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Enabling cycling for all ages and abilities

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West Sussex Cycle Summit 2017

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The problem

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The problem

- Cycling levels are very low in the UK by European standards
- E.g. over half of all commutes < 5km are by car, while only around 5% are cycled
- Cycling levels are also very unequal

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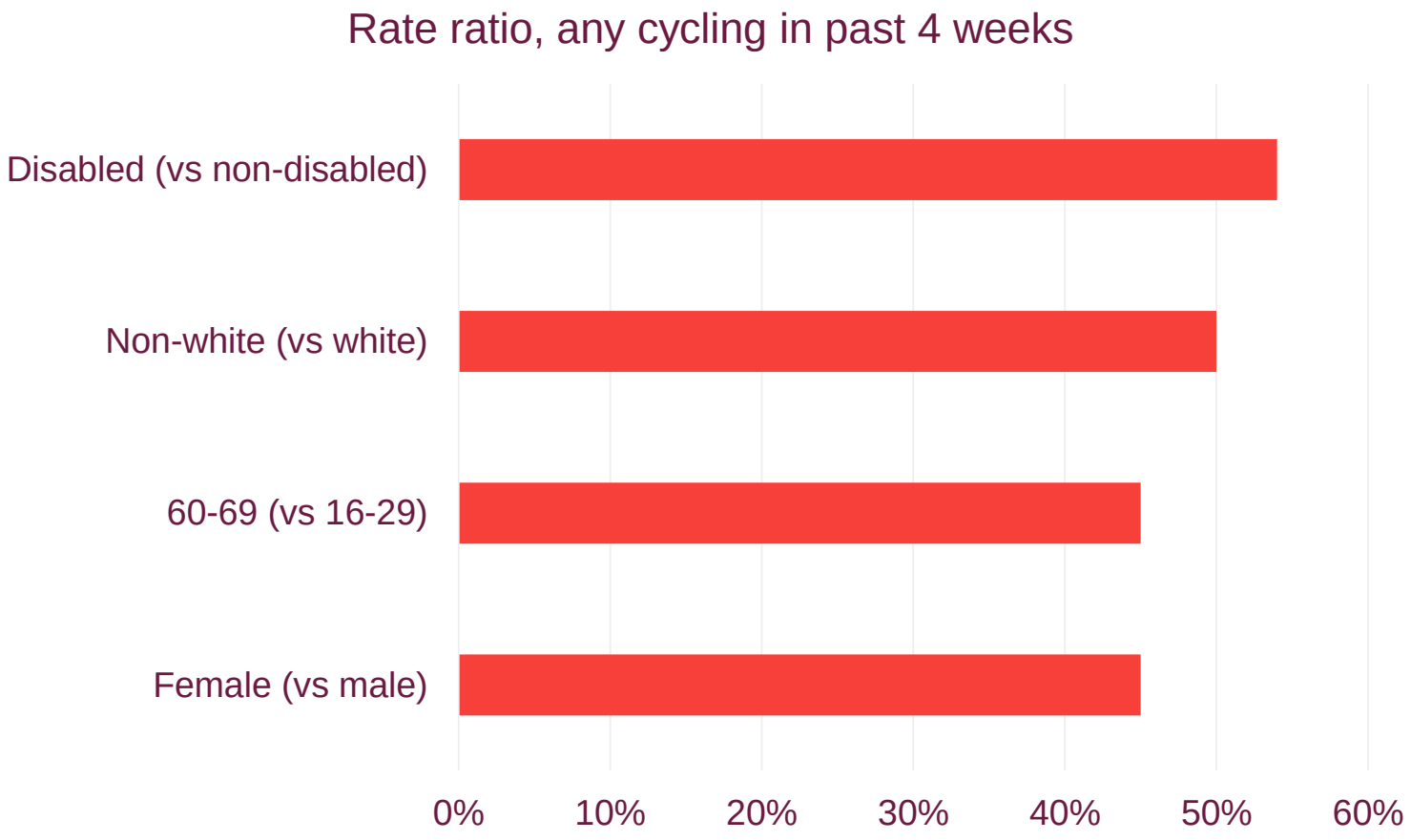
English inequalities in cycling participation



