



National Walking and Cycling Participation Survey 2021

Wollongong City Council



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1 Introduction

1.1 Background

The National Walking and Cycling Participation Survey (NWCPS) provides insight into walking and cycling activity across Australia. The survey replaces the National Cycling Participation Survey, a predecessor cycling-specific survey that was undertaken nationally biennially since 2011.

1.2 Sampling frame

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

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

1.3 Survey method

Given that walking and cycling activity are likely to be affected by seasonal variability and weather the survey fieldwork was conducted between March and June 2021, with interviews spread out over a period of several weeks to minimise the effect of local, short periods of unseasonal weather. The fieldwork period coincided with the ongoing COVID-19 pandemic. While fieldwork did not occur during lockdowns in any jurisdiction there had been recurring lockdowns of varying durations in most jurisdictions over the preceding 12 months which have significantly affected travel patterns.

The main respondent, aged 15 or older, was asked to respond on behalf of all household members. In this way more complete coverage of the population was obtained, including of children, in a cost-effective manner. However, this did require respondents to have a reasonable understanding of the travel patterns of other household members and is likely to come at the expense of some accuracy.

1.4 Survey design

Respondents to the survey are asked how recently they have walked or ridden a bicycle, the purposes for doing so and their perceptions towards these activities for both transport and recreation. The survey asked respondents to recollect when they last walked for at least five minutes outside their home, excluding gardening, and when they last rode a bicycle (including e-bicycles, but excluding stationary exercise bicycles) in any location. Those respondents who had done so in the past week were asked to recall on how many days and for how long they had walked or ridden. The retrospective approach, while cost effective, may not precisely measure the activity duration in particular. Moreover, to avoid recollection and definitional issues respondents were not asked how many trips they had undertaken by walking or riding.

1.5 Weighting

The person-level data are weighted at the gender and age level (2 – 9, 10 – 24, 25 – 49, 50+) to the ABS Census of Population and Housing 2016 population for the local government area. 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.

1.6 Statistical significance

All estimates presented in this report are subject to sampling variability as only a proportion of residents were interviewed. The approach adopted to represent this variability is to either (a) show the 95% confidence intervals on graphs, or (b) identify estimates where the relative standard error (RSE) exceeds 25% (denoted by a *) and exceeds 50% (denoted by **). Larger RSEs imply lower accuracy. As such, estimates denoted with a * should be treated with caution and those denoted with ** should be considered unreliable.

The 95% confidence interval represents the range within which we would expect the true population estimate to reside 95% of the time should the survey be repeated numerous times. Significant differences between parameters are present where the point estimate falls outside the confidence interval of a comparison parameter.

1.7 Survey sample

The sample consisted of 558 households containing 1,389 individuals.

2 Walking

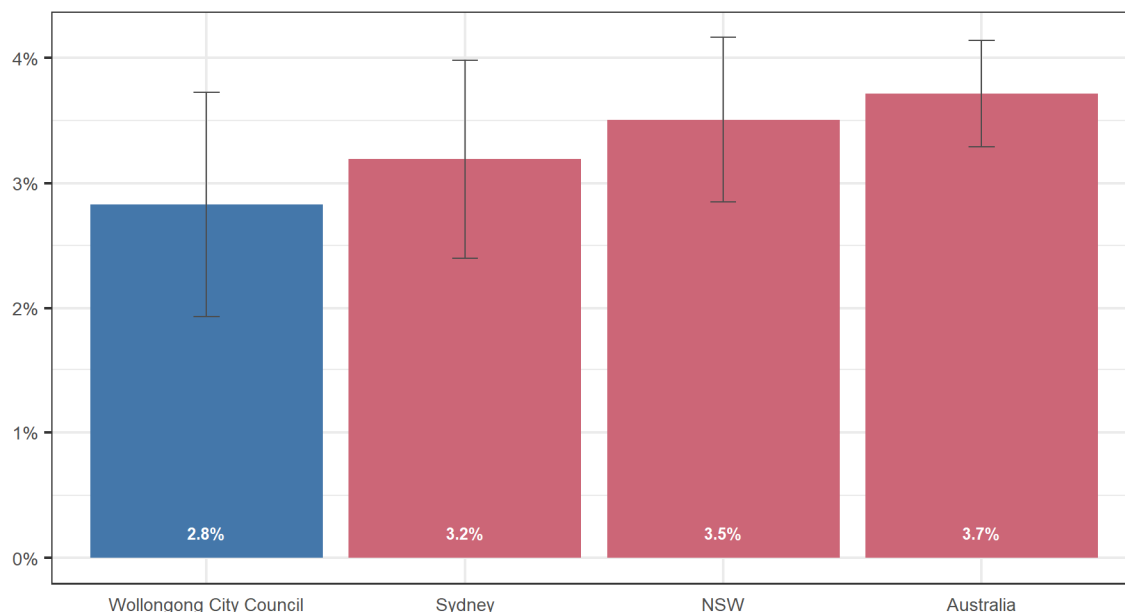
2.1 Participation

Walking was defined as:

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

By this definition walking within the home (including on a treadmill), or very short distances such as from the home to a parked car, are excluded. Physical activities such as gardening were also excluded on the basis that they are unlikely to include five minutes of continuous walking. It was assumed that children under two years of age had not walked for five minutes, and that lying or sitting in a bassinet or stroller does not constitute walking. Most other forms of walking are included – such as walking for recreation, walking to shops, public transport, or a workplace, walking to escort others (such as an adult escorting a schoolchild, or pushing a pram) or driving to a shopping centre and then walking within that shopping centre for at least five minutes.

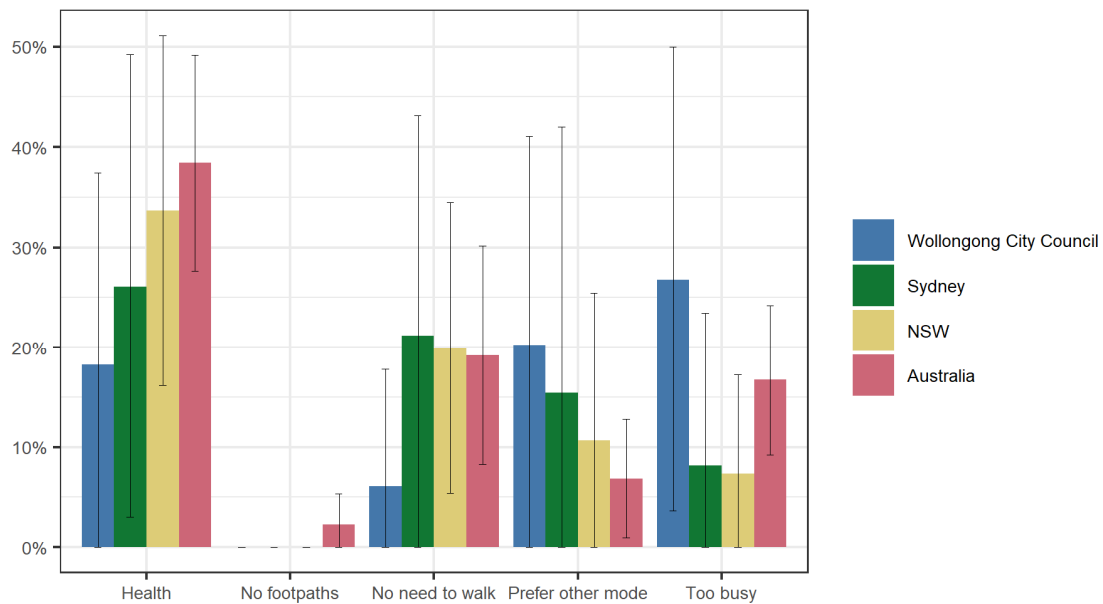
The majority of the population walk or use a mobility aid at least once in a typical week for five minutes or more outside their home; in Wollongong it is estimated that only 2.8% (95% CI: 1.9% - 3.7%) of people have not walked in the past week, a similar proportion to Sydney (3.2%, 95% CI: 2.4% - 4.0%) (Figure 2.1).



*Error bars are 95% confidence intervals
Sample: All persons*

■ **Figure 2.1: Proportion of residents who have not walked in the past week**

Of the few individuals who did not walk in the past week, most in Wollongong did not walk for health reasons (17.1%, 95%CI: 0.0% - 35.2%), were too busy (25.3%, 95% CI: 3.3 – 47.3%) or because they prefer another method of getting around (19.1%, 95%CI: 0.0% - 38.9%).

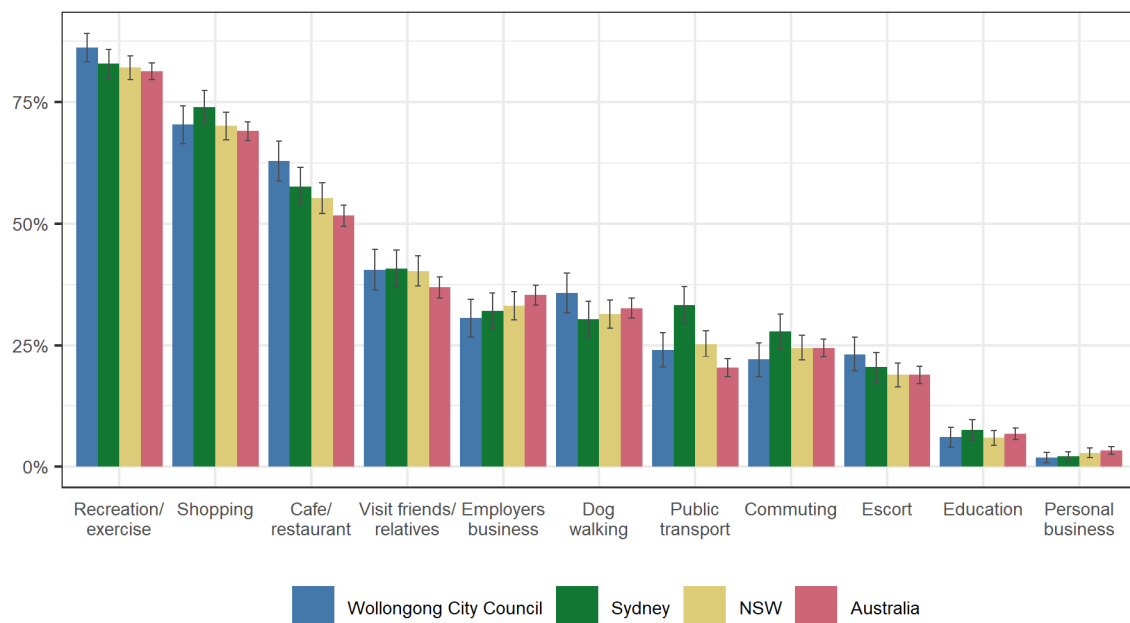


Error bars are 95% confidence intervals
 Sample: respondents aged 15+ who have not walked for at least 5 minutes in the past 7 days

■ Figure 2.2: Reasons for not walking

2.2 Purpose

Among those who walk in a typical week 86.3% (95% CI: 83.4% - 89.2%) in Wollongong do so for recreation or exercise, followed by shopping (70.3%, 95% CI: 66.5% – 74.2%) and travel to a café or restaurant (63.1%, 95% CI: 59.1% – 67.2%) (Figure 2.3).

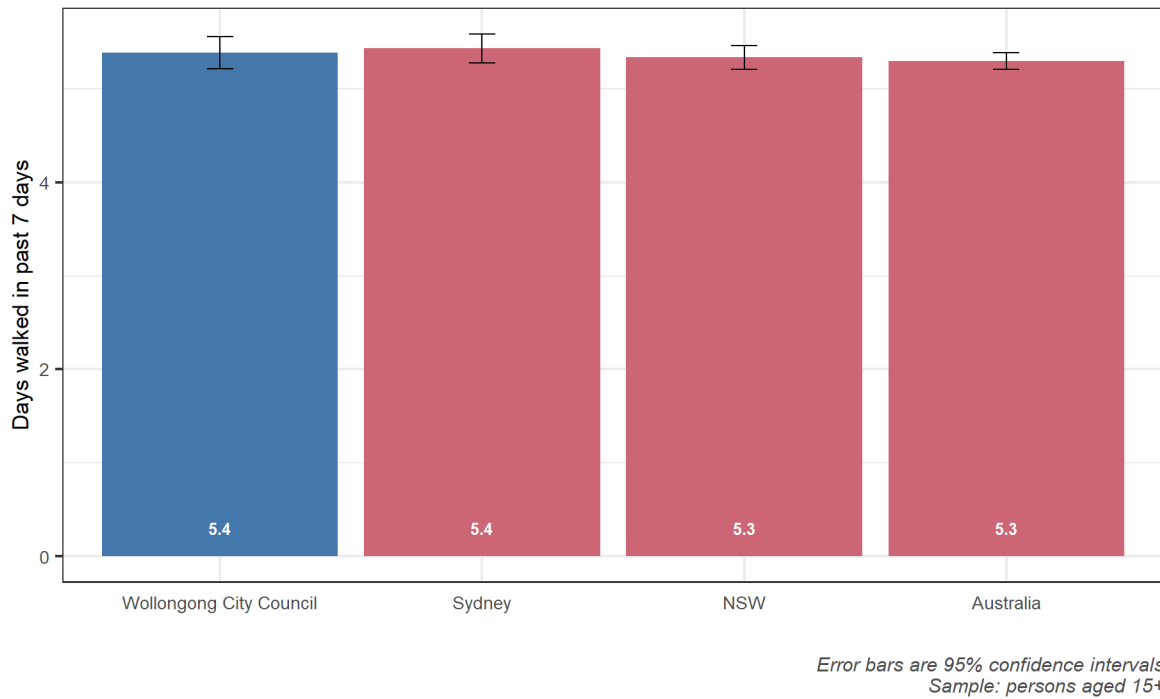


Error bars are 95% confidence intervals
 Sample: persons aged 15+ who have walked for at least 5 minutes in the past 7 days

■ Figure 2.3: Walking purposes over past month

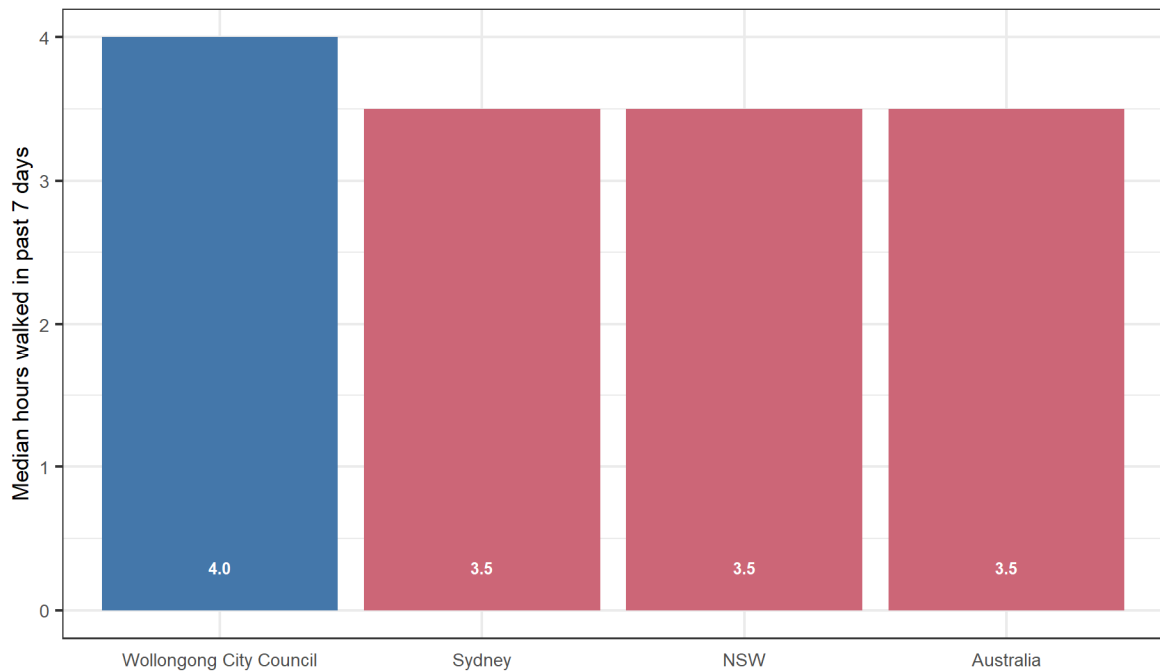
2.3 Frequency and duration

The average number of days on which respondents aged 15 and over walked in Wollongongl was 5.4 (95% CI: 5.2 – 5.6) over the prior 7 days.



