

# National Cycling Participation Survey

2020

WOLLONGONG CITY COUNCIL



marketsolutions  
localgovernment  
researchgroup

CDM  
RESEARCH

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# 1 Introduction

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## 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<sup>1</sup>.

The survey fieldwork was conducted between March and May 2020 and spread over the period to reduce the effects of weather on cycling participation. The survey was conducted in a similar period in previous years. However, it should be noted that this period in 2020 coincided with significant restrictions on movement imposed by the response to the **COVID-19 pandemic**. There were very significant changes in travel patterns during this period that almost certainly affected the cycling participation rate.

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 70/30 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.

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

## 1.2 Perception indicators

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

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

As these questions require some insight into current cycling conditions only individuals who had ridden at least once in the past 12 months in the local government area were subject to these questions. Those who had not ridden at all in the past 12 months, or had only done so outside the municipality, were excluded from these questions. The barriers to cycling by non-cyclists 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 2016 household size (1, 2, 3, 4, 5, 6+ usual residents). The number of persons cycling is estimated by expanding the 2016 weights to estimated resident population for 30 June 2019 provided by the ABS.

## 1.4 Statistical significance

The estimates presented in this report are based on a sample of residents from the 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**

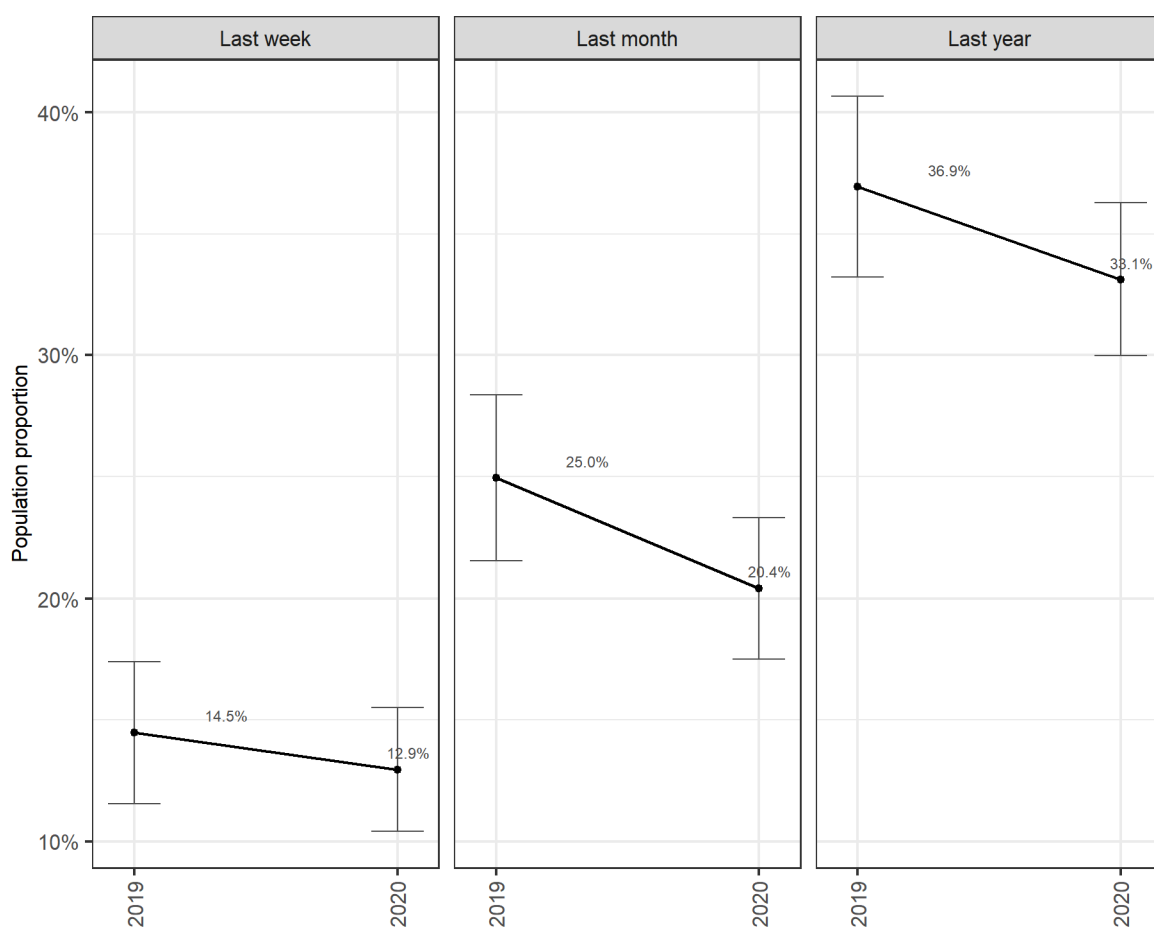
The sample consisted of 683 households containing 1,374 individuals. From the sample of 683 main respondents (i.e. the individual aged 15 or above with the next birthday that was selected for the interview) 96 had cycled at least once in the past year and so were presented with the perceptions component 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 12.9% (95% CI: 10.4% - 15.5%) of Wollongong City Council residents ride a bicycle in a typical week. One third (33.1%, 95% CI: 30% - 36.3%) had done so in the past year (Figure 2.1). While these proportions are somewhat lower than when the survey was last conducted in 2019 the differences are statistically insignificant when measured over the past week, but are significant over the longer time periods.

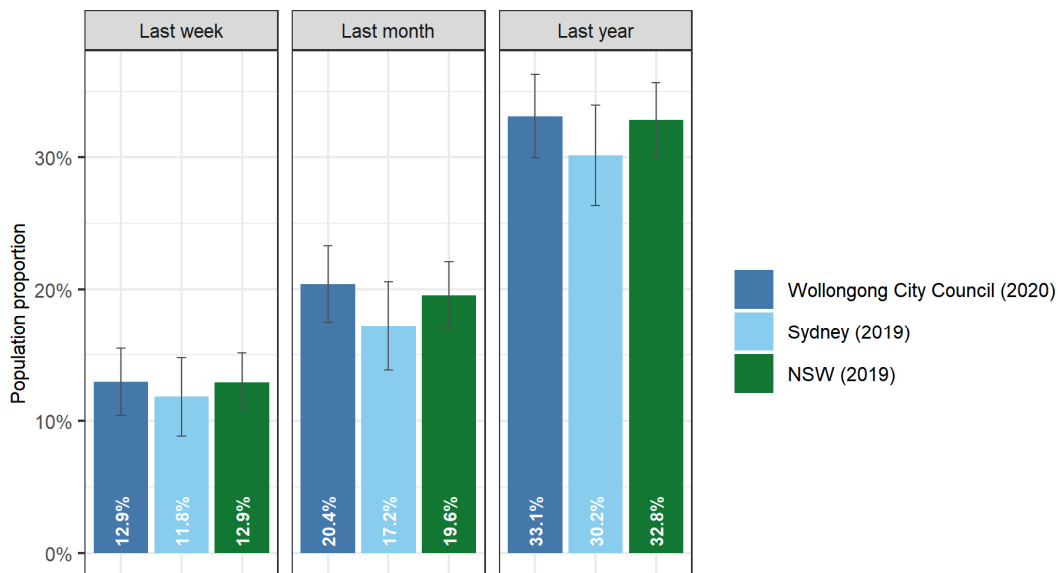


Sample: All persons

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

These participation rates translate to approximately 28,200 residents riding in a typical week and 72,200 residents riding at least once in a typical year.

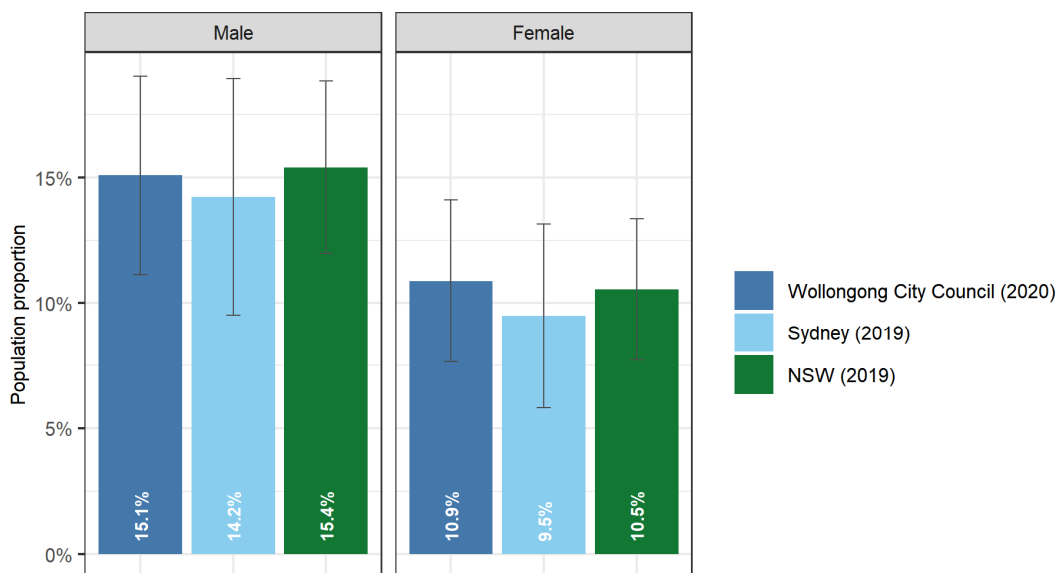
The cycling participation rate by residents of Wollongong are slightly higher than for Sydney and NSW overall when measured over the past month and year (Figure 2.2).



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).

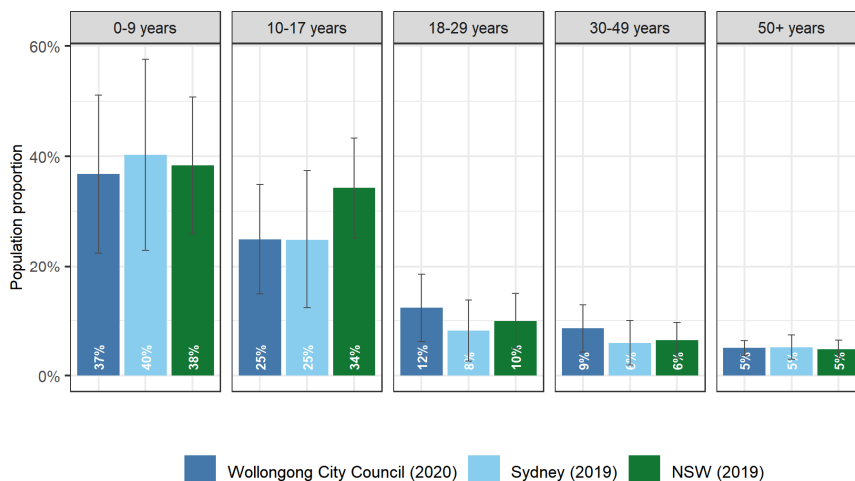


Sample: All persons, cycling participation in past week

■ Figure 2.3: Cycling participation by gender



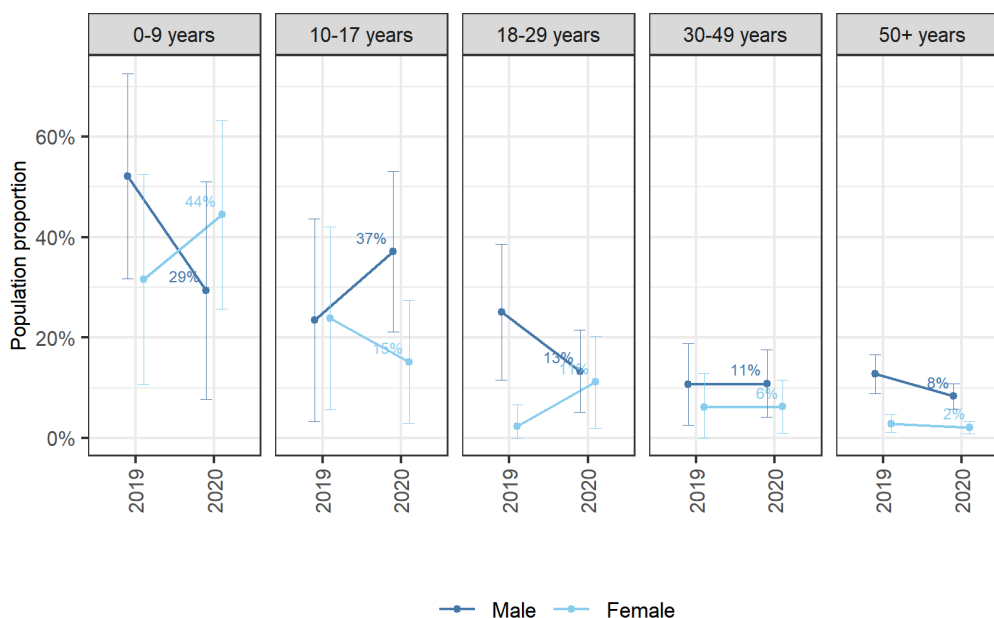
The highest cycling participation rate (measured as those who had ridden in the past week) was among children aged under 10 (Figure 2.4). The participation rate declines among teenagers and adults similarly to other parts of Sydney and NSW.



Sample: All persons, cycling participation in past week

■ Figure 2.4: Cycling participation by age

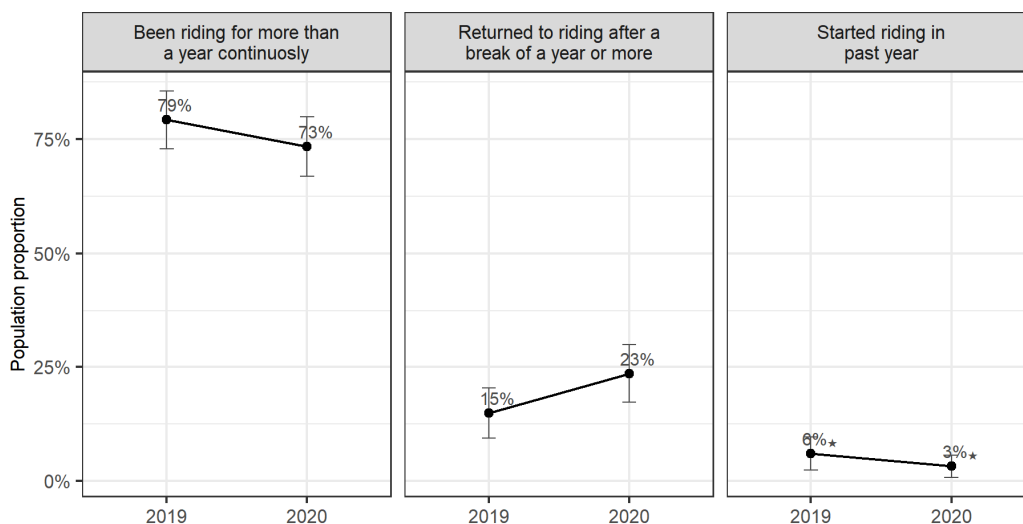
The participation rate by gender and age group in each of the two years the survey has been conducted is shown in Figure 2.5. The limited sample sizes in each cohort limit the validity of comparisons over time in these cohorts.



Sample: All persons, cycling participation in past week

■ Figure 2.5: Cycling participation by age and gender

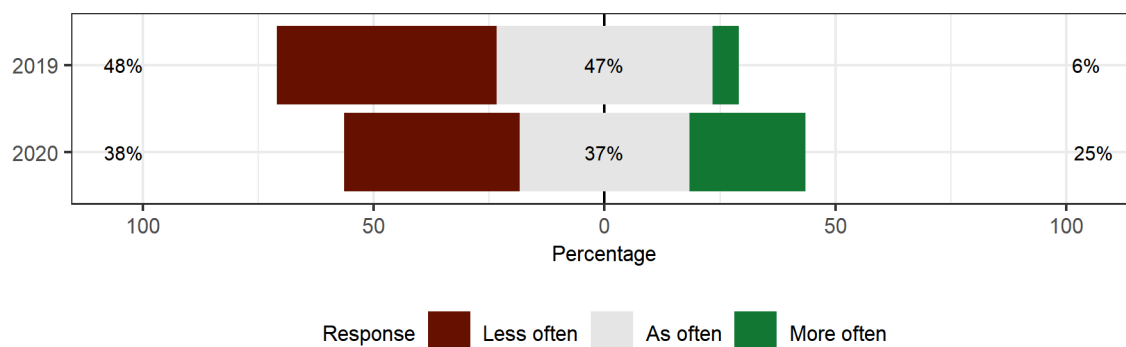
Those who indicated that they had ridden at least once over the past year were asked whether they had been cycling for a long period consistently, had recently started riding again or were altogether new to riding. Around three quarters of riders have been doing so continuously for more than a year with 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  
 \* Estimate should be treated with caution.  
 \*\* Estimate should be considered unreliable.

■ Figure 2.6: Cycling history

Among those who had ridden in the past year and were aged 15 or over who had indicated they had been riding continuously for more than a year, more (38%) indicated they were riding less often than more often (25%) (Figure 2.7).

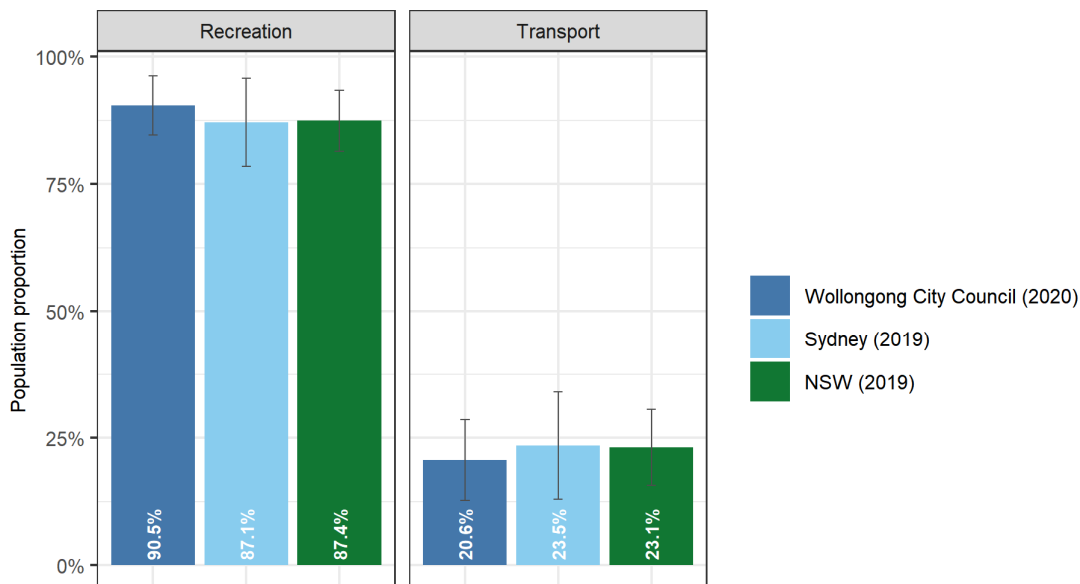


Sample: Persons aged 15+ who had ridden in the past year

■ Figure 2.7: Cycling frequency

The COVID-19 pandemic appears to have encouraged those who had not ridden for some time to return to doing so, and for those already riding regularly to do so more often. There is no indication from this data thought that the pandemic has encouraged new riding activity by those that have not ridden before.

Of the residents who cycled in Wollongong in the past month, 91% cycled for recreation and 21% used a bicycle for transport (Figure 2.8).



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). The proportion riding for commuting and shopping may be lower than elsewhere in Sydney while the proportion riding to education may be higher.



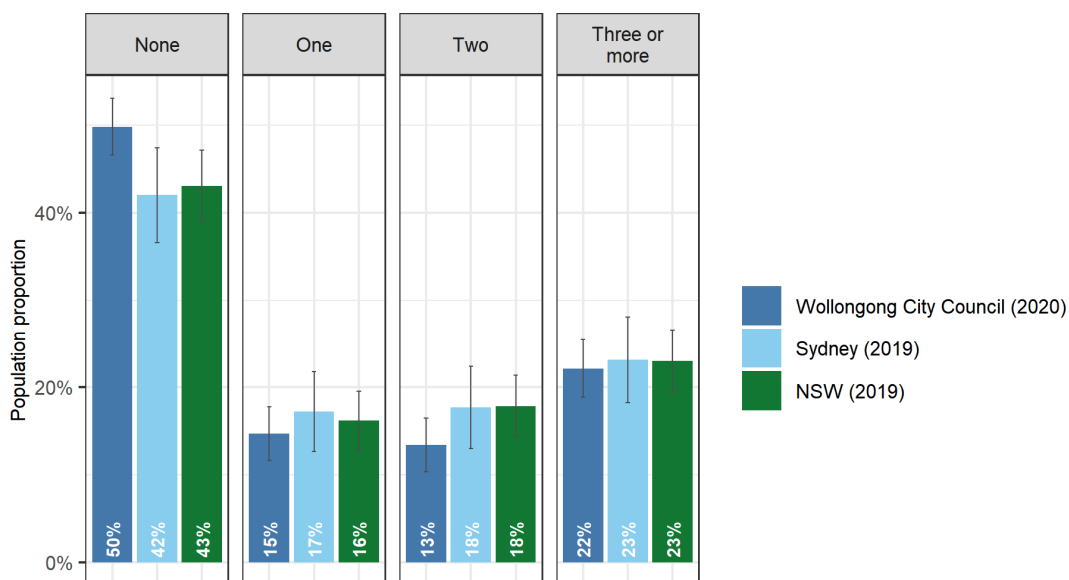
Sample: All persons who had ridden in the past month and who had travelled for each purpose (by any mode).

\* Estimate should be treated with caution.

\*\* Estimate should be considered unreliable.

■ Figure 2.9: Purpose of cycling for transport

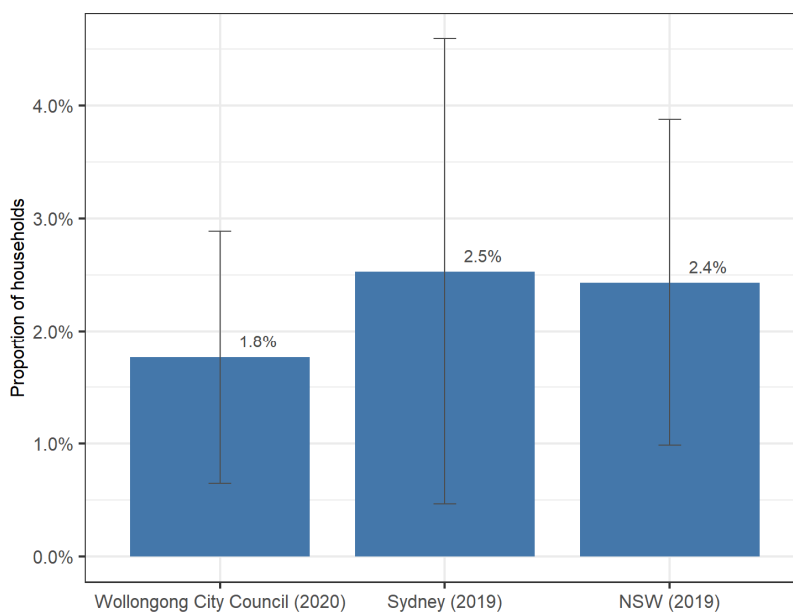
Half of households in Wollongong have access to at least one working bicycle (Figure 2.10). The proportion without access of a bicycle is slightly higher than is typical for Sydney and NSW.



