cycling as a way to vital, attractive and healthy cities

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The urban environment talks.....
Principle I: Dare, able or invite to cycle

- **DARE**
  - Hardly any infrastructure
  - 18 - 28 years
  - Up to 3 kilometers
  - 4% cycle potential

- **ABLE**
  - Present but dominated infrastructure
  - 18 - 48 years
  - Up to 5 kilometers
  - 20% cycle potential

- **INVITE**
  - Equal or dominating infrastructure
  - 8 - 80 years
  - Up to 15 kilometers
  - 40% cycle potential

Cycle distance → Amount of cyclists
Our mission:
“How to make cycling the first mode of transport in Utrecht = how to bring the level from able to invite”?
Historic towns are naturally made for cyclists and pedestrians

Utrecht

Groningen
A joint venture

Traffic

Space

Boulevards and squares

Buildings

Spatial design
Urban architects (until 1900)
A separation of two worlds
Able to cycle, but invite?
Principle II: Zoning in the city
85% of cyclists choose the longer route!!

- 50% because they think it’s nicer
- 30% because they think it’s shorter
- 40% because they think it’s faster
Designing principles to invite-level
- “Cycling streets”
- Attractive boulevards, spatial continuity
- No massive carroads > 15,000 veh/ day
- Easy crossings (avoid stress)
Principle III: reorganise car networks to create space for cyclists

<table>
<thead>
<tr>
<th>Bicycles</th>
<th>Cars</th>
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<tbody>
<tr>
<td>The fastest route = the direct route</td>
<td>The fastest route = often a detour</td>
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<td>A lot of bicycles = Social control</td>
<td>A lot of cars = traffic jam</td>
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<tr>
<td>A lot of cyclists = a chance for making an (attr)active public space</td>
<td>A lot of cars = emission</td>
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“The best cycle plan is a car-networkplan”
What car-intensity can the city handle?

- **Car = guest**
  - < 10,000 veh/day

- **Unlimited crossing**
  - 10 – 15,000 veh/day

- **Regulated crossing**
  - 15 – 20,000 veh/day

- **Separated crossing**
  - > 20,000 veh/day
Smart traffic-management
The project ‘Goylaan’
Ideaalbeeld: Lessinglaan
Goylaan: from able to invite!
Same principles in other cities applicable?

• Levels of quality: dare, able invite

• Zoning in the city: A, B, C

• Reorganising carnetworks for space for cyclists?