

The Dings, Bristol

The survey site is on a traffic free route along a disused railway line linking Bristol and Bath. The site is approximately 400 metres east of start of the Bristol end of the railway path. The survey location was between the Lawrence Hill entrance and the Railway Passage underpass/Dings Railway Path junction. The route is part of NCN National Route 4, the Bristol to Bath railway path. The survey was funded by Bristol City Council and the VIVALDI project

A total of 235 interviews were completed at the Dings, Bristol, during a four-day period in July and September 2005. A manual count was conducted concurrently with the user surveys, and a total of 5,198 users were counted during the four-days. The following tables show the manual count records (user count data), followed by survey responses (survey data) outlining trip details, information about use of the route, and more detailed characteristics of route users. Where the total response value does not match the overall number of respondents, missing values should be assumed. Where total response value and percentage exceed the total number of respondents and 100%, multiple responses should be assumed.

User count data

Table 1: User count disaggregated by day type and activity

	Cyclists	Pedestrians	Other users	All users
Weekday, term-time	1,655	350	30	2,035
Weekend day, term-time	767	124	27	918
Weekday, vacation-time	1,240	301	24	1,565
Weekend day, vacation-time	542	130	8	680
Total	4,204	905	89	5,198
Percentage	80.9	17.4	1.7	100.0

Chart 1: Activity of all route users

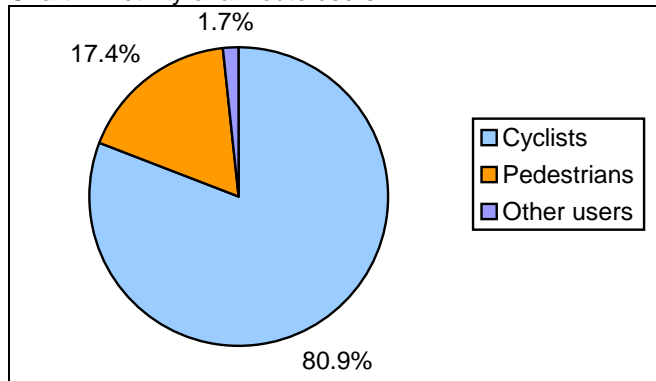


Table 1 shows the nature and extent of route usage at the Dings. A total of 5,198 users were counted on the route during the four-day survey period. The highest usage occurred during the weekdays with significantly less users accessing the route at the weekend. Chart 1 illustrates the activity of these route users, of which 81% were cyclists, 17% were pedestrians and 2% were other users.

Table 2: User count disaggregated by age, gender and activity

	All users count	All users percent	Cyclists percent	Pedestrians percent	Others percent
Minor	283	5.4	4.7	6.2	33.7
Adult male	3,498	67.3	69.1	60.8	48.3
Adult female	1,305	25.1	24.2	30.3	16.9
Older male	83	1.6	1.5	2.1	0.0
Older female	29	0.6	0.5	0.7	1.1
Total	5,198	100.0	100.0	100.0	100.0

Chart 2: Gender and estimated age of users counted on the route

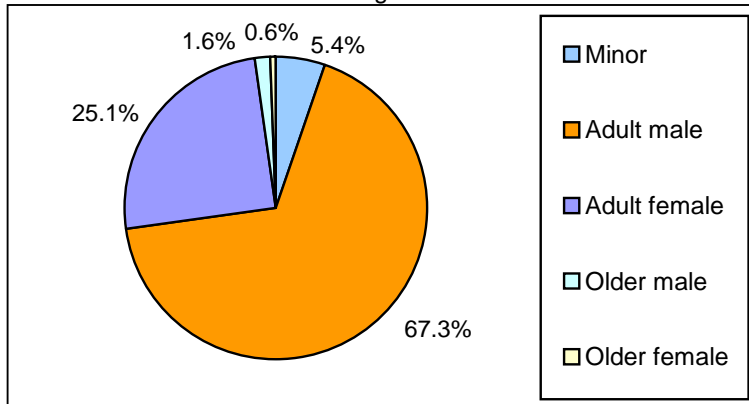


Table 2 and chart 2 show the gender and age breakdown of the users counted during the four-day survey at the Dings. Overall, 5% of users counted were minors, 69% were adult and older males, and 26% were adult and older females.

