



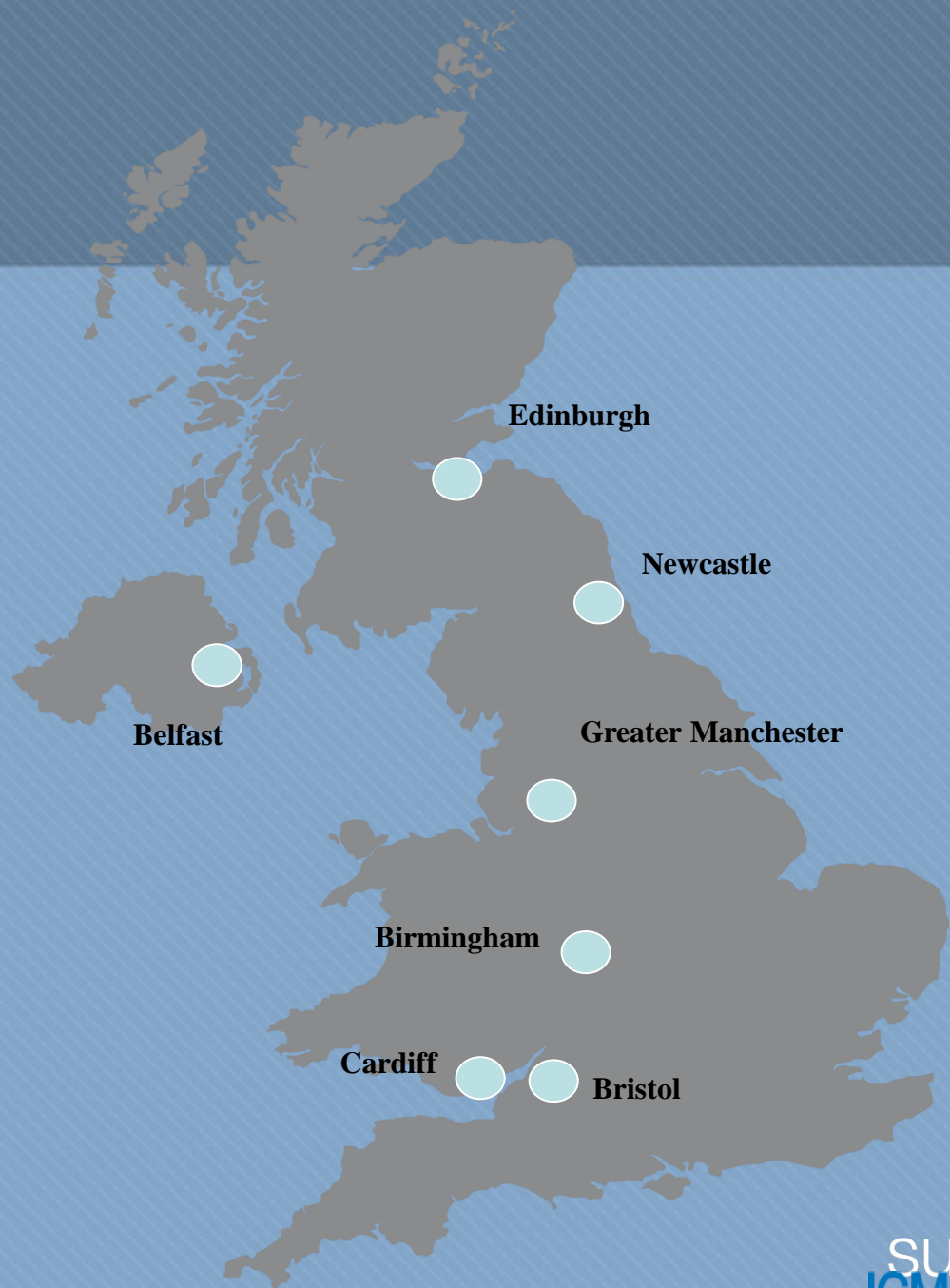
City of Rotterdam



2016 ANNUAL POLIS CONFERENCE
1-2 December 2016, Rotterdam
Innovation in Transport for Sustainable Cities and Regions

Andy Cope, Sustrans

Bike Life - bicycle accounts for seven UK cities



Edinburgh

Newcastle

Belfast

Greater Manchester

Birmingham

Cardiff

Bristol

BIKE life

BELFAST
2015

BIKE life

BIRMINGHAM
2015

BIKE life

BRISTOL
2015

BIKE life

NEWCASTLE
2015

BIKE life

GREATER
MANCHESTER
2015

BIKE life

CARDIFF
2015

BIKE life

EDINBURGH
2015

BIKE life

BELFAST
2015



BIKE life

BIRMINGHAM
2015



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CARDIFF
2015

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EDINBURGH
2015



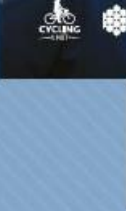
