

# City of Sydney Active Transport Survey 2024

Prepared by: Vanessa Wright  
Project reference: 6959  
Version: 03  
Date: July 2024





## PURPOSE



- This research was commissioned by the City of Sydney in April 2024.
- It was designed to understand the behaviours, barriers and enablers related to walking and cycling of 1,500 residents living within the City of Sydney Local Government Area (LGA) and within a ten-kilometre radius of the city, and how these have changed since previous studies.
- Research was originally carried out in 2006 as part of the development of the *Cycle Strategy and Action Plan 2007-2017* and has been repeated in 2009, 2011, 2015, 2017 and 2021.
- Results will be used by the City of Sydney to inform implementation of the *Cycling Strategy and Action Plan 2018-2030* and track progress against its targets.

# METHODS AND SAMPLE





# ONLINE SURVEY



**Online survey** of 1,508 Sydney residents aged 18+ all living within a set of eligible postcodes within a ten-kilometre radius of the city.

- N=311 lived in the City of Sydney LGA
- N=586 worked in the City of Sydney
- N=699 lived and/or worked in the City of Sydney

Respondents were sampled via an online panel and completed the survey on their mobile phone, tablet or computer. Respondents were told that the survey would ask them about their travel and recreation activities.

Completed survey responses were reviewed as per our data quality processes, and responses deemed to be invalid were cleaned from the dataset.

The questionnaire featured some questions in common with the Active Transport Surveys conducted in 2021 and 2017, as well as new or modified questions for 2024. Comparisons with previous survey data are made throughout the report where possible.

In addition to this report, an Appendix is available containing subgroup analysis by gender, age, length of time lived in their current area and whether the respondent lives or works within the City of Sydney LGA.



- 12% aged 18-24, 30% aged 25-34, 24% aged 35-44, 13% aged 45-54, 9% aged 55-64, 12% aged 65+

- 60% female, 40% male

- 21% lived in City of Sydney LGA, 79% lived within 10km of the city

- Data was weighted according to ABS 2021 Census data for the City of Sydney LGA. Weighted data has been reported unless indicated.



- Margin of Error for n=1500:  $\pm 2.5\%$  at the 95% confidence interval



- Sampling: May 8<sup>th</sup> to June 11<sup>th</sup> 2024

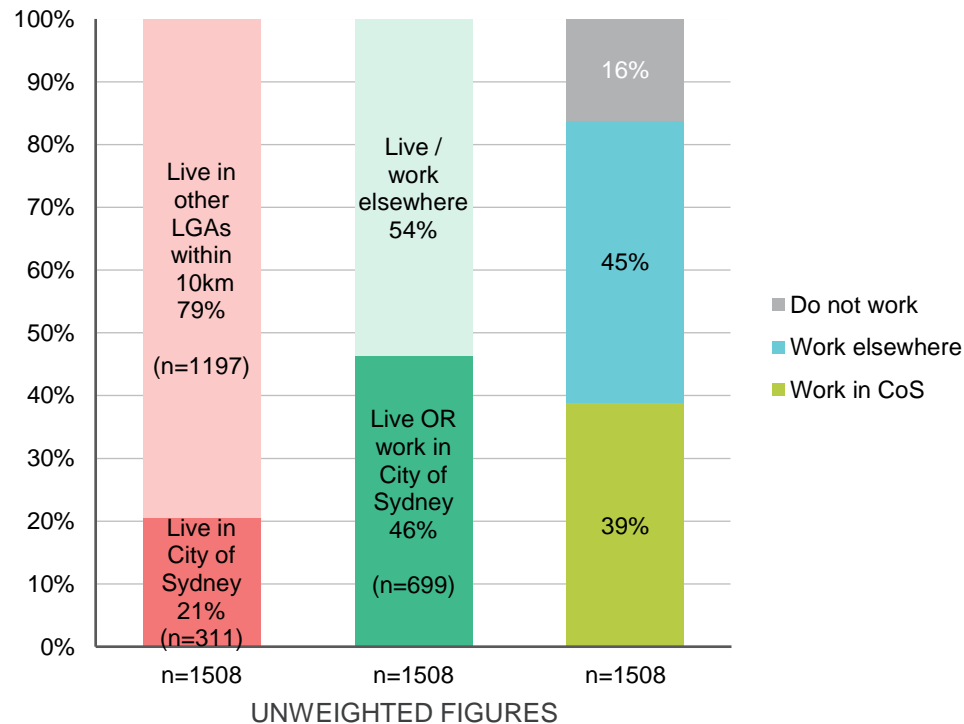
# Weighting Factors

Data was weighted according to ABS 2021 Census data for the City of Sydney LGA. Weighted data has been reported unless indicated.

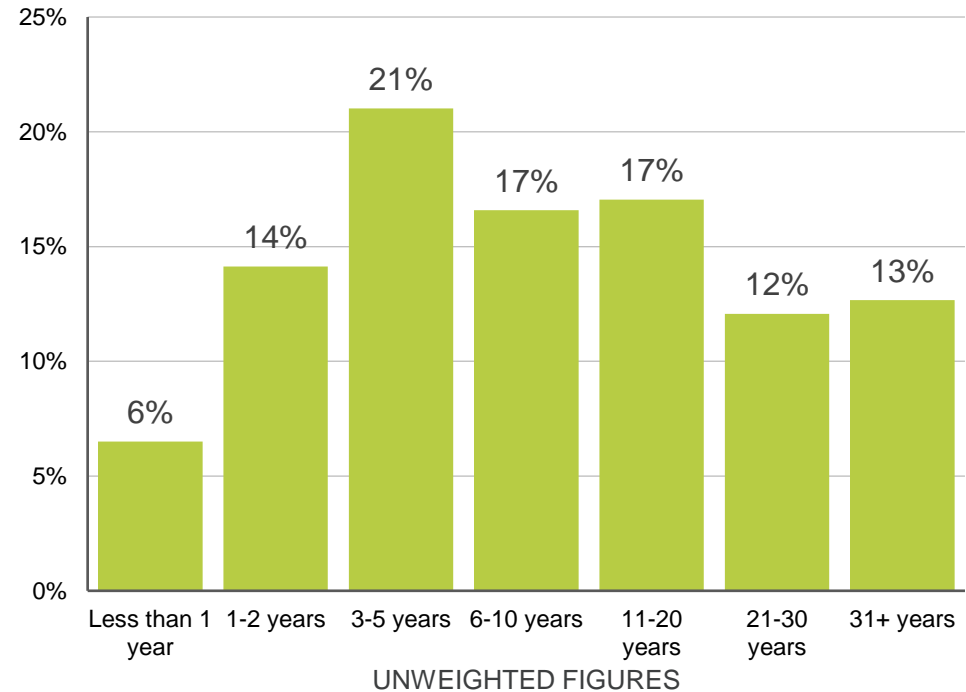
	POPULATION		IDEAL		ACTUAL		WEIGHTS	
	Male	Female	Male	Female	Male	Female	Male	Female
<b>18-34</b>	46,682	46,254	364	359	209	417	1.74	0.86
<b>35-54</b>	34,647	27,656	269	215	219	341	1.23	0.63
<b>55+</b>	20,059	18,267	155	142	169	148	0.92	0.96
<b>Total</b>	101,388	92,177	788	716	597	906	-	-

# Sample Profile

One-fifth of those sampled lived in the City of Sydney LGA, and four out of 10 worked in the City of Sydney. **46% lived or worked in the City of Sydney.**



Over half (59%) had lived in their current area for six years or more



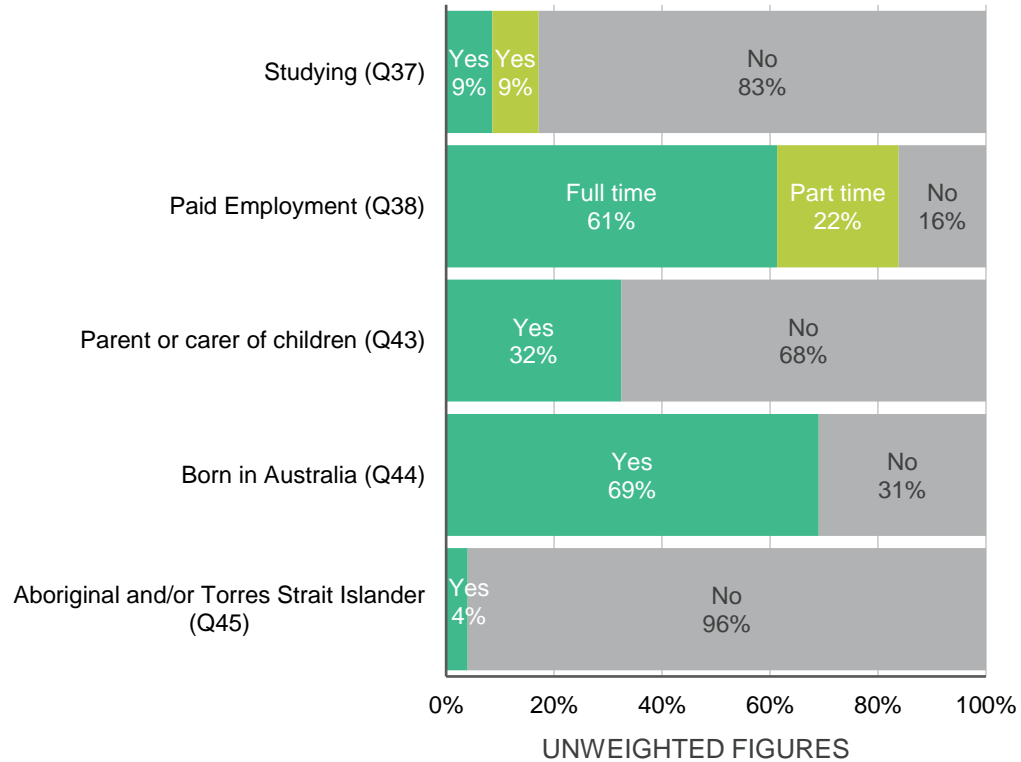
Q2A. What suburb or postcode do you live in? (n=1508)

Q41. What is your suburb or postcode at work (e.g. at your office or where you attend on-site)? (n=1508)

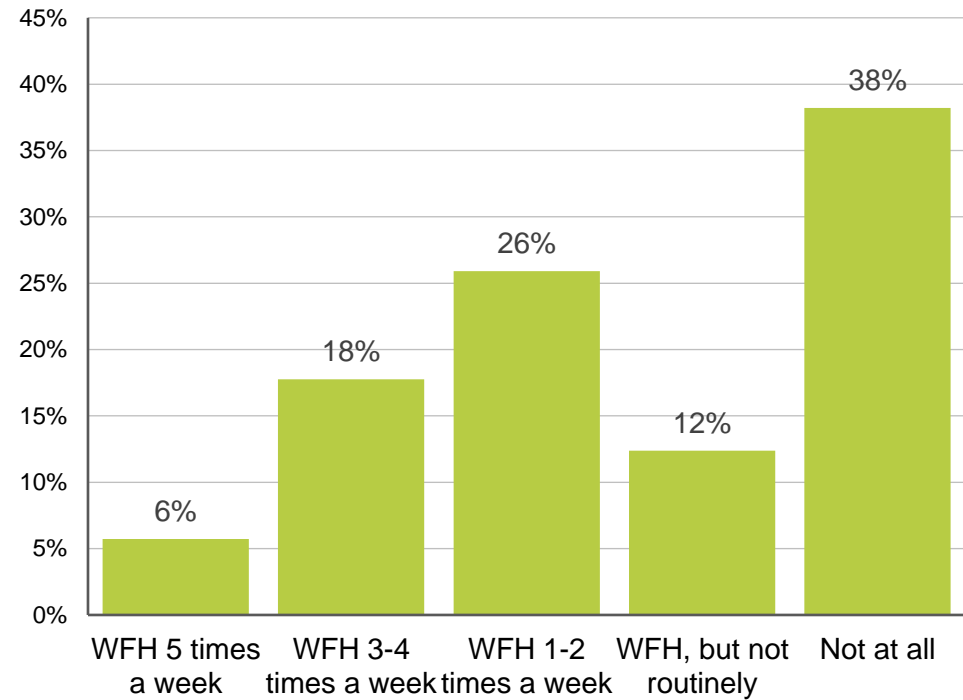
Q36. How long have you lived in your current area? (n=1508)

# Sample Profile

The majority of the sample were in full-time employment and were born in Australia



