cycling england

Cycling Demonstration Towns

Monitoring project report 2006 to 2009

Appendix

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ITS

This document is the appendix to the Cycling Demonstration Towns monitoring project report 2006 to 2009.

Acknowledgements

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Appendix 1: Analysis of automatic cycle counter data

Data cleaning

1.1. Automatic cycle count data are either supplied as .dmp files and processed using the proprietary software package VDA-pro, or extracted from C2 Web, a web-based hosting site for continuous cycle count data. Due to the limited processing capabilities of both databases, we have opted to take only raw count data from the software and process it externally using a series of Excel spreadsheets. The first stage in this procedure is data cleaning.

1.2. Typically, data are available for two channels per counter, each recording movement in opposing directions. Data may need to be removed from the raw data file for one of three reasons: i) data are truncated and appear as -1 in VDA-Pro output; ii) data are missing and appear as -2 in VDA-Pro output; iii) there are outlying peaks in counts which, if retained and used in further analysis, would misrepresent levels of cycling and changes in levels of cycling over time. Truncated and missing counts are deleted. Where data are missing or truncated in one channel, the count is also deleted from the corresponding time period in the opposing channel.

1.3. Outlying peaks in counts are identified by a visual assessment of the daily count plotted against time. The corresponding data are then removed from the raw data series. We have not attempted to patch missing data in the time series. If data are not complete for the 16 hours of the day from 0600h to 2200h, then the day is treated as being entirely missing and is removed from the time series.

Analysis

1.4. Seven day median, five day (week day) median and weekend day median cycles counted per day are calculated for each month in the time series where a minimum of 15 days of data are available.

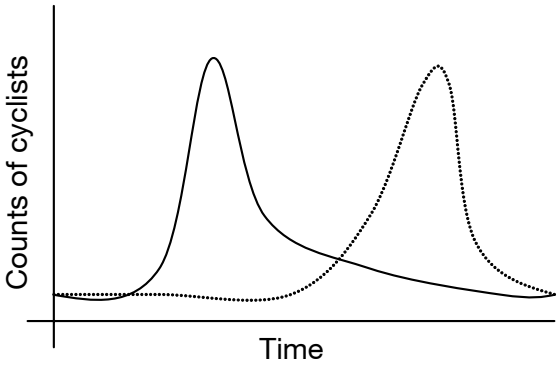
1.5. Changes in levels of cycling within a 24 hour period can be linked to factors such as commuting to work and school travel. Analysis of data at the hourly level can provide an insight into the ways in which different routes are used. A more detailed picture of use of a route at the counter location may be

obtained by comparing data collected by the individual channels in a single counter.

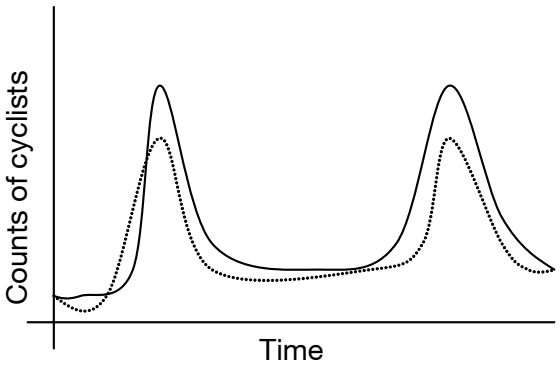
1.6. Three distinct patterns are found through this analysis: i) a peak in flow in one direction in the morning balanced by a peak in flow in the opposite direction in the evening, corresponding to journeys to and from a key destination; ii) a peak in flow in both directions in the morning and the afternoon indicating that the counter is located at a point between multiple key destinations, and that cyclists making commuting trips pass the counter in both directions; iii) An increase in counts towards early/late afternoon followed by a decline towards the end of the day, indicating that the trips counted are not predominantly commuting trips in the morning and afternoon and may instead be for leisure purposes. Examples of each of these patterns of flow are presented in Figure 1.1.

1.7. Monthly variation in counts represents the seasonality of cycle trips. Typically, cycling activity is greater in the summer months than during the winter. Other factors may drive the seasonality profile of data collected at a particular site. For example, data from a counter located close to a school or university may display marked seasonality linked to term dates.

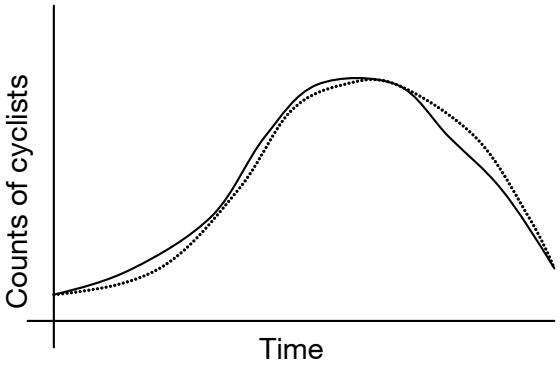
Figure 1.1: Examples of patterns of flow observed in automatic cycle counter data



i) A peak in cycle counts in one direction in the morning balanced by a peak in counts in the afternoon in the opposite direction, suggesting commuting journeys to and from a key destination



ii) A peak in cycle counts in both directions in the morning and the afternoon, suggesting the location of the counter between multiple key destinations attracting commuting journeys



iii) A peak in cycle counts in both directions around the middle of the day, suggesting the location of the counter on a route not used predominantly for commuting journeys

Expressions of change over time

1.8. Year on year comparisons permit an analysis of how levels of cycling change over the longer term. Crude mechanisms which simply compare annual average daily totals (the standard form of output from proprietary packages) disregard seasonality and weather effects, and are considered to under-represent levels of change in cycling activity. To quantify changes over time, techniques which allow for such seasonal cycles should be applied.

1.9. The preferred approach to generating an expression of change as a percentage increase for a single continuous data sequence (i.e. one site only) is the seasonal slope estimator[1]. The slope estimator generates a value, Q_i which represents an expression of annual change in levels of cycling activity (effectively new cycle trips per day), and uses it as the basis for generating an expression which represents the level of change across time.

1.10. Q_i is calculated as follows:

$$Q_i = \frac{x_{il} - x_{ik}}{l - k}$$

where x_{il} is the count (either total count or some expression of average count) in month i of year l, and x_{ik} is the count in month i of year k, where $l>k$. It is calculated for each possible pair of years in the time series (whilst observing the rule $l>k$), and the median value represents the overall change across the time series.

1.11. The Q_i values for each location are converted to an expression of percentage change for that location using a baseline value. This baseline value is the median daily count value at the given site over the whole time period for which data are available. The values given in the main report are therefore the percentage change in *the number of cycles counted per day for any given year* within the project period.

1.12. In addition to the core levels of change objective, seasonal slope estimators were also applied to the data to determine the magnitude change in total counts recorded by a single counter *at different times of day*. The application permits some analysis to be made regarding the times of day at which any increase in counts occurs. No comprehensive representation of this data is supplied, but selected examples are shown in the main body of the report.

1.13. The 7-day, 5-day and weekend day median count for each month at each site in each town are presented in Table 1.1 – Table 1.38 in this section of the appendix. Empty cells in the table indicate that insufficient data were

[1] Gilbert, O.R. (1987) 'Statistical Methods for Environmental Pollution Monitoring'

available to calculate these values. The changes generated using the slope estimator are presented in the main body of the report.

1.14. The slope estimator is not considered an effective means of addressing aggregated sets of data sequences. To generate headline figures across towns and for the whole programme, a regression analysis method was applied. The advantages of this are that it can deal with predictions for large amounts of missing data and make a more robust estimation of cycling levels across the entire time period (2005 to 2009) for all counters in all towns.

1.15. The number of counts per day per counter were modelled using a regression approach – a negative binomial generalised linear model $Y = f(X, \beta)$. Counts were modelled using an effect for counters, day of the week, years, bank holidays and average monthly temperatures.

1.16. The model adjusts for town, time of year, day of week, and calendar effects such as bank holidays. Not all counters are recorded each day: the model also adjusts for this. For each town the days and counters which reported counts in 2008 are taken, the model is then used to predict counts at each of these counters on those days, for each of 2005...2009. Changes from the baseline are calculated per day per counter per town. Results from the regression analysis are shown in the main report. The adjusted mean daily counts for all towns are present in Table 1.39, and the adjusted estimated total count per year, in Table 1.40.

1.17. The compound annual growth rate

$$CAGR = \left(\frac{EndingValue}{BeginningValue} \right)^{\left(1/nrofyears\right)} - 1$$

has been used to calculate the annual growth relative to the 2005 baseline.

Table 1.1: 7-day, 5- day and weekend day counts of cyclists - Aylesbury

	Bicester Road, North			Bicester Road, South			Bierton Road		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	101	107	53	53	59	21
Feb-06	-	-	-	95	99	50	39	46	21
Mar-06	-	-	-	87	91	44	45	52	26
Apr-06	-	-	-	85	109	57	55	65	25
May-06	-	-	-	103	113	63	59	68	24
Jun-06	136	141	98	141	148	95	69	74	39
Jul-06	137	146	97	143	147	90	73	83	49
Aug-06	121	130	75	129	145	74	57	68	30
Sep-06	116	129	77	133	141	72	79	83	42
Oct-06	118	127	83	124	135	60	64	71	32
Nov-06	126	132	70	117	123	56	65	71	26
Dec-06	90	114	59	89	104	51	44	57	23
Jan-07	102	106	63	93	100	56	50	56	23
Feb-07	101	109	64	87	98	55	44	53	27
Mar-07	112	116	68	95	103	50	55	61	31
Apr-07	124	136	88	105	117	71	68	77	42
May-07	113	120	72	110	120	59	78	88	41
Jun-07	-	-	-	-	-	-	-	-	-
Jul-07	140	147	85	154	167	85	83	89	48
Aug-07	151	157	91	130	142		84	94	55
Sep-07	130	142	96	128	143	85	90	95	54
Oct-07	128	135	86	117	131	73	77	81	49
Nov-07	120	123	57	122	124	54	85	87	37
Dec-07	95	118	53	77	93	45	41	61	26
Jan-08	97	104	63	107	116	52	65	69	37
Feb-08	104	110	72	117	123	55	65	66	37
Mar-08	101	107	76	95	112	53	59	63	38
Apr-08	116	121	76	110	123	50	67	75	38
May-08	132	142	93	138	148	84	68	78	46
Jun-08	141	157	101	151	168	86	-	-	-
Jul-08	159	169	111	-	-	-	89	95	49
Aug-08	130	141	81	141	163	86	80	83	45
Sep-08	140	149	100	163	170	91	74	81	43
Oct-08	128	144	86	160	167	73	67	75	38
Nov-08	108	117	63	144	153	59	59	66	29
Dec-08	95	99	49	114	130	56	48	53	23
Jan-09	86	95	59	131	138	52	45	48	23
Feb-09	54	86	47	108	122	56	39	44	31
Mar-09	103	114	63	-	-	-	65	78	46

Table 1.2: 7-day, 5- day and weekend day counts of cyclists – Aylesbury (continued)

	Crown Leys			Elm Farm underpass			Fairford Leys		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	-	-	-	-	-	-
Feb-06	-	-	-	-	-	-	-	-	-
Mar-06	-	-	-	-	-	-	-	-	-
Apr-06	-	-	-	-	-	-	-	-	-
May-06	-	-	-	-	-	-	-	-	-
Jun-06	-	-	-	-	-	-	-	-	-
Jul-06	-	-	-	178	200	120	-	-	-
Aug-06	-	-	-	157	175	96	-	-	-
Sep-06	-	-	-	174	198	107	-	-	-
Oct-06	-	-	-	136	151	83	-	-	-
Nov-06	-	-	-	129	136	62	-	-	-
Dec-06	-	-	-	88	108	50	-	-	-
Jan-07	-	-	-	109	124	62	-	-	-
Feb-07	-	-	-	108	114	71	-	-	-
Mar-07	-	-	-	120	134	68	-	-	-
Apr-07	-	-	-	159	171	136	-	-	-
May-07	-	-	-	135	152	87	-	-	-
Jun-07	-	-	-	-	-	-	-	-	-
Jul-07	-	-	-	160	192	103	-	-	-
Aug-07	-	-	-	140	160	112	-	-	-
Sep-07	-	-	-	165	187	118	-	-	-
Oct-07	-	-	-	145	160	98	-	-	-
Nov-07	52	52	49	136	149	80	104	108	45
Dec-07	31	31	30	62	95	40	53	62	29
Jan-08	77	82	57	104	130	75	73	79	52
Feb-08				124	136	77	107	112	95
Mar-08	37	40	35	105	122	56	86	97	44
Apr-08	50	52	33	148	161	88	100	114	61
May-08	57	59	52	179	203	128	106	136	80
Jun-08	72	71	73	240	277	177	158	164	96
Jul-08	64	71	51	255	274	136	160	167	80
Aug-08	65	71	58	153	196	102	107	127	64
Sep-08	52	52	57	190	199	161	166	169	143
Oct-08	47	48	43	174	186	132	187	197	73
Nov-08	27	34	18	138	153	69	-	-	-
Dec-08	21	22	21	110	115	72	-	-	-
Jan-09	18	20	14	99	119	71	81	97	50
Feb-09	22	22	19	95	116	80	84	96	52
Mar-09	42	43	41	135	150	106	117	126	72

Table 1.3: 7-day, 5- day and weekend day counts of cyclists – Aylesbury (continued)

	Griffin Lane East			Griffin Lane West			Manor Road		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	48	49	33	-	-	-	-	-	-
Feb-06	51	53	34	-	-	-	-	-	-
Mar-06	43	47	31	-	-	-	-	-	-
Apr-06	53	55	39	-	-	-	-	-	-
May-06	55	61	42	-	-	-	-	-	-
Jun-06	78	83	60	-	-	-	-	-	-
Jul-06	75	81	55	-	-	-	32	35	21
Aug-06	-	-	-	-	-	-	36	39	25
Sep-06	-	-	-	-	-	-	29	32	21
Oct-06	-	-	-	-	-	-	20	22	19
Nov-06	51	58	35	-	-	-	14	16	14
Dec-06	34	42	27	33	41	19	11	13	8
Jan-07	47	51	43	36	38	29	12	13	8
Feb-07	52	55	32	36	40	25	15	17	9
Mar-07	46	53	30	40	47	33	17	19	15
Apr-07	63	67	46	58	61	44	27	27	28
May-07	58	62	48	47	60	30	31	32	25
Jun-07	-	-	-	-	-	-	-	-	-
Jul-07	64	68	41	61	64	39	43	43	36
Aug-07	62	63	44	53	66	35	44	46	38
Sep-07	66	74	42	-	-	33	31	31	31
Oct-07	54	61	31	56	62	30	23	23	26
Nov-07	-	-	-	59	69	30	16	17	14
Dec-07	-	-	-	-	-	-	11	14	9
Jan-08	42	45	29	66	67	-	15	15	14
Feb-08	44	47	26	-	-	-	22	22	18
Mar-08	43	49	29	-	-	-	20	22	18
Apr-08	53	60	40	63	68	38	26	26	19
May-08	62	70	42	71	80	41	29	30	24
Jun-08	77	84	51	74	83	39	38	40	33
Jul-08	79	87	42	68	74	30	41	42	39
Aug-08	73	82	35	51	62	30	32	39	26
Sep-08	76	79	53	68	73	31	29	29	27
Oct-08	63	71	35	66	76	33	21	22	20
Nov-08	55	61	28	55	58	23	15	16	9
Dec-08	41	45	23	40	47	23	9	9	9
Jan-09	47	50	26	51	58	19	10	9	13
Feb-09	39	48	23	46	56	21	12	13	11
Mar-09	57	60	39	58	61	36	17	16	18

Table 1.4: 7-day, 5- day and weekend day counts of cyclists – Aylesbury (continued)

	Millway			Oxford Road, C Harbour			Thame Road (Cal Brook)		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	58	67	35	49	49	49	-	-	-
Feb-06	57	63	28	47	46	54	-	-	-
Mar-06	61	64	31	46	45	54	-	-	-
Apr-06	71	77	39	77	75	77	-	-	-
May-06	86	98	50	95	95	97	-	-	-
Jun-06	124	133	83	126	123	159	299	308	237
Jul-06	121	128	69	143	143	147	303	323	230
Aug-06	104	113	47	114	118	73	290	307	197
Sep-06	110	121	64	104	109	93	295	309	199
Oct-06	95	104	50	86	84	97	274	292	174
Nov-06	94	101	37	66	68	65	242	250	164
Dec-06	54	73	26	49	46	52	186	207	116
Jan-07	74	79	34	50	49	51	206	215	133
Feb-07	65	72	37	57	51	74	193	200	129
Mar-07	79	84	37	70	69	70	198	215	148
Apr-07	108	112	77	116	110	138	290	297	206
May-07	95	105	56	91	91	82	267	279	204
Jun-07	-	-	-	-	-	-	-	-	-
Jul-07	-	-	-	104	100	130	313	322	236
Aug-07	125	137		115	112	140	307	332	249
Sep-07	129	134	79	99	94	119	316	333	238
Oct-07	-	-	-	79	80	79	278	291	195
Nov-07	94	99	-	63	64	63	243	252	168
Dec-07	56	74	31	41	43	37	182	202	114
Jan-08	79	87	33	48	47	53	197	210	136
Feb-08	101	108	53	63	59	96	-	-	-
Mar-08	96	108	41	51	52	49	217	230	141
Apr-08	131	137	53	87	87	80	235	260	155
May-08	117	138	73	116	112	121	270	278	207
Jun-08	153	165	87	128	123	146	323	334	205
Jul-08	144	165	67	141	143	133	244	281	177
Aug-08	118	135	52	105	114	88	248	265	173
Sep-08	123	131	57	95	94	115	226	243	160
Oct-08	100	114	50	77	79	65	186	197	124
Nov-08	89	94	45	59	62	52	156	173	95
Dec-08	66	80	36	48	50	46	140	159	101
Jan-09	61	65		44	42	54	149	166	104
Feb-09	77	83	47	53	52	68	102	119	59
Mar-09	81	91	40	92	84	121	-	-	-

Table 1.5: 7-day, 5- day and weekend day counts of cyclists – Aylesbury (continued)

	Vale Park Drive			Wendover Road		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	77	83	42
Feb-06	-	-	-	79	87	55
Mar-06	-	-	-	79	83	52
Apr-06	-	-	-	93	107	65
May-06	-	-	-	108	130	79
Jun-06	61	67	33	148	157	126
Jul-06	63	72	30	145	154	102
Aug-06	-	-	-	121	126	79
Sep-06	60	66	31	130	141	96
Oct-06	-	-	-	101	104	91
Nov-06	57	59	23	90	99	61
Dec-06	39	48	20	64	75	47
Jan-07	43	48	21	77	84	60
Feb-07	45	48	17	82	88	64
Mar-07	50	52	21	91	96	69
Apr-07	61	66	37	145	156	132
May-07	71	73	36	109	112	86
Jun-07	-	-	-	-	-	-
Jul-07	76	79	44	124	127	110
Aug-07	70	76	43	128	131	106
Sep-07	62	75	42	122	137	111
Oct-07	57	60	31	107	110	76
Nov-07	47	49	22	88	95	57
Dec-07	37	41	21	53	61	37
Jan-08	40	43	24	69	76	51
Feb-08	45	48	27	81	83	79
Mar-08	38	45	19	72	88	44
Apr-08	54	58	25	108	113	68
May-08	57	68	25	126	135	109
Jun-08	58	71	33	161	179	127
Jul-08	61	68	34	169	175	124
Aug-08	63	72	25	126	149	90
Sep-08	61	66	31	139	144	109
Oct-08	52	58	26	111	124	86
Nov-08	44	47	17	89	98	47
Dec-08	38	39	16	67	68	34
Jan-09	36	44	18	69	77	47
Feb-09	31	38	18	69	71	43
Mar-09	48	51	20	102	107	92

Table 1.6: 7-day, 5- day and weekend day counts of cyclists – Brighton and Hove

	A259 Marine Parade			Aldrington Halt Subway			B2066 New Church Road		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	-	-	-	-	-	-
Feb-06	-	-	-	-	-	-	-	-	-
Mar-06	-	-	-	-	-	-	-	-	-
Apr-06	-	-	-	-	-	-	-	-	-
May-06	-	-	-	-	-	-	-	-	-
Jun-06	-	-	-	-	-	-	-	-	-
Jul-06	-	-	-	-	-	-	-	-	-
Aug-06	523	547	344	214	221	150	-	-	-
Sep-06	483	547	349	270	287	226	-	-	-
Oct-06	373	434	301	212	213	173	465	499	312
Nov-06	335	381	251	200	208	148	438	477	253
Dec-06	206	255	152	128	150	101	318	369	202
Jan-07	246	257	175	157	168	110	359	387	221
Feb-07	-	286	-	158	173	114	392	419	210
Mar-07	325	373	243	186	207	137	430	467	247
Apr-07	-	-	-	-	-	-	-	-	-
May-07	406	410	277	220	269	173	446	486	261
Jun-07	495	532	379	275	303	231	536	554	349
Jul-07	424	485	353	256	274	225	517	546	364
Aug-07	498	517	355	252	280	234	536	551	312
Sep-07	505	534	364	293	324	225	540	573	338
Oct-07	453	500	317	269	297	203	523	530	331
Nov-07	403	424	250	231	249	141	479	506	291
Dec-07	212	274	163	150	206	113	331	398	230
Jan-08	267	333	201	167	182	129	383	416	253
Feb-08	364	397	254	218	231	171	437	439	266
Mar-08	291	343	209	188	208	126	417	436	227
Apr-08	386	432	269	242	252	159	442	468	238
May-08	475	523	328	295	320	223	510	551	336
Jun-08	525	589	369	321	361	261	594	636	392
Jul-08	522	552	327	320	335	256	620	638	362
Aug-08	394	447	276	255	262	171	564	605	346
Sep-08	449	460	416	266	278	221	537	604	309
Oct-08	428	440	280	220	243	173	521	576	285
Nov-08	354	375	189	182	210	115	449	500	243
Dec-08	244	277	169	163	166	106	370	411	193
Jan-09	233	269	186	141	148	124	396	423	226
Feb-09	285	316	204	163	169	131	399	425	232
Mar-09	340	361	236	-	-	-	478	506	262

Table 1.7: 7-day, 5- day and weekend day counts of cyclists – Brighton and Hove (continued)

	Dyke Road Avenue			Dyke Railway Trail			Kingsway		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	-	-	-	-	-	-
Feb-06	-	-	-	-	-	-	-	-	-
Mar-06	-	-	-	-	-	-	-	-	-
Apr-06	-	-	-	-	-	-	-	-	-
May-06	-	-	-	-	-	-	-	-	-
Jun-06	-	-	-	-	-	-	-	-	-
Jul-06	-	-	-	-	-	-	-	-	-
Aug-06	-	-	-	34	34	33	796	841	624
Sep-06	-	-	-	32	29	44	810	802	820
Oct-06	118	120	107	21	19	53	559	560	508
Nov-06	95	94	98	13	9	33	455	455	437
Dec-06	69	79	61	13	12	23	299	314	242
Jan-07	64	64	73	11	11	28	378	378	337
Feb-07	-	-	-	14	11	30	451	451	462
Mar-07	-	-	-	24	20	38	562	574	494
Apr-07	-	-	-	41	38	60			
May-07	-	-	-	30	26	46	544	664	462
Jun-07	136	139	113	35	34	43	920	908	1205
Jul-07	132	130	147	38	36	58	834	781	919
Aug-07	127	126	131	40	39	61	1056	984	1360
Sep-07	129	129	134	37	30	63	814	813	854
Oct-07	112	113	103	22	20	43	690	667	745
Nov-07	112	116	88	16	15	24	509	521	406
Dec-07	72		70	14	12	20	311	365	244
Jan-08	89	87	95	17	12	30	364	354	440
Feb-08	99	103	96	25	18	42	558	551	599
Mar-08	107	111	102	16	15	30	412	472	380
Apr-08	118	120	109	25	25	29	606	660	549
May-08	137	128	151	36	31	58	984	965	987
Jun-08	145	144	147	41	38	49	1073	1040	1127
Jul-08	135	137	134	41	41	40	1133	1142	1106
Aug-08	127	130	127	34	32	36	775	866	596
Sep-08	135	131	159	25	24	55	904	881	1320
Oct-08	115	114	120	25	24	31	-	-	-
Nov-08	98	106	77	15	13	25	-	-	-
Dec-08	83	85	74	15	15	21	-	-	-
Jan-09	107	109	90	16	14	25	469	471	469
Feb-09	113	113	102	18	16	26	577	592	540
Mar-09	110	109	116	27	22	46	686	712	610

Table 1.8: 7-day, 5- day and weekend day counts of cyclists – Brighton and Hove (continued)

	Preston Road			Downland Drive			Lewes Road (Mithras Hs)		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	-	-	-	-	-	-
Feb-06	-	-	-	-	-	-	-	-	-
Mar-06	-	-	-	-	-	-	-	-	-
Apr-06	-	-	-	-	-	-	-	-	-
May-06	-	-	-	-	-	-	-	-	-
Jun-06	-	-	-	-	-	-	-	-	-
Jul-06	-	-	-	-	-	-	-	-	-
Aug-06	662	700	392	-	-	-	954	979	562
Sep-06	702	745	552	4	4	10	1005	1095	606
Oct-06	544	644	405	5	3	10	683	786	337
Nov-06	566	594	383	3	2	8	1010	1053	354
Dec-06	357	417	254	3	1	7	325	564	186
Jan-07	427	469	302	4	3	9	615	727	289
Feb-07	465	505	326	4	4	13	796	878	277
Mar-07	549	589	434	7	5	17	816	959	331
Apr-07	-	-	-	-	-	-	-	-	-
May-07	623	690	554	-	-	-	874	988	399
Jun-07	790	846	573	10	9	13	813	947	452
Jul-07	739	780	594	7	6	13	695	787	363
Aug-07	781	849	560	7	6	12	-	-	-
Sep-07	844	903	583	6	5	9	-	-	-
Oct-07	814	853	548	-	-	-	1308	1378	453
Nov-07	749	795	438	3	2	6	1096	1140	391
Dec-07	465	592	290	3	2	5	307	564	177
Jan-08	505	606	369	2	2	9	681	935	304
Feb-08	669	705	434	4	3	14	1038	1118	371
Mar-08	580	666	360	4	3	6			
Apr-08	690	765	455	5	5	9	886	983	376
May-08	862	963	697	10	9	14	1127	1250	568
Jun-08	1012	1039	749	9	7	18	1033	1095	521
Jul-08	1004	1094	662	10	9	18	912	961	459
Aug-08	810	849	486	10	9	20	733	783	334
Sep-08	912	947	659	7	5	20	851	931	423
Oct-08	847	884	537	5	5	8	1359	1436	396
Nov-08	735	776	355	3	3	8	1188	1292	314
Dec-08	567	640	284	3	2	7	465	630	215
Jan-09	528	590	358	-	-	-	745	932	304
Feb-09	600	632	414	-	-	-	939	1097	345
Mar-09	737	762	485	-	-	-	982	1196	440

Table 1.9: 7-day, 5- day and weekend day counts of cyclists – Brighton and Hove (continued)

	Lewes Road (Coldean Lane)			St Peters Church			Kings Road		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	-	-	-	-	-	-
Feb-06	-	-	-	-	-	-	-	-	-
Mar-06	-	-	-	-	-	-	-	-	-
Apr-06	-	-	-	-	-	-	-	-	-
May-06	-	-	-	-	-	-	-	-	-
Jun-06	-	-	-	-	-	-	-	-	-
Jul-06	-	-	-	-	-	-	-	-	-
Aug-06	-	-	-	1468	1640	1042	1481	1508	1133
Sep-06	358	385	148	1576	1685	1241	1396	1437	1364
Oct-06	711	761	196	1504	1558	1005	1048	1060	849
Nov-06	647	691	156	1313	1413	887	885	907	775
Dec-06	129	231	70	859	971	617	510	548	401
Jan-07	414	490	131	918	1033	721	659	686	582
Feb-07	512	554	145	1104	1199	734	760	767	729
Mar-07	341	520	113	1207	1378	975	951	1075	825
Apr-07	348	643	219	-	-	-	-	-	-
May-07	484	552	188	1244	1506	1067	974	1176	834
Jun-07	415	488	196	1546	1630	1269	1462	1434	1644
Jul-07	303	330	127	1399	1501	1193	1343	1259	1467
Aug-07	261	297	129	1525	1601	1152	1619	1611	1872
Sep-07	370	408	129	1465	1679	1191	1299	1374	1261
Oct-07	790	829	169	1564	1634	1167	1104	1104	1106
Nov-07	708	784	168	1409	1493	920	904	924	731
Dec-07	59	-	48	748	988	561	437	479	425
Jan-08	401	645	154	995	1113	732	662	662	656
Feb-08	662	696	163	1341	1391	931	859	899	825
Mar-08	201	385	132	1076	1203	748	486	467	543
Apr-08	461	531	187	1397	1479	896	-	-	-
May-08	593	756	253	1681	1845	1355	-	-	-
Jun-08	583	606	250	1816	1889	1370	2048	2097	1802
Jul-08	446	464	182	1678	1888	1267	2109	2179	1926
Aug-08	329	367	103	1451	1564	985	1640	1754	1322
Sep-08	420	451	185	1561	1630	1347	1826	1782	2015
Oct-08	922	1023	195	1629	1675	1188	1628	1654	1094
Nov-08	772	833	132	1367	1428	768	1270	1318	647
Dec-08	189	305	55	945	1097	660	948	1068	677
Jan-09	-	-	-	1000	1081	786	949	1094	856
Feb-09	-	-	-	1120	1298	847	1178	1300	975
Mar-09	505	743	180	1445	1478	943	1437	1534	1132

Table 1.10: 7-day, 5- day and weekend day counts of cyclists – Brighton and Hove (continued)

	Valley Road		
Median	7-day	5-day	w/e day
Jan-06	-	-	-
Feb-06	-	-	-
Mar-06	-	-	-
Apr-06	-	-	-
May-06	-	-	-
Jun-06	-	-	-
Jul-06	-	-	-
Aug-06	-	-	-
Sep-06	-	-	-
Oct-06	48	54	38
Nov-06	46	52	32
Dec-06	30	40	23
Jan-07	38	39	27
Feb-07	-	-	-
Mar-07	-	-	-
Apr-07	-	-	-
May-07	41	48	33
Jun-07	59	62	48
Jul-07	57	62	51
Aug-07	67	72	55
Sep-07	61	64	52
Oct-07	58	60	41
Nov-07	51	54	38
Dec-07	28	32	23
Jan-08	30	40	26
Feb-08	40	46	26
Mar-08	33	44	25
Apr-08	48	54	30
May-08	64	72	44
Jun-08	75	85	54
Jul-08	76	82	44
Aug-08	65	72	48
Sep-08	69	73	41
Oct-08	64	69	42
Nov-08	22	27	14
Dec-08	42	50	26
Jan-09	42	45	22
Feb-09	44	47	27
Mar-09	-	-	-

Table 1.11: 7-day, 5- day and weekend day counts of cyclists – Darlington

	Grasmere Road			Haughton Road			Haughton Road Adjacent to College		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	128	132	78	-	-	-
Feb-06	-	-	-	130	135	86	-	-	-
Mar-06	45	46	35	100	120	58	-	-	-
Apr-06	55	59	46	135	151	89	-	-	-
May-06	62	64	45	-	-	-	-	-	-
Jun-06	69	75	55	-	-	-	-	-	-
Jul-06	77	85	59	228	239	162	-	-	-
Aug-06	77	82	70	183	199	136	66	69	30
Sep-06	76	79	58	-	-	-	98	107	39
Oct-06	-	68	-	-	-	-	72	92	31
Nov-06	44	48	32	-	-	-	66	69	25
Dec-06	27	27	27	-	-	-	38	61	15
Jan-07	42	47	29	144	157	-	61	67	24
Feb-07	50	53	45	162	182	101	54	63	26
Mar-07	42	45	38	167	186	98	66	72	23
Apr-07	-	-	-	-	233	-	71	86	47
May-07	77	84	64	-	-	-	91	99	39
Jun-07	81	83	68	-	-	-	78	91	44
Jul-07	74	78	59	210	231	128	60	66	37
Aug-07	75	82	53	186	228	100	56	63	37
Sep-07	84	94	62	215	259	134	81	88	37
Oct-07	88	92	-	170	196	111	87	97	35
Nov-07	-	-	-	184	195	86	78	81	36
Dec-07	44	61	32	98	159	61	40	55	28
Jan-08	62	63	32	139	171	-	46	56	28
Feb-08	51	58	36	-	-	-	49	68	24
Mar-08	67	73	47	-	196	-	49	60	22
Apr-08	80	93	50	-	-	-	50	56	26
May-08	83	98	75	-	-	-	69	81	40
Jun-08	104	116	84	-	-	-	77	92	44
Jul-08	113	121	80	299	330	164	76	79	39
Aug-08	91	108	79	250	271	173	61	69	41
Sep-08	104	108	64	289	298	172	85	93	35
Oct-08	92	101	63	235	261	131	82	86	36
Nov-08	81	86	45	198	210	73	-	-	-
Dec-08	48	50	33	111	137	64	-	-	-
Jan-09	46	50	33	157	170	76	44	53	17
Feb-09	54	57	49	155	169	85	46	55	21
Mar-09	80	85	68	196	215	130	71	75	27

Table 1.12: 7-day, 5- day and weekend day counts of cyclists – Darlington (continued)

	Haughton Road- opposite College			Honey Pot Lane			Hurworth Neasham		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	-	-	-	-	-	-
Feb-06	-	-	-	-	-	-	-	-	-
Mar-06	-	-	-	-	-	-	-	-	-
Apr-06	-	-	-	-	-	-	-	-	-
May-06	-	-	-	-	-	-	16	15	18
Jun-06	-	-	-	-	-	-	28	28	37
Jul-06	-	-	-	-	-	-	38	36	56
Aug-06	74	78	51	-	-	-	29	29	28
Sep-06	88	91	53	-	-	-	21	19	30
Oct-06	80	86	51	107	116	66	13	9	22
Nov-06	69	71	52	96	102	48	9	9	17
Dec-06	46	55	30	64	75	35	5	4	13
Jan-07	62	69	36	72	80	37	9	8	17
Feb-07	73	79	43	71	74	50	10	8	19
Mar-07	72	76	57	79	86	45	10	9	15
Apr-07	76	81	60	103	116	78	27	25	35
May-07	78	83	60	108	113	68	19	19	19
Jun-07	82	92	68	107	118	73	22	21	23
Jul-07	93	95	79	104	120	76	26	25	42
Aug-07	90	100	77	131	134	-	32	32	32
Sep-07	82	100	60	112	127	94	27	26	36
Oct-07	72	81	51	122	126	74	19	18	24
Nov-07	68	73	48	71	72	-	11	10	15
Dec-07	47	54	37	-	-	-	7	7	8
Jan-08	42	42	41	-	-	-	9	6	18
Feb-08	62	78	44	-	-	-	10	8	20
Mar-08	94	114	54	84	97	37	10	10	11
Apr-08	123	130	58	104	119	64	15	14	16
May-08	129	144	87	139	147	96	24	24	32
Jun-08	148	158	81	-	-	-	26	25	27
Jul-08	124	137	68	-	-	-	30	29	36
Aug-08	100	111	68	-	-	-	25	24	27
Sep-08	148	162	91	-	-	-	21	19	30
Oct-08	145	153	79	-	-	-	14	13	19
Nov-08	138	151	71	-	-	-	12	9	17
Dec-08	89	102	54	-	-	-	6	5	10
Jan-09	120	128	60	110	111	104	7	6	13
Feb-09	117	128	73	85	98	55	8	8	10
Mar-09	147	152	73	-	-	-	14	11	19

Table 1.13: 7-day, 5- day and weekend day counts of cyclists – Darlington (continued)

	McMullen Road North End			McMullen Road South End			St Cuthbert's Way		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	-	-	-	-	-	-
Feb-06	-	-	-	-	-	-	-	-	-
Mar-06	-	-	-	-	-	-	-	-	-
Apr-06	-	-	-	-	-	-	-	-	-
May-06	-	-	-	-	-	-	-	-	-
Jun-06	-	-	-	-	-	-	-	-	-
Jul-06	-	-	-	-	-	-	-	-	-
Aug-06	147	162	67	149	155	70	93	97	51
Sep-06	165	174	79	158	170	90	93	93	69
Oct-06	147	160	65	151	162	72	87	87	74
Nov-06	152	157	66	159	161	75	72	72	66
Dec-06	68	134	34	73	138	38	51	53	30
Jan-07	137	156	53	144	150	56	56	57	34
Feb-07	151	164	64	151	157	67	62	62	61
Mar-07	146	164	66	152	161	61	69	70	68
Apr-07	174	211	75	183	220	82	96	98	60
May-07	182	193	66	189	203	68	98	106	69
Jun-07	171	186	77	193	196	78	100	106	71
Jul-07	174	194	84	188	206	81	105	106	92
Aug-07	173	191	77	176	184	77	122	131	88
Sep-07	170	188	72	184	200	77	100	102	76
Oct-07	203	209	72	199	214	74	99	105	68
Nov-07	173	183	57	177	184	59	85	88	58
Dec-07	85	148	44	80	146	46	60	67	41
Jan-08	136	149	54	150	160	56	55	57	45
Feb-08	157	172	56	166	178	55	86	87	64
Mar-08	154	173	56	160	181	51	67	76	46
Apr-08	187	199	73	199	205	67	91	96	42
May-08	191	207	67	209	226	70	110	115	69
Jun-08	205	220	77	233	244	83	117	127	62
Jul-08	257	281	98	273	295	107	126	145	77
Aug-08	225	242	97	240	266	102	118	132	80
Sep-08	229	235	78	241	245	80	119	137	93
Oct-08	185	204	70	213	228	72	121	124	78
Nov-08	186	207	56	193	223	53	97	101	55
Dec-08	97	113	37	89	112	35	70	77	45
Jan-09	162	172	49	163	169	46	82	92	49
Feb-09	161	182	55	151	175	57	79	90	56
Mar-09	204	211	68	176	190	52	106	110	55

Table 1.14: 7-day, 5- day and weekend day counts of cyclists – Darlington (continued)

	West Auckland Road			Whessoe Road			Whinfield Road		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	24	27	15	18	19	16	-	-	-
Feb-06	24	24	16	23	23	21	-	-	-
Mar-06	21	23	19	28	28	20	-	-	-
Apr-06	40	46	30	47	51	30	-	-	-
May-06	54	60	33	61	63	35	-	-	-
Jun-06	75	84	46	67	71	47	-	-	-
Jul-06	93	104	51	67	72	50	-	-	-
Aug-06	67	72	40	59	63		150	164	141
Sep-06	73	80	49	-	-	-	177	173	196
Oct-06	-	-	-	-	-	-	175	184	164
Nov-06	39	42	24	-	-	-	117	111	139
Dec-06	34	37	19	-	-	-	81	76	87
Jan-07	34	35	-	-	-	-	0	0	0
Feb-07	-	-	-	-	-	-	98	92	124
Mar-07	32	36	19	-	-	-	107	107	107
Apr-07	-	-	-	-	-	-	158	153	168
May-07	14	15	-	38	46	28	171	180	148
Jun-07	-	-	-	44	47	28	195	221	164
Jul-07	51	55	-	52	55	35	231	267	183
Aug-07	65	72	45	62	69	41	189	189	185
Sep-07	67	70	53	54	58	46	191	200	168
Oct-07	55	63	50	47	52	41	163	163	156
Nov-07	35	36	31	32	35	22	108	106	118
Dec-07	22	22	12	16	21	9	107	110	103
Jan-08	25	26	24	23	23	22	-	-	-
Feb-08	32	33	27	27	27	22	-	-	-
Mar-08	36	40	26	29	32	15	128	128	115
Apr-08	49	52	30	38	40	23	105	131	79
May-08	67	68	51	-	-	-	191	262	148
Jun-08	67	76	40	-	-	-	274	293	180
Jul-08	81	93	57	-	-	-	221	291	167
Aug-08	63	73	53	-	-	-	151	161	136
Sep-08	71	78	56	-	-	-	-	-	-
Oct-08	53	58	31	-	-	-	-	-	-
Nov-08	32	35	17	-	-	-	-	-	-
Dec-08	19	23	11	16	16	10	-	-	-
Jan-09	24	27	17	18	18	15	104	118	90
Feb-09	34	35	19	15	17	13	66	73	61
Mar-09	45	49	35	24	29	23	179	201	121

