

ITEM 5 PUBLIC EXHIBITION - DRAFT CYCLING STRATEGY 2030

The Bike Plan 2014-2018 was adopted in 2013 to inform Council's strategic priorities for cycling in Wollongong. Since adoption Council has delivered a range of cycling related programs improving and raising the standard of cycling across Wollongong.

The COVID-19 Pandemic has seen a dramatic increase in cycling participation rates and we are at a point in time that we can build upon this momentum. Further, Wollongong is set to host the Union Cycliste Internationale Road World Cycling Championships in 2022. This presents a large opportunity for our community and has further built upon the local and external interest in Wollongong being the place to ride.

In 2019 a review of the bike plan began with wide engagement with the community undertaken. Further, a range of stakeholders have workshopped and commented on the draft, enabling an informed strategic direction for the document's update.

The Draft Cycling Strategy 2030 outlines the Community and Council's vision to improve cycling participation in Wollongong in line with the vision of becoming the place to ride, and the actions Council will pursue to deliver this vision over the next ten (10) years.

RECOMMENDATION

- 1 The draft Cycling Strategy 2030 be placed on public exhibition for a period of 42 days.
- 2 Following public exhibition, a further report be provided to Council on the submissions received and any amendments proposed, seeking adoption of the plan.

REPORT AUTHORISATIONS

Report of: Andrew Heaven, Manager Infrastructure Strategy and Planning (Acting)
Authorised by: Andrew Carfield, Director Infrastructure + Works - Connectivity Assets + Liveable City

ATTACHMENTS

- 1 Wollongong Cycling Strategy 2030
- 2 Cycling Strategy Engagement Report
- 3 Draft National Cycling Participation Survey - NCPS Wollongong

BACKGROUND

Cycling is a convenient, sustainable and healthy mode of transport. Like walking, it produces negligible emissions and enables a far greater active trip range.

In 2013 Council adopted the Bike Plan 2014-2018. Following this there has been a number of key cycling routes delivered and upgraded along with many bike racks delivered. In 2019 Council committed to delivering net zero emissions for its operations by 2030, recognising that we are in a state of climate emergency and that by 2050 our community should be emissions neutral.

Walking and cycling, along with other more sustainable modes of transport, such as buses and rideshare, form the backbone of sustainable transport. Cycling is the most convenient active mode of travel for trips greater than 2km and less than 5km and provides broader community and health benefits.

In 2019 Council resolved to review and update the Bike Plan 2014-2018, to see what we achieved and the next steps. A review commenced in 2019 towards this goal, with wide community and stakeholder engagement to that effect.

During this time the impacts of COVID-19, and its associated social distancing restrictions, saw a dramatic increase in bike riding popularity, with large sales of bikes being recorded and our cycling network inundated by keen riders. Further momentum has been building in advanced and competitive

cycling circles as national and international eyes turn to Wollongong for the 2022 World Road Cycling Championships, which Wollongong will host.

This recent momentum and interest in cycling has dramatically increased the need for strong and clear strategic vision and direction. A comprehensive strategy and associated actions have been prepared, based on a range of community and stakeholder feedback and their priority, and Council's ability to deliver them over the next ten (10) years.

The Cycling Strategy 2030 marks a clear turning point in Council's vision for bike riding across Wollongong for our community. At present there is unprecedented collaboration occurring across all levels of Government and across stakeholders with the key vision of significantly improving cycling in Wollongong and the Illawarra. There is also unprecedented opportunity to develop and secure funding to deliver the strategic objectives of the strategy.

PROPOSAL

The Wollongong Cycling Strategy 2030 be endorsed for public exhibition for six weeks (42 days). Following public exhibition, and a period of time to enable further development of the strategy, the finalised document is to be reported back to Council for adoption, including an implementation strategy.

CONSULTATION AND COMMUNICATION

Council undertook wide stakeholder engagement between October and December 2019, which saw around 350 submissions received. Further ongoing engagement with industry and government stakeholders has been ongoing in the development of the plan.

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong 2028 Goal **6** "We have affordable and accessible transport". It specifically delivers on the following:

Community Strategic Plan	Delivery Program 2018-2021	Operational Plan 2019-20
Strategy	3 Year Action	Operational Plan Actions
6.1.2 Work with partners to decrease car dependency and facilitate sustainable transport to provide convenient movement throughout the city, with sustainable transport modes such as walking and cycling.	6.1.2.1 Implement a variety of projects and programs to encourage sustainable transport throughout the LGA	Review and update the Wollongong Bike Plan

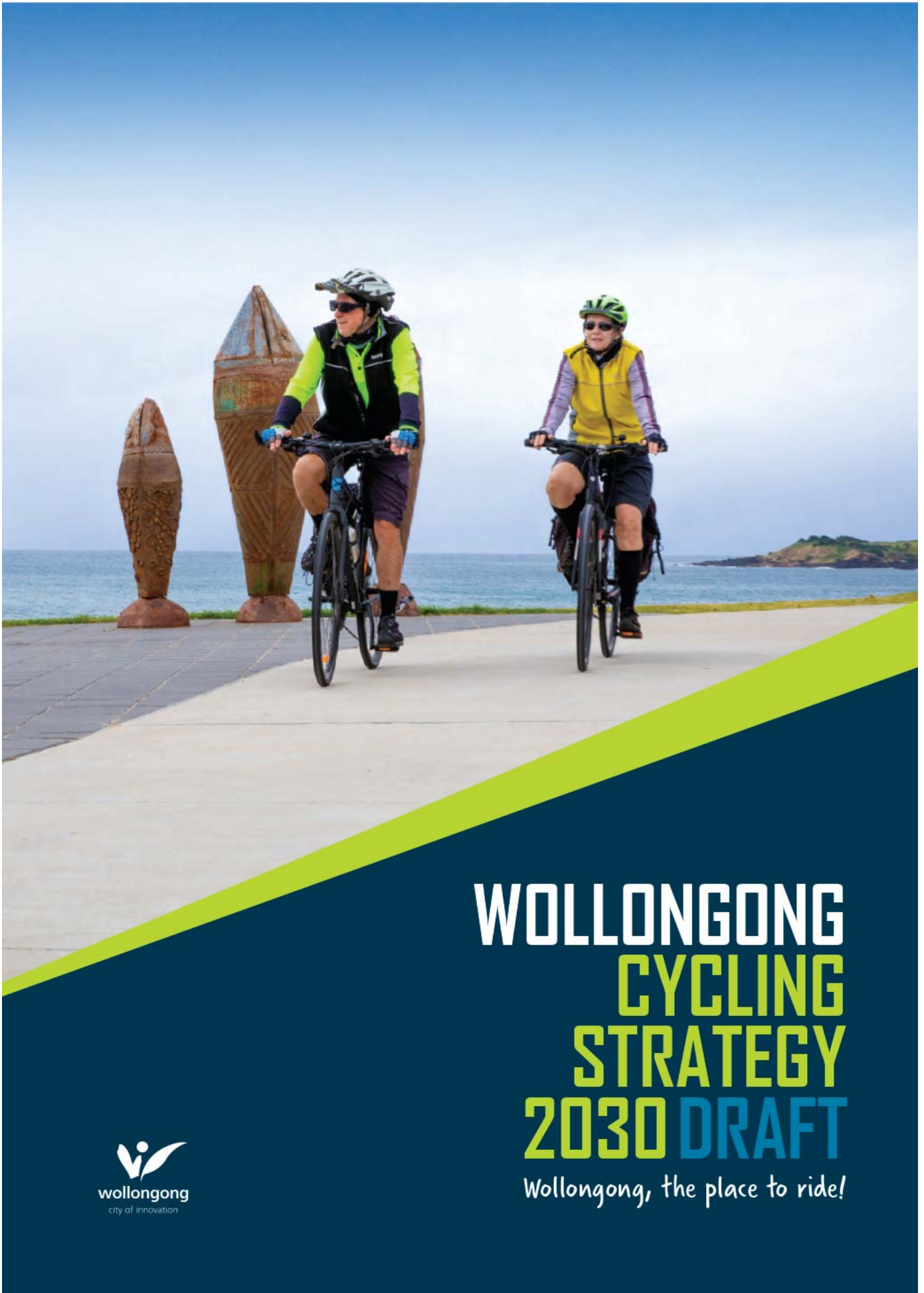
FINANCIAL IMPLICATIONS

Adoption of the present strategy has inherent costs to both the operational and infrastructure delivery programs. The significant increase to funding for the associated infrastructure programs and the resources required to develop and implement these actions, and to secure external funding and manage the associated contributed assets and programs.

CONCLUSION

The draft Wollongong Cycling Strategy has been prepared with the collaborative efforts of a wide range of end-users involved in the process. The strategy is comprehensive and addresses many actions that Council cannot deliver solely and that will require interagency cooperation and funding to deliver. The strategy sets targets for Council to strive to achieve over the forward ten (10) years and these targets align with realised goals for an improved sustainable and equitable travel mode with a range of benefits to the wider community.

The Strategy outlines a range of priorities and actions needed to greatly improve community perception of bike riding as a viable and preferred mode of everyday transport.



WOLLONGONG CYCLING STRATEGY 2030 DRAFT

Wollongong, the place to ride!



ACKNOWLEDGEMENT OF COUNTRY

Wollongong City Council would like to acknowledge and pay respect to the Traditional Custodians of the Land, to Elders past and present, and extend that respect to Aboriginal and Torres Strait Islander people residing within the Wollongong Local Government Area.

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cover: Dennis & Glenda, MM Beach, Port Kembla

LORD MAYOR'S MESSAGE

I am pleased to present this Cycling Strategy 2030, which lays out how we will make Wollongong the place to ride.

This Strategy is focused on ensuring we're developing this city as a space that balances the needs of existing cyclists, returning cyclists and budding cyclists. It builds on the work we've done over recent years, including the addition of a further 27km to our existing cycling and shared path network. We've drawn on community feedback, research and case studies in its development.

It's timely to launch this new Strategy. Right now, there is an increased focus on active transport that is being driven by both a need to respond to climate change as well as the current health crisis. The Coronavirus, or COVID-19, pandemic has seen a dramatic increase in awareness of, and use of, existing shared pathway infrastructure and the importance of outdoor exercise. The social and physical distancing requirements increased the appeal of cycling over the limited public transport options for school and work travel. Riding and walking provided a respite from home isolation, an alternative to closed gyms and was embraced by those who had more free time as they were, sadly, not working. At the same time, this Strategy supports Council's response to climate change and the imperative we find alternatives to the private car, especially for short trips to work, school and around local neighbourhoods.

The Strategy is built on five pillars which, when combined, will ensure we achieve our goal of making Wollongong 'the place to ride'.

- **Safe** - We will invest in safe cycling infrastructure and educate our community on safe behaviour
- **Convenient** - We will prioritise infrastructure that supports convenient cycling as a sustainable and well-integrated mode of transport
- **Planned** - We will actively plan and implement strategies to improve cycling in Wollongong to facilitate increased participation in the future
- **Business, Tourism and Events** - We will promote and support cycling in Wollongong as a fun, attractive and sustainable way of life.
- **Innovation** - We will actively engage in and support innovative solutions that inform and encourage greater participation in riding.





Rose, Oli & John, Woonona

Cycling means different things to different people and we will deliver an improved experience for everyone over the ten-year life of this plan.

School children will have access to ride safety programs, families will be able to enjoy recreational facilities such as the Cringila Hills Recreation and Mountain Bike Park, commuters will be able to ride to work using more convenient connections across our network, visitors will be able to access many of the city's tourist spots and more serious club cyclists will have access to improved racing facilities. Finally, for the international-level cyclist and racing fans, Wollongong will host the UCI 2022 Road World Championships¹ which will see the city welcome 1,000 elite athletes, some 300,000 spectators and a global viewing audience in excess of 200 million people.

The Strategy cannot be delivered by Wollongong City Council alone. We will work in collaboration with the NSW and Australian Governments, the UCI, local cycling representatives, schools, businesses and tourism operators to deliver this ten-year plan.

At Council we have a proactive desire to do more for our community and this Strategy puts cycling front and centre of what we do, and what we're planning for our community into the future. I look forward to seeing everyone in our community benefit from the commitments we have made and enjoy a Wollongong that is the place to ride.

Gordon Bradbery AM
Lord Mayor

EXECUTIVE SUMMARY

Our city and the transport challenges we face are constantly evolving, and dependence on cars as the primary source of transport for our Wollongong community is not desirable, or sustainable, in the long term.

There are increasing opportunities for sustainable transport to benefit our community into the future and, as seen with the rapid changes and focus on cycling brought on by the COVID-19 pandemic, there is strong desire from our residents for Wollongong City Council to provide an improved and equitable distribution of cycling infrastructure across the city.

This Cycling Strategy 2030 is a key document that will inform Council's direction, decisions and resources. It has been developed based on feedback from our community, research and case studies. It's backed by evidence that shows increased environmental, health and wellbeing benefits in communities with a higher percentage of residents who cycle, and supports Council's focus on reducing the city's emissions and planning for a healthier community and a more sustainable future. This Strategy is the next step in our journey of encouraging and improving cycling for all in our city. The review is timely, with recent changes to state and local policies through the Transport for NSW (TfNSW) Future Transport 2056² and our recognition of the current Climate Emergency.

Our growing population, tourism industry, unique town centres and landscape make cycling across the city engaging and enjoyable. There are both opportunities and challenges to designing and providing safe, convenient and accessible cycling routes.

Since 2013 we have expanded and upgraded 27km of our cycling and shared path network. This has the two-fold benefit of improving the quality and safety of our cycling routes while also increasing the distances available to the community for cycling.

This Strategy works toward a 10-year vision where cycling is a preferred option for transport in our community. By 2030 we seek to:

- Provide an additional 50km of on-road cycling routes and 35km of off-road cycling routes, through partnering with State and Federal partners. This will expand our present shared path and cycling network from approximately 130km to a total of nearly 215km
- Work with the State Government to fund and deliver education programs and significant cycleways alongside regional and state roads, including the Princes Highway, Crown Street and Lawrence Hargrave Drive
- Connect our residential areas to the City Centre and our towns and villages, by delivering these missing cycling links
- Work with our partners to develop positive community perceptions of bike riding and enable the development of a local cycling culture that encourages bike riding alongside other forms of sustainable transport
- Develop shared infrastructure that is inclusive and allows for safe access by those who are unable to cycle
- Support tourism, business and innovation through Council's planning and support mechanisms to seek opportunities to support and enable cycling events and community engagement in the Local Government Area (LGA).



This Strategy sits among several transport and strategic documents that guide the future of the City of Wollongong. It aligns with the Our Wollongong 2028 Community Strategic Plan, which aims to create a more connected and sustainable future.

This Strategy describes the priority actions needed to fulfil Council's commitment to encouraging and enabling cycling as a sustainable transport option for short and medium-length trips throughout the city. In addition a greater uptake of cycling will support meeting Council's adopted emissions reduction targets of:

- Net zero emissions by 2050 for the community
- Net zero emissions by 2030 for Council operations.

ENGAGEMENT

Our community have told us their priorities for cycling are:

- Dedicated cycling infrastructure, separated from pedestrians and cars
- Off-road shared paths and on-road routes with low traffic volumes and speed
- Better connectivity, particularly between existing and new cycling routes
- Improved access to our town centres, particularly around and through Wollongong's City Centre

- Enhanced planning for and integration of cycling into developments and other transport modes
- Cycle parking, shower and change facilities
- Shared path and road user behaviour campaigns, signage and line marking
- The promotion and enforcement of safe behaviour, by all road and path users.

This Strategy has been developed with a focus on these themes to ensure that cycling in Wollongong becomes an attractive transport option for everyday life.

OUR TARGETS

We have included targets to measure the effectiveness of this strategy in our movement to a more sustainable transport system. By 2030 we will:

- Increase weekly cycling participation, from 12.9% to 20%
- Increase cycling journey to work trips, from 0.7% to 2%
- Increase the number of transport cycling trips, from 20.6% to 25%
- Reduce the number of cycling related crashes reported from 156 to 70 per 5-year period
- Increase weekly female participation, from 10.9% to 15%.

1. OUR VISION FOR CYCLING

'Our vision is to make Wollongong a cycling city, and to be the place to ride'. Greg Doyle, General Manager Wollongong City Council

We will provide a convenient and connected cycling network that is safe, accessible and attractive. Our cycling network will cater for, and engage with, all our community and aid in normalising cycling as a valid transport mode in Wollongong. We will double cycling participation by 2030 and be a healthier, connected and more sustainable community.

Cycling, along with walking are emission neutral forms of transport that provide social, environmental and health benefits for our community. By improving cycling participation within Wollongong, we will directly support our community's future transport targets, sustainability and liveability. We will achieve this by improving convenient cycling access to work, school, shops and open spaces.

With the heightened use of our roads and cycleways at present we seek to retain as many of these active riders over the coming years and build upon this momentum and interest in cycling.

OUR GOALS AND PRIORITIES

We have one goal 'to be the place to ride'.

This Strategy will guide Council in achieving its visionary targets for increasing participation across Wollongong. The following priority areas form the basis for the City of Wollongong Cycling Strategy:

1. SAFE

We will invest in safe cycling infrastructure and educate our community on safe behaviour.

2. CONVENIENT

We will prioritise infrastructure that supports convenient cycling as a sustainable and well-integrated mode of transport.

3. PLANNED

We will actively plan and implement strategies to improve cycling in Wollongong to facilitate increased participation in the future.

