

BYPAD

Bicycle Policy Audit
CITY OF VIBORG, Denmark

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Summary

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1. Introducing the city of Viborg

Viborg is situated in North Jutland 66 km. north west of Aarhus, the next largest city of Denmark. The municipality has 43,000 inhabitants. The area is 313 km², of which 26.1 km² is urban zone. 38,500 live in the urban zone corresponding to 15 per hectare.

Viborg is an old cultural city, and has now become a service- and industrial city. The city centre is compact, while the surrounding residential and industrial areas are more open.

The road network of the western part of Viborg is traditional with ring roads and radials. Due to the lakes the road network of the eastern part of the city is more restricted. A network of cycle tracks and cycle paths is well developed. All major roads are equipped with cycle tracks and in the newer residential areas independent networks of cycling and walking paths are found. Signposting of the route network is planned, but not yet realised.

The supply with cycle parking racks in the city centre is considered sufficient.

15 % of all trips in Viborg are done by bicycle. In average the cycle trips are 4.2 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 12 fatalities and 213 seriously injured cyclists per million inhabitants per year.

Viborg does not have a separate bicycle policy but cycling is dealt with as a normal part of the traffic planning. The network of cycle tracks and paths has steadily been extended, and in new developments cycle tracks and/or paths have also been established.

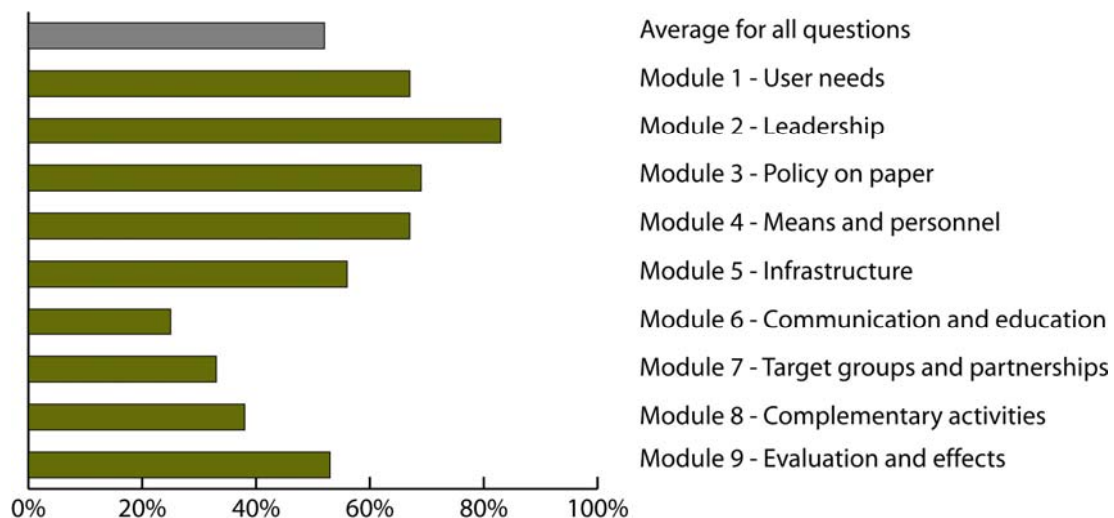
A number of untraditional solutions for cyclists have been tried out in Viborg. These comprise a bus/cycle street, a cycle track established behind a bus shelter and the footpath, and traffic signals exempting cyclists.



2. Results of the BYPAD audit in Viborg

In average, Viborg scores 52% in the BYPAD procedure. This means that the evaluations group finds Viborg to be quite well advanced, but that also still some room is left for improvement.

BYPAD overall score



Module 1 - User needs: 67%

Users are heard prior to all concrete undertakings. The user representatives find that there is a good cooperation with the municipality, but they would like to be drawn into the projects at earlier stages. The municipality is aware of cyclists' needs, and bicycle tracks, paths or tunnels are part of practically all local plans. Several meetings with citizens are held, till now none of these meetings have however dealt specifically with cycling.

Module 2 - Leadership: 83%

Responsibilities are well defined and there is a clear decision-structure with no special decision platforms besides the city council and the planning department. 'Lobbyism' is not felt necessary. Key persons have significant influence, but they are easy to get access to.

Module 3 - Policy on paper: 69%

There are plans for cycling infrastructure but no specific document called 'Cycling policy', and there is not felt a need for such a document either. Cycling is mentioned in other plans like the municipality plan and the thematic plan for transport.

Module 4 - Means and personnel: 67%

Cycling infrastructure is partly financed from the city budget, partly from developers in connection with new developments. Other administrations (state, county) are encouraged to invest when their roads are missing safe cycling opportunities. The staff involved with cycling only rarely attend international conferences, but



take contact to other cycle planners and also join Danish conferences and training courses. Viborg is yet not a member of the Danish informal cycle planners' network.

Module 5 - Infrastructure: 56%

A maintenance system for the cycling infrastructure was initiated in 2003 and the maintenance level is now felt to be significantly improved. On top of this the head of the city council's transport committee is very active reporting problems from his cycle trips in the area. Experiments are also carried out, e.g. right turn on red, cycling in bus lanes, cyclists exempt for certain traffic signals, and cycle tracks running behind bus passenger shelters. The redesign of an unsafe junction on a major road has led to a lot of debate, as cyclists were forced to slow down on a downhill slope. Free city bikes are being discussed. Well organised bicycle parking in the city centre is a challenge.