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 1.8% in Wollongong and 2.5% in Sydney (Figure 2.11). It is cautioned that the is wide uncertainty in these estimates.

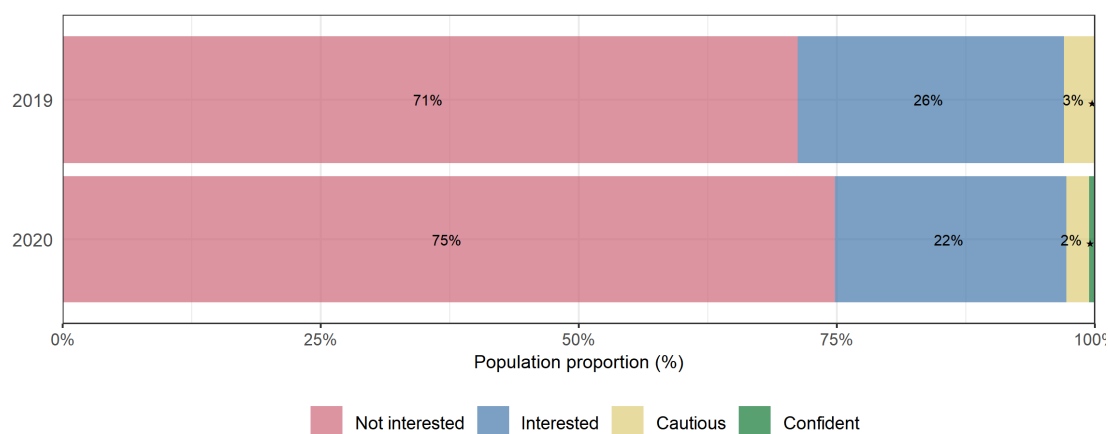


Sample: All households

■ Figure 2.11: Electrically assisted bicycle ownership by household

### 3 Rider perceptions

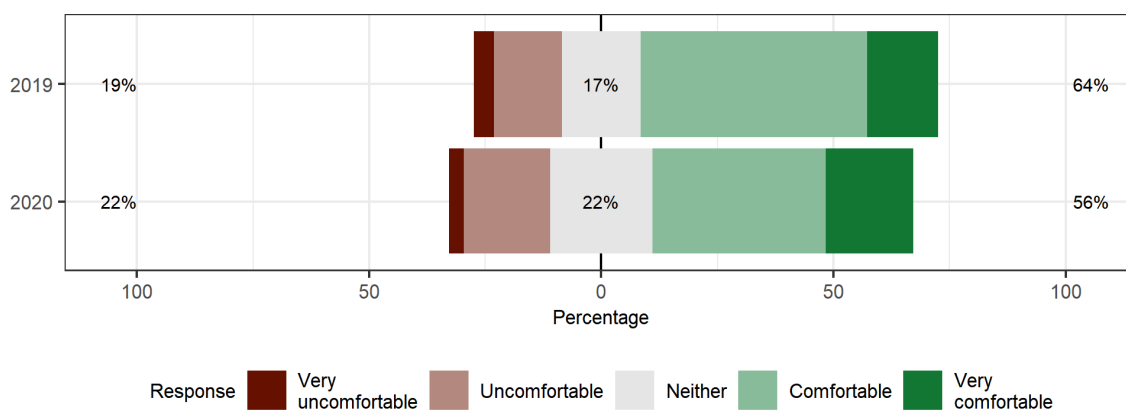
Respondents aged 15 or older were asked a range of questions about whether they would consider riding for transport trips. These respondents were then classified into four categories depending on whether they had undertaken cycling trips for transport over the past month or indicated they would consider doing so. 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 2% identified themselves as cautious riders; that is, they already ride for transport but prefer circuitous routes to avoid traffic. One respondent of 96 (1%) 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

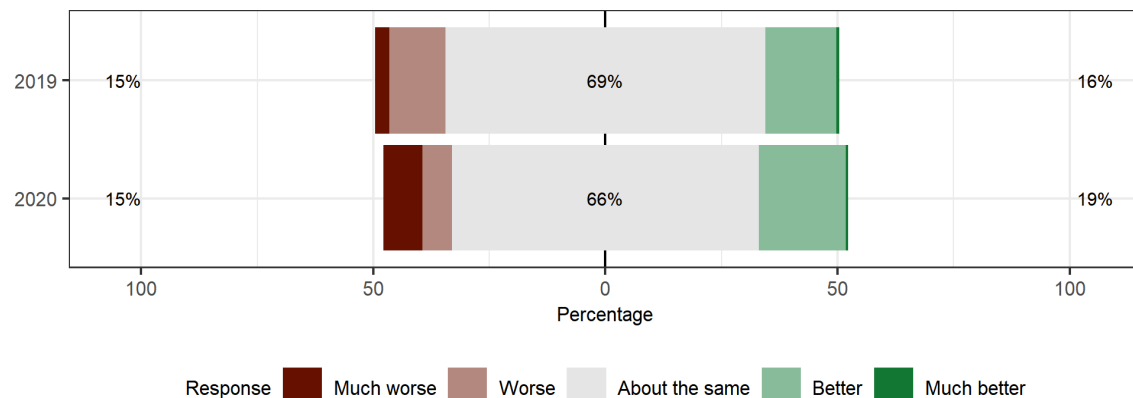
Those who had ridden at least once in the past year and were aged 15 or over were asked about their perceptions of riding in Wollongong. Most of those who had ridden indicated they felt comfortable or very comfortable (56%) doing so (Figure 3.2).



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?

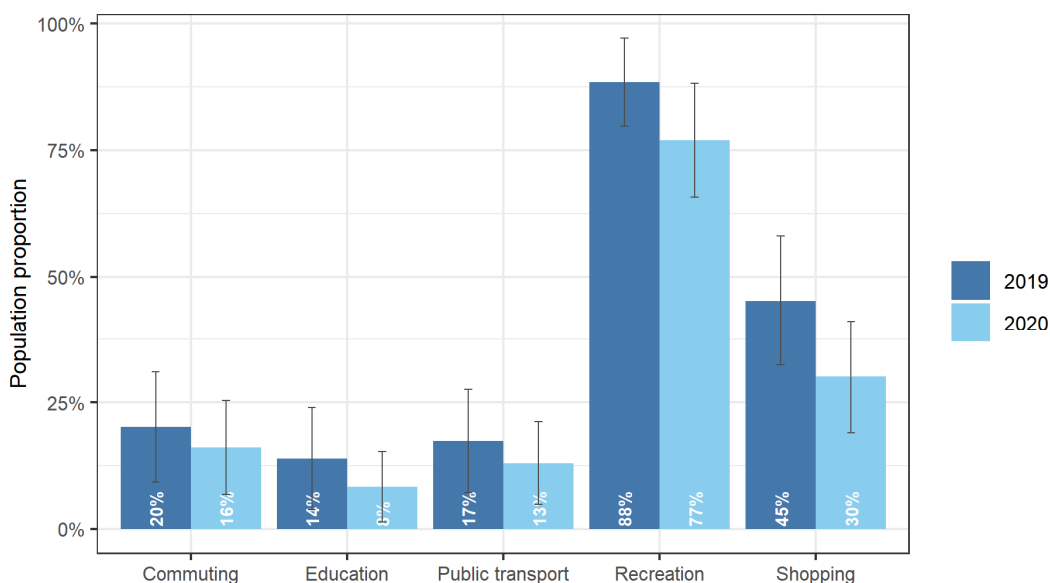
The majority of riders felt that conditions for riding in Wollongong had not changed over the past 12 months (66%) (Figure 3.3). This is unchanged from 2019.



