

# BIKE *life*

2017

Greater Manchester





## Forward motion

Our vision for cycling in Greater Manchester



Cycling has a critical role to play in the future of our region and this report shows that Greater Manchester residents want to see change happen. We recognise that it is an

essential part of a sustainable and efficient transport network, making Greater Manchester a more attractive and healthy place in which to live and work.

At present, traffic congestion costs Greater Manchester £1.3 billion per year, with nearly a third of people travelling less than 1km by car during the morning peak. Getting more people out of cars and onto bikes is a clear and practical way in which we can address the issue.

Cycling is also an important part of our strategy to tackle air pollution and greenhouse gas emissions, two of the key challenges facing the region. In addition, health problems related to inactivity are a strategic priority and a recent study showed that people who cycle to work have a staggering 46% reduced risk of heart disease.

The Greater Manchester Transport Strategy 2040, published earlier this year, outlines our drive to make cycling a viable, safe and attractive travel choice for everyone, a genuine alternative to the car. This will be delivered through a new Greater Manchester Cycling and

Walking Strategy which will set out an integrated approach to future investment in cycling infrastructure and support.

In recent years, we've made significant progress in developing cycling infrastructure across Greater Manchester. We'll continue to invest in new and improved cycle routes, new cycle-friendly district centres, and more cycle parking. This programme will be supported by a wide-ranging behaviour change package and by working closely with partners over the next four years to get 'Greater Manchester Moving', setting a new mission for everyone in the region to become more active.

This is the second Greater Manchester Bike Life report. The first report in 2015 set the benchmark for the public's opinions and attitudes towards cycling in the region – this year's results show us what we're doing well and where we need to improve further.

Bike Life 2017 will help Transport for Greater Manchester, local councils and other partners plan for the future and build the right infrastructure, support and culture to ensure we meet our ambition to transform Greater Manchester into one of the UK's leading cycling city regions.

**Chris Boardman**  
Cycling and Walking Commissioner  
for Greater Manchester

## Introducing Bike Life

Sustrans, the charity making it easier to walk and cycle, is collaborating with seven cities in the UK – Belfast, Birmingham, Bristol, Cardiff, Edinburgh, Greater Manchester and Newcastle – to report on progress towards making cycling an attractive and everyday means of travel.



Bike Life is inspired by the Copenhagen Bicycle Account, and is an assessment of city cycling development including infrastructure, travel behaviour, satisfaction, the impact of cycling, and new initiatives.

This is the second report from Greater Manchester following on from the original report published in 2015. The information in this report comes from local cycling data, modelling and a representative survey of over 1,100 residents in Greater Manchester conducted by ICM\*.

More details on all seven Bike Life city reports can be found at [www.sustrans.org.uk/bikelife](http://www.sustrans.org.uk/bikelife).

Our thanks to the people of Greater Manchester who took part in the survey and who told us their stories in this report.

## There are substantial benefits to Greater Manchester from people cycling

- 35 million trips** made by bike in Greater Manchester in 2016
- Saving the NHS £2.8 million annually**, equivalent to the average salary of **119 nurses**
- Bicycles take up to **35,921 cars** off our roads each day, equal to a **107-mile tailback**
- £70 million total economic benefit to Greater Manchester** from people riding bikes for transport and leisure annually

## There is huge potential for more people to ride bikes...

- 5%** of Greater Manchester residents **usually cycle to and from work**
- 25%** of people live within **125m of a cycle route**
- 54%** would like to **start riding a bike, or could ride their bike more**
- 27%** think **cycling safety is good**

## ...and public support to make that happen

Residents in Greater Manchester think investing in more street space for cycling, walking and public transport is the best way to keep the city moving, improve people's health, and reduce air pollution.

- 69%** say our city region would be a **better place to live and work** if more people cycled
- 76%** of people would like to see **more money spent** on cycling
- 65%** of people would find **protected roadside cycle lanes very useful** to help them cycle more
- 77%** of residents **support building more protected roadside cycle lanes**, even when this could mean **less space** for other road traffic

\*Survey conducted May-July 2017.

