

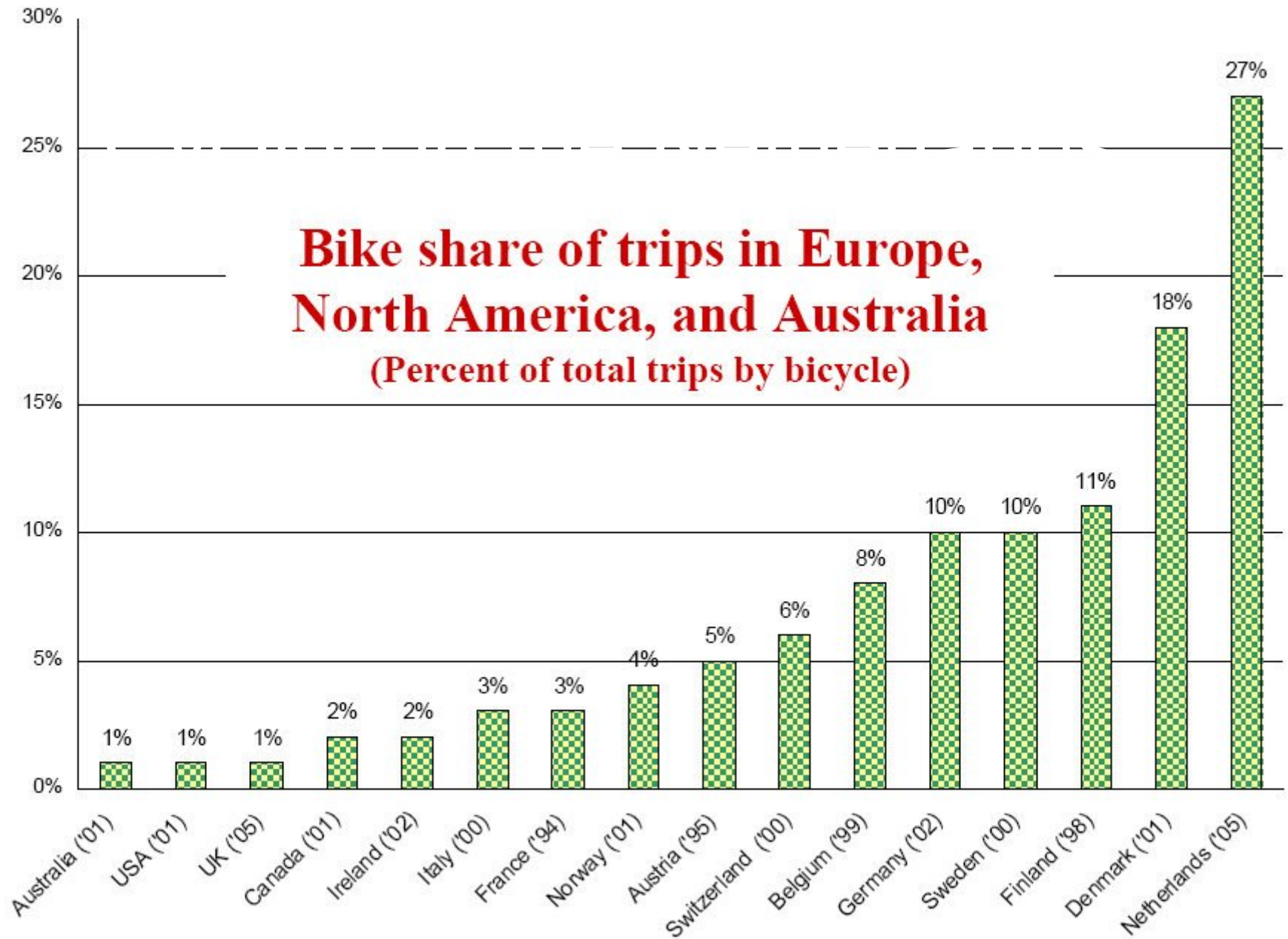
Bicycling in the Netherlands and Europe, policies and practices: *What can America learn from them.*

October 23, 2009

Eva Heinen

Rev. Jason Moore

Bike share of trips in Europe, North America, and Australia (Percent of total trips by bicycle)



Pucher and Buehler: Cycling for Everyone

Source: Pucher and Buehler (2008)

