W ARE GRONINGEN CYCLING CITY

CYCLINGSTRATEGY 2015 - 2025







Groningen cycling strategy **2015 - 2025**

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"IN GRONINGEN, CYCLING IS PART OF OUR DNA"

In the 1970s, the Mayor and Aldermen of Groningen made a momentous choice to create more room for pedestrians and cyclists in the city centre. Groningen's famous Traffic-Circulation Plan saw the light of day - several lanes of asphalt around the Town Hall were broken up and most cars disappeared into the areas outside the canal ring.

Almost forty years on we are still pleased with the radical measures that were taken at that time. However, we do realise that time has come to make new choices, particularly for cyclists, that go beyond what we have been used to up to now. Groningen is a true Cycling City. For young and old, the bicycle is the most commonly used mode of transport in the city. In Groningen, cycling is part of our DNA. We are proud of that and we want to keep it that way.

Although it is becoming busier all the time and the number of cyclists is still increasing, the available space remains the same. Yet we do want to create more space for bicycles - literally and figuratively. When we consider spatial development, we will consider the effects on cyclists in particular. Together with our citizens we put the bicycle first in the Groningen Cycling Strategy 2015-2025!

Paul de Rook, Alderman City of Gronin

Alderman, City of Groningen

Paul's bicycle:

Van Moof

28 inch

Make: Constructed in: Wheel size:

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GRONINGEN CYCLING CITY

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GRONINGEN, A CYCLING CITY WITH A HISTORY

Nowhere in the world is cycling as popular as in Groningen - no less than 60% of all traffic movement in the city is by bicycle. For decades, the bicycle has played a central role in the lives of people in the city. Our cycling conditions are ideal - the city is compact with short cycling distances and it's all flat. The climate is favourable, the air is clean and above all, Groningen is safe! Spatial planning has been focused on an effective use of space for many years. Groningen wants to be and remain a compact city with facilities in the city centre and short commuting distances. >> >> Our cycling policy is a pillar of an economically vital, accessible and healthy city. In Groningen, a bicycle is almost always the fastest way to travel from A to B. Cycling saves time and it's good for your health too. In Groningen cycling is not an aim in itself and it isn't a hype either, as it may be in other cities, a bicycle is simply the most convenient mode of transport.

Even so, as of the 1950s car use in Groningen increased too. The Grote Markt was literally the car hub of the City and Province of Groningen. Major interventions were planned to provide cars with all the room they needed. The age-old, logically developed road structure was under threat in major traffic breakthroughs, in the city centre in particular. Just in time, the politicians and policymakers realised they were looking at the wrong choice.

From that time on, in the early 1970s, a turnaround was put in motion. The most important decision was the introduction of the Traffic-Circulation Plan in 1977. It created space for cyclists and pedestrians in the city centre and through car traffic was taken outside the canal ring. However, local traffic continued to have access.

Since then this concept has continued to be expanded. Bicycle bridges, bicycle tunnels and new bicycle paths improved existing situations and completed the bicycle network. The city centre acquired better and guarded bicycle parking, as did the Main Railway Station (Stadsbalkon, 2007) and Station Europapark (2012). Another important aspect was that bicycle parking was developed from the user's perspective and focused on convenience and quality. Increasingly often we started to experiment, for example traffic lights with 'all cycling directions green at the same time'. The latter is an example of how our thinking about cycling has changed. We want to continue that line of thought. Apart from considering infrastructure, we will be thinking more and more from the point of view of an aware cyclist during the coming years. This is a cyclist who is not only guided by wider bicycle paths, but by innovative solutions and experiments based on changing behaviour.

"SOLVE TRAFFIC SITUATIONS WITH EYE CONTACT"

For example 'all cycling directions green at the same time' means that cyclists themselves determine who has right of way and solve traffic situations with eye contact. An additional benefit is that it is quicker, because cyclists and cars do not have to wait as long. Furthermore, it is safer because it removes conflict situations between cyclists who go straight on and cars and lorries that turn right.



