

BIKE *life*

2017

Newcastle





Forward motion

Our vision for cycling in Newcastle



We are delighted to present, in conjunction with Sustrans and The Freshfield Foundation, the 2017 edition of Bike Life.

Newcastle City Council recognises the importance that cycling

plays in delivering an effective transport system, fundamental to the future economic growth and liveability of our city.

As one of only eight Cycle Ambition Cities in England, Newcastle has been able to invest in the development of a cycling network to realise our ambition. A number of schemes are taking shape across the city, as part of our capital programme of works. They include connecting and making provision for people on bikes in the city centre, as well as in a number of retail and residential areas around the city.

The further we get in delivering improvements, the more we realise there is yet to be done. Some of our plans about how we are going to develop cycling further are also set out in this report. In this context, it is worth highlighting

that the City Council has recognised the increasing concerns over poor air quality that are being raised by residents in the city. We have responded rapidly by creating a new Cabinet Portfolio of Transport and Air Quality and a new form of governance linking decisions in transport to public health via the Healthy Streets Board.

The 2015 edition of Bike Life helped to demonstrate the value of cycling to the city and to strengthen the case for investment in developing a safe and attractive network that enables more people to get out on bikes.

We look forward to using the 2017 edition to recognise the achievements we have made, but also to help make the case for additional and further investment in cycling in Newcastle. This will help achieve better health, environmental and air quality improvements, and enable more people to make everyday journeys in a cheap, fun and environmentally friendly way.

Councillor Arlene Ainsley
Cabinet Member for Transport and Air Quality
Newcastle City Council

Introducing Bike Life

Sustrans, the charity making it easier for people 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 Newcastle 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 Newcastle conducted by ICM*.

More details on all seven Bike Life city reports can be found at www.sustrans.org.uk/bikelife.

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

There are substantial benefits to Newcastle from people cycling

- Almost 9 million trips** made by bike in Newcastle in the past year
- Saving the NHS £585,000 annually**, equivalent to the average salary of **25 nurses**
- Bicycles take up to **6,957 cars** off Newcastle's roads each day, equal to a **21-mile tailback**
- £24 million total annual benefit to Newcastle** from people riding bikes for transport and leisure

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

- 7%** of Newcastle residents **usually cycle to and from work**
- 31%** of people live within **125m of a cycle route**
- 52%** would like to **start riding a bike, or could ride their bike more**
- 40%** think **cycling safety is good**

...and public support to make that happen

Residents in Newcastle 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.

- 65%** say Newcastle would be a **better place to live and work** if more people cycled
- 69%** of people would like to see **more money spent** on cycling
- 56%** of people would find **protected roadside cycle lanes very useful** to help them cycle more
- 74%** 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 Newcastle



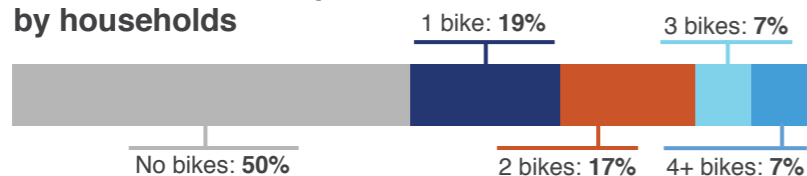
Bike ownership in Newcastle

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

50% in 2015 In Newcastle, half of households (50%) have access to at least one bike. Almost three quarters (73%) of households with children have at least one child's bike.

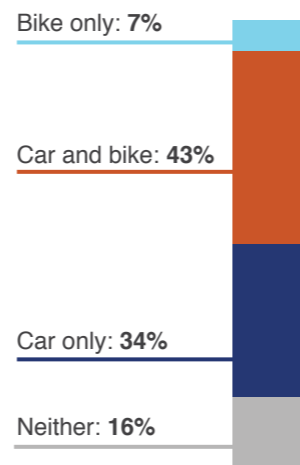
Most households that own a car also own a bike. People use different modes for different journeys.

