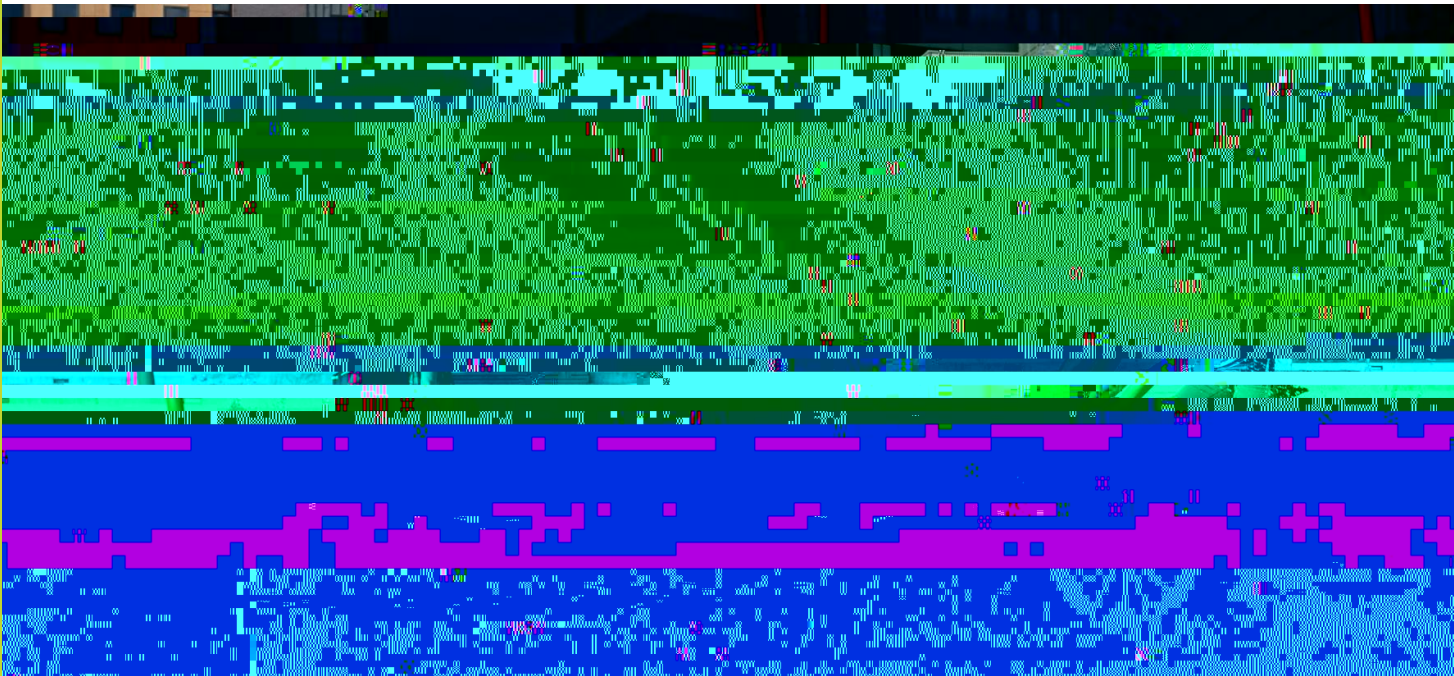


Bike Life 2019

Data sources and methodologies



23 July 2020

To find out more, please contact:
Dunja.Reed@sustrans.org.uk

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This data is collected in the independent representative survey in each city.

Impacts data: health, economic and environmental benefits from cycle use, including modelled economic benefits, premature deaths prevented, impacts for the NHS (HSE in Dublin Metropolitan Area) and reductions in pollutants where cycles are used instead of cars. This data is behavioural data and the best available evidence.

