

# 2017

## National Cycling Participation Survey Northern Territory



**AUSTRALIAN  
BICYCLE COUNCIL**



*Austrroads*

# National Cycling Participation Survey 2017: Northern Territory

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## 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 25.6% (95% CI: 22.4% - 28.8%) of Northern Territory residents ride a bicycle in a typical week. Almost half (46.1%, 95% CI: 42.6% - 49.6%) had done so in the past year.

## Keywords

Australian, national, cycling, strategy, participation, survey, active, transport.

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- Department of State Growth Tasmania
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- Australian Government Department of Infrastructure and Regional Development
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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 elsewhere<sup>1</sup>.

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

- 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 2016 provided by the ABS.

### 1.4 Statistical significance

The estimates presented in this report are based on a sample of residents from the Northern 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 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.

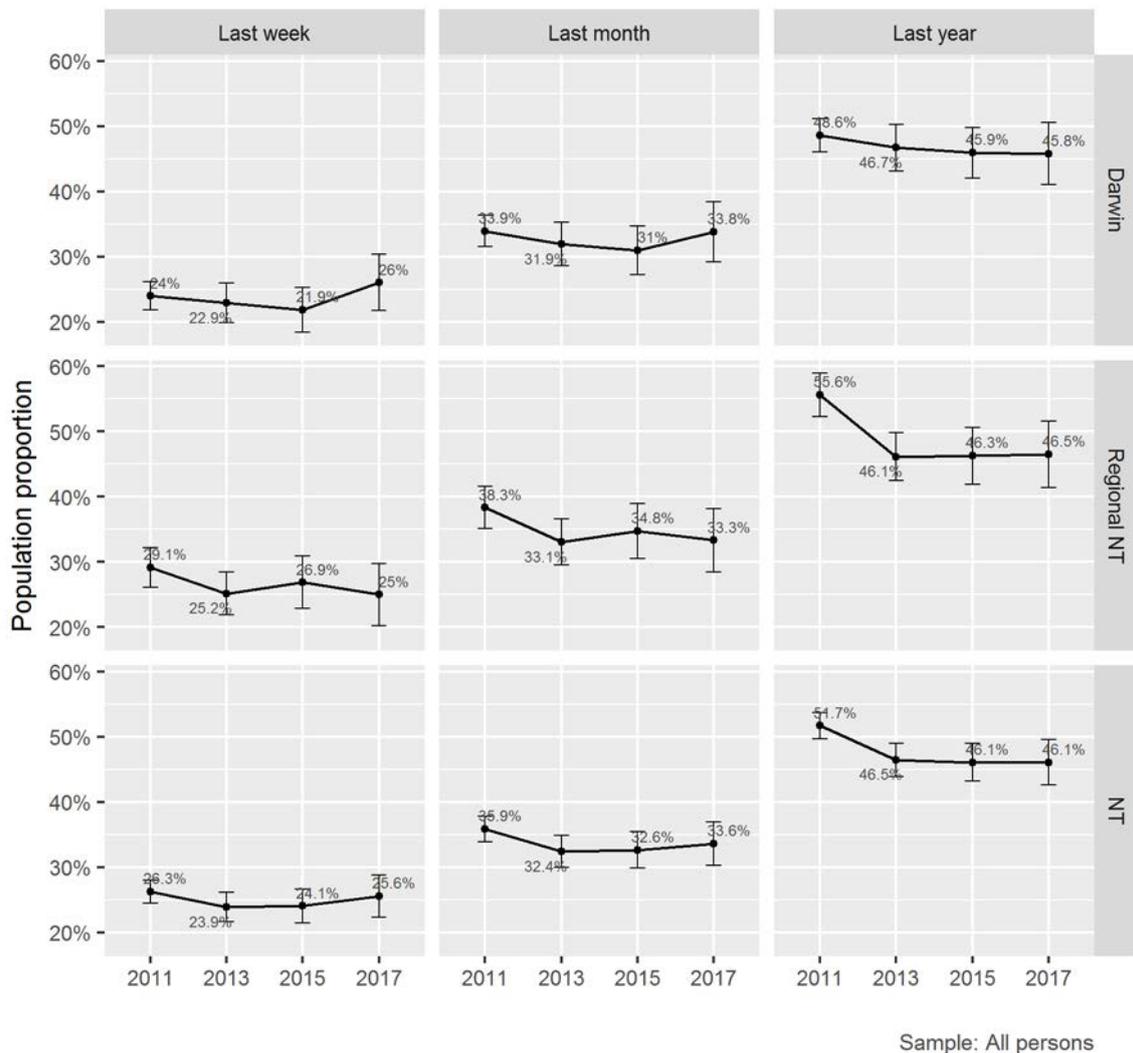
In some instances, for example for participation rates, the 95% confidence interval is reported. This represents the range within which we would expect the true population estimate to reside 95% of the time. Significant differences between parameters are present where the point estimate falls outside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

### 1.5 Survey sample

The sample consisted of 332 households containing 730 individuals. From the sample of 332 main respondents (i.e. the individual aged 15 or above with the next birthday that was selected for the interview) 111 had cycled at least once in the past year and so were presented with the perceptions component of the survey.

## 2 Results

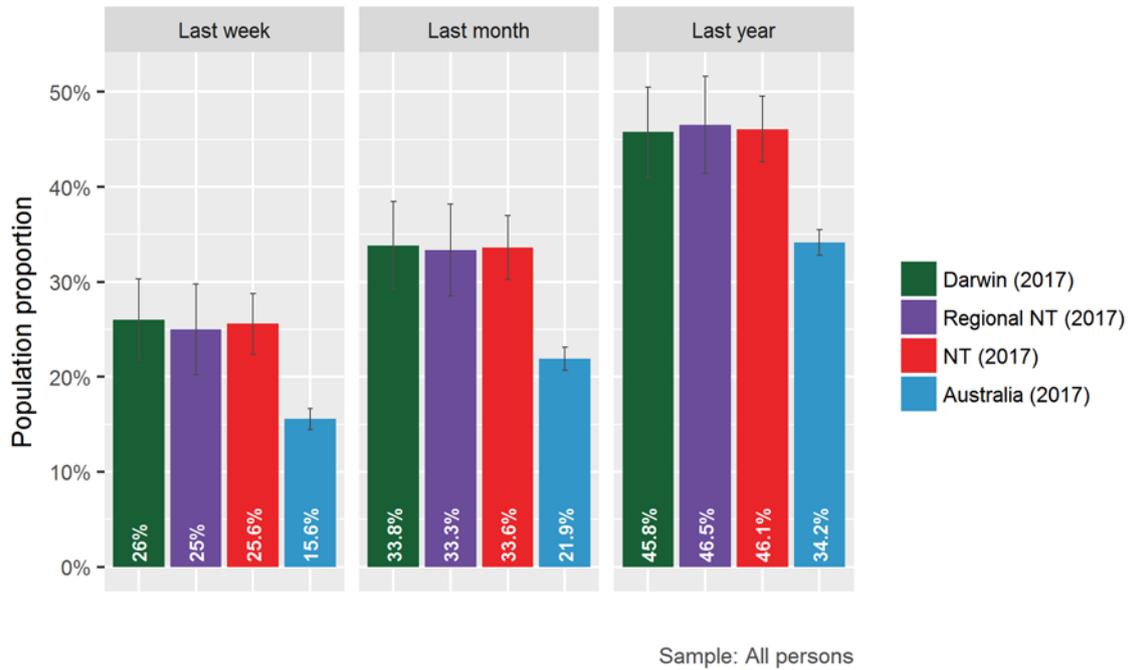
The survey suggests that 25.6% (95% CI: 22.4% - 28.8%) of NT residents ride a bicycle in a typical week. Almost half (46.1%, 95% CI: 42.6% - 49.6%) had done so in the past year (Figure 2.1). The cycling participation rate has remained relatively stable over the six years since 2011.