Adult bike ownership by households



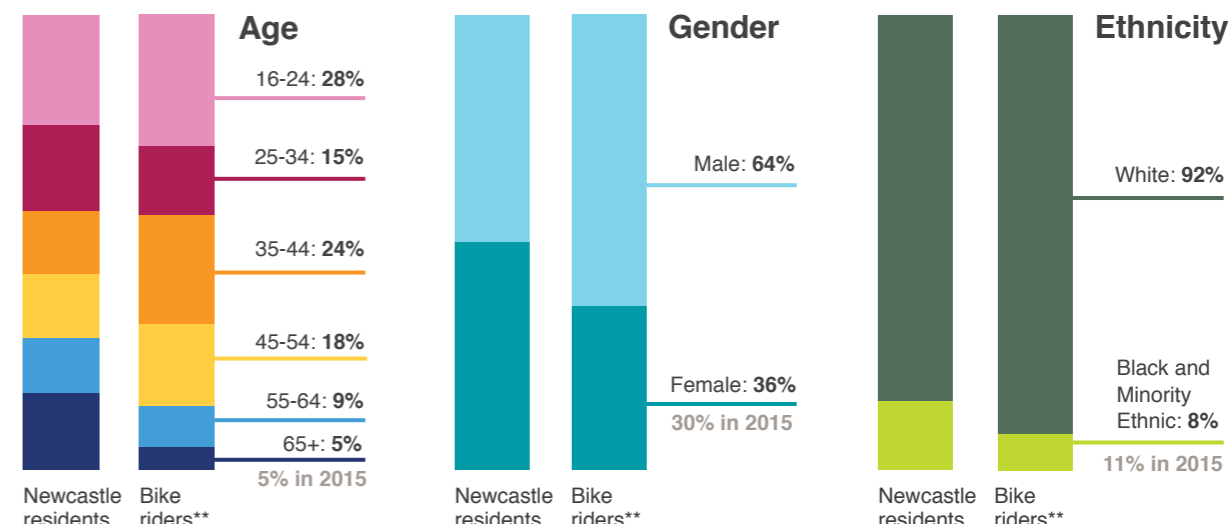
Car and bicycle ownership refers to the percentages of all people living in households that own cars/bikes. Note that census data is normally reported as the percentage of households with given numbers of cars.

Car and adult bike ownership by households



Who is cycling?

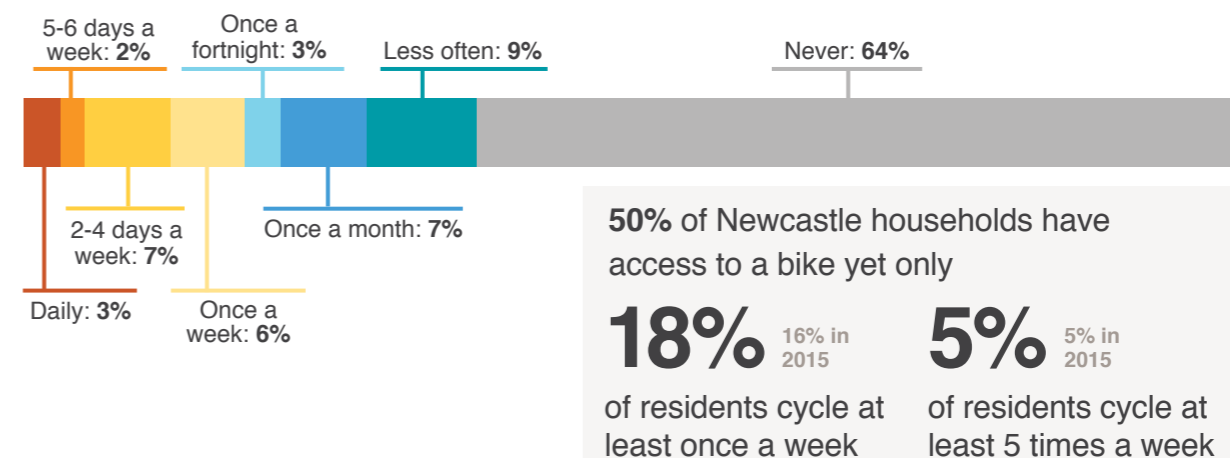
In Newcastle, black and minority ethnic communities, women and over 65s are under-represented when it comes to riding a bike.



