

Cycling

General details	Use of a bicycle as a means of travel
Area output	
Time period	
Source	Census for travel to work information Traffic counts by KMC Highways National Travel Survey Road accident casualties supplied by West Yorkshire Police
Provider	ONS KMC Highways
Comments	Data for cycling as a means of transport is available but data for cycling as a leisure activity, especially cycling away from major roads, is not.

1 Introduction

1.1 Cycling is being encouraged by central government, local government, health and environmental organisations as a means of exercise and an environmentally-friendly means of travel

1.2 Statistics of cycle use are available with other road users from traffic counts. However, sample points which are representative of motorised traffic may not accurately represent the volume of non-motorised traffic (i.e. cyclists may avoid routes that are heavily trafficked) and may underestimate cycling,

2 National and Regional Figures

2.1 Cycling has declined significantly over the last 50 years. In 1949 cycling represented 37% of all traffic, by the early 1990s this had fallen to below 1%. Total bicycle traffic was estimated at 4.5 billion vehicle kilometres (bvk) in 2004, a rise of 0.5 bvk on the 1993 figure but a decline, as a proportion of all traffic, from 0.97% to 0.92%.

2.2 In 1993/4, about 38% of households owned a bicycle, however, the frequency with which people use a bicycle is quite low (Figure 2). The proportion of people who very rarely or never use a bicycle has however declined in National Travel Surveys since 1989/91 (Figure 3)

