

## Mobility analyses for Guldborgsund Municipality

# Mobility in rural areas; Guldborg, Horbelev and Sydfalster - Catalogue of examples



**Guldborgsund Municipality**  
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**GULDBORGSUND**

**NIRAS** &  **NABOGO**



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## 1. Illumination for bicyclists in the countryside

**User:**

Bicyclists

**Type:**

Upgrading Bicycle tracks

**Purpose:**

Increase safety and security for cyclists.  
Especially along roads where motorists drives at high speed.

**Challenges:**

Expensive to implement



Examples of illumination at a joint pedestrian and bicycle path

**Description:**

Establishing illumination at places with both bicycling and motorised traffic has a positive impact on traffic safety. It can also have a negative effect, cause the better conditions can make motorists drive even faster. The cost of implementation can be high. Many of the places where it can be implemented are a long way from a power source so there has to put out a lot of cables out to with the lightning poles.

**Proposal to implementation:**

In the small villages there has to be well functioned illumination, as it for example is seen in Guldborg. Furthermore the bigger roads, that leads to Nykøbing Falster would benefit from more illumination. At these roads there can be a longer distance between the lightning poles than in the villages. It can be implemented along every road where it is possible to put down cables for electricity.

Along Gedser Landevej where orientation it is difficult for bicyclists the lighting can help guide bicyclists when it is dark.

Topic:	Effect:	Remark:
City life	Average	More lights equals better city life
Effecting bicyclists	High	The cyclists rely benefits from this
Accessibility	None	-
Implementable	Average	Expensive to drag cables and to mount lightning poles
Comfort	High	Reduces the risk of accidents
Security	High	Reduces the fear og accidents, assaults and robbery

**Cost:**

Depending of the size and manufacture of the lights the expected cost will be between 400 and 1.000 euros.

**Remark:**

A side benefit is, that passengers at the bus stops along the illuminated roads feel more secure. On bridges it is recommended to use lower poles, with a shorter distance between.



## 2. Upgradeing bus-stops

**User:**

Public transport

**Type:**

Modal split

**Purpose:**

Make it a better experience waiting for the bus

**Challenges:**

A relatively large investment per user, at the smaller bus-stops.



*Bus-stop with shelter and bicycle parking*

**Description:**

Outside the cities there conditions for waiting passengers are often very poor. That means that those who have a choice are likely to discard the bus as an opportunity when the weather is bad. With a simple shelter the passengers can get away from the rain and wind. Then it is more likely for people to choose transport by bus. Shelters can be combined with bicycle parking, signs with bus-schedules and illumination depending of the amount of passengers.

**Proposal to implementation:**

At least at the bus stops where there is a larger amount of passengers there should be some kind of shelter. In smaller villages there are normally only one bus stop, at a central place in that case, this single bus stop should be a good one. That goes for Guldborg; Gedser and Horbelev.

Topic:	Effect:	Remark:
City life	Average	More passengers in the streets
Effecting bicyclists	low	If the bus stops are added bicycle parking
Accessibility	None	-
Implementable	Average	High cost per passenger at the minor stops
Comfort	High	Greater comfort for bus passengers
Security	Average	If combined with illumination

**Cost:**

There is a large span in the price. Depending of what kind of shelter. Prices varies from 5.000 to 35.000 euros.

**Remark:**

At stops with a large number of passengers a screen with real-time information on the bus traffic can be added.

### 3 Bicycle parking at bus stops

**User:**

Bicycle commuters

**Type:**

Multi-modal

**Purpose:**

Commuters that combines bicycle and bus gets a better opportunity to park their bicycle in a safe manor.

**Challenges:**

Demands some space around the bus stops.



Examples on regular bicycle parking in a "booth" or in racks.

**Description:**

Bicycle parking alongside bus stops is a service for commuters that have to long distance between home and work/education to go all the way on bicycle. It is not necessary to have a covered bicycle parking, but since many of the bicycles are parked there for a longer period, it is desirable that the bicycles can be attached to a non-removable object with a lock.

