

Modal share

- Cycling accounts for 0.6% of the total distance travelled per person per year and about 1.5% of all stages are by bicycle.
- The proportion of public transport trips that involve a stage by bicycle is negligible.

Recent trends in cycling

- The number of stages made by bicycle fell by 26%, from 23 stages per person per year in 1989/1991 to 17 in 1999/2001 (Table 1)

Table 1: Bicycle travel: 1996-2001

	Bicycle stages per person per year	Distance travelled per person per year (miles)	Average stage distance	Total passenger kilometres (bn) (Great Britain)
1996	19	41	2.2	4.3
1997	19	43	2.2	4.1
1998	16	37	2.4	4.0
1999	18	45	2.5	4.1
2000	18	41	2.3	4.0
2001	15	38	2.5	4.0
1989/1991	23	44	1.9	
1999/2001	17	41	2.4	

Data for single years are shown to give an idea of trends. Fluctuations between years may be the effect of small sample sizes. The amount of cycling each year may also be affected by the weather

- Over the same period, the distance travelled per person per year also fell slightly, but the average stage distance rose by 28% from 1.9 to 2.4 miles.
- The Government's 10 year Plan includes a target for England which is monitored using NTS data:

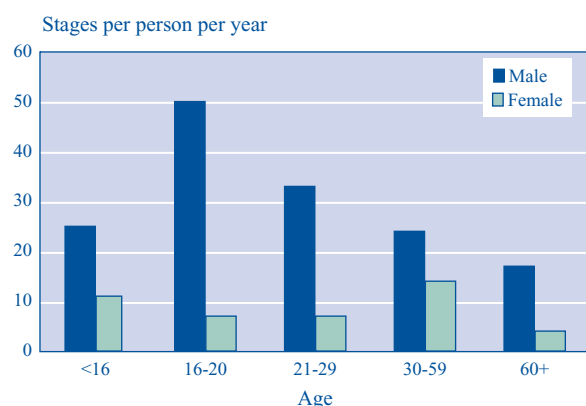
to triple the number of cycling stages by 2012 compared with the 2000 base of 18 stages per person per year. The estimate for 2001 was 15 stages per person per year. However, figures for single years need to be treated with caution because the sample sizes are small. The change in the number of stages per person per year between the three year periods 1996/1998 and 1999/2001 was smaller – from 18 to 17.

Note: Unless otherwise stated the figures quoted are an average of the years 1999-2001, and are derived from the National Travel Survey for Great Britain which is the main source of information on cycling. A trip consists of one or more stages. A new stage is defined when there is a change in the form of transport or when there is a change of vehicle requiring a separate ticket.

Who cycles the most?

- Men cycled more than women (Chart 1), making 25 stages per person per year overall compared with 10 stages for women in 1999/2001.

Chart 1: Cycle stages by age and sex: 1999/2001



- Males in the 16-20 age group made almost twice as many stages by cycle per year than any other age group. On average they cycled 130 miles a year compared with 66 miles a year over all age groups.
- The average number of cycling stages made by women is highest for those aged 30-59 at 14 stages per person per year, although sample sizes are too small for reliable estimates.

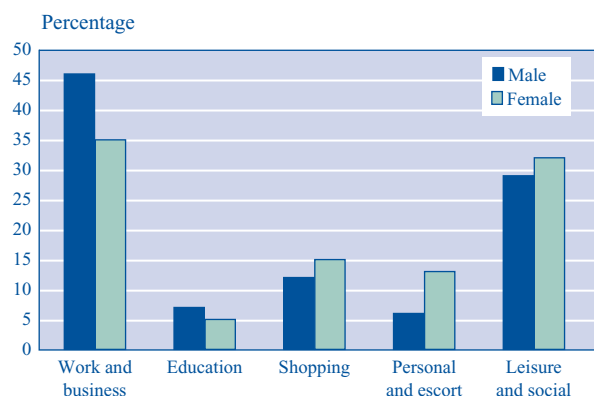
Stage length

- About a quarter (23%) of cycling stages were under a mile in length, and 10% were 5 miles or over in length.

Why do people cycle?

- The three main reasons cycling stages were work and business (43% of cycling stages), leisure or social purposes (30%) and shopping (13%) (Chart 2).

Chart 2: Cycle stages by sex and purpose: 1999/2001



- The purpose of making a cycle stage varied between the sexes. 15% of cycle trips made by women were to go shopping, compared with 12% for men. A greater percentage of cycle trips by males were for work and business (46% for men, 35% for women).

Cycling to school

- About 2% of trips to school in 1999/2001 by pupils aged 11-16 were by bicycle. The percentage of trips to school by bicycle by primary school children is negligible.
- The average length of a cycle trip to school in 1999/2001 was 1.5 miles. The average time taken was 16 minutes.

Cycling to work

The Labour Force Survey asks questions on how people usually travel to work. In autumn 2001, 681,000 people cycled to work in England, 3% of all those in employment.

Car availability and cycling

- Adults (aged 16 and over) living in households without a car made 21 cycling stages on average in 1999/2001 compared with 15 for those living in households with a car. Those in households without a car cycled further on average too: 52 miles per year compared with 43 miles.

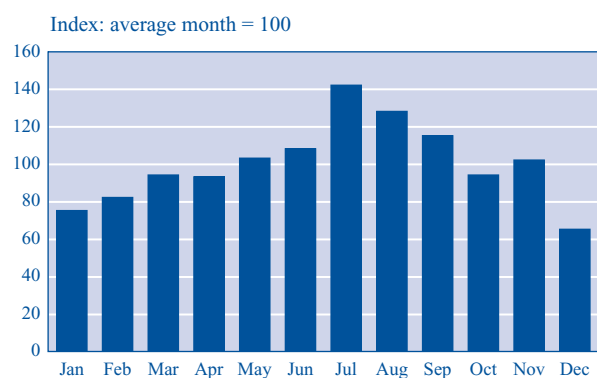
Cycle ownership by region

- Overall, 43% of households in England owned at least one bicycle in 1999/2001.
- Households in the East of England, the South West and South East regions were most likely to own a bicycle (at least 48% owned at least one bicycle in these regions).
- London households were the least likely to own a bicycle with only 32% of households owning at least one.

Cycle use by time of year

- Not surprisingly the summer months were the most popular for people using their bicycles. For 1992/2001, 42% more stages were made during July than in an average month (Chart 3).

Chart 3: Cycling stages by month: 1992/2001



- Fewest cycling stages were recorded in the winter months of December, January and February.

The text and charts are available from the DfT website at www.transtat.dft.gov.uk/personal. Other NTS publications include 12 further factsheets on a number of topics; the main results of the NTS in "National Travel Survey: Update 1999/2001" and in "Focus on Personal Travel: 2001 Edition" (1998/2000 data) and the Technical Report. These are also all available from the website. For further information, copies of the factsheets, Bulletin and any queries please contact national.travelsurvey@dft.gov.uk or telephone on 020 7944 3097.