

Carlingford and Epping Travel Survey 2022

Report

6 July 2023

CONTENTS

SUMMARY OF RESULTS	1
BACKGROUND.....	2
OBJECTIVES.....	2
METHODOLOGY AND SAMPLE.....	2
2022 RESPONSE RATES	3
DEMOGRAPHICS.....	3
GLOSSARY	5
MAIN FINDINGS.....	6
CYCLING.....	6
Commuter cycling.....	6
Frequency of cycling	7
Perceived ease of cycling in local area.....	8
Barriers and motivators to cycling in the area	8
WALKING	10
Walking to work.....	10
Walking for exercise	10
Future walking intent.....	11
Perceived ease of walking	11
Impacts on ease of walking.....	12
Walking frequency and duration.....	13
Other forms of exercise	14
Impact of COVID-19 on recreational walking.....	15
INFRASTRUCTURE CHANGES.....	16
Awareness and usage of infrastructure	16
MODES OF WORK AND LEISURE TRAVEL.....	17
Usual work travel modes.....	17
COVID-19 effect on travel.....	18
Usual leisure travel modes.....	19
Car vs public transport travel	20
SAFETY PERCEPTIONS.....	20
SOCIAL CONNECTION	20
GREEN SPACES	21

SUMMARY OF RESULTS

Transport responses

- Modes of travel for work/ study have recovered – shifting back to public transport after falling away in 2021 (due to the resurgence of COVID-19 in June 2021 and the increased proportion of residents staying home).
- For travel to work/ study, and for recreational/ leisure travel, driving their car alone remained the most commonly-used mode overall. However, usage of this mode has progressively decreased in both usage and frequency over the years.

Physical activity responses

- There has been a significant increase in the number of participants who cycle for any purpose, as well as those cycling to work/ study.
- Although there has been a slight positive increase in those who perceive cycling around their neighbourhood as 'very easy', and a matching positive decrease in those who perceive it as 'not at all easy' there remains a proportion who perceive it as difficult (or dangerous). This is largely driven by the absence of available dedicated cycleways.
- The proportion walking to and from work has increased significantly since 2021.
- Those who reported walking for exercise or recreation (for at least 10 minutes continuously to get to and from somewhere) has increased slightly since 2021 and 2020, and is much higher than at baseline levels (2019).
- While the median frequency of walking has remained unchanged in 2022, the duration of these walks has become shorter. Comparatively, while the frequency of other forms of exercise has doubled, the duration of these sessions has also shortened.
- Future short term walking intent has decreased since 2021, and more long-term intent or walking for exercise has levelled off or remained static.
- Perceived ease of walking around the neighbourhood has remained fairly similar over the years, as have the factors stated as likely to improve or detract from the experience i.e. primarily the quantity, quality and maintenance of footpaths.
- Overall, awareness of some infrastructure improvements has improved. However, many residents remain unaware of any recent or past improvements that would facilitate cycling and/or walking around their local area.

Social responses

- Perceptions of safety when undertaking a variety of activities during the day have dropped back down to 2020 levels, after seeing an improvement in 2021. However, feelings of safety when walking around at night have improved significantly.
- Residents showed an enhanced appreciation of the canopy cover in the local area and proximity to local shops.
- Most positive social connectivity indicators improved slightly, except for observation of their neighbourhoods' diversity, and of children playing on the street.

BACKGROUND

OBJECTIVES

The City of Parramatta (CoP) and the Centre for Population Health (CPH), Western Sydney Local Health District (WSLHD) worked in collaboration on this study. The primary objective was to explore the extent to which local pedestrian and cyclist infrastructure improvements have on the transport choices, physical activity levels and social outcomes of residents in the Epping and Carlingford suburbs.

METHODOLOGY AND SAMPLE

A baseline survey was conducted in September 2019, and the survey has since then been repeated annually (in October and/or November). All four waves since 2019 utilised the same methodology – i.e., an online survey approximately 15 minutes in duration, and posing a mix of closed and open questions.

The study was limited to adults (aged 18 years and older) and specific to residents in the suburbs of Epping and Carlingford within a defined study area.

Map of defined study area



Several communication channels were activated to reach as many community members within the targeted area as possible. Communications and engagement activities across each year included:

- targeted letter box drops to the residents
- the City of Parramatta website where the project sat as a banner item during the fieldwork period
- the Participate Parramatta Community newsletter which went out and
- City of Parramatta social media.

2022 RESPONSE RATES

More than 780 surveys were commenced (88 terminated as not eligible due to location or age, 428 partial completes), with 264 validated completed surveys received including 62 in Simplified Chinese and 8 in Korean.

The average time taken to complete the survey was 12.29 minutes

	2019	2020	2021	2022
Survey fieldwork dates	9 Sep-30 Sep 2019	26 Oct-20 Dec 2020	9 Oct-15 Nov 2021	Nov-5 Dec 2022
Total submissions	720	450	577	352*
Submissions excluded - for living outside of the target area or aged below 18 years	102	103	226	88
Valid submissions - received via Council's engagement portal and other City of Parramatta channels	618	347	351	264

*610 submissions disqualified and excluded from total counts in 2022 due to bot generated activity

DEMOGRAPHICS

In 2022 we achieved a lower response from males relative to all previous years, but we did achieve an improved response from the traditionally harder to reach youngest age group.

We also achieved a higher proportion of surveys done in-language amongst the Chinese-Australian community, and number of people identifying as living with a disability.

Demographics	2019	2020	2021	2022
Gender				
Male	49%	47%	46%	39%
Female	48%	52%	54%	59%
PNTA/ Other	3%	1%	0%	2%
Age				
18-34	31%	26%	22%	30%
35-49	36%	41%	41%	37%
50-64	20%	19%	22%	19%
65+	13%	14%	15%	15%
Language				
English	85%	92%	86%	73%
Simplified Chinese	12%	7%	11%	23%
Korean	3%	1%	3%	3%
Disability				
Yes	2%	4%	4%	5%
No	96%	96%	95%	90%
PNTA	1%	1%	2%	5%
Base size	n=618	n=347	n=351	n=264

PNTA = Prefer not to answer

Q1 Location – please select the street you live on:

