



Investment in Active Transport Survey



KEY FINDINGS	3
METHODOLOGY	7
CYCLING INFRASTRUCTURE	8
<i>Riding a bike</i>	9
<i>Reasons for riding a bike</i>	9
<i>Mainly ride on...</i>	10
<i>Comfortable riding on...</i>	10
<i>Rating of cycling infrastructure</i>	11
<i>Sufficient infrastructure for cycling</i>	11
<i>Impact of insufficient infrastructure on behaviour</i>	12
<i>Improvements in cycling infrastructure</i>	12
WALKING INFRASTRUCTURE	13
<i>Frequency of walking in the past week</i>	14
<i>Reasons for walking</i>	14
<i>Rating of walking infrastructure</i>	15
<i>Sufficient infrastructure for walking</i>	15
<i>Impact of insufficient infrastructure on walking</i>	16
<i>Improving in walking infrastructure</i>	
ACTIVE TRANSPORT TO SCHOOL	17
<i>Travelling to and from school</i>	18
<i>Rating of infrastructure for travelling to and from school</i>	18
<i>Improvements in infrastructure for travelling to and from school</i>	19
PUBLIC TRANSPORT INFRASTRUCTURE	20
<i>Use of public transport</i>	21
<i>Reasons for not using public transport</i>	21
<i>Rating of infrastructure for public transport</i>	22
<i>Improvements in public transport infrastructure</i>	
GOVERNMENT INVESTMENT IN INFRASTRUCTURE	24
<i>Support for government funding</i>	25
<i>Reasons for supporting the expansion of government funding</i>	25
<i>Key areas for expanding government funding</i>	26
<i>Redirecting government funding from roads to cycling</i>	26
<i>Redirecting government funding from roads to walking</i>	26
<i>Government to fund walking/cycling infrastructure</i>	27

KEY FINDINGS

GOVERNMENT INVESTMENT IN INFRASTRUCTURE

More than 70% of people would support the increase of Government funding to help fund infrastructure for cycling, walking and public transport.

The support for the expansion of Government funding in cycling, walking and public transport infrastructure is similar across demographic factors, irrespective of gender, age, household income or distance of residence from the CBD.

In fact, for those who have never cycled or used public transport, more than one in two would still support additional Government funding for cycling, walking and public transport infrastructure.

The community feels it is important to increase funding on infrastructure making bike/walk paths safe for users, separating bike/walk paths and improving the accessibility and reliability of public transport.

Close to one in three people believe there should be a reallocation of funds from roads to walking infrastructure, with one in four also holding the view that Government should shift funding from roads to cycling infrastructure.

Overall, close to two in three people believe Government should fund walking and cycling infrastructure when there is an upgrade or construction of new urban road infrastructure.

'71% of people support more funding for cycling, walking and public transport infrastructure.'

'62% of people believe Government should fund walking and cycling infrastructure when there is an upgrade or construction of road infrastructure.'

KEY FINDINGS

CYCLING BEHAVIOUR

More than one in three people living in metropolitan cities across Australia aged 25 to 59 reported that they have ridden a bike in the past month. Men and those living within 15km from the CBD were more likely to have reported that they had ridden a bike within the past 12 months.

For those who had ridden a bike within the past 12 months, the overwhelming majority had done so for recreational purposes, either for exercise or for fun. Only one in six people reported that they cycle for commuting purposes.

The majority of people (76%) reported that they mainly ride on quiet roads, compared to only one in five who predominantly ride on busy roads. Men were twice as likely as women to have reported that they mainly ride on busy roads, with women significantly more likely to report feeling uncomfortable to ride on roads with no bike lanes.

‘Only one in six people who have cycled in the past 12 months did so for commuting purposes – to and from work, shops and public transport.’

‘Three in four people are not comfortable to cycle on roads where there are no separated bike lanes.’

CYCLING INFRASTRUCTURE

Less than one in twelve people rated their local cycling infrastructure as excellent, with most likely to have the view that the state of the infrastructure is either adequate or poor.

With few rating cycling infrastructure as excellent, it is of no surprise that more than two in five people reported that the lack of cycling infrastructure has prevented them from riding a bike for recreation, exercise or transport purposes. Women were more likely than men to report that the lack of infrastructure has resulted in them riding less often than what they would have liked.

If cycling infrastructure was improved, more than one in two people reported that it would either encourage them to start cycling or it they would increase their current level of cycling.

Improving any cycling infrastructure (i.e. separate lanes, connectivity or width of lanes) would boost the likelihood of people either starting to ride a bike or for those who currently ride, to cycle more frequently.

‘44% of people are prevented from cycling due to lack of infrastructure.’

‘More than one in two people would cycle more often if infrastructure was improved.’

KEY FINDINGS

WALKING BEHAVIOUR

Less than one in four people living in metropolitan areas walked on average once a day for at least 10 minutes.

In fact, close to one in three people walk only up to two times a week.

The majority of people (71%) walk for exercise or recreation purposes, compared to only one in three who walk as a form of transport (i.e. to/from work or to/from public transport).