BIKE life

GREATER
MANCHESTER
2015



BIKE life

NEWCASTLE
2015



Birmingham



EDINBURGH
THE CITY OF EDINBURGH COUNCIL



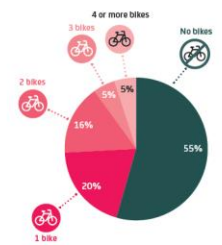


OVERVIEW
Taking the pulse of bike life in Belfast

BIKE OWNERSHIP IS A BIG PART OF BELFAST LIFE

Nearly half (45%) of people in Belfast live in households that own at least one bike.*

HOW MANY ADULT BICYCLES DO YOU OWN IN YOUR HOUSEHOLD?

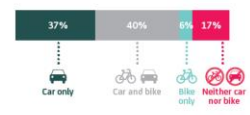


Bike ownership varies with age, with **three in five** of those between 16-24 and 35-44 living in a household with an adult bike, compared to one in ten (11%) of those over 75.

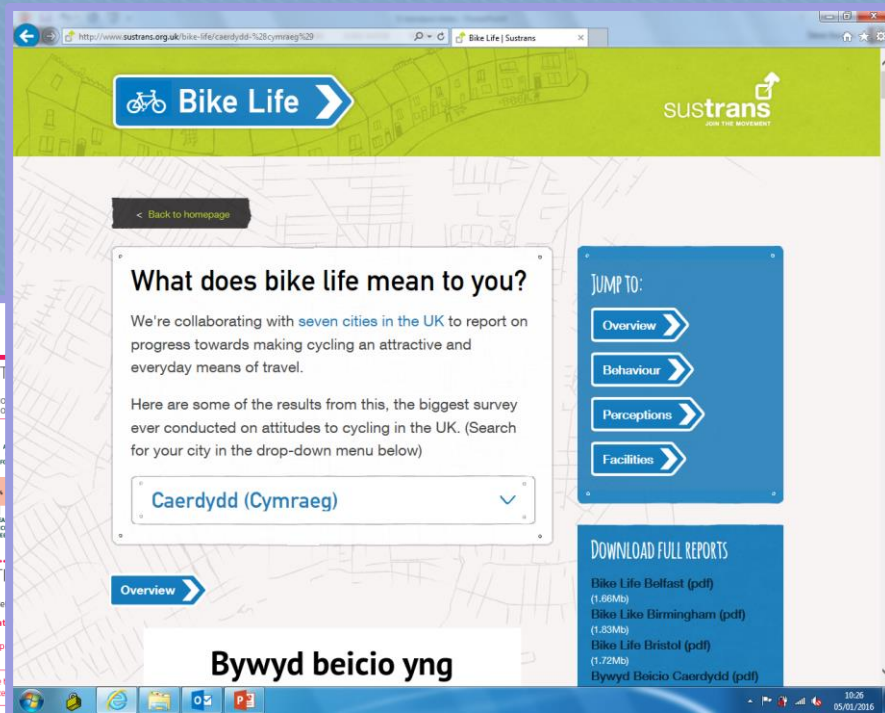
There's a big crossover between owning a bike and owning a car – about half of car owners also own a bike.

