



National Walking and Cycling Participation Survey

2023



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

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

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Revision	Date issued	Author	Revision type
1	2/6/2023	C. Munro	Issue-1
2	13/6/2023	C. Munro	Revisions based on CWANZ comments
3	6/7/2023	C. Munro	Revisions based on state/territory comments
4	15/8/2023	C. Munro	Minor grammatical fix

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Executive Summary

The National Walking and Cycling Participation Survey provides insight into walking and cycling activity across Australia and is a successor to the National Cycling Participation Survey which was conducted biennially from 2011 to 2023. The survey is administered using telephone interviews with a representative sample of Australians using both mobile and landline telephone numbers.

The majority of Australians (89.5% (95% CI: 88.6 – 90.3%) walk for at least ten minutes in a typical week outside their home. This equates to around 23.21 million (95% CI: 22.99 – 23.43 m) people walking every week. A broad definition of walking was adopted, including the use of mobility aids such as wheelchairs and mobility scooters, and included walking for any purpose that extended over at least ten minutes. A significant portion of those who did not walk were aged under two years of age and among the remainder health issues were most often cited for not having walked. On average Australians walk for at least ten minutes on 4.8 days (95% CI: 4.7 – 4.9), spending a median of 3.5 hours per week walking. Of those who walked in the previous week and were aged 15 or older 70.3% (95% CI: 68.2 – 72.4%) walked for recreation or exercise and 56.2% (95% CI: 53.9 – 58.5%) walked to shopping (or within a shopping centre).

The cycling participation rate is significantly lower than for walking; around 15.0% (95% CI: 14.0% - 15.9%) of Australians rode a bicycle (including e-bicycles) in the previous week and 36.7% (95% CI: 35.4 – 38.0%) over the previous year. This equates to around 3.88 million (95% CI: 3.63 – 4.13 m) Australians riding in a typical week and 9.52 million (95% CI: 9.19 – 9.85 m) riding in the past year.

The cycling participation rate over the past week is much higher among males (18.7%, 95% CI: 17.2 – 20.3%) than females (11.2%, 95% CI: 10.0 – 12.5%). The gap in participation is not apparent among young children aged under 10, instead the difference only becomes apparent among teenagers and is maintained across all adult age groups. Among both genders the participation rate declines as young children become teenagers and then precipitously from teenagers to young adults before recovering among those aged 30 to 49 for which 34.3% (95% CI: 31.8 – 36.7%) rode in the past year. The participation rate then declines among older adults.

The boost to cycling participation during the COVID-19 pandemic appears to have been transitory; measured over the past week the participation rate increased from 13.8% in 2019 (95% CI: 12.8% – 14.8%), to 18.2% (95% CI: 17.2% - 19.3%) in 2021 but decreased to 15.0% (95% CI: 14.0% - 15.9%) in 2023. While participation has declined post-COVID it appears to be tracking somewhat higher than would have been predicted based on the pre-COVID trend of steadily declining participation.

It is estimated that 2.1% (95% CI: 1.7 – 2.5%) of the Australian population ride an electrically assisted rideable such as an e-scooter or e-skateboard in a typical week. This statistic was 1.5% (95% CI: 1.2 – 1.8%) in 2021. Males (2.8%, 95% CI: 2.2 – 3.5%) are more likely to ride these devices than females (1.4%, 95% CI: 0.9 – 1.9%) in a typical week.

1 Introduction

1.1 Background

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

1.2 Sampling frame

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

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

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

1.3 Survey method

Given that walking and cycling activity are likely to be affected by seasonal variability and weather the survey fieldwork was conducted between March and 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 five minutes outside their home, excluding gardening, and when they last rode a bicycle (including e-bicycles, but excluding stationary exercise bicycles) in any location. Those respondents who had done so in the past week

were asked to recall on how many days and for how long they had walked or ridden. The retrospective approach, while cost effective, may not precisely measure the activity duration in particular. Moreover, to avoid recollection and definitional issues respondents were not asked how many trips they had undertaken by walking or riding.

1.5 Weighting

The person-level data are weighted at the gender and age level (2 – 9, 10 – 24, 25 – 49, 50+) to the ABS Census of Population and Housing 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 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 3,672 households containing 9,419 persons (Table 1.1). The sample sizes varied across jurisdictions due to varying interview time allocations at the request of the states and territories. Overall, 90% of households completed the survey using a mobile telephone. The lowest proportion of mobile households was in the New South Wales sample (83%) and the highest was in the Northern Territory (96%).

■ **Table 1.1: Sample sizes**

State	Households	Persons
New South Wales	631	1,635
Victoria	282	677
Queensland	592	1,554
South Australia	408	986
Western Australia	434	1,148
Northern Territory	270	718
Tasmania	445	1,099
Australian Capital Territory	610	1,602
Total	3,672	9,419

Summary call statistics are provided in Table 1.2. The overall response rate (i.e. completions as a proportion of all in-scope numbers called) was 11.5% and the consent rate (i.e. completions as a proportion of all respondents asked to complete the survey) was 56.9%. The statistics for each jurisdiction are provided in Appendix B.

■ **Table 1.2: Call statistics**

Category	Calls
Surveys	
Completed interviews ¹	3,672
In scope	
Refusal	2,868
Communication difficulties	1,233
Terminated early	149
Surplus call backs	4,663
No contact	20,140
Out of scope	
Non-qualifying ²	343
Consent rate	
	56.9%
Response rate	
	11.5%

¹ Post-interview data cleaning removed an additional 117 interviews, resulting in 3,672 interviews in the analysis.

² Usually wrong area, government or business number.

2 Walking

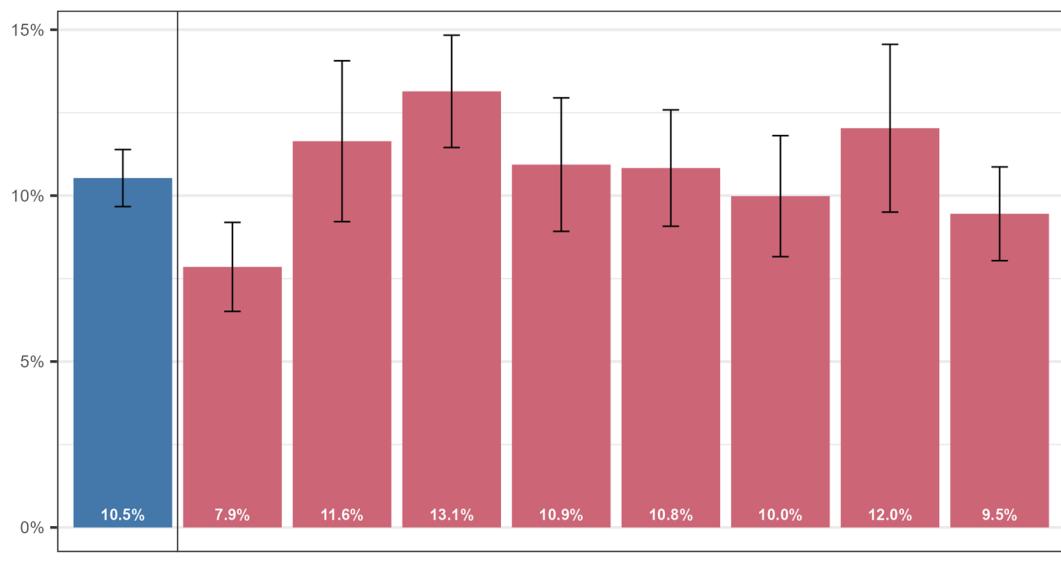
2.1 Participation

Walking was defined as:

- travel by foot or using a mobility aid such as a wheelchair or mobility scooter that occurred outside the home, and
- a duration of at least ten minutes¹.

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 five minutes, and that lying or sitting in a bassinet or stroller does not constitute walking. Most other forms of walking are included – such as walking for recreation, walking to shops, public transport, or a workplace, walking to escort others (such as an adult escorting a schoolchild, or pushing a pram) or driving to a shopping centre and then walking within that shopping centre for at least ten minutes.

The majority of Australians walk at least once a week. While 10.5% (95% CI: 9.7 – 11.4%) of Australians were estimated not to have walked in the past week (Figure 2.1), a significant proportion of this group were children aged under two. Among the population aged two or older 8.0% (95% CI: 7.2 - 8.8%) were estimated not to have walked in the past week. Of those aged 15 or older who had not walked in the past week, most cited health reasons (15.2%, 95% CI: 11.1 – 19.3%), that they were too busy (7.9%, 95% CI: 4.8 – 11.0% or that they prefer another form of transport (3.0%, 95% CI: 1.4 – 4.7%). The proportion who did not walk in the past week is lower in NSW and higher in Queensland than the national average; the proportion across other jurisdictions are not significantly different from the national average.



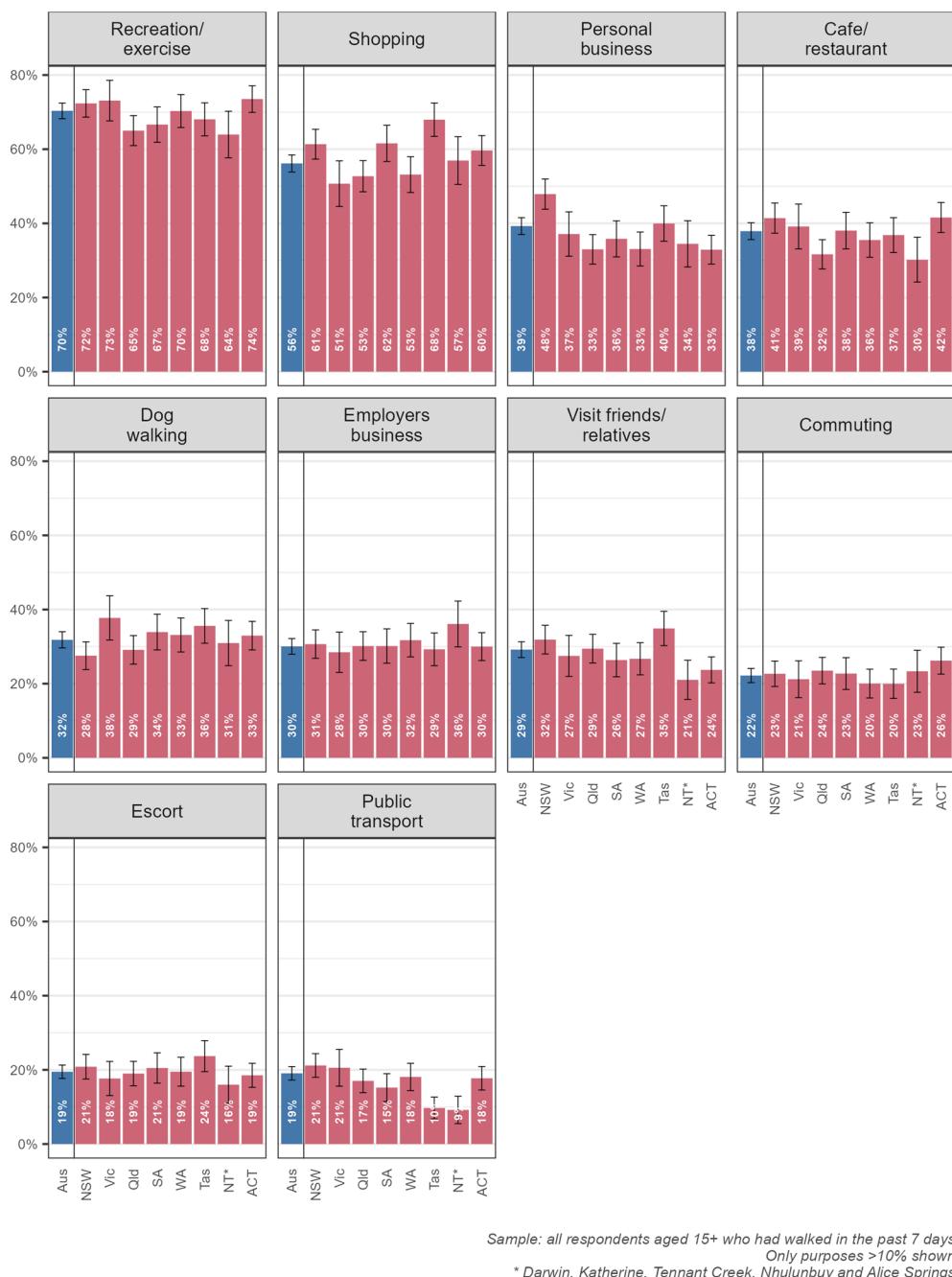
* Darwin, Katherine, Tennant Creek, Nhulunbuy and Alice Springs
Error bars are 95% confidence intervals

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

¹ The 2021 survey used a threshold of five rather than ten minutes walking duration. Given the different definition comparisons with the previous survey are not presented in this analysis.

2.2 Purpose of travel

Respondents aged 15 and over were asked for what purposes they had walked in the past month. The most regularly cited reason for walking was for recreation or exercise (70.3%, 95% CI: 68.2 – 72.4%) followed by shopping² (56.2%, 95% CI: 53.9 – 58.5%), personal business³ (39.3%, 95% CI: 37.0 – 41.5%) or to visit cafes or restaurants (37.9%, 95% CI: 35.6 – 40.2%) (Figure 2.2). Around a quarter of respondents had walked to work.



