Abstract

The National Cycling Participation Survey (NCPS) is a standardised survey that has been repeated biennially since March/April 2011, with minor changes to the survey structure between 2011 and 2013. The NCPS provides data on cycling participation at a national level and allows for estimates of participation for each state and territory, and the capital cities and non-capital areas within each state and territory.

The survey suggests that 26.0% (95% CI: 23.1% - 28.8%) of ACT residents ride a bicycle in a typical week. Just under half (46.5%, 95% CI: 43.5% - 49.6%) had done so in the past year.
1 Introduction

1.1 Background

The National Cycling Participation Survey (NCPS) is a standardised survey that has been repeated biennially since March/April 2011. The NCPS provides data on cycling participation at a national level and allows for estimates of participation for each state and territory, and the capital cities and non-capital areas within each state and territory.

The primary survey objective is to obtain accurate data on cycling participation to monitor performance towards the National Cycling Strategy 2011-16 target of doubling cycling participation. The objective is to measure participation rather than travel. Participation is defined as the number of individuals who have cycled for any journey or purpose and in any location over a specified time period. By comparison, travel is the number of cycling trips that occurred over that time period, and may include the distance travelled, purpose and so on. Participation is much easier to define, and for individuals to recall, than travel. It is reasonable to expect an individual would remember whether they had ridden a bicycle over the past week, month or year, but far less likely they would be able to accurately recall the number of trips they have made over that period. Further details on the method and results used in NCPS are reported in detail elsewhere.

The survey is a telephone-based survey of residents of the study area, and includes coverage of mobile-only households. As cycling participation is greatest among children, it is critical that the survey have coverage of this group. Data on cycling participation of those aged under 15 is obtained by asking an adult in the household to report on behalf of other household members, including children. The survey fieldwork is undertaken by Market Solutions Pty Ltd and the data analysis and reporting is provided by CDM Research.

1.2 Perception indicators

An extension to the survey provides a series of attitudinal indicators which provide information on:

- feelings of comfort while riding in the municipality,
- change in cycling conditions over the past 12 months,
- barriers to riding for different purposes (commuting, education, shopping, recreation and to access public transport), and
- priorities for council to consider in improving cycling conditions.

As these questions require some insight into current cycling conditions only individuals who had ridden at least once in the past 12 months in the local government area were subject to these questions. Those who had not ridden at all in the past 12 months, or had only done so outside the municipality, were excluded from these questions. The barriers to cycling by non-cyclists have been widely studied and so are well understood. The survey does not look to investigate these barriers.

In addition to the perception questions the other main change to the cycling participation survey was to select the main respondent randomly from all household members aged 15 or above (using the next birthday method). This method avoids biases that are introduced by speaking only to the household member who answers the phone (who is not a randomly selected household member). This bias was unimportant with the cycling participation survey, as:

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a) participation information was sought on all household members (via proxy for all others than the main respondent), and
b) only objective information (i.e. participation and demographics) were sought.

However, subjective information (i.e. the cycling perception component of the survey) cannot be gathered by proxy, and so it was necessary to ensure that the main respondent was drawn from all household members without bias.

1.3 Weighting

The person-level data are weighted at the gender and age level (2 – 9, 10 – 24, 25 – 49, 50+) to the ABS census 2011 population. The household-level data are weighted to ABS census 2011 household size (1, 2, 3, 4, 5, 6+ usual residents). The number of persons cycling is estimated by expanding the 2011 weights to estimated resident population for 30 June 2014 provided by the ABS.

1.4 Statistical significance

The estimates presented in this report are based on a sample of residents from the Australian Capital Territory. These estimates are subject to sampling variability as only a proportion of residents (approximately 1.0% of the resident population) were interviewed. The approach adopted in this report to represent this variability is to identify estimates where the relative standard error (RSE) exceeds 25% (denoted by *) and exceeds 50% (denoted by **). Larger RSEs imply lower accuracy. As such, estimates denoted with a * should be treated with caution and those denoted with ** should be considered unreliable.

In some instances, for example for participation rates, the 95% confidence interval is reported. This represents the range within which we would expect the true population estimate to reside 95% of the time. Significant differences between parameters are present where the point estimate falls outside the confidence interval of a comparison parameter.

1.5 Survey sample

The sample consisted of 443 households containing 994 individuals. From the sample of 443 main respondents (i.e. the individual aged 15 or above with the next birthday that was selected for the interview) 143 had cycled at least once in the past year and so were presented with the perceptions component of the survey.
2 Results

The survey suggests that 26% (95% CI: 23.1% - 28.8%) of ACT residents ride a bicycle in a typical week. More than one third (46.5%, 95% CI: 43.5% - 49.6%) had done so in the past year (Figure 2.1). The participation rate is significantly higher than in 2015, and appears to be more in line with the trend observed between 2011 and 2013. When measured against the baseline of 2011 the participation rate measured across the last week has increased from 23% to 26% while across the last year has remained essentially unchanged at 47 – 48%.

These participation rates translate to approximately 103,000 residents riding in a typical week and 184,400 residents riding at least once in a typical year.
The cycling participation rate is significantly higher than the national average (Figure 2.2).

Males are significantly more likely to have ridden in the past week than females (Figure 2.3). The difference in cycling participation between genders is not as great in the ACT as it is on average across Australia.
The highest cycling participation rate (measured as those who had ridden in the past week) was among children aged under 10 (Figure 2.4). The participation rate drops somewhat among both genders as teenagers before markedly dropping among young adults. The male participation rate is higher among all age groups.

Figure 2.4: Cycling participation by age

The sample sizes when analysed by gender and age are small, such that it is difficult to draw definitive conclusions. This caveat aside, it is possible cycling among those aged over 30 has declined marginally since 2013 which teenage cycling, particularly among girls, may have increased somewhat (Figure 2.5).

Figure 2.5: Cycling participation by age and gender
Those who indicated that they had ridden at least once over the past year were asked whether they had been cycling for a long period consistently, had recently started riding again or were altogether new to riding. Around three quarters of riders have been doing so for at least a year with most of the remainder returning to riding after a break of a year or more (Figure 2.6).

![Figure 2.6: Cycling history](image)

Among those who had ridden in the past year and were aged 15 or over who had indicated they had been riding continuously for more than a year, slightly more (31%) indicated they were riding less often than more often (21%) (Figure 2.7). These proportions have not changed since 2015.

