

2017

National Cycling Participation Survey

New South Wales



**AUSTRALIAN
BICYCLE COUNCIL**



Austrroads

Prepared by

Cameron Munro

Project Manager

Tony Arnold

Publisher

Austroads Ltd.
Level 9, 287 Elizabeth Street
Sydney NSW 2000 Australia
Phone: +61 2 8265 3300
austroads@austroads.com.au
www.austroads.com.au

**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 12.5% (95% CI: 10.2% - 14.8%) of NSW residents ride a bicycle in a typical week. Slightly less than a third (29.5%, 95% CI: 26.6% - 32.3%) had done so in the past year. These results suggest cycling participation has declined since 2015.

Keywords

National Cycling Strategy, cycling participation, active transport

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- Queensland Department of Transport and Main Roads
- Main Roads Western Australia
- Department of Planning, Transport and Infrastructure South Australia
- Department of State Growth Tasmania
- Department of Infrastructure, Planning and Logistics Northern Territory
- Transport Canberra and City Services Directorate, Australian Capital Territory
- Australian Government Department of Infrastructure and Regional Development
- Australian Local Government Association
- New Zealand Transport Agency.

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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 elsewhere¹.

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 Sydney Cycling Survey

Prior to 2017 data for the Greater Sydney Metropolitan Area (GMA) came from the Sydney Cycling Survey which was a telephone-based survey conducted during October/November of each year. That survey differed significantly from the NCPS in a number of respects, but included identical questions on cycling participation. Data for regional NSW outside the GMA has been obtained in all years from the NCPS.

1.3 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

¹ Munro, C. (2011) *Australian Cycling Participation: Results of the 2011 National Cycling Participation Survey*, Austroads Publication No. AP-C91-11.

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:

- 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.

1.4 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 2016 provided by the ABS.

1.5 Statistical significance

The estimates presented in this report are based on a sample of residents from New South Wales. 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 a *) 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.

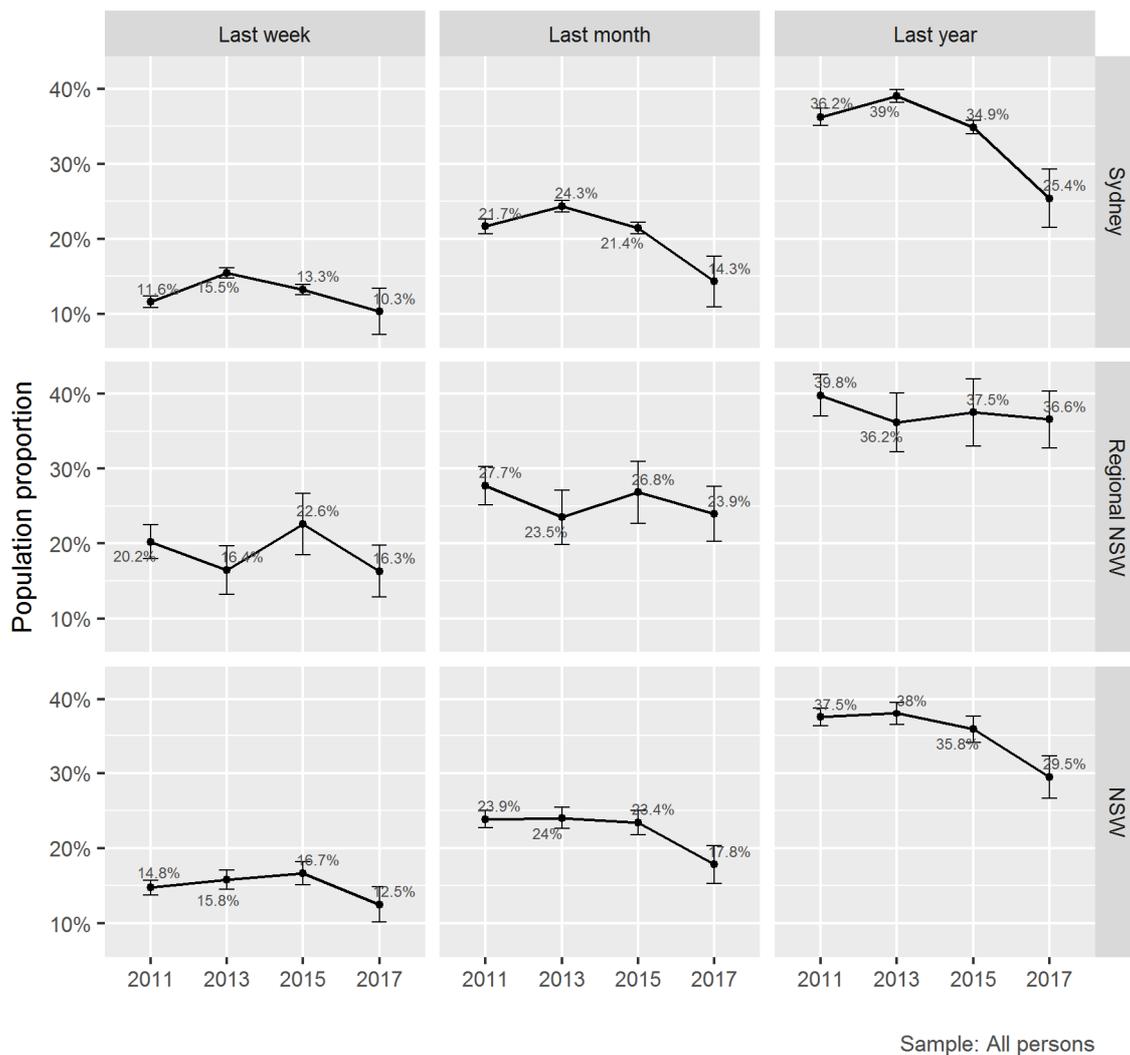
In some instances, for example for participation rates, the 95% confidence interval is reported. This represents the range within which we would expect the true population estimate to reside 95% of the time. Significant differences between parameters are present where the point estimate falls outside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

1.6 Survey sample

The sample consisted of 502 households containing 1,088 individuals. From the sample of 502 main respondents (i.e. the individual aged 15 or above with the next birthday that was selected for the interview) 69 had cycled at least once in the past year and so were presented with the perceptions component of the survey.

