



2019

Western Australian Cycling Participation

Results of the 2019 National
Cycling Participation Survey



Austroads

National Cycling Participation Survey 2019: Western Australia

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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 15.6% (95% CI: 13.1% - 18.1%) of Western Australian residents ride a bicycle in a typical week. More than one third (40.8%, 95% CI: 37.4% - 44.2%) had done so in the past year.

These participation rates translate to approximately 404,800 residents riding in a typical week and 1,058,900 residents riding at least once in a typical year.

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 Western Australia. These estimates are subject to sampling variability as only a proportion of residents were interviewed. The approach adopted in this report to represent this variability is to identify estimates where the relative standard error (RSE) exceeds 25% (denoted by a *) and exceeds 50% (denoted by **). Larger RSEs imply lower accuracy. As such, estimates denoted with a * should be treated with caution and those denoted with ** should be considered unreliable.

In some instances, for example for participation rates, the 95% confidence interval is reported. This represents the range within which we would expect the true population estimate to reside 95% of the time. Significant differences between parameters are present where the point estimate falls outside the confidence interval of a comparison parameter.

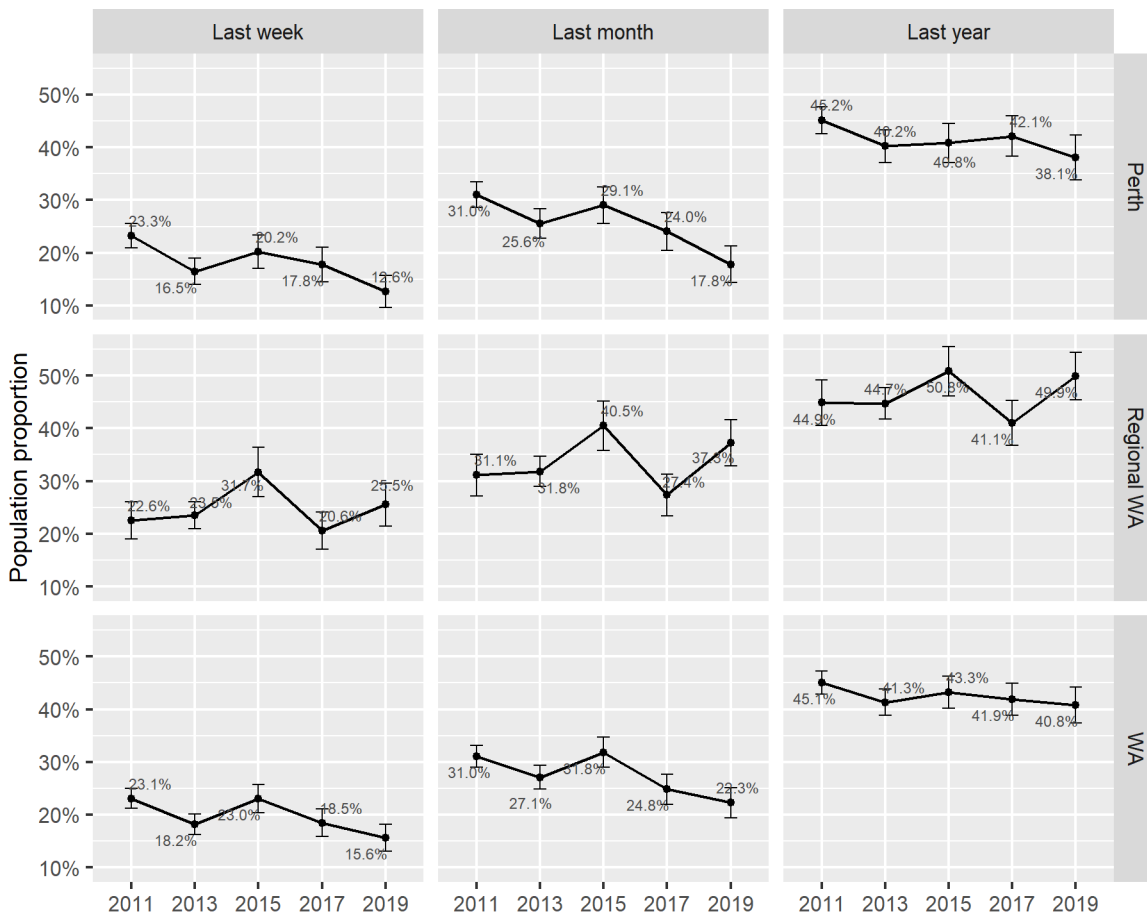
1.5 Survey sample

The sample consisted of 475 households containing 1,077 individuals. From the sample of 475 main respondents (i.e. the individual aged 15 or above with the next birthday that was selected for the interview) 137 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 15.6% (95% CI: 13.1% - 18.1%) of Western Australian residents ride a bicycle in a typical week. More than one third (40.8%, 95% CI: 37.4% - 44.2%) had done so in the past year (Figure 2.1).

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

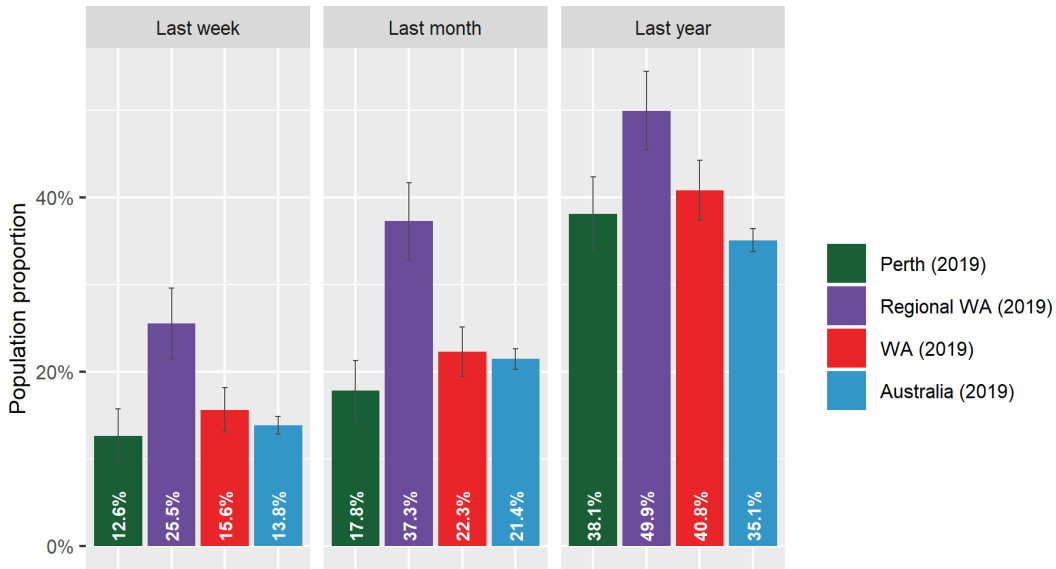


Sample: All persons

These participation rates translate to approximately 404,800 residents riding in a typical week and 1,058,900 residents riding at least once in a typical year.

The cycling participation rate by residents of regional Western Australia is much higher than for Perth (Figure 2.2).

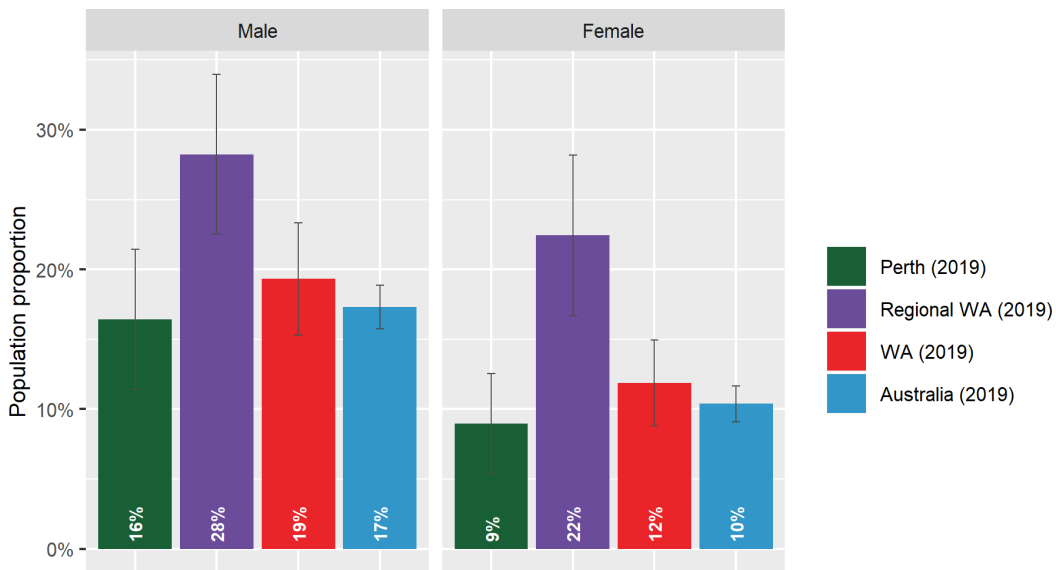
Figure 2.2: Cycling participation comparison by area



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 both male and female residents of regional Western Australia is much higher than for Perth.

