



## REPORT

# City of Sydney Active Transport Survey 2021

City of Sydney

June 2021



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## 1. EXECUTIVE SUMMARY



The City of Sydney Active Transport Survey 2021 revealed Sydney residents are increasingly interested in doing more walking and cycling for fitness and leisure.

The City of Sydney Active Transport Survey 2021 aimed to measure how the views, behaviours and actions relating to walking and cycling of 1,500 Sydney residents living within ten kilometres of the CBD have changed since previous studies.

In addition to the online survey, face-to-face interviews were conducted in situ with 313 bicycle riders across the City of Sydney LGA to build on the cycling-related insights of the online survey.

### Walking

There was increasing interest in more regular walking for fitness and leisure. Wider, better walkways and the further pedestrianisation of streets were the factors which would most encourage more walking in the City (CBD and surrounding areas).

- In total, 91 percent of respondents were interested in walking more often. This result has increased from 84 percent in 2017. The main benefits of walking more often were improved physical and mental health.
- The walking trips of most interest were fitness and leisure, and visiting the park, pool or harbour. There was higher interest in recreational walking trips compared to 2017. Respondents were less interested in walking to work and school/university compared to other trips.
- The main reasons why respondents do not walk more often were the need to carry things and the weather. These

results were similar in 2017 and are unlikely to change in the future.

- The factors discouraging respondents from walking in the City more often all related to the experience when walking: the length of time taken to walk, not wanting to be sweaty at their destination, traffic and noise pollution, over-crowded streets and a lack of weather protection.
- Improvements to footpaths and walkways would encourage more regular walking in City. Wider, higher-quality walkways that are separated from traffic, more pedestrianised streets and greater priority for walkers at CBD intersections would aid in alleviating the negative aspects of the experience walking in the City.

### Cycling

- There was a higher number of regular riders (ride once a month or more often) compared to 2017, as well as higher interest in riding more often among those that ride less than once a month (infrequent riders) and those that do not own a bike (potential riders). Further separation of people cycling from roads and car traffic would encourage more riding in the City.
- Over half (53%) of regular riders have begun riding in the past two years, up from 34 percent in 2017.
- The main reasons for more regular riding in the past two years were a desire to get healthy, and respondent finding out about places and routes that were good to ride.



## 1. EXECUTIVE SUMMARY

The proportion that found out about good places to ride has increased from 24 percent to 52 percent since 2017.

- One in five (21 percent) cited the COVID-19 pandemic as a reason for riding more often.
- Regular riders had moderate to high knowledge of bicycle maintenance, confidence riding in inner Sydney and perceptions of safety when riding in inner Sydney.
- Among infrequent riders (ride less than once a month), 76 percent were interested in riding a bike more often. This result has increased from 67 percent in 2017. Interest also grew among potential riders, up from 85 percent to 88 percent.
- Both infrequent and potential riders were most interested in riding for fitness and leisure, or to visit parks and ride on cycleways. There was higher interest in recreational rides compared to commuting to work or school/university.
- The main reason why infrequent riders do not ride on a regular basis were that it is too dangerous to ride on the road. While still the main reason, the proportion that cited this reason declined from 64 percent to 53 percent since 2017. The main reason for potential riders was that they do not own a bicycle (64%).
- The factors discouraging infrequent riders from riding in the City were that there is too much traffic, making it dangerous, as well as not being comfortable riding in shoulder lanes near parked cars and only being comfortable riding off-road. These results were in-line with 2017.
- More separation from car traffic and the road would encourage more riding in the City. This includes bike paths physically separated from traffic, and bike-dedicated lanes on roads and streets. Increased driver awareness of bicycle safety and sharing the road would also encourage more riding in the City.
- Among the 21 food delivery riders interviewed in the face-to-face survey, eleven riders stated safer streets and more cycleways would make the biggest improvement to their safety when working.



## 2. RESEARCH DESIGN

The **City of Sydney Active Transport Survey 2021** aimed to measure how the views, behaviours and actions relating to walking and cycling of Sydney residents living within ten kilometres of the CBD have changed since previous studies. This research informs Council's long-term commitment to promoting community awareness of the benefits of cycling and walking, and to encourage higher participation.

The Active Transport Survey 2021 comprised an online survey of 1,500 Sydney residents living within ten kilometres of the CBD and face-to-face Computer-Assisted Personal Interviews (CAPI) of 313 bicycle riders in the CBD. The purpose of the CAPI survey of cyclists was to build upon and enhance the findings of the cycling section of the online survey.

### 2.1. ONLINE SURVEY

The online survey component of the City of Sydney Active Transport Survey 2021 was conducted over the period 1 April to 16 April 2021. There were 1,500 completed responses collected over the survey period. The target population were adults (aged 18 years and over) living within ten kilometres of the Sydney CBD. Online responses were collected through third-party online panel providers.

The online survey questionnaire was based off the Active Transport Survey 2017, with input from Council and Taverner to ensure relevance for 2021 (such as the COVID-19 pandemic).

This sample delivered a randomly sampling error of +/- 2.5 percent at the 95 percent confidence level. This means that were we to replicate the survey 20 times using a different random, sample each time, results should be applicable to the target population to within +/- 2.5 percent in 19 of those 20 surveys.

Online survey results were weighted to reflect the distribution of the City of Sydney adult population by age and sex. Weighting factors were well within acceptable industry standards. Appendix 1 contains full subgroup analysis by gender, age, length of time lived in Sydney and whether the respondent lives in or outside the City of Sydney local government area.

**Table 2.1 Weighting Factors**

	POPULATION		IDEAL		ACTUAL		WEIGHTS	
	Male	Female	Male	Female	Male	Female	Male	Female
<b>18-24</b>	16,053	18,817	125	147	76	139	1.64	1.05
<b>25-34</b>	35,475	33,380	277	260	147	265	1.88	0.98
<b>35-44</b>	18,990	14,847	148	116	166	148	0.89	0.78
<b>45-54</b>	12,272	9,198	96	72	83	87	1.15	0.82
<b>55-64</b>	8,536	7,547	67	59	88	76	0.76	0.77
<b>65+</b>	8,493	8,625	66	67	111	111	0.60	0.61
<b>Total</b>	99,819	92,414	779	721	671	826	-	-



## 2. RESEARCH DESIGN

### 2.2. CAPI SURVEY OF RIDERS

The CAPI survey of bicycle riders was conducted over the period 15 April to 24 April 2021. There were 313 completed responses collected over the period. Fieldworkers approached bicycle riders on the street around the Sydney CBD and conducted interviews using tablets.

The locations where the fieldworkers conducted interviews were:

- Anzac Parade/Lang Road, Moore Park
- Bridge Street Reserve, Erskineville
- Glebe Foreshore
- Intersection of Bourke, Philip and Crescent Streets, Waterloo
- Little Eveleigh Street/Lawson Street, Redfern
- Prince Alfred Park
- Taylor Square
- Wilson Street, Darlington

The CAPI questionnaire was co-designed by Council and Taverner and was based off the cycling section of the online survey. There was a specific section of the CAPI questionnaire for food delivery riders.

### 2.3. COMPARISONS WITH PREVIOUS RESULTS

Comparisons with previous survey data from 2017 are made throughout the report where possible. Statistically significant differences across survey periods are highlighted. A difference in results was determined to be statistically significant by comparing the confidence intervals across both years.



### 3. USUAL METHOD OF TRANSPORT

Respondents were asked to indicate their usual method of transport for seven different types of trips. The most common method of transport for five of seven trips was driving one's own car. When going to the local shops and visiting gardens, parks and harbours the most common method of transport was walking.

Looking at commuting to work, the total proportion that use public transport (32%) including the train (19%) and bus (13%) was the same as the number that drive their own car (32%). Seventeen percent of respondents walked to work.

**Table 3.1 Usual Method of Transport**

	BICYCLE	BUS	CAR PASS- ENGER	DRIVER: MY CAR	DRIVER: SHARE CAR	MOTOR- BIKE/ SCOOTER	TRAIN	WALK	OTHER/ NA
Going to work	2%	13%	3%	32%	3%	0.7%	19%	17%	10%
Going to school/university	4%	11%	3%	21%	3%	1%	14%	12%	31%
Going to the local shops	2%	3%	4%	30%	3%	1%	2%	53%	0.8%
Going to major shopping centres and precincts	1%	11%	7%	52%	5%	2%	8%	13%	1%
Visiting gardens/parks/ harbours	3%	13%	4%	26%	4%	2%	14%	30%	3%
Visiting places nearby with family/friends	2%	8%	9%	41%	6%	1%	8%	22%	1%
Visiting family/friends	1%	8%	9%	53%	6%	1%	11%	8%	2%

Base: All respondents (n=1,500)

Q: For each of the following types of trip, please indicate your usual transport method.



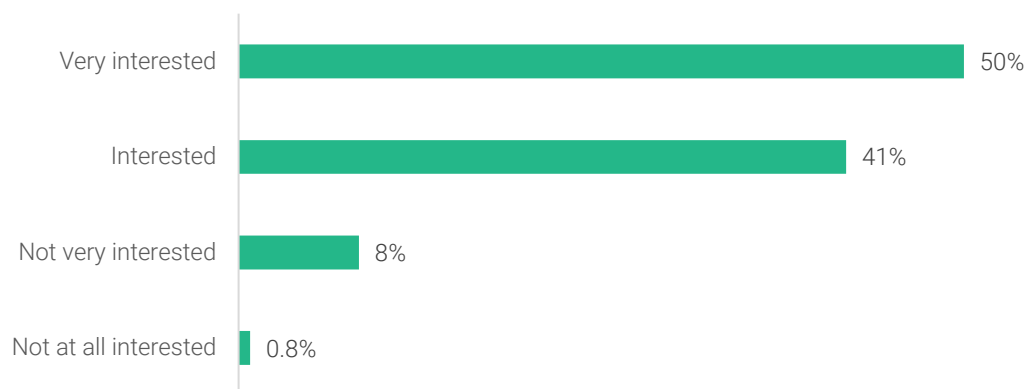
## 4. WALKING

This section reports on the results of the Active Transport Survey 2021 related to walking. The objectives of these questions were to measure interest in walking more often, barriers preventing respondents walking more frequently in the City (Sydney CBD and surrounding areas), and identifying factors to encourage more walking in the City. These questions were only asked in the online survey.

There was a high level of interest in walking more often. In total, 91 percent of respondents were interested in walking more often, with 50 percent indicating they were very interested.

Interest in walking more often has increased over the past four years. In total, the proportion of respondents interested or very interested in walking more often has increased to from 84 percent to 91 percent.

**Figure 4.1 Interest in walking more often**



Base: All respondents (n=1,500)

Q: How interested are you in walking more often?

**Table 4.1 Interest in walking more often – Comparison with 2017**

	2017	2021
<b>Very interested</b>	<b>42%</b>	<b>50%</b>
<b>Interested</b>	42%	41%
<b>Not very interested</b>	<b>13%</b>	<b>8%</b>
<b>Not at all interested</b>	2%	0.8%

Note: For all tables such as Table 5.1, bold colouring denotes statistically significant differences in survey results across survey periods.



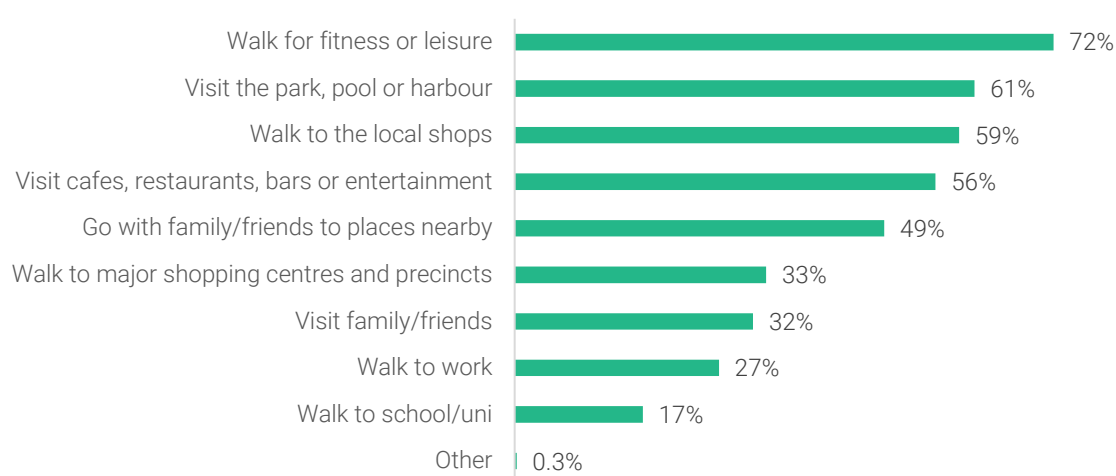
## 4. WALKING

Respondents that were interested in walking more were asked to indicate which types of trips they would like to do more often. They were able to select multiple responses.

The trips these respondents are most interested in were leisure related. Some 72 percent would like to walk for fitness or leisure more often. This was followed by visiting the park, pool or harbour (61%), walking to the local shops (59%) and visiting cafes, restaurants, bars or entertainment (56%).

Compared to 2017 there was higher interest in types of walking trips that were not for fitness or leisure: this included visiting the park, pool or harbour and walking to the local shops.

**Figure 4.2 Types of walking trips to do more often**



Base: Interested in walking more often (n=1,373)

Q: What kind of walking trips would you like to do more often?

