National Walking and Cycling Participation Survey

2023

Queensland

Revision	Date issued	Author	Revision type
1	6/6/2023	C. Munro	Issue-1
2	6/7/2023	C. Munro	Revised based on client comments

Printed:	6 July 2023
Last saved:	6 June 2023 02:38 PM
File name:	NWCPS Qld (2023).docx
Project manager:	C. Munro
Name of organisation:	Department of Transport and Main Roads
Name of project:	National Walking and Cycling Participation Survey
Project number:	0187

Contents

1 Introduction

1.1 Background

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

1.2 Sampling frame

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

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

In each state the sample was divided between residents located in the capital city metropolitan area as defined by the Australian Bureau of Statistics (ABS) as the Greater Capital City Statistical Area (GCCSA) and the remainder. Interviewer hours were allocated to each the GCCSA and non-GCCSA areas in proportion to the estimated resident population in each of the two areas in each state.

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 for capital city and regional areas. 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 592 households containing 1,554 individuals. Of this sample 288 households were in Brisbane and 304 were in the remainder of the state.

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 11.5% and the consent rate (i.e. completions as a proportion of all respondents asked to complete the survey) was 55.3%. 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 statistics**[1]

Category	Calls
Surveys	
Completed interviews	610
In scope	
Refusal	494
Communication difficulties	237
Terminated early	31
Surplus call backs	679
No contact	3,248
Out of scope	
Non-qualifying[1]	37
Consent rate	*55.3%*
Response rate	*11.5%*

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

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.

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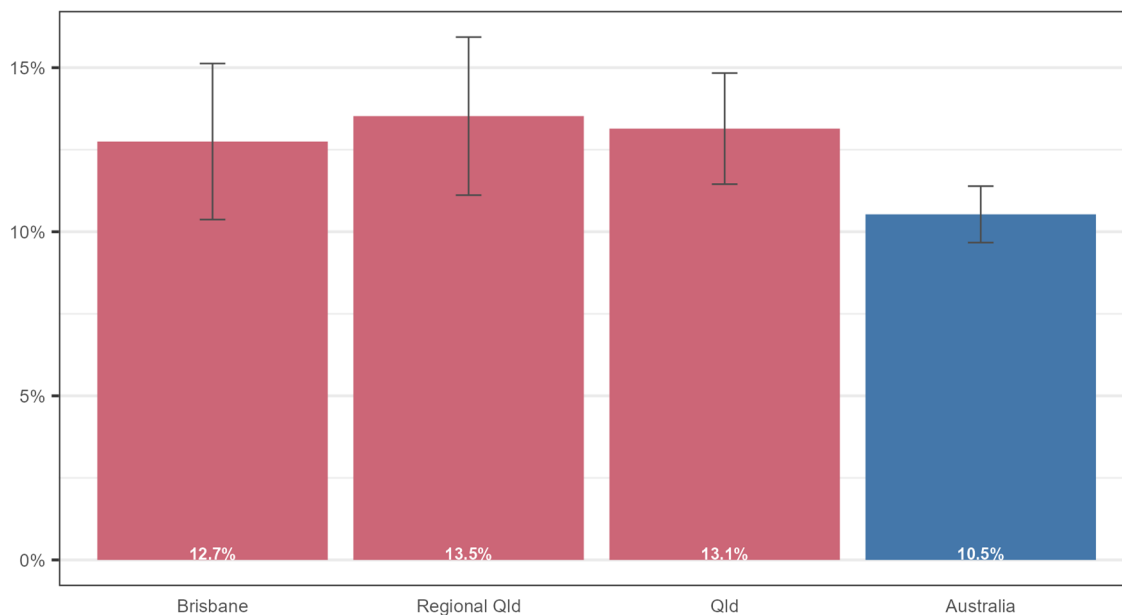
2 Walking

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 Brisbane it is estimated that 12.7% (95% CI: 10.4% - 15.1%) do not walk in a typical week compared with 13.5% (95% CI: 11.1% - 15.9%) in the rest of the state (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 Queensland did not walk for health reasons (10.7%, 95% CI: 5.8% - 15.6%) or because they were too busy (5.7%, 95% CI: 2.2% - 8.9%).
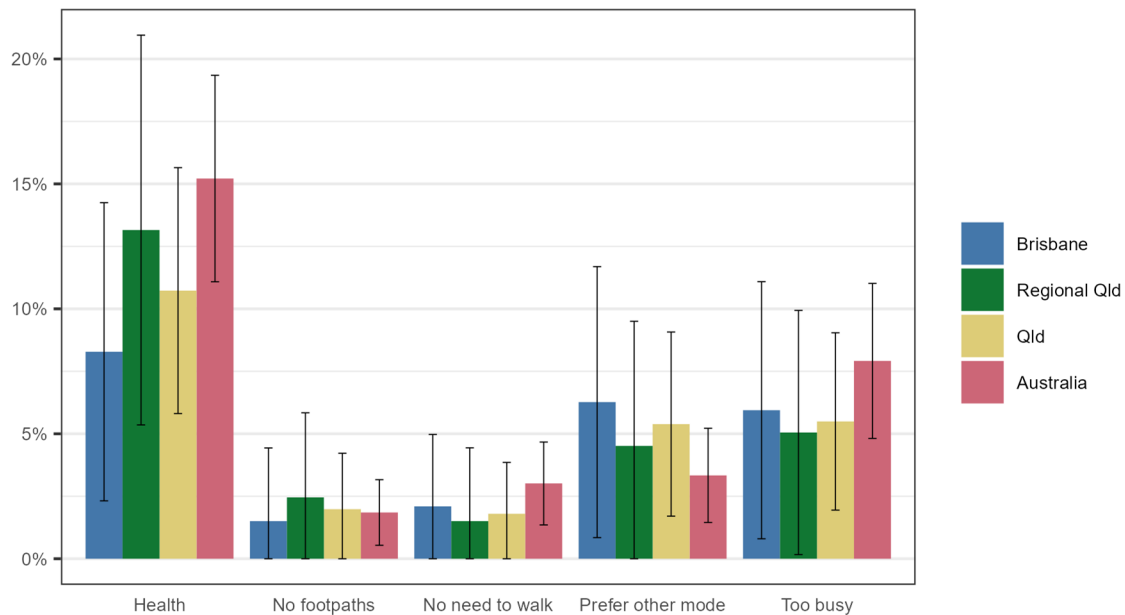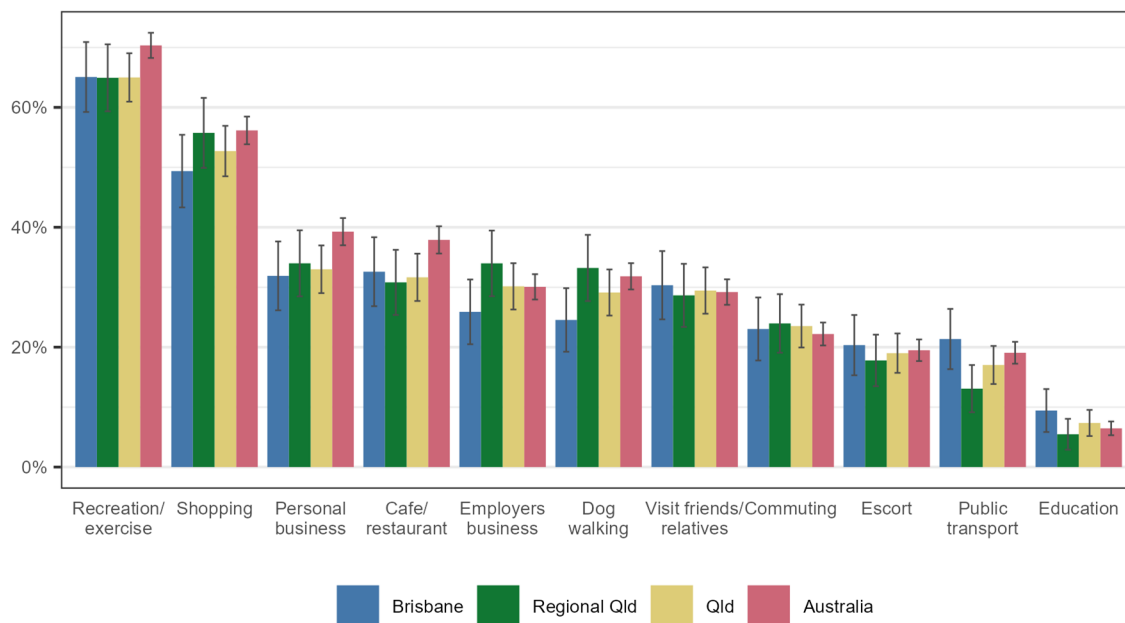

Error bars are 95% confidence intervals
Sample: respondents aged 15+ who have not walked for at least 5 minutes in the past 7 days

