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SURVEY ON THE REPRESENTATION AND USE OF BICYCLES

SOCIAL A.C.T. - Active Cycling Team

Project number: 622241-EPP-1-2020-1-EL-SPO-SSCP

Partner countries:

Greece, Portugal, Turkey, Bulgaria and Lithuania

Working language:

English

Social A.C.T.

(Social Active Cycling Team)

Small Collaborative Partnership

SOCIAL A.C.T. - Active Cycling Team

Project number: 622241-EPP-1-2020-1-EL-SPO-SSCP

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INTRODUCTION

PROJECT BACKGROUND

In a period of technical progress, the considerable advance of digital technology and the lack of time, Europeans reduce their physical activity. Which has bad consequences on health and well-being. The development of sports activity is therefore a challenge for future generations. While 42% of Europeans say that they never engage in physical or sports activity (Eurobarometer on Sport and Physical Activity, 2014), our project "Social A.C.T. - Active Cycling Team" has the vocation to promote cycling and motivate to practice physical activity as an integral part of everyday life.

Cycling an accessible sport to all. It is probably the best exercise to improve your physical condition in a healthy way as it is a low sport impact: it is a gentle activity for the musculature system and in particular for people who have joint problems or are overweight. This sport also strengthens the cardiovascular system and stimulates the immune system. In addition, cycling like any physical activity, triggers endorphin secretion, which reduces stress and anxiety while enjoying a feeling of freedom because it can be done in various environments.

Via the practice of cycling, we want to celebrate sport for all, without entering into a dynamic of performance that may demotivate some people. We think of sport as a social activity that can also promote a healthier lifestyle. Group cycling is an effective activity that develops social inclusion, strengthens solidarity and equal opportunities for sport practice. In this sense, we also want to encourage sports volunteering.

Moreover, within European Union, Bulgaria (78%), Portugal (64%), Greece (59%) and Lithuania (46%) have high proportions of citizens who never exercise sport, among the 10 countries with the lowest sport activity recorded. With the implementation of this small collaborative partnership sport project, we will understand better the reasons of this low participation, focusing on cycling, in these countries and in Turkey, and exchange best practices to increase this inclusive practice, beneficial on social and health level.

PROJECT ACTIVITIES

1. A kick off Meeting in Greece to determine among partners the methods of implementation.
2. A survey on the representation and use of bicycles, particularly by youngsters. This research will help to understand the local situation in order to better adapt our activities and the support provided by and for the volunteer guides carrying local cycling initiatives.

3. A seminar in Turkey which involves 5 cyclists from each partner country to be prepared for their activity of guides for group cycling.
4. Creation of an educational tool (manual) for the volunteer guides of group cycling.
5. Implementation of 3 local initiatives “Active Cycling” by the volunteer guides in each country.
6. Implementation an evaluation meeting in Lithuania with the establishment of a cooperation plan to ensure the sustainability of the project.

PROJECT OBJECTIVES

Our project joints the topic: Promoting sport education with particular emphasis on skills development. "Social A.C.T. - Active Cycling Team” promotes cycling beneficial to health. It focuses on the importance of sport volunteering to acquire skills and develop active citizenship. 25 beneficiaries will be trained to become group cycling guides and will use their skills by implementing local initiatives. Our project also aims to facilitate social inclusion of the most vulnerable (facing situations of isolation and/ or discrimination). 2 participants with fewer opportunities will be trained to become volunteer cycling guides. The principles of solidarity, equity and parity that we defend also help strengthen the social bond for a better inclusion.

This project responds directly to European policy in the field of sport, through non-formal education activities that enrich physical activity and citizen participation through volunteering. It responds more particularly to the specific objective pursued by the Erasmus + program of: Promoting voluntary activities in sport, as well as social inclusion, equal opportunities and the importance of physical activity beneficial to health, through increased participation and equal access to sport for all. Our project contributes to develop the European dimension of sport by strengthening cooperation between youth and sports organizations, as well as public authorities.

We want to improve our communities as a sustainable model by promoting easy access bicycles use. In this context, we want to reach these objectives:

1. To develop the practice of sport, more particularly group cycling, promote well-being, preserve health and strengthen social ties.
2. To raise awareness about the benefits of cycling as a physical activity for social inclusion and promotion of equal opportunities, especially among youth with fewer opportunities.
3. To develop innovative educational methods, among partners, share good practices and

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strengthen our experiences concerning cycling group initiatives, for the benefit of the local community.

4. To promote the sense of active citizenship and group cycling by preparing and encouraging local sports volunteering initiatives.
5. To encourage actions which support political reforms in favor of the development of cycling in local communities.

Research

In order to evaluate project activities, a survey was built to help to understand the representation and the practice of cycling by the citizens of the partner communities, in particular youngsters, as well as the obstacles and the means to develop the practice of this sport. It will detect specific needs in terms of supporting the participants. The survey implemented locally in the partner countries as well be mentioned later on and done with the support of municipalities and local organizations from members of consortium.

Champions Factory was the Coordinating organization for research prepare an online and in-person questionnaire concerning the state of cycling practice, the obstacles and expectations. Then, Champions Factory send it to partners for adjustment, translation and improvement before putting the questionnaires online.

In addition, Champions Factory engage and set up agreement with an expert to concept and to prepare the report of the survey & interviews.

SURVEY FILLING PHASES:

All partners carry out the survey locally March to May 2021, in two phases.

1. The first phase consists of a questionnaire to understand the representation and use of the bicycle as well as the needs and the obstacles faced by the future beneficiaries.
2. The second interview phase was launched in order to better define their expectations in terms of support for group cycling. As this allow for better identify innovative methods to facilitate the implementation and increase the quality of the local initiatives to implement.

SURVEY TARGET GROUP

The target groups of the survey were youth from all backgrounds, including with fewer opportunities, cyclists, athletes, people of all ages who wish to do sport activity as follow:

1. Youth and citizens, especially those with fewer opportunities, to encourage cycling. Sports and educational institutions. They will be able to draw on the results of our project to inspire such initiatives for a wider impact.
2. Athletes, educators and coaches trained as volunteer guides who will reuse the methods and tools developed to their learner's audience and peers. They will engage new learners to use the

educational tool created and to develop similar initiatives.

3. Political decision-makers to support the project and get involved for long term. Representatives of municipalities; local authorities and other public institutions can use the results of this project and share them in order to encourage similar and positive sports initiatives into the community.
4. The media to ensure media coverage.
5. Our staff and local/ European partners to promote our project results to their professional network and to multiply good sport practices.
6. National agencies of the European program to disseminate our created tool.
7. The Erasmus + Project Results and TOOL BOX SALTO platforms which host a wide network of organizations and actors active in European programs.

DATA COLLECTION METHOD

To prepare the data collection models and the survey materials, we follow this methodology:

1. Determination of objectives (general and specific) and hypotheses.
2. Determination of the audience and the environment for questionnaires and interviews.
3. Drafting of questionnaires and interviews.
4. Pre-test and improvement of questionnaires and interviews.
5. sharing of the final version of questionnaires and interviews.
6. Online or live distribution of questionnaires to target audiences.
7. Organization of interviews on site or via Skype.
8. Analysis and coding of results.
9. Writing, sharing and disseminating the report.

RESULT & QUALITY INDICATOR

Each partner involves at least 40 people to answer the questionnaire and 10 people for the interview, then write a report of the information collected and send it with the videos of the interviews to the activity coordinator and to the expert for analysis. The results of the survey presented in the form of info graphics, key figures, analysis and scientific interpretation of the data to facilitate reading and use. The results will be share on partner websites & social media, distributed partly in the educational guide created, and send by email to all stakeholders.

DISSEMINATION ACTIVITIES

Our project aims to disseminate and multiply good practices of inclusive learning, the acquisition of skills and sport volunteering through amateur group cycling, as well as social diversity and intercultural dialogue. We want to make it visible & accessible to a wide audience.

RESEARCH RESULTS

Summary: The purpose of this survey is to evaluate the effectiveness of diabetes educational intervention program on diabetic patients. This chapter consists of eight parts:

- Part (1) Survey participants distribution.
- Part (2) show the socio-demographic and background information variables for participants.
- Part (3) Survey participants interest in cycling.
- Part (4) Aspects that facilitate cycling practice
- Part (5) Interest of survey participants in project
- Part 6: Survey participant proposals

Part 1: Survey Participants

The number of participants in this survey were 322 participants. All participants from Bulgaria, Greece, Lithuania, Portugal, and Turkey. Most of them were from Turkey (45.7%).

All participants fill Questionnaire (survey) which attached in the Annex A.

Table and figure (4.1) show the distribution survey participants according to their country of residence.

