2019

Australian Capital Territory Cycling Participation

Results of the 2019 National
Cycling Participation Survey

Austroads

National Cycling Participation Survey 2019: Australian Capital Territory

Prepared by

Dr Cameron Munro

Project Manager

Elaena Gardner

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 22.2% (95% CI: 19.5% - 25%) of Australian Capital Territory residents ride a bicycle in a typical week. Around 43.6% (95% CI: 40.4% - 46.7%) had done so in the past year.

These participation rates translate to approximately 93,700 residents riding in a typical week and 183,300 residents riding at least once in a typical year.

The cycling participation rate by residents of the Australian Capital Territory are significantly higher than the national average.

About Austroads

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

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

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

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

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

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

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1.1 Background

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

The survey measures *participation* rather than *travel*. Participation is defined as the number of individuals who have cycled for any journey or purpose and in any location over a specified time period. By comparison, travel is the number of cycling trips that occurred over that time period, and may include the distance travelled, purpose and so on. Participation is much easier to define, and for individuals to recall, than travel. It is reasonable to expect an individual would remember whether they had ridden a bicycle over the past week, month or year, but far less likely they would be able to accurately recall the number of trips they have made over that period. Further details on the method and results used in NCPS are reported in detail elsewhere[1].

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

1.2 Perception indicators

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

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

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

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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 the Australian Capital Territory. 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 440 households containing 1,045 individuals. From the sample of 440 main respondents (i.e. the individual aged 15 or above with the next birthday that was selected for the interview) 134 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 22.2% (95% CI: 19.5% - 25%) of Australian Capital Territory residents ride a bicycle in a typical week. Around 43.6% (95% CI: 40.4% - 46.7%) had done so in the past year (Figure 2.1).

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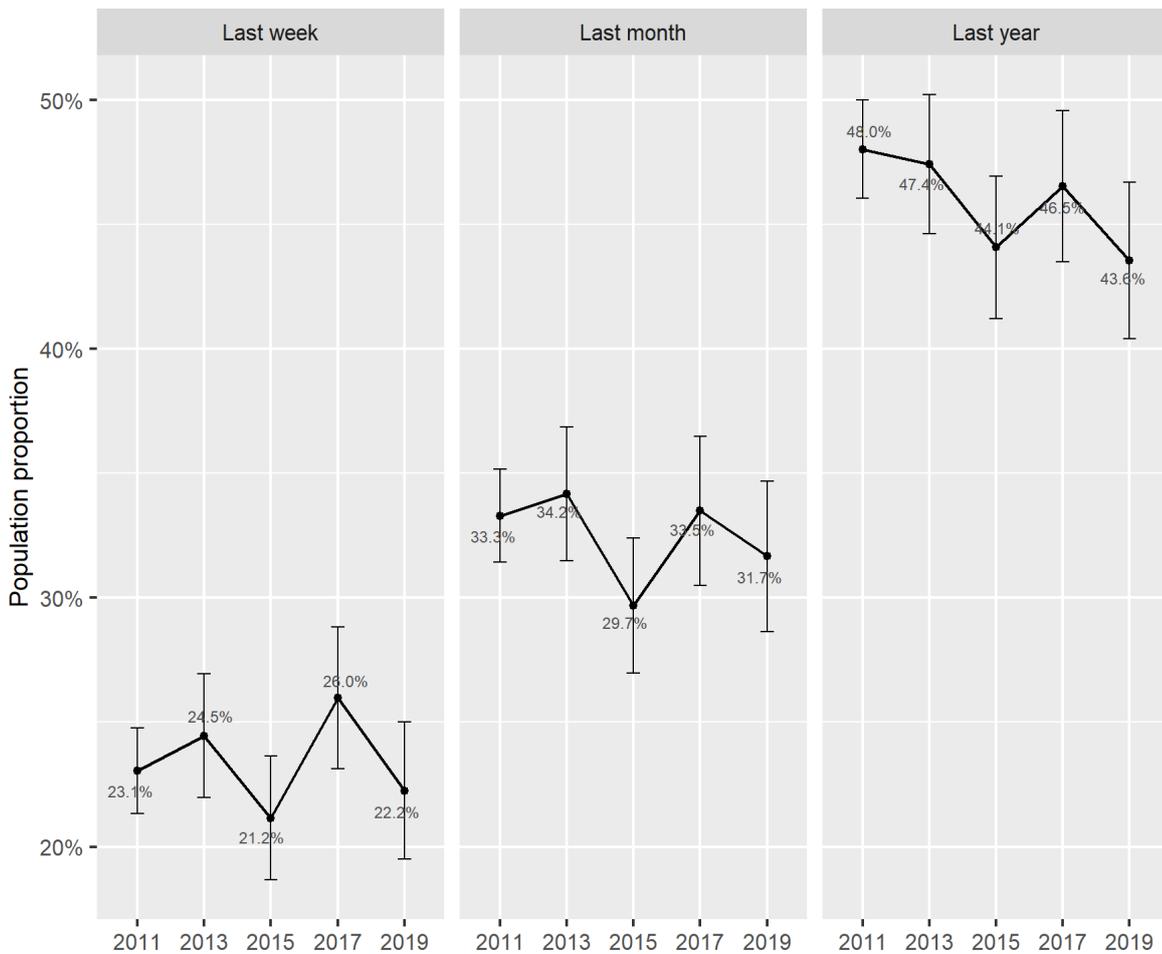
Sample: All persons

These participation rates translate to approximately 93,700 residents riding in a typical week and 183,300 residents riding at least once in a typical year.

The cycling participation rate by residents of the Australian Capital Territory are significantly higher than the national average (Figure 2.2)

Figure 2.2: Cycling participation comparison by area
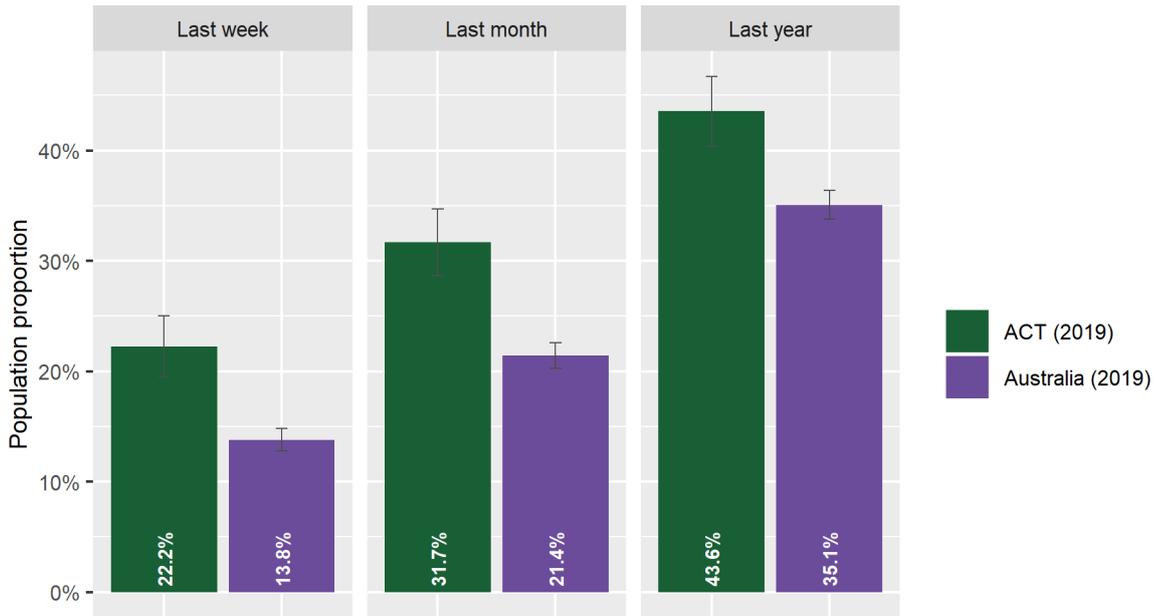
Sample: All persons

Males are significantly more likely to have ridden in the past week than females (Figure 2.3). Both the male and female participation rates are higher than is typical for Australia.

