

# BIKE *life*

2019

Greater Cambridge



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# Making tracks

Our vision for cycling in Greater Cambridge



Travelling by bike is one of life's great pleasures, combining freedom, fresh air and exercise with no impact on our environment.

Greater Cambridge is the UK's leading cycling city region, with first-class cycling infrastructure - and plans are underway to make that network even better to encourage many more people to use their bikes to get around.

I welcome the Bike Life report, which shows just how great the appetite for cycling is in Greater Cambridge - with almost half of the population taking to two wheels at least once a week and another 15% saying that they currently don't ride but they would like to.

The safety aspect and ease of access to good routes can be a major barrier to people taking up cycling. This report makes clear the people want more good cycling infrastructure in place, with 64% of people saying they want more investment. This report sets out that the top priority is quicker and easier access to safe and, where possible, segregated cycleways to help people leave their cars at home and jump on a bike.

The Greater Cambridge Partnership is investing millions of pounds in new walking and cycling routes and is significantly upgrading existing links to improve road safety and bring dedicated cycleways closer to where people live and where they want to get to.

We have delivered a number of 'quick wins' to extend and improve the existing cycling network in the city and beyond, and consulted on the Greater Cambridge Greenways – a network of 12 dedicated routes linking surrounding towns and villages with Cambridge city centre and places of employment and education.

Work is underway to construct the Abbey Chesterton Bridge and the Chisholm Trail – a new, mostly off-road link from the north of Cambridge to the south via the city centre and previously under-used green spaces along the route – and we have completed four of the five Cross City Cycling schemes to make it easier for people to get around the city.

I welcome the 2019 Bike Life report as an opportunity to show just how many people are cycling in our region – and how many more could start riding as we deliver some of our key cycling schemes as part of a sustainable transport network that cuts congestion, improves air quality and provides reliable journeys for everyone.

**Aidan Van de Weyer**  
Chair of the Greater Cambridge Partnership



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## Introducing Bike Life

Bike Life is the biggest assessment of cycling in urban areas in the UK and Ireland. It is delivered by Sustrans in collaboration with 17 cities and urban areas. Each city\* reports on progress towards making cycling an attractive and everyday means of travel.

Bike Life reports every two years. In 2015 and 2017 seven cities published reports. Glasgow, Perth and Stirling followed and published their first reports in 2018.

Fourteen areas are participating in Bike Life in 2019. This includes our first London borough, Tower Hamlets, and our first city outside of the UK, Dublin Metropolitan Area.

This is the first report from Greater Cambridge, produced in partnership with Cambridgeshire County Council. The information in this report comes from local cycling data, modelling and an independent survey of 1,403 residents aged 16 or above in Greater Cambridge.\*\* The survey was conducted by social research organisation NatCen and is representative of Greater Cambridge residents, not just those who cycle.

More details on all Bike Life reports can be found at [www.sustrans.org.uk/bike-life](http://www.sustrans.org.uk/bike-life)

Our thanks to the people of Greater Cambridge who took part in the survey and shared their stories with us.



\*City is used as a shorthand for Bike Life cities, city regions and boroughs.

\*\*Survey conducted April-July 2019.

# Report summary

## Greater Cambridge

### Population\*

281,624

### Survey area



## Everyone benefits when more people cycle

Every day, cycling in Greater Cambridge takes up to

# 38,000 cars off the road

Based on cycling by residents that live in a household with a car. Does not include leisure cycling trips.

Every year, cycling:

- prevents **373** serious long-term health conditions
- saves **18,000 tonnes** of greenhouse gas emissions
- creates **£76.5 million** in economic benefit for individuals and the city

There is significant appetite in Greater Cambridge for cycling.

**48%** of residents cycle at least once a week

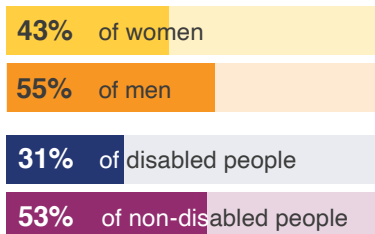
**15%** don't cycle but would like to

## Safety concerns stop cycling being a genuine travel choice for many residents

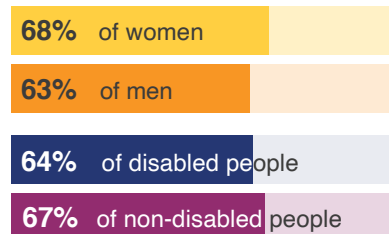
Many residents are less likely to cycle regularly, for example women and disabled people.

However, all groups want cycling safety to be improved.

### Proportion of residents who cycle at least once a week



### Proportion of residents who think cycle safety needs improving



## To help residents cycle more we need better cycling infrastructure

**82%**

think that more cycle tracks along roads physically separated from traffic and pedestrians would be useful to help them cycle more

**75%**

support building more of these tracks, even when this would mean less room for other road traffic

# 5 miles

of cycle tracks along roads physically separated from traffic and pedestrians currently exist in Greater Cambridge

\*NOMIS mid-year 2017 population estimate. This is the most recent available for all Bike Life areas.