Daily transport movements in the city





Every year, countless foreign delegations visit Groningen - Cycling City. In March 2015, we had a visit from a Korean delegation from Daegu to learn from our cycling policy.

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CHALLENGES For the city

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GRONINGEN GROWS

The cycling situation is properly organised. Yet at the same time we are faced with a number of urban challenges. The bicycle can make an important contribution to the development of the city.

Groningen grows. In a number of places we notice that it is becoming busier all the time. There are traffic jams on bicycle paths, long waiting times at traffic lights and there is not enough bicycle parking. The result is more irritation and nuisance. In the long term this could encourage more car use and a greater burden on public transport. Reduced access and a less viable, healthy and safe city is something we don't want to see at all.

Consequently we are faced with the following urban challenges:

- Create good conditions for the growth of the city;
- Keep the city accessible;
- Improve the health of our citizens;
- Ensure a viable and economically vital city;
- Ensure a safe city.



Number of inhabitants of the city of Groningen



Create good conditions for the growth of the city

The number of inhabitants of the city of Groningen has been growing for years, but growth has increased strongly in the last few years in particular. We surpassed 200,000 inhabitants in 2014, which was much earlier than expected. Growth is likely to continue during the coming years and we are expected to have 225,000 inhabitants by 2025. At the same time the population of the region is decreasing, and more people from the region travel to the city. They are looking for places to live, work or to use the facilities.

Visitors come by train, bus or bicycle but often by car, as a large part of our region is strongly dependent on cars. However, the available space in Groningen does not increase, which means it will be busier on the roads.



Keep the city accessible

We reached strong agreements to guarantee the city's accessibility. We are dealing with the southern circular road and are moving some of it underground. We are also preparing the Main Railway Station for the future, creating new Park & Ride locations (P+R) and expanding existing ones. We have also introduced a new top-quality public-transport network. We wish to retain structural access and access during the completion of many major projects. The bicycle can make an important contribution, not just for the entire journey, but also for shorter legs of the journey.

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SATISFACTION SCORE FOR THE BICYCLE & CYCLING POLICY

JOJO FILE RESPONDENTS OF THE CITY PANEL GIVES 7 OUT OF 10 FOR SATISFACTION

WITH THE CYCLING POLICY

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Improve the health of our inhabitants

Some of our inhabitants have an unhealthy lifestyle that can cause being overweight and shorter life expectancy. An important and simple solution is to have more exercise. Cycling is good for your health.

Cycling every day is a natural way to make sure you have enough physical exercise. In Groningen we are conducting a lot of research into the relationships between exercise and ageing (Healthy Ageing). The city is ideal for this study, because experiments can be put into practice immediately.

Apart from being healthy, cycling is social too. People make contact more easily when they are on a bicycle and almost everybody has a bicycle. As the cheapest mode of transport it is affordable for people who have trouble linking in with society. A bicycle makes facilities accessible and can help to remove people from their social isolation. People really do start to feel better physically and mentally.

Number of sick days non-cyclist and cyclist









Ensure a viable and economically vital city

A bicycle is the cleanest, most silent and sustainable mode of transport; the CO_2 emissions of a bicycle are nil. Furthermore, it is extremely cost effective to invest in a bicycle. Achieving the same CO_2 reduction with public transport would require much greater investments. By investing in cycling, you kill several birds with one stone. The air quality improves, noise nuisance reduces and the city becomes more attractive for visitors on foot or on a bicycle. The greatest economic opportunities for Groningen are in the knowledge-intensive economic sectors.

Knowledge-intensive economic sectors and institutes are seeking each other out in attractive cities with a flourishing city centre, an exciting cultural climate and a high level of facilities. The spatial quality of Groningen is therefore of the greatest economic importance. It attracts additional visitors and that benefits the retail and hospitality sectors. With a bicycle our city can be used more intensively and remain attractive at the same time. In short, good bicycle facilities are important to a sustainable economic development of the city.

