



# 2019

## Northern Territory Cycling Participation

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Results of the 2019 National  
Cycling Participation Survey



# National Cycling Participation Survey 2019: Northern Territory

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**Prepared by**

Dr Cameron Munro

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**Project Manager**

Elaena Gardner

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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 21.3% (95% CI: 18.4% - 24.2%) of Northern Territory residents ride a bicycle in a typical week. Around 43.7% (95% CI: 40.3% - 47.1%) had done so in the past year

These participation rates translate to approximately 52,800 residents riding in a typical week and 108,000 residents riding at least once in a typical year.

The cycling participation rate by residents of both Darwin and region areas of the Northern Territory is significantly higher than the national average.

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**Keywords**

Cycling, bicycle, active travel, active transport

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ISBN 978-1-925854-28-2

Austrroads Publication No. AP-C91-19 (NT)

Publication date September 2019

Pages 32

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**Publisher**

Austrroads Ltd.  
Level 9, 287 Elizabeth Street  
Sydney NSW 2000 Australia  
Phone: +61 2 8265 3300  
austroads@austrroads.com.au  
www.austrroads.com.au

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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 elsewhere<sup>1</sup>.

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

## 1.2 Perception indicators

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.

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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.

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 the Northern Territory. These estimates are subject to sampling variability as only a proportion of residents 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.

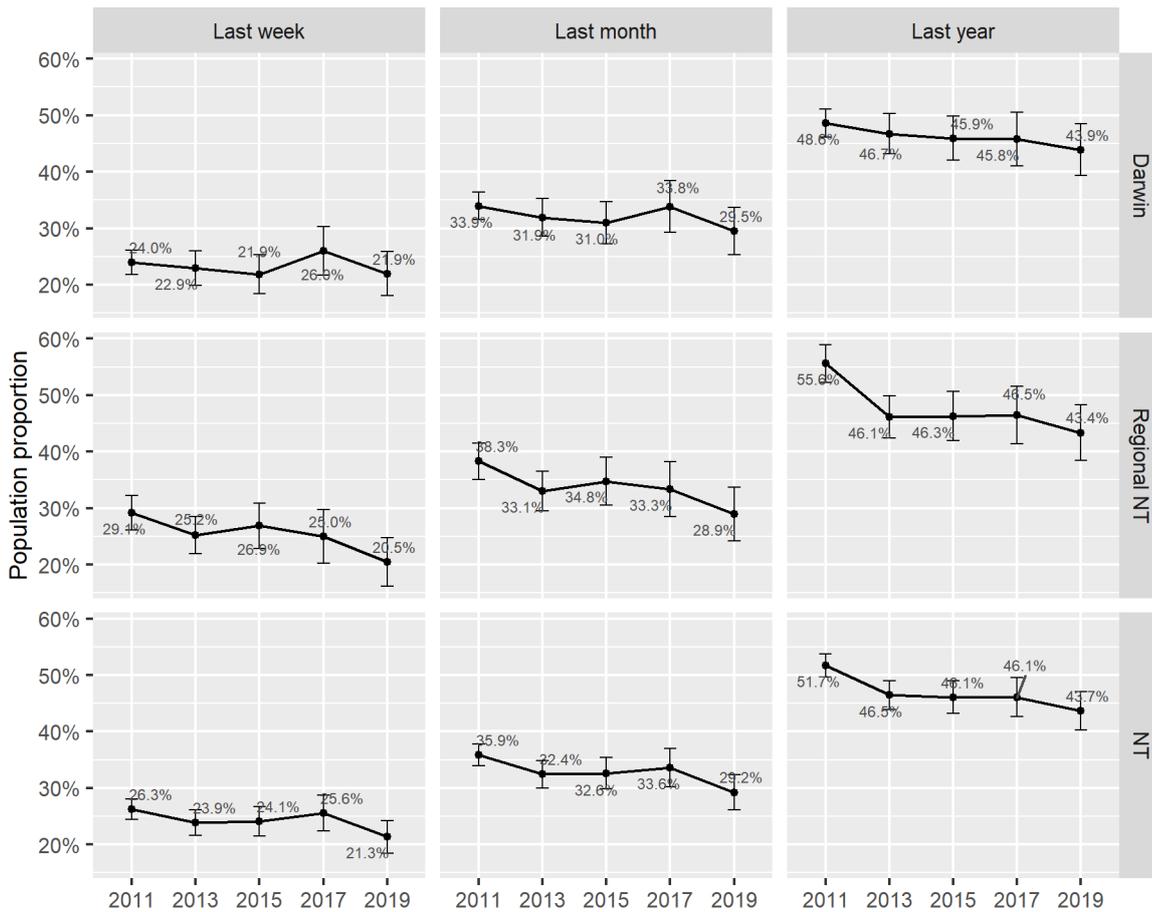
### 1.5 Survey sample

The sample consisted of 338 households containing 824 individuals. From the sample of 338 main respondents (i.e. the individual aged 15 or above with the next birthday that was selected for the interview) 125 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 21.3% (95% CI: 18.4% - 24.2%) of Northern Territory residents ride a bicycle in a typical week. Around 43.7% (95% CI: 40.3% - 47.1%) had done so in the past year (Figure 2.1).

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

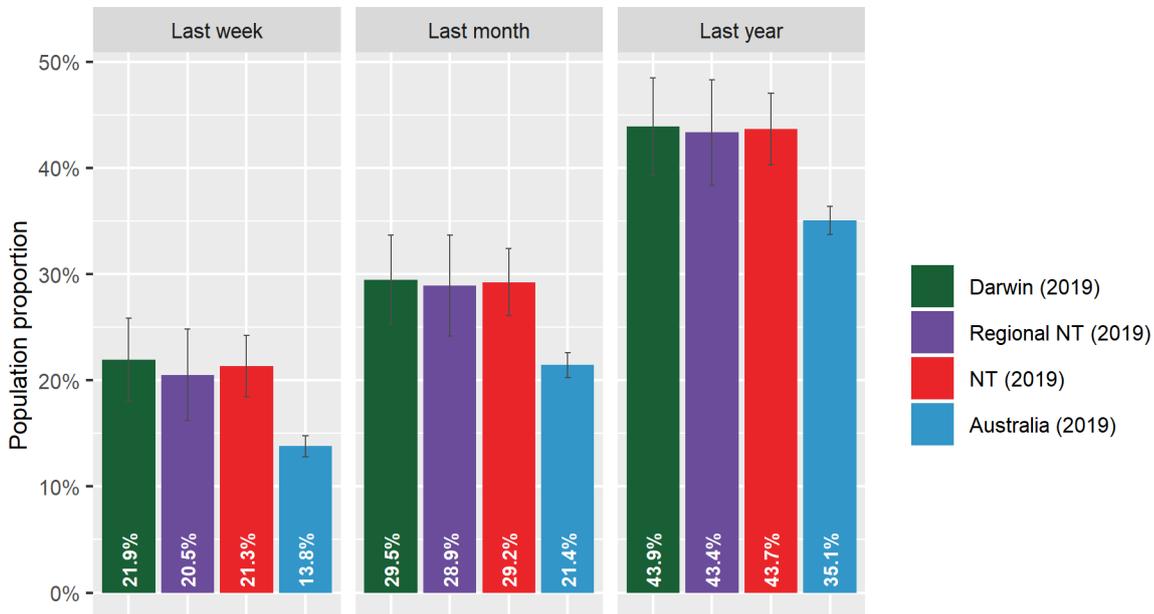


Sample: All persons

These participation rates translate to approximately 52,800 residents riding in a typical week and 108,000 residents riding at least once in a typical year.

The cycling participation rate by residents of both Darwin and region areas of the Northern Territory is significantly higher than the national average (Figure 2.2).

