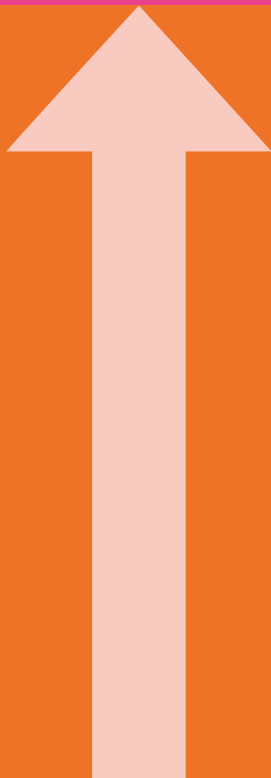




the state of cycling



Britain urgently needs to change the way that it moves.

Our roads have continued to swell, our air quality is dangerously harmful and we are in the midst of an inactivity and obesity public health emergency. And yet, despite all of this, efforts to get people out of their cars and choosing more active travel choices have stalled.

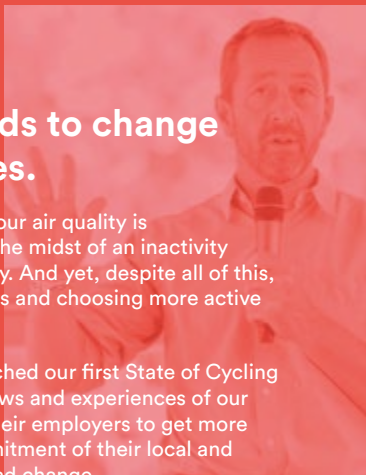
That's why in January 2019 we launched our first State of Cycling survey: to better understand the views and experiences of our members, including the efforts of their employers to get more people riding to work and the commitment of their local and national representatives to spearhead change.

Despite glimmers of progress, the overall picture is quite stark. Seven in ten do not believe that conditions have improved in the last five years, while almost two thirds are concerned about their safety when riding on the road. We clearly still have plenty to do, and we want these figures to be a rallying cry – for bold leadership, greater investment and strong collaboration – as we enter the next Government spending review period.

You may be wondering why we only sought the views of our members, a group largely made up of regular and committed riders. The answer is quite simple – if cycling isn't an enjoyable experience for these people, our efforts to convince the hesitant or reluctant to get on a bike don't stand a chance.

Transforming Britain into a great cycling nation won't be easy, and we will only ever get there with the support, determination and collaboration of its communities, businesses and politicians. So let's get on with it.

Chris Boardman
British Cycling Policy Adviser



State of Cycling in numbers

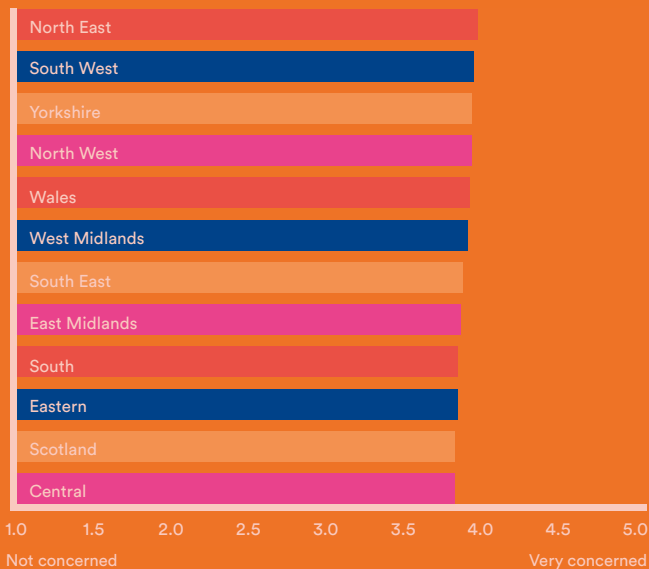
- 15,199 responses
- 87% ride at least once a week
- 97% also hold a full UK driving licence
- 30% are parent or guardian of a child under the age of 16

Data has been split in accordance with British Cycling governance regions. London is split between South East, Central and Eastern regions, however where a figure is given for London specifically this just refers to the 32 London boroughs and the City of London.

Safety

Firstly, we wanted to understand our members' overall perceptions of riding on Britain's roads. We asked them to say how concerned they felt for their safety, on a scale of 1 (not concerned) to 5 (very concerned).

Overall, almost two thirds said that they were either concerned or very concerned about their own safety, with the North East, South West and Yorkshire faring worst.





71%

believe that drivers are often hostile towards people on bikes – though 72% also said that they often see people on bikes riding in a way which puts themselves in danger.