Street Name	2019	2020	2021	2022
Angus Ave	0.81%	1.73%	0.57%	1.52%
Audine Ave	0.16%	1.15%	0.57%	2.27%
Barellan Avenue	2.59%	1.73%	2.85%	3.03%
Boronia Avenue	1.62%	1.73%	1.71%	3.03%
Boundary Road	2.27%	2.59%	2.85%	4.17%
Brooklyn Crescent	0.49%	0.58%	0.28%	0.76%
Carlingford Road	9.39%	10.09%	11.97%	10.23%
Cassandra Pl	0.00%	0.29%	0.00%	0.38%
Chelmsford Avenue	0.81%	0.00%	1.42%	0.38%
Cottee Drive	1.94%	1.15%	1.14%	2.27%
Cumberland Street	0.81%	0.58%	1.14%	1.14%
Dalmar Place	0.49%	0.58%	0.85%	2.27%
Donald Street	1.46%	1.73%	2.56%	2.65%
Dunlop Street	2.91%	3.17%	3.70%	4.17%
Edenlee Street	0.49%	0.29%	0.28%	3.41%
Eighth Avenue	0.16%	0.29%	0.57%	0.38%
Elsmore Place	0.32%	0.58%	0.28%	1.14%
First Avenue	0.49%	0.00%	1.71%	0.76%
Francis Street	0.16%	0.00%	0.00%	0.38%
Freeman Place	4.21%	2.31%	2.85%	1.89%
George Street	1.29%	1.44%	1.42%	1.89%
Grimes Lane	0.00%	0.00%	0.00%	0.00%
Hakea Place	0.00%	0.00%	0.57%	0.38%
Hepburn Avenue	0.32%	0.29%	0.28%	0.00%
Hermington Street	2.43%	3.75%	2.56%	1.89%
James Street	2.27%	3.46%	4.27%	1.89%
Jenkins Road	5.50%	2.31%	1.42%	3.03%
Kay Street	1.13%	0.58%	0.57%	0.38%
Keeler Street	7.28%	8.36%	7.98%	3.79%
Lewis Street	0.49%	1.15%	0.57%	0.00%
Lloyds Avenue	2.27%	2.02%	0.28%	0.76%
Lomax Street	0.32%	0.58%	0.00%	1.14%
Madison Avenue	0.81%	0.58%	0.28%	0.00%
Manhattan Court	0.16%	0.00%	0.00%	0.00%
Mars Street	0.65%	0.86%	0.28%	0.00%
Marsden Road	3.40%	2.88%	1.71%	1.52%
Meredith Street	0.00%	0.00%	0.00%	0.38%
Midson Road	1.46%	2.31%	3.70%	1.52%
Moseley Street	0.49%	1.44%	0.85%	0.00%
Mulyan Avenue	0.00%	0.00%	0.28%	0.00%
Neil Street	0.49%	1.15%	0.57%	0.38%
Orchard Street	1.94%	2.02%	1.71%	1.52%
Park Street	0.97%	0.29%	0.28%	0.38%
Parklea Place	0.00%	0.00%	0.00%	0.00%
Paul Place	0.00%	0.00%	0.00%	1.52%
Pennant Hills Road	4.85%	4.32%	4.27%	3.41%
Pennant Parade	2.59%	2.88%	2.28%	1.89%
Post Office Street	6.80%	5.19%	5.98%	7.95%
Rickard Street	0.65%	0.29%	0.00%	1.14%
Ryde Street	2.10%	0.86%	0.28%	0.38%
Second Avenue	0.16%	0.29%	0.00%	0.76%
Shirley Street	2.27%	1.15%	1.71%	1.14%
Staten Place	0.32%	0.00%	0.00%	0.00%
Talinga Street	0.97%	1.15%	1.14%	0.38%

Tanderra Avenue	0.32%	0.29%	0.00%	0.00%
Thallon Street	4.05%	5.76%	8.26%	4.92%
Third Avenue	1.62%	3.17%	1.99%	1.89%
Tomah Street	2.10%	1.44%	0.85%	0.76%
Willoughby Street	1.62%	2.31%	1.71%	2.65%
Wyralla Avenue	1.29%	0.86%	0.85%	1.52%
Young Road	3.07%	4.03%	3.70%	2.65%
Base size	n=618	n=347	n=351	n=264

GLOSSARY

- **Participants** = refers to those residents who completed the survey
- **Base size** = refers to the number of participants answering each question
- **%** = percentage
- **PP** = percentage points
- **PP diff** = percentage points difference
- **PNTA** = prefer not to answer
- **Vs** = versus
- **Plus (+) vs (-) signs** = increase or decrease in percentage points from 2021 to 2022
- **Red vs green + or – signs** = red illustrates a negative increase or decrease, whereas green illustrates a positive increase or decrease
- **Median** = refers to the most central value in a list of numbers. Best for measuring frequency or duration as shows that 'typically' people walk 4 times per week rather than being distorted by extreme outliers such as the one person training for a marathon who walks multiple times a day or for extended periods.
- **Mean** = the average number i.e. all numbers provided by participants are added together then divided by same number of participants. Best for illustrating overall levels of agreement or satisfaction when using a 5- or 10-point scale.
- **Significant** = use of the word 'significant' denotes a statistically significant change

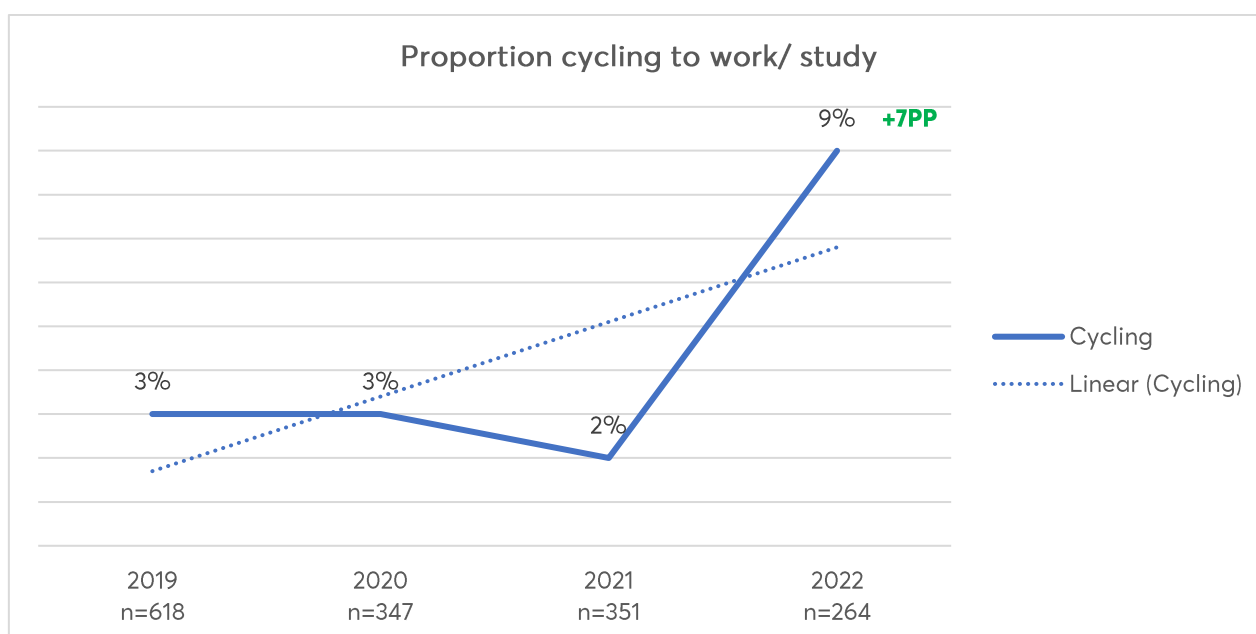
MAIN FINDINGS

CYCLING

Commuter cycling

A significantly larger proportion of participants stated they cycled to work or study in 2022 – up seven (7) percentage points (PP), from 2% in 2021 to 9% in 2022.

Q11a. How do you usually travel to and from work or study?



