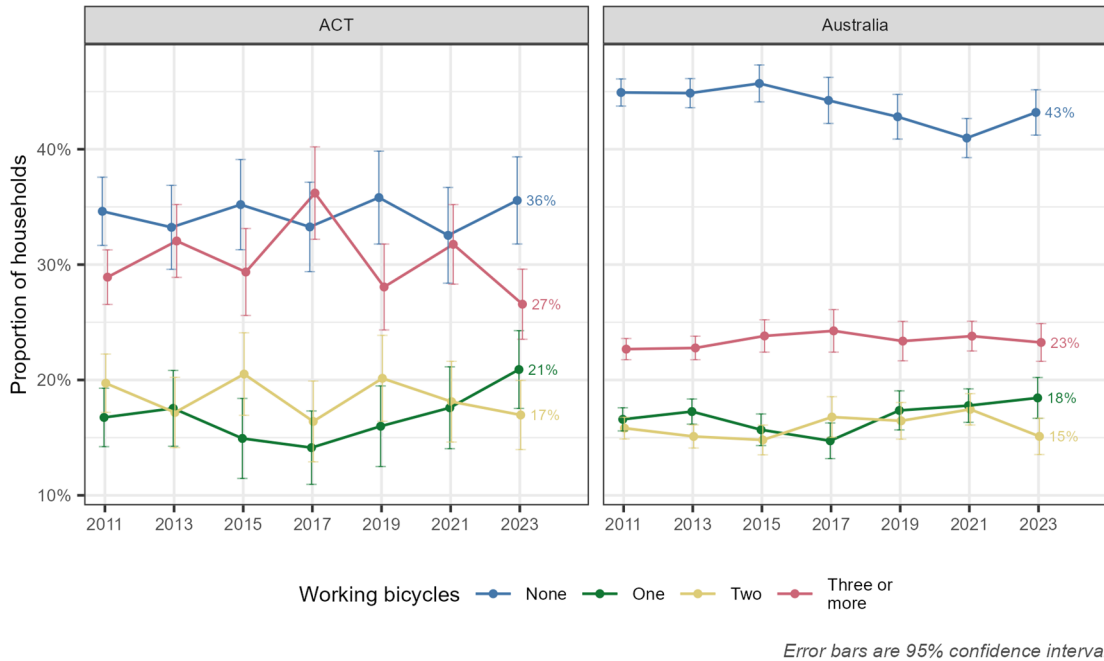


Sample: Persons aged 15+ who had ridden in the past year

■ Figure 3.2: Perceived comfort riding in local area

3.5 Bicycle ownership

Around 64.4% (95% CI: 60.7 – 68.2%) of households in ACT have at least one working bicycle in their household. This definition of bicycles includes electrically assisted bicycles. The proportion of households with one working bicycle may have increased since 2017 (Figure 3.14).



■ Figure 3.14: Bicycle ownership by year

Around 7.5% (95% CI: 5.4 - 9.7%) of households in the ACT have at least one electrically assisted bicycle in their household (Figure 3.15). This proportion is significantly higher than the national average.

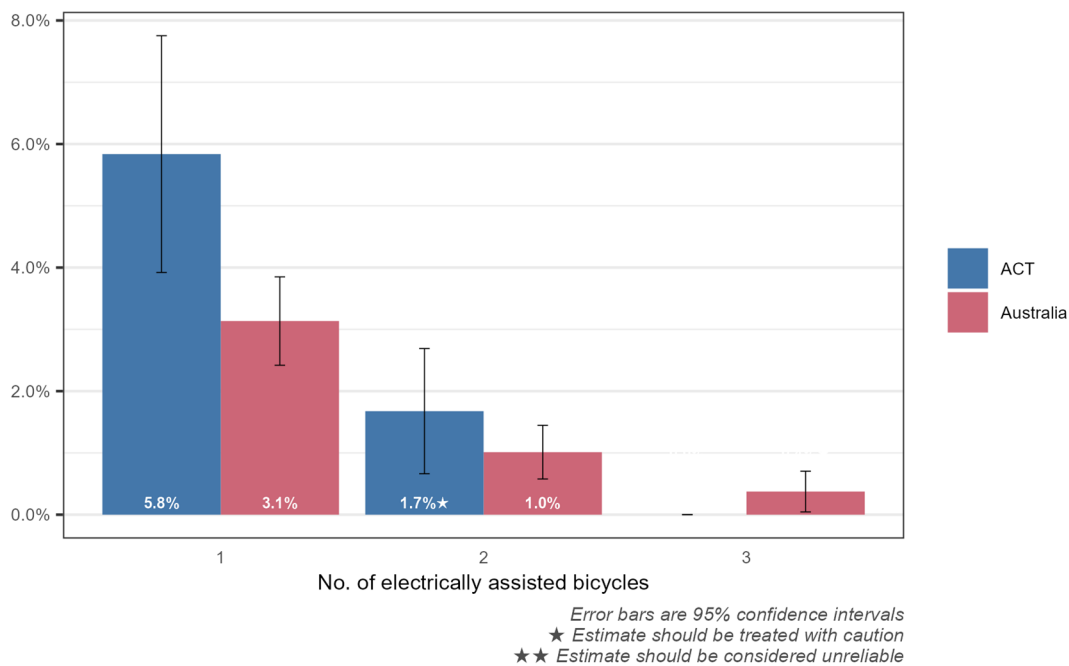
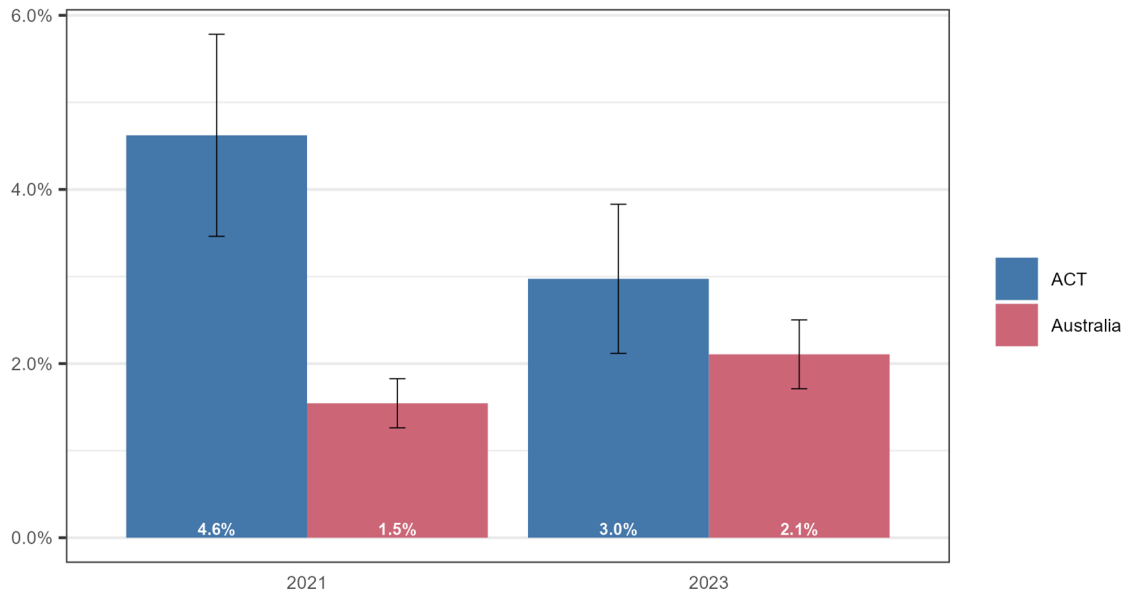