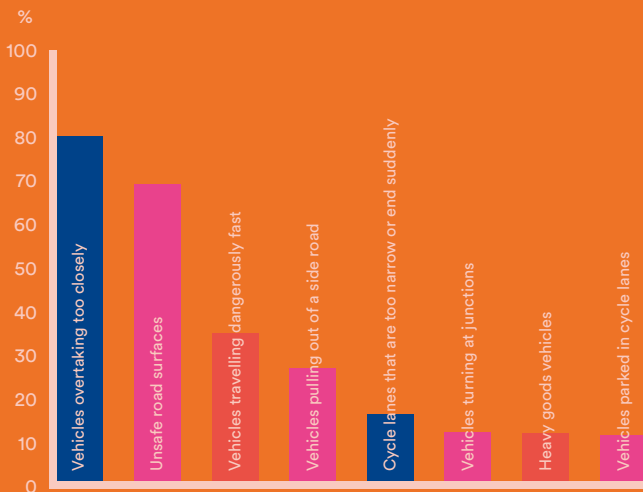
More encouragingly,

95%

said that riding their bike makes them more careful around other people on bikes when they're driving.

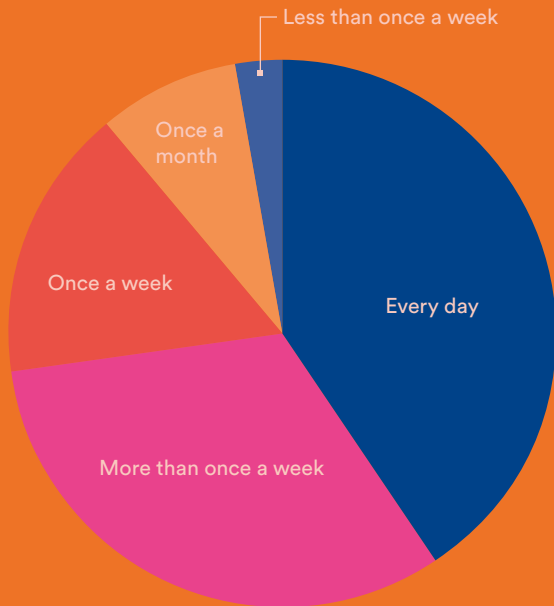
But what are the main hazards our members encounter?

We asked them to rank their top three.



Combined together, close passing and high vehicle speeds are a toxic cocktail which can make cycling an intimidating experience for even the most seasoned riders.

It's not hard to see why close passing ranks so highly – almost nine in ten of our members experience it at least once a week, with those in the South East, South West and Yorkshire impacted most.



Learn more about efforts to combat the issue of close passing through Cycling UK's 'Too Close For Comfort' campaign.

Leadership

We also asked our members how much they think their local and national representatives are doing to enable more people to ride their bike.

They were especially critical of the Government in Westminster, with only 16% agreeing that cycling is taken seriously. Just over one in five (21%) said the same for their local council, while fewer than a third (30%) said that their local council was taking measures to improve conditions for people on bikes.

British Cycling is a member of the Walking and Cycling Alliance, which continues to lobby the Department for Transport to increase funding for cycling and walking to 5% of overall transport funding in 2020/21, rising to 10% by 2024/5.

Which areas are doing the most to improve things?

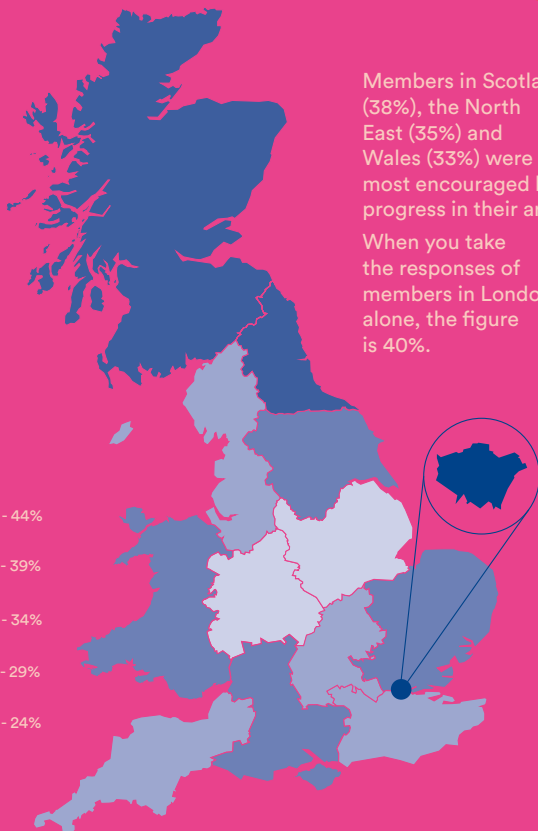
Members in Scotland (38%), the North East (35%) and Wales (33%) were most encouraged by progress in their area.

When you take the responses of members in London alone, the figure is 40%.

