

# MOUNTAIN BIKE QUESTIONNAIRE

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1. How many years have you been riding a Mountain Bike? \_\_\_\_\_

2. Can you tell us about yourself so we can better describe Mountain bikers`?

● AGE CLASS

- < 19 years
- 20-29
- 30-39
- 40-49
- 50-59
- > 60 years

● SEX

- Male
- Female

● OCCUPATION

● BIKE CLUB MEMBER  Yes  No

(which club?) \_\_\_\_\_

● BIKE TYPE ? (brand, model, modifications?)  
\_\_\_\_\_

3. What 3 main outdoor activities do you do? (1 = activity done most often)

1. \_\_\_\_\_ 2. \_\_\_\_\_ 3. \_\_\_\_\_

4. What kind of OFF-ROAD rider are you? (circle a number)

Complete beginner	Advanced beginner	Moderately experienced	Have a lot of experience	Very experienced Expert Rider
1	2	3	4	5
(Almost never ridden off-road)	(Done a little off-road riding)	(Am getting into off-road riding)	(Done lots of hard off-road riding)	(Do extreme/hard off-road riding)

5. On how many days in the last year did you ride OFF-ROAD? (approximately)

- Always ride ON ROADS (sealed or gravel)
- Off-road on less than 6 days
- Off-road on 7-12 days (once or twice a month)
- Off-road on 13-24 days
- Off-road on 25-50 days (50 is about once a week)
- Off-road on 50-100 days
- Off-road on 100+ days (usually over twice a week)

6. How many Mountain bike races have you done? (excluding fun-rides)

Have done none     Have done \_\_\_ races (estimate if done many)

7. Do you sometimes use a car to get to places you want to ride in?

YES - If YES - what % of your riding would involve use of a car? \_\_\_ %  
 NO - how long would you usually drive to get to riding areas? \_\_\_ hrs

8. Some rides require you to carry or push your bike over un-rideable sections. How much time would you tolerate carrying/pushing your bike before you'd avoid a ride and go elsewhere instead? (tick box)

No carrying	5 % of time	10% of time	15 % of time	20% of time	25 % of time	30-50% of time	Over 50% of time
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9. Which FIVE Mountain-biking features are most important to you?

- |                          |                                    |                          |                                       |
|--------------------------|------------------------------------|--------------------------|---------------------------------------|
| <input type="checkbox"/> | Exploring new areas                | <input type="checkbox"/> | Appreciating views/scenery/nature     |
| <input type="checkbox"/> | Physical challenge (hard riding)   | <input type="checkbox"/> | Relaxation/easy riding/cruising       |
| <input type="checkbox"/> | Skill challenge (technical riding) | <input type="checkbox"/> | Peace/quiet/solitude                  |
| <input type="checkbox"/> | Developing and improving skills    | <input type="checkbox"/> | Overnight trips/touring options       |
| <input type="checkbox"/> | Speed/excitement/risk              | <input type="checkbox"/> | Commuting around town/transport means |
| <input type="checkbox"/> | Racing and race training           | <input type="checkbox"/> | Riding/socialising with friends       |
| <input type="checkbox"/> | Exercise/fitness workout           | <input type="checkbox"/> | Other?                                |

10. Which 3 features from the list above are most important to your riding enjoyment? (write below, with 1 = MOST important, 2 = second ...)

1. \_\_\_\_\_

2. \_\_\_\_\_

\_\_\_\_\_

11. How important are each of the following features to your enjoyment of Mountain Bike riding? (circle the number of your choice for each)