Figure 3.15: Electrically-assisted bicycle ownership

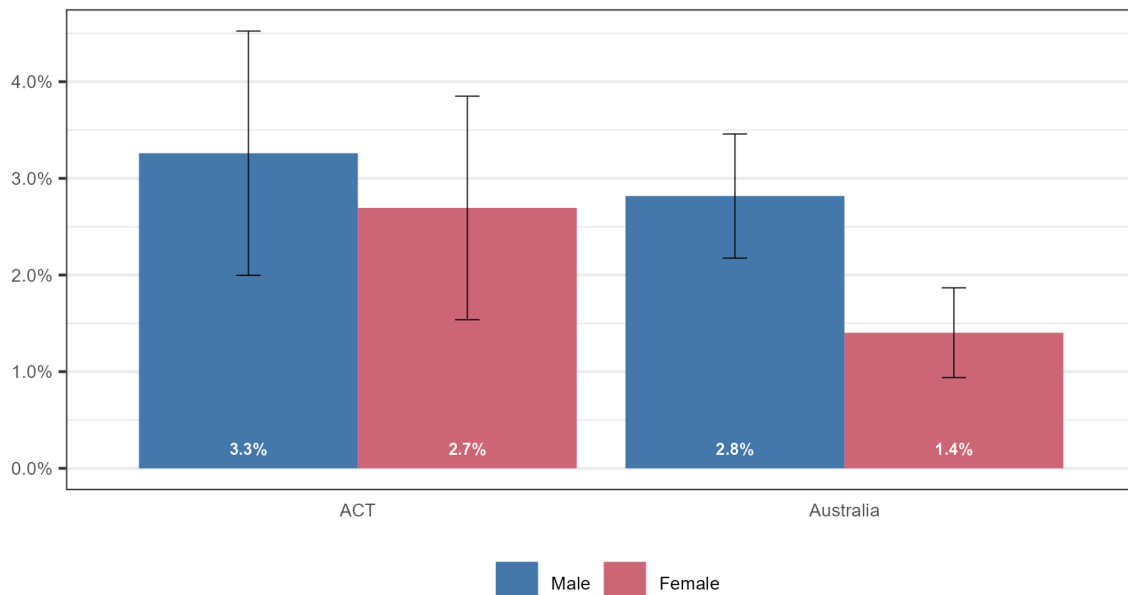
4 Rideables

It is estimated that 3.0% (95% CI: 2.1 – 3.8%) of the ACT population ride an electrically assisted rideable such as an e-scooter or e-skateboard² in a typical week (Figure 4.1). Males appear to be more likely to use rideables than females (Figure 4.2); around 3.3% (95% CI: 2.0 – 4.5%) of males and 2.7% (95% CI: 1.5 – 3.9%) of females ride these devices in a typical week.



Error bars are 95% confidence intervals
 ★ Estimate should be treated with caution
 ★★ Estimate should be considered unreliable

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



Error bars are 95% confidence intervals
 ★ Estimate should be treated with caution
 ★★ Estimate should be considered unreliable

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

² This definition excludes electrically assisted bicycles, which were instead classified as bicycles.

Appendix A: Data Tables

The following table summarises the survey results. Estimates are provided for each parameter, as well as the 95% confidence interval and a confidence rating. This confidence rating provides an indication of the sampling variability relative to the size of the estimate using relative standard errors. The lower the relative standard error the lower the sampling variability is relative to the size of the estimate. Estimates with three stars indicate a relative standard error of less than 25% such that the estimate can be treated with a high degree of confidence. A relative standard error of between 25% and 50% is denoted by two stars and above 50% by one star. A confidence rating of two stars indicates a moderate level of confidence, such that the estimate should be treated with caution. One star represents a situation where there is very low confidence in the estimate, and it is unlikely to be reliable.

Table A.1: Walking participation statistics

Statistic	Estimate	95% confidence interval	Confidence rating
Participation in past week	90.5%	89.1%-92.0%	★★★
Purpose in past month			
Recreation/exercise	73.5%	69.9%-77.1%	★★★
Shopping	59.7%	55.6%-63.7%	★★★
Cafe/restaurant	41.6%	37.5%-45.6%	★★★
Visit friends and relatives	23.7%	20.2%-27.2%	★★★
Employers' business	30.0%	26.2%-33.8%	★★★
Dog walking	32.9%	29.1%-36.8%	★★★
Commuting	26.2%	22.6%-29.8%	★★★
Public transport	17.7%	14.6%-20.9%	★★★
Escort	18.5%	15.3%-21.8%	★★★
Travel			
<i>Caution: walking travel estimates are biased by self-reporting and recall limitations and should be treated with a high level of caution.</i>			
Average number of days walked in the past week	4.9	4.7-5.1	★★★
Median hours walked in the past week	3.0	3.0-3.5	★★★
Change in walking frequency			
More frequent	32.0%	24.6%-39.4%	
As frequent	46.6%	39.2%-54.0%	
Less frequent	21.5%	17.7%-25.2%	

Table A.2: Cycling participation statistics

Cycling participation	Estimate	95% confidence interval	Confidence rating
% who rode last week	13.4%	11.7%-15.0%	★★★
% who rode last month	24.5%	22.5%-26.6%	★★★
% who rode in past year	39.0%	36.7%-41.3%	★★★
No. who rode last week	61,100	53,600-68,600	★★★
No. who rode last month	112,000	102,600-121,400	★★★
No. who rode in past year	178,200	167,700-188,700	★★★
Participation by demography			
Gender			
% of males who rode last week	16.4%	13.9%-18.9%	★★★
% of females who rode last week	10.4%	8.3%-12.5%	★★★
Age			
% of 0-9 years who rode last week	20.9%	15.5%-26.3%	★★★
% of 10-17 years who rode last week	26.1%	19.7%-32.5%	★★★
% of 18-29 years who rode last week	6.3%	2.9%-9.8%	★★
% of 30-49 years who rode last week	10.8%	8.1%-13.5%	★★★
% of 50+ years who rode last week	11.1%	8.5%-13.7%	★★★
Gender by age			
Male: 0-9 years	17.3%	10.2%-24.3%	★★★
Male: 10-17 years	38.9%	28.8%-49.0%	★★★
Male: 18-29 years	8.6%	3.2%-14.0%	★★
Male: 30-49 years	12.8%	8.5%-17.1%	★★★
Male: 50+ years	14.8%	10.5%-19.0%	★★★
Female: 0-9 years	24.8%	16.5%-33.0%	★★★
Female: 10-17 years	13.8%	6.2%-21.3%	★★
Female: 18-29 years	3.6%	0.0%-7.6%	★
Female: 30-49 years	8.9%	5.4%-12.3%	★★★
Female: 50+ years	7.8%	4.6%-11.1%	★★★

