Department for Transport

Walking and Cycling Statistics, England: 2016

About this release

This Statistical Release presents information on walking and cycling in England from two main sources, the National Travel Survey (NTS) 2016 and the Active Lives Survey (ALS) mid-November 2015 to mid-November 2016. Statistics from the ALS will refer to those aged 16 and over as adults. A full list of sources is available in the Background Information.

User feedback

This Statistical Release has changed considerably since the previous release. Please provide any feedback here or by using the contact details below.

In this publication

People are walking less often but cycling further compared to ten years ago

Two fifths of adults walk for travel at least once a week and one in eight adults cycle for any purpose at least once a week

In 2016, on average:

243 trips
198 miles
walked per person per year

15 trips
53 miles
cycled per person per year

What we can conclude

- Walking trip rates decreased by 19% between 2005 and 2015, from around 4.7 trips per week to 3.8 trips per week.
- Distance walked decreased by 8% between 2005 and 2015, from around 3.8 miles per week to 3.5 miles per week.
- People cycled 26% further in 2016 compared to 2006, up to 53 miles per year from 42 miles per year.
- Walking is the second most common mode choice in 2016, with 25% of trips being walked, whereas only 2% of trips were cycled.

What we cannot conclude

- Whilst cycling trip rates have decreased by 16% between 2006 and 2016, this is more likely to be due to sampling variation rather than a real decrease in cycling trips.

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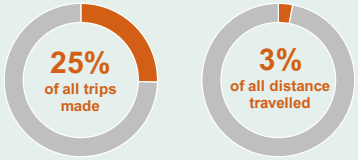
Walking factsheet: 2016

Summary [NTS]



243 walking trips
332 walking stages
198 miles walked
16 minutes per trip

Gender [NTS]

262 trips
206 miles

223 trips
190 miles

Women make more walking trips than men.

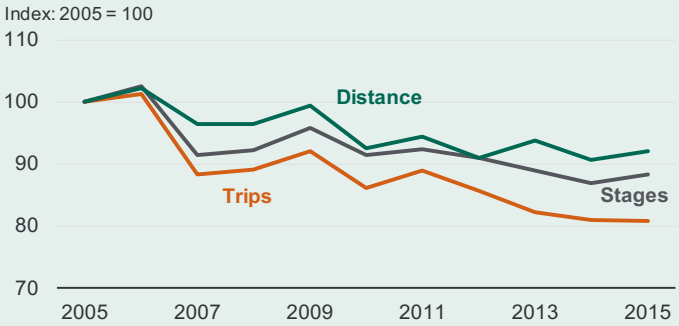
Trends [NTS]

In 2015:

Trips 19% since 2005

Stages 12% since 2005

Distance 8% since 2005

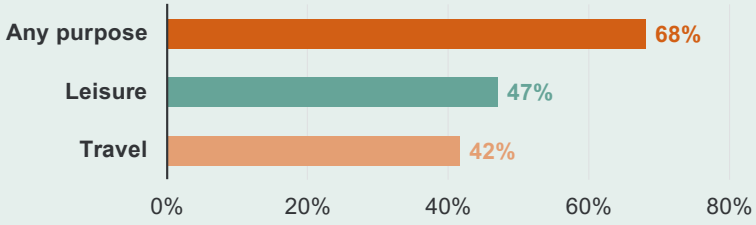


Trip: A one-way course of travel with a single main purpose. A "walking trip" is one where the greatest part was walked.

Stage: Trips consist of one or more stages. A new stage is defined when there is a change in the mode of transport.

Purpose [ALS]

Proportion of adults wa king at least once a week, mid-Nov 2015 to mid-Nov 2016



Two thirds of adults walked at least once a week. More adults walked for leisure than for travel at least once a week.

Leisure: For the pleasure or value of the activity

Travel: Getting from A to B **Any**: Leisure or Travel

Time spent walking [ALS]

Proportion of adults wa king, by purpose, mid-Nov 2015 to mid-Nov 2016

t = usual time spent wa king each day walked

When adults walked for over 2 hours, they were more likely to be walking for leisure rather than travel.

Car access [NTS]

333 trips
280 miles

224 trips
181 miles

People without access to a car make around 50% more walking trips and walk around 50% further than those that have access to a car.

Deprivation [ALS]

Proportion of adults walking at least once a week, mid-Nov 2015 to mid-Nov 2016

MOST DEPRIVED QUARTILE 64%

LEAST DEPRIVED QUARTILE 71%

Adults in areas of higher deprivation are less likely to walk overall.

Interactive map [ALS]

DfT have developed an interactive map for users to explore the local estimates in this release in more detail. The map allows you to select from walking, cycling or both, as well as choosing the frequency and purpose of each activity.

This can be found here:
http://maps.dft.gov.uk/walking-and-cycling-statistics/

Sources: NTS: National Travel Survey 2016 (any walking on the public highway)
ALS: Active Lives Survey 2015-2016 (aged 16+ only, walk: at least 10 minutes)

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Cycling factsheet: 2016

Summary [NTS]

15 cycling trips
16 cycling stages
53 miles cycled
24 minutes per trip

Gender [NTS]

7 trips
20 miles

22 trips
87 miles

Men cycle three times as many trips and four times further than women.

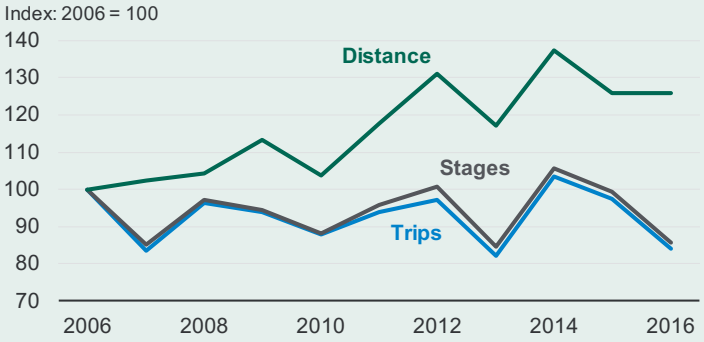
Trends [NTS]

In 2016:

Trips ↓ 16% since 2006

Stages ↓ 14% since 2006

Distance ↑ 26% since 2006

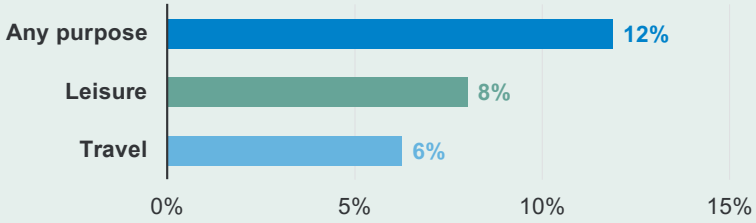


Trip: A one-way course of travel with a single main purpose. A "cycling trip" is one where the greatest part was cycled.

Stage: Trips consist of one or more stages. A new stage is defined when there is a change in the mode of transport.

Purpose [ALS]

Proportion of adults cycling at least once a week, mid-Nov 2015 to mid-Nov 2016



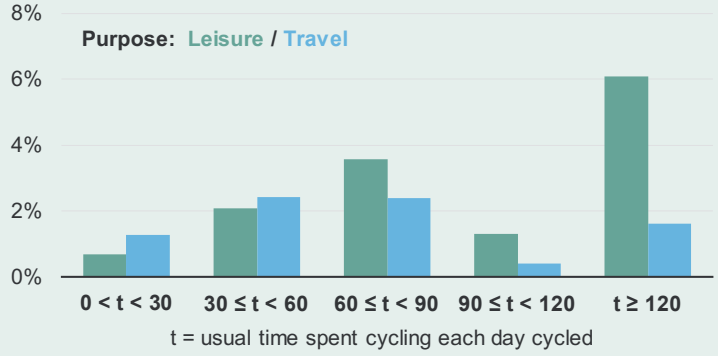
One eighth of adults cycled at least once a week. More adults cycled for leisure than for travel at least once a week.

Leisure: For the pleasure or value of the activity

Travel: Getting from A to B **Any**: Leisure or Travel

Time spent cycling [ALS]

Proportion of adults cycling, by purpose, mid-Nov 2015 to mid-Nov 2016



t = usual time spent cycling each day cycled

When adults cycled for over 2 hours, they were far more likely to be cycling for leisure rather than travel.

Car access [NTS]

24 trips
72 miles

13 trips
49 miles

People without access to a car cycle twice as often as those that have access to a car.

Travel purpose [NTS]

38% of cycling trips are for **commuting**

32% of cycling trips are for **other leisure purposes**

Other leisure purposes: Visit friends at home and elsewhere, entertainment, sport, holiday and day trip

Interactive map [ALS]

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This can be found here:
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Sources: NTS: National Travel Survey 2016 (any cycling on the public highway)
ALS: Active Lives Survey 2015-2016 (aged 16+ only, any cycling)

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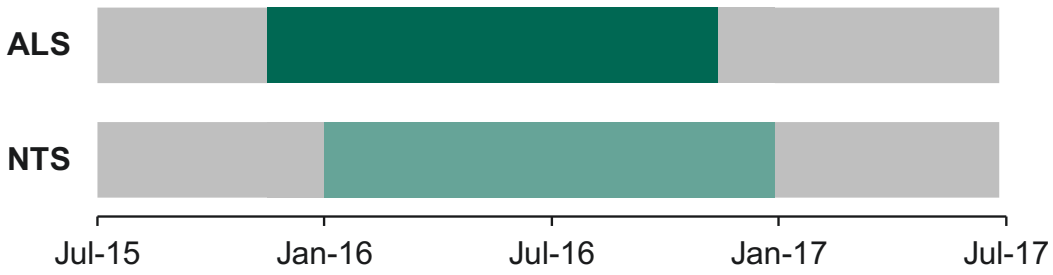
The results from the National Travel Survey and the Active Lives Survey are not directly comparable

The National Travel Survey (NTS) and the Active Lives Survey (ALS) collect different measures of walking and cycling. The NTS results are based on recorded trips in a 7-day diary, whereas ALS results are based on the respondent remembering how many days they have walked or cycled in the last 28 days. This means someone could undertake more than one walking trip in a day and this would be recorded differently in the NTS and ALS.

These methodological differences, among other factors, mean that figures from the NTS and ALS are not directly comparable.

Coverage

The National Travel Survey provides results for each calendar year up to 2016, whereas the Active Lives Survey provides results between mid-November 2015 and mid-November 2016.



Methodologies

National Travel Survey data are collected in two ways: from an interview with household members, and from trip diaries which respondents keep for a 7-day period. All trips, stages and distance statistics are based on the trip diary. In 2016, around 7,000 households and 18,000 individuals took part. More details can be found here: https://www.gov.uk/government/statistics/national-travel-survey-2016

Active Lives Survey is a push-to-web survey. During Year 1 (November 2015-2016), around 199,000 adults (aged 16+) took part. The results from this survey are Official Statistics but not National Statistics. More details can be found here: https://www.sportengland.org/research/active-lives-survey/method-behind-active-lives/

This publication used to be based on the Active People Survey, which has been superseded by the Active Lives Survey. The two surveys have quite different designs, so even where they report data on equivalent measures, the results will be different and time series trends will be broken. We will not attempt to make comparisons between these two surveys.

Which dataset should I use?

The NTS provides detailed personal travel figures on walking and cycling, and is comparable to other transport modes. It also covers children and has a long time series.

The ALS has a much larger sample size so is useful for:

- Local authority estimates
- Ethnicity and disability breakdowns

However, it will take time to build a time series for this survey.

Tags

The data source being used in each section of this release will be tagged with a label, for example:

NTS ALS

National Statistics

The results from the Active Lives Survey are not National Statistics.

Why is the NTS being used for trends in this release?

Since the Active People Survey and Active Lives Survey are not comparable, they cannot provide any information about how walking and cycling have changed over time. The National Travel Survey is a long term survey that is able to show these trends.

People are walking less often compared to ten years ago, but still walked for a quarter of all the trips they made in 2016

NTS

The numbers of walking trips and stages and the distance walked have fallen steadily from 2005 to 2015. However, the average time and distance walked per trip has increased over this time period, showing that people are willing to walk further, but not as often.

In 2016, the average person:

- made 243 walking trips;
- made 332 walking stages;
- walked 198 miles;
- walked for an average of 16 minutes and 0.7 miles per trip;
- spent 66 hours travelling by foot, which is about 75 minutes a week;
- made 25% of all their trips by walking, but they only covered 3% of their distance travelled.