**Table 4.2 Types of walking trips to do more often – Comparison with 2017**

	2017	2021
Walk for fitness or leisure	73%	72%
Visit the park, pool or harbour	47%	61%
Walk to the local shops	43%	59%
Visit cafes, restaurants/bars/entertainment	43%	56%
Go with family/friends to places nearby	41%	49%
Walk to major shopping centres/precincts	19%	33%
Visit family/friends	21%	32%
Walk to work	23%	27%
Walk to school/university	9%	17%
Other	-	0.3%

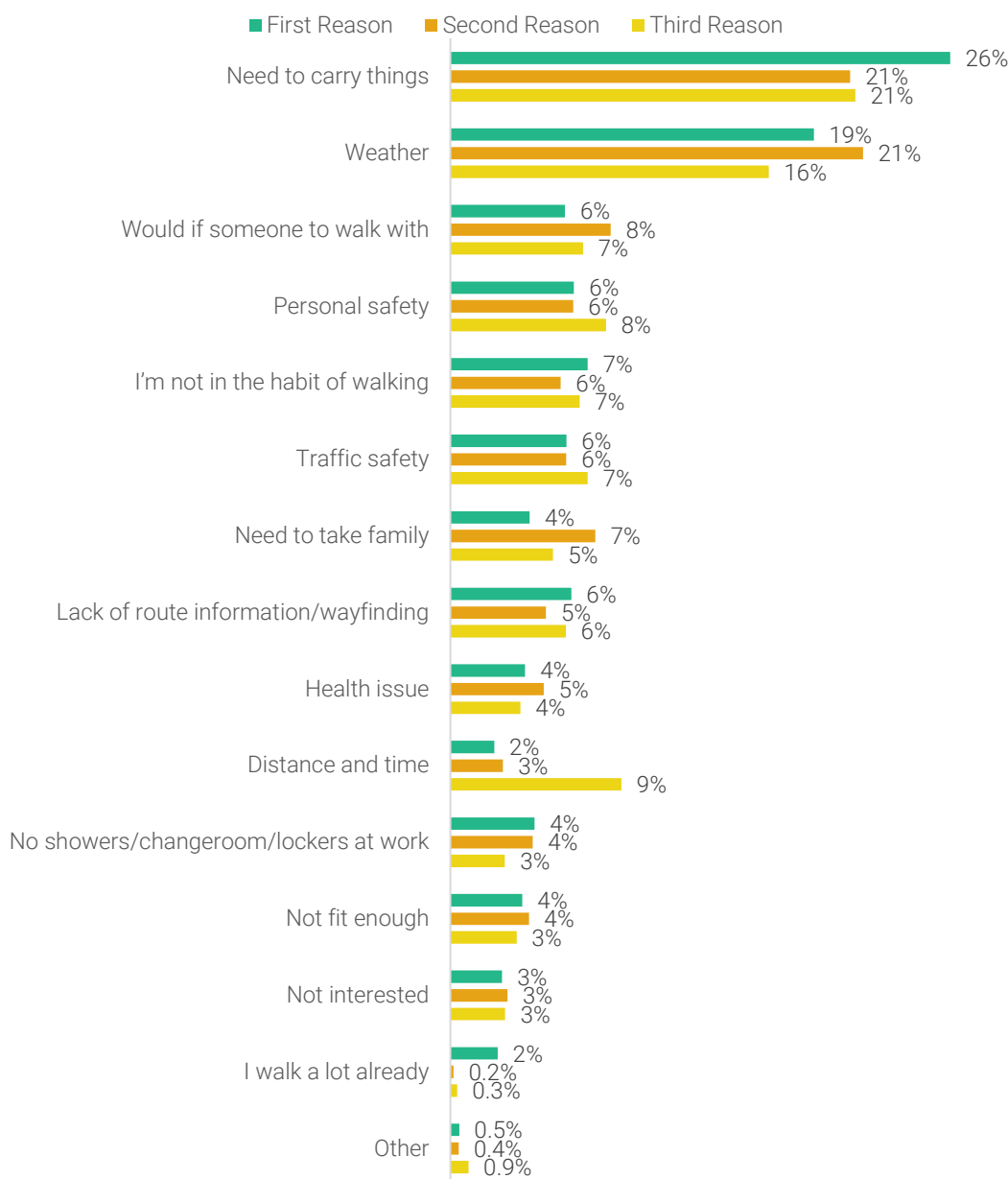
## 4. WALKING



Respondents were asked to nominate up to three reasons why they do not walk more often. The most common reasons that discouraged walking more often were the need to carry things, and the weather.

Second-order factors included not having someone to walk with, personal safety, and not being in the habit of walking.

**Figure 4.3 Factors discouraging walking more often**



Base: All respondents (n=1,500)

Q: What are the three main reasons that you don't walk more often?



## 4. WALKING

Results for 2021 aligned with previous survey results from 2017. The main factor discouraging respondents from walking more often remained the need to carry things and the weather.

**Table 4.3 Factors discouraging walking more often – Comparison with 2017**

	2017	2021
<b>Need to carry things</b>	50%	57%
<b>Weather</b>	44%	47%
<b>Would if someone to walk with</b>	13%	17%
<b>Personal safety</b>	14%	17%
<b>I'm not in the habit of walking</b>	14%	16%
<b>Traffic safety</b>	9%	16%
<b>Need to take family</b>	14%	14%
<b>Lack of route information/wayfinding</b>	6%	15%
<b>Health issue</b>	10%	10%
<b>No showers/change room/lockers at work</b>	8%	10%
<b>Not fit enough</b>	9%	9%
<b>Not interested</b>	7%	7%
<b>Other</b>	17%	1%



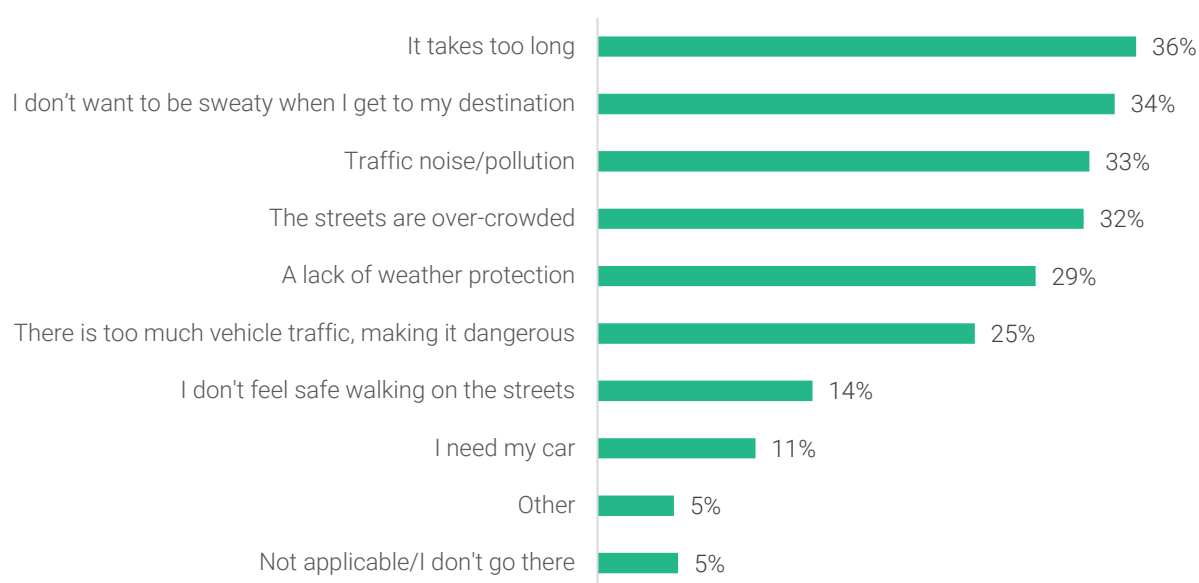
## 4. WALKING

Respondents were asked which factors discouraged them from walking in the City (the CBD and surrounding areas) more often. They were able to select multiple responses.

The main factors discouraging respondents from walking in the City more often related to the experience when walking, rather than other situational factors or preferences. The most common reason was that it takes too long (36%). This was followed by not wanting to be sweaty when arriving at the destination (34%) and traffic noise/pollution (33%).

Other factors that were similarly discouraging were the streets being over-crowded (32%) and a lack of weather protection (29%).

**Figure 4.4 Factors discouraging walking in the City more often**



Base: All respondents (n=1,500)

Q: Thinking about walking in the City (the CBD and surrounding areas), what factors discourage you from walking there at all/more often?



## 4. WALKING

The factors discouraging respondents from walking in the City more often largely align with the results of 2017. There were increases in the proportions that selected each factor, while the main factor remained that walking took too long.

**Table 4.4 Factors discouraging walking in the City more often**

	2017	2021
<b>It takes too long</b>	32%	36%
<b>I don't want to be sweaty when I get to my destination</b>	<b>26%</b>	<b>34%</b>
<b>Traffic noise/pollution</b>	<b>25%</b>	<b>33%</b>
<b>The streets are over-crowded</b>	28%	32%
<b>A lack of weather protection</b>	25%	29%
<b>There is too much vehicle traffic, making it dangerous</b>	<b>19%</b>	<b>25%</b>
<b>I don't feel safe walking on the streets</b>	13%	14%
<b>I need my car</b>	9%	11%
<b>Other</b>	<b>10%</b>	<b>5%</b>
<b>Not applicable/I don't go there</b>	9%	5%

## 4. WALKING



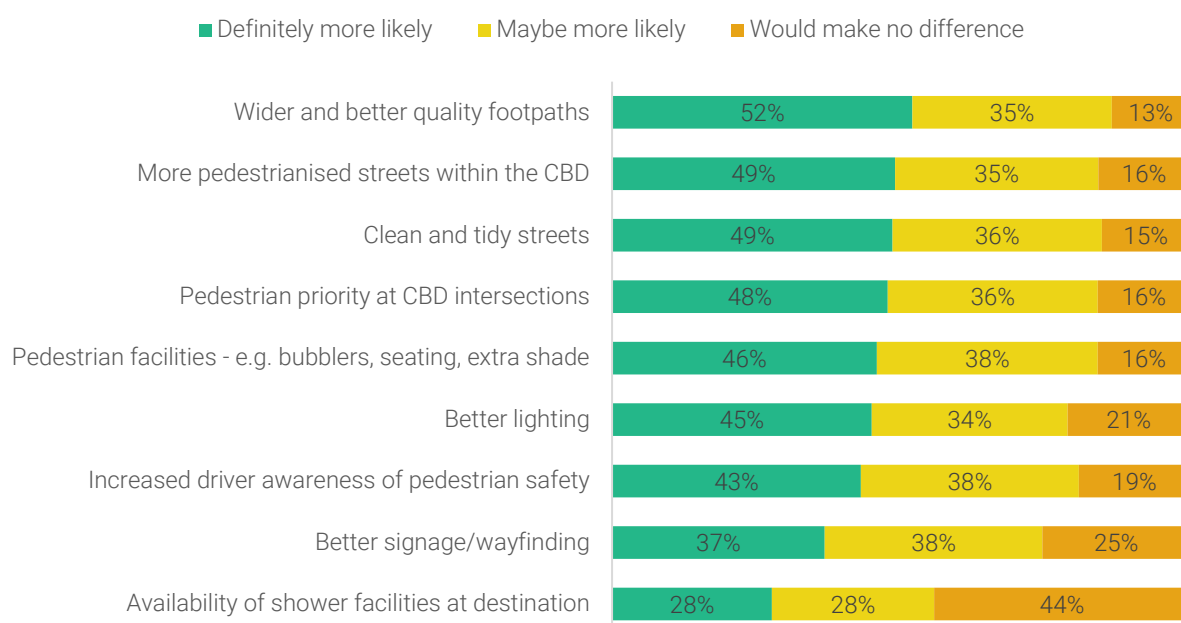
All respondents were asked how likely each of nine factors would be to make them walk in the City more regularly. The factors which would make pedestrians most likely to walk more often were all related to street infrastructure.

More than half (52%) of respondents would be definitely more likely to walk in the City more often if they had wider and better-quality footpaths. Only 13 percent indicated this would make no difference.

This was followed by having more pedestrianised streets within the CBD and having clean and tidy streets in the City.

These results have not been compared to 2017 due to the change in scale. However, wider and better-quality footpaths was also the factor in the 2017 results that would most encourage more walking in the City. In 2017 the second highest ranked factor was more pedestrianised streets within the CBD. This is now ranked fourth, highlighting improvement in this area or higher prioritisation placed on more pedestrianised streets that are clean and tidy.

**Figure 4.5 Encouraging more walking in the City**



Base: All respondents (n=1,500)

Q: For each of the items below, how would they make you more likely to walk in the city (the CBD and surrounding areas) on a regular basis?

## 4. WALKING



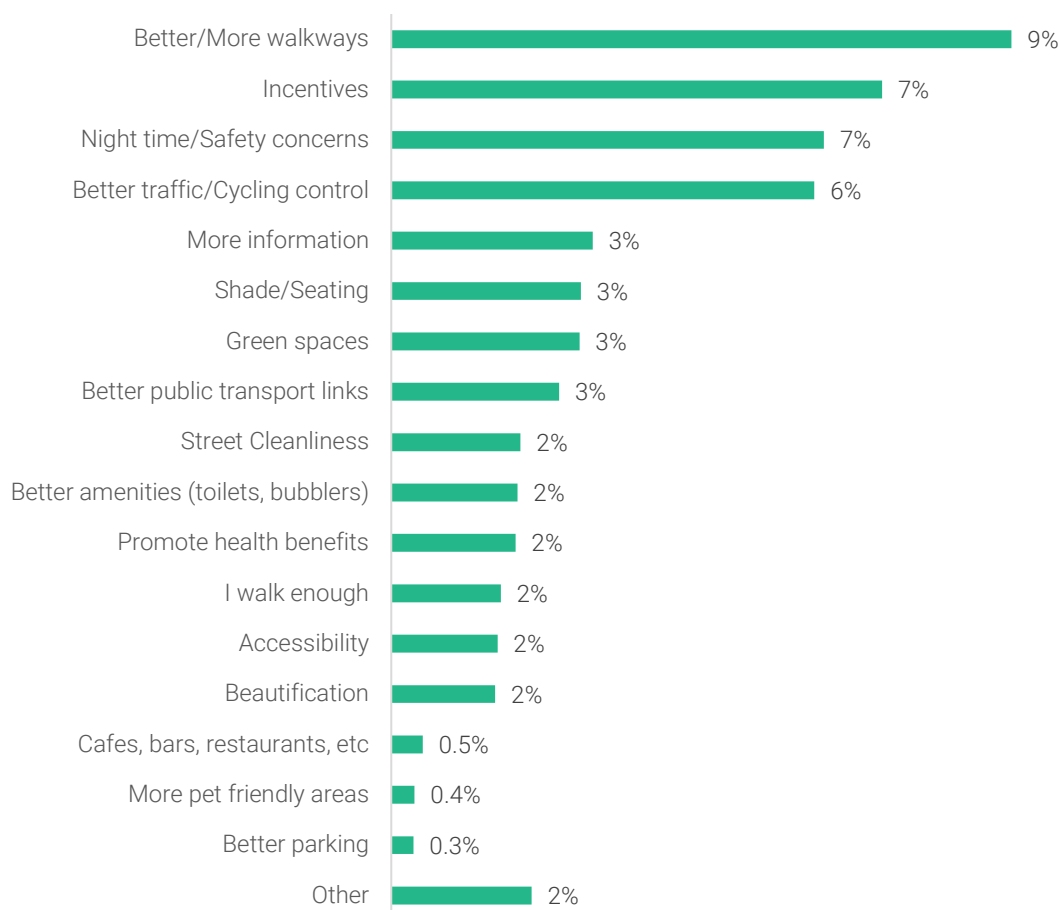
Respondents were asked whether there was anything else State and Local Governments could do to encourage them to walk on a regular basis more often. This was an open-ended question. Responses were analysed and categorised into similar themes (see Figure 4.6). Responses could be allocated to more than one theme. The majority of respondents (53%) did not offer a response.

Nine percent of respondents cited better and more walkways as the biggest encouragement for more regular walking. This result aligned with the findings of the previous question.

Seven percent of responses mentioned incentives to walk more. There were a range of different incentives mentioned such as cash rewards, discounts and subsidies, walking competitions and fundraising initiatives.

Other common responses related to personal safety: better control of car and cycling traffic (7%) and addressing safety concerns when walking at night (6%).

**Figure 4.6 Government actions to encourage walking on a regular basis**



Base: All respondents (n=1,500)

Q: Other than the above, is there anything else that State and Local Governments could do to encourage you to walk on a regular basis?

