

Summary

# Cycling in Buskerudbyen

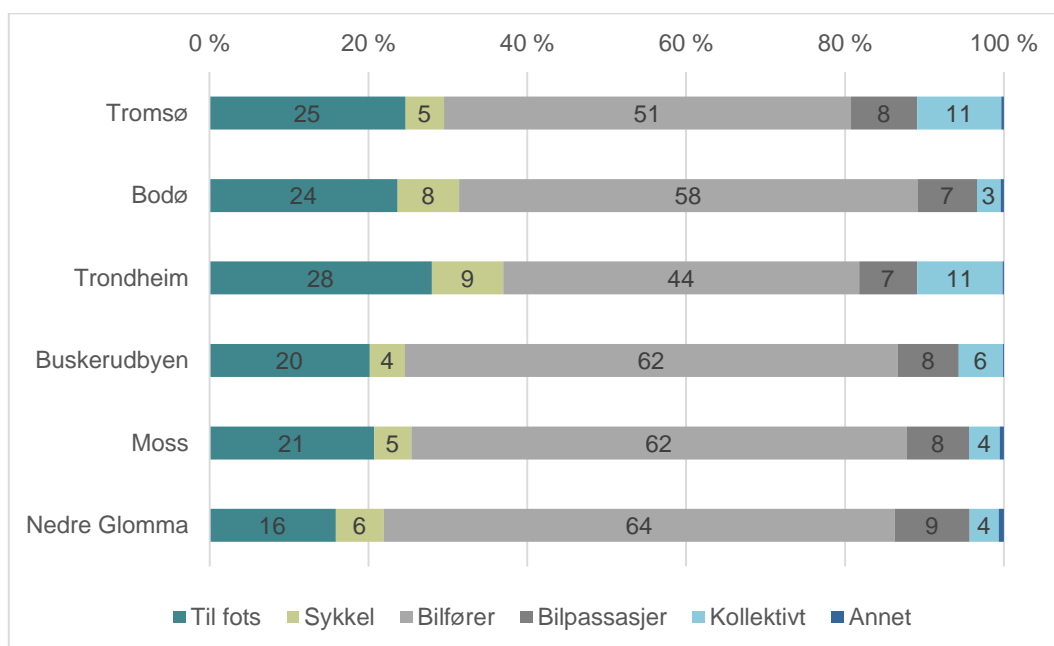
TOI report 1601/2017

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Oslo 2017 53 pages Norwegian language

*This project has mapped cycling habits in Buskerudbyen with the help of data from the National Travel Survey (2013/14), a questionnaire on cycling, and a trip mapping app. The analyses show that Buskerudbyen has a relatively low cycling share, and a high proportion of car users. The typical cyclist in Buskerudbyen is quite young and takes short trips, often commuting to and from work or school. Most cyclists in Buskerudbyen are quite satisfied with the bicycle conditions. However, some respondents have stated that they feel unsafe in some central and heavily trafficked areas, for example, Strømsø Torg and Øvre Sund Bru in Drammen, and Nybrua i Kongsberg. More cycling trips have been registered in Drammen and Kongsberg centres than in the other central areas in Buskerudbyen.*

## Cycling in Buskerudbyen

Results from the National Travel Survey (2013/14) (NTS) show that Buskerudbyen has the lowest cycling share among all cities participating in the project Telledugnaden (figur S-1).



Figur S-1: Mode of transport, share, (N=7806, 5416, 10332, 4980, 756, 4753) (RVU2013/14)

As part of the *Telledugnaden* project, a questionnaire about cycling habits was carried out. In addition, some of the respondents to the questionnaire also used the travel mapping mobile app Sense.Dat. The data from the app has been used to map where and when people ride and at what speed.

As with the figures from the NTS, the results from the questionnaire and the app show that Buskerudbyen is among the cities with the lowest share of cycling. However, the cycling share measured here is significantly higher than what was found in the NTS; see Figure S-2 and S-3. This is as expected, as the questionnaire predominantly targeted

cyclists, and not a representative sample of the population. This is due, among other things, to recruitment mainly through Falck's bicycle register.

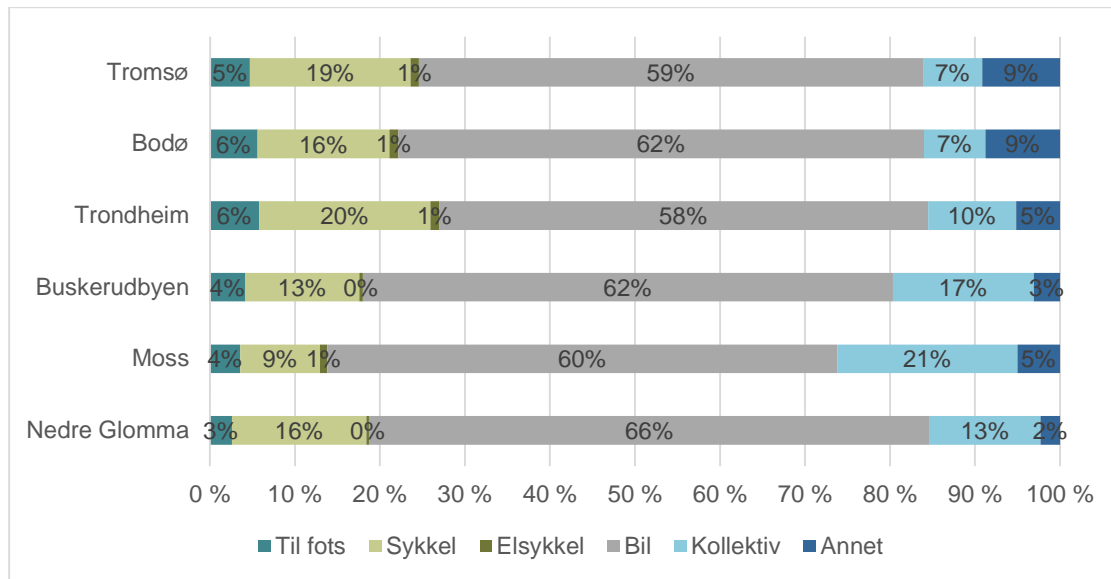


Figure S-2: Mode of transport shares, survey (N=375, 237, 646, 510, 210, 286)

