



BIKE *life*

2019

UK report

Cities for
people


sustrans
JOIN THE MOVEMENT



Making tracks

Our vision for cycling



Across the UK, leaders of towns and cities are facing huge challenges. The climate crisis, air pollution, traffic congestion, physical inactivity, and social isolation need to be addressed.

I believe that many of these problems arise from decades of car-centric planning in our towns and cities. One way to resolve many of these issues is to reprioritise and rebalance our streets to make it easier for people to choose to walk, cycle or take public transport.

This Bike Life 2019 UK report presents how 12 Bike Life cities are developing cycling and what people think would help to improve their city as a place to live, and a place to move around.

This report focuses on three challenges to make cities better for people and the environment:

1. The climate crisis – How fewer cars and more people cycling can make cities better
2. Social inequality – The role of cycling in making mobility more equitable
3. Inclusive cycling – Cycling should be a genuine choice for all people

The report also explores the benefits of cycling for the local economy, for our health and the environment. It reviews the barriers and solutions to make cycling an everyday form of transport and leisure.

We know when cities are designed for cycling, people cycle.

Cycling is a fantastic way to travel – it is quick, convenient, allows for flexible travel and is emission-free. Cycling is good for our physical health and wellbeing. And if the infrastructure is safe and attractive, cycling is fun! Reallocating road space for cycling is also popular – 68% of residents in Bike Life cities support this, even when it means taking away road space from other road traffic.

We also need to take action to reduce car dependency, in a way that is equitable and fair. 55% of residents in the Bike Life cities think there are too many people driving in their area.

We need to make our streets and neighbourhoods more welcoming for people living, working and visiting. Most residents of Bike Life cities agree with this; only 42% want more investment in driving, whereas far more want investment in walking (59%) and cycling (58%).

This is increasingly recognised by city leaders who are beginning to take bold and ambitious changes to move away from the status quo.

Our towns and cities should provide healthier environments for everyone to live, work, rest and play. Bike Life shows a strong support for walking and cycling and it is now time to take bold steps to make this a reality.

Daisy Narayanan
Director of Urbanism, Sustrans

Contents

4	The climate crisis	12	Barriers
6	Social inequality	14	Solutions
8	Inclusive cycling	17	Improving cycling
10	Realising benefits	19	Cycle to the future

Introducing Bike Life

Bike Life is the biggest assessment of cycling in urban areas in the UK and Ireland. It is delivered by Sustrans in collaboration with 17 cities and urban areas. Each city* reports on progress towards making cycling an attractive and everyday means of travel.

Bike Life reports every two years. In 2015 and 2017 seven cities published reports. Glasgow, Perth and Stirling followed and published their first reports in 2018.

Fourteen cities and urban areas are participating in Bike Life in 2019. This UK-wide report aggregates data from 12 of these cities. A different survey methodology was used in Tower Hamlets and Dublin, therefore they are not included in this report.

The information in this report comes from local cycling data, modelling and an independent survey of 16,923 residents aged 16 or above in these 12 Bike Life cities.** The survey was conducted by social research organisation NatCen and is representative of Bike Life city residents, not just those who cycle.

More details on all Bike Life reports can be found at www.sustrans.org.uk/bike-life.

Our thanks to the people of the Bike Life cities who took part in the survey and shared their stories with us.



Total number of residents surveyed

16,923

Total population of these Bike Life cities

10,540,638

*City is used as a shorthand for Bike Life cities, city regions and boroughs.

**Survey conducted April-July 2019.



The climate crisis

How fewer cars and more people cycling can help make cities better

If we are to avert a climate crisis we need to reduce car use

27%

of greenhouse gas emissions in 2017 were from transport.

Transport (not including shipping and aviation) is now the largest sector emitter of the UK's greenhouse gas emissions, and road transport accounts for the vast majority of these emissions.

Transport's contribution to the climate crisis has largely been ignored. Overall the UK's emissions fell by 42% between 1990 and 2017, whilst emissions from transport have barely changed, with only a 2% drop*.

It is now imperative to reduce emissions from road transport if the UK is going to meet its greenhouse gas reduction targets between now and 2032. Modelling suggests this can only happen with a rapid reduction in vehicle use alongside a transition to electric cars.

We need up to a

60% reduction in car use

by 2030 if the UK is to deliver its fair share of global carbon reduction**.

Residents of Bike Life cities think there are too many cars in their local area

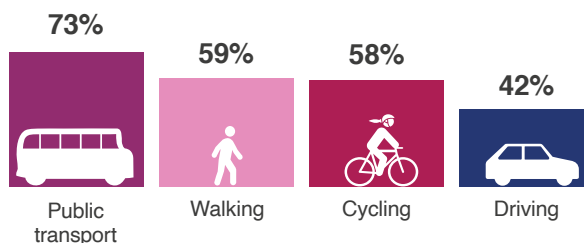
55%

of residents think there are too many people driving in their area

56%

of residents support charging more polluting vehicles to enter the city centre

Residents would like to see more government spending on public transport, walking and cycling



Cycling replaces car journeys, reducing greenhouse gas emissions

Cycling saves up to

160,000 tonnes

of greenhouse gas emissions each year in Bike Life cities

And takes

270,000 cars off the roads every day

Based on cycling by residents that live in a household with a car. Does not include leisure cycling trips.

*Department for Business, Energy and Industrial Strategy, UK greenhouse gas emissions 2017

**Transport for Quality of Life, 2019. Briefing 1: More than electric cars - Why we need to reduce traffic to reach carbon targets.

