

Empowering women to cycle: Survey results and analysis

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| Project: | Empowering women to cycle |
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1. Introduction

This paper reports the results of analysis of a survey of over 1,000 women in Ireland on their cycling habits, attitudes and opinions. It describes key findings that can be used by Sustrans to inform the next phases of the research project and final report to Transport Infrastructure Ireland (TII).

1.1 Overview

This report covers the following areas:

1. Cycling ability and cycle ownership
2. Current cycling habits and motivations to cycle
3. Barriers to cycling
4. Attitudes to cycling

For each section we provide results for the overall sample of survey respondents, and then highlight differences by key demographic groups and frequency of cycling.

1.2 Method

An online survey was designed by CFE Research and administered in early April 2023. The respondents were sourced via the [Dynata](#) panel with the aim of securing a spread of responses from all age groups over 18 and with representation from urban, suburban and rural areas. 1,047 adult women living in Ireland completed the survey. The demographic profile of the women who responded is provided at [Appendix 1](#).

After cleaning the survey data, we produced top-line frequencies for all questions and conducted cross-tabulations of questions by demographic characteristics. Column proportion tests were used to identify significant differences between groups. In this paper we report selected differences only where they are statistically significant, have a minimum group sample size of at least 30 and are likely to be of interest. Full cross-tabulation and significance testing results are available on request.

2. Cycling ability and cycle ownership

2.1 Cycling ability: overall sample

Most (over two thirds) of respondents are currently confident and able to ride a cycle – see Table 1. Very few respondents (3 per cent) report that they have never learnt to ride a cycle, so this is unlikely to be a major barrier to cycling. A greater barrier is confidence and ability; just under a third (29 per cent) are not confident or able to ride a cycle at the moment.

Of those who are not able to currently ride a cycle, there is a clear appetite for improving skills and confidence. Almost a half (47 per cent) indicated that they were interested in learning to ride or refresh their skills (see

Table 2).¹

Table 1: Can you ride a cycle?

| | Frequency | Per cent |
|--|--------------|--------------|
| Yes, and I am confident to do so | 711 | 67.9 |
| I can or have previously been able to, but do not feel able/confident to at the moment | 301 | 28.7 |
| No, I have never been able to ride a cycle | 35 | 3.3 |
| Total | 1,047 | 100.0 |

Table 2: Would you be interested in learning to ride or refreshing your cycling skills/confidence?

| | Frequency | Per cent |
|---------------------|------------|--------------|
| Yes | 159 | 47.3 |
| No | 82 | 24.4 |
| I'm not sure, maybe | 95 | 28.3 |
| Total | 336 | 100.0 |

¹ Those who could not currently ride a cycle were asked "Would you be interested in learning to ride or refreshing your cycling skills/confidence".

2.2 Cycling ability: by key demographics

There are significant differences between some groups in terms of the proportion who are no longer confident to ride. Respondents who are over 55 compared to younger age groups (Table 3), those who are retired rather than in employment or education (Table) and those from a white ethnic background compared to all other ethnic backgrounds (

Table 4) are more likely to report that they were able to ride a cycle in the past but are not currently able or confident to do so. Similarly, disabled people were more likely to report not currently being confident to ride a cycle compared to non-disabled people (

).

Table 3: Can you ride a cycle by age group

| | 18-24 (per cent) | 35-54 (per cent) | 55-64 (per cent) | 65+ (per cent) |
|---|---------------------|---------------------|---------------------|-------------------|
| Yes, and I am confident to do so | 75.6 | 72.2 | 58.6 | 39.8 |
| I can or have previously been able to, but do not feel able/confident at the moment | 21.3 | 25.8 | 37.2 | 52.5 |
| No, I have never been able to ride a cycle | 3.1 | 2.0 | 4.0 | 7.6 |
| Base | 389 | 395 | 145 | 118 |

Table 4: Can you ride a cycle by ethnicity

| | White (per cent) | Other ethnic groups (per cent) |
|---|------------------|--------------------------------|
| Yes, and I am confident to do so | 67.4 | 76.3 |
| I can or have previously been able to, but do not feel able/confident at the moment | 29.6 | 17.1 |
| No, I have never been able to ride a cycle | 3.0 | 6.6 |
| Base | 322 | 76 |

Table 5: Can you ride a cycle by employment status

| | Employed full-time (per cent) | Employed part-time (per cent) | Self-employed (per cent) | In education (per cent) | Unemployed / unable to work (per cent) | Caring for a family member / homemaker (per cent) | Retired (per cent) |
|---|-------------------------------|-------------------------------|--------------------------|-------------------------|--|---|--------------------|
| Yes, and I am confident to do so | 75.3 | 70.1 | 65.0 | 79.1 | 57.3 | 64.9 | 42.5 |
| I can or have previously been able to, but do not feel able/confident at the moment | 22.4 | 27.9 | 35.0 | 14.9 | 37.1 | 31.1 | 50.8 |
| No, I have never been able to ride a cycle | 2.2 | 2.0 | 0.0 | 6.0 | 5.6 | 4.1 | 6.7 |
| Base | 450 | 201 | 40 | 67 | 89 | 74 | 120 |

Table 6: Can you ride by disability

| | Disabled (per cent) | Non-disabled (per cent) |
|---|------------------------|----------------------------|
| Yes, and I am confident to do so | 58.4 | 70.5 |
| I can or have previously been able to, but do not feel able/confident at the moment | 37.6 | 26.5 |
| No, I have never been able to ride a cycle | 3.9 | 3.0 |
| Base | 178 | 827 |

Those in the younger age groups were more likely to express an interest in learning to ride or refreshing their skills/confidence compared to those over 55 (Table 5).

Table 5: Interest in learning to ride/refreshing skills by age group

| | 18-34 (per cent) | 35-54 (per cent) | 55-64 (per cent) | 65+ (per cent) |
|---------------------|---------------------|---------------------|---------------------|-------------------|
| Yes | 73.7 | 48.2 | 35 | 21.1 |
| No | 12.6 | 23.6 | 15 | 49.3 |
| I'm not sure, maybe | 13.7 | 28.2 | 50 | 29.6 |
| Base | 95 | 110 | 60 | 71 |

There were no significant differences in the responses to these questions by nationality or home location.

2.3 Cycle ownership: overall sample

Three quarters of those who can or are interested in learning to cycle either own or have access to a functioning cycle (

Table 6).² Just over half (55 per cent) of the overall sample are currently able to ride a cycle and have access to one.

² Those who were either able to ride, or were not able but interested in learning/ refreshing, were asked "Do you currently have access to a functioning cycle? This could include pedal cycle, e-bike, tricycle or other adapted cycle."