Figure 2.3: Cycling participation by gender
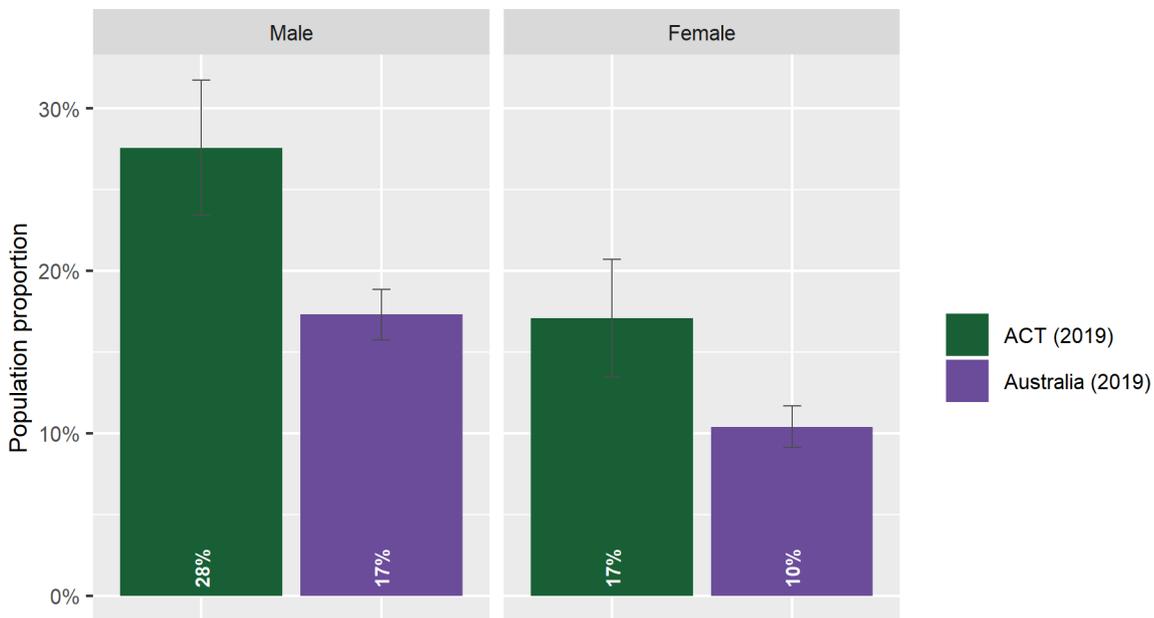
Sample: All persons, cycling participation in past week

The highest cycling participation rate (measured as those who had ridden in the past week) was among children aged under 10 (Figure 2.4). The participation rate declines precipitously as older children become adults. The participation rate among all age groups is significantly higher than the national average.

Figure 2.4: Cycling participation by age
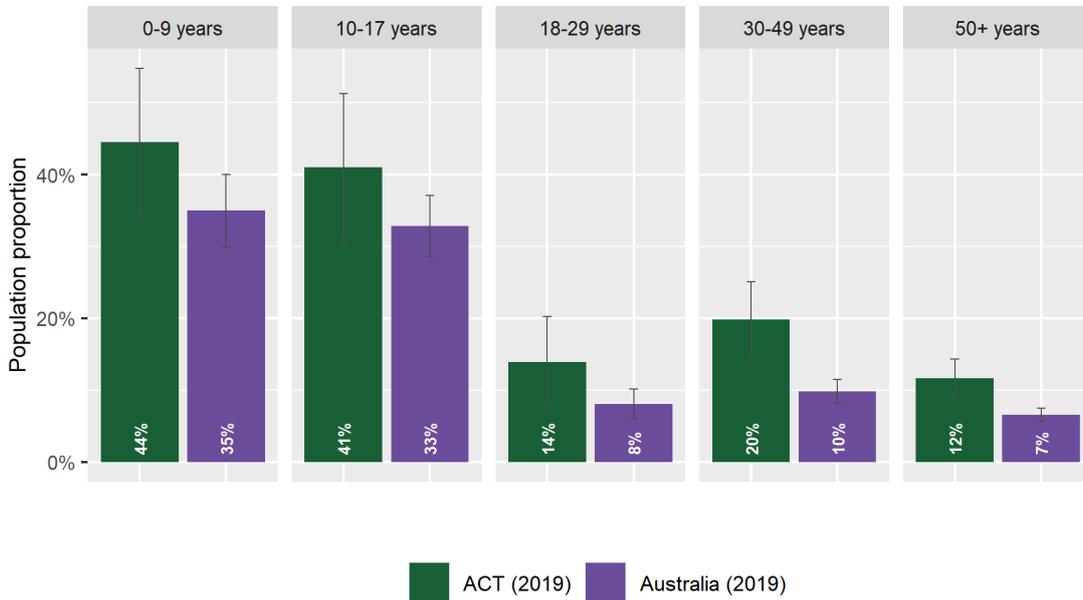
Sample: All persons, cycling participation in past week

There is no clear change in participation across any gender or age group across the eight year period in which the survey has been conducted (Figure 2.5). Most fluctuations year-on-year are within the statistical margin of error.

Figure 2.5: Cycling participation by age and gender
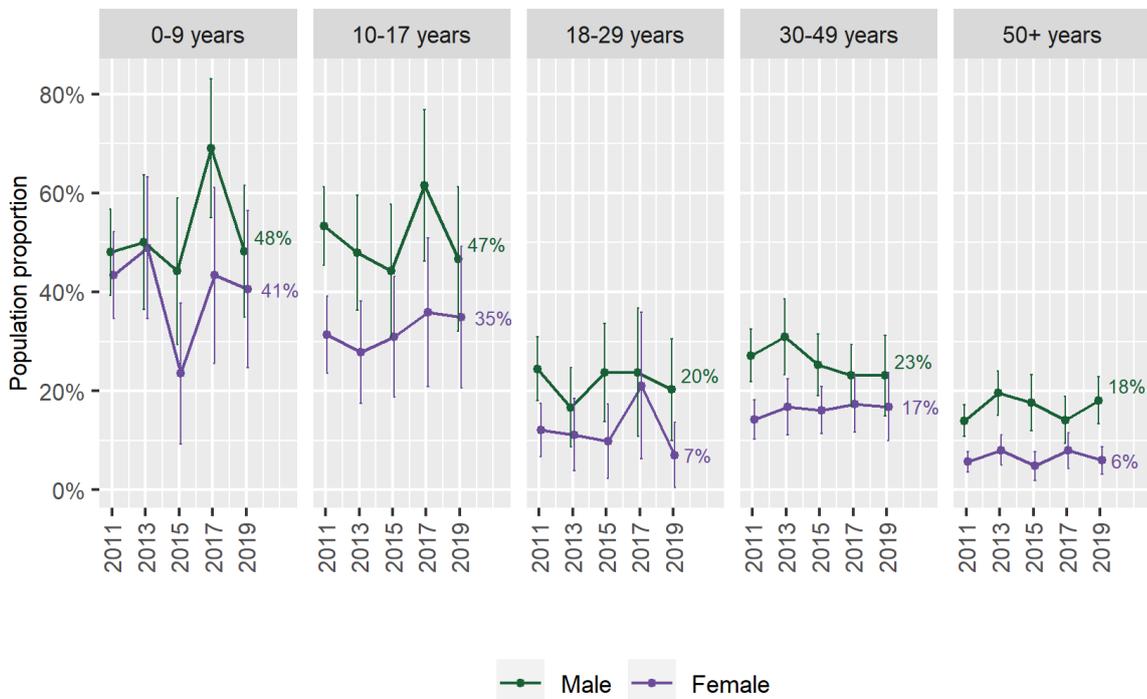
Sample: All persons, cycling participation in past week

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. Around 21% of those riding have returned after a break of a year or more and a further 11% started riding in the past year (Figure 2.6).

