



National Walking and Cycling Participation Survey 2021

Sunshine Coast Council



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Contents

1	Introduction	1
1.1	Background.....	1
1.2	Sampling frame.....	1
1.3	Survey method.....	1
1.4	Survey design	1
1.5	Weighting	2
1.6	Statistical significance.....	2
1.7	Survey sample	2
1.8	Definitions	2
2	Walking	3
2.1	Participation	3
2.2	Purpose	4
2.3	Frequency and duration.....	5
3	Cycling	7
3.1	Participation	7
3.2	Purpose	12
3.3	Perceptions towards cycling	13
3.4	Conditions for riding.....	16
3.5	Bicycle ownership	17
4	Rideables	18
	Appendix A: Data Tables.....	19
	Appendix B: Verbatim responses.....	23
	Appendix C: Survey Script.....	42

1 Introduction

1.1 Background

The National Walking and Cycling Participation Survey (NWCPS) provides insight into walking and cycling activity across Australia. The survey replaces the National Cycling Participation Survey, a predecessor cycling-specific survey that was undertaken nationally biennially since 2011.

1.2 Sampling frame

The survey is administered as a telephone survey of residents of the study area using both landline and mobile telephone numbers. The sample consisted of a commercial database of landline and mobile telephone numbers with locality information. Numbers were drawn randomly and were dialled at least two times at different times of day and days of week before exhaustion. Where no contact was made to mobile numbers after the first call a text message was sent describing the purpose of the call and encouraging the respondent to call or text the fieldwork office to arrange a suitable time for the interview. Messages were left on answering machines inviting respondents to call back at a convenient time. Non-residential numbers were screened out from the interview.

Individuals of all ages who had been resident in the household for at least the past 90 days were considered in scope for the survey. The main respondent, in accordance with market research guidelines, had to be aged 15 or older.

1.3 Survey method

Given that walking and cycling activity are likely to be affected by seasonal variability and weather the survey fieldwork was conducted between March and June 2021, with interviews spread out over a period of several weeks to minimise the effect of local, short periods of unseasonal weather. The fieldwork period coincided with the ongoing COVID-19 pandemic. While fieldwork did not occur during lockdowns in any jurisdiction there had been recurring lockdowns of varying durations in most jurisdictions over the preceding 12 months which have significantly affected travel patterns.

The main respondent, aged 15 or older, was asked to respond on behalf of all household members. In this way more complete coverage of the population was obtained, including of children, in a cost-effective manner. However, this did require respondents to have a reasonable understanding of the travel patterns of other household members and is likely to come at the expense of some accuracy.

1.4 Survey design

Respondents to the survey are asked how recently they have walked or ridden a bicycle, the purposes for doing so and their perceptions towards these activities for both transport and recreation. The survey asked respondents to recollect when they last walked for at least five minutes outside their home, excluding gardening, and when they last rode a bicycle (including e-bicycles, but excluding stationary exercise bicycles) in any location. Those respondents who had done so in the past week were asked to recall on how many days and for how long they had walked or ridden. The retrospective approach, while cost effective, may not precisely measure the activity duration in particular. Moreover, to avoid recollection and definitional issues respondents were not asked how many trips they had undertaken by walking or riding.

1.5 Weighting

The person-level data are weighted at the gender and age level (2 – 9, 10 – 24, 25 – 49, 50+) to the ABS Census of Population and Housing 2016 population for the local government area. 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 the estimated resident population for 30 June 2019 provided by the ABS. These population estimates were the most recently available at the time this analysis was undertaken.

1.6 Statistical significance

All estimates presented in this report are subject to sampling variability as only a proportion of residents were interviewed. The approach adopted to represent this variability is to either (a) show the 95% confidence intervals on graphs, or (b) 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.

The 95% confidence interval represents the range within which we would expect the true population estimate to reside 95% of the time should the survey be repeated numerous times. Significant differences between parameters are present where the point estimate falls outside the confidence interval of a comparison parameter.

1.7 Survey sample

The sample consisted of 543 households containing 1,294 individuals.

1.8 Definitions

In this report *walking* is defined as travel by foot or using a mobility aid (e.g. wheelchair or mobility scooter) for at least five minutes duration outside the home. Physical activities such as gardening are excluded, but walking to public transport (if over five minutes) or within a shopping centre or supermarket (if over five minutes) is included.

Bicycle riding is defined as riding a bicycle for any purpose, of any duration in any location outside; this may include entirely on private property such as in a backyard. The definition of a bicycle includes any device with two or more wheels that can be pedalled, including children's bicycles, tricycles and electrically assisted bicycles (e-bicycles). Stationary exercise bicycles and motorised devices that require a licence such as mopeds and motorcycles are excluded, as are children's "kick bicycles" lacking pedals and scooters of all types.

2 Walking

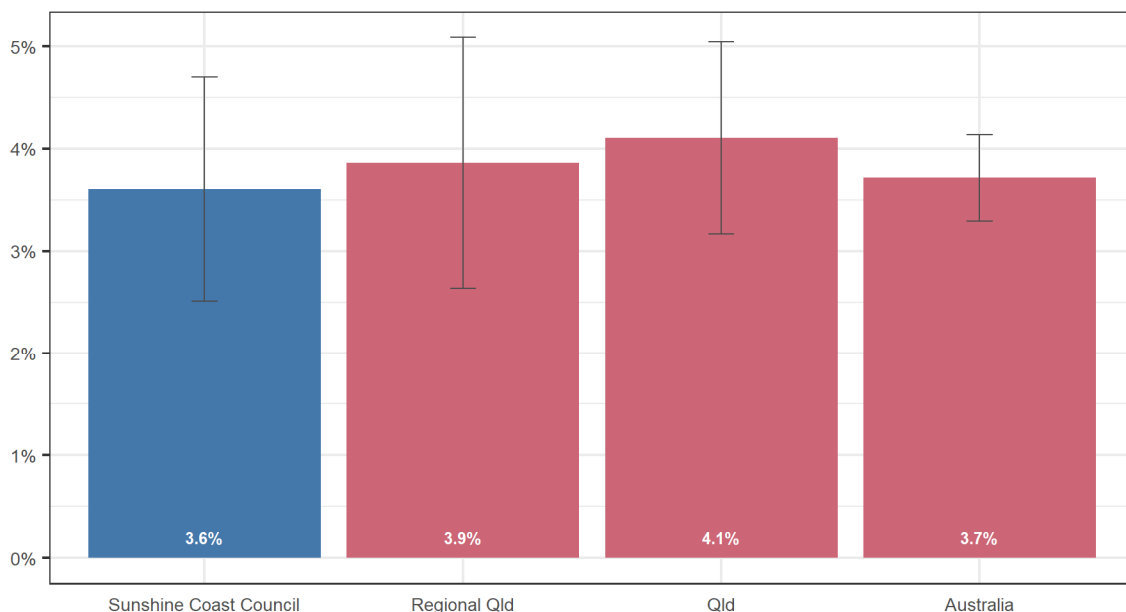
2.1 Participation

Walking was defined as:

- travel by foot or using a mobility aid such as a wheelchair or mobility scooter that occurred outside the home, and
- a duration of at least five minutes.

By this definition walking within the home (including on a treadmill), or very short distances such as from the home to a parked car, are excluded. Physical activities such as gardening were also excluded on the basis that they are unlikely to include five minutes of continuous walking. It was assumed that children under two years of age had not walked for five minutes, and that lying or sitting in a bassinet or stroller does not constitute walking. Most other forms of walking are included – such as walking for recreation, walking to shops, public transport, or a workplace, walking to escort others (such as an adult escorting a schoolchild, or pushing a pram) or driving to a shopping centre and then walking within that shopping centre for at least five minutes.

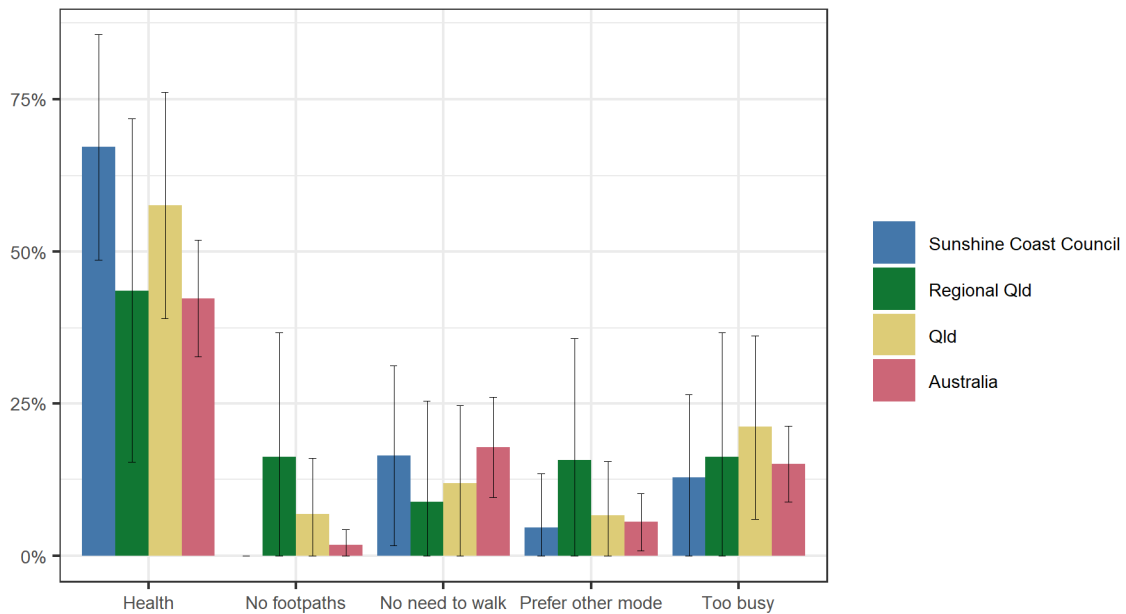
The majority of the population walk or use a mobility aid at least once in a typical week for five minutes or more outside their home; in Sunshine Coast Council it is estimated that only 3.6% (95% CI: 2.5% - 4.7%) do not walk in a typical week compared with 3.9% (95% CI: 2.6% - 5.1%) in regional Queensland (Figure 2.1).



*Error bars are 95% confidence intervals
Sample: All persons*

■ **Figure 2.1: Proportion of residents who have not walked in the past week**

Of the few individuals (2.0% of respondents aged 15 or over) who did not walk in the past week, most in Sunshine Coast Council did not walk for health reasons (67.2%, 95%CI: 48.7% - 85.6%) or because they had no reasons to walk (16.4%, 95%CI: 1.7% - 31.2%).

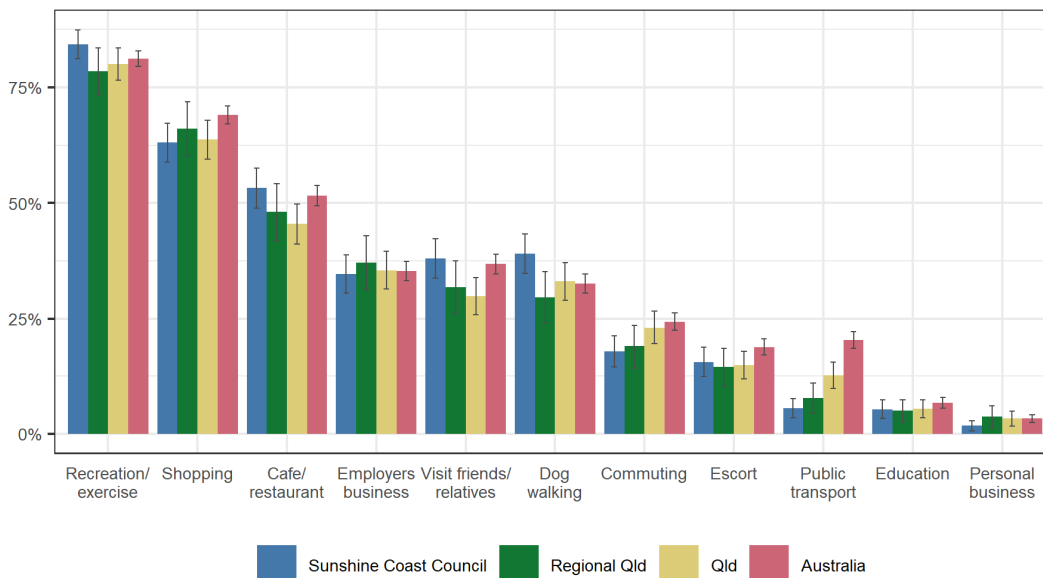


Error bars are 95% confidence intervals
 Sample: respondents aged 15+ who have not walked for at least 5 minutes in the past 7 days

■ Figure 2.2: Reasons for not walking

2.2 Purpose

Among those who walk in a typical week (98.0% of those aged 15 or older) 84.4% (95% CI: 81.3% - 87.5%) in Sunshine Coast Council do so for recreation or exercise, followed by shopping (62.9%, 95% CI: 58.8% - 67.1%) and travel to a café or restaurant (53.0%, 95% CI: 48.7% - 57.3%) (Figure 2.3).

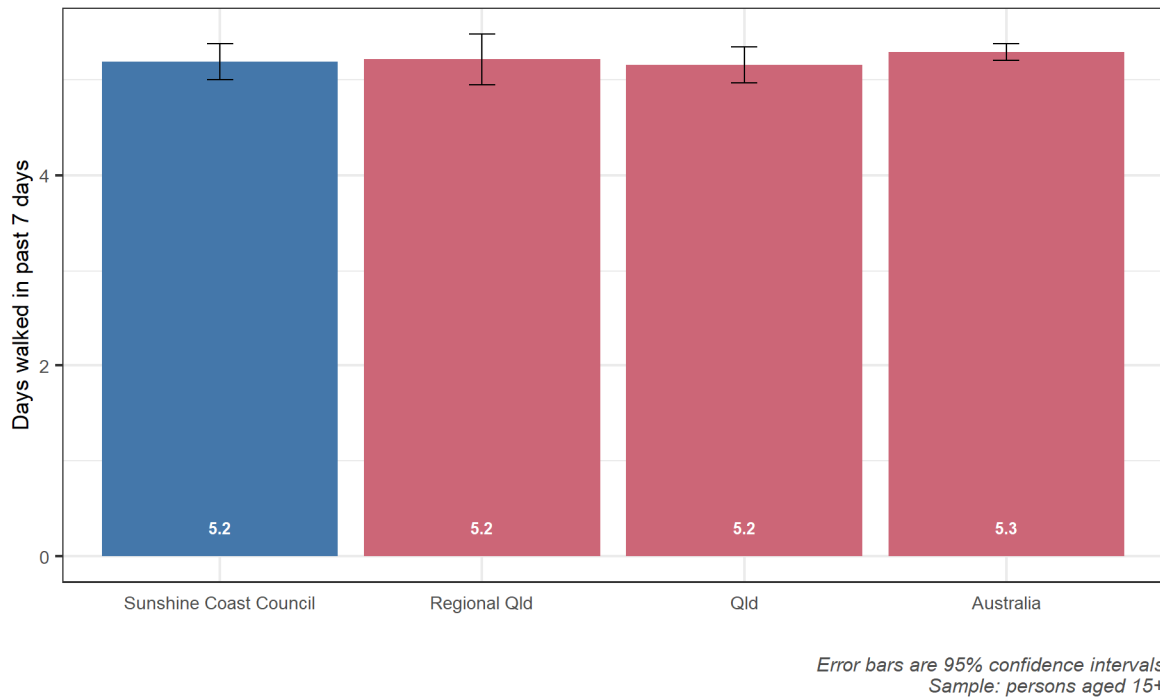


Error bars are 95% confidence intervals
 Sample: persons aged 15+ who have walked for at least 5 minutes in the past 7 days

■ Figure 2.3: Walking purposes over past month

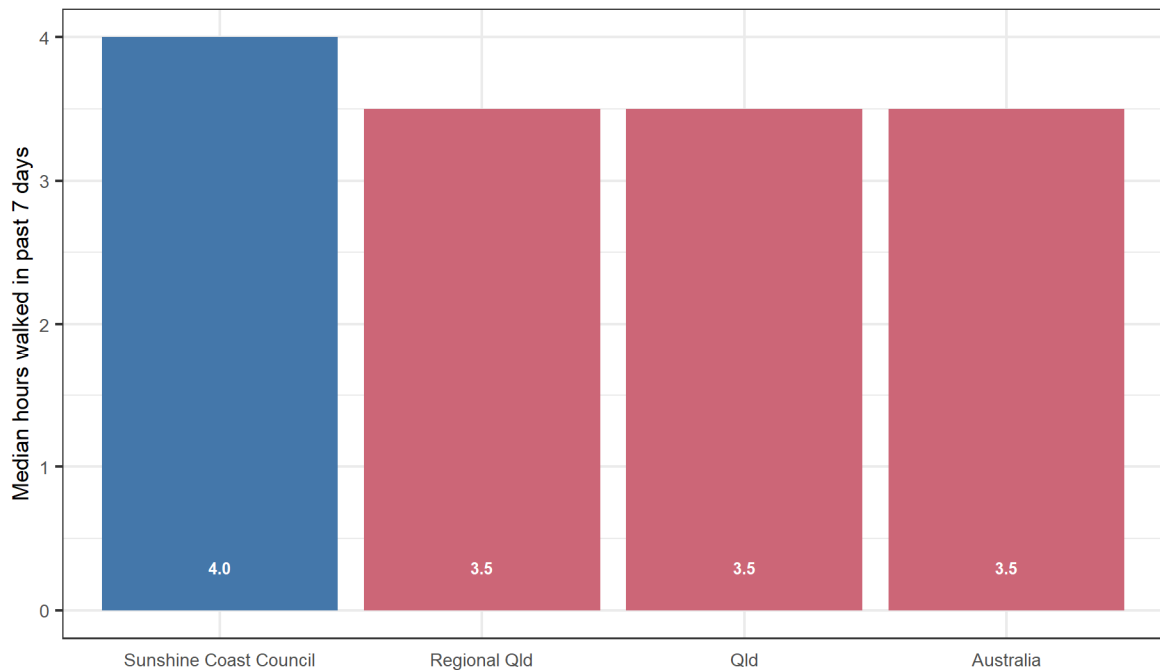
2.3 Frequency and duration

The average number of days on which respondents aged 15 and over walked in Sunshine Coast Council was 5.2 days (95% CI: 5.0 – 5.4) over the previous 7 days.



