Go to Cyclist injuries Go to All road casualties

Cyclist numbers before and after helmet law in Australia

This three page submission presents evidence of the significant decline in cyclist numbers caused by mandatory helmet laws and the damaging effect on overall road safety. Cyclist numbers across Australia have risen sharply since 2000 and this has falsely been interpreted as evidence that the mandatory helmet regulations do not discourage cycling. The evidence presented on this page demonstrates that the increase is merely a recovery from the very low cyclist numbers experienced throughout the 1990s when many Australian adults and children were discouraged from bike riding. Current cycling levels still lag behind pre-law numbers with a consequent impact on road safety. You are urged to closely examine the data within Helmet law impact on total road casualties to understand how many discouraged cyclists

instead drive their cars, increasing the accident/injury risk to all other road users including motorists, motorcyclists, pedestrians and cyclists, as well as the detrimental impact on cyclist safety.

Data below extracted from Day to Day Travel in Australia 1985/1986 (p18, 19)

| Table 2.1d | | number | | | | | | |
|---------------------------------|-------|---------|------|---------|----------|------|------|------|
| | | | | Age gro | up (year | s) | | |
| | 9–15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| Males | | | | | | | | |
| Walk | 7361 | 1267 | 1141 | 758 | 574 | 503 | 438 | 437 |
| Bicycle | 6332 | 1276 | 814 | 357 | 224 | 270 | 94 | 31 |
| Bus | 3242 | 591 | 465 | 279 | 156 | 157 | 103 | 53 |
| Train | 510 | 263 | 157 | 238 | 178 | 186 | 113 | 73 |
| Tram | 133 | 42 | 55 | 67 | 17 | 33 | 28 | 16 |
| Taxi | 87 | 23 | 63 | 24 | 19 | 35 | 23 | 11 |
| Ferry | 54 | 14 | 21 | -8 | 0 | 13 | 11 | 4 |
| M/Bike | 33 | 10 | 64 | 99 | 98 | 184 | 180 | 192 |
| C/driver | 105 | 65 | 831 | 2051 | 2348 | 2624 | 2876 | 2763 |
| C/pass | 13245 | 1456 | 1348 | 941 | 723 | 624 | 481 | 520 |
| Truck | 47 | 4 | 0 | 56 | 21 | 20 | 38 | 58 |
| Semi-tr | 0 | ō | ō | 0 | 0 | 0 | 0 | 0 |
| Other | 62 | 10 | ō | ō | 7 | 16 | 8 | 9 |
| Total | 31210 | 5021 | 4957 | 4878 | 4365 | 4665 | 4395 | 4167 |
| # males (000) | 962 | 157 | 143 | 132 | 115 | 116 | 121 | 107 |
| Females | | | | | | | | |
| Walk | 7764 | 1190 | 1273 | 935 | 906 | 713 | 810 | 750 |
| Bicycle | 2483 | 377 | 136 | 106 | 42 | 79 | 53 | 48 |
| Bus | 2843 | 571 | 514 | 374 | 228 | 186 | 238 | 166 |
| Train | 474 | 233 | 195 | 189 | 212 | 191 | 189 | 138 |
| Tram | 189 | 101 | 93 | 41 | 62 | 91 | 40 | 25 |
| Taxi | 32 | 25 | 86 | 68 | 53 | 38 | 57 | 43 |
| Ferry | 4 | -4 | 0 | 0 | 17 | 0 | 2 | 4 |
| M/Bike | 16 | 4 | 20 | ŏ | 30 | 11 | 7 | 6 |
| C/driver | 189 | 62 | 478 | 1225 | 1517 | 1849 | 1841 | 2248 |
| C/pass | 13607 | 1958 | 1687 | 1572 | 1160 | 1354 | 1325 | 926 |
| Truck | 0 | 6 | 0 | 12 | 3 | 0 | 0 | 0 |
| Semi-tr | ō | ō | ō | -0 | ō | ō | õ | ō |
| Other | 52 | 12 | õ | 6 | õ | õ | 4 | 9 |
| Total | 27653 | 4542 | 4483 | 4528 | 4229 | 4511 | 4565 | 4362 |
| <pre># females ('000)</pre> | 913 | 138 | 136 | 124 | 105 | 112 | 111 | 110 |
| Courses | | Dave to | | | | | | |

Source: Survey of Day-to-Day Travel in Australia 1984-85 (continued)

Table 2.1d. Total number of trips (in '00) per day in Australia, classified by mode of travel, sex and <u>age group</u>.

| | | - | | | - | | | |
|--|---|--|---|--|---|--|---|---|
| | 23 | 24 | 25 | Age gr 26-29 | oup (yea: 30-59 | rs) 60-64 | 65+ | Total |
| Males | | | | | | | | |
| Walk Bicycle Bus Train Tram Taxi Ferry M/Bike C/driver C/pass Truck Semi-tr 'Other Total | 640 234 63 13 47 0 255 3155 592 55 0 3 5130 | 567 83 58 116 41 31 14 174 3206 604 101 0 37 5033 | 634 117 113 132 15 0 134 2882 526 120 0 25 4710 | 2341 528 423 374 92 79 35 407 13301 1677 269 16 75 19619 | 11343 1218 1763 1975 337 522 139 1148 72762 6407 1849 64 514 100042 | 1434 210 254 228 77 66 7580 748 64 0 30 10703 | 3131 167 510 187 76 72 38 43 8332 1073 1073 1073 17 13661 | 32570 11955 8240 4793 1039 1117 359 3028 124881 30966 2714 80 814 222556 |
| # males | 125 | 114 | 117 | 457 | 2582 | 347 | 601 | 6197 |
| Females | | | | | | | | |
| Walk Bicycle Bus Train Tam Taxi Ferry M/Bike C/driver C/pass Truck Semi-tr Other Total # females | 568 109 134 141 15 55 0 0 1966 1327 0 1327 0 1327 1327 113 | 812 47 143 161 38 44 42 2045 1130 1 0 2 4468 113 | 876 33 94 133 42 27 7 7 2050 1163 24 0 4 4458 118 | 2702 218 448 270 113 128 23 20 10511 4155 0 0 62 18650 501 | 11194 689 2080 1260 376 481 93 73 52918 18101 18 0 163 87445 2513 | 1557 41 494 131 30 93 8 8 2432 2550 1 0 7 7352 357 | 3385 43 1313 349 106 221 14 0 3287 4645 0 0 9 13372 828 | 35435 4504 9825 4264 1361 1450 179 244 84616 56660 65 0 329 198934 6291 |
| ('000) Source: Su | rvey of | Day-to- | Day Trav | el in A | ustralia | 1985–86 | | |

The data above suggests there were 1,195,500 bicycle trips per day among Australian male cyclists in 1985/86, and 450,400 by female cyclists. **Total = 1,645,900** cyclist trips per day in Australia in 1985/86 (one year).

This data includes 881,500 children aged 9-15

There were 1,141,800 children aged 9-17

1,645,900 - 881,500 = **764,400** aged 16+ 1,645,900 - 1,141,800 = **504,100** aged 18+

| | cle ownership and use Bicycles/Person | Rank | % who cycle | Rank |
|-----------|--|------|--------------|------|
| | Dicycles/1 cr30h | Kuik | every day | Ruin |
| Sydney | 0.29 | 7 | 1.0% | 6 |
| Melbourne | 0.37 | 6 | 2.1% | 4 |
| Brisbane | 0.45 | 4 | 3.0% | 3 |
| Perth | 0.59 | 3 | 4.0% | 1 |
| Adelaide | 0.42 | 5 | 1.7% | 5 |
| Hobart | 0.61 | 2 | Not Provided | |
| Canberra | 0.65 | 1 | 3.1% | 2 |

Cycling Down Under: A Comparative Analysis of Bicycling Trends and Policies in Sydney and Melbourne by John Pucher, Jan Garrard and Stephen Greaves (Journal of Transport Geography, Vol. 18, 2010) provides the following data:

Bicycles/person - 0.29 = 1,194,566 bicycles owned in 2004 % who cycle every day - 1% = 42,321 cyclists every day

Sydney 2004 population - 4,232,100

Melbourne 2004 population - 3,600,100Bicycles/person - 0.37 = 1,329,258 bicycles owned in 2004 % who cycle every day - 2.1% = 75,602 cyclists every day

Brisbane 2004 population - 1,774,900

Bicycles/person - 0.45 = 818,910 bicycles owned in 2004 % who cycle every day - 3% = 53,247 cyclists every day

