

Achieving cycling potential in Cambridgeshire

Rachel Aldred

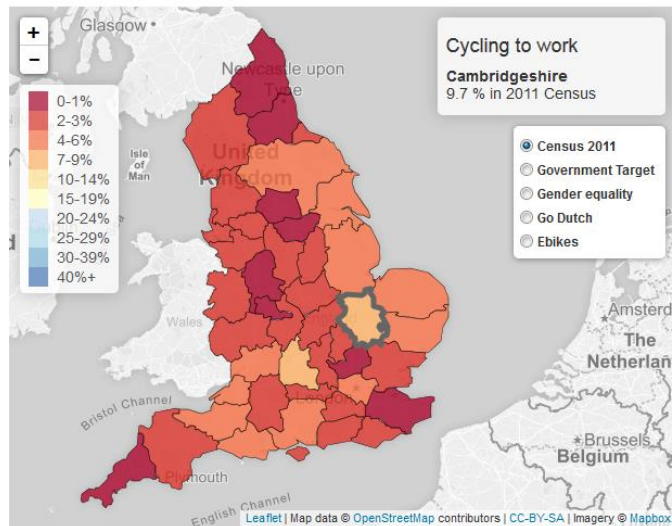
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Content

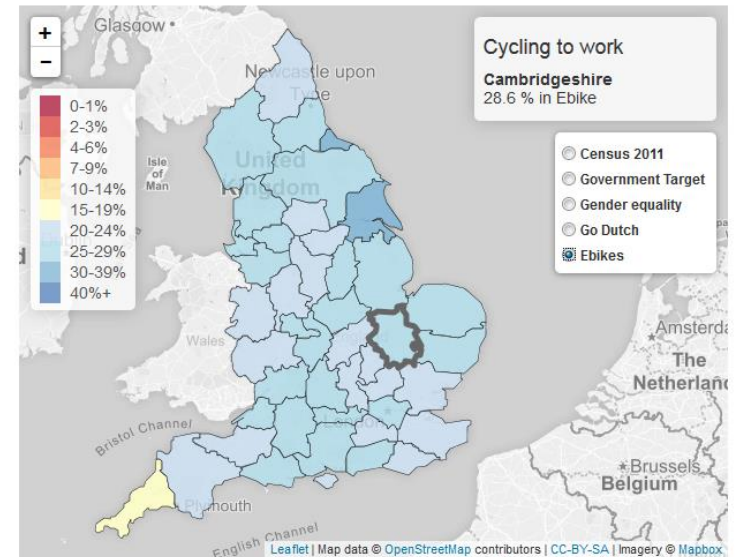
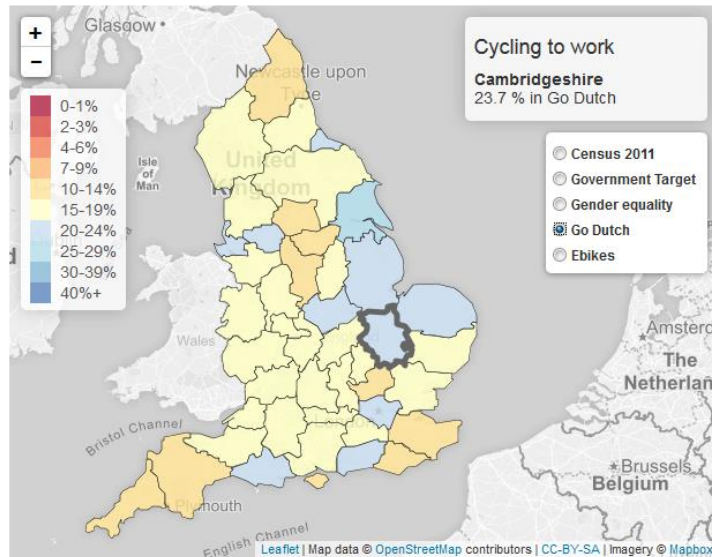
- Cycling potential in Cambridgeshire
- Achieving cycling potential
- Ensuring wider participation

