



# 2019

## South Australian Cycling Participation

---

Results of the 2019 National  
Cycling Participation Survey



# National Cycling Participation Survey 2019: South Australia

## Prepared by

Dr Cameron Munro

## Project Manager

Elaena Gardner

## Publisher

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



## 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 13.0% (95% CI: 10.4% - 15.5%) of South Australian residents ride a bicycle in a typical week. Slightly less than one third (29.8%, 95% CI: 26.5% - 33.1%) had done so in the past year.

These participation rates translate to approximately 225,000 residents riding in a typical week and 517,100 residents riding at least once in a typical year.

## Keywords

Cycling, bicycle, active travel, active transport

ISBN 978-1-925854-27-5

Austroads Publication No. AP-C91-19 (SA)

Publication date September 2019

Pages 32

© Austroads 2019

This work is copyright. Apart from any use as permitted under the *Copyright Act 1968*, no part may be reproduced by any process without the prior written permission of Austroads.

## About Austroads

Austroads is the peak organisation of Australasian road transport and traffic agencies.

Austroads' purpose is to support our member organisations to deliver an improved Australasian road transport network. To succeed in this task, we undertake leading-edge road and transport research which underpins our input to policy development and published guidance on the design, construction and management of the road network and its associated infrastructure.

Austroads provides a collective approach that delivers value for money, encourages shared knowledge and drives consistency for road users.

Austroads is governed by a Board consisting of senior executive representatives from each of its eleven member organisations:

- Transport for New South Wales
- Roads Corporation Victoria
- Department of Transport and Main Roads Queensland
- Main Roads Western Australia
- Department of Planning, Transport and Infrastructure South Australia
- Department of State Growth Tasmania
- Department of Infrastructure, Planning and Logistics Northern Territory
- Transport Canberra and City Services Directorate, Australian Capital Territory
- Australian Government Department of Infrastructure, Regional Development and Cities
- Australian Local Government Association
- New Zealand Transport Agency.

This report has been prepared for Austroads as part of its work to promote improved Australian and New Zealand transport outcomes by providing expert technical input on road and road transport issues.

Individual road agencies will determine their response to this report following consideration of their legislative or administrative arrangements, available funding, as well as local circumstances and priorities.

Austroads believes this publication to be correct at the time of printing and does not accept responsibility for any consequences arising from the use of information herein. Readers should rely on their own skill and judgement to apply information to particular issues.

# Contents

<b>1. Introduction</b>	<b>1</b>
1.1 Background	1
1.2 Perception indicators	1
1.3 Weighting	2
1.4 Statistical significance	2
1.5 Survey sample	2
<b>2. Results</b>	<b>3</b>
<b>3. Rider Perceptions</b>	<b>10</b>
<b>Appendix A Data Tables</b>	<b>15</b>
<b>Appendix B Survey Script</b>	<b>17</b>
<b>Appendix C Verbatim Responses</b>	<b>29</b>

## Figures

Figure 2.1: Cycling participation of residents (error bars represent 95% confidence intervals)	3
Figure 2.2: Cycling participation comparison by area	4
Figure 2.3: Cycling participation by gender	4
Figure 2.4: Cycling participation by age	5
Figure 2.5: Cycling participation by age and gender	5
Figure 2.6: Cycling history	6
Figure 2.7: Cycling frequency	6
Figure 2.8: Cycling for recreation in comparison to cycling for transport	7
Figure 2.9: Purpose of cycling for transport	7
Figure 2.10: Bicycle ownership by household	8
Figure 2.11: Electrically assisted bicycle ownership by household	8
Figure 2.12: Households with at least one current bicycle share subscription	9
Figure 3.1: Willingness to consider cycling for transport	10
Figure 3.2: Can you tell me how comfortable you feel riding in your area?	10
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?	11
Figure 3.4: In the past year have you used a bicycle for any of these purposes?	11
Figure 3.5: Why have you not used a bicycle for travel to work in the past year?	12
Figure 3.6: Why have you not used a bicycle for travel to shops in the past year?	12
Figure 3.7: How important are the following actions council could take to encourage bike riding?	14

# 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.

---

<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 South Australia. 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.

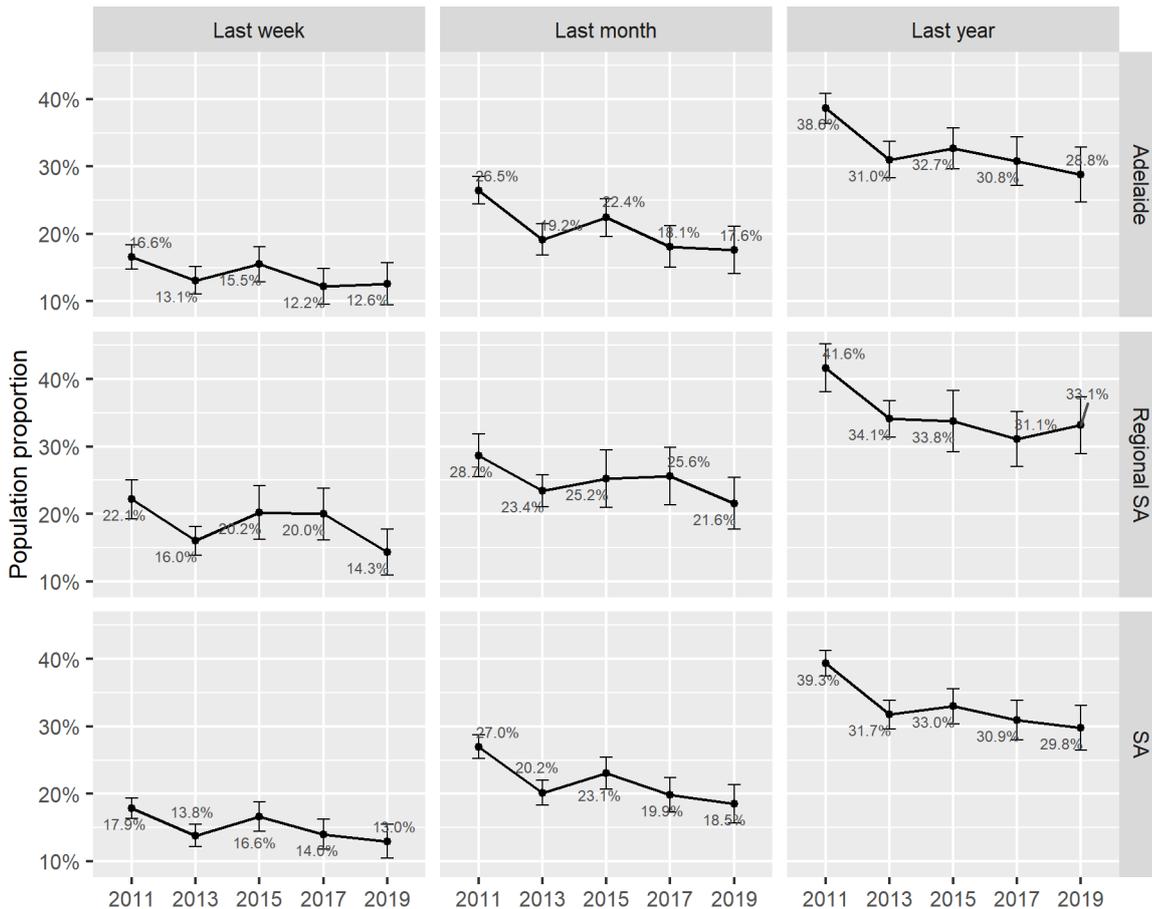
### 1.5 Survey sample

The sample consisted of 437 households containing 985 individuals. From the sample of 437 main respondents (i.e. the individual aged 15 or above with the next birthday that was selected for the interview) 99 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 13.0% (95% CI: 10.4% - 15.5%) of South Australian residents ride a bicycle in a typical week. Slightly less than one third (29.8%, 95% CI: 26.5% - 33.1%) had done so in the past year (Figure 2.1).

