

# Cycling for Everyone.

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# Dutch Cycling: For a Cycle-Friendly World

The Dutch Cycling Embassy is a vast network of public and private organizations from the Netherlands who wish to share their knowledge and expertise to help cities experience the many advantages of cycling.



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

# DCE Public-Private Partnership











## Electromobility For Everyone

- o>o E-bike users travel 64% further than 'normal' bike users; average e-bike trip journey length 5.9 km (versus 3.6 km)
- o>o From 2010 to 2022, e-bikes have helped Dutch seniors cycle 33% more total distance (averaging 6.8 km per trip)
- o>o Women make 85% more e-bike trips than men (456 vs. 245 million per year)
- o>o Teenagers living 10 to 20 kilometres from school are more likely to travel there by e-bike (26%) than a regular bike (15%)

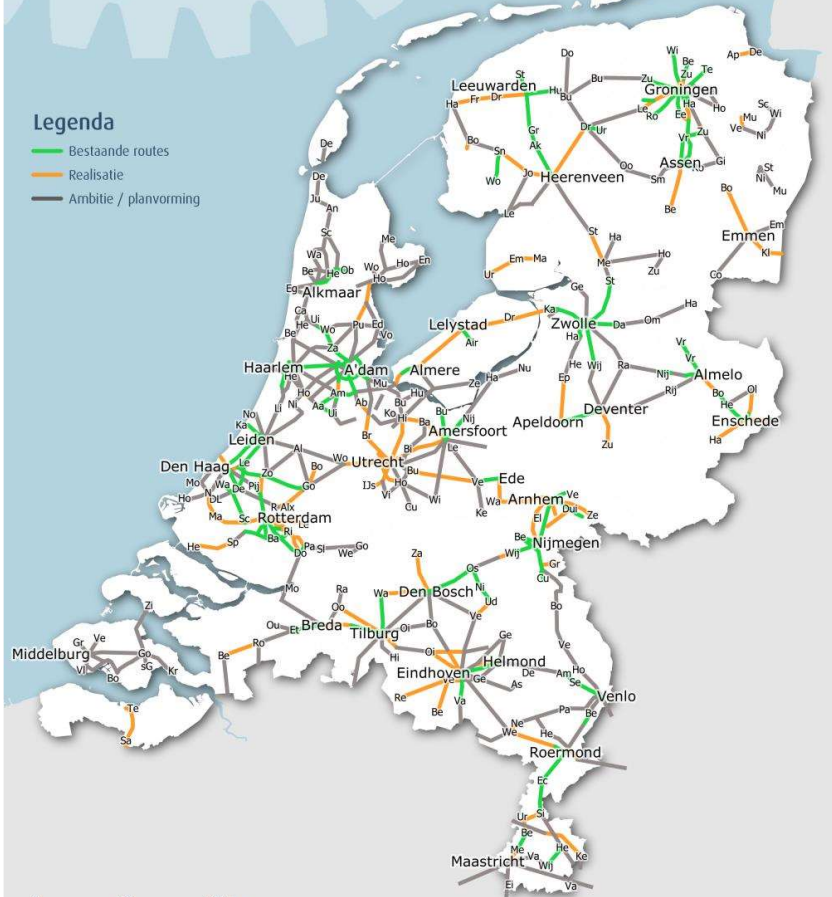


## DOORFIETSROUTES



### Legenda

- Bestaande routes
- Realisatie
- Ambitie / planvorming



22 oktober 2024

## A New Frontier For Dutch Cycling



- Direct and comfortable cycling routes—in combination with the e-bike—can encourage people to cycle longer distances and reduce car congestion
- Provinces and regions across the Netherlands are connecting residential, commercial, and educational hubs with wide, smooth “continuous cycling routes”
- Specifically designed to cater to journeys of 5 to 15 km: cause the biggest traffic problems because they’re too short for the train and too long for the bus/bike