Cycling and Cycling Potential

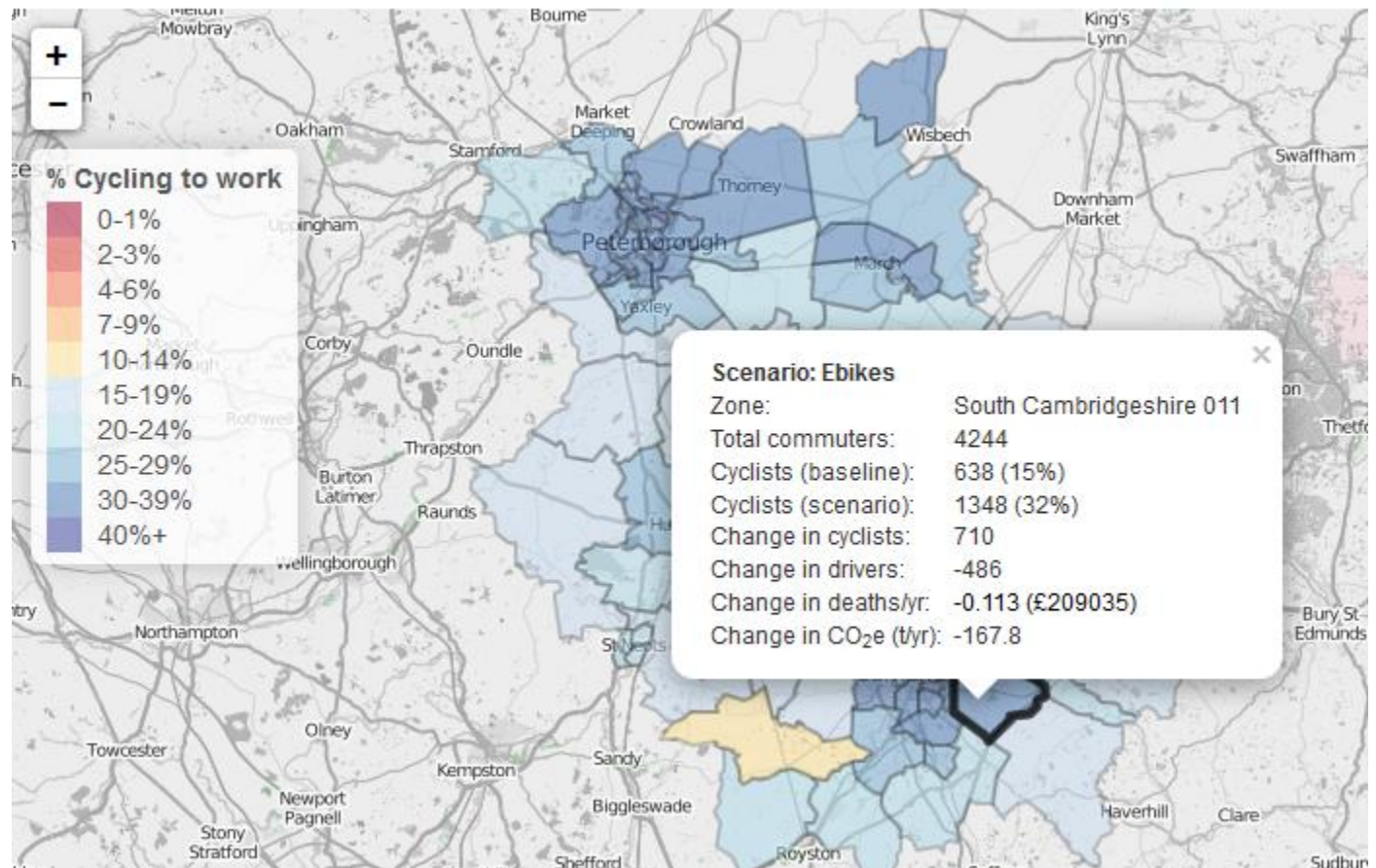


- Cambridgeshire currently v high cycling for UK
- But still potential for substantial increases

