

# 2017

## National Cycling Participation Survey

Western Australia



**AUSTRALIAN  
BICYCLE COUNCIL**



*Austrroads*

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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 18.5% (95% CI: 15.9% - 21.1%) of Western Australian residents ride a bicycle in a typical week. More than a third (41.9%, 95% CI: 38.8% - 45.0%) had done so in the past year.

**Keywords**

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

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- Main Roads Western Australia
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- Department of State Growth Tasmania
- Department of Infrastructure, Planning and Logistics Northern Territory
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- 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.

The primary survey objective is to obtain accurate data on cycling participation in each jurisdiction 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.
- *Travel* is the number of cycling trips that occurred over a 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 the 2011 survey report<sup>1</sup>.

The survey is a telephone-based survey of residents in the state, 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 road authorities to consider for 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 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.

The main survey respondent was chosen 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).

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

### 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 Western Australia (WA). 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.

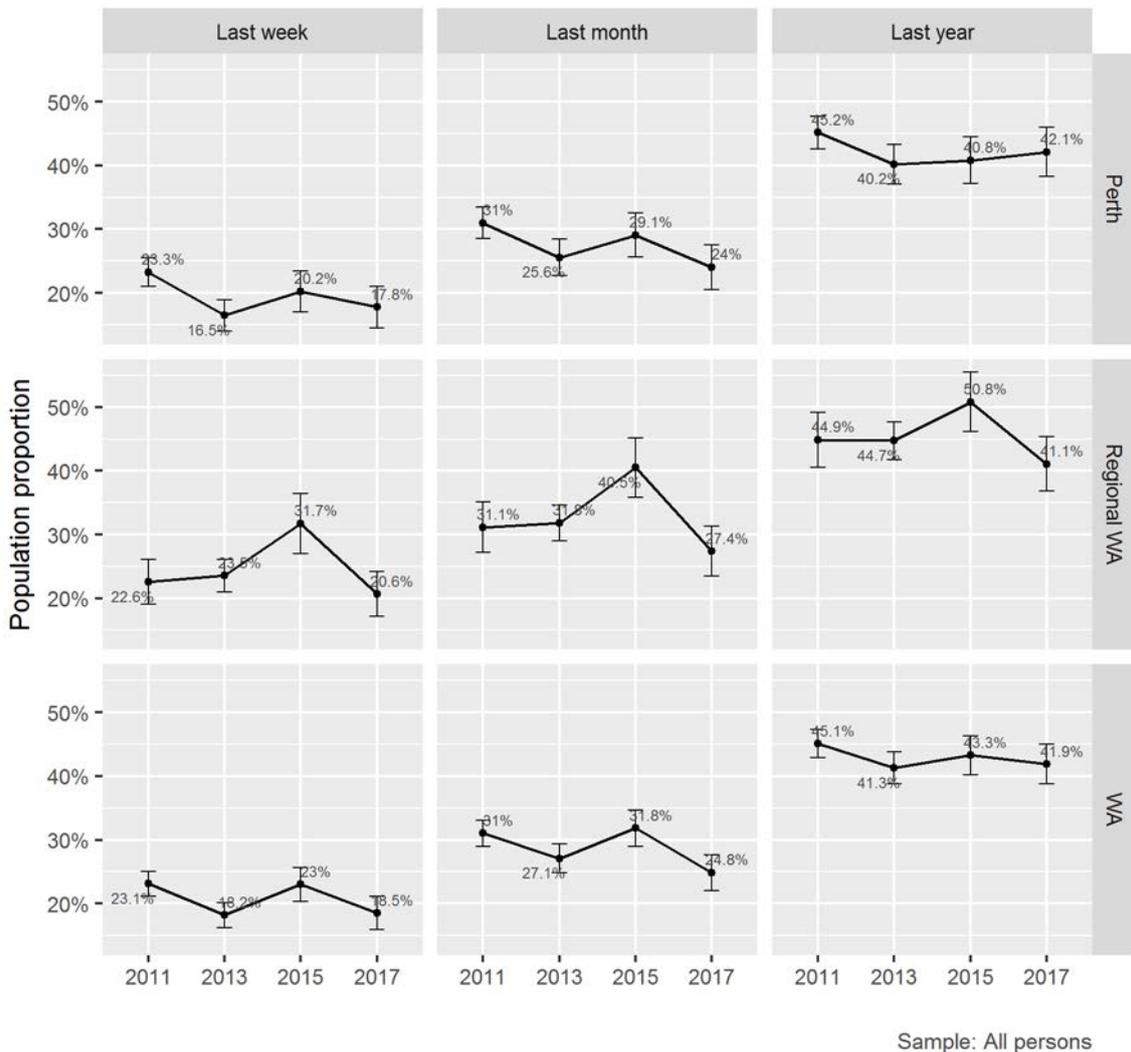
In some instances, for example for participation rates, the 95% confidence interval is reported. This represents the range within which we would expect the true population estimate to reside 95% of the time. Significant differences between parameters are present where the point estimate falls outside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

### 1.5 Survey sample

The sample consisted of 475 households containing 1,070 individuals. From the sample, 127 had cycled at least once in the past year and were then asked to participate in the perceptions component of the survey.

## 2 Results

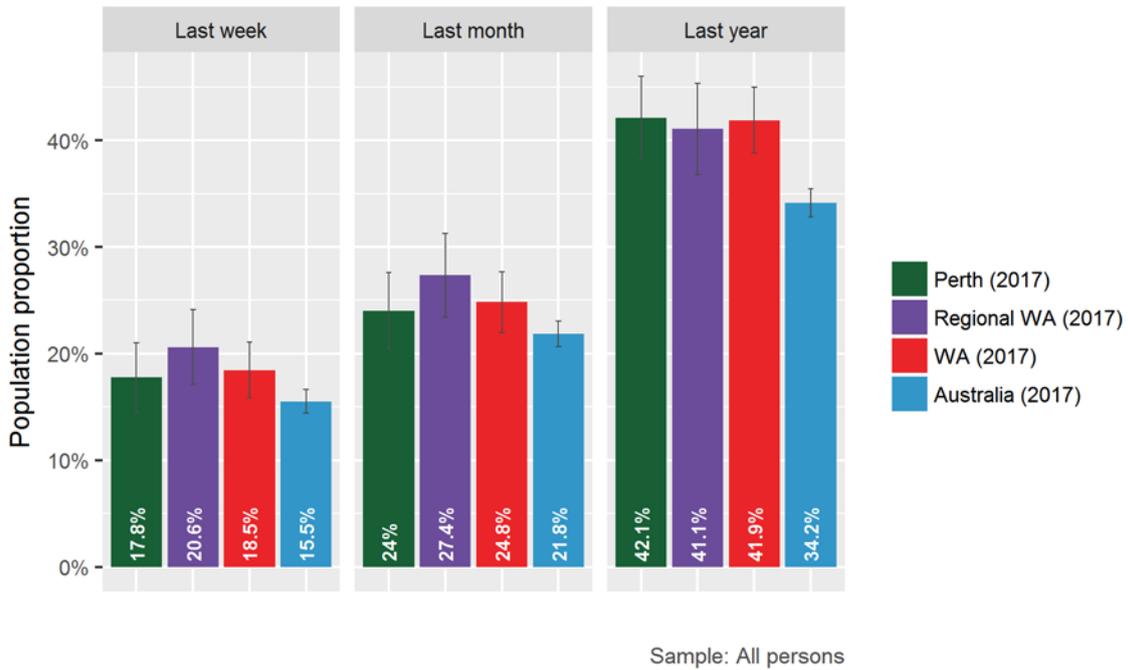
The survey suggests that 18.5% (95% CI: 15.9% - 21.1%) of WA residents ride a bicycle in a typical week. More than one third (41.9%, 95% CI: 38.8% - 45%) had done so in the past year (Figure 2.1). The participation rate does not appear to have changed markedly since 2013, with 2015 appearing to represent an outlier.



