

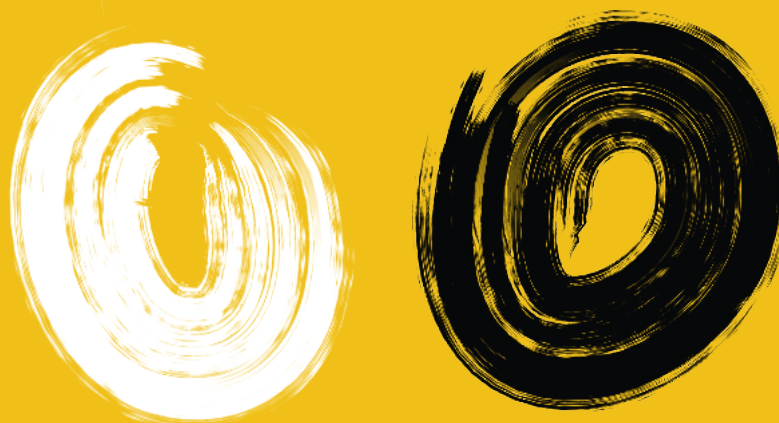
A STUDY OF INTERESTED BUT CONCERNED CYCLISTS

BELFAST

2021



HOW INTERESTED? HOW CONCERNED?



CYCU
PUSHING & PEDALLING
G

Contents

Introduction	3
Summary	9
Report	15
About IBCs	16
Opinions on cycling	20
Culture	24
Equipment	28
Geography	32
Barriers	36
Interventions	39
References	42
Appendix	44

This project was funded through the Department for Infrastructure's
Road Safety (Safe Travel) Grant Scheme.

Introduction

In 2005, in an attempt to get a better handle on attitudes toward cycling in the City of Portland, USA, Roger Geller (2009), Bicycle Coordinator at Portland Office of Transportation, created a typology of Portland's citizens. These are the 4 types he defined and his assessment of Portland (*fig. 1*)

1. Strong and fearless (citizens who cycle);
2. Enthusiastic and confident (citizens who cycle);
3. Interested but concerned (citizens who don't cycle due to concerns, but they're interested);
4. No way, no how (citizens not interested in cycling).

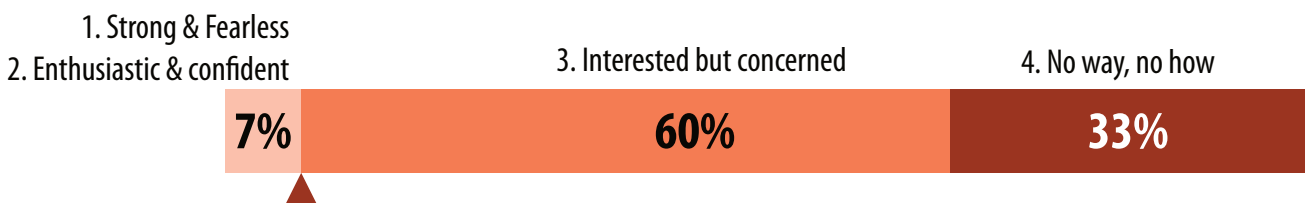


Fig. 1 – Portland, USA

Interested but concerned

“Interested but concerned” (IBC) are the largest group. They are interested in switching brands – willing to try something different – in this case bicycles instead of cars. However, they have concerns/fears about “people driving automobiles”.

Geller's assumption was only safe, segregated cycle infrastructure (on a macro level) could remove the fear associated with cycling and significantly move the needle to the right – into the IBC category. This study isn't an argument against cycle infrastructure – cycle infrastructure is key in moving the needle rapidly to the right. This study tries to understand who the IBCs are in greater detail. Do they have varying interest? Do they have varying concerns? Are their concerns all about the same thing?

In the continued absence of good, well designed cycle infrastructure (as is the case in Belfast) – are cycle advocacy groups (on a micro level) able to shift the needle to the right?

Cycling in Belfast

Northern Ireland (NI) has a population of 1.89 million (NISRA, 2020), divided into 11 council areas. Belfast City Council, (capital city) has the largest population, approx. 340,000, about 19% of the NI population. With the highest concentration of both public and private jobs, poor rail network coverage and high car ownership, Belfast annually features in the top 10 most congested cities in the UK (John Breslin, 2020).

Transport is not devolved to local councils. The Department of Infrastructure (DfI) are responsible for roads, public transport and active travel across Northern Ireland.

Belfast is divided into 4 quarters (fig 2) - North, South, East and West. The South and East of the city are flat – lying either side of the Lagan river, with the West and North of the city climbing gradually on the slopes of the surrounding hills.



Fig 2 - Belfast City

Cycle share scheme: the Belfast Bike Scheme (Nextbike, 2021) has been operating in Belfast since April 2015 - with 300 bikes distributed among 30 stations, the majority located in the city centre with others positioned along arterial routes in the North, South, East and West of the city.

Protected cycleways are scarce. The rollout of the Belfast Bicycle Network has been slow since announced in 2017 with no major progress made in the intervening 4 years. Greenways have seen slightly more progress.

Km of protected cycleways and greenways:

Area	City cycleways	greenways	Total infra:
East	1.09 km (30%)	16.22 km (54%)	51%
North	0.17 km (5%)	2.27 km (8%)	7%
South	2.21 km (62%)	11.59 km (39%)	41%
West	0.12 km (3%)	0 km (0%)	0%
Total	3.59 km	30.08 km	

Table 1

Belfast: IBC = 53%

Geller's typology has become the accepted model with cycle infrastructure planners across the USA and Europe (Kate Hosfrod et al., 2020). It was also the model adopted by the Department of Infrastructure's Walking & Cycling Unit, established in 2014 to promote active travel across Northern Ireland.

Modal share for cycling: where cycling is the main mode of travel in NI – modal share has remained at 1% since 2009 (Dept. Infrastructure, 2021). In their Draft Belfast Bicycle Network, the Walking & Cycling Unit estimated 10% of Belfast residents fall into the “Strong & fearless” and “Enthusiastic and confident” categories – i.e. regular cyclists.

53% are “Interested but concerned” (fig.3) – consistent with similar sized cities in the UK and USA (Alta, 2017). 37% are classed as “No way, no how” – making up the remainder.

Taking Geller's model as a starting point – this study focuses on the IBC cohort identified in the Draft Belfast Bicycle Network (53%).

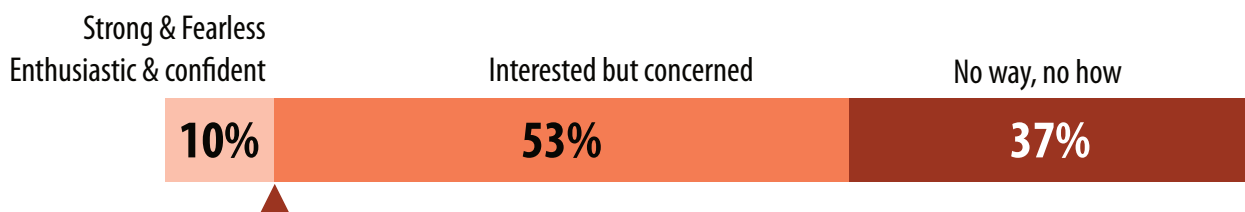


Fig 3 – Belfast, Northern Ireland

Blurring

Geller accepted there was “blurring” at the edges of each category, but he was less clear if “interested but concerned” is a distinct cohort or a spectrum/blurring of:

- different levels of interest?
- different levels of concern?
- and concern about different things?

How much are the edges blurred? Is there a sizeable percentage of people who are more interested and less concerned? Are all the concerns around safety? This was the focus of the study.

Geller's intention was to “get a better handle on our market”. With the largest share of the potential cycling market being the IBC group – it seems sensible to try to get a handle on this group as well.

Methodology

Ride on Belfast: (Cycul, 2013) is an annual mass participation event promoting everyday cycling in Belfast. The event attempts to demonstrate how “safe, simple and stress free” cycling to work can be. While the event is popular – and has seen participation from those who would identify as IBC – it hasn’t seen continued growth in that area. It was in the context of this event and with a focus on growing participation among IBCs – that the study was planned.



Anxious: Question 8 substituted “concerned” with the word “anxious”. It was felt “anxious” would illicit a more honest/gut response – giving respondents a better way to grade their level of anxiety.

Lack of infrastructure: Given the context of the survey, cycle infrastructure was not the focus – as small cycle advocacy groups have little/no influence over the design and delivery of cycle infrastructure. Indeed, the lack of focus on cycle infrastructure produced several discussions on social media among cycle campaigners – questioning the impartiality of the survey. One was contacted through social media to seek clarification. The lack of focus on infrastructure coupled with the Department for Infrastructure logo (who funded the survey) raised the suspicion that there was an attempt to “give the department of infrastructure a get-out” i.e. an excuse not build the Belfast Cycle Network. This was/is not the case.

Respondents were given the opportunity to express their views on infrastructure in an “open answer” (Q35) and “no cycle lanes where I live” was included in the barriers section of the questionnaire.

Survey design: A total of 40 questions (39 compulsory) were divided into 6 sections:

1. About;
2. Opinions on cycling;
3. Culture;
4. Equipment;
5. Geography;
6. Barriers & Interventions.

The survey investigated who IBCs were, their opinions on cycling and how those opinions were formed by exploring culture, equipment and geography (fig 4).

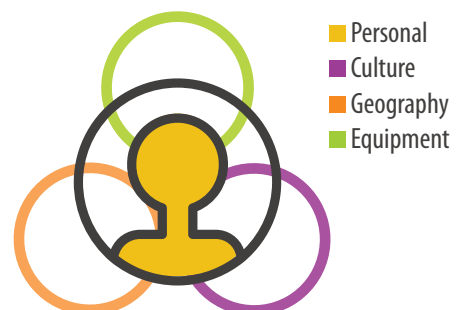


fig 4

Procedure

Duration: Survey ran from Jan 27th– Feb 11th.

Promotion: a link to the survey was sent to 59 Belfast Councillors (BCC, 2021), 8 Belfast MLAs and 3 MPs representing Belfast wards, Assembly and Parliamentary seats respectively. Representatives were asked to share the link on their social media pages.

Community centres in Belfast were asked to share the survey on their social media pages.

The link was shared on Cycul's Facebook, Twitter and Strava pages.

2 Facebook adverts (appendix 3) were created to promote the survey over the 2 week period. One version targeted those who would like to cycle more regularly. The other targeted regular cyclists, asking them to share with friends they thought might be interested in cycling more regularly. Each advert ran for a 48 hour period.

Each Facebook advert ran in the greater Belfast area only.

The survey opened with:

This is a survey for people;

- *who live in Belfast;*
- *who aren't regular cyclists;*
- *but are interested in cycling more for work, school, shops, café etc;*

Response rate

A total of 713 people responded to the survey. Due to the size of the survey drop-outs were expected.

Response rate per section:

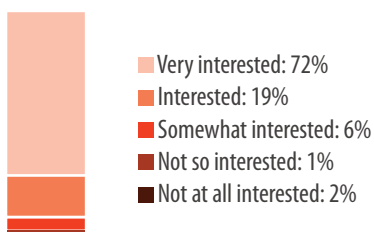
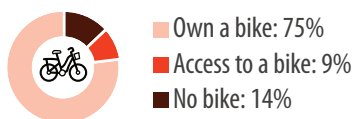
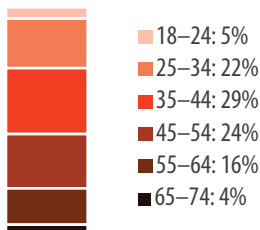
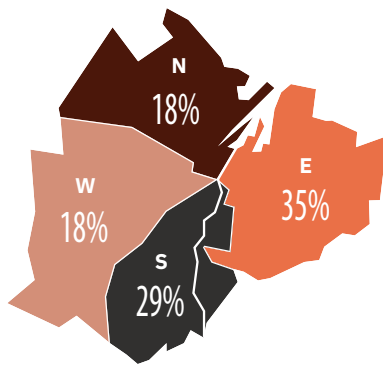
1. About: 713 (100%);
2. Opinions on cycling: 673 (94%);
3. Culture: 608 (85%);
4. Equipment: 587 (82%);
5. Geography: 576(81%);
6. Barriers & interventions: 561(79%);
7. Email (non compulsory): 241 (34%).

Response by area: The response rate by area remained consistent (table 2) throughout each section of the survey.

Belfast area	Response rate
East	35%
North	18%
South	29%
West	18%

Table 2

summary



Summary

About Belfast IBCs (p.16)

IBCs mostly live in the East and South of the city, where the majority of the city's safe cycle infrastructure has been built. The greenways and towpaths appear to have created more interest in regular cycling in these areas. IBCs in the North & West appear to be driving to other parts of Belfast to cycle.

They are mostly between 25–64 years old, 43% identifying as female and 56% as male. Only 5% are under 25 yrs.

The main mode of travelling to work is by car but a large percentage are walking or taking public transport.

42% of IBCs cycle frequently on “greenways, towpaths but rarely/never on main roads”. Bike ownership is high at 75%, with only 14% having “no bike” or “no access to a bike”.

How interested?

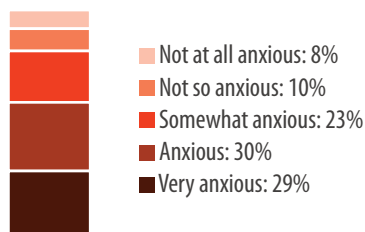
Levels of interest in “cycling more regularly” are very high – 91% indicating they are “very interested” or “interested”. Only 3% showed little or no interest in cycling more regularly.

By area: the level of interest was consistently high in all areas – areas in the North and West showing similar levels as those in the East and South (with more cycle infrastructure).

By age: there was no significant difference in interest when it came to age.

By gender: Male IBCs are more likely to be “very interested” compared to females but the study found that levels of anxiety/concern are higher in female IBCs than males. Overall levels of interest were similar.

Level of interest in Belfast is underestimated. It goes way beyond that suggested by the Walking & Cycling Unit (“curious”) in the Draft Network document. Levels of interest are bordering on the “enthusiastic” category. Low levels of response in under 25 yrs should be a real concern.



How concerned/anxious?

The anxiety/concern levels produced a clear spectrum, compared to levels of interest. 18% indicating low/lower anxiety levels, with 59% expressing high/higher levels of anxiety.

	Not at all/ Not so anxious	Anxious/ Very anxious
Female	9%	68%
Male	25%	52%
18–24	17%	68%
25–34	17%	59%
35–44	17%	59%
45–54	19%	56%
55–64	19%	59%
65–74	11%	68%
East	23%	52%
North	17%	63%
South	14%	60%
West	13%	68%

By area: the lowest anxiety levels are found in East Belfast with 23% indicating that they are “not at all/so anxious” – falling to 13% of IBCs in West Belfast – clearly the area most anxious about cycling regularly.

By age: Both 18–24 and 65–74 age groups express higher levels of anxiety – both at 68%. The study found levels of anxiety decrease the more frequently someone cycles.

By gender: female IBCs express higher levels of anxiety than males.

By interest: surprisingly high levels of anxiety among IBCs does not produce a lower level of interest. Levels of interest were higher among those most anxious. This seems counter intuitive but further emphasises the levels of interest in all groups.

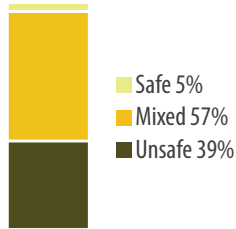
	Not at all/ Not so anxious	Anxious/ Very anxious
Very interested	70%	72%
Interested	15%	19%
Somewhat interested	6%	7%
Not so interested	3%	1%
Not interested	6%	1%

By barriers: the study found that barriers preventing IBCs from cycling more regularly, varied with levels of anxiety. Those expressing low/lower levels of anxiety (18%) indicate that “bad weather” is their biggest barrier to cycling more regularly. Those anxious/v anxious (59%) indicated that “busy traffic” was their biggest barrier.

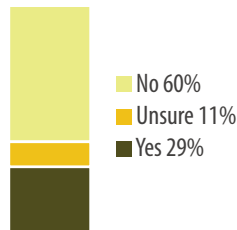
Issues around anxiety/concern are more complicated than Geller’s model suggests. Anxiety levels are different. Barriers differ according to anxiety level. A significant percentage of this group appear to be more “confident” than they are “concerned”.

	Not at all/ Not so anxious	Anxious/ Very anxious
Frequently cycle	26%	47%
Occasionally cycle	9%	67%

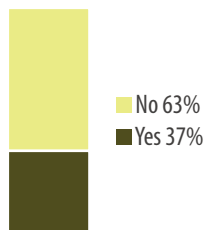
Is Belfast safe for cycling?



Do you need to be a certain type of person to cycle?



Are the positive health benefits of cycling cancelled by negative feelings?



Media coverage (tv/social media)?

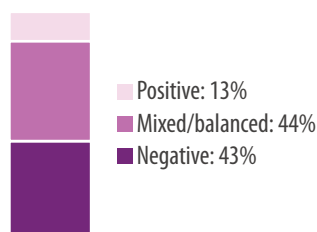
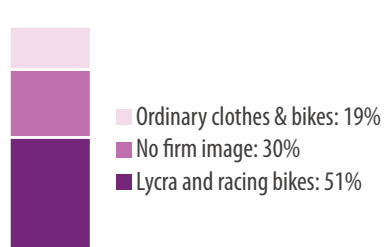
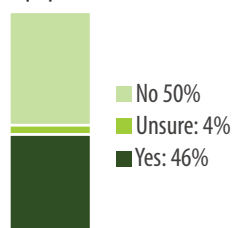


Image of "typical cyclist"?



Cycling regularly needs special bike/equipment?



Opinions (p.20)

Only 4% think Belfast is safe for cycling. The notion that cycling is for "other people" was high, 29% think you need to be a certain type of person ("confident/fearless") to cycle regularly.

