

Webinar May 19th 2021 12:00 – 13:00

How the Netherlands will get even more people cycling

Presenters

Henk Swarttouw, European Cyclists' Federation
Dr. Lucas Harms, Dutch Cycling Embassy
Erik van den Eijnden, Ministry of Infrastructure and Water Affairs

Panelists

Jens Holm, Left Party
Abraham Halef, Social Democrats
Maria Stockhaus, Moderate Party
Patrik Jönsson, Swedish Democrats
Anders Åkesson, Center Party
Jakob Forssmed, Christian Democrats
Helena Gellerman, Liberals
Emma Berginger, Green Party





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ECF gratefully acknowledges financial support from the cycling industry via Cycling Industries Europe

www.ecf.com



Ministerie van Infrastructuur
en Waterstaat

Dutch National Cycling Policy

May 19th 2021

Mr. Erik van den Eijnden

Deputy program manager Bicycle – Ministry of Infrastructure &
Water Management

Mr. Lucas Harms

Managing Director - Dutch Cycling Embassy

Mr. Henk Swarttouw

President - European Cyclists' Federation





DUTCH
CYCLING
EMBASSY



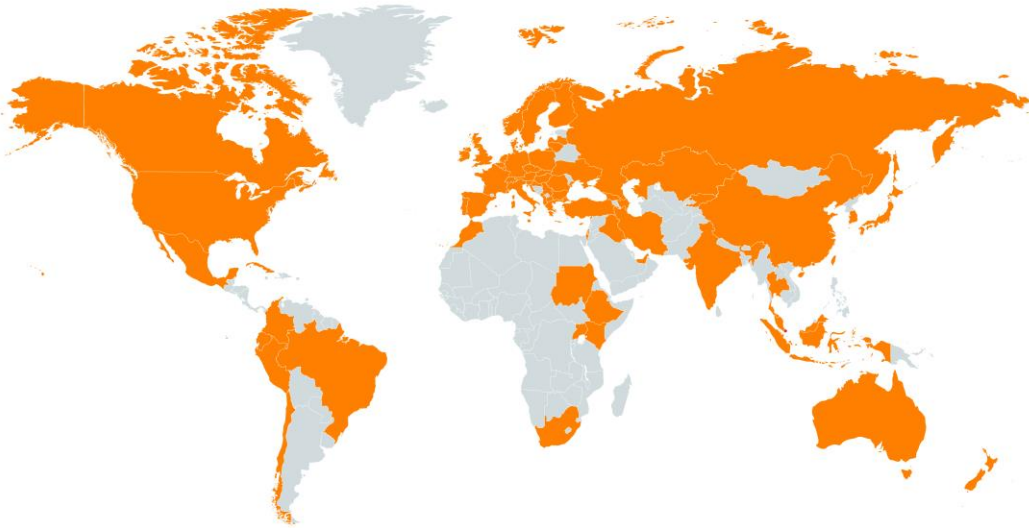
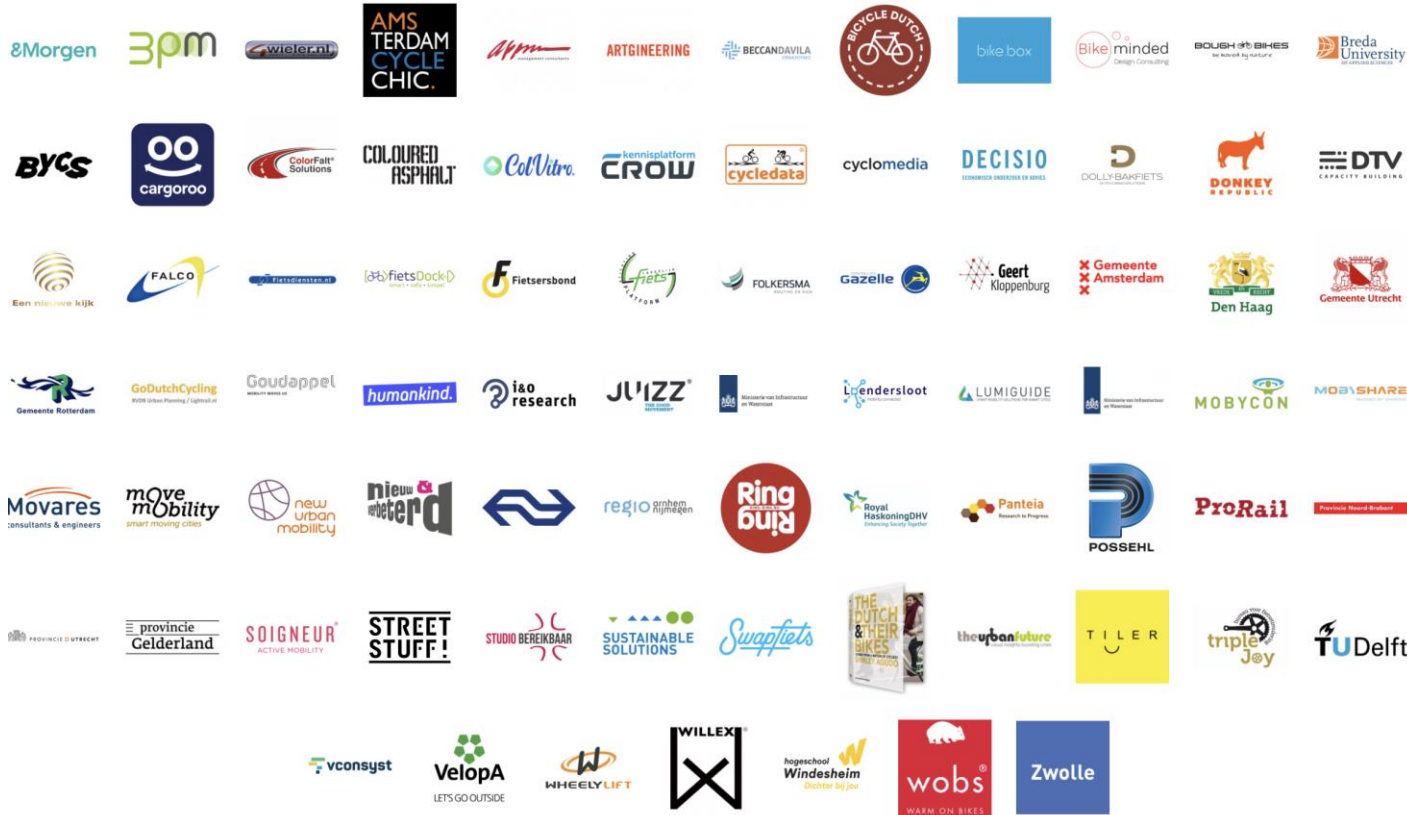
Cycling in the Netherlands

A short introduction by the Dutch Cycling Embassy

Dr. Lucas Harms

May 19th 2021

Dutch Cycling Embassy





WHY INVEST IN CYCLING?





