DESIGNING CYCLE-ATTRACTIVENESS

PART B. EXPLORING CYCLE-ATTRACTIVENESS IN AMSTERDAM

A THESIS STUDY BY KIM VAN DOESBURG
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**HOW TO READ**

In front of you, you can find ‘part B - Exploring cycle-attractive designing in Amsterdam’ of this thesis. This booklet is part of a series of three and was formulated as part of the graduation thesis ‘Cycle-attractiveness’ of the Master study Urbanism at the Architecture at Delft University of Technology.

This research consists of seven chapters which are divided into three parts. All questions are introduced at the start and answered the end of each chapter:

**A Exploring cycle-attractive design criteria**

Part A consists of the first three chapters of this research: introduction (1), relevant criteria for attractive cycling (2) and types of cyclists (3). These chapters focus on the generic parts of this topic and form the basis of part B and C.

Chapter 1 discusses and sets the motivation, problem statement, objectives, relevances, research questions and the approach of this research.

Chapter 2 explores, through a literature study, what spatial design criteria are already being used and/or should be further looked at when designing for attractive cycling.

Chapter 3 defines different types of cyclists which make use of the city and clarifies the similarities and differences amongst them to show the importance.

**B Exploring cycle-attractive designing in Amsterdam**

Part B consists of another three chapters of this research: Amsterdam cycling city (4), Variations exploration (5) and Kinkerstraat design (6). This part is a follow up on part A, where the outcomes of part A are being put into practice in the case-study of the city of Amsterdam in clear steps to be taken to get to an elaborated design option.

Chapter 4 looks at the city as a whole while elaborating on the current context, existing plans in regards to cycle-attractive designing and proposes a new vision and concept for the city.

Chapter 5 looks for opportunities when designing a street to the (extreme) preferences of one type of cyclist at the locations De Clercqstraat, Kinkerstraat and Koningsparkweg and reflects which changes would be most feasible and which would not.

Chapter 6 continues with the Kinkerstraat alone, and suggests a new design for a specific area of the street while considering all previous outcomes of the research.

**C Recommendations for cycle-attractive designing**

Part C consists of the final chapter of this research: Summary, conclusions, recommendations & discussions (7). This chapter looks back and reflects on the outcomes and approach of this research. Recommendations are made when it comes to designing for a cycle-attractive city and street and a discussion is started by bringing the outcomes of this research in a broader perspective as well as reflecting on the approach of this research.
The following chapters put the theory of the spatial cycle-attractive criteria, formulated in part A (Exploring cycle-attractive design criteria) of this study, to test. To do this, seven steps are required to be followed to ensure an as complete as possible overview of the evaluation of both the existing situation as well as that of a design proposal. Each chapter takes on several of these steps depending on their scale. The goal is to show how these steps could be worked out while testing out the formulated spatial design criteria, the designs are only possibilities and do not by definition show the best design.

The following steps have been taken:

- Define vision on context scale
- Set (development) priorities
- (re)Evaluate the specific location for the set vision
- Define the required space for the cyclists
- Define the required view of the cyclists
- Define the required elements of activity for the cyclists
- Define how the plan/situation should interact with other stakeholders
Define vision on context scale → Set (development) priorities → (re)Evaluate the specific location for the set vision

Define how the plan/situation should interact with other stakeholders

Define the required space for the cyclists → Define the required view of the cyclists → Define the required elements of activity for the cyclists

DO THE EASY-GOING CYCLISTS FIT WELL HERE?
CHAPTER 4

AMSTERDAM CYCLING CITY

This fourth chapter focusses on Amsterdam as a whole as cyclist city. The question that is being answered is:

How could the cycling network of Amsterdam be planned to function best for all types of cyclists in the city?

The answer to this question leads to a vision and concept of how Amsterdam city could look like and function when it is planned considering all types of cyclists. The results can be reflected back from the street level.
## Introduction

1. **Motivation & relevance**
2. **Problemfield**
3. **Research questions & approach**

## Cycle-attractive design criteria

1. **Context**
   - Place/street
   - Building

2. **Criteria for types of cyclists**
   - All cyclists
   - Per category
   - Per type of cyclist

3. **The city envisioned**
4. **Amsterdam casestudy**
   - (4 - 6)
    - The citystreet explored (5)
    - The Kinkerstraat redesigned (6)

4. **Finalization**

   - Conclusions
   - Discussions
   - Recommendations

### Research framework

The overview of this research and the links between all parts. Highlighted is the topic being discussed in this chapter.
The Netherlands is globally associated with bicycles, which is what makes this country so unique in the world. As a representative of the Netherlands and the world, not for nothing is Amsterdam often referred to as the bicycle Capital of the world. With around 881,000 bicycles, compared to 800,000 residents (Noordhoff atlasproducties, 2015, p. 136-137), bicycles can literally be found everywhere in the city. And with a main bicycle network of 513 kilometers of bicycle lanes (Noordhoff atlasproducties, 2015, p. 136-137) Amsterdam has a base network the city can be really proud of (see figure 1).

Historical development

Though as rich of bicycles Amsterdam is now, this was not always the case: Amsterdam has a strong history of bicycle infrastructure developing through the past decades. With the rising of the car between the 50s and 70s Amsterdam, just like any other city in the world, started to facilitate for the car more than the bicycle. "Dutch policy makers expected that utilitarian bicycle use would disappear in favour of moped and car use. At the local level this was not different. [...] the concept of the car-governed city received most attention. Still, there was no real anti-bicycle policy. On the contrary, cyclists were still being considered as traffic participants with equal rights. In Amsterdam a "laisser-faire" policy (a policy that allows businesses to operate with very little interference from the government) (Merriam-Webster, 2015a) developed
in which all transportation modes – the bicycle included – were taken into account. [In other countries] policy makers and the press actively and consciously reinforced the image that the bicycle was an unsafe, old fashioned and shabby way of transportation. [...] After 1975 bicycle use began to increase and continued to do so until the mid-1980s. This can be largely attributed to developments at the local level. The “issue-chemistry” of traffic safety, energy supply (the oil crises [1973]), environmental pollution, urban liveability, economic recession and car congestion raised and connected by local neighbourhood groups resulted in increased policy attention at the local level. The articulation of Traffic circulation plans, bicycle plans and bicycle policies were the result. Local initiatives diffused to the national level. Budget deficiencies and societal debates on energy and environment stimulated reconsideration of previous traffic policies. Due to local initiatives the bicycle was rediscovered. This was possible because bicycle use [in the Netherlands] had remained rather high and because cyclists were still being accepted as normal full-fledged traffic participants” (Bruheze, n.d.).