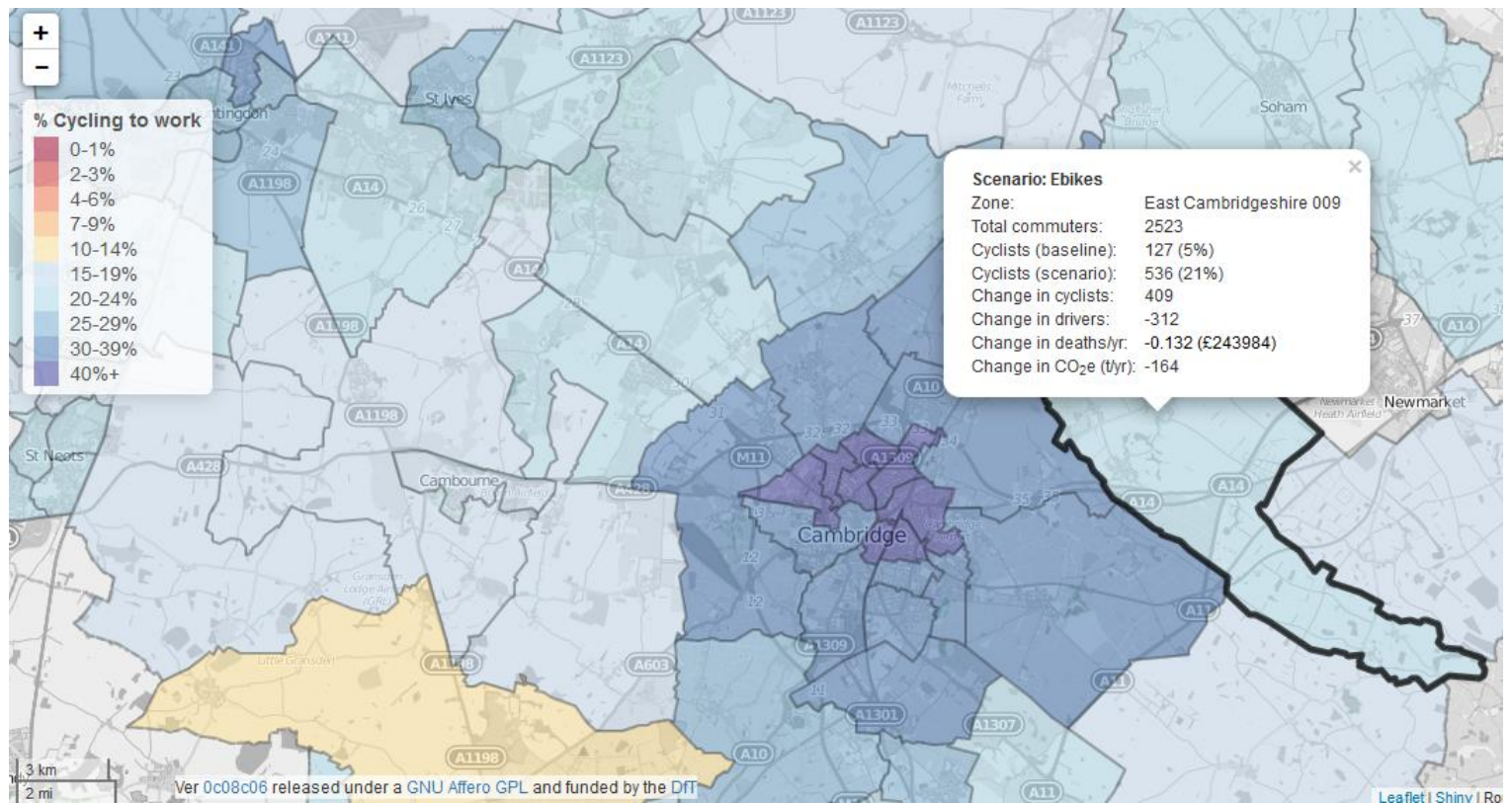
‘Go Dutch’ and ‘e-bike’ scenarios



