National Cycling Participation Survey

2019

WOLLONGONG CITY COUNCIL

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 objective of the survey 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. The sample was sourced from two commercial phone number lists (Alpha Five and Survey Pages). A random sample of landline and mobile numbers within each geographic area was selected from the Alpha Five list and a 50/50 split between landline and mobile numbers was obtained from the Survey Pages list with an intentional bias towards younger age groups (as these groups tend to be under-reported in telephone surveys).

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

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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.

- 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 has 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 2018 provided by the ABS.

1.4   Statistical significance

The estimates presented in this report are based on a sample of residents from Wollongong 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 443 households containing 907 individuals. From the sample of 443 main respondents (i.e. the individual aged 15 or above with the next birthday that was selected for the interview) 82 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 2019 National Cycling Participation Survey, which was conducted between March and May 2019.

2 Results

The survey suggests that 14.5% (95% CI: 11.5% - 17.4%) of Wollongong City Council residents ride a bicycle in a typical week. More than one third (36.9%, 95% CI: 33.2% - 40.7%) had done so in the past year (Figure 2.1). Around 93% have ridden at least once in their lives.
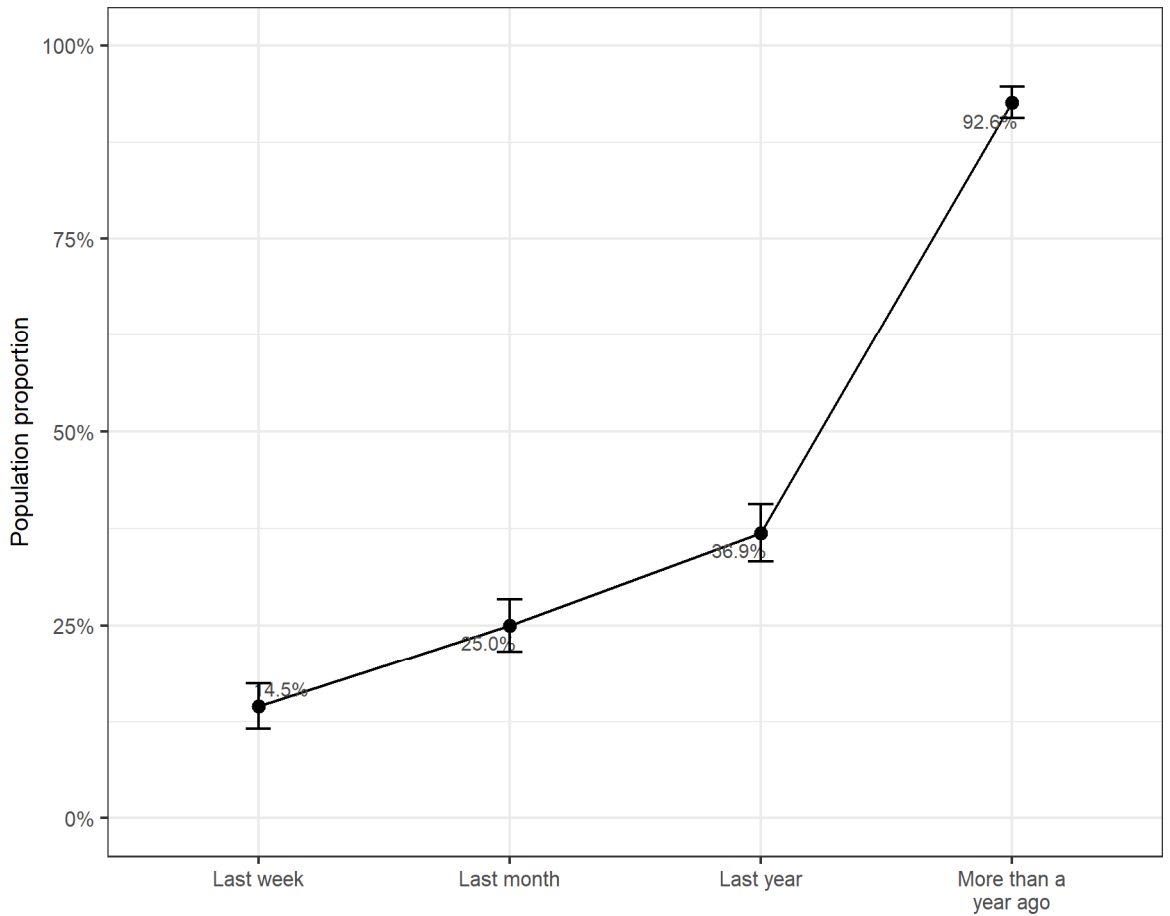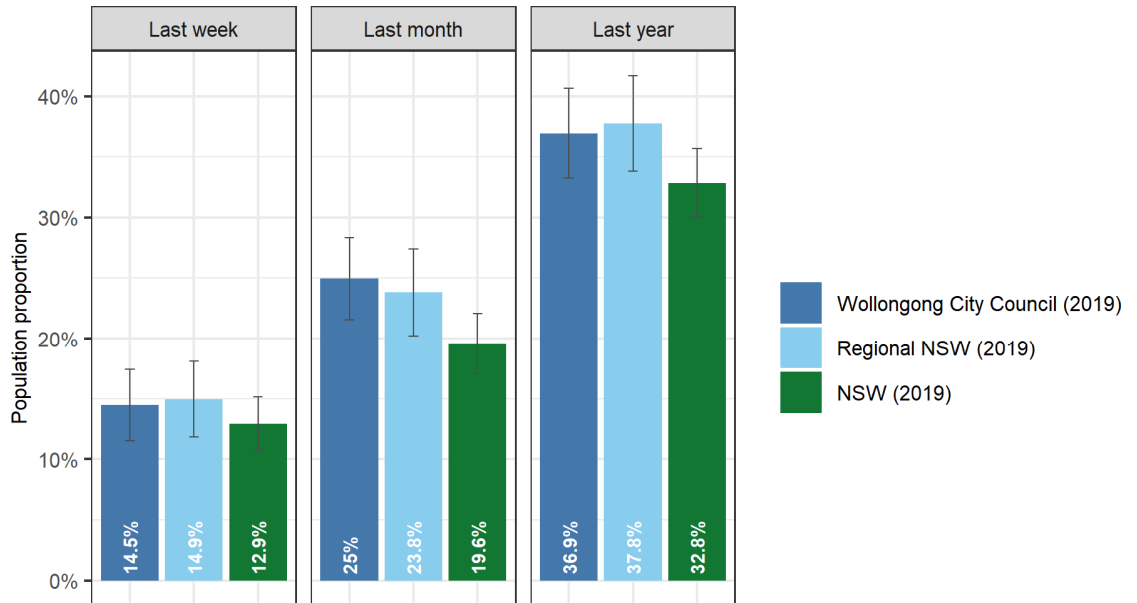