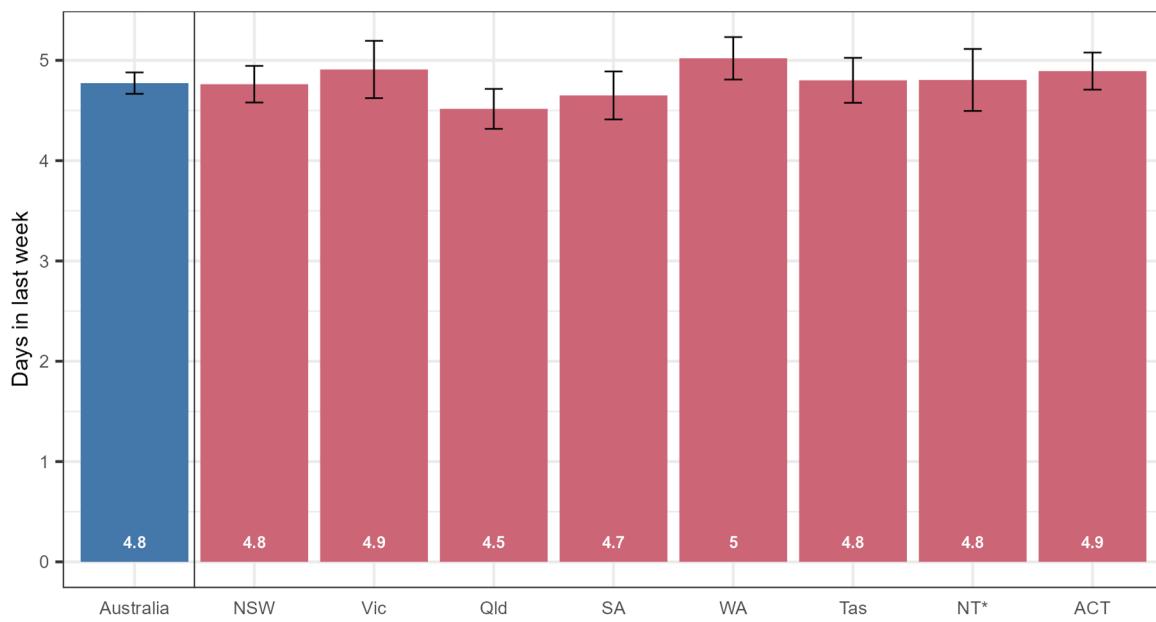
■ **Figure 2.2: Walking purposes over the past month**

² This includes walking to and/or from shops as well as walking within shops for at least ten minutes.

³ Includes activities such as visiting hairdressers or banks.

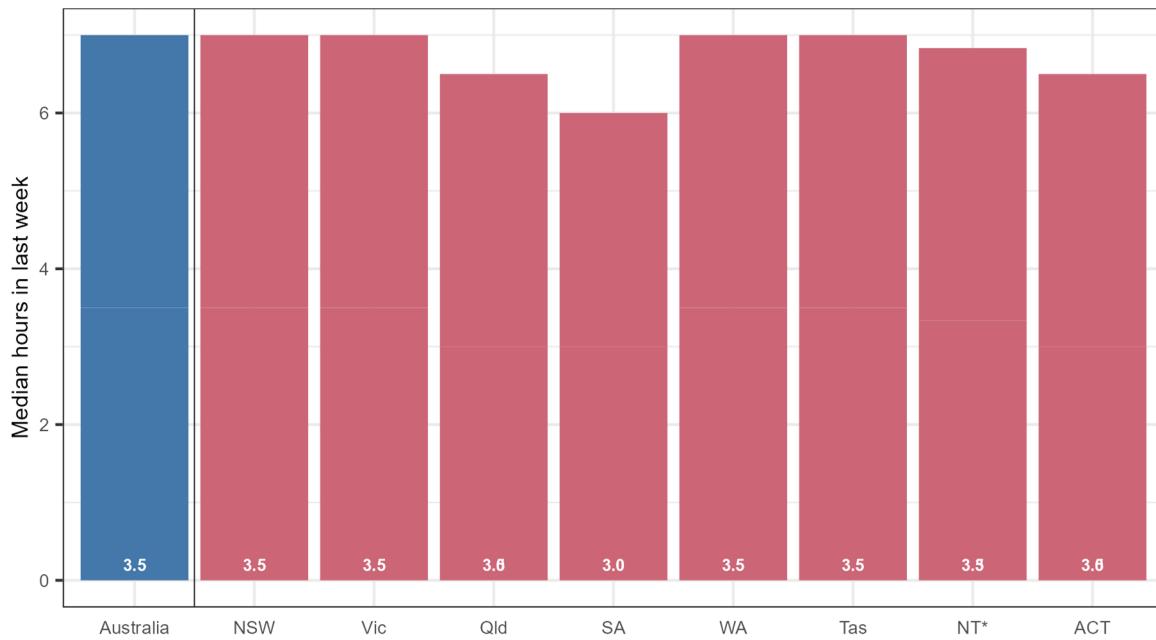
2.3 Frequency and duration

On average, Australians walked for at least ten minutes on 4.8 days (95% CI: 4.7 – 4.9) over the past week; there is no significant difference in the number of days walked across jurisdictions (Figure 2.3). The median total hours spent walking in the past week was 3.5 hours; only in South Australia did the median walking duration differ (Figure 2.4).



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

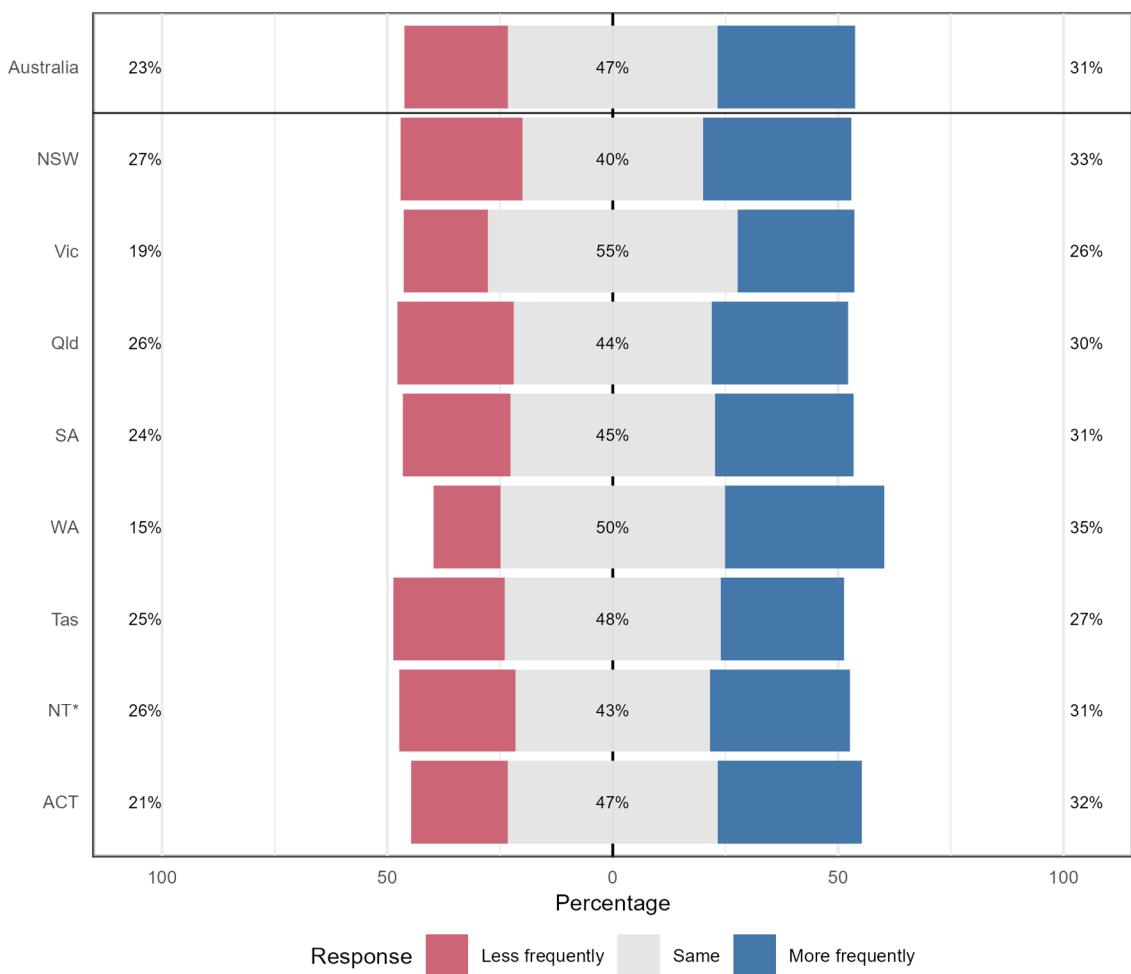
■ **Figure 2.3: Average days walked in the past week**



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

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

Among those aged 15 and over who had walked in the past week more (31%) had walked more often than less often (23%) compared to a year ago (Figure 2.5). In all jurisdictions aside from Tasmania significantly more respondents indicated they are walking more frequently than a year ago.



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

3 Cycling

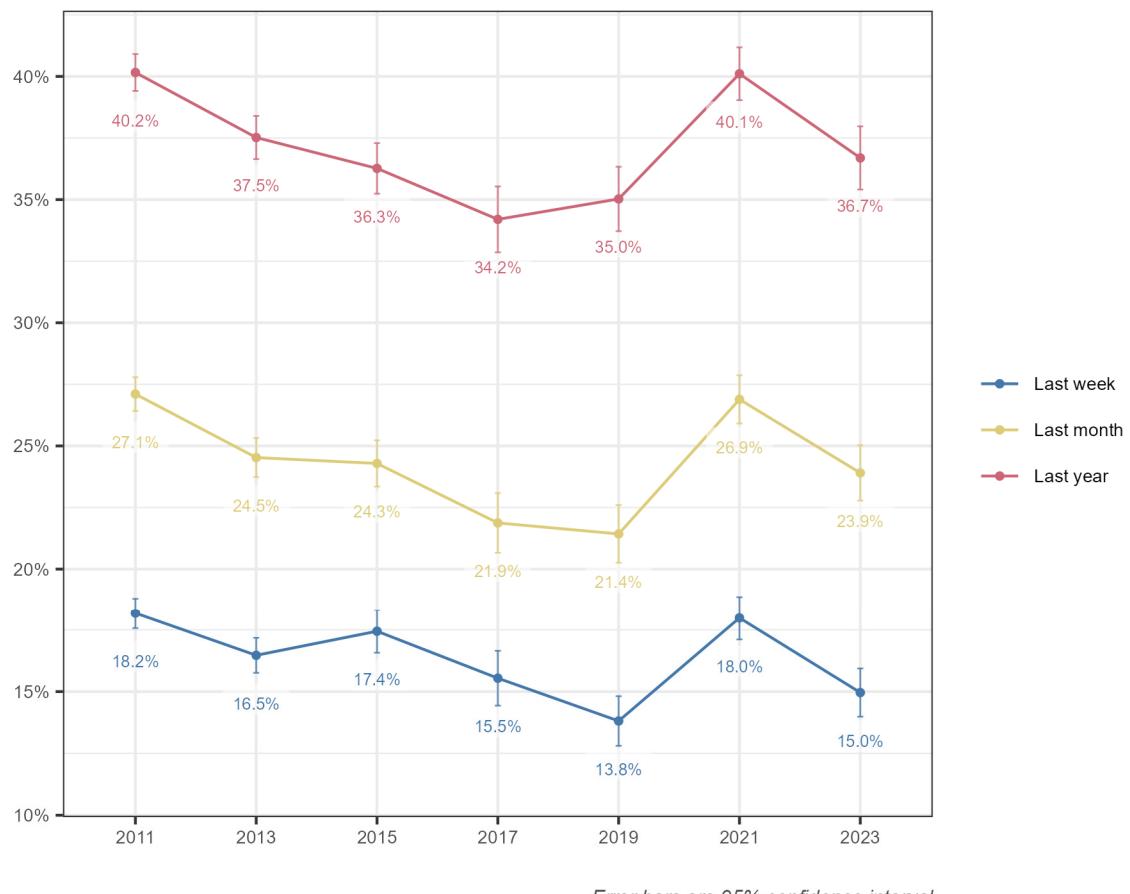
3.1 Participation

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

The cycling participation rate across Australia measured over the previous week, month and year is shown in Figure 3.1. Measured over the previous week the participation rate increased markedly from 13.8% in 2019 (95% CI: 12.8% – 14.8%) to 18.0% (95% CI: 17.1% - 18.9%) in 2021 but has subsequently declined to 15.0% (95% CI: 14.0 – 15.9%) in 2023. Similar trends are observed when measured over the past month and year:

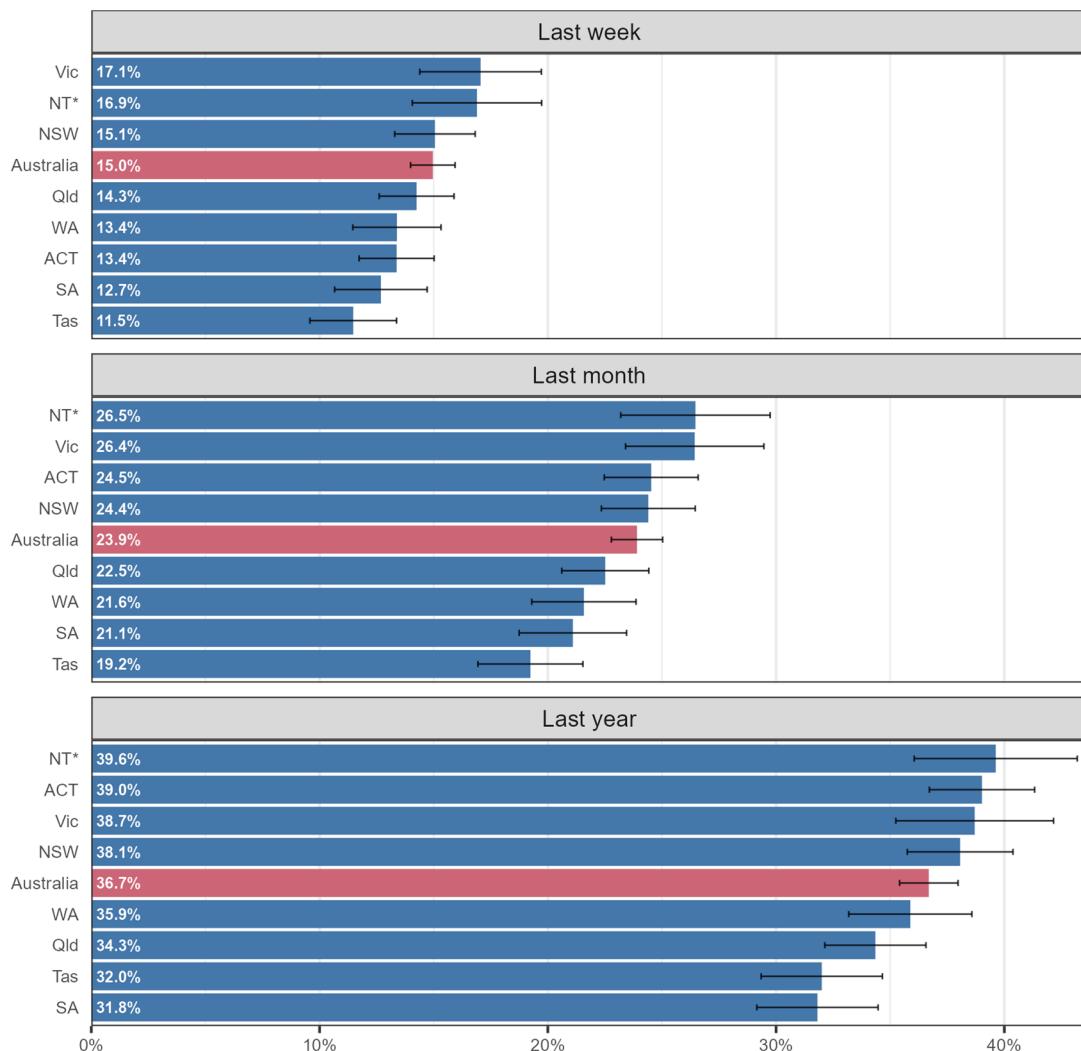
- Cycling participation over the past month has decreased from 26.9% (95% CI: 25.9% - 27.9%) in 2021 to 23.9% (95% CI: 22.8 – 25.0%) in 2023.
- Cycling participation over the past year has decreased from 40.1% (95% CI: 39.0% - 41.2%) in 2021 to 36.7% (95% CI: 35.4 – 38.0%) in 2023.