 **SUSTAINABLE DEVELOPMENT GOALS**

**CYCLING DELIVERS
ON THE GLOBAL GOALS**





PEDALING THROUGH PANDEMIC ◯➤◯



CYCLING IN THE NETHERLANDS

A satellite-style map of Europe and the British Isles, where landmasses are dark and cities are bright white. A network of white lines is overlaid on the map, representing a national network. The network is most dense in the central and eastern parts of Europe, with a significant concentration in the Balkan region. The British Isles also show a network, though it is less dense than the continental network.

NATIONAL NETWORK



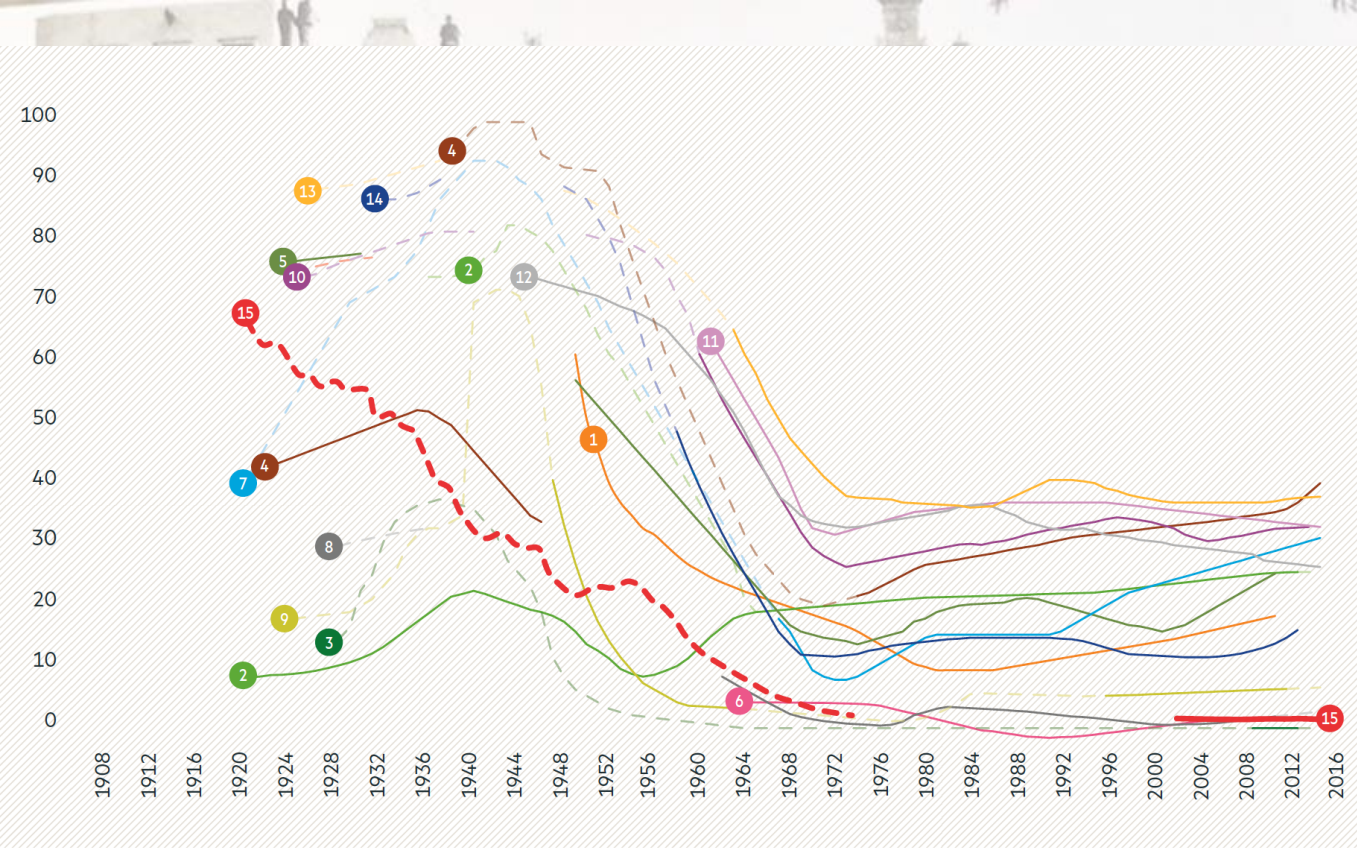


fietsstraat
auto te gast

TRAFFIC CALMING 

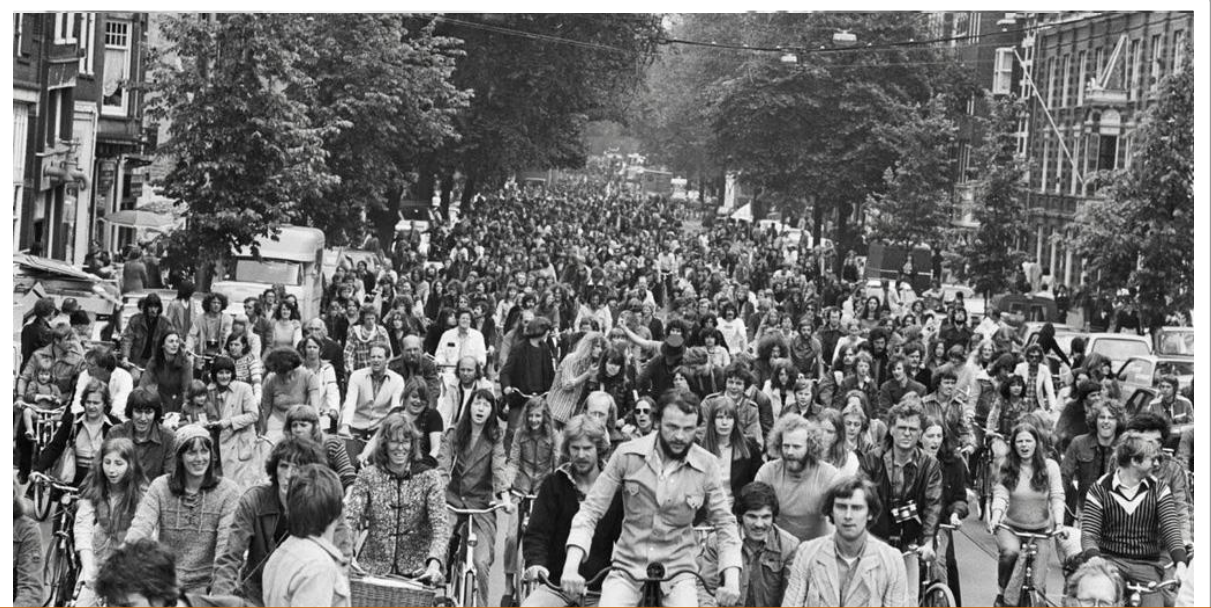


PROPER INVESTMENT 



- Index
- 1 Antwerp
 - 3 Budapest
 - 5 Hannover
 - 7 Malmö
 - 9 Stockholm
 - 11 Utrecht
 - 13 Enschede
 - 15 Johannesburg
 - 2 Basel
 - 4 Copenhagen
 - 6 Lyon
 - 8 Manchester
 - 10 Amsterdam
 - 12 Eindhoven
 - 14 SE-Limburg

IT WASN'T ALWAYS THIS WAY



CYCLING AS RESPONSE TO CRISIS ➤





FROM POP-UP TO PERMANENT 





**INTERNATIONAL
INSPIRATION
FOR THE
“A BICYCLE FOR
EVERY CHILD”
APPROACH**



HARDWARE, SOFTWARE & ORGWARE ○>○





Ministerie van Infrastructuur
en Waterstaat

Dutch National Cycling Policy

Cycling software & orgware
(also) leading to
more & more cycling hardware
in the Netherlands





Cycling software: everyone cycles in the Netherlands...





