



# 2019

## Tasmanian Cycling Participation

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Results of the 2019 National  
Cycling Participation Survey



# National Cycling Participation Survey 2019: Tasmania

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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 14.8% (95% CI: 12.6% - 17.0%) of Tasmanian residents ride a bicycle in a typical week. More than one third (34.4%, 95% CI: 31.6% - 37.2%) had done so in the past year.

These participation rates translate to approximately 78,200 residents riding in a typical week and 181,500 residents riding at least once in a typical year.

The cycling participation rate by residents of Tasmania is very similar to the national average.

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**Keywords**

Cycling, bicycle, active travel, active transport

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# 1. Introduction

## 1.1 Background

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

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

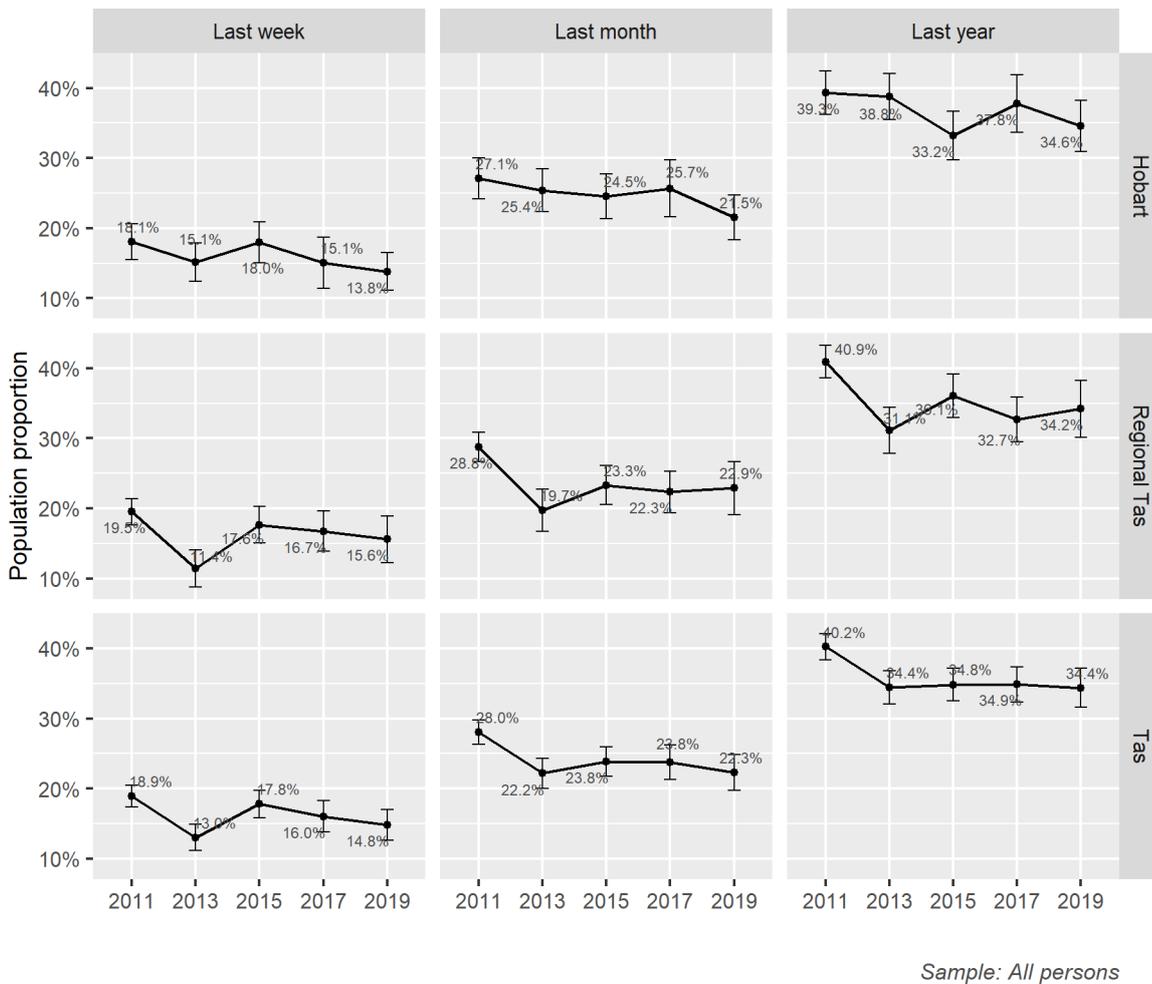
## 1.5 Survey sample

The sample consisted of 623 households containing 1,292 individuals. From the sample of 623 main respondents (i.e. the individual aged 15 or above with the next birthday that was selected for the interview) 118 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 14.8% (95% CI: 12.6% - 17.0%) of Tasmanian residents ride a bicycle in a typical week. More than one third (34.4%, 95% CI: 31.6% - 37.2%) had done so in the past year (Figure 2.1).

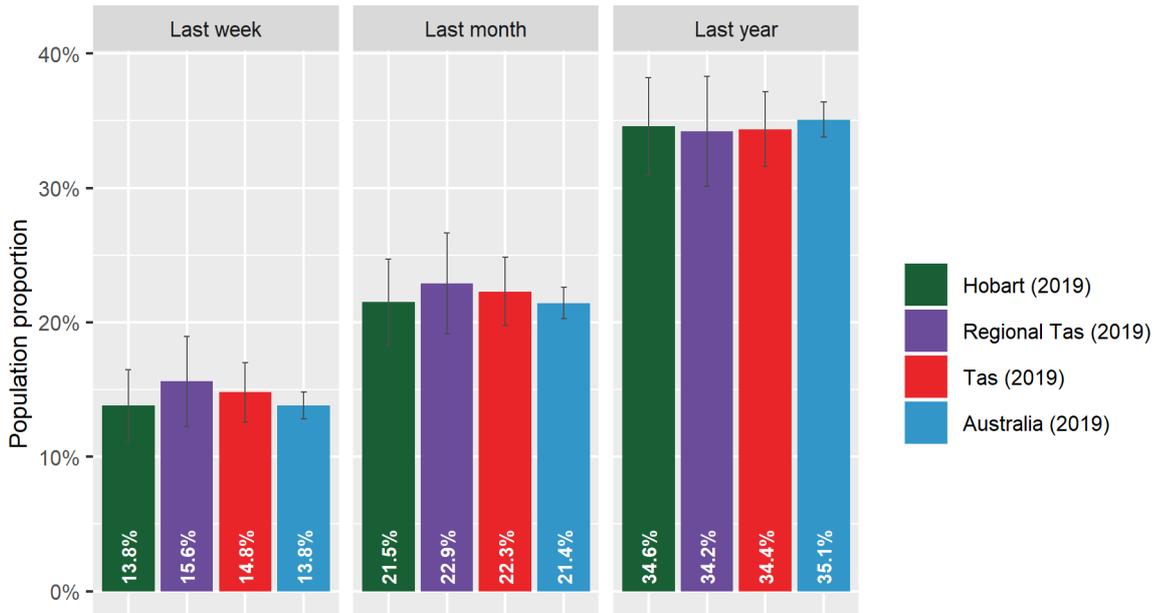
Figure 2.1: Cycling participation of residents (error bars represent 95% confidence intervals)



These participation rates translate to approximately 78,200 residents riding in a typical week and 181,500 residents riding at least once in a typical year.

The cycling participation rate by residents of Tasmania is very similar to the national average (Figure 2.2).