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

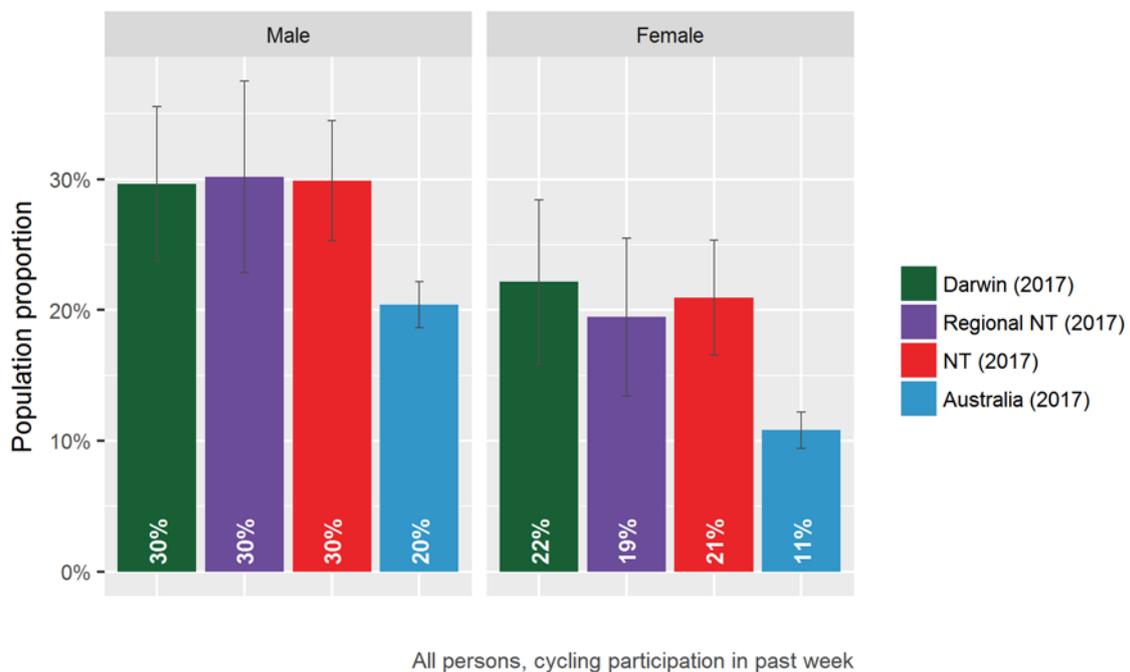
These participation rates translate to approximately 62,700 residents riding in a typical week and 113,000 residents riding at least once in a typical year.

The cycling participation rate of Darwin and regional NT residents is similar, and in both cases is significantly higher than the national average (Figure 2.2).



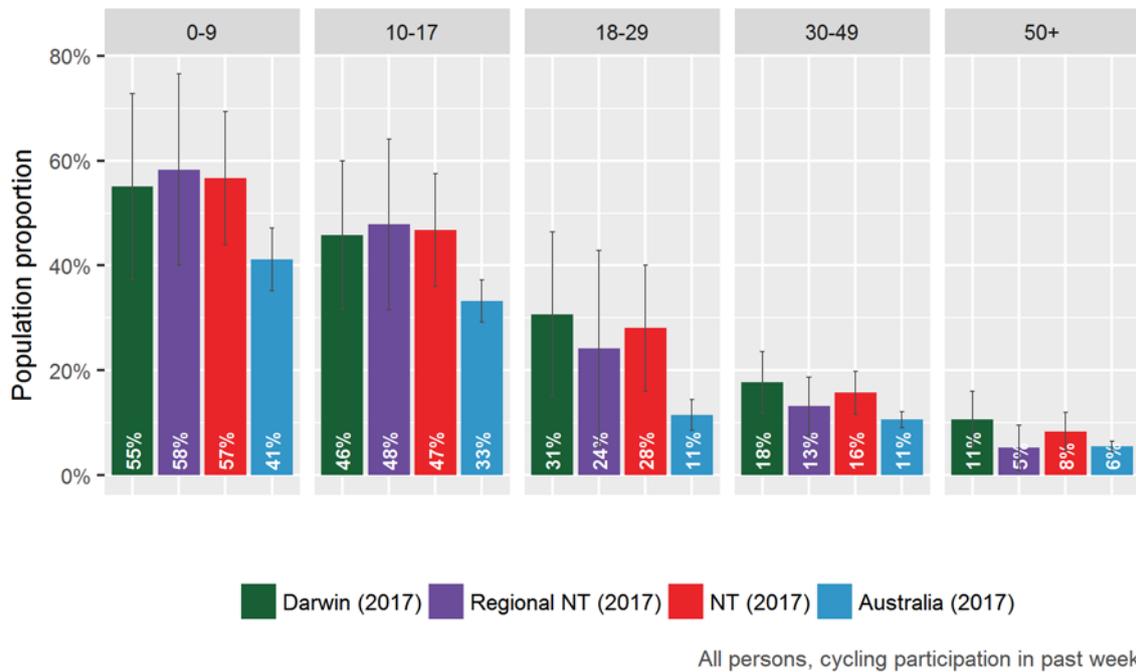
■ Figure 2.2: Cycling participation comparison by area

Both male and female cycling participation rates are well above the national average (Figure 2.3).



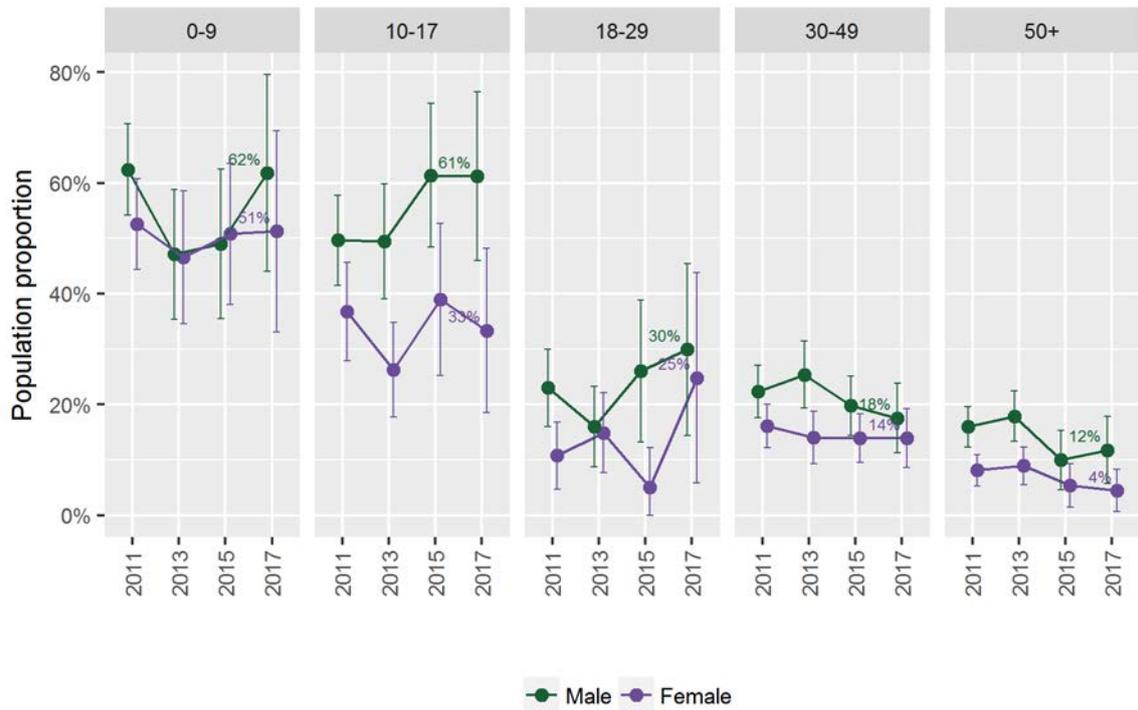
■ Figure 2.3: Cycling participation by gender

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 declines somewhat among teenagers and into adulthood but remains higher than the national average for those aged under 50.