## People from socio-economic groups D and E are most likely to suffer the impacts of higher traffic levels,\*\* yet are least likely to own a car

Proportion of residents from socio-economic groups AB or DE who have a car or van in their household

89% of people from groups AB

68% of people from groups DE

Not having a car can increase the risk of social exclusion, debt and transport poverty.†

42%

of residents from socio-economic groups D and E never cycle, but

16%

would like to start

This is equal to

5,600 adults

Cycling as a mode of transport is ideally suited to urban life.

Cities that are designed for cycling can help many residents access everyday services and reduce social and economic isolation.

Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Groups D and E are semi-skilled and unskilled manual occupations and people not in employment.

## Greater Cambridge residents believe improving their streets for cycling and walking would make their area a better place to live, work or visit

67%

think more cycling would make their area a better place to live and work

71%

think space should be increased for people socialising, cycling and walking on their local high street

53%

support measures to restrict through-traffic on residential streets

63%

think fewer motor vehicles on our streets would be useful to help them cycle more

57%

think speed limits should be reduced on local roads



Residents would like to see more government spending on public transport, cycling and walking

77% Public transport

64% Cycling

50% Walking

29% Driving

Alejandro Marin,  
Postdoctoral fellow



Cycling gives me the freedom to start and finish the day when I want to regardless of traffic or public transport.



\*\*Glasgow Centre for Population Health, 2013. The built environment and health: an evidence review.

†Sustrans, 2012. Locked Out Report



# Realising benefits

Why everyone gains when more people cycle

Greater Cambridge residents cycle 11 times around the world every day

67%



agree that more cycling would make Greater Cambridge a better place to live and work

**37 million trips**

made by cycle in Greater Cambridge in the past year, which adds up to

**103.9 million miles**

= 280,000 miles a day

## Annual trips by purpose\*

Leisure: 3,200,000

9%



Work: 14,100,000

38%



Shopping, personal business and social trips: 13,200,000

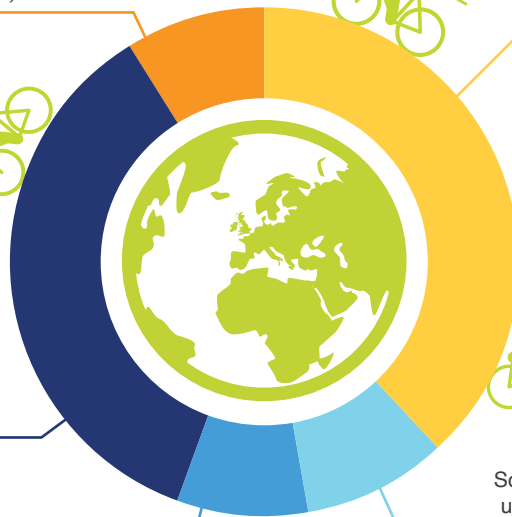
36%

School (child): 3,100,000

8%

School, college or university (adult): 3,400,000

9%



## Cycling keeps Greater Cambridge moving

Studies show cycling frees up road space in comparison to driving\*\*. This helps to keep Greater Cambridge moving for all road users.

**38,000 return cycle trips**

are made daily in Greater Cambridge by people that could have used a car

If these cars were all in a traffic jam it would tail back

**112 miles**

equivalent to the distance from Cambridge to Wolverhampton.

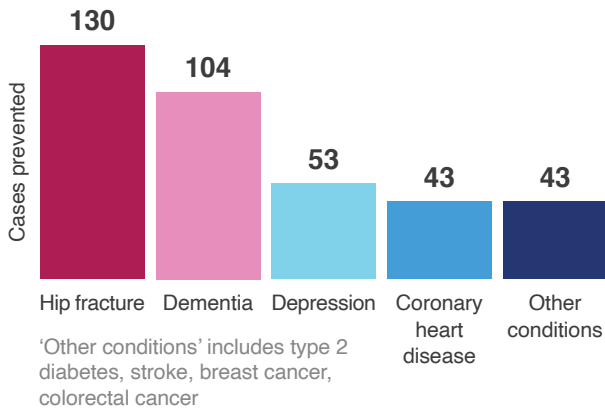


\*Leisure trips include adults and children. Education trips are shown separately for adults and children. All other trips are just adults.

\*\*Litman, 2017. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

## Cycling unlocks health benefits for everyone

Cycling in Greater Cambridge prevents 373 serious long-term health conditions each year



Saving the NHS in Greater Cambridge

**£2.4 million per year**



equivalent to the cost of  
**80,000 GP appointments**

Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

In Greater Cambridge the physical activity benefits of cycling

**prevent 28 early deaths annually**

which is valued at

**£98.1 million†**

More people cycling improves air quality:

**38,000 kg of NO<sub>x</sub>**

and

**5,200 kg of particulates**

(PM<sub>10</sub> and PM<sub>2.5</sub>) saved annually.

In Greater Cambridge **104 early adult deaths** occur each year where long-term exposure to air pollution (PM<sub>2.5</sub>) is deemed to be a contributory factor.

Based upon Public Health England, 2014. Estimating Local Mortality Burdens associated with Particulate Air Pollution. Adults = 25 years+.