Table A.2 (cont.): Cycling participation statistics

Participation by purpose	Estimate	95% confidence interval	Confidence rating
Summary			
% of those who rode in past month for recreation/exercise	74.6%	68.8%-80.4%	★★★
% of those who rode in past month for transport	46.6%	40.0%-53.2%	★★★
Detail			
% of those who rode in past month for commuting	13.5%	8.9%-18.1%	★★★
% of those who rode in past month for education	19.7%	14.5%-24.8%	★★★
% of those who rode in past month for shopping	10.2%	6.2%-14.2%	★★★
% of those who rode in past month to train/tram/bus	2.0%	0.1%-4.0%	★★
% of those who rode in past month to visit friends/relatives	8.0%	4.4%-11.7%	★★★
Cycling travel			
<i>Caution: cycling travel estimates are biased by self-reporting and recall limitations and should be treated with a high level of caution.</i>			
Average number of days ridden by those that had ridden in past week	3.2	3.0-3.5	★★★
Average time ridden (mins) in past week by those that had ridden	164	142-186	★★★
Household characteristics			
Working bicycles (incl. electrically assisted)			
% of households without a working bicycle	35.6%	31.8%-39.3%	★★★
% of households with one working bicycle	20.9%	17.5%-24.3%	★★★
% of households with two working bicycles	17.0%	14.0%-20.0%	★★★
% of households with three or more working bicycles	26.6%	23.5%-29.6%	★★★

Appendix B: Verbatim responses

Do you have any comments regarding conditions for bike riding in your local area?

A lot of improvement for cycling around Belconnen Mall, can avoid roads, have been improving paths for cycling. Still a lot more that can be done to improve cycling tracks, a number of footpaths for cycling that end in a kerb, some cycling facilities where they're marked out the road for improvement, but it's been like that for a few years. A lot of places in suburban area outside of Belconnen Mall.

A lot of potholes in the area, and rain causes paths to be overgrown, Fraser and Charnwood area

A lot of small footpaths that they enjoy riding on

Amount of debris on the side of the road precludes riding (storm and wind debris and general construction debris).

Bike path installed near house, fantastic.

Bike paths are excellent and used mostly (I avoid the streets where possible in favour of bike paths).

Bike paths get a lot of leaves and they are not cleaned up.

Bike paths too narrow in local area

Conditions can be better; paths are uneven. Tree roots cause the bike path concrete to crack especially along the canal, bike path from Chisholm and Tuggeranong centre.

Condition of footpaths is not great, a lot of bad bumps from tree roots. Areas where there is no kerb transition to access a path from a convenient spot if you're a cyclist. A lot of areas with stormwater drains in the way / hazardous.

Crossing Selwood drive/Athlon drive is very dangerous, 2 lane roundabout

Cycle paths or shared paths should be better maintained, and on-road cycling lanes should be better maintained and extended.

Does not like when they make cycling on the road when there is an existing bike path. No reason to put one on the road.

Don't usually ride that much, just go mountain biking.

Drivers are terrible at giving way to cyclists on zebra crossings. If I didn't stop I would get hit.

From Canberra to Queanbeyan there is only one road for cyclists that would be safe.

Generally the roads are pretty good without potholes. Most drivers are pretty good but some don't seem to pay attention, it's not a problem when we have wide roads unlike Northbourne Ave, a busier road as it's the main entry into the city, which is a little bit more worrying with drivers not looking around and pulling out in front of you.

Hardly any bike paths Holder to Phillip. Hardly any footpaths on the streets of Holder.

Heaps of room for improvement, footpaths are bad, bike paths are worse

I'd say the basis for being uncomfortable is that my driving behaviours in a vehicle are impacted by cyclists on roads and road related areas. As a result, I try and choose the safest option for me that least interacts with motorised traffic. There aren't always good options for that.

I'd say the paths have become less good. The maintenance of the paths needs to increase.

I don't think people ride bikes in town. We live in a small town and there are no bicycle paths or lanes that you can safely ride.

I got hit by a car on a crossing, we need better cycling infrastructure such as separated lanes and paths from pedestrians and cars.

I guess pathway anomalies like different height levels of the pathway are a danger.

I have to say that the biggest challenge is the appearing and disappearing of bike lanes and it's inconsistent. Quite often at roundabouts I can often be quicker than cars but if I'm forced to stop and wait then I have to get going and I am slower and hold up the traffic. If I can go straight through the roundabout I'm often quicker

than having to take the footpath. I want to continue being the flow of traffic - consistency for drivers and for riders.

I know that some of the tracks aren't the best. With the erosion it's getting a lot of dirt on the tracks. They're not getting maintained I feel. Even some of the paths in the areas are getting lifted from tree roots.

I live in the country so it's the country road so what can you do, it's not like being in the city. Only athletes in training ride up and down this mountain

I think bike riders should be encouraged to stay riding on paths and not on road.

I think it's good the way its set up. Not much needs to change. I wouldn't ride on the road but there's enough options for me to avoid roads without making the trip any longer

I think the network's good. We are very fortunate.

I think we are very well served in Canberra, there's an amazing network of bike paths, and it's expanding, and new roads are being built including bike lanes

I would answer that from a car perspective. I think that they've got too much leverage in their rite of passage and they are very arrogant about it.

If governments create more cycling tracks around my suburb for recreational purposes

If you have a kid there's a footpath for the kids to ride in safety. If you have to ride myself there's no bike ride area and it isn't safe.

Improve footpaths. Widen them and make them more accessible for all ages, all walks of life and all recreational activities.

Improvements should be made to bike paths, mainly in Woden, tree roots are protruding through the paths.

In my local area I use it just for exercise. Footpaths have smooth kerbs to the road but some paths the council has forgotten to smooth the kerb to the road for the bikes so I would prefer the council would check the bike path is smooth with the road.

In the Canberra area we are fairly well off compared to other cities. It's very bike friendly. There's still a need for separation between cars and bikes.

In the older suburbs (Garran, Hughes, Curtin), not as many bike paths available as the newer suburbs. If you want to drive on the footpath its very dangerous as there are a lot of driveways. Worried about getting hit by cars, and do not want to ride on the road.