Table 1.15: 7-day, 5- day and weekend day counts of cyclists – Darlington (continued)

	Yarm Road Adjacent Cummins			Yarm Road, opposite Cummins		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	47	49	16	-	-	-
Feb-06	40	43	15	-	-	-
Mar-06	39	45	16	-	-	-
Apr-06	45	53	22	-	-	-
May-06	48	60	22	-	-	-
Jun-06	54	65	31	-	-	-
Jul-06	67	71	31	-	-	-
Aug-06	81	90	34	22	25	14
Sep-06	92	94	38	25	28	16
Oct-06	-	-	-	20	22	18
Nov-06	86	92	31	18	19	9
Dec-06	44	69	22	12	13	8
Jan-07	80	85	26	16	19	8
Feb-07	88	93	28	17	17	9
Mar-07	80	86	37	18	21	11
Apr-07	103	112	38	27	29	20
May-07	95	102	41	27	31	20
Jun-07	97	107	37	33	35	19
Jul-07	102	116	42	31	35	23
Aug-07	100	113	36	36	38	23
Sep-07	100	113	34	27	31	19
Oct-07	110	119	35	33	36	19
Nov-07	95	102	32	27	29	17
Dec-07	41	77	20	18	22	14
Jan-08	69	78	20	12	12	13
Feb-08	76	88	24	27	28	19
Mar-08	76	83	24	24	28	19
Apr-08	94	107	27	28	31	17
May-08	112	130	44	29	35	24
Jun-08	123	144	37	35	40	21
Jul-08	142	149	47	38	44	26
Aug-08	117	134	49	40	42	26
Sep-08	128	135	44	30	33	23
Oct-08	121	131	43	26	28	17
Nov-08	104	117	29	20	21	12
Dec-08	47	73	26	16	18	12
Jan-09	80	94	20	9	10	8
Feb-09	79	94	29	15	18	11
Mar-09	102	112	34	20	22	16

Table 1.16: 7-day, 5- day and weekend day counts of cyclists – Derby

	A52 Near Meadow Lane			Canal cycle path			Cut Lane		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	252	254	137	-	-	-
Feb-06	-	-	-	234	240	163	52	53	33
Mar-06	-	-	-	257	273	199	46	49	39
Apr-06	-	-	-	281	303	251	67	72	48
May-06	-	-	-	292	313	244	61	65	44
Jun-06	-	-	-	357	403	254	69	72	58
Jul-06	-	-	-	380	380	357	90	92	71
Aug-06	-	-	-	404	462	255	67	74	54
Sep-06	-	-	-	403	443	253	83	85	66
Oct-06	46	48	29	350	374	195	-	63	-
Nov-06	43	46	32	342	366	168	-	-	-
Dec-06	26	30	22	215	278	123	-	-	-
Jan-07	29	35	20	0	0	0	54	56	42
Feb-07	31	35	20	228	268	128	58	61	43
Mar-07	40	43	24	298	320	176	56	62	42
Apr-07	49	51	35	379	409	293	81	88	59
May-07	47	53	33	344	366	223	67	71	47
Jun-07	49	58	35	355	393	262	80	87	48
Jul-07	46	51	25	374	419	265	73	83	48
Aug-07	47	50	25	400	416	305	81	83	56
Sep-07	53	58	30	364	399	270	-	-	-
Oct-07	53	58	27	363	385	205	82	87	
Nov-07	43	47	19	319	336	171	67	72	37
Dec-07	23	41	14	176	272	123	-	-	-
Jan-08	31	35	17	248	271	164	-	-	-
Feb-08	43	45	25	306	322	188	58	63	30
Mar-08	34	44	20	268	315	154	48	54	34
Apr-08	44	49	20	353	376	178	63	71	39
May-08	51	55	31	-	-	-	102	106	57
Jun-08	52	55	31	-	-	-	103	114	65
Jul-08	54	58	31	-	-	-	102	111	64
Aug-08	42	50	32	440	489	288	77	102	60
Sep-08	46	48	37	445	463	294	85	92	81
Oct-08	46	51	22	379	404	185	79	82	51
Nov-08	43	46	22	349	365	131	62	69	30
Dec-08	34	36	19	244	284	125	51	58	19
Jan-09	37	41	22	305	318	162	49	54	34
Feb-09	-	-	-	263	306	170	48	55	31
Mar-09	43	46	28	354	363	224	77	79	52

Table 1.17: 7-day, 5- day and weekend day counts of cyclists – Derby (continued)

	East Gate			Handyside Bridge			Kedleston Road		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	-	-	-	73	85	44
Feb-06	-	-	-	-	-	-	81	94	40
Mar-06	-	-	-	-	-	-	79	82	35
Apr-06	-	-	-	-	-	-	41	57	36
May-06	-	-	-	-	-	-	22	22	21
Jun-06	322	332	195	-	-	-	10	10	3
Jul-06	314	321	189	-	-	-	1	1	2
Aug-06	290	314	173	-	-	-	10	11	6
Sep-06	316	322	189	-	-	-	4	5	3
Oct-06	111	98	151	136	147	97	34	44	9
Nov-06	-	-	-	136	139	95	87	99	44
Dec-06	153	179	100	89	124	73	53	69	36
Jan-07	208	227	123	19	32	0	73	77	46
Feb-07	223	233	134	110	122	97	79	83	51
Mar-07	230	251	130	148	160	111	63	78	28
Apr-07	253	271	166	196	203	159	32	41	10
May-07	270	285	153	162	166	113	26	28	15
Jun-07	267	328	177	186	205	140	8	13	2
Jul-07	282	294	165	173	193	143	9	10	5
Aug-07	291	305	171	199	208	142	12	15	5
Sep-07	297	317	199	168	184	150	25	33	8
Oct-07	284	294	163	169	178	108	62	87	24
Nov-07	272	277	141	140	152	98	105	114	45
Dec-07	143	234	106	106	119	51	49	74	27
Jan-08	224	233	119	-	-	-	72	74	43
Feb-08	218	237	138	-	127	-	94	103	46
Mar-08	197	246	124	113	135	76	70	94	28
Apr-08	241	258	146	149	160	94	55	69	34
May-08	286	318	186	180	218	124	17	21	7
Jun-08	335	348	184	208	224	136	9	12	2
Jul-08	347	358	191	230	238	154	5	6	3
Aug-08	303	330	210	195	204	163	0	0	2
Sep-08	328	344	201	177	189	155	26	31	7
Oct-08	310	333	173	166	179	106	71	93	35
Nov-08	280	295	146	-	-	-	108	123	42
Dec-08	211	255	121	-	-	-	64	77	34
Jan-09	249	262	126	-	-	-	87	96	56
Feb-09	228	248	149	-	-	-	75	101	49
Mar-09	267	284	181	-	-	-	110	113	28

Table 1.18: 7-day, 5- day and weekend day counts of cyclists – Derby (continued)

	Meadow Road			Mickleover to Mackworth			Moorway Lane		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	34	33	42	-	-	-
Feb-06	-	-	-	36	36	37	-	-	-
Mar-06	-	-	-	40	39	47	-	-	-
Apr-06	-	-	-	60	62	59	-	-	-
May-06	-	-	-	50	54	40	-	-	-
Jun-06	-	-	-	76	69	91	-	-	-
Jul-06	-	-	-	82	78	83	-	-	-
Aug-06	-	-	-	64	69	50	-	-	-
Sep-06	-	-	-	71	70	81	-	-	-
Oct-06	263	271	135	57	54	60	35	35	31
Nov-06	244	261	132	40	40	41	36	38	19
Dec-06	149	211	96	-	-	-	22	28	11
Jan-07	216	228	104	-	-	-	29	32	17
Feb-07	234	243	97	-	-	-	27	35	17
Mar-07	250	269	101	-	-	-	34	42	16
Apr-07	255	286	166	-	-	-	47	50	39
May-07	243	271	139	54	54	56	47	51	21
Jun-07	250	284	156	78	77	78	48	55	36
Jul-07	236	259	143	62	61	62	48	52	45
Aug-07	244	250	160	-	-	-	54	57	36
Sep-07	267	276	153	-	-	-	53	55	42
Oct-07	278	290	128	52	54	-	51	54	33
Nov-07	251	261	105	40	40	35	38	41	18
Dec-07	109	216	76	26	28	24	23	32	11
Jan-08	223	241	109	28	28	31	21	31	18
Feb-08	238	262	134	44	44	44	27	32	14
Mar-08	201	247	100	42	46	31	33	36	17
Apr-08	245	257	109	51	52	47	51	58	25
May-08	277	347	162	63	65	59	58	70	43
Jun-08	332	360	169	63	64	52	70	72	49
Jul-08	338	350	173	-	-	-	69	75	47
Aug-08	291	319	203	51	54	43	64	67	44
Sep-08	304	329	182	55	58	45	65	68	55
Oct-08	-	-	-	54	57	38	50	56	27
Nov-08	-	-	-	44	45	30	50	58	15
Dec-08	-	-	-	29	30	22	27	33	13
Jan-09	-	-	-	-	-	-	42	48	20
Feb-09	-	-	-	-	-	-	36	44	21
Mar-09	-	-	-	44	44	41	57	67	33

Table 1.19: 7-day, 5- day and weekend day counts of cyclists – Derby (continued)

	Pride Park Riverside			Raynesway			Repton Avenue		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	265	276	174	237	254	77	-	-	-
Feb-06	243	266	169	255	268	-	-	-	-
Mar-06	256	278	187	-	-	-	-	-	-
Apr-06	310	342	242	225	260	99	-	-	-
May-06	331	364	260	259	293	100	-	-	-
Jun-06	357	413	278	347	368	126	-	-	-
Jul-06	389	413	315	-	-	-	-	-	-
Aug-06	385	457	288	278	290	95	-	-	-
Sep-06	401	428	326	317	340	111	-	-	-
Oct-06	365	399	262	270	303	91	45	49	39
Nov-06	354	384	178	265	273	80	33	36	28
Dec-06	189	288	137	161	220	62	23	27	17
Jan-07	288	298	137	248	253	89	-	-	-
Feb-07	293	306	160	256	269	86	25	31	19
Mar-07	313	345	158	269	294	93	39	42	23
Apr-07	397	424	263	306	328	119	54	58	48
May-07	373	403	210	282	306	108	47	51	38
Jun-07	341	437	246	310	346	112	51	53	45
Jul-07	405	428	235	313	336	102	51	59	40
Aug-07	433	444	267	313	326	114	56	66	32
Sep-07	-	-	-	313	339	109	52	59	41
Oct-07	-	-	-	310	318	102	45	49	31
Nov-07	-	-	-	287	297	80	42	44	26
Dec-07	-	-	-	115	237	63	32	37	17
Jan-08	318	342	-	209	222	81	36	40	
Feb-08	-	-	-	278	288	77	41	42	31
Mar-08	262	305	111	226	278	76	37	45	26
Apr-08	346	363	142	291	303	84	43	47	26
May-08	-	-	-	278	344	100	65	67	53
Jun-08	-	-	-	332	360	103	66	72	46
Jul-08	-	-	-	334	360	104	76	80	52
Aug-08	407	486	254	304	323	107	60	67	55
Sep-08	435	452	228	324	346	126	63	66	52
Oct-08	391	436	179	304	313	78	52	53	34
Nov-08	351	384	123	277	287	68	50	55	20
Dec-08	250	277	110	181	217	51	37	43	20
Jan-09	294	318	127	145	169	61	18	19	15
Feb-09	277	344	121	241	267	66	24	37	13
Mar-09	360	415	207	308	322	86	53	58	36

Table 1.20: 7-day, 5- day and weekend day counts of cyclists – Derby (continued)

	River Derwent			Shelton Lock			West Park School		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	107	105	118	-	-	-
Feb-06	-	-	-	110	113	96	-	-	-
Mar-06	-	-	-	106	108	106	-	-	-
Apr-06	-	-	-	159	171	150	-	-	-
May-06	-	-	-	181	183	147	-	-	-
Jun-06	-	-	-	207	194	239	-	-	-
Jul-06	-	-	-	223	228	217	-	-	-
Aug-06	-	-	-	198	203	136	-	-	-
Sep-06	-	-	-	204	209	178	-	-	-
Oct-06	104	110	78	152	154	134	48	53	34
Nov-06	89	94	60	129	126	130	45	46	25
Dec-06	54	78	44	93	98	92	33	40	18
Jan-07	74	88	57	99	105	88	34	38	25
Feb-07	86	94	64	125	122	147	48	54	31
Mar-07	93	109	73	143	148	135	52	55	31
Apr-07	133	149	114	262	247	271	55	64	44
May-07	123	128	77	180	181	159	46	53	35
Jun-07	143	160	104	207	207	207	63	71	36
Jul-07	137	152	98	206	220	180	58	64	42
Aug-07	144	154	86	265	268	245	50	57	41
Sep-07	128	140	90	205	197	211	62	70	37
Oct-07	115	120	77	183	189	-	56	63	32
Nov-07	91	96	53	-	-	-	55	59	25
Dec-07	51	77	28	-	-	-	33	46	24
Jan-08	86	98	57	115	115	100	40	44	23
Feb-08	97	101	55	-	-	-	40	44	26
Mar-08	77	93	39	135	145	91	35	45	23
Apr-08	106	112	54	178	179	134	50	53	26
May-08	130	156	88	233	257	216	57	69	36
Jun-08	152	168	75	258	288	199	72	77	45
Jul-08	153	160	82	269	277	190	75	81	45
Aug-08	133	141	105	249	266	227	53	63	39
Sep-08	126	130	105	219	207	251	72	81	50
Oct-08	103	107	62	174	183	126	59	70	42
Nov-08	81	94	25	134	155	91	53	59	22
Dec-08	61	68	21	100	109	77	35	45	21
Jan-09	67	75	42	62	64	53	44	54	24
Feb-09	72	92	36	90	90	84	37	43	29
Mar-09	109	113	78	-	-	-	61	64	45

Table 1.21: 7-day, 5- day and weekend day counts of cyclists – Exeter

	Barrack Road North			Barrack Road South			Bridge Road		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	-	-	-	111	115	60
Feb-06	-	-	-	-	-	-	119	126	69
Mar-06	-	-	-	-	-	-	116	119	78
Apr-06	-	-	-	-	-	-	144	175	89
May-06	-	-	-	-	-	-	150	160	83
Jun-06	-	-	-	-	-	-	213	227	130
Jul-06	-	-	-	-	-	-	188	209	135
Aug-06	-	-	-	-	-	-	201	219	108
Sep-06	-	-	-	-	-	-	165	176	103
Oct-06	147	154	-	113	126	-	130	142	69
Nov-06	144	151	63	124	130	56	138	142	55
Dec-06	70	127	38	63	101	43	85	112	42
Jan-07	127	140	51	114	120	47	124	135	55
Feb-07	115	133	48	105	114	42	107	126	51
Mar-07	131	144	58	113	124	57	129	147	73
Apr-07	141	145	65	118	133	55	167	183	110
May-07	140	149	58	126	145	55	141	163	75
Jun-07	132	158	52	120	139	45	145	172	87
Jul-07	-	-	-	-	-	-	-	-	-
Aug-07	135	143	59	118	128	54	164	181	106
Sep-07	140	158	61	129	143	60	165	187	86
Oct-07	141	149	53	132	142	64	151	163	67
Nov-07	129	135	51	114	123	50	140	146	62
Dec-07	54	99	29	48	102	39	64	106	39
Jan-08	99	111	44	92	94	49	108	118	54
Feb-08	115	122	51	105	113	58	123	135	62
Mar-08	102	127	36	94	106	42	110	132	46
Apr-08	133	142	48	117	126	48	137	149	57
May-08	140	159	66	123	135	74	148	171	86
Jun-08	175	189	73	160	173	73	189	230	123
Jul-08	146	169	74	-	-	-	173	210	106
Aug-08	138	149	55	124	130	63	156	177	90
Sep-08	164	175	79	138	150	78	184	193	109
Oct-08	143	147	52	121	134	59	161	175	65
Nov-08	138	154	45	116	127	50	137	154	43
Dec-08	94	111	41	82	94	46	96	104	43
Jan-09	105	117	33	91	105	42	104	111	44
Feb-09	94	111	41	-	-	-	114	131	58
Mar-09	124	135	61	-	-	-	144	153	94

Table 1.22: 7-day, 5- day and weekend day counts of cyclists – Exeter (continued)

	Burnt House Lane North			Burnt house Lane South			Clapper Brook Lane		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	49	57	21	-	-	-
Feb-06	42	47	14	53	56	23	-	-	-
Mar-06	38	42	15	51	52	32	-	-	-
Apr-06	38	52	24	54	69	25	-	-	-
May-06	55	58	29	53	60	27	-	-	-
Jun-06	67	71	33	72	77	39	-	-	-
Jul-06	65	77	38	75	87	37	-	-	-
Aug-06	54	63	33	67	76	33	-	-	-
Sep-06	60	66	31	53	62	29	-	-	-
Oct-06	56	65	29	54	64	24	392	418	-
Nov-06	50	53	23	52	59	25	411	419	184
Dec-06	43	48	16	43	53	22	246	357	118
Jan-07	42	47	15	63	65	23	336	364	139
Feb-07	39	43	19	48	55	21	324	367	137
Mar-07	53	56	23	56	59	25	-	-	-
Apr-07	58	63	26	58	66	32	-	-	-
May-07	52	58	28	55	65	22	-	-	-
Jun-07	60	68	28	57	60	30	447	495	225
Jul-07	61	67	31	60	68	23	-	-	-
Aug-07	51	54	26	65	68	46	465	522	279
Sep-07	65	73	35	66	72	26	511	560	256
Oct-07	65	70	30	63	71	23	451	473	176
Nov-07	53	55	24	61	64	34	424	441	151
Dec-07	31	43	16	50	58	26	162	343	97
Jan-08	41	47	23	66	73	30	333	366	139
Feb-08	46	55	22	65	68	33	380	405	156
Mar-08	44	50	18	60	68	35	335	399	126
Apr-08	49	54	23	60	64	29	423	448	165
May-08	59	67	34	68	72	50	432	483	199
Jun-08	69	79	36	66	73	38	575	594	256
Jul-08	64	72	37	58	62	35	479	537	234
Aug-08	52	56	28	51	57	30	455	496	195
Sep-08	62	65	35	58	64	32	486	500	264
Oct-08	56	63	30	47	58	27	381	425	194
Nov-08	48	55	21	46	55	26	386	404	124
Dec-08	36	40	20	50	61	25	293	311	109
Jan-09	34	38	15	51	61	23	316	335	130
Feb-09	36	39	18	59	63	30	309	356	167
Mar-09	42	49	26	55	59	26	386	430	235

Table 1.23: 7-day, 5- day and weekend day counts of cyclists – Exeter (continued)

	Cowick Barton Playing Fields			Dryden Road			Exeter Road, Topsham		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	41	43	18	104	110	89
Feb-06	-	-	-	39	42	15	98	112	77
Mar-06	-	-	-	36	39	18	100	109	81
Apr-06	-	-	-	35	41	19	-	-	-
May-06	-	-	-	39	44	17	-	-	-
Jun-06	-	-	-	50	54	23	-	-	-
Jul-06	-	-	-	54	56	23	-	-	-
Aug-06	-	-	-	42	54	22	-	-	-
Sep-06	-	-	-	-	-	-	-	-	-
Oct-06	57	57	-	51	54		132	135	-
Nov-06	60	64	43	58	59	21	140	154	109
Dec-06	46	59	27	26	43	15	118	132	83
Jan-07	61	66	45	47	54	16	132	139	102
Feb-07	55	59	37	44	53	21	123	137	83
Mar-07	73	74	61	60	67	19	153	164	127
Apr-07	96	103	79	62	66	23	213	219	191
May-07	88	97	52	63	72	26	197	208	162
Jun-07	107	112	64	67	74	21	202	205	177
Jul-07	-	-	-	73	82	25	-	-	-
Aug-07	93	99	82	66	69	24	235	242	207
Sep-07	112	129	82	75	81	26	244	259	190
Oct-07	93	108	63	72	74	19	209	227	151
Nov-07	84	93	52	68	74	22	180	186	124
Dec-07	47	58	24	28	56	14	96	152	76
Jan-08	70	78	40	53	56	19	155	162	120
Feb-08	73	80	43	58	62	18	194	201	149
Mar-08	69	80	29	58	66	15	144	179	103
Apr-08	82	89	56	-	-	-	213	222	120
May-08	94	110	74	74	91	29	232	247	182
Jun-08	128	135	77	89	96	31	309	326	218
Jul-08	122	143	103	73	86	24	245	260	210
Aug-08	92	105	73	63	67	25	220	240	167
Sep-08	118	132	87	86	89	32	271	278	222
Oct-08	109	114	74	73	81	24	225	240	150
Nov-08	90	98	44	75	80	20	208	226	98
Dec-08	58	68	37	51	59	15	134	145	90
Jan-09	-	-	-	60	66	17	142	155	112
Feb-09	71	81	49	56	63	18	167	199	125
Mar-09	90	96	74	69	73	24	221	232	184

Table 1.24: 7-day, 5- day and weekend day counts of cyclists – Exeter (continued)

	Exminster Sannerville Way			Exwick			Gras Lawn		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	214	214	216	-	-	-
Feb-06	110	119	50	189	193	174	-	-	-
Mar-06	109	116	54	203	203	169	-	-	-
Apr-06	139	160	84	328	343	293	-	-	-
May-06	136	154	96	349	365	305	-	-	-
Jun-06	195	204	136	422	422	425	-	-	-
Jul-06	199	208	129	473	478	434	-	-	-
Aug-06	181	203	130	406	419	335	-	-	-
Sep-06	163	182	98	383	385	305	-	-	-
Oct-06	133	147	73	341	349	319	28	30	-
Nov-06	135	139	59	259	269	251	30	30	18
Dec-06	81	105	41	219	235	157	16	26	7
Jan-07	117	126	53	267	267	294	21	24	12
Feb-07	113	128	59	228	238	169	22	23	14
Mar-07	120	138	72	307	303	319	25	27	11
Apr-07	165	173	107	448	438	461	31	34	10
May-07	146	157	86	375	404	326	28	35	16
Jun-07	144	167	91	399	416	370	29	35	15
Jul-07	-	-	-	-	-	-	-	-	-
Aug-07	162	177	113	477	482	469	27	31	15
Sep-07	167	185	94	438	416	470	32	41	19
Oct-07	145	157	74	387	387	409	34	38	14
Nov-07	134	148	67	267	290	217	36	43	16
Dec-07	60	105	33	201	212	132	15	29	6
Jan-08	109	116	60	255	253	301	29	32	11
Feb-08	122	133	60	280	275	284	25	28	15
Mar-08	103	135	45	280	292	222	23	31	11
Apr-08	135	146	52	335	365	295	34	36	11
May-08	139	173	86	451	439	470	38	45	15
Jun-08	181	229	140	492	492	465	40	45	14
Jul-08	185	200	107	446	446	437	34	36	11
Aug-08	154	173	95	473	491	360	29	33	10
Sep-08	173	181	97	433	430	452	26	28	12
Oct-08	147	160	63	336	336	309	20	21	15
Nov-08	129	140	37	281	291	212	30	37	15
Dec-08	95	101	41	191	217	183	25	30	18
Jan-09	101	108	41	191	204	155	21	26	14
Feb-09	110	127	63	239	249	186	22	25	16
Mar-09	138	146	82	264	261	307	35	39	22

Table 1.25: 7-day, 5- day and weekend day counts of cyclists – Exeter (continued)

	Hamlin Lane Playing Fields			Haven Banks			Hill Barton Road north		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	359	359	291	-	-	-
Feb-06	-	-	-	319	346	222	-	-	-
Mar-06	-	-	-	324	327	258	-	-	-
Apr-06	-	-	-	543	549	512	-	-	-
May-06	-	-	-	583	620	475	-	-	-
Jun-06	-	-	-	810	810	812	-	-	-
Jul-06	-	-	-	825	880	716	-	-	-
Aug-06	-	-	-	740	776	577	-	-	-
Sep-06	-	-	-	-	-	-	-	-	-
Oct-06	92	100	-	535	542	-	136	151	-
Nov-06	--	74	-	485	510	448	150	155	52
Dec-06	63	75	39	371	396	212	72	135	33
Jan-07	69	71	49	436	437	364	132	141	45
Feb-07	72	83	47	419	460	321	117	132	46
Mar-07	88	99	76	-	-	-	136	149	53
Apr-07	108	112	92	-	-	-	155	163	73
May-07	101	102	86	-	-	-	165	177	57
Jun-07	108	126	61	-	-	-	167	184	46
Jul-07	106	115	81	-	-	-	149	158	42
Aug-07	108	124	87	870	946	846	155	164	71
Sep-07	114	126	83	781	786	745	183	202	67
Oct-07	106	113	75	679	684	532	176	181	58
Nov-07	81	89	60	562	578	390	172	180	64
Dec-07	58	67	30	-	-	-	53	147	39
Jan-08	74	77	47	-	-	-	147	165	49
Feb-08	84	87	57	624	624	582	158	164	62
Mar-08	80	92	53	477	532	287	144	175	40
Apr-08	107	119	61	651	695	469	157	167	44
May-08	117	127	95	862	873	779	183	225	73
Jun-08	155	163	104	950	1009	799	232	246	85
Jul-08	122	128	86	879	907	635	206	228	85
Aug-08	110	125	64	-	-	-	163	178	68
Sep-08	143	147	119	-	-	-	209	223	95
Oct-08	109	116	81	647	671	484	185	207	62
Nov-08	96	102	40	516	594	302	176	187	43
Dec-08	53	61	35	387	430	286	105	133	41
Jan-09	73	82	37	-	-	-	136	144	41
Feb-09	76	87	45	-	-	-	138	149	46
Mar-09	108	113	75	-	-	-	181	193	66

Table 1.26: 7-day, 5- day and weekend day counts of cyclists – Exeter (continued)

	Hill Barton Road South			Honiton Road			Millers Crossing		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	86	96	24	158	169	110
Feb-06	-	-	-	83	88	21	144	152	110
Mar-06	-	-	-	85	86	22	156	160	119
Apr-06	-	-	-	88	98	27	199	234	145
May-06	-	-	-	102	110	34	230	253	182
Jun-06	-	-	-	113	123	35	304	313	242
Jul-06	-	-	-	113	127	33	-	-	-
Aug-06	-	-	-	112	113	27	252	257	182
Sep-06	-	-	-	119	128	29	258	281	180
Oct-06	27	29	-	103	107	29	205	227	146
Nov-06	30	32	13	102	84	111	192	198	139
Dec-06	21	28	8	61	95	23	141	170	91
Jan-07	28	30	12	89	94	25	164	166	
Feb-07	25	30	13	90	94	20	165	174	106
Mar-07	28	34	13	93	96	26	205	217	176
Apr-07	38	41	24	106	109	26	259	279	222
May-07	41	42	19	100	105	30	271	289	166
Jun-07	40	50	17	98	107	28	263	287	197
Jul-07	38	42	16	99	107	27	-	-	-
Aug-07	43	45	27	97	101	28	252	269	222
Sep-07	41	43	18	98	106	27	283	296	214
Oct-07	42	44	18	90	95	25	254	269	186
Nov-07	35	38	13	88	94	22	210	233	145
Dec-07	19	28	7	29	73	17	123	165	89
Jan-08	27	30	13	80	83	20	178	183	160
Feb-08	34	38	14	-	-	-	235	243	180
Mar-08	29	31	12	-	-	-	194	211	131
Apr-08	23	25	4	-	-	-	242	255	143
May-08	19	20	4	-	-	-	265	291	256
Jun-08	18	20	5	-	-	-	330	354	262
Jul-08	44	50	22	-	-	-	295	325	251
Aug-08	35	45	18	-	-	-	284	305	202
Sep-08	40	44	20	-	-	-	301	308	274
Oct-08	37	42	16	188	195	63	238	247	185
Nov-08	32	33	10	171	178	52	202	223	125
Dec-08	21	23	10	162	179	72	156	170	116
Jan-09	25	30	9	176	185	58	155	165	133
Feb-09	28	35	8	171	188	53	171	206	141
Mar-09	36	39	15	172	187	68	225	225	209

Table 1.27: 7-day, 5- day and weekend day counts of cyclists – Exeter (continued)

	Prince Charles Higher			Prince Charles Lower			Prince of Wales Road		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	38	40	18	85	89	49	-	-	-
Feb-06	38	42	22	89	94	45	-	-	-
Mar-06	39	42	15	87	93	56	-	-	-
Apr-06	37	40	25	98	107	59	-	-	-
May-06	45	48	23	101	121	67	-	-	-
Jun-06	55	57	29	139	146	85	-	-	-
Jul-06	44	48	27	140	145	88	-	-	-
Aug-06	41	45	24	125	134	81	-	-	-
Sep-06	52	54	27	131	136	72	-	-	-
Oct-06	49	55	28	121	129	60	151	159	-
Nov-06	41	44	20	107	111	61	138	145	32
Dec-06	29	39	20	72	82	50	28	43	18
Jan-07	39	42	19	88	94	54	91	99	33
Feb-07	33	45	14	79	97	46	118	128	27
Mar-07	38	41	20	93	99	56	64	102	23
Apr-07	39	46	23	106	114	71	52	73	30
May-07	43	46	24	104	120	65	108	115	37
Jun-07	46	50	27	106	122	60	70	83	29
Jul-07	48	52	23	106	122	70	65	68	16
Aug-07	43	45	24	114	128	77	-	-	-
Sep-07	51	56	27	126	137	79	-	-	-
Oct-07	55	59	29	123	126	76	-	-	-
Nov-07	50	52	25	114	128	78	-	-	-
Dec-07	27	41	17	-	-	-	20	47	17
Jan-08	42	44	23	84	102	63	110	121	40
Feb-08	48	51	25	105	121	76	46	49	32
Mar-08	41	49	18	101	109	57	56	81	28
Apr-08	41	44	19	109	118	56	72	78	27
May-08	45	53	26	130	137	96	128	138	46
Jun-08	57	66	30	168	179	99	100	112	47
Jul-08	53	57	30	145	164	106	75	83	34
Aug-08	45	52	24	135	147	74	52	68	27
Sep-08	58	61	32	154	168	102	79	83	44
Oct-08	53	56	27	140	160	76	192	206	53
Nov-08	48	59	25	121	146	59	175	195	47
Dec-08	41	50	27	95	114	56	48	82	29
Jan-09	45	50	25	99	104	57	84	127	41
Feb-09	44	50	24	100	122	57	152	159	39
Mar-09	53	56	25	132	149	84	98	153	40

Table 1.28: 7-day, 5- day and weekend day counts of cyclists – Exeter (continued)

	Rydon Lane North			Rydon Lane South			Salmon Pool		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	34	37	13	93	96	38	291	299	221
Feb-06	35	40	10	83	89	32	301	312	196
Mar-06	31	38	11	77	90	32	289	289	253
Apr-06	42	51	17	89	114	56	565	557	581
May-06	43	50	23	106	125	47	543	553	511
Jun-06	62	66	28	149	157	80	824	752	939
Jul-06	69	78	29	147	158	74	810	810	804
Aug-06	60	64	33	125	137	70	697	722	641
Sep-06	68	74	26	130	143	59	572	576	487
Oct-06	54	58	15	111	116	54	424	428	421
Nov-06	54	56	16	116	120	56	374	374	378
Dec-06	31	44	9	84	99	31	262	284	173
Jan-07	53	56	21	102	110	35	324	324	323
Feb-07	61	66	25	94	102	55	329	355	309
Mar-07	62	69	29	108	112	64	451	447	456
Apr-07	82	87	45	150	157	91	868	745	893
May-07	78	83	23	126	154	61	590	590	575
Jun-07	71	78	25	150	154	68	609	564	680
Jul-07	73	86	27	151	165	82	-	-	-
Aug-07	75	88	38	159	170	85	911	878	919
Sep-07	75	101	36	171	186	87	669	608	773
Oct-07	78	83	18	160	170	60	539	539	489
Nov-07	66	69	20	155	164	57	403	417	370
Dec-07	31	49	12	61	121	35	247	293	179
Jan-08	53	57	21	116	130	68	340	337	420
Feb-08	75	79	25	141	147	67	460	460	423
Mar-08	63	75	17	120	143	50	378	442	285
Apr-08	85	94	23	147	164	44	562	570	481
May-08	80	114	37	-	-	-	821	814	821
Jun-08	119	127	56	-	-	-	907	907	887
Jul-08	96	104	45	-	-	-	733	733	821
Aug-08	82	93	34	-	-	-	821	848	725
Sep-08	97	102	47	-	-	-	726	700	953
Oct-08	76	82	27	163	174	75	526	533	452
Nov-08	67	71	19	161	174	53	411	467	279
Dec-08	49	53	8	100	110	46	263	287	259
Jan-09	-	-	-	106	125	49	303	303	311
Feb-09	68	71	24	129	141	61	429	429	449
Mar-09	68	80	37	154	177	79	486	469	577

Table 1.29: 7-day, 5- day and weekend day counts of cyclists – Exeter (continued)

	Sowton Digby Railway Link			Western Way			Whipton Barton Road		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	51	54	30	-	-	-
Feb-06	-	-	-	48	49	29	-	-	-
Mar-06	-	-	-	50	54	27	-	-	-
Apr-06	-	-	-	54	65	35	-	-	-
May-06	-	-	-	52	59	30	-	-	-
Jun-06	-	-	-	-	-	-	-	-	-
Jul-06	-	-	-	70	75	38	-	-	-
Aug-06	-	-	-	71	74	37	-	-	-
Sep-06	-	-	-	72	75	38	-	-	-
Oct-06	86	103	-	61	69	36	13	22	-
Nov-06	105	112	13	64	67	39	29	31	6
Dec-06	60	84	13	39	52	34	15	23	5
Jan-07	83	97	10	55	62	34	27	33	9
Feb-07	84	93	13	47	52	24	16	23	8
Mar-07	92	98	12	61	65	43	31	35	10
Apr-07	112	123	16	67	75	41	21	23	12
May-07	103	115	14	66	73	40	35	39	11
Jun-07	107	112	16	71	82	40	35	42	10
Jul-07	104	120	16	-	-		21	34	8
Aug-07	103	107	18	59	71	42	15	16	10
Sep-07	127	135	19	81	89	44	38	44	16
Oct-07	119	123	14	77	86	42	47	53	11
Nov-07	105	112	12	80	82	37	40	42	12
Dec-07	26	90	10	44	59	24	12	31	8
Jan-08	95	103	17	61	67	38	32	33	10
Feb-08	93	107	15	69	74	35	33	36	8
Mar-08	91	111	20	53	64	26	32	39	6
Apr-08	111	118	19	68	73	32	26	34	8
May-08	114	126	21	70	86	48	29	42	9
Jun-08	146	162	24	83	88	51	46	48	19
Jul-08	134	152	23	76	88	43	26	42	17
Aug-08	129	137	23	63	74	41	16	18	11
Sep-08	164	177	23	85	94	60	35	44	15
Oct-08	137	149	22	69	71	43	37	39	13
Nov-08	118	132	18	71	75	34	30	42	10
Dec-08	90	102	14	53	58	26	14	24	9
Jan-09	100	106	16	56	62	30	20	28	6
Feb-09	101	122	23	51	64	28	18	23	8
Mar-09	122	140	26	71	75	37	24	28	11

Table 1.30-: 7-day, 5- day and weekend day counts of cyclists – Lancaster with Morecambe

	Canal Towpath North of Hammerton Hall Lane			Canal Townpath NE of Moor Lane			Cycle East of Glenworth Road		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	26	17	37	-	-	-	-	-	-
Feb-06	24	25	23	-	-	-	-	-	-
Mar-06	24	22	31	-	-	-	-	-	-
Apr-06	51	45	72	-	-	-	-	-	-
May-06	43	45	37	-	-	-	-	-	-
Jun-06	76	76	79	-	-	-	-	-	-
Jul-06	104	103	140	140	139	140	178	196	108
Aug-06	88	87	93	89	93	76	163	178	82
Sep-06	75	69	97	98	99	85	182	193	109
Oct-06	45	40	63	74	78	68	169	187	88
Nov-06	28	26	36	60	66	37	162	173	68
Dec-06	17	16	19	38	47	30	115	131	56
Jan-07	24	24	30	48	52	33	136	145	79
Feb-07	32	28	49	56	57	50	143	157	74
Mar-07	44	43	68	65	74	54	176	183	81
Apr-07	82	75	122	115	111	115	205	219	121
May-07	74	72	101	94	105	81	200	220	107
Jun-07	93	79	139	109	111	102	222	234	128
Jul-07	79	75	93	101	105	68	209	235	126
Aug-07	111	111	100	116	121	89	242	256	126
Sep-07	68	65	75	98	116	71	244	261	126
Oct-07	56	52	73	89	94	61	235	246	110
Nov-07	33	33	41	71	76	45	197	213	86
Dec-07	22	22	19	38	48	23	110	165	84
Jan-08	26	24	36	48	56	42	149	157	75
Feb-08	40	40	61	72	72	65	178	190	107
Mar-08	48	54	46	68	77	53	159	184	81
Apr-08	61	65	58	82	94	59	211	220	102
May-08	116	115	123	128	138	113	245	272	155
Jun-08	103	105	97	149	150	88	283	308	139
Jul-08	108	108	110	134	134	101	273	295	158
Aug-08	97	93	110	112	115	93	244	267	147
Sep-08	86	79	162	119	117	128	261	285	149
Oct-08	56	57	48	89	92	54	226	239	105
Nov-08	36	40	33	75	88	41	204	217	98
Dec-08	32	33	31	42	51	33	151	170	77
Jan-09	35	35	37	54	61	37	172	190	94
Feb-09	47	46	47	71	81	48	184	200	93
Mar-09	56	56	50	86	90	59	196	211	100

Table 1.31-: 7-day, 5- day and weekend day counts of cyclists – Lancaster with Morecambe (continued)

	Cycle track East of Lancaster Road			Cycle track Giant Axe			Cycle track North West of Car Park		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	7	6	8	90	95	63	68	74	49
Feb-06	5	5	9	97	102	55	66	75	44
Mar-06	5	5	6	86	94	54	66	74	49
Apr-06	10	9	11	105	117	77	64	71	56
May-06	9	9	8	128	135	70	76	88	44
Jun-06	17	15	24	153	165	114	89	97	59
Jul-06	26	24	34	166	183	126	96	109	70
Aug-06	16	14	18	121	130	95	79	84	68
Sep-06	11	11	14	133	138	110	85	95	68
Oct-06	6	5	7	109	124	88	71	80	56
Nov-06	4	4	5	118	125	63	58	61	36
Dec-06	4	4	3	81	93	49	45	47	26
Jan-07	5	5	4	86	99	46	51	52	33
Feb-07	6	6	6	95	97	59	53	55	34
Mar-07	8	8	13	116	120	68	63	69	44
Apr-07	15	12	22	135	153	116	79	86	66
May-07	11	10	19	127	135	84	74	92	41
Jun-07	17	15	23	128	136	100	89	99	71
Jul-07	13	12	21	138	150	100	80	84	54
Aug-07	21	21	14	148	152	89	83	97	53
Sep-07	15	16	12	151	166	112	78	91	59
Oct-07	11	10	14	129	136	79	82	89	57
Nov-07	5	5	6	115	122	65	69	77	35
Dec-07	5	4	5	85	103	48	43	52	26
Jan-08	5	4	7	109	118	69	50	52	47
Feb-08	7	5	11	143	144	110	57	62	49
Mar-08	5	6	4	113	123	78	52	53	38
Apr-08	10	10	10	143	164	90	61	67	
May-08	15	13	20	201	214	135	-	-	-
Jun-08	16	16	16	168	199	116	-	-	-
Jul-08	14	14	18	168	173	113	-	-	-
Aug-08	18	18	19	138	162	104	-	-	-
Sep-08	-	-	-	169	180	134	-	-	-
Oct-08	-	-	-	139	149	77	-	-	-
Nov-08	-	-	-	133	141	56	-	-	-
Dec-08	6	6	6	73	85	44	-	-	-
Jan-09	7	7	6	101	116	64	-	-	-
Feb-09	6	4	7	124	129	75	-	-	-
Mar-09	7	7	6	123	141	94	-	-	-