■ Figure 2.4: Cycling participation by age

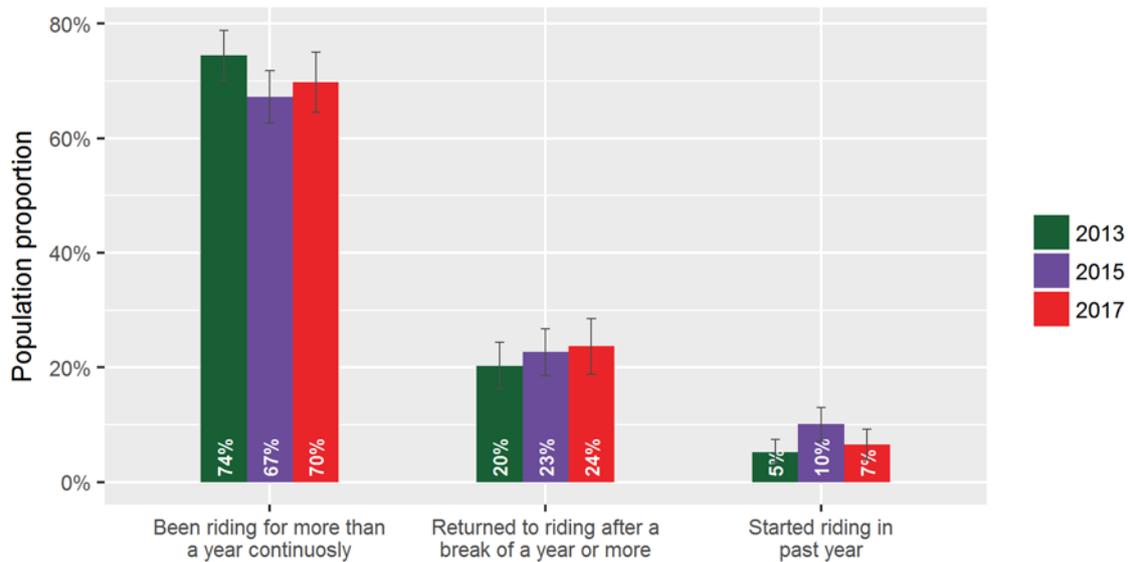
The trends in cycling participation by age and gender are not clear from the data, in part because of limited sample sizes (Figure 2.5). While robust conclusions cannot be drawn from this data it may be that older adult participation (among those aged over 30) has slightly declined, at least among males – while young adult participation may have increased.



All persons, cycling participation in past week

■ Figure 2.5: Cycling participation by age and gender

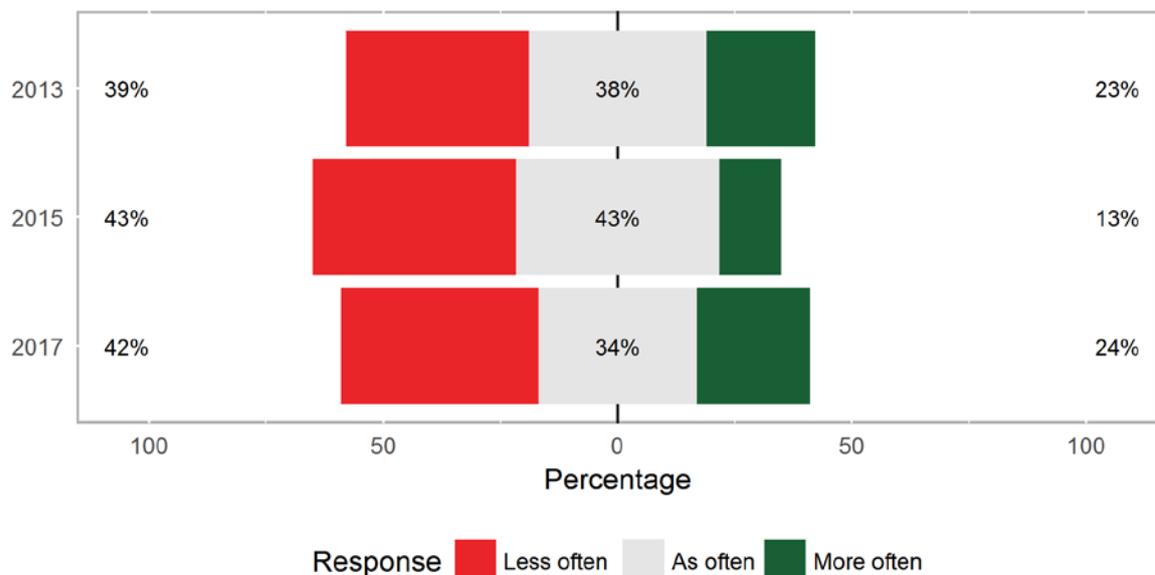
Those who indicated that they had ridden at least once over the past year were asked whether they had been cycling for a long period consistently, had recently started riding again or were altogether new to riding. Around 70% had been riding continuously for more than a year, with a further quarter returning to riding after a break of a year or more (Figure 2.6).



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

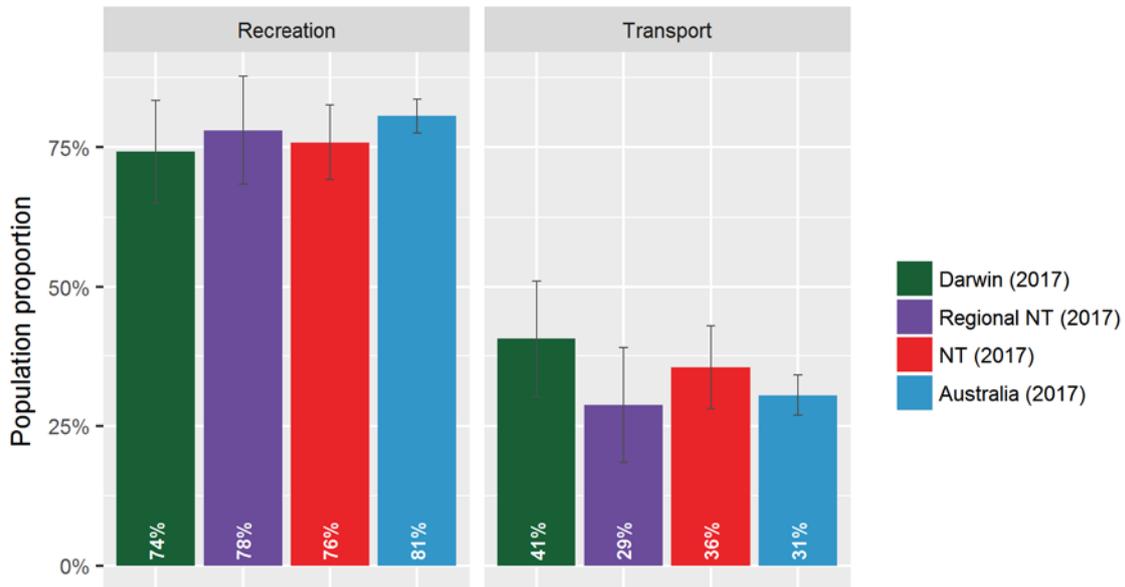
Among those who had ridden in the past year and were aged 15 or over who had indicated they had been riding continuously for more than a year, more (42%) indicated they were riding less often than more often (24%) (Figure 2.7).