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

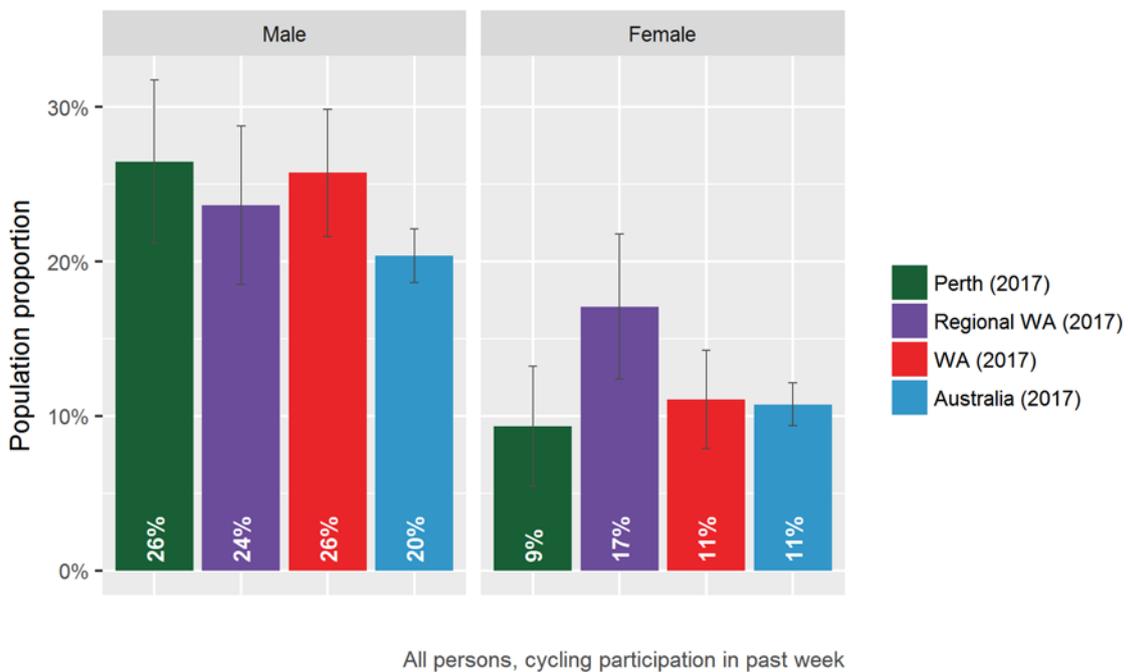
These participation rates translate to approximately 483,100 residents riding in a typical week and 1,096,100 residents riding at least once in a typical year.

The cycling participation rate in WA is significantly higher than the national average, particularly when measured over the last year (Figure 2.2).



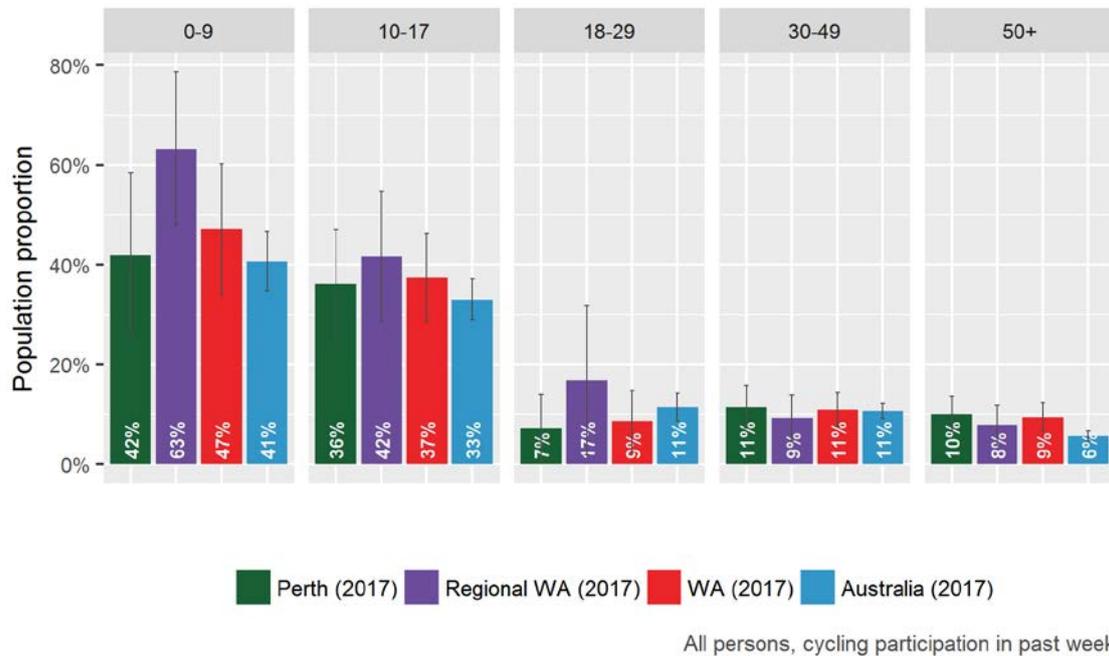
■ Figure 2.2: Cycling participation comparison by area

Males are significantly more likely to have ridden in the past week than females, although the under-representation of females is much lower in regional WA than in Perth (Figure 2.3).



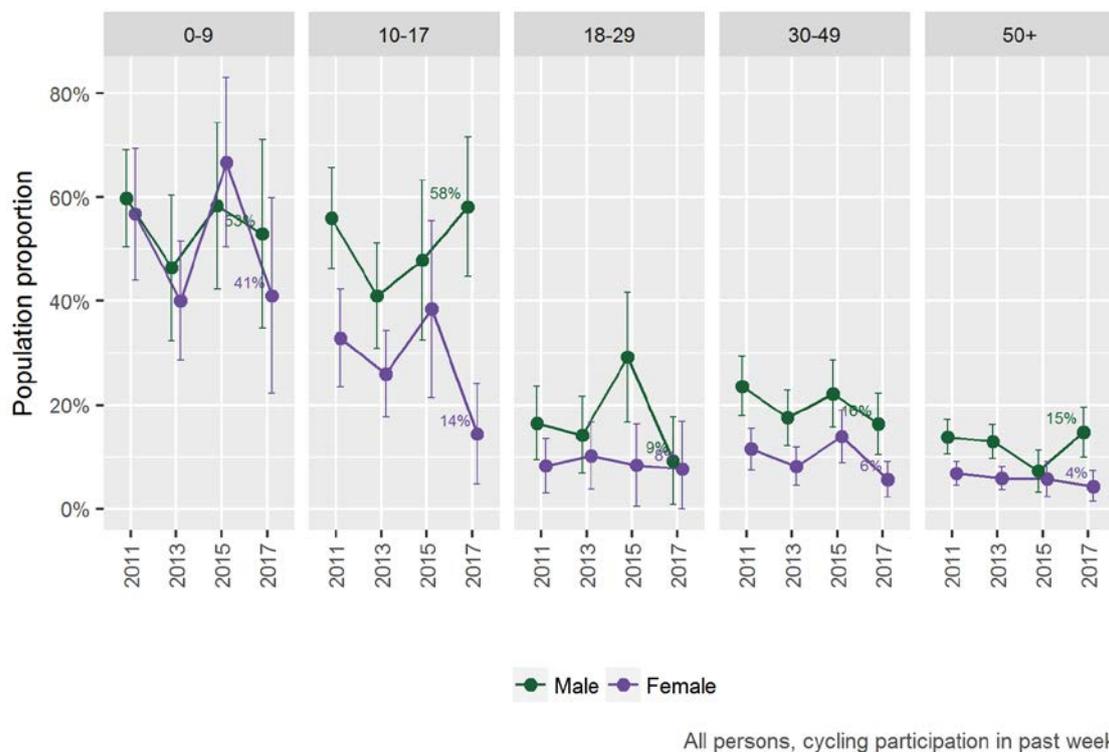
■ Figure 2.3: Cycling participation by gender

The highest cycling participation rate (measured as those who had ridden in the past week) was among children under 10 (Figure 2.4). WA's participation rate, particularly in regional WA, is high compared to the national average due to higher participation among children and young adults.