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

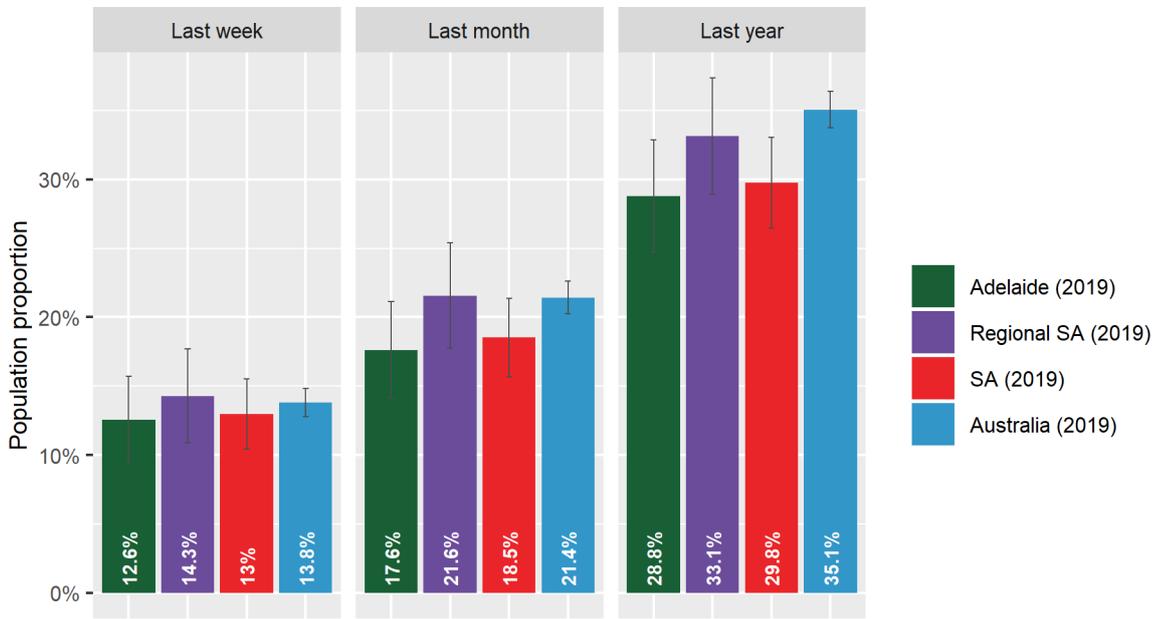


Sample: All persons

These participation rates translate to approximately 225,000 residents riding in a typical week and 517,100 residents riding at least once in a typical year.

The cycling participation rate by residents of Adelaide may be slightly lower than for residents of regional areas of the state (Figure 2.2).

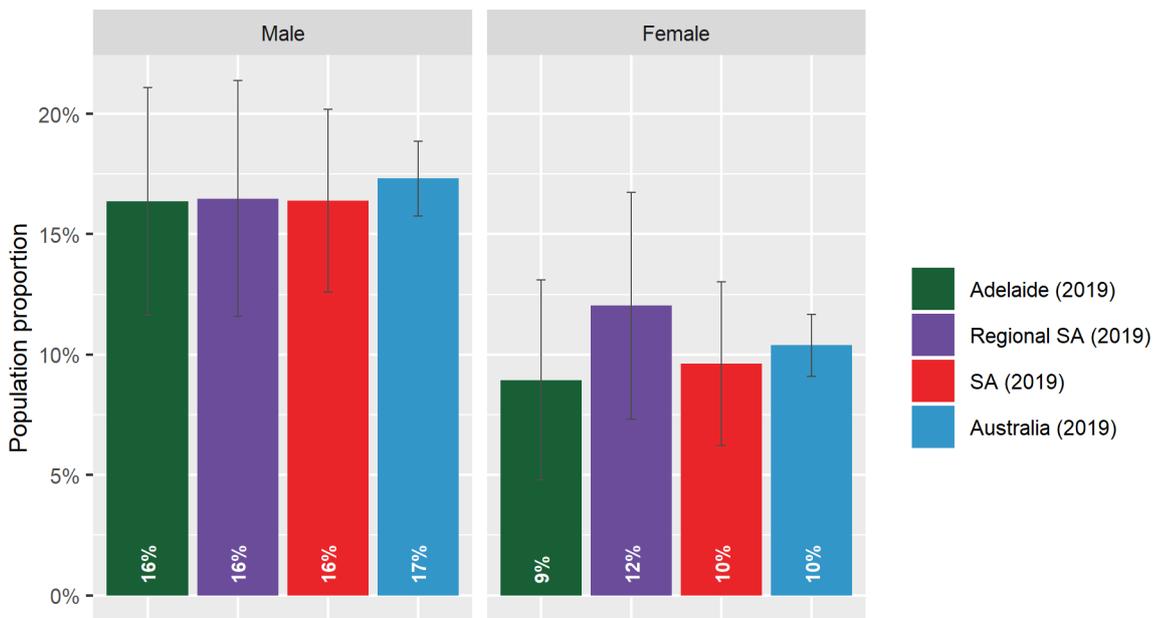
Figure 2.2: Cycling participation comparison by area



Sample: All persons

The male participation rate, particularly among Adelaide residents, is much higher than for females (Figure 2.3).

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 among teenagers, but at a much more rapid rate in Adelaide than in regional areas of the state.

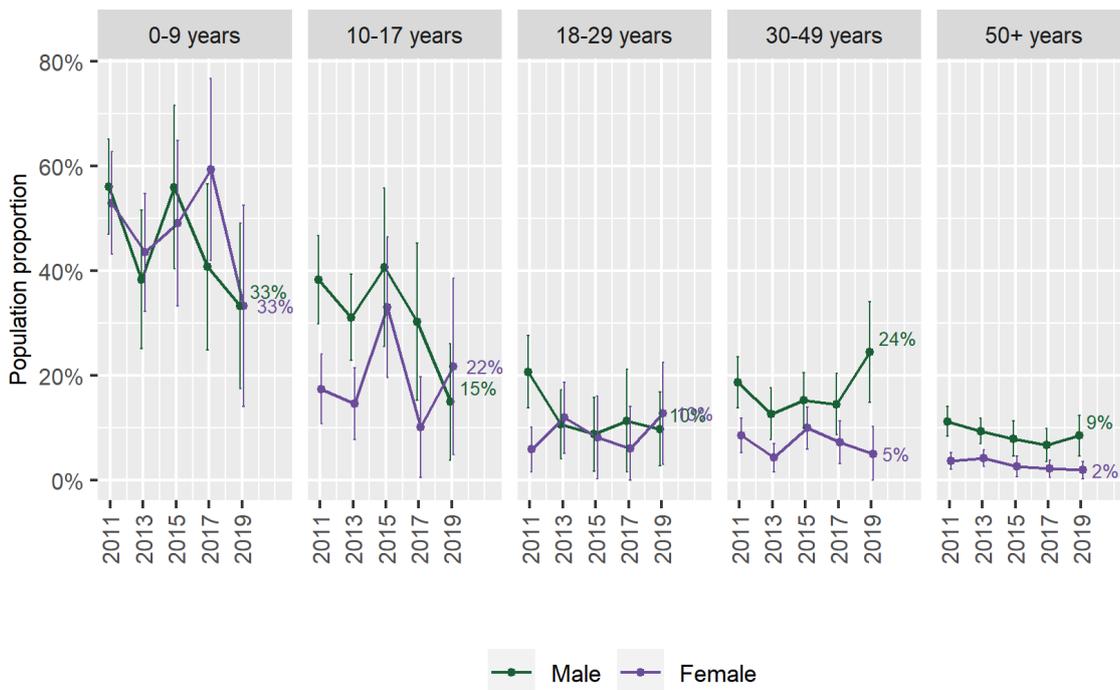
Figure 2.4: Cycling participation by age



Sample: All persons, cycling participation in past week

When compared by gender and age group over the eight-year period since 2011 there may have been a decline in cycling participation among males and females aged under 10, and among teenage boys (Figure 2.5). However, there is large uncertainty in these estimates.

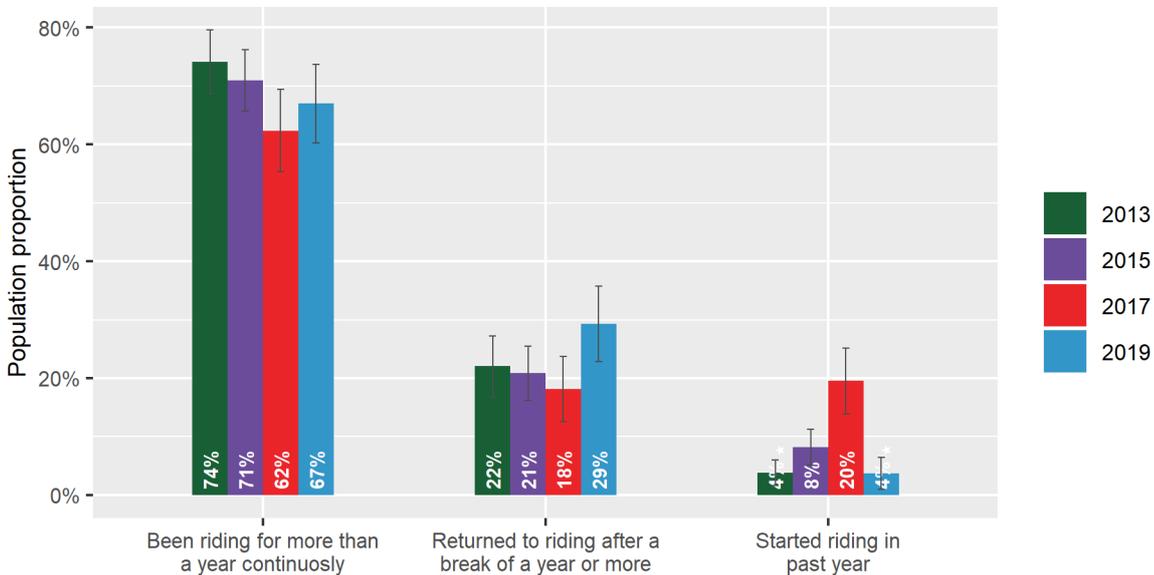
Figure 2.5: Cycling participation by age and gender



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. There is some evidence to suggest the proportion who have returned to riding has 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, more (41%) indicated they were riding less often than more often (22%) (Figure 2.7).

