

2017

National Cycling Participation Survey

Queensland



**AUSTRALIAN
BICYCLE COUNCIL**



Austrroads

National Cycling Participation Survey 2017: Queensland

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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 16.6% (95% CI: 14.1% - 18.9%) of Queensland residents ride a bicycle in a typical week. More than a third (35.4%, 95% CI: 32.6% - 38.1%) had done so in the past year.

Keywords

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

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Austrroads' purpose is to support our member organisations to deliver an improved Australasian road transport network. To succeed in this task, we undertake leading-edge road and transport research which underpins our input to policy development and published guidance on the design, construction and management of the road network and its associated infrastructure.

Austrroads provides a collective approach that delivers value for money, encourages shared knowledge and drives consistency for road users.

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- Roads Corporation Victoria
- 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 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:

¹ 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 Queensland. 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.

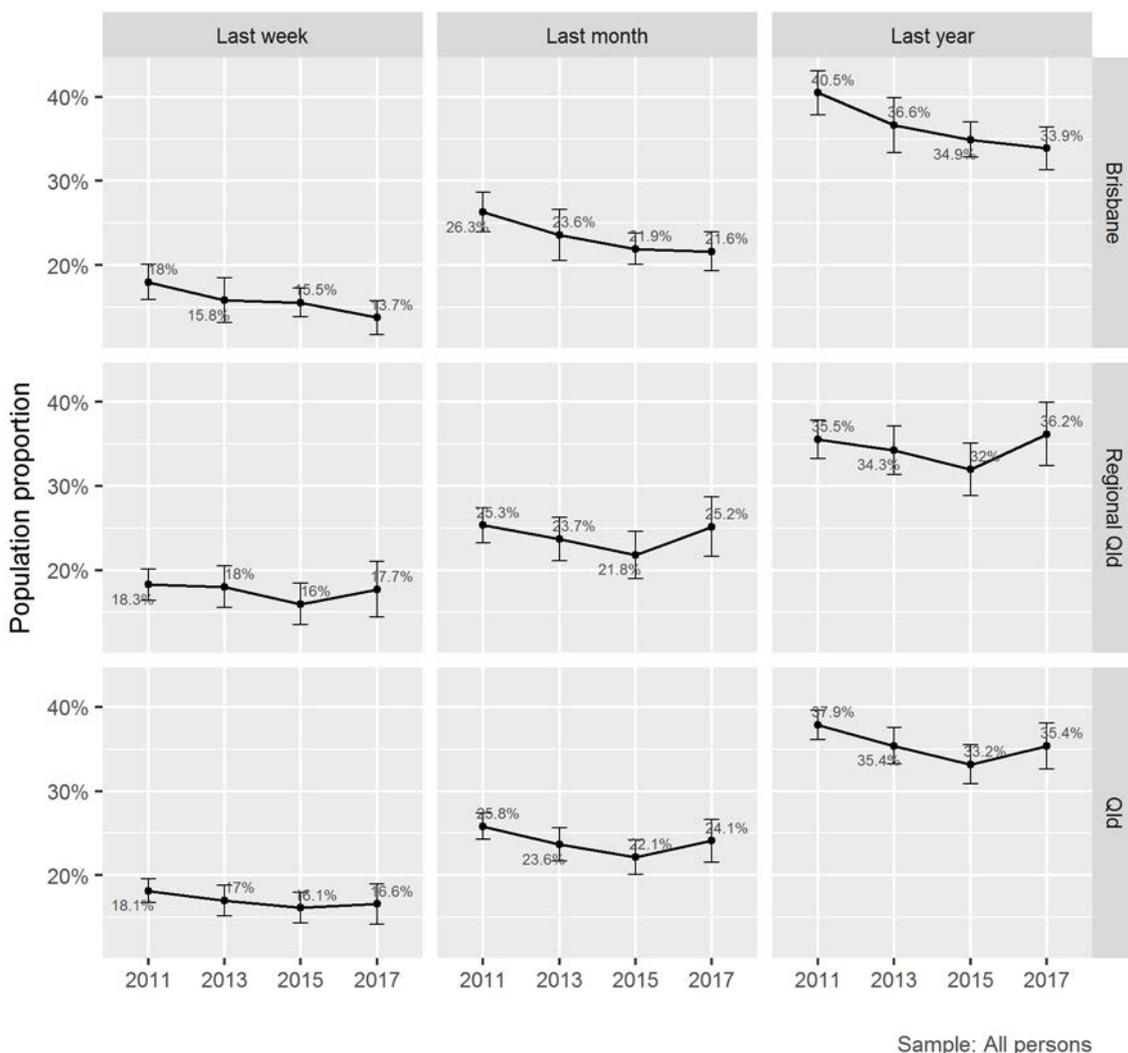
In some instances, for example for participation rates, the 95% confidence interval is reported. This represents the range within which we would expect the true population estimate to reside 95% of the time. Significant differences between parameters are present where the point estimate falls outside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

1.5 Survey sample

The sample consisted of 512 households containing 1,176 individuals. From the sample of 512 main respondents (i.e. the individual aged 15 or above with the next birthday that was selected for the interview) 90 had cycled at least once in the past year and so were presented with the perceptions component of the survey.

2 Results

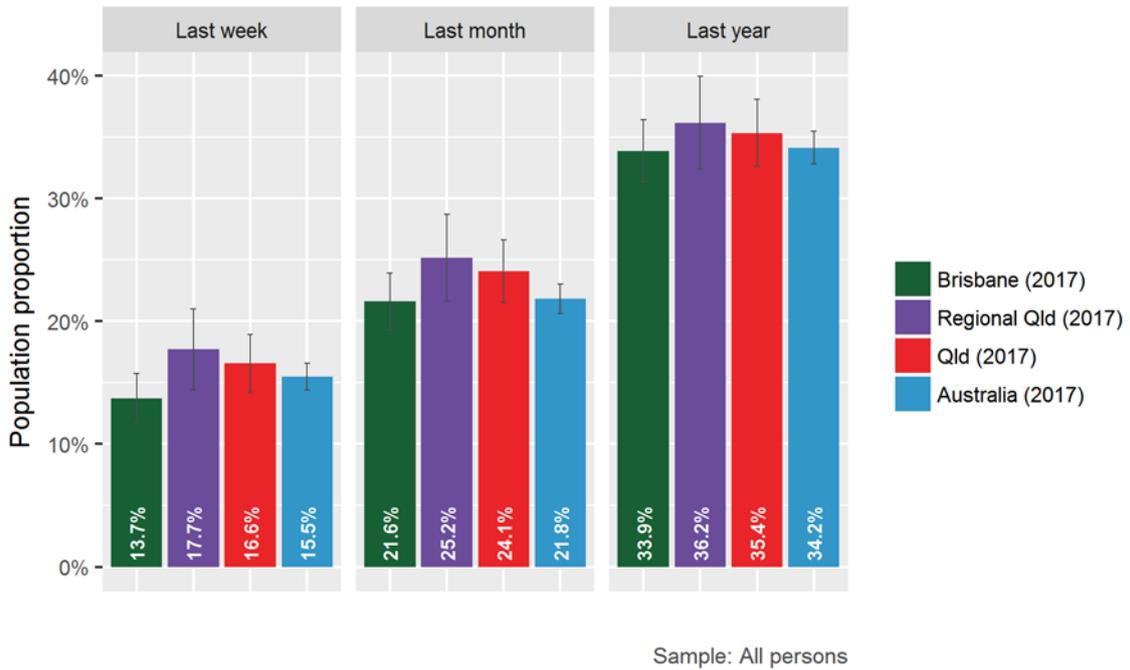
The survey suggests that 16.6% (95% CI: 14.1% - 18.9%) of Queensland residents ride a bicycle in a typical week. Slightly more than one third (35.4%, 95% CI: 32.6% - 38.1%) had done so in the past year (Figure 2.1). The data would suggest there has been no significant change in cycling participation when measured over the previous week since 2011, although there is some evidence to suggest cycling participation when measured over the previous year has declined in Brisbane and, possibly, declined slightly between 2011 and 2015 but then recovered in regional Queensland.