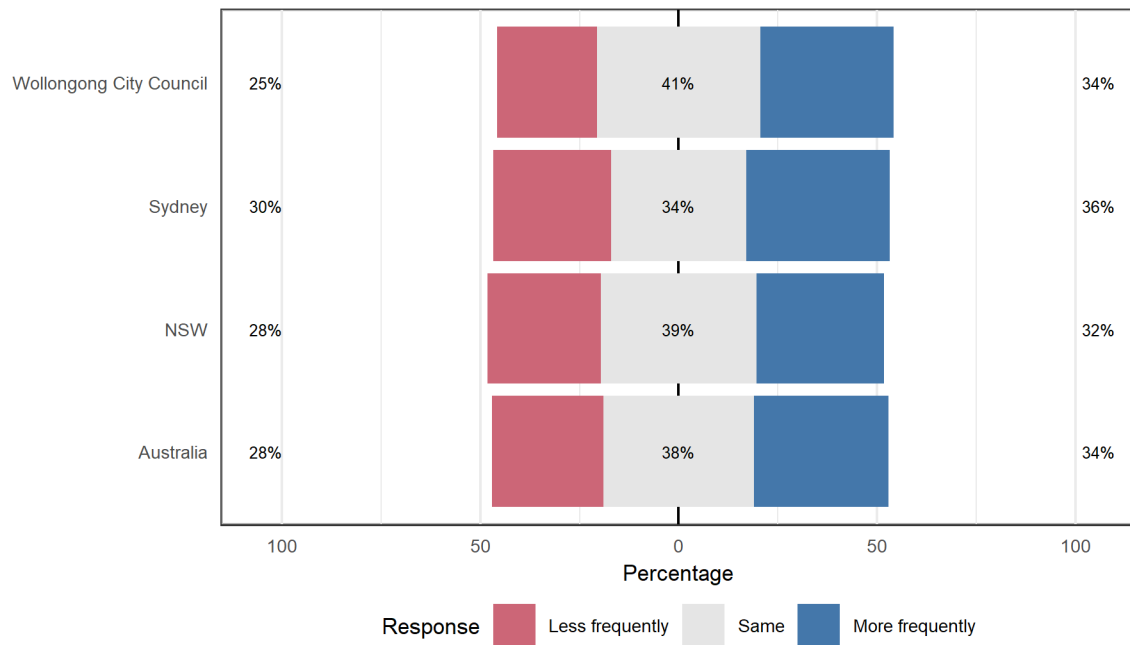
■ Figure 2.4: Days walked in past 7 days

Among those aged 15 and over, the median hours walked in the previous 7 days in Wollongongl was 4.0 hours (95% CI: 3.5 – 4.0) (Figure 2.5).



■ Figure 2.5: Hours walked in past 7 days

Among those aged 15 and over who had walked in the past week slightly more residents (33.7%, 95% CI: 28.2% – 39.3%) of Wollongong had walked more often than less often (25.2%, 95% CI: 20.9% - 29.5%) compared to a year ago (Figure 2.6).



Sample: Persons aged 15+ who had walked in the past 7 days

■ Figure 2.6: Change in walking frequency compared to a year ago

3 Cycling

Since the prior survey in 2020, Wollongong City Council adopted its 10-year strategy to improve cycling participation, the Wollongong Cycling Strategy 2030. The city was also awarded the UCI Bike City Label in 2020.

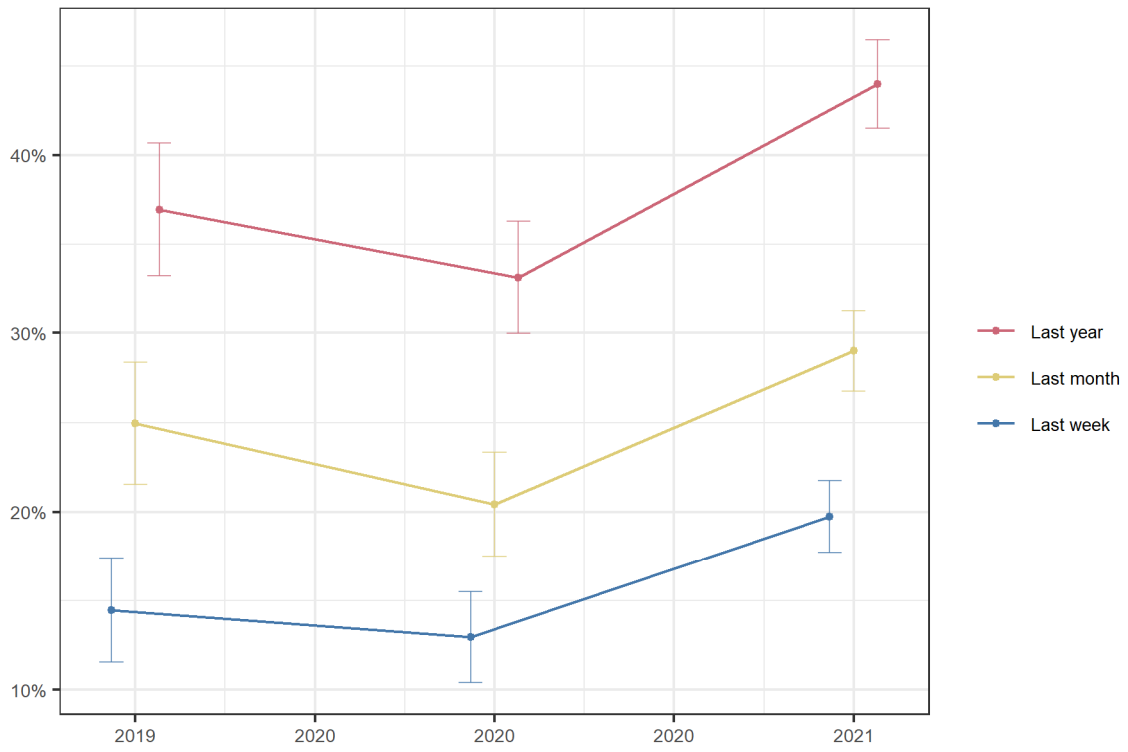
3.1 Participation

Cycling participation was defined as:

Riding a bicycle for any purpose in any location outside (including a backyard or on a farm) and for any duration.

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

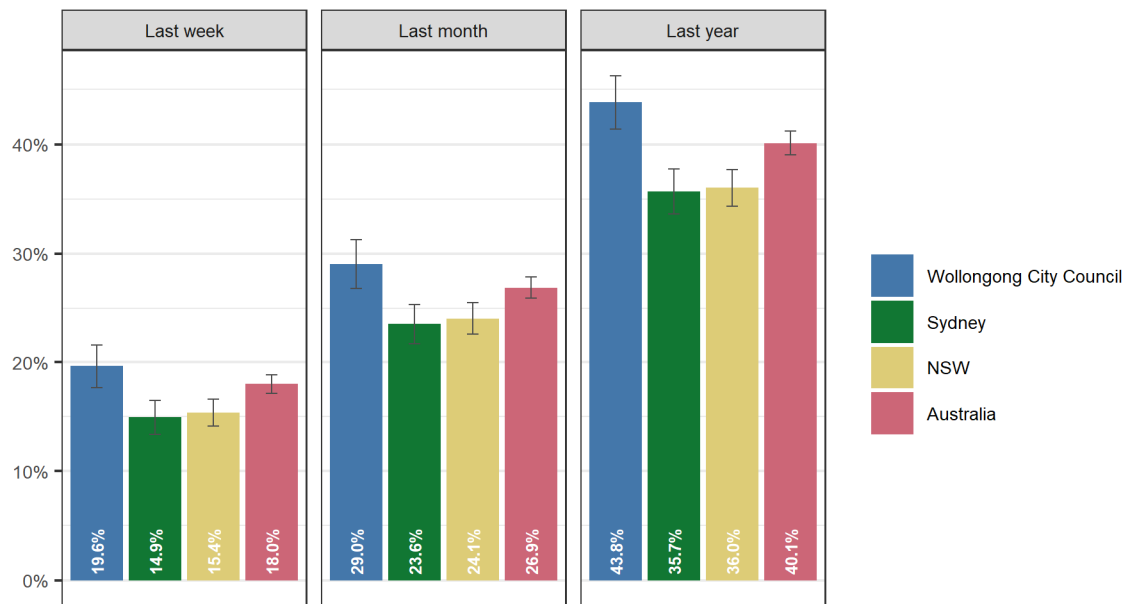
The survey suggests that 19.6% (95% CI: 17.6% - 21.6%) of Wollongong residents ride a bicycle in a typical week. Around 43.8% (95% CI: 41.4% - 46.3%) had done so in the past year (Figure 3.1). These participation rates translate to approximately 43,200 (95% CI: 38,800 - 47,600) residents riding in a typical week and 96,300 (95% CI: 90,900 - 101,700) residents riding at least once in a typical year. The proportion riding has increased significantly when measured across all three periods (week, month and year) compared to the last survey in 2020.



*Error bars are 95% confidence intervals
Sample: All persons*

■ **Figure 3.1: Cycling participation rate**

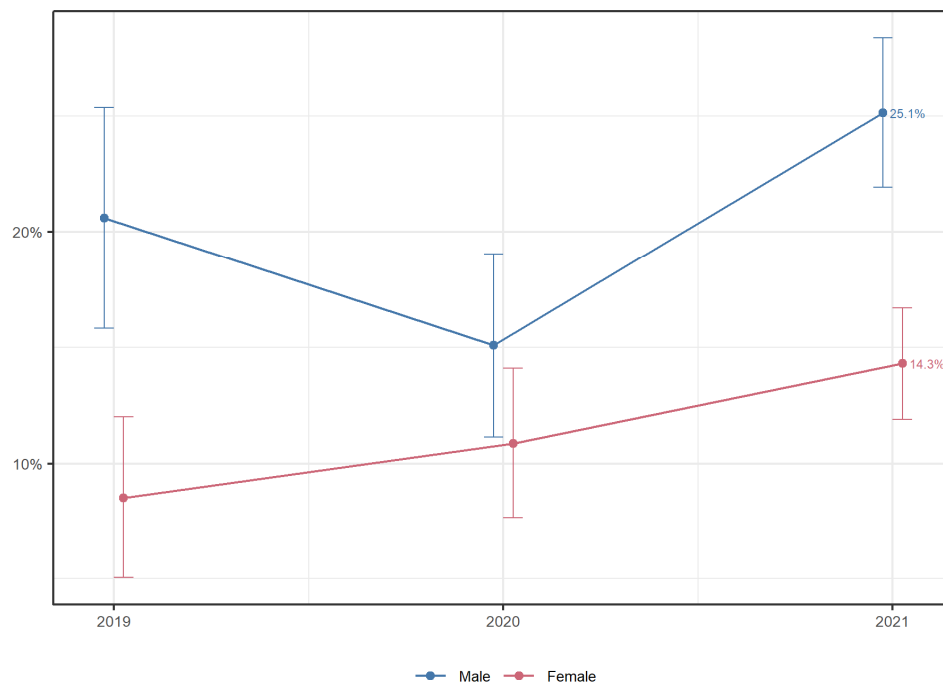
The cycling participation rate of Wollongong residents is significantly higher than for Sydney and NSW more broadly (Figure 3.2).



Error bars are 95% confidence intervals
Sample: All persons

■ Figure 3.2: Cycling participation rate by region

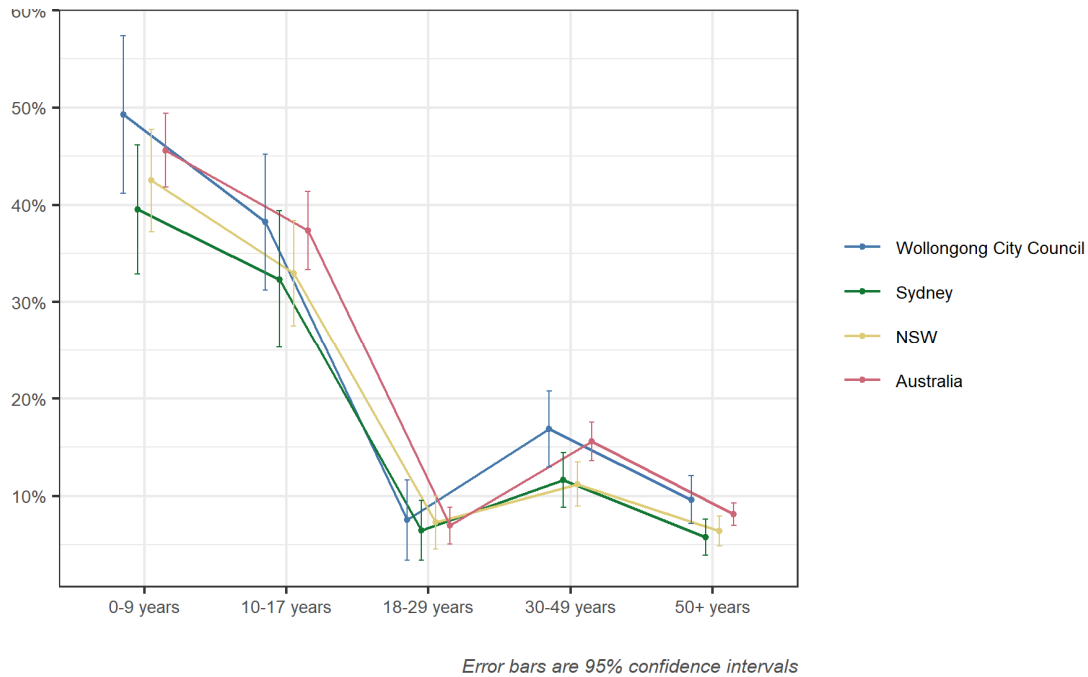
Males are significantly more likely to have ridden in the past week than females (Figure 2.3). The cycling participation rate over the past week among male residents is 25.1% (95% CI: 21.9 – 28.4%) compared with 14.3% (95% CI: 11.9 – 16.7%) for females. The participation rate among both genders has increased since the survey was last conducted in 2020.



Error bars are 95% confidence intervals
Sample: All persons, cycling participation in past week

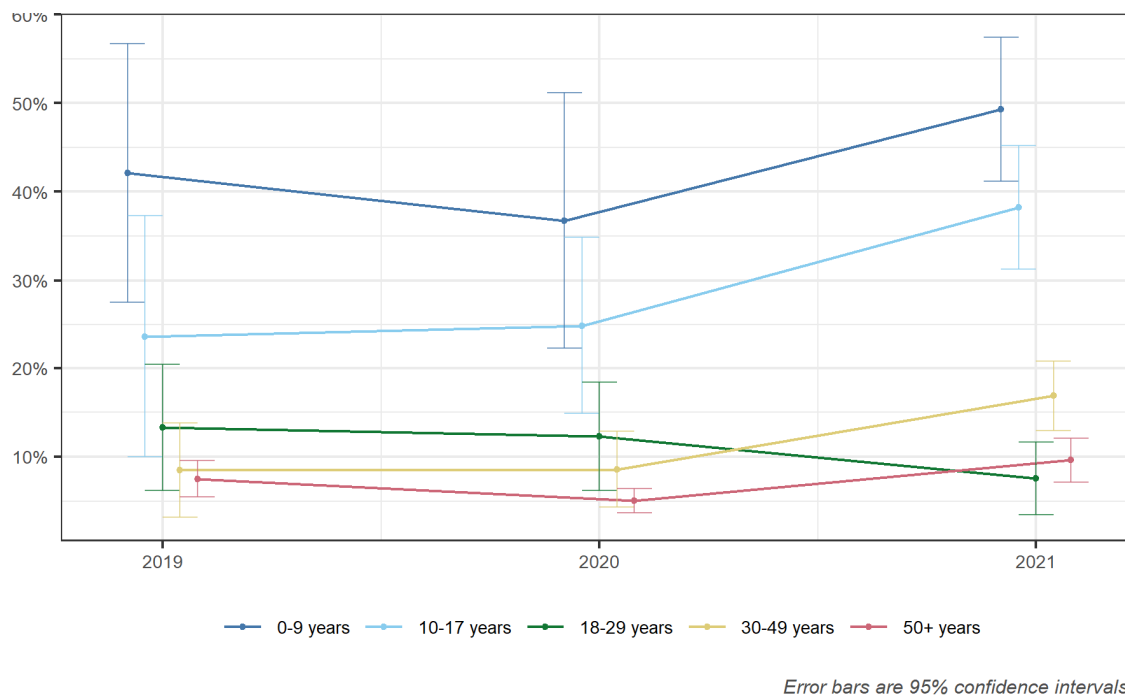
■ Figure 3.3: Cycling participation by gender

The highest cycling participation rate (measured as those who had ridden in the past week) was among children aged under 10 (Figure 2.4). The cycling participation rate deteriorates marginally among teenagers before dropping precipitously among young adults. Compared to other regions in NSW the higher participation rate in Wollongong appears to be predominantly due to higher participation among adults aged 30 or older.