Inconsistency in design of cycle path entry/exits. Drivers may get confused about cyclists intent to move.

Increase in traffic makes it less safe, feel less comfortable riding around that area and less safe for children riding bikes

It's good they're expanding the new bike paths

It's inconsistent. Some days are great and some days are really poor. I think it's just the different areas. There are some beautiful bike paths and then they just disappear. It's just road.

It's unsafe because it's all on the road and people travel at 80 km/h.

John Gorton Drive, very busy road. No easily accessible footpaths (they zigzag with driveways) many breaks that continually goes. Sometimes have to ride on the road to avoid it (doesn't like doing it) if there was a proper footpath that would be better.

Just have clearer pathways for riding a bicycle. There are many obstacles to riding a bicycle on the bicycle lane due to high grass.

Just I think putting more bike lanes will be good.

Just the road intersections are quite dangerous.

Lack of maintenance for paths and routes, changes in road traffic have made conditions worse

Lower speed limits

Maybe just tree roots lifting bike paths.

Most of the cycle only paths are good. Some of the cycle paths connected to main roads need more sweeping so it's easier to cycle.

Mountain biking trails could be better kept.

No but there's a general lack of provision for cyclists in my local; no bike lanes, separated cycleways from traffic

Not a lot of cycling track in the area in Manuka, Kingston area

Not accessible for people with a disability

Not enough bike lanes

Not taking care of the cycle paths, construction everywhere and looking to do more which is going to affect lot of people moving between Woden and the city, it's going to be a huge issue, and not improve traffic flow. ACT is the most cycle friendly part of Australia.

Perhaps more direct bike paths needed. There are some odd bike lanes that just end and don't provide an option for a cyclist to keep separated from traffic.

Plenty of paths, well maintained, it's good.

Prefer to see more bike paths in Redhill

Pretty average. Riding around in the dark is not safe in the city.

Ride with children, those road pathways, heaps available around busy streets that are safely without having to cross roads. This aspect is brilliant.

Road bike riding is not terribly safe because of the traffic.

Road cycling lanes are dangerous, don't like to use them

Roads aren't wide enough to have cars and cyclists together during peak hour particularly on Kings Avenue bridge.

Rural area, driver not aware of how to behave around cyclists

Some broken, bad footpaths in the area

Some designs of bike paths are flawed eg. come to abrupt dead ends or very sharp turns

Some of the bike paths need to be fixed.

Some pavements are quite broken and raised from tree roots.

Some road conditions can vary depending on the weather. Roads can be flooded with heavy rain and so that applies to bike paths as well.

Speed limits could be lower, bike paths could be better

The bike paths have a good network but some places tree roots are pushing up the paths esp Giralang and the city

The bike paths have deteriorated substantially there are still a lot of areas that are not linked so you have to move on to roads or there is just nothing.

The bike paths need to be improved. Separation between cyclists, pedestrians and scooters need to be improved, getting dangerous. more traffic now

The paths are great but the e scooters have become a big issue lately. The e scooters have become dangerous.

The paths are still the same they haven't changed. There's some bumps and cracks that could be fixed.

The quality of the paths. We just have a lack of footpaths and are footpaths that are not on the road or not suitable.

There's a lack of bicycle infrastructure

There's a lot of potholes in the cycle paths. The parks are overgrown with leaves and aren't being maintained.

There's not enough safe places to ride where there's traffic and the proper designated bike paths are populated with kids on motorbikes and they are unpoliced. Elderly people have been knocked over and put in hospital.

There are no cycle paths so you are always mixing with traffic.

There are no cycle tracks immediately where I'm at but after a short ride I get to them. Tracks continue in new areas would be better.

There are some of the roads actual bike lanes that it's spotty. If I have to take a long bike ride from one point to the other it's fine or then you hit a blank spot where there's nothing. I don't normally try to ride on a main road unless there is a marked bike path. Which there are a number of in places in Canberra.

There needs to be more on road bicycle lanes.

There should be more on road bicycle lanes clearly marked. There should be more government initiatives to encourage people to cycle.

There was an incident with my son where a 17-18 year old boy stole my son's bike, which has put my son off riding: it is preventing our riding.

They're pretty good, access to bike paths to go to the main places I'd choose to cycle and for recreational options, that's good

To get on the bike path we have to cross two main roads and over a bridge. The two roads need to have lights or pedestrian crossing for safety. This is in Bruce

Tricky part is e scooters around since they are faster and pedestrians, so path sharing is unclear

Very fast bike riders not safe for kids

Very good bike paths already

We are blessed with lots of bike trails.

We have pretty adequate bike paths within our local area.

We live near a park which has a bike path so it's very good

We need better bike paths in Belconnen and Scullin area. They are not even as roots are ripping off the pavements and they are adjacent to private properties and bushes need to be trimmed on these properties.

We use a shared path and with the shared path unfortunately people don't know the difference between left and right. Mobile phones and earbuds are problem when you ring the bell on the bike and people don't hear you. I use a share path and people walk with dogs on extendable leashes and people don't hear you.

Would never ride on the road, too dangerous, only ride on the foot path. Bicycle path on the road would be good.

Do you have any suggestions for actions you would like to see the council take regarding bike riding in your local area?

Ads to tell cyclists to be responsible and follow road rules as well, not just only cars watching out for cyclists, it goes both ways.

E scooter and e bike riders don't give way on shared paths. They give impression of "get out of my way"

Have off road bike lanes (too close to cars if on road)

Larger more extended bike riding routes around the area.

E-bikes limited to 25 km/h

A bike path to the farmers market

As a non-bike rider, more advertising on paths and connections, and if there were more paths / routes could be a good idea. Also include walking paths as cycling paths, and more information on how a bike-rider could use these paths. e.g. have sign posts of examples, what's the best way for bike riders to read local shops.

At my age, when walking on the shared paths, some riders ride fast and don't use their bell, so some action needs to be taken that bike riders when sharing with pedestrians, need to be educated that pedestrians should have priority so ring their bells and not abuse walkers, thinking it's their track, instead of the fact it's a shared track, same with scooters.

Awareness campaign and/or incentive to increase uptake of bike riding, more busses that allow bringing bikes.

Ban the e-scooters from the footpaths. Or regulate them with some sort of regulation process or restriction process.

Dedicated cycle paths.

Better bike paths because I don't like going on the road because I go with my little boy.

Better cycling infrastructure in general and fewer cars

Better maintained signage, maintain roads for kids riding to school. There are not enough places to park your bike around Canberra. Maintain on road bicycle lanes and use bright lines to make it easy to see. Educate people on laws surrounding bike riders on road

Better maintenance for bike paths, check tree roots etc, better lighting in some areas

Better maps/signs/indicators of where bike paths are. Bike repair facilities/teach riders how to fix/maintain bicycles.

