

# BICYCLE ORIENTED DEVELOPMENT URBAN SPATIAL PLANNING

POLIS COFERENCE  
Thursday 1<sup>st</sup> December

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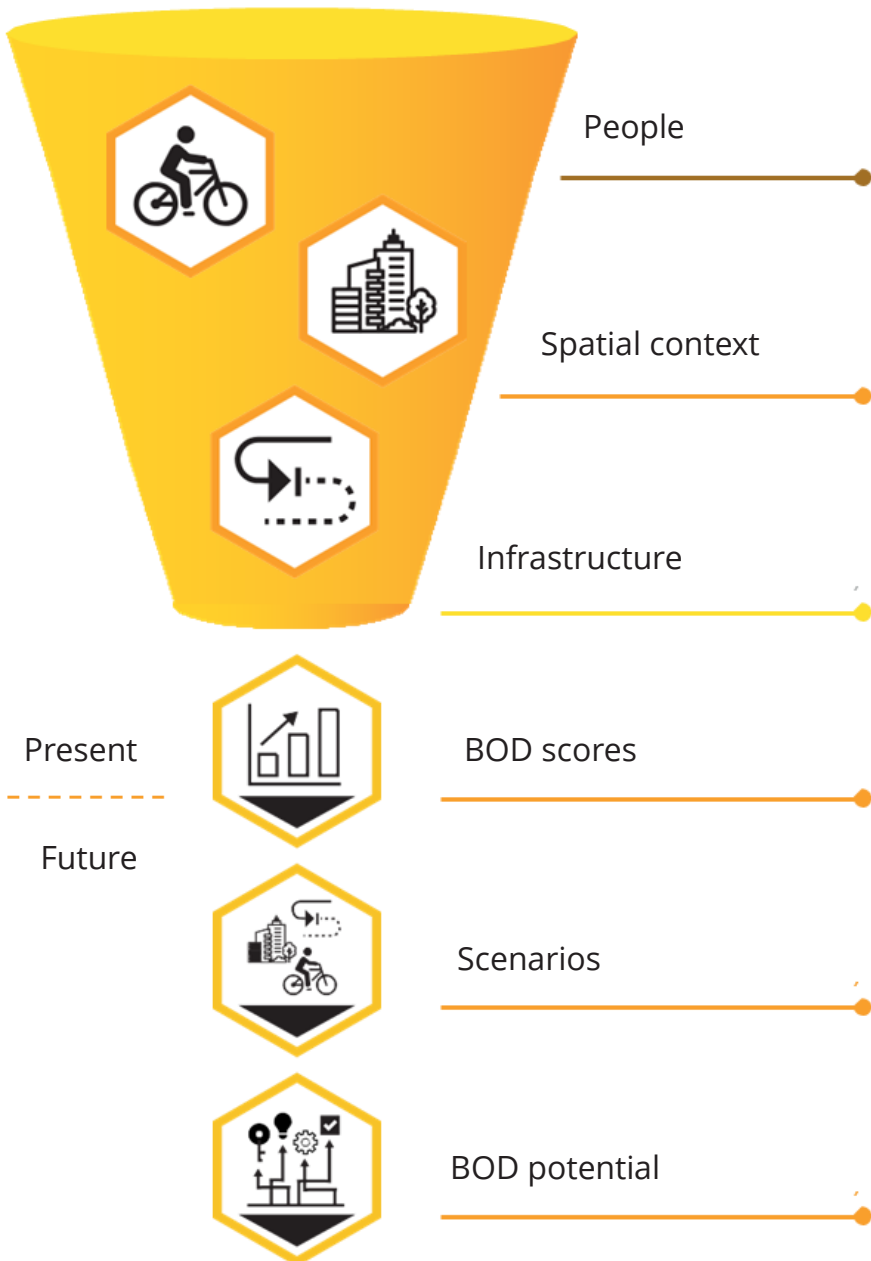
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# IF YOU PLAN CITIES FOR CYCLISTS, YOU GET CYCLISTS

*Alternative to quote Fred Kent*



# BOD : CYCLIST AS STARTING POINT



BOD scores

Current bicycle accessibility

1. Bicycle network performance / quality infrastructure (speed)
2. The spatial context (proximity)
3. Travel time decay curves (how long do people currently cycle to different destinations)



