

# 2017

## National Cycling Participation Survey

Tasmania



**AUSTRALIAN  
BICYCLE COUNCIL**



*Austrroads*

# National Cycling Participation Survey 2017: Tasmania

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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 16.0% (95% CI: 13.8% - 18.3%) of Tasmanian residents ride a bicycle in a typical week. More than a third (34.9%, 95% CI: 32.3% - 37.4%) had done so in the past year.

## Keywords

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

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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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# Contents

<b>1</b>	<b>Introduction .....</b>	<b>1</b>
1.1	Background.....	1
1.2	Perception indicators.....	1
1.3	Weighting.....	2
1.4	Statistical significance .....	2
1.5	Survey sample .....	2
<b>2</b>	<b>Results .....</b>	<b>3</b>
<b>3</b>	<b>Rider perceptions.....</b>	<b>10</b>
<b>Appendix A:</b>	<b>Data Tables.....</b>	<b>15</b>
<b>Appendix B:</b>	<b>Survey Script.....</b>	<b>18</b>
<b>Appendix C:</b>	<b>Verbatim Responses .....</b>	<b>31</b>

# 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:

---

<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 Tasmania. 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.

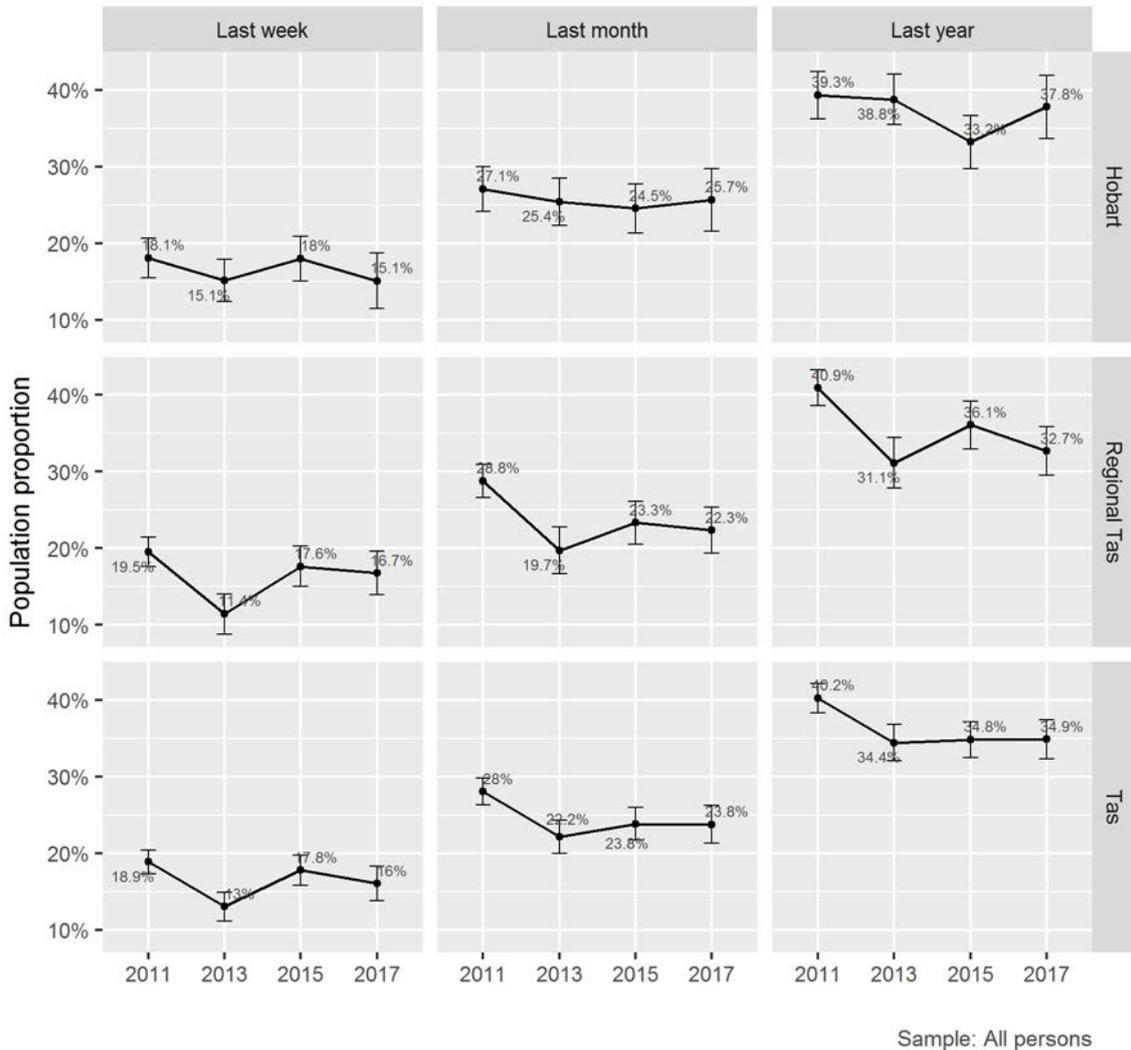
In some instances, for example for participation rates, the 95% confidence interval is reported. This represents the range within which we would expect the true population estimate to reside 95% of the time. Significant differences between parameters are present where the point estimate falls outside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

### 1.5 Survey sample

The sample consisted of 599 households containing 1,252 individuals. From the sample of 599 main respondents (i.e. the individual aged 15 or above with the next birthday that was selected for the interview) 91 had cycled at least once in the past year and so were presented with the perceptions component of the survey.

## 2 Results

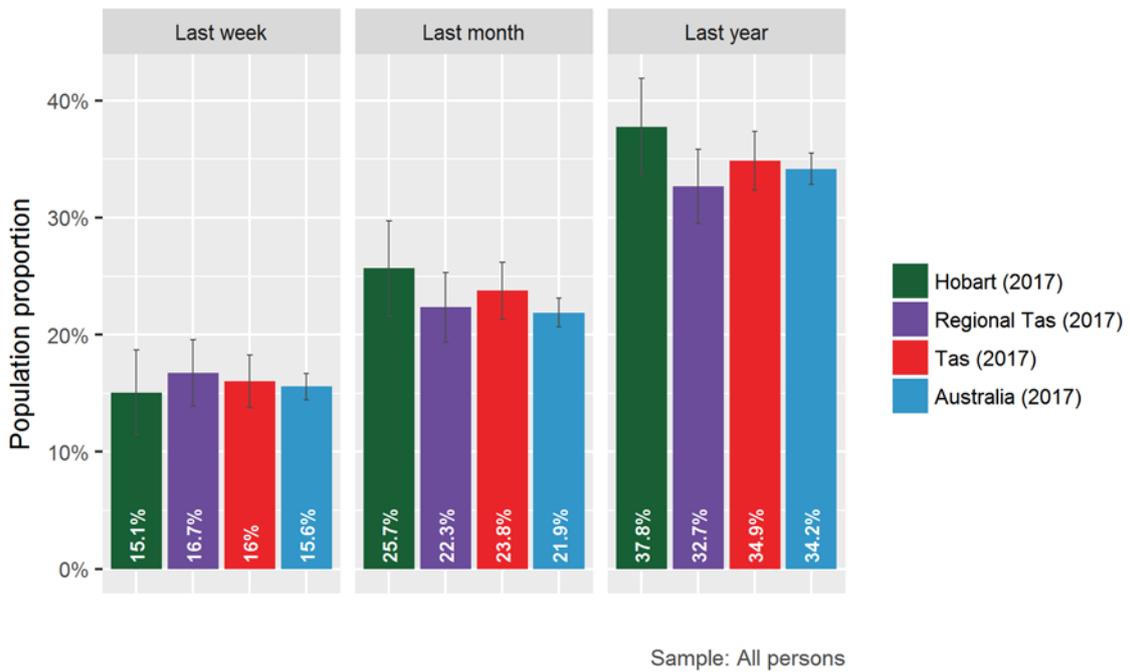
The survey suggests that 16% (95% CI: 13.8% - 18.3%) of Tasmanian residents ride a bicycle in a typical week. More than one third (34.9%, 95% CI: 32.3% - 37.4%) had done so in the past year (Figure 2.1). These proportions do not appear to have changed significantly since 2011.