# Making progress

Provision and levels of cycling in Greater Manchester



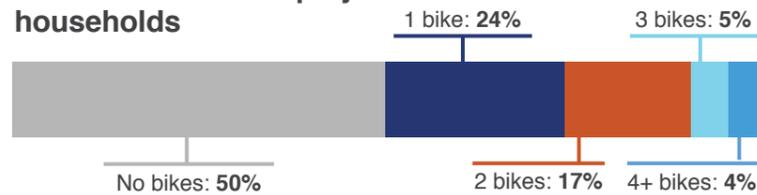
## Bike ownership in Greater Manchester

A bike gives people more choice for getting around, helping them to reach jobs and services, and to see family and friends more often.

48% in 2015 In Greater Manchester, half of households (50%) have access to at least one bike. Over two thirds (69%) of households with children have at least one child's bike.

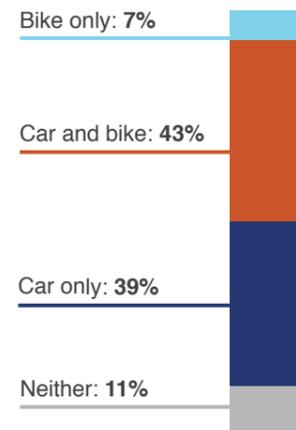
Most households that own a car also own a bike. People use different modes for different journeys.

### Adult bike ownership by households



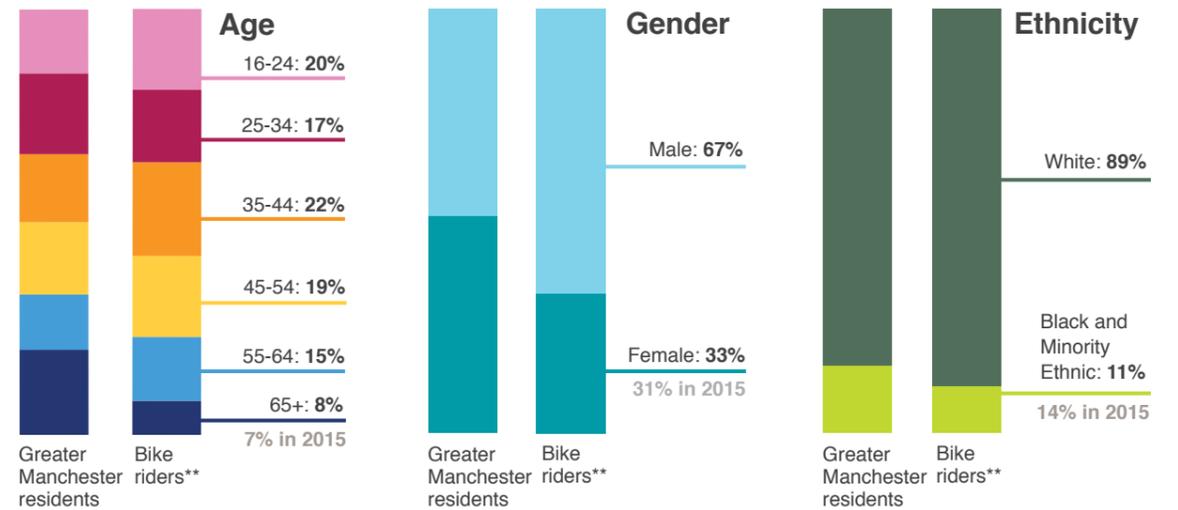
Car and bicycle ownership refers to the percentages of all people living in households that own cars/bikes. Note that census data is normally reported as the percentage of households with given numbers of cars.

### Car and adult bike ownership by households



## Who is cycling?

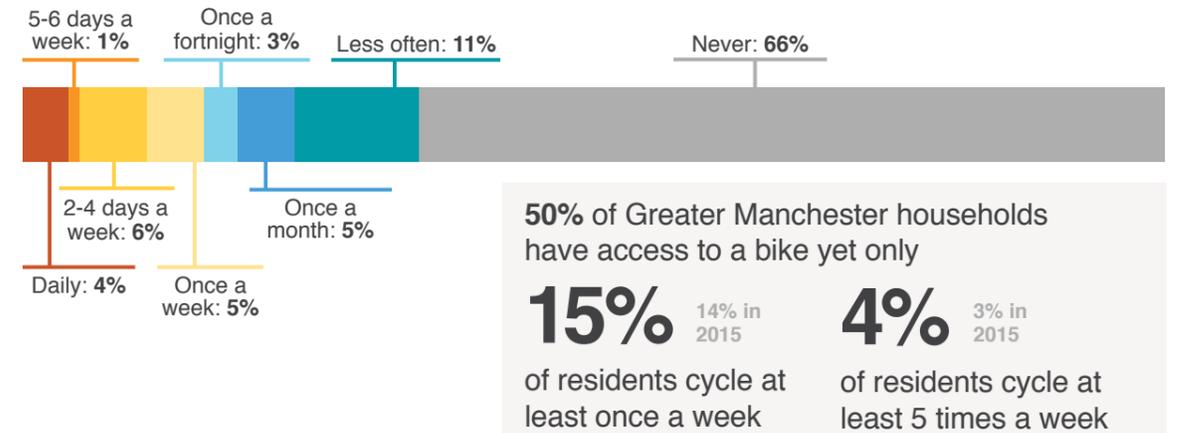
In Greater Manchester, black and minority ethnic communities, women and over 65s are under-represented when it comes to riding a bike.