BOD potential

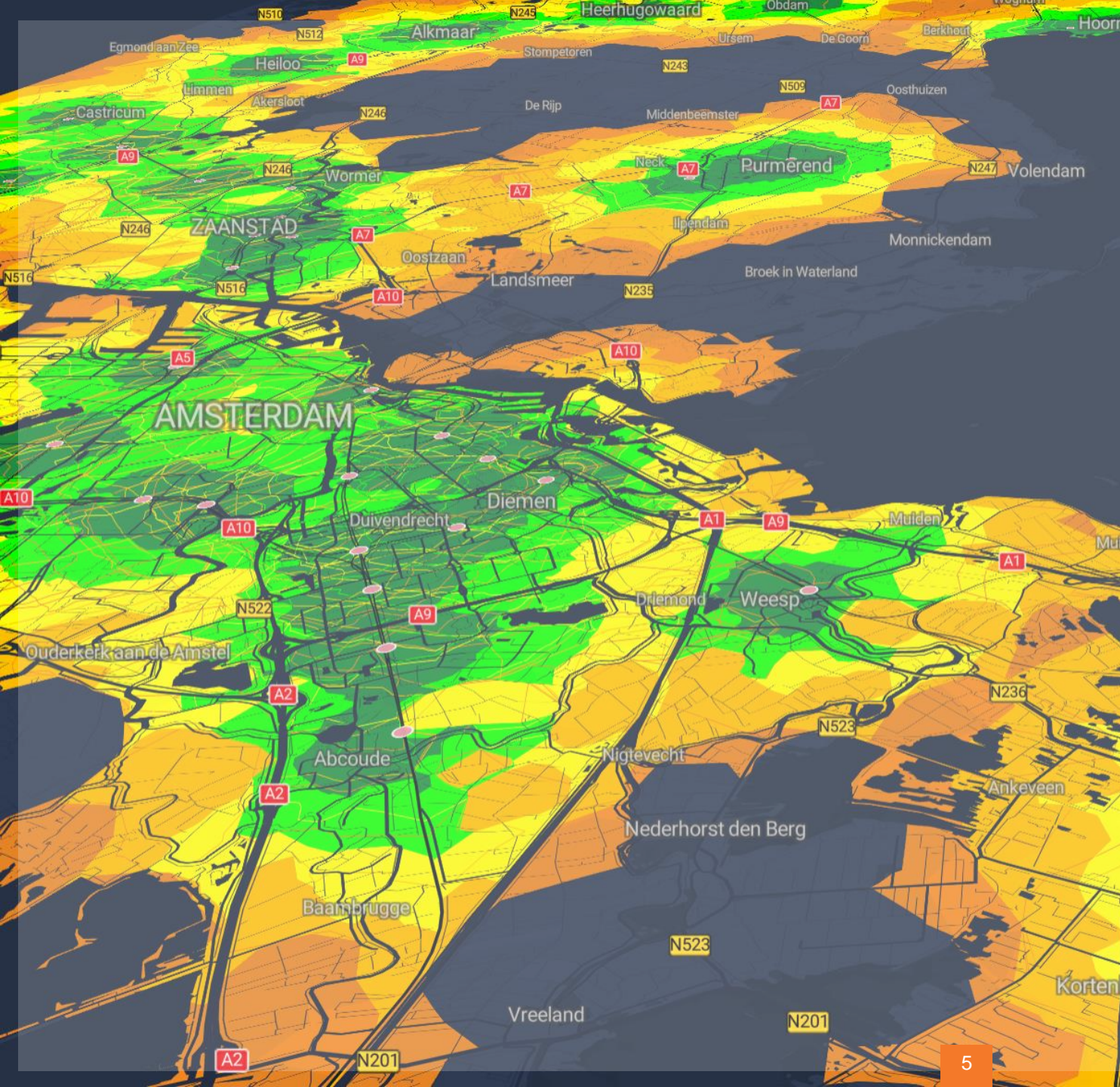
Scenario's and potential

1. Spatial developments (housing, offices etc.)
2. Investments in bicycle infrastructure
3. Technological developments bicycle (e-bike, speed-bike etc).