![Figure 2.7: Cycling frequency](image)
Of the people who cycled in the ACT in the last month, 69% cycled for recreation and 43% used a bicycle for transport (Figure 2.8). The proportion riding for transport is significantly higher than the national average.

Among those who had ridden at least once in the past month, and had travelled at least once for one of the transport purposes (commuting, education, public transport, shopping and visiting friends or relatives) most had ridden for commuting or education (Figure 2.9). The proportion riding to education is markedly higher than the national average.

- **Figure 2.8: Cycling for recreation in comparison to cycling for transport**

- **Figure 2.9: Purpose of cycling for transport**
Around two thirds of households have access to at least one working bicycle, significantly higher than the national average (Figure 2.10).

- Figure 2.10: Bicycle ownership by household
3 Rider perceptions

Those who had ridden at least once in the past year and were aged 15 or over were asked about their perceptions of riding in their local area. Most of those who had ridden indicated they felt comfortable or very comfortable (84%) doing so (Figure 3.1). This proportion is unchanged compared to 2015.

![Figure 3.1: Can you tell me how comfortable you feel riding in your area?](image)

Around half of riders felt conditions for riding had not changed over the past 12 months (Figure 3.2). A further 38% felt conditions had improved compared to 11% who felt conditions had deteriorated. This is a similar result to when the survey was last conducted in 2015.

![Figure 3.2: In the past year, do you think that cycling conditions in your area have become much better, better, about the same, worse or much worse?](image)
Respondents who had ridden in the past year were asked whether they had travelled to work, education (school or university), shopping, public transport or participated in recreational exercise or fitness in the past year. For those that had undertaken these activities, they were asked whether they had ridden a bicycle for any of these purposes. Most of those who had ridden in the past year had done so at least once for recreation or exercise (87%), and two thirds (69%) had done so for shopping (Figure 3.3). The only proportion to change at a statistically significant level was the doubling in the proportion who had ridden to public transport.

- Figure 3.3: In the past year have you used a bicycle for any of these purposes?
Respondents who had travelled for the activities listed above, and who indicated they had not used a bicycle to do so, were asked why this was the case. For those who had not ridden to work (Figure 3.4) the most commonly cited reason was that it was too far (61%).

**Figure 3.4: Why have you not used a bicycle for travel to work in the past year?**
For those who had not ridden to school or education (Figure 3.5) the most commonly cited reasons were:

- it is too far (47%),
- prefer other method (18%), and
- too many items to carry (16%).

**Figure 3.5: Why have you not used a bicycle for travel to school or university in the past year?**
For those that had not ridden for shopping (Figure 3.6), the most commonly cited reasons were:

- they had too many items to carry (46%), and
- would prefer another method (19%).

**Figure 3.6: Why have you not used a bicycle for travel to shops in the past year?**

Respondents were asked to prioritise actions that could be undertaken to encourage bicycle riding. The most supported actions, as shown in Figure 3.7, were:

- more off-road paths and cycleways (60% of respondents rated this a very high or high priority),
- better connections between bike paths and schools (54%),
- more signs highlighting bicycle routes (47%),
- better connections between bike paths and shops (46%), and
- better connections between bike paths and public transport (43%).
Figure 3.7: How important are the following actions council could take to encourage bike riding?
Appendix A: Data Tables

The following table summarises the survey results. Estimates are provided for each parameter, as well as the 95% confidence interval and a confidence rating. This confidence rating provides an indication of the sampling variability relative to the size of the estimate using relative standard errors. The lower the relative standard error the lower the sampling variability is relative to the size of the estimate. A relative standard error of less than 25% is indicated by three stars, between 25% and 50% by two stars and above 50% by one star. A score of three stars indicates a high level of confidence such that the estimate can be treated with a high degree of confidence. A confidence rating of two stars indicates a moderate level of confidence, such that the estimate should be treated with caution. One star represents a situation where there is very low confidence in the estimate, and it is unlikely to be reliable.
Table A.1: Participation statistics

<table>
<thead>
<tr>
<th>Sample statistics</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of households:</td>
<td>443</td>
</tr>
<tr>
<td>No. of individuals:</td>
<td>994</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cycling participation</th>
<th>Estimate</th>
<th>95% confidence interval</th>
<th>Confidence rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>% who rode last week</td>
<td>26%</td>
<td>23.1-28.8%</td>
<td>***</td>
</tr>
<tr>
<td>% who rode last month</td>
<td>33.5%</td>
<td>30.5-36.5%</td>
<td>***</td>
</tr>
<tr>
<td>% who rode in past year</td>
<td>46.5%</td>
<td>43.5-49.6%</td>
<td>***</td>
</tr>
<tr>
<td>No. who rode last week</td>
<td>103,000</td>
<td>91,700-114,300</td>
<td>***</td>
</tr>
<tr>
<td>No. who rode last month</td>
<td>132,800</td>
<td>120,900-144,600</td>
<td>***</td>
</tr>
<tr>
<td>No. who rode in past year</td>
<td>184,400</td>
<td>172,300-196,400</td>
<td>***</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Participation by demography</th>
<th></th>
</tr>
</thead>
</table>

**Gender**

| % of males who rode last week | 31.6% | 27.5-35.7% | *** |
| % of females who rode last week | 20.5% | 16.5-24.5% | *** |

**Age**

| % of 0-9 yr olds who rode last week | 56.7% | 45.5-67.9% | *** |
| % of 10-17 yr olds who rode last week | 48.2% | 37.4-59.1% | *** |
| % of 18-29 yr olds who rode last week | 22.6% | 12.8-32.3% | *** |
| % of 30 to 49 yr olds who rode last week | 20.2% | 16-24.4% | *** |
| % of 50 yr+ olds who rode last week | 10.9% | 7.9-13.8% | *** |