Table 6: Do you currently have access to a functioning cycle?

| | Frequency | Per cent |
|--|------------|--------------|
| Yes, I own a functioning cycle | 494 | 51.1 |
| Yes, I can borrow or have other access to a functioning cycle (including through a cycle share scheme) | 226 | 23.4 |
| No | 246 | 25.5 |
| Total | 966 | 100.0 |

Only 19 per cent of people who can ride a cycle (base=693) do not own or have access to one. Of those who are/might be interested in refreshing their skills, 44 per cent do not own or have access to a cycle. Cycle ownership and access is therefore a likely barrier to some who are interested in learning/refreshing their skills.

2.4 Cycle ownership: by key demographics

The over 55 age group are less likely to have access to a cycle than those in younger age groups (Table 7). Those who are retired and those who are 'unemployed / unable to work' are also less likely to have access to a cycle than those in current employment (either part time or full time) or education (Table 8). Disabled people are less likely to own a cycle compared to non-disabled people (

).

Table 7: Access to cycle by age group

| | 18-34 (per cent) | 35-54 (per cent) | 55-64 (per cent) | 65+ (per cent) |
|--|-----------------------------------|-----------------------------------|-----------------------------------|---------------------------------|
| Yes, I own a functioning cycle | 51.5 | 56.8 | 44.1 | 36.1 |
| Yes, I can borrow or have other access to a functioning cycle (including through a cycle share scheme) | 28.6 | 19.5 | 22.8 | 18.1 |
| No | 19.9 | 23.8 | 33 | 45.8 |
| Base | 126 | 370 | 136 | 83 |

Table 80: Access to a cycle by employment status

| | Employed full-time (per cent) | Employed part-time (per cent) | In education (per cent) | Unemployed / unable to work (per cent) | Caring for a family member / homemaker (per cent) | Retired (per cent) |
|---|-------------------------------|-------------------------------|-------------------------|--|---|--------------------|
| Yes, I own a functioning cycle | 55.5 | 56.7 | 61.5 | 31.3 | 49.3 | 37.8 |
| Yes, I can borrow or have other access to a functioning cycle | 25.6 | 20.3 | 21.5 | 24.1 | 22.4 | 15.6 |
| No | 18.9 | 23.0 | 16.9 | 44.6 | 28.4 | 46.7 |
| Base | 145 | 187 | 65 | 83 | 67 | 90 |

Table 11: Access to a cycle by disability

| | Disabled (per cent) | Non-disabled (per cent) |
|---|---------------------|-------------------------|
| Yes, I own a functioning cycle | 40.6 | 53.6 |
| Yes, I can borrow or have other access to a functioning cycle | 24.4 | 22.8 |
| No | 35.0 | 23.6 |
| Base | 160 | 768 |

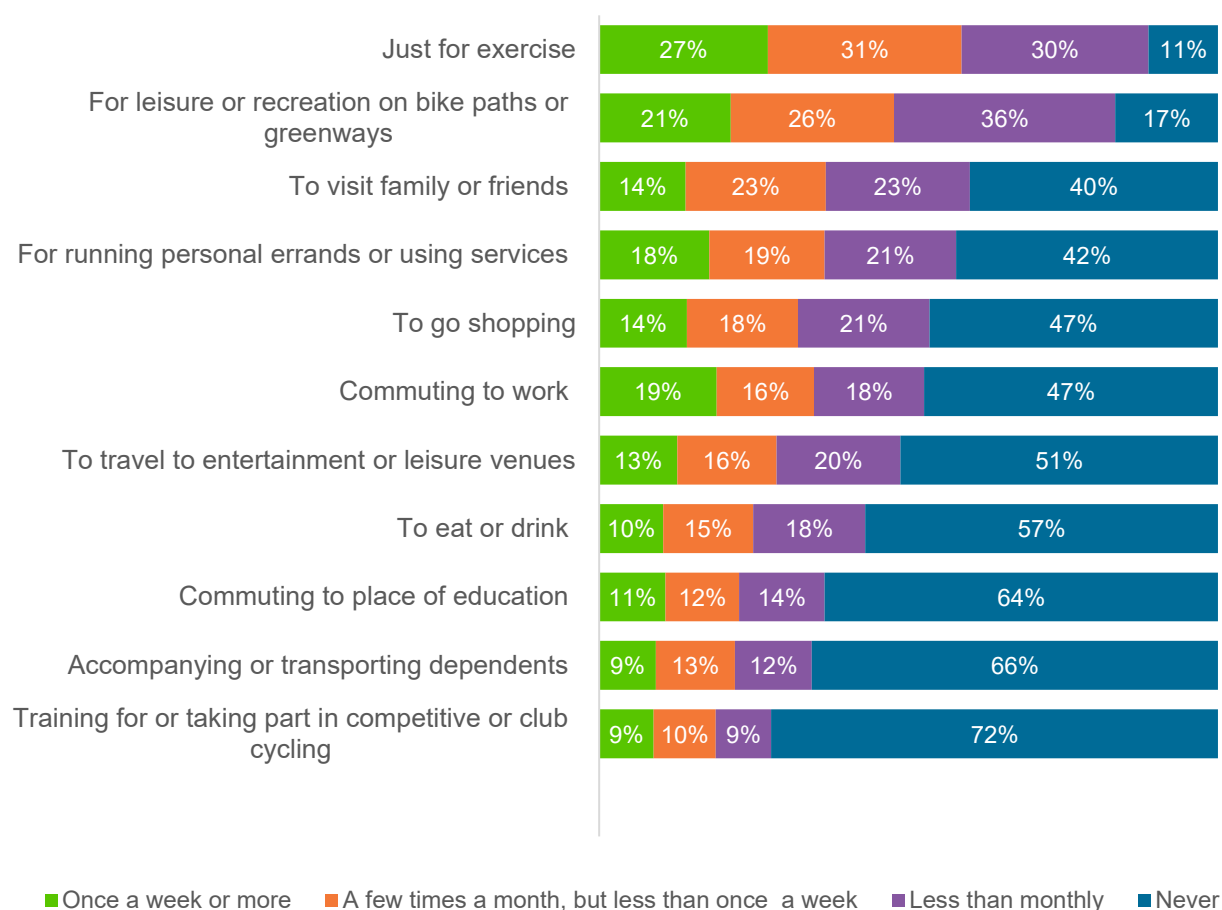
3. Current cycling habits and motivations to cycle

3.1 Current cycling habits: Those who are able to cycle and own/have access to a cycle only

The vast majority of those who are able to cycle and own/have access to a cycle do so for leisure or functional journeys at least occasionally; only 5 per cent reported that they never cycle.³ People do more cycling for leisure, recreation or exercise than functional journeys. 20 per cent do not do any functional cycling (journeys with a purpose other than purely for leisure or fitness) (see Figure 1).

Almost half (47 per cent) of respondents cycled for leisure or recreation at least a few times a month; 21 per cent at least once a week. Similarly, almost two-thirds (58 per cent) cycled for exercise at least a few times a month; 27 per cent at least once a week. Almost 1 in 5 (19 per cent) ride for training or with a club at least a few times a month.