Table of data sources

Table 1: Data sources for each section of the report

Percentage of residents who cycle at least
once a week

See page 8

			Liverpool City Region: the breakdown of individual route types could not be calculated so different data is reported (see below)
		Liverpool City Region only: percentage of residents who think that more traffic-free cycle routes away from roads would be useful to help them cycle more	See page 14 Liverpool City Region: the breakdown of individual route types could not be calculated so this data is reported instead
Page 5 Report Summary	UK cities: 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	People from socio-economic groups D and E are most likely to suffer the impacts of higher traffic levels	Glasgow Centre for Population Health (2013) The built environment and health: an evidence review, <i>Briefing Paper 11</i> (Concepts Series) [Online] Available at: https://www.gcph.co.uk/assets/0000/4174/BP_11_-_Built_environment_and_health_-_updated.pdf .
		Percentage of residents in socio-economic groups AB and DE that have access to a car or van	The percentage of respondents of these socio-economic groups ² (derived from Q25a) giving this answer to Q1 in the independent survey of residents.
	Dublin Metropolitan Area: People from socio-economic groups D and E are least likely to own a	Not having a car can increase the risk of social exclusion, debt and transport poverty	Sustrans (2012) Locked Out: Transport Poverty in England [Online] Available at: https://www.sustrans.org.uk/media/3706/transport-poverty-england-2012.pdf .

² Socio-economic group is a classification maintained by the Market Research Society and is based on occupation of the Chief Income Earner (CIE). Social grade split is provided by the 2011 Census for all cities except Dublin Metropolitan Area. The social grades are:

AB: higher and intermediate managerial, administrative, professional occupations.

C1: Supervisory, clerical, and junior managerial, administrative, professional occupations.

C2: Skilled manual occupations

DE: Semi-skilled and unskilled manual occupations, unemployed and lowest grade occupations.

oupings. These are very similar to the UK groupings, with the exception of an extra category (F) for CIE whose main income comes from farming. Dublin Metropolitan Area uses data from AIMRO data for population split by social grade. Note that there are no respondents grouped into social grade F from either the AIMRO data or the independent survey data for Dublin Metropolitan Area.

	car, but also least likely to cycle	Percentage of residents in socio-economic group DE who never cycle	The percentage of respondents of this socio-economic group (derived from Q25a) answering never to Q2d in the independent survey of residents.
		Percentage of residents in socio-economic group DE who do not cycle but would like to	See page 10
	Number of adults in socio-economic group DE who do not cycle but would like to	The percentage of residents in socio-economic group DE who do not cycle but would like to (above) is multiplied by the percentage of residents in socio-economic group DE and by the total	

		streets outside local schools should be closed to cars during pick up and drop off times, speed limits should be reduced on local roads	
	Residents would like to see more government spending on public transport, cycling and walking	Percentage of residents who would like to see more government spending on: public transport, cycling, walking, driving	See page 16
		Cycling story from a city resident	Case studies from local city residents were sourced from local contacts.
Page 6 Realising benefits	Number of times city residents cycle around the world every day	The amount of times per day city residents cycle the equivalent of around the world	Miles (km for Dublin Metropolitan Area) cycled per day (below) divided by the equatorial circumference of the Earth (24,901 miles / 40,075 km).
		Percentage of residents that think more cycling would make the city a better place to live and work	The percentage of respondents giving this response to Q19a in the independent survey of residents.
		Number of cycle trips in the city in the past year	This is the sum of the total number of trips cycled for all purposes. See below for how the number of trips by purpose is calculated.
		Miles (or km) cycled in the city in the past year, and per day	Respondents to the independent survey of residents were asked to give an estimate of the typical one-way distance of each trip purpose (education, work or shopping/other purposeful/social trips, Q3b-6b) or the total round trip distance for leisure trips (Q7b). The median trip distance for each trip purpose was multiplied by the total number of trips

		<p>cycled for that purpose, and the distances travelled across trip purposes were summed. See below for how the number of trips is calculated. Trips per year was divided by 365 to get miles (km for Dublin Metropolitan Area) per day.</p> <p>For Edinburgh, the average cycling trip distance from the 2012-2017 Scottish Household Survey data was used for all trip types.</p>
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Annual trips by purpose: Work (adult)

For adult work trips:

For Greater Manchester, Transport for Greater Manchester (TfGM) provided trip estimates modelled from responses to their Travel Diary Survey (TRADS) for the calendar year 2018. This is comprised of the estimated number of cycling trips done for the purpose

For all other cities the number of trips is estimated from the responses to Q3a in the independent survey of residents and scaled up for the population.

