



2019

New South Wales Cycling Participation

Results of the 2019 National
Cycling Participation Survey



National Cycling Participation Survey 2019: New South Wales

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Abstract

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 survey suggests that 12.9% (95% CI: 10.7% - 15.2%) of NSW residents ride a bicycle in a typical week. Just under one third (32.8%, 95% CI: 30% - 35.7%) had done so in the past year.

These participation rates translate to approximately 1,033,400 residents riding in a typical week and 2,624,100 residents riding at least once a year.

The cycling participation rate by residents of Sydney may be slightly lower, and for regional NSW slightly higher than the national average although the differences are not statistically significant when measured over the past week.

Keywords

Cycling, bicycle, active travel, active transport

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1. Introduction

1.1 Background

The National Cycling Participation Survey (NCPS) is a standardised survey that has been repeated biennially since March/April 2011. The NCPS provides data on cycling participation at a national level and allows for estimates of participation for each state and territory, and the capital cities and non-capital areas within each state and territory.

The survey measures *participation* rather than *travel*. Participation is defined as the number of individuals who have cycled for any journey or purpose and in any location over a specified time period. By comparison, travel is the number of cycling trips that occurred over that time period, and may include the distance travelled, purpose and so on. Participation is much easier to define, and for individuals to recall, than travel. It is reasonable to expect an individual would remember whether they had ridden a bicycle over the past week, month or year, but far less likely they would be able to accurately recall the number of trips they have made over that period. Further details on the method and results used in NCPS are reported in detail elsewhere¹.

The survey is a telephone-based survey of residents of the study area, and includes coverage of mobile-only households. As cycling participation is greatest among children, it is critical that the survey have coverage of this group. Data on cycling participation of those aged under 15 is obtained by asking an adult in the household to report on behalf of other household members, including children. The survey fieldwork is undertaken by Market Solutions Pty Ltd and the data analysis and reporting is provided by CDM Research.

1.2 Perception indicators

The survey includes a series of attitudinal indicators which provide information on:

- feelings of comfort while riding,
- 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 to improve 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 jurisdiction were subject to these questions. Those who had not ridden at all in the past 12 months, or had only done so outside the jurisdiction, 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.

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

In addition to the perception questions the other main change to the cycling participation survey was to select the main respondent randomly from all household members aged 15 or above (using the next birthday method). This method avoids biases that are introduced by speaking only to the household member who answers the phone (who is not a randomly selected household member). This bias was unimportant with the cycling participation survey, as:

- a. participation information was sought on all household members (via proxy for all others than the main respondent), and
- b. only objective information (i.e. participation and demographics) were sought.

However, subjective information (i.e. the cycling perception component of the survey) cannot be gathered by proxy, and so it was necessary to ensure that the main respondent was drawn from all household members without bias.

1.3 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 2016 household size (1, 2, 3, 4, 5, 6+ usual residents). The number of persons cycling is estimated by expanding the 2016 weights to estimated resident population for 30 June 2018 provided by the ABS.

1.4 Statistical significance

The estimates presented in this report are based on a sample of residents from New South Wales. These estimates are subject to sampling variability as only a proportion of residents (approximately 1.0% of the resident population) were interviewed. The approach adopted in this report to represent this variability is to identify estimates where the relative standard error (RSE) exceeds 25% (denoted by a *) and exceeds 50% (denoted by **). Larger RSEs imply lower accuracy. As such, estimates denoted with a * should be treated with caution and those denoted with ** should be considered unreliable.

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

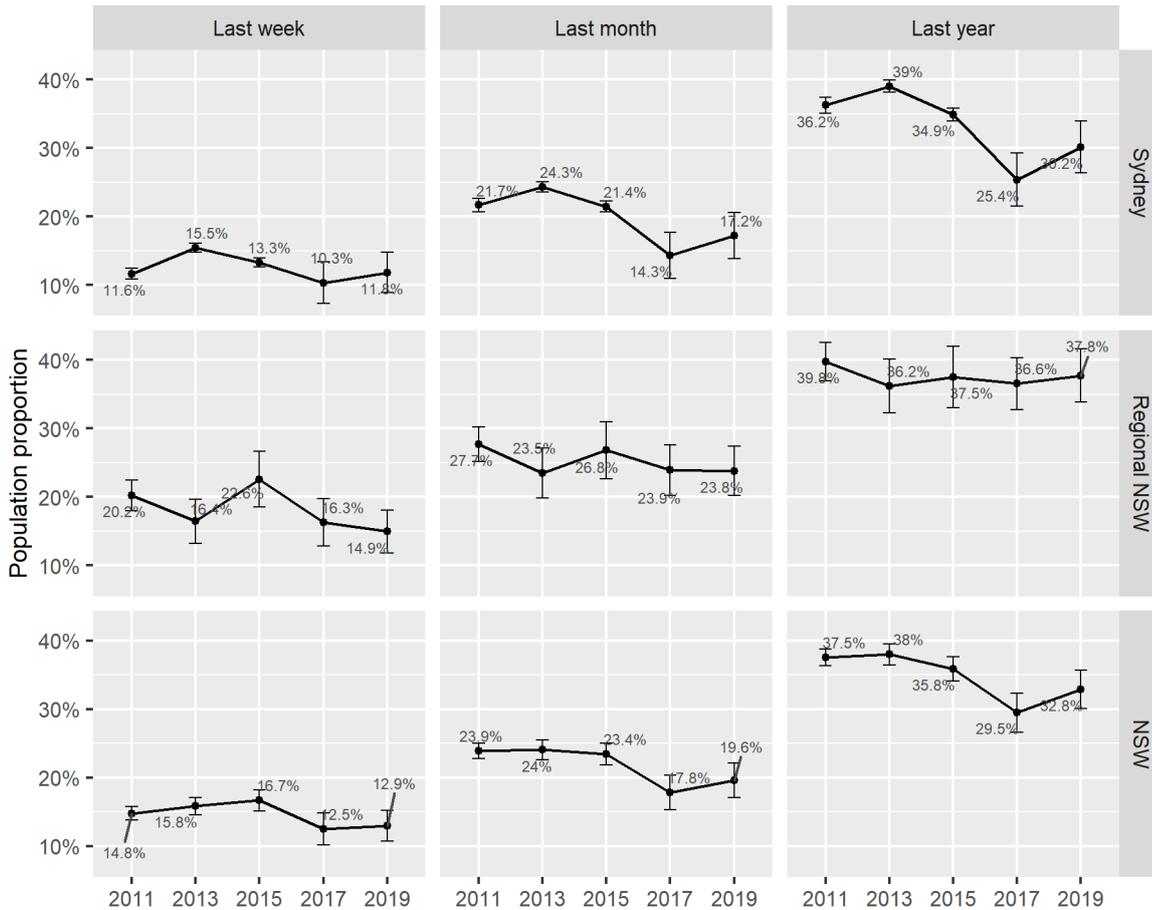
1.5 Survey sample

The sample consisted of 505 households containing 1,200 individuals. From the sample of 505 main respondents (i.e. the individual aged 15 or above with the next birthday that was selected for the interview) 113 had cycled at least once in the past year and so were presented with the perceptions component of the survey.

2. Results

The survey suggests that 12.9% (95% CI: 10.7% - 15.2%) of NSW residents ride a bicycle in a typical week. Just under one third (32.8%, 95% CI: 30% - 35.7%) had done so in the past year (Figure 2.1). These participation rates translate to approximately 1,033,400 residents riding in a typical week and 2,624,100 residents riding at least once a year.

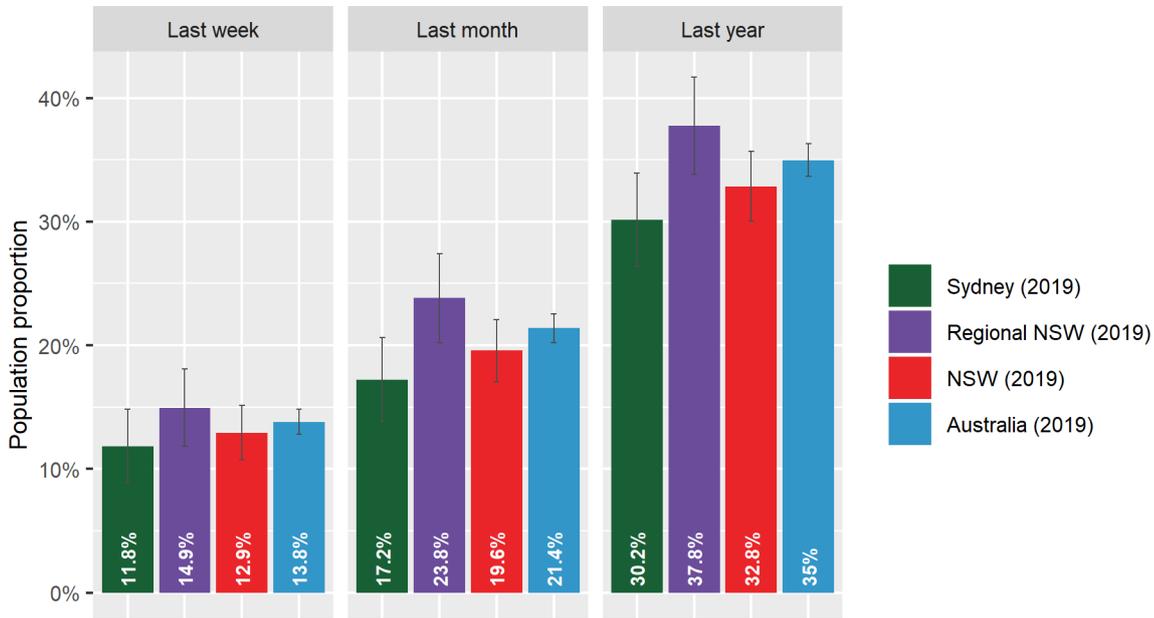
Figure 2.1: Cycling participation of residents (error bars represent 95% confidence intervals)



Sample: All persons

The cycling participation rate by residents of Sydney may be slightly lower, and for regional NSW slightly higher than the national average although the differences are not statistically significant when measured over the past week (Figure 2.2).

