



2019

Victorian Cycling Participation

Results of the 2019 National
Cycling Participation Survey



Austrroads

National Cycling Participation Survey 2019: Victoria

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Abstract

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

The survey suggests that 13.7% (95% CI: 11.6% - 15.8%) of Victorian residents ride a bicycle in a typical week. More than one third (35.4%, 95% CI: 32.6% - 38.3%) had done so in the past year.

These participation rates translate to approximately 886,800 residents riding in a typical week and 2,289,800 residents riding at least once in a typical year.

The cycling participation rate by residents of Melbourne is similar to the national average, while the regional Victorian participation rate appears to be significantly higher.

Keywords

Cycling, bicycle, active travel, active transport

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1. Introduction

1.1 Background

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

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

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

1.2 Perception indicators

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

- feelings of comfort while riding,
- change in cycling conditions over the past 12 months,
- barriers to riding for different purposes (commuting, education, shopping, recreation and to access public transport), and
- priorities to improve cycling conditions.

As these questions require some insight into current cycling conditions only individuals who had ridden at least once in the past 12 months in the jurisdiction were subject to these questions. Those who had not ridden at all in the past 12 months, or had only done so outside the jurisdiction, were excluded from these questions. The barriers to cycling by non-cyclists have been widely studied and so are well understood. The survey does not look to investigate these barriers.

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

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

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

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

1.3 Weighting

The person-level data are weighted at the gender and age level (2 – 9, 10 – 24, 25 – 49, 50+) to the ABS census 2011 population. The household-level data are weighted to ABS census 2016 household size (1, 2, 3, 4, 5, 6+ usual residents). The number of persons cycling is estimated by expanding the 2016 weights to estimated resident population for 30 June 2018 provided by the ABS.

1.4 Statistical significance

The estimates presented in this report are based on a sample of residents from Victoria. 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.

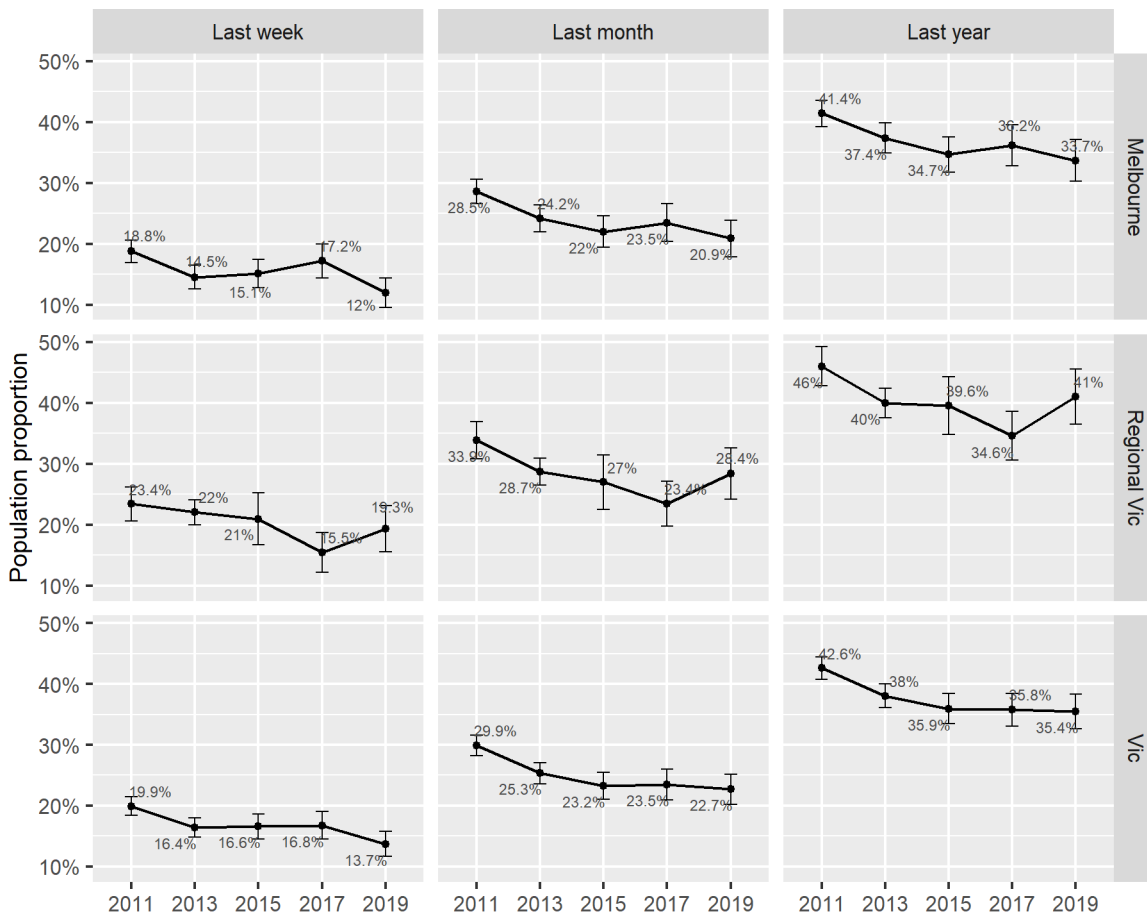
1.5 Survey sample

The sample consisted of 443 households containing 1,136 individuals. From the sample of 443 main respondents (i.e. the individual aged 15 or above with the next birthday that was selected for the interview) 126 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 13.7% (95% CI: 11.6% - 15.8%) of Victorian residents ride a bicycle in a typical week. More than one third (35.4%, 95% CI: 32.6% - 38.3%) had done so in the past year (Figure 2.1).

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

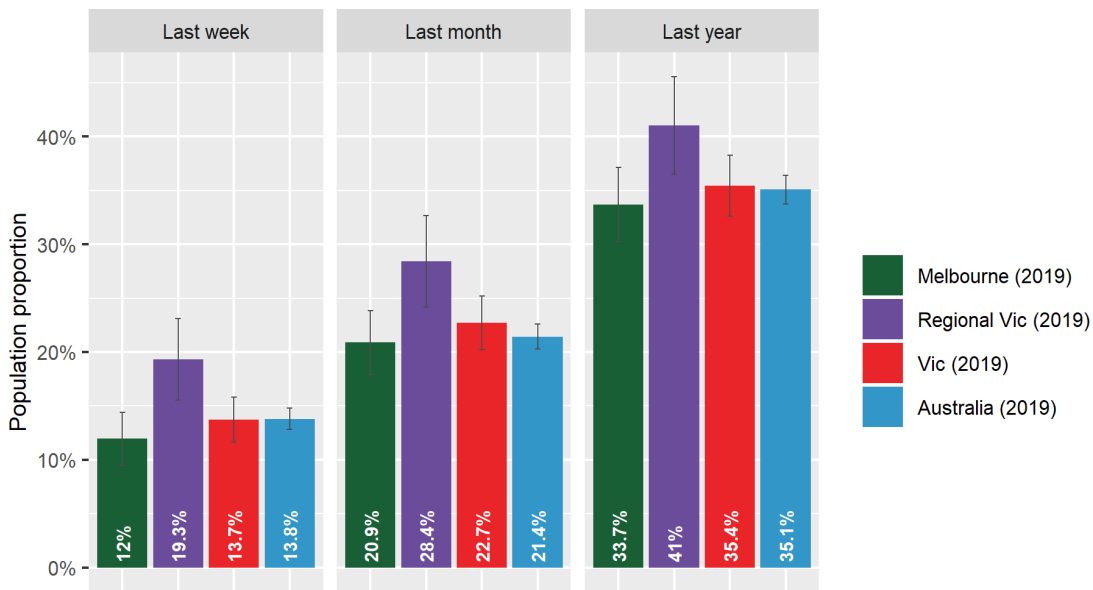


Sample: All persons

These participation rates translate to approximately 886,800 residents riding in a typical week and 2,289,800 residents riding at least once in a typical year.

The cycling participation rate by residents of Melbourne is similar to the national average, while the regional Victorian participation rate appears to be significantly higher (Figure 2.2).