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

■ Figure 2.7: Cycling frequency

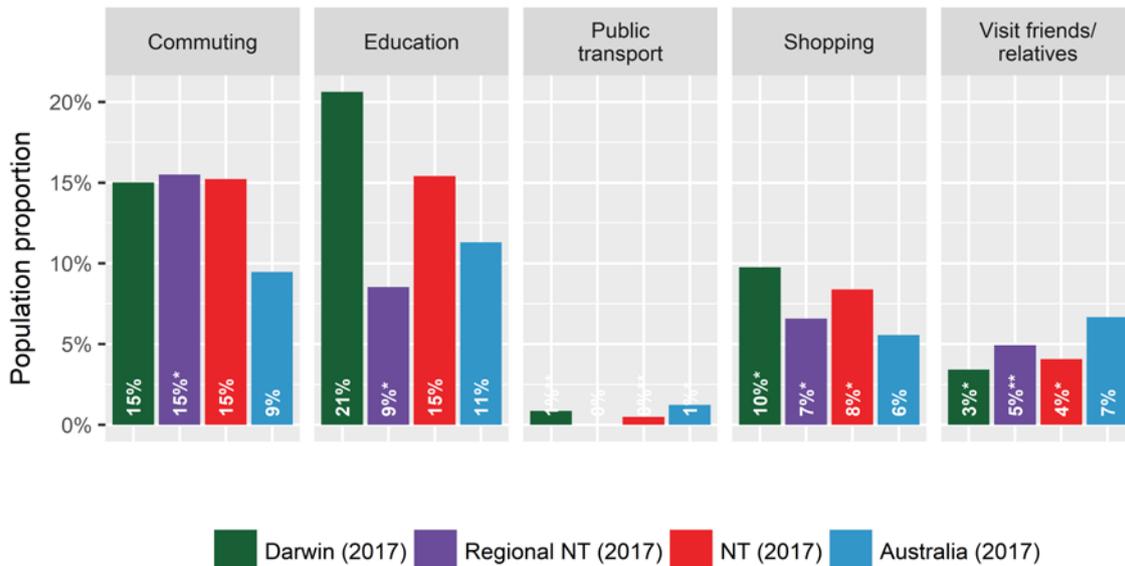
Of the people who cycled in the last month, 76% cycled for recreation and 36% used a bicycle for transport (Figure 2.8). These proportions are not dissimilar to the national average.



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 (commuting, education, public transport, shopping and visiting friends or relatives) most had ridden for commuting or education (Figure 2.9). Very few had ridden to access public transport.



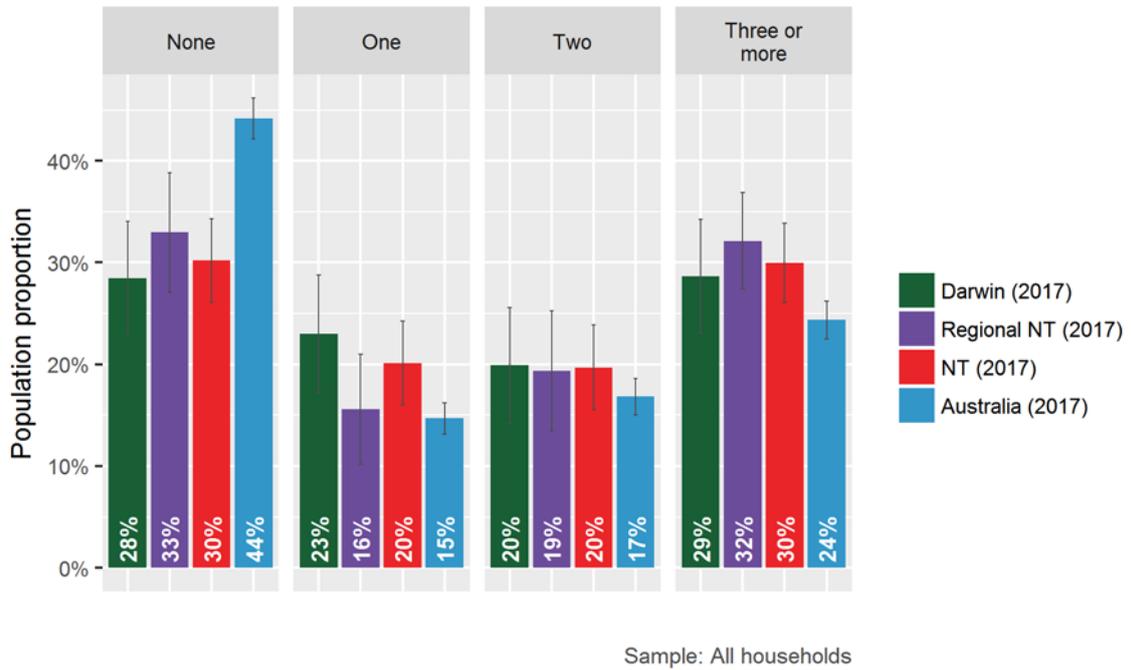
Sample: All persons who had ridden in the past month and who had travelled for each purpose (by any mode).

\* Estimate should be treated with caution.

\*\* Estimate should be considered unreliable.

■ Figure 2.9: Purpose of cycling for transport

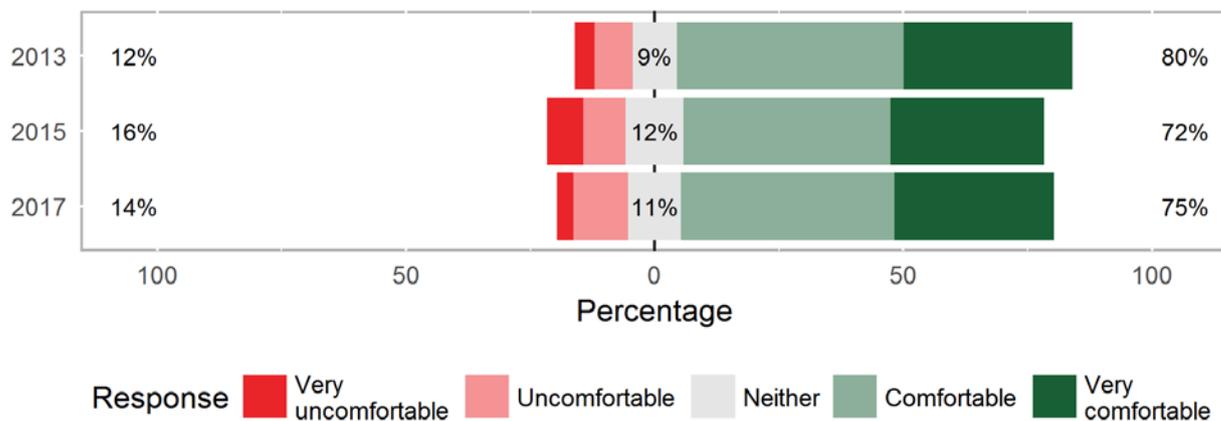
Around 70% of Northern Territory households have access to at least one working bicycle (Figure 2.10). This proportion is much higher than the national average.



