National Cycling Participation Survey

2018

NORTHERN BEACHES COUNCIL

marketsolutions
localgovernment
researchgroup

CDM
RESEARCH

Contents

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1 Introduction

1.1 Background

The National Cycling Participation Survey (NCPS) is a standardised survey that has been repeated biennially since 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. However, the sample sizes are inadequate for analysis at the local government level. Local governments may commission the survey in order to support their efforts to encourage bicycle riding within their communities

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 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

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

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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.

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 to been widely studied and so are well understood.

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 2016 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 2016 weights to estimated resident population for 30 June 2017 provided by the ABS.

1.4   Statistical significance

The estimates presented in this report are based on a sample of residents from the Northern Beaches local government area. 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 480 households containing 1,039 individuals. From the sample of 485 main respondents (i.e. the individual aged 15 or above with the next birthday that was selected for the interview) 91 had cycled at least once in the past year and so were presented with the perceptions component of the survey.

1.6   Regional comparisons

The data presented herein is compared to other relevant areas. Data for these other areas is from the 2017 National Cycling Participation Survey, which was conducted between March and April 2017.

2 Results

The survey suggests that 17.4% (95% CI: 14.2% - 20.6%) of Northern Beaches Council residents ride a bicycle in a typical week. More than one third (40.3%, 95% CI: 36.7% - 43.9%) had done so in the past year (Figure 2.1).
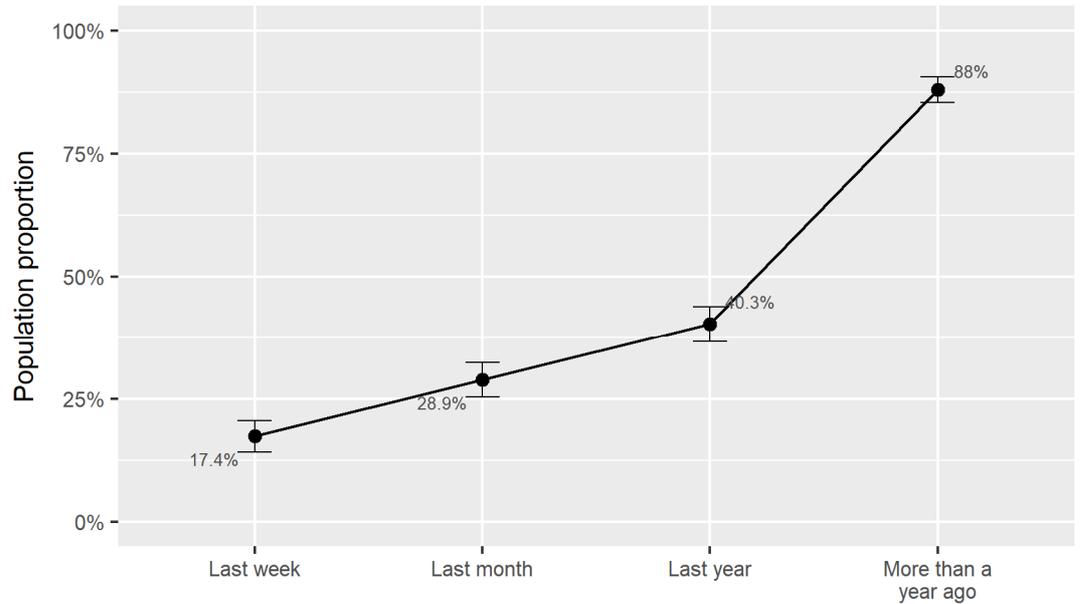
Sample: All persons

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

These participation rates translate to approximately 46,800 residents riding in a typical week and 108,600 residents riding at least once in a typical year.

The cycling participation rate by residents of Northern Beaches is significantly higher than for other areas of Sydney and NSW (Figure 2.2).
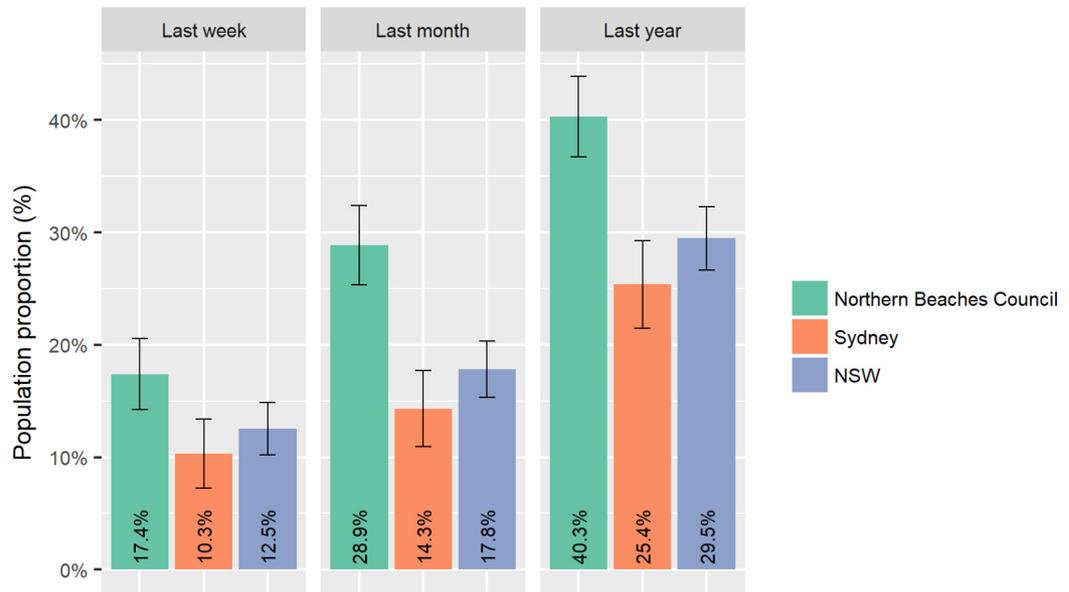
Sample: All persons