# Start with a Link, Plan for a Network

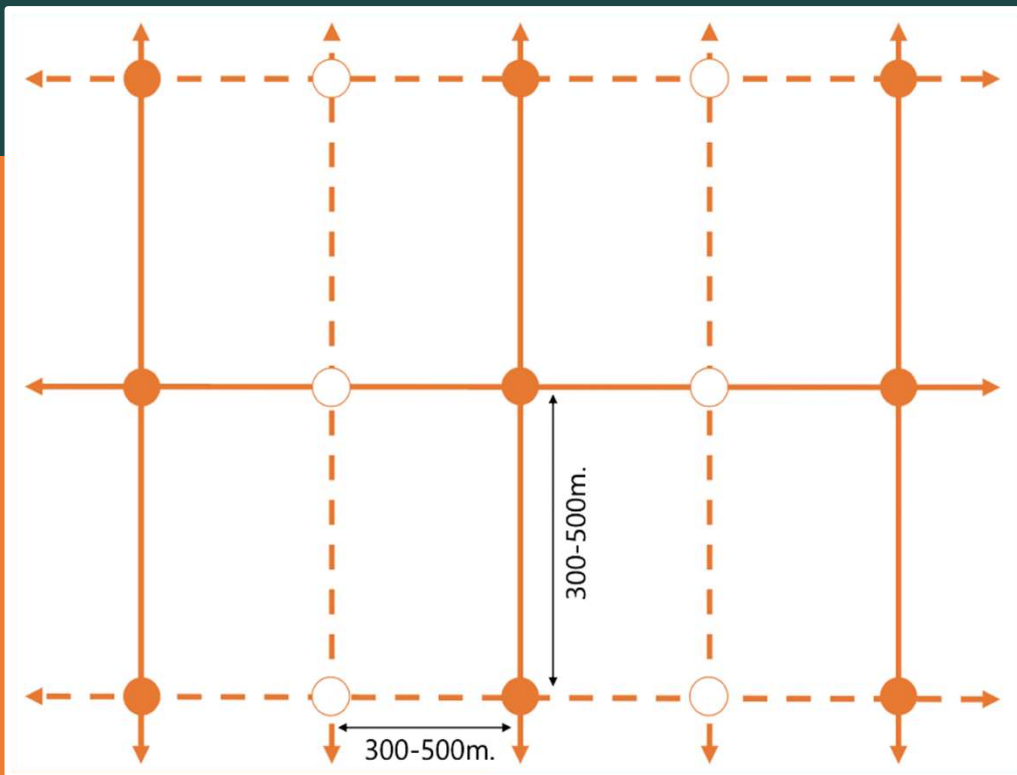
- o>o To provide for a maximum diversity of users and journeys, Dutch planners have learned to think beyond individual routes and more holistically at the network level
- o>o These networks look past the “normal” 9-to-5 commuting patterns, instead connecting places where residents live, work, shop, learn, and recreate
- o>o Design manuals now stipulate all cycling networks must reflect five principles: cohesion, directness, (road and social) safety, attractiveness, and comfort





# #1: Cohesion

- o>o Refers to the idea that cycling infrastructure should be designed to create a seamless, interconnected system of high-quality routes that allow cyclists to travel from any origin to every destination in and between cities
- o>o The goal is to ensure that different parts of the network "fit together" smoothly, so it is not just a collection of disconnected corridors, but a unified, well-integrated system that is only as good as its weakest link



Source: DTV Capacity Building



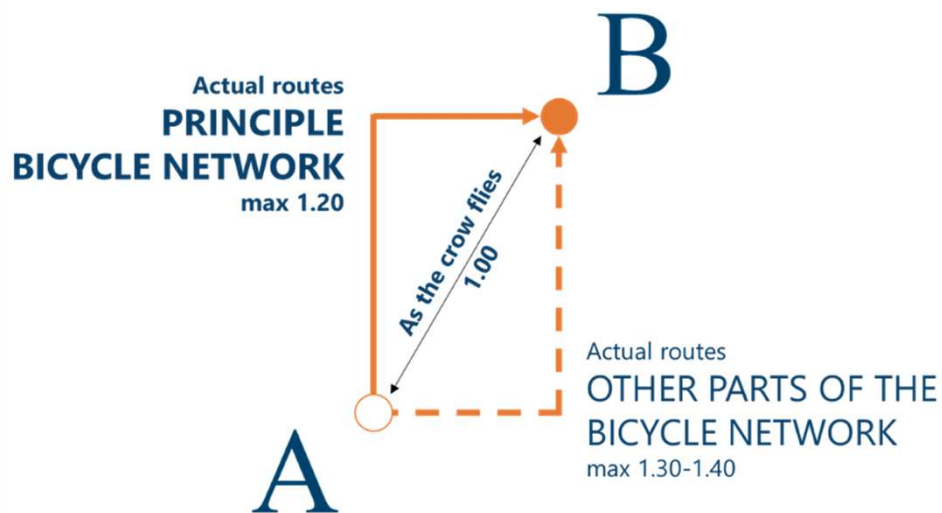








## #2: Directness



Source: DTV Capacity Building

- Ensures that cycling is a competitive mode of transport in terms of speed and convenience compared to driving a motor vehicle. This means always offering the shortest route possible, with deviations not to exceed 20 percent of the total travel distance
- Cyclists often get priority at intersections to reduce waiting times, and busier roads often have overpasses or underpasses, so that cyclists rarely have to put a foot on the ground





