

november:city

Einblick in niederländische Lösungsansätze für die wachsenden Herausforderungen.



Interested but concerned: 51-56%

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

Somewhat confident: 5-9%

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly confident: 4-7%

Comfortable riding with traffic; will use roads without bike lanes.



Low Stress Tolerance

High Stress Tolerance

Abbildung: Bikeway Selection Guide, Federal Highway Administration (Februar 2019).



Fotos: Gemeente Amsterdam und Dutch Cycling Embassy



Foto: Dutch Cycling Embassy



Fotos: Platform Stedebouw & Architectuur





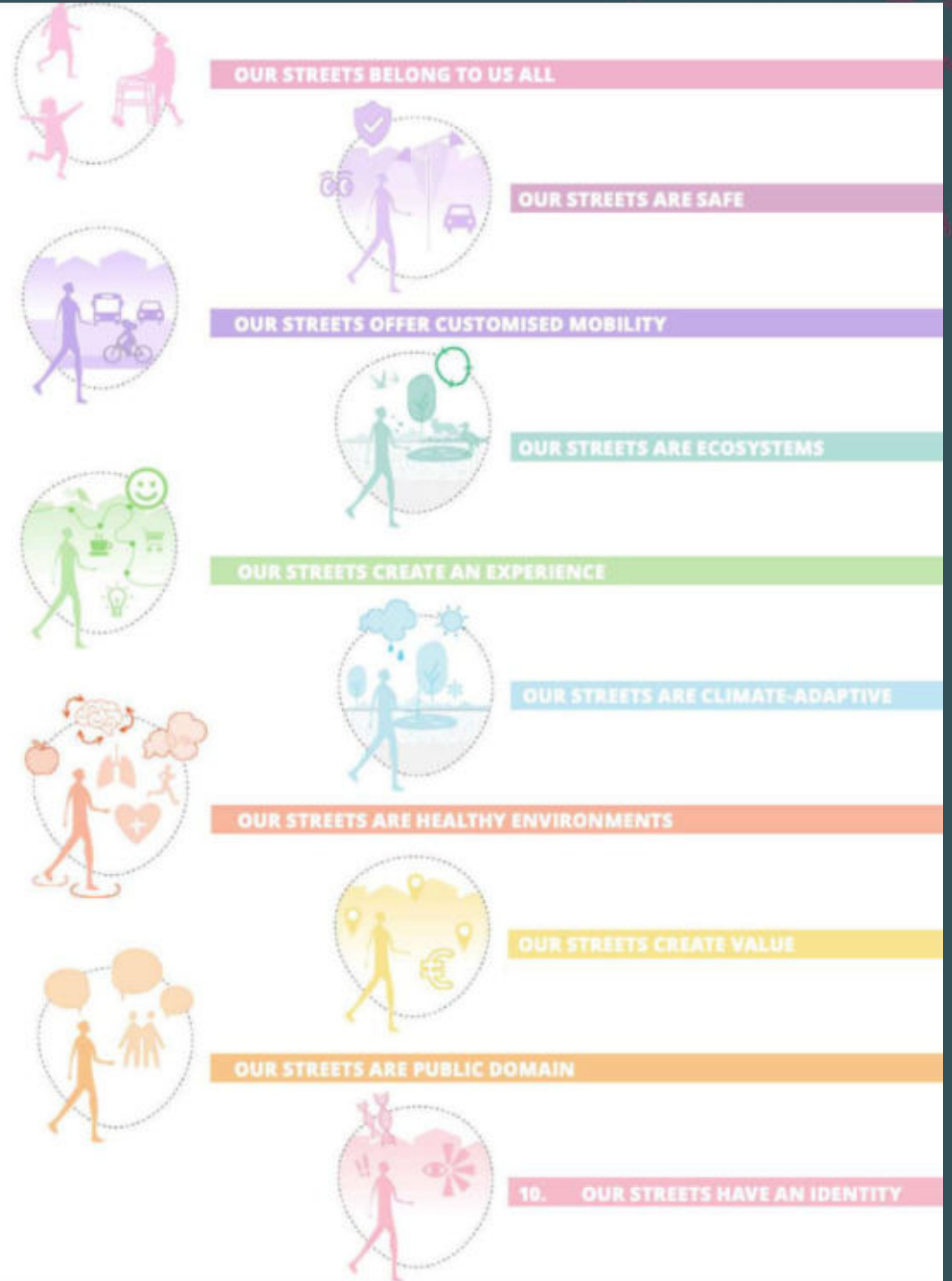
**Fahrräder
abstellen
verboten!**



Groningen



Abbildungen: Gemeente Groningen



URBAN RADIAL - ACCESS ROAD

CURRENT SITUATION

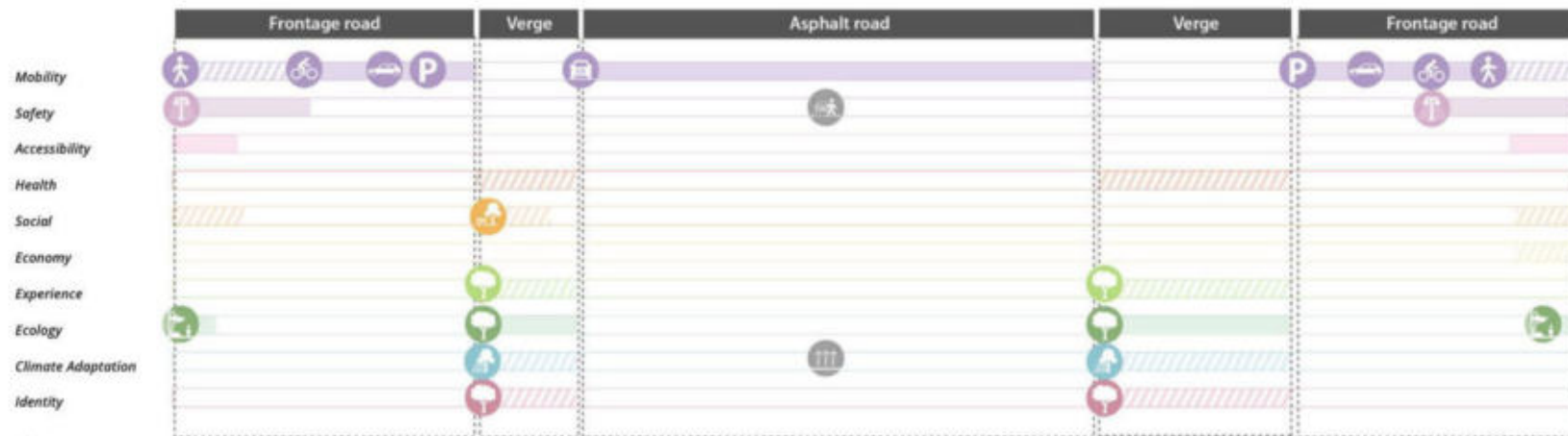


Abbildung: Gemeente Groningen – New Space. Design Guideline Liveability of Public Space.

URBAN RADIAL - ACCESS ROAD

INSPIRATIONAL IMAGE SOON



Abbildung: Gemeente Groningen – New Space. Design Guideline Liveability of Public Space.

URBAN RADIAL - ACCESS ROAD

INSPIRATIONAL IMAGE LATER



Abbildung: Gemeente Groningen – New Space. Design Guideline Liveability of Public Space.



Herzlichen Dank!

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Foto: Dutch Cycling Embassy