Ensure a safe city

Groningen is safe and we want to keep it that way, even in a growing city. Socially safe, but physically safe too. Safety in particular means that Dutch cycling policy - and the same applies to the Groningen cycling policy - is so successful compared to other countries. The law protects cyclists against liability in traffic accidents. We also strive to have as few crossings as possible with motorised traffic. In a busier city, the number of crossing movements in the same infrastructure increases. The march of the pedelec and scooter increase the speed differences. Therefore we are looking for solutions that separate bicycle and car routes where necessary. This helps to deal with the differences in speed too. We do the latter to give additional protection to more vulnerable cyclists - children and elderly a city for 8 to 80.





OUR CYCLING STRATEGY

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WHAT DO WE WANT?

In Groningen we have a long tradition of a good and clear cycling policy and that's a tradition we wish to continue.

Cycling connects physically and socially; our inhabitants value the quality of cycling and we want to keep it that way. People like it when they can move quickly from A to B on a bicycle. When they can put their bicycle away properly and feel safe. Under those conditions the people of Groningen will continue to use their bicycle. However, cycling is not an aim in itself, it is a means to an end - to move about quickly and to stay viable, safe and economically vital as city.

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At the same time, it is getting busier in Groningen. The space is more limited and the same applies to financial resources. It goes without saying that we will continue to improve the existing bicycle network with wider bicycle paths, new bicycle connections and larger parking facilities. However, a true response to urban challenges requires us to make an important choice - a change in scale - now. This important choice means that we need to make more use of the self-organising and learning abilities of our cyclists. We provide quality impulses, offer alternatives and try to influence behaviour. We opt for support and encouragement, and most specifically not for stricter regulation. We experiment, discover what works and what doesn't and adjust our measures accordingly. Innovative solutions are paramount, for example consider the combination of ICT and cycling - Smart Cycling City. Innovation can take us a step closer when traditional solutions cease to be effective.

Five strategies

Our cycling strategy contains five strategies. We clarify each of them with **'compass projects'**, projects that illustrate clearly what our strategies mean in practice.

STRATEGY 1 The bicycle comes first

When we are incorporating new spatial developments we think from the point of view of a cyclist right from the start. After all, a bicycle is the most important mode of transport in our city and that deserves a safe and properly maintained bicycle network. Just as important - traffic education for children, elderly and other vulnerable road users.

Bicycle Effect Analysis (BEA) for new spatial developments

For new spatial developments we prepare a Bicycle Effect Analysis. This guarantees that every urban development takes account of bicycles at an early stage.

COMPASS PROJECT: BICYCLE TUNNEL AND UNDERGROUND BICYCLE PARKING MAIN RAILWAY STATION

Our city is on the eve of 'Groningen Spoorzone', a far-reaching infrastructural project for better access by train and bus. The most eye-catching interventions take place at the Main Railway Station. The station itself will be refurbished and will have a bicycle tunnel running underneath it. It means that an important missing link in our bicycle network will be solved. The new bicycle tunnel will help to break through the isolation of the area just south of the railway station, and that offers new opportunities for developing that area. On the south side of the Main Railway Station the bicycle tunnel will have an underground bicycle parking for 5,000 bicycles. Up to 2020 the total capacity around the Main Railway Station will rise to 15,000 bicycles.

Management and maintenance in order

The main routes of the cycling network will have priority snow clearance. We make sure they stay clean and safe. We will clear away glass and give priority to dealing with unevenness in the road. We will perform the work outside rush hour where possible. We make sure that all our main routes have good lighting because of social safety. We also make sure that inhabitants can report complaints easily - for example with an app called MeldStad - about the management and maintenance of bicycle routes and bicycle facilities.

COMPASS PROJECT: HEATED BICYCLE PATHS WITH GEOTHERMAL ENERGY OR THERMAL ENERGY FROM WASTEWATER

Groningen has good opportunities for using the heat of the earth. For example, heating busy bicycle paths to keep them free from snow sustainably and naturally. Important components of our main network have good opportunities for geothermal energy (heat from the earth) and thermal energy from wastewater (heat from the sewers).