Research done by MOVIA shows that it is better with many regular bicycle racks, than a few that are under roof<sup>1</sup>.

To have a clear picture of the need it is recommendable to make a survey in the buses to get knowledge of the amount of parking racks that is necessary to fulfil the needs.

**Proposal to implementation:**

Starting at the bus stop with the largest amount of passengers.

Topic:	Effect:	Remark:
City life	Negative	-
Effecting bicyclists	High	Great benefit for "split-commuters"
Accessibility	Average	Cyclist can travel longer distance when combining with the bus.
Implementable	High	There are numerus examples
Comfort	High	High level of comfort for commuters
security	No/light	No changes unless it is made possible to attach the bike to a pole or something like it.

<sup>1</sup> <https://www.moviatrafik.dk/media/5603/superskiftet-guide-til-god-cykelparkering.pdf>

## 4. Bench for lift-takers (Ride-along-bench)

**User:**

Everyone

**Type:**

Carpooling

**Purpose:**

Use the empty seats in private cars to provide more mobility

**Challenges:**

There is a risk of not being picked up. One negative history can ruin the whole concept.



Ride-along-bench in Sønderborg – the signs indicates the destination city

**Description:**

In Germany a concept called “Mitfahrbank” – Ride-along-bench has had a huge success. The same goes for a couple of municipalities in southern Jutland. The concept works in a way, that potential passengers marks on the bench which city they are going, so motorists that are going there with a spare seat can pick them up. If it is placed close to a bus stop, the bench can also be used by bus passengers. Then there is also a plan B, if no one picks you up, you can go by bus. In the initial period there can be some scepticism and it can take a while until it is widely accepted to drive along with strangers.

**Proposal to implementation:**

In small towns such as Horbelev, Guldborg and Gedser where there is numerous of cars going through there is a potential of placing a bench in both sides of the road at a central spot in the town. It is recommendable to start with one of the towns that has a committed community. Then it is possible to adjust the concept along the way.

Topic:	Effect:	Remark:
City life	Low	In a small town it can be “something to talk about”
Affecting bicyclists	None	-
Accessibility	Average	With only a few busses it an alternative to get from A to B
Implementable	Average	It can be made by a local carpenter
Comfort	Average	If the community adapt it, it can give great comfort
Security	?	Depends of how well it works

**Cost:**

It can be done at a very low cost.

**Remark:**

It is not meant to replace busses, but can be an alternative to low frequent busses, and as an initiative to bring people closer in small communities.

## 5. Shared town-car

**User:**

Everyone – replacement of the 2<sup>nd</sup> car of a household

**Type:**

Assorted measures

**Purpose:**

To reduce the numbers of cars. Eliminate the need of getting car number 2, 3 etc.



A shared town-car from the company Byensbil.dk

**Challenges:**

You have to book the car in advance. It does not work as an impulsive solution.

**Description:**

The company ByensBil ApS are specialized in providing town-cars to rural areas in Denmark. The car is placed on a central spot, and can be booked by the members. The car must be booked a few days in advance. The users pay a small yearly fee to be a member. If it can fulfil the needs of a 2<sup>nd</sup> og 3<sup>rd</sup> car in a household, it is a cheaper solution.

**Proposal to implementation:**

In for example Gedser, Horbelev, Guldborg and Marienlyst there is a potential for placing one or two town-cars. One of the places where ByensBil already has success is in a small town I Jutland where there is 263 citizens. There is of course a lower limit to how small a town it can function.

Topic:	Effect:	Remark:
City life	Low	It can send a signal to people, that small towns are being prioritized, and thereby get more people move to the towns
Effecting bicyclists	None	-
Accessibility	Average	It is not as flexibla as owning your own car, but a cheap alternative
Implementable	Low	Depending on cooperation of the community, local business and the town-car provider.
Comfort	Average	Better than waiting for the bus for too long
Security	None	-

**Cost:**

Typically it is unions of small towns that make a deal with a town-car company. The price of using the car shown in the picture is 1,5 euro per hour and no more than 10 euros per day

**Remark:**

The car can get some to get rid of the 2<sup>nd</sup> car. It can also make some drive the town-car instead of carpooling or cycling.