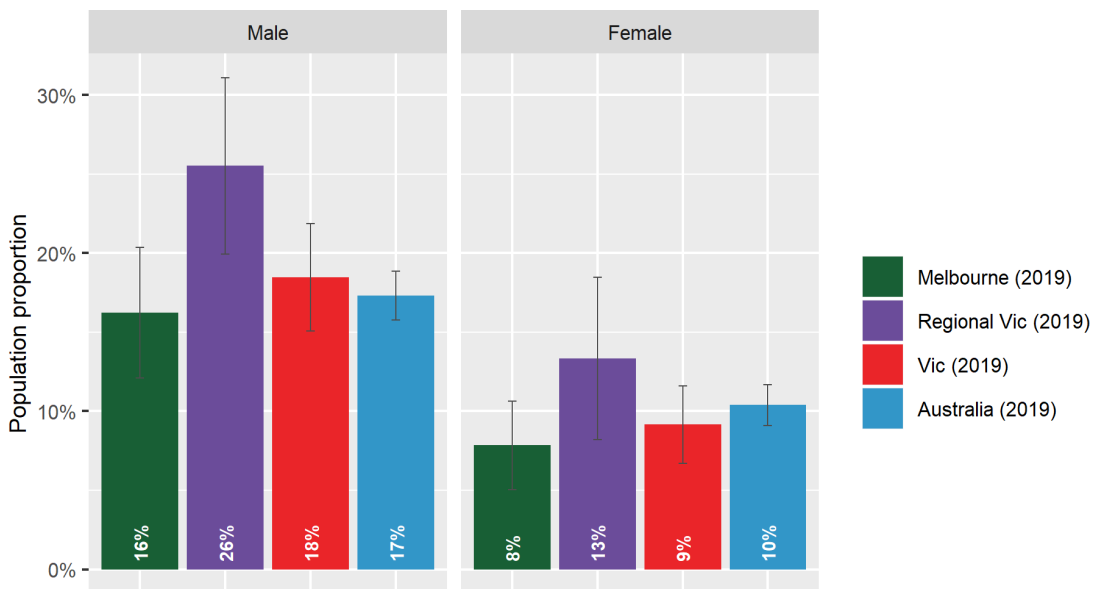
Figure 2.2: Cycling participation comparison by area



Sample: All persons

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

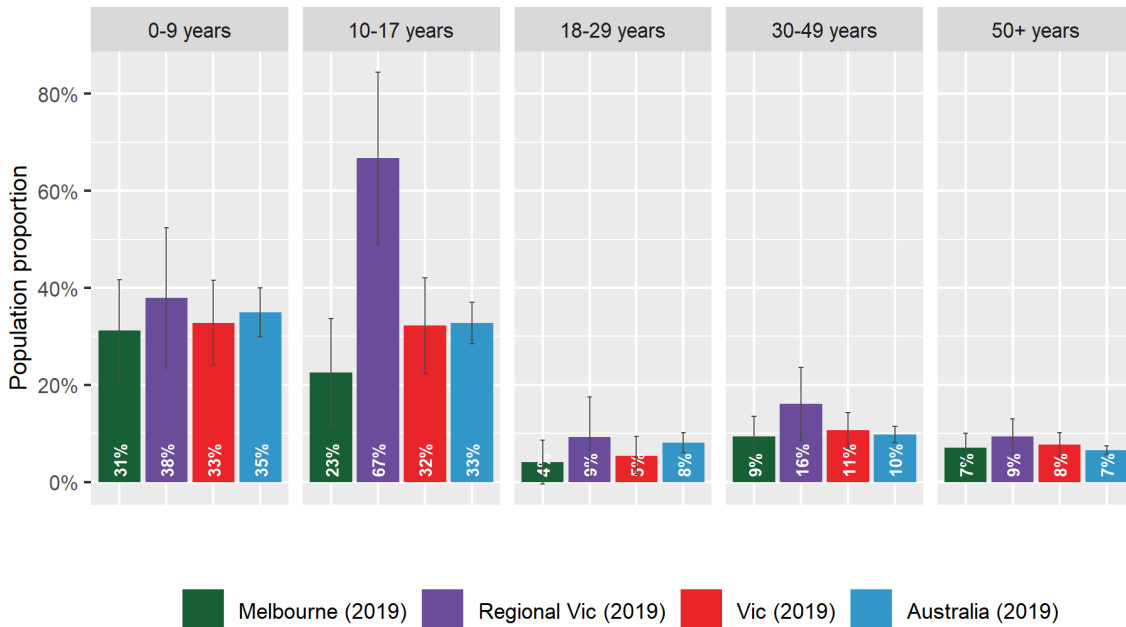
Figure 2.3: Cycling participation by gender



All persons, cycling participation in past week

The highest cycling participation rate (measured as those who had ridden in the past week) for Melbourne residents was among children aged under 10 (Figure 2.4). The cycling participation rate among teenagers in regional Victoria is significantly higher than when the survey was last conducted in 2017 (36%); this appears to be a statistical outlier attributable to the small number of individuals (33) within this group in 2019.

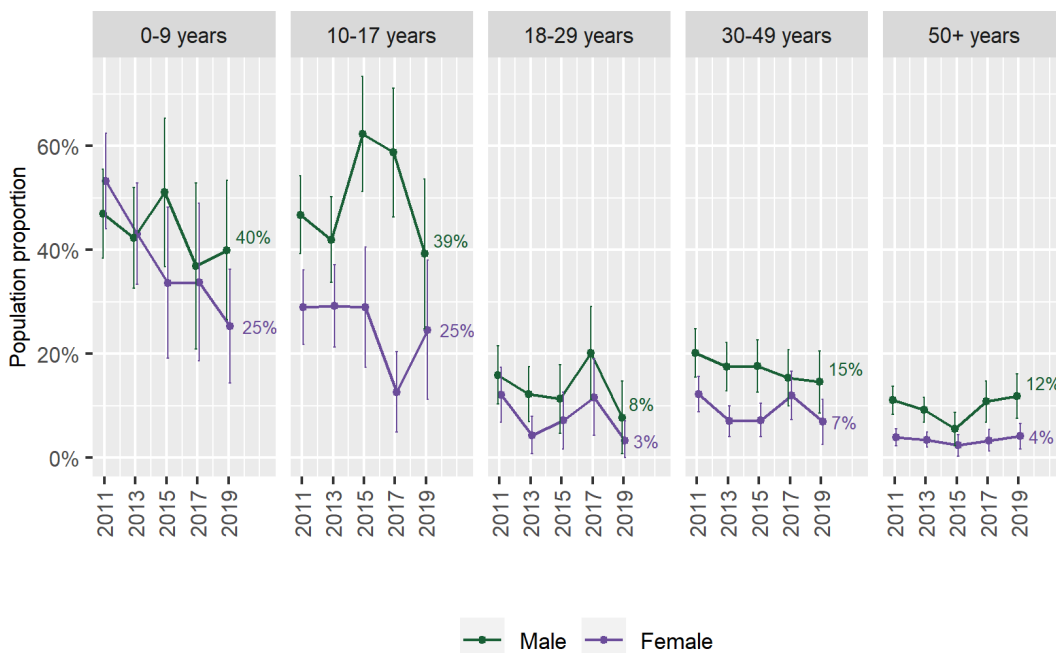
Figure 2.4: Cycling participation by age



All persons, cycling participation in past week

The trends by gender and age group are shown in Figure 2.5. While the confidence intervals are generally large there appears to have been a steady decline in young children riding since 2011, and possibly also among those aged 30-49.

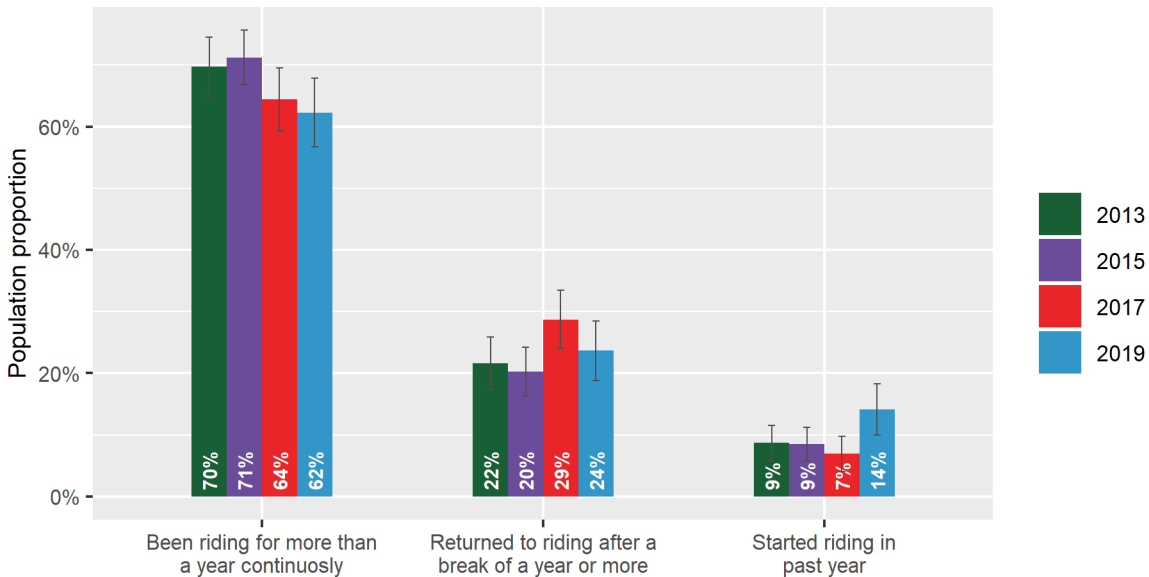
Figure 2.5: Cycling participation by age and gender



Sample: All persons, cycling participation in past week

Those who indicated that they had ridden at least once over the past year were asked whether they had been cycling for a long period consistently, had recently started riding again or were altogether new to riding. This sample corresponds only to those aged 15 and over, which will contribute to the low proportion of those new to cycling. The proportion new to cycling appears to have increased in the most recent survey (Figure 2.6).