Residents of Bike Life cities want to make their city better for people

80%

of residents think reducing the levels of traffic on our roads is important for improving cycle safety

63%

think fewer motor vehicles on our streets would be useful to help them cycle more

62%

think speed limits should be reduced on local roads

77%

think that more cycle tracks along roads physically separated from traffic and pedestrians would be useful to help them cycle more.

68%

support building more of these tracks, even when this means less room for other road traffic

60%

think more cycling would make their area a better place to live and work

75%

think space should be increased for people socialising, cycling and walking on their local high street

58%

think streets outside local schools should be closed to cars during drop off and pick up times

50 miles

of these cycle tracks exist in total in the Bike Life cities^{††}

29%

of streets in Bike Life cities have 20mph speed limits[†]



Kirsten Russel
Edinburgh



Me or my husband cycle with our three children to school. We live about a mile away and we cycle because we can get there in under 20 minutes and don't have to worry about parking.

The kids are very aware of the climate crisis so, despite some grumbles when it gets really cold and windy, they are in favour of cycling.

They enjoy being on their bikes and even our five-year old is a seasoned rider now. We want the kids to grow up used to an active lifestyle where they will automatically consider cycling an option.

We went on holiday to Amsterdam and hired bikes to get around. The infrastructure needed to make cycling safe and easy has been put in place there. It was amazing seeing everyone doing the commute and the school run on bikes. I would love Edinburgh to be like that.

[†]Excludes motorways

^{††}Excludes Liverpool as data was not provided for individual route types



Social inequality

The role of cycling in making mobility more equitable

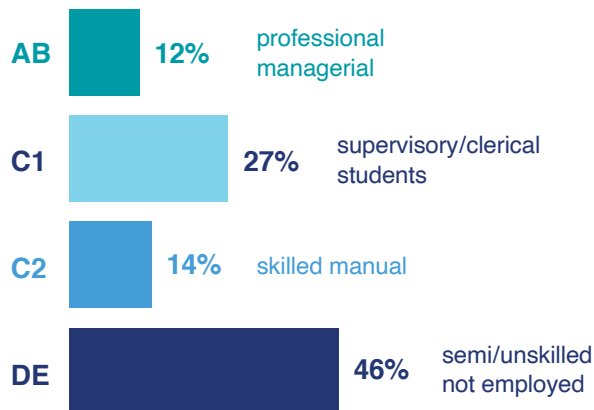
Mobility is about accessing basic, everyday needs that help people live well

Mobility enables people to access employment, education, fresh food, green space, and healthcare. Mobility also enables people to see family, participate in their community and to have a voice in society.

And yet, mobility for many people in the UK is not equal or inclusive.

Residents of Bike Life cities without a car need other ways to reach everyday services

Proportion of residents in each socio-economic group* who do not have a car or van in their household



30% of the population of Bike Life cities are from the socio-economic groups D and E. That's just under **3.2 million** people in total, **1.4 million** of which are unlikely to have access to a car or van.

Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

Many disadvantaged neighbourhoods have fewer local amenities and poorer public transport provision.** This combination means that everyday services may be harder to reach. Cycling could help accessibility.

Many people from socio-economic groups D and E would like to start cycling

30%

of residents in socio-economic groups D and E in Bike Life cities would like to start cycling

10%

of residents in socio-economic groups D and E in Bike Life cities currently cycle at least once a week

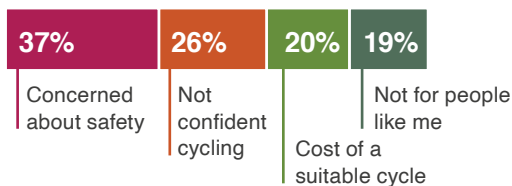
Reduced car access and not cycling puts people at a disadvantage.

*Socio-economic group is a classification based on occupation maintained by the Market Research Society.

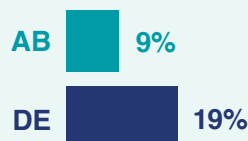
**Glasgow Centre for Population Health, 2013. The built environment and health: an evidence review.

However, many barriers prevent people from these groups cycling

Reasons why residents of Bike Life cities from socio-economic groups D and E* do not cycle or why they cycle less often



Proportion of residents of Bike Life cities from socio-economic groups AB or DE who think cycling is not for people like them



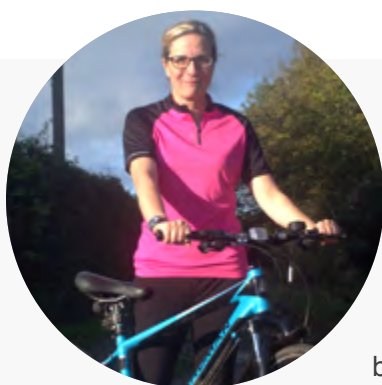
Being a 'cyclist' can be associated with a certain type of person and characteristics.

Cycling has potential to increase accessibility and reduce social exclusion

Cycling could help many residents access employment, healthcare and everyday services, but only if we make cycling attractive, safe and easy for everyone.

At a relaxed pace you can cycle over 4 miles in 25 minutes. So, cycling can be ideally suited to urban life, especially as an option for people who do not own a car and live further away from public transport.

For example, in Belfast, cycling would enable **230,000** people to travel from their home to Europa Buscentre in less than 25 minutes, including **91,000** people from areas that are among the 20% most deprived in Northern Ireland.



**Liz Grey, 46, Teacher and Councillor
Liverpool City Region**



I grew up in a working class neighbourhood and I didn't have a bike when I was a child. Then I went to university, I bought a bike for £12 and I've cycled ever since. I always do short journeys by bike. I cycle for my physical and mental health. Even if I'm really stressed I feel much better after a bike ride.