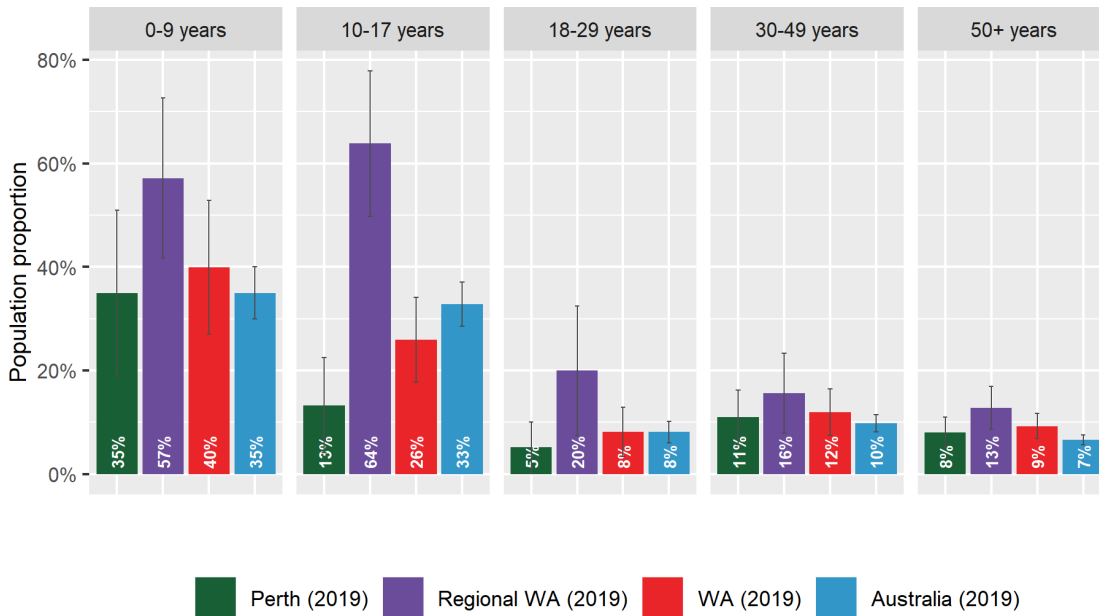
Figure 2.3: Cycling participation by gender



Sample: All persons, cycling participation in past week

The highest cycling participation rate (measured as those who had ridden in the past week) was among children aged under 10 (Figure 2.4). The participation rate drops precipitously among teenage children in Perth but remains high in regional Western Australia. Even among young adults aged 18-29 the participation rate in regional Western Australia is much higher than in Perth.

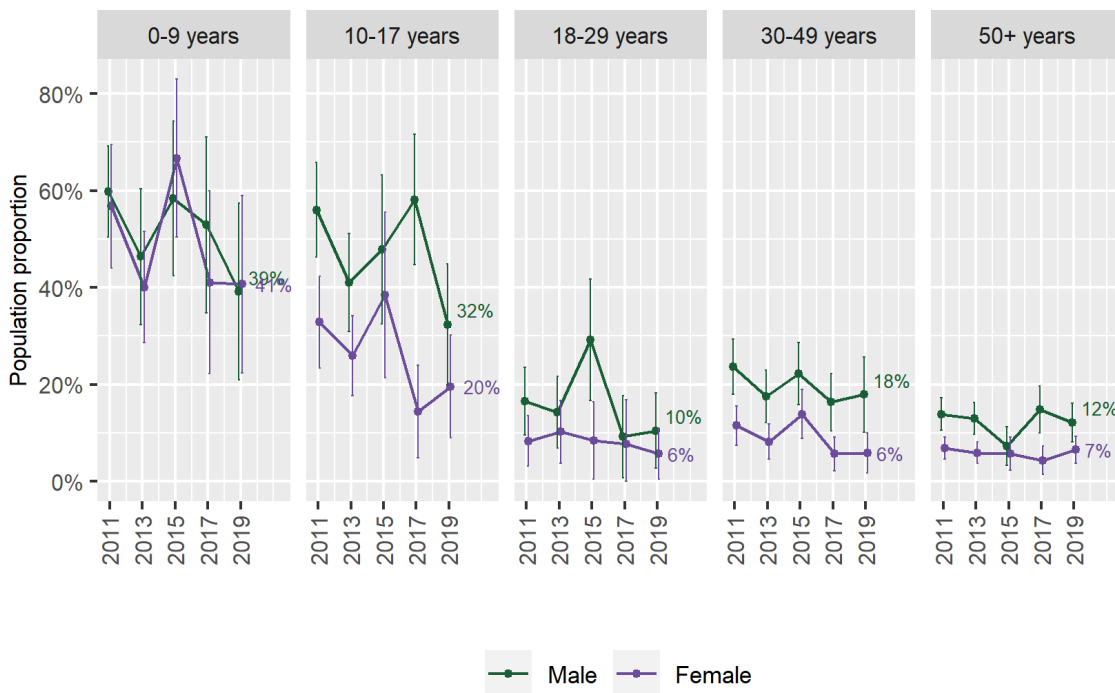
Figure 2.4: Cycling participation by age



Sample: All persons, cycling participation in past week

The participation rates by gender and age group are compared in Figure 2.5. While the uncertainty is large among many groups, particularly children, it seems likely there has been a decline in participation among children over the eight years in which the survey has been conducted.

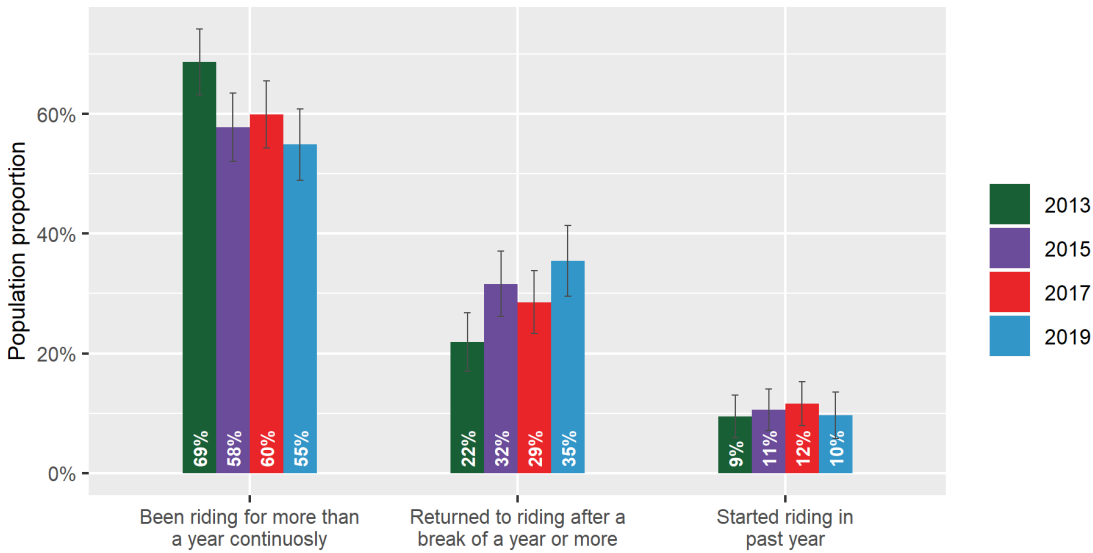
Figure 2.5: Cycling participation by age and gender



Sample: All persons, cycling participation in past week

Those who indicated that they had ridden at least once over the past year were asked whether they had been cycling for a long period consistently, had recently started riding again or were altogether new to riding. This sample corresponds only to those aged 15 and over, which will contribute to the low proportion of those new to cycling. The proportion returning to riding after a break may have increased in 2019 compared to previous years (Figure 2.6).

