

Review of Popup Cycle Lanes in Belfast

2021 Survey Analysis



Analysis by: Analysis, Statistics & Research Branch

Department for Infrastructure, Room 4.13c, Clarence Court, 10-18 Adelaide Street, Belfast, BT2 8GB

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Gníomhaireacht Thuaisceart Éireann
um Staitisticí agus Taighde

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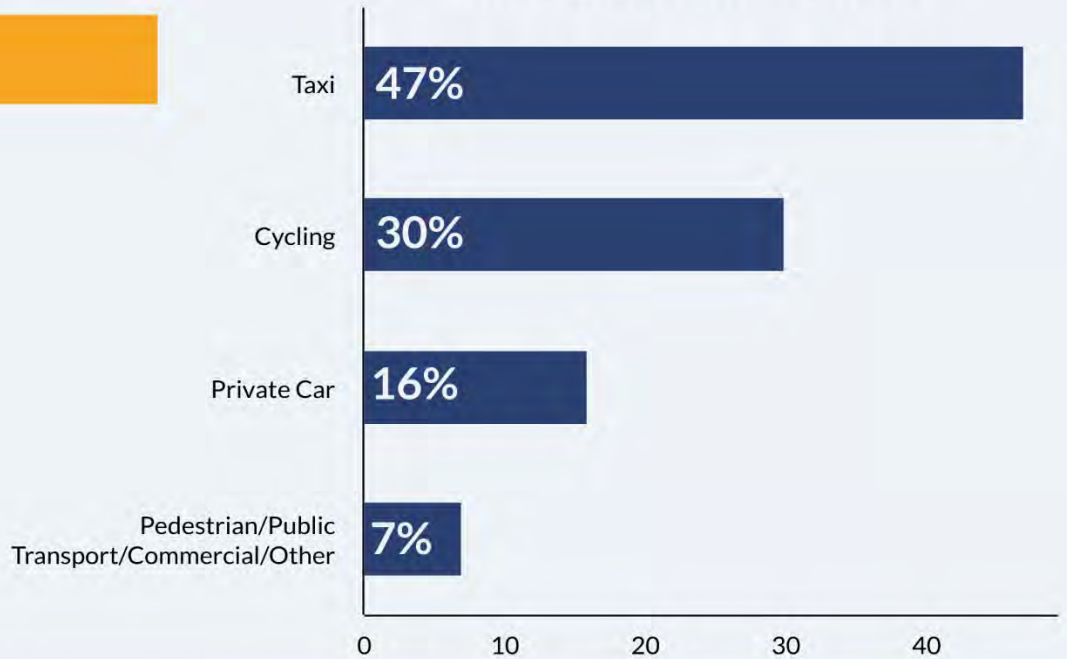
Profile of route use

Which route?



used the route 5 days a week or more

Main method of travel



Views of route users

80% of cyclists were 'satisfied' or 'very satisfied' with the cycle lanes

83% of cyclists feel more safe

58% of cyclists cycle more since March 2020

85% of walkers and cyclists agreed that 'the addition of the cycle lane has made walking and cycling more accessible'

98% of 'taxi' users, and 82% of 'private car' users do not want the cycle lanes extended

How much do you agree or disagree with the following statement?
'the addition of the cycle lane makes my journey better'



agree with this statement

Key Points

Route Used

- Over two thirds (68%) of respondents used the Ormeau Avenue – Shaftesbury Square route and 32% used the Grosvenor Road (Sorella Street) – Westlink route.
- Six in ten (60%) respondents said they use the routes 5 or more days a week.

Type of User

- When asked how they used the routes, 75% of respondents used the 'road', 34% used the 'cycle lane', 14% used the 'footpath' and 12% required 'business access' (respondents could select more than one).

Main method of travel

- Almost half (47%) of respondents said their main method of travel was 'taxi', almost a third (30%) of respondents said 'cycling' and 16% used a private car/van/motorcycle either as a driver, or passenger.
- Pedestrians (3%), public transport users (2%), commercial vehicle and others (both 1%) accounted for the remainder of the responses.

Views of Cyclists and Walkers

- Of those respondents who indicated that they 'cycle' as their main method of travel, 58% said they 'cycle more since March 2020' and 30% said they 'cycle the same amount as before'.
- Of respondents who walk or cycle as their main method of travel, 85% agreed with the statement '*the addition of the cycle lane has made walking and cycling more accessible*'.

Views on the Cycling Lane

- When asked if they agreed or disagreed with the following statement: '*the addition of the cycle lane makes my journey better*', two-thirds (66%) of all respondents disagreed with this statement.
- However, if we consider responses by type of user:
 - 90% of cyclists *agreed* with this statement
 - 98% of taxi users *disagreed* with this statement
 - 84% of private car users *disagreed* with this statement
- 83% of 'cyclists' say they feel more safe since the addition of the cycle lane and conversely, 70% of 'taxi' and 56% of 'private car' users say they feel less safe since the addition of the cycle lane
- More than two-thirds (67%) of respondents said they were unsatisfied or very unsatisfied with the cycle lane while 28% said they were satisfied or very satisfied with the cycle lane.
- Considering responses by the type of user:
 - 80% of cyclists *were satisfied/very satisfied with the cycle lane*
 - 96% of taxi users *were unsatisfied/very unsatisfied with the cycling lane*
 - 84% of private car users *unsatisfied/very unsatisfied with the cycling lane*
- Almost all cyclists (95%) want the cycle lanes extended, however 98% of 'taxi' users, and 82% of 'private car' users do not want the cycle lanes extended.

Background

In May 2020, the Department for Infrastructure as a response to the Covid-19 pandemic, initiated a series of temporary measures to assist communities with active travel, maintaining social distancing and queuing for essential services. As part of this, pop-up cycling lanes were introduced on the Dublin Road between Ormeau Avenue and Shaftsbury Square and Grosvenor Road between Sorella Street and the Westlink. The pop-up cycling routes were designed to improve access into the city centre and to help key workers who cycle to and from work, especially those who work in hospitals.

Uses of the Data

In order to evaluate the effectiveness of the pop-up cycling lanes, the Department carried out an online survey consultation survey to gain feedback from **all of the road users** on those particular routes.

The survey was developed in partnership with Active Travel Branch and Analysis, Statistics and Research Branch and promoted by the Department's Social Media channels. This report presents a summary analysis of responses received from those who use the route.

The survey went live on 25th March 2021 and remained open until 19 April 2021. In total, 805 responses were received. However, in some cases, questions were 'routed' so that they were only asked of appropriate groups, i.e. those who indicated that they used public transport were asked specific questions about their use of bus stops along the routes. Some responses contained no valid data or were partially complete to varying degrees. As such, the number of respondents who answered each question is included underneath each chart. This should be borne in mind when considering the results presented.

Maps of the cycling routes can be found in Appendix 1 on page 18.

If this document is not in a format that meets your needs, or for further information, please contact the active travel branch;

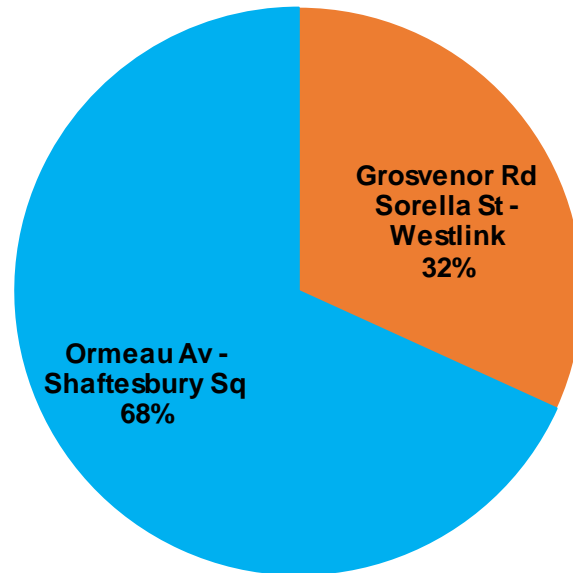
Email: activetravel@infrastructure-ni.gov.uk

Results

1. Which of the following routes do you use?

All respondents were asked to select the route that they used. Respondents who used both routes were asked to provide a separate response for each route.