Artist's Impression Groningen Main Railway Station

'Beautiful', Ambition Document Railway Station Groningen, December 2014, NL Architects (on the instructions of Qteam Groningen Spoorzone)

STRATEGY 2 A COHERENT BICYCLE NETWORK

A bicycle contributes to intensive and sustainable use of our city. Bicycles are also essential to our attractiveness to businesses. Good bicycle connections to public transport hubs, to important economic motors and to the region are also essential to the Groningen economy. Therefore we charted the future bicycle network in this strategy.

We secure its cohesion in two ways:

- By considering bicycle connections from an integrated point of view. We do not approach every bicycle path individually, but focus on our bicycle network from door to door.
 We focus on good connections between where people are coming from and where they are going to. For example the Main Railway Station area, the city centre, the Zernike Campus, the University Medical Center Groningen, the Martini Hospital and Europapark/Kempkensberg.
- By approaching the bicycle as part of the entire transport chain. Not every journey is suitable for using a bicycle. Therefore we aim to use the bicycle for completing the last part of the journey. If you travel from Amsterdam to Groningen, you'll arrive by train or car, but cycle to the Grote Markt.

We distinguish the main network, focused on a quick cyclist who moves through and a basic network that provides access and is fine-meshed. We also charted the bottlenecks.



The main network

The main network in Groningen consists of:

- Bicycle connections between the most important commuting areas to and from the city;
- The Bicycle Routes Plus and the connection with Meerstad;
- The urban network consisting of the city axes and the canal ring around the city centre.

The Bicycle Routes Plus are intended to bring students and commuters to and from the city quickly and comfortably. These routes compete with cars. The city axes go further into the city towards the city centre and the main economic motors. The comfort and speed of the main network are not yet of the required quality, particularly when we consider developments such as the pedelec. That is why we want to widen the main network, and build top-quality bicycle paths and add the missing links.

Separating bicycles and cars

Traditionally, bicycles infrastructure has always been laid next to car infrastructure. When cars and bicycles meet you create unsafe situations and delays. Therefore we choose to separate bicycle routes from car infrastructure where possible. In some streets, bicycles and car use do not combine well. In consultation with the inhabitants, we will investigate whether those streets could become a 'bicycle street' (fietsstraat). Where these types of measures are not possible, we will provide traffic lights with smart settings to ensure they do not delay cyclists unnecessarily.

The basic network

The fine-meshed basic network is woven into the districts and neighbourhoods of Groningen. The basic network is important to arrive from home or work onto the main network. Bicycles and cars meet in the basic bicycle network, where it is often not possible to separate them but that is generally not necessary either. It does require special attention to traffic safety and the quality of stay.

Strengthening the bicycle in the mobility chain

Bicycles form part of the total mobility chain. Many people cycle for part of their journey to or from the city; whether they use a car, bus or train. They often park their car in the districts or on business parks. We want to offer a structural option to cycle further into town from P+R locations and railway stations. We want to achieve that people cycle for the first or last part of their journey. We hope that this will reduce the parking pressure on the districts.

COMPASS PROJECT: PARK & BIKE AT ALL P+R LOCATIONS AND RAILWAY STATIONS

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We make it more attractive at all Groningen P+R locations and stations to change from car, train or bus to a bicycle. We will improve the bicycle links from the P+R locations to the city. We will also provide public transport bicycles (OV-fiets) for commuters, combined with bicycle lockers and top-quality bicycle parking. We are also considering offering pedelecs.

Take opportunities during infrastructure projects

Over the coming years, the city will have major infrastructure projects. During these works we will encourage bicycle use. We are doing this together with Groningen Bereikbaar, traffic infrastructure board of the northern authorities and Groningen employers. When the large projects have been completed, we want people to continue cycling. Particularly for the first and last part of their journey to their destination. We aim to achieve this with infrastructural modifications, bicycle parking facilities and Smart Routes. A central aspect is improved use of the existing infrastructure.