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

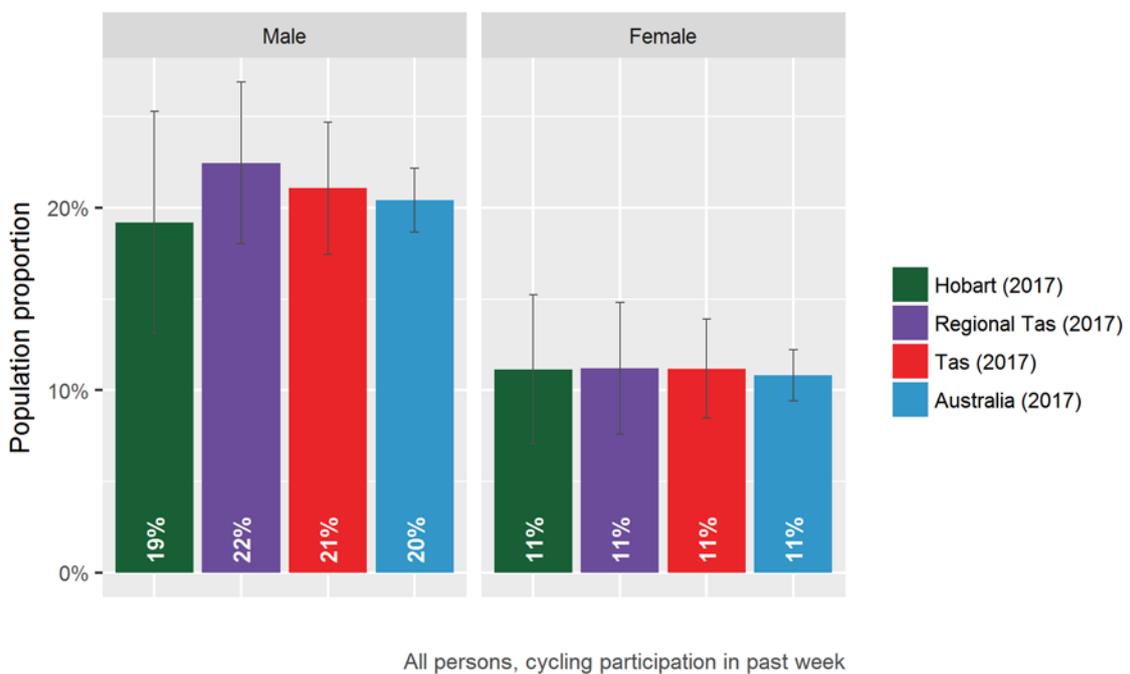
These participation rates translate to approximately 83,200 residents riding in a typical week and 181,000 residents riding at least once in a typical year.

The cycling participation rate by residents of Hobart may be slightly higher than the national average, while regional participation rates are similar (Figure 2.2).



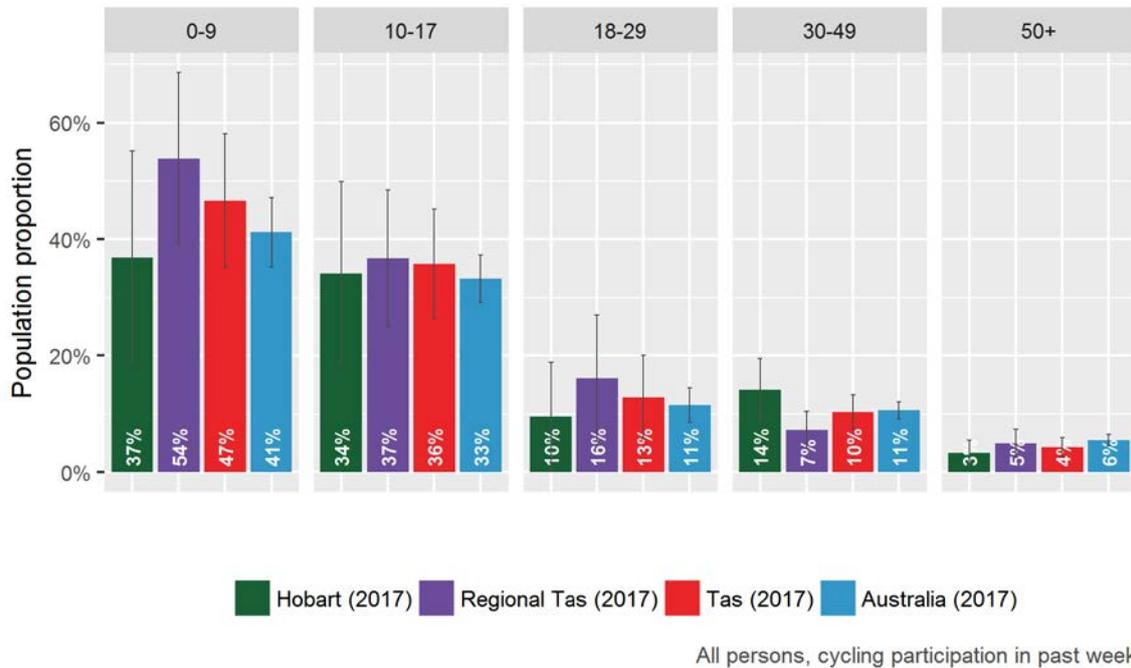
■ Figure 2.2: Cycling participation comparison by area

Males are significantly more likely to have ridden in the past week than females (Figure 2.3). The participation rate of males in Hobart may be slightly below the national average.



