

**Summary**

# Cycling in the city of Moss

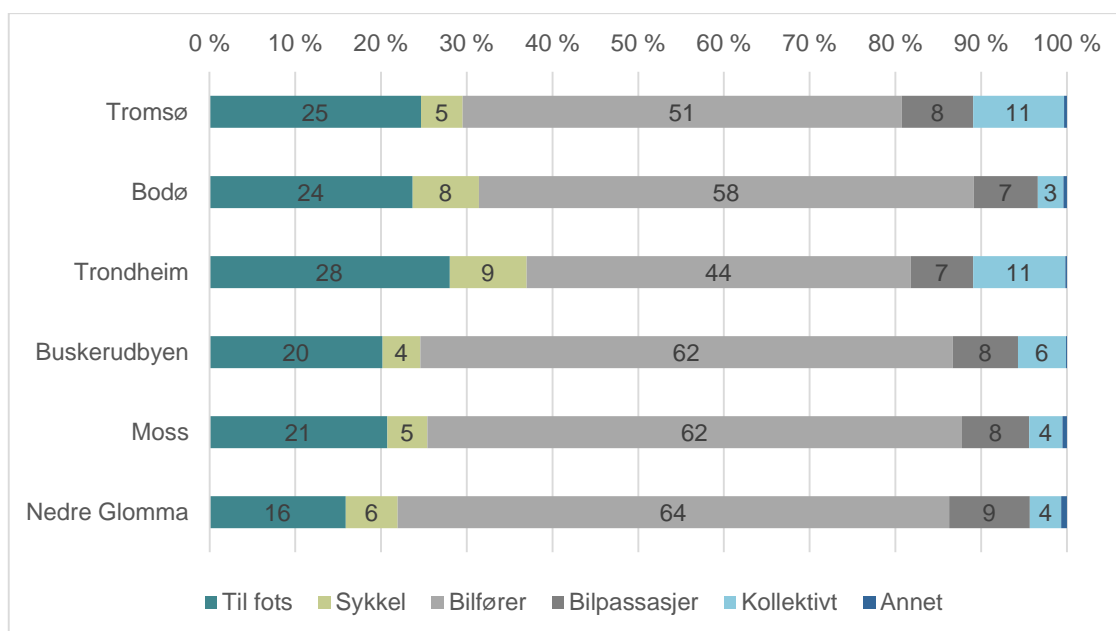
*TOI Report 1600/2017*

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Oslo 2017 45 pages Norwegian language*

*The project has mapped cycling habits in Moss with the help of data from the National Travel Survey (2013/14), a questionnaire on cycling, and a trip mapping app. The city of Moss has a fairly low cycling share, compared to the number of motor vehicle users and pedestrians. Young people cycle more than the elderly. Cyclists in Moss travel relatively short distances, and most of the cycling takes place in and around Moss city centre. Many cyclists travel over the bridge Kanalbrua and along Vogts gate. In this area there are also many cyclists who feel insecure because of high volume of car traffic and poor infrastructure for cyclists. There is a great need for better conditions for cyclists in Moss.*

## Cycling in the city of Moss

Figures from the National Travel Survey (NTS 2013/14) show that the modal share of cycling in Moss is five percent. This places Moss among the cities with the lowest cycling share in the *Telledugnad* project (Figure S-1). The cycling share in Moss varies with the seasons, from two per cent in winter to eight per cent in the autumn.



*Figure S-1: Mode of transport shares, NTS 2013/14 (N=7806, 5416, 10332, 4980, 756, 4753)*

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.

Moss is one of the participating cities in the *Telledugnad*. The selection area consists of Moss and Rygge municipalities, and the town of Son.

