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In general terms, with increased experience, women riders appeared to move more towards the preference characteristics of the men. However, differences between them were still apparent, indicating that basic gender differences were in effect, rather than being a reflection of the overall lower experience levels of the women riders sampled. Overall, men still demonstrated greater preferences for speed and the technical and physical challenges, although women increased their preference for all of these with experience. Women still demonstrated greater preferences for scenery/views/nature, exercise/fitness, and having relaxation/easy riding.

Table A.4.4: Most Important Mountain Biking Features at Higher Experience Levels (by gender).

MOUNTAIN BIKING FEATURES (5 most important)	Experience (women)		Experience (men)		Note:- In some cases men differ from women, in others, change is between lower and higher experience
	Lower	Higher	Lower	Higher	
Exploring new areas	54	55	67	58	
Appreciating views/scenery/nature	82	68	56	54	– decreased for women
Exercise/fitness workout	69	72	69	41	– decreased for men
Speed/excitement/risk	17	31	55	60	– increased for women
Skill challenge (technical riding)	4	42	39	59	– increased for BOTH
Physical challenge (hard riding)	15	24	42	56	– increased for BOTH
Riding/socialising with friends	63	58	11	43	– increased for men
Developing and improving skills	59	24	40	33	– decreased for women
Racing and race training	4	41	10	42	– increased for BOTH
Peace/quiet/solitude	41	10	18	18	– decreased for women
Commuting/transport means	24	14	21	12	– decreased for BOTH
Relaxation/easy riding/cruising	49	21	19	3	– decreased for women
Overnight trips/touring options	9	14	8	9	
Other	4	0	3	2	

Many of the differences identified between genders according to their five most important features (Table A.4.3) were also apparent amongst the features they included in their top three (Table A.4.5). Specifying their top three features required riders to prioritise from the five they considered most important. In this situation, it would be expected that if any predominant features of all riding did occur, these would receive proportionately greater percentage response given the reduced choices possible. However, comparison of the two tables showed that apart from the generally lower percentage figures overall, the pattern of top three responses was very similar to that for the five most important. This suggests that riders prefer a number of riding features, rather than being only interested in one or two central ones. Table A.4.5 and A.4.6 show the top three responses for all gender, and by the different experience levels.

Table A.4.5: Top Three Features of Mountain Biking by Gender.

MOUNTAIN BIKING FEATURES (the top three features)	Women	Men	Notes
Speed/excitement/risk	19	**47**	When required to focus on the top three features of riding, men and women still demonstrated differences.
Exercise/fitness workout	**55**	38	
Appreciating views/scenery/nature	**57**	34	
Riding/socialising with friends	**45**	31	Men emphasised speed, skill challenge, and developing new skills.
Exploring new areas	28	34	
Racing and race training	15	20	
Physical challenge (hard riding)	13	15	Preferences for exploring, racing and physical challenge were similar for both genders.
Skill challenge (technical riding)	8	**25**	
Developing and improving skills	13	**31**	Women emphasised exercise, appreciating scenery/nature, socialising, and having relaxation/easy riding.
Commuting in town/transport means	7	6	
Relaxation/easy riding/cruising	**21**	4	
Peace/quiet/solitude	12	9	
Overnight trips/touring options	1	3	
Other	1	2	

The overall differences for the top three features were similar to those for the five most important. The main change that did occur was the preference for racing and physical challenge being similar for both genders, although the preference for both was not high overall. To further assess any influence from experience on these results, riders were compared in Table A.4.6.

Table A.4.6: Top Three Features of Mountain Biking at Higher Experience Levels (by gender).

MOUNTAIN BIKING FEATURES (the top three features)	Experience (women)		Experience (men)		Note:- In some cases men differ from women, in others, change is between lower and higher experience
	Lower	Higher	Lower	Higher	
Speed/excitement/risk	24	24	45	49	
Exercise/fitness workout	52	58	51	35	– decreased for men
Appreciating views/scenery/nature	67	41	32	35	– decreased for women
Riding/socialising with friends	65	48	33	30	– decreased for women
Exploring new areas	24	34	45	30	– increased for women
Racing and race training	4	31	2	28	– increased for BOTH
Physical challenge (hard riding)	13	14	23	26	
Skill challenge (technical riding)	2	17	16	29	– increased for BOTH
Developing and improving skills	15	10	18	14	
Commuting/transport means	9	3	12	4	
Relaxation/easy riding/cruising	28	17	11	1	– decreased for BOTH
Peace/quiet/solitude	19	0	8	9	– decreased for women
Overnight trips/touring options	2	0	1	3	
Other	2	0	2	2	

Despite some shift in women's preferences toward those of the men with an increase in experience, differences by gender were still apparent. For example, 67% of inexperienced women indicated appreciating scenery/views/nature as one of their top three features. Only 32% of inexperienced men did so. Amongst riders of higher experience, the proportion of men giving this remained constant (34%). The main change was that the response of women declined to 41%. While women began from a different point in their preference for this feature, with experience this preference became more similar to that of the men. This suggests that an underlying gender distinction in preferences does occur, although the mediating effect of increased experience is to reduce its degree.

A4.3 Setting and Experience Preferences

When the responses of male and female riders were compared for the importance they indicated for various setting and recreation experience attributes, some differences were apparent. The attributes in Table A.4.7 were all preferred at higher levels (or less negatively) by the women, while those in Table A.4.8 were preferred more by them. For all of the other attributes available for rider responses (Appendix 6), riders could not be distinguished on gender. In general, the gender preference patterns for these attributes reflected those of previous results presented in this appendix. For men these emphasised riding that included speed, and more physical and technical challenge. For women this emphasised attributes characteristic of easier riding.

Table A.4.7: Setting and experience attributes preferred more by women.

SETTING/EXPERIENCE ATTRIBUTES (preferred more by women)			I don't want this	I avoid if possible	OK some times	I usually prefer this	Always essential
TRACK TYPE	* On sealed roads	– Female	15	49	31	4	1
		– Male	11	38	36	9	5
DOWNHILLS	* Slower/gentle/easy	– Female	11	24	48	14	3
		– Male	7	26	38	24	5
UPHILLS	* Gradual/easy/relaxed climbs	– Female	4	10	47	32	8
		– Male	1	7	38	45	8

Table A.4.8: Setting and experience attributes preferred more by men.

SETTING/EXPERIENCE ATTRIBUTES (preferred more by men)			I don't want this	I avoid if possible	OK some times	I usually prefer this	Always essential
TRACK TYPE	* On single-track (e.g., walking)	– Female	5	11	39	34	11
		– Male	0	2	23	47	27
	* On firebreaks/other (4WD)	– Female	4	7	45	38	7
		– Male	0	3	37	50	9
CONDITION	* Rough/uneven/tight/narrow	– Female	6	26	41	25	3
		– Male	1	5	36	43	14
	* Root/rock/log obstructions	– Female	10	35	43	8	4
		– Male	2	23	48	21	6
	* Step/ditch/culvert obstructions	– Female	16	42	32	9	0
		– Male	4	31	45	14	5
	* River/stream/creek crossings	– Female	4	11	70	11	4
		– Male	1	14	55	24	6
DOWNHILLS	* Fast/smooth/open/clear	– Female	1	1	27	53	18
		– Male	0	1	21	45	33
	* Fast/rough/tight	– Female	8	28	39	19	5
		– Male	1	6	26	40	27
	* Slower/steep/technical	– Female	8	28	39	19	5
		– Male	2	8	32	37	21
UPHILLS	* Short/hard/steep sections	– Female	12	28	42	13	4
		– Male	4	13	44	28	11
	* Long/hard/steep climbs	– Female	4	16	45	26	10
		– Male	1	5	39	43	12
SOCIAL	* Speed/action/excitement/risk	– Female	4	3	42	26	26
		– Male	0	2	17	31	50

As shown previously, some of these gender differences resulted from the higher experience levels of the men. However, when riders of different gender but same experience were compared, some differences were still apparent, suggesting that some gender effect remained. These different results are presented in Tables A.4.9 to A.4.13.

In most cases, attributes characteristic of more difficult and challenging riding were favoured less by the inexperienced women, who most favoured attributes characteristic of easier riding. However, with greater experience the changes in the preferences of women moved them more toward the preference patterns of the men. It is clear that for both genders, there are shifts in their preference patterns with greater experience. However, it is also apparent that the men and women are generally starting from different points in most of their attribute preferences, and that these differences are only partially mediated by increased experience levels.

Table A.4.9: Preferred Speed/Excitement attributes (by experience).

SETTING/EXPERIENCE ATTRIBUTES – SPEED	I don't want this	I avoid if possible	OK some times	I usually prefer this	Always essential	NOTES
* Speed/action/excitement/risk						Both prefer this more with experience. The men preferred it more than did the women overall.
– Inexperienced Female	7	2	47	24	20	
– Experienced Female	0	3	34	28	34	
– Inexperienced Male	1	3	23	30	42	
– Experienced Male	0	1	15	32	53	

Table A.4.10: Preferred Track Type attributes (by experience).

SETTING/EXPERIENCE 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)						Overall preference increased with experience, but slightly more so amongst the men. Experienced men gave the most positive response for this.
– Inexperienced Female	9	16	49	22	2	
– Experienced Female	0	3	24	52	21	
– Inexperienced Male	1	7	35	42	15	
– Experienced Male	0	1	18	49	33	
* On firebreaks/other (4WD)						With experience, men tended to prefer this a little more, while women became more neutral toward it.
– Inexperienced Female	7	9	38	40	7	
– Experienced Female	0	3	55	34	7	
– Inexperienced Male	1	8	36	47	7	
– Experienced Male	0	1	38	50	10	
* On sealed roads						Overall preference decreased with experience, with all experienced riders having similar preference. Inexperienced women were least negative toward this, but gender differences were small.
– Inexperienced Female	9	27	44	13	7	
– Experienced Female	14	55	24	3	3	
– Inexperienced Male	8	39	41	8	3	
– Experienced Male	17	53	28	2	0	

Table A.4.11: Preferred Track Condition attributes (by experience).

SETTING/EXPERIENCE ATTRIBUTES – CONDITION	I don't want this	I avoid if possible	OK some times	I usually prefer this	Always essential	NOTES
* Rough/uneven/tight/narrow						Overall preference increased with experience. Experienced men were most positive toward this. Inexperienced women were by far the most negative, representing a clear difference.
– Inexperienced Female	9	40	38	13	0	
– Experienced Female	0	3	46	43	7	
– Inexperienced Male	4	12	50	22	11	
– Experienced Male	0	2	30	52	16	
* Rock/root/log obstructions						Riders were less negative toward this with experience, tending to become more neutral or positive. Women were most negative toward this, although they became less so with experience.
– Inexperienced Female	14	41	36	7	2	
– Experienced Female	3	25	53	11	7	
– Inexperienced Male	5	34	41	15	4	
– Experienced Male	0	19	51	23	7	
* Step/ditch/culvert obstructions						Inexperienced riders were very negative toward this, particularly the women. Rider tolerance tended to increase with experience, with little difference between experienced men and women.
– Inexperienced Female	22	49	22	7	0	
– Experienced Female	7	3	48	14	0	
– Inexperienced Male	8	40	37	10	5	
– Experienced Male	2	27	49	15	6	
* River/stream/creek crossings						Most riders were tolerant of this. Many men and the experienced women were also more positive, with inexperienced women being the exception. Women changed more with experience.
– Inexperienced Female	7	13	73	2	4	
– Experienced Female	0	7	65	24	4	
– Inexperienced Male	1	13	55	21	9	
– Experienced Male	1	15	56	24	4	

Table A.4.12: Preferred Downhill attributes (by experience).