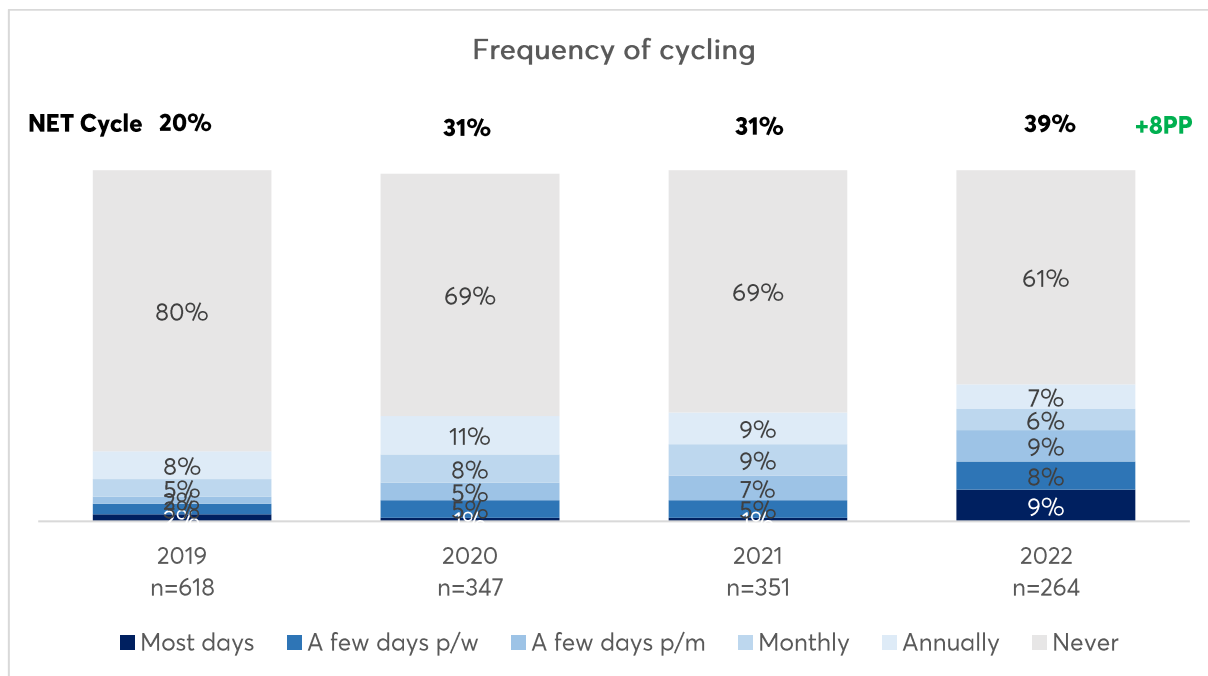
Q11a. How do you usually travel to and from work or study?

Mode of travel to work/ study	2019	2020	2021	2022	*PP diff vs 2021
Cycling	3%	3%	2%	9%	+7%
Base size	n=618	n=347	n=351	n=264	

*Coloured PP figures in final column denote a positive (green), negative (red) or neutral (black) outcome

Frequency of cycling

There has been a distinct increase in the number of participants who claim to cycle overall for any purpose (+8PP) as well as their stated frequency - with the biggest jump occurring amongst those who cycle 'most days' (also +8PP since 2021).



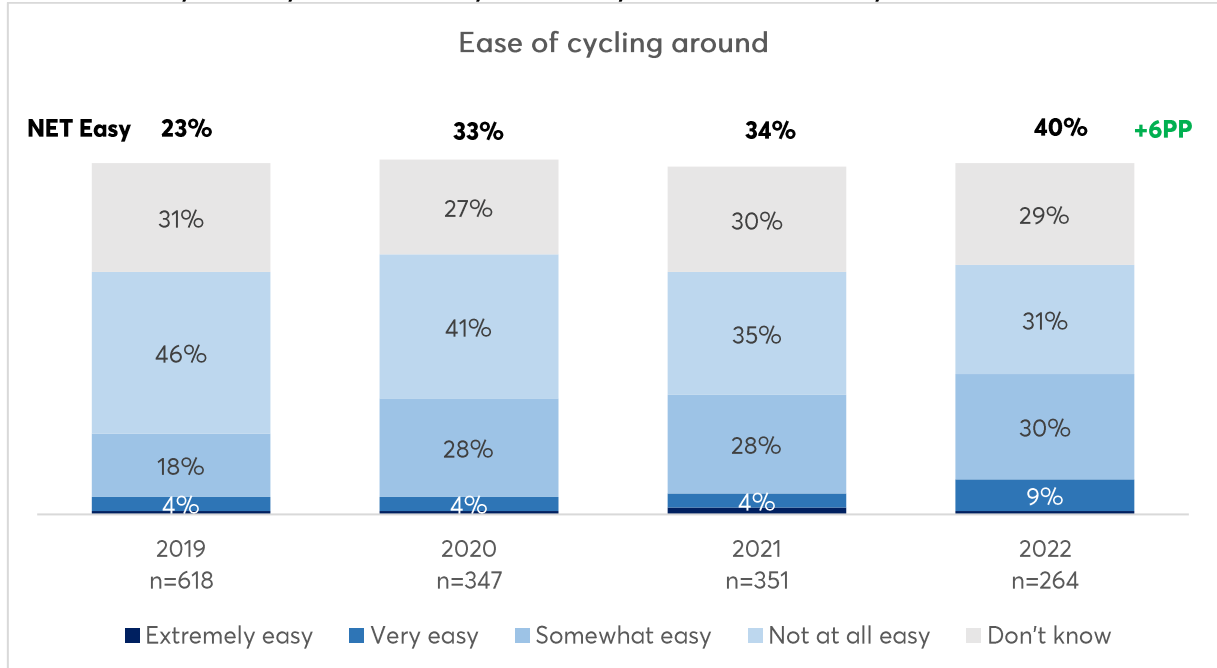
Q15. Currently, how often do you usually travel by bicycle for any purpose?

Frequency of cycling	2019	2020	2021	2022	PP diff vs 2021
NET EVER CYCLE	20%	31%	31%	39%	+8%
Most days	2%	1%	1%	9%	+8%
A few days per week	3%	5%	5%	8%	+3%
A few days per month	2%	5%	7%	9%	+2%
Once a month or less	5%	8%	9%	6%	-3%
At least once in the last year	8%	11%	9%	7%	-2%
NET NEVER CYCLE	80%	69%	69%	61%	-8%
<i>Base size</i>	<i>n=618</i>	<i>n=347</i>	<i>n=351</i>	<i>n=264</i>	

Perceived ease of cycling in local area

Perceived ease of cycling around the neighbourhood has seen an improvement - with a 5PP increase in those stating it as 'very easy' compared to 2021. In 2022, there was also a 4PP reduction in those stating it as 'not at all easy' to cycle. Around the same proportion (29%) stated that they don't know whether it is easy or not.

Q14a. How easy is it for you to ride a bicycle around your local area where you live?



Ease of cycling around	2019	2020	2021	2022	PP diff vs 2021
NET EASY	23%	33%	34%	40%	+6%
Extremely easy	1%	1%	2%	1%	-1%
Very easy	4%	4%	4%	9%	+5%
Somewhat easy	18%	28%	28%	30%	-2%
Not at all easy	46%	41%	35%	31%	-4%
Don't know	31%	27%	30%	29%	-1%
Base size	n=618	n=347	n=351	n=264	

Barriers and motivators to cycling in the area

The few participants who considered cycling around 'easy' acknowledged the presence and positive impact of having dedicated cycleways.

Dedicated cycle paths, lanes, clearly marked.

The closest one is the Epping west park which is not bad. But that's only the safest place to ride. Otherwise can't ride on the street

The streets are wider in our neighbourhood.

There is a dedicated cycleway provided in the area.

The range of reasons why cycling around their local area was considered 'challenging' remained relatively consistent. However, concerns revolving around safety have increased – with participants believing it is too dangerous given the increasing traffic volumes and lack of dedicated cycleways.

The summary of concerns raised by participants included:

- Feels unsafe/ it's too dangerous
- Distinct absence of dedicated bike lanes
- Conflict with pedestrians on shared footpaths
- Volume and/or speed of traffic plus inconsiderate car drivers
- Narrow roads/ no room to pass and obstruction caused by parked cars
- Disruptive construction work
- Lack of signage/ way finding
- Hilly terrain
- Not confident/ comfortable cycling and/or don't own a bicycle.

Where are the bike lanes? I would ride a bike if it was safe to

Roads are really narrow for the amount of cars especially Thallon St and Post Office Road. Lots of uphill. No bicycle paths or wide shared footpaths. Roads unmarked - no lines to divide road sides. No lines to mark car park spaces. Speeding on 50km roads because no visible road speed signs so dangerous for bicycles.

Not a lot of bike paths and where there are they stop and finish. Not always safe to be on the road.