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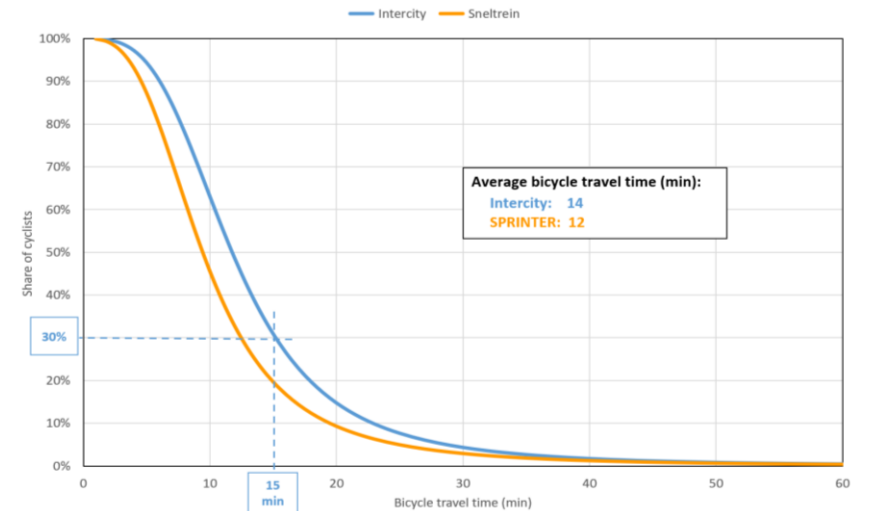
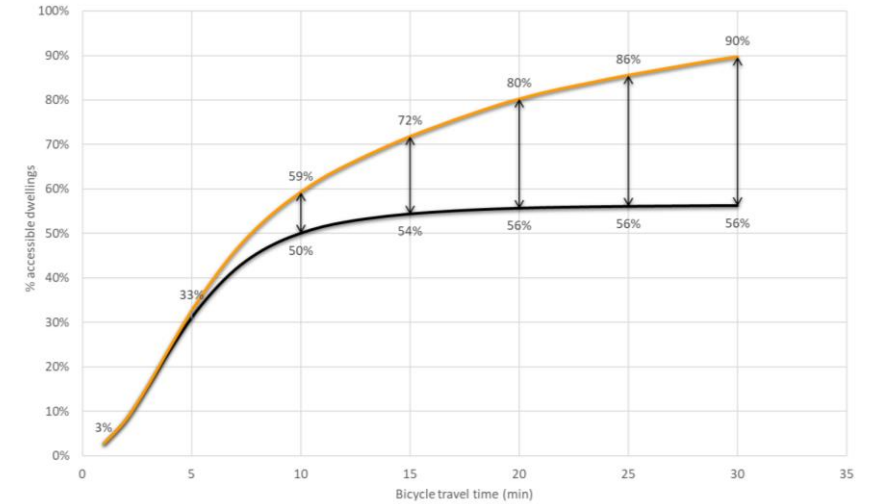
**PUBLIC TRANSPORT  
ACCESSIBILITY BY  
BICYCLE OPENS UP  
NEW OPPORTUNITIES**





## ENLARGING CATCHMENT AREA OF PUBLIC TRANSPORT WITH BIKE-TRAIN CONNECTION

### TAKING BIKEABILITY INTO ACCOUNT





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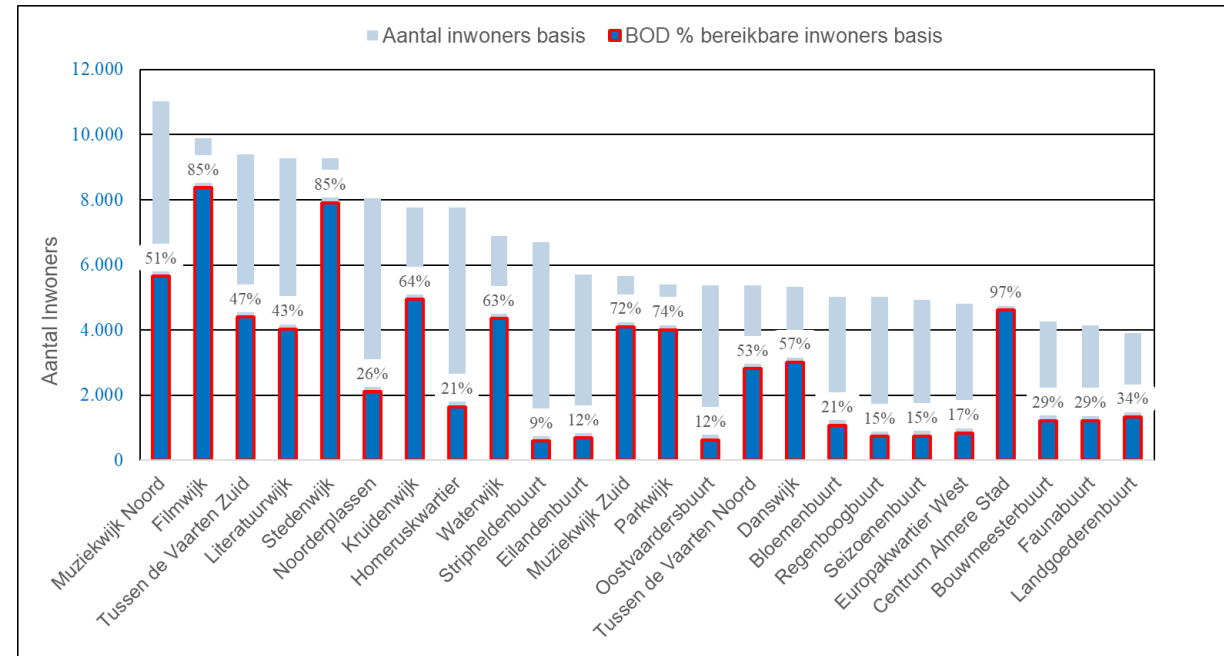
**PLANNING FOR  
BICYCLE ACCESSIBILITY  
ENABLES CITIES TO  
INCREASE LIVABILITY**