Better parking and better connection between parks and other amenities

Better supervision of safety equipment wearing, especially around school areas

Better to have more shared paths, keep bikes off the road

Bicycle lanes - Northbourne Avenue continuing over Commonwealth Avenue, on-road and right besides (have a metre) next to the three busy lanes driving 60 km/h. Need a way to separate the bicycle lane from three busy lanes, maybe a kerb or something to divide.

Bicycle lanes within the area, more of those

Bicycle paths should be separated from the actual road

Bicycles should be off the road, shouldn't be allowed to drive on the road. It frightens me to see people riding on the road - dangerous. Make bike paths free, don't charge. Friend got knocked over when riding on road

Bicycles should have their place on the roads as well

Bike lanes shouldn't be on the road/close to the roads. Going up towards Canberra Hospital for example, bike path parallels the road, and very hilly, it would be much easier if it was just flat paths.

Bike paths get a lot of leaves and they are not cleaned up. Signage is not very good. And it could be at a lower level. It's hard to see.

Bike registration if on road

Bike rider should be asked to wear high visibility clothing as evenings it's hard to see them, rules also for riders in the street because seem to be careless at time.

Bike riders to have more responsibility, safety. Bike riders should have a bell and be more aware of pedestrians especially with disabilities. It might cause accidents

Bikes should be off the road entirely, sometimes they are three across and you can't get past them and for their safety I'd like them off the road in a different area, e.g. separation of where they are and the road for their safety. As they are, they are too close to cars and likely to get knocked off, I want them to be safe.

Bike riders should be required to wear special visible attire so that they are clearly seen at night time and signage along the way to say this is a bike riding area to be very clear. This is along the western creek area.

Canberra CBD already pretty good for this, but in general more off road cycleways

Children's safety awareness training. Children group riding - like an event - for example, bring your kid down and do a safe ride around the lake and supply free safety bike checks. Bike parking - some form of safety locks instead of people bringing chains

Clean up the bike paths.

Cleanup/maintenance of side of the road of debris and potholes.

Clearer rules for cyclists re respecting pedestrians, animals, drivers, riding speed etc.

Convince bike riders to not ride 4-5. abreast when riding on the road

Dedicated bicycle roads

Do not allow people on bikes to be on the road with cars. I'm speaking from personal experience where I've been bumped by a car which did not see me coming. You don't want to get hit. I would like for bike paths to be separate from the main road.

Doing what you are doing survey bike riders and see what they want. Upgrade bike paths in very poor conditions in a lot of areas and ensure bike path linkage to key destinations to avoid road use.

Driver awareness programs of observing cyclists.

Educating drivers about how to treat cyclists on the road

Education and fining cyclists holding up traffic / breaking road rules

Encourage people to use off road bike paths and do a better job with upkeep of these paths. They're focused on road cycle lanes.

Enforcing the rules more. The police enforcing the rules especially when it to the clearance of cars and bikes.

Feel safer on roads because cars in a lot of local areas are doing 50/60. Around the shopping centres, most of them are 40. Local shops (suburban, not the big shopping centres) Curtin, Garran, Red hill is still 50 and 60, they should be 40 zones like the urban suburbs (town centres), it's too dangerous.

Find it dangerous that bike riders switch from being on the path to road a lot

Fix up the paths that have roots that have caused obstructions in the western creek area

Footpaths around here need to be upgraded and more bike paths where possible rather than a normal footpath, connect up the footpaths

For safety more signage around crossing areas for cyclists and drivers for awareness when crossing road

From point of mobility bike, paths are not wide enough. The width of bike paths needs to be doubled to ride safely.

Get bike paths off the road because it clogs up traffic

Get on-road bicycle lanes reduced and increase off-road lanes for bike riders

Get people off bike lanes on main roads and back onto cycle paths. These are used for walking.

Get rid of dogs roaming around unleashed/unsupervised.

Good to have more bike shared/dedicated pathways and also parking for bikes

Had a lot of bicycles pull out in front of myself whilst driving. A lot of bike riders do abide by the road rules but a lot also don't. Does not want more on-road bicycle lanes.

Hardly any bike paths. Good to build one in Holder to Phillip . Hardly any footpaths on the streets of Holder.

Have bicycle racks on buses for people to mount their bikes on when using public transport

Have bike riders stick to the road rules like everybody else. Most of them are good but like car drivers there are a few ratbag elements in it.

Having bike racks on the front of buses and giving cyclists cheap fares

Having more places for people to park safely and more on-road options.

Having separate roads for bicycles, and a larger space between cars and bicycles. Both for the safety of riders and car drivers. More bicycle security, specifically around Civic, there are many incidents of stolen and lost bicycles.

His son goes to school on the bus, but there is no bike parking. So more bike parking is ideal.

I'd like it to become easier for my kids to ride their bikes to school in my local area.

I'd probably say more bike lanes.

I'm a bit spoiled because we have pretty good lanes here to be honest. More lanes would be great.

I'm struggling getting on buses because of the canopy on my mobility scooter, which is a wide scooter. Also bike riders are not respecting people on footpaths, or the road rules like going through red lights. The footpaths on the way to Canberra Hospital on the oval side of the street, the cemetery side, the tree roots are lifting the footpaths so it's unsafe: almost tipping me off my scooter from the uneven footpaths.

I actually think Canberra does really well with the facilities they have for bike riders. I think it's really good. I think Canberra is a really good role model for other cities.

I don't think it's necessarily around bike riding but bike security. There have been a number of incidents where bikes have been stolen from public parking and private residents. Transport ACT could look at options for bike security.

I find the paths connections and tracks don't seem to go the most obvious places.

I guess more promotion of safe bike riding. For drivers as well as bike riders. I know there's some campaigns but more would be good.

I just want to have more pathways for bicycles when they build new roads in new suburbs or when upgrading the existing road.

I know I walk quite often, and unless they ring a bell you can't see them, so there is education needed about pedestrian and bike interactions, lots of people also ride on the side of the road at night without lights and without helmets we need advertising about that. I also see often two people on a e-scooter without helmets, so we need to educate people about that danger, obviously you can't force people, but at least then they can't say they have not been told if they get in trouble over it, because it is a safety thing. This particular area is well sign posted inner north, other areas maybe not as much. It's important that bikes have their own on road lanes so that people are not side by side with cars on a lane up a main drag. Speed limits could be lower around main centres and shopping centres etc, but not out on Northbourne Ave and other main roads. I have not bought an e-bike, because where can I park if I go into the Civic, because where can I park it, so bike parking is important, I have to take the bus instead, even if I had to pay, a secure storage crate for bikes would be good. Buses take bikes so connections are good there. Off road paths and cycleways are good but we have enough around here already

I think clean up parks and more level roads. Maybe shorter paths.

