

Veldwerk op t RLO



Tjerk Destombes
Rijnlands Lyceum Oegstgeest

75 minuten veldwerk

- AK = veldwerk
- Weinig ruimte binnen het rooster voor uitgebreider veldwerk
- ‘inductief leren’
- Afwisseling in de les
- Ownership
- Schaalniveaus
- Leefomgeving in relatie tot leerstof
- Aardrijkskunde heeft hele praktische toepassingen



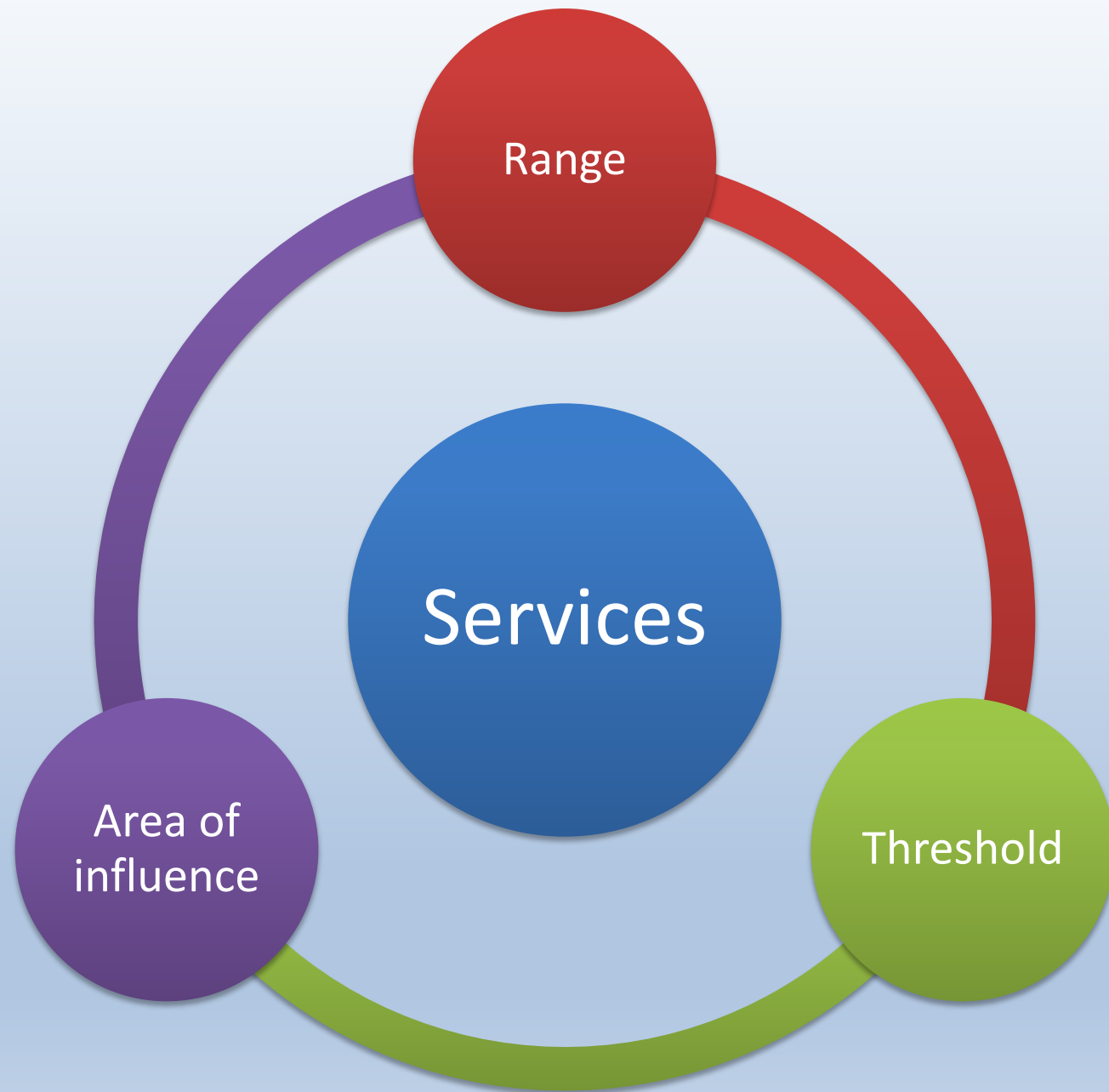
3 voorbeelden > co-creatie binnen de sectie