2 Results

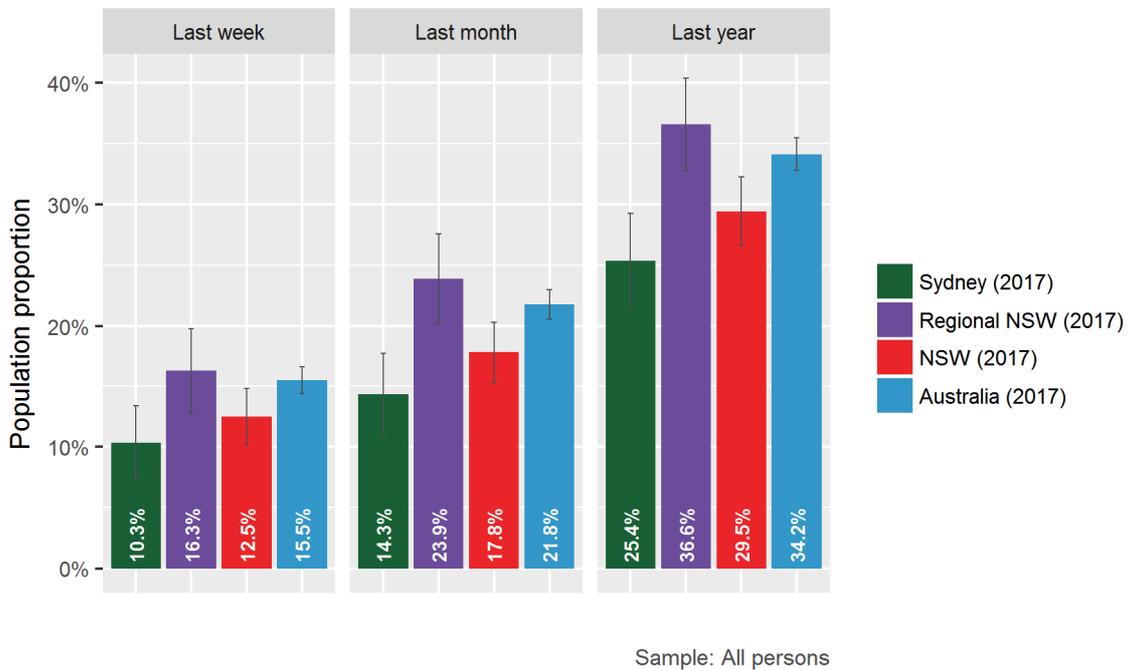
The survey suggests that 12.5% (95% CI: 10.2% - 14.8%) of NSW residents ride a bicycle in a typical week. Slightly under one third (29.5%, 95% CI: 26.6% - 32.3%) had done so in the past year (Figure 2.1). The participation rate appears to have declined since 2015 in both Sydney and regional NSW. In past years, Sydney's result was derived from the Sydney Cycling Survey which included additional questions and was performed at a different time of year. In 2017, however, Sydney was surveyed using the same approach as all other states, thus ensuring that all states are now directly comparable.



■ Figure 2.1: Cycling participation of residents (error bars represent 95% confidence intervals)

These participation rates translate to approximately 966,900 residents riding in a typical week and 2,276,800 residents riding at least once in a typical year.

The cycling participation rate by residents of Sydney is markedly less than the national average, although cycling participation in regional NSW is most likely higher than the national average (Figure 2.2).



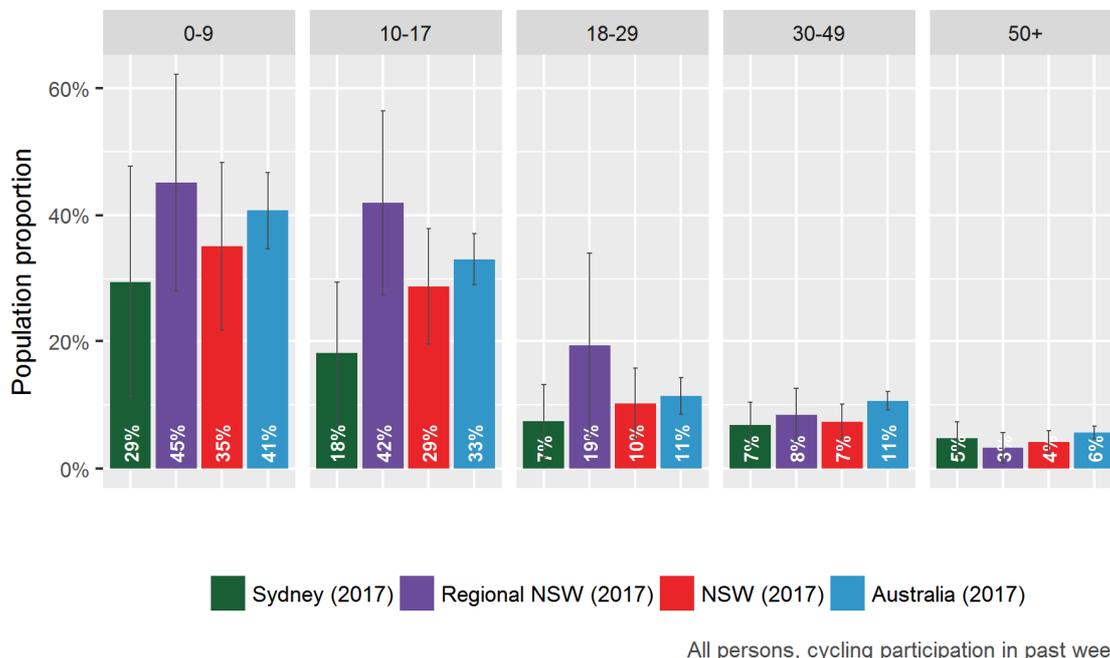
■ Figure 2.2: Cycling participation comparison by area

Males are significantly more likely to have ridden in the past week than females (Figure 2.3). The comparatively low participation rate in Sydney is attributable to both males and females.



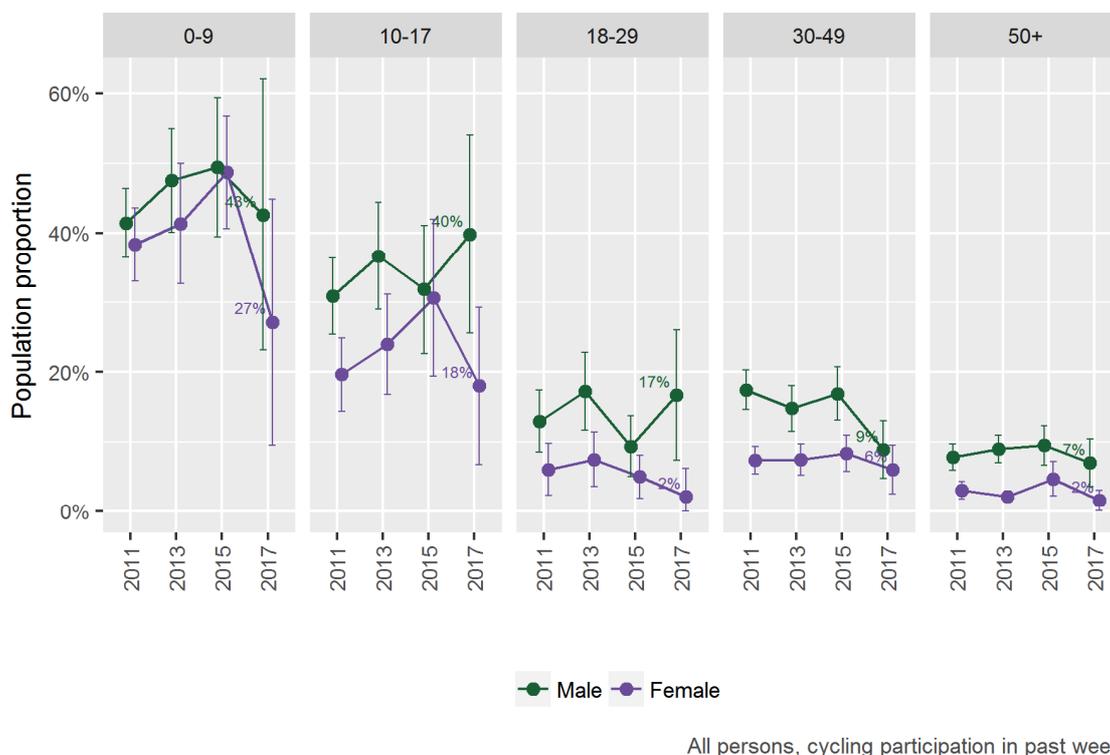
■ Figure 2.3: Cycling participation by gender

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 cycling participation rate among Sydney children aged 10 to 17 is much lower than in regional NSW and elsewhere in Australia.



