

# 2019

## Queensland Cycling Participation

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Results of the 2019 National  
Cycling Participation Survey



*Austrroads*

# National Cycling Participation Survey 2019: Queensland

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## Abstract

The National Cycling Participation Survey (NCPS) is a standardised survey that has been repeated biennially since March/April 2011. 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 13.5% (95% CI: 11.8% - 15.2%) of Queensland residents ride a bicycle in a typical week. More than one third (35.6%, 95% CI: 33.4% - 37.9%) had done so in the past year (Figure 2.1). The proportion riding in regional Queensland may have dropped significantly since 2017 when compared over the past week and month (but not year).

These participation rates translate to approximately 674,400 residents riding in a typical week and 1,786,500 residents riding at least once in a typical year.

The cycling participation on both Brisbane and regional Queensland is similar to the national average.

## Keywords

Cycling, bicycle, active travel, active transport,

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- Department of State Growth Tasmania
- Department of Infrastructure, Planning and Logistics Northern Territory
- Transport Canberra and City Services Directorate, Australian Capital Territory
- Australian Government Department of Infrastructure, Regional Development and Cities
- Australian Local Government Association
- New Zealand Transport Agency.

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# 1. Introduction

## 1.1 Background

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

The 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 Queensland. 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.

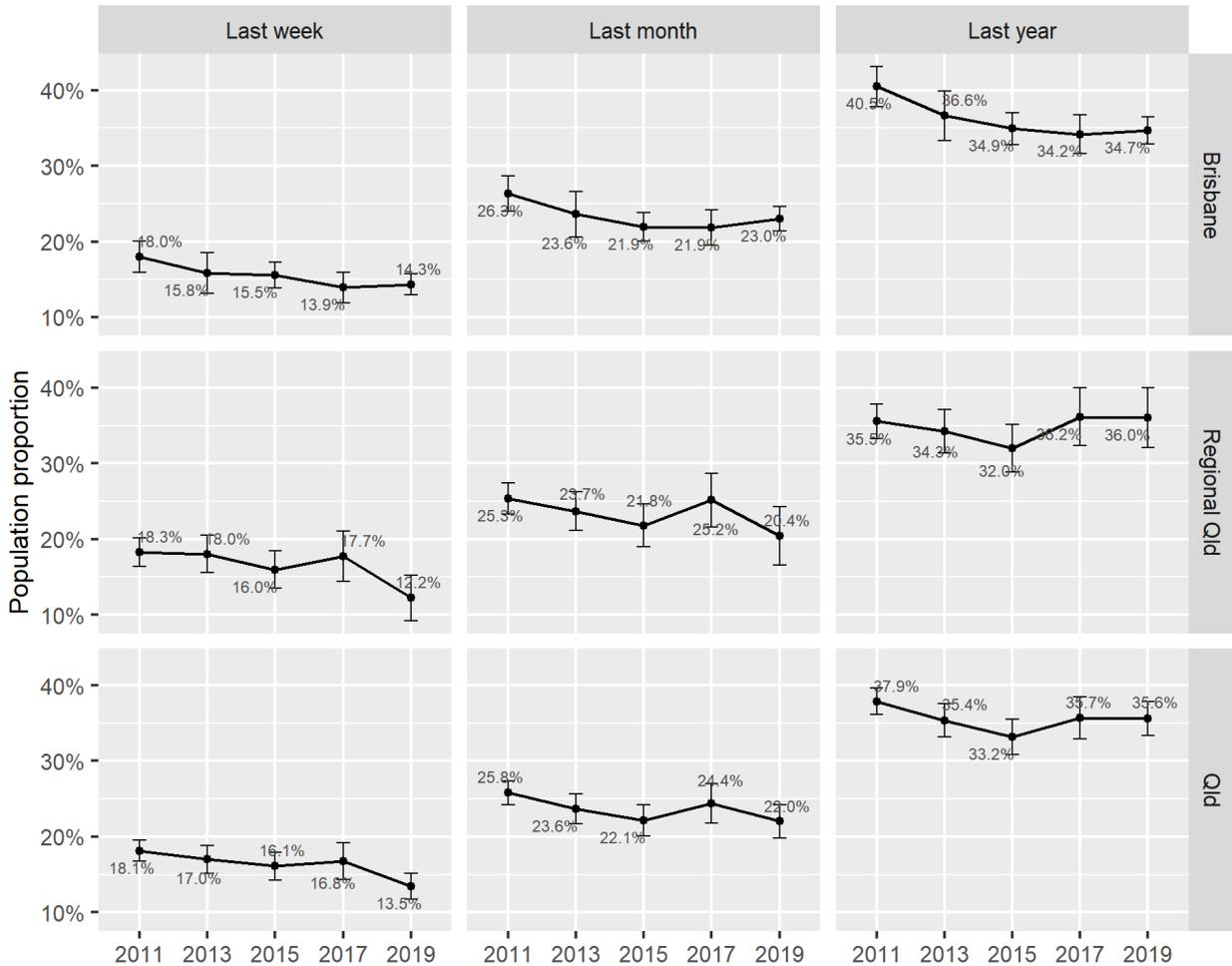
### 1.5 Survey sample

The sample consisted of 1,839 households containing 4,121 individuals. From the sample of 1,839 main respondents (i.e. the individual aged 15 or above with the next birthday that was selected for the interview) 398 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 13.5% (95% CI: 11.8% - 15.2%) of Queensland residents ride a bicycle in a typical week. More than one third (35.6%, 95% CI: 33.4% - 37.9%) had done so in the past year (Figure 2.1). The proportion riding in regional Queensland may have dropped significantly since 2017 when compared over the past week and month (but not year).

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

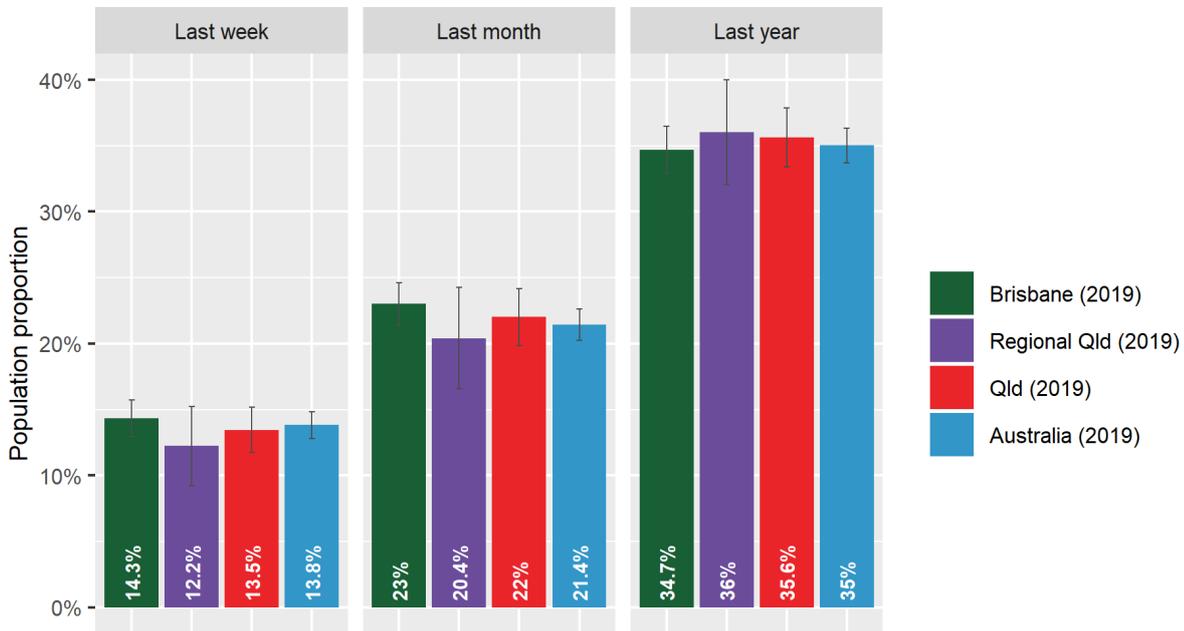


Sample: All persons

These participation rates translate to approximately 674,400 residents riding in a typical week and 1,786,500 residents riding at least once in a typical year.

The cycling participation on both Brisbane and regional Queensland is similar to the national average (Figure 2.2).

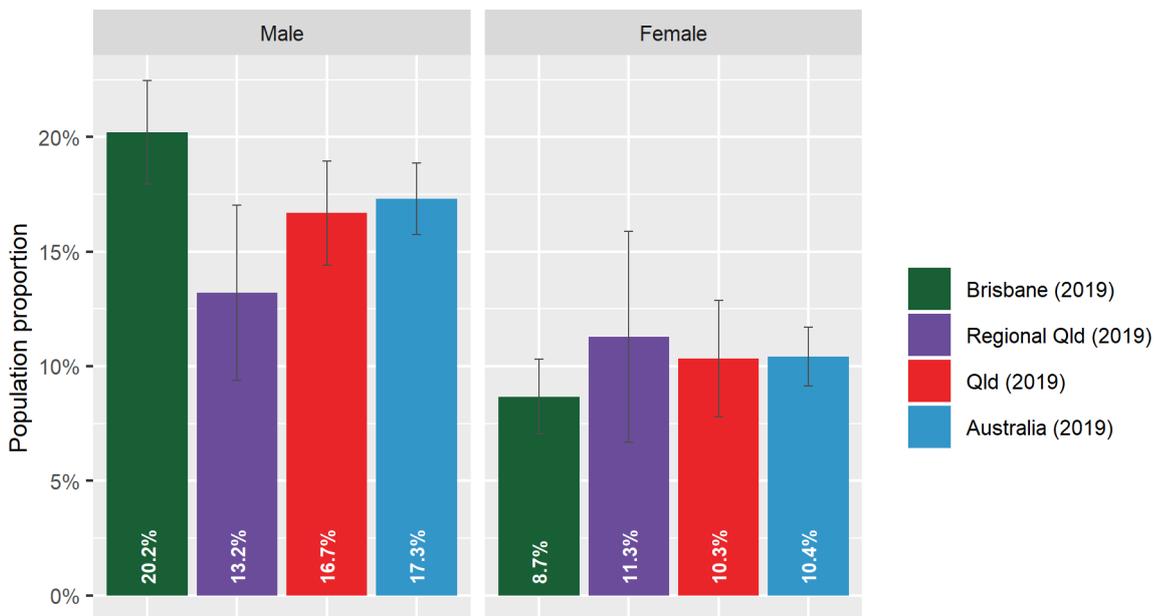
Figure 2.2: Cycling participation comparison by area



Sample: All persons

Males are significantly more likely to have ridden in the past week than females (Figure 2.3). The cycling participation rate among male residents of Brisbane is roughly twice the female participation rate while the difference in regional Queensland is much smaller.