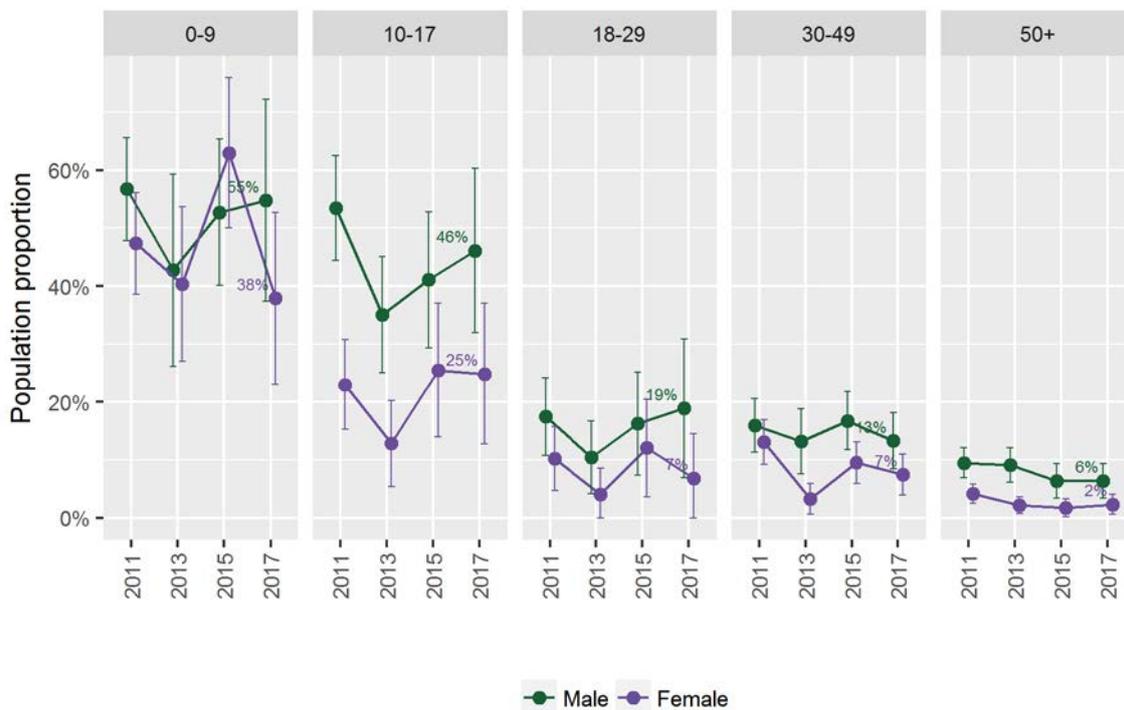
■ Figure 2.3: Cycling participation by gender

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 cycling participation rate declines somewhat among teenagers before falling dramatically among young adults. The higher participation rates in regional Tasmania appear to be due to higher cycling participation among children aged under 10, and possibly among young adults, compared with Hobart.



■ Figure 2.4: Cycling participation by age

The trends over time in participation by age and gender are not entirely clear, partly as a result of small sample sizes. However, the data would suggest it is possible teenage cycling participation rates among both males and females has increased somewhat since 2013, while the participation rate among those aged over 50 has declined (Figure 2.5).



All persons, cycling participation in past week

■ Figure 2.5: Cycling participation by age and gender

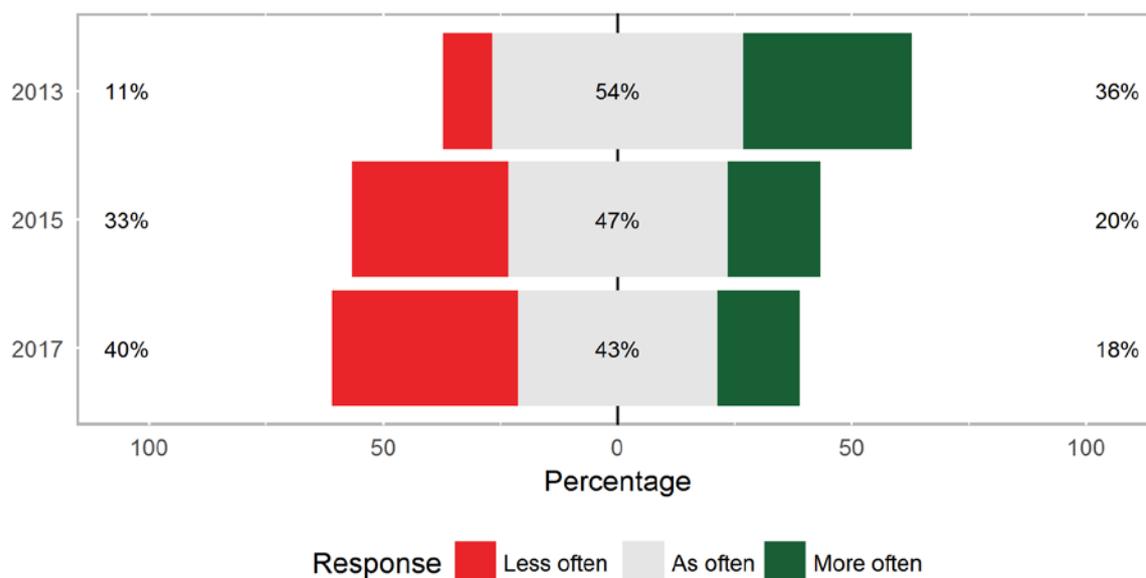
Those who indicated that they had ridden at least once over the past year were asked whether they had been cycling for a long period consistently, had recently started riding again or were altogether new to riding. Around 71% of riders have been doing so continuously for more than a year, with a further 24% returning to riding after a break (Figure 2.6). This sample corresponds only to those aged 15 and over, which will contribute to the low proportion of those new to cycling.



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

■ Figure 2.6: Cycling history

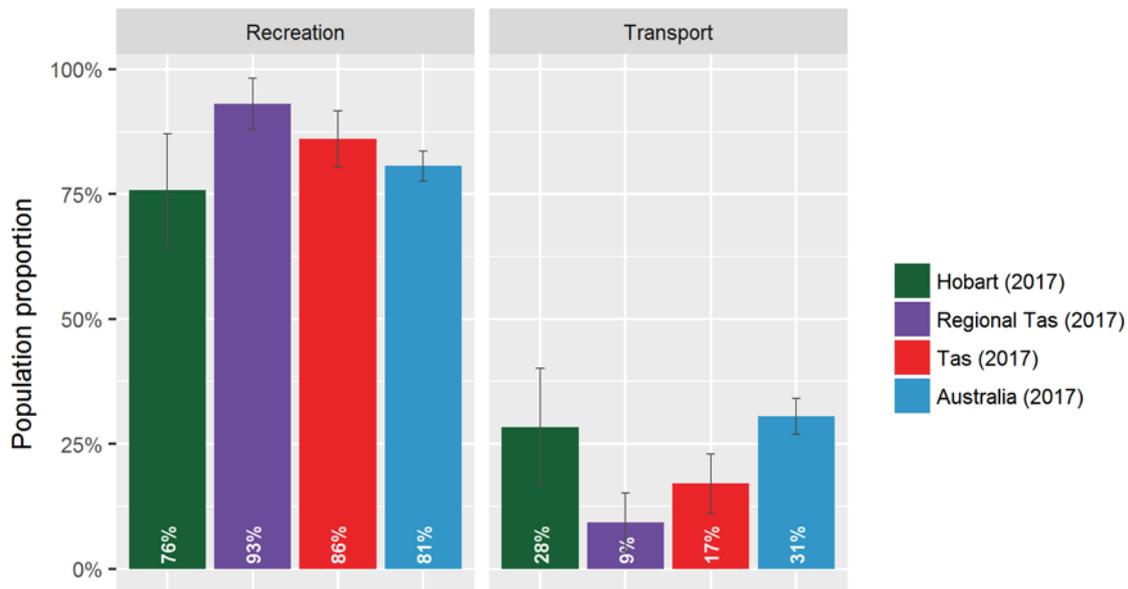
Among those who had ridden in the past year and were aged 15 or over who had indicated they had been riding continuously for more than a year, more (40%) indicated they were riding less often than more often (18%) compared to a year ago (Figure 2.7). The proportion indicating they were riding less often has increased since 2013 when this question was first asked.