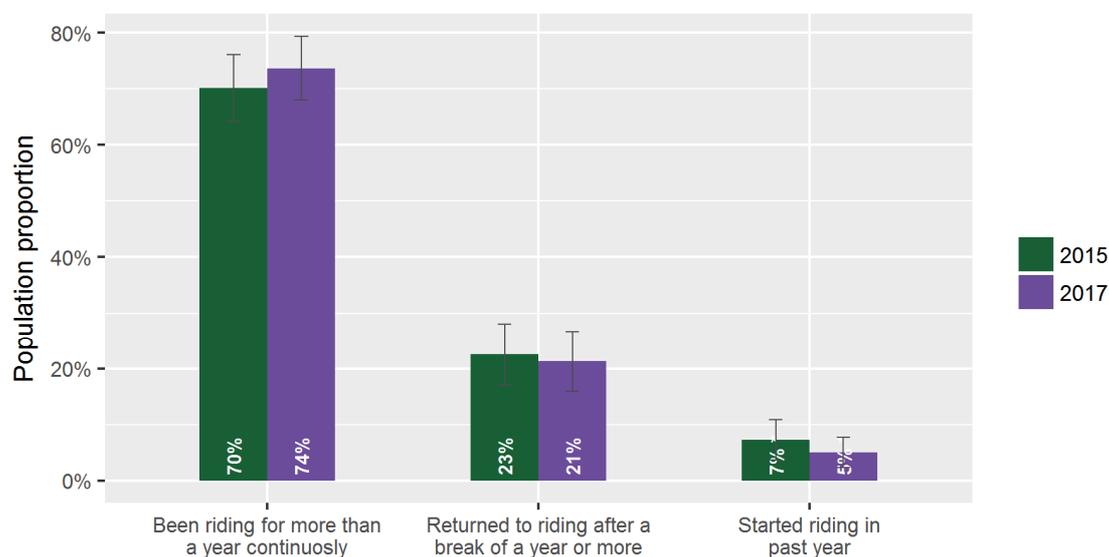
■ Figure 2.4: Cycling participation by age

Trends by gender and age are difficult to ascertain given comparatively small sample sizes. However, there may have been a decline in cycling participation among females of all ages between 2015 and 2017, while male participation may have increased among teenagers and young adults.



■ Figure 2.5: Cycling participation by age and gender

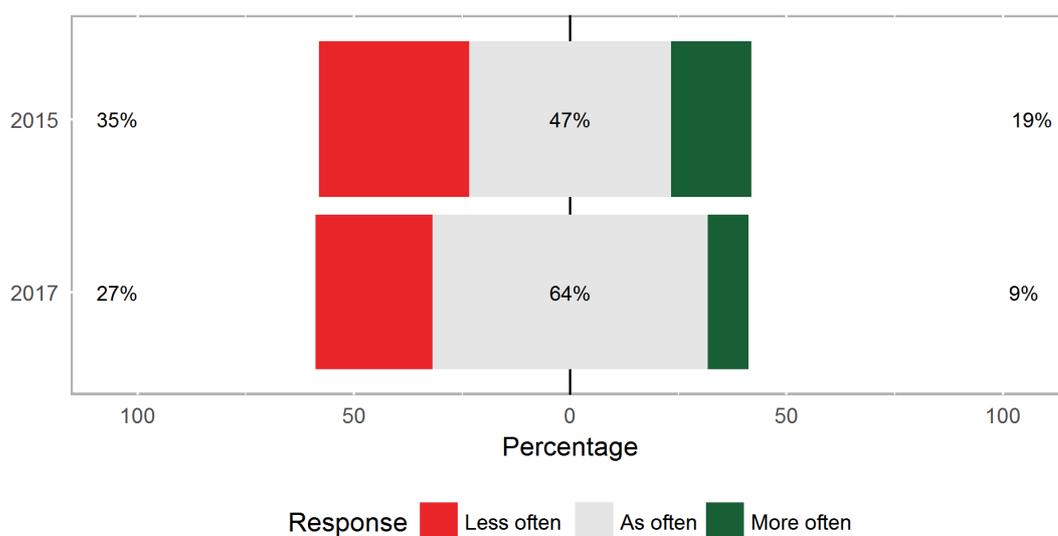
Those who indicated that they had ridden at least once over the past year were asked whether they had been cycling for a long period consistently, had recently started riding again or were altogether new to riding. Around three quarters of riders had been doing so continuously more than a year, while a further 21% had returned to riding after a break of a year or more (Figure 2.6). This sample corresponds only to those aged 15 and over, which will contribute to the low proportion of those new to cycling.



Sample: Persons aged 15+ who had ridden in the past year.
 * Estimate should be treated with caution.
 ** Estimate should be considered unreliable.

■ **Figure 2.6: Cycling history**

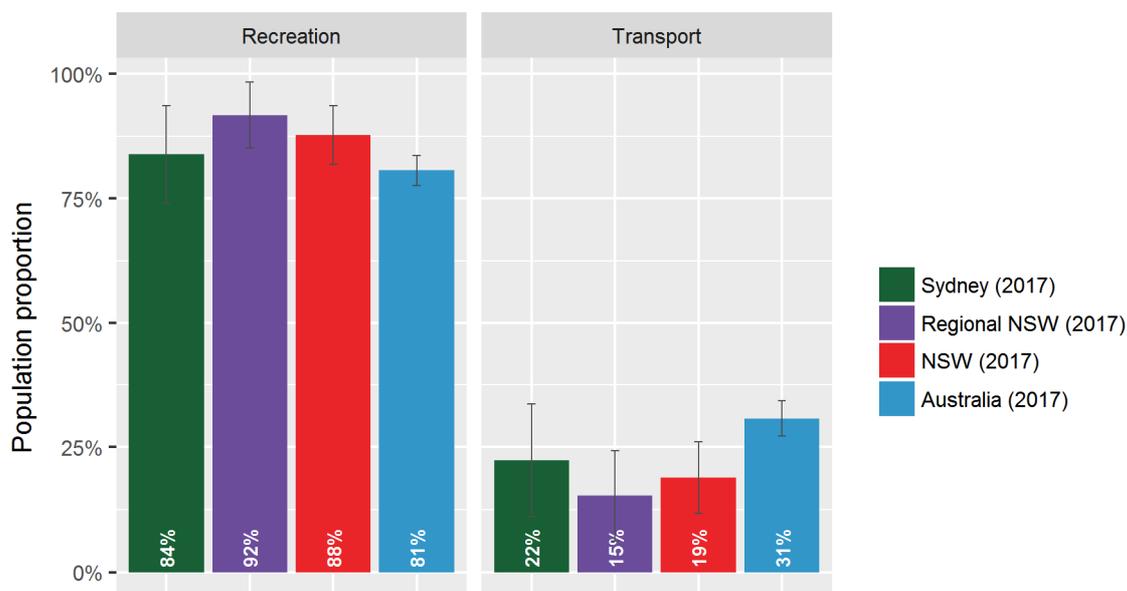
Among those who had ridden in the past year and were aged 15 or over who had indicated they had been riding continuously for more than a year, most (64%) indicated they had not changed their riding frequency over the past year (Figure 2.7). More (27%) indicated they were riding less often than more often (9%).



