

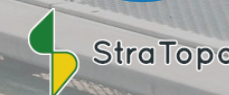
BICYCLE ORIENTED DEVELOPMENT

URBAN SPATIAL PLANNING

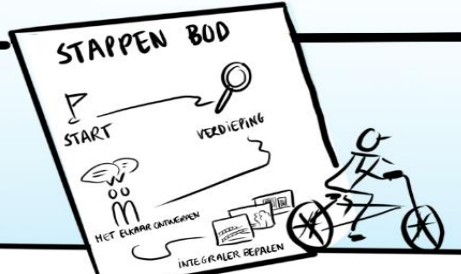
POLIS COFERENCE
Wednesday 29th November

Paul van de Coevering
Breda University of Applied Sciences

Birgit Cannegieter
APPM / Tour de Force



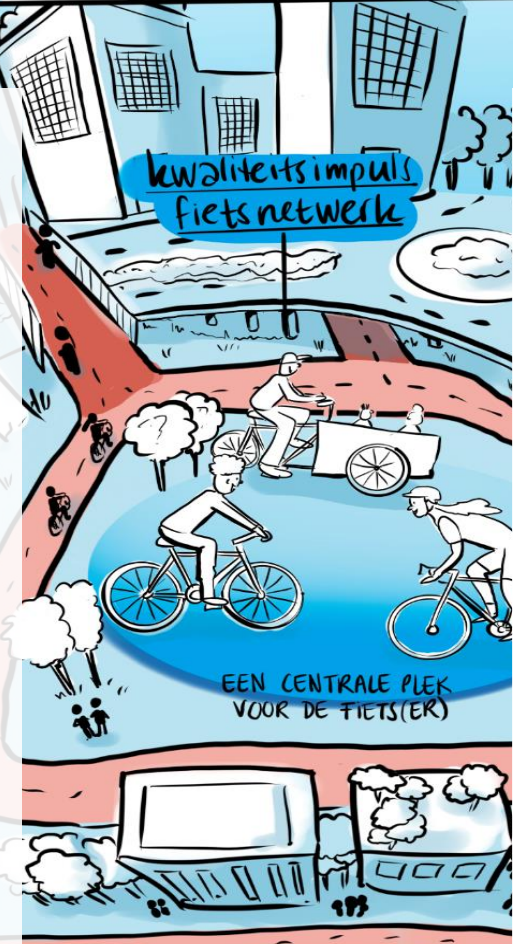
+ 900.000 houses



Integrated planning

Compact & accessible

X-min city for cyclists