Workdays are based on the number of working days per year (<http://www.work-day.co.uk/>) for each nation in

The seasonality-adjusted figure is divided by a trip-chaining factor from: Primerano, F et al. (2007)

school roll, and the trip-

2014-15, 2017-18, 2018-19 and 2019-20

		<p>Annual trips by purpose: Leisure (adult and child)</p>	<p>For adult and child leisure trips:</p> <p>For Greater Manchester, Transport for Greater Manchester (TfGM) provided trip estimates modelled from responses to their Travel Diary Survey (TRADS) for the calendar year 2018. This is comprised of the estimated number of cycling trips done for the purpose</p> <p>For all other cities the number of trips by adults is estimated from the responses to Q7a in the independent survey of residents and scaled up for the population.</p> <p>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).</p> <p>The calculations include a correction for seasonal variation and trip chaining (as above: adult work trips).</p> <p>For all cities except Manchester, child leisure trips are estimated from the adult leisure trip estimate using census data (UK cities: 2011 Census, Dublin Metropolitan Area: 2016 Census) about the proportion of childless households in each city.</p>
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Cycling keeps the
ciac251 0.259 rM94s)

		<p>Amount of return cycle trips that are made daily by people that could have used a car</p>	<p>The amount of trips (shown above) is multiplied by the proportion of cycle riders that own or have access to at least one car or van (from the independent survey of residents Q1 responses).</p> <p>For this survey cycle riders about the different ways in which you travel around, how</p> <p>6 days a week', '2-4 days a week', 'Once a week', 'Once a fortnight', 'Once a month', 'Less often'.</p>
		<p>Length of the traffic jam that would result from these cars</p>	<p>The number of trips that could have been made by car (above) multiplied by the average length of a parking space (4.8m) to represent one car in a traffic jam for every trip.</p>

Page 7

Realising benefits

Cycling unlocks health benefits for everyone

Amount of serious long-term health conditions averted per year by cycling (total, and by disease type in the chart)

The HEAT tool was not modified for an Irish context as it is based on Europe-wide context and is therefore applicable to

			<p>gas-emissions-2017/documents/scottish-greenhouse-gas-emissions-2017/scottish-greenhouse-gas-emissions-2017/govscot%3Adocument/scottish-greenhouse-gas-emissions-2017.pdf</p> <p>Cardiff: StatsWales, Emissions of Greenhouse Gases by Year [Online] Available at: https://statswales.gov.wales/Catalogue/Environment-and-Countryside/Greenhouse-Gas/emissionsofgreenhousegases-by-year</p> <p>Belfast: Department of Agriculture, Environment and Rural Affairs (2019) Northern Ireland greenhouse gas inventory 1990-2017 [Online] Available at: https://www.daera-ni.gov.uk/sites/default/files/publications/daera/ghg-inventory-statistical-bulletin-2017.pdf</p> <p>Dublin Metropolitan Area: Environmental Protection Agency (2019) Emissions, 1990-2017 [Online] Available at: https://www.epa.ie/pubs/reports/air/airemissions/ghgemissions2017/Report_GHG%201990-2017%20April%202019_Website.pdf</p>
	Cycling benefits residents and the local economy in the city (Societal Gain model)	Monetary net benefit to individuals and society for each mile (or km) cycled instead of driven	<p>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 riding a cycle.</p> <p>The costs of both include costs and benefits to the individual and to society as a whole. We call this the Societal Gain model. The calculation includes figures for the operating costs of cycle and car, travel time of both, traffic congestion and medical costs and work absenteeism (the main factors), and also infrastructure, local air quality, noise, greenhouse gases, and taxation (lesser factors).</p> <p>The figure for each factor is based on best available evidence in the UK and the Republic of Ireland, including</p>

			<p>data taken from the Gove Analysis Guidance (WebTAG). For some cases evidence from across Europe has been used.</p> <p>This methodology is based upon that used for the Copenhagen Bicycle Account, which has been established for 20 years and was one of the main inspirations for Bike Life.</p> <p>All costs and benefits are expressed in 2019 prices.</p>
		Total annual net monetary benefit to individuals and society from people with a car choosing to cycle for transport	This is calculated by multiplying the per mile (or km for Dublin Metropolitan Area) monetary benefit figure (above) by the estimated total pedalled distance that could have been driven across the year (see page 6).
		Total annual net monetary benefit to individuals and society from all trips cycled	<p>This is comprised of three parts:</p> <ul style="list-style-type: none"> the annual monetary benefit to the city from people with a car choosing to cycle for transport (above), plus the value of similarly purposeful trips but cycled by people without access to a car, plus the value of leisure cycle trips made by everyone <p>Note that where this figure amounts to less than the figure for the value of early deaths prevented (above) this is mainly because the figure for early deaths prevented does not take into account the costs of cycling.</p>