Paramatta Council paints the outline of a bike on 50km/hour roads and calls it a cycle path while other cities make more effort to separate cycles/scooters etc from motor vehicles on streets over 30km/hour. Willoughby St is a cyclists' accident blackspot waiting to happen.

There isn't any bicycle lanes on Carlingford Road, and there are too many hills so it is more for experienced cyclist in my opinion.

Shared footpath with pedestrian, no allocated section pathway for bike to get to Parramatta Park.

There are no dedicated bike lanes, and parallel to pedestrians or cars is a bit dangerous.

There is no bicycle track and no space to ride bicycle.

No specific path for bicycles makes it not so easy to ride.

No bike path. It would be nice to open the path along the light rail.

No dedicated cycling lane, scared of being run over by a car!

No bike path. Riding on footpath with driveways is dangerous and hilly.

No bike lanes/ No bike path/ No bike paths/ No cycling lane/ No designated cycling lines.

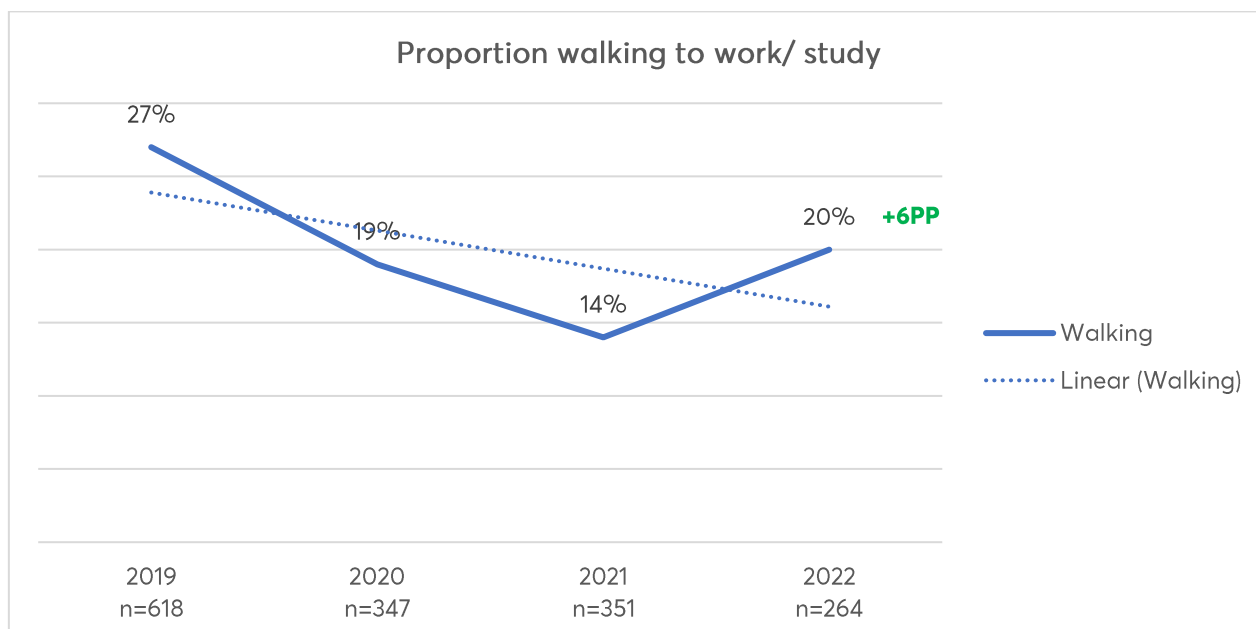
No designated path. Not bike friendly/ no exclusive cycling lane, not safe./ No footpaths or designated bike lanes/ There is no bike path in the area/ There is no safe passage.

There are no bike lanes and the road is uneven

WALKING

Walking to work

A significantly larger proportion of participants stated they walked to work or study in 2022 – up six (6) percentage points (PP), from 14% in 2021 to 20% in 2022.



Q11a. How do you usually travel to and from work or study?

Mode of travel to work/ study	2019	2020	2021	2022	*PP diff vs 2021
Walk	27%	19%	14%	20%	+6%
Base size	n=618	n=347	n=351	n=264	

*Coloured PP figures in final column denote a positive (green), negative (red) or neutral (black) outcome

Walking for exercise

The proportion who walked for exercise or recreation (for at least 10 minutes continuously to get to and from somewhere) has inched up slightly since 2021 and 2020 (1PP respectively), following the initial leap (of 9PP) since 2019.

Q6. In the last week, did you walk for at least 10 minutes continuously to get to and from place to place, for exercise or recreation?

Walking for exercise/ recreation	2019	2020	2021	2022	PP diff vs 2021
Yes	75%	84%	85%	86%	+1%
No	24%	16%	15%	14%	-1%
Don't know	2%	0%	0%	0%	-
Base size	n=618	n=347	n=351	n=264	

Future walking intent

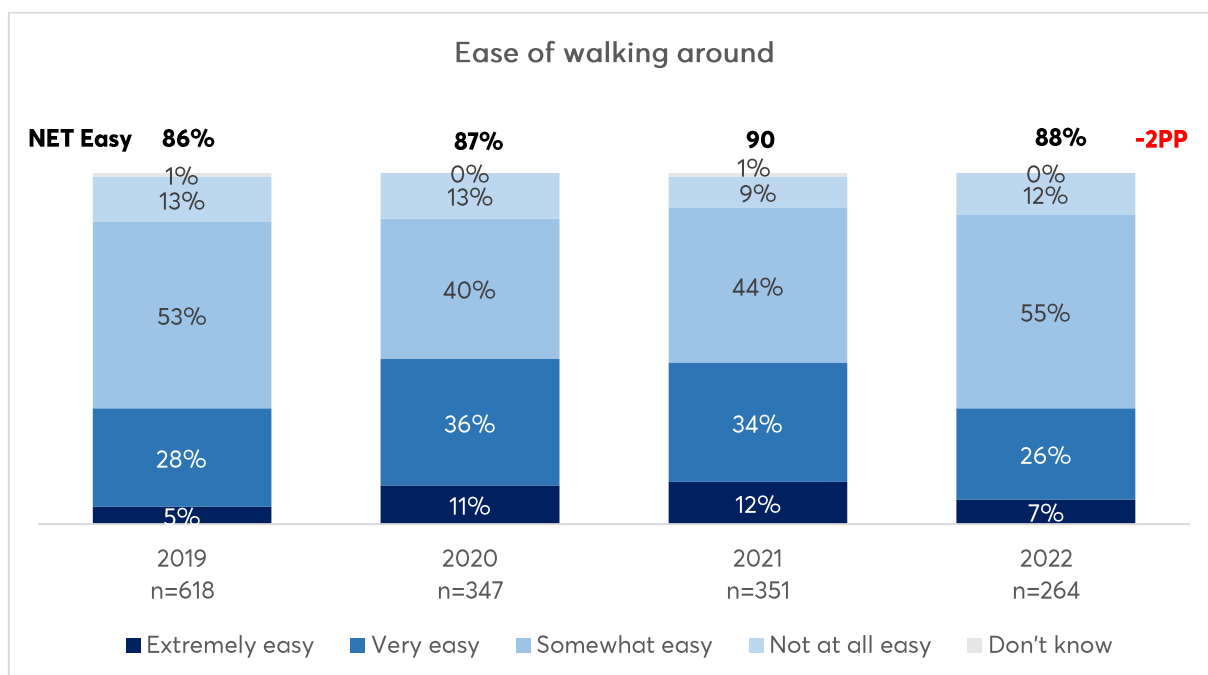
Intent to walk more in the immediate future has declined (by 4PP) relative to the peak experienced in 2021. However, the level of intent is still up and improved since the baseline study in 2019. Similarly, the intent to walk more in the more distant future is also down (only 1PP though) but is still more favourable than observed at baseline.

