



# Cycle adapted streets and cycle streets in city network

The Gothenburg experience

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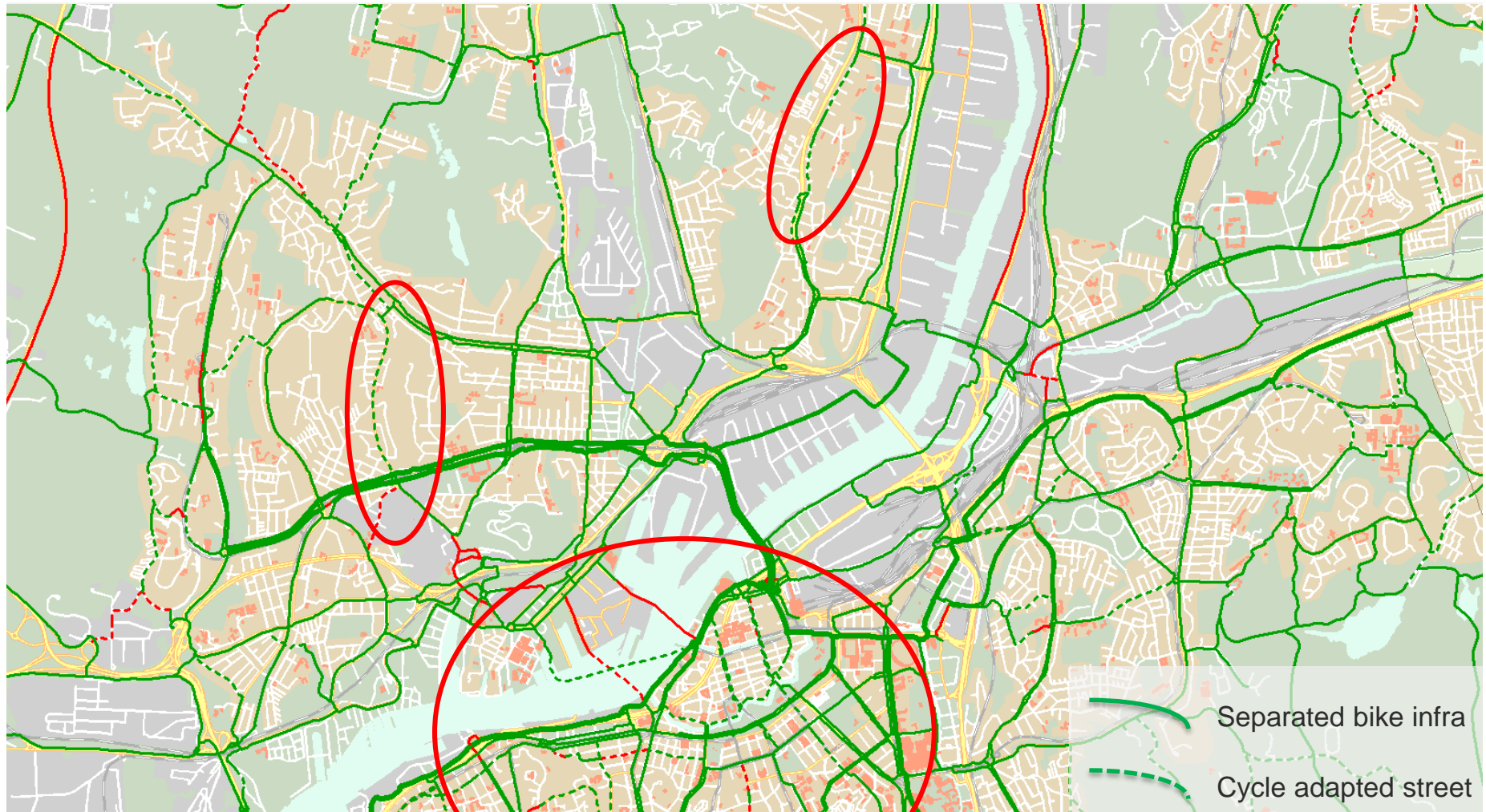
# 1. Separated cycle infrastructure