'In the past week, 32% of people walked for 10 minutes on two or fewer occasions.'

WALKING INFRASTRUCTURE

Only one in ten people rated walking infrastructure in their local area as being excellent, with more than half rating the current state of walking infrastructure as adequate or poor.

More than one in three people felt there was insufficient infrastructure in their local area to enable walking to/from work.

Similarly, around one in four also felt that there was insufficient infrastructure in place to enable walking to/from public transport or to/from shops.

Close to one in three people reported that the lack of walking infrastructure in their local area has prevented them from walking for recreation and/or transport purposes.

If walking infrastructure was improved, more than three in five people reported that it would either encourage them to start walking or that they would increase their current level of walking.

'Close to one in three people do not walk for exercise or transport purposes due to lack of infrastructure.'

'More than 60% would walk more if infrastructure was improved.'

KEY FINDINGS

ACTIVE TRANSPORT TO SCHOOL

On most days, close to two in three children travel to/from school by car, with walking the next most common form of transport. Only one in twelve children ride to/from school on most days. For families living within 15km of the CBD, children were significantly more likely to ride or walk to school. However, for families living more than 15km from the CBD, children were more likely to travel to/from school by car.

'62% of kids mainly travel to and from school by car. Only 8% ride their bike.'

At least two in three parents rate current walking and cycling infrastructure to and from their child(ren)'s school as being adequate at best. In fact, more than two in five parents believe there is inadequate bike lanes for their child(ren) to ride to and from school. Parents were also likely to report current resources were inadequate in relation to bike racks or secure bike parking.

'If infrastructure was improved, more than 50% of parents would allow their kids to ride or walk to school.'

If cycling or walking infrastructure to/from school were to be improved, a significantly higher proportion of parents reported that they would allow their child(ren) to walk and/or ride to school. Safety and separation of bike/walk paths were the two biggest issues, that, if improved, would lead to parents being more likely to allow their child(ren) to ride and/or walk to school.

PUBLIC TRANSPORT USAGE AND INFRASTRUCTURE

One in five people living in metropolitan areas reported that they are regular users of public transport (at least five days a week). On the other hand, close to one in three reported that they infrequently use public transport (less than monthly), with an additional 18% reporting they have never used public transport.

Cycling infrastructure to public transport was rated poorly, with close to one in three reporting inadequate bike storage facilities or bike racks, and one in four people also rating integrated bike paths to/from public transport as being inadequate.

Improvements in infrastructure (walking and cycling) would encourage at least one in two people in metropolitan areas to be more active in their travel to/from public transport. Improving the separation of walk/bike lanes and infrastructure for the safety of users would lead to people walking/cycling to public transport.

'More than one in two people would cycle or walk to public transport if infrastructure was improved.'

RESEARCH METHODOLOGY

In May 2015, the National Heart Foundation of Australia and the Cycling Promotion Fund conducted an online survey with a sample of 1,006 Australians aged 25 to 59.