For age and gender, the division of Newcastle 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?

103 miles of cycle routes including

78 miles of routes physically separated from vehicles*

27% in 2015

32% of people are familiar with the traffic-free routes in Newcastle

KEY

31% of people live within 125 metres of a cycle route

70% of all streets in Newcastle have a 20mph speed limit



4,095 public bike parking spaces, equivalent to 13 bike riders per space

231 railway station parking spaces for bikes, equivalent to one parking space for every 284 passengers per day



Where are people cycling?

Number of trips in the past year



46% of Newcastle residents' cycle trips are for work or education

7% of Newcastle residents usually cycle to and from work



* 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 Newcastle since 2015

Good progress is being made in Newcastle towards more everyday cycling since the first edition of Bike Life in 2015. This has been made through improvements in infrastructure funded through our Cycle City Ambition Grant.

This funding has contributed to five themes:

- Cycle routes – creating safer cycle routes across the city
- DIY Streets – shaped by residents into more sociable places
- Shopping streets – improving the environment for people on foot and bikes
- An active travel centre – offering help and information in the city centre
- Community outreach – training and other support to ride bikes

Many of these improvements are part of Re-Newcastle, the council's £60m of investment into Newcastle's highways and infrastructure, to create a modern transport system that a vibrant 21st century city deserves.

Finally, Newcastle's Cycling in the City programme encourages the take up of cycling where it will bring the greatest health benefits in the city. This includes Bikeability Cycle Training for schools and for anyone that lives, works or studies in the city, through the wider Active Newcastle programme.

Acorn Road, Jesmond

Funding was allocated to transform Acorn Road in Jesmond into a cycle-friendly shopping area, involving changes to the road layout to reduce traffic and improve the environment for people walking or cycling. With reduced vehicle numbers, less vehicle pollution and public space enhancements, these changes were intended to create an improved area for shoppers, visitors, residents and cyclists.

Acorn Road is an important local and district centre and any changes were fiercely debated by all sides. The scheme included:

- Turning the street into one-way for traffic with a contra-flow system for bikes
- Widening pavements to allow for pavement cafés and making it easier for people to get around
- Raising the road surface to footpath level making it easier for pushchairs and wheelchair users to get around
- New public seating and landscaping improvements with a tree-lined avenue



John Dobson Street

John Dobson Street was a dual carriageway in the eastern part of Newcastle city centre. It has been transformed into a new boulevard-style street with more space for people on foot and a protected cycleway. It forms a key part of the Great North Cycleway running through Newcastle, from the Tyne Bridge in the south to Gosforth in the north. The scheme also gives priority for buses running into the city centre.

The John Dobson Street route provides a major improvement for people riding bikes through the city centre, as well as making a more comfortable street environment for pedestrians. The route links into The University of Northumbria campus nearby, and serves popular local destinations.

On average over 700 people on bikes now use John Dobson Street every day, up from around 100 before the improvements.



The impact

The health, economic, and environmental benefits to Newcastle



Many people are cycling in Newcastle

8.7 million in 2015

8.8 million trips

made by bike in Newcastle in the past year which altogether adds up to

35 million miles



Benefiting individuals and the local economy

82p per mile

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

£9 million

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

£24 million

annual benefit to Newcastle 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 Newcastle

In Newcastle, the physical activity benefits of cycling

prevent 10 early deaths annually*

valued at

£34 million*

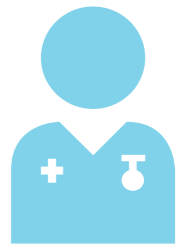
based on what people say they would pay to improve their chances of survival, and calculated using the method set by the World Health Organisation.