With the convincing of the success of the bicycle it was able to make a comeback, making Amsterdam (as representative of the Netherlands) so special today (see figure 2 - Amount of bicycle trips through the years). Through history, Amsterdam has taken a leading role in making cycling as attractive as possible and it is still at the top. Today, Amsterdam is able to promote its bicycle history and future to the outside world as one of the most successful ways of making and keeping cities more vital.
Legend

- Historical city center: < 1900
- City center extension A: 1900 - 1930
- City center extension B: 1930 - 1950
- Post war: 1950 >

Building periods xxx
**Bicycle lanes less than 2 meters wide** All three routes have too small bicycle lanes on the west side. (fig 13)

**Busy cycle routes compared to (major) accidents** The west side of the Kinkerstraat is very sensitive to accidents happening while being a busy route, the De Clercqstraat is a busy route with many accidents happening in the inner-city and the Willemsparkweg is not considered a busy route while the busy Vondelpark route is laying right next to it. (fig 14)
Amsterdam is always busy developing its bicycle network, as this is incredibly important for the city's main way of transportation. Today Amsterdam is still looking to enhance its network.

The structural vision of Amsterdam is a vision for 2040, and sees Amsterdam with a complete and qualitative bicycle network. In their vision the Municipality states the following targets as most important (Gemeente Amsterdam, 2011, p.254):

- Stimulating the daily bicycle-use
- Guarantee the accessibility of urban destinations
- On parts of the Mainnet bicycle the increasing use asks for wider lanes and more comfort. The growth in bicycle use, in combination with bicycles becoming larger, the spatial-need for parking places on the street and in buildings is increasing strongly. There has to be enough space reserved in transformations and urban renewal plans.

The Municipality divides three types of network: the plusnet bicycle, the mainnet bicycle and the basenet bicycle. The plusnet (Gemeente Amsterdam, p.20) is described as the most important connection routes which are very intensive in their use. They are the main connections between city districts and the regional network. The most important aspects are that the routes in this network are all fast, safe and comfortable. Visually the plusnet should have free-standing bicyclepaths or bicycle roads where the car is a visitor. The mainnet (Gemeente Amsterdam, p. 20) is described as an intensively used network which connects living- and working areas as well as facilities in the city. Visually the mainnet should have free-standing bicyclepaths as much as possible, and otherwise there should be properly marked bicycle lanes on the road with enough space and extra markings to avoid accidents. Lastly, the basenet are all remaining routes which are not intensively used. The routes give access to neighborhoods where cyclists can still cycle safely. Visually there’s no seperate bicycle infrastructure while other trafficusers are not intensively present either.

Although the intensions of the Municipality seem clear, it leaves questions on how these goals are being used to implement in an existing situation. An example here is the Kinkerstraat, which is a small and busy shoppingstreet where both a plusnet bicycle (fast, safe and comfortable: freestanding bicyclelane or limited-car street) and a mainnet public transport (trustworthy and efficient: freestanding rail or limited mixed use) is envisioned. It leaves to wonder if all these ambitions can all fit into this location without compromising each other.
Hoofd- en plusnet Fiets

Combinatie Plusnetten

Fiets, OV en Auto

Fiets of OV

Fiets of Auto

OV en Auto

OV en Auto en Plusnet Voetganger
DEFINE THE VISION ON CONTEXT SCALE

Steps which are being taken:

- Establish a complete bicycle network and specify it in easy-going, steady-going and/or fast-going networks depending on the existing and future functions and developments in the city. Separate these networks (and from other modalities) as much as possible to ensure a clear goal.

Use the criteria for the context scale to evaluate:

- Safety issues
- Missing links in the network
- Future developments
- Minimum cycle-attractive
- Contradictions with other traffic networks
- etc., etc.

SET (DEVELOPMENT) PRIORITIES
Amsterdam will continuously be an example to the world towards bicycle-friendliness focussing on attractive cycling in the future. With the approach of this study Amsterdam has the opportunity to get known as the bicycle-city which embraces the diversity of cyclists and dares to show these differences and work with them. Every type of cyclists needs a place in the city which strongly depends on the other functions and infrastructure in the city, with this in mind, Amsterdam can facilitate a place for every cyclist which it spatially asks for.

**Concept**

The main objective of this proposal is to show that a complete network is able to stand on its own while facilitating the different types of cyclists in the three categories easy-going cyclists, steady-going cyclists and fast-going cyclists. Important to note is that within the dense build environment a fast cycling speed is generally not desired and fitting, therefore the category fast-going cyclists should be facilitated outside of the dense city as much as possible. Within the city, the network for the categories easy-going cyclists and steady-going cyclists is as much devided as possible while staying a continuous network. Altogether, the cycle network of Amsterdam shows complete and without missing links. The combination of all networks show the (possible) functioning of the city where areas to stay and areas to move can be clearly facilitated while keeping the overview on the impact on the city-scale. Elaborated goal-oriented design choices can be made by the designer who should ensure facilitating the streets, where the maintaining of the continuous route for a specific category is the main subject, are attractive for the cyclists where the spatial and functional aspects of the city (logically) ask for.
The **easy-going cyclists-network** forms a complete network on its own and is able to connect the main ‘recreational’ functions of the city. This network should be able to facilitate for everyone in their way to **enjoy** the city and that is why the network has some concentrations where these functions come together. This network ensures a broad city experience.

**LEGEND**

- **Proposed bicyclenetwork**
- **Design focus areas bicyclenetwork**

- **Large green area**
- **Shopping area**
- **Business area**

*Figure 5 - Proposed bicyclenetwork (visualization) for the city of Amsterdam.*
The **steady-going cyclist-network** forms a complete network on its own and is able to connect the main ‘necessary’ functions of the city. This network should be able to facilitate for everyone in their steady living and working life covering the whole city. This network is focussed on being trustworthy in travel time and diverts from busy places.

**Legend**
- Proposed bicyclenetwork
- Design focus areas bicyclenetwork
- Large green area
- Shopping area
- Business area

*Figure 5 - Proposed bicyclenetwork (visualization) for the city of Amsterdam*
The **fast-going cyclists-network** should form a starting network from the borders of the city into the region. This network facilitates the cyclists who cycle as a form of sport and diverts them outside the city to ensure the ability to speed up along the way. This network is focussed on being **trustworthy** in travel time and space to pass disturbances.

