



National Walking and Cycling Participation Survey 2023

Wollongong City Council



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Contents

1	Introduction	1
1.1	Background.....	1
1.2	Sampling frame.....	1
1.3	Survey method.....	1
1.4	Survey design	1
1.5	Weighting	1
1.6	Statistical significance.....	2
1.7	Survey sample	2
1.8	Definitions	2
2	Walking	3
2.1	Participation	3
2.2	Purpose	4
2.3	Frequency and duration.....	5
3	Cycling	7
3.1	Participation	7
3.2	Purpose	12
3.3	Perceptions towards cycling	13
3.4	Conditions for riding.....	16
3.5	Bicycle ownership	17
4	Rideables	19
	Appendix A: Data Tables.....	20
	Appendix B: Verbatim responses.....	24
	Appendix C: Survey Script.....	47

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 May 2023, with interviews spread out over a period of several weeks to minimise the effect of local, short periods of unseasonal weather.

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

1.4 Survey design

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

1.5 Weighting

The person-level data are weighted at the gender and age level (2 – 9, 10 – 24, 25 – 49, 50+) to the ABS Census of Population and Housing 2021 population for the local government area. The household-level data are weighted to ABS census 2021 household size (1, 2, 3, 4, 5, 6+ usual

residents). The number of persons walking and cycling is estimated by expanding the 2021 weights to estimated resident population for 30 April 2023 provided by the ABS.

1.6 Statistical significance

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

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

1.7 Survey sample

The sample consisted of 412 households containing 1,360 individuals.

1.8 Definitions

In this report *walking* is defined as travel by foot or using a mobility aid (e.g. wheelchair or mobility scooter) for at least ten minutes duration outside the home. Physical activities such as gardening are excluded but walking to public transport (if over ten minutes) or within a shopping centre or supermarket (if over ten minutes) is included.

Bicycle riding is defined as riding a bicycle for any purpose, of any duration in any location outside; this may include entirely on private property such as in a backyard. The definition of a bicycle includes any device with two or more wheels that can be pedalled, including children's bicycles, tricycles and electrically assisted bicycles (e-bicycles). Stationary exercise bicycles and motorised devices that require a licence such as mopeds and motorcycles are excluded.

2 Walking

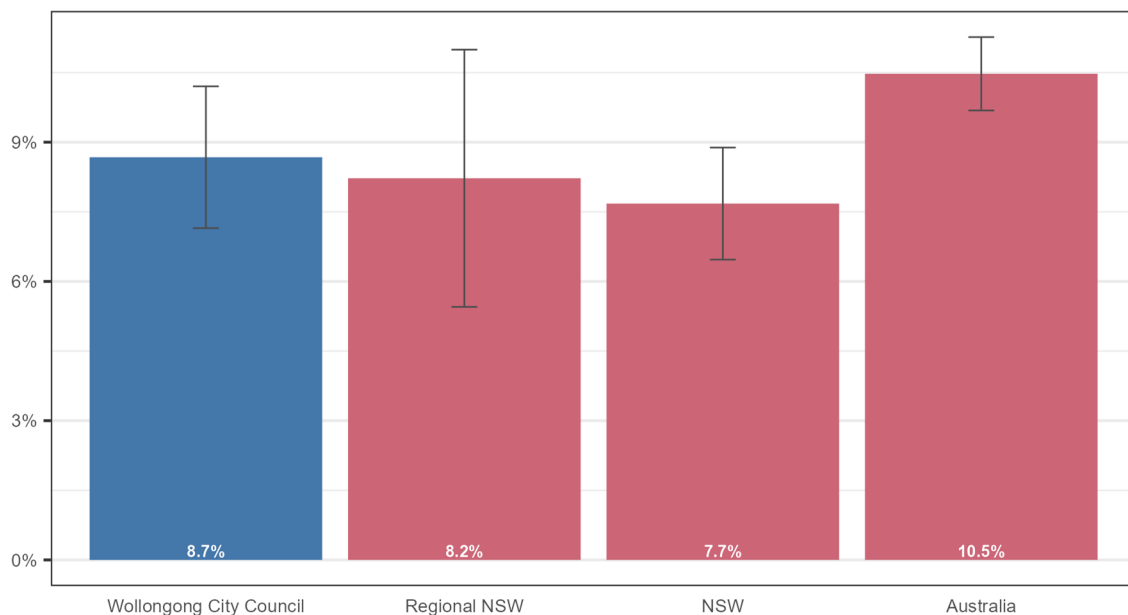
2.1 Participation

Walking was defined as:

- travel by foot or using a mobility aid such as a wheelchair or mobility scooter that occurred outside the home, and
- a duration of at least ten 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 ten minutes of continuous walking. It was assumed that children under two years of age had not walked for ten minutes, and that lying or sitting in a bassinet or stroller does not constitute walking. Most other forms of walking are included – such as walking for recreation, walking to shops, public transport, or a workplace, walking to escort others (such as an adult escorting a schoolchild, or pushing a pram) or driving to a shopping centre and then walking within that shopping centre for at least ten minutes.

The majority of the population walk or use a mobility aid at least once in a typical week for ten minutes or more outside their home; in Wollongong City Council it is estimated that only 8.7% (95% CI: 7.1% - 10.2%) do not walk in a typical week compared with 8.2% (95% CI: 5.5% - 11.0%) across Regional NSW (Figure 2.1).

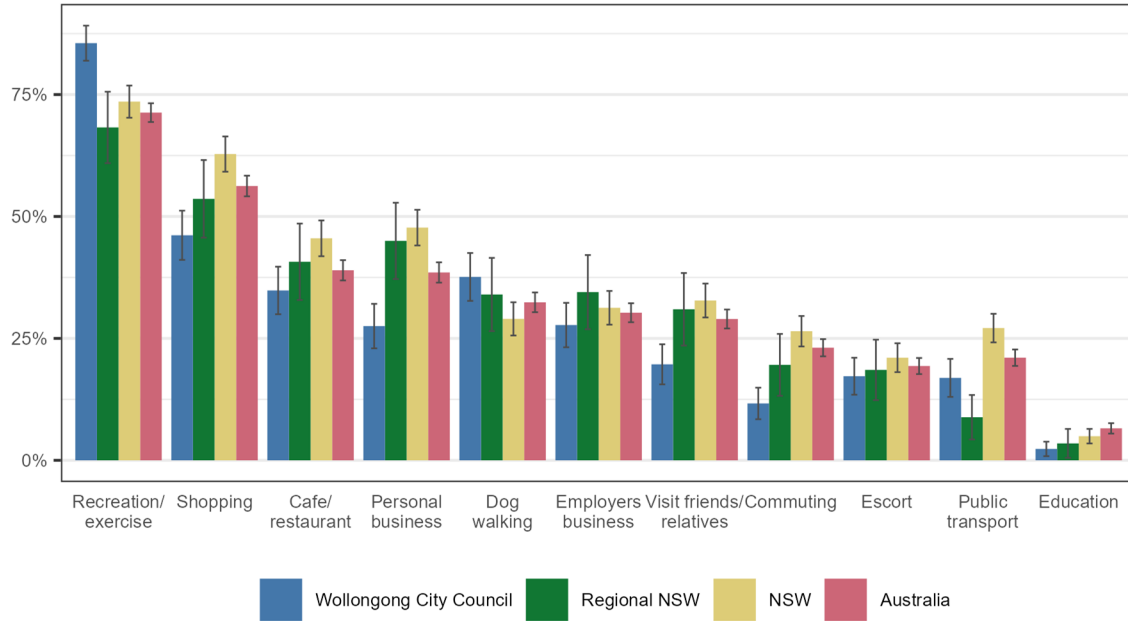


*Error bars are 95% confidence intervals
Sample: All persons*

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

2.2 Purpose

Among those who walk in a typical week 85.5% (95% CI: 82.0% - 89.1%) in Wollongong do so for recreation or exercise, shopping (46.1%, 95% CI: 41.1% – 51.2%) and travel to a café or restaurant (34.8%, 95% CI: 29.9% – 39.7%) (Figure 2.2).

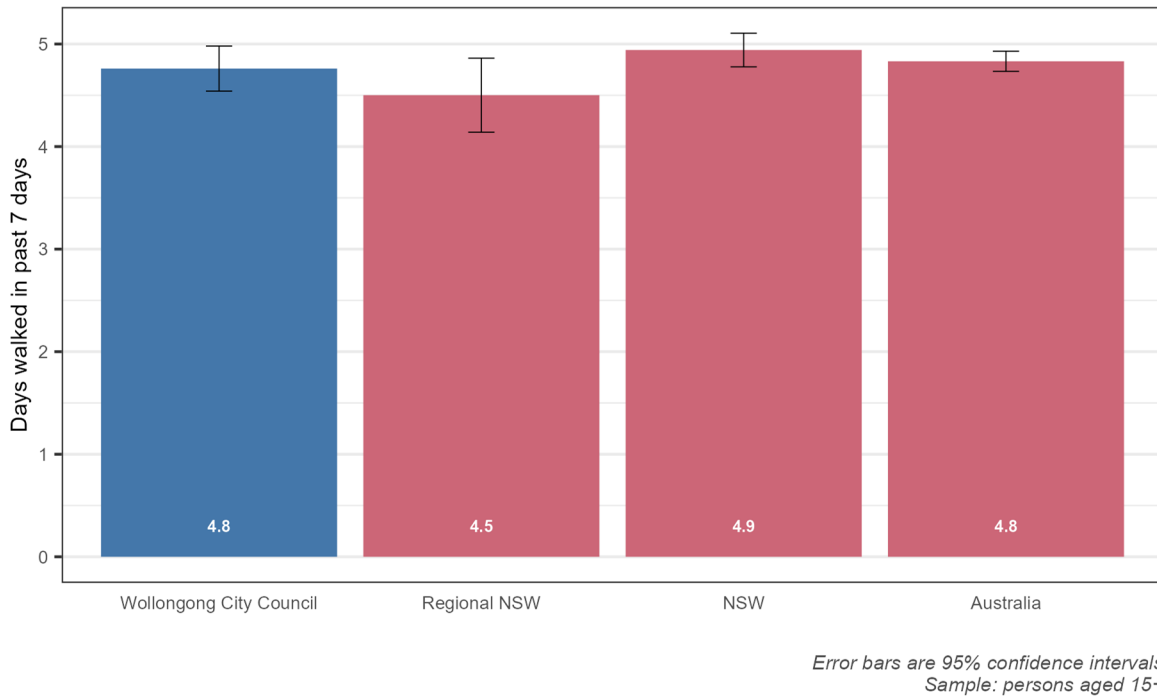


Error bars are 95% confidence intervals
Sample: persons aged 15+ who have walked for at least 5 minutes in the past 7 days

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

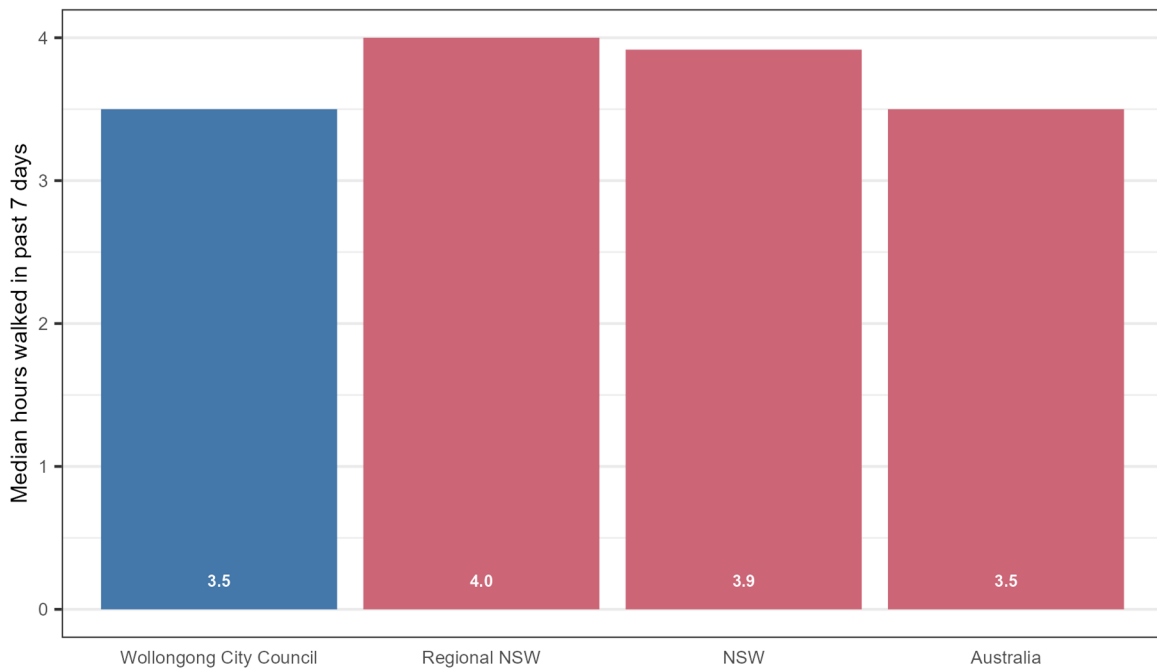
2.3 Frequency and duration

The average number of days on which respondents aged 15 and over walked in Wollongong was 4.8 days (95% CI: 4.5 – 5.0) over the previous 7 days.



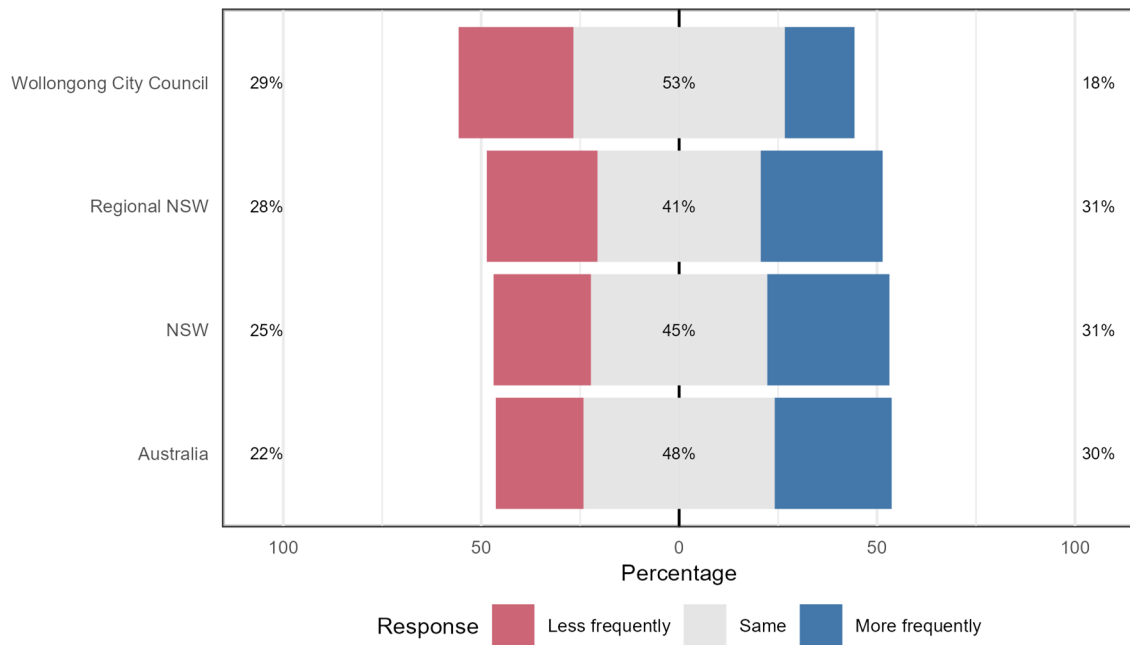
■ Figure 2.3: Days walked in past 7 days

Among those aged 15 and over, the median hours walked in the previous 7 days in Wollongong was 3.5 hours (95% CI: 3.5 – 4.0) (Figure 2.4).



■ Figure 2.4: Hours walked in past 7 days

Among those aged 15 and over who had walked in the past week a similar proportion of residents (17.6%, 95% CI: 12.8% – 22.4%) had walked more often as less often (29.0%, 95% CI: 24.0% - 33.9%) compared to a year ago (Figure 2.5).