...even our (prime) minister(s) & Royal family

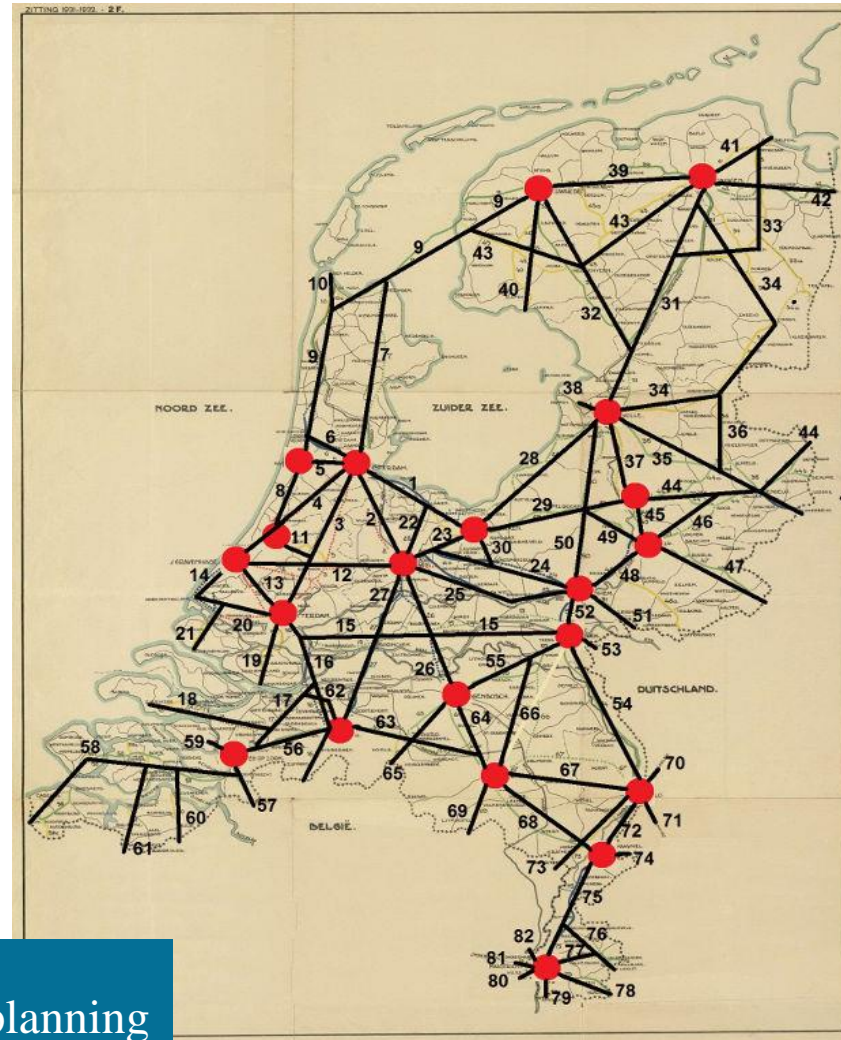
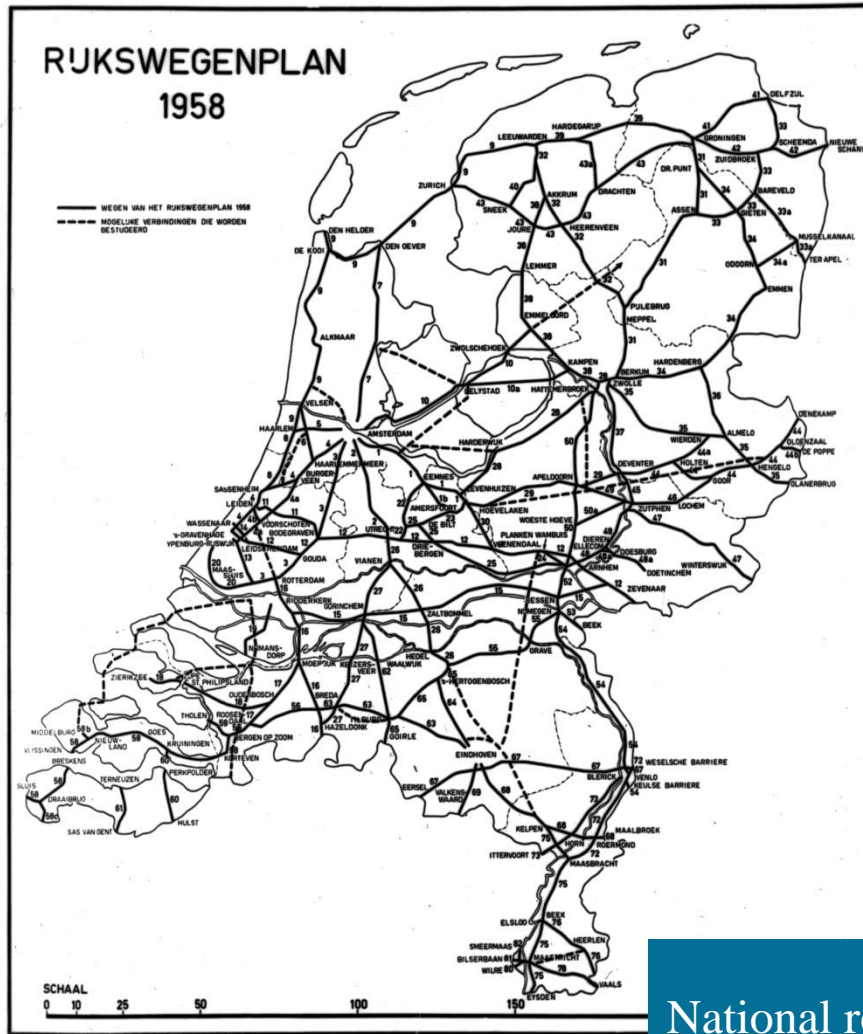




Dutch Cycling Orgware



- # Planning of infrastructure
- # Planning of bicycling infrastructure
- # Renewed collaboration on national level
- # Renewed National Cycling Policy