For age and gender, the division of Greater Manchester residents uses 2015 estimates. For ethnicity, it uses the 2011 census.



## How often are people riding a bike?



## What's available and who's aware?

1,011 miles of cycle routes including

644 miles of routes physically separated from vehicles\*

24% in 2015

28% of people are familiar with the traffic-free routes in Greater Manchester

25% of people live within 125 metres of a cycle route

24% of all streets in Greater Manchester have a 20mph speed limit

↑ from 14% in 2015

20

3,055+ public bike parking spaces, equivalent to 151 bike riders per space

2,609 railway station parking spaces for bikes, equivalent to one parking space for every 77 passengers per day

KEY

Actual change: ↑ from xx in 2015

Statistically significant increase: ↑ from xx in 2015

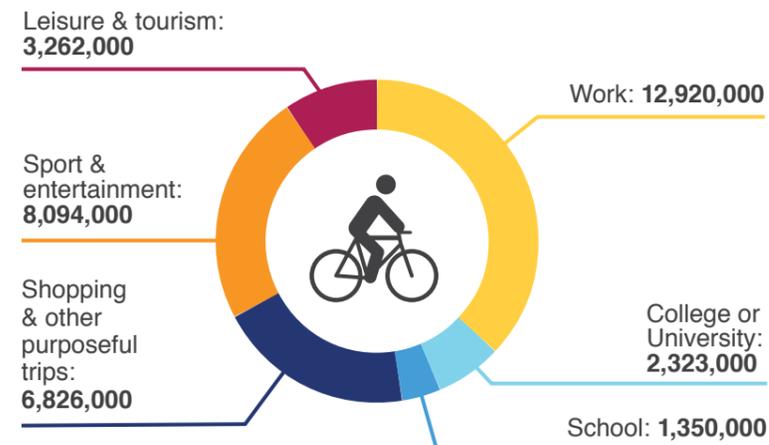
No statistically significant change: xx in 2015

Statistically significant decrease: ↓ from xx in 2015



## Where are people cycling?

### Number of trips in 2016



48% of Greater Manchester residents' cycle trips are for work or education

5% of Greater Manchester residents usually cycle to and from work (4% in 2015)

\* Includes protected bike lanes, shared footways and paths away from roads. \*\* Ridden a bike in the past four weeks when the survey was conducted in May - July 2017.

# Developing Bike Life

What's happened in Greater Manchester since 2015



Greater Manchester aims to make cycling an attractive travel choice for people who live and work here, regardless of their age or ability.

When Bike Life 2015 was published, we were encouraged by the clear evidence everyday cycling in Greater Manchester was growing and that momentum was picking up. This was tempered by concerns around safety, with only 26 per cent of people rating cycling safety as good.

We learned much from Bike Life 2015 and used it to help us turn cycling into an everyday reality for more people. Highlights include:

- More than 65km of new and improved cycle routes, including six Greater Manchester Cycleways: Airport City, Wilmslow Road, Ashton Canal, Bridgewater Way, Mersey Valley and Stockport, and Broughton.
- Five new Cycle Hubs built since 2015, offering hundreds of bike parking spaces under cover and watched by CCTV. In total more than 2,700 bike parking spaces have been made available at convenient locations across Greater Manchester, including at transport interchanges, workplaces, schools and colleges, and social housing sites.
- Providing 21 schools and colleges with cycling infrastructure, including improvements to local cycle routes, and continued support as part of the drive to increase cycling and help promote better health in young people.
- More than 6,000 people benefiting from free cycle training since 2015 alongside bicycle maintenance courses.
- More than 200 public events held, from the large-scale HSBC City Ride through to local festivals, including campaigns to increase the number of women cycling.

