The Pedestrian First
How downtown Groningen can be planned in a pedestrian-friendly way

1. Introduction: Groningen as a bike city
Groningen is one of the best cycling cities. But how to deal with the pedestrian? The municipality of Groningen is actively engaged in restricting car use and stimulating other modes of transport. Groningen as a bicycle city has consequences. In the city centre, there is an increasing frequency of bicycle nuisance. How do you change the public space to stimulate pedestrians instead of cyclists?

2. Research Question
Main research question: ‘In what way can the centre of Groningen be planned so that it is more accessible for pedestrians and this has a stimulating effect on pedestrian use?’

3. Methods
“Walkability is the extent to which the built environment supports and encourages walking by providing for pedestrian comfort and safety, connecting people with varied destinations within a reasonable amount of time and effort, and offering visible interest in journeys throughout the network.”
But which aspects are important for walkability?

Walkability
- Accessibility
- Connectivity
- Attractiveness
- Comfort
- Safety
- Mix of functions

4. Main findings
The orange lines (left figure) are valued by respondents as least pedestrian friendly. The Lobster (right figure) is the pedestrian friendly. Groningen as a bike city.

5. Recommendations: Groningen as a cycling & walking city?
- Accessibility
  - More pedestrian zones provide better access for (elderly) people
- Attractivity
  - More green space and benches creates a place where you want to stay
- Connectivity
  - Lines on the street, to help people find their way
- Safety
  - Crosswalks with LED lights, to get more attention
- Comfort
  - Better bike storage means more space for pedestrians
- Mix of functions
  - Try to allure cyclists to choose another road around the city-centre

References: