

Cycling in Sydney

Bicycle ownership and use

MARCH 2003

Introduction

Cycling is a form of transport with a significant role to play in not only improving air quality, but in providing health benefits to the community by increasing activity levels.

To demonstrate its commitment to promoting cycling and providing cycling facilities, the NSW Government released a 10 year plan *Action for Bikes – BikePlan 2010* in November 1999. *BikePlan 2010* is a four point plan describing the wide range of actions that can be taken to improve facilities for cyclists and make it safer to cycle.

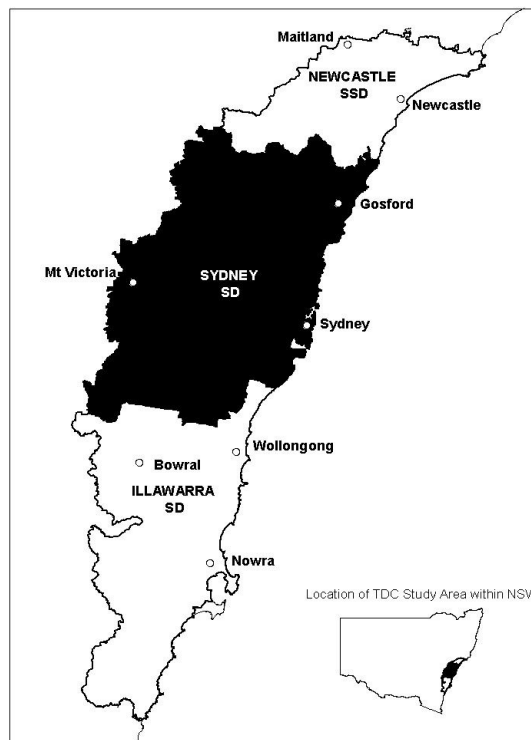
Since the release of *BikePlan 2010* the cycling scene in Sydney has improved significantly, and continues to improve. There has been an unprecedented number of cycleways projects completed with many currently underway. The planning and construction of cycleways have been focussing on the need to provide and improve connectivity so that a bicycle network is a viable reality. Ultimately, these cycleways will connect people in Sydney with their desired destinations.

To encourage more people to take up cycling, the RTA organises Bike Week, sponsors the RTA Big Ride and RTA Cycle Sydney and publishes cycleways maps. In addition TransportNSW has installed 500 secure bicycle lockers at transport interchanges across Sydney to make it easier for cyclists to use bikes in conjunction with public transport.

This leaflet presents the latest information on bicycle ownership and use for residents of the Sydney Statistical Division (Figure 1). It covers the role of bicycles in Sydney's transport system, some characteristics of bicycle trips and the personal and household characteristics of bicycle users.

This publication reports on cycling in 2000, with some comparisons made with 1991 and 1999. The analysis presented for 2000 is based on the combined data collected in the Household Travel Survey (HTS) for 1998/99, 1999/2000 and 2000/01, while the 1999 data is from the HTS for 1997/89, 1998/99 and 1999/2000. Data for 1991 is from the 1991/92 Home Interview Survey (HIS).

