

Dutch perspective

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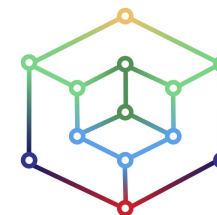
The Dutch Perspective on Cycling and Regional Mobility

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The Dutch Perspective on Cycling and Regional Mobility

- Why Invest in Cycling Infrastructure?
- Myths and Facts about Cycling in the Netherlands
- Five Takeaways from the Netherlands
- “Doorfietsroutes”: Connecting the Region

... 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

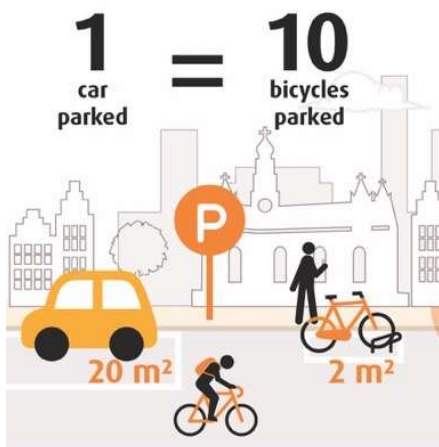


Source: Dutch Cycling Vision

... it offers space

Cycling creates public space

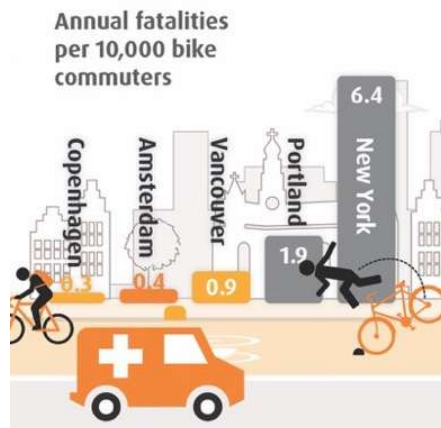
Bicycles take up less space than cars, both for driving and in the amount of space taken up by parking.¹³