Sample: All persons

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

These participation rates translate to approximately 31,300 residents riding in a typical week and 79,800 residents riding at least once in a typical year.
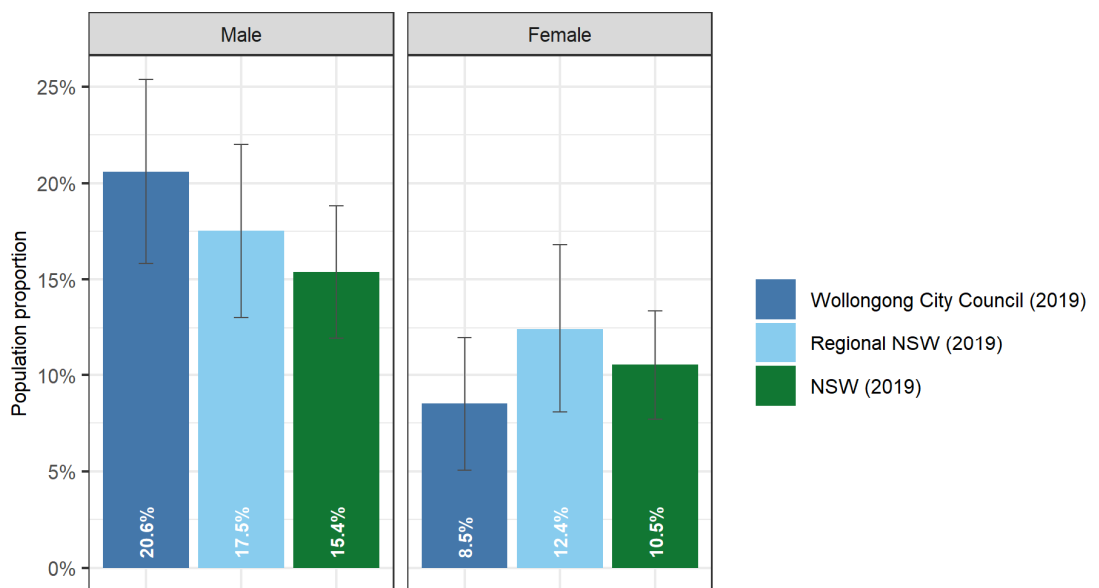
The cycling participation rate by residents of Wollongong is similar to regional NSW and slightly above the state average (Figure 2.2).

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 male participation rate is higher than the NSW average, while the female participation rate may be lower.
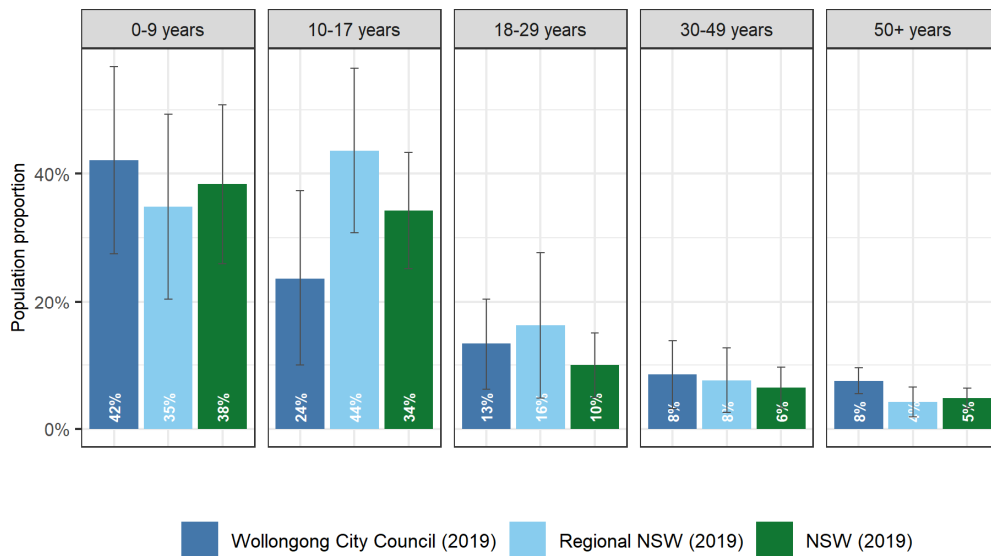

Sample: All persons, cycling participation in past week

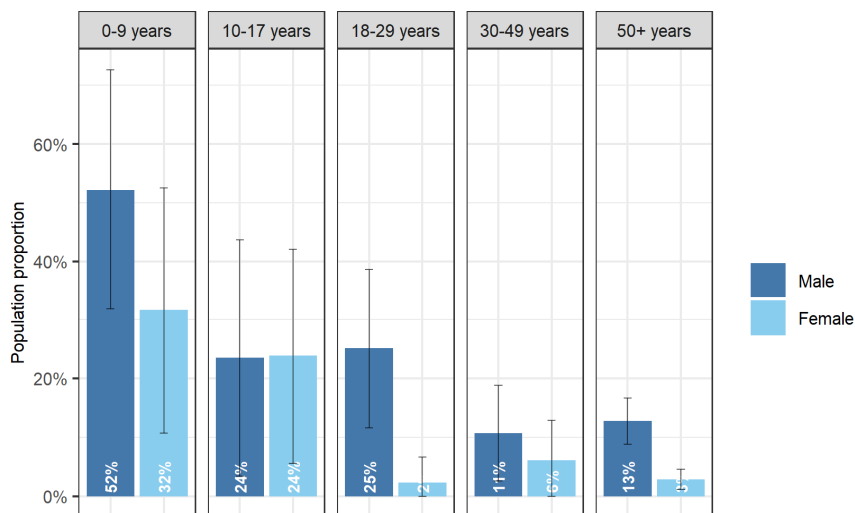■ **Figure 2.3: Cycling participation by gender**

The cycling participation rate (measured as those who had ridden in the past week) was highest among children aged under 10 (Figure 2.4). The participation rate declines markedly among teenagers and into adulthood. While teenage cycling participation among Wollongong residents is significantly lower than in other areas of NSW this is compensated by higher participation among those aged 50 and above.

Sample: All persons, cycling participation in past week

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

The participation rate by gender and age group is shown in Figure 2.5. While the margins of error are large it appears males are more likely to ride than females across all adult age groups, and possibly also among young children.