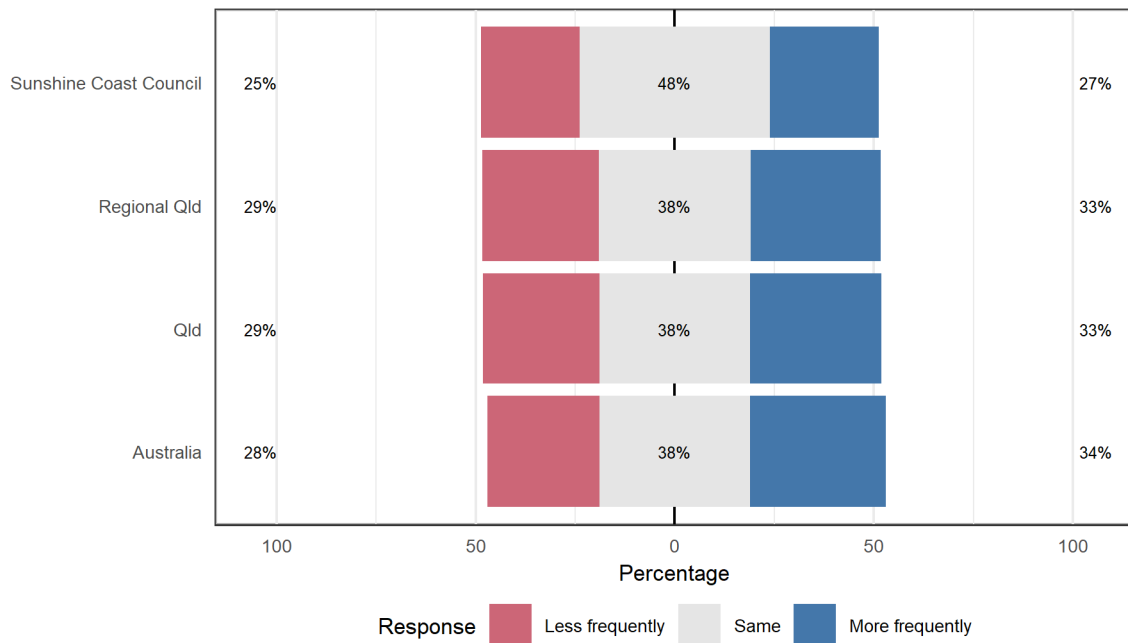
■ **Figure 2.4: Days walked in past 7 days**

Among those aged 15 and over, the median hours walked in the previous 7 days in Sunshine Coast Council was 4.0 hours (95% CI: 3.5 – 4.0) (Figure 2.5).



■ **Figure 2.5: Hours walked in past 7 days**

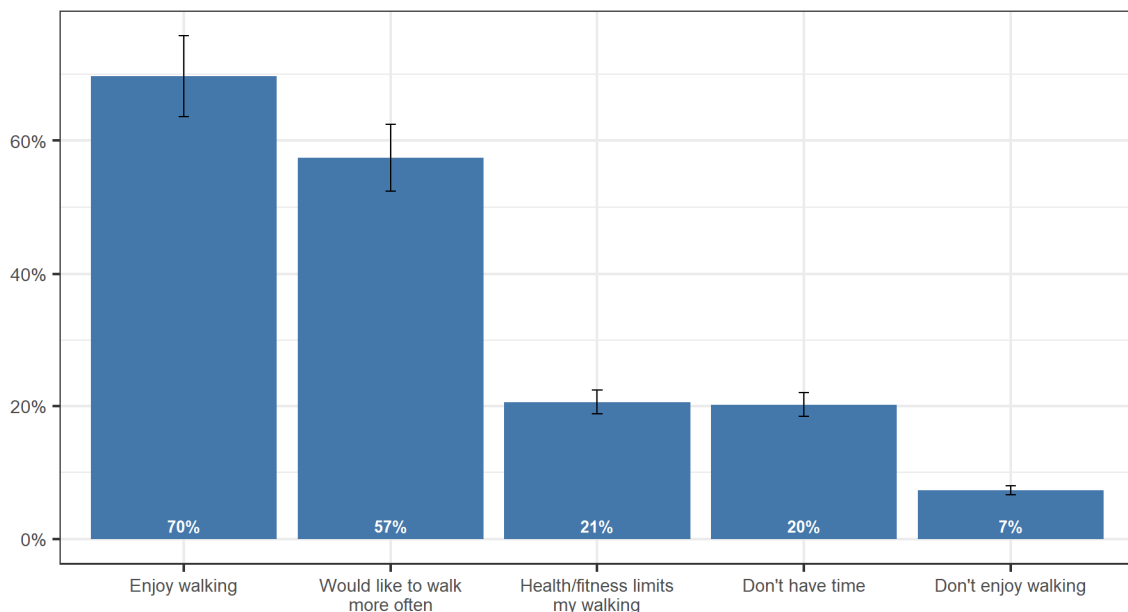
Among those aged 15 and over who had walked in the past week slightly more (27.4%, 95% CI: 18.8% – 36.1%) residents of Sunshine Coast Council had walked more often than less often (24.8%, 95% CI: 16.3% - 33.4%) compared to a year ago (Figure 2.6).



Sample: Persons aged 15+ who had walked in the past 7 days

■ Figure 2.6: Change in walking frequency compared to a year ago

Most respondents who had walked in the past week (98.0% of those aged 15 or older) indicate they enjoy doing so (69.7%, 95% CI: 63.6 – 75.8%) and 57.4% (95% CI: 52.4 – 62.4%) would like to walk more often (Figure 2.7). A small minority of respondents referred to an absence of safe, convenient, or pleasant walking routes nearby or the weather as limiting their walking activity.



Error bars are 95% confidence intervals
Sample: Persons aged 15+ who had walked in the past week

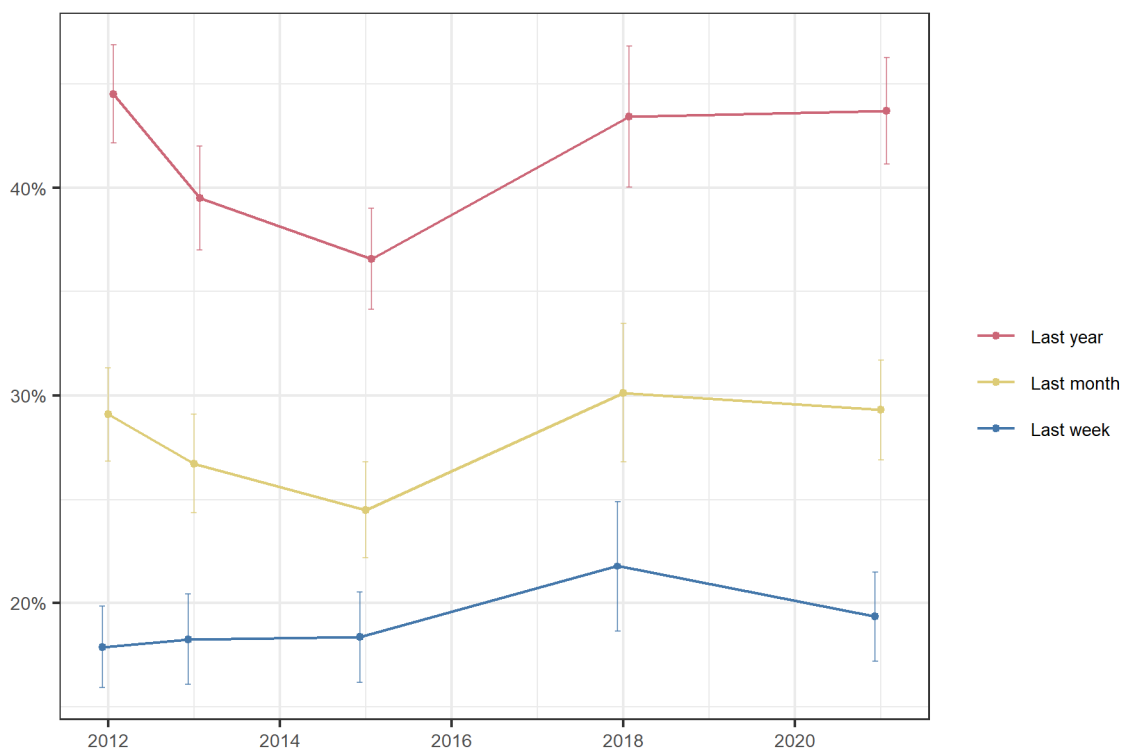
■ Figure 2.7: Attitudes towards walking

3 Cycling

3.1 Participation

Cycling participation was defined as riding a bicycle for any purpose in any location outside (including a backyard or on a farm) and of any duration. The definition of a bicycle included any device with two or more wheels that can be pedalled. This includes children’s bicycles with training wheels, pedal tricycles and quadricycles, cargo bicycles and electrically assisted bicycles (e-bicycles). It excludes devices such as children’s tricycles or kick or balance bicycles that lack pedals, scooters, stationary exercise bicycles (or riding indoors using a conventional bicycle on a trainer or rollers) and motorised devices that require a licence such as mopeds or motorcycles. Where a bicycle could accommodate one or more passengers, such as children’s seats and trailers, the passenger was not considered to be riding unless they could actively contribute to the propulsion. By this definition, for a tandem bicycle both individuals were defined as having ridden but where an adult was riding with a child in a trailer only the adult was considered to be riding.

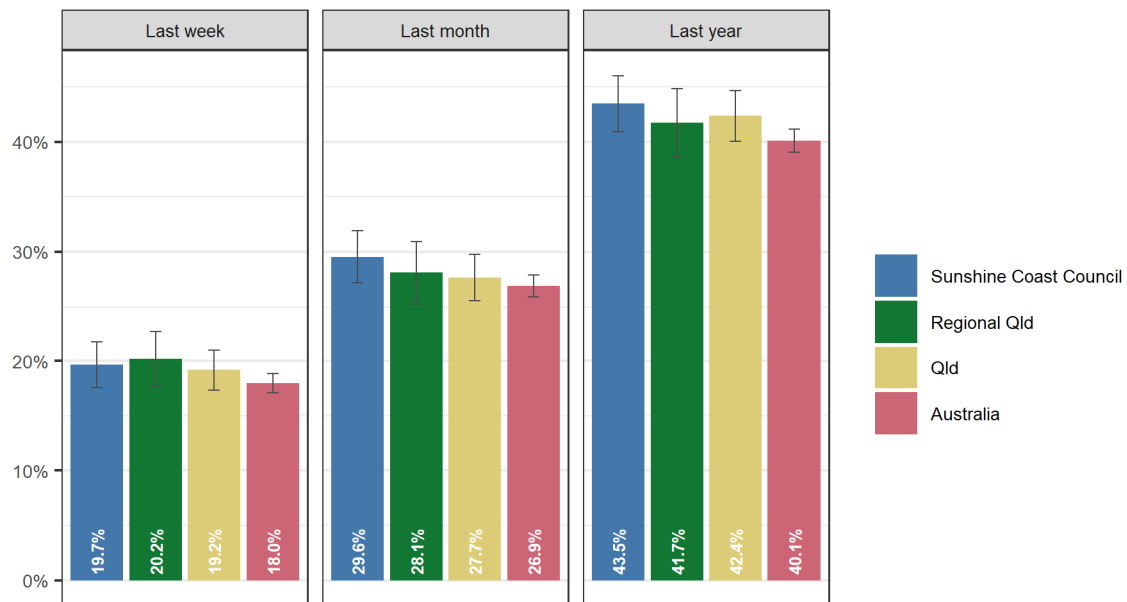
The survey suggests that 19.7% (95% CI: 17.5 % - 21.8%) of Sunshine Coast residents ride a bicycle in a typical week. Around 43.5% (95% CI: 40.9% - 46.0%) had done so in the past year (Figure 3.1). These participation rates translate to approximately 66,200 (95% CI: 59,000 - 73,400) residents riding in a typical week and 146,300 (95% CI: 137,800 - 154,900) residents riding at least once in a typical year. The proportion riding has not changed to a statistically significant extent since the survey was last undertaken in 2018.



Error bars are 95% confidence intervals
Sample: All persons

■ Figure 3.1: Cycling participation rate

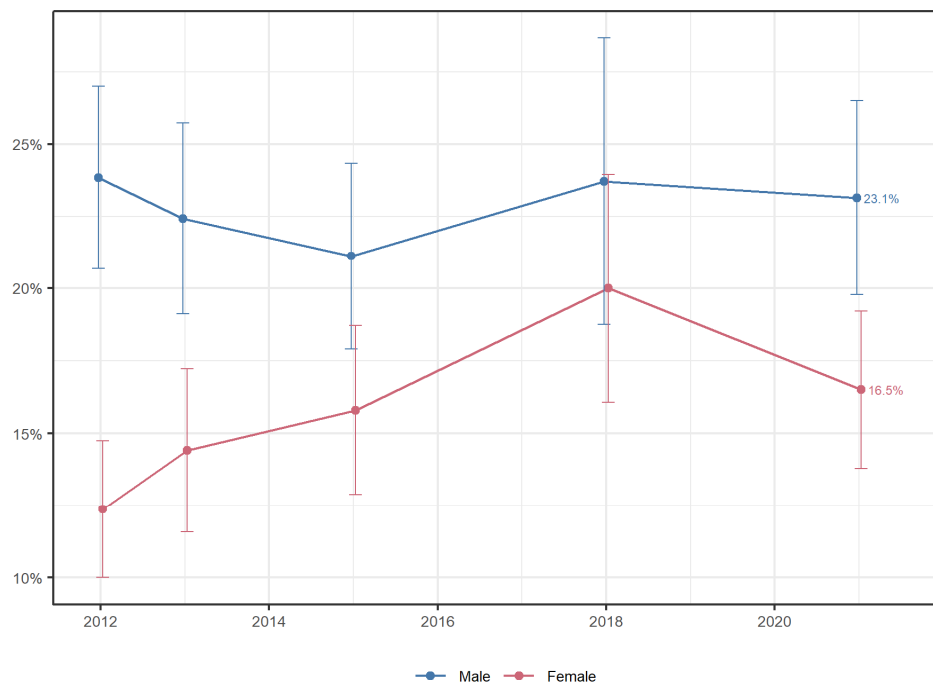
The cycling participation rate is similar to that of regional Queensland and the state overall and may be slightly higher than the national average (Figure 3.2).



Error bars are 95% confidence intervals
Sample: All persons

■ Figure 3.2: Cycling participation rate by region

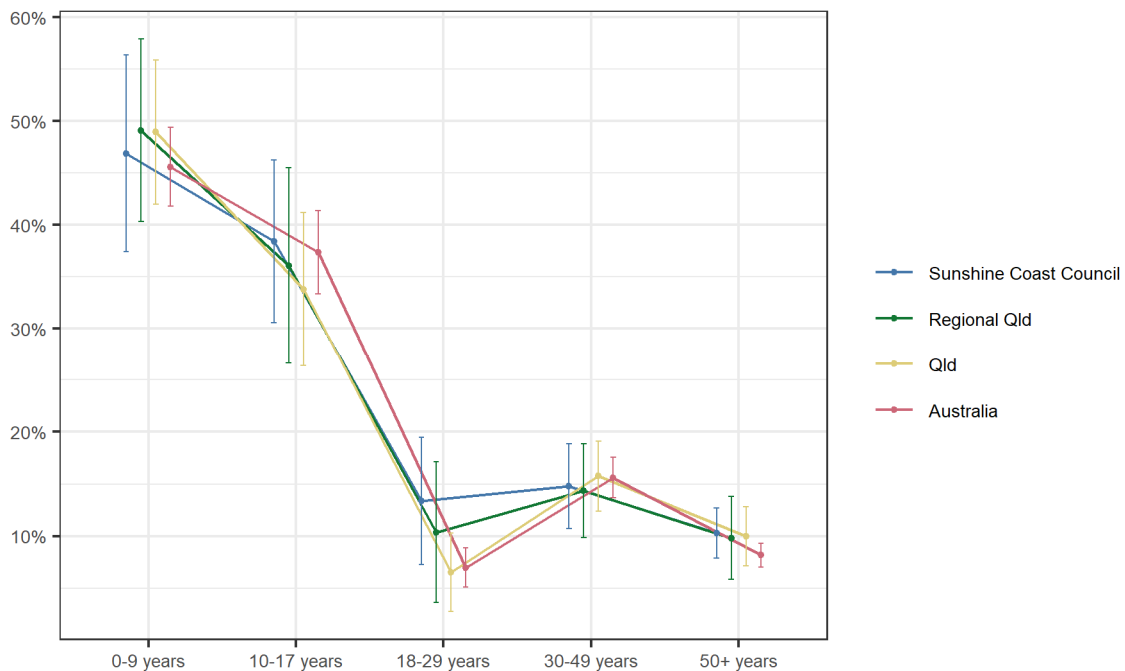
Males are significantly more likely to have ridden in the past week than females (Figure 3.3). The cycling participation rate over the past week among male residents of the Sunshine Coast is 23.1% (95% CI: 19.8 – 26.5%) compared with 16.5% (95% CI: 13.8 – 19.2%) for females. The participation rate among females may have decreased since the survey was last undertaken in 2018.



Error bars are 95% confidence intervals
Sample: All persons, cycling participation in past week

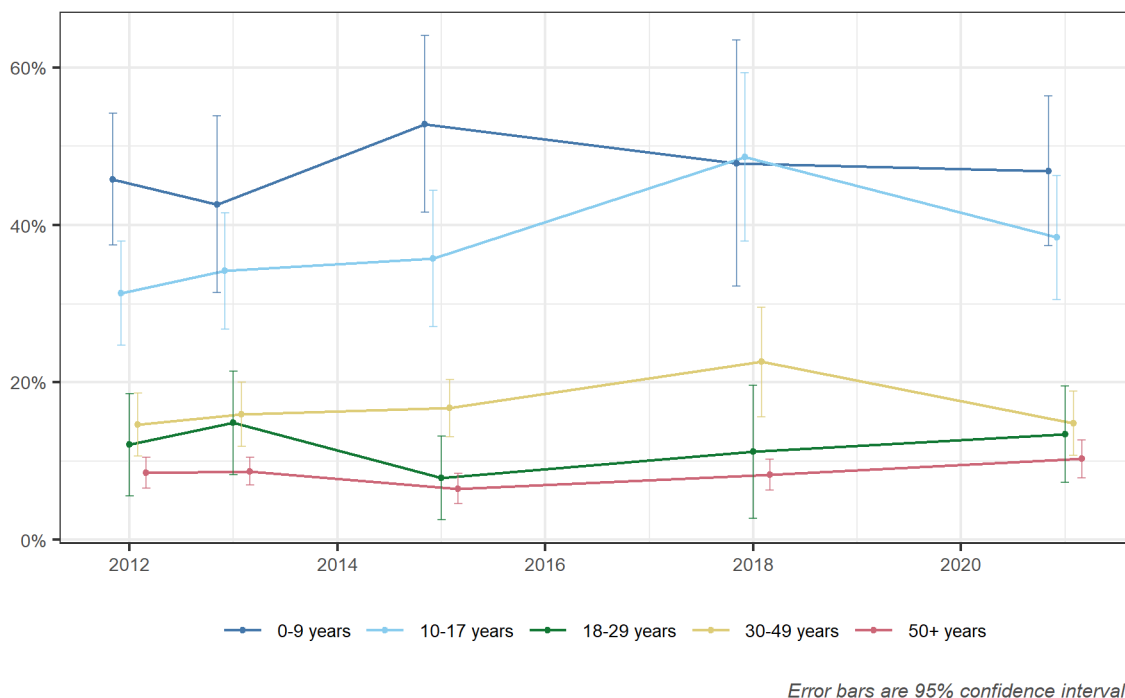
■ Figure 3.3: Cycling participation by gender

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 cycling participation rate deteriorates marginally among teenagers before dropping precipitously among young adults. The trend by age among Sunshine Coast residents is similar to other areas.



