



GET
DONCASTER
CYCLING

Get Doncaster Cycling

Doncaster Cycling Report
2020 – 2024



Summary

The Get Doncaster Moving Cycling Report aims to capture the progress that has been made in recent years to increase cycling as a mode of transport, an enjoyable leisure activity or a competitive sport.

Like all areas of our lives, the Covid pandemic also impacted greatly on our ability to implement the activity set out in the Cycling Strategy as planned. And so this report undoubtedly covers a time of unprecedented challenge but it also highlights the positive signs of recovery that we can continue to build upon. This includes:

- Major investment and realisation of more than £29 million and 27 miles worth of improvements to our borough's cycleways and footways through ringfenced funding.
- Increased numbers of people cycling, particularly in areas where improved infrastructure has been delivered.
- School communities becoming more active with a greater awareness of air quality, road safety and alternatives to car use for short journeys.
- Doncaster becoming one of 11 places nationally selected to pilot Active Travel Social Prescribing, with cycling being used to support the health and wellbeing of people with long term conditions and disabilities.
- The establishment of a central Active Travel Hub at Doncaster Train Station supported by a strong network of tailored, community-based activity and available for the benefit of residents, businesses and visitors.

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This report provides an update on the progress made across all key strands of the Cycling Strategy, including providing data on cycle usage, spotlighting infrastructure developments, and demonstrating the impact of behaviour change programmes.

Vision:



Doncaster is a cycling town where people find it easy, safe and enjoyable to travel by bike for work, pleasure and everything in between.





There is a commitment to making Doncaster a nicer place to live, learn and work by providing opportunities for people of all abilities to participate in cycling, creating a cultural change that will;

- Reduce reliance on the car as a means to travel for short journeys, reducing congestion and emissions as a result.
- Reduce the number of road accidents involving people on bikes.
- Increase the number of people being physically active through cycling.
- Improve accessibility to jobs, services and education.
- Increase the perception of safety for people on bikes.
- Reduce social isolation.
- Improve access to leisure facilities and greenspaces.
- Contribute to the resolution of the Climate Emergency that has been declared.

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I've been to Doncaster several times since becoming Active Travel Commissioner and I've seen first-hand the positive impact these active travel schemes have had. They're not only improving conditions for walking and cycling in the city, but also creating new spaces for people to enjoy. //

**Treble Olympic champion and
SYMCA Active Travel Commissioner,
Ed Clancy OBE**



My son is 22 and has a degenerative neurological condition as well as learning disabilities. He has always wanted to ride a bike, but due to balance and feet and leg issues never managed to get off the mark. At 22 and 6ft 3in tall I never thought this a possibility and yet the amazing staff at pedal ready have managed it, and he is loving it. He now has his first bike and is riding all over and it brings such a joy to him.



The cycling classes have helped my son massively!! Without it I highly doubt he would be riding a bike as we have tried for a couple of years now and he would always be too scared or give up after 10 minutes. The teachers are so patient and great at explaining what you need to do. It only took one lesson for him to finally get the hang of pedaling on his own. He's now had two lessons and can ride his bike unaided and is now learning how to brake and steer. I feel so confident that he will be a great rider for years to come thanks to these classes and he is enjoying it so much!



I like to attend the weekly cycle rides from the Active Travel Hub on a Wednesday at 11 am. I have been attending on and off for over a year and used just about all of the routes in and around Doncaster. The benefits for me are that I can go on long cycle rides mainly off busy roads, along paths that are smooth and wide and also the social aspect of meeting people.





I choose to active travel for a number of reasons, not so much for keeping fit as I'm active already. The main reason is to beat, and not be caught up in the traffic congestion. I can actually be at the College quicker on a cycle than in a car. I used my car for the first two weeks until changing over to cycle. Once at the College, the Cycle Hub gives peace of mind from a safety perspective as the shed is access only by key card. It also keeps the cycle protected from rain. Without it I would not actively travel.