The jigsaw pieces are being put into place. We're heading to a situation where jumping on a bike to make an everyday journey will be second nature to many.

## Cycle and Ride Stations

New cycle facilities have been built at nine rail and Metrolink stations alongside improvements to approach routes for cyclists.

TfGM and Sustrans worked together to run events for potential cyclists and promoted the new infrastructure. They were held at Gatley, Irlam, Flixton and Prestwich, where evidence suggests there are many people who are likely to try cycling.

Nearly 500 conversations took place, with people who drive to the stations and may now cycle instead, or with people who live in a 3-5 mile radius and now know that it's much easier to cycle there.



## New infrastructure on major route sees cycling almost double

Wilmslow Road Cycleway connects south Manchester with Manchester city centre and, since it opened in April 2016, cycling on the route has almost doubled.

As the first on-highway segregated cycleway in the north-west of England, the route incorporates 28 bus stop bypasses and runs behind on-street parking bays, reducing the risk of cyclists being put at risk when car drivers or passengers open car doors in their path.

Long sections of kerbed 'islands' separate the cycleway from the main carriageway, offering protection for cyclists without the significant cost and time of relocating drains. These islands also allow cyclists to move easily in and out of the cycleway. Early release traffic signals at three junctions give cyclists a head-start, while digital cycle counters show how many people are using the route.

The average daily number of cycle journeys recorded across four different survey points along the cycleway rose by 86% from 960 in March 2015 to 1,791 in March 2017.



# The impact

The health, economic, and environmental benefits to Greater Manchester



Many people are cycling in Greater Manchester

32 million in 2015  
**35 million trips**

made by bike in Greater Manchester in 2016\*\* which altogether adds up to

96 million in 2015  
**103 million miles**



Benefiting individuals and the local economy

**86p per mile**

net benefit for each mile cycled instead of driven, which adds up to

**£60 million**

annual benefit to Greater Manchester from people with a car choosing to cycle for transport

**£70 million**

annual benefit to Greater Manchester from all trips made by bicycle\*

These figures are based upon monetising the benefits and drawbacks of driving and cycling. This includes travel time, vehicle operating costs, health, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.



Unlocking significant health benefits in Greater Manchester

In Greater Manchester, the physical activity benefits of cycling

**prevent 29 early deaths annually\***

valued at

**£93 million\***

based on what people say they would pay to improve their chances of survival, and calculated using the method set by the World Health Organisation.

Cycling also averts **414** serious long term health conditions annually, saving the NHS in Greater Manchester

**£2.8 million per year**

equivalent to the average salary of

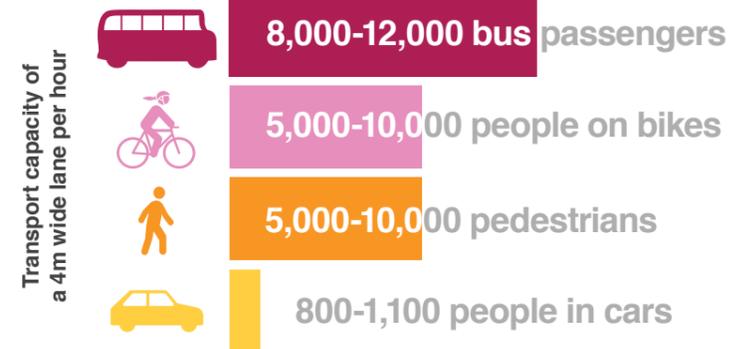
**119 nurses**



Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.



Keeping your city region moving



Studies suggest riding a bicycle rather than driving frees up road space. This helps to keep Greater Manchester moving.

Source: Litman, 2017. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

**35,921** return cycle trips are made daily in Greater Manchester by people that could have used a car.

If these cars were all in a traffic jam it would tail back **107 miles**



If these cars were to be parked they would take up the space of **4.5 Whitworth Parks.**



More people riding bikes has environmental benefits

**21,098 tonnes** of greenhouse gas emissions saved annually

equivalent to the carbon footprint of **4,489 people.**



More people riding bikes improves air quality:

**41,512 kg of NOx** and **4,515 kg of particulates** saved annually.

In Greater Manchester **1,346 early adult deaths** occur each year where long-term exposure to air pollution (PM2.5) is deemed to be a contributory factor.

