

# RAA Member Panel

## Active Transport Survey

In May 2019 RAA conducted an online survey to explore attitudes towards active transport and uptake in South Australia.

The survey was distributed via email, with responses collected from 2<sup>nd</sup> – 16<sup>th</sup> May 2019. The sample size was 1,015 individuals based on the total number of responses received.

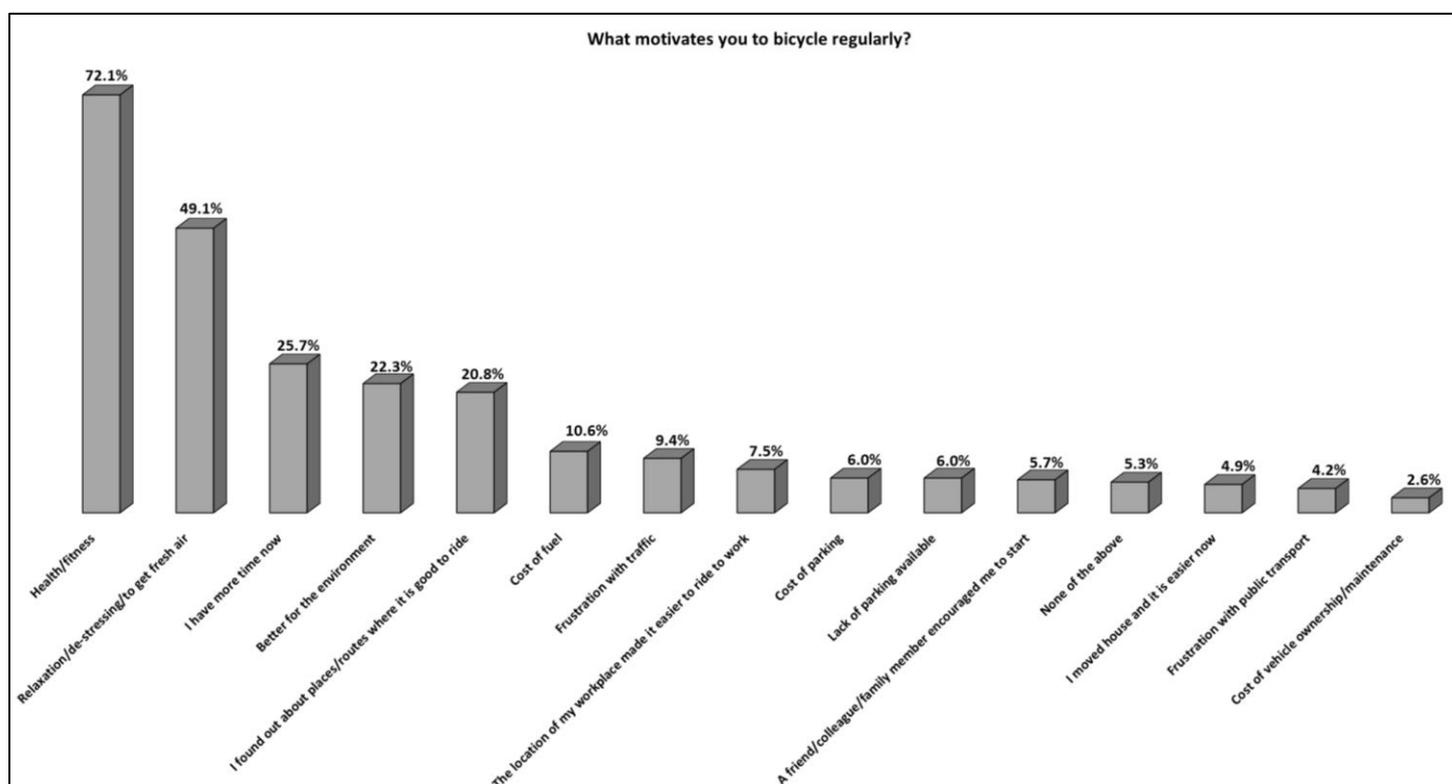
### Cycling

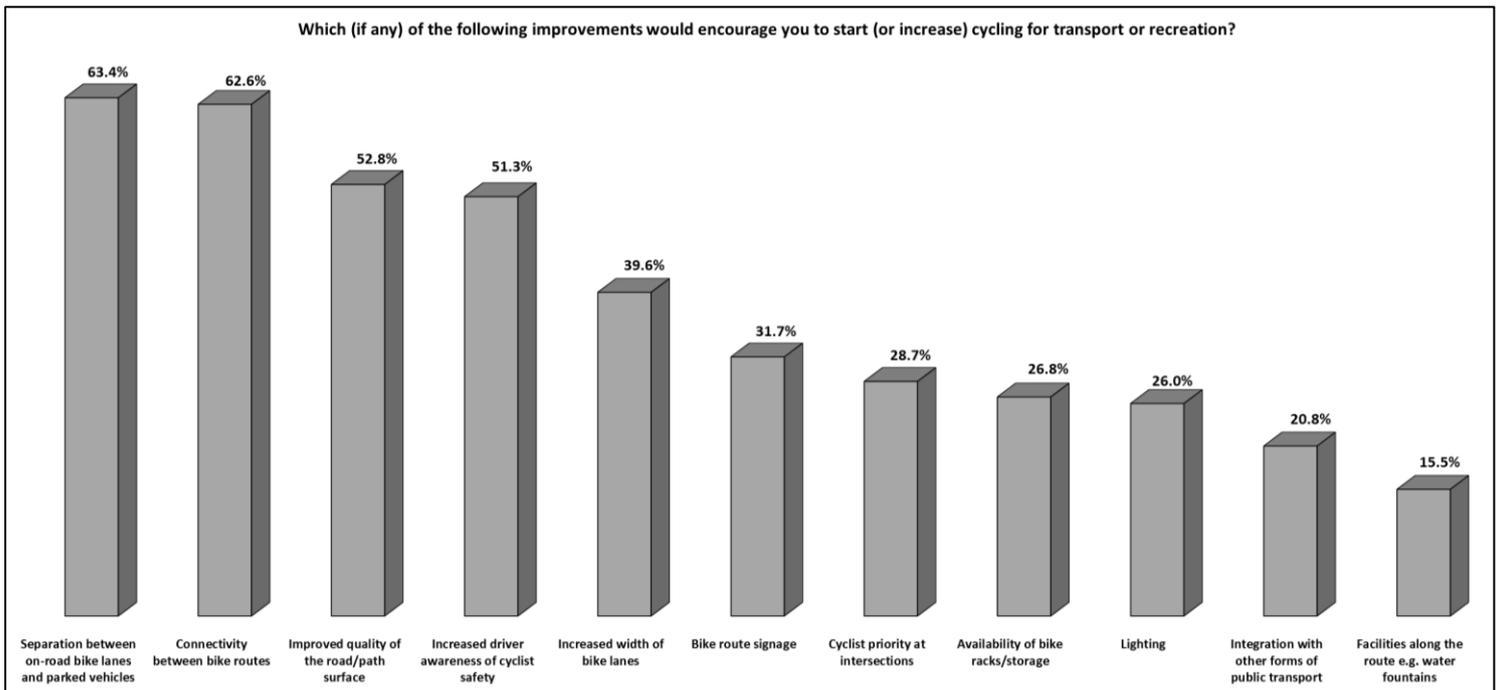