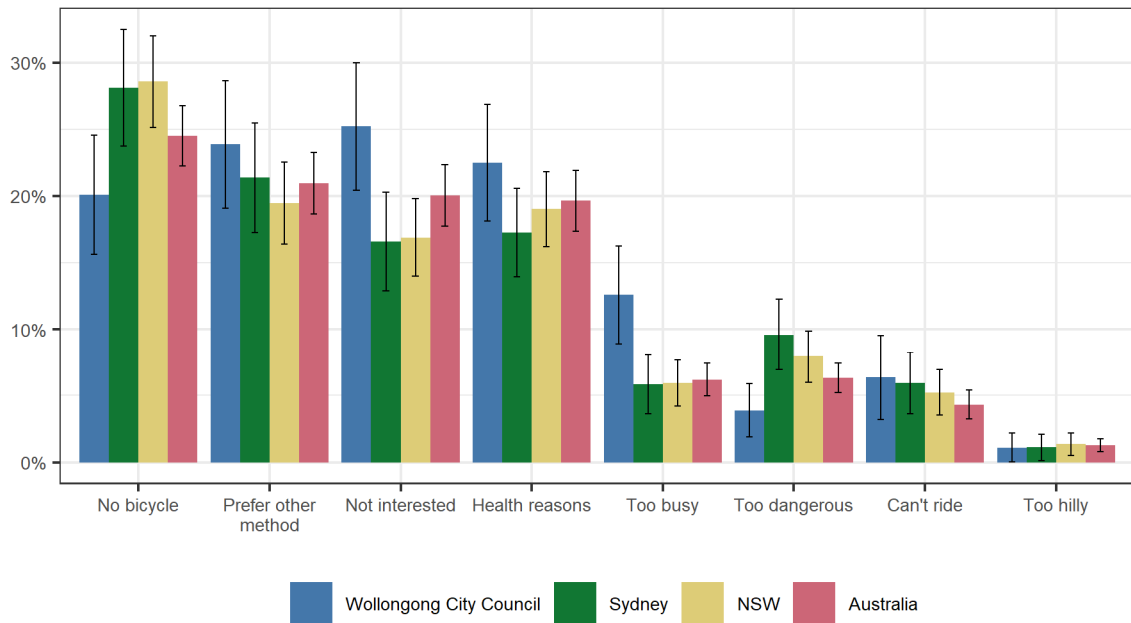
■ **Figure 3.4: Cycling participation by age**

The trends in participation rate by age group over the three years the survey has been conducted are shown in Figure 3.5. The participation rate appears to have increased across all age groups except young adults aged 18 to 29 over the past year (Figure 3.5).



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

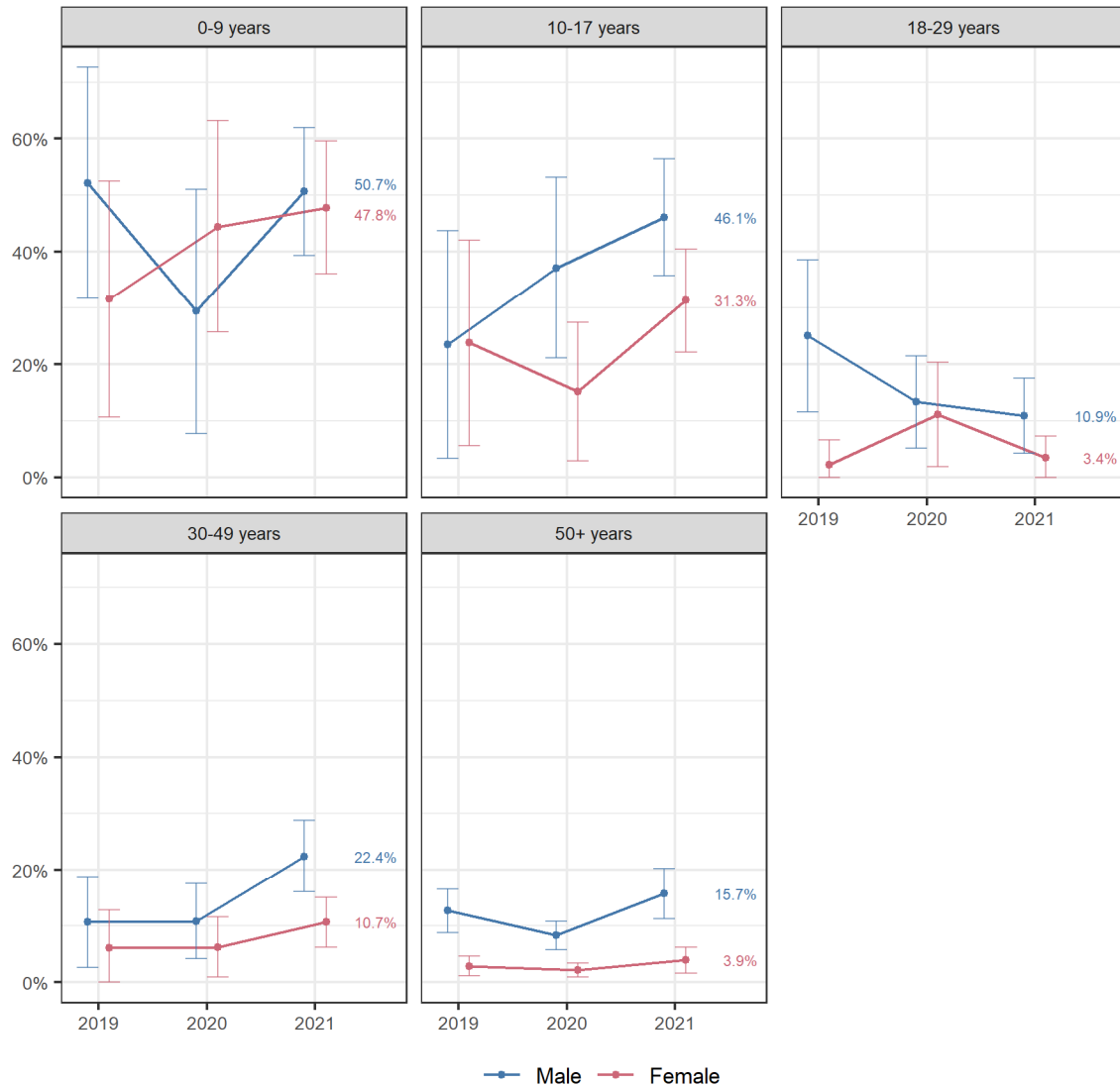
Those who had not ridden a bicycle in the past year, and who were aged 15 or older, were asked why they had not done so. While not having a bicycle was regularly cited in other jurisdictions this was less often cited in Wollongong compared to not being interested, health reasons and that they prefer another method (Figure 3.6).



*Error bars are 95% confidence intervals
Sample: Persons aged 15+ who had not ridden in the past year*

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

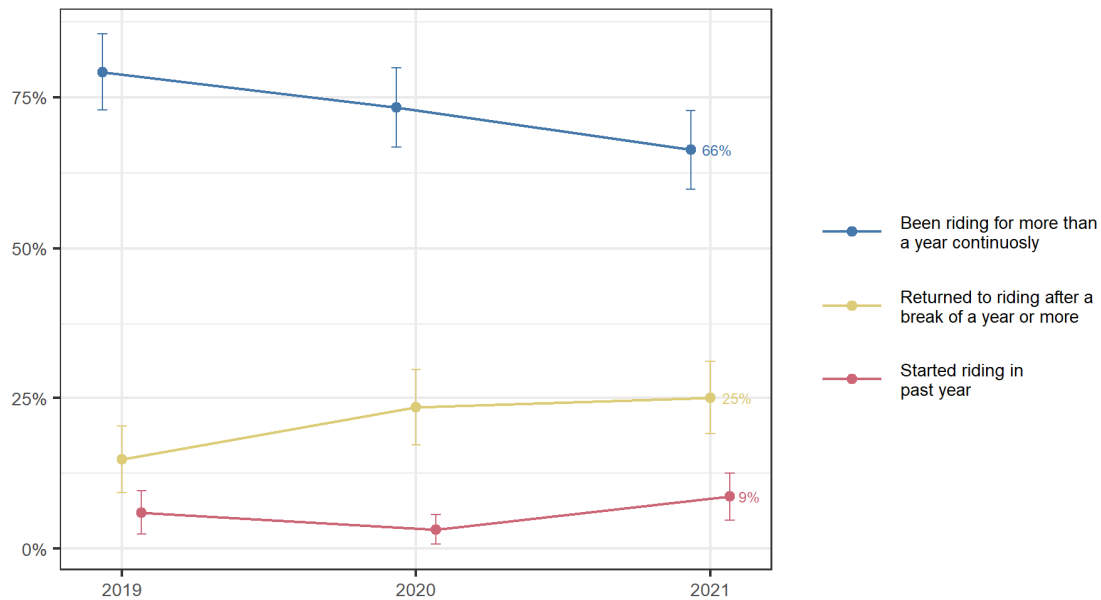
The change in the cycling participation rate by gender and age groups over the three years of the survey is shown in Figure 3.7. The confidence intervals among children are relatively large, limiting the robustness of comparisons. However, there is fairly strong evidence to suggest the participation rate has increased among adults aged 30 to 49 of both genders, and among teenagers of both genders. It may also have increased among males aged over 50 and boys aged under 10.



Error bars are 95% confidence intervals
 Sample: All persons, cycling participation in past week

■ Figure 3.7: Cycling participation by age and gender

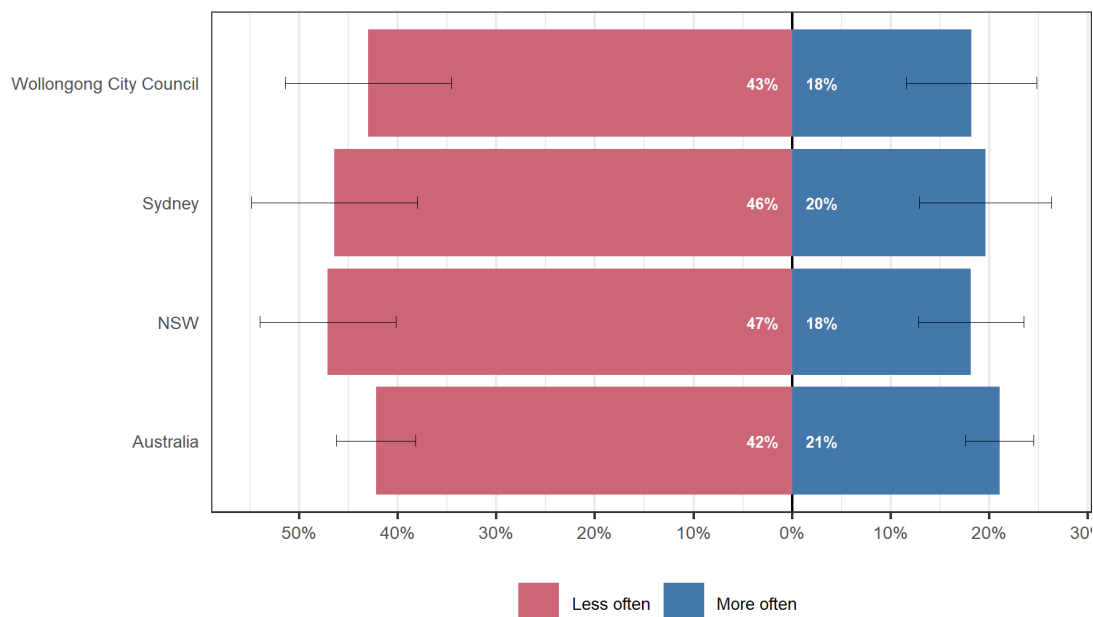
Those who indicated that they had ridden at least once over the past year were asked whether they had been cycling for a long period consistently, had recently started riding again or were altogether new to riding. This sample corresponds only to those aged 15 and over, which will contribute to the low proportion of those new to cycling. Notably, the proportion of riders who had started riding in the past year has increased from 3.2% (95% CI: 0.7 – 5.6%) in 2020 to 8.6% (95% CI: 4.7 – 12.5%) in 2021 (Figure 3.8), suggesting an increase in community engagement with riding.



Error bars are 95% confidence intervals
 Sample: Persons aged 15+ who had rode in the past year

■ Figure 3.8: Cycling history

Among those who had ridden in the past year and were aged 15 or over who had indicated they had been riding continuously for more than a year, more (43.0%, 95% CI: 34.6 - 51.4%) indicated they were riding less often than more often (18.2%, 95% CI: 11.6 - 24.8%) (Figure 2.7).

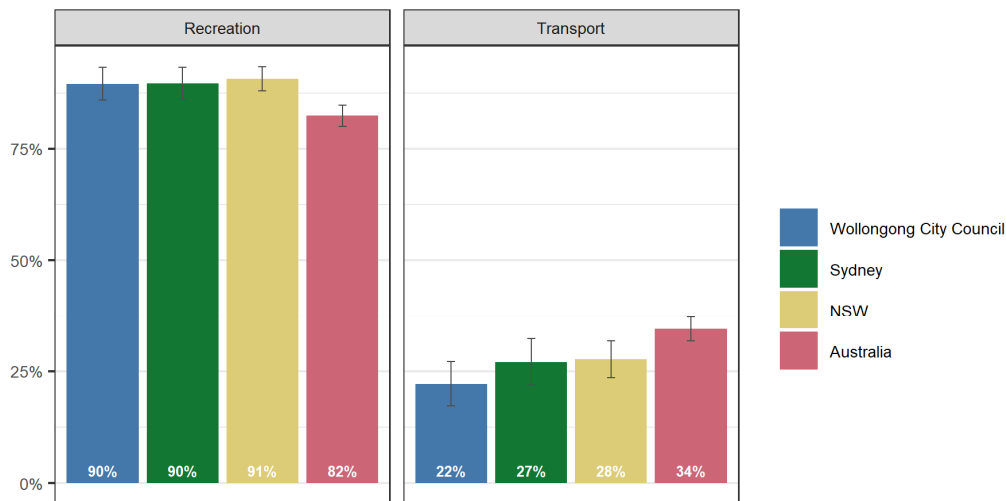


Error bars are 95% confidence intervals

■ Figure 3.9: Cycling frequency

3.2 Purpose

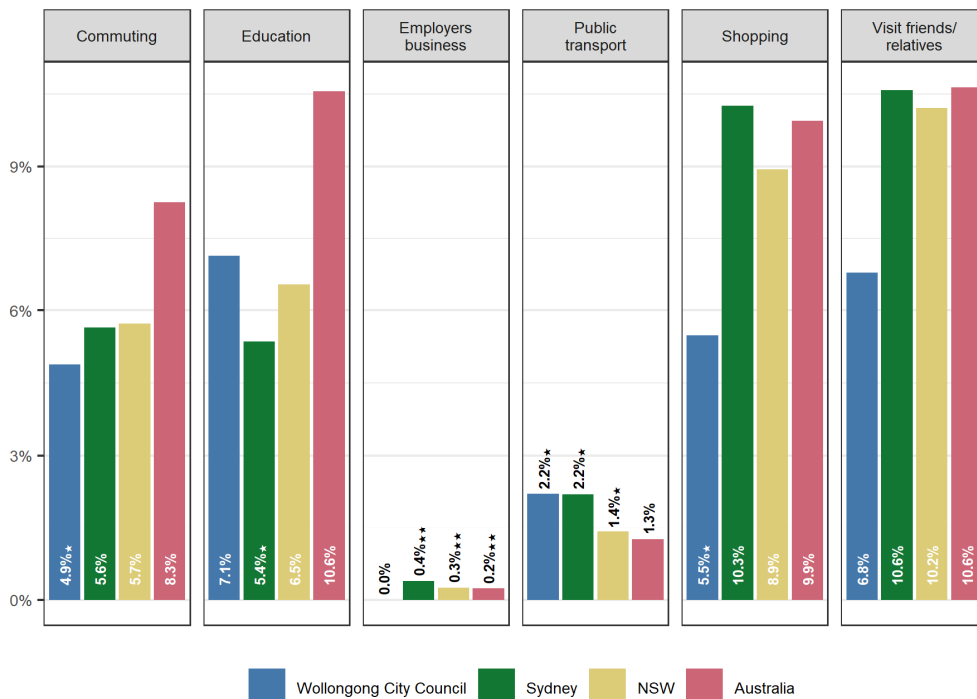
Of the people who cycled in Wollongong in the last month, 89.6% (95% CI: 85.9 – 93.2%) cycled for recreation and 22.2% (95% CI: 17.3 – 27.1%) used a bicycle for transport (Figure 2.8). The proportion riding for transport is likely to be lower than in other jurisdictions. These proportions have remained stable over the three years the survey has been conducted.



Error bars are 95% confidence intervals
 Sample: All persons who had ridden in the past month
 * Estimate should be treated with caution
 ** Estimate should be considered unreliable

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

The main transport purposes for riding were commuting, education, to visit friends and for shopping (Figure 3.11). Very few had ridden to access public transport.