■ **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). Residents of both genders are more likely to ride than for other areas of Sydney and NSW.
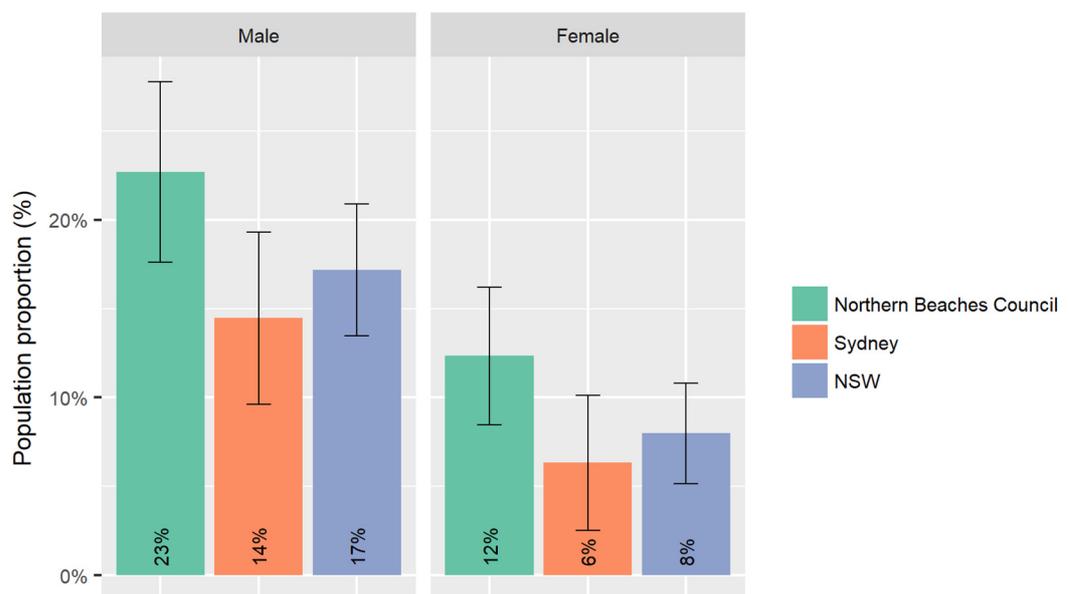
Sample: All persons, cycling participation in past week

■ **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 (Figure 2.4). The participation rate drops precipitously among young adults before recovering among those aged 30 to 49. The higher participation rate by Northern Beaches residents appears to be largely attributable to greater cycling participation among adults aged 30 to 49.
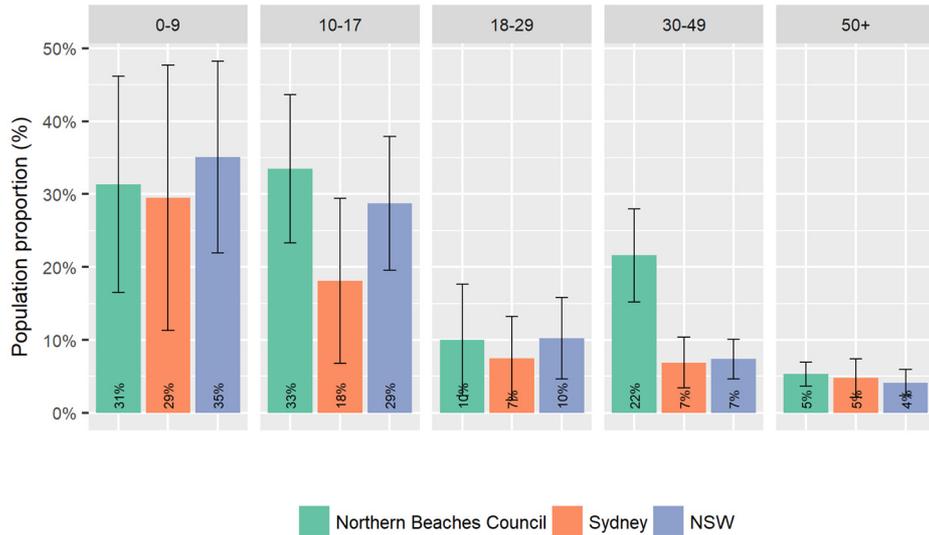
Sample: All persons, cycling participation in past week

■ **Figure 2.4: Cycling participation by age**

The gap in participation between males and females only emerges among teenagers; among small children the cycling participation rate is similar (Figure 2.5). It should be noted that the sample sizes of these segments are such that this data should be interpreted with caution.
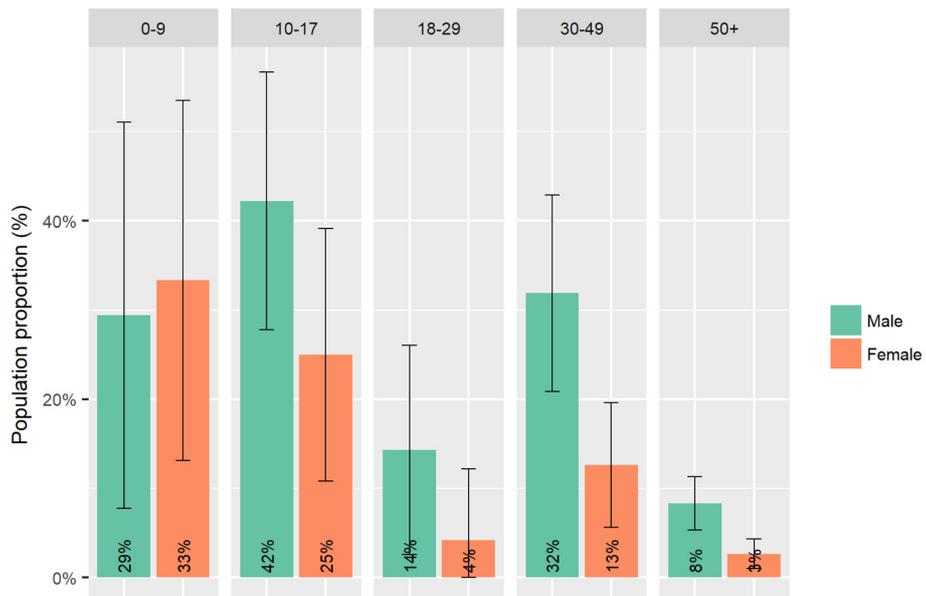
Sample: All persons, cycling participation in past week

■ **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. Around 70% of the sample have been riding continuously for more than a year, with most of the remainder having returned to cycling after a break of a year or more (Figure 2.6). This sample corresponds only to those aged 15 and over, which will contribute to the low proportion of those new to cycling.
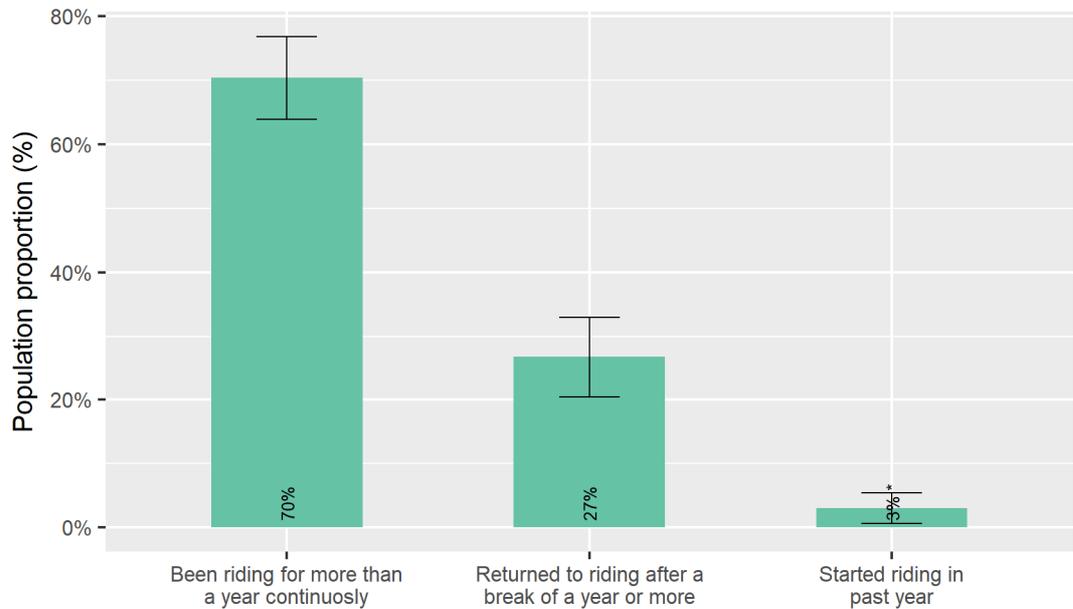
Sample: Persons aged 15+ who had ridden in the past year