Perth 2004 population - 1,457,600 Bicycles/person - 0.59 = 896,033 bicycles owned in 2004 % who cycle every day - 4% = **58,304** cyclists every day

Adelaide 2004 population - 1,124,300

Bicycles/person - 0.42 = 481,236 bicycles owned in 2004 % who cycle every day - 1.7% = 19,113 cyclists every day

Canberra 2004 population - 323,600 Bicycles/person - 0.65 = 217,165 bicycles owned in 2004 % who cycle every day - 3.1% = 10,032 cyclists every day

Hobart 2004 population 202,100

Bicycles/person - 0.61 = 125,355 bicycles owned in 2004 % who cycle every day - n/a (hypothetical 3.1 as per Canberra) = **6,265** cyclist every day

Total of all Australian capitals (except Darwin) = 264,884 people who cycled every day in 2004.

p4 - "While these bicycle mode shares may seem low, the absolute numbers of daily work trips by bicycle in 2006 are noteworthy: 18,909 in Melbourne and 10,887 in Sydney."

p5 - "In 2008, 7,896 cyclists used the key cycling routes into the Melbourne CBD (an increase of 76% from 2005) while in Sydney 3,330 cyclists used the key cycling routes into the Sydney CBD (an increase of 38% from 2005) (Australian Bicycle Council 2010).
p8 - "According to the SHTS, the bicycle share of all trips in Sydney in 2001 was higher on weekends than on weekdays (0.8% vs 0.6%), a difference that had grown even wider by 2005 (1.1% vs 0.7%) (Transport Data Centre, 2007). In contrast to Sydney, the bicycle share of trips in Melbourne in 1999 was lower on weekends than on weekdays, although not by much (1.1% vs 1.2%) (VicRoads, 2004).
Population source: 2006 Year Book Australia

Data below extracted from Day to Day Travel in Australia 1985/1986 (p131)

| Ca | nberra | Sydney | elbourn | e | | Perth | lobart | | |
|--|--|--|---|--|---|---|---|---|---|
| Males | | | B | risbane | | | | arwin | Total |
| Walk Bicycle Bus Train Tram Taxi Ferry M/Bike C/driver C/pass Truck Semi-tr Other Total | 537 194 213 1 2 29 19 0 29 1987 593 37 1 28 3642 | 8966 1117 3098 2462 0 346 177 408 25631 5717 701 18 86 48727 | 6888 2038 1227 1260 879 128 3 208 22558 5270 299 26 99 40884 | 2098 667 619 537 54 165 36 219 8396 2273 241 3 70 15381 | 2056 758 567 129 355 58 0 147 8602 2868 63 4 31 14319 | 1694 908 481 99 0 32 6 195 8688 1975 192 12 47 14329 | 423 33 201 0 27 1 16 1388 362 25 0 5 2481 | 111 69 22 0 3 16 657 123 8 0 5 1018 | 22774 5784 6429 971 777 226 1238 77908 18182 1567 65 372 140780 |
| # males ('000) | 91 | 1356 | 1154 | 431 | 394 | 378 | 71 | 26 | 3902 |
| Females Walk Bicycle Bus Train Tram Taxi Ferry M/Bike C/driver C/pass Truck Semi-tr Other Total # females | 553 108 195 0 0 10 0 0 1541 979 0 0 5 3392 92 | 9205 355 3405 2161 13 402 101 32 16420 11660 3 0 44 43800 1412 | 7938 668 1525 1265 222 3 15 15056 10080 12 0 63 38110 1199 | 2443 197 806 417 13 118 19 16 5663 4202 5 0 42 13939 450 | 2498 377 1021 138 31 62 0 8 5541 3929 0 0 2 13607 420 | 1982 415 605 115 0 34 15 18 6456 4048 10 0 14 13711 395 | 463 17 166 0 18 3 6 948 671 0 2 2292 74 | 112 50 26 1 0 5 4 1 375 221 1 0 2 798 2 24 | 25194 2187 7748 4094 1321 870 144 95 52000 35790 32 0 173 129648 4067 |
| # Temales (`000) | 92 | 1412 | 1199 | 450 | 420 | 290 | /4 | 24 | 4007 |

Source: Survey of Day-to-Day Travel in Australia 1985-86

The data above suggests that in 1985/86, the total number of daily bicycle trips in all capital cities excluding Darwin was **785,200**.
 In 2004, total daily cyclists in all Australian capital cities excluding Darwin was **264,884**, based on Cycling Down Under: A Comparative Analysis of Bicycling Trends and Policies in Sydney and

Melbourne (see above).

Bicycle Victoria: In Melbourne there are: 1.2 million bicycles (of which 70,000 are used each day on average) (2003/04)

| 008/09 Household Tra | vel Survey S | Summary Re | eport, 2010 | Release | | | | | | TRANSPORT DATA CENTRE |
|---------------------------|----------------------------|--------------|-------------|---------|---------|---------|---------|---------|-------------|---|
| Table 4.3.1: Number of tr | ips by mode ¹ (| average week | (day) | | | | | | | |
| Mode | 2001/02 | 2002/03 | 2003/04 | 2004/05 | 2005/06 | 2006/07 | 2007/08 | 2008/09 | AAGR % | 4.3 |
| | | | | | | | | | 01/02-08/09 | Mode of Travel |
| | | | | | '000 | | | | | |
| Average weekday | | | | | | | | | | Mode figures are based on unlinked trip legs. Ferry, bicycle, taxi and other mode |
| Vehicle driver | 7,686 | 7,939 | 8,106 | 8,114 | 7,952 | 7,992 | 8,080 | 8,015 | 0.6% | estimates are subject to high standard em due to the small sample sizes for these |
| Vehicle passenger | 3,462 | 3,465 | 3,483 | 3,559 | 3,470 | 3,550 | 3,642 | 3,635 | 0.7% | modes. |
| Total vehicle | 11,148 | 11,405 | 11,589 | 11,674 | 11,422 | 11,542 | 11,722 | 11,650 | 0.6% | |
| Train | 775 | 775 | 779 | 768 | 794 | 815 | 863 | 890 | 2.0% | |
| Public Bus | 558 | 561 | 555 | 562 | 582 | 579 | 592 | 598 | 1.0% | |
| Private Bus | 335 | 330 | 331 | 320 | 342 | 344 | 370 | 387 | 2.1% | |
| Ferry | 37 | 43 | 47 | 47 | 38 | 37 | 38 | 39 | 0.7% | |
| Fotal public transport | 1,706 | 1,710 | 1,712 | 1,696 | 1,756 | 1,775 | 1,863 | 1,915 | 1.7% | |
| Walk only | 2,741 | 2,825 | 2,905 | 2,870 | 2,973 | 2,964 | 3,035 | 3,118 | 1.9% | |
| Bicycle | 101 | 115 | 124 | 113 | 115 | 114 | 119 | 106 | 0.6% | |
| faxi | 115 | 118 | 119 | 124 | 117 | 121 | 113 | 127 | 1.4% | |
| Other | 83 | 97 | 112 | 98 | 110 | 112 | 135 | 134 | 7.0% | |
| Total | 15,895 | 16,270 | 16.561 | 16,574 | 16,493 | 16,628 | 16,987 | 17,051 | 1.0% | |

The 2008/09 Sydney Household Travel Survey (p26) shows there were 106,000 bike trips on average weekdays in 2008/09.

This compares with 147,200 daily bike trips in Sydney in 1985/86 - see p131 above of Day to Day Travel in Australia 1985/1986.

The 2008/09 daily count is down 28% on 1985/86. The 2008/09 Sydney Housing Travel Survey figure is based on unlinked trip legs so does not represent the actual number of bike riders, just their cumulative number of trip legs. p33 suggests there were 105,901 bike trips with the majority less than 5km.