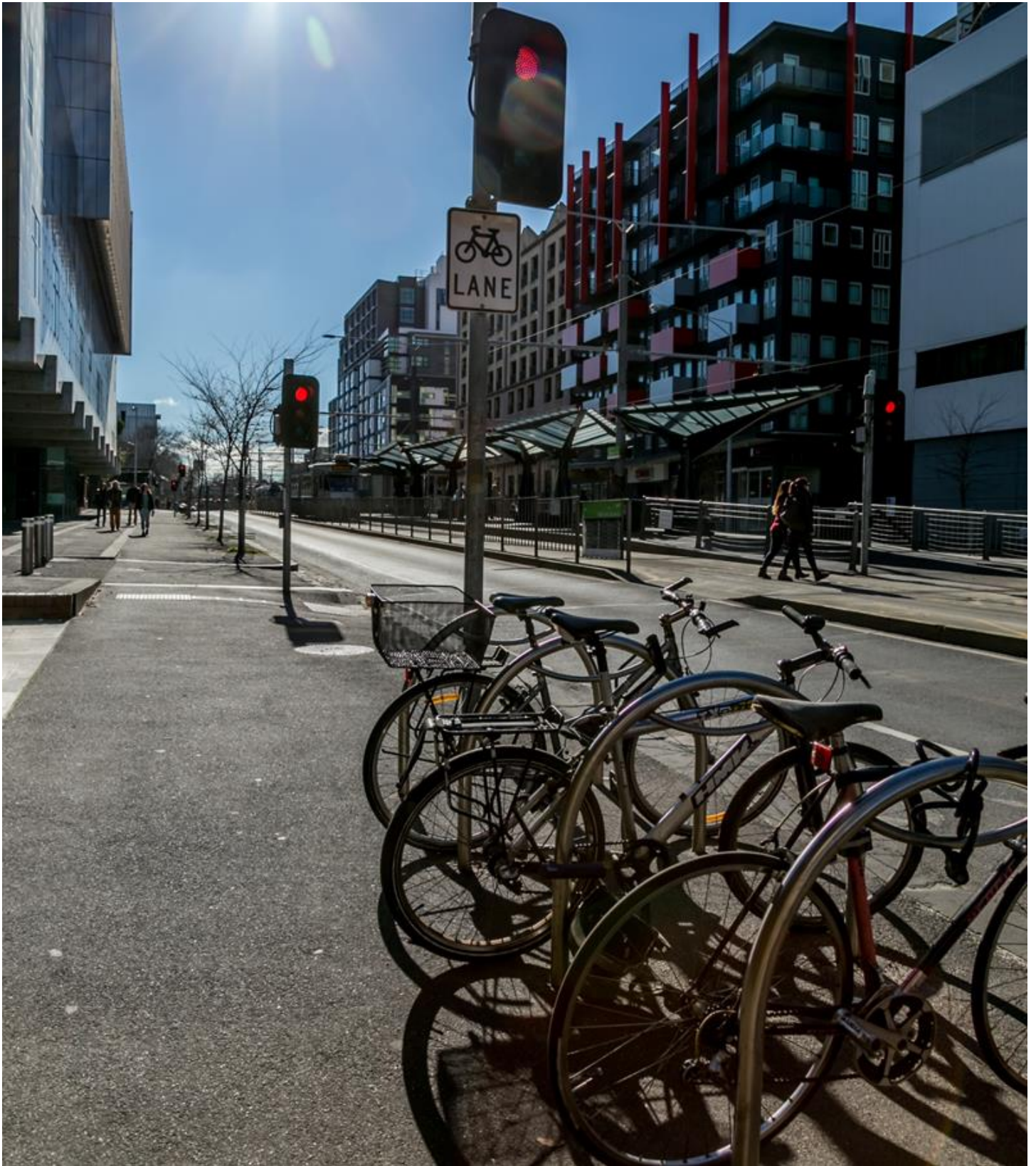
To be eligible to participate in the survey, participants were required to live in any of the following metropolitan areas – Sydney, Melbourne, Brisbane, Perth, Adelaide, Darwin, Canberra and Hobart.

ACCURACY OF RESULTS

This survey was based on a sample of Australian adults. As it is not a census, some level of error is inherent in the results. This error can be quantified statistically to give a margin of error - essentially, this means that, with 95% confidence, a given range contains the true result at a population level.

The error margin was 3.09%, meaning that, with 95% confidence, a result, plus or minus the error margin (i.e. 50% \pm 3.09%), contains the true result at the population level.

Gender	
Male	50%
Female	50%
Location	
Melbourne	33%
Sydney	31%
Brisbane	12%
Adelaide	11%
Perth	9%
Canberra	2%
Hobart	2%
Darwin	1%
Proximity to the city centre/CBD	
0 to 5 km	10%
6 to 10km	19%
11 to 15 km	18%
16 to 20km	16%
20km or more	34%
Unsure	3%
Main activity	
Working full time	55%
Working on a part-time or casual basis	19%
Home duties	11%
Looking for work	5%
Retired	4%
Doing study or training	3%
Doing unpaid voluntary work	1%
Something else	2%
Prefer not to say	1%
Total Household Income	
Below \$25,000	7%
Between \$25,000 to \$55,000	17%
Between \$55,001 to \$85,000	21%
Between \$85,001 to \$100,000	13%
Over \$100,000	29%
Prefer not to say	14%



CYCLING INFRASTRUCTURE

RIDING A BIKE

More than one in two people living in metropolitan areas across Australian aged 25 to 59 reported that they have ridden a bike in the past year.

Those living within 15km from the CBD were 25% more likely to have reported that they had ridden a bike within the past 12 months.

Men were also significantly more likely to have reported that they had ridden a bike in the past 12 months compared to women (60% cf. 42%, $p < .01$).

In addition, those with a household income of more than \$85,000 per annum were more likely to have ridden a bike compared to those with a household income of less than \$55,000 per annum (58% cf. 40%, $p = .01$).



When did you last ride a bike?

Within the last week	17%
Within the last fortnight	8%
Within the last month	9%
Within the last three months	8%
Within the last year	10%
More than a year ago	40%
Never	7%
Unsure	2%

REASON FOR RIDING A BIKE

For those who had ridden a bike within the past 12 months, the overwhelming majority had done so for recreational purposes, either for exercise or for fun.

Only one in six people had reported that they had cycled for commuting purposes. Men were more than twice as likely to have ridden a bike for commuting purposes compared to women (21% cf. 9%, $p < .01$), with those living within 10km from the CBD also more likely to have ridden a bike for commuting purposes than those living at least 20km from the CBD.

Do you ride a bike for...?

Recreation (just for fun or exercise)	90%
Local trips (e.g. to the shops, visit friends and family)	35%
Commuting (cycling as a means of transport to work or public transport)	16%
Other	1%

MAINLY RIDE ON...

For those who had ridden a bike within the past 12 months, more than three in four reported that they mainly ride on quiet roads, compared to only 21% reporting that they ride on busy roads.