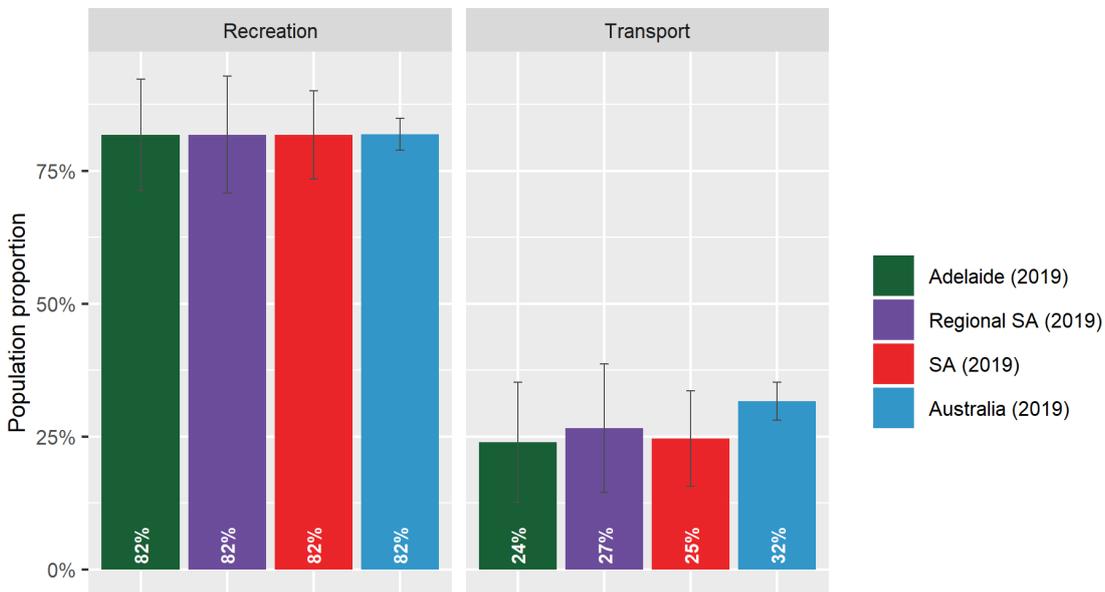
Figure 2.7: Cycling frequency



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

Of the people who cycled in the last month, 82% cycled for recreation and 32% used a bicycle for transport (Figure 2.8). The proportion riding for transport may have increased since 2017.

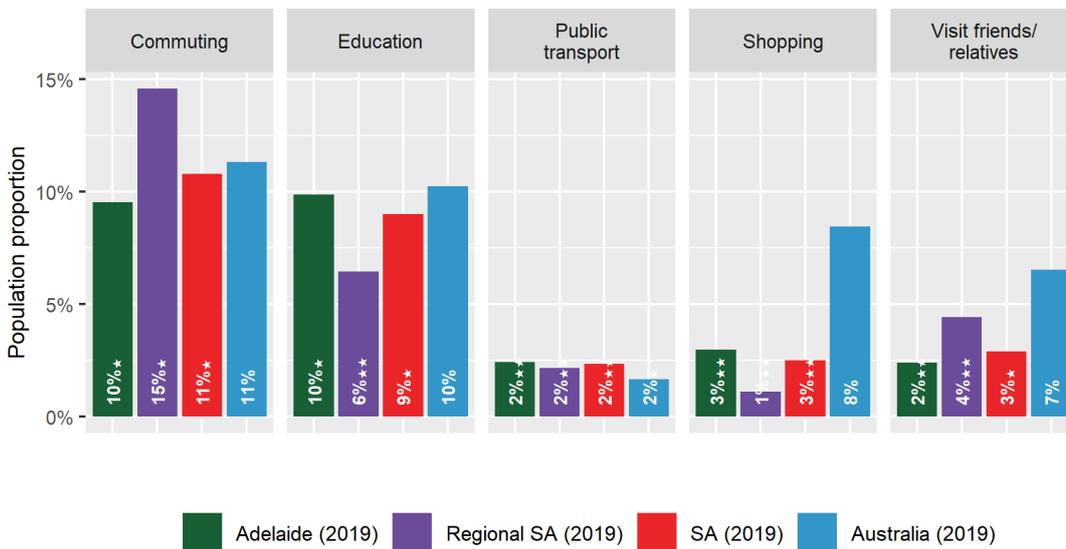
Figure 2.8: Cycling for recreation in comparison to cycling for transport



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.

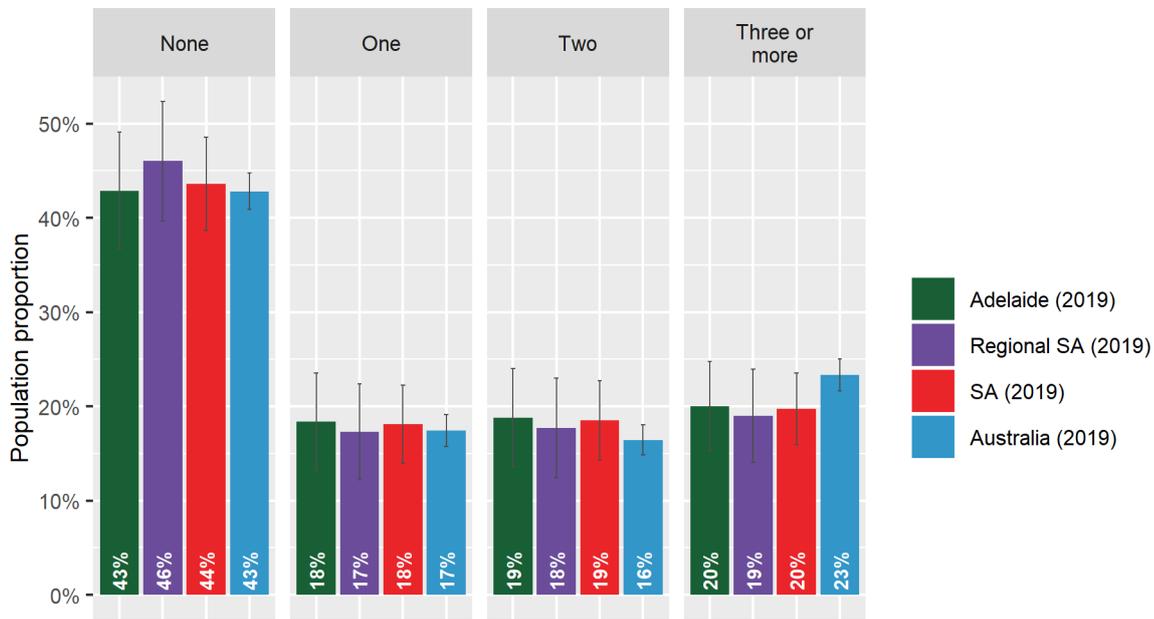
Figure 2.9: Purpose of cycling for transport



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 56% of households have access to a working bicycle (Figure 2.10). This is similar to the national average.

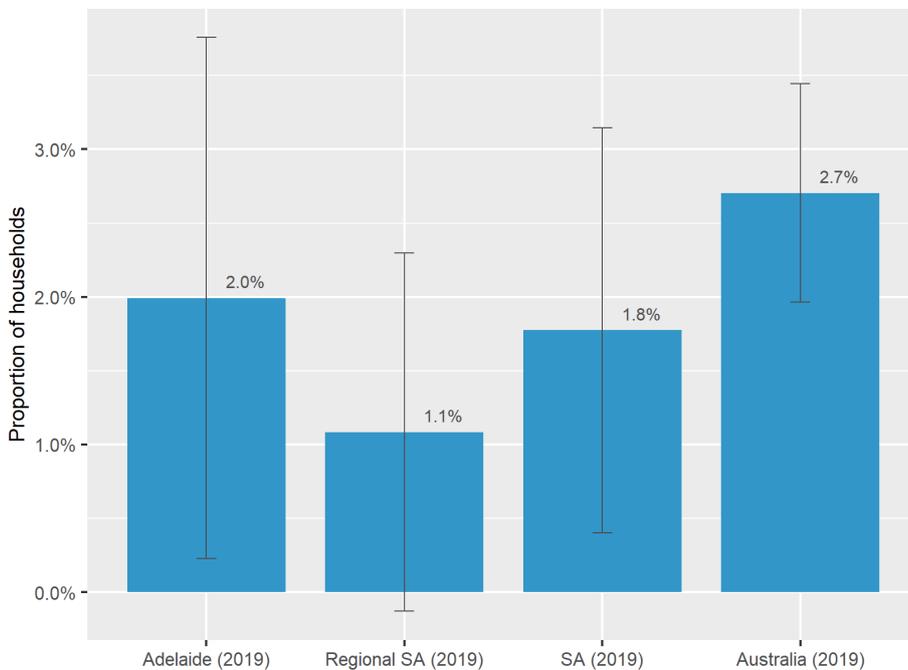
**Figure 2.10: Bicycle ownership by household**