4. BUSINESS, TOURISM AND EVENTS

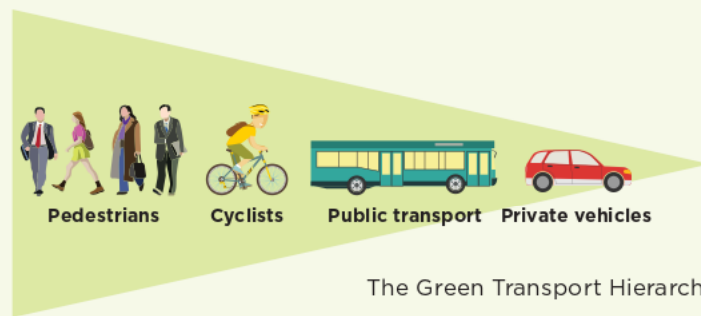
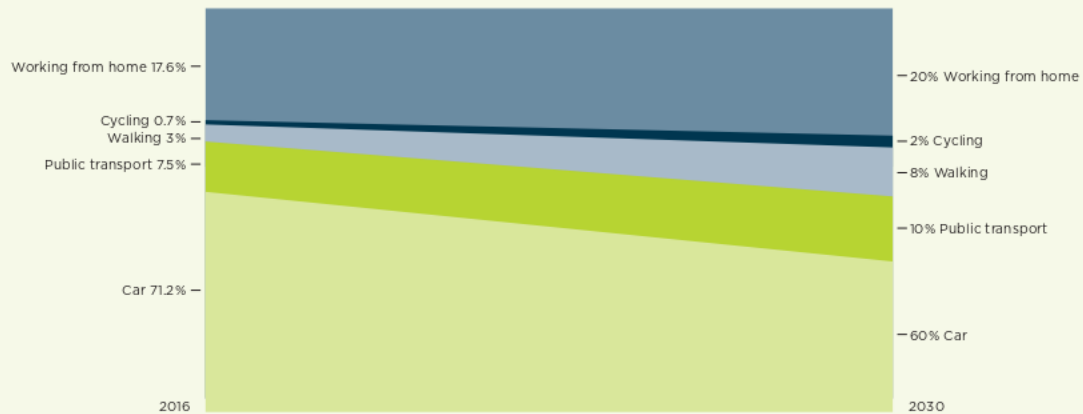
We will promote and support cycling in Wollongong as a fun, attractive and sustainable way of life.

5. INNOVATION

We will actively engage and support in innovative solutions that inform and encourage greater participation in riding.

MODE SHARE TARGETS FOR WOLLONGONG JOURNEYS TO WORK BY 2030

In line with the green transport hierarchy and core focus of improving active and public transport mode share³, we aim to change our transport system. By 2030 we will aim to increase cycling journey to work to 2% of the total mode share across Wollongong.



KEY SUCCESSSES

Since the previous bike plan was endorsed in 2013, Council and State Government have invested more than \$20 million in improving our cycling network. This financial investment has been divided between major projects such as the Grand Pacific Walk⁴ and Blue Mile shared paths (\$16 million) and local projects (\$4.8 million).

Since 2013 we have built, renewed and upgraded 27km of shared path and cycling routes across the city, installed more than 70 bike racks and other end-of-trip facilities, including the city's first bike repair station at North Beach Wollongong.

We have seen a trending decrease in cycling related crashes, with report crashes down 25% since 2014 from 40 to 30 crashes per year.

The city has hosted multiple cycling events including the annual MS Sydney to 'Gong' Ride,

which brings significant numbers of riders of all skill levels to Wollongong along the coastal paths and roads each year.

We were awarded the Union Cycliste Internationale (UCI) World Road Cycling Championships 2022, which is testimony to our focus on becoming an internationally acclaimed cycling city. This is a goal that this strategy will guide us in achieving.

Wollongong has seen an increase in female participation in cycling over past 12 months from 8.5% to 10.9%, as measured by the National Cycling Participation Survey 2020.

We are partnering with Cycling Australia to launch a Ride Nation School. A key part of developing the city as a place to ride is providing young people with knowledge, skills and confidence. This school is a fun and interactive learning experience that supports kids in their independence and gives parents and carers peace of mind.

2. OUR STRATEGIC CONTEXT

CYCLING TRENDS IN WOLLONGONG

We plan to provide a safe and convenient cycling network that has the greatest potential to serve the largest number of people riding in the future.

In order to achieve this, we need to understand:

- Where the highest concentrations of jobs, residents and attractions are in Wollongong
- Who in our community currently ride, what their experience is and how that reflects opportunities and challenges for a developing cycling network
- What changes are required to get our diverse community engaged and participating in cycling.

46%

of households have access to at least one bike, of these only 2% are electrically assisted

CYCLISTS UNDER 10 YEARS OLD

are far more likely to ride, than teenagers. However, cycling frequency is declining in the over 18 age bracket

Of the 12% of active transport trips,

ONLY 2%

are made to access public transport.

ONLY 0.7%

of all work-related trips in the city are made by bike

We have higher than average participation in

40+ YEAR OLD CYCLISTS

64%

of those who had ridden in the past year felt comfortable riding in their neighbourhood

MEN ARE TWICE MORE LIKELY TO RIDE THAN WOMEN





Wollongong is an innovative, vibrant and diverse city with an urban population of roughly:

218,581

(2019) making it the third largest city in NSW.



By 2036 Wollongong's population is set to increase by 16.57% to:

255,000



Currently, our data shows that:

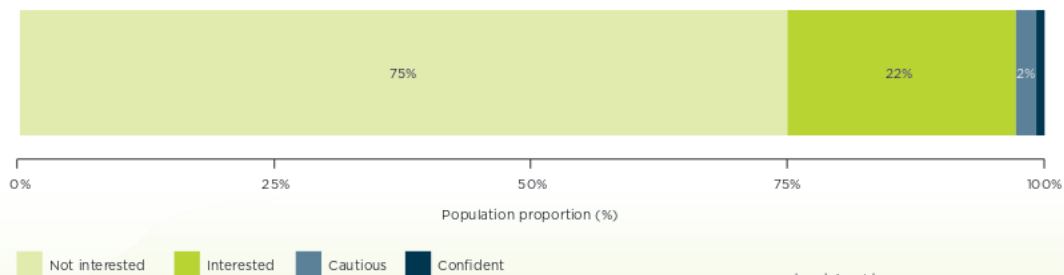
THE MAJORITY OF OUR COMMUNITY WHO CURRENTLY RIDE REGULARLY,

live close to the NSW Coastline Cycling Network - Grand Pacific Walk, and our northern suburbs.

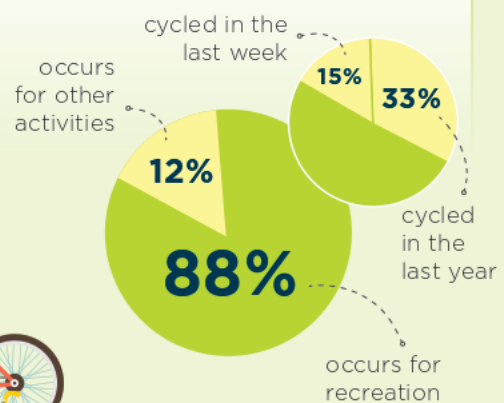
ENCOURAGE CAUTIOUS AND VULNERABLE RIDERS

The greatest potential for growth in cyclist participation is the retention and engagement of young cyclists. We will ensure our cycling priorities engage with and deliver infrastructure that supports the development and continuation of cycling for these specific target groups. Benefits of this approach will extend to all other users. We will work with our schools and higher education providers to encourage young people and women's cycling. We will also strengthen our cycling links within the education corridor, linking students with their required destinations.

WILLINGNESS TO CONSIDER CYCLING FOR TRANSPORT (2020)



The data shows that if we are to increase cycling trips then resources need to focus on those that identify as 'cautious' or 'interested but concerned'. This will help shift the perceptions of cycling and encourage more people to engage and participate in cycling.





HEALTH

Cycling is a fun, healthy and a **low-impact form of exercise** for all agesⁱ

It can be as intense as you want, **provides a great muscle workout** building strength and staminaⁱ

Cycling can help to **protect you from serious diseases** such as stroke, heart attack, some cancers, depression, diabetes, obesity and arthritis.ⁱ

Hand cycling allows amputees, people with spinal injuries and those recovering from certain conditions such as stroke to cycle as **a form of exercise, rehabilitation and recreation**ⁱⁱ

Cycling can improve and combat mental health issues. Cycling releases 'feel good' chemicals that decrease stress, anxiety and the risk of depression. It also enables better sleepⁱⁱⁱ



ENVIRONMENT

Cycling is emission neutral - It produces 0.3kg less of carbon dioxide per km travelled than a car, minimising fossil fuel use, air, water and noise pollution^{iv}

Cycling 10km each way to work would **save 1,500kg of greenhouse gas emissions** each year^v

Increased cycling participation will aid in **reducing the need to build**, service and dispose of cars.

Cycling infrastructure conserves road space, providing **opportunities for less concrete and more plant life**, open space and other land uses in urban areas.



BARRIERS TO CYCLING

Inconvenient: Distances are too far; prefer other methods; a lack of end-of-trip facilities; connecting routes and infrastructure; poor urban design practice; housing residents' excessive distances from employment; too many items to carry

Safety concerns: perceptions / reality that the existing network is unsafe

Weather: uncontrollable weather such as rain, wind and cold temperatures in winter

i. Better Health Channel, 2020. Cycling - Health Benefits, Melbourne: Victoria State Government. www.betterhealth.vic.gov.au

ii. HandCycling.co.uk, 2016. The Benefits, www.handcycling.co.uk

iii. Mensline Australia, 2019. Cycling - the exercise for positive mental health, www.mensline.org.au

ECONOMIC



Time-efficient - quicker on average than trips by car under 5km

Re-allocation of road space - cycling facilities are less expensive and take up less space than roads for cars. Cycling infrastructure extends public transport catchments and decreases congestion around major destinations. 10 bikes can fit into one car parking space.

Workers who cycle have **boosted productivity and creativity**, as cycling stimulates brain activity^{iv}

Cycling is cheaper - 1-5% of the cost of car ownership with low ongoing maintenance costs which can save thousands per year on individual transport costs

Cycling aids in reducing congestion. Traffic congestion costs NSW billions of dollars in lost productivity each year.



SOCIAL

Cycling is **easy to fit into your daily routine** by riding to the shops, park, school or work. Cyclists are also more likely to use local businesses for their shopping.

Bike riding provides **affordable and independent travel** for those who might otherwise have restricted travel options, providing **increased mobility** to many groups of the population such as low-income earners, unemployed people, seniors and those under 18.

Construction of shared user paths also benefit pedestrians and people with disabilities by providing an **increased network of connecting paths and road crossings**.

More people riding and walking provides additional **opportunities for social interaction on the streets** which can greatly enhance a sense of community and connection, improving mental wellbeing.

More cycling means fewer cars, which can lead to a **safer road environment**. Children can take advantage of slower and less dangerous traffic conditions to ride bicycles as well.



Negative perceptions of cycling: large social and cultural factors impacting how the public view cycling and cyclists

Individual factors: such as: lack of skills, confidence and knowledge as well as access to a functional bike

Policy and regulatory factors: influence why people ride, where they ride and who wants to take up riding. Convenience of cars is historic and ingrained in policy and society

iv. European Cyclists' Federation, 2013. How much CO2 does Cycling really Save?, www.ecf.com

v. Bicycle Network, 2019. Sustainable commuting, www.bicyclenetwork.com.au

GLOBAL CONTEXT

The Sustainable Development Goals (SDGs) are a global strategy agreed by the United Nations General Assembly and form a blueprint to create a sustainable future for everyone. There are 17 interconnected goals for 2015-2030, including eight directly relevant to transport and sustainability as shown below.



Rose, Oli & Johnny Bulli Beach

LOCAL CONTEXT

This Strategy contributes to delivering Our Wollongong 2028 Community Strategic Plan which aims to deliver an integrated transport network that is safe and sustainable. It also supports a number of goals and strategies in the plan relating to the environment, recreation and the impacts of climate change.

OUR WOLLONGONG 2028 VISION

'From the mountains to the sea, we value and protect our natural environment and we will be leaders in building an educated, creative and connected community.'
Community Vision, Wollongong 2028

OUR WOLLONGONG 2028 GOALS AND KEY STRATEGIES:

GOAL 1

We Value and Protect Our Environment

GOAL 5

We are a Healthy Community in a Livable City

GOAL 6

We have Affordable and Accessible Transport

This Strategy is known as a Supporting Document in Wollongong City Council's planning hierarchy, and its actions are able to be considered alongside other priorities in the budget during the development of the Delivery Program and Operational Plan. This Strategy supports the delivery of sustainable transport targets and actions in other key Supporting Documents including Council's Environmental Sustainability Strategy, Climate Change Mitigation and Adaptation Plans.

INTER-RELATIONSHIP OF PLANS



STATE AND REGIONAL CONTEXT

This Strategy is aligned with several State and Regional Strategies and Plans including the *Future Transport 2056* and the *Illawarra Regional Transport Plan*⁵. These documents highlight our future transport goals and our transition to a more sustainable and resilient transport system.



Karrara Bridge, Dapto

The graphic below shows Council's Strategic Planning Framework - how actions in the Community Strategic Plan result in the preparation of studies and strategies, which then guide Council's Delivery Program, Operational Plan and implementation.



GOVERNMENT RESPONSIBILITIES FOR CYCLING INFRASTRUCTURE, SAFETY, ENGAGEMENT AND IMPROVEMENT

WOLLONGONG CITY COUNCIL

Council is responsible for the planning, design, delivery and maintenance of all cycling infrastructure within Council controlled road reserves and parks. We also work collaboratively with the NSW Government to deliver cycling infrastructure on state-controlled roads and on state-owned land.

Our local development control plans and other local strategic plans include a range of controls which ensure that cycling needs are met by new developments. This includes requirements for footpath and cycling route connections, and end of trip facilities such as on-site bicycle storage, change rooms and showers. We also advocate for better State and Federal funding opportunities and programs to deliver greater and safer infrastructure, as well as advocating for improved State-led cycling education campaigns, policies and programs.

AUSTRALIAN GOVERNMENT

The Australian Government provides support through grant funding opportunities such as the *Federal Black Spot Program*. It also sets national strategies and targets such as the *National Road Safety Strategy 2011-2020*⁶ and the *National Cycling Strategy 2011-2016*⁷.

The Australian Government, NSW and other state road authorities also support agencies such as Austroads, Standards Australia and the Australian Bicycle Council, which undertake research, set standards and provide guidance on matters relating to cycling.

NSW GOVERNMENT

The NSW State Government, primarily through Transport for NSW, provides supporting documents such as *Walking and Cycling Program*⁸ and the *Cycling Safety Action Plan 2014-2016*⁹ which set targets for improving cycling infrastructure, safety and education campaigns in NSW.

The NSW government supports Wollongong City Council's investment in cycling infrastructure through grant funding such as the *Liveable and Safe Urban Communities initiative* and through the *NSW Walking and Cycling program*. To assist in the design and delivery of improved and safe cycling infrastructure the NSW government also publish several technical notes, guidelines, and factsheets.

The NSW Government utilises the *Safe Systems Framework* approach with a focus on safe roads, safe speeds, safe cars and safe people. The *Towards Zero campaign*¹⁰ is the NSW Government target for zero fatal and serious injury crashes by 2056.

Wollongong City Council supports these initiatives and adopts the *Safe Systems Framework* in its design and practice.

3. WHAT OUR COMMUNITY TOLD US

To develop this Strategy, we have collaborated with a range of public and private stakeholders. We consulted our Walking, Cycling and Mobility Reference group, we asked our community directly for their thoughts on cycling and how we can improve cycling for all within the Wollongong LGA and we researched international and national best practice. The information collected through this extensive process helped us set the priorities and actions in the Strategy.

WOLLONGONG COMMUNITY SURVEY

Council undertook community consultation between October and December 2019 seeking the community's feedback on factors concerning cycling participation in Wollongong and barriers to cycling.

During the consultation 58 people attended information stands, 429 online surveys were completed, and five extended responses were submitted. Two of these extended responses from groups, one representing a community action group and a group representing riders with disability. We also held a workshop collecting contributions from eight members of the Walking, Cycling and Mobility Reference Group. Many of the responses were from people who already cycle.

The feedback provides insight into how our existing cycling network is functioning and how our community would like to see us improve the network.

The finalised engagement report can be found at wollongong.nsw.gov.au

NATIONAL CYCLING PARTICIPATION SURVEY

Council participates in the national cycling participation survey (NCPS) each year. These surveys occur between March and May and ask households across Australia questions on their participation and views of cycling.

These surveys reach between 400-700 households in each local government area, sampling 900-1400 individuals. This survey data provides helpful insights to our current rates of cycling participation in Wollongong and the needs of the broad community.

The detailed reports covering participation in our city can be found at wollongong.nsw.gov.au



Dennis & Glenda, MM Beach, Port Kembla

HOW DOES OUR COMMUNITY WANT CYCLING IMPROVED?

The following key areas of improvement are in order of community interest:

#1

- Off-road shared paths and separated cycling routes



#2

- Connections between bike paths and education facilities
- On-road bicycle lanes
- Signs highlighting bicycle routes



#3

- Bicycle parking
- Connections between bike paths and public transport
- Connections between bike paths and parks and swimming pools
- Connections between bike paths and shops



PRIORITY 1: SAFE

Our community wants a key focus to be safety on our existing cycling network and commented on how we can improve. We will deliver a safe cycling network for all levels of skill and confidence through ongoing enhancements to our project identification processes.

Council is actively working Towards Zero road casualties (fatal and serious injury crashes) by 2056 through developing our Safe Systems Approach in collaboration with all levels of government. This will ensure we have safer road environments, speeds, people and vehicles on our local road network.

Council, in partnership with Transport for NSW, employ a Road Safety Officer who delivers road user behaviour campaigns within the community.

STREETS AS SHARED SPACES

Streets play an important role in public life, beyond the movement of traffic. Streets make up a substantial part of the open space available to our community, particularly in respect to Wollongong. Streets can be utilised as places to walk, cycle, exercise, play, socialise, grow food, rest, create and do business.

We are responding to this heightened demand for safe shared space and to ensure our community have safe streets for cycling, by partnering with State government to deliver projects addressing:

Road space re-allocation

Re-allocating road space, be it traffic lanes or parking lanes, for people walking and riding bikes to support social distancing and mitigate the increase in private vehicle use noted due to decreased public transport use.

Slow cycling streets

Implementing shared cycling routes along residential streets and reducing vehicle speeds through traffic calming measures where required. These routes will deliver many of the highly demanded east-west and public transport links, whilst achieving slower calmer residential neighbourhoods.

SAFE ROUTES TO SCHOOL AND EDUCATION

Two-thirds of students are driven or drive to school each week, the reasons behind this are varied, with many parents seeing roads around schools as unsafe due to the number of vehicles, distance and lack of continuous routes with safe crossings making riding or walking inconvenient and for many unsafe.