The 2021 survey was conducted during the COVID pandemic, when travel was very significantly disrupted. This data would suggest the increase in cycling participation observed during the pandemic has dissipated somewhat, although participation appears to still be somewhat higher than the pre-COVID trend suggests would otherwise have been the case.



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

The Northern Territory and Victoria may have a cycling participation rate higher than the national average (Figure 3.2). By contrast, the participation rate for Tasmania is consistently lower than the national average.

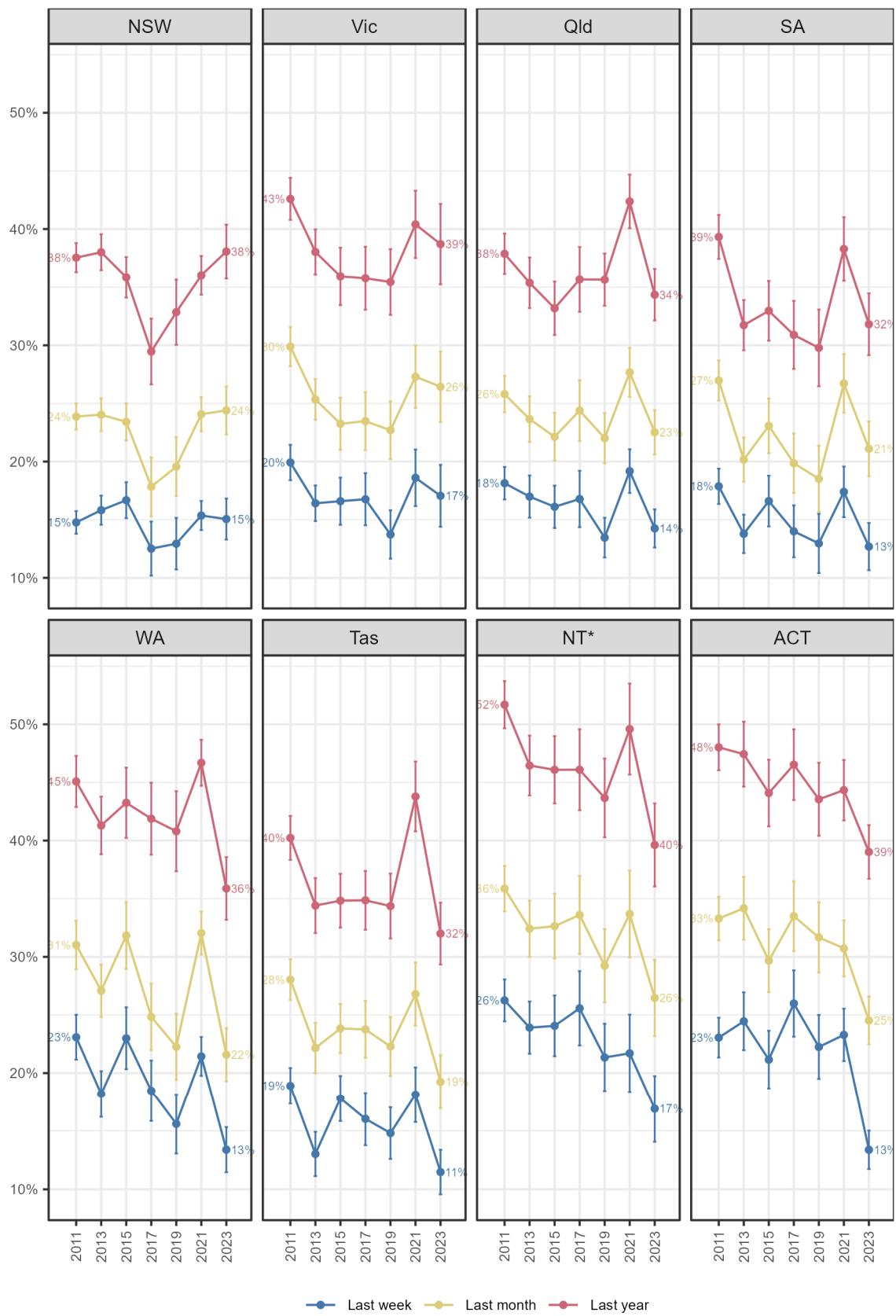


* Darwin, Katherine, Tennant Creek, Nhulunbuy and Alice Springs
Error bars are 95% confidence intervals

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

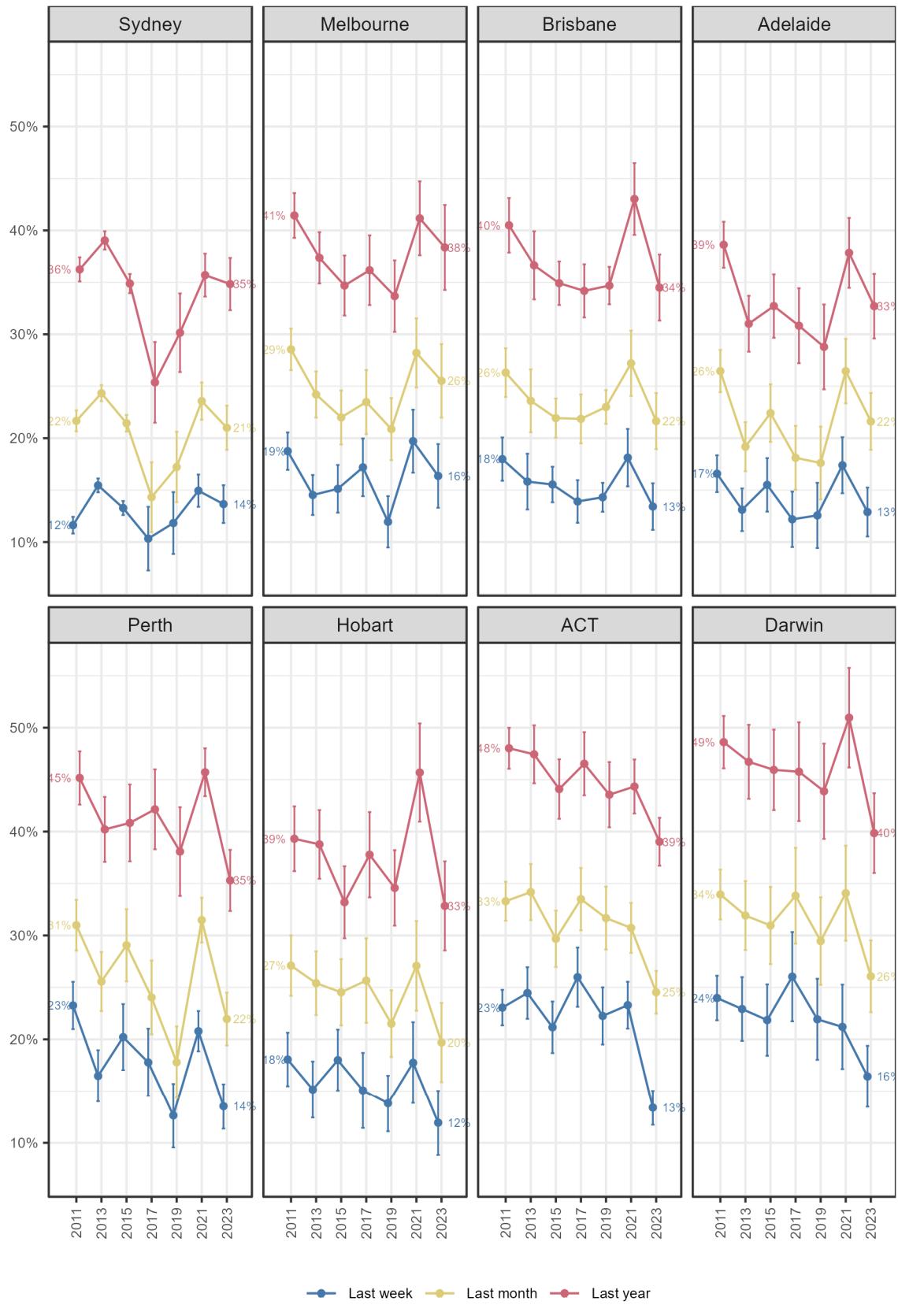
The trends in cycling participation by state and territory are shown in Figure 3.3. Those jurisdictions that incurred the greatest increase in participation during COVID have incurred the greatest decreases between 2021 and 2023, most notably Queensland, South Australia, Western Australia and Tasmania. The measured decrease in participation in the Australian Capital Territory is extreme, especially when measured over the past week. It is likely this is result is an outlier, possibly due to particularly inclement weather in the ACT during the survey fieldwork period or sampling variability⁴. The capital city areas in each state and territory were defined using the Greater Capital City Statistical Area (GCCSA) as defined by the ABS. The trends in cycling participation in the capital cities reflect the state-wide trends (Figure 3.4). However, in cases such as New South Wales participation may have increased in regional areas while remaining stable in Sydney (Figure 3.5).

⁴ No matter how carefully the population is sampled to try and ensure representativity, there is always a chance the sample in any given year is in some way biased relative to the population in ways which the sample weighting procedures can't adequately correct.



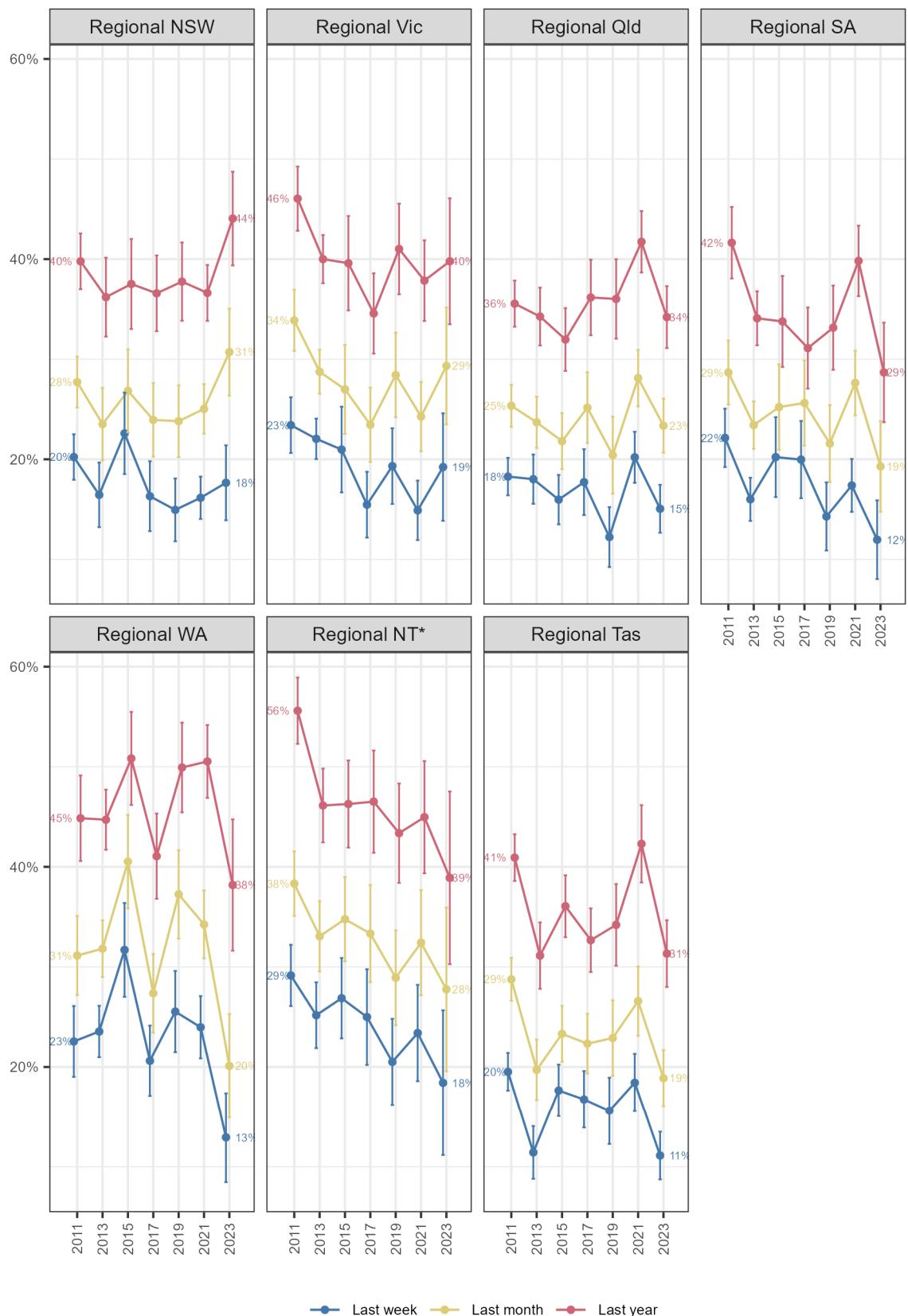
* Prior to 2021 all of NT, from 2021 onwards: Darwin, Katherine, Tennant Creek, Nhulunbuy and Alice Springs
Error bars are 95% confidence intervals