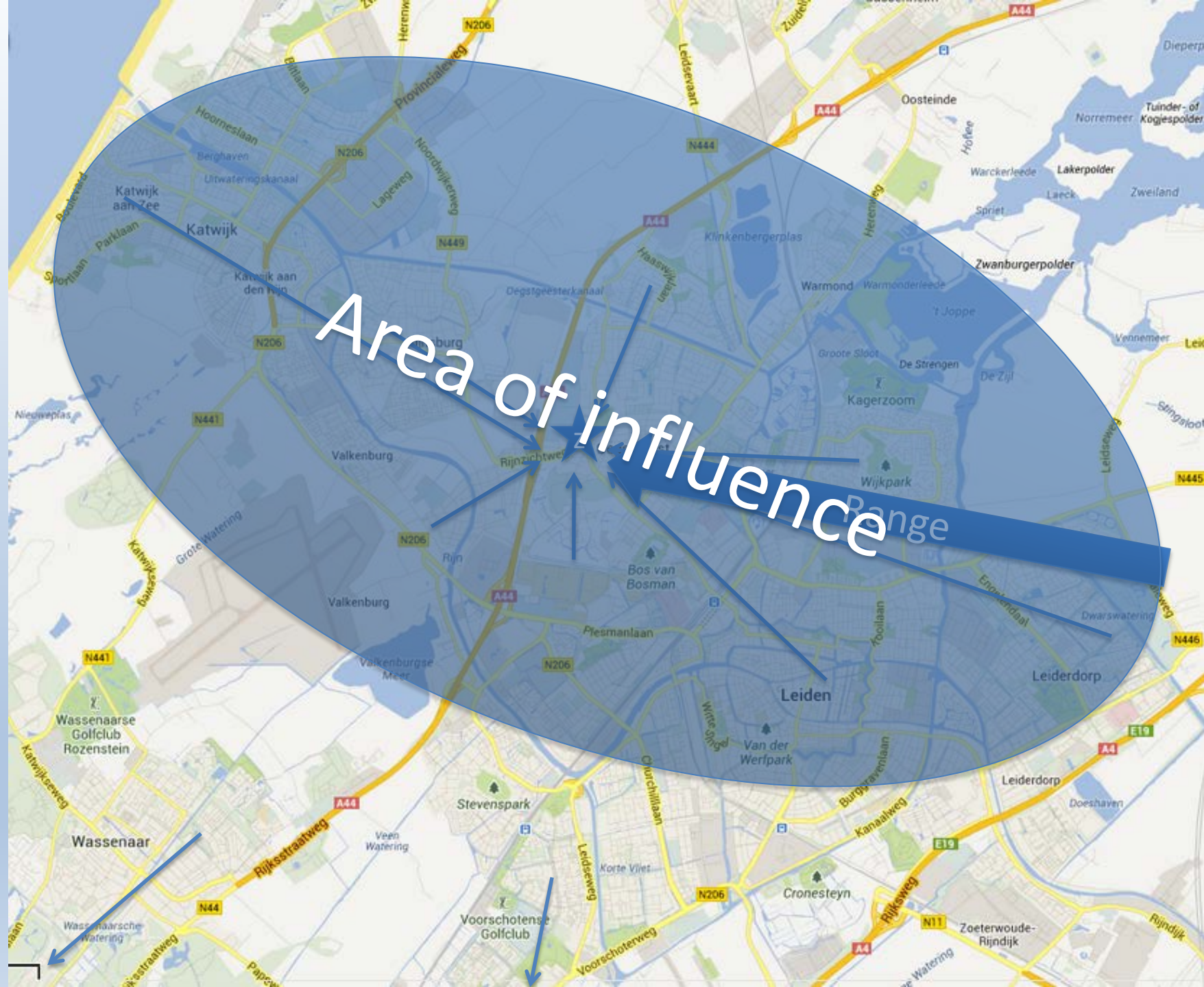
- Het verzorgingsgebied van de Kempenaerstraat
- 'Improving the traffic situation'
- Globalisering in Oegstgeest

