

2015

National Cycling Participation Survey

Queensland



**AUSTRALIAN
BICYCLE COUNCIL**



Austrroads

National Cycling Participation Survey 2015: Queensland

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Abstract

The National Cycling Participation Survey (NCPS) is a standardised survey that has been repeated biennially since March/April 2011, with minor changes to the survey structure between 2011 and 2013. 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 16.1% (95% CI: 14.3% - 17.9%) of Qld residents ride a bicycle in a typical week. More than one third (33.2%, 95% CI: 30.9% - 35.5%) had done so in the past year (Figure 2.1). The participation rate appears to have declined steadily since 2011.

Keywords

National Cycling Strategy, cycling participation, active transport

ISBN 978-1-925294-60-6

Austrroads Publication No. AP-C91-15

Publication date July 2015

Pages 30

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Contents

1	Introduction	1
1.1	Background	1
1.2	Perception indicators	1
1.3	Weighting.....	2
1.4	Statistical significance.....	2
1.5	Survey sample	2
2	Results.....	3
3	Rider perceptions	10
Appendix A:	Data Tables	15
Appendix B:	Survey Script	18

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 primary survey objective is to obtain accurate data on cycling participation to monitor performance towards the National Cycling Strategy 2011-16 target of doubling cycling participation. The objective is to measure *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

An extension to the survey provides a series of attitudinal indicators which provide information on:

- feelings of comfort while riding in the municipality,
- 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 for council to consider in improving 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 local government area were subject to these questions. Those who had not ridden at all in the past 12 months, or had only done so outside the municipality, 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.

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:

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

- 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 2011 household size (1, 2, 3, 4, 5, 6+ usual residents). The number of persons cycling is estimated by expanding the 2011 weights to estimated resident population for 30 June 2014 provided by the ABS.

1.4 Statistical significance

The estimates presented in this report are based on a sample of residents from Queensland. These estimates are subject to sampling variability as only a proportion of residents (approximately 1.0% of the resident population) 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.

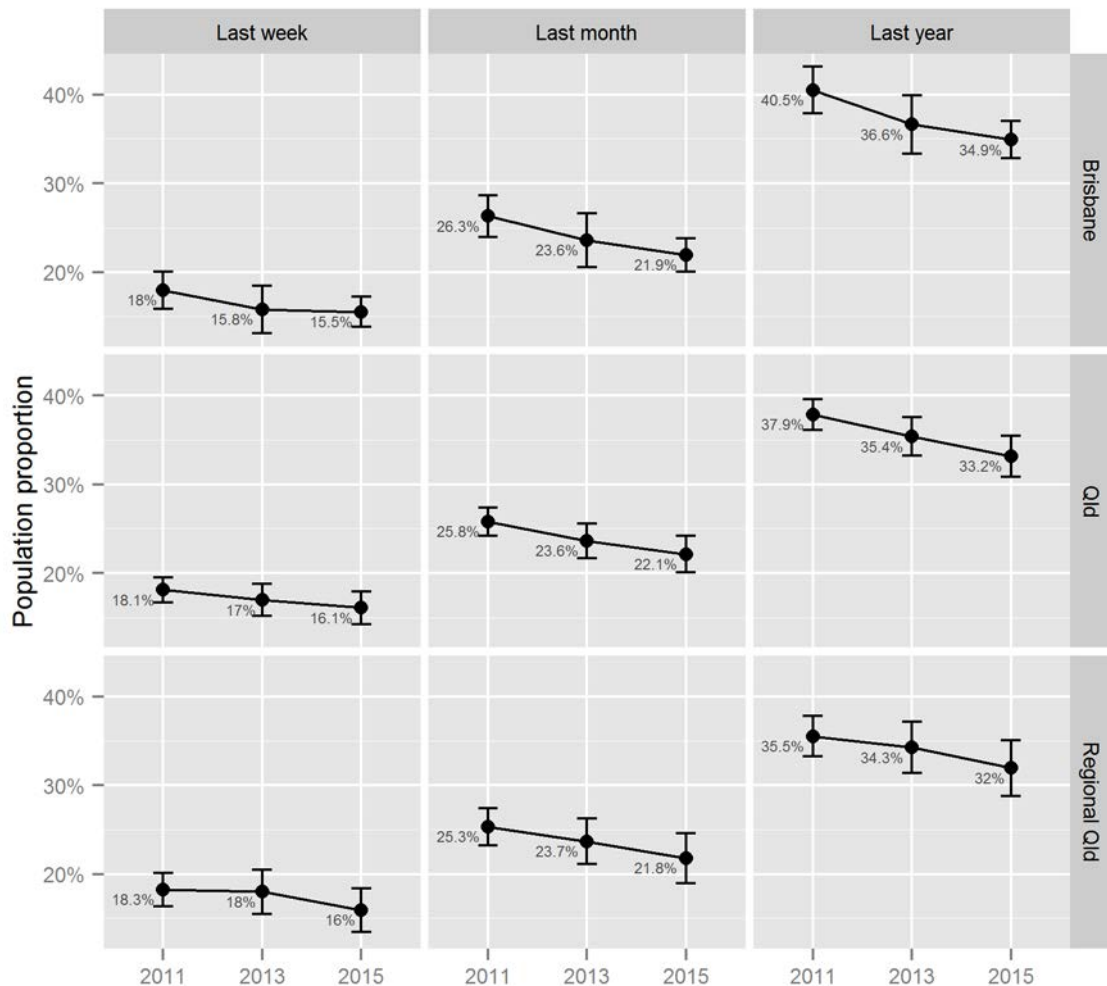
In some instances, for example for participation rates, the 95% confidence interval is reported. This represents the range within which we would expect the true population estimate to reside 95% of the time. Significant differences between parameters are present where the point estimate falls outside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

1.5 Survey sample

The sample consisted of 1,094 households containing 2,672 individuals. From the sample of 1,094 main respondents (i.e. the individual aged 15 or above with the next birthday that was selected for the interview) 217 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 16.1% (95% CI: 14.3% - 17.9%) of Qld residents ride a bicycle in a typical week. More than one third (33.2%, 95% CI: 30.9% - 35.5%) had done so in the past year (Figure 2.1). The participation rate appears to have declined steadily since 2011.