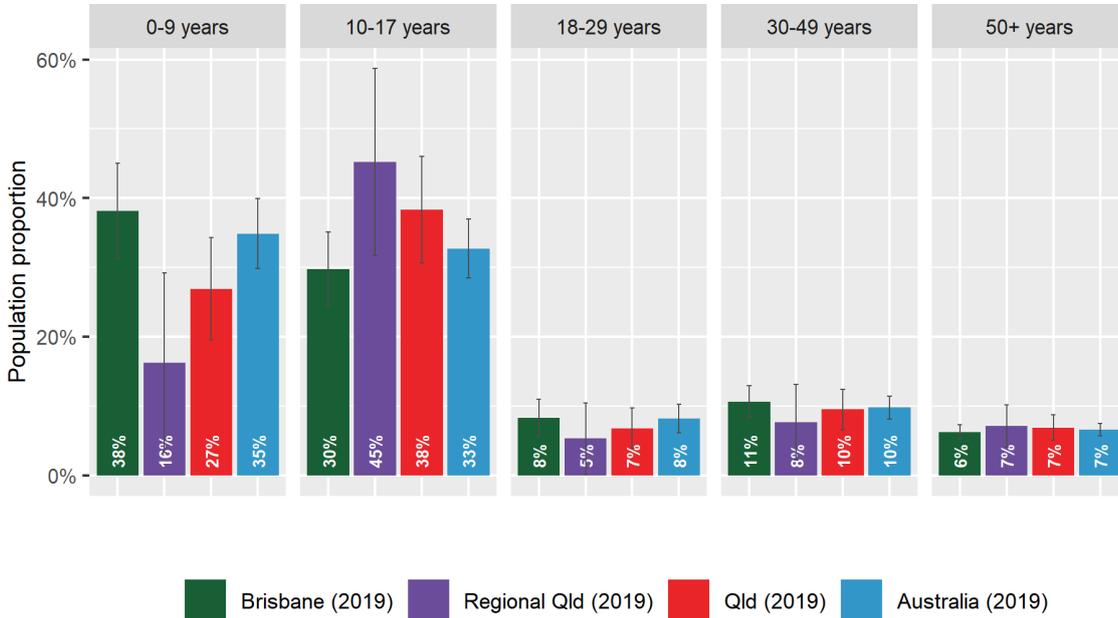
Figure 2.3: Cycling participation by gender



Sample: All persons, cycling participation in past week

The highest cycling participation rate (measured as those who had ridden in the past week) in Brisbane was among children aged under 10 (Figure 2.4). The participation rate among those aged under 10 in regional Queensland is very low, and much lower than measured in the 2015 (47%) and 2017 (53%) surveys. It is likely this is due to sampling variation within this segment.

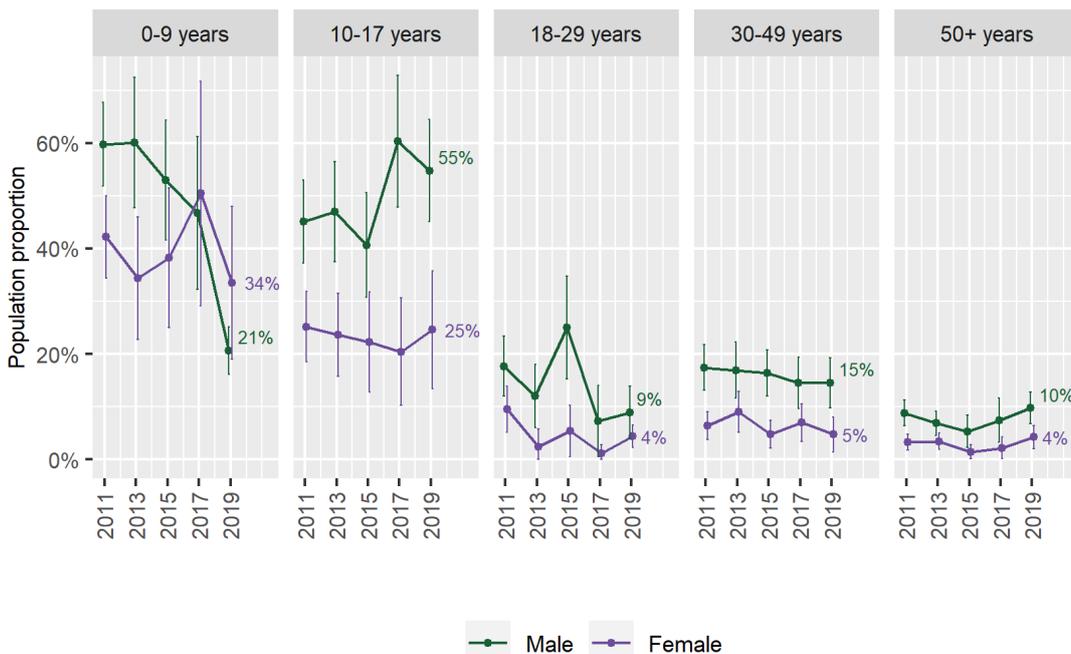
Figure 2.4: Cycling participation by age



Sample: All persons, cycling participation in past week

The cycling participation rate by gender and age group is shown in Figure 2.5. The fluctuations in participation among children is likely to be attributable to sampling variation. Among adults there may have been some growth in participation among those aged 50 or over, although cycling participation remains low among this age group.

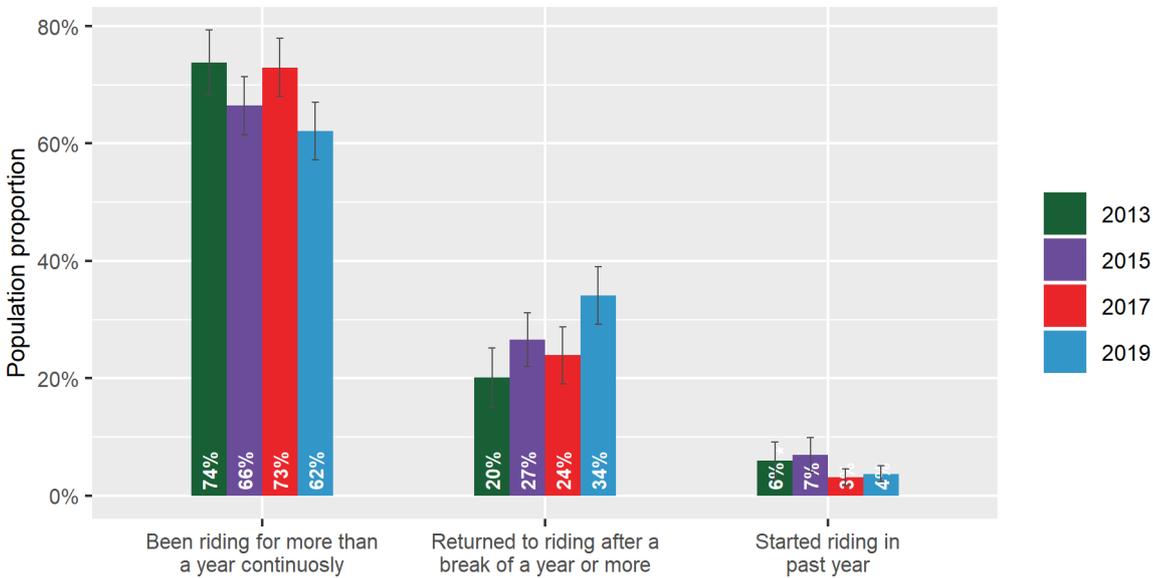
Figure 2.5: Cycling participation by age and gender



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 riding after a break appears to have increased in 2019 (Figure 2.6).

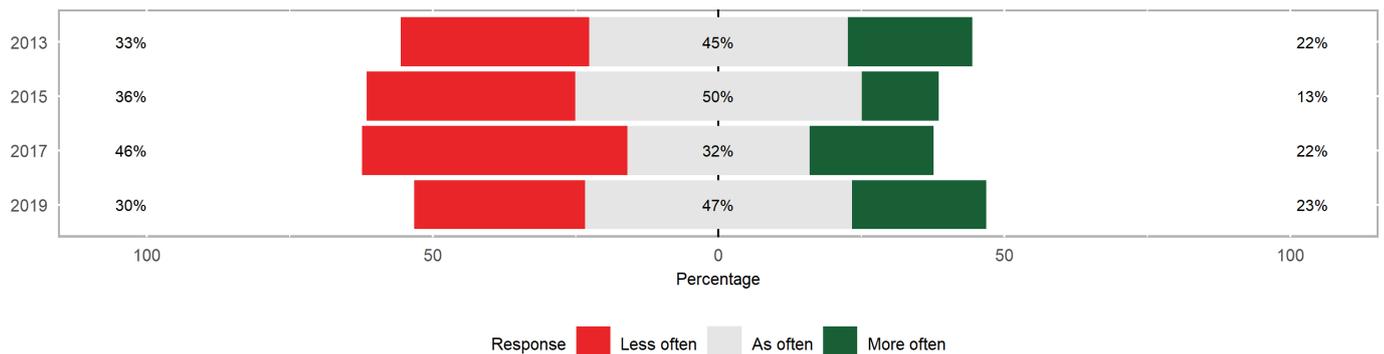
**Figure 2.6: Cycling history**



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, slightly more (30%) indicated they were riding less often than more often (23%) (Figure 2.7).