## Cycling helps reduce the impact of our climate crisis

**18,000 tonnes**

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually, equivalent to the carbon footprint of

**42,000 people taking flights**

from Stansted to Tenerife



Transport now accounts for 27% of the UK's greenhouse gas emissions, of which the main sources are petrol and diesel cars.

Overall the UK's emissions between 1990 and 2017 fell by 42%; however transport emissions barely changed (a 2% drop).

Department for Business, Energy and Industrial Strategy, UK greenhouse gas emissions 2017

## Cycling benefits residents and the local economy in Greater Cambridge



**95p**

net benefit for individuals and society from each mile cycled instead of driven.

These figures are based upon monetising the costs and benefits of driving and cycling. This includes travel time, vehicle operating costs, medical costs and work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

In total, this adds up to:

**£60.1 million**

annually from people with a car choosing to cycle for transport, or

**£76.5 million**

annually from all trips cycled



†Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of cycling by estimating the value of reduced mortality resulting from specified amounts of cycling.



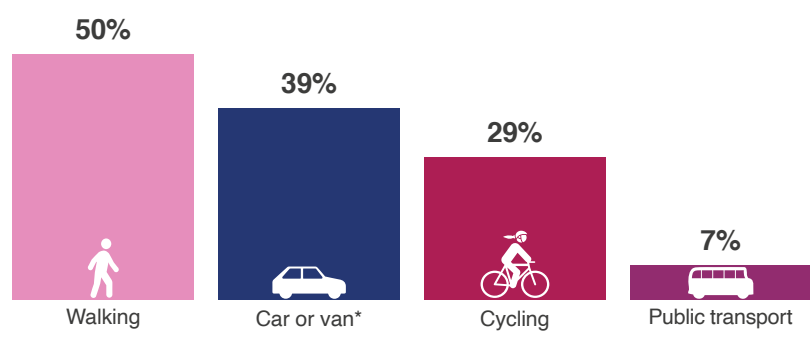
# Cycling participation

Who is cycling and how often?

## Most people living in Greater Cambridge cycle

Greater Cambridge already has the highest levels of cycling in the UK, but there is scope to increase this further, by making everyone feel safe when riding a cycle, and by creating safer cycling routes to public transport hubs, and the necklace villages surrounding Cambridge City.

### Residents who travel by the following modes five or more days a week in Greater Cambridge



**86%**  
of residents walk at least once a week

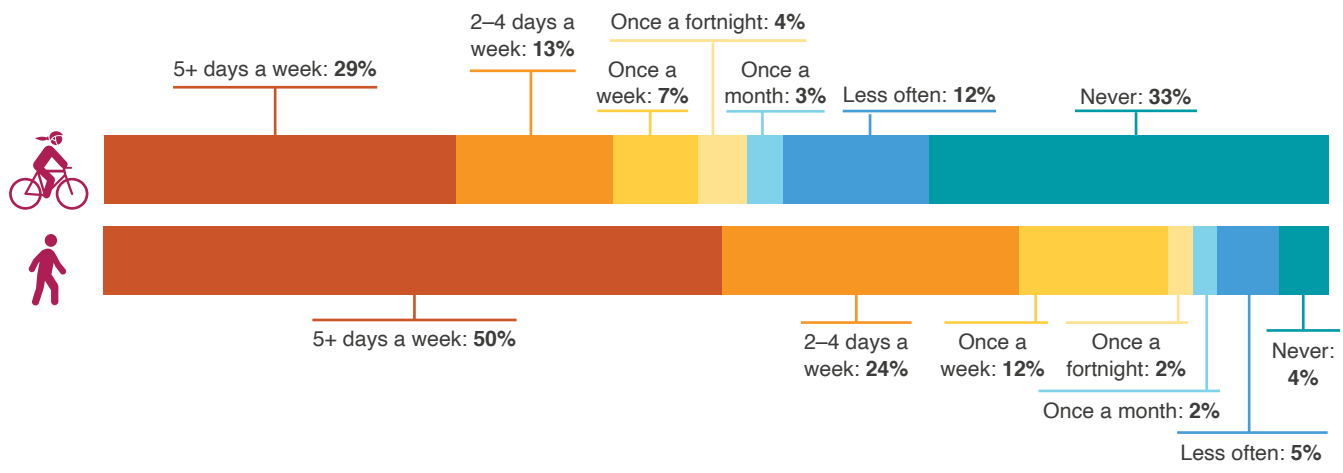
**48%**  
of residents cycle at least once a week

While it's clear that improvements need to be made to the walking environment, there is at least a network of protected space – pavements.

In comparison, it is only possible to cycle to most everyday destinations if you are happy to share road space with motor vehicles.



## How often are residents cycling and walking?



\*Travelling as driver or passenger.



## How inclusive is cycling?

In Greater Cambridge cycling participation of different demographic groups is not equal.

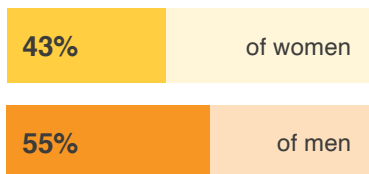
Barriers to cycling can be more pronounced for different demographic groups, however cities with high cycling rates show this is not always the case.