Sample: All persons who had ridden in the past month.
 * Estimate should be treated with caution
 ** Estimate should be considered unreliable

■ Figure 3.11: Purpose of cycling for transport

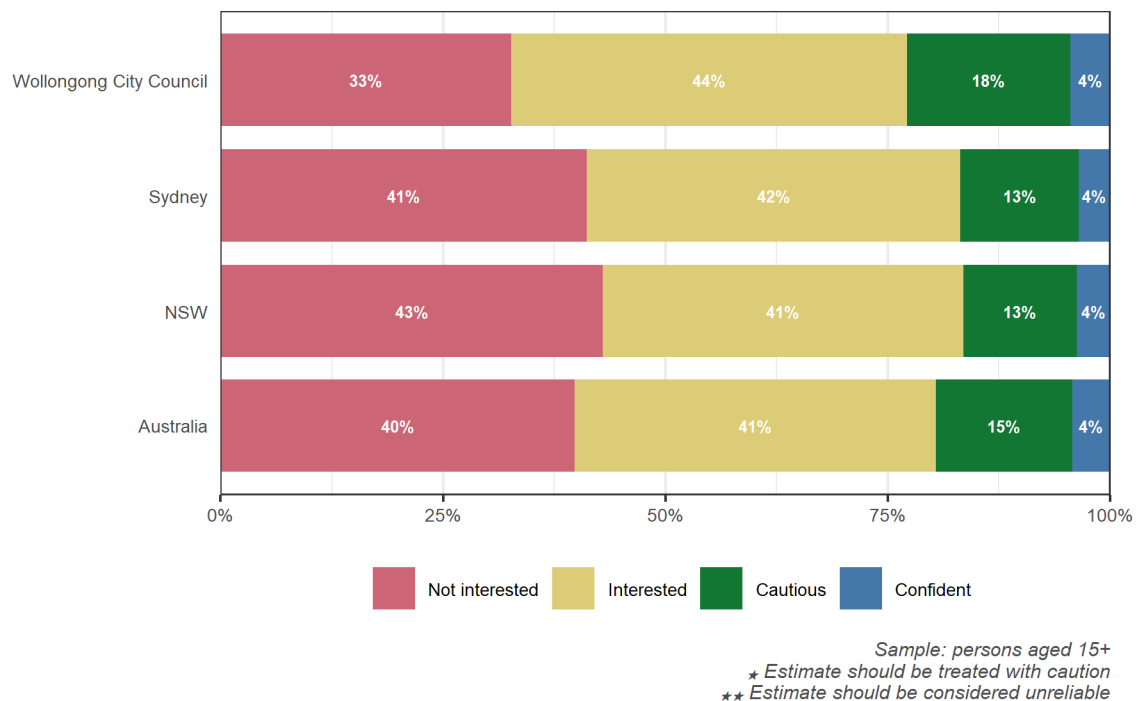
3.3 Perceptions towards cycling

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

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

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

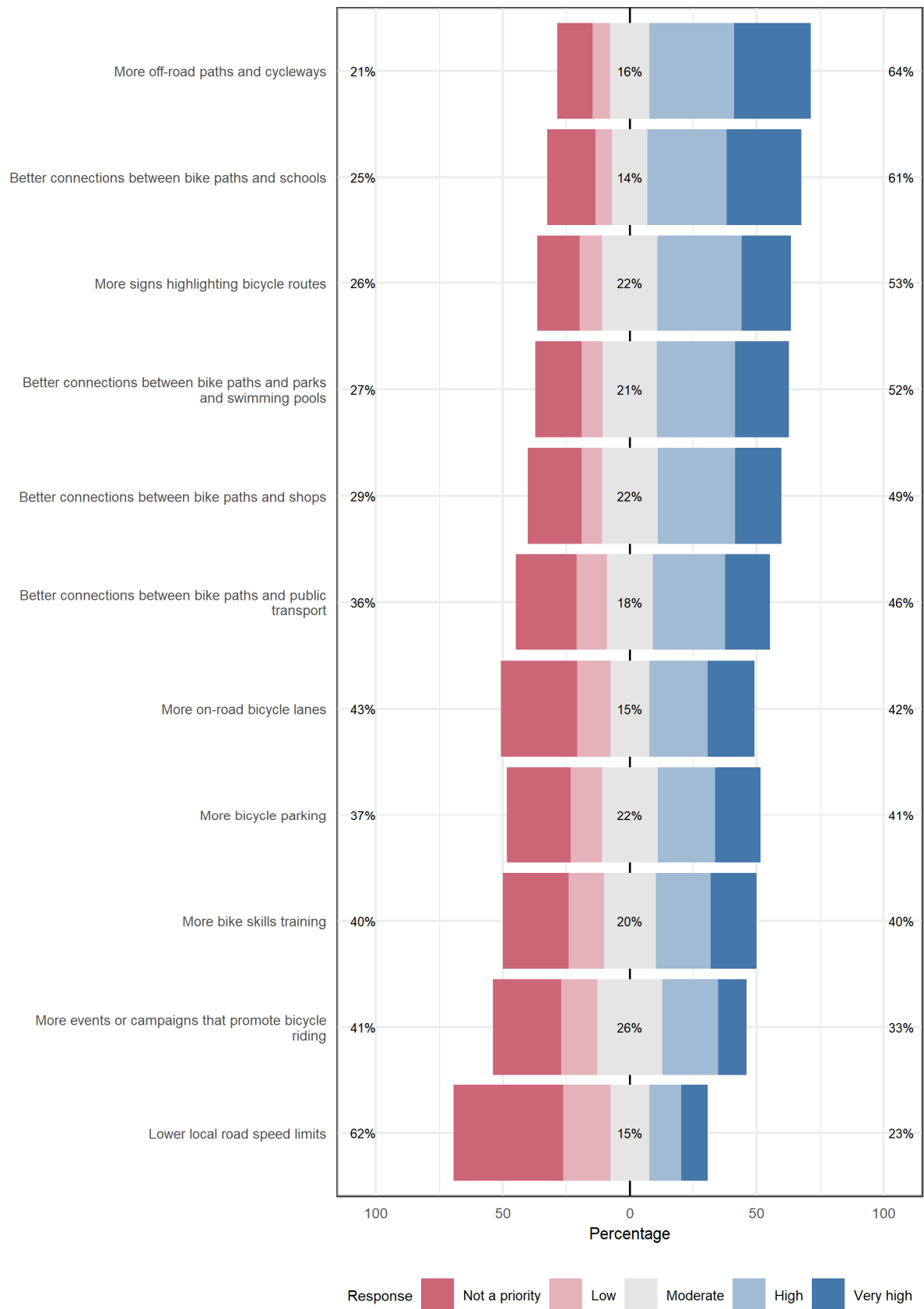
The results of this segmentation both nationally and at the jurisdictional level is shown in Figure 3.12. Across Wollongong it is estimated that 32.7% of the population (95% CI: 28.5 – 36.9%) aged 15 or older either cannot ride or are not interested in riding. A further 44.5% (95% CI: 40.0 – 49.0%) are interested; that is, they either do not currently ride but would like to or do ride but only off-road. Around 18.3% (95% CI: 14.8 – 21.9%) ride at least occasionally but will take a longer route to avoid highly trafficked streets. The remaining 4.5% (95% CI: 2.6 – 6.4%) are confident riders who will take the shortest route to their destination even if it is a busy street.



■ Figure 3.12: Willingness to consider bicycle riding

Respondents were asked to rate actions that the Wollongong City Council could take to encourage bicycle riding. The most supported actions, as shown in Figure 3.13, were:

- more off-road paths and cycleways (64% of respondents rated this a very high or high priority),
- better connections between bike paths and schools (61%),
- more signs highlighting bicycle routes (53%),
- better connections between bike paths and parks and swimming pools (52%),
- better connections between bike paths and shops (49%), and
- better connections between bike paths and public transport (46%).

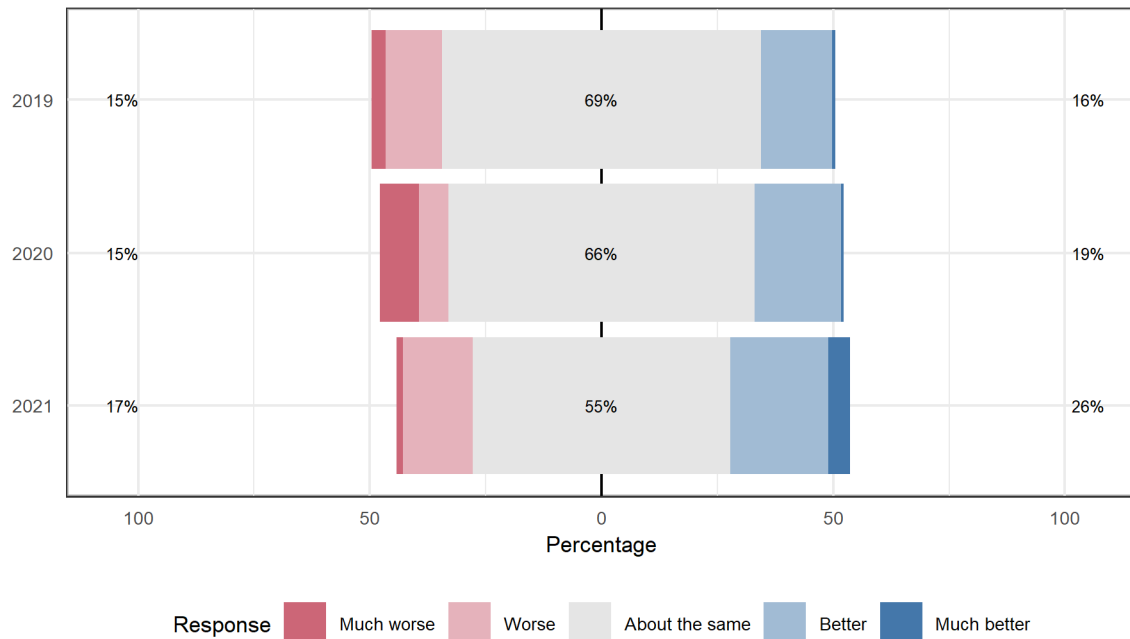


Sample: Persons aged 15+ who had ridden in the past year.

■ Figure 3.13: How important are the following actions council could take to encourage bike riding?

3.4 Conditions for riding

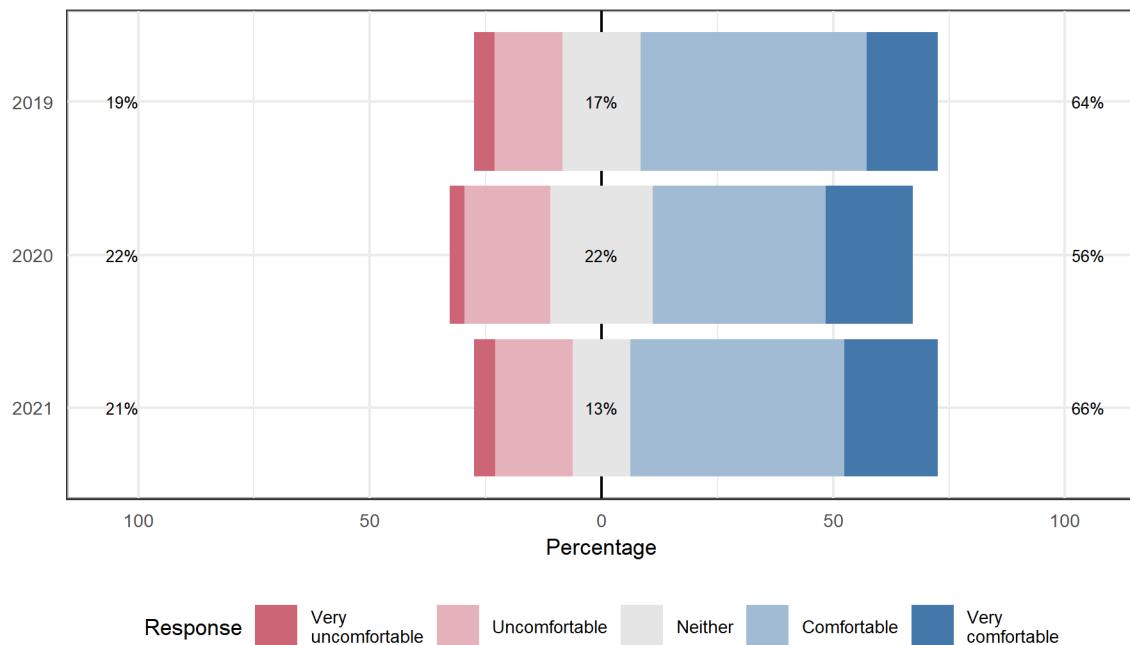
The majority of riders felt that conditions for riding in the Wollongong area had not changed over the past 12 months (55%) (Figure 3.3). More felt conditions had improved (26%) than deteriorated (17%).



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

■ Figure 3.3: Perceived change in riding conditions over the past year

Those who had ridden at least once in the past year and were aged 15 or over were asked about their perceptions of riding in the local area. Most of those who had ridden indicated they felt comfortable or very comfortable (66%) doing so (Figure 3.2).

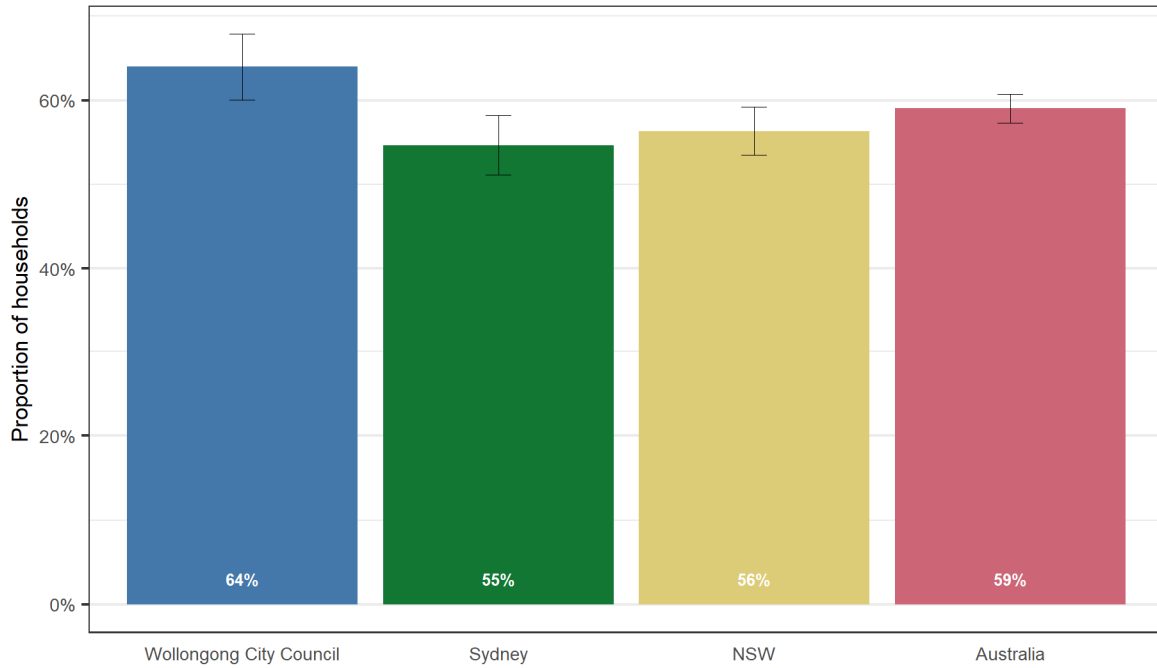


Sample: Persons aged 15+ who had ridden in the past year

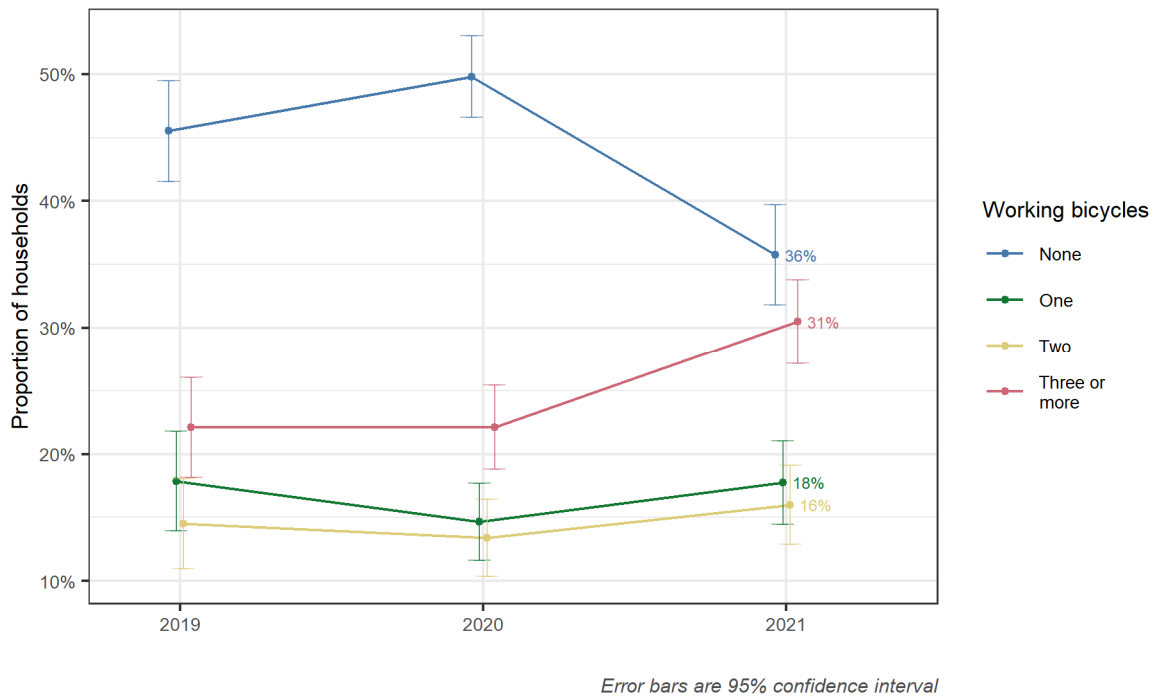
■ Figure 3.2: Perceived comfort riding in local area

3.5 Bicycle ownership

Around 64.0% (95% CI: 60.1 – 67.9%) of households in Wollongong have at least one working bicycle in their household (Figure 2.10). The proportion of households not owning a bicycle has dropped markedly since 2020 and coincident with a statistically significant increase in the proportion of households having three or more working bicycles (Figure 3.15).