I think get the bikes off the road.

I think I found it very good in my area. They have special paths for bike riders. I think they are very good. I think the government has done very well.

I think it's more the off road bicycle paths. Increasing access to those would help solve a lot of the issues. Other initiatives such as lowering speed limits would be counter productive. I feel like Pedal Power ACT is given too much say in transport policy in the ACT.

I think it's dangerous being on the roads with cars anywhere. Ashley Drive is most dangerous because of all the roundabouts

I think that bikes need to know that they need to share the road with bikes as cars need to share with bikes.

I think the better bike paths and on-road and off-road bike paths are most important.

I think the biggest one is to have a physical separation between bikes and cars on busy roads.

I think the one you said before about bike training. I think that would be a really cool idea for kids or people like me who have accidents. To do it in a place where everyone was on their bike would make people safer and it would be more enjoyable.

I think they should be more proactive in putting in more bicycle paths.

I think we are pretty well serviced.

I would like more signage saying ring your bell. Cyclists need to actually notify walkers that they are on the bike path. There needs to be a lower speed limit for e-transport to be mindful of walkers.

I would like to see the bike riders one behind each other instead of five across the road. It is hard to leave a metre space behind the five people across. I don't know what they're thinking. It would be too hard to police this, there could be fines given. They don't pay rego for their bikes. We pay rego for cars and should be fined for doing the wrong thing

I would suggest to have more cycling in the community. Some of the footpaths need to be looked at to encourage people to ride a bike. Make it compulsory for cyclists to have a bell when they are cycling. Cyclists need to slow down when near pedestrians. Very important as it could cause an accident and could be fatal.

If they are allowed to ride on the road they should have to register the same as cars buses etc do, like register have a licences and lights, like car drivers have to do to ride on roads

If they are going to bike ride they should pay rego and have rego plates too; and when on road to not ride in pairs so we can get around them.

Improve storage - more safe places to put bikes while at shops or at a hall. keep it safely. Her partner's bike was stolen while keeping it a public place doing errands.

Improve the bike paths

Improve the bike paths so people can have a safer route. Now e-scooters are using them too, not against them, but we need better paths to facilitate walkers, riders, skateboarders, e-scooters. Tree trunks are destroying these paths, they can cause bike and scooter accident, near Woden shopping mall and Carruthers bridge especially. Lancaster street and furzer street, traffic flow is completely discombobulated, confusing for drivers. Many cyclists don't want to use the cycle paths offroad because its more dangerous to merge back on because drivers don't see you. More promoting for e-bikes would be good, but they need charging stations for them (for e-scooters as well) so you need that before advertising for that. charging stations are a five in priority.

Improved signage on bike paths stressing the need for pedestrians and bike riders to be careful of each other

Improving bike path and more bike riding encouragement. education on helping and improving the country culture.

Improving footpaths continuity and state of repair, esp. around Lady Denman Drive a couple of points where metal rails have been installed that narrow footpath with central rail, bottlenecks, very awkward/dangerous when there are people with prams, dogs on leashes, etc. These are in areas that don't necessarily correlate with a vehicle crossing for example. Not necessarily related to cycling but good paths around arboretum, would be great to have more signage about the plantation tree species. Vehicle accessible signage like this exists but not so much for cyclists/pedestrians.

Incentives in reducing the cost of bikes, give incentives to people who want to buy bikes e.g. tax off set or stamp duty reductions

Increase capacity of bike racks on the bus, not enough space especially with larger family size. Can't ride with a couple people or wait for more buses.

It's just about more safe off-road paths.

It could be clearer for when bikes should be on the road versus side block. This is all over Canberra

It should be accessible to everybody and promote healthy living by making access better for everyone to use

It would be good to understand connections between public transport, bicycle parking and frequency of bike-enabled busses,

It's not very safe for people who ride bikes, particular in the roads, particularly highways, and it is a risk for the cars as well, for them to be a meter away in particular is a risk for the other cars as well. If they had their own paths that would be safer than on the roads. Some people ride bikes to get groceries, however it is rare.

Whereas lots of kids ride bikes to schools. Lower local road speed limits is good on streets that have houses, with kids playing out the front etc, as well as bike riding. Bikes need their own path or lane to be safer if they are going to be on the roads.

Just improvement on suburban footpaths for accessibilities for all activities. Paths that link up to other recreational grounds e.g. parks.

Just make it safer and encourage children to ride the bikes. You wouldn't take your children if there wasn't an assigned path for them.

Just more footpaths.

Just that it is more shared and more parking spaces would be more helpful.

Just the connections for people to public transport.

Keep bike riders on dedicated paths

Keep doing maintenance on bike paths.

Keep the bikes off the road and get them registered like everyone else.

Less shared bike paths (shared between bikes and cars), cyclists should take more responsibility especially when driving on the road. The onus should be on cyclists when sharing the road with cars.

Like the idea of not on-road bike options, one of the larger deterrents is that there aren't these. Option to ride bicycle safely off the road everyone would be happier.

Lockups would be great.

Lots of off-road options, but bike riders go on the road anyways because they don't like the off-road options which causes traffic issues. Maybe more encourage for bike riders to use the off-road option.

Lower speed limit around schools to account for biking, especially children who ride their bike to school

Maintaining mountain bike paths.

Make bells on bikes and ringing them for pedestrians mandatory. As legal as helmets.

Make bike path upkeep a high priority

Make cycleways the priority and keep cyclists off roadways as much as possible

Make it easier to use bike in connection with public transport

Make it safer for them, cyclists are not protected. Cyclists should not be on the road, they should have their own path, not on the footpaths or on the road.

Make it safer near traffic lights, on pushbikes near traffic lights.

Make more maps. Not easy to read off google maps.

Make people register for bikes on road so that they have some accountability for what they do. Cyclists should be responsible for their actions too not just drivers

Make sure everyone is wearing a helmet (all riders - scooters and bikes). Also encourage limiting their speed limits for scooters/bikes as it is dangerous. Also crossing traffic lights at end of tram stations - be careful about running over people at crossing at red lights - encouraging pedestrians to not cross at red lights

Make sure that all schools have lockable bicycle facilities (proper cages - so kids feel that equipment is safe).

Make the bike riding safer, by making the bike paths safer

Making bells compulsory.

Mandate reflective surfaces/clothing for night riders on roads.

Maybe more bike paths.

Maybe more programs or training on how to use the bike safely.