Cycling also averts **87** serious long term health conditions annually, saving the NHS in Newcastle

£585,000 per year

equivalent to the average salary of

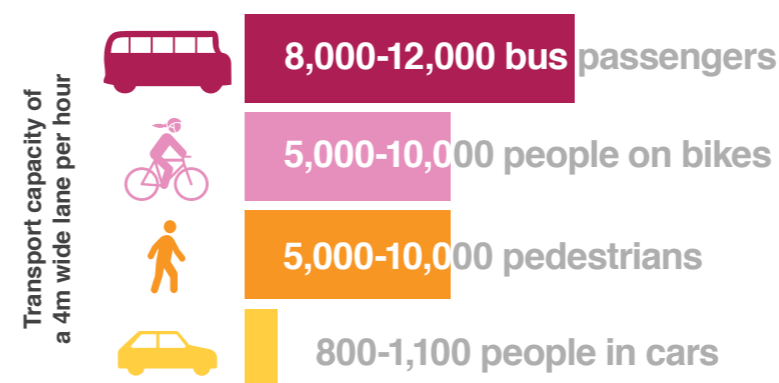
25 nurses



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



Keeping your city moving



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

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

6,957

return cycle trips are made daily in Newcastle by people that could have used a car

If these cars were all in a traffic jam it would tail back **21 miles**



If these cars were to be parked they would take up the space of **11 St James' Park pitches**



More people riding bikes has environmental benefits

3,382 tonnes of greenhouse gas emissions saved annually

More people riding bikes improves air quality: **6,836 kg of NOx** and **751 kg of particulates** saved annually.

equivalent to the carbon footprint of **705 people**.

In Newcastle **124 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 £24m is made up of £9m plus the value of purposeful trips cycled by people without access to a car, plus the value of leisure cycle trips made by everyone.

* 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 our city

What cycling means to people



Steve Robson, Owner of Acorn Hardware, Acorn Road

A couple of years ago we got the proposals to change Acorn Road from a two-way to a one-way street, with two-way cycling. Traders and local people were all worried that we'd lose business, especially as we were going to lose 20 car parking spaces, but we had quite a few discussions with Jesmond councillors and we decided to give it a go.

It's actually better now than before. When it was two-way people were always coming down, trying to park and they'd narrowly miss a bike. There are definitely more cyclists now. Local people and students will come on bikes and buy things from a bag of compost to sometimes even a five foot curtain pole!

I feel like it's a more relaxed atmosphere and there's not the same traffic. Acorn Road is the main centre of Jesmond with a wide variety of shops that draw people here. On Sundays there are more walkers and people on bikes. It's a nice atmosphere which is good for business.

People on bikes are just as likely to buy as people in cars. They maybe won't buy as much but they might come back later.

I'll only cycle in cycle lanes or in a park. You've got to supply the right environment for people to cycle. I think Newcastle is getting better with cycle lanes and people have to move with the times and share the road with other people.



Karl McCracken, General Manager, Recycle y' Bike

Our charity is all about making it easier for more people to get low-cost bikes. We employ 12 staff and a team of around 40 volunteers. About a third of our volunteers are long-term unemployed, or may have learning difficulties, mental health issues, or drug or alcohol issues in their past.

We receive around 2,500 bicycles per year as donations. We strip down any which we need to scrap.

Volunteers repair the bikes, which are then checked over by a professional mechanic before we sell or donate them back to the community.

We sell around 1,300 bikes in our three shops in the North East. We also donate around 500 bikes a year to projects in Kenya and The Gambia, as well as to asylum seekers, schools, and local charities.



Alina Goldberg - Biologist and researcher at the University of Newcastle

I cycle every day from Kenton into work in Newcastle city centre. It's a 15 minute cycle – I don't go very fast and everyone passes me.

I like biking. It's great early in the morning when the sun is coming up, and I enjoy the sensation of being on the bike and breathing in the fresh air. If I get my half hour of exercise I feel happier and in shape. Cycling is cheap, it's super healthy and nice exercise, and it's great for my kids to see that this is a good way to move about.

I'm quite nervous cycling in traffic and go on the side streets where it's quieter. The segregated route on John Dobson Street is great and it would be good to have more like that.

I'd like to see more people confident in being able to cycle from one side of the city to another. There's certainly a lot of potential to develop cycling further.



