Institute of Transport Economics
Norwegian Centre for Transport Research

Summary

Cycling in the city of Tromsø

TØI report 1602/2017
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Oslo 2017 45 pages, Norwegian language

Tromsø has a relatively low modal share for cycling and a high share for car usage. The typical cyclist in Tromsø is quite young and takes short trips, often to and from work or school. Most cyclists in Tromsø are satisfied with cycling conditions in the city, but a good number of respondents stated that they feel unsafe in some central and heavily trafficked areas. The areas that are brought up as being particularly problematic are predominantly near the crossings near Bruvegen, Skippergata and south of the airport. There are also challenges near the university and hospital, and several locations along Route 862 on the island. Cycling north-south between the city centre, the university and the hospital takes place mainly along Dramsvegen rather than Stakkevollvegen.

Results from the National Travel Survey (NTS 2013/14) show that cycling has a low share of the modal split in the city of Tromsø, also when compared with other cities participating in the project (figure S-1, cycling is in light green).

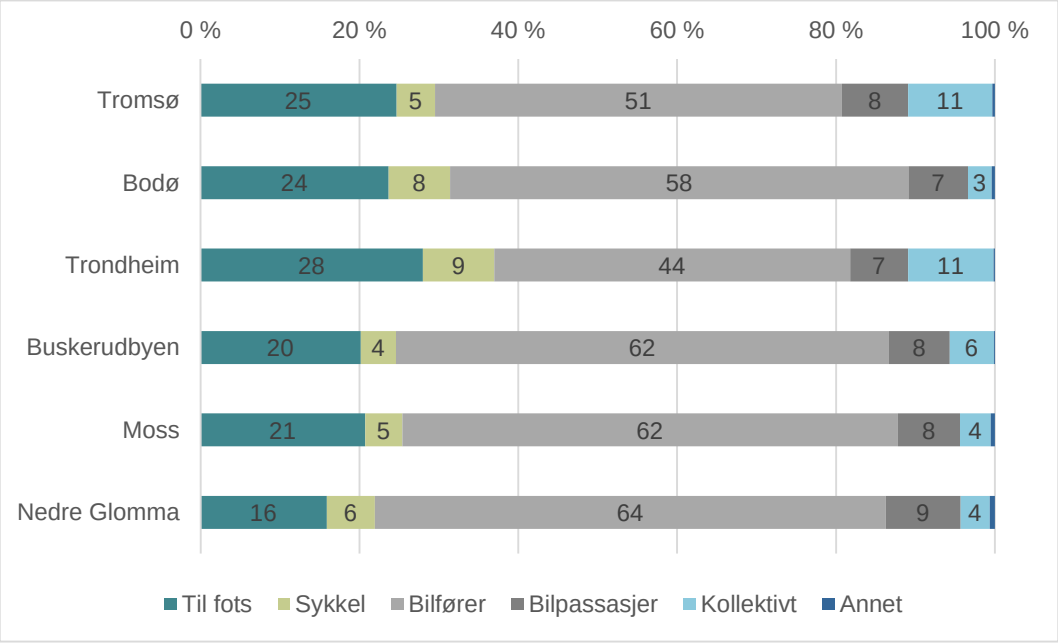

Figure S-1 Modal split, (N=7806, 5416, 10332, 4980, 756, 4753) (NTS 2013/14).

In addition to the NTS, the "Telledugnaden" project uses two other data sources: a questionnaire on cyclists' behavior and a travel mapping app, Sense.DAT, which has been used to track travel behavior using smartphones. Data from the app is used to track cyclists' routes, timings and speed.

As with the findings of the NTS, the results of the Telledugnaden show that Tromsø is among the cities with the lowest modal share of cycling. However, the cycling modal share measured in Tromsø is significantly higher than what we find in the NTS (see Figure S-2). This is as expected, as the questionnaire predominantly targeted cyclists and not a representative sample of the population. Sampling for the questionnaire respondents and

app users was carried out using the insurance company Falck's cycle register, which led to an overrepresentation of cycling.