Table 4.1: Distribution of survey participants according to country of residence

Country of residence	Frequency	Percent
Bulgaria	42	13.0
Greece	50	15.5
Lithuania	42	13.0
Portugal	41	12.7
Turkey	147	45.7
Total	322	100.0

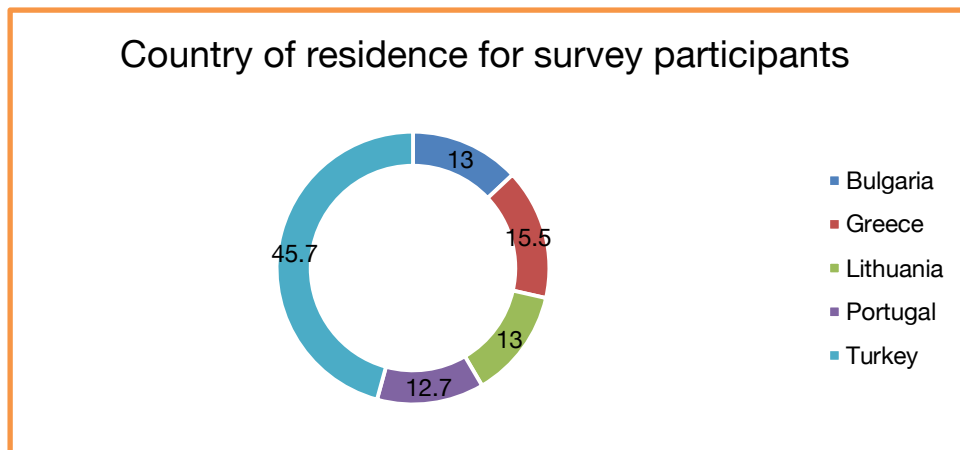


Figure (4.1): Distribution survey participants according to their country of residence "Percentage"

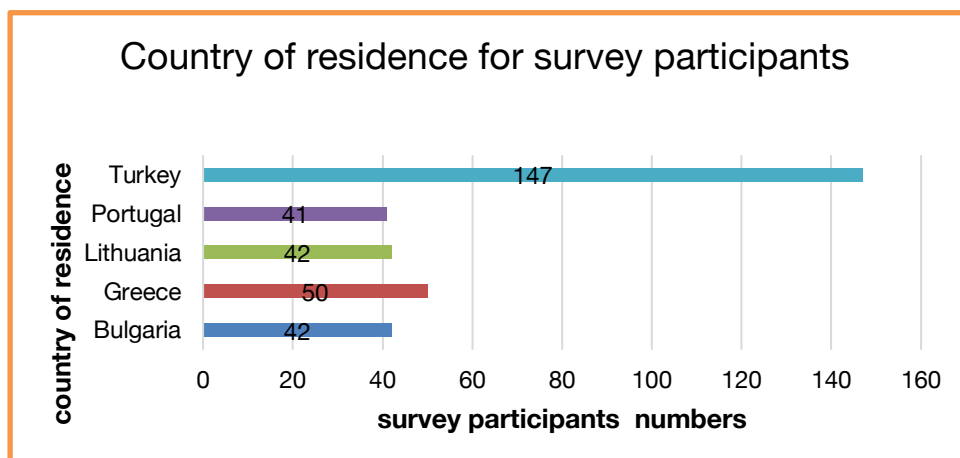


Figure (4.2): Distribution survey participants according to their country of residence "Numbers"

Part 2: Socio-demographic characteristics of survey participants

The below table show the Socio-demographic characteristics of survey participants

Table 4. 2: Distribution of the survey participants by socio-demographic characteristics

#	Variable	Category	Total	
			Number	Percentage
1.	Gender	Male	144	45
		Female	176	55
2.	Age	=>18	25	8.1
		20-29	85	27.4
		30-39	83	26.8
		40-49	58	18.7
		50-59	38	12.3
		60-69	21	6.8
3.	Job	Full time	178	55.8
		Part time	32	10.0
		Student	62	19.4
		Not working	47	14.7
4.	Nature of job	Mental job	148	53.4
		Physical job	60	21.7
		Other	69	24.9
5.	Live place	Rural zone	102	31.7
		Urban zone	219	68.3

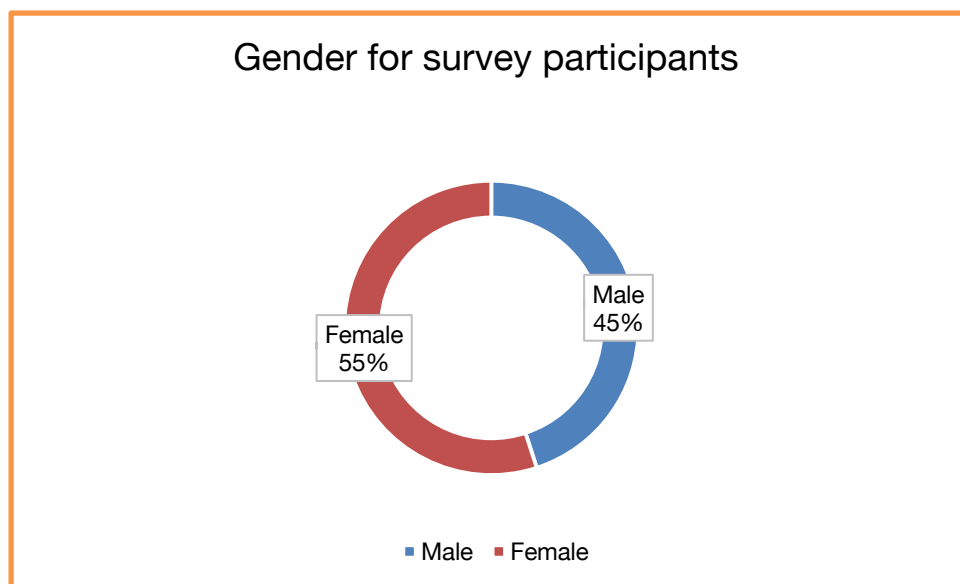


Figure (4.3): Distribution survey participants according to their gender "Percentage"

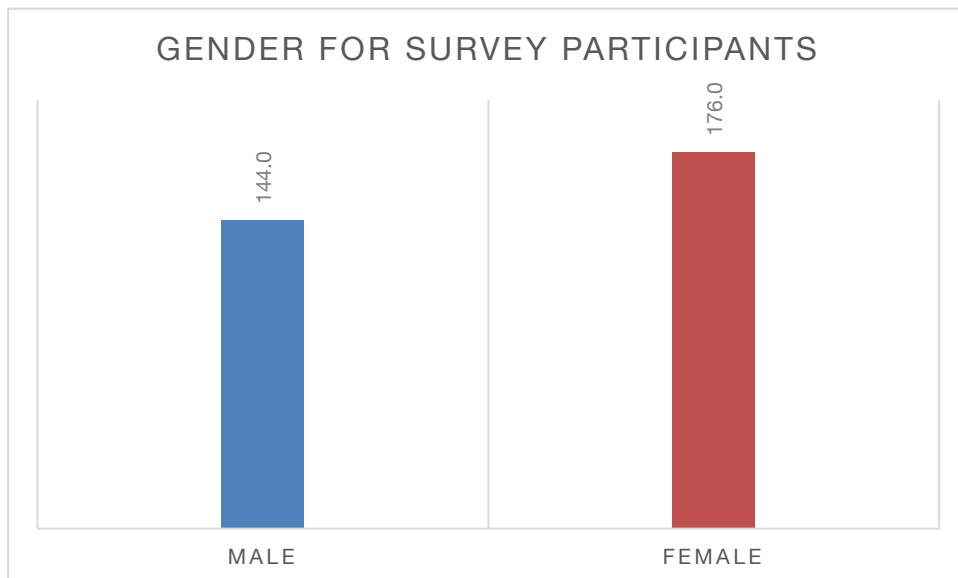


Figure (4.4): Distribution survey participants according to their gender "Numbers"

As shown in table (4.2) females (55%) were more represented in this study than males (45%) but the difference is not very high.

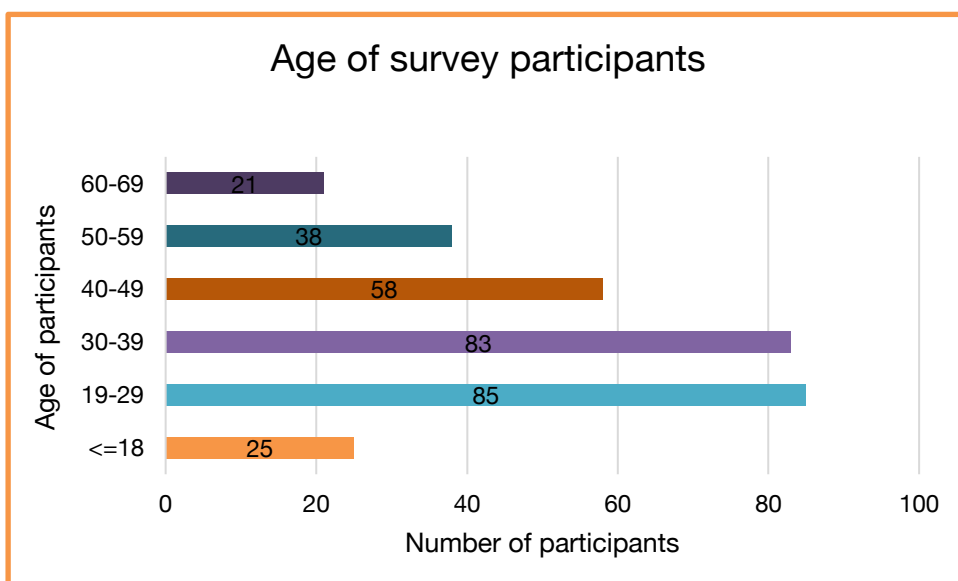


Figure (4.5): Distribution survey participants according to their age "Numbers"

The age of participants divided into six main groups; the majority of participants were distributed at age group 19-29 (27.4%), following by participants at age group 30-39 (26.8%).

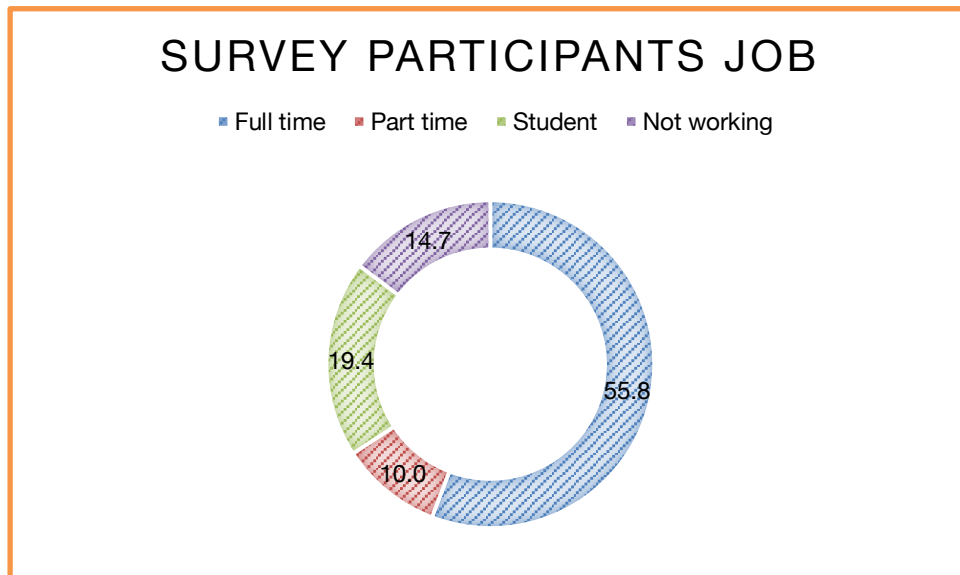


Figure (4.6): Distribution survey participants according to their job "Percentage"

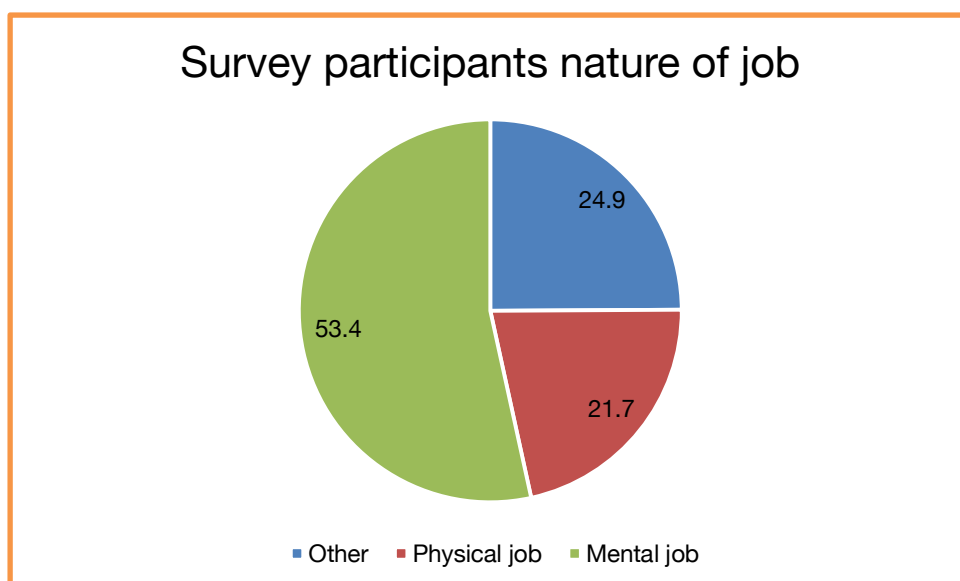


Figure (4.7): Distribution survey participants according to nature of their job "Percentage"

Also, most of participant are working in full time mental jobs (55.8%) and (53.4) respectively.

Figure (4.8): Distribution survey participants according to live place "Numbers"

Also, most of participant are live in urban zone (219, 68.3%).

Part 3: Survey participants interest in cycling

1. Having bicycle

Most of survey participants have interest in cycle and have a bicycle at their disposal, survey result show that 83.2% of participants have a bicycle.

		Frequency	Percent
Do you have a bicycle at your disposal	No	54	16.8
	Yes	268	83.2
	Total	322	100.0

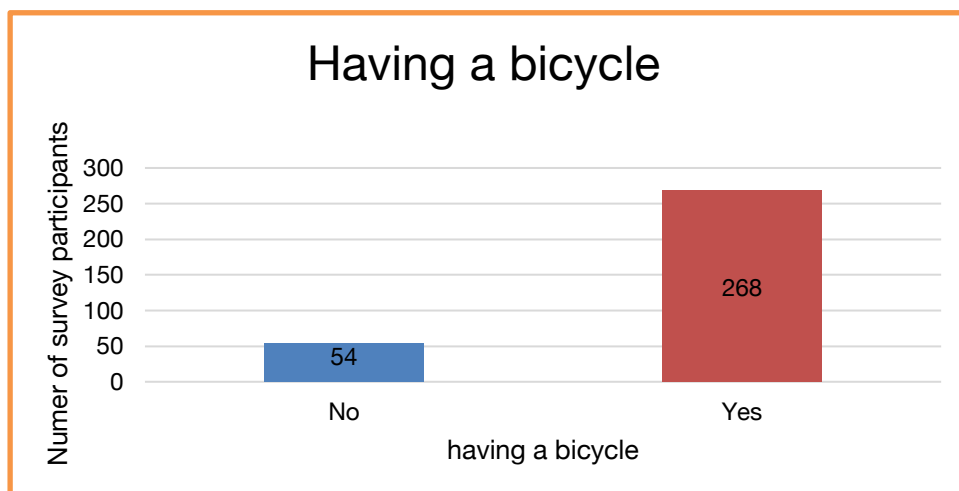


Figure (4.9): Having a bicycle "Numbers"

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2. Practicing cycling

127 of participants who have bicycle practice cycling daily, while 70 practice cycling occasionally, and 68 practice cycling as shown in figure 4.10.

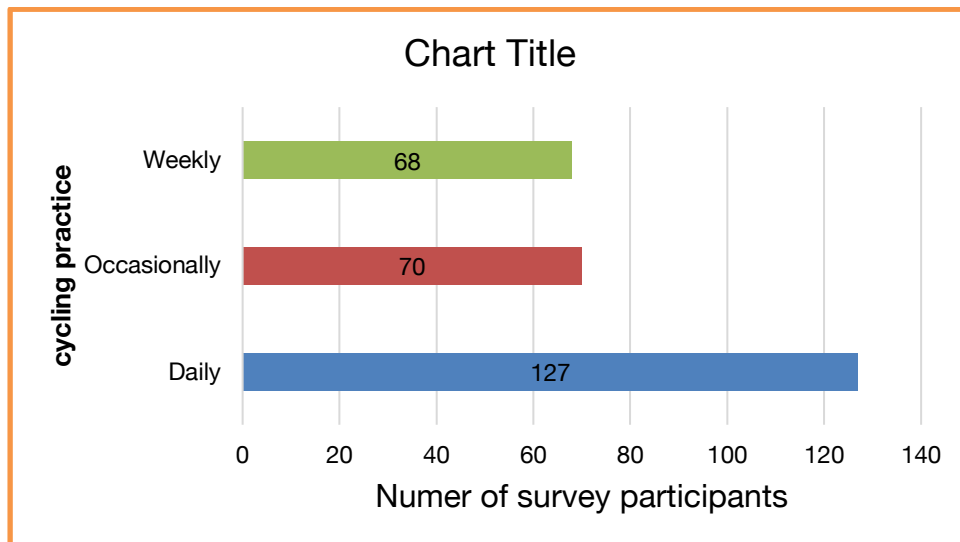


Figure (4.10): Distribution survey participants according to their cycling practice "Numbers"

