Support for segregated cycle tracks on main roads: a short report for British Cycling

All figures, unless otherwise stated, are from YouGov Plc. Total sample size was 1,600 adults. Fieldwork was undertaken on 15th - 16th February 2016. The survey was carried out online. The figures have been weighted and are representative of all GB adults (aged 18+).

Headline

- All respondents (1600) were asked if they supported the building of cycle tracks along main roads in their local area.
- 71.2% of all respondents support the building of cycle tracks on main roads in their local area, against 18.1% who are opposed and 10.7% who don’t know.
- This support remains high (across social grades, genders, age groups, those reading different newspapers or voting Conservative or Labour, and those using different commute modes (e.g. car, public transport, walking).

- All respondents who have a regular commute (932) were asked if they supported the building of cycle tracks along main roads in their local area in three different cases: if the tracks had no impact on their journey time or made it quicker, if their commute was lengthened by a minute, and if their commute was lengthened by 5 minutes.
  - Cycle tracks have majority support in all three cases:
    - 79.4% support cycle tracks if their own commute would stay the same in time or get quicker as a result (vs. 10.9% opposed)
    - 71.4% support cycle tracks even if their own commute would be lengthened by a minute (vs. 11.4% opposed)
    - 54.1% support cycle tracks even if their own commute would be lengthened by 5 minutes (vs. 32.0% opposed)
- Among people who drive, use public transport, or walk, levels of support for cycle tracks were not significantly different in any of the three cases.
  - 79.4% support cycle tracks if their own commute would stay the same in time or get quicker as a result (vs. 10.9% opposed)
  - 71.4% support cycle tracks even if their own commute would be lengthened by a minute (vs. 11.4% opposed)
  - 54.1% support cycle tracks even if their own commute would be lengthened by 5 minutes (vs. 32.0% opposed)

Detail

General support for local tracks: different groups

Women show higher support for cycle tracks on main roads in their local area, with 74.0% supporting against 68.2% of men.

Among four social grades (AB, C1, C2 and DE) the highest support for cycle tracks was found among the C1 group (76.8%). Lowest was C2s with 65.8%.
Support for cycle tracks was highest among regular Guardian/Independent readers (91.9%) and lowest among Express/Mail readers, with 63.0%

Over 70% of car and public transport commuters, and 80% of those who walk to work, support cycle tracks along main roads.

Support for cycle tracks along main roads is particularly high among those aged under 55 (>70% all age groups), while for those aged 55-64 it is 66.2% and for those aged over 65 it is 64.8%.

Support for cycle tracks is high both among those who voted Conservative (69.4%) and those who voted Labour (74.3%) in the last election.

Support for local tracks depending on impact on journey times: different groups
If their journey times will stay the same or decrease, women have particularly high support for cycle tracks: 82.1% vs 77.0% for men. In the other cases no gender differences were found.

People from the C2 grade had lower support for cycle tracks than the other social grades (AB, C1, DE) in all cases; however, support remained higher than opposition even where journey times would increase by 5 minutes.

Differences by newspaper readership were again apparent; however, for all newspapers support remained higher than opposition for all cases, even where journey times would increase by 5 minutes. For example, among Sun and Star readers, 45.7% would support cycle tracks along main roads in their area if their commute lengthened by 5 minutes (38.8% opposed, 15.4% Don’t Know).

Among those currently commuting by car, public transport, cycling and walking, support for cycle tracks along main roads was 50% or higher in all cases (no delay or faster, 1 minute delay, 5 minute delay). For example, among people currently using public transport, 55.3% would still support tracks if their journey were delayed by 5 minutes, against 31.8% opposed (12.9% Don’t Know).

Comparing car drivers, public transport users, and pedestrians only, there were no significant differences (using p=0.05 as a threshold) for any of the cases. Cyclists were unsurprisingly particularly keen on tracks in all cases, even if this would lengthen their journeys.

Age trends persisted in all three cases; although cycle tracks retained majority support by all age groups in all cases except for the 35-44 and 65+ groups, for the case with the longest delay only. In all cases except one (65+ group, longest delay) support exceeded opposition.