From theory to practice



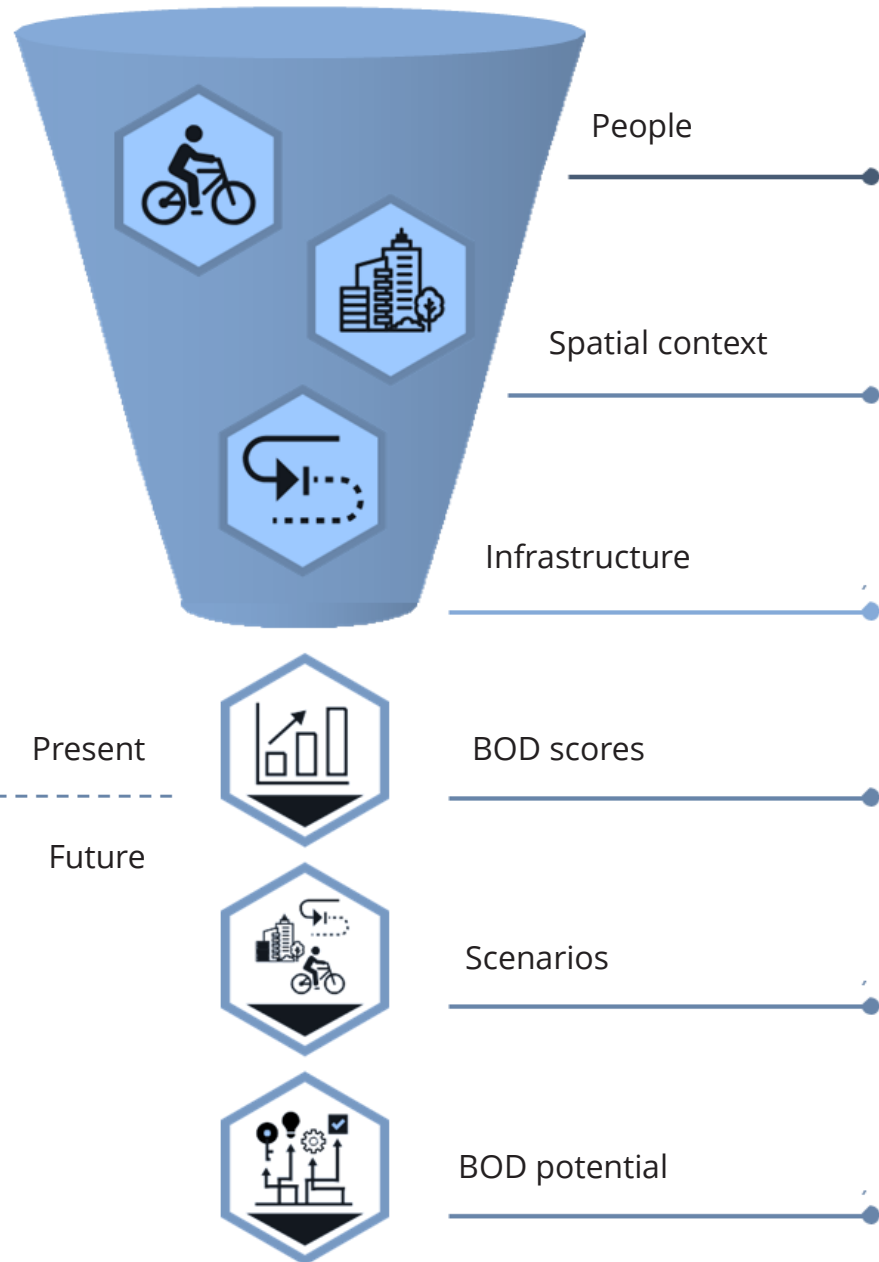
Koppeling ruimtelijke ontwikkeling en mobiliteitstransitie

8 pilot areas

- provincie Zuid-Holland
- Gemeente Almere
- provincie Utrecht
- 's-Hertogenbosch
- GEMEENTE TILBURG
- Den Haag
- Amersfoort
- IJsselstein

GROENE METROPOOL ARNHEM NIJMEGEN

BOD: 15-MIN CITY WITH 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)



