

BYPAD

Bicycle Policy Audit
CITY OF HILLERØD, Denmark

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Summary

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BICYCLE POLICY AUDIT



1. Introducing the city of Hillerød

Hillerød is situated about 30 km north of Copenhagen and has 37,000 inhabitants. The area is 133 km², of which 18 km² is urban zone. 34,600 live in the urban zone corresponding to 20 per hectare.

Part of Hillerød is old. There are also dwellings along the radial roads. The newer parts of the city are built with separate path systems for cyclists and pedestrians. The city is split in a western and an eastern part due to the lake, the castle and its surrounding parks and forests as well as a forest in the south and the railways going through Hillerød.

The superior road network of Hillerød is traditionally constructed with ring roads and radials. A motorway runs to the west of the city.

The central road connection is furnished with bicycle tracks. Generally, however, the older parts of the city are missing bicycle tracks, while the newer parts are well supplied.

Hillerød is a typical commuters' city, as well for commuting in and out. There are 1,250 bicycle parking places at the station and 400 in the city centre.

15% of all trips in Hillerød are done by bicycle. In average the cycle trips are 2.8 km in length, and every person cycle 1.0 km per day (source: TU (Statistics Denmark) general household surveys 1998-2004, respondents aged 10-84 year, trips under 300 metres not included).

For the 10 year period 1993-2002 there is an average of 13 fatalities and 164 seriously injured cyclists per million inhabitants per year.

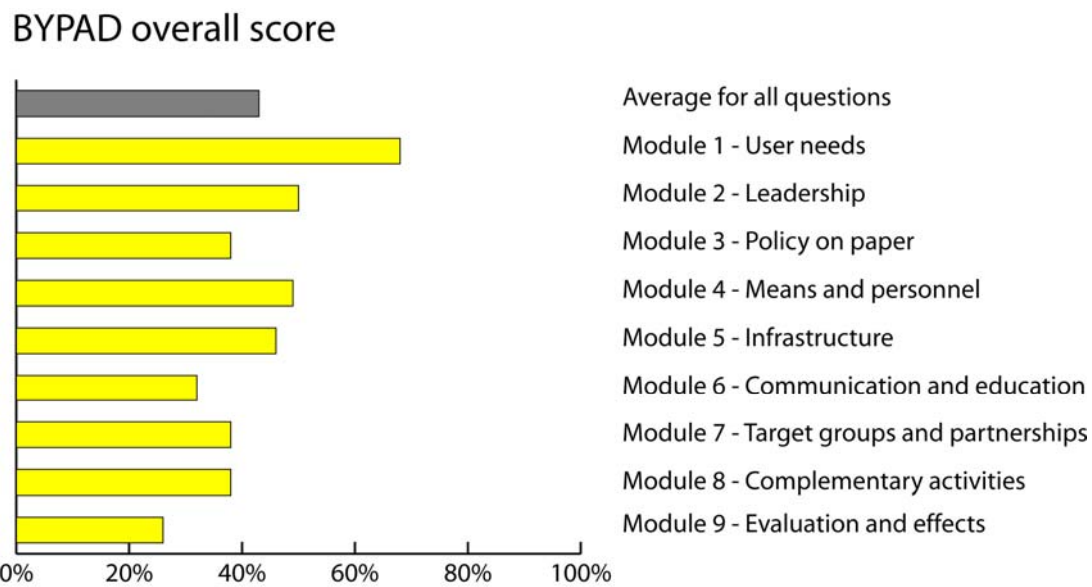
Cycling has for long been treated as a normal part of the traffic planning activities. The network of paths and tracks for cyclists has been continuously planned as part of municipal- and traffic plans for the city, and the network has continuously been extended with the growth of the city and the cartraffic. Annually about 1.5 person-years are spent on cycling issues in the municipal planning department.

In the recent years several plans, among them a plan for transport and environment, has pointed to the need for more cycle tracks. A designated cycling policy is awaiting the outcome of the BYPAD procedure.



2. Results of the BYPAD audit in Hillerød

In average, Hillerød scores 43% in the BYPAD procedure. This means that there is quite some room left for improvement.



Module 1 - User needs: 68%

Questions from citizens are always responded to and meetings are regularly held with the local branch of the bicycle user association Dansk Cyklist Forbund. Consultation of the cyclist's association before major decisions as well as more structure on plans and user needs are however asked for.

Module 2 - Leadership: 50%

A cross-sectional group involving the city administration, police and the cyclist's association meets about twice a year and discuss problems and challenges. As the bicycle is integrated in Danish transport policy, the creation of a special forum has not been found necessary.

Module 3 - Policy on paper: 38%

Cycling priorities are mentioned in several plans of the municipality, but there is no special written down policy for cycling in Hillerød. An unofficial plan of cycling measures exists. There is seen a need for a major prioritised plan of cycling projects.

Module 4 - Means and personnel: 49%

There is not a special budget point for cycling, but means set aside for safe routes to schools have the recent years been spent on cycle facilities. The staff can attend all conferences and meetings as they wish.

