

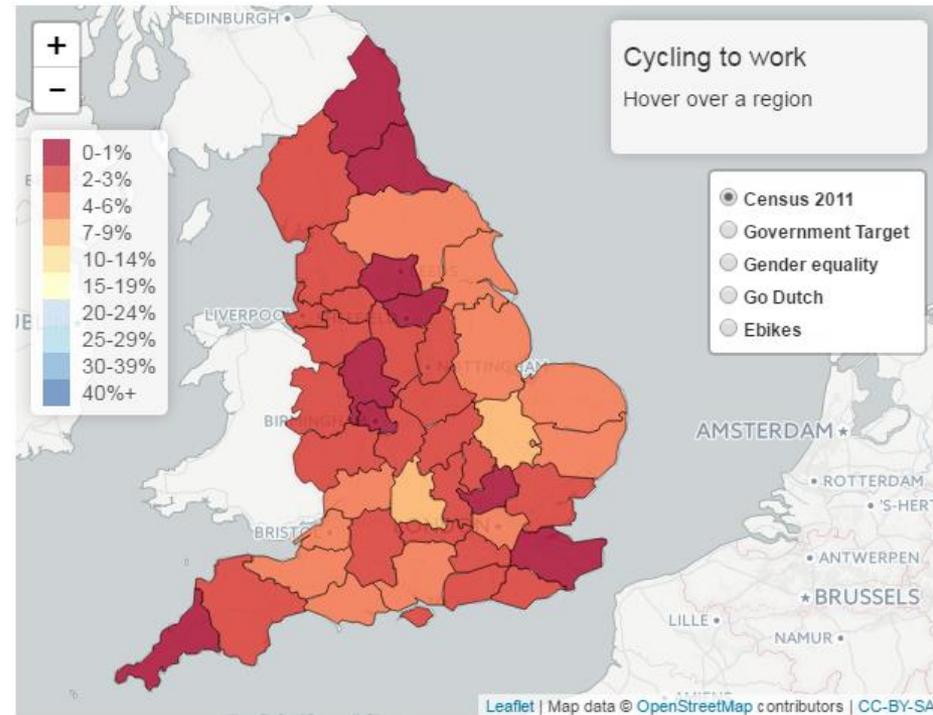
Propensity to Cycle Tool

(April 2017)



What is the PCT?

- Online tool designed to help predict which areas have the greatest potential for increasing cycling.
- Shows where the greatest health and environmental benefits could be delivered by people choosing to cycle to work rather than driving.
- Shows what could happen if we were to build Dutch standard infrastructure.
- Free to use, with open access www.pct.bike.



Who has developed it?

- Funded by the Department for transport.
- Developed by a consortium of academic partners led by CEDAR at the University of Cambridge.
- Refined with input from a range of transport professionals and stakeholders from across England.



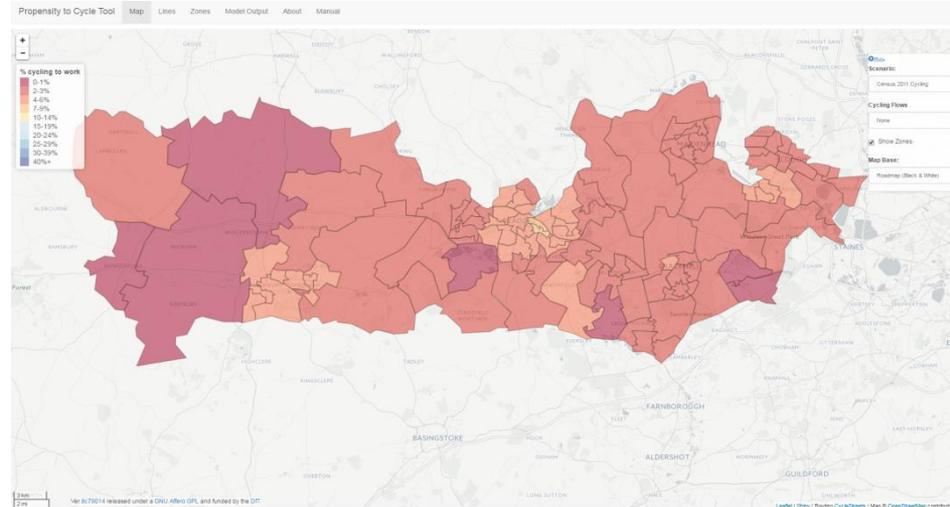
Why is it needed?