55% of all cycling trips in the Netherlands are made by women. Furthermore, people over 65 make 24% of their trips by cycle, higher than the percentage reported for any other age group over the age of 26.

Pucher and Buehler, 2008. Making Cycling Irresistible Transport Reviews, Vol. 28.

### Proportion of Greater Cambridge residents in different demographic groups who cycle at least once a week

#### Gender



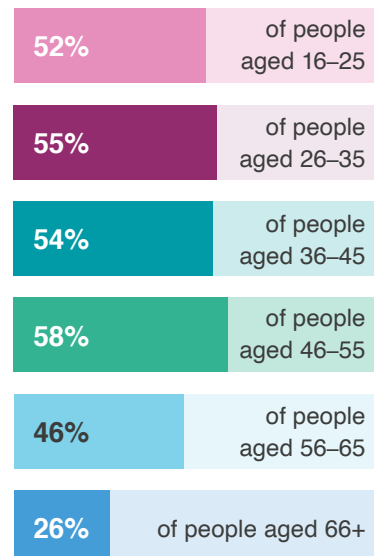
#### Ethnicity



#### Disability



#### Age



#### Dr Henning Grosse Ruse-Khan



I am one of the trustees of the Cambridge Central Mosque which opened in April 2019, and is Europe's first Eco-Mosque. We invite everyone to visit, especially by means other than cars. The Mosque has many facilities for safely leaving a bike while visiting, and many come by bike. I cycle in from work (central Cambridge, 10 minutes) or from my house in Comberton (taking 30-35 minutes).

Cycle lanes should be wider, like the very narrow lanes from Comberton towards Barton - which in part have been recently improved. They should be more regularly kept free from trees, grass and weeds which inhibit cycling.

Most important: establish protected cycle lanes where they are missing, e.g. through Barton or on Long Road, towards Madingley Road, as cars often pass cyclists in a way that is dangerous.

I could envisage a car-free centre of town and hope for wide cycle paths throughout.





# Social inequality and mobility

Cycling's potential to help people

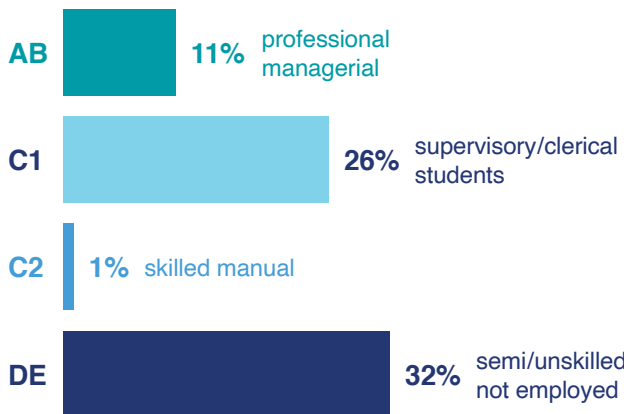
## Mobility is about accessing basic, everyday needs that help people live well

Mobility enables people to access employment, education, fresh food, green space and healthcare. Mobility also enables people to see family, participate in their community and to have a voice in society.

And yet, mobility for many people in the UK is neither equal nor inclusive.

## People who do not have a car can find it challenging to reach everyday services in areas where travel alternatives are lacking

Proportion of residents from each socio-economic group\* who do not have a car or van in their household



16% of the population of Greater Cambridge are from socio-economic groups D and E. That's around **45,000** people in total.

Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

Many disadvantaged neighbourhoods have fewer local amenities and poorer public transport provision.\*\* This combination means that everyday services may be harder to reach. Cycling could help accessibility.

## Many residents from socio-economic groups D and E would like to start cycling

**16%**  
of residents from groups D and E in Greater Cambridge would like to start cycling

**32%**  
of residents from groups D and E in Greater Cambridge currently cycle at least once a week

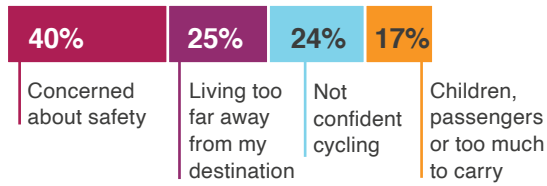
In comparison, **53%** of residents from groups A and B cycle at least once a week.

\*Socio-economic group is a classification based on occupation maintained by the Market Research Society.

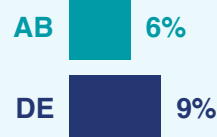
\*\*Glasgow Centre for Population Health, 2013. The built environment and health: an evidence review.

## However, many barriers prevent people from these groups cycling

### Reasons why Greater Cambridge residents from socio-economic groups D and E do not cycle or why they cycle less often



### Proportion of residents from socio-economic groups who think cycling is not for people like them



Being a 'cyclist' can be associated with a certain type of person and characteristics.

## Cycling has potential to reduce social and economic exclusion

Cycling could help many residents access employment, healthcare and everyday services, but only if we make cycling attractive, safe and easy for everyone.

