

BIKE life

2019

Greater Manchester



Making tracks

Our vision for cycling in Greater Manchester



Greater Manchester is at the start of a revolution in how its people get from A to B. In 2018, we announced plans to create the UK's largest cycling and walking network – the Bee Network.

We are on the cusp of delivering a network that will give people who live and work in Greater Manchester a true alternative to the car, especially for shorter, everyday journeys.

The city region is no different from most areas of the UK – for many, the first option when planning a journey is to turn to the car. The statistic that still gets that shock factor two years on is that around 200 million journeys made by car in Greater Manchester every year are less than one kilometre – that's just a ten-minute walk or a four-minute bike ride. Why do people do this? Because it's still the easiest, most convenient way to travel. We're working hard to change that by making travelling on foot and by bike the most accessible, hassle-free and enjoyable forms of transport.

Since I was appointed as Cycling and Walking Commissioner in Autumn 2017, we've made lots of progress. Mayor Andy Burnham's bold decision to allocate £160 million to cycling

and walking projects gave us the kick-start we needed and helped us to secure local contributions from Greater Manchester's ten local authorities. To date, 82 Bee Network projects worth £493 million have been accepted on to the books and we're working to deliver them on the ground as soon as possible. The first scheme was delivered in Wigan in August 2019 and a number of schemes are now in progress, due for completion in the next six months, as well as a pipeline of schemes currently going through consultation.

A huge part of improving the connection across the region is through crossings and we are working with the Transport Research Laboratory (TRL) on a study of the use of painted zebra crossings in the UK. These are commonly used in other cities all over the world and are a cheap and easy way of increasing pedestrian safety and allowing them to move around much more easily.

It would be a mistake to think that we're just doing this to get more people cycling and walking. More travel on foot and by bike is a by-product of creating better places to live work and socialise – as many of the world's most liveable cities, including Copenhagen, Amsterdam and Vancouver know only too well.

Chris Boardman
Cycling and Walking Commissioner
for Greater Manchester

Contents

4	Report summary	12	Barriers
6	Realising benefits	14	Solutions
8	Cycling participation	17	Improving cycling
10	Social inequality and mobility	19	Bike 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 areas are participating in Bike Life in 2019. This includes our first London borough, Tower Hamlets, and our first city outside of the UK, Dublin Metropolitan Area.

This is the third report from Greater Manchester, produced in partnership with Transport for Greater Manchester. The information in this report comes from local cycling data, Greater Manchester Travel Diary Surveys (TRADS), modelling and an independent survey of 1,368 residents aged 16 or above in Greater Manchester.** This survey was conducted by social research organisation NatCen and is representative of Greater Manchester 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 Greater Manchester who took part in the survey and shared their stories with us.



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

**Survey conducted April-July 2019.

Report summary

Greater Manchester

Population*

2,798,799



Survey area

Everyone benefits when more people cycle

Every day, cycling in Greater Manchester takes up to

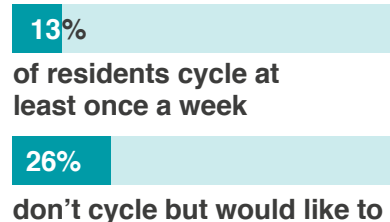
45,000 cars off the road

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

Every year, cycling:

- + prevents **553** serious long-term health conditions
- saves **31,000 tonnes** of greenhouse gas emissions
- £ creates **£107.7 million** in economic benefit for individuals and the city

There is significant appetite in Greater Manchester for cycling.

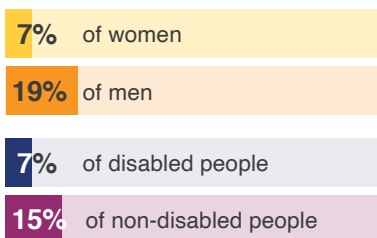


Safety concerns stop cycling being a genuine travel choice for many residents

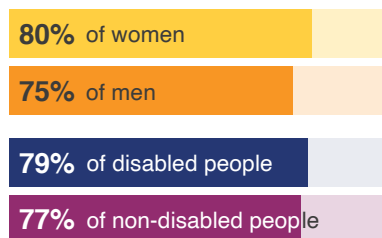
Many residents are less likely to cycle regularly, for example women and disabled people.

However, all groups want cycling safety to be improved.

Proportion of residents who cycle at least once a week



Proportion of residents who think cycle safety needs improving



To help residents cycle more we need better cycling infrastructure

77% think that more cycle tracks along roads physically separated from traffic and pedestrians would be useful to help them cycle more

67% support building more of these tracks, even when this would mean less room for other road traffic**

14 miles of cycle tracks along roads physically separated from traffic and pedestrians currently exist in Greater Manchester

*NOMIS mid-year 2017 population estimate. This is the most recent available for all Bike Life areas.

**Please note this question has changed since 2017 from 'could mean' to 'would mean'. See Bike Life methodology for further details.