■ **Figure 2.2: Reasons for not walking**

2.2 Purpose

Among those who walk in a typical week 65.0% (95% CI: 61.0% - 69.0%) in Queensland do so for recreation or exercise, followed by shopping (52.7%, 95% CI: 48.5% – 56.9%) and personal business (33.1%, 95% CI: 28.7% – 38.8%) (Figure 2.3).
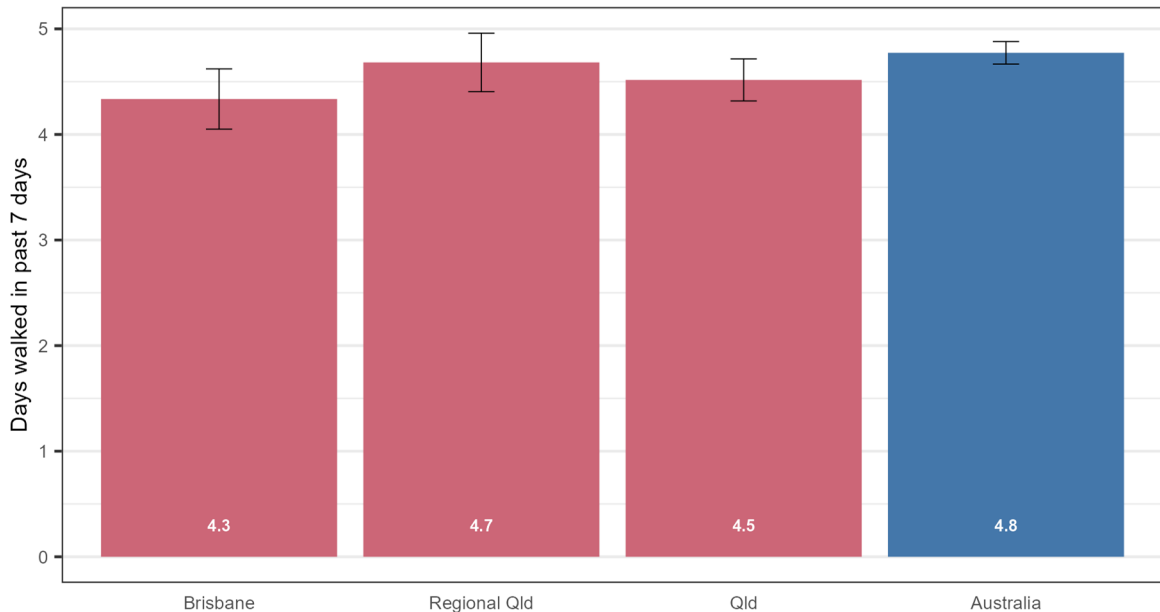

Error bars are 95% confidence intervals
Sample: persons aged 15+ who have walked for at least 5 minutes in the past 7 days

■ **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 Queensland was 4.5 days (95% CI: 4.3 – 4.7) over the previous 7 days.

Error bars are 95% confidence intervals
Sample: persons aged 15+

■ **Figure 2.4: Days walked in past 7 days**

Among those aged 15 and over, the median hours walked in the previous 7 days in Queensland was 3.0 hours (95% CI: 3.0 – 3.5) (Figure 2.5).
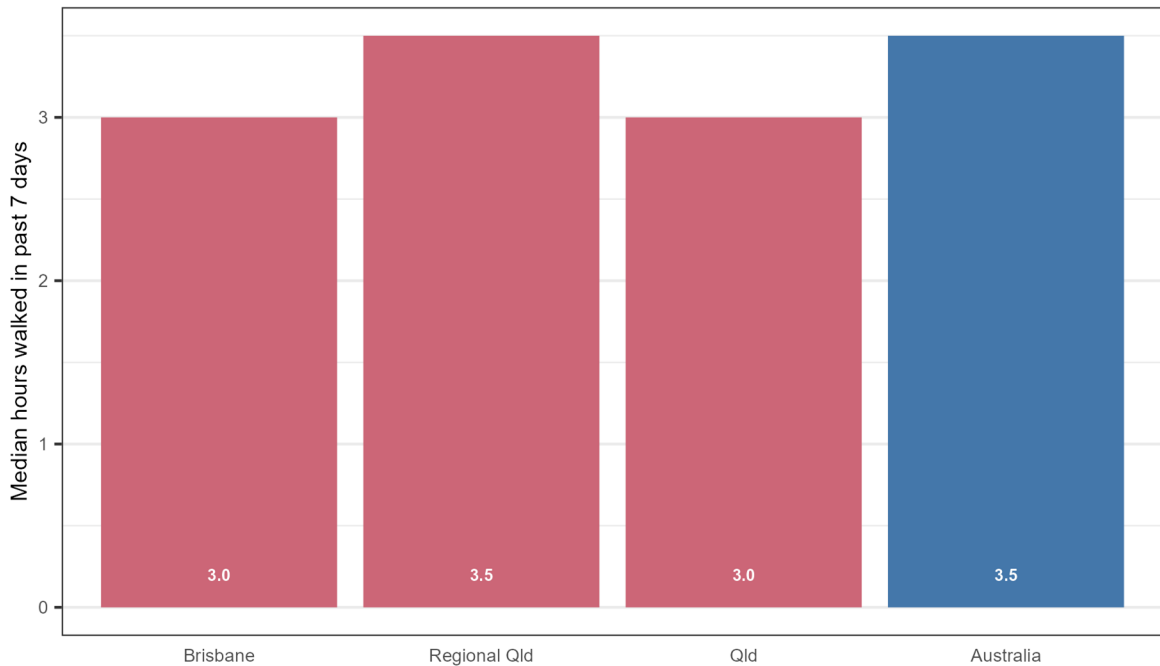
■ **Figure 2.5: Hours walked in past 7 days**

Among those aged 15 and over who had walked in the past week a larger proportion of residents (30.3%, 95% CI: 25.3% – 35.2%) had walked more often than less often (25.8%, 95% CI: 21.6% - 30.1%) compared to a year ago (Figure 2.6).
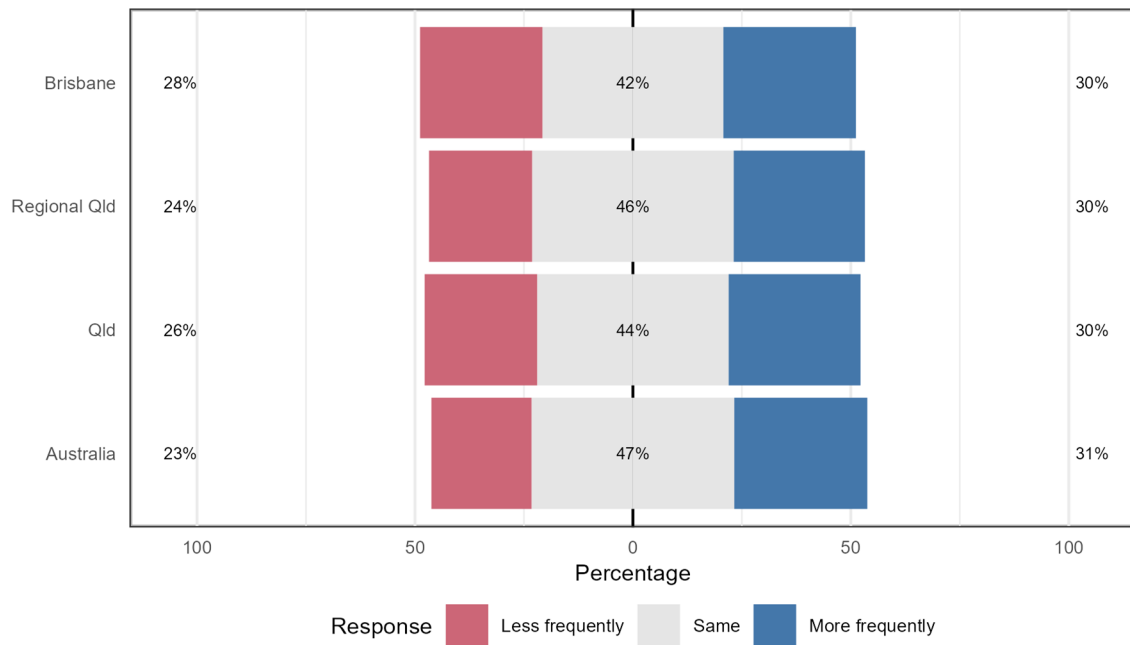
Sample: Persons aged 15+ who had walked in the past 7 days

- **Figure 2.6: 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 bicycle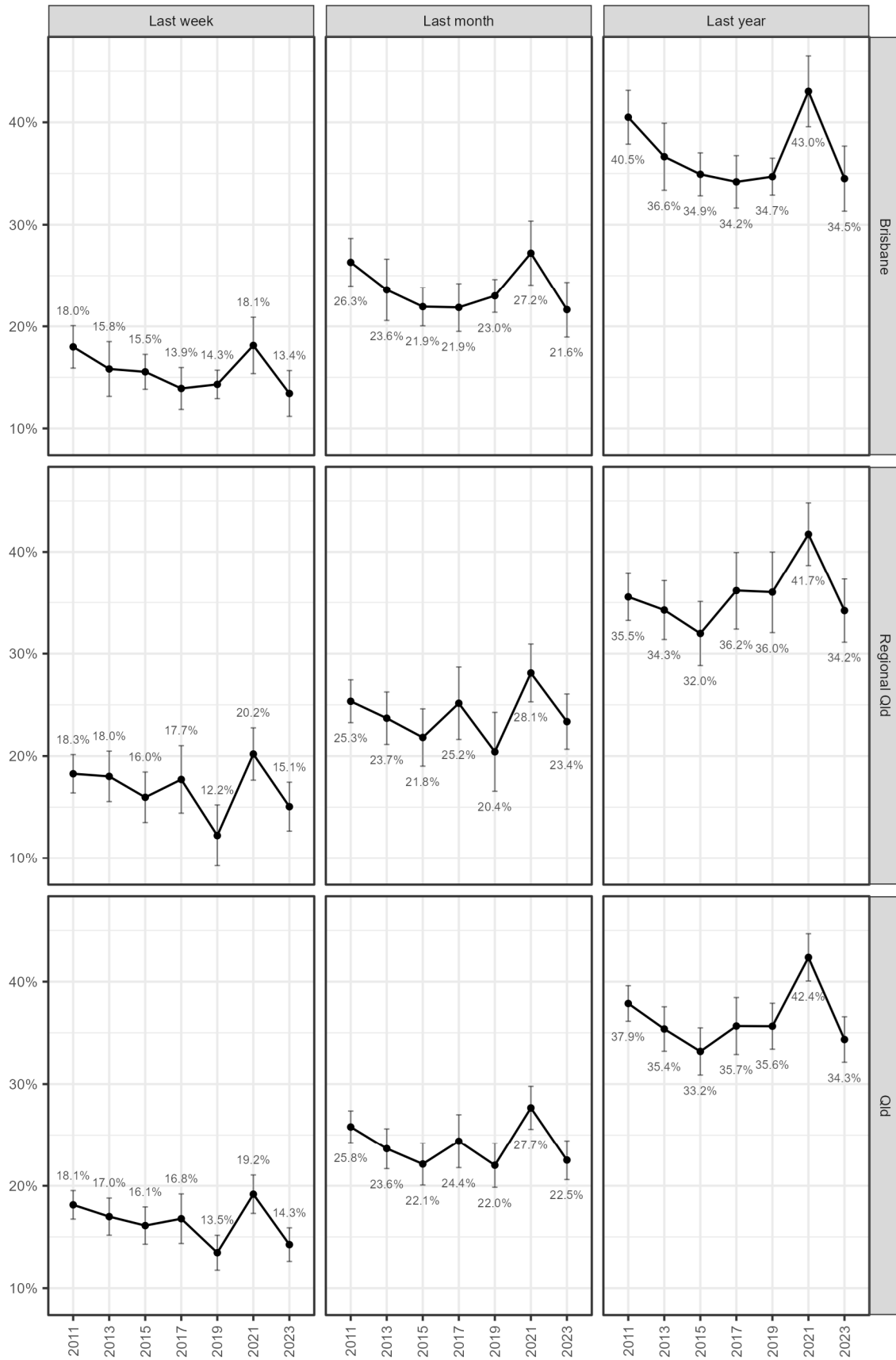s with training wheels, pedal tricycles and quadricycles, cargo bicycles and electrically assisted bicycles (e-bicycles). It excludes devices such as children's tricycles or kick or balance bicycles that lack pedals, scooters, stationary exercise bicycles (or riding indoors using a conventional bicycle 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 14.3% (95% CI: 12.6 % - 15.9%) of Queensland residents ride a bicycle in a typical week. More than one third (34.3%, 95% CI: 32.1% - 36.6%) had done so in the past year (Figure 3.1). These participation rates translate to approximately 759,100 (95% CI: 671,700 - 846,400) residents riding in a typical week and 1,829,700 (95% CI: 1,711,600 - 1,947,800) residents riding at least once in a typical year.