I'd like to see poorer neighbourhoods prioritised for cycle infrastructure. In my ward 51% of people don't have a car. There have been public transport cuts too – it's really isolating. Access to bikes and cycle infrastructure could provide social mobility and improve health.

Bidston St James is the second most clinically depressed ward in the UK. The endorphins released from exercise do a world of good and cycling has the benefit of being functional. But if it looks dangerous people won't do it. We need to make it easier.

*Adapted from TravelTime platform, travel time maps (isochrone shapes): ggis.traveltimeplatform.com. Uses a baseline cycling speed of 10mph and takes into account type of cycle tracks and junctions but does not include gradient.



Inclusive cycling

Cycling should be a genuine choice for all people

How inclusive is cycling?

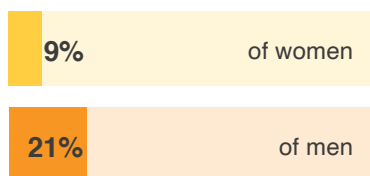
Whilst many people cycle in Bike Life cities, participation is much lower than for other modes of travel.

Barriers to cycling can also be more pronounced for different demographic groups.

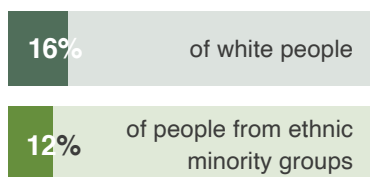
In all Bike Life cities cycling participation is not equal.

Proportion of residents of Bike Life cities in different demographic groups who cycle at least once a week

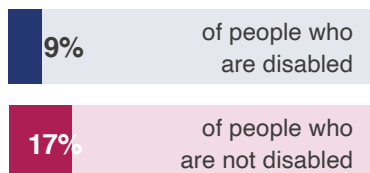
Gender



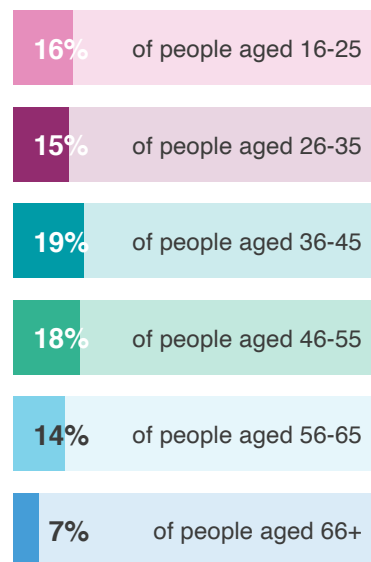
Ethnicity



Disability



Age



Emma Tucker
West Midlands



My fourteen year old daughter is a full time wheelchair user. She requires a trike with a parent handle that pushes and steers it or a model where her regular chair is accommodated.

Cycling around my area in north Birmingham with my family can be challenging. I live on a busy road where cyclists use the pavement and it would benefit from proper cycle lanes. The lack of dropped kerbs restricts where we can go.

Cycling in the West Midlands must become fully inclusive by having more accessible routes that can accommodate adapted cycles.

People cycling should represent the city population

Cities with high cycling rates show that cycling can be an everyday activity for everyone.

For example, in the Netherlands, 55% of all cycling trips are made by women. Furthermore, people over 65 make 24% of their trips by cycle, higher than the percentage reported for any other age group over the age of 26.*

When cities are designed to make cycling more attractive than other forms of transport, participation can be high for all demographic groups.

43%

of women cycle at least once a week in Greater Cambridge, in comparison to 55% of men.

Whilst more men cycle, the gap is smaller than other Bike Life cities.

Cambridge has good cycle infrastructure and has taken steps to reduce motor vehicles.

However, most people are still put off cycling

Only

28%

of residents think cycling safety in their Bike Life city is good

83% of residents of Bike Life cities walk at least once a week. In comparison, 15% of residents cycle at least once a week.

While it's clear that improvements need to be made to the walking environment, there is at least a network of protected space – pavements. In comparison, it is only possible to cycle to most everyday destinations if you are happy to share road space with motor vehicles.

Without improvements to road safety, most residents are unlikely to start cycling or cycle more.



Abiir Shirdoon, Cycle Instructor, Life Cycle UK Bristol



I learnt to ride a bike as a child but stopped when I was about 12 and didn't start again until I was living in Bristol as an adult. I joined in with a Kidical Mass ride, aimed at giving mums confidence to ride with their children, and from there I haven't looked back.

I trained as a Cycle Instructor with Life Cycle UK in 2018. I work in schools to help children gain confidence on their bikes using the Bikeability programme. My goal is to work with women too, to encourage them to ride more.

I don't see many women like me riding bikes in Bristol and I think that is due to confidence and self-consciousness. I want to help other women realise that they can ride a bike and no one will stare.

By training other people to feel confident on a bike, I feel like I can do something small to help them change their lives for the better.