Figure 1: How often do you do the following types of cycling in Ireland? (base=580)



³ Respondents who are currently able to ride a cycle and own/have access to one we asked “How often do you do the following types of cycling in Ireland?” (base = 580).

In terms of functional journeys done at least a few times a month, visiting family and friends was the most common journey (37 per cent of respondents) closely followed by running personal errands (36 per cent) and commuting to work (35 per cent). 22 per cent reported accompanying dependents on journeys at least a few times a month.

Just looking at the most frequent type of cycling (once a week or more), commuting to work is the most common journey type (19 per cent of respondents) followed by running errands (18 per cent) and going shopping / visiting family and friends (both 14 per cent).

3.2 Current cycling habits: By key demographics

Over 55s were more likely to *never* cycle for educational purposes, to leisure or entertainment venues, to accompany dependents or for training or competition compared to those in younger age groups (see Table 9).

Table 9: Differences in the proportion who never make certain journeys by age group

| | 18-34 (per cent) | 35-54 (per cent) | 55+ (per cent) |
|---|------------------|------------------|----------------|
| Commuting for educational purposes – never | 57.9 | 63.3 | 78.9 |
| To entertainment or leisure venues – never | 43.3 | 52.7 | 68.4 |
| To accompany children or other dependents – never | 60.7 | 63.3 | 84.2 |
| Training or taking part in competitive club cycling – never | 64.4 | 74.3 | 87.4 |
| Base | 247 | 237 | 95 |

Irish women were less likely to commute to work by cycle (51 per cent answered never) or take part in competitive or club cycling (74 per cent answered never) than those from outside of Europe (27 per cent and 51 per cent answered never respectively), though this is based on a very small sample of respondents from outside of Europe (37 people).

Interestingly, disabled people reported cycling to work and place of education more often than non-disabled people (see Table 10). The sample of disabled people is small (only 77) so some caution is needed. There is a similar pattern amongst other journeys too, suggesting that the disabled people who responded to the survey had a relatively high proportion of cyclists.

Table 10: Differences in frequency of commuting for education and employment by disability

| | Disabled (per cent) | Not disabled (per cent) |
|--|---------------------|-------------------------|
| Commuting to work or employment purposes – once a week or more | 28.6 | 17.6 |
| Commuting to work or employment purposes – never | 36.4 | 49.8 |
| Commuting for educational purposes – once a week or more | 20.8 | 8.5 |
| Commuting for educational purposes - never | 49.4 | 66.6 |
| Base | 77 | 482 |

We found many significant differences in the frequency of journeys between people from different locations and have highlighted just a few below.

- Those from urban (26 per cent) or suburban (20 per cent) locations were more likely to commute to work by cycle once a week or more than those in a rural locations (10 per cent), who were more likely to never commute to work by cycle (61 per cent).
- Those in suburban (48 per cent) or rural locations (58 per cent) were more likely to say they never cycled to go shopping compared to those in urban locations (34 per cent answered never).
- Those who live in rural locations more likely to say they never visit family and friends, travel to entertainment or leisure venues or run personal errands by cycle compared to people who live in urban or suburban locations (Table 11).

Table 11: Differences in proportion who *never* make certain journeys by cycle by home location

| | Urban (per cent) | Suburban (per cent) | Rural (per cent) |
|---|------------------|---------------------|------------------|
| To visit family or friends – never | 34.7 | 36.8 | 49.5 |
| To entertainment or leisure venues – never | 42.8 | 49.5 | 62.1 |
| To run personal errands or use services – never | 30.6 | 40.5 | 56.0 |
| Base | 173 | 220 | 182 |

- People living in rural locations are also less likely to cycle to cafes/restaurants (66 per cent answered never) or accompany dependents by cycle (75 per cent answered never) compared to those in urban locations (51 per cent and 58 per cent answered never respectively).
- People in urban locations were more likely to cycle for training or participate in competitive or club cycling (16 per cent answered a few times a month) than those in suburban or rural areas (8 per cent and 7 per cent respectively).

People from white ethnic groups were less likely than people from all other ethnic groups to regularly (at least once per week) cycle for work, education, to eating or drinking venues, for shopping, do personal errands or to accompany dependents on journeys (Table 12). However, all results relating to ethnicity should be interpreted with caution as this is based on a very small sample of 46 people from other ethnic groups.

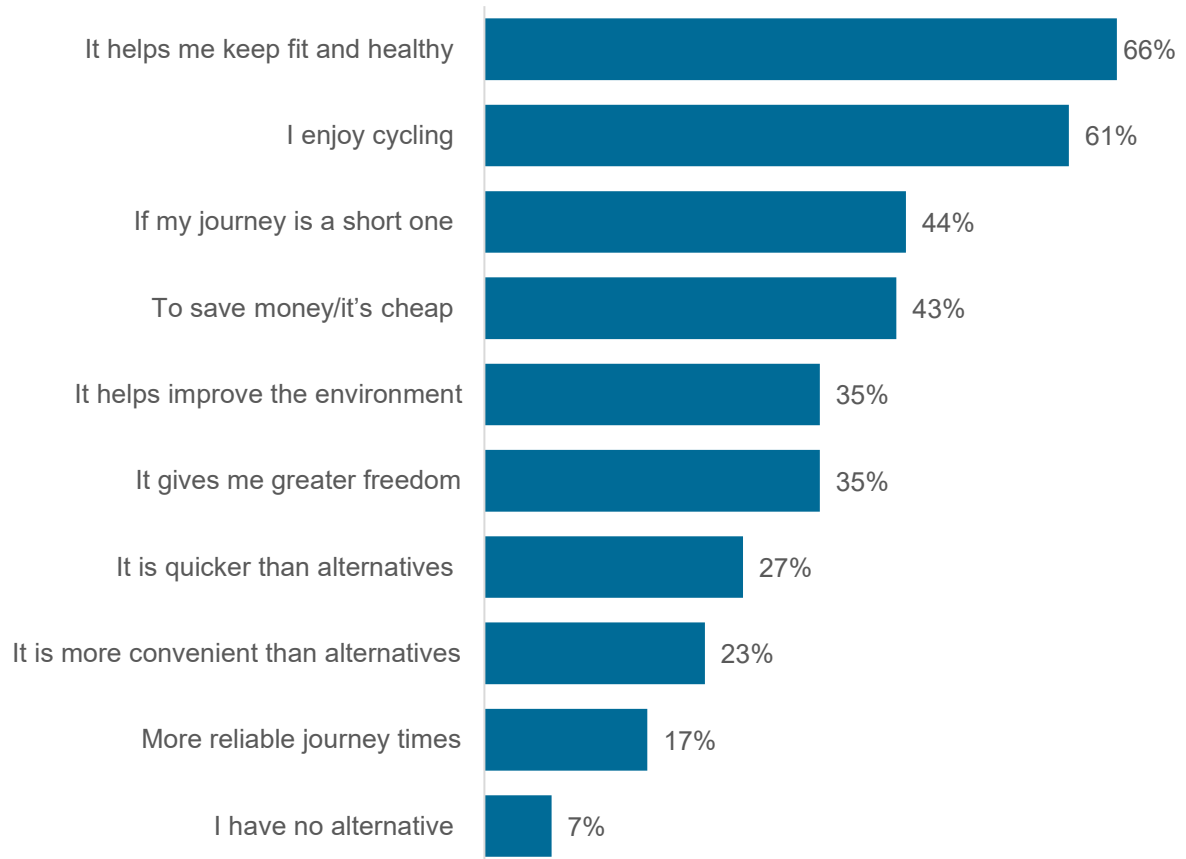
Table 12: Differences in the proportion who cycle certain journeys regularly (one a week or more) by ethnic group