While almost all IBCs recognise the positive health and economic benefits of cycling more regularly, 37% feel the negatives outweigh the positives.

Presently 57% of IBCs feel inclined to cycle more regularly.

Culture (p.24)

Media coverage is mostly seen as negative or mixed. Only 13% feel they hear positive coverage about cycling in the media.

There appears to be an image problem when it comes to everyday cycling. 29% are discouraged from cycling by their idea of what a "typical cyclist" looks like. 51% say their idea of a typical cyclist is "lycra and road bike". Only 19% associate typical cycling with "everyday clothes/bikes".

63% of IBCs know a regular cyclist. Their family and friends aren't overwhelmingly encouraging when it comes to cycling, but they themselves are strong advocates – feeling the main motive for cycling regularly is for health benefits. 54% IBCs are encouraged by the cycle culture they encounter but clearly work is needed around the "image" of everyday cycling and positive media messages.

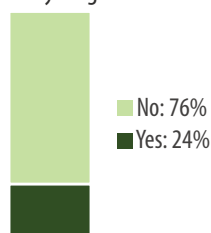
Equipment (p.28)

Almost half of IBCs feel cycling regularly requires special bikes/clothes. Almost a quarter are put off by helmets and safety equipment – some feel it makes cyclists look silly, others feel it makes cycling look dangerous. Many commented that more cycles lanes would reduce the need for safety equipment.

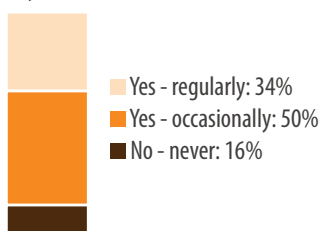
IBC's would be confident buying a bike/equipment from their local bike shop. The majority are aware of the Belfast Bike Scheme with just under a third having used the scheme.

58% of IBC's employers offer cycle support, either through the Cycle to Work scheme or facilities (lockers/parking). IBCs are 55% positive in the context of cycle equipment but for some, especially younger people, equipment is a barrier.

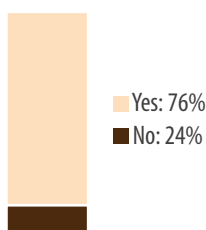
Does safety equipment put you off cycling?



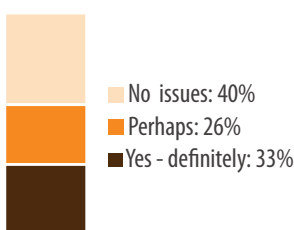
Do you see many people like you (age, gender, physique etc) cycling in your area?



Know your area well enough use alternative routes?



Would the legacy of "the troubles" prevent you from cycling through certain areas of Belfast (to avoid busy roads etc)?



Geography (p.32)

Even minimal amounts of cycle infrastructure induces cycling. 45% of IBCs in East Belfast indicate they see regular cycling in their area. Only 19% of IBCs in the West indicate they see regular cyclists. Seeing people “like you” cycling (age/gender/physique) shows what’s possible and sends positive messages. Cyclists under 25 yrs are rarely seen cycling across the city. With 0% of 12–18 year olds cycling in Northern Ireland, this is probably a continuing downward trend and should be concerning.

IBC's have a good knowledge of their area (76%) and would know how to plan routes to avoid busy roads. However, the legacy of the troubles leaves only 40% with “no issues” cycling anywhere in the city. There are historical barriers to overcome – a challenge for any proposed Belfast Bicycle Network. Geography has an overall negative influence – only 44% of IBCs feeling positive about cycling in the context of geography.

Barriers & interventions (pp.36, 39)

The assumption was that all IBCs would choose “busy traffic”, “personal safety” and “no cycle lanes” as their 3 main barriers. This wasn’t the case. IBCs with lower anxiety levels chose “bad weather” as their top barrier. They also have a greater spread of barriers that could be easily addressed with smaller interventions. Those with high levels of anxiety clearly feel that “busy traffic”, “personal safety” and “no cycle lanes” are preventing them from cycling more regularly.

Conclusion

Interest among IBCs is under appreciated. IBCs in Belfast are more than willing to switch to cycling – given the opportunity.

Rather than see this as a single cohort, the IBC group should be viewed in gradations of anxiety. Moving people from one grade of anxiety to the next could be achieved fairly quickly, using specific, targeted interventions. Each movement along that scale reduces anxiety, increases confidence and boosts cycling.

For some of the most anxious, only extensive cycle infrastructure will rapidly move them along the scale. However, in the continued absence of cycle infrastructure, ~18% of IBCs could become “confident and enthused” very quickly by removing smaller, less physical barriers – barriers that smaller cycle advocacy groups are ideally equipped to remove.

report

Section 1: About

Response rate: 713/713

Strong & fearless | Enthused & confident

Interested but concerned

No way, no how

10%

53%

37%

1. What is your age?



18–24
25–34
35–44
45–54
55–64
65–74

2. Gender identity?



Female
Male
Not say

3. Area of Belfast?



North
South
East
West

4. Pre COVID – how did you mostly travel to work?



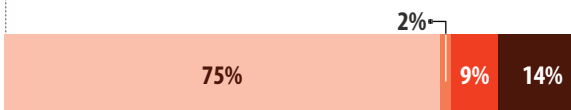
Walk
Public transport
Drive
Taxi

5. How often do you cycle?



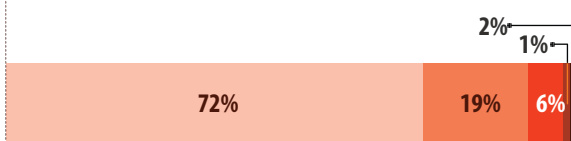
Frequently, greenways/towpaths – rarely/never on roads
Occasionally, a few times a year – holidays etc
Rarely – not in a long time

6. Have you access to a bicycle?



Own a bicycle
Process of buying a bicycle
Have access to a bicycle
No access to a bicycle

7. How interested are you in cycling more regularly - to work/school/shop/café etc?



Very interested
Interested
Somewhat interested
Not so interested
Not at all interested

8. How anxious are you about cycling more regularly – to work/school/shop/café?



Not at all anxious
Not so anxious
Somewhat Anxious
Anxious
Very anxious

Findings

Q1: There was no significant variation in the relationship between age (Q1) and gender (Q2). The number of IBCs aged 18–25 is significantly low. This may reflect the fact that 0% of 12–18 yrs cycle to school (TSNI, 2021).

Area	Female	Male
East	42%	56%
North	46%	52%
South	44%	56%
West	40%	60%

Q2: The gender split was consistent in all areas of Belfast.

Q3: The response rate by area of Belfast may reflect, to some degree, the number of km of cycleways & greenways in each area (*table 1*) and general topography i.e. more opportunity to cycle, developing more interest in cycling more regularly – in those areas.

Area	Cycleway	Greenway
East	1.09km (30%)	16.22km (54%)
North	0.17km (5%)	2.27km (8%)
South	2.21km (62%)	11.59km (39%)
West	0.12km (3%)	0km (0%)

Q4: Compared to the travel survey for NI, IBCs in all areas of Belfast drive significantly less than the NI average – 71% (TSNI, 2021) – although car ownership in Belfast is lower than the rest of NI. Public transport seems more popular in the hilly parts of the city.

Area	Bus	Walk	Drive
East	21%	19%	59%
North	27%	15%	58%
South	19%	28%	51%
West	26%	23%	49%

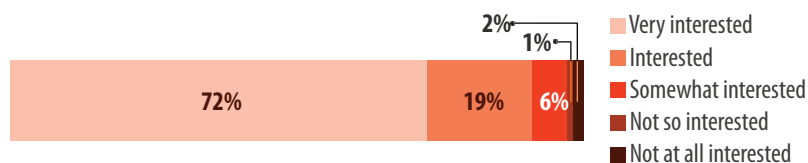
Q5: There's a correlation between the frequency of cycling and the opportunity to cycle (total km, *table 1*) in each area of Belfast.

Area	Frequently	Rarely
East	46%	24%
North	35%	35%
South	44%	25%
West	39%	30%

Q6: Bike ownership is consistently high among IBCs in all areas of Belfast with slight correlation to the amount of cycle infrastructure available (*table 1*).

Area	Own a bike	No Bike
East	78%	13%
North	73%	10%
South	77%	14%
West	69%	20%
Female	73%	14%
Male	77%	13%

7. How interested are you in cycling more regularly - to work/school/shop/café etc?



Q7. Assessing the level of interest among IBCs was one the main focuses of the study. 91% indicated they would be “very interested” or “interested”, 3% indicating they would be “not so/not at all interested”. Interest is also consistent in areas of Belfast with little or no cycle infrastructure. The level of interest is higher in male IBCs.

	V interested	Interested
Female	64%	26%
Male	78%	15%
East	71%	20%
North	68%	21%
South	73%	20%
West	76%	14%

Consistently high level of all-round interest shown in all age groups.

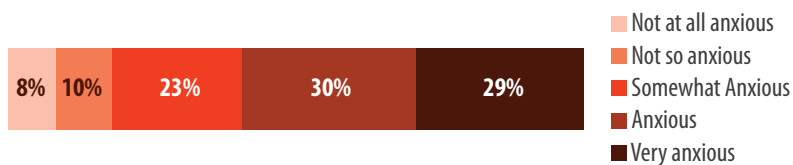
Age	V interested	Interested
18–24	69%	19%
25–35	74%	18%
35–44	69%	20%
45–54	75%	21%
55–65	72%	18%
65–74	68%	21%

Unsurprisingly, how frequently someone cycles correlates to the level of interest interest. However, even in the group who cycle “rarely – not in a long time” the level of overall interest is surprisingly high.

How often?	V interested	Interested
Frequently	87%	10%
Occasionally	74%	20%
Rarely	46%	32%

To say people in the IBC group are merely “interested” might underestimate the level of interest. “Very interested” might be a better description of the IBC group in terms of Belfast. The line between “enthused” and “interest” appears to be blurred.

8. How anxious are you about cycling more regularly – to work/school/shop/café?



Q8. Anxiety/concern displays a clear spectrum of emotions compared to interest. There's a clear distinction at either end of the spectrum. There's a marked difference in the gender split, with male IBCs showing significantly lower risk levels. 18% expressing a lower anxiety level about cycling more regularly is surprising. How the "somewhat anxious" (almost a quarter of the sample) group splits either side may be significant.

	Not at all/ Not so anxious	Anxious/ Very anxious
Female	9%	68%
Male	25%	52%
18–24	17%	68%
25–34	17%	59%
35–44	17%	59%
45–54	19%	56%
55–64	19%	59%
65–74	11%	68%
East	23%	52%
North	17%	63%
South	14%	60%
West	13%	68%

More frequent cyclists are less anxious. Those who "rarely" cycle may be "not at all/so" anxious (14%) because they have less recent negative experience – therefore retaining more positive memories of cycling (when younger), than those who occasionally cycle.

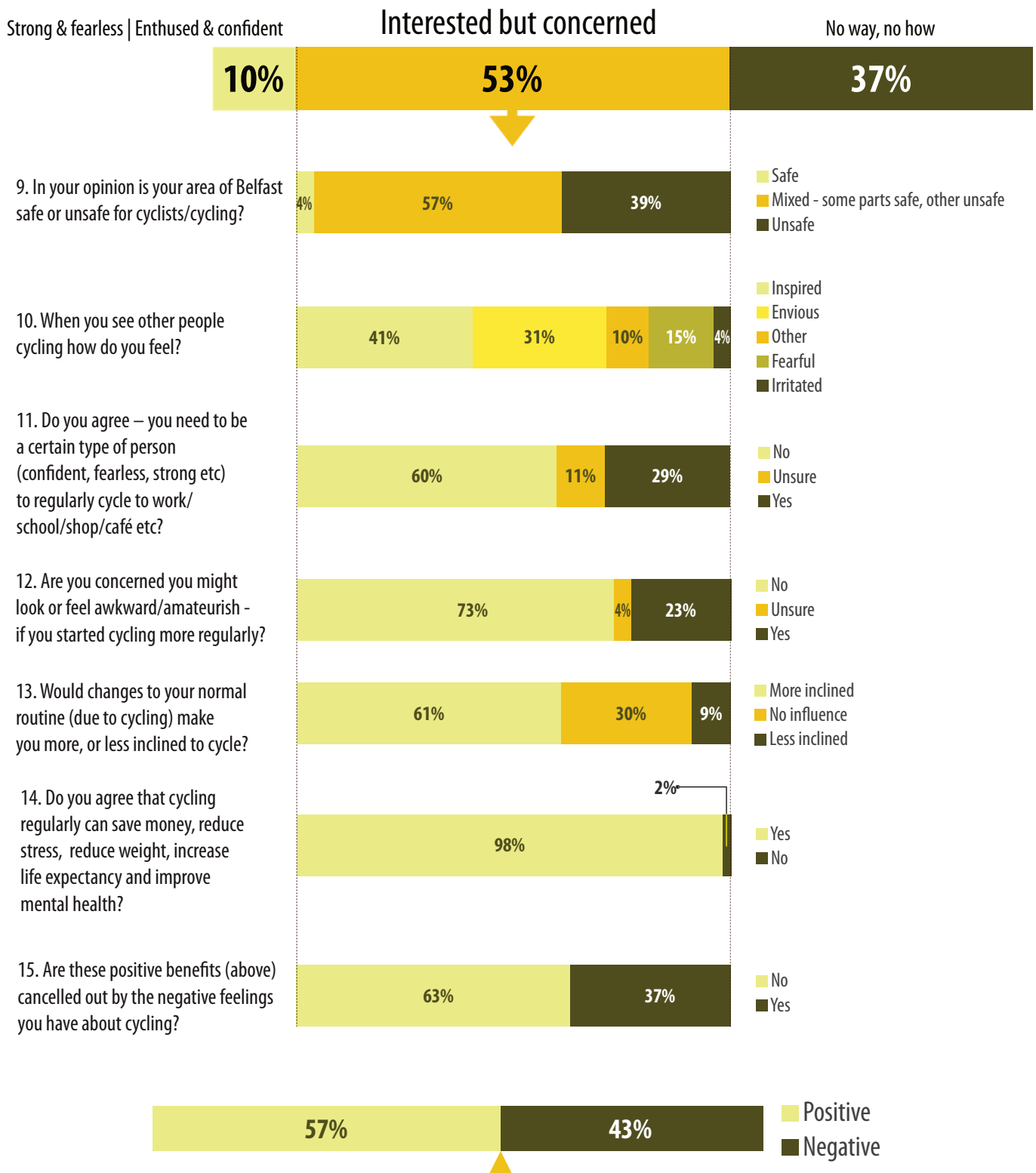
How often?	Not at all/ Not so anxious	Anxious/ Very anxious
Frequently	26%	47%
Occasionally	9%	67%
Rarely	14%	70%

More surprisingly is the relationship between "anxiety" and "interest". A high level of anxiety among the IBCs – doesn't produce a lower level of interest. This is counter intuitive as one would expect to be less interested in something that raises anxiety levels. There seems to be a significant willingness to cycle despite the anxieties/barriers.

	Not at all/ Not so anxious	Anxious/ Very anxious
Very interested	70%	72%
Interested	15%	19%
Somewhat interested	6%	7%
No so interested	3%	1%
Not at all interested	6%	1%

Section 2: Opinions on cycling

Response rate: 673/713



Findings

Q9: IBCs clearly feel safety is an issue in Belfast. East, having the highest percentage of cycleways/greenways, has a more mixed impression of safety. West, with the least amount of cycle infrastructure, feel considerably more unsafe in their area.

	Safe	Mixed	Unsafe
East	4%	73%	23%
North	3%	50%	46%
South	3%	54%	42%
West	4%	38%	57%
Female	2%	58%	40%
Male	5%	57%	38%

Q10. What do IBCs feel when they see regular cyclists? Do they feel regular cyclists have innate attributes such as confidence, strength, fearlessness? “Inspired” was chosen as this focused on the activity. “Envious” placed more focus on the individual and Geller’s suggestion that regular cyclists have attributes non-cyclists don’t have. There’s a clear relationship between fear and anxiety. Notably the level of fear was the least felt emotion in all groups.

	Inspired	Envious	Fearful
Very anxious	29%	31%	25%
Anxious	41%	34%	14%
No so anxious	53%	26%	6%
Not at all anxious	53%	16%	2%
Female	42%	28%	17%
Male	39%	32%	12%

Q11. The idea that IBCs feel that regular cyclists are special “types” was measured again and found to have a similar value (29%) to those who felt envious (31%).

Q12. The idea of not fitting in – feeling amateurish/embarrassed/self conscious – was measured as a possible barrier. This is proportional to the frequency people cycle (Q5) i.e. those who cycle frequently don’t feel this as much. Female IBCs are much more inclined to feel this way compared to male IBCs.

	Yes - feel awkward	No - don't feel awkward
Female	34%	61%
Male	13%	82%
Frequently	18%	52%
Occasionally	37%	28%
Rarely	45%	21%

Q13. This question gauged how conservative/ progressive IBCs in Belfast were – and how changes (to a set daily routine) would be welcomed or rejected. Clearly any changes due to cycling are seen positively (61%) compared with those reacting negatively (9%). Suggesting IBCs are more progressive and not at all conservative in terms of changes due to cycling.

Q14. This question established if the IBCs agreed that cycling brings positive health/ economic benefits. 95% agreed that cycling brings positive health and economic benefits.

Q15. This was then tested against how effective positive messaging is at lowering anxiety – and persuading IBCs to cycle more/less. Positive messaging has less effect on the more anxious and female IBCs. More targeted interventions are needed for these groups.