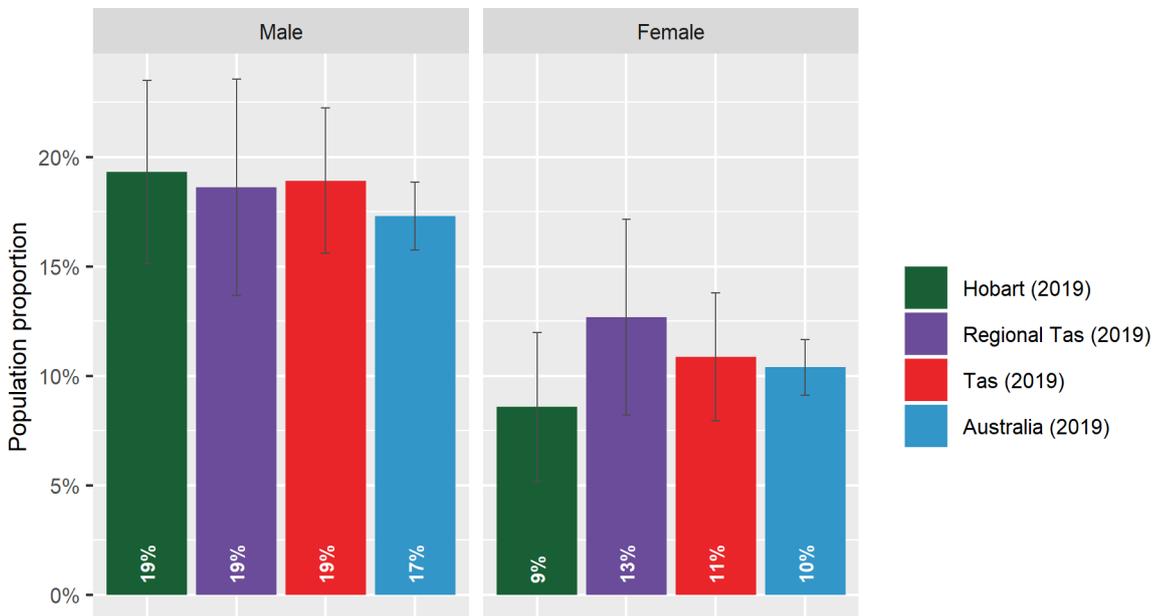
Figure 2.2: Cycling participation comparison by area



Sample: All persons

Males are significantly more likely to have ridden in the past week than females (Figure 2.3). The difference in participation rate by gender is much greater in Hobart than in other parts of Tasmania.

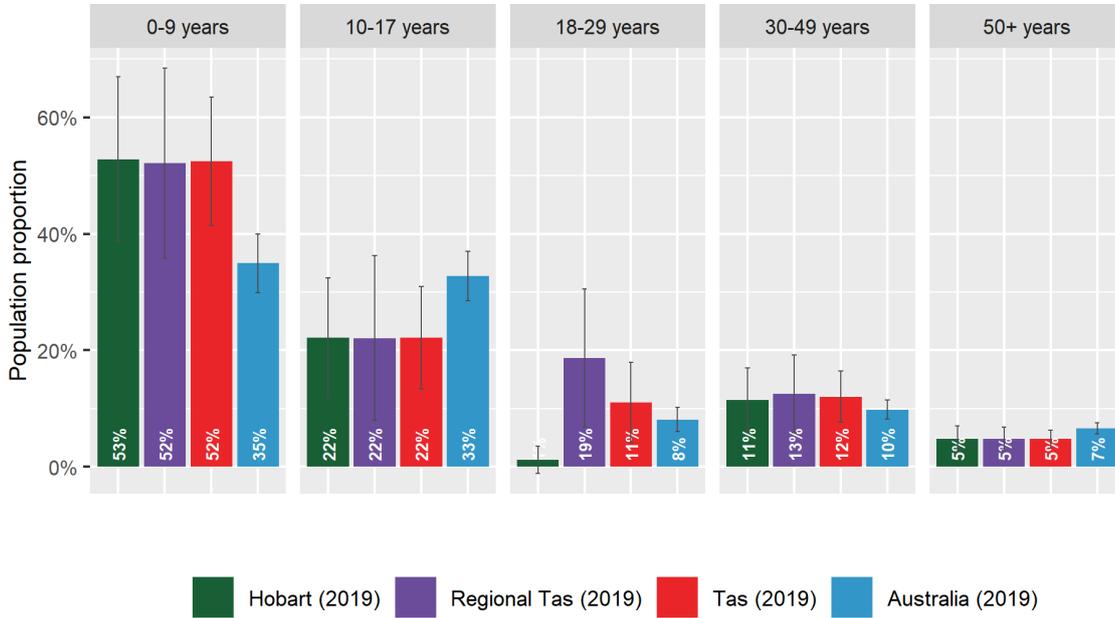
Figure 2.3: Cycling participation by gender



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 declines markedly among teenagers. The very low participation rate among Hobart residents aged 18-29 seems to be a sampling anomaly; it was around 10% when the survey was last conducted in 2017.

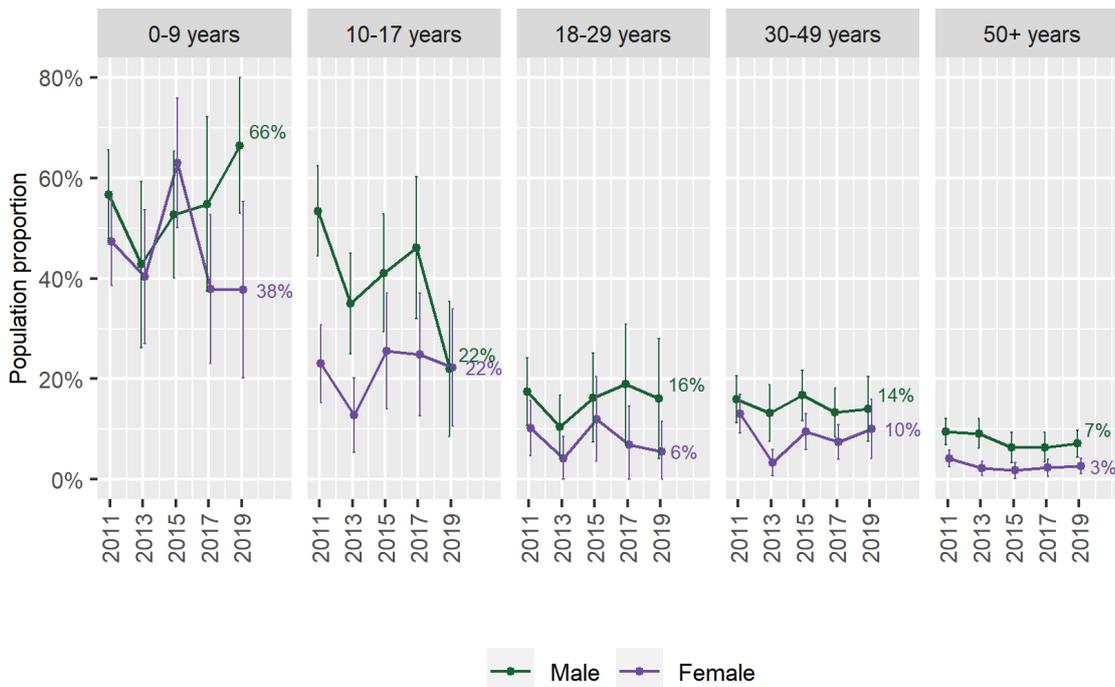
Figure 2.4: Cycling participation by age



Sample: All persons, cycling participation in past week

The trends by gender and age group are shown in Figure 2.5. While the uncertainty is large within some of these groups it may be that cycling participation has increased among males aged under 10 but, at least in the most recent survey, decreased among teenage males.