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



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

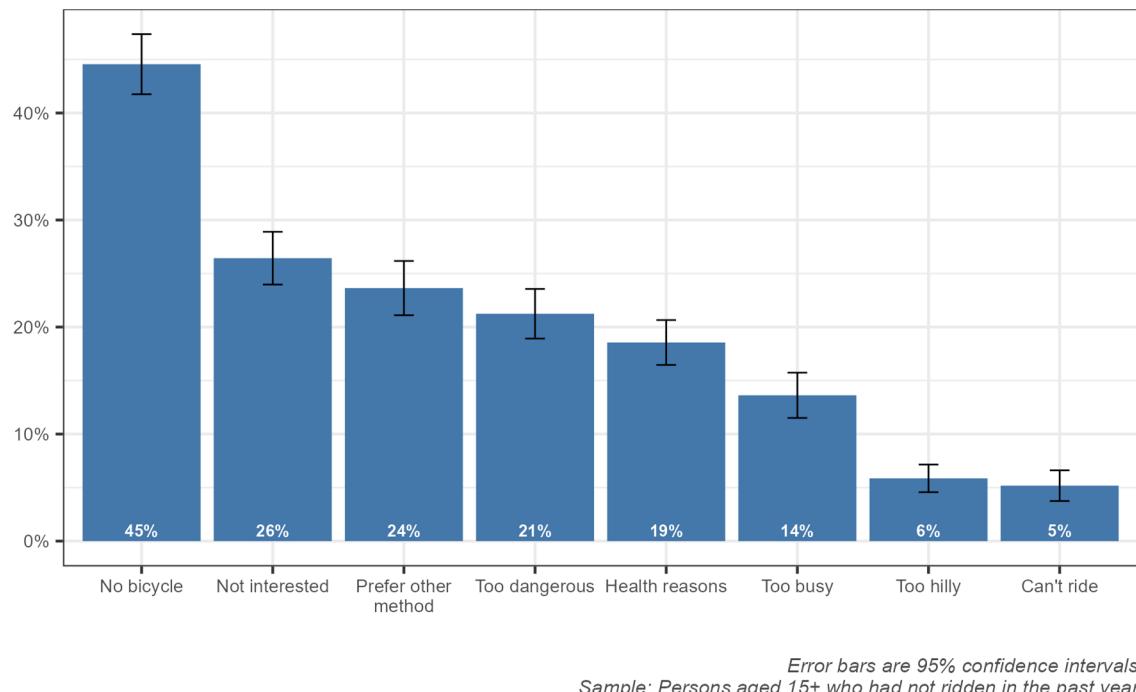
■ **Figure 3.4: Cycling participation by capital city (see Appendix A for tabulated data)**



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

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

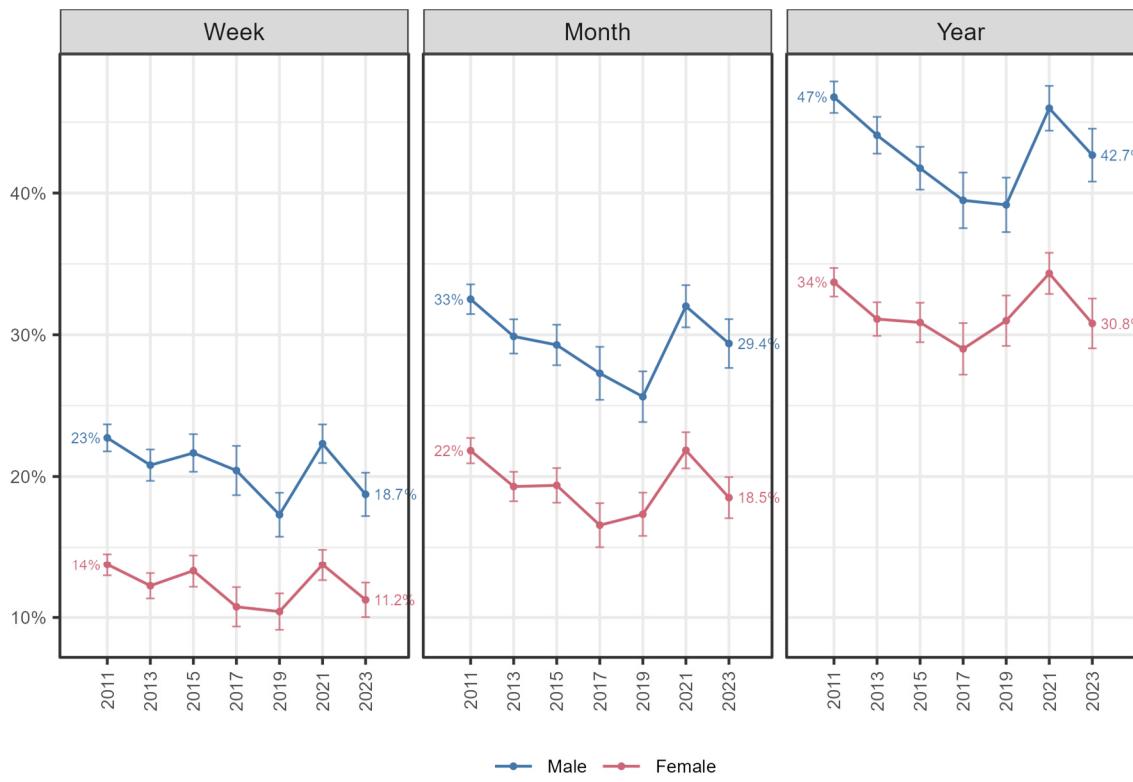
Those who had not ridden a bicycle in the past year, and who were aged 15 or older, were asked why they had not done so. The most commonly cited reason was that they did not have a bicycle (44.6%, 95% CI: 41.8 – 47.4%) followed by that they were not interested, prefer other methods of getting around, it's too dangerous or health reasons preclude them doing so (Figure 3.6).



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

3.2 Age and gender

The national trend in cycling participation rate by gender⁵ is shown in Figure 3.7. When measured over the past week, participation has decreased from 22.9% (95% CI: 21.4 – 24.5%) to 18.7% (95% CI: 17.2 – 20.3%) for males and from 13.6% (95% CI: 12.3 – 14.9%) to 11.2% (95% CI: 10.0 – 12.5%) for females between 2021 and 2023. All changes between 2021 and 2023 are statistically significant at the 5% level⁶.



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

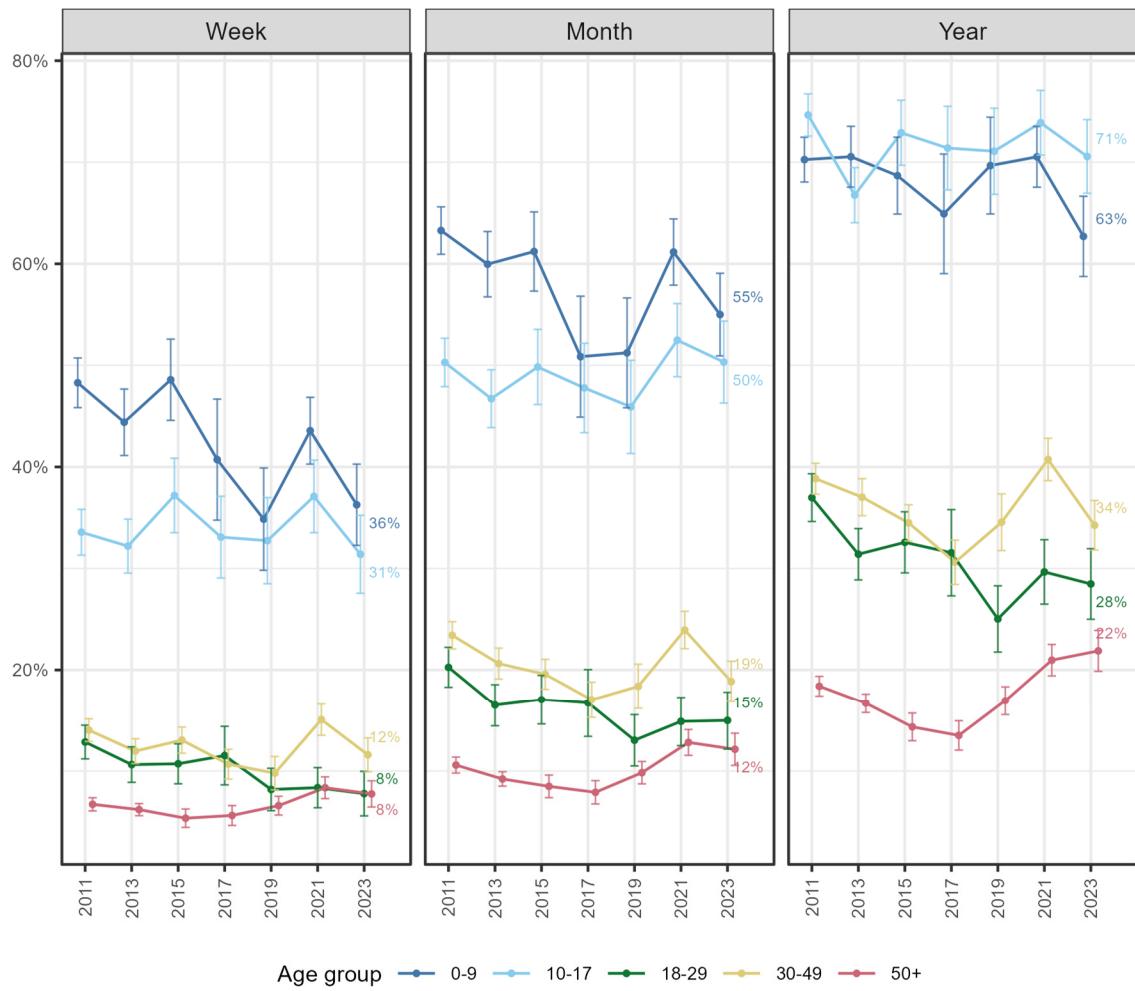
Error bars are 95% confidence intervals

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

⁶ That is, there is less than a 5% chance that the observed differences are due to sampling variability.

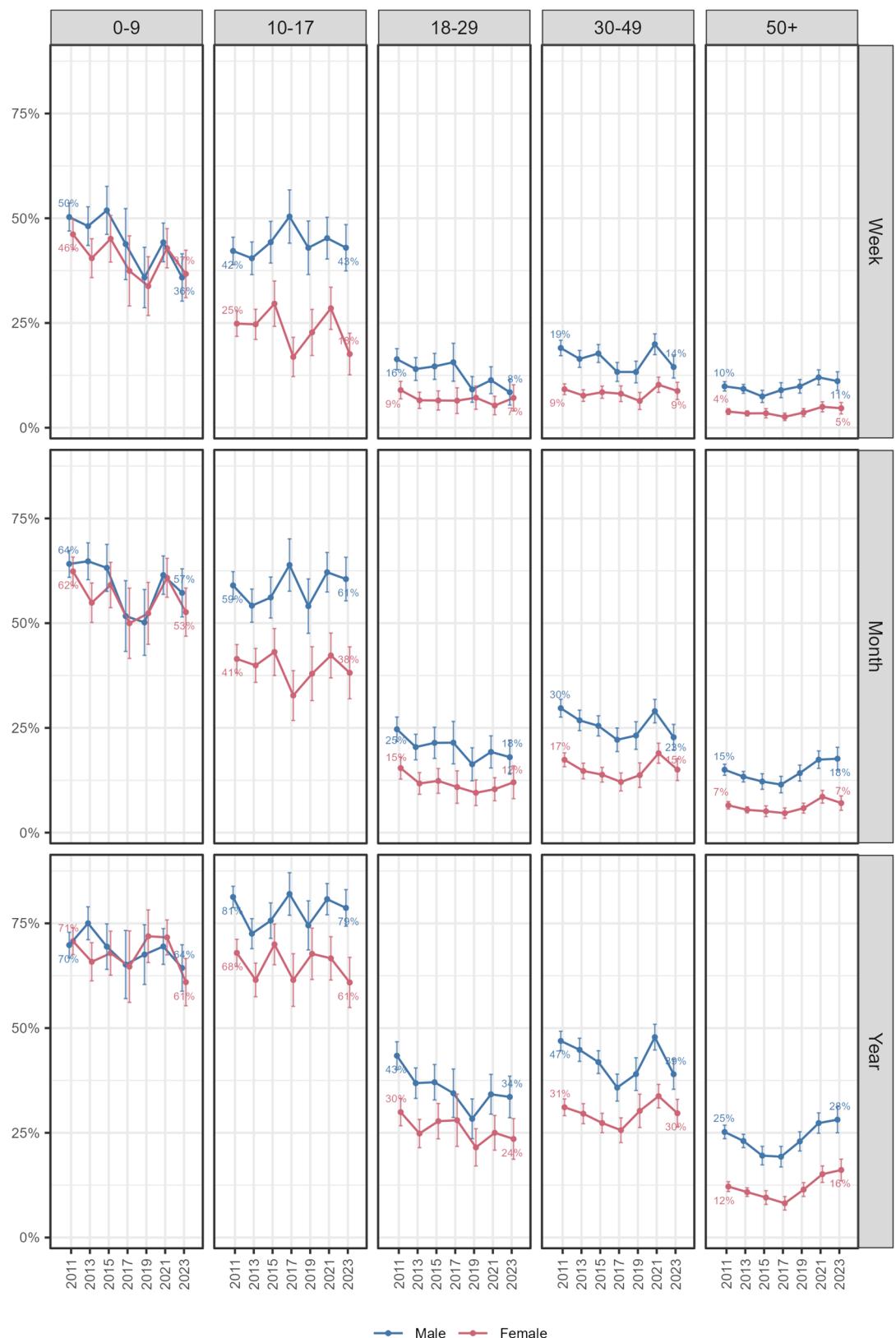
The trend in cycling participation rate by age group is shown in Figure 3.8. Children aged two or younger were assumed to not have cycled but are included as non-riders within the statistics for the youngest age group.