**Gender by Age**

| Male: 0-9 yr | 69% | 55.1-83% | *** |
| Male: 10-17 yr | 61.5% | 46.3-76.8% | *** |
| Male: 18-29 yr | 23.8% | 10.8-36.7% | ** |
| Male: 30-49 yr | 23.2% | 16.9-29.4% | *** |
| Male: 50 yr+ | 14.1% | 9.3-18.8% | *** |
| Female: 0-9 yr | 43.3% | 25.6-61.1% | *** |
| Female: 10-17 yr | 35.9% | 20.8-51% | *** |
| Female: 18-29 yr | 21.1% | 6.2-35.9% | ** |
| Female: 30-49 yr | 17.3% | 11.7-23% | *** |
| Female: 50 yr+ | 7.9% | 4.3-11.6% | *** |
### Table A.1 (cont.): Participation statistics

<table>
<thead>
<tr>
<th>Participation by purpose</th>
<th>Estimate</th>
<th>95% confidence interval</th>
<th>Confidence rating</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Summary</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of those who rode in past week for recreation/exercise</td>
<td>69.1%</td>
<td>62.7-75.4%</td>
<td>***</td>
</tr>
<tr>
<td>% of those who rode in past week for transport</td>
<td>42.9%</td>
<td>36.1-49.8%</td>
<td>***</td>
</tr>
<tr>
<td><strong>Detail</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of those who rode in past week for commuting</td>
<td>13.3%</td>
<td>9.1-17.6%</td>
<td>***</td>
</tr>
<tr>
<td>% of those who rode in past week for education</td>
<td>25.2%</td>
<td>19.3-31.5%</td>
<td>***</td>
</tr>
<tr>
<td>% of those who rode in past week for shopping</td>
<td>8.4%</td>
<td>4.7-12.2%</td>
<td>***</td>
</tr>
<tr>
<td>% of those who rode in past week to train/tram/bus</td>
<td>0%</td>
<td>0-0%</td>
<td></td>
</tr>
<tr>
<td>% of those who rode in past week to visit friends/relatives</td>
<td>1.9%</td>
<td>0.3-7%</td>
<td>*</td>
</tr>
<tr>
<td><strong>Cycling travel</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Caution: cycling travel estimates are biased by self-reporting and recall limitations, and should be treated with a high level of caution.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average number of days ridden by those that had ridden in past week</td>
<td>3</td>
<td>2.7-3.3</td>
<td>***</td>
</tr>
<tr>
<td>Average time ridden (mins) in past week by those that had ridden</td>
<td>143</td>
<td>121-166</td>
<td>***</td>
</tr>
<tr>
<td><strong>Household characteristics</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of households without a working bicycle</td>
<td>33.3%</td>
<td>29.4-37.1%</td>
<td>***</td>
</tr>
<tr>
<td>% of households with one working bicycle</td>
<td>14.1%</td>
<td>10.9-17.3%</td>
<td>***</td>
</tr>
<tr>
<td>% of households with two working bicycles</td>
<td>16.4%</td>
<td>12.9-19.9%</td>
<td>***</td>
</tr>
<tr>
<td>% of households with three working bicycles</td>
<td>36.2%</td>
<td>32.2-40.2%</td>
<td>***</td>
</tr>
</tbody>
</table>
Appendix B: Survey Script

INTRODUCTION

My name is (…) calling on behalf of [insert relevant state roads authority or Council] from Market Solutions, a social and market research company. Today we are conducting a quick survey about the travel habits of people across Australia. The survey will be used to track travel patterns over time. Would you be able to spend a few minutes describing a little about the way you get around?

RESPONDENTS MUST BE AGED 15 YEARS OR OVER. DO NOT MENTION CYCLING IN INTRO.

USE BIRTHDAY SCREENER TO SELECT MAIN RESPONDENT

Your responses will be held strictly confidential. My supervisor may listen to parts of this interview to assist in quality control monitoring.

CONTINUE 1
Schedule Callback 2
Soft refusal 3
Hard refusal 4
Non qualifying 5
Not a residential number 6
Terminated early 7
Communication difficulty 8
Language other than English 9
No contact on final attempt 10
Over quota 11
Duplicate 12
Away for duration of study 13
Non working number 14
No answer 15
Answering machine – msg left 16
Answer mach. – other attempts 17
Engaged 18
Incorrect details 19

CONFIRM LOCATION (LGA, REGION)
Q.1. We are interested in speaking to people who live in [READ IN POSTCODE]. Can you confirm this is your postcode?
Yes 1
No (SPECIFY POSTCODE) 2

Q.2. Ask only Council samples – otherwise go to next question
And can you confirm that your council area is (READ IN COUNCIL AREA)?
INSERT COUNCIL AREA .......................................

CHECK QUOTAS AND CONTINUE OR TERMINATE AS REQUIRED

SECTION 1: MAIN RESPONDENT’S TRAVEL
Q.3. In the last 7 days, have you used any of the following? (READ OUT) (ACCEPT MULTIPLES)
Car as a driver 1
Car as a passenger 2
Motorcycle 3
Train 4
Bus 5
Tram 6
Bicycle, even just riding in your backyard 7
None of the above 8

INTERVIEWER NOTE: DEFINITIONS OF BICYCLES INCLUSIONS:
• ADULT AND CHILDREN’S BICYCLES WITH TWO OR MORE WHEELS
• CHILDRENS BICYCLES WITH TRAINING WHEELS

EXCLUSIONS:
• ANY REGISTERED VEHICLES (E.G. MOPEDS)
• CHILDREN RIDING TOYS SUCH AS TRICYCLES AND SCOOTERS
• CHILDREN WHO ARE IN A SEAT OR TRAILER ON A BICYCLE
• RIDING ON A STATIONARY EXERCISE BICYCLE
Q.4. Ask if did not ride in the last 7 days – otherwise go to next question
When did you last ride a bicycle? (READ OUT) (ONE ONLY)
In the last 2 weeks 1
In the last 3 weeks 2
In the last 4 weeks 3
More than a month ago 4
More than a year ago 5
Never 6

Q.5. Ask if last rode in the last 7 days – otherwise go to Q.7
In the last 7 days, on how many days did you ride a bicycle?
INSERT NO. DAYS ................................................

Q.6. What is your best estimate of the total time you have spent riding over the past 7 days?
INTERVIEWER NOTE: Record number of HOURS. e.g. 90 minutes should be recorded as 1.5 hours.

INSERT NO. OF HOURS ........................................