**Module 5 - Infrastructure: 46%**

There is a need to improve parking facilities at the station. Cooperation with the national railways is required here. The municipality is responsible for safe access ways, and has worked on special commuter routes from the station to the eastern part of the city. The police is responsible for theft prevention, the users however don't know what is actually done. Hillerød takes part in national safety campaigns.

Module 6 - Communication and education: 32%

The municipality has been active in the national cycle to work campaign. A general cycling map and some route maps are published by the municipality (and a recreational map and route guide is provided by the surrounding county). Some cycling issues can be found at the website. This part however leaves room for improvement. Education of young cyclists are taken care of by the schools, the municipality has no direct influence here.

Module 7 - Target groups and partnerships: 38%

The municipality takes part in the bicycle to work campaign, but till now leaves to the schools to consider participation in a similar bicycle to school campaign. Leisure time cycling promotion is left to the county.

Module 8 - Complementary activities: 38%

Car parking charges and focus on the health aspect of the bicycle to work campaign are seen as complimentary activities. The effects are at present considered to be rather limited.

Module 9 - Evaluation and effects: 26%

Hillerød would like more figures on bicycle transport, though such data are rather difficult to get. A need to make more systematic use of accident data was found.



3. Recommendations

The quality plan agreed by the evaluation group comprises the following activities, mentioned in order of priority:

- Formulation of a bicycle policy with targets and visions
- Mapping the demand for cycle tracks and path and other cycle measures
- Making a plan for all relevant cycle related projects
- Developing a cycle action plan as a concrete plan with priorities
- Developing a programme for cycle traffic countings, preferably automatic countings
- Developing a plan for bicycle parking in the city centre, identifying number and location of cycle parking racks
- Developing a plan for bicycle parking at the east-side of the station, identifying number and location of cycle parking racks
- Establishing cycle parking in the city centre, estimated need 50-100 parking racks
- Establishing cycle parking at the station, estimated need 100 covered parking places
- Establishing a system to report specific problems on the road network by the citizens via the internet



4. Innovative measures



A path for cyclists and pedestrians has been provided along the lake, so it is now fully encircled by roads and paths, enabling easier access to the lake and across Hillerød for the non motorised modes. Part of the track is made as a pile construction by the lakeside.



Cyclists are admitted entrance to the central pedestrian area outside shopping hours.



Raised intersection area with road humps established to slow down cars and thereby preventing accidents between cars and cyclists.



A path connection between the station and workplaces in the eastern part of the city was established as part of a commuter action plan for one of the workplaces. The path is also used by children for their way to school.



5. Questionnaire

Module	Score (per cent, per module)	Question	Score (per cent, per question)
1. User needs	68	1. How are user needs ascertained?	68
		2. How is data on user needs made accessible?	63
		3. How are user(group)s involved?	75
2. Leadership	50	4. Where is the cycling policy prepared and executed?	38
		5. What impact do key individuals (both officials and politicians) have within the political decision-making process concerning cycling?	63
		6. What steering platforms exist (who participates and what subjects are dealt with)?	50
3. Policy on paper	38	7. What is the content of the local cycling policy?	38
		8. How is the realisation of actions in the policy plan ensured?	38
4. Means and Personnel	49	9. How is the financing of the cycling policy safeguarded?	25
		10. Is finance available to support new initiatives of third parties or innovative projects?	25
		11. What is being done to improve the topic-related knowledge and skills of the staff?	98
5. Infrastructure	46	12. What is being done to improve the infrastructure for cycling?	63
		13. How is the maintenance of the cycling infrastructure organised?	68
		14. What is being done to improve the orientation of bicycle users?	63
		15. What is being done to improve bicycle parking?	45
		16. What is being done to prevent bicycle theft and vandalism?	18
		17. What is being done to improve safety for bicycle users?	25
		18. What is being done to optimise the combination of public transport and cycling?	63
		19. What is being done to encourage cycle use through services to bicycle users?	25
		6. Communication & Education	32
21. What is being done to increase the image of cycling?	45		
22. What initiatives are taken to encourage life long cycle use?	0		
23. What is being done concerning education and cycle training?	-		
7. Target groups and partnerships	38	24. What is being done to encourage officials to cycle to work?	73
		25. What is being done to promote cycling to work among local employers?	30
		26. What is being done to promote cycling to school?	38
		27. What is being done to promote cycling to leisure sites?	25
		28. What is being done to promote shopping by bike?	38
		29. What measures are taken to promote family biking?	23
8. Complementary activities	38	30. What is being done to curb car use?	50
		31. How are the positive health effects from cycling used to support cycling policy?	25
9. Evaluation & Effects	26	32. How are the effects of the cycling policy measured?	18
		33. How is the quality of projects and actions safeguarded?	25
		34. How is bicycle use monitored?	13
		35. How does the municipality collect and use safety-related data?	50
Hillerød policy overall			43