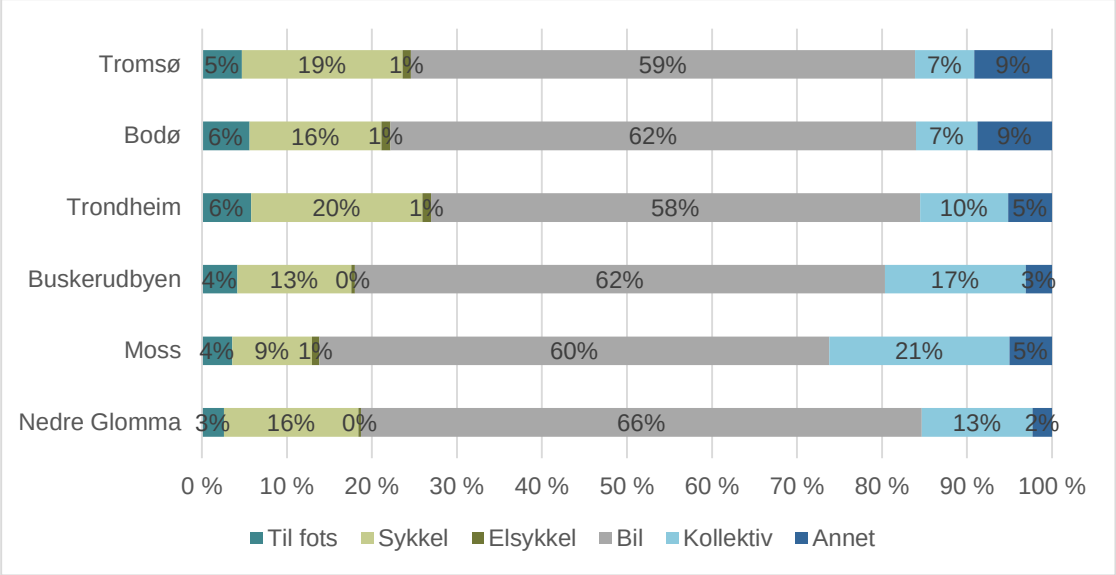

Figure S-2 Mode of transport shares, survey (N=375, 237, 646, 510, 210, 286). (Questionnaire).

This modal split is similar to what is observed among the app users.

Figure S-3 shows split by trip purpose among cycle users.

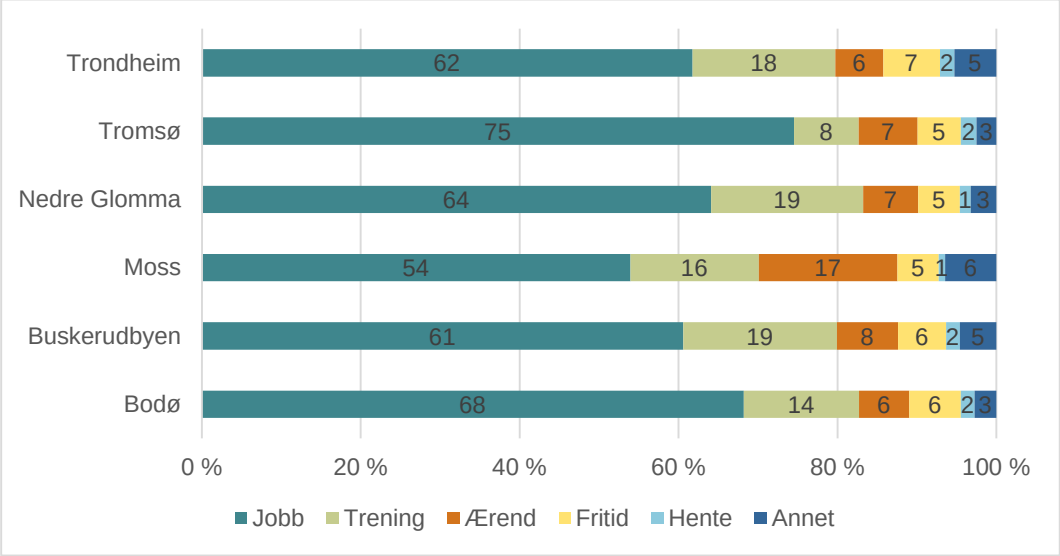

Figure S-3 Travel purposes as share of total km by cycle (Percent), (survey).