Q.7. Ask if rode in past 4 weeks – otherwise go to next question
For what purposes did you ride over the last 7 days/2 weeks/3 weeks/4 weeks? (READ OUT)
(ACCEPT MULTIPLES)
To or from work 1
To or from school, university or study 2
To or from shopping 3
For recreation or exercise 4
To get a train, bus or tram 5
To visit friends or relatives 6
Some other reason (Specify) 7

Q.8. Ask if rode in past year – otherwise go to Q.10
Which of the following statements best describes you? Would you say you… (READ OUT)

Are new to cycling (started cycling in the last 12 months) 1
Have started to cycle again after a break of 12 months or more 2
Have been cycling for more than 12 months 3

Q.9. Ask if rode in past year and have been cycling for more than 12 months – otherwise go to next question
And would you say that you… (READ OUT)
Cycle more frequently than a year ago  1
Cycle as frequently as a year ago  2
Cycle less frequently than a year ago  3

Q.10. Now we would like you to think about comfort when bike riding within the [AREA], that is, how at ease you feel when riding in the area. Can you tell me how comfortable you feel riding in the [AREA], are you…?  (READ OUT)

Very comfortable  1
Comfortable  2
Neither comfortable nor uncomfortable  3
Uncomfortable  4
Very uncomfortable  5
(Have not ridden in the area in the past year)  6

Q.11. In the past year, do you think that cycling conditions in the [AREA] have become much better, better, about the same, worse or much worse?  (READ OUT)

Much better  1
Better  2
About the same  3
Worse  4
Much worse  5
(Unsure/Don’t know)  6

Q.12. Do you have any comments regarding conditions for bike riding in the [AREA]?  (RECORD VERBATIM)
Q.13. In general, in the past year have you done any of the following activities?
(READ OUT) INTERVIEWER NOTE: NOT JUST ACTIVITIES DONE ON A BICYCLE

<table>
<thead>
<tr>
<th>Activity</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel to work</td>
<td>1</td>
</tr>
<tr>
<td>Travel to school or university</td>
<td>2</td>
</tr>
<tr>
<td>Travel to the shops</td>
<td>3</td>
</tr>
<tr>
<td>Recreational exercise or fitness</td>
<td>4</td>
</tr>
<tr>
<td>Travelled on a tram, bus or train</td>
<td>5</td>
</tr>
<tr>
<td>(None of the above)</td>
<td>8</td>
</tr>
</tbody>
</table>

Q.14. In the past year, have you used a bicycle for any of the following…?
(READ OUT)

IF Q13=1: Travel to work                     Yes/No
IF Q13=2: Travel to school or university    Yes/No
IF Q13=3: Travel to the shops               Yes/No
IF Q13=4: For recreational exercise or fitness Yes/No
IF Q13=5: To travel to a tram, bus or train  Yes/No

Q.15. IF Q13=1 & Q14!=1 - Why have you not used a bicycle for travel to work in the past year?
(DO NOT READ OUT) (ACCEPT MULTIPLES)

<table>
<thead>
<tr>
<th>Reason</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Too far</td>
<td>1</td>
</tr>
<tr>
<td>Prefer other methods of transport</td>
<td>2</td>
</tr>
<tr>
<td>Too many items to carry on a bike</td>
<td>3</td>
</tr>
<tr>
<td>Hygiene reasons</td>
<td>4</td>
</tr>
<tr>
<td>Nowhere to park the bike</td>
<td>5</td>
</tr>
<tr>
<td>Too dangerous</td>
<td>6</td>
</tr>
<tr>
<td>Other (specify)</td>
<td>7</td>
</tr>
<tr>
<td>No particular reason</td>
<td>8</td>
</tr>
</tbody>
</table>
Q.16. IF Q13=2 & Q14!=2 - Why have you not used a bicycle for travel to school or university in the past year?

(Do not read out) (Accept multiples)

- Too far: 1
- Prefer other methods of transport: 2
- Too many items to carry on a bike: 3
- Hygiene reasons: 4
- Nowhere to park the bike: 5
- Too dangerous: 6
- Other (specify): 7
- No particular reason: 8

Q.17. IF Q13=3 & Q14!=3 - Why have you not used a bicycle for travel to the shops in the past year?

(Do not read out) (Accept multiples)

- Too far: 1
- Prefer other methods of transport: 2
- Too many items to carry on a bike: 3
- Hygiene reasons: 4
- Nowhere to park the bike: 5
- Too dangerous: 6
- Other (specify): 7
- No particular reason: 8

Q.18. IF Q13=4 & Q14!=4 - Why have you not used a bicycle for recreational exercise or fitness in the past year?

(Do not read out) (Accept multiples)

- Prefer other forms of exercise: 1
- Too dangerous: 2
- Other (specify): 3
- No particular reason: 4
Q.19. IF Q13=5 & Q14!=5 - Why have you not used a bicycle for travel to the shops in the past year?  
(DO NOT READ OUT) (ACCEPT MULTIPLES)

Too far 1  
Prefer other methods of transport 2  
Too many items to carry on a bike 3  
Hygiene reasons 4  
Nowhere to park the bike 5  
Too dangerous 6  
Too close (no need) 7  
Other (specify) 8  
No particular reason 9

Q.20. There are a number of actions the [AUTHORITY] could take to encourage bike riding in the [AREA]. For each of the following, can you tell me whether these are very high priority, high priority, moderate priority, low priority or not a priority?  
SCALE: 1= VERY HIGH, 2=HIGH, 3=MODERATE, 4=LOW, 5=NOT A PRIORITY, 6=UNSURE

More off-road paths and cycleways  
More on-road bicycle lanes  
Better connections between bike paths and schools  
Better connections between bike paths and shops  
Better connections between bike paths and parks and swimming pools  
Better connections between bike paths and public transport  
More bicycle parking  
Lower local road speed limits  
More bike skills training  
More signs highlighting bicycle routes  
More events or campaigns that promote bike riding

Q.21. Do you have any suggestions for actions you would like to see [AUTHORITY] take regarding bike riding in the [AREA]? (RECORD VERBATIM)

SECTION 2: MAIN RESPONDENT’S DEMOGRAPHICS

We are interested in understanding a little about those who ride bikes and those who do not. This will help us understand how interest in cycling changes over time.
Q.24. Just a couple of questions now to help us analyse responses.