			Car/van includes travelling as driver or passenger.
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Edinburgh only: percentage of commuters living in Edinburgh that cycle to and from work

			For some cities the percentage for individual frequency categories are very low, so categories have been combined on both the cycling and walking chart.
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			<p>For Dublin Metropolitan Area deprivation data is also derived from the Deprivation Index for Ireland (2016) at ED (electoral division): https://maps.pobal.ie/WebApps/DeprivationIndices/index.html</p> <p>Areas within each city were ranked by deprivation and assigned to quintiles. The lowest quintile represents the 20% most deprived areas within that nation (England, Wales, Northern Ireland, Scotland, Republic of Ireland).</p> <p>The total population, and population from areas among the 20% most deprived in that nation, were calculated using an adapted version of the TravelTime platform travel time maps (isochrone shapes): https://qgis.traveltimeplatform.com/.</p> <p>This uses a baseline cycling speed of 10mph (16km/h) and takes into account type of cycle tracks and junctions but does not include gradient.</p>
		Cycling story from a city resident	Case studies from local city residents were sourced from local contacts.
Page 12 Barriers	What is stopping city residents cycling more?	Percentage of residents that think the city is a good place to cycle	The percentage of respondents giving this answer to Q12a in the independent survey of residents.
		<p>or more often because:</p> <ul style="list-style-type: none"> they are concerned about safety, poor weather, lack of confidence cycling, lack of facilities at home or work, <p>they live too far from their destination,</p>	<p>The percentage of respondents selecting this response to Q9 in the independent survey of residents. Survey respondents could pick multiple options.</p> <p>The responses are ordered by the proportions of residents who selected that reason, so the order will differ between cities.</p> <p>(Spans page 13 too)</p>

they have children, passengers or
too much to carry,

		<p>reducing anti-social behaviour or crime,</p> <p>reducing traffic levels on the roads,</p> <p>reducing the speed of traffic on the roads.</p>	
		<p>UK cities: Percentage of streets that are without 20mph speed limits</p> <p>Dublin Metropolitan Area: Percentage of streets that typically have traffic travelling at speeds above 30km/h</p>	<p>This is the percentage of the total street length to which a 20mph limit applies, not the percentage of named streets that are 20mph. Excludes motorways as these will never be appropriate for 20mph limits.</p> <p>Data supplied by partner authorities for each city.</p> <p>Dublin Metropolitan Area reports on the percentage of all streets that typically have traffic travelling at speeds above 30km/h, as data is NAVTEQ NAVSTREETS Speed Category data, rather than actual records of legally posted 30km/h signs.</p>
		<p>Percentage of households that are further than 125m away from routes that are considered good practice</p>	<p>Calculated by Sustrans based on data provided by partner authorities for each city.</p> <p>For Cardiff, Edinburgh, Inverness, Greater Manchester, Tower Hamlets and Tyneside this figure is based on the following routes:</p> <ul style="list-style-type: none"> cycle tracks within highway, physically separated from traffic and pedestrians traffic free cycle routes away from the highway signed cycle routes on low-trafficked and low speed roads [NB for Tyneside, quiet street routes in Gateshead not included in this calculation] <p>For Belfast, Bristol, Dublin Metropolitan Area, Dundee, Greater Cambridge, Southampton City Region and</p>

collected
case) so this figure is based on the following routes:

		<p>Percentage of residents who think the security of cycle parking is good</p>	<p>scaled up for the whole adult population of the city (see page 5) and then divided by the total number of cycle parking spaces in the city (data provided by the partner authority). This is cycle parking spaces, not stands; one Sheffield stand is two cycle parking spaces.</p> <p>Includes all public cycle parking available to the general public. Excludes parking at workplaces, educational establishments and railway stations that are for exclusive or preferential use by people at those establishments.</p> <p>The percentage of respondents giving this answer to Q12h in the</p>
--	--	--	---

Page 14 Solutions	Many city residents want to cycle	Percentage of residents who feel they should cycle more	The percentage of respondents giving this answer to Q19f in the independent survey of residents.
		Percentage of residents who: regularly cycle, occasionally cycle, are new or returning to cycling, do not cycle but would like to, do not cycle and do not want to.	The percentage of respondents giving this answer to Q8 in the independent survey of residents.
	Residents want improved cycling infrastructure	Percentage of residents who would find the following infrastructure improvements useful: more traffic-free cycle routes away from roads, e.g. through parks or along waterways more cycle tracks along roads which are physically separated from traffic and pedestrians, more signposted local cycle routes along quieter streets where there is less traffic, better links with public transport, e.g. secure cycle parking at train stations	The percentage of respondents giving these answers to Q10b, Q10a, Q10c, Q10l in the independent survey of residents.