In Belfast one in six (17%) people live in households with neither a car nor a bike, and 6% have access to at least one bike but no car. Having the choice to ride a bike safely could help many people get to jobs, services, family and friends.

IS A CAR OR BIKE OWNED OR AVAILABLE FOR USE IN YOUR HOUSEHOLD?



*Car and bicycle ownership figures refer to percentages of people living in households that own them. This is different from how census data is usually reported.



What does bike life mean to you?

We're collaborating with **seven cities** in the UK to report on progress towards making cycling an attractive and everyday means of travel.

Here are some of the results from this, the biggest survey ever conducted on attitudes to cycling in the UK. (Search for your city in the drop-down menu below)

Caerdydd (Cymraeg)

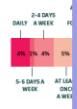
- JUMP TO:
- Overview
 - Behaviour
 - Perceptions
 - Facilities

- DOWNLOAD FULL REPORTS
- Bike Life Belfast (pdf) (1.66Mb)
 - Bike Life Birmingham (pdf) (1.83Mb)
 - Bike Life Bristol (pdf) (1.72Mb)
 - Bywyd Boicio Caerdydd (pdf)

Bywyd beicio yng

HOW OFTEN

THINKING OF HOW OFTEN YOU CYCLE AROUND, HOW OFTEN DO YOU CYCLE?



PERCEPTIONS

The people that...

They agree that...

they like to see progress about on bikes

things would be better if friends and family rode bikes more

they feel they should ride a bike more

more people ride bikes

Belfast a better place to live and work

things would be better if friends and family rode bikes more

they feel they should ride a bike more



SAFETY IS A CONCERN AND PEOPLE WANT MORE INVESTMENT

Whilst four in ten (42%) people think Belfast is a good place to ride a bike overall, when you dig deeper there are clear concerns about safety.

only 29% of people rate cycling safety in Belfast as good or very good

only 23% of people believe that safety for children riding a bike is good or very good

But it's worth remembering that a serious injury or worse is rare at about once every 1.8 million miles pedalled around Belfast.

Over 8 in 10 residents support improving safety for people riding bikes. Better safety will require more investment.

Across the seven cities involved in Bike Life, the average that people want national governments to be spending on cycling is **£26 per person per year**. In Belfast people want **£25 per head** invested.



*The question was: Central and local governments in the UK spend around £305 per person on transport every year. Of this about £33 per person is spent on cycling, rising to £30 per person in some cities. How much do you think should be spent on cycling per person in the UK?

Common data outputs - SETTINGS

- Total **length of cycle routes** of each of these types:

Bus and cycle lanes; Advisory cycle lanes; Mandatory cycle lanes; Shared use footways; Cycle tracks within highway, physically separated from traffic and pedestrians; Traffic free cycle routes away from the highway

- Percentage of the **population living within 125m** of each cycle route of the types listed in 1 above
- Percentage of length of all streets covered by **20mph limit** or traffic calmed
- Number of spaces of public **bike parking**
- **Investment** being made (excluding developer contributions and other external sources), including splits by:

Capital/revenue; cycling is main objective / cycling is among several objectives / cycling is a consideration (each scheme considered on merit and against a suggested standard)

- Total **investment in cycling per person per year**

Common data outputs - BEHAVIOURS

- Percentage of **trips to work** made by cycle
- Percentage of **trips to school** made by cycle
- **Number, type** (utility vs leisure) **and distance** of trips made by cycle
- Indexed **change** in combined cycle counts
- **Age, gender and ethnicity** of those using bikes and trips they are used for
- Number of people who cycled at various given **frequencies** during the previous 4 weeks
- Levels of bike and car **ownership**