■ Figure 2.10: Bicycle ownership by household

### 3 Rider perceptions

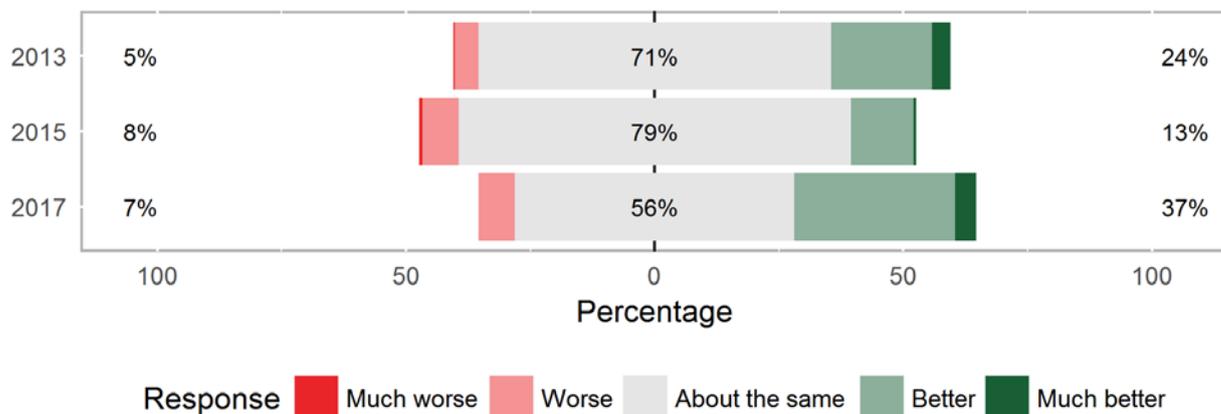
Those who had ridden at least once in the past year and were aged 15 or over were asked about their perceptions of riding in their local area. Most of those who had ridden indicated they felt comfortable or very comfortable (75%) doing so (Figure 3.1). This proportion has not changed significantly since this question was first asked in 2013.



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?

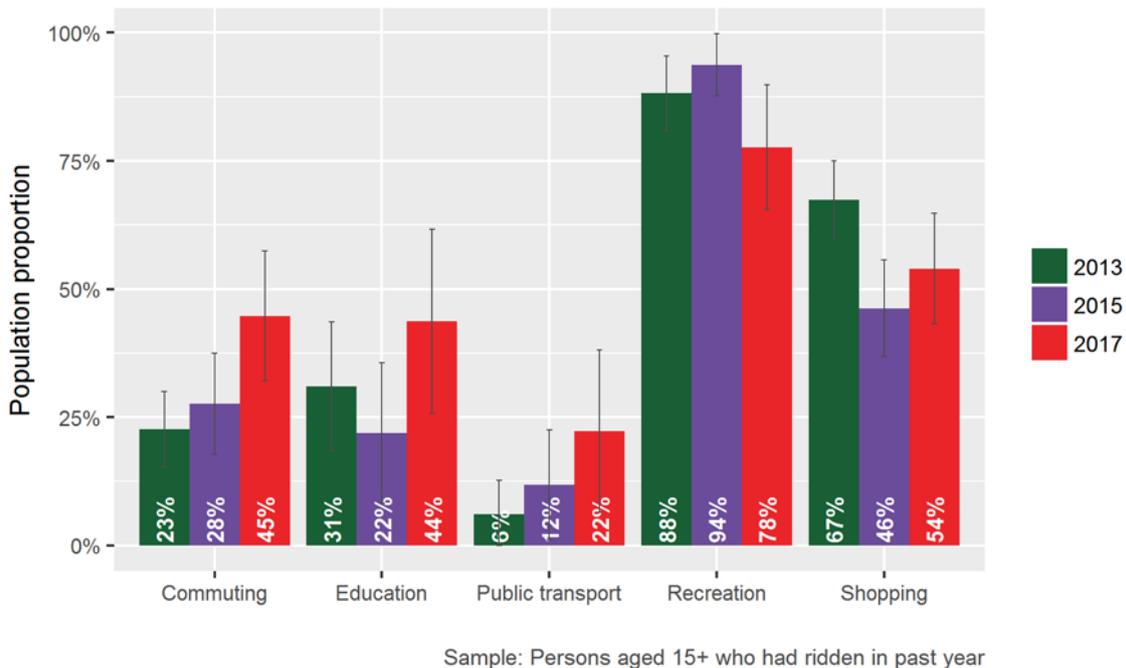
The majority of riders felt that conditions for riding in their local area had not changed over the past 12 months (56%) (Figure 3.2). Around 37% of respondents felt conditions had improved while a further 7% felt conditions had deteriorated.



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

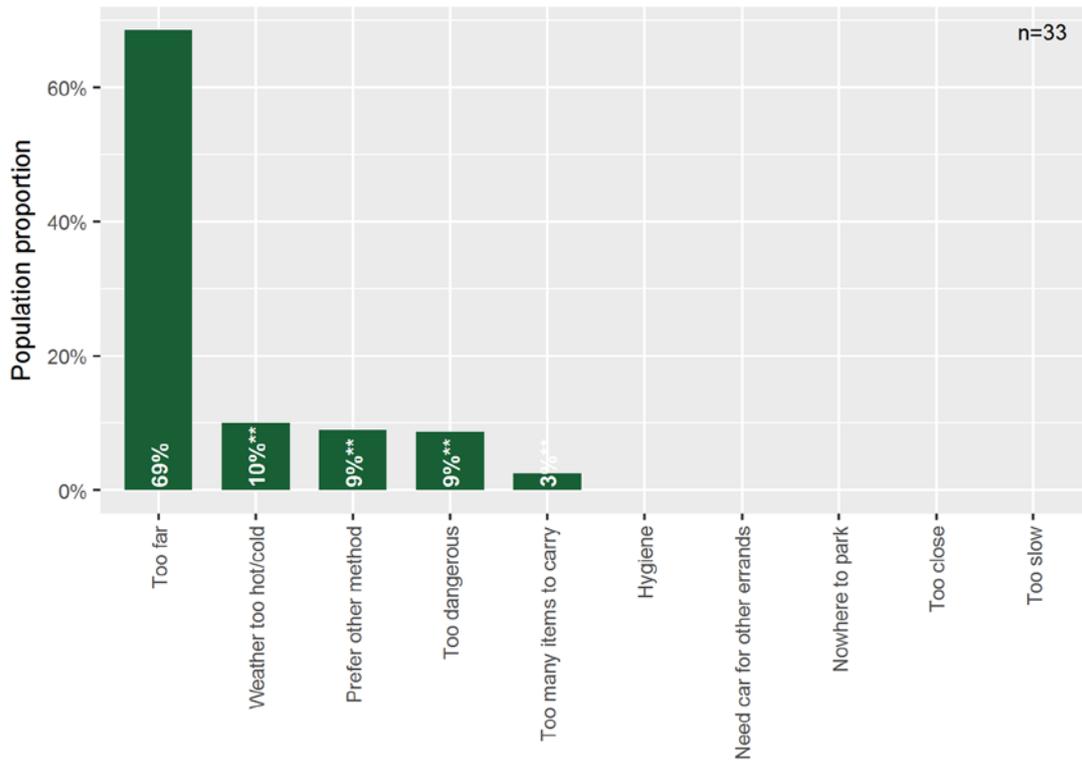
■ Figure 3.2: In the past year, do you think that cycling conditions in your area have become much better, better, about the same, worse or much worse?

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 (78%), and half (54%) had done so for shopping (Figure 3.3). The proportion riding for commuting, education and public transport appears to have increased since the survey was last conducted in 2015.