... 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

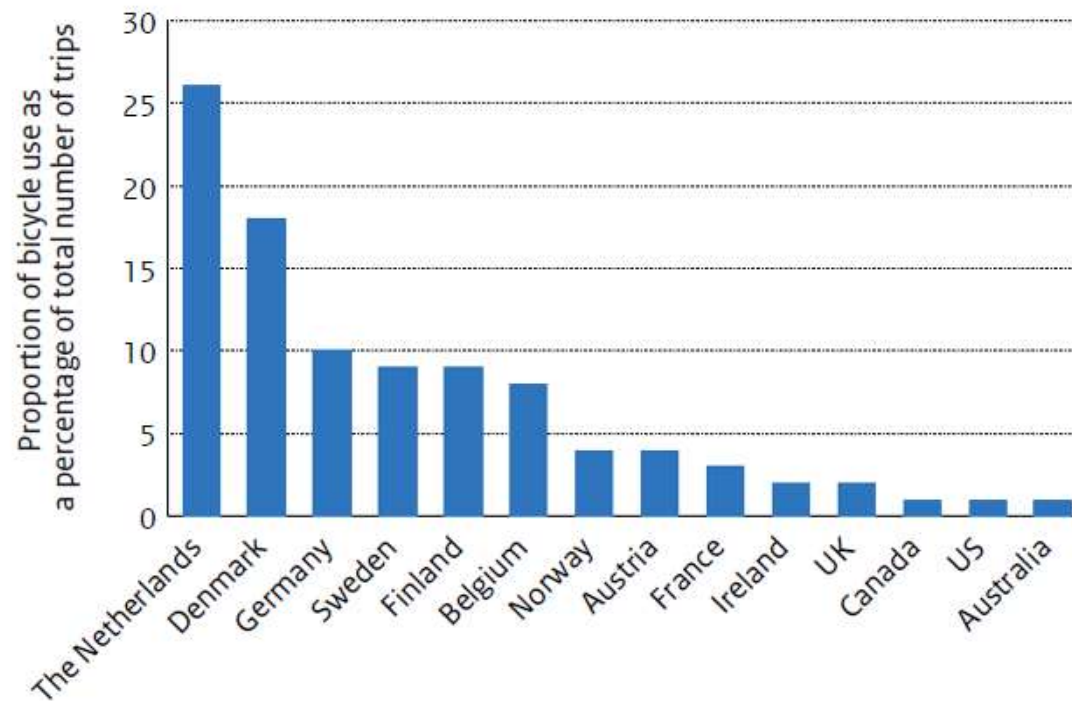


Source: Dutch Cycling Vision

Cycling in The Netherlands



Figure: Proportion of bicycle use as a percentage of total number of trips in several countries.



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Myth #1: But The Netherlands is Flat!



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Myth #2: Perfect Climate!



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Myth #3: Cycling = Car Congestion!

Surprise:

For the second year in a row, Waze's Driver Satisfaction Index – which analyzes the driving experiences of 65 million monthly users in 38 countries and 235 cities across the globe – named The Netherlands the most satisfying place in the world to drive, specifically referencing its “smooth traffic conditions” and “solid road quality.”



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Reality: National Network



Reality: Traffic Calming



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Reality: Policy & Investment



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It Was Not Always a “Fietsparadijs”



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From Car to People Oriented



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1. Don't be Afraid to Experiment



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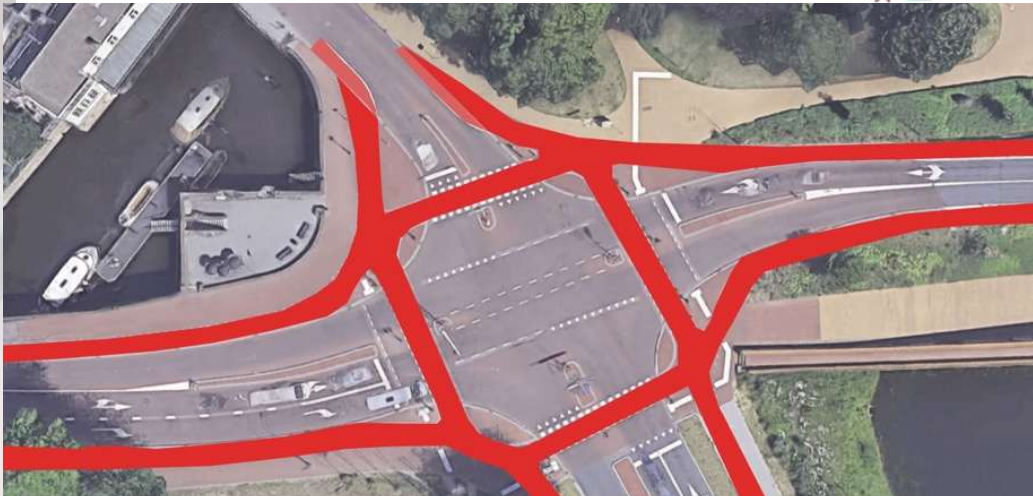


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2. Think at the Network Level



