

## Update – September 2010 – cycling figures

**Figure 1** displays cycling levels taken from 3 off-road cycle counters. These have been validated and were operating before Cycling City began in 2008.

Grouped into quarters (the method which Sustrans use) the figure displays flows from January 2007 to June 2010. The next update (July to September 2010) will be available in late October. Although not yet available in full, flows for the current quarter are showing signs of an increase in numbers.

The figures are weekday averages with the top and bottom 10% of values having been 'trimmed' in order to discard of any extremities that are present in the raw data.

The results from the first quarter show that 2008 and 2009 saw significant increases in flow, where as 2010 has seen a slight decrease since 2008 thought to be due to very poor weather conditions at the start of 2010. The second quarter appears to be on the increase. The third quarter shows a significant increase since 2007 and the fourth quarter shows an even greater increase. Note that these figures are taken from 3 off-road cycle counters only. These figures suggest that from these sites, 2007 to 2009 saw an 8.6% rise. First half year results from 2010 compared to first half-year results from 2007 suggest a 9.2% increase in flow.

As mentioned in previous reports and meetings, data taken from specific Cycling City sites will not be available until later in 2010; the first batch of counters having been installed in August 2009. A minimum of 13 months is required in order to start drawing comparisons. The more data gathered in terms of time and number of counter sites, the more accurate a picture can be drawn from results, providing greater confidence in analysis.

Looking at data used in figure 1, statistics have been produced to investigate the variability. During the 2 quarters (January to March and October to December), it appears that the counts produced are more variable than the other 2 quarters. This will be for a number of reasons, including the increase in poor weather days, deterring potential users from cycling, resulting in less consistent day-to-day flows. For example, in the first quarter, the variability is +/- 5% when looking at a 95% confidence level. On the other hand, in the third quarter, it is +/- 1.5% at a 95% confidence level.

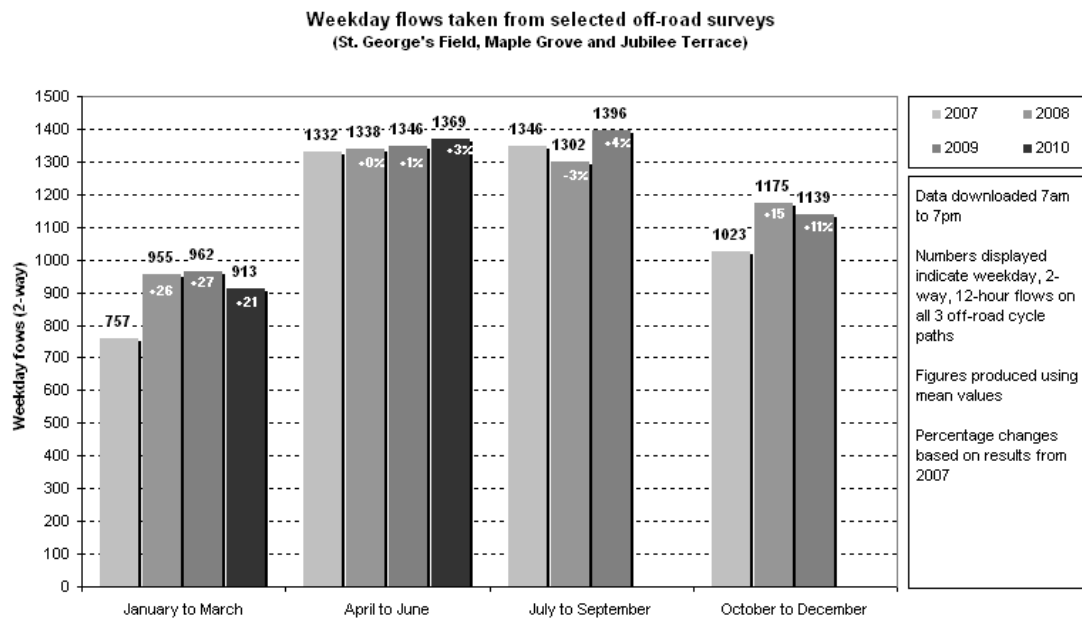
**Figure 2** displays data from the same 3 sites as figure 1, but by using different methodology. Only neutral months of April, May, June, September and October are included and school holidays are excluded. As all 3 sites were installed in 1999 (pre-Millennium Bridge), long-term trends in cycling can be detected. Base lined to 2006, it indicates that cycling levels have risen by 8% during the AM peak (8 to 9am), 10% during the PM peak (5 to 6pm) and by 11% over the standard 12-hour period (7am to 7pm). What is clear is that for all 3 periods of monitoring (8 to 9am, 5 to 6pm and 12-hour), the 2009 figures are the highest for 10 years.