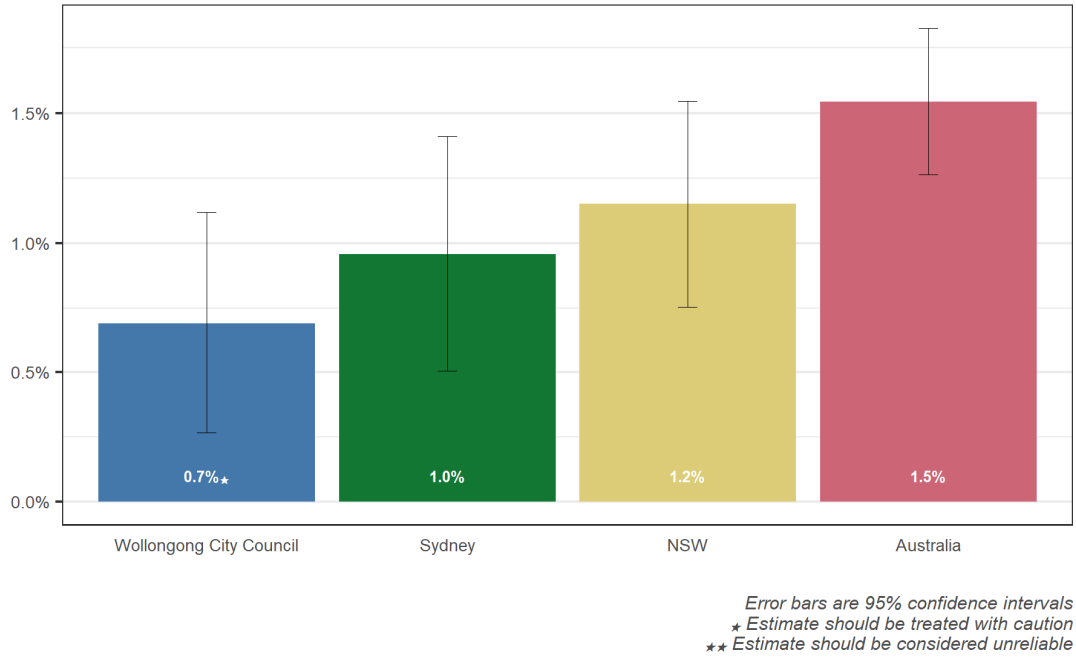
■ Figure 3.14: Bicycle ownership by region



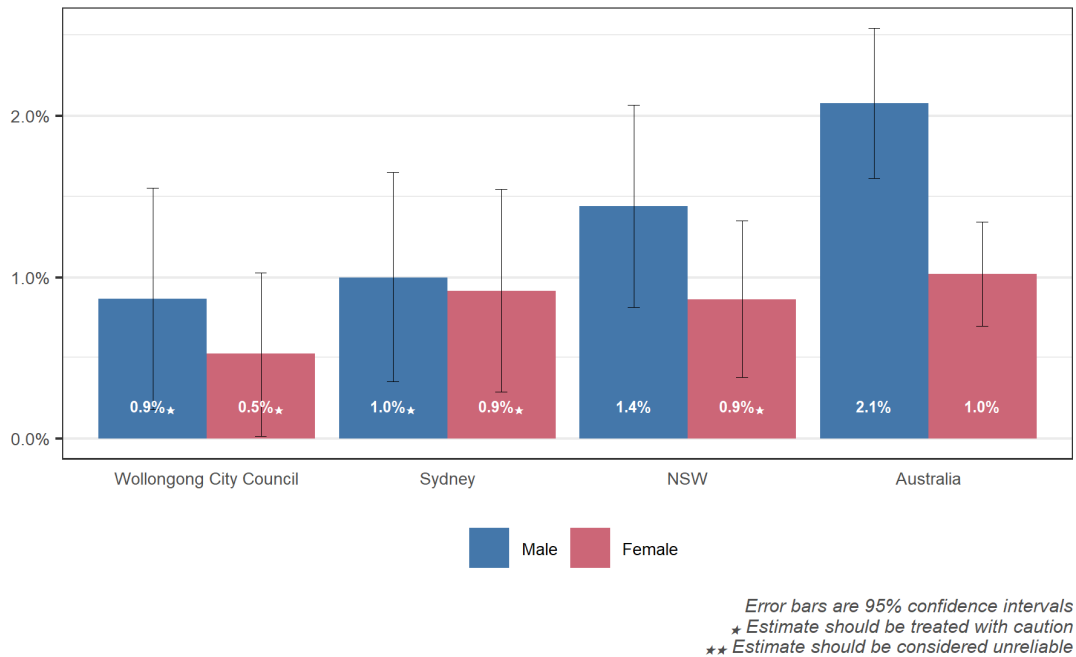
■ Figure 3.15: Bicycle ownership by year

4 Rideables

It is estimated that 0.7% (95% CI: 0.3 – 1.1%) of the Wollongong population ride an electrically assisted rideable such as an e-scooter, e-skateboard or Segway¹ in a typical week (Figure 4.1). The proportion doing so is not statistically different to NSW but is lower than the national average. Males appear to be more likely to use rideables than females (Figure 4.2); nationally around 0.9% (95% CI: 0.2 – 1.6%) of males and 0.5% (95% CI: 0.0 – 1.0%) of females ride these devices in a typical week.



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



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

¹ This definition excludes electrically assisted bicycles, which were instead classified as bicycles.

Appendix A: Data Tables

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

Table A.1: Walking participation statistics

Sample statistics			
No. of households	558		
No. of individuals	1,389		
Statistic	Estimate	95% confidence interval	Confidence rating
Participation in past week	97.2%	96.3%-98.1%	★★★
Purpose in past month			
Recreation/exercise	86.3%	83.4%-89.2%	★★★
Shopping	70.3%	66.5%-74.2%	★★★
Cafe/restaurant	63.1%	59.1%-67.2%	★★★
Visit friends and relatives	40.5%	36.3%-44.6%	★★★
Employers' business	30.5%	26.6%-34.4%	★★★
Dog walking	35.7%	31.7%-39.8%	★★★
Commuting	21.8%	18.3%-25.3%	★★★
Public transport	24.0%	20.4%-27.6%	★★★
Escort	22.6%	19.0%-26.1%	★★★
Travel			
<i>Caution: walking 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 walked in the past week	5.4	5.2-5.5	★★★
Median hours walked in the past week	4.0	3.5-4.0	★★★
Change in walking frequency			
More frequent	33.7%	28.2%-39.3%	★★★
As frequent	41.1%	35.3%-46.8%	★★★
Less frequent	25.2%	20.9%-29.5%	★★★

Table A.2: Cycling participation statistics

Cycling participation	Estimate	95% confidence interval	Confidence rating
% who rode last week	19.6%	17.6%-21.6%	★★★
% who rode last month	29.0%	26.8%-31.3%	★★★
% who rode in past year	43.8%	41.4%-46.3%	★★★
No. who rode last week	43,200	38,800-47,600	★★★
No. who rode last month	63,800	58,900-68,800	★★★
No. who rode in past year	96,300	90,900-101,700	★★★
Participation by demography			
Gender			
% of males who rode last week	25.1%	21.9%-28.4%	★★★
% of females who rode last week	14.3%	11.9%-16.7%	★★★
Age			
% of 0-9 years who rode last week	49.3%	41.1%-57.4%	★★★
% of 10-17 years who rode last week	38.6%	31.7%-45.5%	★★★
% of 18-29 years who rode last week	7.5%	3.4%-11.5%	★★
% of 30-49 years who rode last week	16.5%	12.6%-20.4%	★★★
% of 50+ years who rode last week	9.5%	7.1%-11.9%	★★★
Gender by age			
Male: 0-9 years	50.7%	39.3%-62.0%	★★★
Male: 10-17 years	46.1%	35.7%-56.4%	★★★
Male: 18-29 years	10.9%	4.2%-17.6%	★★
Male: 30-49 years	22.4%	16.1%-28.8%	★★★
Male: 50+ years	15.7%	11.3%-20.2%	★★★
Female: 0-9 years	47.8%	36.0%-59.6%	★★★
Female: 10-17 years	31.3%	22.2%-40.5%	★★★
Female: 18-29 years	3.4%	0.0%-7.3%	★
Female: 30-49 years	10.7%	6.3%-15.1%	★★★
Female: 50+ years	3.9%	1.6%-6.2%	★★

Table A.2 (cont.): Cycling participation statistics

Participation by purpose	Estimate	95% confidence interval	Confidence rating
Summary			
% of those who rode in past month for recreation/exercise	89.6%	85.9%-93.2%	★★★
% of those who rode in past month for transport	22.2%	17.3%-27.1%	★★★
Detail			
% of those who rode in past month for commuting	4.9%	2.3%-7.5%	★★
% of those who rode in past month for education	7.1%	4.1%-10.2%	★★★
% of those who rode in past month for shopping	5.5%	2.8%-8.2%	★★
% of those who rode in past month to train/tram/bus	2.2%	0.5%-4.0%	★★
% of those who rode in past month to visit friends/relatives	6.8%	3.8%-9.7%	★★★
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	2.9	2.6-3.1	★★★
Average time ridden (mins) in past week by those that had ridden	204	163-245	★★★
Household characteristics			
Working bicycles (incl. electrically assisted)			
% of households without a working bicycle	36.0%	32.1%-39.9%	★★★
% of households with one working bicycle	17.7%	14.5%-21.0%	★★★
% of households with two working bicycles	15.9%	12.9%-19.0%	★★★
% of households with three or more working bicycles	30.3%	27.0%-33.6%	★★★

Appendix B: Verbatim responses

Do you have any comments regarding conditions for bike riding in your local area?

A lot of pavements are just bad so can't ride

All the footpaths are great and all the roads are wide enough to be ridden on safely.

All the new bike lanes on smith street traffic is more congested, restricting. They don't seem to go anywhere; at the moment they don't connect to anything. How do you get to them without riding on the road.

At the bottom of smith street and the western end the bike path goes under railway line . It is isolated and could do with security camera

Bald hill, didn't put the bike path. Would be worthwhile to put it back in.

Beautiful bike tracks but construction interferes with the bike lanes

Believe bikes should be only ridden on the bike paths, back streets not main streets.

Bike path share paths and that encourage the family to ride together

Bike paths

Bike paths needed in my area. South of colcliff needs more bike paths for the sake of drivers and bicyclists

Bike paths should be wider to accommodate both riders and walkers

Bike riders cut on the road because there are less paths

Bike riders need licenses

Bike riding on main roads not enough awareness about sharing the roads between cars, trucks and bikes. I feel it is quite dangerous.

Bike track itself is good, no good way to get there need to get on the road.

Bike track, from Wollongong to the rule road gets really windy and have to drive on the road through buses and cars. Fix and add more paths around that area near northern Wollongong

Bike tracks

Bike tracks are good, riding on road is a bit dangerous

Bikers don't adhere to rules

Bikes need to pay rego and get off the road.

Blue mile the bike track is fantastic but should go further to northern suburbs eg austinmer coledale and beyond because the road are not safe and the paths are not adequate for bike and pedestrians, paying a lot of money to live in the norther suburbs and the infrastructure is not updated

Coastal cycle track is excellent. Need improved east west connections for cycling. The ability to get to the north south spine needs improvement.

Could be more mountain bike areas.

Cycle ways that have been created are a good thing that are benefit to the community

Cycleways and more on road cycle lanes

Cycleways are bumpy. Concrete is lifted and not even.

Cycleways that have been put in Wollongong are "rubbish", they've cut parking spaces, the parking spaces have moved so people coming out of their driveways can't see cyclists over parked cars, taking another lane, become more congested. Haven't seen a cyclist use the new cycleway along smith street, being underutilised.

Cycling and walking tracks needed overall.

Cycling conditions are good.

Cyclists on the roads generally don't obey the road rules, they need more training

Dedicated bike paths. Shared pedestrian and bike path.

Direct route for cyclists for workplaces

Don't take up the roads

Fixed up the bath paths so its better than it was

Great if they build and look at the Netherlands concept for bike riding

Harry Backett park uncomfortable riding in that particular area.

Helensburgh needs further foot paths and guttering as many areas have none.

Hurry up and legalise mountain bike tracks.

I find that in Port Kembla there is not access ramps on the gutters to get your bike up Five Island Rd doesn't have them and this is the same for pedestrian. Some of the roads have a lot of glass on them around near the boat ramp going down to train station.

I hate the cyclists on the bike track they go too fast, don't indicate. Not all are like this but a lot are.

I have mixed feeling about the smith paths, its difficult as it requires you to go up a press the traffic light button with pedestrians there as well.

I like the idea of bike paths currently

I think it great we are well catered for

I think that sharing the road with cyclists is dangerous, there's no way that someone on a bike can keep pace with a motor vehicle. Creates frustration with drivers trying to keep a distance. There needs to be more designated lanes for cyclists.

I think there's a big missing link between the suburbs and getting to the bike track, more bike lanes or dedicated cycleways

I work in a safe building but otherwise if i wanted to for example shop, I would not have a spot to park my bike Lots of shared paths and cycleways around here and pedestrians don't keep the left, they don't her you when you ring your bell because they're wearing headphones and they never look before crossing.

I would cycle to work if there was a safer path to get there. I can go down a cycle way but at some pint I have to cross a lot of busy roads. If there was a safe bicycle path that didn't involve too many roads it would be something that i could do. The cycle lane on smith street was a good idea.

In smith st there is a good cycle route but its too far

It can be dangerous on the road as the roads are too narrow for riders and the cars. There is only the one lane for both and sometimes if a bike is in front I have to slow down but the driver behind me cannot see and they start getting annoyed at my slow driving

It can be quite worrying due to the traffic. particularly the utes.

It could be better the main problem is drivers. They don't care about bike riders. It is hard. There needs to be some driver education. bit i feel like they just don't want to learn

It would be better if there were more bike paths and designated bike lanes. There should be more going to schools and in Russellville and heading towards the beach

It would be great if cycling were more encouraged

Its barely used, individual has not seen a single cyclist

Its not safe the cbd along the blue mile is congested and to busy for cyclist and multiple users of that road recent works around smith street haven't noticed bring used by cyclist and not safe

Just increased traffic

Like that they are making bicycle lanes. suburbs to get it as well.

Live in horseley, most conditions are pretty good

Major road upgrades for roads and paths

Need more bike tracks, paths, more space

Need more public education for motorists around cyclist. Motorists are "not very generous" to bike.

Needs the tarmac on roads for cyclists improved. Needs more designated cycling lanes.

New cycle pathway running through Smith and Kembla unsafe and also runs across driveway. Smith St now run way which is inconvenient and unsafe near primary school area.

New routes set up. Everything is good so far, would like to see more of the routes set up as they have.

New tracks are a waste of time because no one uses them in Smith St

No bicycle track at windeng near boat

No bike track, forced to go on the road with 80km/h traffic. The bike path is about 2km out from where he live.

No bike tracks around. Footpaths not well maintained.

No cycle paths around the area. If you rode you would have to ride on the road. Children too young.

No dedicated cycle paths

No not really, responsive advised that he has been a bike rider all his life and does not find any issues riding in his local area. he did mention that he would rather ride on the road as opposed to riding and shared paths with pedestrians as he feels pedestrians are unpredictable and a few years ago someone almost walked into him and he came off his bike and had to have his hip replaced the following day from the accident. Since then he is only comfortable riding on the road shudders to the gutter but this is where he is comfortable.

No real lanes for bike riding. No pathways for pedestrians. Progress around having mountain bike trails between Mt Keira and Mt Kembla

Not a fan, losing valuable road space, roads are getting narrower, harder to park. Not enough cyclists to justify closing down streets for bike lane. to be done to promote bike lanes along the beach. Ride along bicycle tracks rather than roads.

Not any extra provisions for riding bike but this isn't expected in the area.

Not many bike tracks off road to ride on, would like to see an increase in off road bike tracks
Particularly around lake heights

Not many cycle lanes. Cycleways not well maintained in Helensburgh area

Not really, be nice if the paths went all the way to stanmore park

Once you get to the bike track it is good but getting to the bike tracks is uncomfortable/inconvenient.

People walking on the bike track. They walk across without looking and block the whole track

Pioneer road should be a designated cycle lane between here and Wollongong.

Places where there aren't cycle paths, and not as much cyclist awareness amongst drivers.

Places with no footpaths, keep awareness of the traffic, pretty comfortable on the road.

Pretty poor still doing lots of roadworks and there's no bike paths.

Recent addition of the council funded bike path and state forest land has been great, boosted the community a lot and there are a lot more bike riders

Suggestion would be more access for bike riding near/on bush land and having recreational bush walking tracks especially near Mt Kembla, near Bulli, and basically all along the escarpment would be helpful. At the moment they are more illegal ones, but having open ones for the community would be good

Referring more so to the summertime in Wollongong; there is much more traffic on the roads and makes it more dangerous mainly due to tourists

Relatively good conditions.

Riding on the road is uncomfortable, no bike lanes, generally ride on the footpath and pedestrians don't agree.

Roads are so much easier to ride and superior and more smooth paths are a bit bumping due bumping into pedestrians rough spot and especially when crossing every block

Scared of riding on local roads because of incoming traffic. Same direction as the car they have to overtake.