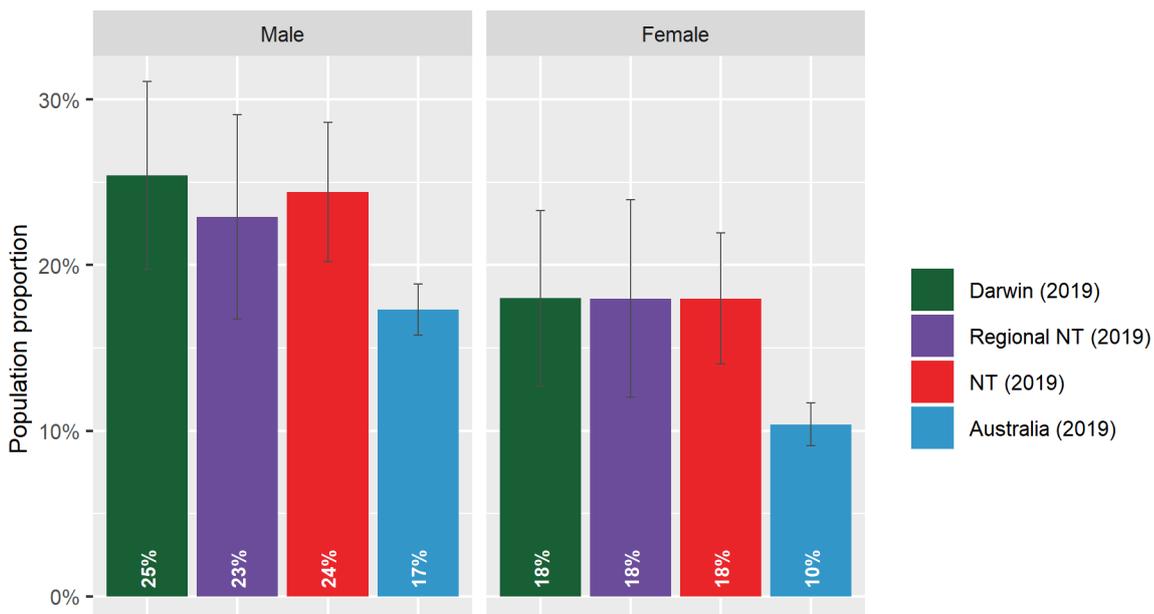
Figure 2.2: Cycling participation comparison by area



Sample: All persons

Males are significantly more likely to have ridden in the past week than females (Figure 2.3). Both the male and female participation rates are higher than the Australian average, and the female participation rate is almost twice the national average.

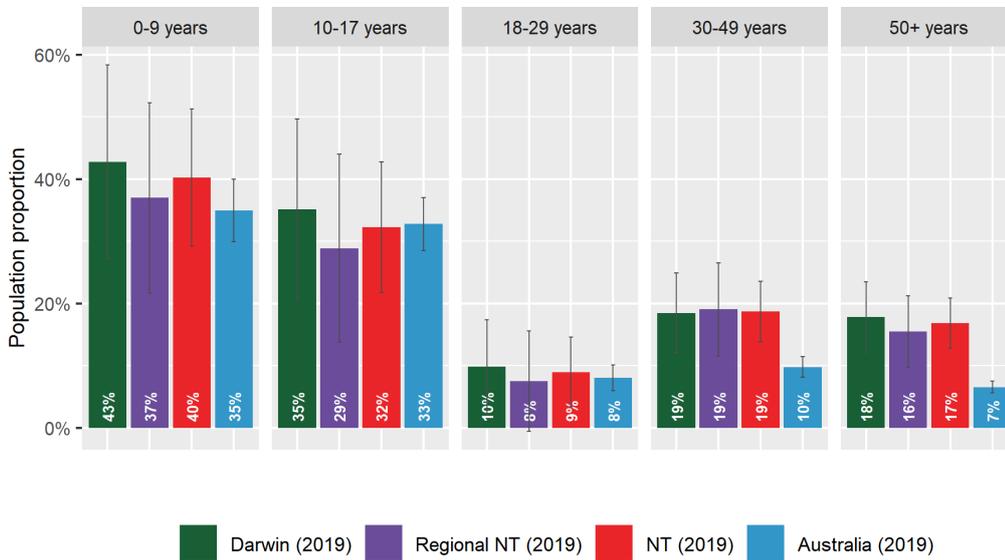
Figure 2.3: Cycling participation by gender



Sample: 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 aged under 10 (Figure 2.4). The participation rate drops dramatically as older children transition to adulthood before recovering somewhat among those aged over 30. It is notable that the higher cycling participation rate in the Northern Territory compared with the national average is not due to more children cycling, but rather much higher levels of cycling among adults aged over 30.

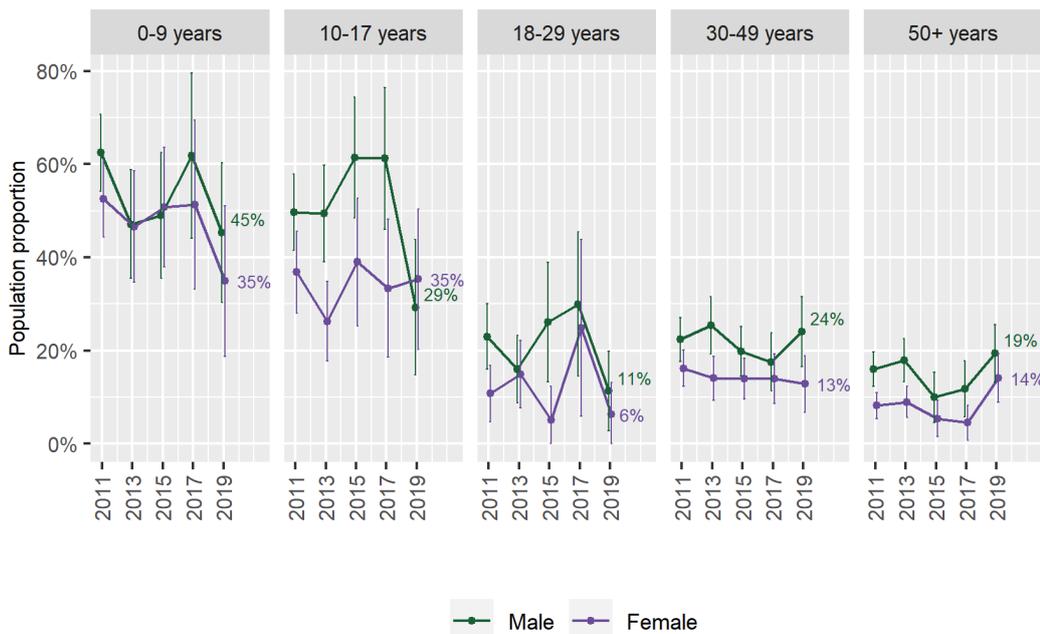
Figure 2.4: Cycling participation by age



Sample: All persons, cycling participation in past week

The participation rate by gender and age group is shown in Figure 2.5. While the uncertainty around many of these estimates is large, there may have been a decline in cycling among children and young adults in the most recent two years, but compensated for by an increase in cycling among males aged 30 and above.

