

A: About the PCT project

1. About the project

The Propensity to Cycle Tool (PCT) project has been funded by the English Department for Transport (DfT), with the Welsh government funding an extension to Wales. It has been developed by an academic-led team involving the universities of Cambridge, Leeds and Westminster. The PCT helps to provide an evidence base for planning for cycling. You can use it to explore cycling potential at different geographical scales – from a county to a potential route corridor. The PCT is an online tool that can be used for free by anyone with an internet connection. More advanced uses, such as the preparation of business cases, may involve the downloading of data from the PCT, in geographical and non-geographical form. The PCT is also open source and, in line with the Creative Commons licencing, users are welcome (and encouraged!) to build on the code and create their own projects.

2. About the manual

This manual (v. 1.3) represents the latest version of the training material produced as part of the PCT project. The manual is intended to introduce users to the tool and provide practical guidance on its use. For more technical detail we suggest reading our papers and DfT reports, or looking at the project code. Links to these are provided below.

3. Different manual versions over time

The original PCT manuals (Version 1.0) corresponded to Phase 2 of this DfT-funded project, which ended in March 2017; with an extension allowing continued maintenance of the tool and some minor improvements. These improvements were made by September 2017 and primarily involved an extension of Lower Layer Super Output Area (LSOA) level functionality, improvements to data downloads, and the inclusion of cross-border flows (except in the MSOA route network). Version 1.1 involved small changes to sections B, and C to reflect these new enhancements. Wales was added to the PCT in March 2018, and Version 1.2 modified sections B and C to reflect this (plus translating sections A-D to Welsh). Version 1.3 covered changes developed during a one-year extension of Phase 2 of this project, which is due to run until December 2019. In this version major changes have been made to section C to cover the development of an individual-level synthetic population underlying the PCT, and the introduction of the ‘Government Target (Near Market)’ scenario.

This latest version, Version 1.4, sees the introduction of one new scenario in the schools layer (“Go Cambridge”). It also sees a number of improvements to the calculation of physical activity benefits in the commuting layer, including incorporating differential effects by hilliness and effects on sickness absence.

Section D has not been materially updated since Version 1. However, the approaches described for using the PCT in business cases also apply to the LSOA-level data. Case studies also pre-date the September 2017 improvements.

4. Additional Material

Robin Lovelace, Anna Goodman, Rachel Aldred, Nikolai Berkoff, Ali Abbas, James Woodcock, [The Propensity to Cycle Tool: An open source online system for sustainable transport planning](#)

Aldred R, Elliott B, Woodcock J, Goodman A. Cycling Provision Separated From Motor Traffic: a systematic review exploring whether stated preferences vary by gender and age. *Transport Reviews* 2016. <http://www.tandfonline.com/doi/full/10.1080/01441647.2016.1200156>

Department for Transport. 2016 [National propensity to cycle: first phase development study.](#)

PCT Github repository: <https://github.com/npct>