■ **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, slightly more (19%) indicated they were riding less often than more often (14%) (Figure 2.7).
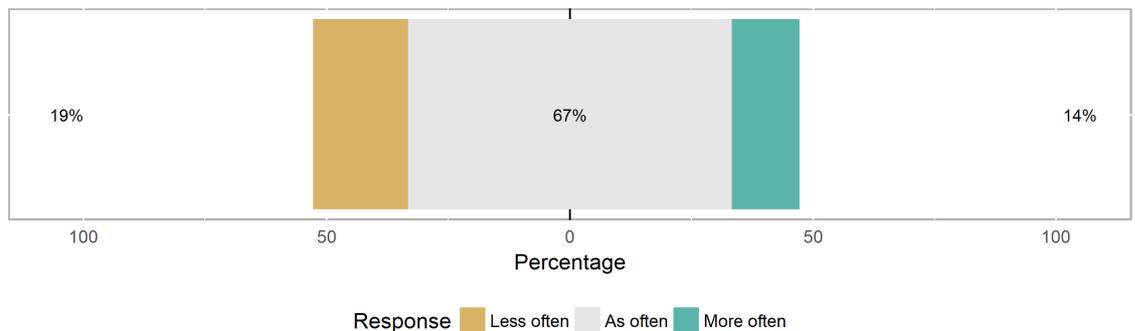
Sample: persons aged 15+ who had ridden in the past year

■ **Figure 2.7: Cycling frequency**

Of the residents who cycled in the Northern Beaches in the last month 83% cycled for recreation and 26% used a bicycle for transport (Figure 2.8). These proportions are fairly similar to those of other areas of Sydney and NSW.
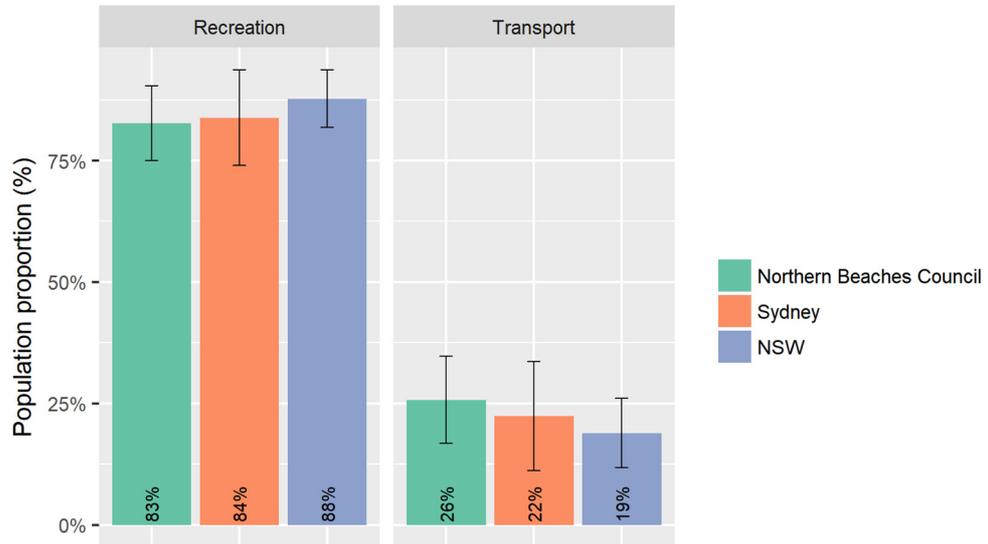
Sample: All persons who had ridden in the past month

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

Among those who had ridden at least once in the past month 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).
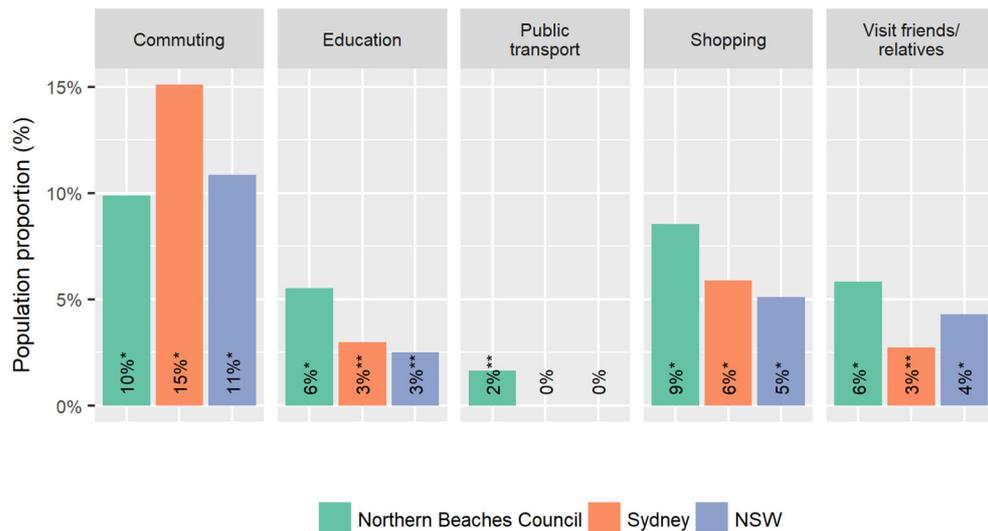
Sample: all persons who had ridden in the past year and who had travelled for each purpose (by any mode)
* Estimate should be treated with caution
** Estimate should be considered unreliable