Cycling participation rates are consistently much higher among young children aged 0 to 9 and teenagers aged 10 to 17. While the confidence intervals for children are wide, the data suggests that the participation rate among children aged under 10 years increased markedly in 2021 but has returned to 2019 levels in 2023 (Figure 3.8). Similar trends are observed among teenagers and adults aged 30 to 49.



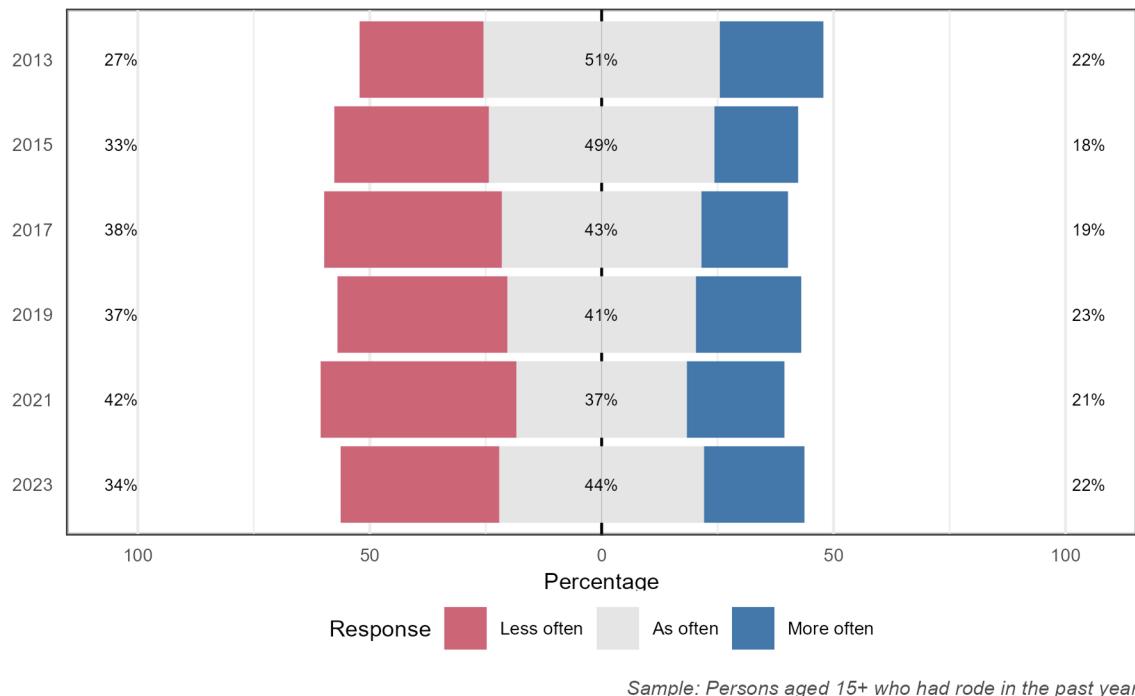
■ **Figure 3.8: Cycling participation by age group (see Appendix A for tabulated data)**

The change in cycling participation by gender and age group together is presented in Figure 3.9. There are wide error bands in some groups, particularly children, that limit the robustness of conclusions drawn from this data. Nonetheless, when measured over the past week cycling participation among both genders has, in general, trended similarly over the past few years.

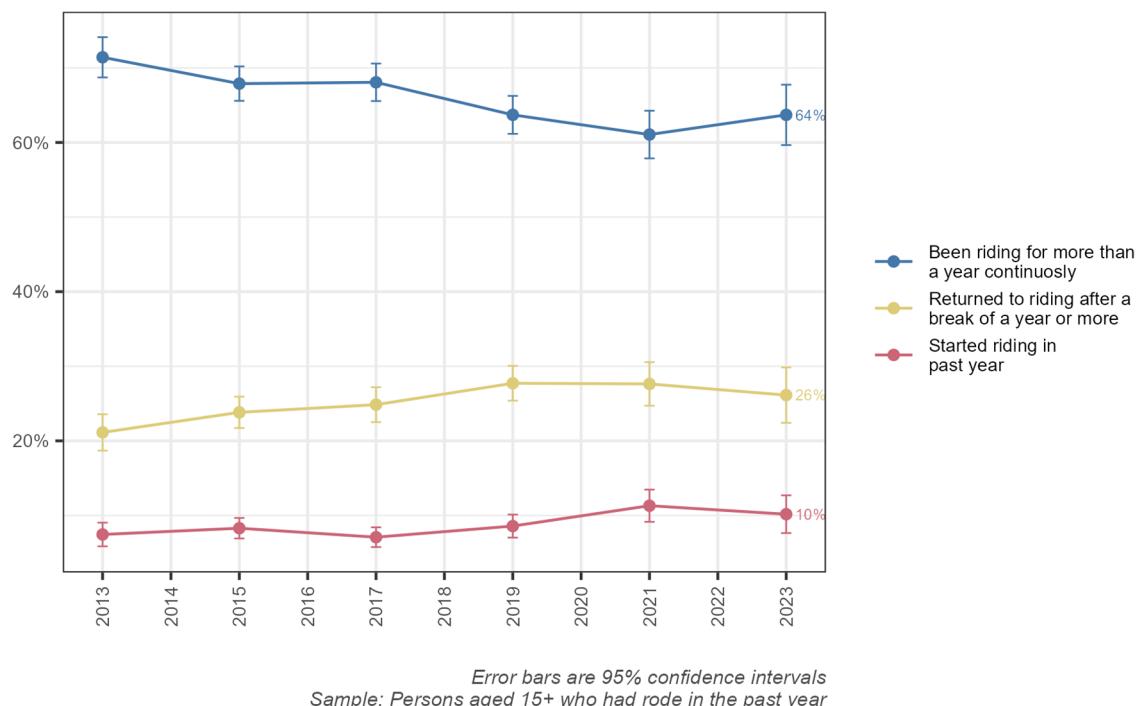


■ **Figure 3.9: Cycling participation by gender and age group (see Appendix A for tabulated data)**

Respondents aged 15 and over who had ridden in the past year were asked whether they were riding more often, as often or less often than the previous twelve months. Around 34% (95% CI: 29 – 39%) of this population stated they have ridden less often in the past year compared with 22% (95% CI: 17 – 26%) who had ridden more often (Figure 3.10). There is significant churn among the cycling population; around two thirds of those who have ridden in the past year have been doing so continuously for more than a year, with around a quarter returning to riding after a break and 10% are completely new to riding (Figure 3.11).



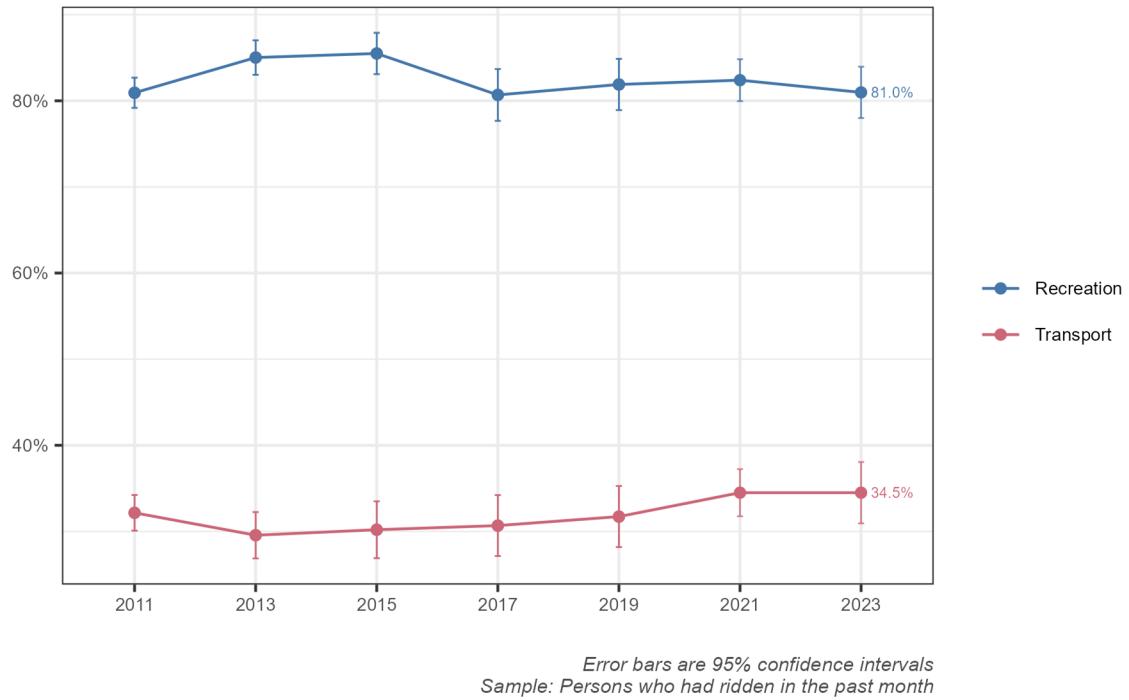
■ **Figure 3.10: Cycling frequency compared to one year ago**



■ **Figure 3.11: Cycling history**

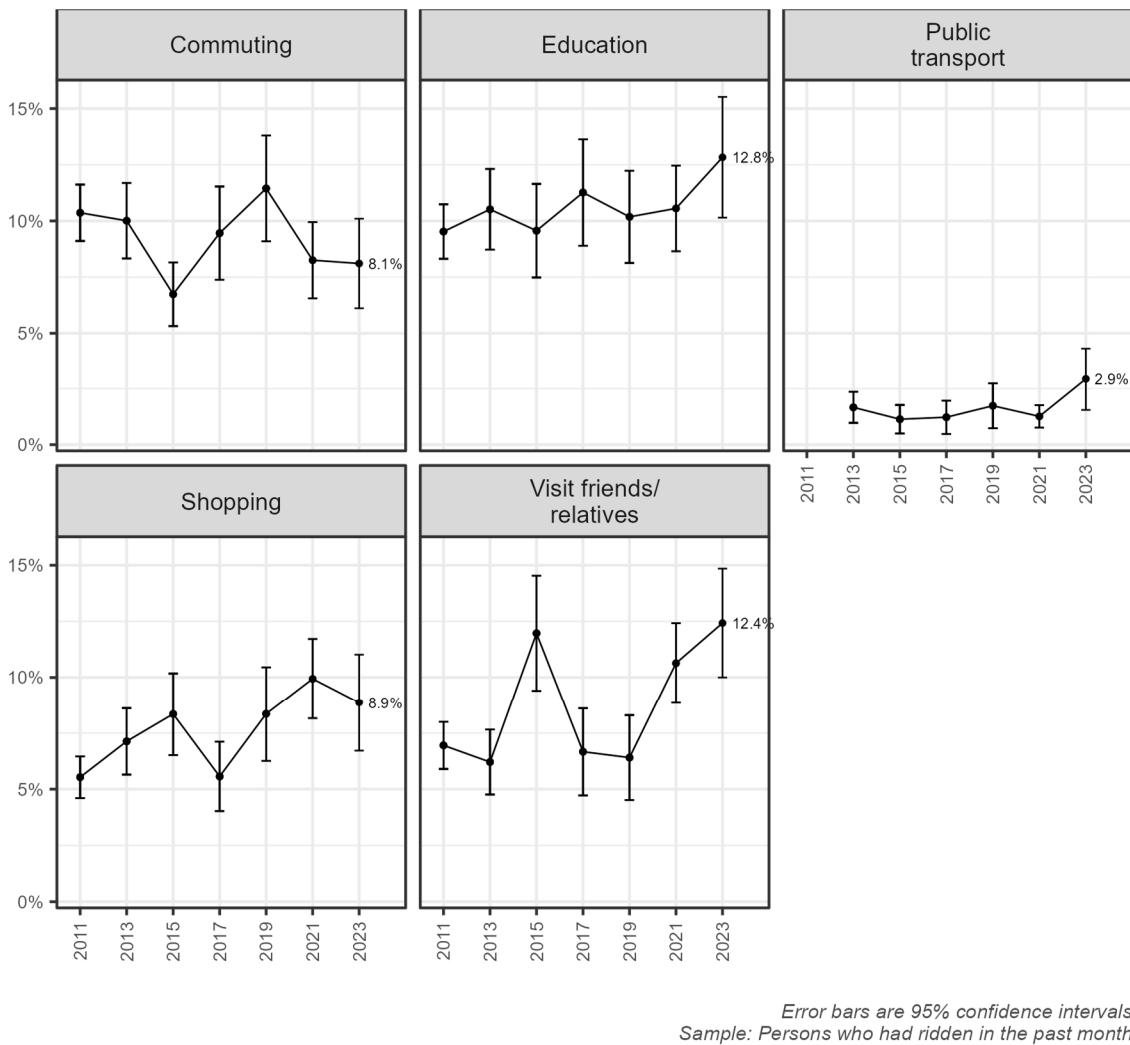
3.3 Purpose of travel

Survey respondents who had ridden in the past month were asked for which purpose(s) they had ridden. These purposes were then classified as transport (e.g., riding to work, shops or to visit friends, or as part of their work) or recreation (e.g., exercise); the change over time in these proportions is shown in Figure 3.12. These purposes are not mutually exclusive; some bicycle riders will have travelled solely for recreation or transport and others will have done both and hence the proportions will add to more than 100%. The data would suggest no significant change over time, and that the majority of cycling participation is for recreation, with around one third riding at least once for transport.