At a relaxed pace you can cycle over 4 miles in 25 minutes. So, cycling can be ideally suited to urban life, especially as an option for people who do not own a car and live further away from public transport.

### 25-minute cycling distance from Cambridge Station

Cycling would enable **140,000** people to travel from their home to Cambridge Station in less than 25 minutes, including **4,500** people from areas that are among the 20% most deprived in England.



**Heather Coleman**



I live in Milton and work for a university department based at the Addenbrooke's Hospital Site. Most people who ride a bike in and around Cambridge use it as a means to get from A to B, not "for a nice ride". It's a mode of transport.

Billions are being spent making other modes of transport quicker and more convenient, HS2 and the A14 to name but two. Why should those who choose to make their local method of transport a bicycle be discriminated against and basically get far less money spent per capita? I pay taxes too. If all those cyclists got back into their cars, we'd see a real problem. If they all got onto a bus, we'd really see how inadequate the bus services are as we'd need buses every two minutes on some routes at busy times.

<sup>†</sup>Adapted from TravelTime platform, travel time maps (isochrone shapes): [ggis.traveltimeplatform.com](https://ggis.traveltimeplatform.com). Uses a baseline cycling speed of 10mph and takes into account type of cycle tracks and junctions but does not include gradient.

# Barriers

What is stopping Greater Cambridge residents cycling more?

**67%**

think Greater Cambridge is a good place to cycle. But many barriers to cycling exist.

## Reasons why some residents do not cycle or why they cycle less often

**39%**

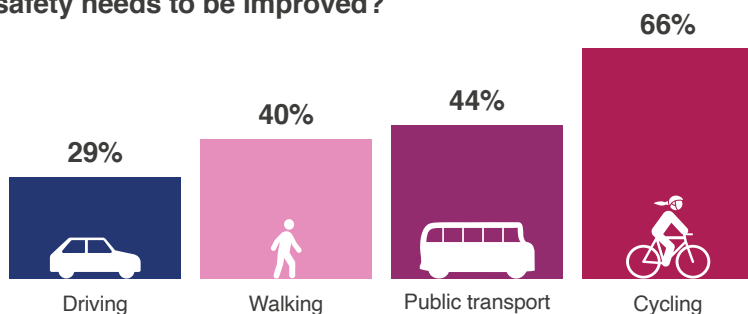
Concerned about safety

**29%**

Living too far away from my destination

## Safety is the single largest barrier to more people cycling

For which modes do residents think safety needs to be improved?



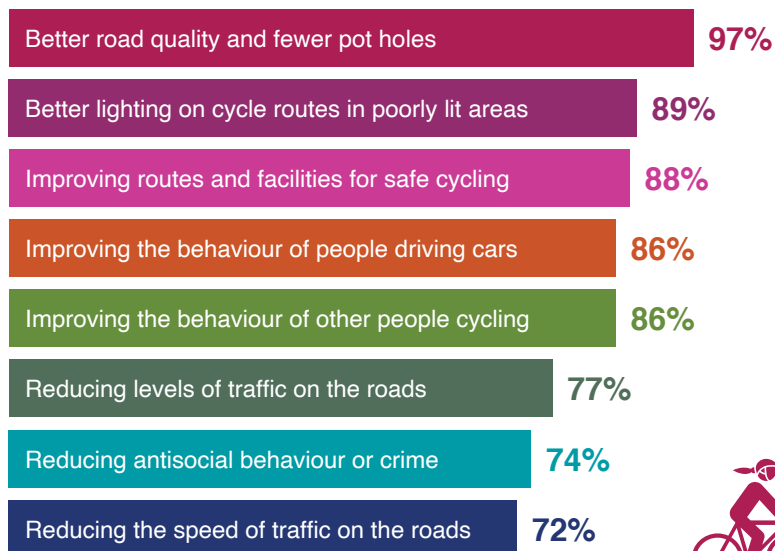
**50%**

of residents think cycling safety in Greater Cambridge is good

**30%**

think children's cycling safety in Greater Cambridge is good

Which issues do residents think are important for improving cycle safety in Greater Cambridge?



**93%**

of Greater Cambridge's streets are without 20mph speed limits\*

**92%**

of households are further than 125 metres from routes that are considered good practice\*\*

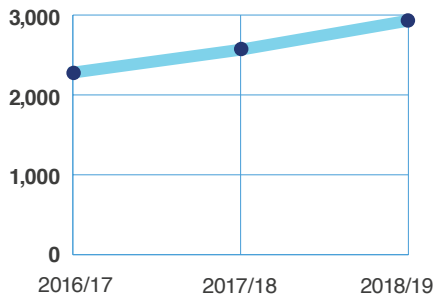


\*Excluding motorways.

\*\*These are defined as routes that are traffic-free and away from roads, and cycle tracks along roads physically protected from traffic and pedestrians.

## Secure cycle storage is important at home and when out and about

### Reported cycle thefts



There were **2,930** reported cycle thefts in Greater Cambridge in 2018/19.

For every **64** people who own an adult cycle in Greater Cambridge, there was 1 reported cycle theft in the past year.