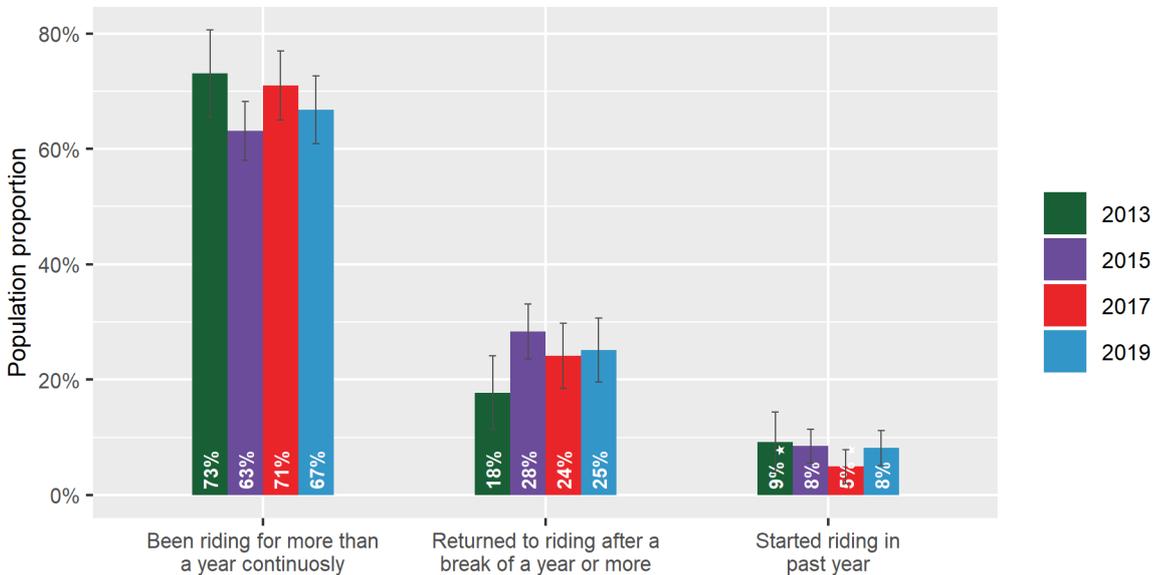
Figure 2.5: Cycling participation by age and gender



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. A quarter of respondents had returned to riding after a break of a year or more, with a further 8% altogether new to riding (Figure 2.6).

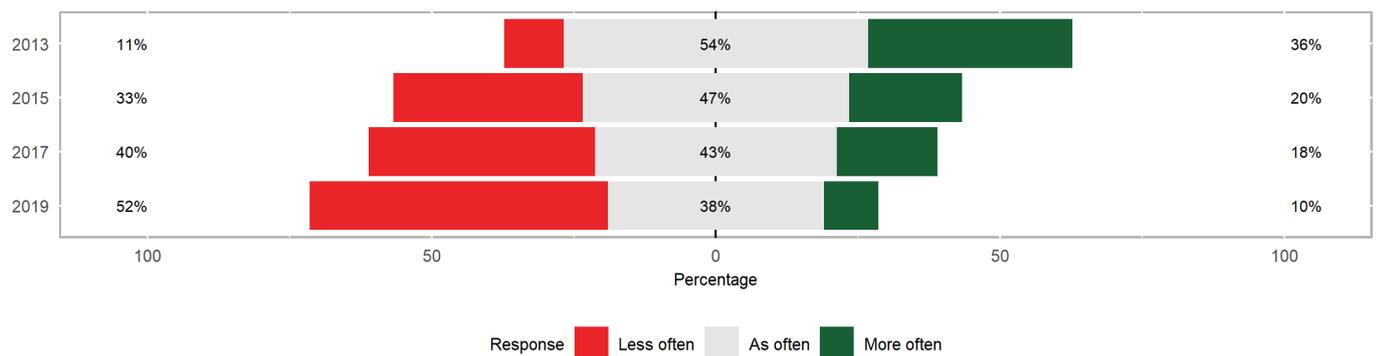
**Figure 2.6: Cycling history**



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 (52%) indicated they were riding less often than more often (10%) (Figure 2.7). This appears to have been a steady trend over the four surveys in which this question was asked.

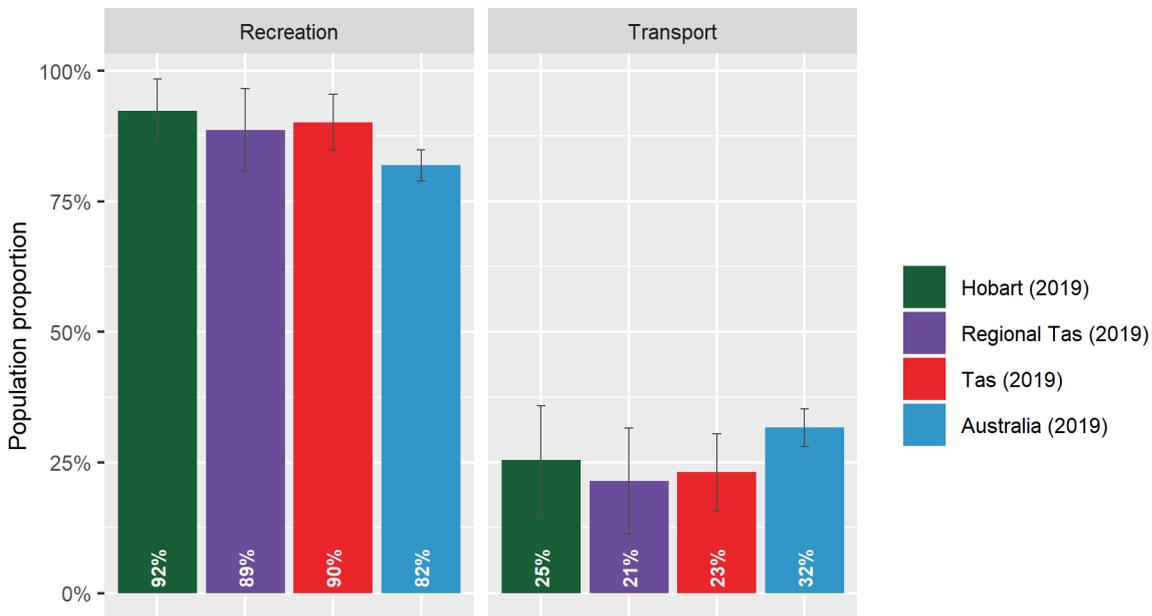
**Figure 2.7: Cycling frequency**



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

Of the people who cycled in in the last month, 90% cycled for recreation and 23% used a bicycle for transport (Figure 2.8). The proportion riding for transport is somewhat lower than the national average.

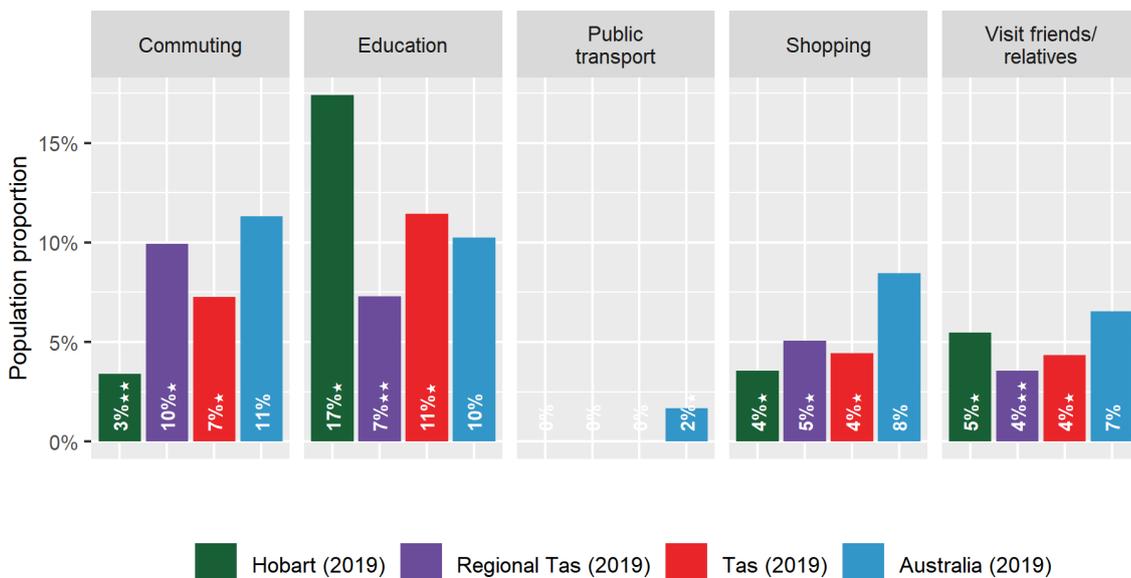
**Figure 2.8: Cycling for recreation in comparison to cycling for transport**



Sample: All persons who had ridden in the past month

Among those who had ridden at least once in the past year, and had travelled at least once for one of the transport purposes (commuting, education, public transport, shopping and visiting friends or relatives) most had ridden for commuting, education or shopping (Figure 2.9). Very few had ridden to access public transport.