	Positive messaging cancelled out	Positive messaging not cancelled out
Female	54%	46%
Male	30%	70%
V Anxious	52%	48%
Anxious	37%	63%
N.S anxious	19%	81%
N.A anxious	22%	72%

Q16. This gave a quick snapshot of how IBCs in Belfast feel about their inclination to cycle right now. At present 57% feel more positively inclined to cycle. Positive attitudes outweighed negative attitudes in all Belfast areas. Female IBCs are less inclined to cycle at present.

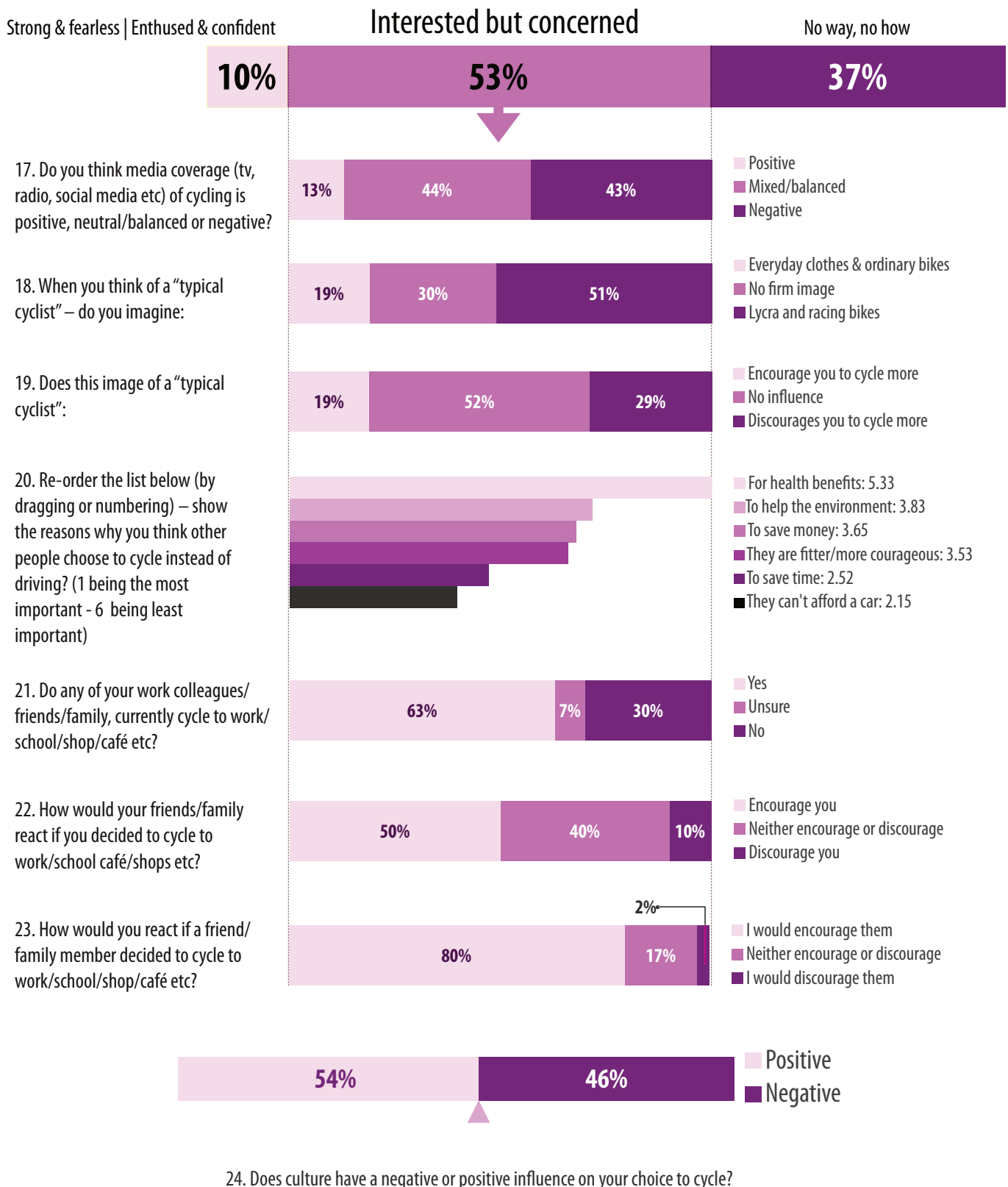
45–54 year old are the most positive.

Subsequent sections investigate where the negativity might lie.

Opinions	0–49 Negative	50 Neutral	51–100 Positive
East	34%	9%	57%
North	39%	5%	56%
South	38%	13%	49%
West	38%	12%	51%
Female	49%	7%	44%
Male	27%	11%	65%
18–24	42%	3%	55%
25–34	43%	11%	46%
35–44	38%	10%	52%
45–54	31%	8%	62%
55–65	35%	11%	54%
65–74	30%	15%	56%

Section 3: Culture & cycling

Response rate: 608/713



Findings

Q17. The lack of positive media coverage may have an impact on how IBCs feel about cycling. Unsure if this is opinion forming or opinion reinforcing. Male IBCs feel media coverage is more negative.

Media coverage	Negative	Positive
Female	39%	14%
Male	46%	12%

Q18. Lycra and racing bikes appear to be the typical image of cyclist. Only 17–20% of people (all areas of Belfast) associate cycling with ordinary bikes and everyday clothes.

Typical cyclist	Everyday	Lycra
Female	19%	56%
Male	19%	46%

Q19. IBCs' image of a typical cyclist is perhaps not creating an encouraging impression.

	Encourage	Discourage
Female	17%	35%
Male	20%	23%

Q20. IBCs overwhelmingly think that regular cyclists are cycling for health benefits. "Saving time" came 2nd last. When regular cyclists are polled "saving time" usually features as one of the main benefits.

Q21. This question tried to gauge how much IBCs rub up against cycle culture on a regular basis. Would they have the opportunity to ask family/friends about cycling, could they get advice about equipment, routes etc. Does this influence their image of a "typical cyclist"? Was cycling something completely apart – something other people did?

Friends & family cycle	Yes	No
Female	64%	31%
Male	62%	30%
East	65%	27%
North	68%	24%
South	61%	34%
West	58%	38%

The indication is that the majority of IBCs are in regular contact with cycle culture. Those in West Belfast have the least contact with day to day cycle culture. IBCs in North Belfast appear to in more contact.

Q22. Support for cycling among family/friends isn't overwhelmingly positive and 10% actively discouraging could have an amplifying effect.

Q23. IBCs were asked if they would encourage others to cycle. This suggests that they are strong advocates for cycling – mirroring the response from Q14 when asked about the positive benefits of cycling.

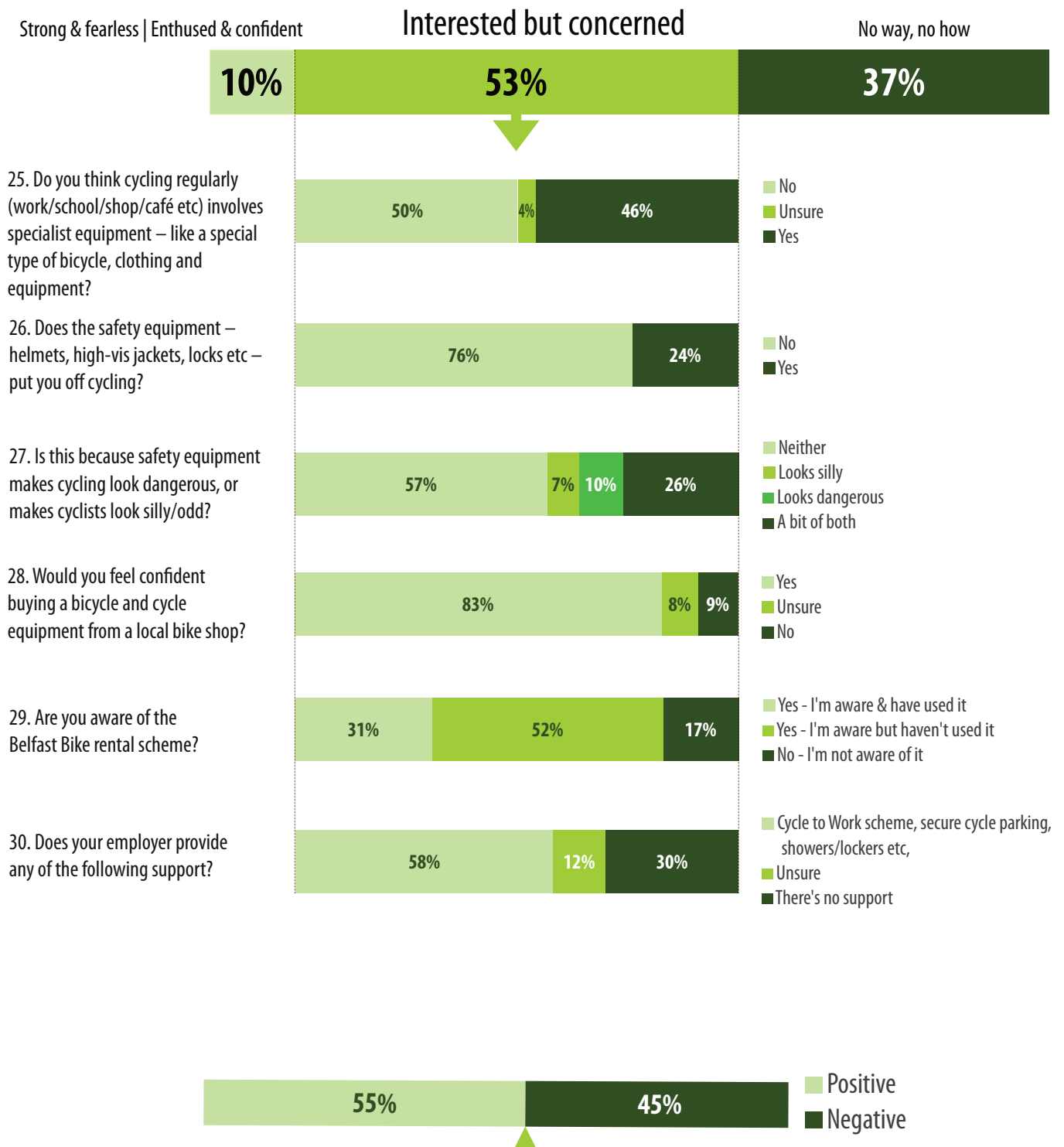
Q24. When asked if cycle culture has a positive/negative influence – the scale is still on the positive side but has taken a small dip when compared to the overall IBC snapshot (Q16).

All areas and all genders are more positive than negative. Only 18–24 yr olds are significantly more negative than positive. This age group makes up 5% of IBCs and may point to a bigger problem with younger people's interest in cycling/active travel. Cycle culture seems to have the most positive influence on 45–54 yr olds – almost the opposite of 18–24 yrs.

Culture	0–49 Negative	50 Neutral	51–100 Positive
East	33%	14%	53%
North	30%	18%	52%
South	35%	22%	43%
West	39%	19%	42%
Female	35%	19%	46%
Male	34%	17%	49%
18–24	63%	13%	23%
35–34	40%	13%	47%
35–44	35%	21%	44%
45–54	26%	18%	57%
55–64	32%	22%	48%
65–74	30%	22%	48%

Section 4: Equipment

Response rate: 587/713



Findings

Q25. Cycling should be an ordinary everyday activity, requiring nothing overly specialised. The high % of IBCs thinking a special bike etc is needed might also tie in with IBC's image of a typical cyclist.

Everyday cycling in Belfast appears to have an image problem.

Special equipment needed	Yes	No
Female	50%	48%
Male	43%	54%

Q26. Although helmets and high-vis are not a legal requirement they are strongly associated with everyday cycling. 24% found them “off-putting”. There's a strong correlation between age and attitudes to safety equipment, the older you are the less you find safety equipment off-putting. 18–24 yr olds are different, they appear to find the equipment most off-putting.

Safety clothing off-putting	Yes	No
Female	24%	76%
Male	24%	76%
18–24	58%	42%
25–34	33%	67%
35–44	25%	75%
45–54	18%	82%
55–64	14%	86%
65–74	9%	91%

Q27. When question Q26 was qualified – a further 19% of people moved from “no” into:

- “looks silly” 7%
- “looks dangerous” 10%
- “bit of both” 26%.

While most don't find it off-putting, they clearly feel it sends mixed messages about cycling.

Q27. contd. Looking at previous questions in terms of attitudes to safety equipment – they are all higher than the average.

We gave respondents the opportunity to clarify further in a comment box.

Inconvenience, additional expense, extra baggage and storage issues were all mentioned as reason why safety equipment may be an issue. As expected “infrastructure” was mentioned in the comments - with some saying cycle infrastructure would do away with the need for safety equipment (*appendix 1*).

Safety clothing off-putting	Yes	No
Q12. IBCs who Feel awkward/amateurish Q12	38%	62%
Q8. Anxious	28%	72%
Q8. V anxious	28%	72%
Q15 –ve feelings cancel +ve feelings	29%	71%

Q28. Surprisingly, there’s a high confidence rate with regards to buying bikes. 14% of female IBCs wouldn’t be confident buying a bike compared to 5% of males. Overall it doesn’t represent a huge barrier. The range/variety of bikes and shops may make this a smaller barrier to overcome nowadays.

Confident buying bike	Yes	No
Female	86%	14%
Male	95%	5%
18–25	69%	31%
55–64	91%	9%

There’s a direct correlation with “interest” (Q7) – those with more interest having more confidence around equipment. Again, age had a direct correlation to confidence with 18–25 having the least and 55–64 the most.

Q29. The Belfast Bike Scheme should help overcome issues around equipment and cost etc. Awareness of the scheme among IBCs in all areas is consistent but possibly low given the number of stations within the city. Usage seems consistent with the density and location of the docks. Docks on arterial roads may help awareness. Awareness (used + not used) is highest in the 35–54 age group (52%)

Belfast bike scheme	Aware + used	Aware + not used	Unaware
East	34%	49%	18%
North	29%	54%	16%
South	33%	51%	16%
West	25%	60%	15%

Q30. 30% indicate that there is no support from employer in terms of equipment. 13% were unsure – the remainder indicating that Cycle to Work scheme, lockers/shower and secure parking is available. Among IBCs there seems to be good awareness of what's available in terms of equipment support. How much of a barrier/incentive this is will be looked at later.

Q31. In the context of equipment – 55% are positive – slightly higher than the overall average for Opinions 54% (Q16) and Culture 54% (Q24). West Belfast are more negative than North Belfast - both areas with little infrastructure/equipment.

Again, male IBCs are 10% more inclined to cycle when they consider equipment.

Age appears to play another role in terms of equipment with younger age groups (18–24 yrs) feeling significantly less inclined to cycle in the context of equipment.

Equipment	0–49 Negative	50 Neutral	51–100 Positive
East	33%	14%	53%
North	30%	18%	52%
South	35%	22%	43%
West	39%	19%	42%
Female	41%	17%	42%
Male	29%	19%	52%
18–24	59%	24%	17%
35–34	44%	18%	38%
35–44	34%	19%	47%
45–54	29%	15%	56%
55–64	28%	22%	50%
65–74	23%	18%	59%

Section 5: Geography

Response rate: 576/713

Strong & fearless | Enthused & confident

Interested but concerned

No way, no how

10%

53%

37%

32. Do you see many people like you (age, gender, physique etc) cycling in your area?

34%

50%

16%

Yes - regularly
Yes - occasionally
No - never

33. Would you know your area well enough to cycle through quieter streets, as an alternative to using main roads?

76%

Yes
No

34. Would the legacy of "the troubles" prevent you from cycling through certain areas of Belfast (to avoid busy roads etc)?

40%

26%

33%

No - no issues cycling anywhere
Perhaps - needs some thought
Yes - definitely avoid some places

Top 100 words/phrases from 576 responses

By geographic Areas

Rank	Area	Count
11	Ormeau Rd	8.68% 50
17	Lisburn Rd	6.42% 37
21	Belfast	5.03% 29
26	Antrim Rd	4.17% 24
28	Albert Bridge	3.82% 22
38	Ormeau	2.60% 15
43	Falls Rd	2.43% 14
48	Ravenhill Rd	2.26% 13
49	Carlisle Circus	2.26% 13
58	Shore Rd	1.91% 11
59	Albertbridge Rd	1.91% 11
71	West Belfast	1.74% 10
82	Cregagh Rd	1.56% 9
83	Saintfield Rd	1.56% 9

By infrastructure feature

Rank	Feature	Count
1	road	25% 144
2	cycle lanes	14.24% 82
5	junctions	12.15% 70
13	main roads	8.16% 47
14	bus lane	7.29% 42
20	roundabout	5.21% 30
31	parked cars	3.65% 21
50	cars parked	2.26% 13
51	footpath	2.26% 13
60	traffic lights	1.91% 11
70	dedicated cycle lanes	1.74% 10
72	busy junctions	1.74% 10
78	greenway	1.74% 10
91	pavement	1.56% 9
93	Lack cycle lanes	1.39% 8
94	cycle roads	1.39% 8

By adjectives/adverbs

Rank	Word	Count
9	busy	9.03% 52
12	dangerous	8.33% 48
40	often	2.60% 15
45	better	2.43% 14
47	close	2.43% 14
57	narrow	2.08% 12
61	challenging	1.91% 11
62	fast	1.91% 11
66	many	1.91% 11
81	poor	1.74% 10
84	regularly	1.56% 9
85	scary	1.56% 9
90	Especially	1.56% 9
95	particularly	1.39% 8
96	intimidating	1.39% 8
99	safe	1.22% 7

35. Think about a cycle journey from your home into the city centre.

What part/parts of the journey would find most challenging/concerning? Give as much detail as possible - this could be a specific hill, junctions, a roundabout, busy sections of road etc?