Source: Analysis of Active People Survey data, Aldred & Goodman

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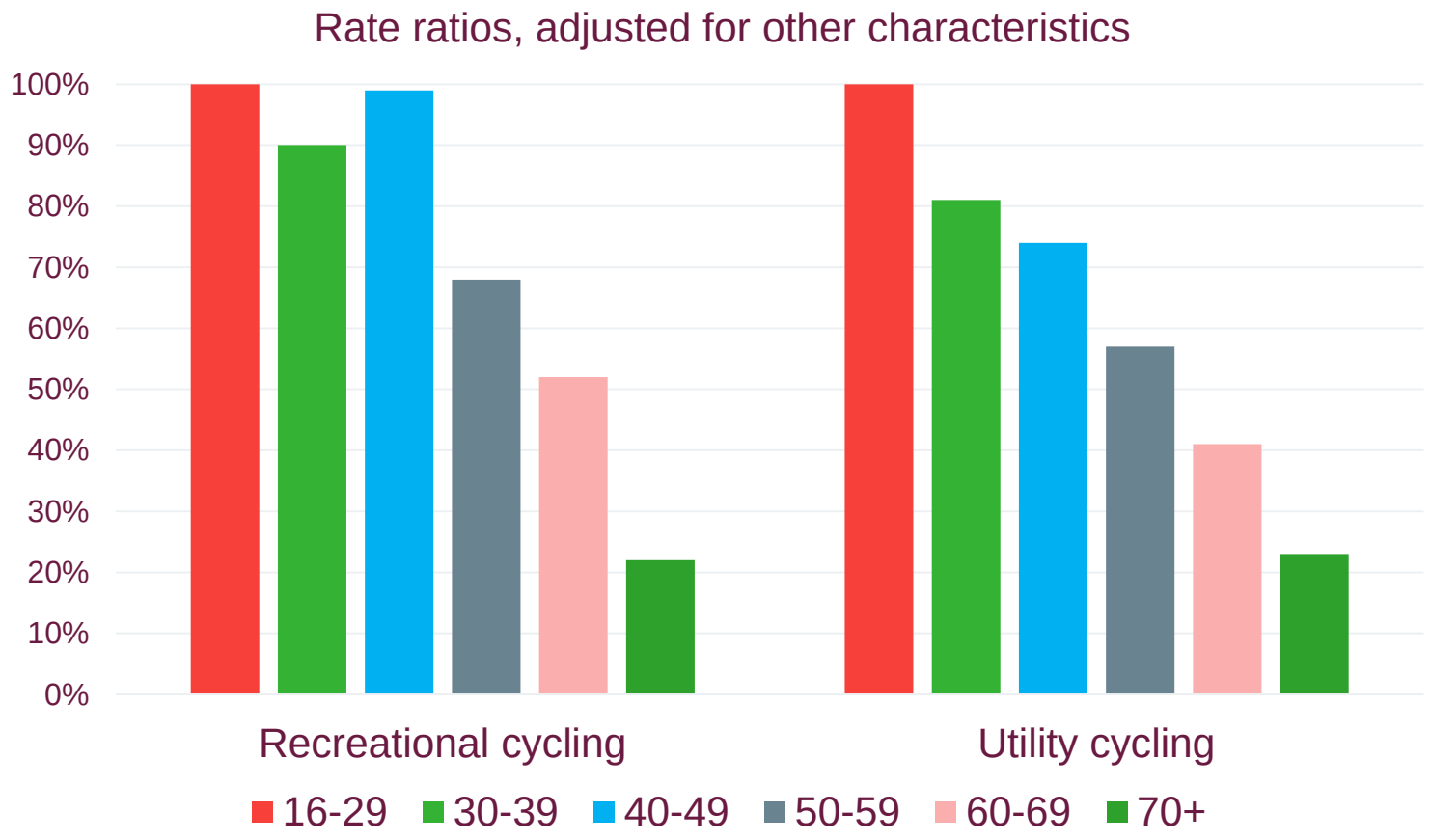
Age