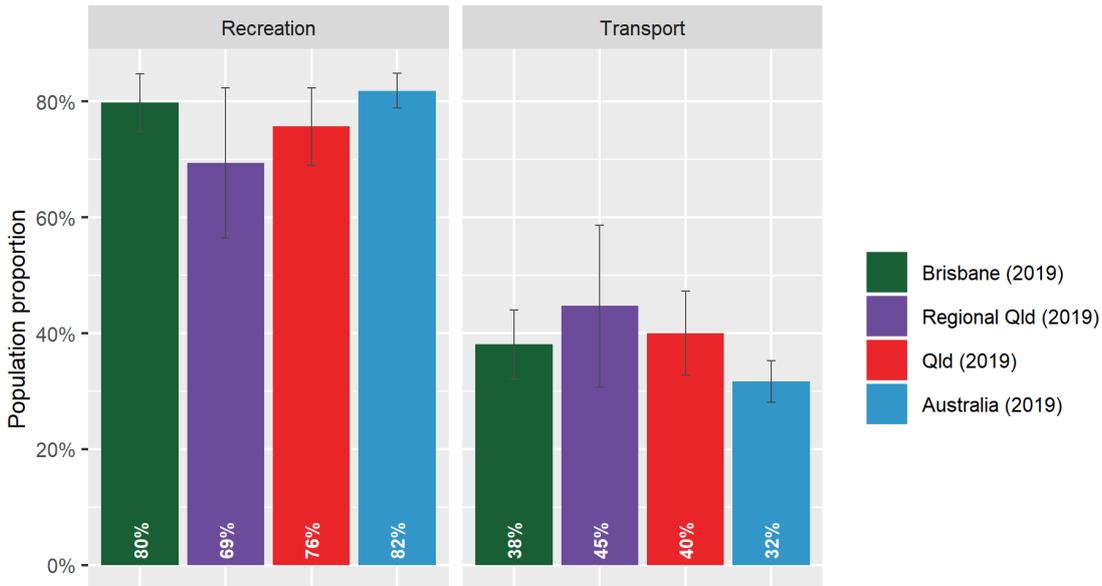
**Figure 2.7: Cycling frequency**



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

Of the people who cycled in in the last month, 76% cycled for recreation and 40% used a bicycle for transport (Figure 2.8). The proportion riding for transport is somewhat higher than the national average.

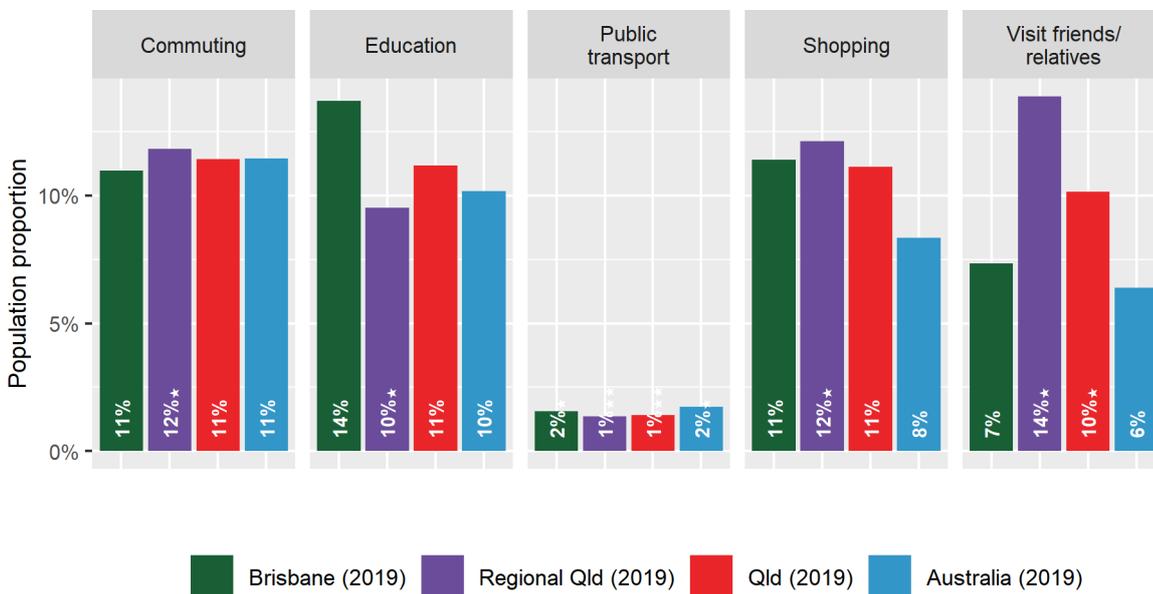
Figure 2.8: Cycling for recreation in comparison to cycling for transport



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.

Figure 2.9: Purpose of cycling for transport



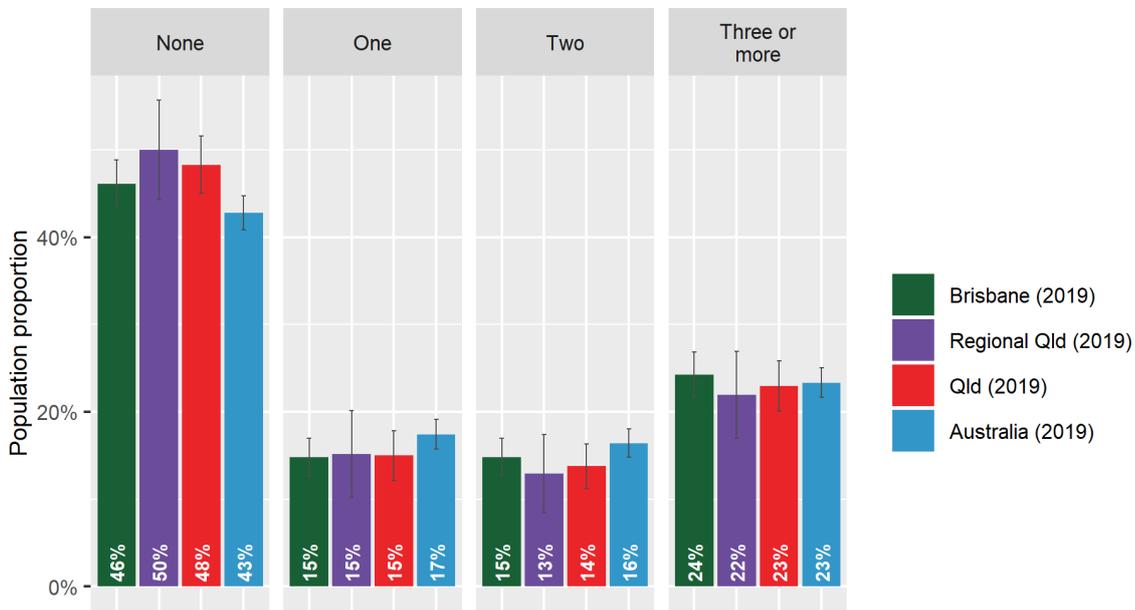
Sample: All persons who had ridden in the past month and who had travelled for each purpose (by any mode).

\* Estimate should be treated with caution.

\*\* Estimate should be considered unreliable.

Around half (52%) of households in Queensland have access to a working bicycle (Figure 2.10). This is slightly lower than the national average.

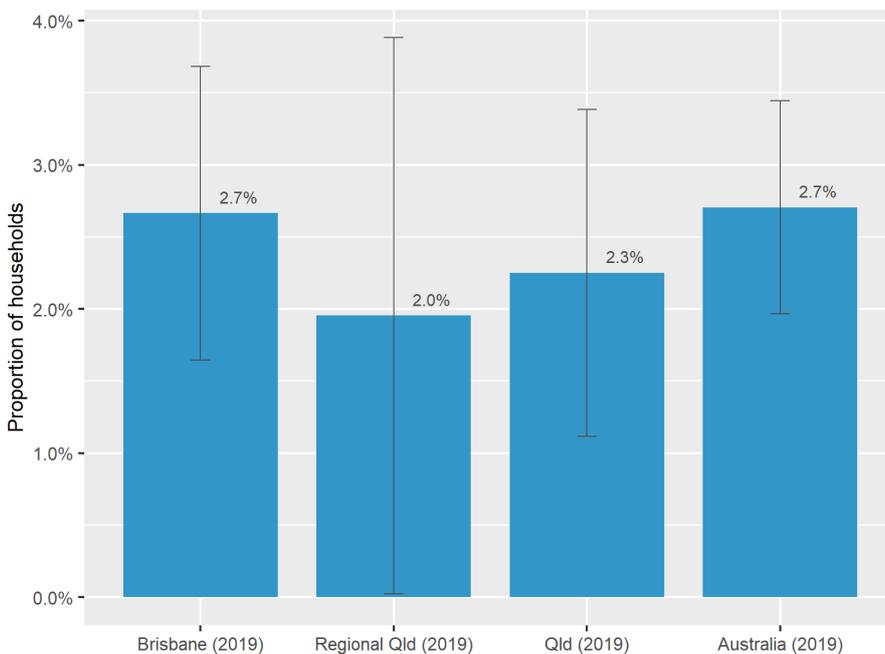
**Figure 2.10: Bicycle ownership by household**



Sample: All households

The proportion of households with at least one electrically assisted bicycle (“e-bike”) is around 2.3% in Queensland (Figure 2.11). These proportions should be treated with caution given the large uncertainty around these estimates.

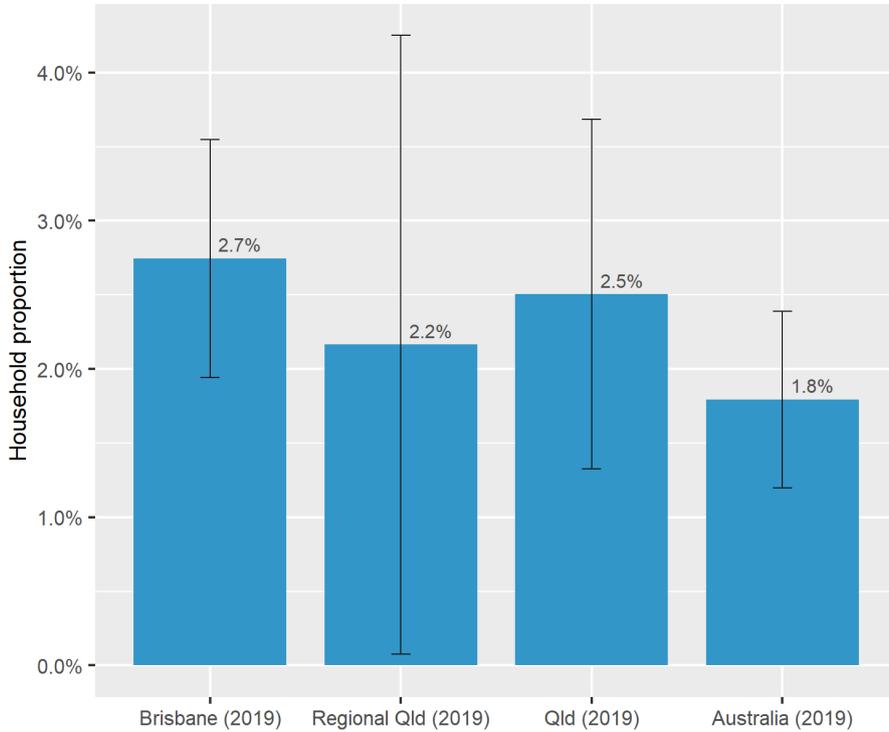
**Figure 2.11: Electrically assisted bicycle ownership by household**



Sample: All households

Respondents were asked how many current bicycle share service subscriptions were held by members of the household. Around 2.5% of Queensland households have at least one current bicycle share subscription (Figure 2.12). These proportions should be treated with caution given the large uncertainty around these estimates.

