

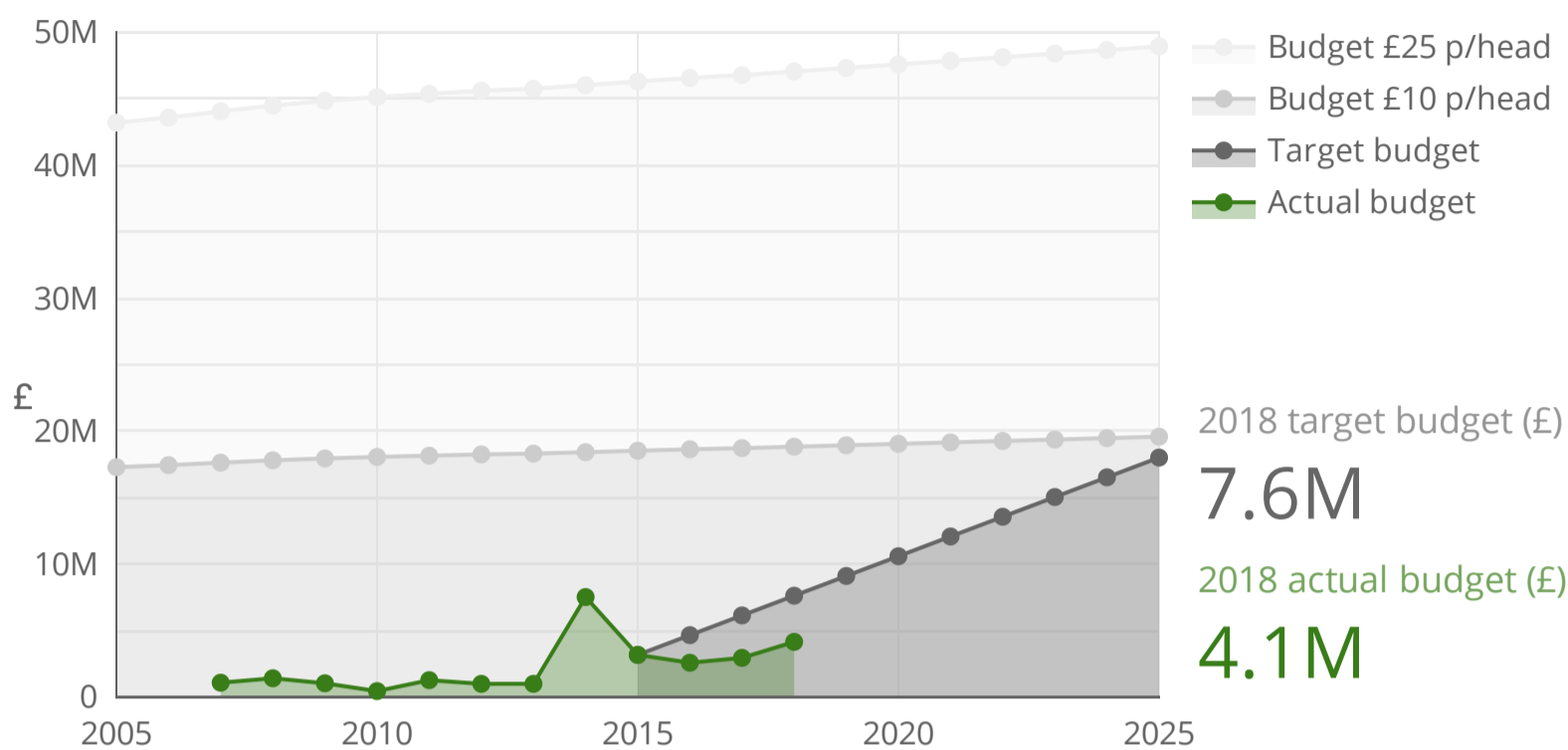
## Bicycle Strategy key targets and outcomes



"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."