Based upon Public Health England, 2014 Estimating Local Mortality Burdens associated with Particulate Air Pollution. Adults = 25 years+.

\* The value of £70m is made up of £60m plus the value of purposeful trips cycled by people without access to a car, plus the value of leisure cycle trips made by everyone.  
\*\* All trip and impact data based on Greater Manchester Travel Diary Surveys (TRADS) from 2016.

\* Based on WHO/Europe Health Economic Assessment Tool (HEAT) which enables an economic assessment of the health benefits of cycling by estimating the value of reduced mortality resulting from specified amounts of cycling.

# Stories from Greater Manchester

What cycling means to people



**Dr Vicci Owen-Smith, Clinical Director for Public Health, Stockport Clinical Commissioning Group**

In my professional role I'm passionate about the difference cycling could make to our health. We have to get people out of cars.

*If everyone did 30 minutes of exercise five times a week almost every single chronic disease would be reduced by 40%. If this was a pill we'd call it a wonder drug.*

There's a cycling revolution, and more and more people are cycling, but there are too many cars on the road. I am reluctant to encourage young children to cycle on unsegregated roads. I've been clipped by a bus twice going up the A6, and that's a wide enough road to be segregated.

I've started to use the Wilmslow Road corridor route. The segregated lane is definitely better and feels safer. I'd like to see a network of segregated cycle routes and a 20 mile an hour speed limit throughout the city region. A congestion charge and subsidised public transport would also create more space for cyclists.

I'm optimistic about the future for cycling in Greater Manchester. The last time I tried to get on to the cycle lane at Whitworth Park it took me a few minutes as there were so many people on bikes!



**Marina Theodoridou**

I live with my two sons Filippou and Alexandros in a flat in Edgeley and I work as a cleaner at their school, Cale Green Primary, in Stockport.

The journey is less than a mile away. Cycling is a bit quicker than walking and I enjoy the exercise very much. It's a practical way to travel and the boys really like it. We also go by bike to the park or the playground. When it rains, we walk or they go on their scooters.

*The traffic is very dangerous in this area, sometimes cars just don't see you. When we go on the busier roads the children stay on the pavement, but I've also found some small roads behind the houses where it's quieter.*

What I like about cycling is that you experience the different seasons when you're out on the bike. I feel stronger and better for the exercise too. I lost some weight and I can see in the children that they are more energetic. I think that the cycling has boosted Alex's confidence as he knows how to get around by bicycle and where to cross the road. Both the children are more aware and they have road sense.



**Mark Robinson, Head of Asset Management, MediaCityUK**

I have responsibility for transport and sustainability at MediaCityUK. We're keen to move people away from cars for a lower-carbon environment, so cycling is a focus.

We've created a place where pedestrians and cyclists share access with vehicles in a safe way. There are cycle hoops all around the estate and a cycle users' group with over 100 members. With Transport for Greater Manchester we developed a Cycle Hub where people can park their bikes securely, and there are showers and places to change. Cycle paths link Manchester to Trafford. There has been a massive uptake in people cycling here.

*Before we invested in improvements 1% of workers cycled to work but now 11.5% do.*

Having people on bikes animates the area with nice visual movement through the campus.

We need to improve the quality of cycle lanes and provide access to more places such as the links between Manchester and Salford Quays.



# Barriers and potential

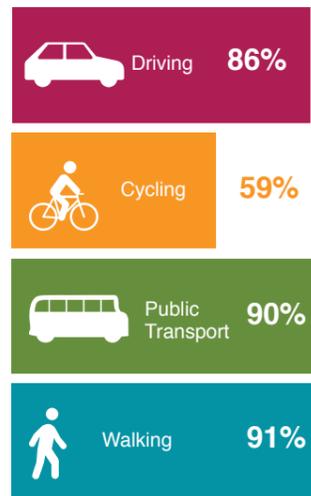
What needs to change to make cycling commonplace



Safety and security continue to be a significant concern

Riding a bike feels less safe than other ways of travelling

Percentage of people that feel safe during the day



A cycling injury occurs once every 249,000 miles pedalled around Greater Manchester

Whilst just under half (43%) of people think Greater Manchester is a good place to ride a bike overall, when you dig deeper there are clear concerns about safety.