1950's

National road planning



Directorate-General for Passenger Transport

1980's

The Dutch Bicycle Master Plan

**Description and evaluation
in an historical context**



1990's

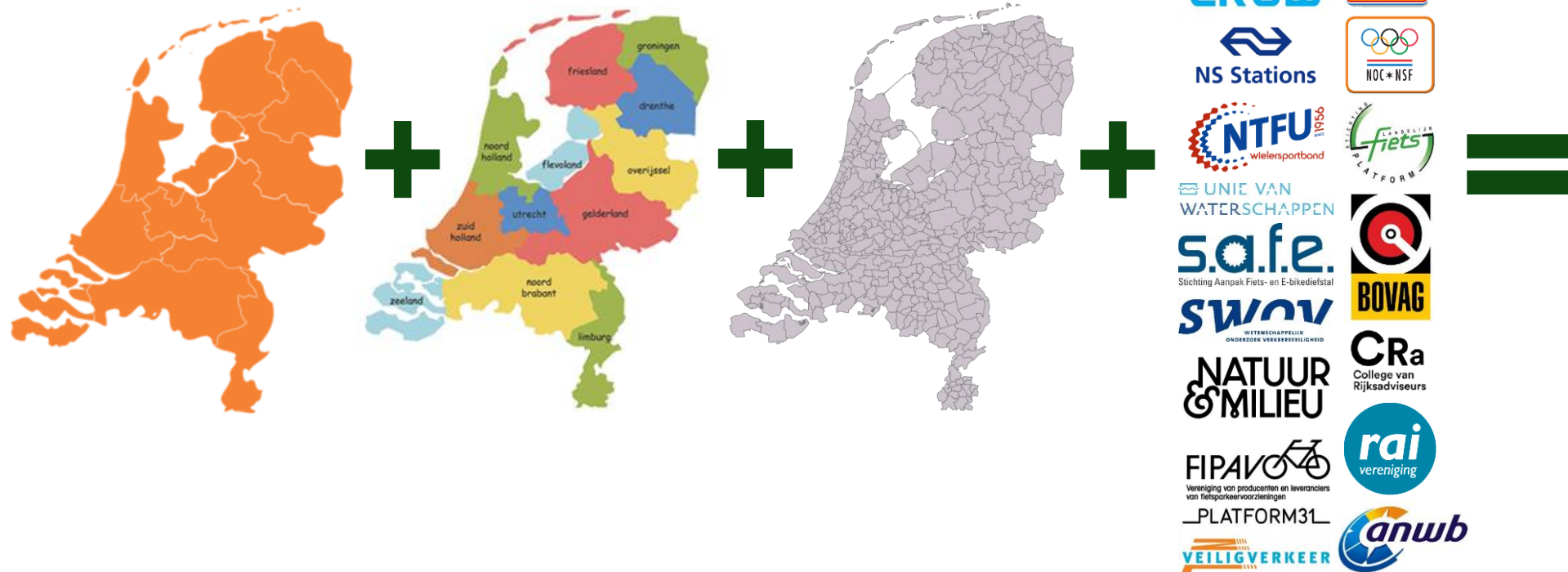
Cycling policy decentralized to provinces and municipalities





2015

Start new national cycling collaboration





Bicycle Agenda 2017-2020



tourdeforce2020.nl



1st & 2nd stage

overall goal:

**20% more
cycling km
in 2027**

SUMMARY

2nd stage

Scale up Cycling



tourdeforce.nl



2017

2020



2020





National Cycling Policy

- # Coalition Agreement 2017
- # Climate Agreements 2019
- # 200.000 more commuters on bikes
- # Investments in cycling infrastructure



State Secretary
Ms. Stientje van Veldhoven:

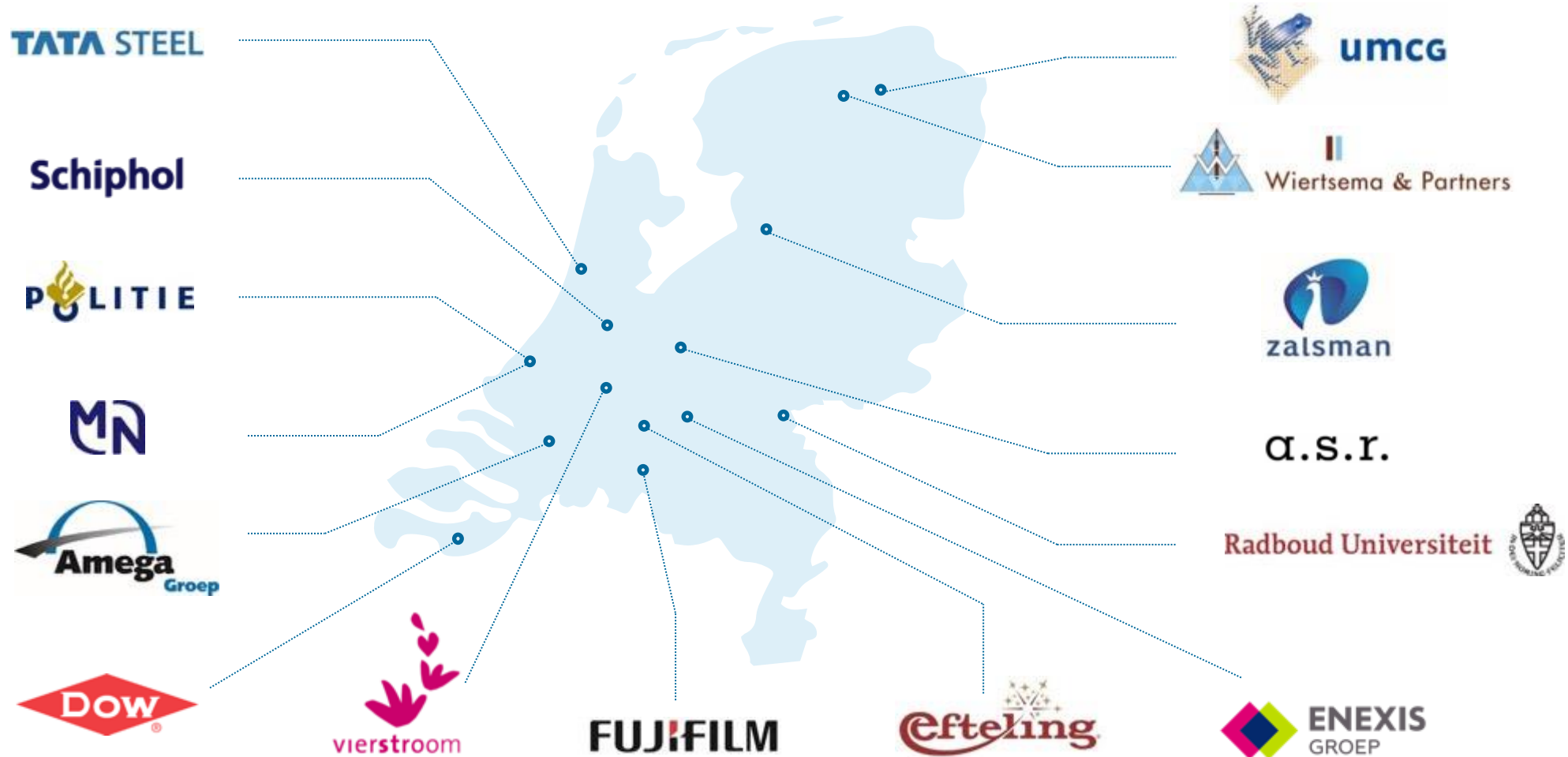


● 200.000

extra commuters on bike between 2018 and 2021



17 Cycling Ambassadors










Dutch Cycling Hardware

- # Current investments in cycling infrastructure
- # National Cycling(infrastructure) Vision 2040