Sample: All households

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

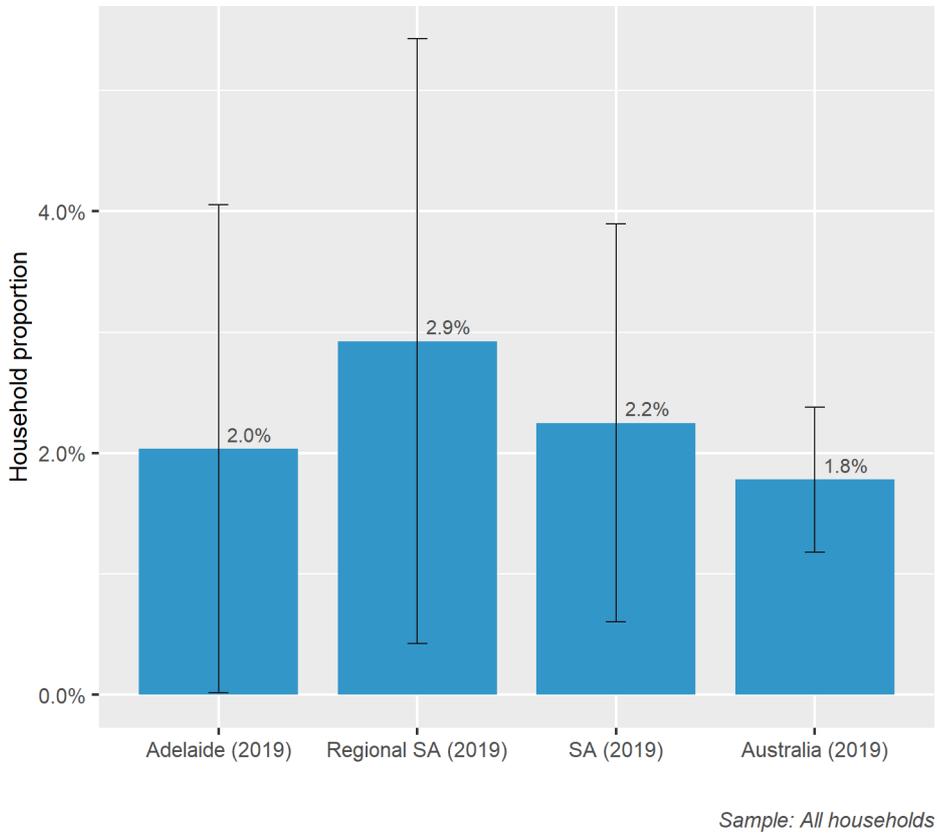
**Figure 2.11: Electrically assisted bicycle ownership by household**



Sample: All households

Respondents were asked how many current bicycle share service subscriptions were held by members of the household. Just over 2% of households indicated they had at least once subscription (Figure 2.12), although again it is cautioned that these estimates are highly uncertain.

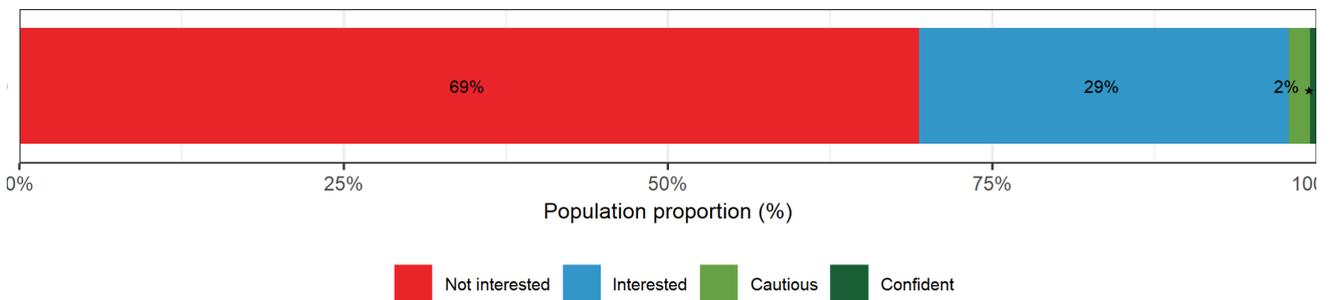
**Figure 2.12: Households with at least one current bicycle share subscription**



### 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 69% 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. Less than 1% of the sample identified themselves as confident (that is, already ride for transport and will take the shortest route irrespective of traffic).

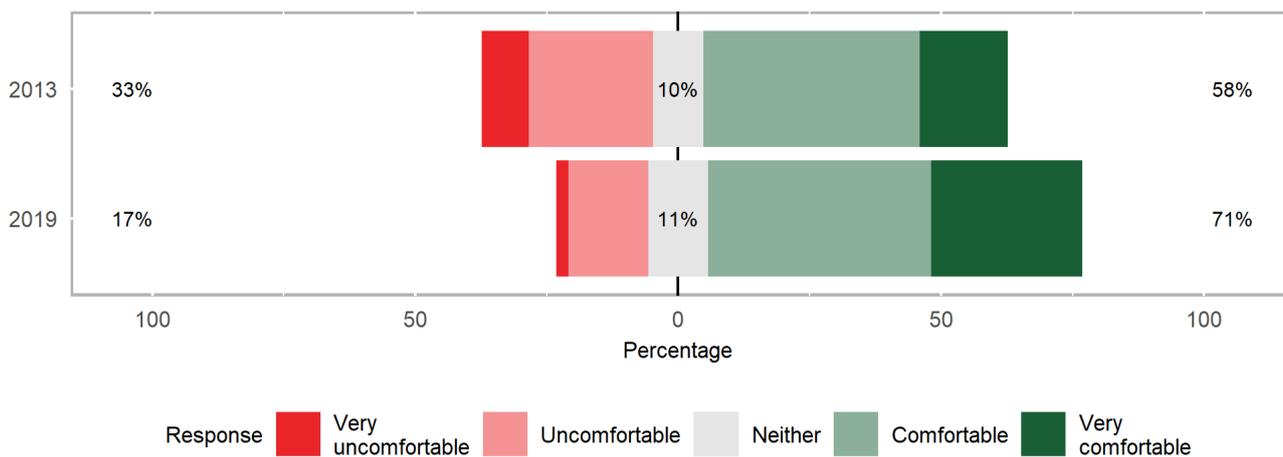
**Figure 3.1: Willingness to consider cycling for transport**



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. Most of those who had ridden indicated they felt comfortable or very comfortable (71%) doing so (Figure 3.2).

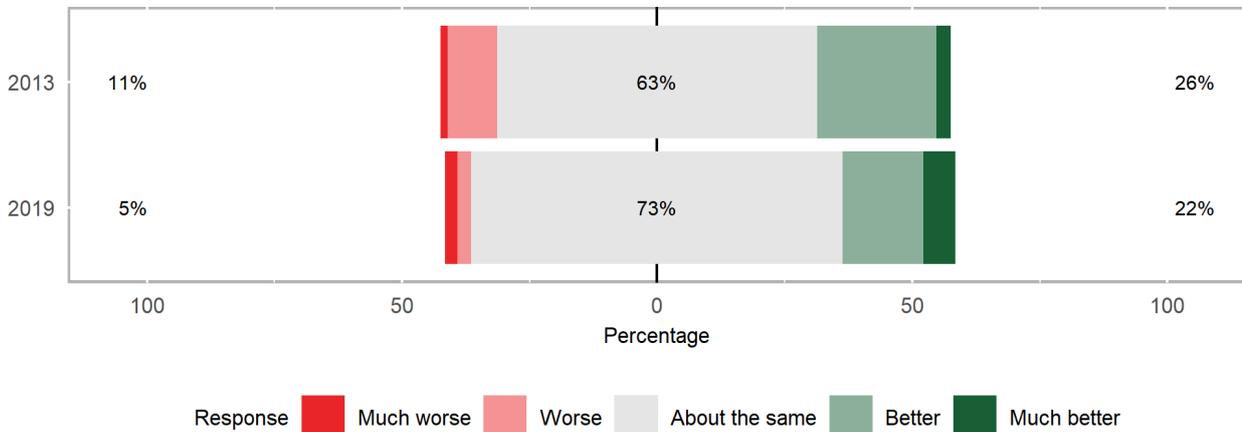
**Figure 3.2: Can you tell me how comfortable you feel riding in your area?**



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

Most riders felt that conditions for riding in their local area had not changed over the previous 12 months (Figure 3.3). More felt conditions had improved (22%) than deteriorated (5%).