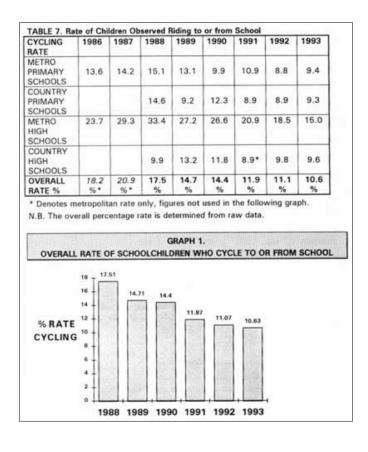
| | 1971 ^a | (N=4284 |) | 1981 (I | N=4936) | | 1991 (| N=662) | | 1999-2 | 2003 (N=8 | 316) |
|-------------------|-------------------|---------|---------------|---------|---------|---|--------|--------|---|--------|-----------|--|
| | n | % | Odds ratio | n | % | Odds ratio (95% confidence interval) | n | % | Odds ratio (95% confidence interval) | n | % | Odds ratio (95% confidence interval |
| Age 5-9 | | | | | | | | | | | | |
| Walk to school | 1217 | 57.7 | 1.00 | 1047 | 44.5 | 0.59 (0.51, 0.68)* | 119 | 35.3 | 0.40 (0.30, 0.54)* | 107 | 25.6 | 0.25 (0.18, 0.34)* |
| Walk from school | 1317 | 62.6 | 1.00 | 1133 | 48.2 | 0.56 (0.48, 0.65)* | 134 | 39.8 | 0.39 (0.29, 0.53)* | 123 | 29.4 | 0.25 (0.19, 0.33)* |
| Car to school | 481 | 22.8 | 1.00 | 878 | 37.3 | 2.01 (1.71, 2.37)* | 183 | 53.9 | 3.96 (2.94, 5.33)* | 279 | 66.6 | 6.76 (5.05, 9.05)* |
| Car from school | 403 | 19.1 | 1.00 | 748 | 31.8 | 1.97 (1.66, 2.34)* | 157 | 46.5 | 3.67 (2.72, 4.97)* | 265 | 63.4 | 7.32 (5.49, 9.77)* |
| Bus to school | 388 | 18.4 | 1.00 | 392 | 16.6 | 0.89 (0.73, 1.08) | 31 | 9.1 | 0.44 (0.29, 0.69)* | 26 | 6.2 | 0.29 (0.17, 0.50)* |
| Bus from school | 360 | 17.1 | 1.00 | 428 | 18.2 | 1.08 (0.89, 1.32) | 41 | 12.2 | 0.67 (0.45, 1.02) | 23 | 5.6 | 0.29 (0.17, 0.48)* |
| Train to school | 9 | 0.4 | | 11 | 0.5 | | 0 | 0 | | 2 | 0.5 | |
| Train from school | 11 | 0.5 | | 13 | 0.5 | | 0 | 0 | | 2 | 0.5 | |
| Other to school | 14 | 0.7 | | 27 | 1.1 | | 6 | 1.7 | | 5 | 1.1 | |
| Other from school | 14 | 0.7 | | 30 | 1.3 | | 5 | 1.5 | | 5 | 1.1 | |
| Age 10-14 | | | | | | | | | | | | |
| Walk to school | 961 | 44.2 | 1.00 | 1018 | 39.4 | 0.82 (0.72, 0.94)* | 107 | 33.1 | 0.63 (0.47, 0.84)* | 84 | 21.1 | 0.34 (0.24, 0.48)* |
| Walk from school | 1074 | 49.5 | 1.00 | 1136 | 44.1 | 0.81 (0.71, 0.92)* | 120 | 37.9 | 0.62 (0.47, 0.82)* | 130 | 32.7 | 0.50 (0.37, 0.66)* |
| Car to school | 266 | 12.2 | 1.00 | 479 | 18.6 | 1.64 (1.36, 1.97)* | 106 | 32.7 | 3.50 (2.56, 4.78)* | 190 | 47.8 | 6.59 (4.98, 8.72)* |
| Car from school | 146 | 6.7 | 1.00 | 288 | 11.1 | 1.75 (1.39, 2.22)* | 77 | 24.3 | 4.46 (3.15, 6.30)* | 126 | 31.8 | 6.48 (4.72, 8.89)* |
| Bus to school | 690 | 31.7 | 1.00 | 808 | 31.3 | 0.98 (0.85, 1.13) | 73 | 22.6 | 0.63 (0.47, 0.85)* | 78 | 19.8 | 0.53 (0.39, 0.73)* |
| Bus from school | 687 | 31.7 | 1.00 | 855 | 33.3 | 1.07 (0.93, 1.23) | 87 | 27.3 | 0.81 (0.61, 1.08) | 99 | 25.0 | 0.72 (0.54, 0.95)* |
| Train to school | 179 | 8.3 | | 173 | 6.7 | | 29 | 8.9 | | 34 | 8.6 | |
| Train from school | 188 | 8.6 | | 196 | 7.6 | | 28 | 8.9 | | 33 | 8.4 | |
| Other to school | 79 | 3.6 | | 103 | 4.0 | | 9 | 2.7 | | 11 | 2.7 | |
| Other from school | 76 | 3.5 | | 100 | 3.9 | | 5 | 1.6 | | 9 | 2.1 | |

Trends in Australian children traveling to school 1971-2003: burning petrol or carbohydrates? (final page) shows the decline in walking and cycling to school by children across Australia aged 5-9 and 10-14 from 1971 to 2003 (other = cycling)). The proportion being driven to and from school has more than tripled among 5-9yo (av 20.95% to av 65%) and quadrupled among 10-14 (av 9.45% to av 39.8%). The document states:

Data from the UK on commuting to and from school in children aged 5-10 showed a decrease from 1975/76 to 1989/94 in walking from 72% to 62% and an increase in car use from 16% to 28% (Black et al., 2001). The decrease in active commuting to school might be less evident in countries that have a bicycle friendly culture. For example, a representative sample of Danish primary school children showed that in 1997/98 24% walked to school, 39% cycled, and 25% took the car (Cooper et al., 2005).

| | ACT | NSW | NT | QLD | SA | TAS | VIC | WA |
|--------------------------------|------|------|------|------|------|------|------|-----|
| Method of Travel | | | | % |) | | | |
| Bicycle | 7.7 | 2.5 | 3.3 | 4.0 | 3.8 | 1.3 | 5.0 | 5. |
| Boat/Ferry | 0.8 | 0.5 | 2.8 | 0.5 | 0.3 | 0.7 | 0.4 | 0. |
| Bus | 25.3 | 32.2 | 40.2 | 20.9 | 21.2 | 40.3 | 17.6 | 24. |
| Car | 46.6 | 37.7 | 41.1 | 56.0 | 50.1 | 38.6 | 49.5 | 45. |
| Skateboard/Scooter/Rollerblade | 0.8 | 1.3 | 1.4 | 1.0 | 1.7 | 1.3 | 2.0 | 1. |
| Frain/Tram | 0.2 | 4.1 | 0.5 | 3.3 | 1.6 | 0.3 | 3.9 | 2. |
| Walk | 18.3 | 21.3 | 9.8 | 13.9 | 21.0 | 17.1 | 21.2 | 21. |
| Other | 0.4 | 0.4 | 0.9 | 0.4 | 0.4 | 0.5 | 0.4 | 0. |

ABS CensusAtSchool Australia 2010: Percentage of students using each method of travel by state/territory As an example of the long-term decline in child cycling across Australia, the WA percentage above of 5.2% should be compared with the extract below from *Bicyclist Helmet Wearing in Western Australia: A 1993 Review - Heathcote, B. (1993), Traffic Board of Western Australia.*

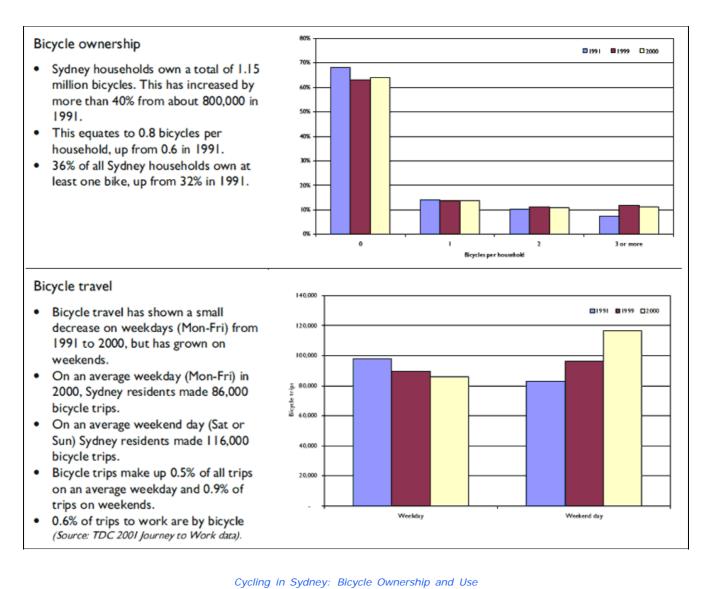


PARTICIPANTS, Selected Sport and Physical Activities—Frequency(a)