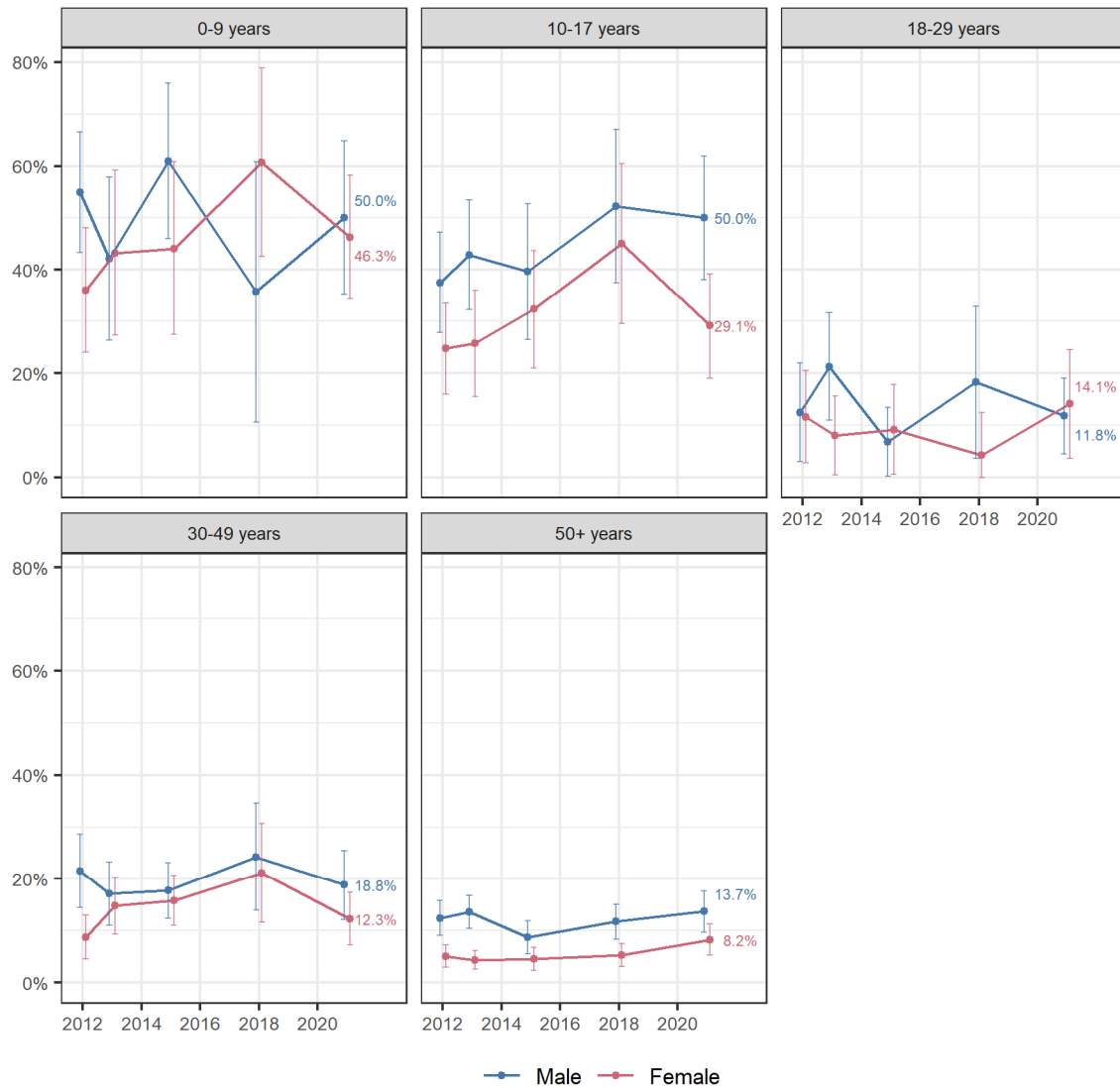
■ Figure 3.4: Cycling participation by age

The participation rate may have declined since 2018 among teenage residents of the Sunshine Coast, as well as those aged 30 to 49 but has marginally increased among those aged 50 and older (Figure 3.5).



■ Figure 3.5: Cycling participation by age and year

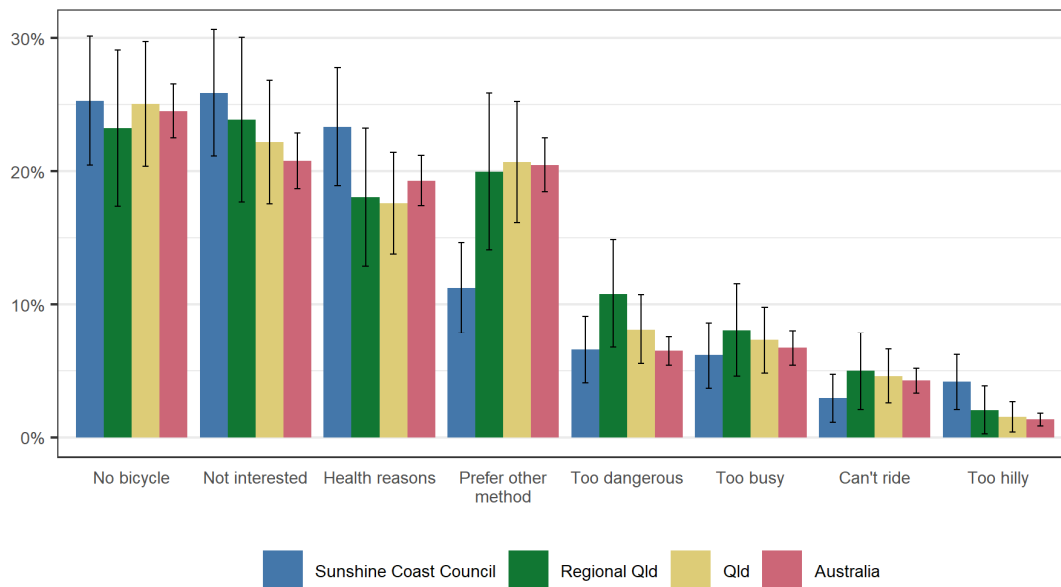
The trend in participation rate by gender and age group over the five years in which the survey has been conducted is shown in Figure 3.6. The margins of error for some cohorts are large – most especially children of both genders. There is no statistically significant change in any group between 2018 and 2021 aside from females aged 30 to 49, among whom the participation rate has declined.



Error bars are 95% confidence intervals
 Sample: All persons, cycling participation in past week

■ Figure 3.6: Cycling participation by age and gender

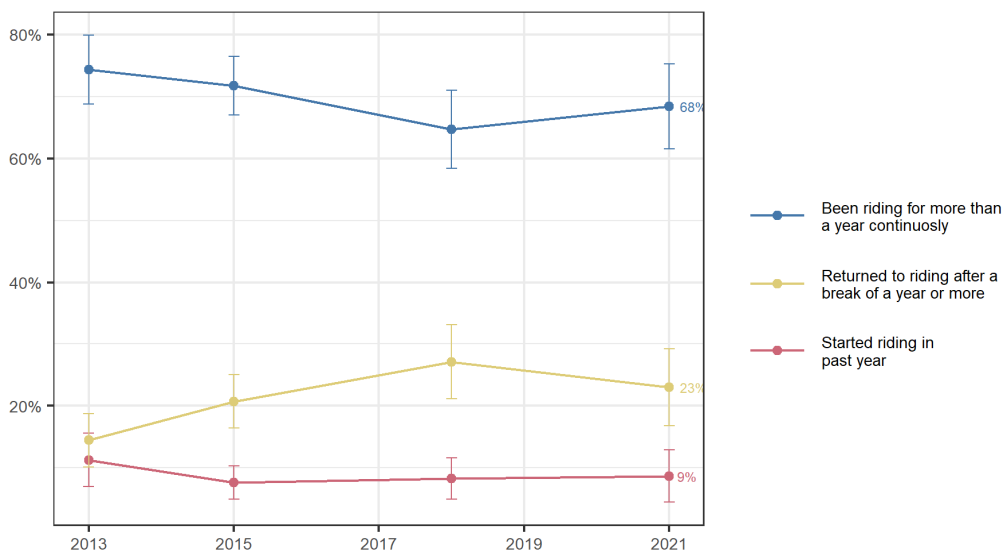
Those who had not ridden a bicycle in the past year, and who were aged 15 or older, were asked why they had not done so¹. The most commonly cited reason was that they did not have a bicycle (25.3%, 95% CI: 20.4 – 30.1%), that they were not interested or health reasons preclude them doing so (Figure 3.7).



Error bars are 95% confidence intervals
 Sample: Persons aged 15+ who had not ridden in the past year

■ Figure 3.7: Reasons for not riding a bicycle in the past year

Those who indicated that they had ridden at least once over the past year (32% of those aged 15 or older) 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. The proportions have not changed significantly between 2018 and 2021.

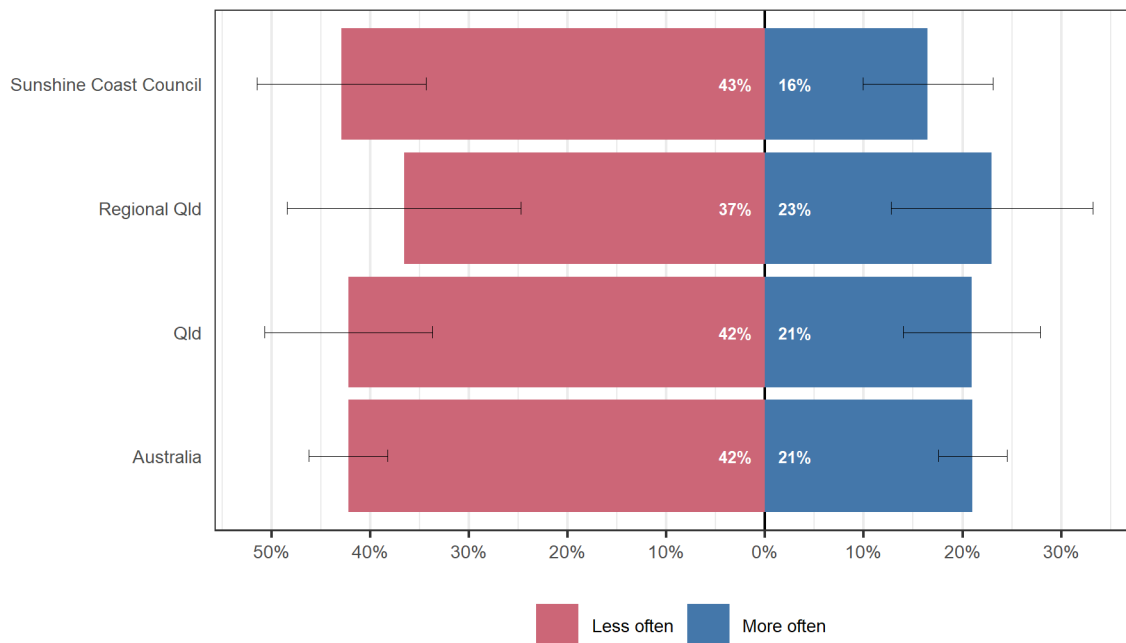


Error bars are 95% confidence intervals
 Sample: Persons aged 15+ who had rode in the past year

■ Figure 3.8: Cycling history

¹ 68% of those aged 15 or older had not ridden in the past year.

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 (32% of those aged 15 or older), more (42.9%, 95% CI: 34.4 - 51.5%) indicated they were riding less often than more often (16.5%, 95% CI: 9.9 - 23.1%) (Figure 2.7).

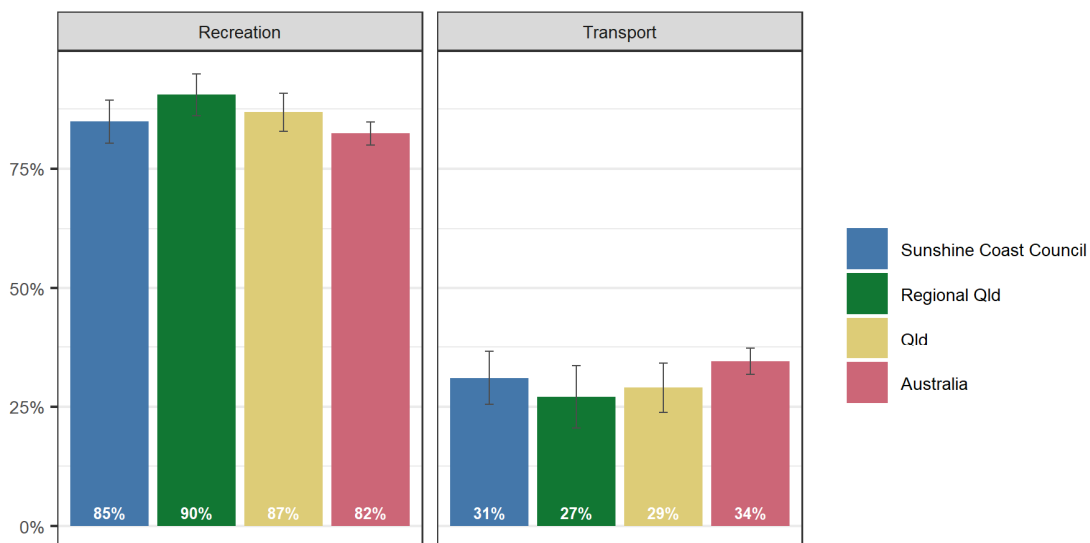


Error bars are 95% confidence intervals

■ Figure 3.9: Cycling frequency

3.2 Purpose

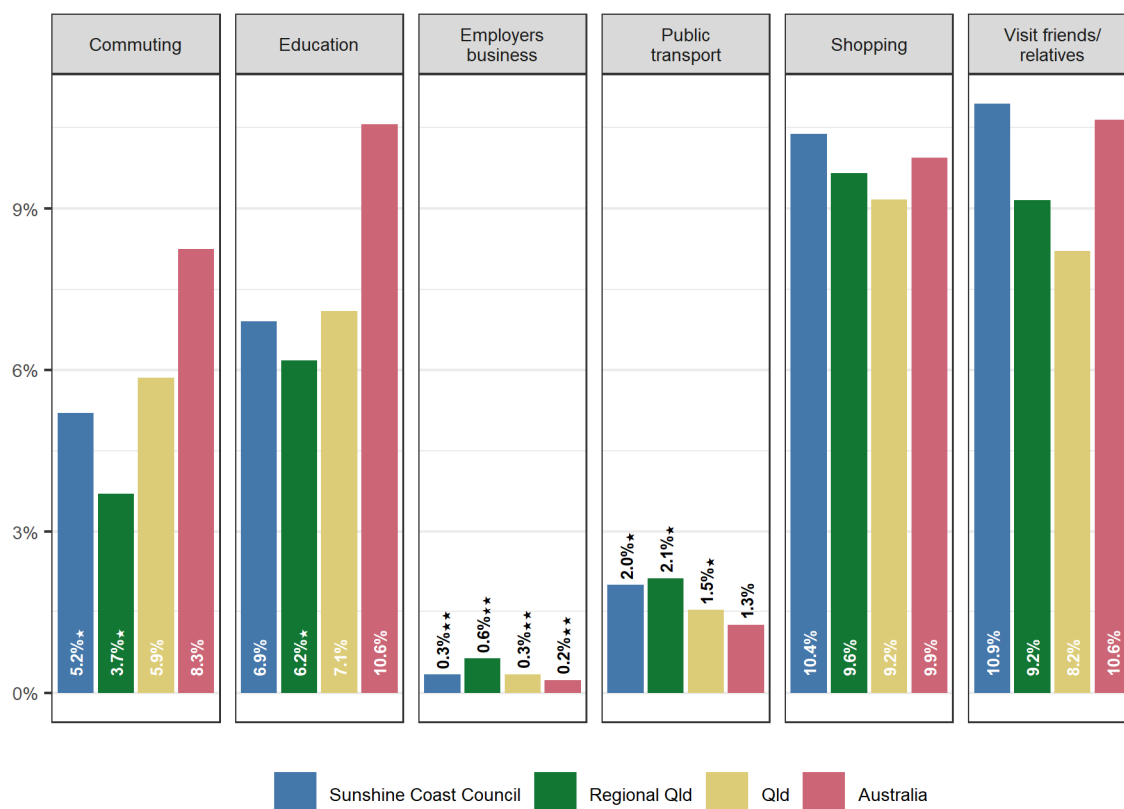
Of those who cycled in Sunshine Coast in the last month (29% of all persons), 84.8% (95% CI: 80.4 – 89.3%) cycled for recreation and 31.0% (95% CI: 25.4 – 36.6%) used a bicycle for transport (Figure 2.8). These proportions are consistent with the rest of Queensland and Australia overall.



Error bars are 95% confidence intervals
 Sample: All persons who had ridden in the past month
 * Estimate should be treated with caution
 ** Estimate should be considered unreliable

■ Figure 3.10: Cycling for recreation in comparison to cycling for transport

The main transport purposes for riding were commuting, education, shopping and to visit friends (Figure 3.11). Very few had ridden to access public transport or as part of their employment.