Figure 1: Greater Metropolitan Region & Sydney Statistical Division

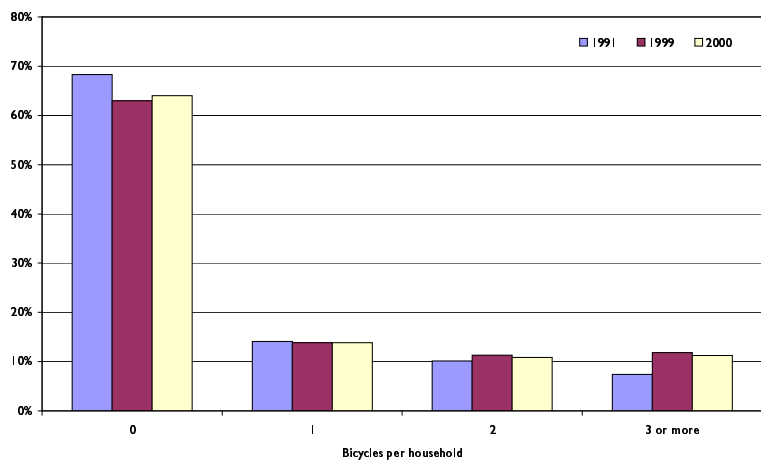


Summary of findings

- In 2000 Sydney's households owned a total of 1.15 million bicycles, up by more than 40% since 1991.
- The proportion of households with a bicycle has risen from 32% in 1991 to 36% in 2000.
- 1.0% of Sydney's residents cycle each day, compared to 2.4% of Newcastle residents and 1.9% of Illawarra residents. In total 1.2% of the residents of the total Greater Metropolitan Region cycle each day.
- Bicycle travel has shown a slight decrease on weekdays (Mon-Fri) from 1991 to 2000, but has experienced some growth on weekends.
- Bicycles account for 0.5% of all trips by Sydney residents on weekdays and 0.9% on weekends.
- 0.6% of trips to work are by bicycle (2001 JTW).
- Most bicycle trips are for social/recreational travel.
- The largest group of bicycle users are male and aged between 11 and 20 years.

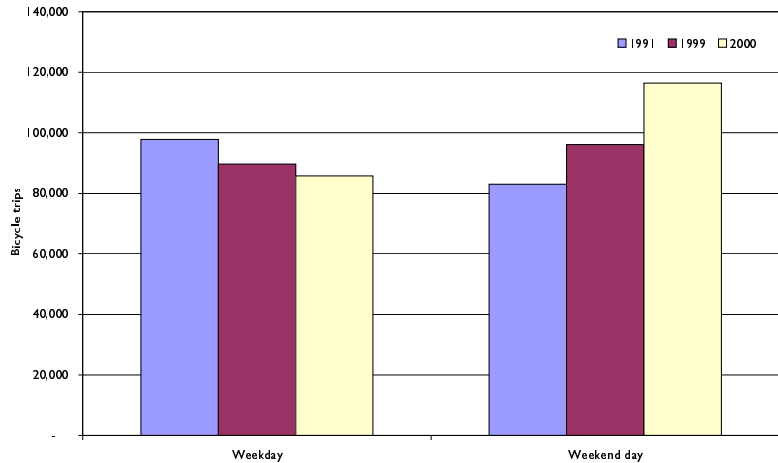
Bicycle ownership

- Sydney households own a total of 1.15 million bicycles. This has increased by more than 40% from about 800,000 in 1991.
- This equates to 0.8 bicycles per household, up from 0.6 in 1991.
- 36% of all Sydney households own at least one bike, up from 32% in 1991.



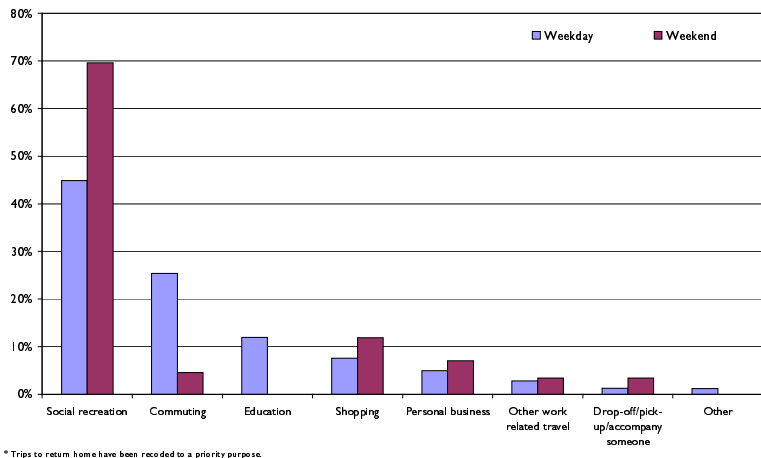
Bicycle travel

- Bicycle travel has shown a small decrease on weekdays (Mon-Fri) from 1991 to 2000, but has grown on weekends.
- On an average weekday (Mon-Fri) in 2000, Sydney residents made 86,000 bicycle trips.
- On an average weekend day (Sat or Sun) Sydney residents made 116,000 bicycle trips.
- Bicycle trips make up 0.5% of all trips on an average weekday and 0.9% of trips on weekends.
- 0.6% of trips to work are by bicycle (Source: TDC 2001 Journey to Work data).