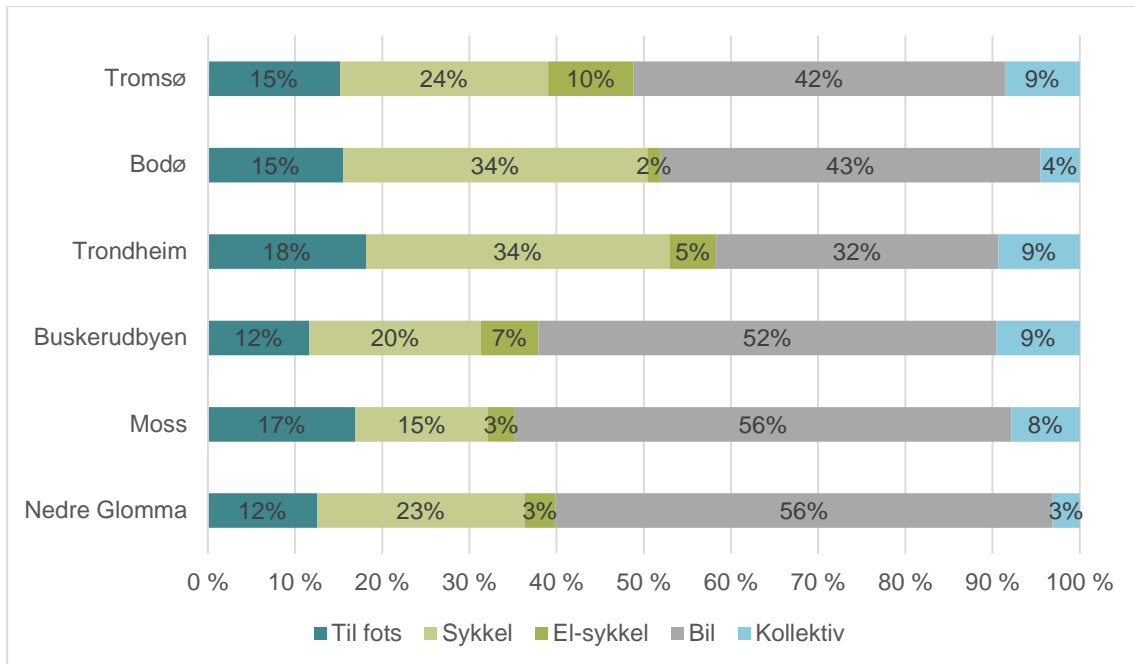


Figure S-2: Mode of transport shares, survey (N=375, 237, 646, 510, 210, 286)