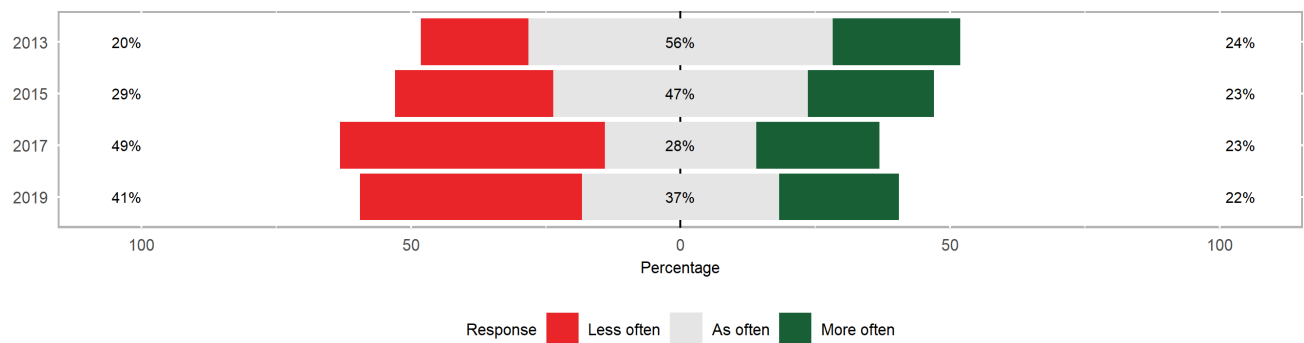
Figure 2.6: Cycling history



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

Among those who had ridden in the past year and were aged 15 or over who had indicated they had been riding continuously for more than a year, more (41%) indicated they were riding less often than more often (22%) (Figure 2.7).

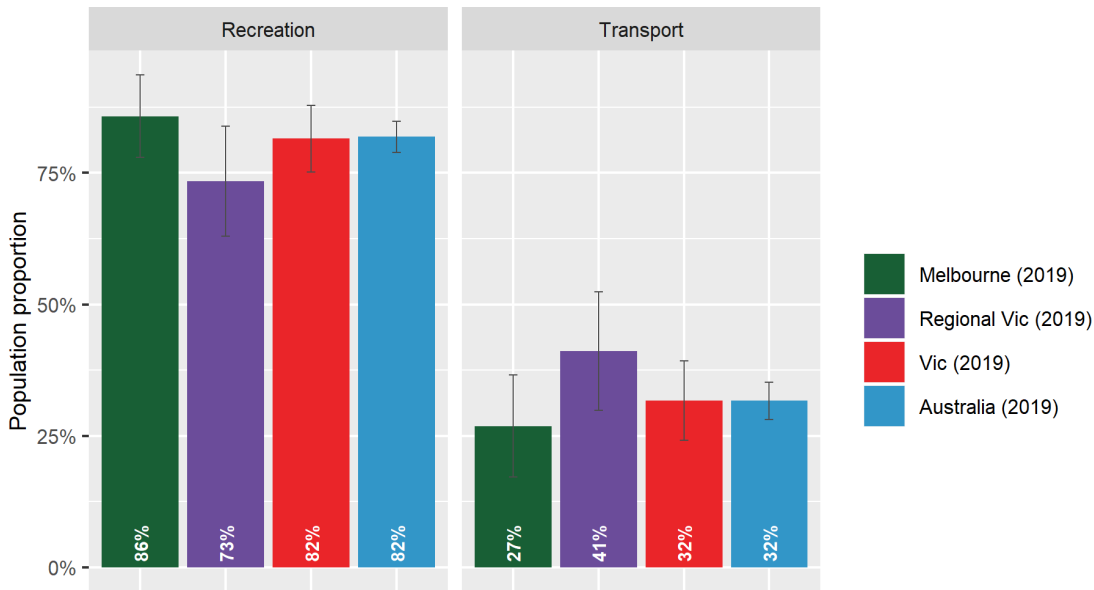
Figure 2.7: Cycling frequency



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

Of the people who cycled in their area in the last month, 82% cycled for recreation and 32% used a bicycle for transport (Figure 2.8). The proportion riding for transport appears to be higher in regional Victoria than in Melbourne.

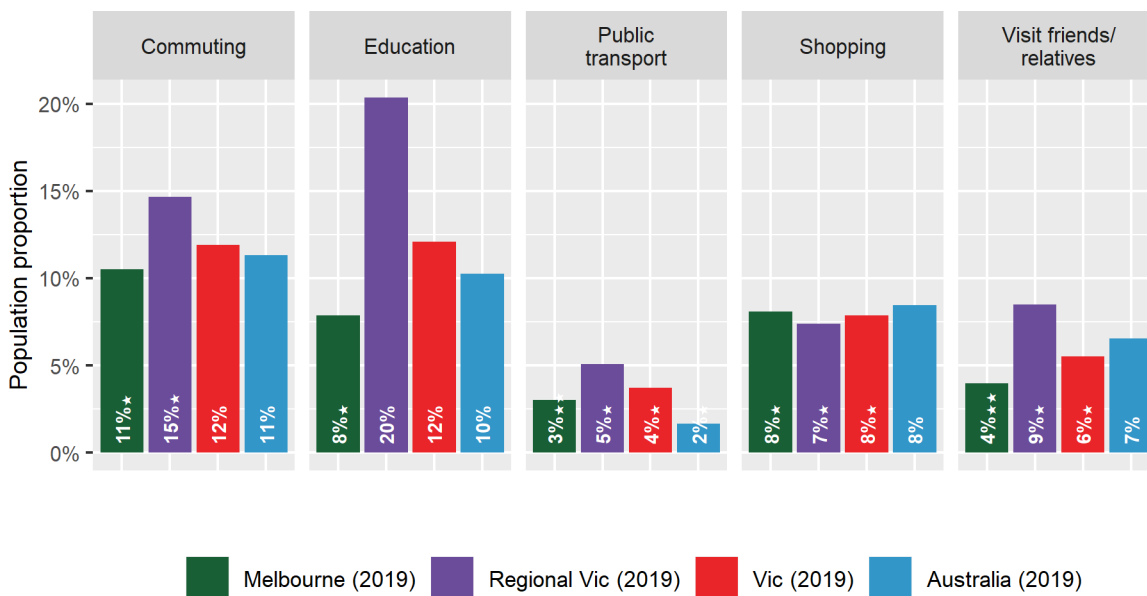
Figure 2.8: Cycling for recreation in comparison to cycling for transport



Sample: All persons who had ridden in the past month

Among those who had ridden at least once in the past year, and had travelled at least once for one of the transport purposes (commuting, education, public transport, shopping and visiting friends or relatives) most had ridden for commuting, education or shopping (Figure 2.9). Very few had ridden to access public transport. The higher cycling participation rate in regional Victoria appears, at least in part, to be explained by a higher rate of cycling to education.

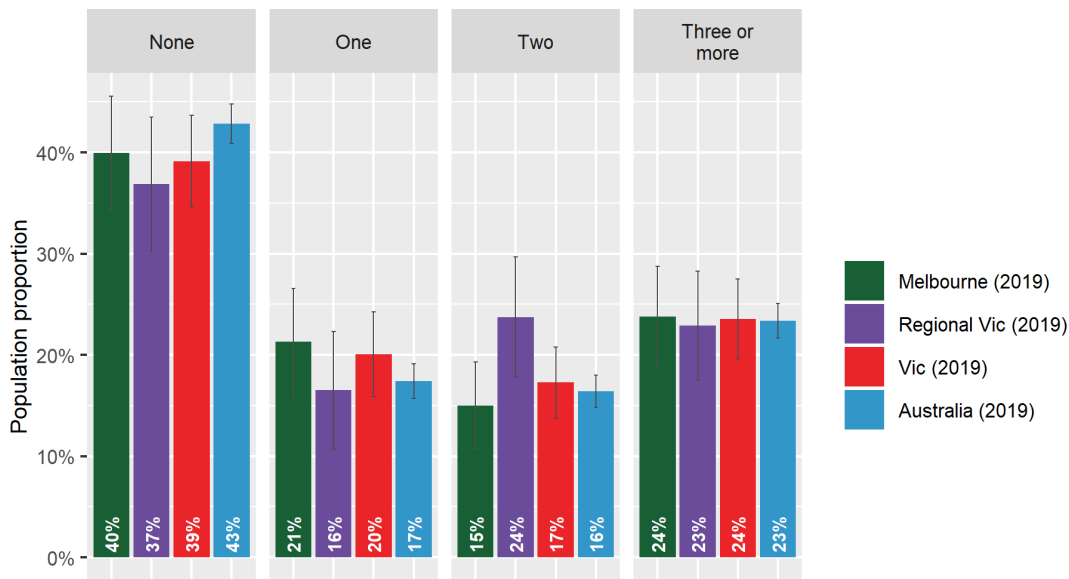
Figure 2.9: Purpose of cycling for transport



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 61% of households in Victoria have access to a working bicycle (Figure 2.10). Bicycle ownership appears to be slightly greater among regional Victorian households than those in Melbourne.

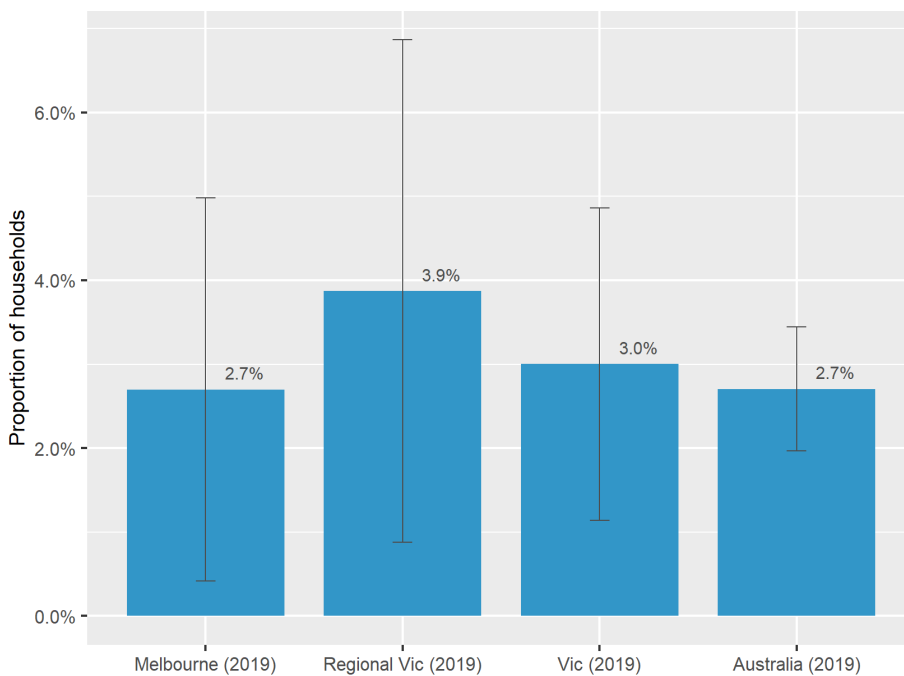
Figure 2.10: Bicycle ownership by household



Sample: All households

The proportion of households with at least one electrically assisted bicycle (“e-bike”) is around 2.7% in Melbourne and 3.9% in regional Victoria (Figure 2.11). It is cautioned that there is wide uncertainty in these estimates.

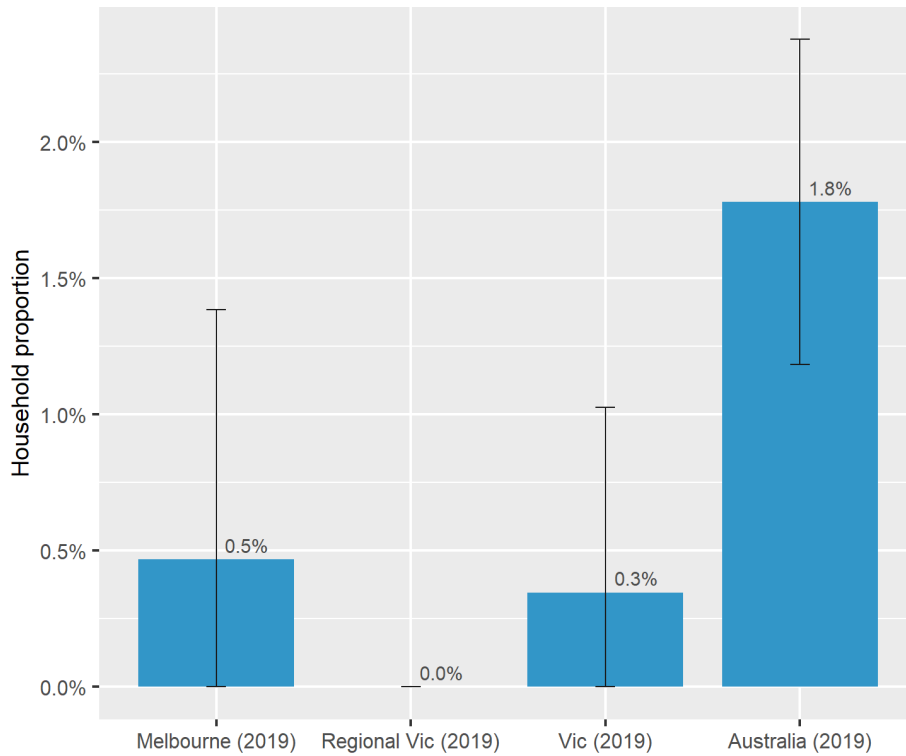
Figure 2.11: Electrically assisted bicycle ownership by household



Sample: All households

Respondents were asked how many current bicycle share service subscriptions were held by members of the household. No respondents in regional Victoria indicated they held a bicycle share system subscription, and the proportion in Melbourne was lower than the national average (Figure 2.12). These estimates should be treated with caution given the wide uncertainty.

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

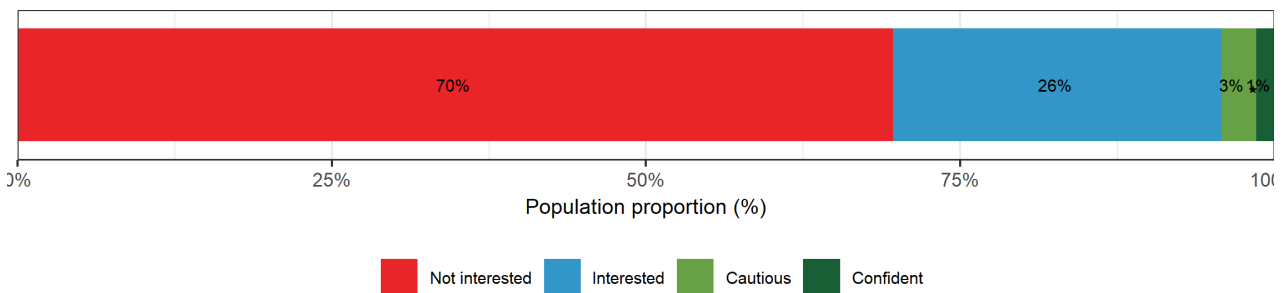


Sample: All households

3. Rider Perceptions

Respondents aged 15 or older were asked a range of questions about whether they would consider riding for transport trips. These respondents were then classified into four categories depending on whether they had undertaken cycling trips for transport over the past month or indicated they would consider doing so. Around 70% of respondents indicated they were not interested in riding for transport, with almost all of the remainder being interested but not actively doing so (Figure 3.1). Around 3% identified themselves as cautious riders; that is, they already ride for transport but prefer circuitous routes to avoid traffic. Just over 1% the sample identified themselves as confident (that is, already ride for transport and will take the shortest route irrespective of traffic).