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

■ Figure 2.7: Cycling frequency

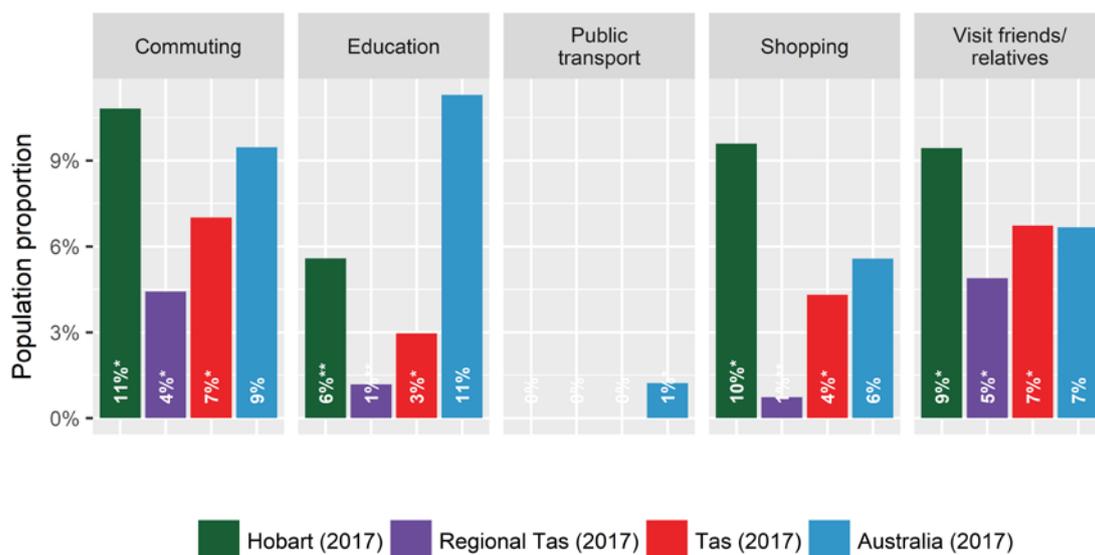
Of the people who cycled in the last month, 86% cycled for recreation and 17% used a bicycle for transport (Figure 2.8). The proportion riding for transport was greater in Hobart than in regional Tasmania.



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 to visit friends (Figure 2.9). Very few had ridden to access public transport.

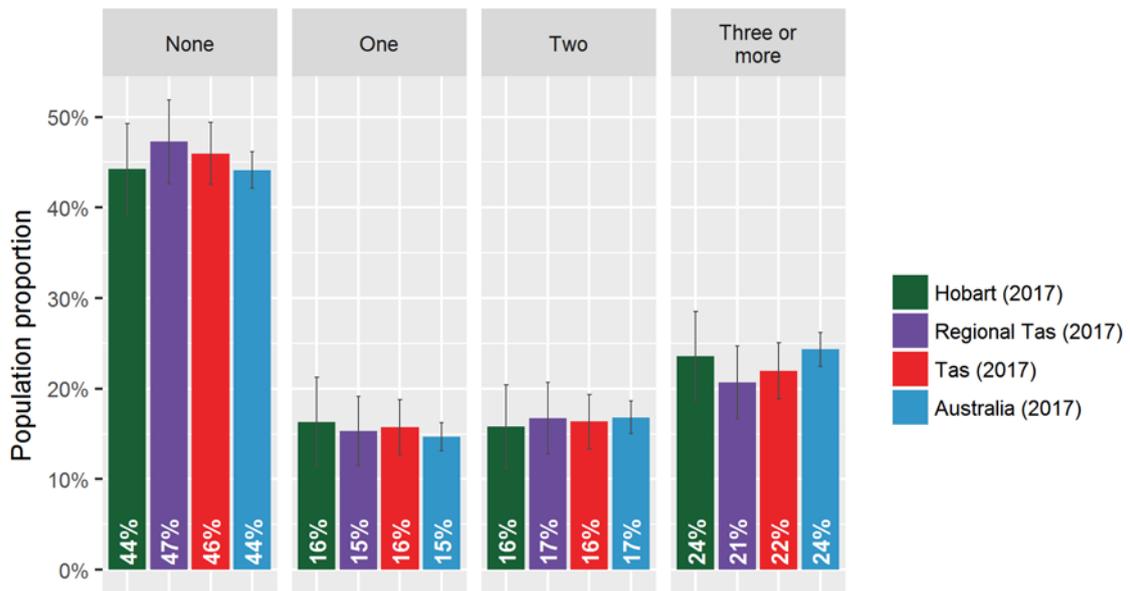


Sample: All persons who had ridden in the past month and who had travelled for each purpose (by any mode).

\* Estimate should be treated with caution.  
 \*\* Estimate should be considered unreliable.

■ Figure 2.9: Purpose of cycling for transport

Just over half of households in Tasmania have access to at least one working bicycle (Figure 2.10). The proportion of households with access to a bicycle in regional Tasmania may be slightly higher than in Hobart.

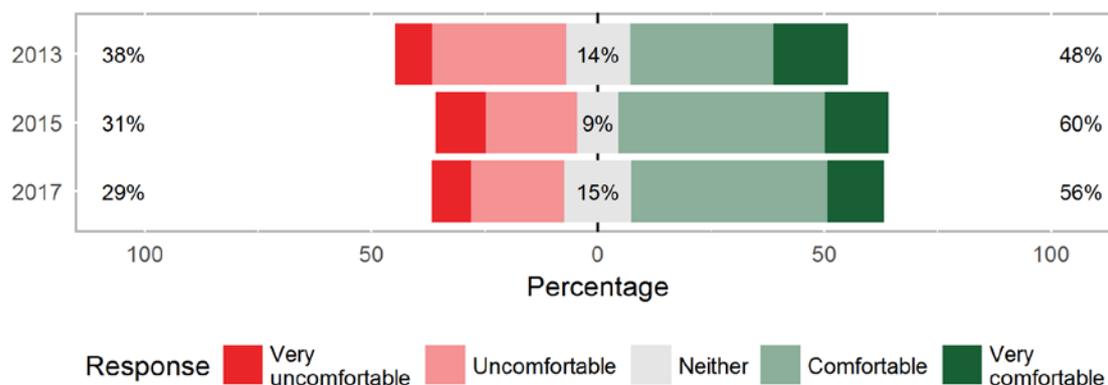


Sample: All households

■ Figure 2.10: Bicycle ownership by household

### 3 Rider perceptions

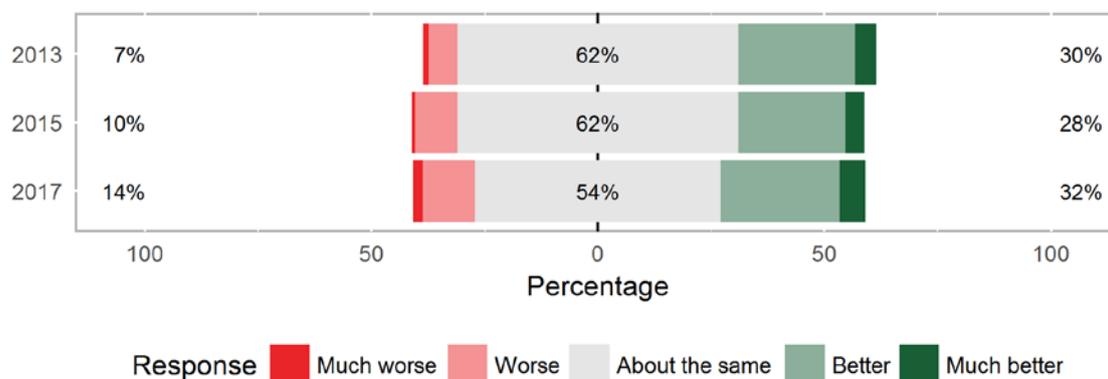
Those who had ridden at least once in the past year and were aged 15 or over were asked about their perceptions of riding in their local area. Most of those who had ridden indicated they felt comfortable or very comfortable (56%) with a further 29% feel uncomfortable or very uncomfortable (Figure 3.1). These proportions have not changed markedly since the previous survey in 2015.