People from socio-economic groups D and E are most likely to suffer the impacts of higher traffic levels,[†] yet are least likely to own a car

Proportion of residents from socio-economic groups AB or DE who have a car or van in their household

86% of people from groups AB

49% of people from groups DE

Not having a car can increase the risk of social exclusion, debt and transport poverty.^{††}

77%

of residents from socio-economic groups D and E never cycle, but

30%

would like to start

This is equal to

200,000 adults

Cycling as a mode of transport is ideally suited to urban life.

Cities that are designed for cycling can help many residents access everyday services and reduce social and economic isolation.

Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Groups D and E are semi-skilled and unskilled manual occupations and people not in employment.

Greater Manchester residents believe improving their streets for cycling and walking would make their area a better place to live, work or visit

60%

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

74%

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

60%

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

63%

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

64%

think speed limits should be reduced on local roads



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

76% Public transport

60% Walking

57% Cycling

45% Driving

Marika, Manager, Big Hands Bar



There are now more cyclists on Oxford Road. The new cycle way attracted the general public, a lot of people from universities and local businesses, and contributed to us growing as a business.



[†]Glasgow Centre for Population Health, 2013. The built environment and health: an evidence review.
^{††}Sustrans, 2012. Locked Out Report



Realising benefits

Why everyone gains when more people cycle

Greater Manchester residents cycle 17 times around the world every day

60%



agree that more cycling would make Greater Manchester a better place to live and work

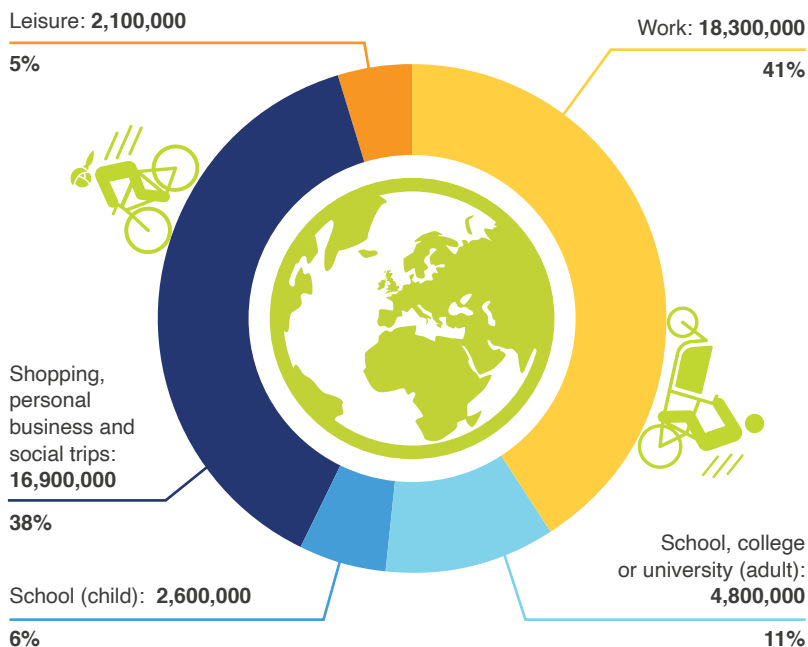
44.7 million trips

made by cycle in Greater Manchester in the past year, which adds up to

157.9 million miles

= 430,000 miles a day

Annual trips by purpose*



Cycling keeps Greater Manchester moving

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

45,000 return cycle trips

are made daily in Greater Manchester by people that could have used a car

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

133 miles

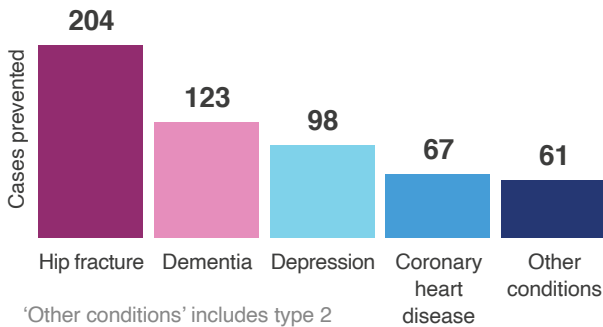
equivalent to the distance from Manchester to Gretna.



*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 Greater Manchester prevents 553 serious long-term health conditions each year



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

Saving the NHS in Greater Manchester

£3.7 million per year

equivalent to the cost of
120,000 GP appointments

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

In Greater Manchester the physical activity benefits of cycling

prevent 42 early deaths annually†

which is valued at

£149.7 million

More people cycling improves air quality:

61,000 kg of NO_x

and

8,300 kg of particulates

(PM₁₀ and PM_{2.5}) saved annually.

In Greater Manchester **1,300 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+.

Cycling helps reduce the impact of our climate crisis

31,000 tonnes

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

38,000 people taking flights

from Manchester to New York



Transport now accounts for 27% of the UK's greenhouse gas emissions, of which the main sources are petrol and diesel cars.

Overall the UK's emissions between 1990 and 2017 fell by 42%; however transport emissions barely changed (a 2% drop).

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

Cycling benefits residents and the local economy in Greater Manchester



95p

net benefit for individuals and society from each mile cycled instead of driven

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.