**Figure 2.9: Purpose of cycling for transport**



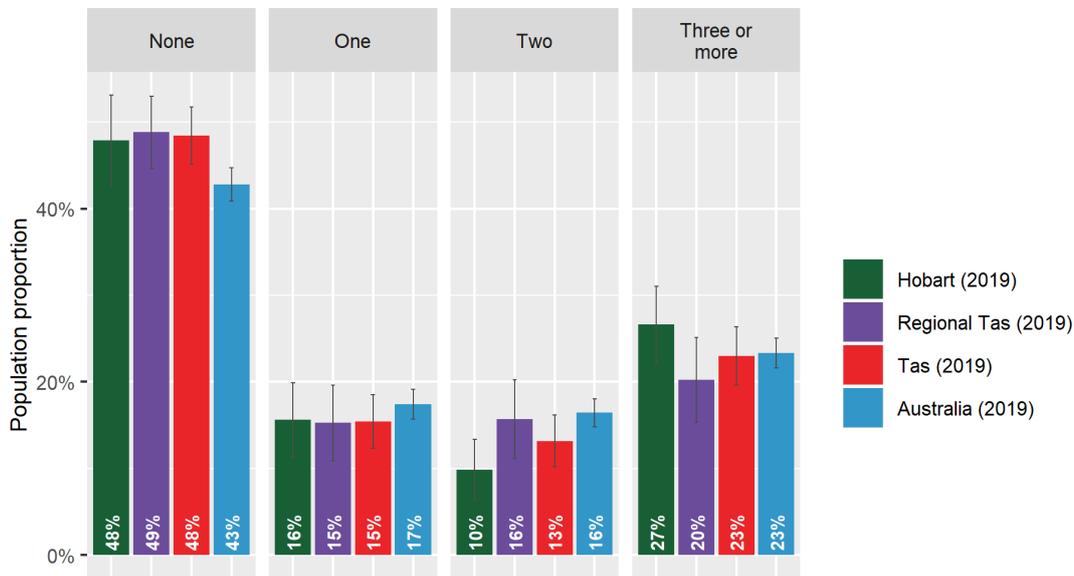
Sample: All persons who had ridden in the past month and who had travelled for each purpose (by any mode).

\* Estimate should be treated with caution.

\*\* Estimate should be considered unreliable.

Just over half of households have access to a working bicycle (Figure 2.10). This proportion is somewhat lower than the national average.

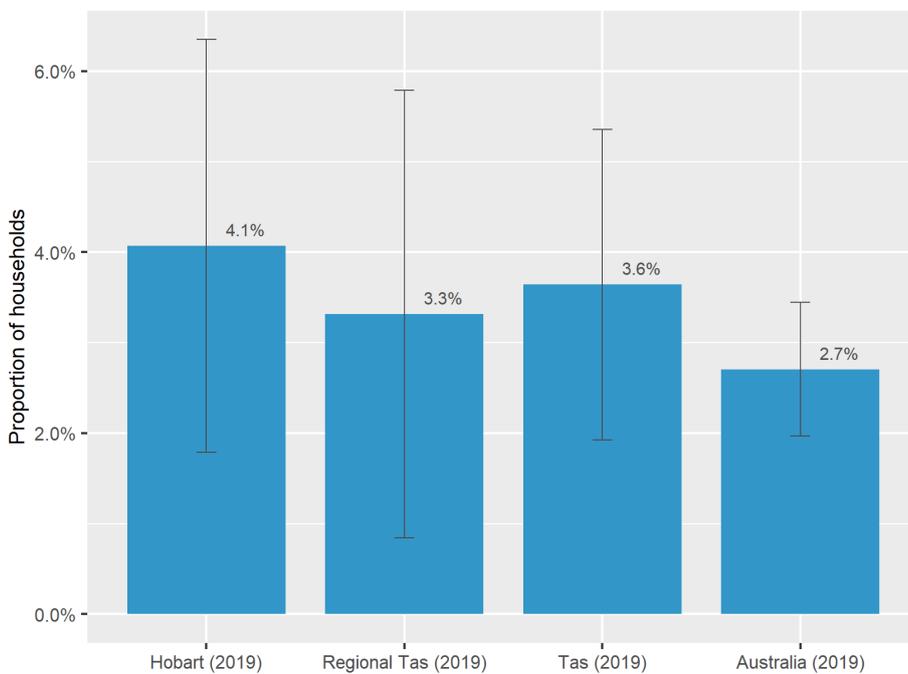
**Figure 2.10: Bicycle ownership by household**



Sample: All households

The proportion of households with at least one electrically assisted bicycle (“e-bike”) is around 4.1% in Hobart and 3.3% in regional Tasmania (Figure 2.11). It is cautioned that there is wide uncertainty in these estimates.

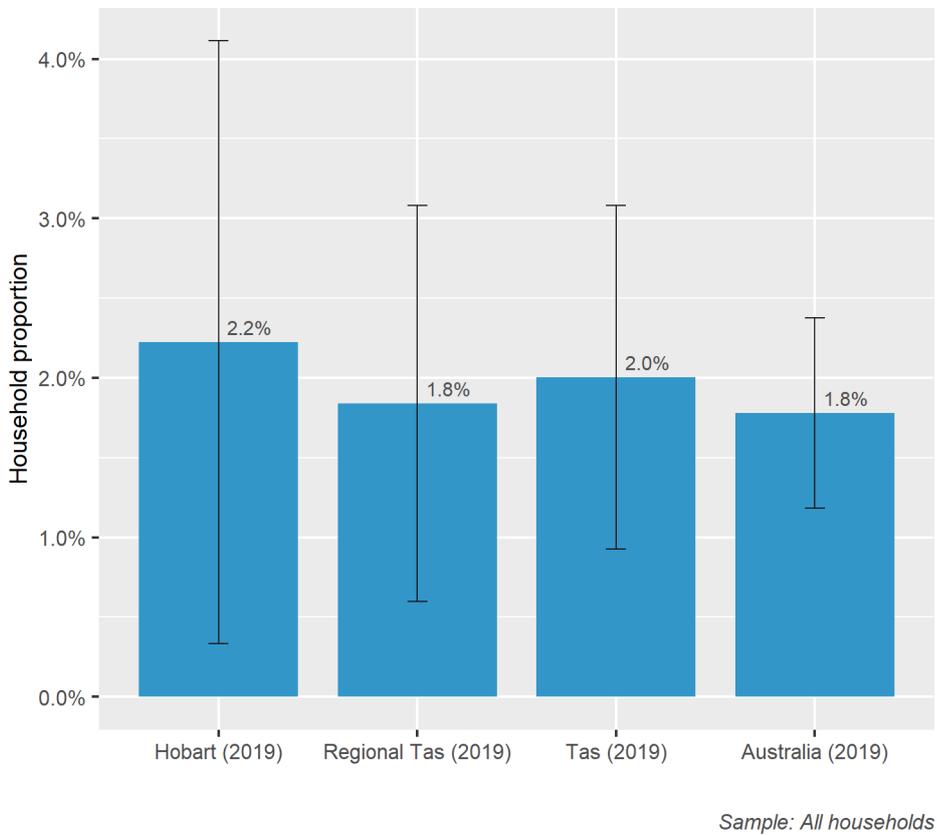
**Figure 2.11: Electrically assisted bicycle ownership by household**



Sample: All households

Respondents were asked how many current bicycle share service subscriptions were held by members of the household. Around 2% of households indicate there is at least one active bicycle share subscription within their household, although these estimates have wide uncertainty (Figure 2.12).