36. Who do you think is responsible for making cycling safer, and an alternative to driving in your area of Belfast?

67%

20%

7%

5%

1%

Department of Infrastructure
Belfast City Council
Department for the Environment
Department for Communities
Department for Health

44%

56%

Positive
Negative

37. Does geography have a negative or positive influence on your choice to cycle?

Findings

Q32. This provides a quick, rough snapshot of cycle activity in all areas by age and gender.* Respondents were asked to indicate how often they saw “people like you cycling in your area”. The type of cycling wasn’t stipulated.

* “Prefer not to say” are not included in this summary.

EAST: 198	Never	Occasionally	Regularly	Total
18–24	1	4	1	6
Female	0	3	0	3
Male	1	1	1	3
25–34	9	21	14	44
Female	7	6	5	18
Male	2	15	9	26
35–44	6	22	31	59
Female	6	11	18	35
Male	0	11	13	24
45–54	4	23	26	53
Female	3	11	6	20
Male	1	12	20	33
55–64	1	13	14	28
Female	0	6	3	9
Male	1	7	11	19
65–74	0	4	8	8
Female	0	1	1	2
Male	0	3	3	6
	21	87	90	198

NORTH: 98	Never	Occasionally	Regularly	Total
18–24	2	1	0	3
Female	1	0	0	1
Male	1	1	0	2
25–34	3	7	4	14
Female	0	4	2	6
Male	3	3	2	8
35–44	7	18	7	32
Female	5	12	2	19
Male	2	6	5	13
45–54	4	17	8	29
Female	4	6	1	11
Male	0	11	7	18
55–64	2	10	4	16
Female	1	4	1	6
Male	1	6	3	10
65–74	1	2	1	4
Female	1	1	0	2
Male	0	1	1	2
	19	55	24	98

SOUTH: 174	Never	Occasionally	Regularly	Total
18–24	3	5	5	13
Female	2	5	2	9
Male	1	0	3	4
25–34	5	21	13	39
Female	4	11	2	17
Male	1	10	11	22
35–44	4	22	17	43
Female	4	11	6	21
Male	0	11	11	22
45–54	3	24	14	41
Female	1	12	6	19
Male	2	12	8	22
55–64	5	13	14	32
Female	4	7	4	15
Male	1	6	10	17
65–74	0	4	2	6
Female	0	2	1	6
Male	0	2	1	6
	20	89	65	174

WEST: 99	Never	Occasionally	Regularly	Total
18–24	2	5	0	7
Female	1	2	0	3
Male	1	3	0	4
25–34	8	6	3	17
Female	7	1	0	8
Male	1	5	3	9
35–44	4	14	8	26
Female	1	5	3	9
Male	3	9	5	17
45–54	7	14	4	25
Female	6	5	2	13
Male	1	9	2	12
55–64	2	14	3	19
Female	1	8	1	10
Male	1	6	2	9
65–74	1	2	1	4
Female	0	0	1	1
Male	1	2	0	3
	24	55	19	98

Q32 cont. Regular cycling in the 18–24 age group is low in all areas of Belfast apart from South. Regular cycling occurs mostly among the 35–44 group. Regular cycling was low among all female groups apart from East Belfast in 35–44 yrs where it seems particularly popular. East is the only area where “regular” comes ahead of “occasional” and “never”. West Belfast comes bottom in terms of regular cycling.

Q33. In the absence of cycle infrastructure IBCs have good local knowledge to navigate their way around the city.

IBCs in South Belfast appear to have the least local knowledge. In terms of age the 18–24 yr olds have the least local knowledge – as age increases, knowledge increases.

Local knowledge avoid busy roads?	No	Yes
East	15%	85%
North	11%	89%
South	20%	80%
West	12%	88%
Female	22%	78%
Male	10%	90%
18-24	38%	62%
25-34	17%	83%
35-44	18%	82%
45-54	10%	90%
55-64	10%	90%
65-74	5%	95%

Q34. The question was then reframed to take into account the legacy of the troubles – i.e. “peace lines” and fragmented communities. Clearly the legacy of the “troubles” has a significant impact on how IBCs might cycle around the city. IBCs in West are more inclined to avoid areas. Over a third of Females would definitely avoid. Arterial roads pose more danger in terms of traffic, but quieter streets away from arterial roads seem to present other “threats”. Coincidentally, as the survey was active, the Dept. Infrastructure released details on Twitter (4/2/21) of a new cycle lane in North Belfast which brought this issue into sharp focus (DfI Press Office, 2021).

Avoid areas due to “troubles” legacy?	Avoid	Perhaps	Not avoid
East	26%	28%	46%
North	36%	21%	43%
South	35%	26%	39%
West	39%	28%	32%
Female	36%	28%	36%
Male	31%	25%	44%
18-42	31%	38%	31%
25-34	34%	40%	26%
35-44	35%	22%	43%
45-54	29%	21%	50%
55-64	36%	18%	46%
65-74	27%	32%	41%

Q35. This was an open question asking respondents to describe their concerns in the context of an imaginary cycle journey into town. All the comments are available to read (appendix 2).

The top 100 words were arranged into 3 categories to give some flavour of what the main concerns are.

Geographical areas: all the main arterial roads into the city centre were mentioned. Pinch points/barriers such as Carlisle Circus and Albert Bridge are specifically mentioned.

Infrastructure: cycle lanes (and versions of) get the most mentions – specifically the lack of cycle lanes – “parked cars” are also a theme. Roundabouts and junctions feature.

Adverbs/adjectives: busy and dangerous are the most common word here.

Q36: In terms of who is responsible and where people should look for information, 67% recognise the DfI as the body in charge. However, a third think responsibility lies elsewhere. 20% think this responsibility lies with Belfast City Council. It raises questions about where IBCs go for advice and support – is there enough provided? Is it easily found?

Q37: The sliding scale sees a significant swing negative, over –10% in comparison to Culture and Equipment. Geography and in particular infrastructure has the biggest negative influence. The comment section (appendix 2) reveals how fear of traffic and lack of cycle infrastructure impacts IBCs inclination to cycle.

All areas, genders and age groups express a negative inclination to cycle in the context of geography – East Belfast being by far the most positive group – North Belfast the most negative.

Geography	0–49 Negative	50 Neutral	51–100 Positive
East	46%	12%	42%
North	61%	14%	25%
South	52%	17%	31%
West	56%	19%	25%
Female	57%	14%	29%
Male	47%	17%	36%
18–24	59%	27%	24%
35–34	62%	12%	26%
35–44	53%	15%	32%
45–54	45%	14%	41%
55–64	46%	20%	34%
65–74	64%	22%	14%

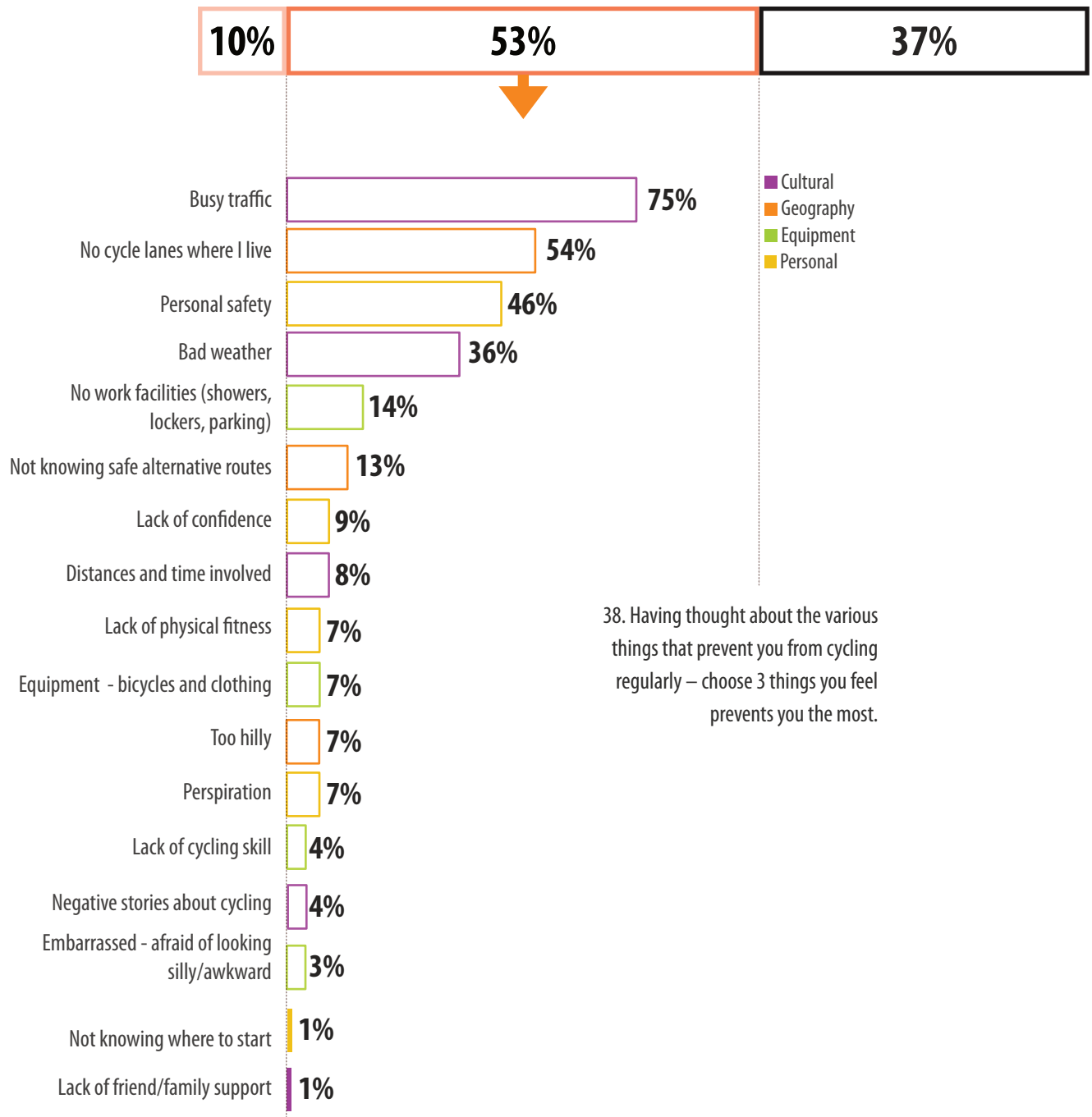
Section 6a: Barriers

Response rate: 561/713

Strong & fearless | Enthused & confident

Interested but concerned

No way, no how



Findings

Q38. Respondents were asked to pick the 3 barriers that most prevented them from cycling. These were randomly selected from categories 2–5. Included were barriers only planning/policy (macro level) can address – i.e. “busy traffic”, “no cycle lanes”. Small cycle advocacy groups (micro level) have no way of addressing these beyond campaigning/lobbying.

“Personal safety” may not be solely about busy roads – some may feel quiet, poorly lit routes prove a risk, possibly more so among female IBCs. Men feel weather is a bigger barrier.

When barriers are looked at in terms of “anxiety” (Q8) there are striking differences. “Not at all anxious” and “not so anxious” place “bad weather” higher than “busy traffic”, “cycle lanes” and more than twice as high as “personal safety”. As you move through the levels of anxiety “busy traffic”, “personal safety” and “cycle lanes” take on a greater significance – as do “alternative routes”.

Barriers to cycling	Female	Male
Bad weather	33%	41%
Physical fitness	9%	7%
Knowing alternative routes	18%	9%
Too hilly	7%	6%
Negative stories	4%	3%
Lack of confidence	14%	5%
Lack of cycling skill	6%	2%
Busy traffic	74%	76%
Perspiration	7%	6%
Personal safety	42%	49%
Equipment	9%	6%
Distances & time	9%	9%
No cycle lanes	49%	58%
No work facilities	13%	20%
Not knowing where to start	1%	1%
No family/friend support	1%	1%
Feeling embarrassed	4%	1%

Barriers to cycling	Not at all anxious (43)	Not so anxious (51)	Somewhat anxious (121)	Anxious (175)	Very anxious (171)
Bad weather	63%	75%	45%	34%	17%
Physical fitness	12%	16%	6%	7%	5%
Knowing alternative routes	2%	8%	13%	13%	16%
Too hilly	7%	16%	5%	7%	4%
Negative stories	2%	4%	3%	2%	6%
Lack of confidence	5%	2%	7%	8%	15%
Lack of cycling skill	2%	4%	2%	2%	7%
Busy traffic	58%	55%	83%	77%	80%
Perspiration	12%	8%	8%	7%	4%
Personal safety	26%	22%	43%	51%	56%
Equipment	14%	12%	4%	9%	4%
Distances & time	30%	14%	8%	4%	6%
No cycle lanes	35%	41%	55%	57%	60%
No work facilities	26%	17%	16%	18%	13%
Not knowing where to start	5%	0%	1%	1%	2%
No family/friend support	1%	3%	0%	0%	1%
Feeling embarrassed	0%	3%	1%	3%	4%

Q38 cont. ...the turning point appears to be within the “somewhat anxious” category with quite significant increases in respondents choosing “busy traffic”, “personal safety” and “no cycle lanes” as significant barriers.

A study over the span of 2015 (Andrew Grieve, 2016) shows that only 15% of journeys are affected by wet weather – only 8% of these would count as “wet” weather as opposed to “damp”. Much more work could be done in this area to highlight the fact that weather is not a barrier.

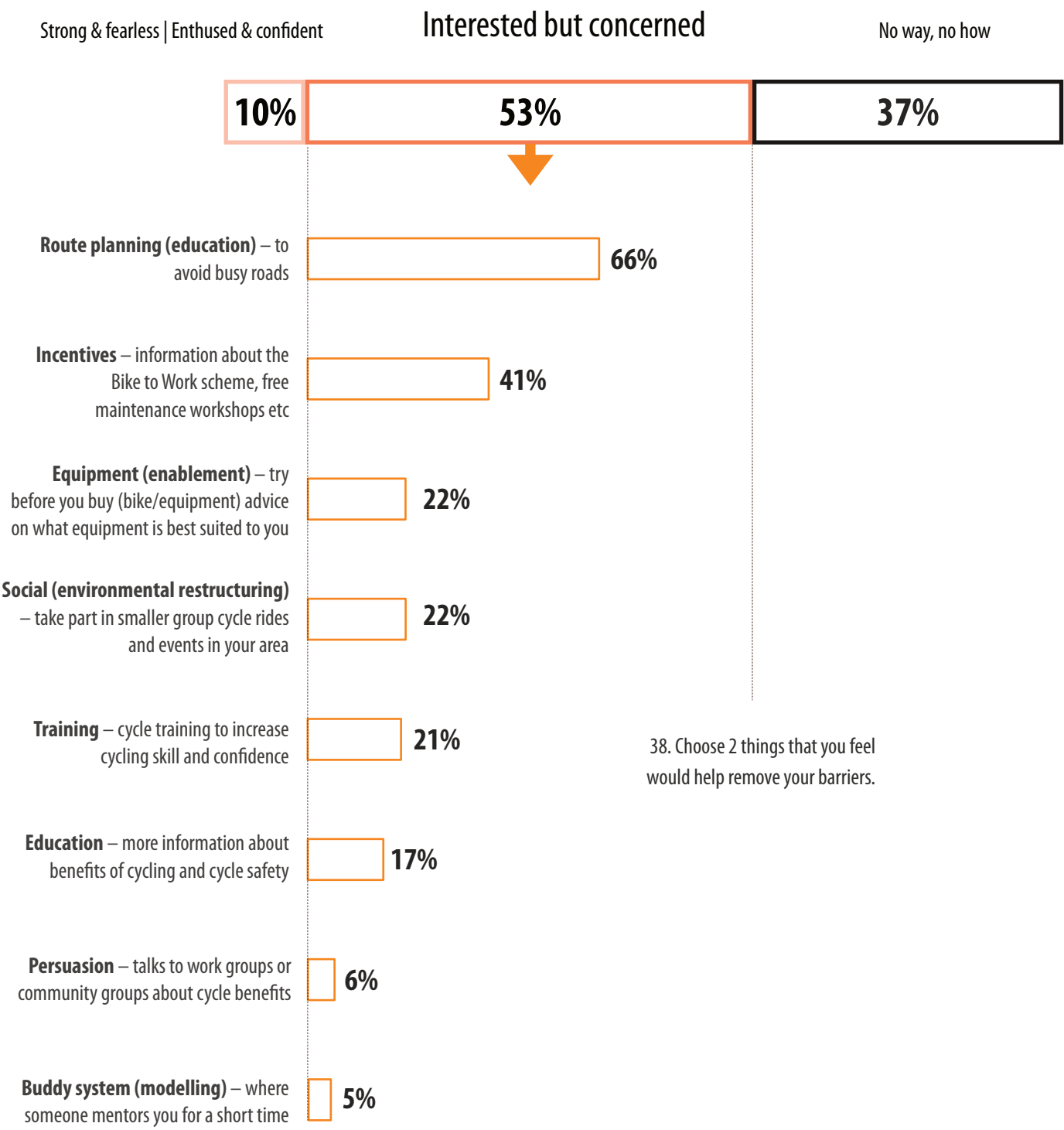
The “not at all anxious” and “not so anxious” appear to be good fits for smaller advocacy groups who can focus on a range of smaller interventions. Those in the more anxious groups seem to select “no cycle lanes”, “busy traffic” and “personal safety” as being a main barriers – perhaps crowding out the smaller interventions that may help lower anxiety.

Overall – it appears that IBCs in Belfast have:

- The same level of interest (high);
- Different levels of anxiety;
- Different levels of anxiety levels about different things.

Section 6b: Interventions

Response rate: 561/713



Q39. *Beyond cycle lanes and large-scale infrastructure: a scoping review of initiatives that groups and organisations can implement to promote cycling...* (Kelly, et al., 2020) identified 93 actions/initiatives that cycle groups could use. These were categorised against 9 behavioural changes (Miche et al., 2011).

There are numerous actions available under each category. We chose actions thought to be most recognisable/appropriate.