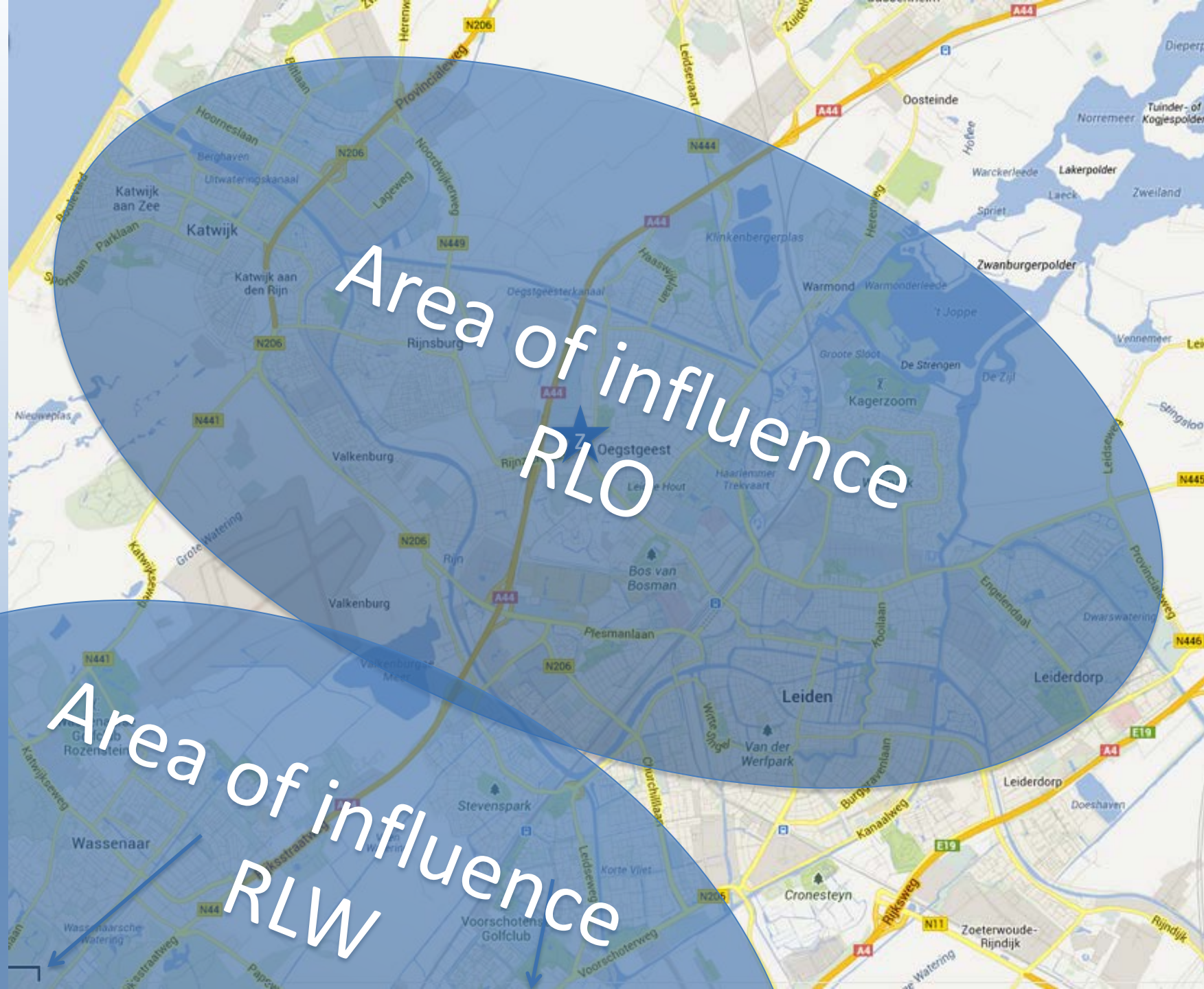


Verzorgingsgebied Kempenaerstraat









The Store Experiment

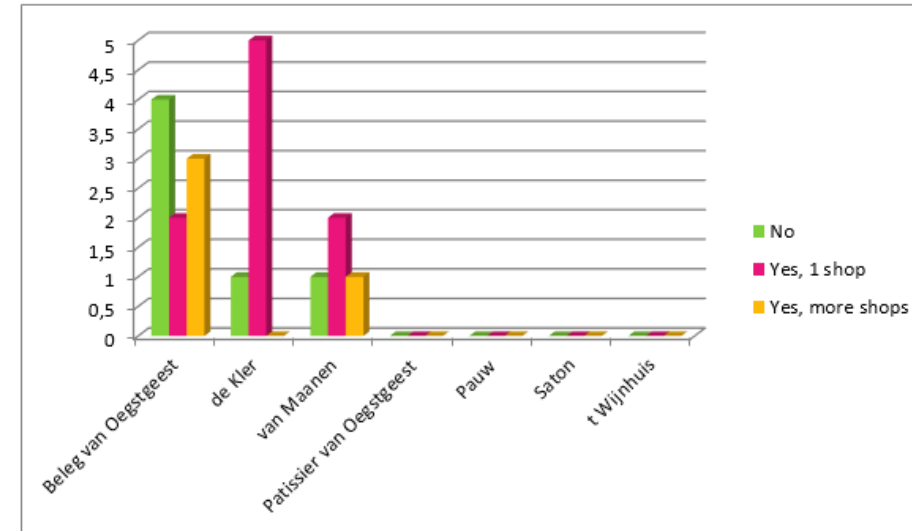
To find out what services are provided
and the sphere of influence



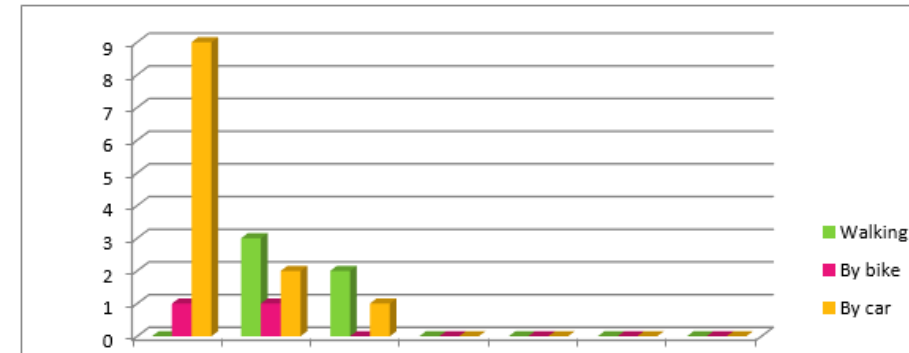
Madelif, Malika, Niels, Rachel

T1a

Are you going to another shop after this or did you already went?



How did you come here?



Improving the traffic situation



urban assignment

**How can
you improve
this?**



**This is one
way**



From *The Atlantic*

CITYLAB

CO

CITYFIXER

A Before-and-After Streets

Five image pairs — and simple rules

ERIC JAFFE | [@e_jaffe](#) | Dec 16, 2013

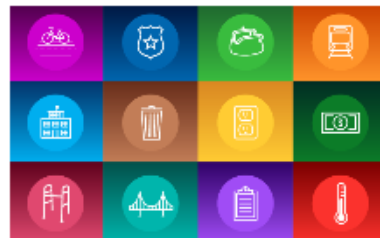
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In the past decade or so, New York has seen a considerable decline in traffic fatalities (30 percent since 2001) and an even more dramatic decrease in the risk of serious injury among cyclists (72 percent since 2000). At the heart of these public safety achievements is better street design. City streets are far from perfect, but as officials have reduced space for cars, they've improved mobility for everyone.

CITYFIXER



Five simple rules to make traffic safer

Eric Jaffe [@e_jaffe](#)

In the past decade or so, New York has seen a considerable decline in traffic fatalities (30 percent since 2001) and an even more dramatic decrease in the risk of serious injury among cyclists (72 percent since 2000). At the heart of these public safety achievements is better street design. City streets are far from perfect, but as officials have reduced space for cars, they've improved mobility for everyone. New York used these five rules to make things safer:

1. **Make the street easy to use.** The idea here is to reduce the complexity of a given intersection in the eyes of all travelers. A safer city street will trade long, indirect crosswalks for shorter crossings and pedestrian islands. Removing low-volume legs from the traffic cycle will reduce wait times for everyone and eliminate complicated (read: dangerous) turns. Clearer lane designations — for left-turns and through traffic alike — make the whole intersection more predictable.

2. **Create safety in numbers.** Counter-intuitive as it can seem, the safety-in-numbers effect suggests that more pedestrians and bike riders actually make streets less dangerous. Bike lanes are the obvious way to bring riders to an intersection, while islands, mid-block crossings, and direct pedestrian routes can do the same for walkers. Giving signal priority to pedestrians gets platoons of people in the streets before cars have the chance to turn.

3. **Make the invisible visible.** Clear sight lines can improve a street's safety significantly. Curbs lined with parked cars can make it hard for a turning vehicle to see what's in another part of the street. That problem can be addressed by removing some of the parking spaces closest to the corner — a process called "daylighting," which increases visibility considerably (so long as parking enforcement is strict). Curb extensions that bring pedestrians further into the street have a similar effect.