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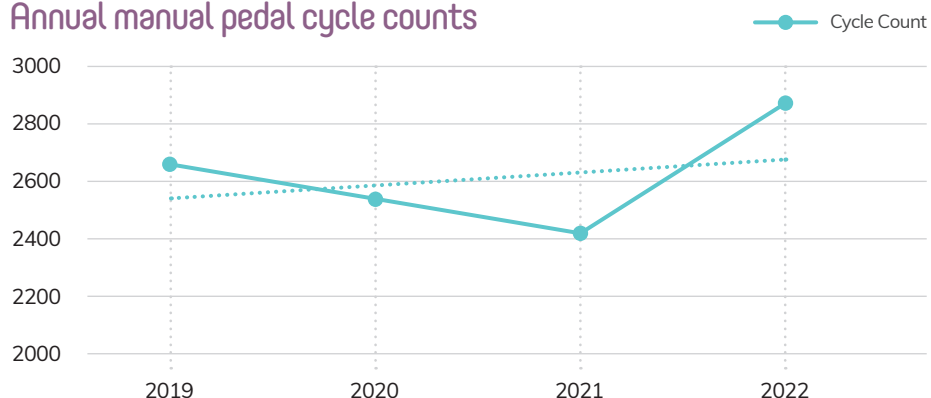
Cycling for travel and leisure

A range of sources are used to monitor cycling usage in Doncaster. These include annual traffic cordon counts, census data, ad-hoc route surveys, scheme specific counts and automatic counters.

Manual counts of all vehicles, including cycles, are carried out at 16 sites across Doncaster. Counts are carried out annually in March each year.

The graph below shows that by 2022 cycling numbers recorded in the manual count had recovered from the impact of the pandemic and increased by 8.5% from 2019 levels, from 2644 to 2869.

Annual manual pedal cycle counts



Bennethorpe, one area that has received substantial cycling infrastructure investment, has seen an 108% uplift in the number of cyclists using the route in 2023 compared to 2020.

Department for Transport data also shows an increase in the proportion of adults in Doncaster who do any walking or cycling for any purpose at least once per week from 64.1 in 2020 to 65.6 in 2022.

The Trans Pennine Trail (TPT) is a 370 miles (595km) route for walkers, cyclists and horse riders linking the east and west coasts. Some 25 miles (40km) of the trail passes through Doncaster.

As part of improvement works to the Trans Pennine Trail near to Pastures Road in Mexborough, a new counter was installed. The first few months of data for late summer to winter (August to December 2023) recorded 10,577 cycle journeys and 14,208 pedestrian journeys using the trail.

A new counter installed as part of Trans Pennine Trail improvements near Bentley Park recorded 13,063 cycling journeys between July 2022 and March 2023.



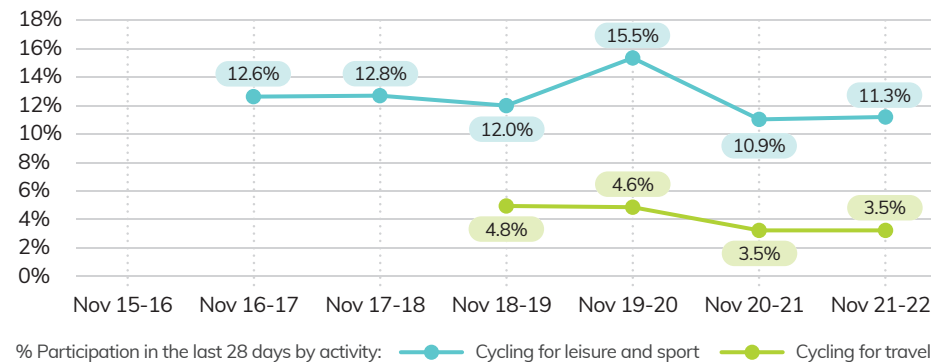
Active Lives Survey

Active Lives measures sport and physical activity levels across England. The percentage of Doncaster residents who participated in cycling for leisure and sport, and the percentage of Doncaster residents who participated in cycling for travel at least twice in the last 28 days are monitored for this report.