Q5. Which statement best describes your intention about walking right now?

Future walking intent	2019	2020	2021	2022	PP diff vs 2021
I do not intend to walk more than I have been over the last week	43%	32%	27%	32%	+5%
I intend to walk more over the next month than I have been over the last week	36%	42%	47%	43%	-4%
I intend to walk more sometimes over the next six months than I have been over the last week	21%	27%	26%	25%	-1%
Base size	n=618	n=347	n=351	n=264	

Perceived ease of walking

Most participants rate it as 'somewhat easy' (55%) to walk around their local neighbourhood. However, overall perceived ease of walking declined (by 2PP) in 2022. This comes after a progressive increase in positive perception in both 2020 and 2021 where participants were more likely to rate it as 'very or extremely easy'.



Q13a. How easy is it for you to walk around your local area i.e. the neighbourhood where you live?

Ease of walking around	2019	2020	2021	2022	PP diff vs 2021
NET Easy	86%	87%	90%	88%	-2%
Extremely easy	5%	11%	12%	7%	-5%
Very easy	28%	36%	34%	26%	-8%
Somewhat easy	53%	40%	44%	55%	+11%
Not at all easy	13%	13%	9%	12%	+3%
Don't know	1%	0%	1%	0%	-1%
Base size	n=618	n=347	n=351	n=264	

Impacts on ease of walking

Factors impacting on participants' perceived ease of walking around the neighbourhood remain consistent over the years. Those seen as improving ease of walking included primarily the presence, planning, quality and maintenance of footpaths. Footpath maintenance appears to have become more critical recently, given the frequency and intensity of rain in 2022 and the resulting potholes, erosion or muddy banks.

- simply having a footpath!
- well maintained footpaths / clear of litter/ illegal dumping and parked cars
- footpaths set further away/ inwards from a busy road (for kids' safety)
- flat, even, wide footpaths
- well planned/ interconnected footpaths
- clear signage and pedestrian vs cycling separation
- living in close proximity to parks and shops.

No problems/ All convenient/ All good.

All streets have a footpath/ the new footpaths are helpful.

Easier - trees so shade, reasonably safe, outside main transport route harder - slopes and incline of roads.

It's been easier. We have more footpaths around the neighbourhood.

Good footpaths, minimal grade changes, general feeling of safety due to people around, good public transport, houses overlooking the street, I don't have to walk in main roads.

Most of the time it's easy to get to shops. Walking to the local park down the road is fairly easy now that I don't have to push the pram anymore. But there is no concrete footpath for part of the street on either side, so it can be a bit more challenging for those with prams or compromised mobility.

No real issues for me in my area, my issue is I have a sore knee i.e. arthritis which is the only factor making walking harder.

There are good footpaths near my house, but from my house there is no footpath. We need one to connect to the main Dunlop St. Our street is divided by a grassy patch, which is difficult to cross when not maintained.

Footpath makes it easier for walking.

Flat, pretty good footpaths. Lighting not ideal at night though in some nearby areas.

Parks are close and Carlingford Court is across the road from home.

There are plenty of short walks in my area.

In addition, many offered feedback and suggestions regarding the issues that hamper or deter them from walking around. Besides the availability, quantity and quality of footpaths, there was mention of traffic, construction, lighting, terrain and vegetation:

- no footpaths or existing ones are uneven, unpaved, one-sided, too narrow
- encroachment from overgrown or overhanging trees surrounding footpaths or unpaved/ unkempt grass areas make it hard to navigate
- want more or better street/ path lighting to aid walking at night
- insufficient tree canopy/ shade over footpaths during heat of the day

- too many cars/ high traffic volumes
- too many pedestrians and/or cyclists on the footpaths
- having lower speed limits enforced or quieter/ side roads
- long wait times at traffic lights and lack of safe crossings on busy roads
- ugly or obstructive construction work and associated dust/ dirt/ debris
- challenging terrain i.e. hilly/ steep inclines.

It would make walking easier if:

- There were better lighting at night

- There was more shades in daytime

Lack of pedestrian crossing light on Carlingford Rd and Marsden Rd.

Limited footpaths, construction and lots of cars which makes it difficult to cross the road at times

Lot of apartments construction. Cars parked, bus stop away from home

Marsden Rd is very busy since the opening of the North Connex tunnel, and the stretch of road near Carlingford Primary School and the water tanks is treacherous with no safety fences (very lucky there hasn't been an accident yet, I've seen some close calls with primary school kids almost running onto the road). Also, there is not enough safe crossings along Marsden or Pennant Hills Road for pedestrians.

Sometimes, cars park in footpath and it makes it so hard to use the footpath. These cars are often work/ construction/ service cars who are inside the buildings for job, not just patrons.

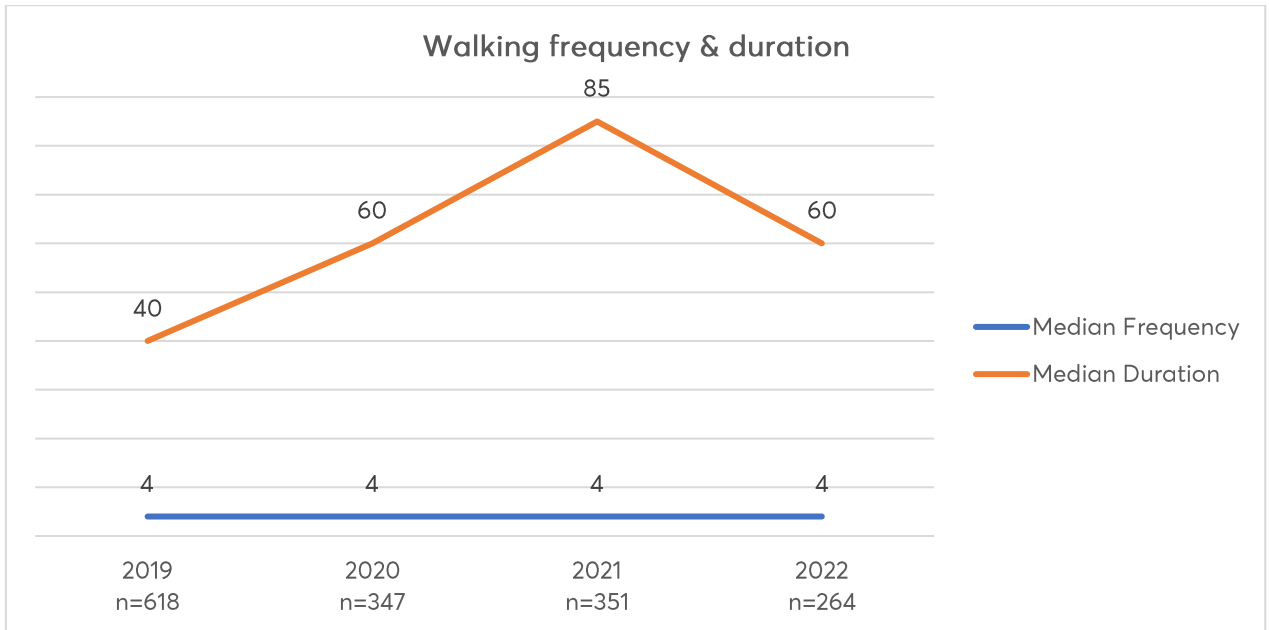
Potholes, construction work, uneven footpaths, footpaths not straight but slanted.

Walking frequency and duration

As mentioned earlier under 'Walking for exercise', in 2022 86% of participants confirmed walking for at least 10 minutes continuously for exercise or recreation in the previous week. Amongst these participants:

- The median frequency of walking in 2022 was four (4) times per week. This is consistent with the 2021 median of four (4) times per week.
- The median duration of walking in 2022 was 60 minutes. This is down from the median of 85 minutes in 2021.