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 your area have become much better, better, about the same, worse or much worse?**

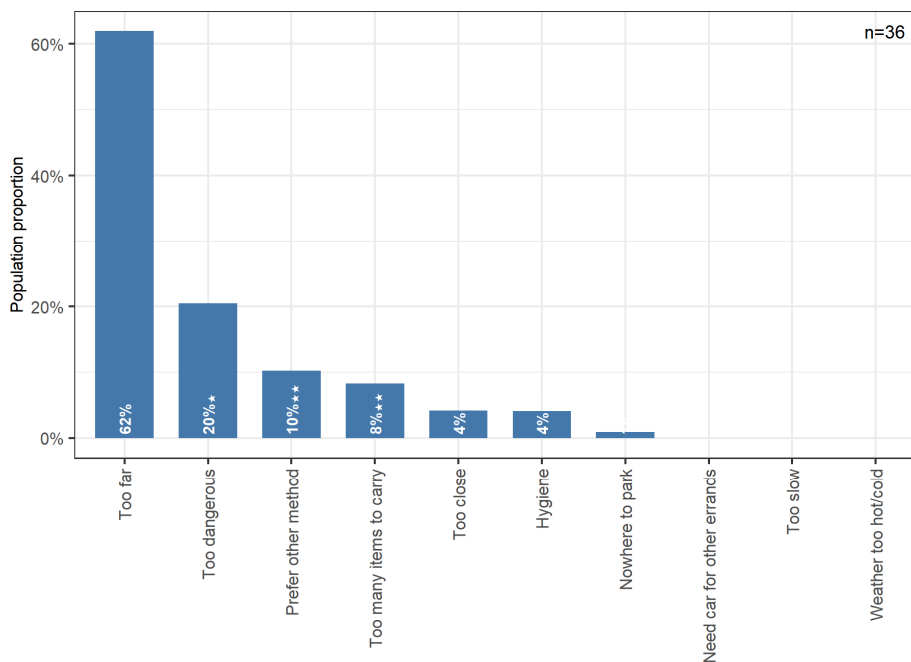
Respondents who had ridden in the past year were asked whether they had travelled to work, education (school or university), shopping, public transport or participated in recreational exercise or fitness in the past year. For those that had undertaken these activities, they were asked whether they had 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 (77%), and 30% had done so for shopping (Figure 3.4). In all cases except for shopping the changes are statistically insignificant.



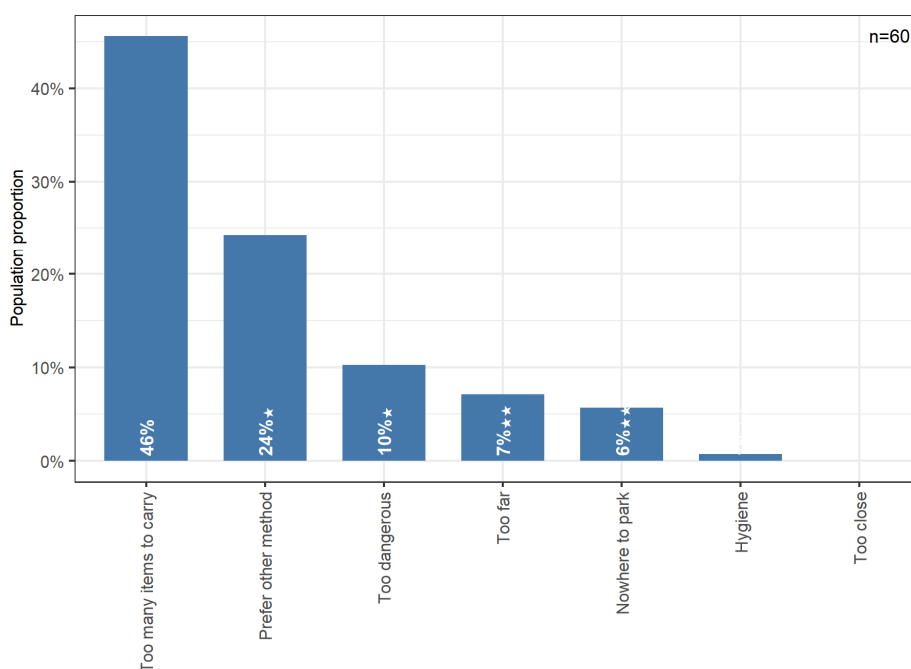
Sample: Persons aged 15+ who had ridden in past year

■ **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 cited reasons were that it was too far (62%) followed by it being too dangerous (20%). For those that had not ridden for shopping (Figure 3.6) the most cited reason was that they had too many items to carry (46%).