Cycling in the Netherlands

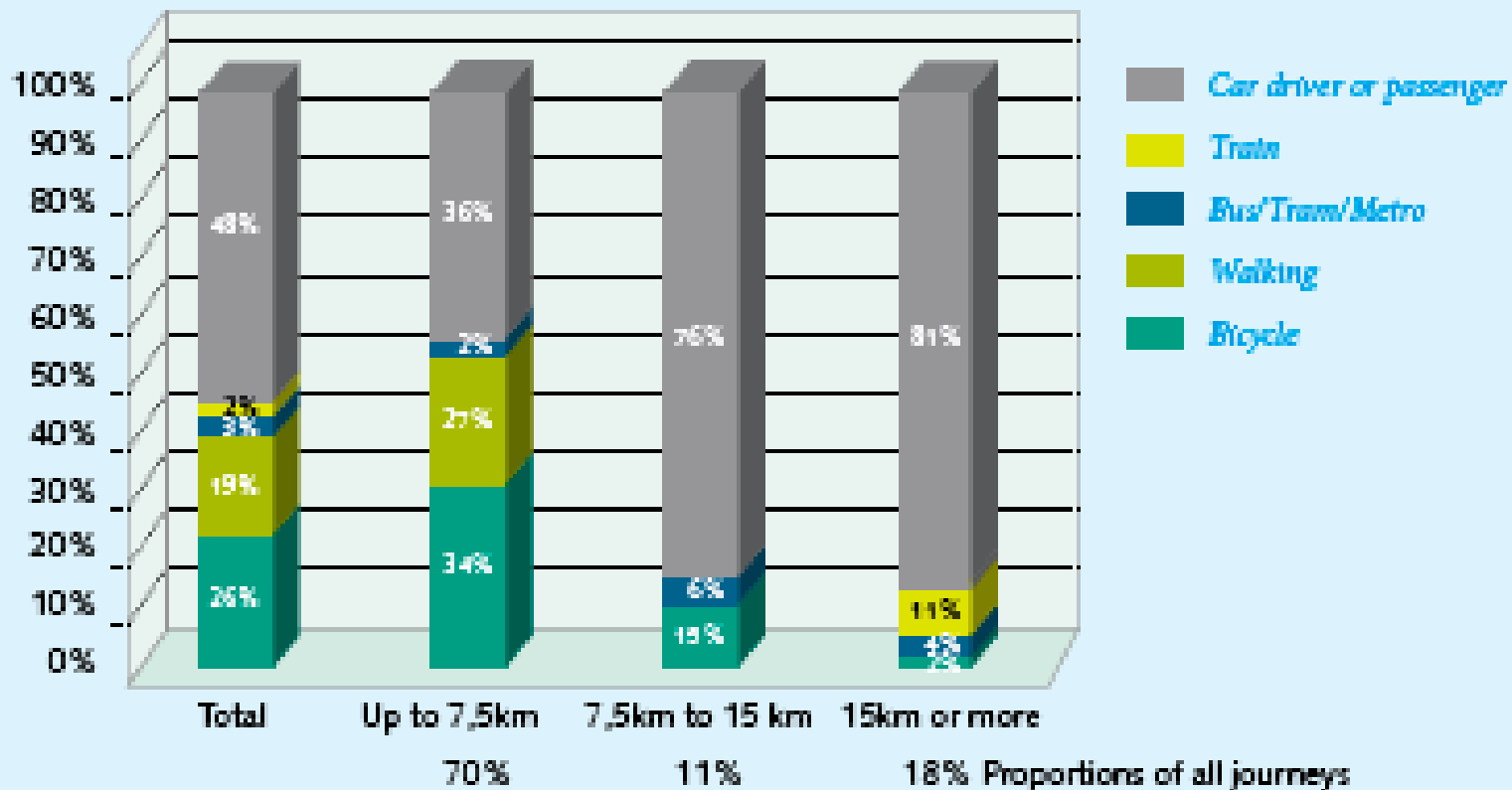


Figure 1: Journeys according to main transportation means and distance category in 2007
 (Source: Mobiliteitsonderzoek (Mobility Study) Nederland 2007, AVV)