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

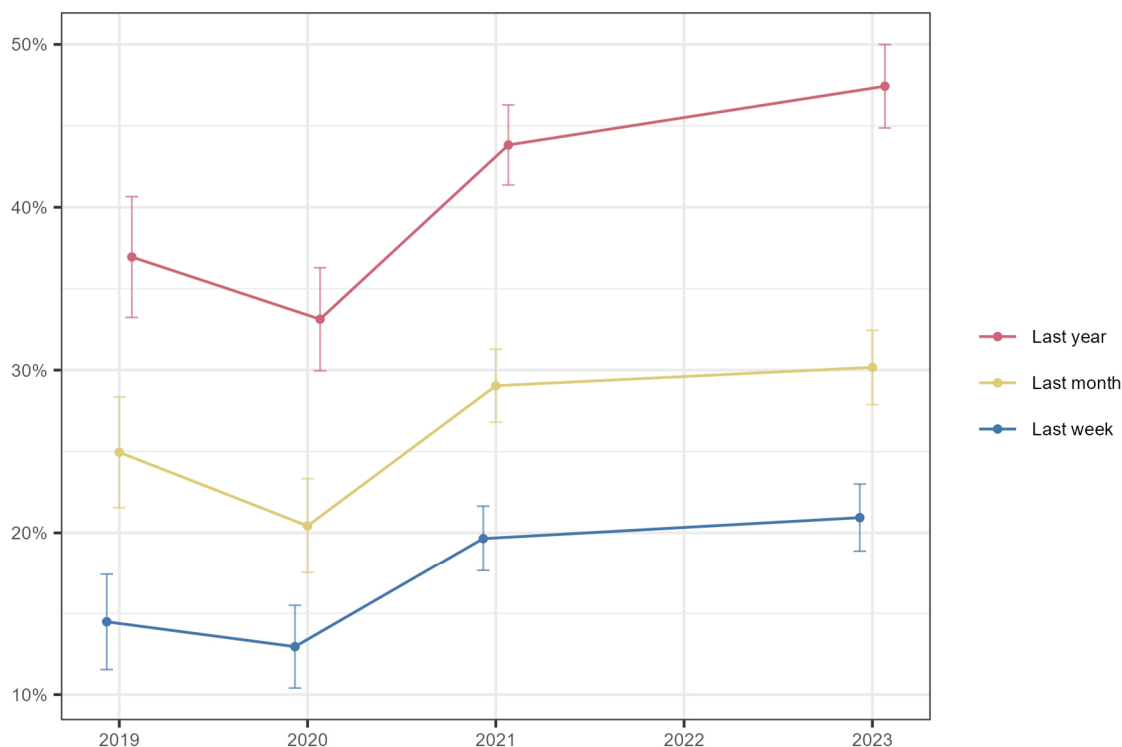
■ Figure 2.5: Change in walking frequency compared to a year ago

3 Cycling

3.1 Participation

Cycling participation was defined as riding a bicycle for any purpose in any location outside (including a backyard or on a farm) and 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.

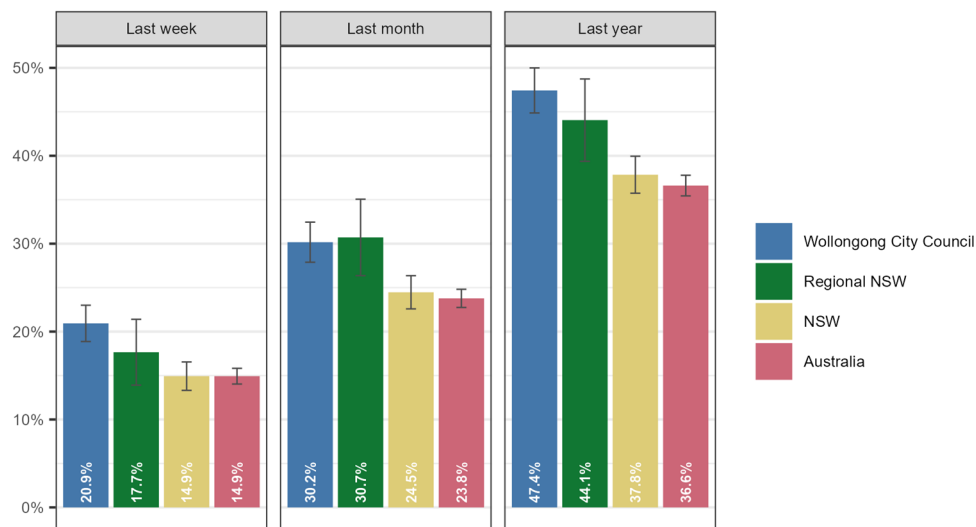
The survey suggests that 20.9% (95% CI: 18.9% - 23.0%) of Wollongong residents ride a bicycle in a typical week. Almost half (47.4%, 95% CI: 44.9% - 50.0%) had done so in the past year (Figure 3.1). These participation rates translate to approximately 44,900 (95% CI: 40,500 - 49,400) residents riding in a typical week and 101,800 (95% CI: 96,300 - 107,300) residents riding at least once in a typical year. The differences in riding participation measured over the past week and month are not statistically significant compared to 2021. However, the increase in riding participation when measured over the past year is statistically significant at the 5% level.



Error bars are 95% confidence intervals
Sample: All persons

■ Figure 3.1: Cycling participation rate

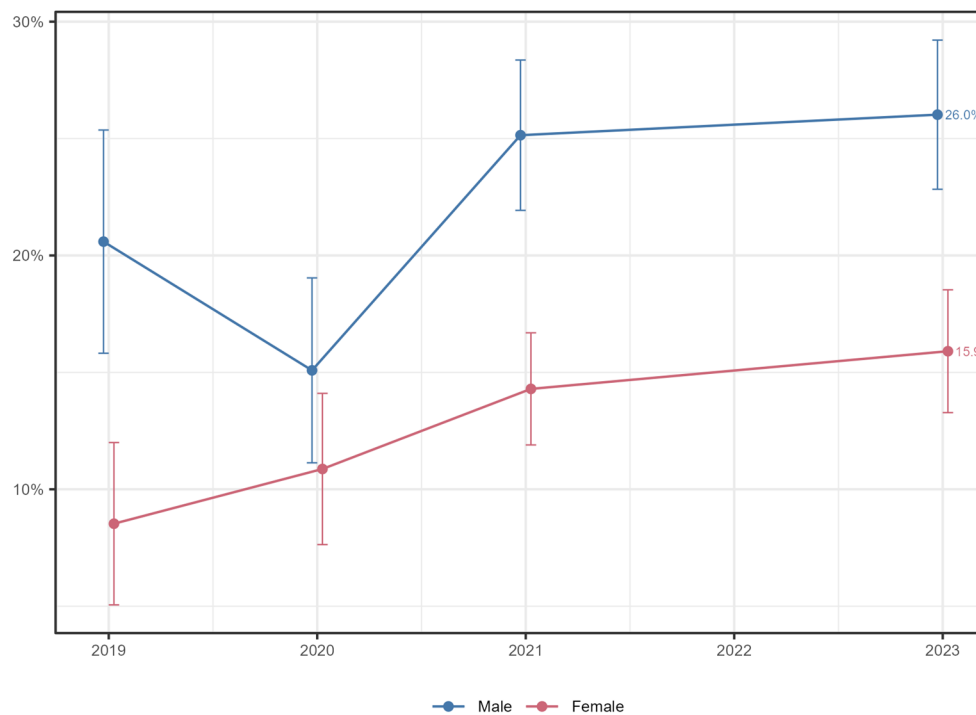
The cycling participation rate by residents of Wollongong appears to be significantly higher than other parts of regional NSW when measured over the past week but is similar when measured over the past month and year (Figure 3.2).



Error bars are 95% confidence intervals
Sample: All persons

■ Figure 3.2: Cycling participation rate by region

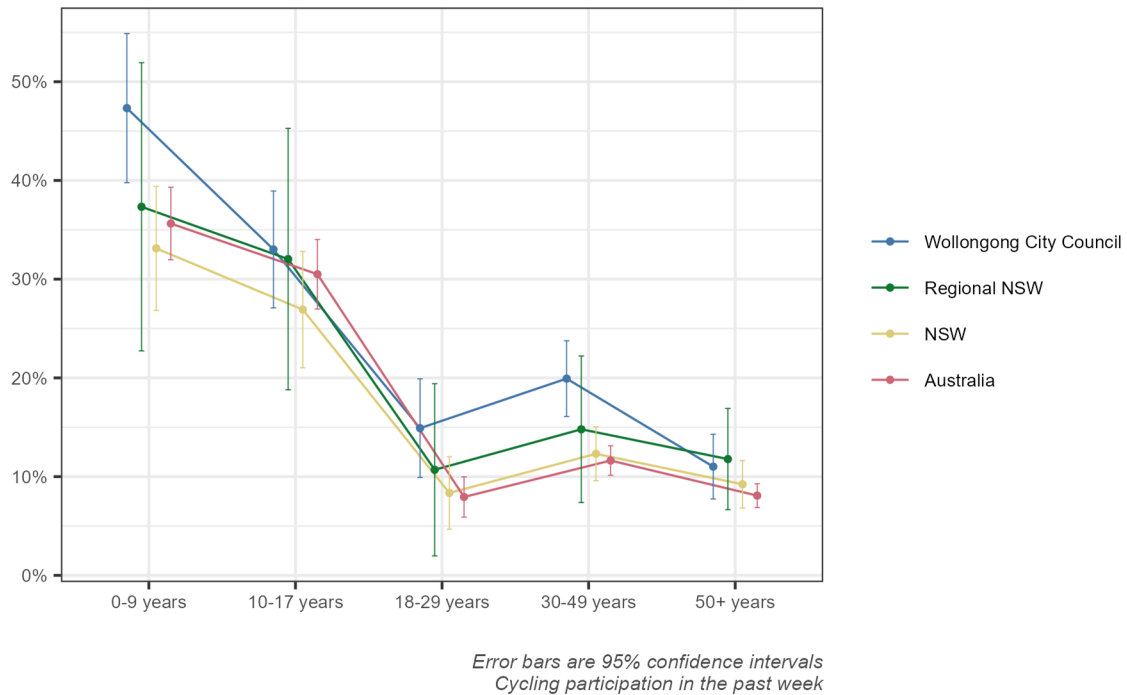
Males are significantly more likely to have ridden in the past week than females (Figure 3.3). The cycling participation rate over the past week among male residents is 26.0% (95% CI: 22.8 – 29.2%) compared with 15.9% (95% CI: 13.3 – 18.5%) for females. The participation rate among both genders is statistically unchanged from the last survey in 2021.



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

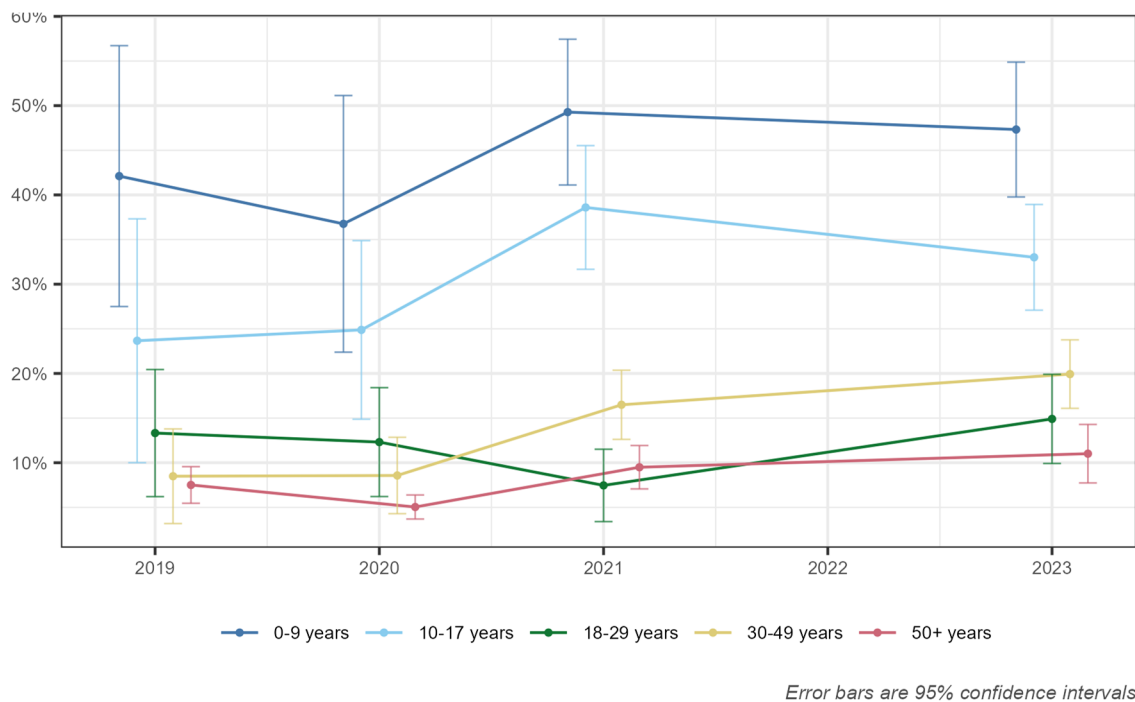
■ Figure 3.3: Cycling participation by gender

The highest cycling participation rate (measured as those who had ridden in the past week) was among children aged under 10 (Figure 3.4). The cycling participation rate deteriorates marginally among teenagers before dropping precipitously among young adults. The participation rate among young children and adults aged 30 – 49 appears to be higher than for other areas.



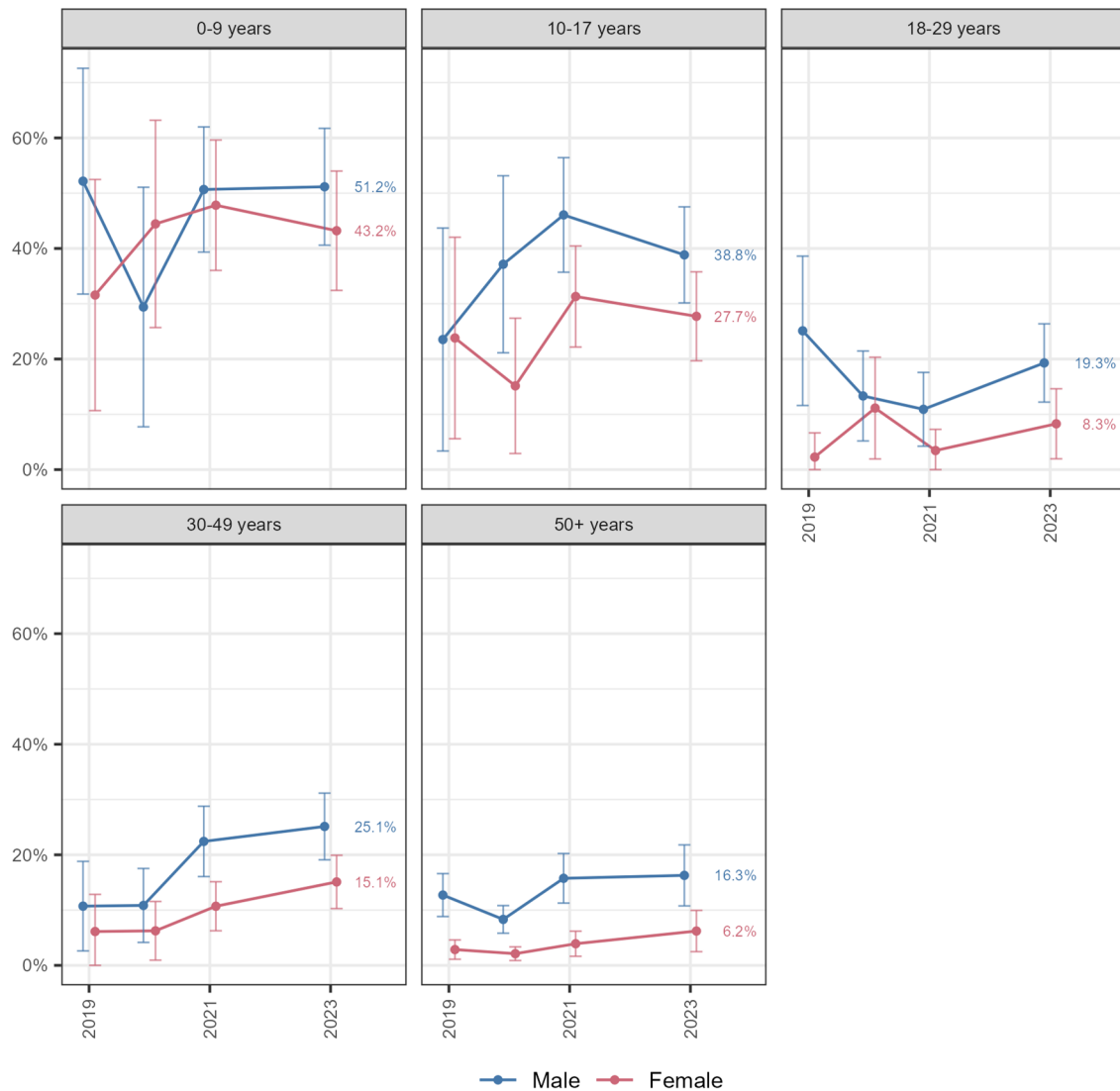
■ **Figure 3.4: Cycling participation by age**

The trend in participation rate by age group since 2011 is shown in Figure 3.5. The changes compared with 2021 are not statistically significant.