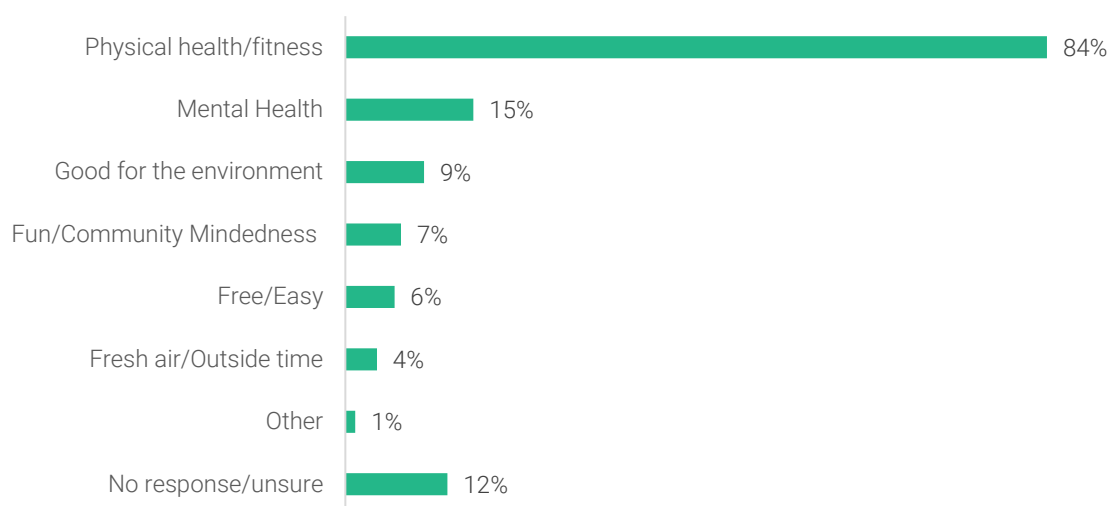
## 4. WALKING



Respondents were then asked what they felt were the main benefits of walking on a regular basis. This was an open-ended question. Responses were analysed and categorised into similar themes (see Figure 4.7). Responses could be allocated to more than one theme.

The main benefits of regular walking related to health and fitness. Eighty-four percent of respondents identified physical health and fitness as the main benefit of regular walking. Fifteen percent saw mental health benefits.

**Figure 4.7 Main benefits of walking on a regular basis**



Base: All respondents (n=1,500)

Q: What do you feel are the main benefits of walking on a regular basis?

## 5. CYCLING



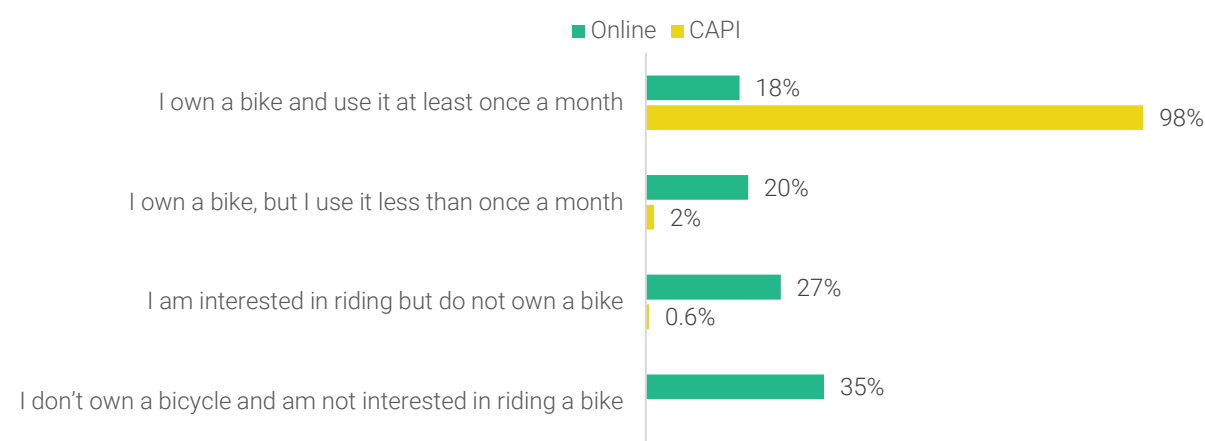
This section reports on the results of the Active Transport Survey 2021 related to cycling. The objectives of these questions were to measure the behaviours and perceptions of current regular bicycle riders, as well as identifying reasons for infrequent riding and ways to encourage more bicycle riding in the CBD and surrounding areas.

Results for questions that included in both the online and CAPI (cyclist) surveys have been reported together where possible. (Due to differences in survey methodology the samples were not combined.)

Eighteen percent of the online survey respondents owned a bike and used it at least once a month. This result has increased from seven percent (7%) in 2017. In the CAPI survey, 98 percent of respondents owned a bike and used it at least once a month. These respondents were classified as 'regular riders'.

Respondents that owned a bike but use it less than once a month were classified as 'infrequent riders' while respondents that were interested in riding but did not own a bike were classified as 'potential riders'.

**Figure 5.1 Riding behaviour**



Base:

Online – All respondents (n=1,500)

CAPI – All respondents (n=313)

Q: Which of the following statements best describes you?

**Table 5.1 Riding behaviour – Comparison with 2017**

	2017	2021 (ONLINE)
<b>I own a bike and use it at least once a month</b>	<b>7%</b>	<b>18%</b>
<b>I own a bike, but I use it less than once a month</b>	18%	20%
<b>I am interested in riding but do not own a bike</b>	27%	27%
<b>I don't own a bicycle and am not interested in riding a bike</b>	<b>48%</b>	<b>35%</b>



## 5. CYCLING

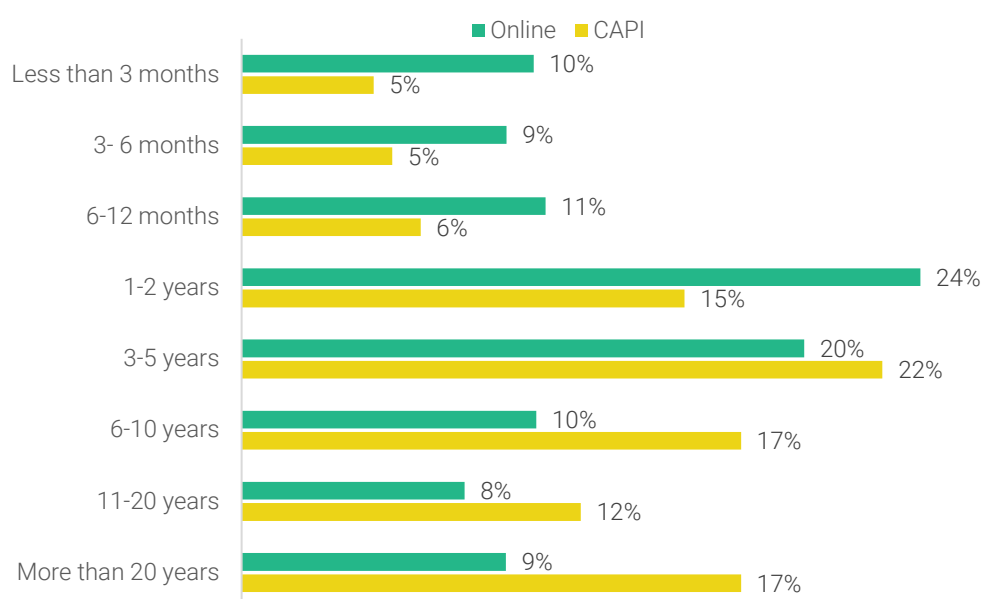
### 5.1. REGULAR RIDERS

Respondents that own a bike and use it at least once a month were classified as 'regular riders'. They were asked specific questions about their riding behaviour, including the length of time they have been riding regularly.

Over half (53%) of the regular riders in the online survey had begun riding regularly within the past two years. This proportion has increased from 34 percent in 2017.

This result was lower among the regular riders in the CAPI survey (31%).

**Figure 5.2 Length of time riding regularly**



Base:

Online – Regular riders (n=276)

CAPI – Regular riders (n=306)

Q: How long have you been riding regularly?

**Table 5.2 Length of time riding regularly – Comparison with 2017**

	2017	2021 (ONLINE)
<b>Less than 3 months</b>	7%	10%
<b>3- 6 months</b>	10%	9%
<b>6-12 months</b>	5%	11%
<b>1-2 years</b>	12%	24%
<b>3-5 years</b>	19%	20%
<b>6-10 years</b>	17%	10%
<b>11-20 years</b>	6%	8%
<b>More than 20 years</b>	24%	9%

## 5. CYCLING



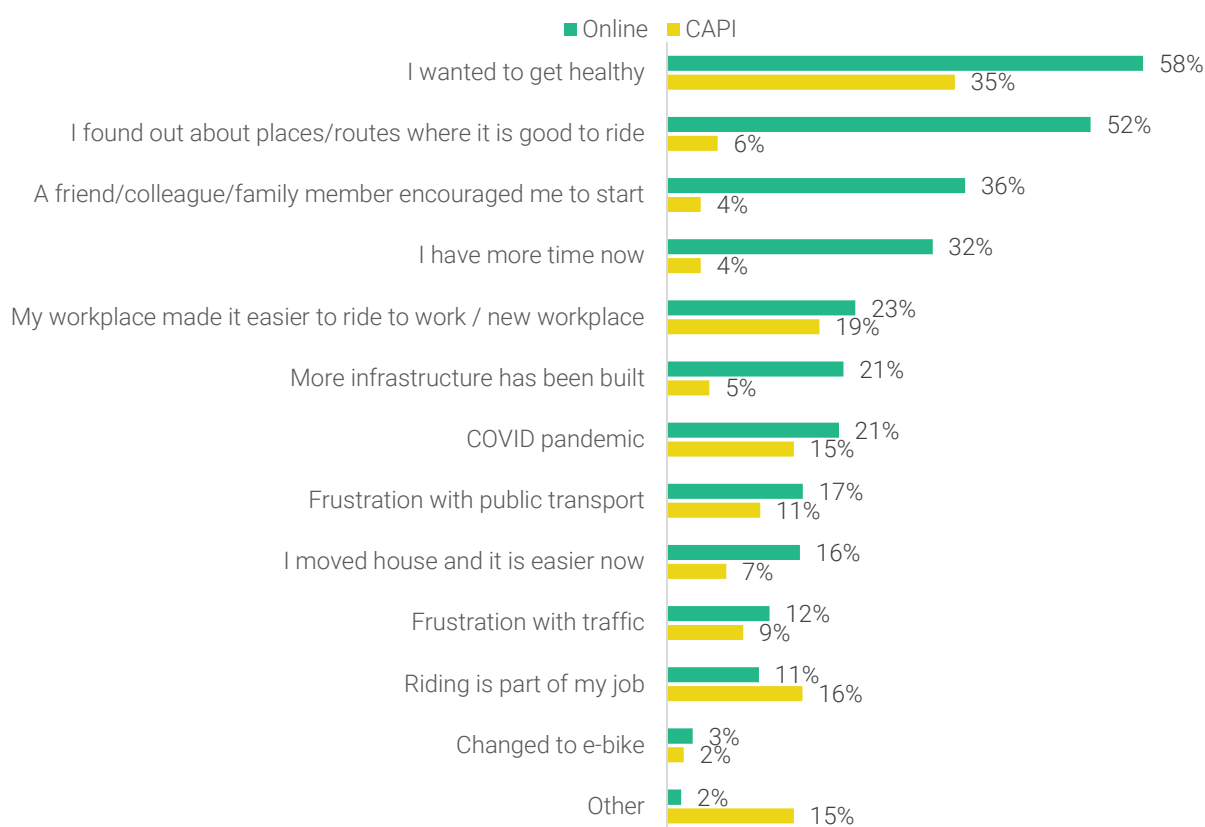
Regular riders were asked which changes in their lives got them to start riding regularly. They were able to select multiple responses.

The most common factor which led to these riders riding more regularly was a desire to get healthy. Fifty-eight percent (58%) of regular riders in the online survey indicated wanting to get healthy was a driver of riding more regularly. This was also the most common answer for regular riders in the CAPI survey (35%).

Secondary factors differed among the survey methodologies. In the online survey, 52 percent of the regular riders rode more regularly because they found out about places/routes where it is good to ride. Other common factors were encouragement from family and friends (36%) and having more time to ride (32%).

Contributing to the difference in factors between the online and CAPI riders was the composition of the two samples (see Appendix 1). The CAPI sample was predominantly male (75%), with over half having lived in the area for less than five years (59%). Furthermore, the CAPI sample had a higher proportion of respondents born outside of Australia (51%) compared to the online sample (33%).

**Figure 5.3 Factors which led to riding more regularly**



Base:

Online – Regular riders (n=276)

CAPI – Riding more regularly in the past two years (n=96)

Q: What changes in your life got you riding regularly? What made you start / ride more regularly?



## 5. CYCLING

Among the CAPI regular riders, the secondary factors were related to work. Nineteen percent (19%) rode more regularly because their workplace made it easier, while 16 percent rode more regularly because riding is part of their job.

Compared to 2017, a higher proportion of regular riders cited the desire to get healthy as one of the factors which led them to riding more regularly. The proportion stating that frustration with traffic was a factor has declined from 24 percent to 12 percent.

Finally, there was a strong increase in the number of regular riders that rode more regularly due to finding out about places and routes where it is good to ride, up from 24 percent to 50 percent.

**Table 5.3 Factors which led to riding more regularly – Comparison with 2017**

	2017	2021 (ONLINE)
<b>I wanted to get healthy</b>	43%	58%
<b>I found out about places/routes where it is good to ride</b>	<b>24%</b>	<b>52%</b>
<b>A friend/colleague/family member encouraged me to start</b>	16%	36%
<b>I have more time now</b>	22%	32%
<b>My workplace made it easier to ride to work / new workplace</b>	14%	23%
<b>Frustration with public transport</b>	11%	17%
<b>I moved house and it is easier now</b>	11%	16%
<b>Frustration with traffic</b>	<b>24%</b>	<b>12%</b>
<b>Other</b>	14%	2%

## 5. CYCLING

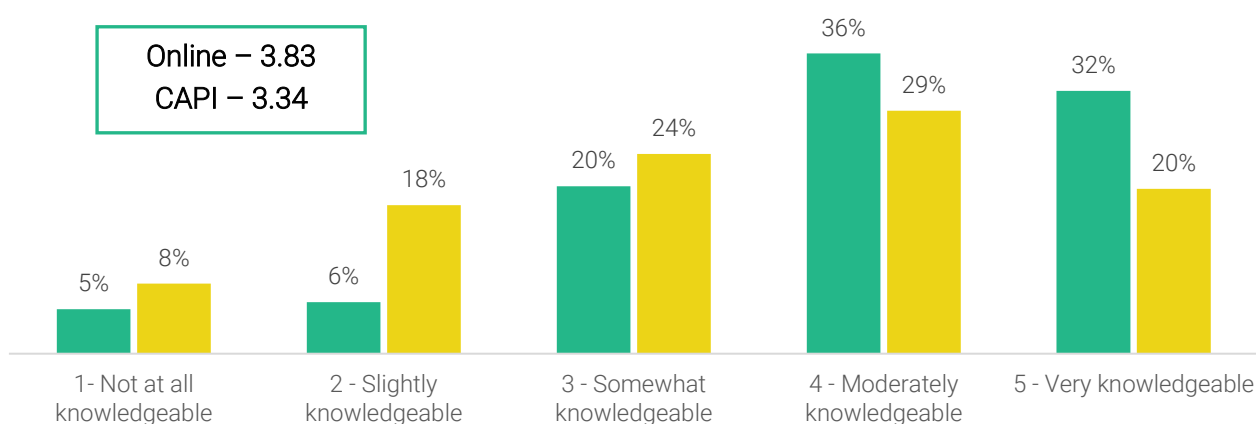


Regular riders were asked to rate their knowledge about bicycle maintenance on a 1 to 5 scale where 1 meant 'not at all knowledgeable' and 5 meant 'very knowledgeable'.