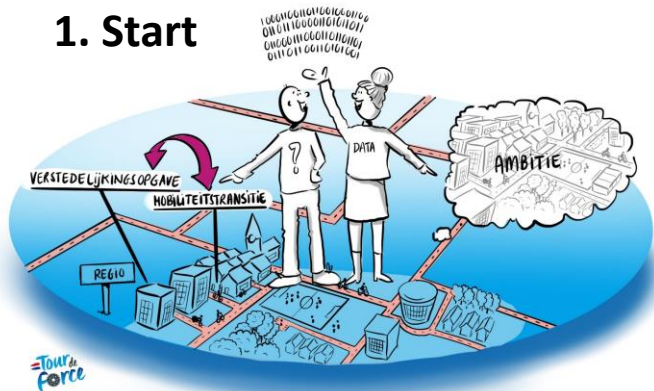
BOD potential

Scenarios and potential

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

BOD STUDY

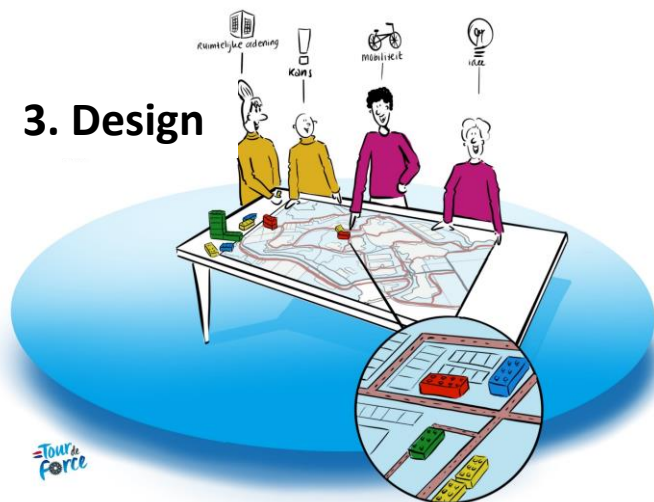
1. Start



2. Combining layers



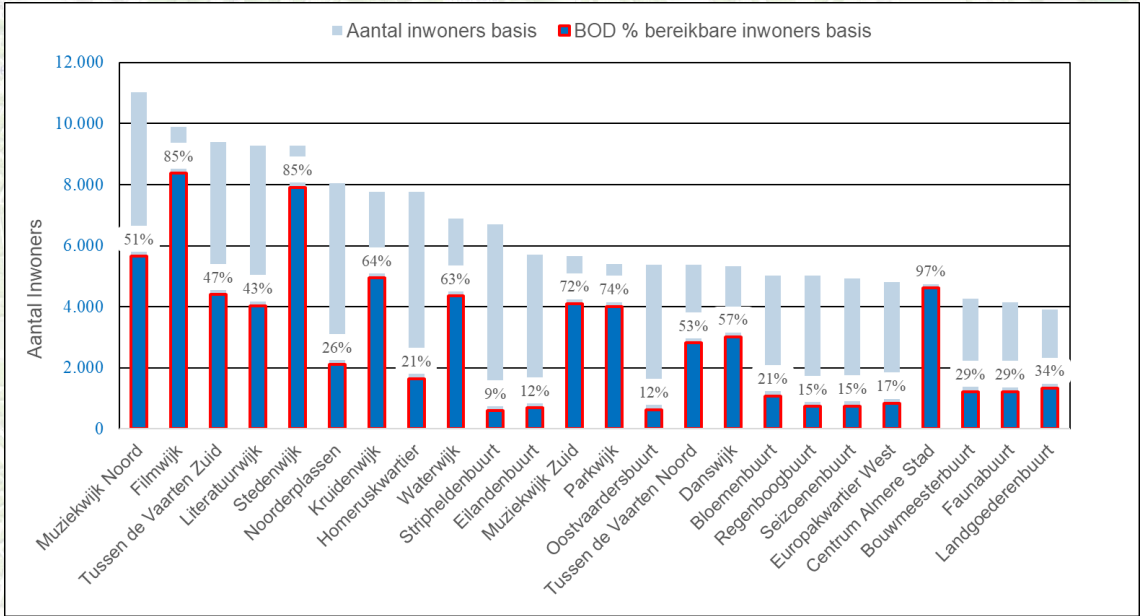
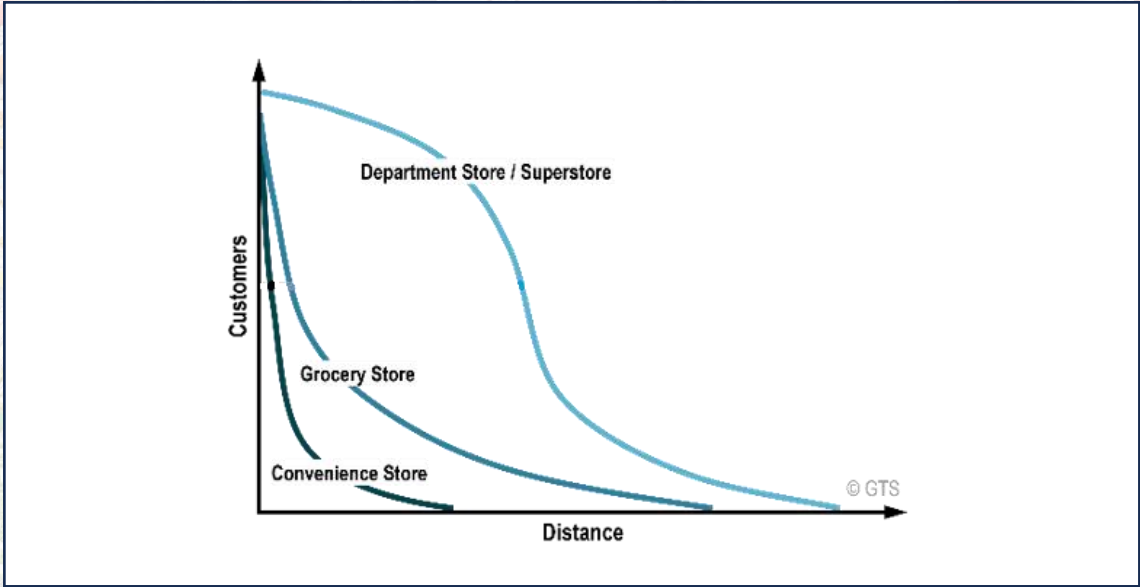
3. Design



4. Integrated planning



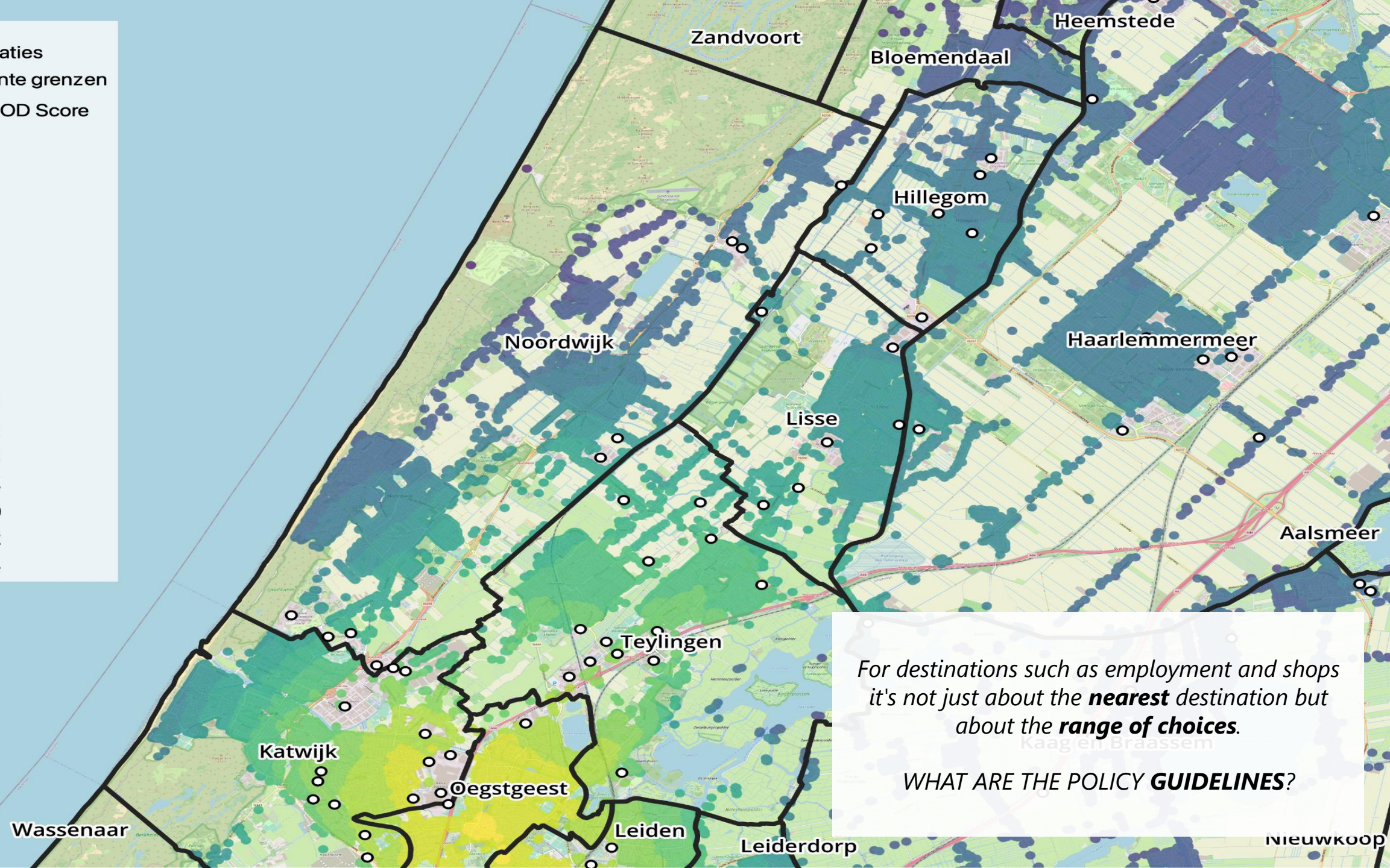
Accessibility: devil is in the details



- IBIS locaties
- ▭ Gemeente grenzen

Opgetelde BOD Score

- 0 - 2
- 2 - 4
- 4 - 6
- 6 - 8
- 8 - 10
- 10 - 12
- 12 - 14
- 14 - 16
- 16 - 18
- 18 - 20
- 20 - 22
- 22 - 24
- 24 - 26
- 26 - 28
- 28 - 30
- 30 - 32
- 32 - 34



*For destinations such as employment and shops
it's not just about the **nearest** destination but
about the **range of choices**.*

WHAT ARE THE POLICY GUIDELINES?