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. Around 79% have been riding continuously for a year or more, with 15% returning to riding after a break and 6% altogether new to riding (Figure 2.6).
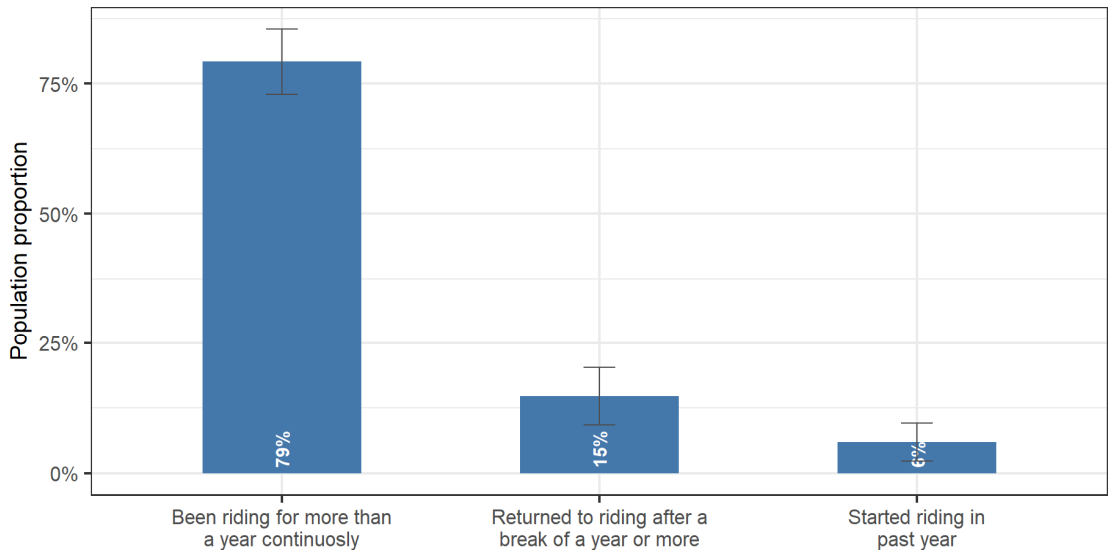
Sample: Persons aged 15+ who had ridden in the past year
* Estimate should be treated with caution.
** Estimate should be considered unreliable.

■ **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, far more (48%) indicated they were riding less often than more often (6%) (Figure 2.7).
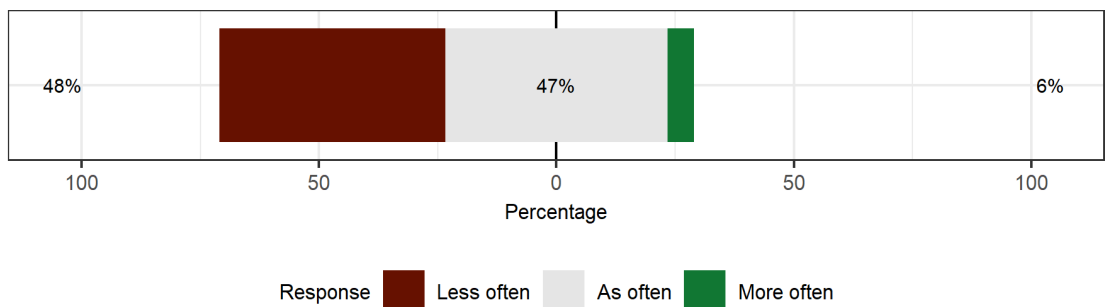
Sample: Persons aged 15+ who had ridden in the past year

■ **Figure 2.7: Cycling frequency**

Of the residents who cycled in the past month, 88% cycled for recreation and 22% used a bicycle for transport (Figure 2.8). These proportions are consistent across regional NSW and the state overall.
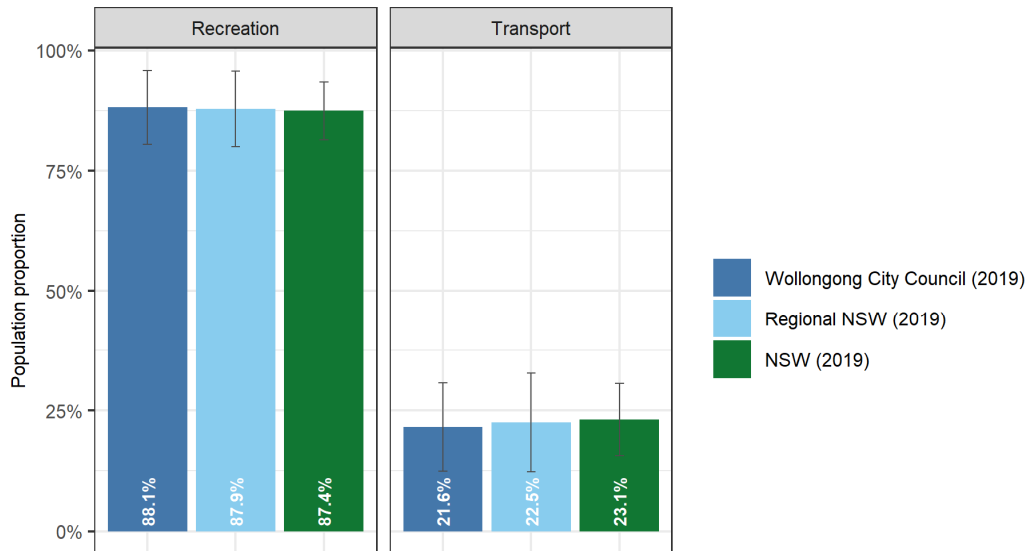
Sample: All persons who had ridden in the past month

■ **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). Very few had ridden to access public transport.
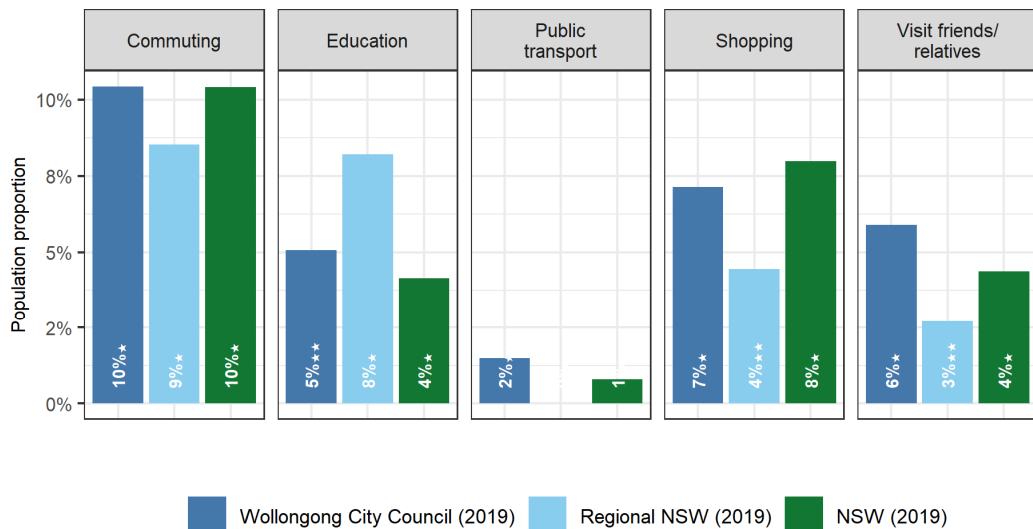
Sample: All persons who had ridden in the past month and who had travelled for each purpose (by any mode).
* Estimate should be treated with caution.
** Estimate should be considered unreliable.