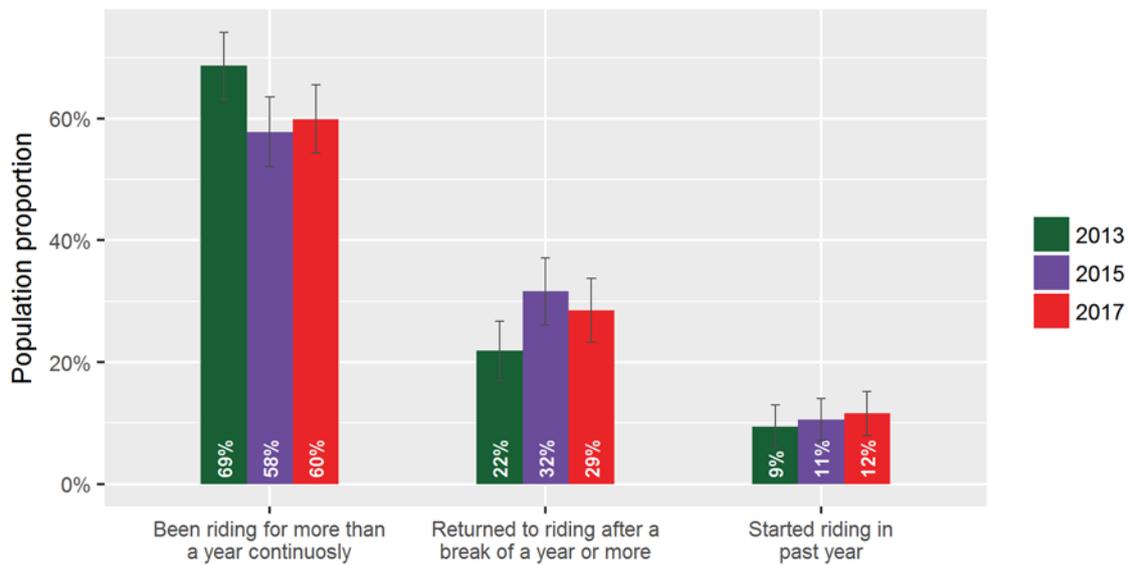
■ Figure 2.4: Cycling participation by age

When examined by gender and age group it is difficult to ascertain trends in cycling participation over time (Figure 2.5). The fluctuations shown here, along with the large error bars, reflect the small sample sizes within these groups.



■ Figure 2.5: Cycling participation by age and gender

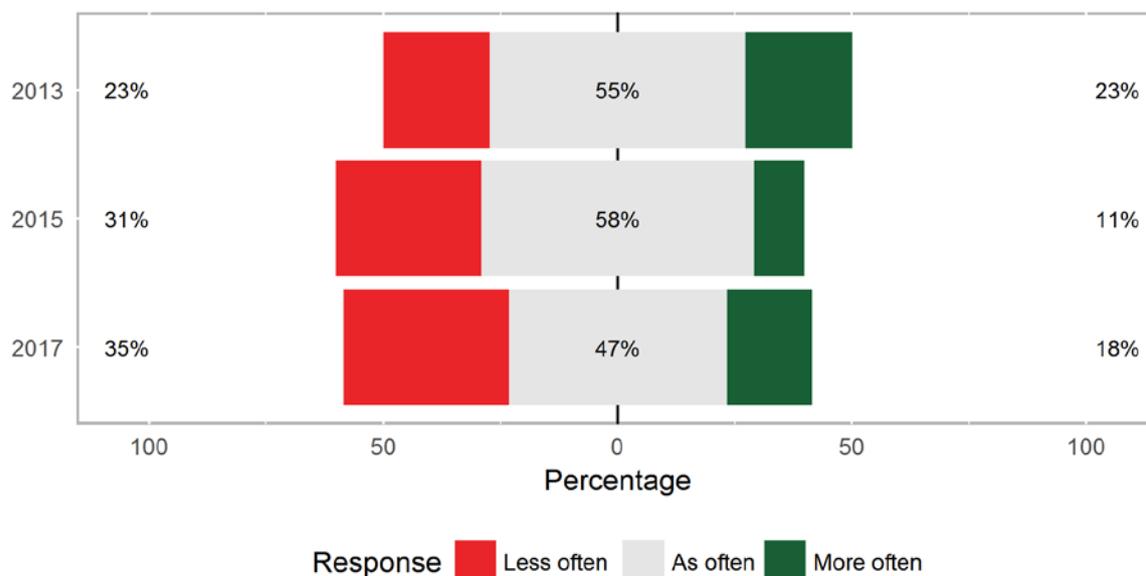
Those who indicated that they had ridden at least once in the past year were asked about the consistency of their riding. Most participants (60%) had been riding continuously for more than a year, with a further 29% returning to riding after a break of a year or more (Figure 2.6). This sample corresponds only to those aged 15 and over, which will contribute to the low proportion of those new to cycling.



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

■ Figure 2.6: Cycling history

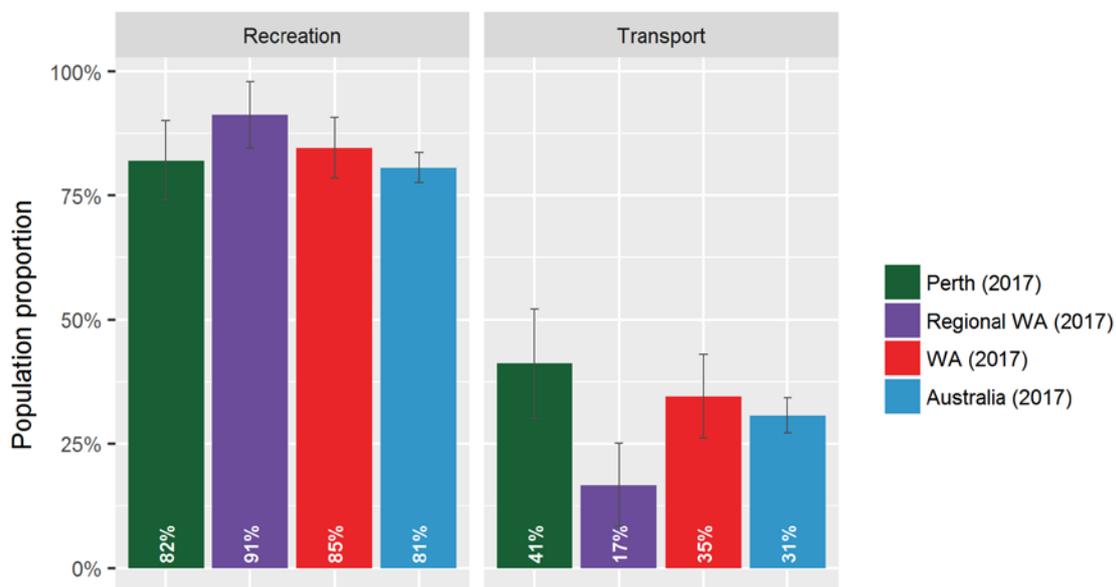
Of those who had ridden in the past year, were 15 or older and who had indicated they had been riding continuously for more than a year, 35% indicated they were riding less often and 18% more often (Figure 2.7).