In total, this adds up to:

£100 million

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

£107.7 million

annually from all trips cycled



†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.



Cycling participation

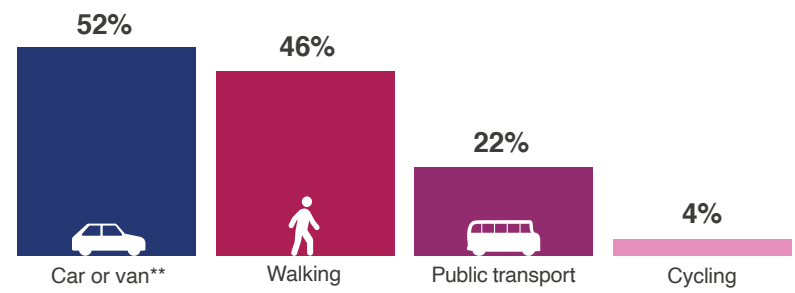
Who is cycling and how often?

Most people living in Greater Manchester do not currently cycle

Whilst many people cycle in Greater Manchester, participation is much lower than for other modes of travel.

When cities are designed to make cycling more attractive than other forms of transport, participation can be high. For example **29%** of residents cycle five or more days a week in Greater Cambridge.*

Residents who travel by the following modes five or more days a week in Greater Manchester



81% of Greater Manchester residents walk at least once a week

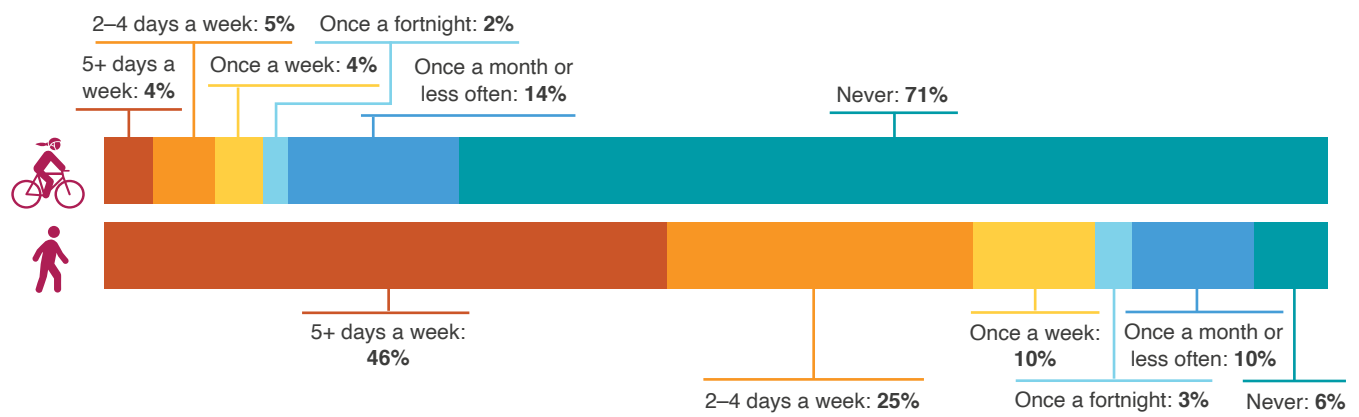
13% of residents cycle at least once a week

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.



How often are residents cycling and walking?



*Bike Life Greater Cambridge 2019.
 **Travelling as driver or passenger.

How inclusive is cycling?

In Greater Manchester cycling participation of different demographic groups is not equal.

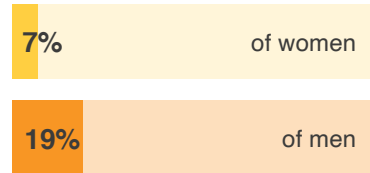
Barriers to cycling can be more pronounced for different demographic groups, however cities with high cycling rates show this is not always the case.

55% of all cycling trips in the Netherlands 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.

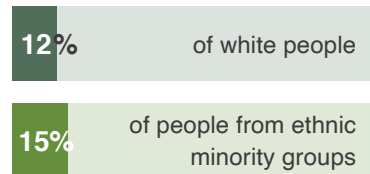
Pucher and Buehler, 2008. Making Cycling Irresistible Transport Reviews, Vol. 28.

Proportion of Greater Manchester residents in different demographic groups who cycle at least once a week