Common data outputs - PERCEPTIONS

Awareness

Measure of **awareness** of extent of existing cycle facilities and initiatives

Satisfaction

Levels of **satisfaction with city** as a place to cycle, cross-tabulated against frequency of riding and a measure of expectation; Level of satisfaction with **safety** of cycling in the city; Level of adult satisfaction with **children's** cycle safety, by how their children travel to school; Level of satisfaction with **amount** of cycle routes; Level of satisfaction with **condition** of cycle routes; Level of satisfaction with **signposting** of cycle routes; Level of satisfaction with public bicycle **parking**

Safety

% of citizens that **think cycling IS as safe** as other travel options; % of citizens that **think cycling SHOULD BE** improved so that it is as safe as other travel options

Potential for change

Measure of potential for additional cycling, given increased availability of each of the route types listed in common data output number 1; Measure of **perception of self** in terms of cycling (adaptation of Portland example)

Place shaping

Extent of **agreement that more cycling is good** for everyone (using sales funnel string of statements or a disaggregation of measures, to be decided at survey design stage, and including health); Measure of **cycling's contribution** to city liveability; Measure of the **image of cycling** and cyclists

Investment

% of citizens who want to see **more investment** in cycling; Amount in £ per person per year that people think **should be spent** on cycling, having been given the context of current national and/or local levels, and relative to the rest of spend on transport

Common data outputs - IMPACTS

- **Gain to society** from each extra km cycled (adapted from Copenhagen metric)
- **Cost to society** of each extra km driven (adapted from Copenhagen metric)
- Value of the **benefits derived from the change** in the level of cycling over the past year (£)
- **Health benefit** of cycling (HEAT derived)
- Number of **Killed and Seriously Injured** cyclists per distance cycled
- Number of all reported cyclist **injuries per distance** cycled
- Tons of CO₂ and other **pollutants** saved
- Impact on **local concentrations** of other selected pollutants

Quotes from local Newcastle people

VIEWS from the saddle

"It's cheap. It keeps me fit. It gets me to places really quickly."

Selma Dimitrijevic

"Still reliving the excitement of powering the pedals for the first time!"

Councillor Marion Talbot

"I feel confident and happy to go places in a short time and visit new places."

Simon Hawkins

"Cycling is a way of life for me and my family. It's in our blood now. It gives me a sense of freedom."

Dorothy Crow

"I love to cycle! It makes me feel alive! [It's] faster than walking, more wholesome than driving. The inner city cycling could be easier with more separate paths."

Sam Goggin

"[Riding a bike] helps wake me up on the way to work and clears my head on the way home."