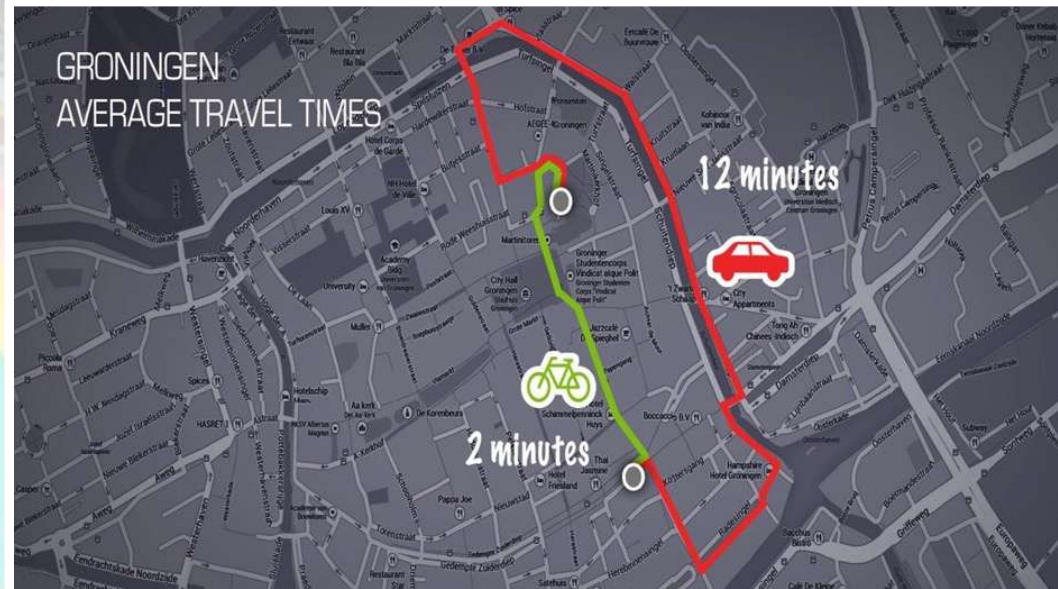
- Delft pioneered city-wide cycling network planning in 1979.
- The network was completed in 1987 and became a model for Dutch practice.
- Lessons learned shaped the CROW principles: directness, safety, comfort, cohesion, and attractiveness.



3. Every Bike Plan Needs a Car Plan

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



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4. Use Bikes to Feed Transit

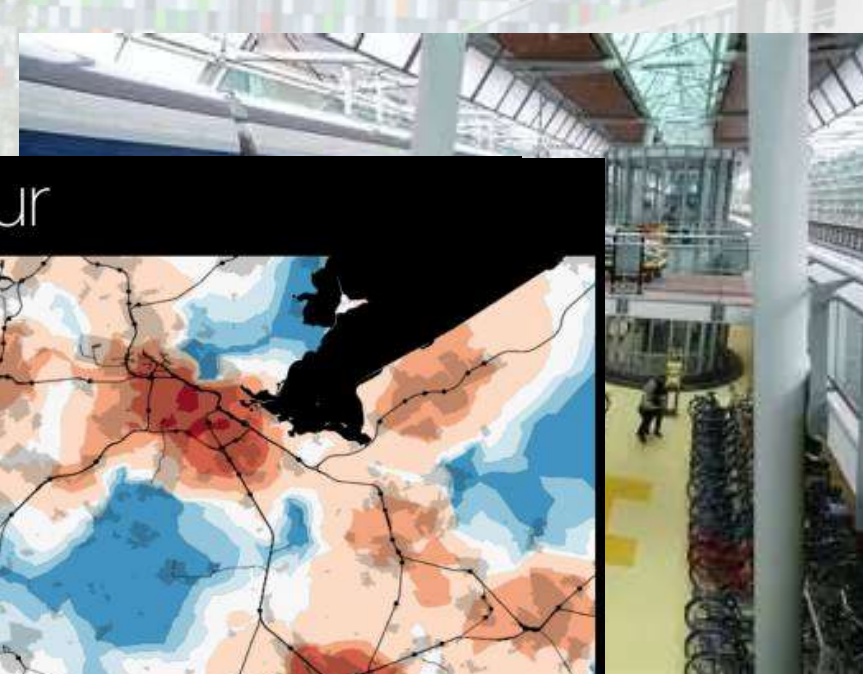
- Cycl
- mod
- Bike
- Mor
- 50%

Number of departing trains per hour
within 20 min cycling



**Urban
Cycling
Institute**

Source: Roland Kager, PhD



5. Embrace the E-bike as Game Changer



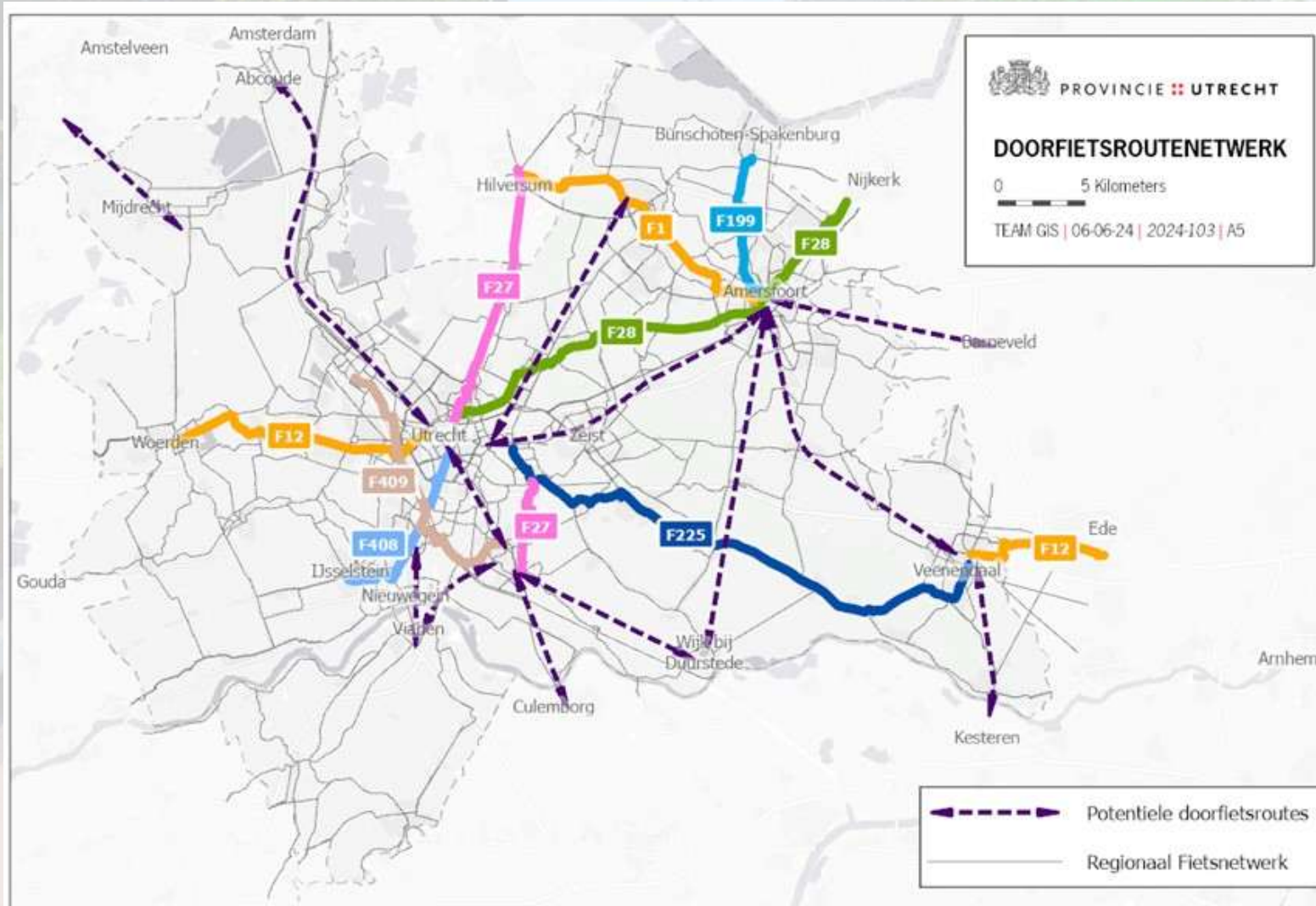
- E-bikes enable substantially longer trips than conventional bicycles.
- E-bikes increase cycling uptake for medium-distance work & school trips (10-20 km).
- E-bikes help seniors cycle more often and over greater distances.

“Doorfietsroutes”: Connecting the Region

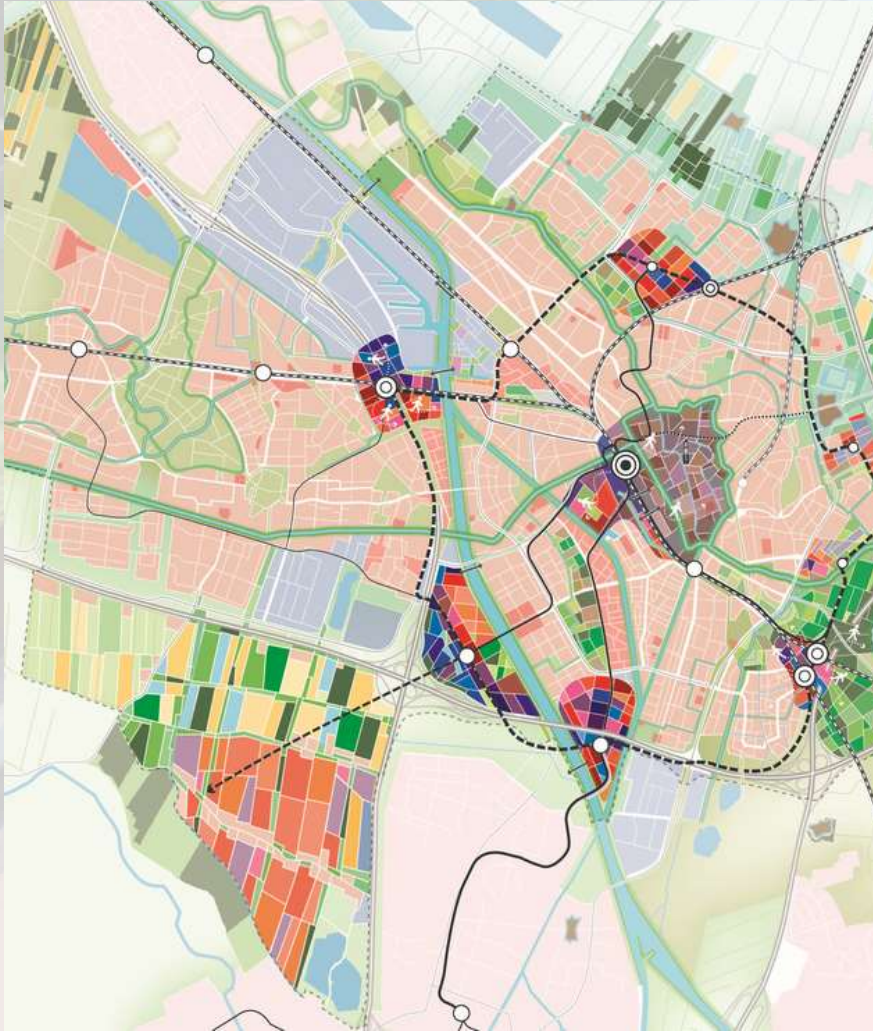
- Direct, comfortable cycling routes encourage longer bike trips and reduce congestion.
- Continuous cycling routes connect residential, employment, and education hubs.
- Designed for key regional trips (5–15 km), where cycling can effectively replace car travel.