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

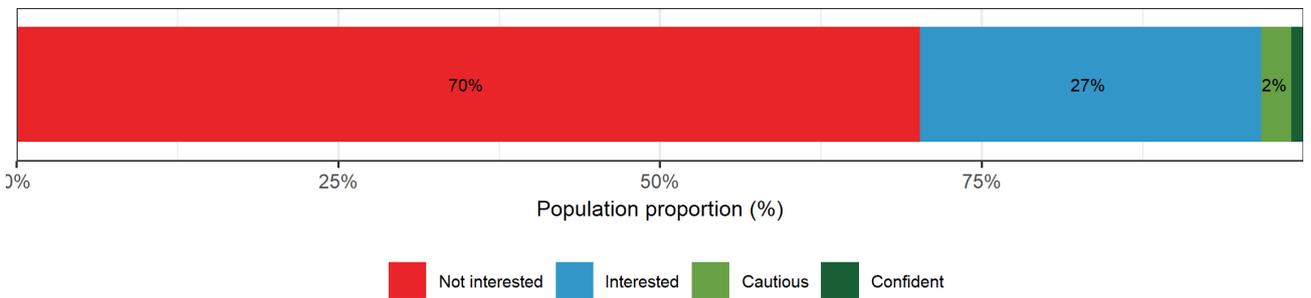


Sample: All households

### 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. Around 70% 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% of the sample identified themselves as confident (that is, already ride for transport and will take the shortest route irrespective of traffic).

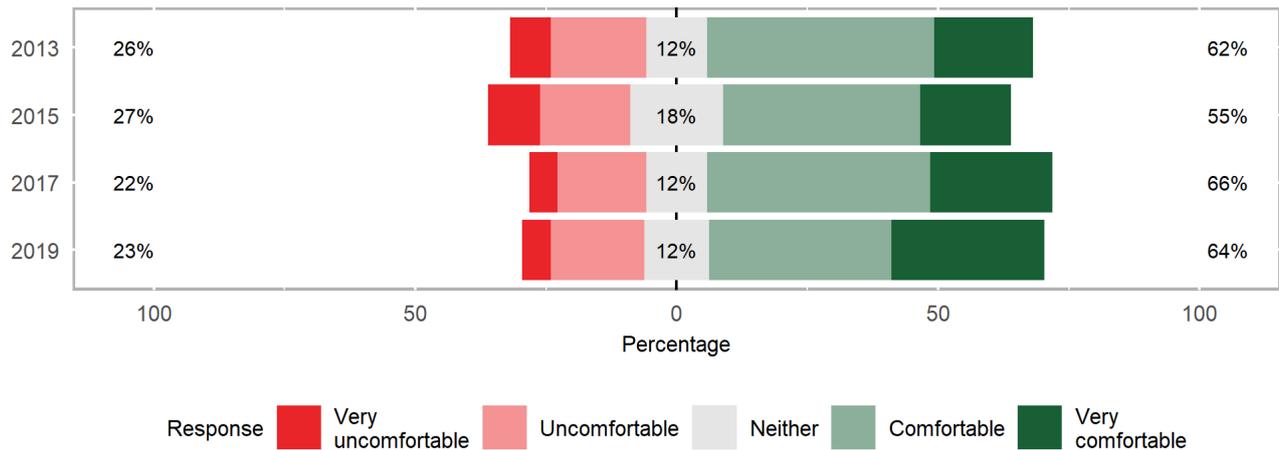
Figure 3.1: Willingness to consider cycling for transport



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. Two thirds of those who had ridden indicated they felt comfortable or very comfortable doing so (Figure 3.2). This proportion does not appear to have changed markedly since this question was first asked in 2013.

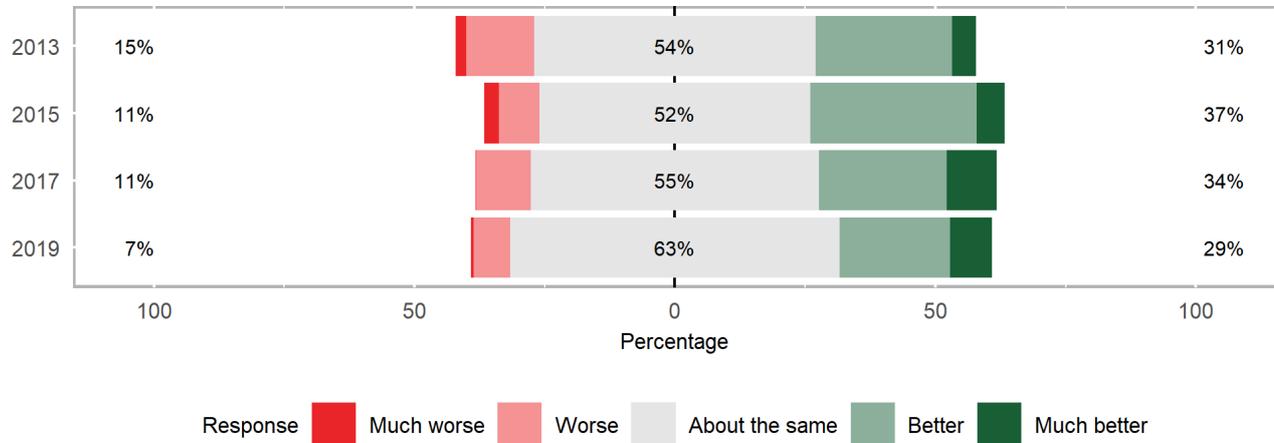
Figure 3.2: Can you tell me how comfortable you feel riding in your area?



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 (63%) (Figure 3.3). However, more felt conditions had improved (29%) than deteriorated (8%).

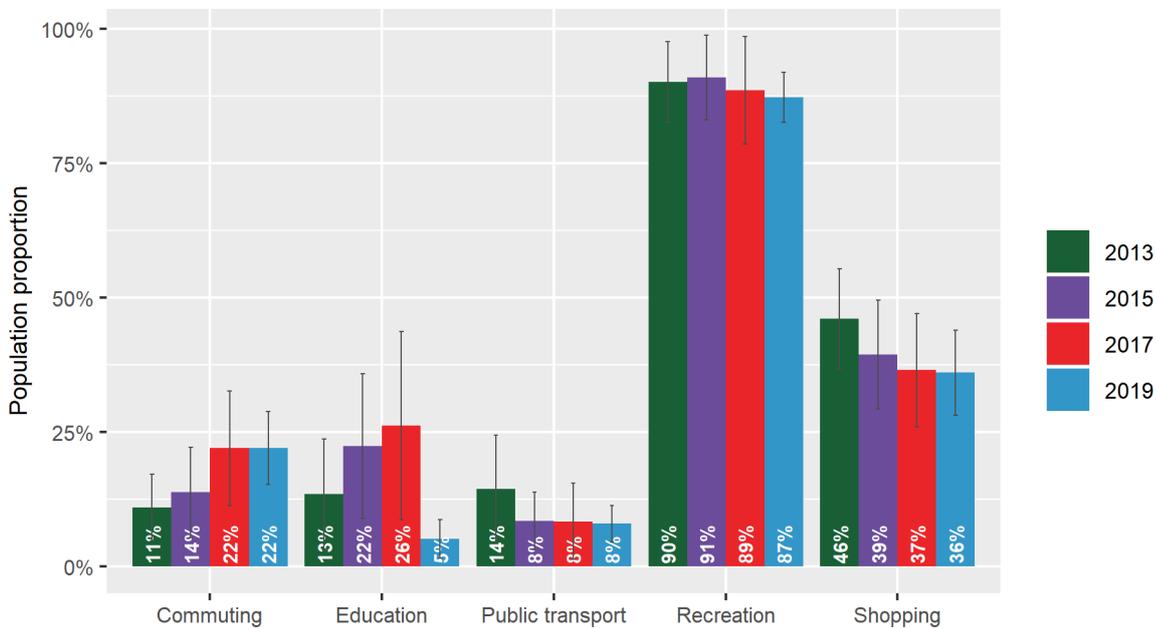
**Figure 3.3: In the past year, do you think that cycling conditions in your area have become much better, better, about the same, worse or much worse?**



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

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 (87%), and just over a third (36%) had done so for shopping (Figure 3.4).

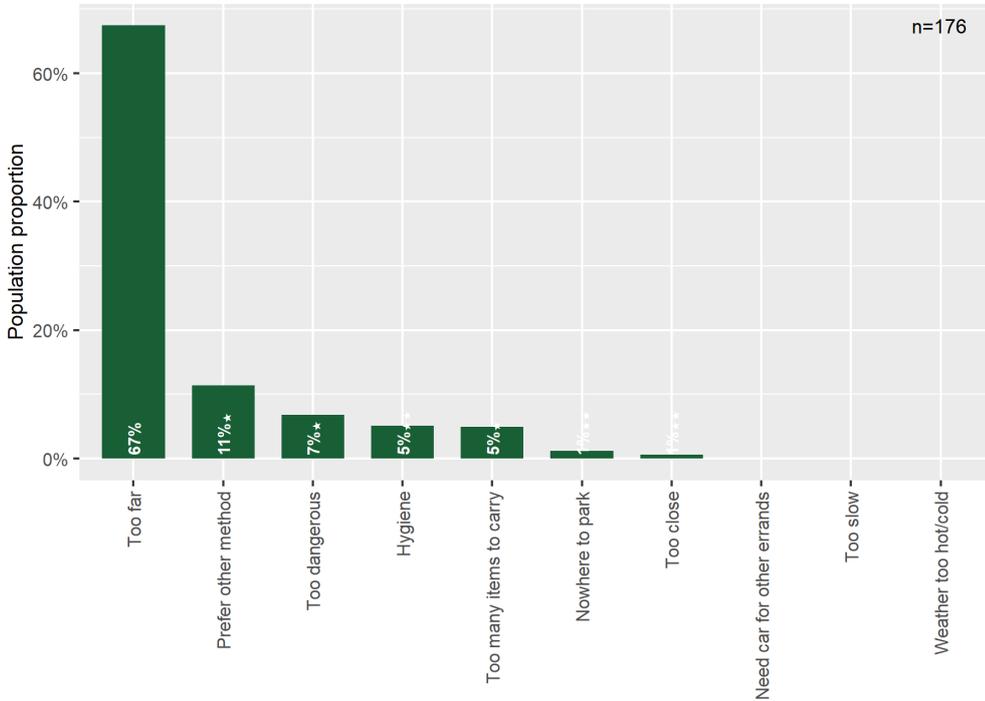
**Figure 3.4: In the past year have you used a bicycle for any of these purposes?**