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

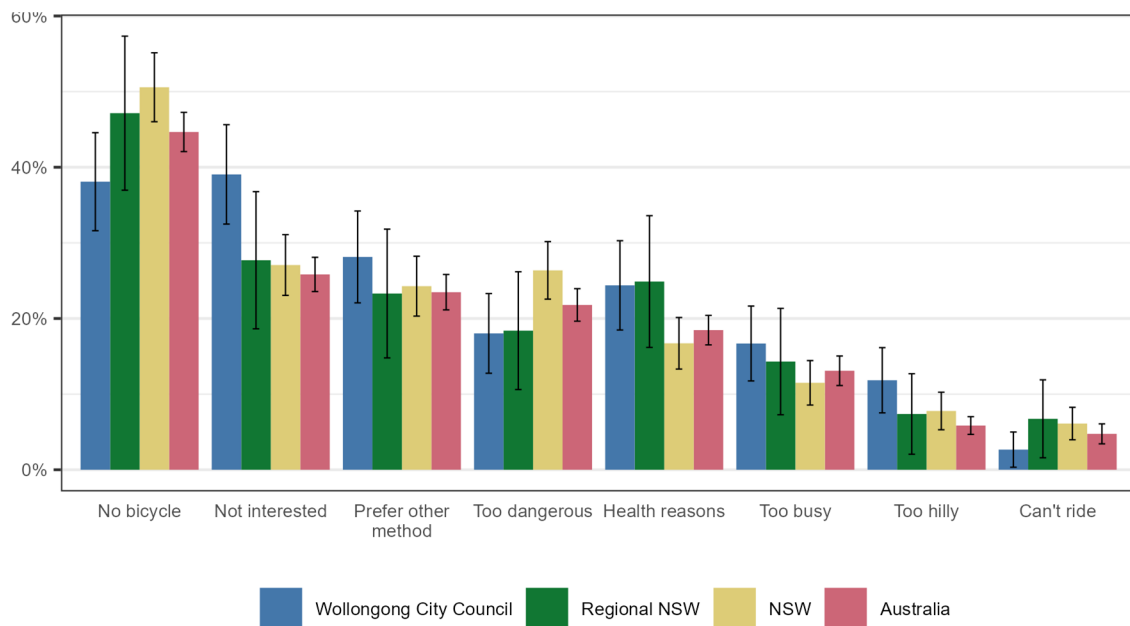
The participation rate by gender and age group over the four years in which the survey has been conducted in Wollongong is shown in Figure 3.6. The participation rate appears increased among males aged 18 to 29 but is largely unchanged among other cohorts.



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

■ Figure 3.6: Cycling participation by age and gender

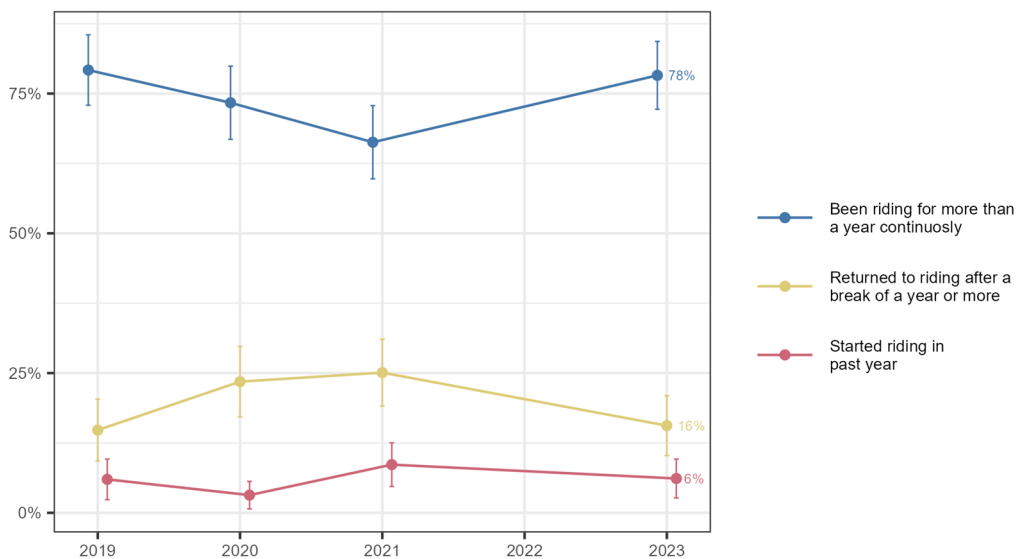
Those who had not ridden a bicycle in the past year, and who were aged 15 or older, were asked why they had not done so. The most cited reason was that they did not have a bicycle (38.1%, 95% CI: 31.6 – 44.6%) followed by that they were not interested, prefer other methods of getting around or health reasons preclude them doing so (Figure 3.7).



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

■ **Figure 3.7: Reasons for not riding a bicycle in the past year**

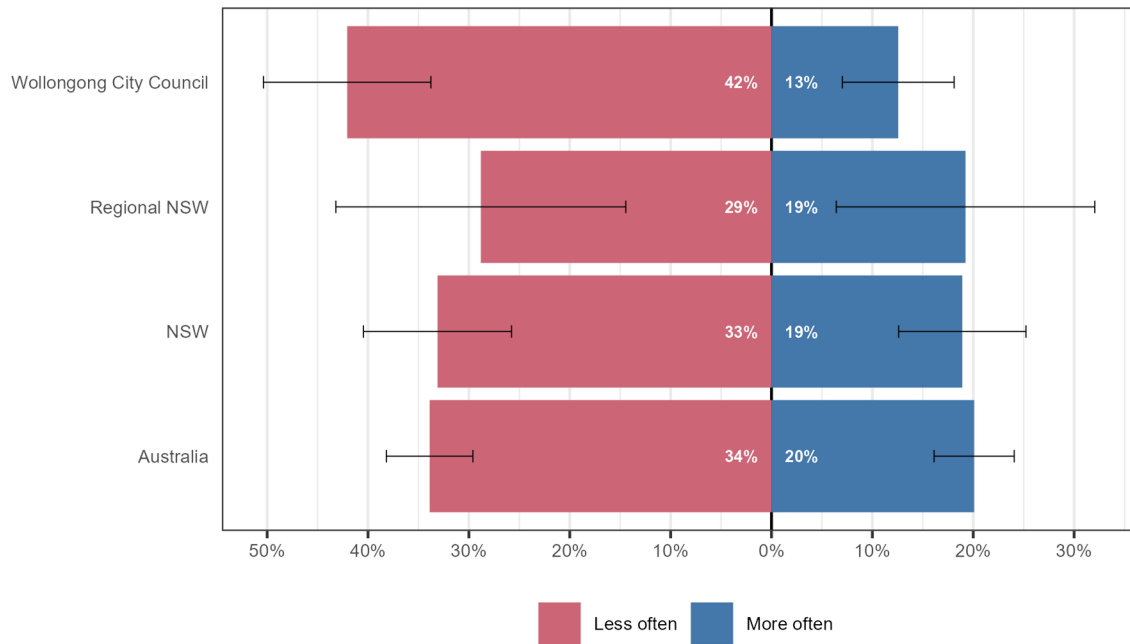
Those who indicated that they had ridden at least once over the past year were asked whether they had been cycling for a long period consistently, had recently started riding again or were altogether new to riding. This sample corresponds only to those aged 15 and over, which will contribute to the low proportion of those new to cycling. The proportion returning to riding appears to have declined in 2023 (Figure 3.8).



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 (42.1%, 95% CI: 33.8 - 50.4%) indicated they were riding less often than more often (12.6%, 95% CI: 7.0 – 18.1%) (Figure 3.9). This proportion is larger than for other areas.

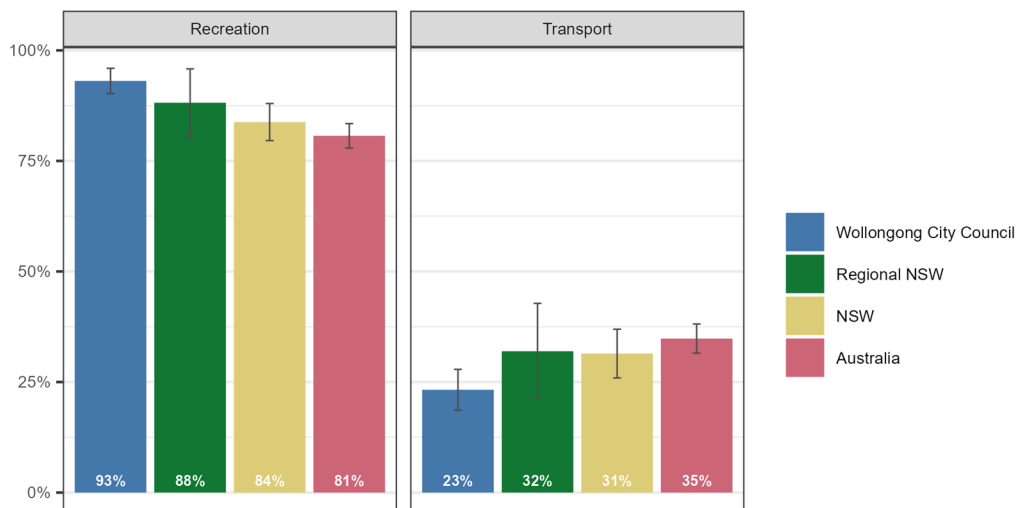


Error bars are 95% confidence intervals

■ Figure 3.9: Cycling frequency

3.2 Purpose

Of the people who cycled in Wollongong in the last month, 93.1% (95% CI: 90.2 – 96.0%) cycled for recreation and 23.2% (95% CI: 18.6 – 27.9%) used a bicycle for transport (Figure 3.10). The proportion riding for transport is significantly lower than for other areas.



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

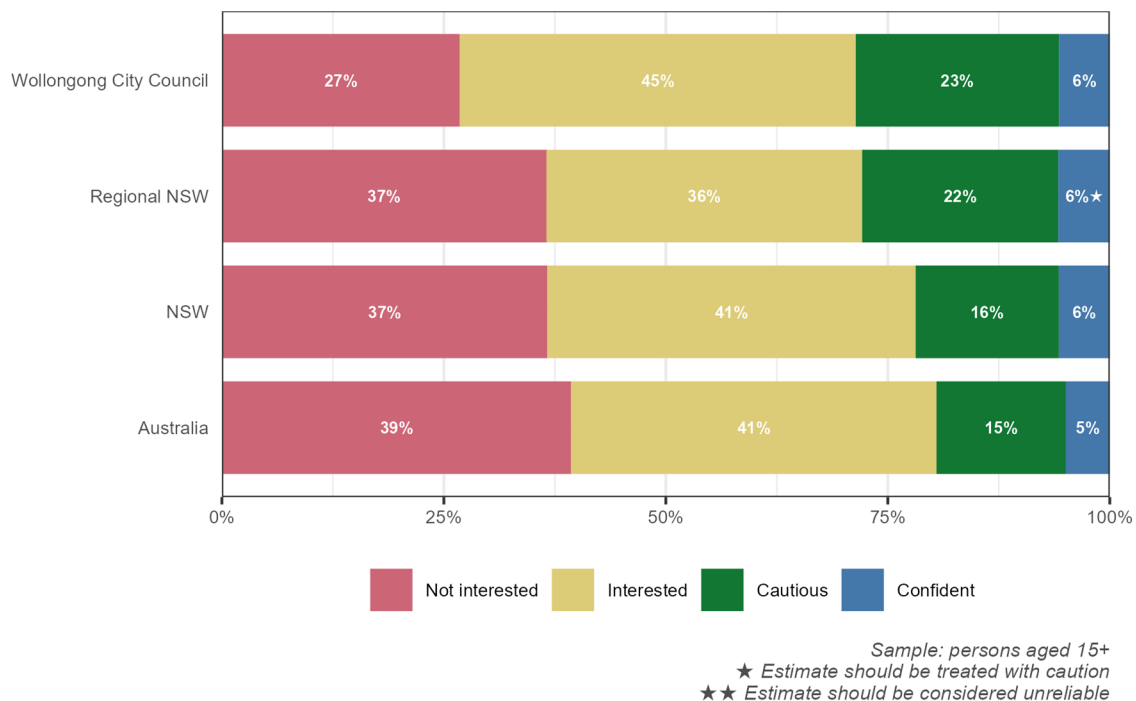
3.3 Perceptions towards cycling

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*.

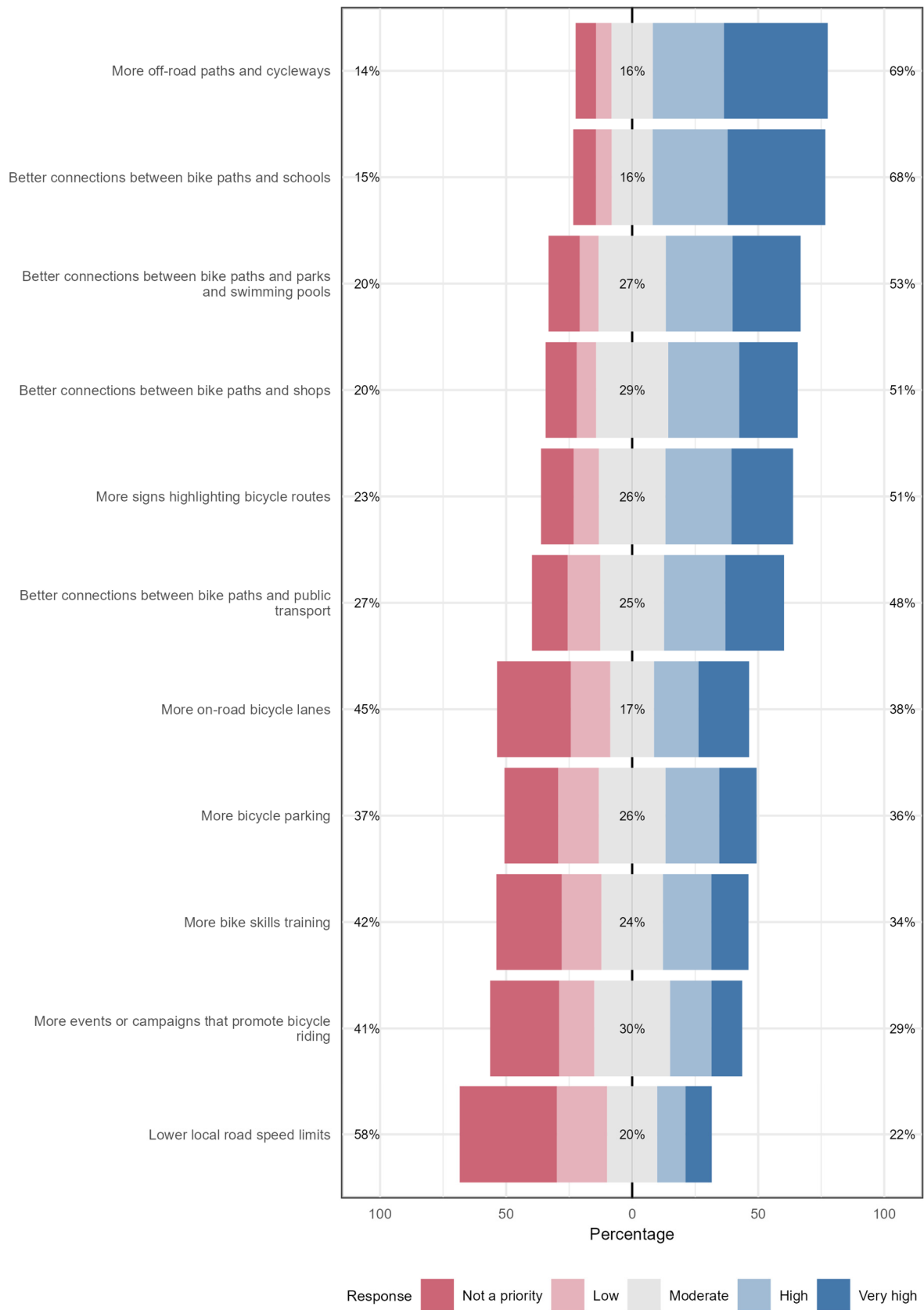
The results of this segmentation both nationally and at the jurisdictional level is shown in Figure 3.11. Across Wollongong it is estimated that 26.8% of the population (95% CI: 21.7 – 31.9%) aged 15 or older either cannot ride or are not interested in riding. A further 44.6% (95% CI: 39.0 – 50.2%) are interested; that is, they either do not currently ride but would like to or do ride but only off-road. Around 22.9% (95% CI: 18.3 – 27.5%) ride at least occasionally but will take a longer route to avoid highly trafficked streets. The remaining 5.7% (95% CI: 3.3 – 8.2%) are confident riders who will take the shortest route to their destination even if it is a busy street.



