

BYPAD

Bicycle Policy Audit
CITY OF NAKSKOV, Denmark

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Summary

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1. Introducing the city of Nakskov

Nakskov is situated on the island Lolland about 170 km south west of Copenhagen. The municipality has 15,000 inhabitants and covers 34 km², of which 9.8 km² is urban zone. 14,600 live in the urban zone corresponding to 15 per hectare.

Nakskov is a compact city with a well defined centre surrounded by rings of residential areas, each of the rings having houses of about the same age. The outer ring consists of dwellings from the 1960s.

The city was an important centre of trade in the Hanseatic period. Since then it has become an industrial city. The most recent developments are focused around the port area.

The road network of Nakskov is traditional with ring roads and radials, with a radial for about each 60 degrees. Most major roads are equipped with cycle tracks. Beyond this there are independent cycle ways, and cycle routes along traffic restrained streets.

In the city centre there is a big, till recently unfulfilled demand for bicycle parking.

35% of all trips in Nakskov are done by bicycle. In average the cycle trips are 1.9 km in length, and every person cycle 1.5 km per day (source: TU (Statistics Denmark) general household surveys 1998-2001, respondents aged 10-84 year, trips under 300 metres not included).

For the 10 year period 1993-2002 there is an average of 20 fatalities and 273 seriously injured cyclists per million inhabitants per year.

Cycle traffic has always been part of the traffic planning in Nakskov. 15 km cycle tracks were established in 1975-85. In the first municipal plan from 1985 traffic policy goals were described, among these a connected network of cycle paths and cycle tracks as well as a network of recreational paths. The recent traffic and environment plan from 1997, and the traffic safety plan of 1998, sets out goals of reducing the number of personal injured cyclists with 70% and increasing the number of kilometres cycled. This shall be achieved by providing cycle parking facilities, making campaigns, and by establishing cycle tracks and cycle paths.

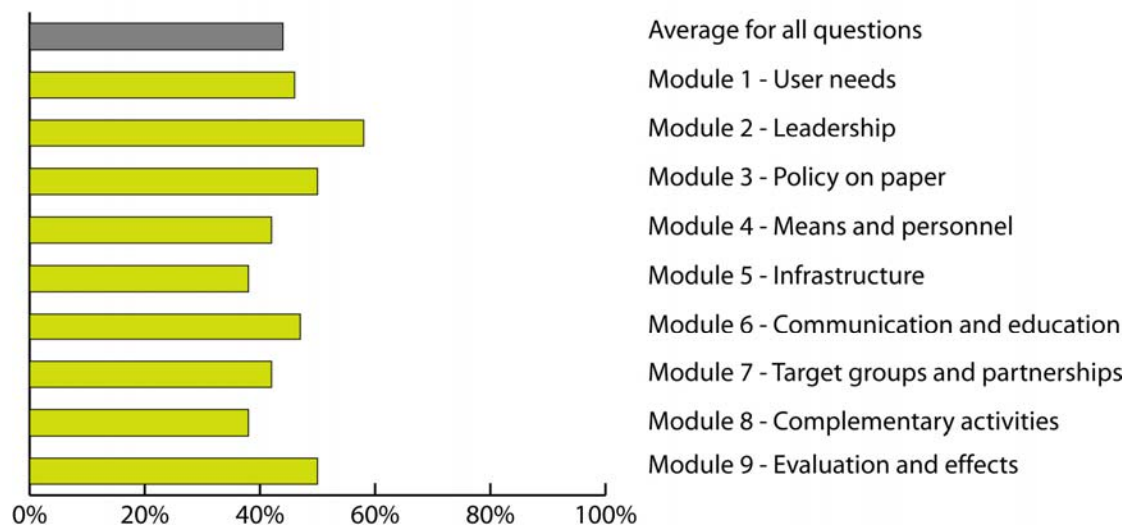
Comprehensive cycle route demonstration projects in the city centre were carried out in the years 1991-2003 with support from the Road Directorate. The projects had a triple aim of improving safety and permeability for the cycle traffic as well as raising the aesthetical profile of the city. The cycle routes are, among other issues, known for their red paved cycle tracks.



2. Results of the BYPAD audit in Nakskov

In average, Nakskov scores 44% in the BYPAD procedure, which means that the evaluation group finds quite some room is left for improvement.

BYPAD overall score



Module 1 - User needs: 46%

The municipality involves users in major decisions, at least when this is a requirement for state support money. User representatives find however that they are often not heard in situations where this would be relevant. There is no systematic collection of user questions and applications, but the number of such questions is also limited.

Module 2 - Leadership: 58%

Nakskov has a long tradition for giving room to cyclists in the planning. Also, there is a considerable political awareness for the cycle traffic. Besides the city's planning department and the transport committee of the city council there are no special platforms or committees to consult about decisions. The municipality is small, and it is regarded easy to establish a link between decision makers and the ordinary citizen.

Module 3 - Policy on paper: 50%

There is not a paper with the headline "Cycling policy", but policies concerning cycling are regularly described in other plans, as for example the municipal plan and the plan for transport and environment.