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

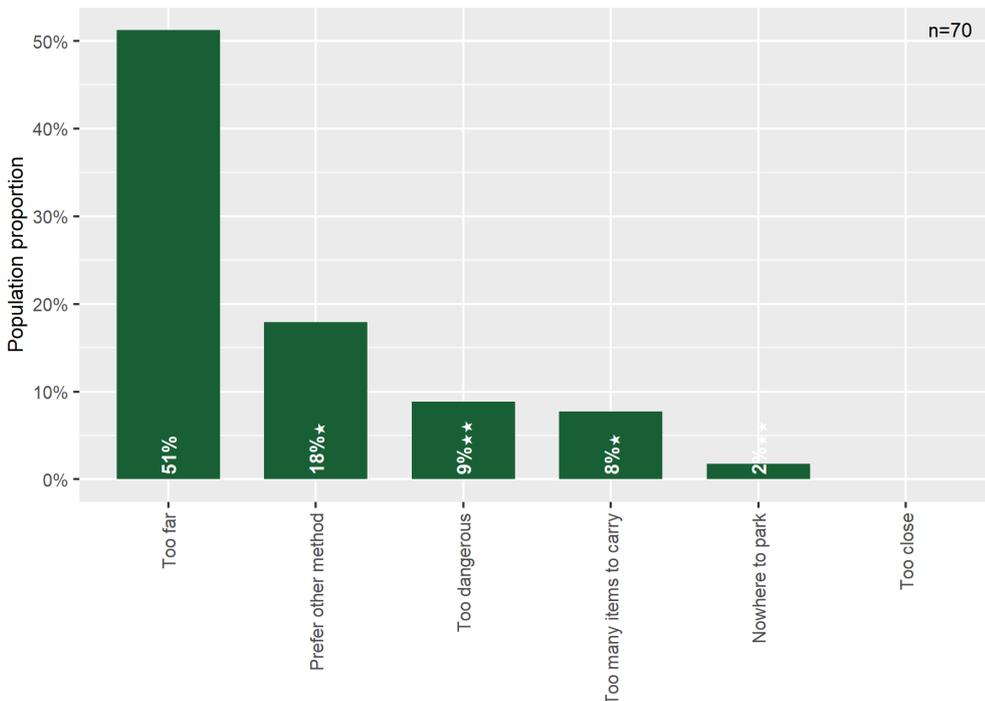
Respondents who had travelled for the activities listed above, and who indicated they had not used a bicycle to do so, were asked why this was the case. For those who had not ridden to work (Figure 3.5) the most commonly cited reason was it was too far (67%). Similarly, 51% of those who had not ridden to education said that it was too far (Figure 3.6).

**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?**

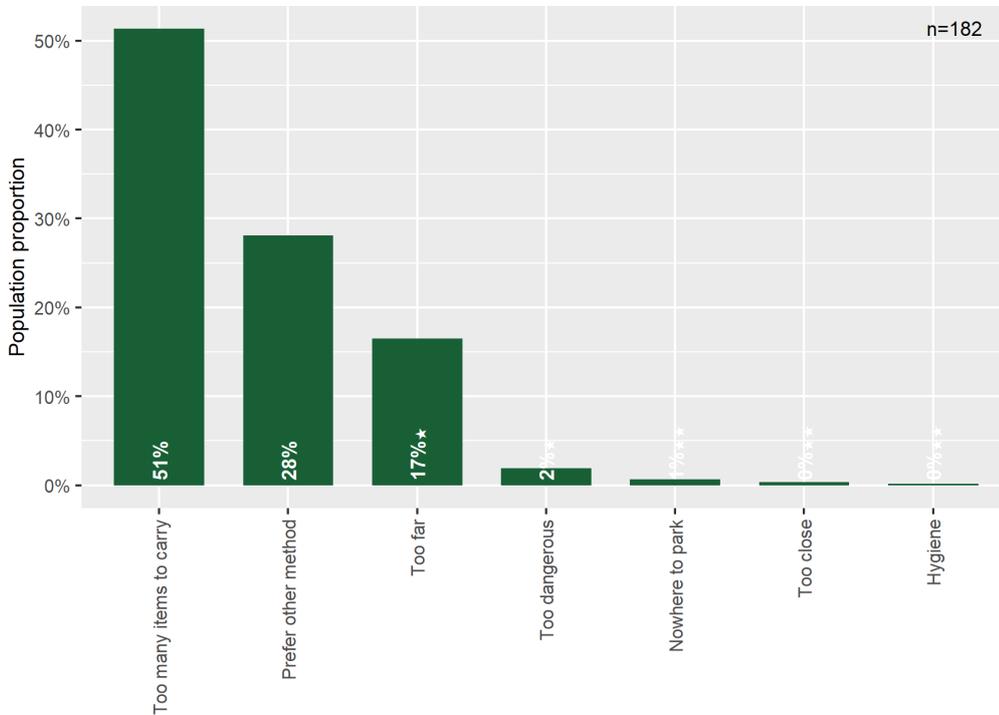


Sample: Persons aged 15+ who had ridden in past year

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

- they had too many items to carry (51%), and
- they prefer another method (28%).

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

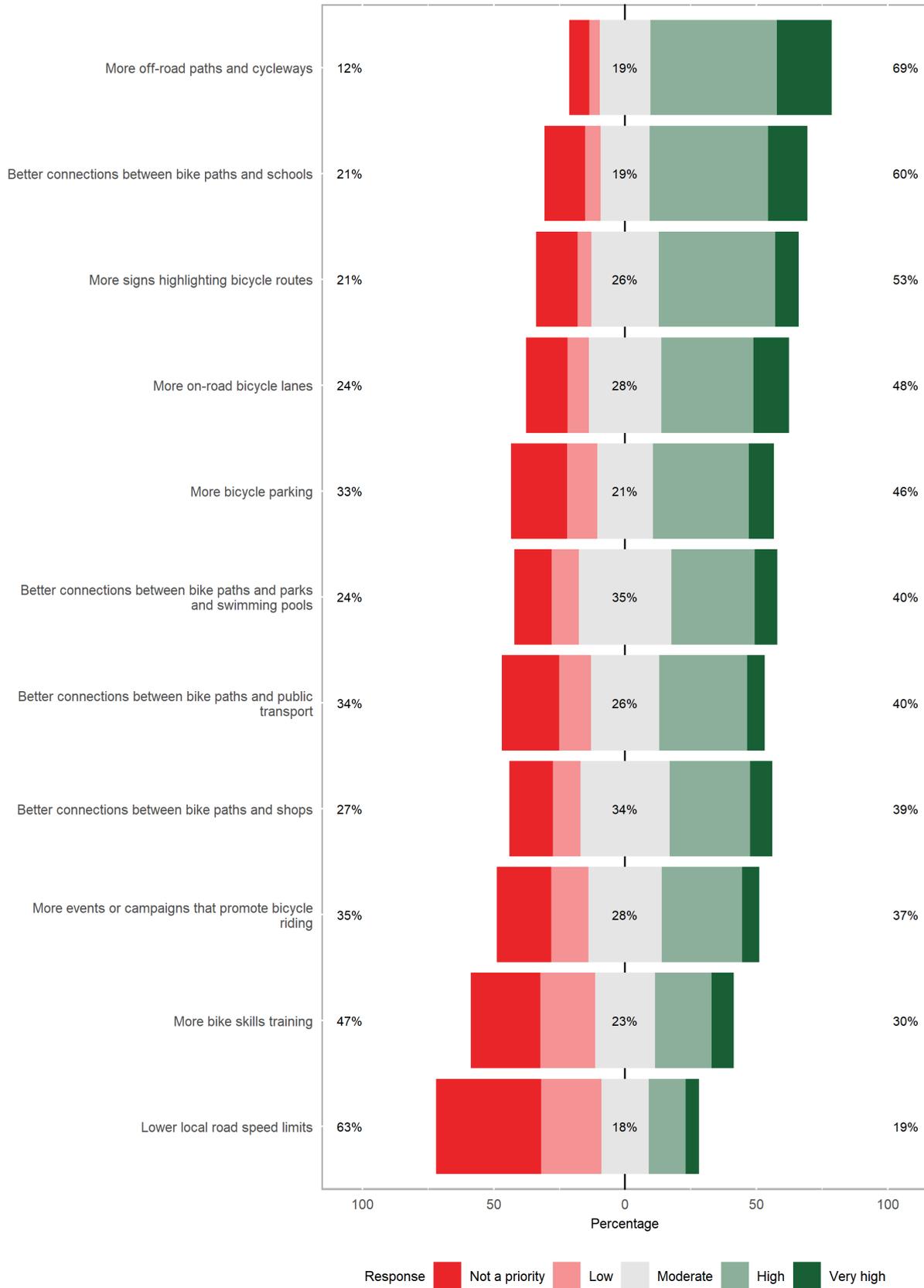


*Sample: Persons aged 15+ who had ridden in past year*

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:

- more off-road paths and cycleways (69% of respondents rated this a very high or high priority),
- better connections between bike paths and schools (60%),
- more signs highlighting bicycle routes (53%),
- more on-road bicycle lanes (48%), and
- more bicycle parking (46%).