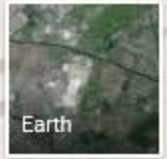
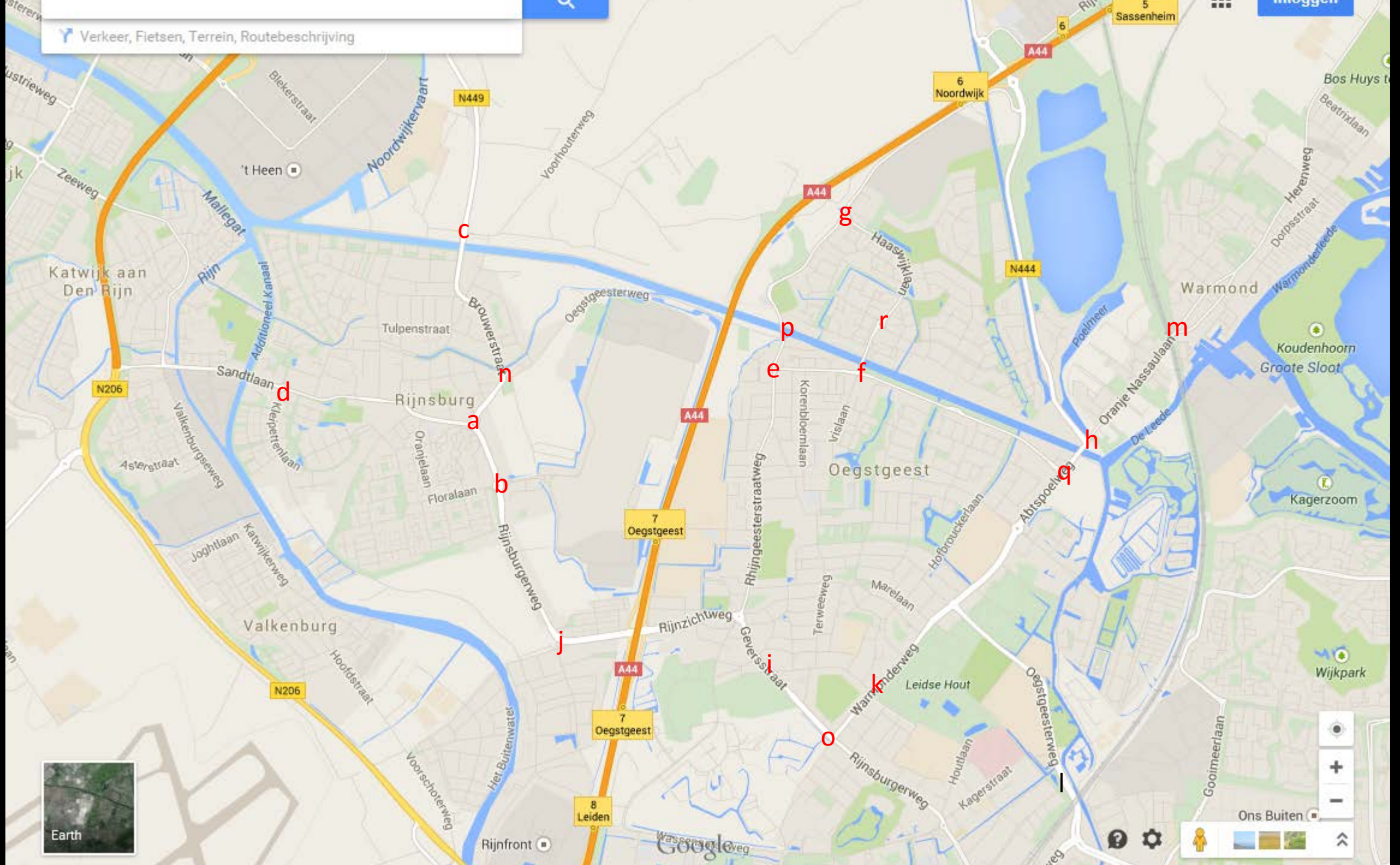
4. **Quality over quantity.** Street engineers like to give cars as much space as possible, but removing lanes to reduce the complexity of an intersection can actually improve traffic flow. A jumble of undesignated lanes with competing signals has the potential to become much more congested than an intersection that bans complex turns and creates right-angle corners. Pedestrian plazas that take the place of former lanes can enhance visibility and the safety-in-numbers effect.