Men were twice as likely as women to have reported that they mainly ride on busy roads.

When riding, do you mainly ride on...?	
Quiet roads	76%
Shared paths (pedestrians and bicycles)	61%
Road bicycle lanes	35%
Footpaths	28%
Busy roads	21%
<i>Other</i>	3%

COMFORTABLE RIDING ON...

Only one in four (26%) of those who had cycled in the past 12 months reported that they felt either 'very comfortable' or 'comfortable' riding on a road where there are no bike lanes.

As men were significantly more likely to have reported that they mainly ride on busy roads, it is of no surprise that men were considerably more likely to feel comfortable riding on roads with no bike lanes than women (32% cf. 17%, $p=.01$).

In comparison, 77% of people reported that they feel comfortable cycling on the road only where there are separated bike lanes.

How comfortable do you feel riding on roads in the following conditions?	Very comfortable	Comfortable	Slightly uncomfortable	Very uncomfortable
Off road bike path	52%	35%	11%	3%
On road with separated bike lanes	31%	46%	18%	5%
On road with bike lanes	17%	44%	31%	8%
On road with no bike lanes	9%	17%	31%	44%

RATING OF CYCLING INFRASTRUCTURE

Few people rate their local infrastructure as being excellent, with most likely to hold the view that the state of the infrastructure was either adequate or poor.

Fewer than one in four people reported that the width of bike lanes was either excellent or very good, with even fewer reporting that the current state of lighting along routes or connection between bike routes was excellent or very good.

In fact, more than 40% of people felt their local infrastructure was poor for separation of bike lanes and parked vehicles.

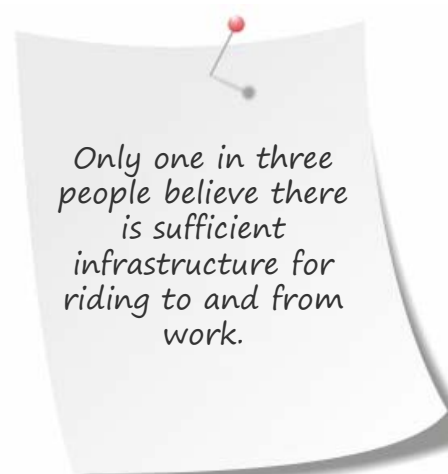
How would you rate cycling infrastructure in your local area (or where you ride)?	Excellent	Very good	Adequate	Poor	Very poor	Don't know
Off road or separated bike paths	7%	19%	31%	19%	9%	14%
Quality of surface	7%	20%	43%	13%	5%	12%
Width of bike lanes	6%	17%	38%	17%	8%	13%
Bike route signage	5%	15%	33%	21%	11%	15%
Connectivity (or linking) between bike routes	5%	14%	34%	21%	8%	17%
Separation between on-road bike lanes and parked	5%	11%	28%	27%	16%	15%
Quantity of bike racks/secure bike parking	4%	11%	28%	25%	11%	20%
Lighting along routes	4%	11%	33%	25%	11%	17%
Availability of on-street parking rails	4%	10%	29%	25%	12%	20%

SUFFICIENT INFRASTRUCTURE FOR CYCLING...

Only one in three people feel that there is sufficient infrastructure in their local area to enable them to ride to and from work.

Similarly, around one in two feel there is adequate infrastructure in place in their local area to ride to/from public transport or to/from shops.

The perceived lack of infrastructure for riding to and from work, shops or public transport is a key driver for the low proportion of people who ride a bike for commuting purposes.



Is there sufficient infrastructure in your local area when riding a bike...?	Yes	No
For exercise/recreation	71%	29%
To/from shops	55%	45%
To/from public transport	49%	51%
To/from work	37%	63%

IMPACT OF INSUFFICIENT INFRASTRUCTURE ON BEHAVIOUR...

More than two in five people reported that the lack of infrastructure has prevented them from riding their bike for recreation and/or transport purposes.

Women were more likely than men (50% cf. 37%, p=.01) to report the lack of infrastructure has meant they ride less often than what they would like to do.



Has this lack of sufficient infrastructure prevented you from riding a bike for transport or recreation?