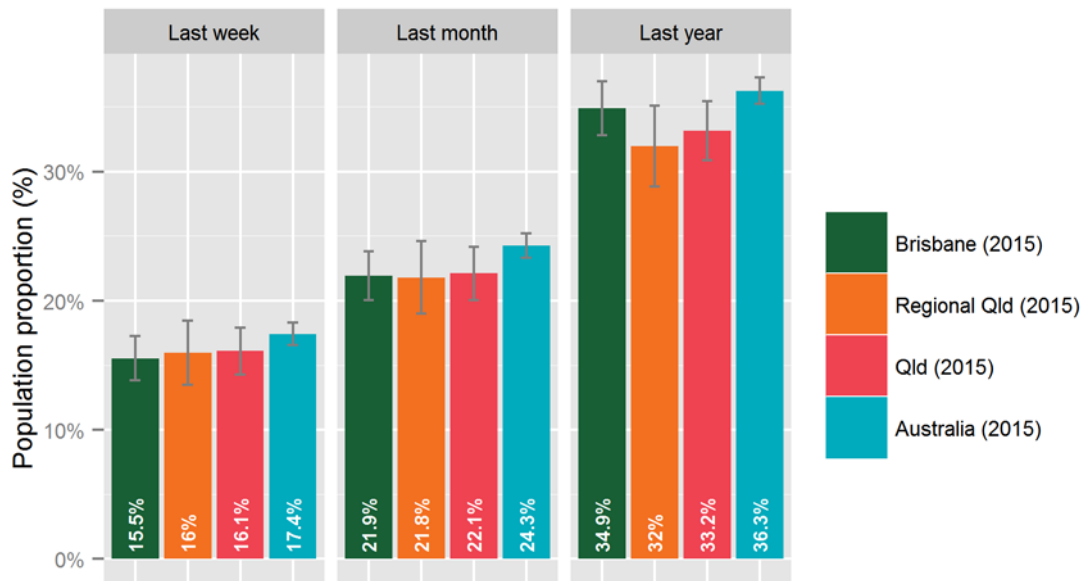


Sample: All persons.

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

These participation rates translate to approximately 760,800 residents riding in a typical week and 1,567,100 residents riding at least once in a typical year.

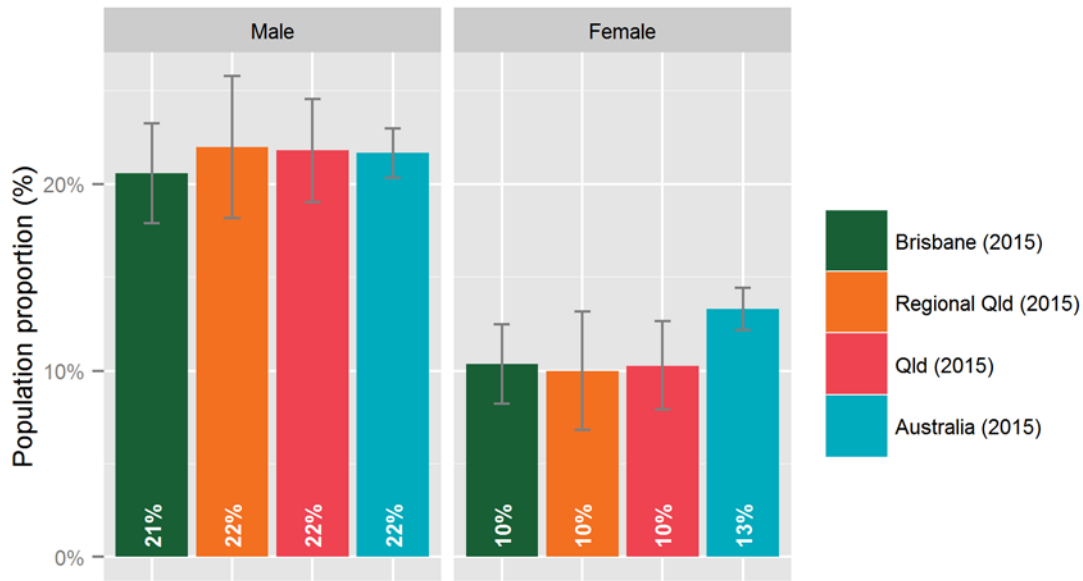
The cycling participation rate by residents of Brisbane and regional Queensland are fairly similar, except for a marginally greater participation rate over the past year among Brisbane residents (Figure 2.2).



Sample: All persons.