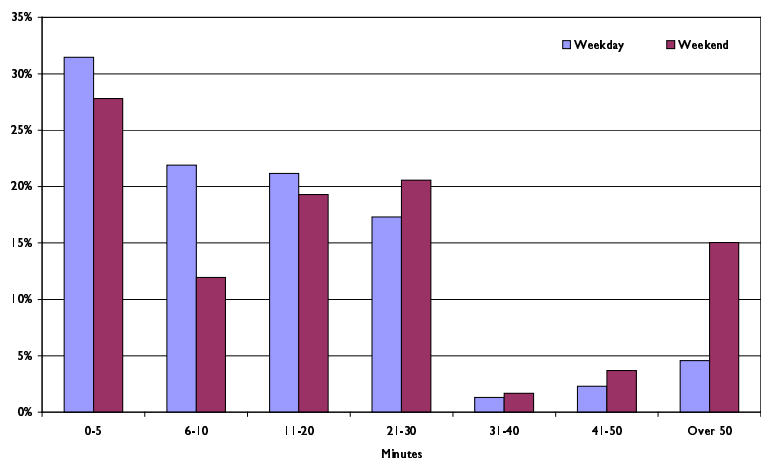
Why people travel by bicycle*

- 1% of Sydney's residents cycle each day.
- The largest category of cycling trips is social/recreation purposes on both weekdays (45%) and weekends (70%).
- On weekdays the next largest categories are commuting to and from work (25%) and education (12%).
- Since 1991 there has been an increase in the share of commuting trips by bicycle on weekdays.



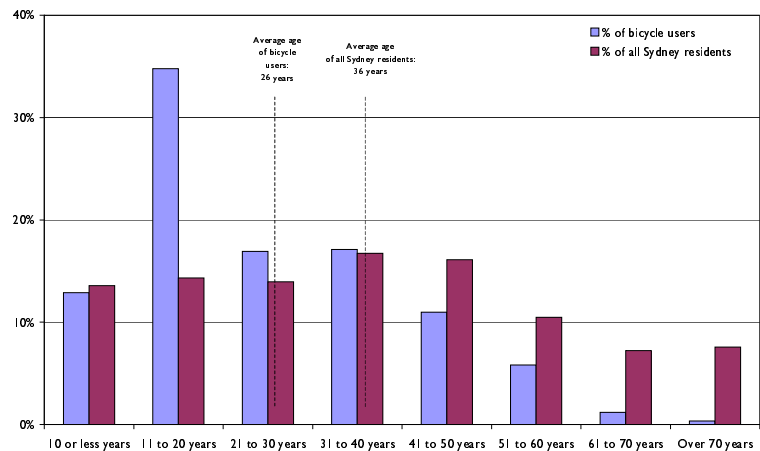
Duration of bicycle trips

- Bicycle trips tend to be longer on weekends than weekdays.
- The duration of the average bicycle trip is 17 minutes on weekdays and 23 minutes on weekends.
- Around one-third of bicycle trips are for 5 minutes or less.
- 8% of bicycle trips on weekdays are for more than half an hour compared to 20% on weekends.
- The duration of bicycle trips has increased slightly since 1991.



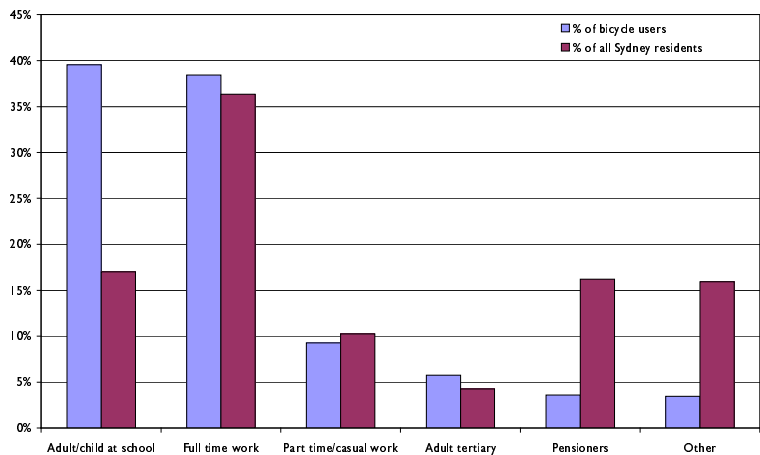
Age and gender of bicycle users

- In 1991, 1999 and 2000, 79% of bicycle users were male.
- People who use bicycles are younger on average than the total Sydney population.
- In 2000 about 35% of bicycle users were aged between 11 and 20 years, compared to 14% of all Sydney residents.
- The age profile of bicycle users was similar in 1991 and 1999.