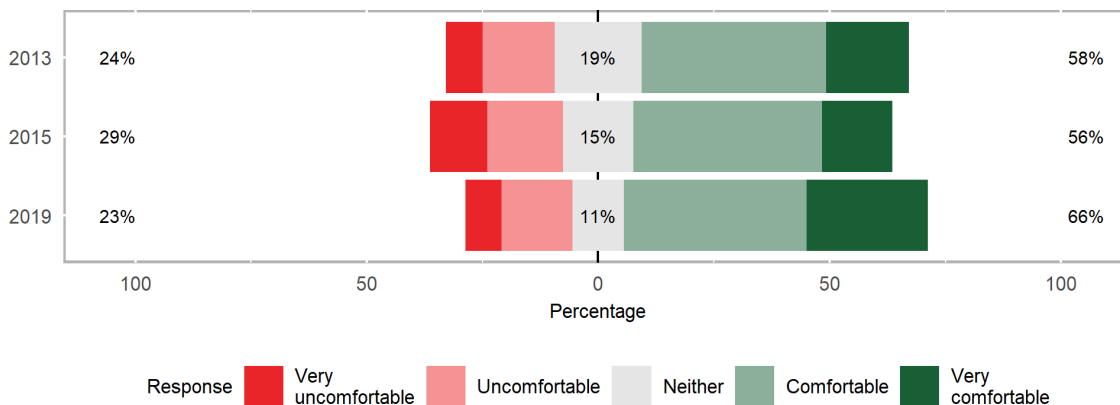
Figure 3.1: Willingness to consider cycling for transport



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. More of those who had ridden indicated they felt comfortable (66%) than uncomfortable or very uncomfortable (23%) (Figure 3.2). These proportions have not changed markedly since this question was first asked in 2013.

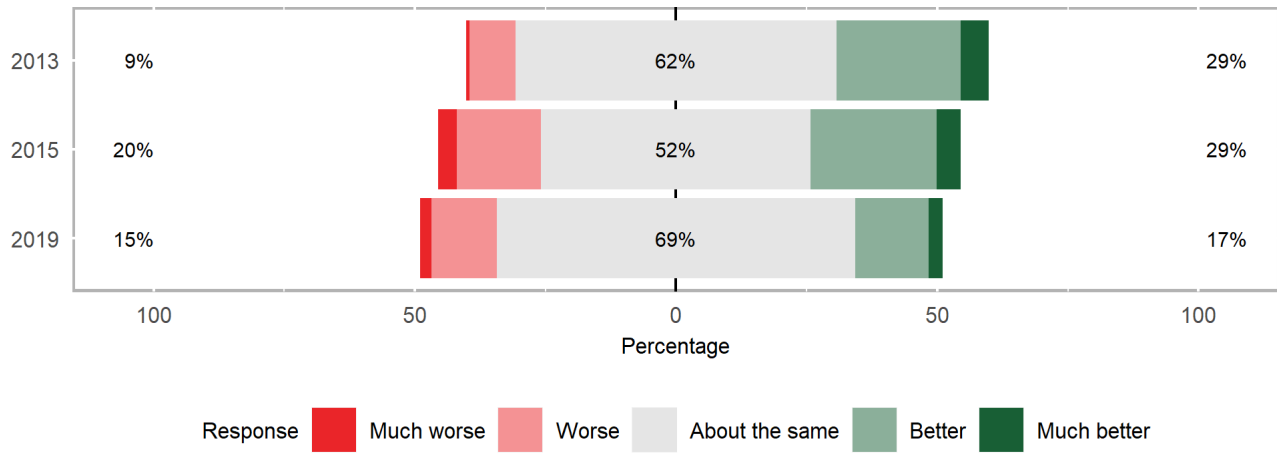
Figure 3.2: Can you tell me how comfortable you feel riding in your area?



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

The majority of riders felt that conditions for riding in their local area had not changed over the preceding 12 months (Figure 3.3). A similar proportion felt conditions had improved (17%) as deteriorated (15%).

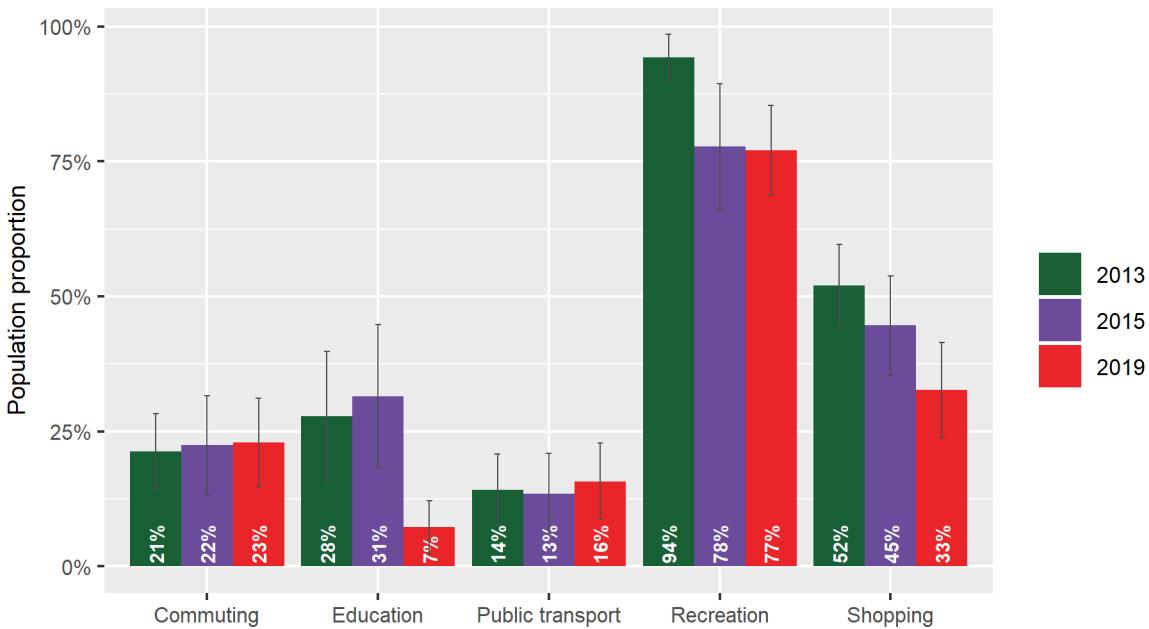
Figure 3.3: In the past year, do you think that cycling conditions in your area have become much better, better, about the same, worse or much worse?



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 (77%), and a third (33%) had done so for shopping (Figure 3.4).

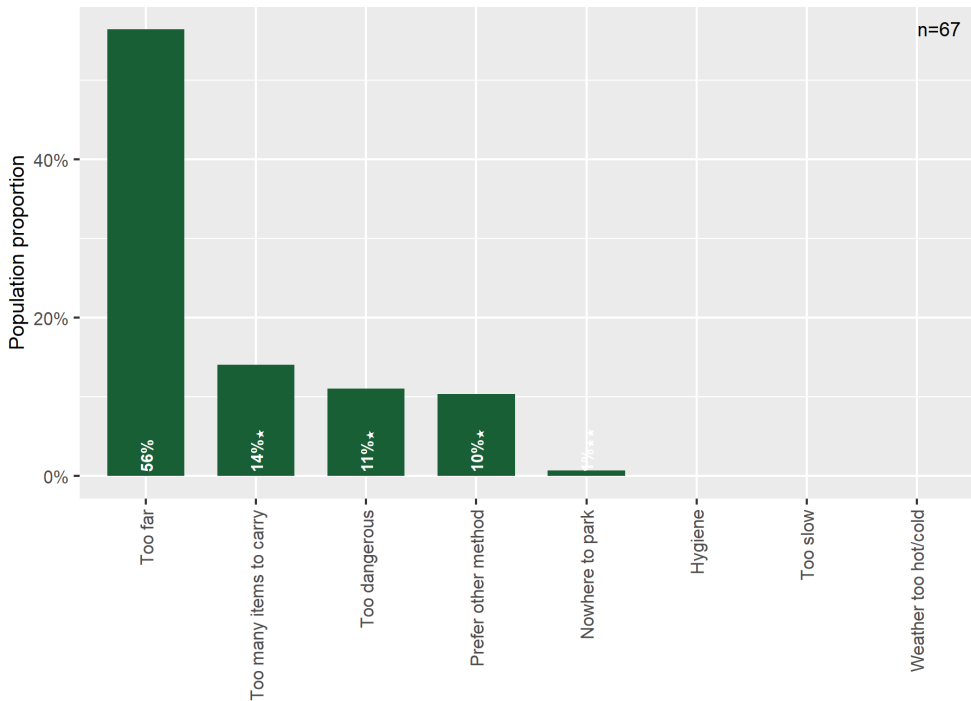
Figure 3.4: In the past year have you used a bicycle for any of these purposes?