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?

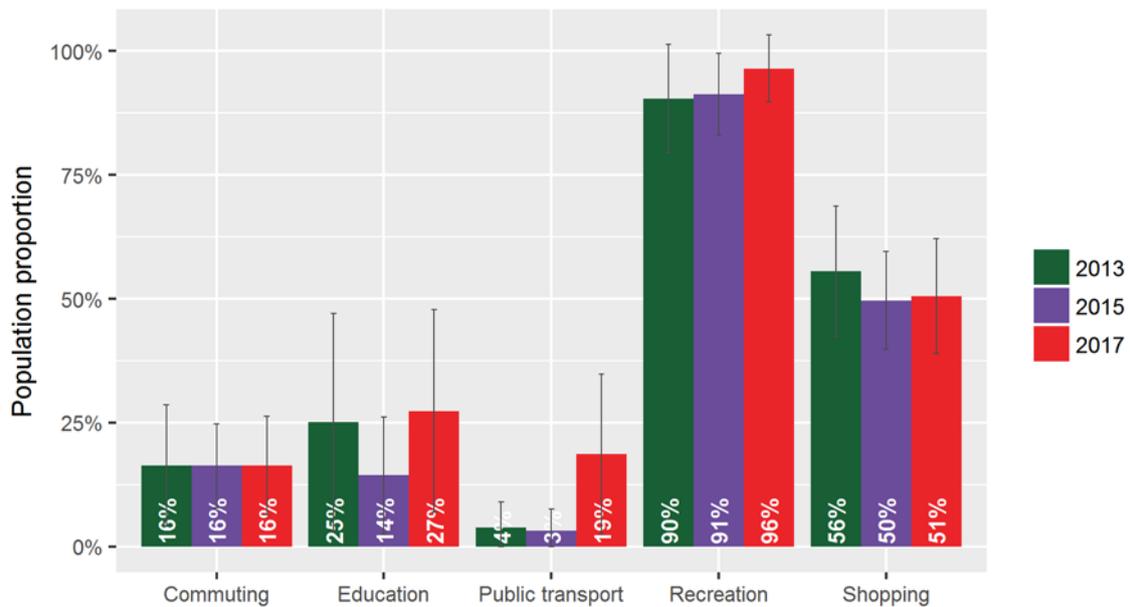
Around half of riders felt conditions had not changed in the past 12 months (Figure 3.2). Significantly more felt conditions for riding had improved over the past 12 months (32%) than had deteriorated (14%). This is similar to when the survey was last conducted in 2013 and 2015.



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 (96%), and half (51%) had done so for shopping (Figure 3.3).



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

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

Respondents who had travelled for the activities listed above, and who indicated they had not used a bicycle to do so, were asked why this was the case. For those who had not ridden to work (Figure 3.4) the most commonly cited reasons were:

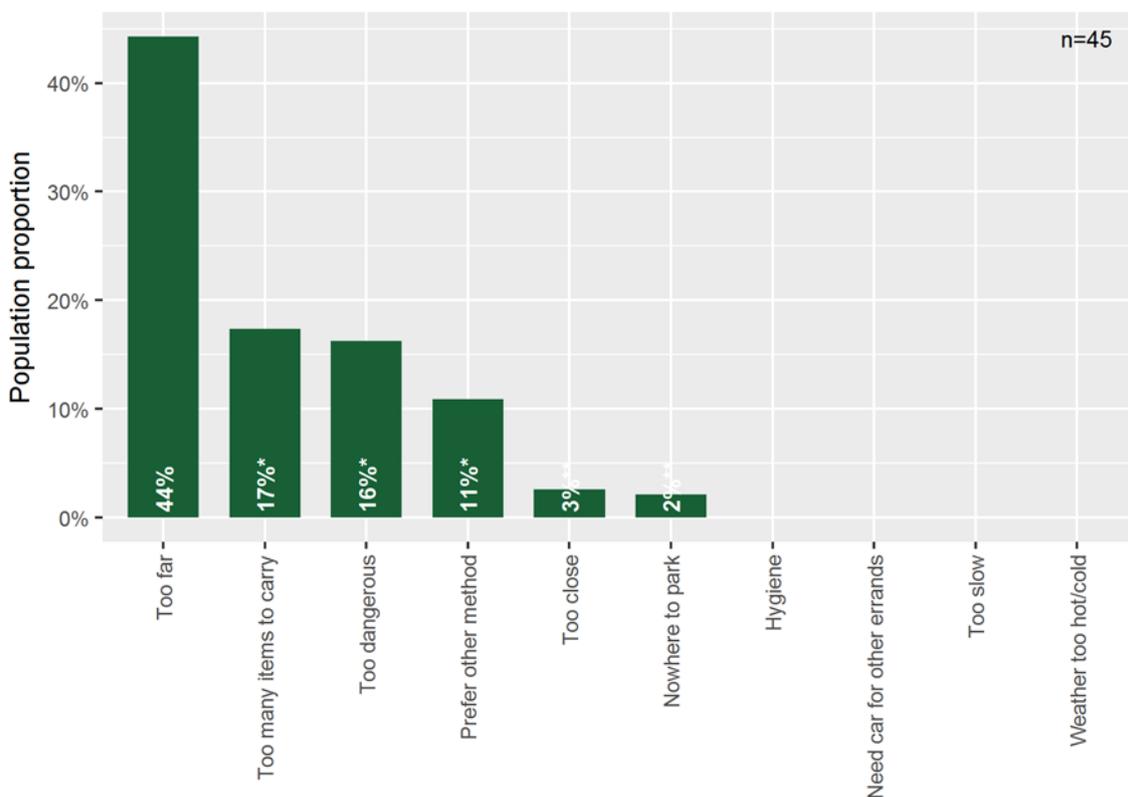
- too far (44%),
- too many items to carry (17%), and
- too dangerous (16%).

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

- too far (29%), and
- too many items to carry (22%).