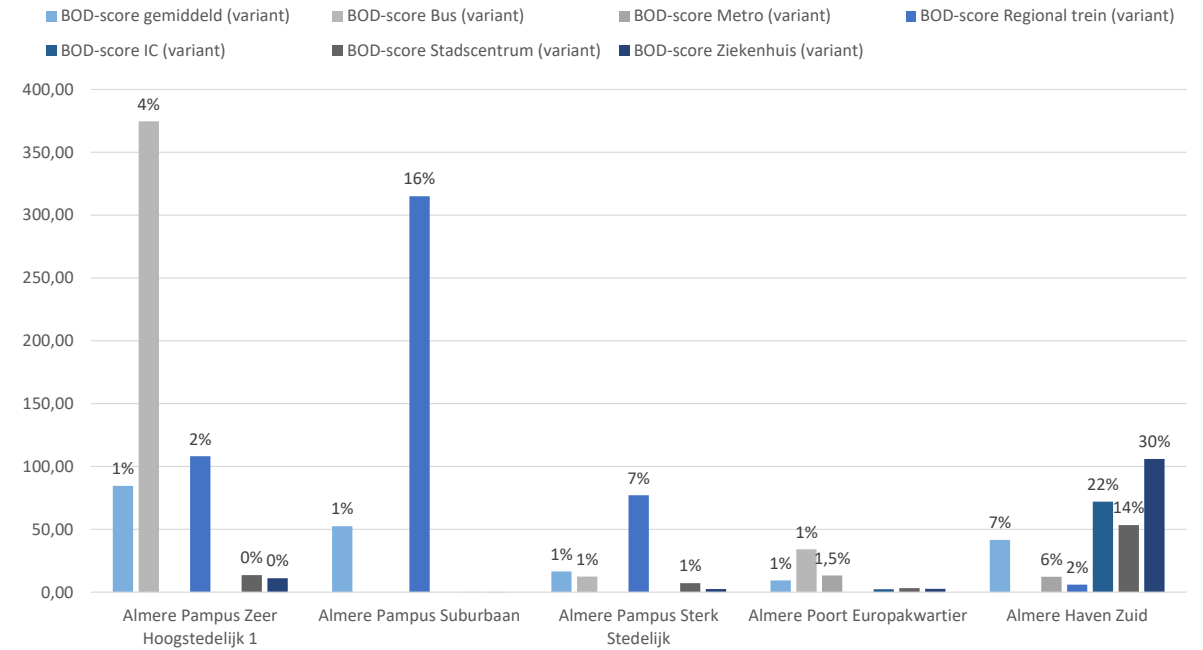
## NEIGHBOURHOOD SPECIFIC EFFECTS ON BIKEABILITY

### EFFECTS IN CYCLING RELATED INVESTMENTS DIFFER PER AREA





# MULTI-MODAL ALTERNATIVES ON URBAN PLANNING SCENARIOS





**“**  
**BOD:**  
**PLANNING FOR**  
**BICYCLE**  
**ACCESSIBILITY AND**  
**SPATIAL SYNERGY**





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