Although complete 2010 data will not be available until late November 2010, the overall trend for data received so far during the year looks very promising.

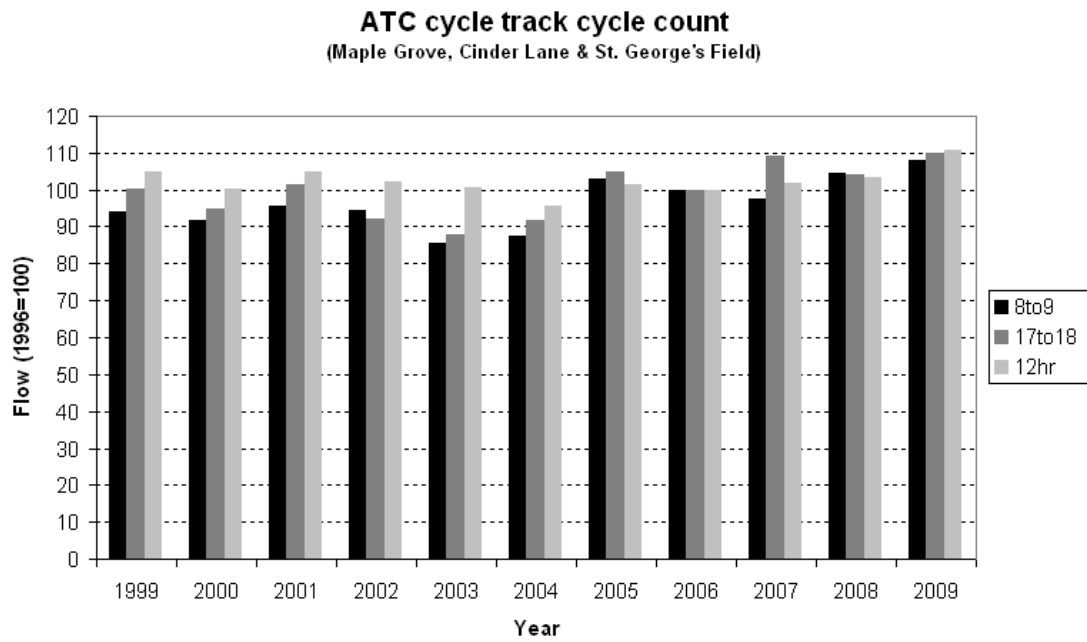
**Figure 3** has been included here to provide an insight into how ‘noisy’ cycling data actually is. This figure (taken from data downloaded from Cinder Lane / Jubilee Terrace, linking the west side of the River Ouse to Salisbury Road / Water End) demonstrates the importance of stripping out data extremities and selecting neutral months only. The figure displays raw data from all days throughout each year from its installation in 1999 through to mid-2010.

**Figures 4 and 5** demonstrate examples of what is happening at individual Automatic Cycle Counter sites. Both of these counting sites highlight the decrease in cycling experienced during poor weather months during the winter and decreases in flow during the summer months, when schools, colleges and the university are not in operation for students.