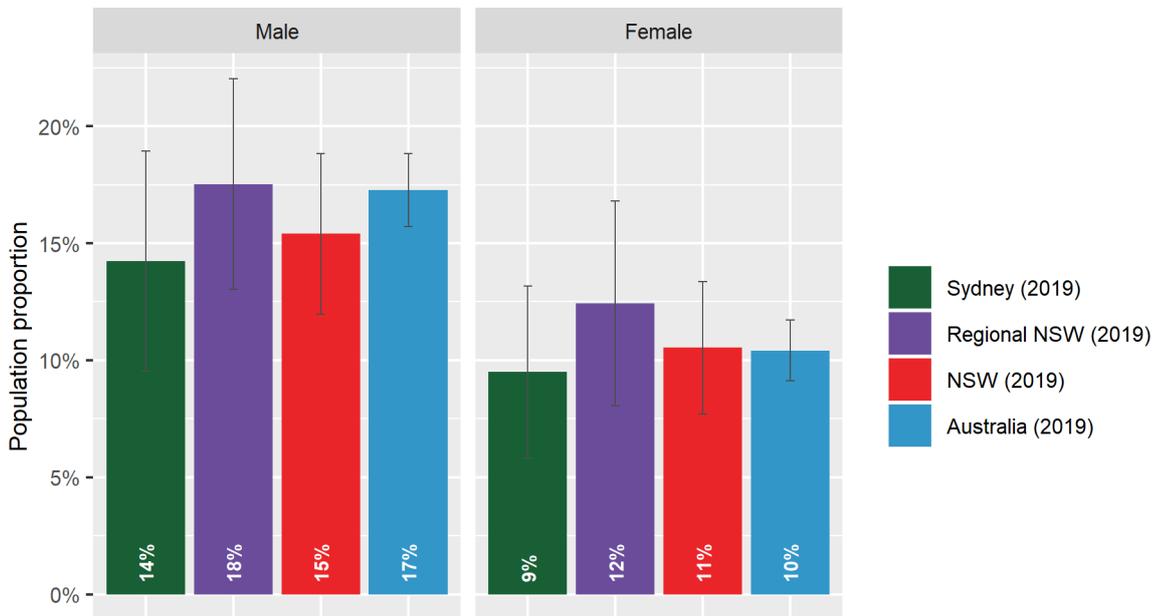
Figure 2.2: Cycling participation comparison by area



Sample: All persons

Males are significantly more likely to have ridden in the past week than females (Figure 2.3). The cycling participation rate among male residents of NSW is roughly 50% greater than for females.

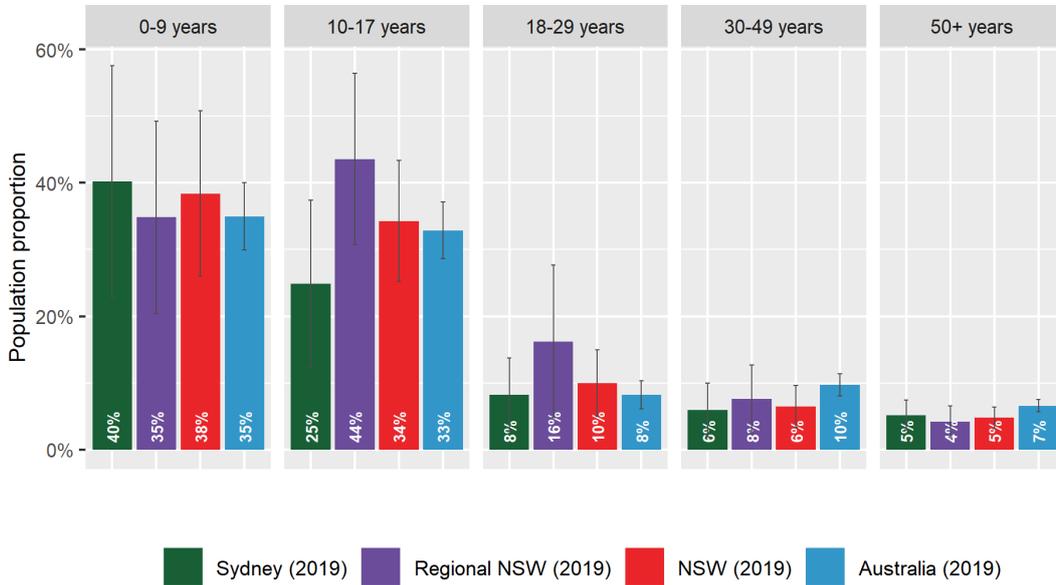
Figure 2.3: Cycling participation by gender



All persons, cycling participation in past week

The highest cycling participation rate (measured as those who had ridden in the past week) was among children before decreasing significantly for those over 17 years of age (Figure 2.4). In regional NSW the participation rate remains more stable among younger and older children. Adults of all aged, and particularly those aged over 50, have much lower cycling participation rates than children in both metropolitan and regional NSW.

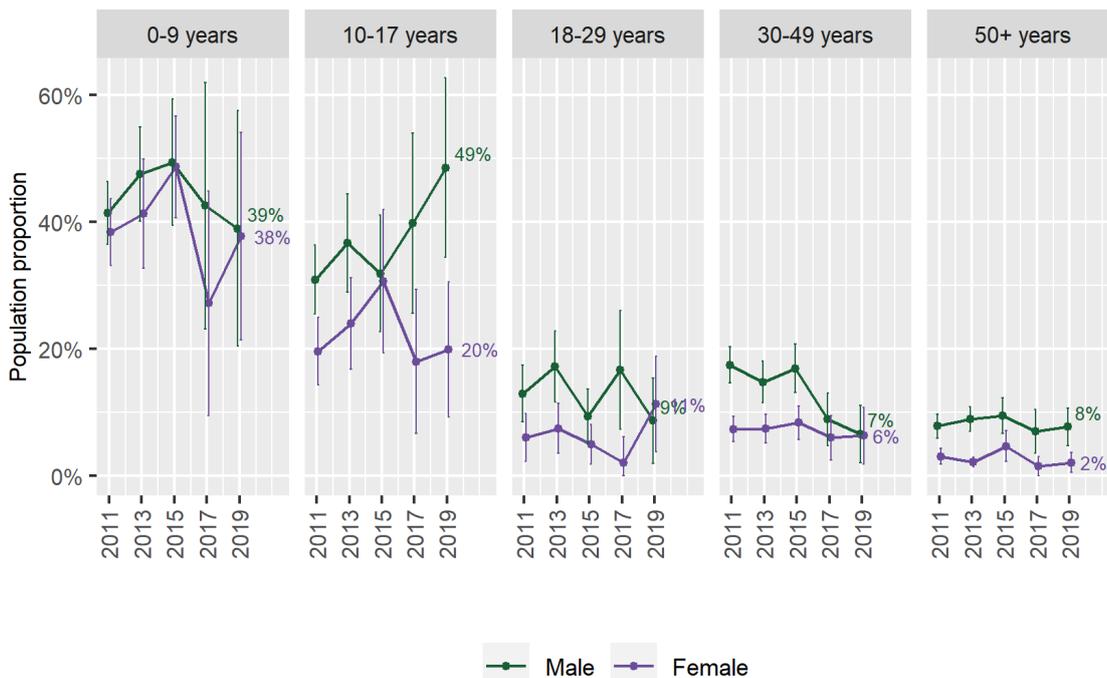
Figure 2.4: Cycling participation by age



All persons, cycling participation in past week

While the confidence intervals are wide when considered by gender and age group such that changes are generally not statistically significant, the survey suggests there may have been a decrease in participation among those aged under 10 since 2015, an increase among teenage males and a decrease among 30-49 year old males (Figure 2.5).