Sample: All persons who had ridden in the past month.
 * Estimate should be treated with caution
 ** Estimate should be considered unreliable

■ Figure 3.11: Purpose of cycling for transport

3.3 Perceptions towards cycling

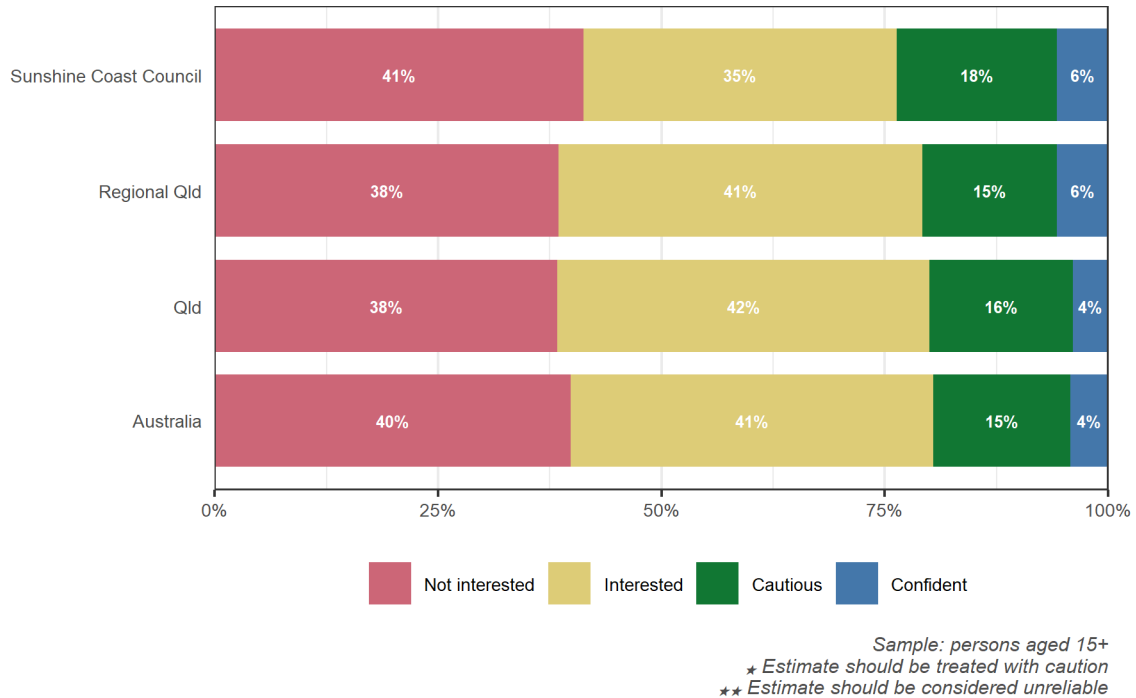
Respondents aged 15 or older who had ridden in the past year (32% of persons aged 15 or older) were asked about their riding style, including which of the following statements best describes the way they ride their bicycle in the presence of traffic:

1. I prefer paths or quiet streets and am willing to take a longer way to avoid busy roads
2. I prefer to use the most direct and convenient way regardless of traffic
3. I would never ride my bike on a road

Those who indicated they prefer direct routes were classified as *confident*, those that prefer paths or quiet streets as *cautious* and those that would never ride on-road as *interested*. Those that had not ridden in the past year were asked why that was the case; if they indicated they cannot ride for health reasons, do not know how to ride or are not interested in riding they were classified as *not interested*. Those that did not provide any of these three reasons for not riding were then asked whether they (a) are not a bike rider but would like to be, or (b) do not want to be a bike rider. Those who indicated they would like to ride were classified as *interested* while those who do not want to ride were classified as *not interested*.

The results of this segmentation both nationally and at the jurisdictional level is shown in Figure 3.12. Across Sunshine Coast it is estimated that 41.3% of the population (95% CI: 36.8 – 45.8%) aged 15

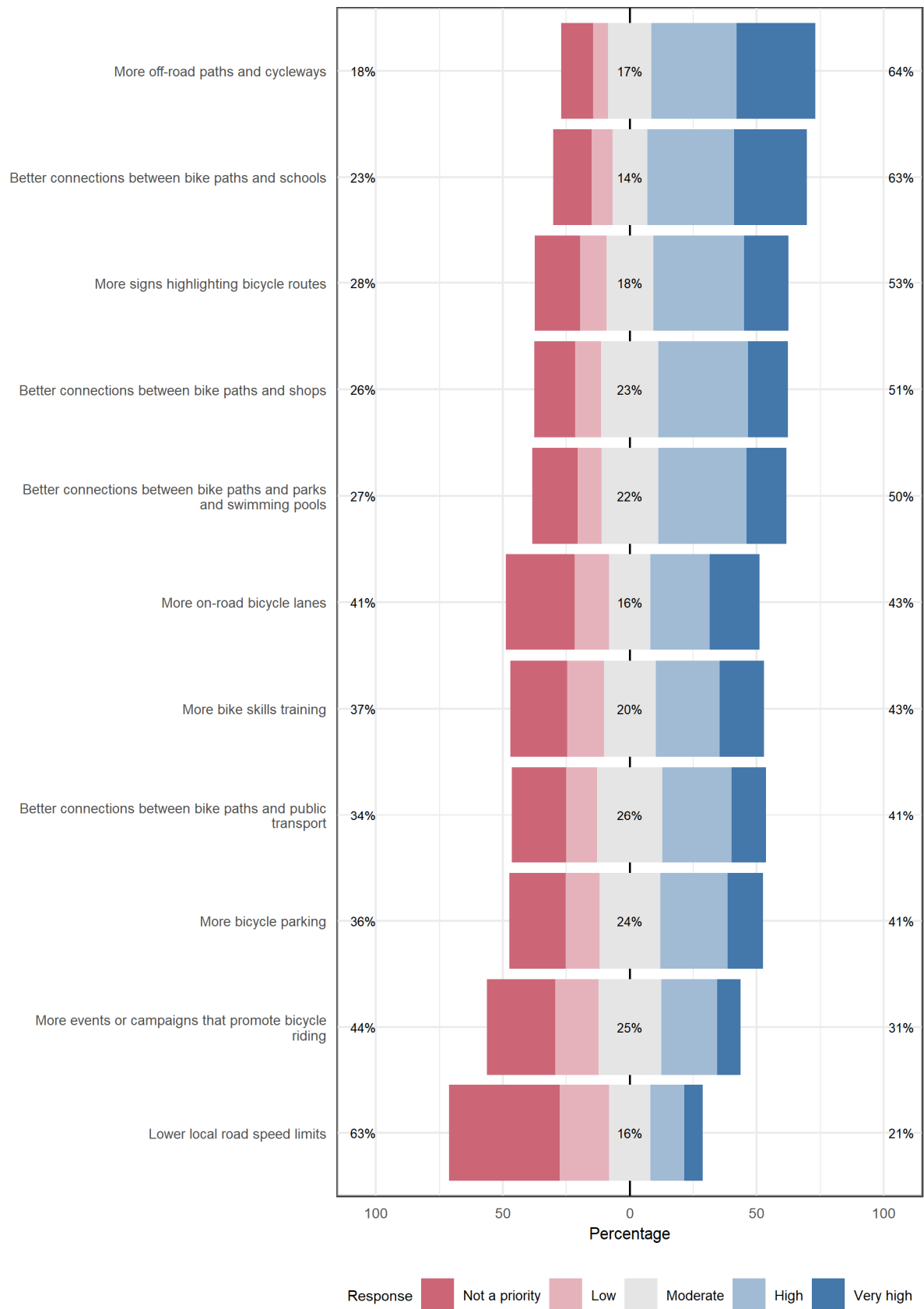
or older either cannot ride or are not interested in riding. A further 35.0% (95% CI: 30.6 – 39.5%) are interested; that is, they either do not currently ride but would like to or do ride but only off-road. Around 17.9% (95% CI: 14.4 – 21.5%) ride at least occasionally but will take a longer route to avoid highly trafficked streets. The remaining 5.8% (95% CI: 3.6 – 8.0%) are confident riders who will take the shortest route to their destination even if it is a busy street.



■ **Figure 3.12: Willingness to consider bicycle riding**

Respondents were asked to rate actions that the Sunshine Coast Council could take to encourage bicycle riding. The most supported actions, as shown in Figure 3.13, were:

- more off-road paths and cycleways (64% of respondents rated this a very high or high priority),
- better connections between bike paths and schools (63%),
- more signs highlighting bicycle routes (53%),
- better connections between bike paths and shops (51%),
- better connections between bike paths and parks and swimming pools (50%),
- more on-road bicycle lanes, and
- more bike skills training (43%).

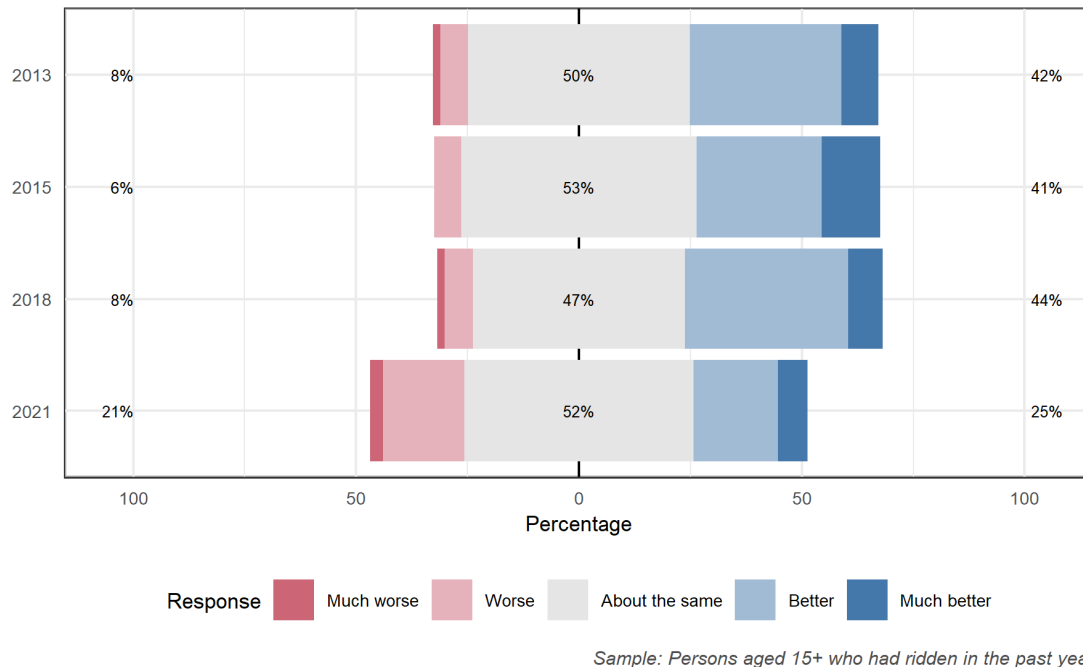


Sample: Persons aged 15+ who had ridden in the past year.

■ Figure 3.13: How important are the following actions council could take to encourage bike riding?

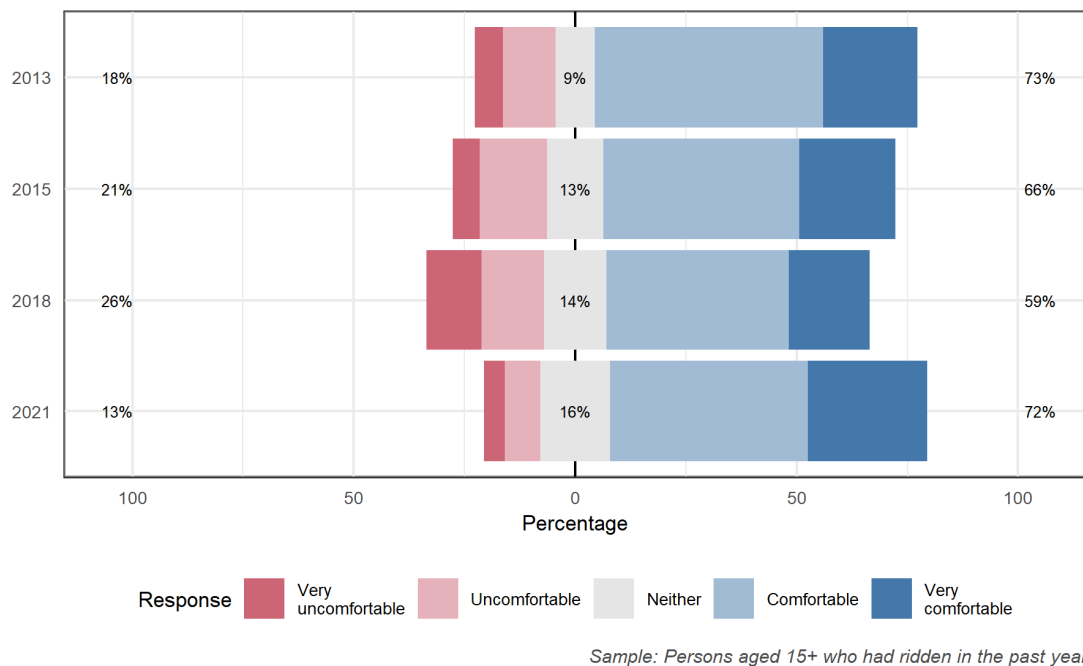
3.4 Conditions for riding

Just over half (52%) of riders felt that conditions for riding in Sunshine Coast had not changed for riding over the past year; slightly more felt conditions had improved (25%) than deteriorated (21%) (Figure 3.3). The proportion who felt conditions has improved has declined since the previous years of the survey, and commensurately increased among those who feel conditions have worsened.



■ Figure 3.3: Perceived change in riding conditions over the past year

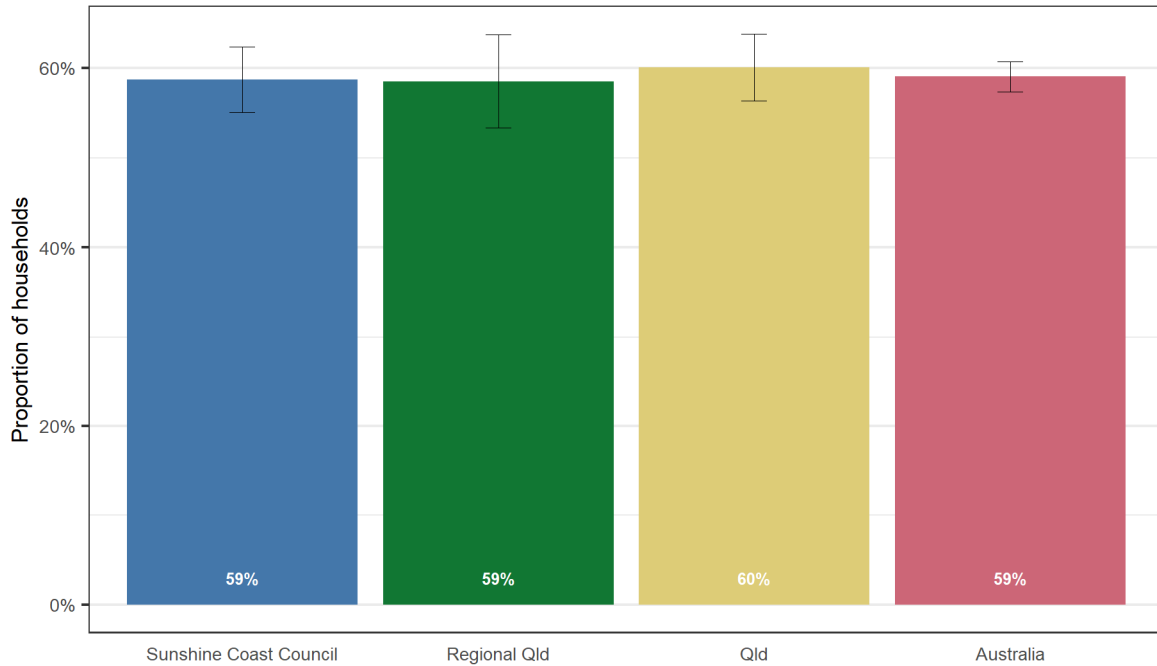
Those who had ridden at least once in the past year and were aged 15 or over were asked about their perceptions of riding in the local area. Most of those who had ridden indicated they felt comfortable or very comfortable (72%) doing so (Figure 3.2).



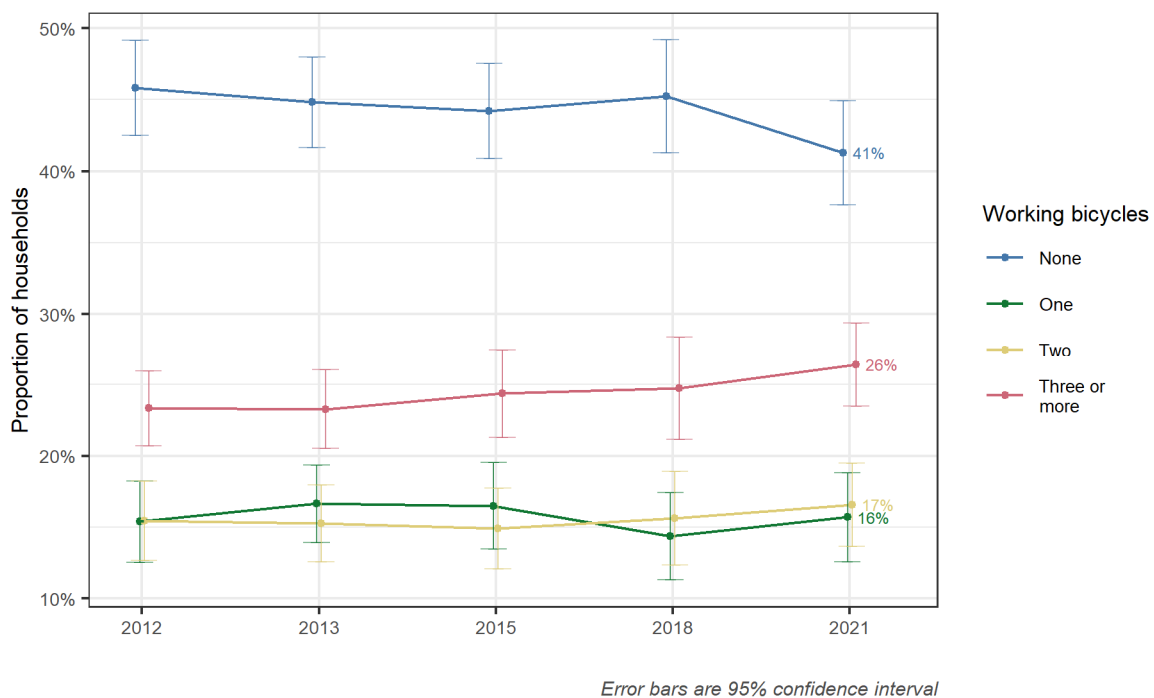
■ Figure 3.2: Perceived comfort riding in local area

3.5 Bicycle ownership

Around 58.7% (95% CI: 55.1 – 62.4%) of households in the Sunshine Coast Council area have at least one working bicycle in their household (Figure 2.10). The proportion of households having at least one bicycle is very consistent across Australia. The trend on bicycle ownership in Sunshine Coast is shown in Figure 3.15 and suggests a significant increase in bicycle ownership since 2019, most especially of households with three or more bicycles.