COMPASS PROJECT: ACCELERATE BICYCLE ROUTE PLUS GRONINGEN-HAREN

During the conversion of the southern circular road, the new Helperzoom tunnel will be constructed. This replaces the existing level crossing at Esperantostraat. We aim to prevent that this produces an additional crossing for cyclists who travel north. Therefore we want to build here a Bicycle Route Plus alongside the busy Helperzoom. The Helpman district will become a 30 km/h (20 mph) area. The conversion of the southern circular road is a good opportunity to accelerate the redesign of Helperzoom and to build a Bicycle Route Plus between Groningen and Haren.

MAIN BICYCLE NETWORK

 KEY

 Main bicycle route

 Missing link

 Bicycle Route Plus

 Bicycle Route +

 ABC

 Economic motor

 Railway station

 PAR Reindlep

 Park & Ride location





SMART ROUTES AND COMPASS PROJECTS

KEY

- Smart Route Zernike
- Smart Route Diepenring
- Smart Route Ten Boer
- Smart Route Haren
 - Fast lane Meerstad



(1)Bicycle tunnel and underground bicycle parking Main Railway Station

When the Central Railway Station is refurbished, a bicycle tunnel will be built underneath the station and the capacity of the parking facility is expanded significantly.

Heated bicycle paths with geothermal energy or thermal energy from wastewater

We see good opportunities to use heat from the soil or sewers to heat bicycle paths sustainably.



Park & Bike at all P+R locations and railway stations

By offering good bicycle facilities and good connections to the city we encourage bicycle use.



Accelerate Bicycle Route Plus Groningen-Haren

The conversion of southern circular road offers opportunities to accelerate the Bicycle Route Plus along Helperzoom to Haren.

5 Cycling on the canal ring

When the canal ring is refurbished, we want to create an attractive bicycle route as an alternative to go around the city centre.



6 Bicycle street Korreweg

We want to redesign Korreweg as a bicycle street where cyclists have all the space they need.

Expansion of city centre bicycle parking

We want to build new bicycle parking near Vismarkt/ Haddingestraat and create more temporary facilities.

Bicycle parking in order

When there is commitment amongst the inhabitants we will remove car parking spaces more often in favour of bicycle parks in the districts.

9 050 Cycling City logo

We use the 050 Cycling City logo as a pictorial mark to promote Groningen - Cycling City internationally in order to strengthen our image and the urban economy.

W Year of the Bicycle 2016

In 2016 we organise the Year of the Bicycle, we want to become the best Cycling City in the Netherlands and we aim to host a major cycling conference.





BOTTLENECKS

KEY

+	6,000 - 8,000 cyclists a day
+	8,000 - 12,000 cyclists a day
+	12,000 and more cyclists a day
	Bicycle unfriendly traffic light
*	Unsafe crossing/crossroads
0	Insufficient bicycle parking
-	Bicycle unfriendly routes





STRATEGY 3 SPACE FOR BICYCLES

In Groningen we acknowledge the benefits of bicycles. We also know that further development is important to our city, so we are dealing with the consequence of growth. We improve our bicycle network and create new Smart Routes. We also create more space - literally - for bicycles in various places.

Better quality of stay in the city centre

We are aiming at an improved quality of stay in the city centre. We will ensure that the layout of the key shopping area is focused even more on pedestrians. Cyclists are also welcome. Cyclists who do not have to be in the city centre are offered attractive and smart alternatives. We build sufficient high-quality bicycle parking in the city centre. When bicycle parking is a little further away, we make sure there are attractive walking routes to the shopsand other important places. These routes should have the least possible nuisance for pedestrians. We are looking at clean and safe provisioning of shops with cargo bikes for example. We wish to achieve that walking becomes a real pleasure.

COMPASS PROJECT: CYCLING ON THE CANAL RING

Major maintenance to the canal ring provides an opportunity to improve our cycling network in and around the city centre. We aim to achieve a high-quality bicycle route over the canal ring. The design will take additional account of bridges and other places where busy bicycle routes cross with top-quality public transport.