Figure 1: Which of the following routes do you use? (%)



Base = 805

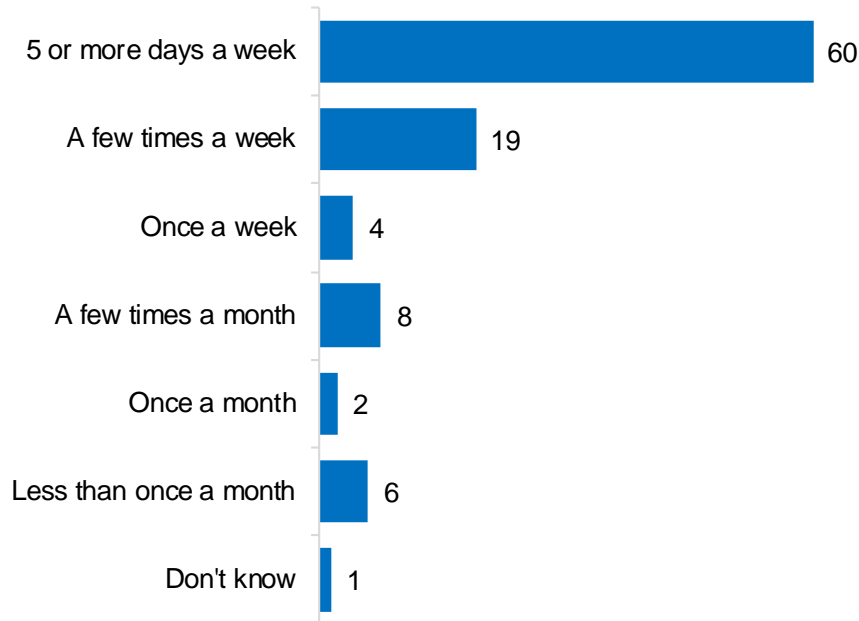
Almost 7 out of ten respondents (68%) indicated that they used the route from Ormeau Avenue to Shaftesbury Square and the remaining 32% of respondents used the route from Grosvenor Road (Sorella Street) – Westlink.

Analysis will be provided at an overall level (for both routes) throughout the report. Where possible or appropriate, analysis will be provided broken down by route.

2. How often do you use this route?

All respondents were asked how often they used that particular route. Of the 770 respondents who answered this question, 60% used these routes 5 days or more and a further 19% used the route a few times per week.

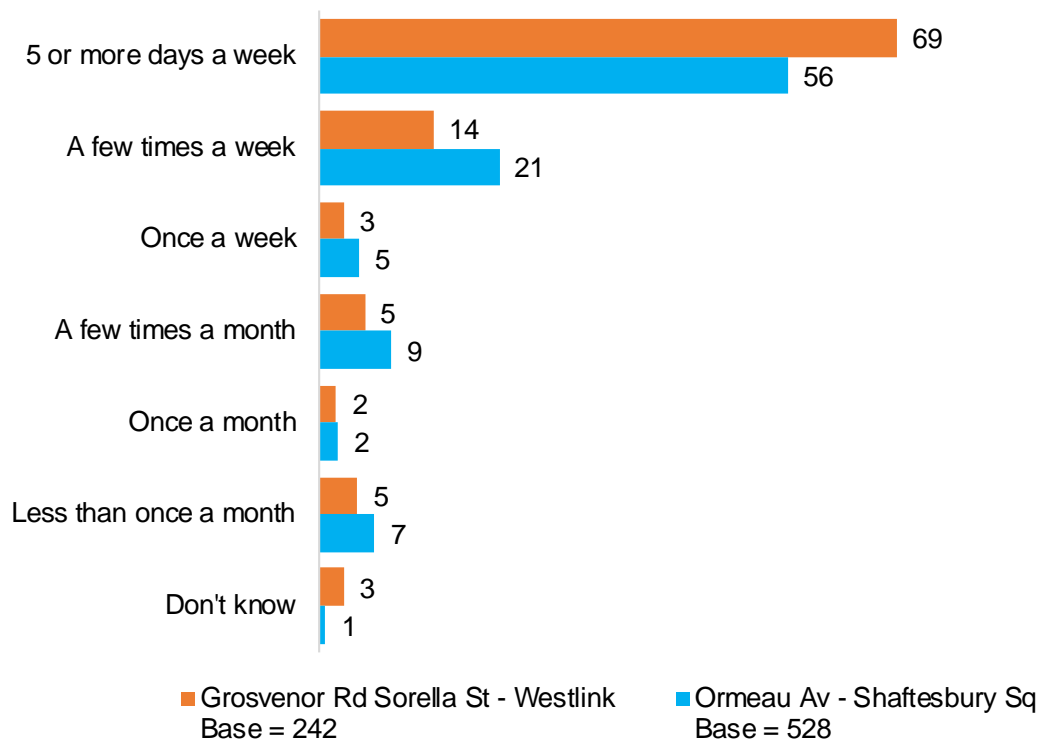
Figure 2: How often do you use this route? (%)



Base = 770

When we consider the responses by route, 69% use Grosvenor Rd (Sorella St) – Westlink, and 56% use Ormeau Av – Shaftesbury Sq. 5 or more days a week.

Figure 3: How often do you use this route by route? (%)

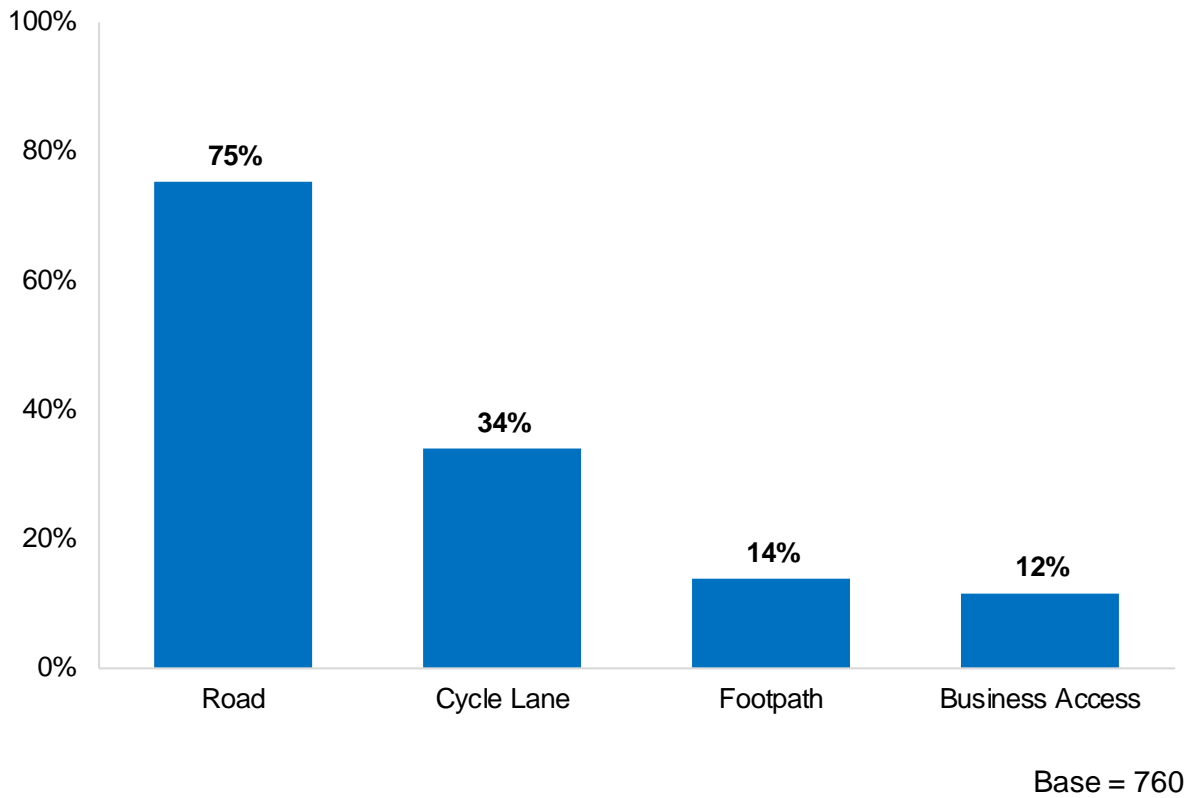


3. Which of the following do you use on this route?

All respondents were asked to indicate how they used the routes, i.e. whether they used the roads, footpaths, cycle lanes or for business access and could select more than one option.