*Pucher and Buehler, 2008. Making Cycling Irresistible Transport Reviews, Vol. 28



Realising benefits

Why everyone gains when more people cycle

Residents of Bike Life cities cycle 132 times round the world every day

60%

agree that more cycling would make their Bike Life city a better place to live and work



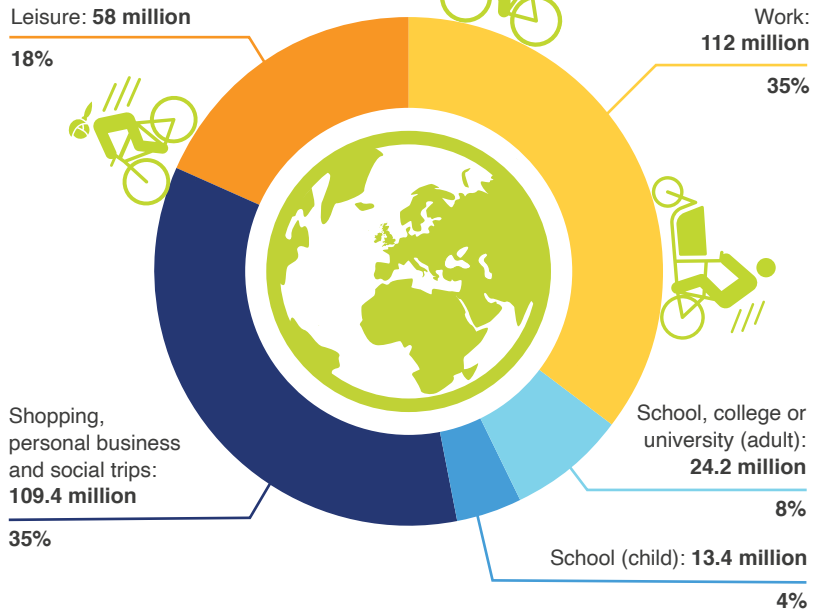
317 million trips

made by cycle in the Bike Life cities in the past year, which adds up to

1.2 billion miles

= 3.3 million miles a day

Annual trips by purpose*



Cycling keeps Bike Life cities moving

Studies show cycling frees up road space in comparison to driving.** This helps to keep Bike Life cities moving for all road users.

270,000 return cycle trips

are made daily in the Bike Life cities by people that could have used a car.

If these cars were all in a traffic jam it would tail back

809 miles

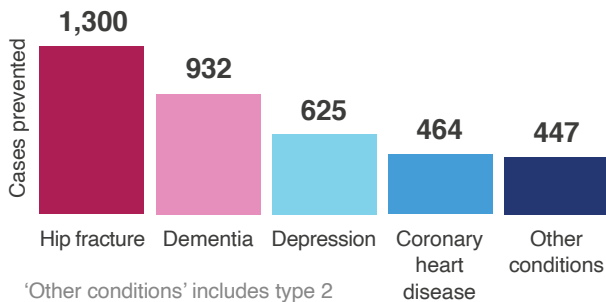
almost equivalent to the distance from Land's End to John o'Groats.



*Leisure trips include adults and children. Education trips are shown separately for adults and children. All other trips are just adults.
 **Litman, 2017. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

Cycling unlocks health benefits for everyone

Cycling in Bike Life cities prevents **3,700 serious long-term health conditions** each year



'Other conditions' includes type 2 diabetes, stroke, breast cancer, colorectal cancer.

Saving the NHS in Bike Life cities

£24.4 million per year

equivalent to the cost of **810,000 GP appointments**

Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

In Bike Life cities the physical activity benefits of cycling

prevent 338 early deaths annually†

which is valued at

£1.2 billion

More people cycling improves air quality:

320,000 kg of NO_x

and

44,000 kg of particulates

(PM₁₀ and PM_{2.5}) saved annually.

In the Bike Life cities **4,900 early adult deaths** occur each year where long-term exposure to air pollution (PM_{2.5}) is deemed to be a contributory factor.

Based upon Public Health England, 2014. Estimating Local Mortality Burdens associated with Particulate Air Pollution. Adults = 25 years+. Inverness data covers the whole Highland Council area. Southampton City Region data covers Southampton Unitary Authority only.

Cycling helps reduce the impact of our climate crisis

160,000 tonnes

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually, equivalent to the carbon footprint of

190,000 people taking flights

from London to New York



Cycling benefits residents and the local economy in the Bike Life cities

The total benefit for individuals and society in the Bike Life cities adds up to:

£515 million

per year from people with a car choosing to cycle for transport, or

£850 million

per year for all trips cycled

These figures are based upon monetising the costs and benefits of driving and cycling. This includes travel time, vehicle operating costs, medical costs and work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.



†Based on WHO/Europe Health Economic Assessment Tool (HEAT) which enables an economic assessment of the health benefits of cycling by estimating the value of reduced mortality resulting from specified amounts of cycling.



Barriers

What is stopping residents of Bike Life cities cycling more?

38%

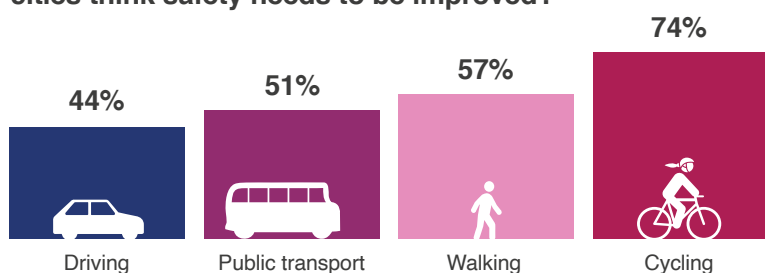
think that their Bike Life city is a good place to cycle

Reasons why some residents of Bike Life cities do not cycle or why they cycle less often



Safety is the single largest barrier to more people cycling

For which modes do residents of Bike Life cities think safety needs to be improved?