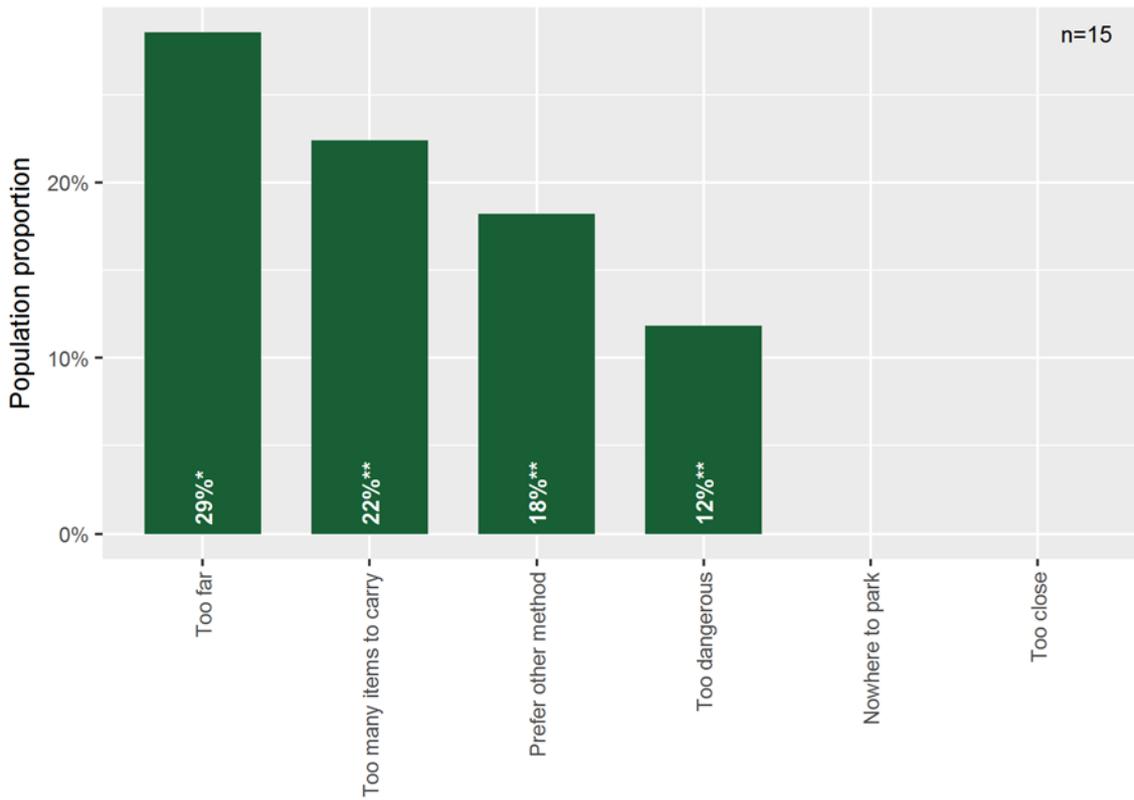
For those that had not ridden for shopping (Figure 3.6), the most commonly cited reasons were:

- it was too far (29%), and
- too many items to carry (27%).



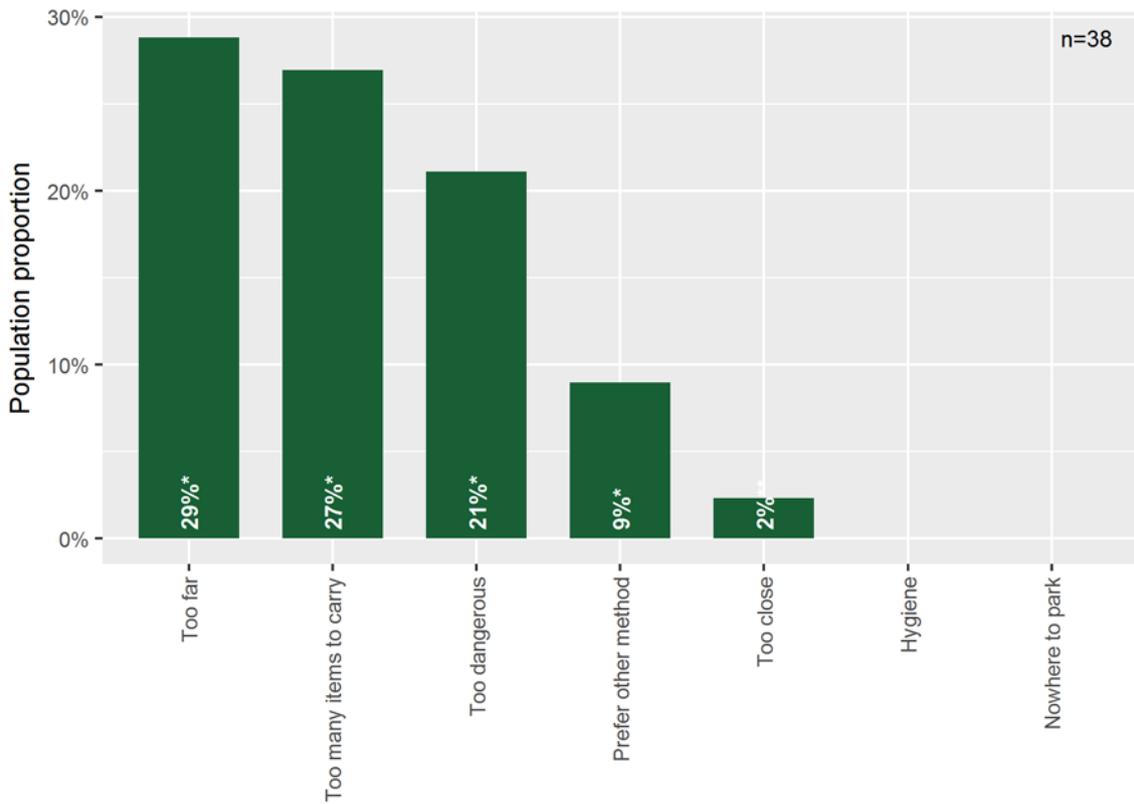
Sample: Persons aged 15+ who had ridden in past year

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



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?