Yes	44%
No	42%
Unsure	14%

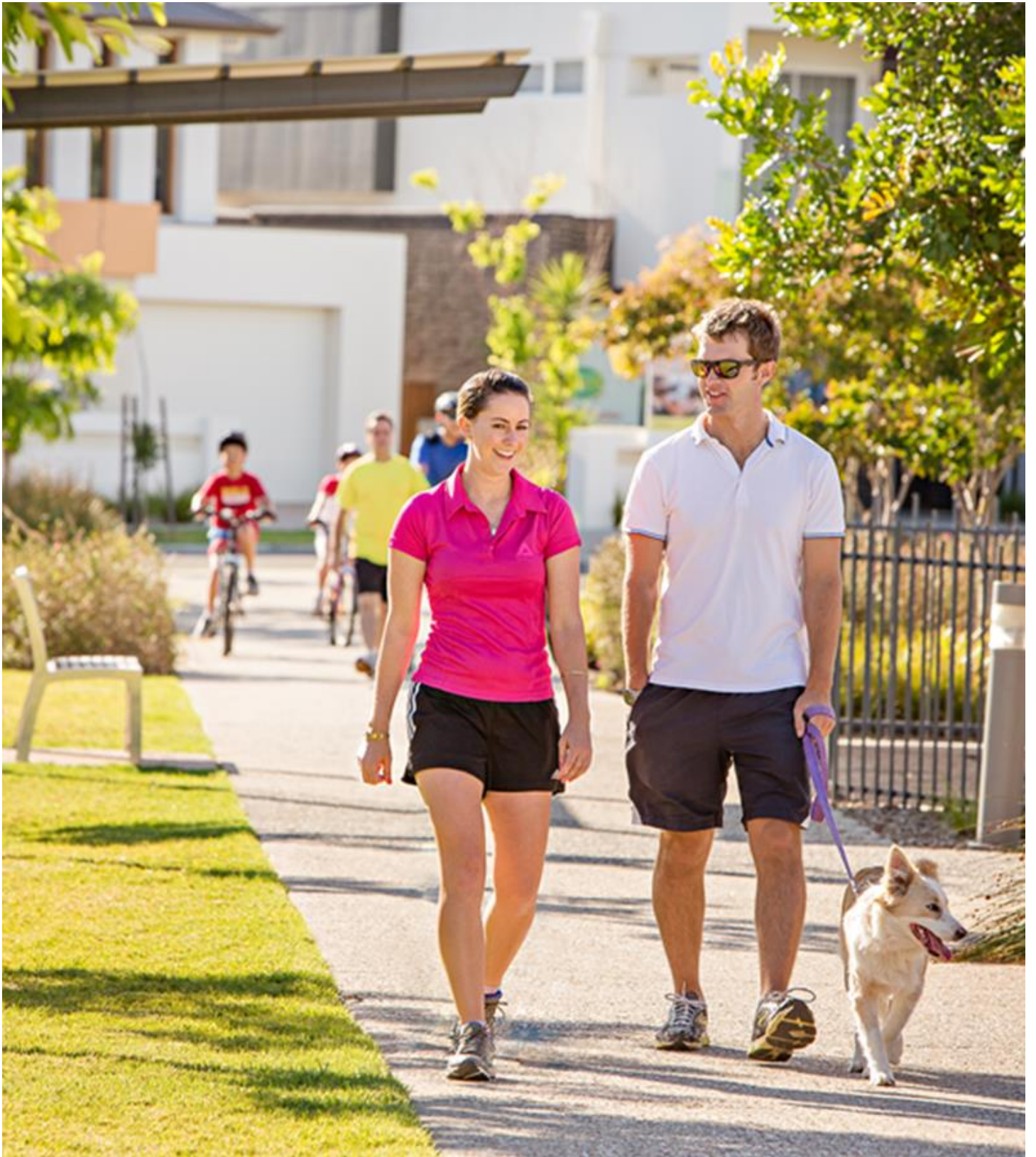
IMPROVEMENTS IN CYCLING INFRASTRUCTURE...

If a number of cycling infrastructure aspects were to be improved, more than one in two people reported that it would either encourage them to start cycling, or increase their current level of cycling.

Improving any aspects of cycling infrastructure would boost the likelihood of people either starting to ride a bike, or for those who currently ride, to cycle more often.

Would improved cycling infrastructure encourage you to start or increase cycling for transport or recreation?

	Yes	No
Separation between on-road bike lanes and parked vehicles	66%	34%
Connectivity (or linking) between bike routes	66%	34%
Width of bike lanes	62%	38%
Quality of surface	62%	38%
Bike route signage	58%	43%
Quantity of bike racks/secure bike parking	55%	45%
Number of on street parking rails	48%	52%



WALKING INFRASTRUCTURE

FREQUENCY OF WALKING IN THE PAST WEEK...

Fewer than one in four people living in metropolitan areas had walked at least seven times (for at least 10 minutes) within the past week. In fact, a higher proportion of people had walked on two or fewer occasions in the past week.



In the last week, how many times have you walked continuously, for at least 10 minutes, for recreation, exercise or to get to or from places?

None	13%
1 to 2 times	19%
3 to 4 times	21%
5 to 6 times	21%
7 to 8 times	10%
9 to 10 times	8%
11 to 15 times	3%
More than 15 times	5%

REASON(S) FOR WALKING

Just over one in three people reported that they had walked regularly for commuting purposes, that is, to and from work or public transport. In comparison, close to double regularly walk for recreation or exercise purposes.

Whilst there was little differences in the proportion of people who walk to shops or for recreation purposes by age or their proximity to the CBD, there was a significant difference between those who walk for commuting purposes.