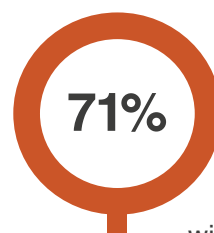
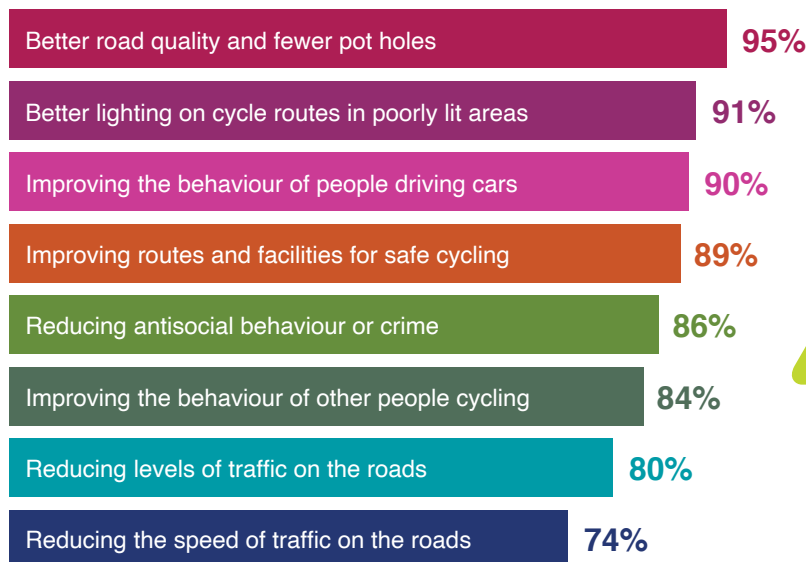
28%

of residents think cycling safety in their Bike Life city is good

17%

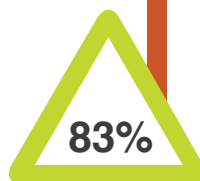
think children's cycling safety in their Bike Life city is good

Which issues do residents think are important for improving cycle safety in their Bike Life city?



of streets in Bike Life cities are without 20mph speed limits

Excluding motorways.

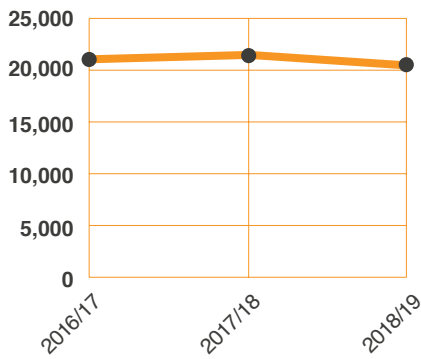


of households are further than 125 metres from routes that are considered good practice*

*These are routes that are traffic-free and away from roads, cycle tracks along roads physically protected from traffic and pedestrians, and signposted routes along quieter streets where there is less traffic. Excludes Liverpool. Excludes optional signed route data for Belfast, Bristol, Dundee, Greater Cambridge, Southampton, West Midlands. Tyneside signed route data does not include Gateshead.

Secure cycle storage is important at home and when out and about

Reported cycle thefts



There were **20,716** reported cycle thefts in Bike Life cities in 2018/19.

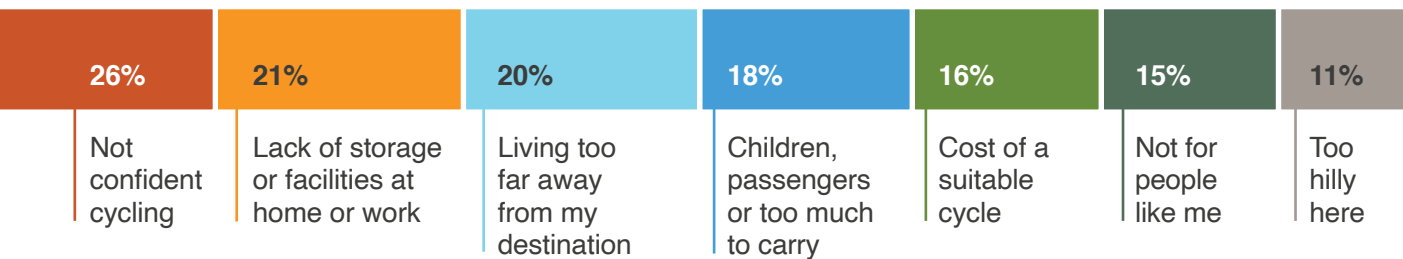
For every **204** people who own an adult cycle in Bike Life cities, there was 1 reported cycle theft in the past year.

14%

of residents of the Bike Life cities think the security of public cycle parking is good.

Security can also be a risk at home, especially in flats where storage inside the property can be harder.

Please note survey respondents could pick multiple options



Amir Tyneside



I started cycling again after I'd had a bad episode of depression. I'd put on fifty kilos in weight, I couldn't walk or go out of the house. When I started to recover, and make a bit of sense of what was happening, I read that physical and mental health go hand in hand, so I decided to try cycling again.

I was very apprehensive, but it quickly gave me the freedom I was waiting for. I started to feel better. I went to new places and met new people. I cycled for a year with an average of 25-30 miles a day. I lost thirty-five kilos.

I avoid the roads as they are so polluted, and stick mainly to traffic-free routes. I volunteer as a gardener for disabled people. My journey is from the east to the west end of Newcastle.

Cycling sharpens my mind and my perspective to life is better as it makes me think in a different way - I don't feel trapped any more. Being on the bike takes me to nature that I couldn't otherwise access. I can also travel faster than cars sometimes and I don't have to pay parking!

I think we need more cycle lanes in poorer areas. I could take you to many houses where most of the family cycle but they're too scared to come out on a bike.