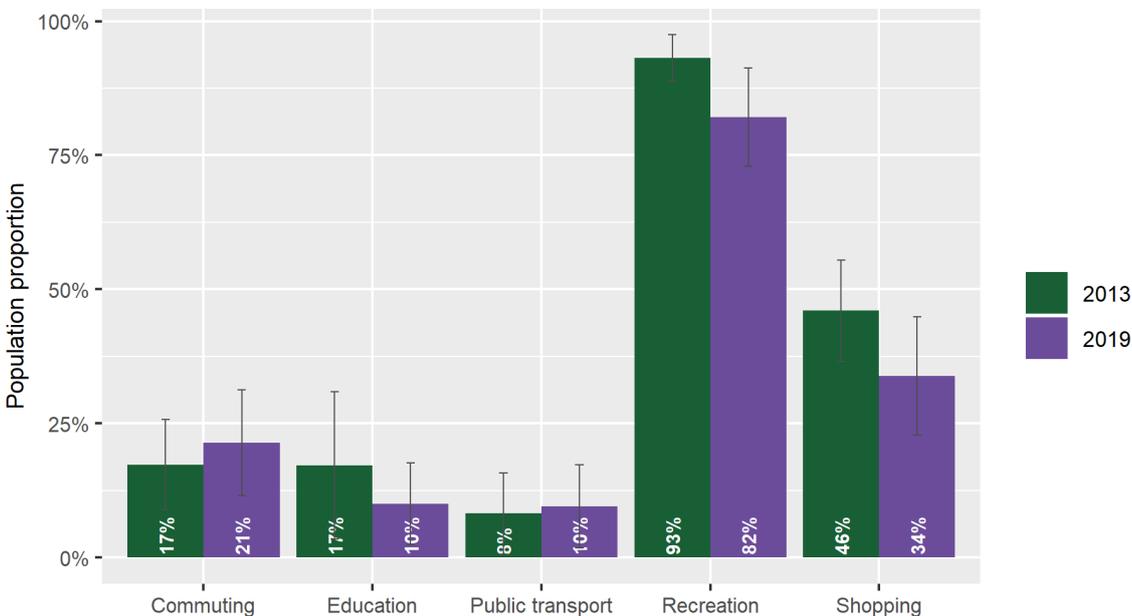
**Figure 3.3: In the past year, do you think that cycling conditions in your area have become much better, better, about the same, worse or much worse?**



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 (82%), and a third (34%) had done so for shopping (Figure 3.4).

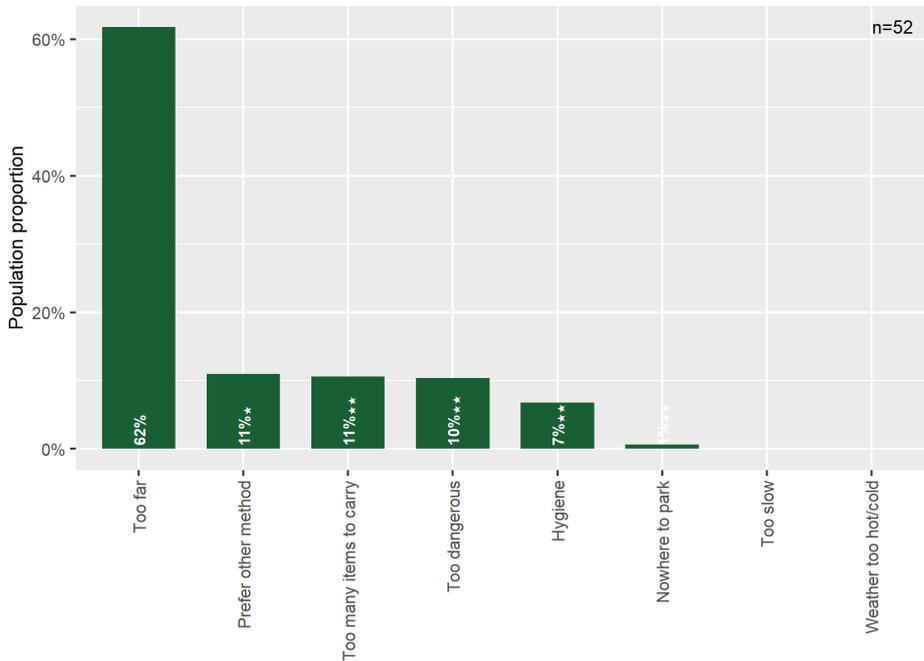
**Figure 3.4: In the past year have you used a bicycle for any of these purposes?**



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 that it was too far (62%).

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

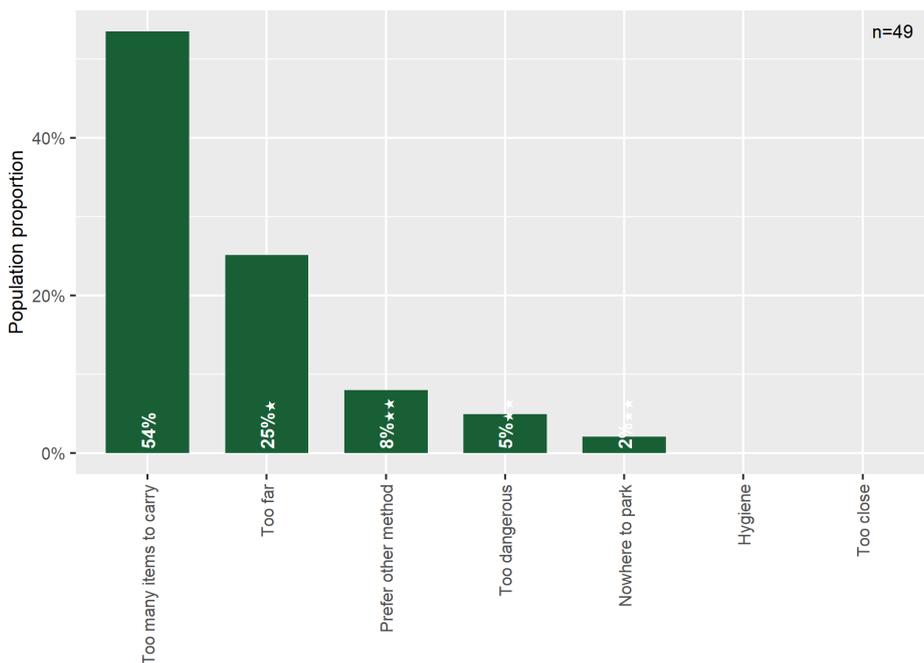


Sample: Persons aged 15+ who had ridden in past year

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

- they had too many items to carry (54%), and
- it was too far (25%).

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

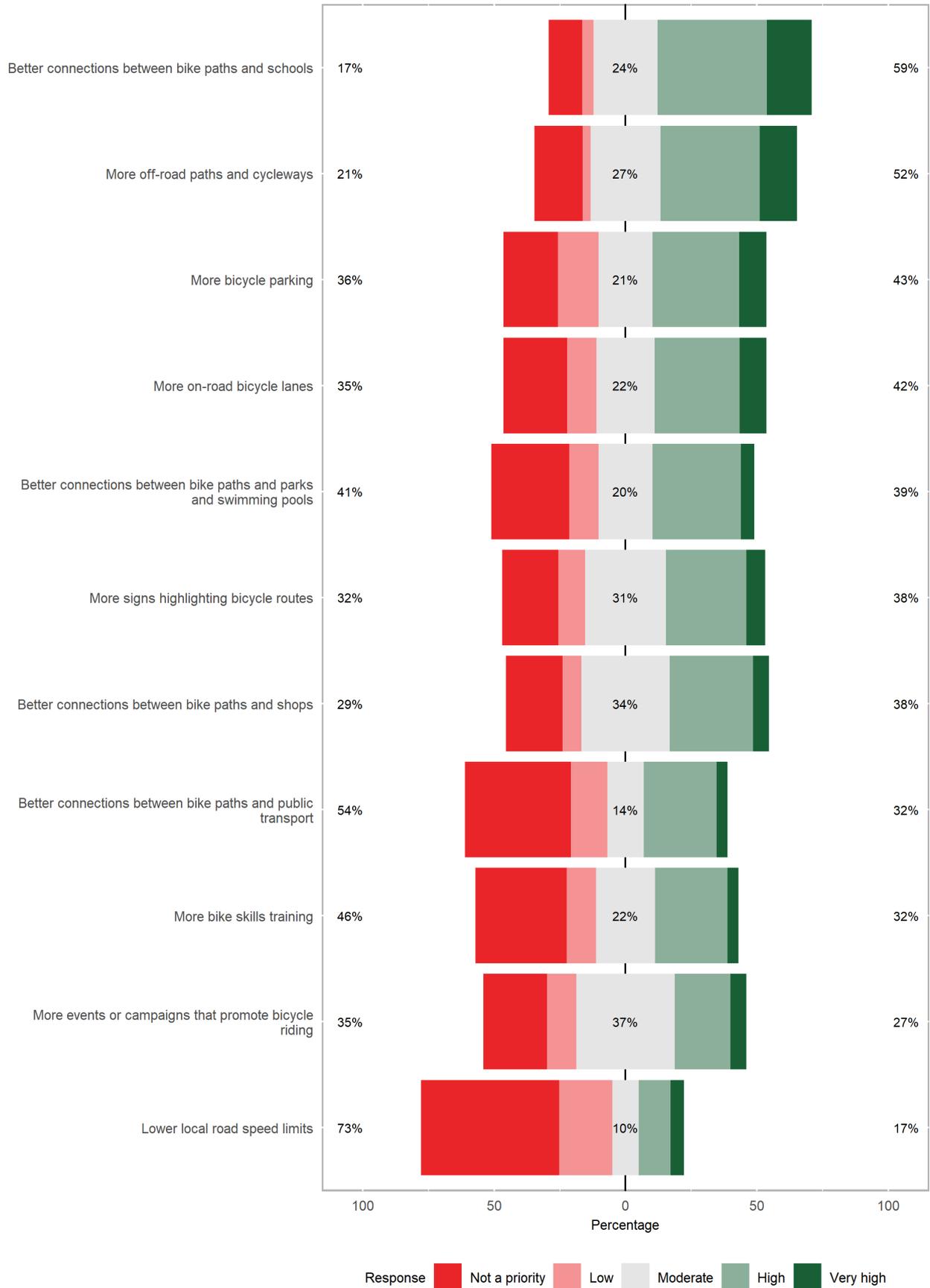


Sample: Persons aged 15+ who had ridden in past year

Respondents were asked to prioritise actions that could be taken to encourage bicycle riding. The most supported actions, as shown in Figure 3.7, were:

- better connections between bike paths and schools (59% of respondents rated this a very high or high priority),
- more off-road paths and cycleways (52%),
- more bicycle parking (43%),
- more on-road bicycle lanes (42%),
- better connections between bike paths and parks and swimming pools (39%),
- more signs highlight bicycle routes (38%), and
- better connections between bike paths and shops (38%).

Figure 3.7: 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	437		
No. of individuals	985		
<b>Cycling participation</b>	<b>Estimate</b>	<b>95% confidence interval</b>	<b>Confidence rating</b>
% who rode last week	13.0%	10.4%-15.5%	★★★
% who rode last month	18.5%	15.7%-21.4%	★★★
% who rode in past year	29.8%	26.5%-33.1%	★★★
No. who rode last week	225,000	180,800-269,200	★★★
No. who rode last month	321,500	272,200-370,800	★★★
No. who rode in past year	517,100	459,800-574,400	★★★
<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	16.4%	12.6%-20.2%	★★★
% of females who rode last week	9.6%	6.2%-13.0%	★★★
<b>Age</b>			
% of 0-9 years who rode last week	33.3%	21.0%-45.7%	★★★
% of 10-17 years who rode last week	18.4%	8.3%-28.5%	★★
% of 18-29 years who rode last week	11.3%	5.3%-17.2%	★★
% of 30-49 years who rode last week	14.7%	9.2%-20.2%	★★★
% of 50+ years who rode last week	5.1%	3.1%-7.1%	★★★
<b>Gender by age</b>			
Male: 0-9 years	33.4%	17.6%-49.1%	★★★
Male: 10-17 years	15.0%	3.9%-26.0%	★★
Male: 18-29 years	9.8%	2.7%-16.8%	★★
Male: 30-49 years	24.5%	14.8%-34.1%	★★★
Male: 50+ years	8.6%	4.7%-12.4%	★★★
Female: 0-9 years	33.3%	14.1%-52.5%	★★
Female: 10-17 years	21.8%	4.9%-38.6%	★★
Female: 18-29 years	12.8%	3.1%-22.5%	★★

Participation by demography	Estimate	95% confidence interval	Confidence rating
<b>Gender by age (continued)</b>			
Female: 30-49 years	5.0%	0.0%-10.2%	★
Female: 50+ years	1.9%	0.3%-3.6%	★★
Participation by purpose	Estimate	95% confidence interval	Confidence rating
<b>Summary</b>			
% of those who rode in past week for recreation/exercise	81.8%	73.5%-90.1%	★★★
% of those who rode in past week for transport	24.6%	15.6%-33.6%	★★★
<b>Detail</b>			
% of those who rode in past week for commuting	10.8%	4.3%-17.3%	★★
% of those who rode in past week for education	9.0%	2.9%-15.1%	★★
% of those who rode in past week for shopping	2.5%	0.0%-5.7%	★
% of those who rode in past week to train/tram/bus	2.4%	0.0%-6.0%	★
% of those who rode in past week to visit friends/relatives	2.9%	0.1%-5.7%	★★
<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	2.8	2.4-3.2	★★★
Average time ridden (mins) in past week by those that had ridden	217	125-308	★★★
<b>Household characteristics</b>			
<b>Working bicycles (incl. electrically assisted)</b>			
% of households without a working bicycle	43.6%	38.7%-48.6%	★★★
% of households with one working bicycle	18.1%	14.0%-22.2%	★★★
% of households with two working bicycles	18.5%	14.3%-22.7%	★★★
% of households with three or more working bicycles	19.7%	16.0%-23.5%	★★★
<b>Working electrically assisted bicycles</b>			
% of households without a working electrically assisted bicycle	98.2%	96.9%-99.6%	★★★
% of households with one working electrically assisted bicycle	1.8%	0.4%-3.1%	★★
% of households with two working electrically assisted bicycles	0.4%	0.0%-0.9%	★
% 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	2.2%	0.1 – 3.9%	★

## Appendix B Survey Script

### INTRODUCTION

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

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

### USE BIRTHDAY SCREENER TO SELECT MAIN RESPONDENT

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

CONTINUE	1
Schedule call back	2
Soft refusal	3
Hard refusal	4
Non qualifying	5
Not a residential number	6
Terminated early	7
Communication difficulty	8
Language other than English	9
No contact on final attempt	10
Over quota	11
Duplicate	12
Away for duration of study	13
Non working number	14
No answer	15
Answering machine – msg left	16
Answer mach. – other attempts	17
Engaged	18
Incorrect details	19

### CONFIRM LOCATION (LGA, REGION)

Q.1. We are interested in speaking to people who live in [READ IN POSTCODE]. Can you confirm this is your postcode?

Yes	1
No (SPECIFY POSTCODE)	2

Q.2. Ask only Council samples – otherwise go to next question  
And can you confirm that your council area is (READ IN COUNCIL AREA)?  
INSERT COUNCIL AREA .....  
CHECK QUOTAS AND CONTINUE OR TERMINATE AS REQUIRED

SECTION 1: MAIN RESPONDENT'S TRAVEL

Q.3. In the last 7 days, have you used any of the following? (READ OUT) (ACCEPT MULTIPLES)

Car as a driver	1
Car as a passenger	2
Motorcycle	3
Train	4
Bus	5
Tram	6
Bicycle, even just riding in your backyard	7
None of the above	8

INTERVIEWER NOTE: DEFINITIONS OF BICYCLES

INCLUSIONS:

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

EXCLUSIONS:

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

Q.4. Ask if did not ride in the last 7 days – otherwise go to next question

When did you last ride a bicycle? (READ OUT) (ONE ONLY)

In the last 2 weeks	1
In the last 3 weeks	2
In the last 4 weeks	3
More than a month ago	4
More than a year ago	5
Never	6

Q.5. Ask if last rode in the last 7 days – otherwise go to Q.7

In the last 7 days, on how many days did you ride a bicycle?

INSERT NO. DAYS .....

Q.6. What is your best estimate of the total time you have spent riding over the past 7 days?

INTERVIEWER NOTE: Record number of HOURS. e.g. 90 minutes should be recorded as 1.5 hours.

INSERT NO. OF HOURS .....

Q.7. Ask if rode in past 4 weeks – otherwise go to next question

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

- To or from work 1
- To or from school, university or study 2
- To or from shopping 3
- For recreation or exercise 4
- To get a train, bus or tram 5
- To visit friends or relatives 6
- Some other reason (Specify) 7

Q.8. Ask if rode in past year – otherwise go to Q.10

Which of the following statements best describes you? Would you say you... (READ OUT)

- Are new to cycling (started cycling in the last 12 months) 1
- Have started to cycle again after a break of 12 months or more 2
- Have been cycling for more than 12 months 3

Q.9. Ask if rode in past year and have been cycling for more than 12 months – otherwise go to next question

And would you say that you... (READ OUT)

- Cycle more frequently than a year ago 1
- Cycle as frequently as a year ago 2
- Cycle less frequently than a year ago 3

Q.10. Now we would like you to think about comfort when bike riding within the [AREA], that is, how at ease you feel when riding in the area. Can you tell me how comfortable you feel riding in the [AREA], are you...? (READ OUT)

- Very comfortable 1
- Comfortable 2
- Neither comfortable nor uncomfortable 3
- Uncomfortable 4
- Very uncomfortable 5
- (Have not ridden in the area in the past year) 6

Q.11. In the past year, do you think that cycling conditions in the [AREA] have become much better, better, about the same, worse or much worse? (READ OUT)

- Much better 1
- Better 2
- About the same 3
- Worse 4
- Much worse 5
- (Unsure/Don't know) 6

Q.12. Do you have any comments regarding conditions for bike riding in the [AREA]? (RECORD VERBATIM)

Q.13. In general, in the past year have you done any of the following activities?  
(READ OUT) INTERVIEWER NOTE: NOT JUST ACTIVITIES DONE ON A BICYCLE

- Travel to work 1
- Travel to school or university 2
- Travel to the shops 3
- Recreational exercise or fitness 4
- Travelled on a tram, bus or train 5
- (None of the above) 8

Q.14. In the past year, have you used a bicycle for any of the following...?  
(READ OUT)

- IF Q13=1: Travel to work Yes/No
- IF Q13=2: Travel to school or university Yes/No
- IF Q13=3: Travel to the shops Yes/No
- IF Q13=4: For recreational exercise or fitness Yes/No
- IF Q13=5: To travel to a tram, bus or train Yes/No

Q.15. IF Q13=1 & Q14=1 - Why have you not used a bicycle for travel to work in the past year?  
(DO NOT READ OUT) (ACCEPT MULTIPLES)

- Too far 1
- Prefer other methods of transport 2
- Too many items to carry on a bike 3
- Hygiene reasons 4
- Nowhere to park the bike 5
- Too dangerous 6
- Too close 7
- Other (specify) 8
- No particular reason 9

Q.16. IF Q13=2 & Q14=2 - Why have you not used a bicycle for travel to school or university in the past year?