 Realisation parking
 Potential extra parking
 New fast cycling route

Current investments in cycling infrastructure



100 million (National Coalition Agreement 2017)



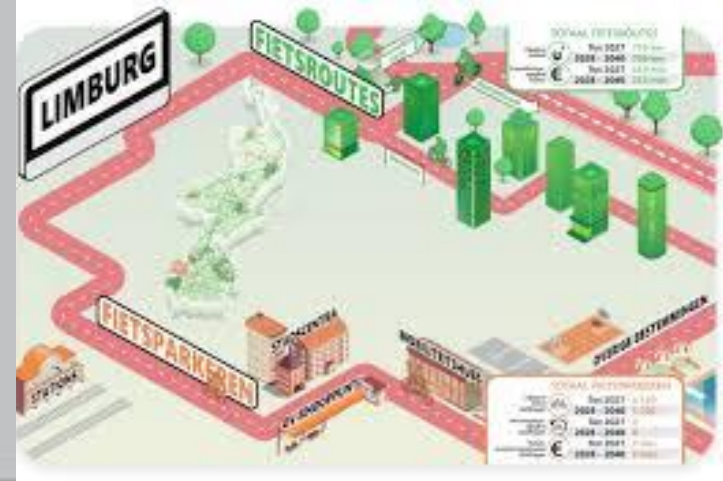
75 million (National Climate Agreement 2019)



360 million (co-funding by local and regional governments)