Solutions

What would help residents of Bike Life cities to cycle more?

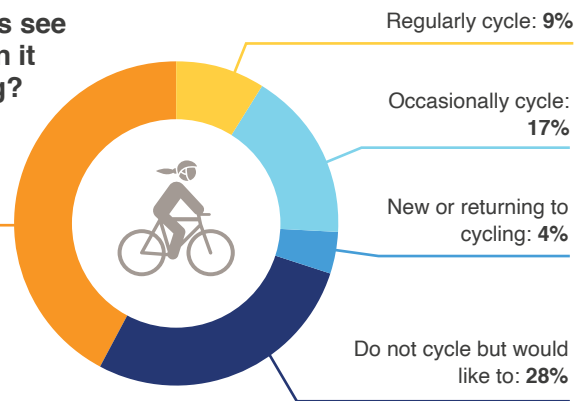
Many residents of Bike Life cities want to cycle

48%

of residents of Bike Life cities feel that they should cycle more

How do residents see themselves when it comes to cycling?

Do not cycle and do not want to: **42%**



Residents of Bike Life cities want improved cycling infrastructure

What proportion of residents would find infrastructure improvements useful to cycle more?

79%	77%	74%	67%
More traffic-free cycle routes away from roads, eg through parks or along waterways	More cycle tracks along roads which are physically protected from traffic and pedestrians	More signposted local cycle routes along quieter streets	Better links with public transport
Bike Life cities have 1,504 miles of traffic-free cycle routes away from the road*	50 miles of cycle tracks physically protected from traffic and pedestrians*	191 miles of signed cycle routes on quieter streets**	There is one cycle parking space at the Bike Life cities' railway stations for every 52 passengers
	However, only 17% of households are within 125 metres of these routes* **		Ferry and metro stations are also included where data is available.

68%

of residents support building more protected on-road cycle tracks, even when this would mean less room for other road traffic

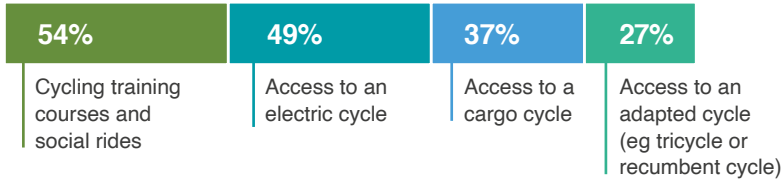
A and B roads have higher levels of traffic so these are where physical separation is most useful for cycling. In total, **2,594 miles** of these roads exist in the Bike Life cities.*

*Excludes Liverpool City Region.

**Excludes signed routes for Belfast, Bristol, Dundee, Greater Cambridge, Liverpool City Region, Southampton and West Midlands as data was not provided. Tyneside has signed route data for Newcastle and North Tyneside.

Residents of Bike Life cities want more support to cycle

What proportion of residents would find more support useful to cycle more?



50%

of residents of Bike Life cities have access to an adult pedal cycle

Public cycle share

Public cycle share schemes operate in Belfast, Cardiff, Greater Cambridge, Edinburgh and Liverpool.

The most successful cycle share scheme outside of London is in Cardiff. Approximately **2%** of trips cycled in Cardiff are made using the cycle share scheme operated by Nextbike.

793,644

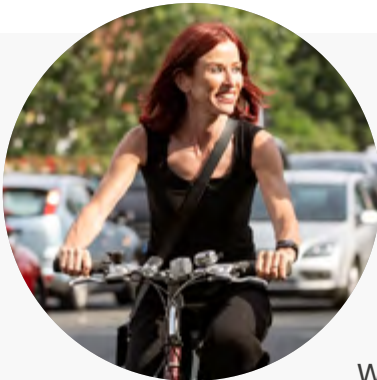
annual trips

298

cycle share stations

2,288

shared cycles



Colette Leeson
Belfast



My husband was based in London when we met. He did a lot of commuting by train or tube but when he moved to Belfast he found it like a village compared to London – everything is very accessible.

We had a choice of moving out of Belfast to a bigger house or staying closer to town where we could walk and cycle. We decided we wanted a more city-based life.

We cycle in all weathers. We cycle to and from work. We cycle to keep fit. We cycle to see family and for leisure.

If we need a car, say for weekend trips or to transport bigger items, then we just hire one. It works out a lot cheaper than buying and running a car that might sit outside your door all week.

