Auckland Transport Cycling Research
Reader Notes:

• This report is based on the 2013 Auckland Transport Cycling Survey conducted by Ipsos.

• Interviews were predominantly completed online.

• The results reported here have been weighted for gender and age nested within Auckland Council ward areas.
Research Details:

- A total of n=1,048 interviews were conducted among a random adult (15+ years) population sample controlled for age, gender and ward.
- Participants were drawn from the Research Now online research panel.
- N=47 of these interviews were completed by phone, selected to fill gaps left in the sampling frame from the online survey.
- In addition, n=201 interviews were completed online, recruited from the Auckland Transport panel and Cycle Action Auckland (CAA) members to boost cyclist numbers over and above those found naturally within the random sample. These cyclists showed different characteristics to those of cyclists included in the random sample, and these results will therefore be reported separately.
  - Appendix 2 details the differences in response among cyclists sourced from the three different sources.
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Summary of findings
Take-home points:

- 2/5 have access to a bike
- 2/5 could use a bike to go places
- Nearly 1/5 use a bike at least monthly
- 1/5 would be confident on a bike
- Women are significantly more likely to be “Pre-primed”

Vs.

Exercise (and recreation) vs. Safety and traffic concerns benefits
The “current state of cycling in Auckland" does not rate well

“Very good” 4%  “Somewhat good” 16%  “Neutral” 20%  “Poor” 51%  “Don’t Know” 9%

Mean score out of ten: 4.0

Q4.16 Overall, how do you view the current state of cycling in Auckland? (Please give us your opinion even if you don’t cycle yourself.) Random sample (n=1,048)
### How’s progress against AT’s cycling goals? (I)

<table>
<thead>
<tr>
<th>AT Goal:</th>
<th>Performance Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong> Safety</td>
<td>26% agree cyclists are no more dangerous than drivers;</td>
</tr>
<tr>
<td></td>
<td>31% of those not confident cycling cite danger as a reason;</td>
</tr>
<tr>
<td></td>
<td>41% agree cyclists are “brave”;</td>
</tr>
<tr>
<td></td>
<td>59% indicate safety concerns are a barrier to cycling more;</td>
</tr>
<tr>
<td></td>
<td>79% agree MORE should be done to promote safe cycling;</td>
</tr>
<tr>
<td></td>
<td>72% agree MORE should be done to promote safe driving around cyclists.</td>
</tr>
<tr>
<td><strong>1</strong> Quality</td>
<td>20% of those not confident cycling cite road / lane design as an issue;</td>
</tr>
<tr>
<td></td>
<td>25% agree cycles lanes in Auckland are of good quality;</td>
</tr>
<tr>
<td><strong>1</strong> Connectivity</td>
<td>13% agree Auckland has a well connected network;</td>
</tr>
<tr>
<td></td>
<td>13% agree there are enough cycle lanes and paths in Auckland</td>
</tr>
<tr>
<td><strong>1</strong> Separation from traffic</td>
<td>12% agree cyclists are sufficiently separated;</td>
</tr>
<tr>
<td></td>
<td>43% of cyclists usually cycle on quiet local roads (vs. 33% on public roads with cycle lanes);</td>
</tr>
</tbody>
</table>
## How’s progress against AT’s cycling goals? (II)

<table>
<thead>
<tr>
<th>AT Goal:</th>
<th>Performance Measures</th>
</tr>
</thead>
</table>
| **2 Mode of choice**          | 12% cycle once a week or more often;  
27% indicate cycling is NOT a good transport option (limiting their cycle use);  
43% of cyclists cycle as a form of transport;  
72% of those who could cycle places choose NOT to; |
| **3 Effective training**      | 63% support AT funding;  
85% are UNAWARE of any course but around 1 in 4 would attend or recommend; |
| **4 Promotion of benefits**   | 68% of cyclists cycle for exercise;  
57% of cyclists cycle for recreation;  
81% in “open” cycling segments agree cycling helps with fitness;  
50% in “open” cycling segments agree cycling saves money;  
48% in “open” cycling segments agree cycling is fun;  
41% in “open” cycling segments agree cycling helps avoid parking hassles. |
| **5 Integration with public transport** | 4% of cyclists ride their bike to get to public transport;  
15% agree there are enough cycle storage facilities at PT stations. |
| **6 Value for money**         | 49% agree investment in cycling facilities is good value for money. |
Sample characteristics
The demographic breakdown of the random sample

Random sample (n=1,048); Weighted for age and gender nested within ward
The demographic breakdown of the cyclists’ random sample

Cyclists are defined as those who use bicycles at least a few times a year

**Gender**

- Male: 63%
- Female: 37%

**Age**

- 15-34: 43%
- 35-64: 53%
- 65+: 4%

**Employment**

- Working: 71%
- Non-working: 29%

**Household**

- Live alone: 8%
- Couple without kids: 23%
- Couple with kids: 41%
- Single parent with kids: 9%
- Sharing with others: 8%
- Extended family: 10%
- Live with adult kids: 0%
- Other: 1%

**Ethnicity**

- NZ European: 66%
- Māori: 9%
- Samoan: 3%
- Cook Island Māori: 1%
- Tongan: 1%
- Other Pacific Ethnicities: 2%
- Chinese: 3%
- Indian: 12%
- Other Asian: 3%
- European: 6%
- Other: 2%

**Ward**

- Albany: 9%
- Albert-Eden-Roskill: 13%
- Franklin: 6%
- Howick: 9%
- Manukau: 9%
- Manurewa-Papakura: 9%
- Maungakiekie-Tamaki: 4%
- North Shore: 12%
- Orakei: 4%
- Rodney: 4%
- Waitakere: 10%
- Waitemata and Gulf: 7%
- Whau: 4%

Cyclists in random sample (n=305); Weighted for age and gender nested within ward

Significantly higher than total sample in green
Significantly lower than total sample in red
The demographic breakdown of the regular cyclists’ random sample

Regular cyclists are defined as those who use bicycles at least once a week

<table>
<thead>
<tr>
<th>Gender</th>
<th>Age</th>
<th>Employment</th>
<th>Household</th>
</tr>
</thead>
<tbody>
<tr>
<td>76%</td>
<td>41%</td>
<td>25%</td>
<td>Live alone 7%</td>
</tr>
<tr>
<td>24%</td>
<td>56%</td>
<td>Working 75%</td>
<td>Couple without kids 24%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ethnicity</th>
<th>Ward</th>
</tr>
</thead>
<tbody>
<tr>
<td>NZ European 57%</td>
<td>Albany 10%</td>
</tr>
<tr>
<td>Māori 13%</td>
<td>Albert-Eden-Roskill 11%</td>
</tr>
<tr>
<td>Samoan 2%</td>
<td>Franklin 4%</td>
</tr>
<tr>
<td>Cook Island Māori 1%</td>
<td>Howick 9%</td>
</tr>
<tr>
<td>Tongan 1%</td>
<td>Manukau 10%</td>
</tr>
<tr>
<td>Other Pacific Ethnicities 3%</td>
<td>Manurewa-Papakura 8%</td>
</tr>
<tr>
<td>Chinese 4%</td>
<td>Maungakiekie-Tamaki 6%</td>
</tr>
<tr>
<td>Indian 19%</td>
<td>North Shore 10%</td>
</tr>
<tr>
<td>Other Asian 2%</td>
<td>Orakei 7%</td>
</tr>
<tr>
<td>European 8%</td>
<td>Rodney 4%</td>
</tr>
<tr>
<td>Other 1%</td>
<td>Waitakere 11%</td>
</tr>
<tr>
<td>Live with adult kids 0%</td>
<td>Waitemata and Gulf 6%</td>
</tr>
<tr>
<td>Sharing with others 9%</td>
<td>Whau 6%</td>
</tr>
<tr>
<td>Extended family 12%</td>
<td>Other 4%</td>
</tr>
</tbody>
</table>

Regular cyclists in random sample (n=116)

Significantly higher than total random sample in green
Significantly lower than total random sample in red
Usage & attitude towards cycling
About one in four people (28%) own a bike; about 2 out of 5 overall (45%) have access to a bike

Bicycle access

Those who own bicycles are significantly more likely to be
- Male
- Indian
- Living in Albert-Eden-Roskill

Q2.3 Do you own or otherwise have access to a bicycle?
Random sample (n=1,048)
* Cyclists use a bike at least a few times a year (n=305); Regular cyclists use a bike at least once a week (n=116)
More than one in four could use a bicycle to get somewhere they regularly go, but don’t

Possibility of using a bicycle to get to work or school (or somewhere else you regularly go)

- No, it really isn't possible, 60%
- Yes, I could but don't, 29%
- Yes, I already do this, 3%
- Yes, I do this occasionally, 6%
- Don't know, 3%

Cycling frequency among those going places by bicycle

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Currently (n=27)</th>
<th>Occasionally (n=53)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5+ days a week</td>
<td>47%</td>
<td>5%</td>
</tr>
<tr>
<td>3-4 days a week</td>
<td>38%</td>
<td>17%</td>
</tr>
<tr>
<td>Once or twice a week</td>
<td>12%</td>
<td>41%</td>
</tr>
<tr>
<td>Once or twice a month</td>
<td>3%</td>
<td>11%</td>
</tr>
<tr>
<td>Less than once a month</td>
<td>0%</td>
<td>16%</td>
</tr>
</tbody>
</table>

31% of cyclists and 18% of regular cyclists could use a bicycle to get to work or study but don’t.*

Albert-Eden-Roskill residents significantly more likely to be able to cycle but choose not to. Albany residents significantly less likely to indicate cycling is possible.