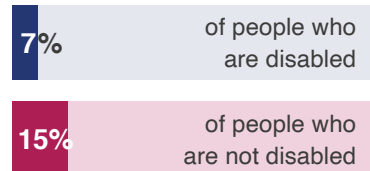
Gender



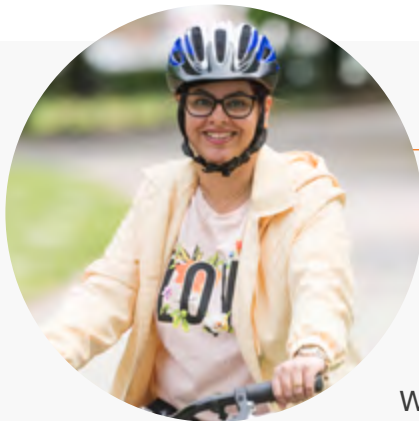
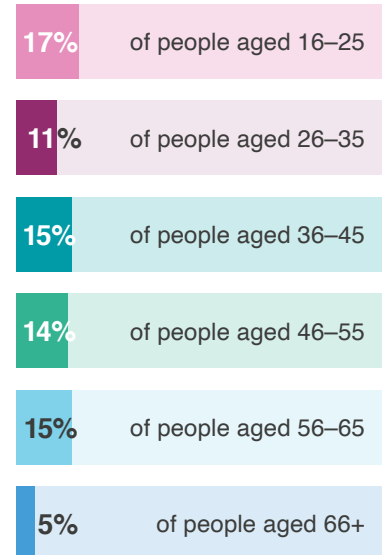
Ethnicity



Disability



Age



Haidy



I learnt to ride when I was a child in Saudi Arabia. I had to stop when I was ten. I came to the Bike Hive project last year, started again and it felt like I was flying. Instructors rode home with me to Ashton-under-Lyne. We cycled for two hours in the rain but it felt so exciting!

When I'm cycling I feel free and comfortable and it changes my mind. If I feel stressed it improves. It's important for transport — I use my bike a lot.

I feel comfortable on the roads when I wear safety clothing and there is a line for cycling. Sharing the road with cars doesn't feel safe. We need more space on the roads for bikes.

I'm a volunteer at the Bike Hive now and teach people to ride. I like this because I can give back to people what I had.





Social inequality and mobility

Cycling's potential to help people

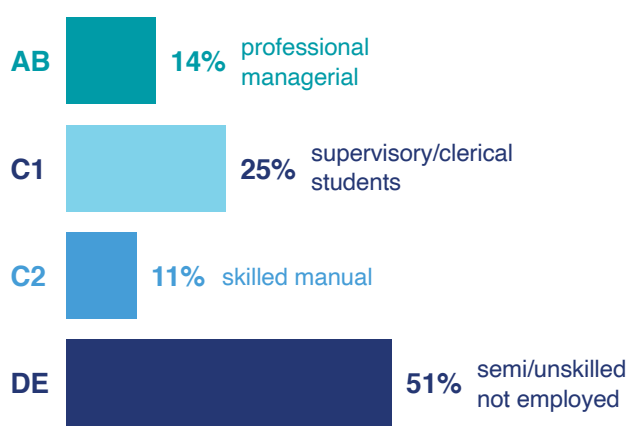
Mobility is about accessing basic, everyday needs that help people live well

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 neither equal nor inclusive.

People who do not have a car can find it challenging to reach everyday services in areas where travel alternatives are lacking

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



30% of the population of Greater Manchester are from the socio-economic groups D and E. That's around **850,000** people in total.

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

14%
of residents from groups D and E in Greater Manchester currently cycle at least once a week

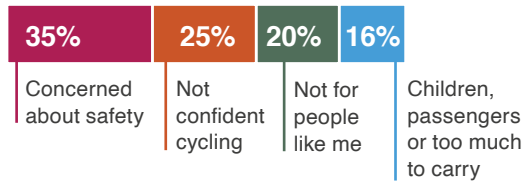
30%
of residents from groups D and E in Greater Manchester would like to start cycling



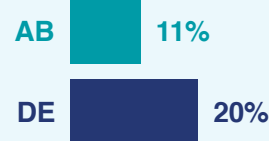
*Socio-economic group is a classification based on occupation maintained by the Market Research Society.
**Glasgow Centre for Population Health, 2013. The built environment and health: an evidence review.

However, many barriers prevent people from these groups cycling

Reasons why Greater Manchester residents from socio-economic groups D and E do not cycle or why they cycle less often



Proportion of residents from socio-economic groups who think cycling is not for people like them



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

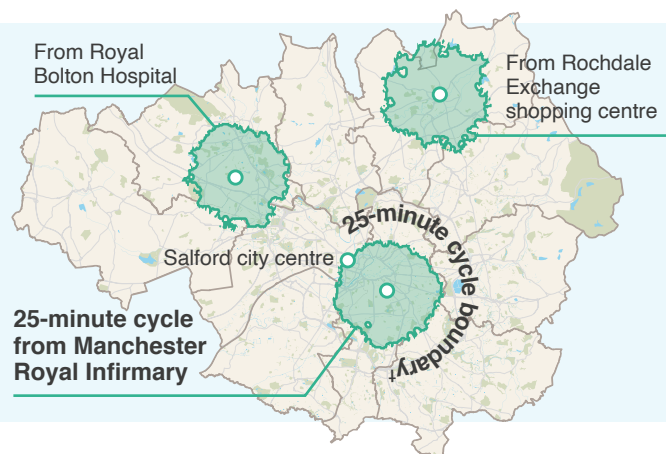
Cycling has potential to reduce social and economic exclusion

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.

25-minute cycling distance from key Greater Manchester locations

Cycling would enable **410,000** people to travel from their home to Manchester Royal Infirmary in less than 25 minutes, including **200,000** people from areas that are among the 20% most deprived in England.