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

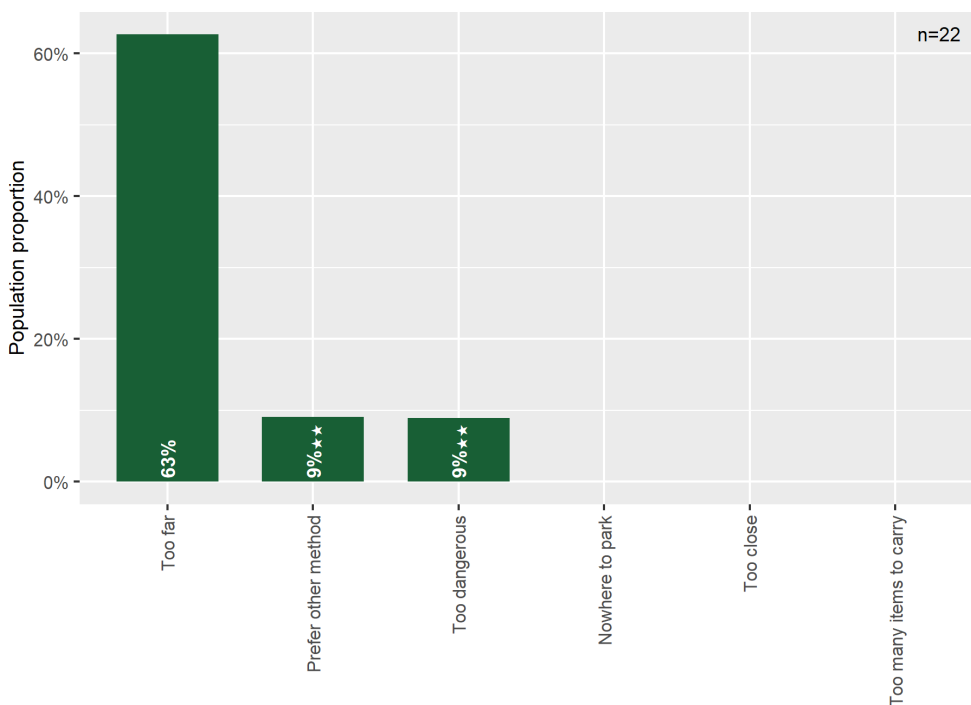
Respondents who had travelled for the activities listed above, and who indicated they had not used a bicycle to do so, were asked why this was the case. For those who had not ridden to work (Figure 3.5) the most commonly cited reason was that it was too far (56%) (Figure 3.5). A similar proportion did not ride to school or university for the same reason (Figure 3.6), although it is noted the number of respondents travelling to education is small (22 individuals).

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



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

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

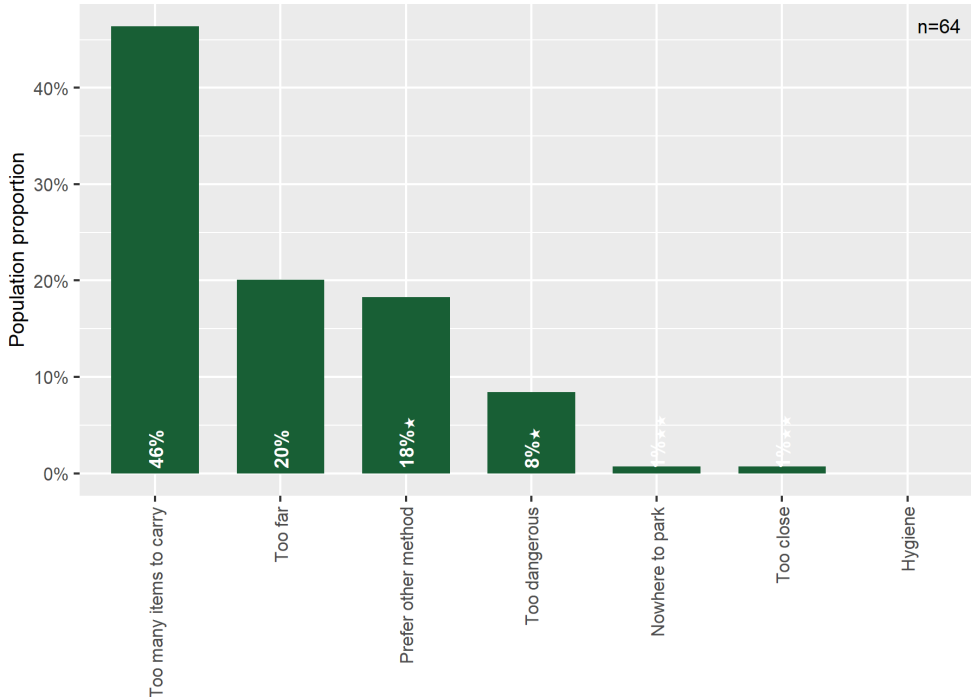


Sample: Persons aged 15+ who had ridden in past year

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

- they had too many items to carry (46%), and
- it was too far to travel (20%).