Sample: Persons aged 15+ who had ridden in the past year.

■ **Figure 2.7: Cycling frequency**

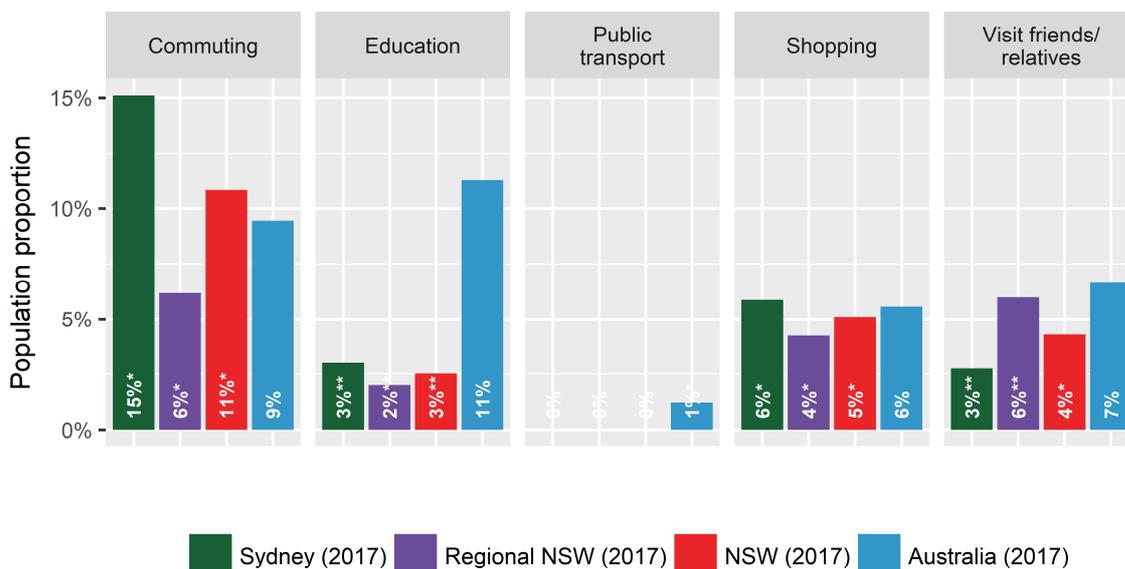
Of the people who cycled in NSW in the last month, 88% cycled for recreation and 19% used a bicycle for transport (Figure 2.8). These proportions are similar to the national average.



Sample: All persons who had ridden in the past month

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

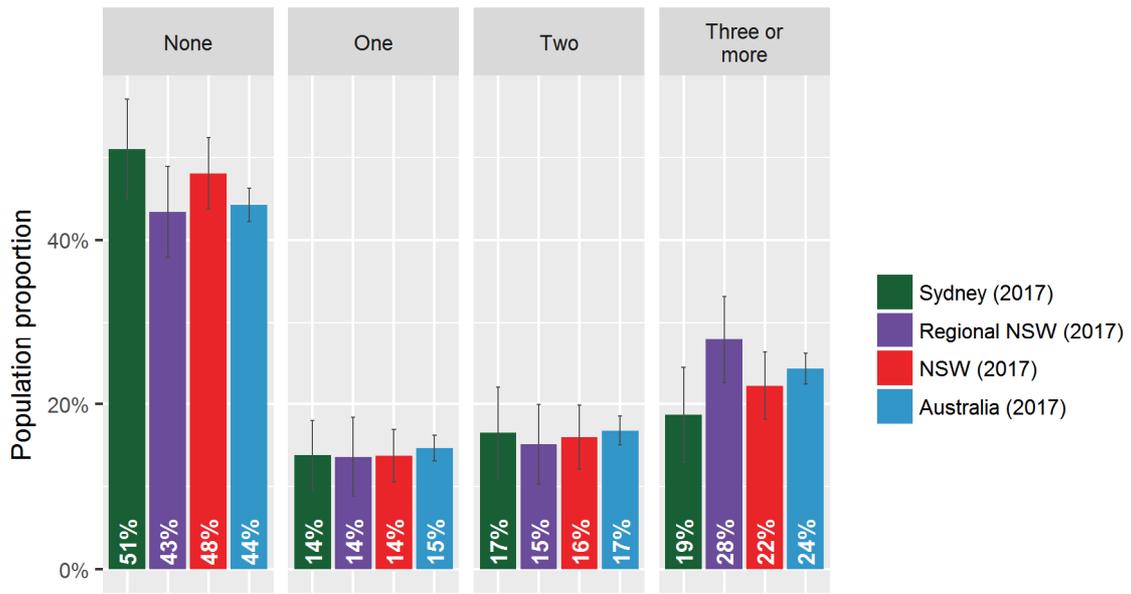
Among those who had ridden at least once in the past month, and had travelled at least once for one of the transport purposes most had ridden for commuting, shopping or to visit friends (Figure 2.9). Very few had ridden to access public transport. The proportion riding for commuting was much higher in Sydney than the national average.



Sample: All persons who had ridden in the past month and who had travelled for each purpose (by any mode).
 * Estimate should be treated with caution.
 ** Estimate should be considered unreliable.

■ **Figure 2.9: Purpose of cycling for transport**

Around 52% of households in NSW have access to at least one working bicycle (Figure 2.10).