With 84 schools across Wollongong, and several higher education providers, providing safe cycling access to all these locations in a timely manner is a task that Council is unable to deliver alone given our ability to fund the number of projects required.

We will support our partners in delivering education programs for school children and the community through the Ride Nation centre and continue to advocate for State Government funding for the Safe Routes to School Program.

There are further opportunities through our partnerships with external providers to collaborate on delivering innovative programs that build a safe and positive community culture towards bike riders.



ACTIONS	TIMEFRAME
1.1 Expand the shared path user behaviour education campaign, and greatly expand upon existing signage and line marking. Emphasising 'safer people' and 'safer vehicles'.	Within 2 years
1.2 Ensure cycling routes are maintained at an appropriate level of service for their safe use, including sweeping, surface maintenance and vegetation management.	Ongoing
1.3 Ensure Council approved road works consider the safety and convenience of people cycling, including adopting standard provisions for cyclists through temporary work zones.	1 year policy, ongoing
1.4 Prioritise projects at sites and along cycling routes, with anecdotal and historic cycling related crashes.	Ongoing
1.5 Foster relationships with TfNSW and the NSW Police Local Area Command relating to the enforcement and regulation of traffic.	Ongoing
1.6 Work with the State Government in delivering cycling education programs and Council led education events like Ride the Gong (formerly Bike Week)	Immediate
1.7 Collaborate with the State Government to fund and deliver the safe routes to school program. Improving the ability of students to safely ride to and from education facilities, including primary, secondary and tertiary education providers.	Ongoing
1.8 Advocate for the State Government to review national and international best practice to improve cyclist safety, participation and public perception. Including updating of design standards, implementation of safer road speeds and permitting cycling on all footpaths for all age groups unless signposted otherwise.	Ongoing
1.9 Advocate for increased investment of the State and Australian governments in local road safety, public transport and active transport programs and support/facilitate the delivery of these projects.	Ongoing

PRIORITY 2: CONVENIENT

Cycling provides significant benefits for individuals and the wider community. Council will work to create an engaging and supportive culture to encourage more people to include cycling in their daily lives by providing safe routes, facilities, information and supporting programs and events for the community. We will actively engage our community through cycling education, skill development opportunities and seeking ways to improve public perceptions of cycling.

We will encourage riding in school children and young people so that beyond their school years, they will continue riding to their places of work and higher education. We will also educate the broader community on the benefits of cycling as a practical, convenient and sustainable transport and active lifestyle option.

We will support recreational and sport cycling in all its forms, as it builds skills, community and confidence in people with less experience. Recreational cycling also engages our tourism industry and enables visitors an active means to see our city. We also acknowledge that people that cycle for recreation may become people who actively cycle for everyday trips. We will work to connect as much of our community through convenient accessible links with quality end-of-trip facilities and intuitive wayfinding and route information.

In the long-term, we will deliver direct cycling routes along our regionally significant routes and develop a range of low-risk options for riders to build skill and confidence. We will also ensure cycling is well integrated into land-use planning and other transport modes.

Through our education programs, we will teach our community about current and upcoming technologies such as e-bikes, and how they can aid in moving around obstacles such as hills, reducing fatigue for riders and offer a more sustainable, alternative form of transport, particularly for short trips.

CONNECTING THE WOLLONGONG CITY CENTRE

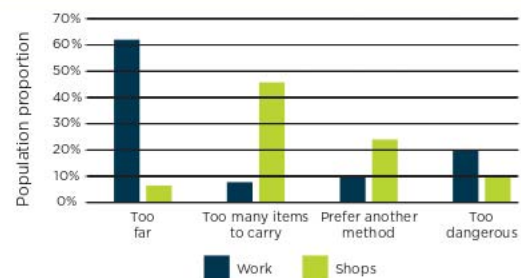
We are focussed on developing the Wollongong City Centre as a pedestrian-friendly cycling precinct. This will be achieved by providing a high-quality accessible network of on-road and off-road options leading to the city centre. Our priority is to establish the major east-west and north-south links surrounding the CBD and ensuring cyclists can safely move throughout the city-centre. Delivering on this will aid us in cementing our status as a city of innovation and as a cycling city.

IDENTIFYING BARRIERS TO CYCLING FOR UTILITY

As seen in our recent surveys the barriers to people riding to school, work and shops are dominated by their preferences to other modes, the number of items they need to carry, the distance needed to travel and the safety of these routes.

Through providing direct safe cycling routes that cater for a range of bicycle designs and enabling this information we will work to remove many of the inconveniences presently seen in cycling for utility.

KEY BARRIERS TO RIDING TO WORK AND SHOPS



Daisy Bank Dr, Cleveland



ACTIONS		TIMEFRAME
2.1	Develop and deliver high impact cycling routes that link our dense residential areas to nearby employment, transport and activity centres. Providing these as separated cycling facilities where possible.	Immediately, ongoing
2.2	Deliver the shared path and regional cycling route wayfinding, signage and line marking program.	Within 2 years
2.3	Deliver the cycling end-of-trip infrastructure program, prioritising locations of known and predicted high use.	Accelerated 2 years; ongoing
2.4	Prioritise the delivery of cycling routes that take advantage of existing low speed low traffic roads to connect as much of the cycling network as quickly as possible.	Immediately, ongoing
2.5	Work with the State Government and service providers to enable people to take their bikes on public transport. Prioritising implementing bike racks on the Wollongong free bus.	Ongoing
2.6	Support State Government and industry stakeholders in promoting the social, environmental and economic benefits of cycling and their work to improve participation by under-represented groups.	Ongoing
2.7	Provide up-to-date information for the community, including cycling routes and end-of-trip facility maps that are inclusive and equitable.	Immediately, Ongoing
2.8	Work with State Government and service providers to prioritise and fund cycling routes between public transport and the greater cycling network.	Ongoing
2.9	Classify Wollongong City Centre as a cycling district, prioritising the design and delivery of key connections to and through the Wollongong CBD. Ensuring that all future infrastructure considers the facilitation and promotion of bike riding noting the benefits bike ability has for the city.	Within 2 years
2.10	Investigate and implement east-west cycling routes across the city that provide alternative paths across the State road and railway corridors of Princes Highway Motorway, Lawrence Hargrave Drive and Memorial Drive. Deliver east-west bike riding routes such as: Elliots Road, Fairy Meadow; Railway Street, Corrimal; Military Road, Port Kembla; Fairy Creek, Wollongong.	Immediately; ongoing

PRIORITY 3: PLANNED

Delivering a cycling network that is safe and convenient is a significant challenge. It requires extensive planning, development and rationalisation of priority locations before introducing physical infrastructure.

It is paramount all functions of Council plan to support cycling. This approach will ensure Wollongong continues to develop as a cycling city, supports engagement and encourages increased participation of cycling in all its forms. Across the city, we will develop a network that positively impacts our broad and diverse community and supports the movement towards a more sustainable city. We will accelerate this process by allocating and securing funding and working with our public and private partners to deliver our short and long-term goals.

There are opportunities for us to collaborate across government in a number of different ways, including the implementation of:

- The movement and place planning framework
- Active living and healthy ageing policy, and health outcomes for ageing population
- Transport for NSW's focus on creating the 30-minute cities¹¹, and
- Improving access to active transport and public transport through the enhanced funding of these facilities.

ROAD SPACE RE-ALLOCATION

Under Future Transport 2056, we are focussed on shifting away from private vehicle ownership and towards active, shared and public forms of transport. This will support more equitable access to an increased number of transport options. Currently, 60% of our road space is dedicated to cars, for either travel or parking and by adjusting this road space allocation we will be able to meet our future goals and facilitate sustainable modes of transport.

In addition, a revised approach to road space use may provide additional space for tree planting – a key target in Council's Urban Greening Strategy, and focus of climate change mitigation measures. We will further increase sustainable use of our road asset by being early adopters of Future Transport 2056 outcomes for rideshare, autonomous vehicles, freight and service access. It may also reduce private car dependency by decreasing on-street parking demand in line with the movement and place framework¹².

DELIVERING REGIONALLY SIGNIFICANT ROUTES THROUGH PARTNERSHIP

At present our base cycling network has a number of missing links. This provides immediate opportunities to improve connectivity and increase the continuous cycling network across the city and south to Shellharbour. We will prioritise linking our towns and villages along the regional cycling network such as the Lake Illawarra shared path and the Grand Pacific Walk. Where appropriate, these routes will be provided as separated cycling facilities.

Our Regional and State roads also provide major opportunity with much of Lawrence Hargrave Drive and the Princes Highway missing cycling facilities and being highly unsafe for the majority of our community to ride along. We will collaborate with our partners in the Australian and State governments to deliver these key transport corridors.

Glyn, Woonona beach



ACTIONS	TIMEFRAME
<p>3.1 Prioritise the development of ready-to-construct, high-value projects that are deliverable as external funding becomes available as accelerated projects. Prioritising the delivery of regionally significant missing cycling links to connect our city centre with our other town centres.</p>	<p>Immediate</p>
<p>3.2 Collaborate with Transport for New South Wales to deliver regionally significant cycling routes in Wollongong including State and Regional corridors.</p>	<p>Ongoing</p>
<p>3.3 Prepare a 10-year priority cycling infrastructure program that will result in 80% of residents living within 250m of a formal cycling route.</p>	<p>1 year</p>
<p>3.4 Develop and trial projects that re-allocate road space across the city for alternative sustainable transport modes other than private vehicles, potentially rationalising the supply of on-street parking.</p>	<p>1 year; ongoing</p>
<p>3.5 Develop the City of Wollongong Integrated Transport Strategy and associated Supporting Documents, ensuring it clearly communicates the sustainable transport hierarchy and associated transport mode targets.</p>	<p>2 years</p>

PRIORITY 4: BUSINESS, TOURISM & EVENTS

Council's leadership supports new cycling opportunities that will deliver broad benefits to the local business community, encourage private sector investment and support new tourism opportunities.

SUPPORT FOR PRIVATE INVESTMENT IN CYCLING

An aim of this Strategy is to increase commuting and utility trips done by bike to activities such as work, school and shopping. This requires investment in facilitating safe and comfortable cycling routes and convenient end-of-trip facilities (e.g. secure bike storage, lockers, showers). Through planning controls and other policy levers, Wollongong City Council will encourage private sector investment in these facilities to complement its own infrastructure spend. Examples include:

- Use of planning controls in employment hubs, such as the Wollongong CBD and town centres, to encourage the provision of riding infrastructure in new developments.
- Use of levies from new residential areas to build cycling infrastructure.
- Enabling retailers, sporting clubs and cafes to become bike-friendly through provision of on-premises bike racks.

GROWING BUSINESS OPPORTUNITIES

Improving the cycling culture in Wollongong has the potential to support existing and new businesses. This includes bike retailers and shared bike operators, bike and equipment rentals for visitors, bike-friendly food and beverage spots along cycling routes, repair and maintenance specialists, guided bike tours and clothing retailers.

STRENGTHENING THE VISITOR ECONOMY

Elevating Wollongong's reputation as a cycling destination has the potential to deliver a boost to the local visitor economy. Creating more cycling opportunities, both on-road and off-road, will add to the list of activities visitors can undertake while in Wollongong. We can learn lessons from more developed cycling markets such as Victoria and New Zealand around how to attract these types of visitors to the city.

For recreational cyclists, attractions include existing assets such as the Grand Pacific Walk coastline cycling route and Lake Illawarra shared path, which will be expanded in coming years, as well as the future delivery of the purpose-built Cringila Hills Recreation and Mountain Bike Park.

Attracting cyclists seeking more strenuous rides would be assisted by working with neighbouring councils on day-long or multi-day routes through the region, cycle friendly hotels and the development of specific racing tracks for inter-club meets, such as a multi-use criterium track.

Lifting cycling tourism is a key component of the UCI Legacy Program for the 2022 World Road Cycling Championships being held in Wollongong.

2022 UCI WORLD ROAD CHAMPIONSHIPS & LEGACY PROGRAM

Wollongong will be host to the 2022 Union Cycliste Internationale (UCI) Road World Championships.

This event is expected to attract at least 1,000 elite athletes, some 300,000 spectators and ancillary visitors, and a global viewing audience in excess of 200 million people. The event is poised to deliver an estimated \$100 million to the state and regional economy leading up to, during and following the event.

A broader benefit of hosting this event is its Legacy Program, which is designed to ensure the city benefits from cycling long after the event is over.

This program looks at 7 key pillars:

Sport - increase opportunities for participation in cycling across NSW

Tourism - achieve a UCI bike city designation for Wollongong

Policy - maximising the event platform to further policy matters to support cycling

Transport - support initiatives that increase opportunities for people to ride a bike in NSW

Education - support educational programs that will develop all facets of cycling

People - develop the skills of event organisers, event approval authorities and sport volunteers to support future events

Partnerships - provide a platform to galvanise community interest and support to deliver additional legacy projects as part of Wollongong 2022



Flagstaff Hill

CRINGILA HILLS RECREATION & MOUNTAIN BIKE PARK MASTER PLAN

The Cringila Hills precinct will feature a variety of mountain bike trails, a bike skills park and a BMX/pump track. A new playground will be installed with a strong focus on nature play, along with park amenity upgrades that will include tree planting, picnic settings and water-refill stations.

Formalised walking trails with an accessible walking circuit will also be added to the site. Improvements to the entry of the park will also be made, with improved car parking, signage, new gates and landscaping.

Wollongong City Council has already committed to this project in its current Infrastructure Delivery Plan and will pursue grant opportunities from other levels of government to deliver this project as soon as possible.

This project will deliver major health and wellbeing outcomes for residents in addition to attracting cycling tourists from across NSW to experience the variety this park offers to all cyclists and walkers.

The project will also provide opportunity for Council to collaborate with the local community in providing cycling access to all through refurbished bike hire.

Cringila Hills

Wollongong attracts more than
3.7 MILLION VISITORS A YEAR¹³

SOME 3 MILLION OF THESE VISITORS ARE ON HOLIDAYS OR VISITING FRIENDS AND FAMILY AND 1.5 MILLION STAY OVERNIGHT

63% of our visitors eat out at local cafes and restaurants and
53% visit our beaches

Through the actions of this strategy, Wollongong can encourage tourists and the tourism sector to participate in cycling. Our aim for visitors is to see cycling as a cost effective, sustainable and enjoyable way of seeing our city and visiting their destinations, or as part of the growing adventure tourism industry.



Tourism related goals in the Legacy Plan, which Wollongong City Council is one of many partners involved, include:

- The development of a Regional Cycling Tourism Strategy,
- UCI to designate Wollongong as a Bike City,
- Increase in the number of cycling events in the region,
- Cycle Tourism a priority area for Destination Wollongong,
- Destination New South Wales recognise the region as a cycle tourism destination of choice, and
- Local Business Program for cycle tourism (e.g. cycle friendly hotels, cafes).

The UCI event also presents opportunities for Wollongong to promote itself to visitors as a superior business location via Invest Wollongong activities and events.

- **L'Étape** – At 136km this road ride, on closed roads, allows non-professional riders to experience as close as they will get to a mountainous stage of the Tour de France. The 2020 route will start from Kiama and travel through the South Coast, the Shoalhaven and the Southern Highlands.

Wollongong will also be host to the September 2022 Union Cycliste Internationale (UCI) Road World Championships - the pinnacle event in the international road cycling calendar.

There are also a number of community and charity mass participation events to encourage take up of riding, and events that support government facilitated programs such as Ride the Gong, Ride to Work day, She Rides and the interschools cycling championships.

Further we will support the exploration of local club event opportunities through the development of dedicated cycling infrastructure, such as the Cringila Hills Recreation & Mountain Bike Park and a multi-use criterium track. This will enable Wollongong's multiple cycling related clubs to host additional events including competitions with other regional and Sydney-based clubs. Other opportunities that do not necessarily involve racing, such as bike expos, could also add to the growing Wollongong cycling events calendar.

CYCLING EVENTS CALENDAR

Wollongong, and the surrounding region, already has cycling event credentials. In the next 12 months the region will host:

- **MS Sydney to 'Gong bike ride** - now in its 40th year, this 82km ride is the largest mass participation ride in Australia and raises funds for MS research.

ACTIONS	TIMEFRAME
4.1 Use Council's planning and policy levers to encourage private sector investment in cycling infrastructure and grow new businesses around cycling.	Ongoing
4.2 Review and update our Development Control Plan requirements for cycling infrastructure such as the provision of convenient cycling routes in subdivisions, and the provision of accessible short and long-term cycle storage and changing facilities.	3 years, Ongoing
4.3 Support the preparation of a destination cycling campaign and a regional Cycling Tourism and Event Strategy.	1-2 years
4.4 Partner with other organisations to deliver Union Cycliste Internationale (UCI) Legacy Program and further leverage of Wollongong's hosting role.	1-2 years; ongoing
4.5 Support and encourage events that include cycling including fun rides, off-road and closed road races, and encourage cycling in people's travel plans to and from an event.	Ongoing
4.6 Support the National Parks and Wildlife Service (NPWS) development and delivery of Illawarra Escarpment mountain bike trails, including associated infrastructure.	Ongoing
4.7 Develop and deliver the Cringila Hills Recreation & Mountain Bike Park.	1-2 years
4.8 Fund and establish a multi-use criterium track within Wollongong.	1-2 years
4.9 Continue to work with and support the investigation and business case development for formal sport, educational and recreational cycling facilities such as learn to ride facilities, pump tracks and BMX facilities.	Ongoing
4.10 Collaborate with our partners to deliver regionally significant cycling tourism infrastructure such as the Grand Pacific Walk and the Lake Illawarra Shared Path Masterplan	Ongoing
4.11 Develop a framework to facilitate parkland bike track pilots, and catalogue these trails in Council's cycleway mapping.	Ongoing

NEW ZEALAND & VICTORIA CYCLING TOURISM SUCCESS STORIES

Research conducted by New Zealand Tourism found that visitors to the country who undertook cycling activities during their stay spent more and stayed longer. These visitors spent 20% more than the average visitor and stayed more than 50% longer. They also visited more regions, rather than sticking to major cities, which is a welcome trend for a regional city such as Wollongong.

Source: www.tourismnewzealand.com/media/3076/special-interest-infographic.pdf

Tourism Research Australia has investigated the drivers of cycling tourism in Victoria. They found that 41% of these types of trips were day trips, which is good news for Wollongong that has a visitor economy heavily weighted to day trippers (75% of visitors to Wollongong come for the day only).