## 6. Information on mobility/ giving a “mobility-package”

**User:**

Everyone

**Type:**

Campaigns

**Purpose:**

Inform people, such as new citizens about local mobility means.

**Challenges:**

Distribution can be difficult



Information of different means of mobility (from Aalborg)

**Description:**

There is a greater chance for people to change their habits when there is a change of context in their life. Therefore it is obvious to influence new citizens to change their habits of transportation. This can be done by informing them about the possibilities of sustainable mobility in the city. For instance where the nearest bus stop is, and how often there is a bus.

**Proposal to implementation:**

An introduction to all new citizens that moves to Guldborgsund Municipality. Can be given to new students at schools. The form can either be as a booklet with information of mobility in the whole municipality, or divided into smaller areas, with only the things of local relevance.

Topic:	Effect:	Remark:
City life	-	-
Effecting bicyclists	-	-
Accessibility	Varies	It is easier to get around in a new town when you are guided
Implementable	Average	The cost is relatively low, but it has to be updated relatively often
Comfort	Low	It is comforting to know that there is public transportation close to your new home
Security	None	

**Cost:**

The cost of making the information are low. There can be additional costs if new citizens are given a free trial – for instance one month free public transport.

**Remark:**

It could also be as a contact-person, a local that volunteered to guide new citizens guidance of how mobility works in the municipality.



## 7. Improving guiding with signs

**User:**

Bicyclists

**Type:**

Upgrading Bicycle tracks

**Purpose:**

Make it easier to find the right path when bicycling.



A sign to guide bicyclist

**Description:**

If the bicyclists -especially bicycle tourists – are going to find their way around the defined routes within the municipality it is necessary to have signs that lead the way along the route. In addition there could be marking on the pavement showing the distance to defined goals such as Nykøbing Falster or Gedser etc. Cyclists puts trust in the information given on signs along the route. The signs shows the safest and most interesting route for cyclists. There can also be put up signs outside the defined routes to show the way to the defined routes, and places of interest. There is also a great publicity in signs for cyclists. Showing that cycling is highly prioritized.

**Proposal to implementation:**

Especially the main routes for cycling tourists from the ferry in Gedser leading via Gedser Landevej can be an alternative to the suggested route via Skelby if it is properly marked with signs. Also along Majbøllevej, Gammel Landevej and along Brovej/Nykøbingvej would be suitable places.

Topic:	Effect:	Remark:
City life	Low	The main target is outside the cities, but it will lead more tourists trough the small towns
Effecting bicyclists	Average	Better facilities for bicyclists results in more bicyclists
Accessibility	Low	Better guidance
Implementable	High	Signs and marking on the pavement is easy to implement
Comfort	High	Possibility to guide bicyclists along the safest routes
Security	Average	Trustworthy guidance increase the level of security

**Cost:**

The signs can be mounted for less than 150 euros a piece.

**Remark:**

There are no upper limit of the number of facilities that can be implemented to make the experience as a cyclist better. The signings shall first of all make the cyclists chose the routes that are pointed out as the most accessible and secure routes.

## 8. Try a e-bike

**User:**

Existing and potential bicycle commuters.  
Especially those with less than 20km

**Type:**

Campaign

**Purpose:**

Make more commuters go by bicycle

**Challenges:**

Corporation between Guldborgsund  
Municipality and a bicycle shop



Home care employees on e-bikes

**Description:**

If the municipality makes it possible to test if a e-bike can fulfil some of the needs of transportation in a couple of months, the persons involved can have a real idea of how it really works, and experiments other places have shown that it is possible to get some people change from car to bicycle.

In a small town outside Aalborg 41 car-commuters was given a e-bike for one month. After the test period 20% of the involved persons have bought their own e-bike and are using it as a primary transportation for work.