More access to transfers on buses for bike

More advice to bike riders who use the road for their behaviour like not riding two abreast and obeying the roads rule

More awareness for shared paths that pedestrians actually hear our bell, or create separate paths for pedestrians and bikes

More awareness like signage,
More bicycle lockers, so don't have to ride much further to keep bicycle safer.
More bike lanes.
More bike parking specifically with bike lockups.
More bike parking. On-road cycle lanes.
More bike paths
More bike paths is very important. Campbell - too many people riding on the footpaths where people walk on.
More bike paths off the road.
More bike paths separate to the main road around Belconnen area
More bike paths Weetangera and concern about driveways and little children
More bike paths, regardless of what type of path, just simply more bike paths to connect. Better campaigns about supporting cyclists and keeping them safe on the road.
More bikes off road, less on road, and the bike paths to reflect that. education and encouragement for children in riding bikes safely.
More campaigns regarding benefits of bike riding
More clearly defined and separate routes. pedestrian and cycle clash that I come across quite frequently
More connections to the park or public transport
More cycle lanes off road in the city especially at night, for when people use electric scooters, etc. - it is dangerous when they're going high speed next to vehicles or on-coming traffic. Plenty of bicycle parking already - no more needed. Wider bicycle lanes for when cyclists overtake each other - dangerous when next to cars.
More driver education and cyclist education.
More education and enforcement about bike lanes on the road. People need to know how to use them properly.
More education campaigns promoting benefits both physical and mental of cycling.
More events that include bike riding as part of the events.
More footpaths to get to different places like the beach and more encouragement to use footpaths for riding so we stay off dangerous roads with such a difference of speed making it very dangerous
More footpaths, when you have little kids who are riding you do not want them on the road. Watson, and a lot of the older suburbs don't have a lot of footpaths.
More lights on bike paths
More off-road bike paths in general
More off-road bike paths. More direct routes and interconnected routes. More continued focus in making Canberra a more cycle-friendly city through the use of interconnected bike paths (bike trails and off-road bike paths).
More off-road shared paths and cycleways. Cycling on roads is dangerous in Canberra not just because of motorists but because groups of other cyclists pressure you. I find it safer to be on a motorbike if I am going to be on the road. more awareness for people who are on the road, at community centres, information about riding with helmets, and how to behave on roads, being careful on connecting roads. I have seen people going flying as if are on a motorbike. if they hit a car, the impact will be on them, so they need some sort of reminder, even a flyer, would help riders to be safer. and to be protected. simple things like hand signalling education. if I have a dashcam that changes whose fault it is
More on-road bicycle lanes is no. 1 because on-road cycling is now dangerous. Cars do not know how to ride around cyclists. If there is a collision too dangerous for cyclists.
Registration plates for bicycles - personal responsibility, no responsibility for illegal cyclists who cause traffic accidents. All vehicles that use roadways should be registered. Would cover third-party insurance on bicycle use to protect pedestrians.
More on-road bike lanes. To discourage the cars.

More pathways bike paths, through green spaces.

More playgrounds that have bike paths for kids to learn to ride.

More promotions on social media regarding bike riding events

More recreational areas for bikes/electrics like skate parks

More reduced speed limits around suburbs. More signage for when a bike is sharing a road. More direct cycle paths from each suburb to e.g. school.

More roads to have bike lanes, so children are safe

More room for cycles on public transport like trains buses and trams

More routes to school and more bike lanes on the roads.

More safe and better roads for cyclists all around Canberra, nowhere specific

More safe bike paths, off-road

More safety for bike riders, consider expanding bike paths in high pedestrian areas for safety, more planning for people to cycle to public transport

More secure bicycle parking

More secure bicycle parking.

More signage and making car drivers more aware of the bike

More signs for oncoming traffic.

More signs would be better for drivers and other people for safety

More specifically secure bicycle parking. Better maintenance of off-road bike tracks. More mountain bike tracks.

Need more paths, wider paths.

Bike lanes are good if they're separated by a gutter, rather than just a stripe. Events maybe in conjunction with pedal power. Connections between bike paths and schools not a priority in 2617 but in other suburbs, more of an issue. I notice they have been making things better with crossing roads. Pleased with the work going on between Belconnen and gungawan, continue along those lines. Facilities for parking or to take bikes on public transport. Some light rail would be great.

Never seen a bike path in his work area. People ride on roads rather than on bike paths which is a waste on infrastructure and not safe. Does not like more on-road bicycle lanes. Was going to rate it as zero if possible.

I think there's enough bike tracks. When it is congested traffic and people have to go one metre people are going further than one metre and hindering other traffic. They go into another lane.

Maintaining bike off-road paths

I guess the school one was more of a priority. If it was safer for the children to ride then we would ride to school.

I think they are already doing too much.

Not much bike parking is secure, so more secure bike parking

More car-free zones would drive the usage of bikes

Not really any good extended bike paths, hard to find a good bike path to get to places particularly in the suburban areas. good in city but not in suburbs. Caldwell - would love to see better path and infrastructure in that area

Not really for Canberra, more room for bike on roads

Cars and cyclists should abide by the rules (eg. cyclists should keep their distance from cars)

Off-road footpaths, connecting them off the road. That doesn't have breakages and stop signs and a risk of cross-traffic.

Off road lanes are more important than on road. speed is already too low, drivers in Canberra are pretty good, it does not need to be slower

Off road paths

On footpaths cyclists not safe enough even when walking along the left side. On another note: cut back a lot of bus routes, not as easy for older mother.

On road lanes not safe especially high speed.

One thing I do notice as a road user is that cycle roads are not continuous, cycle lanes stop and start which is dangerous and does not make sense... whatever it costs to make a bike lane is wasted when it stops, because what do the cyclists do. So if you want them at all, I would like to see them linked up, whether that involves them going off the road or continued is irrelevant you need continuity. Motorists also then can't keep track of if there is or is not a bike lane, so it is harder for motorists to get used to if there is a bike and we need as motorists to get used to bikes.

Organising groups from community centres or churches for bike riding and advertising for local shops. Like a board or something like that.

Palmerston St- riders come down on a hill at the lights onto a corner - got to be careful while driving as don't see the bicycle when driving straight - bicycles need a stop sign rather than a freeway through where they can go through - intersection between Kosciuszko Avenue and Gungahlin Drive

Places to leave your bicycle securely not enough. Just generally not only my local area.

Possibly if people are going to ride on the road, the bike lane should be continuous, not just signals.

Riding around in the dark is not safe. In the city.

Prioritise bike path maintenance.

Probably the one suggestion I would raise would be advertising skills and bicycles on the road. Distance. Particularly for bunch riders general rules around riding on the road particularly for bike riders and motorists. Quite often motorists think that riding two abreast is a problem but you need to be courteous and make sure you are not holding up traffic. Putting advertising appropriate road behaviour for bike riders and motorists so they both know where they are coming from. Workshops around these things.

Promote better awareness of cycling rules, encourage cyclists to get off roads

Promoting responsible/safe riding

Protecting the riders by having more bike tracks

Provide better and wider bike paths that separate cyclists from pedestrians and scooters especially in the high density areas. Cyclists should not be riding in areas with high density of pedestrians such as Kingston foreshore. Getting dangerous, they need to use bike paths.