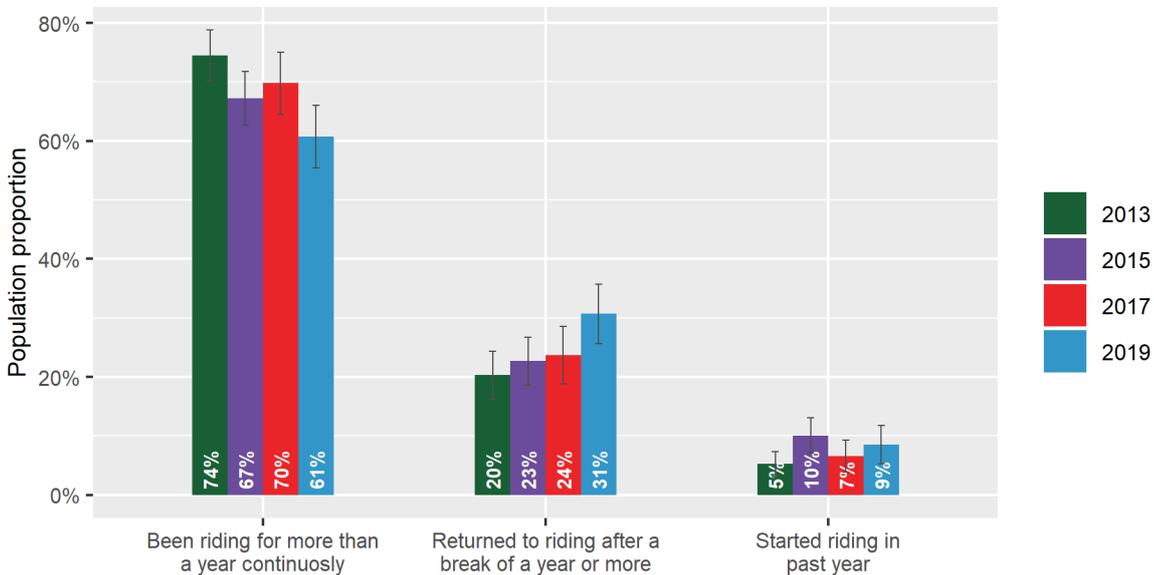
Figure 2.5: Cycling participation by age and gender



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. The proportion returning to ride after a break of a year or more appears to have increased in the most recent survey (Figure 2.6).

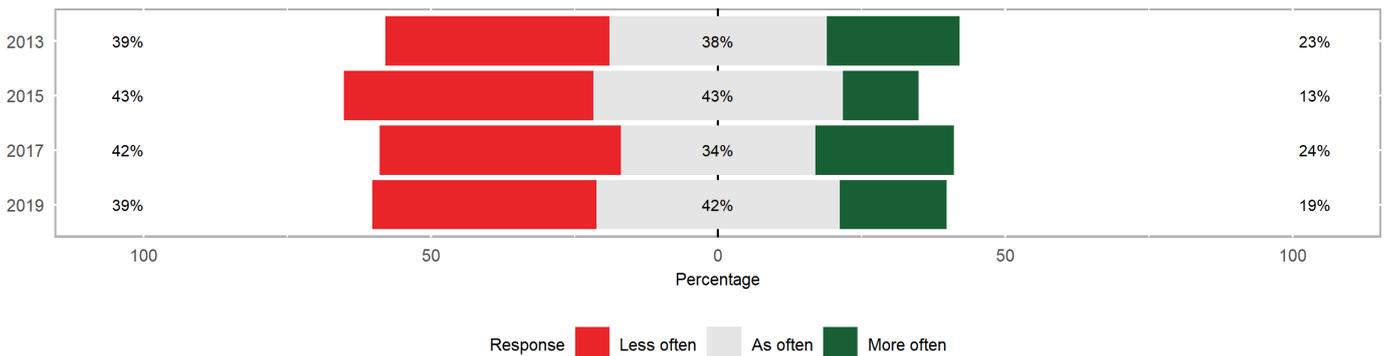
**Figure 2.6: Cycling history**



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 (39%) indicated they were riding less often than more often (19%) (Figure 2.7).

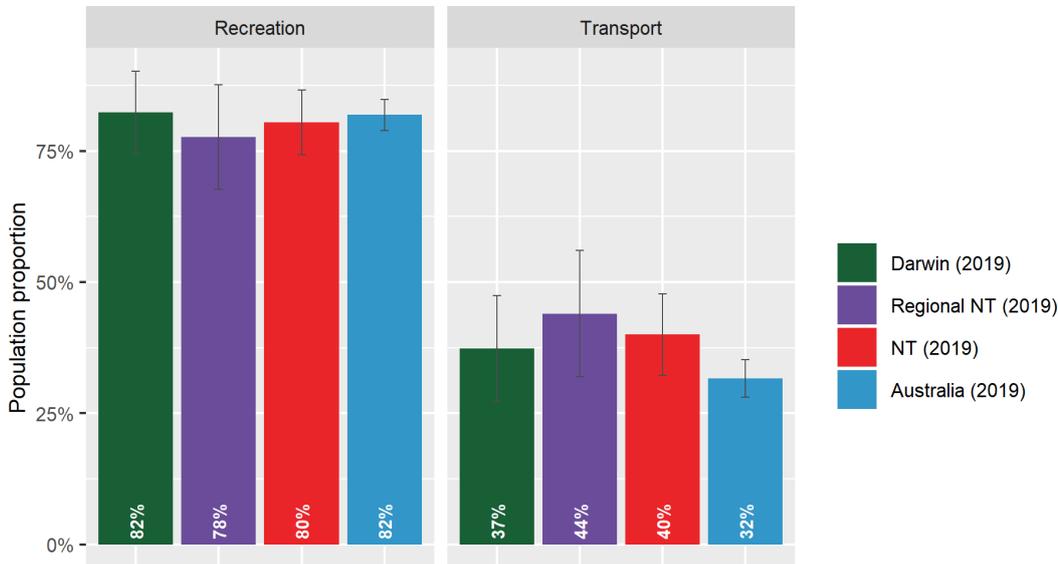
**Figure 2.7: Cycling frequency**



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

Of the people who cycled in the last month, 80% cycled for recreation and 40% used a bicycle for transport (Figure 2.8). The proportion riding for transport, particularly in regional areas, appears to be higher than the national average.

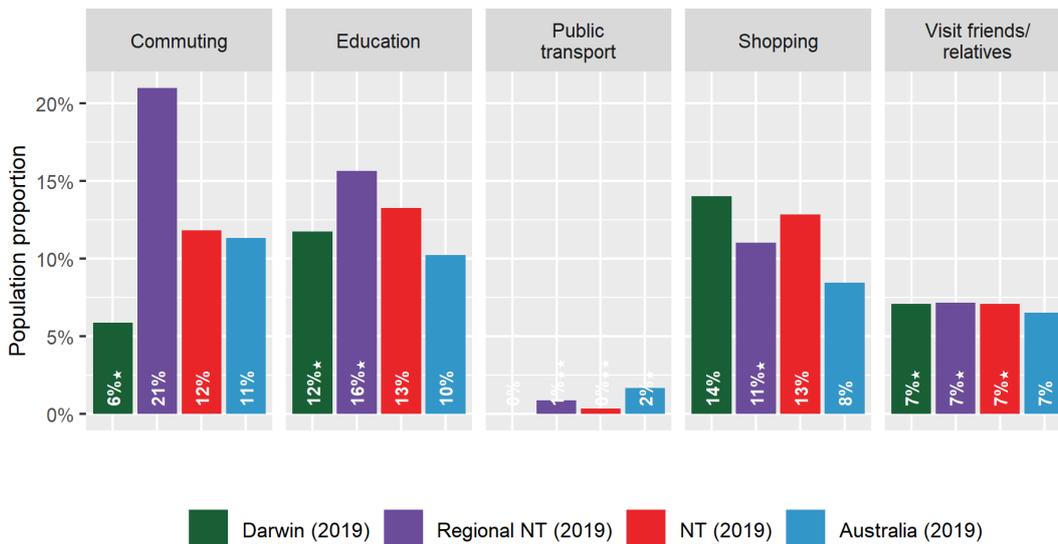
Figure 2.8: Cycling for recreation in comparison to cycling for transport



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 higher cycling participation in regional areas appears to be at least in part attributable to high levels of commuting.