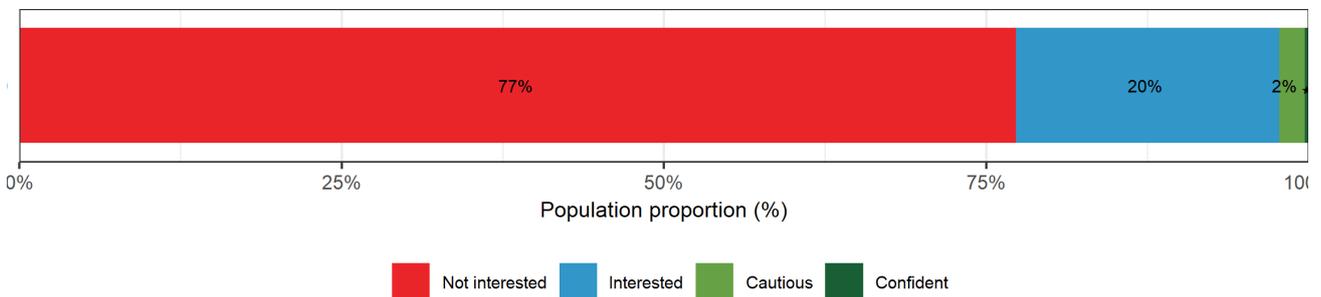
**Figure 2.12: Households with at least one current bicycle share subscription**



### 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. Just over three quarters of respondents indicated they were not interested in riding for transport, with almost all of the remainder being interested but not actively doing so (Figure 3.1). Around 2% identified themselves as cautious riders; that is, they already ride for transport but prefer circuitous routes to avoid traffic. Very few (0.3%) identified themselves as confident (that is, already ride for transport and will take the shortest route irrespective of traffic).

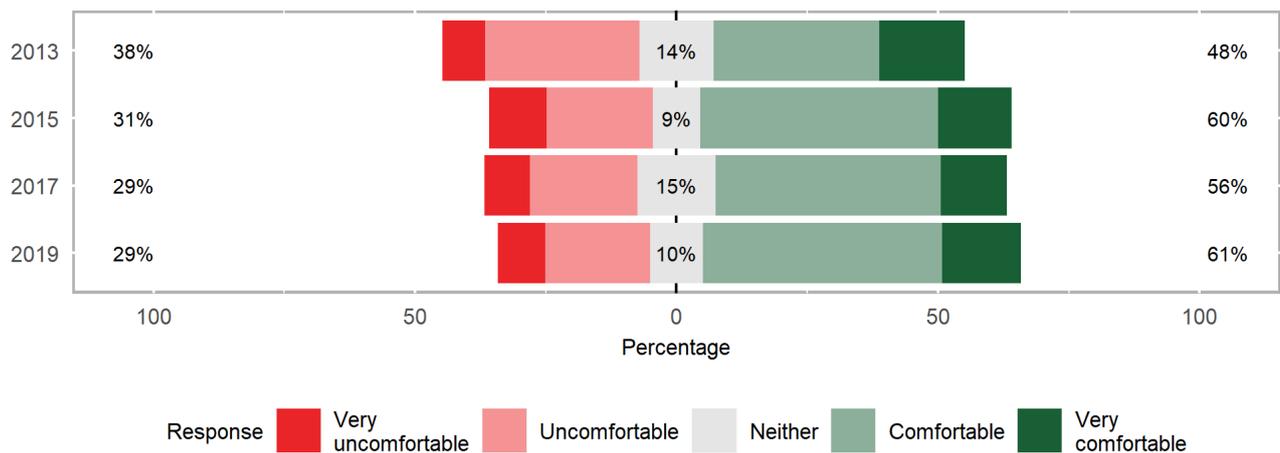
**Figure 3.1: Willingness to consider cycling for transport**



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 (61%) doing so (Figure 3.2). This appears to be fairly similar to previous years.

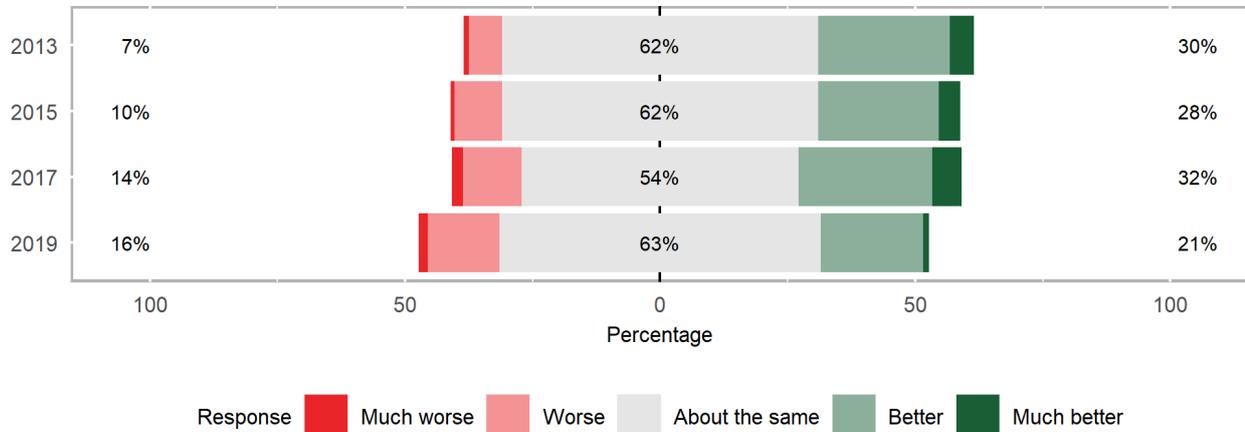
**Figure 3.2: Can you tell me how comfortable you feel riding in your area?**



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). Slightly more felt conditions had improved (21%) than deteriorated (16%).

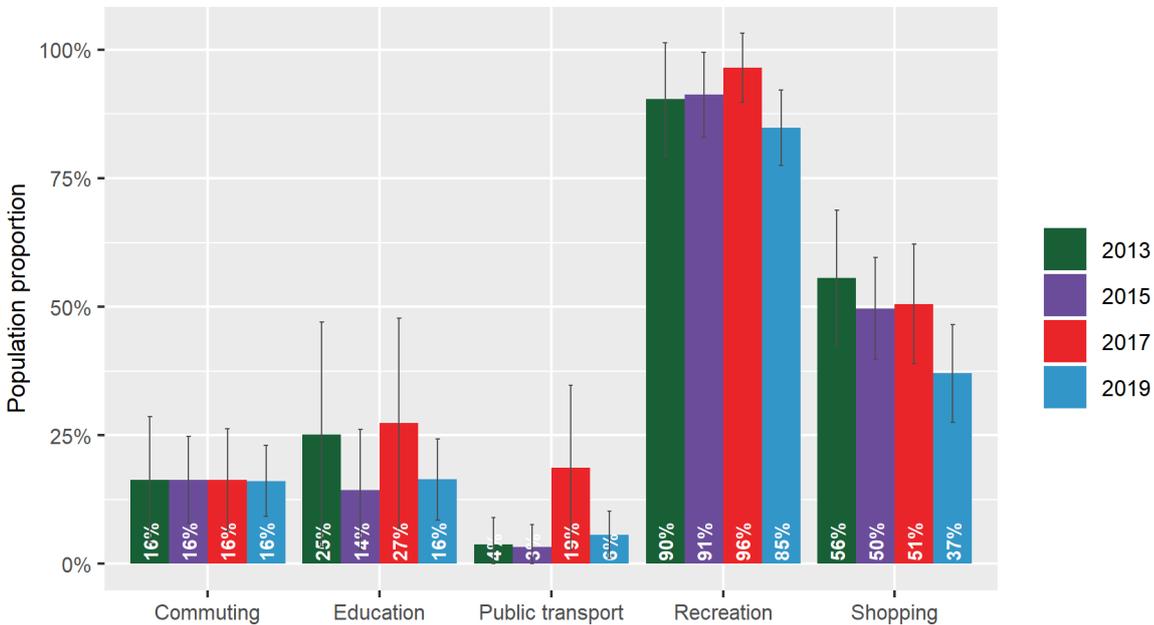
**Figure 3.3: In the past year, do you think that cycling conditions in your area have become much better, better, about the same, worse or much worse?**



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 (85%), and 37% had done so for shopping (Figure 3.4).