■ Figure 2.2: Cycling participation comparison by area

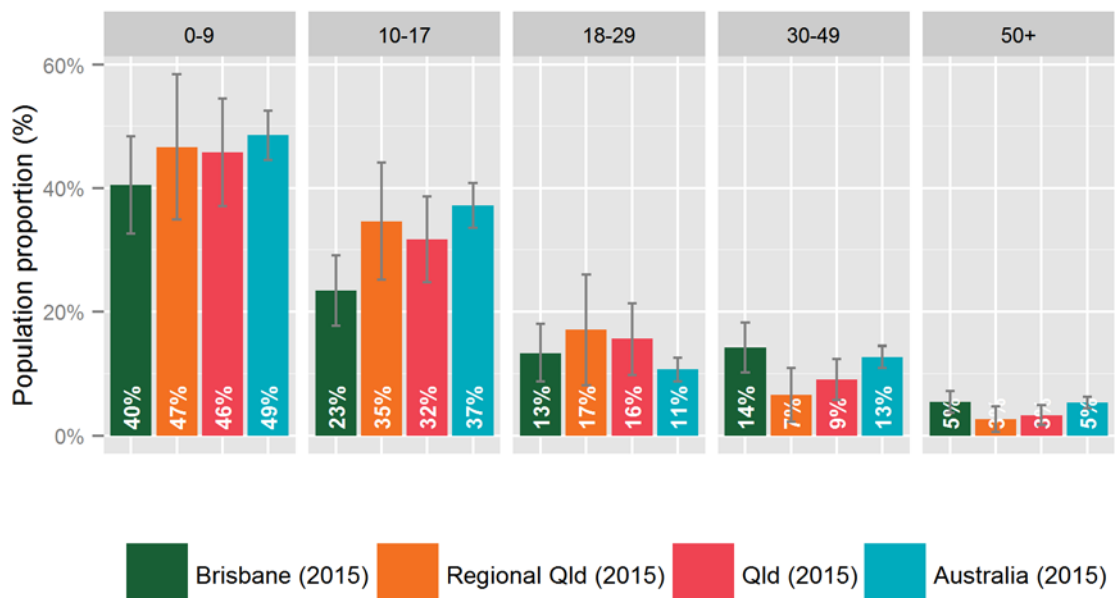
Males are significantly more likely to have ridden in the past week than females (Figure 2.3). The cycling participation rate among male residents is around twice the female participation rate.



Sample: All persons, cycling participation in past week.

■ Figure 2.3: Cycling participation by gender

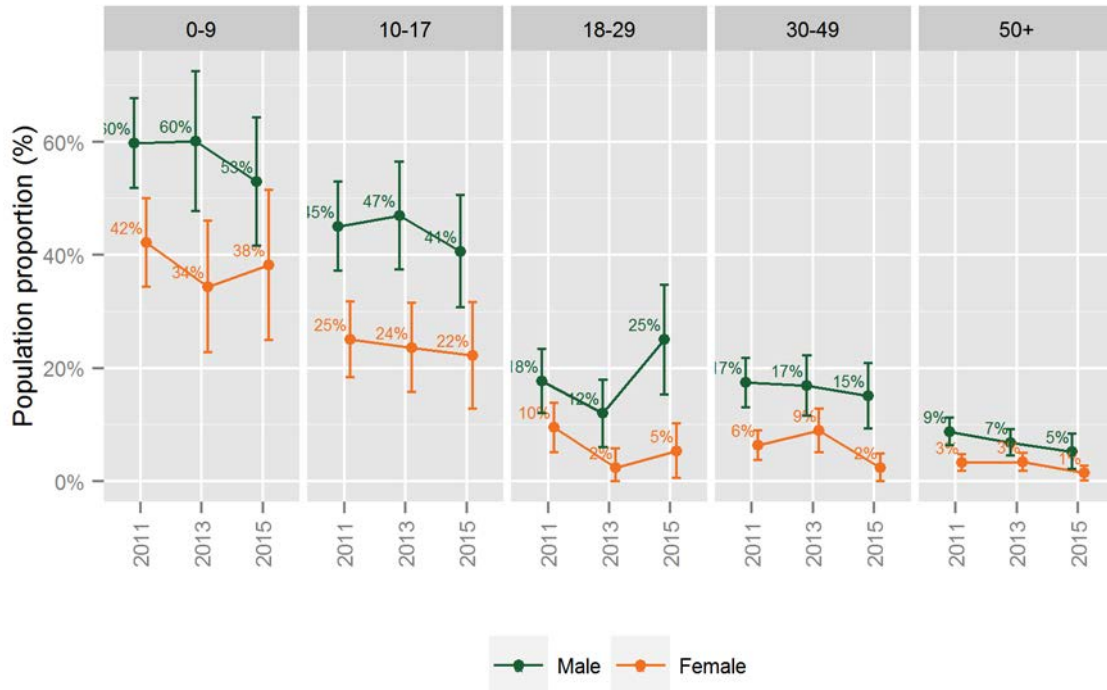
The highest cycling participation rate (measured as those who had ridden in the past week) was among children aged under 10 (Figure 2.4). The participation rate drops dramatically among older children, particularly in Brisbane. However, the cycling participation rate among those aged 30 or over are greater in Brisbane than in regional Queensland.



Sample: All persons, cycling participation in past week.