- Conventional transport planning tools consider motor traffic and public transport.
- There are few professional tools available to inform the planning and development of cycling infrastructure.
- Helps transport planners to spend money most effectively and to make the business case for cycling.
- Helps government to prioritise where to direct funding for cycling.



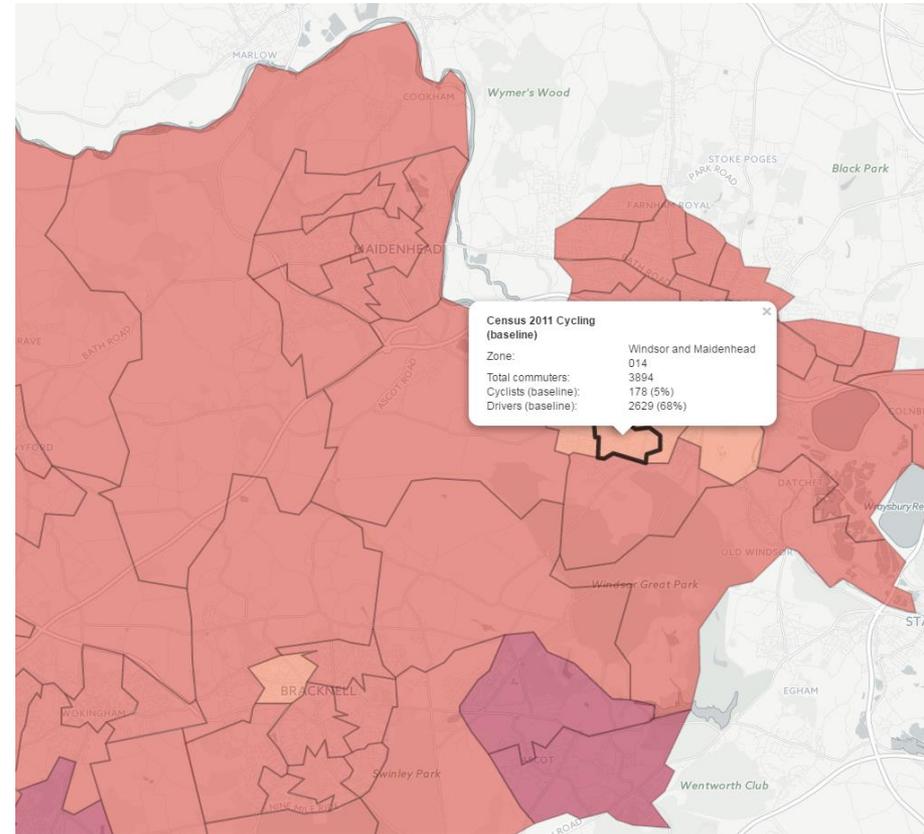
Where does the PCT cover?

- Covers the whole of England.
- Data can be analysed at county level.
- Counties are further divided into Middle Super Output Areas (MSOA).
- MSOAs are determined by the number of residents, so rural areas are much larger than urban areas.