**LEGEND**
- Proposed bicyclenetwork
- Design focus areas bicyclenetwork

![Fast-going cyclists]

**Figure 5 - Proposed bicyclenetwork (visualization) for the city of Amsterdam.**
The **complete cyclist-network** forms a whole for all cyclists in the city, where the design of the route is able to clearly show the focus on cyclists. The main purpose of the complete bicycle-network is that all functions of the city are accessible. This visual is always under development through time and focus (bold) areas should shift when they meet the goal.

**LEGEND**
- Proposed bicyclenetwork
- Design focus areas bicyclenetwork
- Easy-going cyclists
- Steady-going cyclists
- Fast-going cyclists

*Figure 5 - Proposed bicyclenetwork (visualization) for the city of Amsterdam.*
This fifth chapter focuses on the implementation of the design criteria in the section of the locations Kinkerstraat and Willemsparkweg. The question that is being answered is:

How can the spatial design criteria for attractive cycling be implemented on different locations at eye-level from the (extreme) preferences of all the different types of cyclists?

The answer to this question allows to see the implications and opportunities of implementing the cycle-attractive design criteria at different locations.
# Cycle-attractive design criteria

## Introduction

1. **Motivation & relevance**
   - Problemfield
   - Research questions & approach

## Cycle-attractive design criteria

1. **Context**
   - Place/street
   - Building

2. **Criteria for types of cyclists**
   - All cyclists
     - Per category
     - Per type of cyclist

3. **The city envisioned**
4. **The city explored**
5. **The Kinkerstraat redesigned**

## Amsterdam casestudy

(4 - 6)

## Finalization

(7)

## Research framework

The overview of this research and the links between all parts. Highlighted is the topic being discussed in this chapter.
LOCATIONS

As a result for the criteria per type of cyclist (Designing cycle-attractiveness part A, chapter 3) and the formulated city vision in chapter 4, the criteria and vision should be reviewed whether they fit specific locations as well. Since the spatial criteria are defined differently per type of cyclist and therefore designing a location could come out in many different ways from which some will work best on the specific locations and others will do so less. By looking at how these criteria can spatially translate themselves on location their effectiveness and importance can be reviewed, while reflecting this back into the city vision.

In order to understand, these three locations have been explored: De Clercqstraat, Kinkerstraat and Willemsparkweg. The specific locations have been picked as part of a route from Amsterdam Nieuw-West towards the innercity, where there is currently too little space for the cyclist, where (in the vision of the Municipality) another plus- or mainnet infrastructure is coming together with the bicycle plus- or mainnet and which are either unique or a representative for other streets in the city.
The De Clercqstraat should function, in the proposed vision of the bicycle-network of Amsterdam (chapter 5), as a combination for the easy-going and/or steady-going cyclists. The Kinkerstraat should function for the Easy-going cyclist and the Willemsparkweg should function for the steady-going cyclist. It is important to check what specific design could fit best on the location.
STEPS WHICH ARE BEING TAKEN:

(RE)EVALUATE THE LOCATION FOR THE SET VISION

- Use the criteria at location scale to evaluate.
- Establish the critical elements to change of the functioning of the location as a whole.
- Establish the required changes per cyclist category and per type of cyclist.
- Review the city vision and adjust to the opportunities and limitations of the specific location.

DO THE EASY-GOING CYCLISTS FIT WELL HERE?
DE CLERCQSTRAAT

Location
The De Clercqstraat connects Amsterdam Nieuw-West with the Inner-city. While on the west side connecting with and running through parks, the east side of the street holds a main shopping function and runs all the way to and from Dam square and further.

Current situation
The De Clercqstraat is a very common city- and shoppingstreet in Amsterdam. The street contains a lot of asphalt and is quite empty making it look very plain.

Overview of the amount of criteria which are met:

<table>
<thead>
<tr>
<th>De Clercqstraat</th>
<th>General cyclists</th>
<th>Easy-going cyclists</th>
<th>Steady-going cyclists</th>
<th>Fast-going cyclists</th>
</tr>
</thead>
</table>

NOTIFICATIONS

- A minimum width of the bicycle lane (only 1.8 meters!)
- The street does not invite for activities
- Loading and unloading cargo requires passing the bicycle lane
- Cycling in the sun to enjoy on one side of the street!
- There is a nice distance between me and the parked cars
- We have a proper overview of the pedestrians approaching
KINKERSTRAAT

Location

The Kinkerstraat connects Amsterdam Nieuw-West with the Inner-city. While on the west side connecting with and running through parks, the east side of the street holds a main shopping function. Important to notice is that, although this street is important as a connecting route, on either end of the route the street stops and a choice has to be made to go either right or left towards one of the neighboring connection routes.

Current situation

The Kinkerstraat is very characteristic because of the pedestrian passage and this makes the street quite unique and recognizable. However this also causes restrictions, especially, in visibility. With a minimum of space for the cyclist, there is no room for diversion in case something goes wrong and that chance is quite high as the street is a vibrant shoppingstreet with a lot of visitors and traffic crossing each other.

Overview of the amount of criteria which are met:

<table>
<thead>
<tr>
<th>Kinkerstraat</th>
<th>General cyclists</th>
<th>Easy-going cyclists</th>
<th>Steady-going cyclists</th>
<th>Fast-going cyclists</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tr>
</tbody>
</table>

NOTIFICATIONS

- A minimum width of the bicycle lane (only 1.8 meters!)
- Crossing here is very difficult during the day due parked bicycles which block the way.
- Bicycle parking is a huge chaos! Where can we leave our bike?
- Can we not park at the loading/unloading cargo places when they are not used?
- Loading and unloading cargo requires passing the bicycle lane in a very limited space causing unsafety.
- Cycling in the sun to enjoy on one side of the street!
- The cars are parked so close!
- The pillars of this building cause a limited sight of people crossing the bicycle lane.
WILLEMSPARKWEG

Location
The Willemsparkweg connects Amsterdam Nieuw-West with the inner-city of Amsterdam. On the west side it begins at the Rijksmuseum and Museumsquare, and runs to the east side all the way outside the city. The route runs along points to visit rather than through them.

Current situation
The Willemsparkweg is a characteristic residential street with a variety in buildings and a lot of green. Nevertheless there is very little room for diversion for the cyclist due parked cars on one side, tramrails/car driving on the other side and a minimum width for the bicycle lane.