FEATURES OF OFF-ROAD MOUNTAIN BIKING RIDES	I don't want this at all	I'd avoid this if I could	It is OK some of the time	I prefer it if I can find it	Absolutely essential for all rides
- carrying or pushing the bike	1	2	3	4	5
- travelling through native bush/forest	1	2	3	4	5
- travelling through plantation forests (eg pine)	1	2	3	4	5
- travelling through open farmland	1	2	3	4	5
- riding on narrow tracks/paths (eg single-track)	1	2	3	4	5
- riding on farm roads and farm 4WD tracks	1	2	3	4	5
- riding on other 4WD tracks or firebreaks	1	2	3	4	5
- riding on gravel roads	1	2	3	4	5
- riding on sealed roads	1	2	3	4	5
- riding on tracks which are smooth/open/clear	1	2	3	4	5
- riding on tracks which are rough/tight/narrow	1	2	3	4	5
- riding on tracks with rocks/roots/logs on them	1	2	3	4	5
- riding on tracks with steps/ditches/culverts on them	1	2	3	4	5
- riding through overhanging branches and foliage	1	2	3	4	5
- riding through muddy/boggy areas with puddles	1	2	3	4	5
- having to do river/stream/creek crossings	1	2	3	4	5
- riding through loose gravel/sand/boulders	1	2	3	4	5
- doing downhill which are fast/smooth/open/clear	1	2	3	4	5
- doing downhill which are fast/rough/tight	1	2	3	4	5
- doing downhill which are slower/steep/technical	1	2	3	4	5
- doing gentle downhill at an easy pace	1	2	3	4	5
- doing uphill which are long/hard/steep	1	2	3	4	5
- doing uphill with short/hard/steep sections	1	2	3	4	5
- doing gradual uphill at an easy/relaxed pace	1	2	3	4	5
- encountering 4WD's or trailbikes on rides	1	2	3	4	5
- encountering walkers on tracks I am riding	1	2	3	4	5
- meeting other riders on tracks I am riding	1	2	3	4	5
- getting some speed/action/excitement/risk	1	2	3	4	5
- Other?	1	2	3	4	5

12a. Can you describe your FAVOURITE riding conditions? (note the track type, track difficulty, environment, ride duration, topography etc)

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12b. Which tracks/routes give you these kinds of riding experiences? (names?)

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13. Indicate how much you AGREE or DISAGREE with the following statements by circling the number that best represents your opinion.

OPINION STATEMENTS	Strongly Disagree	Tend to Disagree	Neutral	Tend to Agree	Strongly Agree
- Mountain bikes should be allowed anywhere they can be ridden	1	2	3	4	5
- Mountain bikes should not be allowed on established walking tracks	1	2	3	4	5
- Mountain-biking is compatible with walking on tracks	1	2	3	4	5
- Walking tracks with many walkers are unsuitable for riding	1	2	3	4	5
- Easily damaged walking tracks are unsuitable for riding	1	2	3	4	5
- Environmental damage by Mountain-bikes is over-estimated	1	2	3	4	5
- Danger to walkers from Mountain-bikes is over-estimated	1	2	3	4	5
- A few irresponsible riders cause most problems with walkers	1	2	3	4	5
- Un-informed walkers imagine most problems from biking use	1	2	3	4	5
- Information on alternative places to ride would reduce conflicts	1	2	3	4	5
- Responsible riding and attitude would reduce conflicts	1	2	3	4	5
- Riders should follow voluntary codes of behaviour (safety/impact)	1	2	3	4	5
- Riding access to some areas will need to be limited	1	2	3	4	5
- Riding access should be sometimes limited to specified days or seasons	1	2	3	4	5
- Zoning different areas for riding and walking would work	1	2	3	4	5
- If biking tracks were designated, riders would stick to them	1	2	3	4	5
- I don't need views/scenery/nature for my enjoyment of riding	1	2	3	4	5
- I don't need speed/action/excitement for my enjoyment of riding	1	2	3	4	5

14. Do you know places where access for Mountain Bikes is a problem?

- YES     NO    ● If YES, can you describe the places and problems?

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15. Please name any tracks you would like to be allowed to ride on, but which are at present closed to mountain bikes.

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16. Have you done any cycle-touring by mountain bike, staying out overnight in huts or camps? (note both off- and on-road trips)

- Y     N

- If YES, where was this? \_\_\_\_\_

- If NO, why not? \_\_\_\_\_

- BOTH: anywhere you would like to go? \_\_\_\_\_

17. ON THE MAP included in this questionnaire, refer to the list of ride names and the corresponding numbers on the map, then:

a). Mark the boxes for anywhere you have ridden (tick or cross).

b). Circle 5 boxes for the 5 places you have ridden in the most.

c). Show your 3 favourite places by writing 1.2.3 beside the name.

REFER TO MAP

(If you are not from Wellington, do as much as you can on the map provided)

# Mountain Biking Sites Map (for question 17)

(if not from Wellington, do as much as you can, your riding counts here also)

## Kapiti Coast - Eastern Tararuas

- (49) Beach - South of Waikanae River
- (50) Beach - Waikanae north to Te Horo
- (51) Beach - Te Horo to Otaki River
- (52) Whareroa Farm
- (53) Maungakotukutuku Valley - to Akatarawas
- (54) Mangaone Track
- (55) Otaki Forks
- (56) Waioatauru Road End - to Otaki Forks

## Akatarawa Valley

- (57) Akatarawa Summit - Waiotauru Rd (north)
- (58) Akatarawa Summit - Menin Reiki (south)
- (59) Karapoiti Gorge - to Akatarawas
- (60) Central Akatarawas