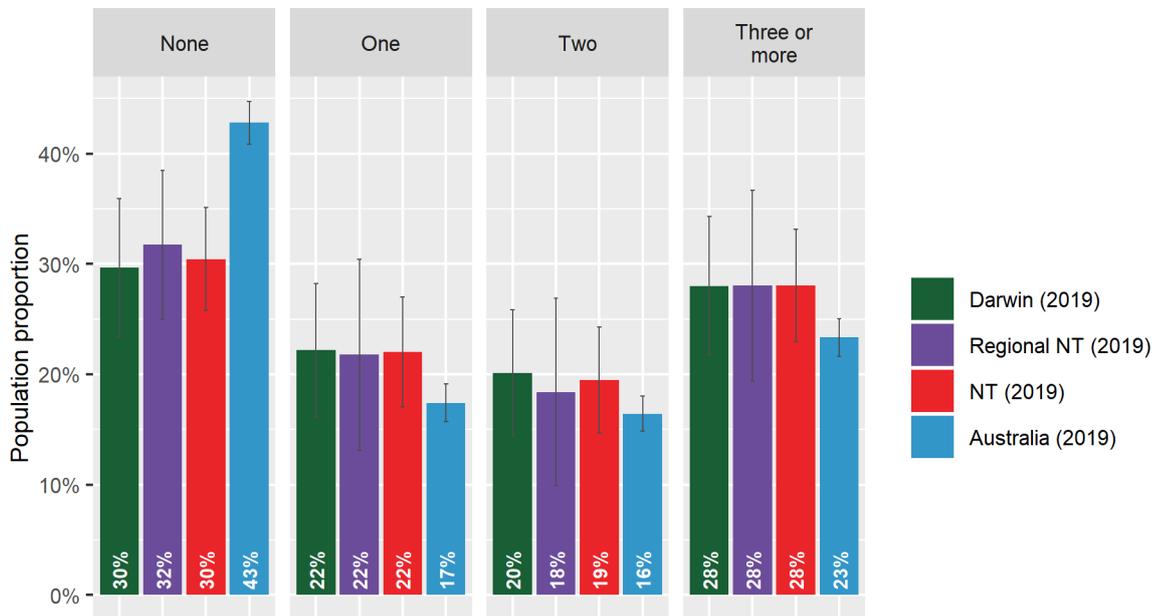
Figure 2.9: Purpose of cycling for transport



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.

The bicycle ownership rate is much higher than the Australian average; around 70% of households in the Northern Territory have access to at least one working bicycle (Figure 2.10).

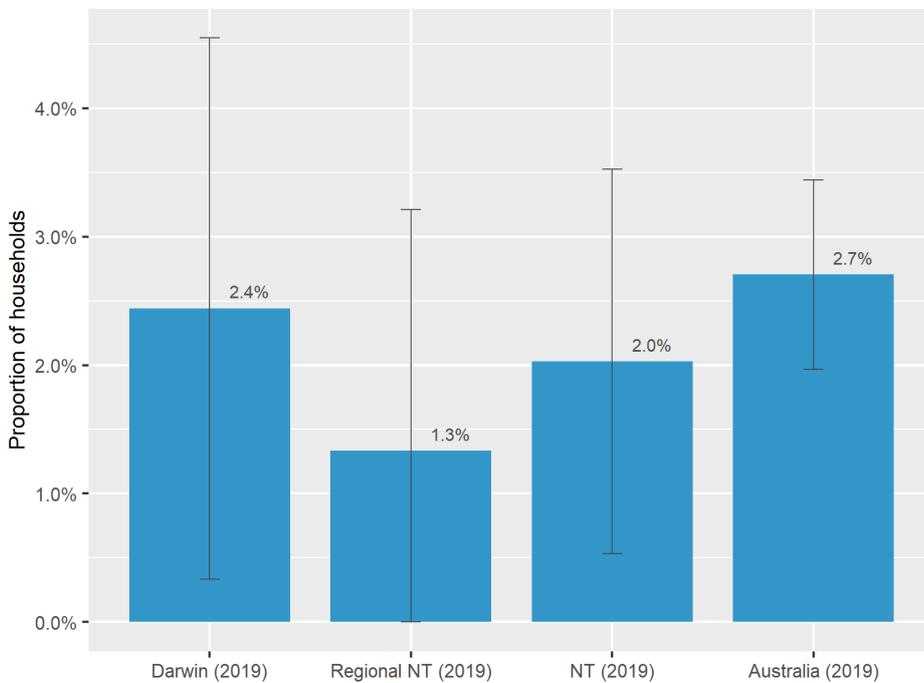
**Figure 2.10: Bicycle ownership by household**



Sample: All households

The proportion of households with at least one electrically assisted bicycle (“e-bike”) is around 2% (Figure 2.11). It is cautioned that there is wide uncertainty in these estimates.

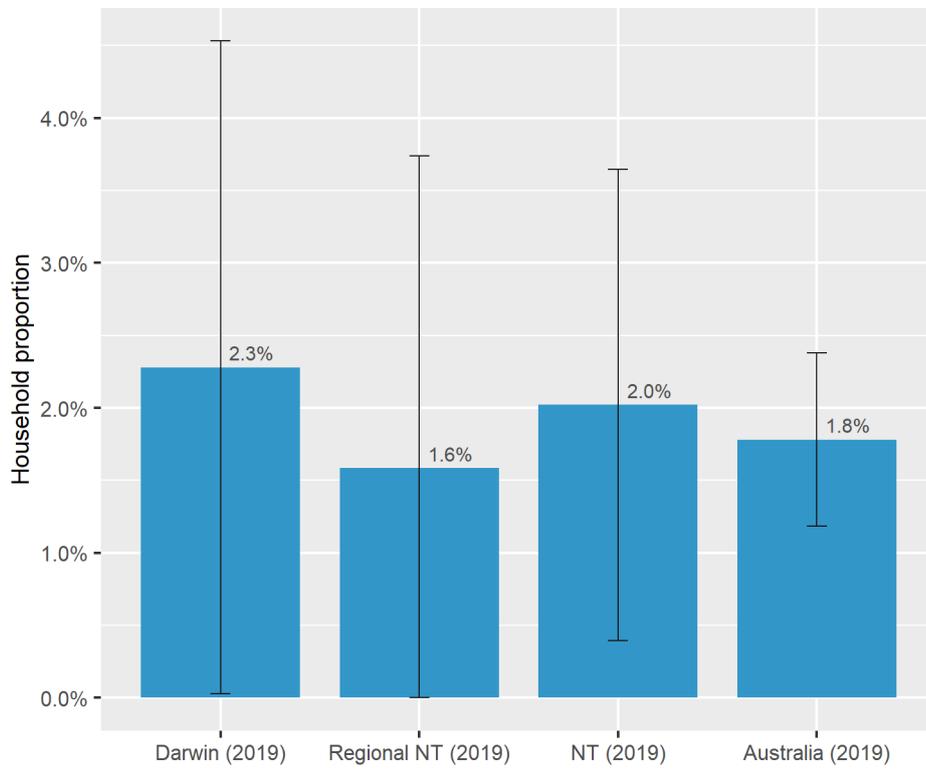
**Figure 2.11: Electrically assisted bicycle ownership by household**



Sample: All households

Respondents were asked how many current bicycle share service subscriptions were held by members of the household. Around 2% of households are estimated to have at least one bicycle share subscription.

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

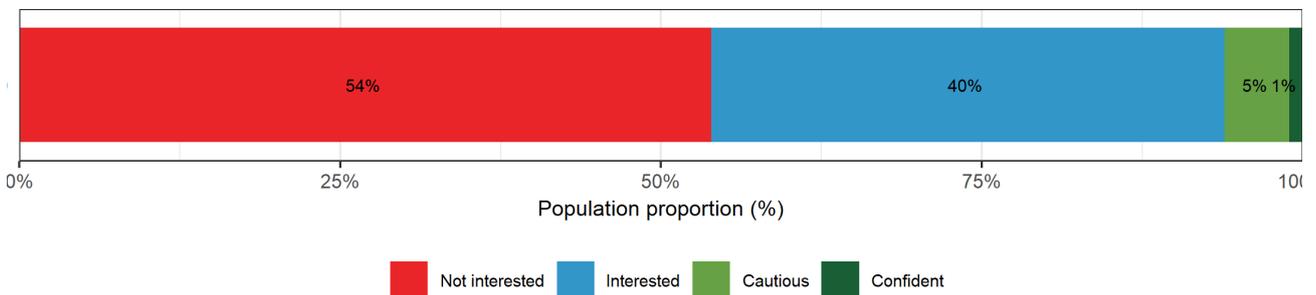


Sample: All households

### 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 5.0% (95% CI: 0.0% – 7.4%) identified themselves as cautious riders; that is, they already ride for transport but prefer circuitous routes to avoid traffic. A further 1.0% (95% CI: 0.0% - 2.0%) of the sample identified themselves as confident (that is, already ride for transport and will take the shortest route irrespective of traffic).

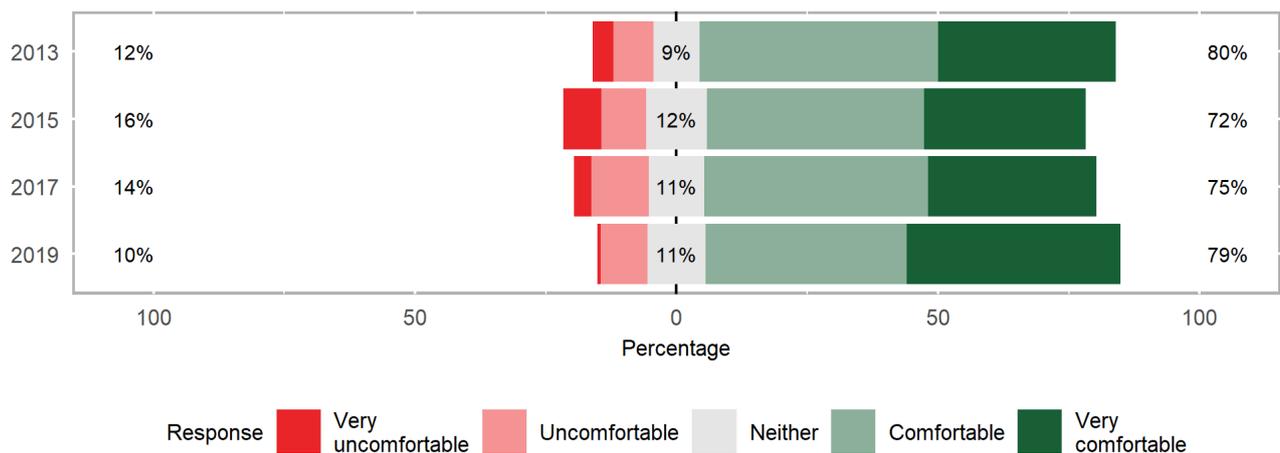
**Figure 3.1: Willingness to consider cycling for transport**



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. Most of those who had ridden indicated they felt comfortable or very comfortable (79%) doing so (Figure 3.2). This proportion does not appear to have changed over the years the survey has been conducted.

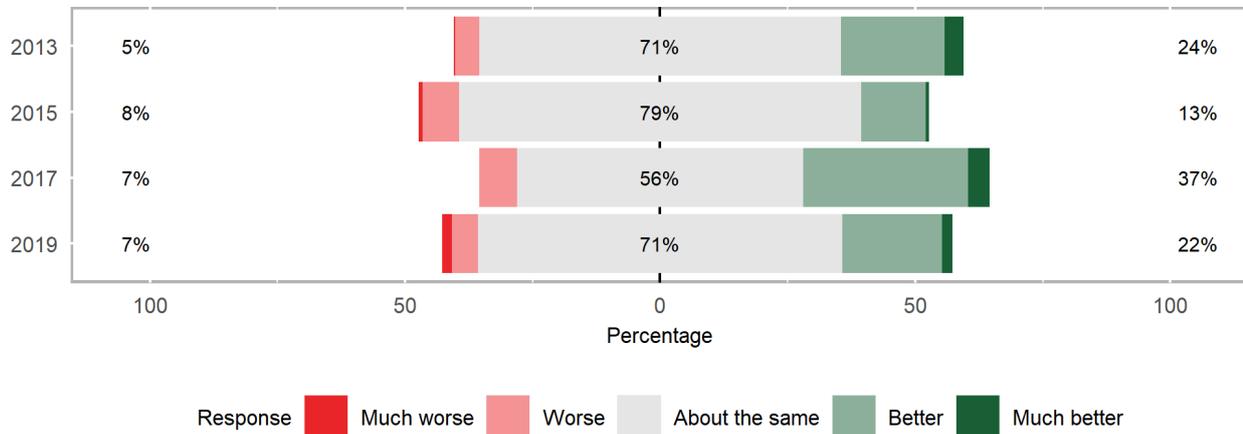
**Figure 3.2: Can you tell me how comfortable you feel riding in your area?**



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 previous 12 months (71%) (Figure 3.3).

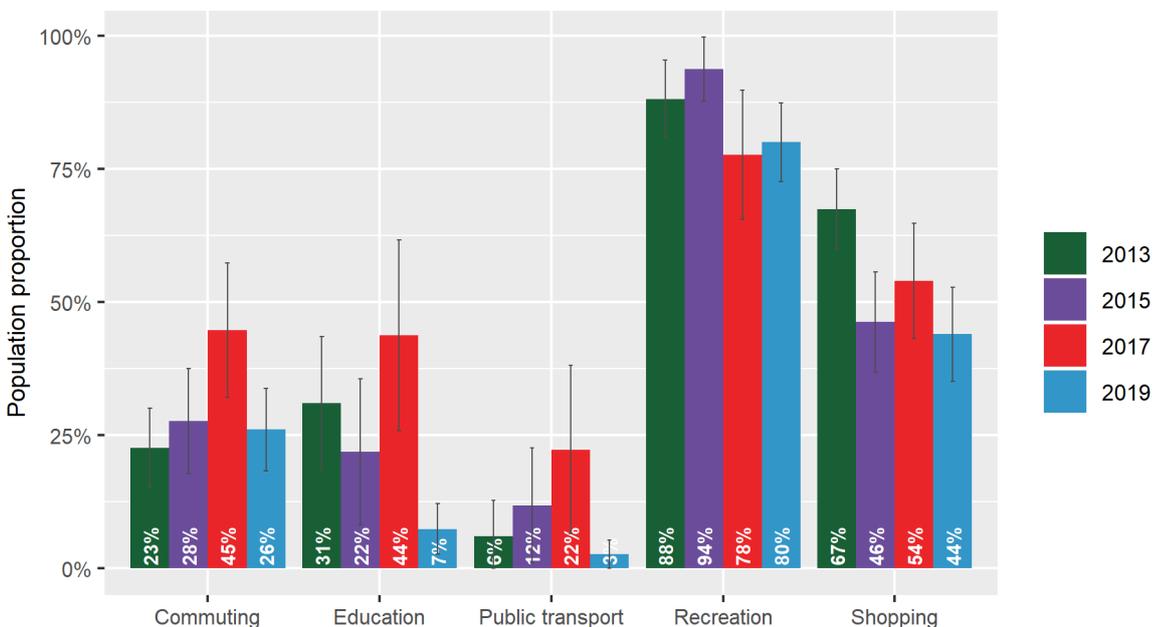
**Figure 3.3: In the past year, do you think that cycling conditions in your area have become much better, better, about the same, worse or much worse?**



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 (80%) or shopping (44%) (Figure 3.4).