Seem have been implementing some more cycleways, not sure how much some of them will get, in winter they have not been used, wait for school holidays and summer. they have not taken too many parking spots which is good. Smith St should not be one way. that has created traffic havoc and bus traffic around St Mary's College

Shared paths are dangerous because of pedestrians, I appreciate the cycle paths that have been installed from the council. Some of the cycle paths are still a bit dangerous heaps of bumps and heaps of litter (the cycle path that goes around Spring Hill road old port road). The other cycle in Smith Street don't have enough information for the bike riders when they arrive its not obvious enough to let the riders know how the cycle path should be used. Many drivers don't know they can cross a double line to overtake cyclists. Bike lanes need to have bike lane written on it for riders. The memorial drive cycle way needs to be cleaned more for the riders.

Shared paths, pedestrians don't want to move for cyclist, dangerous for cyclists.

Shoulders and bike paths

Should be better roads

Shouldn't be allowed on the roads

Some new houses that don't have footpath. Her children can't ride to school since there are no footpaths and people drive dangerously on the road.

Some other areas need to be safer

Some parts of the track that are too narrow for people.

Some path and areas to be fixed up and improved for walking and bike riding

Street is made for bikes and cars one lane and its made it a bit dangerous as cars are backing out from their places and could happen a cyclist can get hit parking in the middle of the road and cyclists two lanes smith street

The area I live is creepy doesn't have lights they need to put lights for bike riders and those walking late. Between Belmore street and Denison street in the local area.

The bike paths aren't great, I have lived in London for a couple of years and the bike set up is much better there.

The bike tracks have got very busy on the warmer days since covid broke out. It is good they have started to put more cycle track in in the area

The conditions are pretty good.

The cycle ways are congested with pedestrians and dogs. you are better off riding on the road. they need more bike paths on the road. the cycle way is basically just for pedestrians now. They expect you to go around them because you're on a bike.

The cycle way is so bad I have to ride on the road. The northern Illawarra cycle way that goes along the coast. Needs maintenance and its too narrow. Not adequate for the amount of people to use it. Shared path with pedestrians very unsafe.

The facilities themselves have improved but they aren't enough to sustain the surge of people who took up riding during lockdown.

The footpaths, or should I say the lack of them for bike riders and walkers. People are being forced to walk on the side of the road with dogs which interfere with bikes and bikes are on footpath particularly on point street, bully eye, it is the worst one

The new speed humps placed in my street maurramar road are causing great disruption to the normal operation of the street for bike riders and normal flow of traffic. People are avoiding the speed humps and crossing over the other side of the road on bikes and on bikes and it is making a very dangerous environment. There are accidents waiting to happen.

There's been a lot of improvements to the bike path

There's no bike racks at the train station. Street lighting is a problem, streetlights aren't available. Stanwell park, the street going up to the train station.

There are a lot of hoons on the roads around Wollongong city council area, unanderra blackman parade is very bad for horns speeding.

There are area that could be widen on the bike paths. Sometimes you have walkers with dogs and bike riders battling on the paths.

There are good area's but there is also bad areas, if you are riding in the northern subs on the main roads from Bulli, Wollongong to Stanwell park it is really dangerous, the roads are too narrow and rough for bike riding. It is dangerous for the rider and drivers as the road is too narrow. The paths are great but the bike riders go to fast on them around the pedestrians on the walking paths.

There are no cycling provision in our local area. The only one that i know of is along the coast. If i wanted to take the kids to ride to the shops we have to use the footpath.

There are not enough bicycle tracks would like to see bicycle tracks in place especially from corrimal street all the way up to north beach

There have been a lot of pathways built which make it a lot easier. Such a positive addition for Wollongong. Along the beach is great.

There is a new path going in cordueax road, and that's nice and wide good for taking kids on bike as well.

There needs to be more bike paths in Figtree area

There's a real opportunity for more people to take up riding there's a lot of traffic in specific areas and i think its because of short trip congestion. if people felt empowered and safe to do short trips on bicycles it would be great. I think most people are held back by feeling afraid and unsafe

They are improving, the cycle ways are improving, and the public has more awareness of riders.

They should link a path (wombaroo) the footpaths are unrideable, massive poles in the middle of the paths, ride in the roads, the roads are really windy and tight and it's not safe as there are cars that are dangerous. Can't even push a pram.

Too many walkers. more difficult to bike

Too much overdevelopment, people and cars

Too much traffic

Traffic became heavier bit more dangerous.

Traffic has become chaotic, especially on weekends. Dangerous for cyclists especially due to congestions.

Traffic has increased, the roads around dapto have deteriorated, more potholes. The roads around dapto were never built to handle larger vehicles, around marshall as well.

Traffic increased, around the lake is pretty good.

Update the broken, cracked pavements.

Use the bike track. road is all gravelly. too dangerous. edward street Wollongong.

Very active area around here, even if there's a problem in the road or footpath it takes less than a week to get fixed.

Very happy cycle ways in the local area

Walking dogs and riding bikes as a dog walker a cyclist should ring there bell when approach in close proximity or behind a pedestrian so they can move over for the cyclist and not get run over same goes for pedestrian give way to cyclists as well it works both ways

We live off the highway so sometimes you have to go a very long way to go anywhere. a few years ago i rode to get to uni but still had many big roads that young people would not want to cross

When bike riders are supposed to dismount, they do not do so. Makes dangerous it dangerous for everybody.

When I ride a like 5 am I feel comfortable (although there are other concerns like visibility). if you're out there at 9 am you'd be in trouble. there's no way I'd be on the road at 8 am on a Monday. if my weekend ride goes later than 9 am I take the cycle way or footpath especially through built up areas. in my years of being on the road, if you aggravate motorists they can sometimes endanger you. majority of people get quite aggravated and I have had too many close calls where motorists break suddenly to sort of scare me or check I'm keeping a distance. In my 10 years of riding, now I have moved indoors for about 50% of it when ten years ago I'd ride 5 times a week outdoors.

When you have people parked outside you have to ride around. Must ride on the footpath as too dangerous.

Wollongong has always been pretty good. in the last 5 years it got better but not so much in the last year. the bike track around here are pretty good

Yes there should be better education for riders more marked cycle ways where shared footpaths dont exists .

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

A lift for bicycles/or anyone (too many steps - 70) at yanderra station!

Add more cycle paths and make wider

Advertise more promotional and rules on cycle ways - towradgi park - park area bulli beach area - beach vicinity needs bellambi

Around Kembla St - used to be 2 lanes and parking on the side, now a lane has been taken away, now cars are backed up and I can't see out anymore, the only people using the bike path are skaters.

Around schools, having a larger buffer area of 40km zone - it should be extended because once you go past the school, they pick up speed, there should be more police control so people stick to rules for safety

Around the lake Illawarra, around canahookah point to tallawalla power station, dedicated bike lanes, separation of cyclists and pedestrians.

As a driver and thinking about grandchildren, they need more safety - probably the bike paths should be further from the cars

As a driver I think the idea of reducing speed limits for bike riders would be very annoying and most people would not like it

Awareness of the bicyclists. No where to take your grandson

Bald hill, didn't put the bike path. Would be worthwhile to put it back in. Bike paths towards to beaches. Really wants a bike path to bald hill.

Better access and connections to bike paths, more designated cycle lanes. Better connections to the established bike paths as well.

Better bike facilities for kids. to ride on.

Better bike paths to keep bicyclist off the road

Better connections that are separated from road traffic and to facilities

Better education for the kids that ride without the parents. Providing more bike parking at the cafes. Not be discouraging to non-cyclist,

Better paths, and new bike paths from bald hill to Wollongong. It would be really good, and really amazing for everyone. And mountain bikes around wollambo.

Better pathway - more pathways off road for both bikers and pedestrians

Bicycle lanes more

Bicycle riders should have the same responsibility as motorist - pay rego, insurance and other things associated like a motorist and contribute Kembla and smith street - accident waiting to happen - people parking in the middle of the street die to one side dedicated for bike riding and it very hazard

Bicycle stay on tracks

Bigger push for helmet wearing and bike safety.

Bike lanes taken off the inner-city roads. Back streets and paths and cycleways are no problem. All back streets should be one speed limit except for school zones, as the safety is still the same. The bikes should stay off the road, especially main roads.

Bike paths are not long enough it should be continuous.

Better signed

Bike racks at the station, better lighting around Stanwell park area towards the station. Bike racks at the beach.

Bike riders need licenses, a lot of unsafe bike riding

Bike riders need to be more cautious on the footpath, prefer them to be on the road and not around people

Bike riders put us back in the stone age.

Bike riders should be off the road and more in parks

Bike riders should have regos to be on the road also need to be more cautious on the road and wear helmets. Be mindful and respectful of others. Riders need to make sure if riding on the footpaths that they are cautious of others walking.

Bike riders use tracks rather than roads, which is fine, except that they cant always be heard coming up behind pedestrians near the beach. New roads and bike tracks are expensive, so its balance. People have to be aware, and more or less we don't have the width on roads to adjust for paths and public transport (like trams). People should come to terms with what we have rather than building or upgrading, we are already doing a good job making new nice paths, but off roads, for walking for old people, so they don't trip. It's better to have shared pedestrian bike lanes. everyone should know about cars and bikes but they don't, they should be educated, but people are not clued in enough so that makes on road bike lanes worthwhile.

Bikes have to be on the road - better road conditions for both bike riders and car drivers, too many potholes at the moment. The single lanes are too narrow to have a bike and a vehicle together which makes it dangerous.

Bikes should be roadworthy before going on the road.

Bikes should not be on the road - cars have to swerve around to make sure they don't collect them. They should have a pedestrian path on the bike lane and the foot path. Going down the main street should have this option because it is too difficult to navigate around bike riders

Build it and they will come. Currently no infrastructure for riding.

Can be dangerous for children riding their bikes between datto public school and brooks reach, and especially on bongbong rd, shone avenue and the main road on the other side (this one has a lot of peaks, so often drivers come over the hill or down it and it is hard to see kids and could be hard to stop in time)

Kids, especially at peak times when they are riding to school, have to cross multiple roads and often end up having to ride on the road because people are walking on the footpaths and children think it is easier to get out of their way by going onto the road; it would be good to have initiatives that warn people (i.e. flashing lights or signage during times) that make them more aware that there are extra young people riding to school. Initiatives for bike skills training would be helpful for kids in school, like maybe having the schools incorporate this

Carramel area, more off-road routes.

Clean up the paths

Clearer bike and walk paths for safety

Completed separated paths. hate the on-roads.

Compulsory bike bells. should have a licence to ride on the roads.

Coonowarra should have bike tracks for students towards, currently none. Dangerous for students.

Council to remember that roads were made for motor vehicles and bikes don't have the right to kick us off the road. Very hard on some of the narrow roads where you need to leave a metre to leave the bicycles and not a meter of road to use.

Cutting the grass around roundabouts and footpaths, makes it safer cause you can get cut from them when cycling.

Cyclists block the traffic and shouldn't be allowed for riders to be on the same road. Should put in more extra paths and cycleways for the riders safety in and around traffic congested areas. Pictuary way and main princess highway.

Dangerous on Bold Hill to Stanmore Park, bike riders are dangerous, alternative route would be ideal

Dedicate cyclist to specific bike tracks

Dedicated lanes so they are properly separated from cars

Designated bike rider paths and should have their own bike paths without sharing with pedestrians or cars.

Her son was hit by a car while cycling when he was young so she wanted to emphasise that there should be no bike paths on the roads but instead have bike paths only for cyclist and walking paths just for pedestrians.

Designated lanes for bikes

Disconnecting cycleways so you can go from A to B safely is an important thing.

Do more bush tracks for mountain bikes

Do need to be more cycleways, limitations where parking is and access to schools need to be improved. And bicycle training would also be beneficial. All of the above are good suggestions.

Do something about it. There's no way they can put bikes paths, make sure there are enough bike paths for riders.

Don't make more bike lanes, not getting used.

Don't mind social bike riders, but don't like that bike riders go on the road. Implement better bike paths and tracks, unsafe for riders to be riding on roads. Live in King Street, everywhere could implement more bike paths for rider safety.

Don't reduce the car speed limit in areas where there is not schools as this will just create congestion in other areas / more bike campaigns for the community / bike riding around the lake is good but they need to have hospitality along there for people using these paths / resp also wanted to say council needs to provide car parking in the city for people as when you live out of the city and don't have walking to shop options.

Don't think the majority of bike riders would obey the rules, have no fear. Was shopping once and this kid almost got hit almost got hit on the footpath and the car almost hit the kid. Would like to see more safety in the roads regarding bike riders. Helmets should be enforced more.

During peak times bikes should not be on the main roads unless a separate lane is provided for them

Education for pedestrians around cyclists (keep to the left) and also more markings. Separating the bikes and the pedestrians would be nice, new paths. Connect existing bicycle paths as well, around dapto and marshall particular.

Encourage speed limit for cyclists. Respect pedestrians. Have registration on bikes.

Enforcing bike riders to stick to single files. Coastal roads

Even as a cyclist it bothers me when cyclist don't use the cyclist lane, I dont feel that we need more shared bike lanes there already too many.

Expand and make the bike paths wider, it is usually congested, experienced bike riders should avoid the path - coastal beach ride from Thirroul to fairy meadow

Fairy meadow - end of blocks for cyclist to use the foot paths - make connections between the path and road more smooth not bumps - cyclist, mobility scooter have more issues when using the footpath

Fine bicyclists that run red lights

Fix marshall mount road - clean the roads it has pot holes esp for us bikers. Mount Kembla Road - harry graim drive needs to be cleaned

Focus on improving and widening the current bike paths now. Not necessary for more bike paths.

For pedestrians in fair meadow - when walking you need to be on the lookout for bikes as they can run you over and they come from behind and they startle you with their horn

Get more of the bike lanes on roads. in 2500 there's bikes everywhere - it doesn't really affect me very much. I would really like the bike paths to link up. Some of them link up and some don't. Sometimes you can't easily get from one path to another.

Get people off bikes.

Get people to put their helmets on. When they ride their bikes on footpaths, and you are walking, the bike rider must be told that they have to sound their bell when they are behind you to let you know. They don't share the smaller footpaths - bike riders - they make you walk on the grass. They come flying down the footpath and great speeds and you as the walker have to move instead of them. People just do what they like - they need to try and help this situation. There could be signs up telling bike riders they have to give way to bike riders

Get rid of bike lanes, new ones that have been put in city. No one uses them except for skateboarders. Bike paths have been barricaded off, affect businesses in local area. Can maybe put bike lanes in the beach, less bike paths in the CBD. Even road cyclers that use bike paths don't even need those paths. Wollongong CBD area. Noticed reduced less foot traffic due to bike lanes, less parking means less parking.

Get somebody out, whether it is police or some volunteers for youngsters who don't wear helmets and at night time for those who don't have lights on their bikes. Better safety campaign is needed, especially for when they are riding on the road. Even riding on the footpath without a helmet is just as dangerous if on the road, so greater enforcement of safety. Including greater need for good footwear when riding bikes - all related to safety on pushbikes.

Get the bike riders off the road. Get more paths off the road so there's enough room for people to drive. Not enough space on the roads.

Get them off the road and put them on the bike path.

Get them off the road. Proper bicycle paths and should not be allowed on the road and a law that stops them using roads.

Get them off the roads. More cycleways.

Getting back on the traffic light in smith street cycleway, I have seen overseas with cyclist in bike paths can push traffic button on the road with their foot. they don't have to go up the footpaths to press the button.

Give van drivers back their roads, taking too much space bike riders

Have cycle ways around beach area only

Have dedicated cycleways to clifton/ stanwall tops? On roads, because there are big communities in Wollongong that have many cyclists. To avoid accidents, add more cycleways.

Have dedicated paths for schools.

Have more lanes on roads for bike riders to create additional safety.

Having more dedicated bike routes so that pedestrians and bike riders are separated is very important. it's hard for the elderly and family with young people. The bike route between ballambie and Thirroul needs to be worked on in a way that bike riders and pedestrians can travel together at ease. bike riders have to weave in and out between pedestrians. it makes it difficult for both parties

High - hospitality areas (north beaches more bike parking area). Encourage pump track - beach area (Stuart Park), where people will ride their bikes, an attraction for bike riders. At Mt Kiera - more mountain bike paths, a network of trails.

High priority for greater safety for the people who ride unicycles; few young people who ride these and it can be dangerous for them - having people ensure they are safe, wearing helmets

I'd like to see the bike path at hooker creek extended all the way around the creek

I am happy that they are making improvements on cycle tracks. There has been more signage and repainting of lines. They key to safer cycling in my area is just awareness from drivers. They would need to promote this or raising drivers perceptions of bike riders. They need to know they are entitled to be there. People going for their license need to be taught about bike riders and how to respect them and their space properly. We might not be able to start with older drivers but we can start with newer/ younger drivers.

I am pretty ok with it / I think on the cycle tracks the professional riders that ride seriously need to have their own lane to divide the less experienced and people teaching children to ride as they can get aggressive and ask you to more.

I don't have a great opinion, there is still a lot of stigma around bike so trying to get more people supporting bike riding ago in the local area, they could do this by supplying bikes so they could see this as incentive to buy one / we need to be more like Europe and how bikes are respected there.

I don't agree with the smith street and Kembla and harbour street (from two way to one way) and they've taken parking away to make room for bicycle lanes and the city already struggles with car parks.