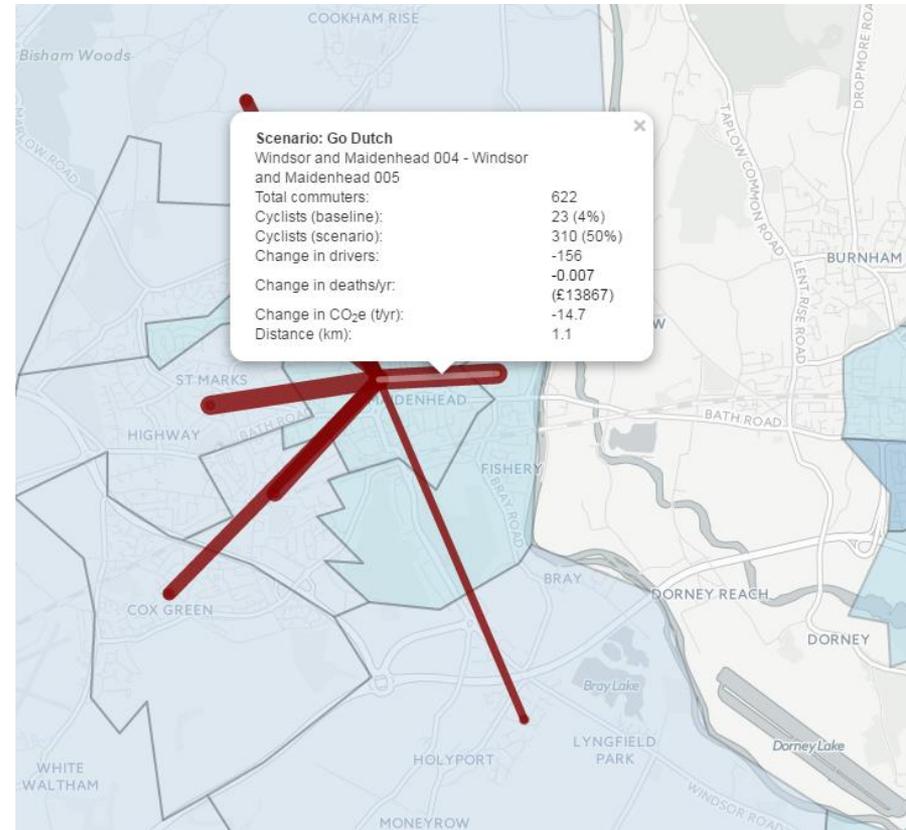
How does it work?

- Uses 2011 Census data to look at:
 - where people live
 - which people cycle to work now
- Looks at factors such as trip distance and hilliness to work out which trips could most readily be cycled.
- Considers four scenarios:
 - Government target
 - Gender equality
 - Go Dutch
 - E-bikes



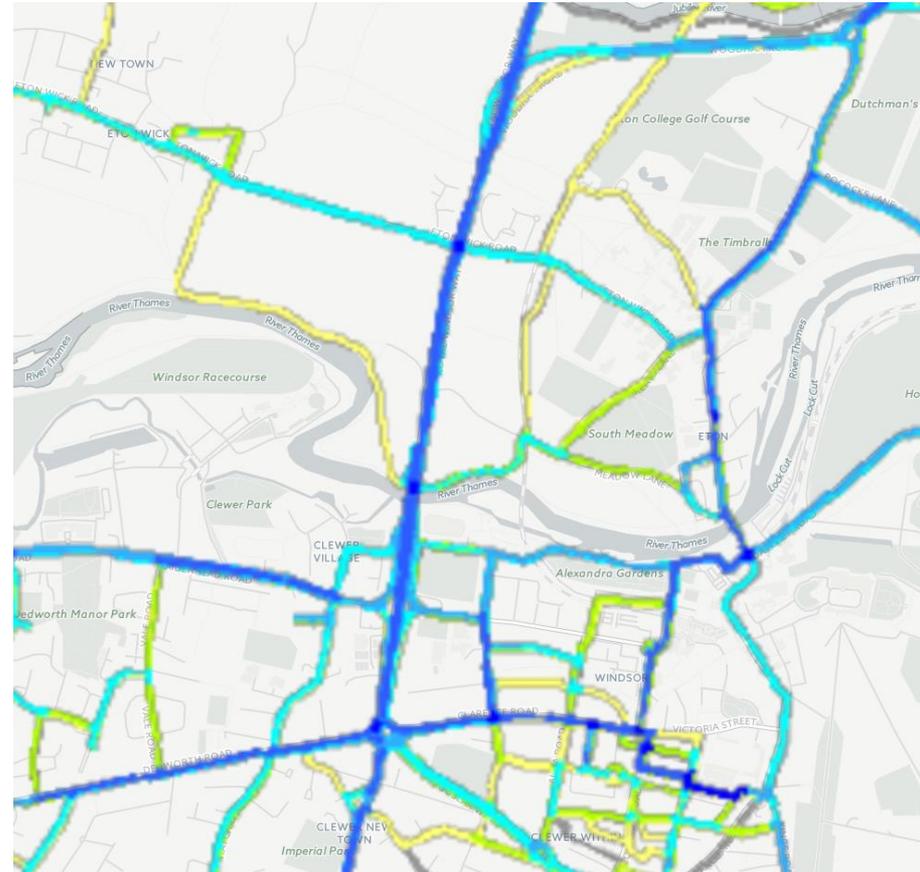
How does it work?