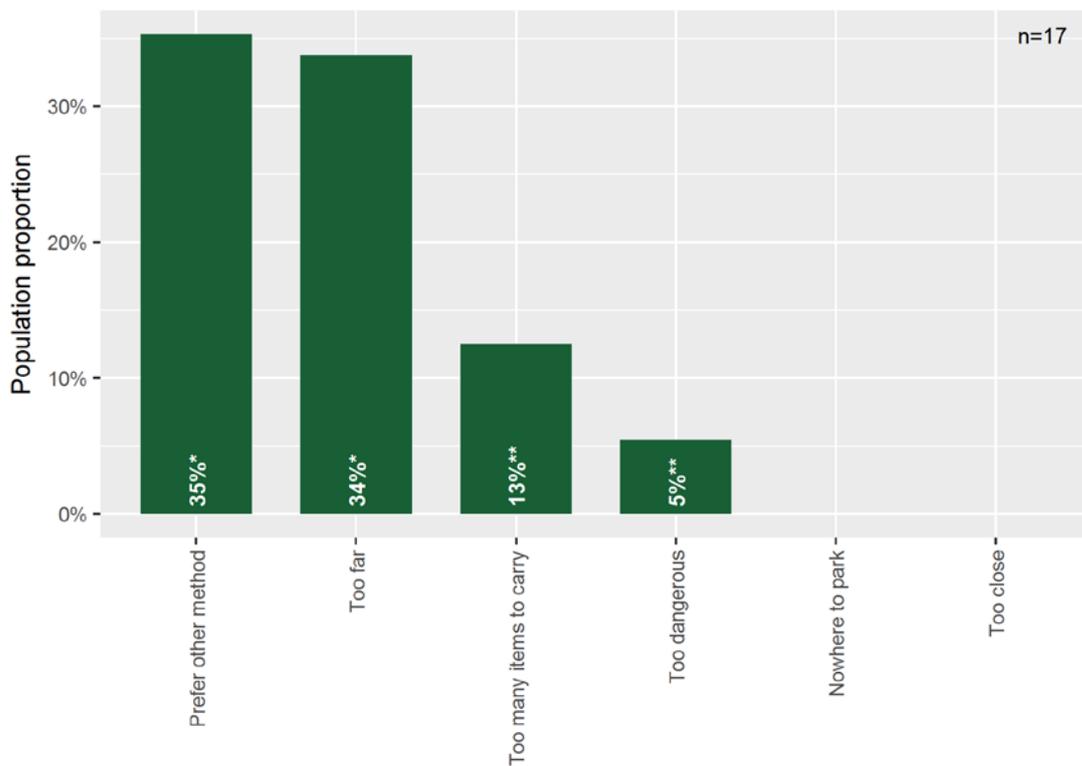
■ Figure 3.3: In the past year have you used a bicycle for any of these purposes?

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 (69%). For those who had not ridden to school or education (Figure 3.5) the most commonly cited reasons were that they preferred another method (35%) or that it was too far (34%).



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?

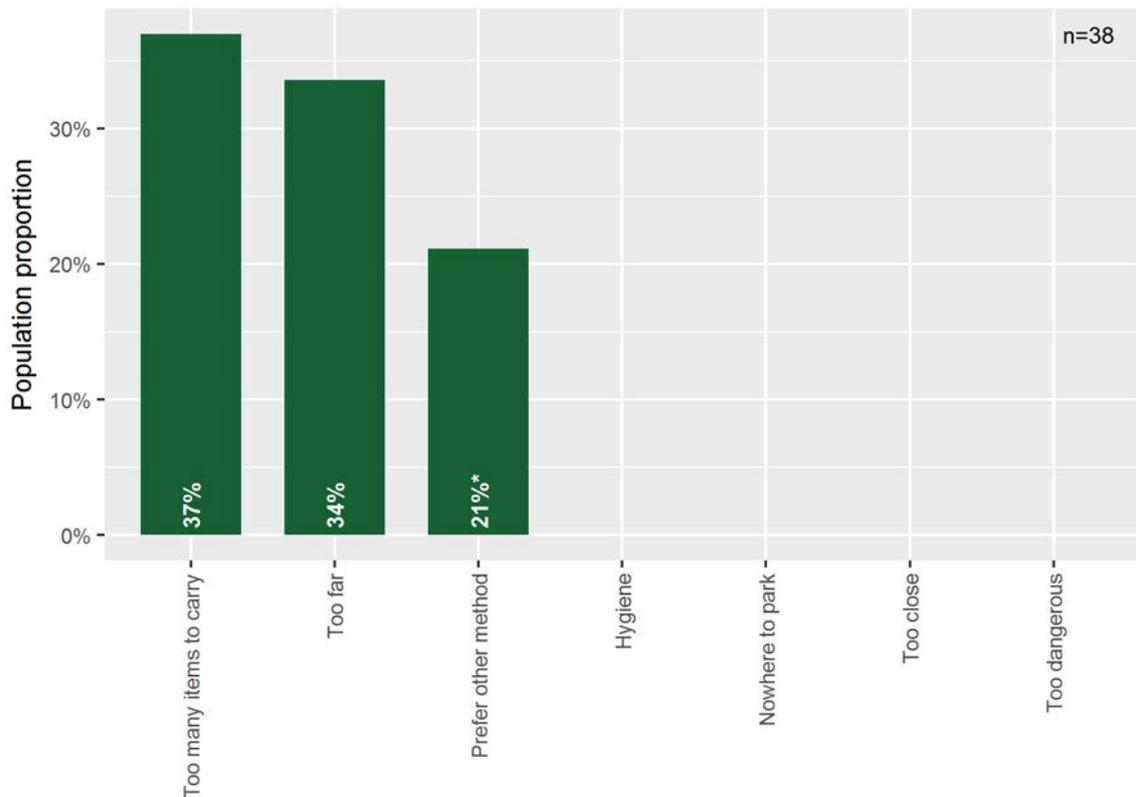


Sample: Persons aged 15+ who had ridden in past year

■ 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 (37%), and
- that it was too far (34%).