“Coercion” and “restriction” were not offered as options as it was thought that these went somewhat beyond the scope of small advocacy groups.

Options to “build more cycle lanes”, or to “reduce busy traffic” were not available. Respondents were presented with 8 interventions – and asked to choose 2 that could reduce their specific barriers.

Female IBCs prefer more practical interventions like “training”, “mentoring” and “equipment” interventions. Male IBCs prefer more information interventions – “education”, “talks” and “incentives”.

Across some anxiety levels there were also differences. The “very anxious” prefer more “training” and less “incentives”. “Route planning” gets more popular as anxiety rises.

Interventions	Female	Male
Route planning (safe routes)	46%	54%
Education (+info...)	33%	67%
Persuasion (talks...)	37%	63%
Incentives (Bike2Work...)	36%	64%
Training (^ skills...)	66%	34%
Social (group events...)	49%	51%
Mentoring (buddy...)	57%	43%
Equipment (try b4 buy...)	56%	44%

Interventions	Not at all anxious (43)	Not so anxious (51)	Somewhat anxious (121)	Anxious (175)	V anxious (171)
Route planning (safe routes)	51%	55%	67%	77%	67%
Education (+info...)	23%	14%	16%	18%	15%
Persuasion (talks...)	12%	6%	5%	5%	6%
Incentives (Bike2Work...)	58%	53%	46%	43%	28%
Training (^ skills...)	9%	18%	15%	17%	32%
Social (group events...)	12%	25%	24%	25%	19%
Mentoring (buddy...)	5%	0%	3%	5%	8%
Equipment (try b4 buy...)	30%	29%	22%	17%	25%

Q40. The survey asked respondents to provide an email if they were interested in receiving any information about training, talks, events or more information.

241 (33%) respondents supplied an email.

references

Andrew Grieve, 2016. Commuter cycling-weather in Belfast summary report 2015.pdf. Available from: <https://www.infrastructure-ni.gov.uk/sites/default/files/publications/drd/commuter-cycling-weather-in-belfast-summary-report-2015.pdf>. March 04, 2021.

BCC. 2021, Your Councillors. Available from: <https://minutes.belfastcity.gov.uk/mgMemberIndex.aspx?bcr=1>. February 23, 2021.

Cycl. 2013, Ride on Belfast . Available from: <http://rideonbelfast.com/>. February 22, 2021.

Dave Horton, 2007, Fear of Cycling | Thinking About Cycling. Available from: <https://thinkingaboutcycling.wordpress.com/article-fear-of-cycling/>. March 16, 2021.

Dept. Infrastructure. 2021, Travel Survey for Northern Ireland Headline Report. Available from: <https://www.infrastructure-ni.gov.uk/system/files/publications/infrastructure/tsni-headline-report-2017-2019.pdf>. February 23, 2021.

DfI Press Office. 2021, Dept Infrastructure on Twitter: "Minister @NicholaMallon announces development of a cycle route in North Belfast. The proposed route, which will be taken forward as an experimental scheme, will be located along the Cavehill Road and Limestone Road. Available from: <https://twitter.com/deptinfra/status/1357355961976041473>. March 05, 2021.

Freya McClements. 2019, Why Belfast residents want to keep their peace walls. Available from: <https://www.irishtimes.com/news/politics/why-belfast-residents-want-to-keep-their-peace-walls-1.3987423>. February 22, 2021.

John Breslin. 2020, Gridlocked Belfast is UK's sixth worst city for traffic jams - BelfastTelegraph.co.uk. Available from: <https://www.belfasttelegraph.co.uk/news/northern-ireland/gridlocked-belfast-is-uks-sixth-worst-city-for-traffic-jams-38908678.html>. February 23, 2021.

Kate Hosford et al., 2020, Are they really interested but concerned? A mixed methods exploration of the Geller bicyclist typology - Science Direct. Available from: https://www.researchgate.net/publication/344892411_Are_they_really_interested_but_concerned_A_mixed_methods_exploration_of_the_Geller_bicyclist_typology. February 21, 2021.

Newsletter, 2020, Belfast in top 10 most congested cities in UK | Belfast News Letter. Available from: <https://www.newsletter.co.uk/news/belfast-top-10-most-congested-cities-uk-1379139>. February 22, 2021.

Nextbike. 2021, Bike Rental in Belfast | Rent a Bike nearby. Available from: <https://www.belfastbikes.co.uk/en/belfast/>. February 23, 2021.

NIGreenways. 2021, Northern Ireland Greenways. Available from: <http://nigreenways.com/>. February 23, 2021.

NISRA 2020, Registrar General Annual Report 2019 Population and Migration | Northern Ireland Statistics and Research Agency. Available from: <https://www.nisra.gov.uk/publications/registrar-general-annual-report-2019-population-and-migration>. February 22, 2021.

NISRA, 2020, Cycling in Northern Ireland 2019/20 Infographic - cycling-in-northern-ireland-2019-20-infographic.pdf. Available from: <https://www.infrastructure-ni.gov.uk/system/files/publications/infrastructure/cycling-in-northern-ireland-2019-20-infographic.pdf>. February 22, 2021.

Paul Kelly et al., 2020. Beyond cycle lanes and large-scale infrastructure: a scoping review of initiatives that groups and organisations can implement to promote cycling for the Cycle Nation Project | British Journal of Sports Medicine. Available from: <https://bjsm.bmj.com/content/54/23/1405#ref-16>. December 17, 2020.

Rachel Aldred. (2010)., 'On the outside': constructing cycling citizenship. Available from: <http://rachelaldred.org/wp-content/uploads/2012/10/Aldred-cycling-citizenship-website.pdf>. December 21, 2020.

Roger Geller. 2009, Four Types of Cyclists updated 2009.doc - 264746. Available from: <https://www.portlandoregon.gov/transportation/article/264746>. January 21, 2021.

Susan Miche et al., 2011, The behaviour change wheel: A new method for characterising and designing behaviour change interventions | Implementation Science | Full Text. Available from: <https://implementationscience.biomedcentral.com/articles/10.1186/1748-5908-6-42>. December 15, 2020.

Sustrans. 2020, Bike Life Belfast 2019. Available from: https://www.sustrans.org.uk/media/5943/200228-bikelife19_belfast_v58_web.pdf. February 23, 2021._

TSNI, 2020, Available from: <https://www.infrastructure-ni.gov.uk/publications/travel-survey-northern-ireland-tсни-headline-report-2017-2019>. Feb 20212

appendix

Appendix 1

Q27: Safety equipment comments:

Added hassle of carrying equipment to and from work, shops, etc

All the cyclist safety equipment in the world couldn't save you from getting hit by a car

Amount of kit / change of clothes you have to carry with you

Awkward to carry all equipment

Burdensome when you arrive at your destination

Can get expensive on top of the bike, maintenance, repairs, etc

Cost

Cost of equipment and extras

Cumbersome

Cycling is dangerous at rush hour

expense

Expensive

Expensive

Feel it adds an obstacle to casual cycling

For me it all comes down to cycling infrastructure.

Hassle to carry it all about

Helmet wrecks my hair

Helmets don't look silly they look safe.

Hi-vis is useless and what's a helmet going to do if I get crushed by a HGV? PROPER INFRASTRUCTURE keeps people safe, not silly plastic hats.

I would like to cycle - it is far too dangerous in west Belfast and we need cycling lanes

I've heard that drivers tend to have a false sense of safety when they see cyclists with helmets

Inconvenience

Inconvenient, just jump on the bike and go.

Is it enough to protect cyclist without proper cycling lanes and education

It can be a hassle to lock up the bike, find a place for it, etc

It doesn't make a cyclist look silly or dangerous, it makes them look sensible and prepared

It doesn't put me off

it doesn't put me off it

It is heavy and requires a bag to carry equipment

It looks too expensive & a preserve of the middle class

It shouldn't be necessary for a cycle to the shop

It's an added barrier

It's bulky and annoying to wear and carry around

It's a lot of extra gear to manage

Lack of storage space when at work

looks like extra hassle

Makes cycling look abnormal

makes it more expensive

More finding somewhere to put the helmet when going certain places

More stuff to have to find space for at work.

Neither. I cannot afford the safety equipment

No evidence around hi-vis increasing safety,

Nothing wrong with safety equipment.

Other

Proper locks are heavy to carry.

Requires changes of clothes for work

ROad cycling in NI is dangerous. Many motorists could be charged with attempted murder with how they treat road cyclists.

Safe infrastructure please where are the questions on segregated cycleways going between real places i can go along with my kids? To Belfast and beyond?? That is the major reason I want to feel safe.cycleways??

Safety eq is necessary

Safety equipment does not affect my attitude

Safety equipment is less important than safe infrastructure

Security/safety can sometimes be cumbersome

There is a lot to buy or remember to put on

this question didn't make sense to me

Too dear and becomes extra unnecessary baggage

Uncomfortable

Unsure of what to buy. Wreck hair on way to meetings. Getting wet for work is not ideal!!

Utmost for safety helmets hi vis

Wear clothing appropriate for the task - I wouldn't run in jeans for example.

Where to store it all safely / securely when arriving at the shops, at work?

With proper infrastructure, cycling should be a safe activity that doesn't require extensive safety equipment -- in the best cycling cities, people don't wear helmets.

You look stupid without safety gear. But the roads are just too dangerous and not suitable for cyclists still even with some cycle lanes, sure cars normally park in them.

Appendix 2

Q35: Journey into town comments

East

Belfast to Bangor road. Too difficult to cycle

Cycling around cregagh roundabout very very dangerous (need to dismount). Cycling cregagh road also very dangerous with parked cars and sharing lane with buses.

A lot of traffic on cregagh road. Parking in the cycle lanes and albert bridge road is crazy

A2 between Helen's Bay and Holywood

A55 Junction on the Upper Newtownards road feels unsafe. Crossing the Albert Bridge when it's busy makes me uneasy and forces me onto the footpath which is too narrow for both cyclists & pedestrians so I get off and walk.

Airport Road from Victoria Park to Sydenham Road

Alberbridge Road

Albert Bridge

Albert bridge

Albert Bridge and the mess that is St Georges market. Hugely dangerous area to cycle

Albert bridge junction with Ravenhill Rd as bus lane suddenly disappears and cyclists can get squeezed by cars

Albert Bridge road and traffic lights until cregagh road

Albert Bridge. It's lethal. Even at 8pm during a pandemic.

Albert Bridge/Short Strand junction is massive and scary.

Albertbride Junction joining ravenhill Rd. Short strand .and east Bridge st .heavy traffic. Need to cycle on footpath which endangers pedestrians

Albertbridge

Albertbridge Road

Albertbridge Road is very scary, particularly going out of town. Around the markets is terribly laid out too for cyclists. Parked cars in cycle lanes across the city should be completely banned. As should

parking on footpaths.

Albertbridge road junction and all of the city centre

Albertbridge Road, including the actual bridge.

Any main road without a bus lane or designated cycle lane I regard as dangerous.

Anywhere without a segregated cycle path where I'd have to cycle on road

Areas with parked cars so only one lane of traffic. Buses don't like cyclists in their lane

Arriving to Albert Bridge from East Belfast and around Connswater Shopping Centre.

Being in traffic - I like the bus lanes but am nervous when I have to merge with cars. I also struggle up one steep, long hill

Belmont Rd roundabout feels v dangerous any time I've cycled through it

Blocking traffic on roads, in bus lanes and moving off from red lights

Bottom of Castlereagh Road and Alfred bridge

Bus stops situated in the middle of bike lanes, cars and vans parking in cycle lanes, lack of cycle lanes

Buses have cut me up when cycling into city centre on Ormeau Road. People don't look before opening their car door into the street sometimes.

Busy crossing roads

Busy main roads and the junction at the shatter zone leading to the bridge/ traffic lights where cars are close

Busy ormeau road with no dedicated separated cycle lanes

Busy roads

Busy roads - Ravenhill, Ormeau etc. Cars parked on cycle lanes and lots of traffic

Busy roads from Albert bridge road right across Albert bridge with cycle lanes shared with buses so very busy and stressful

Busy roads need better cycle lanes

Busy roads with right turns. Roundabouts.

Busy roads, lack of cycle lanes

Busy route with lots of exhaust fumes. Uphill on way home. Junctions near the Lagan bridges scary to navigate

Busy sections & junctions without safe cycling lane Uninhabited / sparsely populated areas

Busy sections of road with limited or no cycle lanes

Busy sections of road. Riding in the bus lane is not ideal but it's better than the sections where there is on-street bike lane stopping and starting seemingly randomly. Albertbridge Road is a poor cycling environment, and the East Bridge Street/ A24/ Hamilton Street/ Victoria Street junction is an absolute disaster

Busy sections of traffic without protection for cyclists. Segregated walking/cycling path also has a gate

Carns in cycle lanes, basically every road in east bar Ravenhill Road, counted 52 one day from city centre to Grand Parade

Cars parked in an unprotected cycle lane and cars speeding

Castlereagh rd / beersbridge rd junction. Albert bridge heading into town. East bridge street / cromac street junction

Castlereagh Road and Albert Bridge road

Castlereagh Road, parked cars in advisory cycle lane-needs to be mandatory or segregated
Castlereagh Street, no cycle lane at all,very congested East bridge Street, bus lane disappears before bridge then junction isn't cycle friendly as have to move across lanes

Castlereagh street needs a cycle lane. Knock road needs something sorted for cyclists to be able to turn right safely to go down castlereagh road. Cregagh road has a cycle lane but it is CONSTANTLY filled with parked cars EVERY DAY making it impossible to use. On almost every road into belfast the cycle lanes are full of rubbish and debris, the council NEEDS to better service these and keep them fit for purpose, especially from forestside to upper newtownards road

City centre roads, as the cycle lanes are few in between roads so little space and impatient drivers

Clifton Street and Carlisle Circus

Coastal path in very poor condition and Bangor to belfast road too dangerous for bikes

Community intersections when dark

constantly busy main road and pedestrian side not make me feel safety

Cregagh road and ormeau Road Roundabout. Main roads with parked traffic (Ravenhill avenue l, Ravenhill road, cregagh road, ormeau road)

Crossing outer ring

Cycle lanes not consistent the whole way, shared lanes with buses are intimidating, busy traffic

Cycle paths aren't wide enough

Cycling along the bus lane, citybound, along East Bridge Street, opposite St George's Market, where the lights stop the traffic and cars quickly merge lanes is a death trap for cyclists. Frequently get cars parked on cycle lanes of Albert ridge Rd, Beersbridge Rd and Castlereagh Rd which is really frustrating.

Cycling from the south-east of the city to the north of city is a daily death warrant. There needs to be an off road cycle lane - traffic is crazy.

Cycling on main roads

Cycling on roads

Cycling uphill with cars behind me cars overtaking too closely navigating a large junction having to change lanes in traffic, cars parked in cycle lane

Dangerous junction(s) & little protection where Albertbridge, Woodstock and Ravenhill Roads converge at Albertbridge. Better cycle lane on Beersbridge Rd required.

Dee Street roundabout

Dee Street roundabout. If the redevelopment of the Sydenham bypass had been completed (proposed 2004, expected construction between 2014 and 2018) it would be far better

Drivers , dogs , potholes

dual carriageways

East Belfast to City Centre. All pretty okay until you get to the lights at short strand. The using the bus lane to go over the bridge is a particularly dangerous looking part. Notes from walking past or being on the bus watching them overtake the cyclist/beep at them.

End of greenway at Dee Street. You have to go on road across a big roundabout to reach the Sydenham Road cycle path

Forested to Saintfield Road

From cs Lewis square into town

From home to Comber Greenway. After then can mostly avoid traffic.

From Sydenham the path that runs along the trainline towards the victoria park underpass could be better lit up at night and wider. Otherwise there are plenty of safe routes from there into the city centre

from the newtownards road into city centre as the comber greenway ends here

getting closer to the city centre as we (cyclists) share the roads with cars.

Great Victoria Street

Hill, cycling along the side of a dual carriageway, no access to Dock industrial estate via bike at the holywood exchange junction except on the road and is steep

Hills

Hills and fast straight road

Hollywood arches to town centre

Hollywood Road (until bus lane), Newtownards Road at Connswater Bridge, junction at Albertbridge Traffic merges into bus lane.

Hollywood Arches. Narrow lanes. Buses, lorries the Glider.

Hollywood, Newtownards & Albertbridge Roads

I am close to a greenway but there is no cycle path from the main road to the greenway.

I can cycle down the comber greenway but I'm not prepared to cycle the remaining part on the main roads. Especially as cycle lanes end abruptly at many junctions. We need joined up cycle paths like the greenway so we don't have to cycle on the roads.

I cycle in to Belfast from Bangor and that forces you onto a dual carriageway. You can't go coastal road as it is impacted by weather and so narrow and rocky. The safer option is a pavement on the carriageway but it is narrow and many turn off points don't actually have a dip in the curb. Once you get to Holywood you can get onto airport road. Then once in Belfast the cycling lanes are poor at best, usually have cars parked in them. We won't get more people cycling until we take cycling infrastructure seriously. When people see there are dedicated cycle ways for the vast majority, if not their whole journey, then we will see more people cycling. Until that happens I don't blame people for not wanting to cycling in our city.

I get really worried at large busy junctions and roundabouts. I tend to mount the pavement at those.

I have access to the Greenway but once I hit the main roads I get a bit anxious.

I have to cycle from woodstock road, woodstock link, shortstrand(extremely busy cars crossing lanes etc), across the bridge (this is particularly unsafe for cyclists because 2 lanes merge in to one and

cars/buses would cut you up very regularly) then further down coming to the traffic lights the road is very wide with a lot of lane choices etc. From here I have to go along May street as far as city hall and round in to fountain lane

I live at the bottom of N'Ards Road and would be commuting to Ormeau Road. There are several large junctions on that journey and this would put me off cycling.

