

Data for each section of the report came from the sources listed below

Page 3	Number of bike trips in the city	See derived statistics below
	Change in trips by bike between 2013 and 2014	Change in the total levels of cycling recorded on automatic counters at various points across the city. Data supplied by the partner authority.
	People usually riding a bike once a month or more	ICM survey
	Proportion of people wanting better safety for riding bikes	ICM survey
	Proportion of people wanting more money spent on cycling in the city	ICM survey
	Benefit to the health of the city over one year	See derived statistics below
	Reduction in CO ₂ emissions	See derived statistics below
	Economic saving for every mile biked instead of driven	See derived statistics below
Page 4	Bike and car ownership	ICM survey. On the chart, "cars" refers to cars or vans as in the question.
Page 5	How often people ride a bike	ICM survey
	Perceptions of bikes	ICM survey
	Safety concerns	ICM survey
	Deaths or serious injuries per mile cycled	See derived statistics below
	Average amount people want spent on cycling in the UK	ICM survey
Pages 6 and 7	Pictures and quotes	

	Awareness of facilities	shared use path, excluding sections of cycle route that are merely signposted along roads without any special facility for cycling. ICM survey. 'Residents' refers to the sample of 1,100 residents, including some that cycle. 'Regular bike riders' refers to the sample of 300 people that rode a bike within
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The total distance cycled was calculated from responses to the ICM survey questions asking respondents

Mostly derived from responses to the ICM survey questions asking respondents the usual frequency, distance and duration of trips they cycle to work, to school, to college/university, for other trips like shopping, and simply for enjoyment/fitness. In Belfast, the number of trips to school was derived from the 'Method of Travel to/from School by Pupils in NI, 2013/2014'.