Road was the most commonly used (75% of respondents), followed by cycle lanes (34%). Similar proportions indicated that they used the footpath (14%) and for access to business (12%).

Figure 4: Which of the following do you use on this route? (multiple choice)



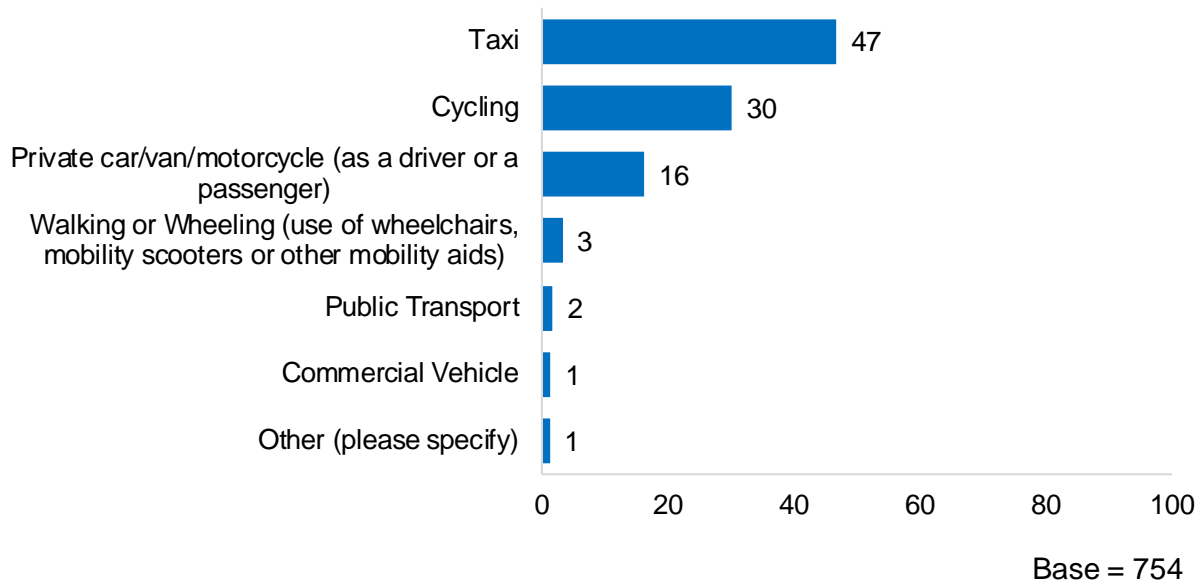
4. What is your main method of travel on this route?

Respondents were asked to select their main method of travel. The main method is defined as the method of travel used most often and respondents could only provide one answer.

Those travelling by taxi (47%) and cyclists (30%) accounted for around three quarters of responses to the survey. Private car/van/motorcycle (either as a driver or passenger) accounted for 16% of respondents.

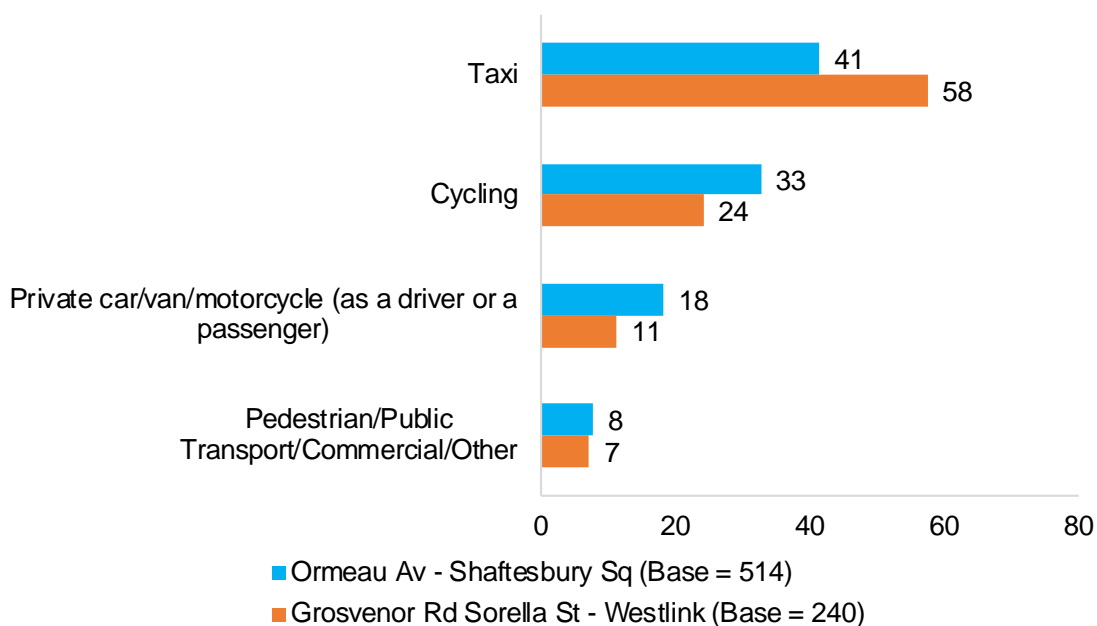
Pedestrians (3%), public transport users (2%), commercial vehicle and others (both 1%) accounted for the remainder of the responses.

Figure 5: What is your main method of travel on this route? (%)



Where possible, analysis will be provided throughout the report by the three main methods of travel, 'taxis', 'cyclists' and 'Private car'¹.

Figure 6: Main method of Travel by Route (%)