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

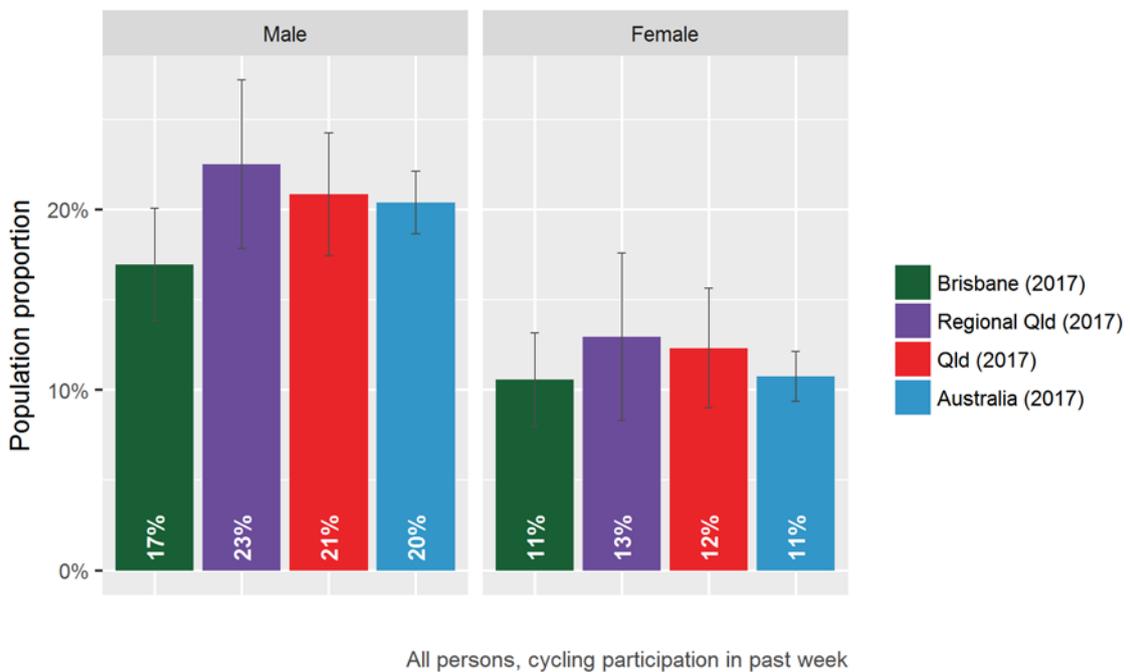
These participation rates translate to approximately 802,100 residents riding in a typical week and 1,712,400 residents riding at least once in a typical year.

The cycling participation rate by residents of Queensland is marginally higher than the Australian average, and participation in regional areas is higher than in Brisbane (Figure 2.2).



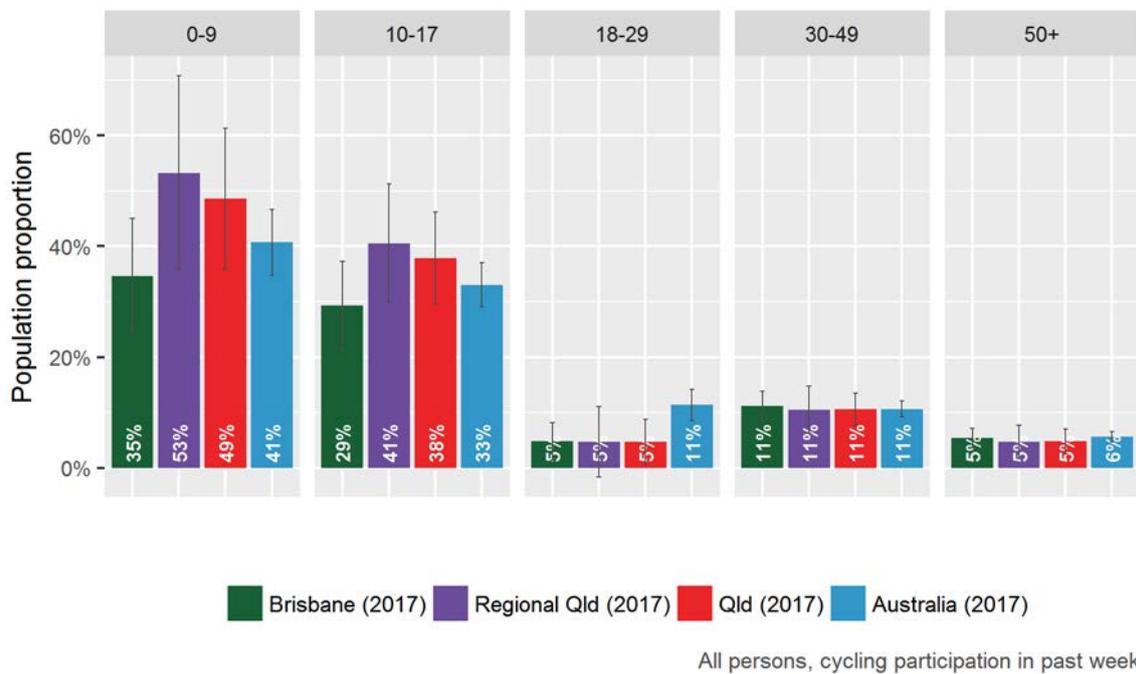
■ Figure 2.2: Cycling participation comparison by area

Males are significantly more likely to have ridden in the past week than females (Figure 2.3). The cycling participation rate among both male and female residents of Brisbane is lower than the Queensland and national average.