Q2.3b Is it possible for you to use bicycle as an option to get to work or school (or somewhere else you regularly go)?
Random sample (n=1,048)
* Cyclists use a bike at least a few times a year (n=305); Regular cyclists use a bike at least once a week (n=116)
Around 1 in 8 use a bicycle at least once a week

Cycling frequency

- 5 or more days a week
- 3-4 days a week
- Once or twice a week
- Once or twice a month
- Less than once a month
- Less often than once a year / Never

Regular cyclists are defined as those who use bicycles at least once a week.

Cyclists are defined as those who use bicycles at least a few times a year.

ASK IF Q2.3 = Yes (codes 1 or 2) i.e. HAVE ACCESS TO A BICYCLE
Q2.4 About how often do you use a bicycle for any reason?
Re-based on total random sample (n=1,048) for this report on the basis that those who don’t have access to a bike would have answered “less often than once a year / never”
2 in 3 lack confidence riding a bike in the Auckland area; 2 out 5 regular cyclists also express a lack of confidence.

**Confidence in riding a bicycle**

- Don't know
- Not confident (0-4)
- Neutral (5)
- Somewhat confident (6-7)
- Very confident (8-10)

**Total random sample (n=1,048)**
- Don't know: 2%
- Not confident (0-4): 66%
- Neutral (5): 9%
- Somewhat confident (6-7): 12%
- Very confident (8-10): 11%
- Mean: 3.3

**Regular cyclists (n=116)**
- Not confident (0-4): 41%
- Neutral (5): 15%
- Somewhat confident (6-7): 19%
- Very confident (8-10): 25%
- Mean: 5.3

Albert-Eden residents are significantly more likely to be very confident; Howick residents are significantly less likely to be so. Albany residents are significantly more likely to have very low confidence (0-2 rating).

**Q2.2a In general, how confident are you / would you be in riding a bicycle in the Auckland area?**

*Random sample (n=1,048)*
Safety is the main issue that makes people not confident with cycling

Why people are not confident with cycling

- Dangerous: 31%
- Heavy traffic: 24%
- Bad drivers: 24%
- Road / cycle lane design: 20%
- Lack of confidence: 13%
- Health / age / fitness issues: 11%

[Ask Q2.2a if respondent provides a 4 or lower at Q2.2a]
Q2.2b Please tell us the reasons for your score...
Those who are not confident with cycling (n=707)
Question asked open-ended with responses coded for analysis

'I read the horror stories and have had a few alarms passing cyclists in my car.'
'I used to ride to work but I was hit by a car trying to beat me to turn into a street and he drove straight into me. I went over his car and landed on my head... put me off... he just drove off and left other people to care for me!'
'With so much traffic and careless drivers I would be concerned for my safety.'
'The drivers in our area are not the best and I consider it too dangerous to ride a bike on the road.'
'Not confident in cycling on public roads due to too many cars who don’t care about bicycles.'
Most agree cyclists are fit and brave; regular cyclists are significantly less likely to agree they are a danger

<table>
<thead>
<tr>
<th>Cyclists are...</th>
<th>Total (n=1,048)</th>
<th>Regular cyclists (n=116)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fit &amp; healthy</td>
<td>52%</td>
<td>54%</td>
</tr>
<tr>
<td>Brave</td>
<td>41%</td>
<td>39%</td>
</tr>
<tr>
<td>Just another group of people trying to get around</td>
<td>39%</td>
<td>42%</td>
</tr>
<tr>
<td>No more dangerous than drivers</td>
<td>26%</td>
<td>36%</td>
</tr>
<tr>
<td>A danger to themselves</td>
<td>25%</td>
<td>10%</td>
</tr>
<tr>
<td>A danger to other road users</td>
<td>10%</td>
<td>23%</td>
</tr>
<tr>
<td>Generally follow road rules</td>
<td>23%</td>
<td>28%</td>
</tr>
<tr>
<td>Considerate road users</td>
<td>17%</td>
<td>26%</td>
</tr>
<tr>
<td>Like me</td>
<td>13%</td>
<td>34%</td>
</tr>
</tbody>
</table>

Q3.2a Thinking about cyclists in general, to what extent do you agree with each of the following statements?

*Random sample (n=1,048)*
Cyclists’ behaviour & segmentation
Exercise and recreation are the main reasons for riding a bicycle

Reasons for riding a bicycle

- For exercise: 68% (All cyclists), 77% (Regular cyclists)
- For recreation: 57% (All cyclists), 47% (Regular cyclists)
- To get to shops: 27% (All cyclists), 40% (Regular cyclists)
- To see friends and family: 15% (All cyclists), 23% (Regular cyclists)
- To get to some other destination: 10% (All cyclists), 16% (Regular cyclists)
- To get to work: 9% (All cyclists), 15% (Regular cyclists)
- For sport: 8% (All cyclists), 10% (Regular cyclists)
- To get to public transport: 4% (All cyclists), 9% (Regular cyclists)
- As part of my job: 3% (All cyclists), 6% (Regular cyclists)
- To get to study: 2% (All cyclists), 5% (Regular cyclists)

72% of those using a bicycle for transport (other than as part of their job, n=125) would otherwise go by car; 41% would walk.

ASK IF Q2.4 IS CODES 1 TO 6 I.E. USE A BICYCLE
Q2.5 For which of the following reasons do you ride a bicycle? (Please select all that apply) (RANDOMIZE OPTIONS A TO J)
Cyclists (n=305)
Q2.6 If you weren’t travelling by bicycle, what form of transport would you be most likely to use instead?
Quiet roads, footpaths, parks and public roads with cycle lanes are popular with cyclists

<table>
<thead>
<tr>
<th>Where usually cycle</th>
<th>All cyclists (n=305)</th>
<th>Regular cyclists (n=116)</th>
</tr>
</thead>
<tbody>
<tr>
<td>On quiet local roads</td>
<td>46%</td>
<td>55%</td>
</tr>
<tr>
<td>At a park / domain</td>
<td>34%</td>
<td>35%</td>
</tr>
<tr>
<td>On public roads with cycle lanes</td>
<td>33%</td>
<td>46%</td>
</tr>
<tr>
<td>On the footpath</td>
<td>33%</td>
<td>33%</td>
</tr>
<tr>
<td>On a shared path separate from the road</td>
<td>27%</td>
<td>33%</td>
</tr>
<tr>
<td>On city roads</td>
<td>25%</td>
<td>31%</td>
</tr>
<tr>
<td>Off road / mountain biking</td>
<td>17%</td>
<td>18%</td>
</tr>
<tr>
<td>On open, country roads with no cycling lanes</td>
<td>11%</td>
<td>16%</td>
</tr>
<tr>
<td>At a track or sports facility</td>
<td>5%</td>
<td>10%</td>
</tr>
<tr>
<td>At a school</td>
<td>3%</td>
<td>4%</td>
</tr>
<tr>
<td>OTHER</td>
<td>0%</td>
<td>2%</td>
</tr>
</tbody>
</table>

Significantly higher in **green**
Significantly lower in **red**

*ASK if Q2.4 is codes 1 to 6 i.e. Use a bicycle*

Q2.7 Where do you usually cycle? *Those who use a bicycle at least a few times a year (n=305); Random sample*
Cyclists using the AT network employ a number of strategies when choosing their routes

**Route selection strategies**

- Use routes through quiet streets: 46% (42% for regular cyclists)
- Avoid main roads: 42% (45% for regular cyclists)
- Avoid peak hours: 38% (44% for regular cyclists)
- Avoid roads with poor surfaces: 33% (44% for regular cyclists)
- Use routes with cycle lanes: 26% (36% for regular cyclists)
- I take my bicycle by car or public transport: 17% (20% for regular cyclists)
- Use routes with parking restrictions: 16% (27% for regular cyclists)
- Use bus lanes: 15% (21% for regular cyclists)
- Cycle with others: 14% (21% for regular cyclists)
- Use busy roads which flow easier: 4% (7% for regular cyclists)
- None: 15% (27% for regular cyclists)

**Notes:**
- All cyclists using AT network (n=218)
- Regular cyclists using AT network (n=98)
- Significantly higher in green
- Significantly lower in red

**Ask if Q2.4A = 1-5 (RIDE A BICYCLE FREQUENTLY – AT LEAST MONTHLY) AND Q2.7 INCLUDES A TO E (USE AT NETWORK)**

**Q4.15** Cyclists we’ve spoken to have a range of strategies when choosing which route to cycle. How strongly do these strategies apply to you?

*Frequent and AT network cyclists (n=218); Random sample*
2 out of 5 regular cyclists are cycling more now than they were a year ago

The changes of cycling frequency

- Cyclists (n=305)
  - I didn't cycle then and I still don't: 1%
  - Cycling about the SAME: 34%
  - Cycling LESS often: 42%
  - Cycling MORE often: 23%

- Regular cyclists (n=116)
  - I didn't cycle then and I still don't: 1%
  - Cycling about the SAME: 33%
  - Cycling LESS often: 22%
  - Cycling MORE often: 44%

Significantly higher in green
Significantly lower in red

Q2.8 Would you say that you are cycling more often, less often or about the same amount as you were a year ago?