Cycling in the Netherlands

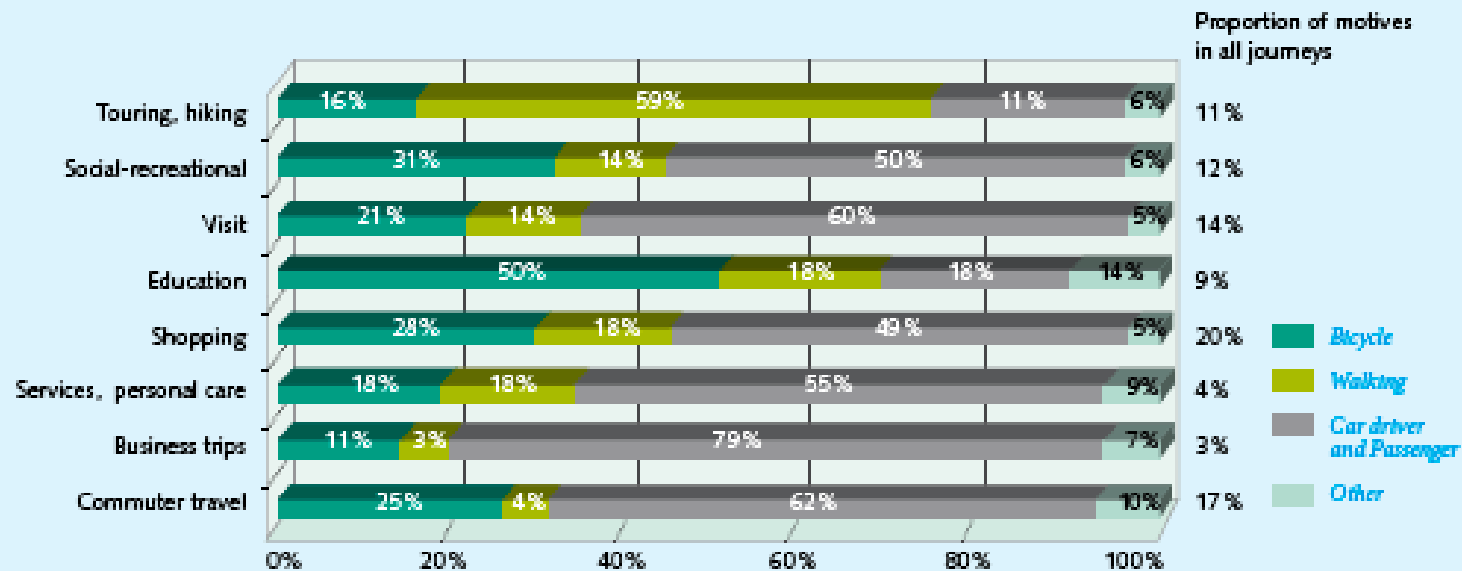


Figure 2: Journeys by main means of transport and motive in 2007 (Source: Mobiliteitsonderzoek (Mobility Study) Nederland 2007, AVV)

Cycling in the Netherlands

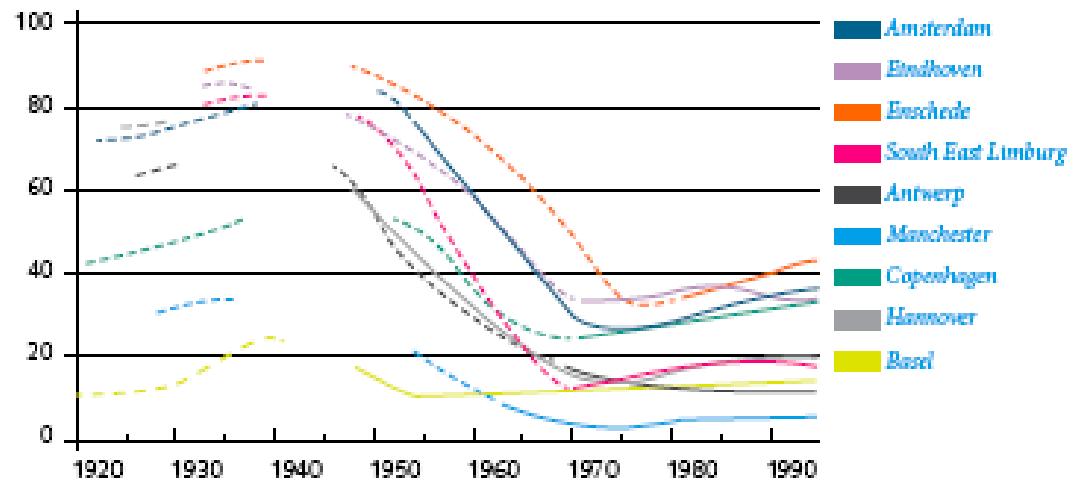


Figure 5: Historical development in bicycle share in 9 European cities Source: A.A. Albert de la Bruhze and P.C.A. Verwaart. *Bicycle traffic in practice and policy in the twentieth century*, 1999