GENDER: (RECORD AUTOMATICALLY)

<table>
<thead>
<tr>
<th>Gender</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>1</td>
</tr>
<tr>
<td>Female</td>
<td>2</td>
</tr>
</tbody>
</table>

Q.25. AGE: What is your age? (INSERT 99 FOR DON'T KNOW – NONE SHOULD BE UNDER 15 YEARS OF AGE)

<table>
<thead>
<tr>
<th>Age Category</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 2 years</td>
<td>1</td>
</tr>
<tr>
<td>2 to 4 years</td>
<td>2</td>
</tr>
<tr>
<td>5 to 9 years</td>
<td>3</td>
</tr>
<tr>
<td>10 to 14 years</td>
<td>4</td>
</tr>
<tr>
<td>15 to 17 years</td>
<td>5</td>
</tr>
<tr>
<td>18 to 24 years</td>
<td>6</td>
</tr>
<tr>
<td>25 to 29 years</td>
<td>7</td>
</tr>
<tr>
<td>30 to 39 years</td>
<td>8</td>
</tr>
<tr>
<td>40 to 49 years</td>
<td>9</td>
</tr>
<tr>
<td>50 to 59 years</td>
<td>10</td>
</tr>
<tr>
<td>60 to 69 years</td>
<td>11</td>
</tr>
<tr>
<td>70 to 79 years</td>
<td>12</td>
</tr>
<tr>
<td>80 years or over</td>
<td>13</td>
</tr>
<tr>
<td>(Refused)</td>
<td>14</td>
</tr>
</tbody>
</table>

Q.26. OCCUPATION: Which of the following categories apply to you at the moment? (READ OUT) (ACCEPT MULTIPLES)

<table>
<thead>
<tr>
<th>Occupation Category</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Student – Full time</td>
<td>1</td>
</tr>
<tr>
<td>Student – Part time</td>
<td>2</td>
</tr>
<tr>
<td>Work – Full time (&gt;35hrs/week)</td>
<td>3</td>
</tr>
<tr>
<td>Work – Part time (&lt;35hrs/week)</td>
<td>4</td>
</tr>
<tr>
<td>Work – Casual</td>
<td>5</td>
</tr>
<tr>
<td>Work – Unpaid voluntary work</td>
<td>6</td>
</tr>
<tr>
<td>Unemployed and looking for work</td>
<td>7</td>
</tr>
<tr>
<td>Home duties</td>
<td>8</td>
</tr>
<tr>
<td>Pensioner – not retirement age</td>
<td>9</td>
</tr>
<tr>
<td>Retired – on pension</td>
<td>10</td>
</tr>
<tr>
<td>Retired – not on pension</td>
<td>11</td>
</tr>
<tr>
<td>Other (Specify)</td>
<td>12</td>
</tr>
<tr>
<td>(Refused)</td>
<td>13</td>
</tr>
</tbody>
</table>
Q.27. How many people usually live in your household? INCLUDE ALL AGES – A RESIDENT IS SOMEONE WHO HAS, OR WILL, LIVE AT THE HOUSEHOLD FOR A PERIOD OF AT LEAST 3 MONTHS

RECORD NUMBER...............................................

Ask next section if household has more than 1 member – otherwise go to close

SECTION 3: OTHER HOUSEHOLD MEMBERS TRAVEL

INTRO > 2 PEOPLE IN HOUSEHOLD:
We would now like to understand a little about the way the other people in your household use bikes and get a little detail about them. Starting with the oldest person in the household other than yourself and working down, could you tell me…?

INTRO = 2 PEOPLE IN HOUSEHOLD:
We would now like to understand a little about the way other people in your household use a bike and get a little detail about them, could you tell me…?

ASK Q.28 – Q.35 FOR EACH OTHER HOUSEHOLD MEMBER THEN GO TO CLOSE

Q.28. GENDER: What is their gender?

Male  1
Female  2

Q.29. AGE: What is their age? (INSERT 99 FOR DON’T KNOW)

Under 2 years  1
2 to 4 years  2
5 to 9 years  3
10 to 14 years  4
15 to 17 years  5
18 to 24 years  6
25 to 29 years  7
30 to 39 years  8
40 to 49 years  9
50 to 59 years  10
60 to 69 years  11
70 to 79 years  12
80 years or over  13
Q.30. Ask for each person aged five years or over – otherwise go to next section OCCUPATION:
Which of the following categories apply to THIS PERSON at the moment? (READ OUT) (ACCEPT MULTIPLES)

<table>
<thead>
<tr>
<th>Category</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Student – Full time</td>
<td>1</td>
</tr>
<tr>
<td>Student – Part time</td>
<td>2</td>
</tr>
<tr>
<td>Work – Full time (&gt;35hrs/week)</td>
<td>3</td>
</tr>
<tr>
<td>Work – Part time (&lt;35hrs/week)</td>
<td>4</td>
</tr>
<tr>
<td>Work – Casual</td>
<td>5</td>
</tr>
<tr>
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<td>8</td>
</tr>
<tr>
<td>Pensioner – not retirement age</td>
<td>9</td>
</tr>
<tr>
<td>Retired – on pension</td>
<td>10</td>
</tr>
<tr>
<td>Retired – not on pension</td>
<td>11</td>
</tr>
<tr>
<td>Other (Specify)</td>
<td>12</td>
</tr>
<tr>
<td>(Refused)</td>
<td>13</td>
</tr>
<tr>
<td>Child – not school age</td>
<td>14</td>
</tr>
</tbody>
</table>

Q.31. In the last 7 days, has this person used any of the following methods of transport? (READ OUT) (ACCEPT MULTIPLES)

<table>
<thead>
<tr>
<th>Method</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car as a driver</td>
<td>1</td>
</tr>
<tr>
<td>Car as a passenger</td>
<td>2</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>3</td>
</tr>
<tr>
<td>Train</td>
<td>4</td>
</tr>
<tr>
<td>Bus</td>
<td>5</td>
</tr>
<tr>
<td>Tram</td>
<td>6</td>
</tr>
<tr>
<td>Bicycle, even just riding in your backyard</td>
<td>7</td>
</tr>
<tr>
<td>None of the above</td>
<td>8</td>
</tr>
<tr>
<td>(Don't know)</td>
<td>7</td>
</tr>
</tbody>
</table>

INTERVIEWER NOTE: DEFINITIONS OF BICYCLES

INCLUSIONS:

- ADULT AND CHILDREN’S BICYCLES WITH TWO OR MORE WHEELS
- CHILDRENS BICYCLES WITH TRAINING WHEELS
EXCLUSIONS:

- ANY REGISTERED VEHICLES (E.G. MOPEDS)
- CHILDREN RIDING TOYS SUCH AS TRICYCLES AND SCOOTERS
- CHILDREN WHO ARE IN A SEAT OR TRAILER ON A BICYCLE
- RIDING ON A STATIONARY EXERCISE BICYCLE

Q.32. Ask if did not ride in the last 7 days – otherwise go to next question
When did THIS PERSON last ride a bicycle? (READ OUT) (ONE ONLY)

In the last 2 weeks 1
In the last 3 weeks 2
In the last 4 weeks 3
More than a month ago 4
More than a year ago 5
Never 6
(Don’t know) 7

Q.33. Ask if last rode in the last 7 days – otherwise go to Q21
In the last 7 days, on how many days did they ride a bicycle? (RECORD 99 FOR DON’T KNOW)

INSERT NO. DAYS ................................................

Q.34. What is your best estimate of the total time they have spent riding over the past 7 days?
(RECORD 99 FOR DON’T KNOW)
INTERVIEWER NOTE: Record number of HOURS. E.g. 60 minutes should be recorded as 1 hour.

Minutes Hours   Minutes Hours

INSERT NO. OF HOURS ............................
Q.35. Ask if rode in past 4 weeks, otherwise go to next question

For what purposes did they ride over the last 7 days/2 weeks/3 weeks/4 weeks? (READ OUT) (ACCEPT MULTIPLES)

To or from work 1
To or from school, university or study 2
To or from shopping 3
For recreation or exercise 4
To get a train, bus or tram 5
To visit friends or relatives 6
Some other reason (Specify) 7
Don’t know 8

Q.36. How many bicycles in working order are in your household? INTERVIEWER NOTE:
DEFINITIONS OF BICYCLES

INCLUSIONS:
- ADULT AND CHILDREN’S BICYCLES WITH TWO OR MORE WHEELS
- CHILDRENS BICYCLES WITH TRAINING WHEELS

EXCLUSIONS:
- ANY REGISTERED VEHICLES (E.G. MOPEDS)
- CHILDREN RIDING TOYS SUCH AS TRICYCLES AND SCOOTERS
- CHILDREN WHO ARE IN A SEAT OR TRAILER ON A BICYCLE
- RIDING ON A STATIONARY EXERCISE BICYCLE

RECORD NUMBER...............................................

CLOSE

Q37. As part of quality control procedures, someone from our project team may wish to re-contact you to verify a couple of responses you provided today. For this reason, may I please have your first name?

RECORD FIRST NAME

Q38. As this is market research, it is carried out in compliance with the Privacy Act and the information you provided will be used only for research purposes. Your answers will be combined with those of other participants, no individual responses will be identified.
We do re-contact people from time to time for related research projects. Would it be okay if we contacted you again in the future to invite you to participate in any similar research? We will only use this information to contact you to invite you to participate in research, your details will not be passed on to any third party.

IF AGREE, SAY: We will only keep your contact details on record for 12 months. You may ask to have your details removed at any time over the next 12 months.

Agree to future research 1
Do not agree to future research 2

CLOSE: That's the end of the interview. Thank you for your time and responses. My name is (...) from Market Solutions, if you have any queries about this survey feel free to call this office during business hours – would you like the number? (Provide number if required – 03 9372 8400 and ask to speak to Anna Lethborg. If you have any general queries, you can call the Market Research Society's Survey Line on 1300 364 830.

RECORD INTERVIEWER'S ID

AUDITING (OFFICE ONLY)

Q39. Was the date and time of interview correct?

Yes 1
No 2

Q40. Was the interview recorded correctly?

Yes 1
No 2

Q41. Was the interviewer courteous?

Yes 1
No 2

Q42. AUDITOR'S ID

ENTER ID..........................
Appendix C: Verbatim Responses

Do you have any comments regarding conditions for bike riding?