■ **Figure 3.12: Main purpose of cycling participation**

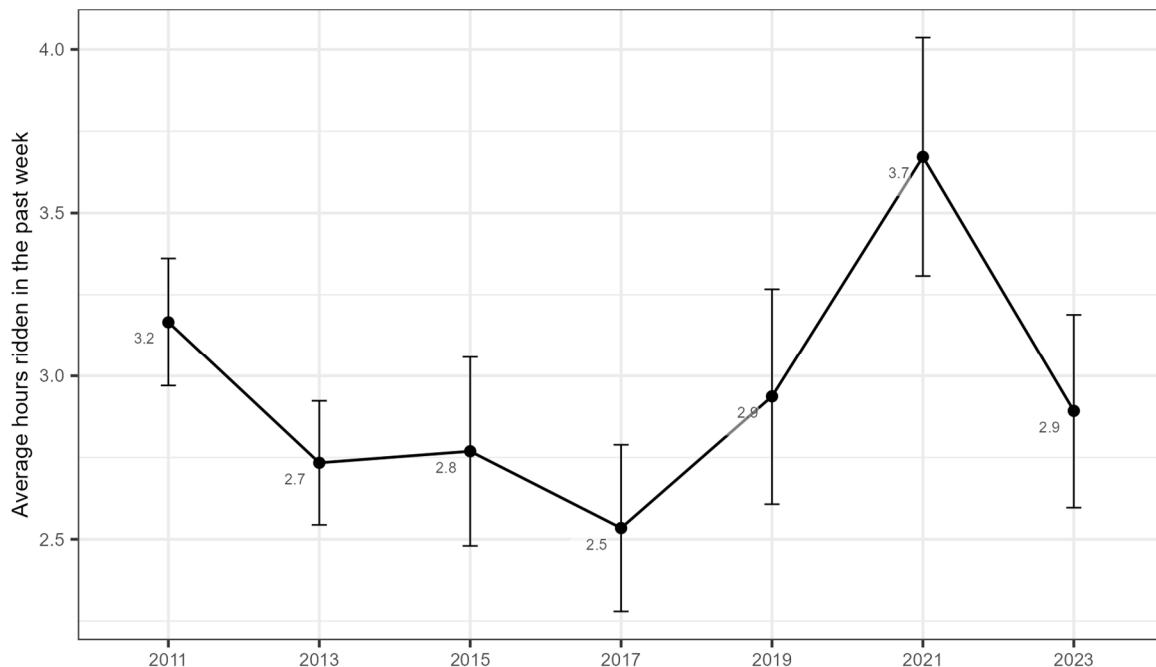
Within transport the most cited purposes were commuting, education, shopping or to visit friends (Figure 3.13). The proportion of those who had ridden in the past month to access public transport increased from 1.3% (95% CI: 0.8 – 1.8%) in 2021 to 2.9% (95% CI: 1.5 – 4.3%) in 2023. There was no statistically significant change in the other transport purposes between 2021 and 2023.



■ **Figure 3.13: Cycling for transport purposes**

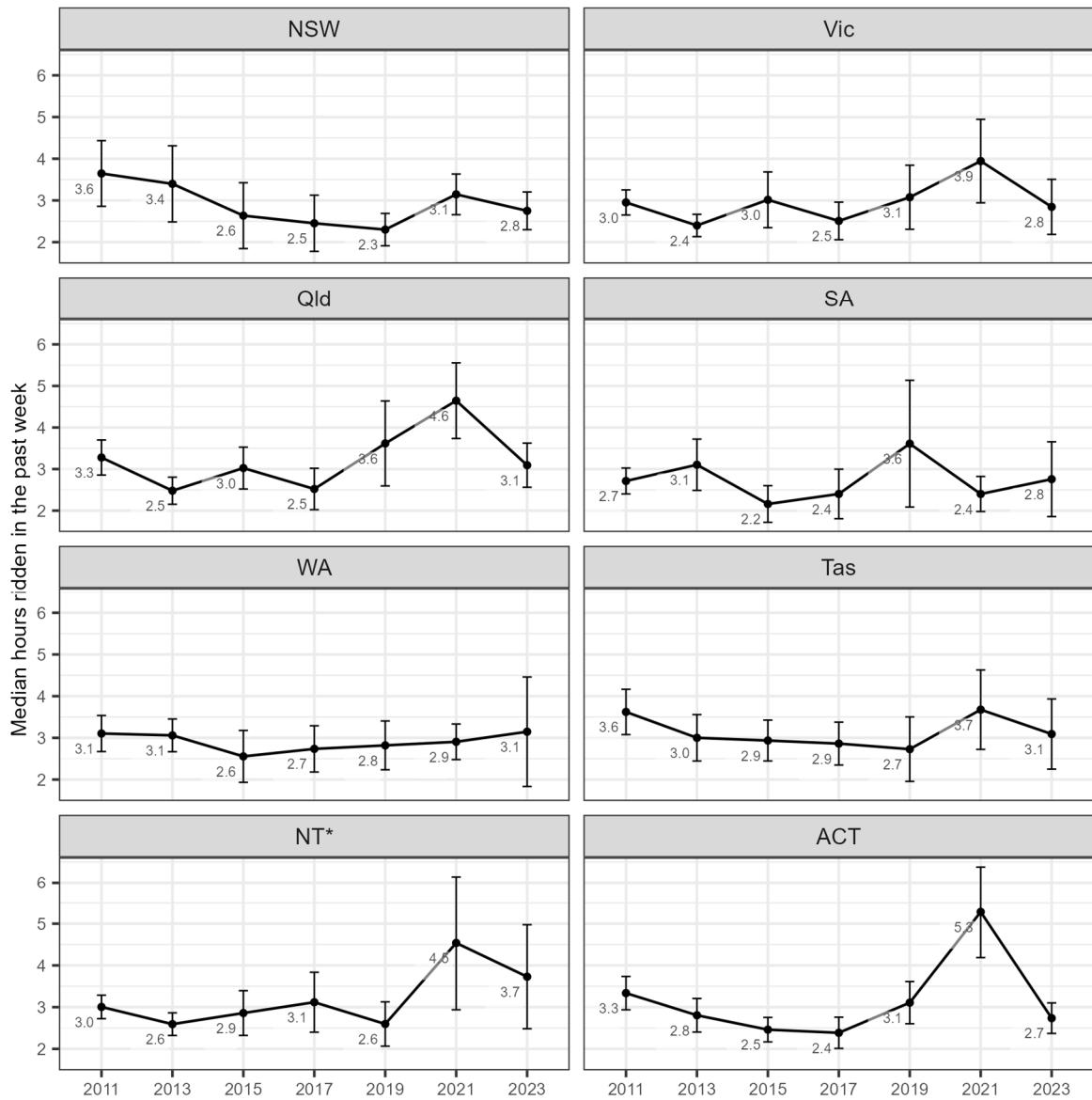
3.4 Duration

Respondents who had ridden over the past week were asked to estimate how much time they had spent riding. This measure is based on respondent recall over the previous week and is likely to be at best a rough estimate. The time spent riding decreased from 3.7 hours per week (95% CI: 3.3 – 4.0) in 2021 to 2.9 hours (95% CI: 2.6 – 3.2%) in 2023 (Figure 3.14).



■ **Figure 3.14: Average hours ridden in the past week**

The number of hours ridden has decreased in Victoria, Queensland and the Australian Capital Territory between 2021 and 2023 (Figure 3.15). In the other jurisdictions the changes were not statistically significant. The magnitude of these changes, the broad confidence intervals and the self-reporting by recall method of obtaining this data, suggest these estimates should be treated with caution.

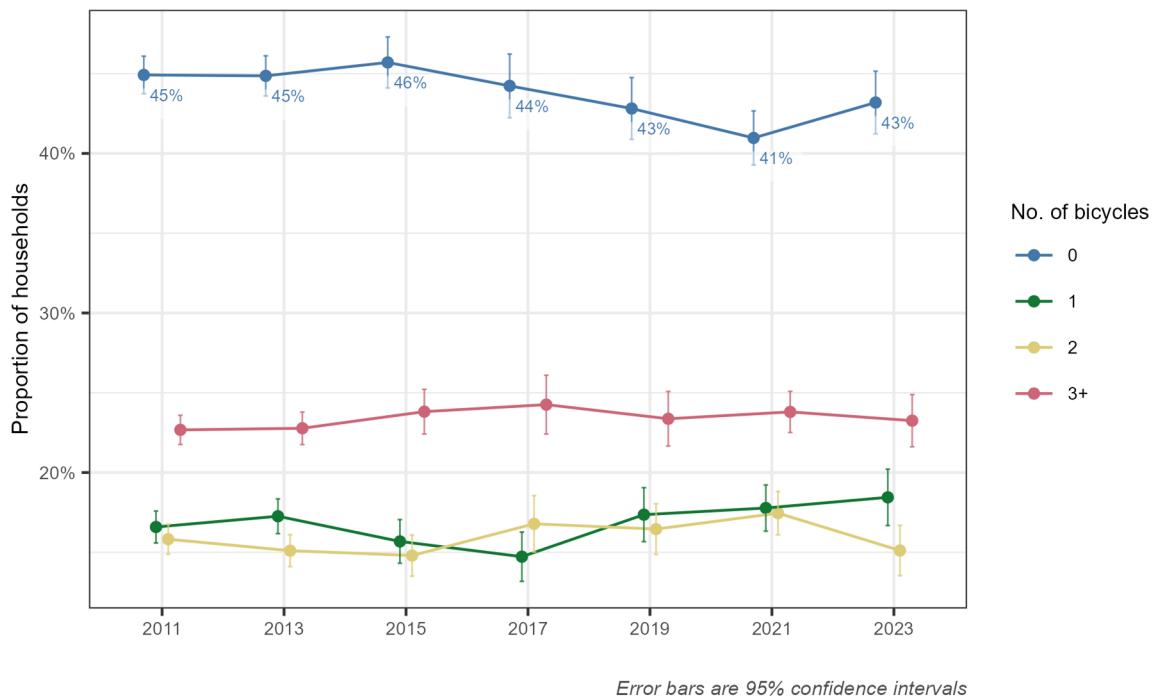


* Prior to 2021 all of NT, from 2021 onwards: Darwin, Katherine, Tennant Creek, Nhulunbuy and Alice Springs
Error bars are 95% confidence intervals

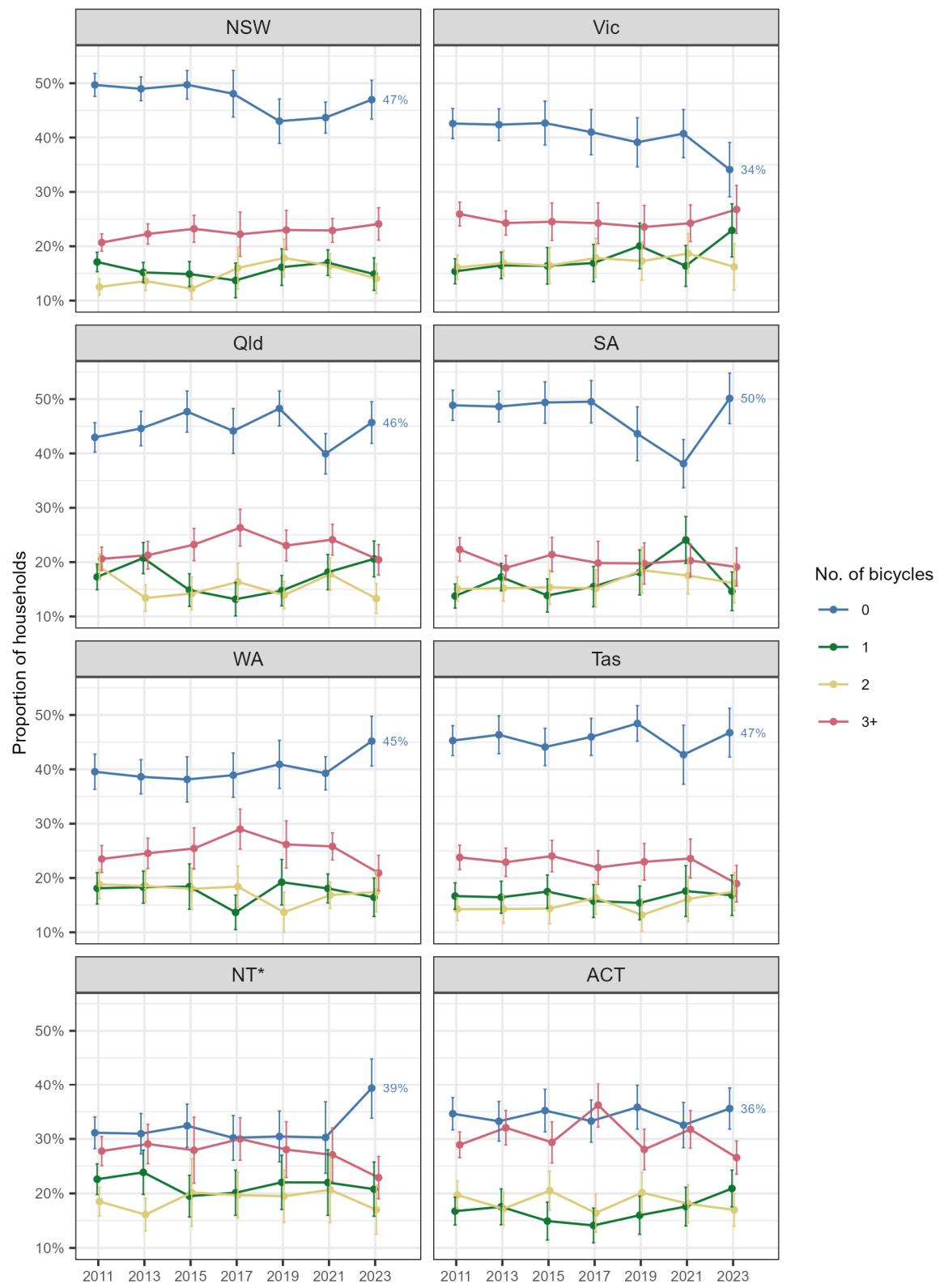
■ **Figure 3.15: Hours ridden in past week by jurisdiction**

3.5 Bicycle ownership

The number of households in Australia without a working bicycle (including e-bikes) has remained fairly stable at around 41 -46% of households since 2011, with a declining trend since 2015 that may have reversed somewhat in 2023 (Figure 3.16). There does not appear to have been a significant shift in bicycle ownership across jurisdictions over time, although a jump in the proportion of households without a working bicycle was observed in 2023 in Queensland, South Australia, Western Australia and the Northern Territory (Figure 3.17).