Figure 2.6: Cycling history
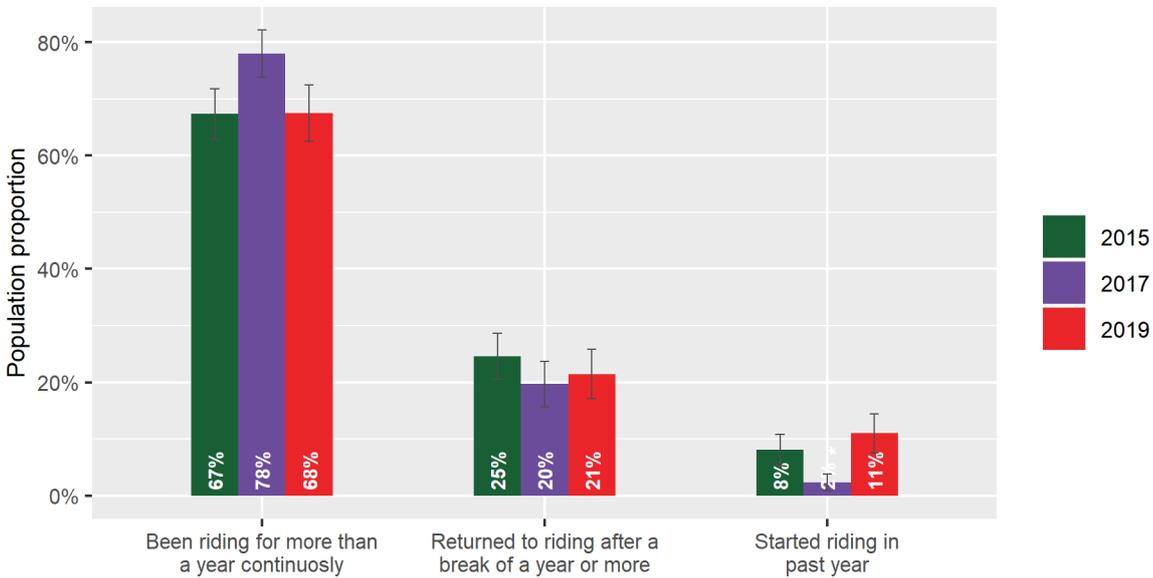
Sample: Persons aged 15+ who had ridden in the past year.
* Estimate should be treated with caution.
** Estimate should be considered unreliable.

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 (29%) indicated they were riding less often than more often (20%) (Figure 2.7). These proportions have not changed over the three years in which this question was asked.

Figure 2.7: Cycling frequency
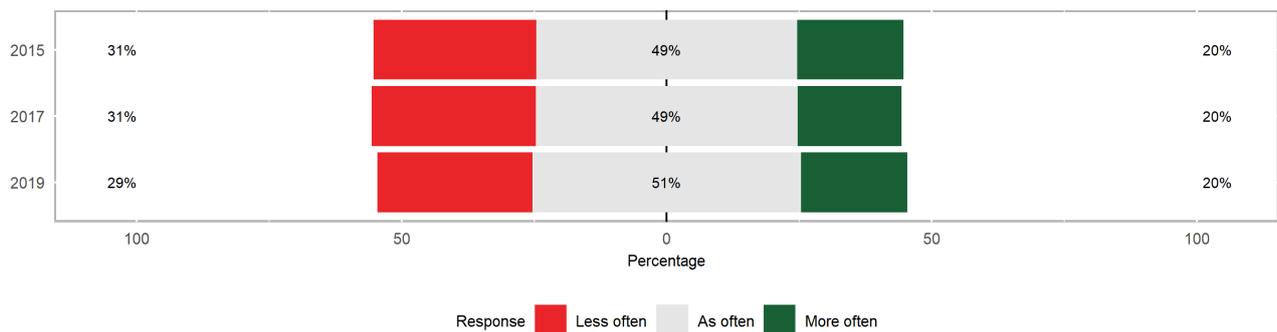
Sample: Persons aged 15+ who had ridden in the past year.

Of the people who cycled in the last month, 67% cycled for recreation and 58% used a bicycle for transport (Figure 2.8). The proportion riding for transport is much higher than the national average.

Figure 2.8: Cycling for recreation in comparison to cycling for transport
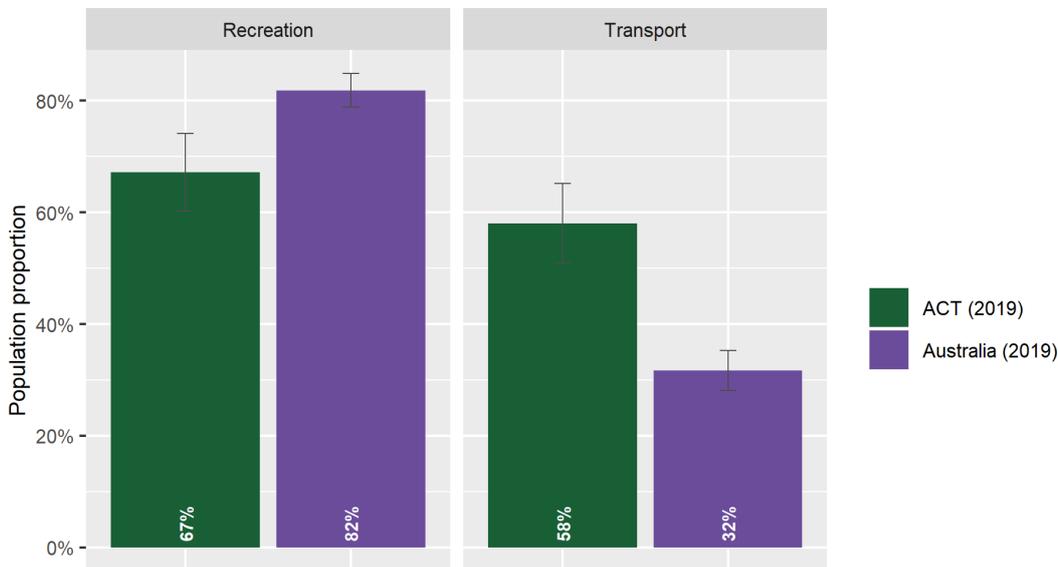
Sample: All persons who had ridden in the past month

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

Figure 2.9: Purpose of cycling for transport
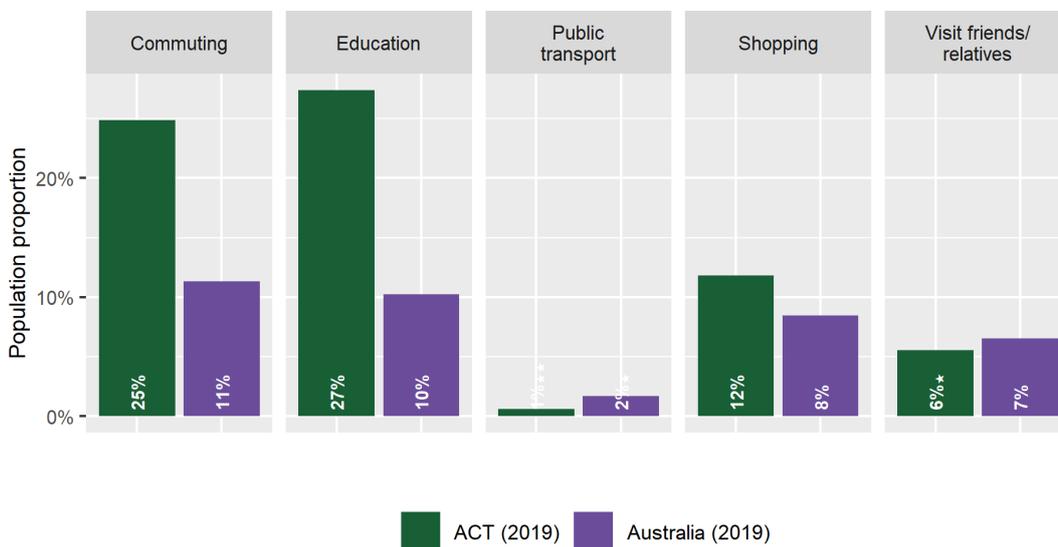
Sample: All persons who had ridden in the past month and who had travelled for each purpose (by any mode).
* Estimate should be treated with caution.
** Estimate should be considered unreliable.