The chart below shows that both measures have fluctuated in recent years. During 2019/20, participation in cycling for leisure and sport saw a marked increase before sharply falling in 2020/21. The latest available data shows the level beginning to rise again. Cycling for travel remained at the same level in 2020/21 and 2021/22 and at this point hadn't yet recovered to pre-pandemic levels, though more recent data from the annual cordon count suggests this is likely to be seen in the next year's data.

Participation in the last 28 days:

At least twice in the last 28 days by activity - Local Authority and County Council Doncaster LA



New cycle parking installed at Bentley Pavilion enables the community to enjoy the facilities of the park whilst storing bikes securely.

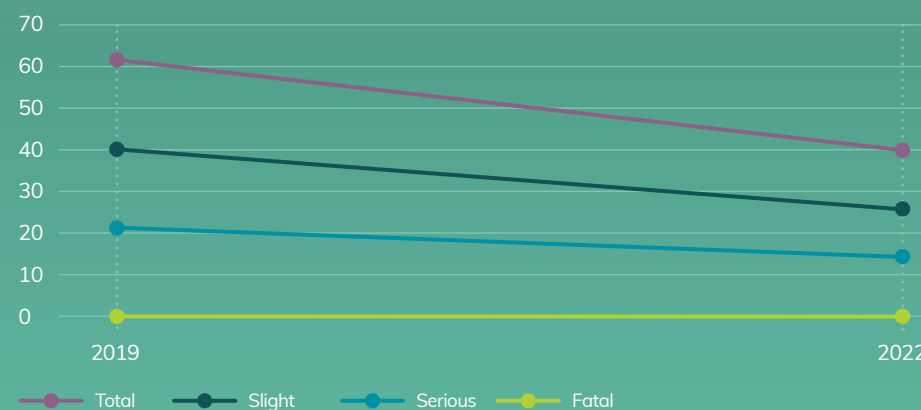


Cycling Safety

The Department for Transport (DfT) reported that the Covid pandemic and lockdowns had a significant impact on traffic collision data for 2020 and 2021 with abnormal trends, including a marked rise seen nationally in the number of collisions involving pedal cycles in 2021. For this reason, DfT analysis instead makes comparisons between 2019 (as the most pre-pandemic equivalent year) and 2022 figures.

The chart below shows a decrease in both serious and slight collisions involving pedal cycles in Doncaster with the number of serious collisions dropping from 21 in 2019 to 14 in 2022, and the number of slight collisions dropping from 40 in 2019 to 26 in 2022.

Accidents involving pedal cycles (omitting 2020 and 2021 data)

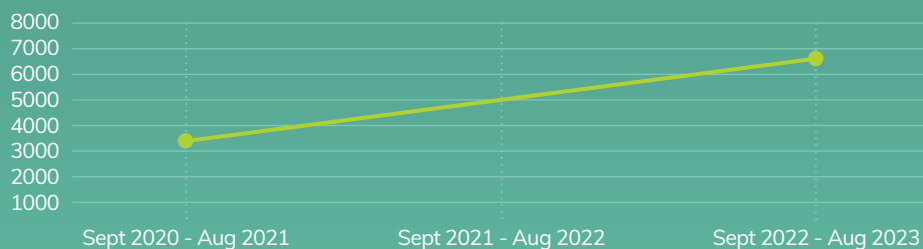


Doncaster Cycle Track

World class cycling facility, Doncaster Cycle Track, opened at Doncaster Dome in September 2019 as part of the legacy of the UCI 2019 Road World Championships.

Since the facility opened, usage numbers have continued to increase. As the chart below illustrates, the number of people using the track has gone from 3,357 attendances in the first year to 6,791 in year three, a growth of 102%, with more than 40% growth year on year despite the impact of the Covid pandemic. Future plans to enable even more people to participate include expanding the timetable of organised sessions and exploring new partnership opportunities. Opportunities to improve the connectivity of the cycle track to nearby active travel infrastructure schemes is also under consideration.