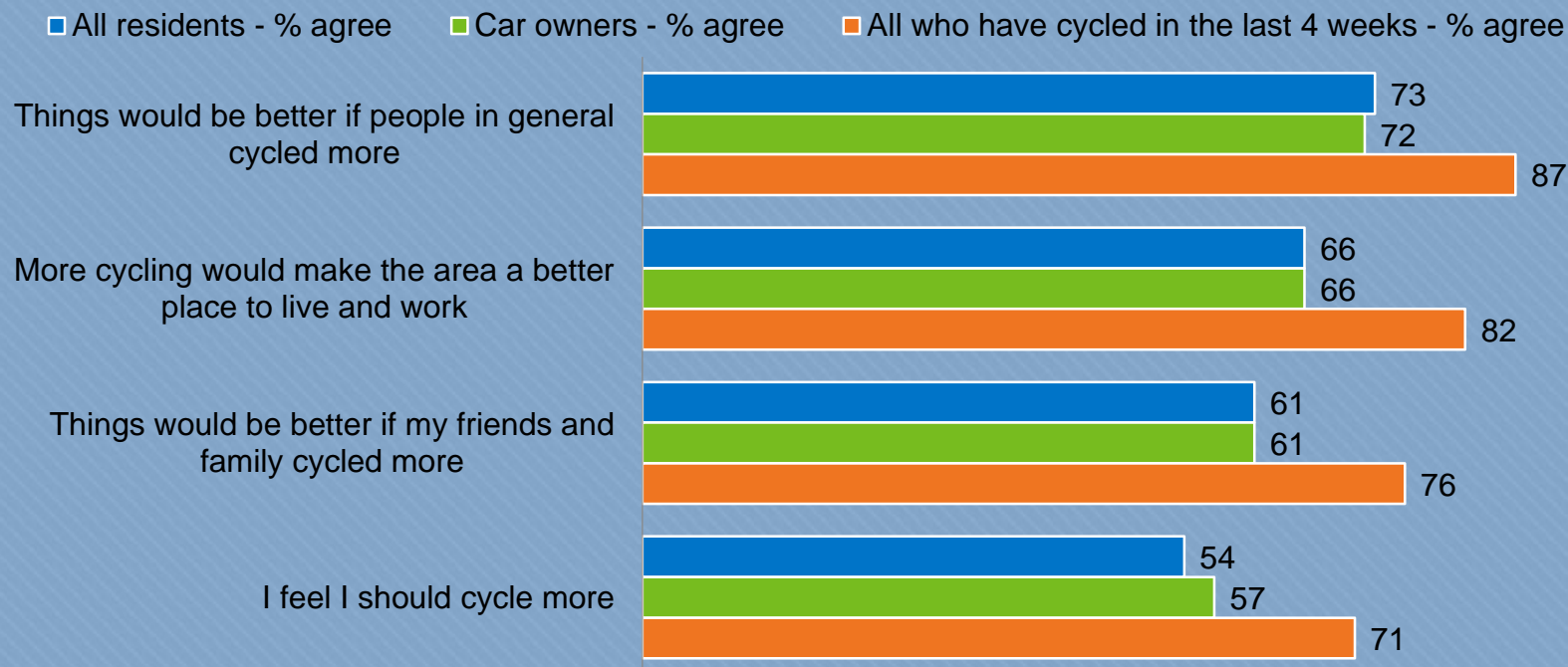
Matthew Sutcliffe

"Making cycle commuting easier helps everyone in the city. It's great for your health - fitness, weight and stress levels. It's even good for motorists as it reduces congestion."