■ Figure 2.4: Cycling participation by age

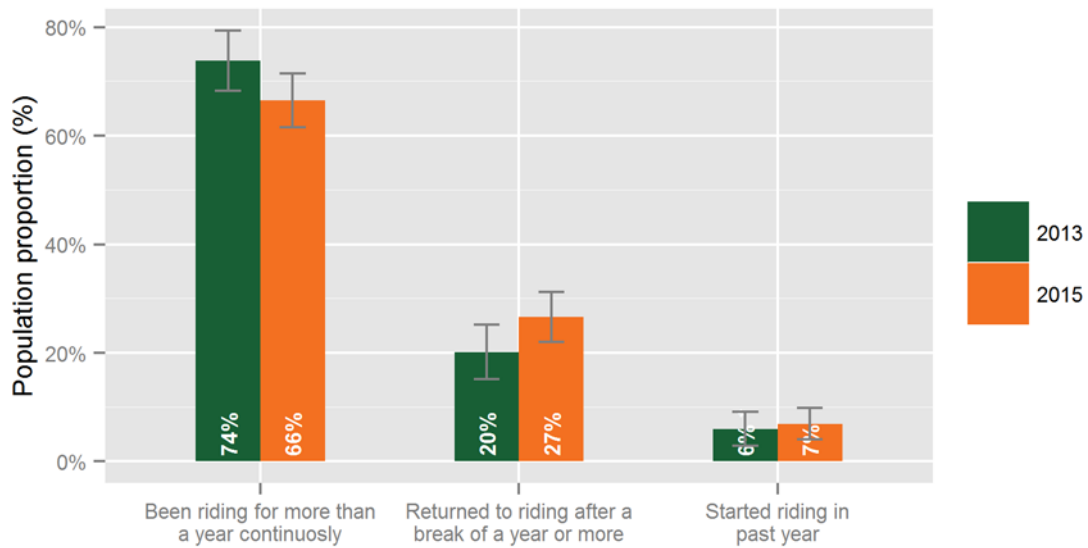
The declines in cycling participation among Queensland residents appear to have been fairly consistent across genders and age groups (Figure 2.5). The only cohort to have exhibited a statistically significant increase in cycling participation between 2013 and 2015 was 18 to 29 year old males.



Sample: All persons, cycling participation in past week.

■ Figure 2.5: Cycling participation by age and gender

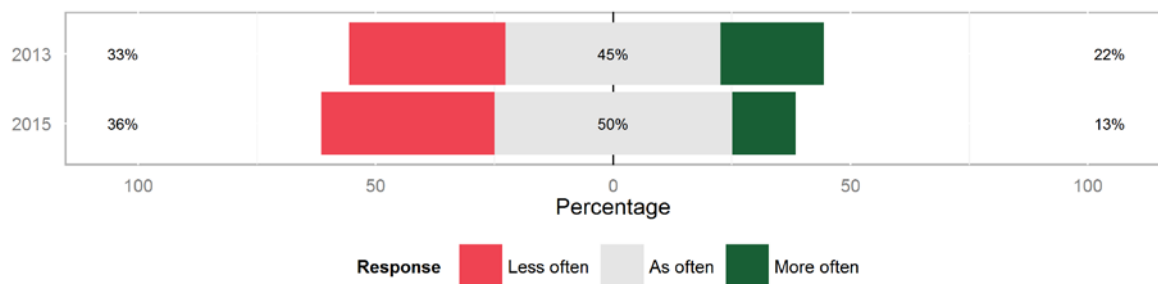
Those who indicated that they had ridden at least once over the past year were asked whether they had been cycling for a long period consistently, had recently started riding again or were altogether new to riding. This sample corresponds only to those aged 15 and over, which will contribute to the low proportion of those new to cycling. There appears to have been an increase in the proportion who have returned to cycling after a break of a year or more between 2013 and 2015 (Figure 2.6).



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

■ Figure 2.6: Cycling history

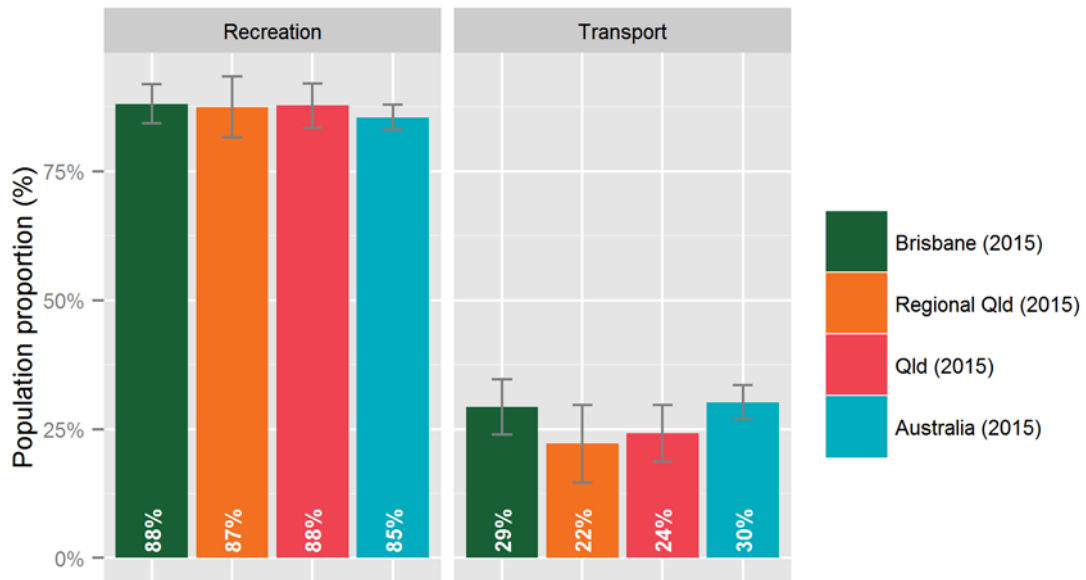
Among those who had ridden in the past year and were aged 15 or over who had indicated they had been riding continuously for more than a year, more (36%) indicated they were riding less often than more often (13%) (Figure 2.7). The proportion riding more often has declined since 2013.