This research identified four key attributes that cycling visitors are looking for:

1. Downloadable maps
2. Accessible online information
3. Extensive cycle paths and trails
4. Websites that provide comprehensive cycle trip planning information.

Source: www.tra.gov.au



Image: Miles Holden, Tourism New Zealand

PRIORITY 5: INNOVATION

As the City of Innovation, Wollongong has a role in the future development of cycling. This includes employing new data collection methods, more sustainable materials and developing tools to encourage cycling accessibility. Council can facilitate this innovation and support businesses and researchers in this field.

ADVANCED MANUFACTURING OPPORTUNITIES

Australia currently imports bike frames and most component bike parts. However, there are manufacturers and designers involved in developing specialist parts, accessories and clothing for recreational and competitive riding. As Wollongong develops its cycling credentials then, combined with its strong advanced manufacturing base, it would potentially become an attractive location for these types of businesses.

IMPROVING CYCLING ACCESS THROUGH TECHNOLOGY

A major barrier to many beginning or continuing bike riding is the physical effort required to sustain speeds for long periods of time, on inclines and along rough terrain. Recent advancements in electronic bicycle technologies, commonly known as e-bikes, have reduced the cost of entry and the distances e-bikes can travel between charges.

E-bikes enable riders to sustain their speed for an extended period of time, climb hills with ease, and arrive to work, school and shops sweat-free potentially reducing the demand for shower and change facilities.

DESIGN INNOVATION

Using innovative design can result in cycleways being delivered at relatively low cost and quicker than conventional methods. Potential usage can also be gauged by introducing quick and less expensive pop-up cycleways to help determine where longer-term cycleway investment can be best directed.

For example, the decreased use of public transport due to social distancing requirements around COVID-19 resulted in an increase in cyclists in many cities. This was clogging existing cycleways and causing safety concerns on roads. In Berlin they solved this problem by installing 'pop-up' cycleways on high-use routes. They closed one lane of a road to cars and erected a temporary barrier between the cars and bikes to deliver a low-cost, temporary cycleway. Clear road markings and the barriers mean cars can clearly see they are no longer allowed in that lane and cyclists can ride to work or school safely. Once the COVID-19 impacts decrease and public transport patronage returns to normal levels then these cycleways can be removed. Or if riding becomes permanently more popular, then a long-term solution can be found. This type of approach could also be used to provide temporary additional active transport options for events to minimise car use and encourage people to ride to the site.

TECHNOLOGY INNOVATION

The areas of smart phone and wearable technology are already well-used by recreational and competitive cyclists and further advances in this area is likely. Maps, activity tracking, bike security and child safety are common themes of these types of applications. By creating a supportive cycling environment, Council hopes to encourage technology developers to the city.

EDUCATION INNOVATION

Council is supporting an initiative by Cycling Australia to introduce a Ride Nation School in Wollongong. The program will:

- Provide bike education to 10,000 primary school age children,
- Connect school children and their families into community bike programs and activities,
- Train a workforce of teachers, volunteers and coaches to deliver the education in a variety of settings,
- Create a one stop shop for all riding related programs and activities in the area,
- Increase bike safety, awareness and proficiency, and
- Encourage ongoing bike riding participation beyond school years.

SMART CITY-BASED RESEARCH AND DATA ANALYTICS

Understanding how networks operate and interact is a critical part of transport analysis and Council welcomes any opportunities to partner with organisations, universities and TAFE's on projects that will contribute to our future planning decisions.

The University of Wollongong (UOW) is an important institution of the city and, through its expertise in systems planning, can contribute to delivering better cycling opportunities. UOW's SMART Infrastructure facility brings together experts from fields such as rail, infrastructure systems, transport, water, energy, economics and modelling and simulation, providing 30 state-of-the-art laboratories to facilitate this important research.

The Smart Cities & Communities research group uses data-driven models and multi-disciplinary approaches to explore how cities can create more liveable neighbourhoods, open spaces and workplaces. This incorporates how people move around cities, including using active transport. Using Smart City tools, such as sensors, to track cycling activities will improve understanding of which aspects of this Strategy are most effective and allow Council to make informed decisions about future policy changes and investments.

ACTIONS		TIMEFRAME
5.1	Develop and deliver innovative cycling infrastructure design solutions such as pop-up cycleways, interim facilities, shared streets and cyclist head starts at traffic signals.	Immediate
5.2	Support innovative technology solutions in the cycling industry, such as smart phone apps, e-bikes and bike share schemes.	Ongoing
5.3	Develop best-practice cyclist data collection and evaluation programs, including before and after intervention counts, annual and permanent site counting, interactive feedback mapping and annual community surveys.	Immediate
5.4	Collaborate and trial programs with partners such as universities on innovative approaches to active transport matters. These programs may include the development of innovative and sustainable materials, infrastructure, technology, and production methods.	Ongoing
5.5	Support educational innovation that delivers increases in cycling participation rates.	Ongoing
5.6	Support the development of future cycling excellence through pathway programs such as those delivered by the Illawarra Academy of Sports and explore the potential for the creation of a centre of sporting excellence.	Ongoing
5.7	Support the local pilot of the State-wide rider education program.	Ongoing

Helen & Steven, Lake Illawarra



4. IMPLEMENTING THE WOLLONGONG CYCLING STRATEGY 2030

HOW COUNCIL IS DELIVERING THE STRATEGY AND AIMING TO MEET ITS TARGETS

There are tried and true strategies for designing, implementing and monitoring cycling infrastructure. Standardised infrastructure treatments and best practice have already been developed by great cycling cities Portland Oregon¹⁴, Copenhagen Denmark¹⁵, Vancouver Canada¹⁶, Christchurch New Zealand¹⁷ and more locally in cities like City of Sydney¹⁸ and City of Melbourne¹⁹. We also have adopted guidelines from organisations like NACTO²⁰ and Austroads which support this work.

We are optimistic in how we can improve cycling participation and perception in Wollongong over the next 10 years. To achieve our goals, we will need to objectively align our priorities to projects that are strategically important to the success of cycling in Wollongong. We need to focus on improving cycling access to our largest future user groups in the short term, ensuring that we build the base participation rates within the city that promotes cycling in everyday life. In addition, we need to keep our community informed of cycling opportunities, initiatives and listen to their feedback.

We will use objective prioritisation techniques that reflect best practice, available data and current research when developing projects. This will ensure we implement our priorities, and construct projects that provide the greatest benefit to the community. Our highest priority projects will be reflected in our ongoing improvements to our Infrastructure Delivery Program (IDP).

As part of critically reviewing the successes of the Bike Plan 2014-18 it was clear many actions were not delivered. We cannot achieve our cycling vision for 2030 alone, and greater partnership, collaboration and support is needed for us to become the place to ride.

FORMATION OF THE WOLLONGONG CITY COUNCIL CYCLING FUNCTIONAL GROUP

In-line with our commitment to delivering on our vision to be the place to ride, Council has formed the Cycling Functional Group. This working group covers all of Council's functional areas including planning, policy, design, funding, construction and maintenance of cycling assets and programs. This functional group will coordinate the whole of Council response to improving cycling in Wollongong.

A CONNECTED COMMUNITY

Given where we are and our goals for the near future, we will rapidly expand the cycling network as quickly and as safely as we possibly can, through:

- Formalising low-speed, low-vehicle traffic, low-cost mixed-traffic routes and cycling streets
- Rolling out on-road cycling routes in high-activity areas (where road space is contested), through road space re-allocation projects where there are opportunities to better manage on-street parking supply and demand
- Prioritising the implementation of infrastructure that connects our community and provides the largest benefit-to-cost outcome
- Upgrading traffic light signals to provide appropriate priority to cyclists where cycling routes intersect.

These short-term improvements will produce long-term gains; investing in major amenity, widespread awareness and appropriate treatments for the appropriate places, and are explored further in our implementation plan.

TARGETS & MEASURING PROGRESS

We have set our vision for cycling in Wollongong and outlined the strategies and actions we will undertake to deliver that vision. This table presents our targets. They are optimistic, however if we successfully implement our strategic actions, they are achievable by 2030.

INDICATOR	BASELINE	2025	2030	DATA SOURCE	FREQUENCY
Average growth in cycling participation at key sites across the LGA	2020 surveys (pre-COVID-19)	150%	200%	Temporary and fixed counters	Biennial
Proportion of residents who rode a bike within the last week	12.90%	15%	20%	NCPS - Wollongong	Annual
Proportion of women who cycled within the past week	10.5%	12%	15%	NCPS - Wollongong	Annual
Proportion of 10-17 year olds who cycled in the past week	25%	30%	35%	NCPS - Wollongong	Annual
Proportion of new engaged riders (started riding in the past year + returned to riding after a break of over a year)	21%	30%	35%	NCPS - Wollongong	Annual
Proportion of responses reporting that cycling is better and much better in Wollongong since 2020	19%	30%	40%	NCPS - Wollongong	Annual
Number of people attending Council-held cycling events, e.g. Ride the Gong	182	400	600	measured	annual
Proportion willing to consider cycling for transport ("interested" and "cautious")	24%	35%	40%	NCPS - Wollongong	Annual
Reported serious and fatal injury for crashes involving cyclists within the Wollongong LGA over a five-year period	156	120	70	TfNSW Crash Data	Annual
Reported level of comfort (comfortable + very comfortable)	56%	70%	75%	NCPS - Wollongong	Annual
Proportion of journeys to work by bike	0.70%	1%	2%	Census	5 years
Proportion of cycling trips into Wollongong CBD	0.70%	1.50%	4%	Census; Measured	5 years
Proportion of cycling reported for transport	20.6%	22%	25%	NCPS - Wollongong	Annual
Percentage of key destinations with quality end-of-trip facilities	TBC (2021)			Measured	Annual
Percentage of state and regional road routes with an off-road cycleway or shared path	TBC (2021)			Measured	Annual
Proportion of residents living within 250m of a formal cycling route	TBC (2021)			GIS and Census data	5 years
Cycling network length	130km	+35km	+85km	Asset Database	Ongoing

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Tramway, Wollongong

NOTES

Wollongong 20
CYCLING
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OUR PLACE
our voice
OUR FUTURE



CYCLING STRATEGY

ENGAGEMENT
REPORT

DECEMBER 2019

Z19/251820

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The information in this report is based on data collected from community members who chose to be involved in engagement activities and therefore should not be considered representative.

This report is intended to provide a high-level analysis of the most prominent themes and issues. While it's not possible to include all the details of feedback we received, feedback that was relevant to the project has been provided to technical experts for review and consideration.

Executive Summary

Council is developing a Cycling Strategy 2020-2030. It will include a review of the Wollongong City Council Bike Plan 2014-2018 and community engagement to establish the current vision for cycling in Wollongong for everyone. The aim of the new strategy is to increase cycling participation at all levels, guide Council planning for events, education campaigns and to review cycleway infrastructure priorities.

Council asked the community to share their thoughts on how they would like to see cycling developed in Wollongong and how to continue to make Wollongong cycle friendly for everyone. The community engagement period for this project started on 28 October and concluded on 9 December 2019. An online survey was developed to enable the community to submit their thoughts.

Information about the engagement was provided in a variety of ways. Signage inviting the community to attend information stands and complete the online survey was installed at strategic locations along the cycleway. A notice of the exhibition was published in the Advertiser on 6 and 13 November 2019. Cycling Strategy Postcards were distributed at the Sydney to Gong and to cafes and bike shops in the LGA. Posters were displayed in Council facilities including Leisure Centres. Emails were sent to key stakeholders and schools in the local government area providing them with a link to the Council webpage that contained Frequently Asked Questions (FAQ's), the online survey and information stands details. Hard copies of the FAQs and survey (feedback forms) were available at Council's Customer Service Centre, all Wollongong Council Libraries and at the information stands at North Beach Wollongong and Bulli Beach on 16 November 2019 and Port Kembla Pool on 23 November.

Community participation during the engagement period included 58 attending the information stands, 429 online surveys completed, 5 written submissions, two from groups representing a community action organisation and a group representing disabled riders and workshop contributions from 8 members of the Walking, Cycling and Mobility Reference Group. Over a thousand people viewed the Cycling Strategy web page on the Council website and 735 people went on to view the information in more detail.

The on-line survey asked the community for details on how and why they ride a bike, reasons they do or don't cycle, their bike journey/s and demographic questions. Most people completing the survey indicated they ride a bike, more ride every day than at least once a

week, some people ride between twice and six times a week and the remainder ride less frequently, either once a month or fortnightly.

More survey respondents considered themselves as a cyclist than those who don't. Those not considering themselves a cyclist said they don't ride regularly enough, or they ride for transport or socially only. Some said they weren't cyclists because they don't have the right gear, wear Lycra, ride fast or in packs or identify as part of the cyclist community, cycling wasn't their sport or hobby, and some believe cyclists have bad reputation. A few just don't want to be considered as a cyclist.

More riders consider themselves to be casual or leisure cyclists than on-road cyclists, cycling for commuting was mentioned more than mountain cyclists and some said they were unsure what type of cyclist they are. A number of people explained they enjoy more than one type of cycling. Cycling on-road and the bike path were equally mentioned. Off road trails were popular followed by cycling on the footpath and one person said they road at a cycling facility. Some indicated they cycled on a combination of surfaces.

Cyclists said they ride for more than one reason with exercise the most popular reason followed by scenic, for fun, social and environmental reasons, sport and for commuting.

Most people indicated three or more reasons stopped them from cycling including lack of bike lanes on roads, motorist behaviour, lack of off-road dedicated bike paths, safety, poor bike path connections, condition of paths and roads listed as the main reasons.

Responses to questions about bike journeys revealed most people cycle to several regular destinations, others only cycle to the same destination and some cycle to different destinations. People cycle more regularly across several suburbs than between suburbs or within the one suburb. An equal number of people cycle on-road as off-road. The distances people travelled varied from 1km to between 500 and 700km per week. More people travelled short distances, some rode between 50 and 70kms with a few travelling more than 70kms a week.

The issues cyclists noticed on their journeys included: hazards such as overhanging vegetation; lack of cycling lanes; cars parking in bike lanes; narrow roads and shared paths; poor maintenance of and connections between shared path and on-road bike lanes. The need for major improvements to cycleways across the LGA. Driver/pedestrian behaviour as well as the need for more cycleways, creating physical separation between cyclists and pedestrians

5

and more mountain bike trails were included in the feedback. Praise for the coastal cycleway was included in the comments.

When asked to provide comments that may assist Council in developing the Cycling Strategy for Wollongong ideas about facilities were mentioned more than any other suggestions. A lot of comments were provided on policy, some on rules and behaviour, mountain bikes and a few thoughts on new technology.

The survey was completed by more males than females, more Wollongong post code area and northern suburb residents provided feedback and those aged between 35-49 participated more than any other age group in the survey.

Background

Council is developing a Cycling Strategy for 2020-2030. It will include a review of the Wollongong City Council Bike Plan 2014-2018 and community engagement to establish the current vision for cycling in Wollongong and to create a cycling city for all.

The aim of the new strategy is to increase cycling participation at all levels, for exercise and recreation, and as a means of getting from home to work, school, shops and the beach. More people riding has benefits for our community with improvements in the environment, tourism, transport system and our economy.

The Strategy will guide Council planning for events, education campaigns and to review cycling infrastructure priorities. It will include how we plan for and deliver better and safer cycling-related facilities that encourages everyone in our community to ride.

The Cycling Strategy will be a whole of city plan and not limited to Council responsibilities. It will be supported by an Implementation/Action plan.

Methods

Stakeholders identified prior to the commencement of the engagement period included:

- Whole community
- Bike Shops
- Cyclist groups
- Neighbourhood Forums
- Walking, Cycling and Mobility Reference Group
- Register of Interests for Accessibility
- School children

Our Methods

Table 1: Details of Communication and Engagement Methods

Methods	Details of Methods
Communication Methods	
Presentation	Information about the proposal was presented at the Walking, Cycling and Mobility Reference Group
The Advertiser	Details of the engagement, information stands Engagement HQ webpage were included in Council's Community Update pages on 6 and 13 November 2019
Email to key stakeholders	An email was sent to key stakeholders
Email to schools	An email with a link to the website sent to all schools in the LGA for inclusion in their school newsletters.
Info packs	Frequently asked question sheets and hardcopy feedback forms were made available at all Council libraries
FAQ's	A Frequently Asked Question sheet was published on the project webpage and distributed at the information session
Poster	A poster was produced to encourage community feedback
Corflute signs	Corflute signs were produced and placed in strategic locations across the cycleways throughout the LGA.
Postcards	Postcards were produced and distributed at Sydney to the Gong event, cafes, bike shops to encourage community feedback
Engagement HQ Website	The project webpage hosted background info and supporting documents including Frequently Asked Questions with information on the aim of the cycling strategy
Engagement Methods	
Engagement HQ Website	Online survey tool to capture participant's feedback
Feedback Form	A hardcopy feedback form was made available at Council Libraries and at the information stands
Community Information Stands	Three information stands were held to provide the community with an opportunity to find out more about the proposed strategy. FAQs, feedback forms and maps of the LGA were available. Traffic engineers working on the Cycling Strategy were on hand to answer questions.

Results

All stakeholders and the wider community were invited to provide feedback on the cycling strategy. This section provides details on the participation at engagement activities (Table 2), and the feedback received during the exhibition period.

Engagement Participation

Details of the number of participants for each engagement activity are presented in Table 2.

Table 2: Engagement participation results

Engagement Activities	Participation
Walking Cycling and Mobility Reference Group workshop	8
Information stand – North Beach	34
Information stand – Bulli Beach	16
Information stand – Port Kembla Pool	8
Online Participation <ul style="list-style-type: none"> • Aware – Total number of users who viewed the project page 1,108 • Informed – Total number of users who clicked a hyperlink, e.g. to download a document 735 • Engaged – Total number of users who actively contributed to the project, e.g. submitted feedback via the online form 428 	

Survey Results

During the engagement period 429 surveys were completed, five submissions were also received, including feedback from two groups and feedback was provided from the Walking Cycling and Mobility Reference Group workshop. The survey response themes are presented in four parts: Part A – how and why you ride a bike/cycle; Part B – reasons you do or don't cycle; Part C – your bike journey and Part D – respondents demographics. None of the written submissions included responses to every survey question. However, comments were made that may assist in developing the Cycling Strategy and on ways to improve cycling experiences and comments.