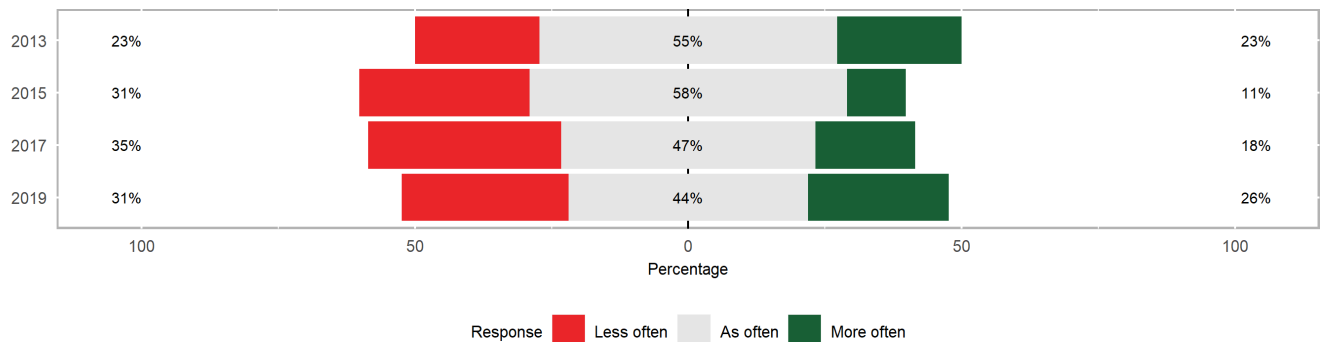
Figure 2.6: Cycling history



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

Among those who had ridden in the past year and were aged 15 or over who had indicated they had been riding continuously for more than a year, slightly more (31%) indicated they were riding less often than more often (26%) (Figure 2.7).

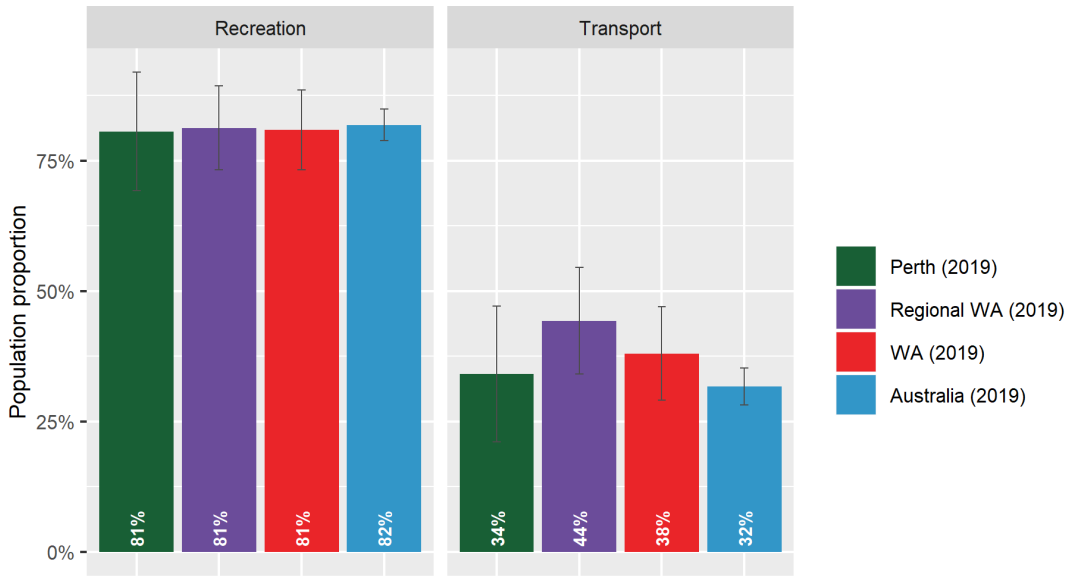
Figure 2.7: Cycling frequency



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

Of the people who cycled in the last month, 81% cycled for recreation and 38% used a bicycle for transport (Figure 2.8). The proportion riding for transport is higher in regional areas than in Perth.

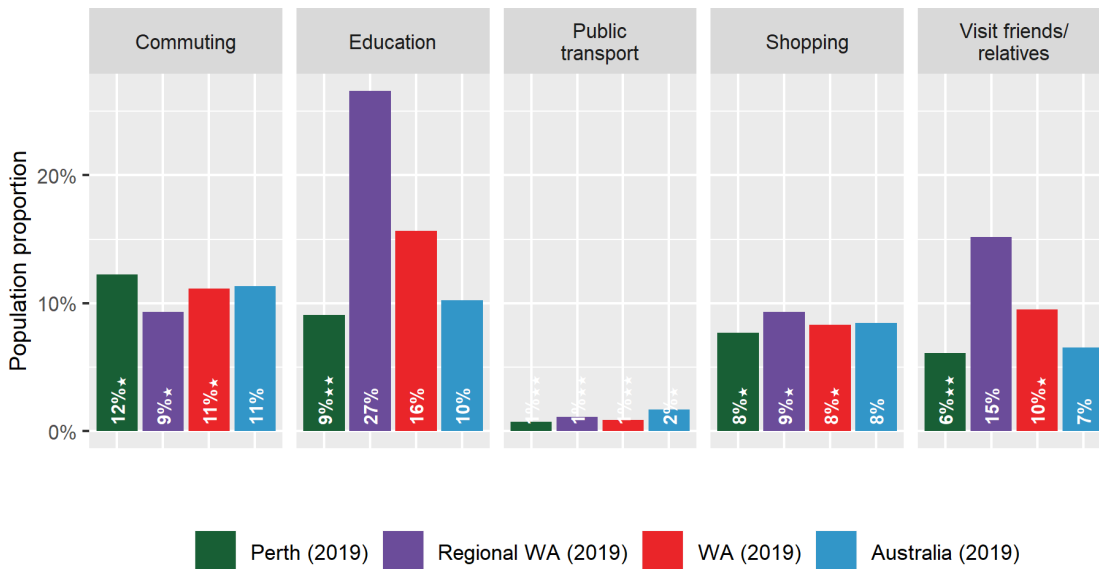
Figure 2.8: Cycling for recreation in comparison to cycling for transport



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 Western Australia appears, at least in part, to be a result of greater use of cycling to education.

Figure 2.9: Purpose of cycling for transport



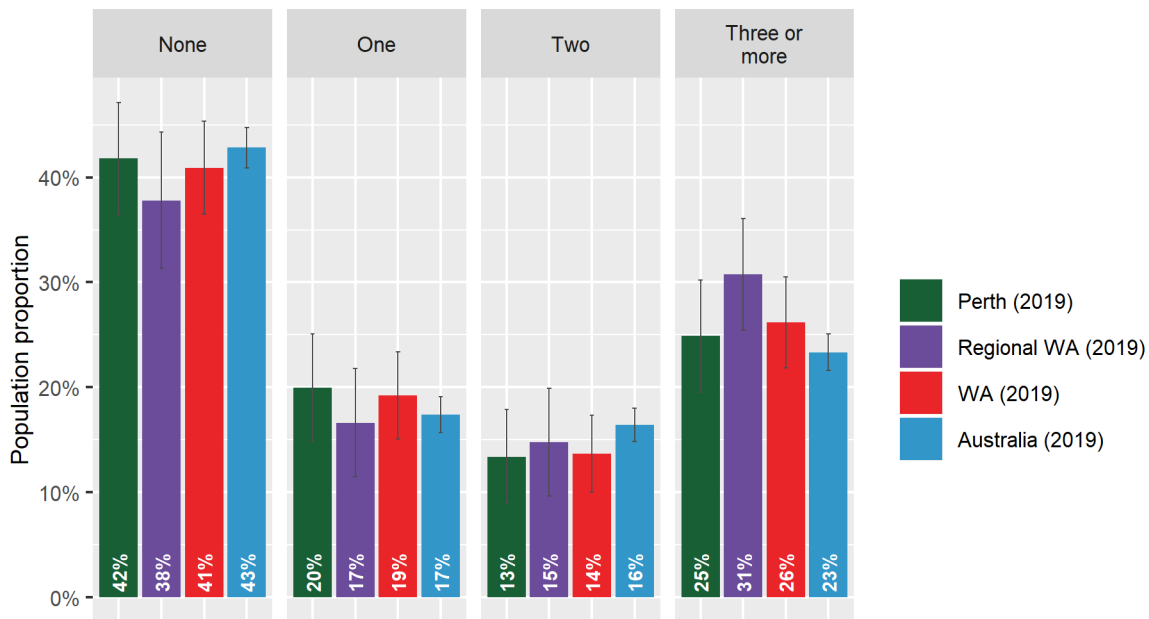
Sample: All persons who had ridden in the past month and who had travelled for each purpose (by any mode).