Most regular riders believed they were knowledgeable about bicycle maintenance. In the online survey, 32 percent rated themselves as very knowledgeable while 36 percent rated themselves as moderately knowledgeable. Only five percent (5%) rated themselves as not at all knowledgeable about bicycle maintenance. Due to different scales used between 2017 and 2021 results have not been compared.

In the CAPI survey, regular riders rated themselves as less knowledgeable about bicycle maintenance. Only one in five (20%) rated themselves as very knowledgeable.

**Figure 5.4 Knowledge about bicycle maintenance**



Base:

Online – Regular riders (n=276)

CAPI – Regular riders (n=306)

Q: 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?

## 5. CYCLING

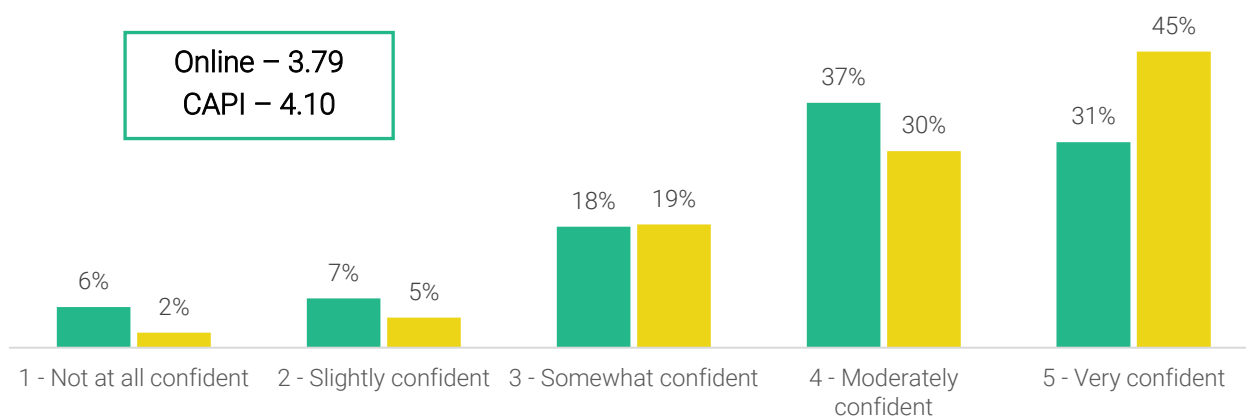


Regular riders were asked to rate their level of confidence when riding their bicycle in inner Sydney using a 1 to 5 scale where 1 meant 'not at all confident' and 5 meant 'very confident'.

Most regular riders were confident about riding their bicycle in inner Sydney. In total, 68 percent of regular riders rated themselves as at least moderately confident, with 31 percent rating themselves as very confident. Only six percent (6%) of regular riders were not at all confident about riding in inner Sydney. Due to different scales used between 2017 and 2021, results have not been compared.

Regular riders in the CAPI survey were more confident when riding in inner Sydney. Almost half (45%) rated themselves as very confident while only two percent (2%) were not at all confident.

**Figure 5.5 Confidence when riding in inner Sydney**



Base:

Online – Regular riders (n=276)

CAPI – Regular riders (n=306)

Q: 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?



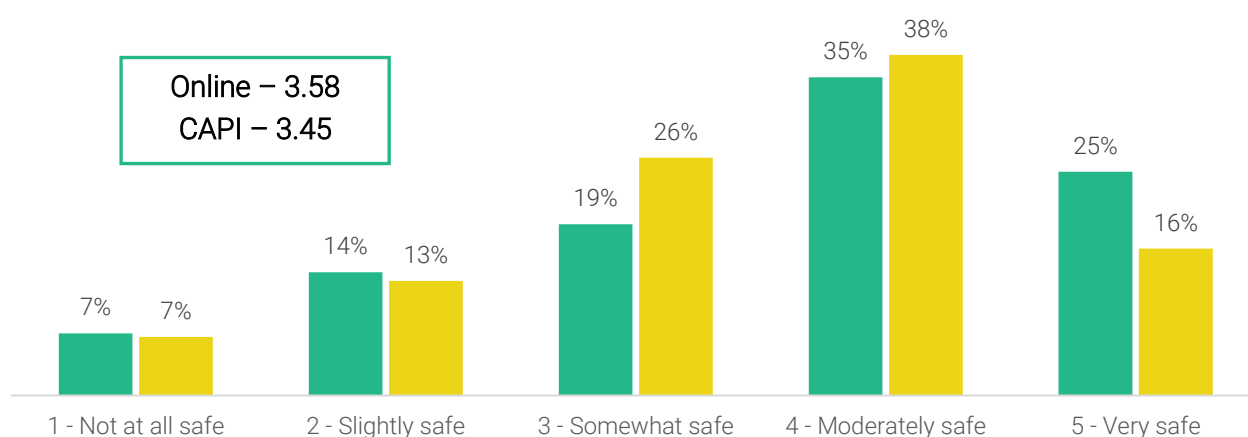
## 5. CYCLING

Regular riders were asked to rate how safe they felt when riding their bicycle in inner Sydney, using a 1 to 5 scale where 1 meant 'very unsafe' and 5 meant 'very safe'.

Most regular riders felt safe when riding their bicycle in inner Sydney. In total, 60 percent of regular riders felt at least moderately safe, with 25 percent providing the highest rating of 5. Seven percent of regular riders felt not at all safe riding their bicycle in inner Sydney. Compared to 2017 there has been strong improvements in perceptions of safety when riding in inner Sydney.

Fewer regular riders in the CAPI survey felt very safe (16%) while a higher proportion felt somewhat safe (26%), resulting in similar average safety ratings between each survey.

**Figure 5.6 Safety when riding in inner Sydney**



Base:

Online – Regular riders (n=276)

CAPI – Regular riders (n=306)

Q: 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?

**Table 5.4 Safety when riding in inner Sydney – Comparison with 2017**

	2017	2021 (ONLINE)
1 – Not at all safe	15%	7%
2 – Slightly safe	33%	14%
3 – Somewhat safe	28%	19%
4 – Moderately safe	18%	35%
5 – Very safe	6%	25%
Average	2.69	3.58

## 5. CYCLING

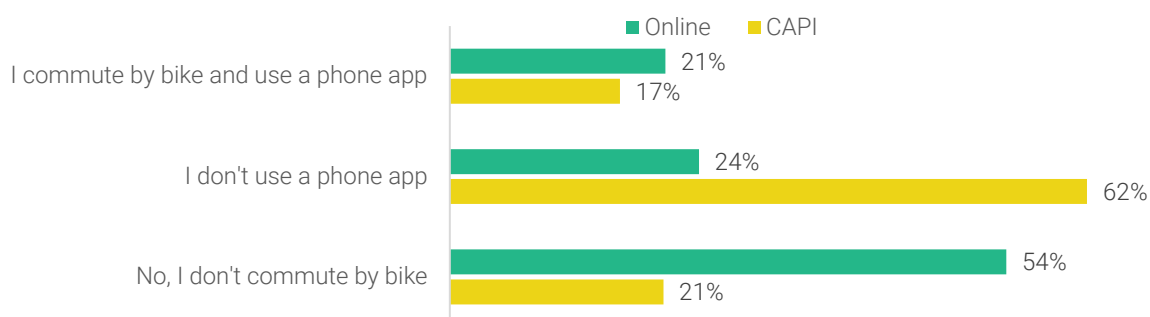


Regular riders were asked whether they regularly log their rides using a phone app if they commute by bike in Sydney. If they did, they were asked to provide the name of the app.

In total, 45 percent of regular riders in the online survey commuted by bike, and 21 percent used a phone app. These results were similar for regular cyclists in the CAPI survey, where 79 percent commuted by bike and 17 percent used a phone app.

The most common apps used by these cyclists were Strava, Google Maps and Garmin..

**Figure 5.7 Logging rides on phones**



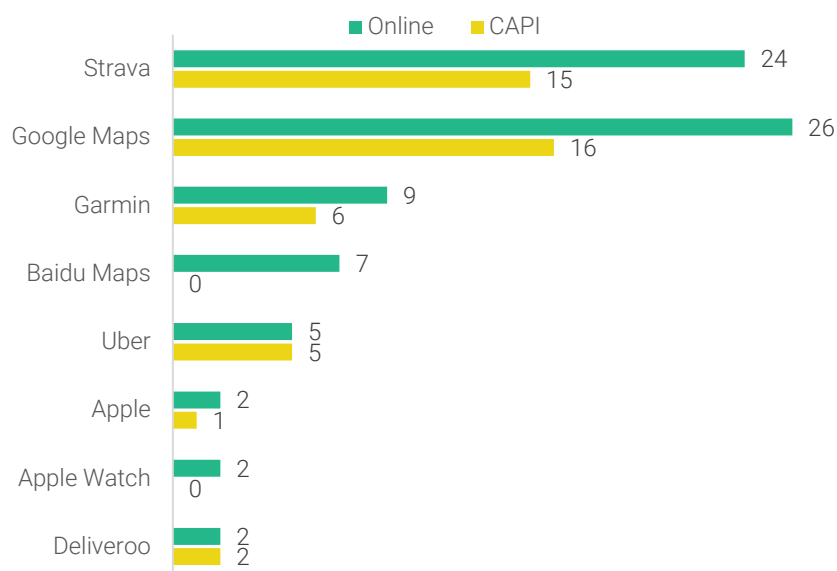
Base:

Online – Regular riders (n=276)

CAPI – Regular riders (n=306)

Q: If you commute by bike in Sydney, do you regularly log your ride using a phone app?

**Figure 5.8 Apps**



Base:

Online – Regular riders (n=45)

CAPI – Regular riders (n=51)



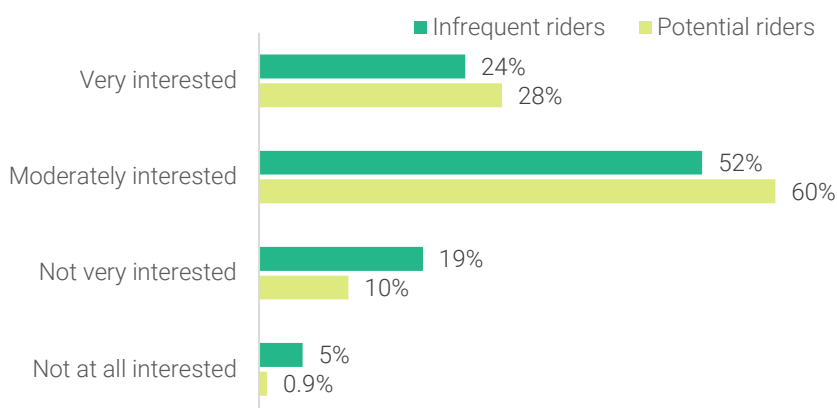
## 5. CYCLING

### 5.2. INFREQUENT RIDERS & POTENTIAL RIDERS

Respondents that used their bicycle less than once a month were classified as 'infrequent riders' while respondents that did not own a bicycle but were interested in riding were classified as 'potential riders'. They were asked specific questions about their attitudes towards riding, as well as whether they were interested in riding more often. Due to the low number of infrequent and potential riders in the CAPI survey (n=7) their results are not reported.

Three quarters (76%) of infrequent riders were moderately interested (52%) or very interested (24%) in riding more often. For potential riders, 88 percent were interested in riding more often, with 60 percent moderately interested and 28 percent very interested.

**Figure 5.9 Interest in cycling more often**



Base: Online – Infrequent riders (n=301) | Potential riders (n=398)

Q: How interested are you in riding a bike more often?

Note: CAPI is not reported due to low sample size (n=7)

**Table 5.5 Interest in cycling more often – Comparison with 2017**

	INFREQUENT RIDERS		POTENTIAL RIDERS	
	2017	2021	2017	2021
<b>Very interested</b>	27%	24%	23%	28%
<b>Moderately interested</b>	40%	52%	62%	60%
<b>Not very interested</b>	28%	19%	14%	10%
<b>Not at all interested</b>	5%	5%	1%	1%

## 5. CYCLING

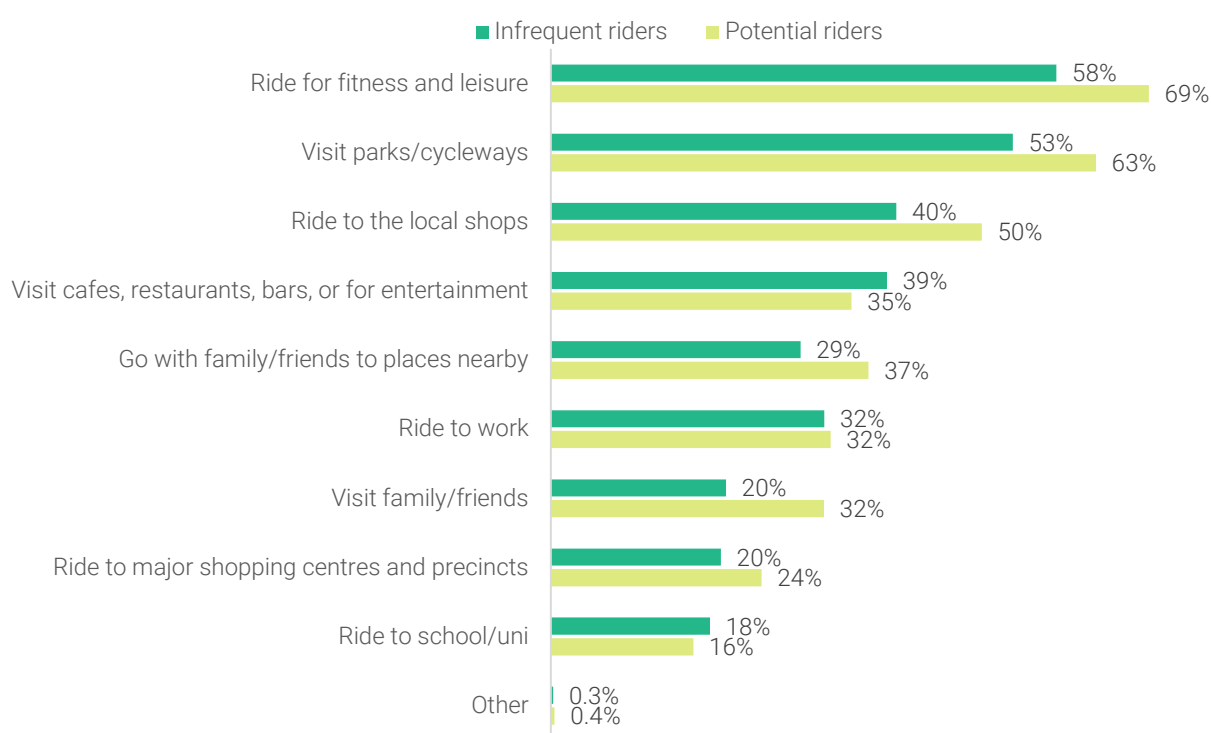


Infrequent and potential riders that were interested in riding a bicycle more often were asked which kinds of bike riding they would like to do more often. They were able to select multiple responses.