3. Participant's time spent in cycling

Most of participants spend time from 30 minutes to one hour in practicing cycling

		Frequency	Percent
How much time do you spend on average per day when you are cycling	From 30 minutes to one hour	124	42.0
	Less than 30 minutes	61	20.7
	More than one hour	110	37.3
	Total	322	100.0

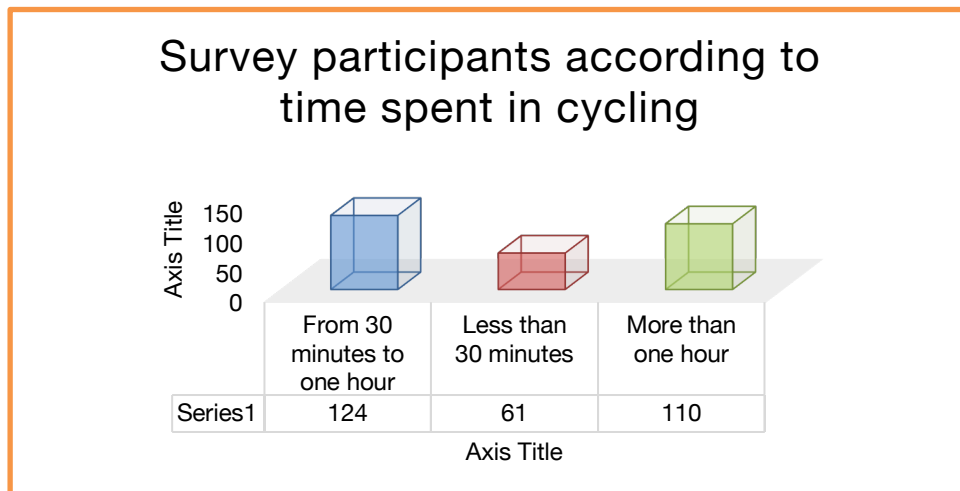


Figure (4.11): Distribution survey participants according to time spent in cycling "Numbers"

3. Reasons behind do not using bicycle

When participants asked about their reasons that push them to do not use bicycle, participants gave different answers as, their cities are not sufficiently equipped for cyclists (cycle paths), they prefer to don't invest of a bicycle or to use different means of transport (car, motorbike, etc.), they do not like or have no interest in cycling and biking skills, do not have a place to storage it, they like to walk and dance, have a physical disability, or they cannot buy a bicycle. The most common reasons with percent are shown in the below figure.

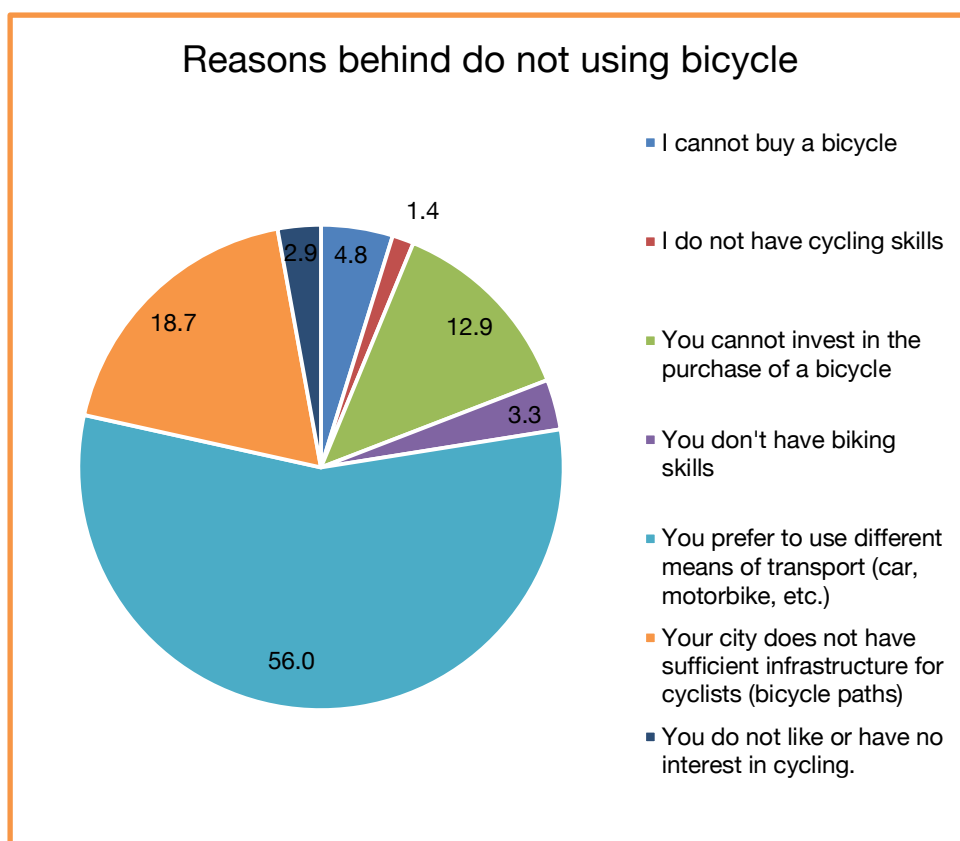


Figure (4.12): Reasons behind do not using bicycle

4. Reasons behind Cycling

When participants asked about their reasons that push them to practice cycling, participants gave different answers as for leisure activity, environmental concerns, or to do sports, go to shop, work, and move around more easily in town. The most common reasons with percent are shown in the below figure.

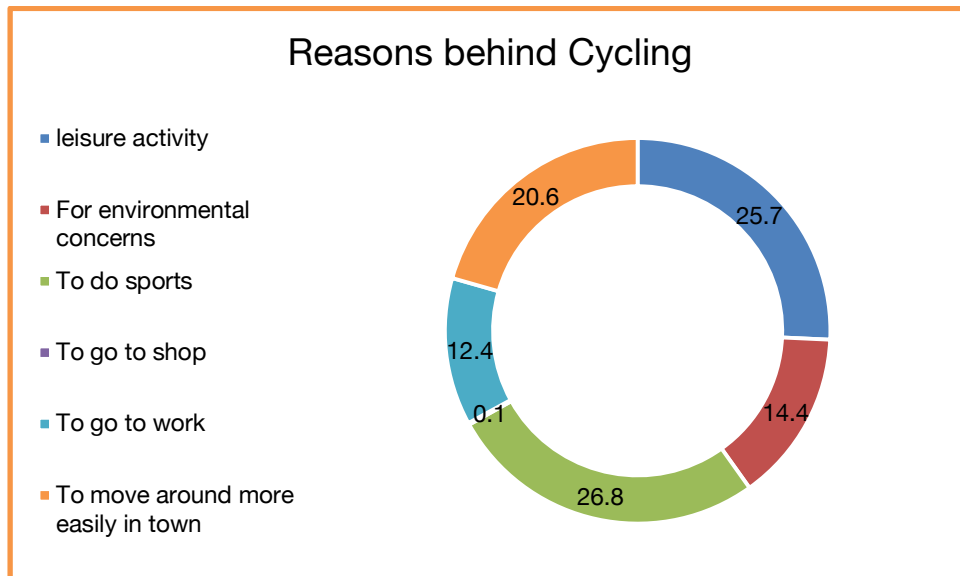


Figure (4.13): Reasons behind practicing cycling

5. The main obstacles to cycling

The main obstacles to cycling as stated by survey participants were:

- a. Insecurity and danger (high risk of accident),
- b. Little supply for bike maintenance (inflation, puncture, etc.)
- c. Infrastructure roads are insufficient for cycling
- d. Little service support for bike maintenance (puffing, puncture repair, etc.)
- e. Geographical reasons
- f. Discomfort (mode of travel that requires too much physical effort)
- g. Financial (purchase of the bike)
- h. Theft/ degradation
- i. Weather