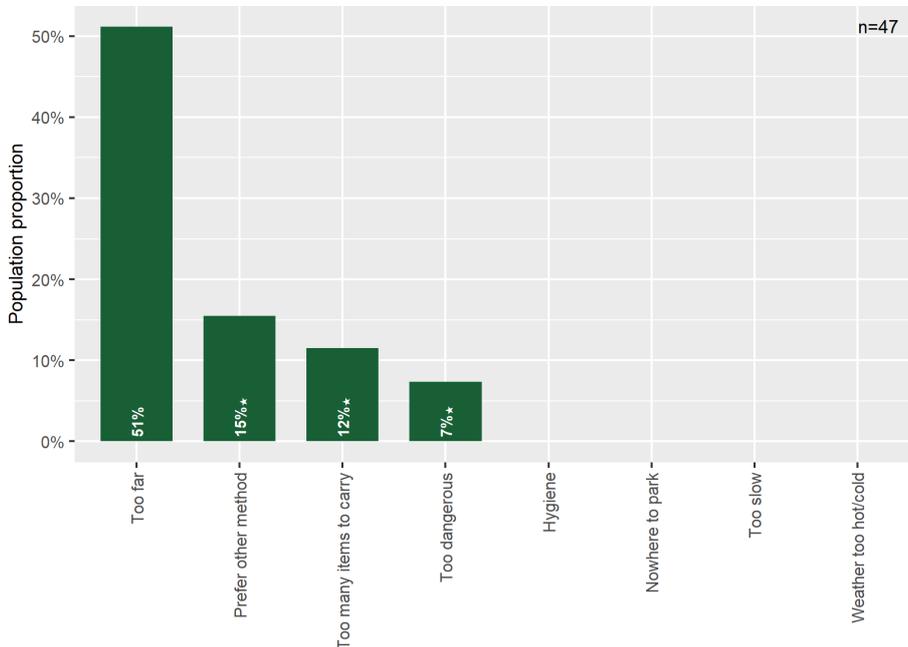
**Figure 3.4: In the past year have you used a bicycle for any of these purposes?**



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

Respondents who had travelled for the activities listed above, and who indicated they had not used a bicycle to do so, were asked why this was the case. For those who had not ridden to work (Figure 3.5) the most commonly cited reasons were that it was too far (51%) or they prefer another method (15%).

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

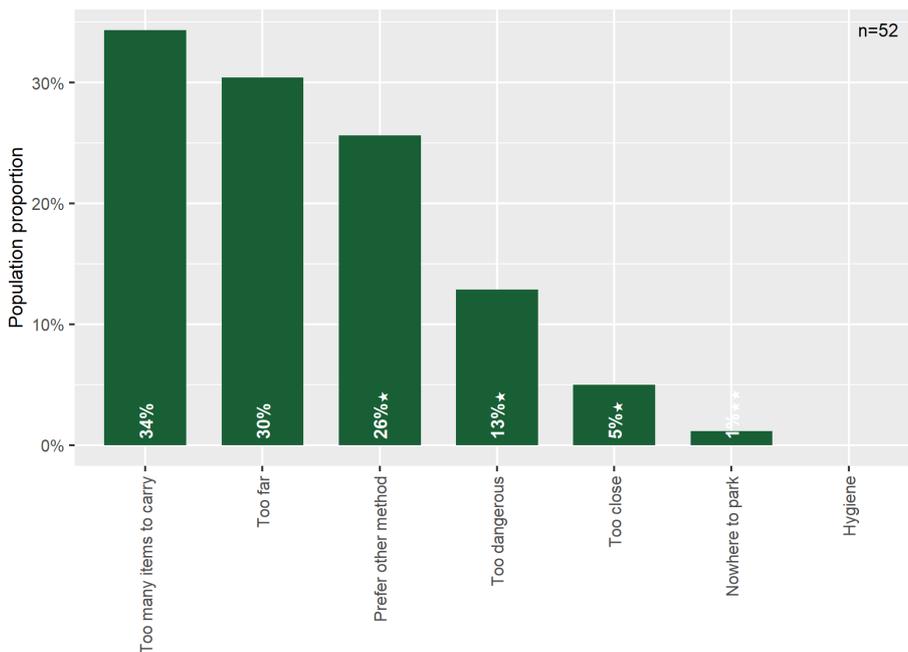


Sample: Persons aged 15+ who had ridden in past year

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

- they had too many items to carry (34%), and
- it was too far (30%).

