Bicycle Zones

Potential in a Swedish context

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TRAFIKVERKET

SWECO



Malmö and Sweden 70 years ago…

- Dense city -no sprawl
- Very few cars –cars were guests
- Critical mass of bicycles

- Few bicycle lanes
- Few traffic regulations
- Traffic was slow
- -Technically a bicycle zone..



Local streets today

Local streets

- Cycling in mixed traffic
- Cars prioritized/dominate
- A lot of parked cars
- 40 or 30 km/h
- No bicycle infrastructure
- Unsafe for cyclists and children

Main roads

- Separated bicycle lane/path





But we can’t build bicycle paths on every local street…

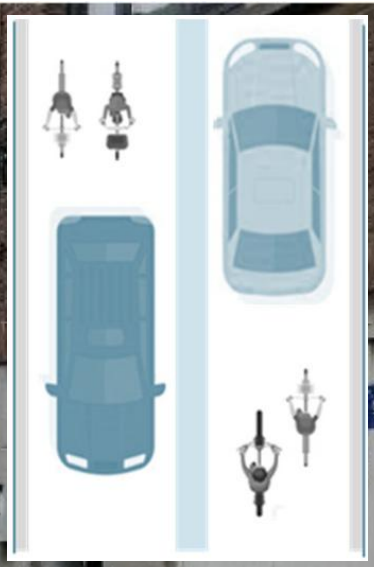
Can we make cycling in mixed traffic safe again?

Prioritize instead of separate?

Bicycle Zones?

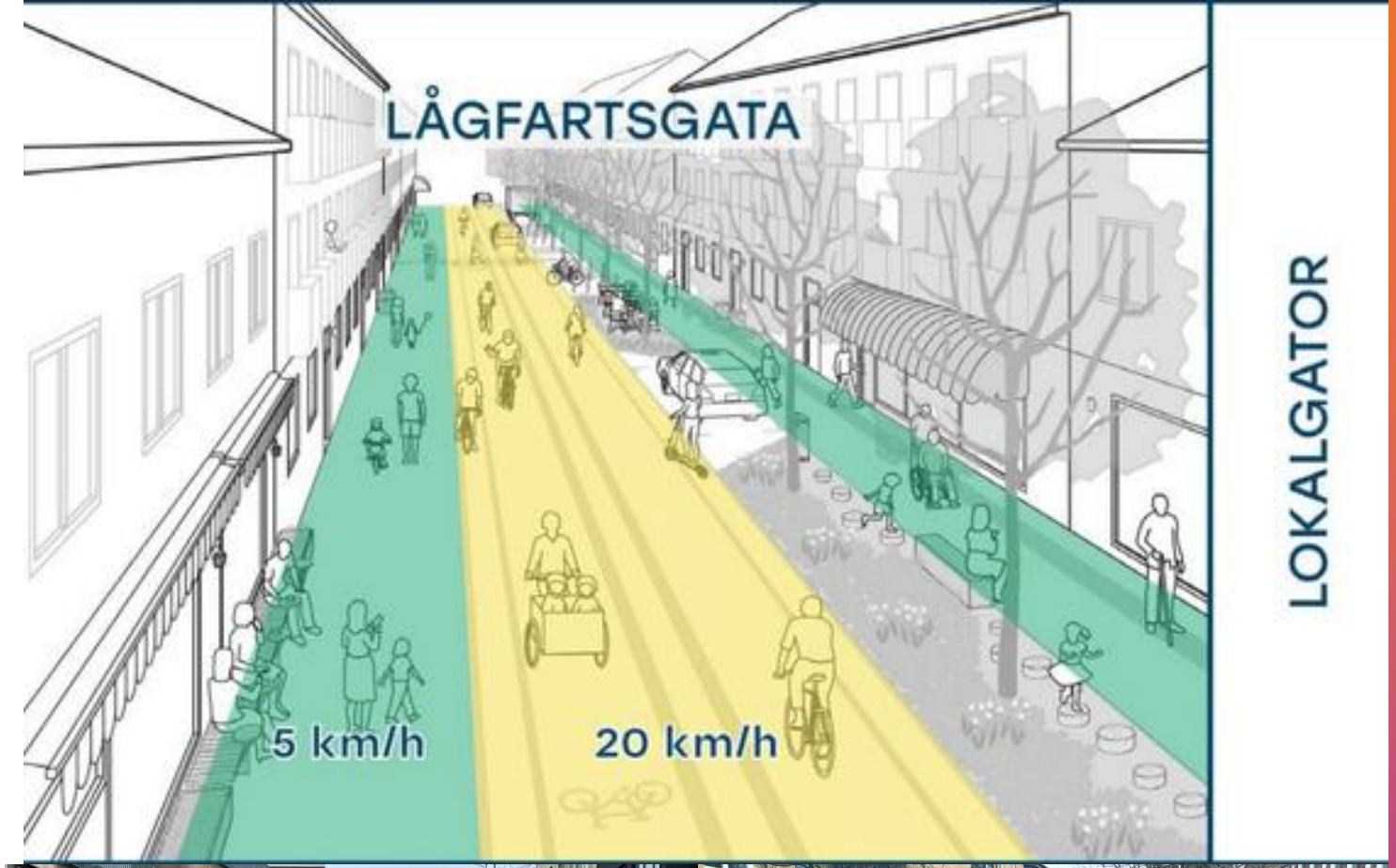
Where bicycles are prioritized over cars on local streets

For a safe and coherent network in city centers



Can bicycle zones be achieved with other means?