Those who live within 10km of the CBD (46% cf. 30%, $p < .01$) or are in their 20's or 30's (41% cf. 32%, $p = .01$) were significantly more likely to report that they walk to/from public transport or to/from work than those in their 40's or 50's or those living further away from the CBD.

Do you walk for...?

Recreation (just for fun or exercise)	71%
Local trips (e.g. to the shops, visit friends and family)	56%
Commuting (cycling as a means of transport to work or public transport)	36%
Other	7%

RATING OF WALKING INFRASTRUCTURE IN LOCAL AREA

Only one in ten (or fewer) rated various aspects of walking infrastructure in their local area as being excellent, with most likely to rate the current state of infrastructure as either being 'very good' or 'adequate'.

Similar to cycling infrastructure, lighting along walking routes was judged as being poor, with signage another aspect that was more likely to be judged as being inadequate.

How would you rate the following aspects of walking infrastructure in your local area (or where you usually walk)?

	Excellent	Very good	Adequate	Poor	Very poor	Don't know
Footpaths	10%	32%	39%	13%	4%	3%
Connectivity (or linking) between foot paths	10%	30%	41%	12%	2%	4%
Connectivity (or linking)with public transport services	10%	33%	38%	11%	3%	5%
Off road walking paths	10%	27%	38%	14%	3%	7%
Free of obstructions such as vegetation and parked cars	9%	30%	38%	15%	4%	3%
Pedestrian signage	8%	24%	42%	18%	3%	5%
Pedestrian lights or zebra crossing	8%	29%	43%	13%	4%	4%
Street lighting or lighting along walking routes	7%	23%	39%	21%	6%	4%

SUFFICIENT INFRASTRUCTURE FOR WALKING

More than one in three people felt there was insufficient infrastructure in their area to enable walking to and from work. Similarly, around one in four felt there was also insufficient infrastructure in place to enable walking to public transport or to shops.

Those living more than 15km from the CBD were more likely to report that there was insufficient infrastructure in their area to enable them to walk to work (45% cf. 30%, $p < .01$).

Thinking about the above aspects of walking infrastructure, do you think there is sufficient infrastructure in your local area when walking...?

	Yes	No
For exercise/recreation	79%	21%
To/from shops	78%	22%
To/from public transport	75%	25%
To/from work	63%	38%

IMPACT OF INSUFFICIENT INFRASTRUCTURE ON WALKING

Close to one in three people reported that the lack of infrastructure has prevented them from walking for either recreation and/or transport purposes.

Women were more likely than men to report that the lack of infrastructure has resulted in them walking less often than what they would have liked to (34% cf. 26%, $p < .01$), with those living within 15km of the CBD also more likely to report they walk less due to insufficient infrastructure (37% cf. 24%, $p < .01$).



Has this lack of sufficient infrastructure prevented you from walking for transport or recreation?

Yes	30%
No	59%
Unsure	11%

IMPROVEMENTS IN WALKING INFRASTRUCTURE

If walking infrastructure was improved, more than three in five people reported that it would either encourage them to start walking, or they would increase their current level of walking.

With one in four people holding the view that lighting of walking routes was poor, it is of no surprise that improving lighting would encourage three in four people to walk more.

If walking infrastructure were improved in your local area, would it encourage you to start or increase walking for transport or recreation?

	Yes	No
Street lighting or lighting along walking routes	73%	27%
Footpaths	73%	27%
Separate off-road walking paths	71%	29%
Connectivity (or linking) between footpaths	69%	31%
Free of obstructions such as vegetation and parked cars	69%	31%
Pedestrian lights or zebra crossings	65%	36%
Connectivity (or linking) with public transport services	64%	36%
Pedestrian signage	60%	40%



ACTIVE TRANSPORT TO SCHOOL

TRAVELLING TO AND FROM SCHOOL...

Close to two in three children predominantly travel to and from school by car, with walking the next most common form of transport. Only one in twelve kids ride to and from school on most days.

For families living within 15km of the CBD, children were significantly more likely to ride (40% cf. 25%, $p=.01$) or walk (12% cf. 5%, $p=.01$), to and from school. Conversely, for families living more than 15km from the CBD, children were more likely to travel to and from school by car (68% cf. 54%, $p=.01$).



How does your child(ren) get to and from school?

Family vehicle / car-pool	62%
Walk	31%
Public transport	19%
Bike	8%
Other	13%

RATING OF INFRASTRUCTURE FOR TRAVELLING TO AND FROM SCHOOL

At least two in three parents rate the current walking and/or cycling infrastructure for travelling to and from their child(ren)'s school as being adequate at best.

In fact, more than two in five parents believe there is inadequate bike lanes for children to ride to and from school. Parents were also likely to report resources were inadequate in relation to bike racks or secure bike parking.

How would you rate walking and bicycle infrastructure travelling to and from your child(ren)'s school (i.e. door to door)?