Attendances



The fully closed circuit offers a varied range of cycling activities designed to be inclusive and accessible to all:

- Wheels for All
- Pay and Ride sessions
- Weekend Family Rides
- Sessions by Clancy Briggs.





Active Travel Hub

Doncaster Active Travel Hub opened at the Train station in 2022. It provides a wide range of services to help people travel to work by cycling or walking.

- Free bike and e-bike loans
- Secure cycle parking
- Personalised route planning
- Led walks and rides
- Bike repairs
- Bike maintenance classes
- Free Dr Bike repairs and maintenance sessions for businesses.

Since opening in April 2022 and April 2024 there have been 1,238 standard cycle loans, 167 E-bike loans, 34 employment sites targeted, 1,405 personalised travel plans created, and 64 Led rides delivered.



Behaviour Change Programmes

These projects support the infrastructure improvements City of Doncaster Council has made to help ensure residents have access to skills and training necessary to make more journeys by cycle.

| | |
|--|---|
| Dr Bike | 889 bikes serviced and 623 repairs between September 2021 and January 2023. |
| Adult & Family Cycle Training | 1,947 attendees between September 2021 and March 2024. 32 Ride Leaders trained in 2023, including 5 who lead rides twice a week from the Active Travel Hub. |
| Bikeability | 1,234 children completed bikeability training between September 2019 and July 2022, and 1,000 year 6 pupils in 2023/4. |
| Doncaster Cycle Track | 14,886 attendances since the cycle track opened in 2020, with 6,791 of these in 2022/23 across Wheels for All, family sessions, Clancy Briggs sessions and pay and ride sessions. |
| Active Travel in Schools | 5,344 engagements delivered over the 94 sessions in first two terms of 2022/23. Total number of engagements for 2019 were 7,812. |

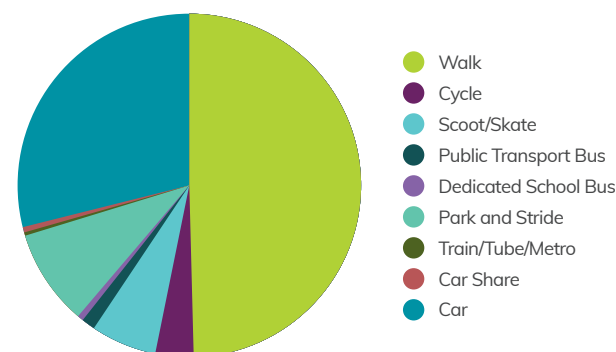


Active Travel to School

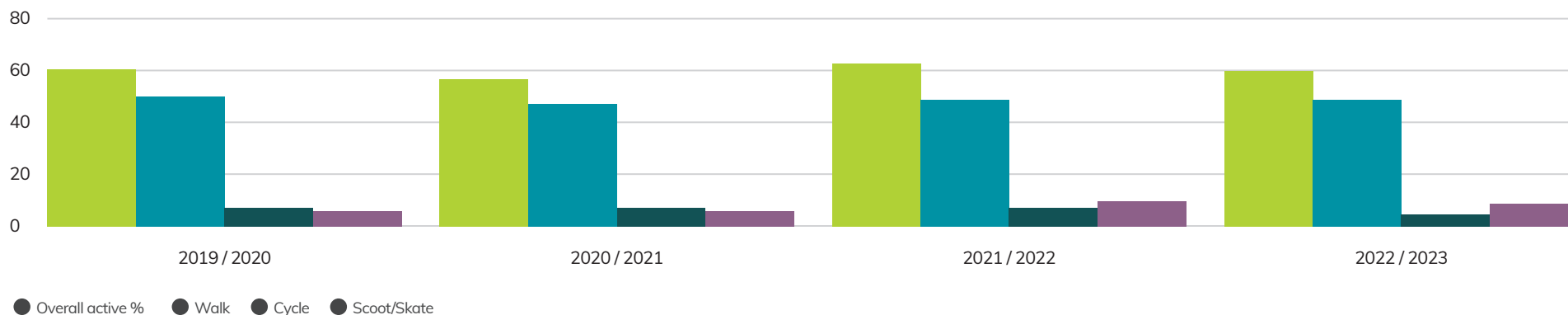
Research shows that active travel helps children to be more alert and ready for the school day.