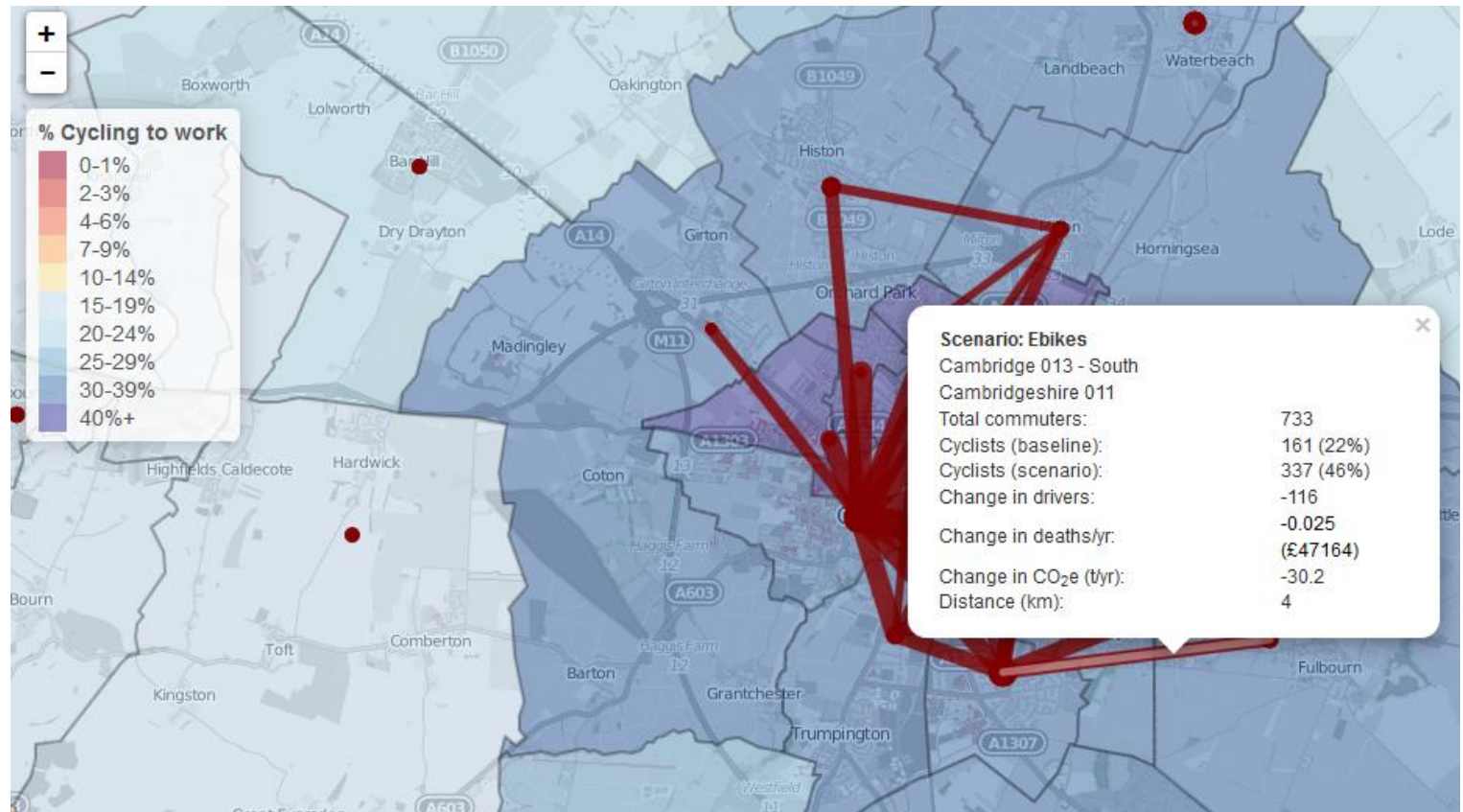
Cambridgeshire potential (1)