¹ Private car includes car/van/motorcycle as driver or passenger

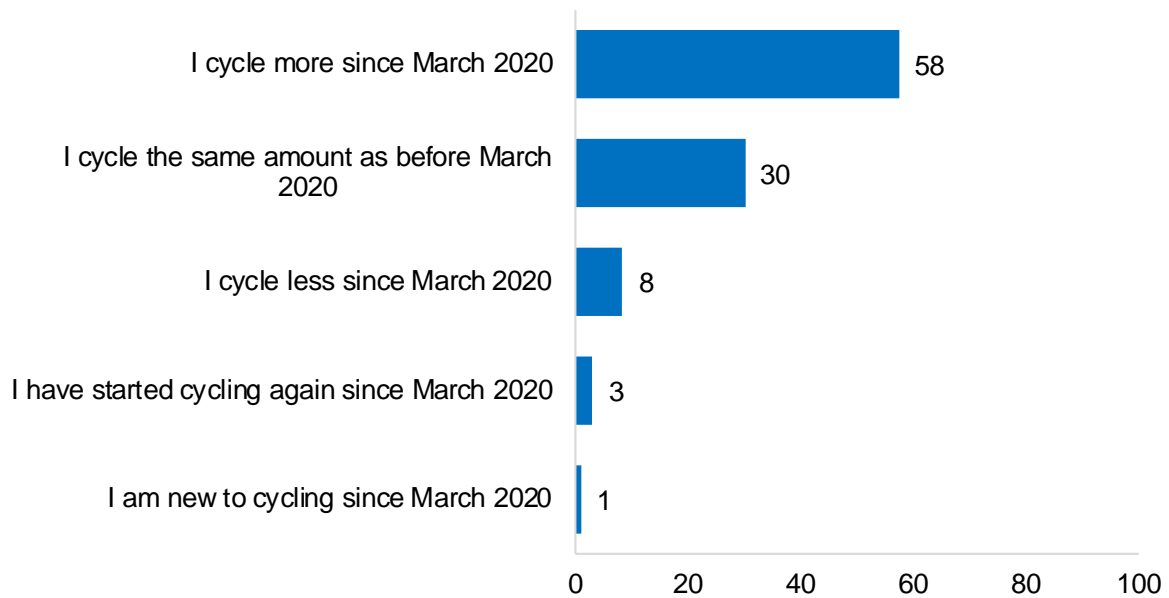
5. How much has your cycling changed since March 2020?

Respondents who indicated that they cycled as their main method of transport were asked if their cycling had changed since the outbreak of the pandemic in March 2020.

Almost six in ten (58%) of respondents stated that they cycle more since March 2020 with a further 30% stating that they cycle the same as before March 2020.

A small proportion of respondents said they have started cycling again since March 2020 (3%) and some are new to cycling since March 2020 (1%).

Figure 7: How much your cycling has changed since March 2020 (%)



Base = 226

Due to small sample size, we are unable to provide any further breakdown of these figures.

6. Do you use the bus stop found on the cycling lane on this route?

The 13 respondents who indicated that they used public transport as their main method of transport in Question 4 were asked if they used the bus stop found on this route.

Of those 13 respondents, 11 respondents used the bus stop along the route and of those, 7 respondents said that cycle lane affected their use of the bus stop. Due to small numbers, no further analysis is possible for this question but a selection of respondent comments are included below;

'Traffic seem slower getting around this whole area , and will surely worsen as the traffic returns to normal'

'The bus stop outside of Oxfam means that one is stepping off bus into cycle lane, same apples getting on. Who has right of way?'

I have occasions when I was nearly hit by a cyclist, it was partly my fault as I was concentrating on getting on the bus and forgot I was in a cycle lane

'Doesn't let me board safely I have to cross cycle lane to get on a high step because you have taken away the curb and all cycles flying up and down'

'Walk onto road, previous bus stop aren't accessible'

'Less accessible and bus gets delayed'

7. How much do you agree or disagree with the following statement?

"The addition of the cycle lane has made walking and cycling more accessible."

Those who walked or cycled as their main method of travel were asked if the addition of the cycle lane had made walking and cycling more accessible.

There was a high level of agreement with 85% of cyclists and pedestrians agreeing that it had made walking and cycling more accessible. Around one in ten (11%) disagreed or strongly disagreed with this statement.

Figure 8: How much do you agree or disagree with the statement:

"The addition of the cycle lane has made walking and cycling more accessible"



■ Agree/Strongly Agree ■ Neither/don't know ■ Disagree/Strongly Disagree

Base = 254

8. How much do you agree or disagree with the following statement?

"The addition of the cycle lane makes my journey better."

This question was asked of all respondents to the survey and the results are presented in Figure 9.

Overall, two thirds (66%) of respondents disagreed or strongly disagreed with this statement, 31% agreed or strongly agreed while the remaining 3% neither agreed nor disagreed.

Figure 9: How much do you agree or disagree with the statement: "The addition of the cycle lane makes my journey better"



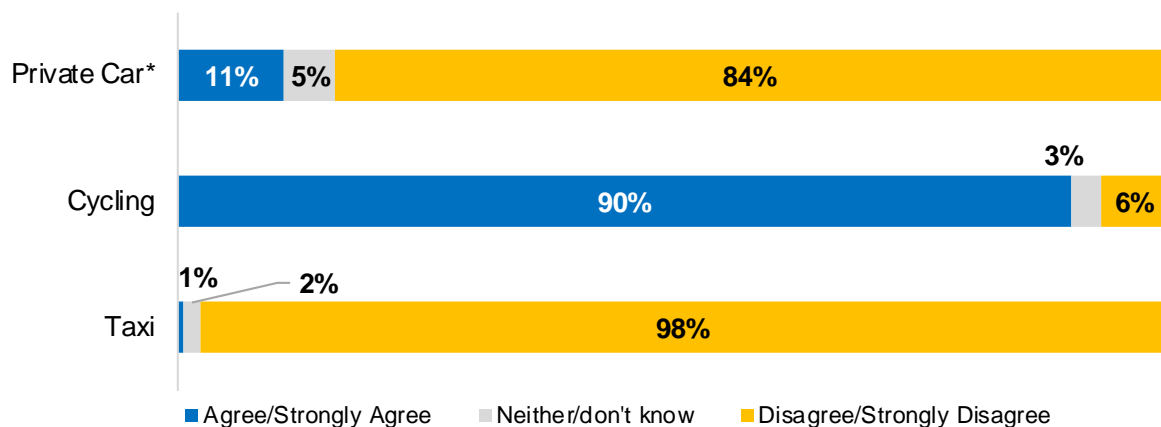
■ Agree/Strongly Agree ■ Neither/don't know ■ Disagree/Strongly Disagree

Base = 745

Considering responses from taxis, cyclists and private car users* separately, it is clear that opinions on the cycle lanes are polarised.

Almost all taxi users (98%) and the majority of private car users (84%) disagreed or strongly disagreed with the statement that *'the addition of the cycle lanes has made my journey better'*, whilst the majority of cyclists (90%) agreed with this statement.

Figure 10: "The addition of the cycle lane makes my journey better" by Main mode



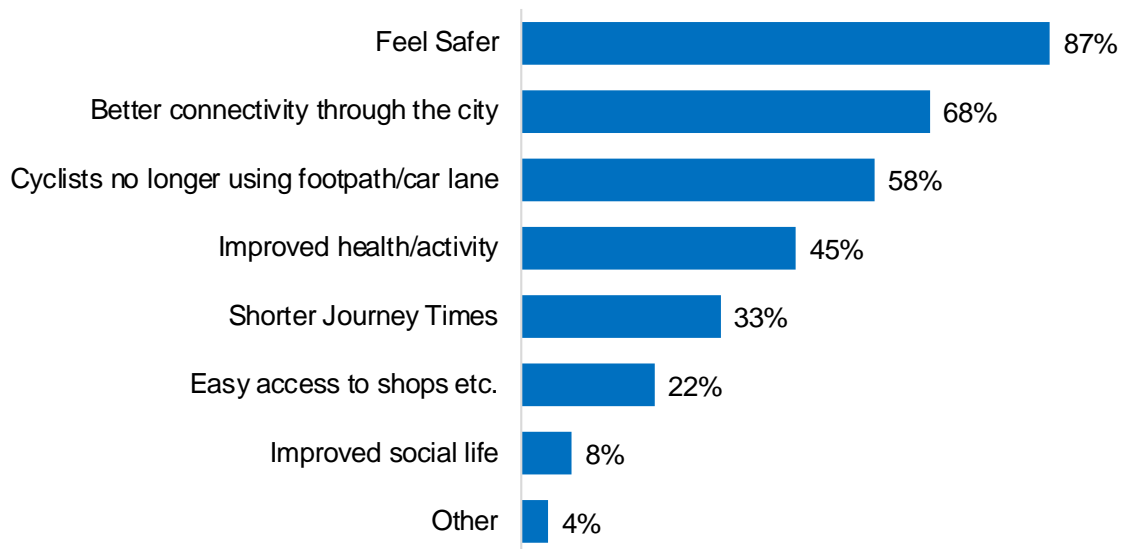
* Private car includes car, van, and motorcycle drivers and passengers

8a. Reasons the cycle lane made your journey better?