Random sample
**People who are cycling more than before cite health and fitness as the main reason for doing so**

### Why are people cycling more than before?

<table>
<thead>
<tr>
<th>Reason</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Health, age, fitness, exercise, recreation, etc</td>
<td>42%</td>
</tr>
<tr>
<td>Now have a bike, access to a bike</td>
<td>21%</td>
</tr>
<tr>
<td>Spend time with family, friends</td>
<td>15%</td>
</tr>
<tr>
<td>Change of home / work / life circumstances</td>
<td>11%</td>
</tr>
<tr>
<td>Transport cost / save on petrol / cheaper</td>
<td>6%</td>
</tr>
<tr>
<td>Other</td>
<td>17%</td>
</tr>
<tr>
<td>DK / NR</td>
<td>1%</td>
</tr>
</tbody>
</table>

"It’s a good exercise and makes us fit."

"More recreational time with children. Exercise on a bike is ok for knees."

"Wanting to lose weight and a fun activity for me and my daughter."

"I recently moved to a new house much closer to my new place of work, close enough that cycling is a very practical means of transportation."

"Because it’s good for me, good for my surroundings and more pleasant than driving."

"For better fitness and good exercise as well."

**Ask if Q2.8 = 1**

**Q2.8a** Please tell us the main reason you are cycling more than you did before.

*All who are cycling more than before (n=73)*

Question asked open-ended with responses coded for analysis
People who are cycling **less than before** cite lack of time as the main reason

<table>
<thead>
<tr>
<th>Reason</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Too busy / no time / have less time available</td>
<td>17%</td>
</tr>
<tr>
<td>Prefer a different form of exercise / mode of transport, have a car</td>
<td>16%</td>
</tr>
<tr>
<td>Change of home / work circumstances</td>
<td>15%</td>
</tr>
<tr>
<td>Dangerous / not safe</td>
<td>14%</td>
</tr>
<tr>
<td>Traffic / busy roads</td>
<td>12%</td>
</tr>
<tr>
<td>Health, age, fitness, etc</td>
<td>11%</td>
</tr>
<tr>
<td>Lazy / apathy / unmotivated</td>
<td>10%</td>
</tr>
<tr>
<td>Family, children, baby</td>
<td>8%</td>
</tr>
</tbody>
</table>

‘Because I only used to do cycling for fun and now I don’t have time for that.’

‘My shifts at work are now 12 hours. Once I am off shift work, I will cycle again.’

‘We moved to Auckland in December from Ashburton... easier to ride in Ashburton and safer.’

‘The roads are too dangerous on the shore to cycle. We try to do it when the traffic is lighter, but I am concerned that I won't make it home safely.’

‘The area I am in is too hilly for a comfortable bike ride.’

**Ask if Q2.8 = 2**

**Q2.8b** Please tell us the main reason you are cycling less than you did before.

*All who are cycling less than before (n=135)*

Question asked open-ended with responses coded for analysis
About 1 in 3 regular cyclists anticipate cycling more in the next 12 months

Cycling frequency in the coming year

- I don't cycle now and I still won't
- Will cycle about the SAME
- Will cycle LESS
- Will cycle MORE

<table>
<thead>
<tr>
<th>Category</th>
<th>Total (n=1,048)</th>
<th>Cyclists (n=305)</th>
<th>Regular cyclists (n=116)</th>
<th>Non-cyclists (n=743)</th>
</tr>
</thead>
<tbody>
<tr>
<td>I don't cycle</td>
<td>57%</td>
<td>1%</td>
<td>1%</td>
<td>79%</td>
</tr>
<tr>
<td>Will cycle about the SAME</td>
<td>5%</td>
<td>12%</td>
<td>11%</td>
<td>3%</td>
</tr>
<tr>
<td>Will cycle LESS</td>
<td>26%</td>
<td>60%</td>
<td>55%</td>
<td>12%</td>
</tr>
<tr>
<td>Will cycle MORE</td>
<td>12%</td>
<td>27%</td>
<td>34%</td>
<td>6%</td>
</tr>
</tbody>
</table>

Waitemata and Gulf residents expect to cycle more often in the coming year at significantly higher levels (22% vs. 12% overall).

The main reason for cycling **more often** is for health or fitness. The main reason for cycling **less often** is concern about safety, traffic or bad drivers.

Q2.9 Do you think in the coming year that you will cycle more often, less often or about the same amount as you do now?
Q2.10 a&b Why more often / less often?

Total sample (n=1,048)
Behaviour Change Model

• The model is based on that used in the Transport For London Survey, April 2011.

• It categorises participants into broad behavioural-based segments.

• Participants are presented with a number of statements regarding the possibility of cycling more, and must choose the one which most applies to them.

• The statements do not represent a linear progression, and people may move between any of the groups over time.
Segmentation is based on “best fit” agreement with one of the following statements:

<table>
<thead>
<tr>
<th>Pre-primed</th>
<th>I don’t want to or would not consider doing this</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>I have never thought about doing this</td>
</tr>
<tr>
<td></td>
<td>I have given it some thought but I am not going to do it</td>
</tr>
<tr>
<td>Primed</td>
<td>I am thinking about doing this</td>
</tr>
<tr>
<td></td>
<td>I have decided to do this (you have just decided but not yet started to do anything about it)</td>
</tr>
<tr>
<td></td>
<td>I was doing this but didn’t stick to it</td>
</tr>
<tr>
<td>Preparation</td>
<td>I am setting things in place and / or are seeking more information about this</td>
</tr>
<tr>
<td>Change</td>
<td>I have started doing this but am finding it difficult</td>
</tr>
<tr>
<td>Normalised</td>
<td>I have started doing this and am finding it easy</td>
</tr>
<tr>
<td></td>
<td>I am already doing this and will continue to do so</td>
</tr>
</tbody>
</table>

Q3.4 + And thinking about **cycling in Auckland**, which of these statements best applies to you?  
*Random sample (n=1,048)*
Q3.4 + And thinking about **cycling in Auckland**, which of these statements best applies to you?

*Random sample (n=1,048)*

<table>
<thead>
<tr>
<th>Pre-primed</th>
<th>I don't want to or would not consider doing this</th>
<th>37%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>I have never thought about doing this</td>
<td>12%</td>
</tr>
<tr>
<td></td>
<td>I have given it some thought but I am not going to do it</td>
<td>21%</td>
</tr>
<tr>
<td><strong>Primed</strong></td>
<td>I am thinking about doing this</td>
<td>11%</td>
</tr>
<tr>
<td></td>
<td>I have decided to do this (you have just decided but not yet started to do anything about it)</td>
<td>5%</td>
</tr>
<tr>
<td></td>
<td>I was doing this but didn’t stick to it</td>
<td>2%</td>
</tr>
<tr>
<td><strong>Preparation</strong></td>
<td>I am setting things in place and / or are seeking more information about this</td>
<td>1%</td>
</tr>
<tr>
<td><strong>Change</strong></td>
<td>I have started doing this but am finding it difficult</td>
<td>3%</td>
</tr>
<tr>
<td></td>
<td>I have started doing this and am finding it easy</td>
<td>2%</td>
</tr>
<tr>
<td><strong>Normalised</strong></td>
<td>I am already doing this and will continue to do so</td>
<td>6%</td>
</tr>
</tbody>
</table>
Q3.4 + And thinking about cycling in Auckland, which of these statements best applies to you?

Random sample (n=1,048)

- More likely to be female
- More likely concerned about fitness level as a barrier to cycling

- More likely to be male or 15-34 yrs
- More likely to see cyclists as considerate road users, consider investment in cycling good value for money, concerned

- More likely to be Māori
- More likely to be seeking to get the most out of a new bike and to agree that cyclists are ‘like them’

- More likely to live in North Shore or have other h/hold members who cycle
- More likely to consider investment in cycling good value for money and to agree that AT should focus on making cycling in Auckland safer

- More likely to be male, working, have other h/hold members who cycle, Indian, living in Waitemata and Gulf, esp CBD
- More confident cycling on Auckland’s roads, agree that cyclists are considerate road users that generally follow road rules, agree that cycle lanes in Auckland are good quality
18% of our participants are primed for cycling, rising to 22% excluding leisure-only cyclists.

Q3.4 + And thinking about cycling in Auckland, which of these statements best applies to you?
*Cyclists who cycle ONLY for recreation / sport / exercise excluded*
Discussing the decision with family and friends and identifying routes are the first steps in preparing to cycle more.