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

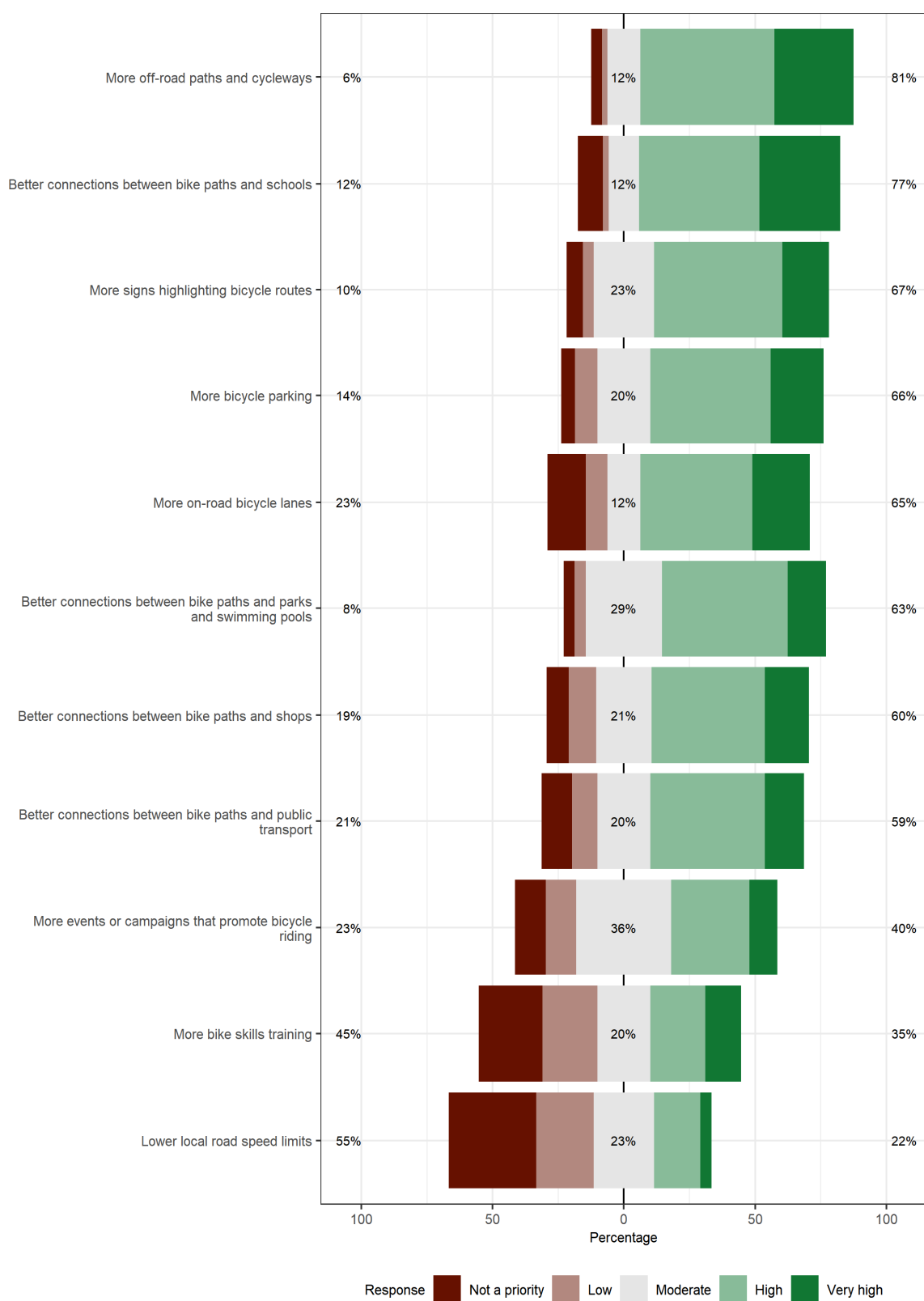


■ Figure 3.6: Why have you not used a bicycle for travel to shops in the past year?

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 (77%),
- more signs highlighting bicycle routes (67%),
- more bicycle parking (66%),
- more on-road bicycle lanes (65%),
- better connections between bike paths and parks and swimming pools (63%), and
- better connections between bike paths and shops (60%).





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

## Appendix A: Data Tables

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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	683		
No. of individuals	1,374		
Cycling participation	Estimate	95% confidence interval	Confidence rating
% who rode last week	12.9%	10.4%-15.5%	★★★
% who rode last month	20.4%	17.5%-23.3%	★★★
% who rode in past year	33.1%	30.0%-36.3%	★★★
No. who rode last week	28,200	22,700-33,800	★★★
No. who rode last month	44,600	38,200-50,900	★★★
No. who rode in past year	72,200	65,300-79,200	★★★
Participation by demography			
Gender			
% of males who rode last week	15.1%	11.1%-19.0%	★★★
% of females who rode last week	10.9%	7.6%-14.1%	★★★
Age			
% of 0-9 years who rode last week	36.8%	22.4%-51.1%	★★★
% of 10-17 years who rode last week	24.9%	14.9%-34.9%	★★★
% of 18-29 years who rode last week	12.3%	6.2%-18.4%	★★
% of 30-49 years who rode last week	8.6%	4.3%-12.9%	★★
% of 50+ years who rode last week	5.0%	3.7%-6.4%	★★★
Gender by age			
Male: 0-9 years	29.4%	7.7%-51.1%	★★
Male: 10-17 years	37.1%	21.1%-53.2%	★★★
Male: 18-29 years	13.3%	5.2%-21.5%	★★
Male: 30-49 years	10.8%	4.2%-17.5%	★★
Male: 50+ years	8.3%	5.8%-10.8%	★★★
Female: 0-9 years	44.4%	25.7%-63.2%	★★★
Female: 10-17 years	15.2%	2.9%-27.4%	★★
Female: 18-29 years	11.1%	1.9%-20.3%	★★
Female: 30-49 years	6.2%	0.9%-11.6%	★★
Female: 50+ years	2.1%	0.9%-3.4%	★★

Table A.1 (cont.): Participation statistics

Participation by purpose	Estimate	95% confidence interval	Confidence rating
<b>Summary</b>			
% of those who rode in past week for recreation/exercise	90.5%	84.7%-96.3%	★★★
% of those who rode in past week for transport	20.6%	12.7%-28.5%	★★★
<b>Detail</b>			
% of those who rode in past week for commuting	5.8%	1.4%-10.1%	★★
% of those who rode in past week for education	7.1%	2.1%-12.1%	★★
% of those who rode in past week for shopping	4.0%	0.1%-8.0%	★★
% of those who rode in past week to train/tram/bus	2.5%	0.0%-5.2%	★
% of those who rode in past week to visit friends/relatives	7.0%	1.8%-12.3%	★★
<b>Cycling travel</b>			
<i>Caution: cycling travel estimates are biased by self-reporting and recall limitations, and should be treated with a high level of caution.</i>			
Average number of days ridden by those that had ridden in past week	2.8	2.4-3.2	★★★
Average time ridden (mins) in past week by those that had ridden	205	138-271	★★★
<b>Household characteristics</b>			
<b>Working bicycles (incl. electrically assisted)</b>			
% of households without a working bicycle	49.8%	46.6%-53.0%	★★★
% of households with one working bicycle	14.7%	11.6%-17.7%	★★★
% of households with two working bicycles	13.4%	10.3%-16.4%	★★★
% of households with three or more working bicycles	22.1%	18.8%-25.4%	★★★
<b>Working electrically assisted bicycles</b>			
% of households without a working electrically assisted bicycle	98.2%	97.1%-99.4%	★★★
% of households with one working electrically assisted bicycle	1.8%	0.6%-2.9%	★★
% of households with two working electrically assisted bicycles	0.3%	0.0%-0.9%	★
% of households with three or more working electrically assisted bicycles	0.0%	0.0%-0.0%	

## Appendix B: Survey Script

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### INTRODUCTION

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

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

### USE BIRTHDAY SCREENER TO SELECT MAIN RESPONDENT

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

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

### CONFIRM LOCATION (LGA, REGION)

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

Yes 1

No (SPECIFY POSTCODE) 2

Q.2. Ask only Council samples – otherwise go to next question

And can you confirm that your council area is (READ IN COUNCIL AREA)?

INSERT COUNCIL AREA .....

CHECK QUOTAS AND CONTINUE OR TERMINATE AS REQUIRED

#### SECTION 1: MAIN RESPONDENT'S TRAVEL

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

Car as a driver 1

Car as a passenger 2

Motorcycle 3

Train 4

Bus 5

Tram 6

Bicycle, even just riding in your backyard 7

None of the above 8

#### INTERVIEWER NOTE: DEFINITIONS OF BICYCLES INCLUSIONS:

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

#### EXCLUSIONS:

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

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

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

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

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

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

INSERT NO. DAYS .....

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

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

INSERT NO. OF HOURS .....

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- |                                |   |
|--------------------------------|---|
| Travel to work                 | 1 |
| Travel to school or university | 2 |
| Travel to the shops            | 3 |



Recreational exercise or fitness	4
Travelled on a tram, bus or train	5
(None of the above)	8

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

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

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

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

Q.16. IF Q13=2 & Q14!=2 - Why have you not used a bicycle for travel to school or university in the past year?  
(DO NOT READ OUT) (ACCEPT MULTIPLES)

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

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

(DO NOT READ OUT) (ACCEPT MULTIPLES)

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

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

(DO NOT READ OUT) (ACCEPT MULTIPLES)

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

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

(DO NOT READ OUT) (ACCEPT MULTIPLES)

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

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

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

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

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

## SECTION 2: MAIN RESPONDENT'S DEMOGRAPHICS

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

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

GENDER: (RECORD AUTOMATICALLY)

Male	1
Female	2

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

Under 2 years	1
2 to 4 years	2
5 to 9 years	3
10 to 14 years	4
15 to 17 years	5

18 to 24 years	6
25 to 29 years	7
30 to 39 years	8
40 to 49 years	9
50 to 59 years	10
60 to 69 years	11
70 to 79 years	12
80 years or over	13
(Refused)	14

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

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

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

RECORD NUMBER.....