- It shows the cycling potential between areas with outputs shown as straight lines.
- It can also show the cycling potential along specific routes, mapping cycling potential onto the existing network, using CycleStreets journey planner.
- It shows the change in cycling and driver numbers, health benefits in terms of reduced deaths per year and reductions in carbon emissions.



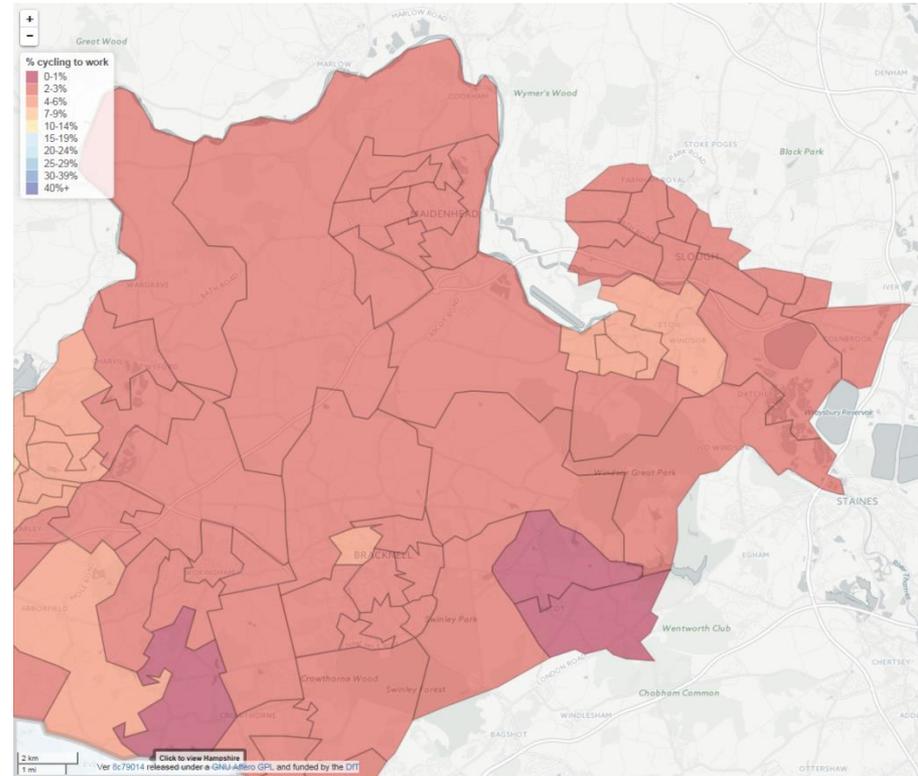
What are the limitations?

- Only considers commuting journeys that are 100% made by bike.
- Does not handle cross-boundary trips.
- Medium Super Output Areas are quite large and centroids may differ from actual destination points.
- Route mapping for 'fast' option uses the fastest legally cycleable route and may therefore include roads that we would not encourage cyclists to use.