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

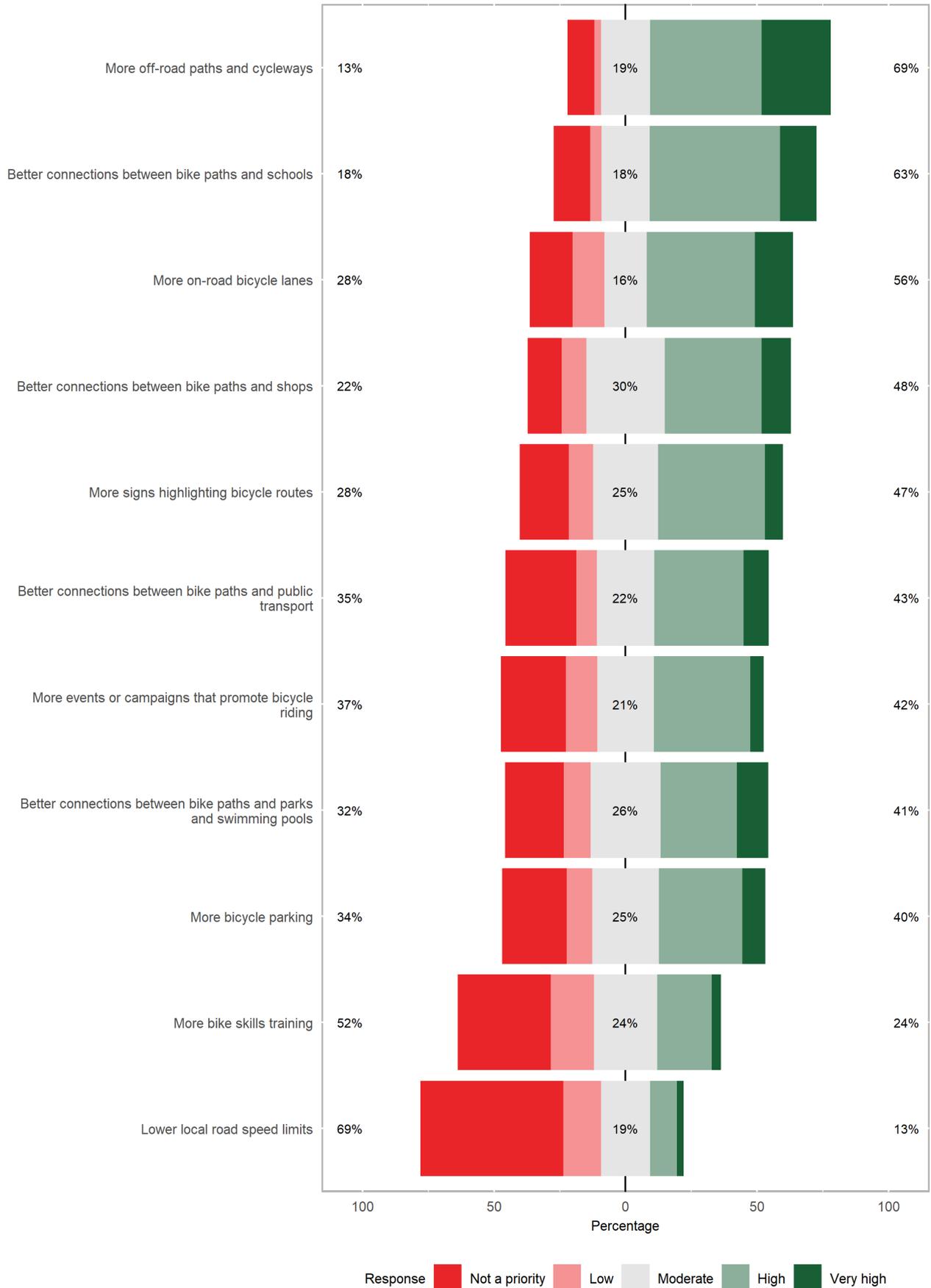


Sample: Persons aged 15+ who had ridden in past year

Respondents were asked to prioritise actions that the road authority could take to encourage bicycle riding. The most supported actions, as shown in Figure 3.7, 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 (63%),
- more on-road bicycle lanes (56%),
- better connections between bike paths and shops (48%),
- more signs highlighting bicycle routes (47%), and
- better connections between bike paths and public transport (43%).

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	623		
No. of individuals	1,292		
<b>Cycling participation</b>	<b>Estimate</b>	<b>95% confidence interval</b>	<b>Confidence rating</b>
% who rode last week	14.8%	12.6%-17.0%	★★★
% who rode last month	22.3%	19.7%-24.8%	★★★
% who rode in past year	34.4%	31.6%-37.2%	★★★
No. who rode last week	78,200	66,500-89,900	★★★
No. who rode last month	117,700	104,300-131,100	★★★
No. who rode in past year	181,500	166,800-196,300	★★★
<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	18.9%	15.6%-22.3%	★★★
% of females who rode last week	10.9%	7.9%-13.8%	★★★
<b>Age</b>			
% of 0-9 years who rode last week	52.5%	41.5%-63.4%	★★★
% of 10-17 years who rode last week	22.1%	13.3%-31.0%	★★★
% of 18-29 years who rode last week	11.0%	4.2%-17.9%	★★
% of 30-49 years who rode last week	12.0%	7.7%-16.4%	★★★
% of 50+ years who rode last week	4.8%	3.2%-6.3%	★★★
<b>Gender by age</b>			
Male: 0-9 years	66.5%	53.0%-80.0%	★★★
Male: 10-17 years	22.0%	8.5%-35.4%	★★
Male: 18-29 years	16.1%	4.2%-28.0%	★★
Male: 30-49 years	14.0%	7.6%-20.5%	★★★
Male: 50+ years	7.1%	4.4%-9.8%	★★★
Female: 0-9 years	37.7%	20.2%-55.2%	★★★
Female: 10-17 years	22.3%	10.6%-33.9%	★★
Female: 18-29 years	5.6%	0.0%-11.5%	★

Participation by demography	Estimate	95% confidence interval	Confidence rating
<b>Gender by age (continued)</b>			
Female: 30-49 years	10.1%	4.2%-16.0%	★★
Female: 50+ years	2.6%	1.1%-4.1%	★★
Participation by purpose	Estimate	95% confidence interval	Confidence rating
<b>Summary</b>			
% of those who rode in past week for recreation/exercise	90.1%	84.8%-95.4%	★★★★
% of those who rode in past week for transport	23.1%	15.7%-30.5%	★★★★
<b>Detail</b>			
% of those who rode in past week for commuting	7.3%	2.4%-12.1%	★★
% of those who rode in past week for education	11.4%	5.7%-17.2%	★★
% of those who rode in past week for shopping	4.5%	1.2%-7.7%	★★
% of those who rode in past week to train/tram/bus	0.0%	0.0%-0.0%	
% of those who rode in past week to visit friends/relatives	4.3%	1.2%-7.5%	★★
<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	2.7-3.5	★★★★
Average time ridden (mins) in past week by those that had ridden	164	117-210	★★★★
<b>Household characteristics</b>			
<b>Working bicycles (incl. electrically assisted)</b>			
% of households without a working bicycle	48.4%	45.2%-51.7%	★★★★
% of households with one working bicycle	15.4%	12.3%-18.5%	★★★★
% of households with two working bicycles	13.2%	10.2%-16.2%	★★★★
% of households with three or more working bicycles	23.0%	19.6%-26.3%	★★★★
<b>Working electrically assisted bicycles</b>			
% of households without a working electrically assisted bicycle	96.4%	94.6%-98.1%	★★★★
% of households with one working electrically assisted bicycle	3.6%	1.9%-5.4%	★★★★
% of households with two working electrically assisted bicycles	0.5%	0.0%-1.0%	★★
% of households with three or more working electrically assisted bicycles	0.2%	0.0%-0.5%	★
<b>Bicycle share subscriptions</b>			
% of households with an active bicycle share subscription	2.0%	0.0 – 3.1%	★

## 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?

20 years behind Europe. The facilities are much better - far more bike lines and general attitude is much better in Europe and not regarded as a peasant as much.

40km zone very safe for cyclists. Outside of my neighbourhood there needs to be bike paths as it is very, very dangerous and unsafe.

A few more bicycle tracks would help in my neighbourhood.

A lot more semi-trailers and the roads not wide enough for both.

Allocated bike paths would increase safety and usage.

Along Shark Point Road they have a bike lane/pedestrian and it's great and makes my family feel safer.

Bike riders should have their own lanes. I think it's stupid to have bikes on roads where they take all the space on roads and plus ride two abreast. If they have allowed to be on road then why not have dedicated bike lane. I don't want to take away bike from...

Bike riding on footpaths just for children.

Cyclists to ride single file rather than take up most of the road when travelling.

Could be more bicycles on road.

Cycling lanes would be good for a start.

Cyclists are riding 4 abreast. It's very difficult to get around the cyclist and slows down traffic.

Difficult to improve them because of narrow roads.

Difficult with other road users because people don't keep cyclists in mind. It's dangerous.

Few more bike lines on roads.

Gravel roads aren't very good.

Hobart is just not set up for bike riding and there are very few tracks.

I don't like riding push bikes. My friend died on a motor bike accident and it has scared me since that happened.

I guess it is slowing. There is a bike lane or a verge to make a bike rider feel safer. Just more space on the edge of the road for riding.

I only ride on the bike tracks. On the road it's not designed to fit both cars and bikes riding alongside each other.

If other cyclists stuck to the bike lanes that would be great. Sometimes they ride on footpaths and don't stop at red lights.

Improvement of bike paths.

In comparison to other cities it's not bike friendly. Paths are not consistent. I go onto paths then follow onto roads and this is a little dangerous for me.

Inadequate cycling lanes.

It's easy to ride here because I mostly ride on the footpaths and I still don't go where the cars go.

It's very hilly around here so I don't ride my bike as much since I started driving.

It would be good to have more bike tracks where I live in Snug. It's good that they've made a bike track from Snug to Margate.

It's not bike oriented. There is currently no infrastructure to assist riding.

Keep them off the bloody road. As drivers in Tasmania we need to give cyclists 1.5m berth so therefore why don't cyclists do the same with us drivers. Cyclists need to be registered same as cars and be accountable for their illegal actions.

Love to have a rule where people can't ride two people beside one another. They should have registration on bikes.

Lycra people shouldn't be allowed on the roads between 7.30 - 9. They seem to disrupt the roads when people are going or coming from work. They are very rude. They seem very privileged and cause issues for drivers.

Motorbikes and hoons are very dangerous to ride and never get booked. All streets especially on Gregory Street more police presence in the suburb - hoon driving happens every night and nothing is done. This is not safe for people in the neighbourhood.

Motorists are nasty towards cyclists and I notice this on the roads. It's getting worst as motorists are becoming more and impatient and aggressive towards cyclists on the road in Hobart. I don't feel safe bike riding here.

No bike lanes where I live would be good.