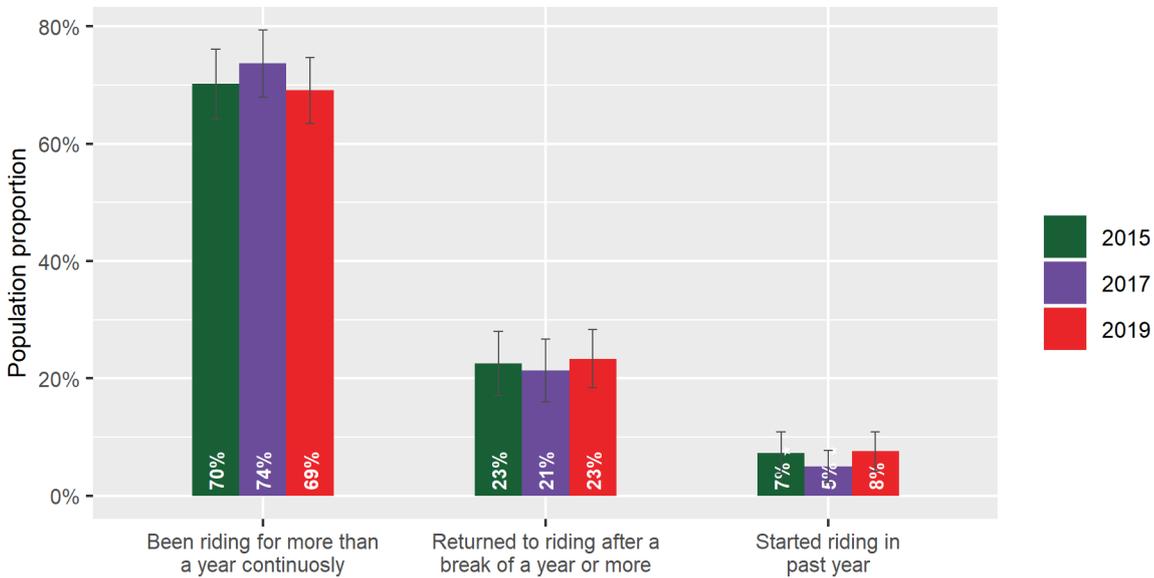
Figure 2.5: Cycling participation by age and gender



Sample: All persons, cycling participation in past week

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. This sample corresponds only to those aged 15 and over, which will contribute to the low proportion of those new to cycling.

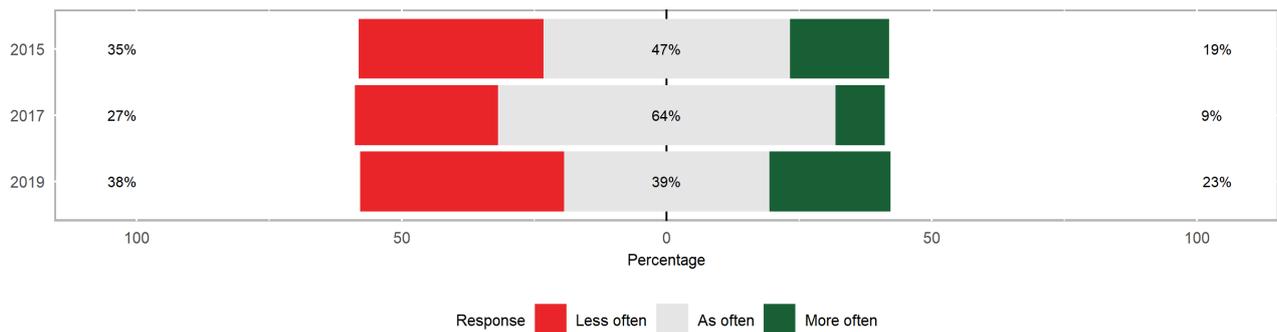
Figure 2.6: Cycling history



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

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 (38%) indicated they were riding less often than more often (23%) (Figure 2.7). The proportion riding less often has been consistently greater than the proportion riding more often since 2015.

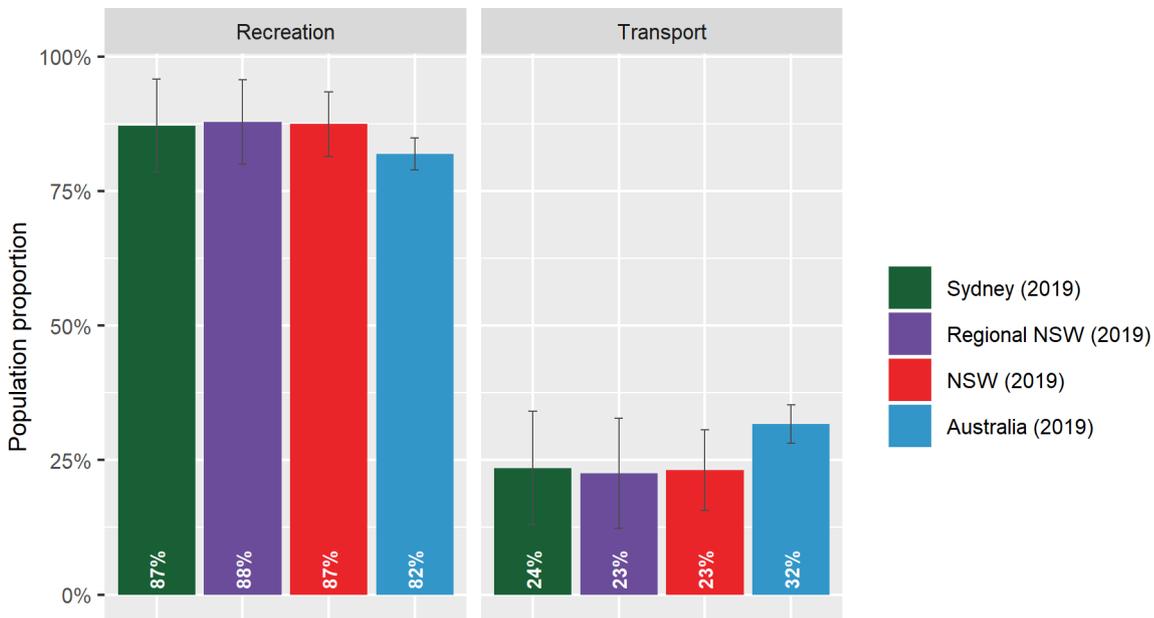
Figure 2.7: Cycling frequency



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

Around 87% of people who rode in the past month did so for recreation and 23% used a bicycle for transport (Figure 2.8). These proportions add to more than 100% as some respondents rode for both purposes. The proportion riding for transport is somewhat lower than the national average.

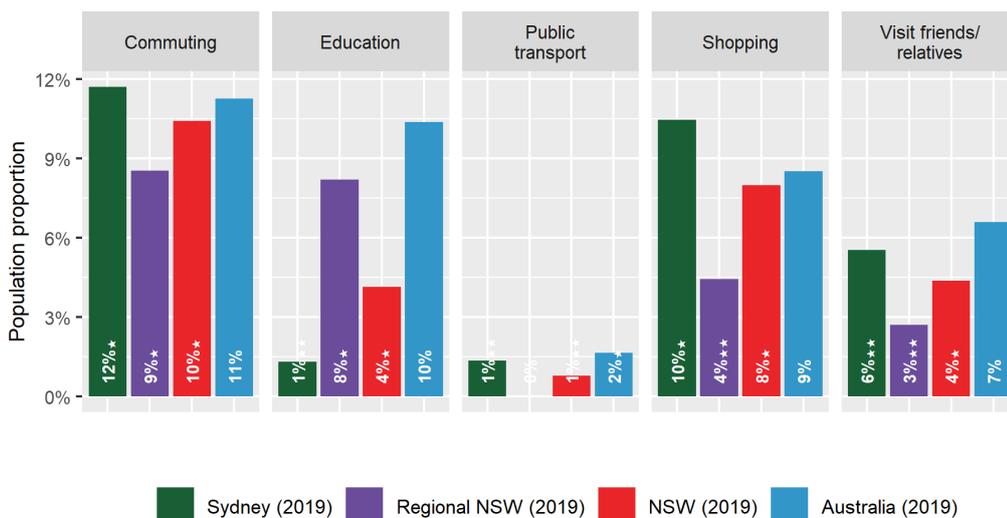
Figure 2.8: Cycling for recreation in comparison to cycling for transport



Sample: All persons who had ridden in the past month

Among those who had ridden at least once in the past year, 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, education or shopping (Figure 2.9). Very few had ridden to access public transport. The proportion riding to education in Sydney is markedly lower than in regional NSW and the national average.

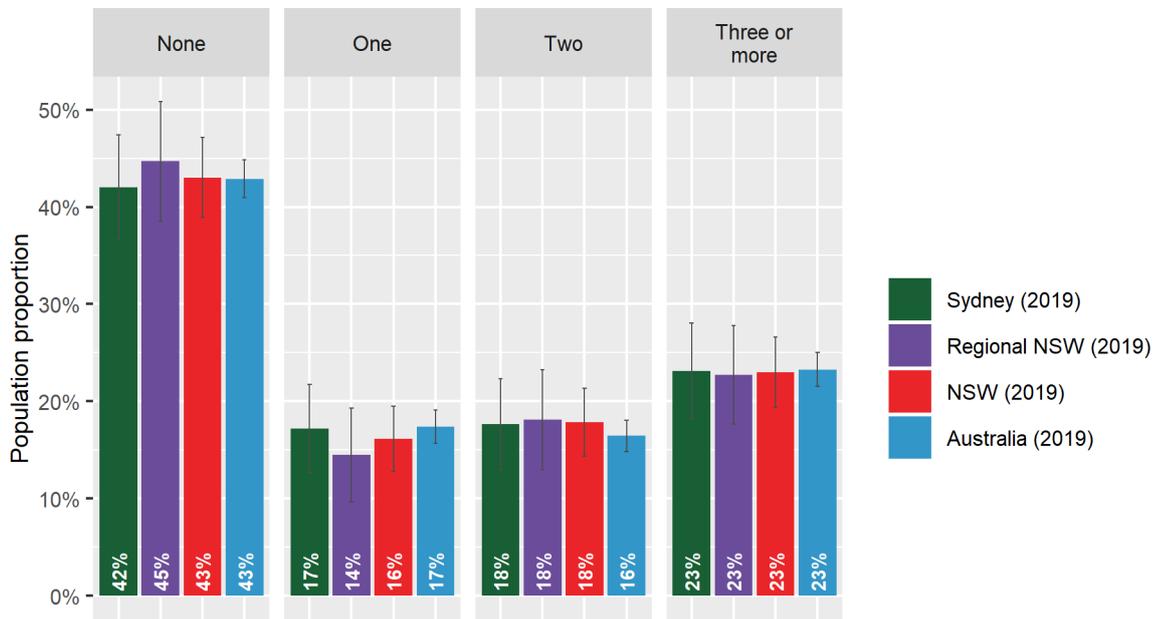
Figure 2.9: Purpose of cycling for transport



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.