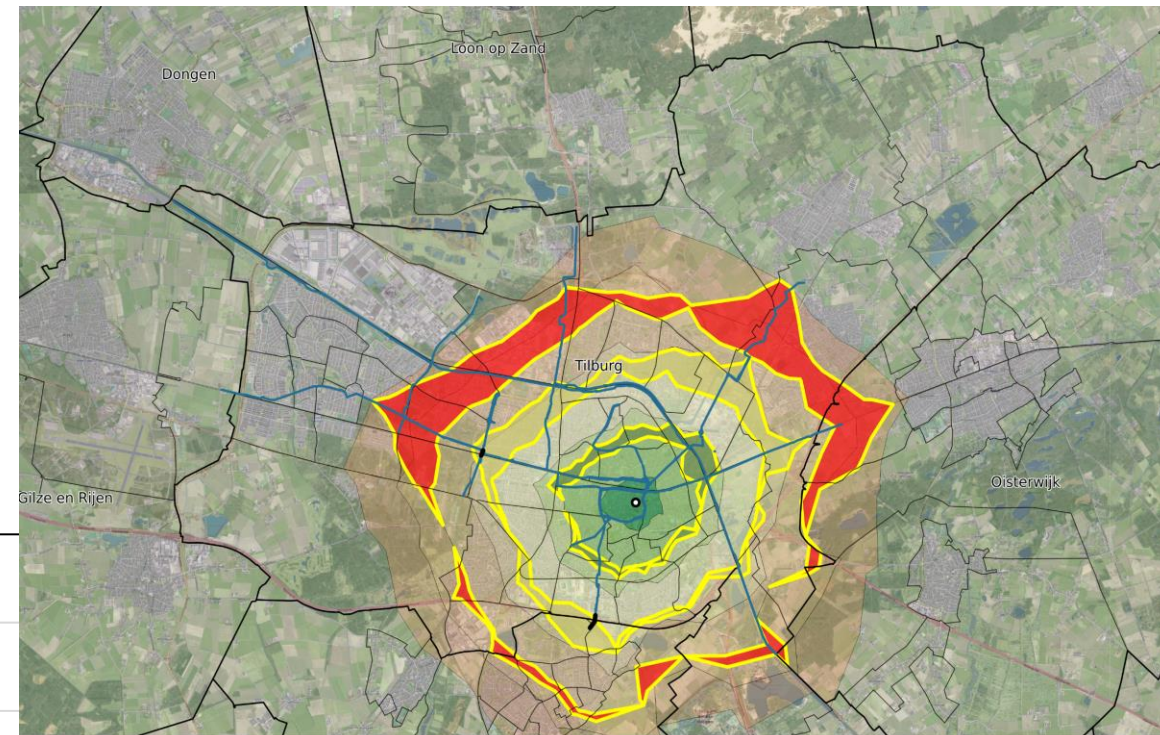