	Last week	Last month	Last year

Brisbane

Last week: 18.0%, 15.8%, 15.5%, 13.9%, 14.3%, 18.1%, 13.4%

Last month: 26.3%, 23.6%, 21.9%, 21.9%, 23.0%, 27.2%, 21.6%

Last year: 40.5%, 36.6%, 34.9%, 34.2%, 34.7%, 43.0%, 34.5%

Regional Qld

Last week: 18.3%, 18.0%, 16.0%, 17.7%, 12.2%, 20.2%, 15.1%

Last month: 25.3%, 23.7%, 21.8%, 25.2%, 20.4%, 28.1%, 23.4%

Last year: 35.5%, 34.3%, 32.0%, 36.2%, 36.0%, 41.7%, 34.2%

Qld

Last week: 18.1%, 17.0%, 16.1%, 16.8%, 13.5%, 19.2%, 14.3%

Last month: 25.8%, 23.6%, 22.1%, 24.4%, 22.0%, 27.7%, 22.5%

Last year: 37.9%, 35.4%, 33.2%, 35.7%, 35.6%, 42.4%, 34.3%

Error bars are 95% confidence intervals
Sample: All persons

■ **Figure 3.1: Cycling participation rate**

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

Error bars are 95% confidence intervals
Sample: All persons
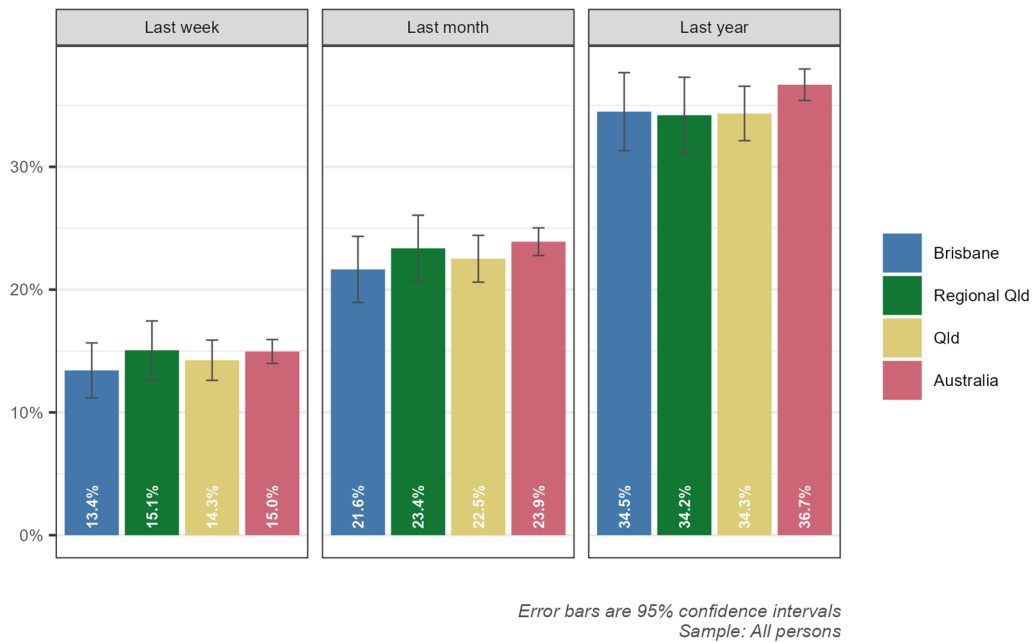
■ **Figure 3.2: Cycling participation rate by region**

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 is 18.3% (95% CI: 15.6 – 20.9%) compared with 10.3% (95% CI: 8.3 – 12.3%) for females.

Error bars are 95% confidence intervals
Sample: All persons, cycling participation in past week
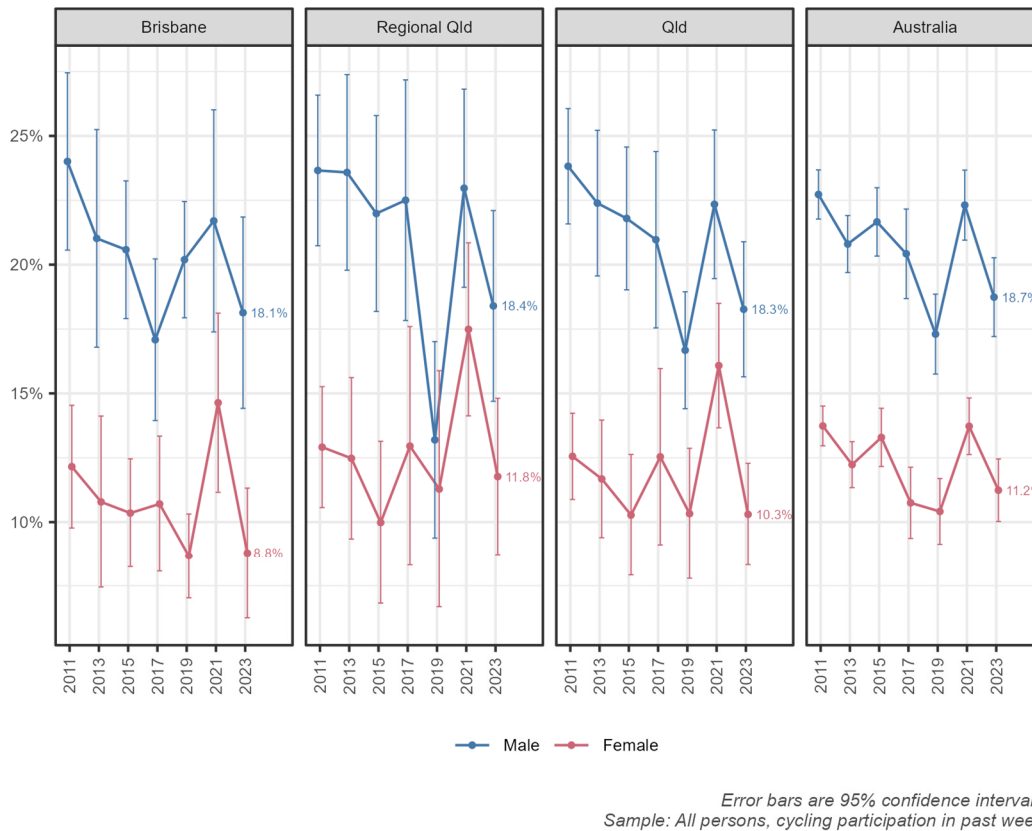
■ **Figure 3.3: Cycling participation by gender**

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.