PART A: Understanding how and why people ride a bike/cycle in Wollongong LGA

This section of the survey asked: do you cycle, how often you cycle, do you consider yourself a cyclist, what type of cyclist are you, and where do you mostly cycle.

Do you cycle and how often do you cycle?

Most people completing the survey indicated they ride a bike. More ride every day, followed by least once a week, some ride every day and fewer people ride between twice and six times a week. The remainder ride less frequently, either once a month or fortnightly.

Do you consider yourself a cyclist?

More survey respondents consider themselves as a cyclist than those who don't. Reasons stated for not being a cyclist included they don't ride regularly enough or because they ride for transport or socially only. Others said they weren't cyclists because they don't have the right gear or wear Lycra, ride fast or in packs or identify as part of the cyclist community, cycling wasn't their sport or hobby, and some believe cyclists have bad reputation. A few just don't want to be considered as a cyclist.

What type of cyclist are you?

When asked to say what type of cyclist they are more riders consider themselves to be casual or leisure cyclists than on-road cyclists. Cycling for commuting was mentioned more than mountain cyclists and some said they were unsure what type of cyclist they are. A number of people explained they enjoy more than one type of cycling. The survey did not allow people to tick more than one type of 'cyclist' and three people commented on this.

Where do you mostly cycle?

Riding location results were evenly spread between cycling on the bike path and on-road.

Off road trails were popular, followed by cycling on the footpath. Only one person said they road at a cycling facility. People who ticked the "other" option when asked to specify indicated they cycled on a combination of surfaces. It was pointed out that the survey should have allowed respondents to tick more than one option.

PART B: Understanding the main reasons people in Wollongong cycle

This section of the survey asked: reasons you cycle; reasons that prevent/stop you from cycling more; changes in cycling in Wollongong in the last five years; importance of improvements for a better cycling experience; cycling events in Wollongong and ways to improve your cycling experience. A summary of the responses given appear below.

Reasons you cycle

Many cyclists completing the survey ride for more than one reason. Exercise is the most popular reason for cycling. Next was scenic followed by for fun, then social reasons, environmental reasons, for sport, commuting, because there are good bike paths, shared paths, the cost, practical use, easy to park, freedom to travel when you like, bikes provide easier access to facilities. Fewer people said it was because they are unable to drive a car. Less people selected the 'other' option with no one reason being shared by the respondents.

Reason that prevents/stops you from cycling more

The community was asked the reasons preventing or stopping them cycling and most people indicated three or more reasons impact their decision to ride. Less people listed only two reasons stopping them from cycling.

More people selected lack of bike lanes on roads than any other reason for preventing or stopping them from cycling more, followed by motorist behaviour, then lack of off-road dedicated bike paths, safety, poor bike path connections, poor condition of paths and roads were considered the main reasons.

Fewer people said lack of adequate space & misuse of shared pathways; lack of end of trip facilities; difficulty accessing bike path without a car and time impacted their decision to cycle more. Less people indicated there were other reasons preventing or stopping them from cycling with distance to commute by bike too great, possible theft of bike and age/health being the most common 'other' reasons.

Changes in cycling in Wollongong in the last 5 years

The community were asked how cycling had changed in Wollongong in the last 5 years. Not everyone answered this question.

The change mentioned the most was that more people are using bikes including road cycling, mountain bikes and cycling for leisure. Other changes included improved cycleways/infrastructure while a slightly smaller number of people said there was little improvement in cycling infrastructure, followed by drivers being more aggressive to cyclist. Some people believe busier roads, higher population, more traffic and more on-road cyclists were notable changes in the last five years.

A number of people told us shared pathways have become busier and they had noticed an increase in conflict between pedestrians and cyclists. Some respondents said more dogs walking on the shared pathways have also contributed to the congestion making it difficult for all to navigate and enjoy the facility. Residents believe that there has been no change in bike commuting, with several reasons including lack of secure bike storage, connectivity of cycling lanes, increased traffic and abusive motorists mentioned.

Importance of improvements in providing you with a better cycling experience

To understand how important suggested improvements are in providing a better cycling experience, the community was asked to select a level of importance for each improvement. Improved road conditions, better awareness/attitude from vehicle drivers, more and better connected, improved bike paths and improved traffic conditions were considered very important improvements. More information about places to cycle and local cycling facilities were considered somewhat important. Availability of bikes to hire were rated as not important, although a similar number of people said they were neutral on this issue. An equal number of respondents said having someone to cycle with was not at all important and others had neutral views on this issue.

Comments on cycling events in Wollongong

Cycling events in Wollongong attracted comments from just under half the survey respondents with a third of that number saying they want more events. The Sydney to Gong Ride was considered a well-managed and supported event. However, concerns over increasing conflicts between residents and riders were raised. A number of respondents mentioned other events, such as the Criterium at Flagstaff Hill as being a well-run event and called for Council to support the upcoming Le Tape event that Kiama LGA is hosting. More family friendly and diverse local scale events were requested, as well as catering for and attracting larger scale events. There was praise for Council in attracting the UCI event, but

concerns over how the city will cope with the influx of people and the poor attitude of motorists towards cyclists was raised. Many said attracting the big events (e.g. UCI) is good for Wollongong in terms of promotion of the city and tourism benefits.

Lack of adequate cycling infrastructure to cater for events (and everyday riding) was raised by many, with dedicated cycling lanes called for to increase the safety of riders. Many commented about the conflict between motor vehicle drivers and cyclists as being a barrier to them participating in events. Councils' role in promoting a better bike riding culture was raised. More education opportunities for bike riders were requested, such as introductory "learn to ride" programs, pop up bike maintenance sessions, off-road learning sessions and on-road group practicals (such as those run by the City of Sydney).

A few respondents mentioned the Bike Week event as a good initiative, suggesting it could be expanded to include a family cycling event and that bike shops could assist by promoting Bike Week. The poor condition of roads the Illawarra Bicycle Club have raced on for many years, including Huntley Road, are preventing people from participating in the Club's events. Having a dedicated cycling circuit would encourage competitive cycling in the area for locals and visitors. One submission suggested cycling should be a standard part of the transport and access plan for all types of major events in the LGA.

Comments to add on ways to improve your cycling experience

The community told us there were a number of ways to improve their cycling experience. Improving infrastructure was the most popular improvement, followed by improving safety. Less people said regular bike path/lane maintenance, providing more mountain bike trails and additional/improved signage were needed. Completing the cycleway around Lake Illawarra was mentioned by some people. Fewer asked for making improvements to specific sites, liaising with cycling groups and better controlled dogs on shared paths. A request for Council to provide rebates on servicing e-bikes was also raised.

Of the written submissions received, comments on how to improve cycling experiences included: signage on existing local lanes and foot bridges; allow cyclists of all ages to legally opt to ride on footpaths; consider cycling in all road planning, designing and construction; provide community education to promote safety for cyclists, pedestrians and motorists; make improvements to all Wollongong cycling infrastructure and there should be a highly linked network of dedicated off-road and on-road bicycle lanes.

PART C: Understanding Your bike journey

Part C of the survey asked the community for destination details, issues and additional comments to assist in developing the Cycling Strategy for Wollongong.

Do you cycle to the same destination on a regular basis?

Not everyone completing the survey answered questions about their bike journey. Most people completing the survey said they cycle to several regular journeys, fewer cycle to the same destination only and some don't cycle to the same location.

The community was asked to list the starting and finishing points for each of their journeys, do they on or off road and the distance they travelled. More people cycle regularly across several suburbs than between suburbs or in the one suburb. The same number of people cycle on-road as off-road. Mountain bike trails riding was mentioned by some people.

Less than a quarter of the surveys received included details of the distances people travelled by bike. Of those who provided details the distances travelled varied from 1km to between 500 and 700kms per week. More people travelled between 1 and 10kms, than between 50 and 70kms. The remaining travelled varying distances with a few more than 70kms a week.

Issues noticed on your journey

We asked the community to tell us what issues they noticed on their journeys. Hazards such as overhanging vegetation, cars parking in bike lanes; and magpies was mentioned more than any other issue. Inadequate cycling infrastructure and facilities such as lack of cycling lanes, signage and bike safety cages at major intersections, narrow roads and shared paths, poor maintenance of roads and cycleways and driver/pedestrian behaviour were mentioned equally.

Other issues mentioned included poor road/path surfaces; poor connections and between shared path and on-road bike lanes throughout the LGA and the desire for major improvements to cycleways. The need for mountain bike trails were also mentioned. Some positive comments were made such as praise for the coastal cycleway.

Additional comments that may assist in developing the Cycling Strategy for Wollongong

Survey comments on facilities were mentioned more than any other types of suggestions, with emphasis on linking mountain bike trails, and cycle paths to public transport, schools, stations, the CBD and the University.

Ideas relating to Policy suggested safe cycling design in all planning including new roads and housing estates was important. Fewer people mentioned rules and behaviour stating improving cycling infrastructure, signage and education for cyclists, motorist and pedestrians needed to build positive attitudes in the community. Requests for additional mountain bikes trails and provision for new technology such as e-bikes was also mentioned. A request was made for Council to locate and publicise charge points for e-bikes.

Additional comments were made in one of the written submissions, including suggestions on the structure of the Cycling Strategy and that the Strategy be integrated into transport, urban greening and the cultural plans for the city.

Comments from the Walking, Cycling and Mobility Reference Group Workshop

Members of the Walking, Cycling and Mobility Reference Group attended a workshop to discuss ideas and issues to assist in developing the Cycling Strategy for Wollongong. Ideas and issues raised included: additional cycling infrastructure in the city; connecting cycling infrastructure to other hubs such as the university and train stations; maintenance of existing infrastructure, additional signage, and providing more end of cycling trip facilities. The group thought the cycling network should include provision for people of all abilities and ages. Dedicated cycling facilities were also mentioned.

Comments from the Information Stands

Community members who attended the three information stands added comments to a map of the LGA. While these comments do not directly align with the survey questions, the issues mentioned included: support for greater connections to the cycleway in the southern suburbs; improving the uneven shared path surfaces along the cycleway; additional signage; safety rails in some locations, more bike racks at popular locations, widen the shared pathway in the northern suburbs and congested roads are too busy to cycle on safely.

PART D: Demographic questions

The survey was completed by more males than females, although residents from across the LGA responded, more Wollongong post code area residents and northern suburbs residents and those aged between 35-49 completed more surveys than any other age group, followed by residents in the 50-59 age group.

National Cycling Participation Survey

2020

WOLLONGONG CITY COUNCIL





National Cycling Participation Survey 2020

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1 Introduction

1.1 Background

The National Cycling Participation Survey (NCPS) is a standardised survey that has been repeated biennially since 2011. The NCPS provides data on cycling participation at a national level and allows for estimates of participation for each state and territory, and the capital cities and non-capital areas within each state and territory. However, the sample sizes are inadequate for analysis at the local government level. Local governments may commission the survey in order to support their efforts to encourage bicycle riding within their communities

The primary objective of the survey is to measure *participation* rather than *travel*. Participation is defined as the number of individuals who have cycled for any journey or purpose and in any location over a specified time period. By comparison, travel is the number of cycling trips that occurred over that time period, and may include the distance travelled, purpose and so on. Participation is much easier to define, and for individuals to recall, than travel. It is reasonable to expect an individual would remember whether they had ridden a bicycle over the past week, month or year, but far less likely they would be able to accurately recall the number of trips they have made over that period. Further details on the method and results used in NCPS are reported in detail elsewhere¹.

The survey fieldwork was conducted between March and May 2020 and spread over the period to reduce the effects of weather on cycling participation. The survey was conducted in a similar period in previous years. However, it should be noted that this period in 2020 coincided with significant restrictions on movement imposed by the response to the COVID-19 pandemic.

The survey is a telephone-based survey of residents of the study area. The sample was sourced from two commercial phone number lists (Alpha Five and Survey Pages). A random sample of landline and mobile numbers within each geographic area was selected from the Alpha Five list and a 70/30 split between landline and mobile numbers was obtained from the Survey Pages list with an intentional bias towards younger age groups (as these groups tend to be under-reported in telephone surveys).

As cycling participation is greatest among children, it is critical that the survey have coverage of this group. Data on cycling participation of those aged under 15 is obtained by asking an adult in the household to report on behalf of other household members, including children. The survey fieldwork is undertaken by Market Solutions Pty Ltd and the data analysis and reporting is provided by CDM Research.

¹ Munro, C. (2011) *Australian Cycling Participation: Results of the 2011 National Cycling Participation Survey*, Austroads Publication No. AP-C91-11.



1.2 Perception indicators

An extension to the survey provides a series of attitudinal indicators which provide information on:

- feelings of comfort while riding in the municipality,
- change in cycling conditions over the past 12 months,
- barriers to riding for different purposes (commuting, education, shopping, recreation and to access public transport), and
- priorities for council to consider in improving cycling conditions.

As these questions require some insight into current cycling conditions only individuals who had ridden at least once in the past 12 months in the local government area were subject to these questions. Those who had not ridden at all in the past 12 months, or had only done so outside the municipality, were excluded from these questions. The barriers to cycling by non-cyclists has been widely studied and so are well understood.

In addition to the perception questions the other main change to the cycling participation survey was to select the main respondent randomly from all household members aged 15 or above (using the next birthday method). This method avoids biases that are introduced by speaking only to the household member who answers the phone (who is **not** a randomly selected household member). This bias was unimportant with the cycling participation survey, as:

- a) participation information was sought on all household members (via proxy for all others than the main respondent), and
- b) only objective information (i.e. participation and demographics) were sought.

However, subjective information (i.e. the cycling perception component of the survey) cannot be gathered by proxy, and so it was necessary to ensure that the main respondent was drawn from all household members without bias.

1.3 Weighting

The person-level data are weighted at the gender and age level (2 – 9, 10 – 24, 25 – 49, 50+) to the ABS census 2016 population. The household-level data are weighted to ABS census 2016 household size (1, 2, 3, 4, 5, 6+ usual residents). The number of persons cycling is estimated by expanding the 2016 weights to estimated resident population for 30 June 2019 provided by the ABS.

1.4 Statistical significance

The estimates presented in this report are based on a sample of residents from the Wollongong local government area. These estimates are subject to sampling variability as only a proportion of residents were interviewed. The approach adopted in this report to represent this variability is to identify estimates where the relative standard error (RSE) exceeds 25% (denoted by a *) and exceeds 50% (denoted by **). Larger RSEs imply lower



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accuracy. As such, estimates denoted with a * should be treated with caution and those denoted with ** should be considered unreliable.

In some instances, for example for participation rates, the 95% confidence interval is reported. This represents the range within which we would expect the true population estimate to reside 95% of the time. Significant differences between parameters are present where the point estimate falls outside the confidence interval of a comparison parameter.

1.5 Survey sample

The sample consisted of 683 households containing 1,374 individuals. From the sample of 683 main respondents (i.e. the individual aged 15 or above with the next birthday that was selected for the interview) 96 had cycled at least once in the past year and so were presented with the perceptions component of the survey.

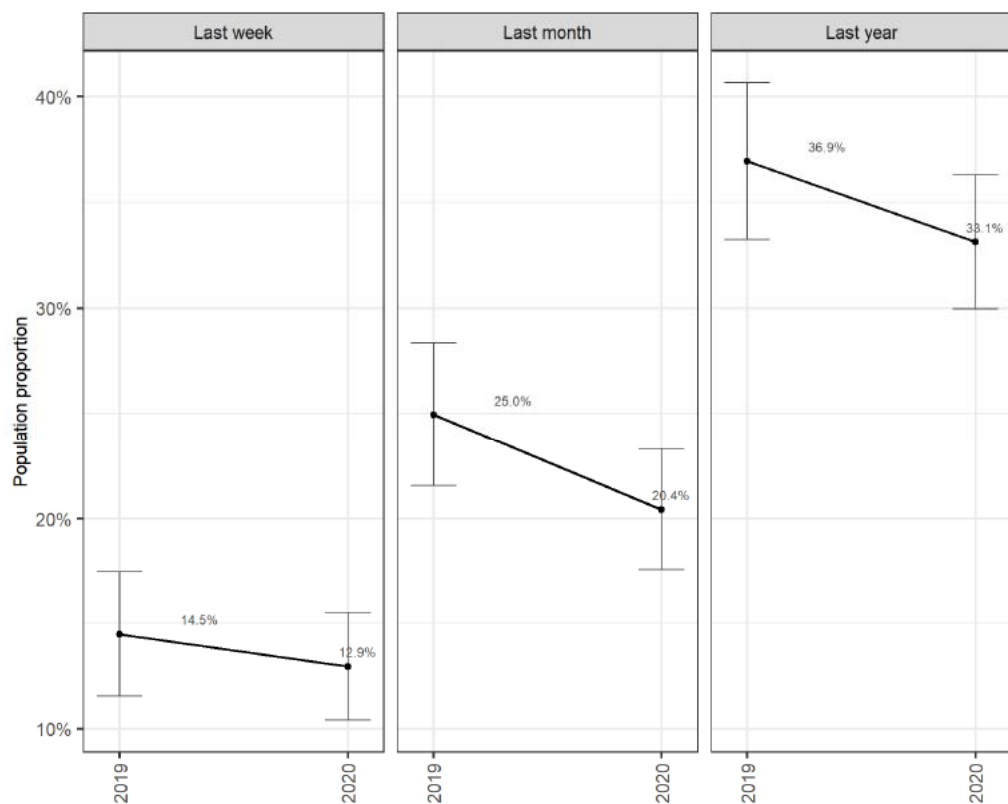
1.6 Regional comparisons

The data presented herein is compared to other relevant areas. Data for these other areas is from the 2019 National Cycling Participation Survey, which was conducted between March and May 2019.



2 Results

The survey suggests that 12.9% (95% CI: 10.4% - 15.5%) of Wollongong City Council residents ride a bicycle in a typical week. One third (33.1%, 95% CI: 30% - 36.3%) had done so in the past year (Figure 2.1). While these proportions are somewhat lower than when the survey was last conducted in 2019 the differences are statistically insignificant when measured over the past week, but are significant over the longer time periods.



