

Peer review report

Reviewed city: Guldborgsund Municipality, City: Nykøbing F.

Martin Steenstrup (Leader Park & Roads)

Max Müller (Mobility Coordinator)

Frede Danborg (International Coordinator)

Reviewers:

Mr. Robert Dahlström Project Manager, Kalmar

Mr. Anton Nikitin, Development Project Manager, Municipal Enterprise of the City of Vilnius "Transport Services"

Date: 9th - 10th April 2019

Short description of the scope:

Guldborgsund Municipality wants to show and discuss the two subjects in the cities.multimodal project:

- the mobility management activities at the campus area with "Sophieskolen" (school) and colleges
- the mobility point around the city center and railway/bus station.

The mobility management is about solutions and evaluations on the campus area, how to handle the traffic to and from the area.

The mobility point is about making solutions that benefits multimodal travelling, combining cycling and public transportation plus making the inner city more bike friendly to tourists who should benefit from parking spots for bikes while they're visiting the city.

Description of the site visit

On the first day, the guests from Kalmar and Vilnius arrived to Nykøbing F. starting the peer review visit with a presentation of Guldborgsund municipality, the infrastructure and the mobility of the city and municipality. On the subsequent bike ride to the city center and the joint dinner there was an informal talk about Nykøbing F., Guldborgsund municipality and mobility in general, e.g. that Danish people use bicycle helmets more than others.

At the second day, the actual peer review took place starting by guiding the group to the campus area following the designated cycling routes marked with arrows leading to the campus area. At Sophieskolen we took a walk around the school watching the kiss & ride solution, the cycling playground (learning area with different obstacles), parking area and the entry roads to the campus area gave an overview of the traffic solutions.



The external expert Rikke Hougaard from Hougaard Traffic presented the evaluation of the project, which has been done by involving pupils at the primary school (5th grade), students at the technical gymnasium and student council members from the gymnasium, leaving time for a talk about the solutions and the very close involvement of the users of the campus area.

The other part of the peer review was at the train/bus station, where Guldborgsund Municipality wants to make bicycling more attractive by upgrading cycling facilities as parking spots. The objectives of the mobility point is to connect bicycling and public transport more and make it more attractive and easier for tourist and citizens to park their bikes.

Since the entire peer review took place by bike the visitors got an excellent feeling for the city and it gave the participants the opportunity to observe and walk around the sites which increases the understanding of the challenges.



Description of the peer review workshop

The visit to the campus area and the train/bus station gave an impression of how the Guldborgsund municipality works with citizen's involvement, in this case the young users (pupils and students)

The visit to the mobility point at the train/bus station generated mainly the question of w-questions:

- Why is this a mobility point?
- Why would this change the behavior of commuters and tourists?
- What is the demand from citizens and tourists?
- What is a mobility point?
- What is the purpose of the MP (increase multimodality? promote sustainable transport modes? citizen involvement project? Other?)



It became clear that the term “mobility point” does not necessarily has the same meaning to everyone and that thinking about the mobility point as a solution to demands will define things more clearly. By defining the purpose, you can also describe the expected result of the MP and this makes it possible to proceed with indicators which in the end will make it possible to evaluate the measure.

Feedback and recommendations to the host city:

From Vilnius:

Anton commented that Nykøbing did a very good job developing safe routes to schools (guiding signs) and making the roads safer by closing transit traffic through them. For him it was great to see many bicycles in the school area, showing that a lot of children come to school by bike.

He was also impressed by how the school community is involved in decision making – allowing them to seek for infrastructural solutions for the area. Also, some "harder" decisions could also be made so that the area is even less attractive by car, maybe the school could do some pilot projects in the beginning of summer, closing the school streets and giving it to people.

Anton stated that it was a great discussion on what the mobility point is. At the train station, it looks like the mobility point is already in place and works quite well – there are busses, bike garage & bike racks, post/delivery terminal in the area. The main question is, what is the purpose of the planned redesign, or what is the need/scope for improvement of existing situation. Also, Nykøbing, should be asking the question, who is to use the point: if it's bike tourists, then the place is a bit too far away from the center (probably, they will want to lock their bikes in a short-walking distance), if it's community, who are the users (students, employees?) and what are their needs. The discussion lead to the idea, that probably some kind of mobility point is needed at the central part.

From Kalmar:

Robert does not consider a mobility point as a solution but as a measure and the reasons why someone wishes to introduce the measure might vary tremendously. Somehow the measure should always strive to change a behavior but there are many ways to do so. Some MPs are used to create a debate about sustainable transport modes, others are aimed at meeting a demand where as some strive to create desired demands etc. Regardless of which the MP is heavily reliant on communication and dissemination. That communication must be part of a city strategy to achieve a change in traffic behavior, decrease car dependency and increasing sustainable transport modes by making them more attractive and easier to use than the car.

Guldborgsund has fantastic possibilities to develop their sustainable transport, being flat and reduced size, proximity to forest and water and limited population. This is attractive for foreign visitors during the six less cold months of the year. Concepts and options for them to easily access bike routes and parking places have great potential for the tourist sector and local businesses. It requires knowledge of who these tourists are (origin and habits) but also a well-developed strategy for sustainable transports and city development/planning, a SUMP, that outlines purpose, objectives and expected results from mobility measures around the city.

The SUMP will also provide answers to many of the challenges around the school area. These challenges are very technically oriented and does not so much require behavioral changes amongst citizens. However they need consultancy support and traffic planning which should also be covered by the SUMP with clear objectives and expected result.

Learnings for the host city

It is very important to think about the mobility point as a solution that will change things, change behavior. This is addressed by knowing citizen and tourist, knowing their behavior and most important knowing what would change their perception of Nykøbing Falster as a bike friendly city.

Guldborgsund Municipality will finalize the tender for external help on analyzing the market and the potential users. This might change the ideas and modify thoughts about the right solutions and not the least the exact position of the mobility point, which in the end might promote cycling in Guldborgsund Municipality better.

Points to think about:

- Have mobility point discussions on purpose/scope and needed outcomes. Especially think of users
- Do more pilot projects involving citizens (e.g. closing streets) to make trips to school even more safe

Learning for the reviewer cities

Anton found the examples from school routes (signs, making streets safer, closing part of the transit for cars) and the training facilities (for children to learn cycling rules) very interesting. As well as the good discussions of defining the mobility point and it's users which Vilnius can also learn from developing it's mobility points.

Pictures: Max Müller, Guldborgsund municipality