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Data sources overview

Where does the data in the 2021 Walking and Cycling Index reports come from?

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and the questionnaire, which can be used to see the exact question wording for data in the reports.

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Page	Section	Data item	Source and notes
	walk, wheel and cycle	Economic benefit created for individuals and the city annually	Combined for walking and cycling. See page

Page	Section	Data item	Source and notes
		driving	
	This would help support more liveable neighbourhoods	Percentage of residents who support and oppose building more physically protected tracks along roads, even when this would mean less room for other road traffic	The percentage of respondents and to Q18 in the independent survey of residents.
		Percentage of residents who support and oppose the creation of more 20-minute neighbourhoods	The percentage of respondents answering to Q20 in the independent survey of residents.
		Percentage of residents who support and oppose the creation of more Low traffic neighbourhoods	The percentage of respondents and to Q19 in the independent survey of residents.
		Percentage of residents who agree and disagree that: increasing space for people socialising, walking and cycling on their local high street would improve their local area, more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area closing streets outside local schools to cars during school drop-off and pick-up times would improve their local area	and to Q17d, e and a (respectively) in the independent survey of residents.
Page 6 **Walking in [city]**	Walking and wheeling participation	Percentage of residents who walk	The percentage of respo 7 days a week , 5-6 d - once a week to Q2c in the independent survey of residents.

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			Dublin only: data on sexuality subgroups is excluded from the Dublin report due to a small sample size. *2019 data (Belfast, Bristol, Cardiff, Dublin Metropolitan Area, Dundee, Edinburgh, Greater Cambridge, Greater Manchester, Inverness Liverpool City Region, Southampton City Region and Tyneside) from corresponding 2019 survey questions. Excludes sexuality as this question was not included in 2019 questionnaire.*
Page 9 **Cycling in [city]**	Cycling safety and satisfaction	Percentage of residents that think the level of safety for cycling in their local area is good	the independent survey of residents. *2019 data (Belfast, Bristol, Cardiff, Dublin Metropolitan Area, Dundee, Edinburgh, Greater Cambridge, Greater Manchester, Inverness, Liverpool City Region, Southampton City Region and Tyneside) from corresponding 2019 survey question (Q12b).*
		Percentage of residents that think the level of safety for children cycling is good	the independent survey of residents. *2019 data (Belfast, Bristol, Cardiff, Dublin Metropolitan Area, Dundee, Edinburgh, Greater Cambridge, Greater Manchester, Inverness, Liverpool City Region, Southampton City Region and Tyneside) from corresponding 2019 survey question (Q12c).*
		Percentage of residents that think their local area overall is a good place to cycle	the independent survey of residents. *2019 data (Belfast, Bristol, Cardiff, Dublin Metropolitan Area, Dundee, Edinburgh, Greater Cambridge, Greater Manchester, Inverness, Liverpool City Region, Southampton City Region and Tyneside) from corresponding 2019 survey question (Q12a).*
		Proportion of residents that think cycling safety in their local area is good within different demographic subgroups: gender, ethnicity, sexuality,	The percentage of respondents of these gender, ethnicity, sexuality, age, disability and socio-economic demographic subgroups (Q25, Q28, Q26, Q23, Q34, Q27)

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			For Edinburgh, the average walking trip distance from the 2014-2019 Scottish Household Survey data was used for all trip types.
		Number of days spent walking or wheeling (based on each resident walking continuously, 24 hours a day) for all yearly miles walked and wheeled in the city	The total estimated miles (or kms in Dublin Metropolitan Area) walked or wheeled yearly (see above) divided by the average walking speed in miles (or kms) per hour (5.3 kmph, HEAT[4]) then multiplied by the number of hours in a day (24) and divided by the population of the city.
		Annual walking and wheeling trips by purpose: Destination adults only[5] (eg work, school, shopping)	The number of trips is estimated from the responses to Q4a in the independent survey of residents and scaled up for the adult (16+) population of walkers. The percentage of respondents that did 15+ trips in the last 7 days is multiplied by the number of days that could be walked in a year (see below), the number of walkers in the population, and by the trips per day for the range 15+. The same value is calculated for all other ranges. These are then summed to provide total annual purposeful walking trips before being seasonally-adjusted (see below). The trips per day for each range is calculated by dividing the lower end of the range by 7 (the number of days in a week). For example, the trips per day figure for 9-10 trips is 1.29 (9/7). The number of walkers was calculated by multiplying the city adult (16+) -6 - in the independent survey of residents. The total possible number of days that could be walked for this purpose is based on the total number of days in a year (365) minus the number of days lost through sickness absence per worker per year for that nation/region (a general number of days lost through sickness per person was not available).

