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LIVELIHOOD CYCLISTS SURVEY

RESPONDENTS

83.94% OF THE RESPONDENTS ARE **LIVELIHOOD CYCLISTS**

16.06% OF THE RESPONDENTS ARE **NON-CYCLISTS**
(BUT ARE LIKELY TO USE FOR LIVELIHOOD)

GENDER

92.22% **7.78%**

AGE

OCCUPATION

LIVELIHOOD CYCLISTS

CONCENTRATION OF LIVELIHOOD CYCLISTS

LIVELIHOOD CYCLIST RESPONDENTS WERE FOUND MAJORLY IN **BOMMANAHALLI, BENGALURU SOUTH, BENGALURU WEST AND MAHADEVAPURA** ZONES OF BENGALURU.

OWNERSHIP OF BICYCLE

94% YES

6% NO

NEARLY **94%RESPONDENTS OWNED CYCLES**

WHILE **6% HIRED IT ON RENTAL BASIS** FOR COMMUTING TO THEIR WORKPLACES.

REASONS FOR USING CYCLE FOR TRANSPORTATION

SAVING MONEY APPEARED TO BE ONE OF THE MAIN REASONS FOR USING CYCLES AS CITED BY 84% RESPONDENTS WHILE LESS THAN 26% CYCLED TO WORK FOR ITS HEALTH BENEFITS.

USING CYCLE AS PRIMARY MODE OF TRANSPORT

96.45% YES

3.55% NO

OVER **96% RESPONDENTS USED CYCLE AS A PRIMARY MODE OF TRANSPORT**

CYCLE USAGE

73%
FOR ENTIRE COMMUTE

27%
ONLY FOR FIRST AND LAST MILE

OUT OF WHICH **73% USE BICYCLE FOR ENTIRE COMMUTE** AND **27% ONLY AS FIRST AND LAST MILE MODE OF COMMUTING.**

MONTHLY INCOME V/S THE TOTAL COST PER MONTH FOR ALL MODES OF TRANSPORT

92% OF THE RESPONDENTS WHOSE MONTHLY INCOME IS LESS THAN RS 5000 SPEND UPTO RS 500 PER MONTH FOR ALL MODES OF TRANSPORT.

WHERE AS ONLY 65% OF THE RESPONDENTS WITH MONTHLY INCOME MORE THAN RS 10,000 SPEND UPTO RS 500

DISTANCE OF RESIDENCE FROM PRIMARY JOB LOCATION

AROUND 72% RESPONDENTS HAD TO TRAVEL FOR LESS THAN 4KM BY CYCLE FROM THEIR RESIDENCE TO THEIR PRIMARY JOB LOCATIONS.

FREQUENCY

AROUND **96% OF THE RESPONDENTS USED THEIR CYCLES DAILY TO COMMUTE.**

THE FREQUENCY OF CYCLE USAGE FOR COMMUTING WAS HIGHEST AMONG **UNSKILLED WORKERS (100%)**

ENCOURAGING FACTORS

MAJORITY OF THE LIVELIHOOD CYCLISTS WERE OF THE VIEW THAT **BETTER STREET LIGHTS** FOR CYCLISTS WOULD MOTIVATE THEM TO USE CYCLES MORE OFTEN COMPARED TO **DEDICATED STREET LANES.**

DISTANCE COVERED FOR MARKETING JOB

NEARLY 5% OF THE RESPONDENTS WITH MARKETING JOBS HAD TO TRAVEL **MORE THAN 10KMS** BY CYCLE.

WHILE 95% TRAVEL WITHIN 10KMS EVERYDAY (**0 TO 5 KMS - 73% AND 5 TO 10 KMS - 22%)**

WILL YOU USE CYCLE MORE IF IT BECOMES SAFE AND CONVENIENT

A WHOPPING MAJORITY OF THE RESPONDENTS (97%) WERE WILLING TO USE CYCLES AS A MODE OF TRANSPORTATION EVERYDAY IF IT WERE MADE SAFE AND CONVENIENT

UNSAFE LOCATIONS FOR LIVELIHOOD CYCLISTS

THE MOST UNSAFE LOCATIONS CITED BY LIVELIHOOD CYCLIST RESPONDENTS ARE **HOODI CIRCLE, ITPL MAIN ROAD, KUNDALAHALLI JUNCTION, BELLANDUR SIGNAL AND SARJAPUR MAIN ROAD** WHICH ARE AS WELL CONGESTED BY DENSE TRAFFIC.

CHALLENGES FACED IN CYCLING

FEELING UNSAFE WHILE CYCLING IN ABSENCE OF PROPER INFRASTRUCTURE AND **DEDICATED CYCLING LANES** WAS THE MAJOR CONCERN STATED BY NEARLY HALF OF THE SAMPLE RESPONDENTS

NON-CYCLISTS

MODES OF TRANSPORT USED

70% OF THE NON-BICYCLE USER RELY ON **BMTC BUSES** FOR THEIR DAILY COMMUTE WHEREAS **1% ON METRO.**

REASONS FOR NOT CYCLING

WHEN **WOMEN NON CYCLISTS** WERE ASKED THE REASON FOR NOT CYCLING ABOUT 71% WERE OPINED THAT THEY **FEEL UNSAFE WHILE CYCLING IN TRAFFIC** WITH MOTORISTS

WHEREAS IN CASE OF **MEN 73%** OF THEM FELT **LACK INFRASTRUCTURE IS THE REASON FOR NOT CYCLING.**

ENCOURAGING FACTORS

70% SAID BETTER STREET LIGHTING WAS EXTREMELY IMPORTANT/VERY IMPORTANT

48% CITED DESIGNATED CYCLE LANES AS EXTREMELY IMPORTANT /VERY IMPORTANT

26% OF THEM FELT EXCLUSIVE CYCLE PARKING SPACES IN MARKETS AND OFFICES AS EXTREMELY IMPORTANT/ VERY IMPORTANT

INSIGHTS

HEALTH AND ENVIRONMENT CONSCIOUSNESS IS **NOT A KEY DRIVING FACTOR**

AFFORDABILITY IS A KEY CONSIDERATION

MERELY INVESTING IN **DEDICATED CYCLE LANES IS NOT SUFFICIENT**

SAFETY IS A KEY CONSIDERATION FOR WOMEN TO CYCLE

RECOMMENDATIONS

BUDGETARY ALLOCATION FOR **MAKING STREETS SAFER FOR CYCLING**

SPECIAL SCHEMES FOR **AFFORDABLE OWNERSHIP OF BICYCLE**

BETTER STREET LIGHTING, SAFER JUNCTION CROSSING, BETTER ENFORCEMENT OF LANE DISCIPLINE AND DESIGNATED PARKING AREAS FOR BICYCLES ARE ENCOURAGING FACTORS TO SHIFT FROM MOTORIZED TRANSPORT TO CYCLING

SPECIAL SCHEMES TO **ENCOURAGE WOMEN TO CYCLE**

BUDGETARY ALLOCATION FOR COMMUNICATION **THAT EDUCATES CITIZENS ON HEALTH AND ENVIRONMENT BENEFITS OF CYCLING**

CHANGING THE NARRATIVE FROM CYCLING PERCEIVED AS A **"POOR PERSON'S COMMUTE MODE"** TO AN **"ASPIRATIONAL MODE OF COMMUTE"**