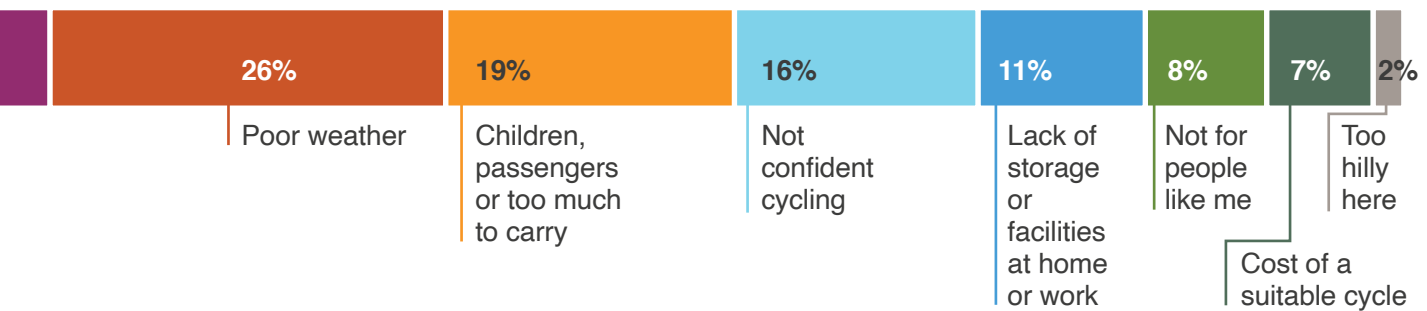
There is a public cycle parking space for every **28** people who cycle in Greater Cambridge.

**24%**

of residents think the security of public cycle parking is good.

Security can also be a risk at home, especially in flats where storage inside the property can be harder.

Please note survey respondents could pick multiple options



**Rob King, CEO Zedify**



I'm the co-founder and CEO of Zedify, a last mile, zero emission delivery service operating in seven UK cities, using electric cargo bikes and trikes – over the past 12 months we've delivered over 300,000 parcels.

My favourite cycling experiences are always ones away from traffic, where I don't have to worry about anything but the birds chirping and keeping roughly in a straight line. There are a fair number of these around Greater Cambridge but much more could be done. With electric bikes, the necklace villages are easily commutable for almost anyone as long as there are wide, paved routes. As better cycle infrastructure is built, we need to enthuse a new generation of cyclists and give them the confidence and skill to ride.

More segregated cycling infrastructure would mean my eight and ten year old kids could do more journeys independently.

For work purposes, if there were more cut-throughs and filtered permeability, for getting around Cambridge, our electric cargo bikes and trikes would be at a greater advantage making us even more competitive against traditional vans for delivery. But the routes need to be wide. Our trikes are 1.1m wide and we need routes to cope with the growing number of cyclists.



# Solutions

What would help Greater Cambridge residents to cycle more?

## Many Greater Cambridge residents want to cycle

**47%**

of residents feel that they should cycle more

### How do residents see themselves when it comes to cycling?

Do not cycle and do not want to: **22%**

Do not cycle but would like to: **15%**

New or returning to cycling: **4%**



Regularly cycle: **38%**

Occasionally cycle: **22%**

## Residents want improved cycling infrastructure

### What proportion of residents would find infrastructure improvements useful to cycle more?

**83%**

More traffic-free cycle routes away from roads, eg through parks or along waterways

**82%**

More cycle tracks along roads that are physically protected from traffic and pedestrians

**71%**

More signposted local cycle routes along quieter streets

**71%**

Better links with public transport

Greater Cambridge has **32 miles** of traffic-free cycle routes away from the road

**5 miles** of cycle tracks physically protected from traffic and pedestrians

However, only

**8%**

of households are within 125 metres of these routes

There is one cycle parking space at Greater Cambridge's railway stations for every

**5**

passengers

**75%**

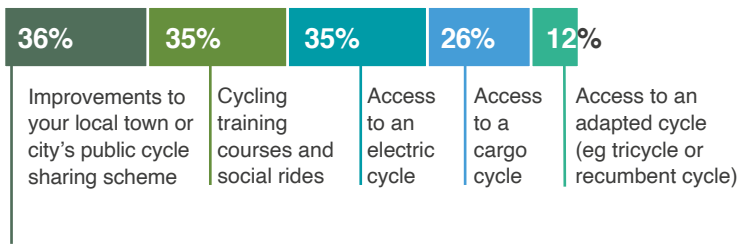
of residents support building more protected on-road cycle tracks, even when this would mean less room for other road traffic

A and B roads have higher levels of traffic so these are where physical separation is most useful for cycling. In total, **213 miles** of these roads exist in Greater Cambridge.



## Residents want more support to cycle

### What proportion of residents would find more support useful to cycle more?



**82%**

of residents have access to an adult pedal cycle

There have been a number of private bike share operators in Cambridge City over the last couple of years, however these statistics refer only to data collected by the dockless bike share provider MoBike.