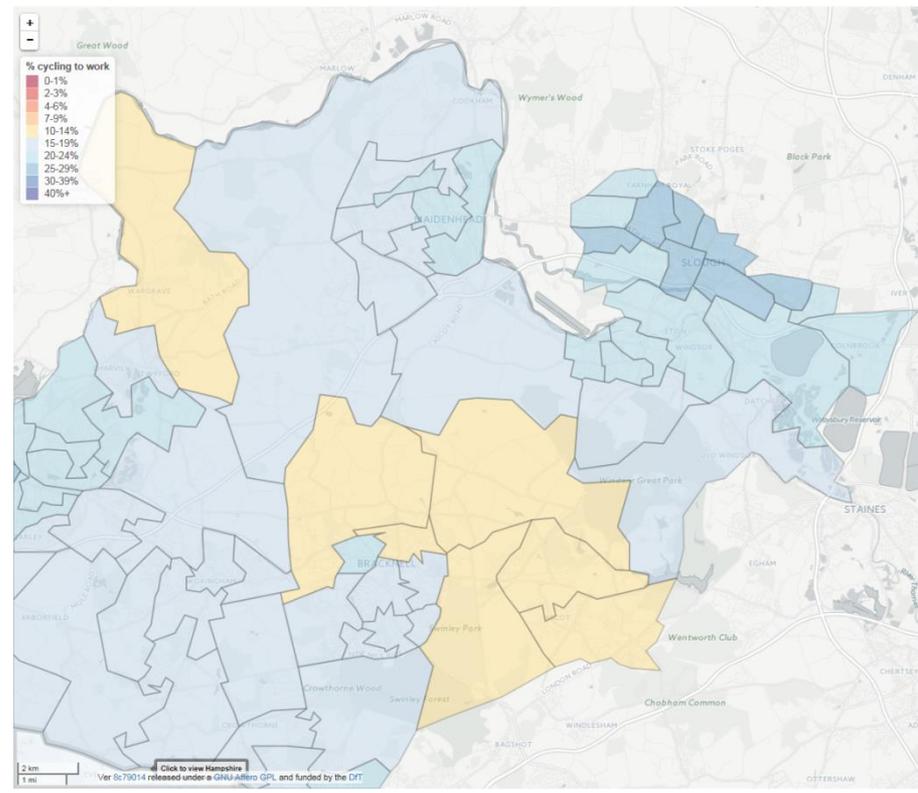
RBWM Outputs – 2011 Census

- Highest levels of cycle commuting in Windsor, Eton & Eton Wick (5% of trips).
- Lowest levels of cycle commuting in Ascot, Sunninghill & Sunningdale (1% of trips).
- In rural areas, cycling typically accounts for 2% of commuting trips.



RBWM Outputs – Go Dutch

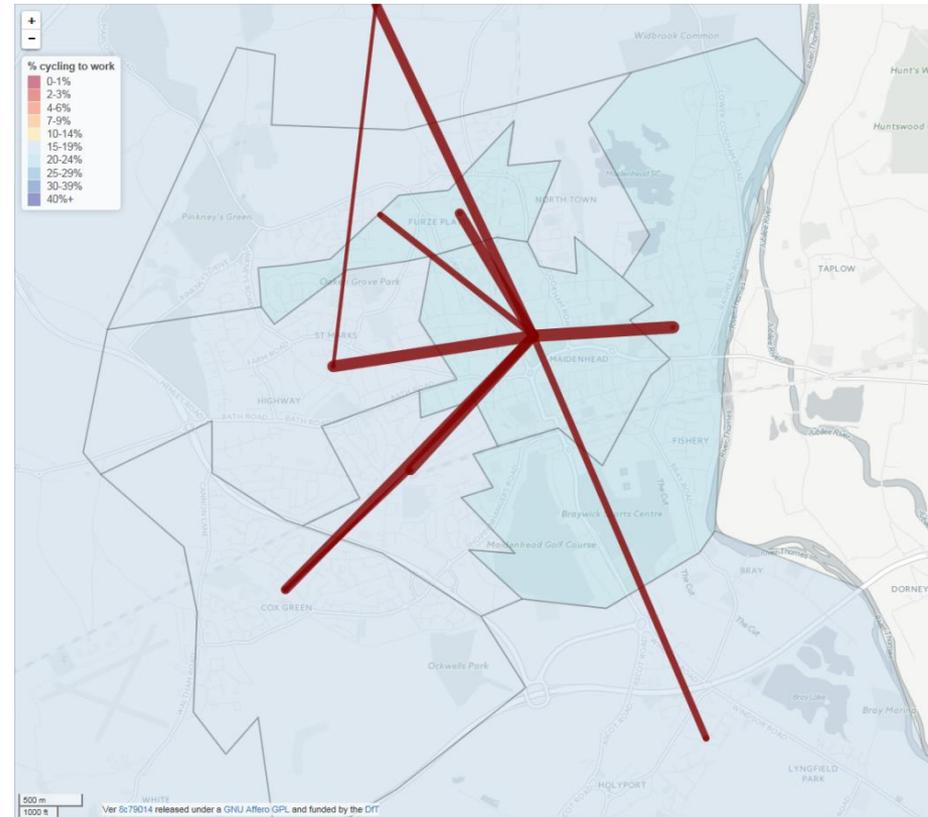
- Highest levels of cycle commuting would be in Windsor, Eton, Eton Wick & parts of Maidenhead (20-24% of trips).
- Lowest levels of cycle commuting would be in Ascot, Sunninghill & Sunningdale (11-12% of trips).
- In rural areas, cycling would increase to 15-19% of commuting trips.