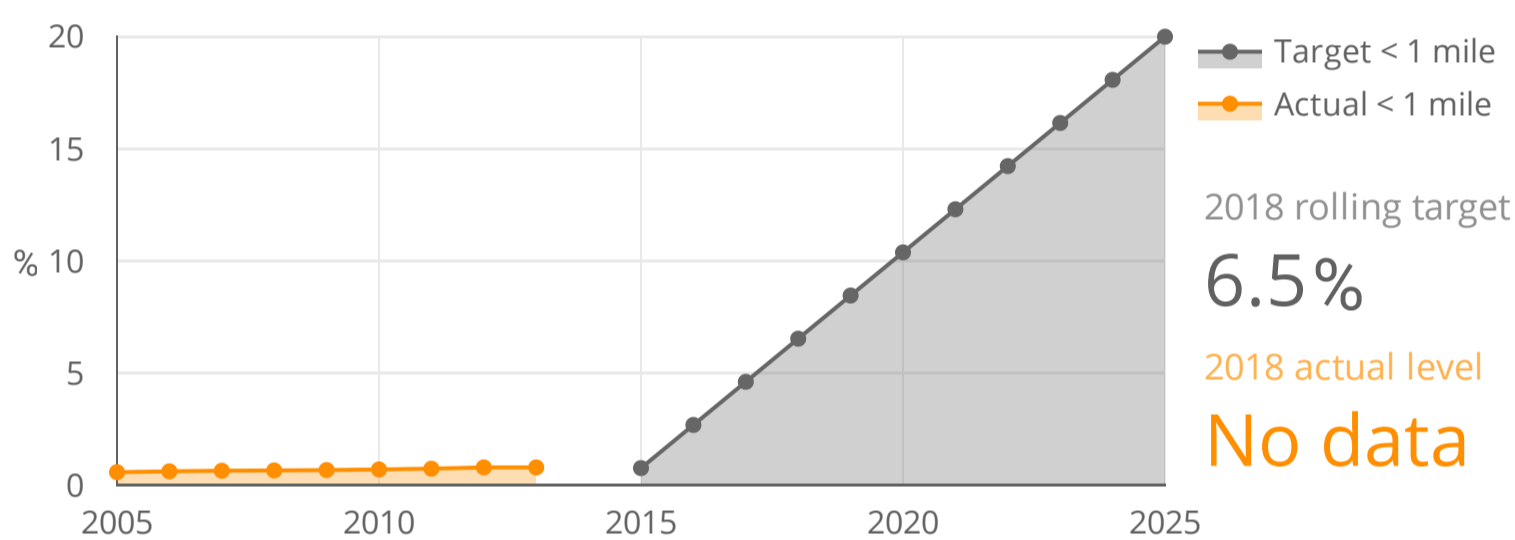
TODERIAN UrbanWORKS

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



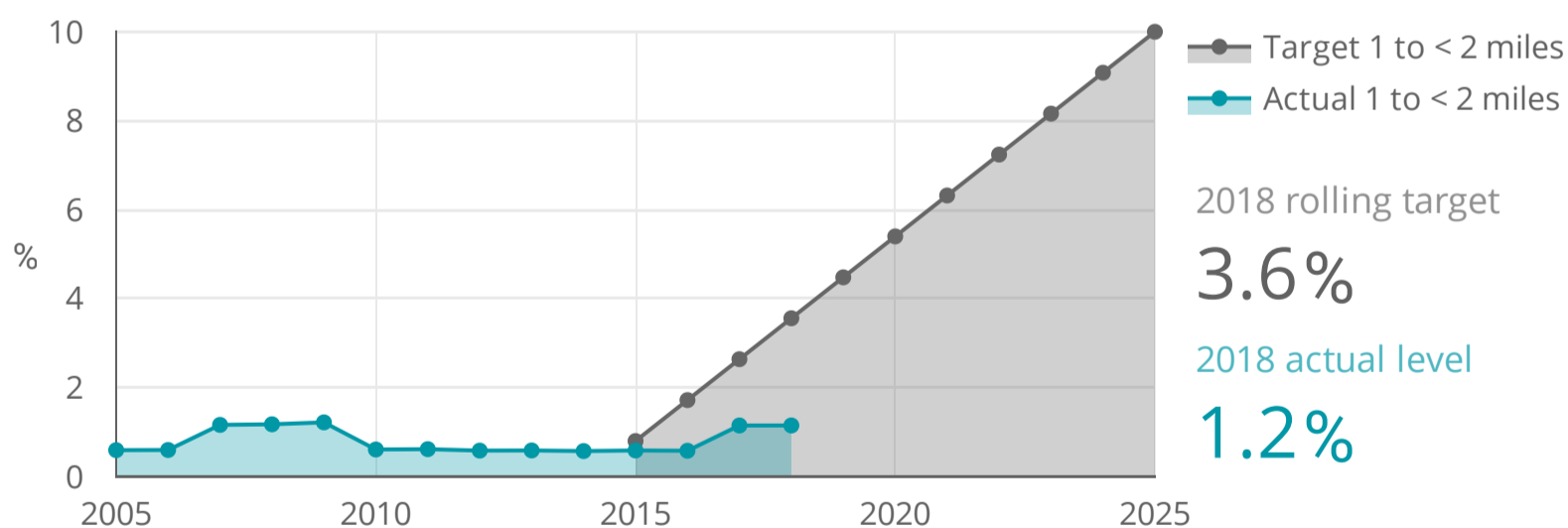
From 2014 to 2018 the TSNI survey has not reported a figure for cycling journeys under 1 mile, marking instead as "negligible (less than 0.5 (including 0))."