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

Just over half (46%) of households in Wollongong have access to at least one working bicycle (Figure 2.10). This proportion is similar to the state average.
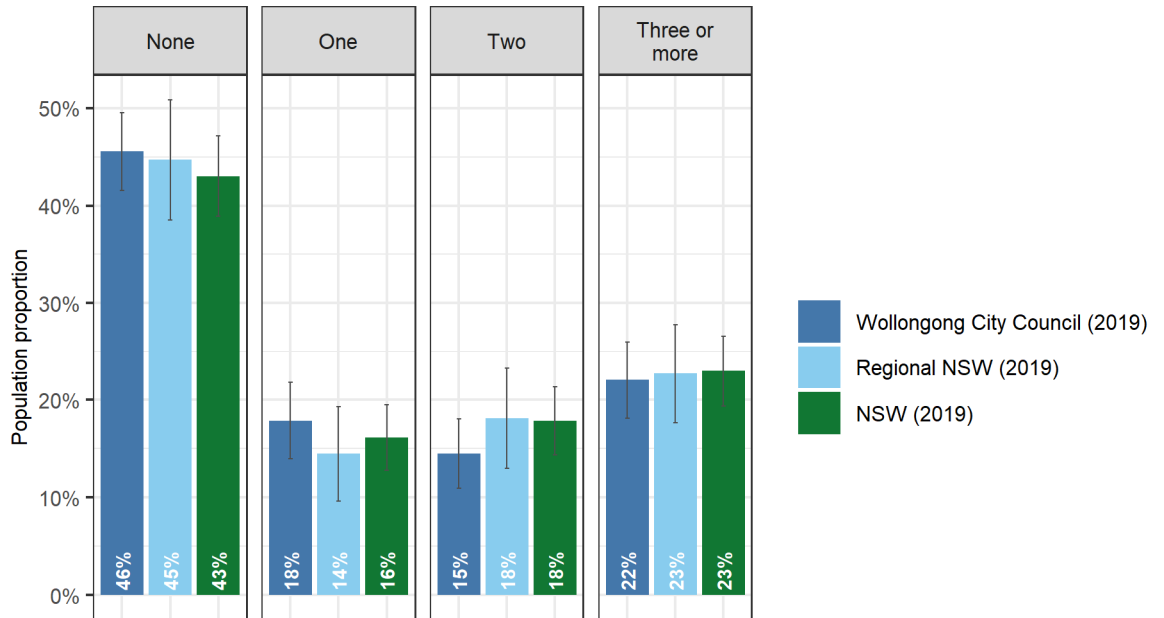
Sample: All households

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

The proportion of households with at least one electrically assisted bicycle ("e-bike") is around 2% (Figure 2.11). It is cautioned that the is wide uncertainty in these estimates.
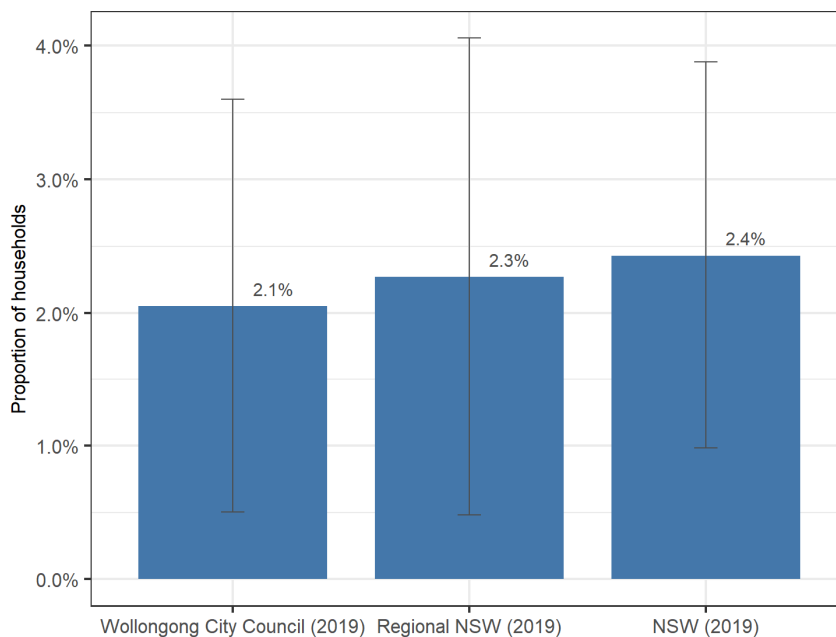
Sample: All households

■ **Figure 2.11: Electrically assisted 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 of the remainder being interested but not actively doing so (Figure 3.1). Around 3% identified themselves as cautious riders; that is, they already ride for transport but prefer circuitous routes to avoid traffic. None of the sample identified themselves as confident (that is, already ride for transport and will take the shortest route irrespective of traffic).
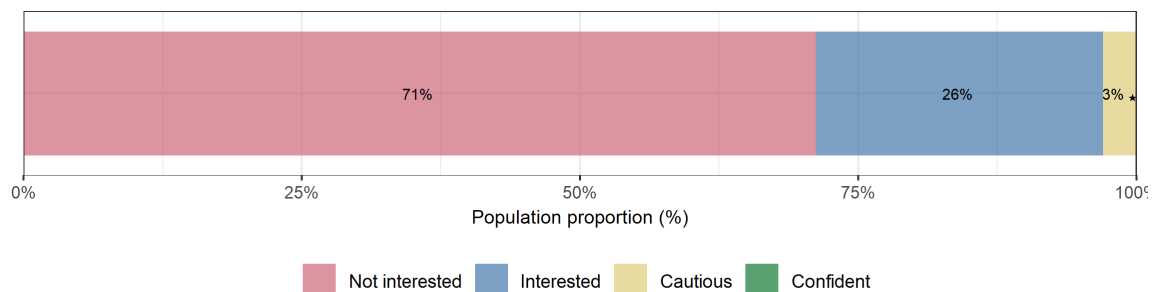
Sample: Persons aged 15+.