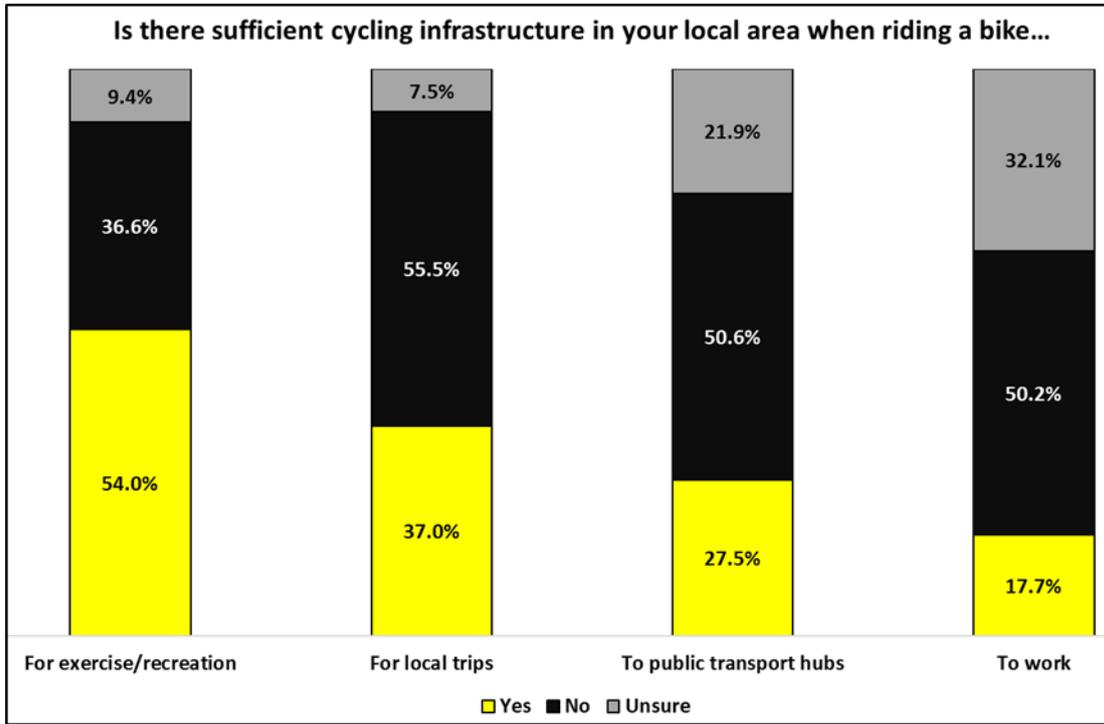
Most respondents who ride a bicycle do so for recreation (89%), while approximately a third (30%) ride their bicycle on local trips e.g. to the shops or to visit friends. Those who ride regularly are primarily motivated to do so for health and fitness (72%) and to relax (49%). Around 11% are motivated to cycle due to increasing fuel prices, and frustration with traffic congestion (9%).