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Space for bicycles on routes to the city centre

Our bicycle network to the city centre can no longer cope with demand in some places. This has a negative impact on traffic safety, but also on the speed of car and bus traffic. With the growth of Groningen in mind, clear choices for bicycles are required in several places.

COMPASS PROJECT: BICYCLE STREET KORREWEG

The Korreweg is one of the our busiest bicycle routes. At rush hour, the bicycle paths are overflowing and the lane for cars becomes smaller. Therefore we want to redesign Korreweg as a bicycle street (fietsstraat). This plan should match the plans for the Oosterhamrik-route and the replacement of the Gerrit Krol-bridge.

TOP 5 busiest bicycle routes





Smart Route to Zernike through Park Selwerd * 2013




Korreweg



Helperzoom



Hereweg



STRATEGY 4 TAILORED BICYCLE PARKING

The people of Groningen want to get everywhere on bicycle. Good parking facilities are essential. Part of our cycling strategy is to experiment a little more. We learn what works and what doesn't. It is important that we do not force anything; cyclists choose the most logical solution. We focus on influencing behaviour by providing attractive facilities and innovative measures. We give cyclists choices and take account of the fact that they behave differently on weekdays than at weekends. At busy times we will offer alternative facilities or routes.

Bicycle parking in the city centre

For bicycle parking in the city centre we make clear choices that meet the parking needs of visitors and employees:

- Short-term parking: flexible solution in public spaces;
- Medium-term parking: permanent facilities in public spaces;
- Long-term parking: top-quality bicycle parking, indoors or underground. It is important that short-term and medium-term parking remains free of charge.

COMPASS PROJECT: EXPANSION OF CITY CENTRE BICYCLE PARKING

We want to build a top-quality bicycle parking at Vismarkt/Haddingestraat. This will be a significant expansion of the parking facilities in the city centre. We also want to create more temporary bicycle parking in vacant shop premises. This way, cycling contribute to the economic vitality and social safety of the city centre.





Bicycle parking in the districts

Young people like to live in the old districts around the city centre. Consequently the number of bicycle parked in public spaces has increased significantly even though space is limited. In order to make sure that parking for inhabitants works well, we make the following choices:

- Solve as much indoors as possible. From the beginning, developers have to include this in their planning, as set out in the new Bicycle Effect Analysis;
- If there are no indoor solutions, we will look for a solution on their own site;
- If there are no indoor solutions or at our own site we look for district-specific tailored solutions in public spaces. Naturally this happens in consultation with the inhabitants of the neighbourhood.

COMPASS PROJECT: BICYCLE PARKING IN ORDER

We would like to remove car parking spaces to create more bicycle parking spaces. This will be on condition that if parking bicycles on own site is not possible, the parking pressure of cars permits more bicycle parking and it requires commitment from the inhabitants. We will also consider whether it is possible to ask lodging providers to place bicycle racks at their own expense.

STRATEGY 5 THE STORY OF GRONINGEN - CYCLING CITY

In Groningen we love bicycles. We are a young, innovative, cultural city in an attractive environment. This makes Groningen an attractive living and working environment. We want people of Groningen to be even more aware of this to ensure they will cycle even more often. We also aim to be and remain an inspirational example to other cities. Not just for them to learn from us, but to promote Groningen too. A viable city with good cycling facilities attracts innovative knowledge companies. In the end, cycling is economy.

Awareness

We want to promote Groningen - Cycling City clearly and permanently. We want to achieve that bicycles are used even more for commuter traffic. To have even more recreational cycling to enjoy the City and Province of Groningen. In a healthy way. We also aim to achieve that cyclists behave more actively and aware and that self-learning behaviour becomes the norm. We wish to inspire and invite people to devise innovative cycling ideas. Cycling is fun and cycling makes you proud of your city.

COMPASS PROJECT: 050 CYCLING CITY LOGO

The 050 Cycling City logo has major potential for the 'brand' Groningen - Cycling City. Everybody knows 050 as the telephone area code for Groningen. We want to incorporate this striking logo in all bicycle traffic lights in the city and everywhere where a bicycle marking is required on the road, we choose the 050 Cycling City logo. We will also develop merchandise. Our logo must become the eye catcher for all communications about cycling.