Length of traffic-free cycle routes away from the road

Data supplied by partner authorities.

Liverpool City Region: the breakdown of individual route types could not be calculated so the total length

			The length of National and Regional roads in Dublin Metropolitan Area was calculated using the NAVTEQ dataset.
Page 15 Solutions	Residents want more support to cycle	Percentage of residents that would find the following support useful to cycle more: improvements to the public cycle sharing scheme, cycling training courses and social rides, access to an electric cycle, access to an adapted cycle (e.g. tricycle or recumbent cycle), access to a cargo cycle.	The percentage of respondents giving these answers to Q10d, Q10f, Q10i, Q10j, Q10k in the independent survey of residents. improvements to the public cycle sharing reported only for the following cities, because only these cities had operational schemes at both the time of the survey and the time of publication: Belfast Cardiff Dublin Metropolitan Area Edinburgh Greater Cambridge Liverpool City Region Tower Hamlets
		Cycle scheme data: Annual trips Cycle share stations Cycles	Cycle scheme data is reported only for the following cities: Belfast: Belfast Bikes data provided via Nextbike Office System Cardiff: data provided by Nextbike, data for July 2018- June 2019 Dublin Metropolitan Area: Dublin Bikes and BleeperBikes data provided by the operators. BleeperBikes is a dockless scheme so does not have any cycle share stations. Edinburgh: Edinburgh Cycle Hire data provided by Serco, annual trips is for January to November 2019

Greater Cambridge: dockless MoBikes data provided by MoBike. Cycle share stations not reported as the scheme is dockless.

		<p>Dublin Metropolitan Area: Percentage of streets that should typically have traffic travelling at speeds below 30km/h</p>	<p>Dublin Metropolitan Area reports on the percentage of all streets that should have traffic travelling at speeds below 30km/h, as data is NAVTEQ NAVSTREETS Speed Category data, rather than actual records of legally posted 30km/h signs.</p> <p>Cardiff also reported the increase in percentage since the 2017 Bike Life report: https://www.sustrans.org.uk/media/2949/bike-life-cardiff-2017.pdf</p>
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Percentage of residents who 0.25 0.259 rg 0.25

charging employers who provide
workplace car parking in cit 0.250 re W

Appendix

Appendix A: Independent surveys

An independent representative survey of residents was conducted in each city. For the majority of cities it was conducted by NatCen Social Research. In Tower Hamlets the survey was conducted by DRG, and in Dublin Metropolitan Area by Behaviour & Attitudes (B&A).

The survey by NatCen Social Research aimed to gather a representative sample of at least 1,100 respondents aged 16 and above in each of the 12 UK cities (the actual number of completed surveys is between 1,199 and 1,819 for all cities). The sample of respondents was stratified first by the Index of Multiple Deprivation quintiles³ and then by Output Area classifications⁴

survey, where letters including access codes and login credentials for the online survey were posted to specific addresses of a sample chosen by the stratification described above. There was also a paper format of the questionnaire that could be returned by prepaid postage. This process took place between 10th April and 1st July 2019.

In Tower Hamlets, NatCen subcontractor, fieldwork agency DRG, conducted a face to face survey instead of push to online due to the large proportion of non-English speakers in the target population. In this instance, the sample was drawn from address lists based on Census Output Areas (O .015 -0:

population. In other words, data on the views and

NUMERICAL RESPONSE IN MILES [*km for Dublin Metropolitan Area*]

0.25-50.00 miles [*km for Dublin Metropolitan Area*]

{ASK IF CYCLE TO WORK AT ALL ALL EXCEPT NEVER OR NOT APPLICABLE Q3a}

Q3c

Please give your best estimate of the typical duration in minutes of a one-way cycle trip to or from work.