Marika, Manager, Big Hands Bar on the Oxford Road cycleway



There are now more cyclists on Oxford Road. Before the route was installed it was a real challenge to go round the buses but now it feels much safer and more pleasant.

The new cycle way attracted the general public, a lot of people from universities and local businesses, and contributed to us growing as a business. Before the changes it used to be a much louder place and less pleasant to look at all the traffic. Though we are located by a very busy street, it now feels healthier not having to breathe that much pollution.

I live in North Manchester and cycle down Oldham Road. The main reason I cycle is to save money for travels. I don't have a car so it's easy to hop on a bike. It keeps me in shape, I'm not restricted by a schedule, and I can get to work for free.

[†]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.



Barriers

What is stopping Greater Manchester residents cycling more?

37%

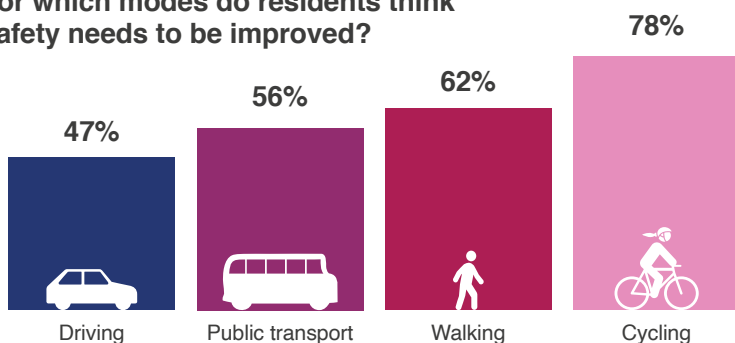
think Greater Manchester is a good place to cycle. But many barriers to cycling exist.

Reasons why some residents do not cycle or why they cycle less often



Safety is the single largest barrier to more people cycling

For which modes do residents think safety needs to be improved?



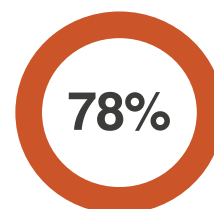
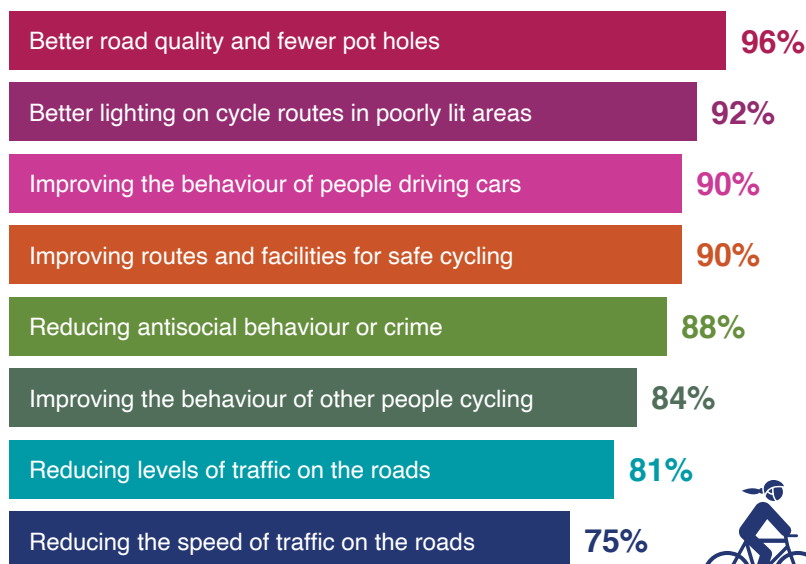
27%

of residents think cycling safety in Greater Manchester is good

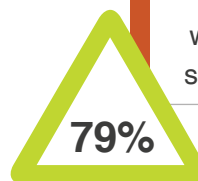
16%

think children's cycling safety in Greater Manchester is good

Which issues do residents think are important for improving cycle safety in Greater Manchester?



of Greater Manchester's streets are without 20mph speed limits*



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

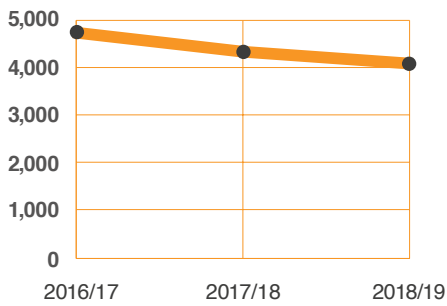


*Excluding motorways.

**These are defined as routes that are traffic-free and away from roads, cycle tracks along roads physically protected from traffic and pedestrians, and routes along quieter streets where there is less traffic.

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

Reported cycle thefts



There were **4,087** reported cycle thefts in Greater Manchester in 2018/19.