A lot better than sydney
Above average for australian cities - less traffic problems and more cycleways, well lit. nowhere you feel unsafe even with kids.
Better than other cities, easy access compared to another cities
Bike paths are neglected, damaged from tree roots. sand and dirt isn't cleared
Bike paths could be smoother
Bike paths maintenance worse, road users less tolerant
Bike paths more, staggered not continuous
Bike riders should be careful what roads they ride on
Can't comment because i bought the trike, only ridden around, my neighbourhood, i've seen the bike paths, but have not used them yet
Cars drive too fast and too close to cyclists on roads, the shared bike paths are kept in poor conditions and there's too many obstacles that cyclists can run in to, too many potholes, raised pavements not maintained properly, dangerous to drive through town.
Condition would be the paths need maintenance,
Conditions are good and there are a lot of paths, which are useful, but take longer to use than roads
Conditions are good compared to interstate. there are lots of bike paths and the network is very good
Conditions are pretty good
Cyclists travel too fast and don't use their bells when passing.
I'd say there's quite a few roads that need a dedicated bike lane, in places like the city centre would be better to have cycle lane off road not close to parked cars either
I avoid cycling on roads but the paths are fine
I believe helmets should be continued to be worn
I cannot get out of my street, i live on gundaroo drive and the new extension means it is impossible to cross on a push bike
I don't use the roads regardless of the new rule i don't know about the margin of the car passing, i'm not comfortable on the roads
I only ride socially so no comment
I only use the bike paths around one of the local lakes
I think it's very good, i use bike paths, paths are very good, easy. problems as road users, cycles going across pedestrian crossings, new changes. i have seen many near accidents. cyclists should dismount at crossings. i would like to see cyclists use tracks rather than the road where provid
I think that they are excellent - no suggestions
I think the conditions are a lot better than 24 years ago and the paths have gotten a lot better
I wouldn't think of cycling on the roads unless i absolutely have to. i just don't think that bicycles and cars mix. ie: i think too many car drivers don't see cyclists. in general.
I'd like to see cyclists away from roads
I'd like to see road cycling made a bit safer for cyclists
If i ride on the side road of the main road, bus drivers harass me. that makes me uncomfortable
If there's a bike path right next to the road cyclists should have to use them not using the roads instead
If you issued a carry permit to every cyclist and allowed them to use it at will you would see a huge improvement in conditions
In a lot of areas cyclists are forced to be on the roads, and there is not a lot of width between us, i would like to see more off road cycle ways
It's been good to have the upgrade to anu. it's fantastic being able to ride to the city without using any major roads.
It can't be very safe with all the road works going on. i feel very unsafe cycling on the roads with cars, but i feel much safer on off road bike paths.
It seems the government going down the road as putting cyclists down the same road as cars, i believe they should be separated.
It’s gotten better with the extra spacing given by cars
It's so much better than the uk, bike paths are fantastic. there are lots of bike paths in our area
Just make car drivers aware of cyclists, the signs are improving, so what i'm trying to say is that they need to make the traffic more aware of cyclists
Just that i wish there were more bike paths so you don't have to go on the road
Less of them on the road
Like the bike lanes, other cyclists can be douches sometimes
Like to see on roads cycling improve
Maintenance, cycling more accessible/ more international city ie europe, free bike
Marcus clarke st is very problematic for cyclists. lanes stop and start, and they disappear entirely. it is a bit chaotic. the new bike paths at the bottom of barry drive are excellent, it would be good to see that widened. this is the bike path that goes through to dixon
Metre rule - cars have to pass a metre away, made it better. i feel more comfortable, on the road cycle lanes just disappear, no way to merge properly, need to be continuous particularly at roundabouts, northborne ave is horrible - lots of accidents, bike lane too narrow, large vehicles can’t
More bike lanes and wider paths
More bike parks
My major bug is that i live ainslie and if i wanted to visit someone in oconnor there are no safe paths in peak hour. i don't feel safe on road cycling i don’t feel safe. the cycle paths are not very well maintained.
Need more places to store bikes at your destination
Needs better maintenance on bike lanes
No but bike paths are good
No i stick to bike paths so it's all good
No just that there is a lot of construction work at the moment
No negative comments. this is the best place for bike riders.
No negative, i think it's pretty we resourced
No, i generally think they're quite good with all the bike path options.
No, sometimes the bike riders need to be more aware of the road rules
Not really - i think it's beautiful
Not really, some of the paths still require some maintenance.
Not really, they do a good job
Paths need a lot more maintenance
Road riding has more danger than off road path but road riding is smoother. some riders are not courteous when using bells when passing drivers or peds
Roadworks interfering with bike paths
Slip lanes are good however important issue, cross issues, school environments cars going way to fast in area and local suburbs
So previously the act was a leader in cycling infrastructure because we had off road cycle paths, there was limitations because they curved and were shared with walkers. there are cyclists mixing with cars. there’s heaps of room, there should be investment into off road cycle paths.
Some cyclists choose not to follow the rules, road rules. riding through red lights, ride 3-4 wide in the cycle lanes. for the most part it's not too bad
Some of the bike paths could do with a bit of maintenance
Some of the bike tracks need to be upgraded and fixed. because of new driving laws has become safer. people not wearing helmets needs to be enforced
Sometimes drivers don’t look out for cyclists enough
The ambience of riding is terrific
The bikes on the road is wrong. if it doesn’t have an engine it shouldn’t be on the road.
The closest major road to me is springvale drive in hawker/weetangera suburbs. the cycle path near there stops and starts, it's not continuous. cars also park in the bicycle marked area. this means you
have to cycle around parked cars, which can be dangerous. The infrastructure isn't being maintained properly. The infrastructure being built in the city is inappropriate. The crosstown bike path goes through a heavily pedestrian area. Riding on the outskirts is becoming dangerous due to an increase in traffic. The more the gov. can do to keep cyclist and cars apart the better, more dedicated cycle lanes. The new law about the extra meter has helped cars do give you that extra birth i think. The only comment i have is some bike riders use bikes on the road we have a condition we need to be a metre away from the and sometimes that can be quite difficult especially when they are adjacent to a bike path as well. The recent improvements for cycle paths are definitely an improvement the additional city loop and bike path widening. The shared bike paths are quite poorly maintained in relation to sweeping and drainage. There are a lot of cycle paths but they are poorly maintained and in a lot of cases they are not adequately linked to each other. i.e. path coming from oconnor up past canberra stadium to canberra uni and there is no reasonable way getting past the uni to belconnen. The uni buildings are in the There are areas that have to be improved in relation to cycle paths in some areas there are weeds growing through them. paths also narrows along ginderra creek area heading towards melba and it makes it dangerous to pass other bikers. There are places where i would not ride as they are too narrow. on the whole it is okay. There is an urgent need to remedy the existing network of off road bike paths, which have been neglected. major roads need great separation for cyclists. There seem to be pretty good cycling facility in canberra. They are brilliant compared to other cities. They are very good. They have good cycle paths. They have more paths than you can poke a stick at, cyclists never get stopped for not wearing a helmet, not obeying road rules. i have been riding in all states of australia, i see people in act riding without lights and reflective clothing, nobody stops them. They're pretty good, a lot of work is put into safety for cyclists. Traffic is getting busier in my local area, oconnor. i try to stay off main roads. construction narrows roads. Upgrade of the mountain bike trails. there are pot holes on the trails at the moment which can be quite dangerous. We're a bit spoilt actually, it's pretty good on the whole. i don't commute by bike so i don't know how it goes for work commuting. We need a more comprehensive off-road cycling network. a lot of money has been spent upgrading on-road cycling, which is dangerous, for recreational cyclists, this does not improve things at all. it is too unsafe and it has no appeal. spend the money on improving the cycling network. Where i live its very good, i only am really familiar with where i live and its great. Where we have new planning going in it would be good to take in account bike riding. Wider paths. Would like bike maps provided at the tourism office.

Do you have any suggestions for actions you would like to see the council take regarding bike riding in your local area?