* Estimate should be treated with caution.

** Estimate should be considered unreliable.

Around 59% of households have access to at least one working bicycle (Figure 2.10). The proportion of households with working bicycles is slightly higher in regional Western Australia than in Perth.

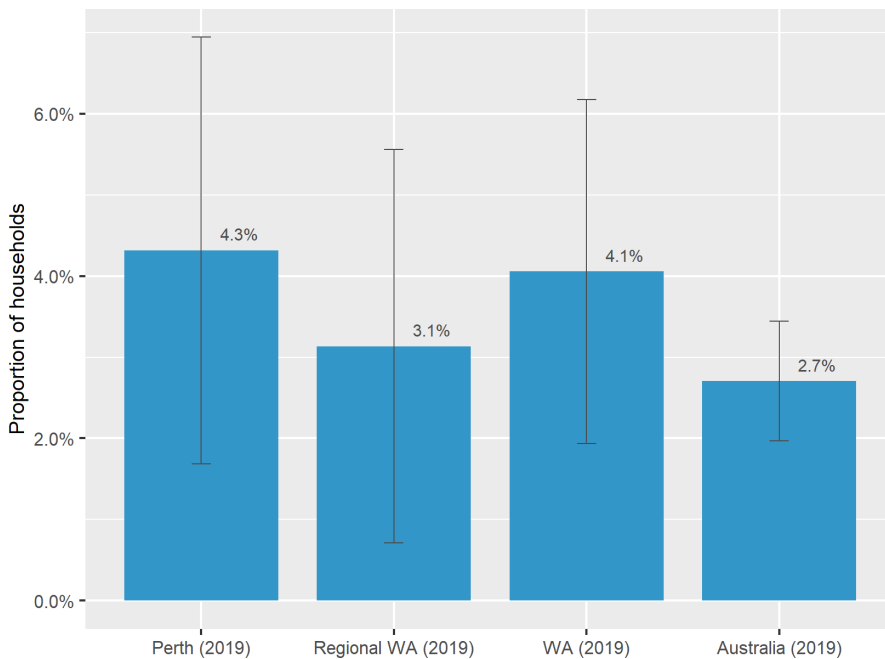
Figure 2.10: Bicycle ownership by household



Sample: All households

The proportion of households with at least one electrically assisted bicycle (“e-bike”) is around 4.3% in Perth and 3.1% in regional Western Australia (Figure 2.11). It is cautioned that there is wide uncertainty in these estimates.

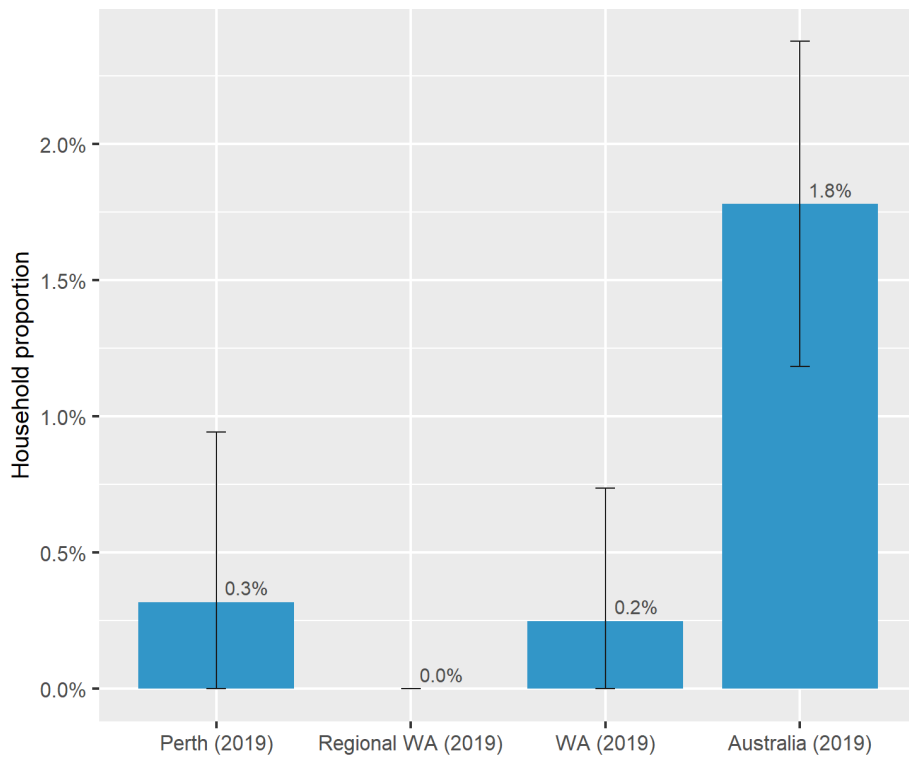
Figure 2.11: Electrically assisted bicycle ownership by household



Sample: All households

Respondents were asked how many current bicycle share service subscriptions were held by members of the household. Very few indicated they have such a subscription (Figure 2.12).