## Porirua - Plimmerton

- (39) Spicer Forest
- (40) Colonial Knob lakes
- (41) Colonial Knob Road
- (42) Whitby forest
- (43) Bothamely Park
- (44) Titahi Bay beach and south
- (45) Whitireia Park
- (46) Battle Hill Farm Park
- (47) Plimmerton - Pukerua Bay Railway Road
- (48) Plimmerton - Pukerua Bay Coastal route

## Western Wellington

- (20) Newlands - Ngauranga Gorge
- (21) Old Coach Road
- (22) Mt Kaukau from North
- (23) Mt Kaukau from Khandallah
- (24) Ngaio Gorge

## South Coast - Makara

- (34) Red Rocks - Sinclair Head
- (35) Sinclair Head - Karori Stream
- (36) Karori Stream
- (37) Terawhiti Station
- (38) Makara Walkway

## Southern Wellington

- (25) Tinakori Hill
- (26) Wrights Hill
- (27) Karori Reservoir
- (28) Long Gully
- (29) Hawkins Hill summit and ridge area
- (30) Hawkins Hill south to coast

Others: Please list and mark on map

- (80)
- (81)
- (82)
- (83)
- (84)
- (85)

## Central Wellington

- (31) Mount Victoria
- (32) Southern walkway
- (33) Eastern walkway

## South Wairarapa

- (75) Pylon Rd - Kaitoke - Abbots Ck
- (76) Rimutaka Summit - Pylon Rd
- (77) Abbots Creek
- (78) Waiohine Gorge Forest Roads
- (79) Taits Stream

## Tunnel Gully - Southern Tararuas

- (66) Kaitoke - Smith Creek
- (67) Hutt Forks 4WD road
- (68) Maymorn - Tunnel Gully
- (69) Mt Climie
- (70) Mt Climie Firebreaks
- (71) Rimutaka Incline - to summit
- (72) Rimutaka Incline - to Wairarapa
- (73) Goat Road Forest Roads
- (74) Rimutaka Incline Forest Roads

## Western Upper Hutt

- (61) Valley View Forest
- (62) Bulls Run Road - Duckpond
- (63) Cooks Road - Wainui Valley
- (64) Cannon Point Walkway
- (65) Forest/Pylon Roads above Keith George/Trentham Scenic Reserves

## Hutt Valley / Belmont Reg Park

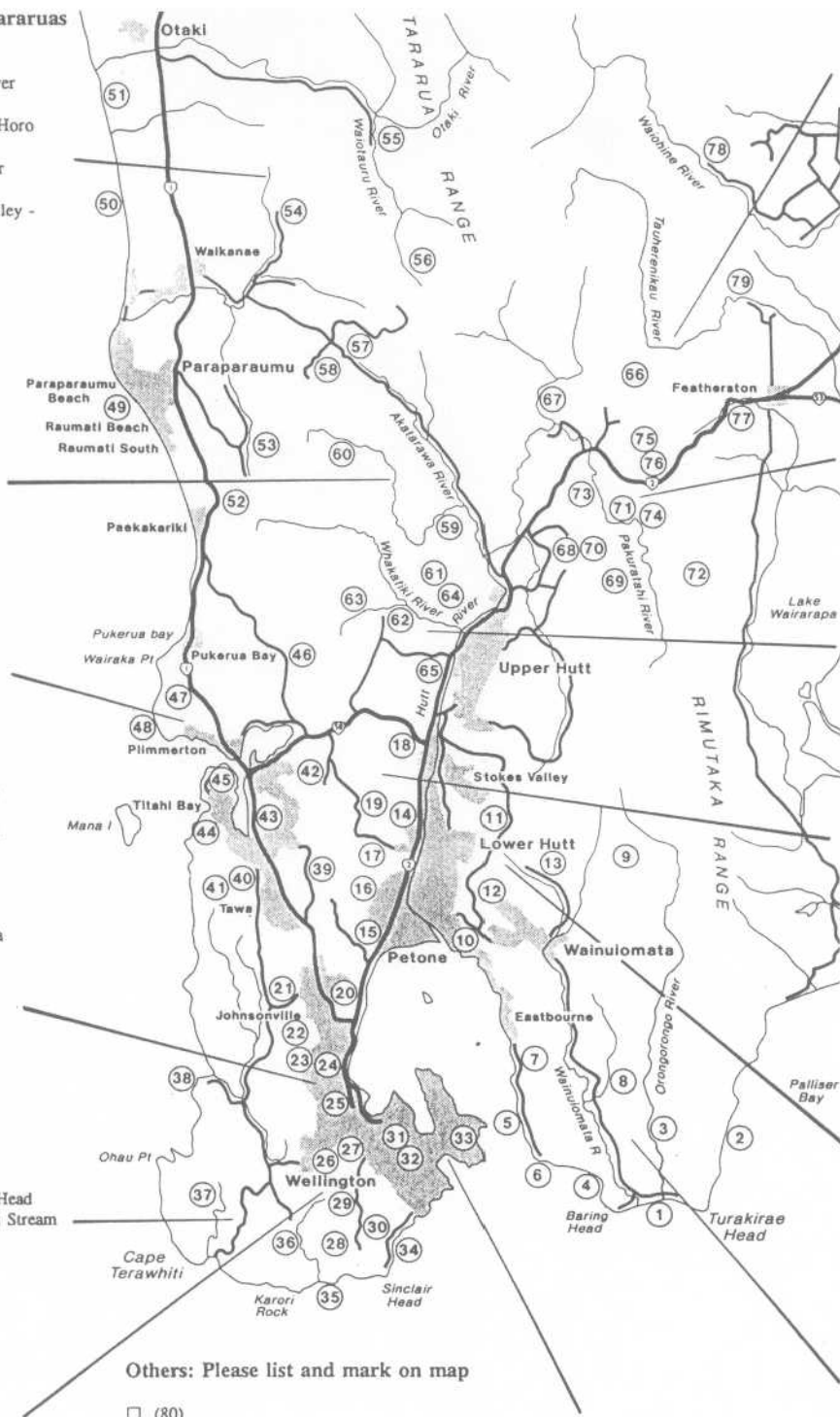
- (14) Hutt Riverbanks
- (15) Korokoro Stream
- (16) Maungaraki Dam - to Belmont Trig
- (17) Stratton St - to Belmont Trig
- (18) Dry Creek
- (19) Normandale Rd - Hill Rd - Belmont Rd