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Promotion

Groningen's clearly defined cycling policy is seen as an example internationally. We aim to promote Groningen - Cycling City even more to ensure more delegations from other cities and countries to visit our city. Every year, dozens of delegations from all over the world come to visit to learn from our approach. This strengthens our cycling image and encourages the urban economy, for example stays in hotels.

COMPASS PROJECT: YEAR OF THE BICYCLE

In 2016 we organise the Year of the Bicycle. We aim to host a large national or international bicycle conference in Groningen. We will also be a candidate to become the Best Cycling City in the Netherlands. We will organise or host some popular bicycle events, for example the Eneco Tour, Ride for the Roses or the Red Bull Mountain bike Challenge.

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"Groningen is a beautiful city and when I arrived I noticed straightaway that there are lots of cyclists. What struck me in particular is that people cycle really fast! Unbelievable...

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I plan to buy a bicycle. When you're new to a city and you start living there, it is a convenient way to explore a city, particularly here in Groningen."

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Football player FC Groningen

Comes from Stockholm, Sweden

Over the coming years we will work hard to implement the cycling strategy. We translated our cycling strategy into a large number of specific measures that have been set out in the list alongside. In a separate implementation programme we describe our plans for the coming years, and the costs thereof.



STRATEGY 1: BICYCLES FIRST

- Bicycle tunnel Main Railway Station and underground bicycle parking
- Heated bicycle paths with geothermal energy or thermal energy from wastewater
- Bicycle Effect Analysis (BEA) for new spatial developments
- Bicycle paths free from snow and ice
- More intelligent traffic lights
- Increase traffic safety
- Education vulnerable target groups

STRATEGY 2: A COHERENT BICYCLE NETWORK

- Park & Bike at all P+R locations and railway stations
- Accelerate Bicycle Route Plus Helperzoom-Haren
- Quality improvements and make main bicycle network more recognisable
- Add missing links to main bicycle network
- Separate cars and bicycles in main bicycle network
- Fast bicycle connection Meerstad ("fast lane")
- Bicycle Routes Plus Winsum, Ten Boer, Leek en Haren
- Bicycle highway Groningen-Assen

STRATEGY 3: SPACE FOR BICYCLES

- Design the canal ring as an alternative for through cyclists
- Bicycle street Korreweg in combination with plans for Oosterhamrik-route and Gerrit Krol-bridge
- Improve quality of urban environment city centre
- Improve Smart Route Zernike and expand to Main Railway Station
- New Smart Routes
- Apps for advice about the smartest, fastest, shortest and safest route
- Encourage provisioning in city centre by bicycle

STRATEGY **4**: TAILORED BICYCLE PARKING

- New bicycle parking Vismarkt/ Haddingestraat and temporary parking in vacant shop premises
- Remove car parking spaces for more bicycle parking in districts
- Increase quality of city centre bicycle parking (easier to find, look and access)
- Experiment with bicycle parking on the street
- Expansion and quality improvement of parking capacity at P+R locations and railway stations

STRATEGY 5: THE STORY OF GRONINGEN CYCLING CITY

- Use 050 Cycling City logo on traffic lights, paths, etc
- Year of the Bicycle 2016
- Candidacy best Cycling City in the Netherlands 2016
- Organise major national or international cycling conference
- Cycling events
- Communicate Groningen -Cycling City at conferences and symposiums
- Annual questionnaire, monitor and bicycle communication calendar

COLOPHON

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DESIGN

Initio



CYCLING CITY CIUDAD DE BICICLETAS مدينة درّاجات **BISIKLET KENTI** MIASTO DLA ROWERZYSTÓW साइकिल का शहर **CITTÀ DELLE BICICLETTE** 自行车之都 **VILLE AMIE DES CYCLISTES FAHRRADSTADT** مدينة سيكلتات город велос ипедистов