**50,000**

annual trips

**400**

shared cycles

**11%**

of residents think that the provision of bike hire and bike share schemes in Greater Cambridge is good, whilst

**15%**

think that it's bad



Caroline Gray, Illustrator



I am a freelance illustrator living and working in Cambridge. My husband and I ride our Bakfiets cargo bike every day... it is the best purchase we ever made! We use it to transport our three year old to nursery every day. At the weekends we use the bike to get into the city centre and carrying all sorts of loads like groceries or even the dog!

Being able to just hop on the bike and carry everything we need has given us enormous freedom and convenience. There are few occasions in Cambridge where driving a car is easier than cycling.

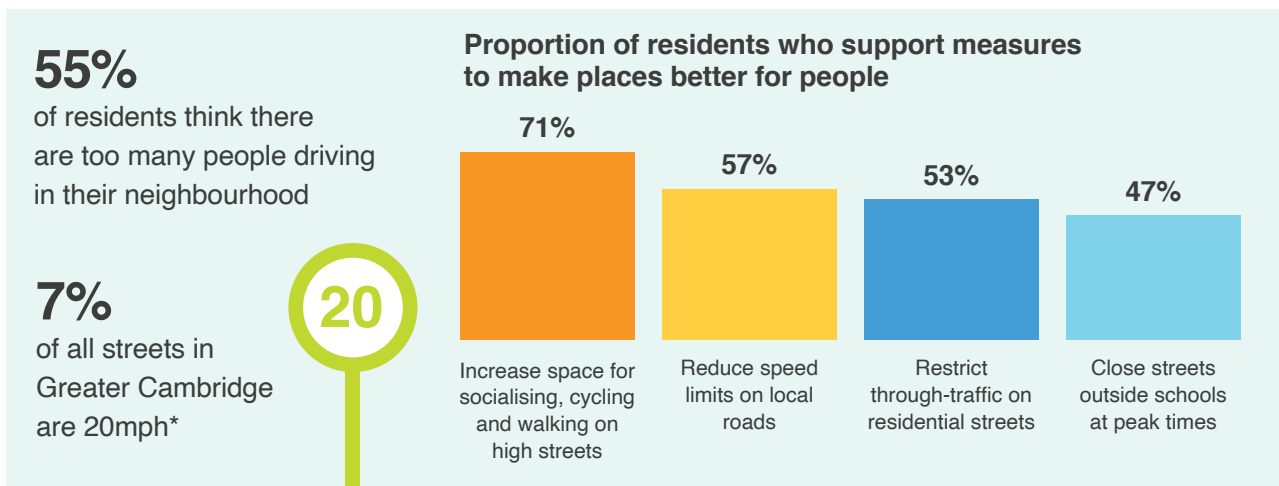
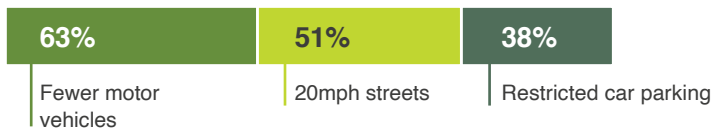
I consider it a privilege to live in a city with such incredible cycling infrastructure. In general, motor vehicle drivers are considerate but close passes occur regularly and cars occupying the cycle box at traffic lights are a nuisance. It seems there are few traffic cameras; perhaps more would help. I witness a lot of cars running red lights.



## Residents think fewer motor vehicles would help increase cycling and make their area a better place

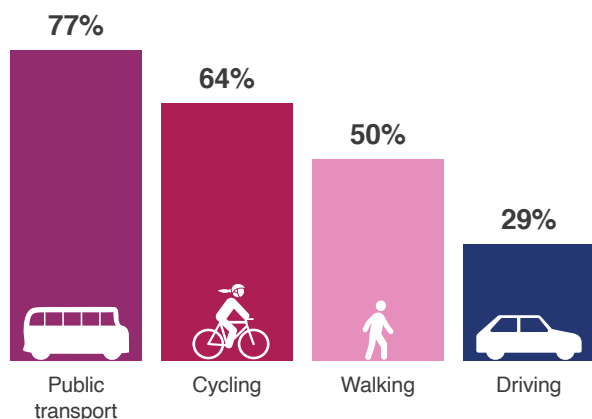
A reported cycle injury occurs once every **410,000 miles** cycled around Greater Cambridge. Whilst injuries are relatively rare, sharing the road with motor vehicles is unattractive for most people.

### What proportion of residents would find traffic management measures useful to cycle more?



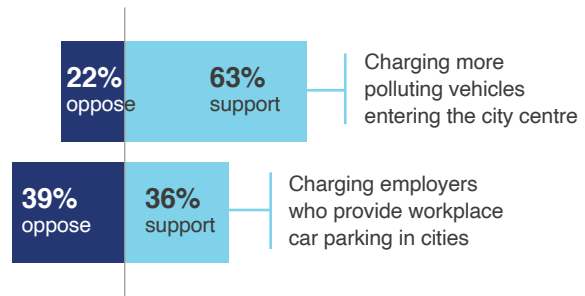
## Residents want more investment in public transport, cycling and walking

### Proportion of residents who would like to see more government spending on different types of transport



Public support exists for introducing policy measures that could be used to help fund cycling, walking and public transport.