Page	Section	Data item	Source and notes
			relatively high levels of walking likely to be exhibited during the survey period of June to August. Local counter data was used for Dublin Metropolitan Area. A trip-chaining factor was not applied as there is lower risk of double-counting of trips, since there are only two trip purposes for walking, and they generally do not overlap. For Greater Manchester, trip estimates are modelled from responses to the Transport for Greater Manchester Travel Diary Survey (TRADS) for the period of October 2020 to Septe

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			For the Dublin Metropolitan Area, the weighted average of Primary and Post-Primary absences for 2017-2018 are taken from Table 1.3 of https://www.tusla.ie/uploads/content/Analysis_of_School_Attendance_Data_in_Primary_and_Post-Primary_Schools_2017-2018.pdf School roll: For Scottish cities: Aberdeen, Dundee, Edinburgh, Glasgow, Inverness, Perth and Stirling: July 2020 pupil roll: https://maps.gov.scot/ATOM/shapefiles/SG_SchoolRoll_2020.zip Belfast: 2020/21 pupil roll: https://www.education-ni.gov.uk/publications/school-enrolment-school-level-date-202021 Bristol, Greater Cambridge, Liverpool City Region, Southampton City Region, establishment data' 2020/21 pupil roll: https://get-information-schools.service.gov.uk/Downloads Cardiff: October 2020 pupil roll: https://www.cardiff.gov.uk/ENG/resident/Schools-and-learning/Schools/Cardiff-schools/Pages/default.aspx Dublin Metropolitan Area: 2020/21 pupil roll: Dept of Education School lists Walking to school mode share: Aberdeen, Dundee, Edinburgh, Glasgow, Inverness, Perth and Stirling: 20 Belfast: Continuous Household Survey 2019-20 Bristol: Modeshift STARS[6] data from 2019-20, 2020-21, 2021-22 Dublin Metropolitan Area: 2016 Census

[6] Modeshift STARS is an online platform that creates, develops and supports travel plans. It is delivered by Modeshift, a not-for-profit membership organisation that supports sustainable travel.

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			children per adult per year, by using data from the National Travel Survey 2015-2019. We also calculated the number of adult enjoyment or fitness trips (aged 16+) by those in households with children per adult per year, by using a combination of Q5a and Q30 of the independent survey of residents scaled up for the adult (16+) population. This number of trips was then multiplied by the ratio to give the number of enjoyment or fitness trips per child per year. This is multiplied by the child population (15 and under) to give total annual child trips for enjoyment or fitness. Both calculations include a correction for seasonal variation u database of average seasonal variation in walking from a series of automatic counters over several years. We can correct with confidence for the relatively high levels of walking likely to be exhibited during the survey period of June to August. Local counter data was used for Dublin Metropolitan Area. A trip-chaining factor was not applied as there is lower risk of double-counting of trips, since there are only two trip purposes for walking, and they generally do not overlap. For Greater Manchester, trip estimates are modelled from responses to the Transport for Greater Manchester Travel Diary Survey (TRADS) for the period of October 2020 to September 2021.This is comprised of the estimated number of

Page	Section	Data item	Source and notes
			Note that where this figure amounts to less than the figure for the value of early deaths prevented (see page 11) this is mainly because the figure for early deaths prevented does not take into account the costs of walking.
		Net annual economic benefit for individuals and society from people with a car choosing to walk or wheel for transport	This is calculated by multiplying the per mile (or km for Dublin Metropolitan Area) monetary benefit figure (see below) by the estimated total distance walked that could have been driven across the year. The distance walked or wheeled that could have been driven is calculated by multiplying the annual miles/kilometres walked to a destination by adults (see above) by the proportion of walkers that own or have access to at least one car or van (Q1 of the independent survey of residents). The number of walkers was calculated by multiplying the city adult (16+) -6 - in the independent survey of residents.
		Monetary net benefit to individuals and society for each mile (or km) walked or wheeled instead of driven	This is the difference between the total cost per mile (or km for Dublin Metropolitan Area) of driving a car and the total cost per mile (or km) of walking. The costs of both include costs and benefits to the individual and to society as a whole. The calculation includes figures for the operating costs of walking (ie shoe wear) and car, travel time of both, traffic congestion, the value of additional life years, medical costs and work absenteeism (the main factors), and also infrastructure maintenance (e.g. path and road maintenance), local air quality, noise, greenhouse gases, soil and water quality, environmental costs of fuel production, and taxation (lesser factors). The figure for each factor is based on best available evidence in the UK and the Transport Analysis Guidance (TAG) and accounts for local traffic speeds for 2020 (or 2019 in Belfast, Greater Manchester and Dublin Combined Authority and 2018 for Tower Hamlets). For some cases evidence from across Europe has been used.