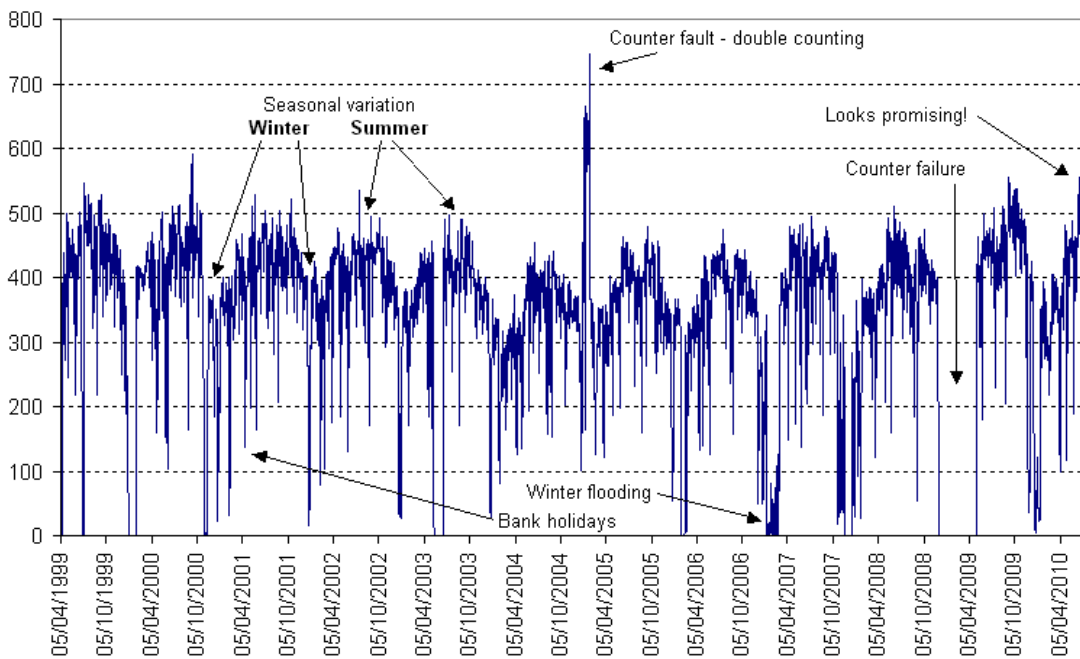
**Figure 1**



**Figure 2**

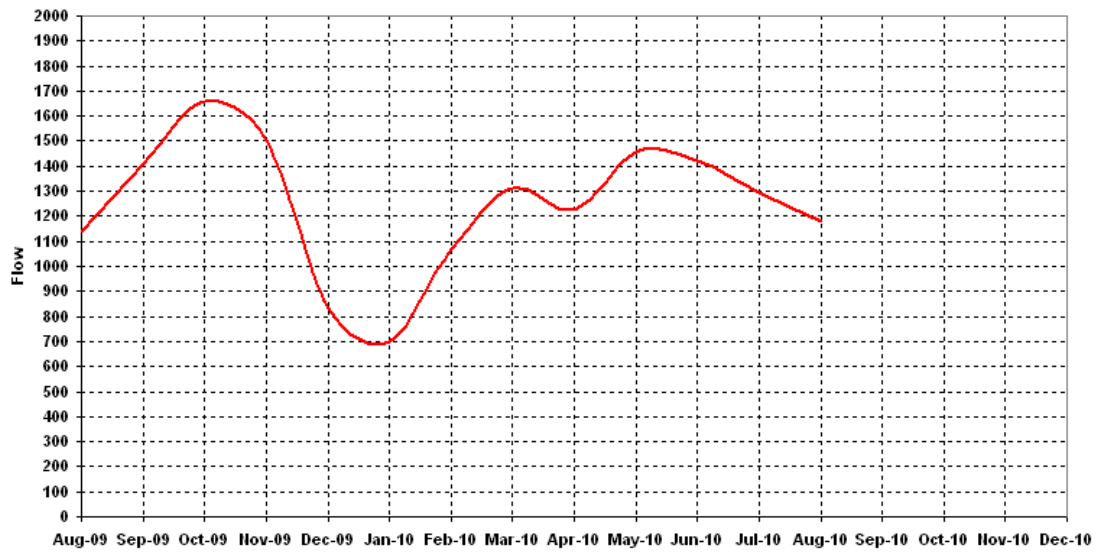


**Figure 3**



**Figure 4**

**Millennium Bridge - NCN / Orbital / Screenline**  
**Weekday 12-hour (7am - 7pm) 4-way pedal cycle flow**  
 (not including bank holidays)



**Figure 5**

**Clifton Bridge - Screenline & Orbital**  
**Weekday 12-hour (7am - 7pm) off-road eastbound pedal cycle flow**  
 (not including bank holidays)