Half of those surveyed routinely worked from home

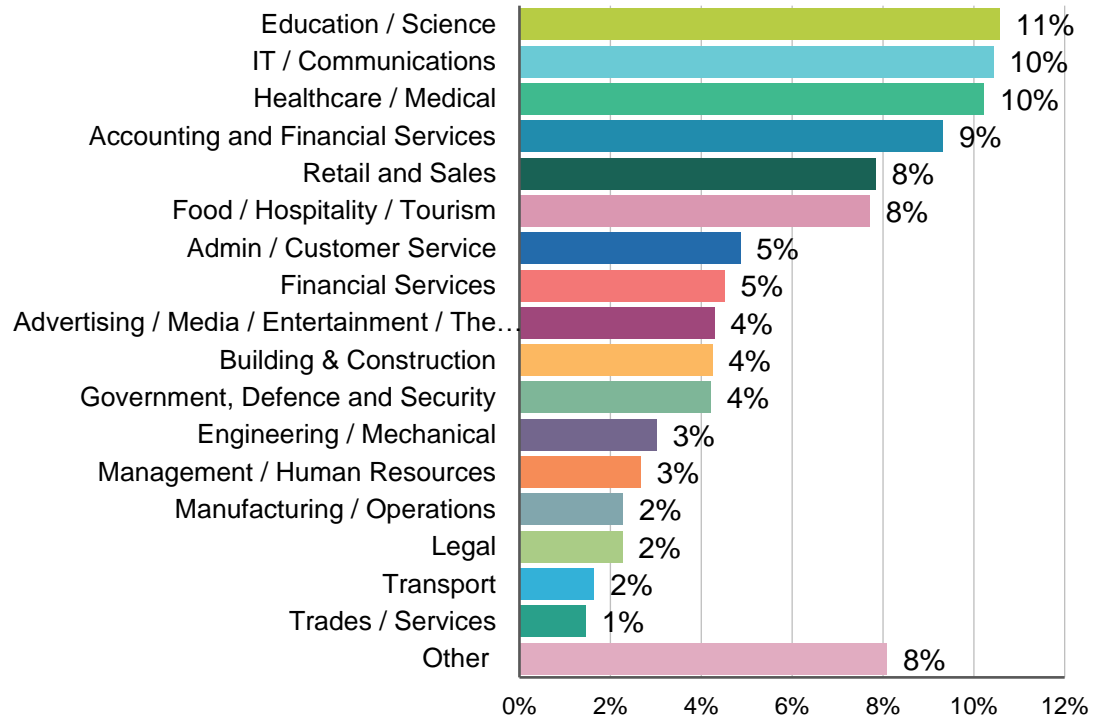


- Q37. Are you currently studying?
- Q38. Are you currently in paid employment?
- Q43. Are you the parent or carer of a child/children aged 17 or under?
- Q44. Which country were you born in?
- Q45. Do you identify as Aboriginal or Torres Strait Islander?

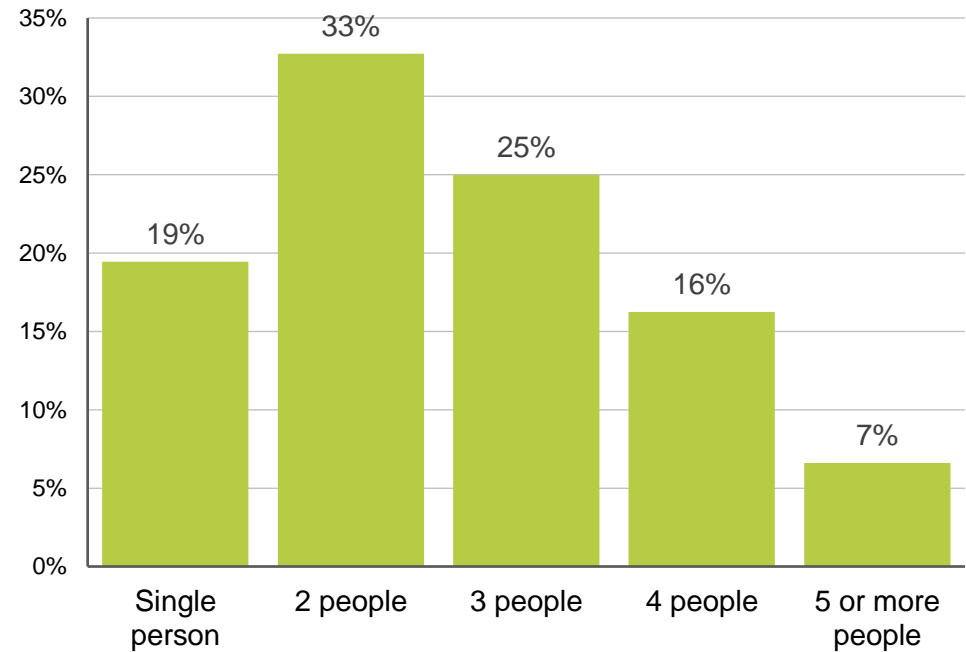
Q40. Do you work from home?

# Sample Profile

## Industry of those in paid employment



## Household size evenly split between 1 or 2 persons and 3+





# FINDINGS

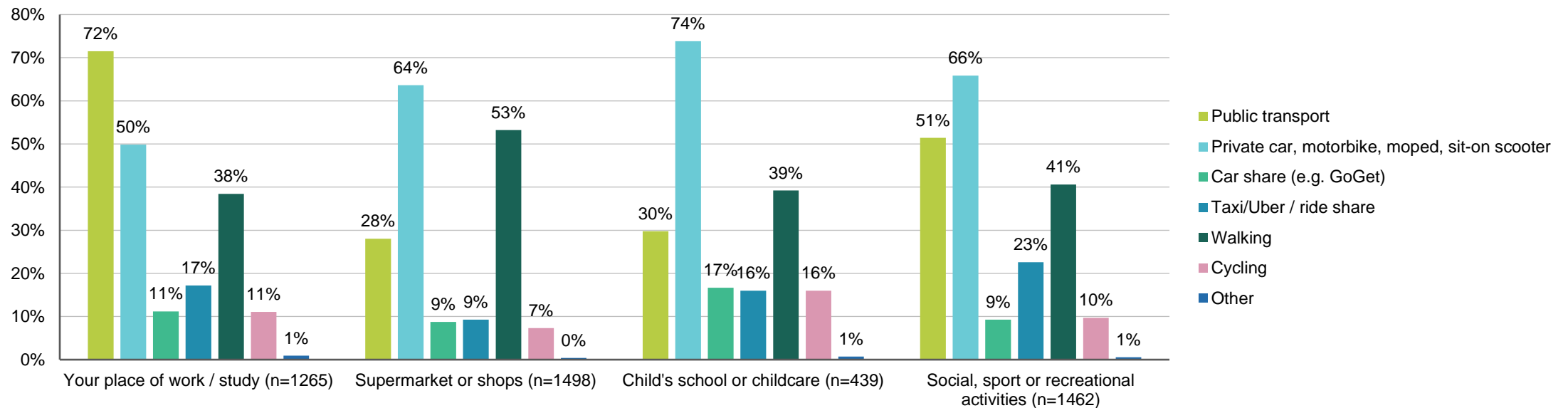


# Typical method of travel



# Typical method of travel

Public transport was the most common method of travel to work/study, whereas using a private car or motorbike/scooter was most common for going to school / childcare, or to supermarket/shops or social, sport or recreational activities. Looking at commuting to work, the proportion using public transport (72%) was greater than the proportion that drive their own car or motorbike/scooter (50%), while over one-third (38%) walked.

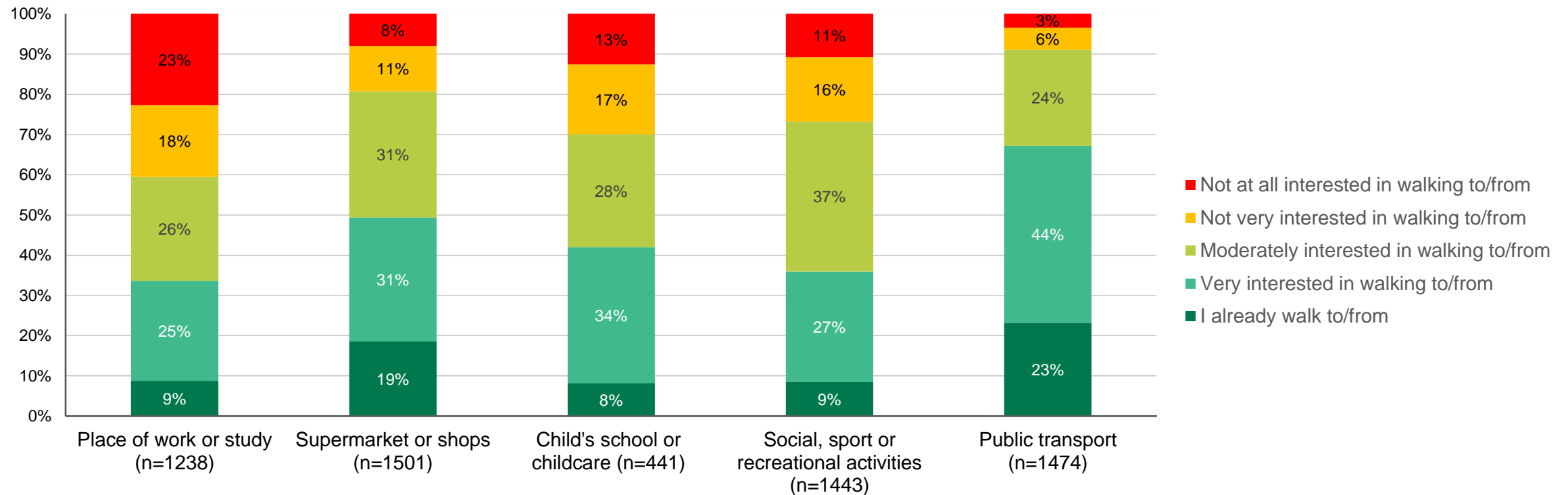


# Walking



# Interest in walking to / from everyday destinations

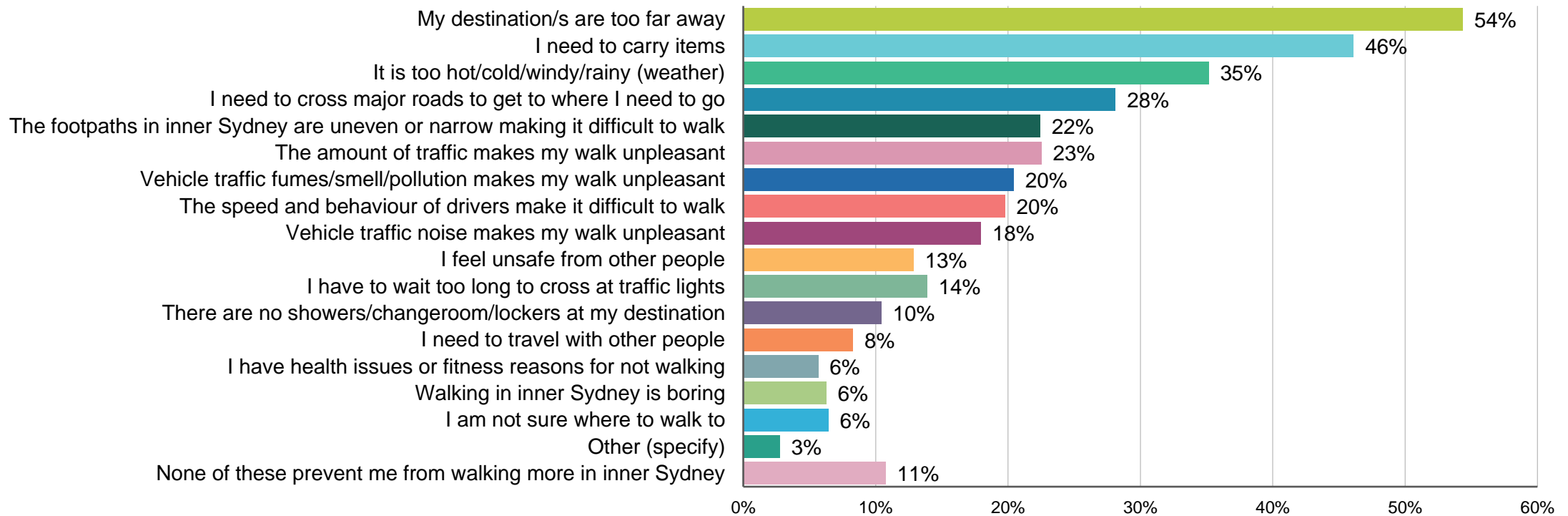
There was a high level of interest in walking to/from everyday destinations, especially public transport (91% interested), and supermarket/shops (81% interested)