Module 6 - Communication and education: 25%

It is possible to find relevant information on the municipality website, but the user representatives find that it should be significantly improved. There are at the moment no initiatives on improving the image of cycling. Cycling education is taken care of by the schools.

Module 7 - Target groups and partnerships: 33%

Employees at the municipality are encouraged to cycle to work through the cycling to work campaign, and by the fact that the cycle parking is favourable to the car parking options. At present no initiatives have been taken towards the local enterprises in the area. The schools are doing quite a lot by their own initiative. The municipality helps with providing information and providing the overall framework (safe roads and paths) enabling cycling. The tourist office is active in promoting the Viborg area as a good place to cycle.

Module 8 - Complementary activities: 38%

It is a general policy to ease cycling by giving it straight access, while car parking is restrained and limited in time the closer one gets to the city centre. There is yet no paid parking in Viborg, as a broad majority for this is missing in the city council. The argument of health and cycling is only used to a little degree.

Module 9 - Evaluation and effects: 53%

Cycle countings are carried out, but there are no comprehensive counting programmes. Specific designs are repeated elsewhere only if the experiences are good. No formalised collection of evaluation results is carried out. Geographically located cycle accidents are used as basis for safety improvements. Results from the hospital's casualty department are also used in this connection. The accident figures are generally declining.



3. Recommendations

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

- Increased frequency of meetings between the municipality and cycle user representatives (Dansk Cyklist Forbund).
- Input on cycling issues to the municipal plan, to be provided from Dansk Cyklist Forbund.
- City map with bicycle tracks and paths to be printed by the municipality.
- More outward directed activities by the municipality in the bicycle to work campaign.
- Campaign about cycle infrastructure maintenance: informing the public on what is going on and asking citizens to report on problematic places to be improved.
- Improved organisation of bicycle parking in the city centre.
- Enrolment of Viborg in the Danish informal bicycle planners' network.
- Improving signposting on independent cycle paths.
- Input on cycling issues to the municipality's thematic plan on transport, to be provided from Dansk Cyklist Forbund.
- Press-directed campaign about health aspects of cycling, made as a joint effort by the municipality and Dansk Cyklist Forbund.
- Bicycle infrastructure plan on the municipality website.
- Providing park and bike-or-use-public-transport sites at the edge of the city.



4. Innovative measures



A bus/bicycle street where cars have no access runs through the city centre.



An untraditional solution using only paving differences has been used for a cycle track in the city centre.



Cyclists are exempt to stop at some traffic signals.



Examples on how to provide for contra-flow cycling in one way streets.



In order to reduce conflicts between bus passengers and cyclists, the cycle track has been positioned behind the bus stops and the footpath at some places in the city centre.



Another way of tackling the conflict between cyclists and bus passengers.



5. Questionnaire

| Module | Score (per cent, per module) | Question | Score (per cent, per question) |
|--|---------------------------------------|--|---|
| 1. User needs | 67 | 1. How are user needs ascertained? | 75 |
| | | 2. How is data on user needs made accessible? | 75 |
| | | 3. How are user(group)s involved? | 50 |
| 2. Leadership | 83 | 4. Where is the cycling policy prepared and executed? | 63 |
| | | 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)? | 100 |
| 3. Policy on paper | 69 | 7. What is the content of the local cycling policy? | 63 |
| | | 8. How is the realisation of actions in the policy plan ensured? | 75 |
| 4. Means and Personnel | 67 | 9. How is the financing of the cycling policy safeguarded? | 75 |
| | | 10. Is finance available to support new initiatives of third parties or innovative projects? | 50 |
| | | 11. What is being done to improve the topic-related knowledge and skills of the staff? | 75 |
| 5. Infrastructure | 56 | 12. What is being done to improve the infrastructure for cycling? | 88 |
| | | 13. How is the maintenance of the cycling infrastructure organised? | 75 |
| | | 14. What is being done to improve the orientation of bicycle users? | 38 |
| | | 15. What is being done to improve bicycle parking? | 50 |
| | | 16. What is being done to prevent bicycle theft and vandalism? | 25 |
| | | 17. What is being done to improve safety for bicycle users? | 75 |
| | | 18. What is being done to optimise the combination of public transport and cycling? | 75 |
| | | 19. What is being done to encourage cycle use through services to bicycle users? | 25 |
| | | 6. Communication & Education | 25 |
| 21. What is being done to increase the image of cycling? | 0 | | |
| 22. What initiatives are taken to encourage life long cycle use? | 0 | | |
| 23. What is being done concerning education and cycle training? | 63 | | |
| 7. Target groups and partnerships | 33 | 24. What is being done to encourage officials to cycle to work? | 38 |
| | | 25. What is being done to promote cycling to work among local employers? | 0 |
| | | 26. What is being done to promote cycling to school? | 75 |
| | | 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? | 0 |
| 8. Complementary activities | 38 | 30. What is being done to curb car use? | 63 |
| | | 31. How are the positive health effects from cycling used to support cycling policy? | 13 |
| 9. Evaluation & Effects | 53 | 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? | 50 |
| | | 35. How does the municipality collect and use safety-related data? | 75 |
| Viborg policy overall | | | 52 |