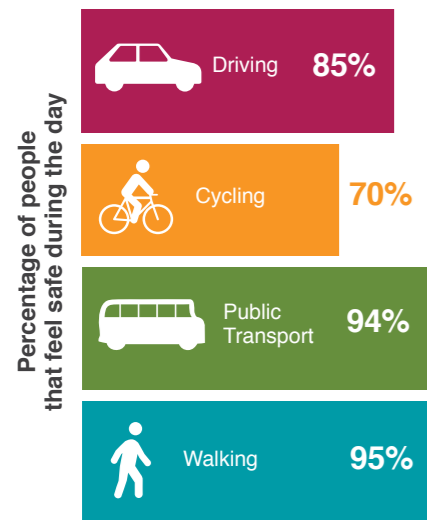
Barriers and potential

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



A cycling injury occurs once every 301,000 miles pedalled around Newcastle.

Whilst 56% of people think Newcastle is a good place to ride a bike overall, when you dig deeper there are concerns about safety.

53% in 2015

only 40% of people think cycling safety in Newcastle is good.



38% in 2015

only 29% think safety of children's cycling is good

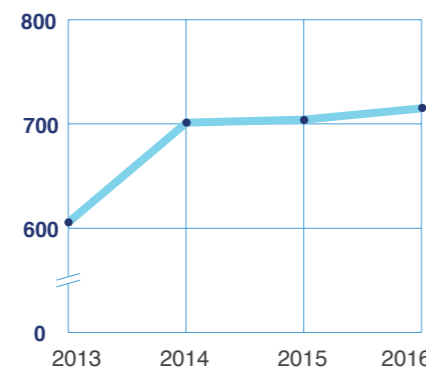


25% in 2015

of people think cycling safety in Newcastle is good.

think safety of children's cycling is good

Reported bike thefts



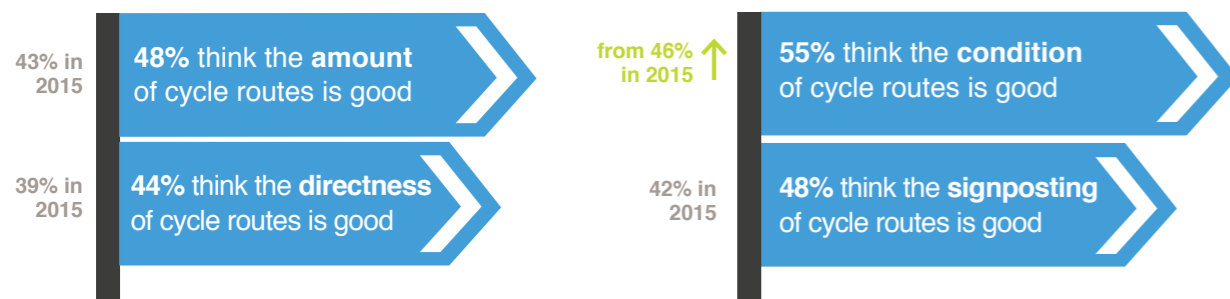
There were 716 reported bike thefts in Newcastle in 2016.

This equates to a 1.3% chance of a bike rider in Newcastle having their bicycle stolen in the past year.

28% of people think the security of bicycle parking is good. 28% in 2015



How do residents rate Newcastle's cycle routes?



Gavin Marshall, Co-owner, Ernest Café

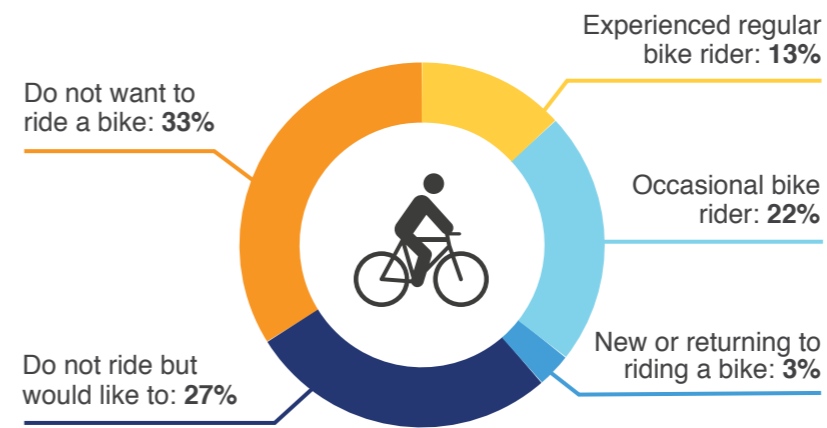
I co-run Ernest Café. A lot of people arrive here by bike, as we're close to the river. Recently we extended the back of the café to create a pavement terrace. We worked with DIY Streets and the Council to put in bike racks on the street.