Around 57% of households have access to a working bicycle (Figure 2.10). The proportion having access to a bicycle is significantly higher than the national average.

Figure 2.10:   Bicycle ownership by household
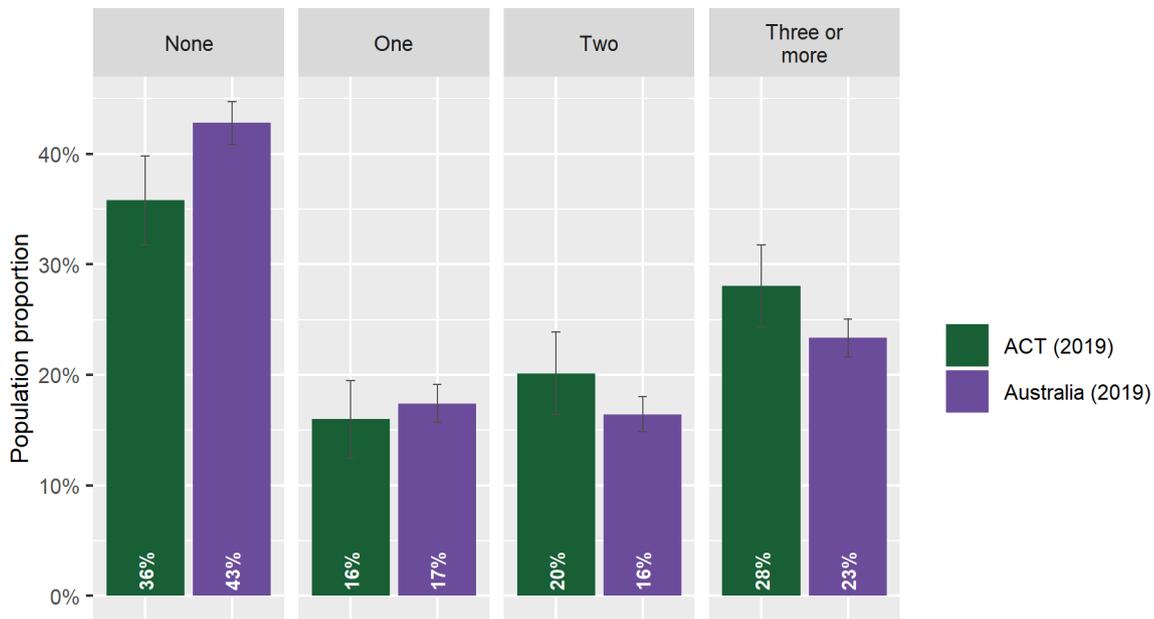
Sample: All households

The proportion of households with at least one electrically assisted bicycle ("e-bike") is around 3.4% (Figure 2.11). It is cautioned that the is wide uncertainty in this estimate.

Figure 2.11:   Electrically assisted bicycle ownership by household
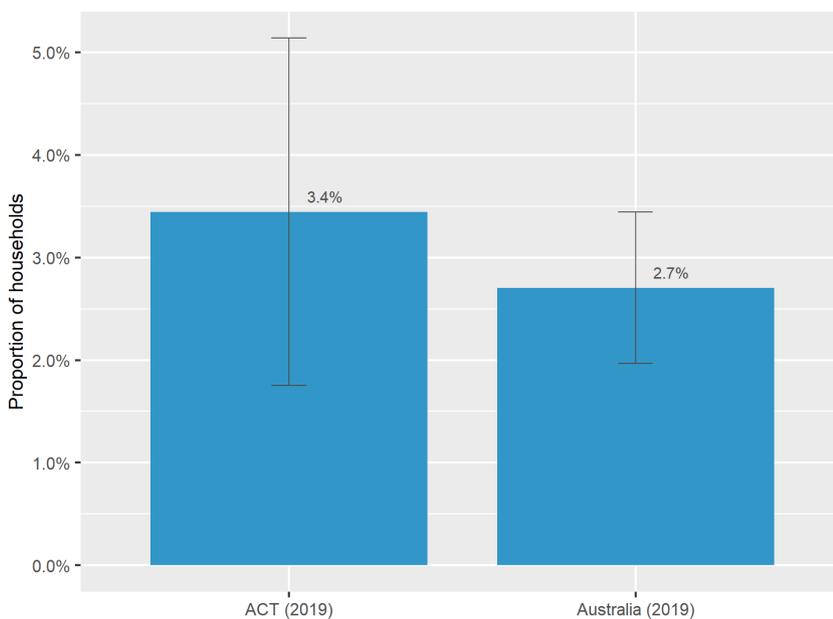
Sample: All households

Respondents were asked how many current bicycle share service subscriptions were held by members of the household. Around 1.5% of households are estimated to have bicycle share subscription, although it is cautioned the uncertainty on this estimate is very high (Figure 2.12).

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

Sample: All households
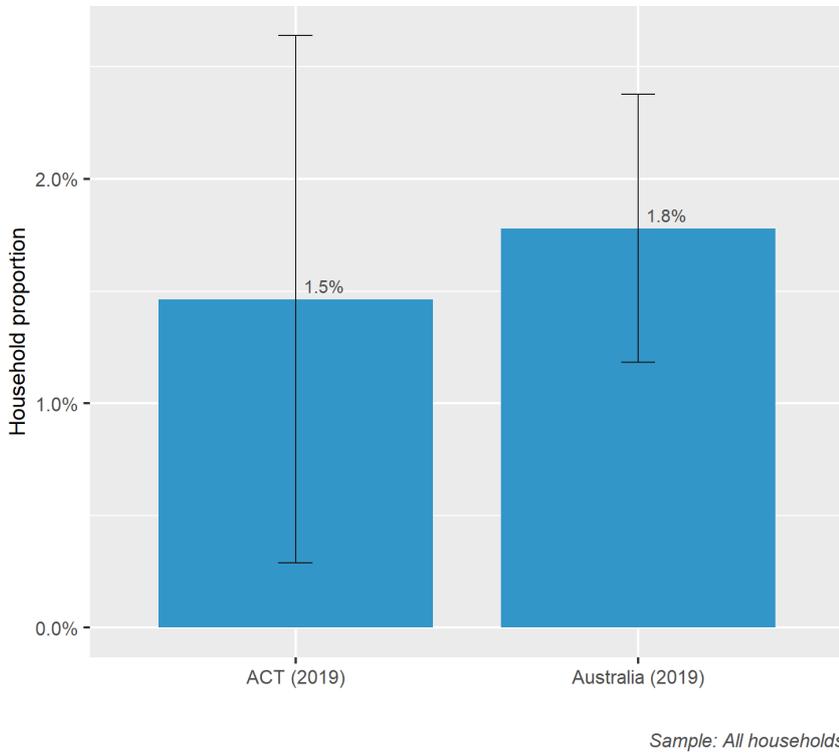
3. Rider Perceptions

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. Just over half (53.0%, 95% CI: 47.9% - 58.1%) of respondents indicated they were not interested in riding for transport, with most (35.7%, 95% CI: 30.7% - 40.7%) of the remainder being interested but not actively doing so (Figure 3.1). Around 7.6% (95% CI: 4.6% - 10.6%) identified themselves as cautious riders; that is, they already ride for transport but prefer circuitous routes to avoid traffic. A small minority (3.7%, 95% CI: 1.4% - 5.9%) 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
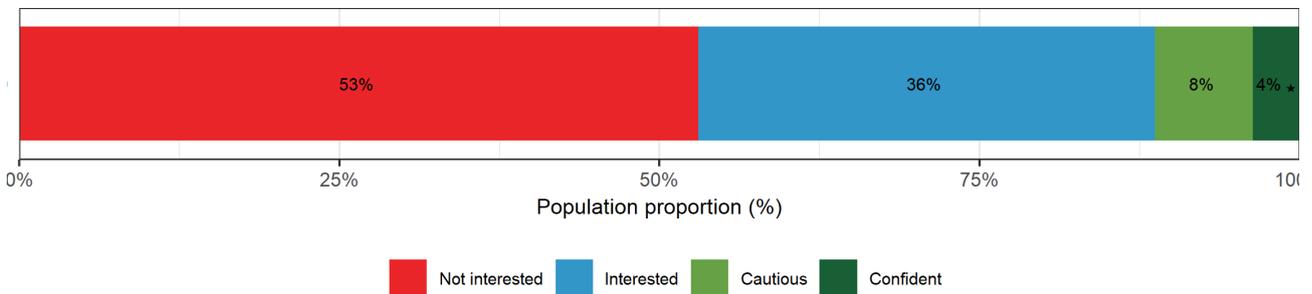
Those who had ridden at least once in the past year and were aged 15 or over were asked about their perceptions of riding in their local area. Most of those who had ridden indicated they felt comfortable or very comfortable (80%) doing so (Figure 3.2).