Overview of the amount of criteria which are met:

<table>
<thead>
<tr>
<th>General cyclists</th>
<th>Easy-going cyclists</th>
<th>Steady-going cyclists</th>
<th>Fast-going cyclists</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>
EXPLORATIONS

Limitations and restrictions

Streets are all designed differently in their current context. When redesigning a street into a preference of a specific type of cyclist it should be clearly looked at what is currently already in the street.

• **Building shape and position** - Adjusting the shape and/or position of a building is generally a big change to a street, therefore looking at what is currently there and working with that might be most interesting.

• **Greenary** - If existing trees stay preserved this is a stronger point to the redesigning of the street as it is more sustainable. Next to that, removing a tree (with its roots) can be a lot of work.

• **Other traffic** - Other traffic going through the streets are part of a complex network too. By looking at what role they currently fulfill in the street a priority can be made.

• **Context within the city** - A street runs at a certain location within the city, this cannot be removed and therefore it has to be taken into account what role the street can play to its context.

• **Functions** - Although functions can change, it is important to look at what is currently present at the location to see the opportunities it can have for the future.

• **Underground facilities** - The underground facilities are part of an underground network and therefore difficult to move if needed, this may be less interesting to do (all underground information is consulted at Kadaster (2016)).
Figure 2 - Cyclist categories and types

- **Fast-going cyclists**
  - As fast as possible
  - Cycling is sport
  - Look ahead and around

- **Steady-going cyclists**
  - Cycling is practical
  - Want to be on time
  - Look ahead

- **Easy-going cyclists**
  - Not in a hurry
  - Look around
  - Cycling for fun

**Cyclists in general**

**Cyclists per category**

**Cyclists per type**
Overview of the amount of criteria which are met:

- De Clercqstraat
  - Easy-going cyclists
  - Steady-going cyclists
  - Fast-going cyclists

- Kinkerstraat
  - Easy-going cyclists
  - Steady-going cyclists

- Willemsparkweg
  - Easy-going cyclists
  - Steady-going cyclists

Pattern comparison with the current situation

De Clercqstraat

Kinkerstraat

Willemsparkweg
### KINKERSTRAAT

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Width (m)</th>
<th>Height (m)</th>
<th>Layer</th>
<th>Width (m)</th>
<th>Height (m)</th>
<th>Layer</th>
<th>Width (m)</th>
<th>Height (m)</th>
<th>Layer</th>
<th>Width (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground Plane</td>
<td>3.6</td>
<td>0.6</td>
<td>Bike</td>
<td>5.8</td>
<td>1.0</td>
<td>Foot</td>
<td>1.5</td>
<td>0.6</td>
<td>Bike</td>
<td>3.1</td>
</tr>
<tr>
<td>(in meters)</td>
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</table>

### WILLEMPARKWEG

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Width (m)</th>
<th>Height (m)</th>
<th>Layer</th>
<th>Width (m)</th>
<th>Height (m)</th>
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<th>Height (m)</th>
<th>Layer</th>
<th>Width (m)</th>
</tr>
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<tbody>
<tr>
<td>Ground Plane</td>
<td>2.7</td>
<td>0.6</td>
<td>Bike</td>
<td>5.3</td>
<td>1.0</td>
<td>Foot</td>
<td>3.1</td>
<td>1.0</td>
<td>Bike</td>
<td>2.7</td>
</tr>
<tr>
<td>(in meters)</td>
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<td></td>
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</tr>
</tbody>
</table>
Overview of the amount of criteria which are met:

- De Clercqstraat
  - General cyclists
  - Easy-going cyclists
  - Steady-going cyclists
  - Fast-going cyclists

- Kinkerstraat
  - General cyclists
  - Easy-going cyclists
  - Steady-going cyclists
  - Fast-going cyclists

- Willemsparkweg
  - General cyclists
  - Easy-going cyclists
  - Steady-going cyclists
  - Fast-going cyclists

Pattern comparison with the current situation

Category fitting the city vision proposal
Overview of the amount of criteria which are met:

### De Clercqstraat
- Easy-going cyclists
- Steady-going cyclists
- Fast-going cyclists

### Kinkerstraat
- Easy-going cyclists
- Steady-going cyclists
- Fast-going cyclists

### Willemsparkweg
- Easy-going cyclists
- Steady-going cyclists
- Fast-going cyclists

### Pattern comparison with the current situation

<table>
<thead>
<tr>
<th>Category</th>
<th>De Clercqstraat</th>
<th>Kinkerstraat</th>
<th>Willemsparkweg</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>Easy-going</td>
<td>Easy-going</td>
<td>Easy-going</td>
</tr>
<tr>
<td></td>
<td>cyclists</td>
<td>cyclists</td>
<td>cyclists</td>
</tr>
<tr>
<td></td>
<td>Steady-going</td>
<td>Steady-going</td>
<td>Steady-going</td>
</tr>
<tr>
<td></td>
<td>cyclists</td>
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</tr>
<tr>
<td></td>
<td>Fast-going</td>
<td>Fast-going</td>
<td>Fast-going</td>
</tr>
<tr>
<td></td>
<td>cyclists</td>
<td>cyclists</td>
<td>cyclists</td>
</tr>
</tbody>
</table>

DE CLERCQSTRAAT

General cyclists

<table>
<thead>
<tr>
<th>(in meters)</th>
</tr>
</thead>
<tbody>
<tr>
<td>24.8</td>
</tr>
<tr>
<td>1.8</td>
</tr>
<tr>
<td>2.5</td>
</tr>
<tr>
<td>2.2</td>
</tr>
</tbody>
</table>

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Category fitting the city vision proposal
Overview of the amount of criteria which are met:

<table>
<thead>
<tr>
<th>De Clercqstraat</th>
<th>General cyclists</th>
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</thead>
<tbody>
<tr>
<td>Kinkerstraat</td>
<td>General cyclists</td>
<td>Easy-going cyclists</td>
<td>Steady-going cyclists</td>
<td>Fast-going cyclists</td>
</tr>
<tr>
<td>Waterpoogheven</td>
<td>General cyclists</td>
<td>Easy-going cyclists</td>
<td>Steady-going cyclists</td>
<td>Fast-going cyclists</td>
</tr>
</tbody>
</table>

Pattern comparison with the current situation

Category fitting the city vision proposal
Overview of the amount of criteria which are met:

De Clercqstraat
- Easy-going cyclists
- Steady-going cyclists
- Fast-going cyclists

Kinkerstraat
- Easy-going cyclists
- Steady-going cyclists
- Fast-going cyclists

Willemsparkweg
- Easy-going cyclists
- Steady-going cyclists
- Fast-going cyclists

In this situation the current position of the shops have been used for the exploration.