Module 4 - Means and personnel: 42%

Some of the plans lack resources in order to be realised. The big experimental cycle route schemes were made thanks to support from the national government. Since funding of such projects ceased, there has only been made minor improvements in the city. The municipal staff responsible for cycling often takes part in



cycle planning conferences and meetings, and the city is a member of the Danish informal cycle planners' network.

Module 5 - Infrastructure: 38%

The maintenance of the cycling infrastructure is - also by the users - found to be as least as good as the remaining road infrastructure. Major cycling infrastructure investments have primarily taken place when state support was available. The cycle route project in the city centre has meant significant improvements, and in general the cycling network must be considered quite good. There is however no overview on which parts which need reinvestments and improvements.

Module 6 - Communication and education: 47%

It is a strategy to keep the main commercial activities in the inner city, as far the most people in Nakskov live in a short distance from the city centre. The municipality has taken an active part in the national cycling to work and cycle to school campaigns. The municipality also provides bicycles to the outgoing staff in the healthcare department. Safety campaigns are mainly left for the national Road Safety Council, and traffic education is carried out by the school teachers.

Module 7 - Target groups and partnerships: 42%

Investigations show that not less than 61% of the municipal employees cycle to work. The municipality was active in promoting the 2003 cycling to school campaign, but has not found resources to repeat the activities in 2004. The intensity of commercial activities in the city centre is expected to promote cycling. A need for a better cooperation with the shopkeepers on cycle issues, especially cycle parking in the city centre, is however found.

Module 8 - Complementary activities: 38%

The municipality itself is not very active on other campaigns and activities aiming at promoting cycle use and using the health argument. Several other parties are however using bicycles in many connections and are in this way safeguarding a future for the bicycle in Nakskov, as well as providing an educational element as part of other, not directly cycle related activities.

Module 9 - Evaluation and effects: 50%

As far as the state supported projects are concerned evaluation was carried out and reported. In other connections this rarely happen, and a general need for more basic knowledge is found. To some degree figures exist without being analysed. A cooperation with the hospital's casualty department on better data on cycle accidents is about to start.



3. Recommendations

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

- Solving 6-7 concrete problems pointed out on a BYPAD inspection trip.
- Planning and establishment of bicycle parking in the city centre.
- Making data from the hospital casualty department available for the traffic department.
- Providing an annual status to the road safety committee concerning complaints and applications to the municipality.
- Making demands to developers concerning cycle provisions.
- Going through the cycle route network and making a prioritised plan for improvements.
- Establishing an Agenda 21 council.
- Cycling action plan - developing a strategic plan comprising a cycle route network plan, maintenance plan, parking plan etc.



4. Innovative measures



Nakskov is famous for the red paved cycle tracks in the city centre, which were built in the 1990s as part of a comprehensive cycle route experimental scheme.



The red color is also used for road humps in Nakskov.

Other pavings are also used to slow down traffic.



Cycle parking in the city centre is in itself not new. In Nakskov the racks have however been produced locally as part of an unemployment scheme. The racks have been supplied to the city only at material costs.



The signposting in Nakskov is by dispensation allowed to be different from the official Danish cycle route signposting. Nakskov has wished to get a unique design and better readability of the signposts.



5. Questionnaire

Module	Score (per cent, per module)	Question	Score (per cent, per question)
1. User needs	46	1. How are user needs ascertained?	25
		2. How is data on user needs made accessible?	50
		3. How are user(group)s involved?	63
2. Leadership	58	4. Where is the cycling policy prepared and executed?	50
		5. What impact do key individuals (both officials and politicians) have within the political decision-making process concerning cycling?	88
		6. What steering platforms exist (who participates and what subjects are dealt with)?	38
3. Policy on paper	50	7. What is the content of the local cycling policy?	50
		8. How is the realisation of actions in the policy plan ensured?	50
4. Means and Personnel	42	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?	75
5. Infrastructure	38	12. What is being done to improve the infrastructure for cycling?	63
		13. How is the maintenance of the cycling infrastructure organised?	50
		14. What is being done to improve the orientation of bicycle users?	63
		15. What is being done to improve bicycle parking?	13
		16. What is being done to prevent bicycle theft and vandalism?	25
		17. What is being done to improve safety for bicycle users?	63
		18. What is being done to optimise the combination of public transport and cycling?	25
		19. What is being done to encourage cycle use through services to bicycle users?	0
		6. Communication & Education	47
21. What is being done to increase the image of cycling?	63		
22. What initiatives are taken to encourage life long cycle use?	50		
23. What is being done concerning education and cycle training?	50		
7. Target groups and partnerships	42	24. What is being done to encourage officials to cycle to work?	63
		25. What is being done to promote cycling to work among local employers?	25
		26. What is being done to promote cycling to school?	50
		27. What is being done to promote cycling to leisure sites?	38
		28. What is being done to promote shopping by bike?	50
		29. What measures are taken to promote family biking?	25
8. Complementary activities	38	30. What is being done to curb car use?	25
		31. How are the positive health effects from cycling used to support cycling policy?	50
9. Evaluation & Effects	50	32. How are the effects of the cycling policy measured?	38
		33. How is the quality of projects and actions safeguarded?	50
		34. How is bicycle use monitored?	25
		35. How does the municipality collect and use safety-related data?	88
Nakskov policy overall			44