| • • • • • • • • • • • • • • • | ••••• | ••••• | ••••• | ••••• | • • • • • |
|-------------------------------|-----------|------------|-------------|-----------------------|-----------|
| | 1–6 times | 7–12 times | 13–26 times | More than 26 times | Total |
| port and physical activities | '000' | 000 | '000' | '000 | '000' |
| | ••••• | ••••• | ••••• | ••••• | ••••• |
| Aerobics/fitness | 140.0 | 124.8 | 186.4 | 928.1 | 1 379.2 |
| Air sports | 19.9 | ** | ** | *17.8 | 54.4 |
| Aquarobics | 19.0 | *16.7 | 25.6 | 42.3 | 103.5 |
| Archery | ** | ** | ** | *8.4 | 26.6 |
| Athletics/track and field | *18.8 | ** | 21.0 | 43.2 | 86.8 |
| Australian Rules football | 28.4 | 22.1 | 35.1 | 75.7 | 161.3 |
| Badminton | *12.9 | *6.6 | 18.9 | 35.1 | 73.5 |
| Baseball | ** | ** | 23.5 | 32.7 | 63.0 |
| Basketball | 37.1 | *17.2 | 54.5 | 126.2 | 234.9 |
| Billiards/snooker/pool | 80.0 | 92.4 | 64.1 | 136.6 | 373.1 |
| Boxing | •• | ** | ** | 31.1 | 38.7 |
| Canoeing/kayaking | 47.6 | ** | ** | ** | 66.7 |
| Carpet bowls | *7.2 | ** | *7.2 | 28.8 | 47.0 |
| Cricket (indoor) | *16.1 | 20.3 | 32.7 | 43.5 | 112.7 |
| Cricket (outdoor) | 71.0 | 37.6 | 45.4 | 106.4 | 260.4 |
| Cycling | 91.4 | 89.4 | 90.2 | 354.9 | 626.0 |
| Dancing | *13.4 | *6.5 | *13.0 | 74.8 | 107.6 |
| Darts | 38.8 | 27.0 | 20.4 | 65.3 | 151.4 |
| Fishing | 244.2 | 173.5 | 114.1 | 109.7 | 641.5 |
| Golf | 335.7 | 217.2 | 179.3 | 384.0 | 1 116.2 |

ABS Participation in Sport and Physical Activities 1997-98 - (p16)

Participation in the 12 months prior to interview.



This data suggests an average 86,000 weekday bicycle trips and an average 116,000 weekend daily bicycle trips in Sydney in 2000. This equates to an average 430,000 bicycle trips during the working week plus an average 232,000 bicycle trips during weekends = 662,000.

This results in an average 94,571 bicycle trips per day in Sydney in 2000.

In 1985/86 (see p131 above), there were an average 147,200 daily bicycle trips in Sydney.

This is a reduction of 35%.

Cycling in Sydney published by the NSW Government asserts that in 2005 "Sydney residents made over 120,000 bike trips on an average weekday and almost 160,000 bike trips on an average weekend." NSW BikePlan estimates that 159,000 trips were made by bike on an average weekday in Greater Sydney in 2010. Note that the 1985/86 estimate of 147,200 daily bicycle trips in Sydney excludes cyclists aged less than nine.