I previously lived in Dundonald and worked in Knock and commuted on my bike for several months (pre bus lanes). This stopped as I narrowly avoided injury on a number of occasions as motorists, Bus drivers, lorry drivers and van drivers have little or no regard or patience for cyclists!!! Nowhere else In this survey does it mention education of non cyclist road users in their behaviour when encountering a cyclist!!! Respect, space, tolerance are all noticeably absent in the average road user!!!!!! Why don't I cycle anymore? It's simply not safe!!!

I would find most of the journey from the top of the Ormeau Road to Botanic Avenue challenging because of heavy traffic. The cycle lane stops when you turn into University Street. Also coming back up the Ormeau there is a hill.

I would go down Ravenhill Road, Cruz Albert Bridge and down (or is it up?) Cormac St. Albert Bridge feels intimidating with heavy traffic. The junction onto Cormac Street is terrifying, with heavy reliance on car and bus drivers seeing need and giving need space. No fun.

I would mostly be concerned about being out on busy roads be it the Newtownards Road, Albertbridge Road. I have no confidence

I would never cycle from my home into the city centre because the main road is not safe. The Cregagh Road has a small cycle lane on some sections but it has cars parked in in most of the day and it's not separated in any way. But the worst part of the route is when you get to the bridge just before Central Station. From this point on the journey would be just too dangerous - the junctions, the volume of traffic, the lack of any protected cycle lanes, having to crisscross in front of buses. Not safe at all.

I wouldn't feel confident to cycle on roads at all, drivers don't seem to like cyclists and 'learner' cyclists probably even more so

I'm lucky I have the Greenway, but from Connswater into centre there is the bus lane which can be intimidating.

If I was to take the most direct route to work this would be to use the Newtownards Road and Albertbridge Road to get in to the city centre. The thought of this terrifies me. Especially the section between Short Strand and St George's Market. I have cycled before down the Comber Greenway to Dee Street, down Middlepath Street into the city using Belfast Bikes. With this being segregated from traffic I felt more confident.

Junction. Lack of bicycle lanes. Other drivers driving dangerously for cyclists. Cycling in glider lane scares me as they are so big.

Junctions - cycle lanes frequently blocked by parked cars. Cycle lanes suddenly ending No cycle

lanes just a bus lane but very fast traffic

Junctions and bus lanes

Junctions, busy roads where cars overtake, absence of useable cycle lanes

Lack of designated cycle lanes, sharing a lane with buses and parking cars not good enough

Lack of lighting to comber greenway and nothing in the centre of the city ie protected cycle lanes

Lack of safe cycle paths along main roads poor junctions poor road conditions narrow pavements ice on paths etc surface of cycle paths can be extremely dangerous in winter

Lack of separated cycle lanes, many are used for parking cars(newtownards rd) forcing me into the car lanes.

Limited dedicated cycle lanes

Live on/near Comber and connswater greenways so no issue there but from lower n'ards road into town isnt ideal for bikes

Lower Albertbridge road with multiple lanes converging and no dedicated cycle lane Also around connswater is busy with no protected cycle lane

Lower newtownards Rd across bridge end, queens bridge.

Lower Ravenhill Road cycle lane is always blocked with parked vehicles. Road surfaces beside park very bumpy and uneven especially around gratings. Albert Bridge no cycling provision- too narrow on road beside rail.

Main road and dual carriageway. Bridge end roundabout is scary.

Main roads

main roads and junctions no cycle path

Main roads between home and the Lagan Embankment. Cars parked in the unprotected cycle lanes, fast traffic,

Main roads shared with fast moving traffic

Main roads too busy Too many inconsiderate drivers in cars

main roads, even with painted cycle ways

Main roads, I would not cycle on these, particularly large junctions

Main roads. Drivers not wanting to give an inch. Would be safer on the pavement sometimes but some pedestrians don't like people cycling on the footpath

Making right turns on busy roads

Many areas have poorly designed cycle lanes e.g cars park in them, they disappear in sections. Very poor

Middlepath street area

Most of it except for the lagan side walk. The roads are not bike friendly.

My cycle from home to city centre is fine it is the surrounding area or beyond that is the problem. i can go through the park, join the toe path and i am in the city centre. This facility is brilliant and well used as it is away from trafagic. We need a bridge over the bridge at Ozone. For more people to cycle and feel comfortable we need cycle lanes with space to cycle without cars on top of you. Look to countries that do it well and learn. Holland is amazing, I know they've been doing it for years but new roads being build should have a section beside it (with a barrier) for cycling. We need to incorporate into plans for it to work.

N/A

Na

Newtownards Road. Death trap waiting to happen. Hollywood rd bicycle lane beside the park. Death trap

no cycle lanes

No cycle lanes for most of the journey, very busy, main roads with sharp corners, very busy junctions, a dual carriage way, and a lot of steep hills and poorly maintained roads with potholes.

None

None

None , love it

None, I love pretty close

North Road / Grand Parade - there is a cycle lane but cars are always parked in it!

Nothing challenging

Off the Greenway the roads can be dangerous

Ormeau Rd bus lane always has cars parked in it. Fine at the moment but Ravenhill Rd had a lot of parked cars in the “cycle lane” in the past. Then finding secure parking for the bike is a concern

Ormeau road

Ormeau Road and Ormeau Avenue

Ormeau road in particular the lower ormeau (areas where cars are changing lanes and coming in and out of side streets make me more nervous)

Ormeau Road traffic

Ormeau road very busy

Outer ring, cycle lane is v narrow and often disappears

Parking cars in bus lanes means cyclists have to go onto the main traffic lanes

Passing by the Short Strand and the apartments beside Queens Bridge would be intimidating

Past The Short Strand & the markets

Peak times due to heavy traffic

People parking in the bus lane

Possible a cycle route, but not investigated it.

Ravenhill Junction over Albert bridge

Ravenhill rd very busy

Ravenhill road

Ravenhill road - the cycle lanes are just painted areas at the side of the road, with no segregation from the fairly heavy traffic that road sees

Ravenhill Road and Ormeau Road and Embankment having a lick of paint as a cycle path is a disgrace. Ravenhill/Albertbridge junction is absolute chaos for everybody. Embankment has a bit of paint when cars can travel 50+ mph in the area.

Ravenhill Road is very busy, so that would be scary. Then there's the bridge. It has no cycle lane and, again, is very busy. The whole route is unsuitable for cycling.

Ravenhill Road, albert bridge - I find cycling in Belfast v scary and often see cars not giving cyclists enough room which completely puts me off cycling in the city, it's just not worth the risk

Ravenhill Road, Ormeau Road Short strand, cregagh road

Relatively easy cycle via Greenway/Harbour estate

Roads around Lanyon Station. Road markings are poor and drivers aggressive

Roads in the city centre and areas where there are no designated cycle paths

Roundabout at the end of Titanic and the bridge that follows it

Short strand junction, central station junction

The Albert bridge in both directions is extremely dangerous for cyclists. Also when coming from city centre trying to turn right onto either Ravenhill Road or Woodstock link is extremely dangerous.

The Albert Bridge junction is a barrier to getting from East Belfast into town, unless you take a longer route via the cycle path to Dee Street and down to the Titanic Quarter. Then the bit along High Street to Millfield is a bit scary. But I'd pretty much avoid anywhere except the Comber Greenway and roads with wide cycle lanes because main roads like the Newtownards Road are scary, and small residential roads have so many cars parked along them you end up in the middle of the road. I like cycling around the Titanic Quarter because there's very little traffic and wide footpaths with cycle lanes that are right off the road. The Greenway is great but not that practical for getting anywhere in particular.

The Albert bridge road and Albert bridge junction is horrendous for cyclists and even though I'm a confident cyclist I hate using it

The albertbridge junction and bridge is the main reason I don't cycle into town from East Belfast. That junction is two dangerous/busy. Especially with buses and 2 lanes of traffic merging into 2 lanes to cross the bridge. You could easily get hit by the merging traffic. And the footpath along the side of the bridge isn't wide enough for both cyclists and pedestrians heading in both directions.

The bicycle lanes on the ormeau road, start and stop, going between the roads and pavements. This is dangerous

the big Albertbridge Road junction terrifies me

The bit where cyclists ignore rules of the road and give other cyclists a bad name, infuriating drivers and putting us all at risk by making cyclists a target.

The bridge and bust road junctions before and after the central train station.

The carriageway has a cycle lane so I actually feel confident cycling there it is the main streets that are the problem as I'm not very fit and I feel uncomfortable as I know from being a driver how annoying it can be when someone is cycling slowly and then obviously you aren't allowed to cycle on the pavement

the direct route is down the castlereagh road, left and over the albert bridge into the city centre. I often use the greenway through orangefield park, connswater to CS lewis square and then either via victoria park or on the new link to Titanic station towards the SSE arena and then over the lagan lookout. This is because it avoids the roads if I'm with the family and in particular means not having to do the awkward bit where albertbridge road and the ravenhill road meet at short strand where traffic is busy and where the bus lanes are cut across by traffic and then disappear at the bridge. The off road route takes more than doubles the journey time.

The junction at AlbertBridge - I cannot get to work without passing through it and I would not feel safe navigating on the road outside of a car - but cyclists should be on the road so I would not be comfortable going on the footpath and potentially endangering pedestrians

The lanes leading into town are always busy and the bus lane

the traffic at the holywood arches/lower newtownards road is a nightmare

the Y junction at holywood arches where the newtownards road splits into the upper newtownards road and the holywood road is not designed with cyclists (or pedestrians it feels) in mind at all. which makes no sense given it's meant to be part of a greenway.

Traffic and busy roads

Traffic, traffic and traffic. Motorists either don't care or are not paying attention.

uphill bits at central station, lack of cycle lanes at certain areas

Upper newtonards road

Upper Newtownards Road

Using main arterial routes that do not have cycle lanes or have cars parked along them

Using the roads

Very poor road quality, not enough complete cycle line and not a supportive culture of cycling in our city

West Belfast

Woodstock Road to Millfield BMC I wouldnt even contemplate cycling on the main roads or even side roads to/from.

Woodstock/creagh roads

NORTH

A few main junctions, On a busy main route into Belfast for the majority of the cycle.

All roads in general. Drivers frequently pull out in front of me, park in the bus lanes and park in the bicycle box at traffic lights. We need dedicated cycle lanes

Along the Antrim Road, have to share a bus lane. This stretch of road was extremely busy during rush hour ore covid. The Carlisle Circus roundabout is particularly hazardous to a cyclist

Antrim rd

Antrim Road

Antrim Road and Carlisle circus can be a bit scary. I could cycle via North Queen Street though but would have to cycle up hill on the way back. Also when I got into the city centre I would be concerned about where to lock my bike safely.

Antrim Road bus-lanes during rush hour. Carlisle circus/westlink/clifton street junctions might be tricky.

Antrim Road in N Belfast has no dedicated cycle lanes, only bus lanes, but these are often broken by busy junctions into which cars regularly drive. Feels very unsafe for cycling. Closer to city centre there are still no dedicated cycle lanes. Generally there is no cycling infrastructure of my journey into the city centre. Cycle lanes separated from traffic, which if built (anecdotally anyway) would certainly increase the number of people choosing to cycle. Feels like a case of 'build it and they will come'

Antrim Road is extremely busy

Antrim Road on the return journey.

Antrim Road, using the bus lanes when the cars are park on it or bus driving behind armature cyclist is very stressful and off putting. Roundabout. Journey back home is up the hill - very physically demanding with a busy road traffic.

Approaching Fortwilliam roundabout from shore road and crossing into duncrue. So difficult to navigate. Also Carlisle circus of going into town direct route.

Bottom of clifton Street junction with Carrick Hill/Donagall Street is often quite a challenge. Roundabout at Carlisle Circus is dangerous to the point of actual fear sets in. Stretch of road from top of new lodge to Carlisle circus is full of pot holes. Antrim Road is generally awful to cycle on but I've got used to it. It is shocking though. Pot holes, blind spots, no cycle lanes at all.

Bus lanes Roundabouts Rush hour traffic

Busy Antrim Road,and hills

Busy roads and junctions with no clear, separate cycle routes. Street parking makes traffic very unpredictable, with cars cutting suddenly in front of cyclists.

Busy roads no cycle lanes

Busy roads with no segregated cycling lane. Crossing the likes of the Shore Road to access cycle ways.

busy traffic in the city center

carisile circus/ newlodge

Carlisle circus

Carlisle Circus and Antrim Road

Carlisle Circus is a nightmare - congested and dangerous.

Carlisle Circus is deadly for cyclists, parked cars are very dangerous,

Carlisle Circus roundabout - this is a really dangerous place for cyclists as drivers coming from other directions often do not slow down on approach, making it very difficult for a cyclist to safely pass through at busy times. Cars waiting behind can get impatient and this adds more stress. As a result I would dismount & use zebra crossings instead but these are also often disregarded by drivers. Also Clifton Street - I feel very vulnerable cycling in right -hand lane towards city centre because of volume & speed of traffic. Another area of concern is junctions at N Queen St - Carrick Hill (if coming from Shore Rd) - there are a lot of lanes & lights here and I have been overtaken very closely by vehicles just before passing them again when stopped at lights.

Carlisle circus, Antrim road and cliftonville road are all too congested

Carlisle Circus. Antrim Road, Limestone Rd, North Queen St, Cavehill Rd, Millfield.... All of it!

Carlisle Circus. Clifton Street.

Carlisle circus...Clifton street

Carmoney hill and Anyrim road

Cavehill Road and Westland Road junction Oldpark Road/Cliftonpark Avenue Cliftonpark Avenue and its junction with the Crumlin Road

Clifton St Duncairn Gdns Limestone Rd

Coming back home is all uphill!

Cycling from the Kremlin up the entire stretch of crumlin road to the start of the old park road and further up it. It's got a roundabout and the crossing at the start of the old park road. A long and difficult consistent incline

Cycling in traffic

Distance. Part travel with bike on train would be good

Down the Crumlin Rd

Duncrue Area because it's usually very busy with traffic and its a long stretch into Belfast City Centre

Duncrue is dangerous

fghfghgh

Fortwilliam roundabout. Access from shore Road to Duncrue industrial estate. Traffic along Antrim Road and Shore Road into the city centre

From Facebook town there are many routes. The only real issue on the way back is a bit of a climb but this isn't too difficult

Glengormley village to start of bus lane Waterworks area of antrim Road.. Cars always parked in lanes

Going from home to centre wouldn't be the problem, getting back would as its all uphill

Having to cross either the motorway at Fortwilliam roundabout or the north queen street junction with Donegal road is extremely off putting

Hightown Road

Hill on the way home. Heavy traffic on the roads approaching the centre.

Hills coming back from city centre. Murder!

Hills traffic lights and general traffic

Homeward journey involves steady hills

I have a very straight forward journey into town. It's only a five min cycle

I live at the top of the cavehill so it's a very steep hill to go out from and to come back on

I work on May st, the road from work to Carlisle Circus is treacherous for a cyclist. From Carlisle Circus to my home near Belfast castle is ok as it has bus lanes. My alternative route along the Lagan to Duncrue is fine but I would feel uncomfortable cycling along the shore RD. So there's no route

from the city centre to the castle that feels safe enough to travel on a bike.

I would probably avoid the main roads etc until I was more confident, I would cycle down to the cycle path from Duncairn Gardens and go into the city that way

It's not hills it's danger areas where there have been incidents of assaults on teenagers

Journey from Glengormley to City Centre is all downhill - therefore uphill home via the A6 Antrim Road. Also the busyness of the Antrim Road and lack of any safe cycle lane is prohibitive.

Junction before Yorkgate heading into city centre. Lots of traffic and higher vehicle speed

Junctions from city centre are private vehicle dominated, ugly and unsafe for non-adventurous cyclists. There is limited infrastructure in north Belfast. The Belfast bike scheme has not moved properly into my part of the city. I live toward the top of the Cliftonville Road which is quite elevated and challenging. I have considered an electric bike.

Lack of cycle lanes along Antrim Road Clifton House roundabout and Clifton Street Crumlin Road Shore Road

Lack of cycle lanes or cars parking in the lanes

Large hill, busy junction, absolutely no separate cycling infrastructure other than sharing a bus lane or sharing same lane as a car

Limited amount of cycle lanes, majority of which are occupied with parked cars. This is dangerous as you constantly have to move in and out of cycle lanes. Majority of motorists drive at excessive speed.

Long hills, large junctions, crossing main roads

Lovely scenery

Main Antrim Road, a lot of junctions and you get people parking or driving on bus lanes as well as a lot of bus stops. So a lot of stop/starting. Also, very hilly on the way back!

Main roads always have cars parked which means cyclists need to cycle in main lane which holds up traffic. I agree with cyclists sharing the road but do not think they should hold up traffic for significant times

Mainly any of the main roads as a lot of cars have already pushed me to the curb and been pushed from someone in a car

My work is in the city centre so I would have to travel through some very busy junctions as I get closer to work. On my return journey it is a slow but challenging incline along the Antrim Road that would be very challenging as I would avoid the New Lodge/Tigers Bay/Shore Road area.

navigating to the Europa.

no cycle paths from cavehill road into centre. bikes end up being caught in traffic as there is no separate lane and cars are parked all along road. Antrim road is worse as more buses. Cycling infrastructure is essential.

No struggles. 1 downhill then all flat down Antrim road

None in particular - there is a cycle path off the main road

None mostly cycling. Down side of. Lough

Oldpark/Crumlin or Antrim Road, depending on what way I go. Carlisle Circus either way

Passages at yorkgate train station/ under tunnel towards fire station can contain a fair amount of broken glass.

Peace lines and flash points

Road junctions that are all so biased for cars

Roads roundabouts no cycle lanes at all

Shankill area, lower falls, new lodge, ardoyne

Shankill road is to be avoided at busy times. Crumlin road slightly better but best avoided at hospital visiting times. Safest route is Duncrue road but 2 miles longer.