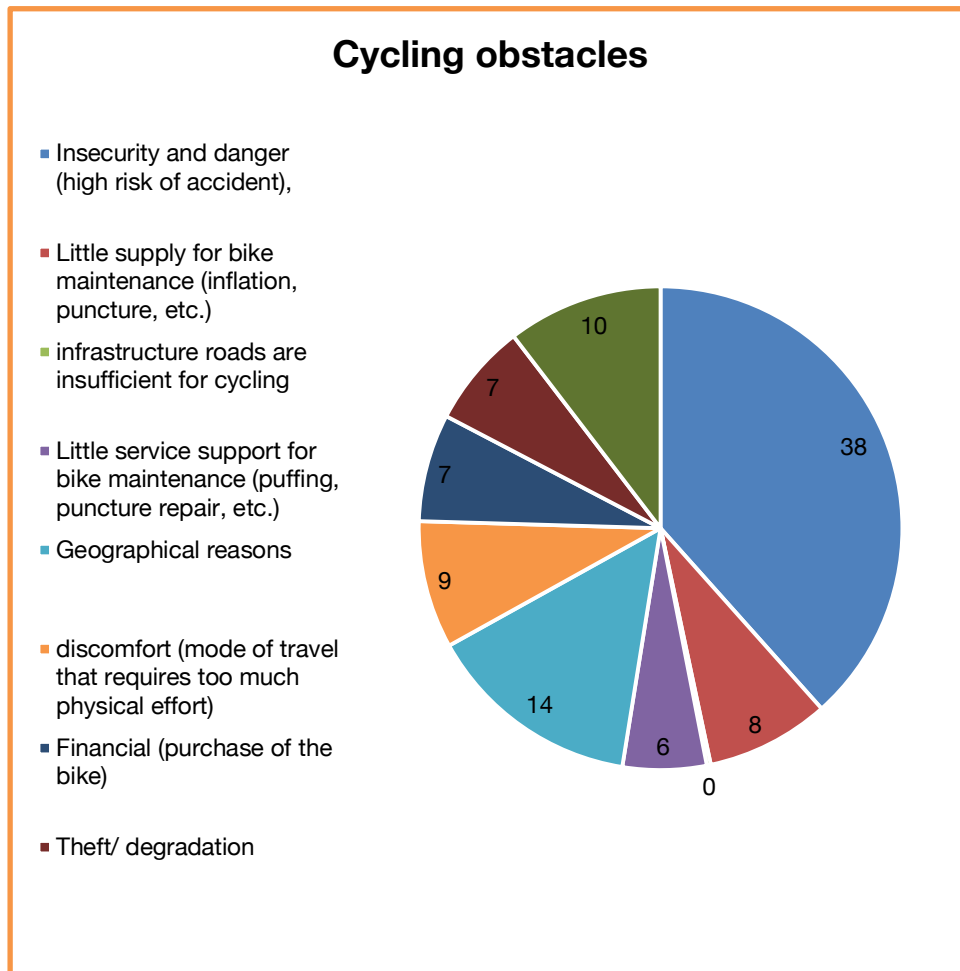


Figure (4.14): Cycling obstacles

6. Bike type

When survey participants asked about their bike type, Town bike was the most bike type frequently mentioned by participants followed by city bike and then fitness hybrid.

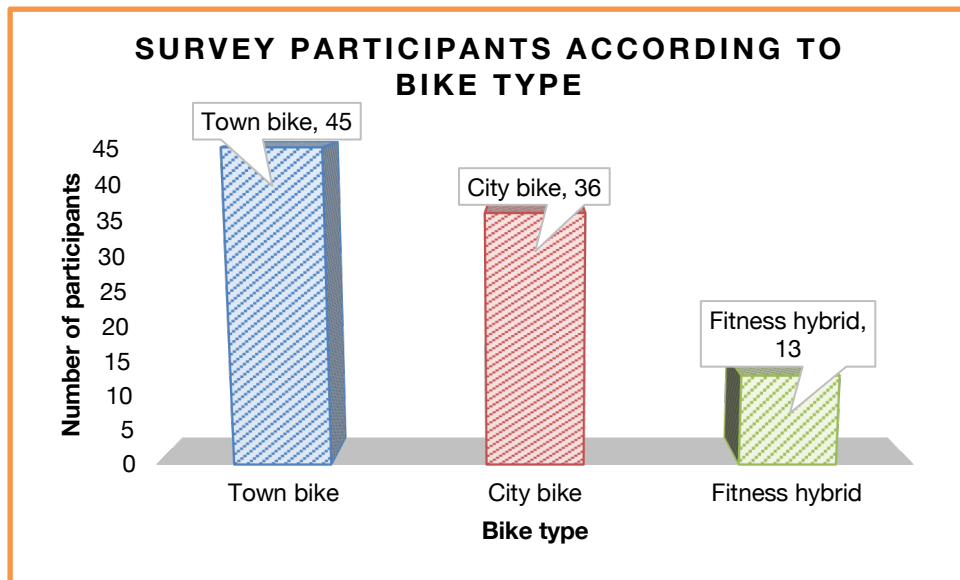


Figure (4.15): Distribution survey participants according to bike type "Numbers"

Participants mention that they prefer these types for the following reasons:

- Convenient
- Possibility to ride in different places; Mountain and roads.
- It's convenient, has a basket to put stuff, simple to use.
- Most comfortable to cycle through the city
- Convenient choice for speed and comfort
- Perfect to do spots.
- It's comfortable to go to work.
- convenient for anticipation and protection of the environment
- It's nice for leisure activity.

7. The main advantages of cycling compared to other means of transport

The below figure summarizes the advantages of cycling compared to other means of transport according to survey participants' point of view. Most of people who practice cycling see that cycling is more

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ecological than other means of transport with percent of 25%.

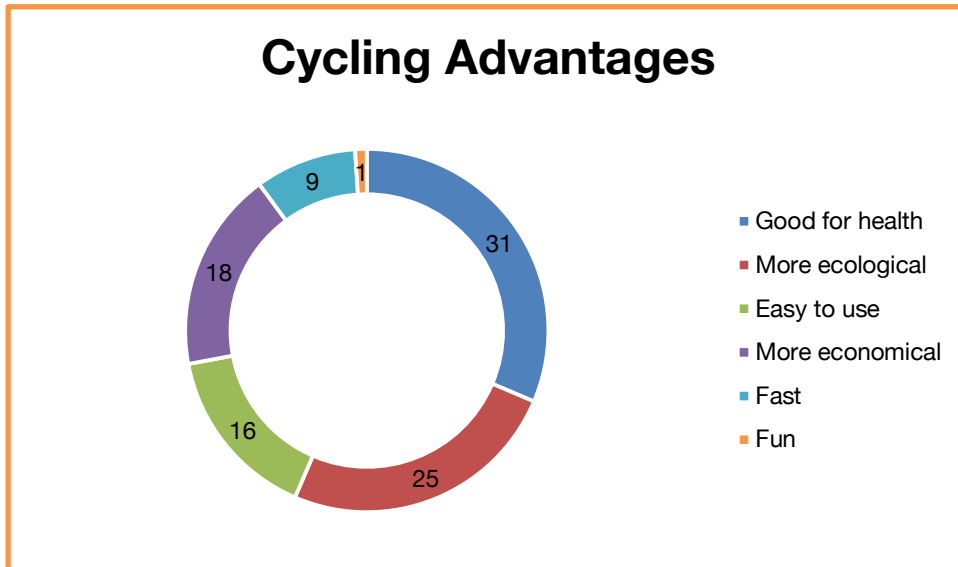


Figure (4.16): Cycling Advantages

8. Participant future plan

Around 78% of survey participants plan to practice cycling more regularly which is an excellent chance for target them in other related activities.

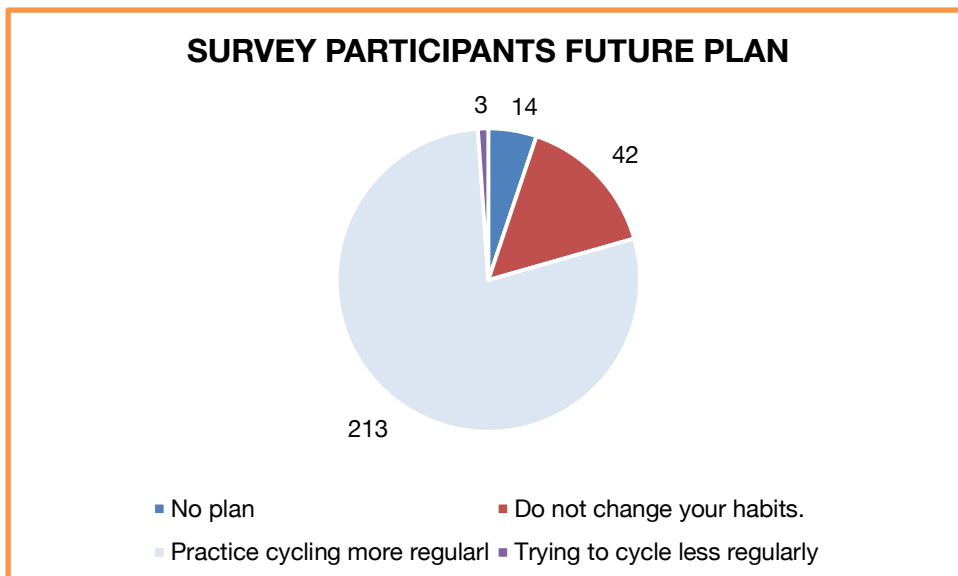


Figure (4.17): Survey participants future plan "Numbers"