Sample: All persons

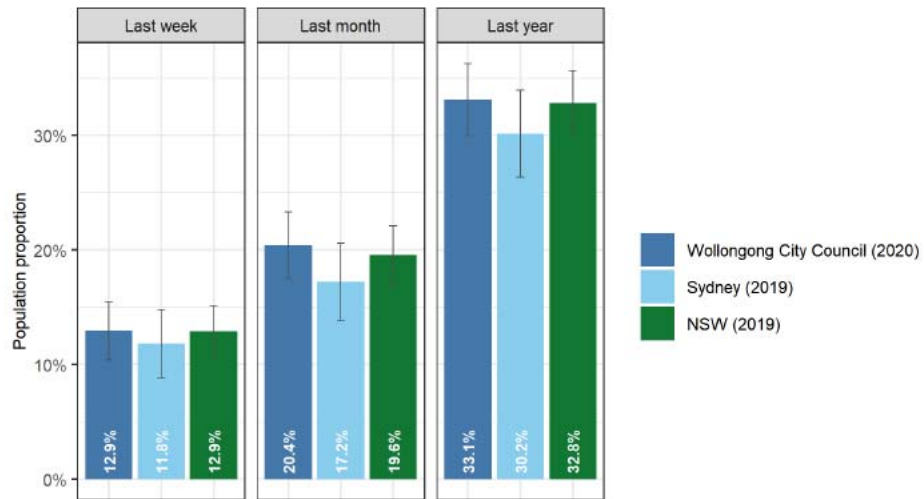
■ Figure 2.1: Cycling participation of residents (error bars represent 95% confidence intervals)

These participation rates translate to approximately 28,200 residents riding in a typical week and 72,200 residents riding at least once in a typical year.



National Cycling Participation Survey 2020

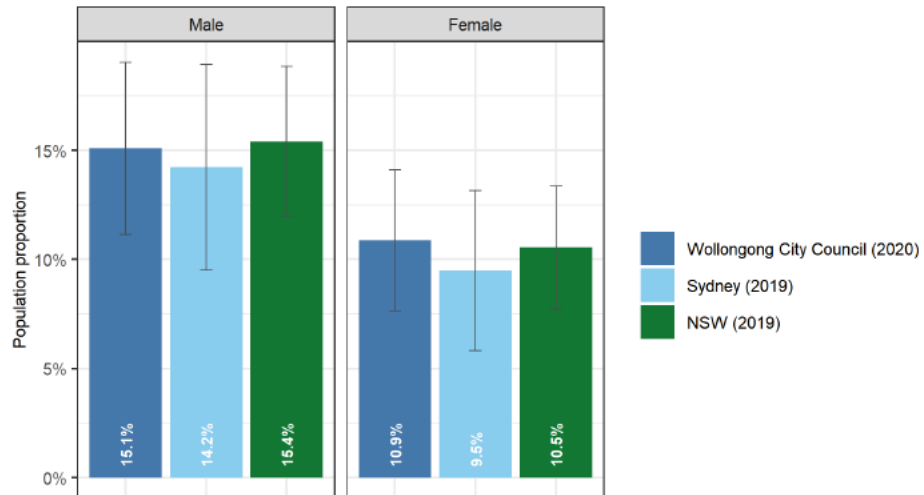
The cycling participation rate by residents of Wollongong are slightly higher than for Sydney and NSW overall when measured over the past month and year (Figure 2.2).



Sample: All persons

■ Figure 2.2: Cycling participation comparison by area

Males are significantly more likely to have ridden in the past week than females (Figure 2.3).



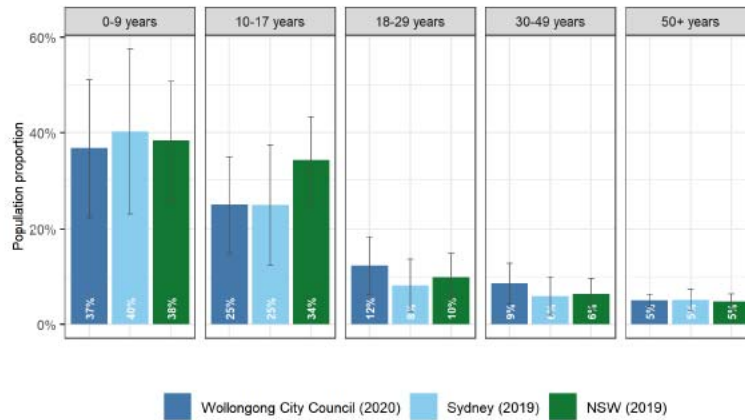
Sample: All persons, cycling participation in past week

■ Figure 2.3: Cycling participation by gender



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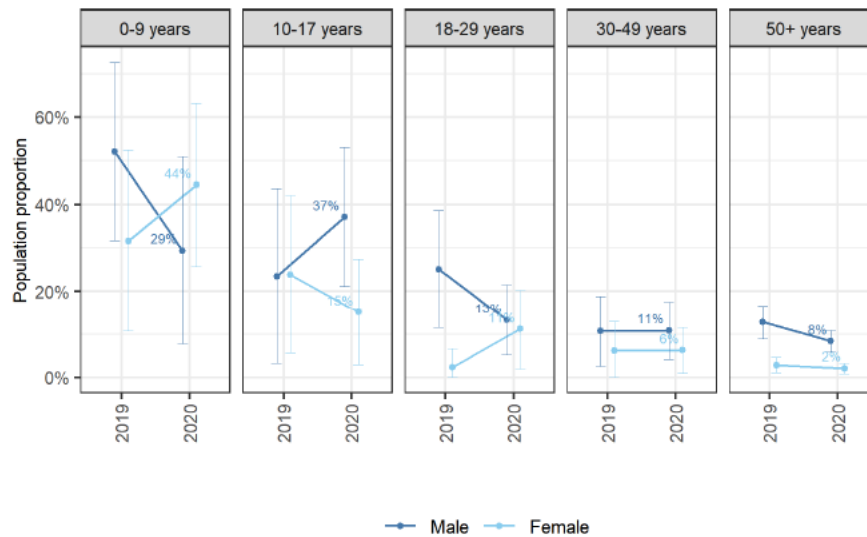
The highest cycling participation rate (measured as those who had ridden in the past week) was among children aged under 10 (Figure 2.4). The participation rate declines among teenagers and adults similarly to other parts of Sydney and NSW.



Sample: All persons, cycling participation in past week

■ Figure 2.4: Cycling participation by age

The participation rate by gender and age group in each of the two years the survey has been conducted is shown in Figure 2.5. The limited sample sizes in each cohort limit the validity of comparisons over time in these cohorts.



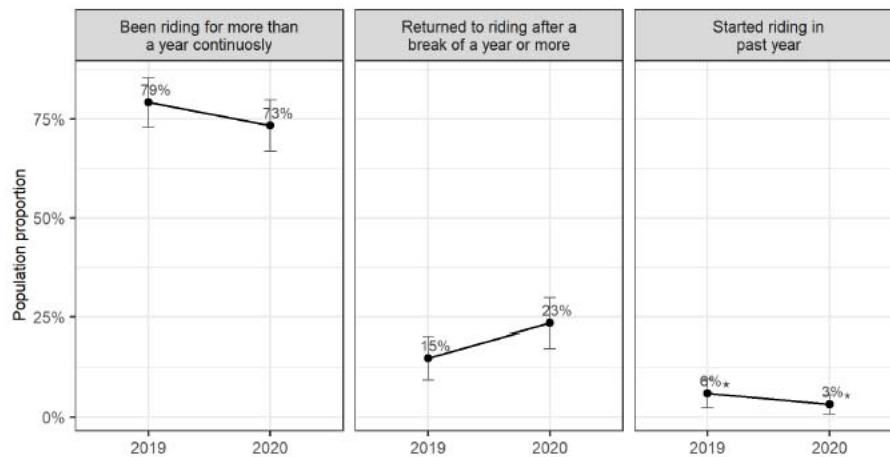
Sample: All persons, cycling participation in past week

■ Figure 2.5: Cycling participation by age and gender



National Cycling Participation Survey 2020

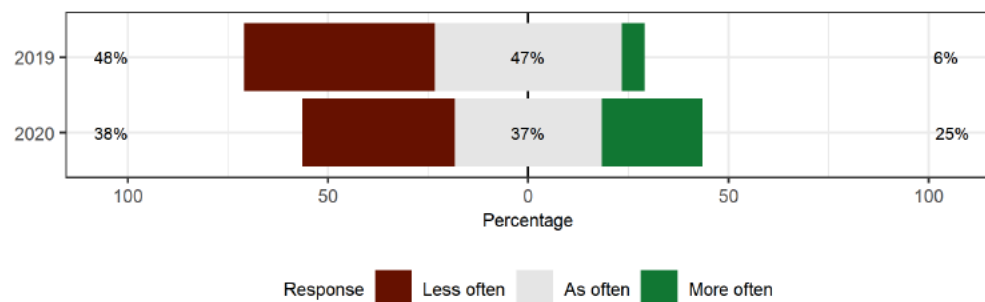
Those who indicated that they had ridden at least once over the past year were asked whether they had been cycling for a long period consistently, had recently started riding again or were altogether new to riding. Around three quarters of riders have been doing so continuously for more than a year with most of the remainder having returned to cycling after a break of a year or more (Figure 2.6). This sample corresponds only to those aged 15 and over, which will contribute to the low proportion of those new to cycling.



Sample: Persons aged 15+ who had ridden in the past year
 * Estimate should be treated with caution.
 ** Estimate should be considered unreliable.

■ Figure 2.6: Cycling history

Among those who had ridden in the past year and were aged 15 or over who had indicated they had been riding continuously for more than a year, more (38%) indicated they were riding less often than more often (25%) (Figure 2.7).



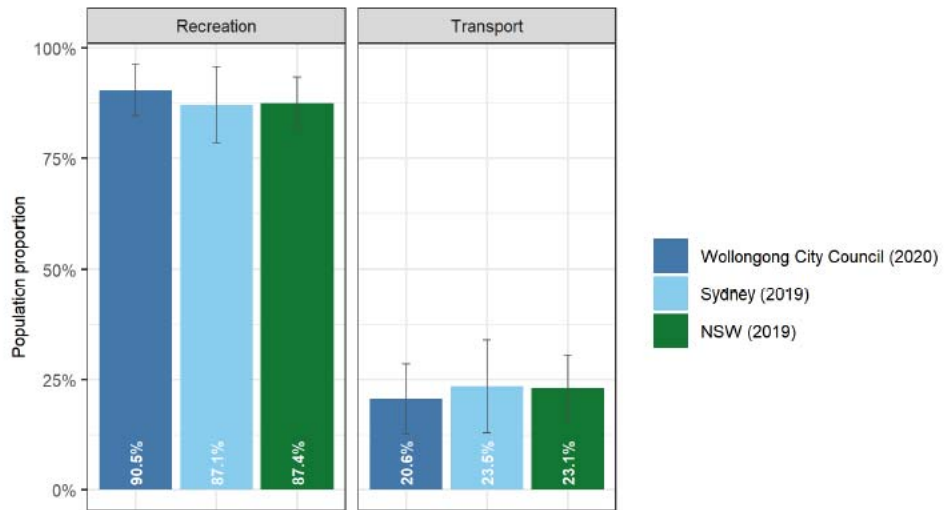
Sample: Persons aged 15+ who had ridden in the past year

■ Figure 2.7: Cycling frequency



National Cycling Participation Survey 2020

Of the residents who cycled in Wollongong in the past month, 91% cycled for recreation and 21% used a bicycle for transport (Figure 2.8).



Sample: All persons who had ridden in the past month

■ Figure 2.8: Cycling for recreation in comparison to cycling for transport

Among those who had ridden at least once in the past month and had travelled at least once for each of the transport purposes (commuting, education, public transport, shopping and visiting friends or relatives) most had ridden for commuting, education or shopping (Figure 2.9). The proportion riding for commuting and shopping may be lower than elsewhere in Sydney while the proportion riding to education may be higher.



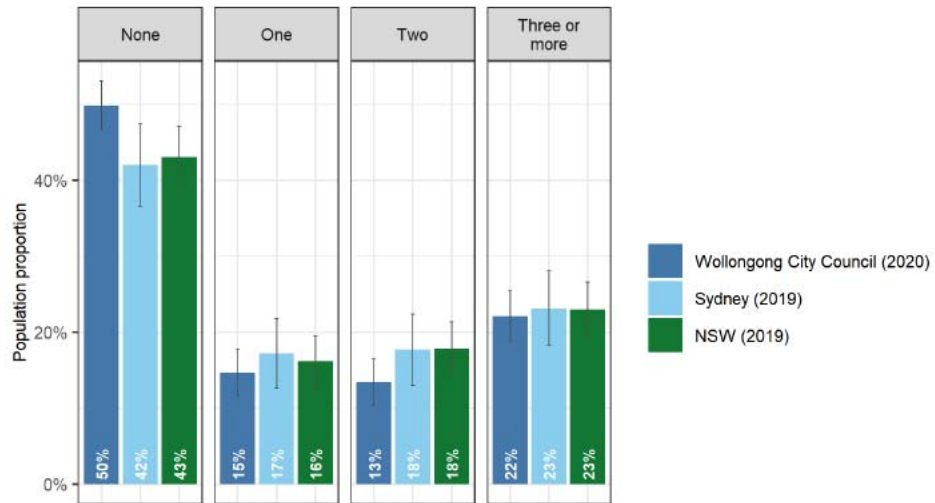
Sample: All persons who had ridden in the past month and who had travelled for each purpose (by any mode).
* Estimate should be treated with caution.
** Estimate should be considered unreliable.

■ Figure 2.9: Purpose of cycling for transport



National Cycling Participation Survey 2020

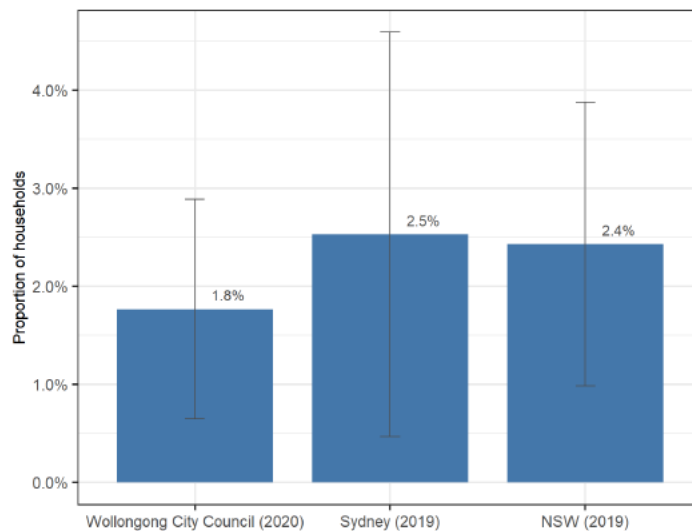
Half of households in Wollongong have access to at least one working bicycle (Figure 2.10). The proportion without access of a bicycle is slightly higher than is typical for Sydney and NSW.



Sample: All households

■ Figure 2.10: Bicycle ownership by household

The proportion of households with at least one electrically assisted bicycle (“e-bike”) is around 1.8% in Wollongong and 2.5% in Sydney (Figure 2.11). It is cautioned that the is wide uncertainty in these estimates.



Sample: All households

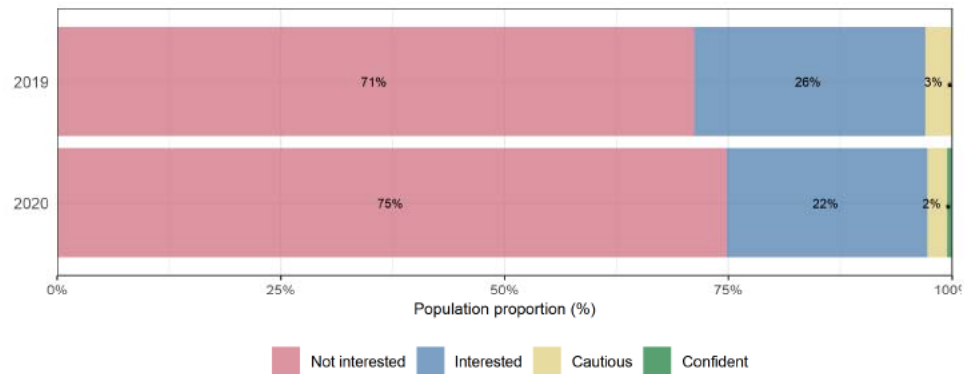
■ Figure 2.11: Electrically assisted bicycle ownership by household



National Cycling Participation Survey 2020

3 Rider perceptions

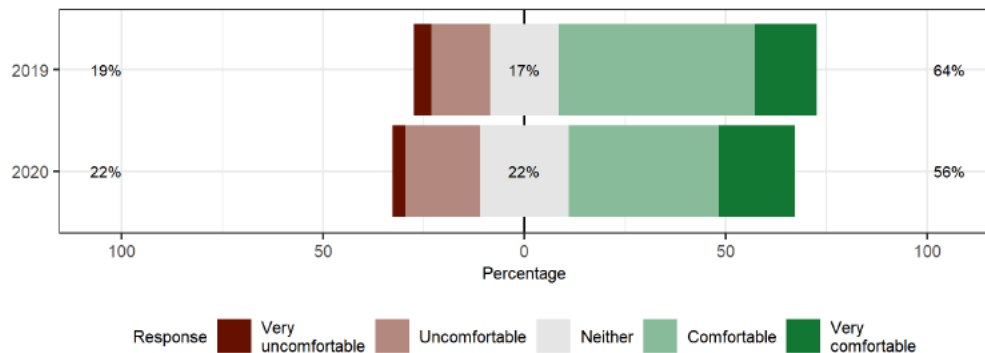
Respondents aged 15 or older were asked a range of questions about whether they would consider riding for transport trips. These respondents were then classified into four categories depending on whether they had undertaken cycling trips for transport over the past month or indicated they would consider doing so. Three quarters of respondents indicated they were not interested in riding for transport, with almost all of the remainder being interested but not actively doing so (Figure 3.1). Around 2% identified themselves as cautious riders; that is, they already ride for transport but prefer circuitous routes to avoid traffic. None of the sample identified themselves as confident (that is, already ride for transport and will take the shortest route irrespective of traffic).



Sample: Persons aged 15+.