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

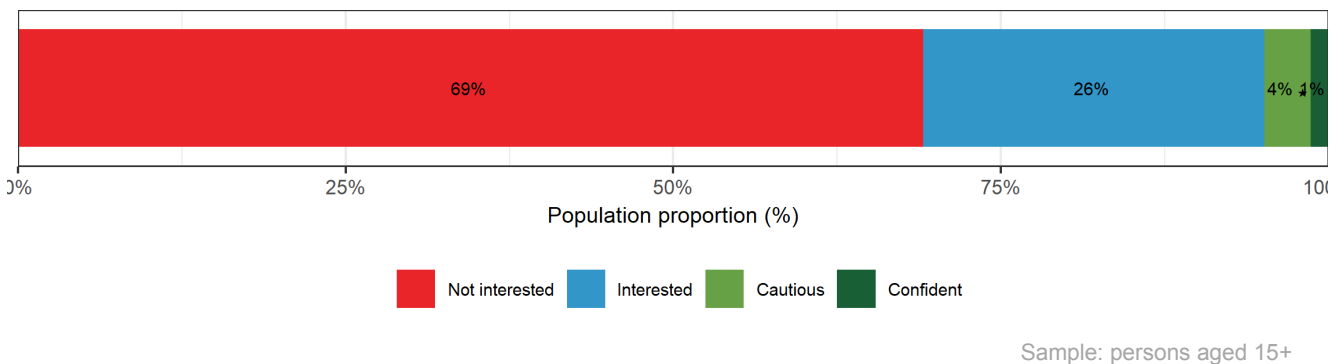


Sample: All households

3. Rider Perceptions

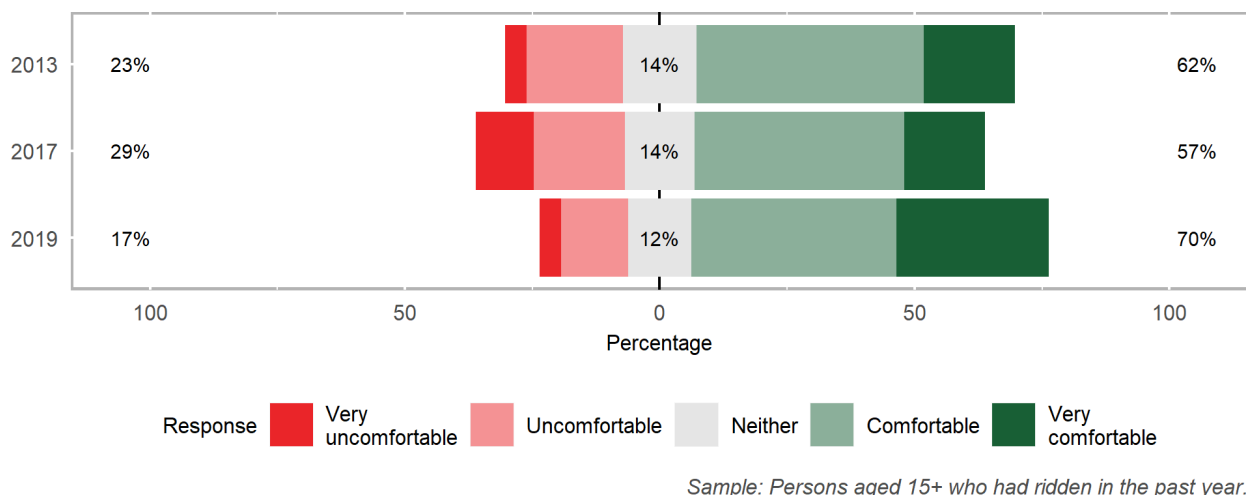
Respondents aged 15 or older were asked a range of questions about whether they would consider riding for transport trips. These respondents were then classified into four categories depending on whether they had undertaken cycling trips for transport over the past month or indicated they would consider doing so. Around 69% of respondents indicated they were not interested in riding for transport, with almost all of the remainder being interested but not actively doing so (Figure 3.1). Around 4% identified themselves as cautious riders; that is, they already ride for transport but prefer circuitous routes to avoid traffic. Around 1.3% (95% CI: 0.1% – 2.6%) of the sample identified themselves as confident (that is, already ride for transport and will take the shortest route irrespective of traffic).

Figure 3.1: Willingness to consider cycling for transport



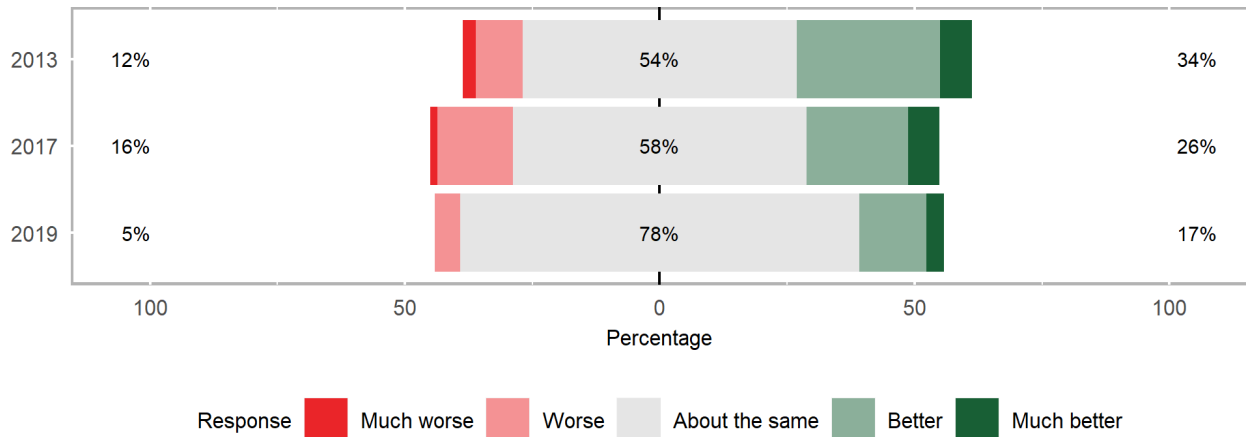
Those who had ridden at least once in the past year and were aged 15 or over were asked about their perceptions of riding in their local area. Most of those who had ridden indicated they felt comfortable or very comfortable (70%) doing so (Figure 3.2). This proportion may have increased compared to when the survey was last undertaken in 2017.

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



The majority of riders felt that conditions for riding in their local area had not changed over the past 12 months (78%) (Figure 3.3). However, more felt conditions had improved (17%) than deteriorated (5%).

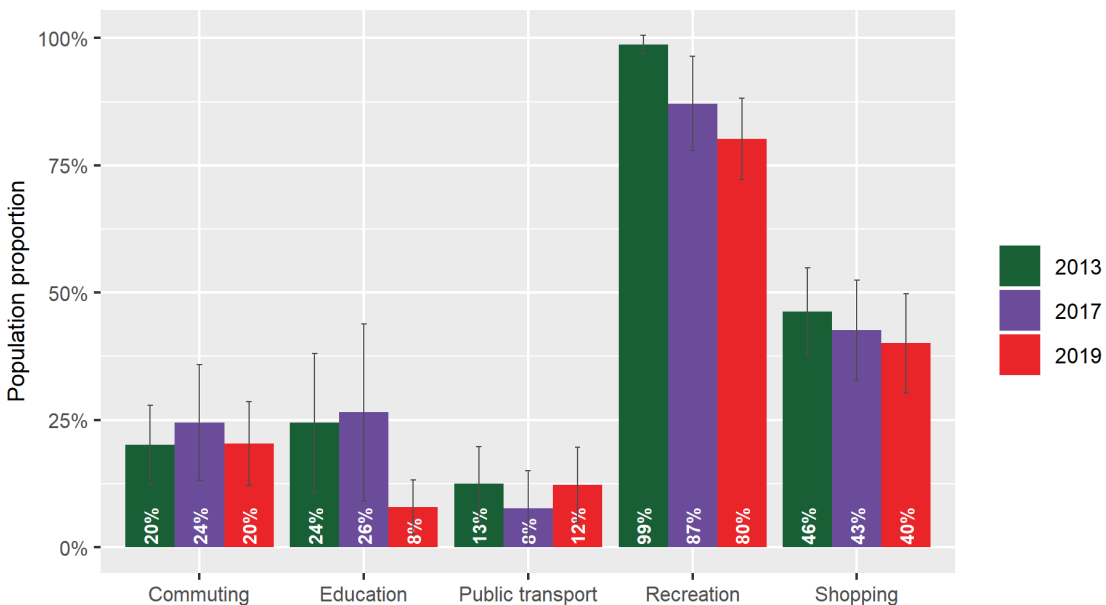
Figure 3.3: In the past year, do you think that cycling conditions in your area have become much better, better, about the same, worse or much worse?



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

Respondents who had ridden in the past year were asked whether they had travelled to work, education (school or university), shopping, public transport or participated in recreational exercise or fitness in the past year. For those that had undertaken these activities, they were asked whether they had ridden a bicycle for any of these purposes. Most of those who had ridden in the past year had done so at least once for recreation or exercise (80%), and 40% had done so for shopping (Figure 3.4).

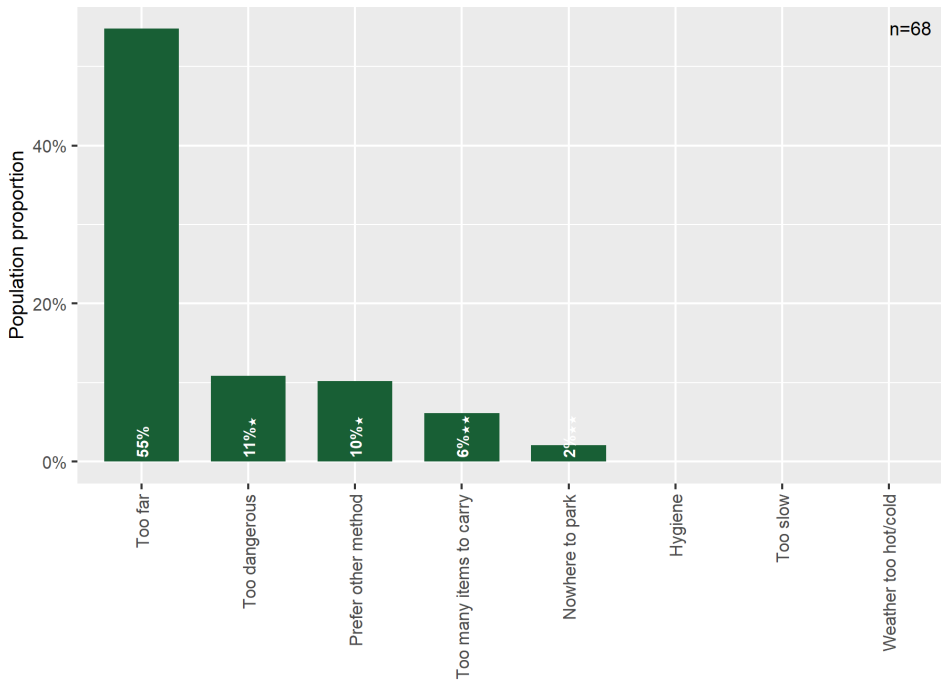
Figure 3.4: In the past year have you used a bicycle for any of these purposes?