	1980	2001	2005
Passenger km by bicycles	9,9 billion	13,1 billion	14,4 billion
Passenger km by car	107,1 billion	141,6 billion	148,8 billion
No. of deceased cyclists	426	195	181
No. of deceased car occupants	910	477	371

Table 3: Number of passenger kilometres and number of deceased cyclists and car occupants in 1980 and 2001 (Source: CBS-OVG and AVV-BG)

Cycling in the Netherlands

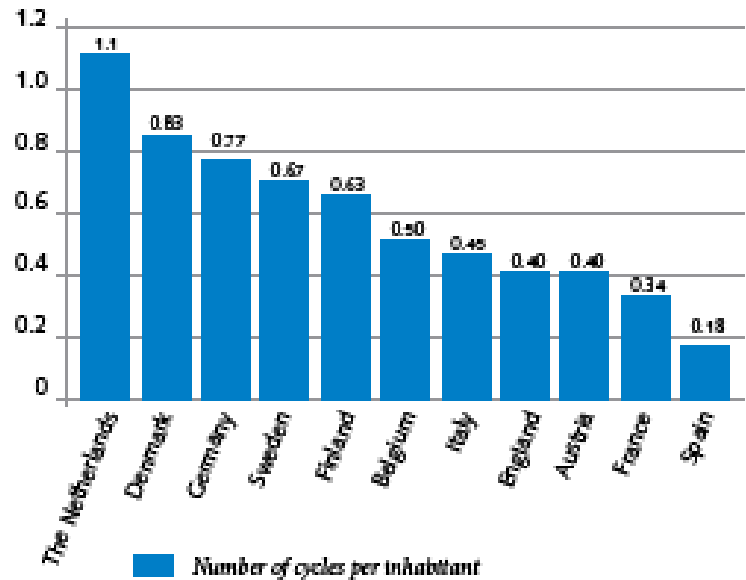


Figure 6: Bicycle ownership in a number of European countries in 2004 (Source: European Commission)

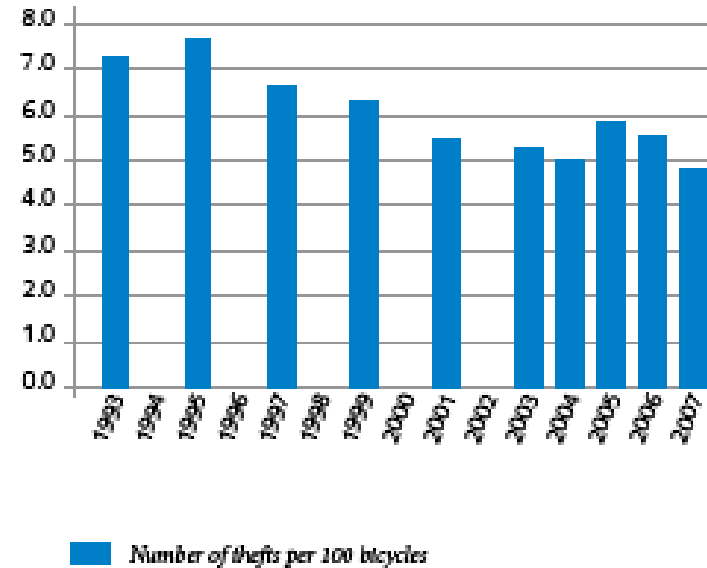


Figure 7: No. of stolen bicycles per year (source: Police Monitor until 2008, since 2005: Safety Monitor)

Dutch policy

Dutch policy

- Very centralized
- More decentralized over past 10 years
'central that needs to be done; local if possible'

Dutch policy

- Bicycle consequences:
 - Central government
 - *Designs main lines and basic ideas.
 - *They stimulate and facilitates regional and local governments
 - Local government
 - *Decides where and how much money is spent
 - *Designs the infrastructure

Dutch policy

National bicycle policy

- transportation and public works
- internal affairs
- finance
- agriculture, nature and fishing
- housing, spatial planning and environment

Dutch policy

- Increase bicycle km
 - Provide safe routes and parking facilities
 - Increase bicycle use for commuting
-
- 70 million euro in total
 - 25 bicycle highways
 - 35 bicycle parking at stations
 - 10 other

Dutch infrastructure guidelines

- Bicycle facilities separating them from motorized traffic are necessary
- Crashes at intersection can be reduced by additional measures
- CROW (2006). Ontwerpwijzer fietsverkeer. Publicatie 230. CROW kenniscentrum voor verkeer, vervoer en infrastructuur, Ede.