Among both Conservative and Labour voters, support for cycle tracks was 50% or higher in all cases. For example, in the ‘1 minute delay’ case, 68.2% of Conservative voters would support cycle tracks on main roads in their local area (20.1% opposed, 11.8% Don’t Know) against 78.4% of Labour voters (16.4% opposed, 11.0% Don’t Know).

**Tables**

**General support**

<table>
<thead>
<tr>
<th></th>
<th>Frequency</th>
<th>Percent</th>
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Support cycle tracks on main roads in local area if own commute 5 mins longer

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Crosstab

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### Crosstab

**Support cycle tracks on main roads in local area**

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### Crosstab

**Support cycle tracks on main roads in local area**

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<td>68</td>
<td>1</td>
<td>74</td>
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<td><strong>FT / Times / Teleg</strong></td>
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<tr>
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### Crosstab

**Support cycle tracks on main roads in local area**

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<td>79.1%</td>
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<td>100.0%</td>
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### Crosstab

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<th>No</th>
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<th>Don't know</th>
<th>Total</th>
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Support depending on journey time impact, selected tables

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<tr>
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<th>Labour</th>
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<td>18.3%</td>
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Support cycle tracks on main roads in local area if own journey same or faster

<table>
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<td></td>
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<td>% within Gender</td>
<td>11.9%</td>
<td>77.0%</td>
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<td></td>
<td>Female</td>
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<td>% within Gender</td>
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<td>79.4%</td>
<td>10.8%</td>
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Support cycle tracks on main roads in local area if own commute 1 min longer

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<tr>
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<td>78.0%</td>
<td>9.8%</td>
<td>100.0%</td>
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<tr>
<td>Public Transport</td>
<td>Count</td>
<td>21</td>
<td>168</td>
<td>29</td>
<td>218</td>
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<tr>
<td>% within Travel to Work</td>
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<td>77.1%</td>
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<td>1</td>
<td>36</td>
</tr>
<tr>
<td>% within Travel to Work</td>
<td>0.0%</td>
<td>97.2%</td>
<td>2.8%</td>
<td>100.0%</td>
<td></td>
</tr>
<tr>
<td>Walk</td>
<td>Count</td>
<td>7</td>
<td>122</td>
<td>18</td>
<td>147</td>
</tr>
<tr>
<td>% within Travel to Work</td>
<td>4.8%</td>
<td>83.0%</td>
<td>12.2%</td>
<td>100.0%</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>Count</td>
<td>91</td>
<td>730</td>
<td>99</td>
<td>920</td>
</tr>
<tr>
<td>% within Travel to Work</td>
<td>9.9%</td>
<td>79.3%</td>
<td>10.8%</td>
<td>100.0%</td>
<td></td>
</tr>
<tr>
<td>Travel to Work</td>
<td>Car</td>
<td>Public Transport</td>
<td>Cycle</td>
<td>Walk</td>
<td>Total</td>
</tr>
<tr>
<td>----------------</td>
<td>-----</td>
<td>------------------</td>
<td>-------</td>
<td>------</td>
<td>-------</td>
</tr>
<tr>
<td>Count</td>
<td>99</td>
<td>43</td>
<td>0</td>
<td>18</td>
<td>160</td>
</tr>
<tr>
<td>% within Travel to Work</td>
<td>19.1%</td>
<td>19.7%</td>
<td>0.0%</td>
<td>12.2%</td>
<td>17.4%</td>
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</table>

Support cycle tracks on main roads in local area if own commute 5 mins longer

<table>
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<tr>
<th>Travel to Work</th>
<th>Car</th>
<th>Public Transport</th>
<th>Cycle</th>
<th>Walk</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Count</td>
<td>177</td>
<td>69</td>
<td>7</td>
<td>42</td>
<td>295</td>
</tr>
<tr>
<td>% within Travel to Work</td>
<td>34.1%</td>
<td>31.8%</td>
<td>20.0%</td>
<td>28.4%</td>
<td>32.1%</td>
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