SETTING/EXPERIENCE ATTRIBUTES – DOWNHILLS	I don't want this	I avoid if possible	OK some times	I usually prefer this	Always essential	NOTES
* Fast/smooth/open/clear						Preference was high for all the women and inexperienced men, but decreased for experienced men. This was the main difference between riders.
– Inexperienced Female	2	2	27	53	16	
– Experienced Female	0	0	27	52	21	
– Inexperienced Male	1	1	27	42	28	
– Experienced Male	1	19	45	35	0	
* Fast/rough/tight						Men were much more positive toward this, particularly with increased experience. Preference by women was lower, but did increase with experience to a lesser extent.
– Inexperienced Female	13	40	29	13	4	
– Experienced Female	0	10	55	28	7	
– Inexperienced Male	4	14	33	33	16	
– Experienced Male	0	3	23	43	31	
* Slower/steep/technical						Both prefer this more with experience, particularly the experienced men. Preference by women increased a lot from that of the inexperienced women, who were the most negative.
– Inexperienced Female	11	35	35	13	4	
– Experienced Female	0	10	41	41	7	
– Inexperienced Male	5	15	45	27	7	
– Experienced Male	0	5	26	40	28	
* Slower/gentle/easy						Inexperienced women were much more positive toward this. This was the main difference, and the experienced riders were a little more negative.
– Inexperienced Female	2	4	40	47	7	
– Experienced Female	14	17	51	14	3	
– Inexperienced Male	7	17	52	19	4	
– Experienced Male	13	26	46	12	3	

Table A.4.13: Preferred Uphill attributes (by experience).

SETTING/EXPERIENCE ATTRIBUTES – UPHILLS	I don't want this	I avoid if possible	OK some times	I usually prefer this	Always essential	NOTES
* Short/hard/steep sections						Both prefer this more with experience, particularly the men. The inexperienced women were the most negative, meaning the experienced women represented a greater change in preferences.
– Inexperienced Female	7	24	44	20	4	
– Experienced Female	0	3	45	34	17	
– Inexperienced Male	4	9	46	35	5	
– Experienced Male	0	3	36	45	15	
* Long/hard/steep climbs						Both prefer this more with experience, particularly the men. The inexperienced women were the most negative.
– Inexperienced Female	20	36	36	7	2	
– Experienced Female	0	17	52	24	7	
– Inexperienced Male	8	22	49	16	4	
– Experienced Male	20	9	41	33	14	
* Gradual/easy/relaxed climbs						Both preferred this less with experience. Inexperienced women were by far the most positive to this. Experienced riders of both gender had similar preferences.
– Inexperienced Female	0	7	27	57	9	
– Experienced Female	3	7	55	27	7	
– Inexperienced Male	5	8	42	36	9	
– Experienced Male	3	10	50	29	7	

A4.4 Favourite Riding Conditions

A further indication of the differences in the recreation experience and setting preferences of men and women was provided by the open-ended responses in which they specified their favourite riding conditions. The summary of these responses by gender alone is presented in Table A.4.14.

The top ten riding conditions specified by the men re-emphasised their greater desire for experiencing speed and excitement, and both physical and technical challenge. Preference for riding in forest settings was high (51%), comprising 30% specifically stating native forest, and a further 21% who did not state a forest-type preference.

Women riders re-emphasised their overall preference for easier riding conditions, although 31% still specified a desire for some technical difficulty/challenge. Preference for forest settings was also high (44% in total). The preferences emphasised by women reflected those generally associated with the lower experience levels.

Table A.4.14: Top Ten Riding Conditions of Men and Women Riders.

WOMEN RIDERS: – Favourite Riding Conditions (Top 10)	%	MEN RIDERS: – Favourite Riding Conditions (Top 10)	%
1 Uphills which are gradual/gentle/easy	40	1 Some technical difficulty/challenge	37
2= Downhills which are fast/smooth/open	34	2= Downhills which are fast/technical/tight	31
2= Few obstructions on track/not too difficult	34	2= An undulating route/mixture of ups and downs	31
3 Some technical difficulty/challenge	31	3 Riding in a forest setting (specifically native)	30
4 An undulating route/mixture of ups and downs	27	4 Single-track which is tight/narrow/winding	29
5= Riding in a forest setting (not type-specific)	23	5 Downhills which are fast/smooth/open	26
5= Track surface which is smooth//easy/open	23	6= Riding in a forest setting (not type-specific)	21
6= Riding in a forest setting (specifically native)	21	6= Ride duration between 2–3 hours	21
6= Good scenery and viewpoints	21	6= Track surface which is fast/smooth/open	21
7= Rides including a variety of track surfaces	18	7 Good scenery and viewpoints	19
7= Single-track and other (farm track/4WD)	18	-	

To determine whether these gender differences result from the relatively lower experience of the women overall, comparisons across experience levels were made. A summary of these is presented in Table A.4.15, where close comparison does show differences between the men and women based upon both experience and gender. In the table, horizontal comparisons show differences between riders of lower and higher experience, while vertical comparisons show the differences according to gender.