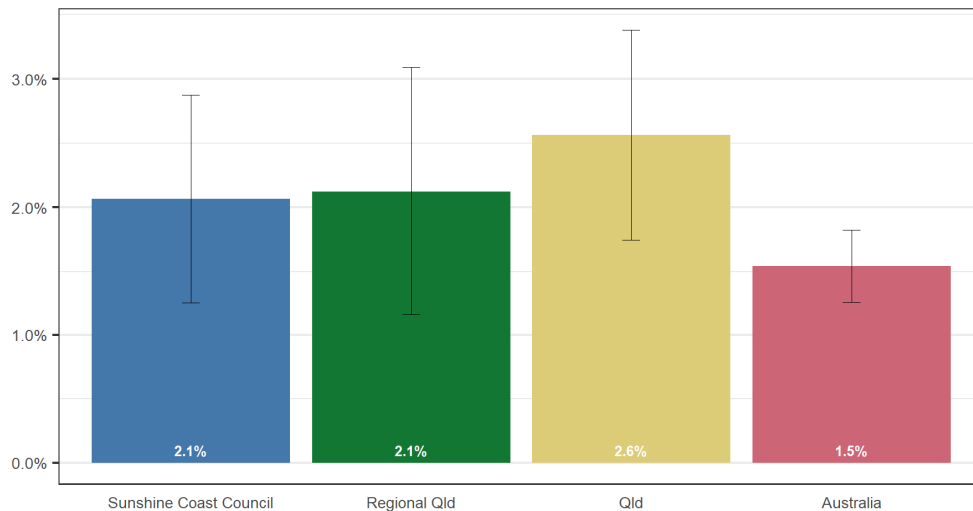
■ Figure 3.14: Bicycle ownership by region



■ Figure 3.15: Bicycle ownership by year

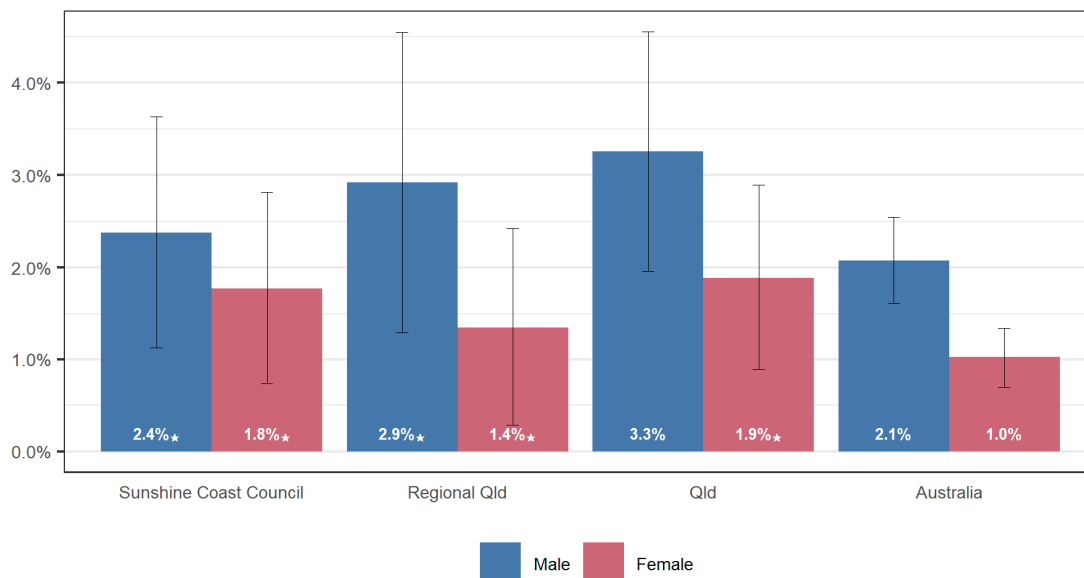
4 Rideables

Around 2.1% (95% CI: 1.3 – 2.9%) of the Sunshine Coast Council population ride an electrically assisted rideable such as a, e-scooter, e-skateboard or Segway² in a typical week (Figure 4.1). The uncertainty in these estimates are such that there is no statistically significant difference to other areas, although it the estimates suggest that the participation rate may be lower than the average for Queensland but higher than the national average. Males may be more likely to use rideables than females (Figure 4.2); nationally around 2.4% (95% CI: 1.1 – 3.6%) of males and 1.8% (95% CI: 0.7 – 2.8%) of females ride these devices in a typical week.



Error bars are 95% confidence intervals
 * Estimate should be treated with caution
 ** Estimate should be considered unreliable

■ Figure 4.1: Population proportions that rode an electrically powered rideable in the past week



Error bars are 95% confidence intervals
 * Estimate should be treated with caution
 ** Estimate should be considered unreliable

■ Figure 4.2: Population proportions that rode an electrically powered rideable in the past week by gender

² This definition excludes electrically assisted bicycles, which were instead classified as bicycles.

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. Estimates with three stars indicate a relative standard error of less than 25% such that the estimate can be treated with a high degree of confidence. A relative standard error of between 25% and 50% is denoted by two stars and above 50% by one star. 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: Walking participation statistics

Sample statistics			
No. of households	543		
No. of individuals	1,294		
Statistic	Estimate	95% confidence interval	Confidence rating
Participation in past week	96.4%	95.3%-97.5%	★★★
Purpose in past month			
Recreation/exercise	84.4%	81.3%-87.5%	★★★
Shopping	62.9%	58.8%-67.1%	★★★
Cafe/restaurant	53.0%	48.7%-57.3%	★★★
Visit friends and relatives	37.6%	33.4%-41.8%	★★★
Employers' business	34.4%	30.3%-38.5%	★★★
Dog walking	38.7%	34.5%-42.9%	★★★
Commuting	17.5%	14.1%-20.8%	★★★
Public transport	5.5%	3.5%-7.6%	★★★
Escort	15.5%	12.3%-18.6%	★★★
Travel			
<i>Caution: walking 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 walked in the past week	5.2	5.0-5.4	★★★
Median hours walked in the past week	4.0	3.5-4.0	★★★
Change in walking frequency			
More frequent	27.4%	18.8%-36.1%	★★★
As frequent	47.7%	38.5%-56.9%	★★★
Less frequent	24.8%	16.3%-33.4%	★★★

Table A.2: Cycling participation statistics

Cycling participation	Estimate	95% confidence interval	Confidence rating
% who rode last week	19.7%	17.5%-21.8%	★★★
% who rode last month	29.6%	27.2%-31.9%	★★★
% who rode in past year	43.5%	40.9%-46.0%	★★★
No. who rode last week	66,200	59,000-73,400	★★★
No. who rode last month	99,500	91,400-107,500	★★★
No. who rode in past year	146,300	137,800-154,900	★★★
Participation by demography			
Gender			
% of males who rode last week	23.1%	19.8%-26.5%	★★★
% of females who rode last week	16.5%	13.8%-19.2%	★★★
Age			
% of 0-9 years who rode last week	48.2%	38.6%-57.7%	★★★
% of 10-17 years who rode last week	38.4%	30.6%-46.1%	★★★
% of 18-29 years who rode last week	12.6%	6.7%-18.6%	★★★
% of 30-49 years who rode last week	15.2%	11.1%-19.3%	★★★
% of 50+ years who rode last week	10.7%	8.3%-13.2%	★★★
Gender by age			
Male: 0-9 years	50.0%	35.2%-64.8%	★★★
Male: 10-17 years	50.0%	38.1%-61.9%	★★★
Male: 18-29 years	11.8%	4.5%-19.0%	★★
Male: 30-49 years	18.8%	12.2%-25.4%	★★★
Male: 50+ years	13.7%	9.7%-17.6%	★★★
Female: 0-9 years	46.3%	34.3%-58.2%	★★★
Female: 10-17 years	29.1%	19.1%-39.1%	★★★
Female: 18-29 years	14.1%	3.7%-24.5%	★★
Female: 30-49 years	12.3%	7.2%-17.3%	★★★
Female: 50+ years	8.2%	5.3%-11.2%	★★★

Table A.2 (cont.): Cycling participation statistics

Participation by purpose	Estimate	95% confidence interval	Confidence rating
Summary			
% of those who rode in past month for recreation/exercise	84.8%	80.4%-89.3%	★★★
% of those who rode in past month for transport	31.0%	25.4%-36.6%	★★★
Detail			
% of those who rode in past month for commuting	5.2%	2.4%-8.0%	★★
% of those who rode in past month for education	6.9%	3.8%-10.0%	★★★
% of those who rode in past month for shopping	10.4%	6.7%-14.0%	★★★
% of those who rode in past month to train/tram/bus	2.0%	0.3%-3.8%	★★
% of those who rode in past month to visit friends/relatives	10.9%	7.0%-14.9%	★★★
Cycling travel			
<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	3.0	2.8-3.3	★★★
Average time ridden (mins) in past week by those that that had ridden	204	161-248	★★★
Household characteristics			
Working bicycles (incl. electrically assisted)			
% of households without a working bicycle	41.3%	37.6%-44.9%	★★★
% of households with one working bicycle	15.7%	12.6%-18.8%	★★★
% of households with two working bicycles	16.6%	13.7%-19.5%	★★★
% of households with three or more working bicycles	26.4%	23.5%-29.4%	★★★

Appendix B: Verbatim responses

Do you have any comments regarding conditions for bike riding in your local area?

A lot more traffic on the road - dangerous.

Aggression towards cyclists from drivers has gotten worse. I haven't experienced that personally but know people who have.

Amount of traffic that's increased in years made it harder to ride

As a motorist bike riders ride the white line which forces cars to move over the double lines. Very dangerous.

Avoid main roads and doesn't feel safe. Where respondent lives there should be a bike path from Witta to Maleny.

Bike lanes are very good in my area.

Bike paths are becoming busier with various types of electric craft going at faster speeds on the coast also on the road there should be a designated bike lanes its only on some road

Bike paths can get busier due to increase traffic and the use of e-bikes

Bike riders out there now maybe during covid people wanted to bike ride more.

Building new cycle paths is very good, kings beach and golden beach shelly beach too crowded needs designated cycle paths to improve safety for cyclists

Car people don't like bikes, especially the way they too you or they don't give you enough room. I ride on the footpath not on the bike road lanes because they never give you enough room. Being an older person i am not as confident as the young people. We prefer off roads and into the parks. I think a lot of the younger drivers need to understand if someone is riding a bike sometimes the rider can't hear the cars behind them. if they saw a child they would give caution... but when they see an adult they don't tread lightly. they should consider us a bike riders with rights on the roads more often

Conditions are excellent. Very happy with all of the local pathways.

Conditions are worse some paths are overgrown with weeds, more glass on the roads and the traffic is bad. The cycle paths should be much wider and this causes problems as not enough room to pass for the cars.

Conditions could definitely be better. Bike paths aren't in great condition, and they are very narrow.

Create heaps more bath paths, particularly around schools and universities.

Currimundi area too many cyclists and walkers on bike paths now and people have accidents. Pathways need to be much wider and two way with a line down the centre to make more room for everyone and safety reasons.

Cycle paths have to be increased.

Cyclist don't ring bell when riding, and riding side by side

Cyclist should stay in single file.

Cyclists need to stay of pedestrian paths when riding at high speed. Very dangerous.

Cyclists should have to display registration plates and have specific roads/paths for cyclists that allow the metre and a half for their safety. Cyclists on some of the roads are quite unsafe.

Dedicated bike lanes on pathways. Riding on roads is not appealing due to traffic.

Do think they're getting more dangerous, more people on electric scooters and electric bikes whizzing around and not being considerate.

Don't have a linkup from Beerwah to Glasshouse, can ride from Beerwah to Landsborough. Conditions are okay otherwise.

Don't ride on the road, motorists are dangerous. Safer to ride on the pathways.

Dont like riding on the road as its too dangerous in general in the Sunshine Coast drivers have a bad reputation with dealing and road sharing with bicycles

Drivers come up behind you and you are not in their lane they seem to have an issue getting past you. the distance ruling is not working. More education for drivers half a metre is more than adequate it should be illegal for two cyclists to ride side by side. Single file rules. No multiple side by side riders. And that's from a cyclist.

Everything is very accessible for bike riders in your local area. A lot of bike paths in your local area.

For his needs they're perfect.

Glenview not an efficient bike track leading to the main road (highway)

Golden beach better lighting on shared bike paths.

Golden beach people ride too fast on the shared paths. You cannot hear the electric bikes approaching from behind

Good cycling paths, diamond head in particular... flat open areas makes the paths good

Gympie Rd Landsborough to dearburum is very unsafe. Peachester Rd in Peachester is unsafe to for cycling

I do not like cyclists (the lycra ones) and would like a footpath near where I live, connection rd, Glenview.

I don't like the cyclists who use the area respect other road users. They go to the front when the lights are red, moving up whilst other vehicles (cars) are stopped. Bike lanes are narrow and cyclists do not ride single file.

I feel I only have roads to cycle. Need more dedicated cycling paths.

I hate cyclists riding on the road! 1. they do not pay registration and they think they can do whatever they like. 2. I had a road rage with a cyclist the other day, it is very dangerous and they do not respect the road rules or drivers .

I know that is quite popular and a lot of bike tracks in my area. I think everything is working and I think as a driver the bike riders seem to be doing the right thing.

I live in a very hilly area so it is very hard to bike ride. It's more of a fitness thing not really for leisure.

I live in the country. There seems to be more traffic and that makes it harder to ride

I think that some people that ride on the joint pedestrian and cycle pathway go a bit too fast. Some places there should be only paths for bikes and then only paths for pedestrians. they need to be separate its too dangerous. In Brisbane they have digital speedometers on the shared pathways, we need something like that.

I think the roads could be better. I see a lot of cyclists on the road. There needs to be more room for the bike riders. I can sense this when i am driving my car. Especially on chevallum road. There are a lot of bike riders on this road and there's a lot of trucks because of all the roadworks happening the highway and its very dangerous for them

I think there could be more positivity towards bike rider on the road. I still think people are very arrogant towards how they treat bikes. I think there needs to be more awareness of bike riders from car drivers. The council could start campaigns to better this. maybe tell them slogan like "it's okay to let a bicycle go to the front of the queue if you're a bike rider"

I was in a cycling accident 6 months ago, hit by a P-plater on a blind intersection. Road is not safe and very poor bike lanes and lack of it in Caloundra east in general, golden beach and dickie beach and moffatt

Immediate area is fine once you go out to old Maroochydore Rd high speed limit of 80km p/hr there is a short bike lane but not comfortable to use.

It's alright traffic has increased in the past year. Cyclist have started to stick to back roads but the roads are narrower. Generally roads have become busier so it's more dangerous for cyclist.

It's amazing around where you are bike paths are good.

It is pretty good to ride. It is good because the paths are divided for pedestrians and bike riders and they've made them a lot wider

It should be illegal to ride up and down the range, because people ride so quickly on it. I have nearly run someone over so many times. It should be illegal for them to ride their bike on the range. there is no bike lane for them.

It's ok, but the roads need to be maintained better. They have designated bike lanes but sometimes the roads are in bad condition, and is covered in debris and potholes. Nicklin Way is worst.

Its pretty good, there seems to be plenty of paths and option you could take for the quieter streets

Just too much traffic on the road, this makes conditions increasingly dangerous

Love cycling in the glasshouse area.

Most areas are good, but some areas could definitely use improving.

Most times I cycle I would witness some drivers no respect for safety distances, cutting your way. Claymore road Sippy Downs particularly bad: very narrow shoulder and in places it disappears, and a lot of trades people are using it cos there's a building site with trucks and trailers etc... and there's no room left for riders

Nambour Road works around schools creating a lot of congestion in the area not good for kids, cyclists or drivers. Uncomfortable with cars and cyclists on the same roads. I feel it is very unsafe.

New to area and happy with the bike trails

No foot or bike paths in street and it's a very long street incl 3 intersection Greenoaks drive

No I think it has improved a lot, more paths and easy to get around if you want to get anywhere. the only problem is the main roads are a lot busier than normal.

No its improved and I can ride a lot more. greatly improved

No, live in rural area, riding conditions are great.

Not safe at all, no bike paths around any of the streets

Nothing has changed in the last ten years this is what it feels like. I feel like there's no more or no less cycle lanes in the area. Nothing has improved or gotten worse. I think there should be more areas for bikes to be locked up. There should be more bike parking areas at beaches and parks. Sometimes there aren't footpaths for kids to ride on and sometimes they aren't wide enough.

Nowhere to put bicycle lanes nothing much to do

On the coast its more problematic due to the road works that are currently happening

Over at Meridian way, there are not enough places for kids to ride safely. Berringa is much better, drivers don't really care, we see lots of drivers doing the wrong thing, but also cyclists running red lights etc. we need designated areas for riding, bike lanes etc. conditions have improved but could always be better. Roads in the new estates could be wider, they have been made too narrow

Palmwoods area the volume of traffic on the roads is increasing in this growing suburb which makes it a little more uncomfortable. End of shevalom rd and Woombye palmwoods rd now stuck at this stop for up to 5 minutes to get out of local street.

Paths will improve things even further or wider paths mainly in the esplanades or the coast paths need to be wider to accommodate electrical assisted rideables

People from other states are making the area more busy and the population growth is in need for more infrastructure. the bike paths, walkways, Nicklin Way needs more lanes to help cope the in the influx of pollution growth

People should ride more. Conditions are generally very good.

Please renew bike paths and cycleways as the roads are very dangerous, lots of trucks . This area is between coes creek rd and thru mullers road thru palmswood rd.

Recently they've made the paths much wider which is fantastic. The council is increasingly marking bike paths. Excellent.

Road too narrow and too many bends

Roads are pretty bumpy for cars even, but that doesn't matter for bike on a mountain bike.