Pattern comparison with the current situation

Category fitting the city vision proposal
Overview of the amount of criteria which are met:

- **De Clercqstraat**
  - General cyclists
  - Easy-going cyclists
  - Steady-going cyclists
  - Fast-going cyclists

- **Kinkerstraat**
  - General cyclists
  - Easy-going cyclists
  - Steady-going cyclists
  - Fast-going cyclists

- **Willemsparkweg**
  - General cyclists
  - Easy-going cyclists
  - Steady-going cyclists
  - Fast-going cyclists

Pattern comparison with the current situation:

<table>
<thead>
<tr>
<th>Category fitting the city vision proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>De Clercqstraat</td>
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<tr>
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</table>
Overview of the amount of criteria which are met:

**De Clercqstraat**
- Easy-going cyclists
- Steady-going cyclists
- Fast-going cyclists

**Kinkerstraat**
- Easy-going cyclists
- Steady-going cyclists
- Fast-going cyclists

**Willemsparkweg**
- Easy-going cyclists
- Steady-going cyclists
- Fast-going cyclists

Pattern comparison with the current situation

**Category fitting the city vision proposal**

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- **De Clercqstraat**
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  - Easy-going cyclists
  - Steady-going cyclists
  - Fast-going cyclists

- **Kinkerstraat**
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  - Steady-going cyclists
  - Fast-going cyclists

- **Willemsparkweg**
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  - Easy-going cyclists
  - Steady-going cyclists
  - Fast-going cyclists

Pattern comparison with the current situation

Category fitting the city vision proposal
Overview of the amount of criteria which are met:

**General**

**Easy-going cyclists**

**Steady-going cyclists**

**Fast-going cyclists**

Pattern comparison with the current situation

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<td>De Kinkerstraat</td>
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<td>Easy-going cyclists</td>
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<td>Steady-going cyclists</td>
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<td>Fast-going cyclists</td>
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<tr>
<td>General cyclists</td>
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<tr>
<td>Willemsparkweg</td>
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<tr>
<td>Easy-going cyclists</td>
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<td>Steady-going cyclists</td>
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<td>Fast-going cyclists</td>
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<td>General cyclists</td>
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<td>General cyclists</td>
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<tr>
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<td>Easy-going cyclists</td>
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<td>Steady-going cyclists</td>
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<td>Fast-going cyclists</td>
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<tr>
<td>General cyclists</td>
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<tr>
<td>Willemsparkweg</td>
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<td>Easy-going cyclists</td>
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<tr>
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<tr>
<td>General cyclists</td>
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- **General cyclists**
  - Easy-going cyclists
  - Steady-going cyclists
  - Fast-going cyclists

Pattern comparison with the current situation
Overview of the amount of criteria which are met:

- **General cyclists**
  - Easy-going cyclists
  - Steady-going cyclists
  - Fast-going cyclists

Pattern comparison with the current situation

Category fitting the city vision proposal
Overview of the amount of criteria which are met:
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<table>
<thead>
<tr>
<th>Category</th>
<th>De Clercqstraat</th>
<th>Kinkerstraat</th>
<th>Willemsparkweg</th>
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<tr>
<td>Steady-going cyclists</td>
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<td>Fast-going cyclists</td>
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<td></td>
</tr>
<tr>
<td>General cyclists</td>
<td></td>
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</tbody>
</table>

Pattern comparison with the current situation:

- - - - Banners comparison with the current situation
- - - Category fitting the city vision proposal

- 5.7 | 2.0 | 6.4 | 1.8 | 3.7 | 4.8 (in meters)
The explored sections are reviewed in comparison to the existing situation on several points and strongly relate to the limitations and restrictions as well as the indirect influences of the spatial design criteria which a designer (both) needs to be aware of when making a plan for an existing street. The outcome of these reviews could make a difference on why to go for a certain design rather than another.

In this study, the following points of reflection are looked at:

- **Climate**
  1. The impact on trees
  2. The impact on other greenery
  3. The impact on paving
  4. The cyclist impact on the position to the sun

- **Traffic**
  1. The impact on the priority of other traffic
  2. The impact on space to move
  3. The impact on space to stop
  4. The impact on activities (also) for other traffic

- **Finance**
  1. The adjustments underground
  2. The adjustments of greenery
  3. The adjustments of paving
  4. The adjustments in the functions in the plinth
  5. The adjustments to the buildingshape
  6. The adjustments to other traffic

- **Feasibility**
  1. Possible adjustments to other traffic
  2. Required adjustments to the functions/buildings
  3. Required adjustments underground
  4. Required maintenance

What can be generally concluded is that when designing from the viewpoint of a specific type of cyclist, 50% of the times the pedestrians will profit from this as well. Overall the tramriders do not experience many differences from the current situation as this network forms a clear base within the street. However, depending on the space of the street, the cardriver has to give in most facilities.

Investing in climate costs money, however removing crucial elements which enhance the climate cost money as well! The designer may choose to include more elements to enhance the climate within the street when they have a larger budget, rather than removing it. In this study only large elements have been used to represent the climate, so for a more detailed design the designer may want to look further and most of all: integrated in other elements of the street so they will not require too much extra space.

An important thing to consider is the impact on the underground pipes and cables, as they also work in the functioning of the street. Accessibility is needed to ensure proper maintainance when needed. In this study it is shown that generally the underground is not impacted drastically unless the tram has to be moved. So when changing the street: try not to move the tram facilities as they will likely bring a lot more extra costs.