Shore Road & Antrim Road unsafe for young children No safe link to cycle paths in Druncrue

Shore road to Waterfront.

Shore Road; all busy narrow roads

Shore road. Quite intimidating when busy. Westlink takes a whe to cross. Roads are designed for cars. Cycle path along M2 is noisy and isolated.

Specifically hills and busy sections of the road

The Antrim road as a major artery into Belfast has zero cycle lanes. Cyclists are left to slalom round drain grates while busses and cars manoeuvre past. My journey back to Glengormley from town is ALL uphill (Antrim road) finishing with 2 steep inclines (Collinbridge) which takes some gerting used to.

The Antrim Road is a nightmare - potholes, terrible surface. Although there are 4 lanes cars and busses regularly pass far too close. Carlisle Circus at the end is dangerous. My alternate route is along the Shore Road - better surface but same issues of close passes. The motorway slip road area is a disaster for cyclists, just no safe way to navigate that. Access to the tow path for me is over the Fortwilliam motorway roundabout which is treacherous at the best of times. More access points to

the tow path are badly needed. Cobblestones in Clarendon Dock aren't great but at least there's not many cars.

The Antrim road needs a dedicated cycle lane .

The antrim road, heavy traffic, parked cars and no cycle lanes.

The area linking belfast to the end of the newtownabbey towpath, the industrial estate area, is quite scary / intimidating and confusing. (Single parent and child cycling)

The busy main roads (Antrim Rd/Shore Rd/North Queen Street), the hills and having to pass through the area around Yorkgate where there can be trouble

The city centre in general. Roundabout at bottom of Antrim Road

The danger of traffic. Non dedicated cycle lanes.

The legacy of the 'Troubles' is that the road engineering favoured the car. All the routes from my house are traffic dominated and the streets were destroyed by poor road design - this is why I feel unsafe, and feel worried for my family / spouse cycling. Few and very busy roads because of the Westlink impact on severance, and the York Street areas and its future (very negative) plans.

The Shore Road/Antrim Road and Fortwilliam Roundabout are intimidating because of traffic. The Duncrue section of the cycle path often smells bad. After the big fish there is little to no protected cycle way in the city centre. On the way home the hill going up duncairn or fortwilliam is very steep with no protection from cars.

there is no cycling path so I have to cycle on a quite busy and dangerous road (Antrim Road).

Too much traffic everywhere and no protected infrastructure

Traffic on Antrim road

SOUTH

Top of Ormeau road, can't cycle there without stress Around st Georges market Botanic avenue is a nightmare, no place for bikes (on the road or to park)

4 lane Saintfield Road from Carryduff. Nothing other than shared footpath full of debris for cyclists. Greenway from Carryduff does not appear to be on anyone's agenda.

A severe lack of safe cycle lanes or pedestrianised streets

Advisory bike lanes are often blocked by parked cars. Lisburn Road often has double parked cars. Bike lane beside Lagan Weir also has parked cars.

All of it. Arterial route along Lisburn road to city centre. No segregated cycle lanes, just a few white lines on shared bus lanes & bus lanes appear/disappear randomly. Traffic too fast. Boucher road / stockmans lane grim to walk as a pedestrian on pavement, would be a nightmare as a cyclist

Along finaghy crossroads, heading lisburn road direction into town. Sharing a bus Lane with cyclists scares me and there's always a lot of traffic parked along lisburn road

Andersonstown/Stewartstown is a hilly area and very busy traffic with no cycle lanes. Its challenging for someone not used to cycling but I would love to cycle more but would be keen to purchase a bike with a small motor to encourage me and build up strength and courage to cycle on the main roads

Anywhere that has a bus lane or route.

Being on any road in Belfast I find a bit of a battle, but on my typical journey from Upper Malone to city centre, the shaftsbury square to city hall (via gt victoria street) section is a bit intimidating with buses, taxis and private cars all vying for position.

Being on main roads. Coming off the tow path and having to rejoin traffic

Bits of Ormeau Road with no bus/cycle lane eg from Bridge toward town. Drivers are aggressive to bikes during rush hour.

Both Botanic Avenue and University Road have very heavy, fast moving traffic all day. Both feel too dangerous to cycle on. Navigating across Shaftesbury Sq is also terrible

Bus lanes

Busy carriageway then major junction at forestside down into town on road there are no bike lines bit Better when reach ormeau road

Busy junction

Busy junctions, getting across roads to cycle paths.

Busy lisburn road & Malone Road. As they are parallel streets why not have them one way with extra room for cycling

Busy main roads - Upper Ormeau and Ravenhill, inattentive drivers on their phones, Ormeau Bridge, Junction at Ormeau Avenue (traffic island is too small & lights prioritise cars). Horrible.

busy road junctions cycle lanes that stop abruptly with no safe access to main road again

Busy roads (Ormeau, Botanic, Holland's, etc). When I cycle on these I often feel very exposed to cars and traffic who have sometimes displayed very little patience with me.

Busy roads no cycle paths

Busy roads to and from the city with no segregation between cyclists and cars.

Busy roads with no cycle path which is most of my journey

Busy roads, saintfield road and ormeau road people regularly drive in excess of the speed limit on these roads in mornings, sunnyside Street and stranmillis embankment are also very busy roads, impatient drivers, drivers on mobile phones

Busy section

Busy traffic on the roads and limited bus/cycle lanes.

City centre

city centre traffic

Crossing intersections.

Current cycling provision is abysmal and abusive to cyclists, life-threatening especially at rush hour - irresponsible politicians

Cycling in the main roads-cars don't make room for us and often don't even see us

Cycling on roads with cars, lorries etc

Cycling to Queen's from the Lisburn road. I would be most apprehensive about attempting to turn right down any of the streets to reach the Malone road and again turning right to enter queens on University Avenue. The traffic is extremely heavy in front of the college at all times

Cyclists share the BUS LANE, should be a dedicated CYCLE ONLY lane - need to think of using the pavement e.g. Manchester have demarcated pavements for cyclist use only.

Don't like riding on busy roads with car traffic

Donegall Place, Shaftsbury square,

Double parking in bus lanes on the ormeau Road

Every road in South Belfast into the city centre is dangerous and unaccommodating for cyclists.

Frankly all of it. I would not cycle from Stranmillis to the City Centre. The embankments are fine but getting from the end to the centre would be hair-raising

From city centre to home is almost all up Hill especially getting closer to home

From Ormeau area the safest is the toepath, but it is annoying that the floor surface is irregular, even for a slow cycle, with a child on the bike. It is the longest path and the junction at Ormeau and

gasworks is incredibly awkward with a big bike. Cycling through Ormeau is very dangerous. I have had a couple of close passes that took my breath while cycling with my daughter in the back seat. Never cycled with her on Ormeau again. The path by the park and Botanic avenue is pleasant until getting to Botanic avenue, where drivers go very fast.

From the Lisburn Road past Shaftsbury would concern me as there are lots of junctions/lights etc. I'm not sure I would know what lane to use

Getting from Sunnyside Street to the towpath - Ormeau Rd is a horrible place to cycle - and getting from the towpath into the city centre

Great Victoria Street - very busy

Great Victoria Street I and beyond is scary with traffic

Having to negotiate cars parked in inside lane or on the road, feeling I have to go quickly not to hold up traffic, especially at traffic lights. Not sure how/ when to use cyclist area at traffic lights

Having to share cycle lanes with buses in the Lisburn Road

Hill Junction

Hill going up Saintfield Road, busy junction at Forestside, no space for cyclist in busy rush-hour traffic, too close to cars, need separate space

Hills

Hills

Hills and junctions mostly

Hills, no segregated bicycle lanes, if I take the 2 quickest routes it is along bus lane but that involves going round roundabouts and busy narrow sections of road or/and lots of parked cars and vans and the bus lane isn't consistent so it feels dangerous so I have never done so, have only ever ridden bike straight to Train station or taken my folder on The McKinstry Road Glider and have taken the Lagan towpath two to four times before in summer but this takes over an hour, considering getting an e-bike to make this (and the hills) more manageable

Huge multi lane junctions, impatient drivers and buses that overtake you by weaving around lanes or overtaking you as soon as the light turns green. Cycle lanes that end abruptly are really scary to deal with. I once mounted the kerb and cycled quite slow at a point I didn't feel comfortable with being on the road (Grosvenor Road) and I had a member of the public shout at me. I once went cycling along the towpath and was approached by an older man who accused me of trying to be a hipster and having a mortgage (?) and told me I was overweight and that I should get off my bike and walk to be healthier. I have cried multiple times by random people thinking they can tell me that I shouldn't be cycling in this area. I dread being approached by random people when out on my bike and it gives me anxiety. I don't understand why people are so hostile to cyclists. I've had hand gestures and

yelling out of cars and taxis too, on the way to and from work this can really affect your day and your want to cycle. I have a child and a baby carrier for my bike but my mum doesn't want me cycling in the city with her in it. This all plays into the decisions I make every day of whether to take the car or the bike...

I could use the Lagan towpath most of the way but it is now too busy with people and dogs off leads. To get to the city centre I would then have to face busy roads

I cycled to work once using Belfast bikes - From Lisburn Road to Cathedral Quarter - never again I had to share my lane with double decker buses. The bike seat didn't go down far enough as I'm quite short so I needed to balance on a curb at all traffic lights. A taxi driver got cross with me for being in middle of lanes to turn into Shaftesbury Square - I was in the right but he heckled and beeped his horn. When I arrived at work I was cold and very breathless. The road lumps and bumps and holes etc made the cycle uncomfortable. I also cycled before once to East Belfast - I got caught with a large fee as when arrived at my appointment I couldn't find a bike rack - on way home the bus wouldn't let me on with the bike. I now have a bike but it's down at my mums as have nowhere to store it safely. I have had a bike stolen from my back garden before. To get to the bike paths - nice safe options - there's a lot of unsafe parts of the journey - needing to cross lots of lanes etc to get to Shaw's Bridge. Belfast Parks close too early - should be lit at night and open to allow cycling

I have stopped using Annadale Avenue, the painted cycle lanes are dangerous. Originally I thought they were helpful. I now use Ormeau Road which I originally thought too dangerous, I prefer dual carriageway, and I take the inner lane letting overtaking traffic use the other lane. I find this safer than wide roads with painted cycle lane. I never use Ravenhill Road, because of the dangerous cycle lanes.

I have thought about my daughter cycling to school as it's only 2 miles but 1) Stockman's roundabout is too dangerous as is the roundabout at "Balls on the Falls" and 2) she couldn't safely cycle down the bottom of Boucher /near Tate's Avenue in a Catholic school uniform. It's such a shame. Additionally I wouldn't cycle Lisburn Rd into town as there are always parked cars in the left lane so you'd be forced into the right hand lane and I have seen so many aggressive drivers cutting cyclists up or tooting at them.

I have to go down main roads and cars are very unfriendly

I live between Finaghy Crossroads and Dunmurry so it should be a straight flat uncomplicated cycle. But The Lisburn Road from Finaghy all the way to City Hospital is in ridiculously poor condition for a main route. Especially the bus lane from the Kings Hall flyover to Tate's Avenue. I have almost been thrown off of the bike a number of times.

I live in the city centre and most often travel outwards. Therefore most journeys include daunting hills. I wish there were protected cycle lanes that are contiguous. Durham St Hill difficult. Don't like cycling in bus lanes as buses come too close. Don't see the point of advanced stop lines as it encourages cars to overtake. Roundabouts and busy roads are off putting.

I live on the Ormeau Road, the road is a main thoroughfare, lots of traffic, noise, activity and no real cycle lanes to speak of. I'd be afraid to cycle on it as I'm not really proficient

I regularly make this journey. I get straight onto the Lagan Towpath, cycle down to the big fish and then move into town, it's the safest way.

I want segregated lanes traffic gets so busy and even quiet roads are often blocked by cars and you can be car doors. We need segregated safe for kids paths and they should be direct. We also need low traffic zones all over Belfast. Also paths need to be wide enough for users of wider bikes such as hand bikes trikes cargo bikes and tandems. No gates!

I'm very lucky I can travel by the embankment the whole way - but this is a very roundabout way in. The direct way is not hilly but v dangerous - no segregated lanes except for very last section

I'd have to cycle up botanic avenue on the footpath which is very busy with pedestrians

I've cycled this route often and it isn't that challenging,

It is pretty easy to go from my home to the city centre because I can take the Lagan Towpath most of the way. Getting to the city centre is pretty easy from my house, but I worry more once I get to the Big Fish about where I have to go from there to wherever I'm going. I often will stick to sidewalks once I get into the city centre, and it is very stop start at zebra crossings etc. I also feel quite self-conscious using the sidewalks on my bike because it probably isn't good practice, but I don't know the roads well enough and don't really trust traffic.

It's all main road and both private and public transport are very aggressive towards cycling as a whole

It's downhill all the way, no issues

Junction at end of Lisburn Road and right turn onto Donegall Road.

Junctions and traffic on busy roads

Junctions, busy area of the roads, narrow roads - anywhere drivers would get impatient

Kings Bridge

Kings bridge, sunnyside street, ridgeway street

Lisburn rd, cars parked along length of it. Husband has been knocked off bike by driver door opening. Road not in good condition, unlucky husband also broke arm hitting a pothole and was pulled from road by passersby. Uncomfortable sharing land with buses but gets worse when cycle lane stops.

Lisburn Road

Lisburn road Road surface horrendous

Lisburn Road , atrocious surface.

Lisburn road and Great Victoria Street need segregated bicycle lanes - shared with buses is not good enough, it's dangerous especially in rush hours. City centre needs more through routes for cyclists, very difficult to navigate by bicycle without experience.

Lisburn road is very busy and has no cycle lanes

Lisburn Road is very busy and that makes it seems dangerous

Lisburn Road traffic

Lisburn road, no cycle lanes, Finaghy crossroads, city centre

Lisburn Road. Bad parking and bad road surface. Ignorant drivers and no cycle lane

Lisburn Road. Road surface is poor. Lots of cars parked in the inside lane, meaning having to compete with, often impatient, motorists

Main roads

Main roads and junctions to cross without separate cycle lanes

Main roads, heavy traffic, air pollution in city centre

Malone road

Malone road and pedestrians on tow path

Malone road. V heavy traffic. No cycle lane. Multiple junctions and side roads

Malone road/Bradbury place dangerous for cyclists

Milltown hill is challenging Towpath is unlit and does not get salted in winter, also prone to flooding

Most main roads busy with cars and buses who have little to no patience for cyclists who rarely have correct safety equipment and cycle dangerously - there should be cycling proficiency tests for adults who haven't been on a bike since childhood as they are a danger to themselves and other road users

Newtownbreda Carraigeway, Ravenhill and Ormeau Road

No cycle lanes on the main road in

No problem cycling in, but the way home is mostly uphill

None

None, there is a bus lane the whole way

Ormeau bridge

Ormeau rd too busy and no proper cycle lane from forest side

Ormeau road

Ormeau road

Ormeau Road - bus lanes very dangerous

Ormeau Road bridge junction with Annandale embankment. From here down to Ormeau Avenue. Both during rush hours into and out of Belfast.

Ormeau Road Bridge. As is typical with cycle lanes in Belfast they stop before the busiest / most dangerous section of road where they are most needed.

Ormeau road in rush hour is intimidating. Ulsterbus drivers are less considerate than city bus drivers. They pass and follow too close. Also road surface conditions aren't great leading to weaving around damage, which annoys motorists.

Ormeau Road is very busy

Ormeau road near forestside. So busy it feels like a death trap on a bike.

Ormeau road shared cycle path would be most concerning. Majority of route, Lagan towpath and gasworks is good.

Ormeau Road would be very dangerous for cyclists. Cycling up Newton Park, drivers would be very impatient and dangerously close pass.

Ormeau Road, Shaftsbury Square, Lisburn Road (all necessary, no small road alternatives to bike home on) and all are completely unsafe for cyclists. Car car car-focused design of the roads, we need to change that so that pedestrians and bikes are safer and have a better place in city planning.

Ormeau Road. Cars parked in the bus lanes force cyclists into traffic.

pavements and curbs. Hills.

Poor road surface, busy sections of road through Shaftesbury square

Probably the traffic on the Ormeau Road.

purdysburn road

Road surfaces; parked cars

roads too busy. other road user dangerous & often insulting to cyclists. cycle lanes when are

available are covered in rotten leaves, cars parked on it or otherwise dangerous & unusable

Roundabout - where two lane road merges into one. Junction onto Ormeau road

Roundabouts and crossings

Saintfield Rd (Newtownbreda) all the way into town

Saintfield road and Ormeau road very dangerous

Saintfield Road, extremely busy and very narrow lanes.

Saintfield, Ormeau Road not set up for cycling. Speed limits too high, lack of cycle paths.

Shaftesbury square Any road without a bike lane or cars parked in the lanes

Sharing a road with cars (or buses in bus lane operation hours) down the length of the Ormeau road would be challenging - especially with the amount of cars that park/double park by the shops which increases chances of doors opening and pedestrians walking out onto the road without seeing a cyclist. There is also a high risk of cars not seeing a cyclist as they join the Ormeau road from a side street (both Sunnyside and the Holylands). The alternative to avoid the busy Ormeau road is to take Annadale Embankment where cars regularly drive 50mph with no protected cycle lane, so I would avoid this. The next alternative is to take the Ravenhill Road, unnecessarily adding distance to my journey.

Steep hills where I live. Cars park in cycle lanes rendering them useless.

Stranmillis hill, gt Victoria street, Belfast city centre

Stranmillis to city centre- Shaftesbury square I think it's called (the traffic lights after the golden mile) also I wouldn't cycle on the road and too many pedestrians on Botanic

Taxis

The Antrim Road. A car pulled out in front of me while I was cycling in the bus lane. The drivers are unaware of the existence of cyclists because few of them would even consider it to be a form of transport. Before cars existed people would cycle. But now that finance offers everyone the chance to own cars they wouldn't possibly consider cycling. Riding a bike isn't an option for most people because they haven't even considered it as a feasible form of transport. People would genuinely own a car to drive 2 miles to work and complain about traffic.