Dutch bicycle policy

- Fietsersbond



- Fietsberaad



Delft, Netherlands

Delft

- Population 96,000
- 15% students
- Founded in the 13th century
- Area 24.08 km² (9 miles²)

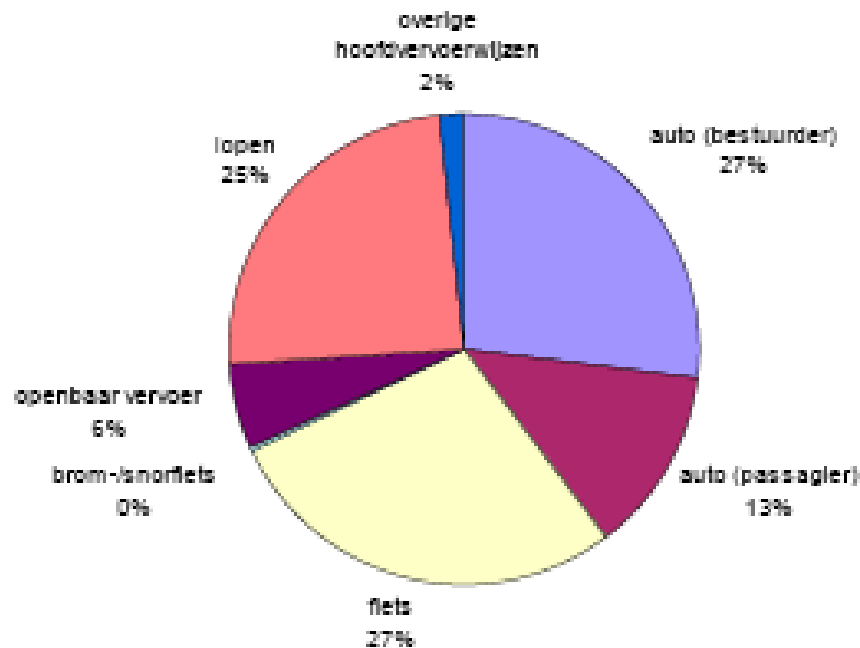


Delft Transport

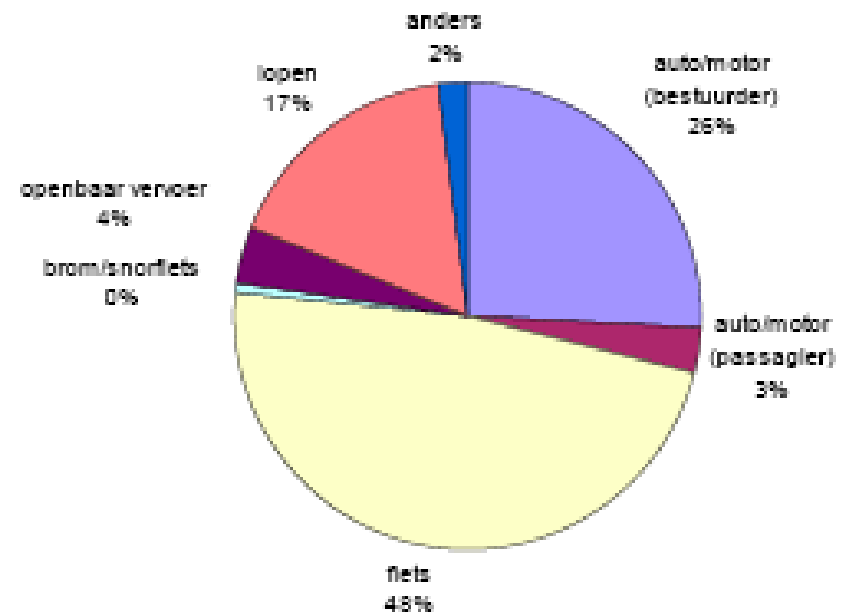
- Train stop Amsterdam-Rotterdam line
- Tram to The Hague
- Between two highways
- Busses
- Bicycle