## Eastern Hutt Hills / Wainuiomata

- (9) Orongorongo Water Supply road
- (10) South of Wainuiomata Hill summit to Point Howard and Days Bay
- (11) North of Wainuiomata Hill summit (East Hutt Hills/firebreaks)
- (12) Wainuiomata Firebreaks
- (13) Wainuiomata Water Supply Reserve Rds (off East Hutt Hills)

## Eastern Bays / Orongorongo Valley

- (1) Coast Road - Turakirae Head
- (2) Turakirae Head - Wairarapa
- (3) Orongorongo Valley from coast
- (4) Baring Head Coast
- (5) Eastbourne - Pencarrow Coast
- (6) Pencarrow Lighthouse
- (7) Butterfly Creek
- (8) Catchpool/Orongorongo tracks



NOTE: - As stated in Question 17, please look at the Map and the list of sites where people sometimes ride, then :

- A. Mark the boxes for anywhere you have ridden (tick or cross) eg.  (34) Red Rocks - Sinclair Head
- B. Circle 5 boxes for the 5 places you have ridden in the most eg.  (31) Mount Victoria
- C. Show your 3 favourite places by writing 1,2,3 beside them eg. 3  (60) Central Akatarawas

## **CONCLUDING COMMENTS**

If you have any other issues you would like to raise, then please feel free to do so in the space below. Please contact us if you have any further comments or queries. Thank you for your time and input.

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(Note: - the map opposite was twice the size in the original rider questionnaire)

## APPENDIX 2: DIFFERENCES BETWEEN "RACERS" AND "NON-RACERS"

The reason for using race-entries as the basis for selection of the survey sample was to achieve a sample of "active" off-road riders. These represent the types of riders most likely to be using the tracks managed by the Department of Conservation. The sample was drawn mainly from the "Karapoti Classic" event, which is a high profile mountain biking event. This attracts not only top New Zealand racers, but also many other riders who enter to simply complete the event, or to meet their own personal challenges (e.g., to beat last years time). For many, entering a race does not necessarily represent preference for competitive racing in their general riding experiences. The extent to which racing was important to the riders in this sample, and how it may have affected their responses to the survey questions is the subject of this appendix.

### A2.1 The Importance of Racing to Riders

As part of the survey, riders were asked to indicate from the list provided which were the five most important features of riding to them (Q.9), and of these, which were the top three in order of priority (Q.10). One item on the list was "Racing and race training". The overall results of these questions are presented in Section 4.1 and Appendix 6. In Table A.2.1, the relatively low importance of racing as a feature of riding for most riders is apparent.