Cyclists feel most comfortable riding on an off-road bike path, and least comfortable riding on a main road with no bike lanes. Cyclists rated their feelings of safety overall as 6.6 out of 10 (where 10 = extremely safe). This suggests that more could be done to facilitate safe cycling in South Australia.

In regards to the cycling infrastructure available in their local area, for most recreational cyclists the infrastructure is sufficient however, for local trips and commuting many feel there is insufficient cycling infrastructure available.

Many respondents indicated that separation between on-road bike lanes and parked vehicles would be the biggest improvement to cycling infrastructure, followed by greater connectivity between bike routes, improved quality of the road/path surface and increased driver awareness of cyclist safety.



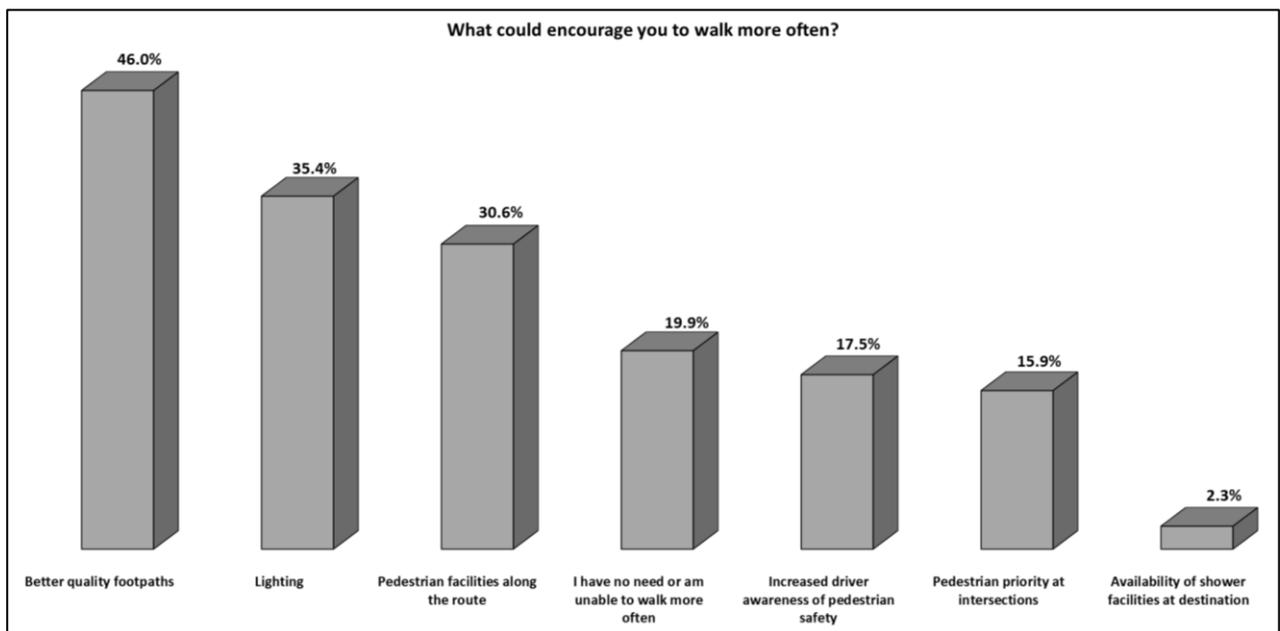
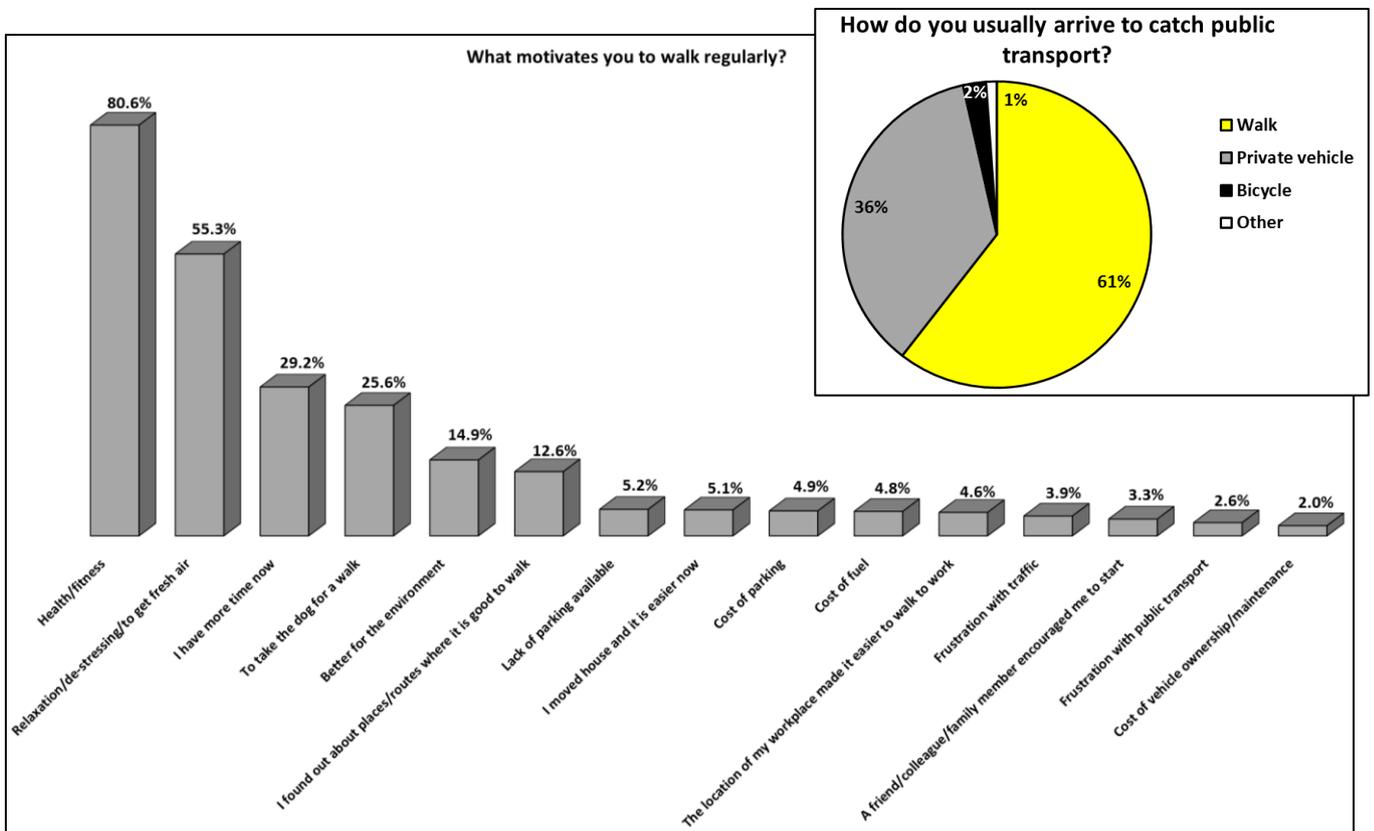


## Walking

Those who walked regularly (3+ times over the past week) indicated that they do so mainly for recreation (85%) or local trips (50%). Respondents indicated they are motivated to walk for health and fitness (81%) and relaxation (55%). Improvements to pedestrian infrastructure which may encourage these respondents to walk more often include better quality footpaths, lighting and pedestrian facilities along the route such as water fountains.

Respondents indicated that improvements could be made to their local area that would encourage greater uptake of walking, including: pedestrian signage, pedestrian lights/crossings and lighting along the route.

Those who use public transport were more likely to walk to the transport hub than arrive by any other means of transport.

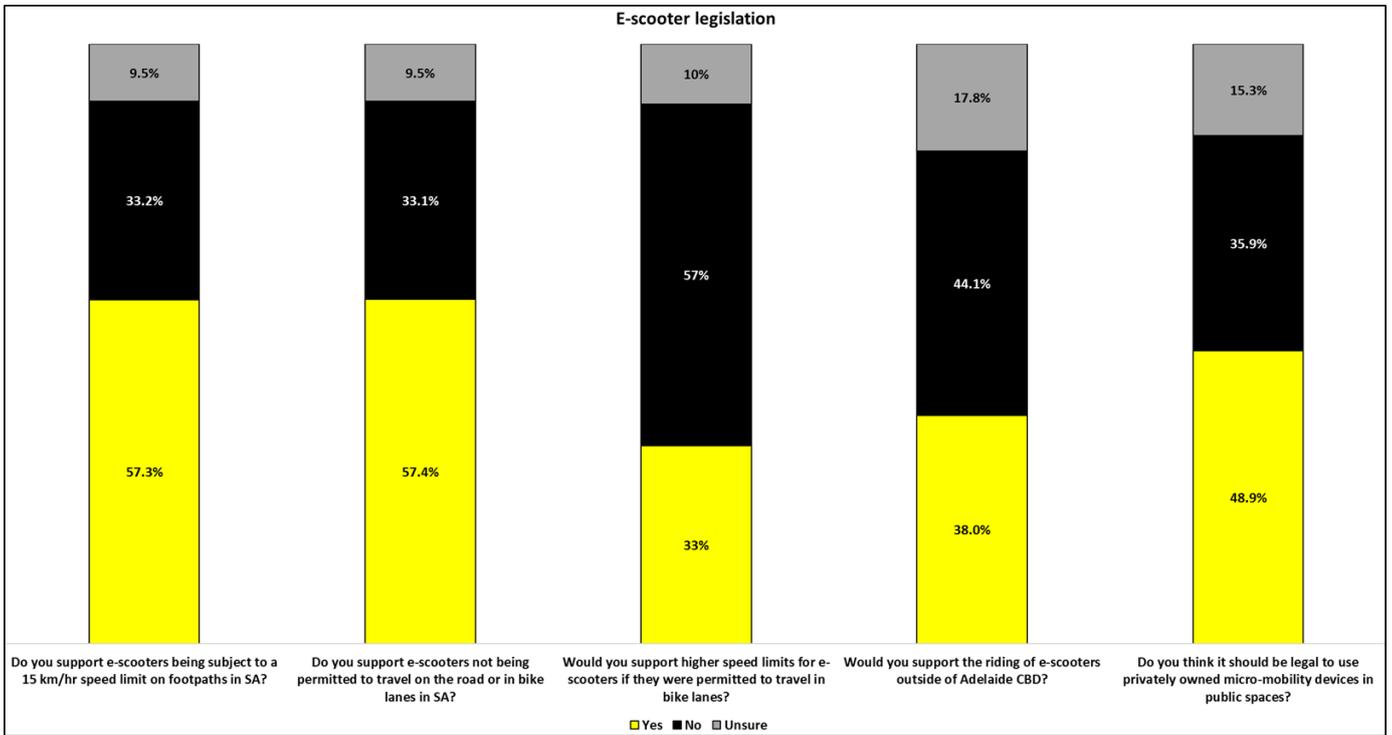


## E-scooters

Most respondents indicated they had not ridden an e-scooter in Adelaide CBD (98%), however 22% would be willing to ride one in the future.

Currently in South Australia e-scooters are subject to a 15 km/hour speed limit on footpaths, which is legislation supported by most respondents (57% support the current legislation). Similarly, most support the ban on e-scooters travelling in bike lanes and on the road. When asked whether they would support higher speed limits for e-scooters if they were permitted to travel in bike lanes, the majority were opposed to the idea, however most feel the bike lane is the most appropriate area for e-scooters to travel.

Riding of privately owned micro-mobility devices (such as Segways, e-scooters and electric skateboards) is not permitted in public spaces in South Australia. Most respondents (49%) feel that South Australians should be permitted to ride privately owned devices in public spaces, rather than only being able to hire them.



### Government funding for active transport

The biggest driver of public support towards government spending on active transport infrastructure was to ease congestion on the roads, followed by the public health benefits.

When asked whether they would support Government spending being redirected from road infrastructure towards cycling infrastructure, most people were opposed to the idea, however more support was shown towards funding pedestrian infrastructure projects.