■ **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 their neighbourhood. Most of those who had ridden indicated they felt comfortable or very comfortable (64%) doing so (Figure 3.2).
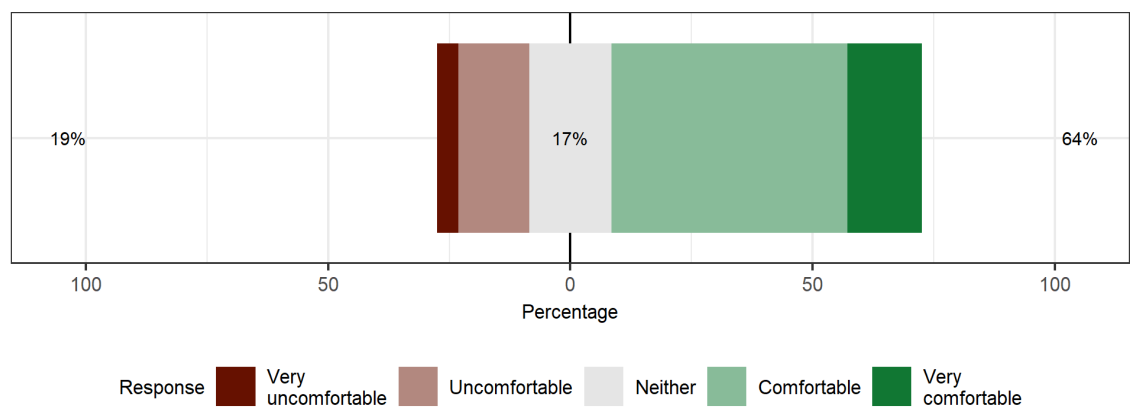
Sample: Persons aged 15+ who had ridden in the past year

■ **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 Wollongong had not changed over the past 12 months (69%) (Figure 3.3).
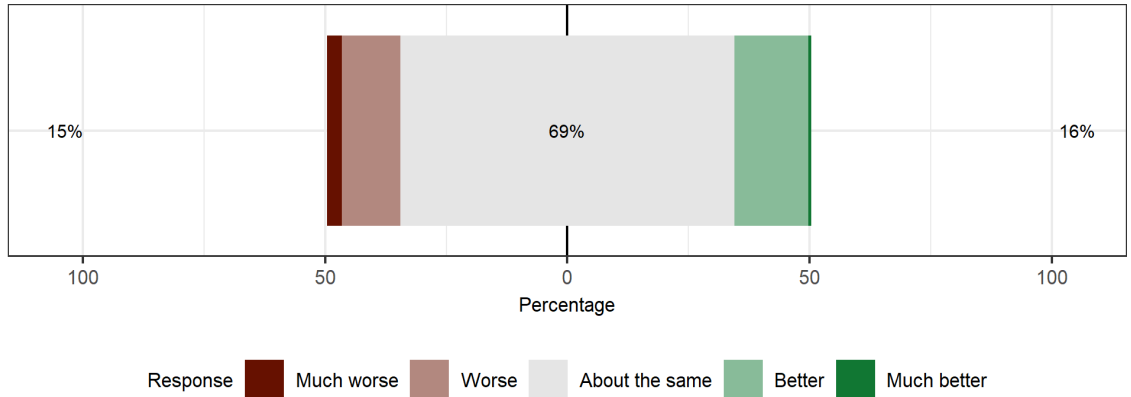
- **Figure 3.3: In the past year, do you think that cycling conditions in your area have become much better, better, about the same, worse or much worse?**

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 (88%), and just under half (45%) had done so for shopping (Figure 3.4).
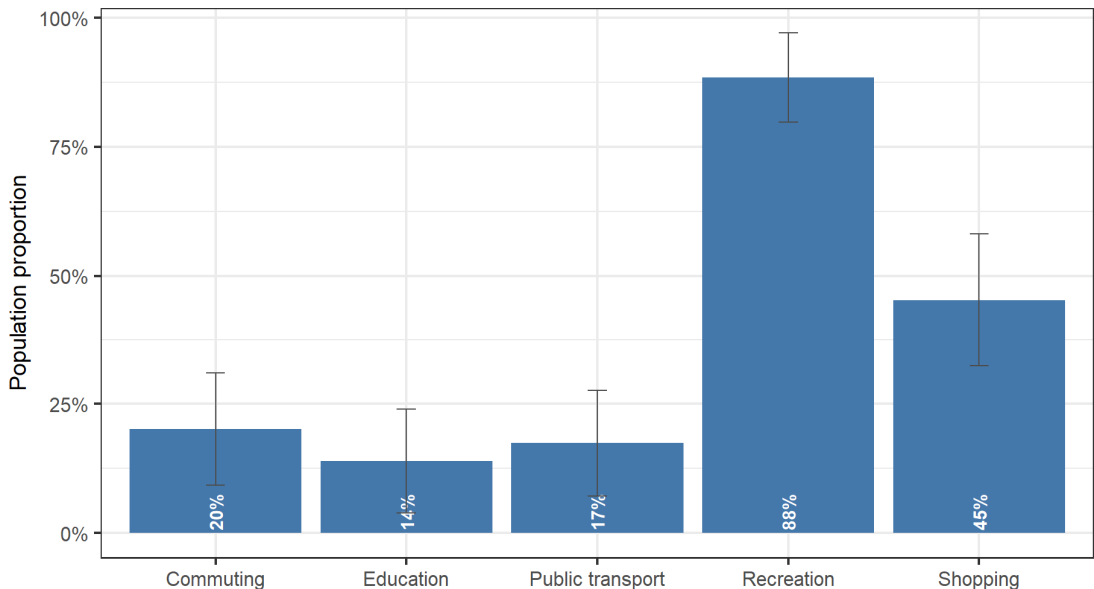
Sample: Persons aged 15+ who had ridden in past year

- **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 reason was that it was too far (50%).
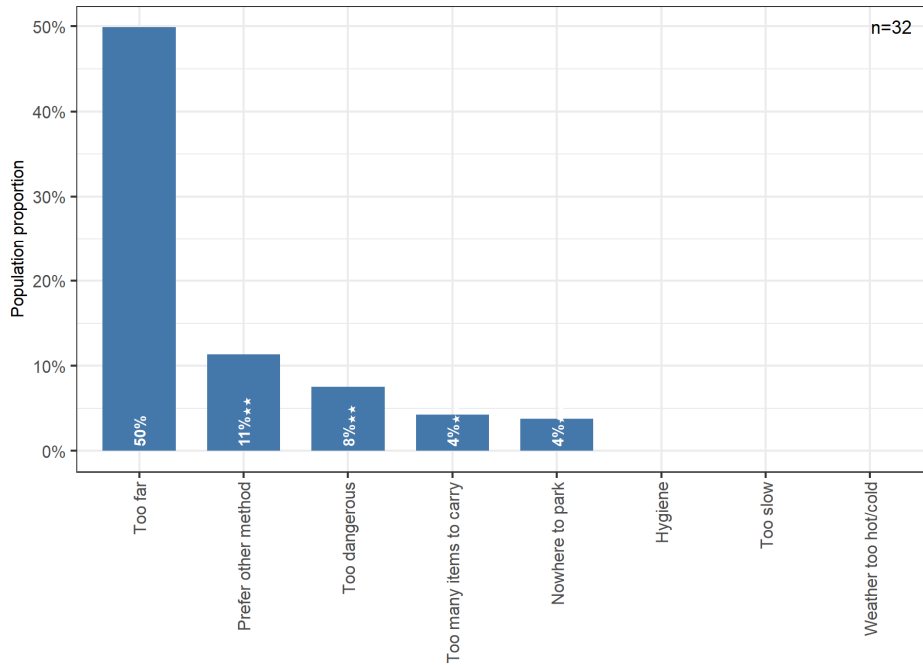
Sample: Persons aged 15+ who had ridden in past year