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

Just over half of households have access to at least one working bicycle (Figure 2.10).
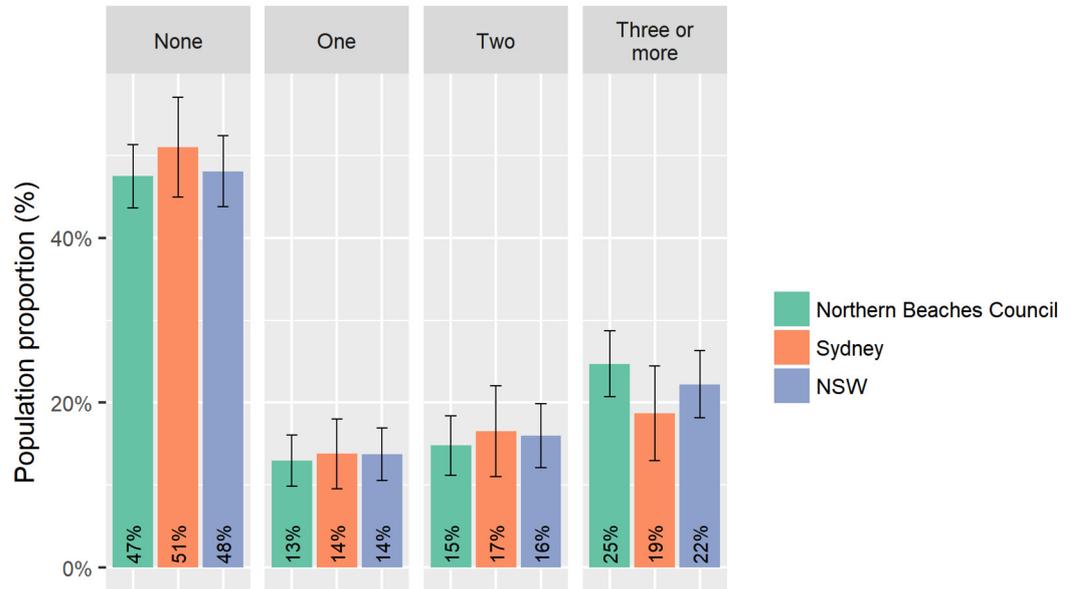
Sample: All households

- **Figure 2.10: Bicycle ownership by household**

3 Rider perceptions

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 under three quarters of respondents indicated they were not interested in riding for transport, with almost all the remainder being interested but not actively doing so (Figure 3.1). Around 3% were classified as currently riding for transport but expressing caution in so doing – they indicate they either feel uncomfortable riding with traffic or willingly choose routes which are longer to minimise their exposure to heavy traffic. Less than 1% were classified as confident; that is, they already ride for transport and choose the shortest route irrespective of traffic.
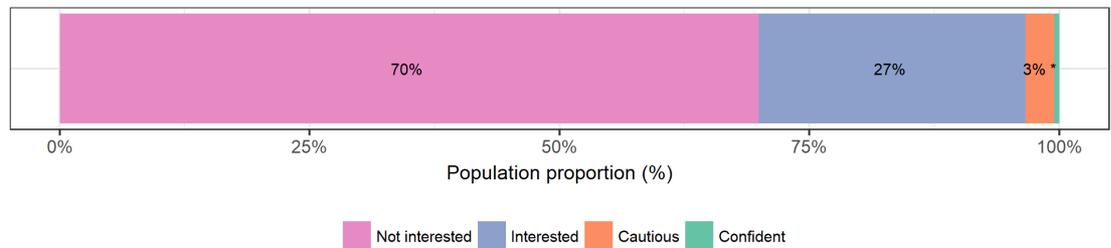
Sample: persons aged 15+

■ **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 the Northern Beaches area. More of those who had ridden indicated they felt comfortable (49%) than uncomfortable (37%) doing so (Figure 3.2).
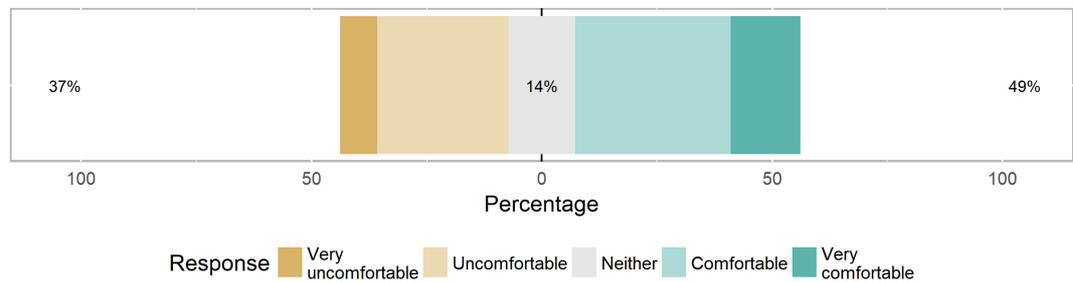
Sample: persons aged 15+ who had ridden in the past year

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

The majority of riders felt that conditions for riding in the Northern Beaches had not changed over the past 12 months (56%) (Figure 3.3). Just over 20% of the sample felt conditions had improved, while a similar proportion felt conditions had deteriorated.
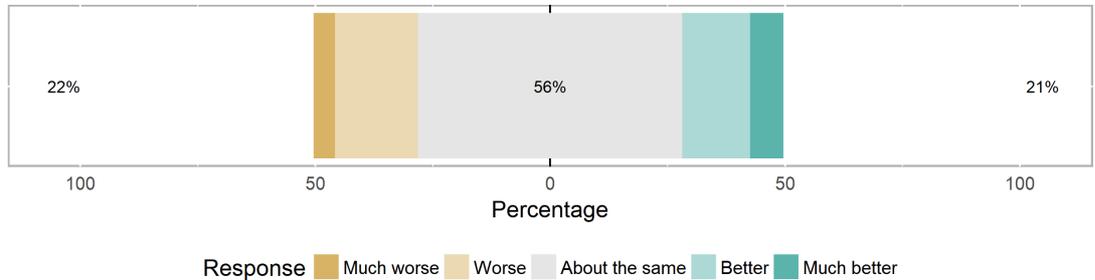
Sample: persons aged 15+ who had ridden in the past year