<table>
<thead>
<tr>
<th>Steps taken towards cycling more</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Discussed cycling with friends / family</td>
<td>28%</td>
</tr>
<tr>
<td>Found out about cycling routes</td>
<td>19%</td>
</tr>
<tr>
<td>Researched cycling on the internet</td>
<td>10%</td>
</tr>
<tr>
<td>Purchased a bike</td>
<td>9%</td>
</tr>
<tr>
<td>Got a map</td>
<td>9%</td>
</tr>
<tr>
<td>Purchased cycling gear / clothing</td>
<td>7%</td>
</tr>
<tr>
<td>Arranged to borrow a bike</td>
<td>5%</td>
</tr>
<tr>
<td>Other</td>
<td>5%</td>
</tr>
<tr>
<td>Nothing (yet)</td>
<td>38%</td>
</tr>
</tbody>
</table>
Cycling motivators & barriers
Normalised cyclists state “fitness” as their top motivator; those preparing to take up cycling rate many factors highly

Top 10 motivators for cycling

- Keep / stay fit
- Saves money
- Fun
- Avoid parking hassles
- Enjoy the weather
- Reduce traffic congestion
- Environmental concerns
- To enjoy a new sport
- Spend time with friends / family
- Available cycle lanes / paths

ASK IF D TO I SELECTED AT Q3.4
Q3.6A From the list below, which reason(s) contribute(s) to you cycling for any reason?
Base: cyclists in primed, preparation, change, and normalised segments (n=299)
Although people may not move left in a linear fashion, it is intuitively easier to convert from “primed” to “change/prepared”

Messages that will help shift people from primed to change/prepared:
- Enjoy the weather
- Cycling is fun
- Spend time with family / friends
- Available cycle lanes / paths
- Cyclists are just like you

Q3.4 + And thinking about cycling in Auckland, which of these statements best applies to you?

Random sample (n=1,048)
Separated cycle lanes would make more people in the pre-primed segment start cycling

Cycling drivers for the pre-primed segment

- Nothing / nothing at my age / will carry on as is / a miracle / re-born: 30%
- Cycle lanes / dedicated lanes throughout / away from cars: 23%
- Improved safety / I'd have to feel safe: 18%
- Access to a bike / given a free bike and gear / have a working bike: 10%
- Considerate drivers / change in motorist mindset / educate the drivers: 6%
- Better health / fitter / less weight: 6%

“Provide separated pathways for cyclists that keep them away from cars”

“More safe cycle lanes and paths. Better lighting on roads at night so that cyclists and pedestrians can be more clearly visible”

‘Require that all cyclist wear reflective clothing and have lights even during the day, enforce road rules for cyclists especially at intersections. Make cyclists much more visible for everyone’s safety. Tougher fines for careless drivers (cars)”

“Making sure there is space for cyclists on busy major roads”

ASK IF Q3.4 = A TO C Q3.7 Please tell us what would need to happen for you to start cycling? (Open-ended)

Pre-primed segment (n=728) [Not asked of CATI sample]

Question asked open-ended with responses coded for analysis
Overall, the main thing stopping people from cycling more is their concern that it is not safe to cycle on Auckland’s roads.

<table>
<thead>
<tr>
<th></th>
<th>Total (n=1048)</th>
<th>Pre-primed (n=749)</th>
<th>Primed (n=178)</th>
<th>Preparation (n=14)</th>
<th>Change (n=45)</th>
<th>Normalised (n=62)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not safe on roads</td>
<td>59%</td>
<td>63%</td>
<td>50%</td>
<td>33%</td>
<td>55%</td>
<td>43%</td>
</tr>
<tr>
<td>Live too far</td>
<td>31%</td>
<td>33%</td>
<td>27%</td>
<td>14%</td>
<td>26%</td>
<td>26%</td>
</tr>
<tr>
<td>Roads too hilly</td>
<td>30%</td>
<td>33%</td>
<td>24%</td>
<td>21%</td>
<td>21%</td>
<td>22%</td>
</tr>
<tr>
<td>Not enough secure places to leave bike</td>
<td>34%</td>
<td>31%</td>
<td>40%</td>
<td>38%</td>
<td>36%</td>
<td>41%</td>
</tr>
<tr>
<td>Not a good transport option</td>
<td>27%</td>
<td>30%</td>
<td>17%</td>
<td>7%</td>
<td>31%</td>
<td>13%</td>
</tr>
<tr>
<td>Shower / change is inconvenient</td>
<td>28%</td>
<td>29%</td>
<td>31%</td>
<td>15%</td>
<td>23%</td>
<td>24%</td>
</tr>
<tr>
<td>Not fit enough</td>
<td>22%</td>
<td>27%</td>
<td>14%</td>
<td>10%</td>
<td>14%</td>
<td>0%</td>
</tr>
<tr>
<td>Not a quick way of getting around</td>
<td>22%</td>
<td>24%</td>
<td>17%</td>
<td>7%</td>
<td>15%</td>
<td>27%</td>
</tr>
<tr>
<td>Stressful</td>
<td>17%</td>
<td>20%</td>
<td>11%</td>
<td>7%</td>
<td>13%</td>
<td>9%</td>
</tr>
</tbody>
</table>

Pre-Primed are significantly more concerned about their fitness levels as a barrier to cycling.

Q3.8a Sometimes people tell us there are things that stop them from cycling or stop them from cycling as much as they otherwise would. When it comes to cycling in Auckland, which of these statements applies to you, if any?

Random sample
Drivers’ and cyclists’ behaviour is the main concern for the road safety

Specific concerns about the safety on Auckland’s road

- Driver behaviour: 28% (Total n=602), 38% (Regular cyclists n=51)
- Accidents: 17% (Total n=602)
- Cyclist behaviour: 16% (Total n=602), 13% (Regular cyclists n=51)
- Cycle lanes: 14% (Total n=602)
- Busy roads: 13% (Total n=602), 10% (Regular cyclists n=51)
- Narrow / limited road space: 13% (Total n=602)
- General disregard for cyclists: 11% (Total n=602), 21% (Regular cyclists n=51)

Significantly higher in green
Significantly lower in red

Q3.9 You expressed some concern for the safety of cyclists on Auckland’s roads. What are your specific concerns?

Base: Those who believe road safety is a barrier stopping them cycling (n=602)
Cycling information & training
Maps and family are the most common sources of information about cycling; fewer than 1 in 5 use the AT website.

**Q5.4a** Where do you look for information about cycling? (Please select all that apply)  
(Asked of those selecting 2-6 at Q2.4)

*Random sample*
Those who have changed / normalised are significantly more aware of beginner and maintenance training and guided rides

Q5.5 Auckland Transport offers a number of cycling-related training courses. Which, if any, of the following have you heard of? (Please select all that apply)

**Random sample (n=1,048)**

Awareness of training courses

- **Beginner Bike Training**: 19%
- **Novice On Road Training**: 8%
- **Intermediate On Road Training**: 7%
- **Basic Bike Maintenance**: 11%
- **Bunch Riding Skills**: 3%
- **Guided Bike Rides**: 10%
- **None of these**: 68%

**Total random sample (n=1,048)**

- **Beginner Bike Training**: 12%
- **Novice On Road Training**: 6%
- **Intermediate On Road Training**: 5%
- **Basic Bike Maintenance**: 17%
- **Bunch Riding Skills**: 5%
- **Guided Bike Rides**: 14%
- **None of these**: 77%

**Pre-Primed (n=749)**

- **Beginner Bike Training**: 5%
- **Novice On Road Training**: 1%
- **Intermediate On Road Training**: 1%
- **Basic Bike Maintenance**: 3%
- **Bunch Riding Skills**: 2%
- **Guided Bike Rides**: 5%
- **None of these**: 90%

**Primed / Prepared (n=192)**

- **Beginner Bike Training**: 3%
- **Novice On Road Training**: 2%
- **Intermediate On Road Training**: 2%
- **Basic Bike Maintenance**: 3%
- **Bunch Riding Skills**: 5%
- **Guided Bike Rides**: 8%
- **None of these**: 67%

**Change / Normalised (n=107)**

- **Beginner Bike Training**: 12%
- **Novice On Road Training**: 7%
- **Intermediate On Road Training**: 5%
- **Basic Bike Maintenance**: 6%
- **Bunch Riding Skills**: 17%
- **Guided Bike Rides**: 14%
- **None of these**: 77%

Significantly higher in **green**

Significantly lower in **red**
Roughly a quarter would attend or suggest AT cycling training courses

**Likelihood of attending training courses**

<table>
<thead>
<tr>
<th>Course</th>
<th>Likely to attend</th>
<th>Likely to suggest</th>
<th>Attend, plan to attend or suggest</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic Bike Maintenance</td>
<td>20%</td>
<td>54%</td>
<td>26%</td>
</tr>
<tr>
<td>Novice On Road Training</td>
<td>20%</td>
<td>55%</td>
<td>25%</td>
</tr>
<tr>
<td>Intermediate On Road Training</td>
<td>22%</td>
<td>54%</td>
<td>24%</td>
</tr>
<tr>
<td>Beginner Bike Training</td>
<td>19%</td>
<td>58%</td>
<td>23%</td>
</tr>
<tr>
<td>Bunch Riding Skills</td>
<td>23%</td>
<td>56%</td>
<td>21%</td>
</tr>
<tr>
<td>Guided Bike Rides</td>
<td>28%</td>
<td>52%</td>
<td>20%</td>
</tr>
</tbody>
</table>

- Don't know
- Likely to suggest to a friend or family member
- Attended or planning to attend
- Unlikely to attend or suggest to anyone else
- Likely to attend

Aucklanders of **Indian** ethnicity or those who know kids who cycle are more likely to attend / suggest training.

**Q5.6** How likely are you to attend these cycling training courses?

*Random sample (n=1,048)*
Those with prior awareness of a training course are significantly more likely to indicate they are likely to attend or recommend it.