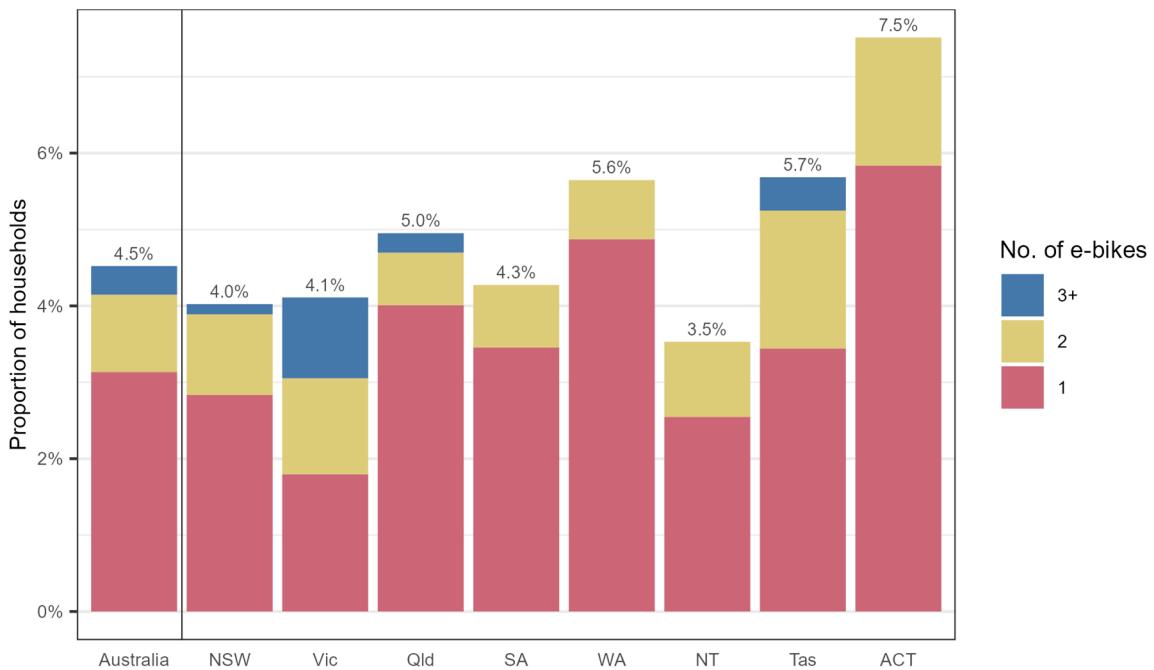
■ **Figure 3.16: Bicycle ownership by year**



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

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

The survey introduced a question about the number of electrically-assisted bicycles (“e-bikes”) in the household in 2023. Around 4.5% (95% CI: 3.6 – 5.4%) of households in Australia were estimated to have at least one working electrically assisted bicycle in 2023. The proportion of households with e-bikes varied from 3.5% in the Northern Territory up to 7.5% in the Australian Capital Territory.



■ **Figure 3.18: Electrically-assisted bicycle ownership by jurisdiction**

3.6 Willingness to consider cycling

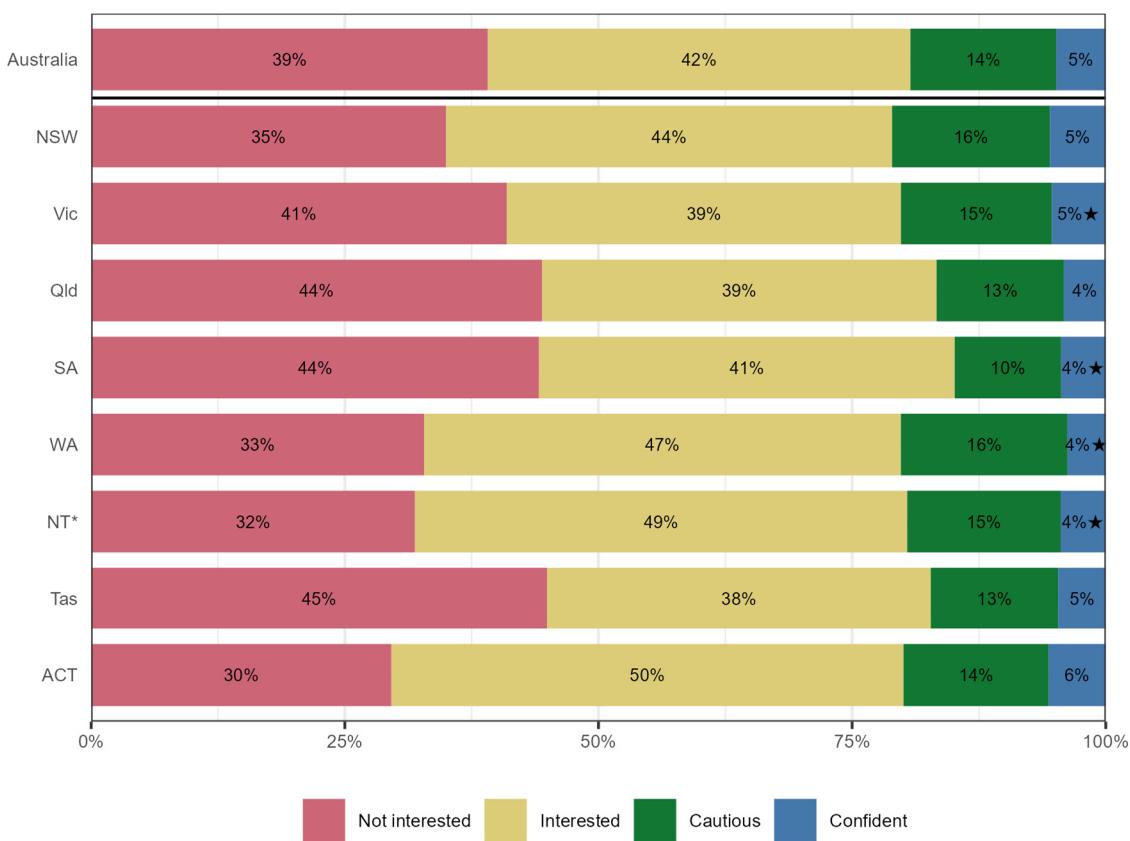
Respondents aged 15 or older who had ridden in the past year were asked about their riding style, including which of the following statements best describes the way they ride their bicycle in the presence of traffic:

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

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

The results of this segmentation both nationally and at the jurisdictional level is shown in Figure 3.19. Nationally it is estimated that 39.0% (95% CI: 36.7 – 41.5%) of those aged 15 or older either cannot ride or are not interested in riding. A further 41.6% (95% CI: 39.2 – 44.1%) are interested; that is, they either do not currently ride but would like to or do ride but only off-road. Around 14.4% (95% CI: 12.6 – 16.2%) ride at least occasionally but will take a longer route to avoid highly trafficked streets.

The remaining 4.9% (95% CI: 3.8 – 6.0%) are confident riders who will take the shortest route to their destination even if it is a busy street. These proportions are unchanged from the 2021 survey.

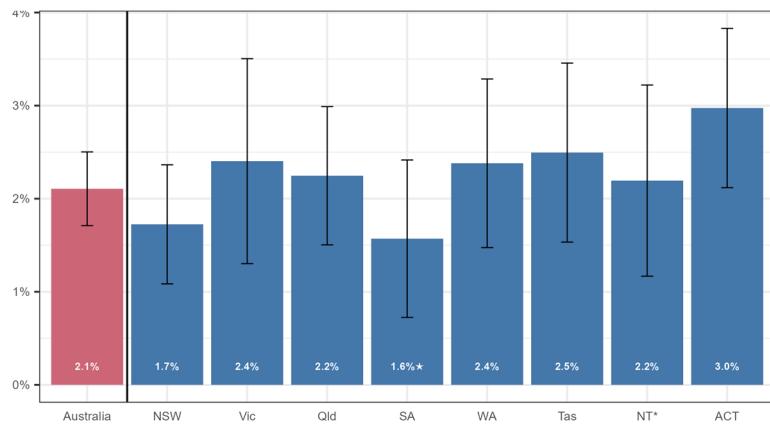


* Darwin, Katherine, Tennant Creek, Nhulunbuy and Alice Springs
Sample: persons aged 15+

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

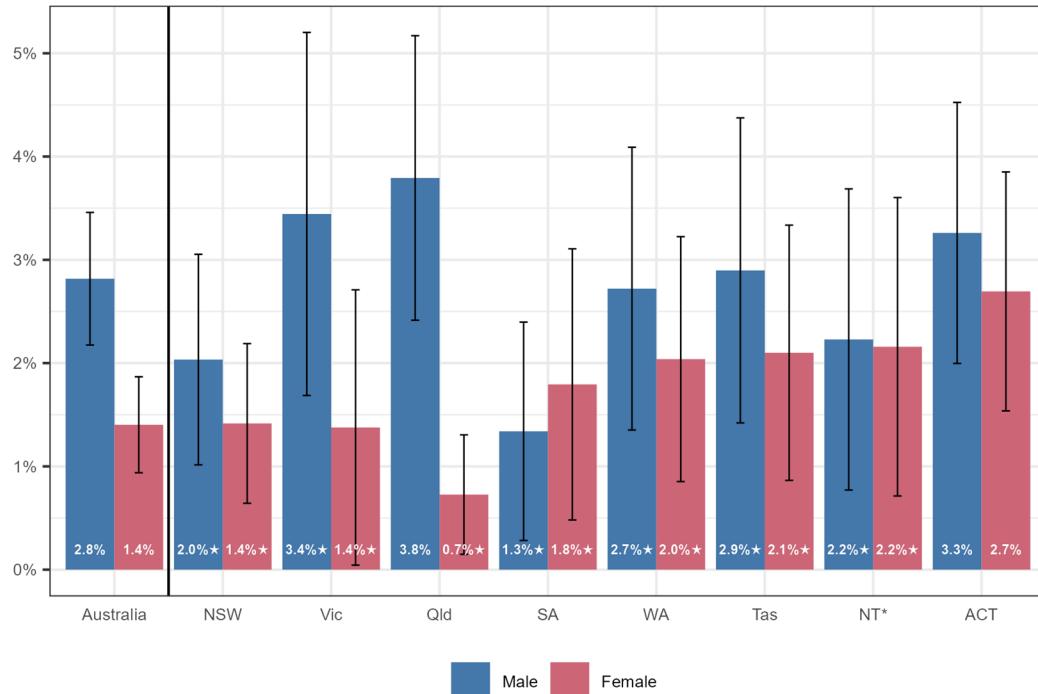
4 Rideables

It is estimated that 2.1% (95% CI: 1.7 - 2.5%) of the Australian population ride an electrically assisted rideable such as a, e-scooter, e-skateboard or Segway in a typical week (Figure 4.1). This is an increase on 2021 (1.5%, 95% CI: 1.3 – 1.8%). Across all jurisdictions males appear to be more likely to use rideables than females (Figure 4.2); nationally around 2.8% (95% CI: 2.2 – 3.5%) of males and 1.4% (95% CI: 0.9 – 1.9%) of females ride these devices in a typical week.



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

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



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

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

5 Discussion

5.1 Walking

The majority of Australians walk, either recreationally or incidentally as part of other activities. While 10.5% (95% CI: 9.7 – 11.4%) of the population do not walk in a typical week a significant proportion are children aged under two. Overall, around 23.21 million (95% CI: 22.99 – 23.43 m) Australians walking for at least ten minutes during a typical week. This is by far and away the most common form of physical activity in Australia. Walking is also undertaken regularly; on average Australians walk for at least ten minutes across 4.8 days in every 7 days and walk for a total duration of 3.5 hours across the week. This equates to around 44 minutes of walking per day on which walking occurs.

Subjectively, many respondents who indicated they spent long periods walking indicated they did so incidentally as part of their employment; for example, working in retail or construction.

5.2 Cycling trends

Over the eight years between 2011 and 2019 the cycling participation rate appeared to decline fairly steadily both nationally and across most jurisdictions. This conclusion held irrespective of whether the target is defined as those cycling over a typical week, month or year. However, in 2021 the cycling participation rate jumped markedly, generally returning to levels similar to when the survey was first conducted in 2011, and for most jurisdictions the shift is greater than could be explained by sampling variability. The most likely explanation of this marked shift is the COVID-19 pandemic and the major impact this had on travel patterns, specifically lockdowns leading to people to undertake more recreational walking and cycling in their local areas. However, the effect of the pandemic appears to have diminished in 2023 such that cycling participation – while higher than would be anticipated based on the trend prior to 2019 – has significantly declined from the high levels observed in 2021.

The trends are not identical across jurisdictions; those jurisdictions that experienced the greatest increases in cycling between 2019 and 2021 (Victoria, Queensland, South Australia and Tasmania) experienced the most significant declines between 2021 and 2023. However, the declines were either modest (Victoria) or inline with the trend of stable to marginally declining participation observed in most jurisdictions between 2011 and 2019.

Demographically, the trends are consistent across genders and age groups – in general revealing a steady decline in cycling participation between 2011 and 2019 followed by a spike in 2021 during the COVID-19 pandemic and finally a reversion to a stable to declining trend in 2023. The cycling participation rates across age groups are not always consistent across time periods (past week, month or year) but in general appear to suggest stable to declining participation by children (when measured over the past week) and among young adults aged 18 to 29. The participation rate may have increased among those aged 50 or older since 2011, at least when measured over the past year. However, the overall participation rate among older Australians is much lower than among children such that this growth has not arrested the overall decline in participation.

The cycling participation rate is very high for physical activity participation, and in absolute numbers the survey estimates there are around 3.88 million (95% CI: 3.63 – 4.13 m) Australians riding in a typical week and 9.52 million (95% CI: 9.19 – 9.85 m) in the past year.