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

■ Figure 2.7: Cycling frequency

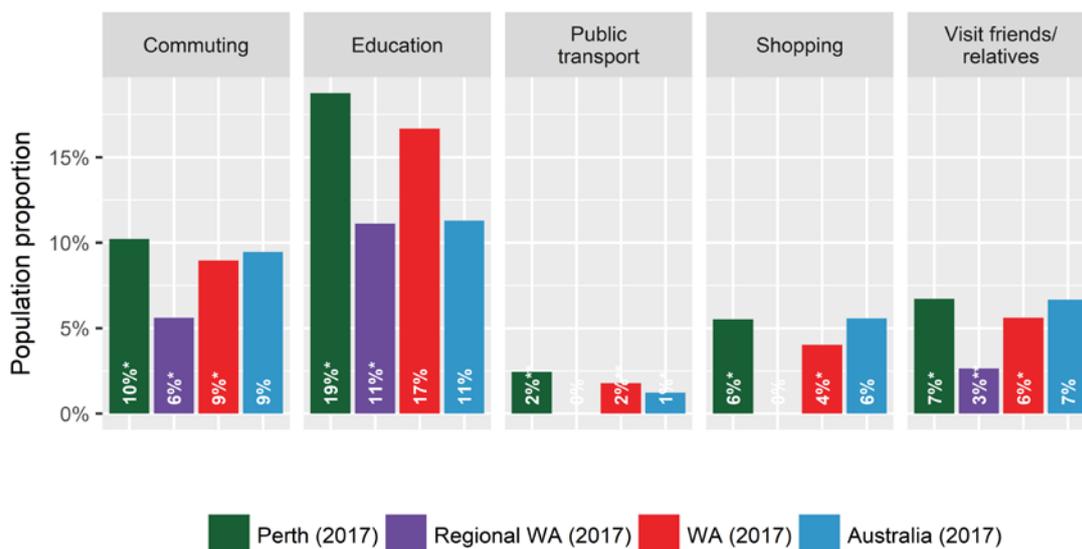
Of the people who cycled in the last month, 85% cycled for recreation and 35% used a bicycle for transport (Figure 2.8). The proportion riding for transport was much higher in Perth than in regional areas.



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 transport purposes most had ridden for commuting and education (Figure 2.9). Very few had ridden to access public transport facilities.



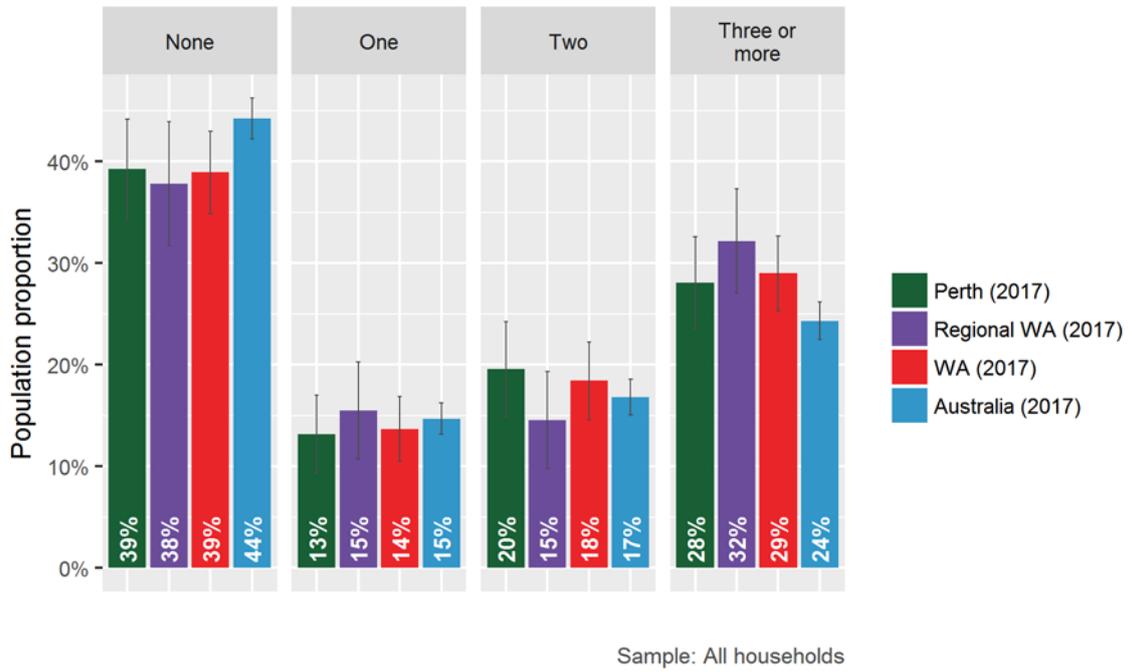
Sample: All persons who had ridden in the past month and who had travelled for each purpose (by any mode).

\* Estimate should be treated with caution.

\*\* Estimate should be considered unreliable.

■ Figure 2.9: Purpose of cycling for transport

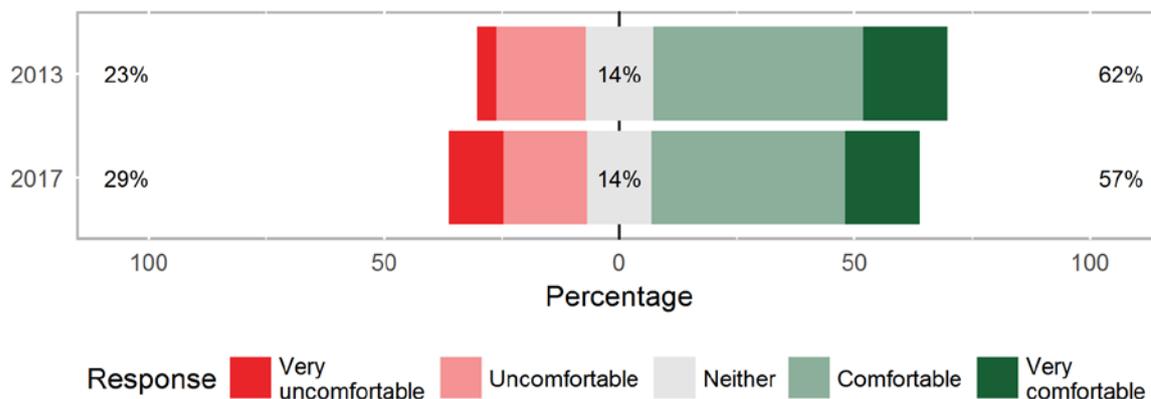
Around 56% of households in WA have at least one working bicycle in their household, with 24% having three or more (Figure 2.10).



■ Figure 2.10: Bicycle ownership by household

### 3 Rider perceptions

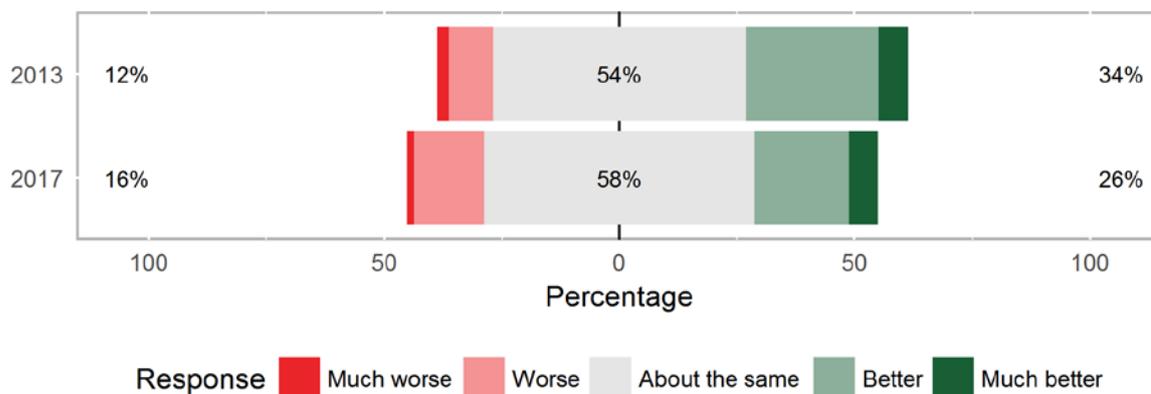
Those who had ridden at least once in the past year and were aged 15 or older were asked about their perceptions of riding in their local area. Most indicated they felt comfortable or very comfortable (57%) compared to 29% who felt uncomfortable (Figure 3.1). The proportion of respondents feeling very uncomfortable has increased 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?