# Barriers to walking more in inner Sydney



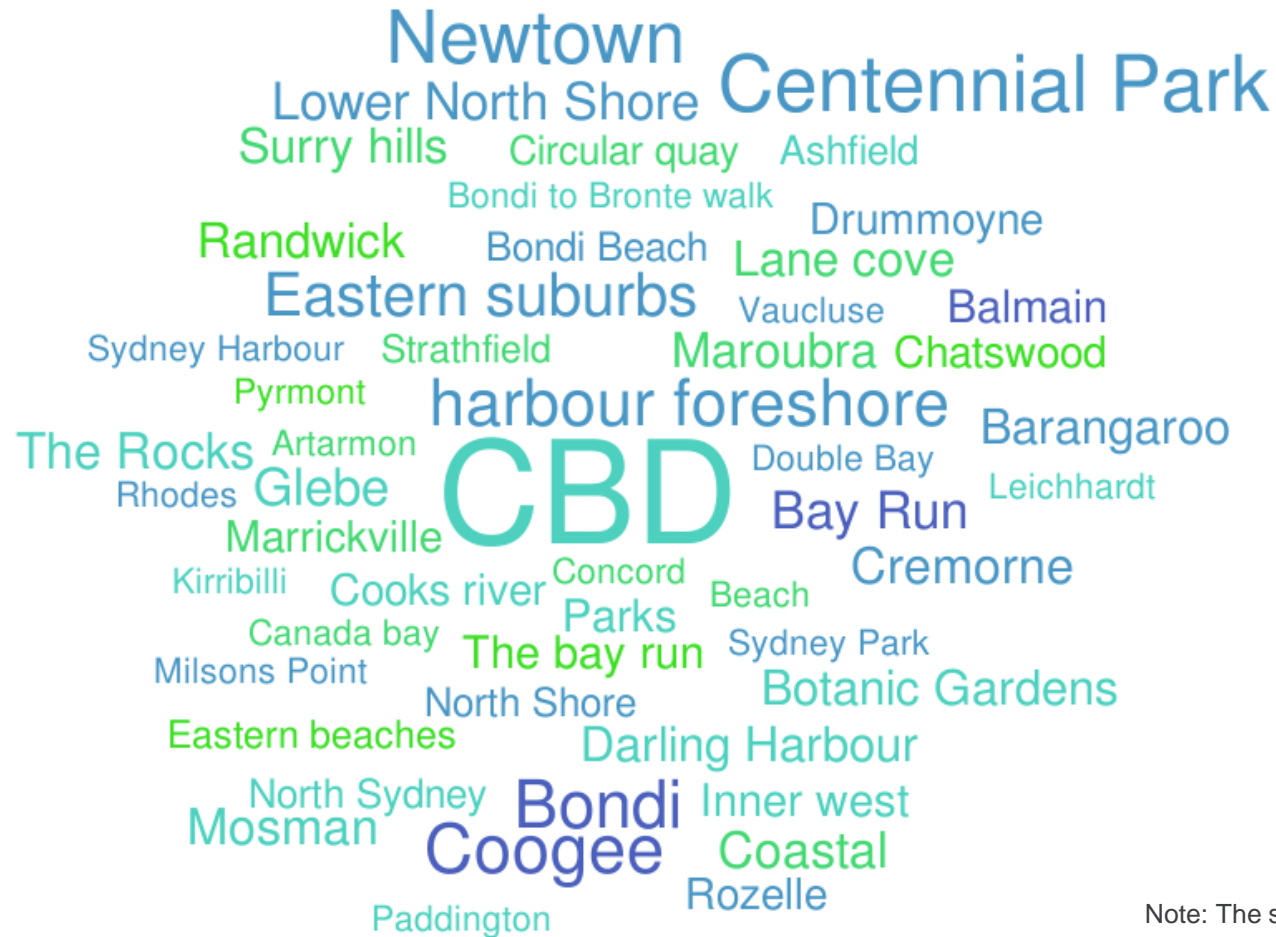
Key barriers included destination being far away, the need to carry items, weather, the need to cross major roads, and unpleasant factors associated with traffic.



Q11. Here are some potential reasons preventing people from walking more in **inner Sydney**. Which, if any, of these apply to you? (n=1508)

[This question was accompanied by a map showing the area of inner Sydney (within the green circled area). The order of the list of potential barriers was randomised.]

# Favourite part of inner Sydney to walk in



Note: The size of copy for each word reflects the relative number of comments

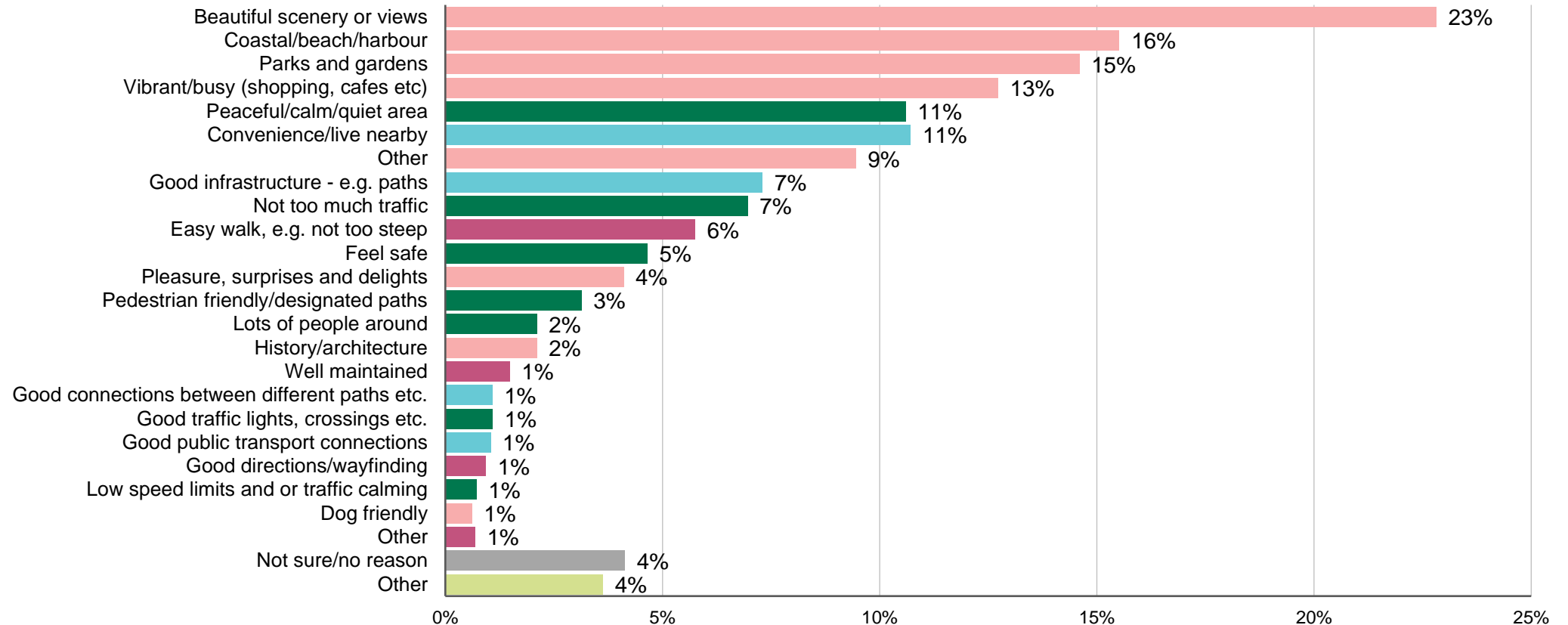
Q12. What's your favourite part of **inner Sydney** to walk in? (n=1508 were asked and n=1151 provided an answer)

[Open-ended responses to Q12 were used to generate the word cloud. A supplementary file with verbatim comments, including answers to Q12A accompanies this analysis]

# Favourite part of inner Sydney to walk in



Beautiful scenery or views, coastal/beach/harbour, parks and gardens, vibrant/busy areas were the most common reasons for people's favourite areas in Sydney to walk.



Q12A. And why do you say that? (n=1108 of the 1151 provided an answer to Q12)

[Open-ended responses to Q12 have been coded into themes and reported. A supplementary file with verbatim comments, including answers to Q12A accompanies this analysis]

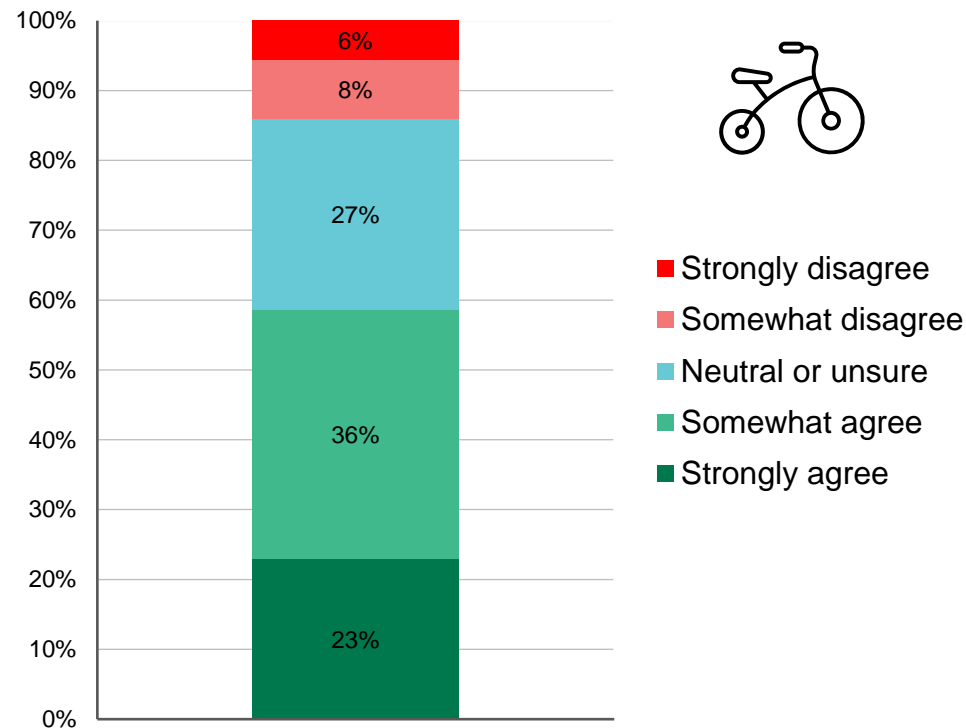


# Attitudes towards active travel



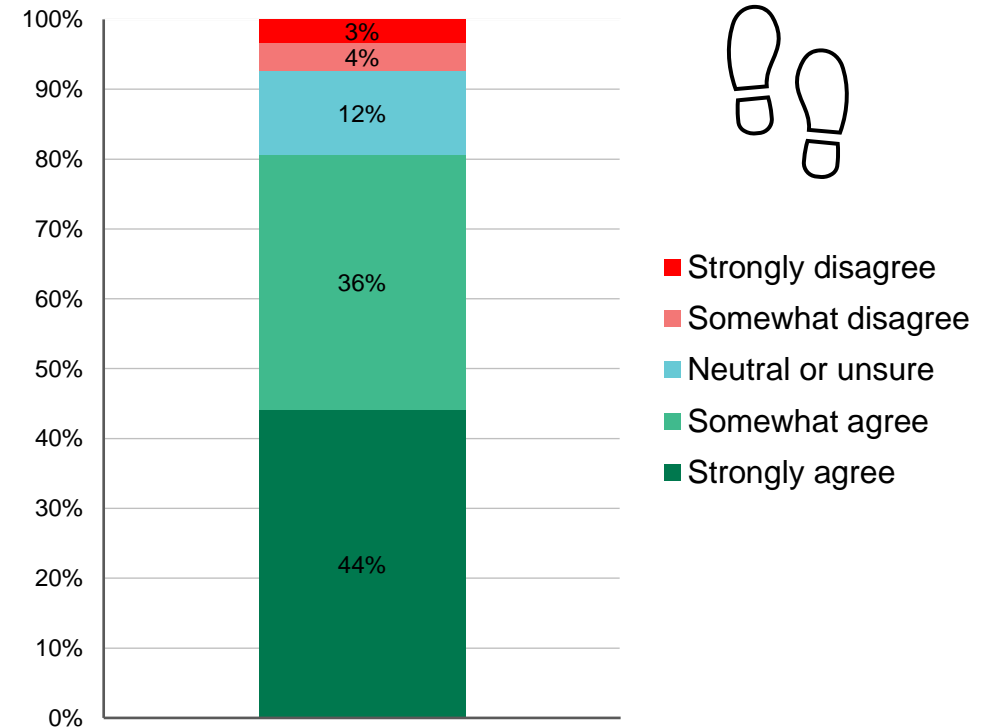
# Attitude towards children being able to walk and cycle to/from school