Survey data

Trip information

Table 3: Trip purpose of all survey respondents

	Percent	Trip Type	Frequency	Percent
Commuting	43.1	Commuting	90	41.7
		In course of work	3	1.4
Education	2.8	Education	5	2.3
		School escort	1	0.5
Shopping	14.4	Shopping	31	14.4
Personal business	6.5	Personal business	14	6.5
Leisure	29.6	Visiting friends/relatives	5	2.3
		Entertainment/public activity	13	6.0
		Just walk/cycle (recreation)	42	19.4
		Day trip (recreation)	4	1.9
Other	3.7	Other	8	3.7
Total	100.0	Total	216	100.0

Chart 3: Trip purpose of users surveyed on the route

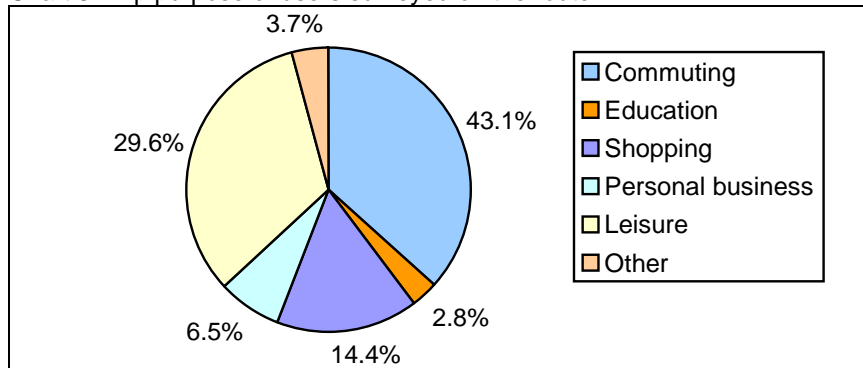


Table 3 and chart 3 illustrate that 43% of the trips were commuting trips or trips in the course of work, 30% were leisure trips (of which 21% were recreation trips), and 14% were shopping trips.

Table 4: Other mode of transport to make the trip

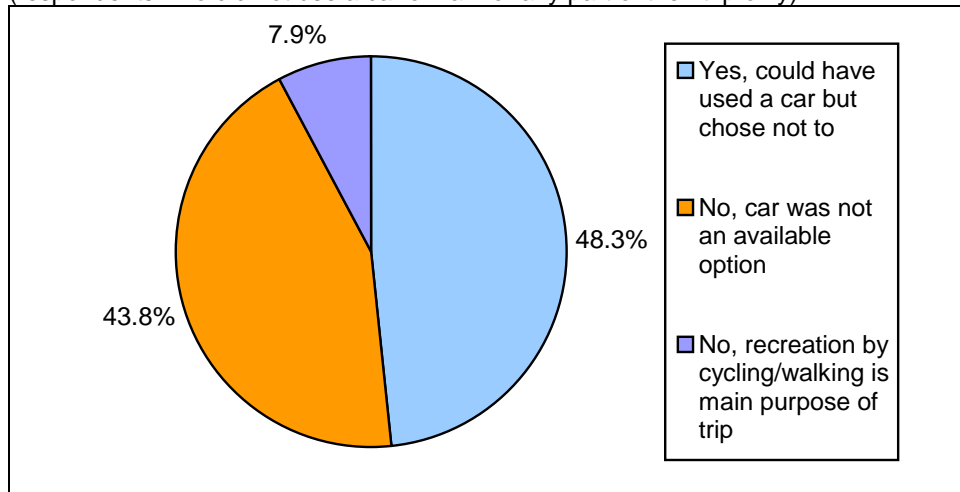
	Frequency	Percent
Car/van	15	6.8
Bus	9	4.1
Rail	7	3.2
No	191	86.0
Total	222	100.0

As illustrated in table 4, 86% of respondents used no other mode of transport to make part of their trip. 7% used a car or van, 4% used a bus, and 3% used a train

Table 5: Whether a car could have been used for the trip instead of cycling and walking (respondents who did not use a car or van for any part of their trip only)

	Frequency	Percent
Yes, could have used a car but chose not to	98	48.3
No, car was not an available option	89	43.8
No, recreation by cycling/walking is main purpose of trip	16	7.9
Total	203	100.0

Chart 4: Whether respondents could have used a car for the trip instead of cycling and walking (respondents who did not use a car or van for any part of their trip only)



As seen in table 5 and chart 4, of those respondents not using a car to access the route, 44% reported that a car was not an available option and 48% stated that they could have used a car to make their trip instead of cycling or walking, but chose not to. Recreation by cycling or walking was the main purpose of the trip for 8% of the respondents.

Table 6: Average trip length in kilometres

		Mean	Median	Mode
Cycling	Commuting	5.8	4.8	3.2
	Shopping	6.8	6.4	6.4
	Personal business	4.1	4.0	4.8
	Leisure	17.8	13.6	3.2
Walking	Commuting	3.0	2.0	1.6
	Shopping	4.0	3.2	3.2
	Leisure	6.8	3.2	1.6

In all other trip purpose groups sample size for trip type by mode is too small

The average length of cycling commuter trips was 6km, shopping trips averaged 7km and personal business trips 4km. Leisure trips made by bicycle averaged 18km. The average length of walking commuter trips was 3km and shopping trips averaged 4km. Leisure trips made on foot were 7km on average. The lower median and mode figures in most cases suggest that most trips were over a shorter distance with a few longer trips.