Table 1.32-: 7-day, 5- day and weekend day counts of cyclists – Lancaster with Morecambe (continued)

	Cycle track of South of Hillmore Road			Cycle track west of St Andrew's Grove			Damside Street		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	-	-	-	-	-	-
Feb-06	-	-	-	-	-	-	-	-	-
Mar-06	-	-	-	-	-	-	-	-	-
Apr-06	-	-	-	-	-	-	-	-	-
May-06	-	-	-	-	-	-	-	-	-
Jun-06	-	-	-	-	-	-	-	-	-
Jul-06	143	144	137	78	86	49	258	268	151
Aug-06	135	135	127	57	57	51	215	232	126
Sep-06	130	128	168	71	74	69	227	238	130
Oct-06	117	114	129	56	65	49	183	210	110
Nov-06	87	84	92	42	47	28	180	185	83
Dec-06	76	76	76	26	33	22	126	142	59
Jan-07	75	74	78	33	36	21	153	169	75
Feb-07	79	75	89	30	33	21	145	159	86
Mar-07	91	89	99	48	50	26	184	196	90
Apr-07	118	120	117	57	58	44	202	213	141
May-07	-	-	-	60	72	37	207	226	106
Jun-07	-	-	-	75	91	55	224	245	136
Jul-07	120	117	121	53	68	29	214	241	132
Aug-07	141	148	119	52	54	42	223	236	111
Sep-07	25	25	92	73	84	40	216	237	121
Oct-07	-	-	-	67	79	36	277	298	190
Nov-07	-	-	-	69	71	26	281	289	159
Dec-07	-	-	-	30	54	22	148	222	103
Jan-08	-	-	-	36	39	24	203	228	151
Feb-08	-	-	-	49	55	27	242	253	204
Mar-08	-	-	-	49	61	27	240	256	153
Apr-08	-	80	-	50	54	37	286	293	165
May-08	127	128	125	78	101	61	377	406	280
Jun-08	125	126	118	94	101	40	367	380	183
Jul-08	116	116	109	75	80	45	252	263	155
Aug-08	120	130	114	54	55	44	239	260	147
Sep-08	100	97	107	89	103	44	254	278	165
Oct-08	81	82	74	67	70	28	218	226	114
Nov-08	69	69	63	66	78	26	200	218	102
Dec-08	88	88	110	36	50	16	140	158	65
Jan-09	84	102	81	52	54	23	177	191	90
Feb-09	126	126	127	51	57	22	177	181	86
Mar-09	166	160	175	-	-	-	196	215	98

Table 1.33-: 7-day, 5- day and weekend day counts of cyclists – Lancaster with Morecambe (continued)

	Greenway East of Out Moss Lane Spur			Lancaster and Morecambe ASDA			Greenway Nr. Hillmore Road		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	342	356	249	-	-	-	97	94	136
Feb-06	356	375	221	-	-	-	98	98	98
Mar-06	323	346	232	-	-	-	94	91	116
Apr-06	369	391	333	-	-	-	155	138	209
May-06	411	466	242	-	-	-	148	148	134
Jun-06	530	605	456	-	-	-	209	204	242
Jul-06	651	707	504	894	909	630	282	279	302
Aug-06	506	528	373	666	709	406	193	182	220
Sep-06	515	543	425	667	730	485	171	165	218
Oct-06	425	457	322	555	572	343	137	131	225
Nov-06	371	409	201	503	531	249	97	93	118
Dec-06	-	-	-	361	455	208	74	74	76
Jan-07	-	-	-	442	477	232	83	83	83
Feb-07	-	-	-	435	501	286	101	98	119
Mar-07	369	401	268	502	519	311	113	107	135
Apr-07	456	479	406	581	637	505	207	199	263
May-07	466	509	381	560	628	381	183	165	195
Jun-07	539	560	412	648	693	426	198	190	231
Jul-07	489	527	375	616	693	447	183	177	223
Aug-07	556	594	387	757	788	428	214	215	201
Sep-07	511	558	365	720	767	439	173	172	203
Oct-07	479	487	319	702	722	391	170	165	200
Nov-07	366	405	221	542	586	267	101	102	89
Dec-07	254	315	155	290	461	202	77	79	71
Jan-08	283	295	222	411	451	257	82	81	109
Feb-08	344	367	248	462	475	292	96	96	131
Mar-08	285	335	212	406	469	256	106	104	114
Apr-08	373	389	246	493	506	303	138	150	126
May-08	531	547	423	627	731	545	240	234	242
Jun-08	524	557	381	663	706	441	218	217	223
Jul-08	498	504	430	654	682	483	213	213	252
Aug-08	439	483	335	620	667	484	224	221	251
Sep-08	485	506	440	703	738	588	240	218	309
Oct-08	358	365	235	598	618	309	138	140	
Nov-08	327	372	216	542	568	295	126	128	102
Dec-08	265	279	151	398	433	226	97	97	96
Jan-09	296	324	177	462	478	257	104	105	83
Feb-09	322	342	217	480	496	260	105	112	97
Mar-09	373	383	230	480	515	290	-	-	-

Table 1.34-: 7-day, 5- day and weekend day counts of cyclists – Lancaster with Morecambe (continued)

	Lune Street			NW Millennium Bridge			Out moss Lane North Langridge Way		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	527	577	337	163	175	134
Feb-06	-	-	-	545	585	310	157	164	115
Mar-06	-	-	-	497	534	331	162	179	112
Apr-06	219	244	181	567	593	462	172	186	154
May-06	247	285	134	683	709	345	210	220	159
Jun-06	302	325	200	814	937	579	246	274	198
Jul-06	332	354	238	915	988	655	280	289	243
Aug-06	246	265	180	698	750	444	237	240	203
Sep-06	268	296	199	716	761	527	280	299	239
Oct-06	241	255	174	555	622	403	235	250	193
Nov-06	222	231	127	533	556	296	183	196	98
Dec-06	154	180	92	380	476	229	112	129	91
Jan-07	183	198	127	484	511	270	144	153	102
Feb-07	186	195	123	485	534	305	139	146	101
Mar-07	224	238	145	574	591	336	183	191	125
Apr-07	264	277	197	660	710	544	203	217	183
May-07	255	298	161	645	684	443	200	203	171
Jun-07	281	316	214	727	783	502	213	245	209
Jul-07	278	296	177	718	766	505	201	210	154
Aug-07	297	309	163	794	842	475	221	227	172
Sep-07	298	325	191	720	808	507	203	218	154
Oct-07	274	286	168	713	718	437	190	203	136
Nov-07	240	251	147	620	662	323	149	154	102
Dec-07	132	207	81	314	528	225	96	109	67
Jan-08	187	198	128	340	369	209	97	98	76
Feb-08	199	205	138	434	535	320	118	129	102
Mar-08	191	208	119	518	584	300	126	138	100
Apr-08	223	237	139	625	651	345	136	149	115
May-08	288	327	212	748	871	571	202	208	144
Jun-08	316	336	203	819	874	554	204	216	145
Jul-08	286	310	191	722	775	524	189	194	155
Aug-08	261	294	178	679	737	524	194	195	156
Sep-08	284	312	203	772	803	666	180	185	168
Oct-08	242	252	131	637	677	351	-	-	-
Nov-08	229	235	126	604	641	320	-	-	-
Dec-08	140	149	93	430	482	240	96	101	72
Jan-09	194	201	86	543	556	290	100	112	70
Feb-09	205	219	114	-	584	-	109	118	74
Mar-09	230	246	143	595	636	343	120	128	94

Table 1.35-: 7-day, 5- day and weekend day counts of cyclists – Lancaster with Morecambe (continued)

	Promenade Cycle track B5724			Promenade cycle track opposite town hall			RLMP Cycle track E of Skerton Bridge		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	96	85	138	167	167	174
Feb-06	-	-	-	84	77	105	180	186	130
Mar-06	-	-	-	72	72	73	143	167	129
Apr-06	-	-	-	151	127	174	242	243	234
May-06	-	-	-	125	157	99	243	245	146
Jun-06	-	-	-	226	218	264	310	309	316
Jul-06	441	441	447	380	380	396	345	345	342
Aug-06	191	201	184	185	180	216	238	276	213
Sep-06	203	193	236	197	168	287	233	233	234
Oct-06	130	115	178	25	25	116	194	193	198
Nov-06	66	66	66	49	49	45	162	175	112
Dec-06	53	67	52	60	68	55	124	147	80
Jan-07	56	58	46	53	53	56	149	161	101
Feb-07	91	83	106	87	79	126	154	156	148
Mar-07	110	104	110	92	91	117	167	170	149
Apr-07	196	180	232	187	163	235	260	248	289
May-07	153	161	144	156	138	162	200	228	166
Jun-07	233	203	288	191	186	299	235	243	209
Jul-07	166	159	211	165	153	196	244	246	233
Aug-07	241	259	197	237	239	214	294	309	205
Sep-07	174	167	210	181	163	194	229	245	198
Oct-07	165	164	217	163	152	210	217	213	231
Nov-07	98	98	88	99	101	80	184	191	109
Dec-07	61	73	49	63	63	51	116	148	71
Jan-08	79	74	100	59	57	103	166	171	125
Feb-08	118	118	143	99	99	154	173	174	151
Mar-08	87	87	87	92	83	104	164	181	139
Apr-08	159	163	107	142	161	113	199	233	139
May-08	352	345	352	354	347	362	283	285	264
Jun-08	271	283	202	304	320	238	267	305	217
Jul-08	271	271	236	293	293	295	277	309	247
Aug-08	273	266	343	299	270	394	268	277	219
Sep-08	282	259	407	296	263	475	250	248	292
Oct-08	127	140	108	134	134	136	-	-	-
Nov-08	125	129	103	129	129	111	-	-	-
Dec-08	85	85	85	88	92	86	115	137	73
Jan-09	100	102	100	104	103	128	155	166	114
Feb-09	110	131	108	131	126	135	156	169	126
Mar-09	130	133	128	158	159	149	208	216	148

Table 1.36-: 7-day, 5- day and weekend day counts of cyclists – Lancaster with Morecambe (continued)

	RLMP Cycle track West of Crook			RLMP Cycle track West of Denny Beck			St Georges Quay		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	91	80	162	119	114	171	98	98	103
Feb-06	93	90	115	123	121	128	103	107	84
Mar-06	74	73	104	106	104	117	95	102	90
Apr-06	156	129	196	190	172	218	134	130	166
May-06	130	135	110	182	188	144	134	140	109
Jun-06	214	193	270	251	237	319	208	205	222
Jul-06	238	231	303	306	303	342	238	239	220
Aug-06	187	187	190	219	224	198	168	168	158
Sep-06	158	150	235	202	192	238	160	154	192
Oct-06	118	113	208	135	133	180	130	129	145
Nov-06	76	75	125	107	107	106	98	98	101
Dec-06	66	68	65	82	91	77	65	71	61
Jan-07	80	78	97	97	92	102	80	89	70
Feb-07	96	85	171	113	108	145	96	94	110
Mar-07	104	95	150	122	119	139	99	99	109
Apr-07	188	160	288	207	194	301	174	172	258
May-07	143	143	170	167	167	165	155	134	169
Jun-07	171	156	215	195	187	218	166	170	154
Jul-07	161	151	277	201	193	260	175	149	180
Aug-07	202	204	168	229	242	189	180	196	140
Sep-07	163	152	201	191	191	207	172	157	179
Oct-07	128	121	192	162	161	197	0	0	0
Nov-07	96	96	93	126	126	104	-	-	-
Dec-07	66	74	49	87	100	69	-	-	-
Jan-08	72	72	78	93	93	93	-	-	-
Feb-08	118	99	141	118	111	150	-	-	-
Mar-08	97	86	108	124	123	133	-	-	-
Apr-08	144	148	128	160	166	137	-	-	-
May-08	214	202	256	255	234	280	-	-	-
Jun-08	184	181	193	220	222	200	-	-	-
Jul-08	190	190	218	226	220	264	143	143	133
Aug-08	203	173	224	224	227	222	150	158	146
Sep-08				227	212	347	156	150	223
Oct-08	123	119	166	157	157	163	113	115	103
Nov-08	99	99	96	129	145	116	91	100	64
Dec-08	68	66	71	95	101	78	59	63	50
Jan-09	89	85	96	118	120	104	70	73	64
Feb-09	100	98	123	121	122	121	90	86	102
Mar-09	-	-	-	-	-	-	109	110	93

Table 1.37-: 7-day, 5- day and weekend day counts of cyclists – Lancaster with Morecambe (continued)

	Torrisholme Road Ryelands			University Cycle Track			Vicarage Meadow		
Median	7-day	5-day	w/e day	7-day	5-day	w/e day	7-day	5-day	w/e day
Jan-06	-	-	-	-	-	-	-	-	-
Feb-06	-	-	-	-	-	-	-	-	-
Mar-06	-	-	-	301	379	101	-	-	-
Apr-06	-	-	-	-	-	-	-	-	-
May-06	-	-	-	-	-	-	-	-	-
Jun-06	-	-	-	357	367	-	-	-	-
Jul-06	-	-	-	352	378	119	-	-	-
Aug-06	-	-	-	285	294	88	-	-	-
Sep-06	-	-	-	315	347	120	-	-	-
Oct-06	-	-	-	395	468	158	-	-	-
Nov-06	-	-	-	410	449	106	-	-	-
Dec-06	-	-	-	135	254	57	-	-	-
Jan-07	-	-	-	239	325	78	-	-	-
Feb-07	-	-	-	364	384	100	-	-	-
Mar-07	-	-	-	383	397	102	-	-	-
Apr-07	-	-	-	264	333	139	-	-	-
May-07	-	-	-	363	412	147	-	-	-
Jun-07	-	-	-	271	351	107	-	-	-
Jul-07	-	-	-	289	324	107	-	-	-
Aug-07	-	-	-	304	329	97	-	-	-
Sep-07	-	-	-	326	374	107	-	-	-
Oct-07	-	-	-	515	544	154	-	-	-
Nov-07	-	-	-	468	504	129	-	-	-
Dec-07	-	-	-	126	270	49	-	-	-
Jan-08	-	-	-	287	310	92	-	-	-
Feb-08	-	-	-	421	443	113	113	113	-
Mar-08	-	-	-	180	378	95	116	129	88
Apr-08	-	124	-	314	336	90	161	172	96
May-08	133	148	99	-	-	-	217	236	161
Jun-08	130	146	83	412	453	138	208	225	146
Jul-08	120	134	103	364	374	116	184	194	144
Aug-08	117	128	95	313	332	100	158	172	122
Sep-08	113	123	101	349	380	131	183	200	162
Oct-08	87	95	59	477	510	121	148	153	106
Nov-08	94	101	55	422	472	95	139	149	68
Dec-08	71	74	46	148	257	48	89	100	60
Jan-09	68	74	46	-	-	-	116	124	77
Feb-09	74	91	49	-	-	-	123	129	80
Mar-09	85	94	59	-	-	-	130	143	93

Table 1.38-: 7-day, 5- day and weekend day counts of cyclists – Lancaster with Morecambe (continued)

	Water Street		
Median	7-day	5-day	w/e day
Jan-06	449	502	358
Feb-06	515	527	320
Mar-06	430	482	292
Apr-06	541	581	481
May-06	633	683	349
Jun-06	732	802	588
Jul-06	840	947	664
Aug-06	742	789	465
Sep-06	-	-	-
Oct-06	-	-	-
Nov-06	-	-	-
Dec-06	-	-	-
Jan-07	-	-	-
Feb-07	-	-	-
Mar-07	-	-	-
Apr-07	673	709	609
May-07	649	656	458
Jun-07	679	691	527
Jul-07	-	-	-
Aug-07	673	734	483
Sep-07	624	731	506
Oct-07	625	649	453
Nov-07	539	559	312
Dec-07	327	448	216
Jan-08	429	441	312
Feb-08	492	504	374
Mar-08	457	529	307
Apr-08	553	604	338
May-08	769	812	618
Jun-08	777	852	536
Jul-08	712	784	524
Aug-08	646	719	554
Sep-08	738	793	662
Oct-08	579	610	359
Nov-08	547	594	309
Dec-08	384	432	255
Jan-09	454	509	293
Feb-09	522	536	325
Mar-09	561	577	364

Table 1.39: All towns adjusted mean daily counts

	2005	2006	2007	2008	2009
Aylesbury	82	83	89	91	84
Brighton and Hove		425	459	496	539
Darlington	60	73	82	90	94
Derby	130	124	127	134	143
Exeter	114	129	143	152	160
Lancaster with Morecambe	198	207	212	223	247

Table 1.40: All Towns adjusted estimates of total counts per year

	2005	2006	2007	2008	2009
Aylesbury	446,979	454,105	489,103	495,588	457,580
Brighton and Hove		1,921,734	2,075,263	2,244,518	2,439,128
Darlington	267,804	325,917	367,763	402,787	419,995
Derby	644,327	614,194	628,314	662,894	707,776
Exeter	1,064,819	1,199,779	1,330,437	1,415,777	1,487,818
Lancaster with Morecambe	1,608,134	1,682,518	1,716,953	1,812,451	2,006,088

Appendix 2: Analysis of manual cycle counts

Data collection

2.1. Manual count sites are selected primarily to provide data from areas unsuitable for the installation of automatic cycle counters. Manual count locations typically form partial cordons around central areas.

2.2. Counts are performed quarterly over a 12-hour period. Ideally, all sites are counted on the same day. As far as possible, for each quarter in subsequent years, counts are performed within the same week.

2.3. The exact format of counting and reporting varies between towns. Typically, at each location cyclists are counted entering and leaving the partial cordon. In some cases, a distinction is made between cyclists travelling on the road and path.

2.4. The exact format of the data submitted to the monitoring team varies between towns, but typically takes the form of a spreadsheet with totals of cyclists travelling in and out of the partial cordon in each hour of the count. Some towns have provided data as a single total per site.

Analysis of manual count data

2.5. Quarterly manual count data were analysed primarily using the same approach as applied to the automatic cycle count data, the result being an expression of annual percentage change obtained by comparing the same quarters in subsequent years. The results of this analysis are presented in the main body of the report. The count data upon which this analysis was based are presented in Table 2.1 – Table 2.8.

Table 2.1: Manual counts of cyclists, Aylesbury

		Total count of cyclists								
Year	Quarter	Railway Street	High Street	Walton Street	Friarage Road subway	Rickford's Hill	St Mary's Square	Buckingham Street	Cambridge Place	Cambridge Street
2006	Q3	64	219	221	218	24	25	195	42	166
	Q4	70	171	155	219	28	10	177	64	145
2007	Q1	34	84	120	97	12	3	101	25	68
	Q2	59	211	203	184	25	17	166	54	151
	Q3	86	193	222	160	29	14	181	58	74
	Q4	62	138	185	155	33	12	158	55	99
2008	Q1	38	113	101	121	13	8	86	16	73
	Q2	65	136	146	170	19	7	137	45	100
	Q3	58	180	169	122	63	16	203	71	164
	Q4	70	150	246	111	48	25	176	55	134

Table 2.2: Manual counts of cyclists, Brighton and Hove

		Total count of cyclists											
Year	Quarter	Preston Road	Dyke Road	New England Road	Western Road	Lewes Road	Marine Parade	Elm Grove	Edward Street	Montpellier Road	Buckingham Place	Ditchling Road	Trafalgar Street
2006	Q3	911	231	540	1097	883	813	107	415	211	292	203	386
	Q4	805	211	606	1079	1641	717	169	567	138	250	249	602
2007	Q1	610	104	445	835	679	221	82	263	136	147	107	283
	Q3	359	170	577	1136	746	606	140	434	175	277	206	297
	Q4	782	171	461	999	1604	837	202	553	162	273	267	458
2008	Q1	748	156	501	941	1092	552	159	429	138	75	226	441
	Q2	1029	213	577	889	1341	795	190	469	188	248	231	549
	Q3	978	196	659	1417	993	710	271	479	203	271	330	414
	Q4	792	186	648	1249	1963	853	283	514	294	267	219	591
2009	Q1	657	128	472	899	971	506	119	339	163	206	179	397

Table 2.3: Manual counts of cyclists, Darlington

		Total count of cyclists											
Year	Quarter	Bondgate	St Augustine's	Northgate subway	St Augustine's Way	St Cuthbert's Way near Priestgate	Police /Fire Station	St Cuthbert's Way (rear of bus station)	Victoria Road near Feethams	Victoria Road near Sainsbury's entrance	Victoria Road near Blockbusters	West Street	Duke Street
2006	Q2	126	33	75	33	57	99	0	38	13	33	33	59
	Q3	105	69	111	93	91	170	36	28	55	39	129	124
	Q4	102	39	65	55	86	104	30	20	26	43	113	62
2007	Q2	135	48	86	113	81	116	37	33	12	55	127	56
	Q3	144	69	120	108	77	144	65	20	20	35	153	93
	Q4	138	29	65	68	86	156	46	47	17	45	86	67
2008	Q1	39	30	60	59	66	66	22	17	19	34	48	105
	Q2	99	43	76	75	94	140	38	42	48	56	100	78
	Q3	204	47	185	117	115	187	90	96	29	41	106	114
	Q4	77	59	112	111	91	150	44	27	30	38	92	98
2009	Q1	63	50	87	55	71	150	21	18	6	23	50	94

Table 2.4: Manual counts of cyclists, Derby

		Total count of cyclists						
Year	Quarter	Vernon Street (Friar Gate)	Junction of Mill Hill Lane and Normanton Road	The Pentagon	Junction of King Street and Queen Street	Junction of Uttoxeter New Road and Albany Road	Junction of Osmaston Park Road and Victory Road	Willow Row
2006	Q4	240	242	388	149	177	525	152
2007	Q1	172	247	190	259	169	396	105
	Q2	116	347	184	206	159	451	107
	Q3	232	356	285	267	156	599	217
	Q4	263	263	478	291	159	589	182
2008	Q1	127	263	398	279	137	445	158
	Q2	250	310	555	369	351	635	207
	Q3	297	409	541	357	274	628	209
	Q4	206	383	524	302	220	532	143
2009	Q1	209	352	403	324	145	461	120

Table 2.5: Manual counts of cyclists, Exeter (River Exe screenline)

		Total count of cyclists					
Year	Quarter	Station Road	Exe Bridges	Cricklepit Bridge	Suspension Bridge	Salmon Pool Bridge	Swing Bridge Road
2006	Q3	324	506	701	387	630	291
	Q4	255	353	362	343	494	406
2007	Q1	136	133	225	192	294	137
	Q2	227	284	521	408	490	481
	Q3	320	304	514	345	469	402
	Q4	225	276	446	341	495	352
2008	Q1	237	254	315	312	462	204
	Q2	277	258	363	488	508	433
	Q3	308	328	465	321	582	601
	Q4	219	228	295	274	400	144
2009	Q1	185	204	304	244	387	221

Table 2.6: Manual counts of cyclists, Exeter (city centre partial cordon)

		Total count of cyclists					
Year	Quarter	Bailey Street	Queen Street	Iron Bridge[a]	New Bridge Street	Western Extension of Southernhay	High Street
2006	Q3	52	285	47	292	76	770
	Q4	97	340	43	276	61	481
2007	Q1	77	213	22	188	57	386
	Q2	61	228	24	253	53	566
	Q3	88	232	51	330	30	493
	Q4	83	381	22	332	33	459
2008	Q1	85	397	20	260	43	417
	Q2	82	372	29	205	52	479
	Q3	72	442	47	419	31	628
	Q4	61	306	34	206	36	444
2009	Q1	59	250	31	143	24	333

[a] counts were recorded for only one direction at this location and so are not included in Figure 8.1 of the Cycling Demonstration Towns Monitoring Report

Table 2.7: Manual counts of cyclists, Lancaster with Morecambe (Lancaster partial cordon)

		Total count of cyclists			
Year	Quarter	Millennium Bridge	Penny Street Bridge	Meeting House Lane	Moor Lane
2006	Q3	1251	580	188	143
	Q4	503	203	119	174
2007	Q1	659	325	29	55
	Q2	1284	742	22	123
	Q3	1212	353	112	96
	Q4	1204	316	74	129
2008	Q1	705	220	110	54
	Q2	1312	471	326	80
	Q3	993	405	178	102
	Q4	929	582	201	97
2009	Q1	912	237	153	88

Table 2.8: Manual counts of cyclists, Lancaster with Morecambe (Morecambe partial cordon)

		Total cyclists counted			
Year	Quarter	Euston Road	Marine Road East	Marine Road West	West End Road
2006	Q3	433	78	124	169
	Q4	306	70	202	115
2007	Q1	326	44	119	133
	Q2	301	78	114	218
	Q3	378	47	152	252
	Q4	307	31	94	163
2008	Q1	143	30	100	135
	Q2	299	108	142	165
	Q3	300	80	112	189
	Q4	105	51	83	95
2009	Q1	166	32	75	96

2.6. In order to corroborate this method, a second approach was applied based on a year to year comparison of four quarters (or where insufficient data are available, two quarters). The exact methodology and findings of this approach are presented in the following sections.

Analysis of Manual Classified Count Data

Introduction

2.7. This note summarises an overall analysis of change in counts of cycle traffic based on the quarterly manual cycle counts undertaken in the six Cycling Demonstration Towns: Aylesbury, Brighton, Darlington, Derby, Exeter, and Lancaster. The purpose is to provide a measure of the overall change in the number of cycles counted at the count sites over the period of the study.

The data

2.8. The table in the Annex provides a summary of the cycle count data received to date from the Cycling Demonstrations Towns. Notes pertaining to the extent and quality of the data are presented beneath the table. The counts were undertaken on the same day in the same week in April, July, October and January. The counts are for total bi-directional numbers of cyclists passing the census point for the period 7am to 7pm.

Approach to analysis

2.9. As can be seen from the data in the annex, typically eleven quarters of data are available. Were there to be a full set of twelve quarters of data, it would have been worthwhile comparing the base year with the intermediate and final year, hence producing estimates of overall change on an annual basis for complete years. Cycle count data is seasonal and it is important to ensure that a comparison from one year to another is comparing data from comparable quarters. The starting point and end point of the data (typically Q3 2006 to Q1 2009), the missing data (e.g. Aylesbury Q1 2009, Brighton Q2 2007, Darlington Q1 2007 and Derby Q3 2006), and the seasonality taken together mean that a more bespoke analysis for each town needs to be considered.

2.10. The method adopted is to consider a year to year comparison for four quarters, where the data exist in completeness. Where this is not possible (Brighton and Darlington) a comparison between three quarters is made, and this is possible over a two rather than a one year period. In addition, and in order to consider the trajectory of growth at the end of the period of being a Cycling Demonstration Town, an analysis of the change to the final six months period of data is also made. For all of the towns except Darlington, this can be undertaken for a two year period to the final six months: for Darlington it is undertaken for a one year period. The Table 2.8 shows the percentage change for the total two directional counts for each town, together with the period of the analysis reduced to an annual percentage change.

Table 2.8: Annual percentage changes

	4 Quarter 1 Year change	4 Quarter 2 Year Change	2 Year change to last 6 months	2 Year change to last 9 months
Aylesbury	-13.6%		-3.4%	
Brighton	-0.4% (ns)		8.9%	8.2%
Darlington		17.7%	18.3%	16.0%
Derby (3No)	25.5%		20.2%	20.2%
Derby (7No)	32.9%		13.4%	
Exeter (city centre)	0.5% (ns)		-7.0%	-2.6%
Exeter (river)	-2.3% (ns)		-6.3%	-5.3%
Lancaster	5.8%		27.4%	7.7%
Morecambe	-10.0%		-23.3%	-17.3%

Notes

1 All the 4 Quarter 1 year change estimates are based on Q3 2006 to Q2 2007 compared with Q3 2007 to Q2 2008, with the exception of Derby (7No) which is for Q4 2006 to Q3 2007 compared with Q4 2007 to Q3 2008.
2 The 4 Quarter 2 year change estimate is based on Q2 2006 to Q1 2007 compared with Q2 2008 to Q1 2009.
3 The 2 year change to the last six months is to Q4 2008 and Q1 2009, with the exception of Aylesbury, where the end period is a quarter earlier.
4 The 2 year change to the last nine months is to Q3 2008 to Q1 2009. Data are insufficient to estimate this change for Aylesbury and Derby (7No).
5 The two year changes have been halved to create an annual change.
6 All changes are significant apart from those marked as 'ns'.

2.11. The data show a mixed pattern of change. The counts in Aylesbury and Exeter demonstrate a declining trend of between -3% and -14% per annum and -3% and -7% per annum respectively. Brighton shows an annual growth rate of +8-9%, and Darlington shows a growth rate of between +14% and +16%.

2.12. The most extensive group of counts over the longest period in Derby indicates an annual growth of +44%, but the growth to the last six months

and nine months of the period of study suggests a growth rate in the range +13% to +20%.

2.13. Counts on the Lancaster cordon have increased by an annual growth rate of between +8% and +27%. This however, is in contrast to an annual decline of between -17% and -23% for the Morecambe cordon.

2.14. The changes have been tested against the null hypothesis of no change using the non-parametric chi-squared test. All the changes bar those identified in the table are significant at the 5% level of significance. However, where there is difference in the estimates of annual change based on the different analysis approaches for each town (Aylesbury, Derby and Lancaster), caution should be observed in the use of the resulting percentage change. A greater degree of confidence may be placed on results where the changes are more consistent (Brighton, Darlington, Exeter).

Benefits and limitations

2.15. It is pleasing to see some degree of consistency in change for some of the towns when analysed over different parts of the study period. There does, however, remain a significant amount of variation in the estimates of change. Manual counts of traffic are expensive to undertake and are typically, for monitoring purposes, undertaken only once per year. It is also well understood that natural variation in the usually relatively low numbers of cycles that may be counted will result in potentially large variation between counts at different periods of time. This is exacerbated by seasonal and weather effects for cycle traffic in particular. Balancing the cost against the value of manual counts, and in order to limit the problems due to annual intervals for manual counts, it was agreed at the outset that quarterly counts would be undertaken on manual count cordons.

2.16. The results indicate that, where the numbers counted are high, and the direction and magnitude of the change as a result of the interventions as part of the Cycling demonstration Town programme have been consistent, then quarterly counts have produced a consistent estimate of change in cycle levels. These changes may be drawn forward and used in comparison

with other monitoring data in order to produce an overall estimate of the change in level of cycling in the towns.

2.17. Experience from the analysis of these results, suggests, however, that where the absolute number being counted might remain low, and where the level of change may be relatively low, the regime of manual counting as carried out historically might be enhanced by:

- introducing more count points to increase the absolute number of cycles counted
- Increase the frequency of the counts to, perhaps, monthly.

2.18. The first option may be more cost effective and possible where the manual count point occurs at a junction which involves more than two popular directions of travel for cycle traffic: a single enumerator may be able to count up to nearly twice as many bicycles.

Annex

	2006			2007				2008				2009
	q22006	q32006	q42006	q12007	q22007	q32007	q42007	q12008	q22008	q32008	q42008	q12009
Aylesbury		1174	1039	544	1070	1017	897	569	825	1046	1015	
Brighton and Hove		6089	7034	3912	7120	5123	6769	5458	6719	6921	7859	5036
Darlington	599	1050	745	439	899	1048	850	565	889	1331	929	688
Derby (3No)		887	870	609	647	873	1004	788	1115	1247	1113	964
Derby (7No)			1873	1538	1570	2112	2225	1807	2677	2715	2310	2014
Exeter (city centre)		1522	1298	943	1185	1224	1310	1222	1219	1639	1087	840
Exeter (river)		2839	2213	1341	2411	2354	2135	1784	2327	2605	1560	1545
Lancaster		2162	999	1068	2171	1773	1723	1089	2189	1678	1809	1390
Morecambe		804	693	622	711	829	595	408	714	681	334	369

Notes:

1 The two rows for Derby relate to an aggregation of three count sites and seven count sites respectively. The analysis has been performed for the three sites because the counts are available for Q3 2006.

2 Most towns began collecting in Quarter 3 2006, although data is available for Quarter 2 2006 in Darlington.

3 Data for Quarter 1 2009 is not available for Aylesbury.

4 Only three of the final seven sites were counted in Derby in Q3 2006. These counts were also undertaken in June rather than July.

5 Data at two sites in Derby (Junction of Mill Hill Lane and Normanton Road and Junction of Uttoxeter New Road and Albany Road) in Q4 2006 were affected by heavy rain (Total count at these two sites is 419).

6 The count on Bedford Street in Exeter (City Cordon) has not been undertaken in every quarter and has been omitted from the analysis.

7 The southbound count for the Exe Bridges in Exeter (Riverside) is missing for Q1 2007. It was 242 in Q4 2006 and 158 in Q2 2007. The Northbound flows are (Q4 2006) 111, (Q1 2007) 133, and (Q2 2007) 126.The data has been analysed by taking the Northbound Flow for Q1 2007 and factoring it by the overall northbound to southbound ratio of the counts for the two adjacent quarters.

Appendix 3: Collection and analysis of school travel data

School travel: Bike It surveys

Data collection

3.1. There are two key data collection methods used in the monitoring of the Bike It programme: hands-up surveys and counts of bikes in bicycle sheds or storage facilities. The hands-up surveys provide data on cycling frequency, mode of travel to school and school travel preferences at individual schools and across the Bike It programme. The bicycle shed counts are used to provide examples of cycling levels or activity at certain schools on particular days.

Hands-up surveys

3.2. The hands-up survey asks three questions of pupils involved in the project at Bike It schools. The approach is used to collect data from large groups where it is not possible to conduct surveys on an individual basis.

3.3. The surveys are usually administered by the Bike It Officer, although in some cases teachers or School Champions administer the survey in the absence of the Officer. Surveys are conducted with either the target age group or the whole school. The Bike It Officer will select the most appropriate option for the survey based on a number of factors (such as where and when they can administer a survey) and the degree to which they are involved with the whole school versus target age group only.

3.4. The pre-intervention hands-up survey is carried out as soon as possible when the Bike It Officer begins work at a school. Essentially, this is prior to any active role in the school. The follow-up is conducted at the end of the summer term, or as soon as the Officer has completed a full academic year at the individual school (some Bike It Officers may begin delivery of the programme between January and July due to the nature of programme growth, these Officers will complete survey delivery in the following July).

3.5. The Bike It Officer responsible for administering the survey is provided with an instruction/guideline document. There is an additional document available for teachers or School Champions who may be delivering the survey in the absence of the Bike It Officer.

3.6. The hands-up survey asks three questions:

1. Do you cycle to school?

The response options for this question are: Never, Everyday, Once or twice per week, Once or twice per term, Once or twice a year

2. How did you travel to school *today*?

The response options for this question are: Car, Walk, Bus, Cycle, Train, Other

3. How would you most like to travel to school?

The response options for this question are: Car, Walk, Bus, Cycle, Train, Other

Further details recorded in the survey are: school name, date of survey, class, weather, name of Bike It Officer or name of the person conducting the survey in the absence of the Bike It Officer.

3.7. The Bike It Officer returns the complete hands-up survey forms to Sustrans Research and Monitoring Unit. The data is captured by an external data capture company. When the data is returned to the Research and Monitoring Unit, the data is checked for quality and analysed using Excel to generate frequencies for each question, for each school. The data is provided at the individual school level and aggregated by Bike It Officer area, providing figures for these categories pre- and post-intervention. The data is aggregated across the whole programme (except for London) to give overall figures for Bike It, pre- and post-intervention. The following section provides an in-depth explanation of the analysis used.

3.8. In each Bike It school two main surveys take place one before and one after the intervention. We call m the number of students present at the pre hands-up survey at time t_{pre} and n the number of students present at the post hands-up survey at time t_{post}. Please note that neither m nor n have to correspond to the number of pupils at the school or year groups in question, nor do they have to be equal (administration of the survey through hands-up at a given day mean any number of pupils can be missing). The time points t_{pre} and t_{post} are different for every Bike It school.

3.9. We have questions $i = 1,2,3$ and in each of the three questions we have a number of responses options $j = 1,2,3...$ we get the following notation for the numbers of students answering to the responses:

1. Do you cycle to school?

Response options for the pre are: m_1^1 for Never, m_2^1 for Everyday, m_3^1 for Once or twice per week, m_4^1 for Once or twice per term, m_5^1 for Once or twice a year.

Responses for the post survey are noted correspondingly with n_j^1 for $j = 1,2,3,4,5$

2. How did you travel to school *today*?

Response options for the pre are: m_1^2 for Car, m_2^2 for Walk, m_3^2 for Bus, m_4^2 for Cycle, m_5^2 for Train, m_6^2 for Other

Responses for the post survey are noted correspondingly with n_j^2 for $j = 1,2,3,4,5,6$

3. How would you most like to travel to school?

Response options for the pre are: m_1^3 for Car, m_2^3 for Walk, m_3^3 for Bus, m_4^3 for Cycle, m_5^3 for Train, m_6^3 for Other

Responses for the post survey are noted correspondingly with n_j^3 for $j = 1,2,3,4,5,6$

3.10. As we can see in Table 1 and 2 above, the sum of the responses to the three questions is neither equal across the questions nor is it equal for the pre and post survey.

For questions $i = 1,2,3$

$\sum_{j=1}^{5} n_j^1 \neq \sum_{j=1}^{6} n_j^2 \neq \sum_{j=1}^{6} n_j^3$ and $\sum_{j=1}^{5} m_j^1 \neq \sum_{j=1}^{6} m_j^2 \neq \sum_{j=1}^{6} m_j^3$

as well as $\sum_{j=1}^{j_i} n_j^i \neq \sum_{j=1}^{j} m_j^i$.

The results of the hands-up survey are usually given in frequency tables, comparing the frequencies of responses given pre project to those given post. For Question 1, this looks as follows:

Example of frequencies for Question 1 of hands-up survey

	Pre t_{pre}	**Post** t_{post}
Never	$\frac{m_1^1}{m} = p_1^1$	$\frac{n_1^1}{n} = q_1^1$
Everyday	$\frac{m_2^1}{m} = p_2^1$	$\frac{n_2^1}{n} = q_2^1$
Once or twice a week	$\frac{m_3^1}{m} = p_3^1$	$\frac{n_3^1}{n} = q_3^1$
Once or twice a term	$\frac{m_4^1}{m} = p_4^1$	$\frac{n_4^1}{n} = q_4^1$
Once or twice a year	$\frac{m_5^1}{m} = p_5^1$	$\frac{n_5^1}{n} = q_5^1$

Limitations

3.11. Sustrans consider the hands-up survey used in the Bike It project to be unique. Not only is the survey used to detect changes in behaviour pre and post project delivery, the survey captures the responses of thousands of children from individual schools across a number of Local Authority areas. The format that the survey takes allows for analysis at the school and Local Authority level, alongside analysis to explore the impact of the project overall.

3.12. In addition, the hands-up survey attempts to address many of the limitations associated with the Pupil Level Annual School Census dataset by asking a range of questions concerning frequency of cycling, mode preference, and mode of travel *today*.

3.13. It is possible to compare the proportions to each response category for each question through simply stating the frequencies or percentages. However, the results are subject to much variation. Sustrans cannot currently draw conclusions on where cycling trips in the Bike It programme are gained (i.e. from sustainable or unsustainable modes) and the changes taking place between other modes as the surveys are not paired. For example, we do not know whether a group of students that was previously

driven to school have now cycled or whether a high proportion of cycling in the post survey is just due to a particularly nice weather day.

3.14. A further limitation is the timing of the survey: time of year that surveys are conducted and the level of contact that the Bike It Officer has had with the school may have implications on the responses gained. The pre-Bike It survey is typically conducted in September by the Bike It Officer, School Champion or a teacher at the school. If conducted by the Bike It Officer, the survey will be conducted as soon as possible. It may be the case that the Bike It Officer has already had contact with the school and pupils on a number of occasions before the opportunity to conduct the hands-up survey presents itself. If the School Champion or a teacher at the school carries out the survey, the Bike It Officer and Research and Monitoring Unit have limited control over the timing of the survey. The dates surveys are conducted are recorded on the form but it is difficult to discern the impact that the timing of the survey could make without precise details of exposure to the Bike It programme (through the Bike It Officer, School Champion or teacher) at the school. Such details would include individual details of number of visits, hours of contact, and promotion carried out at the school in the absence of the Bike It Officer. Seasonality may also impact findings. However, the bicycle shed counts go some way to support the notion that weather is not the main factor influencing children's travel choices.