Six out of 10 agreed (59%) that children 'should be able to **cycle** at least part of the way to and from school'



- Strongly disagree
- Somewhat disagree
- Neutral or unsure
- Somewhat agree
- Strongly agree

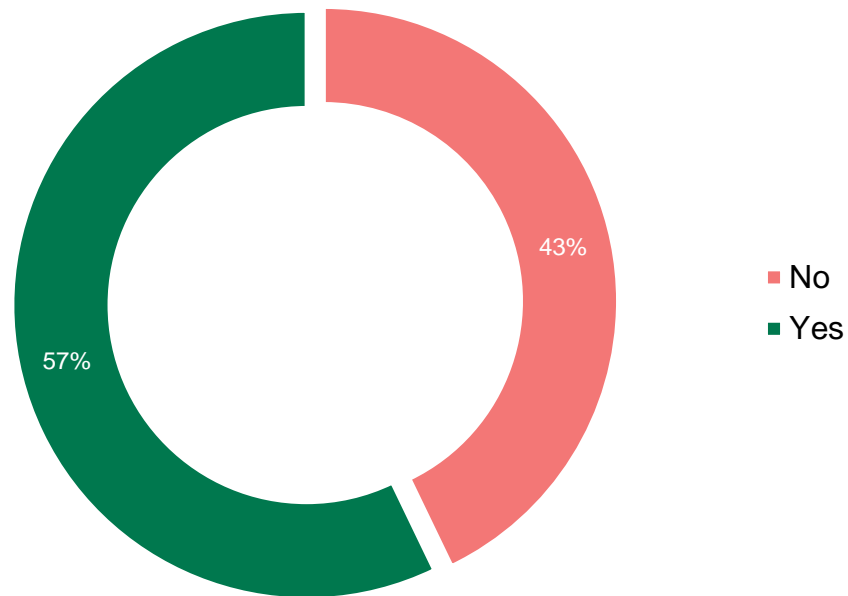
Eight out of 10 (80%) agreed that children 'should be able to **walk** at least part of the way to and from school'



- Strongly disagree
- Somewhat disagree
- Neutral or unsure
- Somewhat agree
- Strongly agree

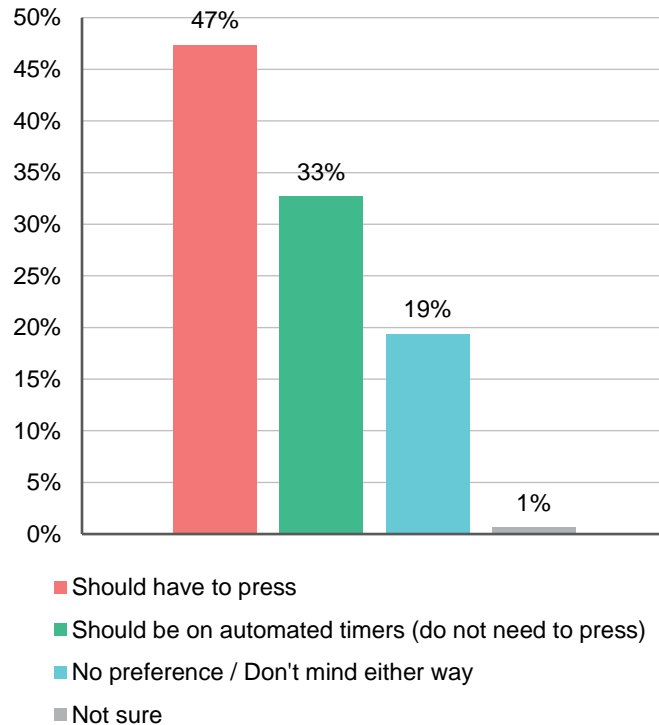
# Attitude towards children being able to walk and cycle to/from school

The majority (57%) agreed with reducing the school zone speed limits to 30km per hour



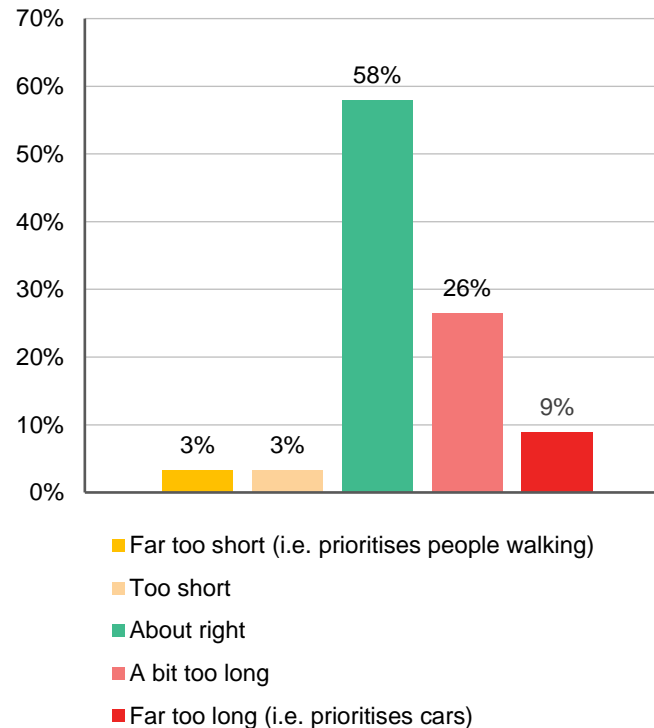
# Crossing the road preferences

One-third felt people walking should not have to press a button to cross at traffic lights



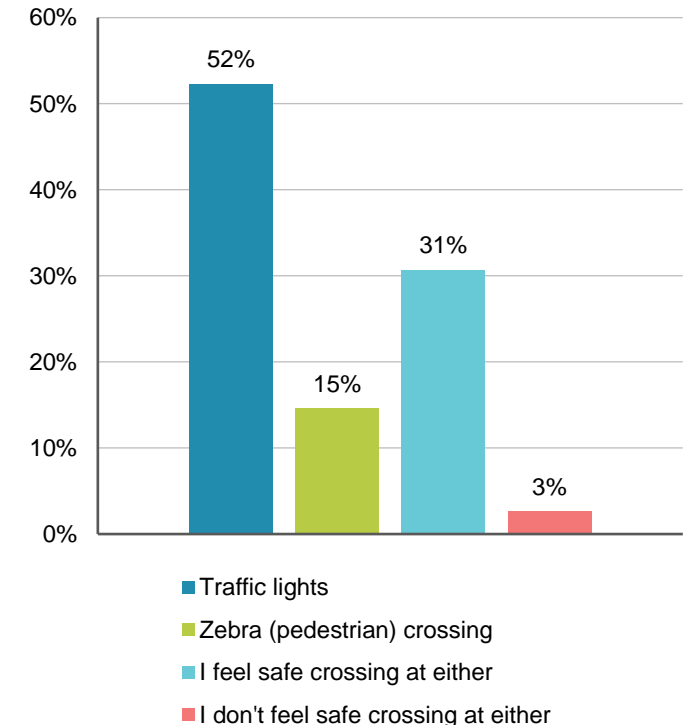
Q8. When walking, do you think you should have to press a button to cross at traffic lights, or should pedestrian crossing signals be on automated timers?

More than one-third felt waiting time at traffic lights was 'too long'



Q9. When walking, how do you feel about your wait time at traffic lights?

Significantly more (52%) felt safer crossing at traffic lights than at a pedestrian crossing (15%)



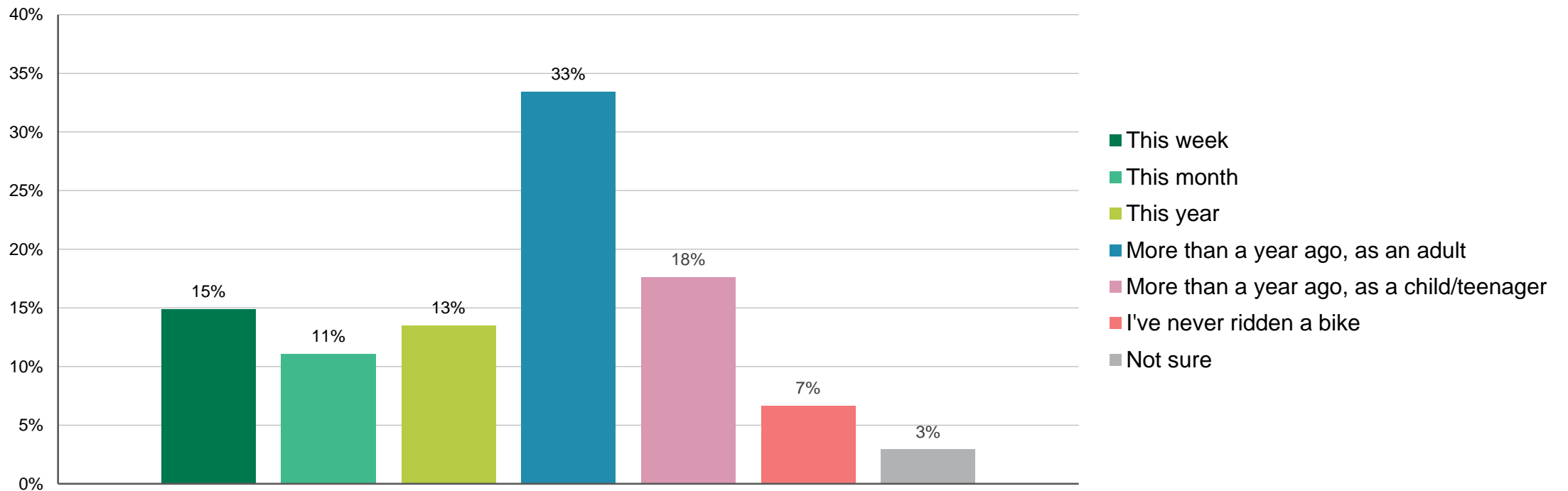
Q10. When walking, do you feel safer crossing a local street at traffic lights or at a pedestrian (zebra) crossing?

# **Bike riding: bike riding frequency**



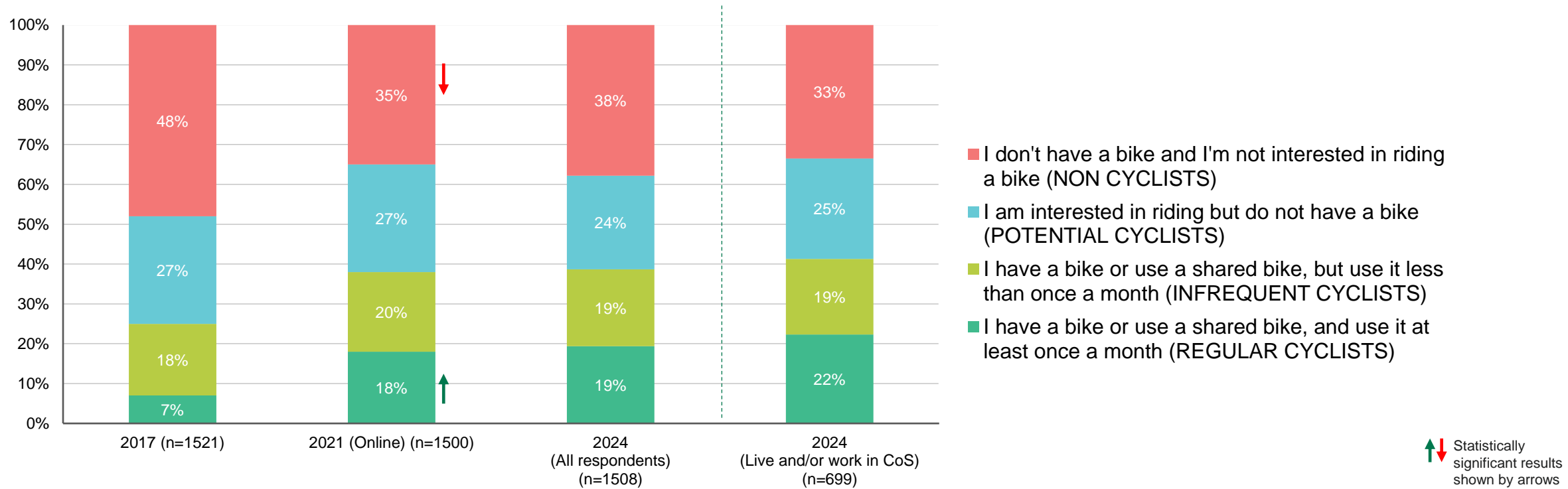
# Bike riding frequency

One-quarter (26%) of all respondents said they cycled within the last month.  
Around half (51%) last cycled more than a year ago.