| | White ethnic groups (per cent) | All other ethnic groups (per cent) |
|--|--------------------------------|------------------------------------|
| Commuting to work or employment purposes – once a week or more | 17.5 | 37.0 |
| Commuting for educational purposes – once a week or more | 9.6 | 23.9 |
| To eat or drink – once a week or more | 9.6 | 19.6 |
| To go shopping – once a week or more | 12.6 | 32.6 |
| To run personal errands or use services – once a week or more | 16.7 | 30.4 |
| Accompanying or transporting children or other dependents – one a week or more | 8.5 | 17.4 |
| Base | 532 | 46 |

3.3 Reasons for making journeys by cycle: Those who are able to cycle, own/have access to a cycle and undertake functional journeys at least sometimes

Keeping fit and healthy (66 per cent) and enjoyment (62 per cent) were the most common reasons for doing journeys by cycle. Only 7 per cent selected 'have no alternative', suggesting the majority of respondents make a considered choice to do those journeys by cycle.⁴

Figure 2: What factors influence your decision to do these journeys by cycle? (Base=464)



3.4 Reasons for making journeys by cycle: by key demographics

Over 55s are more likely than under 35s to say they cycle to keep fit and healthy, to help the environment and if their journey is a short one (

Table 13).

⁴ Those who reported that they did any of the functional journey types in q8 at least occasionally were asked to select the factors that influenced their decision to cycle for these trips (base = 464)

Table 13: Differences in reasons for making journeys by cycle, by age group

| | 18-34 (per cent) | 35-54 (per cent) | 55+ (per cent) |
|----------------------------------|---------------------|---------------------|-------------------|
| To keep fit and healthy | 60.5 | 66.5 | 80.8 |
| It helps improve the environment | 32.2 | 33.5 | 47.9 |
| If my journey is a short one | 39.5 | 40.5 | 67.1 |
| Base | 205 | 185 | 73 |

Those living in an urban location are less likely to be motivated to do journeys by cycle to keeping fit and healthy than those in suburban or rural locations. Those in rural locations are less likely to report cycling for convenience or reliable journey times than those in suburban locations (Table 14).

Table 14: Differences in reasons for making journeys by cycle, by home location

| | Urban (per cent) | Suburban (per cent) | Rural (per cent) |
|-----------------------------|---------------------|------------------------|---------------------|
| It keeps me fit and healthy | 50.7 | 76.9 | 68.0 |
| It's more convenient | 23.3 | 28.6 | 13.3 |
| More reliable journey times | 17.3 | 21.4 | 7.8 |
| Base | 150 | 182 | 128 |

People from minority ethnic groups are more likely to have no alternative to cycling journeys and less likely to cycle for the freedom it brings compared to people from white ethnic groups (Table 15).

Table 15: Differences in reasons for making journeys by cycle, by ethnic group

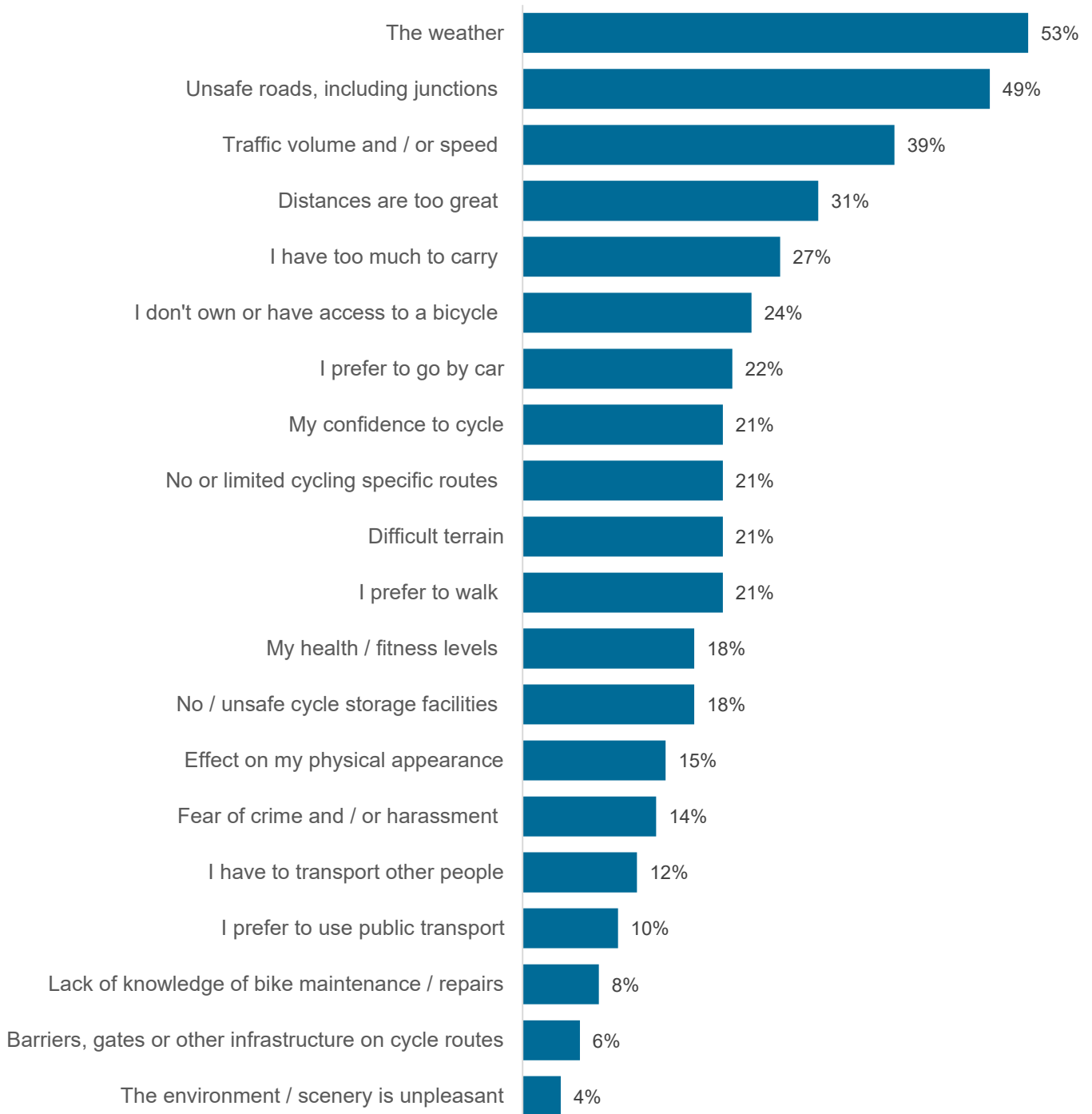
| | White (per cent) | Other (per cent) |
|-----------------------------|---------------------|---------------------|
| I have no alternative | 6.6 | 15.4 |
| It gives me greater freedom | 37.4 | 12.8 |
| Base | 423 | 39 |