Trips with greatest potential

- **Maidenhead:**

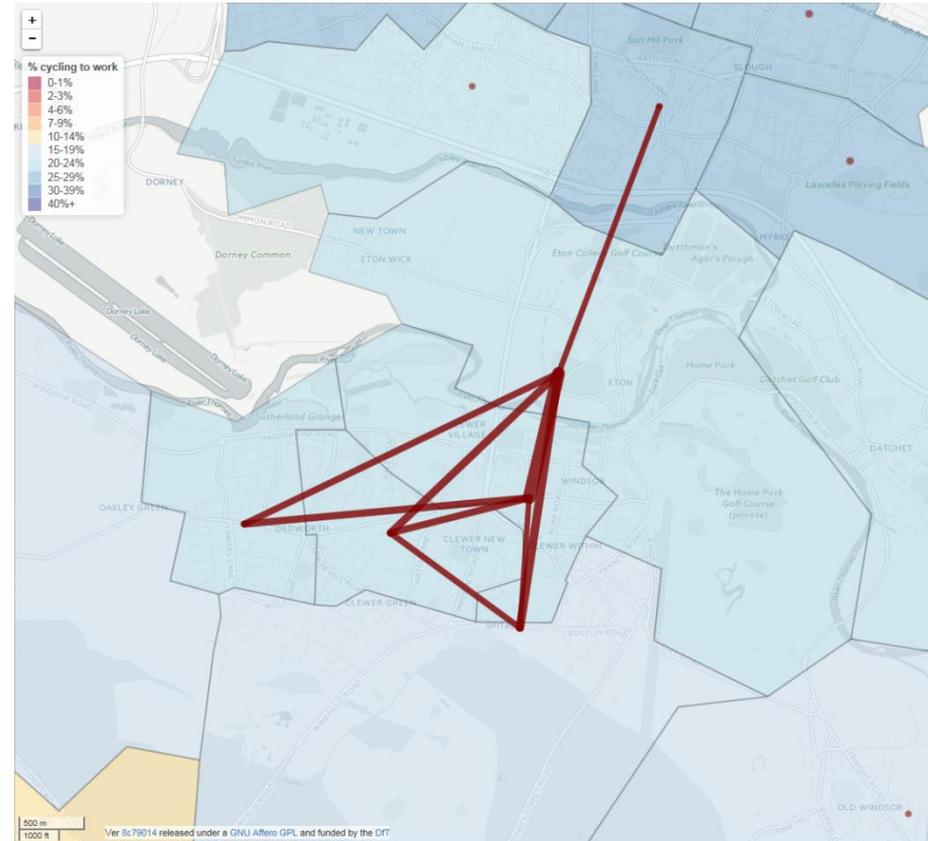
- Riverside to town centre
- St Marks to town centre
- Boyn Hill to town centre
- Furze Platt East to town centre
- Cox Green to town centre



Trips with greatest potential

- **Windsor:**

- Clewer Village & Clewer Within to Windsor Town Centre & Eton
- Spital & Clewer Green to Windsor Town Centre & Eton
- Clewer New Town & Dedworth East to Windsor Town Centre & Eton
- Dedworth West to Clewer Village & Clewer Within
- Clewer New Town and Dedworth East to Clewer Village & Clewer Within



Conclusions

- PCT is useful to show where growth in cycling trips is likely to come from, and where investment is likely to have the greatest benefit.
 - However, the size / shape of the MSOAs make it difficult to pick out key routes.
 - Maidenhead and Windsor have the most potential for increased cycling trips.
 - ‘Maidenhead Missing Links’ will improve links to the town centre from the east and north, which is where some of the greatest potential exists.
 - Improving access to Maidenhead town centre from the west should also be a priority.
 - In Windsor, the greatest potential would come from improving the Dedworth Road / Clarence Road corridor.
 - Improving the A308 / Parsonage Lane / Mill Lane roundabout could also have significant potential for improving cycling trips.
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