When riders of lower experience were compared, the women again emphasised those riding conditions more characteristic of easier riding. These included gradual/gentle/easy uphills (50% vs 25% men); few obstructions on track/not too difficult (48% vs 31% men); and track surface which was smooth/easy/open (34% vs 21% men). For all of the other conditions listed by inexperienced men and women, there were few differences in response. Both gave the same level of response for some technical difficulty/challenge (27%), but in general terms, the women appeared less positive toward such challenges at this stage of their riding.

When comparing riders of higher experience, the range of conditions preferred by men and women was wider, and the degree to which some conditions were preferred also varied.

Women included some riding conditions not included by the men. These included preference for a variety of terrain/settings and track surfaces; good scenery and viewpoints, rides including single-track and other (farm

track/4WD), and uphills which were gradual/gentle/easy. These suggested some differences in the basic riding motivations and desired outcomes of the women riders.

Other conditions that were specified equally by men and women included some technical difficulty/challenge, fast technical downhills, fast open downhills, and riding on undulating routes. These indicated many women shared the more challenge-orientated preferences of experienced men. However, overall they were clearly more ¡nclined to include elements such as riding variety and scenery appreciation. The effect of the small sample size for experienced women may be an important factor here. This is especially so considering that these responses were to open-ended questions, which allow for much wider variety of responses.

Table A.4.15: Top Ten Riding Conditions of Men and Women Riders (by experience).

WOMEN – Lower Experience: (n=44) – Favourite Riding Conditions (Top 10)	%	WOMEN – Higher Experience: (n=29) – Favourite Riding Conditions (Top 10)	%
1 Uphills which are gradual/gentle/easy	50	1 Some technical difficulty/challenge	38
2 Few obstructions on track/not too difficult	48	2= An undulating route/mixture of ups and downs	31
3 Downhills which are fast/smooth/open	39	2= Downhills which are fast/technical/tight	31
4 Track surface which is smooth/easy/open	34	2= Rides going through a variety of terrain/settings	31
5= Some technical difficulty/challenge	27	2= Single-track and other (farm track/4WD)	31
5= Riding in a forest setting (not type-specific)	27	3= Downhills which are fast/smooth/open	27
6= An undulating route/mixture of ups and downs	25	3= Rides including a variety of track surfaces	27
6= Riding in a forest setting (specifically native)	25	4= Uphills which are gradual/gentle/easy	23
7 Good scenery and viewpoints	20	4= Good scenery and viewpoints	23
8= Track surface which is smooth/fast/open	19	5= Single-track which is tight/narrow/winding	19
8= Single-track which is smooth/open/clear	19	5= Track surface which is rough/technical/fast	19
MEN – Lower Experience: (n=121) – Favourite Riding Conditions (Top 10)	**%**	**MEN – Higher Experience: (n=272) – Favourite Riding Conditions (Top 10)**	**%**
1 Downhills which are fast/smooth/open	36	1 Some technical difficulty/challenge	41
2 Few obstructions on track/not too difficult	31	2 Downhills which are fast/technical/tight	37
3 Riding in a forest setting (specifically native)	30	3 Single-track which is tight/narrow/winding	36
4 Some technical difficulty/challenge	27	4 An undulating route/mixture of ups and downs	34
5 Uphills which are gradual/gentle/easy	25	5 Riding in a forest setting (specifically native)	30
6= Good scenery and viewpoints	24	6 Downhills which are fast/smooth/open	28
6= An undulating route/mixture of ups and downs	24	7 Ride duration between 2-3 hours	23
7= Riding in a forest setting (not type-specific)	21	8 Uphills which are long/steep/smooth	22
7= Track surface which is smooth/fast/open	21	9= Riding in a forest setting (not type-specific)	21
7= Track surface which is smooth/easy/open	21	9= Track surface which is smooth/fast/open	21

A4.5 Rider Attitudes to Opinion Statements

Rider responses to the opinion statements included in the questionnaire also showed some differences related to gender. The opinions on which these differences were apparent are listed in Table A.4.16.