Over half of households in NSW have access to at least one working bicycle (Figure 2.10). Bicycle ownership rates seem similar to the national average.

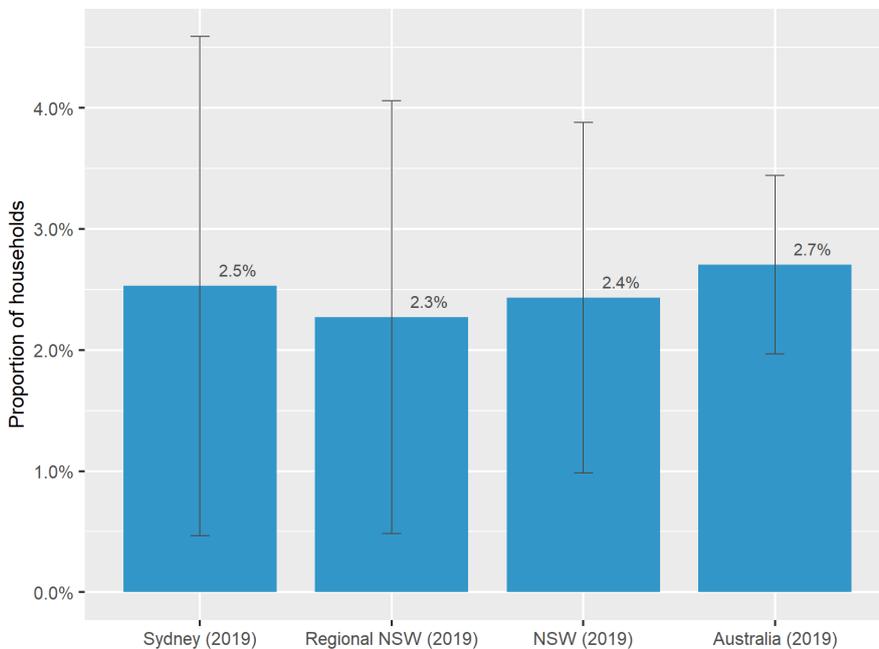
Figure 2.10: Bicycle ownership by household



Sample: All households

Around 2.4% of households have at least one electrically assisted bicycle in NSW (Figure 2.11). This proportion seems to be similar to the national average.

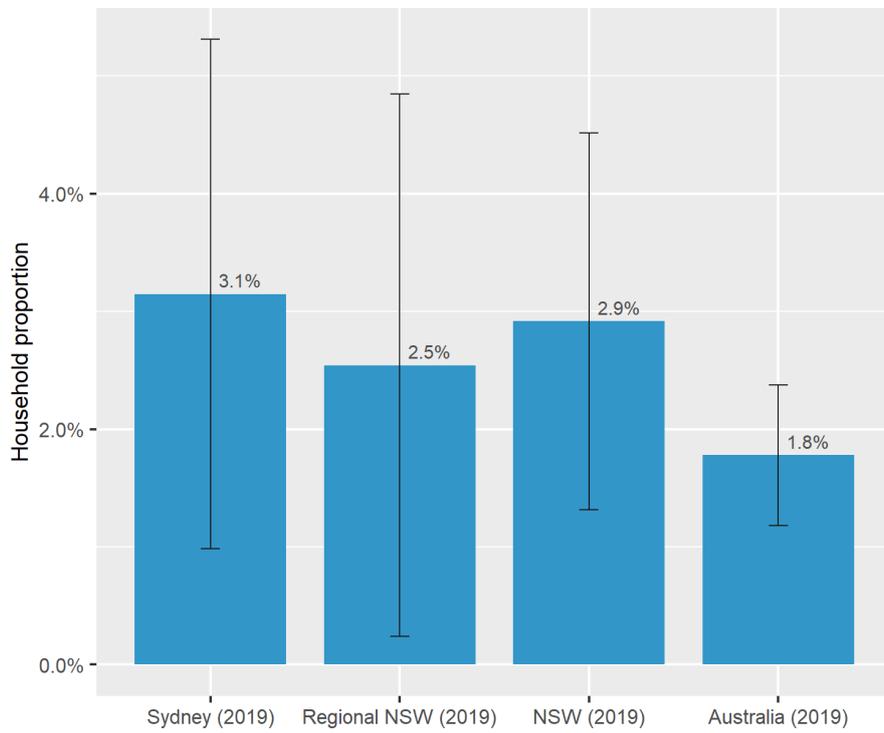
Figure 2.11: Electrically assisted bicycle ownership by household



Sample: All households

Respondents were asked whether any current bicycle share service subscriptions were held by the household. Around 3% of NSW households indicated they had at least one subscription (Figure 2.12).

Figure 2.12: Households with at least one current bicycle share subscription

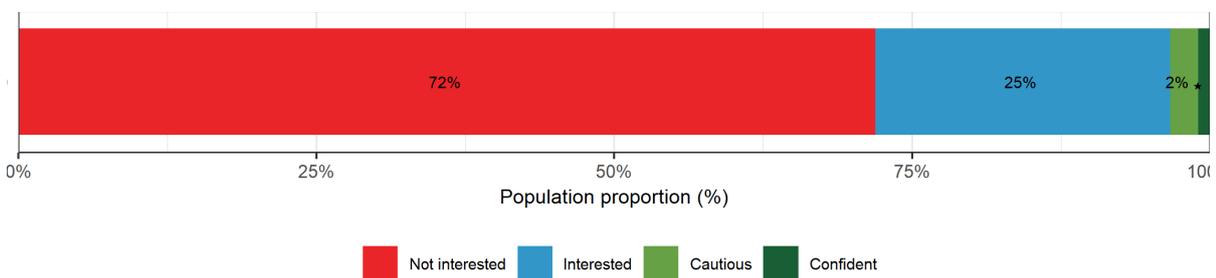


Sample: All households

3. Rider Perceptions

Respondents aged 15 or older were asked a range of questions about whether they would consider riding for transport trips. These respondents were then classified into four categories depending on whether they had undertaken cycling trips for transport over the past month or indicated they would consider doing so. Just under three quarters of respondents indicated they were not interested in riding for transport, with almost all of the remainder being interested but not actively doing so (Figure 3.1). Around 2% identified themselves as cautious riders; that is, they already ride for transport but prefer circuitous routes to avoid traffic. Around 1% identified themselves as confident (that is, they already ride for transport and will take the shortest route irrespective of traffic).

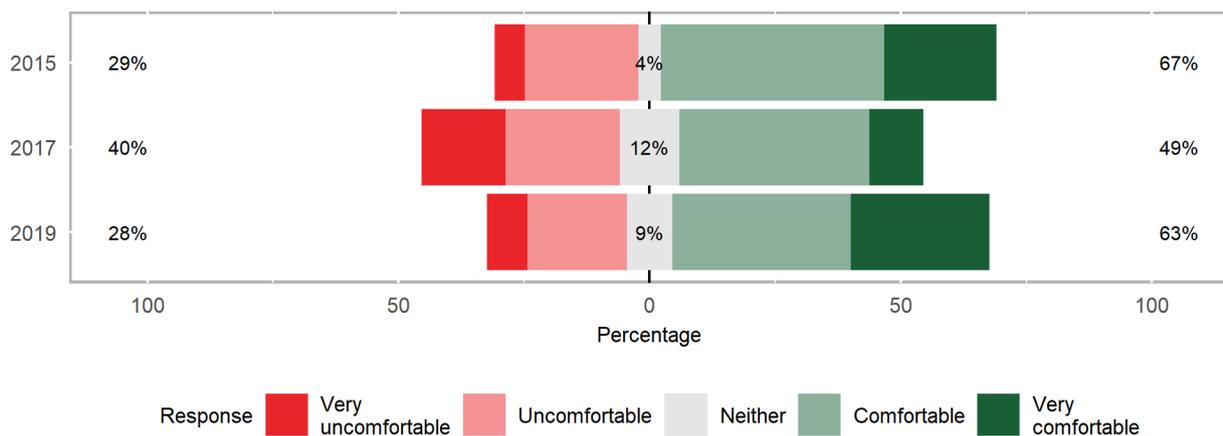
Figure 3.1: Willingness to consider cycling for transport



Sample: persons aged 15+

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. More of those who had ridden indicated they felt comfortable or very comfortable (63%) than uncomfortable or very uncomfortable (28%) doing so (Figure 3.2).