NUMERICAL RESPONSE IN MINUTES.

1..150 minutes

Q4a

How often do you cycle to get around as part of your job? For example, for delivering items or travelling to meetings?

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

Not applicable

{ASK IF CYCLE IN THE COURSE OF WORK AT ALL ALL EXCEPT NEVER OR NOT APPLICABLE Q4a}

Q4b

Please give your best estimate of the typical distance in miles [*km for Dublin Metropolitan Area*] of a one-way cycle trip to get around as part of your job. For example, for delivering items or travelling to meetings?

Please give us the distance in miles (e.g. 3 miles, 1.5 miles). [*km for Dublin Metropolitan Area*]

NUMERICAL RESPONSE IN MILES [*km for Dublin Metropolitan Area*]

0.25-50.00 miles [*km for Dublin Metropolitan Area*]

{ASK IF CYCLE IN THE COURSE OF WORK AT ALL ALL EXCEPT NEVER OR NOT APPLICABLE Q4a}

Q4c

Please give your best estimate of the typical duration in minutes of a one-way cycle trip to get around as part of your job. For example, for delivering items or travelling to meetings?

NUMERICAL RESPONSE IN MINUTES.

1..150 minutes

{ASK if sa

Q5a

How often do you cycle to or from school, college or university? This includes accompanying a child or someone else.

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
Not applicable

{ASK IF CYCLE TO SCHOOL, COLLEGE AT ALL ALL EXCEPT NEVER OR NOT APPLICABLE Q5a}

Q5b

Please give your best estimate of the typical distance in miles [km for Dublin Metropolitan Area] of a one-way cycle trip to or from school, college or university. This includes accompanying a child or someone else.

Please give us the distance in miles (e.g. 3 miles, 1.5 miles). [km for Dublin Metropolitan Area]

NUMERICAL RESPONSE IN MILES [km for Dublin Metropolitan Area]

0.25-50.00 miles [km for Dublin Metropolitan Area]

{ASK IF CYCLE TO SCHOOL, COLLEGE AT ALL ALL EXCEPT NEVER OR NOT APPLICABLE Q5a}

Q5c

Please give your best estimate of the typical duration in minutes of a one-way cycle trip to or from school, college or university. This includes accompanying a child or someone else.

NUMERICAL RESPONSE IN MINUT1 90.744 1 42285.

Cycling is not for people like me
None of these

{ASK ALL}

Q10

How useful, if at all, would any of the following be to help you start cycling or to cycle more?

- a) More cycle tracks along roads which are physically separated from traffic and pedestrians
- b) More traffic-free cycle routes away from roads e.g. through parks or along waterways
- c) More signposted local cycle routes along quieter streets where there is less traffic
- d) *['Improvements to the public cycle sharing scheme – the Dublin City Bikes scheme' for Dublin Metropolitan Area]*
- e) Streets with 20mph speed limits *[30km/h for Dublin Metropolitan Area]*
- f) Cycling training courses and social rides
- g) Fewer motor vehicles on our streets
- h) Restricted car parking
- i) Access to an electric cycle
- j) Access to an adapted cycle, e.g. a tricycle or recumbent cycle (where the rider sits in a reclining position)
- k) Access to a cargo cycle (with space to carry children or shopping)
- l) Better links with public transport, e.g. secure cycle parking at train stations *['at train/DART/LUAS stations' for Dublin Metropolitan Area]*

Very useful

Fairly useful

Not very useful

Not useful at all

Not applicable d) only

{ASK ALL}

Q11

Here are some ideas for safe cycling routes that could connect you to different destinations. Please say which, if any, of the following, would be most useful to help you start cycling or to cycle more. Please select all that apply.

- a) More cycle routes into the city or town centres
- b) More cycle routes to shops, schools or other local destinations
- c) More cycle routes to employment areas outside of the city or town centres
- d) More cycle routes to public transport hubs, for example train stations *['for example LUAS/DART stations' for Dublin Metropolitan Area]*
- e) More cycle routes to green spaces and the local countryside
- f) None of these

{ASK ALL}

And now some questions on your views about transport and cycling in your local area.

Q12

We would like to ask you what you think about cycling in your local area. For each statement, please say whether you think it is good or bad?