243 walking trips

332 walking stages

198 miles walked

16 minutes per trip

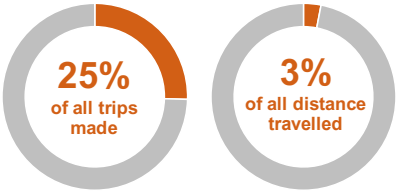
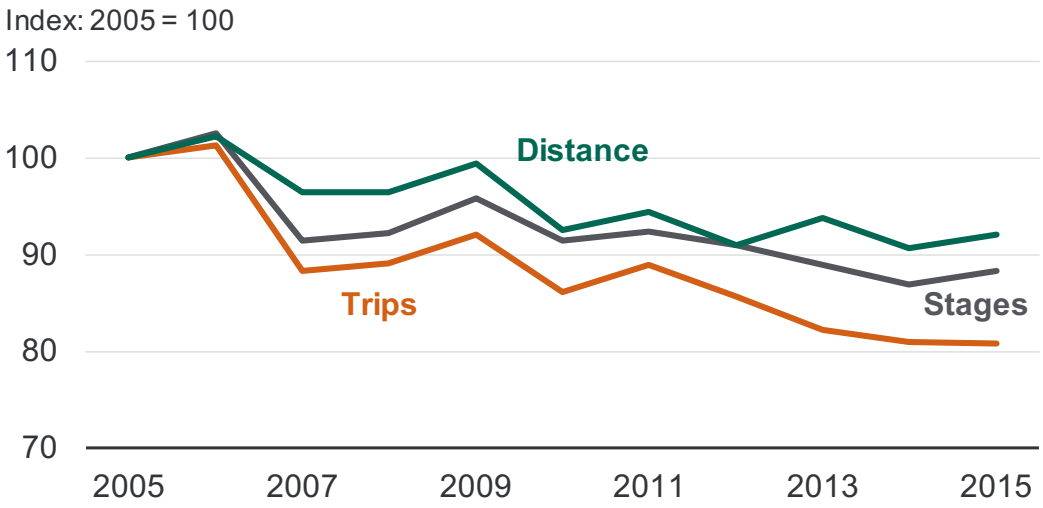


Chart 1: Index of average number of trips, stages and miles walked per person per year, England, 2005 to 2015 [NTS0303, NTS0304, NTS0305]



Due to a methodological improvement to the National Travel Survey, there is currently a break in the time series between 2015 and 2016 for short walks being recorded. In this publication, we will not attempt to compare 2016 data with previous years. A reweighting exercise will be carried out later this year to address this. For more information, please see the latest release here: https://www.gov.uk/government/statistics/national-travel-survey-2016

What is a trip?

The basic unit of travel in the NTS is a trip, which is defined as a one-way course of travel with a single main purpose. A "walking trip" is one where the greatest part was walked.

What is a stage?

Trips consist of one or more stages. A new stage is defined when there is a change in the mode of transport.

What counts as a walk in the NTS?

All walks over 50 yards on the public highway are included as walks in the NTS. This would not include, for example, somebody walking to their car on their driveway.

CWIS objective

In 2016, the average person made 332 walking stages.

This is the main metric for one of the objectives in the Department's Cycling & Walking Investment Strategy.

For more information, please see the Background Information.

Data sources

- NTS03

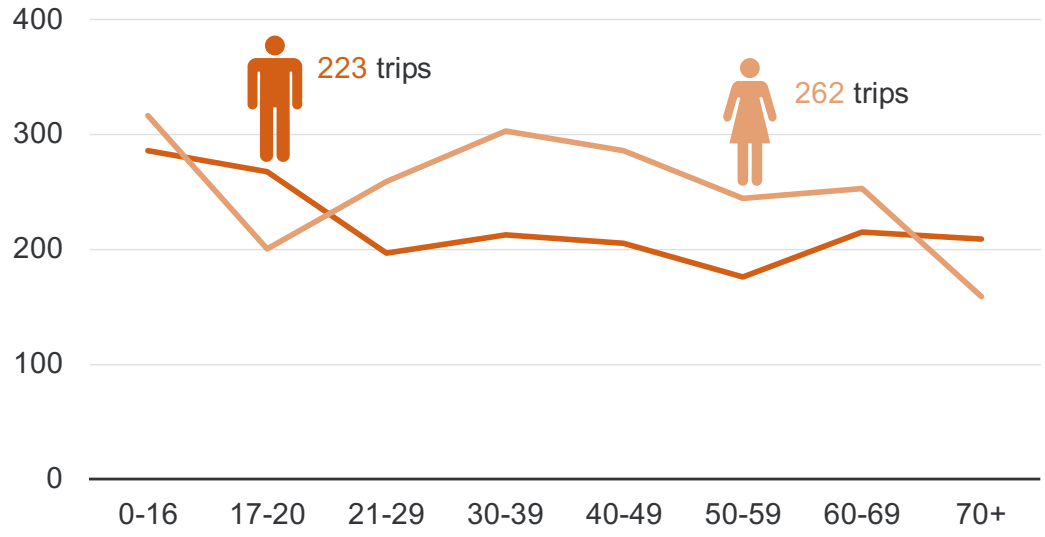
Women walk more often than men, as those aged between 21 and 69 make more walking trips than men of the same age

The pattern of walking across age groups is different for men and women. Although both have a peak in walking trips for those aged 0 to 16, women show a maximum of 303 trips in their thirties (aged 30 to 39) and then fewer trips with age, whereas men over 20 tend to make a similar number of walking trips, with a minimum of 176 trips in their fifties (aged 50 to 59).

Between 2005 and 2015, the decline in walking stages made by women (13%) was larger than it was for men (10%). Whilst most age and gender groups show a decline, those in their thirties made 6% more walking stages in 2015 than their counterparts in 2005.

One possible reason why women in their thirties walk the most is that they make four times as many escort education trips as men of the same age, and walking is the most common mode used to make these trips.

Chart 2: Walking trips per person, by age and gender, with average value for gender, England, 2016 [NTS0601]



Adults with mobility difficulties walk far less often and much shorter distances

In 2016, adults with no mobility difficulties walked more than twice as many trips as those with mobility difficulties and walked three times further. By definition, those with mobility difficulties have “difficulties travelling by foot”, so they would be less likely to choose walking as a mode of travel.

Should I look at trips or stages from the NTS?

Depending on your purpose, you might want to look at one measure more than another.

Trips

The “main mode” of a trip is the one used for the greatest distance, so walking trips seldom involve any other mode.

Walking trips provide an indication of how people use walking to complete entire journeys, rather than to facilitate using other modes.

Stages

People often start and end their trips with walks (e.g. walking to the bus stop), rather than walking the majority of the distance. The number of walking stages gives an idea of how much walking people do overall.

How are “mobility difficulties” defined?

In this context, an adult (aged 16+) has mobility difficulties, if they say they have difficulties travelling on foot, by bus or both.

In 2016, 9% of adults reported that they had mobility difficulties.

Data sources

- ► NTS06
- ► NTS07

People without access to a car are far more reliant on walking as a mode of transport

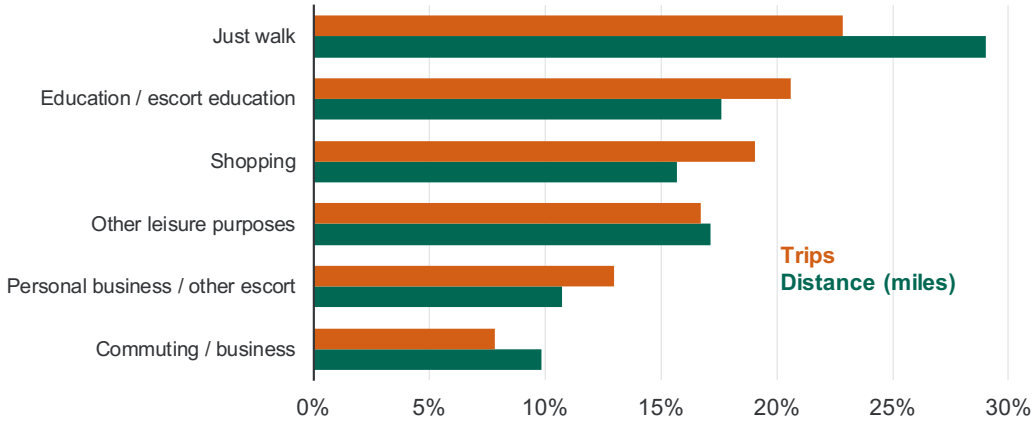
People without access to a car were far more reliant on walking as a mode of transport, making 47% of all their trips and 10% of their distance travelled by foot. This compares to 22% of trips and 2% of distance for those with access to car. This may be partially due to those who have access to a car making 44% more trips overall.

People walk for a variety of purposes

In 2016, "Just walk" was the most common walking trip purpose (23% of all walking trips) and made up the furthest distance walked (29% of total distance). "Commuting and business" was the least common walking trip purpose (8% of all walking trips) and the shortest distance walked (10% of total distance).

Personal business, business, shopping, and leisure walking trips have declined more than other types over the last ten years.

Chart 3: Purpose share of average number of walking trips and distance travelled, England, 2016 [NTS0409, NTS0410]



The majority of trips under a mile are walked, but few walks are longer than 2 miles

In 2016, out of all trips under a mile, 80% of them were walked. For trips between 1 and 2 miles, this drops to 31%, with car/van trips making up the majority share at 59%. All of these figures have been broadly stable over the last decade.

Between 2005 and 2015, there was a much sharper decline in short walking trips (under 1 mile), than trips of other lengths.

There is an article in the National Travel Survey called "An analysis of long-term trends in travel patterns", which looks into the decline in short walking trips in more detail. This can be found here: https://www.gov.uk/government/statistics/national-travel-survey-2016

What does "access to a car" mean?

A person has "access to a car" if there is a car or van associated with their household. This will include vehicles that the person is unable to use themselves (e.g. if they cannot drive or aren't insured).

In 2016, 77% of households have at least one car or van available, which works out as 82% of people aged 17 and over.

Purpose definitions

Business: personal trips in course of work, including a trip in course of work back to work.

Escort: when the traveller has no purpose of his or her own, other than to escort or accompany another person; for example, **Escort education** would be taking a child to school.

Personal business: visits to services; or for medical consultations or treatment; or for eating and drinking, unless the main purpose was entertainment or social.

For other purpose definitions, please see the NTS notes and definitions document.

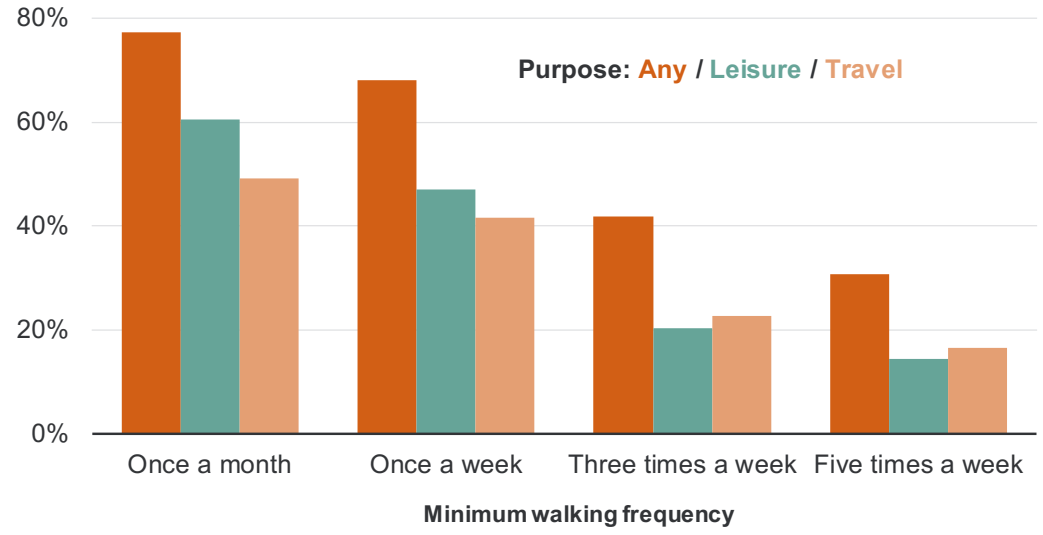
Data sources

- ► NTS03
- ► NTS04
- ► NTS07

Two thirds of adults walk at least once a week ALS

In 2015-2016, 68% of adults walked for at least 10 minutes at least once a week; 42% walked for travel at least once a week; and 47% walked for leisure at least once a week.

Chart 4: Proportion of adults walking, by frequency and purpose, England, 2015-2016 [CW0303]



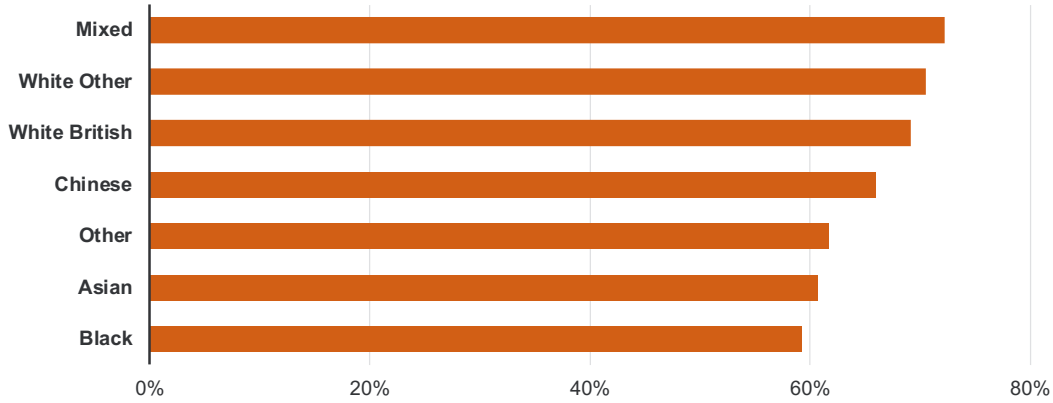
Looking at different frequencies, more adults walk for leisure (61%) than for travel (49%) at least once a month. Conversely, slightly more adults walk for travel (17%) than for leisure (15%) at least five times a week.

One of the reasons why adults might walk for leisure on a very frequent basis could be to walk dogs. The Monitor of Engagement with the Natural Environment survey 2015/16 found that 48% of visits to the outdoors were to walk with a dog.

White adults walk the most for leisure; Asian and Black adults walk the least

The proportion of adults that walk at least once a week varied by ethnicity, between 59% for Black adults to 72% for Mixed ethnicity adults.

Chart 5: Proportion of adults walking at least once a week, by ethnicity, England, 2015-2016 [CW0305]



What counts as walking for leisure?

For the pleasure or value of the activity, or enjoyment of the surroundings. This is the same purpose as "Just walk" in the NTS.

What counts as walking for travel?

Getting from A to B, which might be commuting, but would also include purposes such as travelling to shops, (but not walking around shopping areas), going to the library, college or hospital, or visiting friends.

Why do these figures differ from Sport England?

Sport England publish their own analysis of the ALS here.

Due to their focus on sport, their main metric for measuring participation in walking is at least twice in the last month, but requiring that it's done with at least moderate intensity.

As they use this different definition, their figures on the proportion of adults walking are lower than those presented here.

Data sources

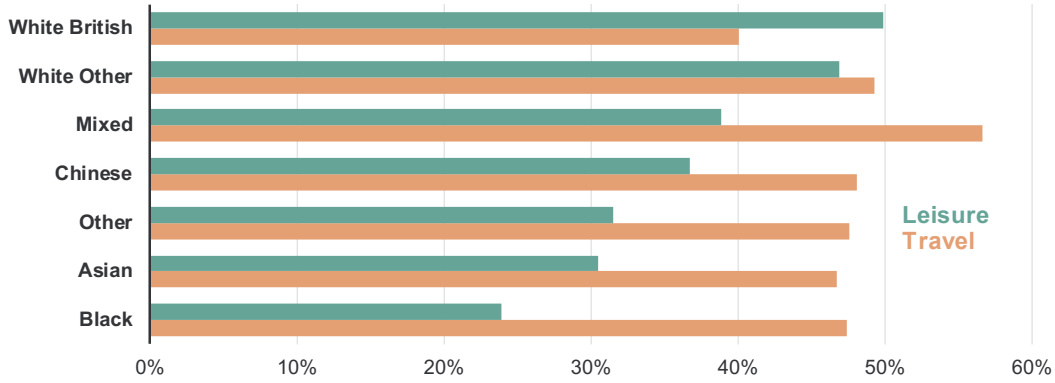
► CW03

It is worth noting that people of different ethnic groups are distributed very differently in terms of urban / rural location, income, employment etc. (e.g. a much higher proportion of each ethnic minority can be found in London compared to white people), all of which affect a person's mode choice.

Purpose of walking

Mixed ethnicity adults were the most likely (57%) ethnic group to walk for travel at least once a week, whereas White British adults were the least likely (40%). White British adults were most likely (50%) to walk for leisure at least once a week, whereas Black adults were the least likely (24%).

Chart 6: Proportion of adults walking at least once a week, by purpose and ethnicity, England, 2015-2016 [CW0305]



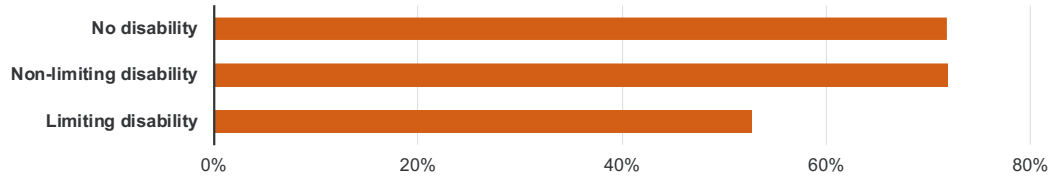
Adults in areas of higher deprivation are less likely to walk overall but walk for travel more

The proportion of adults that walk at least once a week varied by deprivation level. In the most deprived quartile, 64% of adults walked at least once a week, compared to 71% of adults in the least deprived quartile. Adults in the least deprived quartile were more likely to walk for leisure than those in more deprived quartiles, but they were less likely to walk for travel. Note that areas of higher deprivation tend to be located in urban areas.

Adults with limiting disabilities are far less likely to walk

Adults with no disability and non-limiting disabilities were just as likely to walk at least once per week (72%), but those with limiting disabilities were far less likely (53%). When looking at the purpose of these walks, there was a similar breakdown for both travel and leisure purposes.

Chart 7: Proportion of adults walking at least once a week, by disability, England, 2015-2016 [CW0305]



What timeframe do these statistics cover?

These ALS statistics report on the time period of mid-November 2015 to mid-November 2016.

What are deprivation quartiles?

Deprivation quartiles, used in this section, come from measuring the Index of Multiple Deprivation (the official measure used for relative deprivation) of each small Lower-layer Super Output Area in England and then dividing these areas into four groups of equal size according to their level.

What is a limiting disability?

A person has a **limiting disability** if their long term (lasting 12 months or more) physical or mental health condition or illness has a substantial effect on their ability to do normal daily activities.

A person has a **non-limiting disability** if there is not a substantial effect on their ability to do normal daily activities.

Data sources

► CW03

Walking at least once a week is more prevalent in the southern half of England

London had the highest proportion of adults walking at least once a week (72%) of any region and the West Midlands had the lowest (64%).

London was the only region where more adults walked for travel (58%) than for leisure (41%) at least once a week. Walking for leisure at least once a week was most popular with adults in the South West (52%).

The local authority with the highest prevalence for walking at least once a week was City of London* (85%), followed by Hammersmith and Fulham (81%).

Thirteen local authorities had less than 60% of their adult population walking at least once a week, with Sandwell having the lowest prevalence (56%).

Map 1: Regional prevalence of walking at least once a week, England, 2015-2016 [CW0303]

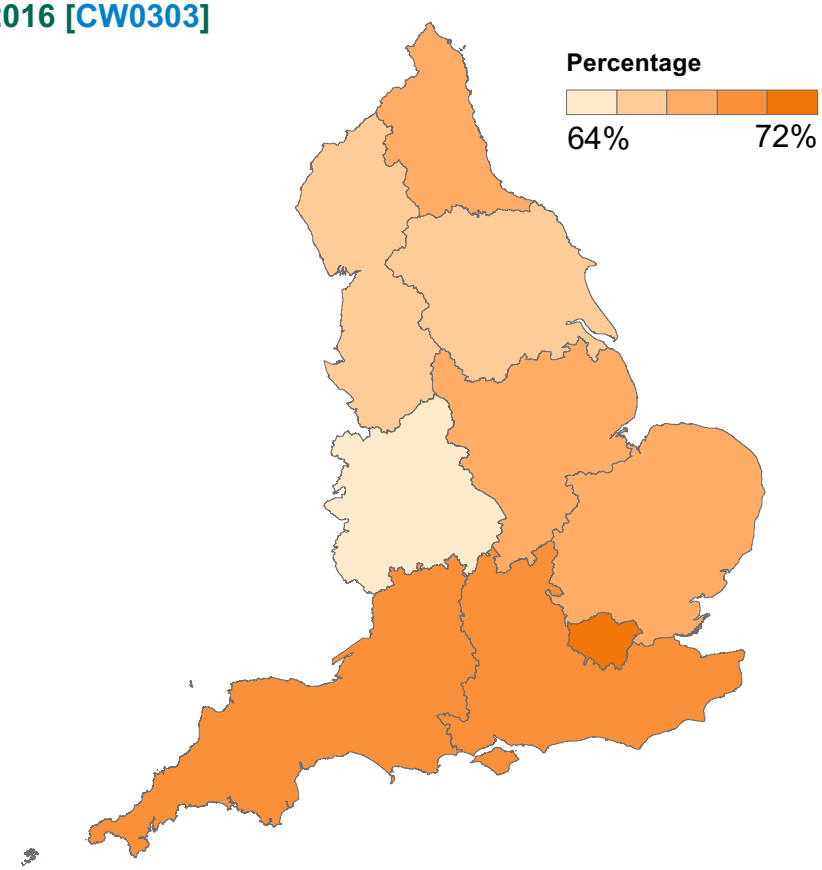


Table 1: Top and bottom five local authorities for walking at least once a week, England, 2015-2016 [CW0303]

Local Authority	%	Local Authority	%
City of London*	85.0	Staffordshire Moorlands	57.8
Hammersmith and Fulham	80.7	Breckland	57.4
Oxford	80.5	Blackburn with Darwen	57.2
Islington	80.2	Nuneaton and Bedworth	56.7
Wandsworth	80.1	Sandwell	56.4

Interactive map

DfT have developed an interactive map for users to explore the local estimates in this release in more detail. The map allows you to select from walking, cycling or both, as well as choosing the frequency and purpose of each activity.

This can be found here: http://maps.dft.gov.uk/walking-and-cycling-statistics/

How accurate are these local estimates?

The Active Lives Survey has a standard sample size of at least 500 persons per local authority.

The data tables accompanying this release include 95% confidence interval half widths, which demonstrate the accuracy of the estimates and the likely range of values for the true value.

*Note that due to its small size, the estimate for City of London has a higher degree of error associated with it.

Data sources

▶ CW03

People are cycling a similar number of trips compared to ten years ago but are travelling further by bike

NTS

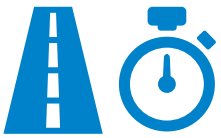
The number of cycling trips have fluctuated between 14 and 18 trips per person per year between 2006 and 2016. However, the distance cycled overall and per trip has increased over this time period. This corresponds with cyclists travelling further rather than more people taking up cycling.

In 2016, the average person:

- made 15 cycling trips, a fall of 16% compared to ten years ago;
- made 16 cycling stages, a fall of 14% compared to ten years ago;
- cycled 53 miles, a rise of 26% compared to ten years ago;
- cycled for an average of 24 minutes and 3.5 miles per trip, an increase of 24% and 50% respectively compared to ten years ago;
- spent 6 hours travelling by bicycle, which is about 7 minutes a week, around the same as ten years ago;
- made 2% of all their trips by cycling and covered 1% of their distance travelled. This was the same as in 2006.

15 cycling trips

16 cycling stages



53 miles cycled

24 minutes per trip

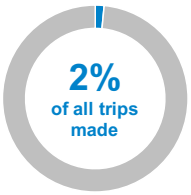
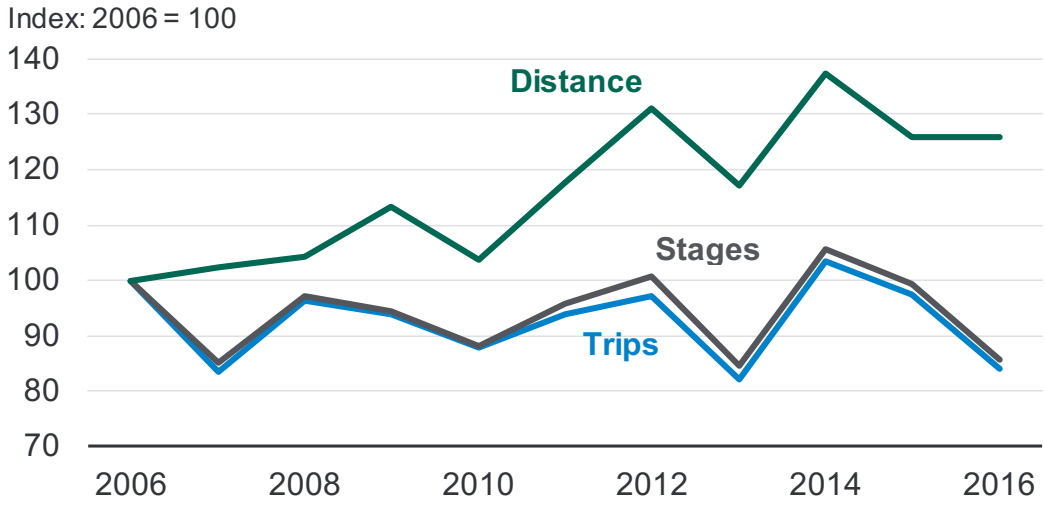


Chart 8: Index of average number of trips, stages and miles cycled per person per year, England, 2006 to 2016 [NTS0303, NTS0304, NTS0305]



What is a trip?

The basic unit of travel in the NTS is a trip, which is defined as a one-way course of travel with a single main purpose. A "cycling trip" is one where the greatest part was cycled.

What is a stage?

Trips consist of one or more stages. A new stage is defined when there is a change in the mode of transport.

CWIS objective

In 2016, the average person made 16 cycling stages.

This is the main metric for one of the objectives in the Department's Cycling & Walking Investment Strategy.

For more information, please see the Background Information.

Why are cycling trips and stages so similar?

A cycling trip is one where the majority of the distance is covered by a cycling stage. This implies that there are few "short" cycle stages in other trips, such as cycling to the rail station.

Data sources

- NTS03

Cyclists make one trip a week on average

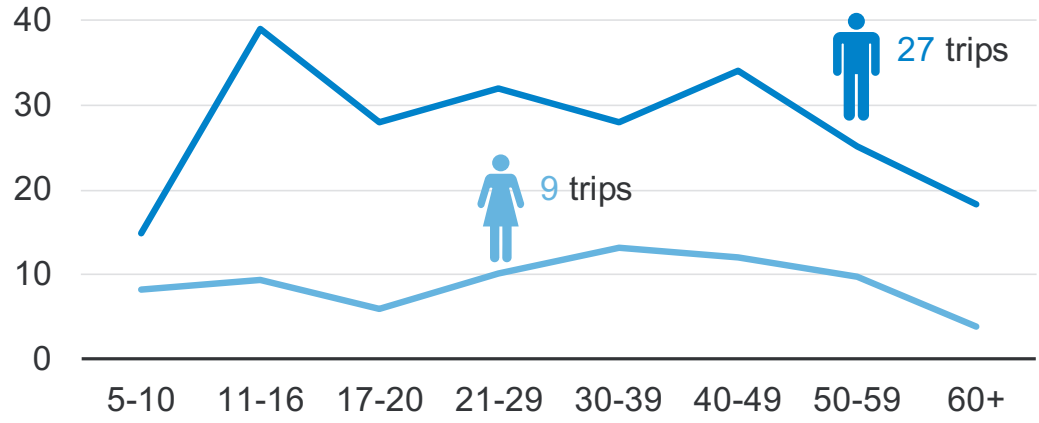
When looking at just individuals who make at least one trip or stage during their diary week, the average cyclist made 6 cycling trips, travelled 21 miles and spent 139 minutes cycling each week in 2016. Compared to 2006, this is the same number of trips, 49% further and 23% more time cycling.

Men cycle three times more often and four times further than women, men cycle much more often when teenagers and young adults

Combining data from 2014 to 2016, on average, men aged 11-16 cycled most often at 39 trips per year. Out of all women, those in their thirties (aged 30-39) cycled most often at 13 trips per year.

Some of the reasons why men cycle so much more than women might be that women are more likely to agree that "it is too dangerous for me to cycle on roads" than men (see Factors that influence walking and cycling rates), and the fact that men make more commuting trips than women overall.

Chart 9: Cycling trips per person, by age and gender, with average value for gender, England, 2014 to 2016 combined [NTS0609]



People without access to a car rarely rely on cycling to make trips

Those without access to a car were slightly more reliant on cycling as a mode of travel, making 3% of all their trips and distance travelled by cycle. This compares to 1% of trips and distance for those with access to a car.

The majority of cycling trips are over 2 miles in length; trips over 5 miles have increased over the last ten years

In 2016, 14% of cycling trips were under 1 mile and 43% were under 2 miles. Shorter trips (under 5 miles) made up 79% of all cycling trips.

Between 2006 and 2016, the average number of longer trips per person

Should I look at trips or stages from the NTS?

Depending on your purpose, you might want to look at one measure more than another.

Trips

Cycling trips provide an indication of how people rely on cycling to complete journeys, rather than cycle to use long distance modes.

Stages

A change in people using cycling to access public transport (e.g. rail) would not be shown as trips, but the number of stages would be affected.

What does "access to a car" mean?

A person has "access to a car" if there is a car or van associated with their household. This will include vehicles that the person is unable to use themselves (e.g. if they cannot drive or aren't insured).

In 2016, 77% of households have at least one car or van available, which works out as 82% of people aged 17 and over.

Data sources

- ▶ NTS03
- ▶ NTS06
- ▶ NTS07

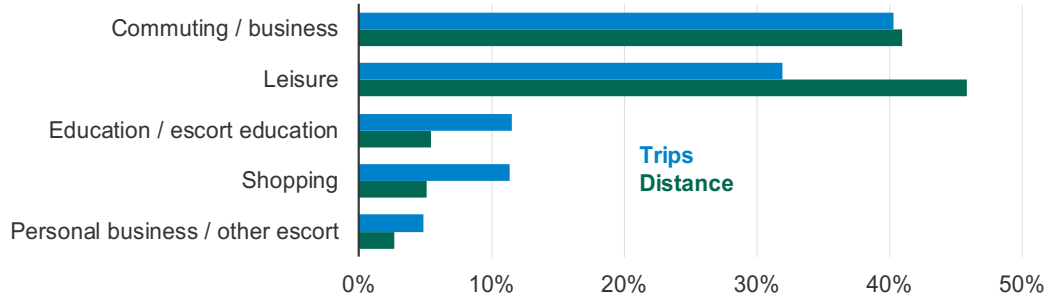
per year (5 miles and over) has increased from 1.8 trips in 2006 to 3.1 in 2016. The number of trips of all lengths under 5 miles have declined over the last ten years.

People cycle mostly to commute or for leisure

In 2016, the most common purpose for cycling trips was commuting (38%), followed by leisure cycling (32%).

The average distance cycled across the whole population in 2016 for commuting purposes was 20 miles, and for leisure was 24 miles. These make up 39% and 46% of all distance cycled respectively.

Chart 10: Purpose share for cycling trips and distance, England, 2016 [NTS0409, NTS0410]



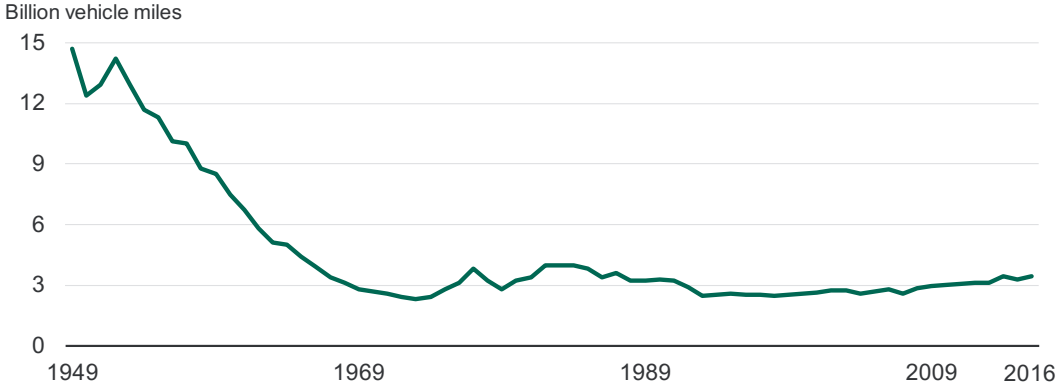
British road cycling sharply declined during the 1950's and 1960's, but has been slowly growing since the 1990's

RTE

Long term cycle road traffic estimates in Great Britain show a sharp decline in road cycling during the 1950's and 1960's, followed by a period of relative stability. Since then, cycle traffic levels have been fairly stable at about 2.5 to 4 billion miles.

- Pedal cyclists travelled 3.5 billion miles on British roads in 2016, 6% further than in the previous year, and 36% further than 20 years ago.
- Pedal cycle traffic has increased by 23% since 2006, when cyclists travelled 2.8 billion miles on British roads; a similar increase to the NTS estimate of distance cycled in England, which increased by 26%.

Chart 11: Long term annual road pedal cycle traffic, Great Britain, 1949 to 2016 [TRA0401]



Purpose definitions

Business: personal trips in course of work, including a trip in course of work back to work.

Escort: when the traveller has no purpose of his or her own, other than to escort or accompany another person; for example, **Escort education** would be taking a child to school.

Personal business: visits to services; or for medical consultations or treatment; or for eating and drinking, unless the main purpose was entertainment or social.

For other purpose definitions, please see the NTS notes and definitions document.

What are road traffic estimates?

Road traffic estimates (RTE) come from monitoring traffic levels on a sample of roads in Great Britain.

What caused the decline?

There are several factors which caused the decline in road pedal cycle traffic.

One of the main factors is the rapid increase in car ownership over the same time period.

Data sources

- NTS04
- TRA04

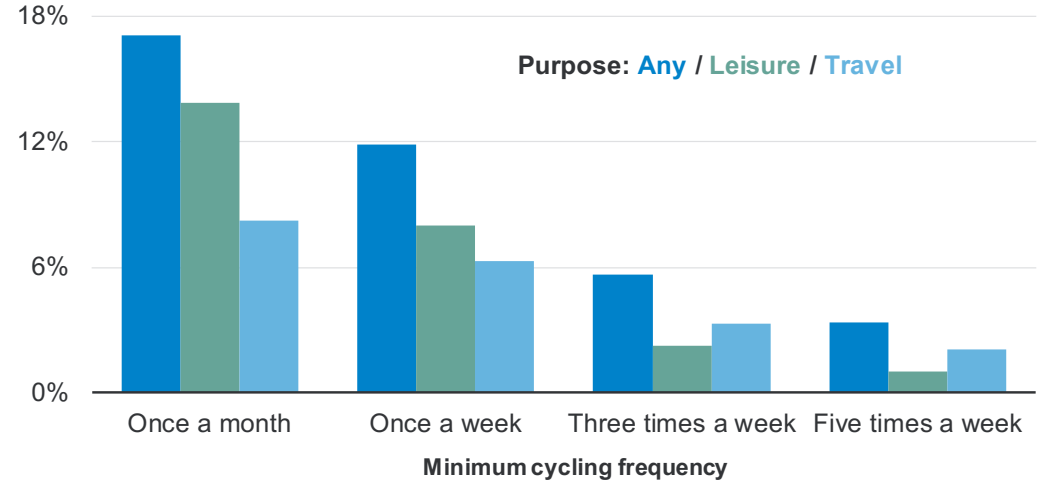
One eighth of adults cycle at least once a week

ALS

In 2015-2016, 12% of adults cycled at least once a week; 6% of adults cycled for travel at least once a week; and 8% of adults cycled for leisure at least once a week.

When you consider that 42% of people in England own a bicycle (see Factors that influence walking and cycling rates), but only 17% of adults cycle at least once a month, there is a large group of adults that own a bicycle, but use it rarely.

Chart 12: Proportion of adults cycling, by frequency and purpose, England, 2015-2016 [CW0302]

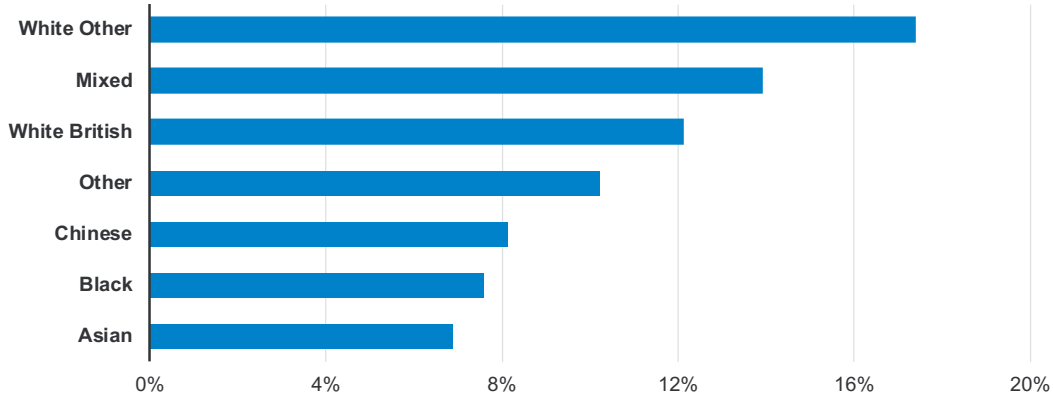


Looking at different frequencies, more adults cycle for leisure (14%) than for travel (8%) at least once a month. Conversely, slightly more adults cycle for travel (2%) than for leisure (1%) at least five times a week.

White and Mixed adults cycle the most; Asian adults cycle the least

The proportion of adults that cycle at least once a week varied by ethnicity, between 7% for Asian adults to 17% for White Other adults.

Chart 13: Proportion of adults cycling once a week, by ethnicity, England, 2015-2016 [CW0305]



What counts as cycling for leisure?

For the pleasure or value of the activity, or enjoyment of the surroundings.

What counts as cycling for travel?

Getting from A to B, which might be commuting, but would also include purposes such as travelling to shops, going to the library, college or hospital, or visiting friends.

Why do these figures differ from Sport England?

Sport England publish their own analysis of the ALS here.

Due to their focus on sport, their main metric for measuring participation in cycling is at least twice in the last month, but requiring that it's done with at least moderate intensity. They also include the use of exercise bikes in their estimates, which are not included here.

As they use this different definition, their figures on the proportion of adults cycling are higher than those presented here.

Data sources

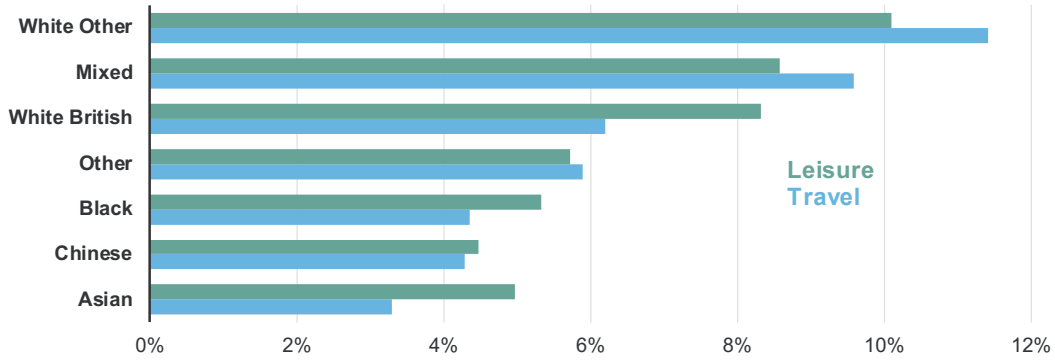
► CW03

It is worth noting that people of different ethnic groups are distributed very differently in terms of urban / rural location, income, employment etc. (e.g. a much higher proportion of each ethnic minority can be found in London compared to white people), all of which affect a person's mode choice.

Purpose of cycling

White Other adults were the most likely ethnic group to cycle for travel and leisure at least once a week (11% and 10% respectively), whereas Asian or Asian British adults cycled the least for travel (3%) and Chinese adults cycled the least for leisure (5%). Mixed ethnicity adults were the only group to be more likely to cycle for travel than for leisure.

Chart 14: Proportion of adults cycling at least once a week, by purpose and ethnicity, England, 2015-2016 [CW0305]



Adults in areas of higher deprivation cycle less but deprivation doesn't affect cycling for travel rates

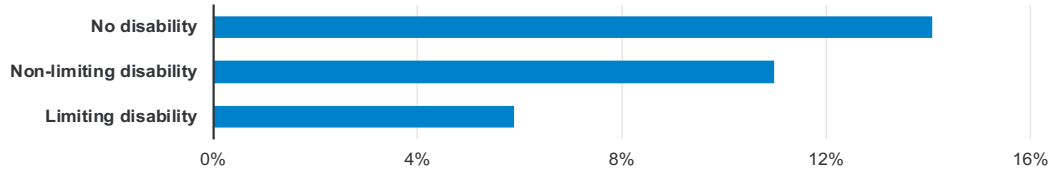
Adults in areas in the least deprived quartile were more likely (13%) to cycle at least once a week than adults in areas in the most deprived quartile (10%). Note that areas of higher deprivation tend to be more urban areas.

The same relationship occurred for cycling for leisure, with figures of 9% and 6% respectively. However, adults in all four deprivation quartiles were equally likely to cycle for travel (6%).

Adults with a disability are less likely to cycle

Adults with no disability were most likely (14%) to cycle at least once a week. Those with non-limiting disabilities were slightly less likely to cycle (11%) and those with limiting disabilities were far less likely to cycle (6%). When looking at purpose, there was a similar breakdown for both travel and leisure cycling.

Chart 15: Proportion of adults cycling once a week by disability, England, 2015-2016 [CW0305]



What timeframe do these statistics cover?

These Active Lives Survey statistics report on the time period of mid-November 2015 to mid-November 2016.

What are deprivation quartiles?

Deprivation quartiles, used in this section, come from measuring the Index of Multiple Deprivation (the official measure used for relative deprivation) of each small Lower-layer Super Output Area in England and then dividing these areas into four groups of equal size according to their level.

What is a limiting disability?

A person has a **limiting disability** if their long term (lasting 12 months or more) physical or mental health condition or illness has a substantial effect on their ability to do normal daily activities.

A person has a **non-limiting disability** if there is not a substantial effect on their ability to do normal daily activities.

Data sources

► CW03

Cycling at least once a week is more prevalent in the southern half of England

East of England had the highest proportion of adults cycling at least once a week (14%) of any region and the West Midlands had the lowest (9%).

London was the only region where more adults cycled for travel (9%) than for leisure (7%) at least once a week.

The local authority with the highest prevalence for cycling at least once a week was Cambridge (57%), followed by Oxford (39%). Only 18 authorities had more than 20% of their adult population cycling at least once a week.

Nine local authorities had less than 6% of their adult population cycling at least once a week, with Barnsley having the lowest prevalence (4%).

Map 2: Regional prevalence of cycling at least once a week, England, 2015-2016 [CW0302]

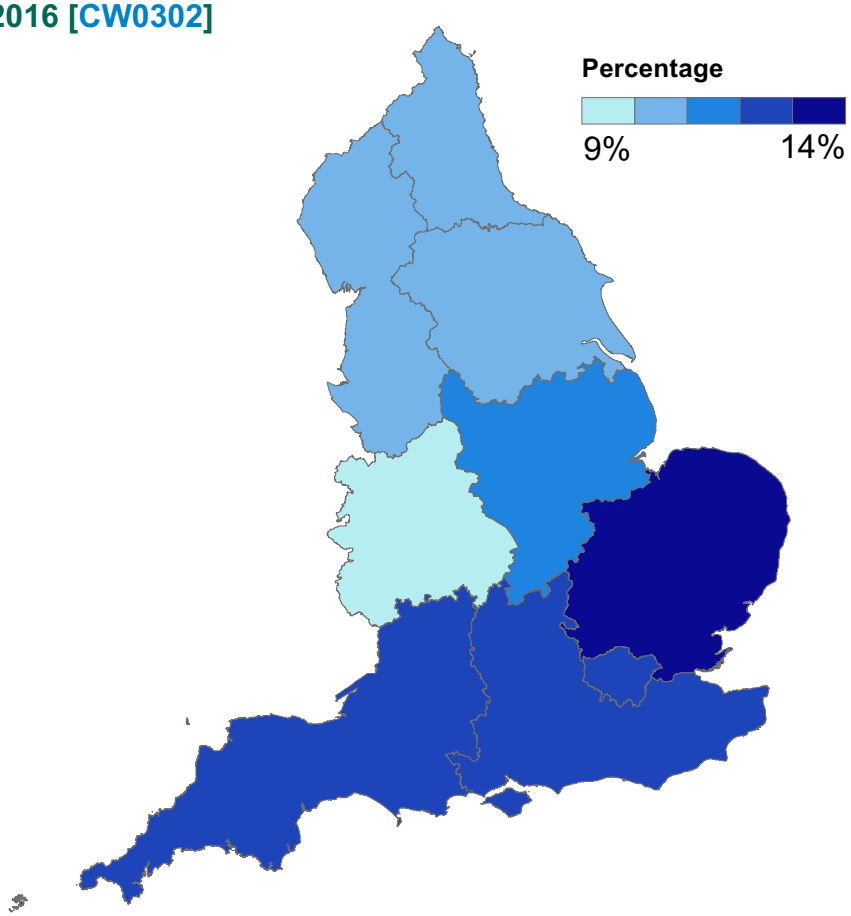


Table 2: Top and bottom five local authorities for cycling at least once a week, England, 2015-2016 [CW0302]

Local Authority	%	Local Authority	%
Cambridge	56.9	Rochdale	5.5
Oxford	38.8	Dudley	5.3
Isles of Scilly*	38.1	Burnley	4.6
Hackney	30.1	Stoke-on-Trent	4.5
York	27.2	Barnsley	4.0

Interactive map

DfT have developed an interactive map for users to explore the local estimates in this release in more detail. The map allows you to select from walking, cycling or both, as well as choosing the frequency and purpose of each activity.

This can be found here: http://maps.dft.gov.uk/walking-and-cycling-statistics/

How accurate are these local estimates?

The Active Lives Survey has a standard sample size of at least 500 persons per local authority.

The data tables accompanying this release include 95% confidence interval half widths, which demonstrate the accuracy of the estimates and the likely range of values for the true value.

*Note that due to its small size, the estimate for Isles of Scilly has a higher degree of error associated with it.

Data sources

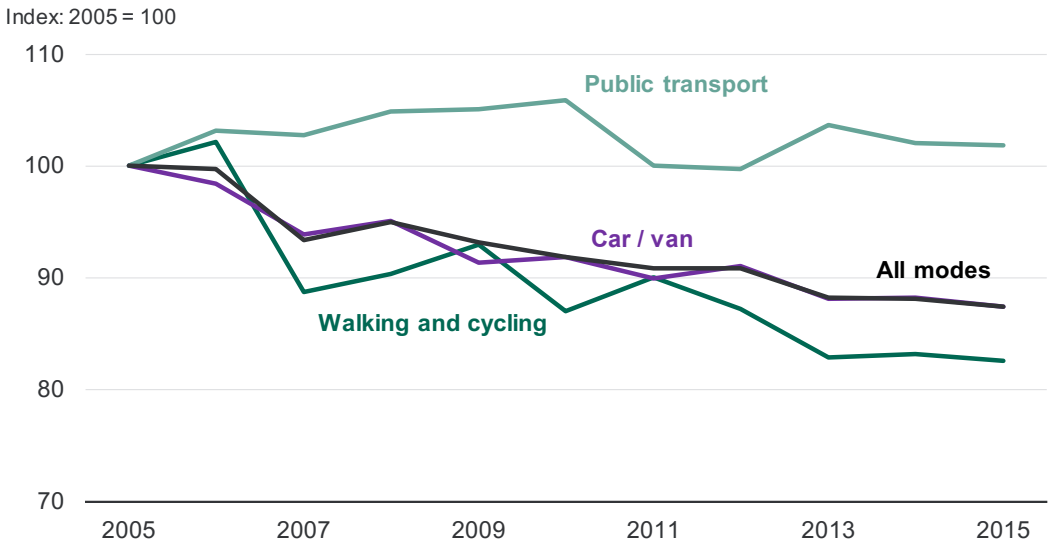
▶ CW03

Trips by all modes have also fallen over the last ten years

NTS

Whilst walking and cycling trip rates have been falling over the last ten years, this is also true for travel by car and public transport. The average number of total trips made per person was 914 trips in 2015, which is 13% lower than the 2005 figure of 1,045 trips.

Chart 16: Index of trip rates by mode of transport, England, 2005 to 2015 [NTS0303]

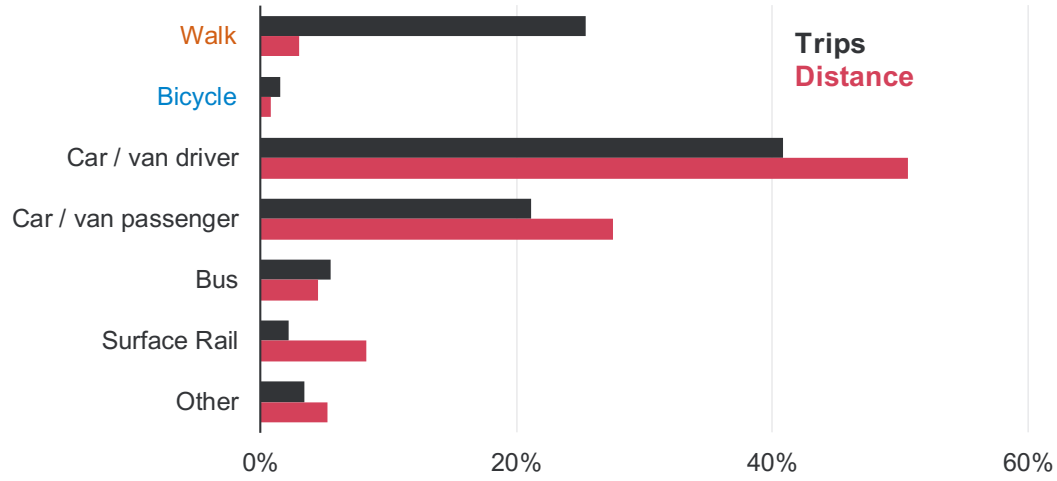


People have mainly made trips by car over the last ten years, followed by walking and taking the bus

In 2016, walking and cycling made up 27% of all trips but only 4% of all distance travelled.

The majority of trips were made by car, either as a driver or a passenger (62%). These two modes also made up the majority of distance travelled (78%).

Chart 17: Mode share of average number of trips and distance travelled, England, 2016 [NTS0303, NTS0305]



Why have trip rates fallen recently?

There are several factors that influence an individual's trip choices. It is not clear exactly what is causing the average trip rate to fall over the last ten years.

Some possible reasons include a change in working patterns, an increase in online shopping, and an increase in motoring costs.

How do walking and cycling interact with other modes?

The NTS can provide information about multi-modal trips.

There is an article in the NTS called "Personal Travel in England – how we use transport and why", which looks into this in more detail. This can be found here: https://www.gov.uk/government/statistics/national-travel-survey-2016

Data sources

► NTS03

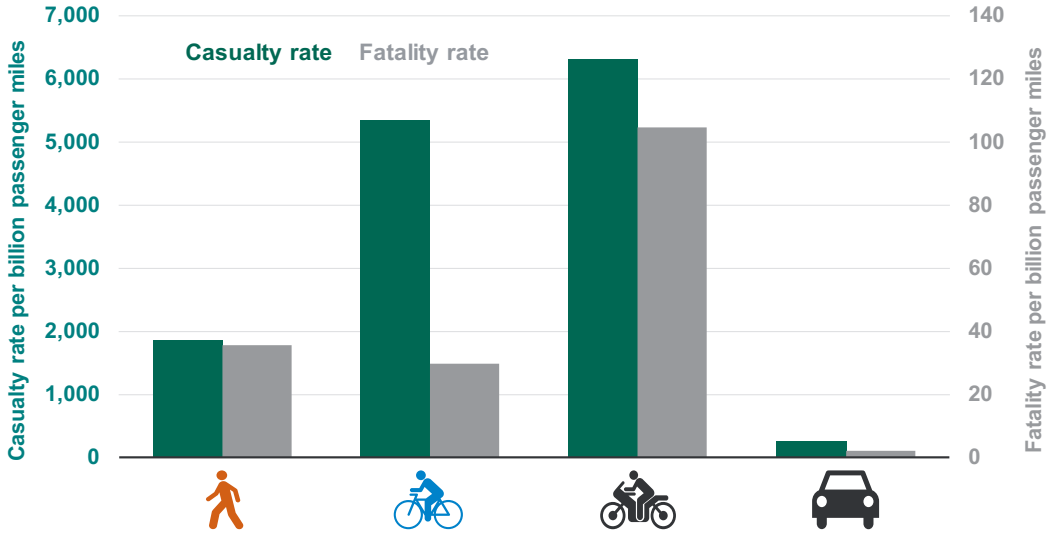
Walking and cycling are a safe way of travelling and serious accidents are rare

RRC

However, walking and cycling are less safe relative to some other modes of transport. In Great Britain 2016, there were an estimated:

- 442 killed or seriously injured pedestrians per billion miles walked.
- 1,863 pedestrian casualties per billion miles walked.
- 1,011 killed or seriously injured cyclists per billion miles cycled.
- 5,353 cyclist casualties per billion miles cycled.

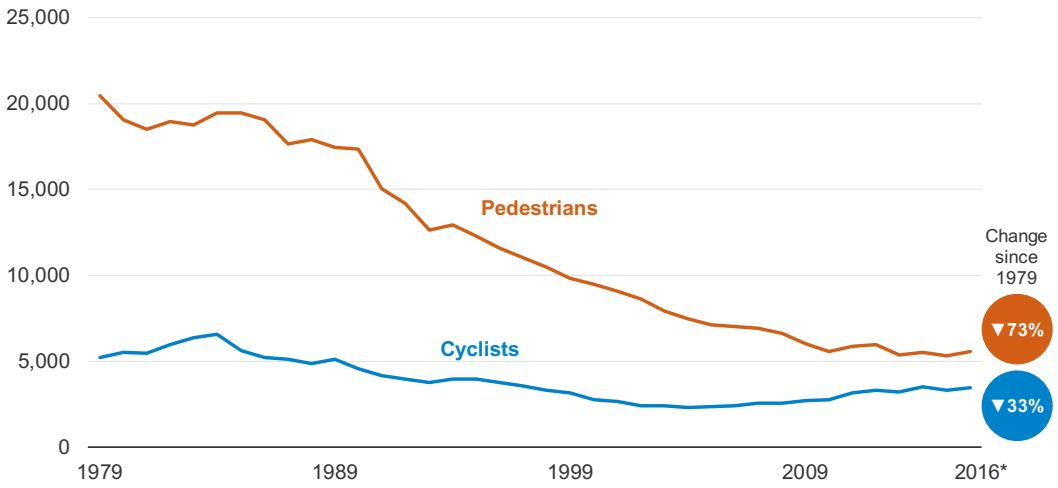
Chart 18: Casualty and fatality rates per billion passenger miles, by road user type, Great Britain, 2016 [RAS30070]



Long term trends

The number of pedestrians killed or seriously injured has generally been decreasing since the 1980's, whereas the number of cyclists decreased slightly but has been rising since 2004.

Chart 19: Pedestrians and cyclists, killed or seriously injured, Great Britain, 1979 to 2016 [RAS30061]



What is a casualty?

A reported road casualty (RRC) is a person killed or injured in a road accident that was reported to the police.

CWIS objective

In 2016, there were an estimated 1,037 killed or seriously injured cyclists per billion miles cycled in England.

This is the main metric for one of the objectives in the Department's Cycling & Walking Investment Strategy.

For more information, please see the Background Information.

Reporting on killed or seriously injured casualties

*The change in 2016 figures for seriously injured and slightly injured casualties compared to previous years should be interpreted with caution due to changes in systems for severity reporting by some police forces. Please see the full road casualties release for details.

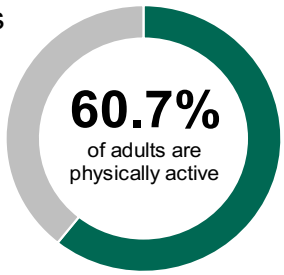
Data sources

- Reported road casualties

Three fifths of adults meet the recommended level of physical activity in England

ALS

The Chief Medical Officers (CMO's) in the UK recommend that adults should be physically active for 150 minutes a week. Physical activity must be of at least moderate intensity, in bouts of 10 minutes or more, and can be spread over several days.



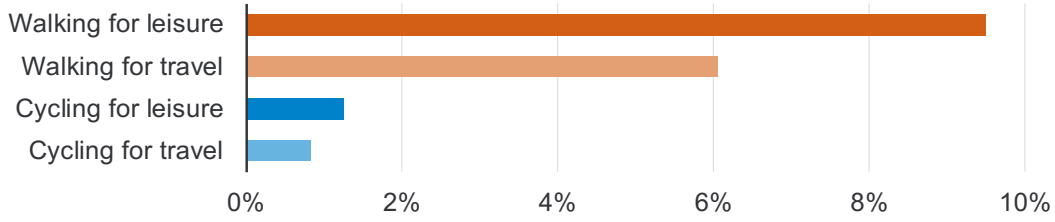
In 2015-2016, 60.7% of adults were considered "active" by meeting this recommendation through sport and physical activity.

Dependence on walking or cycling

More adults were dependent on walking rather than cycling to stay active. For both modes, more adults were dependent on doing them for leisure rather than travel.

The activity that most adults were dependent on was **walking for leisure** at 9.5%, followed by **walking for travel** at 6.1%. With much lower prevalences, 1.2% of adults were dependent on **cycling for leisure** to be active and 0.8% were dependent on **cycling for travel** to be active.

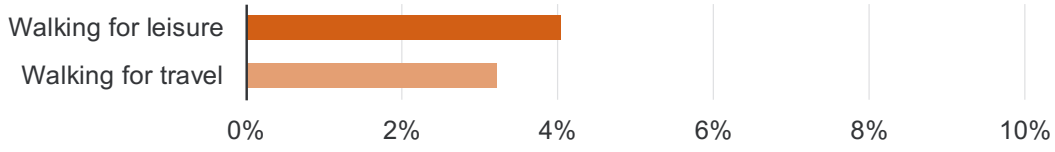
Chart 20: Proportion of adults that are dependent on an activity to be active, by travel type, England, 2015-2016 [ALS]



Lack of intensity

- 4.0% of adults were not considered active, despite **walking for leisure** enough to meet the CMO's recommendation, due to a lack of intensity.
- 3.2% of adults were not considered active, despite **walking for travel** enough to meet the CMO's recommendation, due to a lack of intensity.
- Hardly any adult cyclists were not considered active despite **cycling for leisure** (0.04%) or **cycling for travel** (0.03%) enough to meet the CMO's recommendation, due to a lack of intensity.

Chart 21: Proportion of adults that are not considered active overall, despite doing an activity for 150+ minutes per week, due to a lack of intensity, by walking purpose, England, 2015-2016 [ALS]



Who are the Chief Medical Officers?

The Chief Medical Officer (CMO) is the most senior government advisor on health matters.

The current CMO for England is Professor Dame Sally Claire Davies, DBE, FMedSci, FRS

What is meant by dependent?

This means that if you removed the impact of that activity, an active individual would no longer be considered active because they are not physically active for enough time.

What is meant by lack of intensity?

To benefit health, the physical activity performed has to be of at least moderate intensity, i.e. at least raise the heart rate and get a little out of breath.

Link

https://www.gov.uk/government/publications/start-active-stay-active-a-report-on-physical-activity-from-the-four-home-countries-chief-medical-officers

Data sources

- Active Lives Survey

The proportion of adults that usually walk or cycle to work has remained broadly stable over the past ten years, with around 11% walking and 4% cycling to work

There are three sets of National Statistics that provide estimates for the method used to travel to and from work in England; the National Travel Survey (Department for Transport), the Labour Force Survey (Office for National Statistics) and the UK Census (Office for National Statistics). All three of these sources corroborate for high level estimates on travelling to work.

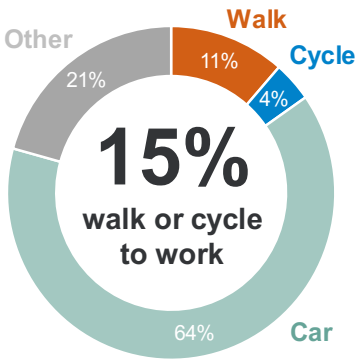
National Travel Survey

In 2016, out of all commuting trips, 11% were walked and 4% were cycled. In 2006, these figures were 11% and 3% respectively.

Labour Force Survey

In October to December 2016, 10% of adults usually walked to work and 4% usually cycled to work in England. This has been broadly stable over the last ten years, with values of 11% and 3% in October to December 2006.

Chart 22: Modal split for commuting trips, England, 2016 [NTS0409]



In England, October to December 2016:

- Adults commuted by walking or cycling less as they got older, with 27% of young adults (16-19 years) travelling to work by walking or cycling, compared to 12% of those aged over 60.
- Women walked to work more than men (13% to 8%), but men cycled to work more than women (5% to 2%).
- Non-UK nationals travelled to work by walking or cycling more than UK nationals (18% to 14%).

Census

The 2011 Census found that, in England, out of the commuting population, 10.9% walked to work and 3.2% cycled to work. In 2001, these figures were 11.0% and 3.1% respectively, supporting the estimates and trends of the other two datasets.

- Norwich and Exeter had high prevalences for walking to work (24.8% and 24.1% respectively) and Cambridge and Oxford had high prevalences for cycling to work (32.5% and 19.1% respectively).
- Bradford had the highest ratio of people commuting by walking (11.6%) rather than cycling (0.8%).
- Cambridge had the highest ratio of people commuting by cycling (32.5%) rather than walking (16.3%).

Which source should I use?

Depending on your purpose, you might want to look at one source over another.

National Travel Survey

Comparable with all other NTS estimates in this release.

Labour Force Survey

Comparable with employment estimates and other labour force statistics.

Census

These estimates are the most accurate and detailed (especially for small geographical areas), but are only available every ten years.

Data sources

- NTS04
- Labour Force Survey
- Census 2011

Half of children usually walk or cycle to school, which has remained broadly the same over the past ten years

NTS

In 2016, 53% of primary school children usually walked to school, whereas 37% of secondary school children usually walked to school. For all children (aged 5-16 years) the figure was 46%. Only 3% of all children usually cycled to school, with secondary school children cycling more.

The most popular alternative to walking or cycling for primary school children was car / van at 38%, which switches to bus (private or local) for secondary school children at 29%.

Chart 23: Proportion of children who usually travel to school by walking respectively, by age band, England, 2006 to 2016 [NTS0615]

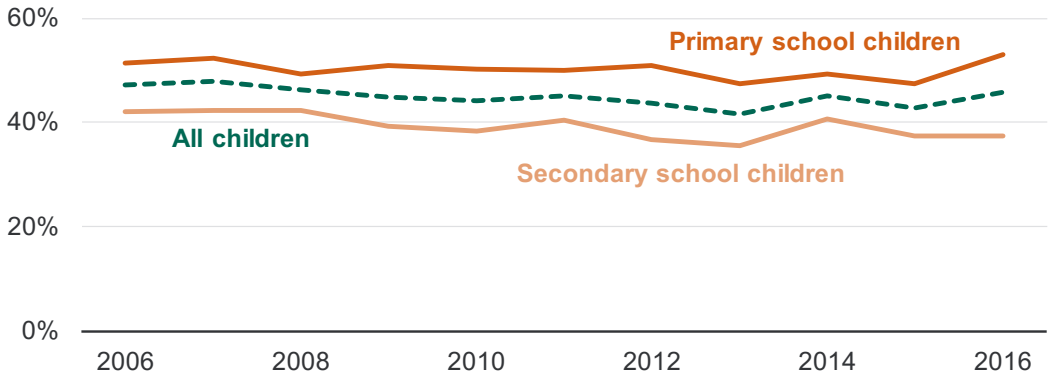
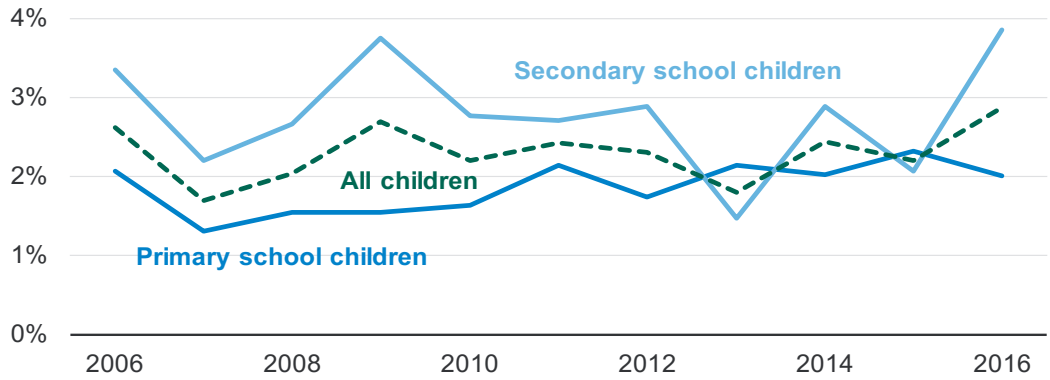


Chart 24: Proportion of children who usually travel to school by cycling respectively, by age band, England, 2006 to 2016 [NTS0615]



Primary school children travelled 1.5 miles to school and secondary school children travelled 3.2 miles to school, on average, in 2016

In 2016, 77% of trips to school made by primary school children were under 2 miles, compared to 50% of trips to school made by secondary school children. For secondary school children, 30% of trips to school were between 2 and 5 miles. For primary school children, over half (55%) of trips of school were under 1 mile.

Definitions

In this section, **primary school children** are those aged 5-10 years and **secondary school children** are those aged 11-16 years.

CWIS objective

In 2016, 53% of children aged 5-10 years usually walked to school.

This is the main metric for one of the objectives in the Department's Cycling & Walking Investment Strategy.

For more information, please see the Background Information.

What are these figures based on?

The usual mode used by children to get to school is not collected in the NTS trip diary, but asked as a question in the household interview.

What do these distances to school tell us?

This tells us about how far, on average, children have to travel to get to school. This distance will heavily influence the choice of mode used, especially for primary school children.

Data sources

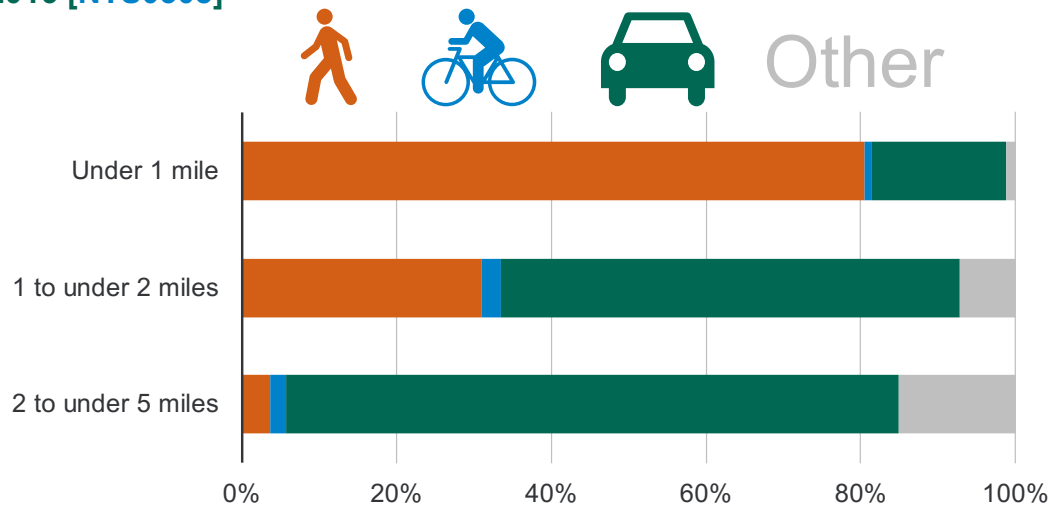
► NTS06

Over half of trips by car are short enough to be walked or cycled

NTS

In 2016, 56% of car driver trips were under 5 miles, with 17% between 1 and 2 miles and just 6% under 1 mile. Travelling by car (both driver and passenger) accounted for 59% of all trips between 1 and 2 miles and 17% of all trips under 1 mile.

Chart 25: Mode share of trips, by length and main mode, England, 2016 [NTS0308]



Why are there so many short distance car trips?

It is important to note that these short trips could be a result of "trip chaining".

For example, if a parent took their children to school in the car before driving to work, that journey would be recorded in the NTS as two car trips (education escort and business), both being shorter than the distance of the parent's car journey.

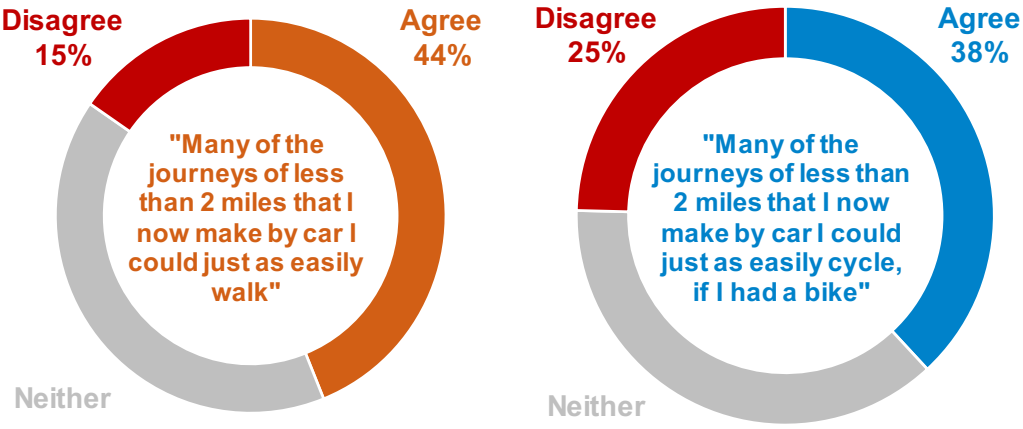
In addition to this, there will also be some short trips that might require a car, such as carrying heavy or bulky items.

BSA

In England 2016:

- 44% of adults aged 18+ agreed that "Many of the journeys of less than 2 miles that I now make by car I could just as easily walk", and 15% disagreed.
- 38% of adults aged 18+ agreed that "Many of the journeys of less than 2 miles that I now make by car I could just as easily cycle, if I had a bike", and 25% disagreed.

Chart 26: Proportion of respondents who agreed or disagreed with two statements, England, 2016 [ATT0315, ATT0317]



What is the British Social Attitudes Survey?

The British Social Attitudes (BSA) Survey is conducted annually with a sample of 3,000 British adults aged 18+ and the survey includes transport related questions. For more information, please see http://bsa.natcen.ac.uk

Data sources

- NTS03
- ATT03

Disability affects one in five people in the UK and half of them have impairments which affect their mobility

FRS

According to the Family Resources Survey 2015/16:

- 21% of people in the UK reported a disability in 2015/16, an increase from 19% in 2013/14. This varied by age, with children at 7%, working-age adults at 18% and state pension age adults at 44%.
- Mobility was the most prevalent impairment reported in the UK in 2015/16 at 52%, down from 55% in 2013/14.

Disability affects 1 in 5 people in the UK

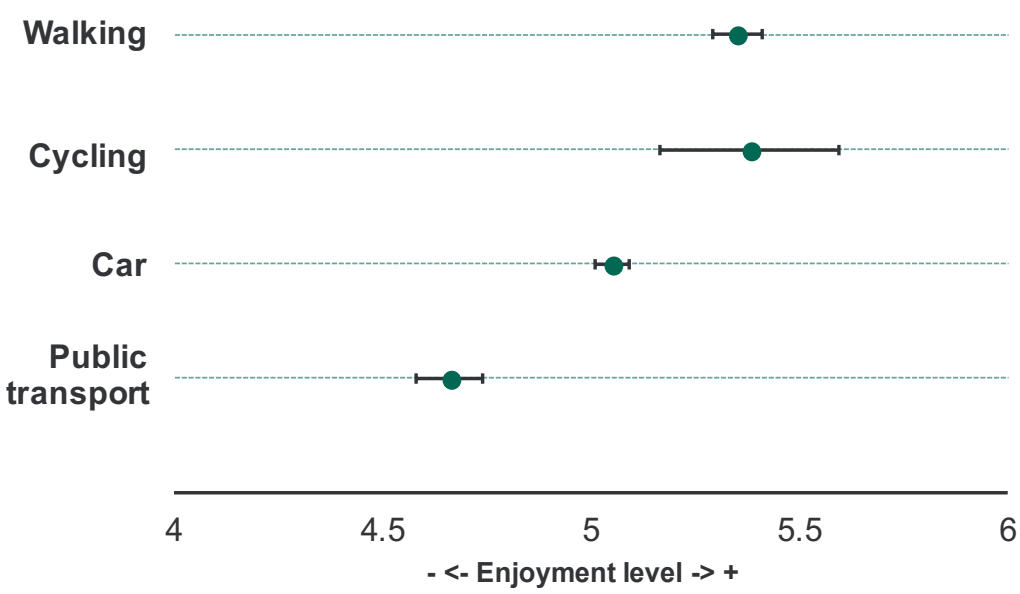
Walking and cycling are the most enjoyable modes of travel

TUS

According to the UK Time Use Survey 2014/15, where respondents were asked to report on their enjoyment of their time throughout the day on a scale from 1 ("not at all") to 7 ("very much"):

- Walking had an enjoyment level of 5.35 and cycling had an enjoyment level of 5.38 (although there was a low sample size for cyclists). Both of these levels were significantly higher than the enjoyment level for travelling by car (5.05) and public transport (4.66).
- Walking was found to be a more enjoyable mode of travel than car and public transport, irrespective of the purpose of the travel.

Chart 27: Average enjoyment level, by mode of travel, with 95% confidence interval, United Kingdom, 2014/15 [UK Time Use Survey]



What is the Family Resources Survey?

The Family Resources Survey (FRS) is a continuous household survey which collects information on income from all sources, housing tenure, caring needs and, responsibilities, disability, and pension participation.

For more information, please see https://www.gov.uk/government/collections/family-resources-survey--2

What is the UK Time Use Survey?

The United Kingdom Time Use Survey (TUS) 2014/15 was funded by the Economic and Social Research Council (ES/L011662/1), and collected by the Centre for Time Use Research (CTUR), Department of Sociology, University of Oxford.

Further information can be found at the CTUR website: https://www.timeuse.org

Data sources

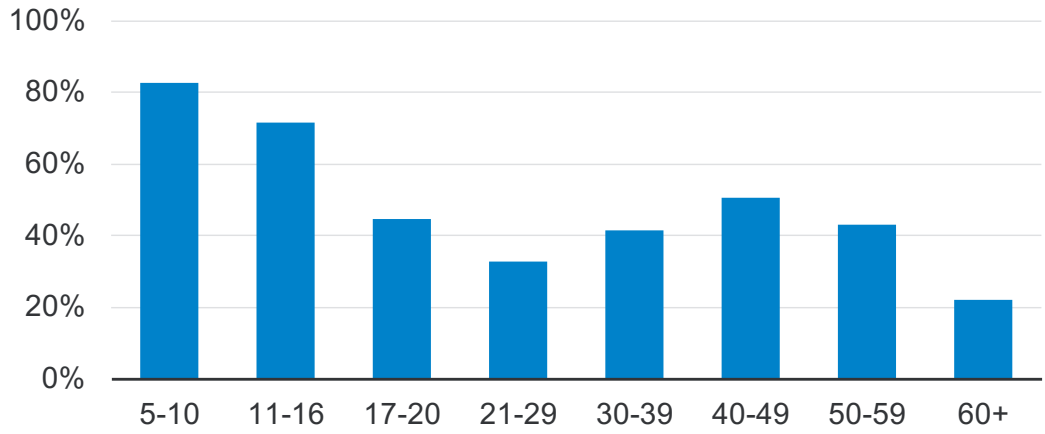
- Family Resources Survey
- UK Time Use Survey

Two fifths of people have access to a bicycle

NTS

In England, 42% of people aged over 5 own a bicycle in 2014 to 2016 combined. Bicycle ownership is most prevalent amongst people aged under 17 years old. Amongst adults, bike ownership peaks at ages 40-49 with 51% owning or having use of a bicycle.

Chart 28: Proportion of people who own or have use of a bicycle, by age band, England, 2014 to 2016 combined [NTS0608]



What does "access to a bicycle" mean?

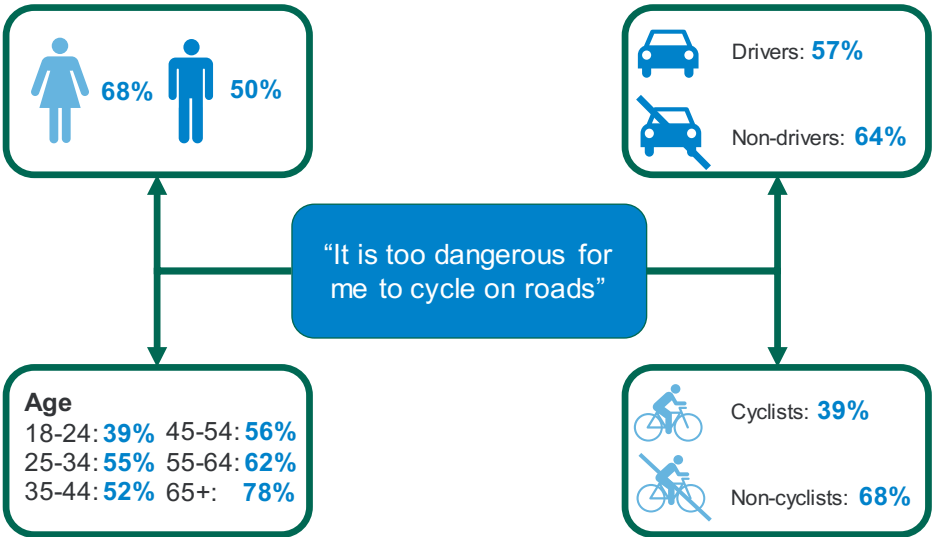
Having access to bicycle means either owning a bicycle or having use of one (e.g. a household bike).