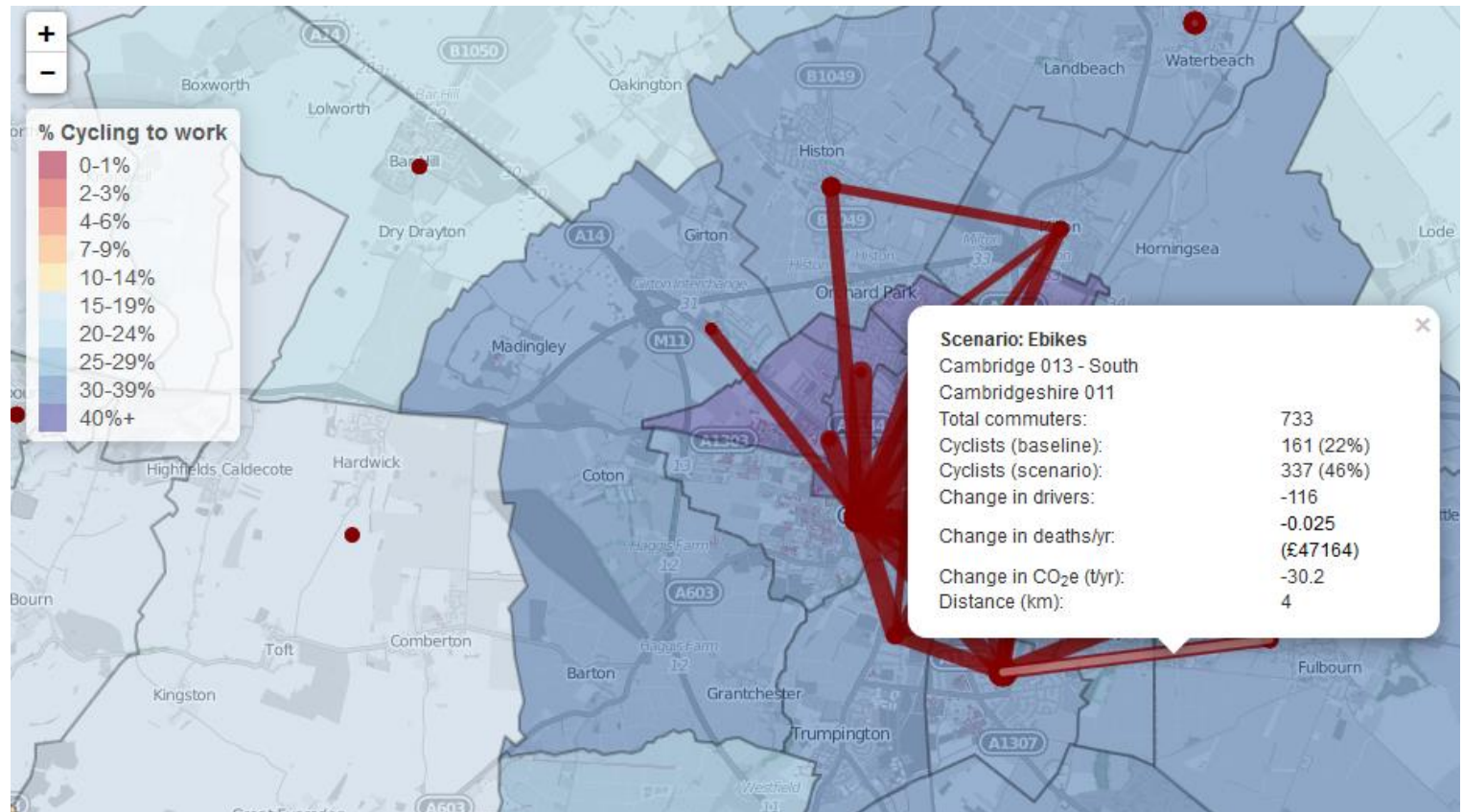
Cambridgeshire potential #2



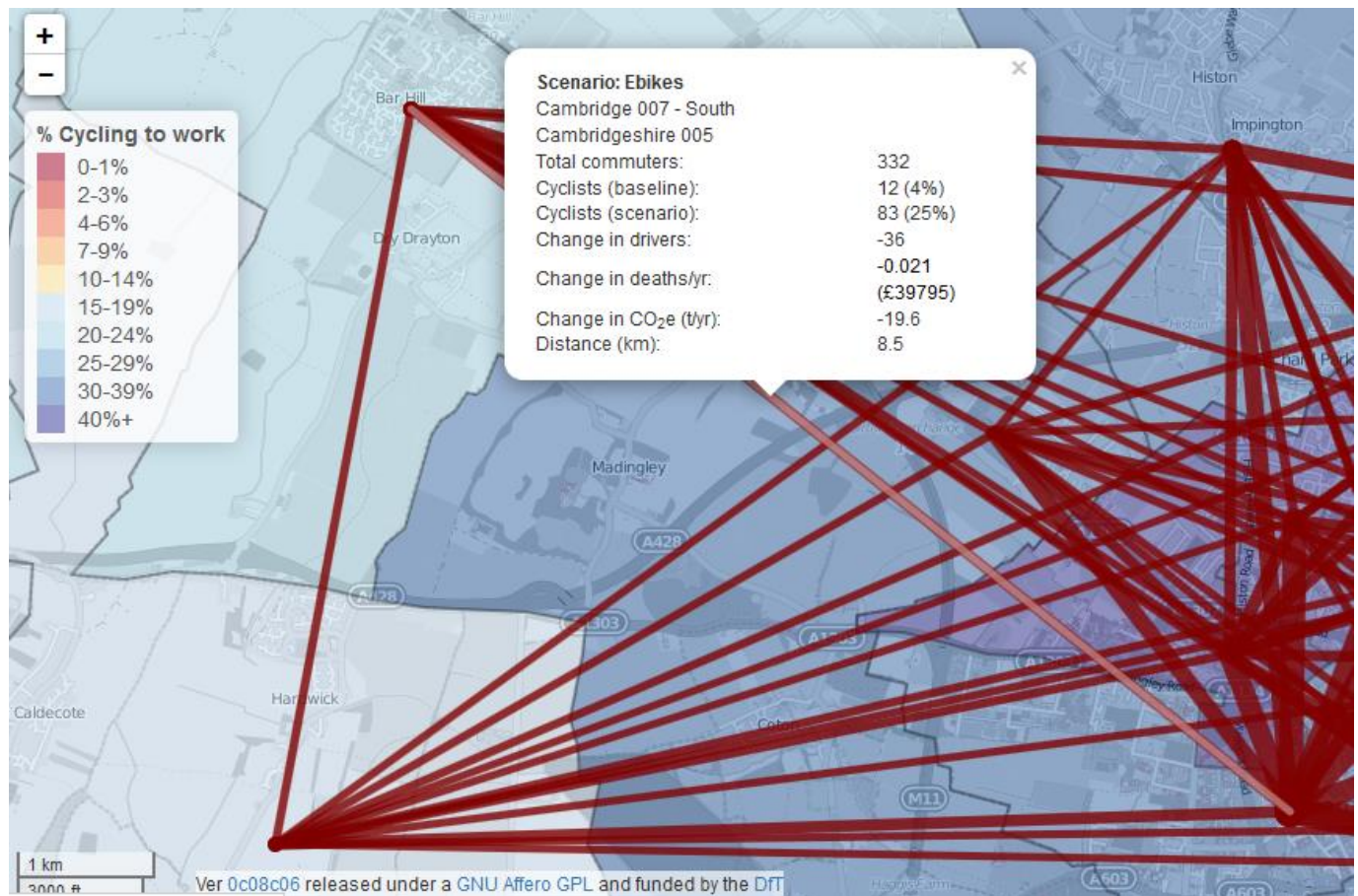
Cambridgeshire potential #3



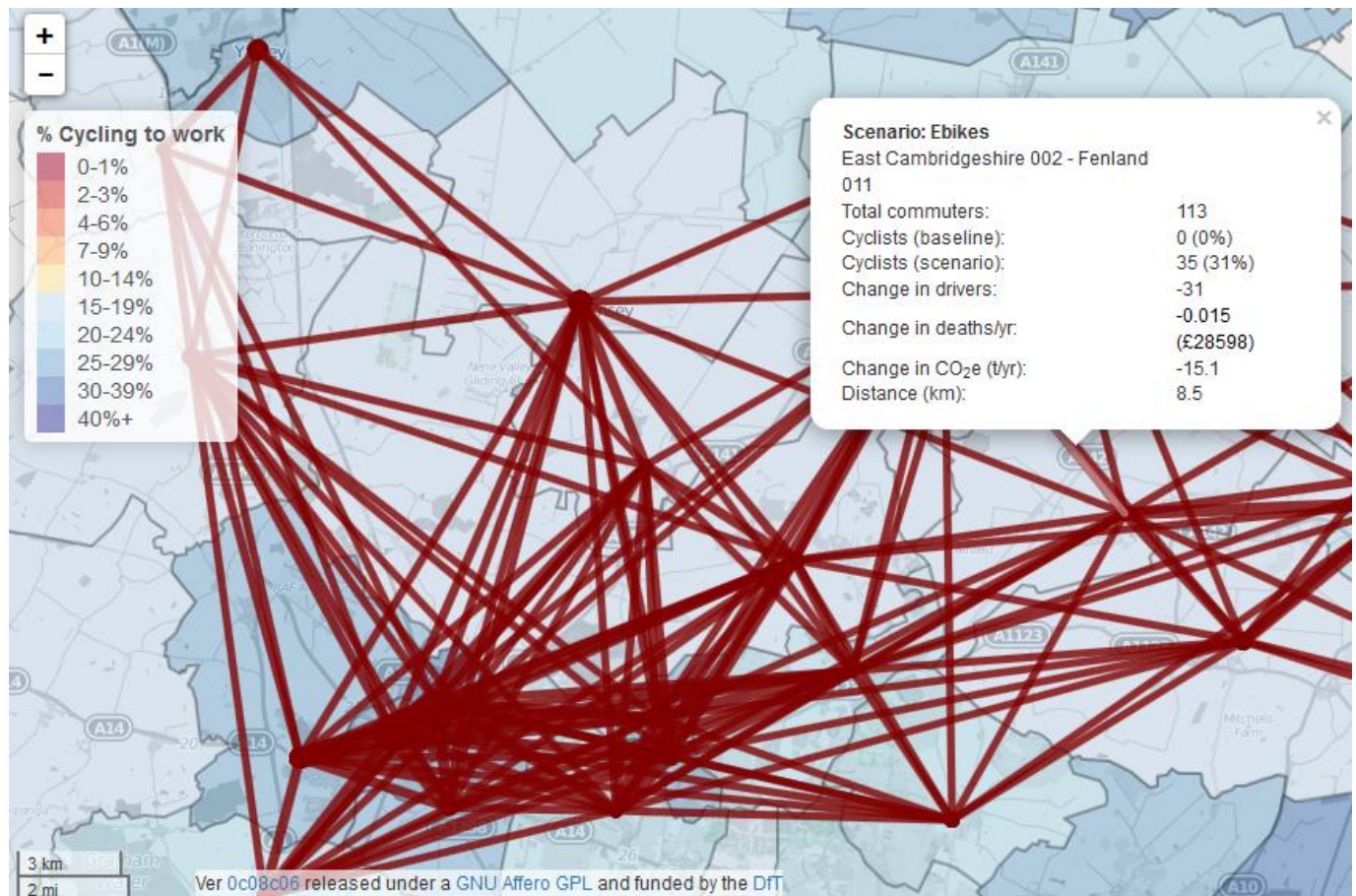
Cambridgeshire potential #3



Cambridgeshire potential #4



Cycling potential #5



Building for that potential

Department for
Transport

Local Transport Note 2/08
October 2008

Cycle Infrastructure Design



The role of near misses (primarily with motorised users) in deterring cycling

Type of Incident	Rate per year, regular UK commuting cyclist
Death	.000125 (once every 8,000 yrs)
Reported serious injury	.0025 (once every 400 yrs)
Reported slight injury	.015 (once every 67 yrs)
Any injury (reported or not)	.05 (once every 20 yrs)
Harassed/abused	20
‘Very scary’ incident	60
Any non-injury incident	450

Final three figures derived from Near Miss Project data. First four derived from published academic sources – see Aldred and Crosweller (2015) for full details.

Safe and Subjectively Safe

- ‘a broad academic consensus that most people prefer to cycle away from motor traffic, or in environments with low levels of motor traffic’ (Aldred 2015: EJTIIR

http://www.tlo.tbm.tudelft.nl/fileadmin/Faculteit/TBM/Onderzoek/EJTIR/Back_issues/15.2/2015_02_00.pdf).

- Includes 2 detailed and particularly relevant TfL studies, my own recent UK study
- Increasing evidence that ‘build it and they will come’
 - Obvious immediate growth e.g. in London
 - High quality academic studies including from Cambridge e.g. <http://discovery.ucl.ac.uk/1476446/>

Realising the benefits: Gold Standard Infrastructure

Direct routes...

- Away from motor traffic
- Physically protected infrastructure (tracks) on busier roads
- Very lightly trafficked smaller streets



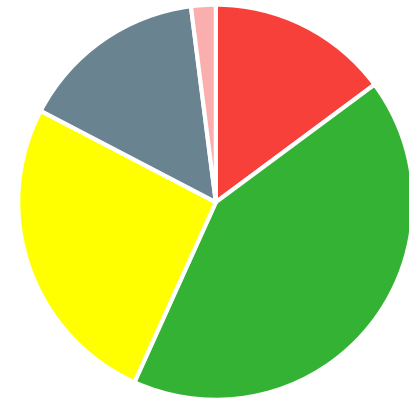


Widening participation

- Cambridgeshire doing well at this
- But need to ensure this continues as cycling grows

- Cf. results from Rachel Aldred, James Woodcock & Anna Goodman (2016) Does More Cycling Mean More Diversity in Cycling?, Transport Reviews, 36:1, 28-44, DOI: 10.1080/01441647.2015.1014451

E.g.: Cambridge resident commuters with a disability limiting day-to-day activities