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

### SECTION 3: OTHER HOUSEHOLD MEMBERS TRAVEL

INTRO > 2 PEOPLE IN HOUSEHOLD:

We would now like to understand a little about the way the other people in your household use bikes and get a little detail about them. Starting with the oldest person in the household other than yourself and working down, could you tell me...?

INTRO = 2 PEOPLE IN HOUSEHOLD:

We would now like to understand a little about the way other people in your household use a bike and get a little detail about them, could you tell me...?

ASK Q.28 – Q.35 FOR EACH OTHER HOUSEHOLD MEMBER THEN GO TO CLOSE

Q.28. GENDER: What is their gender?

Male	1
Female	2

Q.29. AGE: What is their age? (INSERT 99 FOR DON'T KNOW)

Under 2 years	1
2 to 4 years	2
5 to 9 years	3
10 to 14 years	4
15 to 17 years	5
18 to 24 years	6
25 to 29 years	7
30 to 39 years	8
40 to 49 years	9
50 to 59 years	10
60 to 69 years	11
70 to 79 years	12
80 years or over	13
(Refused)	14
(Don't know)	15

Q.30. Ask for each person aged five years or over – otherwise go to next section  
OCCUPATION: Which of the following categories apply to THIS PERSON at the moment?  
(READ OUT) (ACCEPT MULTIPLES)

Student – Full time	1
---------------------	---

Student – Part time	2
Work – Full time (>35hrs/week)	3
Work – Part time (<35hrs/week)	4
Work – Casual	5
Work – Unpaid voluntary work	6
Unemployed and looking for work	7
Home duties	8
Pensioner – not retirement age	9
Retired – on pension	10
Retired – not on pension	11
Other (Specify)	12
(Refused)	13
Child – not school age	14

Q.31. In the last 7 days, has this person used any of the following methods of transport?  
(READ OUT) (ACCEPT MULTIPLES)

Car as a driver	1
Car as a passenger	2
Motorcycle	3
Train	4
Bus	5
Tram	6
Bicycle, even just riding in your backyard	7
None of the above	8
(Don't know)	7

#### INTERVIEWER NOTE: DEFINITIONS OF BICYCLES

##### INCLUSIONS:

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

##### EXCLUSIONS:

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

- RIDING ON A STATIONARY EXERCISE BICYCLE

Q.32. Ask if did not ride in the last 7 days – otherwise go to next question

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

In the last 2 weeks	1
In the last 3 weeks	2
In the last 4 weeks	3
More than a month ago	4
More than a year ago	5
Never	6
(Don't know)	7

Q.33. Ask if last rode in the last 7 days – otherwise go to Q21

In the last 7 days, on how many days did they ride a bicycle? (RECORD 99 FOR DON'T KNOW)

INSERT NO. DAYS .....

Q.34. What is your best estimate of the total time they have spent riding over the past 7 days?

(RECORD 99 FOR DON'T KNOW)

INTERVIEWER NOTE: Record number of HOURS. E.g. 60 minutes should be recorded as 1 hour.

MinutesHours MinutesHours

INSERT NO. OF HOURS .....

Q.35. Ask if rode in past 4 weeks, otherwise go to next question

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

To or from work	1
To or from school, university or study	2
To or from shopping	3
For recreation or exercise	4

To get a train, bus or tram	5
To visit friends or relatives	6
Some other reason (Specify)	7
Don't know	8

Q.36. How many bicycles in working order are in your household? INTERVIEWER NOTE:  
DEFINITIONS OF BICYCLES

INCLUSIONS:

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

EXCLUSIONS:

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

RECORD NUMBER.....

CLOSE

Q37. As part of quality control procedures, someone from our project team may wish to re-contact you to verify a couple of responses you provided today. For this reason, may I please have your first name?

RECORD FIRST NAME

Q38. As this is market research, it is carried out in compliance with the Privacy Act and the information you provided will be used only for research purposes. Your answers will be combined with those of other participants, no individual responses will be identified.

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

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### Do you have any comments regarding conditions for bike riding?

More cycleways off-road, either shared paths or entirely separated.

More bile lanes.

Generally it is ok. Some of the bike paths in certain sections are overgrown with grass and stuff and there can be a lot of debris and branches on certain parts of the bike tracks.

Good around the beaches.

I think cycle tracks are good in Wollongong. I stick to cycle tracks myself.

Riding on the cycle path is great but riding on the road has gotten much worse due to construction which is making the car drives frustrated or impatient.

I ride very defensively and cautiously and try to stay out of the traffic.

I think its reasonably safe. Not many issues.

I think they need more bike tracks and upgraded bike and footpaths in the northern suburbs of Wollongong.

Good bike paths from Thirroul to Wollongong. Traffic is much worse on the roads as there's lots more cars.

Well established pathways along the coast however more difficult within the suburbs where there are a lack of designated pathways and lanes. Focus on developing more connections of pathways for cyclists.

I think its pretty good actually. They have a lot of bike paths and places that you can go that can get you away from the road.

For a person of my age I think that the conditions of bike riding is pretty good.

There are not enough bike racks.

Make sure the track is completed all the way around the lake so you don't need to go on the highway at all.

It's a nuisance when cyclists ride side by side 2-3 abreast.

Lawrence Hargrave Drive is particularly dangerous and has bends and parts where there's no shoulder but there are a lot of cyclists.

Crossing of the track at the Corrimal Caravan Park, can't see traffic. It's a poor design and the change has made it worse.

Needs more bike paths outside the city.

The beachfront is good but everywhere else is dangerous. More bikes lanes and paths. The Princes Highway and Balgownie Road are especially dangerous.

More bike lanes on the roads.

I don't like what they have done at the beach.

There are a lot of fools riding bikes. You get some of these "professional" cyclists with all their gear who go around in groups and think they own the roads. Maybe we should register them and insure them.

More bike paths please.

Cycling at dusk/night isn't safe as people throw stuff at you. Perhaps have camera surveillance.

More upgrades of cycleways are required. Make more push bike friendly lanes. More designated bike lanes not for pedestrians.

In Wollongong, it's perfect but from where I live it is awful. There is nowhere to cycle, it is very different. When I cycle, I travel 30 km to Wollongong to cycle but from where I live it is useless.

I don't like the blue mile path, there should be a dedicated part for cyclists, some people ride too fast. They should add a bike line. Safety near the playground is a major concern.

Fix up the potholes.

I think there should be more bike trails. It would be nice not to have to ride on the road.

Great job around the parks.

There are some dangerous crossings and need safe overpasses.

There is so much traffic now however the bike track is good but the bike track is pretty dangerous too because there are so many people walking and you have to go early and vary your times. On the weekend you can forget it.

Fill the gap at Lake Illawarra so you don't have to go up to the Princes Highway.

On bike paths cyclists need to stick to the left.

It would be nice to have a wider shoulder on Lawrence Hargrave Drive as its difficult if there's any traffic. I think the bike track from Thirroul to Wollongong and beyond is a very good track. It goes along the beach, its quite flat, its scenic and safe.

Some of the places where they put speed humps and crossings, they force bike riders into the traffic which creates safety risks. An example is Woonona Circle near the railway station and shops, it defeats the purpose of the bike lanes.

Traffic lights are too quick to change. This causes a few problems in getting across the road.

The cycle track from Thirroul to Wollongong is brilliant, bike lane put in sea cliff bridge, hoped it would be linked, but instead the bike lane on sea cliff bridge has been changed to pedestrian, they need to put a bike lane in place.

The blue mile path and cyclists can be a problem as cyclists ride much faster than walking speed.