4. Barriers to cycling

4.1 Barriers to cycling: Overall sample

The most commonly reported barriers to cycling were the weather, unsafe roads, and traffic volume/speed. The least commonly reported barriers were unpleasant environment/scenery, barriers/gates/other infrastructure and lack of knowledge of maintenance/repairs.

Figure 3: What factors prevent or deter you from making (more) journeys by cycle? Select all that apply. (Base=965)



4.2 Barriers to cycling: By key demographics

Over 55s are more likely to report traffic volume and speed, unsafe roads, and preferring to walk than the younger age categories. The under 35s are more likely to report preferring to use public transport than the 35-54 category (Table 16).

Table 16: Differences in factors that prevent people cycling by age group

| | 18-34 (per cent) | 35-54 (per cent) | 55-64 (per cent) | 65+ (per cent) |
|--------------------------------|------------------|------------------|------------------|----------------|
| My health / fitness levels | 13.8 | 17.3 | 28.7 | 26.5 |
| Traffic volume and speed | 32.4 | 37.4 | 48.5 | 59.0 |
| Unsafe roads | 44.0 | 49.9 | 52.2 | 62.7 |
| Prefer to walk | 19.9 | 17.6 | 24.3 | 30.1 |
| Prefer to use public transport | 14.1 | 6.0 | 7.4 | 8.4 |
| Base | 377 | 369 | 136 | 83 |

People in suburban and rural locations were more likely than those in urban areas to report unsafe roads (including junctions) as a barrier. Those in suburban locations were more likely than those in urban locations to report traffic volume and speed as a barrier. Those in urban locations were more likely than those in rural areas to report that they preferred to use public transport (Table 17).

Table 17: Differences in factors that prevent people from cycling by home location

| | Urban (per cent) | Suburban (per cent) | Rural (per cent) |
|--------------------------------|------------------|---------------------|------------------|
| Unsafe roads | 41.0 | 50.5 | 53.9 |
| Traffic volume and speed | 32.3 | 41.8 | 40.8 |
| Prefer to use public transport | 13.2 | 9.5 | 6.5 |
| Base | 266 | 388 | 306 |

White people were more likely than people from other ethnic groups to report unsafe roads and traffic volume and speed as barriers to cycling. They were also more likely to prefer to travel by car (

Table 18).

Table 18: Differences in factors that prevent people from cycling by ethnicity

| | White (per cent) | Other (per cent) |
|--------------------------------|------------------|------------------|
| Unsafe roads | 50.3 | 32.4 |
| Traffic volume and speed | 40.4 | 20.3 |
| Prefer to use public transport | 23.3 | 10.8 |
| Base | 888 | 74 |

Retired people were more likely than those in work to consider traffic volume and speed as a barrier to cycling (58 per cent compared to 33 per cent).

4.3 Barriers to cycling: By cycling frequency

As well as demographic characteristics, we analysed responses to the questions about barriers to cycling by how often respondents cycled (based on their answers to Q8). Three categories were used:

- regularly cycle journeys,
- infrequently cycle or only cycle for exercise, and
- never cycle.

People who do not regularly cycle for functional journeys (those who cycle infrequently, only for exercise or not at all) were more likely than regular cyclists to cite traffic volume and speed as a factor that prevented them cycling more. They were also more likely to say they preferred to walk and preferred to go by car compared to those who cycle regularly.

Table 19: Differences in factors that prevent people from cycling by cycling frequency

| | Regularly cycle (per cent) | Infrequently cycle (per cent) | Never cycle (per cent) |
|--------------------------|----------------------------|-------------------------------|------------------------|
| Traffic volume and speed | 31.1 | 41.7 | 43.9 |
| Prefer to walk | 12.5 | 24.0 | 25.4 |
| Prefer to go by car | 11.9 | 25.5 | 29.5 |

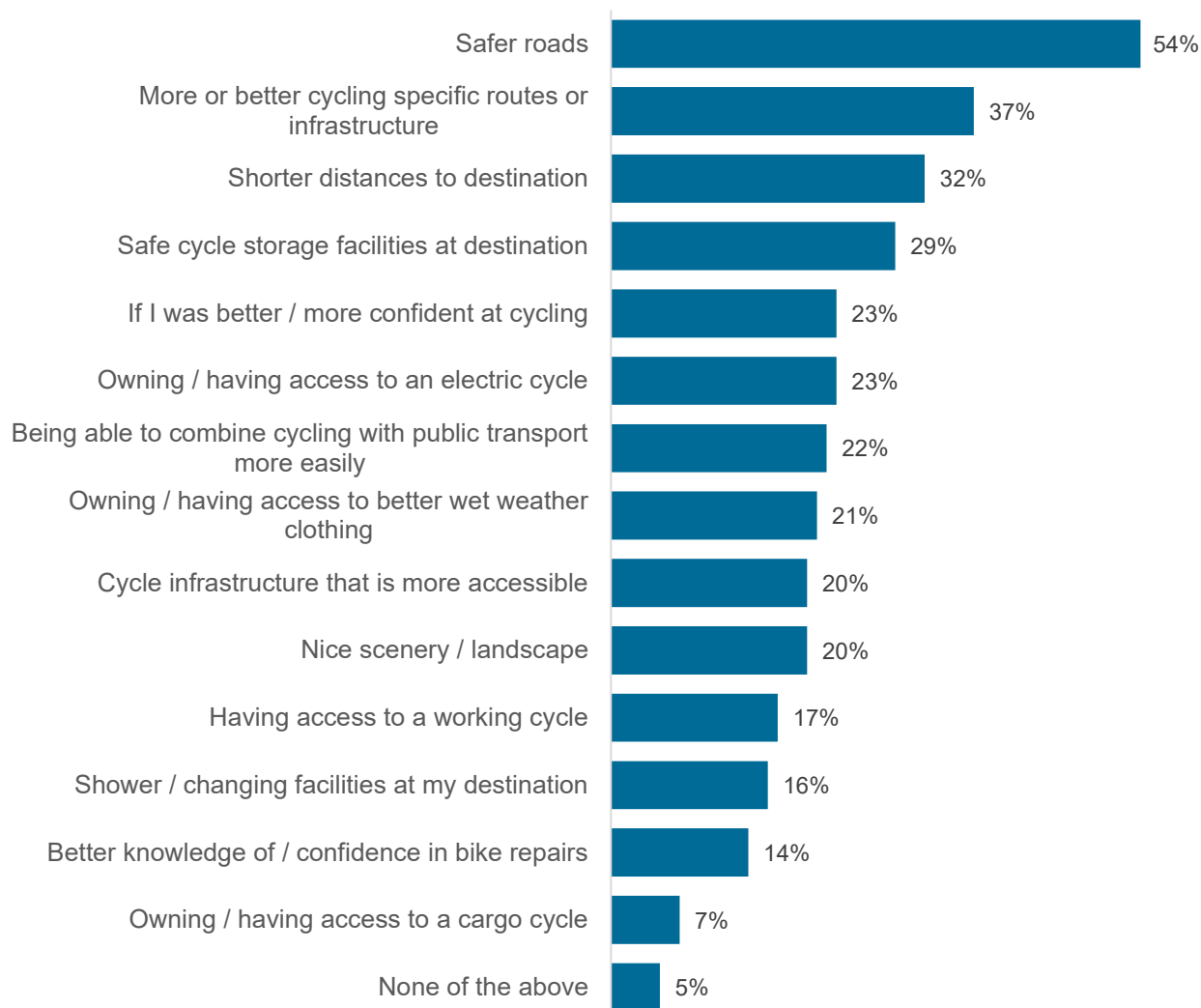
| | | | |
|-------------|------------|------------|------------|
| Base | 344 | 204 | 417 |
|-------------|------------|------------|------------|