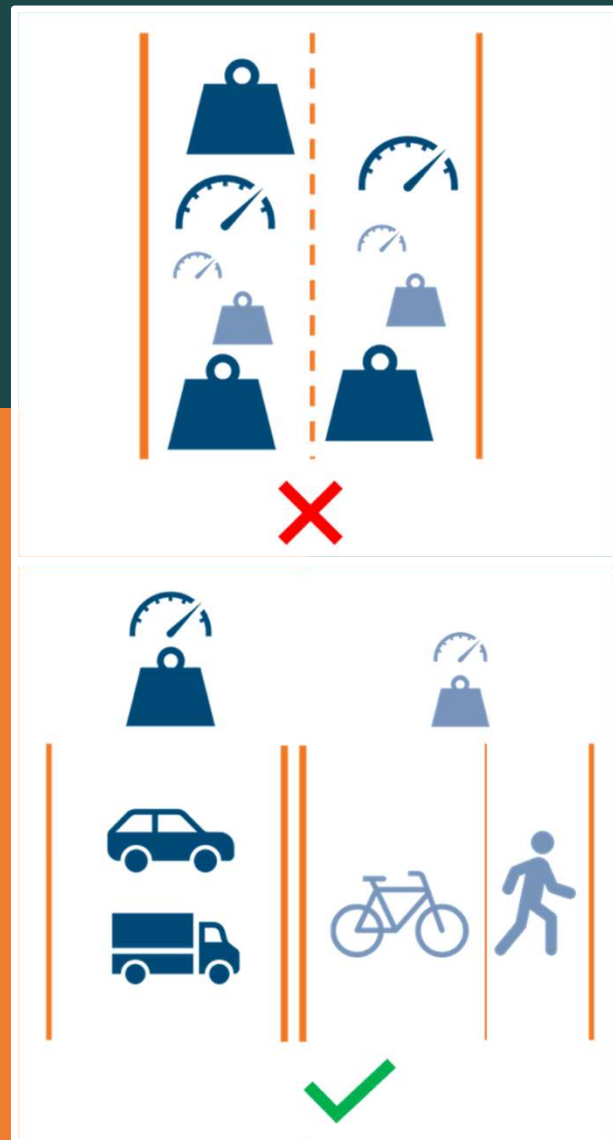






## #3: Safety

- o>o Aims to create an environment where cycling is inherently safe by minimizing conflicts between road users and reducing the severity of collisions
- o>o Differences in speed and mass are avoided, and where they can't be reduced by design, traffic types must be separated
- o>o This extends to the junction, where protected intersections, roundabouts, and continuous paths improve feelings of safety by keeping cyclists in a raised, prioritized, and visible position



Source: DTV Capacity Building











## #4: Comfort

COMFORT: minimal stops or nuisance

Comfort  
principle



Pleasant  
cycling  
experience



Cycling policy  
objectives

Source: DTV Capacity Building

- o>o Ensures cycling is a pleasant and stress-free experience, attracting a broad range of users, from children and the elderly to commuters and tourists
- o>o It looks beyond safety to ensure cyclists experience minimal nuisance, by including many design elements such as smooth and well-maintained surfaces, gentle slopes and minimal stops, wide and spacious paths, protection from the elements, and low-stress interactions











## #5: Attractiveness



### ATTRACTIVE

- **Green**
- **Open**
- **Water**
- **Well maintained**
- **Quiet streets**



### UNATTRACTIVE

- **Traffic**
- **Congestion**
- **Industry**
- **Dark / unlit**

Source: DTV Capacity Building

- o>o Employs beauty—such as art, lighting, nature—to create a user experience that entices people onto a bike
- o>o This means choosing routes that are integrated with natural, well-lit, vibrant spaces, and avoiding routes in industrial, dark, and deserted ones
- o>o By creating corridors that engage the senses, with a high degree of variety and interest along the way, cycling becomes not just a practical choice but also a pleasurable one











## Infrastructure That Saves Society Money

- o>o Enabling regional cycling saves millions in public transport subsidies each year (roughly €3 per user daily)
- o>o The externalities of car travel cost regions tens of millions per year: congestion, pollution, safety, health
- o>o Modal shift allows authorities to postpone or even supersede road expansions that would cost billions
- o>o Added bonus: a cycling tourism industry worth €2.4 billion annually





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