Table A.4.16: Responses to different opinion statements (by gender).

ATTITUDES TO OPINION STATEMENTS	Strongly Disagree	Tend to Disagree	Neutral	Tend to Agree	Strongly Agree
* Mountain bikes should not be allowed on walking tracks					
– Female	18	38	11	27	5
– Male	16	41	20	17	5
* Environmental damage by mountain bikes is over-estimated					
– Female	0	10	31	39	21
– Male	1	8	21	37	33
* Un-informed walkers imagine most problems from biking use					
– Female	0	6	35	50	10
– Male	0	5	28	45	22
* Access to some riding areas will sometimes need to be limited					
– Female	3	10	19	51	17
– Male	5	13	26	42	13
* Views/scenery/nature are not essential for my riding enjoyment					
– Female	63	31	3	1	1
– Male	42	32	11	11	3
* Speed/action/excitement are not essential for my riding enjoyment					
– Female	31	33	15	15	5
– Male	47	34	7	9	2

In general, men tended to indicate more strongly that mountain bikes should be allowed on walking tracks, damage by biking was over-estimated, uninformed walkers imagined most problems, and that experiencing speed/action/excitement was essential to their riding enjoyment. The women tended to indicate more strongly that access will sometimes need to be limited, and that views/scenery/nature were essential for their riding enjoyment. In general, the degree to which these riders differed on these opinions was small.

To assess whether these differences were merely a reflection of the relative riding experience of the gender groups, they were compared on the basis of experience by gender group. All of the above did show some differences by gender across experience. Compared across experience levels, the opinion that responsible riding and attitude would reduce conflict also showed some gender difference (hence its inclusion above). The results of these comparisons are presented in Table A.4.17.

Gender differences in response to the management opinion statements were not great. Experience level appeared more important in any variation which did occur. To summarise the results above in general terms, women appeared more conciliatory in their attitudes to potential management controls, accorded greater preference to views/scenery/nature attributes, and less preference to speed/action/excitement attributes. In general, with an increase in experience levels, their preferences tended to shift toward those of the men.

Table A.4.17: Responses to different opinion statements (by gender).

ATTITUDES TO OPINION STATEMENTS	Strongly Disagree	Tend to Disagree	Neutral	Tend to Agree	Strongly Agree	NOTES
* Mountain bikes should not be allowed on walking tracks						Riders disagreed more with experience, and in particular the experienced women. The differences by experience and gender were not great, suggesting this is a generally held attitude amongst most riders here.
– Inexperienced Female	11	43	16	29	0	
– Experienced Female	14	55	24	7	0	
– Inexperienced Male	10	39	28	18	5	
– Experienced Male	19	42	17	17	5	
* Environmental damage by mountain bikes is over-estimated						Most riders agreed with this, but only the men demonstrated an increased level of agreement with experience. Overall, this appears to be a generally held attitude, although stronger amongst experienced men.
– Inexperienced Female	0	9	32	39	19	
– Experienced Female	0	10	36	38	24	
– Inexperienced Male	0	9	37	39	16	
– Experienced Male	1	8	14	37	40	
* Un-informed walkers imagine most problems from biking use						Most riders agreed with this, and this preference increased with experience. The experienced men agreed most strongly with this, suggesting they express their opinion more strongly.
– Inexperienced Female	0	7	39	44	9	
– Experienced Female	0	3	27	59	10	
– Inexperienced Male	0	4	43	41	11	
– Experienced Male	1	5	22	46	26	
* Responsible riding and attitude would reduce conflicts						Most riders agreed with this. This was relatively consistent across experience levels, although it was least pronounced amongst the inexperienced men. The inexperienced women were more like the experienced riders in this case.
– Inexperienced Female	0	0	4	48	48	
– Experienced Female	0	7	0	38	55	
– Inexperienced Male	0	1	4	58	37	
– Experienced Male	1	1	5	38	55	
* Access to some riding areas will sometimes need to be limited						Men agrees with this to the same extent across experience levels. Women agreed more, and this increased with experience. Experienced women agreed most with this, although it appears a generally held opinion.
– Inexperienced Female	5	7	25	49	14	
– Experienced Female	0	14	10	55	21	
– Inexperienced Male	2	14	28	44	12	
– Experienced Male	7	13	25	41	14	
* Views/scenery/nature are not essential for my riding enjoyment						Most riders disagreed with this. Women disagreed more, and inexperienced women disagreed the most by far. It appears that opinion amongst women shifts toward that of men with increasing experience.
– Inexperienced Female	70	27	2	0	0	
– Experienced Female	52	38	3	3	3	
– Inexperienced Male	44	34	11	7	4	
– Experienced Male	42	32	11	13	3	
* Speed/action/excitement are not essential for my riding enjoyment						Most riders disagreed with this. Men disagreed consistently across experience levels, women disagreed more with experience, getting closer to the levels expressed by the men. Inexperienced women disagreed the least overall.
– Inexperienced Female	34	25	14	20	7	
– Experienced Female	27	45	17	7	3	
– Inexperienced Male	44	32	8	10	5	
– Experienced Male	49	34	7	9	1	

