Cycling and urban qualities
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Cycling and urban qualities of Zwolle

GOLDEN CIRCLE

WHY DO YOU DO WHAT YOU DO? WHAT IS THE PURPOSE?

HOW DO YOU DO WHAT YOU DO?

WHAT THE HELL DO YOU DO?

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Why does Zwolle want to be a cycling friendly city?

Strong economy and Sustainable, Healthy and Hospitable city

Economische toplokaties: De sterkste gemeenten

Zwolle delivers strong economic performance and sees that rewarded
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Transition point for the North of The Netherlands

Strong economy (Scania, schools, hospital).

High number of workers: 80,000 compared to population

Large catchment-area of 800,000 people.

At present 122,000 inhabitants and in 2020 130,000 inhabitants.
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Centre of rail roads
How did we do that?

Start with a long term mobility vision and make achievable, integrated plans.
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Goal of the mobility vision

- Maintain the strengths: accessibility and sustainability
- Better use of infrastructure and if necessary build new
- Transfer mobility in Zwolle to a more sustainable direction.

Cooperation with share-and stakeholders:

- Provincie Overijssel, Rijkswaterstaat,
- Municipalities in the region
- Interest groups (Cycling union, a.o.)
- Retailers, Association of Businessman
- Inhabitants
- Project developers
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Urban planning:
- From the beginning attention for cycling-routes
- in the new district to the schools and shops
- To the rest of the town, to the centre, the station, sportcentre etc.
- Separated from cartraffic (safety)
- Priority at the crossings
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**Modal-Split in Zwolle**

*Distance till 7.5 Kilometer*

*Distance citycenter - suburbs max. 5 kilometers*

*Connect utility and recreational bicycle lanes*

![Modal-Split in Zwolle](image)
Plan of regional bikelanes

All directions

- Bicycle lane high quality
- red asphalt

  - Bicyclestreet
  - Bicyclepath
  - Bicyclelane

Bicyclestreet

Only in residential street (30km/u)
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What did we do in Zwolle?

a. Since the 70-ties a systematic inclusion of bicycle routes in urban development

b. Cycling to the inner-city is faster than using a car

c. Direct, attractive, comfortable and safe cycle routes

d. Bicycle parkings direct near the allocation (guarded and free)

e. The willingness to do it! Ambitious politicians, civil servants and enthusiastic public participation from Fietsersbond and inhabitants!

f. Constantly evaluating and working on new initiatives to stimulate the use of the bicycle
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Use the knowledge that is available: Handbook Mobile 2020 (or “Sign for the bike”, CROW)

Demands for the cycling network

- A coherent network
- Direct routes
- Attractive routes
- Safe routes (road safety and social safety)
- Comfortable routes (obstruction and road surface)

For financing:
- Integration into spatial plans
- Combine with maintenance
- National or European grants
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**a. Since the 70-ties a systematic inclusion of bicycle routes in urban development (coherent network)**

**Cycling-plan 1978:**
“Cycling is economically, socially and environmentally necessary”
“realising an explicit cycling-network”
(mostly separated from the main car-network)
“realising quality-standards for cycling routes”

**Policypapers last 10 years:**
“Rapper op de trapper” (faster by bike) 1995
“GVVP” (local traffic-plan Zwolle) 2001
“Comfortabel op het zadel” (quality road surface) 2001
“Fietsstratenplan” (bicycle-streets) 2005
b. **Cycling to the inner-city and the station is faster than using a car, especially when it’s raining**

v. Karnebeek bicycles tunnel

waiting time predictor

rain sensor by traffic lights
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c. *Direct, attractive, comfortable and safe cycle routes*

Priority for bikes:
1. At roundabouts
2. At intersections
3. With tunnels
4. With Bridges

Attractive routes separated from car-routes:
1. Through residential area
2. Bicycle street
3. Asphalt
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d. Bicycle parkings direct near the allocation (guarded and free)

Temporarily bicycle parkings
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e. The willingness to do it! Ambitious politicians, civil servants and enthusiastic public participation from Fietsersbond and inhabitants!

Cocreatielab Cyclinghighway Hanzeboog

Ideas from enthusiastic users
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e. The willingness to do it! Active businessman

New Bicyclemap from Zwolle for new inhabitants, Initiative of a member of the municipal council
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f. Constantly evaluating and working on new sustainable initiatives to stimulate the use of the bicycle

Examples of the last Years:
- counting bicycle traffic on several crossing each year
- participate in cycling research and benchmarks (bypad, cycling balance, etc)
- social save bicycletunnels
- bicyclestreetplan
- bicycle roundabout
- rain meter (traffic lights)
- pilot to stimulate cycling by healthcare providers at the residential area Holtenbroek “Get on the bike to be fit”
- benchmark Dutch Cycling Union ‘Cyclingtown 2014’

Zwolle is one of the four nominated Dutch cities
f. A new sustainable initiative: The **bicycle roundabout**, bicycles can cycle in every direction, cars can’t go left and the have to give priority to the bicycles!
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f. Pilot to stimulate cycling by healthcare providers at the residential area Holtenbroek “Get on the bike to be fit”
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Conclusions

- Good results take a long time: start now!
- The cyclist is the starting-point for cityplanning
- Separate main car-routes from main bicycle-routes
  (through residential areas, with traffic-calming)
- Good cycling-policy covers also good parking facilities, services and communication
- To improve cycling you have to evaluate constantly and take new initiatives
- Celebrate your successes and share them with the users
Thanks for Your attention!
Questions?????