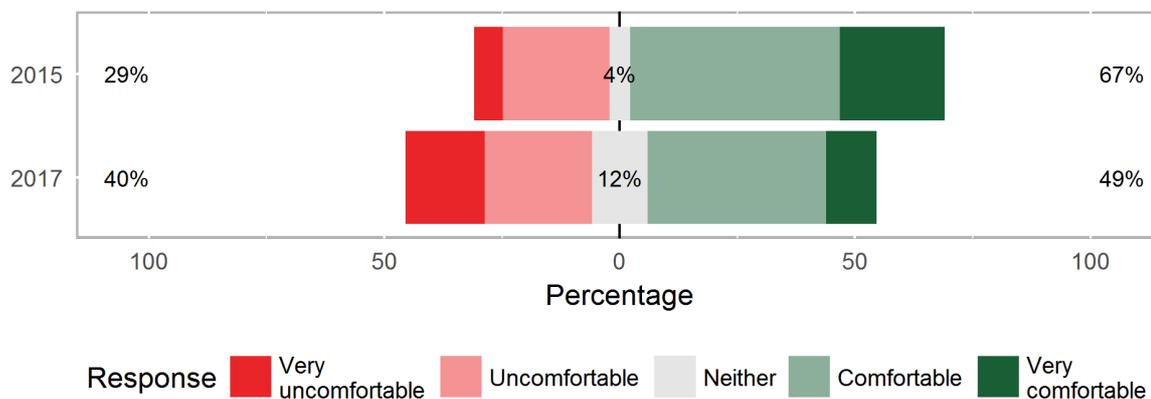


Sample: All households

■ Figure 2.10: Bicycle ownership by household

3 Rider perceptions

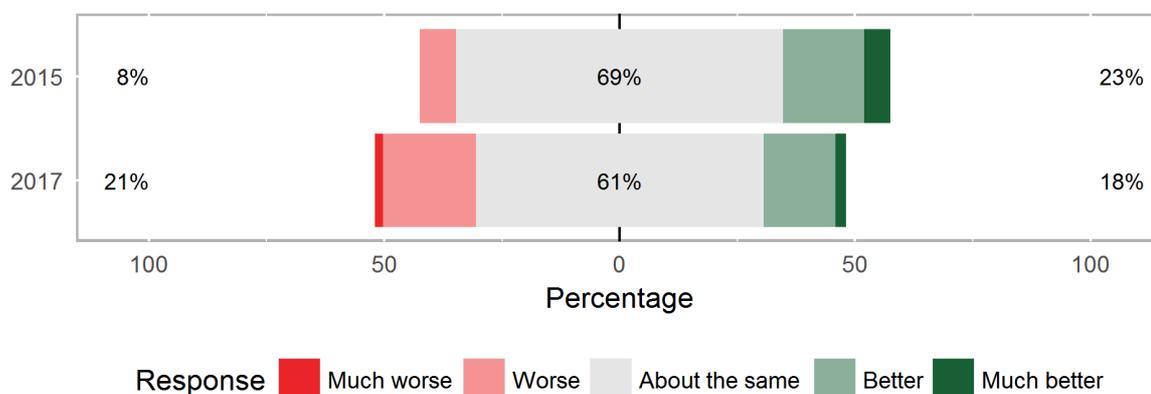
Those who had ridden at least once in the past year and were aged 15 or over were asked about their perceptions of riding in their local area. Slightly more of those who had ridden indicated they felt comfortable or very comfortable (49%) compared to uncomfortable or very uncomfortable (40%) (Figure 3.1). This is a marked deterioration on 2015, when 67% felt comfortable and 29% felt uncomfortable.



Sample: Persons aged 15+ who had ridden in the past year.

■ **Figure 3.1: Can you tell me how comfortable you feel riding in your area?**

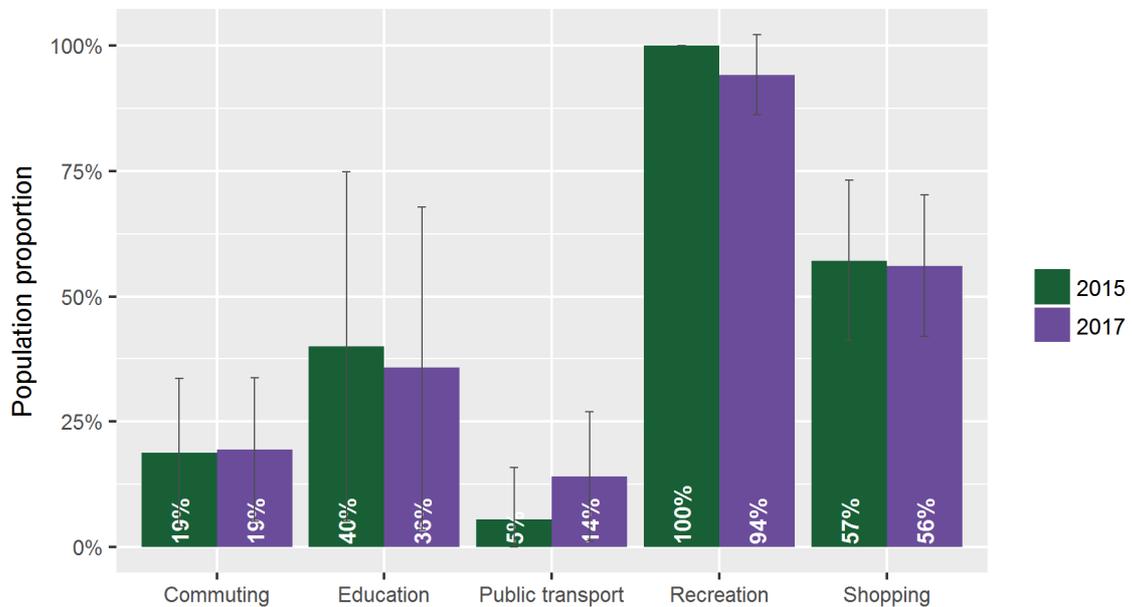
The majority of riders felt that conditions for riding in their local area had not changed over the previous 12 months (61%) (Figure 3.2). The proportion who felt conditions have deteriorated has increased from 8% in 2015 to 21% in 2017.



Sample: Persons aged 15+ who had ridden in the past month.

■ **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?**

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 (94%), and half (56%) had done so for shopping (Figure 3.3).

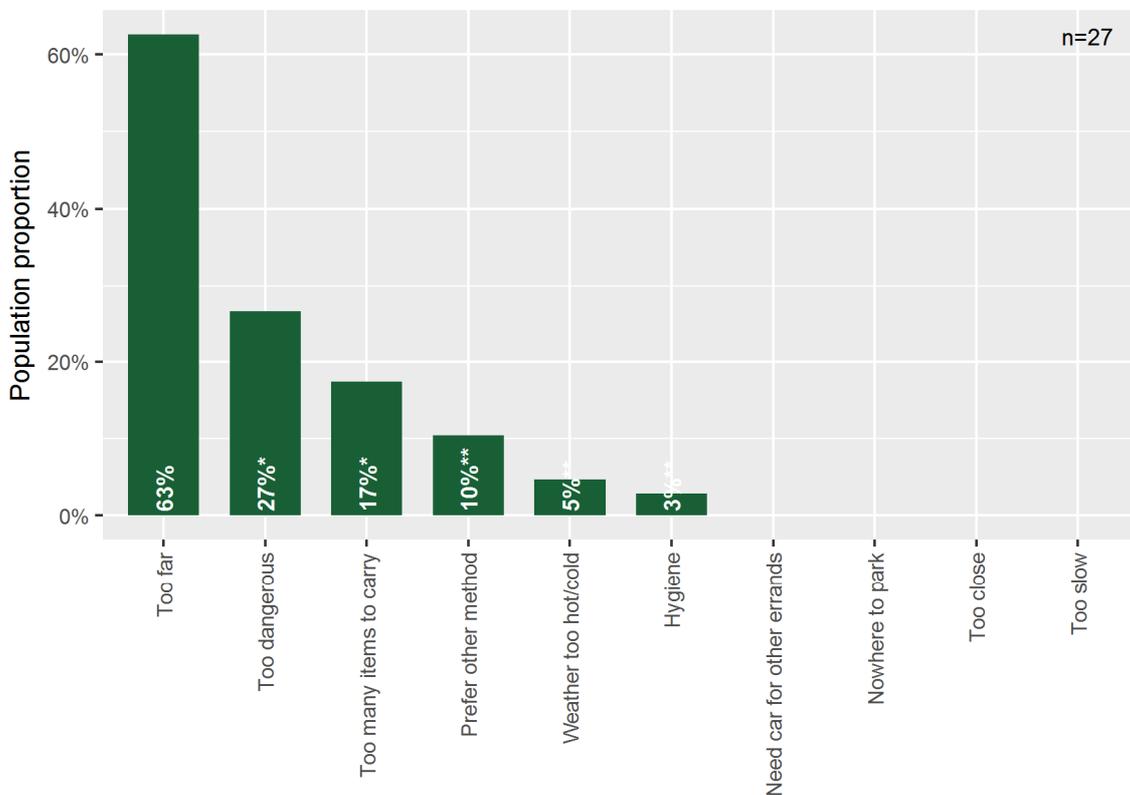


Sample: Persons aged 15+ who had ridden in past year

■ 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 reasons were:

- too far (63%), and
- too dangerous (27%).

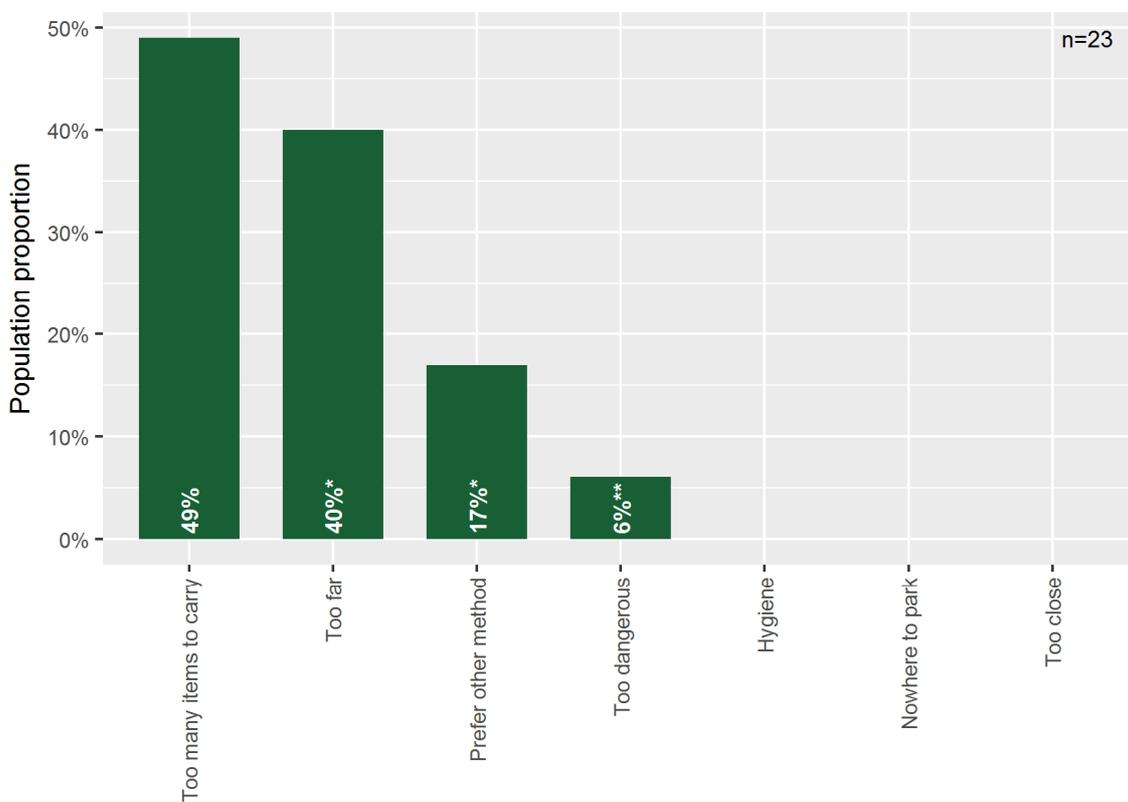


Sample: Persons aged 15+ who had ridden in past year

■ Figure 3.4: Why have you not used a bicycle for travel to work in the past year?

For those that had not ridden for shopping (Figure 3.5), the most commonly cited reasons were:

- they had too many items to carry (49%), and
- too far (40%).

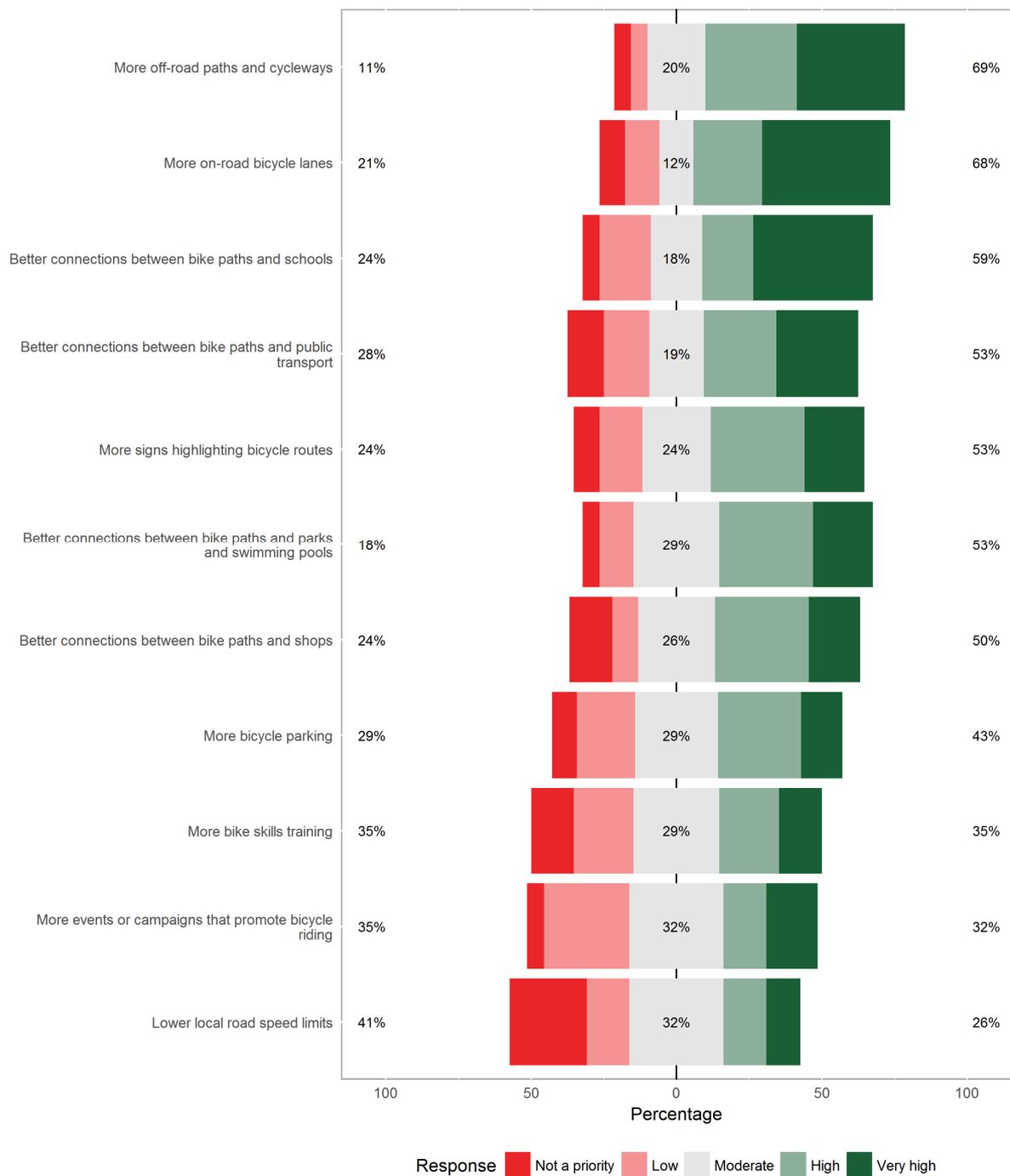


Sample: Persons aged 15+ who had ridden in past year

■ **Figure 3.5: Why have you not used a bicycle for travel to shops in the past year?**