Use of the route

Table 7: Respondents stated reasons for using the route

	Frequency	Percent
Convenience of route	121	51.7
Pleasant surroundings	112	47.9
Journey efficiency	106	45.3
Safety on the route	96	41.0
Quality of route	70	29.9
Personal fitness	67	28.6
Personal health	48	20.5
Money saved on route	44	18.8
Other	28	12.0

Table 7 illustrates the reasons respondents gave for using the route. 52% of respondents reported convenience of route and 48% reported pleasant surroundings. 45% stated journey efficiency, whilst safety on the route and route quality were reasons given by 41% and 30% of respondents respectively.

Table 8: Whether the route has helped respondents to increase the amount of physical activity regularly undertaken

	Frequency	Percent
Yes, by a large amount	113	49.3
Yes, by a small amount	60	26.2
No	56	24.5
Total	229	100.0

76% of respondents stated that the route has helped them to increase the amount of regular physical activity they undertake.

Table 9: Whether improvements to the route would encourage respondents to use it for cycling or walking more frequently

	Frequency	Percent
Yes, cycling and walking	55	24.6
Yes, cycling only	58	25.9
Yes, walking only	16	7.1
No	83	37.1
Don't know	12	5.4
Total	224	100.0

58% of respondents reported that improvements to the route would encourage them to use it more often for either cycling or walking, or both.

Cyclists only

Table 10: Cycling status

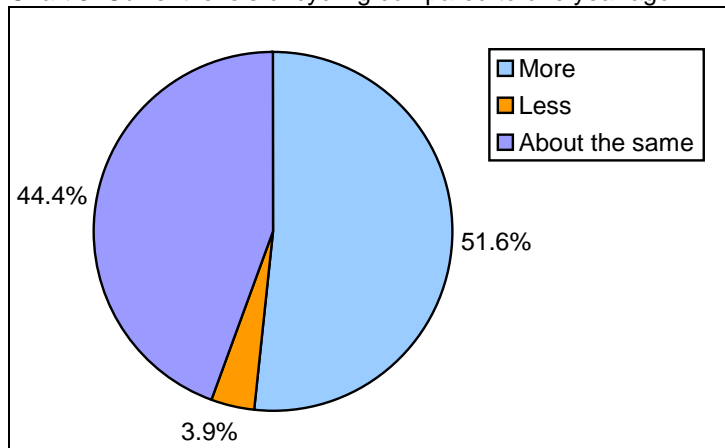
	Frequency	Percent
New to cycling	4	2.5
Starting to cycle again	16	9.9
Occasional cyclist	9	5.6
Experienced, occasional cyclist	21	13.0
Experienced, regular cyclist	111	68.9
Total	161	100.0

Of the cyclists interviewed, 18% regarded themselves as novice cyclists (new to cycling, starting to cycle again or occasional cyclists). The remaining 82% considered themselves experienced cyclists.

Table 11: Current levels of cycling compared to one year ago

	Frequency	Percent
More	79	51.6
Less	6	3.9
About the same	68	44.4
Total	153	100.0

Chart 5: Current levels of cycling compared to one year ago

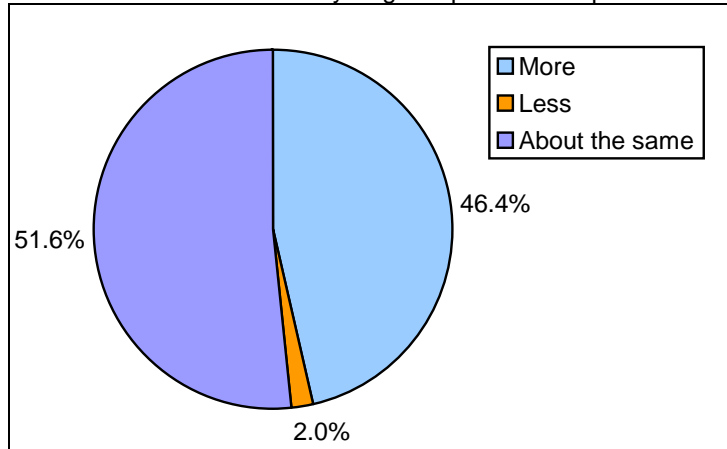


52% of the respondents reported that they were cycling more at the time of the survey than they were one year previously. 44% were cycling about the same amount, and 4% were cycling less.