4.4 What would encourage more cycling? Overall sample

The most commonly reported factors that would encourage starting/more cycling were safer roads (54 per cent), better cycling routes (37 per cent) and shorter journey distances (32 per cent). The top five factors generally mirror the top five barriers of the previous question, aside from the weather. Though 53 per cent said they were put off cycling by the weather, only 21 per cent said that better wet weather gear would help them cycle more. This suggests the weather has other impacts on the enjoyment and safety of cycling, beyond getting people wet.

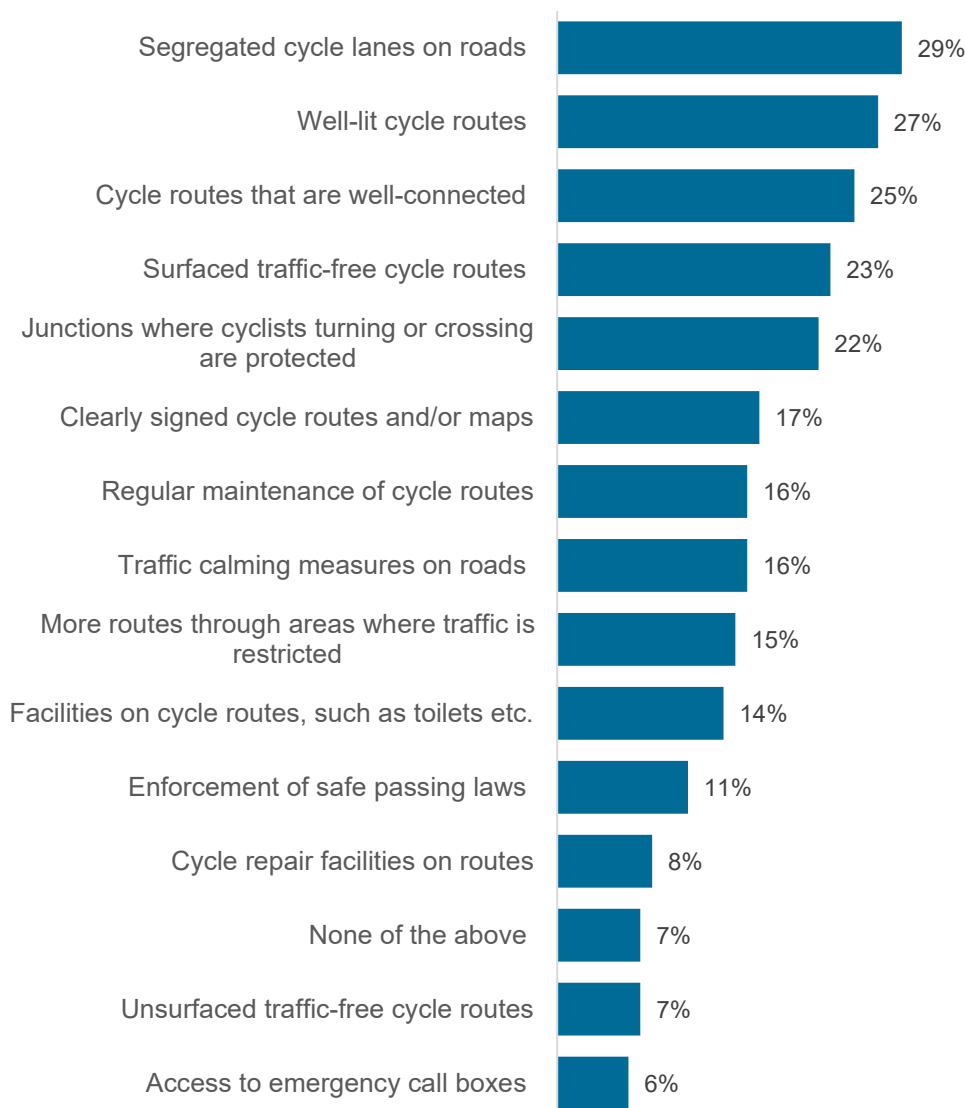
Cycle storage facilities (29 per cent) received more responses than shower/changing facilities (16 per cent). There is some interest in e-bikes, with almost a quarter indicating that this might encourage them to cycle. Very few people selected 'None of the above' (5 per cent), suggesting that there is the potential for supporting people into cycling by overcoming these barriers.

**Figure 4: What things would encourage you to start making (more) journeys by cycle?
(Base=966)**



When asked specifically to consider infrastructure that might encourage people to cycle, there was a stronger focus from respondents on the availability and quality of cycle routes than the facilities on these routes. The most commonly reported infrastructure factors were segregated cycle lanes on roads (29 per cent), well-lit cycle routes (27 per cent) and well-connected cycle routes (25 per cent). Surfaced traffic-free cycle routes (23 per cent) scored more highly than unsurfaced traffic-free cycle routes (7 per cent). There was a low level of interest in cycle repair facilities (8 per cent) and emergency call boxes (6 per cent). Only 7 per cent reported 'nothing'.

Figure 5: Thinking about cycling infrastructure in particular, which of the following things would encourage you to do more journeys by cycle? (Base=965)



4.4 What would encourage more cycling? By key demographics

Over 55s are more likely than those aged 35 to 54 to be encouraged to cycle by being better/more confident at cycling. Those aged 55 to 64 were also more likely to say they would be encouraged if they owned or had access to an e-bike.