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

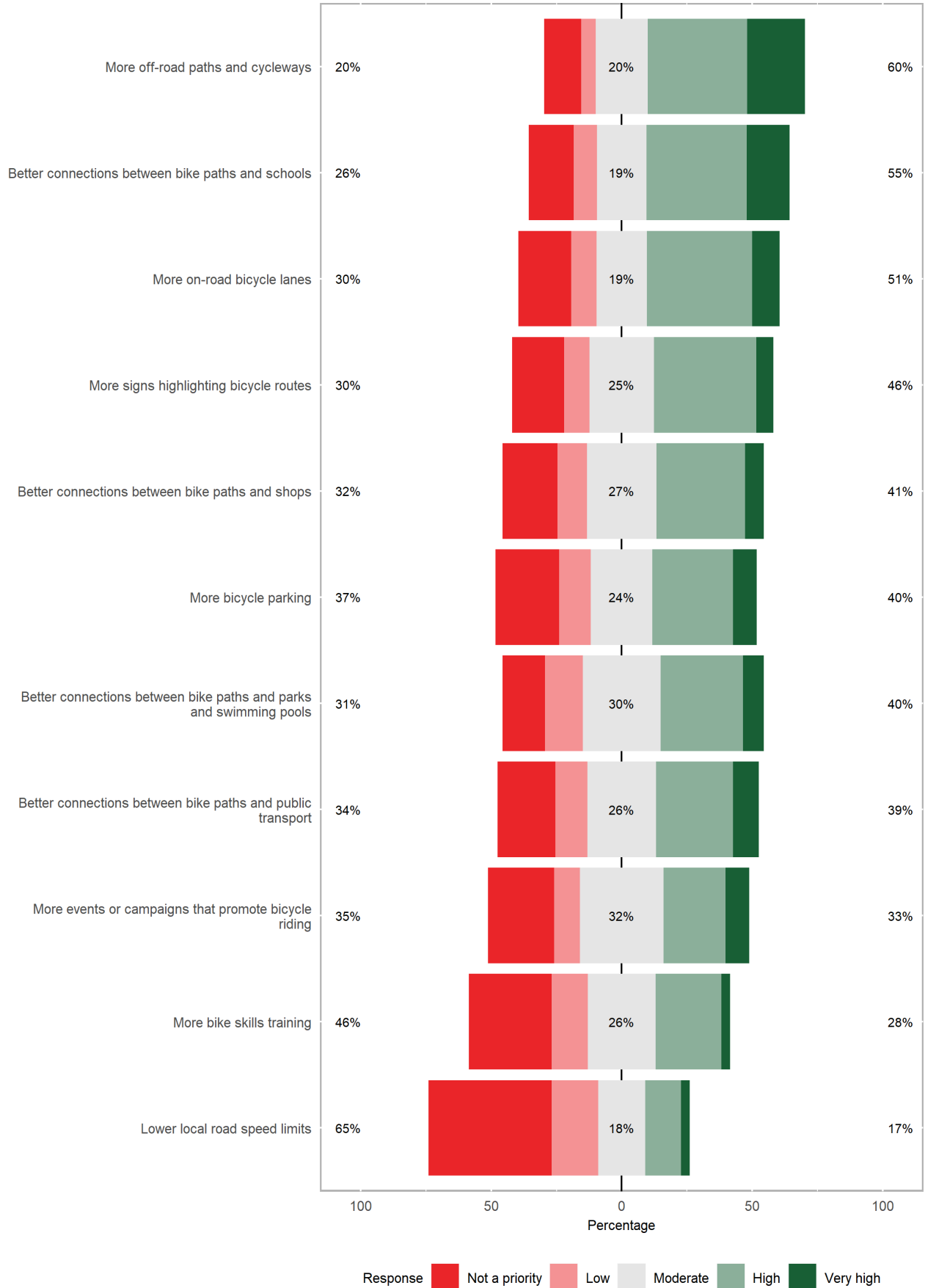


Sample: Persons aged 15+ who had ridden in past year

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

- more off-road paths and cycleways (60% of respondents rated this a very high or high priority),
- better connections between bike paths and schools (55%),
- more on-road bicycle lanes (51%),
- more signage highlighting bicycle routes (46%),
- better connections between bike paths and shops (41%),
- more bicycle parking (40%), and
- better connections between bike paths and parks and swimming pools (40%).

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



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

Appendix A Data Tables

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

Table A.1: Participation statistics

Sample statistics			
No. of households	443		
No. of individuals	1,136		
Cycling participation	Estimate	95% confidence interval	Confidence rating
% who rode last week	13.7%	11.6%-15.8%	★★★
% who rode last month	22.7%	20.2%-25.2%	★★★
% who rode in past year	35.4%	32.6%-38.3%	★★★
No. who rode last week	886,800	752,100-1,021,400	★★★
No. who rode last month	1,466,300	1,305,600-1,626,900	★★★
No. who rode in past year	2,289,800	2,107,100-2,472,600	★★★
Participation by demography	Estimate	95% confidence interval	Confidence rating
Gender			
% of males who rode last week	18.5%	15.1%-21.9%	★★★
% of females who rode last week	9.2%	6.7%-11.6%	★★★
Age			
% of 0-9 years who rode last week	32.8%	24.1%-41.5%	★★★
% of 10-17 years who rode last week	32.2%	22.4%-42.1%	★★★
% of 18-29 years who rode last week	5.5%	1.5%-9.4%	★★
% of 30-49 years who rode last week	10.7%	7.0%-14.3%	★★★
% of 50+ years who rode last week	7.7%	5.4%-10.1%	★★★
Gender by age			
Male: 0-9 years	39.9%	26.5%-53.4%	★★★
Male: 10-17 years	39.2%	24.8%-53.6%	★★★
Male: 18-29 years	7.7%	0.8%-14.7%	★★
Male: 30-49 years	14.6%	8.6%-20.5%	★★★
Male: 50+ years	11.8%	7.5%-16.1%	★★★
Female: 0-9 years	25.3%	14.3%-36.2%	★★★
Female: 10-17 years	24.6%	11.2%-38.0%	★★
Female: 18-29 years	3.3%	0.0%-7.1%	★

Participation by demography	Estimate	95% confidence interval	Confidence rating
Gender by age (continued)			
Female: 30-49 years	6.9%	2.6%-11.2%	★★
Female: 50+ years	4.1%	1.7%-6.6%	★★
Participation by purpose	Estimate	95% confidence interval	Confidence rating
Summary			
% of those who rode in past week for recreation/exercise	81.5%	75.2%-87.9%	★★★
% of those who rode in past week for transport	31.6%	24.1%-39.2%	★★★
Detail			
% of those who rode in past week for commuting	11.9%	6.8%-17.0%	★★★
% of those who rode in past week for education	12.1%	7.0%-17.2%	★★★
% of those who rode in past week for shopping	7.9%	3.6%-12.1%	★★
% of those who rode in past week to train/tram/bus	3.7%	0.6%-6.9%	★★
% of those who rode in past week to visit friends/relatives	5.5%	1.7%-9.3%	★★
Cycling travel			
<i>Caution: cycling travel estimates are biased by self-reporting and recall limitations, and should be treated with a high level of caution.</i>			
Average number of days ridden by those that had ridden in past week	2.8	2.5-3.2	★★★
Average time ridden (mins) in past week by those that had ridden	185	138-231	★★★
Household characteristics			
Working bicycles (incl. electrically assisted)			
% of households without a working bicycle	39.1%	34.6%-43.7%	★★★
% of households with one working bicycle	20.1%	15.9%-24.2%	★★★
% of households with two working bicycles	17.3%	13.7%-20.8%	★★★
% of households with three or more working bicycles	23.5%	19.6%-27.5%	★★★
Working electrically assisted bicycles			
% of households without a working electrically assisted bicycle	97.0%	95.1%-98.9%	★★★
% of households with one working electrically assisted bicycle	3.0%	1.1%-4.9%	★★
% of households with two working electrically assisted bicycles	0.1%	0.0%-0.3%	★
% of households with three or more working electrically assisted bicycles	0.5%	0.0%-1.3%	★
Bicycle share subscriptions			
% of households with an active bicycle share subscription	0.3%	0.0 – 1.0%	★

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 few bike paths are not enough. Fix up roads before fixing up bike paths.

A lot of people don't obey the rules. It should always be two abreast.

Around the town fair to good, out of boundaries are dangerous.

There isn't adequate bike lanes and there might be a bike lane that ends suddenly and then you have to merge into traffic. The main one I have trouble with is on Queens Parade on the way back from the city where the shops are between Smith.

Being very aware of cars, some drivers are good, and some drivers don't care.

They could use bitumen roads on all streets

In Brunswick Valley everyone cuts through courts and there is no passway for bikes to get off the road to Dean Street. You have to take foot path and come out onto the road and cars go around corner. When you're coming out, there are trees blocking the way.

Build bigger roads so more traffic can slow. Everyone is cutting through to my place to cut through Cooper Street. Open the roads on Edgars to Overs Road or to Craigieburn Road.

Close to park so have lots of bike paths so conditions are very good. The links to city are also very good.

Cyclist attitudes are dangerous. Cyclists need to know not to ride 3-4 abreast and disrupt traffic. Cyclists need registration just like the rest of traffic.

Cyclists are annoying.

Fine around here where it is hilly and rural.

It's very good on the bike paths in general.

I use bike paths and not the road as much. The bike paths are maintained well.

I want bike paths in every street if possible.

I'd love to see a lot more bike paths on anywhere Edwards Road links to such as the existing bike paths and bush reserves.

In Geelong, the road in Moorabool Street where they have divided the road for the cyclists to have a different road compared to cars.

There is increased traffic levels make riding harder.

It's not a very good road at Old Whitelaws Track. It's just dirt.

It's really quite unsafe riding on the country roads which applies to our postcode.

It'd be nice if there were more bike paths heading straight towards the city rather than taking detours.

If there's better paths on the roads you would get more cyclists. I suggest Kyneton as I work down there and there's not a lot of shoulders on the roads heading towards Trentham and drivers' attitudes have to do with it.

It's very difficult to find a balance between the two. The respect for cyclist and drivers need to improve. Education for both would be good.

Just the morning and afternoon traffic. Just during peak times it will be much busier for example between 7-9 am the traffic on the road is very busy and it's not good for riding the bicycle on the big street. Warragul Road has traffic congestion.

Keep bike lanes away from cars. I don't like to make cars go around me. It's safer and respectful to drivers. I would like to see more bike lanes.

It will be a long time before cyclists feel safe the road and not as safe as drivers feel. It doesn't help promote cycling.

Lot of people don't wear helmets and there are lots of potholes on the road. For example on the freeway towards Melbourne, when you hit a pothole you can't fix it unless you have a puncture kit.

Lots of areas such as in Jinglemain in Castlemaine i.e. rollercoaster Newstead cable barriers and side - seal area along shoulder for bikers wide enough - asphalt on shoulder.

Main roads are the worst as you have to be aware of drivers not paying attentions. Riding in the suburbs is fine but trying to get across a road can also be very hard as people don't pay attention.

My kids would ride to school more but they have to cross Mandurang Road which has a speed limit of 100 km an hour and there is no safe crossing. We do ride our bikes across the bush on this road but there is also a bike path that suddenly finishes.