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	mitigate our climate crisis		(https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2020).
		Equivalent number of flights to a worldwide destination	This is calculated by dividing the total greenhouse gas emissions (above) by the average emissions from a single flight from the nearest airport to a destination city (based on the online flight emissions calculator: https://www.carbonfootprint.com/calculator.aspx).
		Perth only: equivalent to the carbon footprint of individuals	This is calculated by dividing the total greenhouse gas emissions (above) by the carbon footprint in CO_2 equivalent of an average UK citizen (CO_2 emissions per capita). Carbon footprint includes emissions from all activities and of all greenhouse gases. For Perth the CO_2 emissions per capita figures are for the whole of the Perth & Kinross, not the city as we have defined it for the Walking and Cycling Index. (https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2019)
		Contextual data on transport emissions over time	English cities: Department for Business, Energy and Industrial Strategy (2019) UK greenhouse gas emissions, Final Figures [Online] Available at: https://www.gov.uk/government/statistics/final-uk-greenhouse-gas-emissions-national-statistics-1990-to-2019 Scottish cities: Scottish Government (2021) Scottish greenhouse gas emissions 2019 [Online] Available at: https://www.gov.scot/publications/scottish-greenhouse-gas-statistics-1990-2019/ The decrease of 52% in overall emissions is calculated by using the Greenhouse Gas Account, which has replaced the previous method of calculation in Scotland (which was used previously in Bike Life). The 11.3% decrease in emissions by transport refers to domestic transport only. In previous Bike Life reports the equivalent figure was based on all transport including all aviation and shipping.

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			Similarly, domestic transport alone accounts for 25% of all Scottish emissions. These changes in calculation methods reflect changes made by the Scottish Government since publication of the last Bike Life report. Cardiff: StatsWales, Emissions of Greenhouse Gases by Year [Online] Available at: https://statswales.gov.wales/Catalogue/Environment-and-Countryside/Greenhouse-Gas/emissionsofgreenhousegases-by-year Belfast: Department of Agriculture, Environment and Rural Affairs (2021) Northern Ireland greenhouse gas inventory 1990-2019 [Online] Available at: https://www.daera-ni.gov.uk/publications/northern-ireland-greenhouse-gas-inventory-1990-2019-statistical-bulletin Dublin Metropolitan Area: Environmental Protection Agency data. 20% of emissions are from transport: see second pie chart on page 5 of EPA-GHG-Inventory-Report-Final.pdf 10% increase in overall emissions between 1990 and 2019: See EPA-Prov_GHG-Inventory-Report-1990-2019_final.pdf. See table of data on page 22 Calculation: (59,897.27 ktonnes in 2019 - 54,388.13 ktonnes in 1990) /54,388.13 = 10% increase 137% increase in transport emissions: see Key messages | Environmental

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			survey questions (Q3b, Q5b, Q6b and Q7b) and 2014-2017 Scottish Household Survey data (for Edinburgh).
		Annual trips by purpose: Work (adults)	The number of trips is estimated from the responses to Q6a in the independent survey of residents and scaled up for the adult (16+) population of cycle riders. The percentage of respondents who travel 7 days a week for this purpose is multiplied by the number of days cycled per year for work, the number of cycle riders in the population, and by two (for outward and return journeys). The same