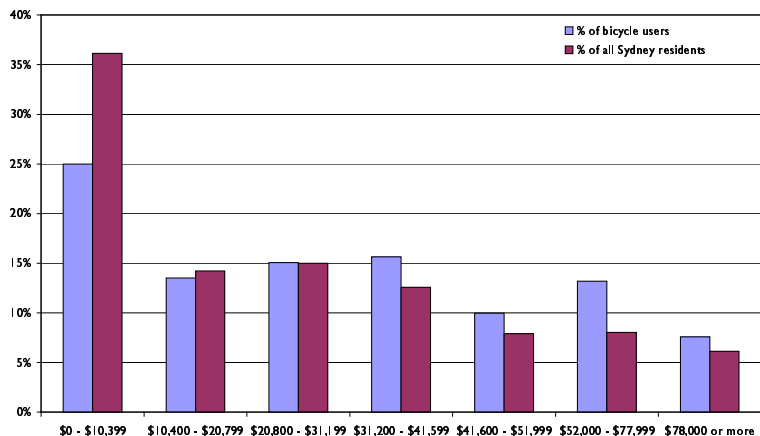
What do bicycle users do?

- School students are the largest group of bicycle users (40%) followed by full-time workers (38%).
- In 1991 the largest users of bicycles were also school students (38%) and full-time workers (31%).
- Only a small proportion of bicycle users are pensioners.
- 78% of bicycle users of licence holding age have a driver's licence, compared to 82% of Sydney's total population.



Income* of bicycle users

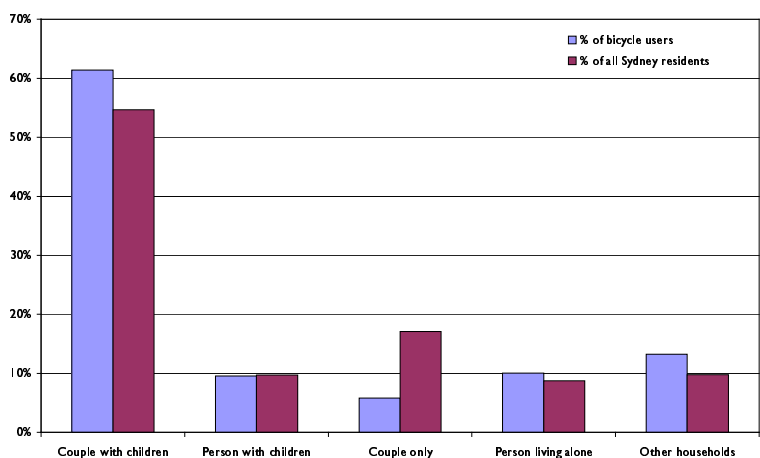
- On average bicycle users have higher incomes than Sydney's population as a whole. This pattern was also evident in 1991 and 1999.
- The median income of bicycle users aged 15 years and over is between \$20,800 and \$31,199 per annum, while the median for all Sydney residents of that age is between \$15,600 and \$20,799 per annum.