Delft Transport



Figuur 2.5A: verplaatsingen Delftenaren binnen en buiten Delft naar vervoerwijze (2002/2003, CBS)



Figuur 2.5B: verplaatsingen Delftenaren binnen Delft naar vervoerwijze (DIP, 2004)

Delft Transport Policy

- Car use is discouraged
 - Almost abandoned from city centre
 - High parking fees



Delft Transport Policy

- Car use is discouraged
 - Almost abandoned from city centre
 - High parking fees
- Tries to stimulate bicycle use and local public transport in order to create space for necessary car traffic

Delft Bike Attitudes

Delft Bike Attitudes

- ‘It’s nice and easy. I consider myself a cyclist, and because in Delft everything is close, you are everywhere quickly by bike. By car, it is such a hassle.’ (woman, 25-35)
- ‘The reason that I cycle to Rotterdam is to avoid traffic jams. And the exercise. During work I sit mostly, so I like to do some exercise. I also consider cycling as a pleasant way of traveling, it is relaxing. When you arrive at home, many things have disappeared in your head.’ (man, 50-65)
- ‘I cycle just for health reasons. I work in a hospital and see too often the consequences of not exercising. That is the most important reason for me.’ (man, 50-65)

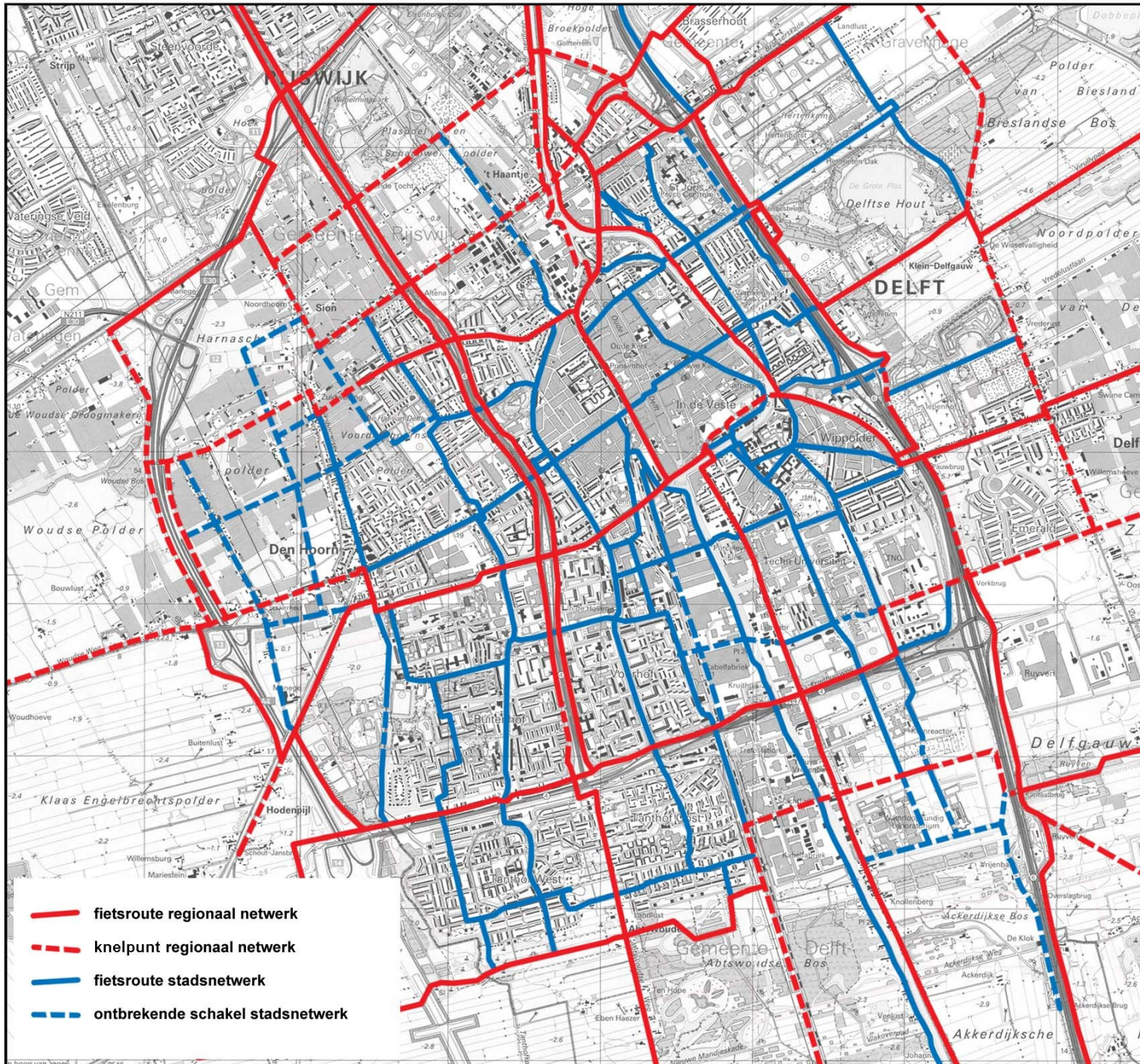
Delft Bike Attitudes

- 'I like cycling to work, after having a busy day at work, you feel the wind on your face and you can empty your head.' (woman 25-35)
- 'Cycling for me is a form of relaxing. Actually, it is effort, but I do not experience it like that.' (woman, 35-50)
- 'I cycle because of environmental reasons. Also the exercise, but I do enough exercise anyway, so it is not necessary. I just enjoy it to cycle for a while.' (man 50-65)

Delft Bike Attitudes

- 'The only negative thing about cycling to work, is that it results in less time to work.' (woman, 35-50)
- 'It is the cheapest way of transport. It takes a little longer than traveling by train, but that does not bother me.' (man, 40-50)
- 'I just like cycling better. You could argue that it does not take longer, but it does.' (man, 50-65)
- 'If it would be 10 km, I would cycle. But that is what I consider the maximum for commuting.' (woman, 30-45)
- 'It rains occasionally in the Netherlands and it is windy. And I don't like to prepare myself for that in the morning if I also already have to cycle.' (man 50-65)

Delft Infrastructure



Source: Municipality of Delft, 2005

Delft Infrastructure (roads)



Bike infrastructure