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			the relativ

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			the proportion of days in a week that are cycled for each range. For seven days a week this is one. For other ranges, the lower end of the range is divided by the span of the range. For example, at least once a week is 0.14 (1/14), with 14 being the number of workdays in a fortnight. The total possible number of days that could be cycled for this purpose is based on the total number of days in a year (365) minus the number of days lost through sickness absence per worker per year for that nation/region (a general number of days lost through sickness per person was not available). The calculations include a correction for seasonal variation and trip chaining (as above: adult work trips). For Greater Manchester, trip estimates are modelled from responses to the Transport for Greater Manchester Travel Diary Survey (TRADS) for the period of October 2020 to September 2021. This is comprised of the estimated number of *2019 data (Belfast, Bristol, Cardiff, Dublin Metropolitan Area, Dundee, Edinburgh, Greater Cambridge, Greater Manchester, Inverness, Liverpool City Region, Southampton City Region and Tyneside) from corresponding 2019 survey question (Q6a) and latest available absence rates. Greater Manchester used TRADS data for the calendar year 2018.*
		Annual trips by purpose: Leisure (adults and children)	This is the sum of the total estimated number of leisure trips cycled by adults and children. For adult leisure trips: The number of trips by adults is estimated from the responses to Q10a in the independent survey of residents and scaled up for the adult population (16+) of cycle riders (once a month or more). This is calculated in the same way as adult trips for the purpose of shopping, personal business and social trips. The total possible number of days that could be cycled for this purpose is based on the total number of days in a year (365) minus the number of days lost through sickness absence per worker per year for that nation/region (a general number of days lost through sickness per person was not available).

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			water quality, environmental costs of fuel production, and taxation (lesser factors). The figure for each factor is based on best available evidence in the UK and the Transport Analysis Guidance (TAG) and accounts for local traffic speeds for 2020 supplied by partner authorities or taken from the DfT average for England

Page	Section	Data item	Source and notes
			Hip Fracture

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		Number of early deaths prevented annually	This is calculated using the widely recognised World Health Organisation (WHO) Health Economic Assessment Tool (HEAT).This estimates the number of premature deaths prevented by specified amounts of cycling. *2019 data (Belfast, Bristol, Cardiff, Dublin Metropolitan Area, Dundee, Edinburgh, Greater Cambridge, Greater Manchester, Inverness, Liverpool City Region, Southampton City Region and Tyneside) from corresponding 2019 values.*
		Value of the early deaths prevented	This is also calculated using the WHO HEAT tool, which subsequently estimates the value of the reduced mortality. This is based on contingent valuation studies that test the amounts people would be prepared to pay to increase their chances of survival. The HEAT tool was not modified for an Irish context as it is based on Europe-wide context and is therefore applicable to the UK and the Republic of Ireland. Note that the value for HEAT is sometimes greater than the value shown at the bottom of page 12 for the overall net benefit of cycling. This is because the HEAT figure is a gross value including this benefit only. The net value takes into account the wider range of benefits and costs associated with cycling. *2019 data (Belfast, Bristol, Cardiff, Dublin Metropolitan Area, Dundee, Edinburgh, Greater Cambridge, Greater Manchester, Inverness, Liverpool City Region, Southampton City Region and Tyneside) from corresponding 2019 values.*
		Kg of NO_x and particulates (PM_{10} and $PM_{2.5}$) saved annually	These are calculated from the distance (see page 12) and number (see below) of return cycle trips that could have been driven annually. It is based on the emissions that an average car would produce. The calculation considers the average per trip emissions from a cold start, emissions per km at optimum

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			Region, Southampton City Region and Tyneside) from corresponding 2019 values.
		Percentage of residents agreeing the air is clean in their local area	Q16f in the independent survey of residents.
		Tonnes of greenhouse gas emissions saved annually	Greenhouse gas emissions saved are calculated by multiplying the distance of cycle trips that could have been driven (see page 12) by the quantity of CO_2, CH_4 and N_2O that would have been emitted by an average car per distance unit (expressed as CO_2 equivalent), as taken from the UK government greenhouse gas reporting conversion factors (https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2020). *2019 data (Belfast, Bristol, Cardiff, Dublin Metropolitan Area, Dundee, Edinburgh, Greater Cambridge, Greater Manchester, Inverness, Liverpool City Region, Southampton City Region, Tyneside and West Midlands) from corresponding 2019 values.*

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			UK cities: Post Office Ltd. Contains public sector information licensed under the Open Government Licence v3.0. UK Post Office Branch List 2020 (https://osm.mathmos.net/postoffice/data/) layer with fclass = post office. © OpenStreetMap contributors. **Bus stop:** UK cities and Dublin Metropolitan Area: Bus Stop data is sourced from National Public Transport Access Nodes (NaPTAN) under Open Government Licence v.3.0. National dataset (https://data.gov.uk/dataset/ff93ffc1-6656-47d8-9155-85ea0b8f2251/n5 rg91 gaLf27.11 396.07 reW* nBT/F2 9.96 Tf1 0 0