Figure 3.2: Can you tell me how comfortable you feel riding in your area?
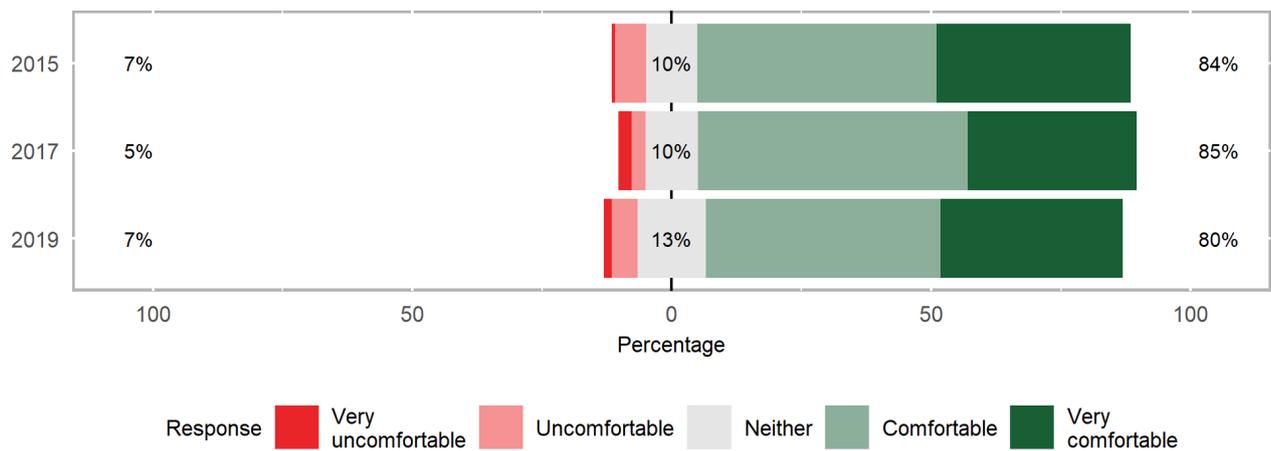
Sample: Persons aged 15+ who had ridden in the past year.

The majority of riders felt that conditions for riding in their local area not changed (80%) over the past 12 months (Figure 3.3).

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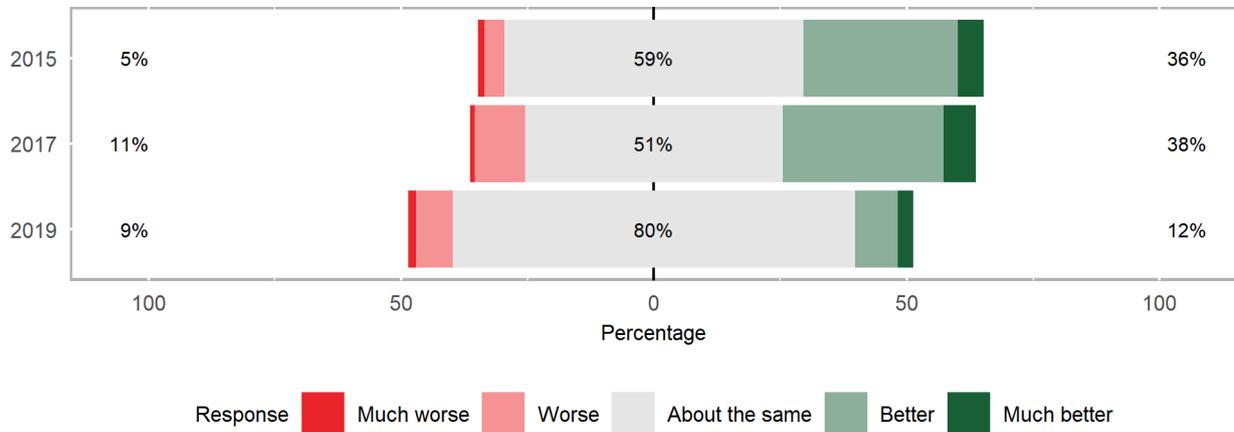
Sample: Persons aged 15+ who had ridden in the past month.

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 (89%) or shopping (63%) (Figure 3.4).

Figure 3.4: **In the past year have you used a bicycle for any of these purposes?**
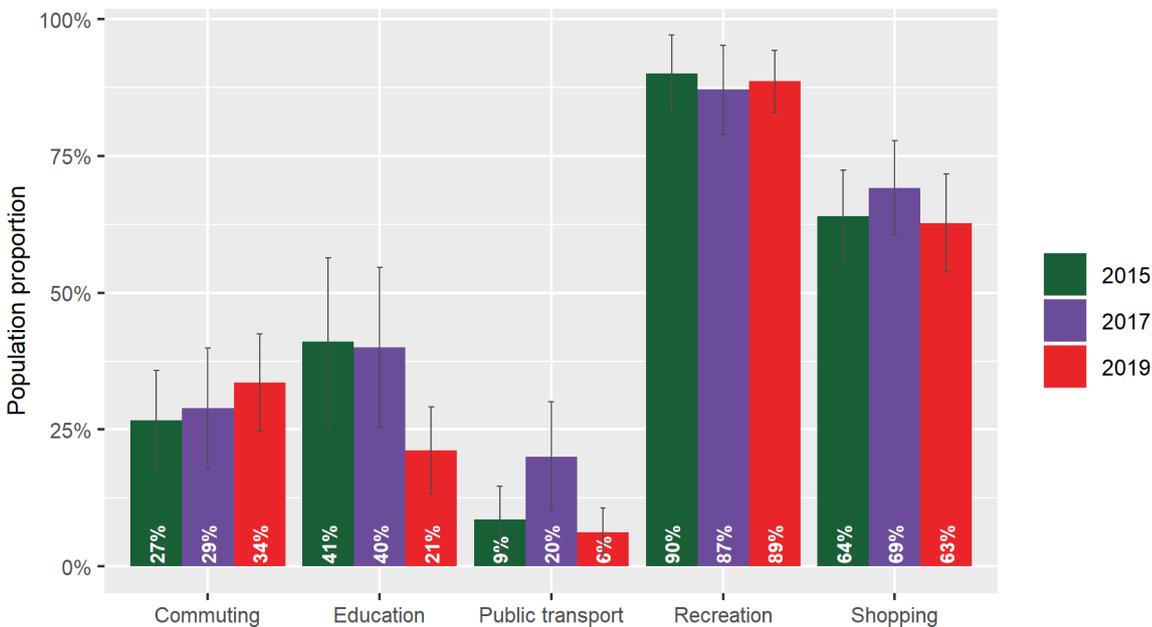
Sample: Persons aged 15+ who had ridden in past year

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:

- it is too far (49%), and
- they have too many items to carry (24%).

For those who had not ridden to school or education (Figure 3.6) the most commonly cited reason was that it was too far (64%).