Active People Survey data, analysis: Anna Goodman

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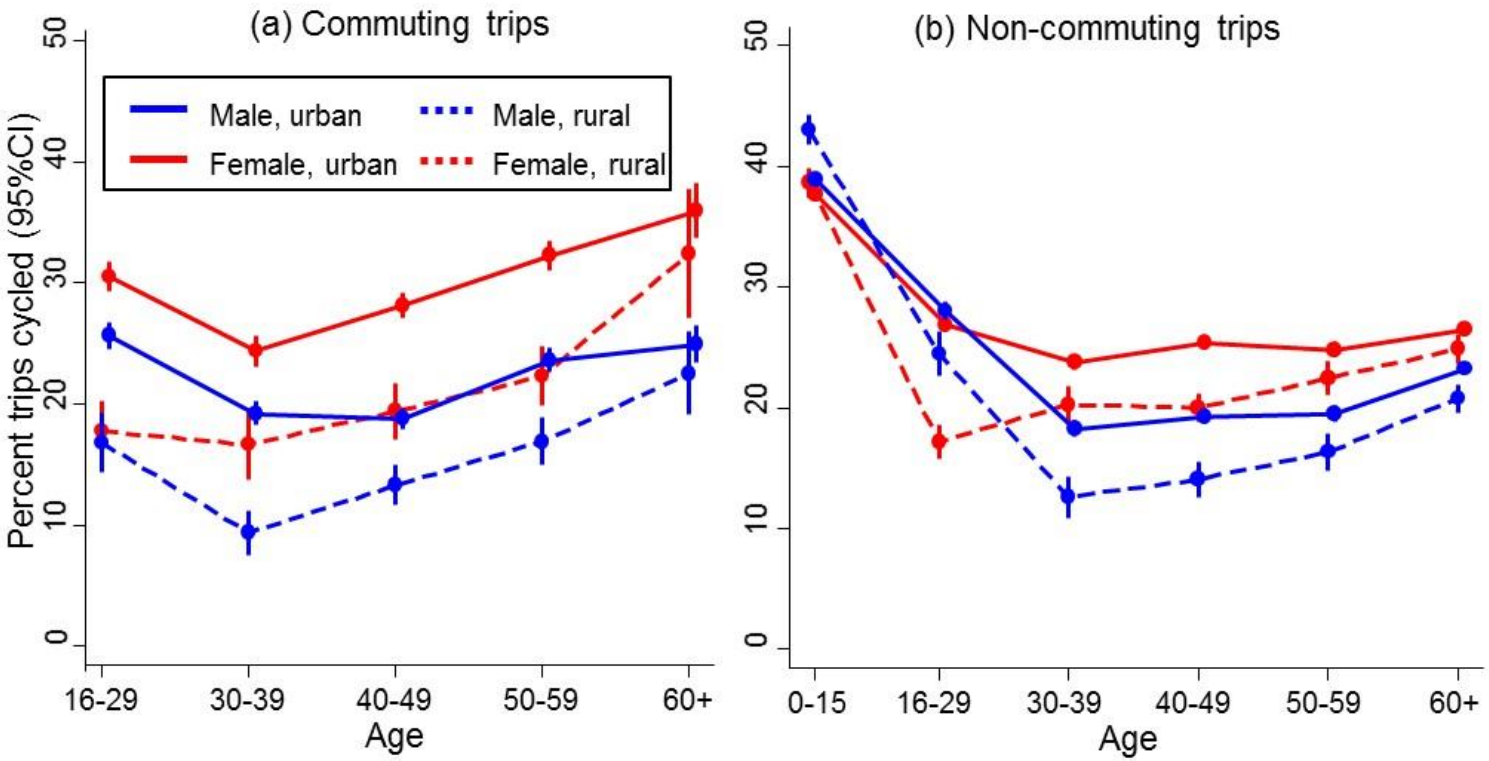
The Dutch picture



Source: DfT (2016) National Propensity to Cycle Tool Stage 1 Report, Appendix 8 https://www.gov.uk/government/publications/national-propensity-to-cycle-first-phase-development-study . NTS analysis by Anna Goodman.