Respondents were asked to prioritise actions that would encourage bicycle riding. The most supported actions, as shown in Figure 3.6, were:

- more off-road paths and cycleways (69% of respondents rated this a very high or high priority),
- more on-road bicycle lanes (68%),
- more signage highlighting bicycle routes (64%),
- better connections between bike paths and schools (59%),
- better connections between bike paths and public transport (53%),
- more signs highlighting bicycle routes (53%), and
- better connections between bike paths and parks and swimming pools (53%).



Sample: Persons aged 15+ who had ridden in the past month.

■ Figure 3.6: 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

Sample statistics			
No. of households:	502		
No. of individuals:	1,088		
Cycling participation	Estimate	95% confidence interval	Confidence rating
% who rode last week	12.5%	10.2-14.8%	***
% who rode last month	17.8%	15.3-20.4%	***
% who rode in past year	29.5%	26.6-32.3%	***
No. who rode last week	966,900	787,100-1,146,600	***
No. who rode last month	1,377,800	1,182,800-1,572,800	***
No. who rode in past year	2,276,800	2,058,300-2,495,300	***
Participation by demography			
Gender			
% of males who rode last week	17.2%	13.5-20.9%	***
% of females who rode last week	8%	5.2-10.8%	***
Age			
% of 0-9 yr olds who rode last week	35.1%	21.9-48.3%	***
% of 10-17 yr olds who rode last week	28.7%	19.5-37.9%	***
% of 18-29 yr olds who rode last week	10.2%	4.6-15.8%	**
% of 30 to 49 yr olds who rode last week	7.4%	4.7-10.1%	***
% of 50 yr+ olds who rode last week	4.1%	2.3-6%	***
Gender by Age			
Male: 0-9 yr	42.6%	23.2-62%	***
Male: 10-17 yr	39.8%	25.6-54%	***
Male: 18-29 yr	16.7%	7.4-26%	**
Male: 30-49 yr	8.9%	4.7-13.1%	***
Male: 50 yr+	7%	3.6-10.4%	***
Female: 0-9 yr	27.2%	9.5-44.8%	**
Female: 10-17 yr	18%	6.7-29.3%	**
Female: 18-29 yr	2.1%	0-6.2%	*
Female: 30-49 yr	6%	2.5-9.5%	**
Female: 50 yr+	1.6%	0-3.1%	**

Table A.1 (cont.): Participation statistics

Participation by purpose	Estimate	95% confidence interval	Confidence rating
Summary			
% of those who rode in past week for recreation/exercise	87.7%	81.8-93.6%	***
% of those who rode in past week for transport	18.9%	11.7-26.1%	***
Detail			
% of those who rode in past week for commuting	10.9%	5.5-16.2%	**
% of those who rode in past week for education	2.5%	0-5.4%	*
% of those who rode in past week for shopping	5.1%	1.5-8.7%	**
% of those who rode in past week to train/tram/bus	0%	0-0%	
% of those who rode in past week to visit friends/relatives	4.3%	0.7-7.9%	**
Cycling travel			
Caution: cycling travel estimates are biased by self-reporting and recall limitations, and should be treated with a high level of caution.			
Average number of days ridden by those that had ridden in past week	2.7	2.3-3.1	***
Average time ridden (mins) in past week by those that had ridden	147	107-188	***
Household characteristics			
% of households without a working bicycle	48.1%	43.8-52.4%	***
% of households with one working bicycle	13.7%	10.5-16.9%	***
% of households with two working bicycles	16%	12.1-19.9%	***
% of households with three working bicycles	22.2%	18.1-26.3%	***

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

- | | |
|-----------------------------------|---|
| Travel to work | 1 |
| Travel to school or university | 2 |
| Travel to the shops | 3 |
| Recreational exercise or fitness | 4 |
| Travelled on a tram, bus or train | 5 |
| (None of the above) | 8 |

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)

- | | |
|-----------------------------------|---|
| 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.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)

Male	1
Female	2

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

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
(Refused)	14

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

Student – Full time	1
Student – Part time	2
Work – Full time (>35hrs/week)	3
Work – Part time (<35hrs/week)	4
Work – Casual	5
Work – Unpaid voluntary work	6
Unemployed and looking for work	7
Home duties	8
Pensioner – not retirement age	9
Retired – on pension	10
Retired – not on pension	11
Other (Specify)	12
(Refused)	13

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

(Refused)	14
(Don't know)	15

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)

Student – Full time	1
Student – Part time	2
Work – Full time (>35hrs/week)	3
Work – Part time (<35hrs/week)	4
Work – Casual	5
Work – Unpaid voluntary work	6
Unemployed and looking for work	7
Home duties	8
Pensioner – not retirement age	9
Retired – on pension	10
Retired – not on pension	11
Other (Specify)	12
(Refused)	13
Child – not school age	14

Q.31. In the last 7 days, has this person used any of the following methods of transport? (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
(Don't know)	7

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.

MinutesHours MinutesHours

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.

Appendix C: Verbatim Responses

Do you have any comments regarding conditions for bike riding?

Be best if we didn't do any cycling

Bike riders need to become more aware of cars. since i'm both a cyclist and a driver, i see it from both perspectives, so both need to be aware of each other

Bike riders think they are same as vehicles, riders should be more aware of cars. sometimes cyclists cause accidents. some of the roads are not designed to share with cyclists. safer for everyone if riders showed more care.

Bike riders trying to force cars out of the way and cars not noticing bike riders

Bike riding isn't segregated enough between bikes and cars, esp with on-road bike lanes and the danger of cars

Bit better, signage is better, a few new bike lanes

Cars parked in bicycle lanes do not provide bike tracks. conditions are better since the city is planning more cycling friendly routes, and it's more obvious now that cyclists are allowed on the road, not just a nuisance. more infrastructure is being provided, even though it's not perfect yet.

Dangerous. driver attitude. more bike paths

I'd like them to look at countries in europe where they have off main arterial roads, in the suburbs 35km is the maximum on local roads that they can go. they should get rid of helmets and make it the responsibility of drivers. the studies on helmets are on dangerous drivers not on normal commu

I do not ride in the metro area

I guess road safety. there's no there should be like an allocated lane for cycling because when i'm on the main roads between werris creek and tamworth there's no lane for cycling and its usually on the main roads and its nearly caused an accident.