Figure 3.5: Why have you not used a bicycle for travel to work in the past year?
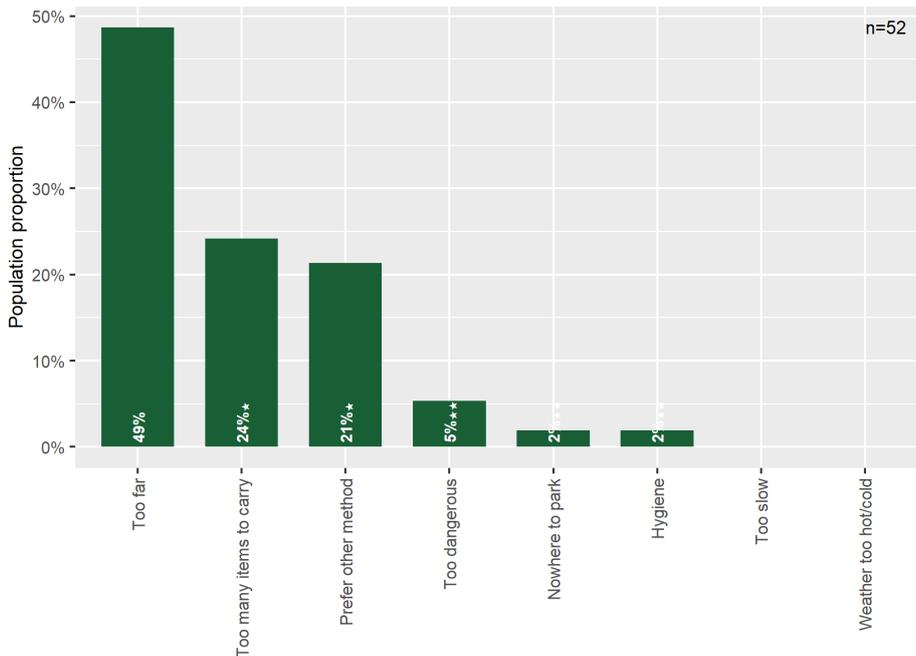
Sample: Persons aged 15+ who had ridden in past year

Figure 3.6: Why have you not used a bicycle for travel to school or university in the past year?
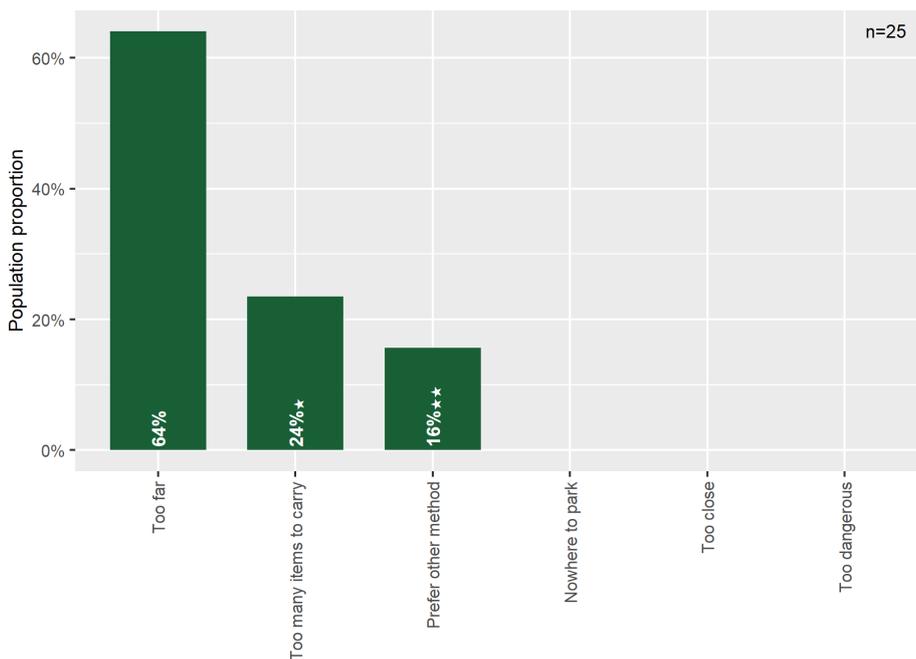
Sample: Persons aged 15+ who had ridden in past year

For those that had not ridden for shopping (Figure 3.7), the most commonly cited reason was that it is too far (55%).

Figure 3.7: Why have you not used a bicycle for travel to shops in the past year?
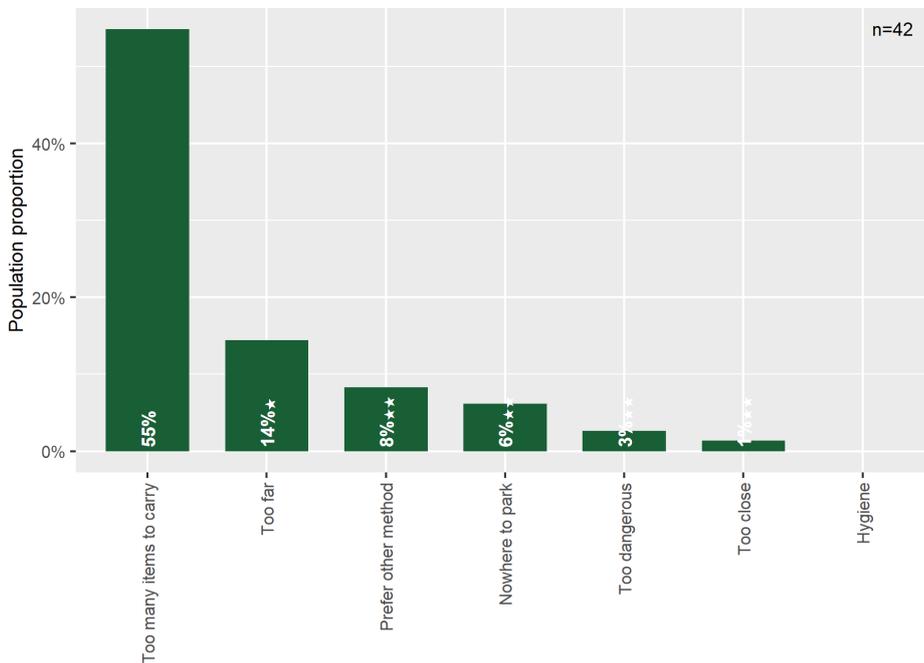
Sample: Persons aged 15+ who had ridden in past year

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 (51%),
- better connections between bike paths and shops (51%),
- more signs highlighting bicycle routes (41%),
- more on-road bicycle lanes (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?

More off-road paths and cycleways	22%	16%	62%
Better connections between bike paths and schools	30%	19%	51%
Better connections between bike paths and shops	23%	26%	51%
More signs highlighting bicycle routes	29%	30%	41%
More on-road bicycle lanes	43%	17%	40%
Better connections between bike paths and parks and swimming pools	32%	28%	40%
Better connections between bike paths and public transport	38%	23%	39%
More bicycle parking	35%	28%	37%
More events or campaigns that promote bicycle riding	38%	32%	31%
More bike skills training	54%	23%	23%
Lower local road speed limits	65%	16%	19%

Percentage

Response Not a priority Low Moderate High Very high

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	440		
No. of individuals	1,045		
Cycling participation	**Estimate**	**95% confidence interval**	**Confidence rating**
% who rode last week	22.2%	19.5%-25.0%	★★★
% who rode last month	31.7%	28.6%-34.7%	★★★
% who rode in past year	43.6%	40.4%-46.7%	★★★
No. who rode last week	93,700	82,100-105,300	★★★
No. who rode last month	133,300	120,600-146,100	★★★
No. who rode in past year	183,300	170,100-196,500	★★★
Participation by demography	**Estimate**	**95% confidence interval**	**Confidence rating**
Gender			
% of males who rode last week	27.6%	23.4%-31.7%	★★★
% of females who rode last week	17.1%	13.4%-20.7%	★★★
Age			
% of 0-9 years who rode last week	44.5%	34.2%-54.8%	★★★
% of 10-17 years who rode last week	41.0%	30.8%-51.2%	★★★
% of 18-29 years who rode last week	13.9%	7.6%-20.2%	★★★
% of 30-49 years who rode last week	19.8%	14.5%-25.1%	★★★
% of 50+ years who rode last week	11.7%	9.0%-14.3%	★★★
Gender by age			
Male: 0-9 years	48.1%	34.8%-61.5%	★★★
Male: 10-17 years	46.7%	32.1%-61.2%	★★★
Male: 18-29 years	20.2%	10.0%-30.5%	★★
Male: 30-49 years	23.1%	15.0%-31.2%	★★★
Male: 50+ years	18.1%	13.3%-22.9%	★★★
Female: 0-9 years	40.5%	24.7%-56.4%	★★★
Female: 10-17 years	34.9%	20.6%-49.1%	★★★
Female: 18-29 years	7.0%	0.4%-13.6%	★★