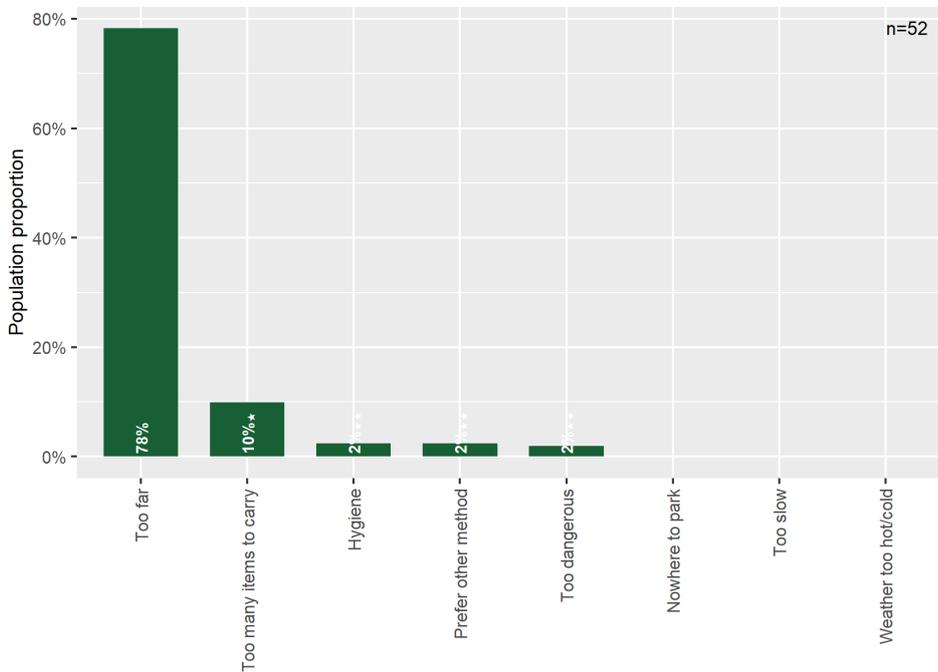
**Figure 3.4: In the past year have you used a bicycle for any of these purposes?**



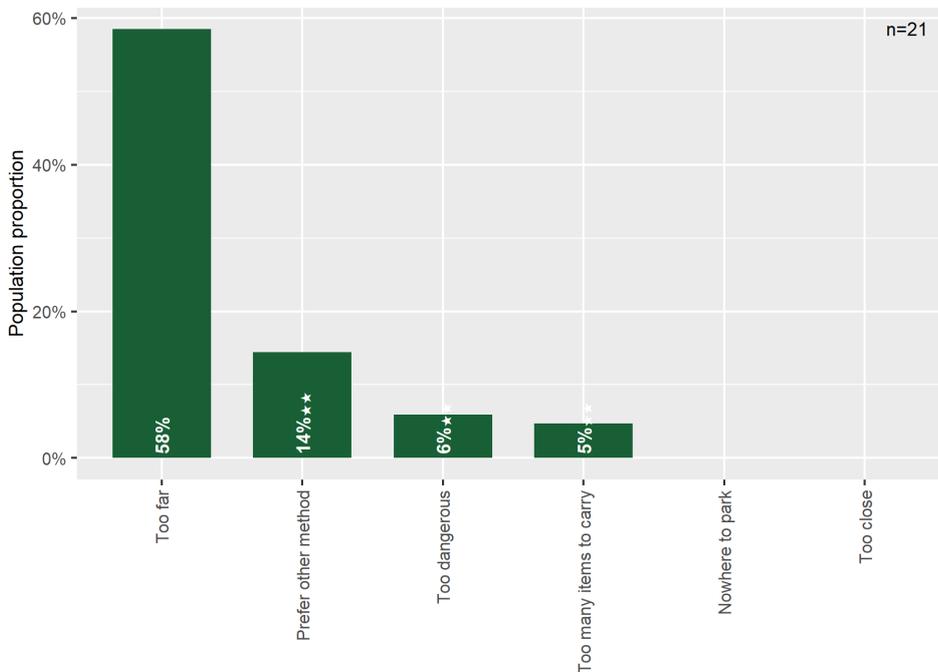
Sample: Persons aged 15+ who had ridden in past year

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) by the most commonly cited reason was that it was too far (78%). For those who had not ridden to school or education (Figure 3.6) the most commonly cited reasons were that it was too far (58%) or they prefer another method (14%). Note the sample size of respondents travelling to education was small at 21 respondents.

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



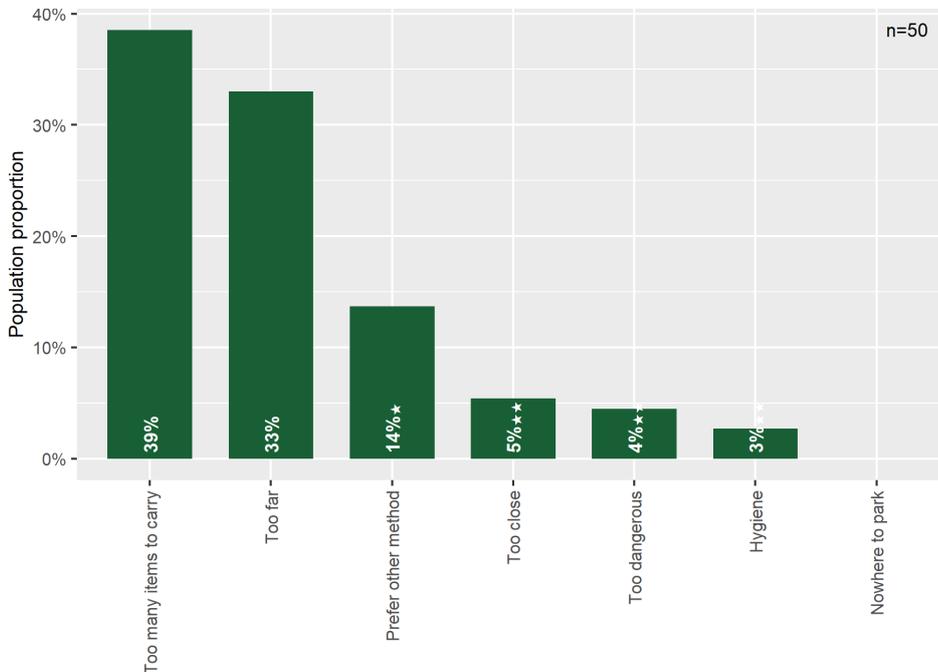
**Figure 3.6: Why have you not used a bicycle for travel to school or university in the past year?**



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

- they had too many items to carry (39%),
- it was too far (33%), and
- they prefer another method (14%).