* Excludes people under 15 years

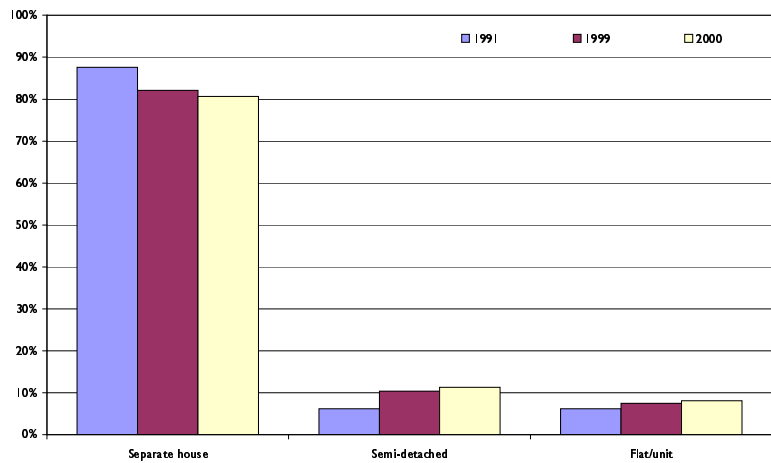
Family type of bicycle users

- 71% of bicycle users live in families with one or two parents and one or more children. Around 65% of all Sydney residents live in these type of households.
- 13% of bicycle users live in other types of households, such as group households, compared to 10% of all Sydney residents.
- The family type profile of bicycle users was also similar in 1991 and 1999.



Dwelling type of bicycle users

- In 2000 81% of bicycle users lived in free-standing houses, down from 88% in 1991.
- The proportion of bicycle users residing in flats or units increased from 12% in 1991 to 19% in 2000.
- These patterns reflect Sydney's changing housing profile.



Geographic analysis of bicycle ownership & use

- Overall bicycle ownership per household tends to be higher in outer Sydney than the inner areas.
- On average, workers living in Sydney's inner areas are more likely to travel to work by bicycle than workers living in the outer areas of Sydney.

Statistical Sub-division	Av. no. of bicycles per household	% of resident trips to work by bicycle*
Blacktown	0.7	0.3%
Other South Western	1.0	0.3%
Outer Western Sydney	1.3	0.6%
Central Western Sydney	0.7	0.4%
Fairfield-Liverpool	0.7	0.4%
Inner Sydney	0.5	1.7%
Eastern Suburbs	0.5	1.1%
Inner Western Sydney	0.7	0.5%
Canterbury-Bankstown	0.6	0.4%
St George-Sutherland	0.8	0.4%
Lower Northern Sydney	0.6	0.6%
Central Northern Sydney	1.1	0.3%
Northern Beaches	0.9	0.8%
Gosford-Wyong	1.1	0.5%
Total Sydney	0.8	0.6%

* TDC's 2001 Journey to Work data set

The Household Travel Survey

The Household Travel Survey (HTS) is the only large scale, comprehensive and continuous survey of the travel patterns of residents of the Greater Metropolitan Region.

Every year approximately 3,500 households (or 10,000 individuals) are interviewed about their travel on a particular day, with interviews spread across the whole year. Information on all travel and activities undertaken by all household members over a given 24 hour period are collected via face to face interview.

To maximise the statistical reliability of HTS results for a given year, each annual HTS estimate consists of three years of pooled HTS data weighted to the Estimated Resident Population from the Australian Bureau of Statistics.

The 2000 estimates in this paper are based on data from waves 2 to 4 of the HTS (1998/99, 1999/2000 and 2000/01) pooled together and weighted to represent travel by the 2000 Estimated Resident Population of Sydney.

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About this publication

This publication presents information on bicycle travel by people living in Sydney in 1991, 1999 and 2000. It updates "Cycling in Sydney" published in December 2000, which presented information on Sydney's bicycle use in 1991 and 1998.

The data for 1999 and 2000 presented in this publication are based on pooling 3 waves of data from the HTS, while the 1998 data presented in the previous publication was based on 2 waves of HTS data. As a result the 1999 and 2000 data sets are larger than the 1998 data set, and therefore provide outputs with smaller standard errors.

TDC has also refined some analysis techniques to further improve the accuracy of outputs. For example, the socio-demographic analysis in this publication is based on counts of people, while in the previous publication it was based on counts of trips.

For further information on the analysis in this publication

Contact the Transport Data Centre at Transport NSW:
Telephone (02) 9268 2858 Facsimile (02) 9268 2853
E-mail tdcdata@transport.nsw.gov.au
Website www.transport.nsw.gov.au/tdc

For further information on bicycle matters

Contact the RTA Bicycle Unit:
Telephone (02) 9218 6888 or 13 22 13
Email bicycles@rta.nsw.gov.au
Website www.rta.nsw.gov.au/bicycles.htm
For copies of *Bikeplan 2010* or free cycleway maps ring 1800 06 06 07

Acknowledgements

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