### REFLECTIONS

<table>
<thead>
<tr>
<th>DE CLERCQSTRAAT</th>
<th>Climate</th>
<th>Traffic</th>
<th>Finance</th>
<th>Feasibility</th>
</tr>
</thead>
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<td>Child cyclists</td>
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<td>€ € € € €</td>
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</tr>
<tr>
<td></td>
<td>Elderly cyclists</td>
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<td>€ € € € €</td>
<td>⭐⭐⭐⭐⭐</td>
</tr>
<tr>
<td></td>
<td>Tourist cyclists</td>
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<td>€ € € € €</td>
<td>⭐⭐⭐⭐⭐</td>
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<tr>
<td></td>
<td>Trip cyclists</td>
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</tr>
<tr>
<td></td>
<td>Shopping cyclists</td>
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</tr>
<tr>
<td></td>
<td>Attraction visiting cyclists</td>
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</tr>
<tr>
<td></td>
<td>Daily activity cyclists</td>
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</tr>
<tr>
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<td>Occasional activity cyclists</td>
<td>€ € € € €</td>
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<td>⭐⭐⭐⭐⭐</td>
</tr>
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<td></td>
<td>Weekly activity cyclists</td>
<td>€ € € € €</td>
<td>€ € € € €</td>
<td>⭐⭐⭐⭐⭐</td>
</tr>
<tr>
<td></td>
<td>Student cyclists</td>
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<td>€ € € € €</td>
<td>⭐⭐⭐⭐⭐</td>
</tr>
<tr>
<td></td>
<td>Commuting cyclists</td>
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<td>€ € € € €</td>
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</tr>
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<td></td>
<td>Working cyclists</td>
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<td>€ € € € €</td>
<td>⭐⭐⭐⭐⭐</td>
</tr>
<tr>
<td></td>
<td>Visiting cyclists</td>
<td>€ € € € €</td>
<td>€ € € € €</td>
<td>⭐⭐⭐⭐⭐</td>
</tr>
<tr>
<td><strong>FAST-GOING CYCLISTS</strong></td>
<td>Racing cyclists</td>
<td>€ € € € €</td>
<td>€ € € € €</td>
<td>⭐⭐⭐⭐⭐</td>
</tr>
</tbody>
</table>

Logic options: All options are very well possible on this location.
Logic options: Child-, Elderly-, Trip-, Shopping-, Attraction visiting- and Daily activity cyclists
(and other than proposed vision: Occassional activity-, Weekly activity-, Working- and Visiting cyclists)

Logic options: Occassional activity-, weekly activity-, commuting-, working- and visiting cyclists
(and other than proposed vision: Cld-, attraction visting and daily activity cyclists)
This overview is an overview of the criteria reflection in the explored sections. In bold are the cyclist categories which should be positively influenced as much as possible through the city vision which was proposed in chapter 4.

What can mainly noted here is that designing for specific types of cyclists certainly can give a location a better direction, however some existing spatial elements make it -easier- for specific cyclists as they are more difficult to change or do not give as much room for all criteria.

A second point to conclude is that when designing for one type of cyclist it can also occur that the street becomes more attractive for others from a different category, however this really depends on the ‘starting point’ of the street for the specific types of cyclists. Nevertheless, this should not be a reason for a designer not to design from the viewpoint of a type which would score less than others. Some streets are simply more suited for specific types of cyclists due their spatial characteristics and context within the city, but that does not mean the street cannot make way for a different type of cyclist. If the designer envisions a specific type of cyclist this will have consequences on the design choices, but not on making it less attractive for others (by definition).
Logic options: Child-, elderly-, tourist-, trip-, occassional activity-, weekly activity-, student-, commuting-, working or visiting cyclists

Logic options: Child-, Elderly-, Tourist- or trip cyclists

Logic options: Occasional activity-, weekly activity-, student-, commuting-, working- or visiting cyclists
CHAPTER 6

KINKERSTRAAT REDefined

This sixth chapter focuses on the Kinkerstraat and implements all previous information into a test design. The question that is being answered is:

What urban design could fit the Kinkerstraat best while considering the different types of cyclists?

The answer to this question allows to see how the cycle-attractive design criteria can be implemented in a realistic testcase while also considering the other stakeholders at the location and the design.
Research framework

The overview of this research and the links between all parts. Highlighted is the topic being discussed in this chapter.
STEPS WHICH ARE BEING TAKEN:

(RE)EVALUATE THE LOCATION FOR THE SET VISION

| Use the criteria at location scale to evaluate. |
| Establish the critical elements to change of the functioning of the location as a whole. |
| Establish the required changes per cyclist category and per type of cyclist. |
| Review the city vision and adjust to the opportunities and limitations of the specific location. |

DO THE EASY-GOING CYCLISTS FIT WELL HERE?
Designing for cycle-attractiveness can only happen if the criteria are put on the specific design location spatially. Figure 1 shows the approach to get from a specific location to an urban design and which tools it will use. In this study the most important step is between the location and the program of demands with the cycle-attractive design criteria as a tool, however an urban design is proposed to show the flexibility and meaning of the program of demands.

*Figure 1 - Design approach from location to urban design*
LOCATION

As one of the main shopping streets in Amsterdam and main connecting streets between the center and the west of Amsterdam, the Kinkerstraat is a vibrant street with a lot of activities happening. The specific location for this design case is located up and around the crossings between the Kinkerstraat, Ten Kate street and Tollenstraat.

01. De Hallen
De Hallen is a renovated tram shed and has been redeveloped (2010) and currently is a creative place consisting of art shops, a food court, a cinema, a hotel and a library.

De Hallen are opened every week day from 07:00 to 01:00, and from 07:00 to 03:00 during the weekends.

02. Ten Katemarkt
The Ten Katemarkt runs through the Ten Katestraat and consists of a variety of stalls where you can get clothing, food, furniture and so on.

The market is opened 6 days a week (not on Sunday) from 09:00 to 17:00.
3. Kinkerstraat
View from the North side of the Kinkerstraat. The bicycle parking facilities are heavily used. On the right we can see the flags directing you to the entrance of De Hallen.

5. Kinkerstraat
View from the North side of the Kinkerstraat. Although the bicycle facilities are heavily used, the loading and unloading places for cargo are generally left empty even though the available place.

4. Kinkerstraat
View from the South side of the Kinkerstraat. The pillars of the building (as the pedestrian passage way is going underneath the building) creates a wall visually making it hard to see what is coming for the cyclists, as well as for the pedestrians trying to cross here.
6. Entrance De Hallen
The current main entrance of De Hallen in the Tollensstraat. The building is very characteristic and stands out from the (newly build) other buildings in the direct surroundings.

7. Entrance De Hallen
The current side entrance of De Hallen in the Ten Katestraat. The entrance does not really look like an entrance for this attraction and does not stand out from the market running through this street as well.

8. Entrance De Hallen
The side entrance of De Hallen in the Tollensstraat. The entrance is hidden behind the surrounding buildings and is unnoticable without prior knowledge. This part of De Hallen only holds art shops.
The south side of the Kinkerstraat is the most characteristic of the street. A pedestrian passage finds its way underneath the building accessing the shops at the ground level. However, as the bicycle lane lays right next to this, the pedestrian way is more seen as a wall making this part of the street visibly dangerous.