| MAIN F | ORM O | F TRAN | SPORT | USED | ON U | SUAL T | | o wor | K OR S | TUDY—Maro | ch |
|--|--|---|--|--|---|--|--|--|--|-----------|----|
| 4.10 2006 | | | | | | | | | | | |
| | NSW | Vic. | Old | SA | WA | Tas. | NT(a) | ACT | Aust. | | |
| | | | | | | | | | | | |
| stimate ('000) | | | | | | | | | | | |
| Private motor vehicle | | | | | | | | | | | |
| Car as driver | 2 005.6 | 1 644.4 | 1 341.5 | 497.8 | 701.8 | 148.2 | 59.9 | 127.6 | 6 526.9 | | |
| Car as passenger | 117.7 | 68.9 | 99.8 | 24.0 | 31.6 | 11.4 | *2.5 | 10.7 | 366.7 | | |
| Truck as driver Truck as passenger | 51.5 *1.7 | 49.4 *2.0 | 18.4 *7.7 | 12.7 *2.7 | 14.0 | 7.2 | *1.9 | *2.4 | 157.6 14.2 | | |
| Van as driver | 30.1 | 21.1 | 18.5 | *6.5 | 7.9 | *2.1 | *0.7 | *0.4 | 87.1 | | |
| Van as passenger | *0.8 | *2.9 | *1.5 | _ | *3.6 | *1.1 | *0.7 | _ | 10.6 | | |
| Motorbike/scooter | 33.7 | *3.2 | 21.5 | *5.2 | 7.2 | *1.8 | *1.4 | *2.8 | 76.9 | | |
| Total | 2 241.1 | 1 792.0 | 1 508.9 | 549.0 | 766.1 | 171.8 | 67.1 | 143.9 | 7 239.9 | | |
| Public transport | | | | | | | | | | | |
| Train Bus | 366.9 170.8 | 208.1 38.2 | 66.5 106.5 | 15.4 57.3 | 34.4 39.9 | 12.1 | | 12.0 | 691.5 444.4 | | |
| Bus Tram/Light rail | 1/0.8 | 38.2 62.6 | 106.5 | *1.3 | 39.9 | 12.1 | 5.6 | 13.9 | 444.4 64.0 | | |
| Ferry/boat | 17.3 | | *5.7 | _ | _ | _ | _ | _ | 23.0 | | |
| Total | 555.0 | 309.0 | 178.8 | 74.1 | 74.3 | 12.1 | 5.6 | 13.9 | 1 222.8 | | |
| Taxi | *3.2 | _ | *1.1 | *0.8 | *0.8 | _ | _ | *0.4 | *6.3 | | |
| Bicycle | 23.6 | 47.7 | 31.1 | 14.7 | 9.3 | *1.8 | *4.3 | 8.8 | 141.2 | | |
| Walk | 143.9 | 98.3 | 56.1 | 23.3 | 23.9 | 16.8 | 5.4 | 8.4 | 375.9 | | |
| Other | 14.5 | *8.1 | 16.3 | *1.0 | 9.8 | *1.2 | *0.4 | *0.4 | 51.6 | | |
| Total persons(b) | 2 981.3 | 2 255.0 | 1 792.4 | 662.7 | 884.2 | 203.6 | 00.0 | | 9 037.8 | | |
| | | 2 20010 | 1102.4 | 002.7 | 884.2 | 203.6 | 82.8 | 175.7 | 9 037.8 | | |
| 4 14 FORMS | OF TR/ | ANSPO | RT USE | | DAY-TO | - DAY T | RIP O | THER ' | | D WORK OR | |
| 4 14 FORMS | | ANSPO | RT USE | | DAY-TO | - DAY T | | THER ' | | D WORK OR | |
| FORMS 5TUDY | OF TR/ — March | ANSPO 2006 <i>Vic.</i> | RT USE | D IN D SA | 0AY-TO | - DAY T | RIP O | THER | THAN TO Aust. | D WORK OR | |
| 4.14 FORMS | OF TR/ — March | ANSPO 2006 <i>Vic.</i> | RT USE | D IN D SA | 0AY-TO | - DAY T | RIP O | THER | THAN TO Aust. | D WORK OR | |
| 4.14 FORMS | OF TR/ — March | ANSPO 2006 <i>Vic.</i> | RT USE | D IN D SA | 0AY-TO | - DAY T | RIP O | THER | THAN TO Aust. | D WORK OR | |
| FORMS STUDY- stimate ('000) Private motor vehicle Public transport | OF TR/ | ANSPO 2006 Vic. 2 138.9 397.9 | RT USE | D IN C SA 669.0 78.5 | ОАҮ-ТО WA 915.2 93.1 | - DAY T | RIP O NT(a) 78.7 7.3 | THER | THAN TO Aust. 8 856.6 1 402.3 | D WORK OR | |
| FORMS STUDY- stimate ('000) Private motor vehicle Public transport Taxi | OF TR/ | ANSPO 2006 Vic. 2 138.9 397.9 53.1 | RT USE | D IN C | 915.2 93.1 20.9 | - DAY T Tas. 206.3 15.3 6.2 | 78.7 7.3 *4.1 | THER | THAN T(<i>Aust.</i> 8 856.6 1 402.3 299.2 | D WORK OR | |
| FORMS STUDY- stimate ('000) Private motor vehicle Public transport Taxi Bicycle | OF TR/ | ANSPO 2006 Vic. 2 138.9 397.9 53.1 146.8 | RT USE Qld 1 796.8 228.1 69.0 84.4 | D IN C SA 669.0 78.5 15.5 32.3 | 915.2 93.1 20.9 56.3 | - DAY T | RIP O NT(a) 78.7 7.3 *4.1 13.8 | THER | THAN TO Aust. 8 856.6 1 402.3 299.2 462.1 | D WORK OR | |
| FORMS STUDY- stimate ('000) Private motor vehicle Public transport Taxi | OF TR/ | ANSPO 2006 Vic. 2 138.9 397.9 53.1 | RT USE | D IN C | 915.2 93.1 20.9 | - DAY T Tas. 206.3 15.3 6.2 | 78.7 7.3 *4.1 | THER | THAN T(<i>Aust.</i> 8 856.6 1 402.3 299.2 | D WORK OR | |
| FORMS STUDY- stimate ('000) Private motor vehicle Public transport Taxi Bicycle Walk | OF TR/ | ANSPO 2006 Vic. 2138.9 397.9 53.1 146.8 492.9 25.8 | RT USE Qld 1796.8 228.1 69.0 84.4 241.8 17.6 | 669.0 78.5 15.5 32.3 95.9 | 915.2 93.1 20.9 56.3 130.2 | - DAY T Tas. 206.3 15.3 6.2 10.2 34.9 | 78.7 78.7 7.3 *4.1 13.8 14.8 | THER ACT 171.6 20.7 4.2 17.6 40.1 *1.2 | THAN TO Aust. 8 856.6 1 402.3 299.2 462.1 1 503.3 | D WORK OR | |
| FORMS STUDY- stimate ('000) Private motor vehicle Public transport Taxi Bicycle Walk Other Total persons(b)(c) | OF TR/ | ANSPO 2006 Vic. 2138.9 397.9 53.1 146.8 492.9 25.8 | RT USE Qld 1796.8 228.1 69.0 84.4 241.8 17.6 | 669.0 78.5 15.5 32.3 95.9 8.2 | 915.2 93.1 20.9 56.3 130.2 *5.4 | - DAY T Tas. 206.3 15.3 6.2 10.2 34.9 *3.5 | 78.7 7.3 *4.1 13.8 14.8 *0.9 | THER ACT 171.6 20.7 4.2 17.6 40.1 *1.2 | Aust. 8 856.6 1 402.3 299.2 462.1 1 503.3 95.6 | D WORK OR | |
| FORMS STUDY- stimate ('000) Private motor vehicle Public transport Taxi Bicycle Walk Other Total persons(b)(c) roportion (%) | OF TR/ March NSW 2 879.9 561.5 126.1 100.7 452.6 32.9 3 193.0 | ANSPO 2006 Vic. 2 138.9 397.9 53.1 146.8 492.9 25.8 2 420.2 | RT USE Qld 1 796.8 228.1 69.0 84.4 241.8 17.6 1 914.3 | D IN C SA 669.0 78.5 15.5 32.3 95.9 8.2 713.8 | 915.2 93.1 20.9 56.3 130.2 *5.4 955.4 | - DAY T Tas. 206.3 15.3 6.2 10.2 34.9 *3.5 216.9 | 78.7 7.3 *4.1 13.8 14.8 *0.9 86.1 | THER ACT 171.6 20.7 4.2 17.6 40.1 *1.2 182.8 | THAN TO Aust. 8 856.6 1 402.3 299.2 462.1 1 503.3 95.6 9 682.5 | D WORK OR | |
| FORMS STUDY- stimate ('000) Private motor vehicle Public transport Taxi Bicycle Walk Other Total persons(b)(c) roportion (%) Private motor vehicle | OF TR/ | ANSPO 2006 Vic. 2138.9 397.9 53.1 146.8 492.9 25.8 2420.2 88.4 | RT USE Qld 1796.8 228.1 69.0 84.4 241.8 17.6 1914.3 93.9 | D IN C SA 6669.0 78.5 15.5 32.3 95.9 8.2 713.8 93.7 | 915.2 93.1 20.9 56.3 130.2 *5.4 955.4 95.8 | - DAY T | 78.7 7.3 *4.1 13.8 14.8 *0.9 86.1 91.5 | THER ACT 171.6 20.7 4.2 17.6 40.1 *1.2 182.8 93.9 | THAN TO Aust. 8 856.6 1 402.3 299.2 462.1 1 503.3 95.6 9 682.5 91.5 | D WORK OR | |
| FORMS STUDY- stimate ('000) Private motor vehicle Public transport Taxi Bicycle Walk Other Total persons(b)(c) roportion (%) | OF TR/ March NSW 2 879.9 561.5 126.1 100.7 452.6 32.9 3 193.0 | ANSPO 2006 Vic. 2 138.9 397.9 53.1 146.8 492.9 25.8 2 420.2 | RT USE Qld 1 796.8 228.1 69.0 84.4 241.8 17.6 1 914.3 | D IN C SA 669.0 78.5 15.5 32.3 95.9 8.2 713.8 | 915.2 93.1 20.9 56.3 130.2 *5.4 955.4 | - DAY T Tas. 206.3 15.3 6.2 10.2 34.9 *3.5 216.9 | 78.7 7.3 *4.1 13.8 14.8 *0.9 86.1 | THER ACT 171.6 20.7 4.2 17.6 40.1 *1.2 182.8 | THAN TO Aust. 8 856.6 1 402.3 299.2 462.1 1 503.3 95.6 9 682.5 | D WORK OR | |
| FORMS STUDY- stimate ('000) Private motor vehicle Public transport Taxi Bicycle Walk Other Total persons(b)(c) roportion (%) Private motor vehicle Public transport Taxi Bicycle | OF TR/ | ANSPO 2006 Vic. 2 138.9 397.9 53.1 146.8 492.9 25.8 2 420.2 88.4 16.4 2.2 6.1 | RT USE Qld 1 796.8 228.1 69.0 84.4 241.8 17.6 1 914.3 93.9 11.9 3.6 4.4 | D IN C SA 669.0 78.5 15.5 32.3 95.9 8.2 713.8 93.7 11.0 | 915.2 93.1 20.9 56.3 130.2 *5.4 955.4 95.8 9.7 | - DAY T Tas. 206.3 15.3 6.2 10.2 34.9 *3.5 216.9 95.1 7.0 | 78.7 78.7 7.3 *4.1 13.8 14.8 *0.9 86.1 91.5 8.4 | THER ACT 171.6 20.7 4.2 17.6 40.1 *1.2 182.8 93.9 11.3 2.3 9.6 | THAN TO Aust. 8 856.6 1 402.3 299.2 462.1 1 503.3 95.6 9 682.5 91.5 14.5 3.1 4.8 | D WORK OR | |
| FORMS STUDY- stimate ('000) Private motor vehicle Public transport Taxi Bicycle Walk Other Total persons(b)(c) roportion (%) Private motor vehicle Public transport Taxi Bicycle Walk | OF TR/ | ANSPO 2006 Vic. 2138.9 397.9 53.1 146.8 492.9 25.8 2420.2 88.4 16.4 2.2 6.1 20.4 | RT USE Qld 1796.8 228.1 69.0 84.4 241.8 17.6 1914.3 93.9 11.9 3.6 4.4 12.6 | D IN C SA 669.0 78.5 15.5 32.3 95.9 8.2 713.8 93.7 11.0 2.2 4.5 13.4 | 915.2 93.1 20.9 56.3 130.2 *5.4 955.4 95.8 9.7 2.2 5.9 13.6 | - DAY T | RIP O NT(a) 78.7 7.3 *4.1 13.8 14.8 *0.9 86.1 91.5 8.4 *4.8 16.0 17.2 | THER ACT 171.6 20.7 4.2 17.6 40.1 *1.2 182.8 93.9 11.3 2.3 9.6 22.0 | THAN TO Aust. 8 856.6 1 402.3 299.2 462.1 1 503.3 95.6 9 682.5 91.5 14.5 3.1 4.8 15.5 | D WORK OR | |
| FORMS STUDY- stimate ('000) Private motor vehicle Public transport Taxi Bicycle Walk Other Total persons(b)(c) Private motor vehicle Public transport Taxi Bicycle | OF TR/ | ANSPO 2006 Vic. 2 138.9 397.9 53.1 146.8 492.9 25.8 2 420.2 88.4 16.4 2.2 6.1 | RT USE Qld 1 796.8 228.1 69.0 84.4 241.8 17.6 1 914.3 93.9 11.9 3.6 4.4 | C IN C SA 6669.0 78.5 15.5 32.3 95.9 8.2 713.8 93.7 11.0 2.2 4.5 | 915.2 93.1 20.9 56.3 130.2 *5.4 955.4 955.4 95.8 9.7 2.2 5.9 | - DAY T Tas. 206.3 15.3 6.2 10.2 34.9 *3.5 216.9 95.1 7.0 2.9 4.7 | RIP O NT(a) 78.7 7.3 *4.1 13.8 14.8 *0.9 86.1 91.5 8.4 *4.8 16.0 | THER ACT 171.6 20.7 4.2 17.6 40.1 *1.2 182.8 93.9 11.3 2.3 9.6 | THAN TO Aust. 8 856.6 1 402.3 299.2 462.1 1 503.3 95.6 9 682.5 9 682.5 91.5 14.5 3.1 4.8 15.5 1.0 | D WORK OR | |
| FORMS STUDY- stimate ('000) Private motor vehicle Public transport Taxi Bicycle Walk Other Total persons(b)(c) Private motor vehicle Public transport Taxi Bicycle Walk Other Taxi Dicycle Walk Other | OF TR/ | ANSPO 2006 Vic. 2 138.9 397.9 53.1 146.8 492.9 25.8 2 420.2 88.4 16.4 2.2 6.1 20.4 1.1 | RT USE Qld 1 796.8 228.1 69.0 84.4 241.8 17.6 1 914.3 93.9 11.9 3.6 4.4 12.6 0.9 | C IN C SA 6669.0 78.5 15.5 32.3 95.9 8.2 713.8 93.7 11.0 2.2 4.5 13.4 1.1 | 915.2 93.1 20.9 56.3 130.2 *5.4 955.4 955.4 95.8 9.7 2.2 5.9 13.6 *0.6 | - DAY T Tas. 206.3 15.3 6.2 10.2 34.9 *3.5 216.9 95.1 7.0 2.9 4.7 16.1 *1.6 | RIP O NT(a) 78.7 7.3 *4.1 13.8 14.8 *0.9 86.1 91.5 8.4 *4.8 16.0 17.2 *1.1 | THER ACT 171.6 20.7 4.2 17.6 40.1 *1.2 182.8 93.9 11.3 2.3 9.6 22.0 *0.7 | THAN TO Aust. 8 856.6 1 402.3 299.2 462.1 1 503.3 95.6 9 682.5 9 682.5 91.5 14.5 3.1 4.8 15.5 1.0 | D WORK OR | |
| FORMS STUDY- stimate ('000) Private motor vehicle Public transport Taxi Bicycle Walk Other Total persons(b)(c) roportion (%) Private motor vehicle Public transport Taxi Bicycle Walk Other estimate is subject to sa | OF TR/ | ANSPO 2006 Vic. 2 138.9 397.9 53.1 146.8 492.9 25.8 2 420.2 88.4 16.4 2.2 6.1 20.4 1.1 | RT USE Qld 1 796.8 228.1 69.0 84.4 241.8 17.6 1 914.3 93.9 11.9 3.6 4.4 12.6 0.9 | D IN C SA 669.0 78.5 15.5 32.3 95.9 8.2 713.8 93.7 11.0 2.2 4.5 13.4 1.1 (b) Onl | 915.2 93.1 20.9 56.3 130.2 *5.4 955.4 95.8 9.7 2.2 5.9 13.6 *0.6 | - DAY T | RIP O NT(a) 78.7 7.3 *4.1 13.8 14.8 *0.9 86.1 91.5 8.4 *4.8 16.0 17.2 *1.1 d 18 years | THER ACT 171.6 20.7 4.2 17.6 40.1 *1.2 182.8 93.9 11.3 2.3 9.6 22.0 *0.7 and over e | THAN TO Aust. 8 856.6 1 402.3 299.2 462.1 1 503.3 95.6 9 682.5 9 682.5 91.5 14.5 3.1 4.8 15.5 1.0 | D WORK OR | |
| 4.14 FORMS STUDY- stimate ('000) Private motor vehicle Public transport Taxi Bicycle Walk Other Total persons(b)(c) Private motor vehicle Public transport Taxi Bicycle Walk Other | OF TR/ | ANSPO 2006 Vic. 2138.9 397.9 53.1 146.8 492.9 25.8 2420.2 88.4 16.4 2.2 6.1 20.4 1.1 | RT USE <i>Qld</i> 1 796.8 228.1 69.0 84.4 241.8 17.6 1 914.3 93.9 11.9 3.6 4.4 12.6 0.9 h for | D IN C SA 6669.0 78.5 15.5 32.3 95.9 8.2 713.8 93.7 11.0 2.2 4.5 13.4 1.1 (b) Onlywor | 915.2 93.1 20.9 56.3 130.2 *5.4 955.4 955.4 95.8 9.7 2.2 5.9 13.6 *0.6 | - DAY T Tas. 206.3 15.3 6.2 10.2 34.9 *3.5 216.9 95.1 7.0 2.9 4.7 16.1 *1.6 | RIP O | THER ACT 171.6 20.7 4.2 17.6 40.1 *1.2 182.8 93.9 11.3 2.3 9.6 22.0 *0.7 and over evey. | THAN TO Aust. 8 856.6 1 402.3 299.2 462.1 1 503.3 95.6 9 682.5 91.5 14.5 3.1 4.8 15.5 1.0 | D WORK OR | |

Data above extracted from *ABS bulletin: Environmental issues: people's views and practices (p67 and p70)* (p67) Forms of transport used on usual trip to work or study / March 2006 - Bicycles 141,200 across Australia (p70) Forms of transport used in day-to-day trips other than to work or study / March 2006 - Bicycles 462,100 across Australia This data represents cyclists aged 18 and over and travel modes normally used, rather than daily bicycle use. Table 4.10 shows bicycles were the main form of transport on usual trips to work or study for 141,200 people in March 2006. This should be compared with Day to Day Travel in Australia 1985/1986 (p160) which shows 330,500 daily bicycle trips for work or

education (see table below).

| Table 5.1d. | | | | | ach mode, tripmaker | | purpose | of the trip. |
|--|--|---|---|---|---|--|---|--------------|
| Males | Going | to work Educa | Shopp: | ing Going | | p/drop-o Busin | | 3 /dental |
| Walk Bicycle Bus Train Tram Taxi Ferry M/Bike C/driver C/pass Truck Semi-tr Other Total | 4712 1057 1160 1479 252 201 96 895 28002 3279 1692 54 311 43190 | 2861 1441 1991 465 136 20 23 111 1122 2040 2 0 5 10216 | 5602 1171 506 235 116 38 31 181 14392 2625 62 3 33 24995 | 11879 5335 3686 2097 368 511 146 1289 47209 12294 609 10 218 85652 | 439 112 55 62 34 33 0 57 10392 1556 42 3 0 12785 | 229 6 20 6 27 3 12 1371 100 200 10 35 2038 | 202 29 51 20 16 7 20 693 284 3 0 1 1332 | |
| <pre># males ('000) Females</pre> | 4042 | 871 | 2423 | 8084 | 1260 | 197 | 124 | |
| Walk Bicycle Bus Train Taxi Ferry M/Bike C/driver C/pass Truck Semi-tr Other Total | 3715 157 1062 998 283 173 32 53 10698 2965 22 0 18 20177 | 2954 650 1730 425 160 15 3 6 1275 2492 0 0 4 9713 | 7120 529 1330 344 199 118 15 28 13833 8194 4 0 19 31732 | 13261 1997 4375 1867 513 669 80 78 32840 2245 22 0 126 78272 | 1026 101 148 37 47 57 0 8 12047 3287 8 0 0 16768 | 131 10 28 3 9 0 4 343 83 0 0 627 | 292 14 103 29 15 30 0 11 866 606 0 6 1972 | |
| # females ('000) | 1807 | 837 | 3042 | 7364 | 1658 | 60 | 187 | |

Source: Survey of Day-to-Day Travel in Australia 1984-85

Table 1.2 Recreational cyclists 2001 2002 2003 2004 2005 2006 2007 2008 2009 2000 1,646,800 -1% 1,682,600 1,928,100 21% 1,901,400 1,591,100 1,438,200 1,413,900 1,658,400 1,480,800 For any gr egular pi ed 15 ye y at least three times per week on average d sport over a 12-month period prior to inte

Data above extracted from Australian Bicycle Council

This data represents cyclists aged 15 and over who participated in cycling over a 12 month period prior to interview. It does not represent daily bicycle use.

| PARTICIPATION IN SELECTED SPORTS AND | | activities- | | RT AND PHYSICAL RECREATION(a), |
|---|--|-----------------------|---------------|--------------------------------|
| PHYSICAL RECREATION | | P | articipation | |
| ACTIVITIES continued | | Number | rate | |
| | | '000' | % | |
| | | | • • • • • • • | |
| | M | ALES | | |
| | Walking for exercise | 1 298.6 | 16.5 | |
| | Aerobics/fitness | 744.5 | 9.4 | |
| | Golf | 695.6 | 8.8 | |
| | Cycling | 691.0 | 8.8 | |
| | Swimming | 633.3 | 8.0 | |
| | Running | 425.9 | 5.4 | |
| | Tennis | 389.5 | 4.9 | |
| | Soccer (Outdoor) | 311.5 | 3.9 | |
| | Cricket (Outdoor) | 309.7 | 3.9 | |
| | Bushwalking | 248.1 | 3.1 | |
| | FEN | MALES | • • • • • • • | |
| | Walking for exercise | 2 659.7 | 32.8 | |
| | Aerobics/fitness | 1 271.5 | 15.7 | |
| | Swimming | 814.0 | 10.0 | |
| | Netball | 387.5 | 4.8 | |
| | Tennis | 379.4 | 4.7 | |
| | Cycling | 320.7 | 3.9 | |
| | Bush walking | 271.4 | 3.3 | |
| | Running | 255.4 | 3.1 | |
| | Yoga | 248.7 | 3.1 | |
| | Golf | 179.9 | 2.2 | |
| | ••••• | • • • • • • • • • • • | • • • • • • • | |
| | (a) Relates to persons | | | |
| | participated in phys | | | |
| | exercise or sport as | | e 12 | |
| | months prior to inte | | | |
| | Source: Participation in S | | | |
| | Recreation, Aust | tralia, 2005-06 (| cat. no. | |
| | 4177.0). | | | |

Data above extracted from ABS bulletin Sport and Recreation: A Statistical Overview. Australia (p19)

This data suggests that 691,000 males and 320,700 females aged 15+ participated in cycling. **Total = 1,011,700** adults who participated in cycling in Australia in 2005/06

This data represents cyclists aged 15 and over who participated in cycling over a 12 month period prior to interview.

| Transport mode | Employed usual residents (per cent) | Employed usual residents (number) |
|---------------------------------|-------------------------------------|-----------------------------------|
| Car | 68.2 | 502 189 |
| Private vehicle (includes cars) | 69.8 | 514 223 |
| Public transport | 8.6 | 63 095 |
| Bicycle | 0.9 | 6 979 |
| Walk only | 2.2 | 16 433 |
| Other | 1.4 | 9 988 |
| Mode unstated | 1.7 | 12 577 |
| Worked from home | 3.6 | 26 705 |
| Did not go to work | 11.7 | 86 489 |
| Total | 100.0 | 736 489 |

Source: BITRE analysis of ABS 2006 Census DataPacks: basic community profile release 2 (Cat. 2069.0.30.001)

Extract above from Population growth, jobs growth and commuting flows in Perth (PDF 45,396kb) published in 2010 by the Bureau of Infrastructure, Transport and Regional Economics.

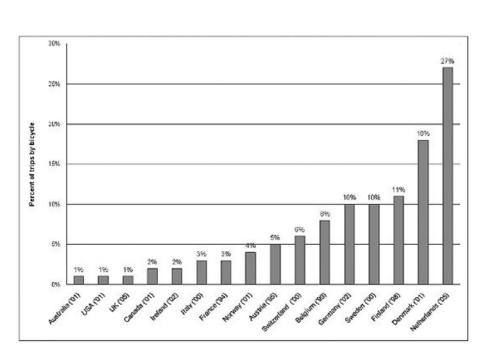
The 2010 Bicycle Traffic Count (Excel 459kb) published by the WA Department of Transport shows that each day during the year an average 8,192 cyclists used the 10 major cycle paths within the Perth Bicycle Network.

| Table 4.1a | cla | Average number of trips per day per person, classified by mode of travel, sex and state or territory. | | | | | | | | | | | |
|--------------------|--|--|--------------|----------|------|-------------------------------|--------------|--------------|--------------|--|--|--|--|
| | ACT South Australia New South Wales Western Australia | | | | | | | | | | | | |
| | | | ictoria | - | | Western Australia Tasmania | | | | | | | |
| | | | | ueenslan | d | | 1 | | | | | | |
| | | | - | I | | | 1 | Ŧ | Mean | | | | |
| Males | | | | | | | | | | | | | |
| Walk | 0.59 | 0.60 | 0.54 | 0.43 | 0.51 | 0.40 | 0.48 | 0.39 | 0.53 | | | | |
| Bicycle | 0.21 | 0.14 | 0.22 | 0.25 | 0.20 | 0.24 | 0.13 | 0.24 | 0.19 | | | | |
| Bus | 0.24 | 0.18 | 0.10 | 0.09 | 0.12 | 0.10 | 0.15 | 0.07 | 0.13 | | | | |
| Train | 0.00 | 0.12 | 0.08 | 0.06 | 0.02 | 0.02 | 0.00 | 0.00 | 0.08 | | | | |
| Tram | 0.00 | 0.00 | 0.06 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.02 | | | | |
| Taxi | 0.02 | 0.02 | 0.01 | 0.02 | 0.02 | 0.01 | 0.02 | 0.01 | 0.02 | | | | |
| Ferry | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | | | | |
| M/Bike | 0.03 | 0.05 | 0.03 | 0.06 | 0.07 | 0.05 | 0.02 | 0.18 | 0.05 | | | | |
| C/driver C/pass | 2.19 0.65 | 1.94 0.48 | 1.97 0.49 | 2.00 | 2.10 | 2.30 0.56 | 2.11 0.52 | 2.48 0.48 | 2.02 | | | | |
| C/pass Truck | 0.04 | 0.46 | 0.49 | 0.06 | 0.01 | 0.56 | 0.03 | 0.48 | 0.50 | | | | |
| Semi-tr | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Other | 0.03 | 0.01 | 0.01 | 0.02 | 0.01 | 0.02 | 0.01 | 0.01 | 0.01 | | | | |
| Total | 4.01 | 3.61 | 3.54 | 3.52 | 3.59 | 3.74 | 3.48 | 3.89 | 3.59 | | | | |
| # males ('000) | 91 | 2179 | 1625 | 980 | 548 | 546 | 177 | 53 | 6197 | | | | |
| Females | | | | | | | | | | | | | |
| Walk | 0.60 | 0.59 | 0.60 | 0.48 | 0.57 | 0.46 | '0.65 | 0.51 | 0.56 | | | | |
| Bicycle | 0.12 | 0.05 | 0.07 | 0.08 | 0.11 | 0.10 | 0.03 | 0.23 | 0.07 | | | | |
| Bus | 0.21 | 0.20 | 0.12 | 0.12 | 0.20 | 0.13 | 0.12 | 0.07 | 0.16 | | | | |
| Train Tram | 0.00 | 0.10 | 0.08 | 0.04 | 0.02 | 0.02 | 0.00 | 0.00 | 0.07 | | | | |
| Tram Taxi | 0.00 | 0.00 | 0.08 | 0.03 | 0.02 | 0.00 | 0.02 | 0.02 | 0.02 | | | | |
| Ferry | 0.00 | 0.03 | 0.00 | 0.00 | 0.02 | 0.00 | 0.02 | 0.02 | 0.00 | | | | |
| M/Bike | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | | | | |
| C/driver | 1.67 | 1.27 | 1.32 | 1.34 | 1.33 | 1.71 | 1.37 | 1.46 | 1.35 | | | | |
| C/pass | 1.06 | 0.86 | 0.87 | 0.94 | 0.96 | 1.01 | 0.87 | 1.03 | 0.90 | | | | |
| Truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Semi-tr | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Other | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 3.08 | 0.00 3.35 | 0.01 3.16 | | | | |
| Total | 3.67 | 3.11 | 3.16 | 3.05 | 3.24 | 3.45 | 3.08 | 3.35 | 3.16 | | | | |
| | | | | | | | | | | | | | |