Need to be an urban rider to ride here.

No facility to ensure space is giving the cyclists.

On the main roads at the lights, the bike lane ends so there is nowhere to go when you cross. The cars can't respect that you're there.

Once we get to the highway it's not very safe. Separate the bike paths off the road to make it safer.

People don't look for bikes and only look for cars.

People ride on the road instead of bike paths.

Pretty well serviced with bike paths. Monday morning can have a lot of litter and broken bottles and debris.

Ride on the road. Cyclists aren't considered.

Road shoulders are a bit loose.

Very dangerous at roundabouts. Cars don't see you and I always stick to the left lane for the bike to slow down even though I stick to the middle lane.

The condition of the roads is pretty bad in our postcode.

The conditions have become better but haven't kept pace with the demand for cycling. Bike riding is uncomfortable during peak hours on the Gardiners Creek Trail but then it's comfortable and not scary when it's not peak time.

The council seems to pride themselves on bike lanes and you go riding on them and they seem to run out. When there is a roundabout there is nowhere to go apart from going into the traffic which seems to be a battle. Stay away from those situations.

The major roads not maintained properly.

The road I ride on is very dangerous for bikes. It turns from Lygon Street to Albion Street and is so dangerous for bikes as drivers race around the corner hitting cyclists. I have been hit on this corner plus two other friends.

The roads are dirt and the corrugations are very bad. It's smoother to ride through the forests than the roads.

There are no specific bike lanes in my area.

There are some provisions for cyclists, but it could still be better.

There needs to be designated cycling paths on the roads.

There needs to be more of bike riding.

There needs to be more safer trails, more money spent on trails and driver awareness education.

There are no bike paths in my area. Roads aren't set up for bikes and feel dangerous. I wouldn't want to ride on the road.

There is no safe space for bike riders. It can be dangerous because there is a gap in bike tracks.

They need more bike lanes.

They should renew the cycle track in Coburg into the city. It leads to Royal Park and it could made longer and be improved along the railway. It runs parallel from the tracks and there is a bike track on O'hea Street that could be extended.

Too busy to ride a bike even if there are side streets. Cars speed down streets to beat the traffic and is not safe for kids

Too many idiots on the road.

Too much traffic. Roads aren't designed for cyclists.

Very dangerous on the roads.

We live in a hilly neighbourhood so there is not much bicycle riding.

We need the roads to be tidied up on the edges so it is safer to ride and some roads need to be widened.

We have got bicycle tracks here.

I would never ride on the road. Trails are excellent but cycle lanes are inadequate.

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

There needs to be more bike lanes near the highway/motorway where I'm living. If there were more bike lanes, I won't use the pedestrian way and it is not a good idea as well as we may accidentally crash into pedestrians as well. We need dedicated bicycle lanes.

Additional bike lanes for new areas in Ballarat. We have a bike park in our area but it is not safe. Lots of people had problems last year and lost their bike. My suggestion would be much safer park areas, near shops and train stations.

The commuter bike lanes are average. Encourage drivers to respect to cyclists. Car drivers should respect each other and follow rules. Council should invest in bike maintenance near stations.

Better infrastructure signs and lanes better designs. There are generally good routes along Heidelberg Road but on Grange Road there is no cycle route.

A lot of bicycle lanes on the roads are marked. We don't have a secondary lane and the shoulders of the roads are quite narrow and its quite dangerous because you have to ride on the bitumen. Howards Street is terrible.

Biggest priority should be road bike lanes for example on Calder Highway.

Bike paths put into place.

Bikes need to be registered with TAC cover.

Build more bike riding paths. Like the one in Essendon and Camberwell. Higher regos on cars to build better facilities. Look at other places in the world that have better bike facilities like the Netherlands. Educate children too.

Change the law and make it that you can ride a bike on the footpaths at low speed. It's dangerous to ride on the road where you can have parked cars open the doors and may cause an accident.

Design the bike paths. Better connections between council areas.

Development of a dedicated cycle path and shared footpaths. Also, more education.

Do what you can to promote.

Facilities need to be upgraded to support extra use.

Get street sweeping happening to clear debris.

Grade the roads as they're shocking. Cape Otway Road is closed at the moment, so travellers need to take detours.

Group riders' section over double lines no shoulder for bike riders Pyrenees Highway Castlemaine to Newstead drop away dangerous - straight into rough gravel single file only option an escape route for every rider - more white lines divide car & bike.

I am happy with service in area I live

I have noticed that there is a bike school and I think it is fantastic and they should be encouraged in other suburbs. It is great for getting fit.

I think bikes should be registered if they are to be used on roads. Fluro jackets to be required if on the road.

I think more training. You should have a licence on the road. There are too many bike riders do not know the road rules.

I would get VicRoads. Then I would get cyclists to replan the bicycle route. On main road, the cyclists have their own lane, so it doesn't interfere with the car.

I would like to see them teach people to be more considerate and thoughtful on the road. Teach drivers and cyclists to be patient on the road.

I'd like to see them use the rail trail instead of the roads.

VicRoads to look if they can provide path roads for bikes separate from vehicles.

If it is appropriate, they need to make allocations for cyclists. We need wider roads.

It's a good idea to encourage bike riding.

It would be great if people could cycle to public transport but there is nothing to do with the bike. bike registration would be perfect and number plates.

It would be really good if we had maps that show where the bicycles paths are through suburban streets. This should be a very high priority.

Just more bicycle lanes on Warrigal Road.

Keep them off the road and let them stay in their bike path.

Make it as safe as possible for both bike riders and car drivers by making sure that they adhere to keeping a safe distance from each other.

Make it illegal to ride three side by side on the roads or even two. There is not enough room to overtake while you're in a car.

Mobility scooters need to be more aware of the pedestrians.

More bicycle connections to public transport.

More bicycle lanes.

More bike friendly spaces. I'm off Princess Highway and I don't feel comfortable going out onto the main road. There is a walking track and there should be better signs highlighting bike options.

More connections from bike paths and high schools in my area.

More consistent bike paths on the main road as some bike paths run out.

More direct paths to the city. Educate car drivers more on bicycle safety.

More fines for bikes going through red lights.

Increase motorist awareness of cyclists and more ads.

More on-road and off-road bike paths.

More safety education and greater awareness.

More signs indicating bike routes of where to go.

More speed cameras on George Road as cars speed a lot down there and you cannot cross the road. On Barkley Street there no places to cross so it needs a pedestrian crossing.

Please educate cyclists. Do not let cyclist go in packs as it is dangerous.

Proposed rail trail connection between Yanara and Dilara. If VicRoads can support the extension of the rail trail will be great.

Put an extra two metres between cars and riders in areas that are highly congested and create a dedicated bike path for riders.

Putting bike carriers on the buses to encourage bike transport across Australia.

There should be an app to ride your bike and have different colours on routes and is suited to rider ability. You wouldn't want a 70-year-old to be on a dangerous path.

Single file law implemented so that I'll feel more comfortable as a cyclist and as a driver. More off-road bike paths.

Some sort of secure bike parking at public transport areas.

Speed limits are low enough as they are so they don't need to be lowered.

Teach cyclists to stay off the road and education.

The bike lanes need to be on the other side of the car.

The pathways through parks which are separate from the road are the best. I have a child riding with me and safety is my priority.

The quality of the road is important. Marked bicycle lanes.

The set up in Darwin.

There are too many cycling events in my neighbourhood and roads are closed often. We want this to stop.

They're doing a pretty good job. Everything is working pretty well. Most problems are just human errors.

To build a bike path on Tannery Road which is used a lot by bike riders. I would also like to see better school crossings on all sides to make it safer for kids.

Track from Seymour along the railway all the way to Melbourne as an alternative to riding on the freeway. Install cameras where bikes are parked to ensure safe bike parking. Bike racks in secure spaces to leave bikes that you can pay for.

Vehicles are not indicating when turning or changing lanes and there should be a fine or a penalty for police to put into action. Also have 1.5 metres between vehicles and bicycles.

We're a country town and there's no real reason for any change. I don't see it's going to make much of a difference.

We have a big thing about keeping the road verges clean. There's also broken glass and loose stones and they sweep the road but it goes on to the bike lane. More maintenance and cleaning of bike lanes

Well I like VicRoads support of bike training in schools to teach children bike riding and rules. Upskill local teachers so can they can take students for bike riding skills and awareness.

Wider bike lanes. The foothills have a lot of people riding but the lane is not quite wide enough.

Wider roads for bike lanes.



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