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



## Appendix A Data Tables

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

**Table A.1: Participation statistics**

<b>Sample statistics</b>			
No. of households	1,839		
No. of individuals	4,121		
<b>Cycling participation</b>	<b>Estimate</b>	<b>95% confidence interval</b>	<b>Confidence rating</b>
% who rode last week	13.5%	11.8%-15.2%	★★★
% who rode last month	22.0%	19.9%-24.2%	★★★
% who rode in past year	35.6%	33.4%-37.9%	★★★
No. who rode last week	674,400	588,900-759,900	★★★
No. who rode last month	1,103,200	994,900-1,211,500	★★★
No. who rode in past year	1,786,500	1,674,100-1,898,900	★★★
<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	16.7%	14.4%-18.9%	★★★
% of females who rode last week	10.3%	7.8%-12.9%	★★★
<b>Age</b>			
% of 0-9 years who rode last week	26.9%	19.5%-34.3%	★★★
% of 10-17 years who rode last week	38.3%	30.6%-46.0%	★★★
% of 18-29 years who rode last week	6.8%	3.9%-9.7%	★★★
% of 30-49 years who rode last week	9.5%	6.6%-12.4%	★★★
% of 50+ years who rode last week	6.9%	5.0%-8.7%	★★★
<b>Gender by age</b>			
Male: 0-9 years	20.7%	16.2%-25.1%	★★★
Male: 10-17 years	54.8%	45.1%-64.5%	★★★
Male: 18-29 years	8.9%	3.9%-13.9%	★★
Male: 30-49 years	14.5%	9.7%-19.3%	★★★
Male: 50+ years	9.4%	6.7%-12.7%	★★★
Female: 0-9 years	33.5%	19.1%-47.9%	★★★
Female: 10-17 years	24.6%	13.4%-35.8%	★★★
Female: 18-29 years	4.4%	2.3%-6.5%	★★★

Participation by demography	Estimate	95% confidence interval	Confidence rating
<b>Gender by age (continued)</b>			
Female: 30-49 years	4.7%	1.4%-8.0%	★★
Female: 50+ years	4.2%	2.0%-6.4%	★★
Participation by purpose	Estimate	95% confidence interval	Confidence rating
<b>Summary</b>			
% of those who rode in past week for recreation/exercise	75.8%	69.2%-82.3%	★★★★
% of those who rode in past week for transport	40.2%	33.1%-47.4%	★★★★
<b>Detail</b>			
% of those who rode in past week for commuting	11.4%	7.5%-15.4%	★★★★
% of those who rode in past week for education	11.2%	7.1%-15.2%	★★★★
% of those who rode in past week for shopping	11.1%	6.7%-15.6%	★★★★
% of those who rode in past week to train/tram/bus	1.4%	0.0%-2.8%	★
% of those who rode in past week to visit friends/relatives	10.2%	5.0%-15.3%	★★★★
<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	3.1	2.8-3.4	★★★★
Average time ridden (mins) in past week by those that had ridden	217	156-278	★★★★
<b>Household characteristics</b>			
<b>Working bicycles (incl. electrically assisted)</b>			
% of households without a working bicycle	48.3%	45.1%-51.5%	★★★★
% of households with one working bicycle	14.7%	12.0%-17.5%	★★★★
% of households with two working bicycles	13.9%	11.4%-16.5%	★★★★
% of households with three or more working bicycles	23.1%	20.2%-25.9%	★★★★
<b>Working electrically assisted bicycles</b>			
% of households without a working electrically assisted bicycle	97.7%	96.6%-98.8%	★★★★
% of households with one working electrically assisted bicycle	2.3%	1.2%-3.4%	★★
% of households with two working electrically assisted bicycles	0.3%	0.0%-0.5%	★★
% of households with three or more working electrically assisted bicycles	0.1%	0.0%-0.2%	★
<b>Bicycle share subscriptions</b>			
% of households with an active bicycle share subscription	2.5%	1.3 – 3.7%	★

## Appendix B Survey Script

### INTRODUCTION

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

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

USE BIRTHDAY SCREENER TO SELECT MAIN RESPONDENT

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

CONTINUE	1
Schedule 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.

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?

Not enough lighting so not possible to use at night time.

A lot more facilities, but a lot more traffic now. More difficult where there aren't facilities but depends on where you're going. Some facilities are not very suited to fast efficient commuting.

A lot more traffic on the road which makes me feel unsafe. You tend to stick to off-road paths due to drivers being too fast.

All good mountain biking.

Area has rat runs and you need to be careful in back streets during peak hour, not ride bike not footpaths.

At the beach there are cars parked in cycle lanes.

Bike paths are comfortable due to the lack of cars. Riding through parks is comfortable.

Bike trails on road which is great.

Bikes should be banned from major roads because of the speed difference.

Bit more wider bike paths.

Busier and more cars on the roads

I can't let daughter ride to school due to unsafe paths.

Car drivers are less tolerant to cyclists. Poorly designed and unsafe bike lanes.

Cars around here drive fast and is not safe when riding bike on roads. It is safe at parks but getting to the park is dangerous due to speed of car drivers.

In certain areas, around the valley to the city, the bike lanes don't connect to paths and with peak hours and drivers.

Compared to other areas we are doing better, but cycling on the roads is still a contest between the cars and bike riders.

Connecting bikeways between Springfield and Richmond's bike lane. Between the two it's very hard and it's practically hard to get there.

There could be more paths. Pedestrians and drivers get angry on the roads at cyclists. No-one seems willing to share.

Cycling can be dangerous.

Down along Southbank they ride too fast.

Extra railway line to Wollongong Woolomba to Tweed Heads. Bus infrequent and nothing between the day.

Gateway bike has opened. Where we are in Brookefield, there's no connections from the Mogal Creek bike way to the western suburbs and CBD other than going on streets which I don't like.

I have had a bad experience with cycling. I was hit by a car while on the bike and so has son. My daughter has been clipped by a car. I will not ride anymore.

I have small children and it would be great if there were better cycling paths for young children and more paths.

I haven't thought about it because it's not a habitual activity for me. More designated bike areas not pathways. In Montreal, the bike path is the space in between the curb and the parked car and away from moving traffic. This is a better way for cyclists to get around.

I am happy with it. However, the council can join up the bike ways better.

I don't like cyclists, because they take over the road when there's enough room for them.

I don't think there has been enough action to separate bikes and cars when riding a bike along the road, to separate them in a safe manner. Safety is a main concern.

I don't like it when bike tracks are cut off from main roads.

I hate bike riders with a passion and prefer them off the road and only ride for recreation.

I have a problem with bikes riding through red lights or swapping across from the bicycle lane to turn right without taking due care. Also, because they're in the bicycle lane they think they have right of way.

I have been knocked down by a car on a bike. I started cycling again after many years. Now I have been told not to ride by my doctor. It's very dangerous to ride around here. The big trucks that come through here makes it very unsafe to ride.

I really enjoy between Stafford and Lutwyche. It's like a highway. It's separate for the pedestrians and cyclists and is very wide.

I ride a bit over 11kms. On main roads there are bike lanes that start and finish and sometimes you don't have any road shoulders or a foot path option. This creates a dangerous situation for people trying to commute by bike in certain sections.

I ride at Mount Cootha every day and I hope that stays cycle friendly.

I ride mainly on paths and at quiet times, I've definitely noticed an increase in traffic, so I feel less safe now. People are impatient, the roads are narrow, cars are often inconsiderate of bikes. It's dangerous.

I think it would be better if there were more bike tracks and they're connected to each other.

I think that mixing cars and bikes on the same road are a bad idea. Lime scooters are being used on both footpaths and streets, and it's a serious safety issue because it often clashes with cars and bikes.

I think that the lanes should be a lot safer for bike riders. I think there should be designated lanes with fences on either side of the things. Because there's too many loonies on bicycles who jump in front of cars and then blame the car drivers.

I think that the more shared paths being constructed are welcome and I tend to use those more than on road and therefore the more shared paths there are encourages me to cycle more.

I think the new bike tracks in Kingsford Smith Drive is very good.

I think the various bikeways should be linked up and not to have be connected to the roads, so they don't have to compete with cars.

I went for a ride along Brisbane River and I am very happy with the conditions along that area.

I wish that cyclist would not ride abreast.

I work in the city, but I would not ride my bike to the city since there is no way to get there avoiding traffic. They need to add more off-road bike paths, the one on the roads are dangerous and people park on them. More work should be put into connecting lanes.

I would like to see more dedicated bike lanes.

I would prefer to see more emphasis put on footpath to make them broader so could be shared with bikes and pedestrians.

I would probably like for it to be like Melbourne and have a designated lane for bike riders. I stick to the familiar tracks that I already know. It's frustrating to me when I am driving to drive around bikes because of the three-metre rule, so I understand.

If it's not on a bike path it's not safe. In 4151, there's not enough space on the roads for the traffic so there's not enough space for a bike as well.

In a lot of the areas it is good. I am in a very hilly area, but riding conditions seem to be getting better. I feel reasonably safe in my area, but we need more bike paths though.

In my area there has been no major bicycle cycleway improvement. It's all about going to and from, because there are no cycleways, you can't do anything. When riding on bicycle ways, it's very comfortable, but you can't just ride on bike ways. You must get on the road.

In our area they've dug up the road for a bike lane but it's taking too long to get done.

In some highways, the bike lanes have some rubble on it.

Increased traffic causing it to be uncomfortable. There's a lack of shoulder room on the roads between cars and bikes.

It's easier to ride a bike in Brisbane than it is in Sydney. We've got more bike tracks here. I'm not comfortable riding on the road particularly in the western suburbs and the city. From Kenmore to the city, we ride on bike tracks. There is only one section of road.

It's just about continuing the education, There's a lot of people who don't understand that bikes can ride next to each other. Cyclists don't understand motorists and motorists don't understand cyclists.

It could still get a little bit better but it's pretty okay.

It is a bit tricky/nerve racking when driving and there's cyclists around.

It has improved they have better lighting in the Kedron Brook area.

It seems to be pretty decent. I ride my bike to the city occasionally and it's quite easy. I just get on the cycleway.

It's OK. the condition is fine.

It's pretty good because we just go to the foreshore down the bike paths through Snake Gully. I don't have to use the roads.

Just the lack of courtesy of drivers to bike riders on the road.

From a safety aspect, there needs to be more cycling paths to get a high volume of cyclists. To get to the river you must go on roads that are not wide enough. There should be more designated paths.

Keep bikes off the roads. The volume of traffic in Brisbane is really bad and having to give cyclists a metre is a bit much.

I live near the bike track. There are no safe bike paths going into the city. There are only males are riding and it is disappointing that there is no other way to get to the city.

I think there are beautiful parts. There are pedestrians that go through the parks and it is very beautiful, but having electrical bikes is very dangerous.

There are lots of bike riders that do not obey the traffic rules and they just ride through traffic lights. The council has taken up too much road space through the bike lanes at Southbank.