<table>
<thead>
<tr>
<th>Beginner Bike Training</th>
<th>Unaware (n=980)</th>
<th>Aware (n=68)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attended or planning to attend</td>
<td>1%</td>
<td>9%</td>
</tr>
<tr>
<td>Likely to attend</td>
<td>5%</td>
<td>20%</td>
</tr>
<tr>
<td>Likely to suggest to friend / family</td>
<td>15%</td>
<td>28%</td>
</tr>
<tr>
<td>Unlikely to attend or suggest</td>
<td>59%</td>
<td>36%</td>
</tr>
<tr>
<td>Don't know</td>
<td>20%</td>
<td>8%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Guided Bike Tours</th>
<th>Unaware (n=988)</th>
<th>Aware (n=60)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attended or planning to attend</td>
<td>0%</td>
<td>2%</td>
</tr>
<tr>
<td>Likely to attend</td>
<td>6%</td>
<td>18%</td>
</tr>
<tr>
<td>Likely to suggest to friend / family</td>
<td>11%</td>
<td>24%</td>
</tr>
<tr>
<td>Unlikely to attend or suggest</td>
<td>53%</td>
<td>37%</td>
</tr>
<tr>
<td>Don't know</td>
<td>29%</td>
<td>19%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Basic Bike Maintenance</th>
<th>Unaware (n=993)</th>
<th>Aware (n=55)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attended or planning to attend</td>
<td>0%</td>
<td>8%</td>
</tr>
<tr>
<td>Likely to attend</td>
<td>9%</td>
<td>19%</td>
</tr>
<tr>
<td>Likely to suggest to friend / family</td>
<td>14%</td>
<td>22%</td>
</tr>
<tr>
<td>Unlikely to attend or suggest</td>
<td>55%</td>
<td>41%</td>
</tr>
<tr>
<td>Don't know</td>
<td>21%</td>
<td>11%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Novice On Road</th>
<th>Unaware (n=1,014)</th>
<th>Aware (n=34)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attended or planning to attend</td>
<td>0%</td>
<td>9%</td>
</tr>
<tr>
<td>Likely to attend</td>
<td>6%</td>
<td>27%</td>
</tr>
<tr>
<td>Likely to suggest to friend / family</td>
<td>16%</td>
<td>22%</td>
</tr>
<tr>
<td>Unlikely to attend or suggest</td>
<td>57%</td>
<td>28%</td>
</tr>
<tr>
<td>Don't know</td>
<td>20%</td>
<td>15%</td>
</tr>
</tbody>
</table>

Note: Those who don’t see cycling as “a good transport option” are significantly less likely to suggest / recommend training.

Q5.6 How likely are you to attend these cycling training courses?
Random sample (n=1,048)
Top-4 courses by awareness shown
2 out of 5 Aucklanders strongly support funding for AT cycling training courses

Q5.6x Do you support Auckland Transport funding these sorts of training courses?
*Random sample (n=1,048)*

<table>
<thead>
<tr>
<th></th>
<th>Total random sample</th>
<th>Regular cyclists</th>
</tr>
</thead>
<tbody>
<tr>
<td>Don't know</td>
<td>9%</td>
<td>5%</td>
</tr>
<tr>
<td>Somewhat support (6-7)</td>
<td>18%</td>
<td>13%</td>
</tr>
<tr>
<td>Not support (0-4)</td>
<td>10%</td>
<td>11%</td>
</tr>
<tr>
<td>Absolutely support (8-10)</td>
<td>22%</td>
<td>21%</td>
</tr>
<tr>
<td>Neutral (5)</td>
<td>41%</td>
<td>49%</td>
</tr>
<tr>
<td>Total support (6-10)</td>
<td>63%</td>
<td>70%</td>
</tr>
</tbody>
</table>

Males, full-time workers, NZ Europeans, those who don’t have close friends or family cycling or those living in Albany are significantly more likely not to support (0-4) the training funding.

Significantly higher in green
Significantly lower in red
Cycling issues
While regular cyclists are slightly more satisfied with the current state of cycling in Auckland, mean scores are less than 5.

**Q4.16** Overall, how do you view the current state of cycling in Auckland? (Please give us your opinion even if you don’t cycle yourself.)
*Random sample (n=1,048)*
More than 7 out of 10 agree that safe cycling and safe driving around cyclists should be promoted more

<table>
<thead>
<tr>
<th>Statement</th>
<th>Total agree (6-10)</th>
<th>Total agree among regular cyclists (n=116)</th>
<th>Total agree Change / Normalised (n=107)</th>
</tr>
</thead>
<tbody>
<tr>
<td>More should be done to promote safe cycling</td>
<td>5% 8% 9% 22% 56%</td>
<td>79% 79% 83%</td>
<td>72% 76% 78%</td>
</tr>
<tr>
<td>More should be done to promote safe driving around cyclists</td>
<td>5% 12% 11% 19% 53%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Investment in cycling facilities is good value for money</td>
<td>13% 21% 17% 22% 27%</td>
<td>49% 65% 74%</td>
<td></td>
</tr>
<tr>
<td>There is sufficient cycle storage at my place of work / study</td>
<td>28% 28% 11% 12% 21%</td>
<td>32% 42% 41%</td>
<td></td>
</tr>
<tr>
<td>Motorists are considerate of cyclists</td>
<td>4% 52% 19% 17% 8%</td>
<td>25% 23% 18%</td>
<td></td>
</tr>
<tr>
<td>Cycle lanes in Auckland are of good quality</td>
<td>20% 40% 15% 14% 11%</td>
<td>25% 31% 39%</td>
<td></td>
</tr>
<tr>
<td>There are enough cycle storage facilities at PT stations</td>
<td>39% 34% 13% 8% 3%</td>
<td>15% 22% 20%</td>
<td></td>
</tr>
<tr>
<td>There are enough cycle lanes and cycle paths in Auckland</td>
<td>13% 64% 10% 8% 5%</td>
<td>13% 13% 15%</td>
<td></td>
</tr>
<tr>
<td>Auckland has a well-connected cycle network</td>
<td>24% 49% 14% 9% 4%</td>
<td>13% 15% 18%</td>
<td></td>
</tr>
<tr>
<td>Cyclists are sufficiently separated from traffic</td>
<td>5% 75% 8% 5% 5%</td>
<td>12% 16% 13%</td>
<td></td>
</tr>
</tbody>
</table>

Q3.10 How strongly do you agree or disagree with each of the following statements?
Random sample (n=1,048)
Significant differences in agreement by ward lived in:

Albany:
- Less likely to agree investment in cycling facilities is good value for money (35% vs. 49%)
- Less likely to agree there is sufficient cycle storage at work / study (23% vs. 32%)

Franklin:
- Less likely to agree Auckland has a well-connected cycle network (2% vs. 13%)

Howick:
- More likely to agree that motorists are considerate of cyclists (36% vs. 25%)

Manukau:
- More likely to agree that cyclists are sufficiently separated from traffic (21% vs. 12%)

Manurewa-Papakura:
- More likely to agree there are enough cycle lanes and cycle paths in Auckland (21% vs. 13%)

North Shore:
- More likely to agree more should be done to promote safe driving around cyclists (82% vs. 72%)

Waitemata:
- More likely to agree cyclists are sufficiently separated from traffic (22% vs. 12%)
- More likely to agree investment in cycling facilities is good value for money (71% vs. 49%)

Whau:
- More likely to agree there are enough cycle storage facilities at public transport stations (28% vs. 15%)
- More likely to agree more should be done to promote safe driving around cyclists (87% vs. 72%)

Q3.10 How strongly do you agree or disagree with each of the following statements?

Random sample (n=1,048)
Significant differences in AMETI, TSI & CBD

AMETI residents are:

- Less likely to avoid main roads (19% vs. 45%)
- Less likely to view fitness levels as a barrier to cycling (15% vs. 23%)
- More likely to agree that there are enough cycle lanes and cycle paths in Auckland (6% vs. 3%)
- Less likely to state high levels of satisfaction (top 3 box) in regard to the state of cycling in Auckland (1% vs. 4%)
- Less likely to agree to support AT funded training courses 33% vs. 42%

TSI residents are:

- More likely to strongly agree (score 9 or 10) that more should be done to promote safe driving around cyclists (43% vs. 38%)
- More likely to strongly agree (score 9 or 10) that more should be done to promote safe cycling (43% vs. 32%)
- Less likely to indicate hilly roads as a barrier to cycling (18% vs. 31%)
- Less likely to indicate the inconvenience of changing clothes / showering as a barrier (22% vs. 29%)

CBD residents are:

- Anticipate cycling more in the next 12 months (30% vs. 12%)
- More likely to cycle for environmental reasons (73% vs. 30%)
- More likely to agree that cycle lanes in Auckland are of good quality (41% vs. 14%)
- More likely to be concerned what they look like in cycling attire (26% vs. 7%)

Q3.10 How strongly do you agree or disagree with each of the following statements?

Random sample (n=1,048)
Cycle lanes / traffic separation are most commonly mentioned as a priority for Auckland Transport with regard to cyclists.