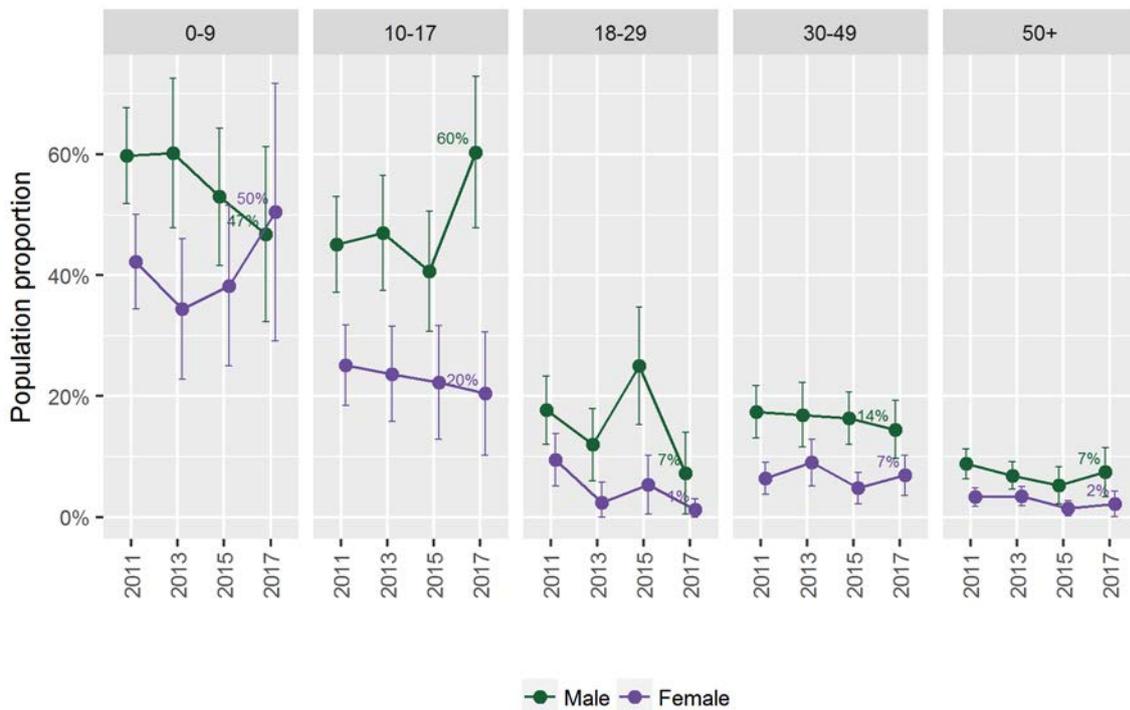
■ Figure 2.3: Cycling participation by gender

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 participation rate drops among teenagers and most markedly among young adults aged 18-29 before recovering somewhat among those aged 30 to 49. These trends are not dissimilar to the rest of Australia.



■ Figure 2.4: Cycling participation by age

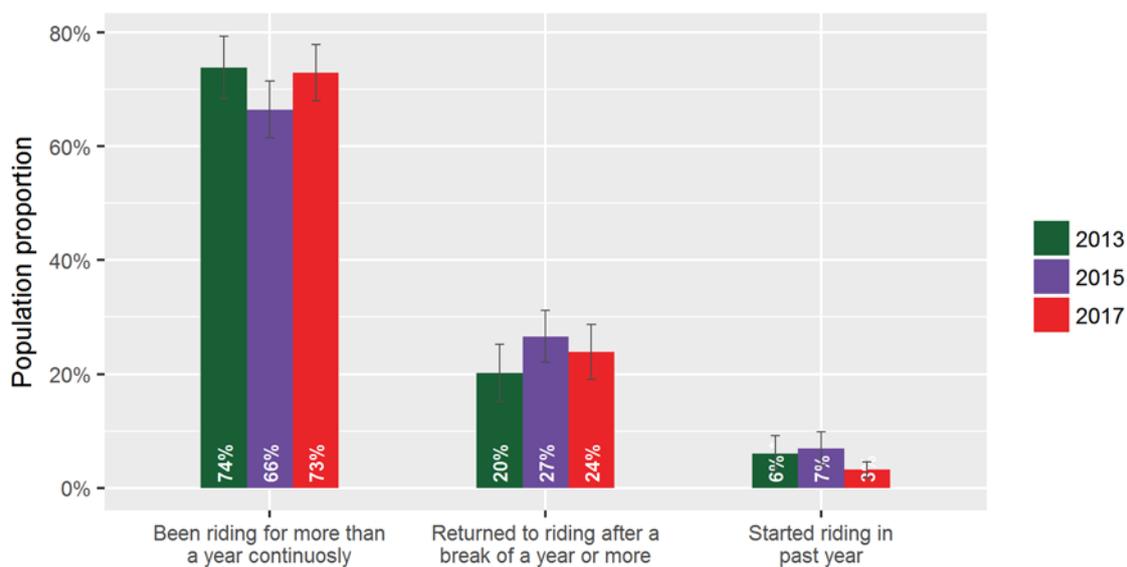
The cycling participation rate does not appear to have changed markedly since 2011 for both males and females aged 30 or older (Figure 2.5). The trends among younger residents is difficult to ascertain given the small sample sizes; the marked increase in cycling participation among females aged under 10 and males aged 10 to 17 between 2015 and 2017 appears to be a sampling anomaly rather than an indication of a trend. This chart does however reflect the gap in female participation that is prevalent across all age groups, but particularly among teenagers and adults.



All persons, cycling participation in past week

■ Figure 2.5: Cycling participation by age and gender

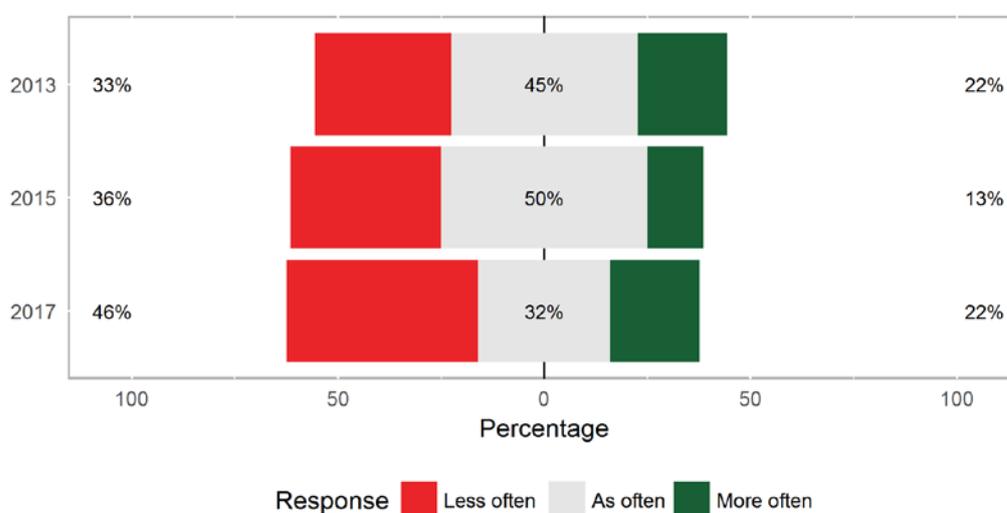
Those who indicated that they had ridden at least once over the past year were asked whether they had been cycling for a long period consistently, had recently started riding again or were altogether new to riding. Around 73% of those who had ridden in the past year in Queensland have been doing so continuously for more than a year (Figure 2.6). The proportion returning to riding after a break makes up most of the remainder. 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