■ **Figure 3.5: Why have you not used a bicycle for travel to work 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 (25%),

- they prefer another method (21%), and

- it is too dangerous (21%).
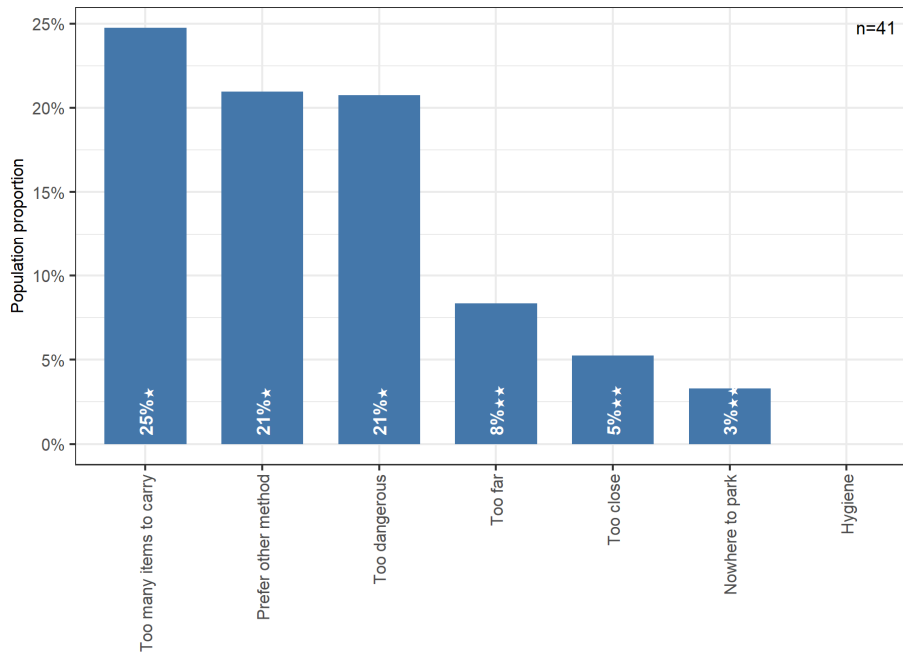
Sample: Persons aged 15+ who had ridden in past year

■ **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 Wollongong City Council could take to encourage bicycle riding. The most supported actions, as shown in Figure 3.7, were:

- more off-road paths and cycleways (81% of respondents rated this a very high or high priority),

- better connections between bike paths and schools (70%),

- more on-road bicycle lanes (62%),

- more signs highlighting bicycle routes (54%),

- more bicycle parking (54%),

- better connections between bike paths and public transport (54%),

- better connections between bike paths and parks and swimming pools (52%), and

- better connections between bike paths and shops (50%).
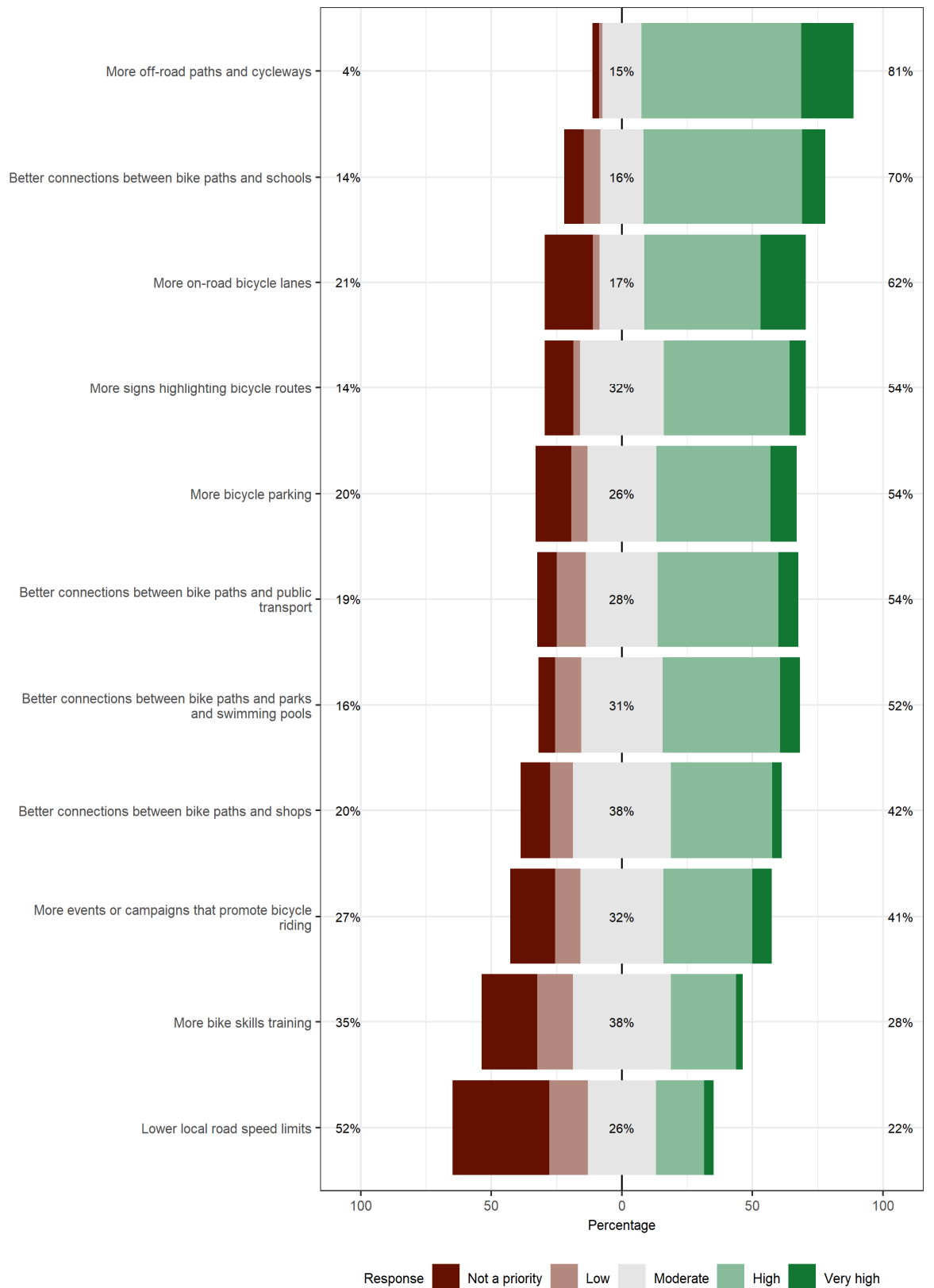
Sample: Persons aged 15+ who had ridden in the past year