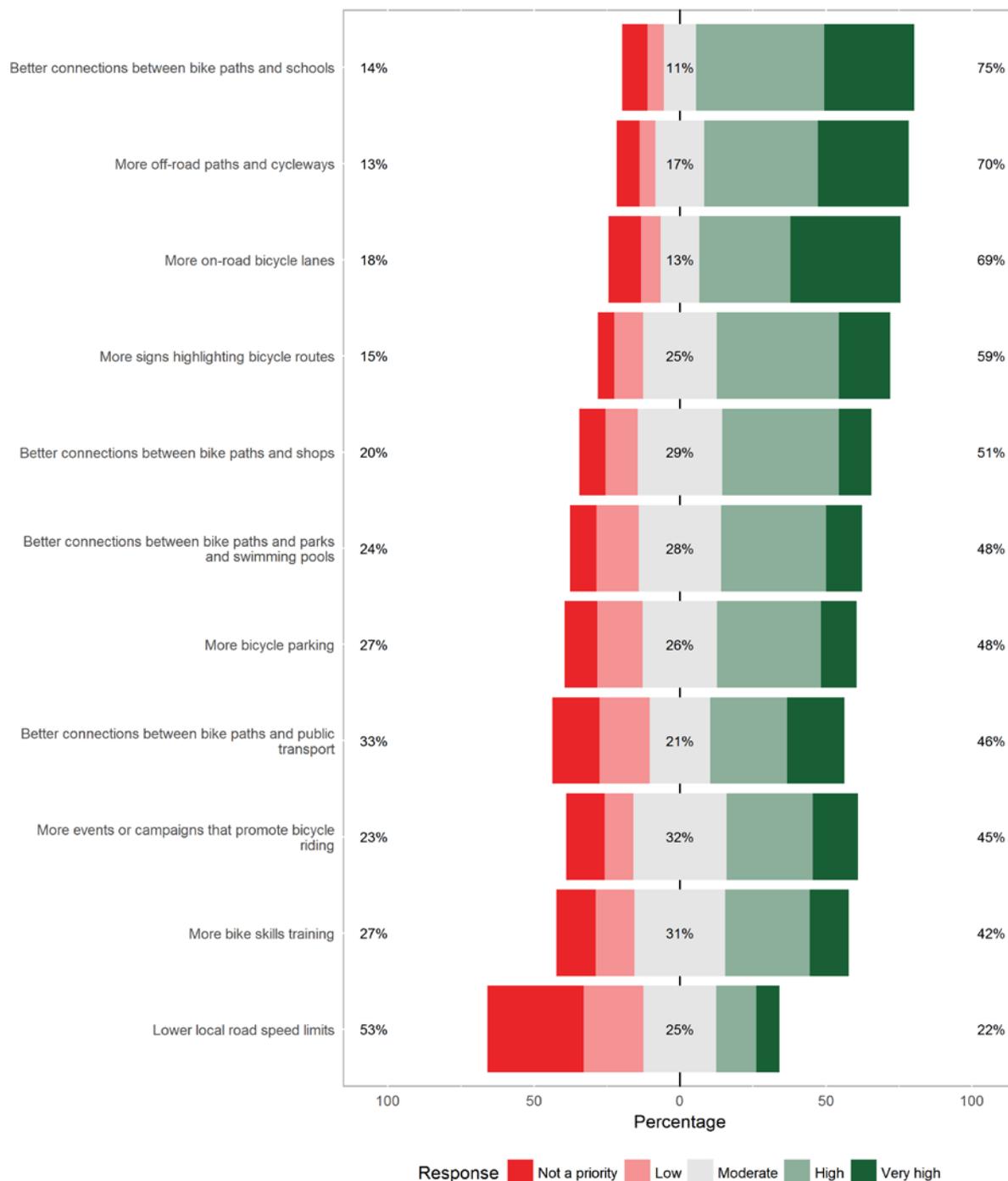


Sample: Persons aged 15+ who had ridden in past year

■ 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 (75% of respondents rated this a very high or high priority),
- more off-road paths and cycleways (70%),
- more on-road bicycle lanes (69%),
- more signs highlighting bicycle routes (59%), and
- better connections between bike paths and shops (51%).



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:	599		
No. of individuals:	1,252		
<b>Cycling participation</b>	<b>Estimate</b>	<b>95% confidence interval</b>	<b>Confidence rating</b>
% who rode last week	16%	13.8-18.3%	***
% who rode last month	23.8%	21.3-26.2%	***
% who rode in past year	34.9%	32.3-37.4%	***
No. who rode last week	83,200	71,500-94,800	***
No. who rode last month	123,300	110,700-136,000	***
No. who rode in past year	181,000	167,800-194,100	***
<b>Participation by demography</b>			
<b>Gender</b>			
% of males who rode last week	21.1%	17.4-24.7%	***
% of females who rode last week	11.2%	8.5-13.9%	***
<b>Age</b>			
% of 0-9 yr olds who rode last week	46.6%	35.1-58%	***
% of 10-17 yr olds who rode last week	35.7%	26.3-45.2%	***
% of 18-29 yr olds who rode last week	12.8%	5.6-20%	**
% of 30 to 49 yr olds who rode last week	10.3%	7.3-13.2%	***
% of 50 yr+ olds who rode last week	4.3%	2.6-5.9%	***
<b>Gender by Age</b>			
Male: 0-9 yr	54.8%	37.4-72.1%	***
Male: 10-17 yr	46.1%	32-60.2%	***
Male: 18-29 yr	18.9%	6.9-30.9%	**
Male: 30-49 yr	13.3%	8.4-18.2%	***
Male: 50 yr+	6.4%	3.4-9.4%	***
Female: 0-9 yr	37.9%	23.1-52.7%	***
Female: 10-17 yr	24.9%	12.7-37.1%	**
Female: 18-29 yr	6.8%	0-14.5%	*
Female: 30-49 yr	7.4%	4-10.9%	***
Female: 50 yr+	2.3%	0.6-4%	**

**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	86.1%	80.5-91.7%	***
% of those who rode in past week for transport	17%	11-23%	***
<b>Detail</b>			
% of those who rode in past week for commuting	7%	3.2-10.8%	**
% of those who rode in past week for education	3%	0.2-5.7%	**
% of those who rode in past week for shopping	4.3%	1.2-7.4%	**
% of those who rode in past week to train/tram/bus	0%	0-0%	
% of those who rode in past week to visit friends/relatives	6.7%	2.4-11%	**
<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	2.6-3.3	***
Average time ridden (mins) in past week by those that had ridden	172	141-203	***
<b>Household characteristics</b>			
% of households without a working bicycle	46%	42.6-49.4%	***
% of households with one working bicycle	15.8%	12.7-18.8%	***
% of households with two working bicycles	16.4%	13.4-19.3%	***
% of households with three working bicycles	21.9%	18.8-25%	***

# 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?

As the traffic increases it gets more and more dangerous for cyclists it's the traffic volume in the city.  
ie: central city

Bike riders should take more responsibility for their own safety, they should be registered

Could be a little bit better a little bit more bike friendly

Don't be a tool and ride side by side

Drivers need to be a bit more chilled out and stop stressing about people on bikes and complaining

Drivers need to give way to people on cycles, but some cyclists ride in an unsafe way, 3 abreast.

Due to the roadworks it has been harder all along brokeby.

Future development related infrastructure. trails are really good

I've seen quite a few near misses between cars and bicycles and i'm aware of incidents that have led to injury of cyclists.

I only ride on flinders island, we have good road and not much traffic what more can you ask for

I think it's pretty good. pretty well set up good infrastructure

I think there have been a few efforts made to make it safer on the road especially around prospect

I think they're great, if bike riders stick to the allocated lanes we'd all be better off

I'd like the bike track extended towards sandy bay as it ends it goes from the city in the north direction id like a bike track in the south direction from the city to sandy bay.

It's the traffic, that's the biggest thing. there is no room to accommodate both.

It needs major improvement, the govt needs to concentrate on cyclists as a priority and focus more on bus service as well in the cbd- there should be no more cars

It would be great if there were more bicycle tracks next to the road. i usually just ride around kingston and the bike tracks are good but they stop and then i don't know where to go. ie: mainly near the beach kingston beach.

It's dangerous for people to ride to work, i would ride to work but it's just too dangerous. the roads are too dangerous, there should be more bike paths and it would encourage more people to ride

Just be very aware of logging trucks and they don't have room to move over

Just like to see more recreational path ways for bikes.

May need a bit more work, spent time in holland and there is a lot more we could do to make bike riding easy, make the paths longer and go somewhere.

More bike lanes everywhere would be awesome, drivers can be angry, beeped at, more places to put your bike generally.

More bike tracks, my region - wynyard to penguin. more room on highways verges, very redistricted

More facilities for bike riding and in particular there is a proposal coming and going over the last 10 years for both a bike and walking path around battery point

More tracks, less trucks

Motor vehicle users think bike riders shouldn't be there, they should be more courteous

Need more bike lanes off the road

Need more bike lanes, every road should have bike lanes

No i don't ride in hobart area

No not really i think the new 1.5-meter rule is great

No, got a good bike network

Not enough bike lanes, frightened of the traffic, cars come to close

Not enough safe bike lanes, not safe when you have to use roads. some bike lanes just end so what are you supposed to do there.