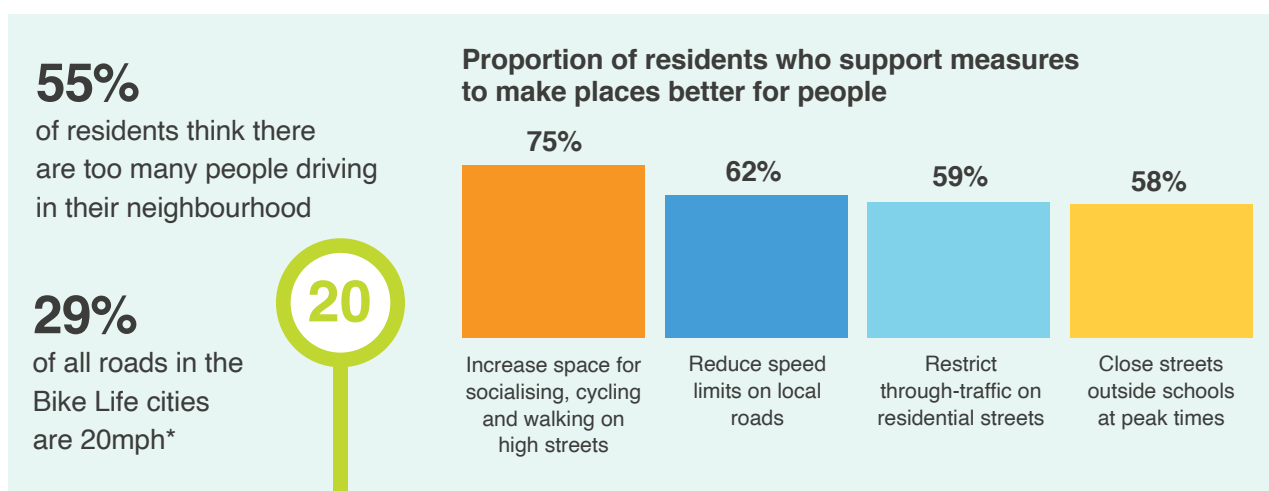
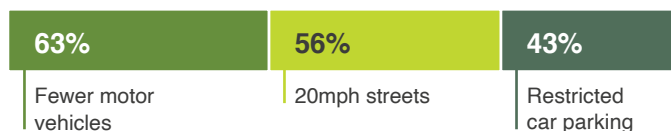
I have never seen so many people being active in Belfast – walking, cycling or running. We need more protected cycle lanes on Belfast's roads so we are not causing a nuisance to pedestrians, and we need a proper network of cycle lanes that join up and that are safer at junctions. Alfred Street cycle lane is great but it needs to connect up better.



Residents of Bike Life cities think fewer motor vehicles would help increase cycling and make their area a better place

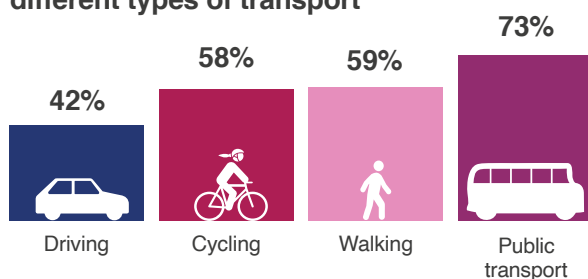
A reported injury occurs once every **410,000 miles** cycled around the Bike Life cities. Whilst injuries are relatively rare, sharing the road with motor vehicles is unattractive for most people.

What proportion of residents would find traffic management measures useful to cycle more?



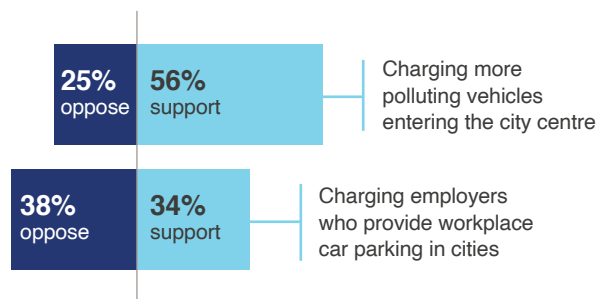
Residents of Bike Life cities want more investment in public transport, walking and cycling

Proportion of residents who would like to see more government spending on different types of transport



Public support exists for some policy measures that could be used to help fund walking, cycling and public transport.

Proportion of residents who support and oppose traffic management measures



Investing in provision for cycling is good value for money, and gives greater returns than many alternatives. For example, the £150 million English Cycling Cities Ambition Grant programme secures approximately £5.50 in benefits for every £1 spent. This is typical for cycling schemes in the UK, and compares favourably with most other transport schemes.



*Excluding motorways.



Improving cycling

How have Bike Life cities been developing cycling?

Inverness

Inverness recently completed the West Link, an 18.5km shared use path providing connections to the west of the city.

Edinburgh

Since 2017, the city-wide roll-out of 20mph streets has been completed. Speeds have fallen and residents are walking and cycling more frequently.

Greater Manchester

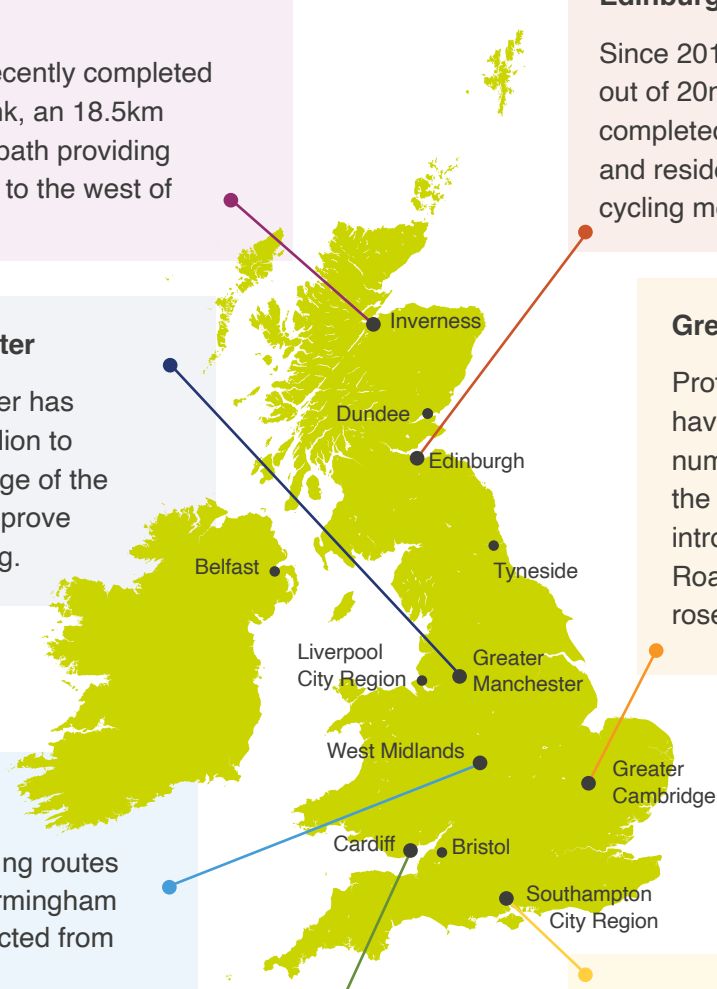
Greater Manchester has allocated £160 million to deliver the first stage of the Bee Network to improve walking and cycling.