Respondents who agreed with the statement “*The addition of the cycle lane has made my journey better*” were asked what the reasons for this were.

Almost 9 in 10 (87%) said they ‘feel safer’, 68% said there is ‘better connectivity through the city’, 58% said ‘Cyclists no longer using footpath/car lane’, and 45% said ‘improved health/activity’.

Figure 11: Reasons the cycle lane has made your journey better



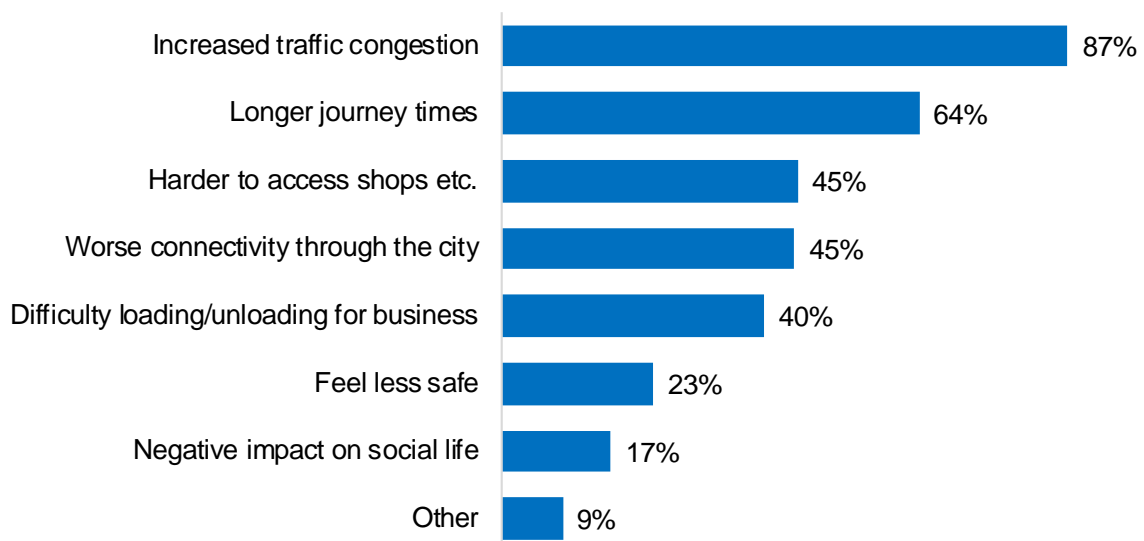
Base = 231

8b. Reasons the cycle lane has not made your journey better?

Respondents who disagreed with the statement “*The addition of the cycle lane has made my journey better*” were asked what the reasons for this were.

87% of these said the cycle lane ‘increased traffic congestion’, 64% said ‘longer journey times’, and 45% said ‘harder to access shops etc.’, and ‘worse connectivity through the city’.

Figure 12: Reasons the cycle lane has not made your journey better

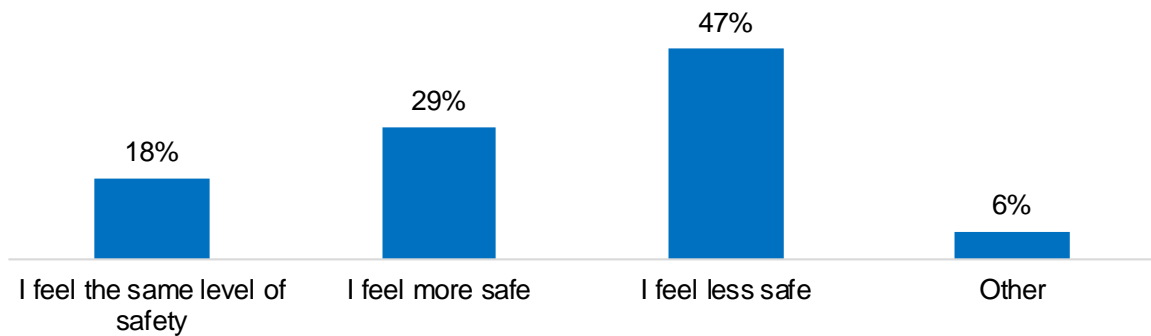


Base = 491

9. Please indicate your feelings of safety in relation to the cycle lane

This question was asked of all respondents and almost half (47%) said they 'feel less safe since the cycle lane has been added'. Almost three in ten (29%) said they feel 'more safe', 18% feel the same level of safety.

Figure 13: Please indicate your feelings of safety in relation to the cycle lane

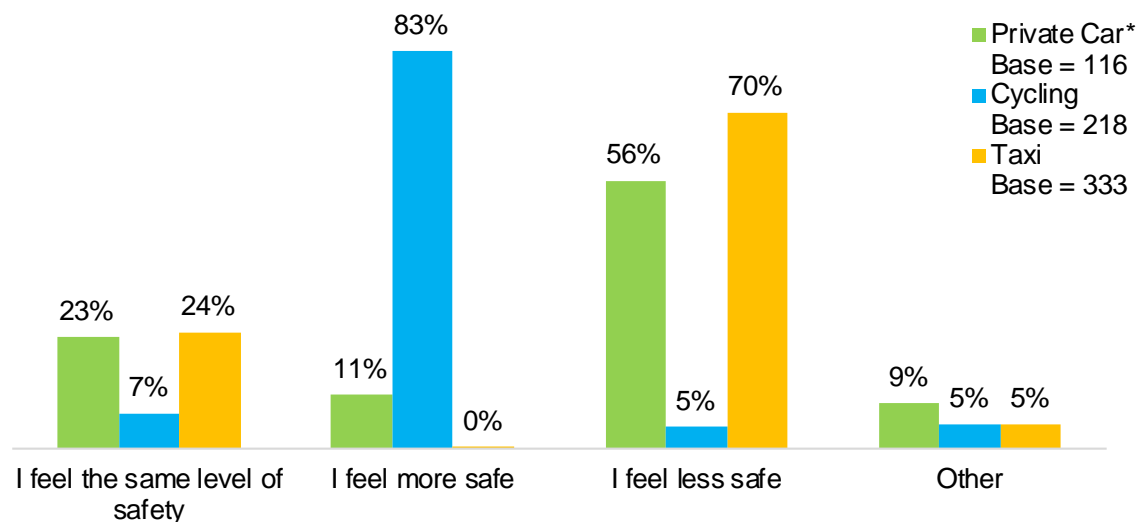


Base = 718

Considering responses from taxis, cyclists and private car users* separately, it is apparent that feelings of safety are very different. More than 8 in 10 (83%) of those who cycle said they 'feel more safe since the cycle lane has been added'.

Conversely, 70% of those who use taxis as their main method of travel, and 56% of private car users said they 'feel less safe since the cycle lane has been added'.