I don't like bikes on the road - however if they had their own lane and they could use their own lane it would be much better and much safer and I think that bike riders who ride through red lights need to get a ticket - they need to get a fine. it is very unsafe. I saw this just recently. it's so dangerous when they're on the road and will not obey the rules. The council needs to provide training for adults who are riding bikes. they need to be know that just because they're on a bike they cant follow the rules. they need to wear a helmet

I don't mind them if they stick to the side of the roads. I don't like it when they ride out in front of you it's very dangerous. They need to be off the road, or at least very much to the side of the road and out of cars way.

I don't see much happening with people that ride without helmets and ride aggressively. Around ballambie a lot of people ride very fast and without helmets. I've stopped using the bike paths there because of the fast drivers - also the people that don't wear helmets. They need to be policed and told how to ride properly. They need to create some kind of awareness. People don't read signs - that wouldn't work. Something on tv would work better, it would be about teaching people how to be a responsible and courteous bike rider.

I guess having shared bike foot path lanes need to be wider, so bikes aren't on the road, have enough space I guess in some respects improved footpaths, this is because as more cars are on the street, we move to the footpaths but sometimes they are very ordinary. Inconsistent layering, broken up concrete, step ups etc, bits of concrete lifted. regular maintenance of these, and a public profile for how we can register issues and the like. Roughly where there is development half way up maybe 100 up farmborough rd. they have destroyed the footpath and the bitumen is not rideable.

I guess they have put in new bike paths around Wollongong, but the feedback I hear is that it is unsafe, where it crosses roads. You have to get around people getting around driveways who can't really see properly and you have to get in with pedestrians to cross roads. Existing bike paths need to be made safe to use

I had an accident where a 16 year old cyclist hit into me (i was driving) and he wasn't wearing a helmet - he could have died. There should be more things like mirrors to see around blind corners. A lot of the cars parked get in the way of bike riders. Cyclists need skilling up but *drivers especially* need to be educated about bike riding. I think delivery people are also becoming more common and the issue is then that they do not stay on the road but use paths,. footpaths etc. I believe the food companies (uber eats, deliveroo, etc) need to provide training for their drivers

I just want to feel safe to ride on the roads, drivers educated and be more mindful of bike riders.

I know what they're trying to do but they should have done it years ago, they need to control construction and people won't start riding bikes because of road congestion

I think bike lanes are terrible, take away parking spaces in my local area

I think that the bikeways that they have put in smith street and also others adjacent to smith street in nth Wollongong has been ill conceived because it is causing a lot of traffic disruptions. It is visually very unappealing, and I hate seeing a car park in the middle of a street. They should have considered putting that in Crown Street. It is also causing a lot of inconvenience to residents as they cannot access their driveways.

I think there needs to be better access to point from suburbs, for me to ride to work I would have to take roads to the beach, south and back into town so there needs to be more direct route. I like how they have made church street all one way.

I think there should be a training session before they are allow to ride a bike, like a bike licence on how to ride safely with traffic. I find bike riders are oblivious to what is going on around them. Teach them from 10yrs sit a course like they have a pen licence in school.

I use the street all the time, I've seen bike riders on smith st not using the bike lanes, using the roads and its not safe. they need a road through McCabe park, near the railway line, the area around the showground should be one way

I walk down the beach each day and I would like to see the bike riders on the shared footpaths going slower and having for respect, they should be going a slower pace on the blue mile. They should be going at walking 5k's. There are very narrow spots and there is lots of mum's with babies and old people.

I would like the council to stop putting in bike lanes especially in smith street, I want them to create more parking spaces. the bike lanes are taking up too much room.

I would like the to see something like helenburg, where kids can go and ride their bikes it like a big riding park a mountain bike track park. It's fun and not boring and they can ride safely

I would like them to make them ride single file, or wear a target on their rear end.

I would like to ride but not enough bicycle lanes and don't feel safe enough. I would like to see many of the above would be advantageous.

I would like to see bike paths around lake Illawarra area. The bike paths should be maintained well and if the riders are using the main road and if there is a separate path for them they should be fined

I would like to see bike paths go right around the lake Illawarra

I would like to see less bike lanes in the Wollongong area as it has slowed down traffic conditions, "are there any particular spots"? No, just in the local area there has been a lot of changes and more. I am not in favour of the parking been placed down the middle of the roads as when you pull out from the house you cannot always see oncoming traffic conditions, it's black spots.

I would think they could try and have some kind of linkage from the coastal cycle ways. It's hard for some of the suburbs to link on those without riding on major roads. The old princess highway is the worst for bike riders. That's the road I would have to cross over and use if I was riding a bike and I don't want to ride a bike because it is too dangerous and the traffic is too much.

If cyclists are on the road, they need to obey the road rules and they should have to pay for an insurance to be on the road. Put in cycleways on paths or cycleways on the side of the road. Have their own dedicated lanes.

If dedicated bike paths could be built that would be good but not as high a priority as footpaths - the avenue in Mount St Thomas has bad footpaths on both sides of the street, people risk their lives walking on the road. Suburbs that were developed before the sub divide, Mangerton, Mount St Thomas connection have rough, steep footpaths, not good for wheelchair/prams.

If they are going to encourage the bike riding they have to look very careful at the volume of traffic in Wollongong, because you can't expect people to be riding with the high level of traffic.

If they have their own paths it is quite dangerous even on the roads - so as long as there are separate lanes on the road. Perhaps if the bike riders that use the road could pay bike registration fees as they are using the roads would help with the cost of improvements to bike lanes and paths

Improve cycle ways in northern side of town

Better direction and flow for cyclists

Improve roads so they are better equipped in the roads

In Smith St we lost a lane of traffic, there's more cars on the road than bikes but bikes get more priority, driver pay higher rates and it's not realistic to have so many bike lanes

In the local area, better connections for bike paths and shops as there currently is not any great ways or connections for cyclists to get to the shops.

In the northern suburbs the roads are not suitable for bike riders. They need to stick to the off-road bikes but they do not. It's very challenging and dangerous to be driving behind a bike rider. It is unnerving. There are a lot of parked cars and they have to swing out. Clifton doesn't have any off road bike paths. They have long winding roads and it's really dangerous for bike riders and hazardous for cars also. I understand it is scenic around my area, but they cars go fast and it is way too dangerous

In the street where the client lives there are a lot of kids walk and riding bike but there is no paths and it stops at start of the street it's not safe for the kids to walk/ride car are ride like crazy even though it's 50 km zone Balgonie primary school

In Unanderra we don't have any cycle paths, so some more of these would be good / they need to have more speed humps to slow down cars to help cyclist to get across roads

Increasing paths for cyclists, making it safer, ensure that the bike paths are more visible, ensure that there is more signage for the bike paths so people know where they are.

Increasing signage and specifying what type of path they are, separate lanes for safety reasons.

Influence kids to ride more bikes, cut down on car unsafety in the area.

Install a gondola so that mountains can get up and down the path in Mount Keira

It is quite good for bike riding here. A lot of people use the bike track on the beach, and there's one on the highway near my house. I think drivers should be encouraged to understand bike riding more. They think bike riders should pay registration for their bike which I think is unreasonable. I think the council could make a commercial about how stupid they are being - how stupid they are acting towards bike riders - I think people should be more tolerant

It would be a good thing to have more ways of getting around for instance to the shop or beach - there are very congested roads on Lawrence Hargreaves Drive and it would be good to have a separate bike off road

Its a bit confusing with the sign post, it a shared path and its not strictly keep left. Didn't know where to walk or keep left. Needs more its written on the ground. Person walking and bike symbol. I thought it was a bit hard to understand so a sign keep left or something. Make it simpler and clear. And for bike riders to ring their bell so you can get out of their way

Its very dangerous to ride to the princess highway from where we are at haywards bay, this causes riding around the estate which is not safe really. not just connections with public transport, but secure bike parking. People need to abide by local speed limits not just lower them. off road pathways would be higher priority if cyclists all respected pedestrians.

Some cities I have visited have cheap ebikes scooters, this is good if there is respect between pedestrians cars and silent "e-riders" but requires less crowded space, battery swap or echarging areas, eventually that will become the goal, because its better for emissions etc. safe paths are required for people to be recreational riders

Job is to drive around town from house to house, shocked to see smith street, kembla street full of unsafe cyclers. Unsafe cycle ways everywhere, kids going left and right and being unsafe. Turned everything into bicycle ways, cant find parking anywhere. Kembla street, can't turn right at the end of the police station area. Because they put the bicycle way there, you're car has to exceed the speed of the give way/stop sign. Need to go past the stop sign to be able to see cyclers. Nearly almost killed two children because the cycleways are unsafe.

Just more access for parents with young children. Nothing safe for them to ride on. School is 200 meters down the road and they don't ride to school as it not safe to ride.

Just more access for them to ride safely

Just more repairs done for cracked pavements and roads.

Just probably widening some of the paths where possible

Just to encourage people to ride more.

Just to make roads safer for bicycle users, around the windy roads. For both cyclists and motorists.

Keep bike riders off the road, not by making more bike paths because they don't use them anyway, just get them off the roads.

Keep cyclists to the cycling lanes not the roads with the cars.

Keeping bike paths clear in order to keep bike paths free.

Pimby pearl harbour area mainly on springbly rd

Kembla st - bike lane too wide and impacts on parking availability for cars. Makes alighting from the car very dangerous due to the lack of space between oncoming traffic.

Kids love mountain bike riding - more mountain bike related areas and trails and activities esp for teens/young adult

Larger packs riding bicycles in peak hour traffic and in the wrong times - need more directions and to ride in more appropriate area such as bike trails and not in peak hours traffic

Legalizing mountain bike tracks. More secure places to leave bikes securely in town.

Like to see bmx tracks, off-road. Put more jumps and tracks in bicycle parks. Corromore, harry henson park.

Like to see more lanes and get them off the roads

Likes the promotion for bike riding in a lawful aspect (trying to promote bike riding over cars for environment). Good for children as well.

Limits parking city centre

Live in a long street, cars parked on the side of the gutter are parked too close near paths

Local traffics - trucks travelling too fast. Makes it more dangerous for bike riders.

Charity ride at least once a year

Look at the concept of the Netherlands

Lower local speed limits, in some residential areas, main roads like west dapdoe road, speed limit of 80, two lane road. there are thoughts of work on the road, but the speed limit at the moment needs to be lower for the safety of bike riders, and because it is becoming a built up area.

Lower speed limits around schools.

Make better bike pathways in and around the general area of Wollongong

Make bike riding safe for everyone. Particularly children.

Better street lighting at night also.

Make people more aware that the areas are bicycle areas.

Make separate pathways off the road, like to see the council come to my area and check out how crazy the traffic is just too busy in Thirroul area..

Make sure that cyclists are taken off the road (off road paths). and to make sure they (cyclists) actually use them. it's harder in the cbd, but where the speed limit is 70 or above the cyclists should be off the road (eg steel works)

Making sure cyclists are separate from drivers, good skills training for both motorists and cyclists so everyone respects one another.

Going on the highway there's bike riders, I think that's particularly dangerous

Making the footpaths and cycle-ways wider

Wineena - boolie to town

Maps to show all bike parks available for riding.

More bike lanes

More bike lanes and safer road crossing

More bike lanes would be better

More bike lanes, along the pacific highway, corrawa, down to the existing bike track and beach specifically.

More bike parks in the local area

More bike parks with training courses

More bike path in the local area, especially directly to school

More bike paths

More bike paths around the area in general.

More bike paths connections between the ones above, keep them off the road (off-road cycle lanes). Through the Wollongong area.

More bike paths especially along north Wollongong towards where the science centre is, all the way to beach and beyond - extending the bike path would be useful so that more people have access to it because the one along north Wollongong is really nice

More bike paths everywhere, more bicycle parking in the cbd.

More bike paths for riders. Designated bike paths to ride

More bike paths generally. along Kembla grange, to derah and figtree. Along the highway.

More bike paths in general.

More bike paths, with better links between them, that connect up well. no specific areas

More bike tracks in the area surrounding suburbs like dapto, shell harbour

More bike tracks, designated mountain bike trail

More connecting routes mainly schools

More consultation with the general public instead of just building infrastructure. Emails, flyers, newspapers, radio, council newsletter, make the information bolder and more prominent so it's recognisable.

More cycle paths set up everywhere, safer conditions for cyclists on the main roads. Tracks off the road, put signage to make it known that it is for cycling.

More cycleways for local areas for bike riders. Make humps for the road to stop speeding. Number 1 berry street crangela.

More cycling and walking tracks. In Horsley there in not enough tracks for cycling and walking.

More dedicated bike paths.

More dedicated cycle areas for cyclists

More designated bike paths, and less use of the road. particularly near freeways

More education for cyclists around how they should conduct themselves. Through schools, tv, media. More incentives to cycle, discounts, events and campaigns.

More enforcement around vehicle speed limits. Very little dog parking and bike parking, shopping centre at Wollongong central there isn't anywhere to put the dog. Putting bike parking around would help with this as well as bikes.

More footpaths on George street (only half way)

More infrastructure for cycling - bike paths, shared paths, wongawilly rd. Around wongawilly.

More knowledge to people on how to navigate around.

More maintenance on the bike paths

More money put into mountain bike trails / more safer commuting routes for bikes

More of road cycleways near highways/ dedicated bike paths that don't take any of the road away from drivers

More off road bike paths in general all over the Wollongong area, not just my immediate area. Cyclists can be annoying on the road.

More off road tracks in northern beaches area,

More on-road bicycle lanes. Around Wollongong in general near the town.

More paths for children to ride to school. Halfway around the lake Illawarra in canahooka, stops at mullet creek, the path stops half way and you can't even go through and it doesn't connect to the bridge so you can't go over the bridge.

More paths in general in bike riding areas, towns. More pathways to schools.

More places to access bike tyres, make it easier to maintain a bike by having bike stations close by with air pressure pumps similar to petrol stations but for bikes. have these near beaches and cafes

More recreation areas for riding off road that is. Like downhill tracks and cross country tracks

More safer bike tracks

More shared user paths for cyclist and pedestrians - link between bulla and Thirroul

More shoulders and bike paths

More signage about keeping the left on the shared paths. I tend to see a lot of people not understanding its a shared path. some cyclists do that and also lots of pedestrians

More signage and more health and wellbeing

More signs pointing out bike lanes around schools and where the bike lanes intersect in northern suburbs

Most vehicle drivers seem to be unaware of road rules with bike riders. Add campaign explaining road rules so many are ignorant to rules. Aware of the rules that they have stay a metre and half. It's the passing is the main frustration over double yellow lines,.

Mountain bike path around mount keira planned a couple years ago that never took place, would like to see that be made.

Much bigger and clearer signs to direct cyclist to cycleways.

My biggest issue is they need to make the marks on the paths on the cycle parks clearer esp for us people that run. Better signage for walkers and riders.

My nephew has mentioned larger bike paths on roads. Bikes should share paths with foot traffic

Need to bring speed humps in not bring the lower speed limit. Cycle way lanes are not done properly lanes are all over the place and lanes need to be separated bilmore basin. More signage to indicate for pedestrians and cyclist flag staff hill needs attentions

Need to reply to their biking emails, no survey visibility about bike going around. remove bike tracks near houses, no visitors able to park near house, very dangerous, fix footpaths, shared paths near corners and malls where it's dangerous. Bike riders need to drive on actual bike lanes.

Need to stop building bike roads and cutting roads up. Need to start re-grouping. There are no connections. Bike paths are dysfunctional.

Needs major road arteries leading to bicycle tracks, needs more ways to get in. Wanoona into Wollongong needs more entry points.

No-one what so ever, more than happy with what is here and I always feel safe riding around here.

No bike paths that connect her to her daughters preschool and to local shops, is a deterrent that makes her daughter had to ride her bike anyway. More paths in the local streets. Lang street

No bike riding on the road - there are heaps of trails and cycle ways but ride on the road holding up traffic - 2 - 3 side bu side on the lane holding up traffic

No further bike lanes on the roads only on shared walking areas

No I don't have any issues. more awareness won't go astray. to be a bit more aware of what's around them I think, more signage to be aware bike riders are around.

No on road bike paths. Separate bike paths only. Stop converting roads into cycling paths.

No they have to right idea. They are putting more bike paths in the area as the new estate develops.

No, at the moment they are taking away free parking to make bike paths. Not taking away the paid parking, not enough free parking in the area to do this.

No. I have see they are doing work on point st or beacon ave where they are putting in bike lanes and improving conditions which is good.

North of Wollongong, bike tracks weren't wide enough, bike riders would interfere with the walkers. Make bike paths more wider.

Not a great fan, extremely dangerous on the road and wouldn't do it. On a shared path you should separate walkers from the bicycles. Signs that bike riders sound the bell when approaching walkers. Along the pool area, bike riders ride too fast. Bike riders to slow down on shared paths. Bike riders to ride in single file on road as well.

Not many people ride bikes in my area, its too hilly have to travel to ride a bike in the area.

Not really, the CBD is what it is. I don't think anything more is needed except parking.

Notice on smith street has the cycle paths which is fantastic. Would like to see more cycle paths in more areas around the council. Bulleye would use one, more of a connection from the main roads to the cycle paths, easier routes to get to the cycle paths would help.

