

BYPAD AUDIT LEIPZIG

Summary May 2014

More sustainable transport in Central European cities through improved integrated bicycle promotion and international networking

ANALYSIS OF PRESENT STATUS – BYPAD IN LEIPZIG

This report was developed as Output 3.1.6 in the course of the European project “Central MeetBike – More sustainable transport in Central European cities through improved integrated bicycle promotion and international networking”. This project is implemented through the CENTRAL EUROPE programme and co-financed by ERDF.

Prepared by:
Technische Universität Dresden
Chair of Transport and Infrastructure Planning
Prof. Dr.-Ing. Gerd-Axel Ahrens

Author:
Jan Schubert

Translation:
Klara Jagrova

www.centralmeetbike.eu

1 INTRODUCTION

Within the framework of the EU project “Central MeetBike – More sustainable transport through integrated bicycle promotion and international networking”, a second BYPAD audit was implemented in the city of Leipzig. This approach was intended to re-investigate the present state of bicycle transport in Leipzig with the help of this certified process, which delivers comparable results. A BYPAD audit had already been implemented in 2008/09, therefore, changes and developments can be deducted and particularly the situation of bicycle traffic should be made apparent and re-assessed on the principle of a Round Table as consensually as possible.

The final report covers the results of a process facilitated by Jan Schubert as certified by the European BYPAD consortium and Prof. Dr.-Ing Gerd-Axel Ahrens of the Dresden University of Technology. The aim of the process is the inclusion of different perspectives for bicycle traffic planning in Leipzig. These will be included in the discussion by representatives of the city council parties, of different city administration departments as well as of various user associations and stakeholders. The process should serve the development of consensually elaborated analyses and proposed solutions for an integrated advancement of bicycle traffic that will then be presented to decision makers. The initial focus was on the evaluation of answers from the BYPAD survey (first meeting, questions 1 to 30). A preliminary report including this analysis should serve as a basis for the discussion of consensable and implementable measures for improving the situation of bicycle transport during the second meeting. The set of measures will be proposed as a compatible and synchronized part of an overall traffic strategy.

2 VALUATION RESULTS

Figure 1 (next page) contains the valuations of the modules of the standardized BYPAD audit and the overall valuation that were determined by representatives of different interest groups on the principle of a round table, on the basis of joint analyses.

The maximum score achievable is 4.0. Leipzig has an overall rating of 2.7 according to the official BYPAD version in transition from step 2 "Isolated approach (pure bicycle traffic policy)" to step 3 "System oriented (systematic bicycle traffic policy)". This means an improvement of the overall ratio by 0.5 in relation to the first BYPAD process of 2008/09.

The valuations were relatively homogenous in means of single questions and modules. The questions on the first four modules which dealt with resources, planning and preparation of measures were valued with constantly high scores: almost all of them got 3.0. Modules 8 and 9 were also noted very positive. Here, especially the regulations for the reduction of car use and the handling of accident statistics in road safety were praised.

Both of the modules related to public relations (module 6 and 7) achieved lower than average scores. The scores for questions 14 (maintenance of cycling infrastructure), 25 (performance of lifelong cycling) and 26 (use of positive health effects) were particularly critical. They achieved maximum scores of 1.5.

The comparison of the present with the first BYPAD that had been implemented in Leipzig shows that none of the questions' scores decreased. The evaluation group noted slight progress in form of an improvement by 0.5 points. The most striking improvements were with questions 5 (communication with decision makers), 23 (cycling to school), 25 (lifelong cycling), 26 (urban development policy) and 30 (data on road safety).

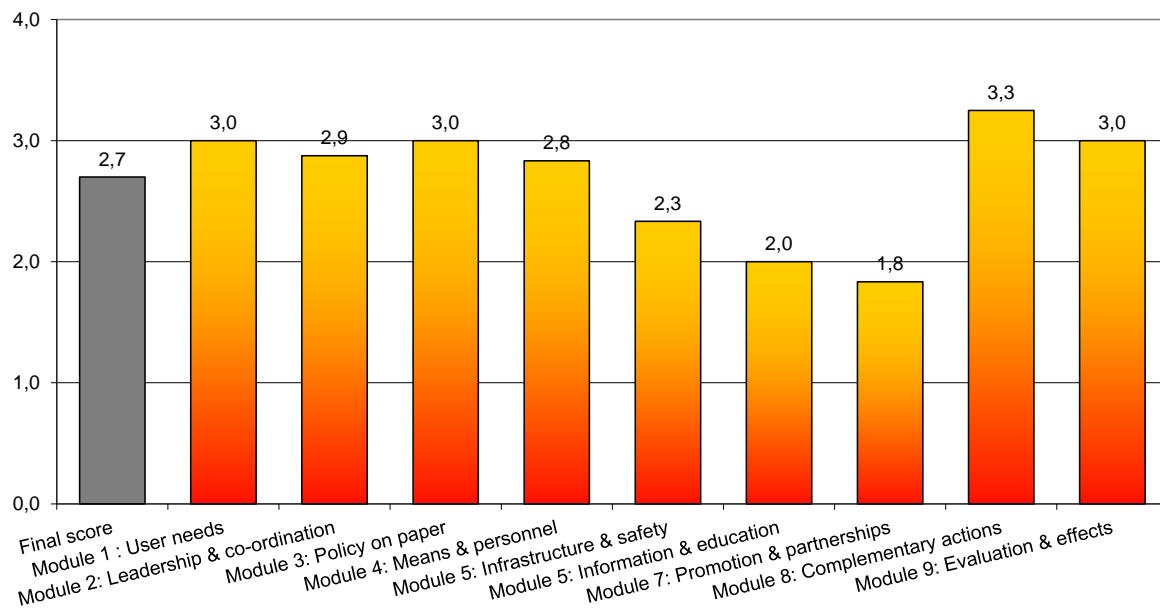


Figure 1: Valuations of the modules of the BYPAD audit and overall valuation

3 ACTION PLAN

During the second meeting of the BYPAD process, fields of action were identified and discussed by the participants. As a result of the meeting, it can be summarized that especially in the field of public relations potentials for improving efficiency and effects can be seen. The participants of the BYPAD recommend especially against the background of low or lacking financial means for public relations to generate synergies through a closer synchronization and coordination with all institutions involved and to make the best use of available resources. Here, especially the revitalization of the cycling communication concept is recommended. Also, the inclusion of other agents, such as the IHK (Chamber of Industry and Commerce), stands for various approaches for information campaigns, for instance on mobility management within companies or for the use of (freight) bicycles on official travels. Higher bicycle shares that can relieve overall traffic in the city can be best achieved extensively with the help of such “soft measures“.

Furthermore, the overall situation of bicycle transport financing was discussed in the

scope of the second BYPAD meeting. In this regard, Leipzig has the general problem, just as many other Germany cities, that the financial means available are not even sufficient for the communal duties and tasks (social welfare, child care, duty to implement safety precautions etc.). A financing of bicycle transport measures which are often considered an auxiliary service is much more difficult. For the BYPAD group, the solution of the basic problem of public financing will be given priority in the scope of a transport financing reform by 2019 according to the proposals that were formulated at the conference of ministers of transportation on 2nd October 2013. Only then they would be able to provide a sufficient budget for bicycle transport measures. Especially the state and federal governments are responsible here.

In general, it was discovered that many of the priorities discussed in the BYPAD already had been discussed in the scope of the bicycle transport development plan of Leipzig which therefore can be seen as a valuable framework for orientation.