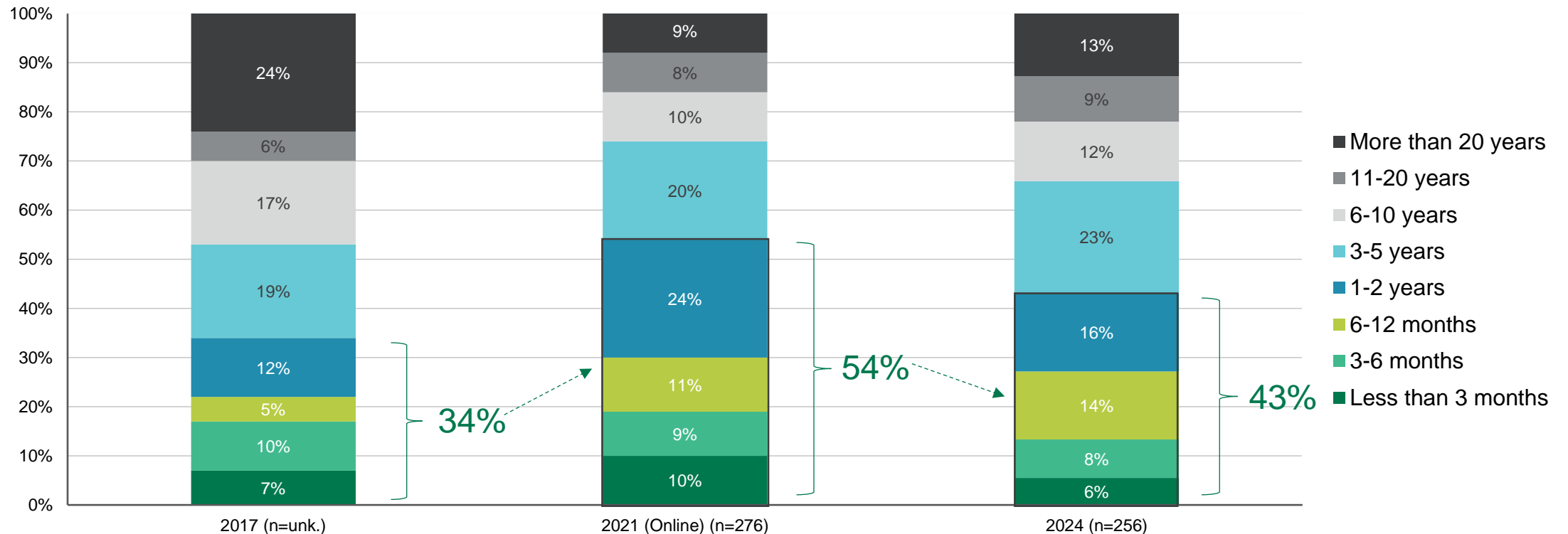
# Bike riding frequency - segmentation

In 2024, the proportion of 'Regular' cyclists and 'Infrequent' cyclists was quite stable compared to 2021. There were no significant differences between the segments compared to 2021.



# Bike riding - length of time riding regularly

In 2024, the proportion of relatively new regular cyclists (<2 years) (43%) was significantly less than the proportion who were new to it in 2021 (54%). One-quarter of current cyclists picked up cycling in 2019-2021 and have maintained cycling.



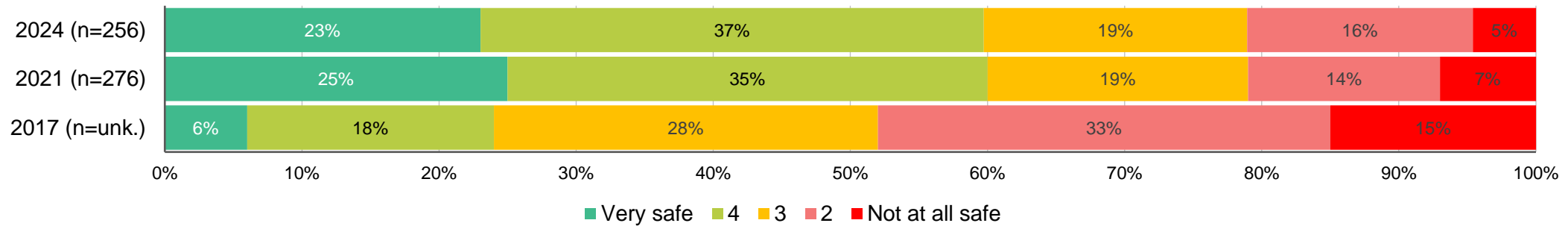


**Bike riding:  
cyclist confidence,  
knowledge & skills**

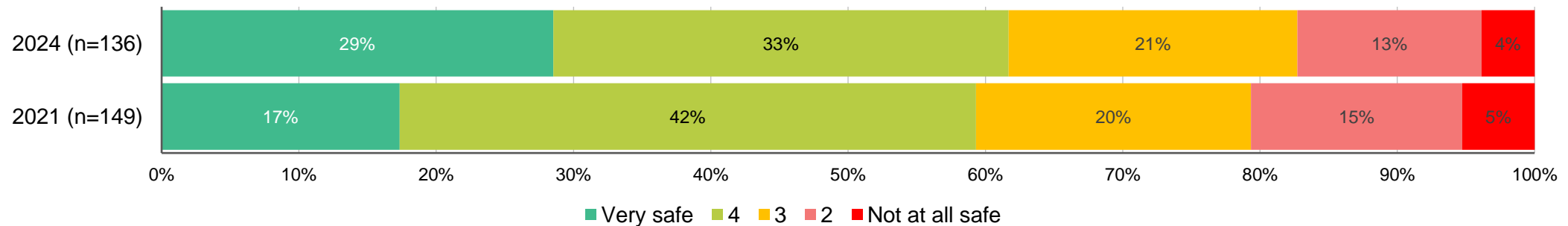


# Safety riding in inner Sydney – regular cyclists

**Regular cyclists (live/work within 10km of city centre):** The huge improvement between 2017 and 2021 has been maintained in 2024 with six out of 10 (60%) regular cyclists who live within 10km of city centre feeling safe when riding in inner Sydney



**Regular cyclists (live/work in City of Sydney):** Significantly more regular cyclists who live/work in the City of Sydney are feeling very safe when riding in inner Sydney

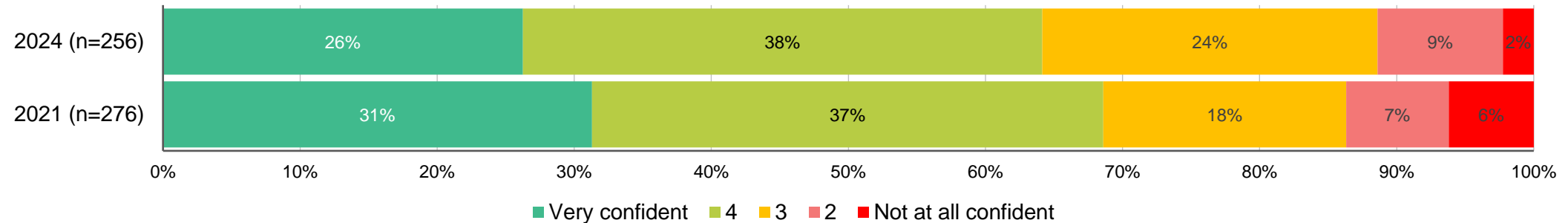


Q21\*. On a scale of one to five, with one being very unsafe and five being very safe, how would you rate how safe you feel when riding your bicycle in inner Sydney?

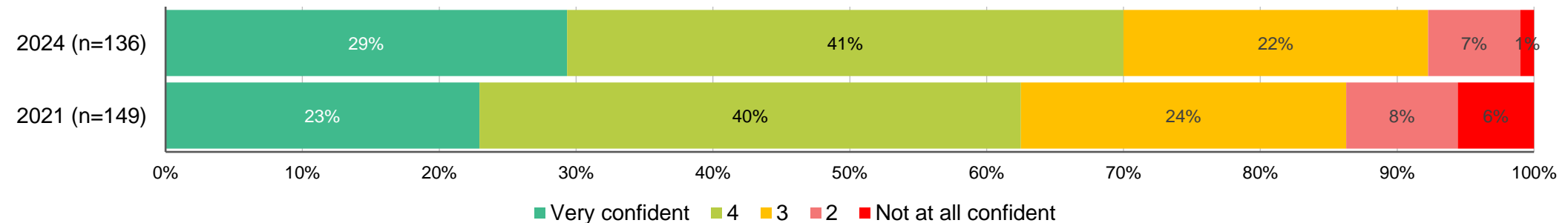
Q20\*. On a scale of one to five, with one being not at all confident and five being very confident, how would you rate your level of confidence when riding your bicycle in inner Sydney? (REGULAR CYCLISTS: n=256)

# Confidence riding in inner Sydney – regular cyclists

**Regular cyclists (live/work within 10km of city centre):** Six out of 10 (64%) felt confident riding their bike in inner Sydney



**Regular cyclists (live/work in City of Sydney):** Seven out of 10 (70%) felt confident riding their bike in inner Sydney, compared to 63% in 2021



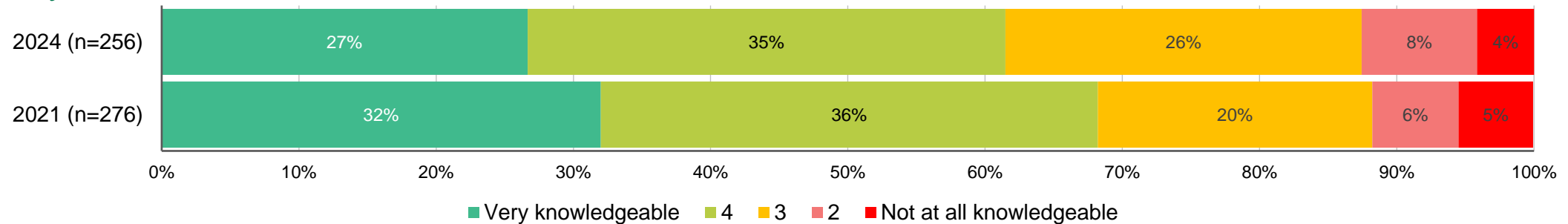
Q21\*. On a scale of one to five, with one being very unsafe and five being very safe, how would you rate how safe you feel when riding your bicycle in inner Sydney?

Q20\*. On a scale of one to five, with one being not at all confident and five being very confident, how would you rate your level of confidence when riding your bicycle in inner Sydney?

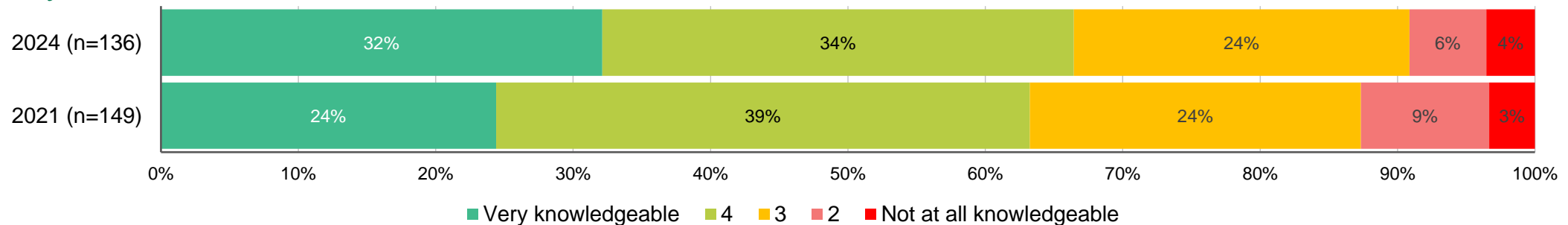
(REGULAR CYCLISTS who live and/or work in the City of Sydney: 2024 n=136; 2021 n=149)

# Knowledge of bike maintenance – regular cyclists

**Regular cyclists (live/work within 10km of city centre):** Six out of 10 (61%) felt knowledgeable about bicycle maintenance



**Regular cyclists (live/work in City of Sydney):** Almost 7 out of 10 (66%) felt knowledgeable about bicycle maintenance

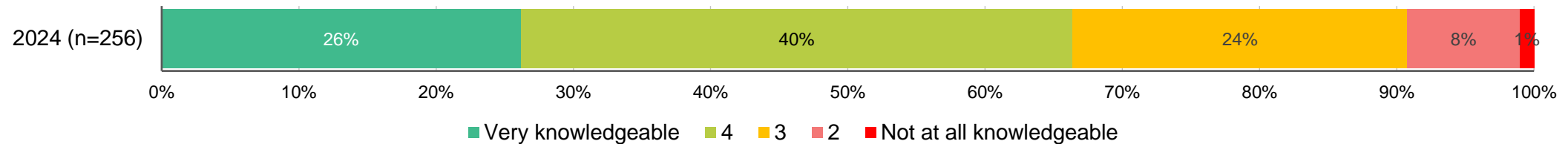


Q19\*. On a scale of one to five, with one being not at all knowledgeable and five being very knowledgeable, how would you rate your level of knowledge about bicycle maintenance?

