

**EVALUATION OF THE  
DEPT OF TRANSPORT - BIKEWEST  
'BIKE TO WORK BREAKFAST'**

**Prepared by the  
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## 1.0 INTRODUCTION

Cycling has become a viable alternative to motorised transport in Perth due to efforts of agencies such as Bikewest. The benefits of cycling to health and the environment are significant. As the number of accessible cycleways and cycle facilities increase, so too does the potential for commuter cycling to and from Perth's Central Business District. Increased commuter cycling may lead to reductions in private vehicle use and road congestion within the city block. Demands made on public transport systems and parking spaces within the Central Business District could also be reduced. These potential changes would be especially beneficial during peak times.

The MTS, Metropolitan Transport Strategy (1995) proposed directions for moving from a transport system which is currently dominated by low occupancy car use, to a more balanced transport system of public transport and non-motorised transport options. Targets set by the Metropolitan Transport Strategy (1995) include:

- Cycling to increase from the estimated 1991 level of 5.7% of trips in Perth to 8% by 2010 and by 11.5% by 2029
- Incorporate walking and cycling guidelines in all metropolitan local authority town planning and transport planning schemes by 2000

Creating change requires more than just information and education. Change requires initiatives that endeavour to create a critical mass of awareness, in work organisations and in the community. The Bike to Work Breakfast is an example of such an initiative. It is an annual event organised by Department of transport – Bikewest. To launch Bikeweek. This year it was held on 12 March in an endeavour to increase awareness and promote cycling as an alternative mode of transport to and from work. Additional advantages of cycling in preference to driving are improvements in physical fitness, more cost effective and fewer environmental consequences.

## 2.0 Limitations

It is not known how many questionnaires were distributed therefore the response rate has not been calculated. The representativeness of this sample to cyclist who regularly bike to work is unknown, therefore results from this research should be interpreted with care and should not be generalised to this sector of the Western Australian cycling population.

It should also be noted that although the survey was obviously aimed at those who cycled to the breakfast, it was evident from some completed surveys that not all respondents did so. In fact several were unaware of the reason for the breakfast of which they were partaking.

## 3.0 Methods

### 3.1 Sample

All persons who were present in Forrest Place, Perth on the morning of the 12 March 1999 were asked to complete a survey for 'Bike to Work Breakfast'. The sample size was unknown to evaluation staff.

### 3.2 Instrumentation

The questionnaire contained 16 items covering issues relating to the journey to and from the breakfast; regular cycling habits; the usual mode of transport to and from work; and barriers and enablers to cycling to work.

### 3.3 Analysis

All statistical analyses were completed using the Statistical Package for Social Sciences (SPSS Inc, 1998).

## 4.0 Results

A total of 962 questionnaires were completed by participants at the Bike to Work Breakfast on the morning on Friday 12 March 1999.

All riders attended the breakfast between 5.45 and 9.30am, the average arrival time being 7.00am. Two thirds (67.5%) of the respondents arrived between 6.30am and 7.30am and almost all respondents (96.4%) were present by 8am.

Almost 16% of respondents began their journey in South Perth, Nedlands, Victoria Park, Como or Mt Lawley which may be expected as all of these suburbs are relatively close to the Perth Central Business District. Most outlying suburbs were represented by only few riders, with the exception of Dianella and Willetton with 21 and 16 respondents respectively. These exceptions may be due to the fact the several cycling clubs rode in groups to the breakfast.

Interestingly the top four rating suburbs (Nedlands, South Perth, Victoria Park and Como) for attendance at the BTWB have ease of access to cycleways along the freeways or major highways leading to Perth. Table 1 indicated that 41% of all respondents rode more than 10 km to attend the Bike to Work Breakfast.

Table 1. Distance from beginning of journey to the Central Business District (CBD)

<b>Distance of suburb from CBD</b>	<b>Frequency</b>	<b>Percent</b>
Within 10km radius of CBD	560	58.2%
Outside 10km radius of CBD	394	41.0%
No response	8	0.8%
Total:	962	100%