3.15. In addition, the hands-up survey is based on self-reporting. Children taking part in the survey (aged approximately 9-12 years) may report what they believe the surveyor, in this instance the Bike It Officer, School Champion or teacher, expects. Question 1 of the hands-up survey may lead children as it is immediately raises the issue of cycling. Children may also report what they consider will reflect positively on themselves. A further limitation may be that children experience fallibility of memory which can impact on the reliability of self report data.

3.16. Age appropriate language is also essential. In the Bike It pilot conducted in the academic year 2004-2005, individual surveys were carried out with pupils. Bike It Officers reported that this approach proved both time

consuming for the person administering and difficult for children of different abilities within the same year group to complete. The hands-up approach has provided opportunities for the person surveying to explain the questions and responses to the whole cohort before they are asked to put their hands-up, rather than working with large numbers of students on an individual basis.

3.17. The findings from the academic year 2006-2007 must also be treated with caution when determining the extent of the change in travel behaviour which can be attributed explicitly to the Bike It programme, independent of interventions that may be taking place in the local area and climate of travel behaviour more generally (e.g. physical infrastructure, soft measures, climate change, school congestion, etc.).

Bicycle shed counts

3.18. Alongside the hands-up surveys, Bike It Officers conduct counts of the number of bikes parked in bicycle storage facilities at the Bike It school. The counts are conducted as regularly as possible when the Bike It Officer visits the school. The bicycle shed counts are logged using a standardised Excel spreadsheet. The spreadsheet records the name of the Bike It Officer and Bike It area, the name of the school, the number of pupils on the school roll, the number of spaces for bicycles, the actual number of bicycles on the day of the count, the weather on the day of the count, and details of any activity conducted by the Bike It Officer on that particular day, for example, bike rides or bike maintenance.

3.19. The bicycle shed counts are used to highlight particularly high levels of cycling at particular schools on particular days. They are not used to accurately track changes in cycling trends. The bicycle shed counts also point to the success of particular events conducted by the Bike It Officer which may enable them to focus time and resources to best effect in the future.

Limitations

3.20. While the bicycle shed counts are conducted on a regular basis, they are only conducted when logistics enable the Bike It Officer to be visiting or passing the school. The pattern of regularity between Bike It Officer areas

and individual schools differs greatly. The most accurate way of monitoring changing cycle levels at an individual school would be through a daily count which is currently not possible. The implications of this are that a time series analysis is not possible with the current data. Accurate detection of change depends on a number of constants. Many factors present within the bicycle shed counts prevent the identification of trends. Amongst these are the frequency of counts, the amount of physical space available, the influence of the Bike It Officer 'on site' and the influence of weather on counts.

Additional data sources

3.21. Bike It Officers also collect information on Bike It activities that they conduct in individual schools (i.e. the number of participants at sessions such as bike maintenance and other Bike It activities). During the academic year 2007-2008 data was stored by the individual Bike It Officer for personal reporting (data are not run through the quality assurance systems at Sustrans' Research and Monitoring Unit).

Head Teacher and School Champion Survey and Local Authority Survey

3.22. Surveys of Head Teachers or School Champions, along with key Local Authority contacts for the programme are conducted during June, following a full academic year of Bike It delivery. The survey can be considered a post project evaluation survey. Questions to Heads and Champions address issues including the impact of particular activities delivered during Bike It delivery, the impact of Bike It on factors such as car traffic outside of the school and the physical activity awareness of pupils. Local Authorities are asked questions about the way in which the project has helped them deliver their own strategies or objectives.

Limitations

3.23. Responses to the survey may be subject to 'positive self selection', i.e. it may be that those in support of the project are more willing to complete the survey as compared with those who are less satisfied. It could be argued however, that this relationship could also be reversed.

Analysis and presentation of Bike It data in the context of the Cycling Demonstration Towns project

3.24. Data collected through the Bike It hands-up survey are included in the final report on monitoring in the Cycling Demonstration Towns, but not data from bike shed counts or other sources.

3.25. Data are included only for schools with a consistent pattern of data collection. That is, a 'pre' survey performed in September 2006 or September 2007, with *at least* 'post' surveys performed in the following July. For some schools, a 'mid' survey was performed in the July immediately following the September 'pre' survey, with a 'post' survey performed in the following July.

3.26. Data are not included for schools beginning Bike It in September 2008 as 'post' surveys fall outside the data collection period for the Cycling Demonstration Towns project.

3.27. For each school, the percentage of pupils surveyed stating each of the available responses for their actual and preferred mode of travel to school, and their frequency of cycling, are calculated for each survey date.These data are presented in Table 3.1 – Table 3.30. Where percentages do not sum exactly to 100 this is due to rounding.

Aylesbury

Schools beginning Bike It in the 2006/07 academic year

Table 3.1: responses to the question '*Do you cycle to school?*'

			Ashmead	Bearbrook	Bedgrove Junior	Bierton C of E	St Edwards Junior	St Mary C of E	Stoke Mandeville	Thomas Hickman	Turnfurlong Junior	**TOTAL**
	Sept 06	n	425	243	357	173	168	207	192	176	247	**2188**
		%	93	81	100	68	84	69	92	84	80	**84**
	Jul 07	n	151	170	73	44	86	67	101	199	163	**1054**
		%	62	53	81	18	63	29	51	61	56	**51**
	Jul 08	n		136	321					234		**691**
Never		%		55	78					68		**69**
	Sept 06	n	4	6	0	6	2	8	4	7	8	**45**
		%	1	2	0	2	1	3	2	3	3	**2**
	Jul 07	n	18	49	7	100	6	53	14	30	13	**290**
		%	7	15	7	40	4	23	7	9	4	**14**
	Jul 08	n		24	15					49		**88**
Everyday		%		10	4					14		**9**
	Sept 06	n	8	12	0	30	11	20	4	4	28	**117**
		%	2	4	0	12	6	7	2	2	9	**5**
	Jul 07	n	39	55	7	62	14	55	47	62	33	**374**
Once or twice a week		%	16	17	7	25	10	24	24	19	11	**18**
	Jul 08	n		54	32					32		**118**
		%		22	8					9		**12**
	Sept 06	n	6	29	0	23	9	32	4	9	14	**126**
		%	1	10	0	9	5	11	2	4	5	**5**
	Jul 07	n	27	30	3	33	17	34	22	31	55	**252**
Once or twice each term		%	11	9	3	13	13	15	11	10	19	**12**
	Jul 08	n		25	32					20		**77**
		%		10	8					6		**8**
	Sept 06	n	12	11	0	23	9	31	4	13	13	**116**
		%	3	4	0	9	5	10	2	6	4	**4**
	Jul 07	n	10	16	1	11	13	21	13	2	29	**116**
Once or twice a year		%	4	5	1	4	10	9	7	1	10	**6**
	Jul 08	n		8	14					10		**32**
		%		3	3					3		**3**
Total no. of pupils surveyed Sept 06			**455**	**301**	**357**	**255**	**199**	**298**	**208**	**209**	**310**	**2592**
Total no. of pupils surveyed Jul 07			**245**	**320**	**91**	**250**	**136**	**230**	**197**	**324**	**293**	**2086**
Total no. of pupils surveyed Jul 08				**247**	**414**					**345**		**1006**

Table 3.2: responses to the question '*How did you travel to school today?'*

			Ashmead	Bearbrook	Bedgrove Junior	Bierton C of E	St Edwards Junior	St Mary C of E	Stoke Mandeville	Thomas Hickman	Turnfurlong Junior	**TOTAL**
	Sept 06	n	138	73	162	118	111	132	141	55	131	**1193**
		%	30	24	27	46	56	44	68	26	42	**42**
	Jul 07	n	75	76	26	67	73	52	141	101	145	**784**
		%	30	23	34	36	54	32	71	33	49	**39**
	Jul 08	n		85	183					68		**336**
Car		%		31	45					19		**33**
	Sept 06	n	308	213	195	115	50	153	59	146	163	**1209**
		%	68	71	33	45	25	52	28	70	53	**43**
	Jul 07	n	152	185	42	72	24	69	44	188	133	**875**
		%	62	56	56	39	18	42	22	61	45	**44**
	Jul 08	n		154	194					227		**575**
Walk		%		57	48					64		**56**
	Sept 06	n	3	6	238	0	32	0	2	1	2	**283**
		%	1	2	40	0	16	0	1	0	1	**10**
	Jul 07	n	0	5	1	0	25	0	2	1	3	**81**
		%	0	2	1	0	19	0	1	0	1	**4**
	Jul 08	n		1	5					4		**10**
Bus		%		0	1					1		**1**
	Sept 06	n	6	9	1	22	5	12	3	8	12	**102**
		%	1	3	0	9	3	4	1	4	4	**4**
	Jul 07	n	20	55	7	48	13	42	12	19	12	**224**
		%	8	17	9	26	10	26	6	6	4	**11**
	Jul 08	n		26	22					55		**103**
Cycle		%		10	5					16		**10**
	Sept 06	n	0	0	0	0	0	0	3	0	2	**45**
		%	0	0	0	0	0	0	1	0	1	**2**
	Jul 07	n	0	9	0	0	0	0	0	0	1	**44**
		%	0	3	0	0	0	0	0	0	0	**2**
Train/ other	Jul 08	n		5	1					0		**6**
		%		2	0					0		**1**
Total no. of pupils surveyed Sept 06			**455**	**301**	**596**	**255**	**198**	**297**	**208**	**210**	**310**	**2830**
Total no. of pupils surveyed Jul 07			**247**	**330**	**76**	**187**	**135**	**163**	**199**	**309**	**294**	**1939**
Total no. of pupils surveyed Jul 08				**271**	**405**					**354**		**1030**

Table 3.3: responses to the question '*How would you prefer to travel to school?'*

			Ashmead	Bearbrook	Bedgrove Junior	Bierton C of E	St Edwards Junior	St Mary C of E	Stoke Mandeville	Thomas Hickman	Turnfurlong Junior	**TOTAL**
	Sept 06	n	76	0	40	0	0	0	38	0	67	**221**
		%	23	0	11	0	0	0	18	0	21	**18**
	Jul 07	n	36	25	5	18	20	8	33	16	0	**161**
		%	13	8	5	8	14	4	15	5	0	**9**
	Jul 08	n		17	9					30		**56**
Car		%		7	2					9		**6**
	Sept 06	n	185	0	72	0	0	0	42	0	126	**425**
		%	56	0	20	0	0	0	20	0	39	**35**
	Jul 07	n	96	79	27	47	36	37	35	88	0	**445**
		%	36	26	31	21	26	18	16	28	0	**25**
	Jul 08	n		70	129					85		**284**
Walk		%		27	31					26		**28**
	Sept 06	n	5	0	6	0	0	0	18	0	5	**34**
		%	2	0	2	0	0	0	9	0	2	**3**
	Jul 07	n	9	8	2	5	12	8	26	7	0	**77**
		%	3	3	2	2	8	4	12	2	0	**4**
	Jul 08	n		10	12					18		**40**
Bus		%		4	3					5		**4**
	Sept 06	n	55	0	238	0	0	0	105	0	104	**502**
		%	17	0	67	0	0	0	50	0	33	**41**
	Jul 07	n	126	176	54	146	70	152	110	202	0	**1036**
		%	47	58	62	66	51	73	50	64	0	**59**
	Jul 08	n		115	220					180		**515**
Cycle		%		44	53					54		**51**
	Sept 06	n	9	0	1	0	0	0	5	0	17	**32**
		%	3	0	0	0	0	0	2	0	5	**3**
	Jul 07	n	1	15	0	5	0	2	16	2	0	**41**
		%	0	5	0	2	0	1	7	1	0	**2**
Train/	Jul 08	n		47	43					20		**110**
other		%		18	10					6		**11**
Total no. of pupils surveyed Sept 06			**330**	**0**	**357**	**0**	**0**	**0**	**208**	**0**	**319**	**1214**
Total no. of pupils surveyed Jul 07			**268**	**303**	**88**	**221**	**138**	**207**	**220**	**315**	**0**	**1760**
Total no. of pupils surveyed Jul 08				**259**	**413**					**333**		**1005**

Schools beginning Bike It in the 2007/08 academic year

Table 3.4: responses to the question '*Do you cycle to school?*'

			John Colet	John Hampden	St Louis CP	**TOTAL**
Never	Sept 07	n	139	120	130	**389**
		%	89	52	79	**70**
	Jul 08	n	277	27	127	**431**
		%	78	34	61	**67**
Everyday	Sept 07	n	4	42	5	**51**
		%	3	18	3	**9**
	Jul 08	n	23	13	18	**54**
		%	6	16	9	**8**
Once or twice a week	Sept 07	n	7	38	14	**59**
		%	4	17	8	**11**
	Jul 08	n	17	26	33	**76**
		%	5	33	16	**12**
Once or twice each term	Sept 07	n	2	21	10	**33**
		%	1	9	6	**6**
	Jul 08	n	22	11	24	**57**
		%	6	14	12	**9**
Once or twice a year	Sept 07	n	5	9	6	**20**
		%	3	4	4	**4**
	Jul 08	n	18	3	6	**27**
		%	5	4	3	**4**
Total no. of pupils surveyed Sept 07			**157**	**230**	**165**	**552**
Total no. of pupils surveyed Jul 08			**357**	**80**	**208**	**645**

Table 3.5: responses to the question '*How did you travel to school today?'*

			John Colet	John Hampden	St Louis CP	**TOTAL**
	Sept 07	n	51	71	124	**246**
		%	33	31	66	**43**
	Jul 08	n	119	34	110	**263**
Car		%	32	44	53	**40**
	Sept 07	n	54	113	50	**217**
		%	35	49	26	**38**
	Jul 08	n	95	17	63	**175**
Walk		%	26	22	30	**27**
	Sept 07	n	44	0	3	**47**
		%	28	0	2	**8**
	Jul 08	n	115	0	2	**117**
Bus		%	31	0	1	**18**
	Sept 07	n	5	15	11	**31**
		%	3	7	6	**5**
	Jul 08	n	27	21	28	**76**
Cycle		%	7	27	14	**12**
	Sept 07	n	1	31	1	**33**
		%	1	13	1	**6**
	Jul 08	n	15	6	4	**25**
Train/other		%	4	8	2	**4**
Total no. of pupils surveyed Sept 07			**155**	**230**	**189**	**574**
Total no. of pupils surveyed Jul 08			**371**	**78**	**207**	**656**

Table 3.6: responses to the question '*How would you prefer to travel to school?'*

			John Colet	John Hampden	St Louis CP	**TOTAL**
	Sept 07	n	13	35	52	**100**
		%	9	15	28	**18**
	Jul 08	n	45	3	32	**80**
Car		%	12	4	17	**13**
	Sept 07	n	35	51	22	**108**
		%	23	22	12	**19**
	Jul 08	n	99	13	25	**137**
Walk		%	27	17	14	**22**
	Sept 07	n	38	18	6	**62**
		%	25	8	3	**11**
	Jul 08	n	48	0	14	**62**
Bus		%	13	0	8	**10**
	Sept 07	n	36	68	92	**196**
		%	24	30	49	**34**
	Jul 08	n	118	47	97	**262**
Cycle		%	32	60	52	**41**
	Sept 07	n	30	58	17	**105**
		%	20	25	9	**18**
	Jul 08	n	61	15	17	**93**
Train/other		%	16	19	9	**15**
Total no. of pupils surveyed Sept 07			**152**	**230**	**189**	**571**
Total no. of pupils surveyed Jul 08			**371**	**78**	**185**	**634**

Brighton and Hove

Schools beginning Bike It in the 2006/07 academic year'

Table 3.7: responses to the question '*Do you cycle to school?'*

			Bevendean	Hangleton	Middle Street	Mile Oak	Peter Galdwin	Rudyard	Somerhill	West Hove	**TOTAL**
	Sept 06	n	125	236	33	153	74	125	151	241	**1138**
		%	87	93	40	81	93	82	59	69	**75**
	Jul 07	n	104	145	30	97	53	23	129	185	**766**
		%	73	58	46	51	72	17	52	57	**53**
	Jul 08	n	127	156	56	123	76	61	134	191	**924**
Never		%	65	44	48	49	77	32	40	43	**46**
	Sept 06	n	0	1	5	7	0	0	5	18	**36**
		%	0	0	6	4	0	0	2	5	**2**
	Jul 07	n	3	26	3	18	7	34	14	17	**122**
		%	2	10	5	9	9	26	6	5	**9**
	Jul 08	n	11	38	11	20	2	9	19	60	**170**
Everyday		%	6	11	9	8	2	5	6	13	**9**
	Sept 06	n	10	1	17	14	5	1	29	54	**131**
		%	7	0	21	7	6	1	11	15	**9**
	Jul 07	n	16	52	16	28	9	45	32	40	**238**
		%	11	21	25	15	12	34	13	12	**17**
Once or twice a	Jul 08	n	23	92	30	52	8	71	69	100	**445**
week		%	12	26	26	21	8	38	20	22	**22**
	Sept 06	n	8	1	16	5	1	10	51	26	**118**
		%	6	0	20	3	1	7	20	7	**8**
	Jul 07	n	13	25	11	42	1	27	49	55	**223**
		%	9	10	17	22	1	20	20	17	**16**
Once or twice	Jul 08	n	28	48	13	40	7	35	82	69	**322**
each term		%	14	13	11	16	7	19	24	15	**16**
	Sept 06	n	1	16	11	11	0	16	20	12	**87**
		%	1	6	13	6	0	11	8	3	**6**
	Jul 07	n	6	4	5	6	4	3	26	30	**84**
		%	4	2	8	3	5	2	10	9	**6**
Once or twice a	Jul 08	n	5	22	6	18	6	13	34	27	**131**
year		%	3	6	5	7	6	7	10	6	**7**
Total no. of pupils surveyed Sept 06			**144**	**255**	**82**	**190**	**80**	**152**	**256**	**351**	**1510**
Total no. of pupils surveyed Jul 07			**142**	**252**	**65**	**191**	**74**	**132**	**250**	**327**	**1433**
Total no. of pupils surveyed Jul 08			**194**	**356**	**116**	**253**	**99**	**189**	**338**	**447**	**1992**

Table 3.8: responses to the question '*How did you travel to school today?'*

			Bevendean	Hangleton	Middle Street	Mile Oak	Peter Galdwin	Rudyard	Somerhill	West Hove	**TOTAL**
	Sept 06	n	80	135	22	69	36	83	105	126	**656**
		%	56	53	27	36	45	55	41	36	**44**
	Jul 07	n	60	110	14	65	28	43	97	132	**549**
		%	42	44	22	34	38	33	39	40	**38**
	Jul 08	n	75	143	27	76	36	88	112	114	**671**
Car		%	38	40	22	30	40	47	33	26	**34**
	Sept 06	n	61	113	44	116	42	64	128	197	**765**
		%	42	44	54	61	53	42	50	57	**51**
	Jul 07	n	77	106	38	107	42	47	123	165	**705**
		%	54	42	58	56	57	36	50	50	**49**
	Jul 08	n	82	154	59	128	43	75	173	222	**936**
Walk		%	42	43	49	51	48	40	51	50	**47**
	Sept 06	n	3	4	10	3	2	3	10	8	**43**
		%	2	2	12	2	3	2	4	2	**3**
	Jul 07	n	1	0	7	4	0	2	12	3	**29**
		%	1	0	11	2	0	2	5	1	**2**
	Jul 08	n	4	1	18	5	1	0	15	15	**59**
Bus		%	2	0	15	2	1	0	4	3	**3**
	Sept 06	n	0	2	6	2	0	1	13	15	**39**
		%	0	1	7	1	0	1	5	4	**3**
	Jul 07	n	4	35	4	14	4	39	16	27	**143**
		%	3	14	6	7	5	30	6	8	**10**
	Jul 08	n	23	57	16	25	5	22	39	78	**265**
Cycle		%	12	16	13	10	6	12	11	17	**13**
	Sept 06	n	0	2	0	0	0	0	0	0	**2**
		%	0	1	0	0	0	0	0	0	**0**
	Jul 07	n	0	1	2	1	0	1	0	0	**5**
		%	0	0	3	1	0	1	0	0	**0**
Train/ other	Jul 08	n	12	1	1	19	4	4	2	18	**61**
		%	6	0	1	8	4	2	1	4	**3**
Total no. of pupils surveyed Sept 06			**144**	**256**	**82**	**190**	**80**	**151**	**256**	**346**	**1505**
Total no. of pupils surveyed Jul 07			**142**	**252**	**65**	**191**	**74**	**132**	**248**	**327**	**1431**
Total no. of pupils surveyed Jul 08			**196**	**356**	**121**	**253**	**89**	**189**	**341**	**447**	**1992**

Table 3.9: responses to the question '*How would you prefer to travel to school?*'

			Bevendean	Hangleton	Middle Street	Mile Oak	Peter Galdwin	Rudyard	Somerhill	West Hove	**TOTAL**
	Sept 06	n	13	31	6	18	36	5	14	30	**153**
		%	9	12	7	9	45	3	5	9	**10**
	Jul 07	n	14	36	1	17	9	3	5	44	**129**
		%	10	14	2	9	12	2	2	13	**9**
	Jul 08	n	21	17	7	31	21	21	12	10	**140**
Car		%	11	5	6	12	22	11	4	2	**7**
	Sept 06	n	18	62	20	39	42	24	40	81	**326**
		%	13	24	24	21	53	16	16	23	**22**
	Jul 07	n	57	70	20	65	31	29	143	153	**568**
		%	40	28	31	34	42	22	59	47	**40**
	Jul 08	n	51	100	25	89	34	46	77	123	**545**
Walk		%	27	28	22	35	35	24	24	27	**28**
	Sept 06	n	5	3	0	0	2	4	7	4	**25**
		%	3	1	0	0	3	3	3	1	**2**
	Jul 07	n	1	8	1	8	3	2	3	6	**32**
		%	1	3	2	4	4	2	1	2	**2**
	Jul 08	n	3	4	4	2	5	7	9	5	**39**
Bus		%	2	1	3	1	5	4	3	1	**2**
	Sept 06	n	107	147	52	126	0	117	184	235	**968**
		%	74	58	63	66	0	77	72	67	**64**
	Jul 07	n	68	126	41	101	31	92	91	122	**672**
		%	48	50	63	53	42	70	37	37	**47**
	Jul 08	n	83	197	52	106	25	89	111	238	**901**
Cycle		%	44	55	45	42	26	47	34	53	**46**
	Sept 06	n	1	12	4	7	0	1	11	1	**37**
		%	1	5	5	4	0	1	4	0	**3**
	Jul 07	n	2	12	2	0	0	6	2	2	**26**
		%	1	5	3	0	0	5	1	1	**2**
Train/ other	Jul 08	n	30	37	28	25	12	26	115	73	**346**
		%	16	10	24	10	12	14	35	16	**18**
Total no. of pupils surveyed Sept 06			**144**	**255**	**82**	**190**	**80**	**151**	**256**	**351**	**1509**
Total no. of pupils surveyed Jul 07			**142**	**252**	**65**	**191**	**74**	**132**	**244**	**327**	**1427**
Total no. of pupils surveyed Jul 08			**188**	**355**	**116**	**253**	**97**	**189**	**324**	**449**	**1971**

Schools beginning Bike It in the 2007/08 academic year

Table 3.10: responses to the question '*Do you cycle to school?*'

			Hertford	St Paul's	Stanford	Cottesmore St Mary's	**TOTAL**
	Sept 07	n	70	64	69	158	**361**
		%	86	83	80	91	**86**
	Jul 08	n	74	58	198	110	**440**
Never		%	60	49	60	50	**56**
	Sept 07	n	6	3	1	0	**10**
		%	7	4	1	0	**2**
	Jul 08	n	7	8	18	10	**43**
Everyday		%	6	7	5	5	**5**
	Sept 07	n	1	2	6	3	**12**
		%	1	3	7	2	**3**
	Jul 08	n	24	25	55	44	**148**
Once or twice a week		%	20	21	17	20	**19**
	Sept 07	n	1	7	4	5	**17**
		%	1	9	5	3	**4**
	Jul 08	n	14	12	45	28	**99**
Once or twice each term		%	11	10	14	13	**13**
	Sept 07	n	3	1	6	8	**18**
		%	4	1	7	5	**4**
	Jul 08	n	4	15	14	29	**62**
Once or twice a year		%	3	13	4	13	**8**
Total no. of pupils surveyed Sept 07			**81**	**77**	**86**	**174**	**418**
Total no. of pupils surveyed Jul 08			**123**	**118**	**330**	**221**	**792**

Table 3.11: responses to the question '*How did you travel to school today?'*

			Hertford	St Paul's	Stanford	Cottesmore St Mary's	**TOTAL**
	Sept 07	n	31	35	28	144	**238**
		%	38	45	33	83	**57**
	Jul 08	n	38	37	121	150	**346**
Car		%	31	32	37	67	**44**
	Sept 07	n	48	31	55	21	**155**
		%	59	40	63	12	**37**
	Jul 08	n	71	49	165	34	**319**
Walk		%	59	42	50	15	**40**
	Sept 07	n	1	7	1	8	**17**
		%	1	9	1	5	**4**
	Jul 08	n	2	8	3	4	**17**
Bus		%	2	7	1	2	**2**
	Sept 07	n	0	1	2	0	**3**
		%	0	1	3	0	**1**
	Jul 08	n	9	18	35	33	**95**
Cycle		%	7	15	11	15	**12**
	Sept 07	n	1	3	0	0	**4**
		%	1	4	0	0	**1**
	Jul 08	n	1	5	7	2	**15**
Train/other		%	1	4	2	1	**2**
Total no. of pupils surveyed Sept 07			**81**	**77**	**86**	**173**	**417**
Total no. of pupils surveyed Jul 08			**121**	**117**	**331**	**223**	**792**

Table 3.12: responses to the question '*How would you prefer to travel to school?*'

			Hertford	St Paul's	Stanford	Cottesmore St Mary's	**TOTAL**
	Sept 07	n	17	5	3	20	**45**
		%	21	7	4	11	**11**
	Jul 08	n	17	7	3	9	**36**
Car		%	14	6	1	4	**5**
	Sept 07	n	24	29	35	76	**164**
		%	30	38	40	44	**39**
	Jul 08	n	26	37	94	19	**176**
Walk		%	22	32	28	9	**22**
	Sept 07	n	1	0	1	7	**9**
		%	1	0	2	4	**2**
	Jul 08	n	3	0	1	7	**11**
Bus		%	3	0	0	3	**1**
	Sept 07	n	36	40	43	56	**175**
		%	44	53	49	32	**42**
	Jul 08	n	58	62	182	140	**442**
Cycle		%	48	53	55	64	**6**
	Sept 07	n	3	2	4	15	**24**
		%	4	3	5	9	**6**
	Jul 08	n	16	11	50	43	**120**
Train/other		%	13	9	15	20	**15**
Total no. of pupils surveyed Sept 07			**81**	**76**	**86**	**174**	**417**
Total no. of pupils surveyed Jul 08			**120**	**117**	**330**	**218**	**785**

Derby

Schools beginning Bike It in the 2006/07 academic year

Table 3.13: responses to the question '*Do you cycle to school?*'

			Boulton	Ravensdale	Redwood	West Park	TOTAL
	Sept 06	n	175	249	160	212	**796**
		%	90	93	77	91	**88**
	Jul 07	n	112	110	54	112	**388**
		%	49	45	33	66	**48**
	Jul 08	n	55	133	44		**232**
Never		%	45	51	36		**46**
	Sept 06	n	1	1	4	5	**11**
		%	1	0	2	2	**1**
	Jul 07	n	28	18	17	10	**73**
		%	12	7	10	6	**9**
	Jul 08	n	25	15	8		**48**
Everyday		%	20	6	7		**10**
	Sept 06	n	13	8	22	7	**50**
		%	7	3	11	3	**6**
	Jul 07	n	76	39	34	14	**163**
		%	33	16	21	8	**20**
	Jul 08	n	23	39	19		**81**
Once or twice a week		%	19	15	16		**16**
	Sept 06	n	3	4	14	6	**27**
		%	2	1	7	3	**3**
	Jul 07	n	11	57	37	15	**120**
		%	5	23	23	9	**15**
	Jul 08	n	11	43	26		**80**
Once or twice each term		%	9	17	21		**16**
	Sept 06	n	3	6	9	3	**21**
		%	2	2	4	1	**2**
	Jul 07	n	3	20	20	18	**61**
		%	1	8	12	11	**8**
	Jul 08	n	8	30	25		**63**
Once or twice a year		%	7	12	20		**13**
Total no. of pupils surveyed Sept 06			**195**	**268**	**209**	**233**	**905**
Total no. of pupils surveyed Jul 07			**230**	**244**	**162**	**169**	**805**
Total no. of pupils surveyed Jul 08			**122**	**260**	**122**		**504**

Table 3.14: responses to the question '*How did you travel to school today?*'

			Boulton	Ravensdale	Redwood	West Park	TOTAL
	Sept 06	n	48	129	73	60	**310**
		%	24	49	35	26	**34**
	Jul 07	n	58	133	57	58	**306**
		%	28	53	31	32	**37**
	Jul 08	n	31	133	45		**209**
Car		%	25	53	35		**41**
	Sept 06	n	142	114	121	138	**515**
		%	71	43	57	59	**57**
	Jul 07	n	110	95	97	101	**403**
		%	53	38	52	55	**49**
	Jul 08	n	54	85	71		**210**
Walk		%	43	34	55		**42**
	Sept 06	n	7	4	1	31	**43**
		%	3	2	0	13	**5**
	Jul 07	n	5	1	2	19	**27**
		%	2	0	1	10	**3**
	Jul 08	n	1	4	0		**5**
Bus		%	1	2	0		**1**
	Sept 06	n	4	18	16	4	**42**
		%	2	7	8	2	**5**
	Jul 07	n	34	21	29	5	**89**
		%	16	8	16	3	**11**
	Jul 08	n	25	29	11		**65**
Cycle		%	20	12	9		**13**
	Sept 06	n	0	0	0	0	**0**
		%	0	0	0	0	**0**
	Jul 07	n	0	2	0	0	**2**
		%	0	1	0	0	**0**
	Jul 08	n	15	0	1		**16**
Train/other		%	12	0	1		**3**
Total no. of pupils surveyed Sept 06			**201**	**265**	**211**	**233**	**910**
Total no. of pupils surveyed Jul 07			**207**	**252**	**185**	**183**	**827**
Total no. of pupils surveyed Jul 08			**126**	**251**	**128**		**505**

Table 3.15: responses to the question '*How would you prefer to travel to school?*'

			Boulton	Ravensdale	Redwood	West Park	**TOTAL**
	Sept 06	n	54	18	17	26	**115**
		%	26	7	8	12	**13**
	Jul 07	n	37	9	13	33	**92**
		%	15	4	7	18	**11**
	Jul 08	n	19	20	16		**55**
Car		%	17	8	12		**11**
	Sept 06	n	83	86	50	71	**290**
		%	40	32	23	33	**32**
	Jul 07	n	68	68	59	74	**269**
		%	27	28	32	40	**31**
	Jul 08	n	33	78	26		**137**
Walk		%	29	31	20		**28**
	Sept 06	n	9	16	6	23	**54**
		%	4	6	3	11	**6**
	Jul 07	n	13	7	2	15	**37**
		%	5	3	1	8	**4**
	Jul 08	n	5	23	3		**31**
Bus		%	4	9	2		**6**
	Sept 06	n	52	144	136	67	**399**
		%	25	54	63	31	**44**
	Jul 07	n	113	121	97	38	**369**
		%	45	49	53	20	**43**
	Jul 08	n	54	101	82		**237**
Cycle		%	47	41	62		**48**
	Sept 06	n	8	5	7	30	**50**
		%	4	2	3	14	**6**
	Jul 07	n	21	40	11	26	**98**
		%	8	16	6	14	**11**
	Jul 08	n	4	27	5		**36**
Train/other		%	3	11	4		**7**
Total no. of pupils surveyed Sept 06			**206**	**269**	**216**	**217**	**908**
Total no. of pupils surveyed Jul 07			**252**	**245**	**182**	**186**	**865**
Total no. of pupils surveyed Jul 08			**115**	**249**	**132**		**496**

Derby

Schools beginning Bike It in the 2007/08 academic year

Table 3.16: responses to the question '*Do you cycle to school?*'

			Ashcroft	Mickleover	Noel Baker	Silverhill	**TOTAL**
	Sept 07	n	135	123	181	125	**564**
		%	94	40	92	47	**62**
	Jul 08	n	23	76	123	32	**254**
Never		%	15	27	81	12	**29**
	Sept 07	n	0	30	6	10	**46**
		%	0	10	3	4	**5**
	Jul 08	n	38	30	14	40	**122**
Everyday		%	24	11	9	15	**14**
	Sept 07	n	1	98	3	57	**159**
		%	1	32	2	22	**17**
Once or twice a	Jul 08	n	68	107	12	110	**297**
week		%	43	38	8	40	**34**
	Sept 07	n	3	38	6	50	**97**
		%	2	12	3	19	**11**
Once or twice each	Jul 08	n	22	50	2	70	**144**
term		%	14	18	1	25	**17**
	Sept 07	n	4	16	1	22	**43**
		%	3	5	1	8	**5**
Once or twice a	Jul 08	n	6	20	1	23	**50**
year		%	4	7	1	8	**6**
Total no. of pupils surveyed Sept 07			**143**	**305**	**197**	**264**	**909**
Total no. of pupils surveyed Jul 08			**157**	**283**	**152**	**275**	**867**

Table 3.17: responses to the question *'How did you travel to school today?'*

			Ashcroft	Mickleover	Noel Baker	Silverhill	**TOTAL**
	Sept 07	n	51	127	19	121	**318**
		%	32	42	9	50	**35**
	Jul 08	n	39	109	18	50	**216**
Car		%	24	38	13	19	**25**
	Sept 07	n	105	137	180	90	**512**
		%	66	46	82	37	**56**
	Jul 08	n	58	105	89	121	**373**
Walk		%	36	36	63	45	**43**
	Sept 07	n	2	1	13	8	**24**
		%	1	0	6	3	**3**
	Jul 08	n	1	0	20	4	**25**
Bus		%	1	0	14	1	**3**
	Sept 07	n	1	28	8	21	**58**
		%	1	9	4	9	**6**
	Jul 08	n	62	74	15	95	**246**
Cycle		%	39	26	11	35	**29**
	Sept 07	n	0	8	0	1	**9**
		%	0	3	0	0	**1**
	Jul 08	n	1	0	0	0	**1**
Train/other		%	1	0	0	0	**0**
Total no. of pupils surveyed Sept 07			**159**	**301**	**220**	**241**	921
Total no. of pupils surveyed Jul 08			**161**	**288**	**142**	**270**	861

Table 3.18: responses to the question '*How would you prefer to travel to school?*'

			Ashcroft	Mickleover	Noel Baker	Silverhill	**TOTAL**
	Sept 07	n	18	40	26	23	**107**
		%	11	13	12	9	**11**
	Jul 08	n	3	20	6	15	**44**
Car		%	2	7	4	6	**5**
	Sept 07	n	33	76	121	71	**301**
		%	20	25	56	27	**32**
	Jul 08	n	31	57	91	87	**266**
Walk		%	20	19	62	32	**31**
	Sept 07	n	9	6	4	15	**34**
		%	5	2	2	6	**4**
	Jul 08	n	3	17	7	2	**29**
Bus		%	2	6	5	1	**3**
	Sept 07	n	95	162	66	144	**467**
		%	57	53	30	55	**49**
	Jul 08	n	117	201	37	163	**518**
Cycle		%	76	67	25	60	**60**
	Sept 07	n	12	20	1	10	**43**
		%	7	7	0	4	**5**
	Jul 08	n	0	3	5	3	**11**
Train/other		%	0	1	3	1	**1**
Total no. of pupils surveyed Sept 07			**167**	**304**	**218**	**263**	**952**
Total no. of pupils surveyed Jul 08			**154**	**298**	**146**	**270**	**868**

Exeter

Schools beginning Bike It in the 2006/07 academic year

Table 3.19: responses to the question '*Do you cycle to school?*'

			Alphington	Countess Weir	Pinhoe	Topsham	Willowbrook	St Leonard's	St Peter's	ISCA	St Luke's	**Total**
	Sept 06	n	263	150	283	126	125	215	682	292	103	**2239**
		%	83	77	89	67	86	68	78	70	74	**77**
	Jul 07	n	96	65	172	76	101	302	92	215	285	**1404**
		%	37	39	58	39	62	74	76	65	78	**61**
	Jul 08	n			245		79				216	**540**
Never		%			73		58				62	**66**
	Sept 06	n	5	21	1	5	4	18	63	56	13	**186**
		%	2	11	0	3	3	6	7	13	9	**6**
	Jul 07	n	38	23	7	30	14	33	9	56	43	**253**
		%	15	14	2	15	9	8	7	17	12	**11**
	Jul 08	n			5		11				63	**79**
Everyday		%			1		8				18	**10**
	Sept 06	n	22	20	10	57	5	41	55	36	17	**263**
		%	7	10	3	30	3	13	6	9	12	**9**
	Jul 07	n	62	49	36	40	22	44	5	26	28	**312**
Once or		%	24	29	12	21	13	11	4	8	8	**14**
twice a	Jul 08	n			33		26				26	**85**
week		%			10		19				7	**10**
	Sept 06	n	6	3	13	0	8	32	39	20	4	**125**
		%	2	2	4	0	6	10	4	5	3	**4**
	Jul 07	n	32	22	53	37	13	21	8	21	4	**211**
Once or		%	12	13	18	19	8	5	7	6	1	**9**
twice	Jul 08	n			32		17				19	**68**
each term		%			10		13				5	**8**
	Sept 06	n	19	1	10	0	3	11	30	15	2	**91**
		%	6	1	3	0	2	3	3	4	1	**3**
	Jul 07	n	31	9	28	12	13	10	7	13	4	**127**
Once or		%	12	5	9	6	8	2	6	4	1	**6**
twice a	Jul 08	n			20		3				25	**48**
year		%			6		2				7	**6**
Total no. of pupils surveyed Sept 06			**315**	**195**	**317**	**188**	**145**	**317**	**869**	**419**	**139**	**2904**
Total no. of pupils surveyed Jul 07			**259**	**168**	**296**	**195**	**163**	**410**	**121**	**331**	**364**	**2307**
Total no. of pupils surveyed Jul 08					**335**		**136**				**349**	**820**

Table 3.20: responses to the question '*How did you travel to school today?'*

			Alphington	Countess Weir	Pinhoe	Topsham	Willowbrook	St Leonard's	St Peter's	ISCA	St Luke's	**Total**
	Sept 06	n	120	62	202	68	61	151	203	59	44	**970**
		%	38	32	64	36	42	48	24	14	31	**34**
	Jul 07	n	74	55	188	75	74	122	47	60	78	**773**
		%	29	33	64	38	45	30	41	18	21	**34**
	Jul 08	n			203		59				74	**336**
Car		%			61		43				19	**39**
	Sept 06	n	183	110	104	108	75	122	332	189	78	**1301**
		%	58	56	33	57	52	38	39	45	56	**45**
	Jul 07	n	142	72	90	77	68	212	37	142	257	**1097**
		%	55	43	30	39	42	52	32	43	69	**48**
	Jul 08	n			110		60				221	**391**
Walk		%			33		44				57	**46**
	Sept 06	n	0	5	4	4	3	10	250	111	5	**392**
		%	0	3	1	2	2	3	29	26	4	**14**
	Jul 07	n	0	14	6	2	2	10	18	66	11	**129**
		%	0	8	2	1	1	2	16	20	3	**6**
	Jul 08	n			2		0				17	**19**
Bus		%			1		0				4	**2**
	Sept 06	n	10	18	3	8	6	21	60	59	13	**198**
		%	3	9	1	4	4	7	7	14	9	**7**
	Jul 07	n	42	27	11	39	18	66	8	54	27	**292**
		%	16	16	4	20	11	16	7	16	7	**13**
	Jul 08	n			18		15				72	**105**
Cycle		%			5		11				19	**12**
	Sept 06	n	2	0	1	0	0	13	11	6	0	**33**
		%	1	0	0	0	0	4	1	1	0	**1**
	Jul 07	n	1	0	1	2	1	0	6	6	1	**18**
		%	0	0	0	1	1	0	5	2	0	**1**
Train/	Jul 08	n			2		2				4	**8**
other		%			1		1				1	**1**
Total no. of pupils surveyed Sept 06			**315**	**195**	**314**	**188**	**145**	**317**	**856**	**424**	**140**	**2894**
Total no. of pupils surveyed Jul 07			**259**	**168**	**296**	**195**	**163**	**410**	**116**	**328**	**374**	**2309**
Total no. of pupils surveyed Jul 08					**335**		**136**				**388**	**859**