On the other side of the bicycle lane cars and bikes are parked, making the bicycle lane a kind of ‘tunnel’ through the street.
The north side of the Kinkerstraat gives a wide overview of the street. The bicycle lane is limited in its space here due to parked bicycles which tend to stick out over the lane as well as the tram passing by right next to it.
The Ten Katemarkt crossing with the Kinkerstraat is accessing the daily Ten Kate market is an important characteristic to the street. The market crosses and continues past the Kinkerstraat causing many pedestrians to cross here, with the many other kinds of mobility making use of the Kinkerstraat this is quite a chaos.
The Tollenstraat crossing provides the entrance to De Hallen, an alternative place receiving many visitors. The entrance is currently not very visible from the Kinkerstraat. The Tollenstraat is currently also under urban renewal with highrise residential buildings and cafes on the ground level.
Overview of the amount of criteria which are met:

<table>
<thead>
<tr>
<th>General Cyclists</th>
<th>Easy-going cyclists</th>
<th>Steady-going cyclists</th>
<th>Fast-going cyclists</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.6</td>
<td>1.8</td>
<td>5.8</td>
<td>3.0</td>
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<tr>
<td>3.1</td>
<td>1.8</td>
<td>1.8</td>
<td>1.8</td>
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<td>(in meters)</td>
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</table>
Existing new plans

De area of De Hallen, the Ten Katemarkt and the Kinkerstraat are part of the vision public space of the Kinkerbuurt (Gemeente Amsterdam, 2012). The vision suggests De Hallen main entrance area to become a culture square, while the Kinkerstraat is stated as shoppingstreet and the Ten Katestraat as market place.

Currently the Tollensstraat is being renewed and new buildings have been build. The buildings received the name of Kwintijn with about 400 new dwellings (Gemeente Amsterdam, 2016b). The new buildings are located right next to the main entrance of De Hallen and form a large constrast with the old, characteristic, buildings of the old tram stall. The Tollensstraat is designed as a pedestrianstreet with limited access for cars. Cars can access the parking garage from the Kwakerstraat located north of, and parrelel to, the Kinkerstraat.

Vision of the Kinkerbuurt by the Municipality of Amsterdam (2016b)
CONCLUSIONS

From the analysis of the Kinkerstraat, the following conclusions can be taken on its strengths, weaknesses, threats and opportunities:

+ Strengths
  • Characteristic pedestrian passage way
  • Vibrant street with lots of activities
  • Historical De Hallen
  • Daily market Ten Katemarkt

− Weaknesses
  • Lack of visibility to and from pedestrian passage way
  • Limited width of the street
  • Existing tramline-network takes a lot of space

! Threats
  • Overcrowding with parked bicycles
  • Lack of maintainance bicycles
  • Street still used by users the street is not meant for
  • Cargo still unloads/loads during the day

? Opportunities
  • Urban renewal Tollenstraat (incl. underground parking)
  • Functional use space for unloading/loading cargo and terraces
  • Close off Kinkstraat for cars during the day
  • Remove permanent parking of cars in the street
  • Easy-going cyclists designfocus
  • Providing a clear entrance to De Hallen en Ten Katemarkt
  • Distancing ‘movement’ from pedestrian passageway to create more time for visibility
  • Existing underground parking (cars and bicycles) under De Hallen
DESIGN ASSIGNMENT

To enhance the attractiveness of cycling and the public space in the Kinkerstraat and the context of De Hallen the following design assignment was formulated:

• Taking into account existing plans for the neighborhood:
  - Maintaining the current main function as a shopping street
  - The Kinkerstraat as the main road to access De Hallen
  - The Kinkerstraat as the main access to the Ten Kate market
  - De Hallen area as culture square
  - Bellamystraat as access for cars towards the garage

• The Kinkerstraat as cycling street

• Enhancing the visibility of pedestrians and cyclists by creating more distance between one another

• Multifunctional use of loading/unloading cargo places depending on the time of day

• Tollensstraat as the main entrance to De Hallen

• Preserving existing trees

• Preserving existing pipes and cables

• Clear bicycle parking facilities
Cycling through the Kinkerstraat has never been such a peaceful experience as before: with a large overview on the street, whether the cyclist comes from the inner-city or from Amsterdam-West, activities can be recognized and experienced while passing by.

Coming from Amsterdam-West, the cyclists can cycle along the pedestrian passage (with a lot of different shops) way while having the ability view what is happening there. When the cyclist decides they want to take a closer look, they can move to the side and park their bike in one of the permanent biking facilities.

Coming from the inner-city, activities are happening closer to the cyclist: Pedestrians are sitting along the side on a terrace enjoying a drink. When the cyclist decides they want to stop, they can move to the side and place their bike on one of the leftover temporary places for bicycle parking. The bicycle parking is temporary and will be (possibly) removed at the end of the day to make space for the loading and unloading of cargo in the morning for the shops. The shop owners are responsible for the space in front of their shop, some of the owners have decided to work together in maintaining this space to enlarge the needed use for their space.

While back on their bicycle, cycling along the Kinkerstraat, the cyclist is being made aware that the entrance of De Hallen is approaching: from far they can already see the flags and changing of the atmosphere where more and more people relax and step down.

While cycling up onto the Tollenstraat, which is the entrance of De Hallen, the cyclist is let along permanent and recognizable seating places towards De Hallenpassage. The cyclist is no longer cycling on a clear bicycle lane which suggests the cyclist to slowdown and look around.

When the cyclist has decided to stop at De Hallen, they can either step down and walk into De Hallen towards the underground parking space or they can carefully continue cycling and park their bicycle along the side of the building.

The cyclist, now a pedestrian, takes a seat at the culture square in front of De Hallen and is able to see and enjoy all the people passing and going. At the end of the day the cyclist can grab their bike again and continue their way along the Kinkerstraat.
STEPS WHICH ARE BEING TAKEN:

DEFINE THE REQUIRED SPACE FOR THE CYCLISTS

DEFINE REQUIRED VIEW FOR THE CYCLISTS

DEFINE THE REQUIRED ELEMENTS OF ACTIVITY FOR THE CYCLISTS

DEFINE HOW THE PLAN SHOULD INTERACT WITH OTHER STAKEHOLDERS
Plan of demands

The plan of demands contain a spatial visualisation of the cycle-attractive criteria at the street-/place- & building-level. The 'leftover' space is room for a wider interpretation by the designer to form a complete urban design.

• On the location the visibility of the cyclist is very important and limited because of the pillars of the pedestrian passageway. Because of this, a new bicyclelane will need to be placed at a further distance to allow more time for the cyclist to respond to situations.

• The tramline is also a large element which is difficult to move and therefore this space needs to be taken into account. The tramline limits the space on the north side of the Kinkerstraat the most.