In summary, while the frequency of walks has remained unchanged since baseline, the duration of these walks has fluctuated. And although 2022 sees a reduction of 25 minutes, this is still 20 minutes longer than what was observed in 2019.



Walking frequency & duration	2019 Median	2020 Median	2021 Median	2022 Median	Change vs 2021
q7: How many times did you walk in this way? (Please estimate the number of times e.g. 2 times this week)	4.00	4.00	4.00	4.00	0
q8: How much time did you spend walking in this way in the last week? (Please estimate the total time e.g. 30 minutes total in the last week)	40.00	60.00	85.00	60.00	-25

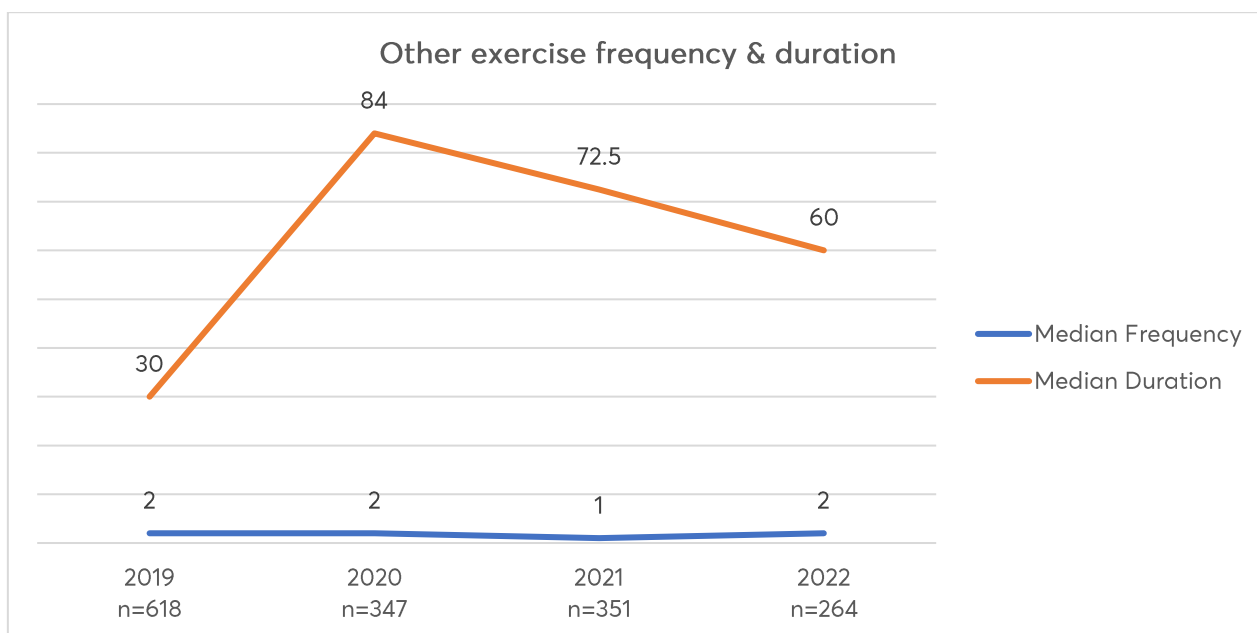
Participants are however, still walking twice as much as they are exercising. They are walking for exercise and/or recreation four (4) times a week whereas they are engaging in other forms of exercise twice (2 times) per week (as detailed below).

Other forms of exercise

The median frequency of undertaking other forms of exercise in 2022 was two (2) times per week. This included exercises such as swimming, running, tennis, golf, tai chi, soccer, circuit class or gym. The frequency has doubled since 2021 with the median increasing from once to twice a week.

The median duration of other forms of exercise was 60 minutes (1 hour) in 2022. The duration has reduced since 2021 and down from a median of 73 minutes (1 hour and 13 minutes).

In short, participants appear to be exercising more often than before, albeit for shorter bursts.



Other exercise frequency & duration	2019 Median	2020 Median	2021 Median	2022 Median	Change vs 2021
q9: In the last week, how many times did you do any other physical activity (aside from walking for exercise or recreation), which lasted 10 minutes or more? (E.g. swimming, running, social tennis, golf, tai chi, soccer, circuit class or other gym activity)	2.00	2.00	1.00	2.00	+1
q10: How much time did you spend doing this activity in the last week? (Please estimate the total time e.g. 30 minutes total in the last week)	30.00	84.00	72.50	60.00	-25

Impact of COVID-19 on recreational walking

Almost two-fifths (38%) stated that their walking for exercise had increased either a little or much more since the second outbreak of COVID-19 back in June 2021. This is however significantly less than the 54% that originally stated doing so (i.e. increased walking for exercise in the 2021 survey which occurred shortly after the event). Reassuringly fewer participants (-4PP) stated walking 'much less' since then.

Q8a: Has the time you spent walking for exercise or recreation changed since the COVID-19 outbreak in June 2021?

Changes since COVID-19	2021	2022	PP diff vs 2021
Much more	32%	16%	-16%
A little more	22%	22%	-
About the same	22%	38%	+16%
A little less	8%	13%	+5%
Much less	16%	12%	-4%
Base size	n=351	n=264	

INFRASTRUCTURE CHANGES

Awareness and usage of infrastructure

Consistent with 2021, awareness was highest of the 'new pedestrian crossing and cyclist crossing in Midson Road at Wyralla Avenue'. This was followed by awareness of the 'upgraded traffic signals at Terry Road and Midson Road'.

There was an increase in awareness for four of the 12 infrastructure improvement projects first listed in 2021.

In terms of awareness of the three newly-listed items in 2022, the 'new uphill bike lane in Keeler Street' achieved the most mentions (supporting the earlier finding that more residents are cycling, noticing and appreciate cycleways).

Q18. Please select which new infrastructure changes you are aware of in your local area:

Q19. Please select which of the new infrastructure changes you have used in your local area?

New infrastructure awareness vs usage	2021 Aware	2021 Used	2022 Aware	2022 Used	PP diff vs 2021 on Aware
New pedestrian crossing and cyclist crossing in Midson Road at Wyralla Avenue	21%	27%	20%	15%	-1%
Upgraded traffic signals at Terry Road and Midson Road	14%	21%	17%	9%	-3%
New shared path on Marsden Road	11%	12%	16%	13%	+5%
<i>New uphill bike lane in Keeler Street</i>	-	-	14%	6%	NA
New footpaths on Dunlop Street	19%	29%	13%	17%	-6%
New footpaths on Hepburn Avenue	10%	15%	13%	9%	+3%
New shared path in Talinga Park	17%	22%	12%	13%	-5%
Upgraded footpath between Barallen Avenue and Pennant Parade	15%	23%	12%	10%	-3%
New footpaths on Third Avenue	12%	20%	12%	11%	0%
New footpaths on Cumberland Street	9%	11%	11%	7%	+2%
Improved pedestrian crossings in Essex Street at Pembroke and in Pembroke at Essex.	5%	5%	11%	9%	+6%
New footpaths on Chelmsford Avenue	10%	14%	9%	11%	-1%
Improved pedestrian crossing of Evans Road at Pennant Hills Road	10%	7%	7%	7%	-3%
<i>New footpaths at Larry Bolitho Reserve</i>	-	-	6%	4%	NA
<i>Replacement pedestrian and cyclist bridge under construction near Terrys Creek at Pembroke Street</i>	-	-	5%	5%	NA
None aware/ None used	46%	20%	36%	20%	
Base	n=351	n=155	n=264	n=168	