No bike tracks and kids cross at main roads with no safe way for them to cross.

No, plenty of bike terrain/lane side of the road all into to town.

Not enough bike paths or lanes. There needs to be a bike corridor from Sandy Bay into the city.

The only safe cycleway is from Margate and Kingston.

Particular poor on the roads. The cycle track is OK. The road is quite unsuitable, narrow and there is a lot of traffic and cars on the road.

People don't stick to the designated bike tracks and don't go on the paths that were made for them.

Pretty safe and people in this town are reasonable aware of cyclists but there could be more done to facilitate cycling such as cycle ways that don't go along the edge of the road.

Roads during peak hour are dangerous and crazy. It's not safe to ride a bike especially on the way to the city and around school areas.

Rural areas don't have any safe places to ride.

Skills training is important.

Some roads are unsafe due to traffic but I feel safe on quiet and small country roads.

Tasmania is advertising well but unfortunately young people are not safe at all on the roads and are going way too close to bike riders, cutting them off, even knocking down and verbally abusing. There is a need for more police presence if possible especially to monitor.

7315 has good access to paths.

The attitude of cars driver with cyclist - more awareness of looking out for them.

The fact that there are very few dedicated cycle paths. I would therefore not ride in my area.

The roads and gravel side of road is a bit tricky to ride on. We haven't got a bike lane.

The sides of the roads could be better. Sometimes I must go off road due to trucks because roads are fairly narrow in some places.

There are no designated bike lanes in my area.

There are no special provisions for cycling in my neighbourhood. Wider verges would be quite acceptable and separate paths on very busy roads.

There are plans for tracks and I hope it hurries up.

There needs to be more. There are a lot of points that do not have bike friendly roundabouts. A particular one I'm thinking about is the Mornington roundabout which needs an over path/pedestrian path. I would not go around there in peak hour traffic and I ride a bike a lot.

There is a severe lack of back trails routes.

They could be expanded and joined up with other bike paths in other sections of the suburb.

They need to be better secured bike track from Lagana to Launceston.

We have a cycleway that comes through here which isn't too bad but it's only as good as the drivers who respect it. Drivers that don't understand how to interact with a cyclist on the road sit behind you or drive too close which I don't understand.

We have a few off-road road options but would like to see more. I feel safer off road. Drivers feel more entitled on the roads because they pay rego. Wife has been knocked off the road cycling a few times.

We have packs of cyclists on the road and around peak hour it gets dangerous.

We need more bike lanes especially on the main highways such as East Derwent highway.

Why is the bike lane only 5 metres where cars can open their doors and I can get killed? They give me a metre for my own space but I must dodge people opening their doors.

I would like a bike track along rivulet South Hobart which goes to the outskirts of the city centre but then have to ride on the roads. I would like a bicycle lane east-west in the city area

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

Ride one abreast only.

Ensure that if there is a commuter route to make a cycle option. General attitude towards cyclists is very poor. Fix it by more awareness and give more room to cyclists.

7023 is rural and cyclists come here to ride. The CBD needs to be a priority to encourage bike riding and provide infrastructure for that. Driver education is also very important.

A few more signs. I live on Teatree Road and I would see them highlight the cyclists more on dangerous parts of the road.

A lot of bike riders don't seem to know all the rules and don't follow them compared to how they are enforced for cars.

As far as I know you can't take a bike on a metro bus. If you can load your bike on the bus, the bus could have a bike rack or even like Melbourne where you can hire the bikes.

At some of the major bus stops they have somewhere you can lock your bike. Bus stop 10 needs one desperately.

Bike lanes are in small parts of routes that just suddenly cut off. They are not very well thought out.

Ban cyclist and get them off the road.

Better education of the heavy vehicle drivers. This is imperative for safety.

Better promotion for e-bike.

Bike lanes finish and don't connect forcing people onto roads. Better connections are required.

Bike riders need to be riding single file. It's too dangerous on the road.

Bike riders should require registration to pay for the roads. Insurance just like drivers. Fines should be enforced

Commuter hour consideration.

Costal pathway would be great. A mountain bike pathway would also be great and would increase tourism.

Council issues. They need to improve traffic. Makes it dangerous.

Cycle lanes to schools specifically in the area are necessary.

Cyclists need to maintain a single lane because they disrupt traffic. They also use tiny back roads.

Cyclists should be registered just in case of accidents. It is unfair that cyclists can take drivers details and drivers can't take theirs. One abreast riding should be implemented.

It is dangerous to drive on roads and is dangerous for bikers.

Designated cycle pathways that link to existing cycling paths to infrastructure.

Don't encourage riders in rural settings where there are no footpaths and proper lines on roads. Have designated roads where they can't go on major highways as it can be dangerous.

Driver awareness of cyclists. Drivers need to be more considerate of cyclists both on and off the road.

Establish some cycle paths to protect the riders. Rerun the bicycle awareness campaign and reinforce the road rules.

Helmets mandatory.

How come bikes have the same road rules as driver but there's no licensing? They should make a rule they have to travel in single file, or double if they can fit in a bike lane, but to keep to side on main roads so cars can travel normally.

I think bikes should be registered even if ten dollars a year if they are on public roads. I have bikes but I can see that bikes shouldn't get a free pass as they use the roads.

I think there needs to be better signage and connection between bike paths and roads and more protection for riders going onto the roads.

I would like more off road bike roads. That's why we don't ride in the area. We drive to bike paths into town.

I'd like some funding to make bike lanes or bike paths. I would be more than happy to ride my bike to work if it was safe but it is very dangerous outside my neighbourhood - Klamorn to Clifton.

Bring out an ad that can shock people, especially young people, into understanding what can happen when driving unsafely. Even if it has to be graphic, just to make them aware.

If you have a high priority lane for a bike lane and you've got a parking lane and drivers give us one metre, are you allowing the doors to be opening and legally?

It's more about changing peoples' attitudes towards bike riding.

It would be to good make more bike parking at the bus stops.

Education for drivers on their morning commute as they get a cranky on their morning commute.

Make car drivers more aware of the needs of cyclists.

Make it safer and bike paths would help a lot.

More awareness and stigma around bike riding. Events or ad campaigns would help lift the stigma. More bike routes.

More bike lanes on the main road to make it less dangerous.

More unused rail lines being turned into trails for bike riding.

More education is needed for both car drivers and bike riders.

More off-road cycleways would be great.

More separate bike paths for bikes.

More signage and paths.

More signs for cyclists. Widening the road for cyclists.

There is a need for more bicycle education for riding on paths and roads.

Need to be more aware of traffic congestion as it is getting worse.

There needs to be an education campaign for drivers on bike riders and cyclists who are impatient etc. Hobart doesn't have trains or trams which is very inconvenient. Buses do not come regularly enough so they should encourage bike riding in the area.

Promote initiative to ride bikes.

Proper road and bike lane infrastructure. There is currently no common sense.

Public transport to have places to store bikes.

Putting specific areas at the intersections where bikes can stop and wait. Bike lanes don't use them and they ride everywhere else so they're useless. More cycleways. There's plenty of room along Booker Highway and that whole area in the middle.

Safe bike paths off-road to get to school.

Set up bicycle lanes on a highway.

Single file on the roads.

Somewhere safe for bike riders to ride like more bike lanes and paths.

Speed bumps aren't helping the hoon driving. They don't care about it and it's not slowing them down.

There is a need for more police presence.

Bike riders are riding in peak hour and they shouldn't be allowed to ride in packs and on the road during peak hour.

There should be a rule for cyclists to use the bike paths when available over road use. Update some of the cycle paths with more designated parking areas and shelters for cyclists' bicycles.

They need to build the Battery bike pass on the water.

Try to advertise for kids to ride more.

When building roads accommodate more bike lanes to work and for recreational purposes.

Widen the roads and put bike lanes.

Widening rural and residential roads to allow more space for road users to share.

I would like to have a special lane for bikes.

I would like the bike path to continue between Snug and lower Snug.

Make provision for bikes if you have to have them.



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