Doncaster aims to increase the number of pupils in Doncaster making their way to school by active modes of travel including cycling. A target has been set of achieving an increase of 5% from figures recorded in 2018/19 (60.26%).

Hands Up Surveys are a tool used to monitor how pupils usually travel to school. Pupils are asked to raise their hands for the option which applies to them, and their responses are then recorded. Schools participating in the Modeshift Stars scheme conduct the surveys and provide the data to the local authority.



As the pie chart above shows, around half of Doncaster pupils in participating schools walk to school, just over one quarter travel by car, and around 9% travel partly by car and then walk the remaining part of their journey to school (Park and Stride) (2022/23). The charts below show the overall trends in active modes of travel since the baseline year, and the breakdown for different active modes. Though there has been some movement in the data over the past four years, there is still progress to be made if the target of 65% is to be achieved with levels currently remaining around 60%.



School Streets



A School Street is a road outside a school where vehicle access is restricted at pick-up and drop-off times. Fixed road signage details the times of when the restrictions are in operation.

School Streets road closures were introduced at four Doncaster primary schools between February and September 2023 as part of a DEFRA funded project to improve air quality, as well as bringing additional benefits to health and wellbeing, road safety, easing traffic congestion and encouraging walking, cycling or scooting to school. The School Streets are in place on a trial basis, with parents and carers, local residents and other stakeholders regularly consulted as part of the evaluation.



**8 one day
School Street closures**

(Summer term 2023)

**4 trial permanent
School Street closures**

(Implemented February – September 2023)

Secure cycle and scooter storage installed at Lakeside Primary Academy to support active travel to school.



Active Travel Social Prescribing Pilot

Ride, Stride and Thrive is an Active Travel Social Prescribing pilot aiming to reduce health inequalities and make walking, wheeling and cycling more attractive in three specific communities.

Doncaster was awarded £665,000 by the Department for Transport to deliver a three-year pilot targeted towards people with long-term conditions and/or disabilities and who live within easy reach of the improved active travel infrastructure. The pilot, originally named Walks and Wheels, launched in May 2023 in Balby and 86 residents have already benefitted from engaging with free-to-access cycling and walking activities, including inclusive cycling, learn to ride, led rides and walks, cycle loans and personalised travel plans. Now named Ride, Stride and Thrive, the pilot will expand to Bentley and Wheatley in early 2025.





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Infrastructure

Developing bicycle-friendly environments helps boost the local economy as cyclists visit local shops more regularly, spending more than car users and other modes of transport.

Doncaster has continued to enhance its active travel infrastructure with the aim of ensuring that active modes of travel feel safer and are more accessible across the borough. Schemes have focused on better connecting residents to the wider transport network, education and employment opportunities.

More than £29 million worth of improvements to 27 miles of cycleways and footways across Doncaster were delivered between December 2022 and Autumn 2023 through the Active Travel Fund, Transforming Cities Fund and Trans Pennine Trail improvements.

The following pages of this report provide an overview of the schemes delivered.



Infrastructure

Transforming cities fund



Access to Adwick Interchange

Bi-directional cycle lanes and improved footway connect the Northern Greenway to Adwick Interchange.

Scheme cost: £1,016,000.

Completion date: December 2022.

Data shows a 75% uplift in the number of cyclists using the route following the improvements.



Access to Bentley Station

A mix of uni-directional and bi-directional cycle lanes and improved footway connect the Trans Pennine Trail to Bentley Train Station.