APPENDIX 5: VALIDITY OF SELF-RATED EXPERIENCE

This appendix compares the self-rated experience levels of riders with more objective indications of their relative experience at mountain biking. It should be recognised that because mountain biking is a recent development, little time has been available for the development of extensive rider experience. In this context, self-rated perceptions could be considered more relevant. As can be seen by reference to Table A.5.1, higher ratings corresponded[1] to higher levels in the other experience criteria. This is discussed further in Section 3.2.

Table A.5.1: Experience indicators at different self-rated experience levels.

EXPERIENCE FEATURES by SELF-RATED EXPERIENCE	Beginner riders	Moderately Experienced	Have much experience	Expert/very experienced	NOTES
	(n = 59)	(n = 121)	(n = 222)	(n = 102)	
RACE CLASS					Riders who rated their experience higher were generally entered in the more competitive race classes (but not always). (Correlation moderate, r = -0.67)
Bike shop customers	63	13	5	2	
Novice/Fun riders	15	16	7	2	
Novice/Race riders	15	43	14	3	
Sport riders	7	25	55	27	
Expert riders	0	3	18	67	
YEARS RIDING MTB					Riders who rated their experience higher had generally more years of riding mountain bikes. Few riders had more than 5 years experience. This may explain the weak correlation apparent here. (Correlation weak, r = 0.48)
1 year or less	68	33	10	4	
1 – 2 years	15	28	27	12	
2 – 3 years	9	18	23	16	
3 – 4 years	2	9	17	29	
4 – 5 years	2	8	15	13	
More than 5 years	4	3	8	27	
DAYS RIDE/YEAR					Riders who rated their experience higher were riding on more days per year. Expert riders were very intense participants, riding more than twice a week. The most active riders rated their experience highest. (Correlation strong, r = 0.77)
Only ride on road	21	0	0	0	
Off-road under 6 days	40	3	0	0	
Off-road 7 – 12 days	33	21	1	0	
Off-road 13 – 24 days	5	22	8	1	
Off-road 25 – 50 days	2	38	35	18	
Off-road 51 – 100 days	0	13	32	26	
Off-road over 100 days	0	3	24	55	
RACES DONE					Riders who rated their experience higher had done more previous races. Beginners were the least involved in races. Almost all other riders had some experience of them. The most active racers rated their experience highest. (Correlation strong, r = 0.71)
None done before	64	11	4	1	
Only 1 race	17	28	6	2	
2 – 5	17	41	21	6	
6 – 10	2	12	21	6	
11 – 20	0	6	28	18	
21 – 50	0	2	19	38	
51 – 100	0	0	1	21	
Over 100 races	0	0	1	8	

In addition to these comparisons, "rated" experience was compared with another type of experience criteria, this being the number of sites used in the Wellington district (Table A.5.2).