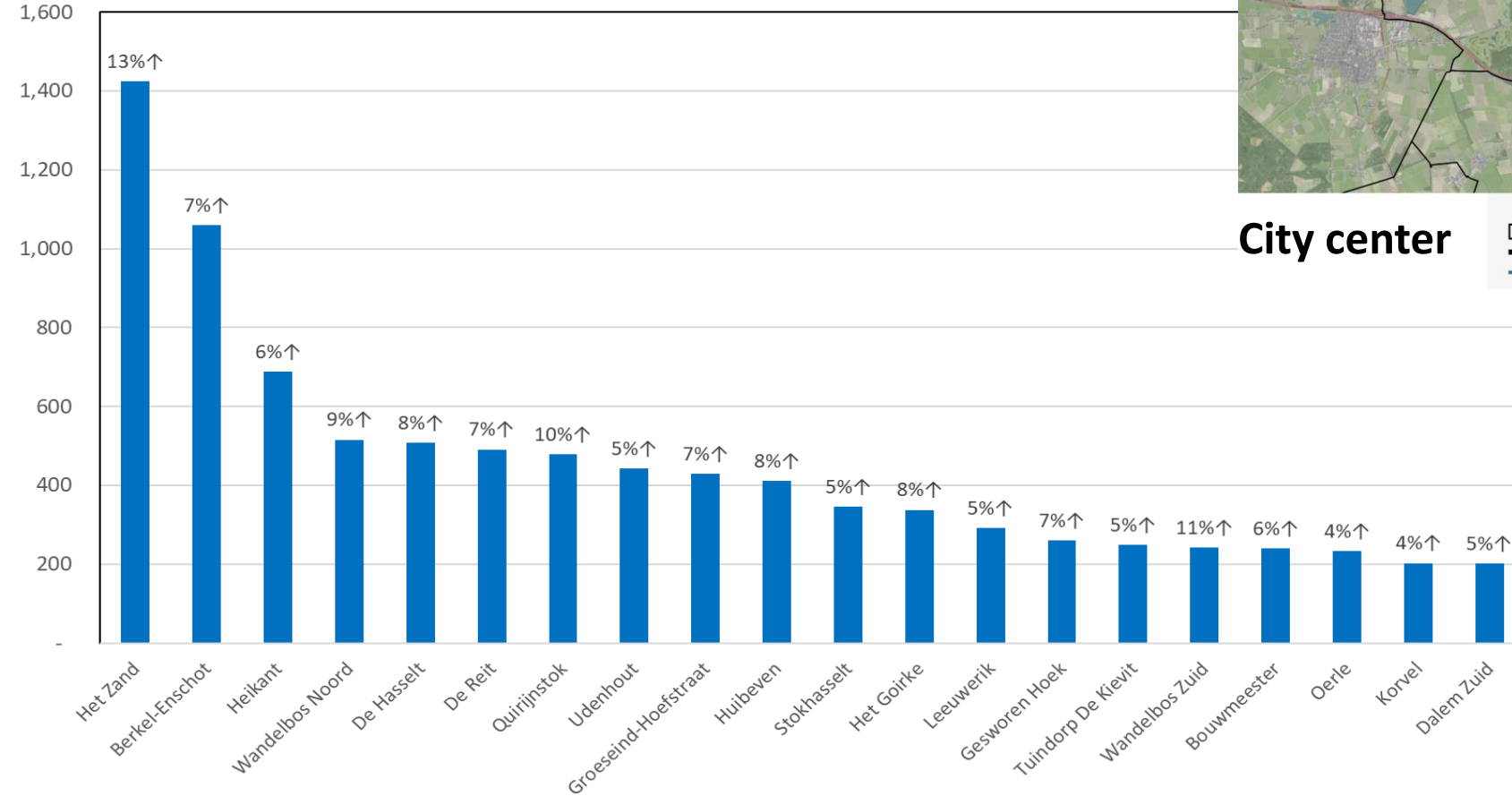
Putting accessibility in perspective