(DO NOT READ OUT) (ACCEPT MULTIPLES)

Too far	1
Prefer other methods of transport	2
Too many items to carry on a bike	3
Hygiene reasons	4
Nowhere to park the bike	5
Too dangerous	6
Too close	7
Other (specify)	8
No particular reason	9

Q.17. IF Q13=3 & Q14=3 - Why have you not used a bicycle for travel to the shops in the past year?

(DO NOT READ OUT) (ACCEPT MULTIPLES)

Too far	1
Prefer other methods of transport	2
Too many items to carry on a bike	3
Hygiene reasons	4
Nowhere to park the bike	5
Too dangerous	6
Too close	7
Other (specify)	8
No particular reason	9

Q.18. IF Q13=4 & Q14=4 - Why have you not used a bicycle for recreational exercise or fitness in the past year?

(DO NOT READ OUT) (ACCEPT MULTIPLES)

Prefer other forms of exercise	1
Too dangerous	2
Other (specify)	3
No particular reason	4

Q.19. IF Q13=5 & Q14=5 - Why have you not used a bicycle for travel to the shops in the past year?

(DO NOT READ OUT) (ACCEPT MULTIPLES)

- Too far 1
- Prefer other methods of transport 2
- Too many items to carry on a bike 3
- Hygiene reasons 4
- Nowhere to park the bike 5
- Too dangerous 6
- Too close (no need) 7
- Other (specify) 8
- No particular reason 9

Q.20. There are a number of actions the [AUTHORITY] could take to encourage bike riding in the [AREA]. For each of the following, can you tell me whether these are very high priority, high priority, moderate priority, low priority or not a priority?

SCALE: 1= VERY HIGH, 2=HIGH, 3=MODERATE, 4=LOW, 5=NOT A PRIORITY, 6=UNSURE

- More off-road paths and cycleways —
- More on-road bicycle lanes —
- Better connections between bike paths and schools —
- Better connections between bike paths and shops —
- Better connections between bike paths and parks and swimming pools —
- Better connections between bike paths and public transport —
- More bicycle parking —
- Lower local road speed limits —
- More bike skills training —
- More signs highlighting bicycle routes —
- More events or campaigns that promote bike riding —

Q.21. Do you have any suggestions for actions you would like to see [AUTHORITY] take regarding bike riding in the [AREA]? (RECORD VERBATIM)

SECTION 2: MAIN RESPONDENT'S DEMOGRAPHICS

We are interested in understanding a little about those who ride bikes and those who do not. This will help us understand how interest in cycling changes over time.

Q.24. Just a couple of questions now to help us analyse responses.

GENDER: (RECORD AUTOMATICALLY)

- Male 1
- Female 2

Q.25. AGE: What is your age? (INSERT 99 FOR DON'T KNOW – NONE SHOULD BE UNDER 15 YEARS OF AGE)

Under 2 years	1
2 to 4 years	2
5 to 9 years	3
10 to 14 years	4
15 to 17 years	5
18 to 24 years	6
25 to 29 years	7
30 to 39 years	8
40 to 49 years	9
50 to 59 years	10
60 to 69 years	11
70 to 79 years	12
80 years or over	13
(Refused)	14

Q.26. OCCUPATION: Which of the following categories apply to you at the moment? (READ OUT) (ACCEPT MULTIPLES)

Student – Full time	1
Student – Part time	2
Work – Full time (>35hrs/week)	3
Work – Part time (<35hrs/week)	4
Work – Casual	5
Work – Unpaid voluntary work	6
Unemployed and looking for work	7
Home duties	8
Pensioner – not retirement age	9
Retired – on pension	10
Retired – not on pension	11
Other (Specify)	12
(Refused)	13

Q.27. How many people usually live in your household? INCLUDE ALL AGES – A RESIDENT IS SOMEONE WHO HAS, OR WILL, LIVE AT THE HOUSEHOLD FOR A PERIOD OF AT LEAST 3 MONTHS RECORD NUMBER.....

Ask next section if household has more than 1 member – otherwise go to close

SECTION 3: OTHER HOUSEHOLD MEMBERS TRAVEL

INTRO > 2 PEOPLE IN HOUSEHOLD:

We would now like to understand a little about the way the other people in your household use bikes and get a little detail about them. Starting with the oldest person in the household other than yourself and working down, could you tell me...?

INTRO = 2 PEOPLE IN HOUSEHOLD:

We would now like to understand a little about the way other people in your household use a bike and get a little detail about them, could you tell me...?

ASK Q.28 – Q.35 FOR EACH OTHER HOUSEHOLD MEMBER THEN GO TO CLOSE

Q.28. GENDER: What is their gender?

- Male            1
- Female        2

Q.29. AGE: What is their age? (INSERT 99 FOR DON'T KNOW)

- Under 2 years            1
- 2 to 4 years              2
- 5 to 9 years              3
- 10 to 14 years            4
- 15 to 17 years            5
- 18 to 24 years            6
- 25 to 29 years            7
- 30 to 39 years            8
- 40 to 49 years            9
- 50 to 59 years            10
- 60 to 69 years            11
- 70 to 79 years            12
- 80 years or over        13
- (Refused)                14
- (Don't know)            15

Q.30. Ask for each person aged five years or over – otherwise go to next section OCCUPATION: Which of the following categories apply to THIS PERSON at the moment? (READ OUT) (ACCEPT MULTIPLES)

Student – Full time	1
Student – Part time	2
Work – Full time (>35hrs/week)	3
Work – Part time (<35hrs/week)	4
Work – Casual	5
Work – Unpaid voluntary work	6
Unemployed and looking for work	7
Home duties	8
Pensioner – not retirement age	9
Retired – on pension	10
Retired – not on pension	11
Other (Specify)	12
(Refused)	13
Child – not school age	14

Q.31. In the last 7 days, has this person used any of the following methods of transport? (READ OUT) (ACCEPT MULTIPLES)

Car as a driver	1
Car as a passenger	2
Motorcycle	3
Train	4
Bus	5
Tram	6
Bicycle, even just riding in your backyard	7
None of the above	8
(Don't know)	7

**INTERVIEWER NOTE: DEFINITIONS OF BICYCLES**

**INCLUSIONS:**

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

**EXCLUSIONS:**

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

Q.32. Ask if did not ride in the last 7 days – otherwise go to next question

When did THIS PERSON last ride a bicycle? (READ OUT) (ONE ONLY)

- In the last 2 weeks 1
- In the last 3 weeks 2
- In the last 4 weeks 3
- More than a month ago 4
- More than a year ago 5
- Never 6
- (Don't know) 7

Q.33. Ask if last rode in the last 7 days – otherwise go to Q21

In the last 7 days, on how many days did they ride a bicycle? (RECORD 99 FOR DON'T KNOW)

INSERT NO. DAYS .....

Q.34. What is your best estimate of the total time they have spent riding over the past 7 days?

(RECORD 99 FOR DON'T KNOW)

INTERVIEWER NOTE: Record number of HOURS. E.g. 60 minutes should be recorded as 1 hour.

MinutesHours MinutesHours

INSERT NO. OF HOURS .....

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

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

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

Q.36. How many bicycles in working order are in your household?

INTERVIEWER NOTE: DEFINITIONS OF BICYCLES

INCLUSIONS:

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

EXCLUSIONS:

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

RECORD NUMBER.....

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

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

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

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

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

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

Enter value \_\_\_\_ (RANGE 0 – 20)

Unsure (DO NOT READ)

Refused (DO NOT READ)

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

CLOSE

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

RECORD FIRST NAME

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

We do re-contact people from time to time for related research projects. Would it be okay if we contacted you again in the future to invite you to participate in any similar research? We will only use this information to contact you to invite you to participate in research, your details will not be passed on to any third party.

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

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

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

RECORD INTERVIEWER'S ID

AUDITING (OFFICE ONLY)

Q39. Was the date and time of interview correct?