John Simmons

Tangible benefits are associated with cycling

Attitudes to cycling

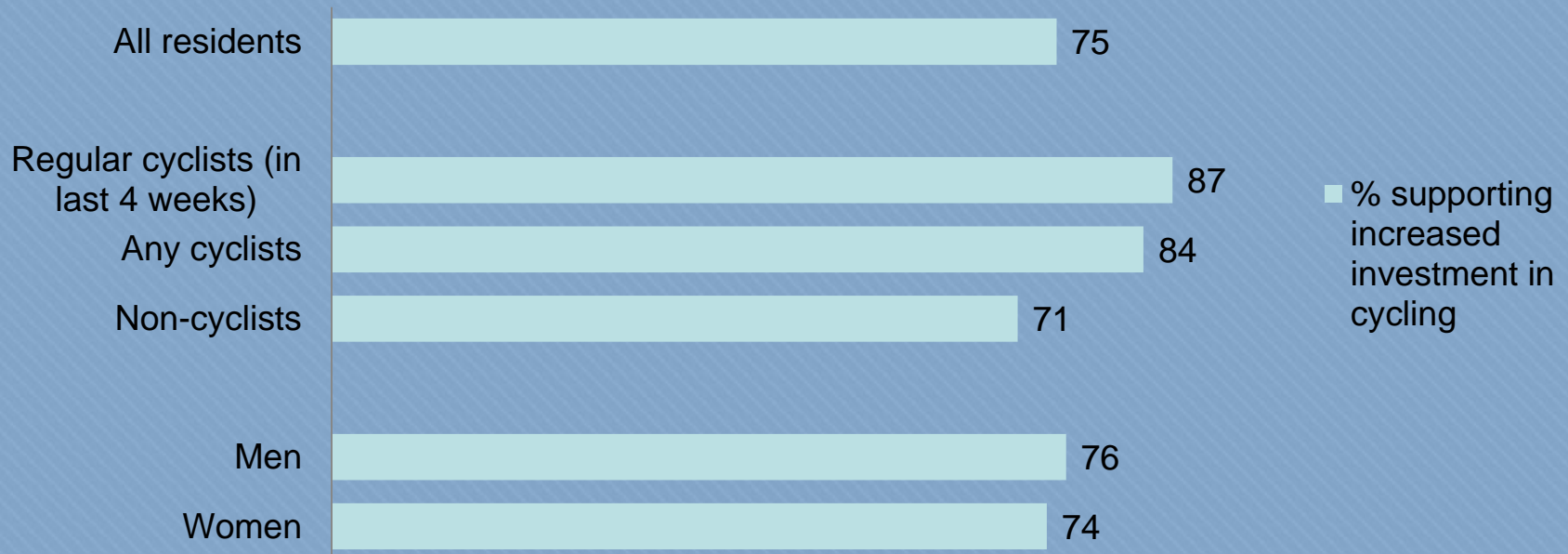


Q12. How much do you agree or disagree with each of the following statements?

Base: All respondents (n=10,615), car owners (n=8,409), Regular cyclists (cycled in the last four weeks) (n=2,488)

There is broad support for increased investment in cycling, particularly amongst frequent cyclists

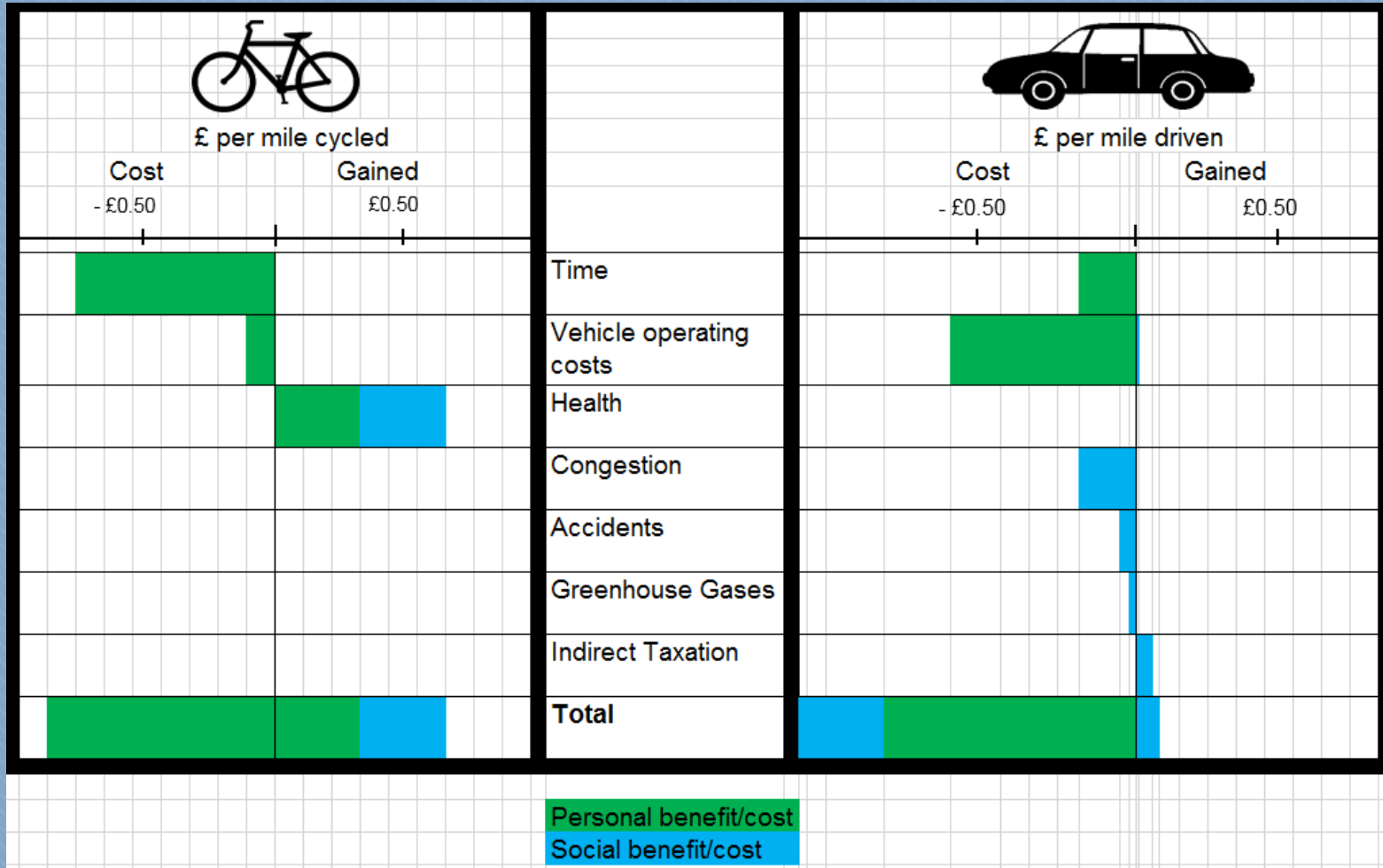
Support for further investment by frequency of cycling