New National Cycling Vision 2040





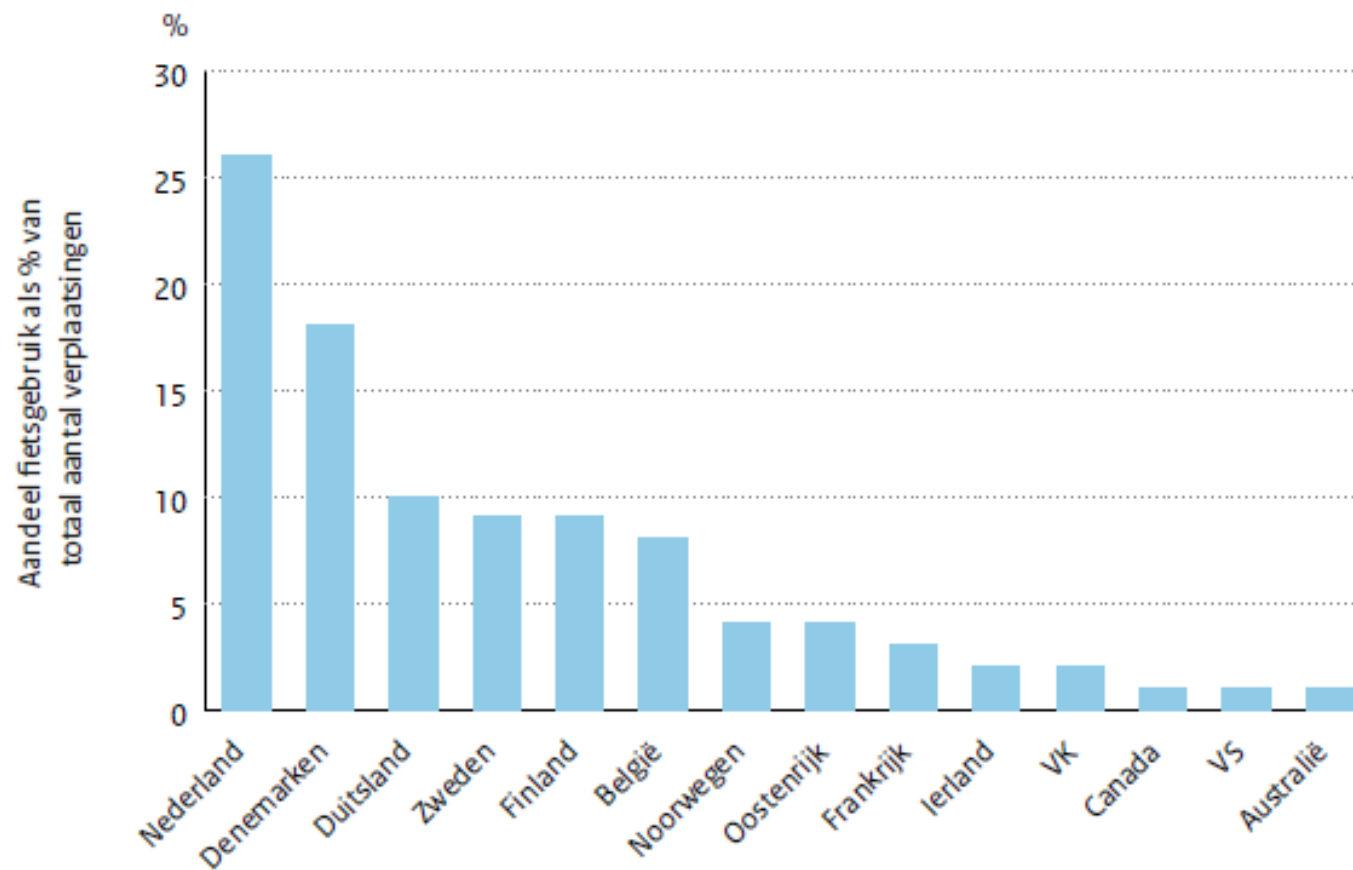
Tack för
att du lyssnar

Interaction

Questions

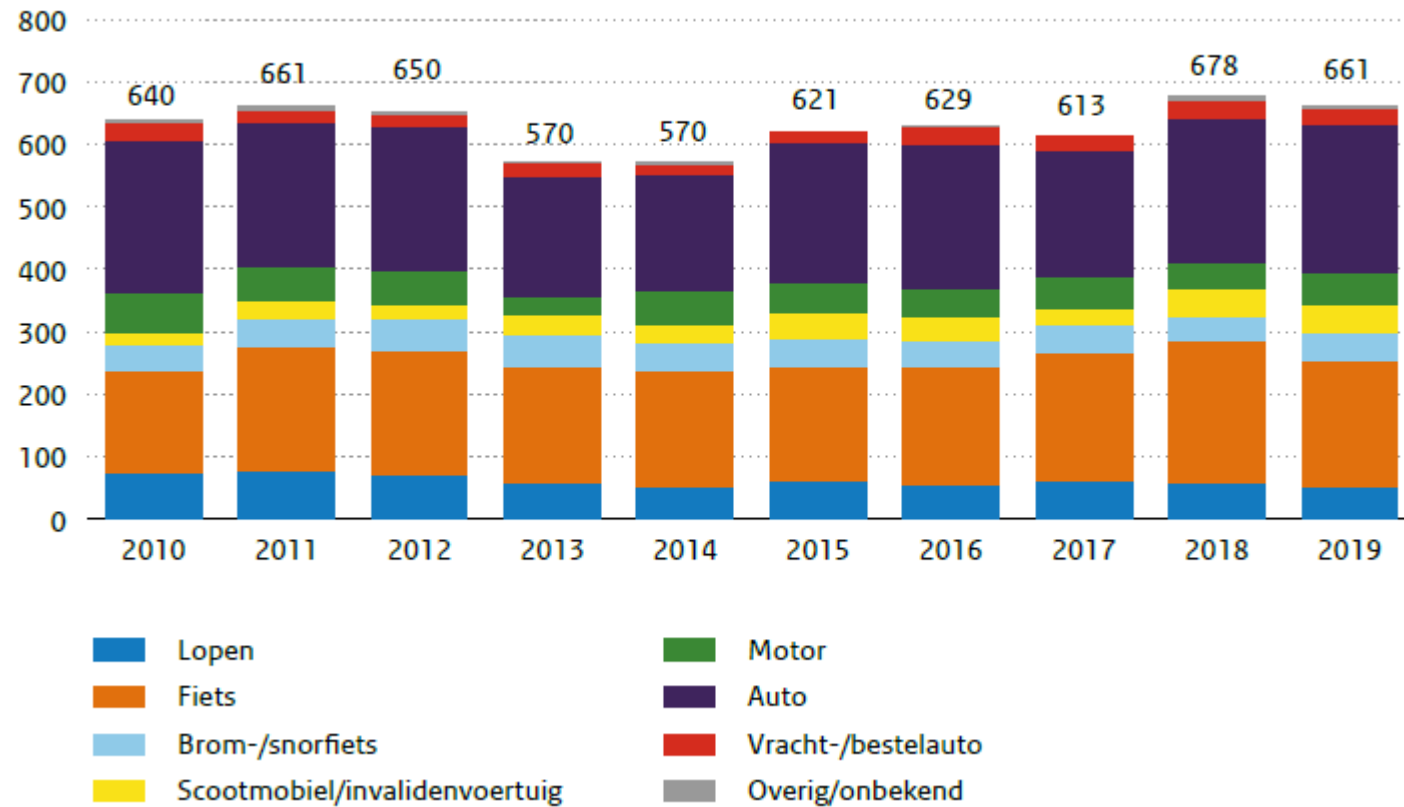


Figuur 21: Aandeel fiets in verplaatsingen in verschillende landen¹⁴





Figuur 43: Aantal verkeersdoden per jaar naar vervoerwijze⁴⁶





Fietsslachtoffers

- Van alle verkeersdoden is ongeveer een derde van de slachtoffers een fietser.
- • Sinds 2013 (het laagste punt in de afgelopen 10 jaar) stijgt het aantal verkeersdoden licht. Deze stijging is bij de fiets duidelijk zichtbaar. In 2018 vielen de meeste doden onder fietsers sinds 2000 (228); in 2019 waren het er 203. Het CBS geeft aan dat minstens 65 (32%) van de deze doden een e-fiets bereden. Dit terwijl ongeveer 18% van alle fietsverplaatsingen en 26% van de afgelegde fietsafstand met een e-fiets gaat.
- • Mannen komen duidelijk vaker te overlijden door een fietsongeval dan vrouwen (zie Figuur 44). Dit geldt voor alle vervoerwijzen, niet alleen voor de fiets.
- • De meeste fietsverkeersdoden zijn 70 jaar en ouder



Ambitions Tour de Force

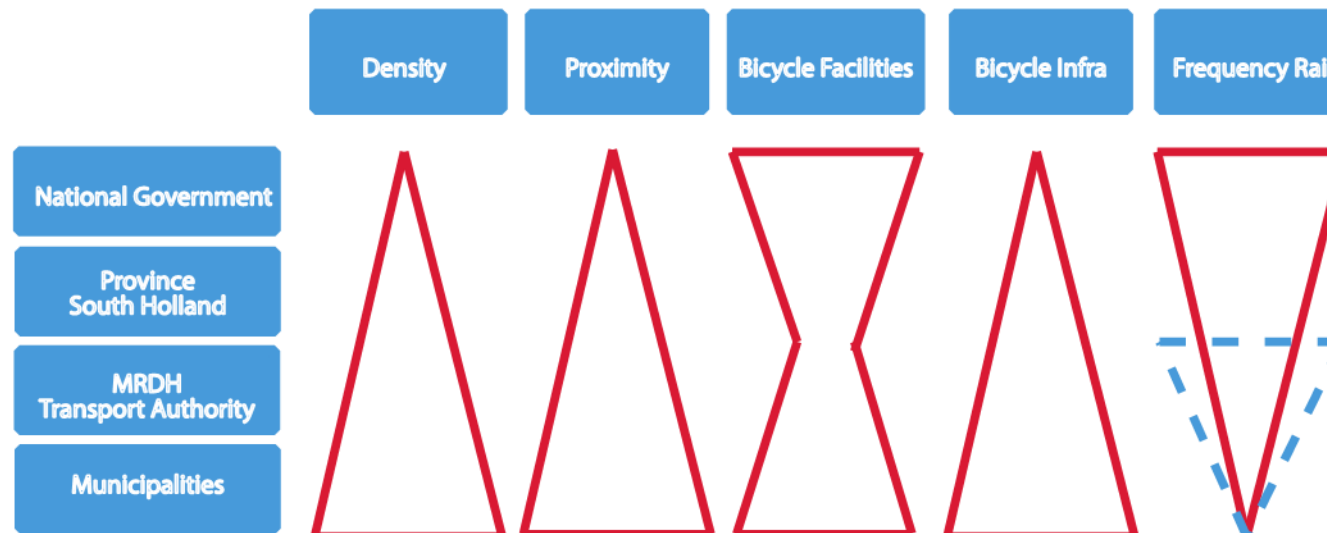
- By 2027, 20% more bicycle miles:
 - More space for bicycles in the city
 - Better facilities for bicycles in the chain
 - High quality regional routes
 - More cyclists and bicycle use
 - More knowledge and data about cyclists



2004

The Dutch system of spatial planning & bike infra

- Different roles for governmental tiers
- Between infrastructure and spatial planning