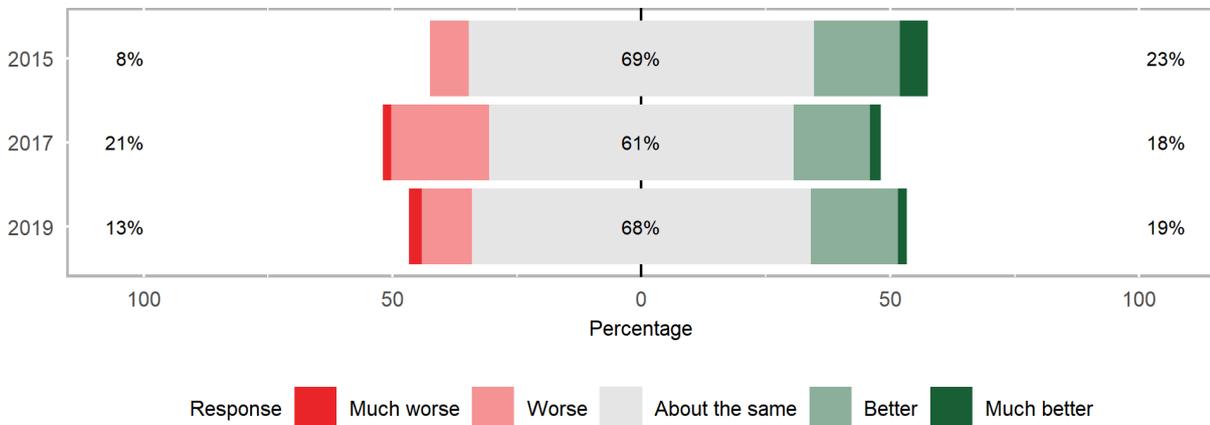
Figure 3.2: Can you tell me how comfortable you feel riding in your area?



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

The majority of riders felt that conditions for riding in their local area had not changed over the past 12 months (68%); this proportion has not changed significantly since 2015 (Figure 3.3).

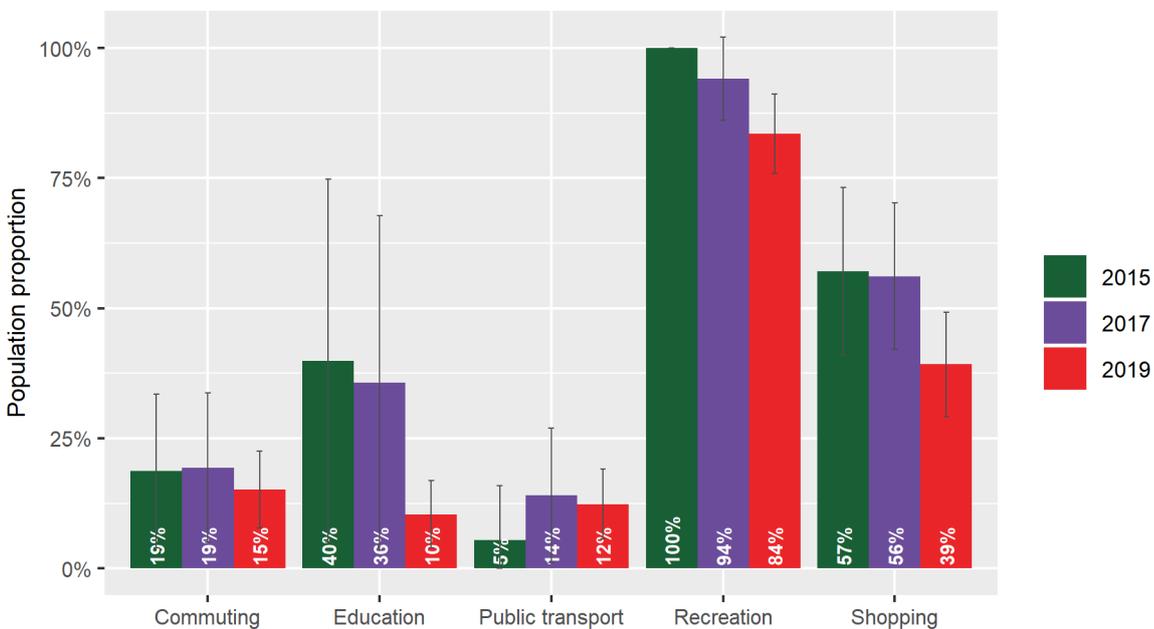
Figure 3.3: In the past year, do you think that cycling conditions in your area have become much better, better, about the same, worse or much worse?



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

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 (84%), and 39% had done so for shopping (Figure 3.4).

Figure 3.4: In the past year have you used a bicycle for any of these purposes?



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

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 3.5) the most commonly cited reasons were:

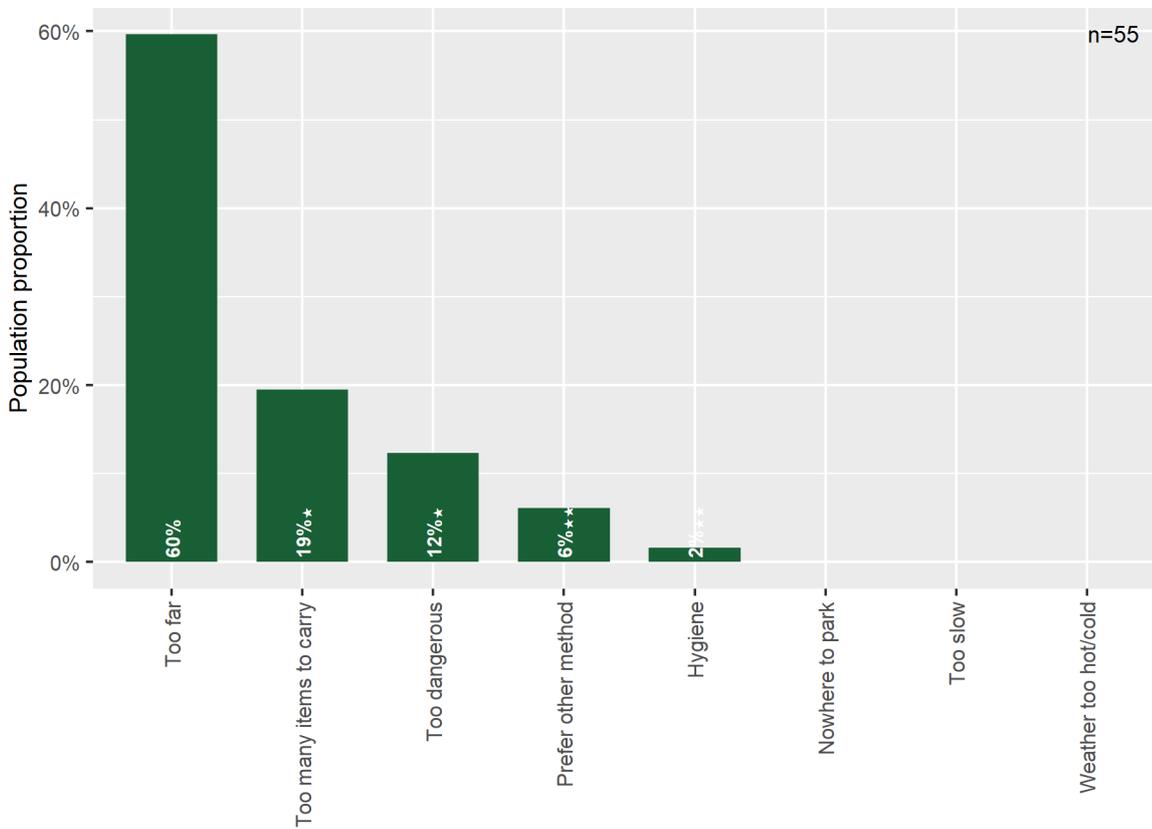
- it is too far (60%), and
- they had too many items to carry (19%).

For those who had not ridden to school or education (Figure 3.6) the most commonly cited reason was that it is too far (66%). It is noted only 22 respondents answered this question.

For those that had not ridden for shopping (Figure 3.7), the most commonly cited reasons were:

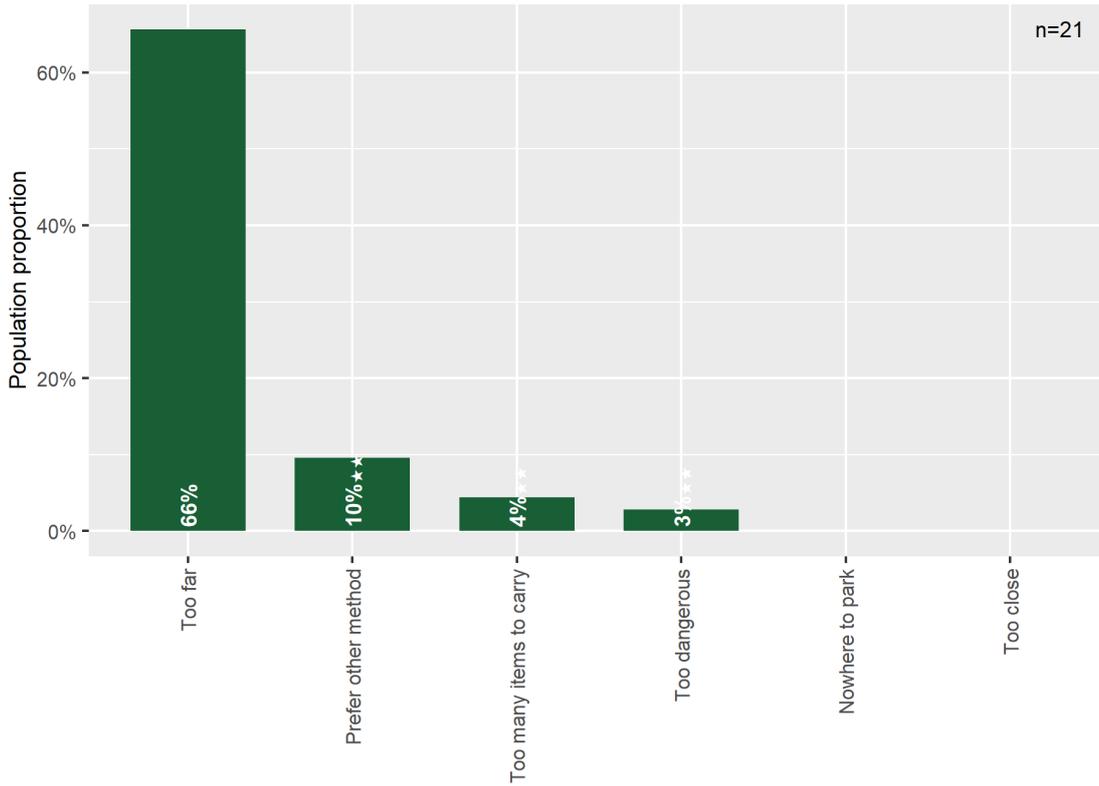
- they had too many items to carry (37%),
- it was too far (29%), and
- they prefer another method (17%).