Since I started riding they have improved the lane for the bicycle rider and I think that is great. They have made areas near the airport better with bicycle lanes. If anything they should be working on the area between the eastern side of the airport and the community centre as you are going towards Bli Bli that area could be improved for the rider. They have made a bike lane on the opposite side of the road but not both sides. If you want to ride on the bike lane you have to cross the road

Some highspeed roads are not safe for cyclists Mooloolah Road but lots of cyclists use it.

Some of the streets are like, a road, and then a footpath, but just grass and driveways without enough bike paths

South Coolum rd respondent rides bicycle with his kids on the road he has sent letter to the council for nearly 9 year regarding this issue with no response the problem area is scottlynd st further along the pedestrian lane closes and there is no footpath

Sunshine coast coastal pathway. I have seen a motorcyclist and electric bikes and skateboards on the cycling/walking tracks and they often travel far too fast. It is dangerous for other users. Speed limits need to be introduced and applied. Otherwise they should be banned from these paths.

The bike paths along the river have improved. but the traffic around my area is getting more and more busier.

The bike paths have become much busier, so i think there should be more bike paths made around parks, lake area for both walking and bikes. you have done an upgrade in Bradman Ave and that good. Its done really well as bikes can pass pedestrians as well. needs to be finish off in some area.

The bike riding conditions in my area and Australia are appalling compared to Holland.

The bikes paths are very good.

The conditions are pretty good but more pathways would be great.

The conditions in my local area are not supportive of road cycling, need more roads built with safe designated bike lanes.

The cyclists have "too much say" on the road the cyclists have their lane but even ambulances don't (?). The conditions are a bit worse.

The pathways are great but some roads are narrow which makes it dangerous.

The pathways are very narrow. It is dangerous to ride.

The roads in palmwood are very narrow and not very smooth. Between traffic and uneven surfaces, it makes it difficult to ride.

There is a lot of additional traffic and it is highly unsafe to utilise roadways as there are not sufficient bikeways to plan riding routes on desired trips. It is absolutely unsafe for children. To and from school is unsafe for them. Caloundra road specifically. This is a major issue. For adults and children. another unsafe road is Nicklin Way. They need to make sufficient bike lanes the whole way on this road and there needs to be driver education to educate drivers to deal with bikes. We have a lot of hostile drivers here on the coast

There is a shopping centre called barringa that I ride to it is an easy ride. I ride on the side of the road for this.

There is too much interaction between bike riders and pedestrians particularly on the beach front walks, very dangerous

There isn't any cycling infrastructure. Forced to take the bike in the car.

They have new pathways in our area and have painted new lines on the road for cyclist.

Too many cyclists on the roads

Too many on road bike ways that don't get utilised. Can be a distraction, makes the road more narrow and dangerous and sometimes cyclist don't use these bike ways properly.

Too much resources wasted on bike lanes in unsafe areas for example top of queens street toward moffat beach corner maltman st, unsafe crossing section.

Traffic has got a lot more making it more dangerous

Traffic is a problem and crossing roads are a problem when bike riding

Traffic is getting worse

Traffic is making me feel uncomfortable. I'm perfectly comfortable riding on bike tracks and where there are no cars. I have a fear of getting hit. I live in Roberts road there is no edge to the road. There is a footpath you can ride on but the actual road itself, there is no shoulder. I won't ride on this because I don't feel safe

Uncomfortable when riding in their local area, would like new bike paths.

Very busy oceanic drive for walkers, riders and drivers. They have all traffic controls in place but i think they really need to have traffic lights along oceanic drive not speed humps and other cross ways to break traffic up.

Very good conditions. About 2 years ago new bike paths were added in her area and it's been very good.

Very happy with the current conditions.

Warana more bike paths required.

We have a couple of narrow bridges so the access for bikes is very limited. Bradman ave in Maroochydore

We have very narrow roads in my local area.

We need more bike lanes. Around park lakes and around Bli Bli. The streets are very old there. They're all bad. Some of the Bli Bli footpaths are not smooth enough to ride a bike on they're not designed to ride a bike on. the path on Bradman Avenue is terrible. It is not designed to have bikes on them

Where I live there are no designated bike paths and would be great to have some put in.

Where I live there is a path around a canal / lake and there has been increased foot traffic due to covid and so cyclists pedestrians and dogs are all on the same path. It is very congested, so you have to pick your times well because there's always bound to be an accident. it is not relaxing

Youngster riding on the wrong side of the road. there was a incident jingellic dr where a driver was turning left out of his side street, he wasn't looking at people riding there bike on the wrong side of the road. no major collusion but shaken the driver and cycles

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

1m distance between bikes is not large enough and may deter cyclists. They need to make sure that the 1m distance can be able to be met - some roads are too narrow to have that 1m distance. Wheelers crescents is an example of this (but there are more). Future roads should be wider in order for this 1m distance between bikes and cars to be met, especially with street parked cars.

A bike path in my local area would be great. There is accessibility for them to build one , but there is not. They start a path at Petrie creek but it just stops at the dillabar road - I don't know why the bike path cant keep on going.

A lot of car parked along the street causing issues for cyclist to ride there bike.

A review of the current status of bike paths and more regular maintenance. Caloundra through to kawana these needs more regular maintenance. there are footpaths where the concrete slabs are damaged and have moved which is kind of dangerous

Additional bike lanes on roads but only in very safe areas where the width of the road allow it. They should not be over bridges (such as fisherman's road)

Adult riders riding on the roads causes huge hold ups. Also due the 1 meter rule. Some roads are simply not wide enough for cyclists and roads. Drivers are pushed onto the centre line.

If they want to ride on the road they should pay registration fees.

All bikes should be registered. Bike riders should not be on busy roads. If a road is over 80km it should be illegal for them to rid eon it. It is for the safety of the bike rider and the safety of the driver

All covered in the questions asked

Allocate cyclists to safe roads only where there is plenty of room for cyclists, cars and trucks.

As a driver it is frustrating when cyclists ride in the centre of the roads and do not leave room to overtake. Give cyclists another location to ride.

Aware campaigns for motorists

Bald Knob Road in Maleny should not promote bike riding. Very dangerous when there are cyclist on the road.

Be mindful of hills when putting in bicycle path and cycleways.

Be more consistent with cycling rules - and education around these rules. General information for the laws around cycling, "they can do whatever they want" sort of attitude towards cyclists - more education and understanding for the general public for cyclist on the road.

Because of the topography (Buderim) of where I live its not easy to ride up and down to the beach or shops (it's very hilly). Also, I consider it dangerous to ride a bike, a car will never give way to bikes. Also it rains a lot in our area and most people don't want to get caught in the rain. Virtually nobody uses the on road bike lanes.

Better connections between bike paths and schools, around kawana and schools around there.

Better connections between the above.

Better connections for paths and cycleways and connections.

Better regulation for bike riders penalties

Bicycle rides need there own space to rise there bicycles - eg - near the road not on the road

Bike lanes around the pathways on esplanade, would like to have a split pathway for pedestrians and cyclists, such as the one on the gold coast.

Bike lanes between Maleny and Witta, Maleny and blackall range to Mapleton, at the moment its just road need bicycle lanes here. This is a busy road and plenty of cyclists do use this and is quite dangerous.

Bike off footpaths on heavy traffic populated footpaths. I suppose that goes back to teaching, education on road rules for bike riders

Bike parking - needs to be able lock the bikes better not just the front wheels.) M'bah et. Wider shoulders on the roads should be wider to accommodate bikes and cars. Mountain bike tracks should be longer (50-60kms) and better connected and better visibility for multi-use.

Bike paths are not wide and have to share the path with bikes - if you have dogs or kids the bikes are dangerous for the people as the off road bike paths are not wide enough. Get the bike riders their own paths so that walkers and riders are on completely separate paths.

Bike paths are required in my area Peachester. At commisioners flat road and butlers lane - my kids catch a bus at the corner but no signage to let motorists know that kids are crossing. Highly dangerous as speed limit is 70kms but motorists go over this limit. Often cyclists are arrogant on the roads and do not move over as cars are coming from behind. Traffic gets built up behind the bikes.

Bike riders and cars should not share the same road. Bike riders should have their own bike paths. Sunshine coast is all highway

Bike riders should give more attention and respect to cars, enforce signs for riders to give way to cars

Bike riders shouldn't be able to share a road that is higher than 70kms per hour, too dangerous; off-road cyclist paths should be a priority

Bike riders take a lot of space and do not give way to pedestrians. There should be more education regarding how riders should ride. They should also be using the bells

Bike riding is good in his local area - would like more people to ride bikes for fitness. Potentially more campaigns to promote bike ridings.

Bikes need registration plates

Bikes should be registered, better regulation for road rules, equipment, training for bike riders and penalties

Brighter colours clothing for cyclists and lights on bikes

Broader pathways and smoothen surface.

Build bicycle parking near public transport.

Build larger paths to accommodate cyclists and walkers.

Build more cycleways and educate drivers better.

Build more off road cycleways.

Build more off road cyclist. Introduce registration fees for cyclists if they want to ride on the road. Too dangerous for cyclist to be on the road.

Build more on road cycleways. Promote pathway riding as its safer.

Build more velodromes so kids can use them. Take the bikes off the motorway because we cannot get to the hospital when there is a carnival on. A lot of the roads are not wide enough for cars and bikes in kwanana way

Caloundra boardwalk, the cyclists should dismount as its a high pedestrian area. Very dangerous.

Change rules around helmet laws. Client thinks that if your riding on the road, cyclists should wear helmet. If cyclists are riding on the path, no helmet is needed.

Choose suitable roads or get bikes onto dedicated pathways just for them.

Cleaning up debris of cycling pathways. This is an issue.

Client agree that bike riding should be safer for bike riders in the area - in Maroochydore - Bradman Ave along the river its very unsafe for bike riders as its not the widest road and u need to pull up and let either one car pass and add bike riders it very unsafe. Bike riders are riding there bicycle on the white line close to where the cars are driving make things more unsafe. around the Bradman Ave area there needs more traffic control ie - light to control traffic chaos. there have been numerous accidents around this vicinity and near misses

Clients area is quiet good apart of the big hills

Compulsory to have a bell on a bike and this must be used when riding on shared pathways.

Connection between Peregrine springs and beach, and Peregrine breeze. some sort of tunnel or overpass that allows for people to get over the motorway.

Coolum road, hinterland roads noose to Kenilworth - drivers have to give a cyclist a meter. This causes the driver to cross the centre line of the road and is very dangerous for cars driving either way.

Council should take note of this themselves when driving around the roads and understand this is not practical. School speed limits should be only 1 hour either side of school time hours.

Could do with more concrete footpaths - live in a rural area so the paths are mainly grass and not as great to ride on.

Council should ensure that there are good bike access between schools and residential areas so that students have access to sporting fields as well

Create a shared pathway between Yandena and Nambour.

Create bike paths from Palmwood's to Mount Ville.

Create more buses, hills creating issues in area in Buderim, lower traffic lights, kids can't ride bike because of the location of Buderim - who lives on below of Buderim its difficult to ride a bike up the hill

Create more cycle ways. Educate cyclist better.

Create wider lanes

Create wider pathways

Creating new cycleways. The current ones are too narrow. Very dangerous.

Crosby hill road is very dangerous for cyclists, very narrow road and very steep. It would be great if there was a bicycle lane to keep them away from traffic.

Cullamore - Any bike rider on a main carriage way should be registered and have a license to ride. Dangerous to bike ride in this area. Riders seem to have a sense of entitlement in this area.

Cycle lanes on roads are a priority. Steve Irwin way too many changes in speed limits. 4519 - has no footpaths or cycling tracks. between Coochin Hill Drive and Steve Irwin Drive the only way we can get into town walking is through bushland which is unlit. All of this is very unsafe. Coochin creek road bridge crossing forces pedestrians/cyclists onto the road - very dangerous area.

Cyclist should be banned riding along Nambour connection road, extremely dangerous. Also Maple Town Drive along the hinterland should be banned, speed limit is 90km/h and the cyclists ride on the road, also extremely dangerous.

Cyclists need to be more educated. Pay registration. Create more cycleways and shared paths. Make cycleways wider.

Cyclists need to stay as far to left as possible when riding on the road. Cyclists should pay registration fees.

Cyclists on the roads can be 2 to 3 abreast and being a driver you are scared of hitting them. Go too far around them could result in a collision with an oncoming car. They can scare me as a driver.

Cyclists ride on the road instead of using the cycling paths. Cyclists need to use the paths provided not the roads. I see cyclists often not wearing helmets which very dangerous. Needs to be checked on. At the very least bikes should be on side streets not major roads.

Cyclists riding 3 abreast and kids doing wheelies on the road is dangerous.

Cyclists should be registered.

Cyclists should pay registration fees if they choose to ride bikes on the roads.

Cyclists to be better educated and more considerate. Widen pathways more. No shared paths

David Low Way: where my restaurant is (a coastal road) it's beautiful and cycling like it but the limit goes from 80 to 60 km/h very quickly, it's a distracting road because of the scenery, so people miss the change in the speed limits

Designated bike lanes. Bike parking to encourage riders to catch buses etc.

Designated bike path on Malloohah connection road would be good.

Discourage cycling on busy roads where a cycling lane is not provided.

Don't mix bike riders with cars and pedestrians - separate paths

Educate cyclist better around road rules. Build more cycle ways through the local area.

Educate cyclist better. Ban cyclist from using their phone whilst riding on the road. Stay in single file.

Educate cyclists and motorists better. Increase cycleways. Create a test for cyclists.

Educate cyclists. Use single file, more cycleways

Educate drivers.

Educate motorists better. The shoulders of the roads are extremely small and very unsafe. There is nowhere for cyclist to go. Regional roads are very narrow.

Educate the riders not to ride 3 abreast and use bike lanes .

Educating motorists more about cyclists. Re-enforcing penalties for reckless behaviour.

Encourage cycling more in the community it would have less traffic on the roads. Good exercise for kids who spend too much time indoors.

Encourage it as much as possible by building more bicycle routes. Educate cyclists more.

Encourage more kids to ride and have better connections from their homes to school.

Enforce bike riders to wear high viz clothing. There are no bike lanes in the area where I live near Eumundi

Enforcement of cycle lanes for cyclists not using paths. Enforce road rules for cyclists such as signs

Extended bike ways in Melany

Fix the foot paths - hasn't been done in years tunnelridge rd needs upgrading on old Gympie rd (north) to the school it's dangerous people can break their neck, ankle, arms anything

Flatten out pathways.

Focus on safety especially between koanar way lights service station and Nicklin Way

For cyclists to have a designated bike path. Cyclists need to be more aware of drivers and pedestrians.

For cyclists who ride on cycle paths where there are no pedestrians. I am hard of hearing and my dog is completely blind and this is dangerous for cyclist to share pathways with pedestrians.

For safety, support training and education for riders. Add more bike paths to safely ride with kids.

General standard of roads around Beerwah need improvement.

Get the bikes off the road

Get the cyclists off the road and use paths! This applies for really cyclists who risk their lives riding on roads.

Get them off the road, have separate bike paths

Get them off the roads

Get them off the roads , perhaps have designated bike paths where cyclists can ride safely and for motorists to drive safely on roads. There are 2 types of cyclists, 1 for leisure and the other type who are enthusiasts and ride in groups, these cyclists are the ones that cause accidents on our roads and on our pathways where pedestrians walk leisurely.

Glasshouse area - if the local roads were wider it would be safer to cycle. Currently there is no room whatsoever to cycle on the roads as there is no shoulder on the roads and highly dangerous to do so. You could easily be hit by a car or truck.

Glenview - need more bike paths in this area connecting to Sippy Downs and the highway. Remove bike riders from the road as too unsafe. Keep cyclists to new bike paths. Lower speed limits in windy road areas as there has been accidents in those spots.

Had the road redone, would like to have a bike lane, eumarella rd.

Happy with the bike paths in the area .

Has a wonderful bike path but riders on the road - gunnawarra drive bike path kids ride on in but the adults ride on the road

Have a continuous bike path that leads to services, or transport.

Have a gradient from the road to the footpath to enable a wheelchair to get up. The cycle paths where I live are shared between cyclists, walkers and wheelchairs , therefore we need a better gradient from the road to the paths, a smoother gradient not with a inch and a half where the wheelchair can stumble.

Have actual separate bike roads, just in general.

Have signage for cyclists to stay in their bike lanes, I see too many of the cyclists via into drivers lanes and they do not care for drivers.

Having better connections between bike paths and more populated areas

Helmet laws should be removed. Other countries don't have this law so it would be better for it to be not exist.

I'd love them to get off the roads. There should be more bike paths in all of 4555 post code

I am unsure if it is compulsory to wear helmets. I see a lot of teenagers riding around without helmets and I am curious to know

I dislike shared pathways with pedestrian and bike riders, bike riders go far too fast and it is dangerous. Perhaps their should be a age limit.

I don't have any bike paths around here, would be good if we got some.

I don't like the bikes on the road they always need their own bike paths. They need to pay rego for their bikes. It is only fair. I think this will change their attitude towards riding - they will take it more seriously and abide by the rules

I feel unsafe as a cyclist and anxious as a driver (especially when I see riders cycling next to each other and chatting instead of single file) - which means you have to drive onto the opposite side of the road.

I feel we need separate bike paths to walkers. I have experienced on a share path where pedestrians and cyclists go on and have almost been knocked over by the speed of the cyclists and the no care attitude they have towards walkers.

I like to see a bike path between coes creek rd and following palmwoods rd.

I live in mullibra and get run over by a push bike, it is the same when the crossing the roads, bike riders seem to have more rights on the paths and the same on the roads. There is no standards and controls standards.

I live in the hinterland area and the roads are the problem: they are narrow, full of potholes that take a long time to fix. upgrade the roads first and then encourage riding. More bike skill training especially for younger people. More events or campaigns that promote bike riding: I feel its a priority but first roads need to be improved

I live on Diddillibah road - no room to ride my bicycle on this road. Needs to have footpaths here. Buses are also required along this road.

I think more awareness of bike riding for bike riders pedestrians and traffic, also improving cycleways. More of them (cycleways) it's horrible when a bike path comes to an end and I have to cross busy roads with ten year old kids. also road rage, although I am not sure if the council could affect human mentality, I guess education.

My children go to pacific lutheran college. so around Nicklin way area and major roadways. around the local community paths are great, but crossing high traffic areas is always difficult intersections not pedestrians or bike bridges [overpasses]

I think probably having designated bike lanes on routes that are busy, some are busy roads, so paths that are taken quite regularly need to have a bike lanes. Finding out where there are busy areas so that there are less collisions. I travel between chevullum and mollolah valley that a busy route that could use bike lanes

I think realistic nothing can be done, the bike lanes are close to car lanes, that is a bit dangerous. I think if they the bike lanes maybe half a metre from the car lane, it is potentially safer.