Newcastle is pretty good for cycling, way more people cycle than before. People cycle wherever it's safe and easy. I'll avoid cycling alongside cars wherever possible.

The cycle infrastructure has just started really. It's nowhere near as good as it should be. In the future I'd like it if there were roads just for bikes and you could take your bike on the Metro.



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

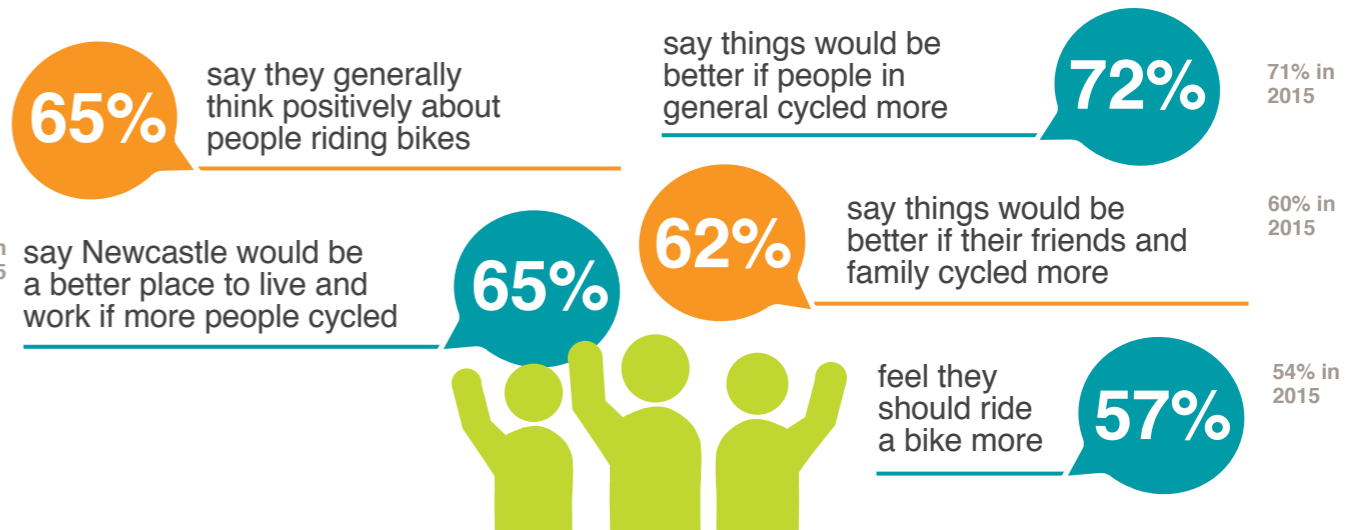


27% don't currently ride a bike, but would like to

52% would like to start riding a bike, or could ride their bike more



Perceptions of cycling are positive



What the public want

Investment, safety and dedicated space



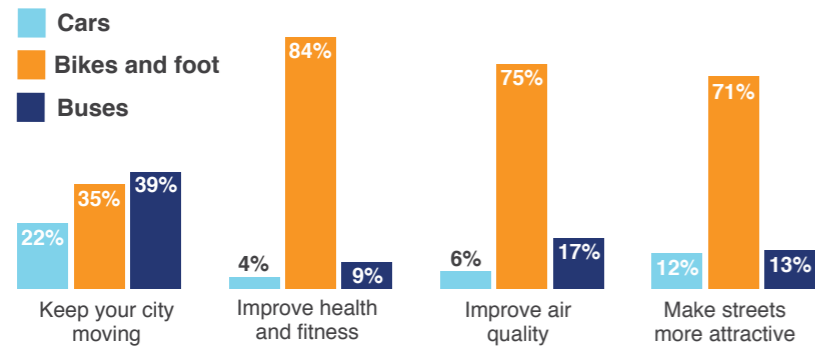
Bike to the future

Our ambition and plans to make it happen



Prioritising investment in cycling and walking

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



69%

of residents would like to see more investment in cycling in Newcastle

↓ from 77% in 2015

This includes 57% of those aged over 65, those least likely to ride a bike

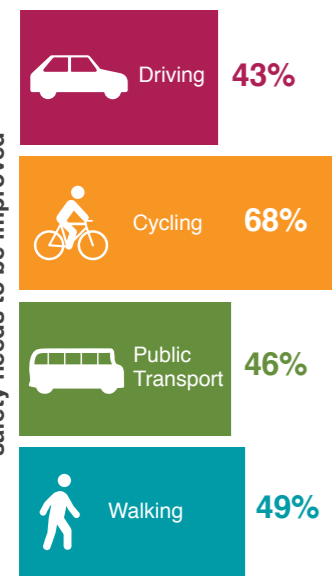
↓ from 74% in 2015



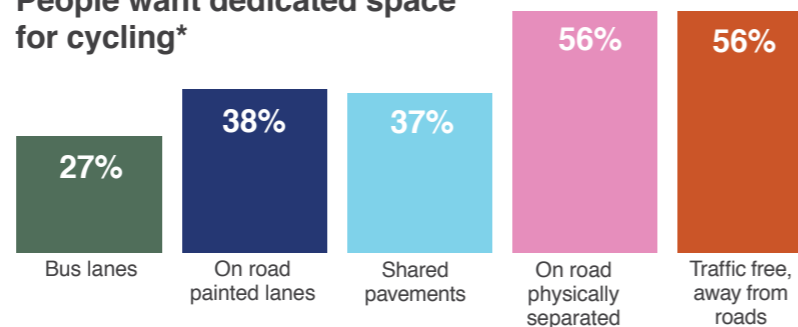
Improved safety and space for cycling

Residents think cycling safety needs to be improved

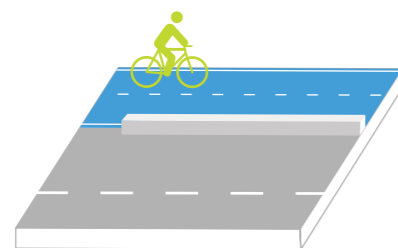
Percentage of people that think safety needs to be improved



People want dedicated space for cycling*



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



74%

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

Newcastle is an ambitious city with big plans for the future. The Re-Newcastle programme of investment is delivering the biggest transformation of the city's infrastructure in a generation.

Under Re-Newcastle, our aim is to make Newcastle one of the safest and easiest cities to get around for people on bikes. The process has started with schemes such as John Dobson Street and Acorn Road, but there is more to be done.

Streets for People