- **Figure 3.3: In the past year, do you think that cycling conditions in the Northern Beaches 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 61% had done so for shopping (Figure 3.4).
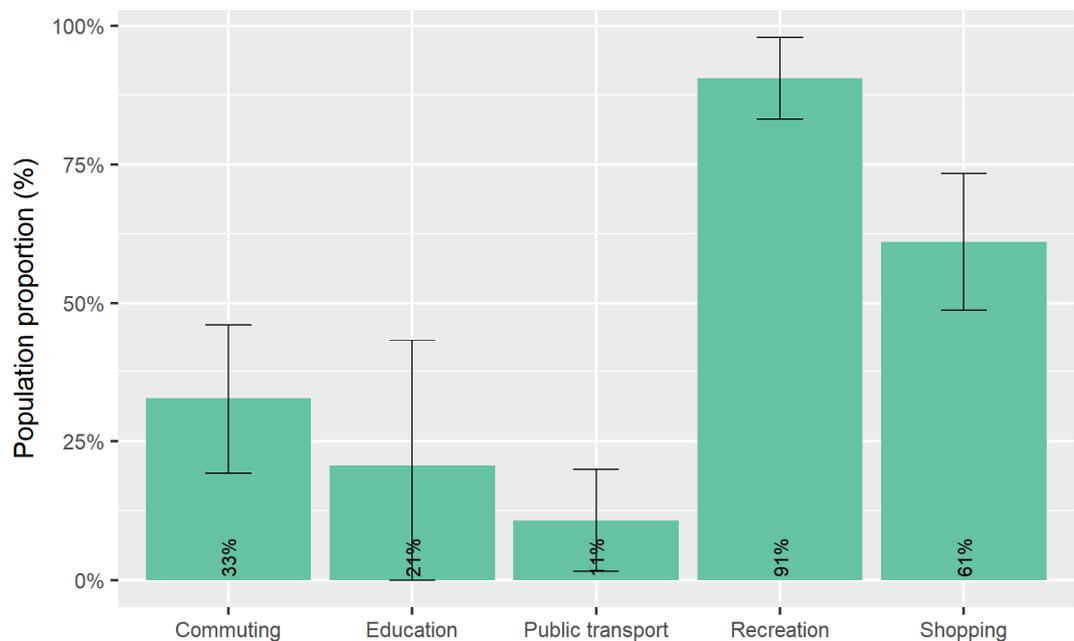
Sample: persons aged 15+ who had ridden in the past year

- **Figure 3.4: 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 3.5) the most commonly cited reasons were:

- it was too far (58%),

- it was too dangerous (20%), and

- they have too many items to carry (17%).
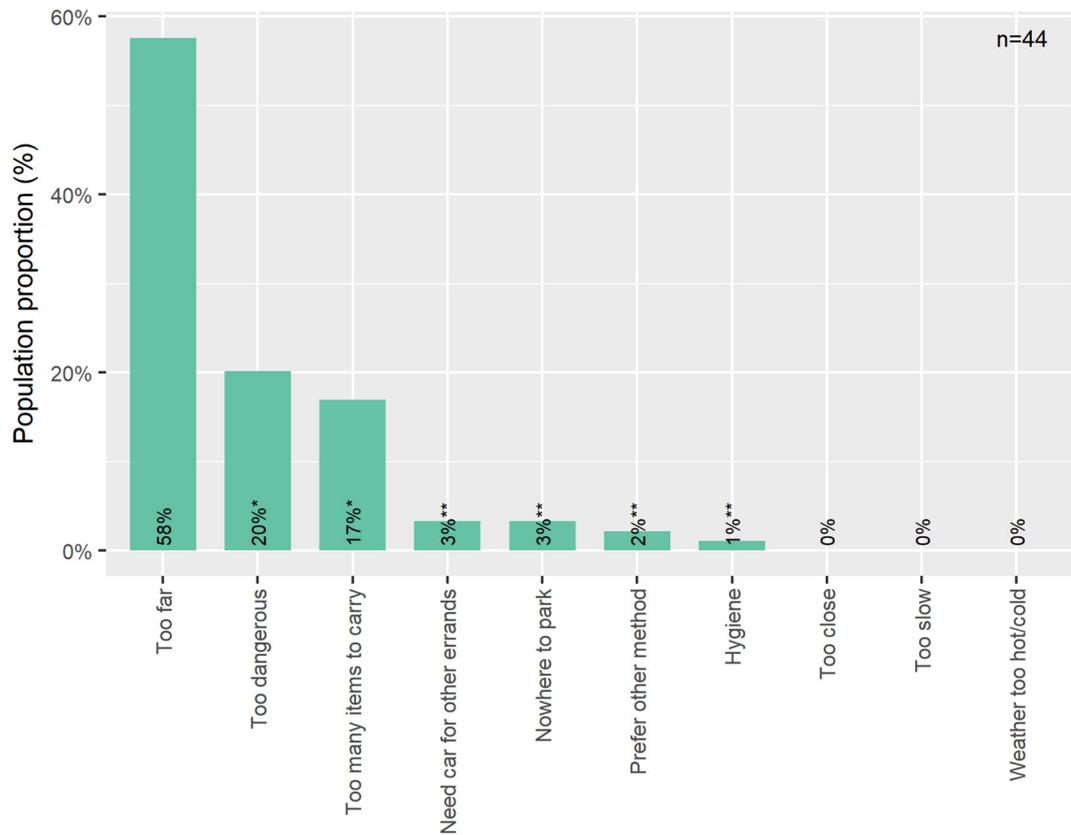
Sample: persons aged 15+ who had ridden in the past year, had travelled to work but not by bicycle

* Estimate should be treated with caution.

** Estimate should be considered unreliable.

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

For those who had not ridden to school or education (Figure 3.6) the most commonly cited reasons were:

- it was too far (41%),

- they prefer another method (29%), and

- it is too dangerous (16%).

Note the sample size of individuals in the sample who travel to education, and have not used a bicycle to do so, is small (n=15) rendering these statistics unreliable.
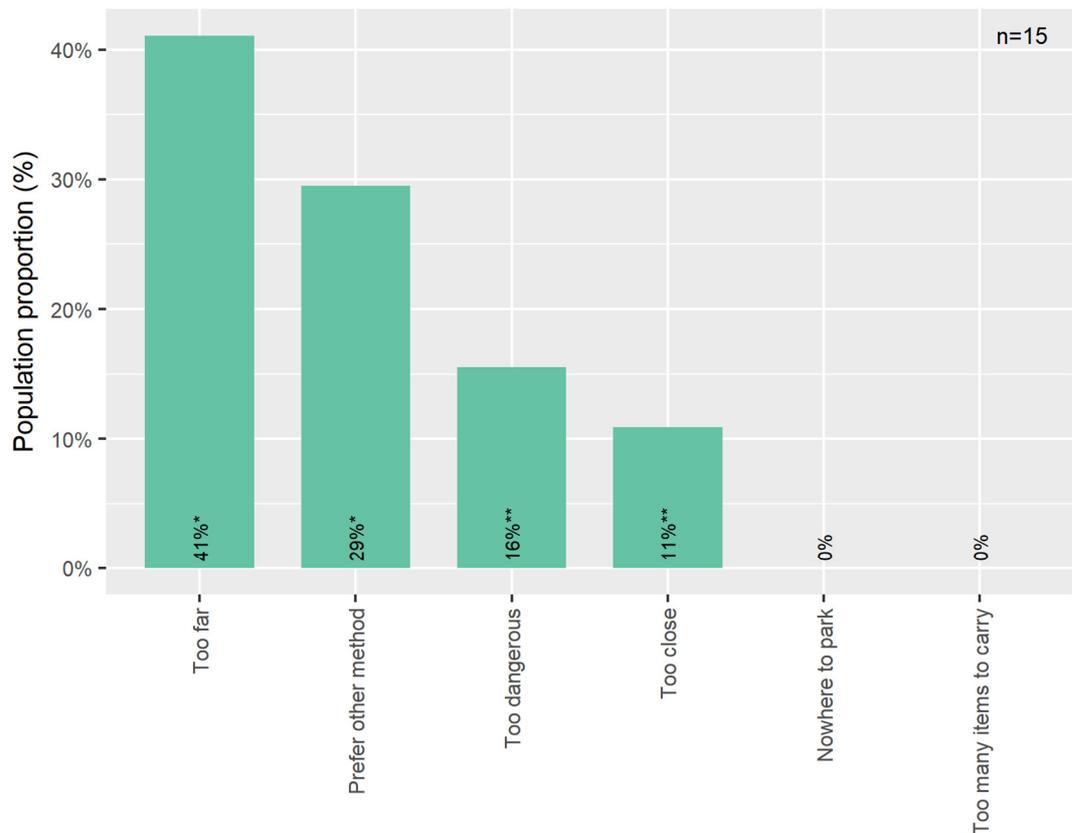
Sample: persons aged 15+ who had ridden in the past year, had travelled to education but not by bicycle
* Estimate should be treated with caution.
** Estimate should be considered unreliable.

