

Summary

Cycling in the Nedre Glomma region

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Cycling has a low share of the modal split in the Nedre Glomma region. Similar to the findings from other cities studied within the Tellesykkkel project, young people using bicycles for transportation purposes – as opposed to training - represent the largest share of cyclists in Nedre Glomma region. Cycling in Nedre Glomma takes place mostly in and around the city centres of Fredrikstad and Sarpsborg, and along the Fv109 road between these cities. Cyclist are generally content with the cycling conditions in the region. However, they point at a few points where there are challenges, particularly in Fredrikstad city centre.

Results from the National Travel Survey (NTS 2013/14) show that cycling in the Nedre Glomma region has a low share of the modal split as compared with other cities participating in the project (figure S-1, cycling is in light green). Such findings are counterintuitive considering that Nedre Glomma is a city region with a relatively mild climate, few topographical constraints, relatively short distances and low density in the central areas. All of these factors point in the direction of at a higher modal share for cycling.

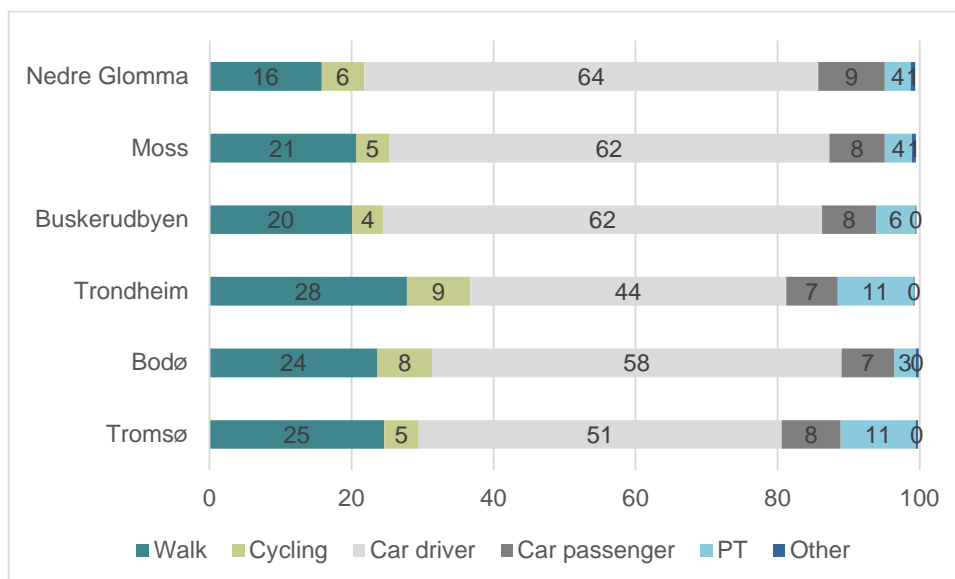


Figure S-1 Modal split, (N=7806, 5416, 10332, 4980, 756, 4753) (NTS 2013/14).

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.

The sampling employed for the questionnaire and app users was carried out using the insurance company Falck’s cycle register. This resulted in an overrepresentation of cyclists as compared with the general population. Consequently, the cycling share measured using these methods is significantly higher than what we found in the NTS, see Figure S-2.

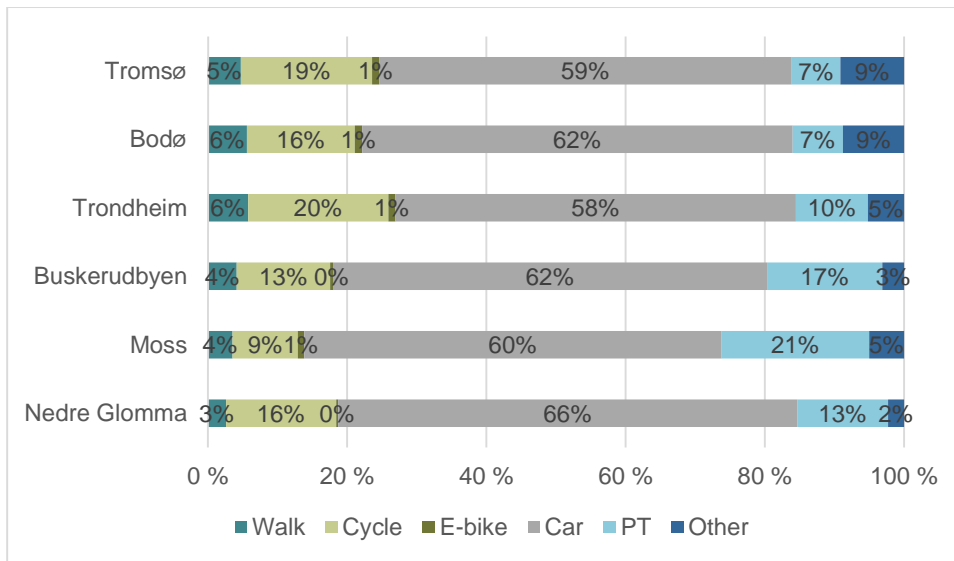


Figure S-2 Mode

of transport shares, survey (N=375, 237, 646, 510, 210, 286).

This modal split is similar to what is observed among the app users. However, as a result of the recruitment methods there is a higher share of cyclists among the app users. Still, the relative share of cycling between cities show a similar tendency, with lower cycling shares in Moss, and low to medium shares in Nedre Glomma.