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Even in England (Cambridge)

- Men and women equally likely to cycle to work
- Cycle commuting % only declines slightly with age
- One in four disabled commuters cycles to work

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Why does the participation gap matter?

- It’s not about increasing cycling for its own sake
- It’s about all the benefits that we are missing out on as a society
- These benefits are often particularly important for under-represented groups (e.g. women have lower car access than do men, so have more need for alternatives)

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Infrastructure and diversity

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Infrastructure and diversity

- Increasing diversity isn't primarily about marketing (although showing a diversity of cyclists and cycles in images is important)

- We need to listen to what people from under-represented groups say about cycling… and a lot of it's about infrastructure & policy

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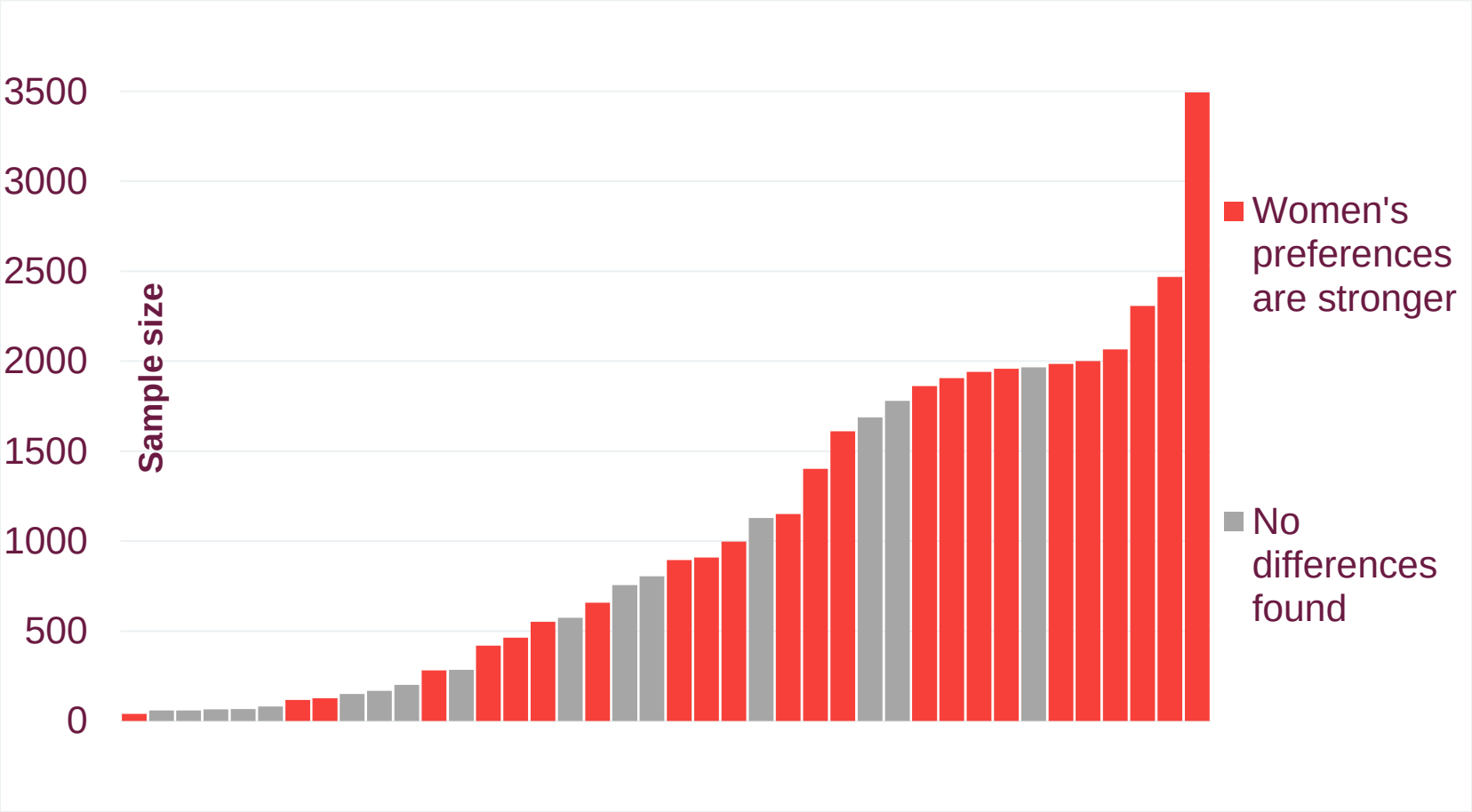
Gender and preferences for separated infrastructure, systematic review of studies