■ Figure 3.11: Willingness to consider bicycle riding

Respondents were asked to rate actions that Wollongong City Council could take to encourage bicycle riding. The most supported actions, as shown in Figure 3.12, were:

- more off-road paths and cycleways (69% of respondents rated this a very high or high priority),
- better connections between bike paths and schools (68%),
- better connections between bike paths and parks and swimming pools (53%),
- more signs highlighting bicycle routes (54%),
- better connections between bike paths and shops (51%), and
- more signs highlighting bicycle routes (44%).

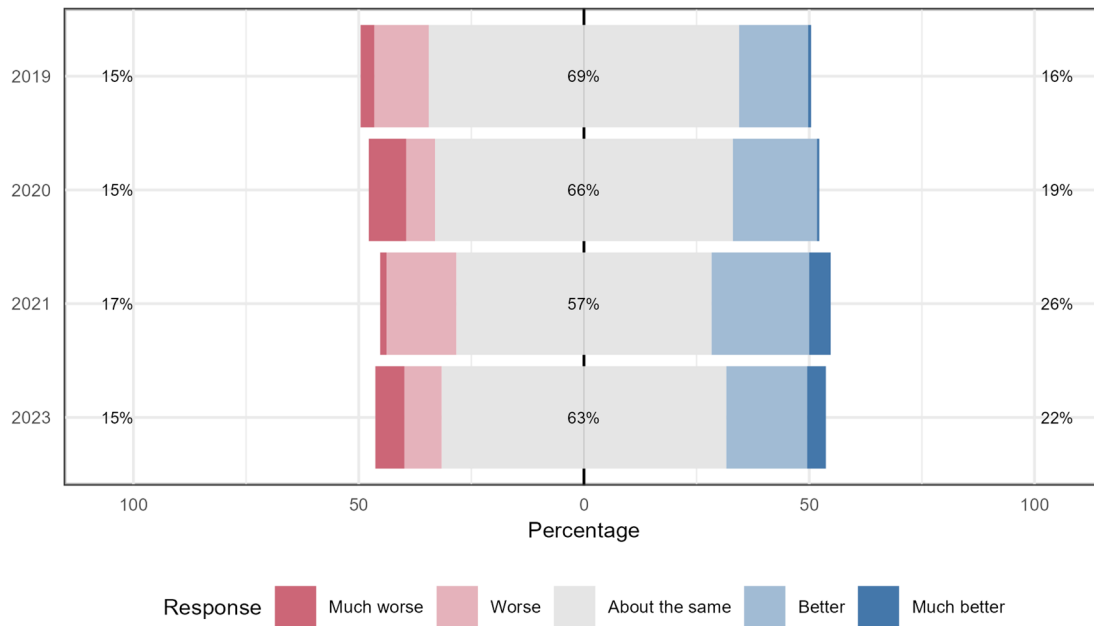


Sample: Persons aged 15+ who had ridden in the past year.

■ Figure 3.12: How important are the following actions council could take to encourage bike riding?

3.4 Conditions for riding

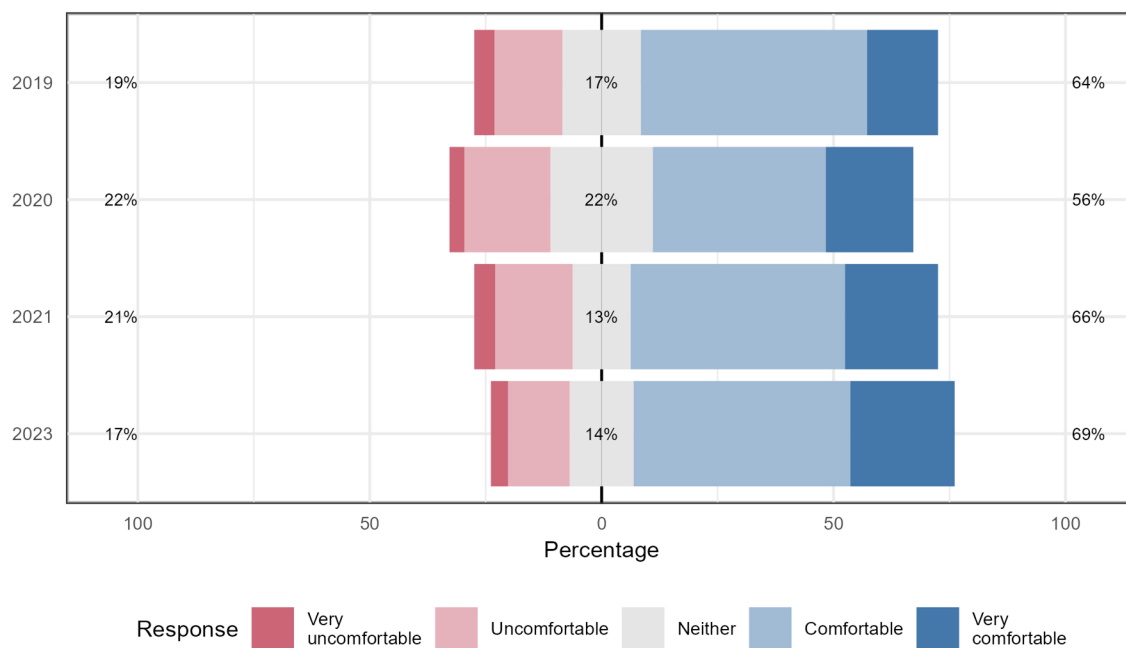
The majority of riders felt that conditions for riding in Wollongong had not changed over the past 12 months (70%) (Figure 3.3). More felt conditions had improved (22%) than deteriorated (15%).



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 Wollongong area. Most of those who had ridden indicated they felt comfortable or very comfortable (69%), with comparatively few feeling uncomfortable or very uncomfortable (17%) doing so (Figure 3.2).

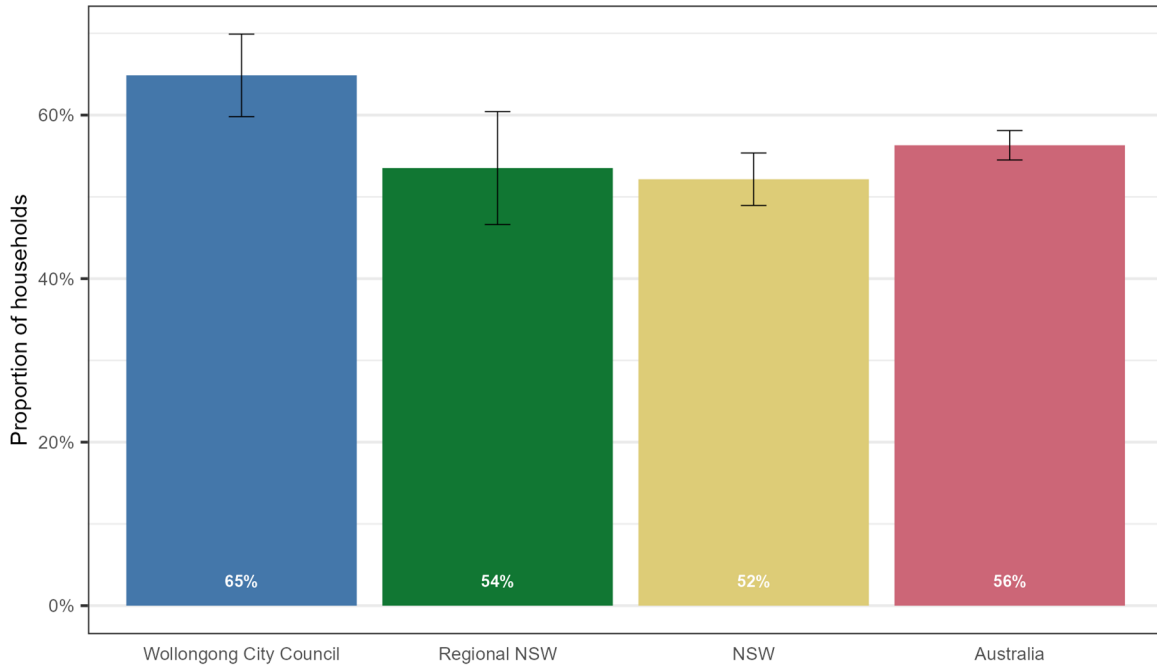


Sample: Persons aged 15+ who had ridden in the past year

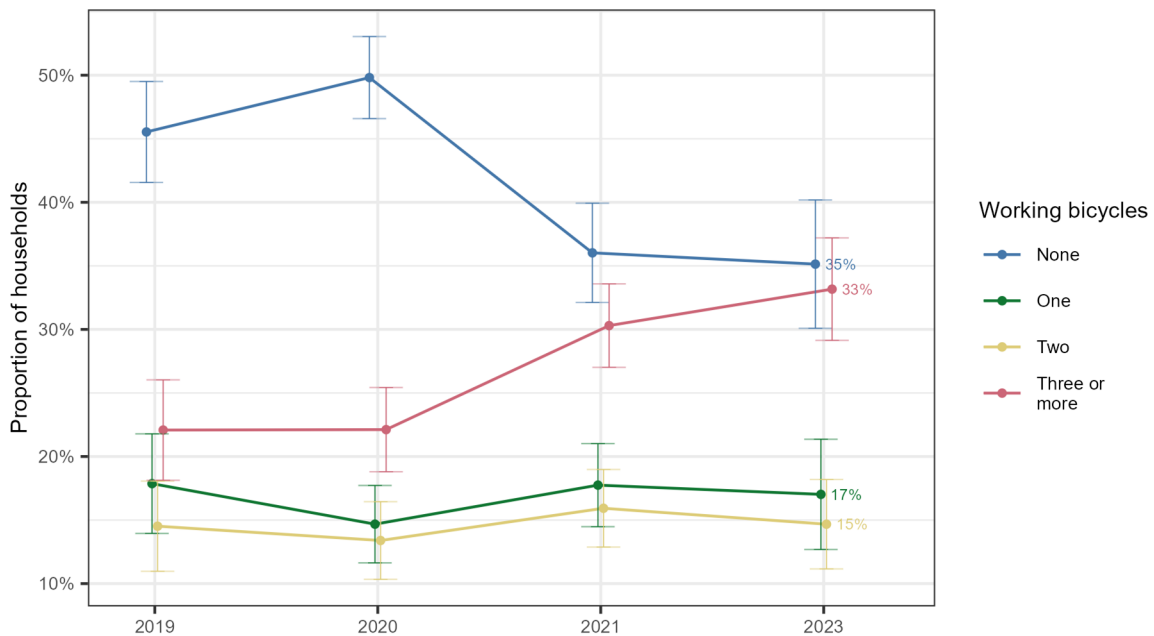
■ Figure 3.2: Perceived comfort riding in local area

3.5 Bicycle ownership

Around 64.9% (95% CI: 59.8 – 69.9%) of households in Wollongong have at least one working bicycle in their household (Figure 3.13). This definition of bicycles includes electrically assisted bicycles. The proportion of households without a working bicycle appears to have stabilised at around 35% since 2021 (Figure 3.15).



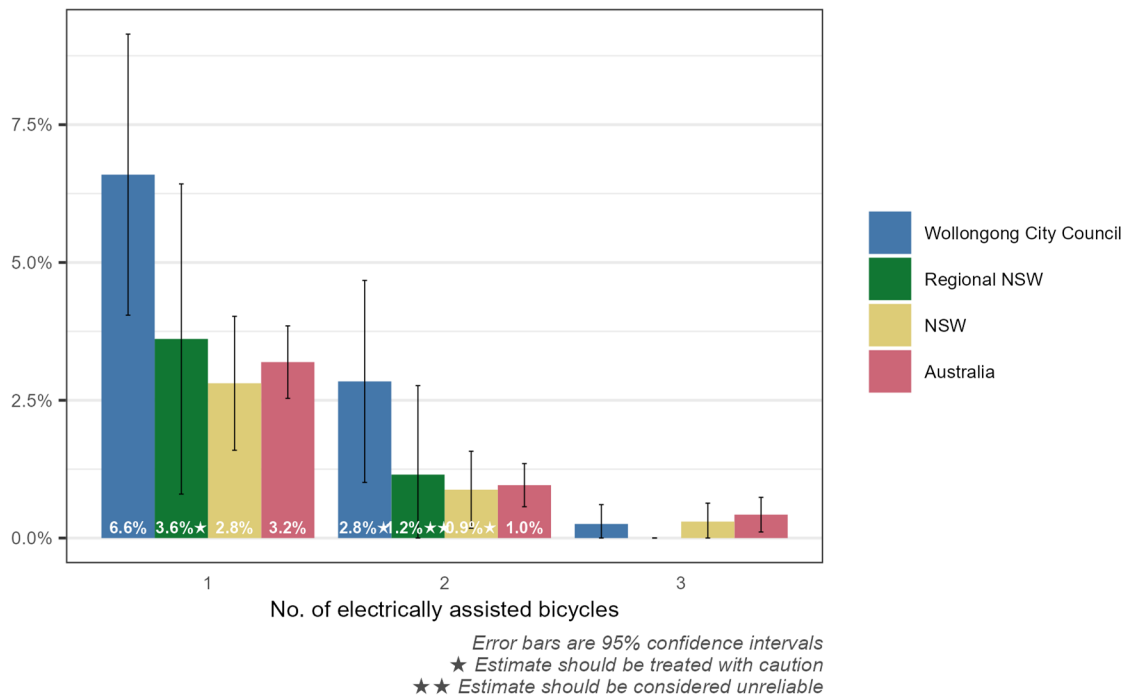
■ Figure 3.13: Households with at least one working bicycle



Error bars are 95% confidence interval

■ Figure 3.14: Bicycle ownership by year

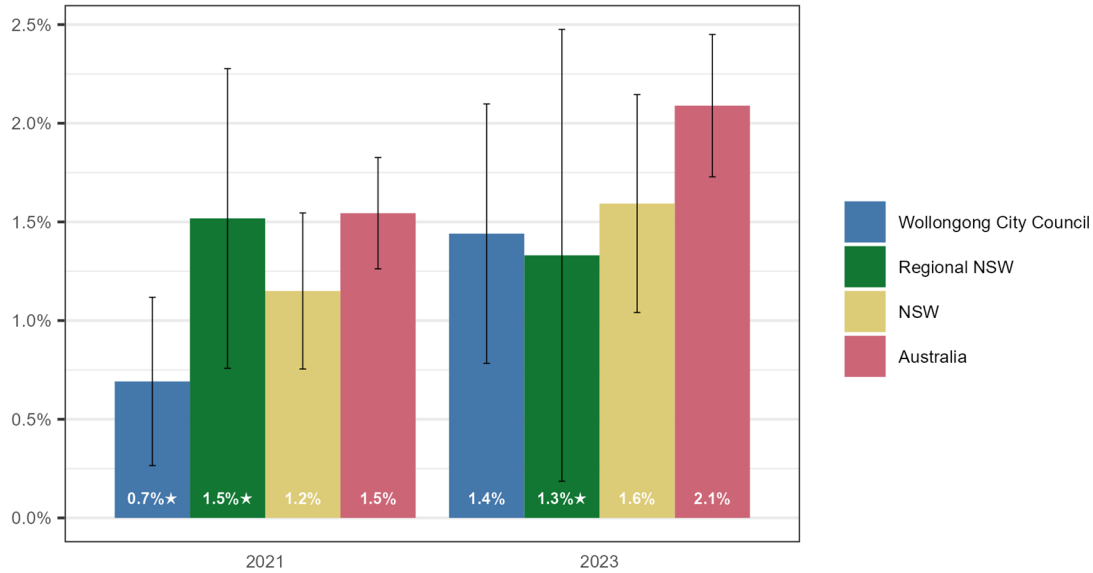
Around 9.7% (95% CI: 6.6% – 12.8%) of households in Wollongong City Council have at least one electrically assisted bicycle in their household (Figure 3.15).