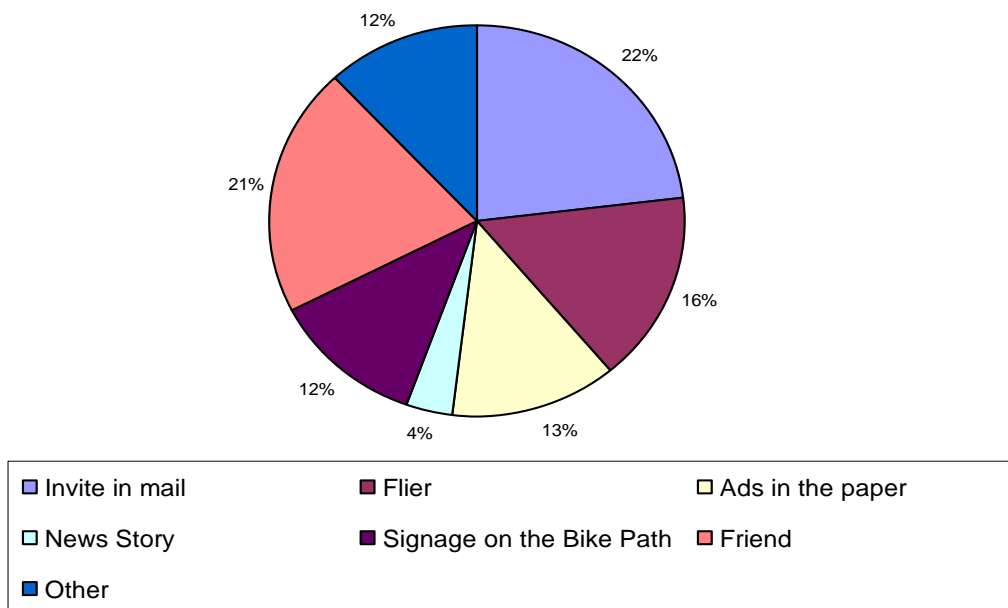
From Table 2 it may be assumed 42.5% of respondents were riding to work within the Perth Central Business District. Of the respondents who indicated final destinations other than the Perth CBD the most common destinations were Nedlands (7.1%), Fremantle (4.4%), West Perth (4.3%) and East Perth (3.4%).

Table 2 Final destinations for respondents

Destination	Frequency	Percentage
CBD	409	42.5
Other	542	56.3
No answer	11	1.1
Total	962	100.0

Almost half of all respondents (45.6%) rode to the breakfast with a group. Further statistical analysis indicated that of those whose final destination was the Perth CBD 36% rode in a group and 48.9% rode alone.

Figure 1 How respondents found out about the Bike to Work Breakfast.



As shown in Figure 1 most respondents found out about the BTWB by mail (220, 22.9%), from friends (196, 20.4%), from flyers (152, 15.8%) or from newspaper advertisements (121, 12.6%).

Almost half of all respondents (47.5%) attended the Bike to Work Breakfast last year. Of these respondents 82% bike to work regularly (2 or more times in a week)

Nearly 90% of all respondents cycle daily (48.7%, 469) or 2 to 3 times per week (38.2%, 368). Cycling to work is also popular with 39.8% (383) of respondents riding to work daily and a further 26.6% (256) riding to work 2 or 3 times per week.

Table 3 indicates the most frequent reasons given when asked why respondents cycle to work. More than one response was permitted

Table 3 Reasons given why people cycle to work (n=962).

<b>Reason</b>	<b>Frequency</b>	<b>Percentage</b>
Improve fitness	702	73.0
Cheaper than driving	437	45.4
Convenience	338	35.1
Enjoyment	547	56.9
Reduce stress/tension	385	40.0
Environmentally friendly	460	47.8
Avoid traffic congestion	400	41.6
Other reasons	85	8.8

There were many reasons given for not cycling to work at least once per week with the most frequent being needing a car for work (43, 4.5%), no facilities (33, 3.4%) and not enough time (27, 2.8%).

Showers are the most common workplace facilities available to cyclists (666, 69.2%), followed by secure bike parking (563, 58.5%). However fewer people have access to a clothes locker in their workplace (412, 42.8%).

Further statistical analysis showed that:

**Of those who bike to work regularly**

- 78% have access to a shower at work;
- 49% have access to a clothes locker; and
- 68% have access to secure bike parking.

**Of those who bike to work occasionally**

- 63% have access to a shower;
- 39% have access to a clothes locker; and
- 53.6% have secure bike parking.

**Of those who rarely or never cycle**

- 41.5% have access to a shower at work;
- 23.3% have access to a clothes locker; and
- 27.3% have secure bike parking.

The most common category cycled per week was between 1 and 50km and the average distance cycled per week was 124km. The most frequent distance given was 100km.

Table 4 Number of kilometres cycled in any given week by respondents (n=907)

<b>Number of kilometres</b>	<b>Frequency</b>	<b>Percentage</b>
1 - 50	275	30.3
51 - 100	248	27.3
101 - 150	157	17.3
151 - 200	110	12.2
201 - 250	47	5.1
251 - 300	36	4.0
301 - 350	12	1.3
351 - 400	14	1.6
Over 400	8	0.9
<b>Total</b>	<b>907</b>	<b>100.00</b>

The majority of respondents ( 804, 83.5%) owned at least one car with a further 46.5% owning two cars.

In comparing those who owned cars with regularity of cycling to work, it was indicated that;

- 76% of those who don't own cars cycle to work; and
- 75.5% of those who do own cars cycle to work

In comparing those whose family owns a second car with regularity of cycling to work, it is indicated that:

- 79% of those who's family's don't own a second car cycle to work regularly; and
- 72% of those whose families do own a second car cycle to work regularly.

More than twice as many males (686, 71.3%) were included in the survey than females (261, 27.1%).

Finally, 99.4% of all respondents believed that cycling should be promoted as a legitimate means of transport and recreation.