These riders were most interested in riding for fitness and leisure and visiting parks and riding on cycleways. There was further interest in non-fitness and non-work-related trips such as riding to the local shops, visiting cafes, bars and restaurants, and visiting nearby places with family and friends.

The proportion of infrequent and potential riders interested in riding to work more often was equal at 32 percent between the two groups.

**Figure 5.10 Riding trips to do more often**



Base: Online – Interested in riding more often – Infrequent riders (n=228) | Potential riders (n=352)

Q: What kind of bike riding would you like to do more often?



## 5. CYCLING

For infrequent riders, there was a statistically significant decrease in the proportion interested in riding for fitness and leisure and a significant increase in the proportion interested in riding to school or university compared to 2017.

For potential riders, there were statistically significant increases in the proportions interested in visiting parks and cycleways and riding to the local shops more often.

**Table 5.6 Riding trips to do more often – Comparison with 2017**

	INFREQUENT RIDERS		POTENTIAL RIDERS	
	2017	2021	2017	2021
Ride for fitness and leisure	74%	58%	60%	69%
Visit parks/cycleways	43%	53%	43%	63%
Ride to the local shops	33%	40%	33%	50%
Visit cafes, restaurants, bars, or for entertainment	30%	39%	29%	35%
Go with family/friends to places nearby	36%	29%	34%	37%
Ride to work	31%	32%	32%	32%
Visit family/friends	26%	20%	28%	32%
Ride to major shopping centres and precincts	18%	20%	19%	24%
Ride to school/university	8%	18%	11%	16%

## 5. CYCLING

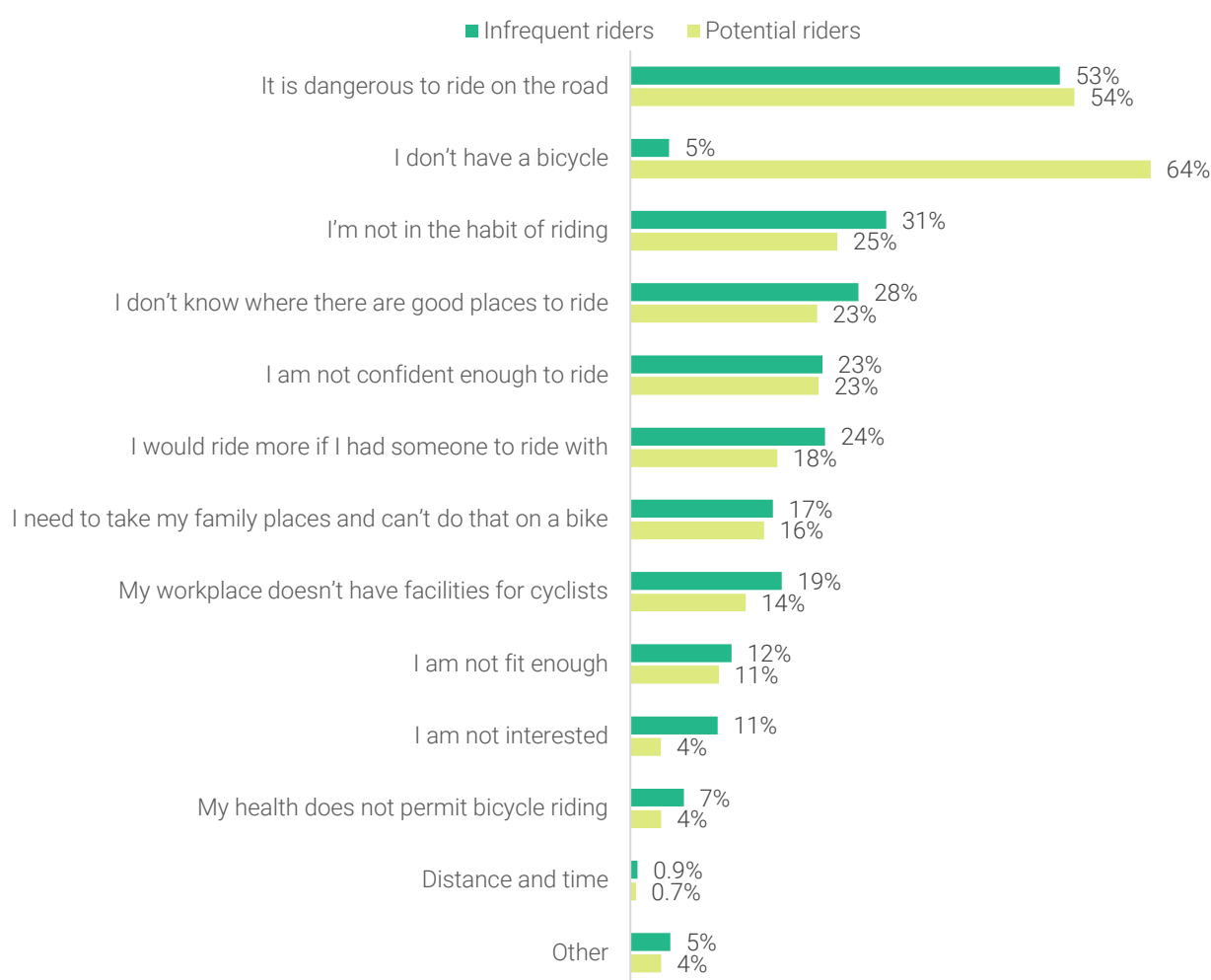


Infrequent and potential riders were asked why they do not ride a bicycle on a regular basis. They were able to select multiple responses.

The main reason that infrequent cyclists did not ride on a regular basis was that they perceive it to be dangerous to ride on the road. This view was shared by a similar proportion of infrequent (53%) and potential riders (54%).

All other reasons were shared by a similar proportion of infrequent and potential riders except for not owning a bicycle, which was the main reason for not riding more often for potential riders (64%).

**Figure 5.11 Reasons for not riding more often**



Base: Online – Infrequent riders (n=301) | Potential riders (n=398)

Q: In a few words, what are the main reasons that you don't ride a bicycle on a regular basis?



## 5. CYCLING

There was a statistically significant decrease in the proportion of infrequent riders that attributed not riding more often to the danger of riding on the road, down from 64 percent to 53 percent. There was a significant increase in the proportion that would ride more if they had someone to ride with, up from 10 percent to 24 percent.

**Table 5.7 Reasons for not riding more often – Comparison with 2017**

	INFREQUENT RIDERS		POTENTIAL RIDERS	
	2017	2021	2017	2021
It is dangerous to ride on the road	64%	53%	52%	54%
I don't have a bicycle	1%	5%	56%	64%
I'm not in the habit of riding	25%	31%	22%	25%
I don't know where there are good places to ride	25%	28%	21%	23%
I am not confident enough to ride	23%	23%	22%	23%
I would ride more if I had someone to ride with	10%	24%	13%	18%
I need to take my family places and can't do that on a bike	19%	17%	11%	16%
My workplace doesn't have facilities for cyclists	14%	19%	12%	14%
I am not fit enough	13%	12%	12%	11%
I am not interested	8%	11%	4%	4%
My health does not permit bicycle riding	4%	7%	4%	4%
Other	10%	5%	6%	4%

## 5. CYCLING

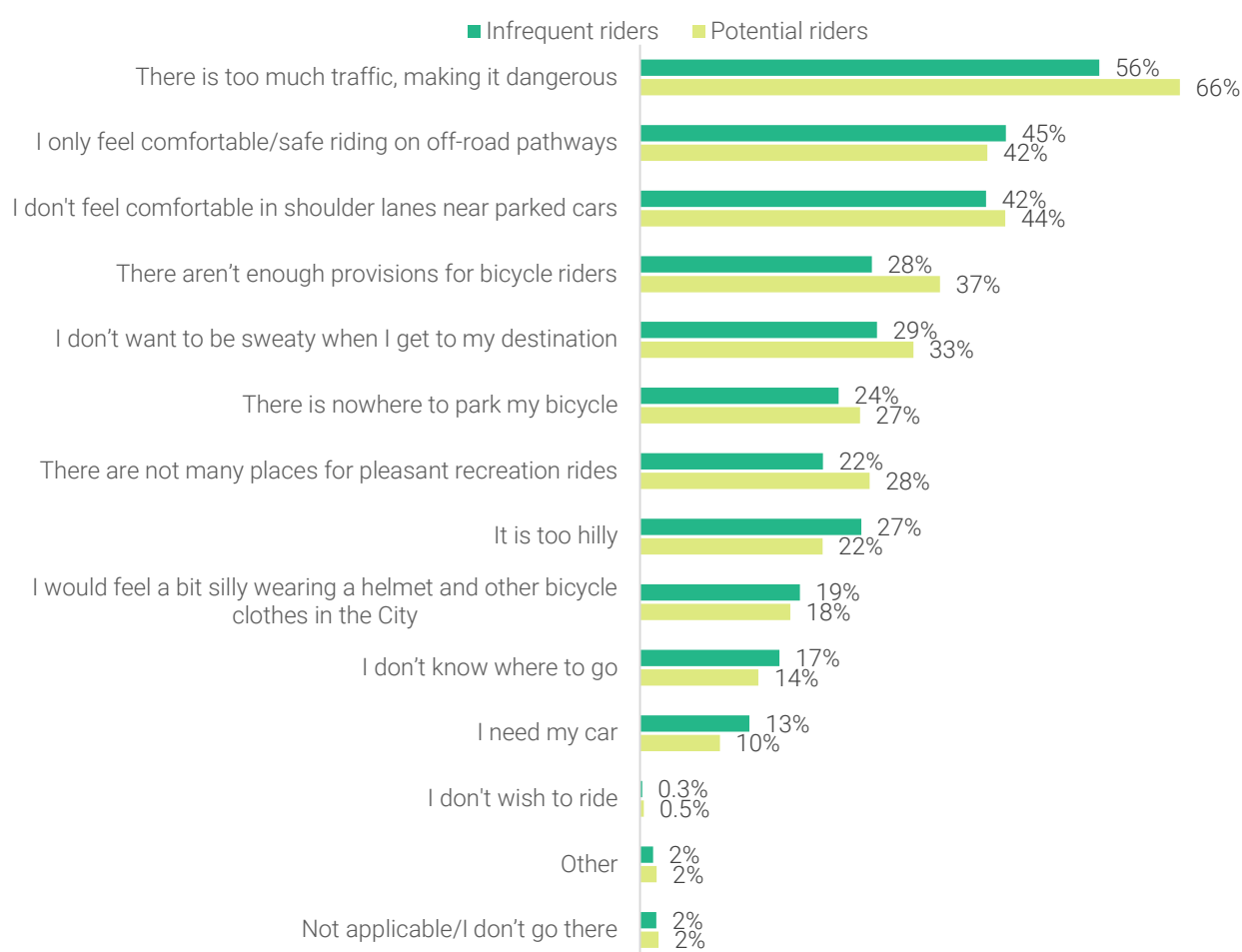


Infrequent and potential riders were asked which factors discourage them from riding in the City (CBD and surrounding areas) more often. They were able to select multiple responses.

The main factors discouraging these riders from riding in the City more often were related to riding on the road. More than half of each group thought it was dangerous due to too much traffic. This was more predominant among potential riders (66%) compared to infrequent riders (56%).

The next most common factors discouraging more riding in the City were only feeling safe riding on pathways that were off the road and not feeling comfortable in shoulder lanes near parked cars.

**Figure 5.12 Factors discouraging more riding in the City**



Base: Online – Infrequent riders (n=301) | Potential riders (n=398)

Q: Thinking about riding in the City (the CBD and surrounding areas), which of the below factors discourage you from riding there at all/more often?



## 5. CYCLING

The main factors discouraging these riders from riding in the City aligned with previous survey results from 2017. The main reason was that it was dangerous due to too much traffic.

Secondary factors across both survey periods were that these cyclists did not feel comfortable in shoulder lanes near parked cars and only felt comfortable or safe when riding on off-road pathways. Fewer infrequent riders felt uncomfortable in shoulder lanes near parked cars compared to 2017.

**Table 5.8 Factors discouraging more riding in the City**

	INFREQUENT RIDERS		POTENTIAL RIDERS	
	2017	2021	2017	2021
There is too much traffic, making it dangerous	64%	56%	57%	66%
I only feel comfortable/safe riding on off-road pathways	47%	45%	42%	42%
I don't feel comfortable in shoulder lanes near parked cars	53%	42%	43%	44%
There aren't enough provisions for bicycle riders	36%	28%	34%	37%
I don't want to be sweaty when I get to my destination	27%	29%	23%	33%
There is nowhere to park my bicycle	28%	24%	22%	27%
There are not many places for pleasant recreation rides	20%	22%	16%	28%
It is too hilly	19%	27%	14%	22%
I would feel a bit silly wearing a helmet and other bicycle clothes in the City	18%	19%	15%	18%
I don't know where to go	16%	17%	17%	14%
I need my car	8%	13%	8%	10%
I don't wish to ride	-	0.3%	-	0.5%
Other	-	2%	-	2%
Not applicable/I don't go there	16%	8%	12%	2%

## 5. CYCLING



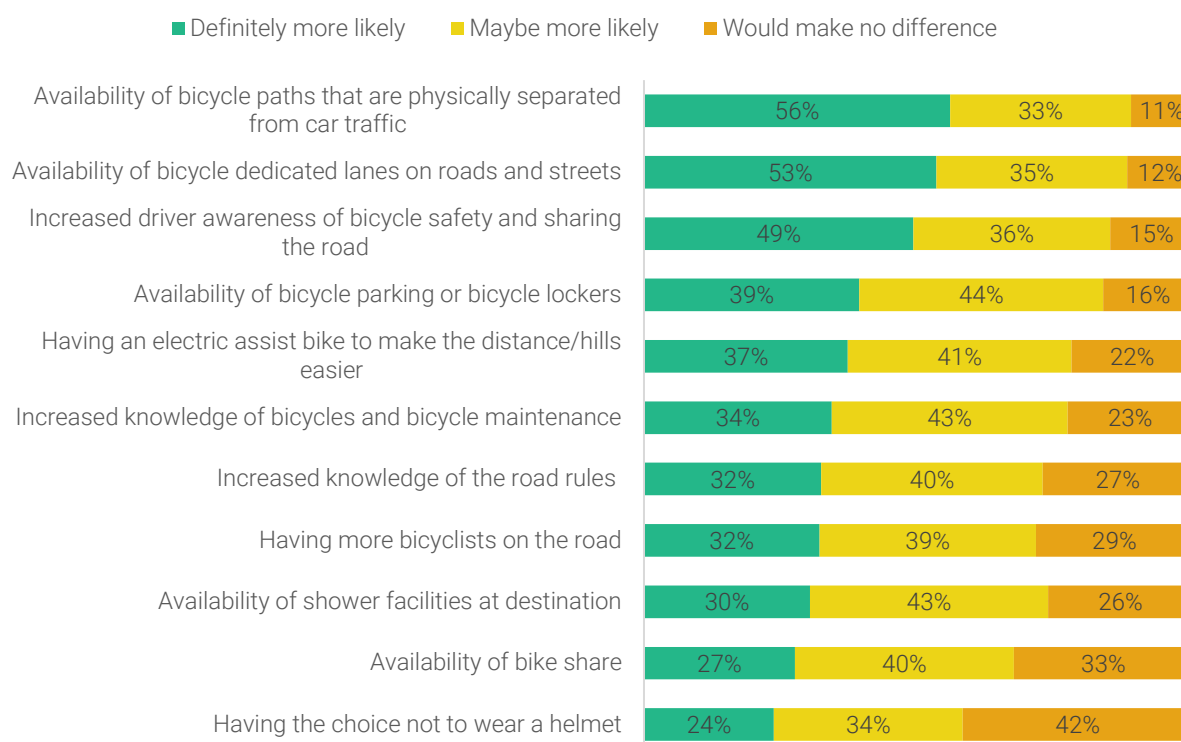
Potential and infrequent riders were asked how likely each of eleven factors would be to make them ride a bicycle on a regular basis.