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

■ Figure 2.7: Cycling frequency

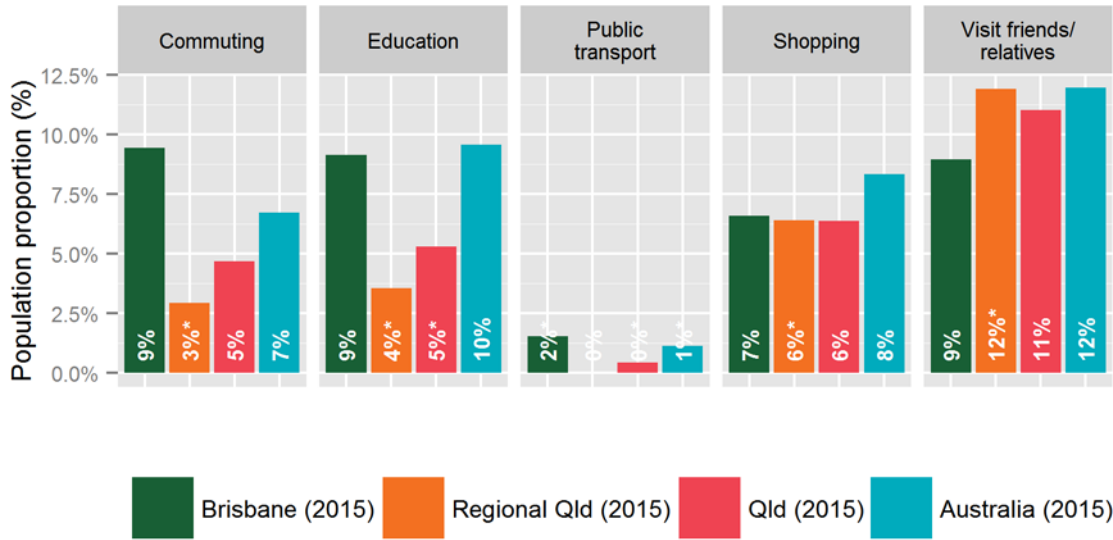
Of the people who cycled in the last month, 88% cycled for recreation and 29% used a bicycle for transport in Brisbane (Figure 2.8). The proportion riding for recreation was constant between Queensland regions, however the proportion riding for transport was lower in regional Queensland than metropolitan Brisbane.



Sample: All persons who had ridden in the past month.

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

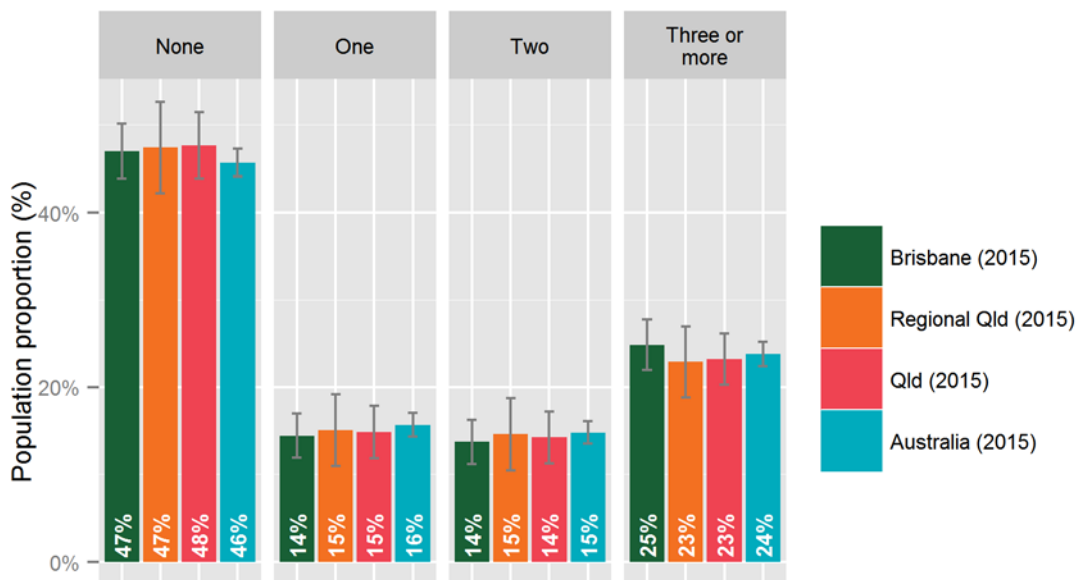
Among those who had ridden at least once in the past year, and had travelled at least once for each of the transport purposes (commuting, education, public transport, shopping and visiting friends or relatives) most had ridden for commuting, education or shopping (Figure 2.9). Very few had ridden to access public transport. The levels of commuting and education cycling participation are much higher in Brisbane than in regional Queensland.



Sample: All persons who had ridden in the past year and who had travelled for each purpose (by any mode).
 * Estimate should be treated with caution.
 ** Estimate should be considered unreliable.

■ Figure 2.9: Purpose of cycling for transport

Around 52% of Queensland households have access to at least one working bicycle (Figure 2.10).

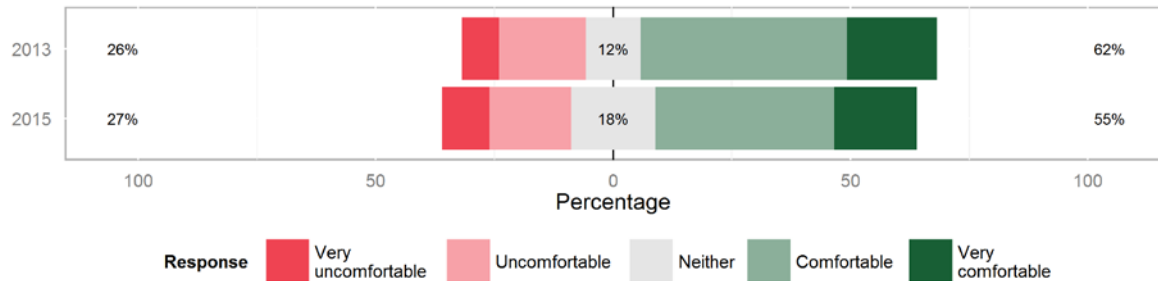


Sample: All households.