■ **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	443		
No. of individuals	907		

Cycling participation	Estimate	95% confidence interval	Confidence rating
% who rode last week	14.5%	11.5%-17.4%	★★★
% who rode last month	25.0%	21.6%-28.4%	★★★
% who rode in past year	36.9%	33.2%-40.7%	★★★
No. who rode last week	31,300	24,900-37,600	★★★
No. who rode last month	53,900	46,600-61,300	★★★
No. who rode in past year	79,800	71,800-87,800	★★★

Participation by demography			

Gender			
% of males who rode last week	20.6%	15.8%-25.4%	★★★
% of females who rode last week	8.5%	5.1%-12.0%	★★★

Age			
% of 0-9 years who rode last week	42.1%	27.5%-56.7%	★★★
% of 10-17 years who rode last week	23.7%	10.0%-37.3%	★★
% of 18-29 years who rode last week	13.3%	6.2%-20.4%	★★
% of 30-49 years who rode last week	8.5%	3.2%-13.8%	★★
% of 50+ years who rode last week	7.5%	5.5%-9.6%	★★★

Gender by age			
Male: 0-9 years	52.2%	31.7%-72.6%	★★★
Male: 10-17 years	23.5%	3.4%-43.7%	★★
Male: 18-29 years	25.1%	11.6%-38.6%	★★
Male: 30-49 years	10.7%	2.6%-18.8%	★★
Male: 50+ years	12.7%	8.8%-16.6%	★★★
Female: 0-9 years	31.6%	10.7%-52.5%	★★
Female: 10-17 years	23.8%	5.6%-42.0%	★★
Female: 18-29 years	2.3%	0.0%-6.6%	★
Female: 30-49 years	6.1%	0.0%-12.8%	★
Female: 50+ years	2.9%	1.1%-4.6%	★★

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	88.1%	80.5%-95.8%	★★★
% of those who rode in past week for transport	21.6%	12.4%-30.7%	★★★
Detail			
% of those who rode in past week for commuting	10.4%	3.4%-17.5%	★★
% of those who rode in past week for education	5.1%	0.0%-10.6%	★
% of those who rode in past week for shopping	7.1%	2.0%-12.3%	★★
% of those who rode in past week to train/tram/bus	1.5%	0.0%-4.4%	★
% of those who rode in past week to visit friends/relatives	5.9%	0.3%-11.5%	★★
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	2.8	2.4-3.3	★★★
Average time ridden (mins) in past week by those that that had ridden	132	112-152	★★★
Household characteristics			
Working bicycles (incl. electrically assisted)			
% of households without a working bicycle	45.5%	41.6%-49.5%	★★★
% of households with one working bicycle	17.9%	13.9%-21.8%	★★★
% of households with two working bicycles	14.5%	11.0%-18.1%	★★★
% of households with three or more working bicycles	22.1%	18.1%-26.0%	★★★
Working electically assisted bicycles			
% of households without a working electrically assisted bicycle	97.9%	96.4%-99.5%	★★★
% of households with one working electrically assisted bicycle	2.1%	0.5%-3.6%	★★
% of households with two working electrically assisted bicycles	0.5%	0.0%-1.1%	★
% of households with three or more working electrically assisted bicycles	0.4%	0.0%-1.3%	★

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?

Consider the network that Wollongong already has and keep bicycle lanes as they are a good opportunity to move people around - accessibility of bikes to certain places could be made easier without having to share a road with cars

Groups of cyclists want to do 50km an hour on cycle paths and then you have women with babies going slower, it is not a good mix and is not safe

More bike tracks

More connections for bike riders to get from A to B - too many cars

Basically, some cycle initially of improving cycling I have not seen that. more bike cycle parking and lock bikes.

Bikes shouldn't be on the road unless there are bike paths

Build a mountain bike park in the hilly areas.

Creating more pathways close to the CBD, without going onto main roads. there is conflict to much between drivers and cyclists on main roads.

Drivers still don't appreciate bike riders

I don't think a lot of bike riders obey the rules; they are always up on the pavements. I don't like that. and i think more defined bike ways. paths set aside for bikes only,

I have a road bike and I'm too scared to ride. I'm looking at selling it. the drivers need to be educated more. bike riders are not easily seen. drivers are looking out for other cars not bike riders. and there are those drivers that just want to cause trouble.

I live in the northern suburbs 2515 and the roads are narrow not appropriate for bike and car traffic. i.e.: Lawrence Hargreave drive.

I think there could be more bike lanes around, where 2515 postcode is, as long as there are is a safe area for bikes, okay to be on-road

I think there's pretty good cycle paths around. i guess just around the place the footpaths are wide enough especially centre town and around the harbour that kind of area.

If we could get more cars off the road, more convenient

Increased population and traffic

It's a council's afterthought, they never planned it in line from the beginning of town planning. I've had numerous arguments with the council about repairs and adjustments etc

It's difficult as a cyclist due to current climate how car owners think towards cyclist. I ride from road to footpath for my own safety

It's really dangerous on the roads, one friend was hit by a bus and one friend hit by a truck. that's why we don't go on the roads.

It could be improved with bike lanes as it's congested. we could have safer access points to cycleways over the roads

It would be nice to see some clearer shared bike paths on the road and clearer signage around that. signage on the back road near Pioneer road along Pioneer road is a frequently used road that both bikes and cars share.

Its not well publicised as I wouldn't know where to do it bike riding is fun, but I wouldn't know where to go. i.e. where the bike ways are not enough advertising.

Like the bike paths. the rural to the south is good. need to be more of them.

Like the bike track that is coming connecting to northern suburb to Lake Illawarra.

Make it a bit safer and make sure the cars are aware of cyclists. that they look after us because they are bigger than us, they have more power to kill us, so it is they should try take care of us

More cycle tracks bmx track is good putting a mountain bike track out at the bush that will be good.