“The accessibility of the city center increases with 5,5%”

OR

“The city center becomes accessible for **12.000 extra citizens**”

■ Toename BOD score (absoluut & aandeel bereikbare inwoners per wijk)

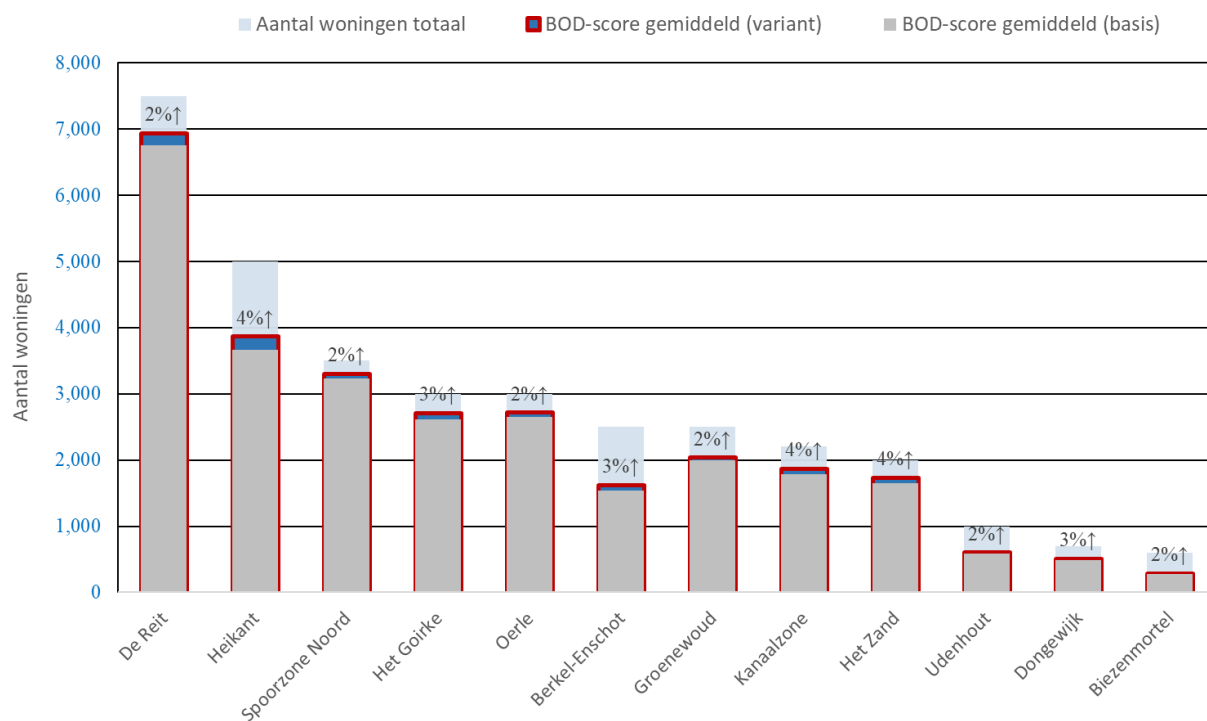


City center



Synergy with urban development

The picture is **mixed** with good and worst practices in the eight case study areas.



Lessons learned

Process:

1. Be specific!
2. Multidisciplinary approach is vital
3. Implementation framework for X-min city is required

Content:

1. Current accessibility is easy
2. Accessibility improvements is challenging
3. Synergy with urban development is modest

Integrated bicycle planning has potential!



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