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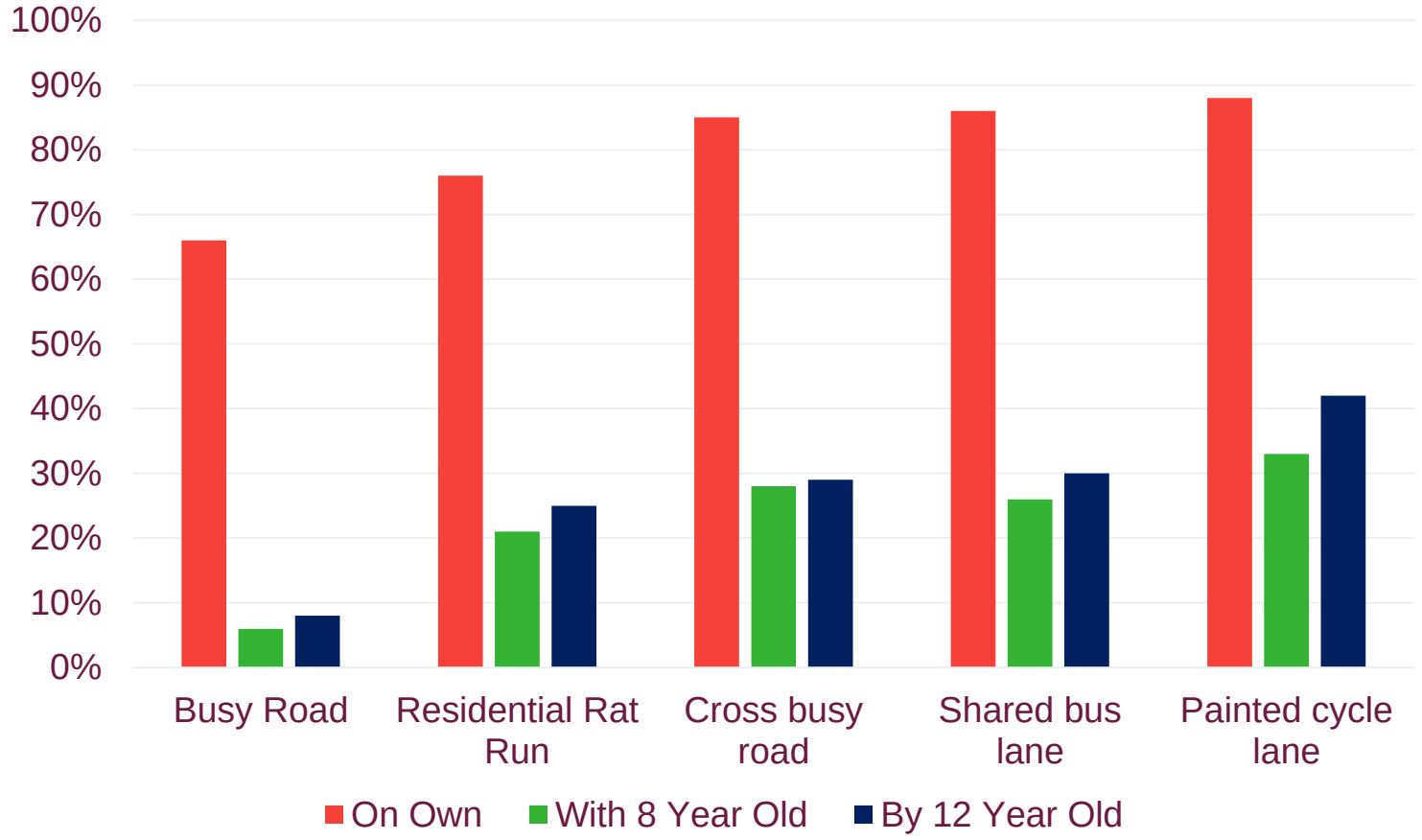
Perceived acceptability of different infrastructure, with and without children (single study, respondents mostly regular London cyclists)



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E.g. crossing busy road

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Infrastructure and…

- For under-represented groups, some evidence that social safety issues may be more important too (e.g. ‘quiet’ routes through parks and through housing estates may be off-putting)

- Some, like women and older people, are also less likely to cycle longer/hillier distances

- They need routes that feel safe in relation to traffic and crime, and which are direct

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Build it and… Royal College Street study

- Control sites: 25% female
- Cycle track sites: 34% female

- Higher proportions of over 60s, under 18s, and people without specialist clothing at the cycle track sites

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The potential

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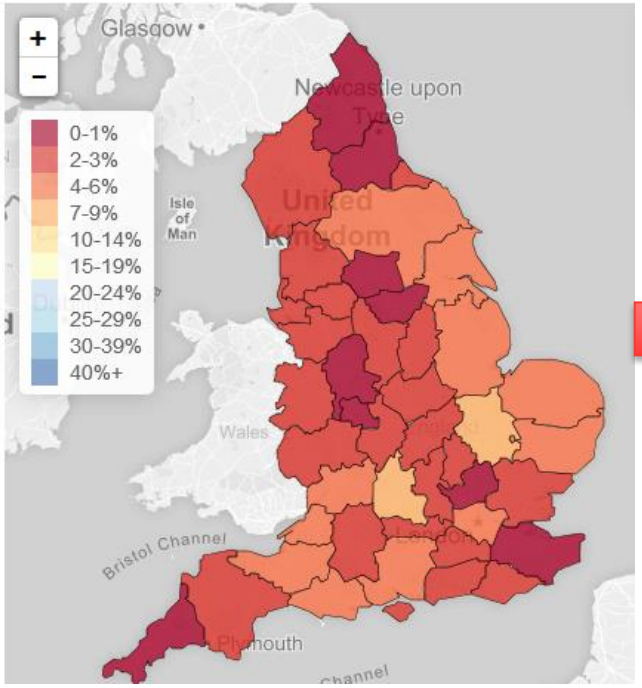
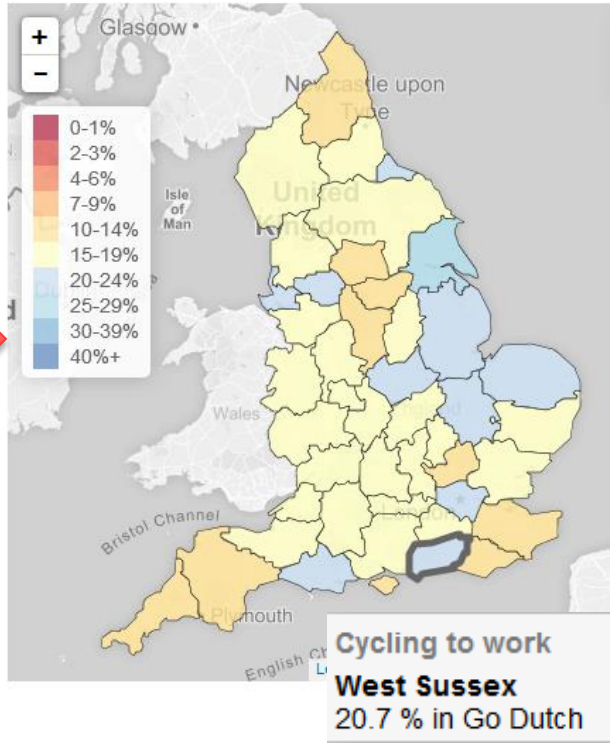
Cycling potential across England

WWW.PCT.BIKE
PROPENSITY TO CYCLE TOOL



WWW.PCT.BIKE
PROPENSITY TO CYCLE TOOL



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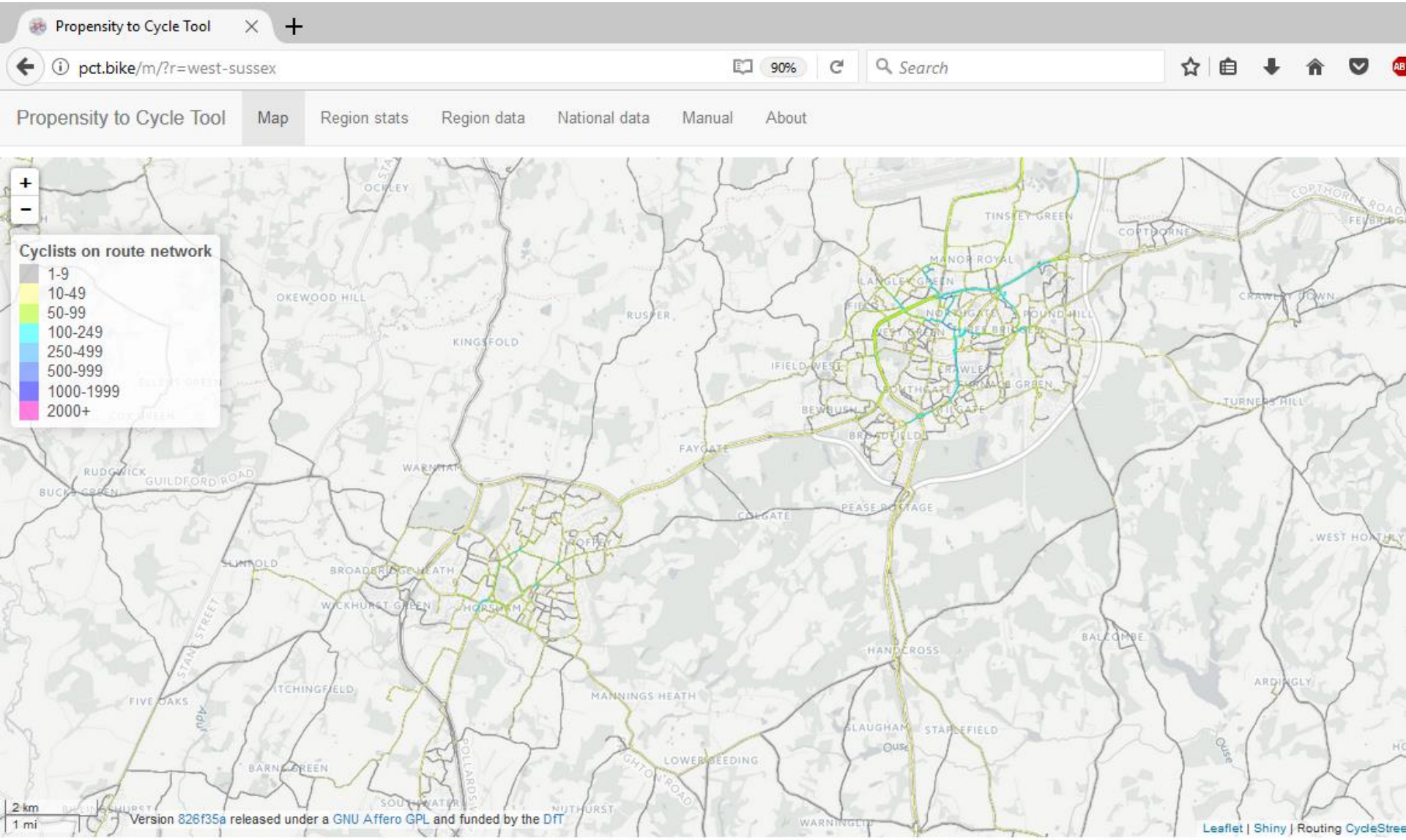
Current (Census) cycle commuting, Horsham and Crawley