Error bars are 95% confidence intervals
Cycling participation in the past week
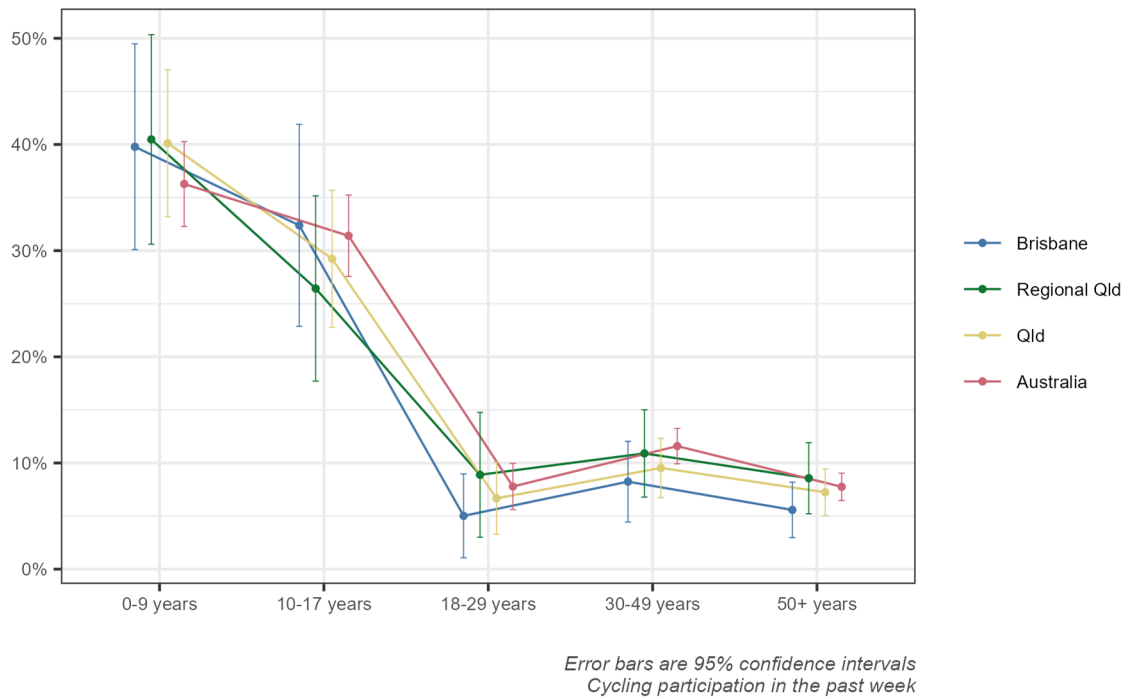
■ **Figure 3.4: Cycling participation by age**

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 trends would suggest steady to slightly declining cycling participation among most age groups aside perhaps from those aged 50 and over.
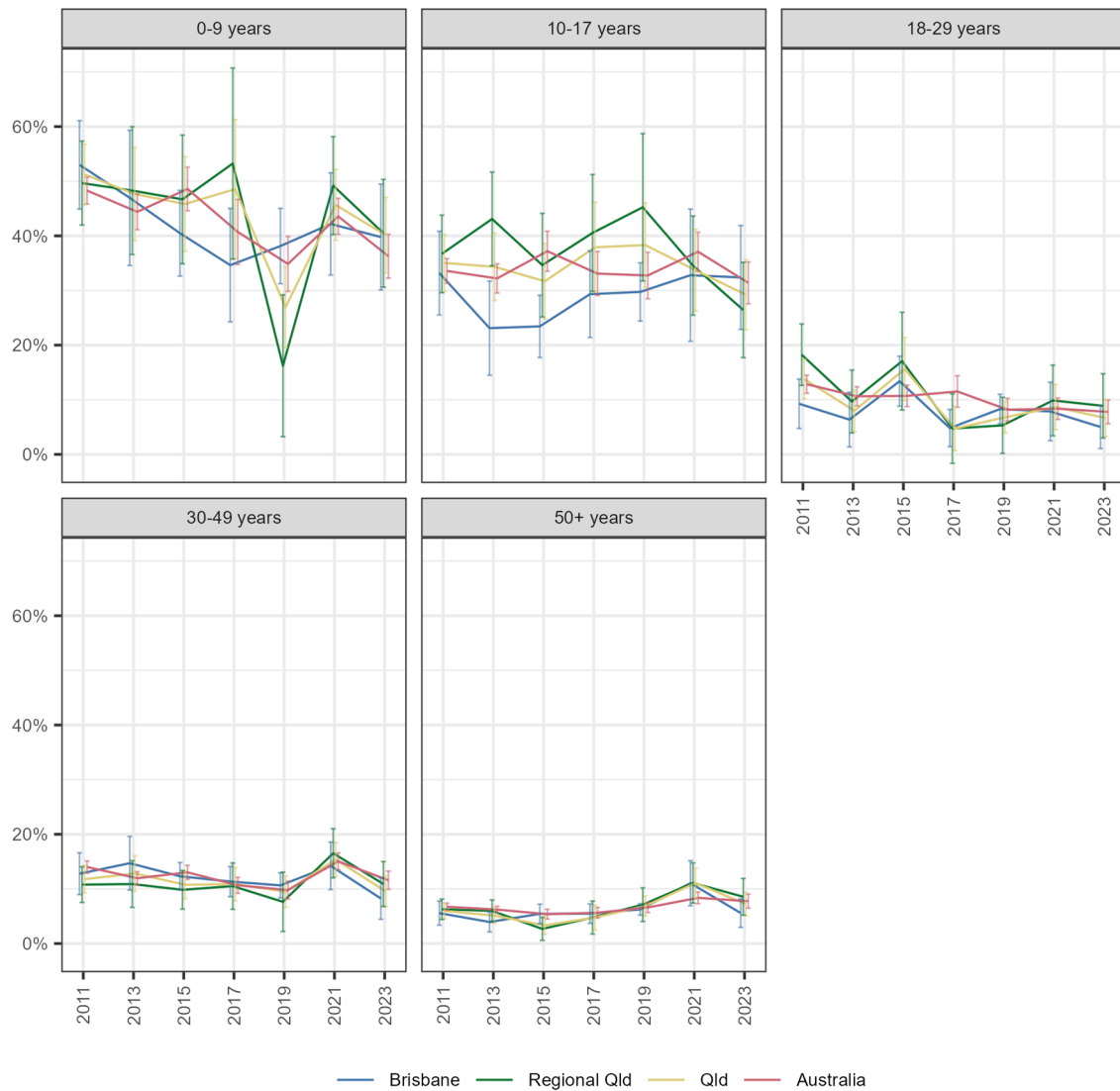
Error bars are 95% confidence intervals
Cycling participation in the past week

■ **Figure 3.5: Cycling participation by age and year**

The change in cycling participation rates by gender and age group since 2011 are shown in Figure 3.6. While the confidence intervals are large, the trend would suggest declining participation among young children since 2011, and that the COVID-related spike in participation among adults aged 30 and over has subsided in 2023.
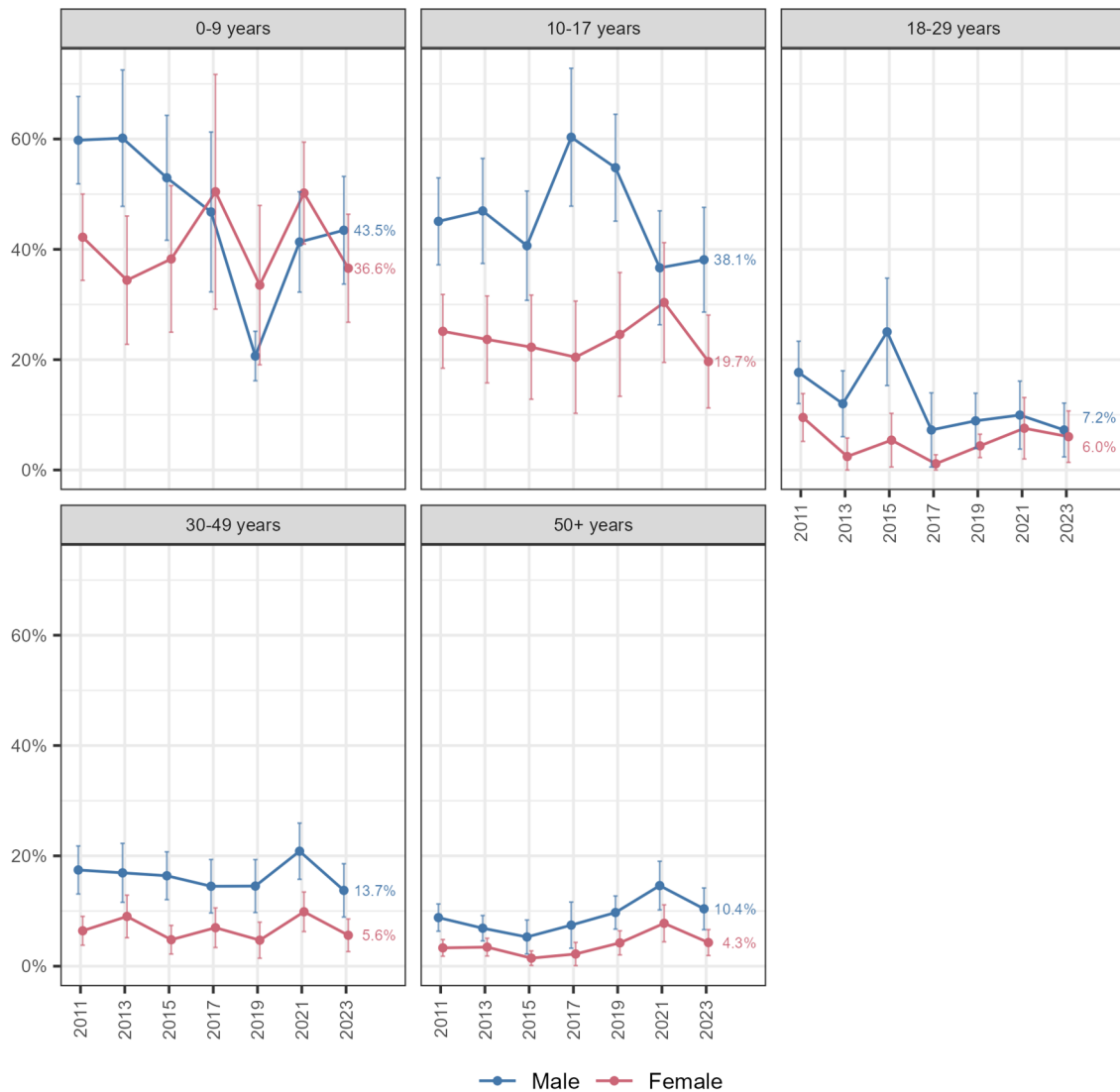
Error bars are 95% confidence intervals
Sample: All persons, cycling participation in past week

■ **Figure 3.6: Cycling participation by age and gender**

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 (46.7%, 95% CI: 41.8 – 51.7%) followed by that they were not interested, health reasons preclude them doing so and that they prefer other methods of getting around (Figure 3.7).