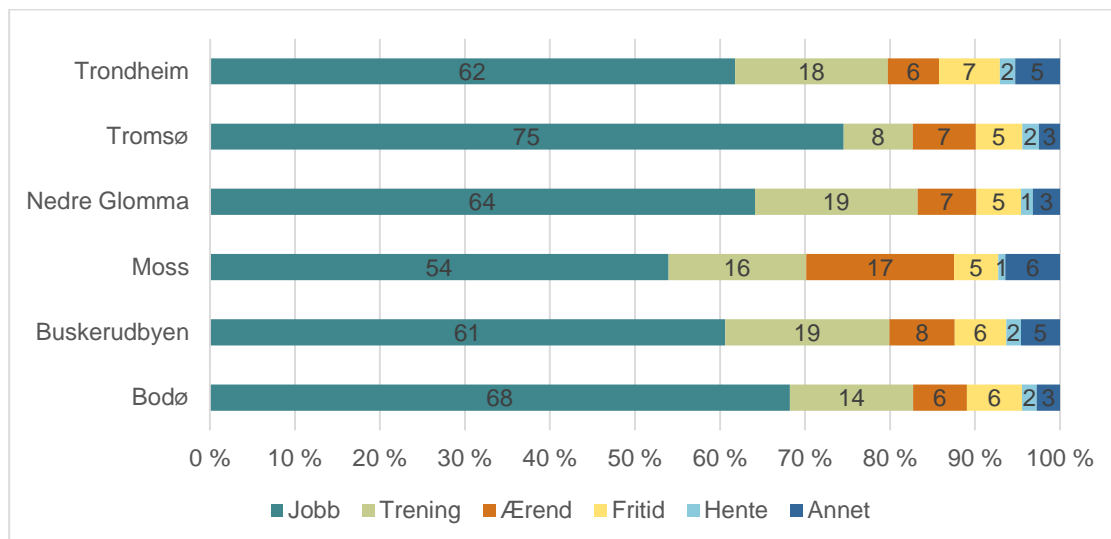
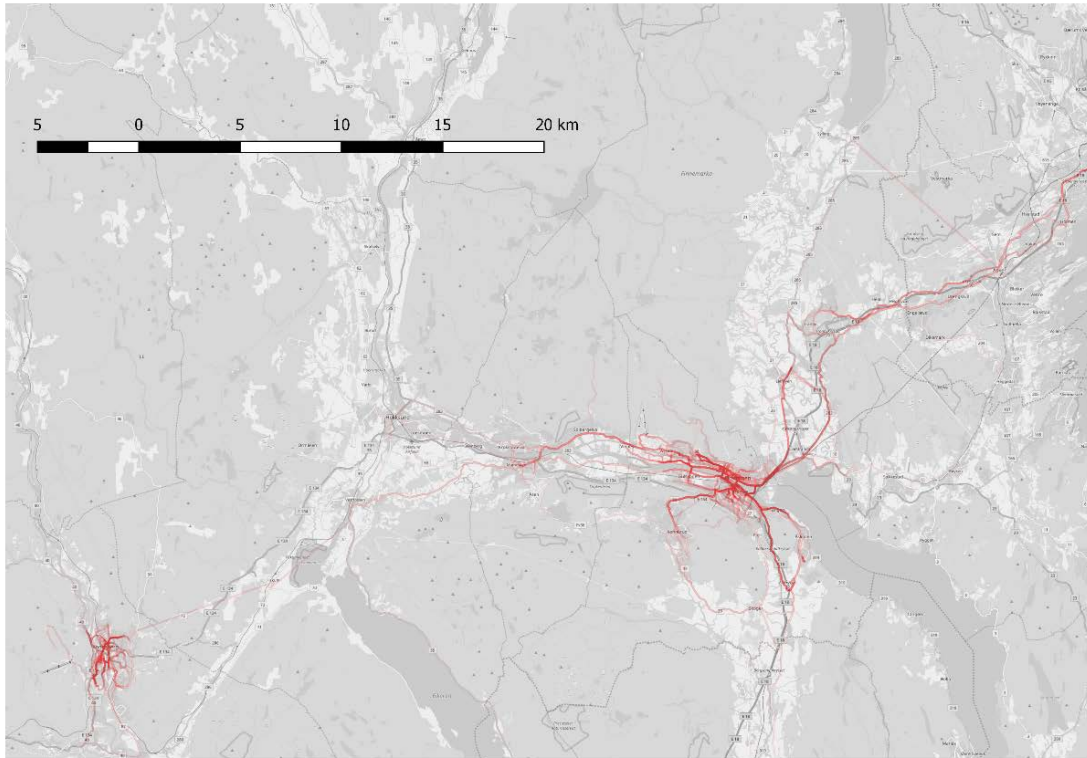


Figure S-3: Travel purposes as share of total km by cycle (Percent)

Looking closer at travel purposes, it is clear that many of the cycling trips in Buskerudbyen are for commuting to and from work or school. Those who ride a bicycle to work and school usually have a fairly short journey.

Most of the cycling trips registered in the app are made in or close to Drammen and Kongsberg city centres. There are less trips being made in Lier, Nedre Eiker and Øvre Eiker.



*Figur S-4: Registered cycling trips in Buskerudbyen*

The respondents report being moderately satisfied with cycling conditions in Buskerudbyen. Many say that they feel unsafe at selected places, mainly areas with many cars and poor solutions for cyclists. Although there are some places where the cyclists feel insecure, for the most part, they do not avoid these places. This suggests that there is a lack of safe alternative routes for these stretches.

By studying speeds, we see that cyclists cycle faster outside the city centre. In addition, we have discovered that men cycle faster than women, and that electric cyclists ride faster than cyclists on regular bikes.