## 2. Cycle adapted streets





# Bicycle network



# Cycle adapted streets – the easy way

- Max 30 km/h





# Cycle adated streets

## Cycle signposts



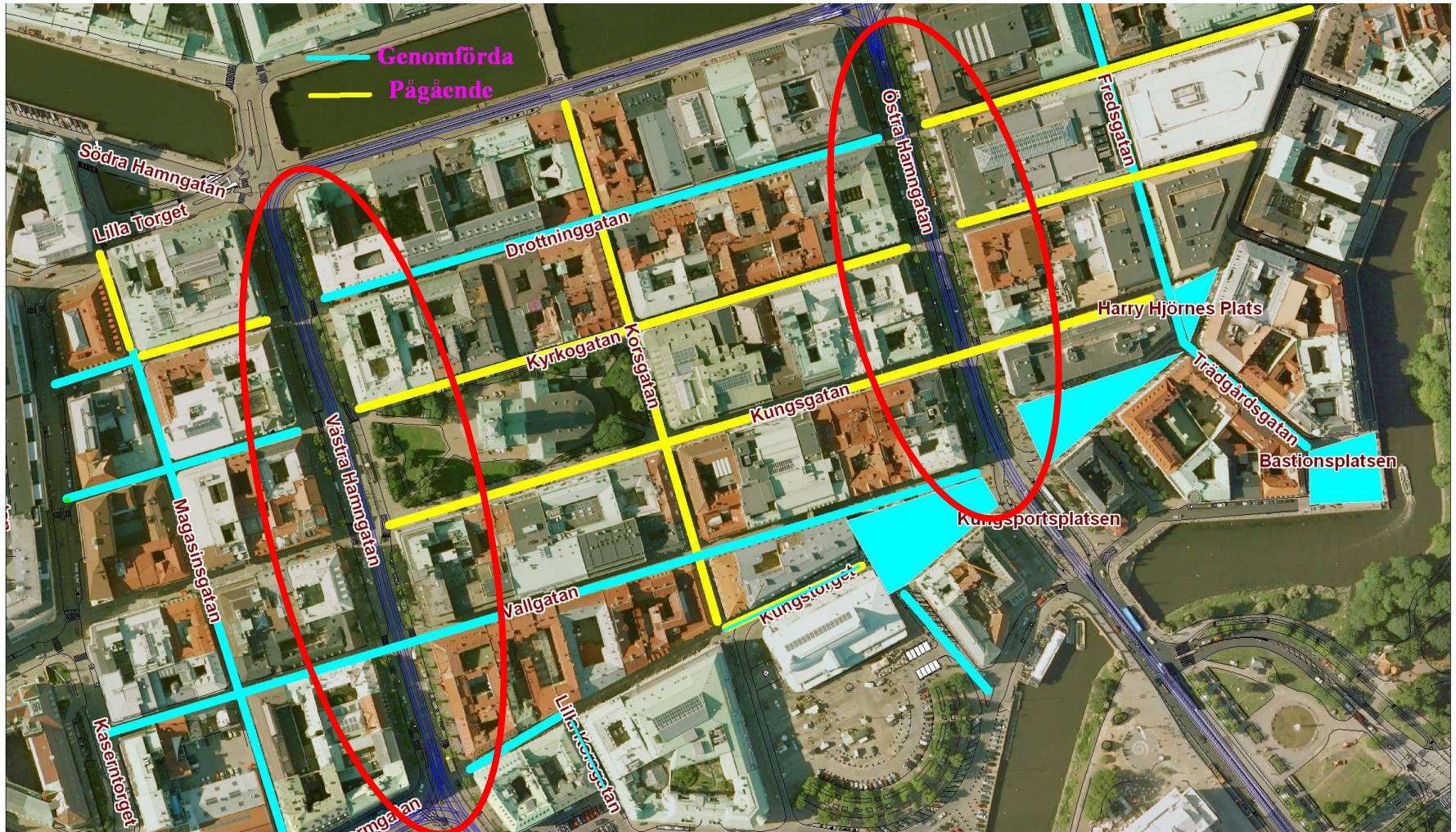
# Cycle adapted streets

## Cycle box





# City centre





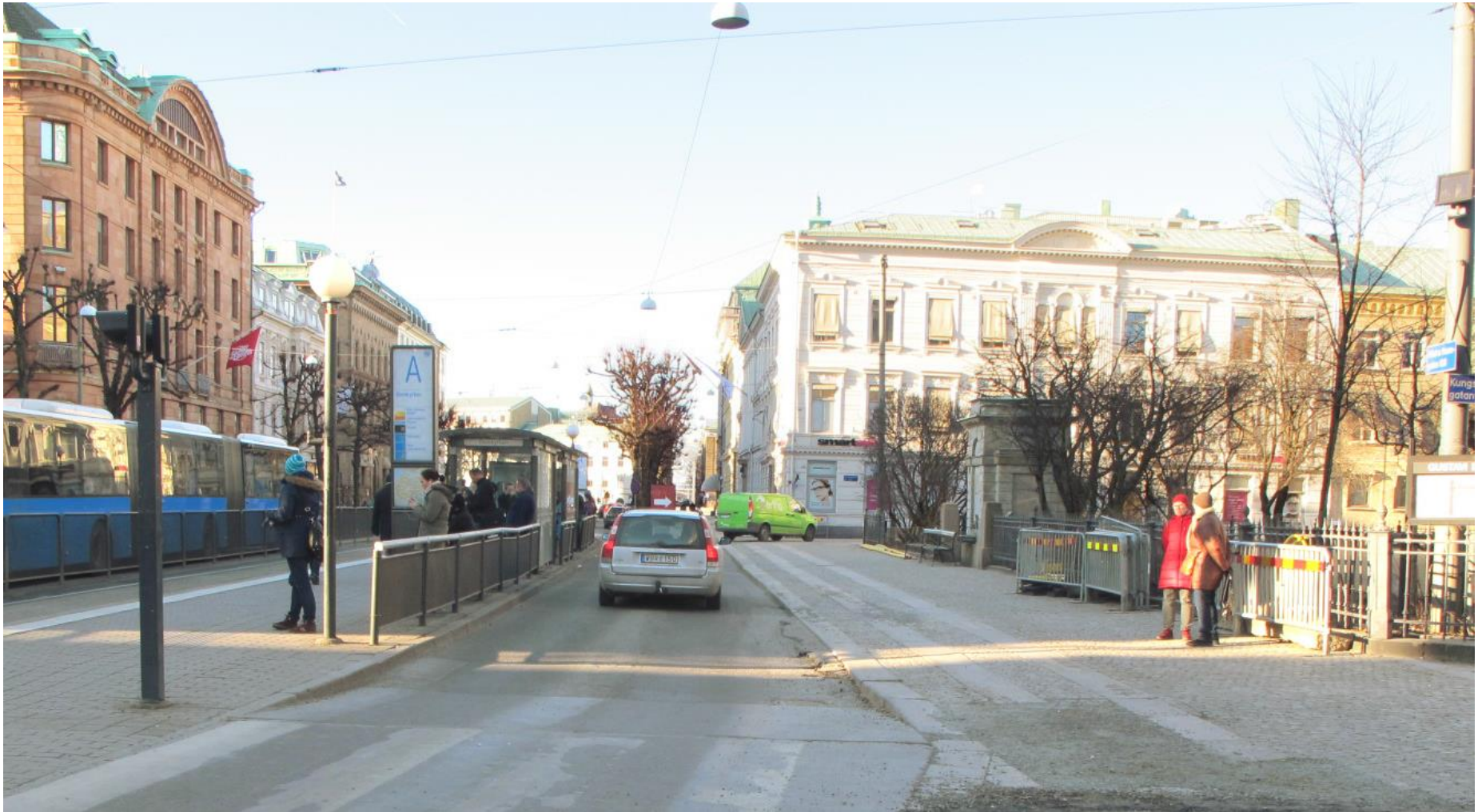
# ”Bike pace streets”