Figure 1: Cycling estimates 1949 to 2003

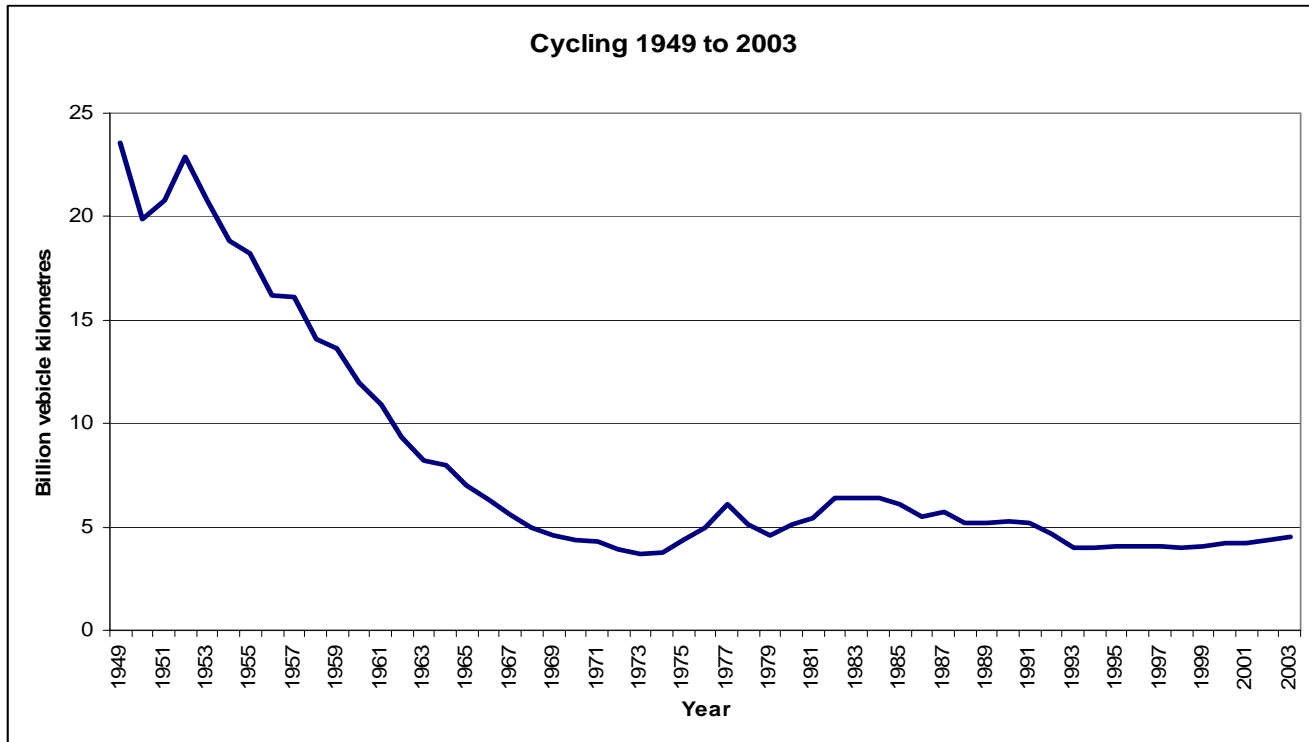
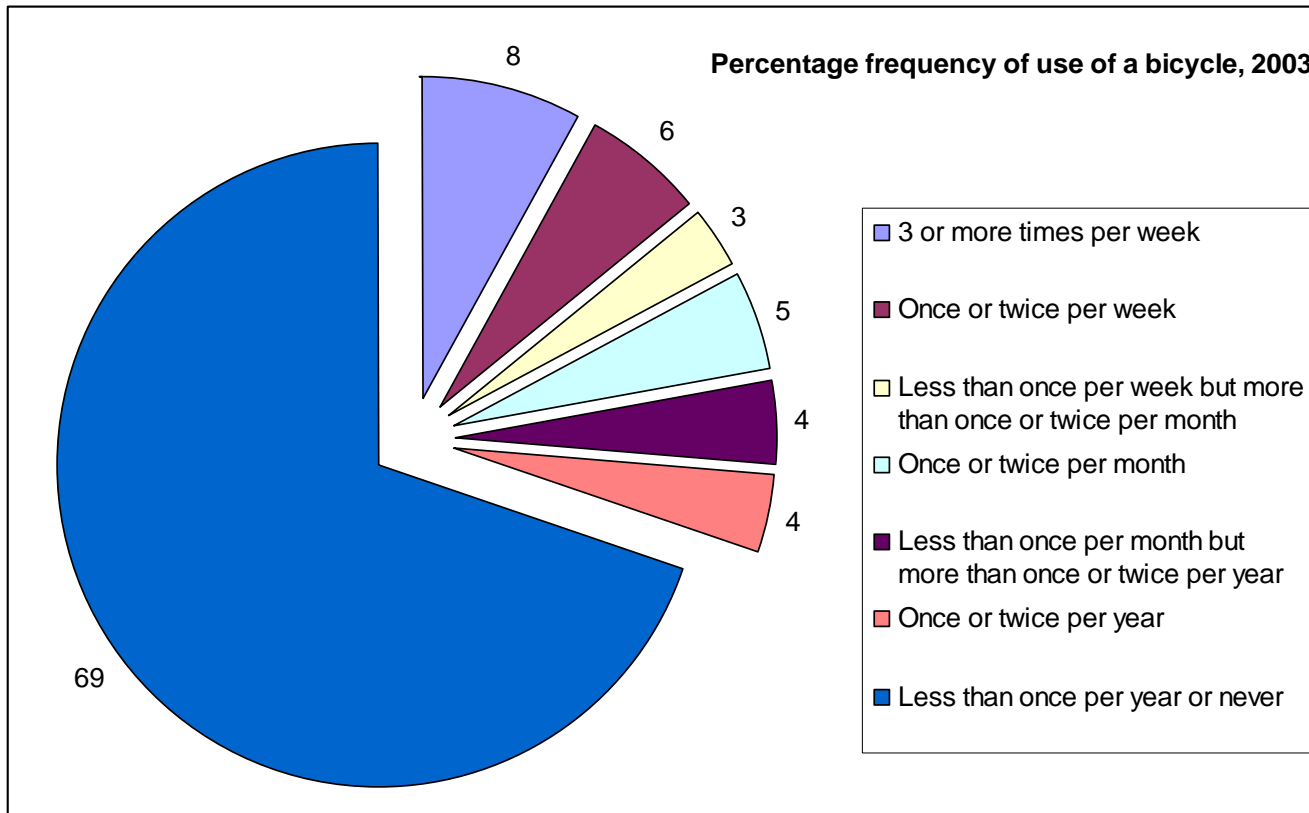
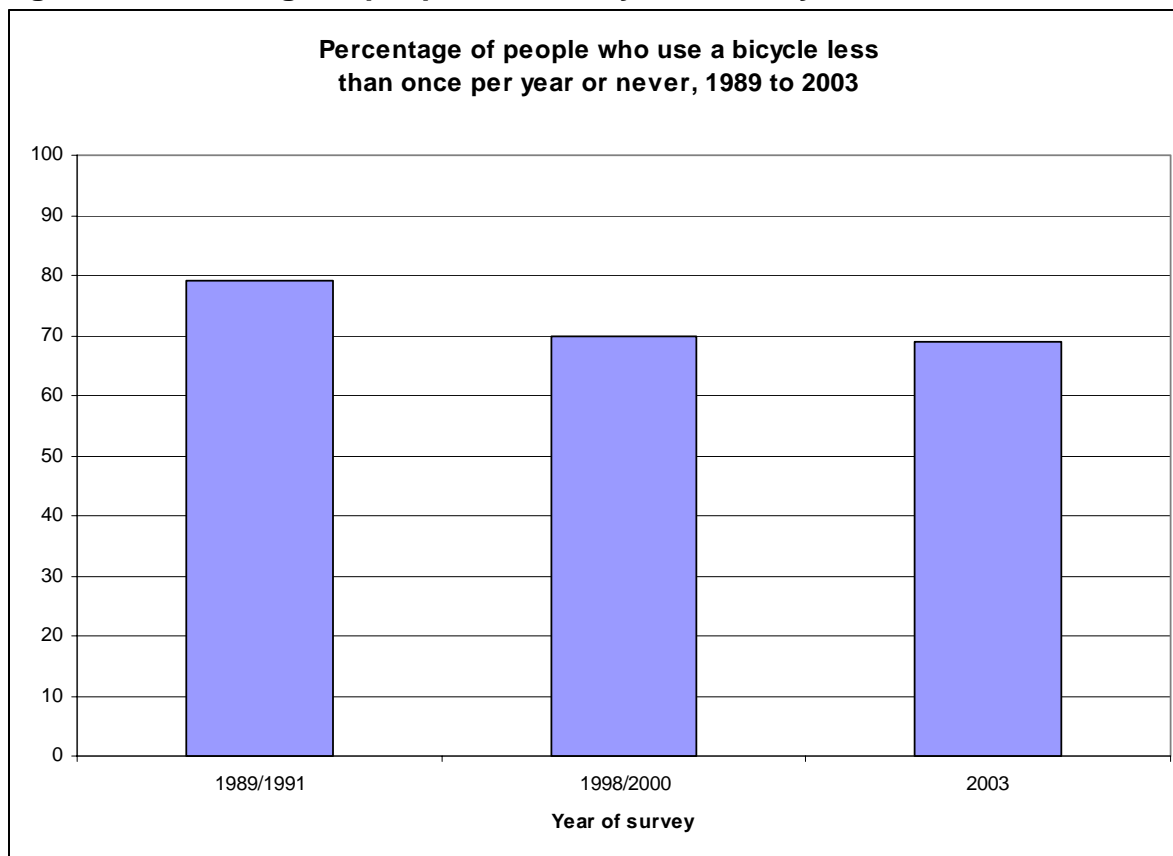


Figure 2: Percentage frequency of use of a bicycle 2003



Source: National Travel Survey 2004, Department of Transport

Figure 3: Percentage of people who rarely or never cycle



2.3 Reliable information on people who cycle to work is available from the Census

2.4 As a percentage of people aged 16 to 74 years who were in employment in 2001, about 2.8% of those people cycled to work in England and Wales. The equivalent proportions for West Yorkshire and Kirklees were 1.1% and 1.0%, although the Kirklees figure represents an increase from the 1991 proportion of 0.8%. (Ward figures are available in Table 4).

2.5 Whilst the number of people who cycle to work is low, in Kirklees, it has risen in each of the last three censuses. In West Yorkshire, only Wakefield has seen a decline albeit from a relatively high figure in 1971.

Table 1: Numbers of people who cycled to work from the Census 1971 to 2001

	1971	1981	1991	2001
Bradford	950	1390	1440	1481
Calderdale	380	490	700	709
Kirklees	1110	1390	1310	1765
Index from 1971 base	100	125.2	118.0	159.0
Leeds	3880	3970	3450	4189
Wakefield	3760	2670	1760	2001
West Yorkshire	10080	9910	8660	10145
Index from 1971 base	100	98.3	85.9	100.6

Source: ONS from the West Yorkshire Local Transport Plan: Annual Progress Report

3 Kirklees Figures

3.1 Locally, cycle use can be estimated from traffic counts.

3.2 As part of the monitoring for the Local Transport Plan, Highways officers in West Yorkshire have taken traffic count data from a consistent selection of census sites on all principal routes and a sample of minor roads for a 12 hour weekday over a three year cycle.

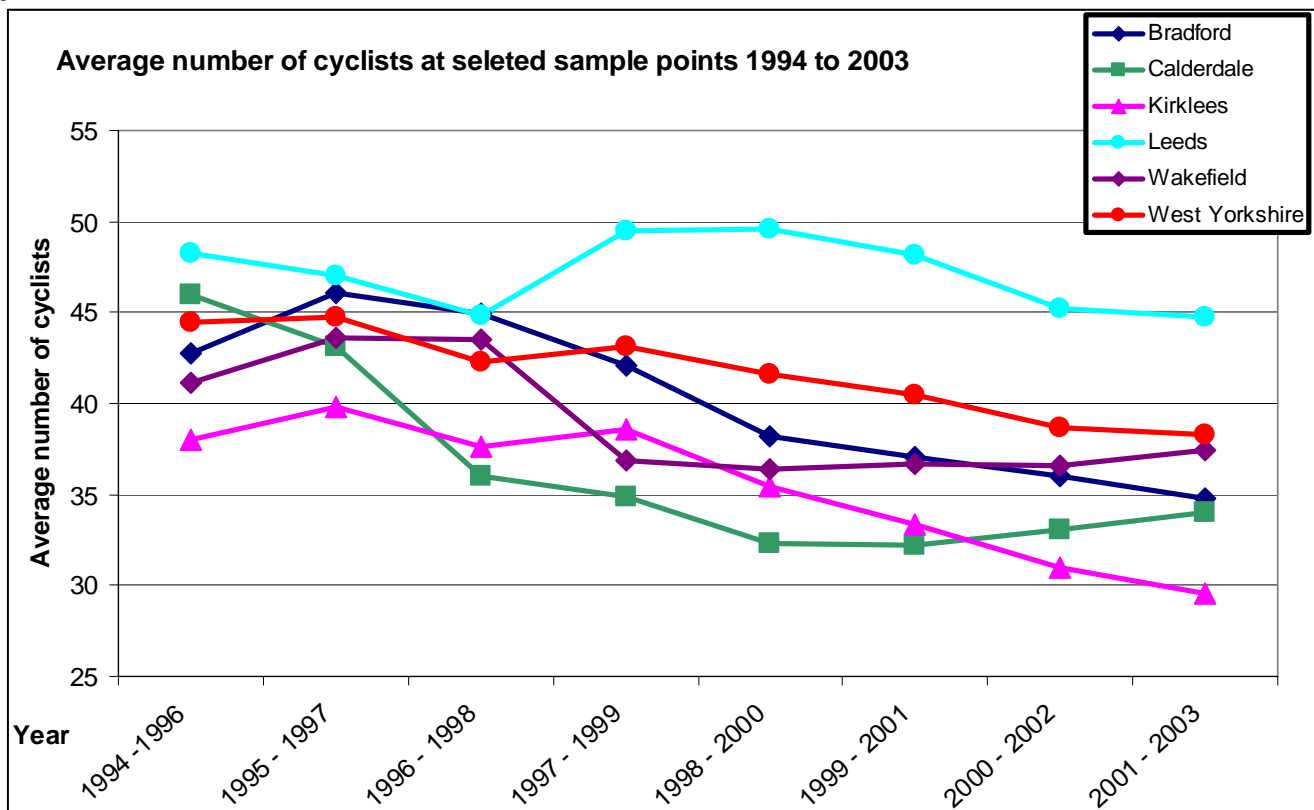
3.3 In all districts in West Yorkshire, data from these traffic counts indicate a decline in the number of cyclists (Table 2 and Figure 4) and show that the Kirklees figure is the lowest for all the districts in West Yorkshire

Table 2: Average number of cyclists per survey site at selected traffic census points 1994 to 2003

Average count	1994 - 1996	1995 - 1997	1996 - 1998	1997 - 1999	1998 - 2000	1999 - 2001	2000 - 2002	2001 - 2003
Bradford (29 sites)	42.8	46.1	44.9	42.1	38.2	37.1	36.0	34.8
Calderdale (22 sites)	46.0	43.1	36.0	34.9	32.3	32.2	33.1	34.0
Kirklees (32 sites)	38.0	39.8	37.6	38.6	35.4	33.4	31.0	29.6
Leeds (77 sites)	48.3	47.0	44.8	49.5	49.6	48.2	45.2	44.7
Wakefield (22 sites)	41.1	43.6	43.5	36.9	36.4	36.7	36.6	37.4
West Yorkshire (182 sites)	44.5	44.7	42.3	43.1	41.6	40.5	38.7	38.3

Source: West Yorkshire Local Transport Plan: Annual Progress Report

Figure 4: Average number of cyclists per survey site at selected traffic census points 1994 to 2003



3.4 These numbers are very small, for example the Kirklees average is less than 3 cyclists per hour for the 12 hour period.

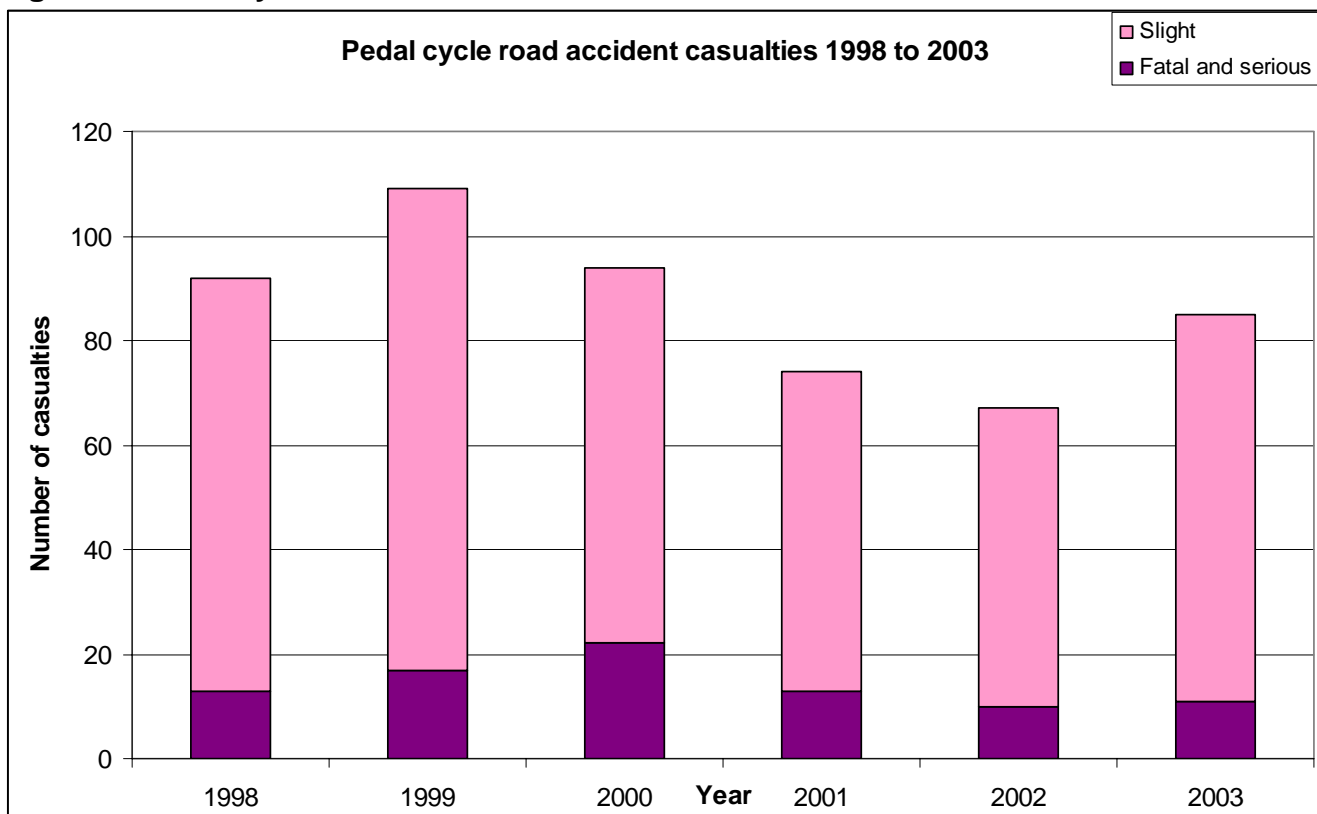
3.5 Whilst the evidence above gives conflicting views on whether cycling is increasing or declining, it shows that the use of the bicycle as a means of transport is very low compared with the car.

3.6 Unfortunately, we have little local information about the recreational use of bicycles for example cycling along cycleways and other off-road routes. However, some data from the Spen Valley Cycle route may be available in the first revision of this paper.

3.7 Information from the National Travel Survey suggests that even these trips are declining, with an average number of 27 cycle trips per person recorded in 1985/6 and only 15 or 16 trips recorded in the 3 surveys since 2002.

3.8 Data from the CLICK survey in 2001 confirmed that about 0.7% of respondents travelled to and from work by bicycle. However, use of a bicycle to go to a leisure activity was slightly higher at 0.9%.

Figure 5: Pedal cycle accident casualties 1998 to 2003



3.9 Road accident casualties of cyclists in Kirklees appear to have declined although the figures rise and fall year on year (Table 3 and Figure 5).

3.10 Between 1998 and 2002, over 40% of pedal cycle casualties were in the age group 5 to 15 years, this fell to 31% in 2003.

Table 3: Cyclist casualties Kirklees 1998 to 2003

Year	Fatal	Serious	Slight	Total
1998	0	13	79	92
1999	1	16	92	109
2000	0	22	72	94
2001	1	12	61	74
2002	1	9	57	67
2003	1	10	74	85

3.11 Cyclists represented 5.6% of all fatal or serious road casualties and 3.6% of slight road casualties in Kirklees in 2003 compared with West Yorkshire figures of 8.2% of fatal and serious casualties and 3.3% of slight casualties.

Table 4: People who cycled to work 2001 Census by 2003 Ward

Wards	Number	Percent
Almondbury	67	1.2
Batley East	63	0.9
Batley West	82	1.1
Birkby	57	0.9
Birstall And Birkenshaw	67	0.8
Cleckheaton	95	1.3
Colne Valley West	84	1.2
Crosland Moor	57	0.9
Dalton	65	0.9
Deighton	50	1.0
Denby Dale	62	0.7
Dewsbury East	78	1.2
Dewsbury West	113	1.6
Golcar	78	0.9
Heckmondwike	113	1.3
Holme Valley North	67	0.9
Holme Valley South	50	0.6
Kirkburton	55	0.7
Lindley	50	0.6
Mirfield	103	1.3
Newsome	77	1.4
Paddock	52	0.8
Spennings	97	1.3
Thornhill	83	1.2
North Kirklees	894	1.2
South Kirklees	871	0.9
Kirklees	1765	1.0

3.12 Table 4 shows that there is little difference by ward in the low proportion of people who cycled to work according to the last Census. Whilst the large rural wards had a low

percentage (Kirkburton and Denby Dale at 0.7%), higher percentages cycled from Cleckheaton, Mirfield, Heckmondike, Spen and Newsome.

4 Links and further information

West Yorkshire Local Transport Plan

<http://www.wyntp.com>

West Yorkshire Local Transport Plan Annual Progress Report 2003/2004

The National Travel Survey 2004: Department of Transport

http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/page/dft_transstats_039294.hcsp

Office for National Statistics

<http://www.statistics.gov.uk/default.asp>

5 Indicator archive

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