Only hwys, risky for cyclists

Pot holes mainly around estate road, unevenness. being fixed atm. foot path is rather narrow for bikes

Take care on the road, i stick to tracks on long rides. grandchildren like to cycle with us  
That i use my bike a lot more if i fell safe, especially getting into the city, i have to go out of our way to avoid traffic and it stops me from using it more because i don't feel safe, i want to use it more  
The bike path is very good riding on the road is not as good. there should be more places to park your bikes securely. more places to park your bike at salamanca.  
The bike paths should be extended, more effort should be put in to encourage people to cycle- maybe separate areas/paths for bike riders  
The channel hwy bike lanes are fantastic they have made such a difference  
The kid's teenagers that spat at me on the bike track from glenorchy to berrydale.  
The people that look after of the conditions of the roads don't think of bicycle riders e.g. potholes  
The principle problem is pathways and safe clearances  
The roads are narrow and often there are quite large trucks, the conditions of the edges of the road are quite rough and soft which makes it difficult  
The roads are too narrow. i will say arthur highway in port arthur is very narrow for bike riders.  
The roads aren't wide enough and there are a lot of blind corners and people drive down the middle of the roads anyway. i don't expect any of this to be fixed as i live in the middle of the country. i mostly ride around the nook and sheffield area the roads around here they are pretty much  
The roads have many potholes. driver courtesy is low everywhere and this adds to the level of discomfort. driver courtesy is better in melbourne than it is in hobart. i tend not to ride over the tasman bridge because it is too narrow and risky.  
The roads here are not setup for cycling and the off-road options for cyclists are not really utilised.  
The traffic is not that good. became dangerous for bike riders  
There are not enough cycleways. ie: just in general in the hobart metro area and i'm basing this on comparing to other cities like i'm thinking like european cities and also sydney and melbourne they cater more for cyclists. ie: more cycle lanes & more cycleways around parks and through bot  
There is a narrow walkway on the tasman bridge where you have to deal with other cyclists pedalling towards you and pedestrians.  
There needs to be more bike tracks on the east coast of tasmania.  
There ought to be more bike tracks and what there is ought to be wider, shared  
There's a lot of tension b/w cyclists and drivers mainly perpetrated by drivers its worse in areas where cyclists don't frequent. ie: its worst in the northern suburbs like moona glenorchy and claremont. mainly just aggressive drivers either riding too close yelling abuse i've had a thing  
They have to learn the road rules (cyclists) they should ride in single file with bikes registered  
Too many people, too much traffic on the road  
Traffic is a bit too fast, pretty unnerving  
Well i think it's become worse because the traffic is getting worse gradually and people are becoming more impatient as the traffic gets worse. i think the bike lanes as they exist aren't very helpful for getting through town.  
Where we are, they're putting cycle paths, it's improving but still a long way to go  
You feel a bit unsafe on the roads with the cars and the edges of the road. the road has a 3 or 4-inch dip on the edges and loose gravel which makes you feel unsafe

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

Better design of roads for cyclists  
Better signage of bike paths between fern tree and hobart city centre.  
Can't think of any at the moment  
Change road rules, take out 2 abreast rule, too hard for truck drivers to get around  
Continue supporting the way it is going  
Educating people about bike riders, that they are okay  
Education programs are a must. bike riders shouldn't be riding side by side on the road it's not safe.

Encourage cycling and create bike paths and cycleways, similar to what they have in Melbourne- when a road is built there is automatically a cycle pathway put in separate from the car lane

Encourage people to bike ride more, make it more user friendly

Especially introducing more off road bike tracks. ie: i'd like to see some from the eastern shore to the city. Hobart centre and eastern shore i mean midway point sorell.

Government need to be involved in promotion more. better systems - connections should be better. parking outside shops, local and bigger areas, not enough around supermarkets. school bike racks don't seem to be utilised.

Government should educate cyclists and drivers about road rules and courtesy. introduce separate bike lanes, traffic lights and signage in the same way that they have done in Melbourne,

I don't think Tas have the budget to provide what's needed

I know there is i can't think just now, well encourage people in some way to use bike instead of motor vehicles

I think bikes should have right of way like they do in Amsterdam.

I think during summer they need to redirect the logging trucks, we get a lot of tourist bike riding and it's very dangerous

I think there are certainly well cycled routes that cyclists use regularly that have virtually no shoulders on the roads there's no shoulder the edge of the car lane doesn't have a shoulder were cyclists ride to let vehicles past. a classic case would be the road to Richmond from Cambridge

I think there should be more separate paths. some of the roads in Tasmania are very narrow and there is not enough room for bikes.

I think they need to improve it around Clarence area

I think to encourage more people to bike ride, the roads need to be better maintained. there are hard edges and this increases the risk of riding on those roads. i think it should be mandatory to wear reflective/high-visibility clothing. you can't see them until you are right on top of them.

I would be a fantastic idea if there was a device like an indicator for bikes. often you don't know where the bike is going to go. and more illuminated gear for safety high visibility gear.

I'd like the bike track extended towards Sandy Bay as it ends it goes from the city in the north direction i'd like a bike track in the south direction from the city to Sandy Bay.

Identification for bike riders

Insurance

It's more education between the bike rider and the drivers. there is a lot of, when you've got a queue of cars and a bike riding uphill and is holding all that traffic, people get frustrated, people lose their cool and make unnecessary mistakes.

Just extend the Hobart area for bicycle access

Just improvement of easier access. road clearance for bicycles. Clarence Council have very poor bicycle orientation. not interested in assisting.

Just improving the cycle lanes or even having some

Just to keep the advertising campaigns they have at the moment continuing

Mainly the bike lanes like riding on the Southern Outlet the lane on the left is where you have to go but people are like why are you riding here it's too dangerous it's the side part of the road it's not designated. the Southern Outlet is off Mt Nelson heading to Kingston.

Make it easier for the bike riders, make the roads wider, more bike lanes!!

Maybe more space bw cars and bike riders so it's not as dangerous

More awareness on the rights of road rules for both, review street parking compared to placement of bike lanes, it doesn't make sense drivers have to cross through, to publish for bike users where all available lanes, tracks, and parking are located.

More bicycle paths

More bike lane and make road bike -friendly

More bike lanes on existing roads

More bike lanes,

More bike paths. they could make a dedicated bike lane to the city and the walkway should be continuous. more bike paths to tafe.

More bikeways have been added in launceston, its good

More bloody bike paths so ppl can get about so we don't use too many cars, this place is ideal for bike riding and they don't do it!!! need more paths!

More cycleways. just in general in the hobart metro area i'm basing this on comparing to other cities like i'm thinking like european cities and also sydney and melbourne they cater more for cyclists. ie: more cycle lanes & more cycleways around parks and through both residential and city a

More designated cycle paths

More education for drivers which targets the benefits of bike riding so that they understand and are more considerate

More incentives for people to cycle, community bike events.

More lanes and bike paths especially in argyle street

More promotion - ride days, more access to information to where off road tracks are

More provision of bike lanes and path

Not a specific thing no, encourage people to ride bikes

Only keep on with the distance advertising (1.5 m away from bike when car passing)

Possibly i think mainly having separate bike path even like a small curb between cars and bikes on main roads and highways

Promote bike riding as an alternative, many was, transport and exercise.

Registration of bike and insurance

Signage would be really good we have a lot of beware of people on horses but not for the bikes and we have a lot of recreational riders that travel together. more signage on the c150 between devonport and sheffield and devonport and the coastal towns where there are more bike paths.

Single file riding only in this area because corners and conditions of roads.

The main problem is the have a metre 2 metre white line, if you ride in that area you get punctures, along the highway bass highway it was

They should designate a priority route for people to ride a bike on.

They should have to wear hi vis gear for visibility purposes (compulsory)

We have everything under control and i have no comments.

We need a bike path along lauderdale its basically should connect to the bike path that starts in howrah and it should continue to lauderdale and the reason being we have one of the biggest high schools but there is no bike lane path.

Well i just reiterate what i said before - wider and more bike paths on the mainland when they put in bike paths they are really wide ones. people do use them people use them in devonport they are wider not enough room

When they do roadworks, they should put bike paths in then. it's harder to do it after the fact

Yes, reduce height of the hills, adding charging stations for electric bikes



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