■ **Figure 3.15: Electrically-assisted bicycle ownership**

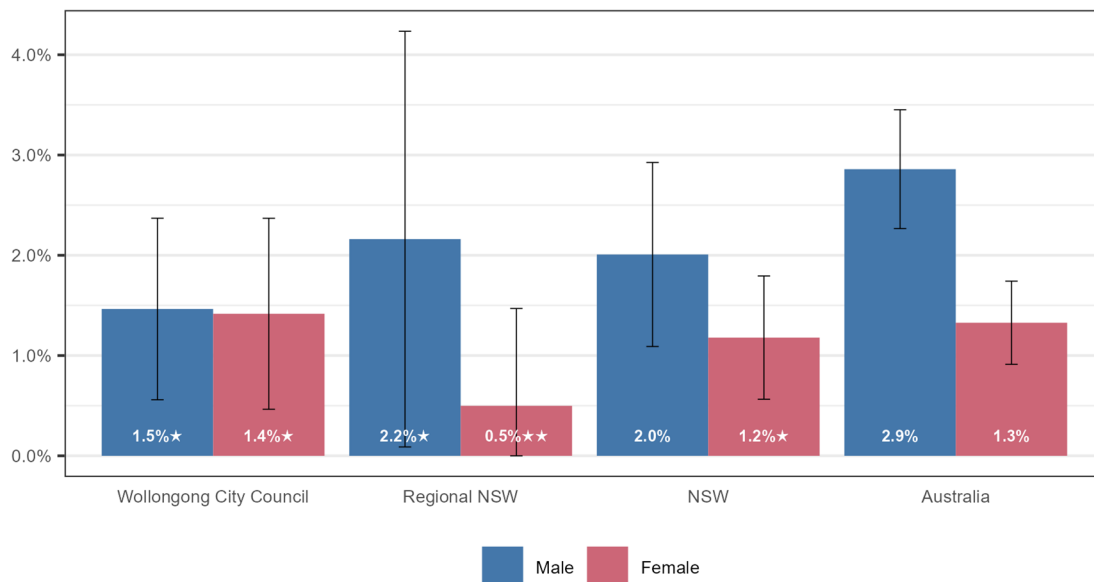
4 Rideables

It is estimated that 1.4% (95% CI: 0.8 – 2.1%) of Wollongong residents ride an electrically assisted rideable such as an e-scooter or e-skateboard¹ in a typical week (Figure 4.1). The proportion doing so appears to have doubled since 2021 and is similar to the average across NSW. Males appear to be more likely to use rideables than females (Figure 4.2); around 1.5% (95% CI: 0.6 – 2.4%) of males and 1.4% (95% CI: 0.5 – 2.4%) of females ride these devices in a typical week.



Error bars are 95% confidence intervals
 ★ Estimate should be treated with caution
 ★★ Estimate should be considered unreliable

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



Error bars are 95% confidence intervals
 ★ Estimate should be treated with caution
 ★★ Estimate should be considered unreliable

■ 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

Statistic	Estimate	95% confidence interval	Confidence rating
Participation in past week	91.3%	89.8%-92.9%	★★★
Purpose in past month			
Recreation/exercise	85.5%	82.0%-89.1%	★★★
Shopping	46.1%	41.1%-51.2%	★★★
Cafe/restaurant	34.8%	29.9%-39.7%	★★★
Visit friends and relatives	19.7%	15.6%-23.8%	★★★
Employers' business	27.7%	23.2%-32.3%	★★★
Dog walking	37.6%	32.7%-42.5%	★★★
Commuting	11.7%	8.4%-14.9%	★★★
Public transport	16.9%	13.0%-20.8%	★★★
Escort	17.2%	13.4%-21.0%	★★★
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	4.8	4.5-5.0	★★★
Median hours walked in the past week	3.5	3.5-4.0	★★★
Change in walking frequency			
More frequent	17.6%	12.8%-22.4%	
As frequent	53.4%	47.3%-59.5%	
Less frequent	29.0%	24.0%-33.9%	

Table A.2: Cycling participation statistics

No. of households	412		
No. of individuals	1,360		
Cycling participation	Estimate	95% confidence interval	Confidence rating
% who rode last week	20.9%	18.9%-23.0%	★★★
% who rode last month	30.2%	27.9%-32.4%	★★★
% who rode in past year	47.4%	44.9%-50.0%	★★★
No. who rode last week	44,900	40,500-49,400	★★★
No. who rode last month	64,800	59,900-69,700	★★★
No. who rode in past year	101,800	96,300-107,300	★★★
Participation by demography			
Gender			
% of males who rode last week	26.0%	22.8%-29.2%	★★★
% of females who rode last week	15.9%	13.3%-18.5%	★★★
Age			
% of 0-9 years who rode last week	47.3%	39.8%-54.9%	★★★
% of 10-17 years who rode last week	33.0%	27.1%-38.9%	★★★
% of 18-29 years who rode last week	14.9%	9.9%-19.9%	★★★
% of 30-49 years who rode last week	19.9%	16.1%-23.8%	★★★
% of 50+ years who rode last week	11.0%	7.7%-14.3%	★★★
Gender by age			
Male: 0-9 years	51.2%	40.6%-61.7%	★★★
Male: 10-17 years	38.8%	30.2%-47.5%	★★★
Male: 18-29 years	19.3%	12.2%-26.4%	★★★
Male: 30-49 years	25.1%	19.1%-31.2%	★★★
Male: 50+ years	16.3%	10.8%-21.8%	★★★
Female: 0-9 years	43.2%	32.4%-54.0%	★★★
Female: 10-17 years	27.7%	19.7%-35.8%	★★★
Female: 18-29 years	8.3%	2.0%-14.6%	★★

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	93.1%	90.2%-96.0%	★★★★
% of those who rode in past month for transport	23.2%	18.6%-27.9%	★★★★
Detail			
% of those who rode in past month for commuting	6.4%	3.7%-9.1%	★★★★
% of those who rode in past month for education	7.2%	4.5%-10.0%	★★★★
% of those who rode in past month for shopping	5.6%	2.9%-8.3%	★★★★
% of those who rode in past month to train/tram/bus	1.1%	0.0%-2.4%	★
% of those who rode in past month to visit friends/relatives	9.6%	6.6%-12.6%	★★★★
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	2.6	2.4-2.9	★★★★
Average time ridden (mins) in past week by those that had ridden	177	137-217	★★★★
Household characteristics			
Working bicycles (incl. electrically assisted)			
% of households without a working bicycle	35.1%	30.1%-40.2%	★★★★
% of households with one working bicycle	17.0%	12.7%-21.4%	★★★★
% of households with two working bicycles	14.7%	11.2%-18.2%	★★★★
% of households with three or more working bicycles	33.2%	29.1%-37.2%	★★★★

Appendix B: Verbatim responses

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

As a driver I would rather have more bike paths on the road as opposed to having them on the road without a path.

Better bike tracks and more common sense on where you put bike paths. Shouldn't be on roads too dangerous as car drivers get frustrated and are rude and don't keep within the rules.

Better cycling tracks, more barriers for safety and to divide traffic away from cyclists

Bike lanes would be nice

Bike tracks that are set up should be maintained such as Beresford Street in Coniston.

Bikes should pay registration to ride on the road.

Bring back the foreshore Blue Mile bike lane near the rock pools. Bring back the lane that was dedicated specifically to bikes and replace these new improved shared paths with the dedicated separated paths because people don't understand the icons meaning the path is shared with walkers and bicycles, so it's dangerous. Bring this back even if it's narrower because having this specific bike lane will create less hostility from walkers to cyclists for when bikes are trying to come through. It's a beautiful bike ride up the coastline, but the new improvements on that specific part of the Blue Mile have made it worse. This ride up the coastline has the potential to be much better. And you should allow bikes, at sensible speeds, to ride through the mall. And we need you to cater for bikes better by providing us with more secure bike parking if you want to be a bike city like Amsterdam.

Can be hard riding on bike paths with so many pedestrians between East Corrimal to Fairy Meadow.

Could be better, with some bike tracks, around the main streets

Could do with more for kids. like a bike path/ park with stop signs etc to teach children how to ride a bike i.e., a place that is safe to learn

Could have more cycle ways.

Council should invest in more bike tracks into the centre of the city through the mall so more people can use the bike to get around. This is around Smith Street. As it is with the current traffic situation there are no designated bike paths.

Cyclist are taking over, there are so many new additions for cyclist that put pedestrians in harm. A bit more of a separation on bike lanes they go zooming by in groups of 5 or 6 and have no regards for people that are walking on the paths. I have nothing against cyclist just to be clear but a separation for bike riders and pedestrians would be good.

Cyclists need to have manners and follow rules and laws, that comes from someone who rode to work every day in New York, so I know.

Do not like the bike paths they have created as it is difficult for pedestrians. We must look out for bikes and cars

Electric bikes over 250W are illegally using off road facilities, riding without helmets, speeding, putting others at risk.

For adults it's fine but with younger children, the roads and gutters are quite poor: uneven and too close to traffic, it's safer to go off the path onto the grass sometimes as it is safer than the path, especially on narrow streets

Generally good but conditions are not so. There are a lot of potholes on roads.

Good conditions considering the increase in traffic

I am concerned about the e-bikes and bike paths. The number of bikes not following the guidelines. Some are operated in a dangerous and reckless manner.

I appreciate the new bike paths, down in Swan and Dennison Street in Wollongong. It is safer now to ride

I believe it could be better with more cycle paths.

I do not like cyclists on the Blue Mile at the beach. They do not discount and ride very fast and not taking heed of pedestrians.

I don't have any, I don't think about it.

I don't have many. I don't use it very often and when I do, I use bike tracks, I don't use the road.

I feel it's all quite fine. Other than people riding on roads rather than pathways

I had an accident and hit by a car. It's not very safe to ride anymore. it takes me 15 mins more than it used to a year ago. On the new estate you must walk your bike can't ride as it has balustrades, so you don't ride. It's a hazard. (The Puckey estate) Puckey board walk, you use to be able to ride across now there is a big sign no bike. So, you must walk your bike across instead of riding.

I have a young child and ride to the bike tracks near me.

I like the improvements around the Wollongong CBD. I am a recreational rider, so I need to put my bike on the car's roof, and drive to the cycleway to ride along the beach, which hasn't changed much.

I live around lake good cycling and walking

I ride on road around Cronulla Park and paths are great from road cycling perspective; they've done a lot of work down Smith Street, but we need lane/path for cyclists for West Dapto and also up the coast toward national park at Audly, could have put more bike lanes in around there where a lot more cyclist cycle, rather than inner city where they've now put more bike lane up that cyclists don't use

I see the new designated bike lanes are good if there could be more in the city the more the better.

I think the cycle ways in Smith Street is more dangerous. It is a shared way and not designated area for bike riders. It is more congested for all. The intention was good, but it is not working. There are cars and bikes everywhere and I would never allow children to bike along this area

I think there's a lack of respect for shared paths and they are not wide enough. A lack of education.

I usually go somewhere else because I've little kids so I need flat areas and away from the road's areas

I wish there was more dedicated cycling paths, so I do not have to ride on the roads, there are no footpath of my street either and if my kids must ride to school, they must ride on the roads. I have a young person under the age of 10

I work at the University of Wollongong, and I want bike paths extended to the university from Figtree

I would like safe riding options in Dapto.

I would like to see bike tracks connected to avoid the highway. This is from Fig Tree into Wollongong

I would ride on the roads I don't feel safe, I ride on bike tracks. would like to have more. It's annoying when you see bike riders riding on the road when they are next to a bike track

If possible, provide more options for bike riders, so more bike paths.

If there is a cycle way, it should be used otherwise riders should be fined

If we had a bike path in my local area on the other side of the train station, which doesn't have a track, I'd ride more because the roads are busy and scary to ride on with so much traffic. It's next to the Wollongong train station on the right side heading from Sydney.

If we want to ride a bike, we need to drive somewhere to ride the bike, we must drive to a bike track somewhere.

I'm a fan of bike riding.

I'm thinking about my son. There's lots of traffic on the roads, and even within the designated bike paths it's a hazardous ride: the parked cars are very close to the bike lanes which is very hazardous for car doors opening in front of bikes, which is especially concerning when it's young people on the bikes.

Improved, have a bike track that goes right past our house. Bike access areas surrounding Wollongong harbour particularly road crossings very poor.

In the CBD there should be more designated bike lanes

In Hansburg- the local bike track is shut- and they are ridiculously long in resolving issues- please resolve the letter. The people who run this track are not getting issues resolved.

In my local area, we live very close to bike paths, it is fantastic, it can be busy, concerned about e-bikes since they go very fast, and she has young children on bikes

In their suburb of Wollongong, they don't have bike paths or options. More lanes would improve safety in their area

In Windang and around the lake we've got good conditions, so there's not so many people riding on the roads because they follow the footpaths around the lake and the footpaths around the roads. I see less bike riders in the morning and in the city, they seem to be sticking to the Smith Street bike lanes.

it could be more user friendly or appropriate for younger children

It could still be improved although a lot has been done. There needs to be dedicated bike paths to be installed especially from Keiraville to West Wollongong.

It is better, it has been improved, there is a bike lane on road, at Wollongong. We need a pedestrian crossing at military road down near second avenue quarry street due to the fact it is very busy with bikes, cars, and pedestrians.

It was easier to ride your bike on the road 10 years ago, but now you must watch your back because there's too many cars on the road, just too many cars

It would be good if Park Street had pavement for cyclists

it would be good to have more education on pedestrian sharing bike paths. people just walk and are oblivious to bike riders

It's a steep hill Mt Kembla, it's not very well connected with the bike tracks down the bottom, I'd have to go on roads to get down there before I got on the bike path.

It's become extremely congested in the last 12 months compared to before with the amount of traffic coming through Thirroul, it has about doubled in the last 12 months. I wish drivers would slow down and give us bike riders more room.

It's fantastic with the 30 km of bike path running along the beach.

It's generally pretty good. Some of the bike paths need some upgrading and not having to ride on the road. I've been hit off my bike. They're pretty good. Wollongong's done a pretty good job.

Its good mostly but some streets do not have footpaths in the area

It's good, although, Smith Street is a waste of time because they've made it more dangerous for cyclists: when reversing out driveways you can't see the cyclists; and no one rides on it because it's not a direct route that people use.

It's ludicrous: the council found one piece of asbestos and they fenced off the whole mountain bike area. And now the fencing is scattered and falling over on the walking track. Pensioners are falling and tripping on the fence trying to walk their dog. And it's been like this for months, and it's an eye sore. And councillors must be aware of this scattered fencing, laying bent and twisted all through the community mountain bike park. It was built by the local community mountain bike group; council have done a great job of ruining what they spent 7 years on building. It's been cleared of asbestos so move on with it. And the skate park attracts a bad element with kids just sitting there, as opposed to mountain bike riding when they are not getting into trouble because they are riding.

It's pretty good because down the hill is a bike track and i don't have idiots trying to stop me. i don't see bikes around here much, there is a lot of people walking, possible because the people work so don't ride bikes, instead I see families walking on the cycling trucks.

It's quite good, the only problem I have are the drivers. try and ride early in mornings to avoid traffic

it's the traffic, you know what I mean if I'm riding on roads, I'm worried about being hit by cars.

it's very difficult to ride bike paths, especially with her kids.

Just getting to school more bike tracks near Rothery Street in Bellambi

Just needs some maintenance with everyone using the paths they get worn more.

Lots of uneven potholes on the tracks between Bellambi to Sanden Point. Very uneven path right on Woonona Beach, poorly maintained. The shared tracks could be wider in general.

Lower speed limits on local roads would be good

More bike lanes: people in cars are irritable about bikes using the roads, I've seen road-rage, they don't like sharing the roads. We need allocated bike lanes. It's a good idea to encourage biking for less cars on the roads. Dedicated bike tracks would be a great attraction for Wollongong; there needs to be more investment from the local council in getting more people on bikes and out of their cars. And have more events like the racing that came through Wollongong.

More bike paths would be good. especially in high traffic roads,

More cycle ways are needed regarding connectivity. Sometimes we have to get off the bikes as the path suddenly ends.

More dedicated bike paths would be good

More paths to ride on, I don't like to ride on the roads when I have children with me.

more people, people not using bike tracks correctly, kids on e-bikes on the main street with no helmet

Most of the footpaths are rubbish, with tree roots underneath having pulled the paths and curbs up, and council nature strips have trees and weeds, also push us off the paths and onto roads. And most of the footpaths are very narrow, the older ones anyway, so when pedestrians or other bikes come along, we are forced onto the roads, which are busy so is quite dangerous and off-putting.