Figure 14: Please indicate your feelings of safety in relation to the cycle lane (by main method of travel)

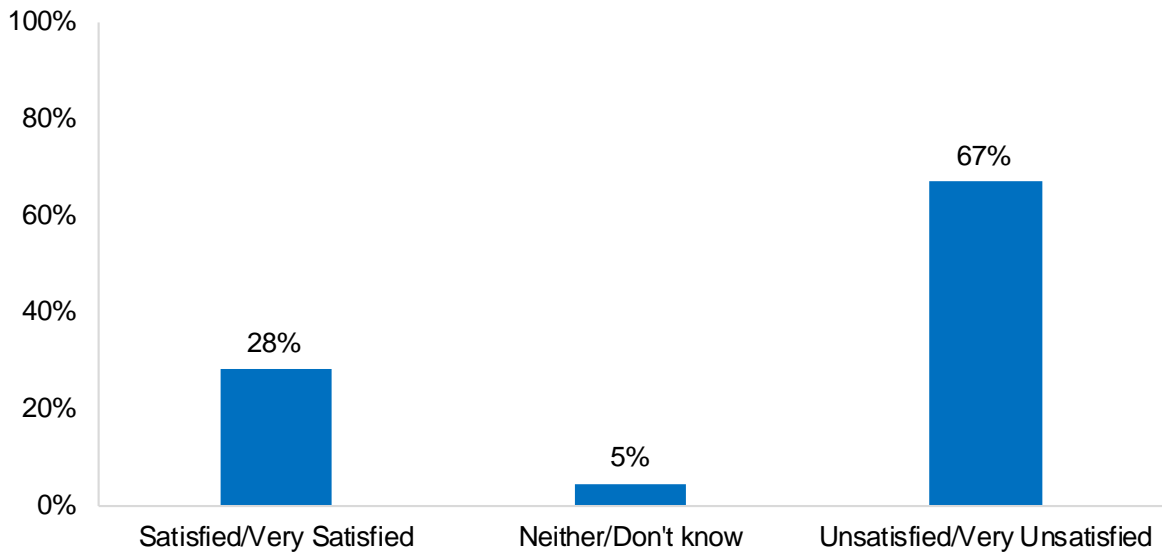


* Private car includes car, van, and motorcycle drivers and passengers

10. How satisfied are you with the cycle lane?

Around two-thirds (67%) of respondents said they were unsatisfied or very unsatisfied with the cycle lane while almost 3 in 10 (28%) said they were satisfied or very satisfied with the cycle lane.

Figure 15: Overall, how satisfied are you with the cycle lane?

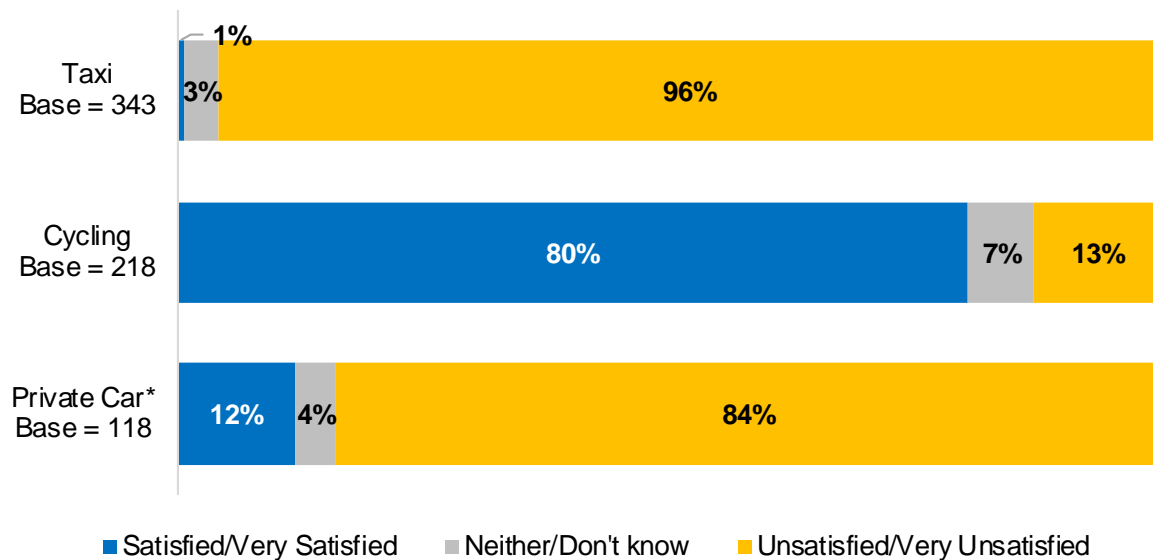


Base = 731

Considering responses from taxis, cyclists and private car users* separately, it is evident that opinions are polarised. Almost all (96%) taxi users said they were unsatisfied or very unsatisfied with the cycle lane while 84% of private car users said the same.

Conversely, 80% of cyclists said they are satisfied or very satisfied with the cycle lane.

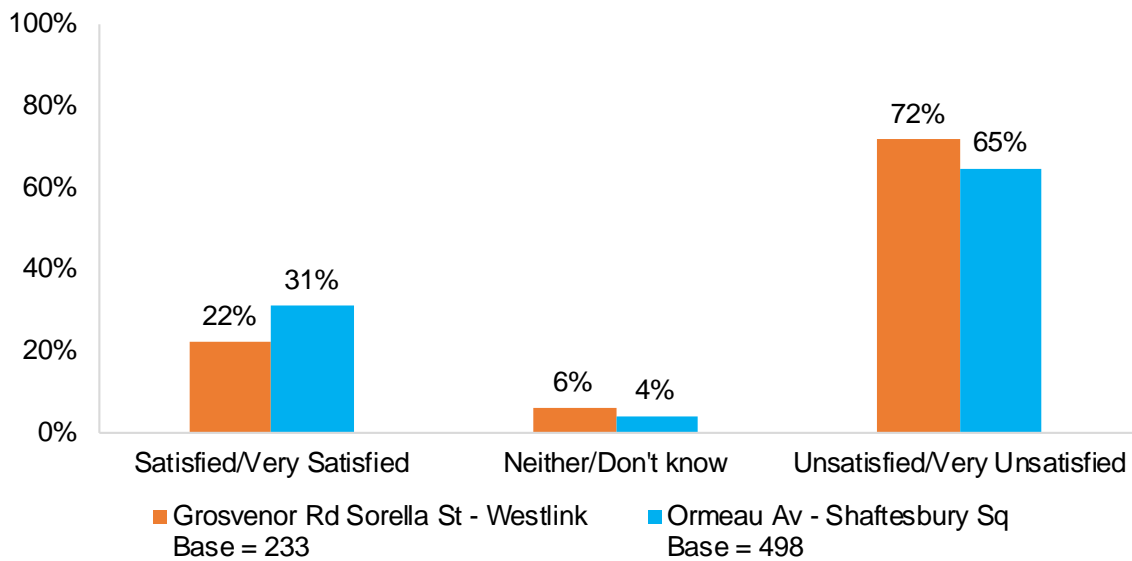
Figure 16: Overall, how satisfied are you with the cycle lane? (by main method of travel)



* Private car includes car, van, and motorcycle drivers and passengers

When considering satisfaction with the cycle lane by route, 31% of respondents said they were satisfied or very satisfied with the Ormeau Av – Shaftesbury Square route (31%) compared with 22% of those using the Grosvenor Rd Sorella St – Westlink route (22%).