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

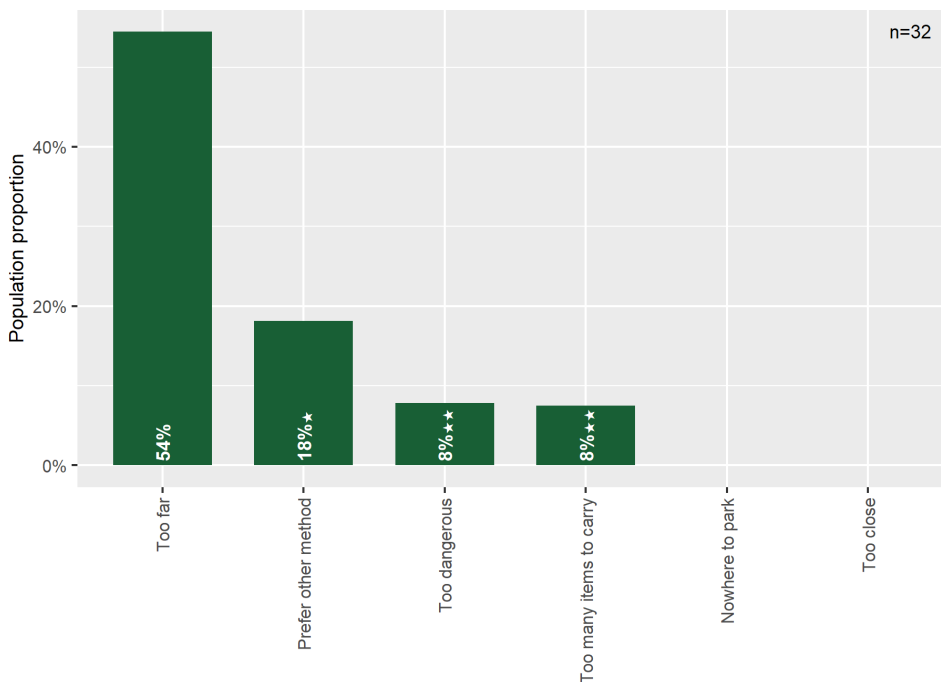
Respondents who had travelled for the activities listed above, and who indicated they had not used a bicycle to do so, were asked why this was the case. For those who had not ridden to work (Figure 3.5) the most commonly cited reasons were that it was too far (55%), too dangerous (11%), and they prefer another method (10%). For those who had not ridden to school or education (Figure 3.6) the most commonly cited reasons were that it was too far (54%) and they prefer another method (18%).

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?

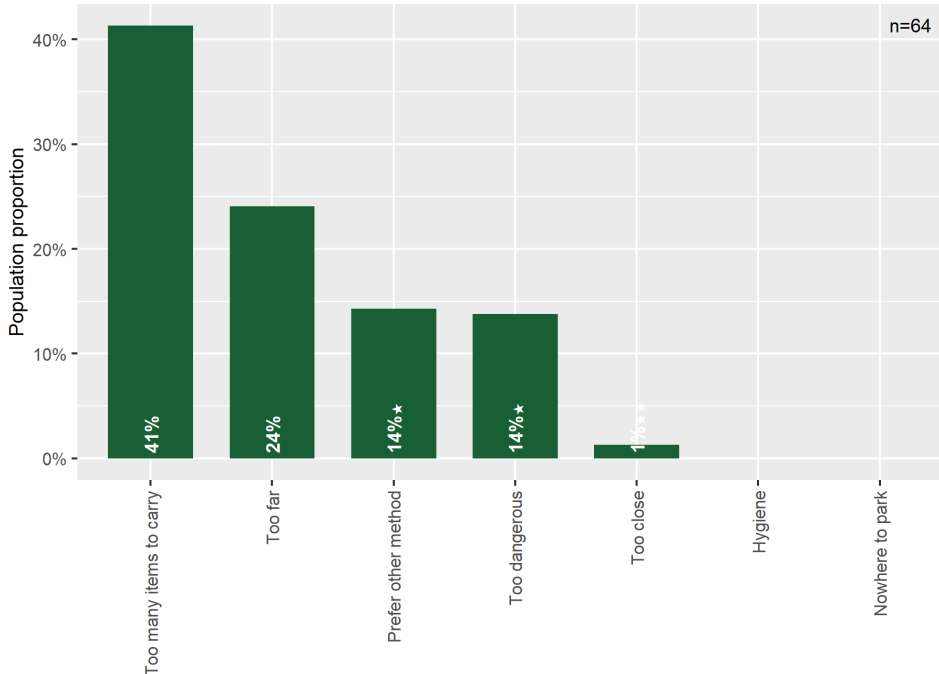


Sample: Persons aged 15+ who had ridden in past year

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

- they had too many items to carry (41%), and
- it was too far (24%).