- Yes    1
- No    2

Q40. Was the interview recorded correctly?

- Yes    1
- No    2

Q41. Was the interviewer courteous?

- Yes    1
- No    2

Q42. AUDITOR'S ID

ENTER ID.....

## Appendix C Verbatim Responses

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

A lack of footpaths in surrounding streets. Particularly because I have a young daughter and for safety reasons you'd rather have them riding on the footpath than the open road.

A lot of speeding issues and no dedicated roads.

If people stick to bike tracks it's fine. Roads are very narrow and driving with cyclists on the road is very dangerous.

Be nice to have extra road bitumen to ride bikes.

Bike paths available. Good environment and lots of people riding, really adds to the community.

Cars drive too fast on Weller Street and King William Road. There is too much confusion about who has right of way and how to manage it.

Cars get too close to the cyclists.

Designated bike paths would be amazing.

Don't try it. Compete with trucks at 110 miles an hour it's not safe. No one would be silly to drive that area.

Extremely dangerous. People don't look for riders. I'm scared to ride my bike.

I guess you still have a choice, but you must wear the consequences which a helmet is.

I live on edge of mountain, so the conditions are reflective of that. It's a narrow road and I feel unsafe on it.

I reckon they should have more bike lanes.

I say not enough dedicated cycle paths away from the road.

I want pushbikes to have rear-view mirrors. I want it to be law. The ones with mirrors move out of the way to let you go around, but the ones that don't sit in the road.

I would prefer the bike lanes to be wider. I fear being knocked by a car probably by half as much. Again that's the only reason I don't ride more often.

Impossible - improve gravel roads.

It has been dangerous. What happened was when I rode, one car was coming towards me. One was in the other lane and the other in roundabout. They didn't care about the riders.

It is a little bit unsafe because I'd be travelling on roads that are 110 kms per hour. I usually put my bike in the back of the car and drive down to the river or somewhere and ride down there.

It's currently dangerous. Riders should take the paths

It's terrible. Country roads aren't sealed.

Narrow streets are quite dangerous because of the parked cars and other cars driving.

New roadworks has not taken account for bikes

Now we have our own lanes but I still think it's a hazard as it is still close to cars

On road lanes on North East Road are pretty dangerous. Congestion of cyclists blocks out a lot of traffic for drivers.

People aren't kind of cyclists in Adelaide.

People don't care about the bike lanes.

People that drive don't have courtesy and care for cyclists and their safety.

Pretty bad because cycle lanes suddenly stop. On Torrens Road, the road narrows and there are two lanes for cars and no lanes for bikes.

Roads could be better. Sturt Highway some major intersections traffic increased last 5 years heavily harsh for cyclist course road.

Rules that people need to wear high-vis when on the highway.

The extension of some of these bike routes. I live in Adelaide and I've got access to 2-3 established bike routes. I would like it to be extended and be a broader network.

The speed of drivers going past and the condition of the roads. the proximity of drivers to cyclist's Military road it's wide but there is no designated bike lane, so drivers often come quite close to the cyclists on the left-hand side of the road.

There are bike paths or designated areas that I could use. Just separation from traffic and ease getting places you want to have a special track or dedicated area separate from cars if possible. Some exist.

There could be some bike lanes. I live in Wallan so High Street and Watson Street could have bike lanes.

There have not been many changes in infrastructure in my area. I think the green paths that they put down are really helpful.

There is occasionally broken glass that appears usually on the main type of streets

There's a couple of streets (George Street) are quite narrow and busy and too many parking on Glen Street and Osmond Road.

They've put more bike tracks in which is good

They could always improve the conditions. They could always have bike lanes indicated.

They should be a speed bump on roads to prevent accidents with children to slow down the vehicle.

Too many potholes in the roads around where we live in our postcode.

We have a huge aging population and they are very confused what the road rules are and what the road rules are to cyclists. It just feels like if you are endangering your life if you ride here. It's like a retirement village.

We have some good bike tracks where I live. There is one that goes along the Southern Express Way.

We should still be allowed to ride on the footpaths especially kids.

It wouldn't ride too fast on the footpath. The skateboards, bicycles and people walk on the footpaths. I go to the shops and I live near a school. I do mind bicycles going fast on a footpath.

There is a bike track, a big area of 3km, which needs to be re-surfaced. The lines that the council didn't put it in, the club put in at their cost.

It's a bit odd. The bike lanes are a bit wider. Just driving into lanes changes from two lanes of motor traffic to one lane.

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

Along the coast, a coastal path that links all the suburbs. Can do by foot but not with car and bike.

To encourage people to ride their bikes. Places where people can lock up their bikes securely like at the supermarket so you can safely lock up the bike and you don't have to worry that it will get stolen as bikes are expensive these days.

Bike lanes.

Campaigns on sharing the road.

I don't think there's any issue in my neighbourhood and people seem to do the right thing.

Educate kids on tolerance on road use for both cyclists on motorists.

Educate the people who are driving the car and giving the maximum priority to the cyclists. This includes the cyclists at the traffic lights. A dedicated traffic lights for the cyclists like you do with buses.

Encourage more kids to ride bikes.

Engaging communities at a local level either face to face, on a forum or through social media.

Events to promote bike riding. For example this Friday they have an active get to school travel promoting walking and bike riding.

For the younger ones there should be safer routes to school as there is a major highway. They still must cross the main highway maybe special cross signs where the kids can still feel safe to cross especially on the Sturt Highway.

Frustrating around huge group, two and more abreast is scary for drivers.

Get a few people less than 1000 acres. Subdivide the area less than 1080 miles to ride easier. In a remote area. Move the towns closer.

Get to the corner, bike path stops, no room for bikes.

A good idea is lanes for Port Adelaide that are already there and are good, if they maintain it. The places are relatively new but not in five to ten years.

Henley Beach Square needs more bike parks because there is a lot of them parked anywhere especially when tour down under is on.

High priority for people to be safe while riding on bike tracks. There are broken parts within bike tracks at moment and stops before shops. It should be continued right through town.

I don't think bike lanes should be on road due to narrow lanes. Cyclists are not wary of pedestrians and drivers. Off roads are fine.

I don't think riding in tandem on the roads should not be allowed as they should ride single file. I'd like them to put in more bike lanes just everywhere so it's safer to ride. There should be more education for cyclists and drivers on what the rules are.

I mean the laws and the way they use. Adults who use the roads for bikes must pay the same way they pay for cars.

I think having bike lanes is the highest priority and making it possible to safely ride your bike especially on Military Road and Port Road.

I think probably more bike paths that aren't close to the roads.

I would like to see more flexibility given to bike riders with regards to wearing a helmet depending whether they are going off road or not. If it's off road, you should be allowed to ride without a helmet. If it's on road, you're a serious bike rider

Improved safety.

Funding for roads.

Increasing the amount of mountain bike trails such as in Second Valley Forest.

Install more bike paths. More campaigns for cycling and awareness especially in the country.

Just like I said, just a couple of bicycle paths away from the roads that have a galley or land somewhere that you don't have to breathe gas exhausts.

Links between bike paths. Education in primary schools about bike riding and road rules.

Make cyclist have licence plates and enforce laws. Registration for cyclists.

More ad campaigns to show what it looks like on TV to hit a bike rider.

More awareness campaigns for drivers and more bike infrastructure in consultation with bike riders

More bicycle parking.

More bike lanes in Walkerville. I fell off riding my bike in Walkerville, in hospital as doing this survey.

More bicycle signs for motorist so they are aware of cyclist on paths.

More campaigns to make car drivers aware of bike riders on roads.

More cycling promotion.

More enforcement on cyclists where they go through red lights.

More offences for riding in the middle of the road and those who don't follow the rules.

Need to get cyclists off the roads to relieve congestion on main roads.

People need to become more aware of people riding bikes. Just be cautious on the way you drive and look out for cyclists.

People on the bikes need to be more cautious.

Place some speed bumps and signage to proceed with caution.

Probably just awareness for drivers so just giving way and being aware that cycling is more prevalent now and don't open the car door.

Remove the prickles from the existing bike lanes and off-road path.

Repair the main roads to start with. The town roads are too narrow and need repairing. Bike riding is not a priority.

Riders get anxious and they think they can cut across double lanes of traffic. There needs to be better traffic management and a need for more education or signage for cyclists to follow.

Roads around main highway Widemne Rd south of Yakka from Blith to Balaclava is a disgrace and very narrow, full of trucks (livestock and grain). The road gets narrow, bitumen falls away.

Sealed roads would make cycling more applicable to the area.

Stronger laws about cars and bikes on the same road. It would be better to have separate lanes for cars and bikes. Separate it by fence or something.

Allow us to ride through work by allowing us to go through the mine site past the gatehouse.

There's a lot of speeding cars that's what you must be careful usually Eastern Road near the school.

Develop a master plan for bike riding paths and infrastructure.

We need secure parking at bus stops or train stations.

Come to have a look at the conditions of the bikes the kids ride in Melbourne, Adelaide or whatever and be better informed.

Widening the roads for bike tracks for a dedicated lane.



*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)