Table 3.21: responses to the question '*How would you prefer to travel to school?*'

			Alphington	Countess Weir	Pinhoe	Topsham	Willowbrook	St Leonard's	St Peter's	ISCA	St Luke's	**Total**
	Sept 06	n	28	9	55	16	35	22	151	55	35	**406**
		%	9	5	17	9	24	7	18	15	25	**14**
	Jul 07	n	9	13	31	5	14	83	9	26	9	**199**
		%	3	8	10	3	9	20	8	8	3	**9**
	Jul 08	n			39		17				89	**145**
Car		%			12		13				25	**18**
	Sept 06	n	71	43	71	39	31	46	268	121	65	**755**
		%	23	22	22	21	21	15	32	33	46	**27**
	Jul 07	n	69	35	64	46	30	112	45	117	188	**706**
		%	27	21	22	24	18	27	40	36	69	**32**
	Jul 08	n			62		18				106	**186**
Walk		%			19		13				30	**23**
	Sept 06	n	6	2	17	14	2	19	129	68	4	**261**
		%	2	1	5	7	1	6	15	19	3	**9**
	Jul 07	n	11	11	9	11	6	3	6	41	0	**98**
		%	4	7	3	6	4	1	5	13	0	**4**
	Jul 08	n			16		4				14	**34**
Bus		%			5		3				4	**4**
	Sept 06	n	195	125	161	98	69	201	227	89	32	**1197**
		%	62	64	50	52	48	63	27	24	23	**42**
	Jul 07	n	170	103	174	126	110	212	33	100	76	**1104**
		%	66	61	59	65	67	52	29	30	28	**50**
	Jul 08	n			152		84				84	**320**
Cycle		%			45		62				24	**39**
	Sept 06	n	15	16	15	21	8	29	69	32	4	**209**
		%	5	8	5	11	6	9	8	9	3	**7**
	Jul 07	n	0	6	18	7	3	0	19	44	0	**97**
		%	0	4	6	4	2	0	17	13	0	**4**
	Jul 08	n			66		13				64	**143**
Train/ other		%			20		10				18	**17**
Total no. of pupils surveyed Sept 06			**315**	**195**	**319**	**188**	**145**	**317**	**844**	**365**	**140**	**2828**
Total no. of pupils surveyed Jul 07			**259**	**168**	**296**	**195**	**163**	**410**	**112**	**328**	**273**	**2204**
Total no. of pupils surveyed Jul 08					**335**		**136**				**357**	**828**

Schools beginning Bike It in the 2007/08 academic year

Table 3.22: responses to the question '*Do you cycle to school?*'

			West Exe	Stoke Hill	Ladysmith	St Michaels	St James	**TOTAL**
	Sept 07	n	542	249	283	249	180	**1503**
		%	80	84	78	71	82	**79**
	Jul 08	n	373	151	216	186	212	**1138**
Never		%	78	55	55	68	82	**68**
	Sept 07	n	50	3	5	7	12	**77**
		%	7	1	1	2	5	**4**
	Jul 08	n	54	13	42	6	20	**135**
Everyday		%	11	5	11	2	8	**8**
	Sept 07	n	33	20	29	42	12	**136**
		%	5	7	8	12	5	**7**
Once or twice a	Jul 08	n	18	43	65	23	12	**161**
week		%	4	16	17	8	5	**10**
	Sept 07	n	31	11	27	21	11	**101**
		%	5	4	7	6	5	**5**
Once or twice each	Jul 08	n	23	39	32	40	8	**142**
term		%	5	14	8	15	3	**8**
	Sept 07	n	20	15	18	31	5	**89**
		%	3	5	5	9	2	**5**
Once or twice a	Jul 08	n	9	27	35	19	7	**97**
year		%	2	10	9	7	3	**6**
Total no. of pupils surveyed Sept 07			**676**	**298**	**362**	**350**	**220**	1906
Total no. of pupils surveyed Jul 08			**477**	**273**	**390**	**274**	**259**	**1673**

Table 3.23: responses to the question '*How did you travel to school today?'*

			West Exe	Stoke Hill	Ladysmith	St Michaels	St James	**TOTAL**
	Sept 07	n	109	145	121	147	66	**588**
		%	16	48	33	42	19	**29**
	Jul 08	n	58	144	110	126	44	**482**
Car		%	12	52	27	46	17	**29**
	Sept 07	n	498	134	233	192	158	**1215**
		%	72	45	64	55	46	**60**
	Jul 08	n	331	97	228	132	113	**901**
Walk		%	69	35	56	48	44	**53**
	Sept 07	n	31	6	1	0	86	**124**
		%	4	2	0	0	25	**6**
	Jul 08	n	32	16	2	3	79	**132**
Bus		%	7	6	0	1	31	**8**
	Sept 07	n	50	3	4	11	13	**81**
		%	7	1	1	3	4	**4**
	Jul 08	n	53	15	49	8	19	**144**
Cycle		%	11	5	12	3	7	**9**
	Sept 07	n	3	11	3	0	17	**34**
		%	0	4	1	0	5	**2**
	Jul 08	n	4	5	15	4	4	**32**
Train/other		%	1	2	4	1	2	**2**
Total no. of pupils surveyed Sept 07			**691**	**299**	**362**	**350**	**340**	**2042**
Total no. of pupils surveyed Jul 08			**478**	**277**	**404**	**273**	**259**	**1691**

Table 3.24: responses to the question '*How would you prefer to travel to school?*'

			West Exe	Stoke Hill	Ladysmith	St Michaels	St James	**TOTAL**
	Sept 07	n	136	11	17	59	67	**290**
		%	20	4	5	17	20	**14**
	Jul 08	n	40	12	8	27	75	**162**
Car		%	10	4	2	10	29	**10**
	Sept 07	n	296	51	84	25	87	**543**
		%	44	17	24	7	26	**27**
	Jul 08	n	170	45	94	44	49	**402**
Walk		%	43	17	24	16	19	**25**
	Sept 07	n	53	1	9	17	57	**137**
		%	8	0	3	5	17	**7**
	Jul 08	n	16	11	7	14	32	**80**
Bus		%	4	4	2	5	12	**5**
	Sept 07	n	119	215	204	249	71	**858**
		%	18	72	57	71	21	**43**
	Jul 08	n	76	174	245	139	49	**683**
Cycle		%	19	64	62	51	19	**43**
	Sept 07	n	75	20	43	0	51	**189**
		%	11	7	12	0	15	**9**
	Jul 08	n	90	29	40	50	54	**263**
Train/other		%	23	11	10	18	21	**17**
Total no. of pupils surveyed Sept 07			**679**	**298**	**357**	**350**	**333**	**2017**
Total no. of pupils surveyed Jul 08			**392**	**271**	**394**	**274**	**259**	**1590**

Lancaster with Morecambe

Schools beginning Bike It in the 2006/07 academic year

Table 3.25: responses to the question '*Do you cycle to school?*'

			Grosvenor	Dallas Road	Ellen St John's	Poulton	St Bernadette's	Westgate School	Our Lady Catholic College	Moorside Primary	Sandylands School	**Total**
	Sept 06	n	143	0	86	154	141	254	148	164	197	**1287**
		%	77	0	93	87	97	66	85	53	92	**76**
	Jul 07	n	108	254	88	109	56	210	84	189	143	**1241**
		%	49	68	50	72	47	57	72	49	65	**58**
	Jul 08	n	106		79		77		156	106		**524**
Never		%	51		48		54		82	36		**53**
	Sept 06	n	14	0	3	1	1	30	1	13	3	**66**
		%	8	0	3	1	1	8	1	4	1	**4**
	Jul 07	n	39	10	6	2	16	6	10	21	9	**119**
		%	18	3	3	1	13	2	9	5	4	**6**
	Jul 08	n	24		3		1		17	19		**64**
Everyday		%	12		2		1		9	7		**6**
	Sept 06	n	17	0	1	7	0	46	9	44	7	**131**
		%	9	0	1	4	0	12	5	14	3	**8**
	Jul 07	n	51	60	34	13	19	69	10	71	26	**353**
Once or twice a week		%	23	16	19	9	16	19	9	18	12	**17**
	Jul 08	n	39		23		27		9	59		**157**
		%	19		14		19		5	20		**16**
	Sept 06	n	6	5	0	12	3	38	4	32	6	**106**
		%	3	56	0	7	2	10	2	10	3	**6**
	Jul 07	n	16	37	28	12	17	51	12	64	29	**266**
Once or twice each term		%	7	10	16	8	14	14	10	17	13	**12**
	Jul 08	n	24		32		32		8	81		**177**
		%	12		20		23		4	28		**18**
	Sept 06	n	6	4	2	3	1	17	13	54	2	**102**
		%	3	44	2	2	1	4	7	18	1	**6**
	Jul 07	n	8	15	21	16	11	30	0	39	14	**154**
Once or twice a year		%	4	4	12	11	9	8	0	10	6	**7**
	Jul 08	n	15		26		5		1	26		**73**
		%	7		16		4		1	9		**7**
Total no. of pupils surveyed Sept 06			**186**	**9**	**92**	**177**	**146**	**385**	**175**	**307**	**215**	**1692**
Total no. of pupils surveyed Jul 07			**222**	**376**	**177**	**152**	**119**	**366**	**116**	**384**	**221**	**2133**
Total no. of pupils surveyed Jul 08			**208**		**163**		**142**		**191**	**291**		**995**

Table 3.26: responses to the question '*How did you travel to school today?*'

			Grosvenor	Dallas Road	Ellen St John's	Poulton	St Bernadette's	Westgate School	Our Lady Catholic College	Moorside Primary	Sandylands School	**Total**
	Sept 06	n	95	131	88	77	81	208	120	228	83	**1111**
		%	50	41	52	44	60	49	69	63	35	**51**
	Jul 07	n	112	142	101	74	68	249	9	170	98	**1023**
		%	51	44	58	43	48	61	8	46	44	**47**
	Jul 08	n	107		91		86		29	147		**460**
Car		%	46		56		59		12	48		**43**
	Sept 06	n	83	180	79	96	55	167	46	103	140	**949**
		%	43	56	46	54	40	40	26	28	60	**43**
	Jul 07	n	70	153	57	93	38	131	66	165	117	**890**
		%	32	47	33	54	27	32	57	45	52	**41**
	Jul 08	n	91		66		51		100	117		**425**
Walk		%	39		41		35		43	38		**39**
	Sept 06	n	0	6	0	2	0	3	1	9	7	**28**
		%	0	2	0	1	0	1	1	2	3	**1**
	Jul 07	n	1	8	0	1	0	1	29	7	1	**48**
		%	0	2	0	1	0	0	25	2	0	**2**
	Jul 08	n	0		0		2		89	7		**98**
Bus		%	0		0		1		38	2		**9**
	Sept 06	n	13	0	3	2	0	39	8	23	4	**92**
		%	7	0	2	1	0	9	5	6	2	**4**
	Jul 07	n	38	11	16	5	27	11	11	25	7	**151**
		%	17	3	9	3	19	3	9	7	3	**7**
	Jul 08	n	33		5		6		15	33		**92**
Cycle		%	14		3		4		6	11		**9**
	Sept 06	n	0	2	0	0	0	5	0	0	0	**7**
		%	0	1	0	0	0	1	0	0	0	**0**
	Jul 07	n	0	11	1	0	9	19	1	2	1	**44**
		%	0	3	1	0	6	5	1	1	0	**2**
Train/ other	Jul 08	n	4		0		0		0	3		**7**
		%	2		0		0		0	1		**1**
Total no. of pupils surveyed Sept 06			**191**	**319**	**170**	**177**	**136**	**422**	**175**	**363**	**234**	**2187**
Total no. of pupils surveyed Jul 07			**221**	**325**	**175**	**173**	**142**	**411**	**116**	**369**	**224**	**2156**
Total no. of pupils surveyed Jul 08			**235**		**162**		**145**		**233**	**307**		**1082**

Table 3.27: responses to the question '*How would you prefer to travel to school?*'

			Grosvenor	Dallas Road	Ellen St John's	Poulton	St Bernadette's	Westgate School	Our Lady Catholic College	Moorside Primary	Sandylands School	**Total**
	Sept 06	n	40	96	29	41	20	83	15	62	37	**423**
		%	21	30	29	23	15	21	9	17	17	**20**
	Jul 07	n	32	34	47	24	16	89	20	48	43	**353**
		%	14	10	27	14	12	22	17	12	19	**16**
	Jul 08	n	32		31		22		48	30		**163**
Car		%	14		19		15		23	10		**15**
	Sept 06	n	54	184	50	54	48	86	21	59	80	**636**
		%	29	58	51	31	35	22	12	16	36	**31**
	Jul 07	n	39	87	44	54	30	113	38	99	93	**597**
		%	17	27	25	33	22	28	33	25	41	**27**
	Jul 08	n	52		40		45		61	59		**257**
Walk		%	23		25		31		29	19		**24**
	Sept 06	n	6	0	0	10	3	15	2	24	9	**69**
		%	3	0	0	6	2	4	1	7	4	**3**
	Jul 07	n	15	13	4	4	3	12	23	43	6	**123**
		%	7	4	2	2	2	3	20	11	3	**6**
	Jul 08	n	12		8		4		48	20		**92**
Bus		%	5		5		3		23	6		**9**
	Sept 06	n	86	38	20	71	65	192	137	201	88	**898**
		%	46	12	20	40	47	49	78	55	40	**43**
	Jul 07	n	126	170	77	82	81	172	32	185	70	**995**
		%	55	52	44	49	59	43	28	46	31	**46**
	Jul 08	n	126		72		76		28	178		**480**
Cycle		%	55		44		52		13	58		**46**
	Sept 06	n	2	1	0	1	1	14	0	19	6	**44**
		%	1	0	0	1	1	4	0	5	3	**2**
	Jul 07	n	18	20	3	2	7	17	3	29	16	**115**
		%	8	6	2	1	5	4	3	7	7	**5**
	Jul 08	n	7		11		0		25	21		**64**
Train/other		%	3		7		0		12	7		**6**
Total no. of pupils surveyed Sept 06			**188**	**319**	**99**	**177**	**137**	**390**	**175**	**365**	**220**	**2070**
Total no. of pupils surveyed Jul 07			**230**	**324**	**175**	**166**	**137**	**403**	**116**	**404**	**228**	**2183**
Total no. of pupils surveyed Jul 08			**229**		**162**		**147**		**210**	**308**		**1056**

Schools beginning Bike It in the 2007/08 academic year

Table 3.28: responses to the question *'Do you cycle to school?'*

			Heysham High	Mossgate	Skerton	St Patricks	Willow Lane	TOTAL
	Sept 07	n	33	126	113	166	83	**521**
		%	87	83	85	90	78	**85**
	Jul 08	n	22	108	64	73	33	**300**
Never		%	58	61	56	63	37	**56**
	Sept 07	n	2	0	3	0	3	**8**
		%	5	0	2	0	3	**1**
	Jul 08	n	7	5	13	1	13	**39**
Everyday		%	18	3	11	1	15	**7**
	Sept 07	n	2	8	6	11	8	**35**
		%	5	5	5	6	8	**6**
	Jul 08	n	3	42	17	17	31	**110**
Once or twice a week		%	8	24	15	15	35	**21**
	Sept 07	n	1	5	8	6	8	**28**
		%	2	3	6	3	8	**5**
Once or twice each term	Jul 08	n	3	14	14	16	6	**53**
		%	8	8	12	14	7	**10**
	Sept 07	n	0	13	3	2	5	**23**
		%	0	7	2	1	3	**4**
	Jul 08	n	3	8	6	9	6	**32**
Once or twice a year		%	8	5	5	8	7	**6**
Total no. of pupils surveyed Sept 07			**38**	**152**	**133**	**185**	**107**	**615**
Total no. of pupils surveyed Jul 08			**37**	**177**	**114**	**116**	**89**	**534**

Table 3.29: responses to the question *'How did you travel to school today?'*

			Heysham High	Mossgate	Skerton	St Patricks	Willow Lane	**TOTAL**
	Sept 07	n	12	90	38	134	17	**291**
		%	28	61	29	72	16	**47**
	Jul 08	n	19	94	33	75	13	**234**
Car		%	46	53	28	66	14	**44**
	Sept 07	n	22	57	85	41	84	**289**
		%	53	39	64	22	79	**47**
	Jul 08	n	14	69	64	29	54	**230**
Walk		%	34	39	55	26	59	**43**
	Sept 07	n	7	0	6	9	0	**22**
		%	16	0	5	5	0	**4**
	Jul 08	n	2	3	5	3	0	**13**
Bus		%	5	2	4	3	0	**2**
	Sept 07	n	1	0	3	1	5	**10**
		%	2	0	2	1	5	**2**
	Jul 08	n	6	9	14	6	25	**60**
Cycle		%	15	5	12	5	27	**11**
	Sept 07	n	0	1	1	0	1	**3**
		%	0	1	1	0	1	**0**
	Jul 08	n	0	1	0	0	0	**1**
Train/other		%	0	1	0	0	0	**0**
Total no. of pupils surveyed Sept 07			**42**	**148**	**133**	**185**	**107**	**615**
Total no. of pupils surveyed Jul 08			**41**	**176**	**116**	**113**	**92**	**538**

Table 3.30: responses to the question *'How would you prefer to travel to school?'*

			Heysham High	Mossgate	Skerton	St Patricks	Willow Lane	**TOTAL**
Car	Sept 07	n	11	14	25	49	9	**108**
		%	28	9	19	27	8	**18**
	Jul 08	n	16	26	21	23	8	**94**
		%	39	15	19	20	9	**18**
Walk	Sept 07	n	13	20	49	30	40	**152**
		%	33	13	37	16	37	**25**
	Jul 08	n	13	44	39	21	33	**150**
		%	32	25	35	18	35	**28**
Bus	Sept 07	n	6	13	6	4	1	**30**
		%	14	9	5	2	1	**5**
	Jul 08	n	2	5	2	3	2	**14**
		%	5	3	2	3	2	**3**
Cycle	Sept 07	n	9	106	48	98	56	**317**
		%	22	69	36	53	52	**51**
	Jul 08	n	10	84	48	69	51	**262**
		%	24	49	43	60	54	**49**
Train/other	Sept 07	n	2	0	5	3	1	**11**
		%	5	0	4	2	1	**2**
	Jul 08	n	0	14	1	0	0	**15**
		%	0	8	1	0	0	**3**
Total no. of pupils surveyed Sept 07			**41**	**153**	**133**	**184**	**107**	**618**
Total no. of pupils surveyed Jul 08			**41**	**173**	**111**	**116**	**94**	**535**

School travel: PLASC

3.28. Data concerning pupil's usual mode of travel to school is collected annually through the Pupil Level Annual School Census (PLASC). The school travel question is just one question in a lengthy questionnaire of which only parts are updated annually. Schools with travel plans are obliged to provide data on usual mode of travel, whilst the question is optional for schools without travel plans. Our concerns about the use of PLASC data to make a formal assessment of change in mode of travel to school over time are as follows:

- The census asks about usual mode of travel. This fails to recognise those children who cycle to school less frequently
- The guidance on data collection suggests that data may be collected from either parents or children. The fact that the method of data collection can be variable between years limits its reliability as a means of assessing change in mode of travel over time
- The guidance suggests collection of data in the autumn. Whilst the Department for Transport recognise that mode of travel is likely to be influenced by season, the collection so early in the academic year may not provide a true reflection of travel across the year

3.29. PLASC data for Darlington, Brighton and Hove and Derby were taken directly from the PLASC database. For Lancaster with Morecambe, Aylesbury and Exeter, PLASC data were extracted from the data held for Lancashire, Buckinghamshire and Devon, respectively.

3.30. Data were extracted by a matching schools identified as being located in each of the towns on the basis of GIS information against the PLASC database.

3.31. The number and percentage of pupils stating travel by cycle in all schools and schools with travel plans were obtained and are presented in Table 3.31 – Table 3.53.

Aylesbury

Table 3.31: Schools with travel plans – 2006/07 academic year

Mode	Primary pupils	Secondary pupils	**Total pupils**	Primary valid %	Secondary valid %	**Total valid %**
Walking	1386	433	**1819**	57.1	18.9	**38.6**
Cycling	54	45	**99**	2.2	2.0	**2.1**
Car	732	405	**1137**	30.2	17.7	**24.1**
Car Share	80	16	**96**	3.3	0.7	**2.0**
Public Service Bus	40	321	**361**	1.6	14.0	**7.7**
Dedicated School Bus	114	926	**1040**	4.7	40.5	**22.1**
Bus (unknown type)	1	21	**22**	0.0	0.9	**0.5**
Taxi	19	22	**41**	0.8	1.0	**0.9**
Train	0	37	**36**	0.0	1.6	**0.8**
Other	0	62	**62**	0.0	2.7	**1.3**
Boarding (Pupil N/A)	0	0	**0**	0.0	0.0	**0.0**
Total responses	2426	2288	**4714**	100.0	100.0	**100.0**
Missing (no travel data)	0	0	**0**			
Total pupils	2426	2288	**4714**			

Table 3.32: Schools with travel plans – 2007/08 academic year

Mode	Primary pupils	Secondary pupils	**Total pupils**	Primary valid %	Secondary valid %	**Total valid %**
Walking	2042	411	**2453**	61.6	18.3	**44.1**
Cycling	58	57	**115**	1.7	2.5	**2.1**
Car	920	381	**1301**	27.7	17.0	**23.4**
Car Share	115	22	**137**	3.5	1.0	**2.5**
Public Service Bus	36	259	**295**	1.1	11.5	**5.3**
Dedicated School Bus	112	955	**1067**	3.4	42.6	**19.2**
Bus (unknown type)	2	47	**49**	0.1	2.1	**0.9**
Taxi	32	30	**62**	1.0	1.3	**1.1**
Train	0	32	**31**	0.0	1.4	**0.6**
Other	0	50	**50**	0.0	2.2	**0.9**
Boarding (Pupil N/A)	0	0	**0**	0.0	0.0	**0.0**
Total responses	3317	2244	**5561**	100.0	100.0	**100.0**
Missing (no travel data)	0	0	**0**			
Total pupils	3317	2244	**5561**			

Table 3.33: All schools – 2006/07 academic year

Mode	Primary pupils	Secondary pupils	SEN pupils	**Total pupils**	Primary valid %	Secondary valid %	SEN valid %	**Total valid %**
Walking	5043	2678	11	**7732**	58.6	35.8	6.6	**47.6**
Cycling	115	126	1	**242**	1.3	1.7	0.6	**1.5**
Car	2734	1088	11	**3833**	31.8	14.6	6.6	**23.6**
Car Share	293	64	0	**357**	3.4	0.9	0.0	**2.2**
Public Service Bus	61	852	0	**913**	0.7	11.4	0.0	**5.6**
Dedicated School Bus	234	2422	122	**2778**	2.7	32.4	73.4	**17.1**
Bus (unknown type)	6	53	0	**59**	0.1	0.7	0.0	**0.4**
Taxi	110	77	1	**188**	1.3	1.0	0.6	**1.2**
Train	2	47	0	**49**	0.0	0.6	0.0	**0.3**
Other	3	64	0	**67**	0.0	0.9	0.0	**0.4**
Boarding (Pupil N/A)	0	0	20	**20**	0.0	0.0	12.0	**0.1**
Total responses	8601	7471	166	**16238**	100.0	100.0	100.0	**100.0**
Missing (no travel data)	1255	1127	0	**2382**				
Total pupils	9856	8598	166	**18620**				

Table 3.34: All schools – 2007/08 academic year

Mode	Primary pupils	Secondary pupils	SEN pupils	**Total pupils**	Primary valid %	Secondary valid %	SEN valid %	**Total valid %**
Walking	5566	1946	6	**7518**	58.1	28.9	4.9	45.8
Cycling	136	129	2	**267**	1.4	1.9	1.6	1.6
Car	3182	929	4	**4115**	33.2	13.8	3.3	25.0
Car Share	252	57	1	**310**	2.6	0.8	0.8	1.9
Public Service Bus	54	771	0	**825**	0.6	11.5	0.0	5.0
Dedicated School Bus	275	2642	79	**2996**	2.9	39.3	65.2	18.2
Bus (unknown type)	11	82	0	**93**	0.1	1.2	0.0	0.6
Taxi	102	75	11	**188**	1.1	1.1	9.0	1.1
Train	2	41	0	**43**	0.0	0.6	0.0	0.3
Other	3	54	0	**57**	0.0	0.8	0.0	0.3
Boarding (Pupil N/A)	0	0	18	**18**	0.0	0.0	14.8	0.1
Total responses	9583	6726	121	**16430**	100.0	100.0	100.0	**100.0**
Missing (no travel data)	276	685	0	**961**				
Total pupils	9859	7411	121	**17391**				

Brighton and Hove

Table 3.35: Schools with travel plans – 2006/07 academic year

Mode	Primary pupils	Secondary pupils	SEN pupils	**Total pupils**	Primary valid %	Secondary valid %	SEN pupils %	**Total valid %**
Walking	6182	2197	0	**8379**	55.5	58.2	0.0	**56.1**
Cycling	161	67	0	**228**	1.4	1.8	0.0	**1.5**
Car	3708	537	0	**4245**	33.3	14.2	0.0	**28.4**
Car Share	272	34	0	**306**	2.4	0.9	0.0	**2.0**
Public Service Bus	440	654	6	**1100**	3.9	17.3	50.0	**7.4**
Dedicated School Bus	0	49	0	**49**	0.0	1.3	0.0	**0.3**
Bus (unknown type)	40	133	0	**173**	0.4	3.5	0.0	**1.2**
Taxi	108	10	5	**123**	1.0	0.3	41.6	**0.8**
Train	3	17	0	**20**	0.0	0.5	0.0	**0.1**
Other	234	75	1	**310**	2.1	2.0	8.3	**2.1**
Boarding (Pupil N/A)	0	0	0	**0**	0.0	0.0	0.0	**0.0**
Total responses	11148	3773	12	**14933**	100.0	100.0	100.0	**100.0**
Missing (no travel data)	3114	4024	44	**7182**				
Total pupils	14262	7797	56	**22115**				

Table 3.36: Schools with travel plans – 2007/08 academic year

Mode	Primary pupils	Secondary pupils	**Total pupils**	Primary valid %	Secondary valid %	**Total valid %**
Walking	7456	4459	**11915**	55.6	49.8	**53.2**
Cycling	257	170	**427**	1.9	1.9	**1.9**
Car	4632	1532	**6164**	34.5	17.1	**27.5**
Car Share	400	91	**491**	3.0	1.0	**2.2**
Public Service Bus	437	1864	**2301**	3.3	20.8	**10.3**
Dedicated School Bus	9	246	**255**	0.1	2.7	**1.1**
Bus (unknown type)	78	282	**360**	0.6	3.1	**1.6**
Taxi	103	141	**244**	0.8	1.6	**1.1**
Train	12	21	**34**	0.1	0.2	**0.2**
Other	32	156	**187**	0.2	1.7	**0.8**
Boarding (Pupil N/A)	0	0	**0**	0.0	0.0	**0.0**
Total responses	13416	8962	**22378**	100.0	100.0	**100.0**
Missing (no travel data)	0	0	**0**			
Total pupils	13416	8962	**22378**			

Table 3.36: All schools – 2006/07 academic year

Mode	Primary pupils	Secondary pupils	SEN pupils	**Total pupils**	Primary valid %	Secondary valid %	SEN valid %	**Total valid %**
Walking	6899	2829	16	**9744**	51.9	45.7	3.7	**48.9**
Cycling	172	123	0	**295**	1.3	2.0	0.0	**1.5**
Car	4858	1070	9	**5937**	36.6	17.3	2.1	**29.8**
Car Share	362	40	0	**402**	2.7	0.6	0.0	**2.0**
Public Service Bus	489	1523	13	**2025**	3.7	24.6	3.0	**10.2**
Dedicated School Bus	13	228	49	**290**	0.1	3.7	11.2	**1.5**
Bus (unknown type)	135	135	10	**280**	1.0	2.2	2.3	**1.4**
Taxi	112	26	248	**386**	0.8	0.4	56.6	**1.9**
Train	4	144	0	**148**	0.0	2.3	0.0	**0.7**
Other	237	75	1	**313**	1.8	1.2	0.2	**1.6**
Boarding (Pupil N/A)	0	0	92	**92**	0.0	0.0	21.0	**0.5**
Total responses	13281	6193	438	**19912**	100.0	100.0	100.0	**100.0**
Missing (no travel data)	3774	6021	337	**10132**				
Total pupils	17055	12214	775	**30044**				

Table 3.37: All schools – 2007/08 academic year

Mode	Primary pupils	Secondary pupils	**Total pupils**	Primary valid %	Secondary valid %	**Total valid %**
Walking	7640	5002	**12642**	54.0	43.3	**49.2**
Cycling	257	197	**454**	1.8	1.7	**1.8**
Car	4937	2047	**6984**	34.9	17.7	**27.2**
Car Share	433	154	**587**	3.1	1.3	**2.3**
Public Service Bus	528	2456	**2984**	3.7	21.2	**11.6**
Dedicated School Bus	26	504	**530**	0.2	4.4	**2.1**
Bus (unknown type)	78	540	**618**	0.6	4.7	**2.4**
Taxi	193	323	**516**	1.4	2.8	**2.0**
Train	13	127	**140**	0.1	1.1	**0.5**
Other	31	158	**189**	0.2	1.4	**0.7**
Boarding (Pupil N/A)	7	52	**59**	0.0	0.4	**0.2**
Total responses	14143	11560	**25703**	100.0	100.0	**100.0**
Missing (no travel data)	17	67	**84**			
Total pupils	14160	11627	**25787**			

Darlington

Table 3.38: Schools with travel plans – 2006/07 academic year

Mode	Primary pupils	Secondary pupils	**Total pupils**	Primary valid %	Secondary valid %	**Total valid %**
Walking	3121	982	**4103**	59.6	50.1	**57.0**
Cycling	93	112	**205**	1.8	5.7	**2.8**
Car	1732	271	**2003**	33.1	13.8	**27.8**
Car Share	149	59	**208**	2.8	3.0	**2.9**
Public Service Bus	91	274	**365**	1.7	14.0	**5.1**
Dedicated School Bus	20	261	**281**	0.4	13.3	**3.9**
Bus (unknown type)	2	0	**2**	0.0	0.0	**0.0**
Taxi	19	3	**22**	0.4	0.2	**0.3**
Train	0	0	**0**	0.0	0.0	**0.0**
Other	6	0	**6**	0.1	0.0	**0.1**
Boarding (Pupil N/A)	0	0	**0**	0.0	0.0	**0.0**
Total responses	5233	1962	**7195**	100.0	100.0	**100.0**
Missing (no travel data)	0	0	**0**			
Total pupils	5233	1962	**7195**			

Table 3.39: Schools with travel plans – 2007/08 academic year

Mode	Primary pupils	Secondary pupils	**Total pupils**	Primary valid %	Secondary valid %	**Total valid %**
Walking	2847	1647	**4494**	60.1	58.8	**59.6**
Cycling	114	123	**237**	2.4	4.4	**3.1**
Car	1495	310	**1805**	31.5	11.1	**23.9**
Car Share	168	83	**251**	3.5	3.0	**3.3**
Public Service Bus	55	327	**382**	1.2	11.7	**5.1**
Dedicated School Bus	11	253	**264**	0.2	9.0	**3.5**
Bus (unknown type)	9	44	**53**	0.2	1.6	**0.7**
Taxi	22	6	**28**	0.5	0.2	**0.4**
Train	0	0	**0**	0.0	0.0	**0.0**
Other	18	8	**26**	0.4	0.3	**0.3**
Boarding (Pupil N/A)	0	0	**0**	0.0	0.0	**0.0**
Total responses	4739	2801	**7540**	100.0	100.0	**100.0**
Missing (no travel data)	0	0	**0**			
Total pupils	4739	2801	**7540**			

Table 3.40: All schools – 2006/07 academic year

Mode	Primary pupils	Secondary pupils	SEN pupils	Other pupils	**Total pupils**	Primary valid %	Secondary valid %	SEN valid %	Other valid %	**Total valid %**
Walking	4061	2848	0	75	**6984**	59.1	51.7	0.0	37.6	**55.5**
Cycling	110	214	0	0	**324**	1.6	3.9	0.0	0.0	**2.6**
Car	2309	546	0	106	**2961**	33.6	9.9	0.0	53.2	**23.6**
Car Share	203	90	0	4	**297**	3.0	1.6	0.0	2.0	**2.4**
Public Service Bus	102	654	1	13	**770**	1.5	11.9	100.0	6.5	**6.1**
Dedicated School Bus	33	1107	0	0	**1140**	0.5	20.1	0.0	0.0	**9.1**
Bus (unknown type)	5	0	0	0	**5**	0.1	0.0	0.0	0.0	**0.0**
Taxi	30	43	0	1	**74**	0.4	0.8	0.0	0.5	**0.6**
Train	0	1	0	0	**1**	0.0	0.0	0.0	0.0	**0.0**
Other	9	8	0	0	**17**	0.3	0.1	0.0	0.0	**0.1**
Boarding (Pupil N/A)	0	0	0	0	**0**	0.0	0.0	0.0	0.0	**0.0**
Total responses	6862	5511	1	199	**12573**	100.0	100.0	100.0	100.0	**100.0**
Missing (no travel data)	1934	650	207	30	**2821**					
Total pupils	8796	6161	208	229	**15394**					

Table 3.41: All schools – 2007/08 academic year

Mode	Primary pupils	Secondary pupils	**Total pupils**	Primary valid %	Secondary valid %	**Total valid %**
Walking	3576	2680	**6256**	59.5	50.3	**55.1**
Cycling	117	212	**329**	1.9	4.0	**2.9**
Car	1914	569	**2483**	31.8	10.7	**21.9**
Car Share	213	115	**328**	3.5	2.2	**2.9**
Public Service Bus	65	483	**548**	1.1	9.1	**4.8**
Dedicated School Bus	50	1117	**1167**	0.8	21.0	**10.3**
Bus (unknown type)	19	77	**96**	0.3	1.4	**0.8**
Taxi	40	64	**104**	0.7	1.2	**0.9**
Train	0	0	**0**	0.0	0.0	**0.0**
Other	20	13	**33**	0.3	0.2	**0.3**
Boarding (Pupil N/A)	0	0	**0**	0.0	0.0	**0.0**
Total responses	6014	5330	**11344**	100.0	100.0	**100.0**
Missing (no travel data)	785	604	**1389**			
Total pupils	6799	5934	**12733**			

Derby

Table 3.42: Schools with travel plans – 2006/07 academic year

Mode	Primary pupils	Secondary pupils	**Total pupils**	Primary valid %	Secondary valid %	**Total valid %**
Walking	7028	3675	**10703**	60.7	50.6	**56.8**
Cycling	209	200	**409**	1.8	2.8	**2.2**
Car	3793	892	**4685**	32.8	12.3	**24.9**
Car Share	186	29	**215**	1.6	0.4	**1.1**
Public Service Bus	80	1160	**1240**	0.7	16.0	**6.6**
Dedicated School Bus	158	1245	**1403**	1.4	17.1	**7.4**
Bus (unknown type)	22	5	**27**	0.2	0.1	**0.1**
Taxi	53	51	**104**	0.5	0.7	**0.6**
Train	0	0	**0**	0.0	0.0	**0.0**
Other	51	10	**61**	0.4	0.1	**0.3**
Boarding (Pupil N/A)	0	0	**0**	0.0	0.0	**0.0**
Total responses	11580	7267	**18847**	100.0	100.0	**100.0**
Missing (no travel data)	1070	1575	**2645**			
Total pupils	12650	8842	**21492**			

Table 3.43: Schools with travel plans – 2007/08 academic year

Mode	Primary pupils	Secondary pupils	**Total pupils**	Primary valid %	Secondary valid %	**Total valid %**
Walking	7613	4911	**12524**	62.3	56.0	**59.7**
Cycling	285	307	**592**	2.3	3.5	**2.8**
Car	3840	1164	**5004**	31.4	13.3	**23.9**
Car Share	157	51	**208**	1.3	0.6	**1.0**
Public Service Bus	80	986	**1066**	0.7	11.3	**5.1**
Dedicated School Bus	119	1127	**1246**	1.0	12.9	**5.9**
Bus (unknown type)	30	126	**156**	0.2	1.4	**0.7**
Taxi	57	78	**135**	0.5	0.9	**0.6**
Train	0	0	**0**	0.0	0.0	**0.0**
Other	34	12	**46**	0.3	0.1	**0.2**
Boarding (Pupil N/A)	0	0	**0**	0.0	0.0	**0.0**
Total responses	12215	8762	**20977**	100.0	100.0	**100.0**
Missing (no travel data)	557	1481	**2038**			
Total pupils	12772	10243	**23015**			

Table 3.44: All schools – 2006/07 academic year

Mode	Primary pupils	Secondary pupils	SEN pupils	Other pupils	**Total pupils**	Primary valid %	Secondary valid %	SEN valid %	Other valid %	**Total valid %**
Walking	10154	6380	23	295	**16852**	61.6	56.2	7.0	21.5	**57.1**
Cycling	225	233	0	16	**474**	1.4	2.1	0.0	1.2	**1.6**
Car	5242	1304	8	404	**6958**	31.8	11.5	2.4	29.5	**23.6**
Car Share	249	51	0	128	**428**	1.5	0.4	0.0	9.3	**1.4**
Public Service Bus	124	1561	5	524	**2214**	0.8	13.7	1.5	38.2	**7.5**
Dedicated School Bus	274	1721	149	0	**2144**	1.7	15.1	45.5	0.0	**7.3**
Bus (unknown type)	36	14	0	1	**51**	0.2	0.1	0.0	0.0	**0.2**
Taxi	117	86	67	1	**271**	0.7	0.8	20.4	0.0	**0.9**
Train	0	0	0	0	**0**	0.0	0.0	0.0	0.0	**0.0**
Other	51	11	2	0	**64**	0.3	0.1	0.6	0.0	**0.2**
Boarding (Pupil N/A)	0	0	73	0	**73**	0.0	0.0	22.3	0.0	**0.2**
Total responses	16472	11361	327	1369	**29529**	100.0	100.0	100.0	100.0	**100.0**
Missing (no travel data)	5070	4338	122	247	**9777**					
Total pupils	21542	15699	449	1616	**39306**					

Table 3.45: All schools – 2007/08 academic year

Mode	Primary pupils	Secondary pupils	**Total pupils**	Primary valid %	Secondary valid %	**Total valid %**
Walking	9124	6502	**15626**	62.0	55.0	**58.8**
Cycling	292	337	**629**	2.0	2.8	**2.4**
Car	4544	1468	**6012**	30.9	12.4	**22.6**
Car Share	184	135	**319**	1.2	1.1	**1.2**
Public Service Bus	96	1379	**1475**	0.7	11.7	**5.6**
Dedicated School Bus	304	1641	**1945**	2.1	13.9	**7.3**
Bus (unknown type)	37	130	**167**	0.3	1.1	**0.6**
Taxi	108	178	**286**	0.7	1.5	**1.1**
Train	0	2	**2**	0.0	0.0	**0.0**
Other	35	13	**48**	0.2	0.1	**0.2**
Boarding (Pupil N/A)	1	46	**47**	0.0	0.4	**0.2**
Total responses	14725	11831	**26556**	100.0	100.0	**100.0**
Missing (no travel data)	2199	3085	**5284**			
Total pupils	16924	14916	**31840**			