Make the cyclists a completely different lane so that they're not on the road with cars.

Many roads that have cycle lanes are not up to safety standard. As you approach roundabouts (Normal Park, Carina) the bike lanes stops. On roads where they become more narrow, the lanes stop. They aren't maintained enough and there should be attention to street sweeping.

Maybe more dedicated bike paths. We have a few but not many.

As a commuter the State Government is filling gaps. On the M1 Pacific Motorway into the city, it would be good to see the council get more on the south side connection to the M1. They should try and do more with bike way pathways into the city. In the CBD there is not much dedicated.

More bike lanes needed in the city such as Roma Street, Adelaide Street and Edward Street.

More bike paths and children-friendly bike paths. At the speed the riders and drivers go, it is too scary for children.

More bike paths and safe crossing for busy roads would make me feel safer. I would ride to work every day but I would have to cross a ridiculously busy road (Boundary Road) through an 80km zone with no shoulder. The busy one to cross is Elizabeth Street.

More bike paths to outer suburbs.

More cycle pathways to the city.

More footpaths would be great. There are no footpaths in our area and it just ends. The maintenance of the foot paths would be the other thing.

More on-road bike paths would be useful. Nudgee Road and Wacol Station Road are particularly dangerous.

In my area I think it is not too different. Some parts have bike paths and on some you must use the roads.

There need to be bikeways in the western suburbs.

There are no bike lanes where I live particularly on Water Works Road. There is heavy traffic here too.

There are no bike paths near my house. Made a complain to the council and didn't get a response.

Nothing was done.

No cycle trails and more cycle parking.

No dedicated bike lanes in my area to Brisbane River but around Barton and Toowong there are no bike lanes.

No more bike paths. Need to improve our roads and traffic conditions before bike paths. The cyclists don't use them and should use the road instead.

Not enough cycle tracks. Car drivers are dangerous. There should be more police as they drive so dangerous around bike riders. It's very scary and cars are not paying attention to cyclists at all! It is very dangerous for cyclists.

Not enough dedicated bath paths.

Not enough dedicated bike paths and a mixture of high speed. People are not adhering to speed limits on significant roads which is dangerous.

Not enough designated areas for bike riding.

Not enough paths. There are no cycle paths to get people to the city and back.

Obviously there could be more bike lanes but is already pretty good with the cycleway that goes to the city and Springfield.

One particular area is a bad spot - the Edward Street bike path that links to the river side and Botanical Gardens is too narrow and dangerous. The board walk on the river side below Eagle Street feels very loose and noisy.

Paths feel a lot safer.

Peoples attitude to bike riders must improve.

Probably keep them off the road and on bike paths.

There needs to be more infrastructure and driver awareness.

More bike path and dedicated lanes. 11-year-old boy, concerned for safety - much longer roads negotiating Kelvin Grove peak traffic.

There are quite a few unconnected cycleways within my local post code (Cubbela Creek).

Ride on the bicycle path because it feels safe.

Ride properly. No peril.

Riding bikes on roads is unsafe. Need more dedicated exclusive zones on busy roads.

Roads aren't wide enough especially Woollooga Road.

Safe in my direct neighbourhood. I wouldn't feel safe on the roads anymore.

Safety for bike riders would be better. More bike lanes for bikes.

There's facilities and bike lanes but traffic is much worse.

Some of the improvements that the council has supposedly for bikes have been a pain in the arse. Due to changes they have the effect of alienating motorists, for not necessarily the enhancement or benefit of cyclists. Separately, the police are very anti.

Stony Creek Rd has had work done on it which has made it really good. It used to be dangerous but an existing section adjacent to that is a quite narrow and there is a part where the path ends. There are lots of paths near arterial roads but need connections.

Streets to more cars visibility when turning – narrower.

Structure not well thought out. Parking is very expensive. Fines, City Cycles every 30 min, can't get too far, charge 50.

That there isn't enough space for bicycles on the road. More accommodation for cyclists.

The bicycle path for Riverside is highly congested and dangerous for both cyclists and pedestrians. There is inadequate space between cyclists and pedestrians.

The connections would be better if they could improve as the path join ups are quite clunky. I think some of the areas could do an easier fix if they put effort in. Get rid of the road usage and stuff you have to go through at the moment.

The implementation of some of the traffic lights causes problems such as on Seventeen Mile Rocks Road. It's the combination of increased traffic flow of the road caused by a large church the more cars the higher the risk.

The increase of traffic. If I was to go bike riding it won't be easy with the heavy traffic. Cars speeding makes it difficult and dangerous. Policing would be good. Improve conditions of the roads. Too many pot holes.

The only thing is it would be good if they had a continuation of the bike path over O'Keefe Street near the Buranda bus station. They have done an upgrade but cyclists still must cross the street.

The roads are too narrow to ride safely. The main road into town is winding and downhill. No room to cycle.

The streets aren't designed for cycling there aren't enough provisions for it. The roads aren't built for cars and bicycles. Old Northern Road is a very busy road and is not designed for bikes and Link Road just holds traffic up.

There's a lack of separated bike lanes.

There's a lot of construction in the area so the trucks make you feel uneasy.

There's no good way for me to get into the city safely so I must use Kedron Road. The road is too narrow and it's the only option I've got. There's no other safe path for me to get to work. The bike lanes are ridiculous in the city because of the buses.

There are bike tracks where I live and they become dangerous when people ride on them in large groups and very fast. Bike riders in large groups training take over the whole path. Some of the roads are narrow and I disagree with the law that allows them.

They are starting to put more footpaths in the area and in certain areas bike paths and that's excellent.

There are too many cars coming into the CBD that seems unnecessary for them to come in.

There is no real separation between cars and bikes particularly on the hilly areas which is very dangerous with parked cars, bikes and cars all combined.

There is not much on major areas. Brisbane has done well with bike paths but cannot do anything about in 4064.

There are not enough bike paths. I would like them to be on Capricornia Drive in Calliope.

There are not many bike lanes, for example along Moggill Road and Sugars Road.

They're good. Where I live it's easy and dead flat. The roads are fairly wide and pedestrians have their own footpaths which is delineated from the roads.

They need a slow lane on some of the bikeways that are frequented by commuters.

They should have more bikeways.

They're supposed to make a bicycle lane and that will make the rider safer and also the driver. Only some areas have bike lanes. If you are in roads without the lanes means you're sharing with cars and it's not safe.

Too many cars and all are going too fast. Provide more on road lane paths as long as vehicles respect riders.

Unsafe for adults and particularly children. Not enough traffic calming. Not really any cycling corridors on the roads. Conditions of the roads are poor, too many potholes.

We can do with more better defined bikeways. Encourage people to use power scooters/bikes. Electric bikes are better than cars. I am in favour for the Bill to build three new pedestrian bridges.

We do have a dedicated lane. It doesn't work anymore. The infrastructure is no longer suitable.

We do not have a lot of bike lanes.

We don't have any bike tracks in our area where I live.

We have a beautiful foreshore that everyone walks and rides on the ocean side of the highway. You need to cross highway to get to shops and this is dangerous. There needs to be better connection to shops and education programs about safety. Youth should wear helmets and less speeding when riding.

We have a lot of cyclists. They block the road as they are in groups and they don't use cycle lanes. There are always two or three aside.

We have good conditions where we ride. I like the Northern Gateway Bikeway.

We have good parks and footpaths for riding.

We ride on the designated trail. Conditions are good so no complaints.

When it comes to Brisbane some parts are good for cycling but not everywhere such as the CBD.

You've got incredible level of traffic to what it was years ago and that effects cycling. The roads can't handle too many cars and cyclists.

You have to be bloody careful as you have to watch the odd one. They don't see bicycles as a threat. I've been run off the road by a motorbike.

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

More respect and awareness campaigns to be shown to cyclists such as safety campaigns. It is dangerous for riders. More police patrols as there is hundreds of bikes in the area.

Access to more public transport.

Any major road upgrade to incorporate cycling/walking paths - shared paths.

The whole area is growing and infrastructure is not kept

Perhaps get the bike riders to stick to some of the rules a bit better. If the motorist did the same thing it would be diabolical.

Be aware of pedestrians. Use of the bell so you warn people that you're passing by.

Better and more lanes for cycling and signs indicating where the lanes go to.

Better connection between car drivers and bike riders. Roads should be for both. Metre wide is great but there are lots of issues that need to be worked out.

Better style of bike lines on road. Mountain biking parks could be more supported which is a great sport.

Bicycle road is on road with cars. It is not safe to be too close and bicycles should use footpaths instead of road.

Bike lanes on busy roads in a way that is safe.

Bike paths between my neighbourhood and the CBD could be improved.

Bike riders should be educated on road safety. They should be given infringement notices if they are going through red lights or if they are not obeying road rules.

Bike riding groups where people can feel safer riding together maybe meeting at a park and riding around locally within safe paths.

Bike riding should replace cars in my view. It will happen in the next 200 years. In the city there will be bicycles. I would like bike lanes off the main road.

Brisbane City Council needs to prioritise cyclist and pedestrians while doing works on roads or footpaths.

Buses with bike carriers enables you to have your bike and take it into city and suburbs and utilise bike paths more rather than using car. It is good to take bikes on trains during peak times so you can use it to get to work.

Campaign against road users who do not respect riders.

Change attitudes about people on road bikes who think they can control road conditions. These are basically people being a nuisance who rise on the road when there's a bike path next to the road.

Cleaning bike lanes to remove the rubbles and debris in my postcode.

Compensation for cyclists that are injured on the road.

Connect all the different bike ways.

Continue the bike network on the river. Better connection around the Riverside Centre and Q.U.T.

Creating designating bike paths that only bike riders can access and connect them to the city and outer suburbs, within 5-10 kms of the city.

Cyclists and car drivers need to be treated more equally on the road. They need to implement pathways for cyclists and better cycling infrastructure.

The distance you must weave between the car and the push bike. > Diagonal Highway, Old Gimpy Road.

Education between cyclists and motorists so they can work together.

Education is the best thing. There needs to be more education and awareness for both riders and drivers such as ads on TV, local paper, letter drops and so on or to receive information when people get a renewal for their registration,

Better educating the drivers or fine them. Ban cyclists on the roads for on peak hours.

Encourage people by making it easier to take bikes on public transport such as trains and buses.

Encourage QLD Police to enforce the road rules. Cars fined for being within a metre of cyclists. Promote the council area as a safe place for cycling with new improved bike lanes and promote what it means for everyone to enjoy cycling.

