Institute of Transport Economics
Norwegian Centre for Transport Research

ENGLISH

Summary

Who is Cycling on My Bridge?

Before-and-After Studies of the Pedestrian and Bicycle Path over Saupstadbrua Bridge in Trondheim

TØI Report 2075/2025 • Authors: Aslak Fyhri, Petr Pokorny, Kjell Vegard Weyde • Oslo 2025 • 42 pages

- The new infrastructure has led to increased cycling and walking
- The increase in cycling can be quantified to be between four and eight percent more cycling trips because of the new bridge
- Pedestrians and cyclists perceive the route as more pleasant, safer, and generally better compared to how the road was before

On behalf of The Norwegian Public Roads Administration (Statens Vegvesen), the Institute of Transport Economics has conducted an evaluation of the impact of a new bicycle path with sidewalk built over a new bridge across Bjørndalen near Tiller, south of Trondheim. The bridge was completed in the summer of 2024. The effects of the new path were examined through video analyses and interviews with pedestrians and cyclists before and after the path was established.

The video analyses showed that after opening the new path, the total number of people crossing Bjørndalen increased – we saw an increase in walking, cycling and electric scooter use by 21%, 22%, and 27%, respectively. Most of this increase can be attributed to the new path. Based on a one-day observation, the new path was used for both transport and recreational purposes. More than half (53%) of the road users who crossed Bjørndalen in the post-situation used the new bridge. Based on video analyses and other bicycle counts, we can assume that bicycle usage has increased by approximately 8% after the bridge was introduced.

Interviews with pedestrians and cyclists revealed a reported increase in cycling and walking from the "before" to the "after" situation. Additionally, both cyclists and pedestrians reported finding the path more pleasant and safer. In the post-situation, good infrastructure is considered as a more important reason for cycling the route than in the pre-situation. Such a difference is not found among pedestrians. Overall, the road now functions better for both groups of road users compared to how it was previously. 24% of cyclists and 43% of pedestrians would have used other modes of transport or not made the trip if the Saupstadbrua bridge did not exist.

Further research is needed, using both objective and subjective methods, to understand the long-term effects and provide better documentation of the impact of bicycle paths with sidewalks on traffic patterns in Norway.