Exeter

Table 3.46: Schools with travel plans – 2006/07 academic year

Mode	Primary pupils	Secondary pupils	**Total pupils**	Primary valid %	Secondary valid %	**Total valid %**
Walking	2527	3128	**5655**	51.5	53.6	**52.7**
Cycling	47	298	**345**	1.0	5.1	**3.2**
Car	1945	865	**2810**	39.6	14.8	**26.2**
Car Share	204	107	**311**	4.2	1.8	**2.9**
Public Service Bus	63	522	**585**	1.3	8.9	**5.4**
Dedicated School Bus	58	862	**920**	1.2	14.8	**8.6**
Bus (unknown type)	8	3	**11**	0.2	0.1	**0.1**
Taxi	54	21	**75**	1.1	0.4	**0.7**
Train	0	14	**14**	0.0	0.2	**0.1**
Other	1	13	**14**	0.0	0.2	**0.1**
Boarding (Pupil N/A)	0	0	**0**	0.0	0.0	**0.0**
Total responses	4907	5833	**10740**	100.0	100.0	**100.0**
Missing (no travel data)	0	1	**1**			
Total pupils	4907	5834	**10741**			

Table 3.47: Schools with travel plans – 2007/08 academic year

Mode	Primary pupils	Secondary pupils	**Total pupils**	Primary valid %	Secondary valid %	**Total valid %**
Walking	3718	3032	**6750**	55.8	52.3	**54.1**
Cycling	75	382	**457**	1.1	6.6	**3.7**
Car	2371	840	**3211**	35.6	14.5	**25.8**
Car Share	260	168	**428**	3.9	2.9	**3.4**
Public Service Bus	95	460	**555**	1.4	7.9	**4.5**
Dedicated School Bus	61	860	**921**	0.9	14.8	**7.4**
Bus (unknown type)	18	14	**32**	0.3	0.2	**0.3**
Taxi	66	21	**87**	1.0	0.4	**0.7**
Train	2	16	**18**	0.0	0.3	**0.1**
Other	1	6	**7**	0.0	0.1	**0.1**
Boarding (Pupil N/A)	0	0	**0**	0.0	0.0	**0.0**
Total responses	6667	5799	**12466**	100.0	100.0	**100.0**
Missing (no travel data)	0	0	**0**			
Total pupils	6667	5799	**12466**			

Table 3.48: All schools – 2006/07 academic year

Mode	Primary pupils	Secondary pupils	SEN pupils	**Total pupils**	Primary valid %	Secondary valid %	SEN valid %	**Total valid %**
Walking	4987	3128	9	**8124**	56.9	53.6	1.5	**53.5**
Cycling	104	298	3	**405**	1.2	5.1	0.5	**2.7**
Car	3046	865	17	**3928**	34.7	14.8	2.9	**25.9**
Car Share	319	107	0	**426**	3.6	1.8	0.0	**2.8**
Public Service Bus	119	522	7	**648**	1.4	8.9	1.2	**4.3**
Dedicated School Bus	108	862	167	**1137**	1.2	14.8	28.7	**7.5**
Bus (unknown type)	10	3	0	**13**	0.1	0.1	0.0	**0.1**
Taxi	73	21	143	**237**	0.8	0.4	24.6	**1.6**
Train	4	14	0	**18**	0.0	0.2	0.0	**0.1**
Other	1	13	2	**16**	0.0	0.2	0.3	**0.1**
Boarding (Pupil N/A)	0	0	232	**232**	0.0	0.0	40.0	**1.5**
Total responses	8771	5833	580	**15184**	100.0	100.0	100.0	**100.0**
Missing (no travel data)	1126	1	1	**1128**				
Total pupils	9897	5834	581	**16312**				

Table 3.49: All schools – 2007-08 academic year

Mode	Primary pupils	Secondary pupils	SEN pupils	**Total pupils**	Primary valid %	Secondary valid %	SEN valid %	**Total valid %**
Walking	5867	3032	7	**8906**	59.1	52.3	4.4	**56.1**
Cycling	133	382	0	**515**	1.3	6.6	0.0	**3.2**
Car	3231	840	5	**4076**	32.5	14.5	3.2	**25.7**
Car Share	342	168	0	**510**	3.4	2.9	0.0	**3.2**
Public Service Bus	127	460	0	**587**	1.3	7.9	0.0	**3.7**
Dedicated School Bus	110	860	73	**1043**	1.1	14.8	46.2	**6.6**
Bus (unknown type)	29	14	0	**43**	0.3	0.2	0.0	**0.3**
Taxi	80	21	72	**173**	0.8	0.4	45.6	**1.1**
Train	6	16	1	**23**	0.1	0.3	0.6	**0.1**
Other	3	6	0	**9**	0.0	0.1	0.0	**0.1**
Boarding (Pupil N/A)	0	0	0	**0**	0.0	0.0	0.0	**0.0**
Total responses	9928	5799	158	**15885**	100.0	100.0	100.0	**100.0**
Missing (no travel data)	71	0	0	**71**				
Total pupils	9999	5799	158	**15956**				

Lancaster with Morecambe

Table 3.50: Schools with travel plans – 2006/07 academic year

Mode	Primary pupils	Secondary pupils	**Total pupils**	Primary valid %	Secondary valid %	**Total valid %**
Walking	1729	1203	**2932**	57.7	97.1	**69.2**
Cycling	65	16	**81**	2.2	1.3	**1.9**
Car	974	14	**988**	32.5	1.1	**23.3**
Car Share	151	0	**151**	5.0	0.0	**3.5**
Public Service Bus	22	5	**27**	0.7	0.4	**0.6**
Dedicated School Bus	26	1	**27**	0.9	0.1	**0.6**
Bus (unknown type)	5	0	**5**	0.2	0.0	**0.1**
Taxi	23	0	**23**	0.8	0.0	**0.5**
Train	1	0	**1**	0.0	0.0	**0.0**
Other	1	0	**1**	0.0	0.0	**0.0**
Boarding (Pupil N/A)	0	0	**0**	0.0	0.0	**0.0**
Total responses	2997	1239	**4236**	100.0	100.0	**100.0**
Missing (no travel data)	1464	818	**2282**			
Total pupils	4461	2057	**6518**			

Table 3.51: Schools with travel plans – 2007/08 academic year

Mode	Primary pupils	Secondary pupils	SEN pupils	Other pupils	**Total pupils**	Primary valid %	Secondary valid %	SEN valid %	Other valid %	**Total valid %**
Walking	2555	1602	0	54	**4211**	51.2	54.5	0.0	72.9	**52.0**
Cycling	84	68	0	1	**153**	1.7	2.3	0.0	1.3	**1.9**
Car	1830	307	2	17	**2156**	36.6	10.4	2.4	22.9	**26.6**
Car Share	289	68	0	1	**358**	5.8	2.3	0.0	1.3	**4.4**
Public Service Bus	34	492	0	0	**526**	0.7	16.7	0.0	0.0	**6.5**
Dedicated School Bus	43	86	0	0	**129**	0.9	2.9	0.0	0.0	**1.6**
Bus (unknown type)	26	34	48	1	**109**	0.5	1.2	59.2	1.3	**1.3**
Taxi	42	13	29	0	**84**	0.8	0.4	35.8	0.0	**1.0**
Train	1	79	0	0	**80**	0.0	2.7	0.0	0.0	**1.0**
Other	90	11	2	0	**103**	1.8	0.4	2.4	0.0	**1.3**
Boarding (Pupil N/A)	0	182	0	0	**182**	0.0	6.2	0.0	0.0	**2.2**
Total responses	4994	2942	81	74	**8091**	100.0	100.0	100.0	100.0	**100.0**
Missing (no travel data)	1564	1396	6	4	**2970**					
Total pupils	6558	4338	87	78	**11061**					

Table 3.52: All schools – 2006/07 academic year

Mode	Primary pupils	Secondary pupils	SEN pupils	Other pupils	**Total pupils**	Primary valid %	Secondary valid %	SEN valid %	Other valid %	**Total valid %**
Walking	2565	1844	0	4	**4413**	48.6	47.3	0.0	80.0	**47.3**
Cycling	150	49	1	0	**200**	2.8	1.3	0.6	0.0	**2.1**
Car	2030	365	3	1	**2399**	38.5	9.4	2.0	20.0	**25.7**
Car Share	239	84	0	0	**323**	4.5	2.2	0.0	0.0	**3.5**
Public Service Bus	27	719	0	0	**746**	0.5	18.5	0.0	0.0	**8.0**
Dedicated School Bus	60	591	69	0	**720**	1.1	15.2	47.9	0.0	**7.7**
Bus (unknown type)	15	10	51	0	**76**	0.3	0.3	35.4	0.0	**0.8**
Taxi	40	24	19	0	**83**	0.8	0.6	13.1	0.0	**0.9**
Train	1	67	0	0	**68**	0.0	1.7	0.0	0.0	**0.7**
Other	148	6	1	0	**155**	2.8	0.2	0.6	0.0	**1.7**
Boarding (Pupil N/A)	0	137	0	0	**137**	0.0	3.5	0.0	0.0	**1.5**
Total responses	5275	3896	144	5	**9320**	100.0	100.0	100.0	100.0	**100.0**
Missing (no travel data)	3506	4222	150	77	**7955**					
Total pupils	8781	8118	294	82	**17275**					

Table 3.53: All schools – 2007/08 academic year

Mode	Primary pupils	Secondary pupils	SEN pupils	Other pupils	**Total pupils**	Primary valid %	Secondary valid %	SEN valid %	Other valid %	**Total valid %**
Walking	3177	2382	0	54	**5613**	51.3	43.6	0.0	72.9	**46.7**
Cycling	114	118	0	1	**233**	1.8	2.2	0.0	1.3	**1.9**
Car	2331	665	6	17	**3019**	37.7	12.2	2.0	22.9	**25.1**
Car Share	300	151	0	1	**452**	4.8	2.8	0.0	1.3	**3.8**
Public Service Bus	38	989	7	0	**1034**	0.6	18.1	2.3	0.0	**8.6**
Dedicated School Bus	48	720	161	0	**929**	0.8	13.2	53.6	0.0	**7.7**
Bus (unknown type)	28	41	48	1	**118**	0.5	0.8	16.0	1.3	**1.0**
Taxi	59	33	31	0	**123**	1.0	0.6	10.3	0.0	**1.0**
Train	2	157	0	0	**159**	0.0	2.9	0.0	0.0	**1.3**
Other	92	22	3	0	**117**	1.5	0.4	1.0	0.0	**1.0**
Boarding (Pupil N/A)	0	182	44	0	**226**	0.0	3.3	14.6	0.0	**1.9**
Total responses	6189	5460	300	74	**12023**	100.0	100.0	100.0	100.0	**100.0**
Missing (no travel data)	2458	2602	9	4	**5073**					
Total pupils	8647	8062	309	78	**17096**					

School travel: Local Authority school travel surveys

3.32. Local Authority hands up surveys continued in Darlington during the Cycling Demonstration Towns project. Data as obtained directly from the Local Authority are cited in the report.

Appendix 4: Counts of Parked Bikes

Counts of parked bikes were performed in Lancaster with Morecambe, Derby and Brighton and Hove during the project. The theory and application of this approach to parked bikes are presented in the following sections, followed by complete details and results of the counts performed in each of the towns as listed above.

Theory

4.1. This technique can be used to determine the volume, concentration and duration of vehicles parked in a specific area. It is generally applied to on-street parking.

4.2. The whole area to be surveyed is sub-divided into “blocks” or “beats” small enough to be traversed on foot within the specified time intervals. These are usually 1 hour or ½ hour. The observer patrols his “beat” and notes the registration numbers of all parked vehicles. He must complete a circuit within the time interval, and repeat the operation at this interval for the length of time required. The numbers may be written down, or tape recorded.

4.3. From the data collected we may determine the number of vehicles parked through the day – the concentration, and the length of time parked – the duration.

Applying this technique to parked bicycles

4.4. A cycle-oriented adaptation of this technique will be used to generate one of the indicators upon which monitoring of the Cycling Demonstration Town project will be based.

4.5. A beat should be devised concentrating on the central retail area of each town. As well as the main shopping area, the beat may include other major attractions, such as libraries, theatres, town halls, etc. The beat will usually focus on formal parking facilities with a relatively high turnover of parked cycles. In addition, informal parking (e.g. railings to which bikes are chained) can be included if appropriate. Whether routes rather than central locations are included should be determined by whether there is any evidence that informal parking occurs on the route, the practicality of including the route on

the beat, and the ease with which cycles can be counted and recorded on the route.

4.6. Locations where longer term parking is the norm are not usually to be included in the beat. For example, at railway stations, cycles tend to be parked up for most of the working day, so they are not appropriate for inclusion in this exercise. Although a count at such a location as part of the beat-based exercise is not appropriate, a simple count can be used to provide a potentially useful indicator.

4.7. The beat can incorporate as many locations as necessary, but should take no longer than one hour to complete. Ideally the duration of the beat should be 30 minutes or 45 minutes. The duration of the beat MUST be consistent.

4.8. The beat should be completed the appropriate number of times in a three hour count event. Two separate count events should be undertaken on a single day. The first should start at 0800h and last until 1100h. The second should start at 1400h and end at 1700h. The count events will usually take place on a weekday in September with favourable weather conditions.

4.9. The beat locations, duration and timing MUST remain as consistent as possible throughout the three years for which counts are to be undertaken. Authorities should consider in advance the addition of any new sites to the rota (e.g. a new formal parking facility is installed in the town centre area), by including the planned site in the beat, and by counting informal parking around the site in question in the counts undertaken before the new parking facility is in place.

Brighton and Hove

The Counts

4.10. Counts of parked bicycles were undertaken in Brighton and Hove on Friday 26th January 2007, in 2008 and on Thursday, Friday and Saturday 29th to 31st January 2009. Counts were undertaken in six beats (demoted purple, red, yellow, blue, green and pink). The locations of the counts for each beat are summarised in Table 4.1.

Table 4.1: Locations of counts on beats

Beat	Parking locations where counts made
Purple	Churchill Square, North St Corner
Red	Western Road, British Heart Foundation, Coop/HML, Woolworths, Spring Street, Marlborough Street, Primark, Temple/KFC/MacDonalds
Yellow	East Street, St Bartholomew's Sq., Odean
Blue	St James, Palace Pier, Old Steine, Pavilion Buildings, o/s Bank of Scotland, Pool Valley
Green	University of Brighton Art Faculty, Jubilee Library, New Road, Church Street St Giles
Pink	City College, Pelham, Gloucester Road, North Road, Gardner Street

4.11. In 2007, the purple beat was part of the red beat, although it is separated out for the purposes of this analysis. Other than for the two locations in the purple beat, data were not disaggregated by location for the red beat in 2007. The two locations, one outside the Bank of Scotland and the other labelled Pool Valley do not appear in the 2009 data. For comparison purposes, these data are discounted from the 2007 and 2008 totals.

4.12. The counts are performed only on one day in each year and hence are subject to variation due to particular issues which might have occurred on the day. However, nothing particular or special is noted concerning the days when the counts were undertaken.

4.13. The count numbers vary fairly considerably. The highest total is for 2pm in 2009 on the Green beat, with the highest individual location also occurring

on this beat at 2pm in 2009 and being the location outside the University library, clearly a very traditional location for parking bicycles.

4.14. The counts were undertaken as beats, that is, repeated observations at the same locations. Such surveys allow for the following to be estimated:

- the concentration of parking determined from the count and multiplied by the period of duration of the beat, measured in vehicle-hours
- the duration of stay, measured in hours.

Accumulation Data

4.15. Counts at each site were undertaken at 8am, 9am, 10am and 2pm, 3pm and 4pm. Table 4.2 summarises the aggregation of all the counts for each time period. The percentage changes reported in this table appear to be large, but they are based on small count numbers. They should not be quoted out of context.

4.16. The counts will 'double count' the same bicycle appearing at two or more different time periods. The traditional unit of account for parking surveys is termed the 'vehicle occupation' and is determined as being the vehicle count multiplied by the time interval (veh.hrs). For the purposes of this note, this refinement in terminology and units has not been adopted.

Table 4.2: Summary of Brighton and Hove counts of parked bikes

	Jan-07	Jan-08	Change from 2007	Jan-09	Change from 2007
8am	141	73	-48%	160	13%
9am	197	171	-13%	226	15%
10am	253	220	-13%	276	9%
am sub-total	591	464	-21%	662	12%
2pm	321	244	-24%	364	13%
3pm	326	264	-19%	342	5%
4pm	321	242	-25%	322	0%
pm sub-total	968	750	-23%	1028	6%
Total	1559	1214	-22%	1690	8%

4.17. The parking beat period is one hour, which is relatively long, but it may be assumed that the period of parking is the same length as the beat period. If a bicycle is present in two beat periods, then the parking period is two hours. The numbers in the table above may therefore be regarded as samples of the total parking concentration in Lancaster City Centre with units of bicycle-hours.

4.18. The reduction in cycle parking from 2007 to 2008 is consistent across each time period and is in the range 13% to 48%. However, the change from 2007 to 2009 shows consistency in its increase in size of up to 15%. Using the non-parametric chi-squared test, and taking the null hypothesis as being no change in concentration in parking over the two year period to 2009, it may be seen that the increase in total parking concentration of 8% to a total of 1690 in 2009 is significant (p=0.022) and the majority of that increase has occurred in the morning periods (p=0.045).

4.19. The value of parking beat surveys is that, as well as providing data on parking accumulation, they provide data on duration of stay. This in turn can indicate something about the nature of trip making associated with the parking. Brighton and Hove Council has analysed parking duration of stay based on the detail of the data obtained in 2007.

4.20. The Table 4.3 shows the aggregation of durations of stay derived from the Brighton and Hove analysis of duration of stay for 2007.

Table 4.3: Brighton and Hove: Duration of stay for 2007

		1 hr	2 hrs	3+ hrs	7 hrs	8 hrs	9 hrs	**Total**
Purple	Churchill Square	10	10	1	5	1	4	
Purple	North St Corner							
	Total	**10**	**10**	**1**	**5**	**1**	**4**	**31**
		32%	**32%**	**3%**	**16%**	**3%**	**13%**	
Red	**Western Road - Total**	**10**	**8**	**3**	**1**	**1**	**9**	**32**
		31%	**25%**	**9%**	**3%**	**3%**	**28%**	
Yellow	East Street	3	1				3	
Yellow	St Bartholomew's Sq.	7	5	6	1	8	6	
Yellow	Odean	1		3			2	
	Total	**11**	**6**	**9**	**1**	**8**	**11**	**46**
		24%	**13%**	**20%**	**2%**	**17%**	**24%**	
Blue	St James	18	3	8	5	3	14	
Blue	Palace Pier	4		1		2	6	
Blue	Old Steine	3	3	8		2	4	
Blue	Pavilion Buildings	2	1			4	1	
Blue	o/s Bank of Scotland	1			2	3	1	
Blue	Pool Valley		1	2			1	
	Total	**28**	**8**	**19**	**7**	**14**	**27**	**103**
		27%	**8%**	**18%**	**7%**	**14%**	**26%**	
Green	Art Faculty	5	11	11	4	2	2	
Green	Jubilee Library	29	10	7	3	4	7	
Green	New Road	4	1	4		1	3	
Green	Church Street St Giles	16	10	8	7	7	5	
	Total	**54**	**32**	**30**	**14**	**14**	**17**	**161**
		34%	**20%**	**19%**	**9%**	**9%**	**11%**	
Pink	City College, Pelham	10	3	5	8	12	7	
Pink	Gloucester Road	1	2	1				
Pink	North Road	4		1	1	1	2	
Pink	Gardner Street	2		3	3	2	6	
	Total	**17**	**5**	**10**	**12**	**15**	**15**	**74**
		23%	**7%**	**14%**	**16%**	**20%**	**20%**	

4.21. All locations show a high proportion of short duration parking of up to 2 hours (ranging from 30% of the observed cycles for the Pink Beat to 64% of the observed cycles for the Purple Beat). There is however, at all locations, a good proportion of parking which is of eight or nine hours duration (ranging

from 16% for the Purple Beat to 41% for the Yellow Beat. These data suggest, perhaps, that there is a roughly equal mix of commuter cycling and cycling for personal business and shopping.

Conclusion

4.22. It may be concluded that the counts of parked bicycles in Brighton showed a decline from 2007 to 2008, but, over the two years to January 2009 there has been an 8% increased in parked bicycles, and this is significant (p=0.022). This result should be treated with some caution because it is for a series of counts taken on one day in the year. There can be some comfort, however, taken from the fact that the change is consistent across all time periods during the day.

4.23. The sites show both short stay and long stay parking activity, which suggests that cycling is being used for a breadth of purposes, rather than for a single purpose.

Derby

The Counts

4.24. Counts of parked bicycles were undertaken in Derby on Wednesday 18th October 2006 and Thursday 26th July 2007. Counts were undertaken at eight locations in 2006 (Museum and Art Gallery, Post Office, Green Lane, Babington Lane, St Peters Street, Market Street, Market Place, Library) and an additional three sites in 2007 (Traffic Street outside Debenhams, London Road opposite Argos and at The Spot).

4.25. The counts are only for one day ten months apart and are subject to variation due to particular issues which might have occurred on the day. However, nothing particular or special is noted concerning the days when the counts were undertaken.

4.26. The count numbers for each site are relatively low, there is no site with a very high number of parked bicycles.

4.27. The counts were undertaken as beats, that is, repeated observations at the same locations. Such surveys allow for the following to be estimated:

- the concentration of parking determined from the count and multiplied by the period of duration of the beat, measured in vehicle-hours
- the duration of stay, measured in hours.

Analysis of Data

4.28. The analysis compares the eight sites counted in 2006 and 2007. Counts at each site were undertaken at 8am, 9am, 10am and 2pm, 3pm and 4pm. Table 4.4 summarises the aggregation of all the counts for the eight sites for each time period.

Table 4.4: Derby: Summary of counts of parked bikes

	2006	2007	change
8am	9	11	+22%
9am	14	11	-21%
10am	18	30	+67%
am sub-total	41	52	+27%
2pm	14	22	+57%
3pm	16	22	+37%
4pm	13	15	+15%
pm sub-total	43	59	+37%
Total	84	111	+32%

4.29. The parking beat period is one hour, which is relatively long, but it may be assumed that the period of parking is the same length as the beat period. If a bicycle is present in two beat periods, then the parking period is two hours. The numbers in the table above may therefore be regarded as samples of the total parking concentration in Derby City Centre with units of bicycle-hours.

4.30. The majority of time periods are showing increases in cycle parking activity. Using the non-parametric chi-squared test, and taking the null hypothesis as being no change in concentration in parking over the two year period, it may be seen that the increase in total parking concentration of 32% is significant (p=0.053), however, this is not the case for the morning and the afternoon periods considered separately.

4.31. The arbitrary categories of ‘under one hour’, ‘under two hours’ and ‘over two hours’ have been assumed for an analysis of length of stay. An analysis of the duration of stay data indicates that most parking activity is short duration.

Conclusion

4.32. It may be concluded that the counts of parked bicycles in Derby city centre indicate an increase in the trend of use for trip activities involving predominantly short-duration activities (that is, for example shopping and personal business as opposed to commuting) over the ten month period

October 2006 to July 2007, and this increase is shown to be 32% significant at the p=0.053 level.

4.33. The majority of sites display short stay parking activity. This is not surprising because longer stay cycle parking is more likely to be secure private non-residential (PNR) rather than Public On-Street (POS), and will be less visible to the surveyors.

Lancaster with Morecambe

The Counts

4.34. Counts of parked bicycles were undertaken in Lancaster on Tuesday 12th September 2008, Monday 15th September 2008 and Monday 30th March 2009 and in Morecambe on Thursday 21st September 2006, Wednesday 10th September 2008 and Wednesday 1st April 2009.

4.35. Counts were undertaken at twenty locations in Lancaster (Outside 1 Dalton Square, the Town Hall, Marks and Spencer, Common Garden Street, Oxfam, the Market, Sir Simons Arcade, Assembly Rooms, Market King Street, Library, Museum, New Street, Lloyds Bank, Banks Lyons, Scope, Bus Stations, Sainsburys, Chapel Street, Lower Church Street and Stone Well) and nine locations in Morecambe (Promenade, Oasis, Market, Bus Station, Train Station, Tesco, Library, Motorworld and Job Centre). The route was slightly revised in Morecambe in 2009 to pick up cyclists that may be parking at a development which did not exist prior to then.

4.36. The counts are only for one day two years apart (2006 to 2008) and three years apart (2006 to 2009) and hence are subject to variation due to particular issues which might have occurred on the day. However, nothing particular or special is noted concerning the days when the counts were undertaken.

4.37. The count numbers for each site are relatively low, there is no site with a very high number of parked bicycles.

4.38. The counts were undertaken as beats, that is, repeated observations at the same locations. Such surveys allow for the following to be estimated:

- the concentration of parking determined from the count and multiplied by the period of duration of the beat, measured in vehicle-hours
- the duration of stay, measured in hours.

Analysis of Lancaster Data

4.39. Counts at each site were undertaken at 8am, 9am, 10am and 2pm, 3pm and 4pm, and additionally at 11am and 1pm in 2009. Table 4.5 summarises the aggregation of all the counts for the twenty sites for each time period. The counts will 'double count' the same bicycle appearing at two or more different time periods. The traditional unit of account for parking surveys is termed the 'vehicle occupation' and is determined as being the vehicle count multiplied by the time interval (veh.hrs). For the purposes of this note, this refinement in terminology and units has not been adopted.

4.40. The percentage changes reported in this table appear to be large, but they are based on small count numbers. The variation in the size of the change and the sign of the changes strongly hints to the fact that none of these individual data should be taken out of context, or on its own.

Table 4.5: Lancaster with Morecambe: Summary of Lancaster counts of parked bikes

	Sep-06	Sep-08	Change	Mar-09	Change
8am	8	13	63%	12	50%
9am	15	34	127%	19	27%
10am	26	44	69%	31	19%
11am				26	
am sub-total (9-11)	49	91	86%	62	27%
1pm				28	
2pm	43	45	5%	37	-14%
3pm	45	43	-4%	28	-38%
4pm	36	43	19%	31	-14%
pm sub-total (2-4)	124	131	6%	96	-23%
Total (9-11 & 2-4)	173	222	28%	158	-9%

4.41. The parking beat period is one hour, which is relatively long, but it may be assumed that the period of parking is the same length as the beat period. If a bicycle is present in two beat periods, then the parking period is two hours. The numbers in the table above may therefore be regarded as samples of the total parking concentration in Lancaster City Centre with units of bicycle-hours.

4.42. Using the non-parametric chi-squared test, and taking the null hypothesis as being no change in concentration in parking over the two year period to 2008, it may be seen that the increase in total parking concentration of 28% is significant (p=0.014). However, the afternoon period increase is not significant (p=0.192) and all of the increase is concentrated in the morning (p=0.000). Considering the change to 2009, none of the changes is significant (slightly up in the morning and down in the afternoon and for the overall morning and afternoon totals). This lack of significance in change is unsurprising based on the low numbers observed and the low level of change observed. It is also an artefact of the low frequency of the counts that have been undertaken and the relatively limited spatial extent of the locations of the parking surveys relative to the area of Lancaster and Morecambe.

4.43. The value of parking beat surveys is that, as well as providing data on parking accumulation, they provide data on duration of stay. This in turn can indicate something about the nature of trip making associated with the parking. The arbitrary categories of ‘under one hour’, ‘under two hours’ and ‘over two hours’ have been assumed for an analysis of length of stay. Based on an analysis for the two September counts, three sites display predominantly long stay parking characteristics (Dalton, Town hall and Museum) and six sites display predominantly very short stay characteristics (Common Garden, Market, Arcade, Sainsbury’s, Chapel and Lower Church). Four other sites are generally a mix of very short and short stay (Marks and Spencer, Library, Bank Lyons, Scope). The remaining sites are a mix of long and short stay.

Analysis of Morecambe data

4.44. Counts at each site were commenced at 8am, 8.45am, 9.30am (10am in April 2009), 10.15am (11am in April 2009), and 2pm (1pm in April 2009), 2.45pm (2pm in April 2009) and 3.30pm (3pm in April 2009) and 4.15pm (4pm in April 2009). The route was marginally altered in 2009 to pick up cyclists that may be parking at a development which did not exist on the occasion of previous counts. Table 4.6 summarises the aggregation of all the counts for the nine sites for each time period.

Table 4.6: Lancaster with Morecambe: Summary of Morecambe counts of parked bikes

	Sep-06	Sep-08	change	Apr-09	change
8am	1	1	0%	1	0%
8.45am	5	7	40%	3	-40%
9.30am (10am in Apr 09)	14	13	-7%	15	7%
10.15am (11am in Apr 09)	15	16	7%	16	7%
am sub-total	35	37	6%	35	0%
2pm (1pm in Apr 09)	15	19	27%	26	73%
2.45pm (2pm in Apr 09)	15	11	-27%	16	7%
3.30pm (3pm in Apr 09)	17	12	-29%	27	59%
4.15pm (4pm in Apr 09)	22	10	-55%	24	9%
pm sub-total	69	52	-25%	93	35%
Total	104	89	-14%	128	23%

4.45. The parking beat period is three-quarters of an hour, and it may be assumed that the period of parking is the same length as the beat period. If a bicycle is present in two beat periods, then the parking period is one and a half hours. The numbers in the table above may therefore be regarded as samples of the total parking concentration in Morecambe.

4.46. There is no clear pattern to the change from 2006 to 2008, with some periods having increased totals, but the majority of periods having reduced parking totals. All the change to 2009 would appear to be in the afternoon, but none of the changes, for the total, the morning period or the afternoon period, is significant at the 5% level.

4.47. The arbitrary categories of 'under three quarters of an hour', 'under one and a half hours' and 'over one and a half hours' have been assumed for an analysis of length of stay. Based on an analysis of the September counts, the bus station demonstrated predominantly long stay parking. The Motorworld site demonstrated a mix of short and very short stay. All other sites demonstrated predominantly very short stay parking.

Conclusion

4.48. It may be concluded that the counts of parked bicycles in Lancaster City centre indicate considerable variation from period to period (morning to afternoon) and from year to year, and this is due to the low incidence of parking creating apparently large changes from time period to time period. There has been no consistent change in levels of parking from 2006 to 2009. Similarly in Morecambe, there is no significant trend. The data do not support a hypothesis of increased cycle use in Morecambe and Lancaster.

4.49. The majority of sites in both Lancaster and Morecambe display short stay parking activity. This is not surprising because longer stay cycle parking is more likely to be secure private non-residential (PNR) rather than Public On-Street (POS), and will be less visible to the surveyors.

Appendix 5: Accident data

Background

5.1. One source of data for accident analysis is the STATS19 record. These data are created by the police when road traffic accidents are reported to them. They would usually attend the scene of the accident but accidents may be reported to them up to 24 hours after they have taken place. No accidents occurring off the public highway are reported as part of STATS19.

5.2. The police do not attend all road traffic accidents. There is not a legal requirement to call the police to the scene of a road traffic accident when an injury has occurred.

5.3. The law requires that if you have been the driver of a motor vehicle on a road involved in an accident resulting in injury or damage to another person's property or involving some types of animals, you, the driver, must stop and if required by any person having reasonable grounds, provide your name and address, insurance company and name and address of the owner of the vehicle you are driving and its registration mark. If you do not provide these details, for whatever reason, you must, as soon as possible, and in any event within twenty-four hours of the accident, report the incident to a police officer or at a police station.

5.4. There is under-reporting of damage only and injury accidents because the police are not always called to the scene, or indeed contacted at all. Even when the police have reported an injury accident, the reporting of the level of seriousness of the injury is of doubtful validity.

5.5. The police differentiate between slight and serious injuries (broadly a serious injury requires an overnight stay in hospital). s*erious injury* is defined as an injury for which a person is detained in hospital as an “in-patient”, or any of the following injuries, whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the *accident*. A *slight injury* is defined as an injury of a minor character such as a sprain (including neck whiplash

injury, bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

5.6. An injured casualty is recorded as seriously or slightly injured by the police on the basis of information available within a short time of the accident. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.

5.7. It is not always the case that a police officer's assessment (often at the roadside) of injury severity is the same as the triage assessment and subsequent treatment at hospital. Studies have been undertaken to compare hospital accident and emergency 'episode' statistics (HES) with STATS19 data and suggest some under-reporting of injury accidents, and differences in the reporting of the level of severity of the injury. In addition to this, the evidence suggests that under-reporting is greater where the accident involves pedestrian or cyclist injury, particularly where there is no other vehicle involved.

5.8. Thankfully, the occurrence of accidents is so relatively rare that data is required usually for a three year period before and after an intervention in order to make any statistically significant inferences about the effect of an intervention. Frequently, when the particular type of accident being considered has a very low occurrence, a period of five years is used. In the case of monitoring for the Cycling Demonstration towns work, because of the very low number of accidents to cyclists even at a town wide level, this would imply a five year period after the completion of the set of interventions being promoted in each town. This timescale is beyond the timescale of the proposed monitoring. Such an assessment could, however, be separately undertaken at some future point in time.

5.9. It would be expected that, if a change in the number of accidents involving cyclists is to occur in any of the cycling demonstration towns, then this would be a 'second order' effect. Such a change would be expected to be some function of the change in the number of bicycle-kilometres. Evidence

suggests that a greater presence of cycle traffic will reduce the rate of accidents to cyclists. Hence, an increase in the number of bicycle-kilometres would be paralleled by a smaller increase in the number of accidents involving cyclists.

5.10. It may be concluded that the value of recorded accident data for monitoring purposes, particularly for accidents involving bicycles, is doubtful. The rate of occurrence of accidents is such that a long period of study after the intervention would be required. The change in the number of accidents is likely to be smaller than any change in the number of bicycle-kilometres.

The data

5.11. Table 5.1 summarises the cycle accident data received to date from the Cycling Demonstrations Towns, and this includes data from Lancaster, Derby, Darlington and Aylesbury.

5.12. Each town has provided data for six years, with the exception of Derby which has provided data from 2002. For each year the data for Aylesbury are provided for the 12 month period beginning on the 1st of April.

Table 5.1: Summary of accident data received from the Cycling Demonstration Towns

Lancaster	Fatal	Serious	Slight
2003	1	7	44
2004	1	10	52
2005	0	9	49
2006	0	11	30
2007	0	11	38
2008	1	10	28
Derby	Fatal	Serious	Slight
2002	1	17	79
2003	1	7	86
2004	0	18	85
2005	3	13	69
2006	0	17	71
2007	0	8	95
2008	0	17	98
Darlington	Fatal	Serious	Slight
2003	0	4	24
2004	0	1	26
2005	0	2	30
2006	0	7	26
2007	0	1	27
2008	0	4	31
Aylesbury	Fatal	Serious	Slight
2003	0	0	16
2004	0	2	19
2005	0	1	11
2006	0	2	14
2007	0	2	15
2008	0	3	20

5.13. Table 5.2 summarises the total number of accidents for each town for the three year periods 2003-2005 and 2006 to 2008.

Table 5.2: Summary of total number of accidents in the three year periods 2003-2005 and 2006-2008

	2003-2005	2006-2008
Lancaster	173	129
Derby	282	306
Darlington	87	96
Aylesbury	49	56

5.14. The significance of the change from the initial to the final three years has been assessed against the null hypothesis that there is no change in the total number of cycle accidents. Comparing the calculated test statistic for each town to ^{2} with one degree of freedom and testing at the 5% level of significance, none of the towns show a significant change in the number of cycle accidents except Lancaster: the reduction of 44 from 173 is significant.

Appendix 6: Behaviour and Attitude Survey

6.1. The behaviour and attitude survey has two parts: A large number of introductory questions were asked about the respondent's:

- age, disability, ethnic origin
- home postcode, household makeup, children
- car ownership, driver licence holding
- whether they cycle, cycle ownership
- employment status, employees at place of work, supervisory status, occupation (type of work).

6.2. The main parts of the surveys were Likert style questions about the respondent's cycling activity and their views and opinions on cycling. These are covered in the following sections. In all cases blank responses were omitted from calculations of percentages.

Aylesbury (single iteration of survey)

6.3. Survey forms were distributed in the Aylesbury area to gather information on attitudes to and participation in cycling. The forms were distributed in an electronic format to Council employees via the intranet system and to a network of businesses in the Aylesbury area via the Travel Plan Team. The electronic format was not suitable for data capture, or transferable to a suitable database. Manual transfer of data to a more accessible format has taken place, the research team has received and analysed the data. The results of the survey are summarised in the following tables.

Table 6.1: Do you own a cycle?

		Frequency	Percent	Cumulative Percent
Valid	Yes	193	72.0	72.0
	No	75	28.0	100.0
	Total	268	100.0	

Table 6.2: How frequently do you cycle to local shops?

		Frequency	Percent	Cumulative Percent
Valid	Daily	16	6.0	6.0
	Several times per week	9	3.4	9.3
	Once or twice per month	29	10.8	20.1
	Less frequently	54	20.1	40.3
	Never	160	59.7	100.0
	Total	268	100.0	

Table 6.3: How frequently do you cycle to town centre shops?

		Frequency	Percent	Cumulative Percent
Valid	Daily	16	6.0	6.0
	Several times per week	10	3.7	9.7
	Once or twice per month	16	6.0	15.7
	Less frequently	36	13.4	29.1
	Never	190	70.9	100.0
	Total	268	100.0	

Table 6.4: How frequently do you cycle to supermarkets?

		Frequency	Percent	Cumulative Percent
Valid	Daily	18	6.7	6.7
	Several times per week	6	2.2	9.0
	Once or twice per month	10	3.7	12.7
	Less frequently	29	10.8	23.5
	Never	205	76.5	100.0
	Total	268	100.0	

Table 6.5: How frequently do you cycle to work?