Three fifths of adults aged 18+ feel that it's too dangerous to cycle on the roads

BSA

In 2016, 59% of adults aged 18+ in England agreed that "it is too dangerous for me to cycle on the roads". Women were more likely than men to agree (68% to 50%) and people were more likely to agree if they were older. Cyclists are far less likely to believe that cycling was too dangerous for them than non-cyclists (39% to 68%).

Chart 29: Proportion of adults aged 18+ who agree with the statement "It is too dangerous for me to cycle on the roads", by gender, age band, cycling and driving status, England, 2016 [ATT0313]



What is the British Social Attitudes Survey?

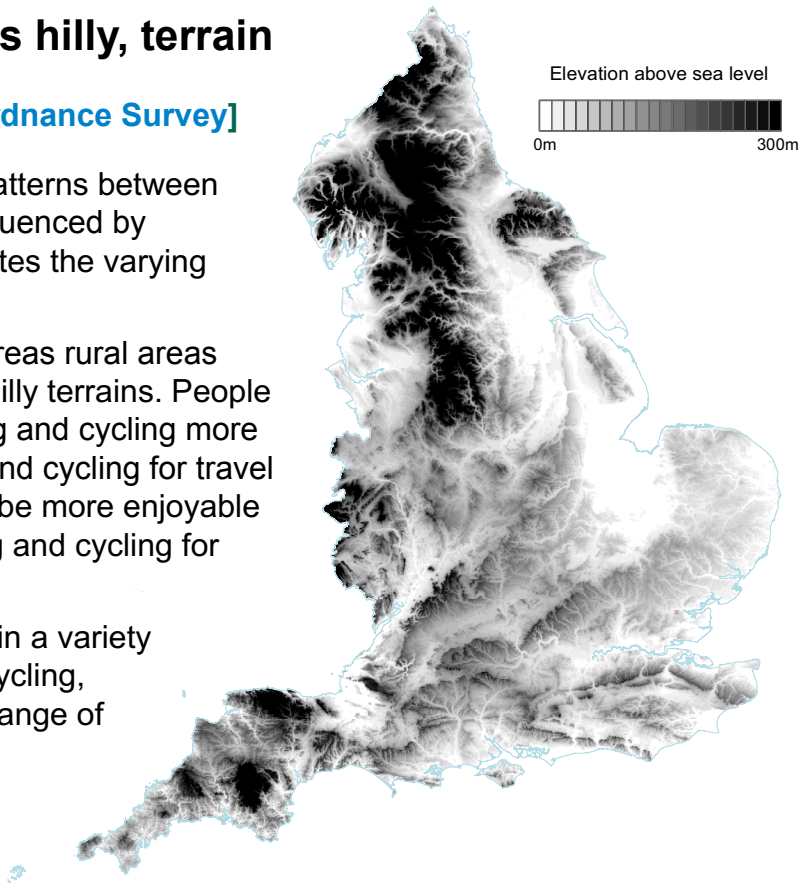
The British Social Attitudes (BSA) Survey is conducted annually with a sample of 3,000 British adults aged 18+ and the survey includes transport related questions. For more information, please see http://bsa.natcen.ac.uk

Data sources

- NTS06
- ATT03

Certain areas in England have more varied, and sometimes hilly, terrain

Map 3: Elevation map of England [Ordnance Survey]



The difference in walking and cycling patterns between urban and rural areas may be partly influenced by their elevation levels. Map 3 demonstrates the varying elevation levels across England.

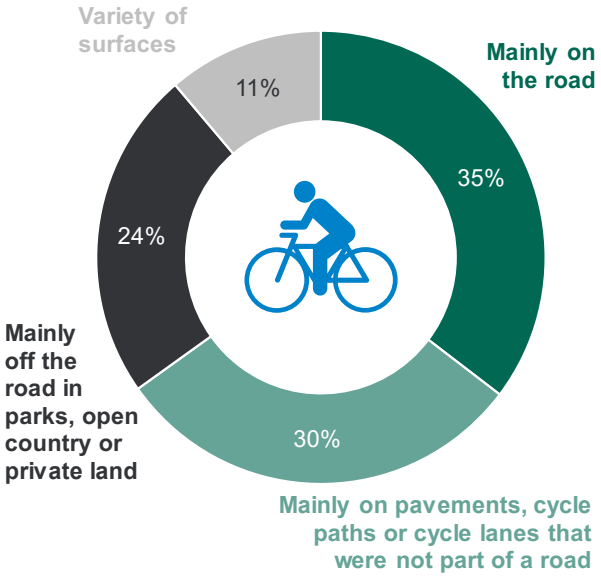
Urban authorities tend to be flatter whereas rural areas can have more varied and sometimes hilly terrains. People that live in hilly areas would find walking and cycling more difficult and might discourage walking and cycling for travel purposes. However, these areas might be more enjoyable to walk or cycle in, encouraging walking and cycling for leisure purposes.

Note that each local authority will contain a variety of different conditions for walking and cycling, so the impact of variables such as the range of elevation is unclear.

Two thirds of cyclists usually cycle mainly on the road or alongside the road

NTS

Chart 30: Usual cycling location in the last 12 months, England, 2016 [NTS0315]



In England 2016, 65% of cyclists usually cycled either mainly on the road (35%) or mainly alongside the road side (30%) (on pavements, cycle path or cycle lanes that were not part of a road).

The proportion of cyclists usually cycling off the road in parks, open country or private land has increased over the last ten years, from 19% in 2006 to 24% in 2016.

Data sources

- Ordnance Survey
- NTS03

Background information

General information

The web tables give further details of the results presented in this statistical release. They are available here: www.gov.uk/government/organisations/department-for-transport/series/walking-and-cycling-statistics

Guidance on the methods used to compile these statistics, including the calculation of confidence intervals, is available in the "Notes and Definitions" document, which can be found here: www.gov.uk/transport-statistics-notes-and-guidance-walking-and-cycling

Details of ministers and officials who receive pre-release access to these statistics up to 24 hours in advance can also be found at the link above.

Strengths and weaknesses of the data

We cannot be certain of the reasons behind any changes in reported walking or cycling levels, or if what respondents report translates into their actual walking and cycling behaviour.

National Travel Survey

The National Travel Survey (NTS) is administered by Department for Transport and is a household survey designed to provide a rich source of data on personal travel. It is part of a continuous survey that began in July 1988, following ad hoc surveys since the mid-1960s. The survey is primarily designed to track long-term development of trends; therefore care should be taken when drawing conclusions from short-term changes.

In 2016, the sample size was around 7,000 households and 18,000 individuals. A national response rate of 58% was achieved on sampled households.

For more detailed notes about the NTS, please see the notes and definitions document, which can be found here: https://www.gov.uk/government/statistics/national-travel-survey-2016

Active Lives Survey

The Active Lives Survey (ALS) is administered by Sport England and is used to derive official estimates of participation in sport and physical activity. The ALS has a sample size of around 190,000 adults in England, thus enabling analysis at local authority level.

In mid-November 2015 to mid-November 2016, the ALS had a response rate of 19% across the survey year, of which 50% took part online and 50% filled in a paper questionnaire.

Results from the ALS are grouped by the area where survey respondents live, which may not be the same as the area where they walk or cycle, particularly for urban areas where there are multiple local authorities in a

What are these statistics used for?

Potential uses for these statistics include the evaluation of local area interventions to encourage sustainable travel (for example, the Cycling and Walking Investment Strategy and Local Sustainable Transport Fund), as background information in the development and targeting of policies, for ministerial briefing and to answer public enquiries.

Other users include local authorities, campaign organisations, Parliamentary Groups, researchers and individuals with an interest in walking or cycling.

How can I give feedback?

There have been a number of changes to the release structure, its focus, and the datasets used.

We welcome any feedback on these statistics, to ensure future releases best meet user needs. Please provide this feedback here, or by emailing subnational.stats@dft.gsi.gov.uk.

Next release

The next release in this series is due to be published in summer 2018 and will report on ALS statistics for mid-November 2016 to mid-November 2017 and NTS statistics for 2017.

relatively small area.

The tables accompanying this release include 95% confidence interval half widths for the estimates derived from the survey, to demonstrate the accuracy of the estimates and the likely range of values for the true value. This means that some intervals will include errors, but it is not possible to specify which ones. The confidence interval may not contain the true value for the population and a change may show as statistically significant when it is not.

Definitions

National Travel Survey terms

A walk **trip** in the NTS is one where walking is the main mode in terms of distance. Walks under 50 yards and off the public highway are excluded. Walks over 50 yards but under 1 mile are only recorded on one day of the travel diary and weighted up. **Distance** figures include walks made as part of any trip.

A cycling **trip** in the NTS is one where cycling is the main mode in terms of distance. **Distance** figures include cycling stages made as part of any trip. The number of respondents using this mode is small, so results (particularly year-on-year variability) should be interpreted with caution.

All trips consist of one or more **stages**. A new stage is defined when there is a change in the mode of transport.

Active Lives Survey terms

In the Active Lives Survey, only walks of at least 10 minutes continuous walking are counted and walking around shops is excluded. Cycling of any length, time or distance is included.

Moving from Active People Survey to Active Lives Survey

This release was previously based on the results of the Active People Survey, run by Sport England. Active Lives was developed in response to the new Government strategy – 'Sporting Future: A New Strategy for an Active Nation'; and Sport England's new strategy – 'Towards an Active Nation'.

Reporting data against old measures can lead to confusion and distract focus from the new strategic measures. In addition, the surveys have quite different designs, so even where they report data on equivalent measures, the results will be different and time series trends will be broken. For these reasons, there will be no comparison of Active People and Active Lives data in this release.

The latest tables derived from the Active People Survey will remain available to the general public, but both Sport England and the Department strongly advise against attempting to compare any results between the Active People Survey and the Active Lives Survey.

Cycling and Walking Investment Strategy

Under the Infrastructure Act 2015, the government is required to set a Cycling and Walking Investment Strategy (CWIS) for England. In April 2017, the first CWIS was published with the ambition of:

We want to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey.

By 2040, our ambition is to deliver better safety, better mobility and better streets.

The government's strategy is set out in the published document: https://www.gov.uk/government/publications/cycling-and-walking-investment-strategy

Twitter

To hear more about DfT statistics publications as they are released please follow us on Twitter via our @DfTstats account: http://www.twitter.com/DfTstats.

Background information

Data sources used in this publication

- The **National Travel Survey (NTS)**: https://www.gov.uk/government/collections/national-travel-survey-statistics
- The **Active Lives Survey (ALS)**: https://www.sportengland.org/research/active-lives-survey/
- **Reported road accidents & safety (RRC)** statistics: https://www.gov.uk/government/collections/road-accidents-and-safety-statistics
- **Road traffic (RTE)** statistics: https://www.gov.uk/government/collections/road-traffic-statistics
- The **British Social Attitudes Survey (BSA)** includes numerous questions about perceptions of walking and cycling. DfT analyses can be found here: https://www.gov.uk/government/collections/statistics-on-public-attitudes-to-transport and information on the data source can be found here: http://bsa.natcen.ac.uk
- The **Labour Force Survey (LFS)** includes information on mode of travel to work: https://www.ons.gov.uk/surveys/informationforhouseholdsandindividuals/householdandindividualsurveys/labourforcesurveylfs
- The **2011 UK Census** contains detailed information on mode of travel to work (which includes walking or cycling), available via NOMIS: https://www.nomisweb.co.uk/census/2011
- The **Monitor of Engagement with the Natural Environment Survey (MENE)** provides data on how people use the natural environment: https://www.gov.uk/government/collections/monitor-of-engagement-with-the-natural-environment-survey-purpose-and-results
- The **Family Resources Survey (FRS)** provides disability prevalence in UK households: https://www.gov.uk/government/collections/family-resources-survey--2
- The **United Kingdom Time Use Survey (TUS)** provides data on how people aged 8 years and over in the UK spend their time: https://www.timeuse.org/node/10833
- **Ordnance Survey (OS)** produce map and elevation data: https://www.ordnancesurvey.co.uk

Other sources of information on walking or cycling

- The **Travel in London Reports** provide walking and cycling statistics for London: https://tfl.gov.uk/corporate/publications-and-reports/travel-in-london-reports
- The **Propensity to Cycle Tool** is an interactive tool which maps the cycling rate potential at local levels: http://pct.bike
- The **Scottish Household Survey** contains walking and cycling statistics for Scotland, and is reported on in Transport and Travel in Scotland: https://www.transport.gov.scot/publication/transport-and-travel-in-scotland-2015-27-september-2016
- The **National Survey for Wales** contains walking and cycling statistics for Wales: http://gov.wales/statistics-and-research/active-travel/?lang=en
- **The Travel Survey for Northern Ireland** contains walking and cycling statistics for Northern Ireland: https://www.infrastructure-ni.gov.uk/publications/northern-ireland-transport-statistics-2015-2016