Error bars are 95% confidence intervals
Sample: Persons aged 15+ who had not ridden in the past year
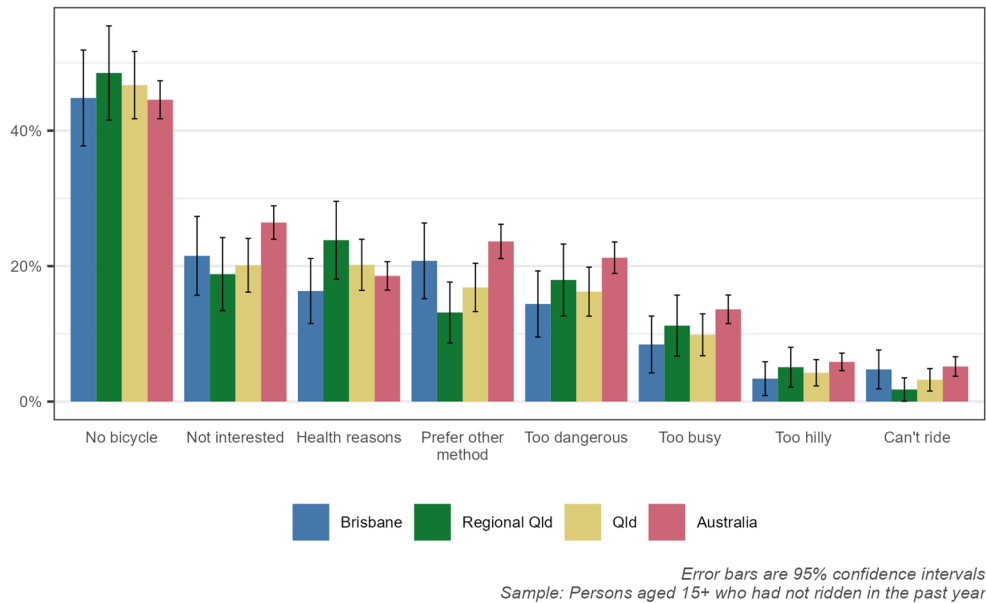
■ **Figure 3.7: Reasons for not riding a bicycle in the past year**

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 those riding have been doing so continuously for a year or more, with around a quarter returning to cycling after a break (Figure 3.8).

Error bars are 95% confidence intervals
Sample: Persons aged 15+ who had rode in the past year
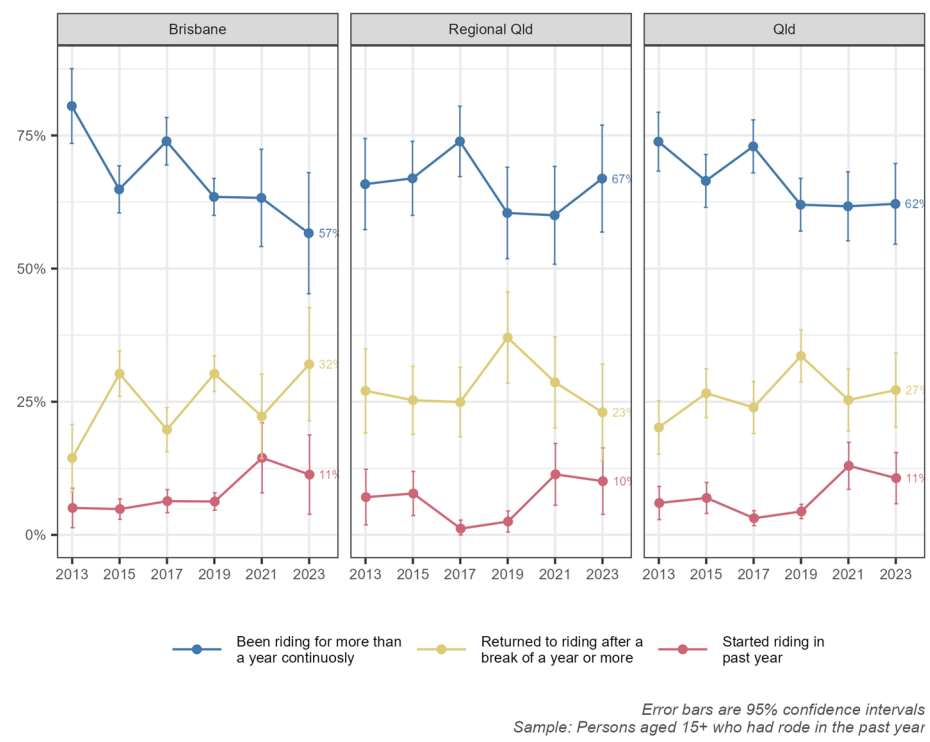
■ **Figure 3.8: Cycling history**

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 (39.5%, 95% CI: 29.8 - 49.2%) indicated they were riding less often than more often (14.4%, 95% CI: 7.4 - 21.4%) (Figure 3.9).
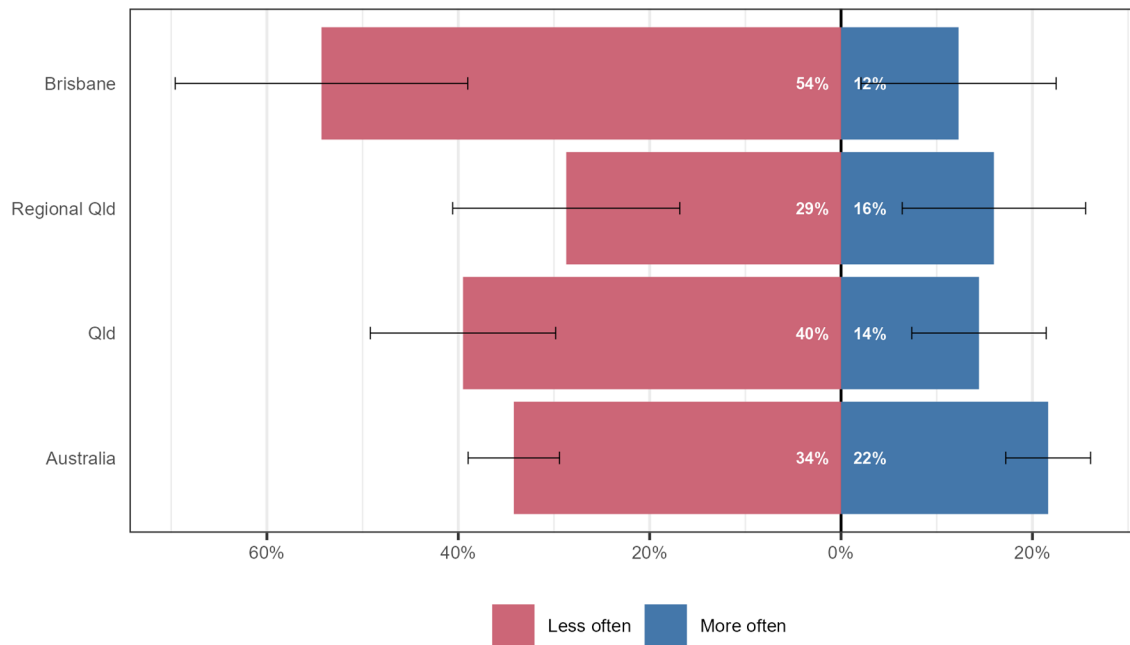
Figure 3.9: Cycling frequency

3.2 Purpose

Of the people who cycled in Qld in the last month, 82.3% (95% CI: 77.4 – 87.3%) cycled for recreation and 24.8% (95% CI: 19.2 – 30.5%) used a bicycle for transport (Figure 3.10).
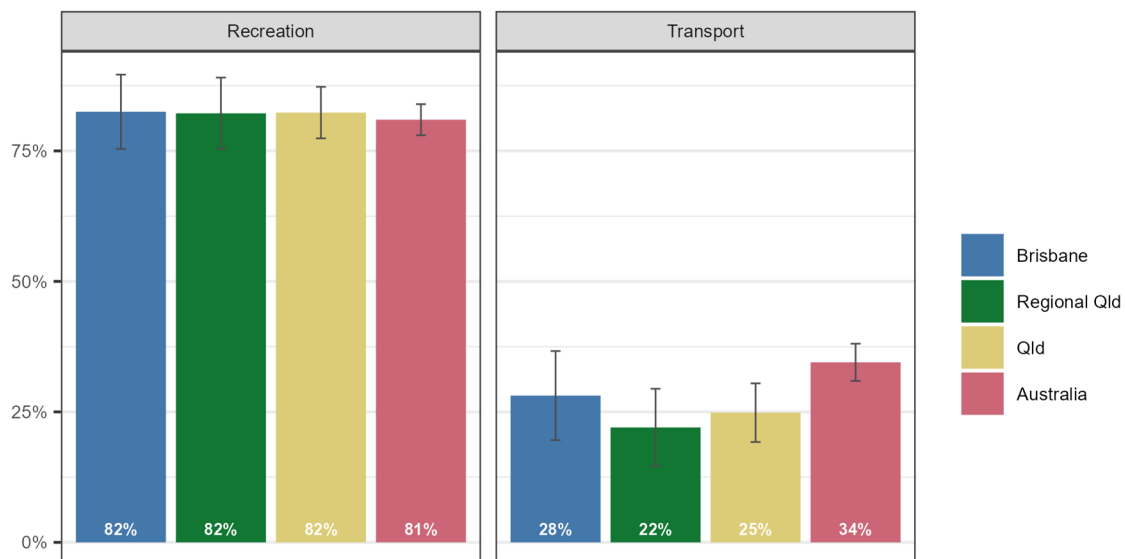
Error bars are 95% confidence intervals
Sample: All persons who had ridden in the past month
★ Estimate should be treated with caution
★★ Estimate should be considered unreliable