Mostly people riding on roads, they should be having be having cycleways.

Need more cycle paths

Need to get across bridge to go to decent cycleways. Government only cares about bike riding.

No bike tracks on roads

No footpaths, too much traffic, hilly terrain

No, really, we go on the same path, which is renewed around the area, so it is ok.

None really its fine. good cycleways and paths

Not to put bike paths on roads, Smiths Street is turn into one way because of bike lanes and no one uses it.

I just like how they have a line on the Princes Highway separating cars and bike riders

Often on some of the streets there are parking on both sides that makes it a bit scary for bike riders.

This is in Grey St in Woonona

One of the big bug bears is cycle ways is a good idea but poorly executed. There is no connectivity, there is a path and then have to dismount and the path then is on the other side of the road.

Open more mountain biking in lower escarpment in Thirroul, Austin mere and Buller

Other road users are a significant hazard mostly motorists. There is a lot of impatience with riders.

Rules should be enforced about keeping a safe distance between motorists and bike riders.

Overall comfortable. No Complaints.

Pathways too poor condition and very narrow, also very steep.

Prefer if people use bike laneways instead of on road

Reducing local road speed limits would help

Roads are not very safe for drivers and bike riders. lots of potholes. and not abundant for long distances and direct routes for bike riders

More footpaths and cycle paths.

Shared cycle ways are pretty well connected and easily accessible in my area

Since the UCI we have the Wollongong bike track, which makes riding easier in the allocated bike lanes.

some concrete path has crack on it. it is better to put in tarmac path.

Some of the footpaths are very uneven and some bike riders use that

Someone should visit Windang area and have to see firsthand what happens here. I have informed the council about the dangers. Bike riders have to ride on main roads as there are no bike tracks, not even a walking path. We have to get off the bike before getting back on the road to avoid cars or go onto people's lawns.

Stricter restrictions for e-bikes, like registration as there's not much difference between an e-bike and a motorbike.

Take away bike lanes as people ride on main roads

The bike lanes that have taken out the road lanes are a waste of space. And maintain the bike paths more than you do, they're overgrown with shrubs, tree branches with fallen limbs, and debris on the paths, which makes them very slippery when wet.

The bike tracks are good.

The cycle paths are fabulous but good be better, it's condition around the cafe on Trinity Road its 'all bashed up the trees have overgrown.

The drivers aren't as patient as they should be. And there are some bike paths, but some sections aren't cycle ready, which I try to avoid when riding with my family

The e-bikes are a problem- there's teenagers on e-bikes riding too fast and do not have an understanding on road rules and bike etiquette.

The esplanade bike track from Thirroul to Wollongong is a pretty good easy pathway to take but not on weekend as it gets too busy

The lake's pretty good: it's fine.

The links around the lake are good but the track deadheads between Berkley and Counter-honker

The pathways: to make sure they are better and not lifted by tree roots like in Warrawong near the lake: the pavement has dips and uneven surfaces so fix it up otherwise the tracks are pretty good.

The road is fine, just to keep your distance with cars and follow road rules like motorists do.

The scenery is beautiful for both riding and walking. The condition of the roads is great.

The shoulders on the roads are messing so can't move off the road due to rubbish glass medal car debris, too much traffic

The transition of crossing roads. the lack of ramp access when crossing roads.

The. footpaths generally need a full resurfacing rather than the patchy jobs that are making paths bumpy for riders.

There are some bike paths but not enough for people who do really want to ride. There's a lot of areas where the only bike path you get is a footpath or on a road, the main highway, which is very dangerous. If you are not very skilled at cycling, not many areas or options to ride.

There are some good bike paths, but needs more network, crossing busy roads to get to paths. could be better

There are very angry motorists who do not appreciate cyclists, there is not a lot of the thing you can do, so we need to provide more on road and offroad bike facilities.

There is a two-way street that changed into one street, and it is confusing, there are more bicycles on the road now and I do not like it, bikes have too much of a free range now. The change is too confusing, so I no longer feel as safe riding the bicycle. I do not know what they can do to make it less confusing, maybe there are too many bikes and the road bikes dart in and out and they think they

own the road. They take over control and they are very quick. Motorist do not like them, so they take it out on recreational riders.

There are no paths so I'm on the road and I'm not comfortable with being on roads amongst the traffic

There are not enough paths for the bikes around Sunlea Street. And, the traffic, there's is a bit too much of it, and people don't follow the rules. There are not enough paths for the kids to ride bikes around Sunlea Street.

There's plenty of pedestrian and cycling connectivity in the area, I like the small Pump Track in Figtree There are some paths for the bikes, but they are also next to the cars, so it's scary.

They are good in that we have bike lanes and bike track from Wollongong to Thirroul

They are good, we are spoilt with the route along the coastline. In terms of recreation paths, we've got it pretty good: I can ride into Wollongong and back on bike paths

The cycleways need to be maintained as they are deteriorating, if paths could be just to ride not shared appropriate in some place but when you are using it for transport it gets hard as you are travelling fairly fast, you don't have much time to warn them. Even separate lanes for bike riders and pedestrian

They need to get off the roads and on the riding tracks.

They need to identify there's an island between Squires Lane and Cardiff Lane in Fairy Meadow that needs to be repainted.

they should have their own lanes not on roads.

They're adequate. For recreation and commuting, they're mostly fine, although sometimes you need to dip onto roads, but they are adequate.

To have better bike track up this way, the bike track they put in the CBD as a driver I find its pretty dangerous the way it set up especially around intersection. the one Kembla Street is pretty scary. I use that often and find it quite dangerous.

Very good conditions: well-maintained both the roads and paths. I live in Windang, so I ride in Shoal Harbour LGA mostly, but when I ride in Wollongong LGA paths and roads are well maintained.

We can do with more bike lanes from the northern suburbs right into the CBD

We do not need any further cycle lanes in Illawarra

We don't have footpaths so have to do it on roads so not good for kids

We had some new bike tracks put in which it is great, more facilities needed to lock up bikes.

We have a lot of cyclists on the road that ride 2-3 abreast and the roads are not made for that. They should ride single file.

We have the bike lanes that are good when you can get on them. My problem is getting to the paths or tracks without riding on the road. I don't like riding on the roads.

We moved into Sanctuary View and have been here for about two years, and the roads are inefficient and ineffective. They're busy and don't have footpaths or shoulders on the roads, and we have trucks and high-speed cars driving along them. We are isolated here. The road is too narrow, you have to go off the road to get out of the way of oncoming traffic, and I nearly hit a pedestrian: I'm expecting someone to be killed one of these days, that's how bad it is here. And the council say we have a 10-year plan, but nothing is happening, they're not putting the plans into action. They could provide even a temporary footpath until major works can be done. At West Dapto Road you can't walk down it; we don't even have a bus stop; buses just go straight past us. The council have nothing in place to link us to the rest of the community, we are isolated here and don't get out walking and cycling as much as we used to.

Wollongong still bike-unfriendly, good to make it more bike friendly, execution poor so far.

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

Designated bike lanes to be provided all over Wollongong

To address the painted stuff on the bike lanes: it's slippery when wet so if that could be rectified that'd be great. And a girlfriend of mine got her finger stuck in the railing on the ocean side in Stanwell Park along the grand walk when she was moving for a pedestrian, and she had to have surgery so if you could prevent that occurring to someone else would be great too.

A bike path would be nice for my son and other kids to ride their bikes around without having to look out for cars or people, the closest one is about an hour's walk.

A lot of people ride on the roads, they should be on bike tracks which are nearby. This is from Dapto to Wollongong

A map for bike tracks rather than signage. It's a wasted investment if bikes are not using bikeways, enforce that people use the bike tracks and not the road next to the bike tracks. I'd like see bike to have a registration and identification.

Access to paths off roads connecting to facilities is important, such as shopping areas and beach; I'm aware talk about mountain bike trails in bush definitely know people that are keen for this; world champs event last year a lot not interested in riding after championship event September 2022 boosted interest in riding more

Adding a bike lane to every road if there's no footpath.

Address safety concerns re: City Beach to north Wollongong Beach area, harbour: unsafe to ride in city area at night due to hooning, speeding cars, cars doing burnouts etc. Also feel unsafe there walking. Also, an issue of catcalling toward women.

Addressing teenagers on e-bikes

Advocating it more by having more events

All footpaths that lead to shops and schools should all be redesigned into shared pathways, so it is made safer for school kids.

All the Smith Street bike lanes are done now, and it's made no difference.

As a walker on the shared paths get pretty busy and crowded. There should be standalone bike paths and they should link up all the way down the coast. At the moment there are quite a few breaks in the bike paths. The worst place for shared paths is North Beach.

As an NDIS person to have bike lanes that are shared I can use my wheelchair or mobility scooter in the same paths. I did the autism charity jam in 2001.

As far as the inner city and bike lanes they are dangerous. Get rid of the bike lanes.

As stated above providing connection between all types of amenities with bike paths encouraging more people to ride

As you mentioned, more connections so bikes can stay off the roads. So, more shared paths for her to ride and me to walk on, she's 7. And more paths and connections to schools would enable her to ride more, she's using her scooter more presently.

Ban cyclists from the road, they are a nuisance

Basically, provide some safe designated bike paths between us and the rest of the community.

Before anything is done for bike riders council should fix paths for walking in Fern Hill, Fairy Meadows, and Corrimal. Footpaths are very uneven, and this should be looked at urgently. It is too dangerous for the elderly and the young ones, and I have had many falls

better connections between existing bike paths, e.g., lake Illawarra path doesn't go all way around lake, no connections between paths

Better connectivity to public transport and schools and bike parking goes hand in hand with that.

Better cycling ways for cyclists and the power poles and signage are blocking the roads, and children have to go onto the roads to go around them, which is dangerous for children. Young children cannot ride on roads, but riding off roads, there are poles for signs and power poles in the way etc, (not so much on new cycleways, but old paths and cycleways and footpaths, there are old poles and signs and power poles in the way) in order to be safe riding on roads there have to be proper concrete barriers. If we don't get children riding in the first few years, they will not grow up to be riders. I want kids to be riding, get the foundation there, but at the same time I am scared for their safety. Lack of protection (as in barriers) on roads for children and cyclists. Should be barriers and crash protection. Safe commuting as a parent of younger family, worried for the safety of young people when commuting on the side of the road as a pedestrian or cyclist. Pro-riding, it would be good if the government looked at spending money on this, hopefully money would help with growth in this area. Memorial drive princess highway north bound towards Bulli primary school, is a classic example of a specific place where there are very busy roads (princess highway) and it is not suitable to ride bikes on particularly for young kids, where drivers are distracted, on their mobiles etc. So, while I love bike riding, and it's great to see the council taking an interest, and there have cycling events in Wollongong of late, I have heaps of bikes, cycling is good for health and the environment. There is also the fear, as a parent, of the worst happening, when you think of the traffic, and distracted drivers, there is that danger

better education for cyclists I'm a bike rider but also truck driver some things I see bike riders' dangerous better education about safe use of bikes

Bicycle hire- not manned bike hires- Vancouver has this and LA has some- I like the way they did it- it makes it convenient and easy to access bikes- the helmet clips on to the bike at Vancouver

Bicycle parking should be everywhere. Should be easy for everyone. bicycle has secure parking. Has to be at shops, schools, public transport (train stations, bus stops etc.)

Bike is unsafe on the road, car driving too fast. I would like to see speed reduced specially around highly populated area with elderly resident.

Bike lanes on roads that connect properly, especially at intersections.

Bikes on footpaths are on the local chat groups. There have been accidents and bike going too fast on footpaths, maybe more designated bike paths.

Bike Park in Helensburgh I can't wait for it to be open again

Bike paths for bike only, don't share, enforce bikes on bike only path e.g., Springhill Road

Bike paths, around the suburbs would be nice. Less humps on the road not safe for bike rides. No bikes should be on trains bad enough getting on. Secure bike parking, not bike racks but bike security lockers my other bike got stolen with a bike lock. Happy to pay for a secure bike locker in a shopping centre or near public transport stations.

Bike riders have no respect for car drivers. There should be a rule that riders can only be on the main roads off peak times as bike riders feel they have the right of way all the time.

Bike riders need to have their own lane to ride on. off the footpath. They need to be fined if they don't follow the rules. They are never following the rules. They make me hate driving when they're on the road. They're not just on the road but all over the road.

Bike riders should be off the main roads otherwise there should be designated areas for them

Bike riders should be riding on bike tracks, more signage to be provided to encourage them to use the dedicated tracks for them. It can become very dangerous if they use roads meant for cars

Bike riders should stay on designated bike lanes especially in Rosemont Street as it can become very congested and dangerous when they move all over the road

Bike track needs to be finished and connect to the end of the park. This in on Eureka, Jo Hanson Park. There should be more priority for kids to ride near the creek bed. It is not hurting anyone as some people made complaints because kids ride here, and council is threatening fines to those who ride.

Bike track needs to be widened from Bulli to Bellambi

Bike tracks are confusing, on Smith Street, there are children crossing roads and having parking in the middle of the road is confusing, Kembla Street too.

It is dangerous. The parking in the middle of the road divides the bike track and the road but I have seen someone used the bike track because the driver was confused, and no cyclists on it. Children may be confused when crossing the road as to what to look for. (Cars or bicycles and from which direction). The footpath needs attention, there are bumps and cracks in the road, and I have tripped, Ellen Street needs attention. Atchison street too. There are concrete trucks going to construction sites. It is cracked and horrible. Construction do not put barricades safely. We need to cross the road again and again. Some of the new pavers are already a tripping hazard- (Not sure of exact street because I walk so many places)

Bike tracks should be provided for mountain bike riding especially in Mt Kierra area

Biker riders don't use the bike paths, instead they use the roads (and don't stay in the lanes) because there's too many walkers on the bike paths so have to use the roads. I have friends who ride bikes and they told me this. So, the riders need a separate bike path from the walkers to get them back on the bike paths. And educate all the users of the paths on how to use it with each other in mind. And if on roads, bike riders should pay registration because they are dangerous, especially if riding 3-4 abreast, and it's dangerous because we are not allowed to pass them and we have to be a certain distance from them to pass them, which will make us go over onto the oncoming lane. If they had to pay registration to use the roads, they'd go back to using the bike paths instead.

Biker riders taking over shared pathways, cycleways it's disgusting, takes too much room, no regard for pedestrians, more walkways should be there, which are not shared.

Blue Mile path is dangerous for pedestrians and bike riders shared, don't make shared paths keep it separate; promote bike safety;

Both cyclists and motorists need to take accountability and be more responsible on the roads. And cyclists should take a course to enable them to ride on the road because they cause accidents, and we have to take a course and get a license to use the roads.

Buses don't have infrastructure to put bike on bus would be nice; stricture security lock up cages and cctv for bike parking and security personnel easy to access would be nice; mountain bike paths off road would be nice; distance bike paths away from road; bike hire place would be nice

Cannot think of anything

children training for bikes needed; no on road bike riding please

Complete the paths from Stanwell to Wollongong

Concerned regarding peak hour, bikes take up lanes during full traffic, on rd bike lanes not good, separate lanes for bike needed

Connections between main roads and bike paths. Bike paths need to extend places where there are main roads. Very unsafe on highways if no spare lanes for bikes.

Connections to public transport and have access area on trains and buses, like they do in Canberra. More one way street with bike lanes. Not as many scenic bike paths. More productive bike paths

that you can connect to places and transport. and shops etc. and for children to ride to school more safe way to get to schools my teenagers would ride to school if they had safe route to ride to school. Take reference to Canberra.

Consider cyclist and cars. Take cyclist off road and give them better and safer paths to ride on for pedestrian too I guess.

Create a spot where I could let the kids ride. For example, there's a lack of parks with fencing, which makes it impossible for me to relax and let them ride without supervision 100% of the time

Create more awareness of safety for bike riders, especially for families of kids who will ride

Create more off-road bike paths away from traffic for to ride safely

Create of more paths and repair the paths on O'Brian's Road. There are paths along the highway between Unanderra, Cringila, to Wollongong, which are good already. I don't expect more paths in more residential areas, I don't expect paths everywhere, but the linked paths are fantastic.

Create some off-road bush bike tracks around my area of Horsley.

Current speed limits in school zones should be in place all day not just at school times; encourage kids to ride to school and more bike paths recreational paths suited for children safety for children

Cycle ways on busy roads is not a good idea. Bikes should have a designated area

Cycleways would be wonderful. More shared pathways.