■ Figure 2.10: Bicycle ownership by household

3 Rider perceptions

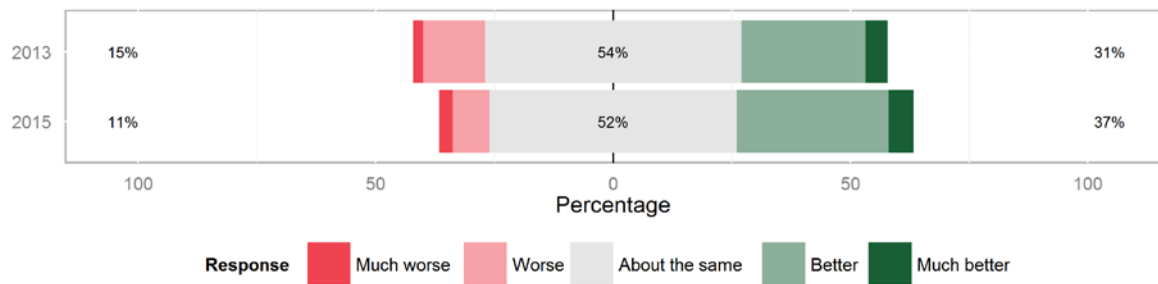
Those who had ridden at least once in the past year and were aged 15 or over were asked about their perceptions of riding in their local area. The proportion who indicated they felt comfortable has marginally decreased between 2013 and 2015 (Figure 3.1).



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

■ Figure 3.1: Can you tell me how comfortable you feel riding in your area?

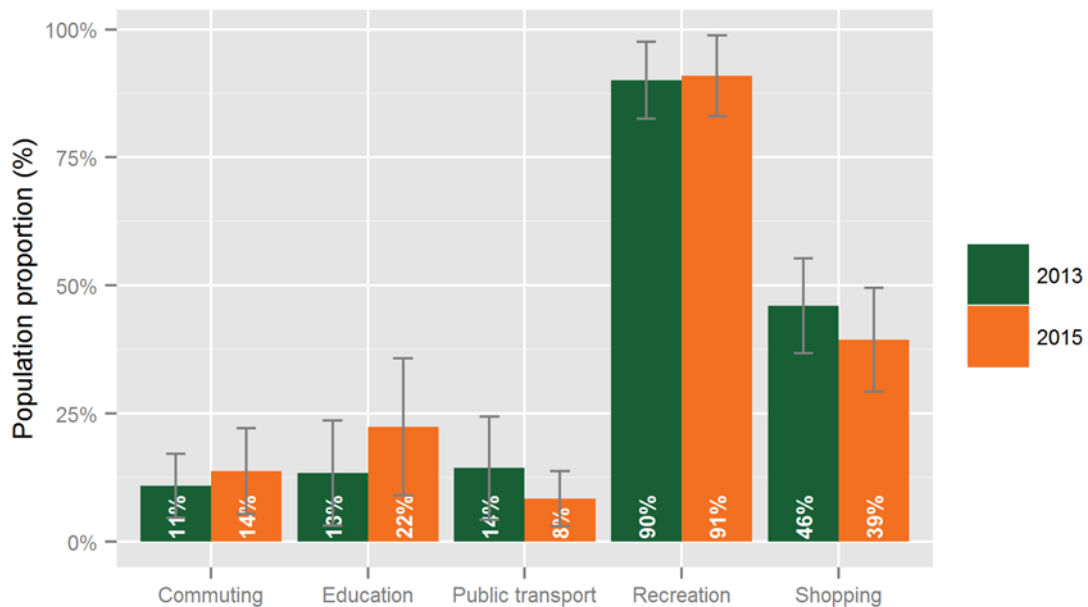
More riders felt conditions had improved over the past 12 months (37%) than deteriorated (11%) (Figure 3.2). This is an improvement on 2013.



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

■ Figure 3.2: 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?

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 (91%), and over a third (39%) had done so for shopping (Figure 3.3). There may have been a decrease in cycling to public transport and shopping since 2013.