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

The main transport purposes for riding were commuting, education and shopping (Figure 3.11). Few had ridden to access public transport.
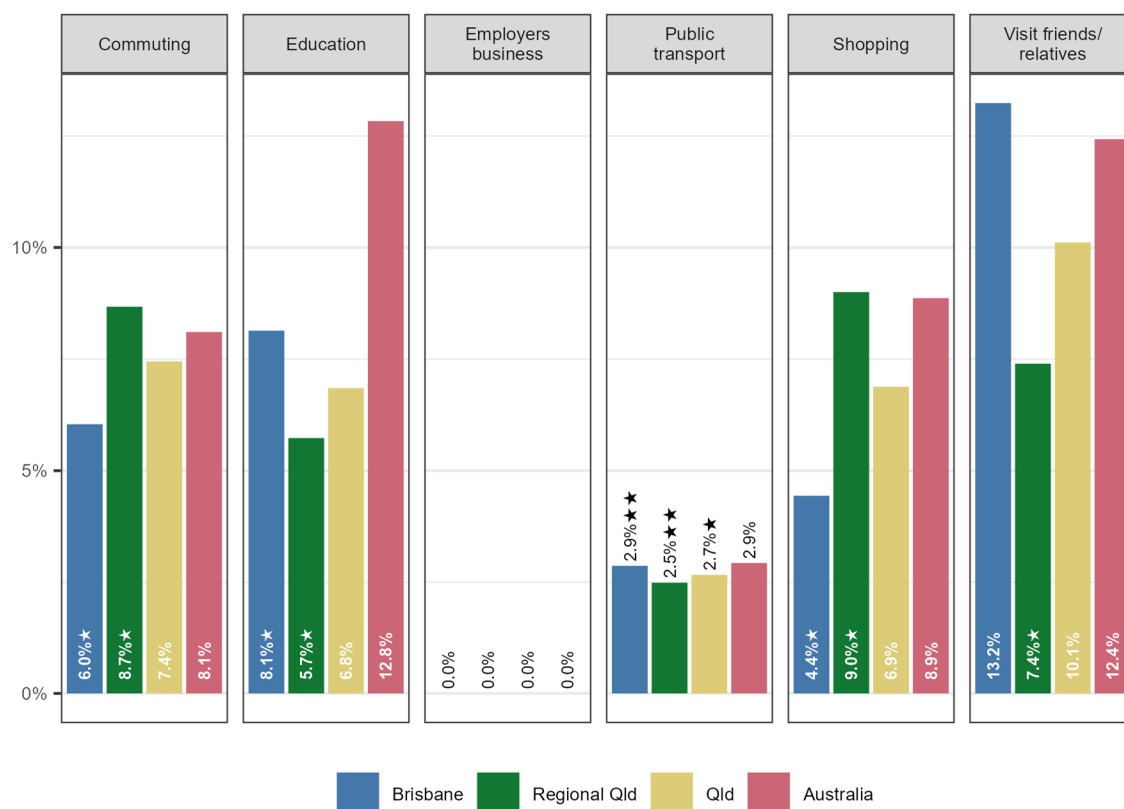
Sample: All persons who had ridden in the past month.
★ Estimate should be treated with caution
★★ Estimate should be considered unreliable

■ **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 Queensland it is estimated that 44.5% of the population (95% CI: 40.1 – 48.8%) aged 15 or

older either cannot ride or are not interested in riding. A further 38.9% (95% CI: 34.6 – 43.2%) are interested; that is, they either do not currently ride but would like to or do ride but only off-road. Around 12.5% (95% CI: 9.6 – 15.4%) ride at least occasionally but will take a longer route to avoid highly trafficked streets. The remaining 4.1% (95% CI: 2.4 – 5.9%) are confident riders who will take the shortest route to their destination even if it is a busy street.

Sample: persons aged 15+
★ Estimate should be treated with caution
★★ Estimate should be considered unreliable
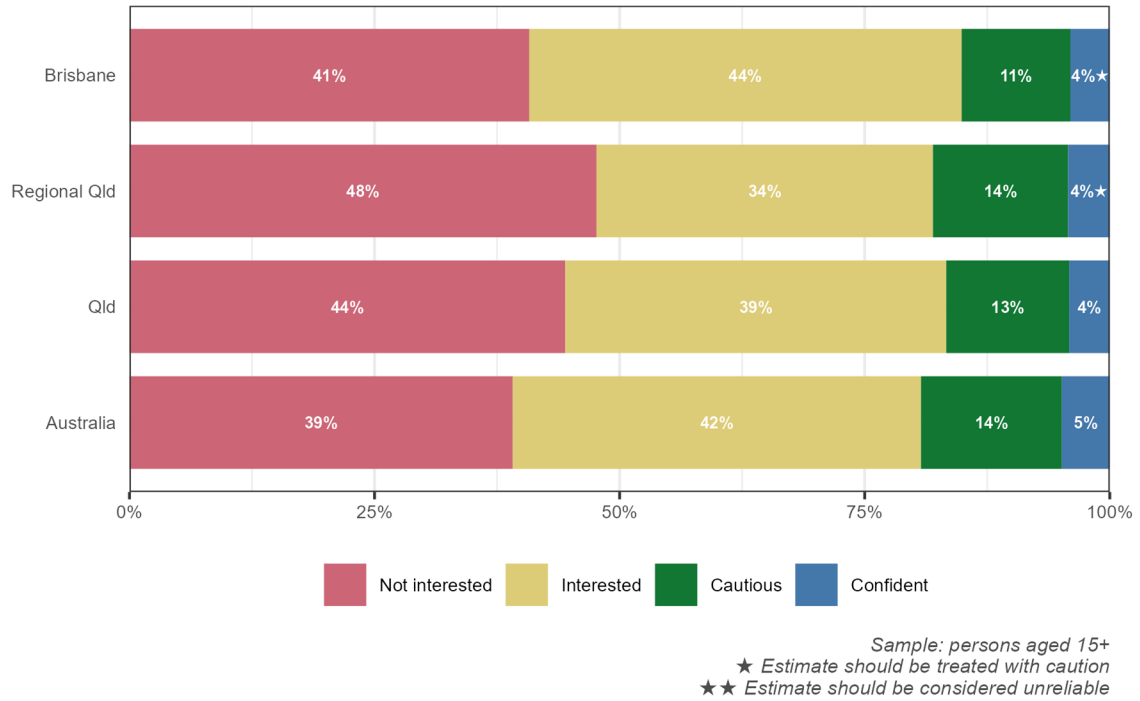
■ **Figure 3.12: Willingness to consider bicycle riding**

3.4 Conditions for riding

The majority of riders felt that conditions for riding in their local area had not changed (68%) over the preceding 12 months (63%), and approximately the same proportion felt conditions had improved (17%) as deteriorated (15%) (Figure 3.3).
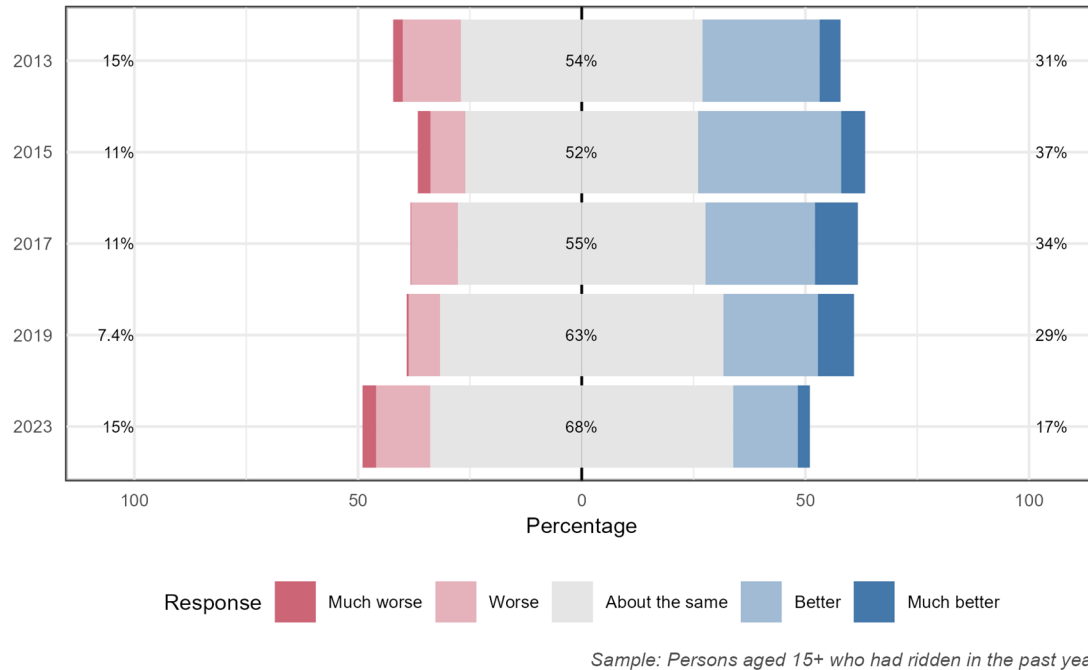
Figure 3.3: Perceived change in riding conditions over the past year