From figure S-3 we can see that commuting is, by far, the most common purpose for a cycling in Tromsø. This is the highest share among the cities in our study. Similarly, cycling for exercise and physical training purposes in Tromsø is the lowest among the cities.

Most of the cycling trips registered in the app are made on Tromsø island itself, with some commuting trips made from nearby areas on the mainland and Kvaløya (Figure S-4).

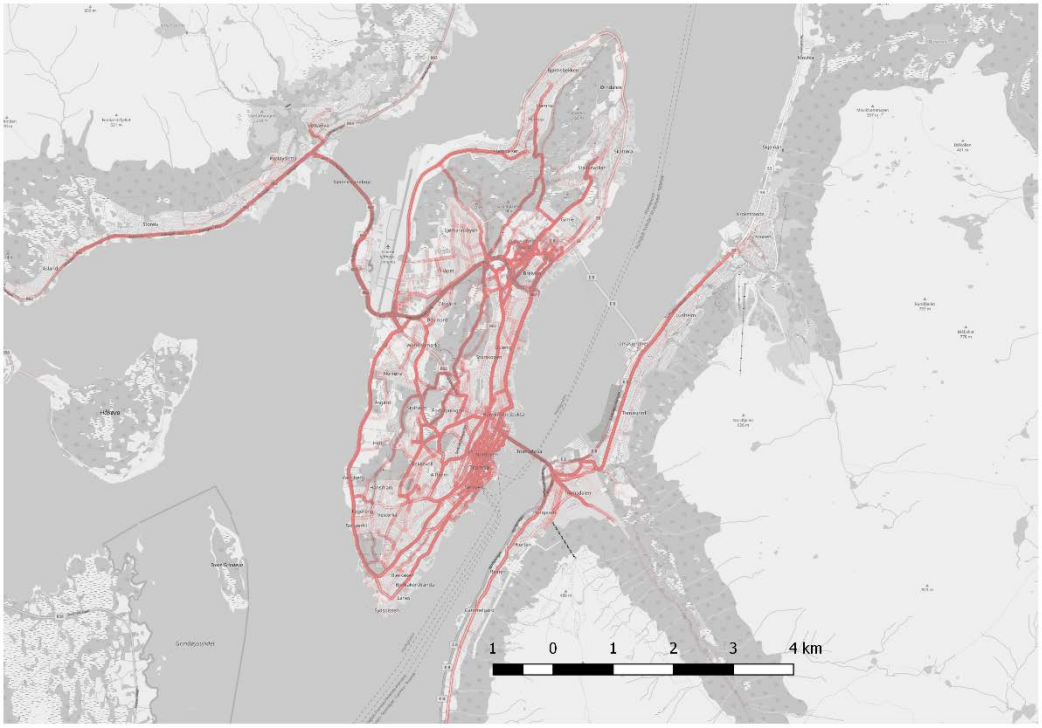

Figure S-4 Registered cycling trips in Tromsø.

The map illustrates where the cycle trips are registered, and shows that in addition to the main road network, there is more cycling in the area around the city centre, the university and the hospital. Most of the trips registered on Kvaløya and the mainland were either to or from the city centre.

Many of the respondents say that they feel unsafe at selected places, mainly areas with many cars and bad conditions for cyclists. Despite the perceived insecurity at certain locations, cyclists do not avoid these places. This suggests that there is a lack of safe alternative routes for these stretches.