		Frequency	Percent	Cumulative Percent
Valid	Daily	30	11.2	11.2
	Several times per week	8	3.0	14.2
	Once or twice per month	8	3.0	17.2
	Less frequently	34	12.7	29.9
	Never	188	70.1	100.0
	Total	268	100.0	

6.4. Charts showing attitudes in response to key questions are shown below:

Figure 6.1: Drivers awareness towards cyclists

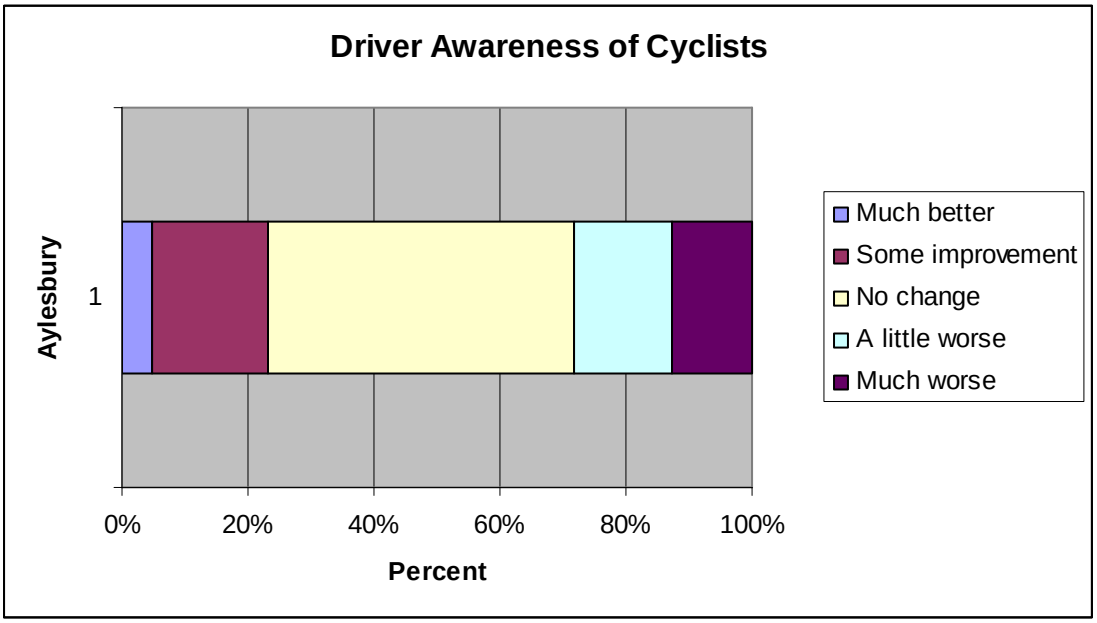


Figure 6.2: The amount of commuting by cycle

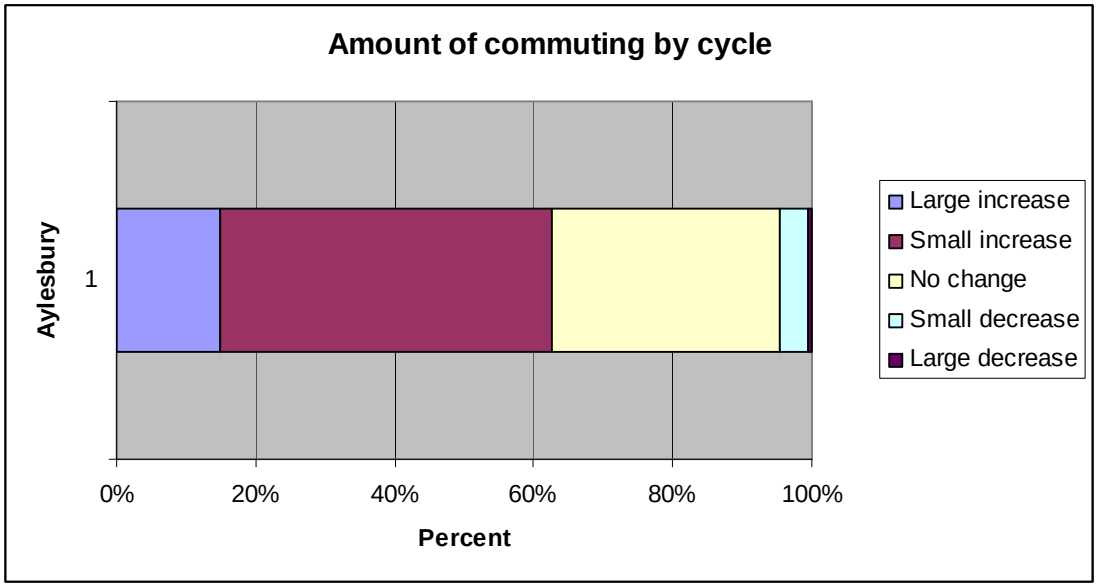


Figure 6.3: I am cycling more now than I was at the same time a year ago

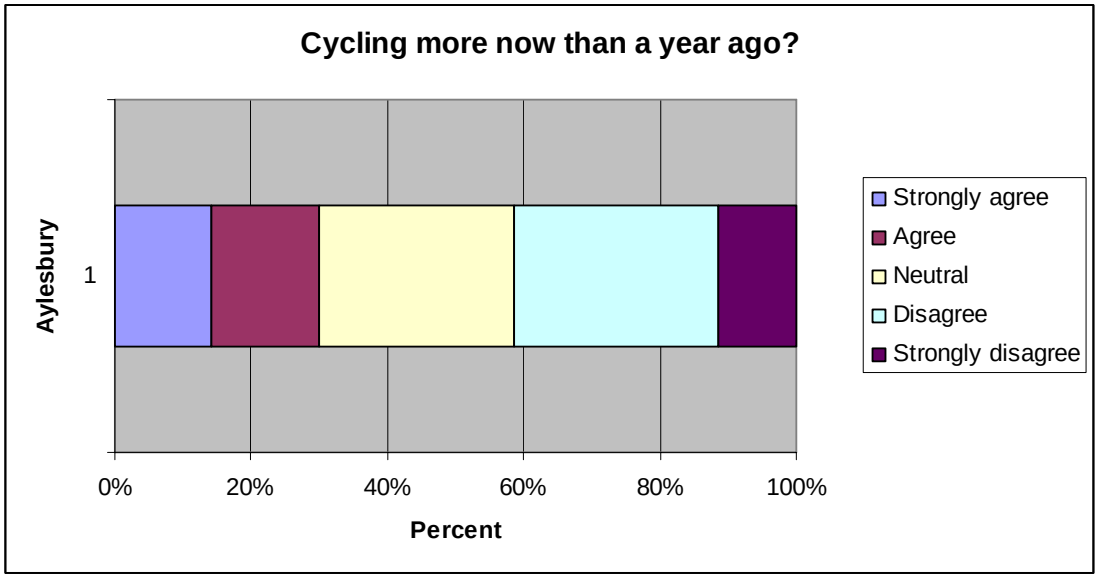
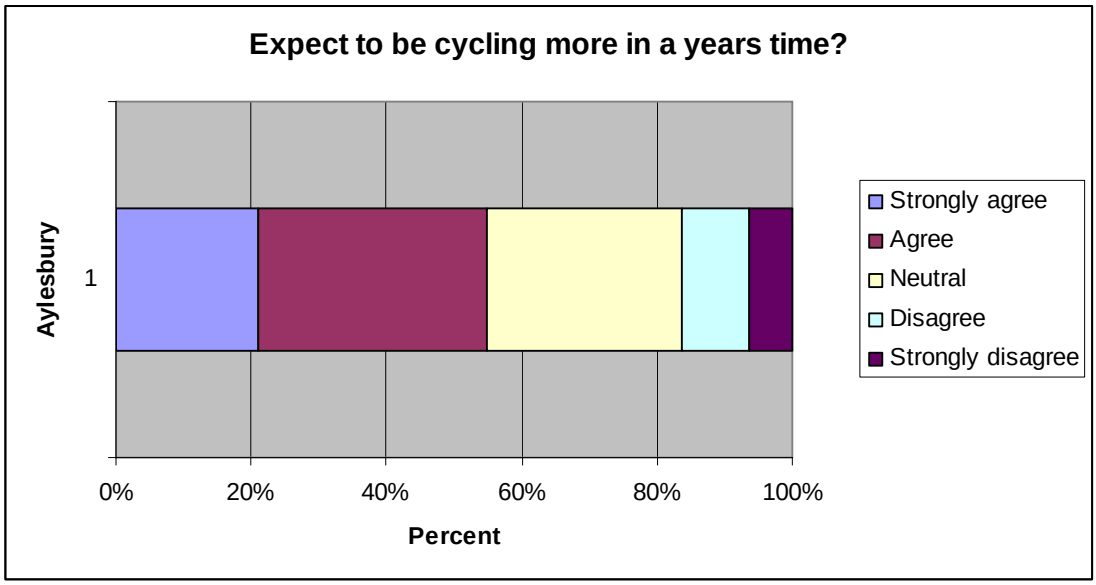


Figure 6.4: I expect to be cycling more in a year's time than I am now



Brighton and Hove (comparison of surveys performed in 2006 and 2008)

Survey methods

6.5. The 2006 survey was distributed among friendly contacts, within the council, and in some instances, on-street. It was done in the late autumn/winter 2006. The survey was in paper form, completed by hand.

6.6. The monitoring team requested repetition of the survey in autumn/winter 2008, with submission of data as early as possible in 2009.

6.7. In 2008 an on-line version of the survey was used. The survey was advertised online on the Councils website, among friendly contacts. People were also able to request the survey form in paper format.

Total people surveyed/analysis

6.8. In 2006 a total of 226 valid responses from the paper survey were used in the data analysis.

6.9. In 2008 a total of 681 valid responses from both the paper and online surveys were used, 611 online responses and 70 paper forms.

6.10. Between 2006 and 2008 there was an increase in the number of under 25s who completed the survey. In order to have a comparable age demographic between the two survey years all respondents aged 25 and under where removed from the frequency analysis.

6.11. In 2006 16 individuals aged 16 to 24 were removed, leaving 209 valid responses.

6.12. In 2008 170 individuals aged under 25 were removed, leaving 511 valid responses.

Survey demographic

Gender

6.13. There was an even distribution of males and females surveyed in both 2006 and 2008, slightly higher numbers of men were surveyed than women, and this was consistent over both years. Therefore there should be no gender bias in the responses given to the survey. See Table 1.

Table 6.6: Gender of those surveyed

Gender	2006	2008
Male	53%	53%
Female	47%	47%

Do you Cycle?

6.14. Levels of cycling among respondents are high with 78% of those surveyed in 2008 saying they cycled, an 11 percentage increase on 2006 levels.

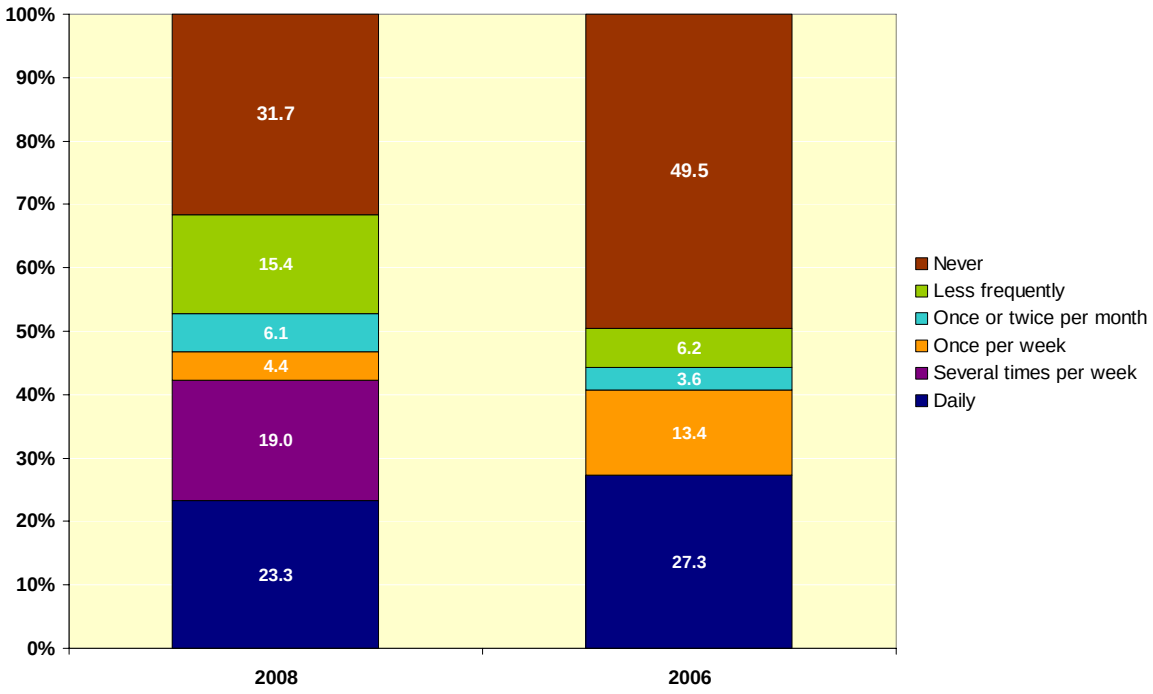
How frequently do you cycle?

6.15. Overall around 5% of respondents cycled on a daily basis to local and town centre shops, supermarkets, leisure facilities or to school/nursery. Levels of cycling to local shops on a once weekly or more frequent basis were highest (34% in 2008, 27% in 2006).

6.16. Levels of cycling to work were highest, with over 20% reporting that they cycling on a daily basis.

6.17. 45% of respondents in 2006 and 58% in 2008 reported cycling for leisure recreation once or twice per month or more.

Figure 6.5: Reported levels of cycling to work, 2006 and 2008.



The cycling environment

6.18. Respondents were asked if in the past three years in Brighton and Hove they have observed any changes in the cycling environment. Percentages represent a change in the perception of change over time; percentages which remain the same indicate a constant perception of change rather than no change.

6.19. Around 50% reported there being improvement in the standard of cycling routes on roads and an upward trend in improvements to amount of routes on roads (57% 2006 to 66% 2008). Lower levels of improvement in the standard and amount of traffic free routes were reported, but again there was an upward trend. This could be due to the types of improvements being made to infrastructure by the project.

6.20. Around 50% reported some improvement in the availability of cycle parking. There was no trend over time.

6.21. In contrast to other aspects of the cycling environment, in both 2006 and 2008 around 70% felt that driver awareness towards cyclists had shown no change or had got worse.

6.22. Around 60% felt that training for cyclists had shown some improvement or got much better.

6.23. High levels of people cycling were reported in both survey years and there was a positive trend over time. 71% reported an increase in the numbers cycling in 2006 and this increased to 83% in 2008.

6.24. Higher levels of commuting were reported compared with leisure cycling, but increases in both were reported between 2006 and 2008. Those observing an increase in leisure cycling increased from 51% in 2006 to 57% in 2008 and reported increases in levels of commuting increased from 57% to 69%.

6.25. There is a consistent lack of awareness of the availability of information, events and maps for cyclists; with 35% or more reporting that they did not know if there had been any change.

Opinions on cycling

6.26. Three quarters of respondents reported that the enjoyed cycling and in 2008 the proportion of those that strongly agreed increased to 50%.

6.27. There was a high level of agreement among respondents that they cycled to improve their level of fitness and general health. (Over 60% in 2006 and in over 70% in 2008).

6.28. In 2006 21% agreed they were cycling more than a year ago and 36% intended to be cycling more in future. In 2008 around 30% agreed that they were cycling more than a year ago and intended to cycle more in future.

6.29. In 2006 46% of those surveyed agreed that as a result of cycling on their local network they were much healthier, this dropped to 36% of respondents in 2008. Consistently around 55% of respondents agreed that if improvements were made to their local cycle network they would cycle more.

6.30. 73% of respondents in 2006 and 80% in 2008 disagreed that cycling is a ‘leisure pursuit, not a mainstream for of everyday transportation’.

6.31. In both surveys years over 40% agreed that cycle training is essential for all those who cycle and that it should be compulsory for cyclists to wear helmets.

6.32. In 2006 59% agreed that Brighton and Hove deserves to be recognised as a place where cycling is well provided for, this dropped to 45% in the 2008 survey.

6.33. Consistently 39% agreed that the status of Brighton and Hove as a Cycling Demonstration Town is resulting in improvements in provision for cyclists.

6.34. Respondents consistently felt safe cycling in Brighton and Hove in terms of their personal security, but around 60% felt unsafe cycling in terms of exposure to traffic.

Lancaster and Morecambe (comparison of surveys performed in 2006, 2007 and 2008)

Overview

6.35. Each year about 300 responses were collected. Responses by gender are summarised in the table below.

Table 6.7: Responses by gender

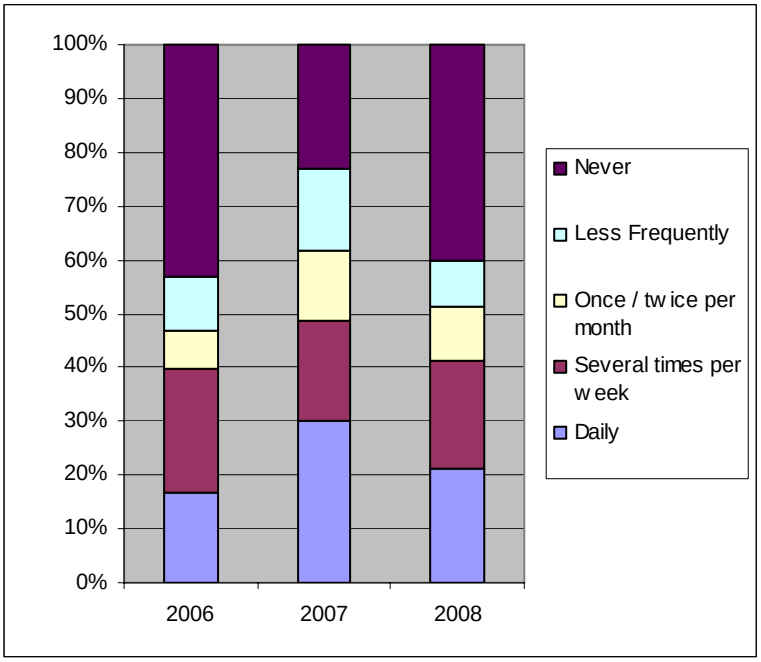
	Male	Female	Blank	Total
2006	168 (55%)	134 (44%)	4 (1%)	306
2007	188 (60%)	124 (40%)	1 (0%)	313
2008	160 (51%)	151 (48%)	1 (0%)	312

How frequently do you cycle?

6.36. Overall, less than about 20% of respondents reported cycling to shops of any kind several times per week or more. Reported cycling to local shops was higher than to town centre shops, lowest of all was cycling to the supermarket. There was no discernable trend over time.

6.37. Levels of cycling to work were much higher, with 40% or over reporting that they cycled to work several times a week or more (Figure 6.6). Again, there appeared to be no trend over time.

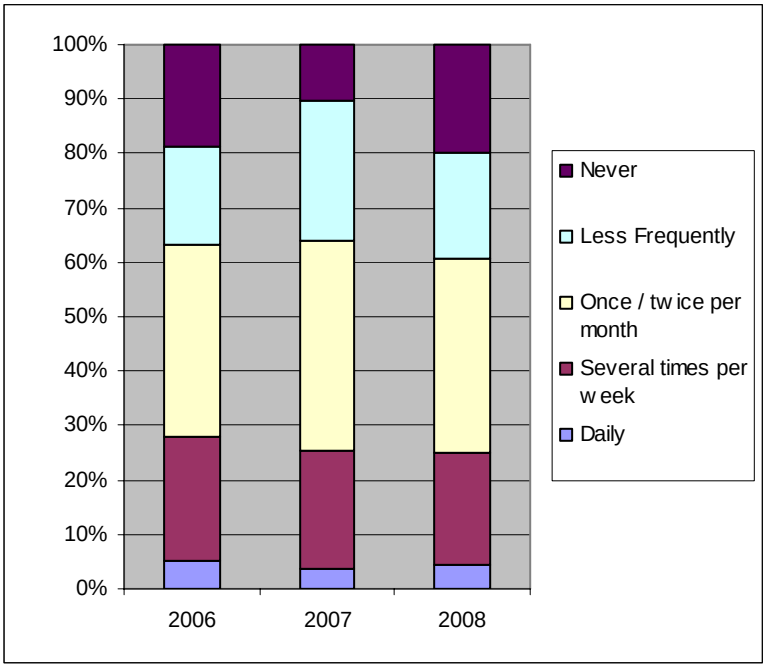
Figure 6.6: Reported frequency of cycling to work



6.38. Relatively low levels of cycling were reported to leisure facilities, with only about 10% reporting that they cycled to leisure facilities several times a week or more. Even lower levels of cycling to escort children to school or nursery were reported, a very large majority (about 90%) never cycled for this purpose. In both of these cases, the results are probably largely to do with the low overall frequency of such trips among the respondents.

6.39. Around 20-30% of respondents reported cycling for leisure recreation several times a week or more (Figure 6.7).

Figure 6.7: Reported frequency of cycling for leisure recreation



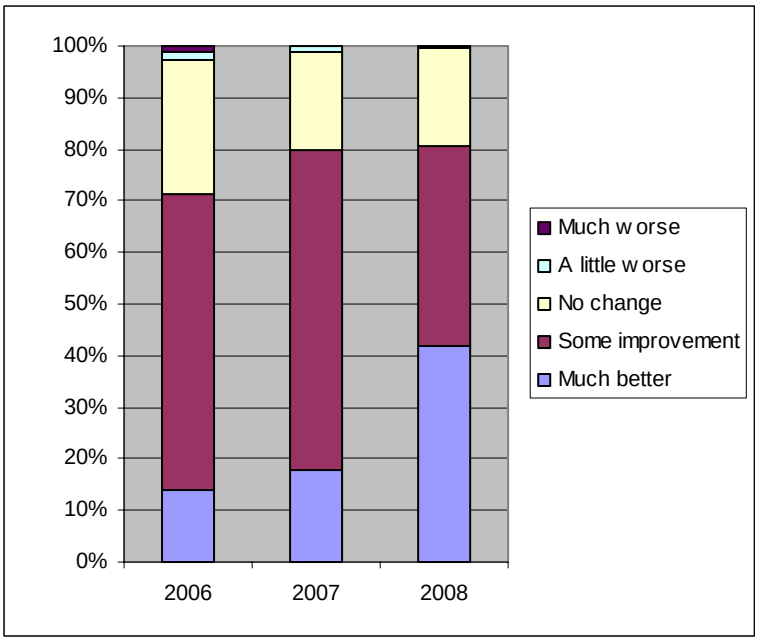
In the past three years in Lancaster and Morecambe have you observed any changes in…

6.40. These questions were asking about the respondent's observation of change over the last three years. Taking the three surveys as a time series indicates the change in the perception of change over time. Percentages which remain the same over the three years therefore indicate a consistent perception of change, rather than a perception of no change in the cycling environment.

6.41. The response "Don't know" was omitted from the calculation of percentages for all years because there were no responses of this type in the 2007 survey.

6.42. There was a high level of reporting of improvement in both the standard and amount of cycling routes on roads, with 70-80% reporting that these had improved over the last three years. There was an upward trend in the reported level of improvement, suggesting an increase in the perceived rate of improvement.

Figure 6.8: Reported improvements in the amount of cycling routes on roads in the past three years



6.43. As for the cycling routes on roads, in each survey 70-80% of respondents reported that traffic free cycling routes had improved in both standard and amount over the previous 3 years (Figure 6.3.4). However, there was no upward trend in these figures, suggesting consistent perceived improvement over the period.

6.44. Lower levels of improvement in cycle parking facilities were reported with only 60-70% of respondents reporting that they felt these had improved over the last three years. There was a slight upward trend in the proportions reporting improvements.

6.45. In contrast, the overwhelming impression of driver awareness towards cyclists was one of no change. In 2006 and 2007 there was a slight impression that things had got worse over the last three years but in 2008, the survey was evenly balanced suggesting an overall impression of no change.

Figure 6.8: Reported improvements in the amount of traffic free cycling routes in the past three years

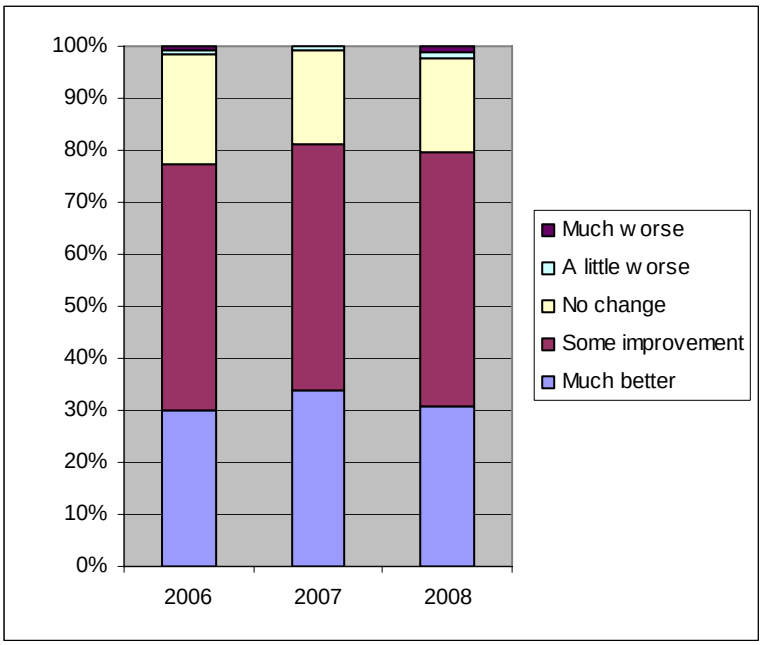
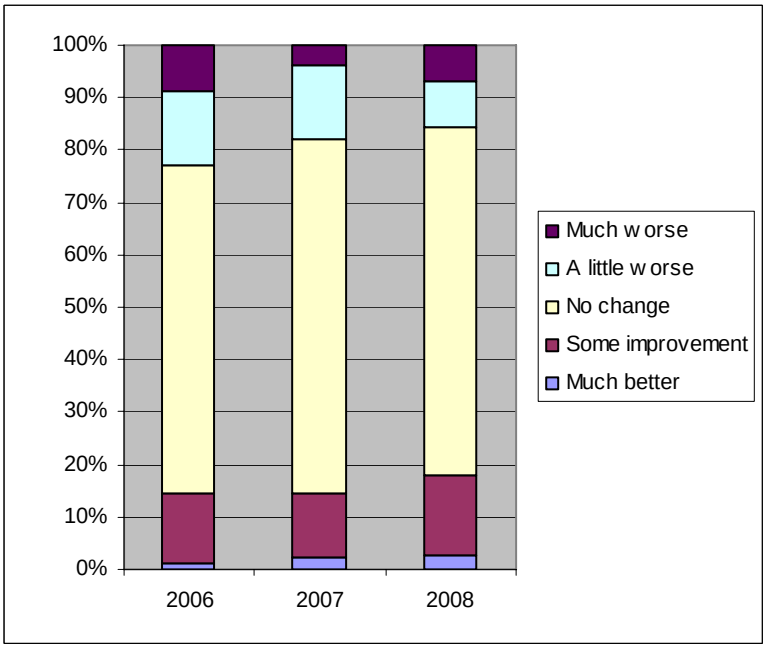


Figure 6.9: Reported improvements in driver awareness towards cyclists over the past three years



6.46. Generally, over all three surveys, there was a strong impression that there had been increases in the number of people cycling with 80-90% of respondents reporting increases over the past three years. There was some evidence of an upward trend suggesting a growing view that this was the case.

6.47. Only about half the respondents reported that there had been an increase in the number of children cycling (either to school or otherwise) with a large proportion of don't knows where these were reported (about 40%). While this suggests a lower rate of increase, it does suggest a consistent rise.

6.48. About 70-80% of respondents reported rises in the numbers of males and females cycling over the past three years with slightly fewer reporting increases in females cycling rather than males.

6.49. Similarly, around 80% of respondents reported increases in the amounts of leisure and commuting cycling, but only the increases in the levels of commuting cycling displayed any upward trend.

Figure 6.10: Reported increases in the numbers of people cycling over the past three years (Q18a)

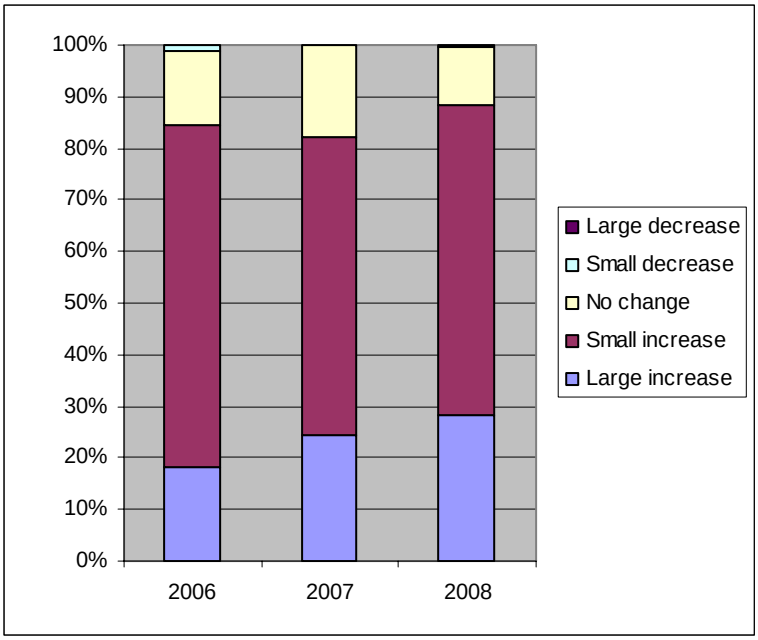
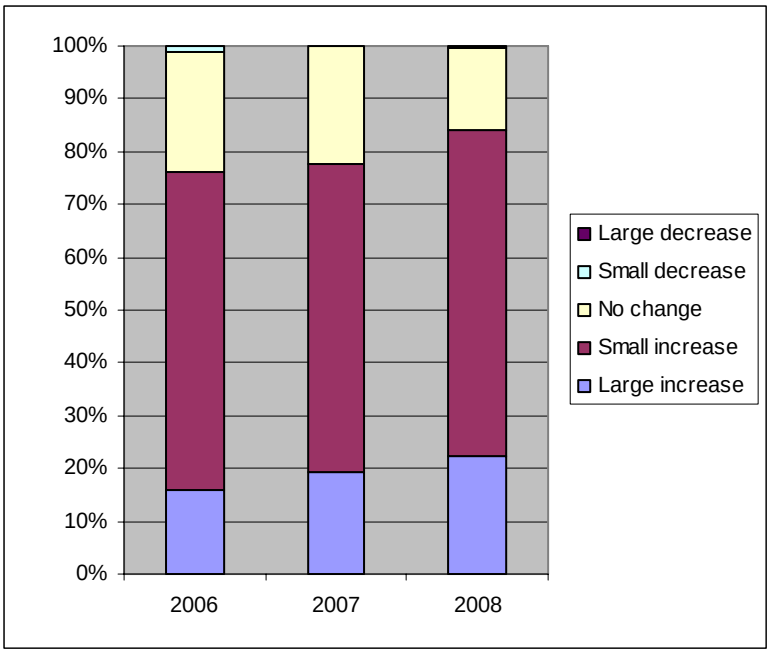


Figure 6.11: Reported increases in the amount of commuting by cycle over the past three years



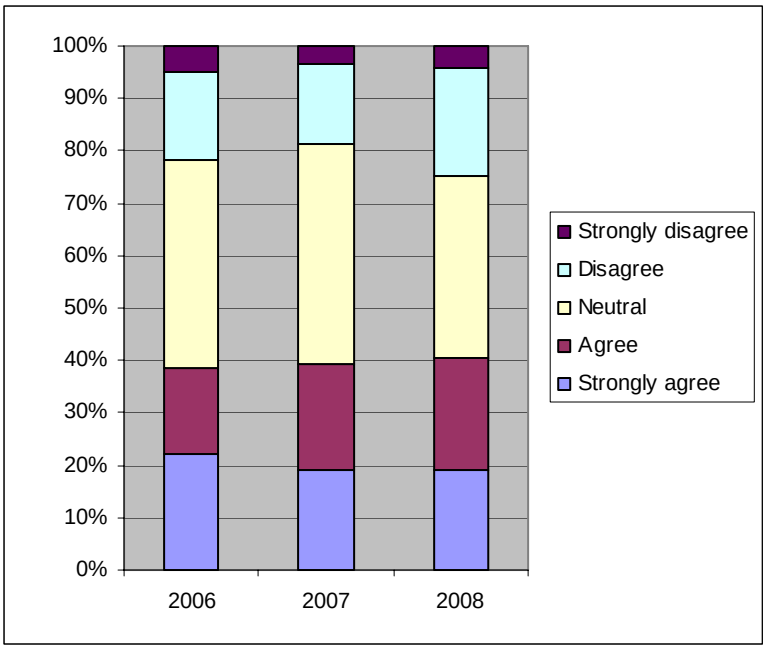
My opinions on cycling

6.50. Not applicable responses were omitted from the calculation of percentages for all years because there were no responses of this type in the 2007 survey.

6.51. There was a high level of consistency over the three surveys when respondents were asked whether they were cycling more than they were at the same time a year ago. Around 40% agreed or strongly agreed with the statement, suggesting a picture of consistent increase in levels of cycling.

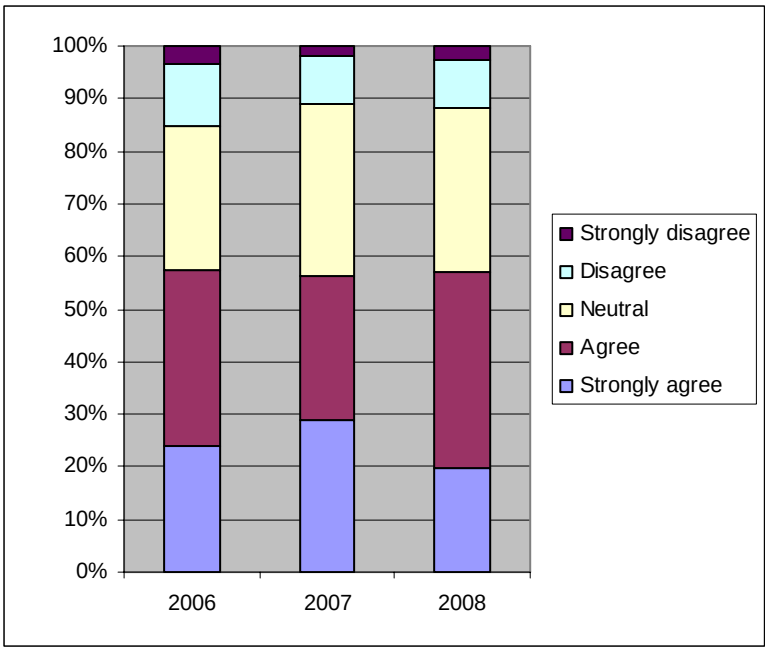
6.52. Respondents were even more in agreement with the statement that they expected to be cycling more in a years time than they are now, about 50-60% agreed with this to some extent.

Figure 6.12: Responses to the statement "I am cycling more now than I was at the same time one year ago"



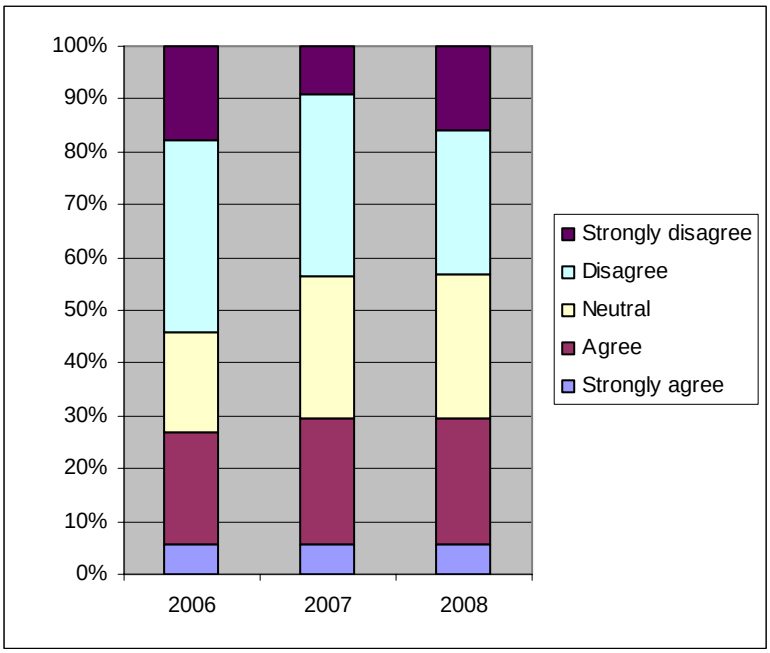
6.3.1. There was a high and consistent level of agreement (almost 60%) that the respondent would cycle more if there were improvements made to the local cycle network.

Figure 6.13: Responses to the statement "If improvements were made to my local cycle network I would cycle more"



6.53. There was a low and consistent level of agreement (about 30%) that the respondent felt safe cycling in Lancaster and Morecambe in terms of exposure to traffic. There was some evidence that the proportion of people disagreeing with this statement was declining over time.

Figure 6.14: Responses to the statement "I would/do feel safe in Lancaster and Morecambe in terms of exposure to traffic"



Conclusions

6.54. The respondents seemed to have relatively high levels of cycling, especially to work. They seemed generally positive about cycling in Lancaster and Morecambe and the recent improvements that had been made. They perceived no change in drivers' attitudes towards cyclists. They felt there had been increases in the numbers cycling, they reported increasing their own levels of cycling and they expected to be cycling even more in the future. They would cycle more if improvements were made to their local cycle network and they were more likely than not to feel unsafe because of exposure to traffic when cycling.

Derby (comparison of surveys performed in 2006 and 2009)

Overview

6.55. In the 2006 iteration of the survey, 252 responses were analysed (260 data records were provided for the 2006 survey, but the first eight of these contained virtually no information and appeared not to be valid so they were discarded) and 296 in 2009. Responses by gender are summarised below.

Table 6.8: Responses by gender

	Male	Female	Blank	Total
2006	134 (53%)	117 (46%)	1 (0%)	252
2009	179 (60%)	112 (38%)	5 (2%)	296

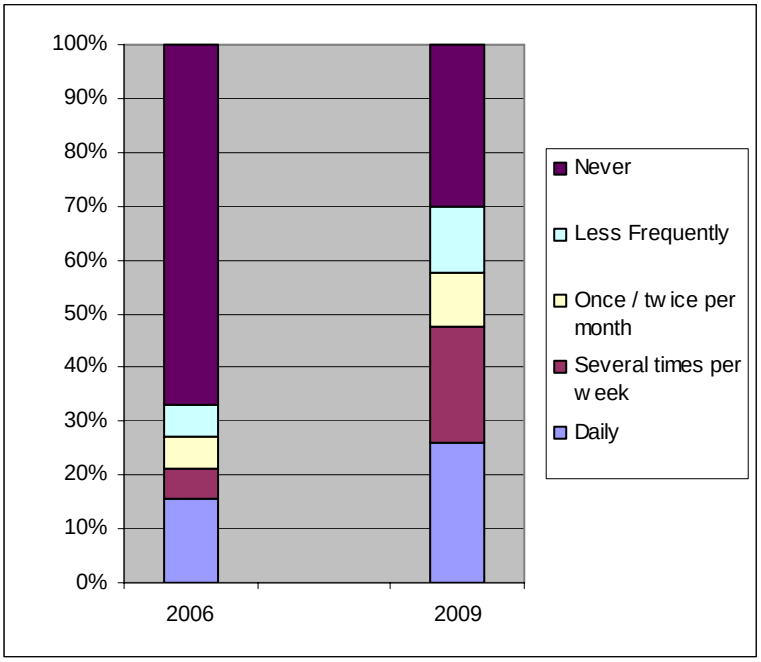
How frequently do you cycle?

6.56. A relatively high proportion of the responses to questions in this section in the 2009 survey were blank (about 25%-30%). Blank responses in the 2006 survey were much lower (about 10%). In each case, blank responses have been omitted from the percentages quoted.

6.57. There seemed to be a substantial increase in cycling to the shops between 2006 and 2009. The proportion of respondents reporting that they cycled to local shops several times per week or more rose from 15% to 21%. There were also increases in cycling to town centre shops and the supermarket. Levels of cycling to local shops was higher than to town centre shops, lowest of all was cycling to the supermarket, this was true for both years.

6.58. Levels of cycling to work were much higher and showed a similar increase over time. The number of respondents reporting that they cycled to work several times a week or more increased from 21% to 47%.

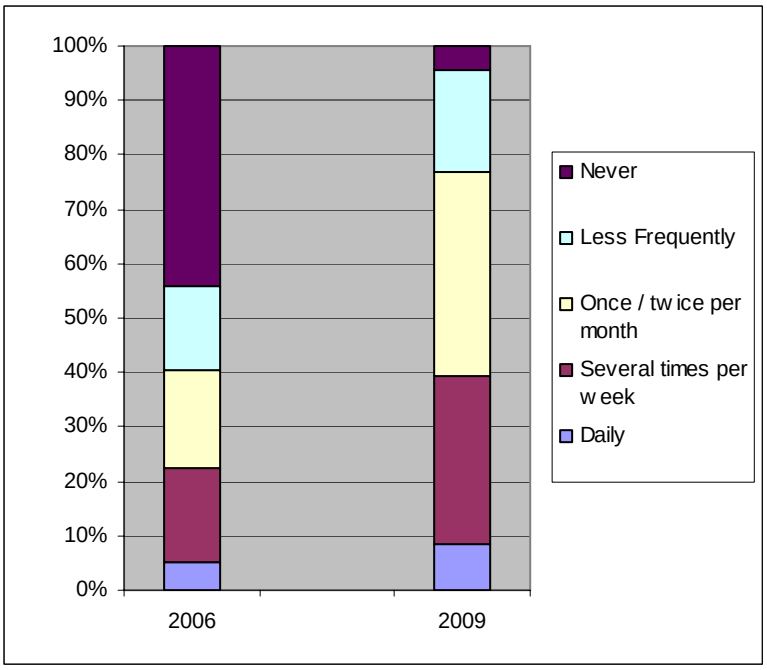
Figure 6.15: Reported frequency of cycling to work



6.59. Relatively low levels of cycling were reported to leisure facilities, with only about 10% reporting that they cycled to leisure facilities several times a week or more. There was evidence of increase over time, especially amongst those who cycled less frequently. Even lower levels of cycling to escort children to school or nursery were reported, a very large majority (over 70%) saying they never cycled for this purpose. Again, there was some evidence of increase in cycling for this journey purpose. In both of these cases, the results are probably largely to do with the low overall frequency of such trips among the respondents

6.60. Responses suggested that there was a large increase in cycling for leisure recreation. Those cycling several times a week or more for leisure recreation rose from 23% to 39%. Only 4% of the 2009 respondents reported that they had never cycled for leisure recreation.