**Proposal to implementation:**

All over the municipality there is a large potential for commuting. A lot of people that have less than 20 kilometres between home and work could benefit of an e-bike.

Besides private persons also public service such as home-care etc. can also change from cars to e-bikes.

Topic:	Effect:	Remark:
City life	Average	More bicycles means fewer cars
Effecting bicyclists	Average	More bicycles increases the political interest for investments in cycle-infrastructure
Accessibility	Low	E-bikes can be faster than the bus. (in congested areas also way faster than a car)
Implementable	Average	If Guldborgsund Municipality can find a commercial partner
Comfort	None	-
Security	None	-

**Cost:**

The cost of such an initiative is expected to be between 7.000 and 25.000 euros, depending of the number of participants.

**Remark:**

## 9. Extra busses during the summer

**User:**

Everyone

**Type:**

Assorted measures

**Purpose:**

A numerus of citizens in Guldborgsund Municipality have asked for busses when schools are closed for summer

**Challenges:**

The price per passenger is high



Examples on regular bicycle parking in a "booth" or in racks.

**Description:**

Some of the public busses are also running during the summer Holliday, but some routes are closed as well as the schools - for instance the school-bus (also used by persons who are not students). The questionnaire has shown that many citizens would like a higher bus frequency during summer.

**Proposal to implementation:**

In some areas in Guldborgsund Municipality there is more people during the summer. For instance in the coastal areas where there is many summerhouses. Summer-busses should go through the areas along the coast. In the summer-period the frequency could be higher around the weekend.

Topic:	Effect:	Remark:
City life	None	-
Effecting bicyclists	None	-
Accessibility	Average	The summerhouses becomes accessible without a car
Implementable	Low	The cost per passenger will be high
Comfort	Low	Better flexibility around the municipality during summer (Also possible to have a beer or two – without concern)
Security	None	-

**Cost:**

Depends on the frequency and the length of the route(s)

**Remark:**

Another survey with focus on summer-busses could clarify if there actually is a need for buses to the summerhouses.

## 10. Establish more bicycle paths

**User:**

Bicyclists /everyone

**Type:**

Upgrade of bicycle tracks

**Purpose:**

Prevent people to de-select bicycling due to poor infrastructure

**Challenges:**

Expensive to establish



*Track for bicycles in a separated trace.*

**Description:**

Super-cycle-tracks is a concept that is implemented around Copenhagen and a couple of other cities in Denmark. The results have been great. Around Copenhagen the increase in bicycles has been 23% and it has moved 14% from using car to using bicycles.

In the Guldborgsund Municipality it might not be necessary with a super-cycle-track, but at least bicycle-tracks that are separated from the road with curb stone a small ditch would be recommendable. The result should be a network of high-class bicycle tracks in the municipality.

Displayed with a map on the internet and other places.

**Proposal to implementation:**

When bicycling infrastructure is build the number of bicyclists increases. The local "Bicycling Union" have asked for better conditions for bicycles along following roads: Grønsundvej, from Nr. Alslev to Stubbekøbing, Gedser Landevej and between Guldborg and Nykøbing Falster.

Topic:	Effect:	Remark:
City life	Low	Its mainly outside the cities
Effecting bicyclists	High	Many requests for better bicycling infrastructure
Accessibility	Average	Cycling becomes a more efficient mean of transportation
Implementable	Low	Expensive to lay out tracks
Comfort	High	High increase of the comfort for bicyclists separate infrastructure
Security	High	Cycling in their own trace makes many feel secure

**Cost:**

High



## 11. Safe-cycle campaign

**User:**

Everyone

**Type:**

Bicycling culture

**Purpose:**

Put extra focus on safety and security

**Challenges:**

Continues communication to the citizens is necessary



*A campaign with jackets that easily can be seen – also in the dark.*

**Description:**

Many de-select the bicycle because the high speed among the motorists makes them feel insecure – especially along the dark country roads. The feeling of not being seen can be prevented by using colourful fluorescent clothing. Research has shown that by using fluorescent clothing has a great impact on traffic safety<sup>2</sup>.

