“Cycling as a city changer” with a modal split of 60%

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INTRODUCTION

- Example 1: Traffic Circulation Plan (1977)
- Example 2: Noorderplantsoen
- Example 3: Parking Policy
- Example 4: City Centre Perspective
- Example 5: Smart Route
- Cycling Strategy Groningen
- Lessons learned
TRAFFIC CIRCULATION PLAN (1977)
the city’s living room
1960’s/70’s: cars, cars, cars, cars!
Grote Markt 1960's

Grote Markt 2015
NOORDERPLANTSOEN
enhance recreational value of park
1993: temporary closure
PARKING POLICY
instrument for reducing car use
CITY CENTRE PERSPECTIVE
improve liveability
Brugstraat
before and after
Grote Markt
before and after
Munnekeholm
before and after
SMART ROUTE
unbundle car and bicycle traffic
START
JE BENT OP TIJD ALS JE DE SLIMME ROUTE RIJDT

WWW.SLIMMEROUTE.NL

GRONINGEN
FIETSSTAD
CYCLING STRATEGY GRONINGEN
2015-2025
CYCLING STRATEGY GRONINGEN
challenges

- create good conditions for growth
- keep city accessible
- improve health of citizens
- ensure viable and economically vital city
- ensure safe city
CYCLING STRATEGY GRONINGEN solutions

- Bicycle Effect Analysis for new spatial developments
- separating bicycles and cars
- more space for bicycles
- tailored bicycle parking
- awareness/behavior and promotion
LESSONS LEARNED

• the addition of attractive public spaces can only be achieved by drastic or radical changes
• it is essential to implement reforms in the transport chain at a city level
• tell citizens what they get, instead of what they loose
THE END
Bicycle tunnel railway station
Bicycle tunnel and parking garage Station Europapark
All directions green at same time
Bicycle crossing Eikenlaan (Smart Route)