**Priorities for Auckland Transport**

- **Cycle lanes / routes, more, safe, separate from motorists, clearly marked:**
  - Total (n=1,009): 55%
  - Regular cyclists (n=105): 57%
  - 12%
  - 7%

- **Enforce the law / road rules, fine cyclists, must use cycle lanes / safety gear etc.**
  - 12%
  - 7%

- **Safety in general, safer roads, make it safer, cyclist safety**
  - 10%
  - 12%

- **Educate cyclists, safe cycling / safety promotion, safety courses**
  - 8%
  - 7%

- **DK / NR**
  - 8%
  - 12%

Q3.3 What would you say should be the priorities for Auckland Transport regarding cyclists?

*Random sample (n=1,009); not asked of all CATI participants. Only top-4 classifications shown*

Question asked open-ended with responses coded for analysis.
Cycle lanes / routes were most commonly mentioned as the first priority in getting more Aucklanders cycling

<table>
<thead>
<tr>
<th>First priority in getting more Aucklanders cycling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total sample (n=1,048)</td>
</tr>
<tr>
<td>Regular cyclists (n=116)</td>
</tr>
<tr>
<td>Cycle lanes improved / separate / safer lanes / wider road / path</td>
</tr>
<tr>
<td>Safety in general / make it safer / safety awareness</td>
</tr>
<tr>
<td>Educate cyclists / safety promotion / courses / publish routes</td>
</tr>
<tr>
<td>Promote cycling / encourage cycling / fun rides</td>
</tr>
<tr>
<td>Educate drivers / driver awareness / attitude</td>
</tr>
<tr>
<td>Access to bikes and gear / cheaper / funded / free bike hire</td>
</tr>
<tr>
<td>Education / advertising / more awareness</td>
</tr>
<tr>
<td>Health benefits promoted / healthier lifestyles</td>
</tr>
<tr>
<td>Nothing / not realistic / should not be a priority</td>
</tr>
<tr>
<td>Cycle parking / storage / secure / more racks / showers</td>
</tr>
<tr>
<td>DK / NR</td>
</tr>
</tbody>
</table>

Q3.11 What should be the first priority in getting more Auckland residents cycling either for commuting or recreation?

Random sample (n=1,048); Only themes mentioned by at least 3% of either group displayed

Question asked open-ended with responses coded for analysis
Cycling route evaluation
• Participants indicating they rode a bike more than just a few times a year were asked to think about the last time they rode a bicycle in the Auckland area.

• They were asked to think about a single ride from A to B.
  • If they made a round trip, they were asked to think about the end point as being the point furthest from where they started.
  • If their trip was continuous, they were asked to think about the whole trip.

• Participants were asked the purpose of their ride, its length, the reasons they preferred it to others for this trip, and how they rated the route.

• Participants then selected a map of the area in which they rode and marked the map with the route.
When asked about their “last ride”, regular cyclists were less likely to be cycling purely for recreation.

Q4.1 What was the main purpose of the ride you have in mind?

Random sample; Cyclists with valid route responses (n=286)

Significantly higher in green
Significantly lower in red

<table>
<thead>
<tr>
<th>Purpose</th>
<th>All cyclists asked (n=286)</th>
<th>Regular cyclists (n=116)</th>
</tr>
</thead>
<tbody>
<tr>
<td>For exercise</td>
<td>35%</td>
<td>40%</td>
</tr>
<tr>
<td>For recreation</td>
<td>17%</td>
<td>30%</td>
</tr>
<tr>
<td>To get to shops</td>
<td>12%</td>
<td>13%</td>
</tr>
<tr>
<td>To get to work</td>
<td>6%</td>
<td>9%</td>
</tr>
<tr>
<td>To see friends and family</td>
<td>4%</td>
<td>3%</td>
</tr>
<tr>
<td>To get to some other destination</td>
<td>3%</td>
<td>2%</td>
</tr>
<tr>
<td>To get to public transport</td>
<td>2%</td>
<td>3%</td>
</tr>
<tr>
<td>To get to study</td>
<td>1%</td>
<td>2%</td>
</tr>
<tr>
<td>For sport</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>As part of my job</td>
<td>1%</td>
<td>1%</td>
</tr>
</tbody>
</table>
Cycling journeys for purposes of exercise tend to be the longest; commutes to work average 9 kms for all cyclists

**Average length of last trip (by reason)**

<table>
<thead>
<tr>
<th>Reason</th>
<th>All cyclists (n=284)</th>
<th>Regular cyclists (n=115)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall</td>
<td>10.8 km</td>
<td>12.6 km</td>
</tr>
<tr>
<td>For exercise</td>
<td>16.6 km</td>
<td>17.7 km</td>
</tr>
<tr>
<td>For recreation</td>
<td>9.2 km</td>
<td>13.3 km</td>
</tr>
<tr>
<td>To get to shops</td>
<td>4.1 km</td>
<td>5.2 km</td>
</tr>
<tr>
<td>To get to work</td>
<td>9.1 km</td>
<td>9.8 km</td>
</tr>
</tbody>
</table>
Light traffic, nice views, and directness are key to route preference

**Why it is your preferred route**

- Less traffic, quieter roads: 27%
- Scenic, views, what I ride past: 18%
- Quickest, more direct, shorter, close to home: 18%
- Easy, convenient, passes family / friends / shops: 12%
- Off road, tracks / footpaths to use, no cars, parks to ride in: 7%
- Cycle lanes, better cycle lanes: 6%
- Safe: 6%
- Familiar with it, well known, know the area: 5%
- Flat, fewer hills: 4%
- Varied terrain, has some hills: 4%
- Wider roads: 4%
- Only option, only route to work, route to work: 4%
- Road surface, good roads, paved: 3%
- Straight roads: 2%
- Other: 11%
- DK / NR: 4%

Q4.12 What about this route makes it your preferred route?

Cyclists who claim the route they are rating is their preferred route for this type of trip (n=117)

Question asked open-ended with responses coded for analysis
Tracking cycle routes

- Participants were able to select a map for the area in which they cycled.
- They marked their route on the map using their cursor (spots were overlaid on the map to show the route marked).
- The following maps consolidate the routes marked.
- The more intense the colour, the more frequently the area of the map was selected.
- In total n=253 routes were mapped by n=151 participants from the random sample.
Overview of cycling routes

Areas in green indicate routes mentioned. Yellow areas are mentioned more frequently than green routes. Red areas are most frequently mentioned.

*Random sample with valid route responses*

Q4.1 Please think about the last time you rode a bicycle in the Auckland area ...
Cycling routes overlaid with cycling crash data

Tracks in green indicate routes mentioned. Cycling crash areas are shaded blue: higher crash areas are more intense in colour with red areas indicating the areas with the most frequent crashes.

Random sample with valid route responses (n=286) plus NZTA Crash Analysis System data past four years
On average, Waitakere and Maungakiekie-Tamaki routes rate best