**Proposal to implementation:**

The whole municipality. Can be communicated at a bicycle event or in collaboration with schools or local companies. If the municipality wants to provide their employees or a number of citizens with fluorescent jackets the jackets should have some kind of print, that draws attention to the fact that Guldborgsund Municipality are focusing on bicycling.

Topic:	Effect:	Remark:
City life	None	
Effecting bicyclists	None	
Accessibility	None	
Implementable	Average	All about communication
Comfort	None	
Security	High	Fluorescent clothing creates a feeling of security

**Cost:**

a fluorescent jacket should cost no more than 75 euros. The larger amount of jackets the cheaper the price per jacket should be.

<sup>2</sup>

[https://vbn.aau.dk/ws/portalfiles/portal/197570851/Projekt\\_cykeljakken\\_den\\_sikkerhedsm\\_ssig\\_effekt\\_af\\_en\\_gul\\_cykeljakke.pdf](https://vbn.aau.dk/ws/portalfiles/portal/197570851/Projekt_cykeljakken_den_sikkerhedsm_ssig_effekt_af_en_gul_cykeljakke.pdf)

## 12. “Bicycle-library”

**User:**

Everyone

**Type:**

Assorted measures

**Purpose:**

Make it easy to try out a bicycle, or an e-bike



Examples of a movable bicycle-library

**Description:**

Today there exists a number of different bicycles for different purposes. Cargo-bikes for transportation of goods or children. Folding bikes to bring along, e-bikes for longer trips, sports bikes etc.

A bicycle-library is a library where citizens or companies can borrow a special bike for a period limited to 1-5 weeks. A moveable bicycle-library can be established in the towns in the municipality for shorter periods, and create a focus on bicycling. A good idea would be to combine the bicycle-library with a possibility to drop by, and get professional help to repair of private bicycles as well.

**Proposal to implementation:**

The bicycle-library should visit the small towns with an even frequency. At a start it could be tested in Guldborg, Gedser and Horbelev -for example one weekend per month in each town.

Topic:	Effect:	Remark:
City life	Low	Increase city life in small towns one weekend per month
Effecting bicyclists	High	Gives more people the opportunity to try out different types of bicycles. Lorry-bikes or e-bikes.
Accessibility	None	-
Implementable	High	There are numerous examples other places in DK
Comfort	Average	The Bicycle-library comes out to the citizens
Security	None	-

**Cost:**

Depends on many things.

**Remark:**

A good service for the citizens. There is publicity that something is done for cycling.

## 13. Mobility-chek at schools

**User:**

Everyone

**Type:**

Culture

**Purpose:**

Get students create new ideas

**Challenges:**

Needs a structured effort from the municipality

**Description:**

The purpose of the initiative is to learn students at high schools and public schools about mobility, and inspire them to come up with new ideas to how we can get more sustainable transport in our cities. Via the process also inspire them to use more sustainable transport forms for their own transport. As a side effect they might also inspire their parents to do the same.

It can be a challenge for schools if there are poor accessibility to public transport.

**Proposal to implementation:**

The schools in the municipality all have one teacher that are committed to traffic-education. These teachers have a network, where they gather and discuss ideas regarding traffic and mobility from the 14 public schools in the municipality.

# Ta' et pendlertjek

Se, hvad du kan spare af penge og CO<sub>2</sub>, og hvor mange ekstra kalorier du kan brænde af, hvis du lader bilen stå.



Tid



Økonomi



CO<sub>2</sub>



Kcal

Example from DOT: "See how much you can save in money, CO<sub>2</sub> and how many calories you will burn, if you switch from car."

**Topic:**

City life

**Effect:**

None

**Remark:**

-

Effecting bicyclists

High

If students get to think about their transport habits some of them will be moved on to bicycles

Accessibility

None

-

Implementable

Low

It can be difficult to find a gap in the students schedule

Comfort

None

-

Security

None

-

**Cost:**

If it is a part of the education program the cost is low.