“Doorfietsroutes”: Connecting the Region



“Doorfietsroutes”: Connecting the Region



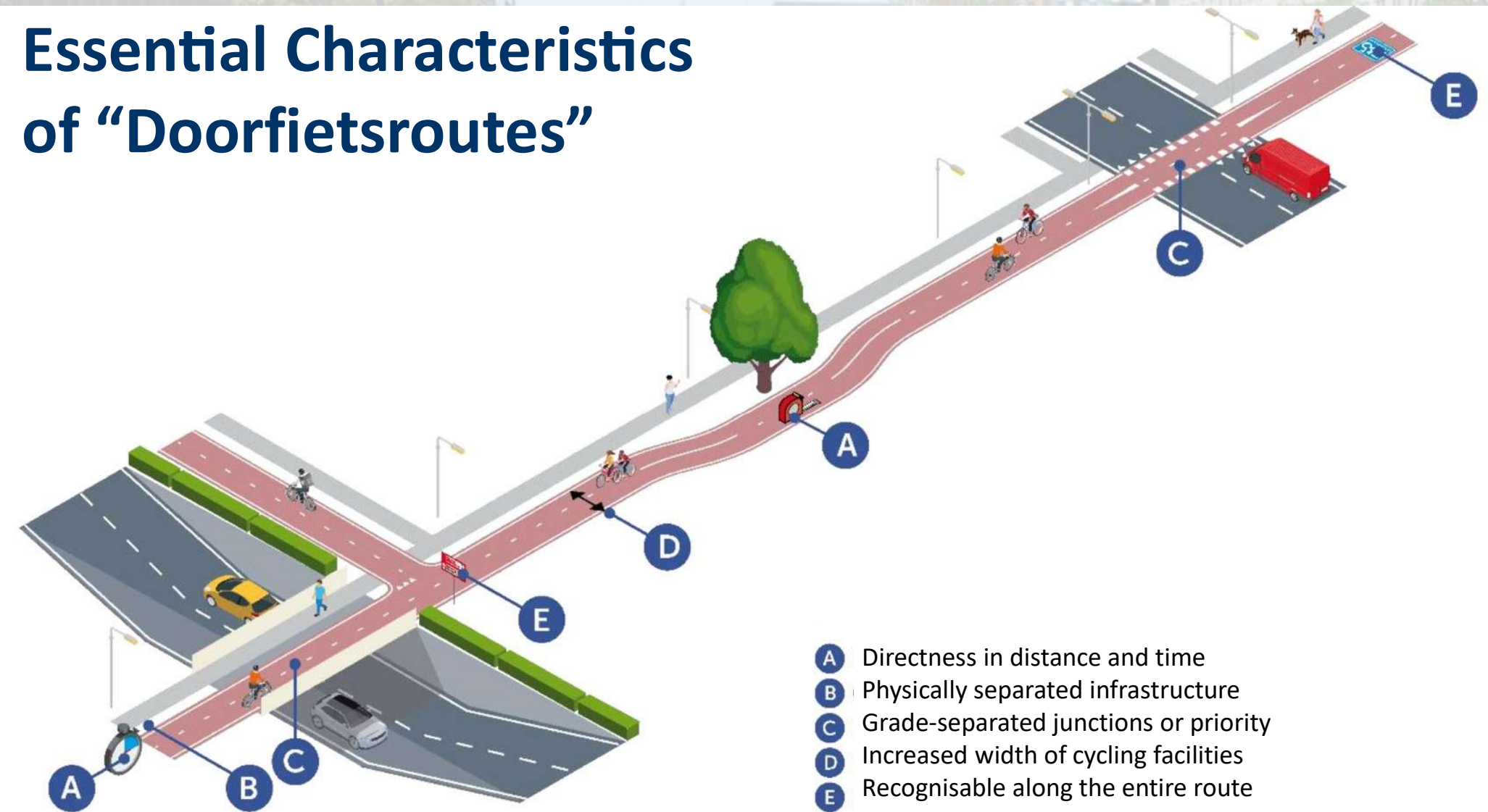


Planing a Network of “Doorfietsroutes”

- Network-based planning for diverse users and trips.
- Connections between all daily destinations, not just commuting.
- Designed for cohesion, directness, safety, attractiveness, and comfort.



Essential Characteristics of “Doorfietsroutes”



- A** Directness in distance and time
- B** Physically separated infrastructure
- C** Grade-separated junctions or priority
- D** Increased width of cycling facilities
- E** Recognisable along the entire route



“Doorfietsroutes” Saves Society Money

- Regional cycling reduces public transport subsidy costs.
- Less car use lowers congestion, pollution, safety, and health costs.
- Modal shift can delay or avoid costly road expansions.
- Cycling tourism generates €3.7 billion annually.



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Q&A

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