**Table A.2.1: Relative importance of racing as a riding feature (%) (n=490).**

WAS RACING AN IMPORTANT FEATURE	In the 5 MOST important features of riding	In the TOP 3 priority features of riding
% who included racing here	30	19

These results indicate that despite having entered the race event from which they were sampled, the importance of racing as an attribute of their riding was not great for most riders. Only 30% included it amongst their five "most important" features of riding. Even fewer included it amongst their "top three" features (19%). Only 9% actually indicated it was their No. 1 priority riding feature (refer Table A.6.1 in Appendix 6). The relative importance of racing did increase with higher experience levels, as would be expected where the top riders entering the event are likely to be the more serious competitors. However, even amongst those riders who rated themselves as "experts", only 44% included racing in their top three features.

### A2.2 The Effect of Race-emphasis on Results

The next question considered was what differences there could be between riders with some interest in racing ("racers"), and riders for whom racing was not important ("non-racers"). The differences reviewed here included rider characteristics, relative experience levels, setting and experience preferences, and their management opinions. The tables which follow highlight the main differences that were found. To obtain a distinct contrast between the riders, the following criteria were used to define the "racer" and "non-racer" groups.

Non-racers - those who did NOT include "racing and race training" in their five most important features of mountain bike riding (n=343).

Some riders who did include racing in their five main features, did not do so for their top three features. These were considered to be less committed to racing, and were not included in the "racer" group to better draw out any racer/non-racer differences. In effect, they were excluded from this analysis.

Committed racers - those who DID include "racing and race training" in their top three features of mountain bike riding (n=91).



All of these "committed racers" had self-rated experience levels of more than 3 (Moderately experienced). To enable comparison of riders at higher experience levels, which would identify any differences more associated with the higher general experience levels of racers than with their orientation toward racing, a non-racer group with corresponding experience levels was selected.

Experienced non-racers - those non-racers who had indicated a self-rated experience level of more than 3 (moderately experienced)(n=228).

It may have been best to compare only the "expert" riders in each group, but this was not considered to be practical due to the relatively low numbers of "expert" riders amongst racers (44 riders) and non-racers (56 riders). However, reference is made to differences between these expert riders where appropriate.

### A2.3 Rider Descriptive Characteristics

Differences between riders were not great. The most distinctive difference was the higher proportion of younger riders amongst "committed racers".

**Table A.2.2: Descriptive characteristics by racing emphasis.**

CHARACTERISTICS	Non-racers	Experienced Non-racers	Committed Racers	NOTES
AGE Under 20	15	14	30	The main age difference for racers is the higher proportion of those aged under 20. It appears race emphasis is higher in this age group. Overall, the proportion of riders in this group did not change with experience (Table 3.2).
20 – 29	44	48	37	
30 – 39	29	27	25	
40 – 49	10	9	6	
50 – 59	2	1	2	
SEX Male	82	91	90	Gender balance did not vary according to race emphasis. Experience was more important.
Female	18	9	10	
WORK Professional/Technical	38	36	33	The main occupation difference for racers was a higher proportion of students (24%), and lower proportions of administrators/managers and those with "non-specific" occupations. This may reflect the higher proportion of younger riders amongst racers. The differences are not great, and were not affected by experience levels.
Student	15	16	24	
Admin/Management	15	13	4	
Clerical/Sales/Service	11	11	14	
Labour/Transport	3	4	1	
Not Working	2	4	4	
School	3	1	4	
Agriculture/Forestry	1	0	3	
Other (non-specific)	12	14	1	

### A2.4 Rider Experience and Commitment Characteristics

In Table A.2.3, racers rated their experience level higher than did the complete non-racer group. And, upon viewing the other experience criteria listed they did have more experience overall. However, amongst the more experienced racers and non-racers, differences diminished (apart from "number of races done"). When the expert racers were compared with the expert non-racers, differences were minimal (apart from non-racing experts having more years of experience).

Racers are a more experienced group of riders than the general mass. However, not all riders channel their increasing experience into racing, although many clearly do participate in them. It is clear from comparison of the respective expert groups, that both have similar actual levels of experience and participation.

In Table A.2.4, rider commitment through involvement in clubs increased with experience levels and racing involvement (Section 3.3). Expert racers were most often in a club, maybe resulting from the requirement for New Zealand Mountain Biking Association membership before race points count for the national race series.

Racers spend more when buying a bike, although this difference diminishes amongst experts. Most non-racers do not undertake modifications of their bikes, but again this changes amongst the higher experience levels. It appears that the type of bike and its features used by riders is more dependent upon riding experience than racing commitment.