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



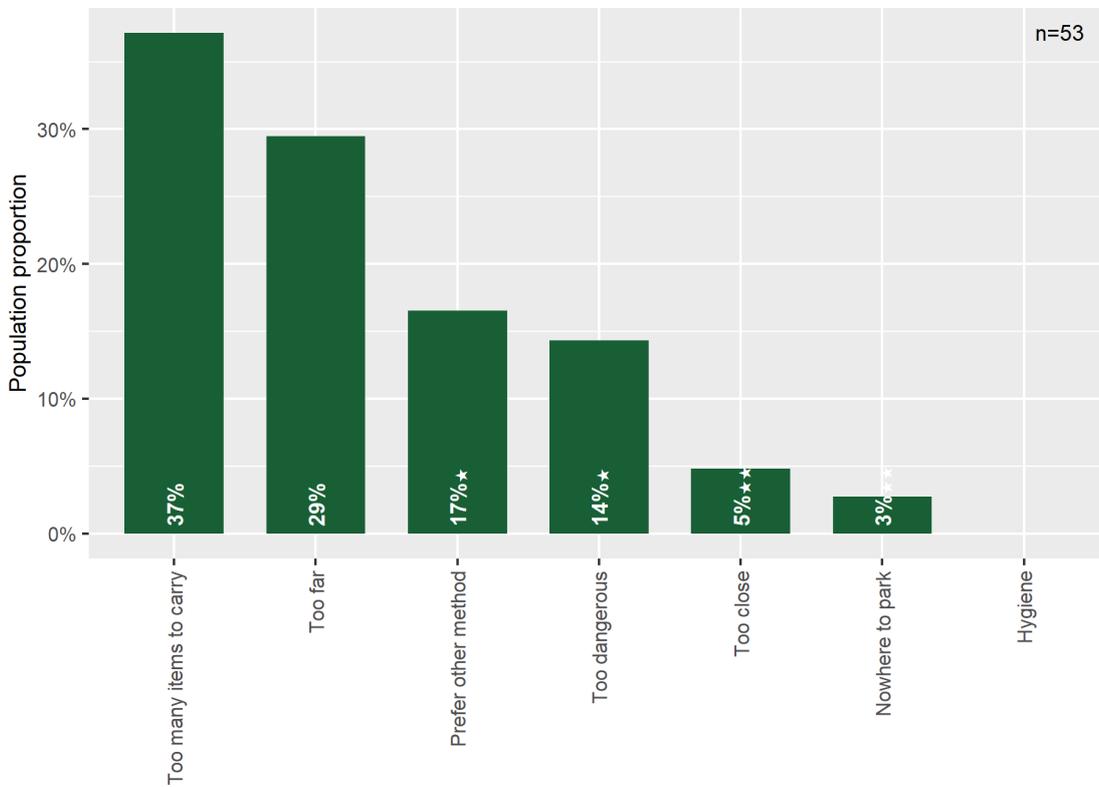
Sample: Persons aged 15+ who had ridden in past year

Figure 3.6: 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 3.7: Why have you not used a bicycle for travel to shops in the past year?

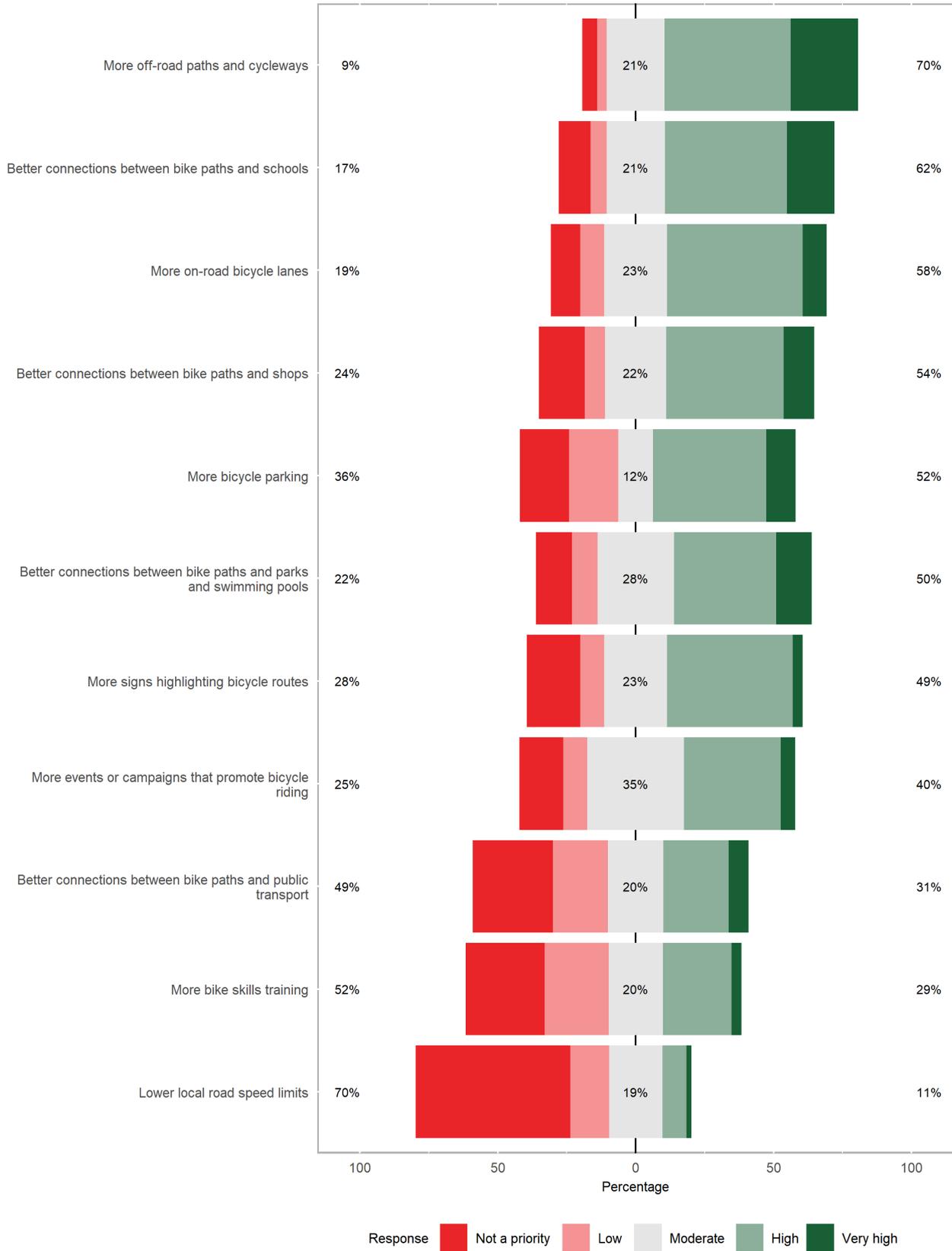


Sample: Persons aged 15+ who had ridden in past year

Respondents were asked to prioritise actions that the government could take to encourage bicycle riding. The most supported actions, as shown in Figure 3.8, were:

- more off-road paths and cycleways (70% of respondents rated this a very high or high priority),
- better connections between bike paths and schools (62%),
- more on-road bicycle lanes (58%),
- better connections between bike paths and shops (54%),
- more bicycle parking (52%), and
- better connections between bike paths and swimming pools (50%).

Figure 3.8: How important are the following actions council could take to encourage bike riding?



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

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

Appendix A Data Tables

The following table summarises the survey results. Estimates are provided for each parameter, as well as the 95% confidence interval and a confidence rating. This confidence rating provides an indication of the sampling variability relative to the size of the estimate using relative standard errors. The lower the relative standard error the lower the sampling variability is relative to the size of the estimate. A relative standard error of less than 25% is indicated by three stars, between 25% and 50% by two stars and above 50% by one star. A score of three stars indicates a high level of confidence such that the estimate can be treated with a high degree of confidence. A confidence rating of two stars indicates a moderate level of confidence, such that the estimate should be treated with caution. One star represents a situation where there is very low confidence in the estimate, and it is unlikely to be reliable.