↑ from 38% in 2015

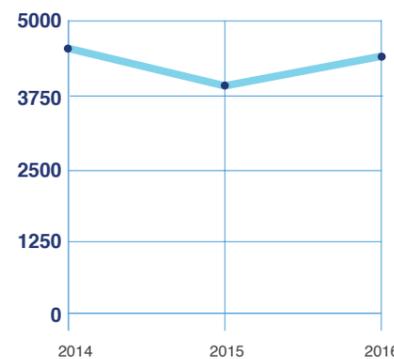
**only 27%** of people think **cycling safety** in Greater Manchester is good

26% in 2015

**only 19%** think **safety of children's cycling** is good

19% in 2015

## Reported bike thefts



There were **4,557** reported bike thefts in Greater Manchester in 2016.

This equates to a **1.0%** chance of a bike rider in Greater Manchester having their bicycle stolen in the past year.

24% of people think the security of bicycle parking is good. 21% in 2015



Simon Hopkinson, General Manager, Whitworth Art Gallery Café

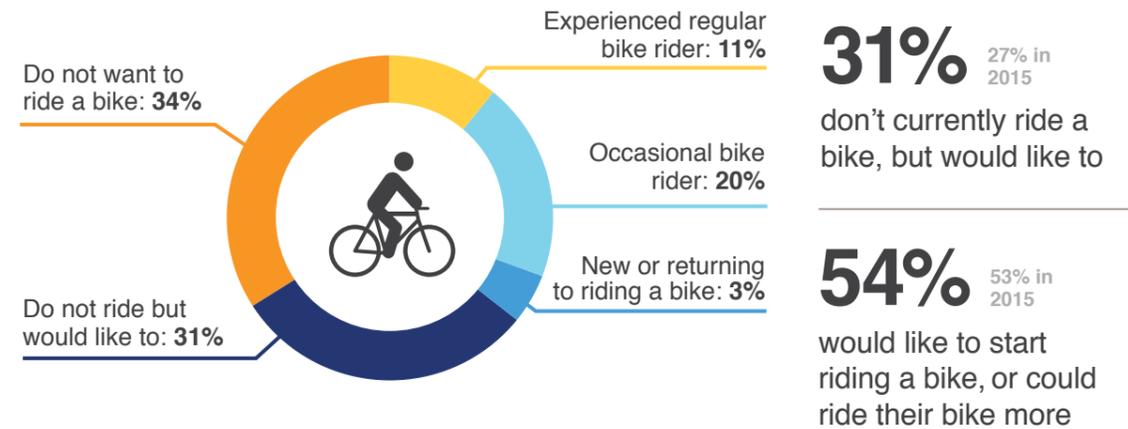
We're very lucky here being based on the new cycle superhighway on Oxford Road, so we get more cyclists coming in the café.

I'm always happier when I've cycled to work. Cycle infrastructure is patchy but it's improved a lot in the last few years. If more improvements were made more people would cycle to work.

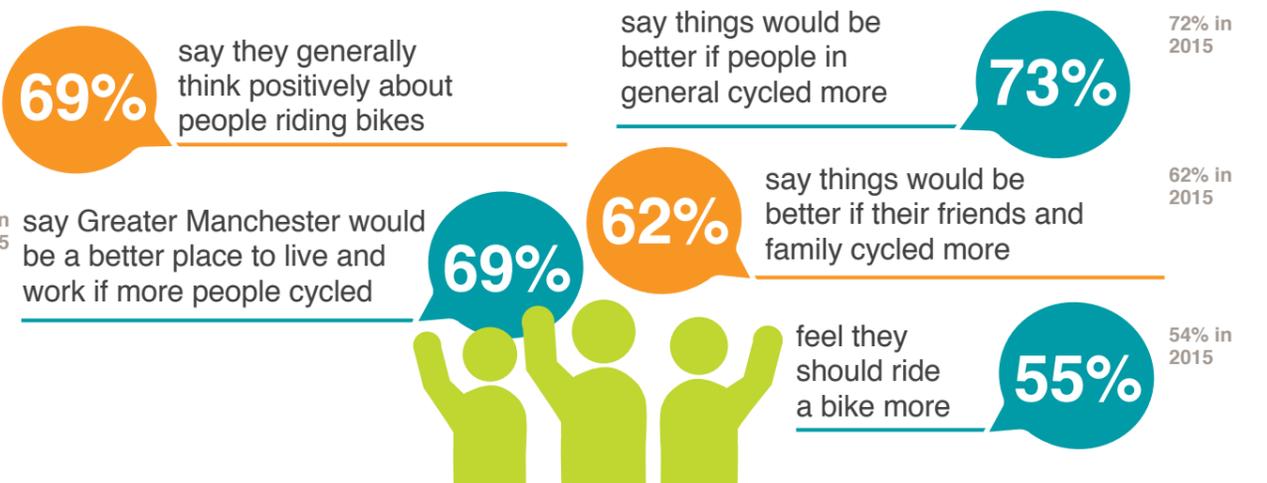
There are far too many roads where cycle paths don't exist. More investment makes people feel safer. A healthier city with less traffic makes people happier and healthier. As a forward-thinking city region we need to focus on that.