■ **Figure 3.6: 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 3.7) the most commonly cited reasons were:

- they have too many items to carry (23%),
- it is too dangerous (19%), and
- it is too far (16%).
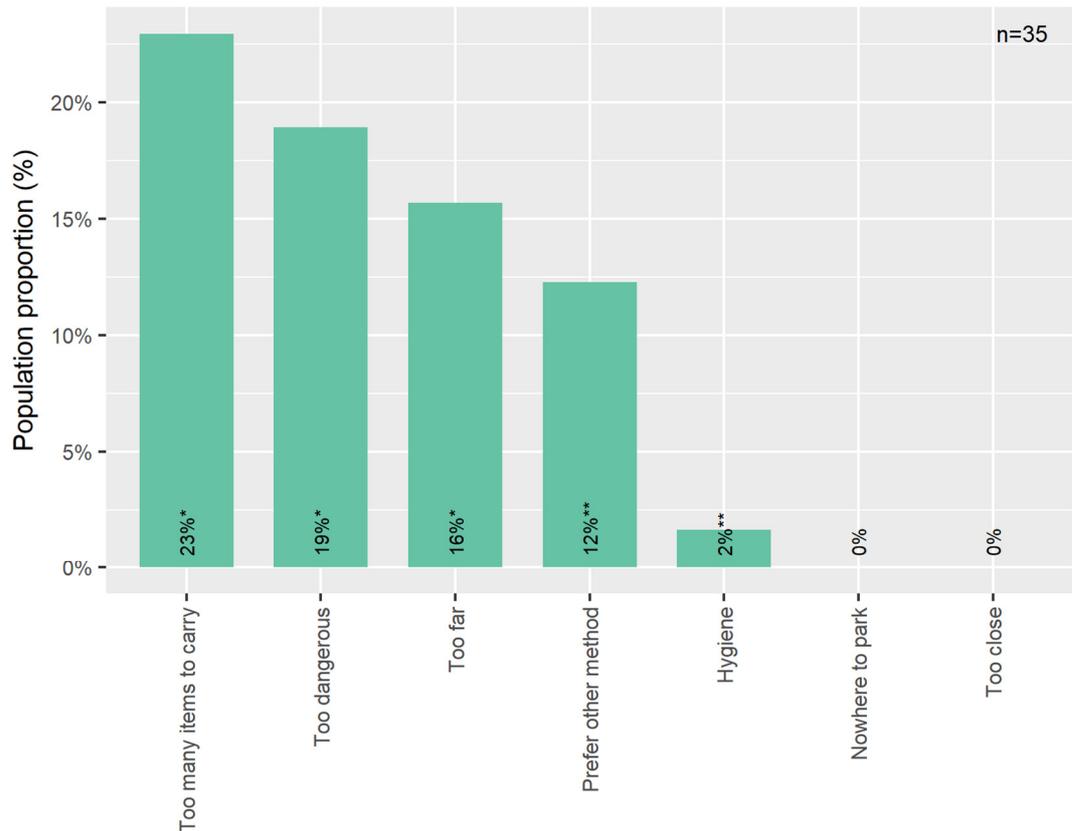
Sample: persons aged 15+ who had ridden in the past year, had travelled to shops but not by bicycle

* Estimate should be treated with caution.

** Estimate should be considered unreliable.

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

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

- more on-road bicycle lanes (77% of respondents rated this a very high or high priority),
- more off-road paths and cycleways (77%),
- more signs highlighting bicycle routes (64%),
- better connections between bike paths and schools (60%),
- more bicycle parking (60%), and
- better connections between bike paths and public transport (58%).

Response ■ Not a priority ■ Low ■ Moderate ■ High ■ Very high
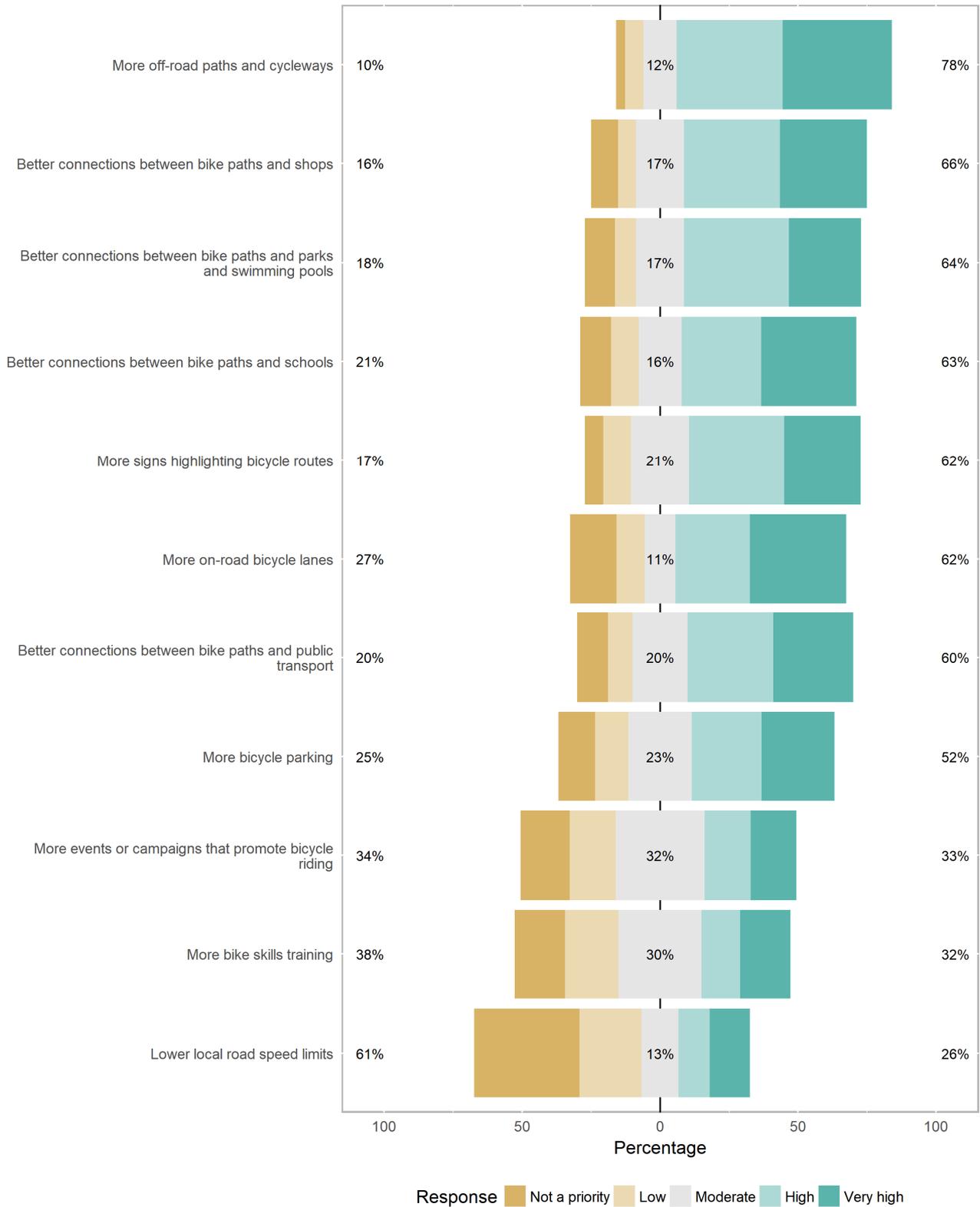
Sample: persons aged 15+ who had ridden in the past year