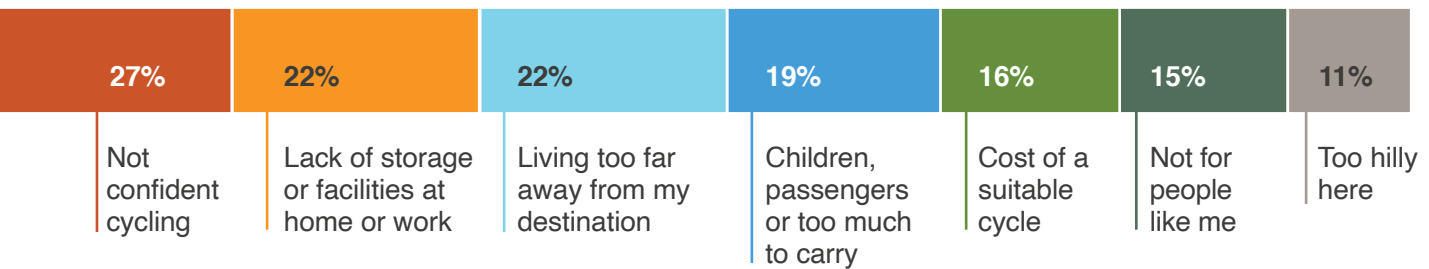
For every **241** people who own an adult cycle in Greater Manchester, there was 1 reported cycle theft in the past year.

There is a public cycle parking space for every **60** people who cycle in Greater Manchester.

12% of residents 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



Chris and Stephanie Betts, with Leon and Juno, Eccles, Salford



When I met Steph for the first time I offered to walk her home but she didn't need it as she was on a bike. She got me back into cycling and back then we both cycled every day.

Since we had children that's changed as we can't take them both on the bike. We cycle on our own and sometimes I borrow our friend's cargo bike to take both children out. I have an e-bike and use it everyday. It's quicker than anything else from here to town, door to door although there are some parts of the commute where I feel really vulnerable.

The children love the freedom of travelling in the cargo bike, the wind in their hair but I wouldn't let them cycle on the roads to school, it doesn't feel safe. There are too many potholes and I don't like the fact the lines just stop.

Cars need to be slowed down and it needs to be much safer in a variety of different ways. I would like to see either a reduction to 20mph or restricted access to cars in some areas.



Solutions

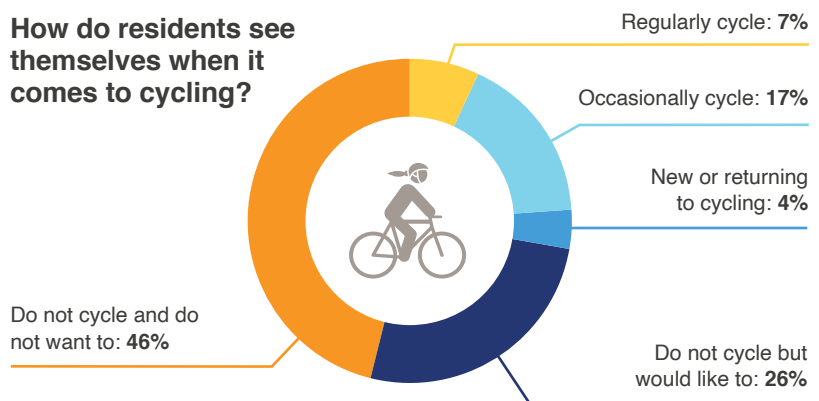
What would help Greater Manchester residents to cycle more?

Many Greater Manchester residents want to cycle

48%

of residents feel that they should cycle more

How do residents see themselves when it comes to cycling?



Residents want improved cycling infrastructure

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

78%

More traffic-free cycle routes away from roads, eg through parks or along waterways

Greater Manchester has **500 miles** of traffic-free cycle routes away from the road

This includes some stretches of farm/access tracks which vehicles occasionally use.

77%

More cycle tracks along roads that are physically protected from traffic and pedestrians

14 miles of cycle tracks physically protected from traffic and pedestrians

However, only

21%

of households are within 125 metres of these routes

73%

More signposted local cycle routes along quieter streets

118 miles of signed cycle routes on quieter streets

68%

Better links with public transport

There is one cycle parking space at Greater Manchester's railway stations and Metro stops for every

64

passengers

67%

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

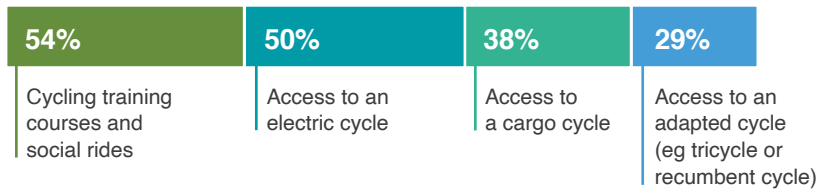
A and B roads have higher levels of traffic so these are where physical separation is most useful for cycling. In total, **818 miles** of these roads exist in Greater Manchester.



*Please note this question has changed since 2017 from 'could mean' to 'would mean'. See Bike Life methodology for further details.

Residents want more support to cycle

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



44%

of residents have access to an adult pedal cycle



Pavol Gajdos, Manchester Bike Hire



When I was a student and working in Manchester I was 100% reliant on a bike. From time to time I'd get a puncture. I never carried tools and if I went to a bike shop they would tell me to bring it back in two days' time. I needed better service. I decided the best solution is long term hire with regular maintenance and breakdown cover.