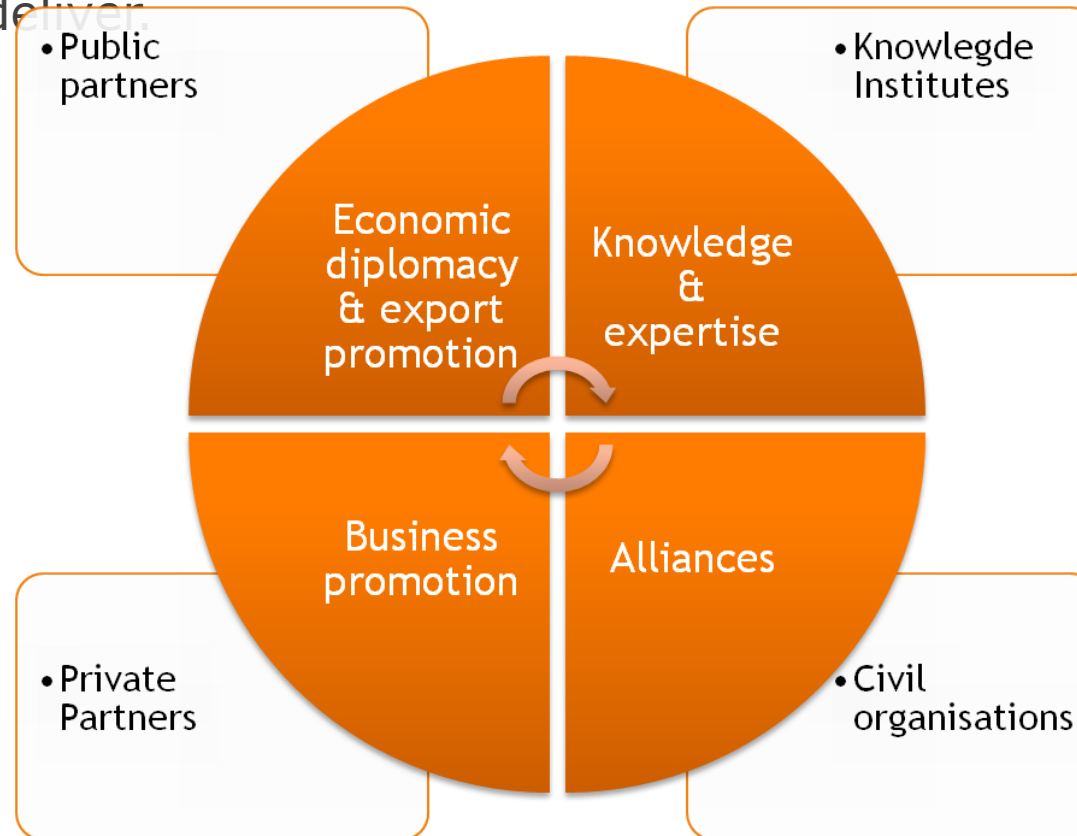




Dutch Cycling Embassy



- o>o A public-private network for sustainable, bicycle inclusive mobility.
- o>o An intermediary between the demand for Dutch cycling expertise and parties that can deliver.
- o>o 75+ partner organizations.



Do you want more cyclists in your city?



DUTCH
CYCLING
EMBASSY



Experience the Dutch cycling culture first hand



Think about best possible solutions and achievable results



Act by applying these solutions to your local context



Learn more about effective policies and best practices



... it is fast

Cycling saves you time

No need to search for a parking spot. Within the urban environment, the bicycle is the fastest mean of transportation.¹⁴



... it is sustainable

Cycling improves the local air quality

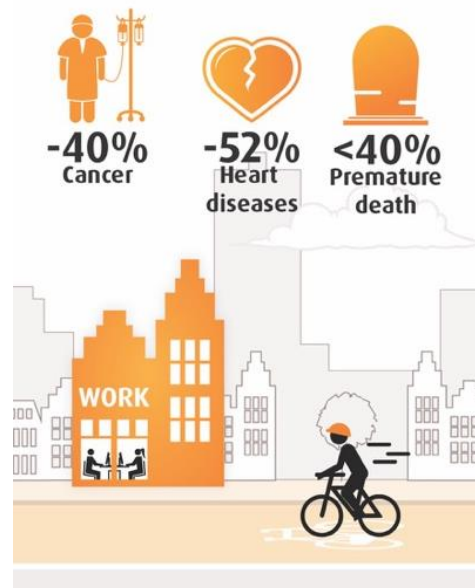
Local air quality improves drastically when switching from cars to bicycles. Switching from car to bicycle reduces 65% NOx pollution per km travelled.⁵



... it is healthy

Cycling prevents serious diseases

Cycling to work every day reduces the risk of serious diseases and depression.⁸



... it offers freedom

Cycling offers freedom to children

Dutch children are the happiest in the world. Cycling allows them to reach destinations safely and gives them the feeling of freedom.¹¹



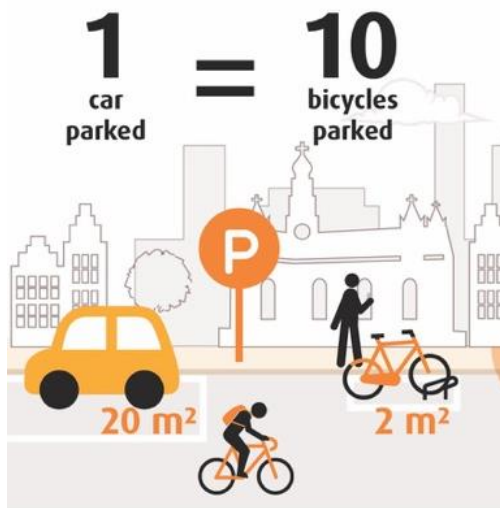
Source: Dutch Cycling Vision



... it offers space

Cycling creates public space

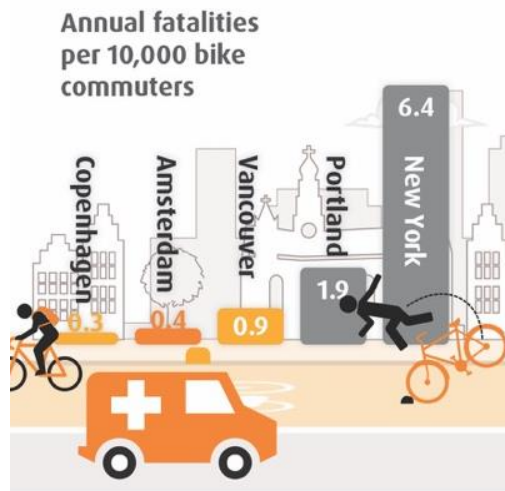
Bicycles take up less space than cars, both for driving and in the amount of space taken up by parking.¹³



... it offers security

Cycling cities have fewer casualties among cyclists

Cycling cities embrace cycling in their policies and city planning. They build a cycling culture by teaching the future generations to cycle. Cycling cities develop safe cycling infrastructure.¹⁵



... it is cheap

Riding a bicycle costs less!

The annual cost of riding a bike is approx. 300 euros whereas the annual cost of driving a car is approx. 8500 euros.¹