Figure 6.16: Reported frequency of cycling for leisure recreation

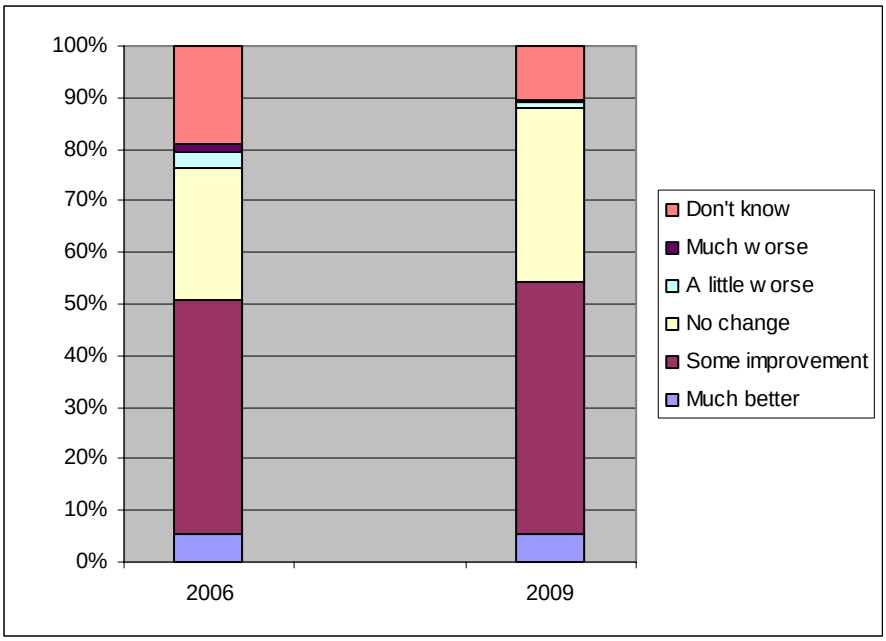


In the past three years in Derby have you observed any changes in…

6.61. These questions were asking about the respondent's observation of change over the last three years. Comparisons between the 2006 and 2009 surveys therefore indicate change in the perception of change over time. Percentages which remain the same therefore indicate a consistent perception of change, rather than a perception of no change in the cycling environment.

6.62. There was a reasonable level of reporting of improvement in both the standard and amount of cycling routes on roads, with between 40% and 60% reporting that these had improved over the last three years. There was some evidence of an upward trend in the reported level of improvement, suggesting an increase in the perceived rate of improvement.

Figure 6.17: Reported improvements in the amount of cycling routes on roads in the past three years



6.63. There was a lower level of improvement in the standard and amount of traffic free cycling routes over the previous 3 years reported. In a similar way to the routes on roads, there was some evidence of increase in perceived improvement over the period.

6.64. There were also low levels of improvement in the availability of cycle parking facilities reported with only 30-40% of respondents reporting that they felt these had improved over the last three years. There was an upward trend in the proportions reporting improvements.

6.65. In contrast, the overwhelming impression of driver awareness towards cyclists was one of no change. In both 2006 and 2009 about a quarter of respondents thought things had got worse over the last three years and only about 10% thought things had improved. Most of the remainder reported no change with a significant reduction in “don’t knows” between 2006 and 2009 suggesting an overall impression of no change.

Figure 6.18: Reported improvements in the amount of traffic free cycling routes in the past three years

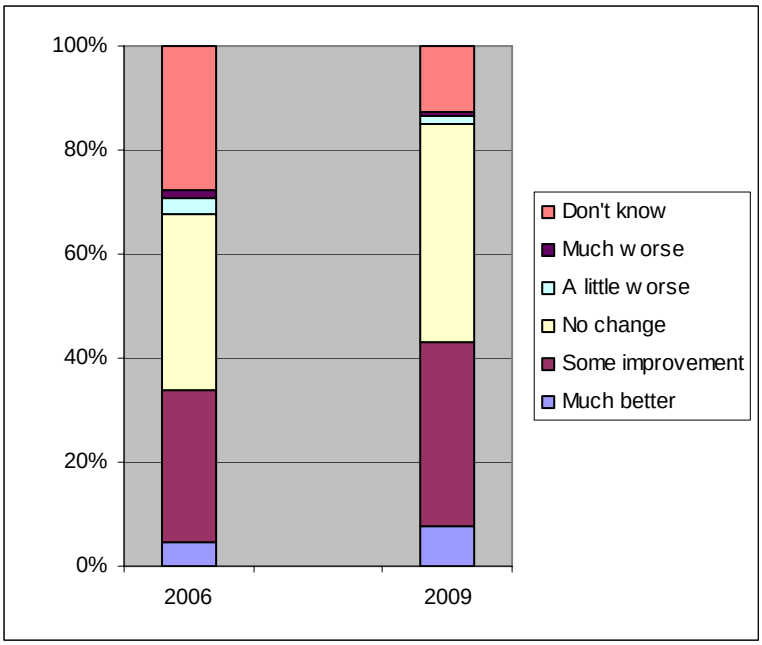
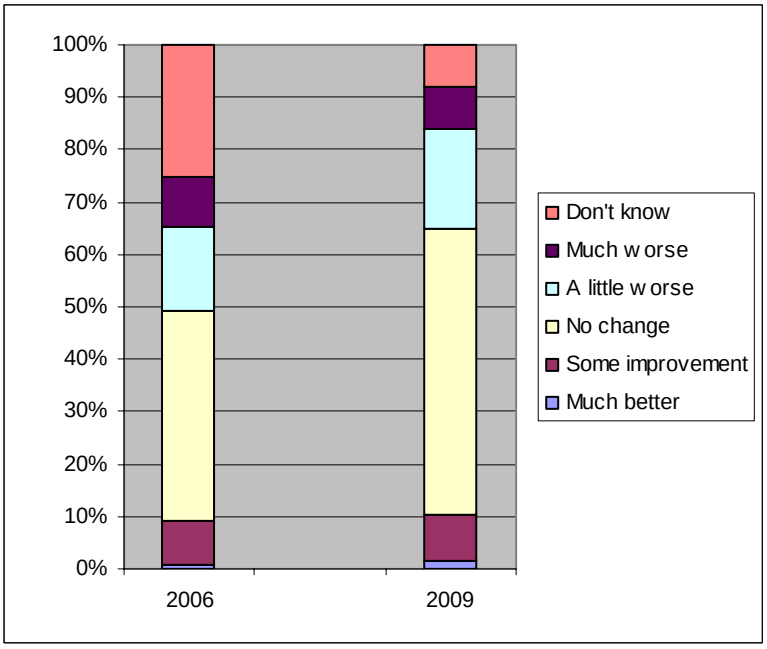


Figure 6.19: Reported improvements in driver awareness towards cyclists over the past three years



6.66. Generally, over both surveys, there was a strong impression that there had been increases in the number of people cycling with 50-70% of

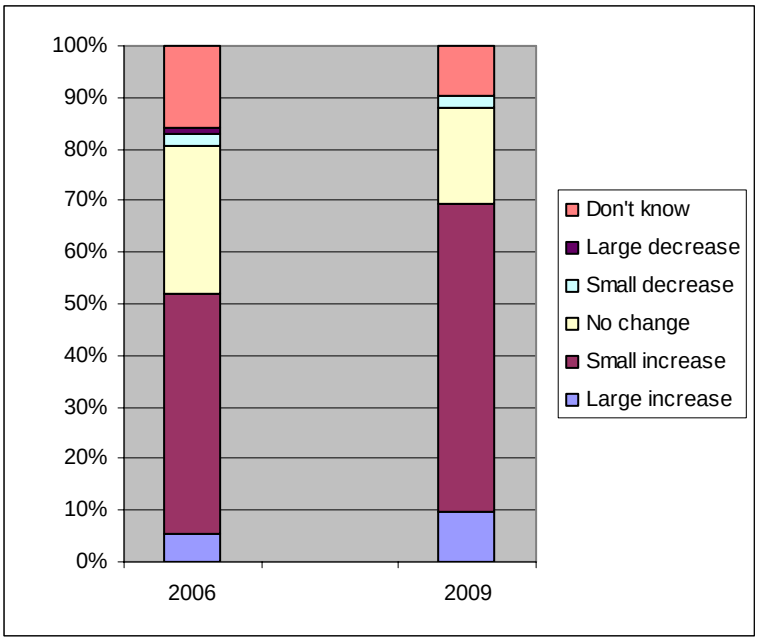
respondents reporting increases over the past three years. There was evidence of an upward trend suggesting a growing view that this was the case.

6.67. A minority of respondents reported that there had been an increase in the number of children cycling (either to school or otherwise) with a significant proportion of don't knows. There was evidence that the perceptions of increase had risen, especially for children cycling to school.

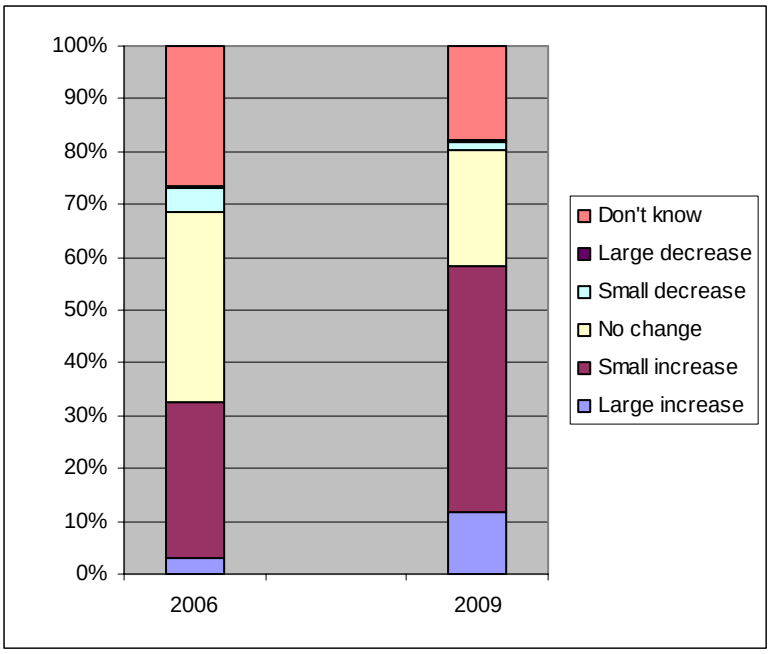
6.68. There were increases in the proportion of respondents reporting increases in the numbers of males and females cycling over the past three years. Fewer respondents reported increases in females cycling compared to males.

6.69. Similarly, there were increases in the proportion of respondents reporting increases in the amount of leisure and commuting cycling. The number of respondents reporting increases in the amount of leisure cycling was higher than the number reporting increases in commuting by cycle.

Figure 6.20: Reported increases in the numbers of people cycling over the past three years



6.21: Reported increases in the amount of commuting by cycle over the past three years



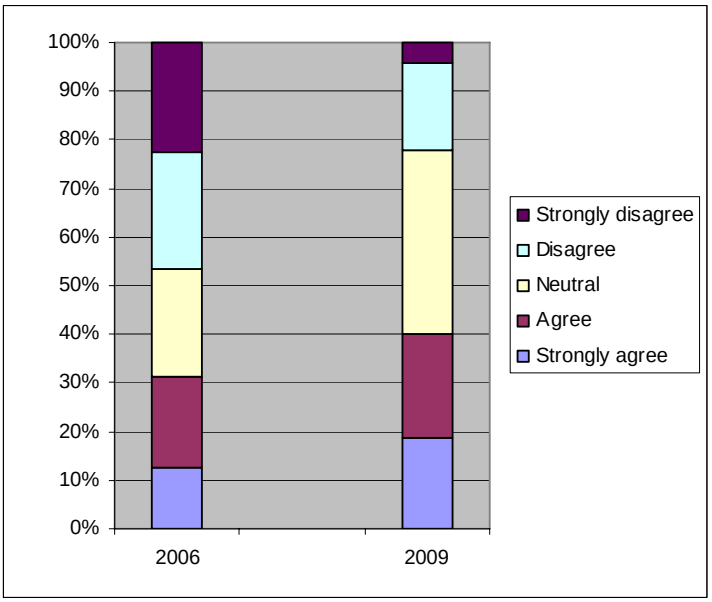
My opinions on cycling

6.70. There were very many more "Not applicable" responses to these questions in the 2006 survey than in the 2009 survey. For comparability purposes these responses have been omitted from the calculation of percentages for both years.

6.71. There was an increase in the number of respondents agreeing when asked whether they were cycling more than they were at the same time a year ago (Figure 6.4.8).

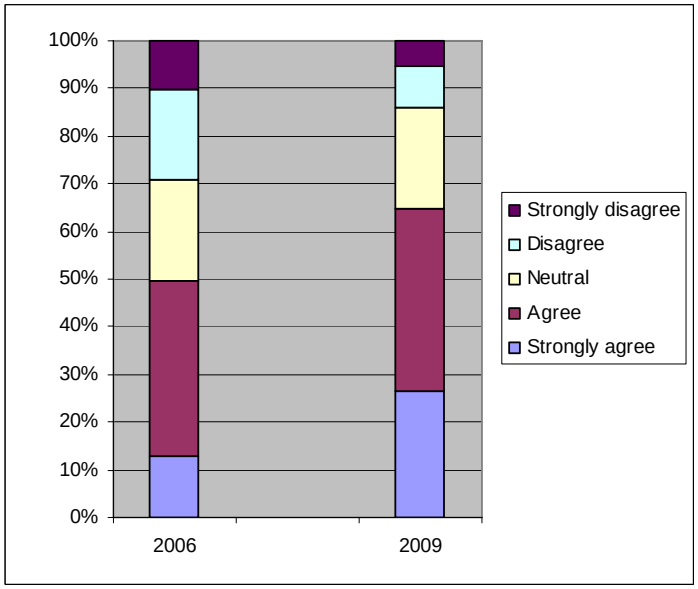
6.72. Respondents were more in agreement with the statement that they expected to be cycling more in a years time than they are now and there was a similar increase in respondents agreeing with this statement between 2006 and 2009.

Figure 6.22: Responses to the statement "I am cycling more now than I was at the same time one year ago"



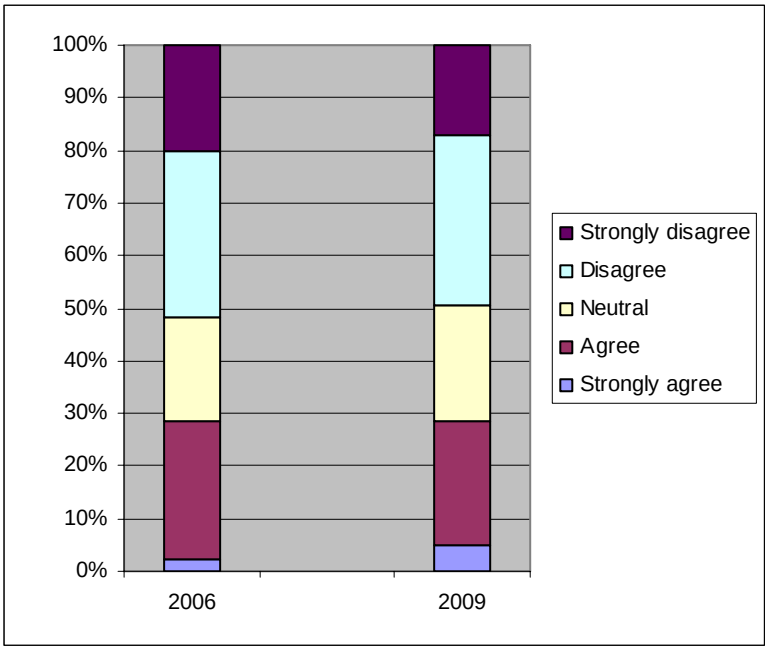
6.73. There was a high and increasing level of agreement that the respondent would cycle more if there were improvements made to the local cycle network.

Figure 6.23: Responses to the statement "If improvements were made to my local cycle network I would cycle more"



6.74. In contrast, there was virtually no change in the proportion of respondents agreeing that they would or do feel safe in terms of exposure to traffic.

Figure 6.24: Responses to the statement "I would/do feel safe in Derby in terms of exposure to traffic"



Conclusion

6.75. The respondents seemed to have relatively high levels of cycling, especially to work and they reported that their levels of cycling had increased between 2006 and 2009.

6.76. Only about half (or less) reported some improvement in infrastructure for cyclists though there was some evidence that this increased between 2006 and 2009. The majority of respondents perceived no change or a worsening in drivers' attitudes towards cyclists with only about 10% reporting an improvement, these proportions did not change over time. They felt there had been increases in the numbers cycling and the proportion of respondents reporting increases increased.

6.77. A good proportion of respondents reported increasing their own levels of cycling and the proportion of respondents reporting that they had

done this also increased. In a similar way, they expected to be cycling even more in the future. A large (and increasing) proportion of respondents would cycle more if improvements were made to their local cycle network, but only a minority would/do feel safe because of exposure to traffic when cycling, though this proportion had not changed over time.

Exeter (comparison of surveys performed in 2007 and 2009)

Overview

6.78. A total of 302 responses were collected in 2007 and 300 in 2009. Responses by gender are summarised in the table below.

Table 6.9: Responses by gender

	Male	Female	Blank	Total
2007	138 (46%)	164 (54%)	0 (0%)	302
2009	140 (47%)	159 (53%)	1 (0%)	300

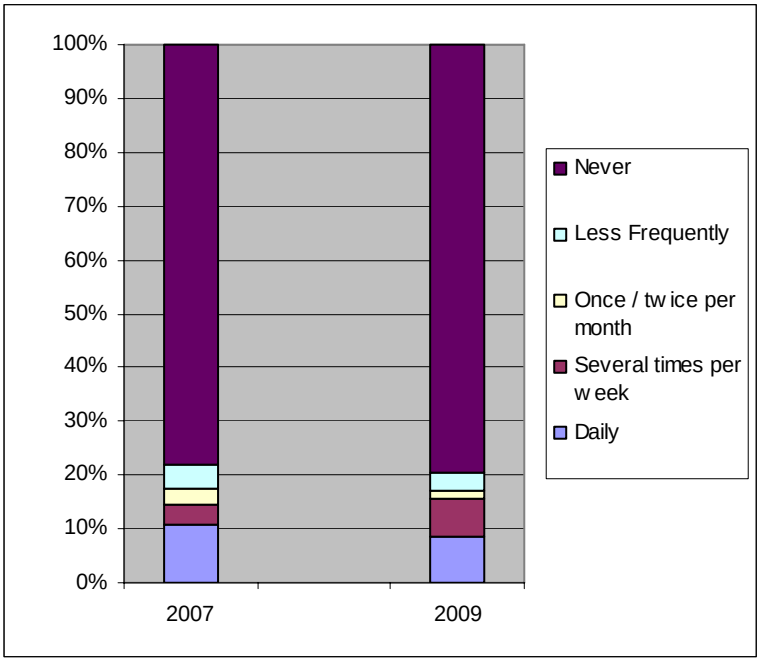
How frequently do you cycle?

6.79. For each of the answers to these questions a higher number of the responses were blank in 2009 (10-16) than in 2007 (1-3), in each case, blank responses have been omitted from the percentages quoted.

6.80. Levels of cycling to shops seems to be low in Exeter with more than 70% of respondents saying they never cycle to the shops. There seemed to be a decrease in cycling to the shops between 2007 and 2009. Levels of cycling to local shops was higher than to town centre shops, lowest of all was cycling to the supermarket, this was true for both years.

6.81. Levels of cycling to work were a little higher and seemed to be static or decreasing over time. The number of respondents reporting that they cycled to work several times a week or more showed a slight increase from 15% to 16%.

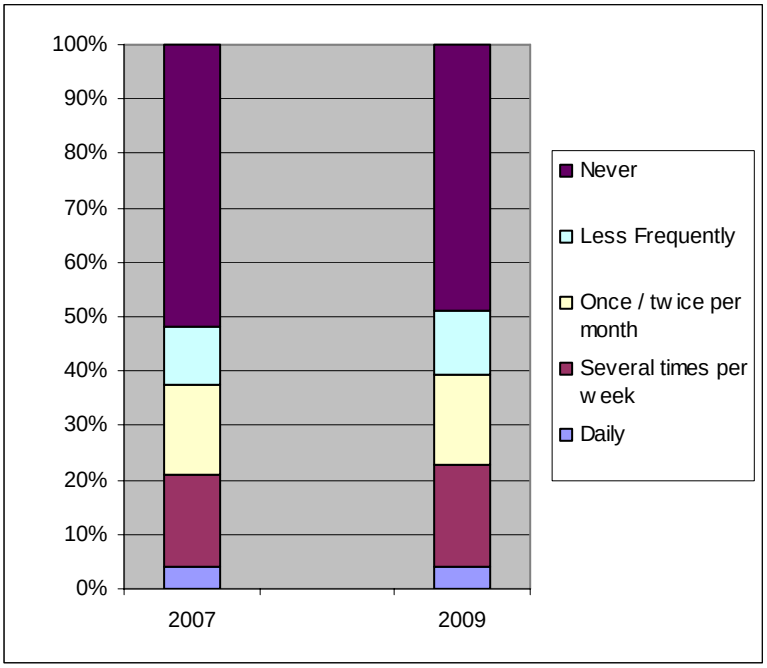
Figure 6.25: Reported frequency of cycling to work



6.82. Cycling to leisure facilities seemed to be slightly higher, but declined over the period. Only about 10% reported that they cycled to leisure facilities several times a week or more. Even lower levels of cycling to escort children to school or nursery were reported, a very large majority (over 90%) saying they never cycled for this purpose. In both of these cases, the results are probably related to the low overall frequency of such trips among the respondents.

6.83. Levels of cycling for leisure recreation were higher with only about 50% of the respondents reporting that they had never cycled for leisure recreation. There is some evidence for a modest increase in cycling for this purpose.

Figure 6.26: Reported frequency of cycling for leisure recreation

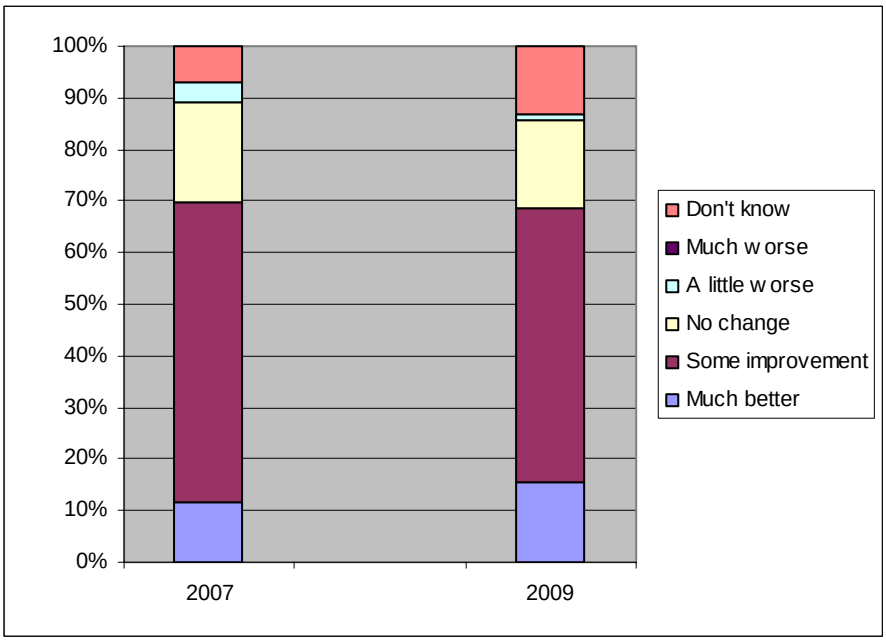


In the past three years in Exeter have you observed any changes in…

6.84. Note that these questions were asking about the respondent's observation of change over the last three years. Comparisons between the 2007 and 2009 surveys therefore indicate change in the perception of change over time. Percentages which remain the same therefore indicate a consistent perception of change, rather than a perception of no change in the cycling environment.

6.85. The majority of respondents in both surveys felt that there had been and improvement in both the standard and amount of cycling routes on roads. The proportion reporting an improvement in the standard of routes increased slightly, but the proportion reporting an improvement in the amount stayed roughly the same.

Figure 6.27: Reported improvements in the amount of cycling routes on roads in the past three years



6.86. There was a similar level of improvement in the standard and amount of traffic free cycling routes over the previous three years reported. There was some evidence of increase in perceived improvement in both standard and amount of traffic free cycling routes over the period.

6.87. There were low levels of improvement in the availability of cycle parking facilities reported with only about 40% of respondents reporting that they felt these had improved over the last three years. There was a slight downward trend in the proportions reporting improvements in the availability of cycle parking facilities.

6.88. There were much lower levels of reported improvement in driver awareness towards cyclists with less than 30% reporting that things had improved over the last three years. The proportion reporting improvement reduced significantly between 2007 and 2009.

Figure 6.28: Reported improvements in the amount of traffic free cycling routes in the past three years

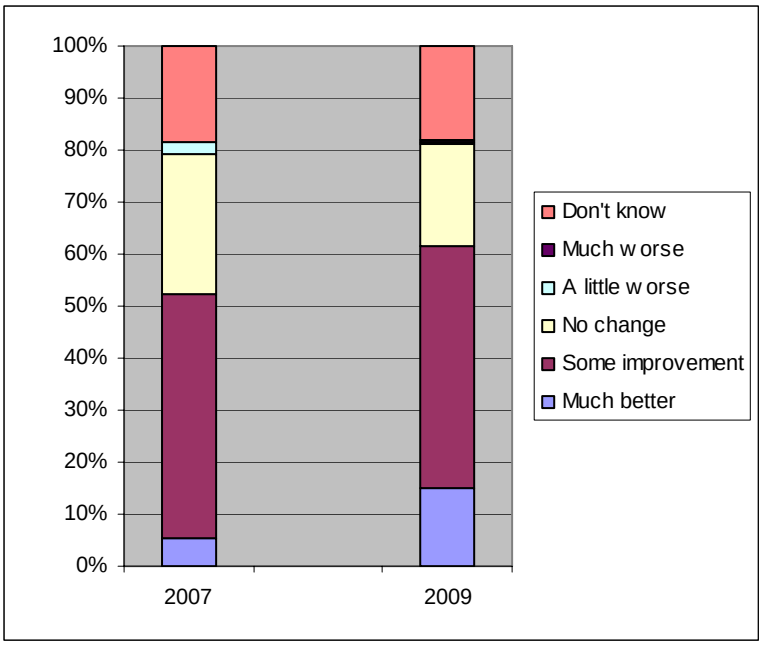
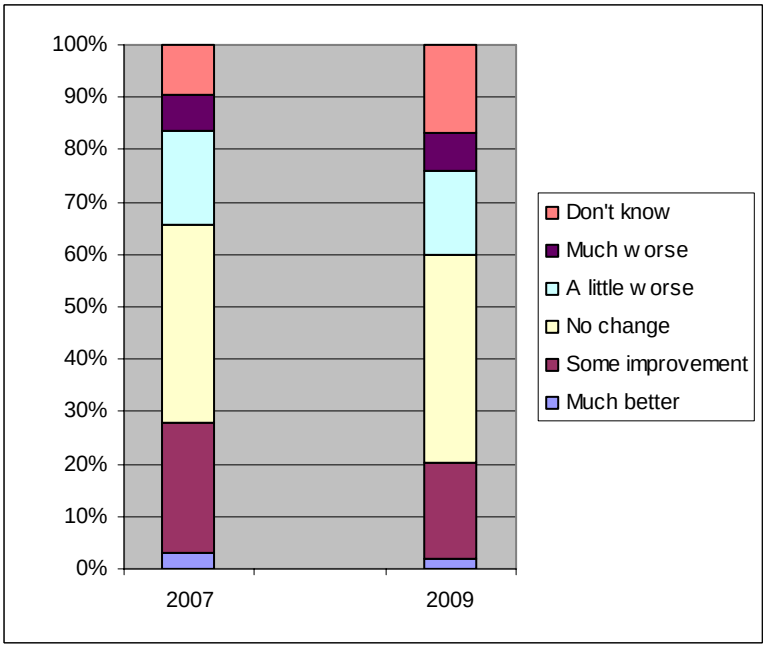


Figure 6.29: Reported improvements in driver awareness towards cyclists over the past three years



6.89. Generally, over both surveys, there was a strong impression that there had been increases in the number of people cycling with 70-80% of

respondents reporting increases over the past three years. There was an upward trend suggesting a growing view that this was the case.

6.90. For both surveys a minority of respondents reported that there had been an increase in the number of children cycling to school and about half of respondents reported that there had been an increase in the number of children cycling other than to school. In both cases the proportions reporting increases had increased between the two surveys.

6.91. There were increases in the proportion of respondents reporting increases in the numbers of males and females cycling over the past three years. Fewer respondents reported increases in females cycling compared to males.

6.92. Similarly, there were increases in the proportion of respondents reporting increases in the amount of leisure and commuting cycling. The number of respondents reporting increases in the amount of leisure cycling was higher than the number reporting increases in commuting by cycle.

Figure 6.30: Reported increases in the numbers of people cycling over the past three years

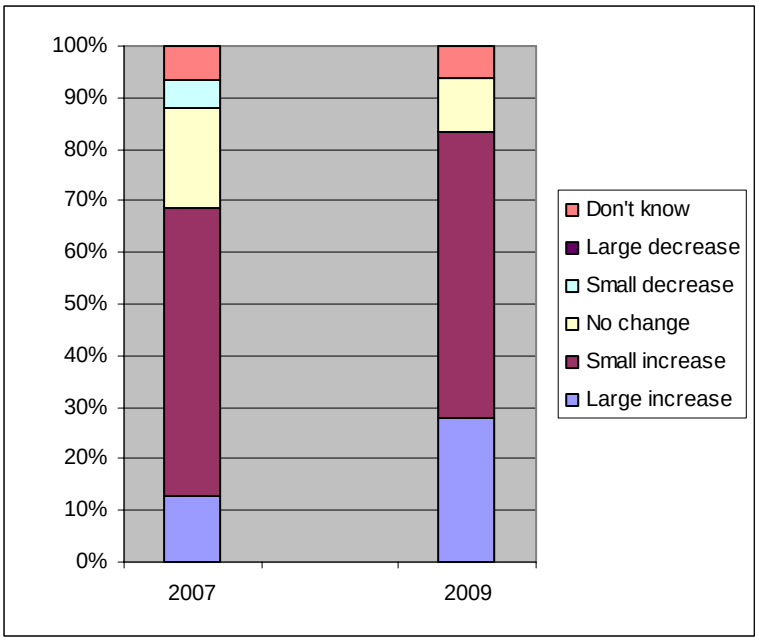
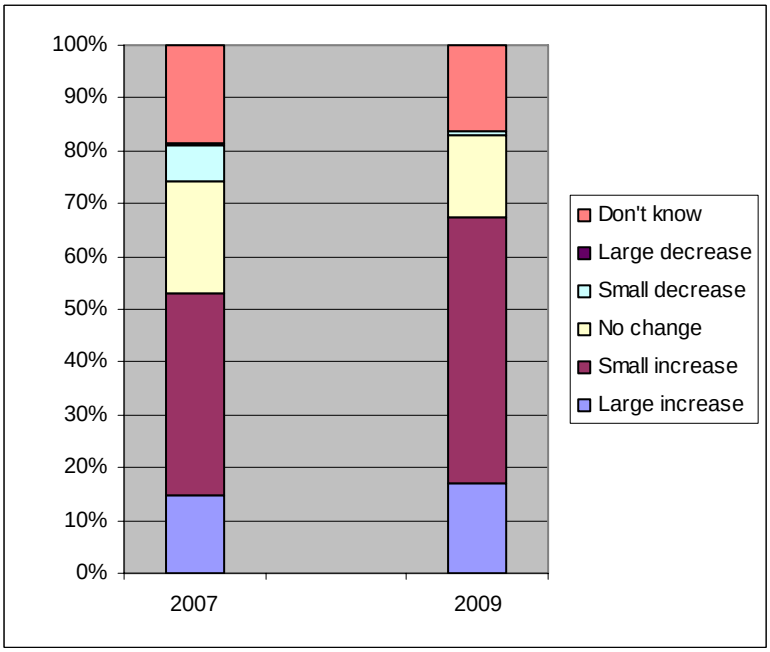


Figure 6.31: Reported increases in the amount of commuting by cycle over the past three years



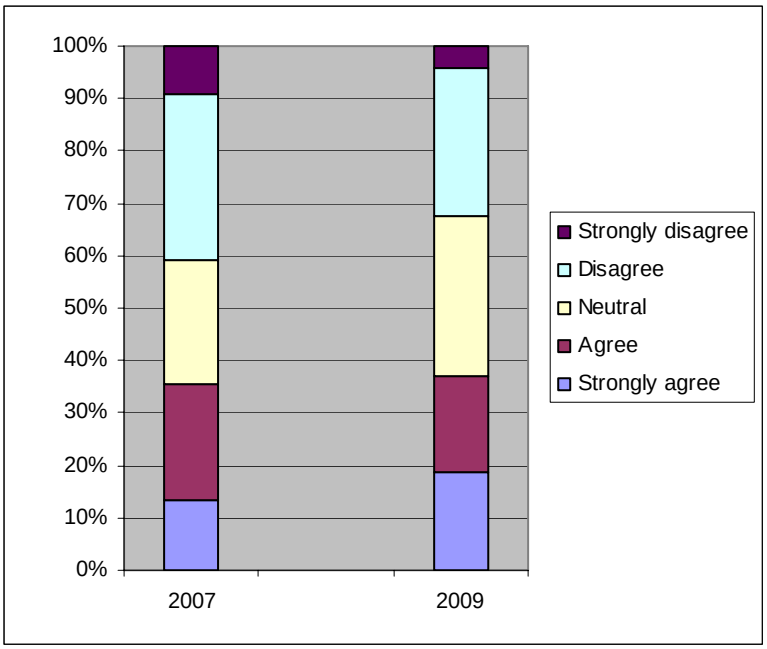
My opinions on cycling

6.93. There were a large number of "Not applicable" responses to these questions in both the 2007 and 2009 surveys. For clarity these responses have been omitted from the calculation of percentages for both years.

6.94. There was a small increase in the number of respondents agreeing when asked whether they were cycling more than they were at the same time a year ago.

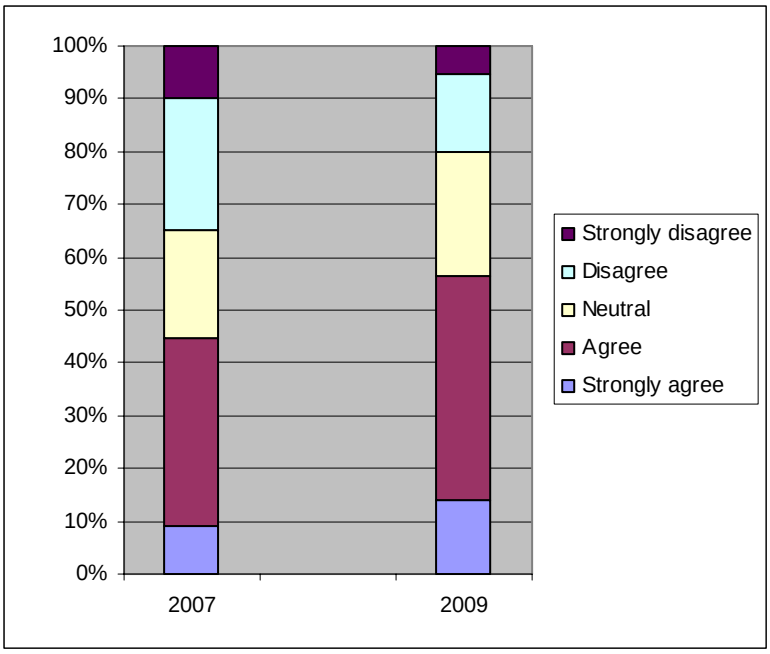
6.95. More respondents were in agreement with the statement that they expected to be cycling more in a years time than they are now and there was a similar increase in respondents agreeing with this statement between 2007 and 2009.

Figure 6.32: Responses to the statement "I am cycling more now than I was at the same time one year ago"



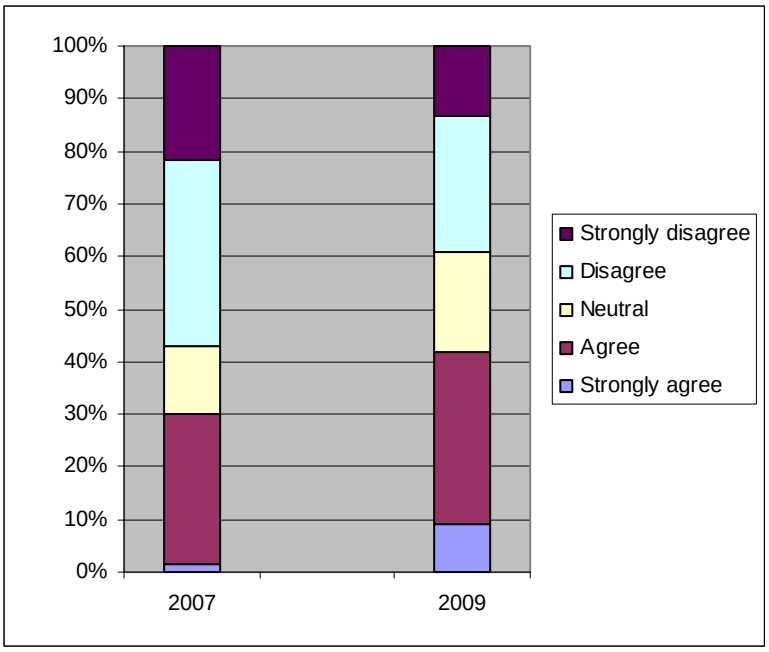
6.96. There was a high and increasing level of agreement that the respondent would cycle more if there were improvements made to the local cycle network.

Figure 6.33: Responses to the statement "If improvements were made to my local cycle network I would cycle more"



6.97. There was also an increase in the proportion of respondents agreeing that they would or do feel safe in terms of exposure to traffic.

Figure 6.34: Responses to the statement "I would/do feel safe in Exeter in terms of exposure to traffic"



Conclusions

6.98. The respondents seemed to have relatively low levels of cycling and these seemed to be static or decreasing. The highest levels of cycling were for leisure recreation and the reported frequencies of cycling for this reason don't seem to have changed between 2007 and 2009.

6.99. The majority of respondents reported some improvement in infrastructure for cyclists this increased between 2007 and 2009, though not the availability of cycle parking facilities.

6.100. The majority of respondents perceived no change or a worsening in drivers' attitudes towards cyclists and the number reporting an improvement had decreased over time.

6.101. Generally speaking, respondents felt there had been increases in the numbers cycling and the proportion of respondents reporting increases increased. About 40% of respondents reported increasing their own levels of cycling but the proportion of respondents reporting that they had done this only increased slightly. Over 50% of respondents expected to be cycling more in the future and this proportion increased.

6.102. A large (and increasing) proportion of respondents would cycle more if improvements were made to their local cycle network, but only a minority would/do feel safe because of exposure to traffic when cycling, though this proportion had increased over time.

Appendix 7: Travel Behaviour Surveys

Results related to the travel behaviour research presented in this report from Darlington, Exeter and Lancaster are taken from reports produced by SocialData. For Darlington and Lancaster final reports exist, in Exeter only an interim report is available. Detailed reports are available from the council (Darlington and Lancaster) or the Sustrans website http://www.sustrans.org.uk/ (Exeter).