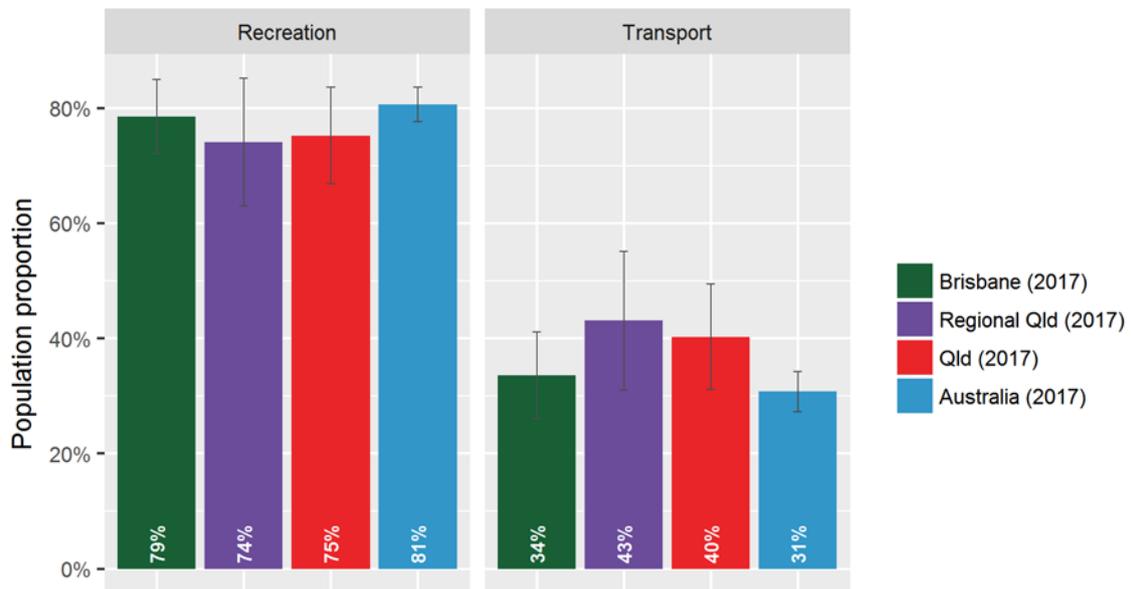
Among those who had ridden in the past year and were aged 15 or over who had indicated they had been riding continuously for more than a year, significantly more indicated they were riding less often (46%) than more often (22%) (Figure 2.7).



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

■ Figure 2.7: Cycling frequency

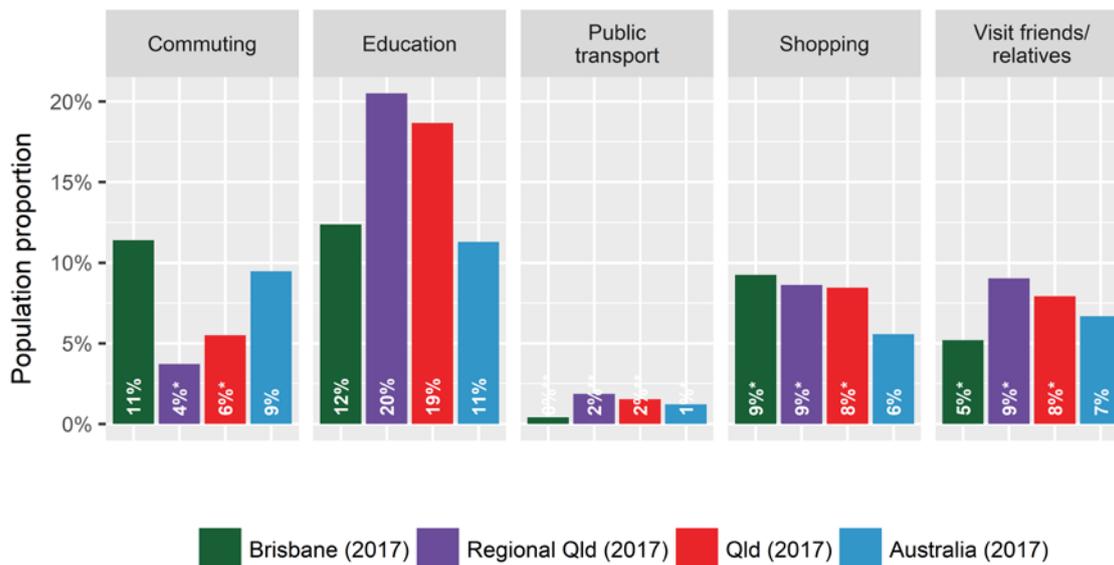
Of those who cycled in the last month in Queensland, 75% cycled for recreation and 40% used a bicycle for transport (Figure 2.8). The proportion riding for transport in Brisbane was significantly lower than in regional Queensland.



Sample: All persons who had ridden in the past month

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

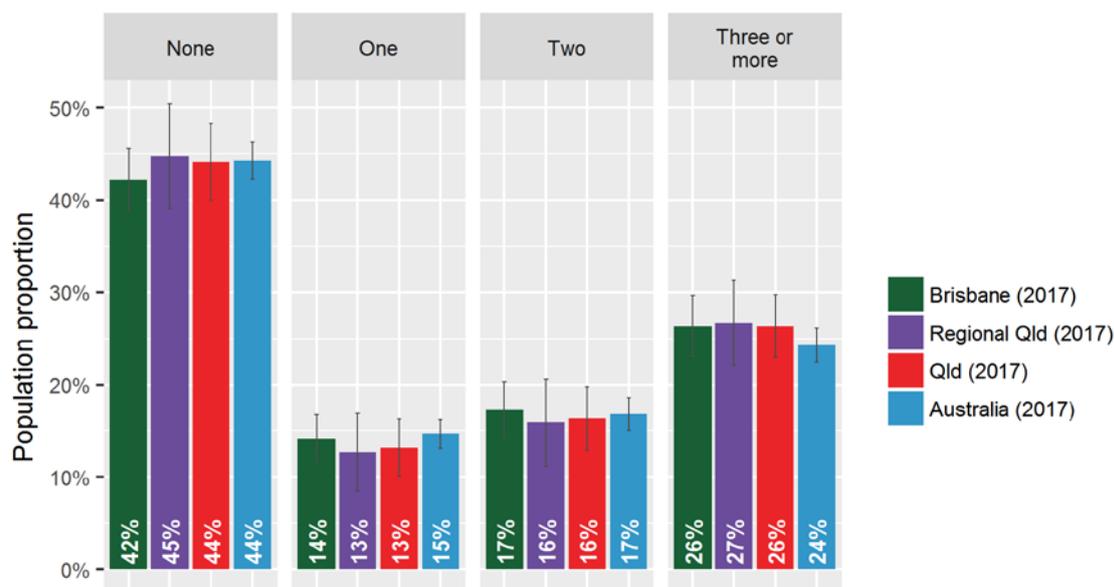
Among those who had ridden at least once in the past month, and had travelled at least once for one of the transport purposes (commuting, education, public transport, shopping and visiting friends or relatives) most had ridden for education, or to visit friends or relatives (Figure 2.9). Very few had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



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 56% of households in Queensland have access to at least one working bicycle, with 26% having access to three or more (Figure 2.10). These trends are similar to Australia as a whole and are not significantly different from previous survey years.