5. **Look beyond the problem.** Expanding the area of traffic analysis can unlock solutions across a wider wedge of the street system. Redirecting traffic to another part of the local network, for instance, can help decongest crowded intersections without eliminating important routes. Sometimes the best street design is really a corridor design.

calls its comparisons "the largest examination of the safety effects of

Pick a place and improve it

- o Work in groups of 3
- o Visit your assigned places (by bike)
- o Pick one of two places to improve
- o Figure out what things are like there
- o Figure out how to improve that place
- o Sell your idea



Portfolio

- o There is no test
- o You will be graded on
 - o Portfolio of homework exercises (as a group)
 - o Poster presentation of your proposal (as a group)
 - o Reflection on the project (individually)

Scaffolding

Name:

Questionnaire for users of the traffic situation

Is this traffic junction easy to use? Or do you think there is room for imp

How safe is this junction for different modalities of transport (pedestrian

What would you improve?

How would you improve that?

Name:

You will be checking traffic at the location shown on the map below.

How many people pass the location in a given period of time?

	Pedestrian	Cyclist	Car	





Poster

Map of
Oegstgeest/Rijnsburg
that shows the location
of the intersection.

The data you collected on
**Traffic
Quality
Experience**
Presented in an
appropriate manner.

A written explanation of
your plan – why do you
propose this particular
solution?

Map of the intersection
as it is and **as
you think it should be.**

DIEDE
FLORE
KIRSTEN
T3A

TRAFFIC JUNCTION

PRESIDENT KENNEDYLAAN
IRISLAAN / VAN EIJSSINGA BRUG

QUALITY

Street cleanliness Overall hardly any garbage can be found on the streets. There's a little bit of garbage in all the bushes though. Therefore more bins should be placed. However, you can't predict if people will use them.

Safety First of all, there are lots of crosswalks present which makes it very safe for all pedestrians. Secondly, there are traffic lights. You'd think they'd make the traffic safe but in this case they do not. This is because the traffic light system is not structured at all. Cars and cyclists coming from different directions are sometimes forced to turn into the same lane at the same time. This can of course lead to terrible accidents. Besides, the cars drive very fast which is extremely dangerous for the rest of the traffic. Therefore traffic cameras should be placed, as well as speed checkers that have the smiley faces (0 and 0). Another option to provide the traffic from riding fast, would be to make narrows in the road so that cars would have to brake. Moreover, it would be a smart idea to separate all cycle ways from the main road so that cyclists can travel safe too.

Space provided Both the roads and sidewalks are definitely wide enough to begin with. However, the cycle ways are way too narrow. It is almost impossible to cycle next to each other, even though cyclists should have that opportunity. Additionally, extra space should be provided for the buses to stop for sure. It is very inconvenient how the bus now has to stop on the middle of the road, blocking the other traffic users.

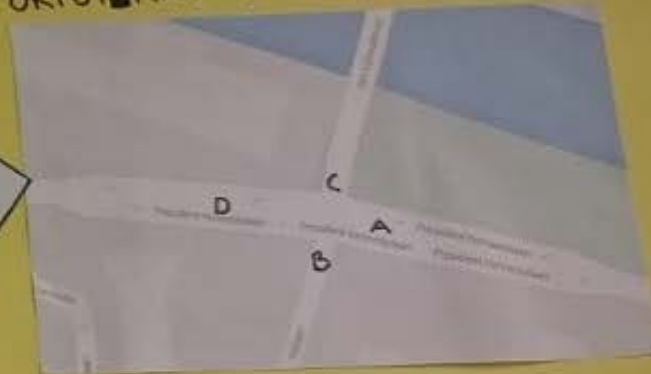
Accessibility Firstly, there should come more benches and picnic tables. In this way elderly people have the option to rest for a bit. And obviously so people can just sit down and enjoy the environment, or picnic of course. Furthermore, more parking spaces should be provided considering there aren't that much.