More cycleways and lanes on roads

More recreational riding, bike tracks, skate parks

Need more cycle paths that link to city and I think they need more mountain bike opportunity particular Mount Keira.

Needs to have more bike lanes on some of the road. more cbd area not many cycle ways around that area.

Not many options of recreation bicycle spots, also no accessible transport to better spots, living in Austinmer

One – I like to cycle on the cycleway, but I find groups of men who tend to like to race, and that's not good - also find that I don't mind driving on the road, but cyclists on the road, the bicycle fraternity seem to influence stupid rules.

Other cyclists aggressive, often fast

People on cycle track should be more aware of walkers on the cycle tracks. between Thiroul street and Wollongong area.

Roads and foot paths arnt in the best conditions for cyclists. too dangerous. the attitude of motorists to towards cyclists is unacceptable. obey the rules

The amount of traffic has built up. it's hazardous on roads but much better on the cycleways.

The condition of the bikeways has been terrible. after the weekend people have smashed bottles all over the bikeways, especially along the Princes Highway from Dapto to the racecourse/Kembla range. I've seen a bit of timber with nails in one end.

The gap between the edge of the road and the cars is small, and some of the way these drivers and cyclists can be a bit erratic.

The introduction of more bicycle lanes on the road would be of benefit. some of the bike baths are uneven, some of the paths have cracks and potholes which makes it very dangerous.

The roads safer when less congested

The serious cyclist and other that have fun or recreation. the cycling track should be more recreational for it can be stressful or invading by ringing the bell and riding fast. even if you are walking it is intrusive.

There's needs to be a cycleway that links up Tallawarra to Hayward's bay. then possibly onto the border of Albion park, would be safer for a lot of riders, on the edge of Wollongong city council area.

There has been an increase in the quality of bike paths particularly along the coast, but there are gaps. the gaps impact on how far I am prepared to travel.

There is more traffic now

Theres no facilities in the 2508 area. i.e.: down further the coast theres bikeways in the helensburgh area theres no cycleways at all. there needs to be cycleways both on road amd off road.

They need to have more bicycle tracks, at the present time where we live there's a shared roof between cars and bikes.

They should not ride on the roads

Too dangerous to ride, only on bike tracks i would ride. too much traffic, Australian drivers not respectful with bike riders. cars parked on side of road, too narrow. no designated area for bike riders very unsafe.

Very comfortable riding around my area. if you want to ride a bike to the local shops it's not easy, too many cars on the road.

We live near the cost and we have very good access and extensive cycle ways along our costal area.

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

A speed limit and more speed pumps on cycle ways that is shared with pedestrians to control people who want to go 50-60km an hour vs. women with babies or people with animals

For drivers to be more considerate of cyclists

Put in a bicycle route as it is a good opportunity for the future, we are reaching saturation point in terms of cars - cars are getting bigger and there needs to be more focus on increasing bike activity.

A mountain bike path would be great. there aren't any great paths.

Better planning on shared roads and bicycle routes

Biggest issue kids have is there are no safe places to ride bikes. having a connective cycleway for all community use

Bike track it has wrong people who get on the track. it's a shared root not just for individual. not enough space on road for a cyclist.

Bit more lighting on the streets, lot of the bike paths have cracks in them and potholes

Broad thing increasing bicycle infrastructure increase on and off-road cycle ways

Developing and promoting driver awareness and acceptance, I get surprised how arrogant people are, some people feel you haven't got a right to be there. driver education is the thing then.

Encourage it a little more. more bicycle lanes.

Enforcing rules about clusters of bikes, groups of cyclists on the roads. not talk to each other really loudly at 5 or 6am.

Get facilities oin the Helensburgh area there's no footpaths on Every street. cycleways are needed that's why I basically don't ride a lot because theres no cycleways on and off road.

I'd like to see more people riding their bikes. give them an incentive to do so. probably the younger kids getting sort of a skate park area to ride their bikes and then maybe getting some bike parking, an area to chain up their bike.

I do like the education idea, a lot of people don't know how to manoeuvre around cars, two abreast, regulatied registrations like motorvehicles

I suppose theres a lot of places where they should be made to ride on the cycleway available instead of on the road. theres a few roads along where I live and theres a cycleway and they ride on the road instead and they ride 2-3 abreast and you can't get passed

Id like them to separate cyclists on the road from cars as much as possible. ie: Lawrence Hargreave drive is narrow and windy it's had the speed limit reduced that has just increased the frustration of car drivers its an inappropriate road for large groups

I'd like to see a campaign targeting drivers regarding the road rules about how to negotiate cyclists on the road. its mainly around the rules around riding 2 abreast and the rules around passing.

If they could make it easier for people with a disability, i.e.: they could have groups I know they have riding for the blind so introducing something like that for people with other disabilities.

If they made more parking outside of the cbd, for people that work in the cbd, places for people to leave their bike at Beacon park leisure center. more parking outside of the cbd so people can park their bikes somewhere safe than walk into the city.

Improvement in the bike pathways

Infrastructure to have cyclist have own path on the road so that they are safe. Off Porter street middle of road big white painting of a bike and cars can park but I can't get around with a bike in this area. (it does not make sense) educating

It becomes a bit dangerous bikes vs car, some cyclists take up more space on the roads, more cycleways would be very beneficial

Just police the bikeways better with the more remote places as it's easier for people to get away with sabotaging the paths. i have found about 15 nails scattered along and it seems someone's just deliberately going along throwing them around.

More accessibility for it to be a transport option in the local area

More accessible for bike riders

More bike friendly paths. get all the cars off the road.

More education for drivers to be aware of bicycle riders.

More promotion and education for bike riding

More separate bike lanes

More signs for bicycle riding on the road

My kids always ask if they can ride the bike to school. it would be nice off-road path or wider footpaths so that they can ride to school.

Police some of the rules a bit, educate people about helmets, and to use the bike tracks, no one seems to bother anymore.

Provide or ensure people are safe when riding example bike paths are suitable to ride rather than roads

Push further education for bike riding in primary schools, education for bikes, drivers, and roads.

See cycleways extended, near a lake nearby request a suggestion

The promotion of dedicated bike tracks.

They could put more cycleways in to stop them riding on footpaths. it happens a bit but I can't blame them.

They need to educate cyclists on the etiquette of using, they just stop in the middle of the path, dangerous to kids. bikepaths need to be bigger, especially around Bulli and Woonona, only two meters wide.

They should make cycle access between Kiera street and Kembla street through the mall.

They should promote and campaign bike riding more. and they should have better pass-overs for bikes on roads to the coastal cycleway and it could be widened

To get them off main road and put onto a bike path to be safer

We have a combined path which both pedestrains and cyclists use. would like to have this path used for one or the other, have separate paths for both pedestrains and cyclists