Cycle adapted streets and cycle streets in city network

The Gothenburg experience

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Urban Transport Administration
1. Separated cycle infrastructure
2. Cycle adapted streets
Bicycle network
Cycle adapted streets – the easy way

• Max 30 km/h
Cycle adapted streets
Cycle signposts
Cycle adapted streets
Cycle box
City centre
"Bike pace streets"

- No sign – Design!
- Designed to clearly guide cyclists and motorists – improved safety
- Driving a car is permitted, but on cyclists’ terms
- Low speed
- Not possible to overtake a cyclist
- More efficient use of space in urban areas
- Mores space for pedestrian
Västra Hamngatan: Before
Västra Hamngatan: After
More space for pedestrians and bike parking
Raised zebra crossings
What does the road users think about the street before and after?

**After:**

- Street has improved and feel safer
- Better access to bike parking
- 1/3 of cyclists doesn’t feel safe
- 1/3 of cyclists uncertain of the traffic rules.
- Noise and speed are the same

### CYCLISTS

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**Legend:**
- Mycket positivt
- Ganska positivt
- Varken eller
- Ganska negativt
- Mycket negativt
Thank you, and **welcome**!