Cyclists' council should register bikes licence like dog pets traceable registered free to register child or student, fund cycle paths and safety infrastructure using registration costs for bikes, and track and enforce laws with registration; clear maintained paths important; put clear signs highlighting speed of cyclists and distancing from bikes and other path users; bike racks at beach needed

Dedicated bicycle lanes especially around nature reserves would be nice

Deliver the bike plan that the council already has. At public transport and at shopping centres we need parking and rack at the beaches.

Designated bike paths not on the road. The bike paths alongside the beach is great and a lot of people use it - but there's only one. It would be good to have more bike paths near the schools - that is more important. There needs to be more of a link between creating new bike paths and getting kids to school. The moment i see bikes on the road - especially on hills I always get nervous. Especially if the cars have to swerve around the bike riders. Especially Towradgi road - this is a really busy road, and you have these bike riders who ride on the road and you have to try and get around them as a driver. There's only one lane really. They need to find a different way of getting around. I am always surprised more people don't have any more accidents.

Do some mapping of the bike paths in the area, and make better bike paths as they are just footpaths

Don't take vehicle roads for bike lanes especially in residential areas: the one on the main street is not even really used.

Educate kids regarding rules of bike riding like wearing helmets and looking out for pedestrians and cars. This should be taught in schools

Educating motorists, public relations educating the kids doing bike course on how to be aware of drivers. The sea cliff bridge like other new bike lanes should be user friendly and be safe riding bikes on them

Education for bike riders and pedestrians and motorists. Just basic education.

Encourage people to ride slower especially when on e-bikes because they ride very fast, which is scary. They ride fast in the park at North Wollongong beach where the swimming pool and the rock pool are, they should slow down or get off the bike, especially when sharing with walkers and dogs.

Enforce all bike riders to cycle in single file. This applies to all areas in Wollongong

enforce current speeds don't reduce; road crossing for bikes need safety for pedestrians; fix up the Grandview Park children ride bikes there and the play equipment was taken out , we need bike area there improved and play equipment added

Enforce helmet wearing and speed limits for e-bikes.

Enforce the rules: any road rules: they don't indicate and ride all over the lane, not sticking to one lane.

Enough connections between bike paths and public transport. More regulations needed- having separate lanes on roads to coordinate cyclists on roads.

financial support to purchase bike and bike safety gear

Fix the foot paths before fixing bike paths. I do not think kids should ride to schools because they do not have any sense of danger. The shared paths are not wide enough to share especially for a person with disability.

For the younger people in our community to encourage them to ride, as our future society, i think promoting riding through more campaigns and events will get more of them onto bikes

Get rid of cycleways in smith street, make it back to a two-way street with more parking.

get rid of the bike lanes on Kimber Street and Smith Street because there's parking on the side so car doors can open into the bike lanes, which is dangerous, the road now is too narrow, the cars drive down the bike paths, and they aren't used enough to warrant what's been done to those streets.

Get the bikes off roads so provide wider bike paths and separate pedestrian paths. Bikes don't pay to be on the road, so I'd like to see bikes off the road. If they invest into Port Kembla like they do for Wollongong, Port Kembla would be a better place. Build a skate park and playground for children.

Get them off the road by having better places where the kids can ride off-road mountain bike riding rather than roads as there's no facilities

Get them off West Dapto Road.

Good signage and have designated bike lanes for those who wish to ride. It can become very congested if they use the main roads to ride

Hate cyclists. Already need to deal with reckless drivers; throwing in cyclists just make the roads more unsafe and stressful. They're better off on the off-road cycleways; therefore, more would be better. Get them off the road.

Having just come from Melbourne: have a bike share

Having more footpaths.

I am for events unless it puts a standstill on traffic. More bike skills training- people do not know how to ride a bike around traffic and pedestrians- road safety. To share the road safely

I don't have any. Possibly, widen some of the bike tracks as they can get very crowded when shared with people walking.

I don't have anything to suggest about bikes, but open the continental swimming pool more often, more open days, and longer opening hours.

I don't know, all my kids are older and getting cars and don't use bike tracks no one in my house users' bikes

I don't know. Ensure people stick to the rules and respect other riders and walkers; there needs to be better monitoring of that. When people don't follow the rules, it makes it difficult to share the area. Some people are not even wearing helmets and dogs even interfere with bike riders.

I don't know. To get people to ride bikes: A little more police presence or create more awareness between bike riders, cars, and walkers when they are sharing the infrastructure so all parties to be aware of each other when sharing the roads and the cycleways to a safer for all parties.

I don't know. The survey has pretty much covered everything.

I don't like bikes on roads, I'd prefer to see separate bike tracks, especially for children riding

I don't, I haven't thought about it

I haven't thought of anything. Better promotion of bike riding, for example, letter box drops like the railways does so when know when the trains are out.

I just want to see bike parking in the area. Every evening they come up and do their exercise near the beach.

I like that cycle way that council recently did and there is nothing else they can do

I live near the beach and the paths for little kids to get to and from the beach are not the greatest, like the path to school, they are uneven, so renew more of the paths to school and the beach.

I reckon we need those e-bikes in Brisbane, the bikes are really good- the rent bikes- everyone uses them up there.

I saw something brilliant in ACT. People can ride their bikes to the bus stop and buses have facilities at the front back and sides to strap bikes just like bikes are placed on top of cars. More people will be riding then especially if they live far from their workplace. My wife walks to work but she would be happy to take her bike to the bus stop and hop in a bus with the bike

I think it's pretty good as it is. Implementing Wollongong to become a cycling city to qualify for cycling lanes in towns.

I would be happy to pay for more bike lanes, I'm happy to have to pay say \$50.00 to have more bike lanes, like a rego that goes to pay for bike paths.

I would like the council to consider spaces for car parking in the CBD. I don't consider bike riding as being of a higher priority. There should be footpaths for walking in the CBD especially at Rawson Street.

I would like to see more footpaths e.g., in Essex St. London and Holben, Hertford. Derby, Illawong Streets. It can be dangerous riding with children

I would the guidelines to be enforced on the bike paths. like patrol units.

I'd like to be subsidised the purchase of a bike.

I'd like to see them get bikes off the road and stop them combining bikes and cars riding on the same roads. I'd like the council to stop wasting money on what they are doing with bikes at the moment and give the community their own bike paths.

If bike riders are to be on the main roads there should be designated bike paths for them. This is all over Wollongong. Footpaths should be widened so that it can accommodate riders and walkers.

If I gave a low score I don't prioritise it, likewise if I gave it a 5 I think it's a good idea like get the kids out riding

If I road a bike more I'd have more to say; everything in those previous statements should be looked at; I don't ride that much so don't have much to suggest, sorry.

If there is a bike path available cyclist should be using them and not the roads

If they could encourage kids to ride more and feel safe to ride

If they could police or a rule that they use the bike tracks and not the roads when there is bike track. Bike education for riders to be a bit wearier with roads.

I'm not a supporter of bike riding. I'm a supporter of jobs and business. They should put their energy in this, not bicycles.

I'm not really sure. I'd ride to work if there somewhere safe and secure to lock my bike up because I live only 10 min away from work.

In Dapto there are bike paths, but the cyclists still ride on the road, so motorists are always needing to be careful of them.

In favour of more on road bicycle lanes provided the roads are wide

Increased funding for bike riders would make me ride a bike more

Instead of concentrating on bike s council should provide access for those who are using wheelchairs, provide parking for vehicles that carry wheelchairs

Introduce more for hire sharing e-bikes and e-scooters.

It all about the child impressed with Cringila Hills Childrens Park I'd like one Dapto

It has improved since icu, maybe more for drivers to follow the rules and be more aware of riders

It needs to be policed a bit better of those who ride two abreast on the roads

It would be good to see something for the kids. Like a joint effort with the council and the kids to build bike tracks for them in the bush.

It's good for health but it's too dangerous to ride. I use to ride all the time in my country too unsafe here. to make it safer for riders. everyone needs to follow rules.

It's not a priority as I'm not interest in bike riding.

It's not a priority as it's too hilly and the roads are too narrow here. Bikes in this area are more of a hinderance here. I'm not against bike riding but just not in this area, it's not built for it.

It's not something for me. but safer option for bike riders. and for them to obey the road rules for safety reasons

It's really good, just a bit of maintenance on the paths just a bit bumpy, can pop tyres

I've haven't really thought about, but what council has done already seems to be good for peoples' safety on bikes.

Just connecting areas in general so we can ride to different places and explore different scenes.

Just finish the bike paths. Another pump tracks up the northern beaches would be great

Just have bikes on designated tracks and not on the main roads

Just keep them off the road

Just the bike park that I mentioned before. a safe place for kids to learn how to ride a bike.

Just to have better connected bike paths around

Just to have more bike lanes, off roads. Too dangerous on roads and to ride single a breast not 2-3. when renewing drivers' licence there could be a booklet on education for car drivers and bike riders.

Just to have more connecting bike track to get to places.

Just to keep bike off roads and have their own lane on footpaths.

Just to make it safer for kids. More bike paths for younger kids to be able to ride on and help get to a destination

Just to make it safer, on highways its very dangerous better and clearer lanes. The one along Smith Street is never used. To have better vision of where they are placed and needed and enforced that rules are obeyed. If you drive a bike on a public road there should be a levy, that way they will be able to use bike tracks instead of road that will make it safer.

Keep bicycles off roads without bicycle lanes more.

keep them off the road as they are too narrow; tell them they are not allowed on the roads

Keep them off the road, by making a special path on sides of the roads for them

Keeping bikes off the main roads and creating more cycling ways and enforcing riders to use them

Like at the Stuart Park Kids' Bike Track where they have a track that kids can just ride around and around on, it would be good if there was a track like that in Port Kembla too.

Like to not concentrate on not bike riding. like fixing public spaces, don't wreck other areas. Wollongong is already ruined.

Locking up of bikes needed, better accessibility.

Lower local road speed limits would be good.

Maintain clear pathways free from plants and weeds overgrowing them, which impede general accessibility. So, just maintain existing pathways.

Maintain the paths better with regards to safety and add lighting on the paths that are in dark areas.

Maintain what they are doing and not change anything. In the last year council has done a lot in upgrading bike tracks

Make a path to the train station- from the schools (Hansburg public school to the train station)

Make it compulsory that push bikes use the bike paths and not the roads.

Make it safer in my area of Tarrawanna, Cauldwell Ave, which is the thoroughfare up to the Balgownie Mountain Bike paths, so there's a lot of kids on Mountain Bikes so you need to make it safer by creating more cycleways.

Make more dedicated bike pathways off roads as we don't have any, especially, create a dedicated bike path, to the bowling club.

Make more paths for bike riders maybe around Waples Road

Make sure bike riders know the rules and they should be made to pay a small fee for being on the road

Make sure the bike paths are connected

Maybe low speed electric bicycles etc available for older / infirm citizens

Maybe provide bikes for renting.

Maybe, as you said, more training in schools for road awareness, and to provide extra support for the community for bicycle training and knowledge in the local YMCA for example.

Might be an idea to have bike tracks that goes from east to west to meet up with the coastal track

more access for kid only bike paths (kids can practice riding). The biggest concern is that bike riders get cranky with little kids and makes it hard to ride with her kids.

More awareness around helmets, especially for teenagers, not necessarily enforcement.

More bike events.

More bike lanes between Dapto and Wollongong

More bike lanes in general.

More bike lanes not on the main streets.

More bike lanes on roads, and on shared bike paths is where I prefer my kids ride. Create much wider, two-lanes each way bike paths. I don't like seeing kids riding on the road, provide two lane bike paths, to cater for motorised mobility like e-bikes e-scooters, e-skateboards and people. They need to be two lanes each way. It'll be safer for everyone and will encourage more people to exercise more. And, there no-where for kids' recreation so create more open-air basketball courts, they're only in Fig Tree and Corrimal and Towradgi so provide more hoops in public parks for kids

More bike paths for kids.

More bike paths through parks and quiet streets would be great. Bike paths on main roads should be in wider roads.

More bike paths to the station.

More bike paths towards parks not in city centre.

More bike paths we are terrible here on the northern side.

More bike paths, I can't think where: they already where I'm thinking

More bike paths, it's hard to say where to situate new paths, we have the track along the beach but that's very congested, very busy.

More bike pathways safer ways to get to places.

More bike skills training would be good

More BMX tracks or off-road track that kids can use.

More connections / contiguous paths.

More cycle ways and more accessibility; at the moment we have to drive somewhere to ride. We cannot just start from our house. Improving bike riding skills, younger children should learn the road rules at a younger age. They do not drive so they do not know the road rules.

More cycleways next to pedestrian walkways - better to keep the cyclists off the road. Safer for them and drivers that way.

More dedicated bike lanes, not with people walking, separate bike lanes are the best way to go. And connections all round Wollongong, and throughout the suburban areas: there's not enough tracks around the suburban areas, and to Mount Ousley.

More designated cycleways, and links to enable other cycleways to get to the beach like from residential areas, like in Wollongong in the North and South of Wollongong, to get us out of the risk of riding with cars.

Make it easier for kids to ride to places, especially school and to educate them on rules.

More education about road safety rules for the young ones as there's lots of schools and the beach around here so it's quite busy and hectic with children in the mornings.

More education and individual responsibility. Then to facilitate this responsibility, infrastructure, such as to delineate what part of the road is for who, such as bike lanes, and dedicated paths. better lines on the roads, signage etc.

More education for riders and pedestrians. riding safely in groups would be helpful

More education programs. This is what you are meant to do. Education for drivers i.e., bicycles are allowed to use the roads as well. Education in regard to where they should and shouldn't be riding. More of a clearly defined path in terms of a bike rider's obligation on the roads and then the car's responsibilities to care for the bike rider when they are there.

More education, people are divided education to open people's minds that the paths are for all to share with pedestrians and riders. and to promote more with local business keep them on side. with the benefits that will make more business for them with tourist.

More footpaths so it's family friendly.

More funding for mountain biking in the area.

More marked routes for cyclist with the signpost., fix the potholes.

More off-road bike paths would be much safer.

More off-road tracks would be perfect

More paths in my local area, continuous routes.

More paths in Port Kembla, we only have one.

More promotions for bike riding especially in schools so kids can ride safely and not expect parents to drive them to and from schools

More road-side bike lanes.

More safety awareness with bikes being on roads, especially in 80km zone when they are only going 20kms/h so they should move to the side and stop riding 3 or 4 abreast

More shared areas as well as definite on road cycle paths would be helpful.

More shared pathways as now they are too narrow for people riding and walking, especially in the Unanderra

More shared pathways.

More space on the roads. just to have more of them. The ones they have are really good. but only if its where you are going. I feel they are good where we have them and there are other places where there is nothing at all

More things like mountain bike area and pump track for the kids to enjoy very limited and teenagers.

More tracks for mountain biking and providing a safe area for young kids to learn safe riding.

Most people on the street drive on middle of road, hang on back of cars. Only off-road paths are around lakes, but they got to contend with pedestrians so not a lot of safety for people who wish to ride bike and have to ride bike to bike track. Put speed bumps. Would like to make it safer.

Children in this street have to ride on footpath because of people who don't know how to drive in safe manner. That's why I don't drive a lot.

Mount St Thomas where I live is very dangerous to either walk or ride a bike. There are no walking tracks or dedicated bike paths and way too many cars parked here. We do not feel safe riding or walking here. I want my kids to ride to school but there is no connectivity either. Council should focus on providing walking and bike paths.

My kids have used Pump track and in terms of cycling it is good for the community. It has been beneficial and making safe for kids to ride

My local area has lots of narrow streets and a bus route that runs through it, so it gets very congested and has lots of blind corners which make it hard with young kids using the area too, that's why we need more cycle paths, and to get the buses off the local streets as it dangerous when they intermingle with kids.

Near surf club there was a pump station which they have taken it off. Not sure why it was removed. There should be more stations around

Need more bike racks especially at beach, preferably with lockups.

Need separate bike paths. I don't like the path at Blue Mile shared pedestrian and bike path dangerous for people that are walking please put proper bike paths on streets because bike is vehicle and shouldn't ride on pedestrian path

Need to get bike tracks off road.

Needs to be more signs, I work in CBD and if we have a bit more of positive imagery around bike riding, friendly signs, make people feel welcome, helps stigma.

No more events like the last bicycle race that closed Wollongong for two weeks, it's too impactful for what it's worth, even though it's a good cause.

No riding in the local area.

No shared lanes.

No. Better to have off road lanes since rider's ride in front of cars it's frustrating and dangerous, to make room for them. There is no specific lane for them.

Not safe for riders on road. not safe for cars either. It is too stressful.

Not sure, just to be safer for children to ride.

Not sure. Better connections especially for the school's kids.