■ **Figure 3.8: 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:	480		
No. of individuals:	1,039		

Cycling participation	Estimate	95% confidence interval	Confidence rating
% who rode last week	17.4%	14.2-20.6%	***
% who rode last month	28.9%	25.3-32.4%	***
% who rode in past year	40.3%	36.7-43.9%	***
No. who rode last week	46,800	38,300-55,400	***
No. who rode last month	77,700	68,200-87,300	***
No. who rode in past year	108,600	98,900-118,300	***
Participation by demography			
Gender			
% of males who rode last week	22.7%	17.6-27.8%	***
% of females who rode last week	12.3%	8.5-16.2%	***
Age			
% of 0-9 yr olds who rode last week	31.3%	16.5-46.2%	***
% of 10-24 yr olds who rode last week	23.4%	16.1-30.8%	***
% of 25 to 49 yr olds who rode last week	21.1%	15.2-27%	***
% of 50 yr+ olds who rode last week	5.3%	3.7-7%	***
Gender by Age			
Male: 0-9 yr	29.4%	7.7-51.1%	**
Male: 10-24 yr	29.2%	18.7-39.7%	***
Male: 25-49 yr	30.5%	20.5-40.5%	***
Male: 50 yr+	8.3%	5.3-11.3%	***
Female: 0-9 yr	33.3%	13.2-53.5%	**
Female: 10-24 yr	17.3%	7-27.6%	**
Female: 25-49 yr	12.4%	5.8-18.9%	**
Female: 50 yr+	2.7%	1-4.3%	**

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	84.8%	78-91.7%	***
% of those who rode in past week for transport	25.7%	16.8-34.6%	***
Detail			
% of those who rode in past week for commuting	9.9%	3.9-15.8%	**
% of those who rode in past week for education	5.5%	1.5-9.6%	**
% of those who rode in past week for shopping	8.5%	3.6-13.5%	**
% of those who rode in past week to train/tram/bus	1.6%	0-3.9%	*
% of those who rode in past week to visit friends/relatives	5.8%	0.7-11%	**
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	2.6	2.1-3	***
Average time ridden (mins) in past week by those that had ridden	137	105-169	***
Household characteristics			
% of households without a working bicycle	47.5%	43.6-51.3%	***
% of households with one working bicycle	13%	9.9-16.1%	***
% of households with two working bicycles	14.7%	11.1-18.3%	***
% of households with three working bicycles	24.8%	20.8-28.8%	***

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.

Minutes Hours   Minutes Hours

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.

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. 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?

Better access to footpaths and bike paths

Better lighting and better shelters, look after cyclicts around construction areas, greater police presence (reckless drivers around in early mornings)

Conditions favourable

Congested too many driving to 1968 jap school comndition not to be driven to schoo lor fleet of buses - too many schhool gridlock next to a national park - too many cars

Cycling lanes sought of come and go, they are not consistent enough

Dedicated bike paths that are off the road

Get rid of hills

I am not sure they can do anything about bike riding, the roads are too narrow in my area

I find it easier to ride in the cbd, harder in northern beaches because there is less of us in northern beaches, signage is unclear in the area, cars are less respectful in nb than in the cbd, cbd has more parking for bikes than nb

I live near the strand cycling there requires navigating narrow roads, there are a lot of pot holes in dee why, in pitt water road cars don't observe speed limit particularly near harboard road, pitt water and waringa road, in peak hour it is very full, d

I stick to the bike trails i will not ride on the road because it's too dangerous. i would ride on pitwater road if there were bike lanes but there isn't.

I think they need to be improved we do not have a cycle trail for me to get from one point to the hub wgere the shops are. there needs to be a cycle trail like in other areas they have divided the footpath in half i just dont see the roads arent wide enou

I think we need some more bike or shared paths.eg: coming from beacon hill out typography is hard to get up and down the main rds because of the hills for us to go down to dy is pretty much impossible but for us to go to local shops they could put paths f

I think when there's a bike path and pedestrian path they should be separated.

I would love to ride more, but i am converned about safety; cars and bikes are too closely together

In general cyclist have had rage issues i have seen, but since they are not registered, they seem to be more free to react, and it doesnt matter who is right or wrong, they have no accountability, this happens on main roads

Insufficient in all respects

Insuficient room for bikes and cars on main roads, needs to be wider esp teery hills where biking has been increasing and infrasture doesn't cater for bikes

It's not a very well established area for bike riding, it would be very expensive for council to do something about it

Its improving with the advent of more bike lanes and driver awareness and more off road pathways being available

Its not wise to use the road and put a drawring of a bike, and also use it for cars. you either have cars or bikes on a road, some raods they have made it so both can be on it, and when it is busy, their is problems.

Its pretty manic while driving a car without the presence of cyclists so its beeter that they're not on the road

Its very 'hilliy' here and it forces people onto the main roads so its very dangerous riding so we need better off road cycly paths to encourage more cycling

Lots more cars on the road, it feels more dangerous

Making motorists more aware of cyclists

More bike lanes

More bike paths would be great

More bike tracks would be good

More bike tracks. more bikes around

More bikes are needed. dedicated bike lanes would be very good

More cycleways separated from the road; pittwater road in north manley, the cycle way should go on the golf course side, it is on the incorrect side.