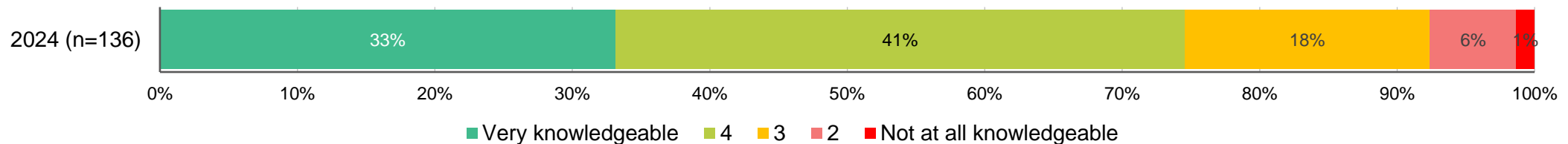
Q22. On a scale of one to five, with one being not at all knowledgeable and five being very knowledgeable, how would you rate your level of knowledge about the cycleways and bike riding routes in your area? 28  
(REGULAR CYCLISTS: n=256)

# Knowledge of cycleways – regular cyclists

**Regular cyclists (live/work within 10km of city centre):** Almost seven out of 10 (66%) rated themselves as knowledgeable about cycleways and riding routes in their area



**Regular cyclists (live/work in City of Sydney):** Three-quarters (75%) rated themselves as knowledgeable about cycleways and riding routes in their area



New question in 2024

Q19\*. On a scale of one to five, with one being not at all knowledgeable and five being very knowledgeable, how would you rate your level of knowledge about bicycle maintenance?

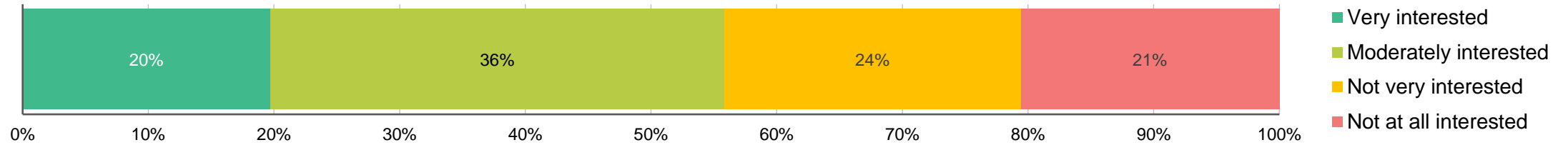
Q22. On a scale of one to five, with one being not at all knowledgeable and five being very knowledgeable, how would you rate your level of knowledge about the cycleways and bike riding routes in your area? 29  
(REGULAR CYCLISTS who live and/or work in the City of Sydney: 2024 n=136; 2021 n=149)

# Interest, barriers and enablers for cycling

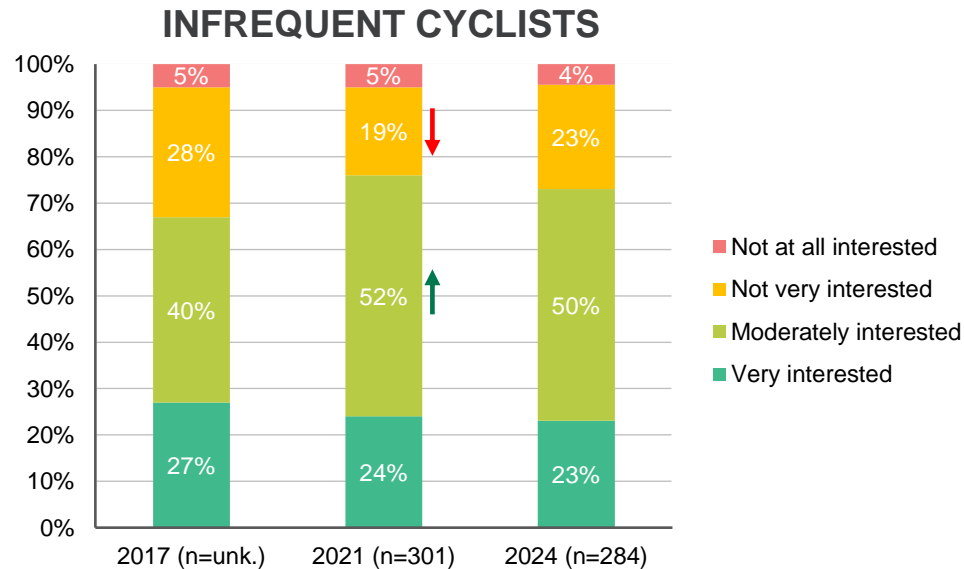


# Interest in riding a bike more often

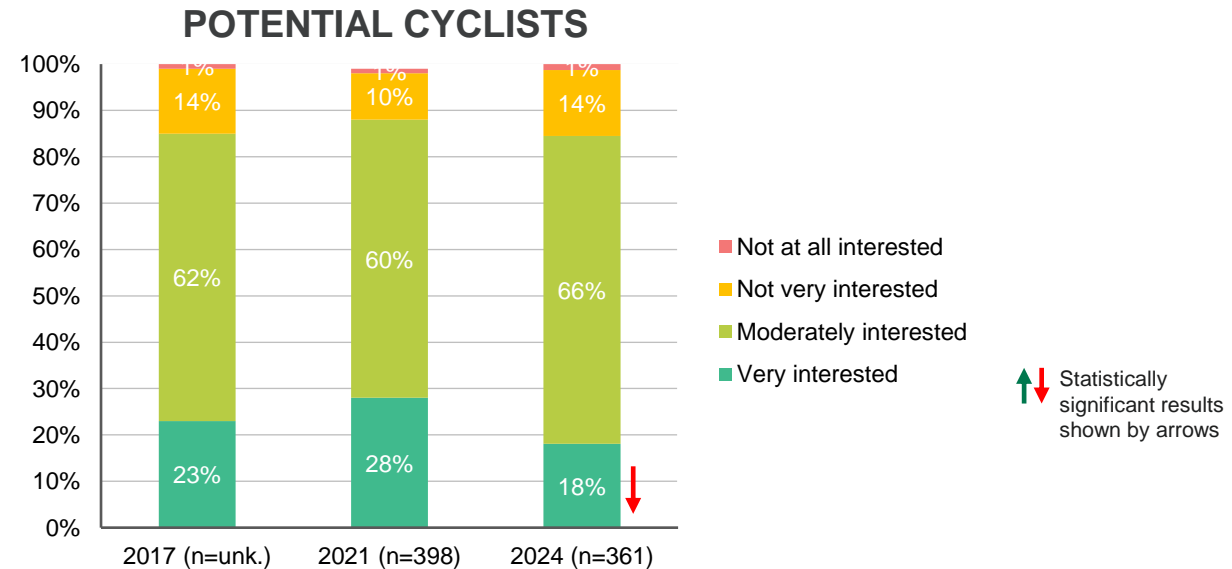
One in five are 'very interested' in riding a bike more often, and over half (56%) are interested.



Interest in cycling more has not changed significantly for 'infrequent' cyclists since 2021

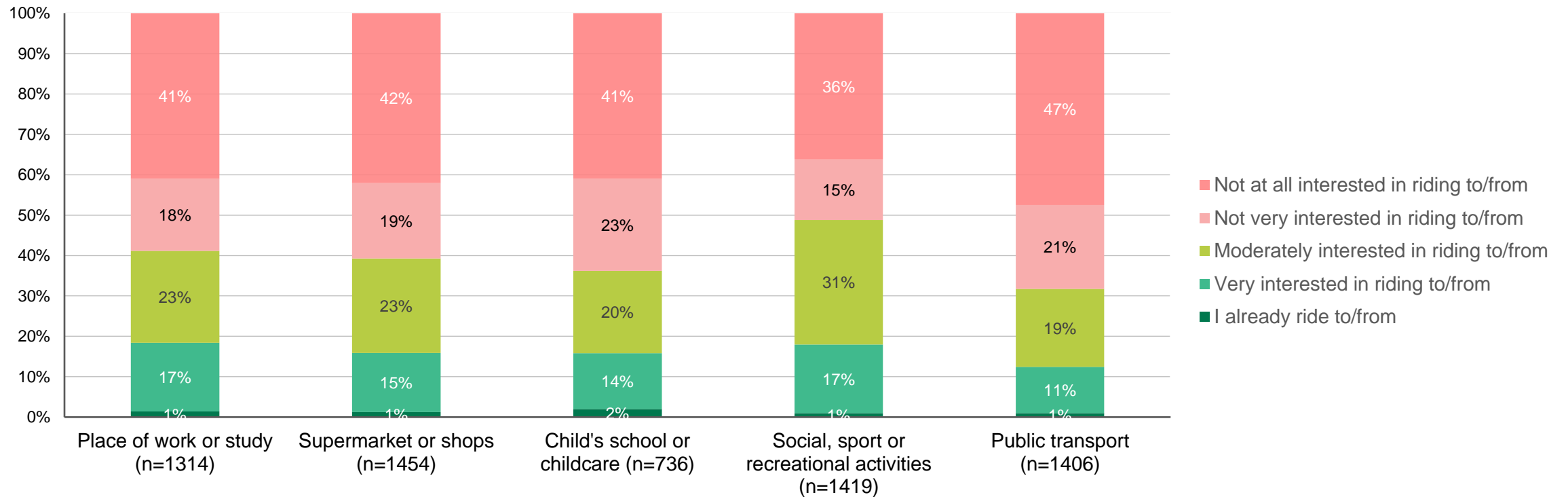


Overall interest in cycling more among 'potential' cyclists has remained steady in 2024 compared to 2021



# Interest in riding to / from everyday destinations

The highest level of interest in cycling to/from an everyday destination was for social, sport or recreational activities.

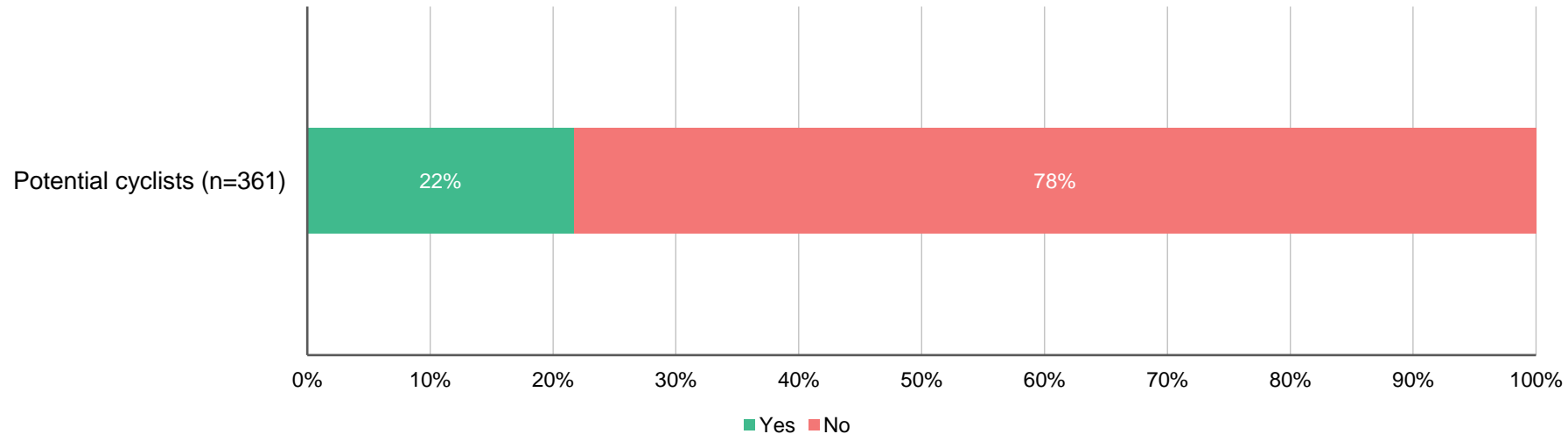


Note: The code 'I already ride to/from' was shown at the bottom of the code frame rather than at the top and respondents likely missed it. The vast majority of those who reported that they cycled 'on a typical day' (in Q3) chose 'Very interested' or 'Moderately interested' at Q15.