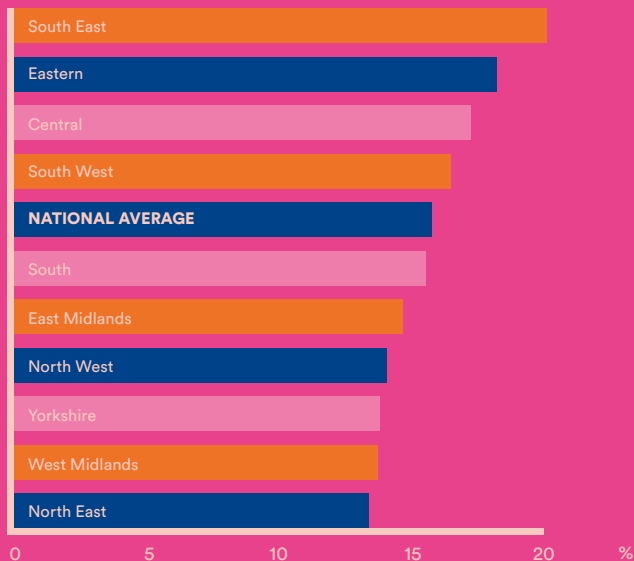
More



Less

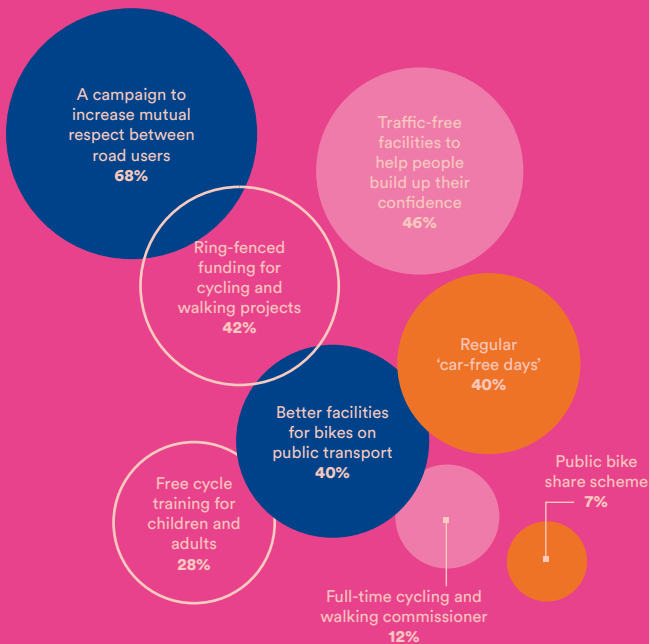


Interestingly, there is a clear north-south divide in the percentages of people who think cycling is taken seriously by the national Government.



In Wales, 22% said that cycling was taken seriously by their devolved authority, rising to 25% in London and 26% in Scotland – highlighting the impact that devolution of transport budgets is beginning to have.

While the current forecast is bleak, we wanted to know what our members thought could have the biggest impact on getting more people cycling in their town or city. Here's what they told us.



In the coming years British Cycling – with the support of Sport England and the Department for Digital, Culture, Media and Sport – has committed to spending £15 million on cycling facilities in England, as part of the 2019 UCI Road World Championships legacy fund. Find out more by searching 'Places to Ride'.

If you're looking for a car-free day near you, check out our traffic-free, city centre HSBC UK Let's Ride events, taking place across Britain this summer.

letsride.co.uk

Commuting

Finally, we wanted to gain an understanding of our members' experiences of commuting by bike.

The picture here is much more positive, with over half (53%) of those who answered saying that their employer encourages them to ride their bike to work, while 64% said that they make it easy for them to do so.

Interestingly, 53% said that cycling facilities are a big factor in their choice of employment, and 86% said that cycling to work helps them to perform better in their job – which highlights how better cycling facilities can help employers to attract employees and improve the productivity of their workforce.

Despite all of this, over three quarters (77%) said that their employer could be doing more, and here are their top three suggestions for what businesses should be doing.



Showers and
changing rooms



Secure parking
facilities



Joining the Cycle
to Work scheme

These were followed by financial incentives based on mileage cycled, flexible working hours and flexible dress code.



Alongside our lead partner HSBC UK we've convened networks of businesses in a number of major UK cities, and are currently working with academics at the University of Glasgow and University of Edinburgh to deliver world-leading insights on workplace cycling interventions.

Something that makes commuting by bike unappealing for many is the inability to seamlessly combine it with public transport.

Only one in ten

(10%) agree that combining the two is easy as things stand, and

89%

say that improving this would encourage them to cycle more journeys than they do currently.

What we're calling for...

1

Public campaign to improve mutual respect between all road users.

2

Ring-fenced funding for cycling and walking in line with levels suggested by the Walking and Cycling Alliance (see section on Leadership).

3

National network of major employers convened by the Department of Transport to understand how they can best support small and large businesses to get more of their employees riding to work.

**let's change
the way
we move** 

We're working tirelessly to improve conditions for people on bikes and help to transform Britain into a great cycling nation – but we can't do it without the guidance and support of our members.

Keep up to date with our work and support our vision by becoming a member:

britishcycling.org.uk/membership

Email your thoughts to:

choosecycling@britishcycling.org.uk

Find out more about the State of Cycling at:

britishcycling.org.uk/stateofcycling



britishcycling.org.uk/waywemove
[#waywemove](https://twitter.com/waywemove)