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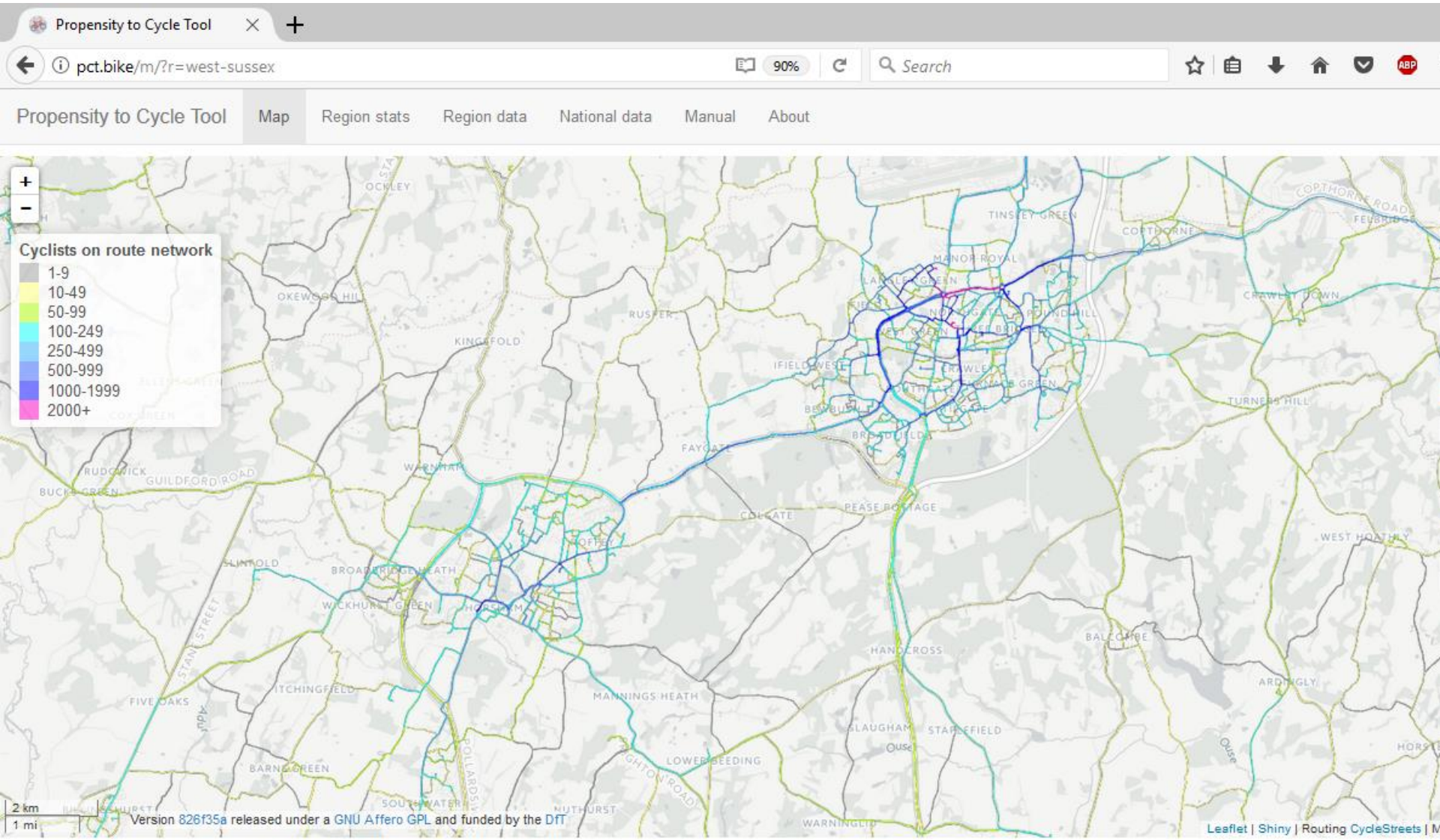
‘Go Dutch’ cycle commuting, Horsham and Crawley



Gold Standard Infrastructure

<u>Direct routes…</u>

- Away from motor traffic
- Physically protected infrastructure (tracks) on busier roads
- <u>Very</u> lightly trafficked smaller streets

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The prize (one of them!)

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Independence for all across the life course

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