The declining participation rate is matched by the self-reported decline in cycling frequency; more bicycle riders indicate they are riding less (34%) than more often (22%) compared to a year ago (Figure 3.10). Overall, it is suggested that cycling participation significantly increased during the peak

of the COVID-19 pandemic but that much of the COVID effect has now dissipated as travel patterns return to somewhat closer to pre-pandemic levels.

5.3 Comparability

In comparing this participation data with other data sources we note the following:

- The walking participation data is not directly comparable to the 2021 survey as walking is defined as walking for at least ten minutes in the 2023 survey, rather than five minutes in the previous survey.
- This data corresponds to walking and cyclist participation *not* travel; it is plausible that participation could remain unchanged while travel changes, or participation remains unchanged but those who walk or ride do so for more or fewer trips.
- Counts at discrete locations, such as from automatic or manual counts, will not necessarily reflect population level changes. This is particularly true for automatic counts, as these sites will almost invariably be busy, high quality routes (e.g. shared paths or bridges). Such locations are inherently biased and may not be broadly representative of changes in travel across a larger area.
- A great deal of cycling participation occurs among children, for whom much of this riding occurs off public roads in parks and backyards. Such trips are unlikely to be measured by any automatic or manual counting program. A change in childhood cycling participation will have significant effects on overall cycling participation but may not be detected as part of counting programs.
- By asking about the week and month immediately preceding the survey there is likely to be variation related to weather. This is particularly true for riding over the past week, where participation is likely to be highly sensitive to prevalent weather conditions in the local area. By rolling the survey fieldwork over a period of around four weeks these short-term weather effects are reduced. Furthermore, weather conditions are unlikely to track in the same direction over the entire country; it may be raining in one area while sunny in another. Such effects *may* balance out when pooling the data at a national level. Irrespective, such effects are not (and cannot) be reflected in the variance estimates represented by the confidence intervals.

Appendix A: Data tables

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

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

Region	Estimate	95% confidence interval	
		Low	High
Australia	89.5	88.6	90.3
NSW	92.1	90.8	93.5
Vic	88.4	85.9	90.8
Qld	86.9	85.2	88.5
SA	89.1	87.1	91.1
WA	89.2	87.4	90.9
NT	88.0	85.4	90.5
Tas	97.5	96.4	98.5
ACT	96.4	95.4	97.4

Values are population proportions (%).

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

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

Year	Period	Region								
		Aus	NSW	Vic	Qld	SA	WA	NT	Tas	ACT
2021	Week	18.0	15.4	18.6	19.2	17.4	21.4	21.7	18.1	23.3
	Month	30.7	24.1	27.3	27.7	26.7	32.0	33.7	26.8	30.7
	Year	44.3	36.0	40.4	42.4	38.3	46.7	49.6	43.8	44.3
2023	Week	15.0	15.1	17.1	14.3	12.7	13.4	16.9	11.5	13.4
	Month	23.9	24.4	26.4	22.5	21.1	21.6	26.5	19.2	24.5
	Year	36.7	38.1	38.7	34.3	31.8	35.9	39.6	32.0	39.0

Values are population proportions (%).

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

Year	Period	Capital City						
		Sydney	Melbourne	Brisbane	Adelaide	Perth	Darwin	Hobart
2011	Week	11.6	18.8	18.0	16.6	23.3	24.0	18.1
	Month	21.7	28.5	26.3	26.5	31.0	33.9	27.1
	Year	36.2	41.4	40.5	38.6	45.2	48.6	39.3
2013	Week	15.5	14.5	15.8	13.1	16.5	22.9	15.1
	Month	24.3	24.2	23.6	19.2	25.6	31.9	25.4
	Year	39.0	37.4	36.6	31.0	40.2	46.7	38.8
2015	Week	13.3	15.1	15.5	15.5	20.2	21.9	18.0
	Month	21.4	22.0	21.9	22.4	29.1	31.0	24.5
	Year	34.9	34.7	34.9	32.7	40.8	45.9	33.2
2017	Week	10.3	17.2	13.7	12.2	17.8	26.0	15.1
	Month	14.3	23.5	21.6	18.1	24.0	33.8	25.7
	Year	25.4	36.2	33.9	30.8	42.1	45.8	37.8
2019	Week	11.8	12.0	14.3	12.6	12.6	21.9	13.8
	Month	17.2	20.9	23.0	17.6	17.8	29.5	21.5
	Year	30.2	33.7	34.7	28.8	38.1	43.9	34.6
2021	Week	14.9	19.7	18.1	17.4	20.8	21.2	17.7
	Month	23.6	28.2	27.2	26.5	31.5	34.1	27.1
	Year	35.7	41.2	43.0	37.8	45.7	51.0	45.7
2023	Week	13.7	16.4	13.4	12.9	13.5	16.4	11.9
	Month	21.0	25.5	21.6	21.6	22.0	26.1	19.7
	Year	34.8	38.4	34.5	32.7	35.3	39.9	32.8

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

Year	Period	Regional area						
		NSW	Vic	Qld	SA	WA	NT	Tas
2011	Week	20.2	23.4	18.3	22.1	22.6	29.1	19.5
	Month	27.7	33.9	25.3	28.7	31.1	38.3	28.8
	Year	39.	46.0	35.5	41.6	44.9	55.6	40.9
2013	Week	16.4	22.0	18.0	16.0	23.5	25.2	11.4
	Month	23.5	28.7	23.7	23.4	31.8	33.1	19.7
	Year	36.2	40.0	34.3	34.1	44.7	46.1	31.1
2015	Week	22.6	21.0	16.0	20.2	31.7	26.9	17.6
	Month	26.8	27.0	21.8	25.2	40.5	34.8	23.3
	Year	37.5	39.6	32.0	33.8	50.8	46.3	36.1
2017	Week	16.3	15.5	17.7	20.0	20.6	25.0	16.7
	Month	23.9	23.4	25.2	25.6	27.4	33.3	22.3
	Year	36.6	34.6	36.2	31.1	41.1	46.5	32.7
2019	Week	14.9	19.3	12.2	14.3	25.5	20.5	15.6
	Month	23.8	28.4	20.4	21.6	37.3	28.9	22.9
	Year	37.8	41.0	36.0	33.1	49.9	43.4	34.2
2021	Week	16.2	14.9	20.2	17.4	24.0	23.4	18.4
	Month	25.0	24.3	28.1	27.6	34.2	32.4	26.6
	Year	36.6	37.9	41.7	39.8	50.5	45.0	42.6
2023	Week	17.7	19.2	15.1	12.0	12.9	18.4	11.1
	Month	30.7	29.3	23.4	19.3	20.1	27.8	18.9
	Year	44.1	39.8	34.2	28.7	31.6	38.9	31.3

A.5 Cycling participation by gender (Figure 3.7)

		Gender	
Year	Period	Male	Female
2011	Week	22.7	13.7
	Month	32.5	21.8
	Year	46.8	33.7
2013	Week	20.8	12.2
	Month	29.9	19.3
	Year	44.1	31.1
2015	Week	21.7	13.3
	Month	29.3	19.4
	Year	41.8	30.9
2017	Week	20.4	10.7
	Month	27.3	16.5
	Year	39.5	29.0
2019	Week	17.3	10.4
	Month	25.6	17.3
	Year	39.2	31.0
2021	Week	22.3	13.7
	Month	32.0	21.8
	Year	46.0	34.3
2023	Week	18.7	11.2
	Month	29.4	18.5
	Year	42.7	30.8

A.6 Cycling participation by age (Figure 3.8)

Year	Period	Age group				
		0 - 9	10 - 17	18 - 29	30 - 49	50 +
2011	Week	48.3	33.6	12.8	14.0	6.7
	Month	63.3	50.3	20.3	23.4	10.6
	Year	70.3	74.7	37.0	38.8	18.4
2013	Week	44.4	32.2	10.6	12.0	6.2
	Month	60.0	46.7	16.5	20.6	9.2
	Year	70.5	66.8	31.4	37.0	16.7
2015	Week	48.6	37.2	10.7	13.0	5.4
	Month	61.2	49.8	17.0	19.6	8.5
	Year	68.7	72.9	32.6	34.5	14.3
2017	Week	40.7	33.1	11.5	10.7	5.6
	Month	50.9	47.8	16.7	17.0	7.9
	Year	64.9	71.4	31.5	30.6	13.5
2019	Week	34.9	32.7	8.2	9.8	6.6
	Month	51.2	45.9	13.0	18.4	9.8
	Year	69.7	71.1	25.0	34.6	16.9
2021	Week	43.6	37.1	8.4	15.0	8.4
	Month	61.2	52.5	14.9	23.9	12.8
	Year	70.5	73.9	29.7	40.7	21.0
2023	Week	36.6	31.4	7.8	11.6	7.8
	Month	55.0	50.3	15.0	18.8	12.1
	Year	62.7	70.6	28.5	34.3	21.9

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

Year	Period	Age group									
		0 - 9		10 - 17		18 - 29		30 - 49		50 +	
Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
2011	Week	50.3	46.2	42.2	24.9	16.4	9.0	19.0	9.2	9.9	3.9
	Month	64.1	62.4	59.0	41.5	24.7	15.4	29.7	17.4	15.0	6.5
	Year	69.8	70.7	81.3	67.9	43.4	29.9	46.9	31.1	25.2	12.2
2013	Week	48.1	40.5	40.5	24.7	14.0	6.5	16.4	7.7	9.3	3.4
	Month	64.8	54.9	54.2	39.9	20.4	11.7	26.8	14.7	13.4	5.4
	Year	75.0	65.8	72.5	61.5	36.9	24.8	44.8	29.6	23.1	10.8
2015	Week	51.9	45.1	44.3	29.6	14.6	6.5	17.7	8.5	7.5	3.5
	Month	63.2	59.1	56.1	43.1	21.4	12.4	25.5	13.8	12.2	5.1
	Year	69.4	67.9	75.6	70.0	37.1	27.8	41.9	27.3	19.6	9.6
2017	Week	43.8	37.4	50.4	16.9	15.4	6.5	13.3	8.1	9.0	2.6
	Month	51.7	50.0	63.9	32.7	21.2	11.0	22.2	12.1	11.5	4.7
	Year	65.2	64.7	82.0	61.5	34.3	28.1	35.8	25.5	19.3	8.2
2019	Week	35.9	33.8	43.0	22.8	9.2	7.2	13.3	6.4	9.9	3.6
	Month	50.2	52.3	54.1	37.9	16.3	9.5	23.2	13.7	14.2	5.8
	Year	67.5	71.9	74.5	67.7	28.3	21.5	39.0	30.2	23.0	11.5
2021	Week	44.2	42.9	45.3	28.5	11.3	5.3	19.9	10.3	12.0	5.0
	Month	61.5	60.8	62.2	42.3	19.3	10.4	29.0	19.0	17.4	8.6
	Year	69.5	71.6	80.8	66.6	34.2	25.0	47.8	33.7	27.3	15.1
2023	Week	35.9	36.7	43.0	17.6	8.5	7.1	14.5	8.8	11.1	4.7
	Month	57.2	52.6	60.5	38.2	18.0	12.0	22.8	15.0	17.6	7.1
	Year	64.3	61.0	78.7	60.9	33.6	23.5	39.0	29.7	28.1	16.1

Appendix B: Call statistics by jurisdiction

B.1 Call statistics

Category	Calls							
	NSW	VIC	QLD	SA	WA	TAS	NT	ACT
Surveys								
Completed interviews	660	291	610	413	454	458	276	627
In scope								
Refusal	480	220	494	90	345	246	283	406
Communication difficulties	229	111	237	21	152	123	97	170
Terminated early	15	10	31	4	19	9	12	34
Surplus call backs	1,015	474	679	108	549	588	258	610
No contact	3,170	1,463	3,248	408	2,041	2,898	1,935	3,363
Out of scope								
Non-qualifying ¹	66	23	37	6	22	58	51	59
Consent rate	57.9%	56.9%	55.3%	82.1%	56.8%	65.0%	49.4%	60.7%
Response rate	11.9%	11.3%	11.5%	39.6%	12.8%	10.6%	9.6%	12.0%

¹ Usually wrong area, government or business number.

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

Appendix C: Survey script

INTRODUCTION

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

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

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

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

CONFIRM LOCATION (LGA, REGION)

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

Yes	1
No (SPECIFY POSTCODE)	2

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

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

INSERT COUNCIL AREA

CHECK QUOTAS AND CONTINUE OR TERMINATE AS REQUIRED

SECTION 1: MAIN RESPONDENT'S TRAVEL

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

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

INTERVIEWER NOTE: DEFINITIONS OF BICYCLES INCLUSIONS:

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

EXCLUSIONS:

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

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

Yes	1
No	2

WALKING

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

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

Yes	1
No	2

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

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

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

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

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

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

Days _____

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

Hours _____

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

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

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

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

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

Record verbatim

CYCLING

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

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

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

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

Q.15. IF RODE IN PAST 7 DAYS In the last 7 days on how many days did you ride a 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 friends or relatives	6
Some other reason (Specify)	7

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SECTION 2: MAIN RESPONDENT'S DEMOGRAPHICS

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

Q.28. What gender do you identify as?

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

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

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

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

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

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

Q.31. In which country were you born?

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

USA	16
Other (please specify)	17

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

RECORD NUMBER _____

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

SECTION 3: OTHER HOUSEHOLD MEMBERS TRAVEL

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

Q.33. What gender do they identify as?

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

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

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

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

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

Q.36. In which country were they born?

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

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

Car as a driver	1
Car as a passenger	2

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

INTERVIEWER NOTE: DEFINITIONS OF BICYCLES

INCLUSIONS:

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

EXCLUSIONS:

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

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

Yes	1
No	2
Don't know	3

WALKING

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

Yes	1
No	2

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

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

CYCLING

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

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

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

DAYS _____

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

(RECORD 99 FOR DON'T KNOW)

HOURS: _____

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

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

END PERSON LOOP

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

INCLUSIONS:

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

EXCLUSIONS:

- ANY REGISTERED VEHICLES (E.G. MOPEDS)

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

RECORD NUMBER _____