Recently noticed, people riding bicycles don't go in bicycle lanes. They still ride on the road despite the speed limit and despite presence of bicycle lanes. More enforcement on this.

Reduce on-road bike riding, more off-road paths, in particular in parallel with major roads.

Registration for bike and ebikes. We have no recourse if a bike hits your car, they need registration for bike; you can insure a bike but you can't register a bike.

Registration of bikes but may not be practicable

Regular bike path maintenance to keep it in good condition. safety education or signage for riders and pedestrian how to share bike path (keep to one side etc.).

Riders to have bike licence. There should be increased awareness of bicycle theft in the area. This is one of the reasons many riders do not ride

Riding on roads is unsafe particularly in Canberra, and lower road speed limits is a bad solution for that. Off road paths and cycle ways would encourage people with young children who would not want to take them on the road

Riding safety, helmets. making sure cyclists are safe when they ride

Safer and secure bike paths and more secure bike parking. University campus

Safer routes to get to work and to school as quickly as possible. The off-road paths are great but they are often a longer route.

Safety courses.

Safety is a priority, you see cyclists on roads, but not enough cycleways on local roads, so it's unsafe riding on the road. Better priority needs to be given.

Same as earlier: does not like when they make cycling on the road when there is an existing bike path. No reason to put one on the road.

Segregating bicycle lanes from car lanes.

Separate bike paths to pedestrian paths.

Separate bike path on the walk path rather than the road

Should bike riding for health purposes for money saving purposes e.g. less fuel costs

Should develop off road bike paths, dangerous on the road

Should make events to encourage people

Some of the bike paths need repairs

Some suburbs have excellent off-roads through the suburb, other suburbs don't such as Braddon (limestone Avenue specifically is wide enough for a reserved cycle path). No on-road cycle paths, no off-road reserved cycle lanes.

Some suburbs only have buses that only cater for one bike per person, so provide more biking parks close to action. also provide more bike racks on front of buses with more room for more bikes to cater for more riders per bus.

Sometimes multiple bicycles taking up too much of the road, dangerous for everyone

Somewhere to prevent bike thefts.

Specifically adult bike skills training.

Speed limits in riding areas, can be very dangerous for kids. They do not slow down.

Stick to the bike lanes, and more maintained bicycle lanes

Stop taking space on the roads for cycle ways where there are bike paths adjacent to the roads.

Take bicycles off the road, they don't pay rego and its dangerous

Taking cyclists off the road. More rules for cyclists.

The bike paths are good in my area but they need more lighting. If I knew it was going to be dark when I rode I would reconsider. they need more lighting to take away some of the risk. The footpaths up towards Nichols - the lighting on the footpaths and bike tracks there are poor. This area is away from the streetlights, and it gets really dark.

The dedicated bike paths are good. Busy road crossing controlled by lights for bike paths on busy roads. That would encourage children that can't judge traffic whether they go or not.

The kids ride their bicycles to school and it's a little unsafe at the stops near the school. Coming down the hill towards the primary school.

The main one is to have designated bike paths and education for people on how to use them. It's very difficult for people to drive cars when these bike riders are on the road

The provision of secure bike lockers. Specifically in places like shopping centres. Major bus locations.

There's a lot of cycle paths I'm aware of but I think they should promote more use of those and reduce bike riders on the major roads.

There are areas where the bike path ceases to exist and cyclists must occupy a single lane road with no bike path. These areas should be prioritised to build continuous bike paths, add a bike lane, or as a last resort lower local road speed limit. Add bike lanes separated from road with small concrete barrier for extra protection for cyclists.

There are good bike paths but they don't always connect to each other so to fill in the missing links in the network is very important.

There needs to be better signage and bike paths widened. If there is a fork better directions informing riders where they are going. This is all over the ACT.

There needs to be some sort of regulation like a course or rego that if you intend to ride on specific bike paths, and clear guidelines between commuting and recreation, if bike paths are on roads have rules or courses, and a minor cost to register like \$5 a year so people are more confident if an accident occurs between bike riders and others there more accountability and certainty

They need to get rid of mandatory helmet and you will get more people riding then.

They need to increase bicycle paths but not on the bikeway. They are not appropriate.

To show people like us who think that bike riding is unsafe that it can be safe by taking measure that make it safer, without making it a hindrance for other commuters (drivers, pedestrians, bus drivers etc).

Too far away to ride bikes to shops for shopping.

Traffic lights that have light sensors that are not set off by the pressure of a bicycle can have you waiting a long time, and it's annoying! Especially when it is raining. Some traffic lights might be better replaced with roundabouts as well.

Train the bike riders better because they don't obey the road rules.

Unless you can do something about the hills in Canberra winters if you have an early shift it's not going to be really practical.

Videos on how to get bike onto bus (front of bus, boke loading spot). frightening how it do it.

Wants better connection between bike paths and public transport because he uses public transport

We lived in Tuggeranong. It had a good road bicycle network. Would like to see it replicated elsewhere. As a kid I could walk to school without crossing the road.

When I walk around the lake and I find it very difficult to share with the cyclists as they do not use the bell and they zoom past... shared paths are dangerous... Lake griffin... and that is favourite walking path for Canberra... the part near the bridge is narrow and it is scary....make it compulsory to use their bell to warn them...to force them to use their bells at the very least... give us some alert as a child could be hurt. Recreational riders in our local area are safer cyclists as there are older riders who are considerate of safety as they are also walkers as well as riders that is why they are safer.

Where I am because it's a high traffic density, separating the bike paths from the roads.

Would like it if path to school was better marked for the use of young children

I would like them to put more signage up on the shared pathways the commuter pathways so bicyclists and pedestrians can commute more safely.

Appendix C: Survey Script

INTRODUCTION

My name is (...) calling on behalf of [insert relevant state roads authority or Council] from the Local Government Research Group. We are conducting a study to help the Government understand where to invest in transport infrastructure in your local area. The survey takes 10 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 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 ten 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 ten 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 ten 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 ten 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 ten 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 ten 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
To get to 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 family or friends	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
I don't own a bicycle	3
Too busy to ride	4
Prefer other methods of getting around	5
I feel unsafe riding in traffic	6
Too hilly	7
I'm not interested in riding	8
Some other reason (please specify)	9
No reason	10

Q.15. IF RODE IN PAST 7 DAYS In the last 7 days on how many days did you ride a bicycle?
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 family or friends	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 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?

Q.25. IF SAMPLE = LGA Do you have any suggestions 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? 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

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 an 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 ten 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 ten 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 _____

Q.46. How many electrically assisted bicycles in working order are in your household?

DEFINITION: An adult or children's vehicle of two or more wheels and pedals with an electric motor. Excludes registered vehicles and motorised devices that do not have pedals such as mobility scooters.

RECORD NUMBER _____