Infrequent riders would be more likely to ride on a regular basis if they had more separation from car traffic (see Figure 5.13). The factor which would make them most likely to ride more often was the availability of bicycle paths that were physically separated from car traffic.

This was followed by the availability of bicycle-dedicated lanes on roads and streets. Furthermore, infrequent cyclists would be more likely to ride if there was increased driver awareness of bicycle safety and sharing the road.

The likelihood of riding more regularly due to the availability of bike share was not significantly different for those that did not own a bike compared to the overall sample.

**Figure 5.13 Infrequent riders – Encouraging riding on a more regular basis**



Base: Online – Infrequent riders (n=301)

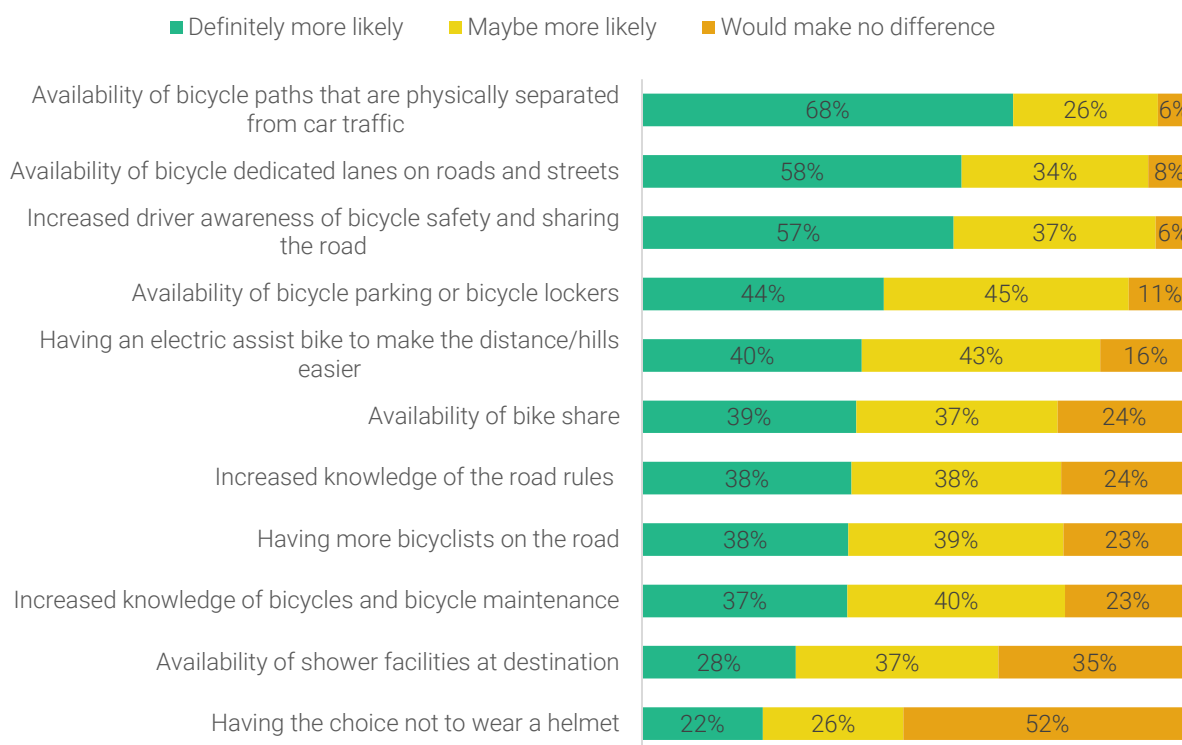
Q: Please indicate whether the following things would make you more likely to ride a bicycle on a regular basis.

## 5. CYCLING



Potential riders would be more likely still to ride more often if they were physically separated from car traffic. Sixty-eight percent (68%) indicated they would be definitely more likely to ride more often if there were bicycle paths physically separated from car traffic.

**Figure 5.14 Potential riders – Encouraging riding on a more regular basis**



Base: Online – Potential riders (n=398)

Q: Please indicate whether the following things would make you more likely to ride a bicycle on a regular basis.

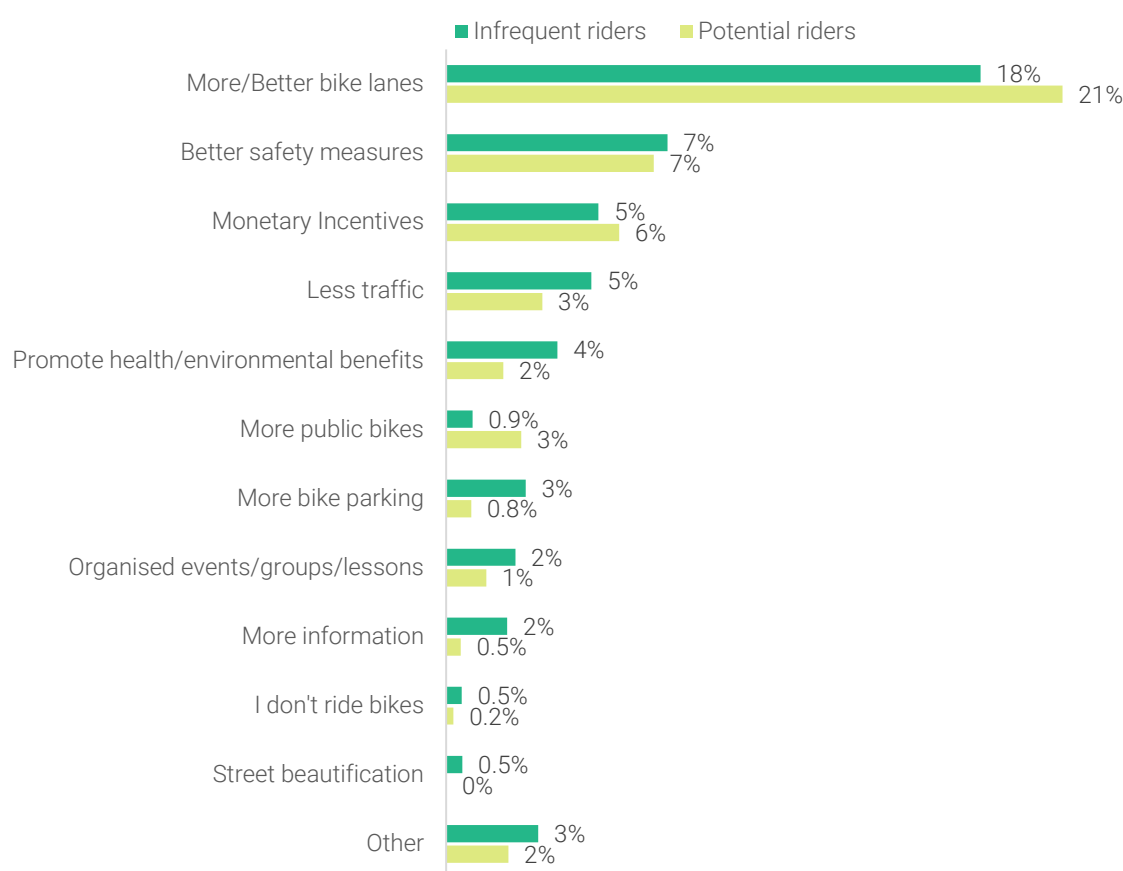
## 5. CYCLING



Respondents were asked whether there was anything else State and Local Governments could do to encourage them to ride a bicycle on a regular basis. Responses were analysed and categorised into similar themes (see Figure 5.15). Responses could be allocated to more than one theme. Most respondents did not provide a response.

Both infrequent and potential riders cited a higher number of better-quality bike lanes as the biggest encouragement to cycle on a regular basis.

**Figure 5.15 Government actions to encourage cycling on a regular basis**



Base: Online – Infrequent riders (n=301) | Potential riders (n=398)

Q: Other than the above, is there anything else that state and local governments could do to encourage you to ride a bicycle on a regular basis?

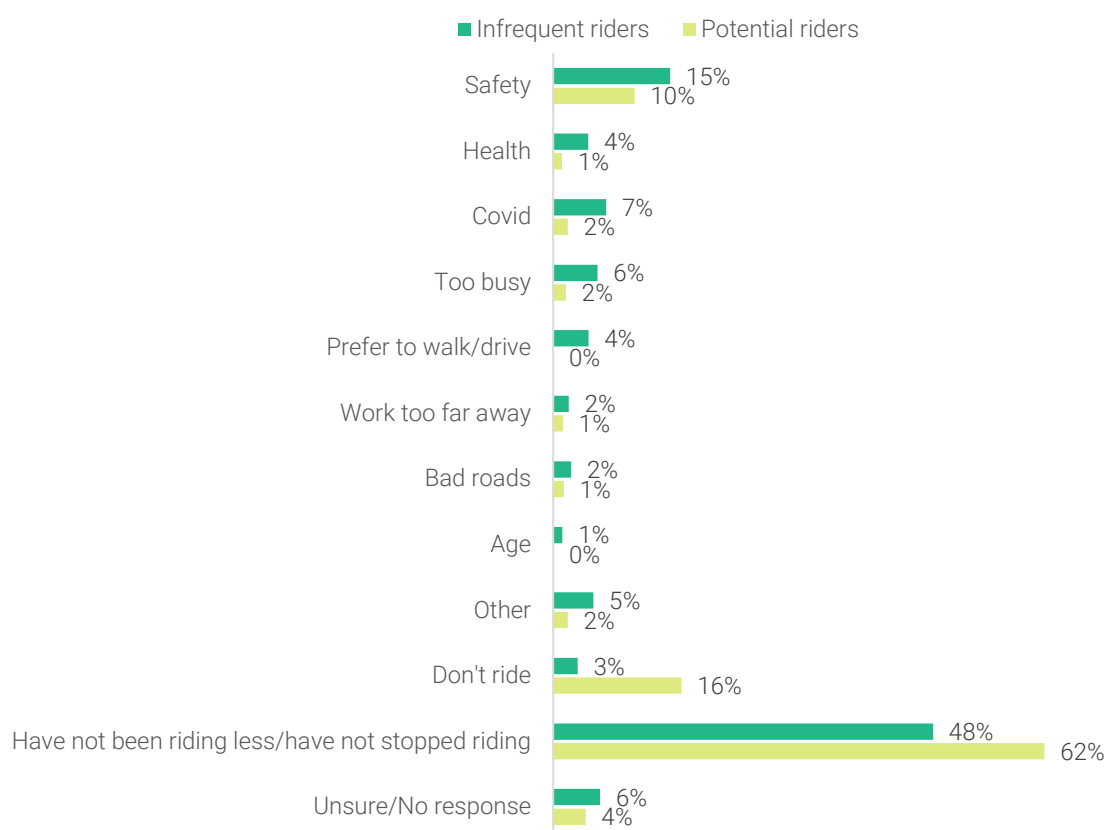
## 5. CYCLING



Infrequent and potential riders were asked whether, and why, they have been riding less over the year or have stopped riding. Responses were analysed and categorised into similar themes (see Figure 5.16). Responses could be allocated to more than one theme. Most of these respondents have not been riding less or have not stopped riding.

Of the respondents that have been riding less over the year or have stopped riding, the main reason was safety (9%). The main reasons related to safety was the perception that it was unsafe or too dangerous to ride on the road with cars. Specific issues cited include busy car traffic, narrow streets, lack of bike lanes, trucks, fog and congestion. In total, there were 129 responses related to safety. Despite these concerns it is important to emphasise the improved perceptions of safety when riding in inner Sydney (see Figure 5.6).

**Figure 5.16 Reasons for riding less**



Base: Online – Infrequent riders (n=282) | Potential riders (n=380)

Q: Have you been riding less over the year, or stopped riding? If so what was the reason? If you were riding less over the last year, or stopped riding, what was the reason?

## 5. CYCLING

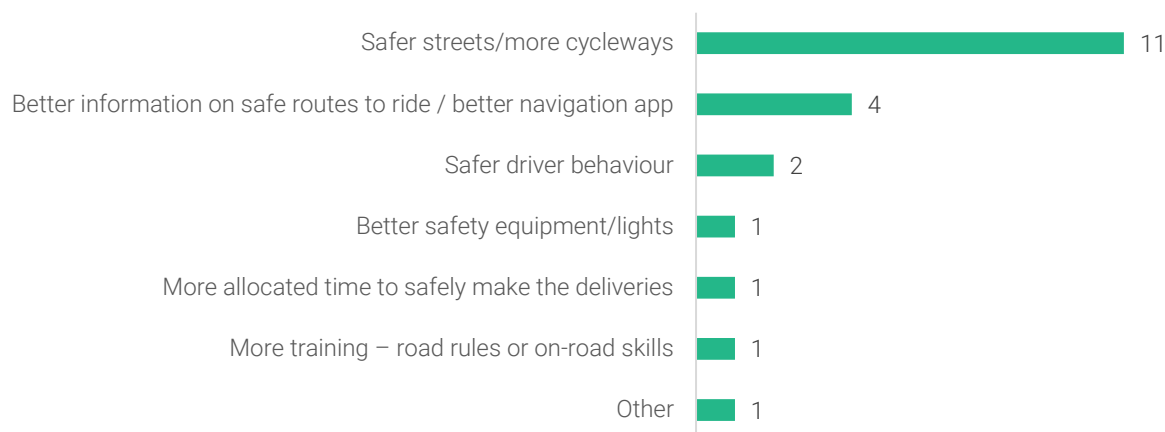


### 5.3. FOOD DELIVERY RIDERS

Twenty-one (21) respondents to the face-to-face cyclist survey were food delivery riders. These respondents were asked what would make the biggest improvement to their safety when working.

Eleven of 21 food delivery riders stated safer streets and more cycleways would make the biggest improvement to their safety when working.

**Figure 5.17 Improvements to safety when working**



Base: CAPI – Food delivery riders (n=21)

Q: What would make the biggest improvement to your safety when working?

Note: N reported due to low sample size.

## 6. SAMPLE PROFILE

This section reports the sample profile of the online and CAPI surveys.