£3 million has been provided through the Cycle City Ambition Grant for the Streets for People project. Three active travel neighbourhood plans have been developed in conjunction with local residents – in Arthur's Hill and Fenham, Heaton and Ouseburn, and Jesmond – that identify improvements that will make walking and cycling a more natural and convenient choice for a range of journeys.

Routes to Work

We aim to improve the quality of strategic routes to Newcastle city centre to allow more people to cycle to work. This will provide direct links from the surrounding areas, particularly areas with high levels of commuters. This has involved cross boundary working with both North Tyneside and Gateshead Council.

City Centre

Investment in the city centre will promote cycling in Newcastle and the wider area. Links to major development sites, the universities and leisure facilities within the city will all be strengthened. Improvements are planned at transport interchanges including proposals to upgrade cycle parking in the city centre and the development of a cycle hub, with secure parking, showers and changing facilities.

British Cycling

Newcastle City Council are happy to announce a new partnership with British Cycling which will run until 2025. This partnership will help to expand the cycling program across Newcastle. It will include an annual city centre mass participation City Ride, a series of smaller pop up events and a range of additional cycle training and cycle maintenance opportunities which will lead to increased social riding opportunities.

Bike Hire

Mobike, the world's first and largest smart and sustainable bike-share provider launched in the city in October 2017, providing 1,000 bikes for hire across the city centre and beyond. Initially on a trial basis, the scheme will be kept under review to enable it to be refined and expanded as necessary to meet demand.

* 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.

Note that some values published in 2015 have been recalculated using improved methodology in 2017.

Further details are available at 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

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

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