**Remark:**

If the students adapt bicycling or carpooling, there are side effects as health improvement and social effects.

## 14. Free public transportation

**User:**

Everyone

**Type:**

Assorted measures

**Purpose:**

Some citizens think that public transport is too expensive

**Challenges:**

Lost income from public transport



*Free public transport are decried by some people*

**Description:**

The purpose of free busses is to get more passengers in the busses. It will still be a barrier if the frequent or destination does not suits the needs.

A survey done in Guldborgsund Municipality showed that a large number of the respondents think that it is too expensive to use the public transport. There is certainly a potential in free busses in order to avoid households getting a 2<sup>nd</sup> car, but it also requires a better frequency.

**Proposal to implementation:**

If the intention is that all citizens of Guldborgsund Municipality shall consider the bus as an realistic alternative to the car it will demand a much larger network of busses. The distances between where people lives and the nearest bus stop are to large for a majority. That means that a number of busses will drive around empty, even if it is free to come along.

Topic:	Effect:	Remark:
City life	None	-
Effecting bicyclists	None	-
Accessibility	Low	People without cars can travel a longer distance, without considering the cost
Implementable	Low	I will be really expensive
Comfort	Average	No worry of having cash, or to check in and out
Security	None	-

**Cost:**

It depends on how often and how far the bus have to go, but for success there have to be more busses, and then it will be expensive.

**Remark:**

Guldborgsund Municipality have to finance it on their own. In some municipalities they have tried free busses and experienced that the savings in administration of selling tickets etc. made up for the losses in income from the tickets. There are no economic models that can tell if implementing free busses is a good or a bad idea – but if the routs and frequency is held at the current level it will not have any impact on the mobility.



## 15. Structured Carpooling

**User:**

Everyone (18+ years)

**Type:**

Modal Split

**Purpose:**

Make it easier to find a lift for commuters. Via an app.

**Challenges:**

Many different providers will make the amount of users in one system to small. Demands a local engagement to succeed.



*One provider of a system for carpooling is NABOGO. (translates into Neighbour-Go...)*

**Description:**

NABOGO is a flexible carpooling system. It can be used for commuting and other trips from villages into the cities and/ or public transportation. The main focus of NABOGO is to provide better mobility to smaller societies. It works together with the national travel-planner called Rejseplanen in parts of the nation. It works via predefined meeting points (virtual stops) and depends on a strong community in the area.

**Proposal to implementation:**

NABOGO is free to use for all the citizens (passengers pay, and drivers get paid via the app for the kilometres that are driven, but there is no fee to the providers). The cost of implementing and running the system is paid by the municipality. In that way there is no incentive to make arrangements outside the system, that helps of keeping a range of users (lifts) in the system. NABOGO is normally implanted as a corporation between the Municipality, local Council, local industry etc.

Topic:	Effect:	Remark:
City life	Average	If people in small towns drive together they will get to know their neighbour
Effecting bicyclists	None	-
Accessibility	High	In small towns it can have a great impact on mobility
Implementable	Average	It requires collaboration of stakeholders
Comfort	Low	-
Security	None	-

**Cost:**

There is an initial investment to set up the system especially to suit the exact needs of the local community in the village, workplaces etc.

In the operational phase, the platform is maintained with changes or implementing new meeting points. The cost for establishing it in a municipality the size of Guldborgssund is estimated 25.000 euros, and annual operating costs are DKK 12.000 to 15.000 euros.

**Remark:**

When NABOGO is implemented in Rejseplanen on a national level it will be possible to det suggestions of trips including NABOGO combined with public transport and shared bikes – in a MASS-like setup.

## 16. Parking for carpooling

**User:**

Everyone

**Type:**

Combination/ modal split

**Purpose:**

Create better possibilities for carpooling

**Challenges:**

Unattended parking areas outside the cities can lead to vandalism or theft from parked cars.