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Page 15 **Walking solutions**	Residents want better streets	Percentage of residents who would find the following changes helpful to walk or wheel more: Wider pavements More frequent road crossings, with reduced wait times Nicer places along streets to stop and rest, eg more benches, trees and shelters Better accessibility, eg level surfaces, dropped kerbs at crossing points, fewer obstructions Fewer cars parked on the pavement Less fear of crime or antisocial behaviour in your area	The percentage of respondents answerin Q11i, Q11j, Q11g, Q11f, Q11c in the independent survey of residents.
		Percentage of: A and B roads (National and Regional for Dublin Metropolitan Area) with pavement widths greater than 3m C and unclassified roads (minor for Dublin Metropolitan Area) with pavement widths greater than 2m	Pavement widths are calculated from frontage to kerb. These have been in varying degrees of permanence and legitimacy, from street furniture like bus shelters, benches, trees, litter bins and lamp posts, to other obstacershes, trees, lit

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			The following cities did not supply data: Bristol, Cardiff, Greater Manchester, Tyneside and West Midlands. Edinburgh City Council prefer to count arms with a 2-stage crossing as 2 rather than 1. When comparing with other cities, it should be noted that this may make

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		Number of cycle parking spaces at - railway and bus stations	Data supplied by partner authorities. Number of publicly accessible and free to use cycle parking spaces at railway and bus stations presented alongside the total number of stations. Some cities also included other public transport stations in the number of cycle parking spaces and number of stations at railway stations: Liverpool City Region include cycle parking at ferry stations Glasgow includes subway station cycle parking Tyneside and West Midlands include cycle parking at Metro stations Tower Hamlets include cycle parking at Underground and DRL stations Data excluded for Greater Manchester *2019 data (Belfast, Bristol, Cardiff, Dublin Metropolitan Area, Dundee, Edinburgh, Greater Cambridge, Inverness, Liverpool City Region, Southampton City Region, Tower Hamlets and Tyneside) for railway cycle parking only except Liverpool, Tyneside and Tower Hamlets who also included parking at Ferry, Metro and tube/ DRL stations respectively. All data supplied by partner authorities for Bike Life 2019.*
		Percentage of residents who support building more cycle tracks physically separated from traffic and pedestrians, even when this would mean less room for other road traffic	The percentage of respondents to Q18 in the independent survey of residents. *2019 data (Belfast, Bristol, Cardiff, Dublin Metropolitan Area, Dundee, Edinburgh, Greater Cambridge, Greater Manchester, Liverpool City Region, Southampton City Region, Tower Hamlets and Tyneside) from corresponding 2019 survey question (Q16).*
Page 17 **Cycling solutions**	Residents want more support to cycle	Percentage of residents that would find the following support useful to cycle more: cycling training courses and organised social rides	The percentage of respondents to Q12f, Q12d, Q12l, Q12h, Q12i, Q12k, Q12j in the independent survey of residents. *2019 data (Belfast, Bristol, Cardiff, Dublin Metropolitan Area, Dundee, Edinburgh, Greater Cambridge, Greater Manchester, Inverness, Liverpool City Region, Southampton City Region and Tyneside) from corresponding 2019 survey questions.*

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		access or improvements to a city cycle sharing scheme, access to secure cycle storage at or near home access to a bicycle access to an electric cycle, access to a cargo cycle (with space to carry children or shopping) access to an adapted cycle (eg tricycle or recumbent cycle)	
		Cycle scheme data: Annual trips Cycle share stations Cycles	Data is for July 2020- June 2021 unless otherwise stated. Cycle scheme data is reported only for the following cities: Belfast: Belfast Bikes data provided by Belfast City Council Cardiff: NextBike cycle hire data provided by CoMoUK Dublin Metropolitan Area: Dublin Bikes, BleeperBikes and Moby data provided by the operators. BleeperBikes and Moby are dockless schemes so do not have any cycle share stations. Dundee: RideOn data provided by Dundee for November 2020- June 2021 Edinburgh: data provided directly from Transport for Edinburgh Cycle Hire scheme Glasgow: NextBike cycle hire data provided by CoMoUK Liverpool City Region: City Bike operates in Liverpool only, and data was provided by Liverpool City Council Glasgow: NextBike cycle hire data provided by CoMoUK Tower Hamlets: data provided by the partner authority from Transport for London for Santander cycles