Top 3 box score (8-10) average rating for routes rated by ward / area of route

| Mean | 5.2 | 5.3 | 5.2 | 4.6 | 5.1 | 4.8 | 4.7 | 5.3 | 5.1 | 5.6 | 5.2 | 5.8 | 5.4 | 5.0 | 4.8 | 5.3 | 4.5 |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Total (n=261) | 14% | 15% | 17% | 4%  | 0%  | 13% | 4%  | 0%  | 23% | 16% | 20% | 15% | 25% | 14% | 0%  | 2%  | 11% | 9%  |
| Albany (n=26) | 15% | 17% | 5%  | 4%  | 0%  | 13% | 4%  | 0%  | 23% | 16% | 20% | 15% | 25% | 14% | 0%  | 2%  | 11% | 9%  |
| Albert-Eden-Roskill (n=17) | 14% | 15% | 17% | 4%  | 0%  | 13% | 4%  | 0%  | 23% | 16% | 20% | 15% | 25% | 14% | 0%  | 2%  | 11% | 9%  |
| Franklin (n=22) | 4%  | 0%  | 23% | 16% | 20% | 15% | 25% | 14% | 0%  | 2%  | 11% | 9%  | 62  | 5.2 | 5.3 | 5.2 | 4.6 | 5.1 | 4.8 | 4.7 | 5.3 | 5.1 | 5.6 | 5.2 | 5.8 | 5.4 | 5.0 | 4.8 | 5.3 | 4.5 |
| Manukau (n=22) | 4%  | 0%  | 23% | 16% | 20% | 15% | 25% | 14% | 0%  | 2%  | 11% | 9%  | 62  | 5.2 | 5.3 | 5.2 | 4.6 | 5.1 | 4.8 | 4.7 | 5.3 | 5.1 | 5.6 | 5.2 | 5.8 | 5.4 | 5.0 | 4.8 | 5.3 | 4.5 |
| Manukau-Papakura (n=20) | 4%  | 0%  | 23% | 16% | 20% | 15% | 25% | 14% | 0%  | 2%  | 11% | 9%  | 62  | 5.2 | 5.3 | 5.2 | 4.6 | 5.1 | 4.8 | 4.7 | 5.3 | 5.1 | 5.6 | 5.2 | 5.8 | 5.4 | 5.0 | 4.8 | 5.3 | 4.5 |
| North Shore (n=19) | 16% | 20% | 15% | 25% | 14% | 0%  | 2%  | 11% | 9%  | 62  | 5.2 | 5.3 | 5.2 | 4.6 | 5.1 | 4.8 | 4.7 | 5.3 | 5.1 | 5.6 | 5.2 | 5.8 | 5.4 | 5.0 | 4.8 | 5.3 | 4.5 |
| Orakei (n=19) | 23% | 16% | 20% | 15% | 25% | 14% | 0%  | 2%  | 11% | 9%  | 62  | 5.2 | 5.3 | 5.2 | 4.6 | 5.1 | 4.8 | 4.7 | 5.3 | 5.1 | 5.6 | 5.2 | 5.8 | 5.4 | 5.0 | 4.8 | 5.3 | 4.5 |
| Rodney (n=38) | 20% | 25% | 14% | 0%  | 2%  | 11% | 9%  | 62  | 5.2 | 5.3 | 5.2 | 4.6 | 5.1 | 4.8 | 4.7 | 5.3 | 5.1 | 5.6 | 5.2 | 5.8 | 5.4 | 5.0 | 4.8 | 5.3 | 4.5 |
| Waitakere (n=30) | 15% | 25% | 14% | 0%  | 2%  | 11% | 9%  | 62  | 5.2 | 5.3 | 5.2 | 4.6 | 5.1 | 4.8 | 4.7 | 5.3 | 5.1 | 5.6 | 5.2 | 5.8 | 5.4 | 5.0 | 4.8 | 5.3 | 4.5 |
| Whau (n=5) | 14% | 0%  | 2%  | 11% | 9%  | 62  | 5.2 | 5.3 | 5.2 | 4.6 | 5.1 | 4.8 | 4.7 | 5.3 | 5.1 | 5.6 | 5.2 | 5.8 | 5.4 | 5.0 | 4.8 | 5.3 | 4.5 |
| TSI (n=42) | 2%  | 11% | 9%  | 62  | 5.2 | 5.3 | 5.2 | 4.6 | 5.1 | 4.8 | 4.7 | 5.3 | 5.1 | 5.6 | 5.2 | 5.8 | 5.4 | 5.0 | 4.8 | 5.3 | 4.5 |
| AMETI (n=27) | 11% | 9%  | 62  | 5.2 | 5.3 | 5.2 | 4.6 | 5.1 | 4.8 | 4.7 | 5.3 | 5.1 | 5.6 | 5.2 | 5.8 | 5.4 | 5.0 | 4.8 | 5.3 | 4.5 |
| CBD (n=7) | 9%  | 62  | 5.2 | 5.3 | 5.2 | 4.6 | 5.1 | 4.8 | 4.7 | 5.3 | 5.1 | 5.6 | 5.2 | 5.8 | 5.4 | 5.0 | 4.8 | 5.3 | 4.5 |

**Q 4.11** How do you rate this route in terms of being a good route for cyclists? (0 = Very poor, 10 = Very good)
Albany area

Areas in green indicate routes cycled. Yellow areas are indicated more frequently than green routes. Red areas are most frequently indicated.

Q 4.11 How do you rate this route in terms of being a good route for cyclists? (0 = Very poor, 10 = Very good)

Average rating for this area
(Random sample, n=26)

<table>
<thead>
<tr>
<th>Top 3 Box (8-10)</th>
<th>15%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mean Score</td>
<td>5.3</td>
</tr>
</tbody>
</table>

63
Q 4.11 How do you rate this route in terms of being a good route for cyclists? (0 = Very poor, 10 = Very good)

Average rating for this area (Random sample, n=17)

<table>
<thead>
<tr>
<th>Top 3 Box (8-10)</th>
<th>17%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mean Score</td>
<td>5.2</td>
</tr>
</tbody>
</table>

Areas in green indicate routes cycled. Yellow areas are indicated more frequently than green routes. Orange areas are most frequently indicated.
Franklin area

Areas in green indicate routes cycled. Yellow areas are indicated more frequently than green routes. Orange areas are most frequently indicated.

Q 4.11 How do you rate this route in terms of being a good route for cyclists? (0 = Very poor, 10 = Very good)

Average rating for this area (Random sample, n=22)

<table>
<thead>
<tr>
<th>Top 3 Box (8-10)</th>
<th>4%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mean Score</td>
<td>4.6</td>
</tr>
</tbody>
</table>
Areas in green indicate routes cycled. Yellow areas are indicated more frequently than green routes. Orange areas are most frequently indicated.

**Q 4.11** How do you rate this route in terms of being a good route for cyclists? (0 = Very poor, 10 = Very good)

- **Average rating for this area**
  - **Top 3 Box (8-10)**: 13%
  - **Mean Score**: 5.1

(Random sample, n=15)
Areas in green indicate routes cycled. Yellow areas are indicated more frequently than green routes. Red areas are most frequently indicated.

Q 4.11 How do you rate this route in terms of being a good route for cyclists? (0 = Very poor, 10 = Very good)

Average rating for this area (Random sample, n=22)

<table>
<thead>
<tr>
<th>Top 3 Box (8-10)</th>
<th>4%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mean Score</td>
<td>4.8</td>
</tr>
</tbody>
</table>
Areas in green indicate routes cycled. Yellow areas are indicated more frequently than green routes.

Q 4.11 How do you rate this route in terms of being a good route for cyclists? (0 = Very poor, 10 = Very good)

Average rating for this area
(Random sample, n=20)

<table>
<thead>
<tr>
<th>Top 3 Box (8-10)</th>
<th>0%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mean Score</td>
<td>4.7</td>
</tr>
</tbody>
</table>
Maungakiekie-Tamaki area

Areas in green indicate routes cycled. Yellow areas are indicated more frequently than green routes. Red areas are most frequently indicated.

Q 4.11 How do you rate this route in terms of being a good route for cyclists? (0 = Very poor, 10 = Very good)

Route Rating
Average rating for this area
(Random sample, n=11)

<table>
<thead>
<tr>
<th>Top 3 Box (8-10)</th>
<th>23%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mean Score</td>
<td>5.3</td>
</tr>
</tbody>
</table>
Areas in green indicate routes cycled. Yellow areas are indicated more frequently than green routes. Orange areas are most frequently indicated.

Q 4.11 How do you rate this route in terms of being a good route for cyclists? (0 = Very poor, 10 = Very good)
Areas in green indicate routes cycled. Yellow areas are indicated more frequently than green routes. Red areas are most frequently indicated.

Q 4.11 How do you rate this route in terms of being a good route for cyclists? (0 = Very poor, 10 = Very good)

Average rating for this area
(Random sample, n=18)

| Top 3 Box (8-10) | 20% |
| Mean Score      | 5.6 |
Rodney area

Areas in green indicate routes cycled. Yellow areas are indicated more frequently than green routes.

Q 4.11 How do you rate this route in terms of being a good route for cyclists? (0 = Very poor, 10 = Very good)

Average rating for this area (Random sample, n=38)

<table>
<thead>
<tr>
<th>Top 3 Box (8-10)</th>
<th>15%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mean Score</td>
<td>5.2</td>
</tr>
</tbody>
</table>
Waitakere area

Areas in green indicate routes cycled. Yellow areas are indicated more frequently than green routes. Red areas are indicated most frequently.

Q 4.11 How do you rate this route in terms of being a good route for cyclists? (0 = Very poor, 10 = Very good)

Average rating for this area (Random sample, n=30)

<table>
<thead>
<tr>
<th>Top 3 Box (8-10)</th>
<th>25%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mean Score</td>
<td>5.8</td>
</tr>
</tbody>
</table>
Areas in green indicate routes cycled. Yellow/orange areas are indicated more frequently than green routes. Red areas are indicated most frequently.

Q 4.11 How do you rate this route in terms of being a good route for cyclists? (0 = Very poor, 10 = Very good)

Average rating for this area
(Random sample, n=18)

<table>
<thead>
<tr>
<th>Top 3 Box (8-10)</th>
<th>14%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mean Score</td>
<td>5.4</td>
</tr>
</tbody>
</table>
Areas in green indicate routes cycled. Yellow/orange areas are indicated more frequently than green routes.

Q 4.11 How do you rate this route in terms of being a good route for cyclists? (0 = Very poor, 10 = Very good)

Average rating for this area (Random sample, n=5)

<table>
<thead>
<tr>
<th>Top 3 Box (8-10)</th>
<th>0%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mean Score</td>
<td>5.0</td>
</tr>
</tbody>
</table>
Appendix 1: Additional analysis
Women are significantly less likely to cycle:

- They are significantly less likely to have learned to ride a bike,
- They are significantly less likely to own or have access to a bike.