[1] Correlation was tested using Pearsons correlation co-efficient (r). A strong linear association is implied when r > 0.7 (Harraway, J. 1993: Introductory Statistical Methods and the Analysis of Variance, University of Otago Press).

This table shows that the more experienced riders had generally used more sites around the Wellington area, although the correlation was weak. This may reflect the greater proportions of experienced riders from outside the Wellington area, present mainly to participate in the race events sampled.

Table A.5.2: Number of sites used for riding in the Wellington area.

NUMBER OF SITES USED (refer to map in Appendix 1)	Beginner riders (n=43)	Moderately experienced (n=101)	Have much experience (n=180)	Expert/very experienced (n=52)	NOTES
1 – 10 sites	83	25	5	4	Riders with greater experience had generally ridden on more sites in the Wellington area. (Correlation was weak, r=0.376)
11 – 20 sites	9	52	16	9	
21 – 30 sites	7	23	37	21	
31 – 40 sites	0	0	23	18	
41 – 50 sites	0	0	13	20	
Over 51 sites	0	1	4	25	

Despite the weak correlation, it is still apparent that the more experienced riders were using more sites. When all these experience criteria are considered together in comparison with self-rated experience levels, the rated levels can be considered largely representative of actual experience at mountain biking. Once more time has passed, greater experience may become more associated with the amount of time riders have been riding, rather than the intensity of their riding, which appears the case here.

APPENDIX 6: THE TOP-RANKED FEATURES OF MOUNTAIN BIKING (BY EXPERIENCE GROUPS)

This appendix presents tables showing the top three features of riding in the priority order that they were ranked by the respective experience groups. The first three columns in these tables are the ranked top three features. The last column is the combined total response, in which the percentage represents the proportion of the sample who included the feature in their top three. A table is presented for the overall sample, and then for each of the self-rated experience groups.

Table A.6.1: Experience Preference Priorities - Overall (n=495).

MOUNTAIN BIKING FEATURES	% First Choice	% Second Choice	% Third Choice	Total % in Top Three
Speed/excitement/risk	19	12	11	43
Exercise/fitness workout	17	15	10	42
Appreciating views/scenery/nature	10	10	14	38
Riding/socialising with friends	10	10	13	33
Exploring new areas	12	9	12	33
Physical challenge (hard riding)	7	9	8	24
Skill challenge (technical riding)	5	11	6	22
Racing and race training	9	4	4	19
Developing and improving skills	3	5	7	15
Peace/quiet/solitude	2	3	4	7
Relaxation/easy riding/cruising	2	3	2	7
Commuting around town/transport means	2	2	2	6
Overnight trips/touring options	0	0	2	2
Other	1	1	0	2

These overall results show that there are no single one or two riding features preferred by all riders. If any such existed, they would be more prominent than any of those listed in Table A.6.1. Only 19% indicated achieving speed/excitement/risk as their number one priority, although the total for this was 43% overall, indicating that it was an important element. Only 9% indicated racing as their number one priority, and the total for this was only 28%. This suggests that the race-entry origin of the sample does not represent a major source of bias. Not all of the sample would appear to be "race-oriented" despite their action in entering a race (refer Appendix 2).

This indicates that riders have many different motivations for their riding, and their outcomes from it. However, the preference for these features was found to vary across different experience levels. This indicated that riders did change in their preferences as they gained experience. Some features that were apparently less important overall, were of greater importance to different groups of riders. These changes are apparent from Tables A.6.2 to A.6.5.

Riders appeared to follow a process of specialisation, as the focus of their feature preferences moved from the more general aspects such as exercise and relaxation/easy riding, toward the more activity-specific features of physical and technical challenge, racing, and speed. Along with this general shift were a number of features which appeared consistently important to all riders. these included appreciating scenery, socialising with friends, exercise/fitness and exploring new areas. Other features listed in the tables appeared relatively unimportant to riders in general.

The most preferred feature amongst beginners (Table A.6.2) was for exercise/fitness workout (59%). This was the highest preference expressed for any of the features listed. Following it were appreciating scenery/nature (47%), socialising (47%), exploring new areas (34%) and having relaxation/easy riding. These beginners demonstrated a clear preference for the physical well-being outcomes of riding, and some of its associated

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