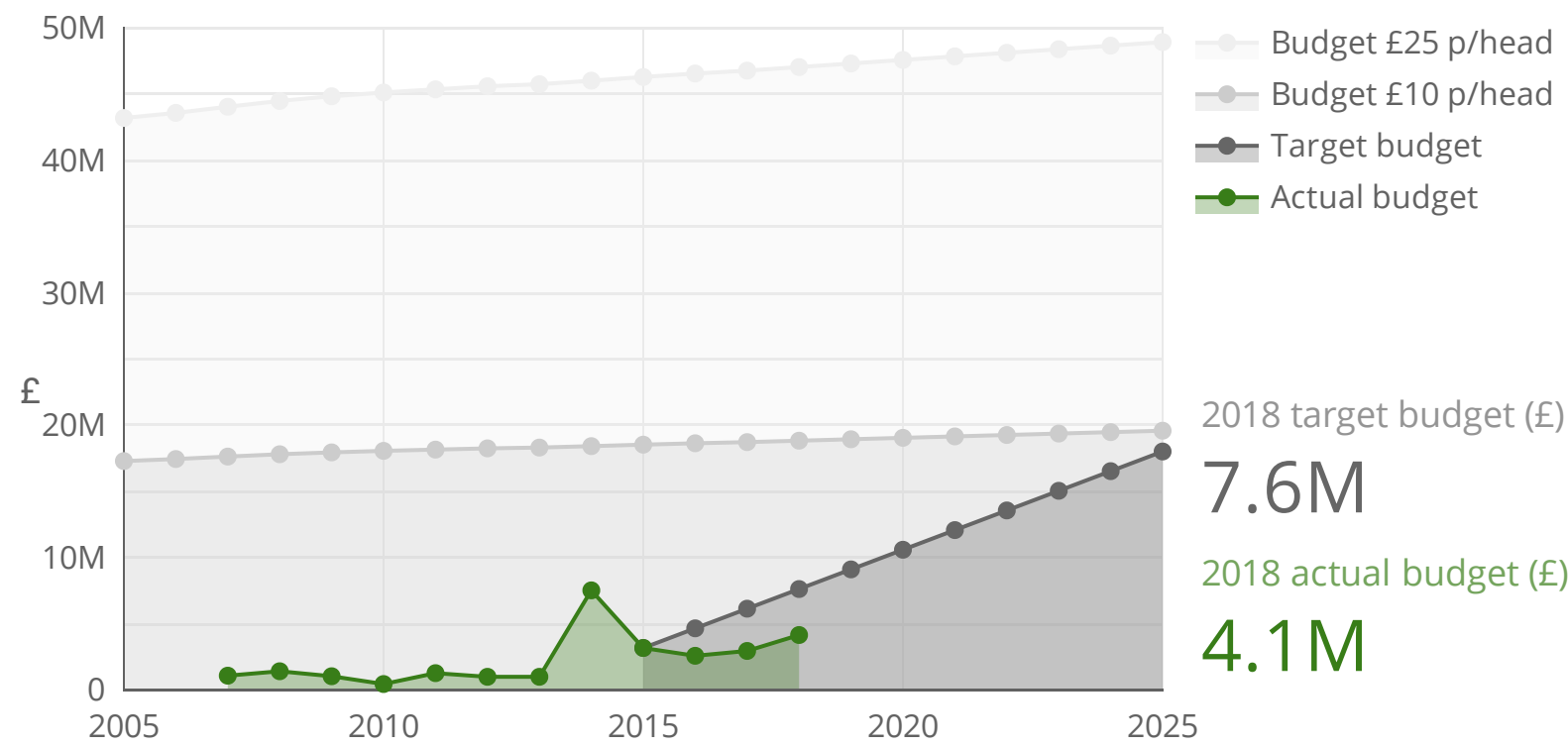




"Measuring Success: The Minister's ambitions for increasing the number of people choosing to travel by bicycle during the lifetime of [the Strategy] are set out below. Securing the level of resources [as detailed] will enable us to deliver these ambitions."

There are 4 measures of progress of the [Bicycle Strategy for Northern Ireland](#), based around budget and journeys.