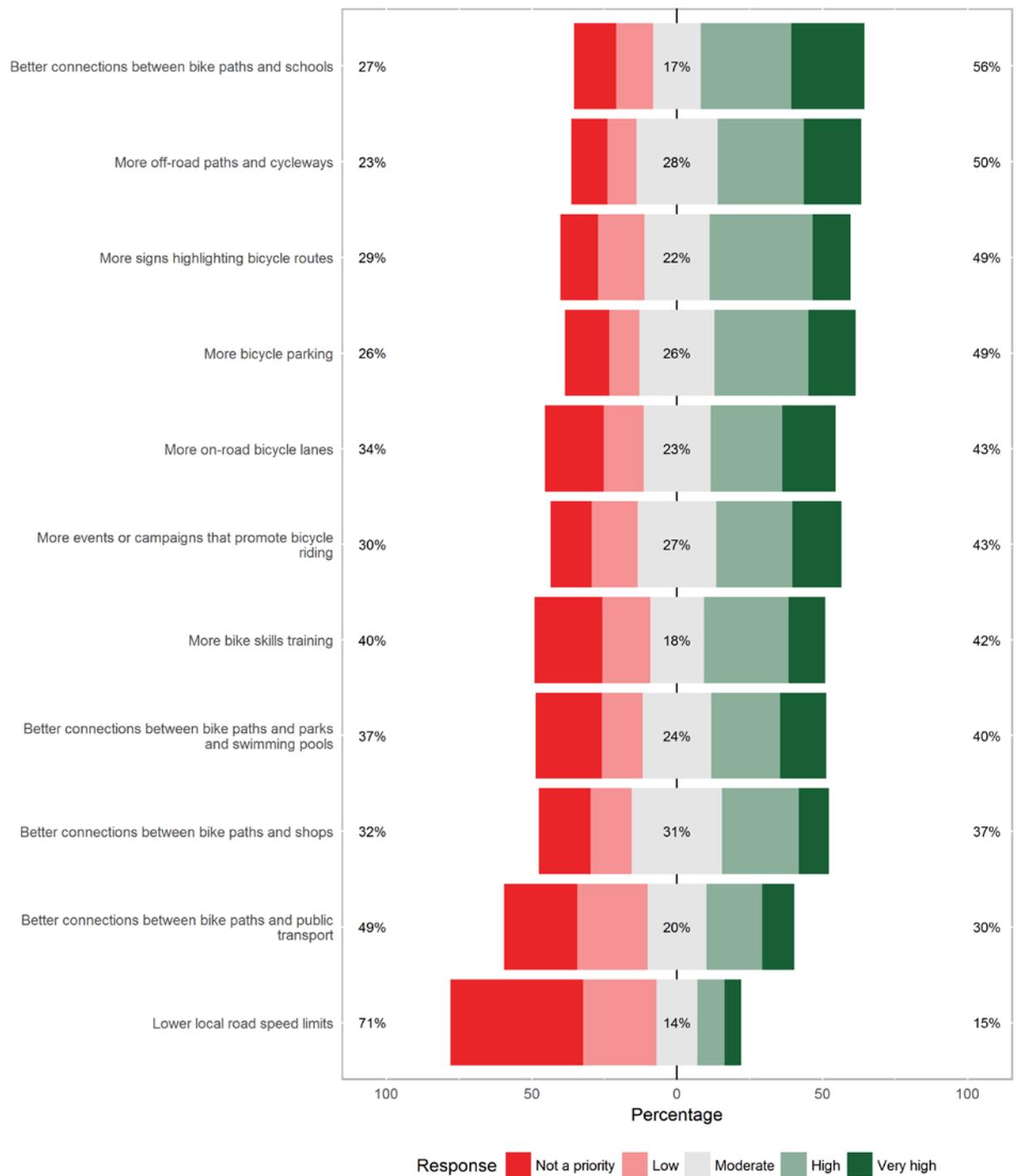


Sample: Persons aged 15+ who had ridden in past year

■ 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 would encourage bicycle riding. The most supported actions, as shown in Figure 3.7, were:

- better connections between bike paths and schools (56% of respondents rated this a very high or high priority),
- more off-road paths and cycleways (50%),
- more signs highlighting bicycle routes (49%),
- more bicycle parking (49%), and
- more on-road bicycle lanes (43%).



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

■ 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**

| <b>Sample statistics</b>                 |                 |                                |                          |
|--|-----------------|--------------------------------|--------------------------|
| No. of households:                       | 332             |                                |                          |
| No. of individuals:                      | 730             |                                |                          |
| <b>Cycling participation</b>             | <b>Estimate</b> | <b>95% confidence interval</b> | <b>Confidence rating</b> |
| % who rode last week                     | 25.6%           | 22.4-28.8%                     | ***                      |
| % who rode last month                    | 33.6%           | 30.3-37%                       | ***                      |
| % who rode in past year                  | 46.1%           | 42.6-49.6%                     | ***                      |
| No. who rode last week                   | 62,700          | 54,900-70,500                  | ***                      |
| No. who rode last month                  | 82,400          | 74,200-90,600                  | ***                      |
| No. who rode in past year                | 113,000         | 104,500-121,600                | ***                      |
| <b>Participation by demography</b>       |                 |                                |                          |
| <b>Gender</b>                            |                 |                                |                          |
| % of males who rode last week            | 29.9%           | 25.3-34.5%                     | ***                      |
| % of females who rode last week          | 21%             | 16.6-25.4%                     | ***                      |
| <b>Age</b>                               |                 |                                |                          |
| % of 0-9 yr olds who rode last week      | 56.7%           | 44-69.3%                       | ***                      |
| % of 10-17 yr olds who rode last week    | 46.8%           | 36-57.5%                       | ***                      |
| % of 18-29 yr olds who rode last week    | 28.1%           | 16-40.1%                       | ***                      |
| % of 30 to 49 yr olds who rode last week | 15.7%           | 11.7-19.8%                     | ***                      |
| % of 50 yr+ olds who rode last week      | 8.3%            | 4.7-11.9%                      | ***                      |
| <b>Gender by Age</b>                     |                 |                                |                          |
| Male: 0-9 yr                             | 61.8%           | 44.1-79.5%                     | ***                      |
| Male: 10-17 yr                           | 61.2%           | 46-76.4%                       | ***                      |
| Male: 18-29 yr                           | 29.9%           | 14.4-45.4%                     | **                       |
| Male: 30-49 yr                           | 17.6%           | 11.3-23.8%                     | ***                      |
| Male: 50 yr+                             | 11.8%           | 5.8-17.8%                      | **                       |
| Female: 0-9 yr                           | 51.3%           | 33.1-69.5%                     | ***                      |
| Female: 10-17 yr                         | 33.3%           | 18.5-48.1%                     | ***                      |
| Female: 18-29 yr                         | 24.8%           | 5.9-43.8%                      | **                       |
| Female: 30-49 yr                         | 13.9%           | 8.7-19.2%                      | ***                      |
| Female: 50 yr+                           | 4.5%            | 0.7-8.3%                       | **                       |

**Table A.1 (cont.): Participation statistics**

| Participation by purpose  | Estimate | 95% confidence interval | Confidence rating |
|---|----------|-------------------------|-------------------|
| <b>Summary</b>  |          |                         |                   |
| % of those who rode in past week for recreation/exercise  | 75.9%    | 69.2-82.5%              | ***               |
| % of those who rode in past week for transport  | 35.5%    | 28.1-43%                | ***               |
| <b>Detail</b>   |          |                         |                   |
| % of those who rode in past week for commuting  | 15.2%    | 10-20.5%                | ***               |
| % of those who rode in past week for education  | 15.4%    | 9.4-21.4%               | ***               |
| % of those who rode in past week for shopping   | 8.4%     | 4.1-12.7%               | **                |
| % of those who rode in past week to train/tram/bus  | 0.5%     | 0-1.5%                  | *                 |
| % of those who rode in past week to visit friends/relatives   | 4.1%     | 1.1-7.1%                | **                |
| <b>Cycling travel</b>   |          |                         |                   |
| <b>Caution:</b> 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   | 3.8      | 3.4-4.2                 | ***               |
| Average time ridden (mins) in past week by those that had ridden  | 187      | 144-230                 | ***               |
| <b>Household characteristics</b>  |          |                         |                   |
| % of households without a working bicycle   | 30.2%    | 26.1-34.3%              | ***               |
| % of households with one working bicycle  | 20.1%    | 16-24.3%                | ***               |
| % of households with two working bicycles   | 19.7%    | 15.5-23.9%              | ***               |
| % of households with three working bicycles   | 30%      | 26.1-33.9%              | ***               |