	ONLINE SURVEY		CAPI SURVEY	
GENDER	%	N	%	N
Male	52%	671	75%	236
Female	48%	826	25%	77
Other	0.2%	3	-	-
YRS LIVED IN AREA	%	N	%	N
Less than 1 year	0.6%	9	2%	7
1 to 2 years	20%	307	36%	112
3 to 5 years	20%	301	21%	67
6 to 10 years	17%	251	17%	53
11 to 20 years	19%	278	15%	48
21 to 30 years	12%	184	6%	18
31+ years	11%	171	3%	8
COUNTRY OF BIRTH	%	N	%	N
Australia	67%	995	49%	153
England	5%	85	9%	28
New Zealand	3%	50	4%	12
China	3%	41	1%	3
Vietnam	2%	23	0.6%	2
Lebanon	0.1%	1	1%	3
Other	20%	308	36%	112
INDIGENOUS STATUS	%	N	%	N
Aboriginal	10%	155	3%	8
Aboriginal/Torres Strait Islander	2%	24	-	-
Torres Strait Islander	0.8%	11	-	-
Non-Indigenous	87%	1,310	97%	305
STUDY				
Studying in Sydney CBD	65%	23	86%	12
Studying outside Sydney CBD	35%	12	14%	2



## 6. SAMPLE PROFILE

AGE	ONLINE SURVEY	
	%	N
18-24	18%	272
25-34	36%	539
35-44	18%	264
45-54	11%	167
55-65	8%	125
65+	9%	133
LOCATION		N
Live in City of Sydney	35%	527
Live outside City of Sydney	65%	973
POSTCODE		
2000	15%	227
2010	4%	58
2131	4%	56
2135	4%	53
2065	3%	50
2204	3%	45
2031	3%	43
2040	3%	40
2011	2%	37
2066	2%	35
2035	2%	34
2060	2%	33
2067	2%	32
2088	2%	32
2020	2%	30
2018	2%	29
2137	2%	29
2017	2%	27
2021	2%	23
2046	2%	23
2090	1%	22
2009	1%	22
Other	35%	521



## 6. SAMPLE PROFILE

PAID EMPLOYMENT		%	N
In paid employment		81%	1,219
Not in paid employment		19%	281
WORK LOCATION		%	N
Work in Sydney CBD		58%	703
Work outside Sydney CBD		42%	516
WORK POSTCODE			
2000		41%	497
2060		3%	32
2010		2%	29
2065		2%	25
2067		2%	24
2020		2%	20
Other		49%	592
NON-EMPLOYED			
Non retired		55%	154
Retired / pension		45%	128
Unemployed / looking for work		17%	49
Student		16%	45
Home duties / carer		16%	44
None of the above		6%	16



## 6. SAMPLE PROFILE

INDUSTRY	ONLINE SURVEY	
	%	N
Accounting and Financial Services	16%	197
IT / Communications	9%	115
Healthcare / Medical	9%	107
Food / Hospitality / Tourism	9%	106
Education / Science	8%	97
Retail and Sales	8%	96
Admin / Customer Service	5%	62
Financial Services	4%	46
Building & Construction	4%	46
Government, Defence and Security	4%	45
Advertising / Media / Entertainment / The Arts	4%	44
Engineering / Mechanical	3%	38
Legal	3%	32
Trades / Services	2%	29
Manufacturing / Operations	2%	27
Management / Human Resources	2%	25
Transport	2%	23
Outdoor Occupations	0.4%	4
Other	7%	79



## 6. SAMPLE PROFILE

HOUSEHOLD COMPOSITION	ONLINE SURVEY	
	%	N
<b>ADULTS</b>		
0	-	0
1	19%	320
2	57%	863
3	13%	177
4	7%	91
5 to 9	4%	45
10+	0.3%	4
<b>CHILDREN &lt;12 YRS</b>		
0	85%	1,116
1	11%	274
2	3%	80
3	0.7%	19
4	0.1%	8
5 to 9	0.2%	2
10+	0%	1
<b>CHILDREN 13-17 YRS</b>		
0	85%	1,285
1	11%	160
2	3%	42
3	0.7%	8
4	0.1%	2
5 to 9	0.2%	3
10+	0%	0

## 6. SAMPLE PROFILE



EMPLOYMENT STATUS	CAPI	
	%	N
Full-time worker	57%	177
Part-time worker	19%	58
Casual worker	4%	13
Retired / pension	12%	36
Student	4%	14
Unemployed / looking for work	4%	11
Home duties / carer	1%	3
None of the above	0.3%	1

## 7. SUBGROUP ANALYSIS

This section of the report provides full subgroup analysis of the online survey results. Statistically significant differences in survey results at the 95 percent confidence level by gender, age and years lived in the area are highlighted.

Statistical significance indicates that these differences are very unlikely to be random or by chance within the given sample. Statistically significant differences are repeatable, meaning if we were to repeat the survey we would expect consistently see these results between subgroups.



## 7. SUBGROUP ANALYSIS

How interested are you in walking more often?	Total	Male	Female	18-24	25-34	35-44	45-54	55-64	65+	<2 yrs	3-5 yrs	6-10 yrs	11-20 yrs	21-30 yrs	31+ yrs	City of Sydney	Outside CoS
Very interested	49%	47%	53%	41%	52%	59%	52%	46%	39%	48%	50%	52%	42%	53%	55%	51%	49%
Interested	41%	43%	40%	48%	38%	36%	43%	44%	49%	43%	41%	41%	47%	40%	33%	42%	41%
Not very interested	8%	10%	7%	10%	9%	5%	5%	9%	10%	8%	9%	7%	10%	8%	8%	7%	9%
Not at all interested	1%	1%	1%	1%	1%	0%	1%	0%	2%	1%	0%	0%	0%	0%	4%	0%	1%

What kind of walking trips would you like to do more often?	Total	Male	Female	18-24	25-34	35-44	45-54	55-64	65+	<2 yrs	3-5 yrs	6-10 yrs	11-20 yrs	21-30 yrs	31+ yrs	City of Sydney	Outside CoS
Walk for fitness or leisure	71%	68%	75%	64%	70%	68%	73%	84%	84%	73%	73%	70%	68%	74%	70%	67%	74%
Visit the park, pool or harbour	61%	60%	62%	56%	63%	61%	63%	60%	60%	69%	65%	53%	58%	64%	53%	62%	60%
Walk to the local shops	59%	56%	62%	59%	61%	59%	55%	51%	62%	67%	64%	55%	58%	50%	53%	54%	62%
Visit cafes, restaurants, bars or entertainment	56%	52%	59%	55%	62%	51%	47%	53%	57%	65%	61%	50%	53%	50%	49%	56%	56%
Go with family/friends to places nearby	49%	47%	51%	48%	53%	51%	42%	46%	42%	49%	50%	51%	48%	41%	55%	49%	49%
Walk to major shopping centres and precincts	33%	33%	33%	31%	33%	43%	31%	24%	32%	43%	31%	34%	27%	29%	33%	35%	33%
Visit family/friends	32%	30%	34%	34%	36%	32%	25%	22%	23%	37%	34%	31%	27%	31%	28%	33%	31%
Walk to work	27%	25%	30%	25%	34%	32%	22%	17%	9%	33%	35%	28%	22%	18%	20%	32%	24%
Walk to school/uni	17%	21%	13%	27%	19%	21%	10%	3%	5%	16%	20%	16%	14%	20%	19%	22%	14%
Other	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%	0%	0%	0%	1%	0%	0%	0%

What are the three main reasons that you don't walk more often?	Total	Male	Female	18-24	25-34	35-44	45-54	55-64	65+	<2 yrs	3-5 yrs	6-10 yrs	11-20 yrs	21-30 yrs	31+ yrs	City of Sydney	Outside CoS
Need to carry things	57%	53%	61%	58%	58%	60%	57%	55%	46%	64%	61%	53%	56%	56%	46%	53%	59%
Weather	47%	46%	49%	50%	47%	49%	50%	40%	43%	53%	49%	48%	44%	38%	50%	47%	47%
Would if someone to walk with	17%	17%	17%	21%	18%	16%	11%	18%	18%	15%	19%	18%	18%	19%	16%	19%	17%
Personal safety	17%	13%	21%	23%	18%	17%	11%	10%	13%	17%	18%	17%	15%	17%	17%	19%	16%
I'm not in the habit of walking	16%	16%	17%	22%	19%	12%	10%	13%	12%	16%	15%	15%	18%	21%	11%	14%	17%
Traffic safety	16%	18%	13%	12%	16%	21%	18%	13%	8%	10%	16%	15%	18%	17%	21%	19%	13%
Lack of route information/wayfinding	14%	16%	12%	21%	16%	12%	11%	8%	7%	13%	14%	18%	15%	14%	12%	16%	13%
Need to take family	14%	15%	13%	9%	14%	25%	18%	5%	5%	7%	14%	19%	15%	14%	16%	14%	14%
Health issue	10%	11%	9%	8%	8%	9%	11%	9%	24%	9%	7%	9%	9%	10%	20%	11%	9%
No showers/changeroom/lockers at work	10%	11%	9%	12%	11%	9%	10%	8%	2%	10%	9%	10%	9%	14%	6%	10%	10%
Not fit enough	9%	8%	11%	10%	8%	9%	10%	10%	15%	9%	8%	10%	10%	10%	10%	9%	10%
Not interested	7%	9%	5%	11%	6%	6%	3%	6%	9%	6%	7%	6%	7%	7%	10%	5%	8%
Other	1%	1%	2%	0%	1%	1%	2%	4%	2%	1%	1%	1%	2%	1%	1%	2%	1%



## 7. SUBGROUP ANALYSIS

Thinking about walking in the City, what factors discourage you from walking there at all/more often?	Total	Male	Female	18-24	25-34	35-44	45-54	55-64	65+	<2 yrs	3-5 yrs	6-10 yrs	11-20 yrs	21-30 yrs	31+ yrs	City of Sydney	Outside CoS
It takes too long	36%	36%	35%	42%	40%	31%	29%	34%	26%	38%	40%	34%	37%	31%	31%	32%	38%
I don't want to be sweaty when I get to my destination	34%	32%	37%	40%	38%	33%	36%	25%	18%	45%	41%	33%	31%	29%	19%	34%	34%
Traffic noise/pollution	33%	36%	29%	30%	34%	33%	34%	28%	35%	30%	31%	34%	32%	32%	41%	34%	32%
The streets are over-crowded	32%	34%	31%	38%	37%	32%	26%	19%	23%	32%	31%	32%	31%	41%	30%	36%	30%
A lack of weather protection	29%	31%	27%	22%	31%	34%	30%	29%	27%	29%	32%	26%	22%	29%	42%	32%	28%
There is too much vehicle traffic, making it dangerous	25%	27%	23%	27%	25%	32%	20%	19%	21%	18%	27%	27%	26%	29%	27%	29%	23%
I don't feel safe walking on the streets	14%	13%	16%	25%	14%	15%	9%	7%	6%	15%	12%	17%	14%	16%	12%	15%	14%
I need my car	10%	12%	9%	11%	11%	13%	10%	4%	9%	5%	8%	14%	15%	11%	12%	12%	9%
I walk a lot in the CBD	2%	2%	3%	1%	2%	2%	2%	5%	5%	2%	1%	1%	3%	4%	3%	1%	3%
Other (specify)	3%	3%	3%	0%	1%	4%	5%	7%	7%	2%	3%	4%	2%	3%	3%	2%	3%
Not applicable/I don't go there	5%	6%	5%	3%	3%	4%	8%	8%	15%	4%	2%	6%	5%	9%	10%	4%	6%

For each of the items below, how would they make you more likely to walk in the city (the CBD and surrounding areas) on a regular basis? (% Definitely more likely)	Total	Male	Female	18-24	25-34	35-44	45-54	55-64	65+	<2 yrs	3-5 yrs	6-10 yrs	11-20 yrs	21-30 yrs	31+ yrs	City of Sydney	Outside CoS
Wider and better quality footpaths	52%	51%	54%	54%	53%	56%	45%	51%	44%	47%	62%	52%	53%	45%	49%	53%	51%
More pedestrianised streets within the CBD	49%	46%	52%	47%	52%	52%	49%	43%	38%	52%	57%	51%	44%	42%	43%	50%	49%
Clean and tidy streets	48%	49%	48%	55%	53%	53%	37%	35%	34%	54%	52%	47%	43%	44%	48%	50%	48%
Pedestrian priority at CBD intersections	48%	49%	47%	48%	53%	50%	40%	42%	34%	49%	54%	47%	45%	42%	44%	49%	47%
Pedestrian facilities - e.g. bubblers, seating, extra shade	46%	45%	46%	48%	52%	45%	38%	38%	37%	49%	54%	45%	42%	39%	40%	50%	43%
Better lighting	45%	42%	48%	45%	51%	51%	35%	38%	29%	53%	50%	43%	35%	42%	43%	44%	45%
Increased driver awareness of pedestrian safety	43%	42%	45%	44%	48%	45%	34%	41%	32%	43%	47%	43%	43%	41%	38%	45%	42%
Better signage/wayfinding	37%	35%	38%	41%	41%	40%	31%	28%	19%	39%	41%	38%	33%	32%	35%	37%	37%
Availability of shower facilities at destination	28%	30%	25%	33%	35%	32%	22%	8%	4%	32%	29%	32%	22%	25%	24%	31%	26%



## 7. SUBGROUP ANALYSIS

Which of the following statements best describes you?	Total	Male	Female	18-24	25-34	35-44	45-54	55-64	65+	<2 yrs	3-5 yrs	6-10 yrs	11-20 yrs	21-30 yrs	31+ yrs	City of Sydney	Outside CoS
I own a bike and use it at least once a month	18%	26%	10%	11%	22%	29%	19%	10%	4%	8%	14%	24%	17%	20%	37%	23%	16%
I own a bike, but I use it less than once a month	20%	22%	18%	29%	18%	20%	25%	16%	9%	19%	21%	19%	24%	21%	15%	20%	20%
I am interested in riding but do not own a bike	26%	24%	30%	32%	32%	23%	21%	19%	13%	40%	31%	24%	22%	19%	11%	25%	27%
I don't own a bicycle and am not interested in riding a bike	35%	28%	43%	28%	28%	28%	35%	55%	74%	32%	34%	32%	37%	40%	37%	32%	37%

How long have you been riding regularly?	Total	Male	Female	18-24	25-34	35-44	45-54	55-64	65+	<2 yrs	3-5 yrs	6-10 yrs	11-20 yrs	21-30 yrs	31+ yrs	City of Sydney	Outside CoS
Less than 3 months	10%	10%	8%	9%	6%	8%	36%	0%	0%	15%	15%	3%	8%	0%	20%	10%	10%
3- 6 months	9%	8%	12%	15%	11%	8%	5%	0%	0%	19%	15%	5%	11%	10%	3%	10%	9%
6-12 months	11%	9%	15%	9%	10%	15%	10%	6%	0%	25%	13%	13%	6%	5%	8%	7%	14%
1-2 years	24%	24%	23%	22%	25%	33%	7%	12%	0%	21%	25%	26%	22%	33%	17%	24%	23%
3-5 years	20%	20%	19%	20%	28%	18%	4%	0%	0%	17%	11%	19%	19%	36%	17%	20%	19%
6-10 years	10%	11%	8%	15%	6%	8%	23%	18%	20%	3%	9%	20%	15%	0%	7%	12%	9%
11-20 years	8%	9%	5%	9%	11%	4%	0%	12%	20%	0%	7%	4%	7%	7%	16%	11%	5%
More than 20 years	9%	9%	10%	0%	4%	7%	16%	53%	60%	0%	7%	9%	13%	9%	12%	5%	12%