■ Public transport ■ Car
■ Bicycle ■ On foot
■ Other

Direct routes increase wider participation

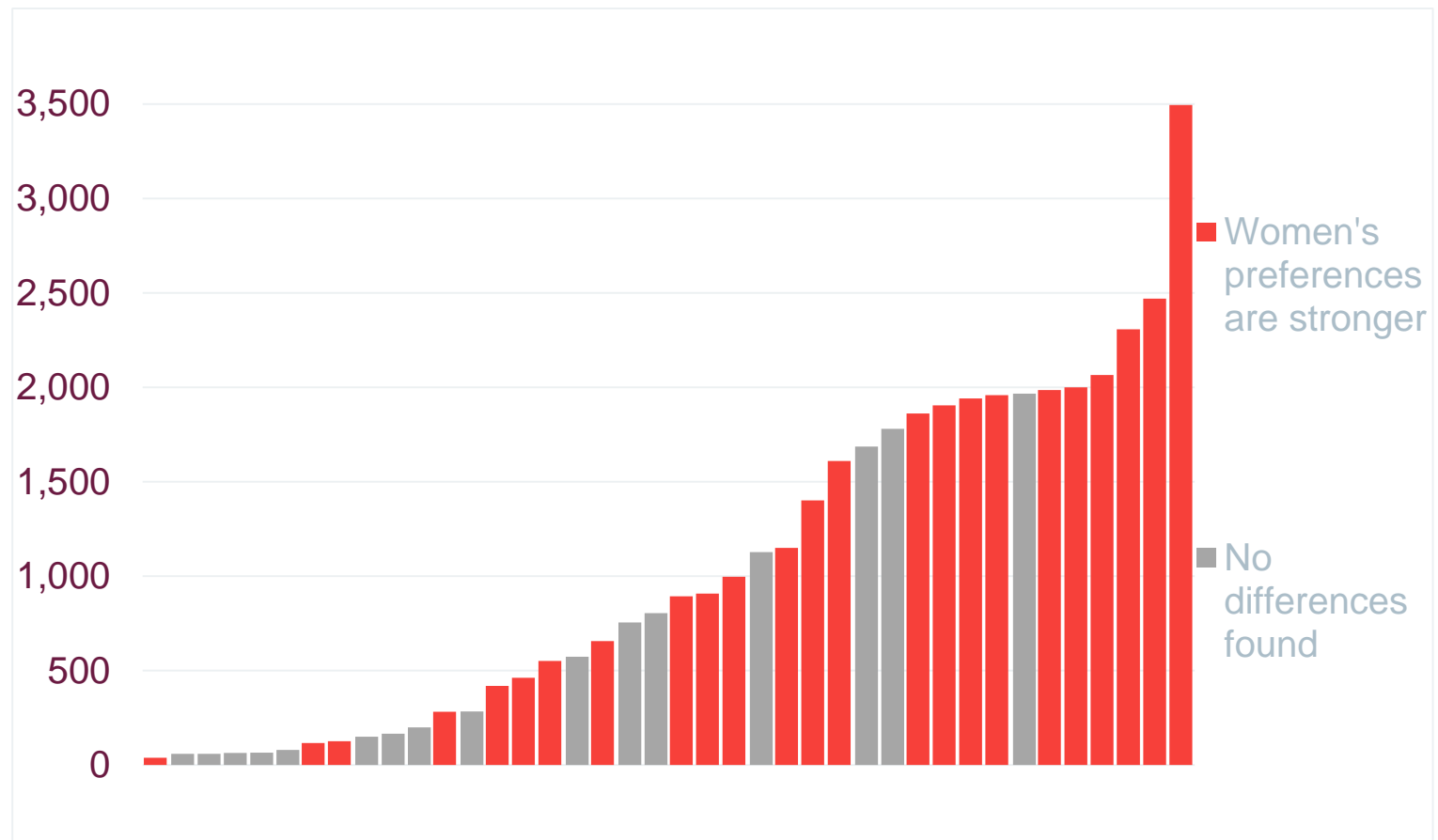
- If a quieter route creates a detour such that a 2 mile trip becomes effectively a 3 mile trip, younger men's propensity to cycle the route will decrease 11%.
- But for younger women, the decline is 19%, and for older adults (60+) the propensity would decrease by 35%.



Photo of Betty by Kat Jungnickel

Subjectively safe routes widen participation

Gender and preferences for separated infrastructure



Cycling provision separated from motor traffic: a systematic review exploring whether stated preferences vary by gender and age R Aldred, B Elliott, J Woodcock, A Goodman, Transport Reviews

Subjectively safe routes widen participation

Cyclist gender and infrastructure (Camden study)

			Female		Total
			No	Yes	
Protected cycle lane?	No	Count	2056	671	2727
		%	75%	25%	100%
	Yes	Count	1084	550	1634
		%	66%	34%	100 %
Total		Count	3140	1221	4361
		%	72%	28%	100%

Source: paper co-authored with John Dales, under second stage peer review (based on research report for London Borough of Camden)

Key points

- Lots of potential still to increase cycling in Cambridgeshire
 - PCT and other analysis can help identify key areas and routes
- Diversity of cyclists currently good; need to maintain this
- Key is direct and subjectively safe routes

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