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		cycle more	*Region, Southampton City Region and Tyneside) from corresponding 2019 survey question (Q10e).*
	Residents want local streets to be better spaces for people to spend time in	Percentage of residents who agree increasing spac	

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Behaviour & Attitudes (B&A) conducted the survey in Dublin Metropolitan Area. The fieldwork was carried out from 3rd June to 11th July 2021, with interviews lasting for 16 minutes on average. This was a face to face survey, but with extra Covid-19 measures implemented to ensure safety of both participants and interviewers. A representative sample of 1,103 respondents aged 16 and above were interviewed and there was a sufficient number of people who cycle in the initial sample, so booster interviews were not required. The sample was stratified by population areas and then electoral divisions, following which quotas were applied for age, gender and socio-economic status. The content of the survey for Dublin Metropolitan Area was almost identical, except for using kilometres rather than miles and adjusting interview instructions and question wording to be more suited for the face-to-face interview format and certain UK terminology to be more relevant to Dubliners. 2019 residential survey in Dublin Metropolitan Area was conducted between 24th June and 27th July 2019 by the same research agency, following the same sampling process and using same methodology, with similar questionnaire.

Weighting:

t the analysis stage, survey data for all cities was weighted to adjust for differences in address/household response rates, and differences in individual response rates, to match the population estimates for age and gender by city[12]. The Tower Hamlets overall sample was additionally calibrated to Census estimates of proportion ethnicity in the borough.

Dublin Metropolitan Area (face to face): a two-step weighting process was applied. At the first step, weighting was applied by, ethnicity and age. All weighting proportions were based on the National Census 2016. For the second step, a corrective weight was applied to the regional areas.

[12] Mid-year population estimates from the Office for National Statistics (ONS) and National Records of Scotland (NRS) were used to estimate age/sex.

Q5b Thinking about your most frequent walk or run for enjoyment or fitness, please give your best estimate of how far this is (in metres e.g. 500 metres, 4,000 metres).

NUMERICAL RESPONSE IN METRES
100-20,000 metres

{HARD CHECK IF RESPONDENT IS OUTSIDE THESE RANGES {You answered

{HARD CHECK IF RESPONDENT IS OUTSIDE THESE RANGES You answered {answer} which is outside the {acceptable range} range. Please, amend your answer.

{ASK IF CODES 1 TO 7 AT Q8a}
Q8c Please give your best estimate of the typical duration in minutes of a one-way cycle trip to or from school, college or university.

NUMERICAL RESPONSE IN MINUTES.
1-150 minutes

{HARD CHECK IF RESPONDENT IS OUTSIDE THESE RANGES You answered {answer} which is outside the {acceptable range} range. Please, amend your answer.

{ASK IF CODES 1 TO 7 AT Q2e}
Q9a How often do you cycle for shopping, personal business or social trips? e.g. to travel from your home to the supermarket, doctors, or to see friends or family.

7 days a week
5-6 days a week
2-4 days a week
Once a week
Once a fortnight
Once a month
Less often
Never
I do not make any shopping, personal business or social trips

{ASK IF CODES 1 TO 7 AT Q9a}
SCRIPT INSTRUCTION: QUESTIONS Q9b and Q9c PRESENTED ON A SAME SCREEN
Q9b. Please give your best estimate of the typical distance in miles of a one-way cycle trip for shopping, personal business or social trips (e.g. 3 miles, 1.5 miles).

NUMERICAL RESPONSE IN MILES
0.25-50.00 miles

{HARD CHECK IF RESPONDENT IS OUTSIDE THESE RANGES You answered {answer} which is outside the {acceptable range} range. Please, amend your answer.

{ASK IF CODES 1 TO 7 AT Q9a}
Q9c Please give your best estimate of the typical duration in minutes of a one-way cycle trip for shopping, personal business or social trips.

NUMERICAL RESPONSE IN MINUTES.
1-150 minutes

{HARD CHECK IF RESPONDENT IS OUTSIDE THESE RANGES You answered {answer} which is outside the {acceptable range} range. Please, amend your answer.

{ASK IF CODES 1 TO 7 AT Q2e}
Q10a How often do you cycle just for enjoyment or fitness?