... society benefits

Society benefits from an urban km travelled by bicycle

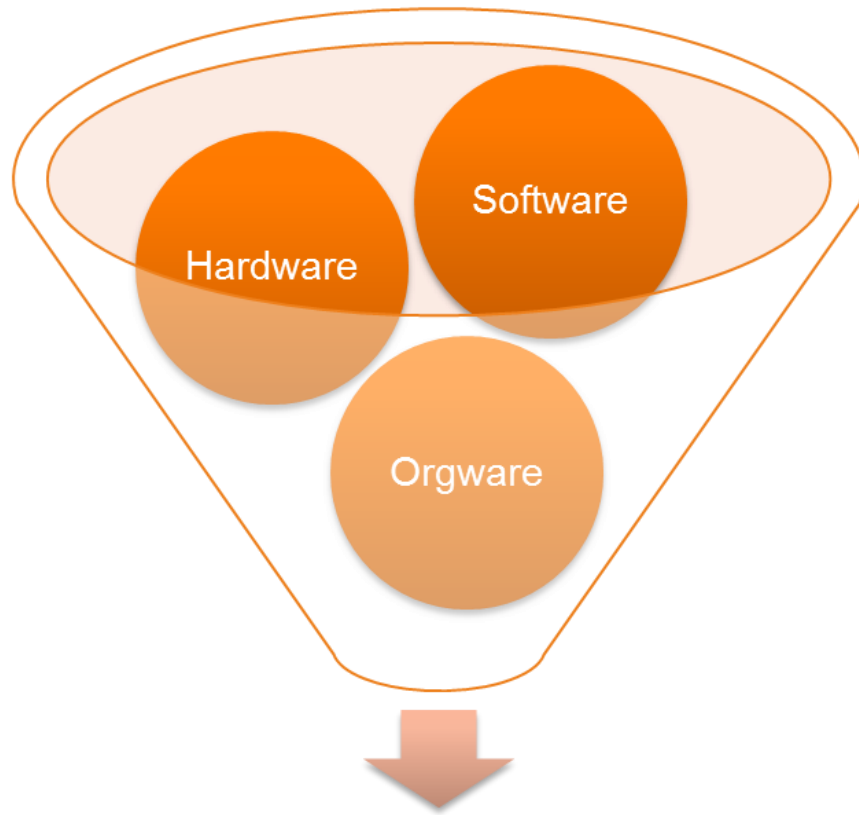
A kilometer covered by bike yields a social benefit of 0.68 euro, whereas cars and buses cost society 0.37 and 0.29 euros per km travelled respectively.²



Do you want more space for cyclists in your city?

No need to reinvent the wheel





Hardware: the material/physical necessities for cycling

Software: the human side of mobility

Orgware: the cooperation process needed between all the actors

Bicycle inclusive mobility



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WINDOW OF OPPORTUNITY

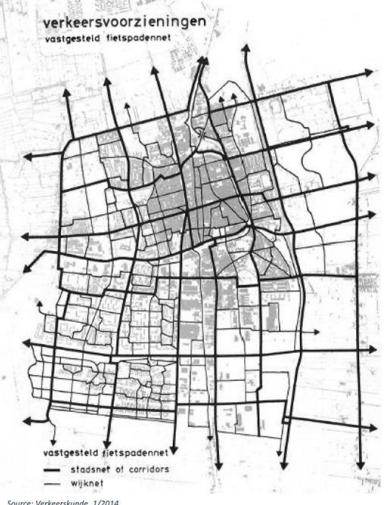




DON'T BE AFRAID TO EXPERIMENT ➤➤

Delft

1984



Requirement 1: Cohesion

- “You can cycle from anywhere to everywhere”
 - Network approach
 - All branches of are accessible and connected
 - A cohesive whole
- Grid size (300-500m)
 - Avoids detours
 - Avoids too many crossings
- Cohesion with other networks
 - Public transport: in NL 40% of train users uses their bicycle as access mode
 - Park and bike facilities



➔ Start with a link, plan for a network!



THINK AT THE NETWORK LEVEL ➔

Requirement 2: Directness

“Minimising detours”



- Fast
- Less physical effort
- Competitive alternative



- Slow
- More physical effort
- Uncompetitive alternative



Requirement 3: Safety

(Traffic) Health:

- Ensuring **minimal pollution** due to emissions and noise
- Ensuring minimal **stress level**
- **Health benefits of cycling**

Road safety:

- **Segregating** vehicle types
- **Avoiding conflicts** with intersecting traffic
- **Reducing speeds** at points of conflicts



Requirement 4: Comfort

- Avoiding traffic nuisance
- Avoiding or limiting stops
- Optimizing wayfinding
- Comprehensibility
- Even road surface enjoyable to ride on
- Limiting amount of turning (directness)



Requirement 5: Attractiveness

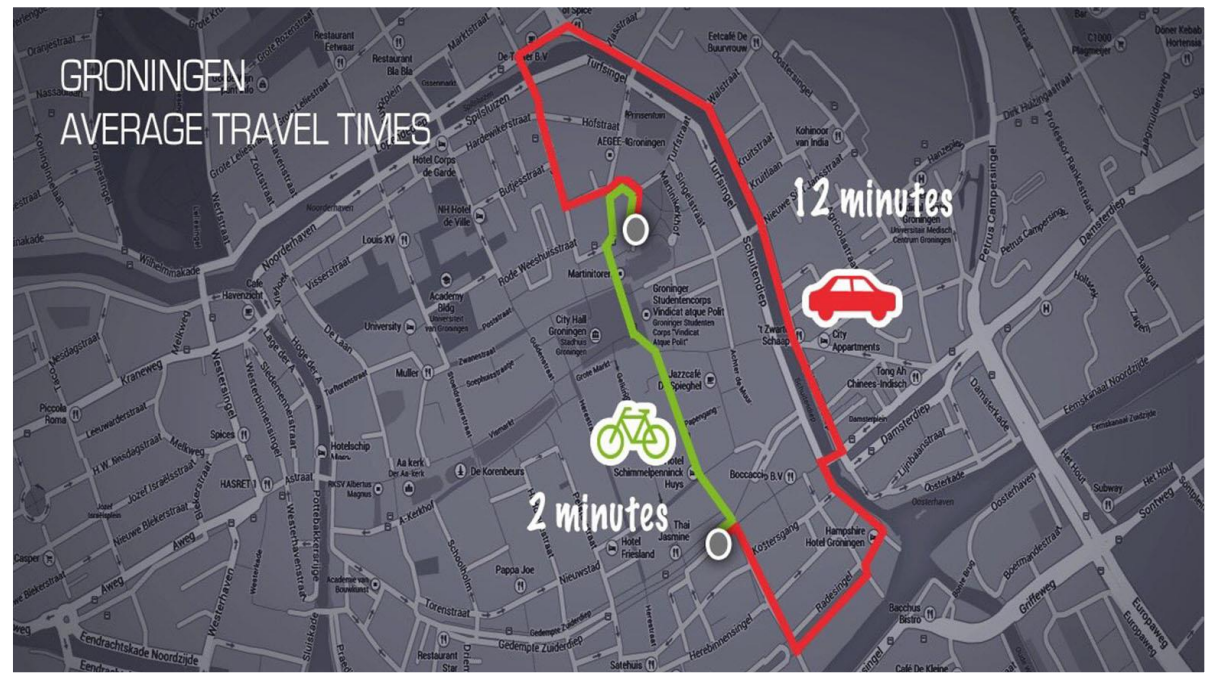
- VERY PERSONAL but....
- Lively areas
- Variety and surprise
- Well-maintained public space
- Activities along the route
- Connections are lit
- Environmental opportunities
- Experience!
- Marketing



Road categorization



- 1. National / Regional through routes
Speed limits 130/120/100/80km/h (80/75/62/50mph)
No cycling
- 2. Local distributing – collector roads
Speed limits 50km/h (31mph)
Physical or Visible separation
- 3. Access streets / Places
Speed limit 30km/h (18mph)
No separation needed



EVERY BIKE PLAN NEEDS A CAR PLAN ➡