More cycling lanes off road

More designated parth ways, for safty

Need bike lane between mona vale and the city on pitt water road,

Need more cycle tracks which are just cycle and pedestrian ie dedicated tracks which are off the road

Need to allocate bike lanes on mona vale road, which will create traffic

Need to be dedicated bike lanes on local streets. for eg. griffiths street balgalah road. which reduces the width of the road and slows traffic. more bike parking. safe routes to school.

No proper bike paths, and you will have to go on footpaths and it is not good

Not enough

Not enough off road bike paths

On main roads- no improvement- a little improvement. making a walkway palm beach to manly - allow cycling on that path...

Plenty of bike cycle ways already around.

Pretty good now around narbein lake is fixed

Roads are shocking and very clogged, terrible for bikes and motorbikes

Safety is an issue particularly narrabeen lagoon

There is room for improvement- bike lanes should be separated with physical barrier-

There needs to be bike lanes. a path or lane that is very close or on the main roads that run from south to north.

There should be more bike lanes

There should definitely be more bike pathways. eg: everywhere, between main shopping centres and also along the beachfronts.

Theres always room for improvement

They're pretty good

They should have more dedicated bike paths

To dangerous otherwise apart from work

Too much construction, too many cars on the road

Too much inability to get to places without going on main roads

Traffic is the only issue. drivers need to consider cyclists more.

Uhhmm, more parking for bikes

Up in some areas they have great riding paths but in fresh water it's limited, you have to go on the road or pathway

Very dangerous bike few dedicated apart from narrabeen rd tracks avail coona bay road traffic palm beach narrow whale beach roas haiory and narow park car on both side cars dont give meter

Walking and riding with kids there are two primary schools in manlyvale, yet not much accessibility for kids to walk or ride due to lack of footpaths. there are not enough paths
Want more bike lanes
We need more cycle paths\
We need more cycle ways in our area, or designated areas to ride.
We need more pathways
We should have more off-road cycle pathways
Wish bike riders would obey the rules and share the road, and more dedicated trails for mountain bike riding
Yes cyclists should be made to cycle single file. roads a too narrow.

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

Access to bike paths
Allow riding on the footpath
Better signage of bike paths so that non cyclists are aware of the presence of bikes and crossing access points across major roads
Bike paths for children riding to schools are a high priority.
Bike riders need to be more aware of cars - don't get out of the bicycle lanes into oncoming traffic. a bicycle borrowing facility would be a good idea.
CCTV for bike park, locks surveillance 2 bikes stolen 2 decent locks
Changing the laws so people of all ages can ride on footpaths
Develop more dedicated bike routes off-road, bicycle track going up east coast of peninsula
Encourage people to wear helmets in area
Ensuring that there is icycle access to pitt water road and making sure it is demarcated so motorists look out for bicyclists, yellow signs that say look out for cyclists to remind motorists that we are on the road and to look out for us, more signage, re
Get rid of helmet laws
I like the idea of more off-road and shared paths to get around the northern beaches
I think that bikes generally on the road are a hazzard, and made more hazardous by the newer roads
I think they could basically start connecting some paths; some times a have and dont have a cycle paths, paths are of and on.
I think they need to do a specific study as to where bike riders are coming to and from so we can form shared paths that link up i dont mind riding a further distance if it will be a safer and more enjoyable ride.
I think they should higher the age range for children to ride on the path from 12.
I want to see more designated bike lanes and designated areas for bike riders
I would suggests to widen the footpath and make them double use, you have to completely rebuild them again
If they built more off road bike paths that would be a start
Improve infrastucture in terry hills to cater for vehicle traffic we have and bikes need to co exist
Improvements to travel to the cbd and spit bridge, put more decicated bike paths to encourgae more people to ride to work
Increase width of bike lanes would increase safety, increase by 1 meter
It would be a good idea if there were more off-road bike paths to take people off the road.

we do a lot of riding outside the council area because the paths are a lot better.
Ive covered it
Keep encouraging bike riding
Keep them away from cars don't put them on the road, they're a pain, they slow down traffic and are inconsiderate
Keep working at improving bike infrastructure
Keeping an eye on drivers / motorists
Licence riders and make them get registered, implement safety courses to raise awareness of traffic conditions
Link safe link between the bike paths the existing ones. inbetween long rees.
Make it more accessible bike riding throughout the whole council and when we have to ride on the roads for it not to be shared with the buses. like in bourke st in the inner city this is a good example of what they should do.
More bike laneson all roads
More bike paths in the area
More bike paths rather than on road
More busses so there's less cars
More footpaths from manlyvale to schools. driver education
More lanes
More off road bike paths
More off road paths willl be good
More pathways and ability to be off the road and share pathways
More recreation bike paths would be great and a bmx track for kids
More stuff on the websites, like new links to paths and campaigns
Need to ensure cyclists abide by road rules. the same as cars.
Need to keep the roads well maintained. drivers can be unsafe. need a barier for bike lanes.
No i think it is all pretty bike friendly
Not really, last year they did a pretty good job
Off road bycle routes, and detour, cenic. cild bike routes
Physical barrier very important- level out some of the hills...
Put some dedicated bike paths to traverse the council area, mimic the walking tracks for bikes
Refresh the printed maps for designated bike routes, more safe place to lock your bike.
Safe routes to schools programme. focus on council buildings like boy charlton pool and community facilities for safe routes. rethink junction treatment for safe route to schools. eg. suarrow street and jamieson ave and edwin. absolute top priority. cycle
Safety for children and signs empasising tracks are for leisure not training
Seperate bikes from normal traffic road on the interface
Sometimes people do not use helmets when they ride bikes, we are very close to the beach, you need to lock your bike and use your helmet, people need to be more educated about bikes and ask questions
Somewhere where i could park my bike and perhaps lock it. at churchpoint we have to come over by boat and then there is nowhere to put the bike especially if they are building a new carpark.
Sort out roads, too much congestion. put a train station from the city to northern beaches.
Speaking as a motorist i would like to see them really promote the need of cyclists to

dismount at traffic pedestrian crossings, enforcement of road rules. they should ask the police to have enforcement day to stop cyclists going through red lights and ob

Special bike paths general on roads and parks and legal pathways that are safe

Spend more resources

Sydney drivers are bike unfriendly

That everyone should learn the road rules. car drivers and cyclists

They've been highlighted just then, all of those would be awesome

Too make sure road safe all not to limited a few - too smooth 4 bike riding but not suitable for cars traction and not self draining, smootgh pools ratain on surface

Wakehurst parkway crossing is very dangerous

We do have bike signs in my area but they are useless, the road is too narrow and the paths are not marked at all in some cases, and the roads are too narrow.

Where there are bike paths make riders use paths and not roads, make them obey rule, put licencing regulations on bike users

Wider roads and pathways