I started hiring bikes in July 2013. I had 14 to begin with and now that has grown to a fleet of 100 cycles, including city bikes, mountain bikes, touring and racing bikes, as well as cargo and electric bikes and trailers.

We do repairs for local residents and e-bikes from all over the city and we're trying to build a second-hand market in e-bikes. It's really busy and demand is growing all the time.

Cycling is freedom. It allows you to move from one place to another very fast with very little effort compared to other forms of transport or walking. Even if you cycle slowly you can easily cover 10 miles in an hour.

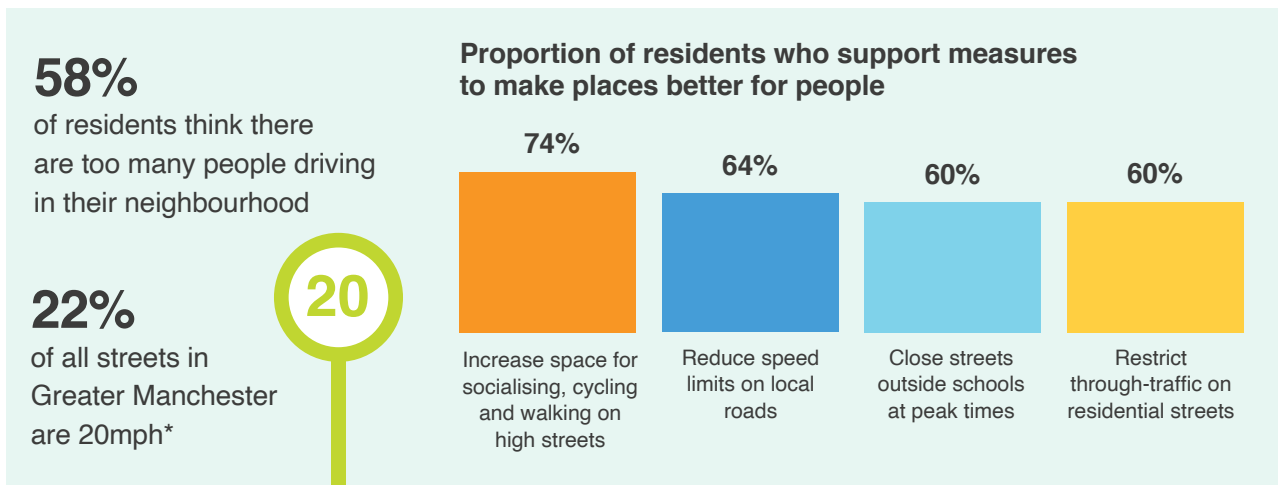
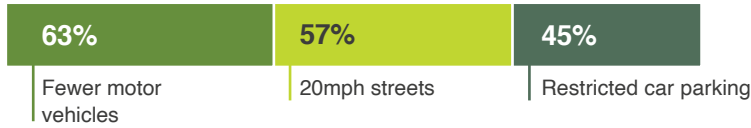
Cycling is really sensible in a region like Greater Manchester. Copenhagen and Amsterdam get ice and snow, but we only get a bit of rain. The only thing they have that we don't is good infrastructure. I think if we had good segregated cycle lanes many more people would cycle.



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

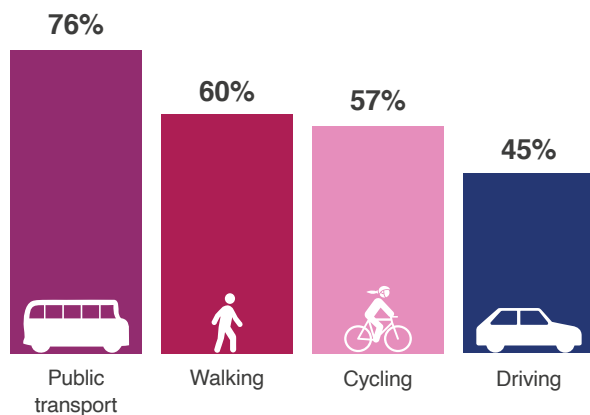
A reported cycle injury occurs once every **260,000 miles** cycled around Greater Manchester. Whilst injuries are relatively rare, sharing the road with motor vehicles is unattractive for most people.

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



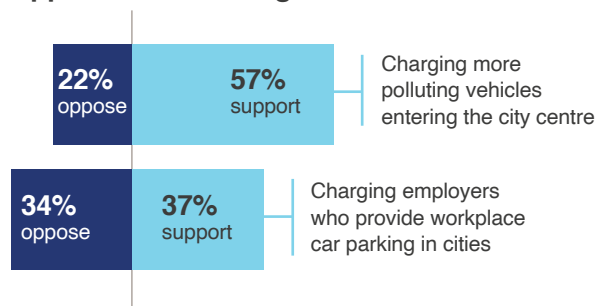
Residents want more investment in public transport, walking and cycling

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



Public support exists for introducing policy measures that could be used to help fund cycling, walking 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 has Greater Manchester been developing cycling?