● An annual spend of £12.5m per annum within five years, and £18m within 10 years



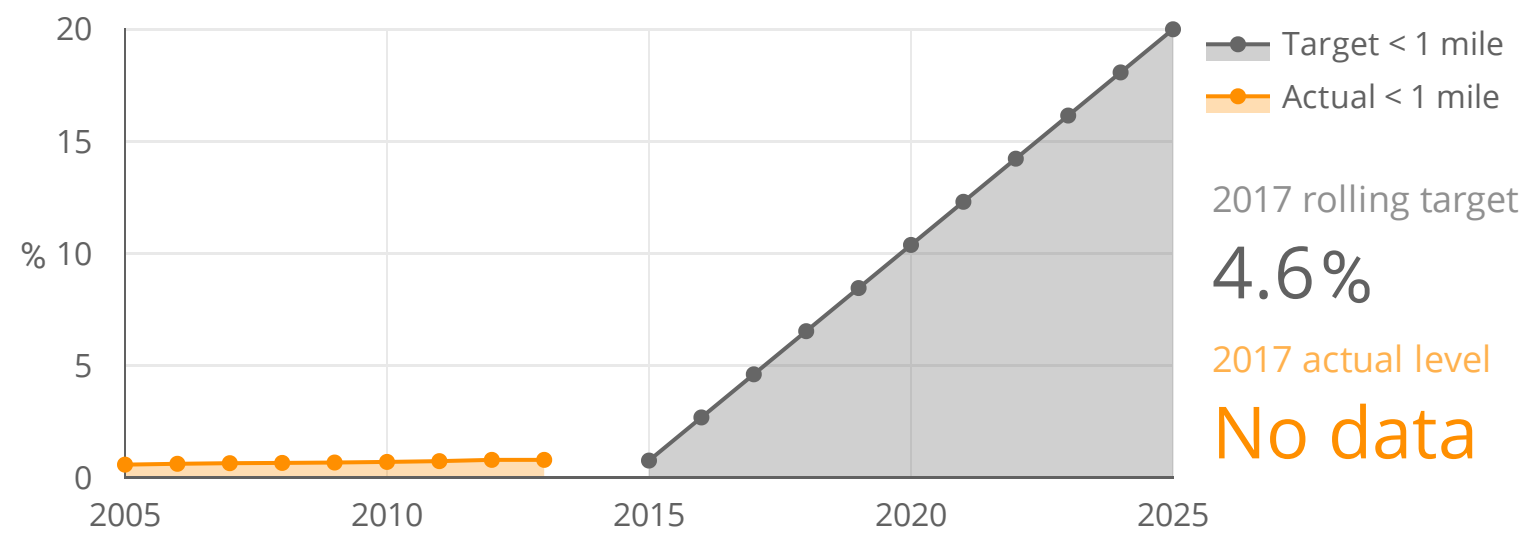
"The truth about cycling aspirations isn't found in the vision. It's found in the budget."
TODERIAN UrbanWORKS

The Bicycle Strategy laid out a framework to bridge the gap between NI's historically poor cycling investment and the consensus £10 per head of population needed to propagate real cycling growth (still short of the £25 per head in NL).

We've estimated the year-on-year budget growth required to reach £18 million by 2025.

Over the past 3 years the actual annual cycling budget has averaged **just 54% of the target budget**.

● 20% of all journeys less than 1 mile to be cycled by 2025, and 40% by 2040



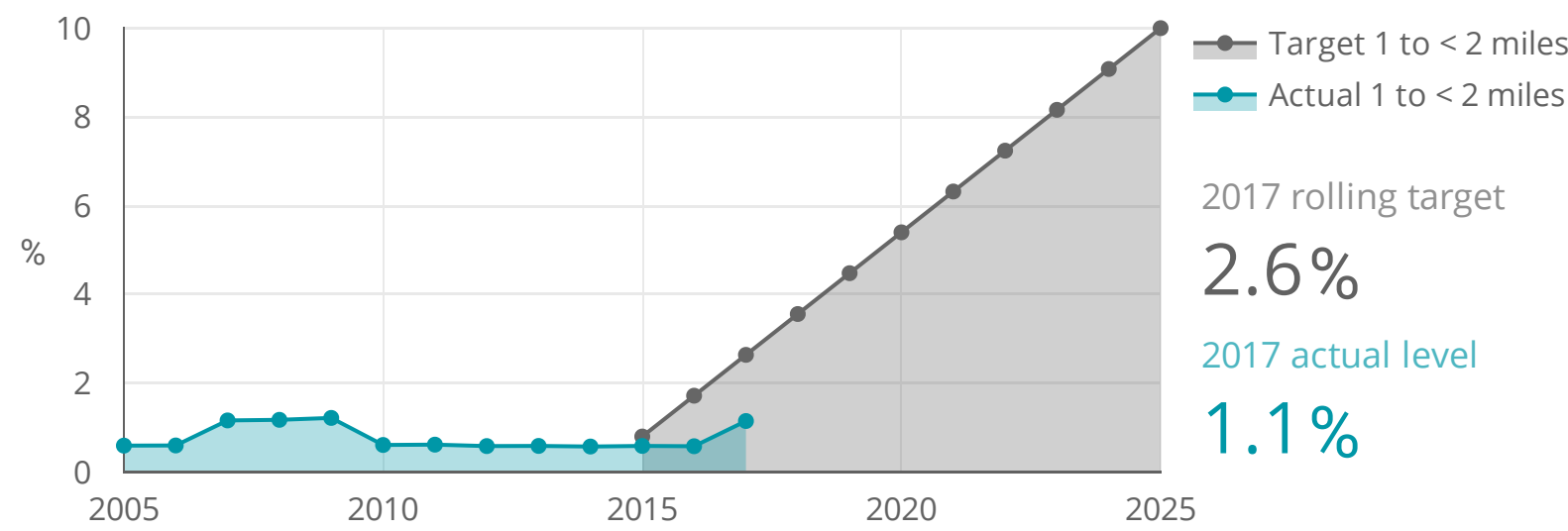
From 2014 onwards the TSNI survey has not reported a figure for cycling journeys under 1 mile, marking instead as **"negligible (less than 0.5 (including 0))."**