Many riders also included overnight trips in their range of mountain biking activities. Non-racers overall were least involved in these, but this reflected their relatively lower experience. Amongst the more experienced riders, the proportion doing overnight trips was quite consistent.

**Table A.2.3: Experience characteristics by racing emphasis.**

CHARACTERISTICS		Non-racers (all) (n=343)	Experienced Non-racers (n=228)	Expert Non-racers (n=56)	Committed Racers (n=91)	Expert Racers (n=44)
EXPERIENCE (self-rated)	Beginner	16	-	-	-	-
	Moderate (=3)	30	-	-	-	-
	Have much	43	75	-	52	-
	Expert/very	11	25	100	48	100
EXPERIENCE (yrs on MTB)	1 year or less	24	7	2	10	5
	1 – 2 years	25	23	9	19	16
	2 – 3 years	18	23	16	17	16
	3 – 4 years	14	18	25	25	34
	4 – 5 years	10	14	11	15	16
	Over 5 years	8	15	36	13	16
EXPERIENCE (days ride/yr (off-road)	Only ride road	2	0	0	0	0
	Under 6 days	8	0	0	0	0
	7 – 12	12	0	0	1	0
	13 – 24	12	8	1	0	0
	25 – 50	30	32	12	24	23
	50 – 100	21	29	30	31	20
	Over 100 days	15	31	55	44	57
EXPERIENCE (no. of races)	Never raced	16	4	2	0	0
	Only 1 race	17	6	2	1	0
	2 – 5	27	21	11	6	0
	6 – 10	14	18	11	9	0
	11 – 20	14	26	20	23	16
	20 – 50	9	18	29	44	50
	50 – 100	3	6	22	10	20
	Over 100	1	1	4	8	14

**Table A.2.4: Commitment characteristics by racing emphasis.**

CHARACTERISTICS		Non-racers (all)	Experienced Non-racers	Expert Non-racers	Committed Racers	Expert Racers
MEMBER (club)	YES	26	38	46	55	68
	NO	74	62	54	45	32
BIKE VALUE	Under \$1000	21	7	2	6	0
	1000 – 2000	50	43	26	23	17
	2000 – 3000	19	32	37	40	40
	Over \$3000	11	18	34	31	43
OVERNIGHT (trips)	YES	39	49	55	50	52
	NO	61	51	45	50	48
% who modified their bikes		26	42	57	43	43

In Table A.2.5, some differences were apparent when the other recreation activities of racers and non-racers were considered. Most included mountain biking in their three main outdoor activities, indicating that their commitment to the activity did not differ with race emphasis. The main differences were in their other activities. Amongst racers, involvement in road cycling was generally higher, and increased to 44% of expert riders. This is likely to be associated with their race and fitness training. Non-racers appeared to be more generally involved in a wider range of active outdoor pursuits (e.g., skiing, tramping, other activities).

**Table A.2.5: Outdoor activity characteristics of riders.**

MAIN OUTDOOR ACTIVITIES (Given 3 choices, % indicating activity)	Non-racers (all)	Experienced Non-racers	Expert Non-racers	Committed Racers	Expert Racers
Mountain Biking	89	95	95	100	100
Running	29	28	27	22	23
Road cycling	18	18	18	28	44
Tramping	19	25	28	19	23
Walking	21	12	9	10	7
Skiing	15	20	28	21	12
Sailing/Windsurfing	6	7	7	8	7
Hunting/Fishing	5	15	12	7	7
Kayaking	5	9	5	5	5
Climbing	5	6	7	5	0
Outdoor Team Sports	17	12	8	7	7
Other Activities	44	42	48	33	39

### A2.5 Features of Mountain Bike Riding

When comparing the five most important features of riding (Table A.2.6), it was apparent that racers emphasised the characteristics of the riding more than they did the setting of the ride. Expert racers did emphasise the physical and technical challenges, and the development of skills. Non-racers indicated greater importance for exploring new areas, appreciating scenery/views/nature, exercise/fitness, and socialising with friends.

The main change represented by the refinement of the five most important features to the top three (Table A.2.7) was the greater focus of racers upon racing. While this was to be expected, it was at the expense of other riding features. Here the non-racers emphasised the physical and technical challenge features more than did the racers. This was particularly pronounced amongst the expert riders for technical challenge features. This suggests a

greater focus by racers on those elements of riding experiences associated specifically with participation in races. Other attributes such as speed and challenge were important, but possibly only within the context of races or training. It is important to note here that these riders do represent a minority, with most other riders indicating a wider array of riding features are important to them.