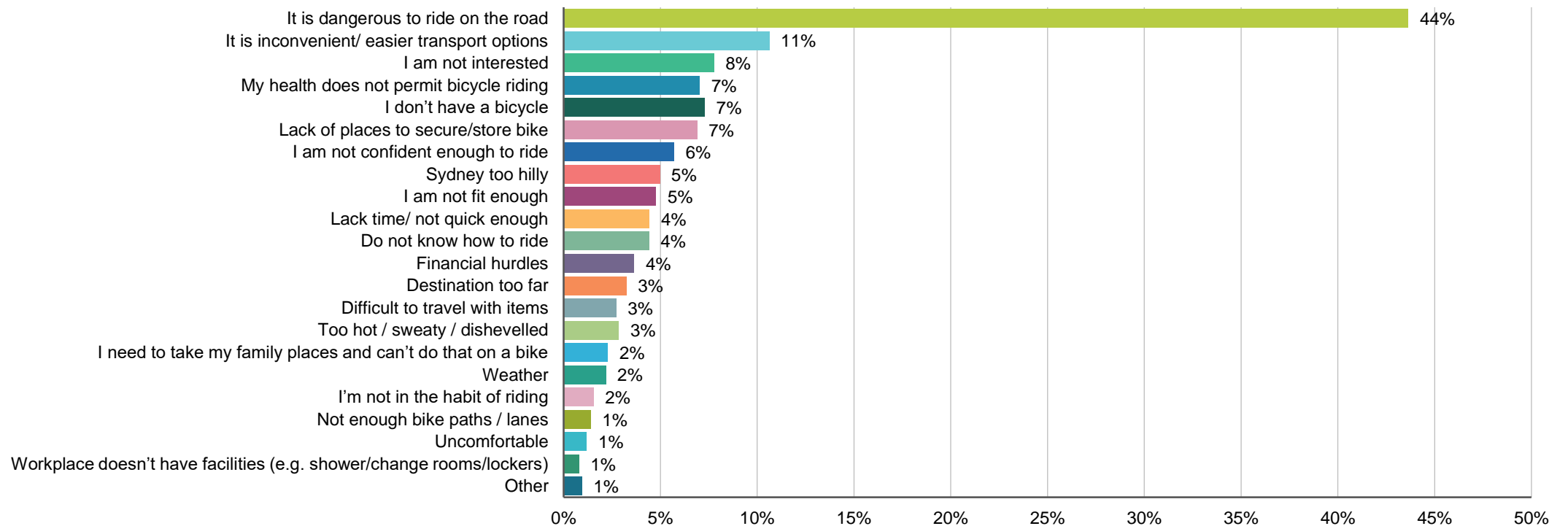
# Interest in and behaviour towards riding – potential cyclists

One-fifth of 'potential' cyclists had taken steps towards bike riding.



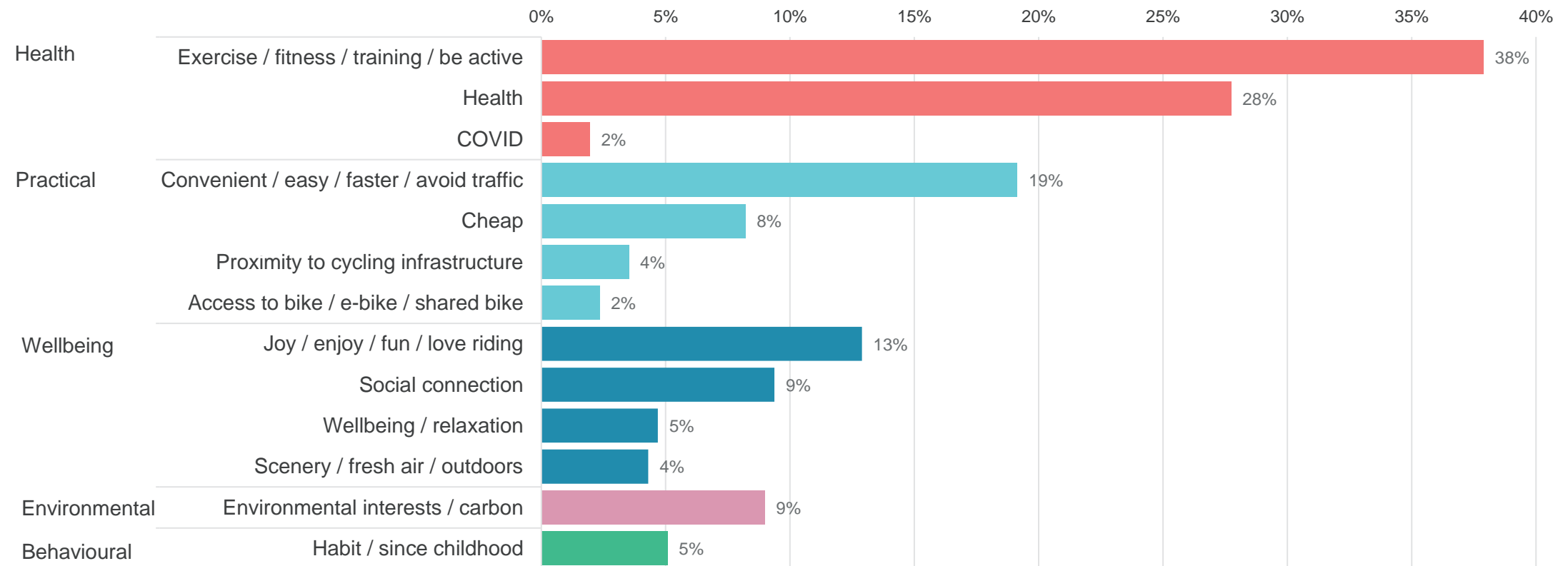
# Barriers among infrequent, potential and non-cyclists

Among people who don't often ride, a key barrier was a feeling that it is dangerous to ride on the road. In contrast, most people who ride regularly feel safe (question 21).



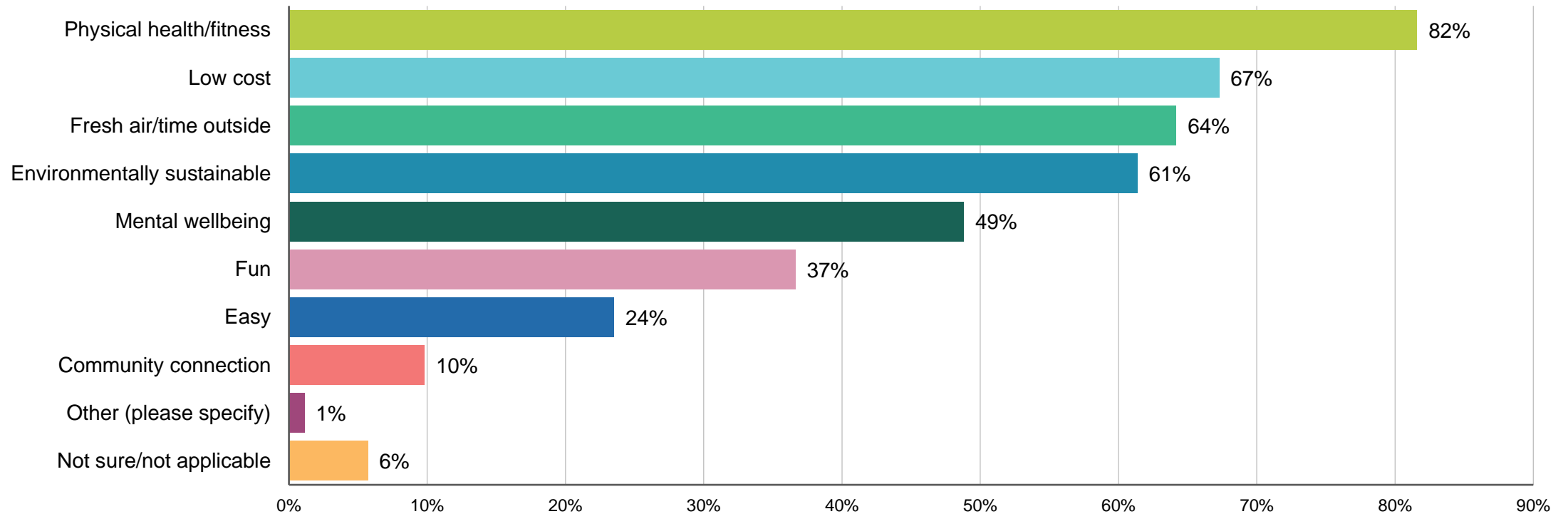
# Prompts, motivations or enablers to start riding regularly – regular riders

Health and fitness were the most common motivators to ride. Convenience and enjoyment were common motivators and enablers.



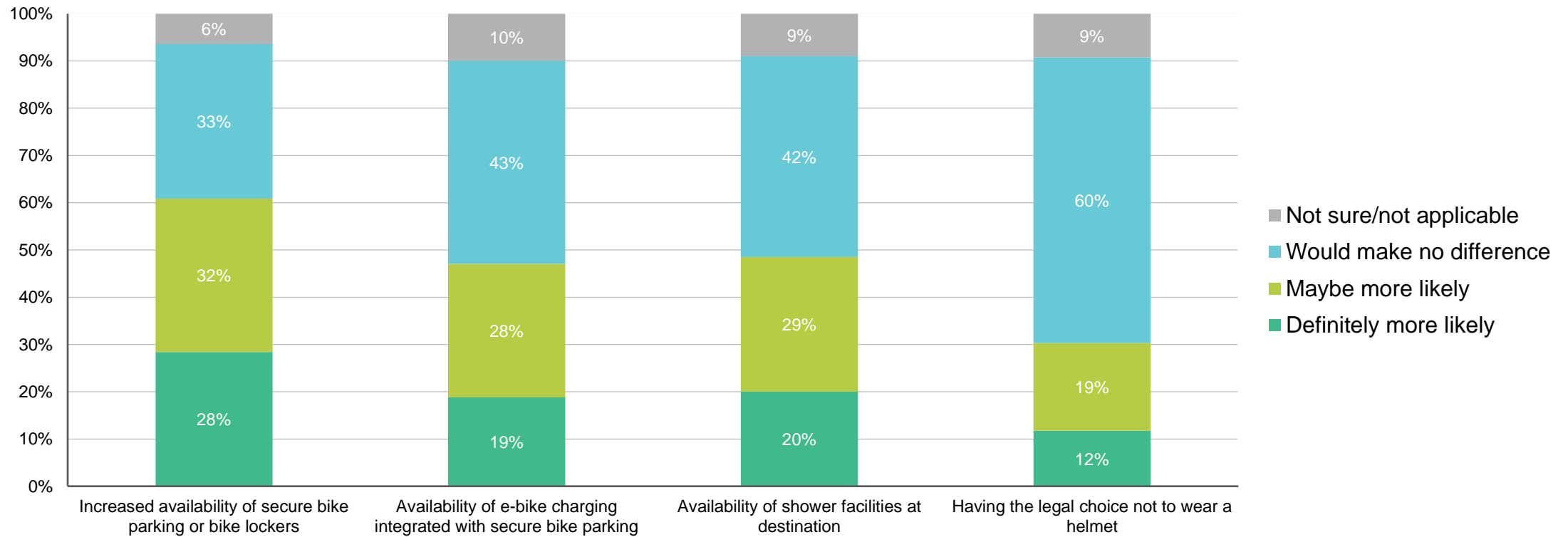
# Main benefits of bike riding for everyday travel – all respondents

Physical health/fitness was perceived as the main benefit of bike riding for everyday travel (82%), followed by benefits relating to low cost, fresh air/time outside, environmentally sustainability and mental wellbeing.



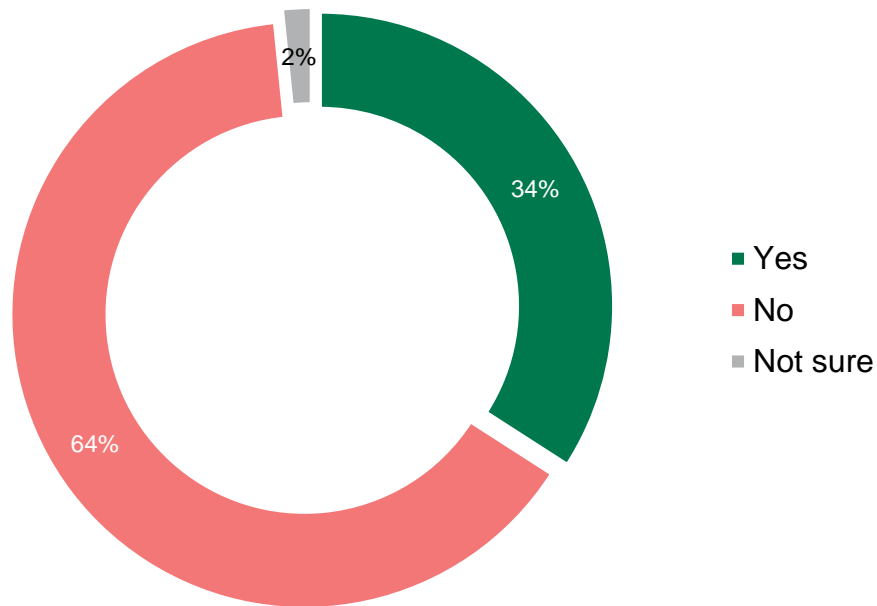
# Potential enablers of riding a bike regularly

Increasing availability of secure bike parking or lockers would likely make the greatest impact on motivating people to ride regularly. Almost half agreed e-bike charging & storage; and shower facilities at their destination would encourage them to ride.