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

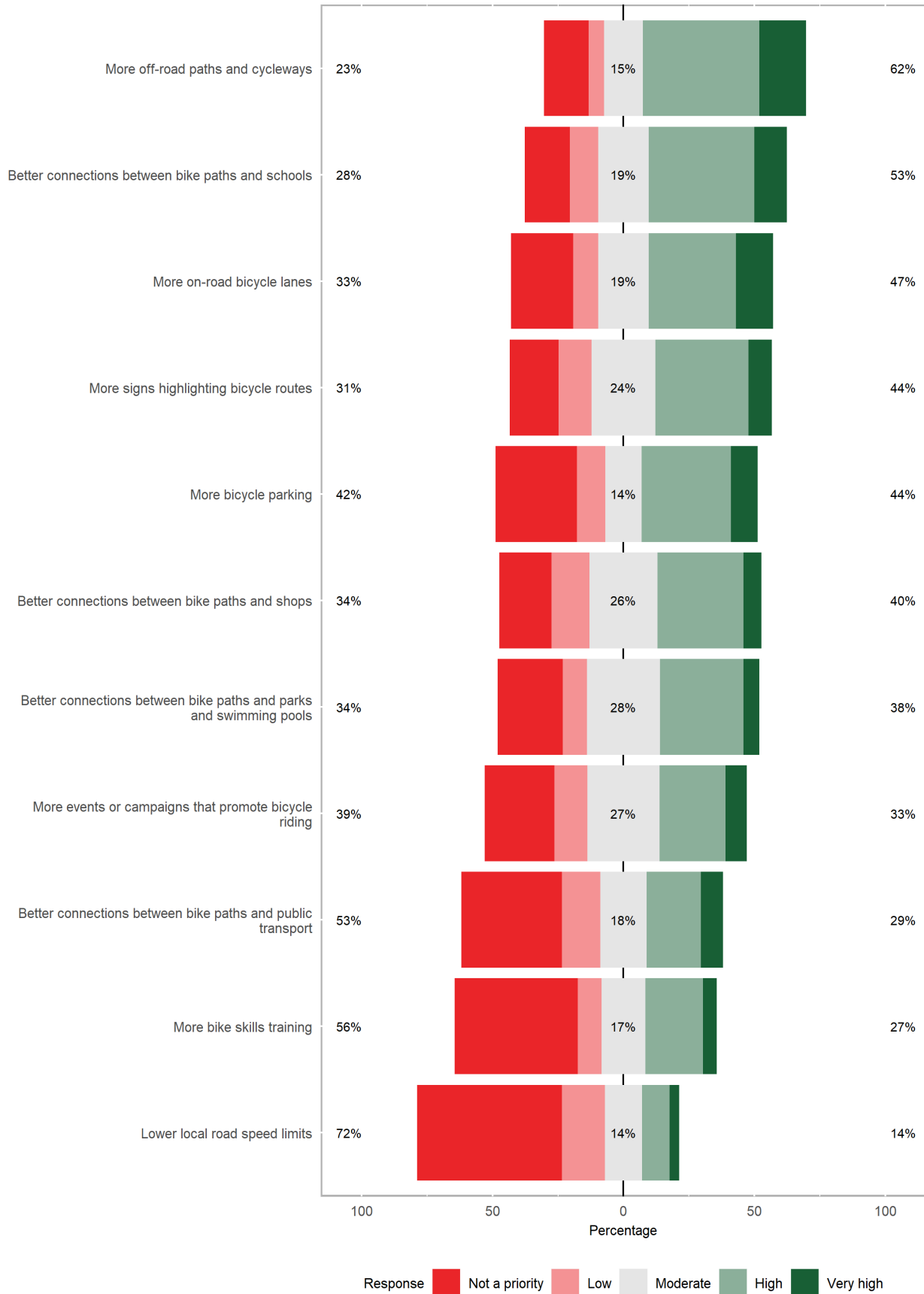


Sample: Persons aged 15+ who had ridden in past year

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

- more off-road paths and cycleways (62% of respondents rated this a very high or high priority),
- better connections between bike paths and schools (53%),
- more on-road bicycle lanes (47%),
- more signs highlighting bicycle routes (44%),
- more bicycle parking (44%), and
- better connections between bike paths and shops (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	475		
No. of individuals	1,077		
Cycling participation	Estimate	95% confidence interval	Confidence rating
% who rode last week	15.6%	13.1%-18.1%	★★★
% who rode last month	22.3%	19.4%-25.1%	★★★
% who rode in past year	40.8%	37.4%-44.2%	★★★
No. who rode last week	404,800	338,900-470,700	★★★
No. who rode last month	577,800	503,900-651,600	★★★
No. who rode in past year	1,058,900	969,500-1,148,300	★★★
Participation by demography	Estimate	95% confidence interval	Confidence rating
Gender			
% of males who rode last week	19.3%	15.3%-23.4%	★★★
% of females who rode last week	11.9%	8.8%-14.9%	★★★
Age			
% of 0-9 years who rode last week	39.9%	27.0%-52.8%	★★★
% of 10-17 years who rode last week	25.9%	17.8%-34.1%	★★★
% of 18-29 years who rode last week	8.1%	3.4%-12.9%	★★
% of 30-49 years who rode last week	12.0%	7.5%-16.4%	★★★
% of 50+ years who rode last week	9.2%	6.9%-11.6%	★★★
Gender by age			
Male: 0-9 years	39.2%	20.9%-57.4%	★★★
Male: 10-17 years	32.4%	19.9%-44.8%	★★★
Male: 18-29 years	10.5%	2.7%-18.2%	★★
Male: 30-49 years	17.9%	10.1%-25.7%	★★★
Male: 50+ years	12.1%	8.2%-16.1%	★★★
Female: 0-9 years	40.7%	22.4%-59.0%	★★★
Female: 10-17 years	19.6%	9.0%-30.2%	★★
Female: 18-29 years	5.7%	0.5%-10.9%	★★

Participation by demography	Estimate	95% confidence interval	Confidence rating
Gender by age (continued)			
Female: 30-49 years	5.8%	1.7%-9.9%	★★
Female: 50+ years	6.5%	3.7%-9.3%	★★★
Participation by purpose	Estimate	95% confidence interval	Confidence rating
Summary			
% of those who rode in past week for recreation/exercise	80.9%	73.2%-88.5%	★★★
% of those who rode in past week for transport	38.0%	29.0%-46.9%	★★★
Detail			
% of those who rode in past week for commuting	11.1%	5.6%-16.7%	★★
% of those who rode in past week for education	15.7%	9.1%-22.3%	★★★
% of those who rode in past week for shopping	8.3%	3.8%-12.8%	★★
% of those who rode in past week to train/tram/bus	0.9%	0.0%-2.1%	★
% of those who rode in past week to visit friends/relatives	9.5%	4.8%-14.2%	★★
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	3.3	2.9-3.6	★★★
Average time ridden (mins) in past week by those that had ridden	169	134-204	★★★
Household characteristics			
Working bicycles (incl. electrically assisted)			
% of households without a working bicycle	40.9%	36.5%-45.3%	★★★
% of households with one working bicycle	19.2%	15.1%-23.4%	★★★
% of households with two working bicycles	13.7%	10.0%-17.4%	★★★
% of households with three or more working bicycles	26.2%	21.8%-30.5%	★★★
Working electrically assisted bicycles			
% of households without a working electrically assisted bicycle	95.9%	93.8%-98.1%	★★★
% of households with one working electrically assisted bicycle	4.1%	1.9%-6.2%	★★
% of households with two working electrically assisted bicycles	0.4%	0.0%-0.8%	★
% of households with three or more working electrically assisted bicycles	0.0%	0.0%-0.0%	
Bicycle share subscriptions			
% of households with an active bicycle share subscription	0.2%	0.0 – 0.7%	★

Appendix B Survey Script

INTRODUCTION

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

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

USE BIRTHDAY SCREENER TO SELECT MAIN RESPONDENT

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

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

CONFIRM LOCATION (LGA, REGION)

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

Yes	1
No (SPECIFY POSTCODE)	2

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

SECTION 1: MAIN RESPONDENT'S TRAVEL

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

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

INTERVIEWER NOTE: DEFINITIONS OF BICYCLES

INCLUSIONS:

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

EXCLUSIONS:

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

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

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

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

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

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

INSERT NO. DAYS

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

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

INSERT NO. OF HOURS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(DO NOT READ OUT) (ACCEPT MULTIPLES)

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

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

(DO NOT READ OUT) (ACCEPT MULTIPLES)

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

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

(DO NOT READ OUT) (ACCEPT MULTIPLES)

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

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

(DO NOT READ OUT) (ACCEPT MULTIPLES)

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

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

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

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

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

SECTION 2: MAIN RESPONDENT'S DEMOGRAPHICS

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

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

GENDER: (RECORD AUTOMATICALLY)

Male	1
Female	2

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

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

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

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

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

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

SECTION 3: OTHER HOUSEHOLD MEMBERS TRAVEL

INTRO > 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?

The new laws made things very dangerous for drivers as they are more likely to hit a bike rider. You have to give bike riders a metre distance and it is very dangerous to overtake them. Drivers should not be effected by bike riders.

A cycle pathway over the Bridgewater bridge as it's the only limitation for me to cycle now.

Bicycles should be allowed to ride on the footpath.

Bigger shoulders on the road and more space on the road. The roads should be swept more often. Get rid of rocks. Cycling paths and roads arounds town are really bad and there are lots of potholes.

Bike lane and extra footpaths to make it easy.

Bike paths and pathways need to be looked at by the council.

Bike riders who use the road are a pain. I don't believe they shouldn't pay for using the roads. I feel they should have a registration number on their bikes and pay certain amount for using roads who are age of 18 and above.

A cycle way down the highway and off the highway on Great Northern Highway.

Cyclists should be encouraged to ride on dual use paths.

It is difficult up in the hills for older people, especially if you don't keep to the trails. Great Eastern Freeway is improving. Hopefully there is going to be something established there or near there to get to Fremantle.

Drivers need to pay attention on the roads and they should not be using mobile phones. It makes it much more dangerous for bicycle riders.

Footpaths really help. Good area for cycling.

Get all the idiots and the lycra off the main street.

Heavy vehicle use makes it dangerous for cyclists and some bike lanes are contaminated with concrete spills.

I've had road rage from cars at Spencer Park.

I cross underneath a freeway and it's very tight for a bike. I would like a fairly wide bike lane on Scarborough Beach Road.

I don't think the push bikes should be on the road as it is dangerous.

The police told us to wear a helmet even if there is no traffic. That is the commented most in the town and I know it is for our safety.

I live on country main road and the conditions are dangerous. I would cycle off road paths on bicycle paths.

I live in the Swan Valley and I think that bicycle riding is a way of tourism as the cycle ways improve. I think that we're going to see a lot more of it. We've got bike stands now around the Valley which only happened in the last 6 months.

I want to see more bike paths along major roads so people don't have to ride in traffic. I am concerned when there is not enough room for cyclist

I would cycle here if there were bike paths. There are none near my house and I live on Great Northern Highway. On the midlands side where there are no bike paths, I would have to go on the footpath.

I would like more emphasis on upgrading availability of infrastructure for cyclists so it is user friendly on the bike track from Reid Highway in Hammerleigh up towards Altone Road. Continuity of user-friendly bike paths.