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

#### Comparison (2018)

Walking 66%  
Public transport 1%  
Private motorised 34%

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



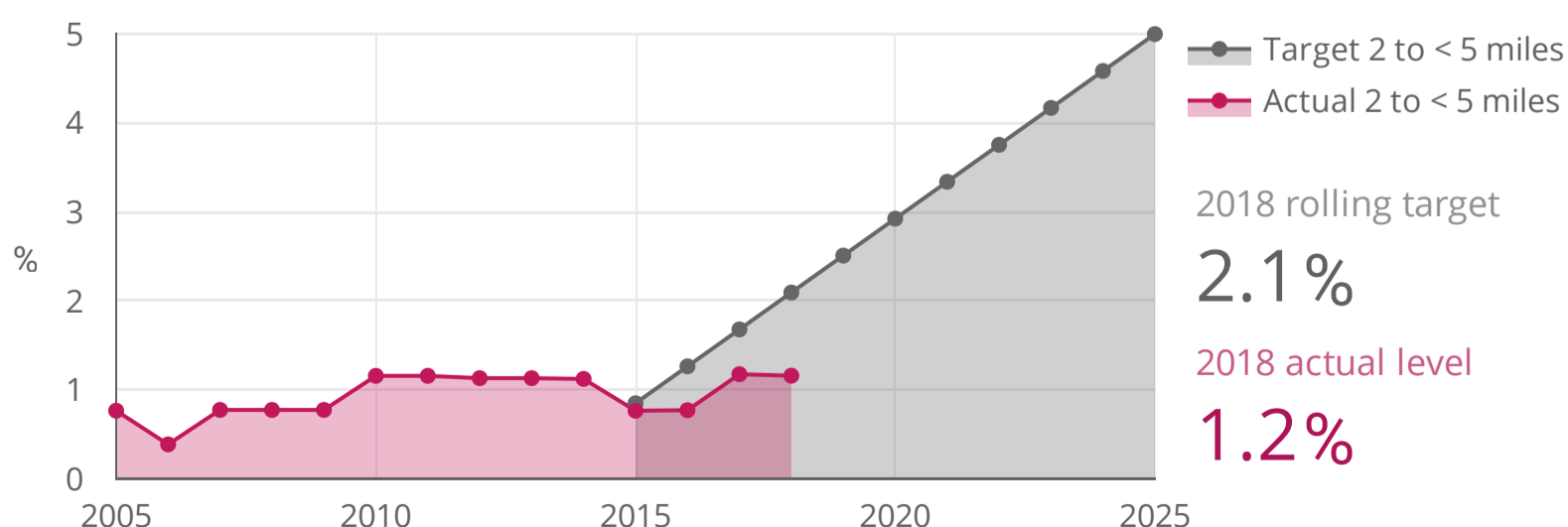
There is no evidence of a growth trend in cycling in the journey range of between 1 and 2 miles.

The cycling share of journeys at this distance is now just **one third of the target level** set by the Bicycle Strategy.

#### Comparison (2018)

Walking 31%  
Public transport 2%  
Private motorised 66%

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



There is no evidence of a growth trend in cycling in the journey range of between 2 and 5 miles.

The cycling share of journeys at this distance is now just **half of the target level** set by the Bicycle Strategy.

#### Comparison (2018)

Walking 8%  
Public transport 6%  
Private motorised 85%

#### 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.