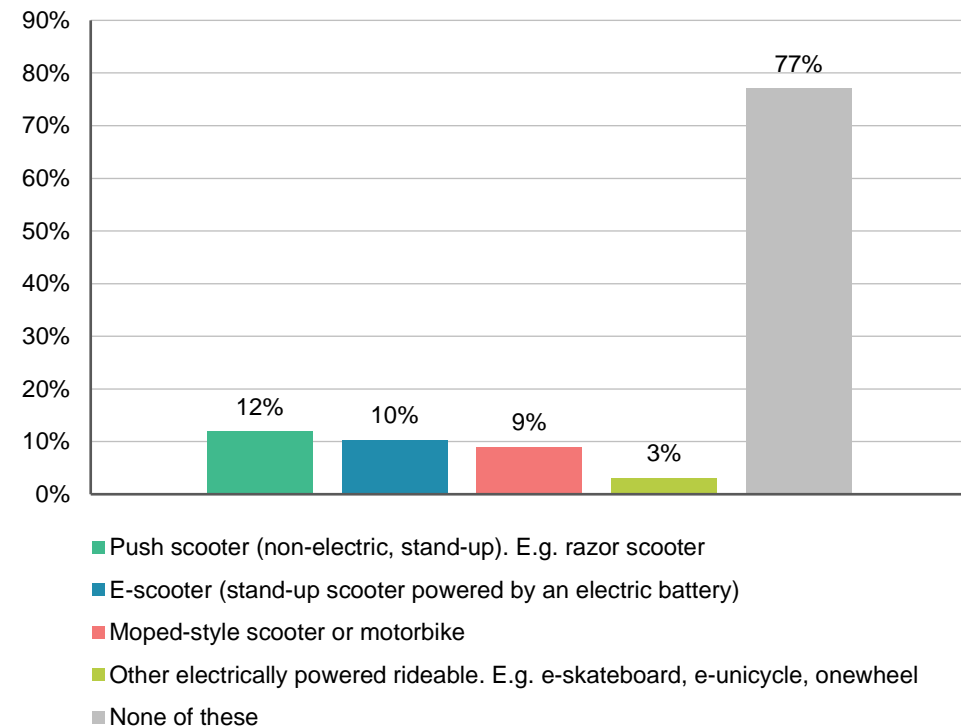
# E-bikes and riding devices

One-third reported that they had ridden an e-bike.



Q29. Have you ever ridden an e-bike and/or an e-cargo bike?

Ten-percent reported owning an e-scooter. Twelve-percent owned any of e-scooter or other electrically powered rideable.



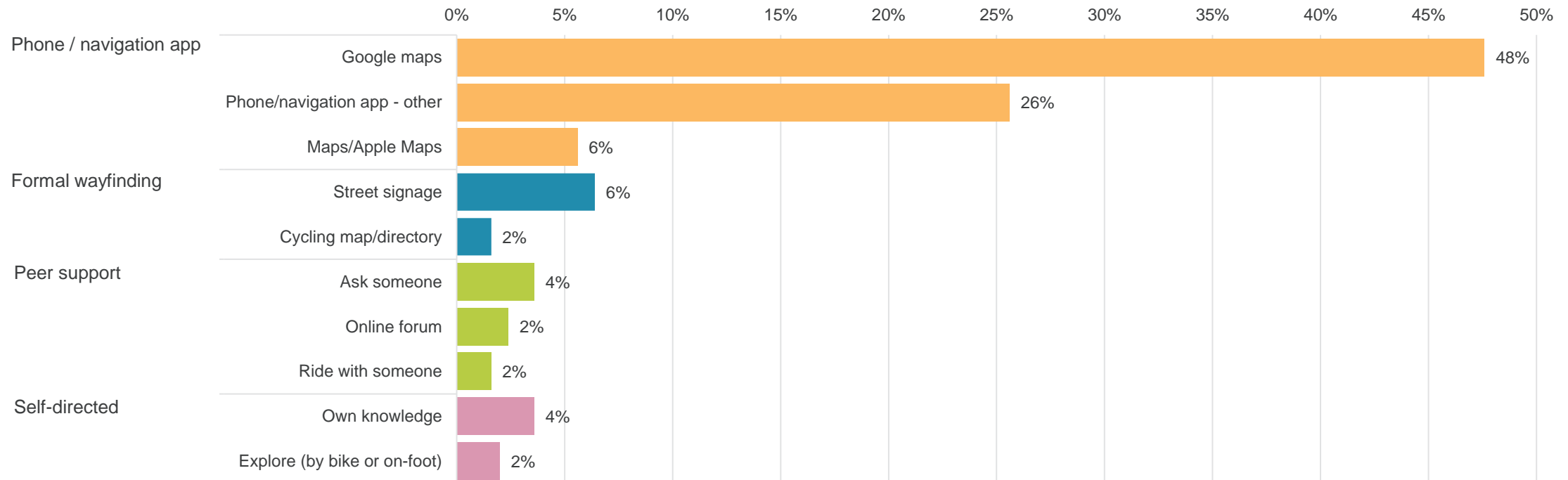
Q30. Do you own any of the following riding devices? (n=1508)

# Training and tools to support riding



# Tools used to choose riding routes – regular and infrequent cyclists

Google Maps was the most common tool used.



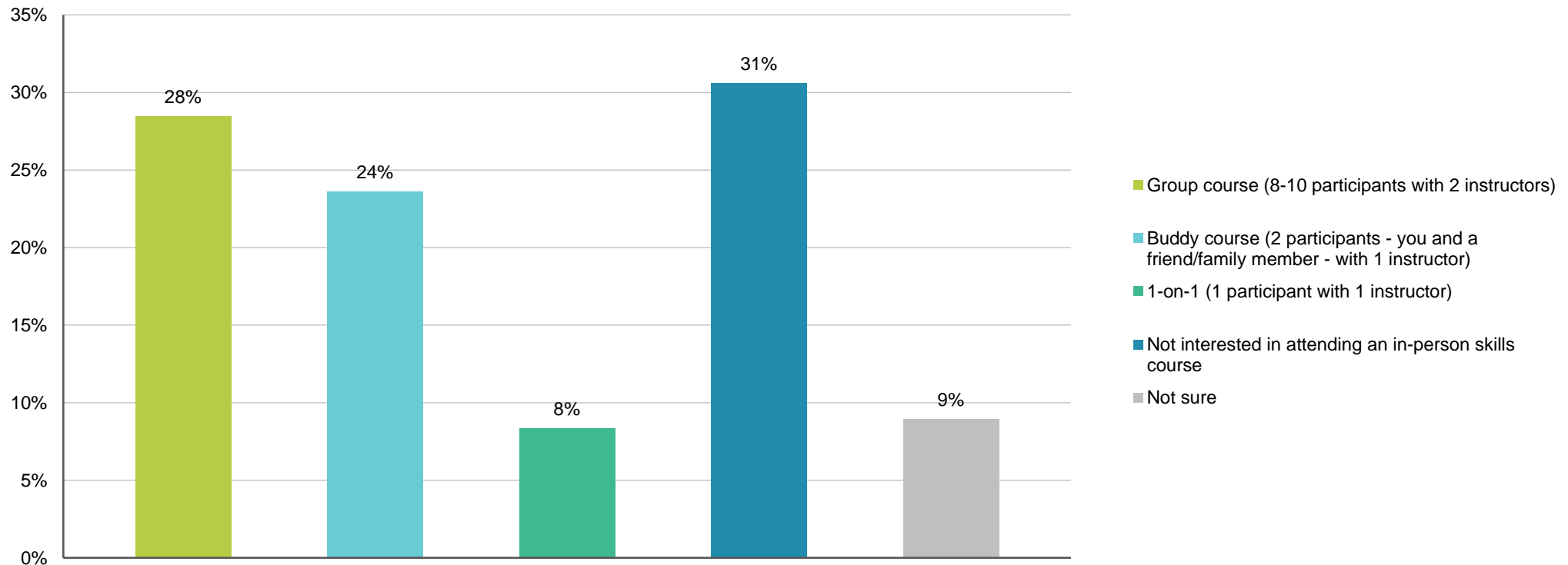
Q25. What tools do you use to choose your riding routes? (e.g. navigation app on phone, ask someone you know, ask people on an online forum, on-street signage) (REGULAR and INFREQUENT CYCLISTS: n=539). 41% (n=220) identified a tool.

[Open-ended responses to Q25 have been coded into themes and reported. A supplementary file with verbatim comments accompanies this analysis]



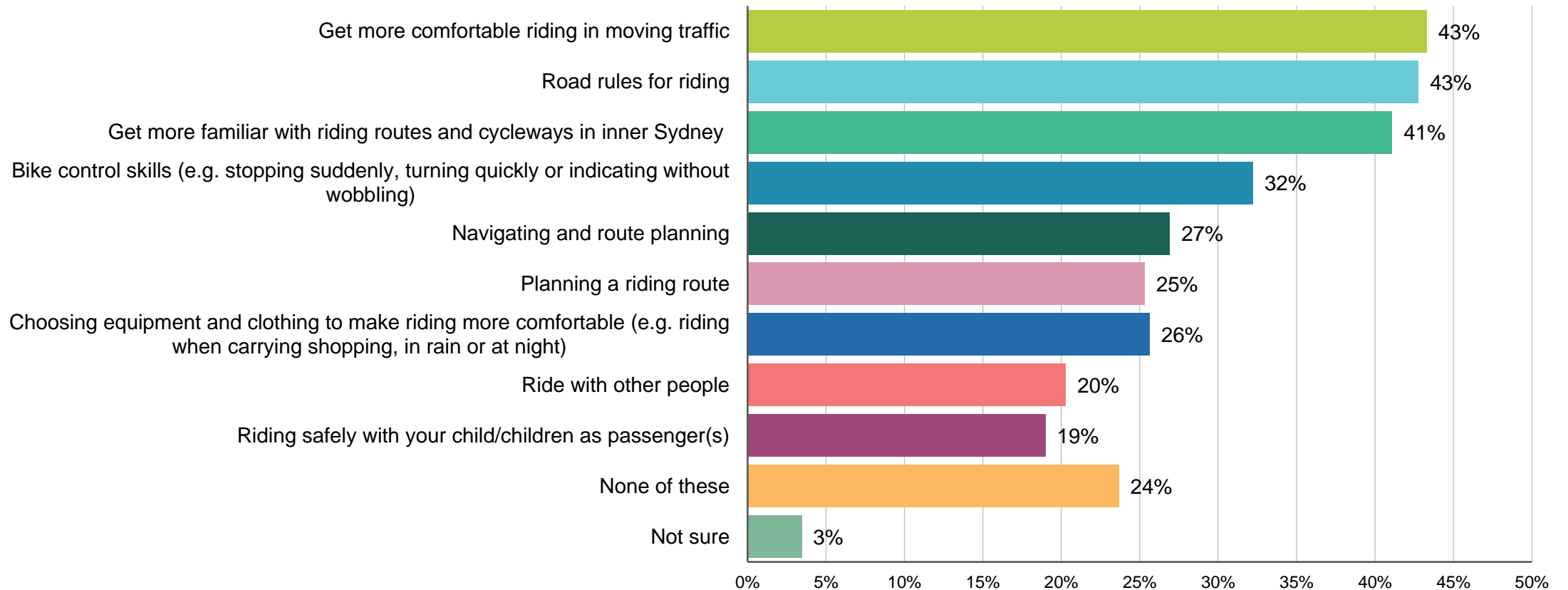
# City of Sydney in-person cycling skill courses

A 'Group' course was the most popular option for an in-person cycling skills course, followed by a 'Buddy' course.



# Riding skills and theory interested in learning

The most desired riding skills to learn were: Getting more comfortable riding in moving traffic, learning about cycling road rules, and getting more familiar with riding routes and cycleways





# Taverner

RESEARCH GROUP