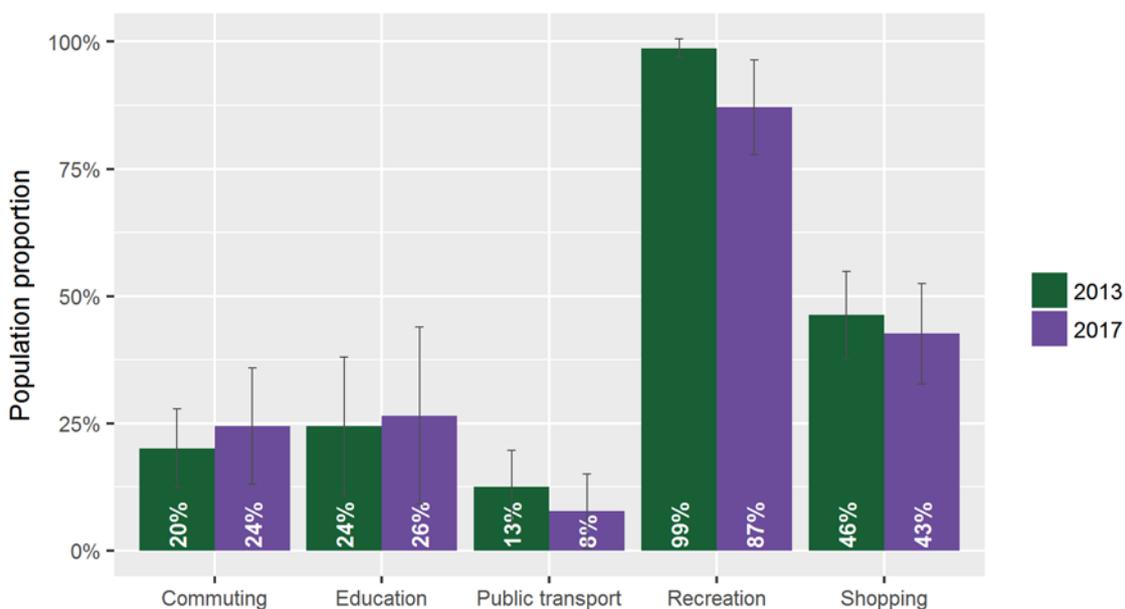
The majority of respondents felt that conditions for riding in their local area had not changed over the past 12 months (58%) (Figure 3.2). More felt conditions had improved (26%) than deteriorated (16%).



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 same period. For those that had undertaken these activities, they were asked whether they had ridden a bicycle for any of these purposes. Most of those who had ridden in the past year had done so at least once for recreation or exercise (87%), and just under half (43%) 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?

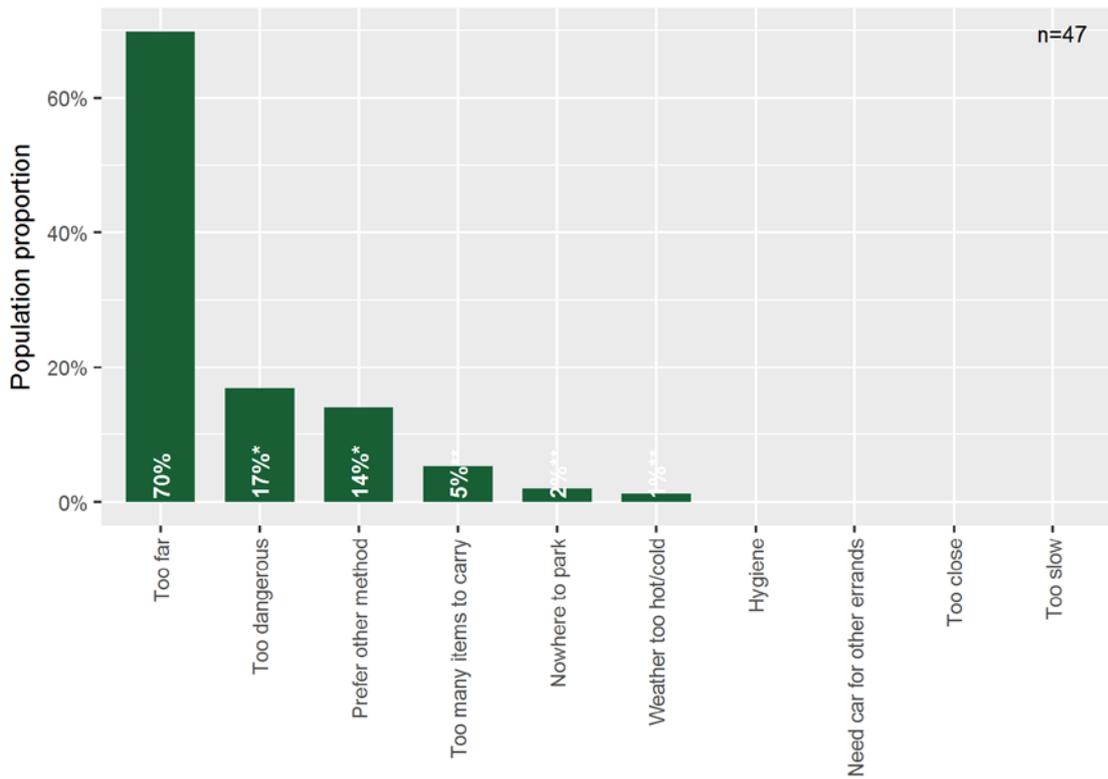
Respondents who had travelled for the activities listed above, and who indicated they had not used a bicycle to do so, were asked why this was the case. For those who had not ridden to work (Figure 3.4) the most commonly cited reason was that it was too far (70%).

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

- it was too far (40%), and
- it was too dangerous (22%).

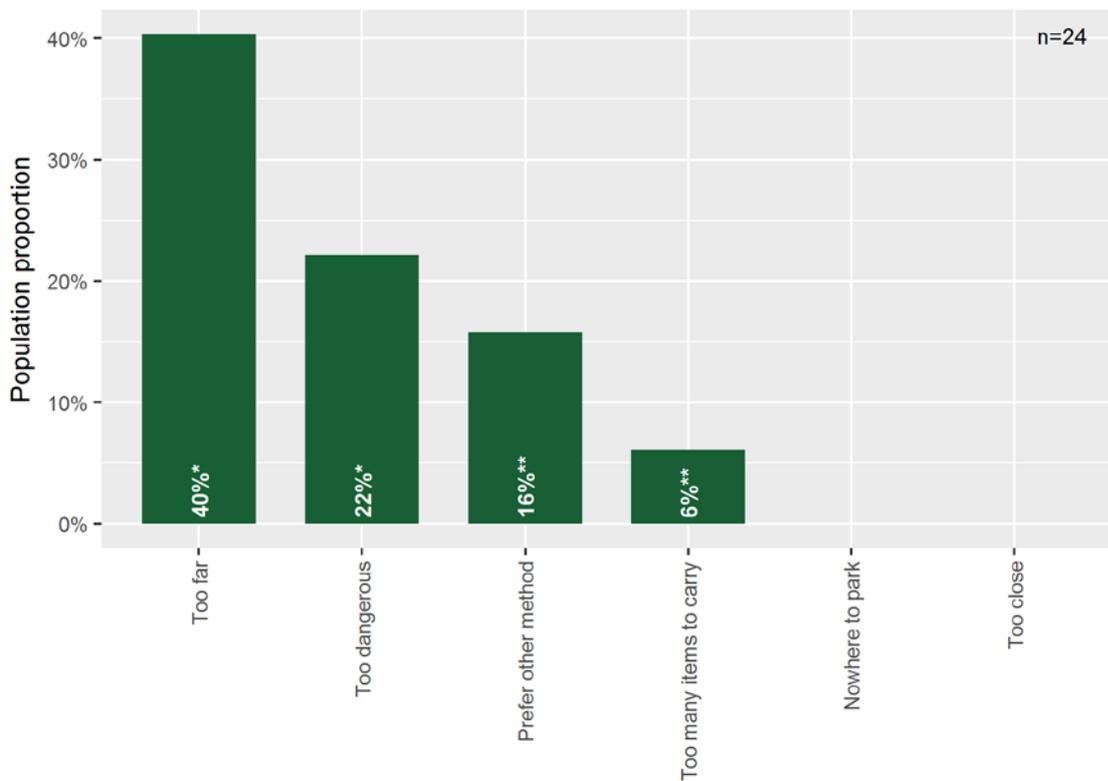
For those that had not ridden for shopping (Figure 3.6), the most common reasons were:

- they had too many items to carry (36%), and
- would prefer another method (25%).