	Excellent	Very good	Adequate	Poor	Very poor
Overall security and safety for cyclists	8%	18%	36%	31%	7%
Safety of intersections and crossings	8%	21%	40%	25%	6%
Separated off-road cycling or walking paths	8%	24%	35%	25%	8%
Road surfaces	8%	28%	46%	16%	3%
Bike racks/secure bike parking	7%	23%	38%	27%	6%
Personal safety	7%	22%	46%	18%	7%
Other children riding bikes or walking	7%	23%	45%	21%	5%
Connectivity between footpaths	6%	22%	46%	21%	5%
Lighting along the school route	6%	24%	45%	21%	4%
Traffic speeds	6%	20%	48%	21%	6%
Bike lanes	5%	20%	31%	32%	13%

IMPROVEMENTS IN THE INFRASTRUCTURE FOR TRAVELLING TO AND FROM SCHOOL

If cycling and/or walking infrastructure for travelling to and from school was improved, a significantly high proportion of parents reported that they would allow their child(ren) to walk and/or ride to school.

Safety and separation of bike/walk paths were the two biggest issues, that, if improved, would lead to parents being more likely to allow kids to ride or walk to and from school.

If walking and bicycle infrastructure were improved, how likely would you be to allow your children to start or increase riding or walking to and from school?	Very likely	Likely	Neither likely nor unlikely	Unlikely	Very unlikely
Personal safety	23%	41%	26%	7%	4%
Safety of intersections and crossings	21%	39%	28%	8%	4%
Completely separated off-road cycling or walking paths	21%	42%	26%	7%	5%
More security and safety for cyclists	20%	37%	29%	9%	5%
Adult supervision	20%	39%	32%	6%	4%
Other children riding bikes or walking	19%	36%	32%	8%	4%
More bike lanes	15%	40%	31%	9%	5%
Reduced traffic speeds	15%	37%	35%	9%	4%
Road surfaces	15%	38%	34%	9%	5%
Better connectivity / more direct routes	14%	39%	34%	9%	5%
More bike racks / secure bike parking	14%	32%	38%	11%	5%
Better lighting along routes	14%	39%	35%	9%	4%
Wider lanes on the roads	13%	35%	34%	13%	6%



PUBLIC TRANSPORT INFRASTRUCTURE

USE OF PUBLIC TRANSPORT

One in five people living in metropolitan areas aged 25 to 59 reported that they use public transport at least five days a week. Conversely, nearly one in three reported that they infrequently use public transport (less than monthly), with an additional 18% reporting they have never used public transport.

Those living within 15km from the CBD were more likely to be frequent users of public transport, with two in three using public transport at least once a fortnight, compared to 40% of people living more than 15km from the CBD.



How often do you use public transport?

Every day	5%
5 - 6 days a week	15%
3 - 4 days a week	9%
1 - 2 days a week	11%
Less than weekly	8%
Less than fortnightly	5%
Less than monthly	29%
Never	18%

REASON(S) FOR NOT USING PUBLIC TRANSPORT

For the one in six people living in metropolitan areas who have never used public transport, personal preference and service issues were the primary reasons for not using public transport.

What is the main reason you do not use public transport?

I would rather drive	38%
Unreliable/uncomfortable/lack of services	15%
Don't need to	15%
Dislike public transport	7%
Feel unsafe	6%
Too expensive	5%
No direct line from work and home	5%
Shorter travel time by car	5%
Work requires me to use my car	3%
Other	6%
Unsure	1%

RATING OF PUBLIC TRANSPORT INFRASTRUCTURE

In relation to public transport infrastructure, most likely to be rated poorly was bike storage facilities or bike racks. In addition, one in four people rated the integration of bike paths/lanes as being inadequate.

Those living more than 15km from the CBD were more likely to rate the aspects listed below of public transport as poor compared to those living closer to the CBD, with most significant differences relating to the existence of integrated bike paths or footpaths with public transport hubs.

The lack of bike storage facilities or bike racks was rated equally as poor by people irrespective of the distance of their residence from the CBD.

How would you rate the following aspects of public transport in your area?	Excellent	Very good	Adequate	Poor	Very poor	Unsure
Proximity to home	15%	31%	37%	8%	5%	5%
Frequency of services	7%	23%	39%	15%	7%	8%
Reliability of services	6%	25%	40%	14%	6%	9%
Integrated footpaths within public transport hubs	6%	24%	41%	13%	5%	11%
Lighting	6%	22%	43%	16%	5%	8%
Shelter	5%	21%	39%	20%	8%	7%
Integrated bike paths/lanes within public transport hubs	5%	17%	33%	19%	7%	18%
Bike storage/racks	4%	13%	30%	22%	10%	21%

IMPROVEMENTS IN PUBLIC TRANSPORT INFRASTRUCTURE

Improvements in infrastructure (walking and cycling) would encourage at least one in two people to be more active in travelling to and from public transport.

Improving the separation of walk/bike lanes and the safety for users would lead to people being more active in their use of public transport.

The likelihood of using more active forms of transport to and from public transport was consistent across demographic factors, including distance from CBD, gender, age and household income.