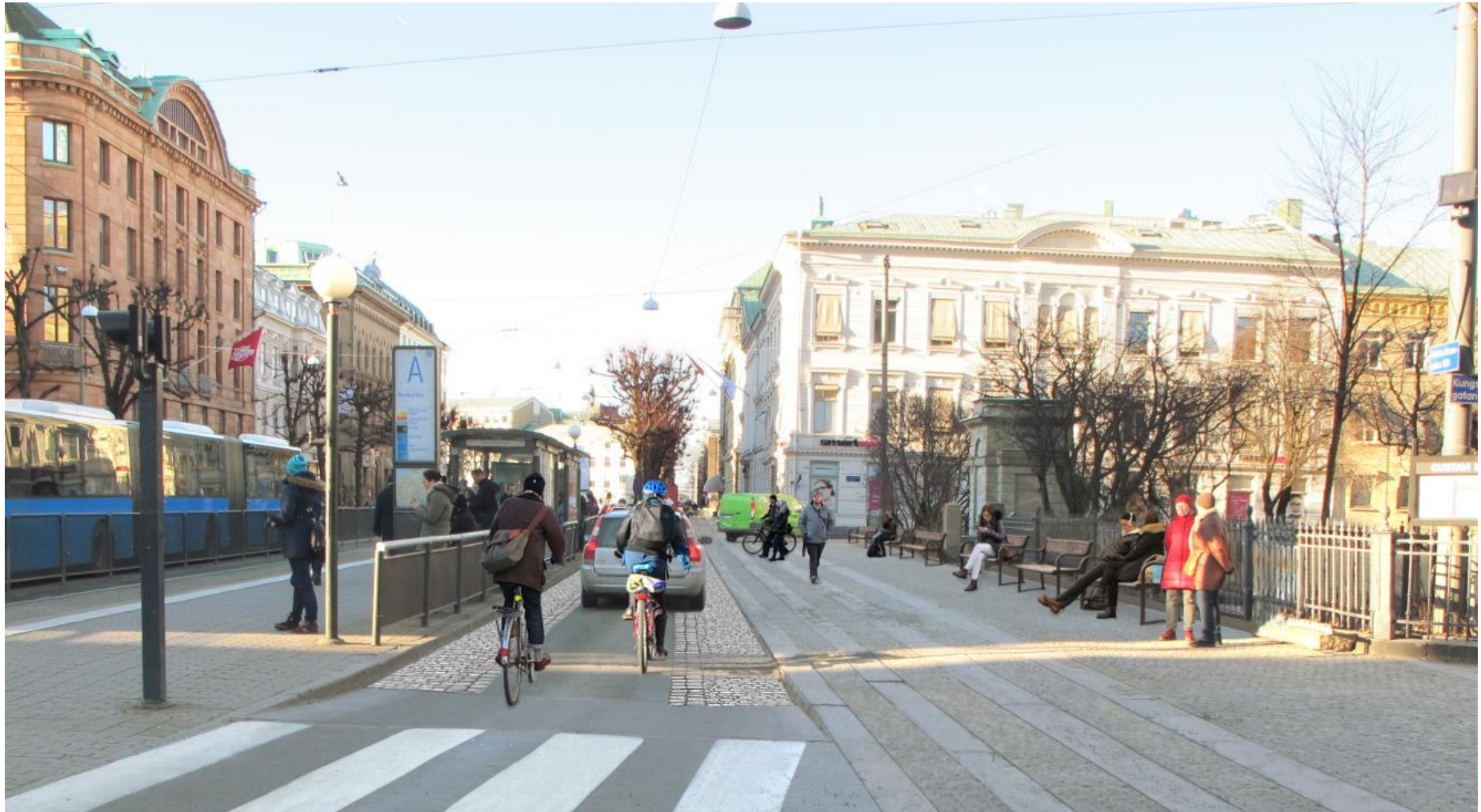
- No sign – Design!
- Designed to clearly guide cyclists and motorists – improved safety
- Driving a car is permitted, but on cyclists’ terms
- Low speed
- Not possible to overtake a cyclist
- More efficient use of space in urban areas
- More space for pedestrian



# 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

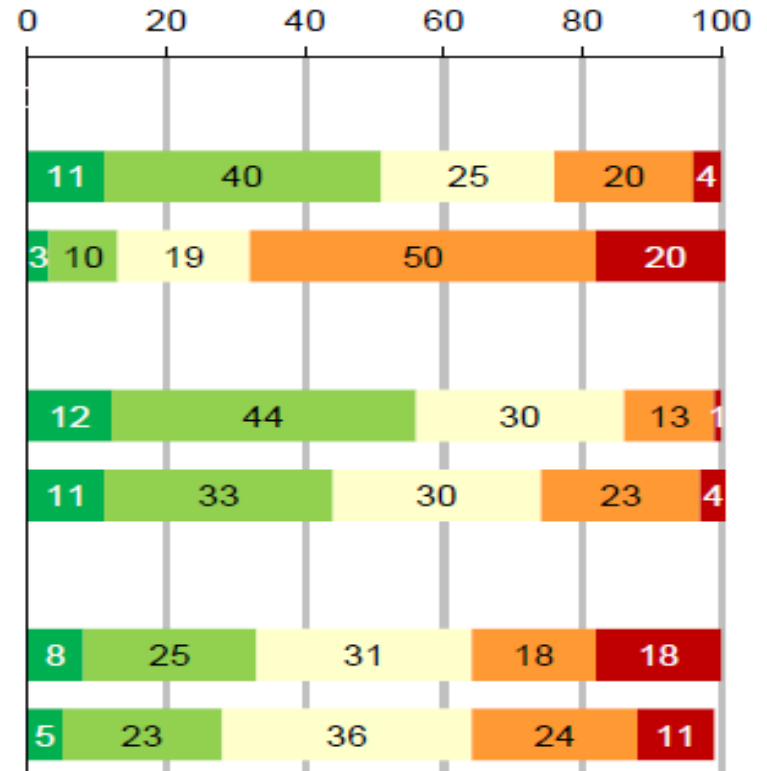
After  
Before

## PEDESTRIANS

After  
Before

## MOTORISTS

After  
Before





Thank you, and **welcome!**