Enforcement of rules, see bike riders through stop signs infringement and training for rules.

Enforcing bikes to have a bell. I believe during the day and night lights should be compulsory. A red light flashing on the back and a white one at the front to indicate to the driver for safety.

Following the rules between bikes and cars. Keeping a metre between for safety as bike paths are currently dangerous and are slippery from too many stones. I have had to transport bikes to another area to ride

Get more bike paths on main roads as that is the main road people take to get to work and other places.

Get those stupid Lime things off the road.

Happy with the current service. Just other people that make it hard.

Have more bike lines on roads.

Having access to bike paths away from main roads.

Having somewhere genuinely safe to leave your bike and more separate off-road bike paths that are user friendly.

Highway could be improved especially on main highway.

I'd like to see them registered. I don't care if it's \$2. I'd like to see them off the roads but not mingled with pedestrians. There should be a rail to separate them from pedestrians. You don't hear them coming and on the esplanade the bikes are whizzing past.

The sign is important in making sure the drivers know they have to give space to cyclists.

Better lighting along bike paths at night for walking and bike riding. Safety is a big issue for adults and children.

Bikes and roundabouts are the problem. When there is a double roundabout, it is very dangerous for bikes. There needs to be a design solution for bikes to increase the safety for bikes in two lane roundabouts. The road markings for bikes.

General signs that should be applied for both cars and bike. Making sure they are educated when looking for cyclists and opening the door.

Promoting by giving designated paths. I do not want kids cycling on the roads.

More separation of bike ways that don't create more traffic hazards.

They've done a fair bit with bikes over the last few years. They need to measure the cost of everything per bike user. If they put in money are they getting the worth in return? Are there more people using bikes now?

They need more awareness for cars to give a metre space at least when they pass cyclists. Some cars are very aggressive towards cyclists and they don't allow enough space.

I would like to ban the electrical scooters on paths between pedestrians and riders. My toddler was almost hit in the Gold Coast on the main beach at the surf club there. There is a park there.

I would like to see school programs relating to bike riding implemented to promote a healthy lifestyle.

I would say infrastructure and awareness for the driver and the rider. The lower speed limit seems like a good idea.

I would think traffic calming and dropping the speed limit. Highgate Hills dropped the speed to 30/40km because they're small streets. It's a rat run and it's bad enough just crossing the street.

I would like to see the attitudes from the riders and drivers to change. To be more accepting to each other. I think the same for cyclists to pedestrians and vice versa.

If riding on the road, I would recommend a toll for cyclists. As drivers have licences it would be fair to have cyclists also pay for road usage.

I'm in favour of the council encouraging bike riding for people getting more exercise and to cut down on traffic congestion where possible. If bike lanes could be made on our system on the secondary roads.

In Albion overpass, the bushes are overgrowing. Even the branch can kill you and somebody needs to control that. A cyclist was already killed there.

Introduce bike safety training at the primary school level.

It's pretty good. More paved footpaths instead of using the roads.

It often comes down to funding. If the department could get more bike lanes that would be good.

It would be great to force cyclists to pay a registration to use the road and be enforced to follow all traffic rules and are booked by police. They should be treated like motorists if they ride on the road. Too many are using the road rather than the bike path.

Just off road - everywhere off road.

Just to connect more bike paths in the area. The other issue is that magpies tend to chase after bike riders in the area and this seems to discourage younger riders in the area.

Keep expanding the network for cyclists. There are a few off-road bike paths that come back onto the road if they could be in between, separate from cars. Pretty much in general.

Lime scooters - get rid of them and no one uses them.

Main thing is to get the paths right to make the cyclists feel safe on the road. Feeling safe is a big incentive for more people to ride.

Make sure all bikes are registered.

Make the cyclist journey more pleasurable. That way it's easier to follow the bike paths and increases usage. Cyclists are needed to save the environment.

Maybe lower the speed limits on the roads in suburban streets.

Maybe some greater awareness directed at cars and vehicle users. The problem is not so much with bike riders but it is with cars.

More accessible bike parking and more lighting.

More bike lanes on the road. Widening roads to allow for bike lanes to be accommodated without slowing down traffic too much.

More bike paths for enjoyment. Not necessarily to get somewhere.

More bike paths for facilities. Bike tracks in parks for recreational riding.

More bike paths. Fit it in with all the users, but keep developing it.

More bikeways would be good.

More cycle paths.

More driver awareness of bike rules. Campaigns should be implemented to make drivers more aware of cyclists.

More education and education at a high school level. I come from Europe and in high school we have a lot of education and you get a licence. Education through schooling system would be good to create awareness.

More off-road bike paths and on-road lanes. It's about feeling safe when sharing the road with cars. Car drivers think that bike riders are the problem, but they are rarely in the wrong when they get run over.

More paths for example, Capricornia Drive Calliope is the street where I live on and there are no paths so the kids have to ride on the road.

More paths such as in Burleigh Waters.

More promotion of cycling especially in schools to get kids out of the house.

More signs because people walking on bike path on the river by Dock St on Southbank need to be more designated between bikes and walkers.

More space for cycling in the CBD. Connected bikeways in and out of the city.

More fining of cyclists who don't obey the laws.

Much better linkages between bike riding and public transport can't put a bike on a train at peak hours prevents so many people from using bikes. It's ridiculous. Look at the European and UK system as they have implemented synergy and is much better between public transport.

My issue is that I cannot ride on the road, otherwise I am happy riding on my track. My suggestion is that we put lanes for bike riders on the roads and designated lanes.

Need make sure people learn road rules regarding cyclists on the road.

New cyclists don't want to be involved in traffic. It's as simple as that. Make more bike paths.

No targeted at bike riding but an attitude adjustment of both riders and drivers. You can roll out campaigns, but attitudes need to change. Ongoing training and refreshers are important

Not make it compulsory to wear a helmet, certainly on off-road paths.

Nothing is feasible. More education for cyclists.

Once you get into the city you're stuck for getting around on a bike it's horrid. Tight streets and cars everywhere. If they had bike lanes, it would be better if there was one on every road.

Parking at bus stop is impossible to take the bike.

Policing of the rules. Consequences must be put in place for any wrong doings.

Pretty hard to cycle in the area, not sure where they could build up for cycling. The community is quite small.

Probably the big thing would be to link up the existing bikeways in my area.

Promote and encourage bike riding.

Quite content from 20 years of riding.

Reduce private car access to the CBD and the adjoining suburban areas so that cycling can be more accessible.

Remove the helmet laws.

Removing the requirement for a helmet. Getting rid of the law where you must wear a helmet when riding a bike.

Safe facilities for bike riders in the area. Routes selected need to be safe for bike riders to use. There needs to be a separation of carts and bikes. Route selection needs to be along roads that are not busy roads.

Secure bicycle parking at train and bus stations that are weatherproof and safe, like a bike locker.

Separate pathways for scooters and skateboards separate to cyclists and pedestrians. Cyclists should be kept away from the cars on own paths not so close to cars.

Separating pedestrians and cyclists by a line. Years ago, we came across a place where pedestrians and cyclists shared a path. Some cyclists do not ring their bell. You must have a naturally wider path for the cyclists compared to the people who walk.

Separation between pedestrians, cyclists and cars. They all have a place, but cyclists are dangerous to cars and pedestrians. The cyclists are the issue.

Some bike paths have been constructed without concern for bike rider's safety like a telegraph pole in the way. Not a lot of thought goes into bike paths.

Stanford Road needs a bike lane. There doesn't seem to be too many people riding bikes but maybe more awareness from motorists would help. They could put a path for the new swimming area along Glengarry Road along the Busland part.

Targeting drivers to help their understanding of bike riders due to the conflict between them.

Tell people to get off their phones. The whole exercise with the series of questions is to push people to ride bikes. How about just make it accessible and let people choose rather than trying to force them because that's what this is all about.

The best is the off-road paths. They are riding three and four abreast and they don't move. You must get around them. Teach them common decency go in single file when there is traffic and the eight-week bike riding course is a great idea.

The bicycle riders stay in the bike lanes and not come into the car lanes.

The connecting of paths needs to be improved to avoid people riding on roads.

The more off-road bike paths would be great. The road is a difficult place for cyclists to be. It's okay sometimes but sometimes the roads aren't wide enough.

The police should monitor bike riding more. Monitor the road rules of cyclists better.

The quality of the path. Bumps and pot holes are very dangerous. Conditions are not good. Cycle lanes need to be well maintained. Better lighting at night. Education of cyclists - knowing their limits, ring their bells and put on lights at night.

The real issue is the constant basic war between cyclists and drivers. Some drive two or three abreast on the road. These guys have a coffee and people try to get to work. If you cycle one or two three abreast, take that tension down.

There are places where there's dangerous connections. Sometimes when you turn from a path onto a road your bike can catch and this is dangerous. I don't know what you can do with that though. Somewhere around School Road in The Gap and are dangerous angles of things.

There have been people discussing why council put islands in the way of cyclists so maybe to focus on cycle paths.

They do a good job, but more traffic awareness. There's a problem between cars and bikes. We drive a car and ride a bike. More education for car drivers and bike riders as well.

They have an area where bikes can ride but pathway is not well defined. Cars park on speed bump where bikes could go through Oceania Road.

They need to improve the roads for the cars and then bike riding will be safer. I'm a rate payer so who will pay for this bike paths are great, but we all drive cars.

They should have designated bike riding section on every road and the drivers should not have to be a metre apart because you must go over a white line to do so.

To create more safe spaces for bike riding.

To encourage more bike riding and have more bike parking areas.

To give it better priority. All the things we have talked about.

To have light on bike paths would be a good suggestion.

To make consistent paths or verge on Lacey Road. It is very dangerous and something needs to be done.

Traffic gets busy and the roads are too narrow.

Unsafe to ride on road due to the speed of the traffic. Cyclists don't stand much of a chance due to speed limits. Both drivers and cyclists seem to be very reckless on the roads especially on the narrower roads. Cyclists that ride in the middle of the lane.

We have no tracks or lanes in our area. We need more off-road paths.

We're here on Grubby Island and we have some beautiful bike paths.

We need more bike paths built around here.

We need to push towards giving commuters more options and to make cycling safer for them to do it, with more bike lanes.

What is the law for bikes parking in cycle lanes? They are along the lanes towards the beaches.

Where I live is a remote area of Queensland and there is no transport, bike activity of any nature. The questions answered were not relevant to me at all and I was unable to comment.



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