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

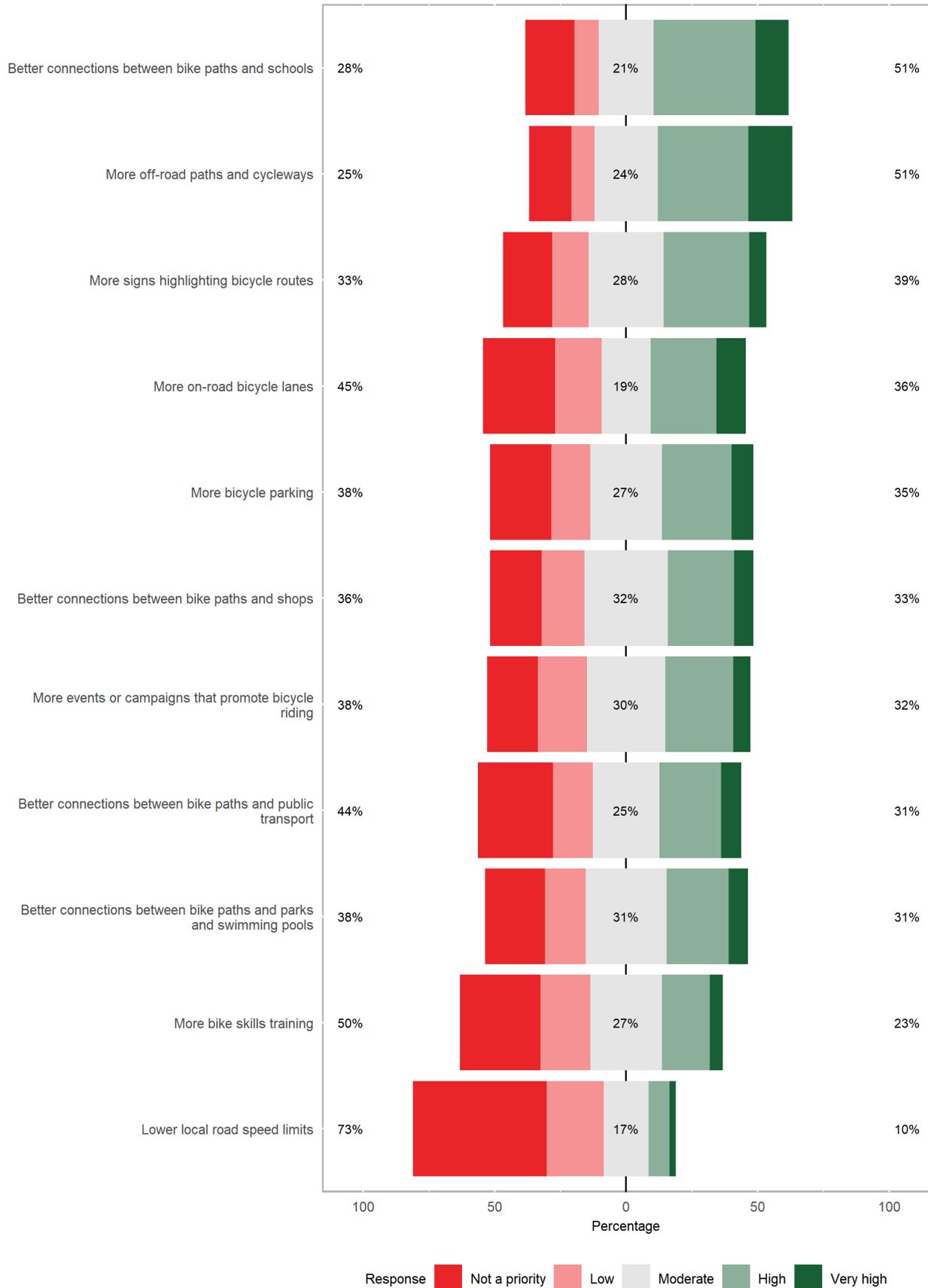


Sample: Persons aged 15+ who had ridden in past year

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

- better connections between bike paths and schools (51% of respondents rated this a very high or high priority),
- more off-road paths and cycleways (51%),
- more signage highlighting bicycle routes (39%),
- more on-road bicycle lanes (36%),
- more bicycle parking (35%), and
- better connections between bike paths and shops (33%).

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.

## 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	338		
No. of individuals	824		
<b>Cycling participation</b>	<b>Estimate</b>	<b>95% confidence interval</b>	<b>Confidence rating</b>
% who rode last week	21.3%	18.4%-24.2%	★★★
% who rode last month	29.2%	26.1%-32.4%	★★★
% who rode in past year	43.7%	40.3%-47.1%	★★★
No. who rode last week	52,800	45,600-60,000	★★★
No. who rode last month	72,300	64,500-80,100	★★★
No. who rode in past year	108,000	99,600-116,400	★★★
<b>Participation by demography</b>	<b>Estimate</b>	<b>95% confidence interval</b>	<b>Confidence rating</b>
<b>Gender</b>			
% of males who rode last week	24.4%	20.2%-28.6%	★★★
% of females who rode last week	18.0%	14.0%-22.0%	★★★
<b>Age</b>			
% of 0-9 years who rode last week	40.3%	29.2%-51.3%	★★★
% of 10-17 years who rode last week	32.3%	21.8%-42.7%	★★★
% of 18-29 years who rode last week	9.0%	3.4%-14.6%	★★
% of 30-49 years who rode last week	18.7%	13.8%-23.6%	★★★
% of 50+ years who rode last week	16.9%	12.8%-20.9%	★★★
<b>Gender by age</b>			
Male: 0-9 years	45.3%	30.3%-60.4%	★★★
Male: 10-17 years	29.3%	14.7%-43.8%	★★
Male: 18-29 years	11.3%	2.8%-19.8%	★★
Male: 30-49 years	24.1%	16.6%-31.6%	★★★
Male: 50+ years	19.4%	13.2%-25.6%	★★★
Female: 0-9 years	34.9%	18.7%-51.1%	★★★
Female: 10-17 years	35.3%	20.3%-50.4%	★★★
Female: 18-29 years	6.2%	0.0%-13.1%	★

Participation by demography	Estimate	95% confidence interval	Confidence rating
<b>Gender by age (continued)</b>			
Female: 30-49 years	12.8%	6.7%-18.9%	★★★
Female: 50+ years	14.0%	8.8%-19.2%	★★★
Participation by purpose	Estimate	95% confidence interval	Confidence rating
<b>Summary</b>			
% of those who rode in past week for recreation/exercise	80.5%	74.3%-86.6%	★★★
% of those who rode in past week for transport	40.0%	32.3%-47.7%	★★★
<b>Detail</b>			
% of those who rode in past week for commuting	11.8%	7.3%-16.4%	★★★
% of those who rode in past week for education	13.3%	7.7%-18.8%	★★★
% of those who rode in past week for shopping	12.8%	7.9%-17.8%	★★★
% of those who rode in past week to train/tram/bus	0.3%	0.0%-1.0%	★
% of those who rode in past week to visit friends/relatives	7.1%	3.4%-10.9%	★★
<b>Cycling travel</b>			
<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	3.2	2.9-3.5	★★★
Average time ridden (mins) in past week by those that had ridden	156	124-188	★★★
<b>Household characteristics</b>			
<b>Working bicycles (incl. electrically assisted)</b>			
% of households without a working bicycle	30.5%	25.8%-35.1%	★★★
% of households with one working bicycle	22.0%	17.1%-27.0%	★★★
% of households with two working bicycles	19.5%	14.7%-24.3%	★★★
% of households with three or more working bicycles	28.0%	22.9%-33.1%	★★★
<b>Working electrically assisted bicycles</b>			
% of households without a working electrically assisted bicycle	98.0%	96.5%-99.5%	★★★
% of households with one working electrically assisted bicycle	2.0%	0.5%-3.5%	★★
% of households with two working electrically assisted bicycles	0.0%	0.0%-0.0%	
% of households with three or more working electrically assisted bicycles	0.0%	0.0%-0.0%	
<b>Bicycle share subscriptions</b>			
% of households with an active bicycle share subscription	2.0%	0.4 – 3.6%	★

## 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 &gt; 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.



## Appendix C Verbatim Responses

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

Biggest issue is the lack of shoulders - transient worker population with overseas licence. These people are terrible on the roads. Needs more work and awareness of road rules regarding bikes.

Two major issues are bikes being stolen and glass and thorns on roads causing punctures. This causes me to take a longer route so I don't get a flat tyre.

A bit more lighting would be good and encourage people not to sleep on the bike paths. It is dangerous because of the people hanging there. They are drunk and sitting there and won't move and leave a lot of stuff on the bike paths like poo and food containers.

A bit of maintenance on the bike tracks would be good. Better management of stray dogs.

A dirt bush track and no traffic in sight.

Abide by the rules and the regulations as that's how we live.

Anger management by road users e.g. drivers.

Biggest risk is theft. I find a lot of stolen bikes and had bikes stolen.

Bike riders should not be on the road.

Bikes should not be mingling with traffic in rural areas as they are on rural blocks. In rural areas the speed limits are much higher than in an urban city area and it is much more dangerous.

Continue upkeep and monitoring. Remove glass and people sitting on pathways so I don't have to go around.

Cycle tracks keep cyclists off the road.

Cyclists should be off the road and we should have more bike paths in general.

Darwin has fantastic bike paths all around the coastline. The state governments have done well and there has been progress of the years.

Driver need to observe the one metre rule.

Drivers do not give way for cyclists.

Even though off-road paths are provided cyclists seem to be riding on road which frustrates me.

Everything is good in my area.

Every house has got two dogs behind the fence and I usually have a small child with me

Generally adequate I would say. There are cycle tracks to the schools, including footpaths, some roads are in cycle lanes.

Good conditions. No complaints

Good road from HMAS Albatross. Getting into town there is a footpath separating walking and biking

Happy with the current service. Drivers are good

Have more bike paths. Extensions to existing network and extension to outer Darwin area.