I think that it's not necessarily the bike lanes that are the problems, but the overall attitude towards cyclists. I think cyclists are afraid of drivers

I think there needs to be a physical barrier (kerb) between bike lanes and roads.

I think they need to separate the bikes and cars this is the most important. they have do this by having dedicated bike lanes. The older areas need this most. The newer areas they have them all, the older areas are more restricted. I think areas in Maroochydore need it most.

I would like people racing around on bike in the path around the perreairra lake. It's not so much about the speed limits, but about drivers's skills.

I would like to see the large group of cyclists better managed on roads, designated cycle lanes on the roads as they take up large part of the roads and cause traffic and dangerous situations with drivers. These cyclists are in groups of 50 or more. Its very dangerous! Cyclists come down Nicklin way and go onto pelican waters blvd.

I would like to see exclusive bike trails up and down the coast, excluding motor vehicles, and motor bikes. Just bikes and pedestrians.

I'd like to see bike pathways off the road near Steve Irwin way. It is a major road and bikes are often on the road which is dangerous

I'd like to see signage to explain it's a cycle-heavy area. In some areas there are standing signs/street lines alerting of the presence of bikes

If cyclists are on road, there should be a suitable lane for bike riders. Mainly on main roads where there is space for a cycle path.

If events or campaigns were to occur, be around education for both drivers and bike riders about how to conduct themselves on the road, show more courtesy both ways. More off-road back tracks to the schools rather than main roads for safety.

If sunshine coast can prioritize the connection with bike paths and schools as there are quite a few kids that ride around my street.

If there was a bike lane from Maleny Landsborough Rd right thru to mapleton would be huge asset to risk to cyclists and motorists are very high.

If they can widen all the paths and realise that it is a shared zone, a lot of ppl try and say push bikes are not allowed on the footpath - but they are. The council needs to promote it is a shared zone and to keep to the left.

If they were able to advertise or market any connections or tracks to the local members or locals in general so it would actually encourage them to go out and ride bikes as opposed to taking pt or driving to the local mall for example

If you want people to cycle on a shared pathway one side should be for cyclist and one for pedestrians.

Implement more off road cycleways.

In her local area it is pretty hilly and quite dangerous if you are a cyclist.

In my area we don't have a lot of concrete footpaths, would ride on footpaths in preference to a road, need to ride on road or specifically to a footpath. Golden beach area. Suggest lower speed limit on the esplanade on golden beach to about 40.

In schools to help teach children with road rules and bike skill training. high school as well. most adults drive so they know the road rules.

In schools, kids should be encouraged to ride bikes to schools.

In the shopping centre, rides have no respect for riding in the shopping centre foot paths - education is needed to stop this.

Increase awareness for cyclers and drivers. council to make the advertising less tragic and look at the example of New Zealand

Increase bike paths so they do not ride in the middle of the roads

Increase cycle paths, create "cut-in" parking spaces for vehicles to get them off the road, the parking is separate from the road to allow for more space for cyclists.

Increase cycleways.

Increase shared pathways.

Increasing bike paths that are not shared with pedestrians, it's better for the environment as well to encourage more walking and bike riding. Saw some years ago - an Indian man who wore a turban went to court was exempt for paying the fine regarding helmets, therefore would like a type of exemption for those who get skin cancers/health related issues who require to wear a hat. A type of health exemption in regards to this and the law around helmet.

Introduce more rules and distribute fines reckless cycling.

It's pretty good around your local area - nothing really to fault.

Contain the speed for electric rideable - a speed limit that can be enforced perhaps?

Some kids put "petrol motors" on their rideables - perhaps get that changed to be more safe for bicycles.

Its important to create programs like driver license but for bikes (why must only drivers learn about road rules?)

Just promote it more as an alternative to driving a car or public transport. more awareness.

Keep all bikes kept off the pedestrian area on pathways. I have nearly been run over by a bike. Cyclists do not dismount from Mooloolaba pub down the road as they should do. They should be penalised if they do not follow the signage.

Keep groups smaller, can't take over in cars 3-4 riders Instead of 20

Keep limit to 60km areas for bike riders.

Keep them off the road

Kenilworth no accommodation for bicycles or anywhere to ride there bicycles - to ride a bicycle u need to be riding on the road there is not designated bicycle trails

Larger paths esp when riding bicycles and sharing with pedestrians, more education in primary/secondary schools to encourage bike riding

Less bike lanes on roadways. Cyclists do not follow the road rules. Pedestrian crossing is their alternative way. Roads should be used to get from A to B. Not for bikes. Cyclists do not pay to use the roads but insist on their rights to use and reserve part of the road for themselves.

Let them get tested for skills

Like to see more bike lanes. Council needs to make roads in new developments wide enough for cars and bikes. Otherwise it can be dangerous for both.

Little mountain -more off road paths for cycling.

Live on a main road where there is a lot of hills and have to cross a main road Nambour - maypelton rd where they can get access to quieter streets for kids to ride there bikes or drive somewhere to ride there bikes

Make it safer for the school kids. they need bike paths where they're not very close to the real busy roads. Belvester boulevard is definitely the worst. There's a lot of bush land there - they have the space to make the paths further away

Make some cycle paths around the whole area around the postcode, nothing there at the moment.

Make sure there is a bike path on the road to allow cycles to give way

Make things more practical for every day use

Making accessible bike lanes for kids to be able to ride to school on / widening the bike lanes on bridges in pelican waters bld, as a driver it is hard to get around bike riders.

More advertisement around it, and more pathways... these paths should also be wider, safer for walking and riding, more manageable and user friendly. Down on Windsor road in front of the special school there is an excellent example of a good wide safe pathway

More awareness of the bike rider, I ride a motor bike and I have to be aware of cars all the time. bike should do the same and be educated on their mode of transport they are responsible the same for electric scooter. education for bike riders especially the younger generation.

More bicycle lanes would be fantastic

More bicycle parking in Mooloolaba.

More bike lanes as cars go pretty fast and for the kids they need to be more safe - signage around in the residential areas

More bike paths

More bike paths for people.

More bike paths to keep off foot path

More bike paths, generally. In terms of traffic it is tough to do anything as the council, because more people are moving here

More bike paths, more mountain biking areas. More trail riding areas. Lower the speed limit on highlands road. More education for motorist. Implement fines for reckless driving towards cyclists.

More bike skills training - especially for schools/children. The council is doing a great job with the large oaths shared between pedestrians and cycling.

More bike tracks, preferably off-road. Everywhere around the postcode.

More bike ways around by Maroochydore

More bikes and footpaths and off the road like they have in in Brisbane where they have dedicated bike ways connecting to main roads

More connected pathways with signage and markings.

More cycle paths, and a lot wider paths both pedestrian and bike riders can ride. More dedicated paths for bikes only - off road preferred.

More cycleways and more education.

More dedicated lanes for bike riding. especially in the 4556 postcode

More designated bike ways to keep bikes off the roads.

More downhill mountain bike tracks for kids to do stuff rather than playing video games at home. The back of Nambour should have these tracks.

More education for bike riders, need to be more considerate with cars.

More education for the bike riders adhering to the road rules by sharing the road motorists follow it and they have to do the same

More enforcement of the laws for bike riders, they are bike riders who still do not wear helmets . There must be some form of registration for bike riders particularly on the roads! Same applies to drivers. So why do not they apply to bike riders using the motor ways.

More fines for cyclists.

More footpaths and pathways between suburban and areas. Mixed pathways between cyclist and pedestrian are fine.

More green lanes on roads.

More indoor parking for bikes to prevent theft which is happening frequently. People training for triathlons use the road so maybe better enforcement of the bike lanes.

More split lanes pedestrians in one lane and cyclist on the others instead of having one lane for both

More mountain bike parks. More off road cycleways

More off-road bike paths instead of on the road. Cyclist should obey the road rules (e.g not weaving through traffic, moving through red lights etc.). More rules, better displayed rules and more enforcement around cyclists - it's too much burden on the drivers to be dealing with cyclists. Preferably get them off the road however.

More off-road cycleways, wider footpaths, in general around the area.

More off-road options like cycleways and shared pathways.

More off road bicycle lanes - remove them from the road environment - designated bike paths -

More off road bike paths and connectivity to those off road paths. we are all spaced out in housing and need accessibility where it is safe to leave from home and start riding. close enough not too far to get onto.

More off road bike paths that connects to civilisation or somewhere

More on road cycle marking, to separate cyclists from motorist

More parking areas and availability for cars and bicycles. Maroochydore central?

More pathways would be good

More patrolling of people who are riding bikes. The bike riders need to be more aware of the rules they need to follow and especially the rules applying to shared usage of roads and footpaths.

More right away too vehicles. Better education for cyclists.

More rules and limits around pedestrian paths and parks and riders to have consideration for people esp kids walking along paths

More signage, some kilometres identified on the bike path start at diamond head saying you are 3 km away from local cbd. Qr codes to look at bike maps, really good interactive signage so u can stop and look at significant sight - ie moffit headland knowing the indigenous history and historic place names and information. and interactive tour with your bike and interacting the knowledge and understand your environment

More signs are required for cycle paths.

More signs, and bicycle routes in general around the area.

More teaching of road rules and respect of drivers for cyclists.

More tracks for bike riders in this area that are off road or in side streets. Have a separate area for all bike riders not on main roads. Too many bike riders are riding in the car lane 3 - 4 abreast. Pushing cars into the wrong side of the road to get past. Bike paths are too wide in this area.

More training for bike riders. We were taught to ride single file. They should be reminded of general road rules. They should be licensed as cars are.

More wider bicycle paths for families to use. Helps for walkers as cyclists as well. I would feel safer.

More wider footpaths, aren't wide enough for two bikes to be pedalling together, south australia has lanes on every side of the road for up and down lanes for pushbikes with pedestrian space. Sunshine coast should adapt to south Australia in these areas. Around Mooloolaba and around Caloundra. Should be more bus services.

Motor vehicle drivers need to be educated about road rules - safety and respect for cyclists

Nambour/mapleton rd needs to be wider for bike riders and its hard for cars to exit private streets due to speeding. Parking on the street prevents u seeing what ahead or what's coming to get out of your street

Near brunton avenue - more bike paths are required. People are riding bikes where people are walking which is too dangerous. Bike riders are not using warning bells for walkers. They need to finish the 3 metre walking trail all the way through. Fishermans road - sunday market and Maroochydore sporting complex - the bridge that goes to these areas has a boggy quagmire there. they need to create a car park so parkers do not get fined for not parking as not enough parking spaces. Not enough available.

Near the tavern there need to be more restriction to cars and drive limits - rego for bikes

Need more bike paths. If riding on the road it feels dangerous with the cars.

Need separate bike paths for younger children. Too dangerous to mix older kids and adults riding with young children. I drive a truck and often encounter reckless riding by bike riders on the road.

Need to build more bicycle area and trails for them and make it safer

Need to tackle the culture of drivers towards road cyclist, social media campaigns, education.

Needs to be lit up a bit more - not enough lighting in the local area. Golden beach esplanade for example has very dull lighting - unsafe for cyclists.

Never thought about it, don't have any suggestions

No bike paths - rural town on the outskirts of the main town make it difficult and dangerous for bike riding. You need to get in car to go to other places in town or on the coast to ride your as there is nothing or too dangerous on the rural area

No bike paths in clients area its not safe for the kids to ride there bicycles as they need to ride on the road

No cyclists and walkers together on the same pathways. This can be dangerous. Longer term vision for people movement. Consider by passes for cars and cyclists.

No room to ride on some roads, would want cyclists to ride more on footpaths instead of roads. Along alex bill there are walking paths and cycling paths so cyclists can use them instead of the roads. Likes the idea of rather put bikes on roads, put shared cycleways, make footpaths bigger rather than roads bigger for more room and for safety.

No they are constantly doing things anyway, I don't think there is anything that is pressing that should be done

No, but I have on suggest; they need to fix the traffic out of enterprise st to new Maroochydore road / the round about koala lick rd and colander road they need remove roundabout and put traffic lights in before someone is killed either on a bike or in car.

No, I am not a bike rider at all, I am not able to comment much on this area.

No, I am quite happy with all bicycle matters in my area.

No, I have nothing more to add, just get cyclists off the road.

No, living rural. Not a lot of change that could be done.

No, very happy with the current conditions.

None, you couldnt ride bike here, its too dangerous. fix roads I have to drive an extra half an hour each trip. because the bridge is closed. it horrendous

Not enough space on the road - need them to be wider, bike rider were not following the rules, would be nice to have more enforcement around bike riding on the roads.

Not really a council issue, more police but, all through Noosa, bike riders dont use their bicycle lanes they ride in the middle of the road. the council spends money to put lanes in but they dont get used. waste of money by the council. they have races along holding traffic up, should be illegal, its 50 riders or so, they ride 3 wide. Dunwa eumundi through to yandina. takes 20 minutes to get a small distance because these clubs have a race and they cant be passed because they ride 3 wide. in Noosa there are bike lanes but don't get used. Path that leads from patfield rd, it leads all the way into Eumundi, it leaves from the back of my house. There is an area of council land where even though it is theirs, I have to maintain it, because they only whipper snip a small section around it.

Not really, get them off the roads .

Nothing in particular. just the bike lanes on and off roads as mentioned in the previous. Coolum wyandia road beach that area needs better bike paths.

Off road bike paths are friendly, depending on how they're done and utilised

On the bike shared paths, are riding bike that are exceeding speeding limits. I'm an elderly person and after having surgery I'm still not that steady, and don't have time to move away in time as they speed very fast on the paths. there should be a speed limit on these path.

On the walking paths, not allowed cyclists on them. Enforcement on rules, particularly if they are designated walking paths.

One pretty serious thing: motorised scooters: I've seen them do up to 35km/h on the footpath. they should be registered. if you regulate cycling you should definitely regulate those. they're often teenagers and they are really flying

Paths to the mountains in glasshouse, tibrogargan and ngungun, have to ride on the road. Have to be cautious on the road when riding there. A bike path would be better for people to access paths.

Physical infrastructure needs to change. More bicycle lanes. Educate both cyclist and motorist more.

Plan the roads to incorporate wider paths for cyclists both on roads and off roads. (No bike paths in my local area which is Caloundra in town.)

Please stop cyclists riding on the thinnest and scariest one lane road at 7.30am in the morning. Very dangerous behaviour on an 80km speed roadway.

Possible have a bike track between cotton tree and Mooloolaba. Having a bike track on Bradman Avenue along the river would be great.

Potentially cycleways to go directly to schools. Emphasis on getting to schools on bikes - making it safer.

Prefer more off road cycleways to get cyclist off the road. Safe option

Prioritise the hinterland, instead of the coast.

Professional bike riders or other cyclists and motor vehicle drivers need to respect each other and road rules, cyclists need registration

Proper bike path would be good without fear of traffic. Karraweltha drive

Provide more paths that aren't on the road, nambal.

Provide wider lanes for bike riders

Put bike paths in carramore

Reduce traffic for safety reasons. On some country roads cyclists sometimes ride next to each other on narrow roads which is dangerous for everyone.

Reinforce pre-existing rules around cycling. Create a separate division for cyclists with a guarded lane separate from the motorist lanes.

Reinforcing cyclist rules.

Remove bike paths, annoy him as a driver

Remove cyclists from the roads. They should be using the lovely cycling tracks. Roads in my area (steve irwin way) are just one way each way. Cyclists hold up trucks and cars on the roads.

Resident is long time resident no public transport - road is turned into a highway - peak hour is havoc no signage for lower speed limit and request there be lower signs but nothing has happened - curb side of is dangerous coes creek road

Road cyclists should be paying registrations or pay fines if they do the wrong thing on the road. Along sunshine coast - cyclists also take up too much road space and this is dangerous and hold up cars.

Road speed limits are often disregarded and need to be enforced rather than lowered.

Rural roads that are 80km/h roads are too narrow. It's dangerous. Build cycleways on roads . Educated cyclists.

Safer roads - Maroochydore rd, registration for bicycles even if its free.

Scottlynd st further along the pedestrian lane closes - continue the footpath for kids to ride safe and not on the road.

Separating bikes from cars like having a bike path only footpath parallel to cars

Separated bike lanes, more lights, 4575 area

Should be better designated bike paths, specifically in mountain creek motorway that separates them to the beach. One cycle path near the bp service station on Brisbane rd, the underpass that takes you from mountain creek through a "dodgy low socio-economic area with dangerous people", makes it unsafe for people to use that underpass. It takes you to kowana shops. Is a known area.

Should be educated in the road rules and should stick to the road rules. Intersections where kmart, bicycles are all against the traffic and don't observe roads. Rude and arrogant when riding in a bunch. High priority to enforce more action. Caloundra area. Drive through red lights and things, doing all the wrong things. Public transport fees should be taken off the rates. Never use it and if I do have to pay for it, why should I have to pay for it on my rate.

Signage for when you can ride a bike - more clear signage in better positions.

Some bike riders are discourteous and come along really quickly and mow you down. if there were regulations perhaps to stop people being knocked down. It would be better if there defined walking and cycling paths side by side, rather than shared. The education of bike riders should be a priority to teach people on bikes courtesy, particularly to pedestrians. with the current behaviour of bike riders, I cannot recommend off road shared paths. also to alert pedestrians with their bell as they approach. school kids need to go around pedestrians rather than going straight through them. they seem to have a complete lack of awareness that other people are entitled to be on the path. Education is what could be done by the council to fix that

Some bike riders don't ring their bell when they're riding and coming up behind you on the shared paths. When you tell them they should ring the bell they're very rude. I think a dual bike way and a walk way so they're not conflicting. Two separate paths. I find a lot of people walk for recreation, but bikes always take over everything. They ride so fast - too fast for pedestrians. I think bike riders should have to do some sort of training for being on the road and for general use in reference to respecting the cars and their space on the road. Maybe they need some kind of license

Some cyclists are rude and think they own the road. I have seen them ride 3 abreast which is not safe. They should pay a registration fee as same as cars. Ultimately keep cyclists off the road completely.

Some of the footpaths need fixing, heathfield rd specifically - makes you walk on the road to get around it.

Some of these bike racks look well designed but the bikes don't fit very well.

Some road that bicycle riders shouldn't be one esp in Melany

Sometimes paths are not big enough to be shared between walkers and bicycle riders, generally. All in all, good bike paths.

South east queensland has good off road bike tracks, that appeals to me. There are not enough lanes already for cars let alone bikes. For health a campaign to help educate kids to ride to school, they all get dropped off, and are fat.

Start charging them registration or use bicycle paths instead of roads.