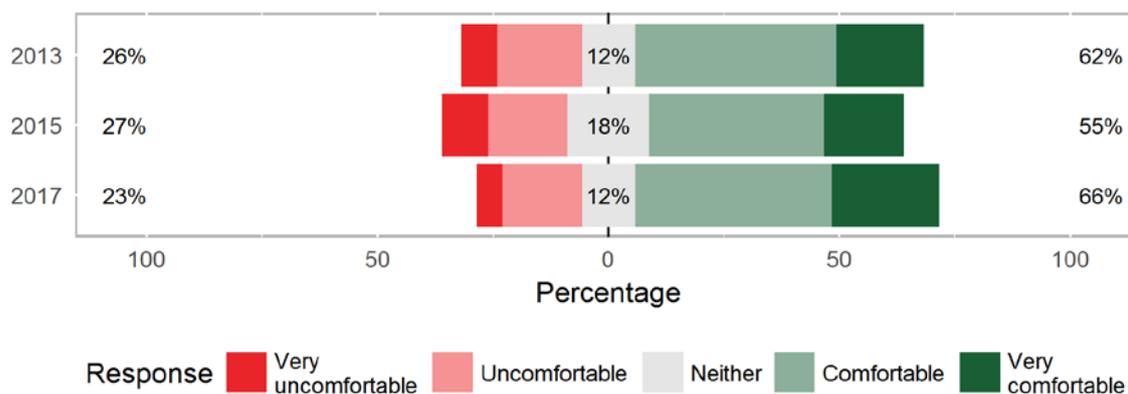


Sample: All households

■ Figure 2.10: Bicycle ownership by household

3 Rider perceptions

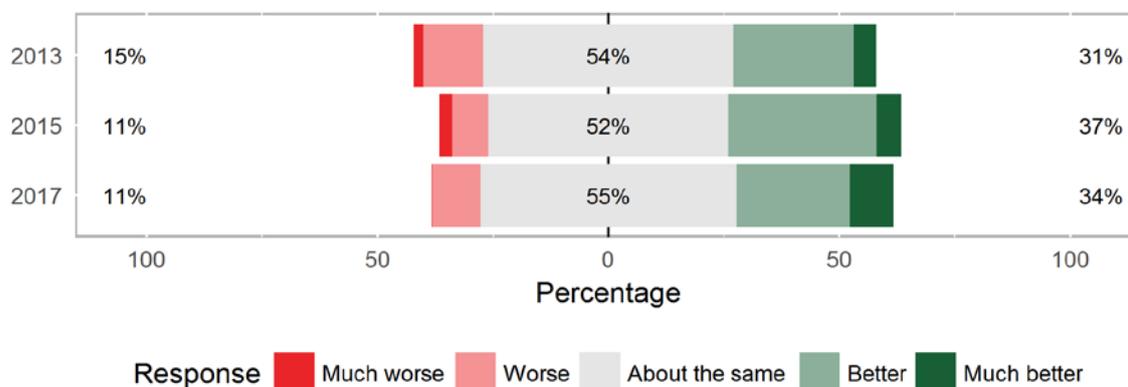
Those who had ridden at least once in the past year and were aged 15 or over were asked about their perceptions of riding in their local area. Most of those who had ridden indicated they felt comfortable or very comfortable (66%) compared to 23% who felt uncomfortable or very uncomfortable (Figure 3.1). These proportions have not changed markedly since 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?

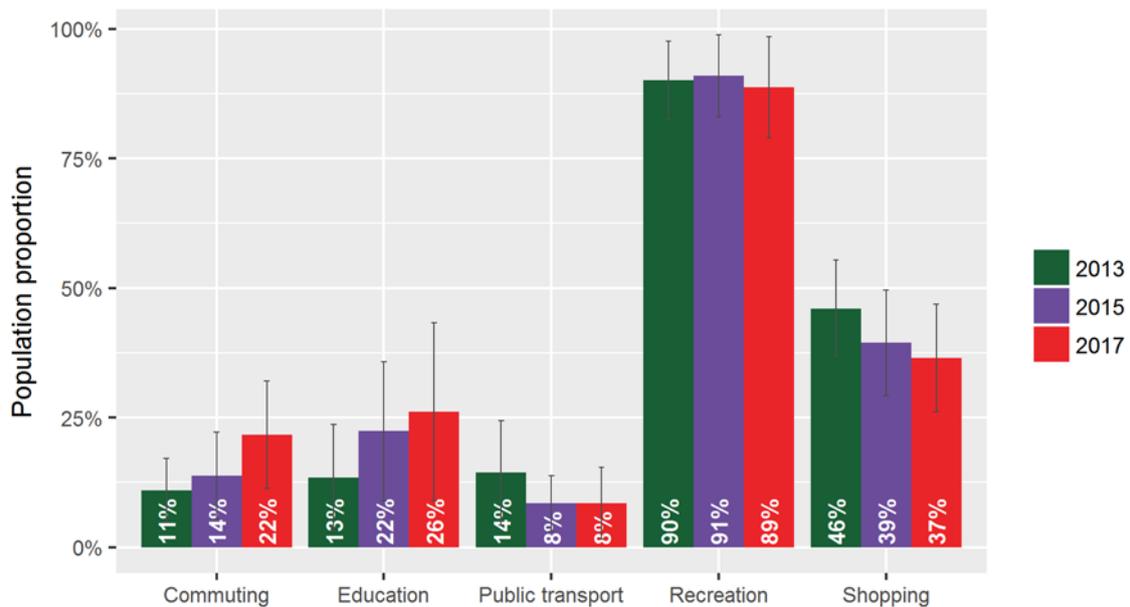
Around half of riders felt that conditions for riding in their local area not changed over the past 12 months (55%); while more felt conditions had improved (34%) than deteriorated (11%) (Figure 3.2). These proportions have not changed significantly since the survey was last conducted.



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 (89%), and just over a third (37%) had done so for shopping (Figure 3.3). The proportions commuting or travelling to education may have increased since 2013, while those travelling to public transport or for shopping may have declined.

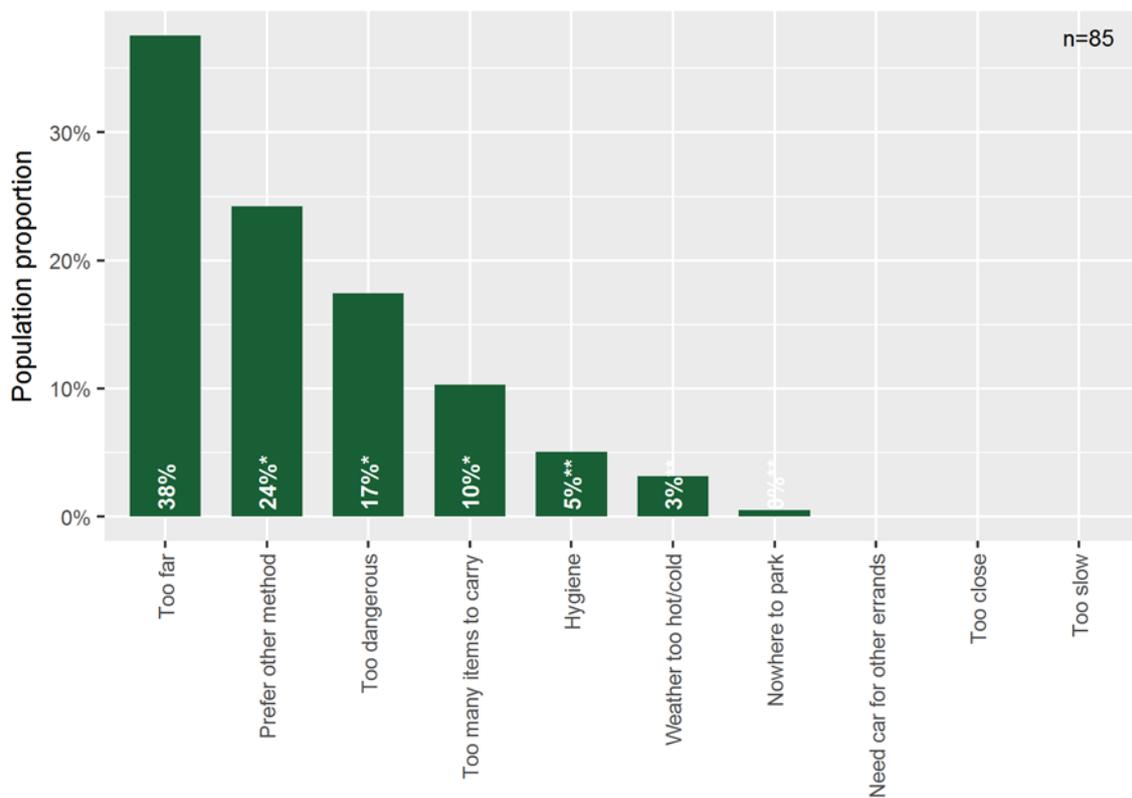


Sample: Persons aged 15+ who had ridden in past year

■ 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 (38%),
- prefer other method (24%), and
- too dangerous (17%).

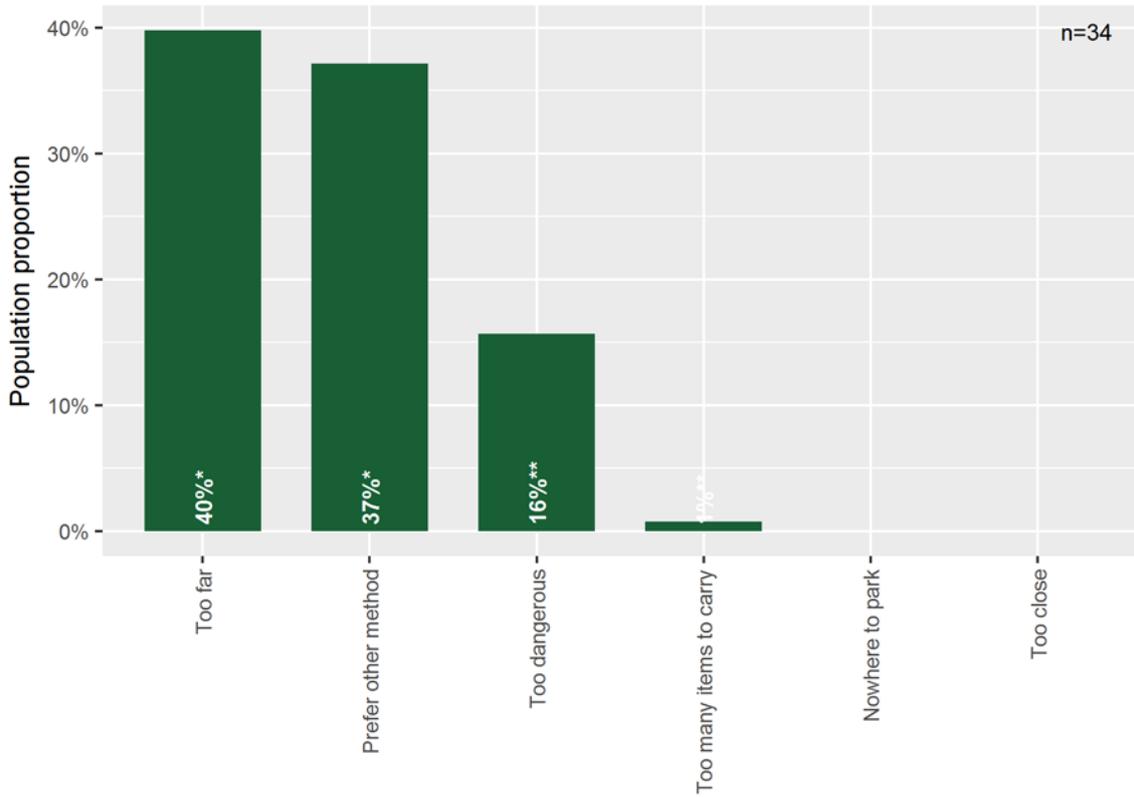


Sample: Persons aged 15+ who had ridden in past year

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

For those who had not ridden to school or education (Figure 3.5) the most commonly cited reasons were:

- too far (40%), and
- prefer other method (37%).

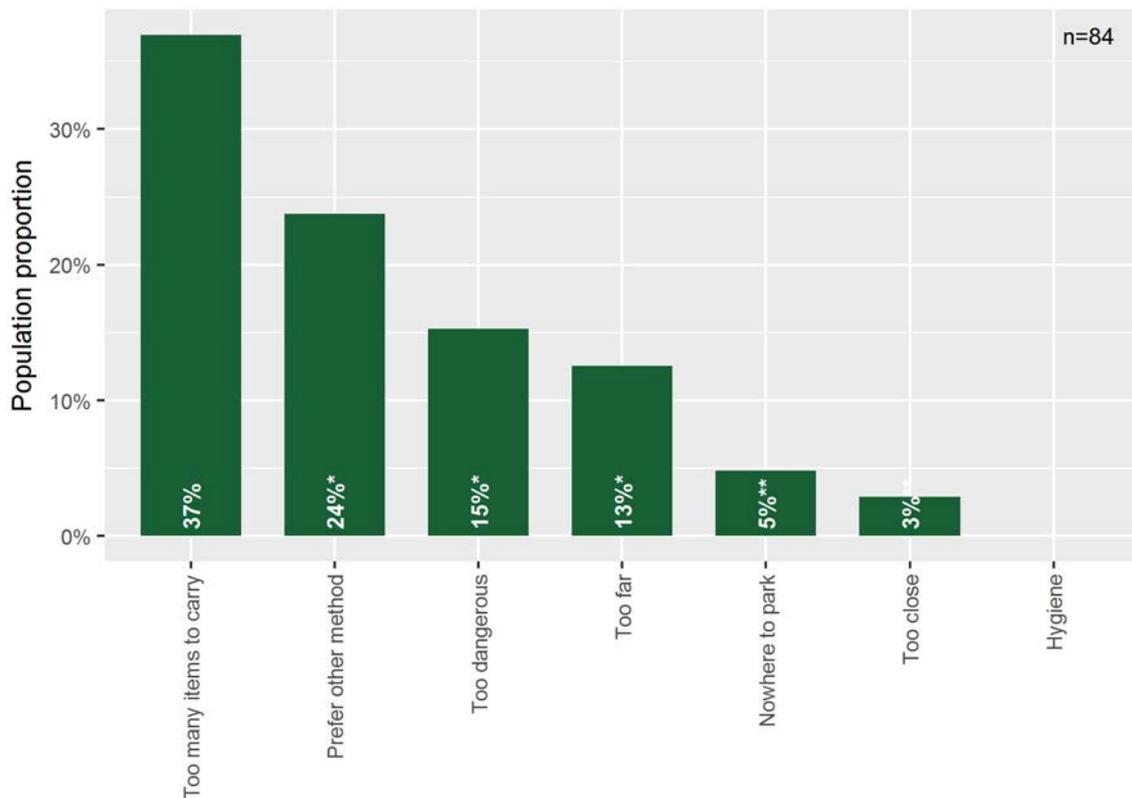


Sample: Persons aged 15+ who had ridden in past year

■ 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
- prefer other method (24%), and
- too dangerous (15%).