7 days a week
5-6 days a week
2-4 days a week
Once a week
Once a fortnight

Once a month
Less often
Never

Park or green space

Primary school (i.e. that children within your household attend)
Bus stops, tram stops or a train station
Post Office and or bank
Any public indoor meeting place (e.g. a pub, café, community centre, place of worship)

a) I drive to them within my neighbourhood
b) I drive to them outside of my neighbourhood
c) I walk, cycle or take public transport to them within my neighbourhood
d) I walk, cycle or take public transport to them outside of my neighbourhood
e) I do not use services of this type

Strongly agree
Tend to agree
Neither agree nor disagree
Tend to disagree
Strongly disagree

{ASK ALL}
Q18 To what extent do you support or oppose the creation of more cycle tracks along roads? These are physically separated from traffic and pedestrians by kerbs and would mean less room for other road traffic.

Strongly support
Tend to support
Neither support nor oppose
Tend to oppose
Strongly oppose

Q19 To what extent do you support or oppose the creation of more low-traffic neighbourhoods? Low traffic neighbourhoods are groups of streets, bor of more low

And now some questions about you

{ASK ALL}
Q27a What is the occupation of the MAIN INCOME EARNER in your household?
List below
Main income earner is retired Ä (ANSWER Q27b)

Q27b { IF RETIRED AT Q27a}.
Please indicate which one of the following best describes the PREVIOUS OCCUPATION of the main income earner in your household?

a) Higher managerial / professional / administrative (e.g. established doctor, solicitor, board director in a large organisation (200+ employees), top level civil servant / public service employee)
b) Intermediate managerial / professional / administrative (e.g. newly qualified (under 3 years) doctor, solicitor, board director in a small organisation, middle manager in a large organisation, principal officer in the civil service / local government, teacher, accountant)
c) Supervisory or clerical / junior managerial / professional / administrative (e.g. office worker, student doctor, foreman with 25+ employees, salesperson, policeman, nurse, secretary, self-employed)
d) Skilled manual worker (e.g. skilled bricklayer, carpenter, electrician, plumber, painter, bus / ambulance driver, HGV/train driver, AA patrolman, mechanic)
e) Semi or unskilled manual work (e.g. manual workers, all apprentices in skilled trades, caretaker, park keeper, non-HGV driver, shop assistant, pub / bar worker, factory worker, receptionist, labourer)
f) Full time education/student
g) Unemployed
h) Looking after home or family
i) Retired

ASSIGN RESPONDENT TO SEG A, B, C1, C2, D, E.

{ASK ALL}
Q28 What is your ethnic group?
Choose one option that best describes your ethnic group or background.

White
- English / Welsh / Scottish / Northern Irish / British
- Irish
- Gypsy or Irish Traveller
- Any other white background

Mixed
- White and Black Caribbean
- White and Black African
- White and Asian
- Any other mixed / Multiple Ethnic background

Asian or Asian British
- Indian
- Pakistani
- Bangladeshi
- Chinese
- Any other Asian background

Black / African / Caribbean/ Black British

Caribbean
African
Any other Black / African / Caribbean / background

Other ethnic group
Arab
Any other ethnic group (please specify)

{ASK ALL}
Q29 Which of these applies to your home?

Owned outright (without mortgage)
Owned with a mortgage or loan
Owned with a mortgage or loan through an affordable housing scheme
Rented from the council
Rented from someone else
Rent free

{ASK ALL}
Q30 Please could you tell us the number of children under 16 in your household?

None
One
Two
Three or more

{ASK IF Q30=1+}
Q31 At what age would you let children in your household walk or cycle independently in your local neighbourhood?

Enter age
NUMERICAL RESPONSE
HARD CHECK (3-21 y.o.). {You answered {answer} which is outside the 3-21 range. Please amend your answer.}

{ASK ALL}
Q32 When travelling with children do you use:
(Select one answer only)

A buggy or pushchair when walking?
A child seat or cargo bike when cycling?
Both
None
I do not travel with children

{ASK ALL}Q33 Please could you tell me the number of adults aged 16 or over in your household including yourself?

One
Two
Three or more

{ASK ALL}

Please encourage others aged 16+ in your household to also take part. See the letter you received for further details.

The final results will appear in a report to be published by Sustrans in mid 2022. You will be able to read a copy of the report by visiting www.sustrans.org.uk

Be the first to see the results of the Bike Life survey. And stay up to date with walking and cycling news across the UK and local to you. Sign up to Sustrans enewsletter. https://www.sustrans.org.uk/signup/bikelife