We’re very glad to be here to introduce on project bike life in Edinburgh. First I’ll introduce to context.

The City of Edinburgh Council (CEC) has brought value to improve public transportation. To approach people’s cycling behaviour, path usage and traffic density, the data Bike counters were installed to record bike counts on an hourly-basis.

That’s where our data comes from. Our project chose 13 sites out of 48 and restricted the period between 22/03/2015 and 18/06/2016. (reason: less missing data; recent year)

There are total 5 columns, representing

counter\_id: the data is collected via labelled automatic counter (1-48);

date: the day on which the data was collected (18/03/2010);

time: the data is collected on an hourly-basis (0~23);

channel\_1: the direction of travel (north-bound);

channel\_2: the direction of travel (south-bound)

i‘ll hand over to xuanchen

Like everyone sit here, we thought it must be really difficult to cycle in the Edinburgh. Traffic congestion, cold weather and those up’ndown roads. Well, like me, I have a bike but only have cycled once here, those new comers to here would not choose cycle as their main commute way. In 2017 bike life Edinburgh report, there are 22% people do not but would like to bike and 48% people feel they should ride a bike more. What exciting is, there are a lot considerable people willing and get use to bike regularly. But how can we understand their daily cycle routine. From every begin, we want to build a web for those new comers who vacillating between yes or no a better, more friendly guide book. That’s why we choose build this web page. (First Page Shown). Our purpose is with the vivid comics of cyclists and bike counters, this web could bring cycle and those new comers closer, and from statistics could promote a positive notion of how to cycle wisely in Edinburgh. (Second Page). As we can see here in the beginning of web we have basic introduction about the present bike life information, its regulation, environment contribution, and its cyclists’ age and gender distribution. Rolling down, (Third Page). There are descriptions about the bike counters service location and we chosen two of them to do detailed research.

Thanks, we can see a black line and a red line in this chart, they represent counters set at Melville Drive and Corstorphine Road separately. It indicates how people cycle in a day.

From 1am to 6am, few bikes pass by, because people usually sleep during that time. In the next 2 hours, bike amount increases significantly as it is time to work. However, between 10am and 3pm, it stays stable and then raise incredibly as a result of finishing work and going home. After 7pm, there are less bikes on both streets.

Secondly, the line chart shows how people cycle in a week. From Monday to Friday, there are more bikes, almost twice as many as those on weekends. It seems people go to work and school by bike on weekdays and don’t like cycling on weekends.

Thirdly, the line chart tells how people cycle in a year. The day after Christmas, both counters feel lonely because there are few bicycles passing by and most people stay with their families rather than cycling outside! The data stayed to be 0 from 19th July to 8th Aug, since the counters ran out of power. On 6th Sep, huge number of bikes appeared at Corstorphine Road, as there is a bike event called Pedal for Scotland happened and that’s why it hit the maximum.

Storyboard created on week 9 poster