# 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?

Benefit more paths, designated b lane, education  
Better lighting, better maintenance  
Bicycle tracks is hard to get to the local post office, have to go on hwy, not good on a bicycle.  
Bike lanes & wider footpaths have made things safer. motorists need to look out more  
Bike paths into the rural area have improved  
Bike riders shouldn't be on roads, should stick to paths  
Bike riding should be encouraged and environmentally sustainable  
Car drivers should be more aware of cycle tracks.  
Conditions are good and keep getting better. the paths are clean and well maintained.  
Conditions have gotten better. tracks have gotten better and we see more people riding and cars give way to cyclists.  
Council should acknowledge problems ; trialling new path beside curb for people: cbd problems colliding car w rider ie esplanade, better vista. bus colliding w cyclist; smith street solution for bike riders in the cbd  
Cycle paths integrated  
Dodging people on the tracks and broken  
Excellent  
Fiasco on esplanade, smith street alternative: grassy embankment alternative  
Good access to most places  
I don't like the on-road bike paths, don't feel safe.  
I don't think the bike paths are good enough even for children, they shouldn't have to ride on the road  
I have good access and tracks  
I only ride in a rural area  
I only ride on the cycling tracks. i don't ride on the roads, it's too unsafe. riding on the paths is safe, comfortable and convenient for me  
I would be lovely if there bike paths in the more rural areas  
If riding in traffic could be congested, so would like a bike paths and lanes on the road. its dangerous people will not cycle.  
In the city, the council put up bike paths that don't make sense and that were one way, so a lot of people had to ride on the road. litchfield shire is terrible at maintaining the paths which are unsafe due to loose stones and broken glass. darwin and palmerston paths are better maintained.  
It's probably not a good idea i know a couple of people who have been hit by cars the roads aren't big enough ie: in darwin river the road isn't wide enough they need to put another lane in  
It's really dangerous to ride on the highways, there should be off road paths and cyclists should be using them more  
Its good around town, anything after that it's not good the roads and dogs are a problem  
Lots of good bike paths  
More awareness and more signs  
More bike lanes  
More bike paths  
More bike paths would be nice//  
More bike paths, better awareness  
More bike paths; decent safe better  
More consideration should be made for people to ride. the roads are dangerous.  
More cycle lanes on arterial roads.  
More cycle paths and improve existing paths. wider

More people should  
More traffic on the road  
Need lines sprayed designated  
No bike paths or facilities at all for bikes  
Not enough designated areas. canberra very good cycling facilities  
Not good at all. you need to ride on the road there are no bike paths  
Pretty good, great for cycling  
Riders are respected and reciprocal  
Road provision for bikes w here there are no bike paths  
Roads bit dangerous  
Round penny bay, the bike paths goes off in strange directions  
Should be more bike paths  
Some places are difficult access safely disparity  
The conditions have never been good, we have to ride on the road or in the bush  
The footpaths are not maintained. they could be cleaner for smoother riding.  
The roads aren't the best to have vehicles and bikes  
The roads aren't wide enough  
The roads have been neglected. not much facilities or improvements in katherine. it is abandoned.  
There aren't any sealed roads where i am so that could be better but it's still ok  
There could be better allocation of space on roads. ie: to and from suburbs to the city along the main roads especially up stuart highway.  
There's a lot of bike tracks, so i stay on them and find it easy  
There's lots of bike paths where we are  
They're not the best, esp. when riding on the road. the only places to ride is on the road, and that's interesting because it's incredibly unsafe  
They could go further out of town (bike paths)  
They have become better but not in my area there is a far distance to a good cycling track.  
They just need to continue expanding the network, some work in the last year or so just need to join up the networks.  
Vandalism  
Very good. my commute is by the beach, which i really like. the bike track is very well maintained with not much traffic, and separate from the road.  
We have the best mountain biking in the area  
Where the works are near the dump on vandeline drive, dangerous, can't see what's under the water, cycling through mud, unstable. been other debris across cycle path.

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

A crossing on vandalin drive is needed  
Actually build better bike paths rather than just adding bike lanes for safety and separating cyclists and drivers  
Area is well serviced  
Better campaigns  
Better connections between the proper bike bush paths; without only accessing main roads  
Bike paths separate from the road are better for cyclists  
Bike should be registered and pay registration for using the road. cyclists need to be insured and have a number plate on the back.  
Bikes should be registered  
Council is proactive: paths, improvement

Don't waste money on things that not a lot of people do (cycling)  
Educate cyclists on the road  
Education for bike riders about road rules making sure that people know the rules and regulations just general road rules  
Enforcing helmet use  
Events that promote inclusion. getting more people riding more frequently so they can practice  
Excellent service, good access for everyone  
Extend the bike paths further into rural areas  
Fix some of the paths, have fitness stops along the paths get more people out there too  
Forrest parade better paths flynn circuit  
Good start would be cycleways to schools, cycle lanes on roads  
Happy with what we have at the moment  
Having a safer area on the side of the road to ride  
I am very very happy with the current bike riding facilities  
I'd like to see them join up the bike paths and have a community meeting so people can discuss bike riding  
If they could have more water fountains and shades along the bike paths.  
If they were to add more safe pathways for bike riders to use, sort of like the one from haltsey all the way into the city, if more places had access to pathways like that it would be good, even in catherine and those sorts of places  
It doesn't really apply out here. more bike paths  
Just more bike roads  
Just simply more facilities, more pathways and more underpasses to get passed highways.  
Keep up with the kids with road safety and skills training  
Less cyclists on the road, especially on fast roads (70 km/h +)  
Linking up the different networks is the key thing  
Look, not really. it is still legal here to ride on the footpath, which suits me down to the ground. there has been a campaign for riding on shared paths, and that sort of thing, which i thought was a really good campaign. they could do that some more  
Making it more user friendly and promoting it on the media.  
Model darwin implement, more promotion  
More attention helmets, overseas better training  
More awareness, more signs  
More bike lanes  
More bike paths  
More bike racks: malls shopping centre, need consider into city stuart highway - especially kids; route stuart park to darwin middle school selonica avenue needs better planning. better visibility for kids; practical.  
More driver awareness programs  
More lanes that bikes can go in, on the road, and off the road.  
More lights, more footpaths specifically berimmah, 14 mil on road better spent  
More night light  
More off road bike path  
More paths in rural areas for safety. encourage campaigns again  
More paths just for bicycles  
More promotion of cycling in the community  
More recreational paths; bush paths  
More vegetation or tree lined paths for more protection from the sun. maintaining bike paths for debris and rubbish off paths.  
Need more free bicycle parking in the cbd, especially out of the weather

No joyful place to go to with the bike. if there was a green wedge, parks etc, you might consider to go by bike. at night time there is ugliness due to drinking and no entertainment.

No, i'm pretty happy with the infrastructure in my local area

No, i think the government is doing well

Not really. more bike path maintenance for the lee point area

Nt bike helmets compulsory

Off road bike paths need addressing!

Paved roads, especially on ooloo road

Politicians bike ride as good example, exercise

Probably a subsidy for young people to buy a good bike. also security for bike parking. better security so it doesn't get stolen.

Promoting simple and public messages for safety for bike riders and drivers and also pedestrians.

Publicised etiquette bike etiquette and safety

Putting legislation into being bike aware for drivers, like in the netherlands. promotion of bike riding over car use as primary transport, and allowing bikes on buses

Rapid creek improve edge of hospital - mud pile in wet season. route to bush better lane to hospital (inside grounds)

Safety for kids

Signage: better visibility/ directions; training of people

Stop the bike lanes on the roads, it's too dangerous.

Tassie campaign about 1.5 metres between car & bike

The bike paths should be separated from roads. get the infrastructure right and then promote it

The previous government did a lot for the bike paths so it's good, what we have.

The speed of the cars needs to be reduced

There should be dedicated bike paths parallel to major roads

Water points on some of the longer rides to stay hydrated

We need to work out the future of town as its mining town

Wider existing bike paths

You get a lot of people sitting on the tracks and making a mess. more people should wear helmets. lights should be a requirement at night.



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