6. Suitability of Survey participants area/town/city for cycling

In your opinion, is your area/town/city suitable for cycling	Frequency	Percent
*Not too much	137	42.5
• No	42	13.0
• Yes	143	44.4
Total	322	100

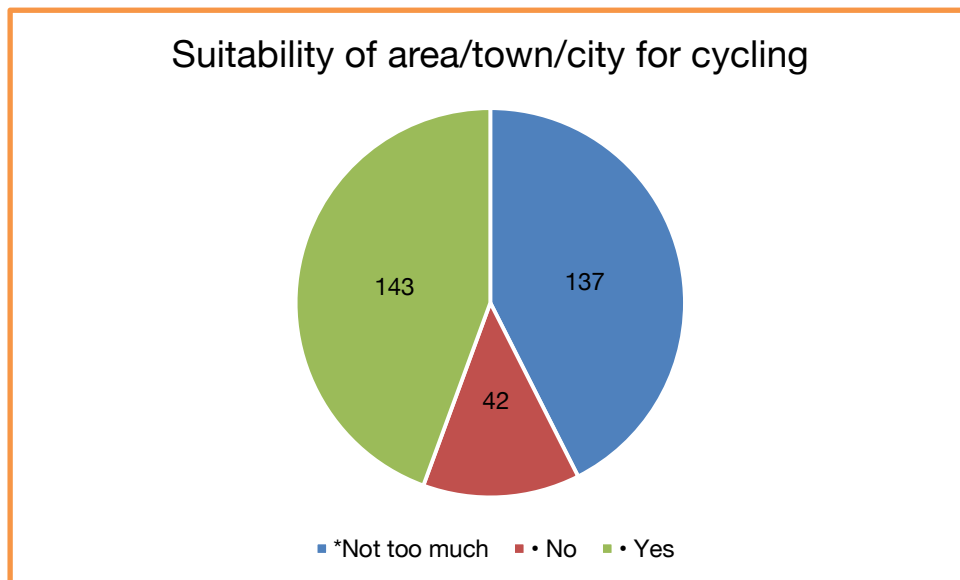


Figure (4.18): Suitability of Survey participants area/town/city for cycling "Numbers"

Part 4: Aspects that facilitate cycling practice

1. The development of cycle paths

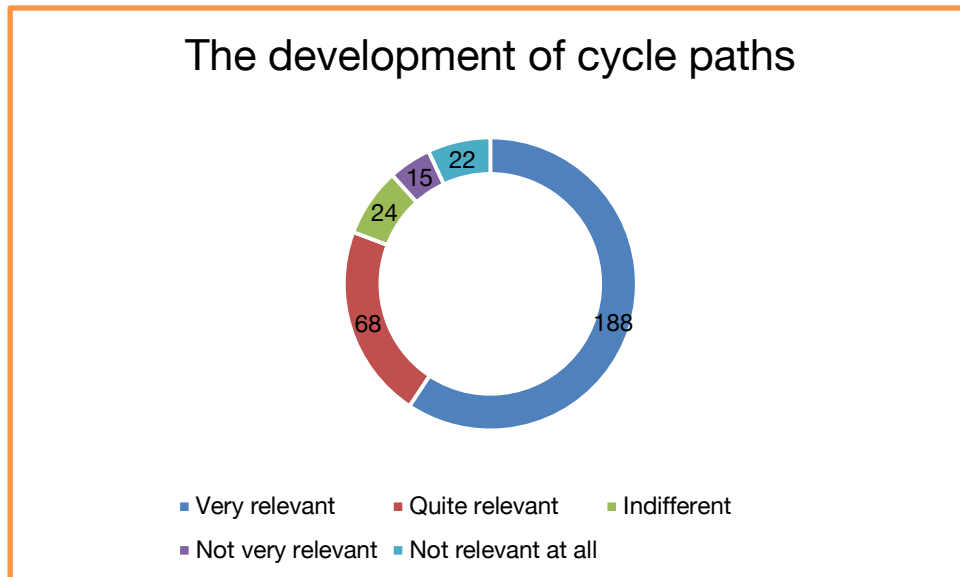


Figure (4.19): Survey participants opinion about the effect of development of cycle paths on facilitating cycling practice "Numbers"

The development of cycle paths was the most factor that effect of facilitating cycling practice based on survey participants opinion.

2. The creation of bicycle parking

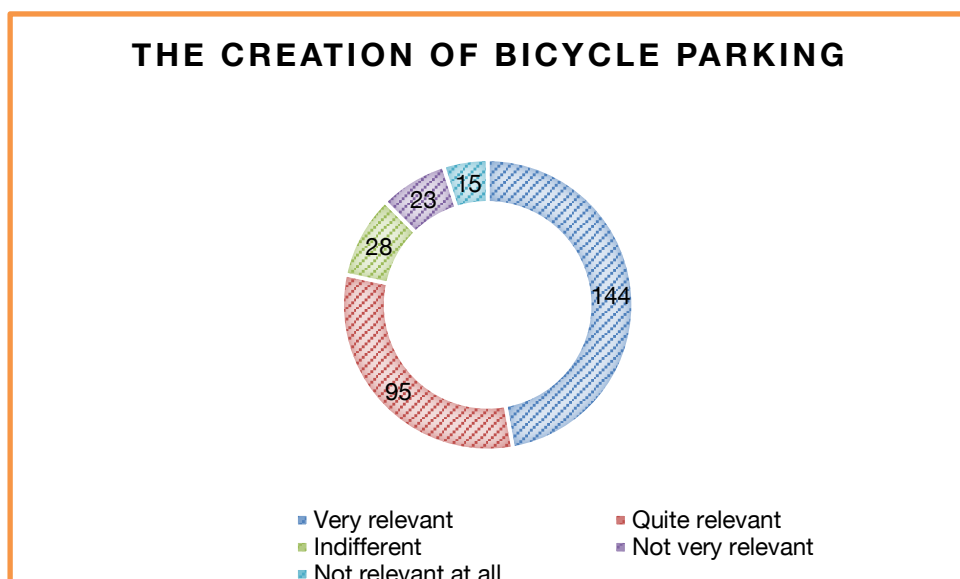


Figure (4.20): Survey participants opinion about the effect of creation of bicycle parking

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on facilitating cycling practice "Numbers"

The creation of bicycle parking was the second factor that effect of facilitating cycling practice based on survey participants opinion.

3. Reducing the number of cars in circulation

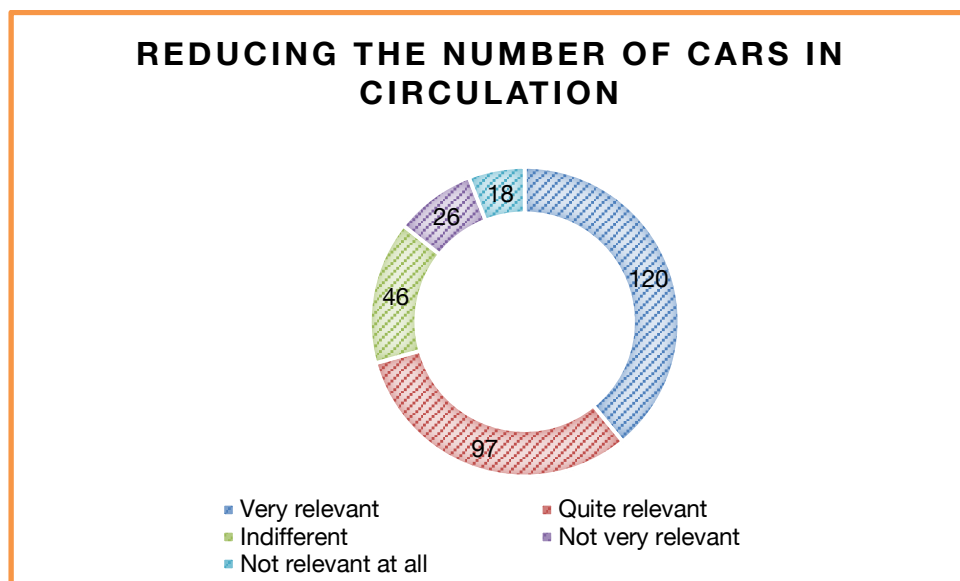


Figure (4.21): Survey participants opinion about the effect of Reducing the number of cars in circulation on facilitating cycling practice "Numbers"

Reducing the number of cars in circulation was the third factor that effect of facilitating cycling practice based on survey participants opinion.