Northern Ireland has never recorded cycling levels above 1% of all journeys under a mile in length.

Comparison (2017)

- Walking 66%
- Public transport 1%
- Private motorised 33%

● 10% of all journeys between 1 and 2 miles to be cycled by 2025, and 20% by 2040



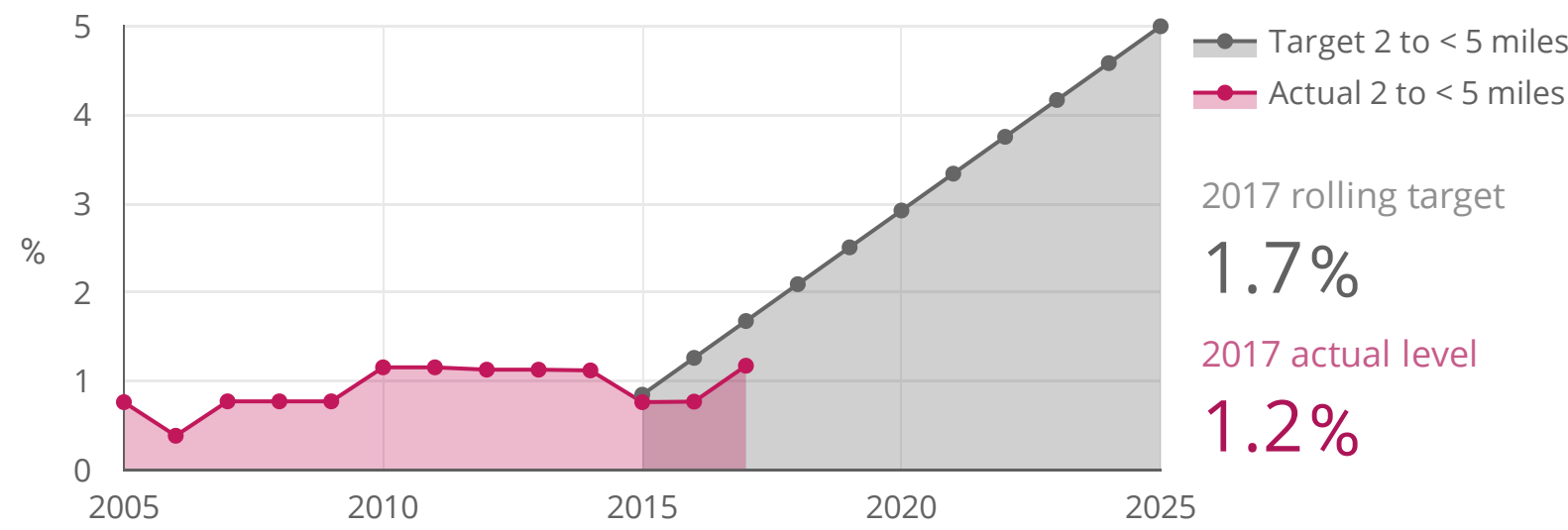
2017 saw a slight uptick in cycling levels for journeys between 1 and 2 miles - however it's only the 5th highest level recorded since 2002.

Cycling levels would have to more than triple in one year to keep pace with the target into 2018.

Comparison (2017)

- Walking 32%
- Public transport 3%
- Private motorised 63%

● 5% of all journeys between 2 and 5 miles to be cycled by 2025, and 10% by 2040



2017's level of cycling in the 2 to 5 miles range is the highest since TSNI records began (1999-2001 report).

However this is not necessarily indicative of a break in the trend from 2009 onwards (no higher than 3 cycling journeys per person per year at this distance).

Comparison (2017)

- Walking 8%
- Public transport 5%
- Private motorised 84%

Data sources

Targets: [Department for Infrastructure, Bicycle Strategy for Northern Ireland](#)
Journeys: [Department for Infrastructure, Travel Survey for Northern Ireland](#)
Budget: Department for Infrastructure, Walking and Cycling Unit

Notes

Time periods have been matched for consistency across different formats, eg DfI's budgets work to financial years, TSNI uses a 3 year average and other measures use a calendar year.

Our key: **2018** = **2018/19** = **2016-2018** (using most recent TSNI year). Report displays calendar year.