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

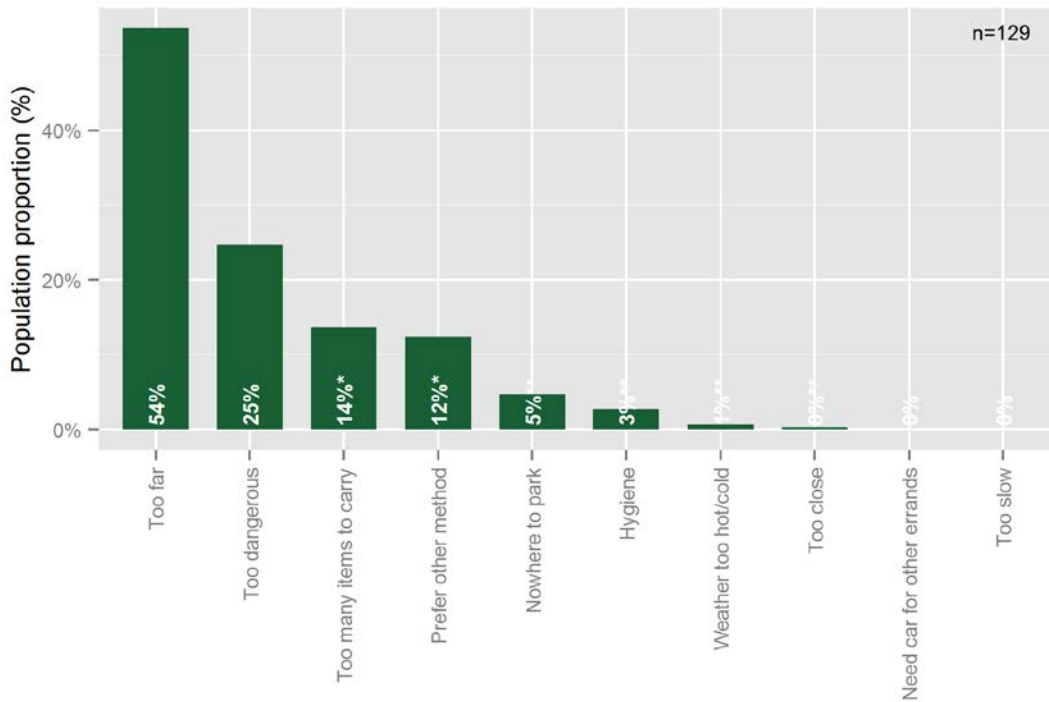
■ Figure 3.3: In the past year have you used a bicycle for any of these purposes?

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 3.4) the most commonly cited reasons were:

- too far (54%),
- too dangerous (25%), and
- too many items to carry (14%).

For those who had not ridden to school or education (Figure 3.5) the most commonly cited reasons were:

- too far (44%), and
- too dangerous (13%).

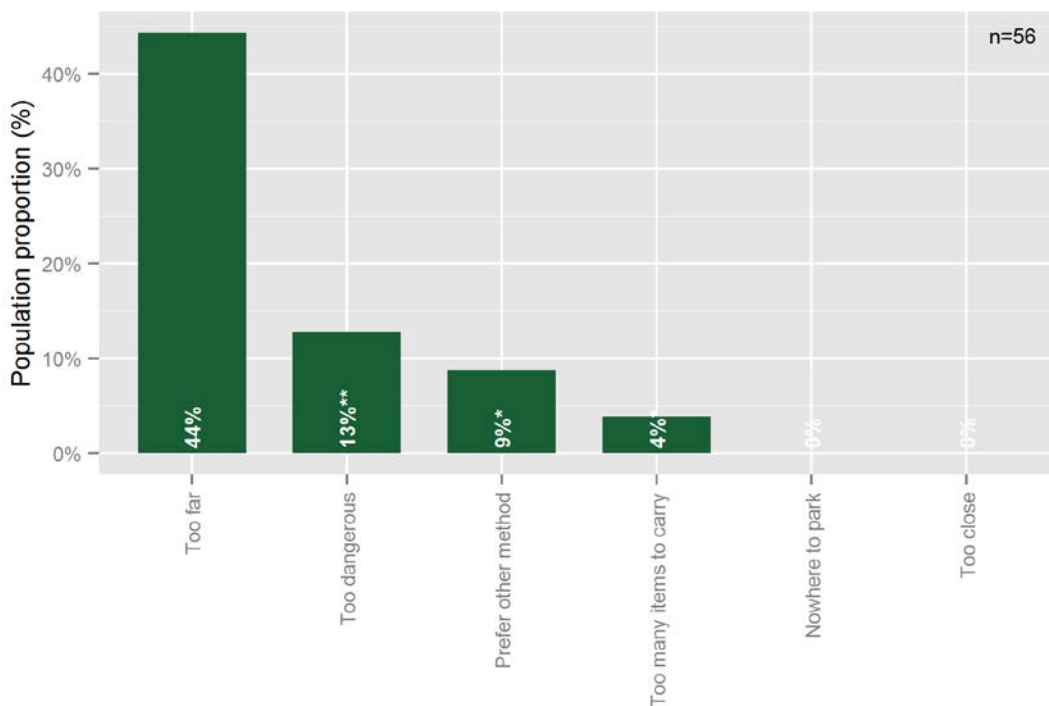


Sample: Persons aged 15+ who had ridden in the past year, had travelled to work but not by bicycle.

* Estimate should be treated with caution.

** Estimate should be considered unreliable.

■ Figure 3.4: Why have you not used a bicycle for travel to work in the past year?



Sample: Persons aged 15+ who had ridden in the past year, had travelled to education but not by bicycle.