• Cyclists, when it is possible, like to cycle as well as pedestrians like to sit in the sunshine. In the Kinkerstraat the space is already very limited due the other obstructions, however space in the Tollenstraat leaves a lot of room to add activities here.
Movement

The plan suggests three different movements from the cyclists:

- The Kinkerstraat suggests a one-way direction on each side of the street allowing for the street to hold its function as a connecting street between Amsterdam-West and the inner-city.

- From the Kinkerstraat into or out of the Tollenstraat the cyclists are invited to change their direction and ride into the street.

- At De Hallen the cyclists are able to make two choices: they can either continue their way into the underground parking facility by going into the building or park their bike on the side of the building by going forward.

Pedestrians are an important part of this location as well, they receive their own space next to the cyclists and are able to move around or move with the cyclists to make use of the location as efficient as possible.
Activities

The plan provides for 4 types of activities:

- Long-term bicycle parking is facilitated along the side of De Hallen. Cyclists can park their bicycle here throughout the day (or longer). Long-term bicycle parking is also facilitated along the south side of the Kinkerstraat, this is also used as a way to direct the pedestrians on where they can cross the street safely and where this is not advised.

- Permanent seating places in the Tollenstraat are used as recognizable elements as well to invite visitors to enter the street. The recognizable elements are complemented by notable lighting elements.

- Terraces and a place for art are suggested to indicated the entrance of De Hallen into a kind of 'livingroom' atmosphere.

- Multifunctional zone for parking/terrace and cargo are facilitated on the north side of the Kinkerstraat. The functions can be changed by store-owners depending on the time of day and need.
Plan overview

The whole plan surrounds itself by pull factors through contrasts to invite the cyclist to take a look, stop and enjoy.

The plan is a mix of permanent and temporary spaces for the cyclists to ensure flexibility (for other stakeholders to use the street) and recognition (for cyclists and others at all times).

With the contrast between each street the streets become recognizable and are able to attract the cyclists (and others) to their main functions. Meanwhile, the street has flexible zones in order for all functions in the streets to take their advantages depending on the needs.
**KINKERSTRAAT**

The Kinkerstraat will remain a main traffic function within a shoppingstreet, while providing a proper overview and space for all users to safely interact with each other. This side of the street invites for creative solutions of multiple use of a limited zone in the public space, this is because the street asks for an efficient way of zoning and usage.
Strategy

Early morning

During the day

During the day

Multifunctional use of the space depending on the time of day and needs is strongly encouraged to be maintained by the store/function owners in the buildings.

Sight

The cyclist has a clear overview of the street and the activities happening.

Their attention is directed towards the right of themselves.

Space

The bicycler lane is wide enough for two cyclists to easily pass each other, on the other hand bicycle parking facilities are limited on this side to make room for activities.

Activity

Every function on groundlevel has the opportunity to arrange their ‘flexible’ multiple-use space with activities like (but not restricted to) bicycle-parking, horeca-terraces or car-parking depending on the time of day, the needs of the customer and their own needs.

Pros

• The street functions as a whole
• Functions on groundlevel get space in the street to arrange themselves depending on the needs
• The cyclist gets enough space to cycle

Cons

• Functions at groundlevel are responsible for their own space in the street and this may require extra maintanance and guidelines
• The space to park is possibly more limited on this side of the street
• Functions can work together to arrange a larger space and/or different uses through the day

References
The Kinkerstraat will remain a main traffic function within a shopping street. The street provides a proper overview and space for all users to safely interact with each other. Car traffic is restricted and only allowed before 10 AM (when the stores open) to ensure the stocking up of the stores, during that time the car is a ‘guest’ in this bicycle- and pedestrian-focused street.
Strategy

As a permanent element
parking facilities ensure distance
between cyclists and pedestrians
and create a visual space for
relation between cyclists and the
functions in the buildings.

Sight
The cyclist has a clear overview of the
street and the activities happening.
Their attention is directed towards
both sides of themselves. The
cyclists are invited to stop and
enjoy.

Space
The bicyclerlane ensures riding next to
each other is easily possible. On the
sides there is extra space for diversion
in case the cyclist wants to stop. On
this side of the street there are a lot of
bicycle parking facilities provided.

Activity
Cyclists are invited to stop and park
their bike to see and look around
the functions of the street. The
bicyclerlane, in combination with the
paving of the extra space for diversion
indicates where the cyclists should
‘move’ and where they could ‘stop’.

Pros
- A lot of bicycle-parking facilities provided
- The pedestrian passageway is included into the street and is
  inviting for more interaction

Cons
- Required maintainance and management to keep the street
  accessible at all times
- Shared space before 10 AM by cars/trucks to ensure the stocking
  of shops

References
TOLLENSTRAAT

Depending on the general time of day cyclists use the bicycle-network, lighting has a high or low value for different types of cyclists in order to increase their visibility when it is dark.
Strategy

Pros
- A clear entrance to De Hallen
- Logic location to expand horeca functions in the street for future developments

Cons
- If the different zones are not clearly arranged there could be a contradiction in moving between cyclists and pedestrians
- A ‘crossing’ movement is suggested in the Kinkerstraat which could collide with the movement within the Kinkerstraat

References
DE HALLENPASSAGE

De Hallenpassage becomes a lively area with a ‘livingroom’ atmosphere. Cyclists and pedestrians are invited to slow down and stop here to enjoy the creativity giving this location an alternative boost. Horeca development is greatly stimulated in this area.
Strategy

As a permanent way to direct cyclists and define De Hallenpassage zone, lighting elements and art are used to ensure a change in motion. The functions in the buildings are stimulated to fulfil a horeca function to enhance the feeling of slowing down.

Sight

The entrance of De Hallen is in clear sight and accentuated with signs and a concentration of horeca functions.

Space

The indication where to cycle has disappeared, however signs direct the cyclists towards parking facilities which they are free to use during their stay.

Activity

In a crossing movement the function of De Hallen is fully introduced in the street. Horeca and creative/alternative activities can be found here. The movement direction change and concentration of functions is an indication that the cyclists should take it easy or even get off their bike.

Pros

• The street functions as a whole
• Functions on groundlevel get space in the street to arrange themselves depending on the needs
• The cyclist gets enough space to cycle

Cons

• Functions at groundlevel are responsible for their own space in the street and this may require extra management and guidelines
• The space to park is possibly more limited on this side of the street
• Functions can work together to arrange a larger space and/or different uses through the day

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