Table 12: Intentions of future levels of cycling compared to the present time

	Frequency	Percent
More	71	46.4
Less	3	2.0
About the same	79	51.6
Total	153	100.0

Chart 6: Intentions of future cycling compared to the present time



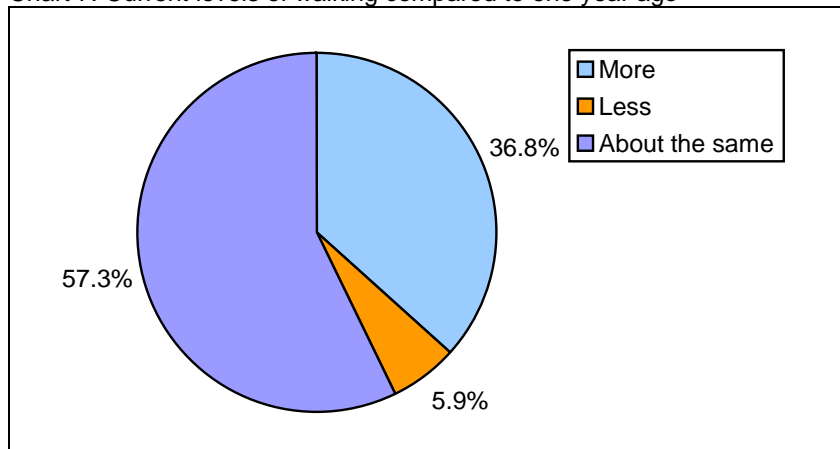
46% of respondents reported that they intend to cycle more in future, 52% intend to cycle about the same amount, and 2% intend to cycle less.

Pedestrians only

Table 13: Current levels of walking compared to one year ago

	Frequency	Percent
More	25	36.8
Less	4	5.9
About the same	39	57.4
Total	68	100.0

Chart 7: Current levels of walking compared to one year ago

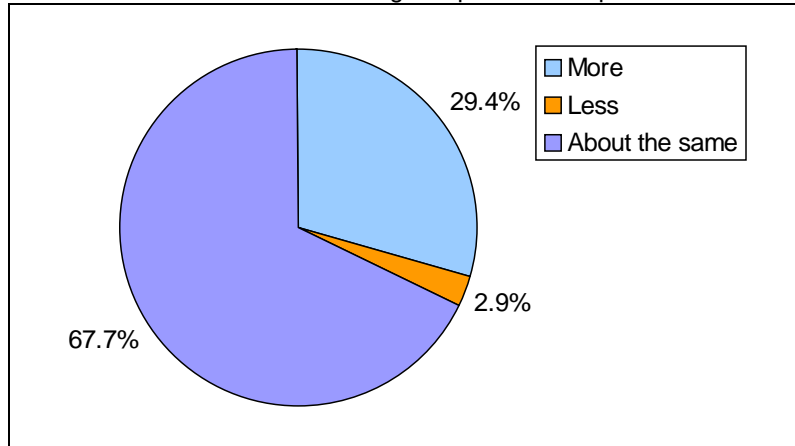


37% of the respondents reported that they were walking more at the time of the survey than they were one year previously and 57% were walking about the same amount. 6% were walking less.

Table 14: Intentions of future levels of walking compared to the present time

	Frequency	Percent
More	20	29.4
Less	2	2.9
About the same	46	67.6
Total	68	100.0

Chart 8: Intentions of future walking compared to the present time



29% of respondents reported that they intend to walk more in future, 68% intend to walk about the same amount, and 3% intend to walk less.

Respondent information

Table 15: Age of respondents

	Frequency	Percent
16-24	18	7.8
25-34	54	23.3
35-44	90	38.8
45-59	54	23.3
60+	16	6.9
Total	232	100.0

30% of all respondents were 45 years of age or over, and 39% were aged 35 – 44 years. 31% of respondents were aged between 16 – 34 years. Children were not interviewed.

Table 16: Group size

	Frequency	Percent
1	195	84.8
2	31	13.5
3	4	1.7
Total	230	100.0

85% of respondents were undertaking their trip alone and 14% were in pairs. The remaining respondents were in groups of three. The average group size was 1.2 people.

Table 17: Car ownership within respondents' household

	Frequency	Percent
Yes	168	74.3
No	58	25.7
Total	226	100.0

74% of respondents had a car within their household.

Table 18: Working status

	Frequency	Percent
Employed full-time	166	71.6
Employed part-time	25	10.8
Looking after home/family	2	0.9
Unemployed/sick leave	16	6.9
Retired	10	4.3
Studying	10	4.3
Voluntary worker	1	0.4
Other	2	0.9
Total	232	100.0

72% of all respondents were in full-time employment, 11% were employed part-time, and a further 4% were retired.

Table 19: Ethnic origin

	Frequency	Percent
White	218	93.6
Mixed	4	1.7
Asian or Asian British	2	0.9
Black or Black British	4	1.7
Other	5	2.1
Total	233	100.0

6% of the respondents were from a minority ethnic group.

Table 20: Proportion of respondents registered disabled

	Frequency	Percent
Yes	4	1.7
No	226	98.3
Total	230	100.0

As illustrated in table 20, 2% of the respondents were registered as disabled.