Q21. Whether you ride a bike or not, would you like to see more money spent on cycling in city?

Q22. How much do you think should be spent on cycling per person in the UK? Base: All respondents (n=11,016)

Economic impacts



Some key findings in 2015 – from 7 cities

28% of adults don't ride a bike but would like to

66% agree that more bike riding would make their city a better place to live and work

75% agree that more needs to be spent on cycling

79% agree cycle safety needs to be improved

£26 per person per year is the average amount people think should be spent on cycling (compared to about £3 now across the UK)

The health benefit of just the current level of cycling varies from £12m p.a. in Belfast to £108m p.a. in Greater Manchester

The proportion of people living within 125m of a cycle route varies from 15% in Birmingham and Greater Manchester to 43% in Edinburgh

Use of the reports by the cities

UK - bespoke website, infographics, blogs, media and press coverage, Govt depts., wider study, conferences

Belfast - Minister for Regional Development, DRD Cycling Unit, Stormont's Hansard report Sustrans Manifesto for Northern Ireland, NI Legislative Assembly and Belfast city councillors have been posted a copy of Bike Life, public events, International Women's Day

Birmingham - Economy, Skills and Sustainability Overview and Scrutiny Committee review, Cycle Forum, "Bringing Copenhagen to Birmingham", new Birmingham Walking and Cycling Strategy (for completion December 2016)

Bristol - Mayor George Ferguson, systematic distribution, Community Infrastructure Plan and Levy, Neighbourhood Partnerships, Good Transport Plan

Cardiff - Council Cabinet, Leader of Cardiff Council, Welsh Assembly, all libraries in Cardiff, Cardiff Cycling Strategy, Cardiff City Deal/Metro plans

Edinburgh - Scottish Parliament, 2000 copies printed, Local cycling campaign group, MSPs, City of Edinburgh councillors, Scotland's Way Ahead, all 32 local authorities (Heads of Transport), all CEOs of the 14 Scottish NHS regional health boards

Greater Manchester - Manchester Evening News and BBC Radio Manchester, Local Enterprise Partnership, TfGM Committee, Wider Leadership Team of 10 local authority chief executives, Health & Social Care Sustainability Plan, Cycle Hack event for the general public

Newcastle - Chris Boardman, The Journey active travel centre, Council Leader, campaign groups

Download the 7 reports and find out more at

<http://www.sustrans.org.uk/bike-life>