I only feel comfortable on separate bike paths and footpaths, not on on road bike lanes. this is because it's dangerous and the possibility of either being hit by a car or a car door

I think they need to improve we don't have many footpaths we can ride on

I would never cycle in the city, it's too dangerous

If your push bikes are not registered, it shouldn't be on the road

It's just the cyclists don't have their own bike sections. it would be good if they did have their own lanes

It's just the traffic density, far too congested, they do build bikeways and i use them when i can, it's just the number of vehicles on the road

It gets difficult on unsealed roads and is hard to connect

No, they are very good i enjoy the ride around my area

Not enough cycle paths around. no real cycles paths into town

Not enough cycle ways. light rail needs to be a cycle way as well.

Not enough places for people to ride bikes, not safe on the highway. nowhere on the side of the road. it would be great if there were more bike lanes

Prioritize cycling, more bike line on roads. not enough room for them, beautiful roads ppl want to ride on

Really need to be separated from cars with separate bikeways, and i'd feel more comfortable. even the on-road bike lanes are unsafe

Road conditions, falling apart, shoulders are pretty bad on the road,

Road congestion makes it dangerous

Safety precautions and the road rules should be improved in the area for bike riders

Should be more like perth paths

Shouldn't be allowed on roads, when there is a bike track provided. roads are narrow and rough, semi prof bike riders, create havoc with traffic, when there is a bike lane next to the road they don't use it.

The northern beaches are really dangerous to ride near and you're restricted because if you go up onto the footpath people get annoyed, but if you're on the road it's too dangerous
The road i'm on (the railroad) the speed limit for vehicles is far too high and makes me feel unsafe
The whole i think they're acceptable
There are a lot of potholes on finn road and menangle road.
There are few cycle paths along the cost that you can go. hook the bikes on the back of the car and go for a ride they are lovely, if there were more in my local area it would be great,
There is always room for improvement, i don't ride enough to comment
There is not much room on the side of the roads to ride a bike. i am talking about the lakes way (specific road) in pacific palms.
There is very little in the way of safe bike paths from gerringong down towards nowra
There needs to be more bike tracks in my opinion and bike tracks need to connect the local towns so ideally people should be able to cycle from one town to another without being on a road, the other thing is that recently publicised fines for riding without helmet is \$400 is ridiculous.
There's been a push to establish a trail bet wagga to tumburumba seem to me lots of resistance from farmers, they seem to have sway and no momentum in path happening. some of the rds have cycle lanes which is good, probably do more in wagga for cyclists or any on a bike
To have better cycling paths in the area
we could have more cycleways where i live,
We have a few cycle tracks around where i live perhaps that could be extended to more dedicated cycle tracks. to enforce the new rules on car drivers as well as cyclists there are a lot of cars that don't give cyclists allocated space and go much too fast. most regulations focus on penalising
We need bike lanes, cars need to be separated from bikes.
We should be promoting more cycling and new road infrastructure should have bike lanes built into it the m7 is a perfect example, just for council and state gov to be more prone to think of the safety
Well where i am i just ride through the bush and dirt roads
Wider road lanes needed, bigger roads are dangerous, dunns creek road, tomikan rd, princes hwy

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

A few more sign posts for bike riders showing me how to avoid the busier streets. for example from bar beach to the adamstown cycleway if i knew the flattest safest way to go or if there was a map of this somewhere w=here i could look this up it doesn't necessarily have to be a sign post.
Better education for both bike riders and motorists and law enforcement for bike riders and better notification for where bike lanes actually are. shelter stops will be helpful on wet weather conditions
Better lighting on roads and bike tracks
Better security for bike parking in the area of parking
Clearer sporting grund bw tracks and roads
Educating schools, getting kids to ride bikes to school. line-up of cards a 4x4s dropping kids off, makes more sense to get kids to ride safe. kids need bike track to get them to the school and places for them to put their bikes
Education. too many motorists who are inconsiderate. driver consideration
Fix up the edges of the road and make them wider. we have big trucks etc on the road and it is very dangerous.
Get bikes out of bus lanes. more bike lanes and make sure they're absolutely separated.
Hard because around here i wear a helmet every time i go out, kids don't get pulled over if they don't have helmets on. 99% don't wear helmets. 90% of adults do. need a camping to emphasise use of helmet for kids. and probably teach them or shown they will come off second best when playin
Have more bike tracks in darawank
I'd like it if they had more lights on their bikes, maybe a mirror so people could see better. more

visible on the road

I guess promotion in the media that indicates local government supports cycling. consultation and development of strategic plans that makes the actions mentioned before achievable.

I think bikes should be in a separate bike lanes, i don't think cars and bikes mix

I think the rail trail could be a really good start. if they do put in bicycle paths they should be lit to ensure safety and clear of glass. and to stop people opening doors on cyclists which is what happens when you have half-hearted paths around cars. increase fines for those who negligent.

I'm a little inclined to suggest that cyclists need some sort of registration as there are responsibilities and then maybe people would be a bit more responsible. ie: to follow the rules and respect what's going on around them. the safety measures

Improve pathways anything from 10kms either direction of the city east, west, north and south and secure and safe parking facilities for bikes at train stations.

It would be lovely if bikes could treat red lights as stop signs and stop signs as give way signs, enabling better traffic flow and increasing safety not just for cyclists but also for drivers. bike boxes, boxes to help cyclists get in front of cars to see traffic clearly, would be better for s

Just installation of more off road bike paths

Just to have bike lanes

Link up to the motor registry - registration or licence, that would be your insurance

Looking at route planning and making more routes available for recreational cycling

Make connections between existing dedicated paths and make them into a network.

Make more bike lanes and paths along roads.

More awareness of bike riding rules and cover the potholes on finn road and menangle road.

More bike paths outside of the actual city. ie: i live in st marys and i don't think there are any bike paths here we need them in st marys.

More education for bike riders and drivers

More encouragement for people to ride. the health benefits

One big step would be educating drivers of cars and buses about being safe around cyclists. the bus and car drivers are extremely abusive. they need to be educated in order to make it safer for cyclists to get out there, there needs to be a cyclist only lane in northern beaches

Rules should be enforced equally between bike riders and motorists

Separate bike lanes from cars

Separated paths between bikes and cars as often as possible

Signage and awareness

Stop the west connect, big highway they are putting through.it will be more dangerous for bike riders. instead there should be more bike lanes.

The only things i would ask for is sufficient verge between roads and railings as they upgrade to fix or repair roads to take this into consideration, not enough room from edge of roads to railing to ride a bike.

They need lanes between places, biked should have own path

To use every opportunity to create bike paths, more signs and better connections

We just need more footpaths

We need more cycleways in our area

Well i would like them to make sure there's plenty of paths for us to ride on. probably more signage to stop people from standing on bike paths and blocking the way

When they create new infrastructure to consider adding safe bike lanes to create a safe environment and to promote bike riding as opposed to driving

Wider shoulders on the roads and more bike parking in town

Yeah i think that i've already mentioned the paths between towns, in all subdivisions it should be part of them as new developments.



Level 9, 287 Elizabeth Street
Sydney NSW 2000 Australia

Phone: +61 2 8265 3300

austroads@austroads.com.au | info@bicyclecouncil.com.au
www.austroads.com.au | www.bicyclecouncil.com.au