- Lowspeed streets
- Pedestrian zones
- LTN (Low traffic neighborhoods)
- Superblocks (Barcelona)
- The common theme is- **Trafic calming (reduction of cars)**







Bicycle zone - Bicycle street

Belgium- Bicycle zone

- Regulation for zones
- Cars not allowed to overtake bicycles
- Max 30 km/h
- Street design important (narrow)
- No public transport/heavy wheicles (typicaly)
- Mostly suitable for dense innercities
- More bikes than cars
- Need to be combined with traffic calming



Sweden- Bicycle street

- Only regulate single streets
- When driving motor vehicles, you must adapt to bicycle speed (Cars allowed to overtake bicycles)
- Max 30 km/h
- Street design important (narrow)
- No public transport/heavy wheicles
- More bikes than cars
- Need to be combined with traffic calming



Availible traffic regulation

















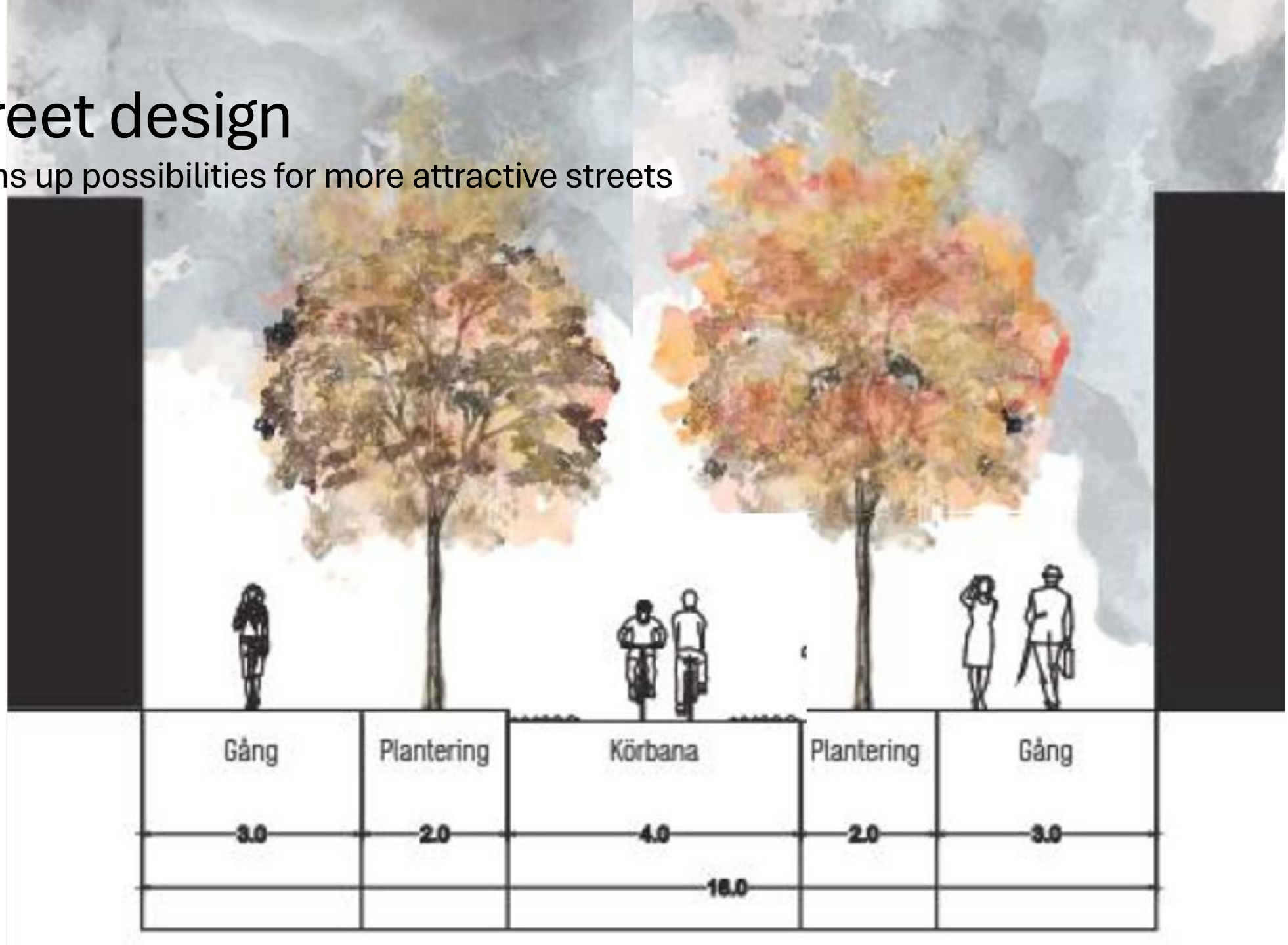




Modal filter

Street design

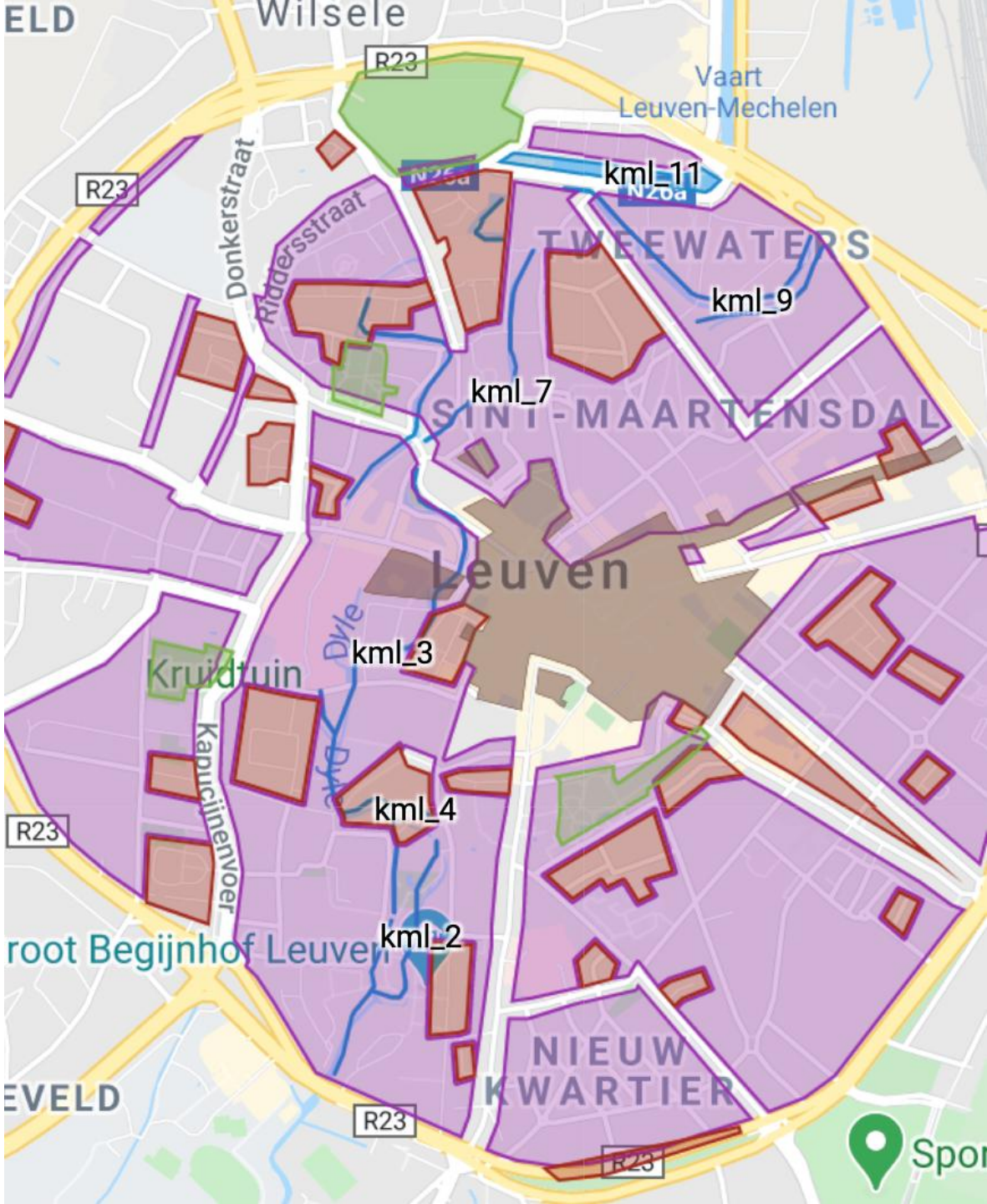
Opens up possibilities for more attractive streets



Leuven - Belgium

- 75% of innercity regulated as bicycle zone
- Cars not allowed to overtake bicycles
- Zoneplan
- Quality of street design vary





Amsterdam – The Netherlands

- Much of innercity is percieved as a cycle zone- without beeing regulated as such
- Narrow streets with slow speeds and few cars
- Bicycles in critical numbers
- 30 km/h in over 90% of innercity
- Normalised bicycle culture
  “ everyone is a cyclist”





Bicycle zones –key points

- Regulation for Bicycle zones is a tool that would be useful
- Traffic calming is the key factor for success, ”cars are guests”
- Prioritaization of bicycles instead of separation
- Fast to implement to a relatively Low cost
- High capacity for future growing bicycle flows (wide streets compared to cycle paths)
- Synergies- integrates well with other goals such as liveability Low noise, trees etc)

Tack!!

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