Table A.1: Participation statistics

Sample statistics			
No. of households	505		
No. of individuals	1,200		
Cycling participation	Estimate	95% confidence interval	Confidence rating
% who rode last week	12.9%	10.7%-15.2%	★★★
% who rode last month	19.6%	17.0%-22.1%	★★★
% who rode in past year	32.8%	30.0%-35.7%	★★★
No. who rode last week	1,033,400	856,100-1,210,700	★★★
No. who rode last month	1,563,000	1,360,900-1,765,000	★★★
No. who rode in past year	2,624,100	2,399,800-2,848,400	★★★
Participation by demography	Estimate	95% confidence interval	Confidence rating
Gender			
% of males who rode last week	15.4%	12.0%-18.8%	★★★
% of females who rode last week	10.5%	7.7%-13.4%	★★★
Age			
% of 0-9 years who rode last week	38.4%	26.0%-50.8%	★★★
% of 10-17 years who rode last week	34.3%	25.2%-43.3%	★★★
% of 18-29 years who rode last week	9.9%	4.9%-15.0%	★★
% of 30-49 years who rode last week	6.5%	3.3%-9.7%	★★
% of 50+ years who rode last week	4.8%	3.2%-6.4%	★★★
Gender by age			
Male: 0-9 years	39.0%	20.4%-57.5%	★★★
Male: 10-17 years	48.5%	34.4%-62.7%	★★★
Male: 18-29 years	8.7%	2.0%-15.4%	★★
Male: 30-49 years	6.6%	2.0%-11.1%	★★
Male: 50+ years	7.7%	4.8%-10.7%	★★★
Female: 0-9 years	37.7%	21.4%-54.1%	★★★
Female: 10-17 years	19.9%	9.3%-30.6%	★★
Female: 18-29 years	11.3%	3.8%-18.8%	★★

Participation by demography	Estimate	95% confidence interval	Confidence rating
Gender by age (continued)			
Female: 30-49 years	6.3%	1.9%-10.8%	★★
Female: 50+ years	2.1%	0.6%-3.6%	★★
Participation by purpose	Estimate	95% confidence interval	Confidence rating
Summary			
% of those who rode in past week for recreation/exercise	87.4%	81.4%-93.5%	★★★★
% of those who rode in past week for transport	23.1%	15.6%-30.6%	★★★★
Detail			
% of those who rode in past week for commuting	10.4%	5.0%-15.9%	★★
% of those who rode in past week for education	4.1%	0.9%-7.4%	★★
% of those who rode in past week for shopping	8.0%	3.1%-12.9%	★★
% of those who rode in past week to train/tram/bus	0.8%	0.0%-2.3%	★
% of those who rode in past week to visit friends/relatives	4.4%	0.7%-8.0%	★★
Cycling travel			
<i>Caution: cycling travel estimates are biased by self-reporting and recall limitations, and should be treated with a high level of caution.</i>			
Average number of days ridden by those that had ridden in past week	2.8	2.4-3.2	★★★★
Average time ridden (mins) in past week by those that had ridden	138	115-161	★★★★
Household characteristics			
Working bicycles (incl. electrically assisted)			
% of households without a working bicycle	43.0%	38.9%-47.1%	★★★★
% of households with one working bicycle	16.2%	12.8%-19.5%	★★★★
% of households with two working bicycles	17.8%	14.3%-21.3%	★★★★
% of households with three or more working bicycles	23.0%	19.4%-26.6%	★★★★
Working electrically assisted bicycles			
% of households without a working electrically assisted bicycle	97.6%	96.1%-99.0%	★★★★
% of households with one working electrically assisted bicycle	2.4%	1.0%-3.9%	★★
% of households with two working electrically assisted bicycles	0.7%	0.0%-1.3%	★
% of households with three or more working electrically assisted bicycles	0.0%	0.0%-0.0%	—
Bicycle share subscriptions			
% of households with an active bicycle share subscription	2.9%	0.8 – 1.3%	★

Appendix B Survey Script

INTRODUCTION

My name is (...) calling on behalf of [insert relevant state roads authority or Council] from Market Solutions, a social and market research company. Today we are conducting a quick survey about the travel habits of people across Australia. The survey will be used to track travel patterns over time. Would you be able to spend a few minutes describing a little about the way you get around?

RESPONDENTS MUST BE AGED 15 YEARS OR OVER. DO NOT MENTION CYCLING IN INTRO.

USE BIRTHDAY SCREENER TO SELECT MAIN RESPONDENT

Your responses will be held strictly confidential. My supervisor may listen to parts of this interview to assist in quality control monitoring.

CONTINUE	1
Schedule call back	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
Too close	7
Other (specify)	8
No particular reason	9

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
Too close	7
Other (specify)	8
No particular reason	9

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
Too close	7
Other (specify)	8
No particular reason	9

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.....

Q.37. How many electrically assisted bicycles in working order are in your household? INTERVIEWER NOTE: these may be referred to as e-bikes, and are bikes which have an electric motor to assist the rider).

Q.38. Do you have a current subscription to a bike share service?

- | | |
|-----------------------|---|
| Yes | 1 |
| No | 2 |
| Unsure (DO NOT READ) | 3 |
| Refused (DO NOT READ) | 4 |

INTERVIEWER NOTE: This is a public bike share system like Lime, oBike or Melbourne Bike Share

Q.39. How many residents of your household have a current subscription to a bike share service?

- | | |
|------|---|
| None | 1 |
|------|---|

Enter value ____ (RANGE 0 – 20)

Unsure (DO NOT READ)

Refused (DO NOT READ)

INTERVIEWER NOTE: This is a public bike share system like Lime, oBike or Melbourne Bike Share

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 this information to contact you to invite you to participate in research, your details will not be passed on to any third party.

IF AGREE, SAY: We will only keep your contact details on record for 12 months. You may ask to have your details removed at any time over the next 12 months.

- Agree to future research 1
- Do not agree to future research 2

CLOSE: That's the end of the interview. Thank you for your time and responses. My name is (...) from Market Solutions, if you have any queries about this survey feel free to call this office during business hours – would you like the number? (Provide number if required – 03 9372 8400 and ask to speak to Anna Lethborg. If you have any general queries, you can call the Market Research Society's Survey Line on 1300 364 830.

RECORD INTERVIEWER'S ID

AUDITING (OFFICE ONLY)

Q39. Was the date and time of interview correct?

- Yes 1
- No 2

Q40. Was the interview recorded correctly?

- Yes 1
- No 2

Q41. Was the interviewer courteous?

- Yes 1
- No 2

Q42. AUDITOR'S ID

ENTER ID.....

Appendix C Verbatim Responses

Do you have any comments regarding conditions for bike riding?

Six times more traffic in Port Macquarie.

A lot of road works and traffic congestion.

Basically, to stay off the main roads as it is too dangerous now.

Bike lanes are very narrow on road, and people don't really use bicycles. Some motorists aren't aware of cyclists. It's changing slowly though.

Bike riding in the gravel. Narrow roads.

Build more cycle paths that would be better, literally the same as walking paths because we are on a main road.

Coffs Harbour is rather bad for riding because of weather and geography etc.

Council allows too many trailers and boats on the road making it difficult to cycle.

Cycle lanes in some areas could help.

Dangerous on the roads so ride on footpath carefully.

Drivers travel too fast around local streets.

On every block in our area there are a lot of parking on the street. It is more difficult to ride a bike as there are cars parked everywhere and hard to ride as visibility is difficult. I ride on the footpath when I can but I know I can get booked for it.

For bikes it is average. It could get better.

Generally, it is not quite friendly in terms of commuting. As a form of recreation it is quite fine though. It is just the lack of bike tracks and the danger of other cars on the road. Bike tracks would help this.

Good on road and off-road bike paths. They're nice and wide.

It has gotten better. More cycle paths.

I'd like there to be more riding tracks.

I don't really like riding on the road. More bike paths to ride on. I'm in the country and not in the city so I don't think they will do anything here.

I don't think it's improving. It is a very small suburb with one road in and one road out and there's not a lot of choice of where you can go, and the traffic flow is increasing Prince Charles Parade.

I have a road bike and I'm too scared to ride. I'm looking at selling it. The drivers need to be educated more. Bike riders are not easily seen. Drivers are looking out for other cars not bike riders. There are those drivers that just want to cause trouble.

I notice more cyclists. I think it's a positive because drivers pay more attention to cyclists to share the roads. It's getting a bit more shared on Gilford Road.

I should wear a fluorescent vest and the bikes should have a reflector and be light coloured. The helmet should be light in colour.

I suppose two things when there have been attempts of putting bike paths in. They don't have connections. They stop and then you are back onto the road. Beecroft Road is a busy road and there's a part of the road where there's a designated cycle section and then suddenly stops.

I take the best routes for cyclists.

I think there is a great shortage of bike lanes. Motorists are not careful as they should be and roads are too narrow, which makes it hard for elderly people like myself to feel confident and safe on paths or roads.

I will say they are really good. There are a lot of bikes where I live.

In semi-rural area so there's no bitumen roads or gutters.

It is scary unless you know what you're doing because not enough space on road for bikes and cars. Cars don't respect bikes. Silly bike riders being silly to cars. Need more respect between car drivers and bike riders. I would only use a bike.

It would be better to have lanes or space to ride in the town centre. We have great bike paths. Just need something in the town centre.

It's fine in my suburb and not too bad going from one to another.

Just more cycle paths would be great. On road, bike lanes.

Just need to learn road rules. The bikes seem to be all over the road and need to give way to them. There needs to be more education on road rules.

Less traffic where I am so I don't have to worry about that.

Maybe more places to chain your bikes. In the centre of town, around ocean shores or Brunswick.

More bike paths.

Need some co-operation between bikers and car driver.

Non-existent poor cycle paths. There needs to be cycle paths for the sake of cycling on the highway. Princess Highway needs cycle lanes.

Not suitable on a dirt road

Nothing has changed for cyclists. Just as terrible as it was. Be more like Germany.

Old Southhead Road by Bondi Junction during peak time there are no bike lanes and are forced to ride on the main road. With peak hour traffic this is way too dangerous even though pedestrian walkway is there to share. It's way too busy with too many people.

Only insufficient bike paths in area and it forces to ride on road not on the shoulder.

People won't cycle because of unsafe or busy roads.

Pretty limited for facilities for cyclists generally. There is sections where there are paths but pretty disjointed. Link them up.

Queanbeyan area is not so good. NSW should brush up their act compare to the ACT area

Some bikes/car riders are jerks. In my area it is pretty good

Some dedicated bikeways would give more people some comfort level to ride their bikes.

Some of the road edges are on the rough side. The roads are not completed. There is no guttering on some roads and have not been finished yet.

Sydney is getting better.

The bike riding lanes are not consistent and it suddenly comes to an end in Hornsby area.

The roads are rubbish. Poorly maintained, potholes, no space.

The roads are terrible. No money has been spent on roads. It is just not a pushbike area.

The streets are just a bit too narrow. Needs more markings on the road for cyclists.

The volume of vehicle traffic has increased.

There are no designated bike paths in my area.

There are some bike signs in the back streets and they don't link together.

There a very few cycle paths around this neighbourhood. The traffic moves very fast even down small suburban streets.

There are a lot of cars on the road. I live near a highway. I can't really travel around on a bike.

There are not enough facilities for people who bike ride in the area. It is not accessible to ride safely in my neighbourhood. There is nothing here. We need to load the bikes on the car to go somewhere else to ride.

There is too much traffic on the roads so not a safe place to ride. To have more off-road bike lanes or paths that are safe to ride on.

There is a road that goes Thurgoona Drive over the overpass that has no room for cyclists.

They are not very good. They should make more wider roads or divided roads for the bikes, so people don't share the traffic. Foot paths should be allowed with bikes instead of the road. Half foot path and half bike path. Bikes and semi-trailers should not mix.

They are very bad as there are no bike tracks or pavements in our neighbourhood. The roads are narrow too so it's dangerous. On Skye Point Road it's narrow and windy and there are no bike paths at all between Toronto and Kerry Bay.

They have been doing light rail construction making it more dangerous at the moment. You feel very vulnerable on the bike. I've had an accident before, but I've stopped recently because of the construction, re-routing the bike paths.

Very happy with the new cycle tracks that were installed. Excellent conditions

Very limiting safe areas to cycle. Road conditions and traffic. No cycling paths in my neighbourhood which forces me to go to another safe suburb which has a bike track.

The way people treat roundabouts - they don't really know the entry and exit speeds.

We have bicycle paths around here and everything is good.

We need rider road shoulders. They've been reduced due to safety barriers along the highway. The number of cyclists has cut down. The works on the highway has put up safety barriers which has reduced the shoulder and means that the bike doesn't have as much room.

There are no designated bike tracks and we have a triathlon and a lot of accidents.

Where I live, there's no way they can provide the infrastructure without incurring huge costs to the community. There are more important agendas like flooding.

I wish bike riders would take more care on the roads. Cyclists should have wear hi-vis vests at all times. Drivers will be able to spot them on the roads

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

Allow for bike lanes on roads.

Awareness campaign for drivers. I'm very cautious about riding in the dark. I used to ride more regular to work. My son has had 3 bikes stolen before but that is because he is bad at locking it up.

Better education for the car drivers. Regional Australia people are either ignorant or belligerent to bike riders.

Better relationship between cyclists and car drivers.

Bike safety in schools. Get kids to bring their bikes to school and teach them safety. It can be sketchy riding on roads. I do a lot of mountain bike riding. Great cycle path that goes from Olympic Park to the airport.

Build the paths. Just looking at common journeys, there are bit and pieces of paths.

Cars see bike riders as non-human, so education is the way to go about it.

Copy Danish model for cycling. Spending too much money studying research.

Current Metre Matter Campaign is good. Anything that adds more awareness is good. Shared spaces.

Dedicated cycle paths.

Designs for roundabouts aren't efficient (high gutters).

Driver education. New rules about bikes so I don't know what to do. This can cause traffic jams and is a dangerous thing to live with. Rules need to be explained better - how does it work in traffic. Better education for cyclists and drivers.

Education of bike riders. Lots of country roads in Orange 2800. Four people taking the whole road up but that shouldn't be allowed.

Extra bike paths and facilities. More policing of bike rules so these are enforced.

I'd like to see more people riding their bikes. Give them an incentive to do so. Probably the younger kids getting some sort of a skate park area to ride their bikes and then maybe getting some bike parking and an area to chain up their bike.

I am not sure what RMS can do. Bike issues seem to be more like a local government issue.

I offered some of my farmland for bicycle paths. They should see if landowners are prepared to allocate some of their land along the highway for use by cyclists and horse riders - Barton Highway in particular.

I suppose a campaign to advertise, that I said that were high priority.

I think adults riding bikes on roads should be held accountable for their action. A lot of professional riders in Bathurst NSW will take more space on the roads. They seem to want the cars to give way to them. The police should be able to stop a bike ride

I would like bike riding to be promoted, particularly for younger people. I think bikes are a great thing I'd like to see motorised push bikes. They are apparently illegal as you have to register them and this defeats the purpose of having them. Having an electric one would be better as we live in the country and this would be better for travelling.

If they want to get bike riding, they need to just get roads right first.

Intersection of Corramba Road and Azealia Avenue has really bad bitumen and is a really dangerous area.

It is just the push bikes. If they introduce bike paths that would be a wonderful thing. That way all of the people that walk or ride bikes can get to public transport. It is a high priority and children catch the buses to the schools.

Just education and to teach people. They must be aware on the roads. More signage that there are bike riders in the area.

Maintenance is pretty good. Bike lanes run along the river. I'm quite happy.

Make people more aware of their responsibilities.

Money for advertising for safety for bike riders.

More awareness for drivers to be careful of cyclists.

More bike lanes on the roads. Lower speed limits for cars and bikes.

More bike lanes or paths away from roads and public to keep cyclists away from cars as it is dangerous.

More bike lanes on the main thoroughfare roads such as Bridges Street and Prince Charles Parade.

More bike paths both on and off roads. All the ideas mentioned in this survey are good.

More developed connections and designated bike routes.

More fun events like in Melbourne. I know they have a bike rave and better connection in the town centre.

More group community bike riding events. I would feel a lot safer and get more confident and feel inspired

More training for cyclist law and legislation enforced

My kids always ask if they can ride the bike to school. It would be nice for an off-road path or wider walkway so that they can ride to school.

No bicycle tracks for children to ride their bicycles.

Not in my neighbourhood. The bikes travel side by side and need to travel behind each other not next to each other.

Off road paths are the way to go.

Olympic Park signage and Captain Cooks Bridge need more signs highlighting routes. Need more bathroom facilities.

On-road bicycle lanes or any lanes provided especially on New South Head Road. It should be wide enough to have bike lanes and will much safer for cyclists

One should avoid bike lanes where there are parking lanes as doors open and get banged by cycles.

Only that there are more pathways to get to the bike tracks.

People never use the bike paths and end up being too close to cars.

Promote it more encouraging more people to ride and providing free lessons and more place to park bikes in a safe place.

Put the grates crossways on the gutters.

RMS should make road markings for cyclists and cars clearer because some people seem to think they have the right to go on all the road whereas they should be in specific bike lanes.

Safer passage for when crossing and more signage for cars regarding cyclist.

Taxpayers have to pay for cyclists' commodities. Cyclists should have to be registered and licenced.

Cyclists should be drug and alcohol tested especially on main roads.

The bike riders should be prohibited on local roads where I live which is Hogans Road off Bilamal Road and upper Duroby Creek Road and other narrow roads without room to pass a bike rider.

The thing with drivers is that cyclists should be able to share the roads and that they are allowed on the roads and to encourage bike users as an alternate mode of transport. By starting to create more safe spaces for bike users on the roads marked.

They must try and get us bicycle lanes as we don't have any in this area at all. From Toronto out to Coal Point more bike lanes off road bike tracks, it would be hard because of the terrain.

They need to educate people in the local areas from primary school to high school regarding riding bikes and road safety.

They should clarify the laws for electric bikes and the local council should encourage bicycle sheds with building codes. There is a revolution coming with electrical scooters and I get the impression they're not geared for it.

This is a country area and there are more things I'd like to see prioritised before bike riding. I think it's pretty adequate at the moment. In a perfect world, bike riding would be number one. There's only so much money available, I don't want to see rates increase.

To bike paths, they don't use big priority.

To clean the cycleway in Gilford and Prospect and between them.

Very important to have more cycle ways on the road.

Very rural remote area so connections and roads are generally not suited to bike riding in the same way as would be in the city.

Whatever makes it more accessible. It needs to be encouraged and safe. At the moment it's not safe.

Wider roads.

Widening the lanes and greater distance between vehicles and bikes.



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