### Proportion of residents who support and oppose traffic management measures



Investing in provision for cycling is good value for money, and gives greater returns than many alternatives. For example, the £150 million English Cycling Cities Ambition Grant programme secures approximately £5.50 in benefits for every £1 spent. This is typical for cycling schemes in the UK, and compares favourably with most other transport schemes.



\*Excluding motorways





# Improving cycling

How has Greater Cambridge been developing cycling?



Traffic has increased dramatically in the last decade in Greater Cambridge, with car drivers now spending almost a quarter of their commuting time in traffic jams. Congestion is affecting people's quality of life, the environment and productivity. Rising employment will bring new jobs and opportunities for future generations but growing congestion threatens Cambridge's future.

The Greater Cambridge Partnership is focussed on offering genuine alternatives to the car which support cleaner air and healthier living. Cycling has a critical role to play.

Greater Cambridge was successful in its bid for Department for Transport Cycle City Ambition Grant funding in 2013 and this set in motion a renewed push to make cycling safer and more attractive, and thus to increase levels of cycling in Greater Cambridge from its already high base.

The Greater Cambridge Partnership commenced its programme to deliver the City Deal in early 2015 with a significant investment in cycling projects including The Chisholm Trail and Cross City Cycling, and later the development of Greenways.

## Delivering segregated cycling facilities on arterial roads

As part of the Cycle City Ambition Grant programme there was a recognition that better provision for cyclists was needed on arterial roads, and so work commenced to see whether kerb segregated protected cycle lanes could fit on Greater Cambridge's relatively narrow roads. On Huntingdon Road it proved possible to provide a short length of kerb protected facility, but in the narrower sections of the road raised/hybrid cycle lanes were deployed. It was felt to be important to provide

sufficiently wide lanes for faster riders to overtake slower ones and for cyclists to ride side by side sociably.

Raised lanes were also deployed on Hills Road and Trumpington Road, and then later as part of the Greater Cambridge Partnership's Cross City Cycling project this type of design was utilised in Arbury Road and Fulbourn Road. Floating bus stops, machine laid red asphalt, improved crossings, priority over side roads and side by side cycle symbols were also elements that featured in the designs of these schemes.

Following the introduction of raised cycle lanes on Hills Road levels of cycling rose by 35%.

On Huntingdon Road with a combination of kerb protected lanes and raised lanes levels of cycling rose by 20%.



## Improving village to village links, and links to employment sites

Since 2013 new projects were completed to link transport hubs and settlements to large South Cambridgeshire based employment sites including Granta Park, Babraham Research Campus and Buckingway Business Park.

A new link was installed on the B1102 between Stow cum Quy and Lode providing foot and cycle access to the National Trust's popular Anglesey Abbey property as well as making a new southern link to The Lodes Way cycle network. The route is located behind the hedge making for a truly pleasant link, largely away from traffic.

Along the A10 south of Cambridge extensive improvements were made to create a high quality long distance cycling corridor route which links Cambridge to Melbourn, thus linking up railway stations, villages and employment centres, as well as providing a safe route for local residents to easily access garden centres and cafés by foot or cycle.





# Bike to the future

Our ambition and plans to make it happen

## The Chisholm Trail and Greenways network

The Chisholm Trail will be a brand new, largely traffic-free route across the eastern side of Cambridge featuring a new foot and cycle bridge over the River Cam and an underpass beneath Newmarket Road. It will provide convenient, safe access to both Cambridge North and Cambridge stations, and link up employment centres, such as the Cambridge Science Park and Cambridge Biomedical Campus, as well as residential areas.

Delivery of the Chisholm Trail will also kick start the wider Cambridge Greenways network that is planned. With the population of Cambridge and South Cambridgeshire expected to grow by 28% over the next 15 years, a network of 12 high-quality routes radiating out of central Cambridge into the necklace villages along direct, and pleasant off-road routes and quiet roads, will inspire a new generation of cycle commuters, and help to reduce peak time traffic congestion.

## Safer junctions

One of the main barriers to getting more people cycling is mixing with motor vehicles, and this is often most apparent at junctions, many of which are intimidating for cyclists. Planning and designing better, safer junctions is an important part of Greater Cambridge's future cycling plans.

One of the UK's first 'Cyclops' junctions will be delivered at Histon Road/Gilbert Road in 2020. This type of design provides an orbital segregated cycle route around the junction for cyclists, who are able to navigate through the junction using their own sets of traffic signals. A further cyclops could also be added at Milton Road/King's Hedges Road.

The UK's first Dutch style roundabout at Fendon Road/Queen Edith's Way should open in 2020, and if deemed to be successful the design could be rolled out to other sites across Greater Cambridge.



## Notes on terminology and methodology:

The attitudinal survey was conducted from April to July 2019 by independent social research organisation NatGen.

The survey is representative of all Greater Cambridge residents, not just those who cycle.

Rounding has been used throughout the report.

More information and a detailed methodology are available at [www.sustrans.org.uk/bike-life](http://www.sustrans.org.uk/bike-life)

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Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey. [www.sustrans.org.uk](http://www.sustrans.org.uk)

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