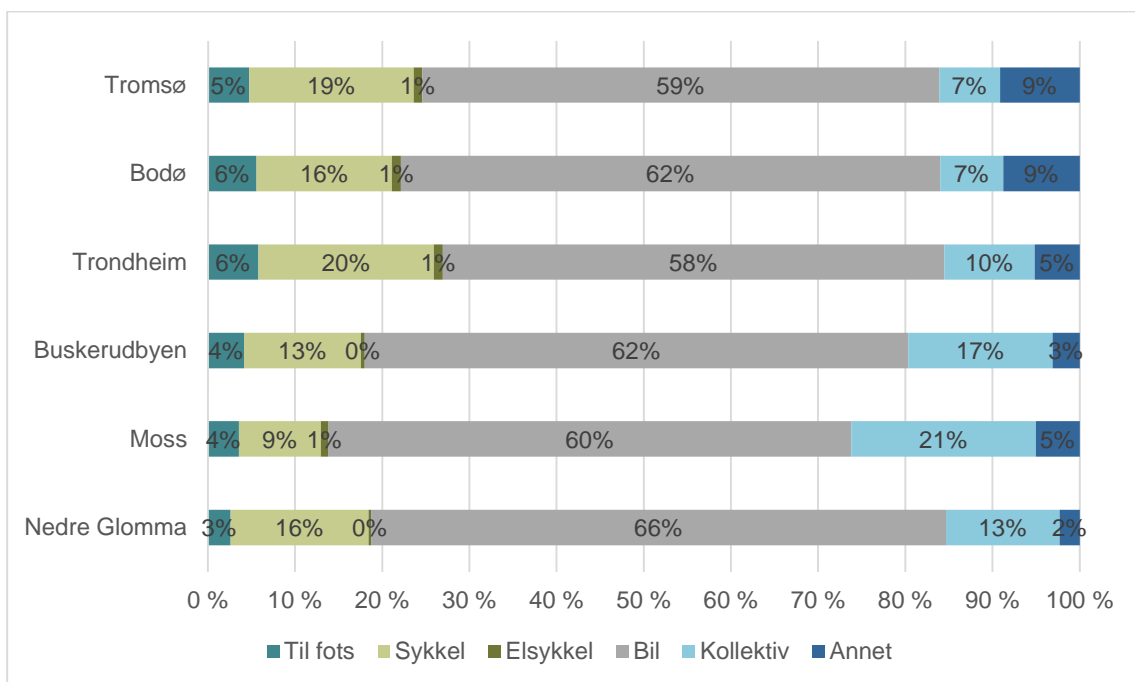
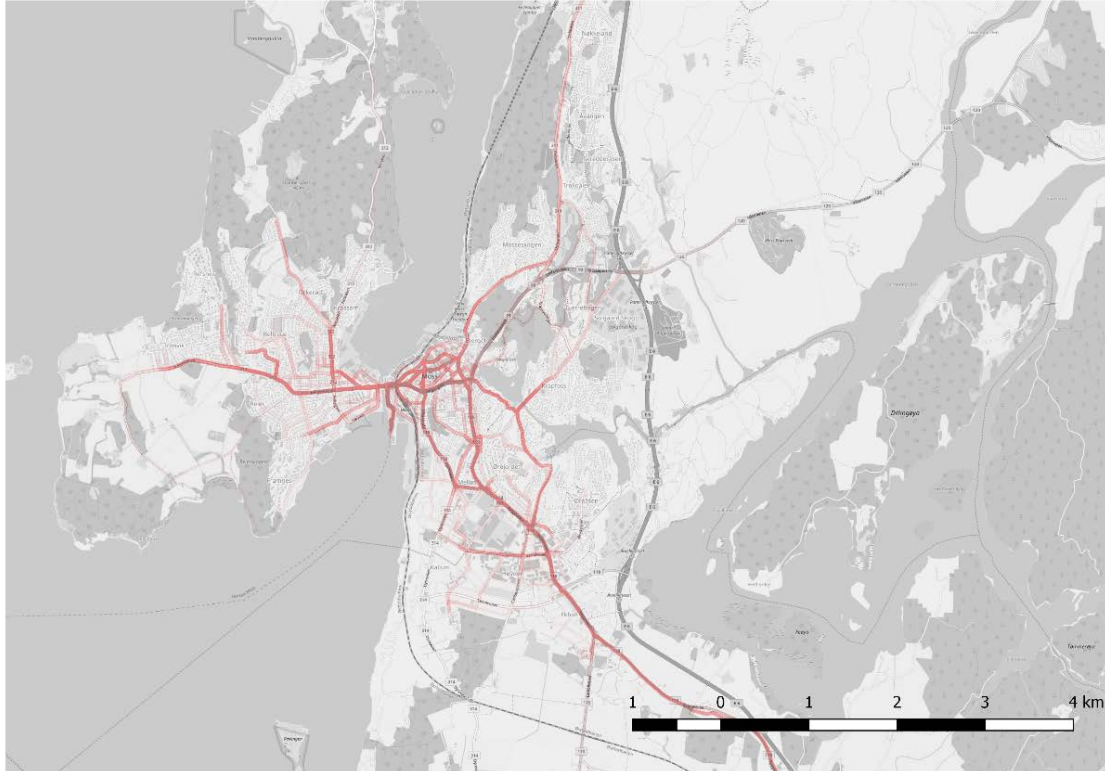


Figure S-3: Mode of transport shares, app users (N=159, 104, 353, 195, 76, 119)

The results from the questionnaire and app use confirm the findings in NTS that there are few trips made by bike in Moss as compared with other means of transport (Figures S-2 and S-3). At the same time, the cycling share we find with the questionnaire and app use is considerably higher than in NTS, which shows that *Telledugnaden* has predominantly targeted cyclists and not a representative share of the population.

Many bike trips in Moss are linked to commutes to and from work and school. These trips typically cover short distances.

Mapping of cycling routes shows that much of the cycling in Moss is concentrated in and around the city centre (Figure S-4).



*Figure S-4: Registered cycling trips in Moss*

In Moss city centre there are many cycling trips crossing the bridge Kanalbrua and then traveling along Vogts gate. In this area, many cyclist respond that they feel insecure. When asked to mark unsafe areas on maps in the questionnaire, many respondents report poor cycling conditions and the presence of many cars on Kanalbrua and along Vogts gate. Developing better solutions for cyclists on this stretch will significantly improve cycling conditions in Moss.