Would improvements encourage you to start or increase your active travel (e.g. walk, cycle) to public transport?	Strongly agree	Agree	Neither	Disagree	Strongly disagree
Ensure pedestrians and cycle paths/lanes are safe for all users	25%	39%	30%	4%	3%
Improve accessibility and reliability of public transport	24%	37%	33%	4%	2%
Separate pedestrians and bicycles from traffic	22%	37%	33%	5%	3%
Ensure pedestrians and cycle paths/lanes are properly maintained	20%	42%	32%	4%	3%
Ensure walking and cycling path of travel is continuous (i.e. door to door)	18%	39%	35%	5%	3%
Separate pedestrian and bicycle lanes	18%	36%	36%	7%	3%
Provide mid trip facilities (lighting, signs, seating, shade, drink fountains)	16%	38%	37%	6%	3%
Prioritise pedestrians and bicycles where appropriate (type and location of crossings, timing of traffic)	16%	37%	37%	7%	4%
Integrate walking and riding networks with public transport hubs	15%	41%	35%	5%	3%
Provide end of trip facilities (bicycle parking, change facilities)	15%	37%	38%	7%	3%



GOVERNMENT INVESTMENT IN INFRASTRUCTURE

SUPPORT FOR GOVERNMENT FUNDING

More than 70% of people would support increasing Government funding to help fund infrastructure for cycling, walking and public transport.

The support for the expansion of Government funding in cycling, walking and public transport infrastructure was similar across demographic factors, irrespective of gender, age, household income or distance of residence from the CBD.

In fact, for those who have never cycled or used public transport, more than one in two would still support additional Government funding for cycling, walking and public transport infrastructure.



Do you support expanding Government funding to help fund infrastructure for bike riding, walking and public transport?

Yes	71%
No	12%
Unsure	17%

REASONS FOR SUPPORTING THE EXPANSION OF GOVERNMENT FUNDING

The key reason for supporting additional Government funding for walking, cycling or public transport infrastructure is to help encourage physical activity levels within the community.

Why do you support the expansion of Government funding to help fund infrastructure for bike riding, walking, and public transport?

Public health/encourage physical activity in the community	40%
Congestion on roads/increasing population/improvement in infrastructure needed	38%
Environmentally friendly/safer	30%
Encourages people to use public transport/keep cars off the road	9%
Economically benefits individuals and government in long term	5%
Other	2%
Unsure	6%

KEY AREAS FOR EXPANDING GOVERNMENT FUNDING

The three areas of cycling, walking and public transport infrastructure that the community believes is important for increased funding are:

- the safety of pedestrians and cyclists,
- the separation of bike/walking paths, and
- the accessibility and reliability of public transport.

The three areas are equally supported within the community, irrespective of age, gender, household income or current use of cycling, walking or public infrastructure.

What do you believe are the three most important aspects of infrastructure for bike riding, walking and public transport that Government should expand their funding on?

Ensure pedestrians and cycle paths/lanes are safe for all users	51%
Improve accessibility and reliability of public transport	49%
Separate pedestrians and bicycles from traffic	46%
Ensure pedestrians and cycle paths/lanes are properly maintained	28%
Ensure walking and cycling path of travel is continuous (i.e. door to door)	26%
Separate pedestrian and bicycle lanes	25%
Integrate walking and riding networks with public transport hubs	23%
Prioritise pedestrians and bicycles where appropriate	17%
Provide mid trip facilities (lighting, signs, seating, shade, drink fountains)	16%
Provide end of trip facilities (bicycle parking, change facilities)	15%
Other	2%

REDIRECTING GOVERNMENT FUNDING FROM ROADS TO CYCLING

One in four people believe the Government should reallocate funding from roads to cycling infrastructure.

Those who live within 15km of the CBD were significantly more likely to support redirection of funding from roads to cycling (30% cf. 22%, $p=.01$).

Frequent users of public transport or those who frequently ride were also more likely to support the redirection of funds away from roads and towards cycling infrastructure.

Do you believe Government funding should be redirected from the roads to cycling infrastructure?

Yes	26%
No	45%
Unsure	30%

REDIRECTING GOVERNMENT FUNDING FROM ROADS TO WALKING

Close to one in three people believe there should be a reallocation of funds from roads to walking infrastructure.

Those who live within 15km of the CBD were significantly more likely to support the redirection of funding from roads to walking infrastructure (39% cf. 25%, $p < .01$).

Do you believe Government funding should be redirected from the roads to better walking infrastructure?

Yes	31%
No	41%
Unsure	28%

GOVERNMENT TO FUND WALKING/CYCLING INFRASTRUCTURE

Close to two in three people believe Government should fund walking and cycling infrastructure when there is an upgrade or construction of urban road infrastructure.

The support for the funding of walking and cycling infrastructure is similar amongst those who frequently cycle or walk compared to those who seldom cycle or walk, as well as other demographic factors (residential proximity to CBD, age, gender and household income).

Should Government be forced to fund walking and cycling infrastructure when building or upgrading urban road infrastructure?

Yes	62%
No	18%
Unsure	20%