**Table A.2.6: Most Important Mountain Biking Features.**

MOUNTAIN BIKING FEATURES (5 most important)	Non-racers (all)	Experienced Non-racers	Expert Non-racers	Committed Racers	Expert Racers
Exploring new areas	64	61	57	49	23
Appreciating views/scenery/nature	68	66	53	32	27
Exercise/fitness workout	62	53	32	32	32
Speed/excitement/risk	53	59	62	55	54
Skill challenge (technical riding)	47	53	73	60	84
Physical challenge (hard riding)	47	55	37	57	66
Riding/socialising with friends	52	47	59	35	34
Developing and improving skills	37	31	21	35	43
Racing and race training	0	19	32	100	100
Peace/quiet/solitude	22	18	18	12	16
Commuting in town/transport means	18	13	12	11	9
Relaxation/easy riding/cruising	17	5	5	4	4
Overnight trips/touring options	10	10	12	6	2
Other	1	2	0	1	2

**Table A.2.7: Top Three Features of Mountain Biking.**

MOUNTAIN BIKING FEATURES (the top three features)	Non-racers (all)	Experienced Non-racers	Expert Non-racers	Committed Racers	Expert Racers
Speed/excitement/risk	41	49	57	44	43
Exercise/fitness workout	49	45	27	19	18
Appreciating views/scenery/nature	46	42	36	23	25
Riding/socialising with friends	35	34	34	26	25
Exploring new areas	38	35	32	17	11
Racing and race training	0	0	0	100	100
Physical challenge (hard riding)	24	28	34	21	18
Skill challenge (technical riding)	21	30	68	22	29
Developing and improving skills	14	13	7	14	16
Commuting in town/transport means	7	3	2	4	4
Relaxation/easy riding/cruising	9	3	3	2	2
Peace/quiet/solitude	11	10	9	3	4
Overnight trips/touring options	2	3	7	2	0
Other	1	3	2	1	2

## A2.6 Setting and Experience Preferences

Riders indicated their setting and experience preferences in their responses to listed setting and experience attributes (Section 4.2). These were compared for racers and non-racers, and those indicative of some difference between these two groups are presented in the following tables (A.2.8 - A.2.13).

When considering the landscape setting of rides (Table A.2.8), racers appeared more positive toward riding in plantation forests than non-racers, but less positive toward riding in native forest. These differences were most

pronounced amongst the experts. Although small, these differences suggest that some aspects of riding motivation do differ between racers and non-racers. This suggestion gets some support as these differences were not as apparent across the experience groups compared in Table 11 of the main text.

**Table A.2.8: Setting attribute preferences - Landscape setting.**

SETTING ATTRIBUTES – Vegetation setting	I don't want this	I avoid if possible	OK some times	I usually prefer this	Always essential	NOTES
* Route in forestry area						Most riders were positive toward this. Racers were more positive than non-racers, but the difference was not great.
– Non-racer (all)	1	2	43	50	4	
– Experienced Non-racer	0	2	41	54	3	
– Expert Non-racer	0	4	37	52	7	
– Committed Racer	0	1	30	62	7	
– Expert Racer	0	0	27	70	2	
* Route in native forest/bush						Most riders were positive toward this, with only a little difference between racers and non-racers. Racers were slightly less positive.
– Non-racer (all)	0	1	13	75	11	
– Experienced Non-racer	0	0	12	78	10	
– Expert Non-racer	0	0	16	70	14	
– Committed Racer	0	2	18	70	10	
– Expert Racer	0	2	25	68	4	

When considering track type settings (Table A.2.9), the non-racers were less positive toward riding on single-track than were racers. However, this represented the influence of rider experience more than race orientation. When the groups of comparable experience levels were viewed, there was little difference between racers and non-racers. But there were differences apparent in rider preferences for other track types.

While most riders were neutral in their preference for riding on gravel roads, the proportion of racers who considered these important for their riding was over twice that of non-racers at similar experience levels. This included 34% of expert racers, compared to 9% of expert non-racers. This pattern was not evident across experience levels (Table 13 in main text). This suggests that riding on gravel roads may be more important in the riding patterns of riders with racing orientation.

Another indication of some differences in riding patterns was apparent from the preferences for riding on sealed roads. While most riders were negative towards this, Racers were less so. Amongst experts, 82% of non-racers were negative, compared with 64% of racers. More racers were neutral in their preference for riding on sealed roads. As noted in Section A2.4 of this Appendix, a higher proportion of racers included road cycling as one of their main outdoor activities, which may provide some explanation of this finding. Again, this pattern was not evident across experience groups (Table 13 in main text).

Table A.2.9: Setting attribute preferences - Track type.