- a) Your local area overall as a place to cycle
- b) Cycling safety
- c)

- d) The amount of cycle routes
- e) The directness of cycle routes to the places you want to go
- f) The condition of cycle routes
- g) The signposting of cycle routes
- h) The security of cycle parking
- i)

['The public cycle sharing scheme – the Dublin City Bikes Scheme' for Dublin Metropolitan Area]

Very good
 Fairly good
 Neither good nor bad
 Fairly bad
 Very bad
 Not applicable i) only

{ASK ALL}

Q13

For each of the following please say whether or not you think safety needs to be improved?

- a) Walking around your local area
- b) Cycling around your local area
- c) Using public transport in and around your local area
- d) Driving a car in and around your local area

Yes
 No

{ASK ALL}

Q14

Please say how important you think each of these issues is for improving cycle safety

- a) Reducing levels of traffic on the roads
- b) Reducing the speed of traffic on the roads
- c) Improving the behaviour of people driving cars
- d) Improving the behaviour of other people cycling
- e) Reducing anti-social behaviour or crime
- f) Improving routes and facilities for safe cycling
- g) Better road quality and fewer pot holes
- h) Better lighting on cycle routes in poorly lit areas

Very important
 Fairly important
 Not very important
 Not at all important

{ASK ALL}

And now some questions about making improvements to your local area

Q15

Here are some ideas to make your local area a better place to live, work or visit. How much do you agree or disagree with each one?

- a) Close streets outside local schools to cars during drop-off and pick-up times
- b) Restrict through-traffic on local residential streets
- c) Make it easier to drive on local residential streets

- d) Reduce speed limits on local roads
- j) Provide more car parking spaces along your local high street [*'local main street' for Dublin Metropolitan Area*]
- e) Increase space for people socialising, walking and cycling on your local high street [*'local main street' for Dublin Metropolitan Area*]

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

{ASK ALL}

Q16

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? [*'cycle lanes' for Dublin Metropolitan Area*]

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

{ASK ALL}

Q17

Would you like to see more or less government spending on each of the following in your local area or do you think the level of government spending is about right?

- a) On cycling
- b) On walking
- c) On public transport
- d) On driving

More government spending
Less government spending
The level of spending is about right

{ASK ALL}

Q18

To what extent do you support or oppose the following ideas, if the financial proceeds were used to help fund public transport, walking and cycling in your local area?

- a) Charging more polluting vehicles entering the city centre, including private cars
- b) Charging employers who provide workplace car parking in cities
- c) Increasing the cost of car parking in the city centre
- d) Increasing the cost of car parking for visitors on residential streets

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

{ASK ALL}

{ASK ALL}

Q23

Which of the following describes how you think of yourself?

Female

Male

In another way

{ASK ALL}

{ASK ALL}

Q24

And are you...?

Working full time (30+hrs a week)

Working part time (8-29hrs a week)

Unemployed seeking work

Unemployed Not seeking work EXCLUDING RETIRED/STUDENT

Retired

Student

Other

{ASK ALL}

Q25a

What is the occupation of the MAIN INCOME EARNER in your household?

List below

{ASK IF RETIRED AT Q24}.

Please indicate which one of the following best describes the PREVIOUS OCCUPATION of the chief 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. Home maker
- i. Retired

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

{ASK ALL}

Q26

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 -6d

{ASK ALL}

Q30

Do you have any physical or mental health conditions or illnesses lasting or expected to last for 12 months or more? If you have a physical condition and a mental health condition please cross both boxes

Yes, a physical condition

Yes, a mental health condition

No

{ASK IF YES AT Q30}

Q31

Do you have any health conditions or illnesses which affect you in any of the following areas?

Please select all that apply.

Reduced mobility (including physical/dexterity/stamina impairments)

Learning disabilities

Deaf and hearing loss

Blind and partially sighted

Mental health problems

Other

None of these

{ASK ALL}

Q32

So that we can understand what people think about cycling in specific parts of your local area it would be useful for us to have your full postcode. We will pass your postcode to the charity Sustrans and their local council partners. It would be used for research purposes only; it would never be passed onto any marketing or advertising company.

WRITE IN

{ASK ALL WHO REFUSE AT Q32}

Q33

In that case, please could you provide just the first part of your postcode, including the number in the 2nd half? As mentioned, it would be used for research purposes only; it would never be passed onto any marketing or advertising company.

WRITE IN