■ Figure 3.1: Willingness to consider cycling for transport

Those who had ridden at least once in the past year and were aged 15 or over were asked about their perceptions of riding in Wollongong. Most of those who had ridden indicated they felt comfortable or very comfortable (56%) doing so (Figure 3.2).



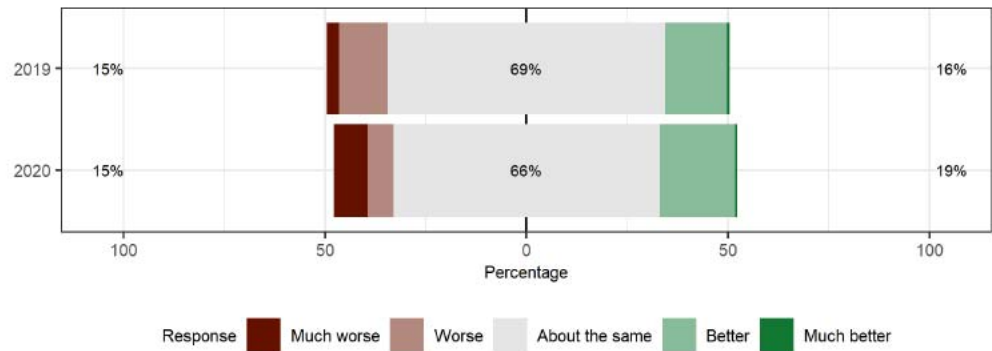
Sample: Persons aged 15+ who had ridden in the past year

■ Figure 3.2: Can you tell me how comfortable you feel riding in your area?



National Cycling Participation Survey 2020

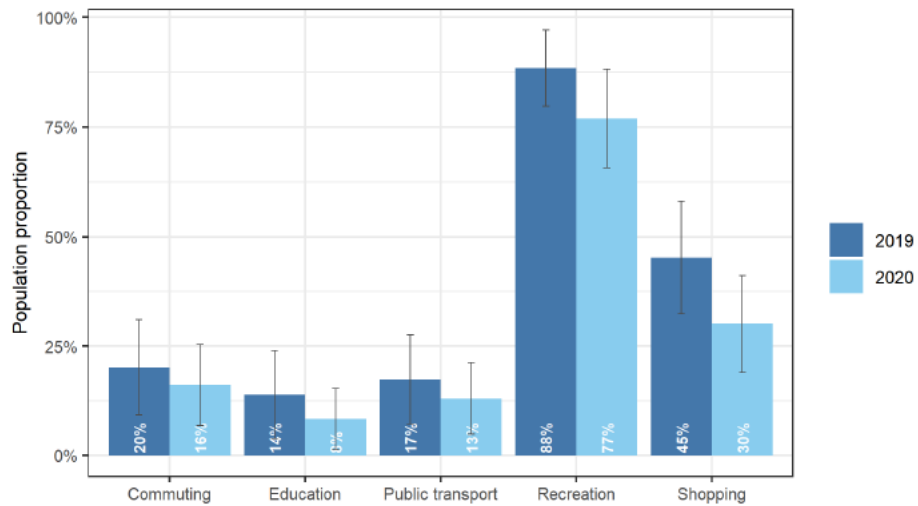
The majority of riders felt that conditions for riding in Wollongong had not changed over the past 12 months (66%) (Figure 3.3).



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

■ Figure 3.3: In the past year, do you think that cycling conditions in your area have become much better, better, about the same, worse or much worse?

Respondents who had ridden in the past year were asked whether they had travelled to work, education (school or university), shopping, public transport or participated in recreational exercise or fitness in the past year. For those that had undertaken these activities, they were asked whether they had ridden a bicycle for any of these purposes. Most of those who had ridden in the past year had done so at least once for recreation or exercise (77%), and 30% had done so for shopping (Figure 3.4).



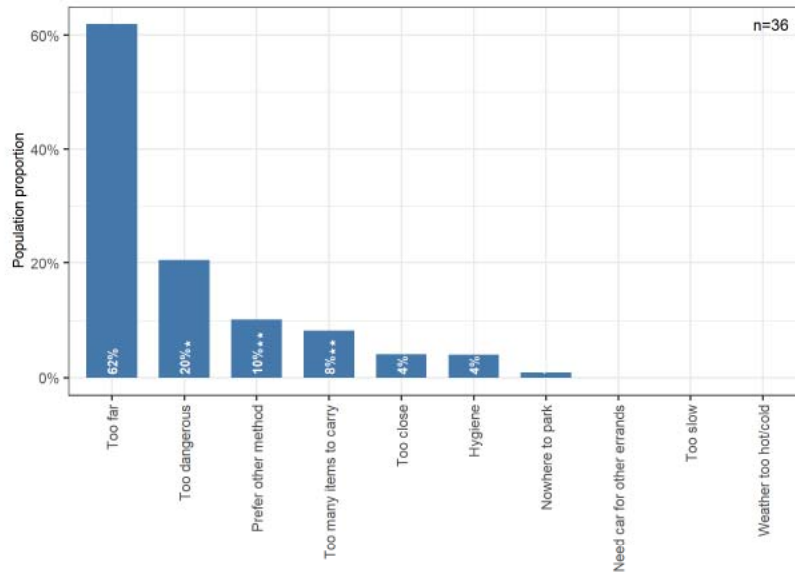
Sample: Persons aged 15+ who had ridden in past year

■ Figure 3.4: In the past year have you used a bicycle for any of these purposes?



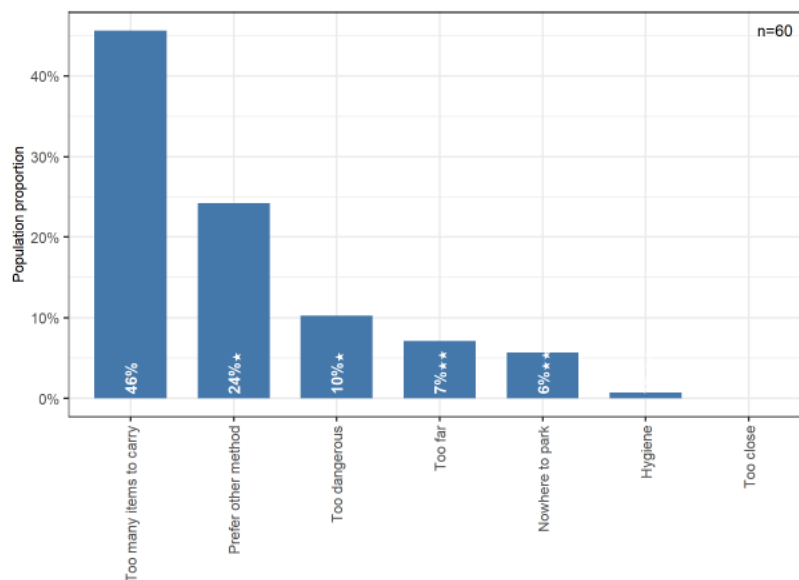
National Cycling Participation Survey 2020

Respondents who had travelled for the activities listed above, and who indicated they had not used a bicycle to do so, were asked why this was the case. For those who had not ridden to work (Figure 3.5) the most cited reasons were that it was too far (62%) followed by it being too dangerous (20%). For those that had not ridden for shopping (Figure 3.6) the most cited reason was that they had too many items to carry (46%).



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

■ Figure 3.5: Why have you not used a bicycle for travel to work in the past year?



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

■ Figure 3.6: Why have you not used a bicycle for travel to shops in the past year?



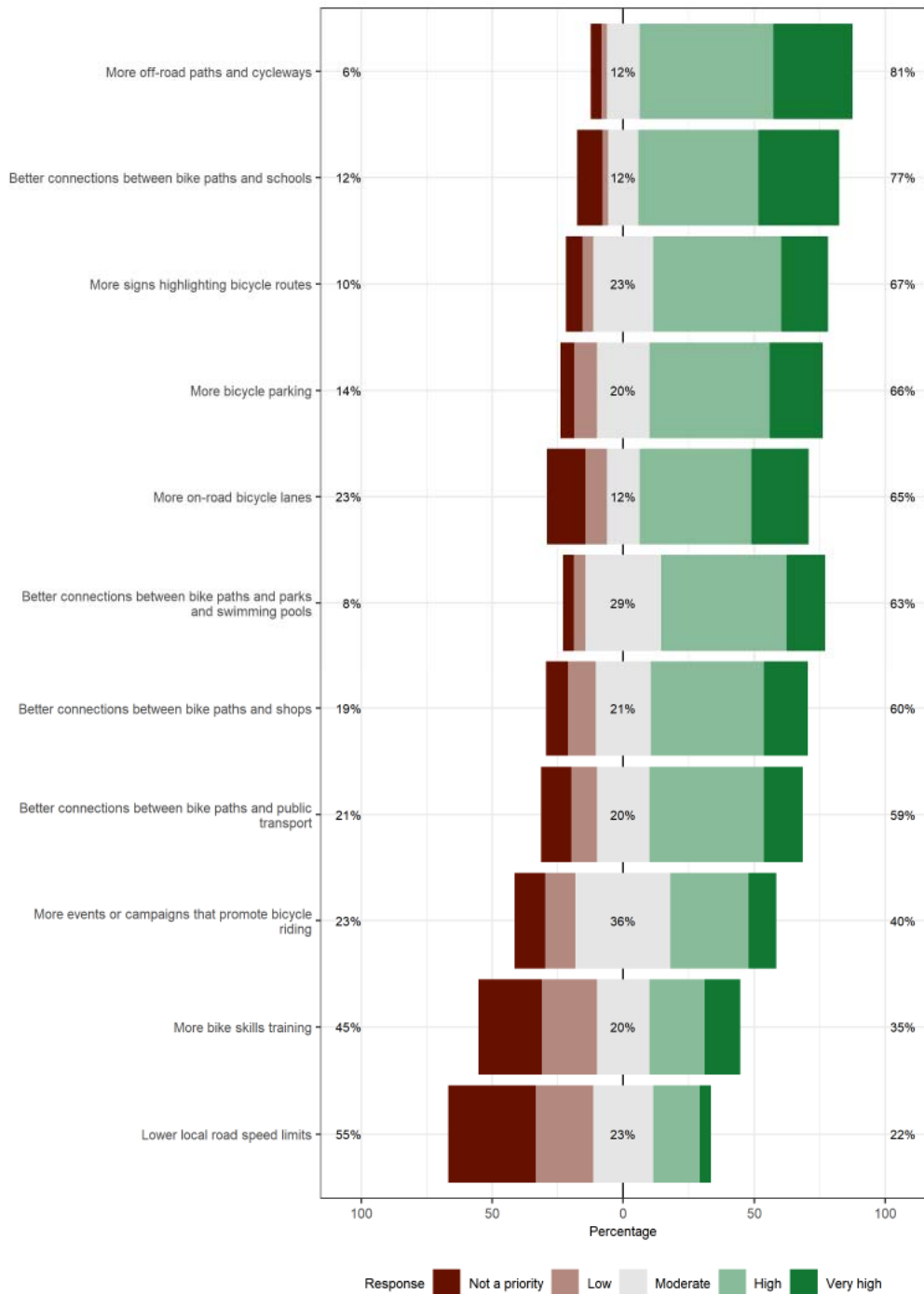
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Respondents were asked to prioritise actions that Wollongong City Council could take to encourage bicycle riding. The most supported actions, as shown in Figure 3.7, were:

- more off-road paths and cycleways (81% of respondents rated this a very high or high priority),
- better connections between bike paths and schools (77%),
- more signs highlighting bicycle routes (67%),
- more bicycle parking (66%),
- more on-road bicycle lanes (65%),
- better connections between bike paths and parks and swimming pools (63%), and
- better connections between bike paths and shops (60%).



National Cycling Participation Survey 2020



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

■ Figure 3.7: How important are the following actions council could take to encourage bike riding?



National Cycling Participation Survey 2020

Appendix A: Data Tables

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



National Cycling Participation Survey 2020

Table A.1: Participation statistics

Sample statistics			
No. of households	683		
No. of individuals	1,374		
Cycling participation	Estimate	95% confidence interval	Confidence rating
% who rode last week	12.9%	10.4%-15.5%	★★★
% who rode last month	20.4%	17.5%-23.3%	★★★
% who rode in past year	33.1%	30.0%-36.3%	★★★
No. who rode last week	28,200	22,700-33,800	★★★
No. who rode last month	44,600	38,200-50,900	★★★
No. who rode in past year	72,200	65,300-79,200	★★★
Participation by demography			
Gender			
% of males who rode last week	15.1%	11.1%-19.0%	★★★
% of females who rode last week	10.9%	7.6%-14.1%	★★★
Age			
% of 0-9 years who rode last week	36.8%	22.4%-51.1%	★★★
% of 10-17 years who rode last week	24.9%	14.9%-34.9%	★★★
% of 18-29 years who rode last week	12.3%	6.2%-18.4%	★★
% of 30-49 years who rode last week	8.6%	4.3%-12.9%	★★
% of 50+ years who rode last week	5.0%	3.7%-6.4%	★★★
Gender by age			
Male: 0-9 years	29.4%	7.7%-51.1%	★★
Male: 10-17 years	37.1%	21.1%-53.2%	★★★
Male: 18-29 years	13.3%	5.2%-21.5%	★★
Male: 30-49 years	10.8%	4.2%-17.5%	★★
Male: 50+ years	8.3%	5.8%-10.8%	★★★
Female: 0-9 years	44.4%	25.7%-63.2%	★★★
Female: 10-17 years	15.2%	2.9%-27.4%	★★
Female: 18-29 years	11.1%	1.9%-20.3%	★★
Female: 30-49 years	6.2%	0.9%-11.6%	★★
Female: 50+ years	2.1%	0.9%-3.4%	★★



National Cycling Participation Survey 2020

Table A.1 (cont.): Participation statistics

Participation by purpose	Estimate	95% confidence interval	Confidence rating
Summary			
% of those who rode in past week for recreation/exercise	90.5%	84.7%-96.3%	★★★
% of those who rode in past week for transport	20.6%	12.7%-28.5%	★★★
Detail			
% of those who rode in past week for commuting	5.8%	1.4%-10.1%	★★
% of those who rode in past week for education	7.1%	2.1%-12.1%	★★
% of those who rode in past week for shopping	4.0%	0.1%-8.0%	★★
% of those who rode in past week to train/tram/bus	2.5%	0.0%-5.2%	★
% of those who rode in past week to visit friends/relatives	7.0%	1.8%-12.3%	★★
Cycling travel			
<i>Caution: cycling travel estimates are biased by self-reporting and recall limitations, and should be treated with a high level of caution.</i>			
Average number of days ridden by those that had ridden in past week	2.8	2.4-3.2	★★★
Average time ridden (mins) in past week by those that that had ridden	205	138-271	★★★
Household characteristics			
Working bicycles (incl. electrically assisted)			
% of households without a working bicycle	49.8%	46.6%-53.0%	★★★
% of households with one working bicycle	14.7%	11.6%-17.7%	★★★
% of households with two working bicycles	13.4%	10.3%-16.4%	★★★
% of households with three or more working bicycles	22.1%	18.8%-25.4%	★★★
Working electrically assisted bicycles			
% of households without a working electrically assisted bicycle	98.2%	97.1%-99.4%	★★★
% of households with one working electrically assisted bicycle	1.8%	0.6%-2.9%	★★
% of households with two working electrically assisted bicycles	0.3%	0.0%-0.9%	★
% of households with three or more working electrically assisted bicycles	0.0%	0.0%-0.0%	



Appendix B: 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. Today we are conducting a quick survey about the travel habits of people across Australia. The survey will be used to track travel patterns over time. Would you be able to spend a few minutes describing a little about the way you get around?

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

USE BIRTHDAY SCREENER TO SELECT MAIN RESPONDENT

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

CONTINUE	1
Schedule Callback	2
Soft refusal	3
Hard refusal	4
Non qualifying	5
Not a residential number	6
Terminated early	7
Communication difficulty	8
Language other than English	9
No contact on final attempt	10
Over quota	11
Duplicate	12
Away for duration of study	13
Non working number	14
No answer	15
Answering machine – msg left	16
Answer mach. – other attempts	17
Engaged	18
Incorrect details	19

CONFIRM LOCATION (LGA, REGION)



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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 3
- Train 4
- Bus 5
- Tram 6
- Bicycle, even just riding in your backyard 7
- None of the above 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



National Cycling Participation Survey 2020

Q.4. Ask if did not ride in the last 7 days – otherwise go to next question

When did you last ride a bicycle? (READ OUT) (ONE ONLY)

- | | |
|-----------------------|---|
| 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.5. Ask if last rode in the last 7 days – otherwise go to Q.7

In the last 7 days, on how many days did you ride a bicycle?

INSERT NO. DAYS

Q.6. What is your best estimate of the total time you have spent riding over the past 7 days?

INTERVIEWER NOTE: Record number of HOURS. e.g. 90 minutes should be recorded as 1.5 hours.

INSERT NO. OF HOURS

Q.7. Ask if rode in past 4 weeks – otherwise go to next question

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.8. Ask if rode in past year – otherwise go to Q.10

Which of the following statements best describes you? Would you say you... (READ OUT)

- | | |
|--|---|
| Are new to cycling (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 |



National Cycling Participation Survey 2020

Q.9. Ask if rode in past year and have been cycling for more than 12 months – otherwise go to next question

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.10. Now we would like you to think about comfort when bike riding within the [AREA], that is, how at ease you feel when riding in the area. Can you tell me how comfortable you feel riding in the [AREA], are you...? (READ OUT)

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.11. In the past year, do you think that cycling conditions in the [AREA] have become much better, better, about the same, worse or much worse? (READ OUT)

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

Q.12. Do you have any comments regarding conditions for bike riding in the [AREA]? (RECORD VERBATIM)

Q.13. In general, in the past year have you done any of the following activities? (READ OUT) INTERVIEWER NOTE: NOT JUST ACTIVITIES DONE ON A BICYCLE

Travel to work	1
Travel to school or university	2
Travel to the shops	3



National Cycling Participation Survey 2020

Recreational exercise or fitness	4
Travelled on a tram, bus or train	5
(None of the above)	8

Q.14. In the past year, have you used a bicycle for any of the following...?
(READ OUT)

IF Q13=1: Travel to work	Yes/No
IF Q13=2: Travel to school or university	Yes/No
IF Q13=3: Travel to the shops	Yes/No
IF Q13=4: For recreational exercise or fitness	Yes/No
IF Q13=5: To travel to a tram, bus or train	Yes/No

Q.15. IF Q13=1 & Q14!=1 - Why have you not used a bicycle for travel to work in the past year?