Participation by demography	Estimate	95% confidence interval	Confidence rating
Gender by age (continued)			
Female: 30-49 years	16.8%	9.9%-23.7%	★★★
Female: 50+ years	5.9%	3.2%-8.7%	★★★
Participation by purpose	**Estimate**	**95% confidence interval**	**Confidence rating**
Summary			
% of those who rode in past week for recreation/exercise	67.1%	60.2%-74.1%	★★★
% of those who rode in past week for transport	58.1%	50.9%-65.2%	★★★
Detail			
% of those who rode in past week for commuting	24.9%	18.7%-31.0%	★★★
% of those who rode in past week for education	27.4%	20.9%-33.9%	★★★
% of those who rode in past week for shopping	11.8%	7.3%-16.3%	★★★
% of those who rode in past week to train/tram/bus	0.6%	0.0%-1.7%	★
% of those who rode in past week to visit friends/relatives	5.6%	2.2%-8.9%	★★
Cycling travel			
Caution: cycling travel estimates are biased by self-reporting and recall limitations, and should be treated with a high level of caution.			
Average number of days ridden by those that had ridden in past week	3.2	2.9-3.5	★★★
Average time ridden (mins) in past week by those that that had ridden	186	156-217	★★★
Household characteristics			
Working bicycles (incl. electrically assisted)			
% of households without a working bicycle	35.8%	31.8%-39.8%	★★★
% of households with one working bicycle	16.0%	12.5%-19.5%	★★★
% of households with two working bicycles	20.1%	16.4%-23.9%	★★★
% of households with three or more working bicycles	28.1%	24.3%-31.8%	★★★
Working electrically assisted bicycles			
% of households without a working electrically assisted bicycle	96.6%	94.9%-98.2%	★★★
% of households with one working electrically assisted bicycle	3.4%	1.8%-5.1%	★★
% of households with two working electrically assisted bicycles	0.9%	0.0%-1.8%	★
% of households with three or more working electrically assisted bicycles	0.0%	0.0%-0.0%	

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 lot more suburban traffic on how streets. No bike paths in Ainsley. The amount of traffic you have to deal with.

A lot of the paths are uneven especially around Lake Burley. Need more bike parking to encourage bike riding.

Better streetlight at night-time and more bike lanes.

Bike paths are excellent. Both on and off-road paths are exceptional.

Bike paths have gotten worse. When they did Ashley Drive they replaced it with concrete instead of bitumen and made it narrower.

Bike paths off road are in good condition. The rule to keep one metre distance is good.

Bike riding should not be on the road.

Bike tracks are well maintained.

Canberra is good for bikes - well away from road and well maintained.

Cars are not as mindful of cyclists as they should be - education and awareness needed.

Cyclist headlight and headlamps like car lights mandatory.

Cyclists don't obey the rules - they cycle too fast on the footpath and don't provide a warning with their bell.

Don't like dogs off leash.

Drivers need to leave space for bikers. We risk our lives every day.

Even on cycle paths safety is a real issue as people don't keep to the left - no one knows they should keep left. Fundraising walks have lack of sign posting and people were all over the place. I had a bike accident as a result. It is a safety issue.

Few more bike paths. I am not keen on going on road.

Footpaths maintenance is poor overhanging trees, narrow, traffic volume high and confusing. Markings are confusing.

Footpaths need to be widened.

I'm a senior and I'm disturbed to see the disobey by younger people right through the shared path.

I don't like the bike lanes on road - they're dangerous, prefer using off road paths

I think cyclists need to be physically separated on the road - something similar to the Netherlands or Denmark. Green paint is not enough.

I think there could be more bike paths to access the major bike paths i.e. the street I live in only has a footpath on one side. There's lots of construction because the construction is only temporary and it's difficult to identify Jansz Crescent.

I would like cycle paths to be separate from pedestrians and cars as well on Lake Berling around the lake, North Borne avenue and all main roads.

If I'm riding on the road they could increase the space on the road for cyclists. Drivers need to be more aware.

Its cycle path maintenance has deteriorated noticeably.

Just to say that I am able to use the facilities when I am not a young man. It has got things like a helmet and letter bags.

Keep out of the way of cars.

In a large community, attitudes between cyclist and drivers are bad. It's universal, Everyone is just angry against any other group - us and them mentality. Work needs to be made to address the issue.

Lots of puncture.

Lots of road works between Talmerston and Ford, and outside Crate, so it's unsure when bike paths are available. There's isn't always good lighting on paths at night.

Magpies swooping lots of tree roots in Yarralumla Foreshore.

Make sure people stay on the bike path and not ride on the road. There is a dedicated spot for cyclist, and they need to stay there.

More bike paths are always good. Shade on bike paths is also good. More bike paths were in Downer so on Downer and Frencham Street there's no bike paths, so I don't have a bike path until I get to Antill Street.

More bike paths would be nice. i.e. generally, Phillip Avenue anywhere where there's traffic a bike path would be nice. Phillip Avenue should have a marked bike path.

More cyclist on the roads. Not safe enough for me yet. Cars are the biggest concern. Some areas are great, and some are terrible. It should be more consistent everywhere.

Off road bike paths are good. I ride on the side being sealed.

I only cycle around the local lake. It's very safe except for the magpies lurking around.

People seem to be more accepting of cyclists, so I see more of a behaviour change rather than government providing more infrastructure.

Please improve the services. For example, points between paths needs to connect and more awareness from road users.

Poorly designed bicycle lanes. I don't know the street lanes but just on the roads where the bicycle paths are in the middle of the lane, it's new and they've redesigned this section too just Curtin shops. The various merging zone used to be safe.

Right now, we have a lot of works on the road and it's been affecting traffic conditions. There are lots of sudden changes with the roads work. It been going on for a while, so it has made it harder and difficult to ride. You have to be aware of traffic.

Road cyclists are annoying.

Some minor things. Sometimes drivers are pretty angry at cyclists, and the cycle paths aren't designed well in some places. In Acton, the footbridge across parkswade from Marcus/Park street to Edinburgh - the cycle path stops suddenly.

Some of the bike paths do not link up to either bike paths or roads. The condition of some bike paths is bumpy and littered with gravel and some rubbish.

Some of the streets don't have footpaths which makes it difficult, but it's okay other than that.

Some paths need maintenance in Canberra.

Streets are dark, especially at night. Part of Mugga Way backs onto a school, and rather than having a driveway, there's asphalt. On a bike it's hard to adjust and feels unsafe. The hole being fixed on Mugga Way got fixed, which was great. Footpaths also need some work.

In suburban areas roads get busy during work and school hours. Lots of bike tracks.

The amount of car traffic is increasing and so is the amount of bike traffic, there is just more of us on road.

On the bicycle lane on Streeton Drive approaching Hindmarsh Drive, the markings haven't been replaced for over 12 months and I feel that there's a compromise to vehicle separation from bicycles and riders' safety.

The bike paths off road are good but the using the road is dangerous.

The condition of the cycleways has not been maintained. Bitumen has cracks. Overhanging trees. Weeds lifting bike paths.

The cycle paths need better maintenance. On the one running parallel with Belconnen Way, there's usually a lot of rubbish on there and it makes it quite hazardous. Also, the path itself falls into disrepair patches and gaps etc.

The cycling paths need a bit of upgrading.

The main one is it would be good if there was a way to get across Adelaide Ave with a bridge or a tunnel.

The paths are too narrow. On Sullivan's Creek Parkway, it has fast and slow riders, joggers, families, and is potentially quite dangerous. People don't have any understanding of keeping to the left. I used to ride on footpaths but they are used by people.

There are not enough bicycle paths, I don't like roads and traffic scares me.