*A parking area placed close to some of the main roads for commuters to park when they carpool.*

**Description:**

The number of persons per car becomes smaller year by year. More and more people have access to a car, and we are getting more isolated from each other. Carpooling can be one step to prevent congestion. To get more people carpooling the conditions must be as good as possible. There must be a safe place to park the car or bicycle, for those that are riding along with others. The parking lots must be very accessible and close to the route that drivers are going, to have them stop by and pick someone up. By implementing numerous carpool-parking the chance of having one close the daily route increase. Then the chance of convincing drivers to share their empty seats increases.

**Proposal to implementation:**

There are already established a few parking areas in close range of the motorway by E47 intersection nr. 45.

There could be established some smaller parking areas close to Guldborg and Horbelev. If they are placed strategically according to the hinterland it can encourage people in these areas to arrange for carpooling.

Topic:	Effect:	Remark:
City life	None	-
Effecting bicyclists	Low	If the parking areas have parking for bicycles it will be possible to combine bicycle with carpooling
Accessibility	Average	Those who don't have a car can ride along with others
Implementable	Average	It demands a certain investment
Comfort	Average	There is a great potential of going together
Security	Low (negative)	It can be insecure for people to leave their car behind

**Cost:**

Depending on the size of the parking area. But it is way cheaper than to implement more parking space within the cities.

**Remark:**

It is a good idea to ban trucks to park in the areas, to prevent truckdrivers to camp there at fill up all the space.

## 17. Recognisable signing along cycletracks

**User:**

Cyclists

**Type:**

Culture

**Purpose:**

Send a signal that Guldborgsund Municipality takes bicycling seriously – and make cyclists feel welcome



*Free public transport are decried by some people*

**Description:**

A special Guldborgsund Municipality Cycling-sign can be a very strong signal. If there are made a easy recognisable sign it can be a kind of trademark that really can promote bicycling ad Guldborgsund.

The sign must then be used as many places as possible. Along the network of bicycle tracks, on a part of the minor bicycle paths, at bicycle parking etc. It could also be printed on to t-shirts/ jackets for the employees in the city centre. For example on some jackets like those that are presented in example 11.

**Proposal to implementation:**

On all infrastructure regarding to bicycles in the municipality, and many other places/things that has to do with bicycling.

Topic:	Effect:	Remark:
City life	None	-
Effecting bicyclists	Average	A great publicity effect – makes it great to be a cyclist
Accessibility	None	-
Implementable	High	When the final design is made, there is no limits on where it can be shown
Comfort	Low	
Security	None	

**Cost:**

Depends of the level of ambition – but it can be done at relatively low cost.

**Remark:**

In time it can help put Guldborgsund Municipality on the map as a bicycle municipality.

## 18. Special busses for larger events

**User:**

Everyone

**Type:**

Assorted measures

**Purpose:**

A higher level of public transportation in addition to larger events – festivals and so on.



*Free public transport are decied by some people*

**Description:**

Special buses are used in many cities in addition to large events for as big concerts or festivals. It is a great service for people that goes to the events. If promoted well it can reduce the congestion that is usually seen around the parking area after a concert. The municipality can put it in as a condition permission to arrange larger events, that the arranger must also arrange a certain amounts og busses.

**Proposal to implementation:**

In Guldborgssund Municipality there is “Døllefjelde marked”, “late night” arrangement i Nykøbing Falster, concerts etc.

Topic:	Effect:	Remark:
City life	None	-
Effecting bicyclists	None	-
Accessibility	Average	If there are no public transportation it makes the event more accessible for those without a car
Implementable	Average	Someone has to find the amount of busses, but it school be easy to arrange
Comfort	High	It is comforting that people can have fun, and don't have to drive home
Security	None	

**Cost:**

The cost can be put on to the arranger of the event - fully or partially.

**Remark:**

Could be included in the entrance fee. Also an opportunity to promote the regular buses to people that do not normally go by bus.