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 their local area. Most of those who had ridden indicated they felt comfortable or very comfortable (73%) doing so (Figure 3.2).
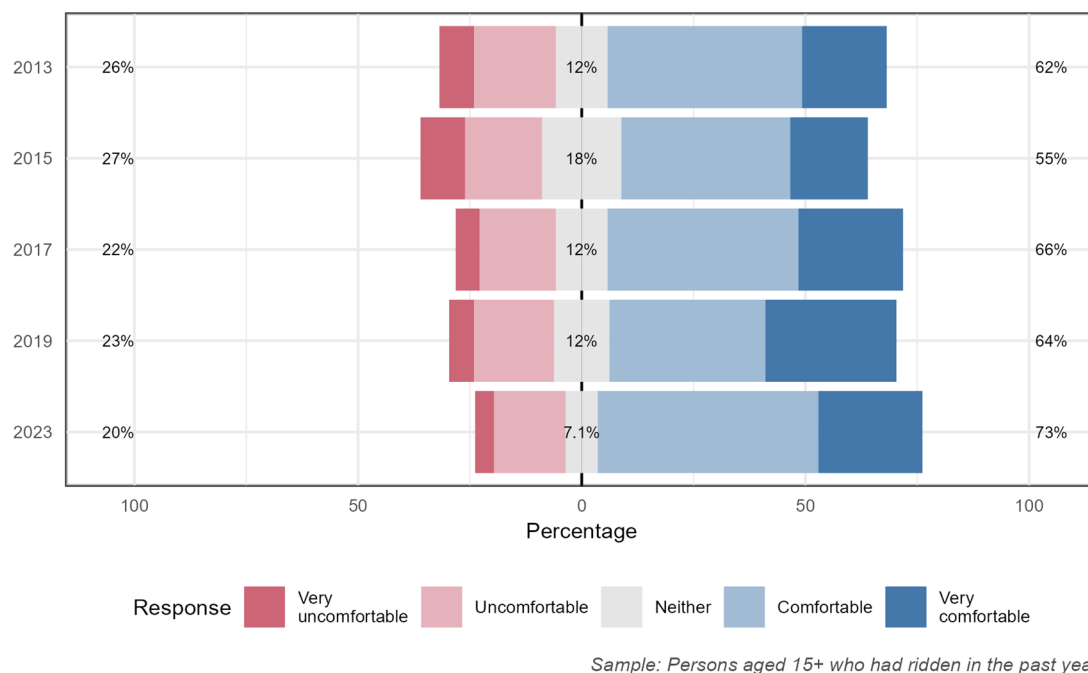
Figure 3.2: Perceived comfort riding in local area

3.5 Bicycle ownership

Around 54.3% (95% CI: 50.5 – 58.1%) of households in Queensland have at least one working bicycle in their household (Figure 3.13). This definition of bicycles <u>includes</u> electrically assisted bicycles. This proportion has not changed significantly since 2011 (Figure 3.14).
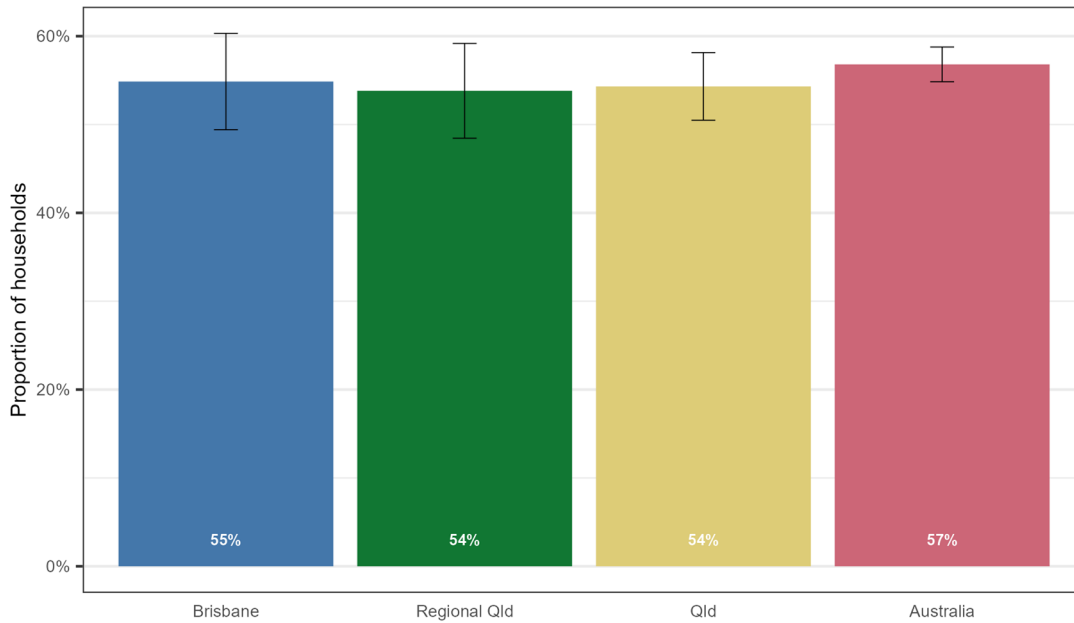
■ **Figure 3.13: Households with at least one working bicycle**
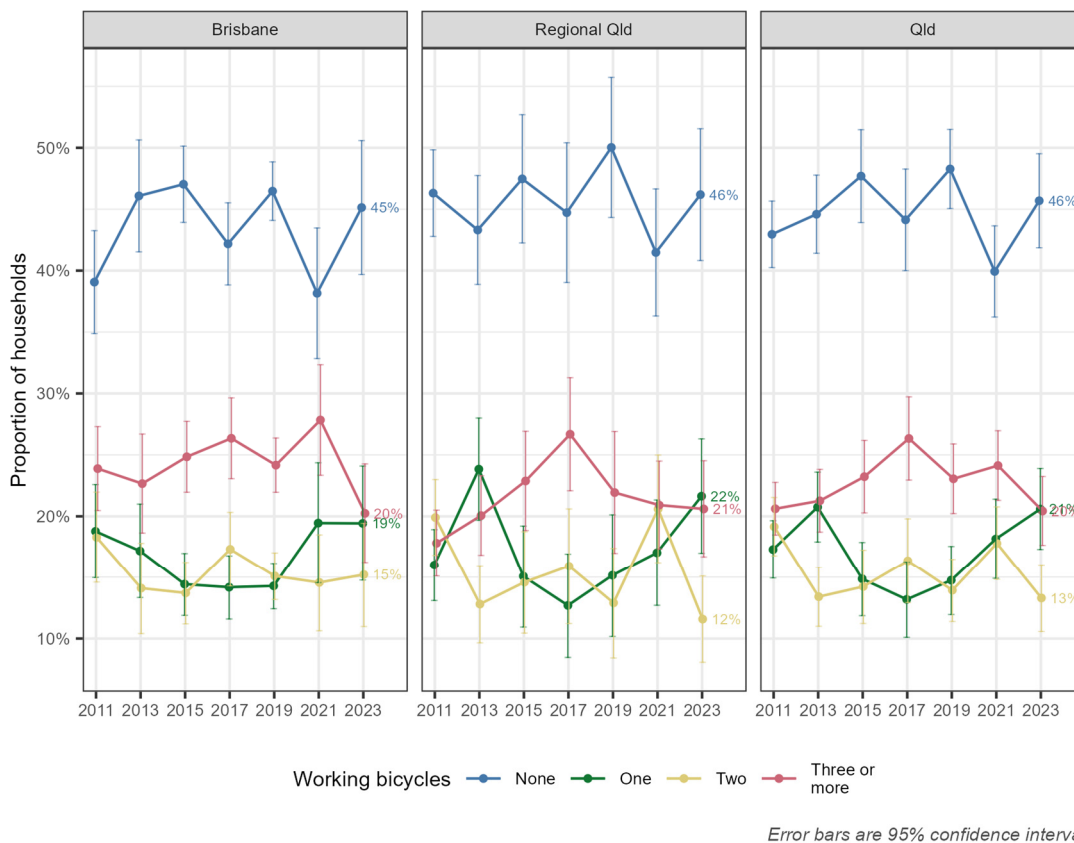
■ **Figure 3.14: Bicycle ownership by year**

Around 5.0% (95% CI: 3.1 - 6.8%) of households in Queensland have at least one electrically assisted bicycle in their household (Figure 3.15).

Error bars are 95% confidence intervals
★ Estimate should be treated with caution
★★ Estimate should be considered unreliable
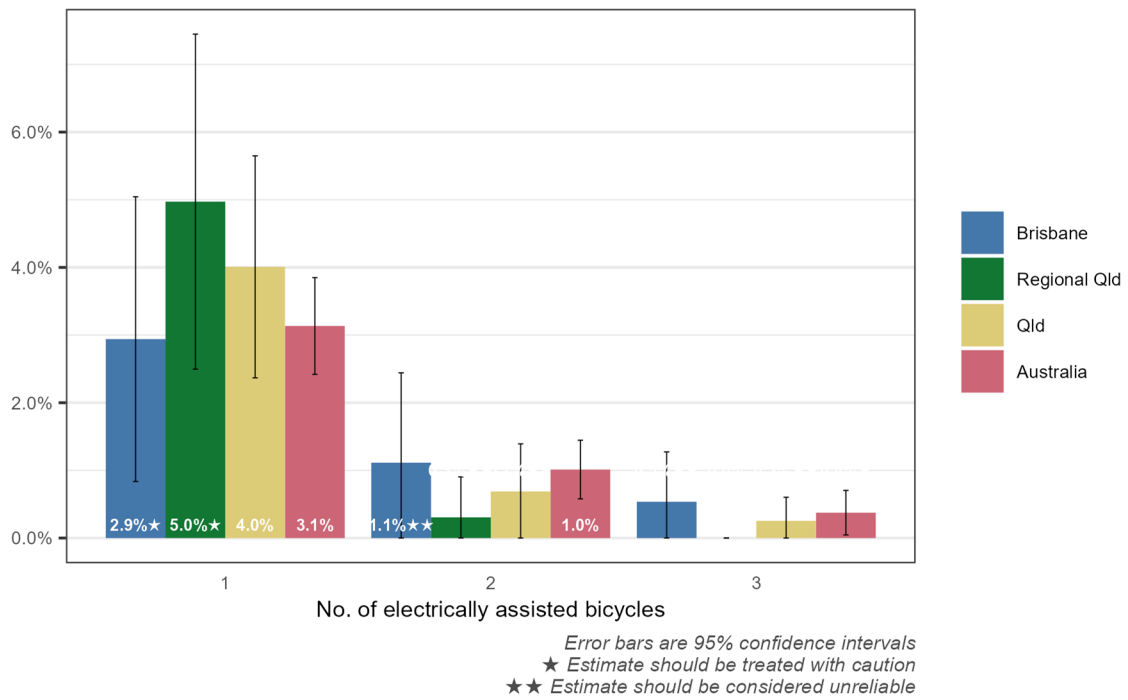
■ **Figure 3.15: Electrically-assisted bicycle ownership**