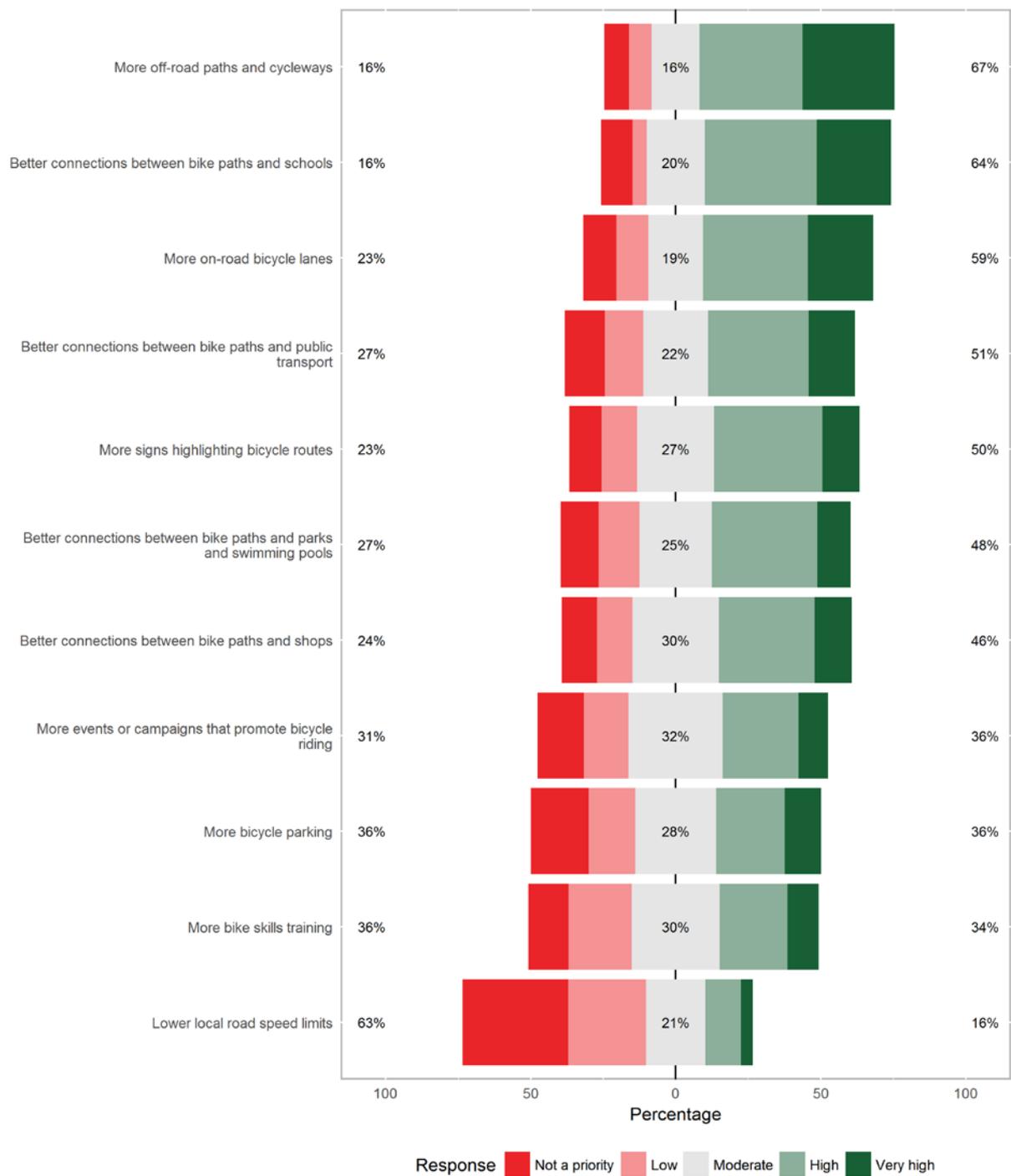


Sample: Persons aged 15+ who had ridden in past year

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

- more off-road paths and cycleways (67% of respondents rated this a very high or high priority),
- better connections between bike paths and schools (64%),
- more on-road bicycle lanes (59%),
- better connections between bike paths and public transport (51%), and
- more signs highlighting bicycle routes (50%).



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

Sample statistics			
No. of households:	512		
No. of individuals:	1,176		
Cycling participation	Estimate	95% confidence interval	Confidence rating
% who rode last week	17%	14.5-19.6%	***
% who rode last month	24.5%	21.8-27.2%	***
% who rode in past year	35.5%	32.5-38.4%	***
No. who rode last week	823,900	700,100-947,700	***
No. who rode last month	1,187,000	1,054,300-1,319,800	***
No. who rode in past year	1,717,600	1,576,100-1,859,200	***
Participation by demography			
Gender			
% of males who rode last week	21.2%	17.5-24.9%	***
% of females who rode last week	12.9%	9.3-16.4%	***
Age			
% of 0-9 yr olds who rode last week	51.5%	38.2-64.7%	***
% of 10-17 yr olds who rode last week	38.9%	30.5-47.4%	***
% of 18-29 yr olds who rode last week	4.9%	0.2-9.6%	**
% of 30 to 49 yr olds who rode last week	10.1%	6.8-13.4%	***
% of 50 yr+ olds who rode last week	3.9%	1.6-6.2%	**
Gender by Age			
Male: 0-9 yr	49.8%	34.4-65.2%	***
Male: 10-17 yr	62.3%	49.6-75%	***
Male: 18-29 yr	6.8%	0-13.9%	*
Male: 30-49 yr	13.4%	8-18.8%	***
Male: 50 yr+	6.2%	2-10.3%	**
Female: 0-9 yr	53.2%	31.4-75.1%	***
Female: 10-17 yr	20.3%	9.8-30.8%	**
Female: 18-29 yr	1.8%	0-5.3%	*
Female: 30-49 yr	7%	3.3-10.7%	**
Female: 50 yr+	1.7%	0-3.8%	*

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	74.9%	66.1-83.7%	***
% of those who rode in past week for transport	39.1%	29.6-48.7%	***
Detail			
% of those who rode in past week for commuting	4%	1.2-6.9%	**
% of those who rode in past week for education	19.6%	11.7-27.5%	***
% of those who rode in past week for shopping	7.5%	3.3-11.7%	**
% of those who rode in past week to train/tram/bus	1.7%	0-3.7%	*
% of those who rode in past week to visit friends/relatives	7.4%	1.4-13.3%	**
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	3.2	2.8-3.6	***
Average time ridden (mins) in past week by those that had ridden	150	119-181	***
Household characteristics			
% of households without a working bicycle	43.5%	39.1-48%	***
% of households with one working bicycle	13.1%	9.8-16.5%	***
% of households with two working bicycles	16.6%	12.9-20.3%	***
% of households with three working bicycles	26.7%	23.1-30.4%	***

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.

We do re-contact people from time to time for related research projects. Would it be okay if we contacted you again in the future to invite you to participate in any similar research? We will only use

Appendix C: Verbatim Responses

Do you have any comments regarding conditions for bike riding?

A cyclist was killed on the road at 5.45 am which has shocked a lot of people

A lack of bike lanes in a lot of areas

Ad campaigns to promote safe bike riding.

As a rider and a car driver it appears cars drivers are more courteous. i was in traffic waiting to turn left, cyclist blocked everyone to go straight. infrastructure - verges and sides of roads, nothing there to encourage cyclists to ride.

Ban bikes on certain roads ie: wynumm road is way too busy with 2 lanes

Be handy to have more bike tracks

Because i live in redcliffe peninsula, it's ideal at the moment. it's really somewhat isolated from the rest of the mainland. it's not quite the same as living in the metro area.