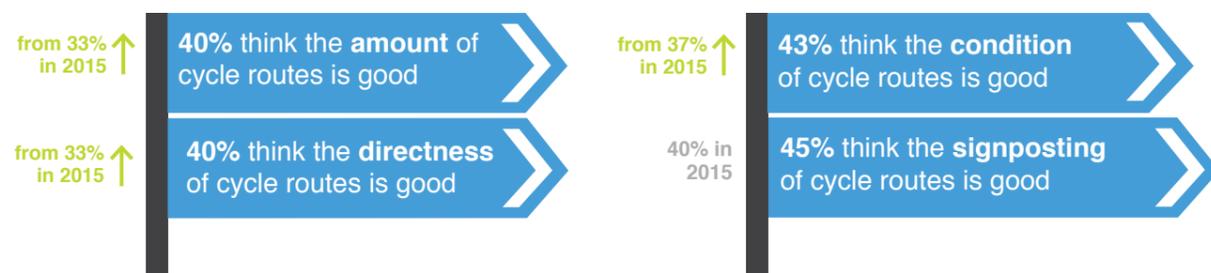
How do people see themselves when it comes to riding a bike?



Perceptions of cycling are positive



How do residents rate Greater Manchester's cycle routes?



# What the public want

Investment, safety and dedicated space



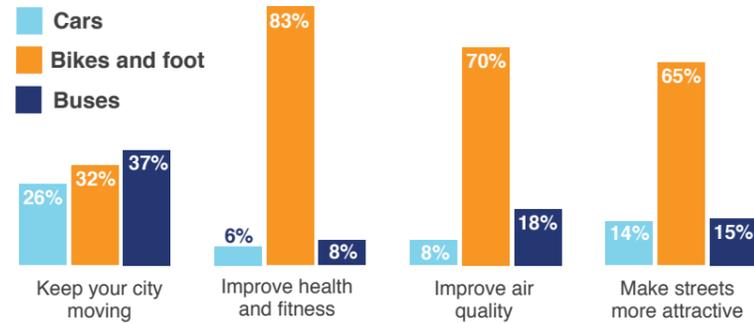
# Bike to the future

Our ambition and plans to make it happen



## Prioritising investment in cycling and walking

Overall, residents in Greater Manchester think more space for cycling, walking and public transport, as opposed to additional space for cars, is the best way to keep the region moving, improve people's health, reduce air pollution and make streets more attractive.