System works well but council has no control over people that cycle on road where it is at 100km p/h

Take the bikes off the roads - have a designated area to bike ride - gimba beach as an example very hard for pedestrians to walk and safety reasons

The biggest frustration I have is bike riders disobeying road rules. There should be some kind of fines for this just as there are for drivers. An idea would be to have bicycle monitor on a bike where the rider knows he is doing something wrong.

The bike lanes need to be created to give them more safety and more barrier between them and the cars.

The bike riders get way too much rights on the roads - aggressive, can't overtake them because it's dangerous. Mainly around the proficient/professional cyclists. It pushes people who are recreational cyclists off the road. The professional cyclists seem to think they have a right to ride on the road and don't stay on the roads. Enough pathways that they should be riding on. Maybe more enforcement in regards to this.

The council could do cycling tests for all riders in the area. You should have to pass a cycle test before you can go on the road.

The council have done a lot for the local area

The cyclists are irresponsible, educate cyclists better. Hand out fines for poor cyclist skills.

The cyclists do not tend to use the defined bike paths and tend to ride on the pedestrian footpaths. Have defined pedestrian paths and defined cycle paths.

The lanes on the roads would be good. more on road bicycle lanes

The main road Eumundi Kenilworth, its a very heavy haulage road and its totally unsuitable for bike to ride on. too unsafe. road and paths lack of maintenance

The riders in big groups need to be more careful of cars and traffic lights. More education and training for riders, perhaps on emails or websites. Would like them to have to wear more visible clothing (e.g hi-vis).

The roads are good for riding, but if you are anywhere that are back streets they are very dangerous. the back streets don't have a lot of lights or some areas don't have any lights and you have to ride in the middle of the road

The roads are not wide enough for bike riders to be riding on the road. No kids walk or ride to school in this area, because the roads are not safe. People in the cars have no sympathy for bike riders. Maybe the council should have more police present at certain areas where there are a lot of riders at certain time in the mornings. Between kawarna island and Sippy Downs. There are bikes riders who ride three a breast on university way in Sippy Downs which is too dangerous. They ride all the way to the hospital. The council need to make sure they ride in a single file

The rules regarding to helmets are too vague. Some people say only kids need to use them not adults, others say you only wear them when riding on the road. It's very vague and needs to be alot more clear

There is one road that is the most dangerous to designate for bike riders. Bald Knob Road. Between Peachester and Melany road. It's been designated recently for bike enthusiasts. It is so dangerous and narrow I don't know why they chose it

There needs to be a defined bike lane because they should be out on the road. A lot of places around Caloundra especially. Caloundra road especially is the worst. That and Nicklin Way.

There needs to be bike lanes and bike crossing which suit roundabouts. Every school catchment should be able to cater for kids to ride safely on bikeways on any location to the school. I think that is very important.

There needs to be decent bike lanes. Particularly around schools. this needs urgent attention

There needs to be signs on the shared paths (from golden beach shops down to bells creek and up to bills boat hire) telling bike riders to ride on the grass to avoid people walking./ push bikes riding not to the far left of the road is not good so this needs to be addressed by making cyclist aware with signage./ Electric scooters need to have a speed limit as they are riding too fast along shared paths but I don't know how this should be stopped?

There should be more room or a special space for the riders on the roads. they should have their own special bike lanes everywhere.

There should be wider roads to accommodate bikes and cars

There should not be shared lanes in all areas. It can get very dangerous. I see them riding in groups

They are doing a good job providing more bike ways, just keep doing what they are doing, nothing in particular specific

They could do a good push for drivers to understand bike rider better. The campaign I think should highlight the rules between riders and car drivers. they could all do with some time to learn from each other and understand each other

They have sufficient room on the road for cars to take over bike riders. Cyclists take up most of the road would like to see wider roads.

They need to educate people what bike bells are all about and also they should teach them about etiquette on the road. Bike riders think they own the road - ride 3 a breast. On Bradman Avenue it is a bad area I've almost seen people being thrown off bikes. They should start doing a tv campaign about bike riders learning how to ride accordingly to the law. They should be fined if they don't have a bell on their bike

They need to maintain the roads, some have big potholes in central Coolum roads, asked if respondent could name any and she advised "just most roads in central Coolum", on some of them you need to swerve to miss pot holes and this effects riders, walkers and drivers.

To create more designated bicycle paths

To educate cyclists about road rules and especially when there is a very wide bike lane and that they swerve in front of cars, in and out of their lanes

To educate people with the newer road rules. if there could be school base training for children at schools. and open bridges in the narrow canals.

To make it more safe, and comfortable to ride, that why I would rather take a longer route the roads are getting very congested with cars to have a shared path. prefer separate bike paths to make it safer for families as well.

To not promote high density in the area to decrease traffic in the area. Try and put off-road cycle paths for high-density areas.

To separate pedestrian leisure walk paths from cyclists. Create more designated bike paths only, not at the cost of a leisure walking path.

Too many potholes, ... there is a pothole at the corner of brassy and pyalong which makes the road unsafe, it is already too narrow there. the pothole should be fixed and the road should be wider at the bend with better camber so that there is space for the bicycle lane

Traffic huge problem and there is no decent bus services.

Traffic is high - congested. More off-road cycleways or more access for the cyclists - bike lanes.

Traffic lights in area client lives- opposite sports ground and there is a lot of traffic.

Twin waters area - stop bike riders not abiding by the road rules and to keep in their own bike lanes and follow all road rules. Bikes give way at roundabouts.

They are riding 3 abreast and this is dangerous. Many bike riders ride right on the far line of the bicycle lanes. Bike riders need to show some courtesy on the roads.

Very happy with the current conditions.

Very busy oceanic drive for walkers, riders and drivers. They have all traffic controls in place but I think they really need to have traffic lights along oceanic drive not speed humps and other cross ways to break traffic up / it should be promoted; bike riding as a better mode of transport getting round locally and this might reduce congestion on the roads

Waranda -more bike paths required in area. More bike parking

We don't have any bike paths so literally any bike path would be great

We need a separate area for walkers and a separate area for cyclists and scooters etc. It is too dangerous for walkers constantly giving way to skateboarders and cyclists. Walkers have to always give way or jump out the way. Bike lanes need to be wider so as cars get past them.

We need more street lighting here in burnside / nimble heights and behind tafe area. No bike paths or bike lanes in this area so these are very needed.

We want to have to dodge traffic / walkers depending on if we are on road. more education to school kids on that sort of stuff (kids haven't been taught in programs how to follow road rules [on bikes] from a young age) get them in at prep and teach them road rules so they know it from a young age. plus more bike lanes on and off road

Wear fluorescent clothing for safety reasons. Especially during dark hours. Goes up to palmwood range, they do not stick to their side of the road. Make rules/laws around riding habits, must ride in single file. Enforce these rules if possible as well. It is dangerous for everyone on the road.

When bike riders are on footpaths and cars are coming into their driveways , riders often do not look too see if in coming cars are entering driveway. Perhaps, there needs to be signage around these areas for young cyclists to be aware and slow down, this applies to skate boards and electric bikes and scooters.

When I drive some of the bike paths become very narrow and close to cars. putting the bike rider at risk, especially in wet weather. if they could be consistently the main with.

When I'm driving my car - as a motorist I get very mad when they ride four people on the road at once. Specifically on pierce avenue they do this. They know there are no consequences. I think there should be better sign posts on the road telling bike riders they need to ride single file.

When they do the upgrade to the alex headland, don't put in ay road barrier. No implending views

When walking separate walk and cycle ways and not on the one path esp at the coast moffits beach is a shared pathway.

Where I live in there are great cycle paths .

Where I live there are no designated bike paths. My suburb is burnside and would like to see more bike paths.

Wider areas for cyclist to ride there bikes on the road - bike lanes are very narrow - mainly back roads its hard for motorist to give way to cyclist when the road doesn't have a designated lane. some cyclists listen and some don't

Wider lanes on roads. they are too narrow, over in mountain creek, not sure the exact locations, but the bigger main roads, the bike lane is not wide enough when there is heavy traffic, cyclists are too close to cars it is dangerous.

Make people use lanes. sometimes cyclists ride in a peloton which is great for a race but is really dumb on the road, because they take up the bike lane and half the driving lane as well. maybe classes, or wider lanes tough behaviour to fix for the council

Wider paths and more sign on the coastal route to be aware that there are bicycle riders. Also space to distinguish between pedestrians and cyclists esp for the younger generation as they are getting abused by the older generations.

Wider paths off the road, do not want to share bike paths with pedestrians that are walking on the same route. Stringybark rd safer crossings.

With bike riding in my area I think it is important for the motorists that the bike riders are more visible on the road. I think they should have some sort of ruling that you have to wear bright gear when you're riding so motorists can see you .

Would be helpful to make more lanes for cyclist. Just in general.

Would be nice if there were areas for bike riding for just recreation

Would like more off road bike paths just for safety reasons around cars - get cyclists off the road.

Would like more signage for bike paths, where they are located.

Would like to see more linked cycle ways.

You prefer to see more off road bike paths as they shouldn't be sharing the road with the bicycle.
Danger of riding on the road.

Appendix C: 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. We are conducting a government study to determine how priorities have changed to help the Government understand where to invest in transport infrastructure. The survey takes 10-15 minutes depending on how much you have to say... we abide by the Privacy Act and this call may be monitored for training and quality control purposes.

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

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

CONTINUE	1
AM MSG Answering machine, leave message	2
AM Answering machine, didn't leave message	3
CB Schedule callback	4
COMM Communication difficulty	5
DUP Duplicate	6
HR Hard refusal / hang up	7
LOTE Language other than English	8
NA No answer / engaged	9
NQ Non qualify / non-residential / incorrect details / business number / under 15	10
OQ Over quota	11
SR Soft refusal / busy at time	12
TE Terminated early (survey started by completed)	13

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 or moped	3
Public transport	4
Wheelchair or mobility scooter	5
Bicycle, even just riding in your backyard	6
None of the above	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.4. In the last 7 days have you ridden on an electrically assisted rideable such as a Segway, e-scooter or e-skateboard, excluding an e-bike?

Yes	1
No	2

WALKING

Now we would like to ask you about walking/mobility aids/wheelchair travel.

Q.5. In the last 7 days have you walked/used your wheelchair or mobility scooter for 5 minutes or more, somewhere outside of your home? NOTE: This includes walking for exercise or to reach a destination like the shops, school, workplace, to or from public transport or even a car park to a destination. INCLUDE: walking the dog, walk for work if not on home property, walking using walking aids like walking frames and sticks or wheelchairs or mobility scooters, or walking for five minutes or more in a shopping centre. EXCLUDE: gardening, treadmill at home or gym

Yes	1
No	2

Q.6. IF DID NOT WALK IN LAST 7 DAYS Are there any reasons you did not walk / use your wheelchair or mobility scooter at least once for 5 minutes or more in the last 7 days?

Health reasons	1
Too busy	2
Prefer other methods of getting around	3

Had no need	4
Some other reason (please specify)	5
No reason	6

Q.7. IF DID NOT WALK IN LAST 7 DAYS When did you last walk/use your wheelchair or mobility scooter for at least five minutes?

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.8. IF WALKED IN LAST 7 DAYS In the last 7 days on how many days did you walk/use your wheelchair or mobility scooter for at least 5 minutes?

Days ____

Q.9. IF WALKED IN LAST 7 DAYS What is your best estimate of the total time you have spent walking/using your wheelchair or mobility scooter over the past 7 days?

Hours ____

Q.10. IF WALKED IN LAST 4 WEEKS During the past 4 weeks have you walked/used your mobility scooter for at least 5 minutes for any of the following purpose?

Recreation or exercise	1
Walking the dog	2
To or from work	3
To or from school, university or study	4
To or from shopping	5
To visit a café or restaurant	6
As part of a trip involving public transport	7
As part of your work, such as delivering good or attending a meeting	8
Escorting someone like walking a child to school	9
To visit friends or relatives	10
Some other reason (please specify)	11

Q.11. IF WALKED IN PAST YEAR And would you say that you walk/use your wheelchair or mobility scooter more frequently, as frequently or less frequently than a year ago?

More frequently than a year ago	1
As frequently as a year ago	2
Less frequently than a year ago	3

Q.12. IF WALKED IN LAST 4 WEEKS Why do you say that?

Record verbatim

CYCLING

Q.13. IF DID NOT RIDE IN THE PAST 7 DAYS When did you last ride a bicycle? (READ OUT)

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.14. IF DID NOT RIDE IN PAST YEAR Are there any reasons you have not ridden a bicycle in the past year? READ OUT

Health reasons	1
I don't know how to ride a bicycle	2
Too busy to ride	3
Prefer other methods of getting around	4
I'm not interested in riding	5
Some other reason (please specify)	7
No reason	8

Q.15. IF RODE IN PAST 7 DAYS In the last 7 days on how many days did you ride a bicycle?

DAYS _____

Q.16. IF RODE IN PAST 7 DAYS What is your best estimate of the total time you have spent riding over the past 7 days?

HOURS _____

Q.17. IF RODE IN PAST 4 WEEKS 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.18. ASK IF RODE IN PAST YEAR Which of the following statements best describes you? Would you say you... (READ OUT)

Are new to cycling and 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.19. ASK IF HAVE BEEN CYCLING FOR MORE THAN 12 MONTHS 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.20. IF SAMPLE = LGA AND RODE IN PAST YEAR Now we would like you to think about how at ease you are when bike riding within your local area. Can you tell me if you are comfortable, neither comfortable nor uncomfortable or uncomfortable when riding in your local area?

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.21. IF RODE IN PAST YEAR We would like you to think about the way you ride your bike in the presence of traffic when on-road. Which of the following best describes your riding style? READ OUT

I prefer paths or quiet streets and am willing to take a longer way to avoid busy roads	1
I prefer to use the most direct and convenient way regardless of traffic	2
I would never ride my bike on a road	3

Q.22. IF DID NOT RIDE IN PAST YEAR Which of the following phrases best describes you as a bike rider? READ OUT

Not a bike rider but would like to be	1
Do not want to be a bike rider	2

Q.23. IF SAMPLE = LGA AND RODE IN PAST YEAR In the past year, do you think cycling conditions in your local are have become much better, better, about the same, worse or much worse?

Much better	1
Better	2
About the same	3
Worse	4
Much worse	5
Don't know	6

Q.24. IF SAMPLE = LGA AND RODE IN PAST YEAR Do you have any comments regarding conditions for bike riding in your local area? ROTATE

More off-road shared paths and cycleways	1
More on-road bicycle lanes	2
Better connections between bike paths and schools	3
Better connections between bike paths and shops	4
Better connections between bike paths and parks and swimming pools	5
Better connections between bike paths and public transport	6
More bicycle parking	7
Lower local road speed limits	8
More bike skills training	9
More signs highlighting bike routes	10
More events or campaigns that promote bike riding	11

Q.25. IF SAMPLE = LGA Do you have any suggestions for actions you would like to see the <COUNCIL> take regarding bike riding in your local area?

Q.27. IF SAMPLE = LGA AND RODE IN PAST YEAR There are a number of actions <COUNCIL> could take to encourage bike riding in your local area. For each of the following, can you tell me whether these are very high, high, moderate, low or not a priority?

SECTION 2: MAIN RESPONDENT'S DEMOGRAPHICS

We'd like to ask a few questions to help us classify your responses.

Q.28. What gender do you identify as?

Male	1
Female	2
Prefer to self-describe	3
Refused	4

Q.29. AGE: What is your age? (INSERT 99 FOR DON'T KNOW – NONE SHOULD BE UNDER 15 YEARS OF AGE)

Do not use	1
Do not use	2
Do not use	3
Do not use	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.30. 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.31. In which country were you born?

Australia	1
UK (England, Scotland, Wales, Northern Ireland)	2
New Zealand	3
India	4
Italy	5
Vietnam	6
Phillipines	7
China	8
South Africa	9
Malaysia	10
Sri Lanka	11
Germany	12
South Korea	13
Greece	14
Hong Kong	15

USA	16
Other (please specify)	17

Q.32. 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 _____

LOOP THROUGH NEXT SECTION FOR EACH ADDITIONAL RESIDENT AGED 2+ UP TO NINE ADDITIONAL RESIDENTS

SECTION 3: OTHER HOUSEHOLD MEMBERS TRAVEL

To build an accurate representation of travel habits of members in households in Australia we'd like to ask about other people in your household starting with the oldest person other than yourself and working down, could you tell me...?

Q.33. What gender do they identify as?

Male	1
Female	2
Prefer to self-describe	3
Refused	4

Q.34. 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.35. 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.36. In which country were they born?

Australia	1
UK (England, Scotland, Wales, Northern Ireland)	2
New Zealand	3
India	4
Italy	5
Vietnam	6
Phillipines	7
China	8
South Africa	9
Malaysia	10
Sri Lanka	11
Germany	12
South Korea	13
Greece	14
Hong Kong	15
USA	16
Other (please specify)	17

Q.37. 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 or moped	3
Public transport	4
Wheelchair or mobility scooter	5
Bicycle, even just riding in your backyard	6
None of the above	7
(Don't know)	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.38. In the last 7 days has this person ridden on an electrically assisted rideable like a Segway, e-scooter or e-skateboard excluding e-bikes?

Yes	1
No	2
Don't know	3

WALKING

Q.39. In the last 7 days has this person walked/used a wheelchair or mobility scooter for 5 minutes or more, somewhere outside of their home? NOTE: This includes walking for exercise or to reach a destination like the shops, school, workplace, to or from public transport or even a car park to a destination. INCLUDE: walking the dog, walk for work if not on home property, walking using walking aids like walking frames and sticks or wheelchairs or mobility scooters, or walking for five minutes or more in a shopping centre. EXCLUDE: gardening, treadmill at home or gym

Yes	1
No	2

Q.40. IF DID NOT WALK IN LAST 7 DAYS When did they last walk/use a wheelchair or mobility scooter for at least five minutes?

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

CYCLING

Q.41. IF DID NOT RIDE IN LAST 7 DAYS AND AGED 2+ When did this person last ride a bicycle?
(READ OUT)

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.42. IF RODE IN LAST 7 DAYS In the last 7 days, on how many days did they ride a bicycle?
(RECORD 99 FOR DON'T KNOW)

DAYS _____

Q.43. IF RODE IN LAST 7 DAYS What is your best estimate of the total time they have spent riding over the past 7 days?

(RECORD 99 FOR DON'T KNOW)

HOURS: _____

Q.44. IF RODE IN PAST 4 WEEKS 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 (please specify)	7
Don't know	8

END PERSON LOOP

Q.45. 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 _____