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

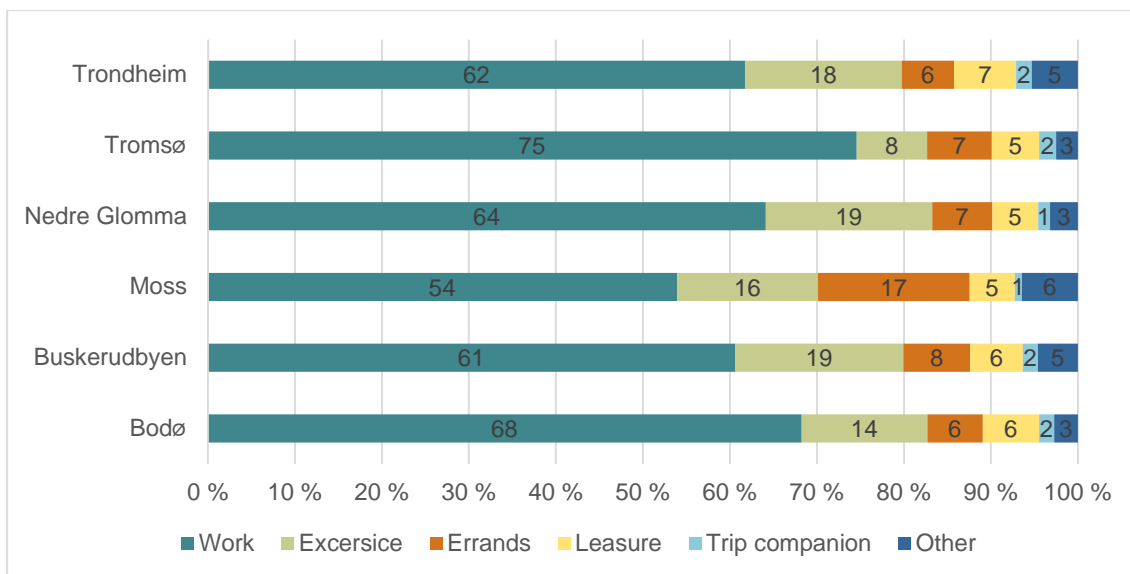


Figure S-3 Travel purposes as share of total km by cycle (Percent).

From figure S-3 we can see that commuting (job) is the most common purpose for a cycling trip in the Nedre Glomma region. The percentage is close to the average of the group of city regions studied. Nedre Glomma has a relatively high share of cycling for exercise and physical training purposes. The highest among the cities in our study.

Most of the cycling trips registered in the Sense.DAT app are made in the two city centres of Fredrikstad and Sarpsborg. There are also a significant number of cyclists along the main road between the cities (Fv109) (Figure S-4).

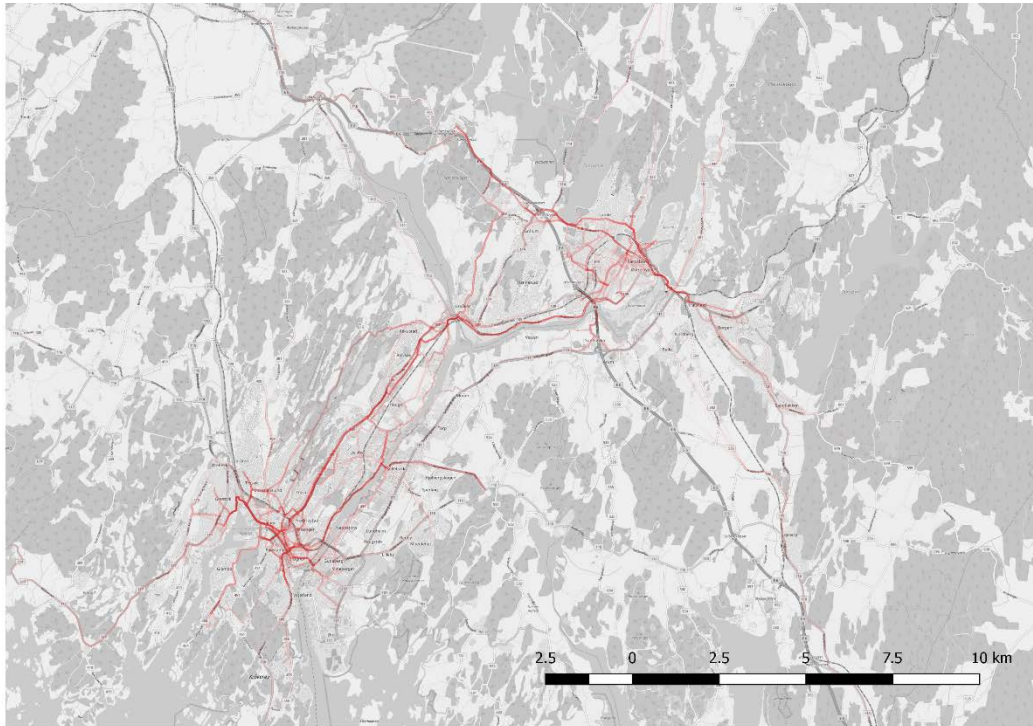


Figure S-4 Registered cycling trips in the Nedre Glomma region.

The map illustrates where the cycle trips are registered using the Sense.DAT app. It shows that in addition to the main road network, there is a considerable amount of local cycling locally within the central city areas.

The city region of Nedre Glomma ranks quite well as a cycling city, based on the responses given by the cyclist. Still many of the respondents say that they feel unsafe at specific places, mainly in areas in downtown Fredrikstad, where the traffic situation is described as being unfriendly to the cyclist by some of the respondents.

7