Data above extracted from Day to Day Travel in Australia 1985/1986 (p120)

This data suggests that in 1985/86 there were an average 323,160 bicycle trips per day in Queensland (245,000 male, 78,160 female). This compares to the data below from Bicycle Usage Queensland by the Australian Bureau of Statistics, which suggests there were an average 67,900 daily cycling trips by persons aged 15 and over in Queensland in 2004. The 1985/86 daily number of bicycle trips was a bit more than the 2004 daily and weekly averages combined.

| | | | More the | More than | | | | Once a | | | | in month | Total |
|--|------------|-------------|-------------|-------------|-------------|-----------|------------|-----------|--------------|-------------|--------------|-------------|----------|
| | Daily | | once a week | | Once a week | | fortnight | | Once a month | | and other(b) | | cyclists |
| | 1000 | % | 1000 | % | '000' | % | 1000 | % | 000 | % | 1000 | % | 1000 |
| | • • • • • | • • • • • • | | • • • • • • | • • • • • | • • • • • | | • • • • • | | • • • • • • | | • • • • • • | |
| Statistical region Brisbane MSR | | | | | | | | | | | | | |
| Brisbane City Inner Ring | 5.6 | 5.6 | 22.9 | 22.8 | 8.4 | 8.4 | 8.3 | 8.2 | 16.6 | 16.6 | 38.6 | 38.4 | 100.5 |
| Brisbane City Outer Ring | 4.5 | 4.3 | 19.4 | 18.8 | 9.5 | 9.1 | 7.5 | 7.3 | 17.5 | 16.9 | 45.1 | 43.6 | 103.4 |
| South and East BSD Balance | *3.5 | *4.7 | 11.5 | 15.5 | 8.3 | 11.1 | 4.7 | 6.4 | 8.0 | 10.7 | 38.5 | 51.7 | 74.5 |
| North and West BSD Balance | 6.1 | 7.3 | 10.9 | 13.1 | 11.8 | 14.2 | 9.3 | 11.2 | 14.0 | 16.8 | 31.2 | 37.4 | 83.3 |
| Total | 19.6 | 5.4 | 64.8 | 17.9 | 38.0 | 10.5 | 29.8 | 8.2 | 56.0 | 15.5 | 153.4 | 42.4 | 361.7 |
| Balance of Queensland MSR | | | | | | | | | | | | | |
| South and East Moreton | 14.5 | 12.3 | 16.8 | 14.3 | 11.8 | 10.0 | 11.0 | 9.3 | 15.9 | 13.5 | 47.6 | 40.5 | 117.5 |
| North and West Moreton | 5.5 | 6.4 | 12.6 | 14.6 | 12.0 | 14.0 | 8.4 | 9.8 | 13.7 | 16.0 | 33.6 | 39.2 | 85.7 |
| Wide Bay-Burnett | *3.4 | *6.7 | 14.5 | 29.0 | 8.0 | 16.0 | *1.7 | *3.5 | 4.8 | 9.6 | 17.7 | 35.3 | 50.2 |
| Darling Downs-South West | 4.5 | 10.6 | 7.8 | 18.5 | 6.0 | 14.2 | *1.5 | *3.5 | 6.8 | 16.1 | 15.7 | 37.2 | 42.2 |
| Mackay-Fitzroy-Central West | 6.2 | 8.6 | 12.2 | 16.9 | 6.4 | 8.9 | 5.8 | 8.1 | 9.4 | 13.1 | 31.9 | 44.4 | 71.9 |
| Northern-North West | 5.5 | 10.6 | 12.7 | 24.8 | 5.6 | 10.9 | 4.9 | 9.5 | 6.6 | 12.9 | 16.0 | 31.3 | 51.3 |
| Far North | 8.8 | 22.8 | 5.9 | 15.4 | *3.4 | *8.7 | *1.6 | *4.1 | 5.3 | 13.7 | 13.6 | 35.2 | 38.5 |
| Total | 48.3 | 10.6 | 82.5 | 18.0 | 53.1 | 11.6 | 34.9 | 7.6 | 62.5 | 13.7 | 176.1 | 38.5 | 457.4 |
| Queensland | 67.9 | 8.3 | 147.4 | 18.0 | 91.1 | 11.1 | 64.7 | 7.9 | 118.5 | 14.5 | 329.5 | 40.2 | 819.1 |
| | | | | | | | | | | | | | |
| estimate has a relative standard error | or of 25% | 6 to 50% | and should | be used | with caut | ion | | | | | | | |
| a) In addition to estimates with asteris | to to logi | onto biob | DCCc con | o of the | romaining | octimat | oe in thie | tablo ba | In an DEE H | otwoon 1 | 0% and 28 | 96 and ch | ould be |



The diagram above shows the bicycle share of trips in Europe, North America and Australia (percent of total trips by bicycle) and is sourced to 2007 data from the Australian Bureau of Statistics and the statistical services of all countries involved. In New Zealand, which has mandatory all-age bicycle helmet laws, the percentage is 1.8% of all trips. Australian helmet law supporters claim cycling popularity is booming in Australia. This research is sourced to Making Cycling Irresistible (PDF 876kb) (*Pucher and Buehler, Transport Reviews, Vol. 28 2008*). The research

In the USA, much of the effort to improve cyclist safety has focused on increasing helmet use, if necessary by law, especially for children. Thus, it is important to emphasize that the much safer cycling in northern Europe is definitely not due to widespread use of safety helmets. On the contrary, in the Netherlands, with the safest cycling of any country, less than one percent of adult cyclists wear helmets, and even among children, only 3-5% wear helmets (Dutch Bicycling Council, 2006; Netherlands Ministry of Transport, 2006). The Dutch cycling experts and planners interviewed for this paper adamantly opposed the use of helmets, claiming that helmets discourage cycling by making it less convenient, less comfortable, and less fashionable. They also mention the possibility that helmets would make cycling more dangerous by giving cyclists a false sense of safety and thus encouraging riskier riding behavior. At the same time, helmets might reduce the

The ongoing discouragement of cycling caused by Australia's mandatory bicycle helmet laws is evident in the failure of bike hire schemes launched in Melbourne and Brisbane in 2010, despite such schemes being a resounding success when introduced in many other cities around the world.

Below are pop-up snapshots of bike hire usage in Melbourne compared with other cities since November 2010:

consideration motorists give cyclists, since they might seem less vulnerable if wearing helmets (Walker, 2007).

notes:

Comparison of bike hire usage rates in different cities at midday on Saturday, November 6, 2010 (pop-up window) Comparison of bike hire usage rates in different cities on Sunday, November 7, 2010 (pop-up window) Comparison of bike hire usage rates in different cities on Monday, November 22, 2010 (pop-up window) Comparison of bike hire usage rates in different cities on Saturday, December 11, 2010 (pop-up window) Comparison of bike hire usage rates in different cities on Tuesday, December 14, 2010 (pop-up window) Comparison of bike hire usage rates in different cities on Saturday, December 18, 2010 (pop-up window) Comparison of bike hire usage rates in different cities on Saturday, December 18, 2010 (pop-up window) Comparison of bike hire usage rates in different cities on Wednesday, January 5, 2011 (pop-up window) Comparison of bike hire usage rates in different cities on Monday, January 24, 2011 (pop-up window) Comparison of bike hire usage rates in different cities on Tuesday, February 8, 2011 (pop-up window) Comparison of bike hire usage rates in different cities on Tuesday, March 1, 2011 (pop-up window) Comparison of bike hire usage rates in different cities on Wednesday, March 16, 2011 (pop-up window) Comparison of bike hire usage rates in different cities on Sunday, April 3, 2011 (pop-up window) Comparison of bike hire usage rates in different cities on Sunday, April 3, 2011 (pop-up window)

Despite having a bigger population than most cities, Melbourne has the worst bicycle hire rate in the world numerically and/or as a percentage of available bikes. This again demonstrates how mandatory bicycle helmets discourage public cycling participation, and is a reflection of the ongoing damage caused to Australian public health and safety since mandatory bicycle helmet laws were introduced in 1990.

The data above is relevant to a landmark national diet and physical activity survey of high school students in February 2011 by the Heart Foundation/Cancer Council of Australia which found 85% of students don't engage in sufficient activity to provide a health benefit, suggesting they may *"die at a younger age than their parents' generation for the first time in history"*. The data is also relevant to Helmet law impact on total road casualties.

Further evidence demonstrating the impact of helmet laws on cyclist numbers, concentrating on the West Australian experience, can be found here.