I wouldn't cycle on the road when going into town at my age.

It's dangerous for the trucks around.

It could do with some fine tuning. It's not always thought out. Not all intersection are safe, small verges, have had a few friends knocked off bikes. I would love to see more dedicated cycle paths.

It would be really nice if people would not steal my bike. I've pretty much stopped because I had four bikes stolen in 18 months. They were stolen from Kenwick train station and my house.

Just to have more cycle tracks so you can ride. I prefer a separate bike track to traffic and cars.

Keep to the left.

Lack of cycle path on our national highway – Highway No. 1.

Lots of cyclists on the road and lanes are well maintained.

Main roads dangerous at traffic lights and are not managed very well.

More cautious of children on the streets.

Mundajong Road is not in great condition. Heavy trucks are using it, needs double lanes or widening – fatalities

No bike paths. There are sections where there are no paths to ride on such as on Strickland Drive and the road to the cemetery.

Not that many people around so we've got it good.

Not used to riding on the road.

Only problem is the resentment of driver of cyclists, even off road. I have been spat on and bottles have been thrown at me when cycling.

People in cars are not really patient when it comes to people on bikes. In Europe bike lanes run separate to the roads and this is much safer option.

People that get the fines are not wearing the helmets and are getting away with it

Probably more noise from the bike. They sneak up on people. Something is needed to warn them, to become more aware of them.

Roads are in very poor condition for bike riding. No pathways for the bicycle and all kids have to ride on the main road and it's not particularly safe for them.

Safety conditions on main roads. There are too many erratic drivers with no respect for bike riders.

Same since I was a kid. No difference, not good, busy roads for cycling, not safe. I am comfy cycling, but I won't send my teenager or primary school children.

There should be more cycle paths or areas for cyclists to be on the road. Unsure about bicycle rules, better policing.

Some of the bike paths are fairly rough in Kings Park.

Streets are narrow making it very difficult to navigate with more than one vehicle or bicycle.

The cycle lanes could be bigger or wider.

The only comment I would make to the local council is that maintenance is not done frequently.

The roads are unsafe because there is no in and out of town. You can't get around safely.

There are some bike racks around town and it is a problem and in general around the exhibitions. Not really hard complaints.

There should be more cycle paths and there is a new one being built now in my area.

They are generally OK and they are quite good. We have a lot of trails that go through the bush and we have access to the cycleway from the town to the beach that I use that.

They need to continue to improve the safety of riders and continue to make more areas accessible.

They put in a cycle track 15 years ago and it's really bad. The road between town and Ocean Beach Road is very badly designed.

Tonkin Highway is being developed and has bike tracks down the side which might encourage my husband and I to bike ride long distances.

Very poorly conditions. Not enough cycle paths to get to the cycle path forcing riders onto roads.

We have bike paths that I ride on but they are often covered with mulch and sticks and stones, for example on Tonkin Highway bike path. I am worried about breaking bones and punctures.

We live in Withers, many areas of this suburb don't have footpaths let alone cycle ways, even when we do have cycle roads they are ad hoc and not safe.

West Coast Highway is a nightmare to cycle on as there is no room to pass them if they ride two a breast.

When you get to a roundabout continue the paths, they suddenly stop, and you have to go onto the roads and freak cars out.

When you try to go out beyond parts of Fremantle to North Fremantle, Port Beach, there is a lovely cycle way along the beach but is hard to get there.

Widen footpaths and have them everywhere.

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

Bikes need to stay in bike lane and drivers should not have to stop for bikes. If necessary, make the bike lanes wider.

A bit more education and schooling on cycling especially round safety.

A lot of people get punctured tyres because the roads aren't swept enough.

Adding more bike parking at the train station. I would cycle but there are no places available when I arrive at 8am.

Apps which are supposed to tell us where bike paths and things are. I am yet to find one that is reliable.

Awareness from the bike riders. Education and safety features that bike riders could adopt.

Ban bikes off the road.

Ban riding on the road because it's dangerous.

Bicycle riders need to be encouraged to use dual pathways instead of roads.

Bike lanes in Chapman Road.

Bike riders should be licenced.

Bike riding needs to be prioritised on public lanes (designated bike lanes). Bike riding needs to be promoted as a normal way of transport.

Consider off-road cycling and whether it is necessary to use a helmet or not. Discourage riding because of the need to carry helmet and it is sweaty during summer.

Continuity of cycleways for cyclists on highways and distances throughout the neighbourhood. In general I know it is a bit of a jigsaw at the moment for people to ride on bicycles.

Dedicated cycle paths.

Dropping the mandatory helmet rule. More people ride bikes. It would make it a lot easier for people that hire bikes.

Education for everyone. Road users for the rights of the bike user/cyclists on the road.

Either let them on the footpath or give them specific paths they can ride on.

For people coming into the town from outside of the town, there should be a bicycle on the edge of the road. The roads aren't wide enough.

Get them off the road and on cycle paths.

Have better access to bike lanes as I cannot ride her bike where I want.

Having more bike repair stations where you can fix your bike, pump up your tyres. We also need more drinking fountains and better lighting at night for postcode 6062.

Helmets should be chosen for certain age. Make older people ie footpath separated.

I suppose the entry and exit on the roads, it's not smooth enough, very rough surface.

I think they could help fund the proposed bike trails around the town. We have the Mundabindi Trail that's a bike trail that goes from Perth to Albany that goes through our town and there's been talk of creating loops around our town that feeds into this.

Improve off-road paths and place. Isolated town, and paths keep kids out of trouble and away from shops etc.

Secure bike parking would be good mostly at the train station. They have improved and they did upgrades to Kenwick Station. Some train stations have the secure cages where you have a tag in as smart rider.

Linking up paths to create a network.

Maintain the bike paths themselves and plan new estates with people that ride in mind. There is a difference between a cycle path and a normal path.

Maintain the prickles on the vergers near the bike paths to avoid punches in your tyres. More bike racks in government buildings, carparks and spaces. More places to secure your bike.

Maintaining bikes and rules on cycle ways, refreshed for the people living here.

Make bikes registered on the road.

Make the helmet more obligatory.

Making sure paths are clear of debris and overhanging branches.

Maybe lighting as there are not many streetlights at night. Some painted on spots for kids getting to school. A lot of them ride bikes on paths.

More bike lanes on main roads arterial roads.

More dedicated cycle paths to get the bicycles off the road.

More encouragement for wearing bicycle helmets.

More secure bike parking in Bunbury.

More signage to specify pathways for both pedestrians and cyclists - dual carriage way.

More signage and more rumble strips to separate the car and bike lanes.

Not happy with service. Everyone seems friendly.

Not suitable to cycle in our area as it is a small rural town.

Paths around here are very broken and jagged. More signage, more awareness and encouragement for bike riding and just safety education on people that are driving and on bike riders. It is a bit nerve racking.

Personally, I would love to ride a bike without a helmet when not on a road. It is my own decision. More parking

Prefer to see bikes sold with GPS tracker in the frame, can't be tampered stolen can be tracked.

Probably more areas marked so bicycles are more aware of riding bikes with lanes and roads.

Put in a proper bike pathway from Perth to York. There has been talk but hasn't happened. More bike pathways in general.

Security for bikes. Bike getting stolen, even kids bike, even when locked.

Secure bike lock ups. Sheltered bike lock up will make it easier to ride to work. A bridge over Bridewater would be good.

Separate speed limits for cyclists and drivers.

I would like to see lower roads limits to 50 or 40 as it would be better. Not just in school zones but in public area vicinity.

Speed limits are low enough and have done a pretty good job. Paths everywhere and better roads would be more helpful.

They'd struggle to put bike lanes because the roads are so narrow. They should put cyclists on the footpath and not on the road and put signs that say watch out for pedestrians. They should put the sign just as you get onto the cycleway.

They need to advertise to car drivers about the law regarding distance between cars and bike riders.

To make more secure and safe bike parking.

We need more cycle lanes, on and off roads. Coburn Road is too dangerous to ride on.

What I'd like to see is this idea and notion of climate change, especially now we have beautiful e-bikes. A society that addresses climate change would be very high on my list.

When Main Roads are redeveloping roads, bike lanes separate to the roads needs to be put in. On major highways there should be separate lanes

Widening some of the roads up the hill especially near Canning Mill Road.



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