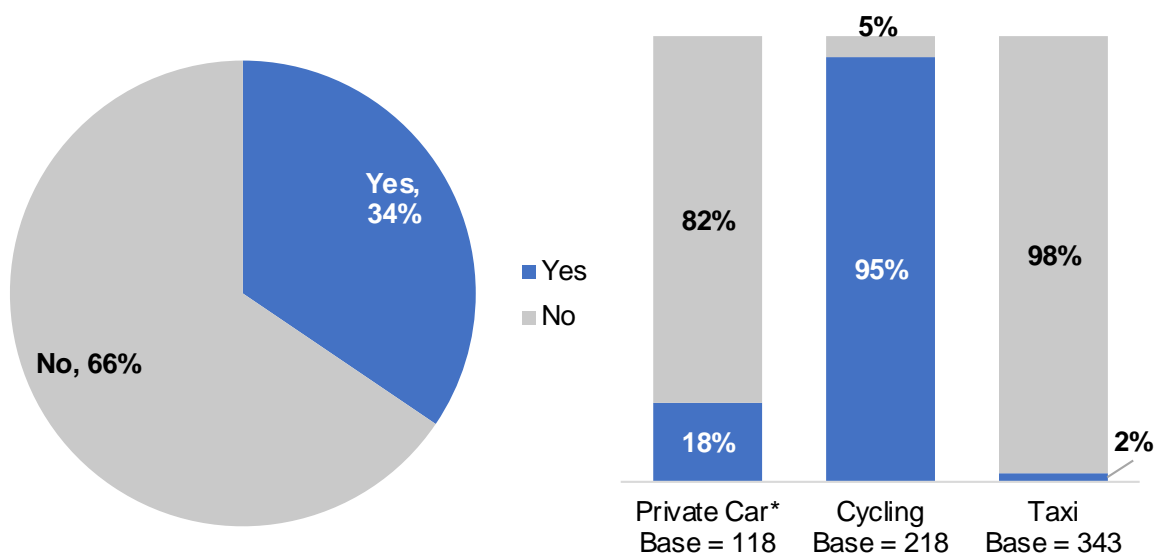
Figure 17: Overall, how satisfied are you with the cycle lane? (by route)



11. Would you like to see the cycle lane extended to other destinations?

Overall, two-thirds of respondents (66%) said they would not like to see the cycle lanes extended to other destinations. However, looking at the different user groups, almost all (95%) of cyclists and almost a fifth (18%) of private car users, would like to see the cycle lanes extended.

Figure 18: Would you like to see the cycle lane extended to other destinations?



*Private car includes car, van, and motorcycle drivers and passengers

More than 8 in 10 (82%) of private car users and 98% of taxis said they would not like to see the cycle lane extended to other destinations.

Business/Commercial Access

Respondents were asked to indicate how they use of the routes, and were given the options to choose one or more options from the following: “footpath”, “cycle lane”, “road”, and “business/commercial access”. Of those, 93 respondents indicated that they used “Business/Commercial Access”.

Excluding those who said ‘taxi’ was their main method of travel along the route, 28 respondents said they used ‘business/commercial access’ on the route. Due to the small number of respondents, no further analysis is possible for this question but a selection of respondent comments are included below;

“Extremely difficult to load and unload my disabled relatives on the Dublin Road to gain access to The Salvation Army. There are no longer parking facilities within easy access of the front door. I find this not acceptable.”

“Feel the impact to local businesses were not taken into consideration. Blocking parking for customers, dangerous for motorists exiting streets with no signage. Dublin road the worst with the 2-way cycle lane on a one-way street. Drivers not considering cyclists coming the wrong way and will eventually cause a serious accident...”

“A good effort but going against traffic is dangerous at junctions”

“Allowing both the bus and cyclist to share the lane would prioritise and give both a safe and punctual journey”

“I feel the cycle lane has removed all access to the cinema side of the Dublin Road for disabled and elderly people. I feel very strongly that this was not considered when it was put in place. It has also basically removed the vast majority of on street parking along Marcus Ward Street as well. I find this not acceptable at all”

“Signage at junctions and entrances to shops”

“The cycle lane has impacted the deliveries to business. What are the plans to accommodate this when all businesses are open?”

Technical Notes

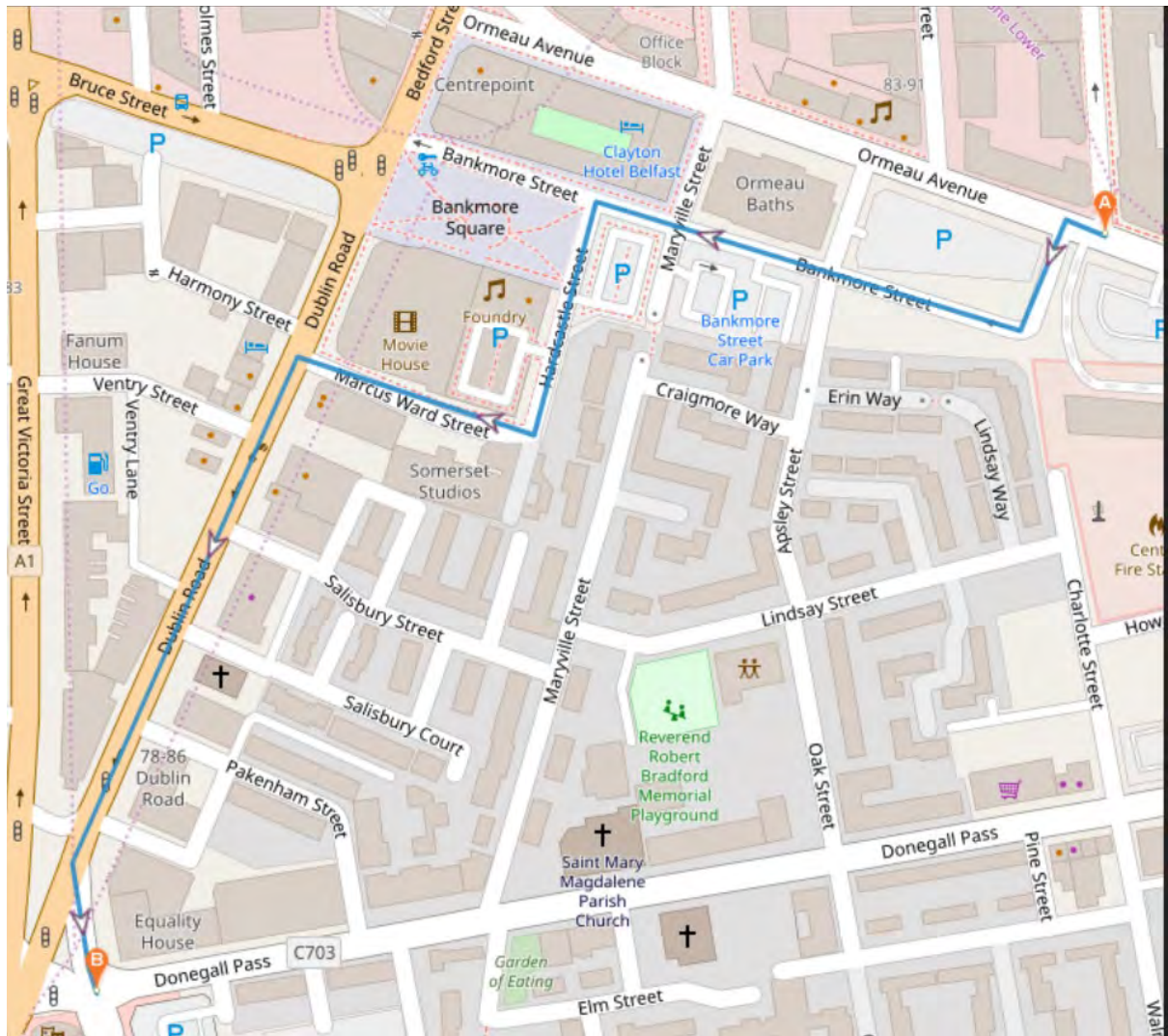
In order to promote and distribute the survey, Dfl used a variety of Social Media channels such as Twitter and Facebook in addition to a number of signs promoting the survey along both routes. These signs included QR codes whereby respondents could scan these codes using a smartphone and were taken directly to the survey link.

This technique is known as 'snowball sampling' and this type of sampling technique is cost effective and simple, however it does mean that there is little control over the sampling method and representativeness of the sample cannot be guaranteed. As a non-probability sampling technique, snowball sampling does not allow computation of estimates of sampling error or tests of significance.