On bongbong rd, heading back into datto, especially on station street, marshall street; there are no pedestrian crossings or pathways - sees many kids making a dash across the roads when there is traffic on their way to and from school. Especially applies to kids from st johns, not safe for them to cycle to school, even though they have a footpath, as soon as the cycle path ends (the one near the train station), they are forces to ride off the path. One of these paths leads to the industrial areas and it is extremely dangerous for them

Her kids always got a bus pass because it was far too dangerous for them to ride their bikes

An extension of a bike track from bongbong rd heading out brooks reach would be helpful - there is currently a cycle path but it is only on the wider part of bongbong rd. As it travels out to the back of west datto and brooks reach, the cycle path ends and there's only a walking footpath

On the bike paths, make way for walking aswell.

On victoria street there is a pavement that is lifted, it was late at night and she hit her foot and fell on her knee and has injured her knee. Believes this is important to fix - having good pavements is important
Around where she is, the bike tracks are near the parks and have good access

One way roads with the bike paths, misleading when you turn into the road, with all the new carparks over the bike lanes makes it a bit confusing. Not a lot of signage for them.

Opening up more off road trails in the parks would be helpful, in the local Wollongong area particularly near the escarpment in the national park

Parking is a real problem around university

People in the clients street parking multiple cars (up to 6 cars in the one house) in the clients street and nature stripe they conges the clients driveway and its get more difficult to drive out of the drive way. with the new bicycle track which is a great idea - these cars are causing more congestion and client is fearful they hit a cyclist.

Police the people that ride in the middle of the road when there is a cycle way. They have put a cycle way in victoria street and I have seen people riding where the cars are supposed to go. This should be policed.

Prefer bike riders to use designated bike paths instead of roads

Progress around having mountain bike trails between mt keira and mt kembla, dedicated bike lanes

Providing facilities that encourage bike riding is okay, but there is no great need in my perception. It's a chicken and egg argument. there might be more riders if there were facilities, but at the moment we don't need them. In places like Amsterdam there are bikes littered everywhere so it is good and bad

Publicizing the new tracks that have opened up recently

Put a coloured lines for different destinations, something to follow for the riders without needing signs.

Put in hire bikes that the city has, just in the Wollongong city.

Putting more crossing paths and making it safer

Re recreational riding around lakes and beaches: they need to be more connections between sections of cycle lanes (around Berkley all around the lake it would be great if there were a cycle lane)

Reduce the number of bikes on roads

Remove it, doesn't like bicycle riders at all on the road and are dangerous

Repaint the lines on the roads and the signs, they fade after a while. especially on the roads. They should do maintenance

Resurfacing the bike tracks

Riding down to the park on garden street with water fountain in it (don't know name of park) is not safe for kids to ride as cars go too fast, they need to have more signage indicating that children ride their bikes around here / I think there needs to be more driver education where the drivers do some riding so they can see how vulnerable bike riders are.

Roads that're not allowed to be used for bike riding, like bald hill. And in lawrence halfgrade drive?

Rothfree st or galambie lane - reduce speed limits, ie speed bumps or cameras

Increase bike lanes

Safe crossings along the main roads for people to access bike tracks

Safe paths near schools/connecting to school. safer bicycle parking, when you come back you know your bike will still be there.

More on the law in terms of on the road... how many people can ride in a single lane on a push bike. sometimes you have 5-6 riding across the lane side by side.

It should only be 2 that is allowed, im not sure what the law is, but more should be done on enforce.

Safer pathways to school

Safety - helmets a must and more policing to action this

Same issues as previously listed

Samle park, need more bike paths around bald hill as it is dangerous at the moment as sharing the road is dangerous. Dedicated path for bikes and walkers.

See the removal of the cycleway on smith street. In Wollongong, when you walk and cycle you should be on the left hand side - when you go towards the continental pools they have different lanes that are the opposite of this (cyclists on the right hand side and it's confusing) - dangerous for pedestrians.

Shared paths and cycleways musty be wider cos pedestrians walk 2/3 abreast. and more signage would be good on the cycleway about the fact that they are shared and you should keep left

More signage where cars park and people walk across the cycleway to the beach without taking notice of bikes.

Shared paths can be a bit of an issue in the sense that there's dogs, children, etc.. so it can have its own hazards. dogs especially, if they start chasing you and they're off the leash. so it doesn't matter where you ride, you cop abuse anyway. on road cycleways are probably safer, but the only concerns is that the debris ends up there as cars go thru and you ride through debris most of the time.

Sharing pathways should only be after revisions of the paths to cater for that (current pathways are too narrow). Or provide bicycle only paths. Grand pacific walk should not be shared as the pathway is already too narrow. If they are shared, the pedestrians suffer due to the cyclist.

Should be paying registration to use the road, pioneer estate they do more than 40

Smith street closure to become a part cycling track was a very bad idea. Not comfortable answering some of the above questions about some of the above re connections between cycle tracks and schools etc. I do not want to see the same thing occur again as has done in smith st. Please re open smith st as it was operating previously.

Smith street has turned into a one way road with access to bikes (around a couple months ago), the only bikes that she has seen is only from bike food delivery services. Came out of nowhere with no warning. Should have more news around new bike developments through newspapers and radio. The bike lanes are not being used efficiently (not enough bike riders on these lanes).

Smith street still has problems, don't have many other suggestions though and do occasional bike riding.

Smith street, the bike lane, the traffic and congestion is more than it used to be because of the bike. Better planning for bike lanes, considerations of vehicles before installations.

Smiths street - bike track on the southern side of streets, bikes parks roads (dangerous for passengers getting out of the car) - makes it harder for residents to pull out of their driveway. One way street only.

Some drivers think cyclists don't have rights to the roads. The conditions are good in the local area.

Some path and areas to be fixed up and improved for walking and bike riding

Some people ride too fast. There are enough bike paths but the cyclists can be rude and some text while they are riding

Some places with more population like Sydney have big parks aj kelly could have a big park like that. police current speed limits rather than lowering them. around central Wollongong, and around schools, cliff road, bus drivers even don't know its high density high pedestrian on the foreshore, only 40.

What they have implemented in the city, let's see how things have changed in the year how much uptake there is.

On mount kiera with mountain biking those tracks in national parks would be a priority. for now, in the city, see what uptake there is for a year, particularly after summer. then see, I think a low percentage of people ride to work .

Some sort of separation on the main road for cyclists for safety. Haywards bay area. Would like to see the extension of a bike path/connections to haywards bay.

Sometimes there are cycle ways but people chose to ride on the road. they should insist that if there is a cycleway it should be used and cyclists aren't allowed on the road

Shouldn't be investing in bike riding

Speed limit on the footpaths for cyclists to make it safer for pedestrians.

Stop cyclist from riding there bikes on the road and use the cycleways provided - congesting the road and cause traffic delays

Stop cyclists using too much of the road when cycle. Riding in single file.

Strongly support the new cycling strategy (works on behalf on council), support greater Wollongong and greater NSW council investment in new bike paths and shared.

Sydney to Wollongong annual ride comes by the back of my home. I have seen people injured and killed. Please keep to a slower limit in downhill areas for safety.

Take the bike lanes out and put vehicle parking within Wollongong. Education for cyclists about how they should conduct themselves, through ads and television etc.

Take them off the roads

Take up less space

The best thing is the solid white lines on the road they make me feel safer, I don't like cyclists on the road unless they're wider roads. look at Melbourne for how they promote cycling

The bike riding area is very good in the local area. Can improve with better roads.

The conditions are really good so no suggestions

The existing bike paths are a bit narrow and should be widened to accommodate walkers and riders creating a dual carriage like

The problem is we have a new bike lane outside our place, and there has already been an accident the bike lanes coincides with the cars turning left. the bike lane finishes but the cyclist continues on the road. better planning and design. very dangerous

The recently put in bike lane in smith street has been an inconvenience for everyone as the road is more narrow and more dangerous for all road users as there is less space for drivers. The locals are used to not having a bike lane. Ride on the footpaths potentially an option.

The roads need to be done properly. Need more bike roads

The roads should be wider because if a bike needs to use it, they need extra space. People drive so fast especially in the mornings and evenings. There could be accidents. There should be campaigns to encourage people to use bikes for shorter trips instead of using car to go to the shopping centre.

The school training on push bikes is good. More off-road shared paths and cycleways. Cycleways on the road are a bit confusing, better if they had lanes off the road.

The smiths street - cycleway, one way for car traffic. Makes the road congested.

The speed limit is 50 so we need speed humps to slow the traffic down, something that will slow down traffic. people aren't using bike paths, don't know why

The speed that the bike riders go on the bike tracks, they need to slow down esp when there's pedestrians walking for recreation.

The velodrome in unanderra needs to be upgraded urgently! And a designated criterium track (short track that goes around the park area) around that area. Also around the ligh house loop around flagstaff hill needs a designated path around there and signage. There's no designated long rides for cyclist they can do safely, need more of these paths for riders .

There is too much emphasis on bikes in Wollongong. Bike riding is not viable enough in Wollongong. Cars should take the upper hand. It does not make much sense.

There needs to be a widening of bike paths as they are shared with pedestrians, especially the path that runs across the beach between soundon point and Wollongong

There ought to be some penalty for bike riders that don't use the appropriate paths when there is one

There seems to be too much of a focus on bike riders - all these bike tracks on the side of the road and there's never any one ever riding on them. it needs to be more equal for vehicles also. All bikes should be off the road and onto the bike paths in the parks

There should be a rule around who has priority. If you ring your bell people should move and be made accountable for that. If the people are going to ride their bikes on the roads, believe they should pay registration (not fair as a driver to look out for them), makes them more accountable for their action on the road. If the car is parked around town, vehicles have to pay but bikes do not, maybe a fee to park bikes, makes it fair.

There should be designated bike tracks instead of them being on the road. They need their own lane so they don't have to interact with cars. King street definitely need their own lanes for bikes. The bikes shouldn't be on the road at all. Ever. it is way too dangerous

There should be more safety infrastructure around areas where bikes and trucks come together - there are a lot of trucks around and there are places where bikes cant specifically be on a bike lane and there is a lot of danger with the trucks being so present.

There should be more toilets and bubblers near bike paths. I walked from tallawah to coonawarra and saw no facilities.

They have cycle ways but they won't use. They ride on the road and don't care. The professional riders won't use the paths that the council creates and just do what they want anyway.

They need to add cycle lanes to the big carry ways and freeways and major roads. just over main road there needs to be a dedicated space for cyclists

They need to have designated areas on the road to ride because sometimes they get in your way. I don't think bike lanes are really a very good designated area for them to ride they still get in your way and then as a driver you're liable. Bike riders need more rules. They need to get registration and be taught rules. The cyclists in the shoes and the gear - they are always in the way. They get pretty nasty too sometimes. The council needs to give the bike riders more information and more rules to follow so it makes it easier for everyone when they're on the road, especially makes it easier for drivers

They need to implement more bicycle track, there are not enough, even for the kids to ride to school.

They need to improve the roads. The roads are too dangerous. Won't bike ride because its too dangerous with the drivers.

They need to make more improvements for bike roads

They need to promote the bike track for people riding there and not on the road. They send out a newsletter with every bill the send me so they should put something in there for everyone to read. They have council commercials - they should mention it on there for the general public to hear.

They need to realise the density of the population of Wollongong, they've made bike paths that made it too hard and tight for both vehicles and cyclist, especially near the Wollongong entertainment centre.

To get to bike lane to smith street need to take a different route to get there. Add busses that allow for bikes to be carried to ride around paths in north Wollongong. More education campaigns regarding bicycle riders staying safe, rather than trying to convince angry drivers that bikes deserve to be on the paths that they are on.

To have more paths just for paths. Not shared just for bike riding. Its too dangerous for shared riding

To improve relationships between pedestrians and road users. And to more cycle ways that are more practical and tourist related. To attract more tourist to the area.

To improve the pathways particularly bongbong rd haulesy

To make a bike path where both pedestrians and people can use at a slow rate

To make sure bike riders ride in single files. Not accross the whole bike lane

To stop congestion in smith street campbell st, and other roads, bike riders are rude, don't pay tax, break the law. I have nearly hit one on a roundabout doing the right thing. Opening up smith street, what they have done there is not good for traffic. Wollongong is not easy to manage in terms of getting around as a car driver, there is not enough space in many places for bike lanes.

To stop taking our roads away from us. Crn of kera street and the hwy, they have taken so much road, taken away parking that is much need for new bike paths on the roadway

Traffic around smith street is really bad due to the bike path being built.

Try and get more people out to bike ride. More undercover break stations for bicycle riders.

Uncomfortable riding on the roads, having dedicated bike paths would be ideal. In her suburb (postcode) they don't have bike paths for that. Beach has bike paths that are good, but getting to the beach on bike is dangerous as there are no bike paths to it, especially trying to cross the princess hwy, and the northern distributor.

Walking is difficult when there are fast bikes on the shared walking tracks, area is down on the blue mile.

Want cyclists to pay registrations, insurance. More enforcement around rules for cyclists (police and patrols)

Well bike riders should be registered like cars, they should be trained to be more cautious

When driving, it's difficult to drive with cyclists because there's not enough for bikes and cars, roads aren't wide enough. Would like to see cycle paths, off-road if the roads are too narrow. The cycle track from corrimal to wollongong that isn't being used, should have signage for this so more people use it.

When I ride a motorbike on lawrence hargreaves drive, the path is very tight and full of cyclists that are often going in the wrong direction, path could be wider

When you are driving they usually ride in pack and take the whole road, some are ok but I get nervous when they are not in single file. should be a rule.

Where we are, there's a nice path all the way to the beach.

Widening paths on the roads. To difficult to ride or walk two by two. Too many encounters with cars. To aggressive. No courtesy.

With just helmets, they are not riding their bikes with helmets including the adults, clothing need to hi vis wearing dark clothing not easy to see.

Would like to see a connection between all the suburbs for cyclist. Bicycle paths, separate from shared paths (exclusive to cyclists)

Would like to see bike riders paying registration and insurance. The cyclists that ride professionally ride very aggressively and on the road, even though there's a cycleway. More enforcement around cyclists being on cycleways over the road.

Would like to see footpaths added on the side of the road - lives in a very busy area - bulli pass (main road), and there is no footpath, so the kids can't ride to and from school - she sees kids riding down the highway at times

Also, this road is 60km, but everybody speeds - would like to see more speed checks (police enforcement or speed camera)

Would like to see special bike lanes, ensuring that these are spacious, everywhere amongst wollongong.

Would love to see the council build some more mountain biking facilities - currently all the trails he knows are unofficial, but he would love to see some legal trails in bulli area. Knows there is a park being built in crimdila, potentially could be helpful there, but says there is a whole mountain that runs behind wollongong and would love to see official mountain biking trails put in there.

You don't like it when cyclists stop to talk to friends or passers by and block the path. people with dogs walk them on the left side and not on the path. Should be on the grass.

Young parents with students in preschool and kinder could be encouraged to ride bikes to school if they had more accessible facilities such as better bike path links to kindergartens and better bike parking near the schools. Better links beside all stations especially helensburg would also be good

Appendix C: Survey Script

INTRODUCTION

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

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

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

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

CONFIRM LOCATION (LGA, REGION)

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

Yes 1

No (SPECIFY POSTCODE) 2

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

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

INSERT COUNCIL AREA

CHECK QUOTAS AND CONTINUE OR TERMINATE AS REQUIRED

SECTION 1: MAIN RESPONDENT'S TRAVEL

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

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

INTERVIEWER NOTE: DEFINITIONS OF BICYCLES INCLUSIONS:

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

EXCLUSIONS:

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

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

Yes	1
No	2

WALKING

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

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

Yes	1
No	2

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

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

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

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

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

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

Days ____

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

Hours ____

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

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

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

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

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

Record verbatim

CYCLING

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

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

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

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

Q.15. IF RODE IN PAST 7 DAYS In the last 7 days on how many days did you ride a bicycle?

DAYS _____

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

HOURS _____

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

To or from work	1
To or from school, university or study	2
To or from shopping	3
For recreation or exercise	4
To get a train, bus or tram	5
To visit friends or relatives	6
Some other reason (Specify)	7

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Q.25. IF SAMPLE = LGA Do you have any suggestions for actions you would like to see the <COUNCIL> take regarding bike riding in your local area?

Q.27. IF SAMPLE = LGA AND RODE IN PAST YEAR There are a number of actions <COUNCIL> could take to encourage bike riding in your local area. For each of the following, can you tell me whether these are very high, high, moderate, low or not a priority?

SECTION 2: MAIN RESPONDENT'S DEMOGRAPHICS

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

Q.28. What gender do you identify as?

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

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

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

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

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

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

Q.31. In which country were you born?

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

USA	16
Other (please specify)	17

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

RECORD NUMBER _____

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

SECTION 3: OTHER HOUSEHOLD MEMBERS TRAVEL

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

Q.33. What gender do they identify as?

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

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

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

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

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

Q.36. In which country were they born?

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

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

Car as a driver	1
Car as a passenger	2

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

INTERVIEWER NOTE: DEFINITIONS OF BICYCLES

INCLUSIONS:

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

EXCLUSIONS:

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

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

Yes	1
No	2
Don't know	3

WALKING

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

Yes	1
No	2

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

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

CYCLING

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

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

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

DAYS _____

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

(RECORD 99 FOR DON'T KNOW)

HOURS: _____

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

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

END PERSON LOOP

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

INCLUSIONS:

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

EXCLUSIONS:

- ANY REGISTERED VEHICLES (E.G. MOPEDS)

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

RECORD NUMBER _____