(DO NOT READ OUT) (ACCEPT MULTIPLES)

Too far	1
Prefer other methods of transport	2
Too many items to carry on a bike	3
Hygiene reasons	4
Nowhere to park the bike	5
Too dangerous	6
Other (specify)	7
No particular reason	8

Q.16. IF Q13=2 & Q14!=2 - Why have you not used a bicycle for travel to school or university in the past year?

(DO NOT READ OUT) (ACCEPT MULTIPLES)

Too far	1
Prefer other methods of transport	2
Too many items to carry on a bike	3
Hygiene reasons	4
Nowhere to park the bike	5
Too dangerous	6
Other (specify)	7
No particular reason	8



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Q.17. IF Q13=3 & Q14!=3 - Why have you not used a bicycle for travel to the shops in the past year?

(DO NOT READ OUT) (ACCEPT MULTIPLES)

Too far	1
Prefer other methods of transport	2
Too many items to carry on a bike	3
Hygiene reasons	4
Nowhere to park the bike	5
Too dangerous	6
Other (specify)	7
No particular reason	8

Q.18. IF Q13=4 & Q14!=4 - Why have you not used a bicycle for recreational exercise or fitness in the past year?

(DO NOT READ OUT) (ACCEPT MULTIPLES)

Prefer other forms of exercise	1
Too dangerous	2
Other (specify)	3
No particular reason	4

Q.19. IF Q13=5 & Q14!=5 - Why have you not used a bicycle for travel to the shops in the past year?

(DO NOT READ OUT) (ACCEPT MULTIPLES)

Too far	1
Prefer other methods of transport	2
Too many items to carry on a bike	3
Hygiene reasons	4
Nowhere to park the bike	5
Too dangerous	6
Too close (no need)	7
Other (specify)	8
No particular reason	9



National Cycling Participation Survey 2020

Q.20. There are a number of actions the [AUTHORITY] could take to encourage bike riding in the [AREA]. For each of the following, can you tell me whether these are very high priority, high priority, moderate priority, low priority or not a priority?

SCALE: 1= VERY HIGH, 2=HIGH, 3=MODERATE, 4=LOW, 5=NOT A PRIORITY, 6=UNSURE

- More off-road paths and cycleways _____
- More on-road bicycle lanes _____
- Better connections between bike paths and schools _____
- Better connections between bike paths and shops _____
- Better connections between bike paths and parks and swimming pools _____
- Better connections between bike paths and public transport _____
- More bicycle parking _____
- Lower local road speed limits _____
- More bike skills training _____
- More signs highlighting bicycle routes _____
- More events or campaigns that promote bike riding _____

Q.21. Do you have any suggestions for actions you would like to see [AUTHORITY] take regarding bike riding in the [AREA]? (RECORD VERBATIM)

SECTION 2: MAIN RESPONDENT'S DEMOGRAPHICS

We are interested in understanding a little about those who ride bikes and those who do not. This will help us understand how interest in cycling changes over time.

Q.24. Just a couple of questions now to help us analyse responses.

GENDER: (RECORD AUTOMATICALLY)

- Male 1
- Female 2

Q.25. AGE: What is your age? (INSERT 99 FOR DON'T KNOW – NONE SHOULD BE UNDER 15 YEARS OF AGE)

- Under 2 years 1
- 2 to 4 years 2
- 5 to 9 years 3
- 10 to 14 years 4
- 15 to 17 years 5



National Cycling Participation Survey 2020

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.26. OCCUPATION: 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.27. 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.....

Ask next section if household has more than 1 member – otherwise go to close

SECTION 3: OTHER HOUSEHOLD MEMBERS TRAVEL

INTRO > 2 PEOPLE IN HOUSEHOLD:



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We would now like to understand a little about the way the other people in your household use bikes and get a little detail about them. Starting with the oldest person in the household other than yourself and working down, could you tell me...?

INTRO = 2 PEOPLE IN HOUSEHOLD:

We would now like to understand a little about the way other people in your household use a bike and get a little detail about them, could you tell me...?

ASK Q.28 – Q.35 FOR EACH OTHER HOUSEHOLD MEMBER THEN GO TO CLOSE

Q.28. GENDER: What is their gender?

Male 1

Female 2

Q.29. 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.30. Ask for each person aged five years or over – otherwise go to next section

OCCUPATION: Which of the following categories apply to THIS PERSON at the moment?

(READ OUT) (ACCEPT MULTIPLES)

Student – Full time 1



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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.31. 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	3
Train	4
Bus	5
Tram	6
Bicycle, even just riding in your backyard	7
None of the above	8
(Don't know)	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



National Cycling Participation Survey 2020

- RIDING ON A STATIONARY EXERCISE BICYCLE

Q.32. Ask if did not ride in the last 7 days – otherwise go to next question

When did THIS PERSON last ride a bicycle? (READ OUT) (ONE ONLY)

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.33. Ask if last rode in the last 7 days – otherwise go to Q21

In the last 7 days, on how many days did they ride a bicycle? (RECORD 99 FOR DON'T KNOW)

INSERT NO. DAYS

Q.34. What is your best estimate of the total time they have spent riding over the past 7 days?

(RECORD 99 FOR DON'T KNOW)

INTERVIEWER NOTE: Record number of HOURS. E.g. 60 minutes should be recorded as 1 hour.

MinutesHours MinutesHours

INSERT NO. OF HOURS

Q.35. Ask if rode in past 4 weeks, otherwise go to next question

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



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To get a train, bus or tram	5
To visit friends or relatives	6
Some other reason (Specify)	7
Don't know	8

Q.36. 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.....

CLOSE

Q37. As part of quality control procedures, someone from our project team may wish to re-contact you to verify a couple of responses you provided today. For this reason, may I please have your first name?

RECORD FIRST NAME

Q38. As this is market research, it is carried out in compliance with the Privacy Act and the information you provided will be used only for research purposes. Your answers will be combined with those of other participants, no individual responses will be identified.

We do re-contact people from time to time for related research projects. Would it be okay if we contacted you again in the future to invite you to participate in any similar research? We will only use this information to contact you to invite you to participate in research, your details will not be passed on to any third party.

IF AGREE, SAY: We will only keep your contact details on record for 12 months. You may ask to have your details removed at any time over the next 12 months.



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Agree to future research	1
Do not agree to future research	2

CLOSE: That's the end of the interview. Thank you for your time and responses. My name is (...) from Market Solutions, if you have any queries about this survey feel free to call this office during business hours – would you like the number? (Provide number if required – 03 9372 8400. If you have any general queries, you can call the Market Research Society's Survey Line on 1300 364 830.

RECORD INTERVIEWER'S ID

AUDITING (OFFICE ONLY)

Q39. Was the date and time of interview correct?

Yes	1
No	2

Q40. Was the interview recorded correctly?

Yes	1
No	2

Q41. Was the interviewer courteous?

Yes	1
No	2

Q42. AUDITOR'S ID

ENTER ID.....



Appendix C: Verbatim Responses

Do you have any comments regarding conditions for bike riding?

More cycleways off-road, either shared paths or entirely separated.

More bike lanes.

Generally it is ok. Some of the bike paths in certain sections are overgrown with grass and stuff and there can be a lot of debris and branches on certain parts of the bike tracks.

Good around the beaches.

I think cycle tracks are good in Wollongong. I stick to cycle tracks myself.

Riding on the cycle path is great but riding on the road has gotten much worse due to construction which is making the car drives frustrated or impatient.

I ride very defensively and cautiously and try to stay out of the traffic.

I think its reasonably safe. Not many issues.

I think they need more bike tracks and upgraded bike and footpaths in the northern suburbs of Wollongong.

Good bike paths from Thirroul to Wollongong. Traffic is much worse on the roads as there's lots more cars.

Well established pathways along the coast however more difficult within the suburbs where there are a lack of designated pathways and lanes. Focus on developing more connections of pathways for cyclists.

I think its pretty good actually. They have a lot of bike paths and places that you can go that can get you away from the road.

For a person of my age I think that the conditions of bike riding is pretty good.

There are not enough bike racks.

Make sure the track is completed all the way around the lake so you don't need to go on the highway at all.

It's a nuisance when cyclists ride side by side 2-3 abreast.

Lawrence Hargrave Drive is particularly dangerous and has bends and parts where there's no shoulder but there are a lot of cyclists.

Crossing of the track at the Corrimal Caravan Park, can't see traffic. It's a poor design and the change has made it worse.

Needs more bike paths outside the city.

The beachfront is good but everywhere else is dangerous. More bike lanes and paths. The Princes Highway and Balgownie Road are especially dangerous.

More bike lanes on the roads.

I don't like what they have done at the beach.

There are a lot of fools riding bikes. You get some of these "professional" cyclists with all their gear who go around in groups and think they own the roads. Maybe we should register them and insure them.



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More bike paths please.

Cycling at dusk/night isn't safe as people throw stuff at you. Perhaps have camera surveillance.

More upgrades of cycleways are required. Make more push bike friendly lanes. More designated bike lanes not for pedestrians.

In Wollongong, it's perfect but from where I live it is awful. There is nowhere to cycle, it is very different. When I cycle, I travel 30 km to Wollongong to cycle but from where I live it is useless.

I don't like the blue mile path, there should be a dedicated part for cyclists, some people ride too fast. They should add a bike line. Safety near the playground is a major concern.

Fix up the potholes.

I think there should be more bike trails. It would be nice not to have to ride on the road.

Great job around the parks.

There are some dangerous crossings and need safe overpasses.

There is so much traffic now however the bike track is good but the bike track is pretty dangerous too because there are so many people walking and you have to go early and vary your times. On the weekend you can forget it.

Fill the gap at Lake Illawarra so you don't have to go up to the Princes Highway.

On bike paths cyclists need to stick to the left.

It would be nice to have a wider shoulder on Lawrence Hargrave Drive as its difficult if there's any traffic. I think the bike track from Thirroul to Wollongong and beyond is a very good track. It goes along the beach, its quite flat, its scenic and safe.

Some of the places where they put speed humps and crossings, they force bike riders into the traffic which creates safety risks. An example is Woonona Circle near the railway station and shops, it defeats the purpose of the bike lanes.

Traffic lights are too quick to change. This causes a few problems in getting across the road.

The cycle track from Thirroul to Wollongong is brilliant, bike lane put in sea cliff bridge, hoped it would be linked, but instead the bike lane on sea cliff bridge has been changed to pedestrian, they need to put a bike lane in place.

The blue mile path and cyclists can be a problem as cyclists ride much faster than walking speed.

Fix the potholes in the roads.

People on cycle tracks: a lot are ignorant who think they own the world, abuse other people and don't follow the signs, some people don't care about others. If everyone did what they did on the road on cycle tracks there would be less problems.

There's a problem with shared paths, people are not respecting each other. To get from the beach to the university there is not a well-defined bike path, the beach though has a good bike path.

Cars have intimidated the older cyclists on the roads.

The council favours the centre of the city not the outskirts, there are no cycling paths in the northern suburbs.



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I think it will radically increase with electric bikes in the future so more bike paths will be required. There are a lot of hills and the tracks and that need improvements and the drivers on the road think they own the road and you often are forced into the gutter.

Roads are appallingly unsafe which restricts the use of bikes. Roads are not set up or the mentality of a lot of Australian drivers / they don't leave enough space. They don't respect that bikes are vulnerable.

There's enough bike tracks - around the beach area there are enough bike parks – you don't really need to ride around the city.

Council keeps bike tracks ok, drivers are generally ok.

It would be good to have designated cycle lanes on the main road.

I am very comfortable in the areas that I go.

It is people on the cycle path spreading out, especially with small children. You're riding on the correct side and parents do not control their kids.

I think they've done a good job on the bike track from where I am in north Wollongong.

They can be wider and can be improved on in distance wise so they cover more areas. Northern suburbs particularly need to be covered. It stops at Thirroul.

I have concerns about some of the cycle ways there is some unsafe areas in regards to car traffic I feel the cars are reasonably comfortable to be around apart from a few idiots but you get that.

Probably get rid of all the bitumen style cycleways and go with concrete and more access ways on the main roads like when they put barriers up something like that to proper areas to cross so drivers know to look out for them.

Cycleways along the beach are good.

The path in Wombarra near the Scarborough Hotel is very bad - wooden planks, tight turns and rocks. The road is very narrow dangerous for cyclists with hardly any verge.

The areas that are hilly are often hard because there's no prepared bike track.

In my area there have been additional footpaths which is great.

They need to keep the maintenance of the footpaths, marking the lines and providing better wayfinding. So many parents need to teach their children how to ride bikes properly.

When there are group of riders riding if you're in a car, you have to stay 1 metre away. Sometimes I feel they should go in single file and not in a group because they take up too much room.

Tracks dedicated to bikes because there are too many other people using paths and it's dangerous for many pedestrians and bikes sharing the same paths.

They need to be improved, especially designated bike lanes.

People should stay on the bike paths - there could be more bikes paths.

There are some parts of paved surfaces which are very uneven.

It would be good to improve the conditions for bike riding in the city area.



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

A beach path to the university and maybe widening the path so you can share safely with pedestrians as it is hazardous. Maybe storage lockers in town if they could do it.

A campaign for motorist awareness safety: more care / off-road cycleways connecting to public transport and dedicated cycleways on-road.

Promote the paths and have better signage encouraging people to use the paths.

Better bike paths.

Better signage and lines on paths to make it clear on directions.

Consult with cyclists to make changes. Fairy Meadow Surf Club pole in the middle of the track, someone will run into it.

Dedicate bike lanes on major roads, upkeep and maintenance of those lanes, clean straight surfaces.

Designated bike lanes generally around the area. connecting bike lanes and more signage and information on different bike routes.

Enforce signs that exist that prohibit riding such as near the Wollongong Surf Club. If there's going to be a sign it needs to be backed up with enforcement.

First and foremost they need to create more bike paths.

For Helensburg and Stanwell Tops there is no such access. We don't have anything to do with bicycle tracks, footpaths or adequate roads. It's irrelevant for us up here because we don't get anything up here. We don't even have decent footpath to walk in our neighbourhood.

Get the traffic lights working.

Going to work at 5 am it's too hilly and windy dangerous with bikes. We need more lighting in the early morning.

I'm pretty happy with what they are doing. I see they are building miles of new tracks up north which is good.

I guess you need to have a secure lock up for your bike if your using it for transport.

I keep hearing they want to build a downhill track for mountain biking in Mt Keira and Mt Kembla. My concerns are that the bike trail might cause erosion when it rains. I don't like the idea. Unless they build boardwalks, I don't want to see bikes damage the vegetation.

I live on Kulgoa Road - there is a bike track along the beach, no cyclists use it as they use the main road not the track. I would like to see them banned and use the bike track instead.

I think the Mount Keira issue is problem and the issue is to educate cyclists on those roads to make sure they have the correct lights and visibility to protect them and the drivers.

I think there would be more value in bike parking and having someplace safe to lock your bike with your own lock.

I think they should encourage children to use the bike tracks more between schools and public transport.

I think they should have more pathways that are more easily accessible for bike riders. They should be near the roads.



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I would like to see helmets enforced and in built-up areas in family friendly areas such as access to the pools the beach the surf clubs. Walking speeds should be introduced for cyclists.

Identify speed zones, something done to slow down cars, cross over bridges for busy roads such as Princes Highway and near Wollongong University to make it safer for kids.

If you have bike tracks available and there are push bikes on the road they should get a fine. This will help them stay on the tracks. I think push bikes should have a licence and a form of ID, that way it could help to pay for some of the infrastructure.

In dangerous spots I ride slowly on the footpath. You can't ride on the grass on a road bike but it's dangerous as wheels get trapped between grass and concrete in the groove. Over the bridge near North Wollongong walkers are unsure which side to cross as it's very unclear.

Increase designated bike riding lanes and tracks. It would be a priority so you can ride more.

It is pretty good, show signs where the bike tracks are to encourage people to ride there.

It would be good if they looked at improving the bike lanes and the conditions for bike riding in the northern suburbs of Wollongong.

Just make it a bit safer.

Just more effort on bike paths outside of the city.

Just the markings on the road to be clearer so we can actually ride on the road.

Lawrence Hargrave Road is too narrow. It gets a bit dangerous with vehicles passing – there's not a lot of room, there's nowhere for the bike to leave the road safely.

Like the idea of more paths and wider off-road paths.

Make more bike accessible tracks around.

Make the bike paths more accessible.

More areas that you can only ride a bike, no cars.

More bike lanes on the roads.

More bike tracks, lights on pedestrians, free bus take up a lot of slack compared to cycling, more students on bikes, designated lanes for bikes on roads.

More bike parking would encourage more people so you could lock your bike on to something as bike theft is very high in Wollongong.

More cycleways specifically for bikes around parks and recreational areas for children and families.

More awareness and education.

More off-road tracks for cyclists.

Safe bike storage or parking as bike theft in Wollongong is rampant now and stopping me riding my bike and leaving it places.

Safety of bike when parking, if you leave you bike, need a better way of storing if you can't take it on public transport.



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The biggest concern I have that is using the cycleways with pedestrians with animals on a leash. You get two metres away from them and then the dog crosses your path and that is virtually a trip hazard for the push bike rider.

There are situations such as the corner of Spring Hill Road and Five Islands Road that used to be possible to ride along but they have modified the intersection to suit the traffic and now you can't ride a bike along that part of the intersection.

They have done alright with bike tracks. regular cleaning of the bike tracks.

They need to police the helmet requirements. That's the only gripe I have got - I see a lot of guys without helmets.

They should make bike riders who ride on the road pay for registration. Maybe slow their speeds down.

Put in more bike paths and footpaths, specially in the northern suburbs Wollongong.

Top priority provisions of cycle paths or lanes, linking the Seacliff bridge to Thirroul is the missing link.

I would like to see them stop people from riding bikes in the bush as it is causing terrible erosion and with the rain it washes away and is no good for the bush quality.

Where the cycleway crosses Elliots Road it's dangerous. Instead of crossing at the lights the northbound cyclists should turn right.