MODES OF WORK AND LEISURE TRAVEL

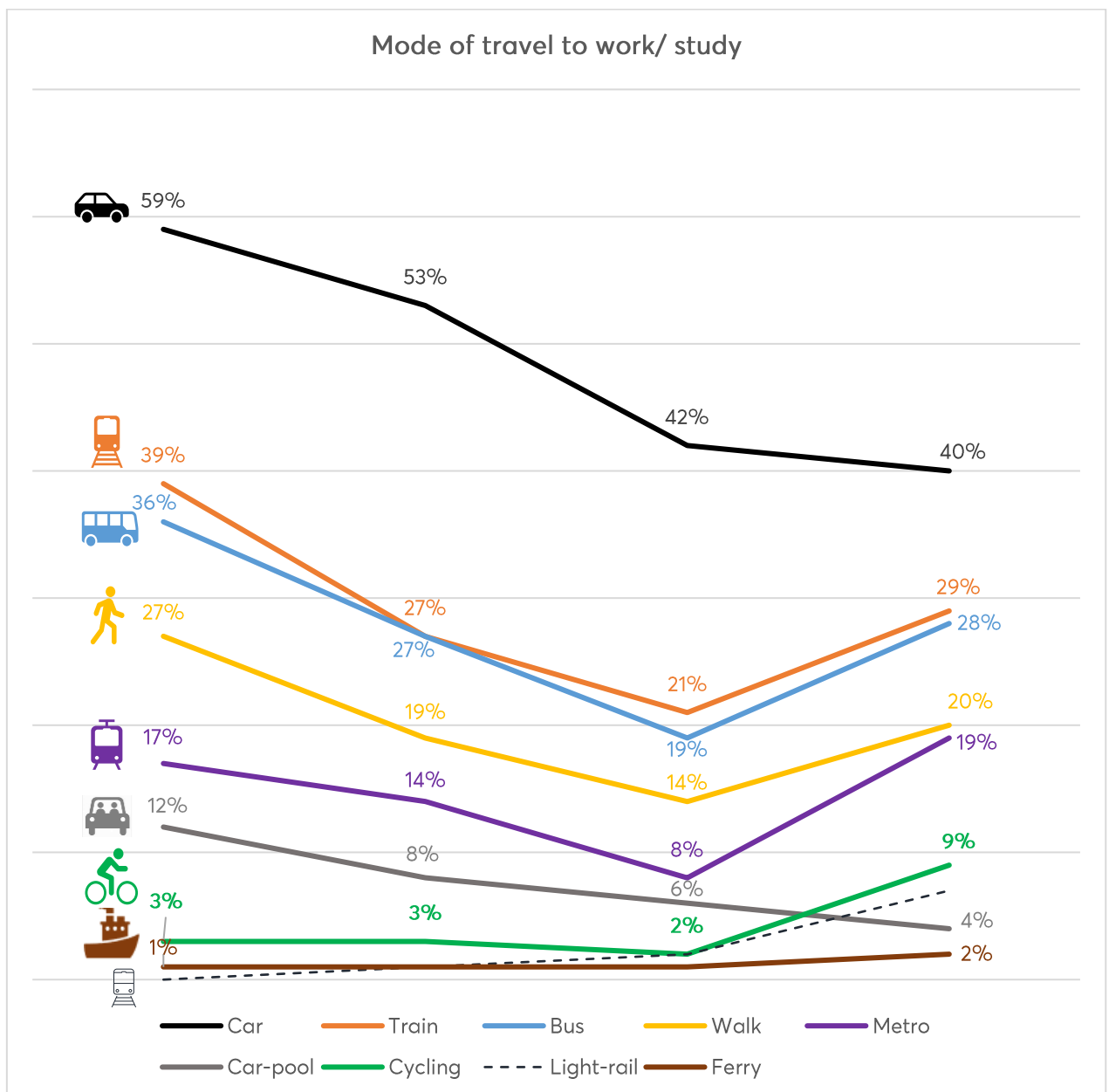
Usual work travel modes

The most common mode of travel to and from work (or study) in 2022 remained driving themselves by car (40%). However, this mode continues to decline and was down a further two (2) percentage points compared to 2021 (42%) after a significant drop since 2020 (53%) and the peak at baseline (59%).

The use of public transport has recovered, with all forms of usage increasing relative to 2021 after seeing a universal decline (largely due to the second Wave of COVID-19 and related lock-downs).

In 2022, public transport modes usage was highest for train (29%) and bus (28%), but this was followed by those who were walking (20%).

The proportion walking to/from work has increased since 2021, but has not yet returned to pre-COVID-19 levels in 2019 (27%).



Q11a. How do you usually travel to and from work or study?

Mode of travel to work/ study	2019	2020	2021	2022	PP diff vs 2021
Car (travel alone)	59%	53%	42%	40%	-2%
Train	39%	27%	21%	29%	+8%
Bus	36%	27%	19%	28%	+9%
Walk	27%	19%	14%	20%	+6%
Metro	17%	14%	8%	19%	+11%
Car-pool	12%	8%	6%	4%	-2%
Cycling	3%	3%	2%	9%	+7%
Light-rail	>1%	1%	2%	7%	+5%
Ferry	1%	1%	1%	2%	+1%
Other	4%	1%	2%	2%	-
Work/ study from home due to COVID-19	Not asked	29%	38%	18%	-20%
No longer working due to COVID-19	Not asked	-	5%	4%	-1%

COVID-19 effect on travel

The proportion whose mode of travel was affected by or changed because of COVID-19 is diminishing – with 31% stating a change in 2022, compared to 33% in 2021 and 41% back in 2020.

Q11b. Has your usual mode of travel to work or study changed since the COVID-19 outbreak in 2021?

Whether mode of travel changed since COVID-19	2019	2020	2021	2022	PP diff vs 2021
Yes	Not asked	41%	33%	31%	-2%
No	Not asked	59%	67%	69%	+2%
Base size	-	*n=273	*n=155	*n=174	

**Note reduced base: As did not include people who are working from home or no longer working due to COVID-19*

Amongst those who stated changing their mode of travel to work or study, there was a slight decline and shift away from walking in 2022 (after an increase in 2021 – and potentially motivated by people trying to minimise interaction with others during a resurgence of COVID-19).

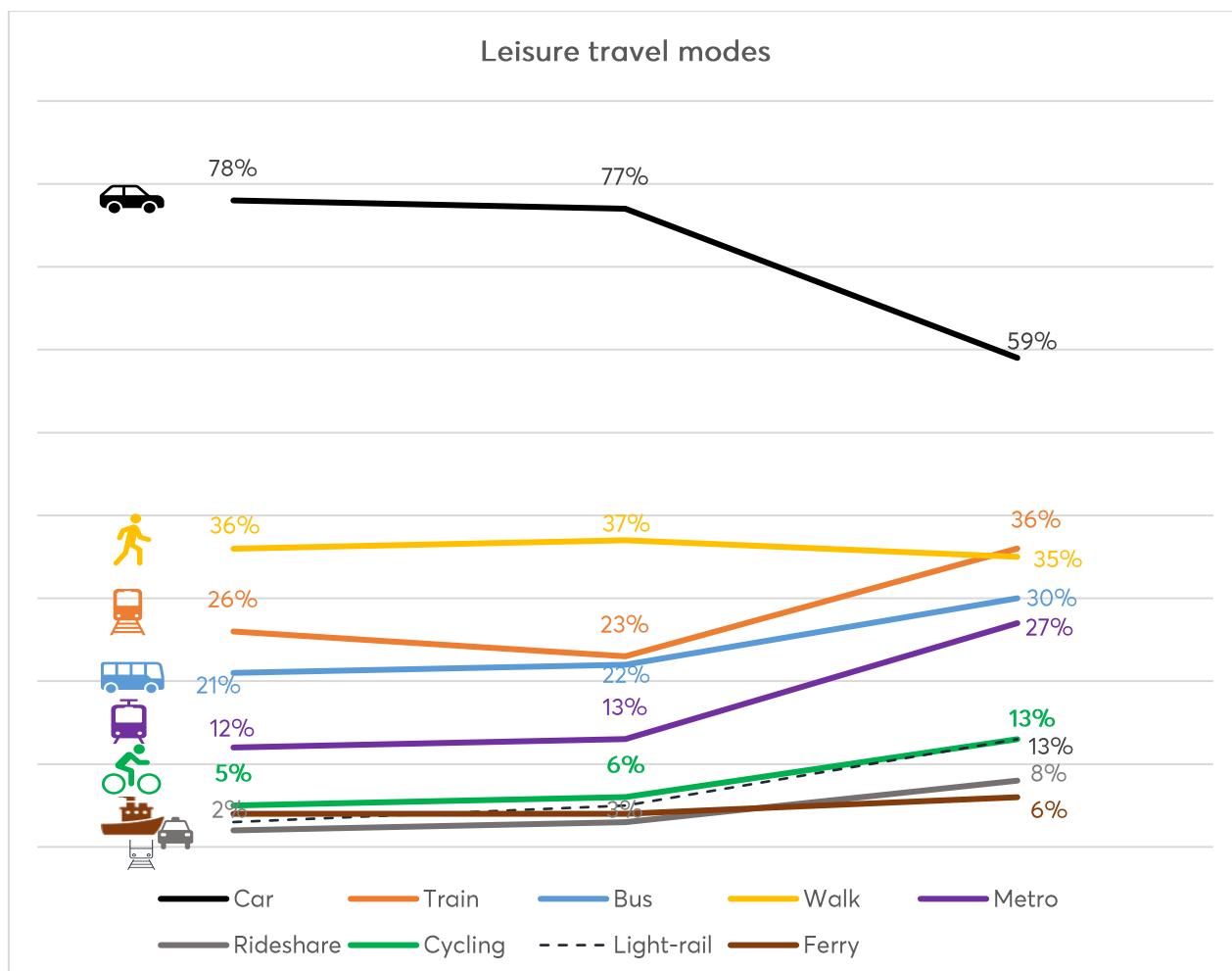
Q11c: How has your usual mode of travel changed? FROM - TO:

Change to usual Travel Mode	2021			2022		
	From	To	PP diff	From	To	PP diff
Train	49%	10%	-39%	33%	19%	-14%
Bus	39%	4%	-35%	28%	24%	-4%
Metro	22%	6%	-16%	37%	33%	-4%
Car pool (travel with others)	12%	8%	-4%	13%	4%	-9%
Bicycle	2%	0%	-2%	7%	6%	-1%
Ferry	2%	0%	-2%	2%	6%	+4%
Taxi / Rideshare	0%	2%	+2%	17%	20%	+3%
Walk	16%	22%	+6%	30%	26%	-4%
Car (travel alone)	41%	55%	+14%	30%	46%	+16%
Other	6%	25%	+19%	0%	4%	+4%
Base size		n=51			n=54	

Usual leisure travel modes

For recreational travel there has been a positive reduction in the proportion who stated using the car, but also a slight decline in the proportion walking (i.e. down from 37% in 2021 to 35% in 2022).

Conversely, there has been a large increase in those opting for the train, metro, bus, light rail and even cycling.



Q12. What modes of transport do you currently take for activities outside of work? e.g. shopping, appointments, leisure.

Shopping/ Leisure Travel Mode	2020	2021	2022	PP diff vs 2021
Car (travel alone)	78%	77%	59%	-18%
Walk	36%	37%	35%	-2%
Train	26%	23%	36%	+23%
Bus	21%	22%	30%	+8%
Metro	12%	13%	27%	+14%
Bicycle	5%	6%	13%	+7%
Light Rail	3%	5%	13%	+8%
Ferry	4%	4%	6%	+2%
Taxi / Rideshare	2%	3%	8%	+5%
Other	2%	1%	1%	-
Base size	n=347	n=351	n=264	

Car vs public transport travel

Car usage frequency also continues to decline relative to previous years i.e. with those using it 'most days' down from 61% in 2020, to 51% in 2021 and 48% in 2022. Plus, those using it 'a few days per week' was down from 35% in 2021, to 23% in 2022.

Conversely, public transport usage frequency has increased relative to 2021.

Q16/17. Currently, how often do you usually travel by [car/ public transport] for any purpose?

Year	Frequency use car vs public transport for any purpose	NET Use	Most days	A few days per week	A few days per month	Once a month	Once a year	Never
2022	Car	97%	48%	23%	20%	6%	0%	3%
	Public transport	96%	13%	27%	25%	20%	11%	5%
2021	Car	97%	51%	35%	9%	2%	0%	3%
	Public transport	86%	7%	12%	19%	24%	24%	14%
2020	Car	98%	61%	26%	8%	2%	1%	3%
	Public transport	90%	12%	15%	20%	27%	16%	10%
2019	Car	98%	60%	25%	10%	2%	1%	2%
	Public transport	98%	33%	17%	20%	19%	9%	3%

SAFETY PERCEPTIONS

Although feelings of safety during the day have declined, feelings of safety at night when walking around have shown distinct improvement.

Q22. How safe or unsafe do you feel when you are in the following situations?

Felt Safe % NET Agree	2019	2020	2021	2022	PP diff vs 2021
During the Day					
when walking alone to local shops	81%	80%	83%	77%	-6%
when home alone	74%	80%	86%	77%	-9%
when walking in Carlingford	69%	70%	74%	65%	-9%
At Night					
when walking alone to local shops	34%	35%	28%	41%	+13%
when home alone	58%	64%	70%	63%	-7%
when walking in Carlingford	20%	20%	17%	26%	+9%
Base:	n=618	n=347	n=351	n=264	

SOCIAL CONNECTION

Visibility of children playing in public and diversity of the local community have both declined – probably both affected by the ongoing COVID-19 outbreaks and associated change in behaviours.

Q20. Based on your observation, how often would you say the following things happen in your local area?

Social Connection and Inclusion % NET Often/ Always	2019	2020	2021	2022	PP diff vs 2021
Children playing in public (on street, in parks)	58%	65%	77%	55%	-22%
Diversity in the local community, people of different incomes, ages, cultures and physical abilities in public places	58%	54%	68%	52%	-16%
Children, older people and people with disabilities travelling independently	23%	22%	21%	25%	+4%

Strangers chat to each other	11%	11%	10%	11%	+1%
People assisting strangers (eg helping them find their way or search for something lost)	13%	11%	9%	9%	-
Community events and activities that attract different people from the local area to attend	15%	9%	7%	11%	+4%
Neighbours working together on community projects	6%	6%	3%	9%	+6%

GREEN SPACES

Residents' appreciation of the canopy cover in their local area continues to grow and appreciation of the proximity to local shops has recovered. However, mentions of excess traffic has increased.

Q21. On a scale from 'strongly disagree' to 'strongly agree', to what extent do you agree with the following statements?

Green Spaces/ Places to go % NET Agree	2019	2020	2021	2022	PP diff vs 2021
There is lots of greenery around my local area	65%	62%	66%	62%	-4%
There are many shops within easy walking distance of my home	57%	52%	53%	57%	+4%
Hilly local streets, making it difficult to walk	50%	49%	52%	60%	+8%
There are many places to go within easy walking distance of my home	47%	50%	51%	50%	-1%
There is tree cover or canopy along the footpaths in my local area	36%	40%	41%	45%	+4%
There is so much traffic along most nearby streets that it makes it difficult or unpleasant to walk in my local area	49%	50%	39%	51%	+12%