SETTING ATTRIBUTES – Track type	I don't want this	I avoid if possible	OK some times	I usually prefer this	Always essential	NOTES
* On single-track (e.g., walking)						Most riders were very positive toward this. There was little variation amongst the experienced riders. The total non-racer group were the least positive.
– Non-racer (all)	1	5	28	46	20	
– Experienced Non-racer	0	1	19	51	29	
– Expert Non-racer	0	0	11	52	37	
– Committed Racer	0	0	7	46	39	
– Expert Racer	0	0	18	54	37	
* On gravel roads						Most riders were neutral toward this. Racers were generally more positive than non-racers.
– Non-racer (all)	1	24	59	14	2	
– Experienced Non-racer	1	23	64	11	1	
– Expert Non-racer	2	27	62	9	0	
– Committed Racer	1	21	48	24	6	
– Expert Racer	0	16	50	27	7	
* On sealed roads						Most riders were negative toward this. Racers were slightly less negative than non-racers.
– Non-racer (all)	13	46	34	5	2	
– Experienced Non-racer	21	54	24	1	0	
– Expert Non-racer	25	58	14	2	0	
– Committed Racer	11	50	34	3	1	
– Expert Racer	7	57	32	4	0	

When considering track condition, the non-racer group were generally less positive about all the attributes listed in Table A.2.10. There were differences between experienced racers and non-racers in their preferences for these. While all experienced riders preferred challenging tracks which were rough/uneven/tight/narrow, racers were generally less positive toward specific types of track difficulty. Experienced and expert non-racers were more positive towards encountering obstructions from rocks/roots/logs (48% of experts non-racers vs 31% of racers).

Racers were also generally the most negative towards riding in wet and boggy conditions. It appeared that this negative preference increased with experience levels (Section 4.2.3). Racers, and experts in particular, were also least positive toward riding with river/stream/creek crossings. This included 31% who gave a negative response, compared with 18% of expert non-racers. As noted in Section 4.2.3, this response was more characteristic of experts, and may have represented concern with the effect of these riding conditions on their bikes.

Table A.2.10: Setting attribute preferences - Track condition.

SETTING ATTRIBUTES – Track condition	I don't want this	I avoid if possible	OK some times	I usually prefer this	Always essential	NOTES
* Rough/uneven/tight/narrow – Non-racer (all)	2	10	39	38	10	The total non-racer group was less positive toward this than were the more experienced racers and non-racers. These had similar responses.
– Experienced Non-racer	0	2	34	51	13	
– Expert Non-racer	0	2	20	59	20	
– Committed Racer	0	3	27	52	18	
– Expert Racer	0	2	23	59	16	
* Root/rock/log obstructions – Non-racer (all)	4	25	48	18	6	Most riders were neutral toward this. Expert non-racers were most positive.
– Experienced Non-racer	1	18	53	22	6	
– Expert Non-racer	0	7	45	36	12	
– Committed Racer	0	22	48	22	8	
– Expert Racer	0	16	52	27	4	
* Mud/bog/wet conditions – Non-racer (all)	5	24	50	15	6	Most riders were neutral toward this. Expert riders were more negative, particularly the racers.
– Experienced Non-racer	6	28	49	12	5	
– Expert Non-racer	11	34	39	12	4	
– Committed Racer	9	36	40	11	4	
– Expert Racer	11	45	34	9	0	
* River/stream/creek crossings – Non-racer (all)	1	12	58	22	6	Most riders were neutral toward this. Expert racers were most negative.
– Experienced Non-racer	0	13	57	25	4	
– Expert Non-racer	2	16	50	29	4	
– Committed Racer	1	19	55	20	5	
– Expert Racer	2	29	48	11	9	

When considering downhill sections in Table A.2.11, preference for fast/rough/tight downhills was least amongst the total non-racer group (54%). This would appear to be an experience related effect, as the more experienced and expert non-racers and racers were more positive. The proportions of expert non-racers (79%) and racers (80%) positive toward these downhills was similar, although the experienced non-racers (67%) were less so than the corresponding committed racers (77%).

When the more slow/steep/technical downhills were considered, the pattern was similar, but more pronounced. Amongst the more experienced riders, expert non-racers considered these downhill conditions absolutely essential most often (41%), and overall 91% of them were positive toward them. Racers were a little less positive, but still included 77% of committed racers and 84% of experts. Experienced non-racers were also more positive (63%) relative to total non-racers (47%). This would also appear to represent more of an experience effect than one of orientation to racing, with those most positive towards these difficult downhills being the expert non-racers.