Fix the potholes in the roads.

People on cycle tracks: a lot are ignorant who think they own the world, abuse other people and don't follow the signs, some people don't care about others. If everyone did what they did on the road on cycle tracks there would be less problems.

There's a problem with shared paths, people are not respecting each other. To get from the beach to the university there is not a well-defined bike path, the beach though has a good bike path.

Cars have intimidated the older cyclists on the roads.

The council favours the centre of the city not the outskirts, there are no cycling paths in the northern suburbs.

I think it will radically increase with electric bikes in the future so more bike paths will be required. There are a lot of hills and the tracks and that need improvements and the drivers on the road think they own the road and you often are forced into the gutter.

Roads are appallingly unsafe which restricts the use of bikes. Roads are not set up or the mentality of a lot of Australian drivers / they don't leave enough space. They don't respect that bikes are vulnerable.

There's enough bike tracks - around the beach area there are enough bike parks – you don't really need to ride around the city.

Council keeps bike tracks ok, drivers are generally ok.

It would be good to have designated cycle lanes on the main road.

I am very comfortable in the areas that I go.

It is people on the cycle path spreading out, especially with small children. You're riding on the correct side and parents do not control their kids.

I think they've done a good job on the bike track from where I am in north Wollongong.

They can be wider and can be improved on in distance wise so they cover more areas. Northern suburbs particularly need to be covered. It stops at Thirroul.

I have concerns about some of the cycle ways there is some unsafe areas in regards to car traffic I feel the cars are reasonably comfortable to be around apart from a few idiots but you get that.

Probably get rid of all the bitumen style cycleways and go with concrete and more access ways on the main roads like when they put barriers up something like that to proper areas to cross so drivers know to look out for them.

Cycleways along the beach are good.

The path in Wombarra near the Scarborough Hotel is very bad - wooden planks, tight turns and rocks. The road is very narrow dangerous for cyclists with hardly any verge.

The areas that are hilly are often hard because there's no prepared bike track.

In my area there have been additional footpaths which is great.

They need to keep the maintenance of the footpaths, marking the lines and providing better wayfinding. So many parents need to teach their children how to ride bikes properly.

When there are group of riders riding if you're in a car, you have to stay 1 metre away. Sometimes I feel they should go in single file and not in a group because they take up too much room.

Tracks dedicated to bikes because there are too many other people using paths and it's dangerous for many pedestrians and bikes sharing the same paths.

They need to be improved, especially designated bike lanes.

People should stay on the bike paths - there could be more bikes paths.

There are some parts of paved surfaces which are very uneven.

It would be good to improve the conditions for bike riding in the city area.

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

A beach path to the university and maybe widening the path so you can share safely with pedestrians as it is hazardous. Maybe storage lockers in town if they could do it.

A campaign for motorist awareness safety: more care / off-road cycleways connecting to public transport and dedicated cycleways on-road.

Promote the paths and have better signage encouraging people to use the paths.

Better bike paths.

Better signage and lines on paths to make it clear on directions.

Consult with cyclists to make changes. Fairy Meadow Surf Club pole in the middle of the track, someone will run into it.

Dedicate bike lanes on major roads, upkeep and maintenance of those lanes, clean straight surfaces.

Designated bike lanes generally around the area. connecting bike lanes and more signage and information on different bike routes.

Enforce signs that exist that prohibit riding such as near the Wollongong Surf Club. If there's going to be a sign it needs to be backed up with enforcement.

First and foremost they need to create more bike paths.

For Helensburg and Stanwell Tops there is no such access. We don't have anything to do with bicycle tracks, footpaths or adequate roads. It's irrelevant for us up here because we don't get anything up here. We don't even have decent footpath to walk in our neighbourhood.

Get the traffic lights working.

Going to work at 5 am it's too hilly and windy dangerous with bikes. We need more lighting in the early morning.

I'm pretty happy with what they are doing. I see they are building miles of new tracks up north which is good.

I guess you need to have a secure lock up for your bike if your using it for transport.

I keep hearing they want to build a downhill track for mountain biking in Mt Keira and Mt Kembla. My concerns are that the bike trail might cause erosion when it rains. I don't like the idea. Unless they build boardwalks, I don't want to see bikes damage the vegetation.

I live on Kulgoa Road - there is a bike track along the beach, no cyclists use it as they use the main road not the track. I would like to see them banned and use the bike track instead.

I think the Mount Keira issue is problem and the issue is to educate cyclists on those roads to make sure they have the correct lights and visibility to protect them and the drivers.

I think there would be more value in bike parking and having someplace safe to lock your bike with your own lock.

I think they should encourage children to use the bike tracks more between schools and public transport.

I think they should have more pathways that are more easily accessible for bike riders. They should be near the roads.

I would like to see helmets enforced and in built-up areas in family friendly areas such as access to the pools the beach the surf clubs. Walking speeds should be introduced for cyclists.

Identify speed zones, something done to slow down cars, cross over bridges for busy roads such as Princes Highway and near Wollongong University to make it safer for kids.

If you have bike tracks available and there are push bikes on the road they should get a fine. This will help them stay on the tracks. I think push bikes should have a licence and a form of ID, that way it could help to pay for some of the infrastructure.

In dangerous spots I ride slowly on the footpath. You can't ride on the grass on a road bike but it's dangerous as wheels get trapped between grass and concrete in the groove. Over the bridge near North Wollongong walkers are unsure which side to cross as it's very unclear.

Increase designated bike riding lanes and tracks. It would be a priority so you can ride more.

It is pretty good, show signs where the bike tracks are to encourage people to ride there.

It would be good if they looked at improving the bike lanes and the conditions for bike riding in the northern suburbs of Wollongong.

Just make it a bit safer.

Just more effort on bike paths outside of the city.

Just the markings on the road to be clearer so we can actually ride on the road.

Lawrence Hargrave Road is too narrow. It gets a bit dangerous with vehicles passing – there's not a lot of room, there's nowhere for the bike to leave the road safely.

Like the idea of more paths and wider off-road paths.

Make more bike accessible tracks around.

Make the bike paths more accessible.

More areas that you can only ride a bike, no cars.

More bike lanes on the roads.

More bike tracks, lights on pedestrians, free bus take up a lot of slack compared to cycling, more students on bikes, designated lanes for bikes on roads.

More bike parking would encourage more people so you could lock your bike on to something as bike theft is very high in Wollongong.

More cycleways specifically for bikes around parks and recreational areas for children and families.

More awareness and education.

More off-road tracks for cyclists.

Safe bike storage or parking as bike theft in Wollongong is rampant now and stopping me riding my bike and leaving it places.

Safety of bike when parking, if you leave you bike, need a better way of storing if you can't take it on public transport.

The biggest concern I have that is using the cycleways with pedestrians with animals on a leash. You get two metres away from them and then the dog crosses your path and that is virtually a trip hazard for the push bike rider.

There are situations such as the corner of Spring Hill Road and Five Islands Road that used to be possible to ride along but they have modified the intersection to suit the traffic and now you can't ride a bike along that part of the intersection.

They have done alright with bike tracks. regular cleaning of the bike tracks.

They need to police the helmet requirements. That's the only gripe I have got - I see a lot of guys without helmets.

They should make bike riders who ride on the road pay for registration. Maybe slow their speeds down.

Put in more bike paths and footpaths, specially in the northern suburbs Wollongong.

Top priority provisions of cycle paths or lanes, linking the Seacliff bridge to Thirroul is the missing link.

I would like to see them stop people from riding bikes in the bush as it is causing terrible erosion and with the rain it washes away and is no good for the bush quality.

Where the cycleway crosses Elliots Road it's dangerous. Instead of crossing at the lights the northbound cyclists should turn right.