Plans for the UK's largest cycling and walking network – the Bee Network – were unveiled in June 2018.

Cycling and walking as a mode of transport in Greater Manchester has come on leaps and bounds over the last two years. The appointment of Cycling and Walking Commissioner, Chris Boardman, by Mayor Andy Burnham has elevated the status of travelling by foot or bike, including the allocation of hundreds of millions of pounds to the development of a city region-wide network.

The Bee Network

Following the launch of the Commissioner's Made to Move report in December 2017, plans for the UK's largest cycling and walking network – the Bee Network – were unveiled in June 2018. Developed by Greater Manchester local authorities, it set out an initial proposal of a 1,000 mile network, including 75 miles of segregated Dutch-style cycle lanes. Following an online consultation where more than 4,000 comments were received, an updated version of the network map was then published in June 2019 – one year on – which saw the network increase by 77% to 1,800 miles.

To date, over six tranches, 82 projects have been accepted onto the books, totalling £493 million. Plans include a new £13.4 million, 3.5 mile route from Chorlton into the city centre, a spectacular cycling and walking bridge linking Stockport's planned new interchange with the town centre, a high-quality cycling and walking corridor in Castleton, Rochdale and a £32 million district-wide project across Wigan creating segregated routes and filtered neighbourhoods, where the movement of people is prioritised over the movement of cars. Filtered neighbourhoods are also planned for Levenshulme and Urmston.

The first Bee Network scheme was launched in Wigan, upgrading the surfacing, signage and accessibility along the Bridgewater Canal Towpath. Key schemes such as the Chorlton Cycleway are currently under construction, and a number across the Greater Manchester boroughs are currently going through consultation with the aim to start on the ground in 2020.

Parklets

June 2019 saw a significant milestone – the launch of Greater Manchester’s first Bee Network parklet and pocket park on Bridgefield Street in Stockport (photo, top of page 17). Featuring seating, planting, greenery and bike parking, as well as an art mural and table tennis table, the parklet demonstrates just what can be done on a disused area of a street. Evaluation was undertaken to show the effects of the parklet on local businesses and people using the street. This showed that over 98% of respondents thought the parklet was an improvement to the street, with the most popular words to describe it being “modern”, “clean”, “pleasant” and “safe”. Chris Boardman would like to see thousands of these rolled out across Greater Manchester, especially where they can be installed in on-street parking spaces.



Delivery plan

To kick-start the delivery of the Network, the Mayor of Greater Manchester has allocated £160 million from national government’s Transforming Cities Fund. Local contributions have also been made totalling around £120 million. In January 2020, 25 new schemes were added to the development pipeline which will start to deliver the Network to bring a total of 82 schemes that would deliver 450 miles of new routes. More funding is being sought with the help of the Delivery Plan, a detailed strategy of how Greater Manchester plans to deliver this £1.5 billion network over the next ten years, and the support it needs from the government to do so.





Bike to the future

Our ambition and plans to make it happen

Greater Manchester's priority over the coming years remains to deliver the UK's largest cycling and walking network – the Bee Network. This includes the design and build of existing projects on the books but also the development of many more. As part of this, Commissioner Chris Boardman will continue to identify and agree a consistent funding stream for cycling and walking investment from national government.

The city region would also like to see a government review of traffic regulations to ensure they enable rather than hinder the creation of a high-quality network, including working with partners to develop new national design standards.

Behaviour change remains critical to unlocking the potential for people to make more of their everyday journeys without cars. More community engagement work will begin to ramp up over the coming months, especially close to sites where Bee Network schemes are being delivered.

Bike hire scheme

Foundations have been laid for the 2020 roll out of a hotly-anticipated pan-Greater Manchester bike hire scheme, which will eventually bring affordable and convenient bike hire to every corner of the city region.

Simpler zebra crossings

An exciting development to help the city region deliver safer walking routes has also progressed in 2019. In the summer, Transport for Greater Manchester commissioned an independent study into the use of European-style crossings on side roads. Currently in the UK the use of zebra crossing markings is only permitted when Belisha beacons and zig zag markings are also installed, which can cost around £30,000 per crossing. In most other European countries, most side roads simply use zebra crossing markings to indicate pedestrian priority at a cost of around £300. It is hoped that the study, which concluded recently, will give the Department for Transport the evidence it needs to allow these zebra crossings not only across Greater Manchester, but across the UK.

Officer training

A key part of the success of the Bee Network is that it is delivered by the ten local authorities which make up Greater Manchester, as no one knows their areas like they do. As part of this programme, there has been a strong focus on training and knowledge sharing between districts, as well as bringing in outside experts to share their experiences. This way of working has so far been invaluable and will continue throughout the next phase of the programme, particularly as projects head to the consultation and construction stages.

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 all Greater Manchester residents, not just those who cycle. Additional information comes from Greater Manchester Travel Diary Surveys (TRADS).

Changes to the survey methodology and questions, and to the model to estimate trips cycled, mean that 2019 figures are not directly comparable with figures reported in 2017. These changes were made to future-proof the methodology.

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

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