What changes in your life got you riding regularly?	Total	Male	Female	18-24	25-34	35-44	45-54	55-64	65+	<2 yrs	3-5 yrs	6-10 yrs	11-20 yrs	21-30 yrs	31+ yrs	City of Sydney	Outside CoS
I wanted to get healthy	58%	58%	58%	43%	54%	65%	66%	66%	-	50%	58%	70%	53%	21%	77%	60%	57%
I found out about places/routes where it is good to ride	52%	59%	34%	37%	54%	59%	42%	33%	-	30%	48%	56%	48%	57%	65%	59%	46%
A friend/colleague/family member encouraged me to start	37%	39%	30%	57%	43%	27%	25%	0%	-	27%	20%	44%	43%	85%	18%	35%	38%
I have more time now	33%	32%	33%	20%	38%	30%	29%	33%	-	24%	44%	39%	32%	15%	30%	39%	28%
My workplace made it easier to ride to work / new workplace	22%	27%	11%	20%	32%	20%	6%	0%	-	45%	15%	19%	19%	33%	16%	22%	23%
More infrastructure has been built	22%	24%	15%	20%	24%	19%	17%	33%	-	22%	24%	22%	16%	15%	26%	27%	18%
COVID pandemic	21%	23%	17%	20%	26%	14%	17%	67%	-	19%	34%	42%	13%	11%	0%	22%	20%
Frustration with public transport	17%	17%	15%	20%	23%	9%	11%	33%	-	19%	24%	34%	8%	0%	7%	20%	14%
I moved house and it is easier now	16%	14%	22%	17%	22%	10%	15%	0%	-	28%	15%	22%	13%	21%	3%	15%	17%
Frustration with traffic	13%	12%	13%	10%	20%	7%	6%	0%	-	19%	18%	19%	0%	10%	6%	11%	13%
Riding is part of my job	11%	12%	7%	6%	14%	14%	0%	0%	-	10%	6%	13%	4%	15%	18%	15%	9%
Changed to e-bike	3%	3%	5%	6%	3%	3%	0%	0%	-	19%	3%	0%	0%	0%	0%	6%	1%
Other	2%	2%	2%	0%	0%	5%	0%	0%	-	0%	9%	0%	0%	0%	0%	0%	3%



## 7. SUBGROUP ANALYSIS

Level of knowledge about bicycle maintenance	Total	Male	Female	18-24	25-34	35-44	45-54	55-64	65+	<2 yrs	3-5 yrs	6-10 yrs	11-20 yrs	21-30 yrs	31+ yrs	City of Sydney	Outside CoS
Not at all knowledgeable	5%	5%	6%	17%	5%	2%	4%	12%	0%	8%	2%	8%	9%	5%	1%	4%	6%
Slightly knowledgeable	6%	4%	12%	9%	4%	4%	11%	12%	20%	3%	14%	8%	7%	5%	1%	5%	7%
Somewhat knowledgeable	20%	16%	32%	33%	18%	25%	10%	12%	10%	39%	41%	34%	9%	7%	1%	19%	22%
Moderately knowledgeable	36%	38%	31%	26%	37%	41%	30%	30%	50%	40%	21%	33%	39%	52%	38%	43%	31%
Very knowledgeable	32%	37%	19%	15%	36%	27%	45%	35%	20%	10%	23%	17%	35%	32%	59%	29%	34%
<b>Average</b>	<b>3.83</b>	<b>3.97</b>	<b>3.44</b>	<b>3.13</b>	<b>3.95</b>	<b>3.87</b>	<b>4.03</b>	<b>3.64</b>	<b>3.70</b>	<b>3.41</b>	<b>3.49</b>	<b>3.43</b>	<b>3.84</b>	<b>4.01</b>	<b>4.52</b>	<b>3.88</b>	<b>3.79</b>

Confidence when riding in inner Sydney	Total	Male	Female	18-24	25-34	35-44	45-54	55-64	65+	<2 yrs	3-5 yrs	6-10 yrs	11-20 yrs	21-30 yrs	31+ yrs	City of Sydney	Outside CoS
Not at all confident	6%	5%	9%	0%	9%	3%	6%	6%	20%	4%	4%	13%	6%	5%	2%	6%	6%
Slightly confident	7%	5%	15%	15%	6%	9%	5%	6%	10%	4%	20%	6%	10%	3%	3%	7%	8%
Somewhat confident	18%	18%	18%	41%	16%	13%	19%	24%	0%	49%	24%	25%	16%	5%	5%	16%	20%
Moderately confident	37%	38%	37%	24%	44%	39%	20%	35%	40%	29%	37%	28%	33%	64%	36%	44%	31%
Very confident	31%	34%	22%	20%	26%	36%	49%	29%	30%	14%	15%	29%	35%	23%	54%	26%	35%
<b>Average</b>	<b>3.80</b>	<b>3.90</b>	<b>3.49</b>	<b>3.50</b>	<b>3.73</b>	<b>3.95</b>	<b>4.01</b>	<b>3.76</b>	<b>3.50</b>	<b>3.46</b>	<b>3.38</b>	<b>3.54</b>	<b>3.80</b>	<b>3.96</b>	<b>4.37</b>	<b>3.77</b>	<b>3.81</b>

Safety when riding in inner Sydney	Total	Male	Female	18-24	25-34	35-44	45-54	55-64	65+	<2 yrs	3-5 yrs	6-10 yrs	11-20 yrs	21-30 yrs	31+ yrs	City of Sydney	Outside CoS
Not at all safe	7%	6%	9%	0%	8%	5%	6%	18%	20%	0%	12%	11%	4%	10%	2%	5%	8%
Slightly safe	13%	15%	8%	30%	8%	11%	14%	35%	30%	31%	11%	12%	16%	10%	10%	11%	16%
Somewhat safe	19%	18%	20%	32%	22%	12%	12%	18%	20%	33%	40%	23%	20%	7%	1%	17%	21%
Moderately safe	36%	34%	40%	28%	40%	38%	24%	29%	10%	32%	24%	29%	29%	62%	40%	43%	30%
Very safe	25%	26%	22%	11%	21%	33%	43%	0%	20%	3%	13%	24%	31%	11%	46%	24%	26%
<b>Average</b>	<b>3.58</b>	<b>3.59</b>	<b>3.58</b>	<b>3.20</b>	<b>3.60</b>	<b>3.81</b>	<b>3.84</b>	<b>2.59</b>	<b>2.80</b>	<b>3.08</b>	<b>3.15</b>	<b>3.43</b>	<b>3.66</b>	<b>3.53</b>	<b>4.18</b>	<b>3.68</b>	<b>3.49</b>

If you commute by bike in Sydney, do you regularly log your ride using a phone app?	Total	Male	Female	18-24	25-34	35-44	45-54	55-64	65+	<2 yrs	3-5 yrs	6-10 yrs	11-20 yrs	21-30 yrs	31+ yrs	City of Sydney	Outside CoS
Yes, I commute by bike and use a phone app	21%	24%	12%	26%	23%	11%	38%	12%	10%	21%	21%	20%	15%	5%	36%	20%	22%
No, I don't commute by bike	25%	26%	21%	18%	24%	28%	16%	35%	40%	17%	14%	27%	28%	44%	19%	24%	25%
No, I don't use a phone app	54%	50%	67%	56%	53%	60%	46%	53%	50%	62%	65%	53%	57%	51%	45%	56%	53%

How interested are you in riding a bike more often?	Total	Male	Female	18-24	25-34	35-44	45-54	55-64	65+	<2 yrs	3-5 yrs	6-10 yrs	11-20 yrs	21-30 yrs	31+ yrs	City of Sydney	Outside CoS
Very interested	17%	18%	15%	19%	20%	22%	14%	9%	4%	14%	19%	21%	15%	15%	15%	30%	22%
Moderately interested	35%	38%	33%	40%	40%	38%	37%	22%	17%	45%	40%	30%	34%	29%	20%	34%	35%
Not very interested	19%	19%	19%	29%	20%	17%	15%	14%	11%	19%	22%	22%	18%	16%	15%	19%	16%
Not at all interested	29%	25%	32%	13%	20%	22%	34%	55%	68%	22%	19%	27%	32%	39%	50%	17%	27%

## 7. SUBGROUP ANALYSIS



What kind of bike riding would you like to do more often?	Total	Male	Female	18-24	25-34	35-44	45-54	55-64	65+	<2 yrs	3-5 yrs	6-10 yrs	11-20 yrs	21-30 yrs	31+ yrs	City of Sydney	Outside CoS
Ride for fitness and leisure	63%	62%	64%	57%	59%	61%	71%	85%	89%	66%	62%	57%	68%	67%	56%	57%	66%
Visit parks/cycleways	58%	54%	64%	53%	52%	69%	58%	75%	75%	61%	57%	54%	63%	55%	58%	58%	58%
Ride to the local shops	44%	44%	43%	45%	46%	41%	34%	50%	43%	48%	42%	38%	42%	50%	45%	42%	45%
Go with family/friends to places nearby	36%	34%	37%	36%	34%	37%	42%	32%	38%	31%	32%	33%	38%	46%	44%	35%	37%
Visit cafes, restaurants, bars, or for entertainment	35%	34%	36%	25%	40%	30%	37%	47%	38%	34%	38%	31%	34%	39%	35%	32%	37%
Ride to work	33%	33%	33%	25%	36%	42%	29%	27%	4%	34%	36%	32%	32%	26%	35%	35%	32%
Visit family/friends	30%	29%	30%	37%	32%	24%	21%	30%	24%	27%	36%	27%	32%	27%	29%	28%	31%
Ride to major shopping centres and precincts	24%	24%	24%	21%	25%	26%	25%	28%	13%	20%	24%	27%	24%	27%	26%	25%	24%
Ride to school/uni	19%	20%	17%	36%	21%	14%	5%	3%	2%	17%	18%	22%	20%	24%	13%	20%	18%
Other	1%	1%	0%	0%	0%	1%	0%	5%	4%	1%	1%	0%	0%	1%	1%	1%	1%

What are the main reasons that you don't ride a bicycle on a regular basis?	Total	Male	Female	18-24	25-34	35-44	45-54	55-64	65+	<2 yrs	3-5 yrs	6-10 yrs	11-20 yrs	21-30 yrs	31+ yrs	City of Sydney	Outside CoS
It is dangerous to ride on the road	53%	49%	56%	46%	53%	47%	67%	61%	56%	54%	52%	46%	64%	50%	48%	52%	54%
I don't have a bicycle	44%	39%	48%	42%	43%	42%	40%	46%	54%	51%	45%	43%	36%	40%	43%	41%	45%
I'm not in the habit of riding	28%	29%	27%	31%	23%	25%	36%	33%	29%	24%	28%	22%	33%	36%	25%	22%	31%
I am not confident enough to ride	26%	20%	32%	32%	30%	20%	20%	25%	23%	25%	31%	25%	29%	23%	24%	23%	28%
I am not interested	21%	19%	23%	20%	17%	19%	18%	29%	36%	16%	16%	23%	23%	29%	28%	20%	21%
I don't know where there are good places to ride	18%	16%	19%	22%	24%	16%	13%	5%	8%	25%	19%	11%	15%	18%	12%	19%	17%
I need to take my family places and can't do that on a bike	13%	15%	11%	12%	13%	24%	17%	7%	2%	7%	14%	16%	14%	15%	15%	14%	12%
I would ride more if I had someone to ride with	14%	15%	13%	21%	15%	15%	8%	9%	7%	15%	17%	13%	13%	13%	10%	16%	13%
My workplace doesn't have facilities for cyclists	12%	12%	12%	17%	16%	10%	11%	5%	1%	13%	14%	8%	11%	13%	10%	15%	11%
I am not fit enough	11%	11%	11%	14%	10%	11%	8%	8%	15%	9%	9%	12%	11%	14%	15%	9%	12%
My health does not permit bicycle riding	6%	6%	5%	3%	4%	6%	4%	7%	15%	3%	6%	4%	3%	13%	11%	6%	5%
Cannot ride a bike	1%	0%	1%	0%	0%	0%	1%	0%	3%	0%	1%	0%	0%	0%	3%	1%	1%
Distance and time	0%	1%	0%	0%	1%	0%	0%	1%	0%	1%	1%	1%	0%	0%	0%	1%	0%
Other	5%	5%	5%	2%	3%	8%	4%	6%	10%	6%	2%	5%	5%	4%	7%	4%	5%



## 7. SUBGROUP ANALYSIS

Thinking about riding in the City (the CBD and surrounding areas), which of the below factors discourage you from riding there at all/more often?	Total	Male	Female	18-24	25-34	35-44	45-54	55-64	65+	<2 yrs	3-5 yrs	6-10 yrs	11-20 yrs	21-30 yrs	31+ yrs	City of Sydney	Outside CoS
There is too much traffic, making it dangerous	57%	54%	60%	53%	58%	58%	66%	63%	49%	63%	60%	47%	64%	52%	47%	53%	60%
I don't feel comfortable in shoulder lanes near parked cars	40%	35%	44%	40%	36%	37%	54%	42%	37%	42%	45%	31%	40%	42%	32%	36%	41%
I only feel comfortable/safe riding on off-road pathways	36%	35%	37%	32%	42%	36%	42%	32%	25%	39%	39%	36%	35%	37%	26%	35%	37%
I don't want to be sweaty when I get to my destination	29%	31%	28%	31%	31%	31%	36%	28%	13%	33%	34%	27%	29%	28%	17%	28%	30%
There aren't enough provisions for bicycle riders	26%	24%	27%	24%	29%	27%	24%	20%	21%	30%	29%	19%	28%	22%	15%	25%	26%
There is nowhere to park my bicycle	21%	24%	19%	27%	22%	20%	20%	18%	12%	24%	22%	20%	20%	23%	15%	21%	22%
There are not many places for pleasant recreation rides	21%	22%	19%	22%	24%	20%	20%	13%	16%	23%	25%	21%	17%	18%	15%	20%	21%
It is too hilly	20%	19%	21%	27%	20%	22%	13%	16%	16%	25%	17%	25%	17%	13%	25%	22%	20%
I would feel a bit silly wearing a helmet and other bicycle clothes in the City	18%	17%	19%	23%	17%	18%	21%	13%	10%	19%	20%	16%	18%	19%	12%	22%	16%
I don't know where to go	13%	12%	14%	24%	14%	11%	9%	3%	4%	16%	14%	12%	14%	10%	6%	14%	12%
I need my car	11%	14%	9%	14%	11%	14%	8%	12%	11%	8%	12%	11%	11%	16%	16%	13%	11%
I don't wish to ride	2%	1%	2%	0%	1%	1%	2%	7%	4%	0%	2%	2%	2%	3%	4%	2%	2%
Can't ride a bike	0%	0%	1%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	1%	1%	0%	1%
Health issue	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	1%	1%	0%	0%
Other	3%	3%	3%	1%	1%	1%	4%	9%	8%	2%	2%	2%	4%	3%	7%	2%	3%
Not applicable/I don't go there	8%	7%	9%	4%	5%	6%	8%	12%	25%	8%	5%	6%	6%	12%	18%	7%	8%

## Taverner Research

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