There could be more on-road cycling and safer intersections. Some around my place have had a few different configurations for bikes and now it's possibly the worst on the corner of Nabagira Drive and Streeton Drive - the McDonalds.

There is no infrastructure in the middle of the neighbourhood to ride bikes.

There's not too many bike paths and the allocation on some of the main roads is pretty lean i.e. Tillard Road there's intermittent allocation of a bike lane that's not consistent so you are merging on to the road.

They should always allow bike riders on footpaths. Bike paths should be a priority in town planning.

Traffic is getting heavier, especially around Nova Street and Kent Street. When you do have to ride on the road, it seems to be unforgiving to cyclists. That's why I would avoid riding on the road.

Two cameras on my bike. Made reports to police and no follow up at all. On the second time they said they would follow through with it but haven't heard anything at all. Third case was resolved with restorative justice.

Very happy with neighbourhood paths.

Very scary on the busy roads. On North Bourne Avenue, there's construction and there's a lot of traffic turning and can cut off a cyclist.

We have really good bike paths which I use. I never ride on the road and it frustrates me when people ride on the road when there are paths available.

It would be best to wear a coloured vest for bike riding.

It would like bike paths and bike lanes on road. It would be great if they can be wider.

It would love to see footpaths improved. They are not being maintained well.

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

Great to provide a cycle path between Hayk Park at one end to the other which would provide a cycleway connection from Aisling side of the inner north across to O'Connor and O'Turner.

A lot of trouble with pedestrians who are not happy with some cyclists. I feel education would benefit pedestrians, cyclists and drivers.

Ban cyclists from riding on the road if it's 80km/hour or above.

Better connections between schools. Amarroo school needs better connection for children to ride bikes. More dedicated paths are need as it is not currently safe.

Better education for car drivers for bikers.

Better off road lanes for family use. Less road crossings. More bridges or tunnels.

Better paths and things would be better. Give people more options but it's better compared to other cities.

Better signage in Lynehan.

Better signage on cycle path. Albury has great signage about who should use each path and how should be one each side shared pathways need to be clearer for safety.

Between Redhill and Telopea Park you have to get through Manuka and the conditions are congested and confusing. Bike lines need to be better marked, and near the oval, crossing Canberra Avenue is tricky. Talopea Park has narrow walkways and cycleways.

Bicycle path that goes from Dixon to Watson doesn't link. We need a route all the way through. I have to go on road and through traffic and obstacles to get through.

Bicycle registrations and insurance.

Bike riders need to take more responsibility. Maybe some sort of registration.

Bike shed is necessary at train and bus stations.

Car vs. bike education is a high priority. General education

Cars are the primary method of transport in this city not bicycles and government needs to reflect that.

Closer Park and Ride. For Condor, to ride their bike and park it and catch a bus.

Cycle paths off road need repairs. For example from Dunlop to Florey, from Florey to Belconnen Mall. These are the only ones I use.

Cycle paths on the side of the road rather than on the road.

Don't agree with bike riders on road should be separate i.e. 100 km zone

Educate bike riders. They need to abide by road rules.

Encouraging people to ride and have parking facility for bikes.

Fix up some of the bike paths. Somebody in the Council needs to ride a bike and see where needs fixing. You can suddenly come across a big hole.

Greater education and other action to ensure proper wearing head protection for cyclists. Enforcement of appropriate cyclist behaviour about road rules. Bicycles should be registered, and penalties apply for those that break the rules.

High priority of constructing off road bike paths.

I guess making existing bicycle lanes more pronounced, even possibly widening or creating more painted green strips so drivers are more aware.

I think being a senior person and walking a lot, we often get gizzeled by fast riders passing by. This is a high priority. There are days where we wait for the time when we know the bikes are off their pathways.

Mark bike tracks. Even if other people that use it, mark so it is satisfactory to ride bikes. Parking for bikes near shopping centre and provide signs and safety.

I'd like them to really encourage it and I think it's important as we will need to use other forms of transport and it's good for health. Subsidise bikes incentive. Maybe they could track peoples bike use and reward it.

Increase number and qualities of bike paths.

It will be good if bike riders pay a small amount for registration as then I think car drivers will have more respect for them. Now bike riders are regarded as free loaders.

Just separated lanes from traffic. More dedicated bike lanes closer to the city centre - Northborne Avenue.

Let's bring back ads on TV promoting safe cyclists and driver's awareness of cyclers.

Lighting on cycleways on off-road paths between Civic and Western creek area.

Linking up the various bike paths i.e. there's a bike path that runs into the city from Athlon Drive Drakeford so linking the bike paths from these two areas.

Lonsdale and Mort Streets to be turned into pedestrian streets, and not having to wear a helmet.

Lots of bikes get left around especially at the Hawker shops. They are left chained to benches and not collected.

Maintenance - cracks in the pathway. If they're concrete, the slab sometimes gets bumps. Asphalt and tree roots break them up. Also, the roadside ones need roadside sweepers. Barry Drive cycleway often has litter which can be quite dangerous.

Make happen the ability to be able to put bikes on public transport (buses and trains).

More information out there for people to consider. More campaign events. Focus on what's available in terms of the tracks. In wild type areas, riding a bike could facilitate that and make it better.

Most important is to try and make off-road bike paths. More of them especially to schools so more people can access them.

Need more widening of bike paths.

New bus timetable. There's no bus going to where my wife works from Narabunga Lane to Geoscience. That would be a good place to add a bike path as there's no path and the road is a country road.

Not eliminating the traffic control like not disrupting traffic controlling.

Not enough clearance between bikes and motorists. Painting a line on the road isn't really achieving the result and so not as many people will be riding on the road because it is not seen as safe enough. You must segregate bikes from traffic.

On road paths end abruptly. Need more connections.

Paths get ruined by tree roots and is unsafe in some areas.

Remove on-street parking for visibility where there are bike lanes. We need more bike lanes.

Review the helmet laws. I personally would always wear a helmet. I know a lot of people who don't use.

Road awareness and better connections between paths. Some more services to improve and help cyclists

Safe road crossing for younger bike riders.

School bike education programs. My kid's school has one of those bike training tracks, but it is all overgrown and they don't seem to do bike education anymore. Getting the cyclists to obey the rules.

My first time would be with cycle awareness. They have loads on and they cannot see you. My husband cannot see them and they cannot stop on time. You need a bike path along Ladydenim Drive and a slip lane to Yarralumla.

Sole purpose bike paths that are well lit and safe. Good bike parking. Bars that are there are often inconveniently located.

Some paths just end completely and don't continue and are forcing people onto the roads.

Sometimes they need to be cleaned. The branches of some of trees along the bike paths are falling on Hopetoun Circuit.

Stop logging Majula pines. Every couple of years they close the mountain biking area and they clear cut and it takes the people who manage the trails a year to get it back to what it was before.

The bike riders have been kind of rude the way they ride. They don't give way and push in especially on the road if they ride on the road. They should have some sort of registration.

The law enforcement of the space required between cars and bikes needs to be put into place.

The main thing is rejuvenation of the segmented concrete paths. There are arterial paths for each of the suburbs and broken concrete and roots make it hard to ride on a road bike. They're also very narrow especially through the main arterial path through the middle of the river.

Maintain the missing bicycle lane markings and reinstate bicycle markings street on Hindmarsh Drive.

The street lighting, and more bike lanes.

There should be a rule that bikes are not allowed to go over 80 km per hour. It should be about 40 or 50 km per hour.

They need to make the other drivers aware that there are push bikes there as sometimes they don't care. The other drivers who are driving the cars have to be more educated that there are others on the road. There is car insurance but I don't think that there is bike insurance.

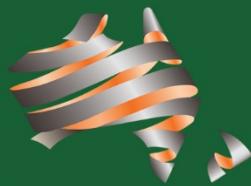To maintain bike paths, and more new ones especially to school.

We are just getting light rail. I think it would be useful to have parking area near light rails as well as being able to take them on if possible.

We need more education about the roads.

In my neighbourhood more bike paths and should be wider and better maintained.

Would be a good idea to have high-vis vests for cyclists

Yes I think that cyclists need to be registered and identifying a bike on the road.

Austroads