Scheme cost: £525,000.

Completion date: December 2022.

Data available from the automated counter installed as part of the scheme shows 21,752 cycle journeys between August and December 2023.



Access to Conisbrough Station

Bi-directional cycle lanes and improved footway connect existing facilities on Old Doncaster Road to Conisbrough Station with an improved pedestrian route connecting Conisbrough centre and train station.

Scheme cost: £2,100,000.

Completion date: September 2023.



Access to Kirk Sandall Station

Bi-directional cycle lanes and improved footway connect Kirk Sandall Station to Clay Lane Roundabout.

Scheme cost: £650,000.

Completion date: October 2022.

Data shows a 212% uplift in cycling since the improvements.



Access to Thorne North Station

Bi-directional and shared use cycle lanes and quiet way with improved pedestrian facilities connect Moorends to Thorne North Station and Omega Boulevard.

Scheme cost: £2,000,000.

Completion date: July 2023.



Edlington

A new off-road shared surface connects Martinwells Lake to the Woodfield Greenway.

Scheme cost: £340,000.

Completion date: June 2022.

Infrastructure

Transforming cities fund



Doncaster Station to College

Improved pedestrian route along Grey Friars Road and improved cycle parking at Doncaster College.

Scheme cost: £408,000.

Completion date: June 2024.



South Parade

A mix of uni-directional and bi-directional cycle routes connecting Hallgate to Bennetthorpe alongside improved pedestrian facilities.

Scheme cost: £1,257,000.

Completion date: April 2023.

Data shows a 108% uplift in cycling since the improvements.



Leger Way

A mix of bi-directional cycleway and quiet streets that connect active travel users between Sandall Park and Bennetthorpe.

Scheme cost: £1,400,000.

Completion date: March 2023.

In the first six months following completion, 37,400 cycle journeys were made on the route.



Thorne Road

Fully segregated bi-directional cycleway from Clay Lane Roundabout to the Doncaster city centre. Pedestrian improvements along the route.

Scheme cost: £4,100,000.

Completion date: August 2024.



Mexborough

Improvements to routes connecting the Trans Pennine Trail and Mexborough Station to Old Doncaster Road, formalising a west of Doncaster cycle route.

Scheme cost: £1,200,000.

Completion date: March 2023.

Infrastructure

Transforming cities fund



Quality Streets City Centre

Public realm improvements alongside new segregated cycling and walking facilities connecting St Sepulchre Gate, Duke Street, Cleveland Street and Wood Street.

Scheme cost: £9,500,000.

Completion date: August 2023.





Balby

A new cycleway along Sandford Road connects users to Tickhill Hospital and Woodfield Greenway, with an improved footway and cycleway between Wadworth and Balby South.

Scheme cost: £3,000,000.

Completion date: Summer 2024.



Infrastructure

Trans Pennine Trail



Improvements were made to a 1.2 mile section of the trail between Mill Lane in Harlington and Pastures Road in Mexborough.

Scheme cost: £430,000.





Improvements were made to surfacing and access points on a two mile section of the trail between Bentley Park and Shaftholme Lane.

Scheme cost: £450,000.



Infrastructure

Active Travel Fund Tranche 2



Conisbrough to Warmsworth

A new two kilometre bi-directional cycleway and improved footway.

Scheme cost: £999,924.

Completion date: April 2022.

Data shows an uplift in cycling of 110% one year post completion.



What next

As well as improving the infrastructure, work will continue on equipping people with the skills and resources to be able to make use of cycling for accessing employment and education, as well as cycling for leisure and physical activity.

Localised maps featuring newly improved infrastructure will also be developed to guide residents and people traveling to work on advised cycle routes, including to Doncaster Royal Infirmary and Tickhill Road Hospital.

Doncaster will also be participating in an expanded pilot for e-bike loans.



www.doncaster.gov.uk
www.getdoncastermoving.org