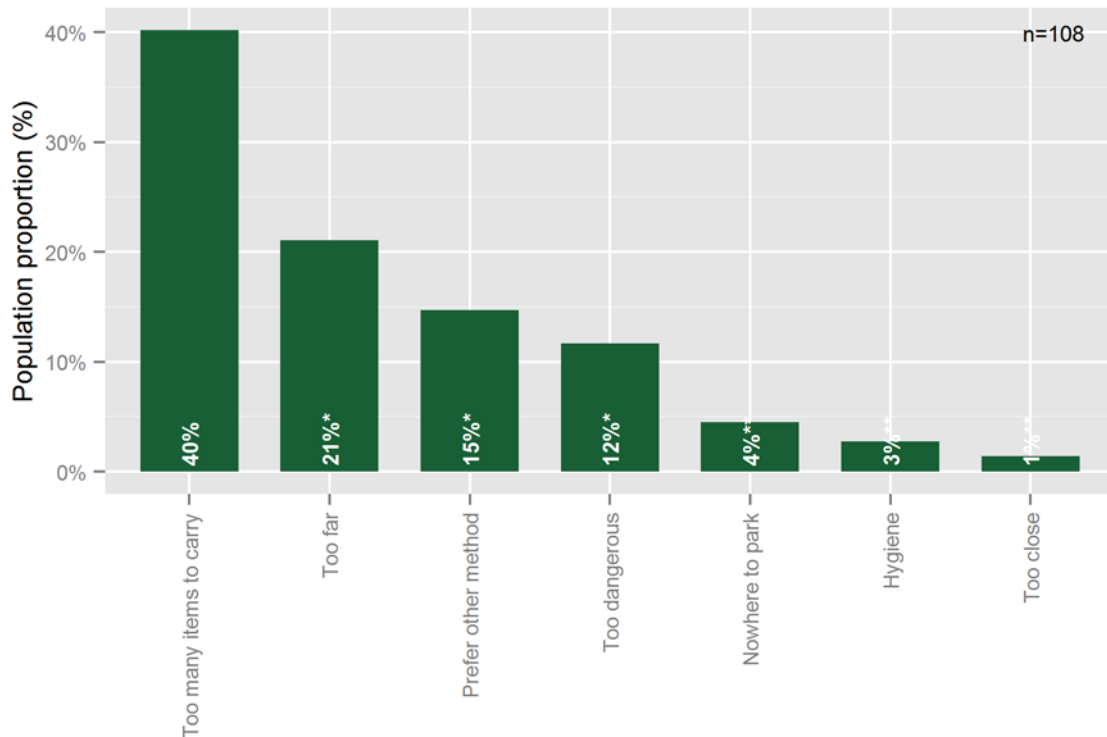
* Estimate should be treated with caution.

** Estimate should be considered unreliable.

■ Figure 3.5: Why have you not used a bicycle for travel to school or university in the past year?

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

- they had too many items to carry (40%), and
- too far (21%).



Sample: Persons aged 15+ who had ridden in the past year, had travelled to shopping but not by bicycle.

* Estimate should be treated with caution.

** Estimate should be considered unreliable.

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

Respondents were asked to prioritise actions that the road authority could take to encourage bicycle riding. The most supported actions, as shown in Figure 3.7, were:

- more off-road paths and cycleways (74% of respondents rated this a very high or high priority),
- better connections between bike paths and schools (65%),
- more on-road bicycle lanes (65%),
- more signs highlighting bicycle routes (56%),
- better connections between bike paths and parks and swimming pools (52%), and
- better connections between bike paths and shops (49%).



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

■ Figure 3.7: How important are the following actions council could take to encourage bike riding?

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:	1094		
No. of individuals:	2,672		
Cycling participation	Estimate	95% confidence interval	Confidence rating
% who rode last week	16.1%	14.3-17.9%	***
% who rode last month	22.1%	20.1-24.2%	***
% who rode in past year	33.2%	30.9-35.5%	***
No. who rode last week	760,800	674,700-846,900	***
No. who rode last month	1,045,100	948,000-1,142,200	***
No. who rode in past year	1,567,100	1,458,500-1,675,800	***
Participation by demography			
Gender			
% of males who rode last week	21.8%	19-24.6%	***
% of females who rode last week	10.3%	7.9-12.6%	***
Age			
% of 0-9 yr olds who rode last week	45.8%	37.1-54.5%	***
% of 10-17 yr olds who rode last week	31.7%	24.8-38.6%	***
% of 18-29 yr olds who rode last week	15.6%	9.9-21.4%	***
% of 30 to 49 yr olds who rode last week	9.1%	5.8-12.4%	***
% of 50 yr+ olds who rode last week	3.3%	1.7-5%	**
Gender by Age			
Male: 0-9 yr	53%	41.7-64.3%	***
Male: 10-17 yr	40.7%	30.8-50.6%	***
Male: 18-29 yr	25%	15.3-34.8%	***
Male: 30-49 yr	15.1%	9.3-20.9%	***
Male: 50 yr+	5.3%	2.2-8.4%	**
Female: 0-9 yr	38.3%	25-51.5%	***
Female: 10-17 yr	22.3%	12.8-31.7%	***
Female: 18-29 yr	5.4%	0.5-10.3%	**
Female: 30-49 yr	2.5%	0-4.9%	*
Female: 50 yr+	1.5%	0.1-2.8%	**

Table A.1 (cont.): Participation statistics

Participation by purpose	Estimate	95% confidence interval	Confidence rating
Summary			
% of those who rode in past week for recreation/exercise	87.8%	83.5-92.1%	***
% of those who rode in past week for transport	24.2%	18.7-29.7%	***
Detail			
% of those who rode in past week for commuting	4.7%	2.5-6.9%	***
% of those who rode in past week for education	5.3%	2.6-7.9%	**
% of those who rode in past week for shopping	6.4%	3.3-9.5%	***
% of those who rode in past week to train/tram/bus	0.4%	0-0.8%	**
% of those who rode in past week to visit friends/relatives	11%	6.7-15.4%	***
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 had ridden	181	151-212	***
Household characteristics			
% of households without a working bicycle	47.7%	43.9-51.5%	***
% of households with one working bicycle	14.9%	11.9-17.9%	***
% of households with two working bicycles	14.2%	11.2-17.2%	***
% of households with three working bicycles	23.2%	20.3-26.2%	***

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 Callback	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
Other (specify)	7
No particular reason	8

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
Other (specify)	7
No particular reason	8

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
Other (specify)	7
No particular reason	8

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.....

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.



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