55 to 64 year olds were less likely to be encouraged to cycle by shower/changing facilities (91 per cent did not select this), . The 18-34 group were more likely to be encouraged by having clearly signed cycle routes and/or maps.

Over 65s were also more likely to state 'none of the above' compared to 18- to 34-year-olds to both questions (See Table 20).

Table 20: Differences in factors that would encourage people to do more journeys by cycle by age group

| | 18-34 (per cent) | 35-54 (per cent) | 55-64 (per cent) | 65+ (per cent) |
|--|------------------|------------------|------------------|----------------|
| If I was better/more confident at cycling | 22.5 | 17.6 | 33.1 | 34.9 |
| Owning/having access to an electric cycle | 22.8 | 18.7 | 30.9 | 31.3 |
| Shower / changing facilities at my destination | 19.1 | 18.2 | 8.1 | 9.6 |
| Clearly signed cycle routes and/or maps | 22.5 | 13.8 | 15.4 | 8.4 |
| None of the above | 2.7 | 6.2 | 8.1 | 13.3 |
| Base | 377 | 369 | 136 | 42 |

Disabled people also reported having an e-bike as a potential motivator for cycling (30 per cent compared to 21 per cent of non-disabled respondents).

People in rural locations were more likely to be encouraged by having shorter distances to travel and surfaced cycle routes, and less likely to report the need to combine cycling with public transport, the enforcement of safe passing laws, having cycle storage facilities, showering/changing facilities or being better at cycle repairs. Those in a rural or a suburban location were more likely to report being encouraged by safer roads than those in urban locations (Table 21).

Table 21: Differences in factors that would encourage people to do more journeys by cycle by home location

| | Urban (per cent) | Suburban (per cent) | Rural (per cent) |
|---|------------------|---------------------|------------------|
| Surfaced traffic-free routes | 18.0 | 22.2 | 27.8 |
| Being able to combine cycling with public transport more easily | 25.9 | 24.5 | 15.0 |
| Enforcement of safe passing laws | 15.0 | 11.3 | 6.5 |
| Safer roads | 44.0 | 56.2 | 61.4 |
| Base | 266 | 388 | 306 |

People who never cycle are more likely to be encouraged by being better or more confident at cycling and less likely to be encouraged by more or better cycling specific routes, accessible cycling infrastructure, cycle repair facilities on routes, combining cycling with public transport, and showering or changing facilities. People who cycle regularly are more likely to be encouraged by having a cargo bike than those who cycle infrequently and were less likely to report 'none of the above' than both other groups (Table 22).

Table 22: Differences in factors that would encourage people to do more journeys by cycle by cycling frequency

| | Regularly cycle (per cent) | Infrequently cycle (per cent) | Never cycle (per cent) |
|---|-------------------------------|-------------------------------------|---------------------------|
| If I was better/more confident at cycling | 11.3 | 10.8 | 39.1 |
| More or better cycling specific routes | 40.1 | 44.1 | 31.9 |
| Being able to combine cycling with public transport more easily | 26.7 | 20.6 | 18.7 |
| Cycle infrastructure that is more accessible | 25.3 | 20.6 | 16.1 |
| Owning/having access to a cargo cycle | 9.6 | 3.9 | 6.2 |
| None of the above | 1.2 | 5.4 | 8.9 |
| Base | 344 | 204 | 417 |

4. Attitudes to cycling

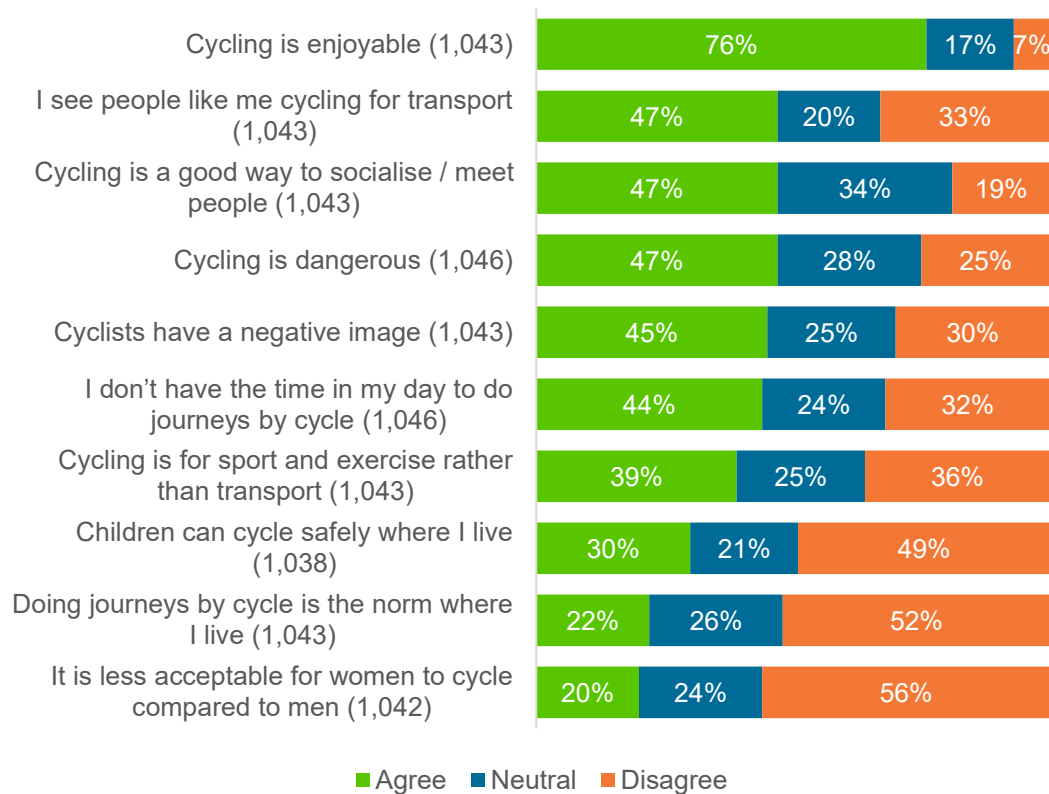
The survey ended by asking respondents the extent to which they agreed with some statements about cycling.

4.2 Attitudes: Overall sample

Encouragingly, over three quarters of respondents (76 per cent) agreed that cycling is enjoyable. And while almost half said they saw people like them cycling for transport (47 per cent), less than quarter (22 per cent) said doing journeys by cycling was the norm where they live.

Nearly half (47 per cent) agreed that cycling is dangerous, and a similar proportion (49 per cent) did not think children can cycle safely where they live.

Figure 6: How much do you agree/disagree with the following statements (bases for each statement in parentheses)



4.2 Attitudes: By key demographics

People aged over 55 were less likely to say that they didn't have time to cycle compared to those in younger age groups (Table 23).