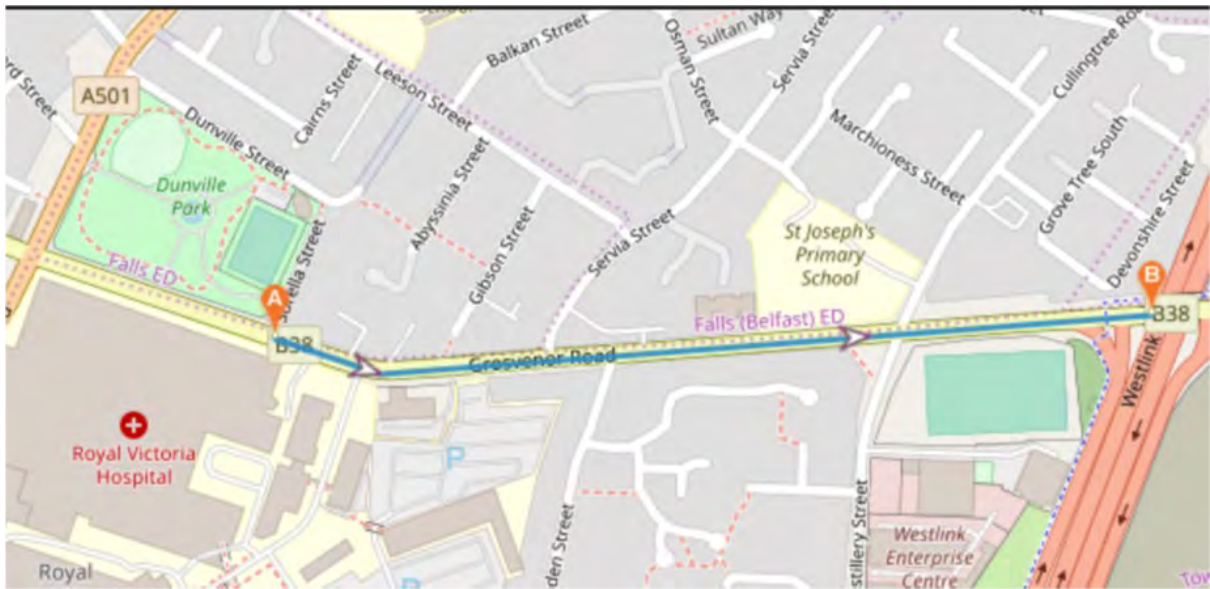
The total number who completed this survey was 805, however every respondent was not asked or did not answer every question.

Appendix 1 – Map of routes

Ormeau Avenue - Shaftesbury Square

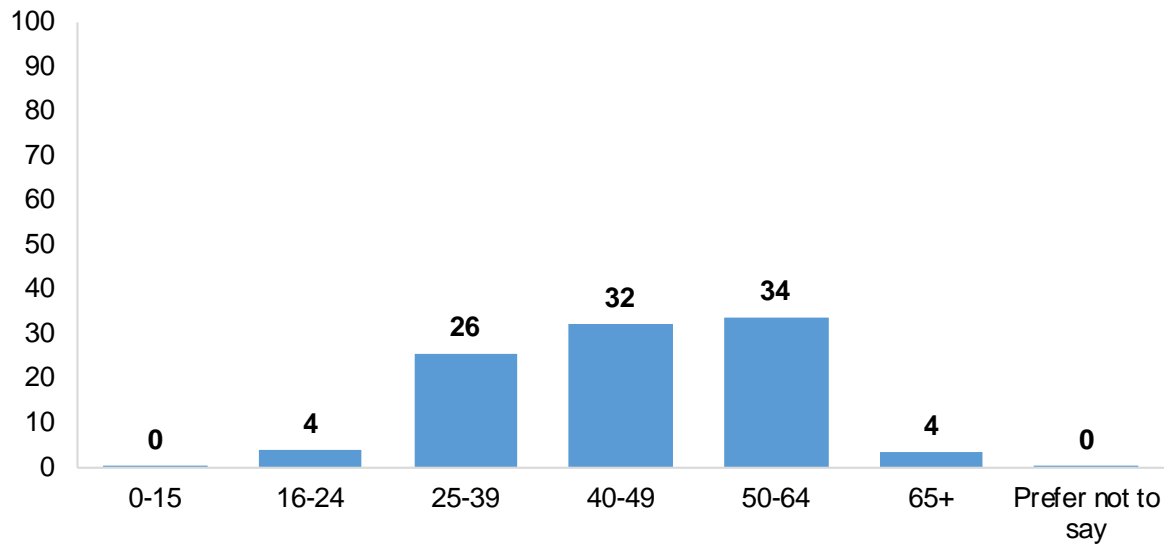


Grosvenor Road Sorella Street – Westlink



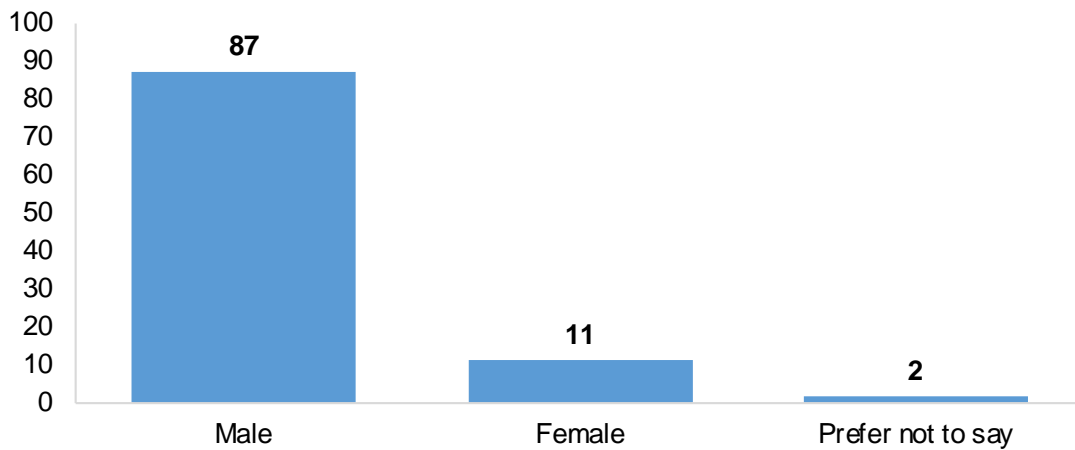
Appendix 2 – Respondent Demographics

Which age group do you fall into? (%)



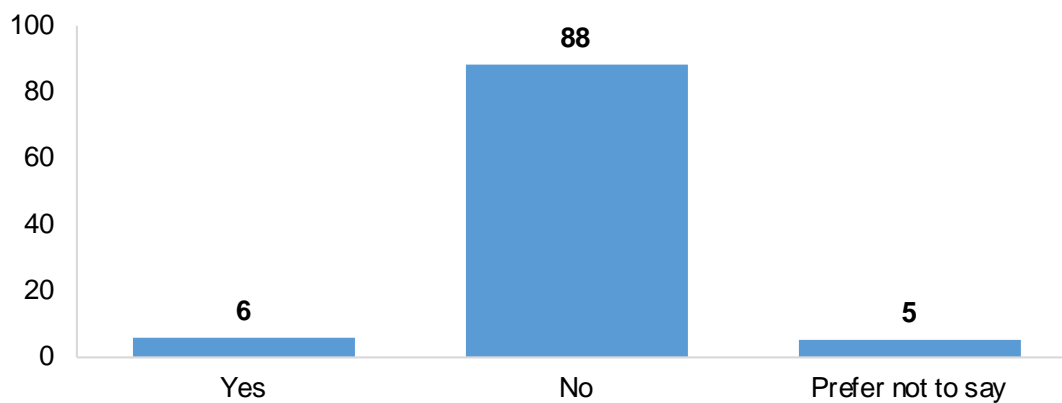
Base = 650

What is your gender? (%)



Base = 709

Do you have a disability, or any mobility issues? (%)



Base = 710