Continue maintenance on cycleways

Dangerous. driver attitudes. respect

Deficient riding conditions in my area. no designated bike lanes in general. roads are built for cars not bikes

Driver attitude problem

Few bike riders to stick to the rules.

I'm a recreational rider and the off-road bike paths are in bad condition. i am talking about between manly and thornside suburbs. this means you have to ride with extreme care.

I always send the message that cyclists always have the right of way all the time.

I don't think it's safe. there's not enough bike lanes or paths

I feel unsafe, there are no lanes for cyclist, most of the roads don't have lane.

I suggest riders get a licence, half are idiots.

I think more access for cyclists to safely ride would be a good idea

I think one of the biggest problems for country road cycling is that the council doesn't maintain the edges of the roads, making it dangerous for cyclists. especially on main roads.

I think perhaps cars need to give more way to cyclists, they get very close

It's hazardous, the cars don't see you or give you any room.

It's a new suburb but have been provisioned to cater for cyclists

Just regards to driving where i drive, bike riders are very difficult because they can't get away from traffic

More bike lanes on the edge of roads

More bike lanes, don't want to spend tax money so it's a bit of a hard one. bridges would be good, cycle bridges like brisbane

More bike paths, would be good and safer.

More footpaths so people aren't forced to ride on the road

More lanes would be handy

More traffic and more dangerous especially michigan road

Narrow roads are causing traffic problems when cars can't get around bikes

Needs to be much cleaner roads - lots of debris and gravel on the side of the road.it would be safer if those things were cleared on a regular basis

Needs to be some sort of insurance for cyclists for when accidents happen. especially due to the thin nature of the road, forcing vehicles to drive on the double lines

Where we are is very safe

Not enough bike paths from carindale into the city

Not enough cycle ways

Not really, more of an issue on the country roads when cyclists ride 3 or 4 abreast

Not really. i guess if they can improve the bike paths. there are not enough paths, so in some places we have to go on to the road, and i have kids, so this can be dangerous for the kids. that is what limits my cycling. i love cycling, but i have kids, and lack of bike paths is a problem.

Only casual rider, don't have a major opinion

People are more aware of cyclists. the roads cater for cyclists in our area as they are now wider roads

Provide more bike lanes. it can get a bit congested on the roads.

Road riding is too dangerous at times

Some drivers abide by the rules and some do not

Straight forward

The bicycle lane is not wide enough for a cyclist, especially if you're riding fast. the road surface is not even, it's quite rough. the asphalt is not uniform, so the cyclist has to move onto the traffic lane to try and avoid these rough parts of the road. ipswich and brisbane councils the wor

The conditions are good it's just the motorist they don't take enough care

The cycling track where i am is good.

The more bike lanes are a fantastic thing, it would be good to have more that are wider.

The new distance rule is good, motorists are taking account. i live in redlands shire, very good paths here.

There are a lot of inconsiderate motorists that need to be educated that cyclists are also on the roads

There are no bike paths on the road.

There needs to be more space on the roads for cyclists

There should be more bike tracks to avoid main roads

They have deteriorated because of the increased cars on roads

To see more dedicated cycling paths in the area

We mainly cycle when we go away. not really.

We need dedicated bike pathways so you aren't seen as something to run off the road, and so you don't have to ride on the footpath or on the gutter

We need more designated cycling areas

Wider shoulders on the road

Would like to see overhanging trees on cycleways trimmed a little higher

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

A bit more cycleways

Be more aware of safety.

Better road conditions for the bikes to road, road repairs and wider roads

Better safety around school kids, the on-road paths are quite narrow

Cleaner roads and encourage registration fees for cyclists which will then give cyclists recognised ownership of the roads

Continue maintenance and improvements brisbane valley rail trail.

Designated pathways away from the roads for bikes

Educating all that use the roads

Encourage kids to ride to school. more information about access to bike paths.

Encourage more bike use especially now for finances being tight with families. more comfortable helmets. more bicycle lanes.

Get the government to get on a bicycle so they can see what it's like. they need to experience what we go through. politicians and their staffers need to actually cycle to see what it's like.

Getting people to obey the rules

Glass from street sweepers are being sent into bicycle lanes, causing flat tyres.

I like some sort of a registration or log of bicycles because some of them need to be accounted for because they can be just as bad as cars. i get annoyed when a bicycle will park next to me at a red light and overtake.

I think the pathways should be wider.

I would like it extended outside the brisbane metro area

I would like them to promote the one meter distance.

I would like to see bike riders licensed and have to pay a registration type fee to ride a bike

I would like to see them promote more bike riding, particularly for kids. these days, kids are using

ipods and phones too much, so we need to encourage them to get out and be physical. help parents get their kids to exercise on bikes.

I would love to see bike paths constructed with bus ways.

If you had designated cycle route, for a bunch of people to use would make it safer especially on main roads. not just lanes but a route that takes you somewhere, and wide enough to take a few riders

It is generally fairly good here, i'm very happy with the area in which i live.

Just the dedicated bike lanes in the high commercial and city area

Like to see schools bike buses, which is a teacher guiding kids to and from schools on bikes.

Make sure cyclists be aware they need to be safe as well as car drivers, goes both ways

Make the roads wider.

Making it illegal for big groups of cyclists to ride not in single file

More bike lanes, when building new roads, the bike lanes should be considered

More bike paths needed and better driver education

More bike paths, more green marked cycle lanes

More footpaths so the kids aren't riding on the road

More police enforcement for the 1 meter rule, as well as campaigns telling motorists about the rule.as well as getting awareness to motorists about throwing litter or food out of car windows at cyclists.

More signed bike paths. also improve the condition of the existing off road bike paths. the surface is very uneven, and it's overgrown with trees and bushes. this makes it dangerous

Motorists and cyclists to be better educated about roads and its use

Needs to be a whole lot more in terms of educating everybody, including drivers. to make riding a bicycle riding safer.

No fog lines on dean street causing danger for both cyclists and people getting out of the car.

No, as the new area i'm in is fantastic for cyclists

No, i think the government are trying hard. it's just the motorists are in a rush always

No as there are more important issues like water supplies

Not for us, we usually take our caravan, go on a holiday and take a bike ride. we don't ride much around the suburbs, we ride on bike paths.

Off road paths are more secure and don't have conflict between vehicle and bike and more safe

Possibly to bring in registration for bicycles on road.

Remove the helmet law and more people will ride bicycles

Rentable bikes

Spend more money on mountain bike parks.

The only thing is cars, a lot of people don't follow the rules so it's a bit hard for bike riders.

They need to do something about brightness of bike lights.it is okay for the bike riders but not so for oncoming car drivers.

To actually have a discount to buy bike to encourage people to buy and ride bike as an incentive. and infrastructure need to have connectivity with the lanes very important.

To approve bike licences and bike registrations

To continue to promote cycling as a healthy option and a good means of transport

To have more bike tracks

To improve infrastructure and to fund better roads that cater for cyclists and to change attitude that it's not only vehicles that takes the roads

Try and make it safer so more people get on it

We are a remote area and we need infrastructure

Wider bike lanes

Wider bike paths

Wider roads so you can over take bike riders on busy main roads. roads are too narrow and when there are riders it's hard to overtake them when you are driving.

Wider shoulders on the road with a good surface on that shoulder.



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