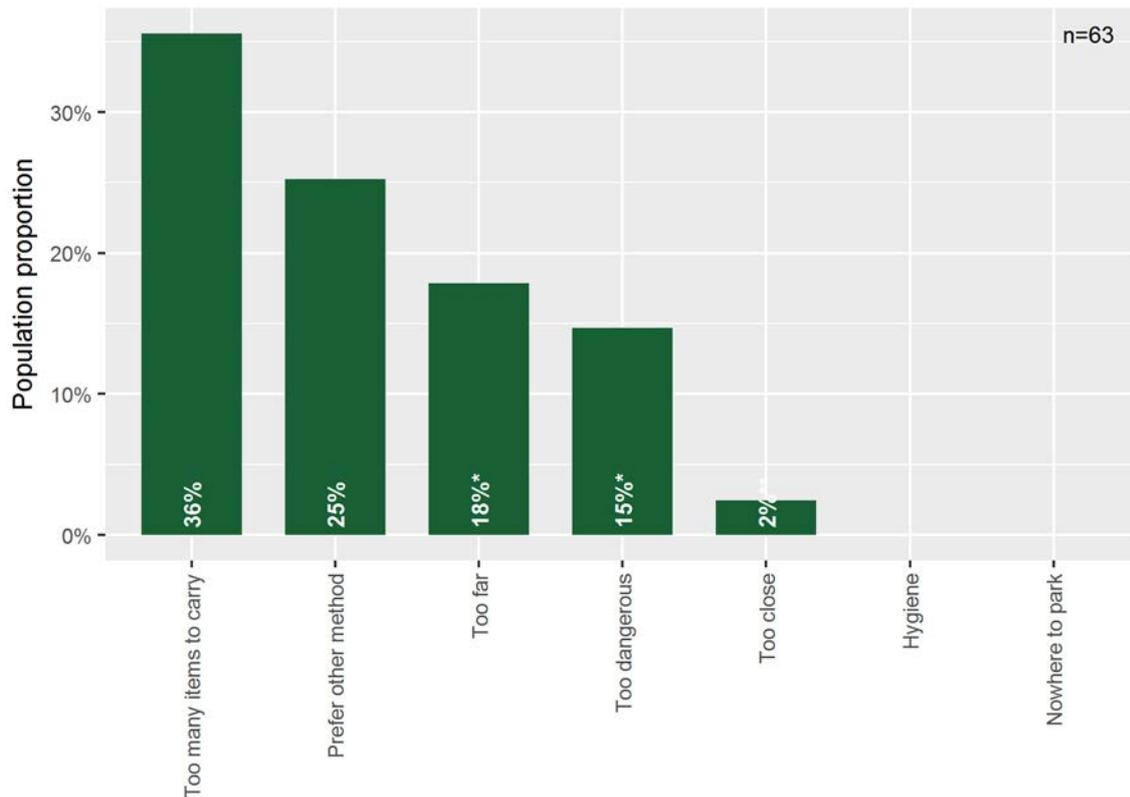
Sample: Persons aged 15+ who had ridden in past year

■ 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?

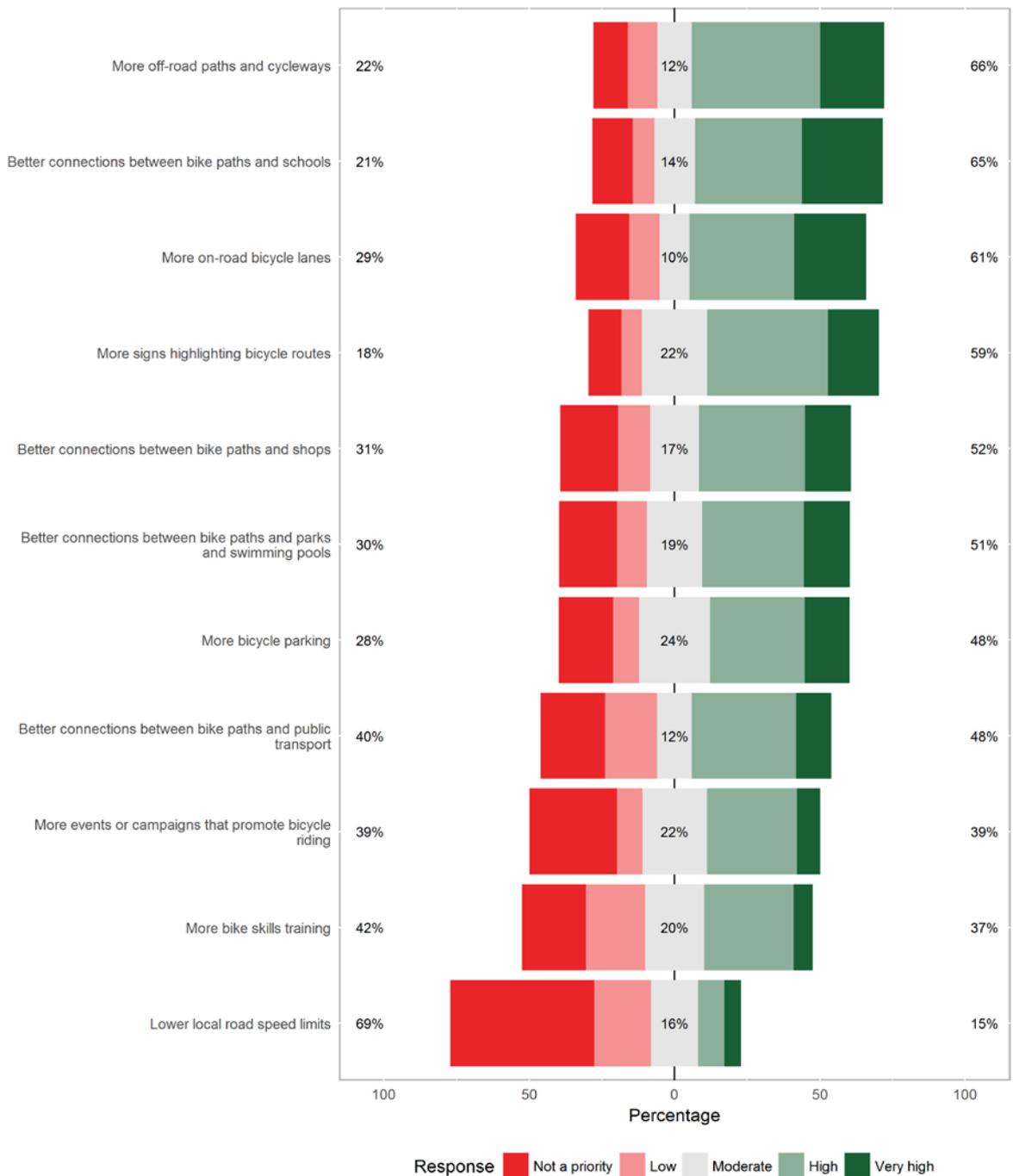


Sample: Persons aged 15+ who had ridden in past year

■ 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:

- more off-road paths and cycleways (66% of respondents rated this as a very high or high priority),
- better connections between bike paths and schools (65%),
- more on-road bicycle lanes (61%),
- more signs highlighting bicycle routes (59%),
- better connections between bike paths and shops (52%), and
- better connections between bike paths and parks and swimming pools (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:	475		
No. of individuals:	1,070		
<b>Cycling participation</b>	<b>Estimate</b>	<b>95% confidence interval</b>	<b>Confidence rating</b>
% who rode last week	18.5%	15.9-21.1%	***
% who rode last month	24.8%	22-27.7%	***
% who rode in past year	41.9%	38.8-45%	***
No. who rode last week	483,100	414,800-551,500	***
No. who rode last month	650,000	575,300-724,800	***
No. who rode in past year	1,096,100	1,015,200-1,177,000	***
<b>Participation by demography</b>			
<b>Gender</b>			
% of males who rode last week	25.7%	21.6-29.9%	***
% of females who rode last week	11.1%	7.9-14.3%	***
<b>Age</b>			
% of 0-9 yr olds who rode last week	47.1%	34-60.2%	***
% of 10-17 yr olds who rode last week	37.5%	28.6-46.3%	***
% of 18-29 yr olds who rode last week	8.6%	2.3-14.8%	**
% of 30 to 49 yr olds who rode last week	10.9%	7.5-14.3%	***
% of 50 yr+ olds who rode last week	9.5%	6.7-12.2%	***
<b>Gender by Age</b>			
Male: 0-9 yr	52.9%	34.7-71.1%	***
Male: 10-17 yr	58.2%	44.7-71.6%	***
Male: 18-29 yr	9.2%	0.8-17.7%	**
Male: 30-49 yr	16.3%	10.4-22.3%	***
Male: 50 yr+	14.8%	10-19.6%	***
Female: 0-9 yr	41%	22.2-59.9%	***
Female: 10-17 yr	14.4%	4.8-24%	**
Female: 18-29 yr	7.7%	0-16.9%	*
Female: 30-49 yr	5.7%	2.2-9.1%	**
Female: 50 yr+	4.4%	1.4-7.3%	**

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

Participation by purpose	Estimate	95% confidence interval	Confidence rating
<b>Summary</b>			
% of those who rode in past week for recreation/exercise	84.6%	78.5-90.7%	***
% of those who rode in past week for transport	34.6%	26.2-43%	***
<b>Detail</b>			
% of those who rode in past week for commuting	9%	4.6-13.4%	**
% of those who rode in past week for education	16.7%	9.5-23.8%	***
% of those who rode in past week for shopping	4%	1-7%	**
% of those who rode in past week to train/tram/bus	1.8%	0-3.8%	*
% of those who rode in past week to visit friends/relatives	5.6%	1.4-9.8%	**
<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	3.1	2.8-3.5	***
Average time ridden (mins) in past week by those that had ridden	164	131-197	***
<b>Household characteristics</b>			
% of households without a working bicycle	38.9%	34.8-43%	***
% of households with one working bicycle	13.7%	10.5-16.8%	***
% of households with two working bicycles	18.4%	14.6-22.2%	***
% of households with three working bicycles	29%	25.3-32.7%	***

# 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.

Minutes Hours Minutes Hours

INSERT NO. OF HOURS .....

Q.35. Ask if rode in past 4 weeks, otherwise go to next question

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

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

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

INCLUSIONS:

- ADULT AND CHILDREN'S BICYCLES WITH TWO OR MORE WHEELS
- CHILDRENS BICYCLES WITH TRAINING WHEELS

EXCLUSIONS:

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

RECORD NUMBER.....

CLOSE

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

RECORD FIRST NAME

Q38. As this is market research, it is carried out in compliance with the Privacy Act and the information you provided will be used only for research purposes. Your answers will be combined with those of other participants, no individual responses will be identified.



## Appendix C: Verbatim Responses

### Do you have any comments regarding conditions for bike riding?

A dedicated bicycle lane to avoid accidents in my area on the mayor roads  
A lot of work needs to be done on the white line road, we'd love a cycle path from gelorup to peppy beach from gelorup through the back of minyup rd on the back of busse highway along there until we reach roberts rd, from there onto the highway at busse ton marina. the new orchard path last  
Aggressive drivers, better awareness, cyclist don't follow rules  
Attitudes of both motorists and cyclists have shifted in a negative way as there is a sense of entitlement from both parties\  
Basically more cycle lanes the better  
Bikes should stay off the main road because they get in the way. cyclists should stick to bike paths  
Cannot understand how the law allows people to ride bikes on footpath  
Car drivers don't watch out for cyclists  
Drivers and riders need to be aware of their surroundings  
Everyone's respectful so it's good  
Happy with the bike track where we live. they are greatly improved  
Hardly any bike tracks  
I'd like more cycle paths  
I bike ride for exercise, not transport. i don't ride on the road.  
I don't feel without cycle paths, specifically in geraldton  
I enjoy it and the bike tracks are good  
I just think that it's a bit dangerous because cars don't always watch where they're going and people are impatient. motorists don't care about fines either  
I like to see more cycle paths, that's what i like, i have to go on the narrow footpaths, it's a bit uncomfortable  
I think bike riders should stay on paths and not on roads  
I think driver safety awareness  
I think it's quite suitable and gets well used. it's adequate  
I think the cyclist should keep off the roads  
I'd like the metre rule enforced in our state  
If the roads were better we could ride safer  
It's a shame that the cars and bikes don't consider one another  
It's a very dangerous past time due to the lines not being wide enough. especially with the 1 meter rule on hills.  
It is unsafe there aren't any bike paths and the ones that are very badly maintained\  
It seems to be disconnected, as a drier they end the bike paths. more road aware kids to ride on the road.  
Its dangerous there's no cycleways and there's too much heavy traffic. the highways are totally unsuitable there's nowhere to cycle apart from the road and there's only a single lane.  
Its great  
Just that it's not safe to ride on the road with cars  
Major concern cycle paths, dual use paths are a recipe for disaster  
Make it better  
More bike lanes would be better, or at least a bigger shoulder, especially around australind (old coast road).  
More cycle paths to get people off the regional roads because the roads are narrower with large trucks often on them.  
More dedicated cycle paths, specifically along the highway and major access routes into the city centre.

More educated on road rules  
Need more bike paths  
Need to extend the cycle way  
New roads haven't taken into account bike riders needs in terms of space.  
No bike lanes but also the drivers stay close to the bikers and they try to overtake them. very often they would not see the cyclists. a lot of close misses happens.  
No comments, you just have to watch the cars  
No cycle paths at all in some areas, scary and dangerous because of the cars  
No i don't ride a bike in the perth metro area  
No i don't ride within this area  
No provisions for cycling. except for sharing footpath. if you do decide to drive on road most cars get upset with you. driver attitude  
North side freeway is in a poor state and has too many road crossings, too many road crossing is subiaco, paths are not made for fast commuters.  
Not enough cycle paths, there should be designated cycle paths for cycles only, not cycles and pedestrians  
Not really. the areas i ride around is mainly within quinns rocks, i don't ride in the cbd because i'm not a confident rider  
Not specifically  
Paths have improved but drivers aren't open to the idea  
Paths more  
Road shoulders need maintenance and car driver education needs to be maintained. i appreciate the expansion of cycle lanes but there isn't enough of them and they are far better than cycle pathways  
Some areas have sudden stop sign a cross roads  
Some of the paths need repairing. presents a hazard. dual purpose pathing would be good. improved surfacing  
Some people might say we need more cycle paths but you know we need more roads. it is generally to keep your fitness rather than to get to work.  
Some roads are designed to kill cyclists  
The bike paths start and stop for no reason  
The conditions are very poor on the south-western highway  
The roads go through the hills, to windy and dangerous  
There's a need for more street cleaners, there's a lot of streets with a little debris.  
There's still a bit of a driver anti bike syndrome  
There are such dangerous roads here and there isn't enough room for the cyclists and the buses/cars/trucks. in denmark  
There's always a problem on the road if the road doesn't cater for the bike riders  
They're bloody dangerous when on the road, they should only ride two abreast for safety and very far to the left, but they don't do due to drainage  
They are very poor other than the brand-new road that's just put in, the other cycle ways are poorly maintained.  
They could put a metre strip along the edge of the roads more bitumen to protect the shoulder of the roads we would be looking at a metre-wide strip looking at the indian ocean rd the gin gin rd guildberton rd and seabird rd and mccormick st  
They need more cycle ways off the roads. they need to get the bikes off the roads, so need cycle ways to do that. in kalbarri, they have those.  
To see cyclists less on the road and more on cycle paths or dedicated lanes  
Very disappointing considering the climate  
We've got improvements happening in our area so that's fantastic  
We cycle with my kids on pathways, we do not ride on the roads, the pathways are pretty good  
We don't have bicycle tracks or anything like that, so if we want to ride then we'll need to go to a dirt

track or go into town. at the moment we live in town.

We just don't have enough cycle paths off road, and the ones we do have are in terrible condition, i did notice around the river they're fixing it up

Well serviced

Well, if you're going to do a lot of cycling, we probably don't have enough roads to cater bikes in older suburbs. we enough in the new ones.

When i ride in perth, you have to be a bit of a daredevil there because of the traffic.

Yeah i guess that where you would be happy to ride your bike on bitumen areas on roads so you're comfortable - if you've got two vehicles passing each other. there's not enough room

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

A campaign ride to school for primary school kids

Advertising more to promote it but again it's an expenditure to promote in the deep blue see. if you promote something, it costs too much. more events that fits all age groups would be the most realistic way to promote cycling.

Attitude problem of drivers. more bike friendly.

Better communication between bike riders and cars

Bike riders need to be more aware of road use. they seem to take over the roads, they need to be more considerate

Change the laws, don't forget about the drivers

Clearer cycle ways simpler access to shops (only freeway); suburbs dangerous mixing w cars and buses

Clearer directions on cycle paths and the use of them. there are a lot of cycle paths bike riders don't use because of the lack of understanding of pedestrians and cyclist

Council bins dumped on cycle ways, cars paring across footpaths and cycle ways

Cycling proficiency and skills education. more courses like maintenance and safety.

Dedicated bike paths in bunbury, people would use them even without advertising and would be safer.

Educate drivers, more paths, i guess you can make it more like melbourne where they encourage it more.

Educate teenagers about dangers of bikes and to be more weary

Education towards drivers, especially those who don't ride bikes. something to make people aware of bike riders.

Education with students about bike safety such as wearing a helmet

Encourage people to commute to work with fast cycle track

Encouraging bike riding as much as possible, as a family activity

Expand the bicycle network or dedicated paths for bike riders. they try should to emulate some of the things going on in the cities. it's difficult sharing with pedestrians. it's not compatible if they are shared.

Fines should be tougher for both motorists and cyclists to send stronger messages

Get rid of half the cars, promote bike riding more

I'd like bike riders to use the dedicated bike paths not the roads when possible

I'd like one day a week to have no cars, trucks or motorbikes on the road.

I'd like to see more bike lanes.

I'd like to see more bike paths in regional roads connecting places together. to avoid running out of bike paths on the road

I'd like to see more designated bike paths

I'd love to be able to take my bike on the train during the peak time

I just think that need more bike paths and signs so people know where they are. the biggest reason

why people don't ride is because it's dangerous if people are on the road.  
I like the idea for safer access for children riding to schools, better and more bike paths to make it safer for them to get to school by riding  
I think improvement in the areas where bikes are poorly catered for, footpaths are supposed to be used by walking people. they could be shared but you can't expect a standard footpath to be a shared path for bikes and pedestrians.  
I think it's better to have more bike lanes and take them off the road  
I think just provide a better infrastructure and people will use bikes more  
I think that cyclists should have flags on their seat stretching a metre left and metre behind to encourage distance and for safety reasons  
I think that substantially more people would use bikes if there were access routes other than major highways.  
I think the fact that bike riders don't stick to the left-hand side of the road when there's a group of them is a traffic hazard.  
I think they wouldn't hurt for them to come out to see what is in place. maybe perhaps govt getting educated about what town's facilitates have acting accordingly.  
I would like to see more public open spaces with bike tracks, such as around ovals and parks.  
I'd like to see the police fining the cyclists for not doing the right thing ie: riding side by side in a normal lane. bike helmets aren't being worn as well.  
I'd say bike paths off the highway. mainly through our town mount barker.  
If there is going to be bike riding then cycleways should be made  
In the metro area many other big cities have bikes that you can rent and i don't think we do that in perth, when i travel i have found it very beneficial, and good way to cut down on traffic  
Just encourage it more, that's the way it should go  
Just highlighting the training and obligations of bike riders.  
Just increase the number of bike paths  
Just more bicycle lanes, they've got to be safe you know and the safety has got to be taken into account. you can't put a bicycle lane on a freeway.  
Keep increasing the availability of bike paths  
Keep left, use bell to alert pedestrians, pedestrians need to be aware.  
Maintaining the paths. more extensive bike paths  
Make cyclists get licences and pay registration  
Maybe distribution of more maps highlighting or promoting where they are a bit more  
More actual bike paths connecting to highview areas like shops and i think somehow make drivers more aware as well of bikes. more driver awareness. rider education for school aged children right p to adults.  
More bike tracks  
More education for drivers, and encourage high visibility clothing or reflectors  
More footpaths that bikes can be on  
More on road or next to the road lanes, especially on main roads towards the city  
More respect between road traffic and cyclists  
N/a  
NA  
No comments at this point  
No dual riding, as in side by side riding. due to the thin roads and hills can and does create dangerous situations. bikes either need to be single file or give bigger shoulders.  
No improvements in my area  
No it's been covered well by the gov  
No sorry  
Non  
Not really -

Not really, i don't think the government can make you feel safer on the road, they can't do anything about it.

Nothing really

Promote bike riding

Promoting people to ride, perhaps through fundraisers, and highlight benefits of cycling

Provide more cycleways and maintain them better. would also like to see a better road surface for bike lanes, the surface cause a lot of vibration.

Put the politicians on the bike to see if they get to a to b they'll realise there's no connectivity

Road improvements and bike paths

Run some more classes for young bike riders and give them more road sense

Safe passing laws

Safer crossing lanes for the bikes, bikes and pedestrians intersected

Safety for all locals & visitors

Security, fear of bike stolen, doesn't matter if it is locked

Support cycling clubs to encourage people to join so that more people get educated in group cycling and safe cycling.

The only suggestion i can think is that they're supposed to have 1 meter from a bike. if somebody come very close to you it can be dangerous.

The strip down the shoulder of the road a bike lane that gives cyclists the metre clearance from cars at the indian ocean rd the gin rd guildberton rd and seabird rd and mccormick st

The turns in regards to bike line are so sharp that makes riding difficult, and none of the people who drive cars indicate and it's so dangerous that why i barely ride near main roads

They don't spend enough money for public, they're very stingy, they don't care about public, spend more on bicycle users.

They made a mess a of elizabeth key,

They should have more cycle paths for exercise for kids and adults

Try eliminate road crossings, make them safer

Try to increase awareness of rules and signalling. have infringements for cyclists.

Uhhhhhhhh more bike lanes

Um nothing specific - to make a big impact they would have to improve for road users target drivers instead of cyclists

We oppose the one meter rule, most roads cannot support it, and requiring bikes to travel in a single file, not side by side

Well it's probably main roads bridges, roundabouts, need cleaning up bridges and roundabouts debris is lots around there. the bike leader gets to where we're going.; there is a cherry stall near and dangerous for bikes to use along the same road.

Well, probably, better bike paths

When redesigning a road, make the bike lanes a bit wider

Wider cycling paths



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