4 Rideables

It is estimated that 2.2% (95% CI: 1.5 – 3.0%) of the Queensland population ride an electrically assisted rideable such as an e-scooter or e-skateboard[2] in a typical week (Figure 4.1). The proportion riding in Brisbane is likely to be higher than the national average. Males appear to be more likely to use rideables than females (Figure 4.2); around 3.8% (95% CI: 2.4 – 5.2%) of males and 0.7% (95% CI: 0.1 – 1.3%) of females ride these devices in a typical week.
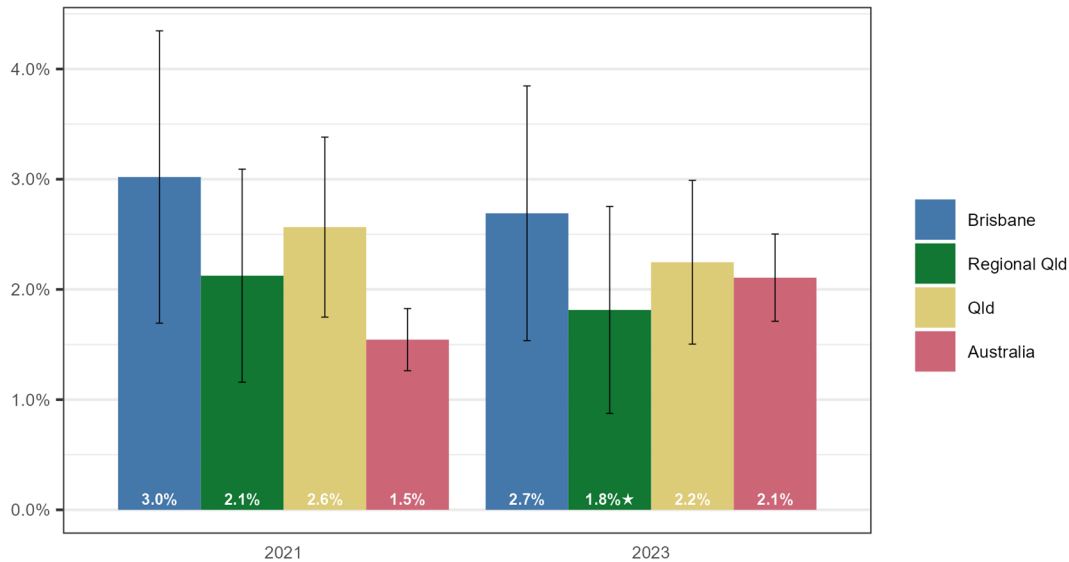
Error bars are 95% confidence intervals
★ Estimate should be treated with caution
★★ Estimate should be considered unreliable

■ **Figure 4.1: Population proportions that rode an electrically powered rideable in the past week**
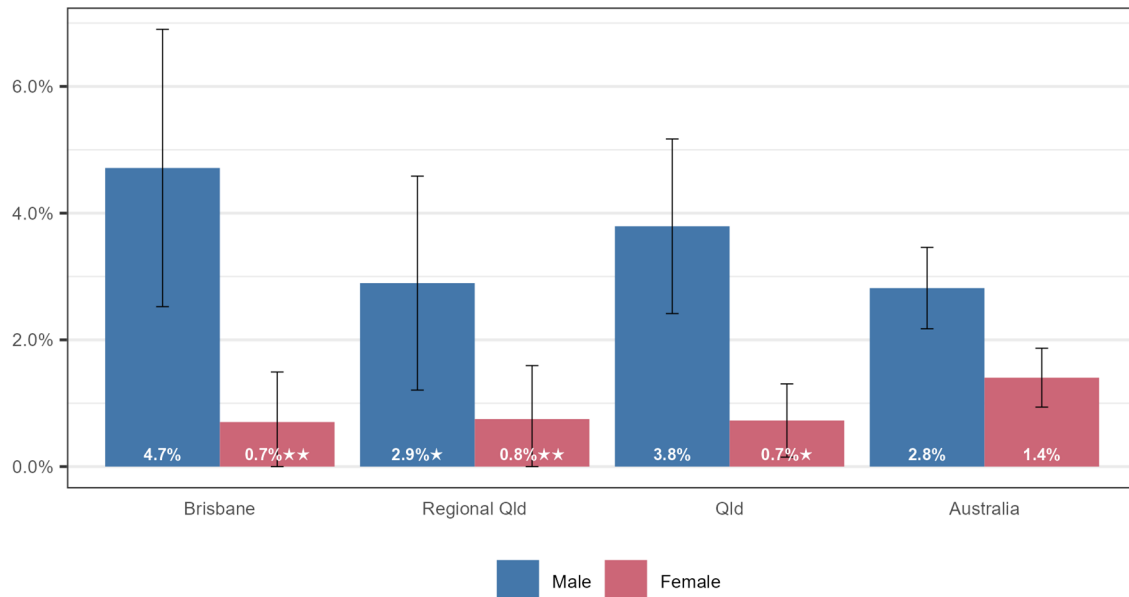
Error bars are 95% confidence intervals
★ Estimate should be treated with caution
★★ Estimate should be considered unreliable

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

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[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	86.9%	85.2%-88.5%	★★★
Purpose in past month			
Recreation/exercise	65.0%	61.0%-69.0%	★★★
Shopping	52.7%	48.5%-56.9%	★★★
Cafe/restaurant	31.7%	27.7%-35.6%	★★★
Visit friends and relatives	29.4%	25.6%-33.3%	★★★
Employers' business	30.1%	26.3%-34.0%	★★★
Dog walking	29.1%	25.3%-33.0%	★★★
Commuting	23.5%	19.9%-27.1%	★★★
Public transport	17.0%	13.9%-20.2%	★★★
Escort	19.0%	15.7%-22.3%	★★★
Travel			
Caution: walking travel estimates are biased by self-reporting and recall limitations and should be treated with a high level of caution.			
Average number of days walked in the past week	4.5	4.3-4.7	★★★
Median hours walked in the past week	3.0	3.0-3.5	★★★
Change in walking frequency			
More frequent	30.3%	25.3%-35.2%	
As frequent	43.9%	38.9%-48.9%	
Less frequent	25.8%	21.6%-30.1%	

Table A.2: Cycling participation statistics

Cycling participation	Estimate	95% confidence interval	Confidence rating
% who rode last week	14.3%	12.6%-15.9%	★★★
% who rode last month	22.5%	20.6%-24.4%	★★★
% who rode in past year	34.3%	32.1%-36.6%	★★★
No. who rode last week	759,100	671,700-846,400	★★★
No. who rode last month	1,199,300	1,097,800-1,300,900	★★★
No. who rode in past year	1,829,700	1,711,600-1,947,800	★★★
Participation by demography			
Gender			
% of males who rode last week	18.3%	15.6%-20.9%	★★★
% of females who rode last week	10.3%	8.3%-12.3%	★★★
Age			
% of 0-9 years who rode last week	40.1%	33.2%-47.0%	★★★
% of 10-17 years who rode last week	29.2%	22.8%-35.7%	★★★
% of 18-29 years who rode last week	6.7%	3.3%-10.1%	★★
% of 30-49 years who rode last week	9.5%	6.7%-12.3%	★★★
% of 50+ years who rode last week	7.2%	5.0%-9.4%	★★★
Gender by age			
Male: 0-9 years	43.5%	33.7%-53.2%	★★★
Male: 10-17 years	38.1%	28.6%-47.6%	★★★
Male: 18-29 years	7.2%	2.4%-12.1%	★★
Male: 30-49 years	13.7%	8.9%-18.6%	★★★
Male: 50+ years	10.4%	6.6%-14.2%	★★★
Female: 0-9 years	36.6%	26.8%-46.4%	★★★
Female: 10-17 years	19.7%	11.2%-28.1%	★★★
Female: 18-29 years	6.0%	1.4%-10.7%	★★
Female: 30-49 years	5.6%	2.6%-8.6%	★★
Female: 50+ years	4.3%	1.9%-6.6%	★★

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	82.3%	77.4%-87.3%	★★★
% of those who rode in past month for transport	24.8%	19.2%-30.5%	★★★
Detail			
% of those who rode in past month for commuting	7.4%	4.0%-10.9%	★★★
% of those who rode in past month for education	6.8%	3.6%-10.1%	★★★
% of those who rode in past month for shopping	6.9%	3.5%-10.2%	★★★
% of those who rode in past month to train/tram/bus	2.7%	0.6%-4.8%	★★
% of those who rode in past month to visit friends/relatives	10.1%	6.2%-14.0%	★★★
Cycling travel			
Caution: cycling travel estimates are biased by self-reporting and recall limitations and should be treated with a high level of caution.			
Average number of days ridden by those that had ridden in past week	3.4	3.1-3.7	★★★
Average time ridden (mins) in past week by those that that had ridden	186	154-217	★★★
Household characteristics			
Working bicycles (incl. electrically assisted)			
% of households without a working bicycle	45.7%	41.9%-49.5%	★★★
% of households with one working bicycle	20.6%	17.3%-23.9%	★★★
% of households with two working bicycles	13.3%	10.6%-16.0%	★★★
% of households with three or more working bicycles	20.4%	17.6%-23.2%	★★★

Appendix B: 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 bicyc;e?

DAYS _____

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

HOURS _____

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

To or from work	1
To or from school, university or study	2
To or from shopping	3
For recreation or exercise	4
To get a train, bus or tram	5
To visit 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 _____