Actively encourage more of it. getting the word out there. Advertise more about safety and obligations for cyclists and drivers. An extension of the bike path network broadening the network i.e. from ainslie to the city. Anything that improves bike safety. Better maintenance of bike tracks and more bike training for disadvantaged people. Bike lanes are particularly important. Bike parking more of it, more awareness and publicity for what is there, better connections to shops -
belconnen to lake ginnindera, path stops
Bike riding classes and safety awareness more so
Continue with the 1/2 metre rule.
Cycleways have too many ups and downs e.g flemington rd, cycle track goes uphill. good if electric
bikes were accessible.
Cycling should be made part of driving testing, to diminish the gap between cyclists and drivers. more
maintenance on footpaths. the government should have an advocate for cycling interests. and a 30-
km speed limit for shared roads without footpaths
Establish a bike system where you can borrow or hire a bike from a train or bus station. have a bike
hiring system from the light rail being built so you can hire a bike from the station would be great.
probably more bike parking in work places, you don’t know quite what to do when you get to
Fix the paths
Get rid of the road works. there are so many road works in my area. it is ridiculous. i feel much more
safe cycling on off road bike paths. prioritise building more of these.
Get rid of the rules of adults wearing helmets
Get schools involved awareness
Greater clarity about the footpath, when i run m competing with the cycles.
Happy with current policies
Hard to keep a 1 meter distance when bike riders are riding side by side
Having proper and dedicated bike paths so that cars do not take the whole road and making it
dangerous for bike riders.
I like some of the initiatives taken already, secure parking for bicycles at bus stops
I ride on bike paths and they’re a shared space but people don’t seem to understand that- bike riders
are unwanted on the roads and unwanted on the footpaths and it’s a bit hard
I think it’s pretty good actually, they’re getting their head around it
I think they should police the use of electric bikes, they’re the ones that seem to cause grief.
I would like to see a 20 km/h speed limit on walk and cycle paths. i think educating cyclists in curtesy
would be highly beneficial.
I would like to see all motorists be on bikes for 2 months before they get their licence because they
have no respect towards cyclists
I would like to see the government encourage parents to not drive their kids to school and to
encourage them to walk or bike ride instead.
I’d like them to encourage school children to ride to school and perhaps i don’t know where they have
secure bike sheds in public transport hubs so more of these.
Improving travel networks around school environments, council reduce 40 to 15 speed limit in school
area, work with community
In shopping areas it needs to be easier for people to load and park their bikes. i have to juggle
against a lamp pole which is difficult
In the shared zones in the city, the cyclists are generally going too fast. the bikes are basically on the
footpaths of pedestrians. i’m thinking that there could be a way to make the cyclists aware what their
limit is. around the lake for example, you have people walking, it can cause accident
Increase bike lanes on roads (number not size)
It’s hard to say, but some of the bike/ped paths are getting very lumpy and that discourages people, i
also think that sometimes the bike paths should be wider to allow for shared use for riders and
walkers
It would be good to have a campaign about shared use of bike paths and footpaths, particularly
around the lake burley griffin
It would be very useful to have the bike racks on every bus, i’ve often found myself in situations
where i rode up and not wanting to ride back and i’d have to wait for three buses to pass before one
came with a rack
Joining certain bike paths when they disappear due to roadworks or on road bike paths get squeezed
out at traffic lights
Just to restrict the space on the roads
Keep cyclists off roads
Less of them on the road
Lower speed limit to about 40 on backstreets
Main priority is bike theft. more security
Maintenance of bike tracks need to be done on a regular basis. sometimes they are covered in mud and water. needs to be cleaned regularly and the bike paths are also quite bumpy in some places.
Make drivers a bit more aware of cyclists, lots of initiatives to make them aware of motorcyclists but not enough for cyclists
Make sure there is heaps of secure bike parking where the new light rail stops.
More accountability for cyclists, i have witnessed accidents that have happened, cyclists should give way to cars turning, slipways, give way to cars, shouldn’t be just on the car driver
More bike parking and bike safety
More car driver education, especially in relation to new laws (ie 1 meter rule). better smoothing on bicycle paths and better drainage
More cycle paths and getting bikes off the road and onto paths
More dedicated and more roads kept in better conditions
More driver training
More maintenance
More safety awareness for the drivers.
More space on cycleways, more colours on signs highlighting bicycle routes. traffic signals to allow bikes to ride before cars drive at intersection.
Motorist behaviour
Not all the new changes are good, dismounting at pedestrian crossings should happen. campaign to encourage cyclists to use bike paths rather than roads where available.
Not anything springs to mind. no
Pedal power and cork, and they have some really fantastic ideas. need to liaise with them from a user’s perspective in the planning stages.
Perhaps be proactive about it when building new suburbs
Policing of bike riders, lycra louts - they have good kit and look the part, if in shared pathways they will run people over, race past, don't care about kids, wont share paths. i walk around the lake.
Remove banana rails on cycle paths, makes the path too narrow, connecting up of bikes paths, cycle lanes on roads sometimes just end.
Remove bike lanes off the roads and put more bike paths in.
Remove compulsory helmet laws. invite dutch engineers to teach how to build better infrastructure for bikes
Smoothen out the bike paths
Spend less money on on-road cycling which is for the elite cyclists and spend more money on off-road cycling parks. people don’t want to go on roads where people are travelling at 80 km/h, it will to accidents and cyclists will come off second-best every time. there was a collision this wk mona
That every road should have a separate bike path but not suburbs
The main problems with bike riding is the elements, rain etc. a covered way so you could ride rain hail or shine would help
The pet peeve i have, cyclist belong to the cycling club, they don’t stick to bike lanes, they ignore, on a lot of occasions, traffic lights.
There was something i saw in canberra today, where they were putting down paint that illuminates the pavement so it night time.
They should encourage it more and there should be more campaigns towards car drivers to be more aware that there are bike riders around.
They should get back to being the best in the country by investing into great off road bike paths
To sweep the on-road bike paths they get rubbish thrown on them from the cars glass, rubble and to better maintain the off-road bike paths. ie: there are weeds growing through a lot of them there are tree roots coming up through paths so they are uneven all over town weeds is northern side of a
Too many bike lanes that just end for no reason.
Traffic lights dedicated to cyclists would be a good idea
Trying to make paths off the road but still parallel to the road
more of the same, keep it going, it's well supported
no i think there’s a good bike system so i think just promoting where the bike path is
just to make sure every bus has a bike rack
Underpass or over pass; more regular access major arterial rds
Visible police enforcement
What we got is pretty well set up
Widen some of the bike paths. musgarve st hoppuiton to alexandrina drive is one i would like to see
widened
Would like to see safer, like a barrier between cars and bikes. more consultation with cyclists.