**76%**



of residents would like to see more investment in cycling in Greater Manchester

75% in 2015

This includes **67%** of those aged over 65, those least likely to ride a bike

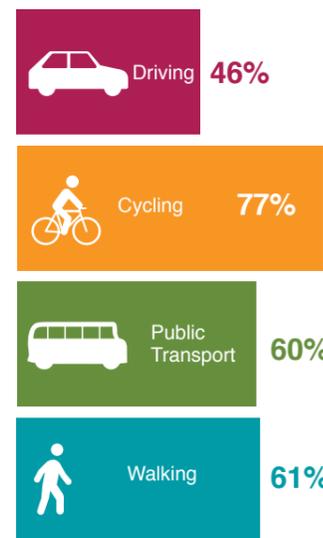
69% in 2015



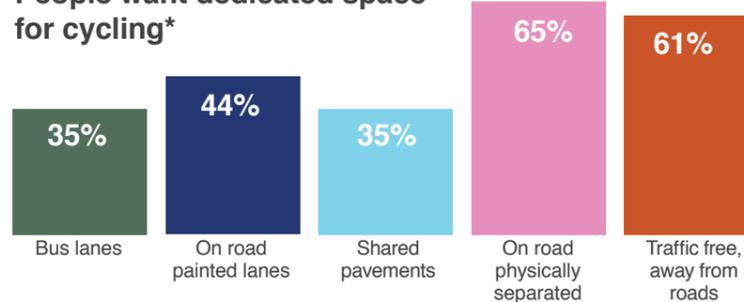
## Improved safety and space for cycling

### Residents think cycling safety needs to be improved

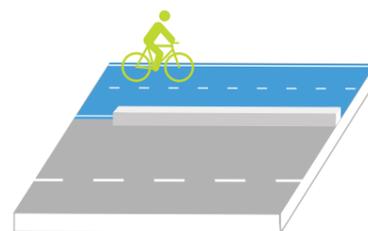
Percentage of people that think safety needs to be improved



### People want dedicated space for cycling\*



What people would find very useful to start cycling/cycle more



**77%**

of residents support building more protected cycle lanes, even when this can mean less room for other road traffic

Bike Life shows how the appetite for cycling is increasing in Greater Manchester as well as the demand for more and better cycle routes. Great progress has been made but there is still much to do.

Greater Manchester's aspiration is for 10% of journeys to be made by bike by 2025. We need to continue to meet demand with more and higher quality facilities and make sure everyone knows what's available. We need to build better streets for cyclists by learning from the best in the world, and to do all this in co-operation with local communities.

We already have plans to do this, our £22m Cycle City Ambition Grant (CCAG2) is now being spent on improvements across the region:

### More than 45km of new or improved cycle routes

Together with the 65km of cycle routes built in the first phase of Cycle City, these will form a substantial network linking local communities and employment opportunities. The new routes, which will be separate or protected from general traffic, include the Stretford Cycleway, improvements to the Manchester, Bolton and Bury Canal and the second phase of Port Salford Greenway.

### Five new 'Cycle-Friendly District Centres'

Based on London's mini-Holland model, we will improve Cheadle Hulme, Radcliffe, Oldham and Wigan town centres, along with

improvements to Manchester city centre. A package of cycle routes, 'quiet street' treatments, 20mph zones and cycle parking facilities will be delivered, transforming the scope for cycling in those communities.

### Supporting and encouraging people to cycle more

We will increase the availability of cycle parking at key locations, including 'cycle and ride' facilities at five more railway stations and Metrolink stops, and offering grants and support to businesses, schools and community groups to make cycling easier.

The programme above will continue to be supported by a wide-ranging behaviour change package, including activity to encourage more women to cycle, a comprehensive cycle training programme, access to maps and information and cycling events across the region.

Our ambition to become a world-class cycling city region has made for an exciting journey so far and, whilst challenging, we'll continue to press ahead. The health and wellbeing of our 2.7 million people, air quality and our economy depend on it.

\* The equivalent graph in the 2015 report showed 'very useful' and 'fairly useful' responses combined.

## Notes on terminology and methodology:

The attitudinal survey was conducted May to July 2017.

Due to the rounding up or down of individual figures, the percentages on charts may not total 100% exactly.

Survey results have been tested for change between 2015 and 2017. The level of significance has been set at 0.01 but these should be seen to be indicative only, as they have not been corrected for multiple comparisons. Where a survey result is shown as a change from 2015 this was a statistically significant result at this level.

This year's figures may not compare directly with previous Bike life reports as a consequence of changes in methodology and an adoption of TfGM cycle trip numbers. The proportions (for example, mode share to work) are taken from the Sustrans Bike life survey.

Further details are available at [www.sustrans.org.uk/bikelife](http://www.sustrans.org.uk/bikelife)

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey. [www.sustrans.org.uk](http://www.sustrans.org.uk)

Sustrans is a registered charity in the UK No. 326550 (England and Wales) SCO39263 (Scotland)

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**For further information contact**  
[cycling@tfgm.com](mailto:cycling@tfgm.com)

Bike Life Greater Manchester has been funded by The Freshfield Foundation and Transport for Greater Manchester. The project is co-ordinated by Sustrans.