Greater Cambridge

Protected cycle tracks have been installed on a number of routes across the city. Following their introduction on Hills Road, levels of cycling rose by 35%.

West Midlands

Two new blue cycling routes were opened in Birmingham in 2019, fully protected from motor vehicles.



Cardiff

Cardiff launched an on-street cycle hire scheme in 2018, which now has over ten-thousand cycle hires a week.

Southampton City Region

Since opening in Summer 2019, the Western Cycle Freeway has seen a 21% increase in cycling, provides an important route from the New Forest, Totton and Waterside into the city centre.



Cycle to the future

Cities and towns for people

Imagine living in a place that connects you to where you need to go without harming people or the environment. Places where public space is welcoming for all people and makes you want to stay rather than just pass through.

These are places that are designed for people.

However despite some progress we still largely live in urban areas that are the opposite. Clogged with never-ending traffic, polluted, noisy and unsafe. Streets are the largest public space for people in cities and towns, however, currently they put people off walking, cycling, or simply spending time outdoors.

Designing streets to move cars instead of people has meant car ownership and the level of traffic has grown significantly over the past 40 years. 58% of all car trips in England are under 5 miles.* The design of our cities and towns has prioritised providing space for vehicles.

We now need to change this. We need to increase space for walking, cycling and to invest in public transport. We need to ensure people who cannot access or afford a car, and people that are car dependent, for example living in more rural areas, have genuine options to use other forms of transport.

The climate crisis gives us around 10 years to radically transform how we travel in the UK. Cities both here and elsewhere are beginning to show how it can be done. For example Ghent closed certain streets overnight in 2017 and reduced the proportion of journeys by car by 16% whilst increasing the proportion of journeys cycled by 13%.** Cities like Birmingham, York and Brighton currently have proposals to follow a similar model. London is investing in Healthy Streets designed to improve our health, and many cities are poised to ban or charge more polluting vehicles.

As part of this transformation the Bike Life 2019 UK report shares three areas we need to address if we are to create cities and towns for people.

*Department for Transport. National Travel Survey 2018.

**Daan Pecklmans, Presentation at VeloCity 2019.

Driving less

Modelling suggests we need to reduce car use in the UK by up to 60% to meet our climate crisis targets by 2030. This is a tough challenge for the UK but there are huge opportunities to do so in cities.

This starts with making it more attractive to walk, cycle and use public transport. If we are going to make it harder to drive we need to ensure people have alternatives that are appealing. Furthermore we need to design places that make it easier to walk and cycle. We need to ensure people live in places where everything they need is within a 20-minute walk: schools, shops, recreation and work are on the doorstep.

Making mobility more equitable

Being able to travel to everyday destinations like the supermarket, work or a hospital is something most people take for granted. However, many people in cities and towns live too far from these needs, do not have access to a car and live in areas poorly served by public transport. The cost of owning a car or using public transport can also put people at risk of transport poverty.[†]

Cycling can be an easy, affordable and quick option for many people to access everyday destinations and participate in society. However we need to make cycling attractive and safe for people, especially those of greatest need.

Cycling should be for everyone

In most cities and towns large differences are found in cycling participation. Typically you are less likely to cycle if you are a woman, disabled, aged 65 and over, from an ethnic minority or from a more deprived area. This is not because there isn't demand from people in these groups to cycle, but because barriers are often amplified.

These barriers are numerous and include decision makers not representing the diversity of their residents, cycle access and cost, harassment when cycling, storage at home and destinations, and cycling infrastructure not serving the needs of all users and types of cycles.

Cities and towns need support from national governments to help make walking and cycling more inclusive for all people.



[†]Sustrans, 2012. Locked Out Report.

Notes on terminology and methodology:

The attitudinal survey was conducted from April to July 2019 by independent social research organisation NatCen.

The survey is representative of residents of 12 Bike Life cities, not just those who cycle.

Rounding has been used throughout the report.

More information and a detailed methodology are available at www.sustrans.org.uk/bike-life

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey. www.sustrans.org.uk

Sustrans is a registered charity in the UK No. 326550 (England and Wales) SC039263 (Scotland)

© Sustrans March 2020

© Photos: pages 1, 2, 4, 9, 10, 17: Jon Bewley; pages 2, 13, 19, 20: Chris Foster; page 5: Andy Catlin; page 6: Bronwen Pickering; page 7: Mark Shipsides; page 8: Transport for Greater Manchester; page 8, 14: Tom Aplin; page 12: Ewen Weatherspoon; page 15: Brian Morrison; page 18: Mark Radford; page 19: John Linton, Joe Hudson.



Printed with 100% renewable energy using an alcohol-free process and vegetable-based inks

Bike Life has been funded by The Freshfield Foundation, Transport Scotland and our city partners. The project is co-ordinated by Sustrans.