LOCATION OF INTERSECTION

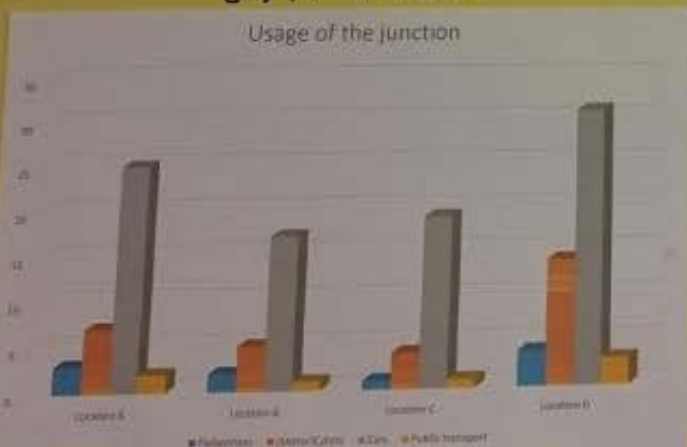


ORIGINAL INTERSECTION



STATISTICS

Usage of the junction



IMPROVED INTERSECTION



STIONNAIRE

CONCLUSION

Globalisering in Oegstgeest



In groepjes van 3 ga je in 2 lessen een aspect van globalisering in Oegstgeest onderzoeken

1^e les. Veldonderzoek

2^e les. Bronnenonderzoek en uitwerking

In de 1^e les ga je per groepje onderzoek doen naar de herkomst van voedselproducten, ze verkocht worden in een supermarkt in Oegstgeest. De Lidl (Boerhaaveplein 3), de Albert Heijn (Voort, Irislaan 83) en de Jumbo (Lange Voort 2F) zijn de te onderzoeken supermarkten.

De producten die je in ieder geval moet onderzoeken zijn

Fruit:

- bananen – biologisch en regulier
- braeburn appels
- mandarijnen
- kiwi's

Ingeblikt fruit

- ananas
- perzik
-

Wijn

- de 3 duurste rode en witte wijnen
- de 3 goedkoopste rode en witte wijnen

Verder mag je nog twee producten naar keuze toevoegen aan de lijst. Als een product niet is in de supermarkt, vraag dan een medewerker/ manager waarom dit product (op dit moment) niet verkocht wordt. Dit kan interessante informatie opleveren!

Eindproduct les 1:

- Een lijst met de herkomst van de onderzochte producten, en de prijzen.
- Aantekeningen over bijzonderheden die je bent tegengekomen bij je onderzoek

In groepjes van 3 heb je in kaart gebracht waar een aantal artikelen in een supermarkt vandaan komen. Nu ga je de resultaten presenteren met een geannoteerde kaart

~~1^e les. Veldonderzoek~~

2^e les. Bronnenonderzoek en uitwerking

Je krijgt van je docent een wereldkaart met alleen de omtrek van landen. Alle informatie, plus jullie interpretatie, komt op die kaart.

1. Geef met kleur of arcering aan welke landen betrokken zijn bij het netwerk van de supermarkt. Dat is in elk geval Nederland, plus de herkomstlanden van vers en ingeblikt fruit en van wijn.
2. Zoek voor de herkomstlanden en voor Nederland gegevens op die je vertellen wat voor 'soort' landen dat zijn. Periferie, semiperiferie of centrum? Je kunt denken aan indicatoren als het BBP/hoofd. Gebruik in elk geval 4 indicatoren. Noteer ze voor elk land op een duidelijke wijze op de kaart. Je kunt de gegevens vinden in de atlas (statistiek) of op indexmundi.com.
3. Geef op de kaart aan wat de absolute afstand is die het product heeft afgelegd van het herkomstland naar Nederland. Je kunt de absolute afstand schatten (maar niet meten, want de kaart is vertekend!) met behulp van een lineaal en de wereldkaart in de atlas.
4. Zoek uit (bijvoorbeeld met behulp van Wikipedia) wat je kunt zeggen over de manier waarop de verschillende producten getransporteerd zijn. Geef de vorm van transport aan op de kaart.
5. Schrijf een conclusie, in de vorm van een goed opgebouwde tekst met lopende volzinnen, bij de kaart waarin je vertelt wat je kunt zeggen over de volgende verbanden:
 - a. Het verband tussen het soort product en het soort herkomstland.
 - b. Het verband tussen de prijs en het soort herkomstland.
 - c. Het verband tussen absolute afstand en prijs van het product.

Eindproduct les 2:

- Geannoteerde wereldkaart.
- Conclusie.

Waarom (mini-)veldwerk?

- Inductief leren
- Afwisseling leeromgeving en toepassing in de leefomgeving
- AK is leuk!
- Onderzoeksvaardigheden

Meer veldwerk?