4. The acquisition of an electrically assisted bicycle

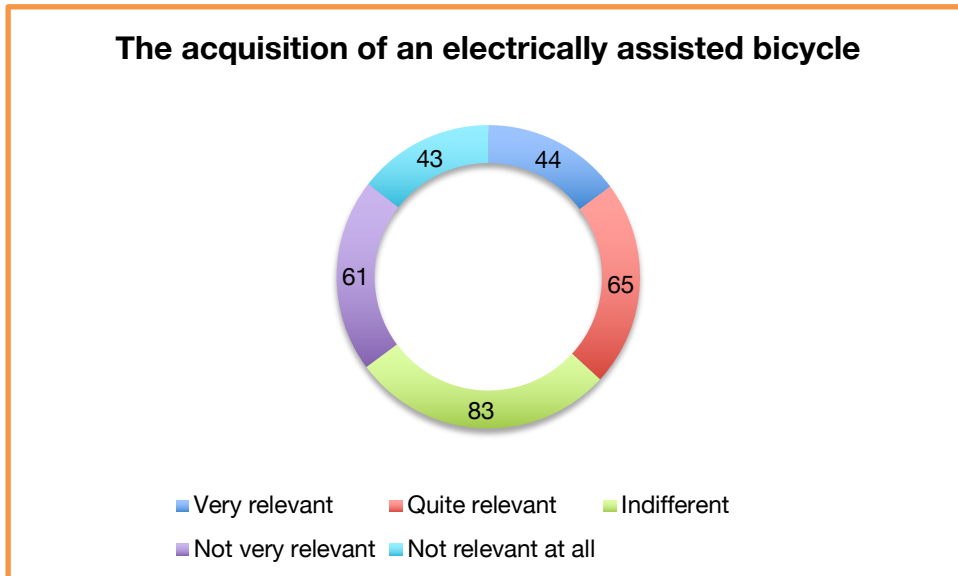


Figure (4.22): Survey participants opinion about the effect of acquisition of an electrically assisted bicycle on facilitating cycling practice "Numbers"

5. The setting up by the town hall of a self-service bicycle distribution center

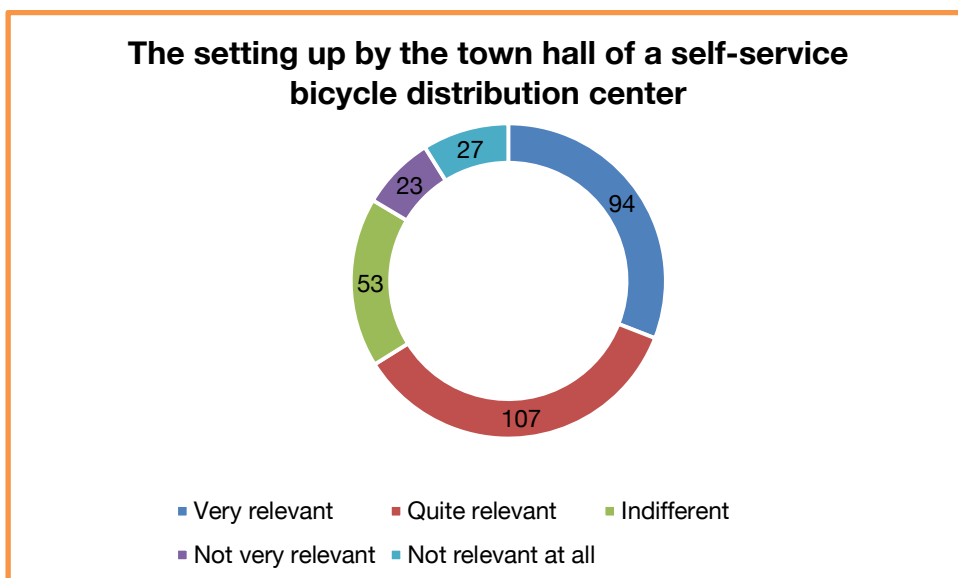


Figure (4.23): Survey participants opinion about the effect of setting up by the town hall of a self-service bicycle distribution center on facilitating cycling practice "Numbers"

6. A more varied offer of short and long-term rental bikes

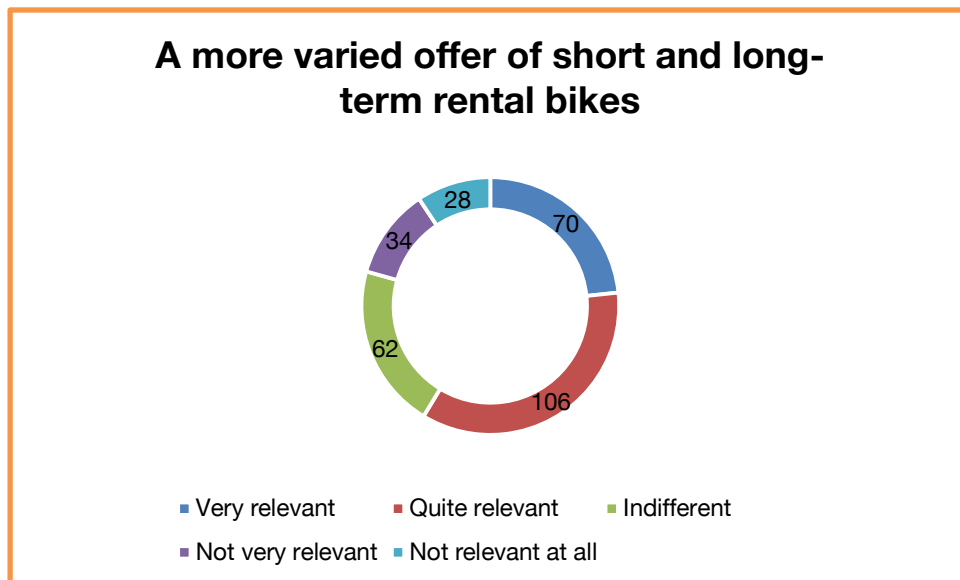


Figure (4.24): Survey participants opinion about the effect the more varied offer of short and long-term rental bikes on facilitating cycling practice "Numbers"

7. Financial assistance for the purchase of a bicycle

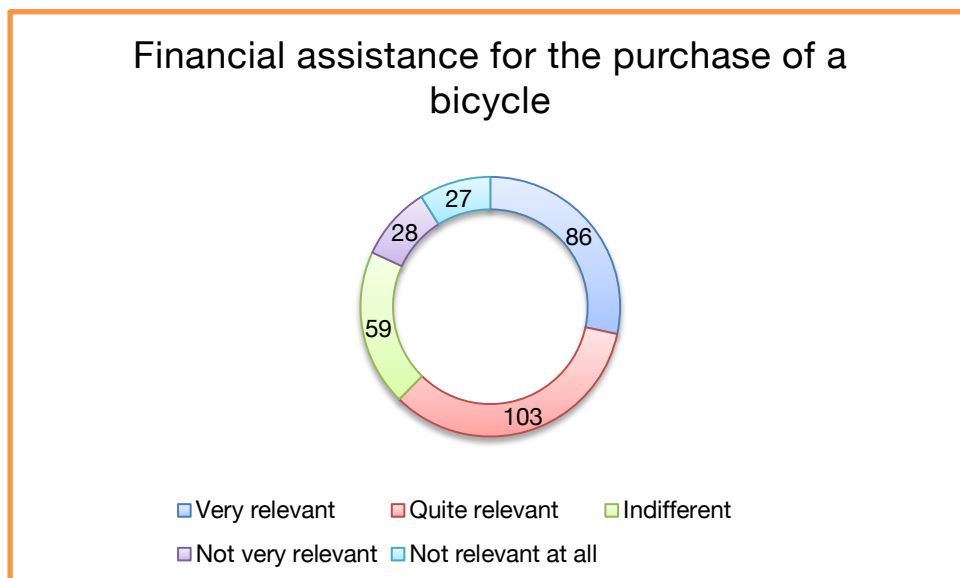


Figure (4.25): Survey participants opinion about the effect of Financial assistance for the purchase of a bicycle on the more varied offer of short and long-term rental bikes on facilitating cycling practice "Numbers"

8. Assistance from mentors/ coaches/ cycling group

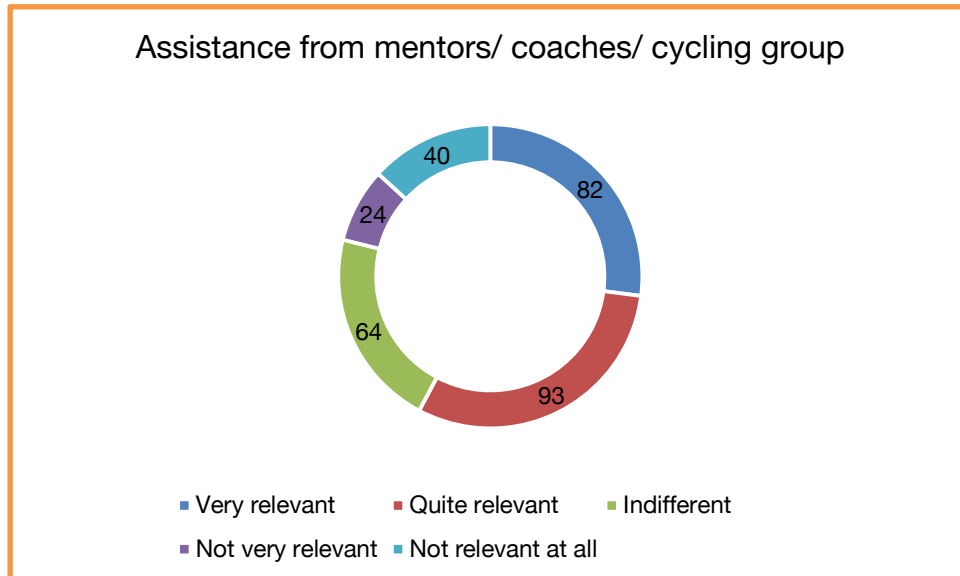


Figure (4.26): Survey participants opinion about the effect of Assistance from mentors/ coaches/ cycling group on facilitating cycling practice "Numbers"

Part 5: Interest of survey participants in project

1. Survey participants interest in knowing about the progress of cycling project and participate in the cycling activities

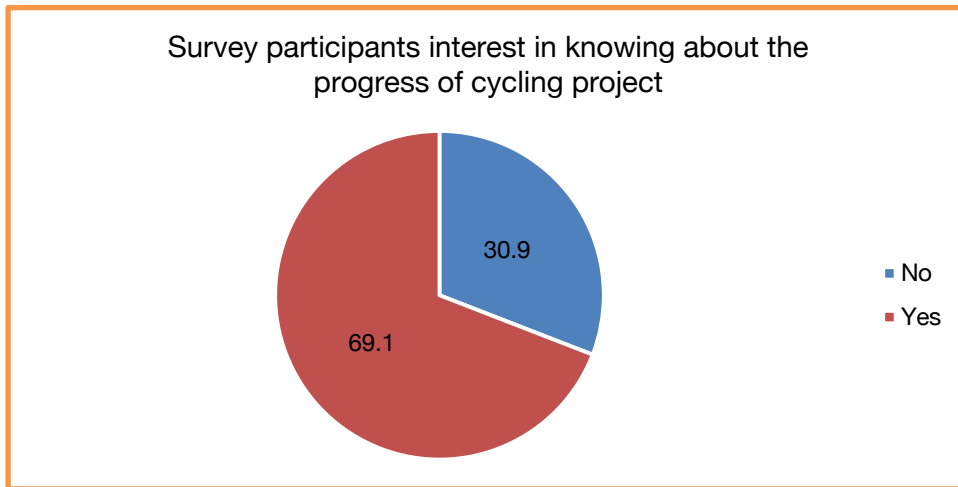


Figure (4.27): Survey participants interest in knowing about the progress of cycling project and participate in the cycling activities "Percentage"

Around 69% of survey participants interest in knowing about the progress of cycling project and participate in the cycling activities.

2. Survey participants interest to get involved in a cycling group activity

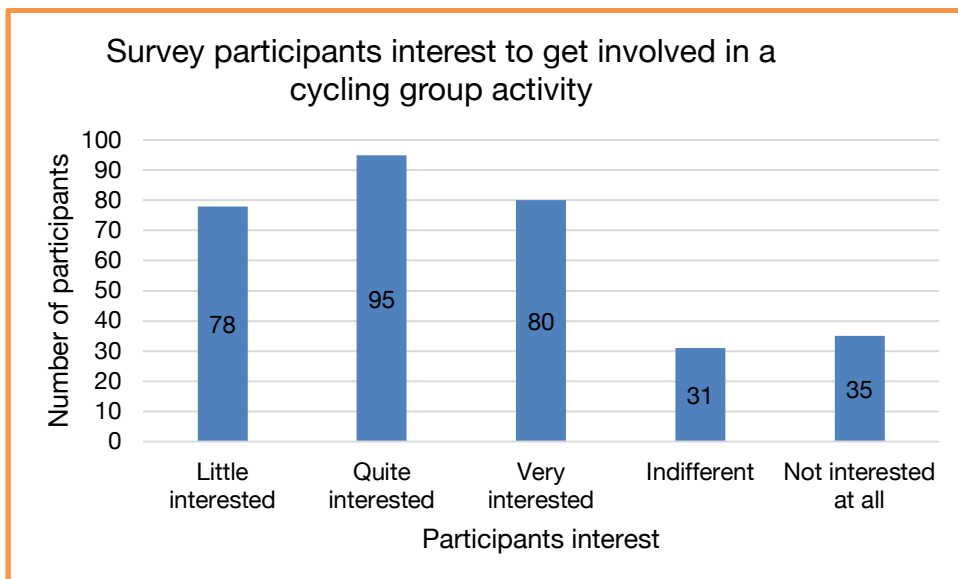


Figure (4.28): Survey participants interest to get involved in a cycling group activity "Numbers"

In addition, mostly the survey participants interest to get involved in a cycling group activity.

Some of participants prefer to practice cycling alone, while other have a different opinion.

Participants who prefer group cycling said, "*group cycling could is fun and help to learn and to gain more confidence in cycling and only when I'm on vacation*". "*It encourages cycling culture and increases social sociability*". "*Increases environmental awareness, drawing attention to ecological problems, minimizing traffic problems and of course Health*".

One of participants said "*Cycling or cycling is more advantageous and more fun with a group Useful for socialization and long distances*"

While other said: "*Cycling with a group creates a safer area for beginners, after a couple of laps, the user feels confident, stop, get up, set the distance in the crowd, transitions, pits, the group guides the user, meeting different people and establishing friendship*" and "*I prefer groups that are suitable for me in terms of sports and performance. It's impossible for me to attend group rides on a regular basis*".

Part 6: Survey participant proposals

Participants suggest many things for development cycling and increasing people cycling practice, all suggestions were as follow:

- ✓ Maintenance of the road network (potholes)
- ✓ Providing cycling lessons in kindergarten
- ✓ Providing free cycling lessons at school
- ✓ Update KET (road traffic regulations) to protect cyclists and pedestrians from car drivers.
- ✓ Build cycle paths that prioritize cyclists over cars (raised cycle and pedestrian paths at intersection with car paths)
- ✓ Control car parking on cycle paths and narrower car paths etc.
- ✓ Government supports and cover some costs when you buy an electric car, which is not sustainable. Those who buy a new bike should get a financial support, that kind of approach would motivate people Use green energy-based vehicles.

- ✓ Organizing more cycling events
- ✓ Making speed reduction and active speed control on side roads
- ✓ VAT and customs clearance free for helmets, bicycles and e-bikes.

OUTCOMES OF THE RESEARCH

The number of participants in this survey were 322 participants. Most of them were from Turkey (45.7%).

Females (55%) were more represented in this survey than males (45%) but the difference is not very high.

The majority of participants were distributed at age group 19-29 (27.4%), following by participants at age group 30-39 (26.8%). In addition, most of survey participant were working in full time mental jobs and live-in urban zones (55.8%), (53.4%), and (68.3%). respectively.

Survey results show, most of participants have interest in cycle and have a bicycle at their disposal, as 83.2% of participants have a bicycle. 127 of participants who have bicycle practice cycling daily, while 70 practice cycling occasionally, and 68 practice cycling. Moreover, most of participants (42%) spend time from 30 minutes to one hour in practicing cycling. Town bike was the most bike type frequently mentioned by participants followed by city bike and then fitness hybrid. Around 78% of survey participants plan to practice cycling more regularly which is an excellent chance for target them in other related activities.

The development of cycle paths was the most factor that effect of facilitating cycling practice based on survey participants opinion. And creation of bicycle parking was the second factor that effect of facilitating cycling practice based on survey participants opinion. While reducing the number of cars in circulation was the third factor that effect of facilitating cycling practice based on survey participants opinion.

CONCLUSIONS AND RECOMMENDATIONS

Survey analysis concluded that most of survey participants have interest in cycle and have a bicycle at their disposal, in addition to most of participants who have town bicycle practice cycling daily, and spend time from 30 minutes to one hour in practicing cycling.

Survey participants found the development of cycle paths, creation of bicycle parking, and Reducing the number of cars in circulation are the most very related factors that effect of on facilitating cycling practice. In addition, most of survey participants interest in knowing the progress of cycling project and participate in the cycling activities.

Participants recommend the following:

1. Development of cycle paths
2. Creation of bicycle parking
3. Reducing the number of cars in circulation
4. Increasing cycling activities.