I am in Darwin and roads are not safe enough. Travel on bikes paths. Drivers need to be cautious.

I only ride on my block of land.

I would like to see more dedicated cycle paths would be great. There are some if they could join some of the arterial roads up.

It's impossible to ride on the road here because of drunks and unregistered, unroadworthy and unlicensed drivers.

It's one of the most popular activities everyone seems to do it.

It's pretty good. The paths are big and you're allowed to ride on the footpaths without a helmet.

There is not much of a setup for people who want to ride to work. There are lack of bike lanes and continuous paths.

I think people are more aware about biking.

Keep the bikes off the road. On the road it is too dangerous, and they should cycle on bike paths as that is what they were designed for.

I would like to see dedicated bike tracks as I am in a rural area.

Many parts of footpaths have a broken path. Some people don't let me pass across and getting back is dangerous and there is always a risk of slipping. There are thorns in my area so it is very difficult to get off concrete paths.

More bike paths.

More cycle paths would be good in certain areas. I live in Palmerston. We still have to use roads to get to bike paths.

More footpaths.

Much glass on the road. Drivers are irresponsible and there is no spatial awareness. Too many fast drivers.

NT drivers need to be alert and give way to bikes.

On-road cycle tracks, off-road and mixed with pedestrians which causes safety issues.

On the roads there're not really any cycling lanes, but lots of tracks off the road.

People need to understand traffic and driving rules better.

Riding is limited in space in the Darwin Foreshore because of pedestrians.

Rural area and it's easy to cycle here.

In rural area on rural roads there are no bike trails.

Streetlights for bike riders, leave for work early in the morning. The whole town lacks foot paths and bike paths.

The attitude received from motorists towards cyclists is really negative and often aggressive.

The conditions are good. I choose to ride a bike periodically and I choose to miss most of the traffic in the early morning.

The reality is that drivers are idiots most of the time. It's bad enough on the motorbike. A disturbing number of drivers are plain ignorant and are on their phones and it's dangerous.

From a safety aspect, there's local issues with people hanging around on the streets. It's more around people. The advice is that you don't walk alone or ride alone at night. It's a community understanding and it's everywhere in the community.

There are no dedicated cycling paths that you can use to get to school, shops or to get to public transport.

There is a lot of glass on the road and that is concerning for cyclists for safety.

There is a lot of more awareness with drivers, with doors opening and more cycle paths not shared with cars. There should be more discreet bike paths.

There are no cycle paths.

There are only footpaths on side of the road, the stop and they do not continue as well. Kids get off the bike in wet seasons with all the dirt and the mud and puddles, specifically on Boulter Road.

There are probably not enough crossings for people.

There needs to be more bike racks or places to lock your bike up especially in Casuarina.

They haven't upgraded the older areas of Darwin where there are intersections with sharp turns and bad angles where bikes ride along curbs.

Too many magpies.

Traffic has really picked up as the neighbourhood has gotten bigger. Too dangerous and there are a lot of dogs loose that make it harder to ride.

We've got good bike paths. It's nice and flat and a lot of people ride bikes.

We don't have enough bike paths.

We have great cycle paths both on and off road. No complaints.

You cannot go to the city on the bike paths. They are trying to fix. Not as many bike paths.

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

All the above and education for bike riders and drivers and cyclists maintaining road rule, but predominantly for bike riders on how to see and act towards bike riders.

There has been a lot of interest in local area in establishing bike trails from Adelaide to Batchelor  
Better driver awareness and bike riders' attitude.

Bicycles - if they are going to use the road they need to have a licence and registration like cars.

Bike hire - people want to use them but can't afford them so people are stuck at home.

Darwin infrastructure is not safe enough for bikes with the road width and lack of respect from cars. More educating of kids and using television for educating road rules to teach everyone the correct rules for bikes. People should be wearing helmets.

Darwin is left out compared to other cities.

Decreasing speed limits around school zones/times to 35km/h. Northern and Eastern edges of the CBD is still 60 and cars and other vehicles have been going too fast due to other factors on those specific roads. (in between Stott terrace - CBD section).

Driver awareness is the main point.

Educate riders about the risks they're taking and other car users about hazards when on road with cyclists.

Education of helmet use and safety rules. Lights on bikes should be compulsory. Hi-vis vests should always be worn.

Get rid of all the magpies that swoop.

Getting rid of helmet law.

Great paths. Drivers can be angry.

I'm a fan of the new electric bikes and a way to reduce traffic congestion. I'd like to see stations to charge your bike in a secure way. The biggest issue is hoping the bike is secure.

I think that riders need to wear more visible clothing instead of wearing dark clothes.

I think there needs to be bike paths.

Improved driver education regarding cyclist.

In most areas the cycle paths need to be wider.

Inspection system for bikes especially for children and education - how to ride safely and to maintain the bike. Main road into town - Larapinta Drive, Telegraph Terrace, maybe North Stewart Highway after its done up- esp near concrete paths, dual carriageway.

It's hard to ride on paths as there are a lot of walkers and pedestrian using them. They are only 2 metres wide and when there are a lot of people using a shared path it can be dangerous. Some people ride really fast.

In NT if you ride on a footpath no helmet, needs to change.

Just a positive promotional campaign on just the benefits of cycling and raising the profile of cars and bikes sharing the road. I have never seen it.

Maintain bike paths and public transport stop.

Maintenance and stray dogs.

Make the rules around helmet wearing standard across Australia. When you go to a different state, everyone knows the rules.

Make them ride in single file. They don't own the road.

Monitor the riding surfaces of bike paths, as the surface can change the quality. Also there is a lot of glass smashed so that should be cleaned and picked up on a more regular basis. Increased lighting between some of the pathways.

More bike lanes.

More crossing so kids can ride their bikes to school.

More diligence from police on unregistered and drunk drivers.

More education for children on bikes. Introduce helmet law.

More education on safety and rules for both especially for off-road bike riders e.g. mountain bikes.

More places to park bicycles.

Must wear helmet safety factor more places to store bikes and content.

My only issue is when you get a big group of cyclists they tend to cycle in a big group. They tend to also break road rules, so they need better education. They seemed to be very entitled as well.

Need more off-road tracks just for cycling.

Please add more bike lanes and signs.

Public transport, so you can use your bike to get to public transport.

Should pay registration like car drivers including number plates if they want to use the roads - because drivers have to move into oncoming lane, because bike riders are not using bike paths.

There is a big risk from riding into Darwin from the northern suburbs. A cycleway beside Bagot Road. Promotion of cycling as a valid method of transport. Compared to overseas where cyclists are also recognised a lot more as a valid method of transport.

There should be more cycling paths on roads, zebra crossings at schools, especially prep. Lower speed for motorists around schools. There should be 20 more bike paths around schools. There should be more bike training, especially for younger kids' and facilities to park.

There should be signs saying you must ride on bike paths instead of roads. When there is a perfectly good bike path and they ride on the road. On Dick Ward Drive they do it all the time.

They need to be considerate that we live in tropic and most people use bikes but also cars. They need to let people know to step out of cars. Everybody driving cars needs to pay insurance. Cyclists should have same regulations and everything and equal rights.

They probably need to increase safety as it's not required to wear helmets around here so enforcing this a bit more especially for kids.

To have more bike paths closer to the shopping centres or linking community areas, but do not put them closer to the roads.

Upkeep of the paths, so they stay in good conditions so that riders use these instead of going on the road. More water stations so that you can stop and have a drink.

When people go for licences they should be educated on cyclists and have to give way to them. In Darwin, cyclists go through red lights and are driving on opposite sides of road and abuse drivers even though its cyclists fault.

Wider paths because you have lots of foot traffic and some people walk with their headphones on. I guess in Anula park so I guess that could be a bit wider.



*Austroads*

Level 9, 287 Elizabeth Street  
Sydney NSW 2000 Australia

Phone: +61 2 8265 3300

[austroads@austroads.com.au](mailto:austroads@austroads.com.au)  
[www.austroads.com.au](http://www.austroads.com.au)