Comparing women cyclists with men cyclists, women are significantly:

- less confident about cycling,
- less likely to cycle weekly or more often,
- more likely to be “pre-primed”,
- less likely to ride on public roads even with a cycle lane,
- less likely to agree that motorists consider cyclists,
- more likely to say safety is the number 1 priority for AT,
- more likely to cycle with their kids.
There are some distinct differences in usage and attitudes by life stage

Younger people (under 35) are significantly:
- more likely to be able to cycle places they go but not doing so
- more confident cycling (esp under 25 years)
- more likely to be “primed” for cycling but planning to ride the same amount next year as this (esp 25 to 34 years)
- more likely to have learned to ride as pre-schoolers
- more likely to cite appearance and showering as barriers and less likely to cite safety (esp under 25 years)

Mid-life stage people (35 to 54 years) are significantly:
- more likely to own or have access to a bicycle
- more likely to be cycling to places they go (especially to work)
- more likely to indicate safety concerns impact their confidence
- more likely to be “normalised” for cycling
- more likely to see cycling as fun
- more likely to strongly disagree that cyclists and traffic are sufficiently separated, and significantly more likely to agree that investment in cycling facilities is good value for money and more should be done to promote safe driving around cyclists
- more likely to agree there is sufficient storage for bicycles at work, but significantly less likely to know whether the same is true at public transport

Later-life stage people (55 years plus) are significantly:
- less likely to cycle at all (and therefore more likely to be “pre-primed“) and more likely to use a vehicle instead of cycling
- less likely to be planning to cycle more in future
- less likely to be able to cycle places they go and less likely to be confident on a bicycle (due to age / health), but see exercise as a good reason to cycle
- less likely to agree Auckland has a well-connected network, that cyclists are sufficiently separated, there are enough cycling lanes, there is sufficient storage at PT, that motorists are considerate of cyclists
- more likely to support investment in cycling facilities and that more should be done to promote safe cycling
- more likely to see cycle lanes as a priority for AT
- less likely to support AT funding training

Random sample (n=1,048)
## Attitudes and behaviour around cycling vary by ethnicity

<table>
<thead>
<tr>
<th>Ethnicity</th>
<th>Significant Differences</th>
</tr>
</thead>
</table>
| NZ European / Europeans (71%) | - more likely to indicate safety is a barrier to cycling more  
- less likely to agree there is sufficient separation or sufficient cycle lanes  
- less likely to be aware of or interested in training courses |
| Māori (7%) | - more likely to be cycling at least weekly  
- less likely to agree cyclists are a danger to other road users  
- less likely to indicate that stress or hills are barrier to cycling more  
- less likely to agree that investing in cycling is good value for money |
| Pacific people (7%) | - more likely to be “primed”  
- more likely to say concerns about appearance are a barrier to cycling more  
- more likely to agree cyclists are fit and healthy |
| Asian people (9%) | - more likely to be encouraged to cycle at work / study or to cycle if they cannot drive  
- more likely to say hills or distance are a barrier to cycling more or to say cycling is not a good transport option  
- more likely to say cyclists are a danger to themselves  
- more likely to be interested in attending cycle training |
| Indians (10%) | - more likely to say cycling is an option, but don’t consistently choose to cycle (choosing bus or train instead)  
- more confident on a bicycle in general, although also more likely to cite lack of confidence as a reason for not cycling more  
- more likely to cycle weekly or more often (saving time is an advantage, availability of cycle lanes is an enabler)  
- more likely to indicate someone else doesn’t want them to cycle more  
- more likely to agree that cyclists are fit and healthy, that road users are considerate or that cyclists are “like me”  
- more likely to agree Auckland has a well-connected network, sufficient separation or cycle lanes are good quality  
- more likely to be aware of cycle training courses and more likely to be interested in attending |

Note: The sample was not controlled for ethnicity.  
*Random sample (n=1,048)*
Public transport / cycling interface

54% (n=553) of participants had used a bus, train or ferry in the past 3 months

- 32% (n=177) of those are cyclists (use a bike at least a few times a year)
  - 6% of cyclists who have used any form of PT use their bike to access PT
- 66% are pre-primed for cycling, 21% are primed, 12% are in the change/normalised segments
- 17% agree (6-10 score) there are enough cycle storage facilities at public transport stations
  - this rises to 21% among cyclists who have used PT in the past 3 months
- 38% indicate insufficient secure storage is a barrier to increased cycle use
  - this rises to 42% among cyclists who have used PT in the past 3 months
- 2% specifically mention cycle storage as a priority for AT

Note: None of these differences is statistically better or worse than average at the 95% level of confidence.
Appendix 2: 
Comparison of regular cyclists by sample source 
(including booster sub-groups)
270 regular cyclists were netted from all sources

Sources of regular cyclists sampled in total (n=270)

- Representative Random Sample, 43%
- AT Booster, 37%
- CAA Booster, 20%

Regular Cyclists from the Random Sample (n=116) were ...
- More likely to be aged 15 – 24 (15% vs. 8%)
- More likely to be of Indian ethnicity (13% vs. 6%)
- Less likely to cycle with adults from the HH (41% vs. 54%)
- More likely to live in the South (27% vs. 16%)

Regular Cyclists from the AT Booster Sample (n=100) were ...
- More likely to take children to school 0 days a week (85% vs. 73%)
- More likely to be working (90% vs. 81%)
- More likely to be solo cyclists (71% vs. 59%)
- More likely to work in the CBD (40% vs. 27%)

Regular Cyclists from the CAA Booster Sample (n=54) were ...
- More likely to be NZ European (87% vs. 72%)
- More likely to have adult friends who cycle (70% vs. 54%)
- More likely to cycle with a cycling group (20% vs. 9%)
- More like to live in Central / Gulf area (63% vs. 45%)

No weightings have been applied to the booster sample (AT & CAA)
For the purposes of comparison, no weightings have been applied to the Random Sample cyclists in this section.
Behaviour change segmentation for regular cyclists by booster source shows the AT and CAA boosters were predominantly normalised cyclists.

Representative Random Sample (n=116):
- Pre-Primed: 34%
- Primed: 22%
- Preparation: 4%
- Change: 20%
- Normalised: 21%

AT Sample (n=100):
- Pre-Primed: 2%
- Primed: 4%
- Preparation: 10%
- Change: 84%
- Normalised: 89%

CAA Sample (n=54):
- Pre-Primed: 2%
- Primed: 9%
- Preparation: 89%

No weightings have been applied to the booster sample (AT & CAA)
For the purposes of comparison, no weightings have been applied to the Random Sample cyclists in this section.
Bicycle usage & attitudes amongst regular cyclists from the various boosters reflects the differences in segmentation

Regular Cyclists from the Random Sample (n=116) were ...

- Less likely to be commuting by bike (22% vs. 47%)
- More likely to agree that commuting by bike is not possible (34% vs. 19%)
- More likely to state low levels of confidence on a bike (22% vs. 13%)
- Less likely to own a bike (84% vs. 93%)
- More likely to cycle only 1-2 times a week (59% vs. 44%)
- More likely to be cycling to enjoy a new sport (30% vs. 17%)
- More likely to agree that cycling is not a quick way to get around (21% vs. 11%) and is not a good transport option (21% vs. 12%)

Regular Cyclists from the AT Booster Sample (n=100) were ...

- More likely to be commuting to work (60% vs. 47%)
- More likely to be cycling to get to public transport (26% vs. 15%)

Regular Cyclists from the CAA Booster Sample (n=54) were ...

- More likely to be NZ European (87% vs. 72%)
- More likely to be cycling 5 days a week (48% vs. 31%)
- More likely to be cycling for recreation (74% vs. 59%) and to get to work (82% vs. 47%)
- More likely to be cycling for Fun, (91% vs. 72%) to Save Money (89% vs. 69%) Environmental Reasons (85% vs. 58%)

Road Usage:
AT & CAA respondents were more likely to use “city roads” (85% vs. 63%) and “public roads with cycle lanes” (83% vs. 67%)

No weightings have been applied to the booster sample (AT & CAA)
For the purposes of comparison, no weightings have been applied to the Random Sample cyclists in this section.
Opinions of cycling in Auckland among regular cyclists vary by booster source

Regular Cyclists from the Random Sample (n=116) were ...
- Less likely to agree that investment in cycling storage facilities is good value for money (46% vs. 70%)
- Less likely to disagree that there are enough cycle paths / lanes in Auckland (54% vs. 72%)
- Less likely to agree that more should be done to promote safe cycling amongst drives in Auckland (62% vs. 75%)
- More likely to avoid peak traffic hours when cycling (46% vs. 34%)
- More likely to agree that cyclists are a danger to other road users (13% vs. 6%)
- Less likely to agree that cyclists are no more dangerous than drivers (45% vs. 63%)

Regular Cyclists from the AT Booster Sample (n=100) were ...
- More likely to agree that investment in cycling storage facilities is good value for money (87% vs. 70%)
- More likely to disagree that there are enough cycle paths / lanes in Auckland (87% vs. 72%)
- More likely to disagree that cyclists are a danger to other road users (93% vs. 85%)

Regular Cyclists from the CAA Booster Sample (n=54) were ...
- More likely to strongly disagree that Auckland has a well connected cycle network (48% vs. 27%)
- More likely to agree that investment in cycling storage facilities is good value for money (89% vs. 70%)
- More likely to agree that more should be done to promote safe driving around cyclists (89% vs. 75%)
- More like to suggest AT prioritize road design and maintenance (17% vs. 7%)
- More likely to disagree that cyclists are a danger to other road users (98% vs. 85%)

Training:
AT & CAA respondents were more likely to be members of a cycling organisation (35% vs. 21%) and be aware of Bike Maintenance (36% vs. 26%) and Bunch Riding Skills Classes (26% vs. 17%)

Three out of four regular cyclists from the random sample (76%) support public funding of training; 81% of AT&CAA cyclists support public funding of training

No weightings have been applied to the booster sample (AT & CAA)
For the purposes of comparison, no weightings have been applied to the Random Sample cyclists in this section.
Thank you!
Any enquiries, please contact us.

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