Not to remove any parking or two-way streets when providing biking facilities, so when putting in bike lanes preserve any parking and two-way streets.

Nothing comes to mind. I guess, provide more dedicated bike paths for main roads or near to main roads, at least: more dedicated bike paths would go along better without pedestrians especially during busy times.

Nothing springs to mind. I don't like bikes having to share the roads with cars, especially when it's busy in the centre of Figtree: they cause chaos.

Nothing, look after roads first before bike tracks.

Nothing. But I'd prefer more tables and benches in the parks around and near the BBQs, so people aren't eating on the grass, especially for when tourists come to jet ski, there's not enough tables and benches.

On Springhill Road they ride 5 abreast during the early hours of the day like 6 am or late at night where visibility is very low. Maybe you could widen the footpath to allow for bikes, or maybe have a timeframe where they can use the footpath when visibility is very low and use the road when fully visible.

On Squire's way, walkway and bike path which is a long stretch into north Wollongong; on the left side of the road, the cycling lane is to the left of the pedestrian walking path - one complaint is that all the nature shade is on the cyclers, so it's unfair that pedestrians that go for long walks are not shielded from the sun whilst cyclists do. Another complaint is that there's no regulation or accountability with cyclists speeding - every day there's cyclists who aren't taking into

consideration of pedestrians and just speed right through. They're supposed to ring their bell but in many cases they don't. There needs to be more awareness of cyclists to slow down when there's people walking. Another option is that they cycle on the road but they're just as reckless on there as well. The cycling lane should be closest to the road, not the pedestrian walkway which it is now.

On walking paths have designated bike lanes so people and bikes don't get mixed up, that's all i can think off. As a mum, I don't want my kids to get hurt.

One is to establish bike paths where there are no shared things, no traffic. other is to ride a bike, better public transport and things are needed e.g., frequent trains/buses and hence increase this usage.

Only that they need to add more bike lanes. Or add ANY bike lanes. There should be more connecting paths. If I want to ride from here to Woonona to Wollongong there should be connecting bike paths. More easily accessible connecting bike paths so if you didn't want to ride on the road you could be on the footpath.

Open bike tracks again and attend to the asbestos.

Parking around high school needed; bike training for kids; more places for kids to ride off road none in this area, plus we don't have bike parking.

Parking at public transport. off-road trails- increasing trails and management of trails (some trails need work) and educating people that they are there.

Parking the bike securely is a big one. and for it to be more user friendly for bike riders. paths beside the railways would be good. and to have a place on the train to put bike on.

Personally, I'd like to see Wollongong back to the way it was, which had sufficient bike paths. The roads now have parked cars in the middle of them like Kimbla Street, Market Street, and the courthouse parking are difficult to get out of because the cars are parked in the middle of the street so you can't see oncoming cars, this was to make room for bike tracks.

Personally, they need to ride in the proper alley and not four abreast going down the street, you see this all the time, they don't ride in single file.

Police to enforce bike rules on road using proper pathways for bike rider's penalties discipline, if use road pay some sort of registration plate recognisable identifiable for on road riders only.

Prefer to do not extend mountain biking as planned.

Priority 5 for off road bike paths but separate bike cycle ways separate from walkers not shared; secure more bicycle parking especially train stations, then do connections between paths at public transport; all I hear is criticism about city new bike paths, takes up car driving and parking, big fat zero, needs to be taken away.

Probably more bike lanes and signage. People don't respect bike riders like say they would a pregnant woman crossing the road. Free jump on jump off bikes in Wollongong like they do in Sydney.

Promote bike skill training, didn't know about it and if there is any, maybe a flyer in the rates notice I suppose.

Promote the cycleways more, through advertisements, because cyclists don't use them

Proper bike lanes to be provided in Horsley so people can ride safely. There are no bike tracks in the region.

Provide BMX tracks for kids who are interested in riding especially during school holidays

Provide more bike tracks in the CBD area making it safer for bike riders

Provide more clear signage for cars and pedestrians that cyclists are around, to create more awareness of the bicycle lanes and that cyclists are in the area would be really helpful

Provide more help for push bike riders, because we can ride on the road but get idiots beeping at us.

Provide more school kids with more traffic awareness, educate them about riding on roads: I live on a school street and i see children on bikes pull out in front of cars, it's very dangerous.

Regarding the free bus, add a bit on the outside of the bus so we can put our bikes on this bit of the bus like the buses have in Hawaii.

Remove on-street parking and put bike lanes in.

Remove the Smith Street bike lane because it takes up parking, and I don't see bikes on it and i work just near it.

Rented on the spot bikes would be good.

Safe riding pathways and areas to encourage safety understanding for all ages

Safe signs to make everybody aware of cyclists. More cycleways in the parks. Not on the roads.

Secure parking needed to avoid crime. Education campaigns needed regarding safety for cyclists, lights, helmets. cyclists need to learn to be considerate of cars; no lower speed limits because it will encourage distraction and people will become complacent; visibility for bike riders needed high vis vests lights etc. On Dennis Street and Victoria St round-about 32 km per hour speed of cyclist dangerous for collisions with cars, group of cyclists riding abreast not single file; bike lanes new in city Smith Street not used by cyclists, plan for off road is brilliant, do not take up traffic lanes city centre smith street not well connected with things not used;

Shared bike and walking paths could make it separate for bikes would be better. Make it wider and separate.

Shared roads need more education around compliances and rules for bikes on shared roads

Shocking biking conditions in Wollongong. No bike parking for long stretches at a time and some areas you need to pay for bike parking (?). There used to be two cycling lanes on road and now there's only one - there's been a decrease in cyclers due to this. More space is needed to accommodate for cyclists to make them want to ride.

Some driver training, when they go for L and P's.

Sometimes cyclists go a bit too fast; and therefore, somewhat dangerous for drivers and themselves on the road. Otherwise, they're fine - best to keep them off-road and on the side cycleways though.

Start taking up/out speed humps in certain streets that cyclists no longer use such as Marina road in Thirroul, they've put speed humps there and no cyclists go up that street, put these speed humps where we use it such as West Dapto and also up the coast toward national park at Audly.

Stop giving sharing roads with bike riders. They have closed the roads to provide bike lanes/ keep them off roads and have their own bike paths off roads. Now there is traffic congestion all around Wollongong. Start fining riders that ride 2-3 abreast. take up all the roads, holds up traffic you pass them safely and they catch up and you have to do all again. Charge registration for riders they need to be identified I pay rego on several cars for using the roads so should they.

Suggestion is for car drivers to be patient with bike riders and mindful that they are on the roads as well.

Support the local mountain bike community by holding more meetings with the bike clubs and take their input seriously, and don't be a hindrance like give a red light when the state government has already given a green light.

Take role in enforcing road rules for bike riders, prosecute wrong actions.

Teach riders respect when they ride 2-3 abreast on the road. Drivers also need to show respect.

The biggest problem is that e-bikes are not regulated well. They go too fast. Bike riders go at a reasonable speed.

The bike connections along the coast have few old and dodgy sections around the Bulli and Sandon Point areas. It's the old bitumen, I know you have upgraded some areas increased the width and quality of the finish, but on other areas some of the path have concrete lifting and potholes. And increase the width for ease of use.

The bike path being duplicated in width, the one alone the beach from Wollongong to Thirroul.

The bike tracks on one side and people on other - get direction right. (the blue lines) have separate sides.

The connecting bike paths to local schools, we don't have bike path to our school so that would be good. we live in residential area, which is very busy, so kids have to ride on road which is not very safe.

The connections between the schools would be a good idea, parents would allow them to ride to school if there were better connections that's my favourite thing.

The copers need to pick up bike riders who ride without helmets and enforce all the rules; at the mall and even at the dog park area, the mountain bike riders go screaming though without regard for dogs and people.

The infrastructure should be looked at and to provide designated bike lanes

The one about giving more help to get the young ones to know what they are doing on the road. I live near a school, and I see every day the kids dicing with danger on their bikes.

The only thing I would say is how much value are we getting about dedicated bike lanes in the city. I have not seen many people using it. I would be loathed to see more bike paths are created for this reason.

The routes themselves they seem to appear and disappear. like when you come to a traffic light there is nothing there and it reappears halfway down the next street. particularly around Cringila.

The separate paths. Education for kids

There aren't enough paths for kids to get to and from school using their bikes.

There are not enough car parks, I think cyclists should have to pay rego, they should look the locations where bikes can be around, on extremely busy roads, they have free range, and you just have to wait. If you are on a 60 zone you have to get around them. maybe there is a way they can stop and give cars right of ways sometimes... to take turns...

There just needs to be more awareness by drivers that there are bike riders. More signage for people who are on shared paths. That can be quite dangerous with people walking their dogs and people being on their bikes. More education for people.

There needs to be driver education. There needs to be also bike rider education about how much room they are allowed to take up. More toilets in the parks. Every time I take my grandkids riding bikes, there is never any toilets in the park. If you want families to ride there needs to be more toilets in parks. Most parks here don't have toilets. You can't go to parks with 2 and 3 years olds because there are no toilets.

There should be a compromise between bike riders and motorists in the use of the roads as bike riders do not pay rego but there should be a friendly understanding of the safe use of roads.

There should be a continuous bike track near the lakes-Lake Illawarra Tracks here are lovely and wide, but it suddenly discontinues and is a dead end and riders have to disembark and get on the main road to get to the other side. This can get very dangerous for motorists and riders.

There should be more enforcement for bike riders in following road rules just like there are rules for car drivers and pedestrians.

They are doing enough.

They could put in pathways like in Gilmore Street (Wollongong). one side has footpaths one path doesn't so not consistent with footpaths and walkways.

They do not need to spend any money on bike tracks.

They need to complete the bike path from Stanwell to Thirroul.

They need to engage with cyclists and find out the reasons why people want to ride; is it for recreation or commuting to work. If for work provide a dedicated bike path so that riders are safe on the roads.

They need to spread out to 2528 and use all their resources to provide for bike tracks for all

They should build more paths for the bikes. And clean the area because there's big weeds everywhere and when the kids walk on the footpaths, they have big weeds which makes walking difficult. And the gutters need cleaning out because when there's lots of rain the water comes onto the street this around the Kembla Range Racecourse area. This happens every year: the water just sits there because the gutters are not cleaned and it's been like that for years, so we can't walk to the train station, and even driving in the area is dangerous.

They should do a campaign to get the kids out to ride.

They should fix the roads: Strathearn Ave/Mailer Ave are pretty bumpy.

This area is suitable only for e-bikes with the hills get bikes off roads, rather than making them safer. keep people to bike tracks. if we are sharing roads new areas need wider roads so parked cars still allow for visibility of cyclists. Behind Bulleye tennis courts for example is new but narrow.

To consider future bike riding as a priority for more people to do safely, and more infrastructure like bike paths implemented.

To have better connections to other paths. Between Wollongong and suburbs. From Corrimal station

To have more education and programs to ride bikes for children, there is a bike program but it's for aboriginals only. They provide bikes and helmets. Would be good for all children to attend.

To have the bike lane off the road because it's annoying when bike riders are taking up the whole lane riding four abreast.

To have their own designated bike paths.

To observe the number of people that actually use the bike paths. They should take better safety concerns with the bike lanes especially on roads lane. Off road lanes would be safer

To promote bike riders to use the cycleways: too many are riding on the footpaths or roads when the cycleway is right there for them.

To promote the laws that have been given to the rest of the world about riding a pushbike on the road. Do better riding on the road.

To provide access for mobility scooters. A lot of the footpaths have a lot to be desired and not suitable for mobility users. I did have a mobility scooter before but had to sell it because of the condition of the footpaths. I would love to be independent and have a scooter to get around

To put more bike lanes on roads.

Traffic is an issue in my area, don't let my son ride to school as it's too dangerous.

Upgrade and make more accessible the bike ways.

Visibility on Smith Street: getting into the driveways is ok, but getting out is very dangerous as you need to go out into the middle of the road to see oncoming traffic. I've been tooted because I didn't see someone.

We have bike track they have done an amazing job to be honest. we drive to bike tracks as it is too hilly to get there

We need footpaths in our street (Burke Road) we are walking on the road, so sneakers don't get wet on the grass. Don't need wet socks all day at school. Most residential street here only have one footpath or none at all.

We need to differentiate between bike rider types such as A to B transportation orientated bike riding and recreational mountain bike riding. For recreational bike riders, there is no need for parking ; Recreational bike riders transport their bikes on their cars to the bike path they will use, this adds to motor vehicle congestion, so prioritise the a-to-b transport type bike riding, not recreational bike riding; Recreational bike riding is a big negative for environment - I work in conservation and I am opposed to opening the Illawarra conservation area to mountain bike riders, because this land has been identified as a conservation land. Adding mountain bike riding in this land is about tourism, not about conservation. Wildlife will deteriorate in Illawarra conservation land if mountain bike riding is added here, conservation values should be at top of priorities, high speed enormous damage to native flora and degrades landscape by erosion to make the trails, racking leaves off trails damages flora; I do support mountain bike riding but not on conservation lands and I discourage downhill high speed riding due to damage to flora and wildlife and injuries caused by bike riding to riders and other road users takes a massive toll on emergency and medicals infrastructure. ; Need registration for all road users, electric bike e - scooters and all road users so that only car drivers are not responsible.

We use the Cringila Hills Park very regularly and my grandkids ride here. We also use Wiseman's Park and the facilities here for bike riders is very good. There should be more of these.

What they've done in city bike lane is not being utilised at all, should have been used for car parking.

When they build the paths, they should be wider, the one from Wollongong going north to Bulli it is a nice path but should have been wider. If they could build less bike paths on road and have them off roads. Would make it safer and nicer.

Where bike tracks are available all bike riders should be made to use them and not be on the main roads

Where we live single lane roads, no overtaking, it's hilly, little room on road for bikes and no footpaths. Wollongong is neglecting other areas- giving bike riding a priority and taking priority over other areas. I don't want roads overtaken by bicycles.

Widen roads; I don't any suggestions. There're enough tracks around here at Mt Kembla, but we need more connections for the bike tracks and wider tracks: I feel more comfortable walking on them than riding.

Widen the paths at 2519, around the puppy's beach and the busier areas, to at least 4m with two lanes each way for overtaking purposes. The paths are way too narrow to walk and cycle on at the same time, it causes hostility between cyclists and pedestrians.

Widen the shared cycleways especially where it's busier like near shops and around Corrimal because it can get quite congested at times and risk safety for both cyclists and pedestrians, and widening the cycleways, I think, will mitigate this risk.

Wider and more widespread, better maintained footpaths, safer crossings on major roads. Children couldn't cross safely to walk/ride to school. Robsons Road and Gipps Road. More continuous footpaths. There are areas where paths are on severe angles, panels severely cracked/displaced.

Wider cycle paths

Wider footpaths to accommodate walkers and cyclists safely. Bike track Bulli-Wollongong (From Sandon Point to Woonona Beach) is highly congested with bikes, walkers etc. Potholes in roads Bulli to Sydney need repair.

Wider shared paths.

Work on the path wider or maintain and extend it along the front, Corrimal caravan path, if it stayed on the front of the park, it's very nice around Thirroul. Again, near Towradgi, again around the caravan park, keep the path on sea edge where it's

We need wider bike paths as they are shared with walkers and dogs so there's not much room on there. Along Squires Way is a good idea with the cycle area, but Thirroul, Corrimal, and Bellambi areas need the paths widened.

You spent a lot of money to reorganise things for bike riders, but still riding in lanes and interrupting traffic when there's bike lanes right next to them. They just don't use them they seem to have a large attitude towards drivers and hold up traffic. Me and husband are sick of it. People are just riding in middle of lanes, not caring, why are we wasting all the money on bike paths.

Appendix C: Survey Script

INTRODUCTION

My name is (...) calling on behalf of [insert relevant state roads authority or Council] from the Local Government Research Group. We are conducting a study to help the Government understand where to invest in transport infrastructure in your local area. The survey takes 10 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 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 ten 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 ten 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 ten 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 ten 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 ten 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 ten 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
To get to 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 family or friends	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
I don't own a bicycle	3
Too busy to ride	4
Prefer other methods of getting around	5
I feel unsafe riding in traffic	6
Too hilly	7
I'm not interested in riding	8
Some other reason (please specify)	9
No reason	10

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 family or friends	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 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?

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? 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

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 an 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 ten 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 ten 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 _____

Q.46. How many electrically assisted bicycles in working order are in your household?

DEFINITION: An adult or children's vehicle of two or more wheels and pedals with an electric motor. Excludes registered vehicles and motorised devices that do not have pedals such as mobility scooters.

RECORD NUMBER _____