Table 23: I don't have time in my day to cycle by age group

| | 18-34 (per cent) | 35-54 (per cent) | 55-64 (per cent) | 65+ (per cent) |
|-------------|---------------------|---------------------|---------------------|-------------------|
| Agree | 47.2 | 46.3 | 35.9 | 33.9 |
| Neutral | 24.0 | 24.6 | 17.9 | 29.7 |
| Disagree | 28.9 | 29.1 | 46.2 | 36.4 |
| Base | 388 | 395 | 145 | 118 |

There is some indication of generational differences in attitudes to cycling, with people in the youngest age group (18-34) more likely to disagree that cyclists have a negative image compared to those aged over 55 (

Table 24).

Table 24: Cyclists have a negative image by age group

| | 18-34 (per cent) | 35-54 (per cent) | 55-64 (per cent) | 65+ (per cent) |
|-------------|------------------|------------------|------------------|----------------|
| Agree | 43.5 | 46.3 | 47.2 | 41.5 |
| Neutral | 22.0 | 25.1 | 29.2 | 33.1 |
| Disagree | 34.5 | 28.6 | 23.6 | 25.4 |
| Base | 386 | 395 | 144 | 118 |

People over 55 were also less likely to say that doing journeys by cycle was the norm where they live compared to those aged 18-34 (Table 25).

Table 25: Doing journeys by cycle is the norm where I live by age

| | 18-34 (per cent) | 35-54 (per cent) | 55-64 (per cent) | 65+ (per cent) |
|-------------|------------------|------------------|------------------|----------------|
| Agree | 26.9 | 21.3 | 19.4 | 14.4 |
| Neutral | 25.4 | 29.1 | 18.8 | 22.9 |
| Disagree | 47.7 | 49.6 | 61.8 | 62.7 |
| Base | 386 | 395 | 144 | 118 |

Perhaps unsurprisingly, a cycling culture appears to be more visible in urban areas. People living in rural and sub-urban areas were considerably more likely to disagree that making journeys by cycle was the norm where they lived compared to those from urban areas (Table 26).

Table 26: Doing journeys by cycle is the norm where I live by location

| | Urban (per cent) | Suburban (per cent) | Rural (per cent) |
|-------------|------------------|---------------------|------------------|
| Agree | 32.1 | 21.3 | 15.6 |
| Neutral | 31.4 | 28.0 | 18.3 |
| Disagree | 36.4 | 50.7 | 66.2 |
| Base | 280 | 422 | 334 |

People from a white ethnic background were less likely to feel that children can cycle safely where they live compared to people from all other ethnic backgrounds (Table 27).

Table 27: Children can cycle safely by ethnicity

| | White (per cent) | Other (per cent) |
|-------------|------------------|------------------|
| Agree | 28.5 | 51.3 |
| Neutral | 20.1 | 31.6 |
| Disagree | 51.4 | 17.1 |
| Base | 957 | 76 |

Although generally people disagreed that it is less acceptable for women to cycle, respondents from all other ethnic groups were more likely to agree than white respondents (Table 28). Again, the relatively small sample of people from ethnic groups other than white should be noted here.

Table 28: It is less acceptable for women to cycle compared to men by ethnicity

| | White (per cent) | Other (per cent) |
|-------------|------------------|------------------|
| Agree | 18.9 | 30.3 |
| Neutral | 24.1 | 27.6 |
| Disagree | 56.9 | 42.1 |
| Base | 961 | 76 |

Reflecting the barriers to cycling noted earlier, those who never cycle were more likely than those who regularly cycle to agree that cycling is dangerous (Table 29).

Table 29: Cycling is dangerous by frequency of cycling

| | Regularly cycle (per cent) | Infrequently cycle or only cycle for exercise (per cent) | Never cycle (per cent) |
|-------------|----------------------------|--|------------------------|
| Agree | 38.8 | 45.1 | 53.5 |
| Neutral | 28.6 | 26.0 | 28.3 |
| Disagree | 32.7 | 28.9 | 18.2 |
| Base | 343 | 204 | 499 |

Those who never or infrequently cycle were more likely to disagree that doing journeys by cycle is the norm where they live compared to regular cyclists (Table 30).

Table 30: Cycling is the norm where I live by frequency of cycling

| | Regularly cycle (per cent) | Infrequently cycle or only cycle for exercise (per cent) | Never cycle (per cent) |
|-------------|----------------------------|--|------------------------|
| Agree | 40.5 | 12.9 | 13.7 |
| Neutral | 28.6 | 19.3 | 26.1 |
| Disagree | 30.9 | 67.8 | 60.2 |
| Base | 343 | 202 | 498 |

Appendix 1: Sample demographics

Table 31: What is your age group?

| | Frequency | Per cent |
|--------------|--------------|--------------|
| 18-34 | 389 | 37.2 |
| 35-54 | 395 | 37.7 |
| 55+ | 263 | 25.1 |
| Total | 1,047 | 100.0 |

Table 32: What is your nationality

| What is your nationality? | Frequency | Per cent |
|---------------------------|--------------|--------------|
| Irish | 844 | 81.1 |
| British | 38 | 3.7 |
| Eastern European | 65 | 6.2 |
| Western European | 30 | 2.9 |
| Rest of the World | 64 | 6.1 |
| Total | 1,041 | 100.0 |

Table 33: What is your ethnic group?

| | Frequency | Per cent |
|--|--------------|--------------|
| White | 966 | 92.7 |
| Black or Black Irish | 21 | 2.0 |
| Asian or Asian Irish | 42 | 4.0 |
| Other, including mixed group/background (please state) | 13 | 1.2 |
| Total | 1,042 | 100.0 |

Table 34: Which of these options best represents your current status?

| | Frequency | Per cent |
|--|--------------|--------------|
| Employed full-time | 450 | 43.2 |
| Employed part-time | 201 | 19.3 |
| Self-employed (full or part-time) | 40 | 3.8 |
| In education | 67 | 6.4 |
| Unemployed / seeking employment / unable to work due to sickness or disability | 89 | 8.5 |
| Caring for a family member | 58 | 5.6 |
| Retired | 120 | 11.5 |
| Homemaker | 16 | 1.5 |
| Total | 1,041 | 100.0 |

Table 35: Disabled people (those who say they have any physical or mental conditions or illnesses lasting or expected to last 12 months or more AND who say this affects their ability to carry out day-to-day activities)

| | Frequency | Percent |
|--------------|--------------|--------------|
| Disabled | 178 | 17.7 |
| Not disabled | 827 | 82.3 |
| Total | 1,005 | 100.0 |

Table 36: Which of the following best describes your home location?

| | Frequency | Percent |
|--|--------------|--------------|
| Urban (centre of city or large town) | 281 | 27.0 |
| Suburban (mainly residential area on the edge of a town or city) | 423 | 40.7 |
| Rural (small town, village or isolated housing in the countryside) | 336 | 32.3 |
| Total | 1,040 | 100.0 |