The double parking and buses on the Ormeau Road

The end - no secure parking!!

The end of Ballycoan Road onto Hospital Road

The hill off the tow path up to Mary Peters

The Junction at the bottom of Botanic - city centre side.

The junctions at the bridges over the Lagan (Ormeau, Governors) and the speed and presence of HGV eg Ormeau Road.

The lack of segregated infrastructure. My commute into town offers no cycling infrastructure and requires me to mix with traffic on a 4-lane road.

The Lisburn Road and Malone Road are cyclist death traps - I wouldn't feel safe cycling on them
And it's illegal to cycle on the pavement (not that anyone follows that law anyway)

The Lisburn Road is an absolute death trap in and out of town. There are poor road surfaces, no cycling infrastructure to speak of and drivers are inconsiderate and at times rude

The Lisburn road is an absolute deathtrap for cyclists. Mad traffic and narrow lanes.

The Lisburn Road is like running the gauntlet. You have to look out for buses, car doors, cars pulling out of streets, pedestrians from either side of the road and taxi drivers parked everywhere. It can be quite daunting. Also the road surface of the Lisburn road and other arterial routes are abysmal and difficult to traverse when hitting potholes or high manhole covers or uneven tarmac, your hands are numb from all the shaking and jolts.

The Lisburn road to Shaftesbury Square is just horrendous :(I appreciate the dedicated lanes on Dublin road but they are absolutely useless if I can't get to them! And they just end in the middle of nowhere. My number 1 issue is the infrastructure around this area of Belfast / South Belfast.

The Lisburn Road. That's almost my entire journey. Traffic and road surface both put me off. Also nowhere safe to leave a bike close to work.

The Lisburn road. Too much is used for free parking. Car drivers have no patience for cyclists. They rev past. Must get in front.

The main road - Saintfield Road.

The Ormeau footpath beside the Lagan is poorly lit making it tricky to navigate sometimes.

The Ormeau road would be the only part that would bother me, I live in Four Winds so I would avoid the Ormeau and probably go around the embankment just after Forest Side

The Ormeau road is busy and people don't care about cyclists.

The Ormeau Road, very congested and the buses make me very anxious. Also I'm a beginner in the roads. There isn't much help out there for learning directions and road signs and such

The poor surface of the Lisburn road makes it a miserable experience to cycle on

The roads are not wide enough and are unsuitable for cycling in my opinion. Cycle lanes need to be everywhere

The roundabout at Stranmillis

The whole journey as my options are the Malone Rd or Lisburn Rd

The whole of Belfast central

The whole saint field road / ormeau road levels of traffic and no dedicated cycle lanes.

There are a few sections without cycle paths but most is towpath into the city

There are no cycle paths and I would have to use very busy roads (Lisburn/Malone)

There is not proper connection or dedicated cycling to get down to belfast apart from being on the main Saintfield Road

There's a shared path until park and ride, it can be full of debris. Cycle lane is in the bus lane after this and I don't feel confident on the road. Too many cars parked on the cycle lane on Cregagh Road where I work. Hill on the way back home is a big challenge.

This is just assuming that people work in the city centre

Traffic

Traffic and lots of cars often parked in bus lanes on the Ormeau rd. Cycle lanes needed.

Traffic congestion and the speed of other road users particularly buses,

Traffic lights and junctions

Traffic on Ormeau Road

Traffic with no cycle lane and Very poorly marked routes.

Turning right off the ormeau road into my street and relying on cars to see me and stop rather than drive into me. Bus lane on the ormeau road where people get frustrated at cyclists. Cromac Street useless bit of paint on the road which should be removed as it causes more issues than it solves. Alfred Street where the cycle lane usually involves a car pulling out of a side road across your path and is extremely dangerous.

Using any part of the main road, I have only started cycling in Belfast this year and have nearly had 3+ accidents from cars not seeing me. And I wear over the top protection and reflective gear

V busy lisburn road lots of busy junctions

Very busy Lisburn rd with cars double parked pre lockdown. Drivers hating cyclists and cutting in front too close in an aggressive manner. I have had a lot of experience of this

Very busy road and unsuitable cycle lane/path. Specifically travelling on Saintfield road from Belfast to Carryduff. The mixed use footpath does not look safe to cycle regularly and the road seems dangerous in peak times.

Very busy roads and bus lanes which bus drivers cut you off in.

Very Saintfield and Ormeau Road, only part cycle lane and even then buses are scary. Uphill the whole way home to Fourwinds - too hard work. Buses don't take bikes so can't do one way on bike and home in bus with bike.

WEST

24 Hour bus lane and very busy junctions in Andersonstown with fast moving traffic and little or no consideration for cyclists.

All of the Glen and Falls Road. It's horrendous.

Broadway roundabout

Bus / glider lanes the whole way there to be "shared" with bikes but no infrastructure to keep cyclists safe and private taxis also allowed in so it isn't safe. I have seen cyclists knocked off their bikes by taxis on Springfield Road and Falls Road. Much more protection needed, protected cycle routes

Bus lanes on falls Road provide safer cycle for me into town. Glen Road very busy with no cycle lane or room for cycling especially between Shaws Road and Upper Kennedy Way roundabout where school traffic makes cycling on road dangerous.

Busy Falls Road The junction at King Street.

Busy junctions on main routes on all roads into town.

Busy Lisburn road

Busy road

Busy roads

Busy roads and bus lanes

Busy roads like Lisburn Road

Busy sections of road

Cycle paths have parked cars this makes them more dangerous as you are want to use them but they are unsafe with parked cars as you need to move out into moving traffic

Cycling down the Falls Road would be scary, its nerve-wrecking enough trying to do down it in car at busy times. The junction at the bottom of the Falls is quite hectic. I would not feel comfortable cycling on the road at such a busy intersection

Cycling on main road. I live in West Belfast. Theres heavy traffic and no cycle lane. The Falls rd is so busy that I currently would not consider it.

Donegall Road along Westlink: the Rise junction is a bit of a mess, having to stop and press pedestrian buttons. Cycling along the Westlink is pretty unpleasant: lots of pollution and noise from fast-moving vehicles. Mulhouse Road junction, have to stop and turn around to make sure I'm not about to get flattened by a fast-moving left-turner. Sharing with pedestrians is never fun, for me or for the pedestrians. Too much conflict.

Down the Glen Road, donegall road roundabout, bottom of grosvenor road into the city centre. West Belfast is very badly served by cycling routes I to city centre.

Drivers pulling out of streets. Drivers not giving enough space.

Driving on main Rd is frightening Cycle lines in my area would encourage more people to cycle

Dual carriage way from the cutts to blacks road

Falls road

Falls Road, Andersonstown and Colin are all relatively steep hills that can be challenging. Speaking as someone who is relatively fit I can see why a lot of others wouldn't cycle this route regularly.

Falls road/Stewartstown road

From kings hall to Tesco on Lisburn road. Road surface is bad. All of falls road from west link to Michael Ferguson roundabout, drivers do not give a shit about cyclists especially black taxi drivers. They all past too close. Even the Belfast rapid transport drivers too who would overtake a cyclist into on-coming traffic

Great Victoria Street! Always busy and bus lanes

Having to use roads to cycle in would be the biggest factor. Although it doesn't seem feasible, cycle paths out to west Belfast might encourage more people to cycle to city Centre but again this would take a lot of resource and time

Hill of upper dunmurry lane

Hills at Glengoland on way to Twinbrook and roundabouts there and Kennedy Way

I am extremely close to the city centre but a high area of concern is always around the slipsroads onto and off the westlink. Motorists sometimes go onto these slipsroads with their vehicle nearly on 2 wheels they're speeding so fast. I mainly use footpaths because of the dangers of using roads as motorists can't see and crash into other huge vehicles so what chance do I have on a bike of being seen?

I live in Andersonstown. It has a Glider Route. No stand alone bike paths, which can make cycling less Attractive and unsafe. When I'm into town the cycle paths are a mix and nothing is joined up need more work to get more people on bikes and cycling.

I Live in Hannahstown and while the road is quite straight forward to take to the city centre (Glen Rd to Falls Rd to city centre) however there are no cycle lanes. I would not drive on the road due to safety concerns. Sharing a bus lane with a bus/glider does not appeal to me and I believe there is in general a limited consideration of cyclists by drivers. I regularly take my children cycling, we load the bikes onto a bike rack and go somewhere like the Lagan Towpath. Currently I would not allow my children to drive on the roads in Belfast. In addition the infrastructure in West Belfast is limited and it is quite hilly.

I live in west belfast on glider route There are No cycle lanes at all from my home to town centre only bus lane

I live on the falls road, the right turn on to Broadway (at the traffic lights by the Red Devil pub) is TERRIFYING on a bike which is a shame cause once you get on to Broadway it's easy to get on the cycle path into town

I travel from andersonstown to the city centre for work in my bike. Sometimes its very intimidating being in the bus lanes. Especially with busses overtaking. For leisure i would cycle the lagan tow path. Citybound from shaws bridge. There is always lots of people and ita quite dangerous to be on the bikes. People dont stay off the bike lanes

I usually cycle straight down glider lane, works well, better than lisburn Rd which has lots of road dangers. I don't feel unsafe on any piece of this road, though the noise and fumes would bother at times. I sometimes take the big meadows as an off the road option but the hill back up to main road from town is difficult

I would be fearful of all roundabouts. On the Falls Road I would be fearful of traffic, although cyclists can use the bus lanes I regularly see bus drivers driving too close behind cyclists and overtaking too close. Certain parts of the road, particularly approaching major junctions car drivers regularly cut into the bus lane without looking properly. I have seen many times a car cutting into the path of a bus or Glider and the bus driver having to brake harshly, sometimes causing passengers on the bus to fall. If car drivers 'don't see' a bus or Glider what chance would a cyclist have? Some junctions where I have seen this happen more regularly would be Whiterock Rd/Falls Rd, Donegall Rd/Falls Rd, Springfield Rd/Falls Rd and Northumberland St/Divis St. Cycling into the city centre would involve me moving over into the right lane to make a turn. I would be worried changing lanes on a bicycle during busier times of the day.

I would like to feel safe and confident to cycle to the City Hospital from Andersonstown

It is incredibly dangerous to cycle in west Belfast. At some point you have to go on the Falls, Glen or Andersonstown roads. We now have the glider and cyclists can share that lane but it is still dangerous as the Glider is meant to go fast. There should be other routes identified to enable people to cycle to work or for leisure. I would be terrified if my children or grandchildren cycled in west. My daughter lives in the city centre and she frequently uses the rental bikes and goes to the Lagan area. West Belfast is also very hilly

Junction at Nandos and Shaftesbury Square

Junctions and attitudes towards cyclists from drivers of vehicles saying comments like you have no insurance tax,, when I pay taxes for work petrol car etc I have every right to be on the road as a user, also cyclists awareness when on the road can be frustrating

Junctions roundabouts hills on the Falls

Lack of cycle lanes on Falls Rd and West Belfast and cars parking on cycle lanes on Donegal Rd are a problem

Lack of decent cycle paths through west Belfast both on road and greenways. Steep inclines from Shaw's Road/Glen Road/Suffolk

Lights at bottom of Whiterock Road. Lights at top of Donegal Road, Beechmount, top of Broadway, Springfield Road and Divis.

Lights, lack of cycle lane, drivers

Lisburn Road - bikes have to go in the bus lane and at peak times the bus is right on top of you. Off peak times cars park in the bus lane forcing cyclists out into the main lanes. There is a lack of cycle track coming out of Belfast to Dunmurry making long, slow bend with little visibility hazardous because drivers become impatient and try to overtake. The road is too dangerous to cycle and drivers too impatient, and I will not risk it.

Lisburn road. There is a lot of parked cars and it's a very busy road

Living in North Belfast, the regime journey is all up hill. There is no real cycle lane provision up the Crumlin Road and Ballysillan

Lorries and the roundabouts

Main busy roads and junctions, including roundabouts. Car drivers lack consideration

Main junctions

Main road all the way. Sharing lane with buses, black taxis and cars.

Main road too fast & no lights on towpath

Main Road, hills

Main roads

main roads, fast cars, narrow junctions

Main roads, where there is no cycle lanes and drivers get irritated

Major junctions; passing Westlink junction is confusing,

Many changes in path/road due to lack of cycling infrastructure that make the journey more dangerous- constantly switching from pavement to road, across junctions, etc

Michael collins roundabout .cars overtaking on the inside in the bus/cycle lane

Most of the main roads into and out of the City Centre are not safe for cyclists. Even Bus lanes which are supposed to provide a safe route for cyclists are dangerous with other cars and taxis etc waiving in and out of bus lanes with very little regard for cyclists. Buses are also not the most patient of vehicles and often put cyclists under pressure on the road, which could potentially lead to dangerous decisions / situations.

Most of the way sandy row isn't protected and drivers do not like cyclist and would pass very close by or beep the horn

My journey would take me along Andersonstown Road, Falls Road and into the city centre. There are numerous junctions, traffic lights and is always extremely busy. There are no dedicated cycle lanes.

N/A

No cycle lanes that I'm aware off.

None

Only one safe place to cycle bog meadows had a huge hill

Passing through Anderson's town road as there are a lot of lights and confusing roads there other than that it's a straight road

Roads with vehicular traffic

Round a bout

Roundabout at Kennedy way, junction at city cemetery, traffic congestion and using a bike could be difficult.

Roundabout at the Glen Road and Andersonstown Junction. Grosvenor road and Falls Road Junction.
The intersection at Millfield

Roundabouts

Safety on the Lisburn Road

Shaftsbury Square from Donegal Road Belfast, left turn only from a possible four routes

Shankill road and falls road busy

sharing a lane with a bus - they are scarily big and keep stopping, so you over take them and they over take you on a regular basis - just dangerous

Sharing cycle lanes with buses, taxis and parked cars

springfield road junction - cars crossing lanes without indicating, also the volume of traffic, cars buses etc all filter into one lane when second lane is blocked by traffic turning down grosvenor road or such -as in other places in west belfast particularly the lack of space for cyclists and the lack of physical seperation of cyclists from other traffic despite particular dangers to cyclists as opposed to drivers

Springfield Road, always has cars parked over the cycle lane and the road is quite narrow as it is with cars, so I'd feel really unsafe

The first off putting area is the Sandy Row Donegal Road junction. After that once you get to the Shaftesbury Square junction, the road is chaotic, unsafe and difficult to navigate, particularly as someone who has never learned to drive, and therefore knows little about junctions

The junction at dunville Park can be quite intimidating especially if you decide to turn right to go down grovesner Road. Mandatory bus lane cameras at certain parts would help as people still park and drive in them (everyone knows where the bus lane camera cars sit)

The Lisburn Road is horrible.

The mckinstry/Stewart's town road is very busy road - fast lanes are dangerous for cyclists

The pop up cycle lane on Grosvenor road is two way, it needs lighting, better signage & a redesign. It is welcome but poorly designed.

The whole length of the Lisburn Rd, Upper and Lower, is unsafe

The whole of West Belfast is hilly so it's easier cycling citywards as opposed to country bound.

There are bus lanes along most of my route from home to city centre, so I would be anxious about the glider passing.

There is no cycle paths and heavy traffic so I would not use the rd for cycling into the city centre

Traffic and lack of cycle lane

Traffic and the state of the roads, especially closer to the kerb. Bus lanes existing and stopping with little notice.

Upper Dunmurry Lane is dangerous for drivers, people walking and drivers as it's narrow, bendy and cars are often on the pavement plus people drive too fast. Upper Lisburn road and Lisburn Road are dangerous, too many people parking on any cycle lanes there are, also the lanes are not separate from the road. I used to cycle all the time in my 20s in London but Belfast is far too dangerous. I'm not willing to take the risk.

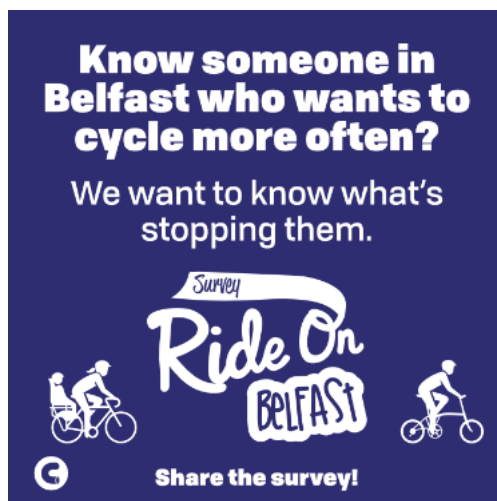
Upper Malone Road from Drumbeg is very dangerous with cars

Whiterock has no cycling lanes and cars everywhere so barely room for drivers never mind cars. The white rock again has no cycling lane or markings in footpath and the junction at the bottom is very busy

Whiterock Road and Springfield Road. Ok going down but would be hard coming up

Appendix 3

Facebook adverts



CYCUL is a not-for-profit, social enterprise, established in 2010 to promote cycle culture in Northern Ireland, through events and projects.

CYCUL have designed and organised the following cycling projects;

- Lap the Lough
- Ride on Belfast
- Boreen
- The Fréd Festival
- The Fréd Awards
- Ciclovia Belfast
- Bike the Blackwater

Cycl are a Cycling Ireland “Cycle Promotions Group” and work with the governing body to promote cycling.

This project was funded through the Department for Infrastructure’s **Road Safety (Safe Travel) Grant Scheme**.

©CYCUL 2021



www.cycul.cc

info@cycul.cc

[@cyculcc](https://www.instagram.com/cyculcc)

T: 028.87.78.45.24

M: 077.17.35.32.68