Delft Infrastructure (roads)



Bike infrastructure

Delft Infrastructure (roads)



Bike infrastructure



Delft Infrastructure (roads)

A street scene in Delft, Netherlands. The foreground is paved with red bricks and features two square manhole covers. A yellow fire hydrant stands on the left sidewalk. The road is paved with asphalt and has a dashed white line down the center. On the right, there is a sidewalk with a pattern of grey and white tiles, a grassy area, and a utility pole with a blue sign that says 'Wijkwonder' and has a bicycle symbol. The background shows a row of trees and a brick building with a balcony.

Bike infrastructure

Delft Infrastructure (roads)

Bike infrastructure



Delft infrastructure (roads)

A street scene in Delft, Netherlands. On the left is a multi-story brick building with a shopfront labeled 'Baker centrum'. A white van is parked on the sidewalk. The road is paved with dark bricks and has a white dashed line down the center. On the right, there is a railway bridge with overhead power lines. Several cars are parked along the side of the road. Two people are walking on the sidewalk. The sky is blue with some clouds.

Bike infrastructure

Delft Infrastructure (roads)

A photograph of a residential street in Delft, Netherlands. The road is paved with dark grey cobblestones in a herringbone pattern. On the left side, there is a sidewalk with a brick wall and a blue car parked. On the right side, there is a sidewalk with a dark fence and a silver car parked. The road is lined with lush green trees and bushes. The sky is clear and blue. The text "Delft Infrastructure (roads)" is overlaid in the upper center of the image.

Bike infrastructure

Delft Infrastructure (roads)



Bike infrastructure

Delft Infrastructure (roads)

A street scene in Delft, Netherlands. In the foreground, a brick-paved sidewalk features a black metal bike rack with several bicycles parked. A woman in a dark t-shirt and jeans stands next to one of the bikes. To the left, a canal is visible, bordered by a brick wall. In the background, a white-railed bridge crosses the canal. Behind the bridge, there are buildings, including a shop with a sign that says "HUISER". A blue sign with a white arrow pointing up and a bicycle symbol is visible on the right. The scene is bright and sunny, with many green trees.

Bike infrastructure

Delft Infrastructure (roads)

Car barriers



Delft Infrastructure (roads)



Car barriers



Bus & Bike Only

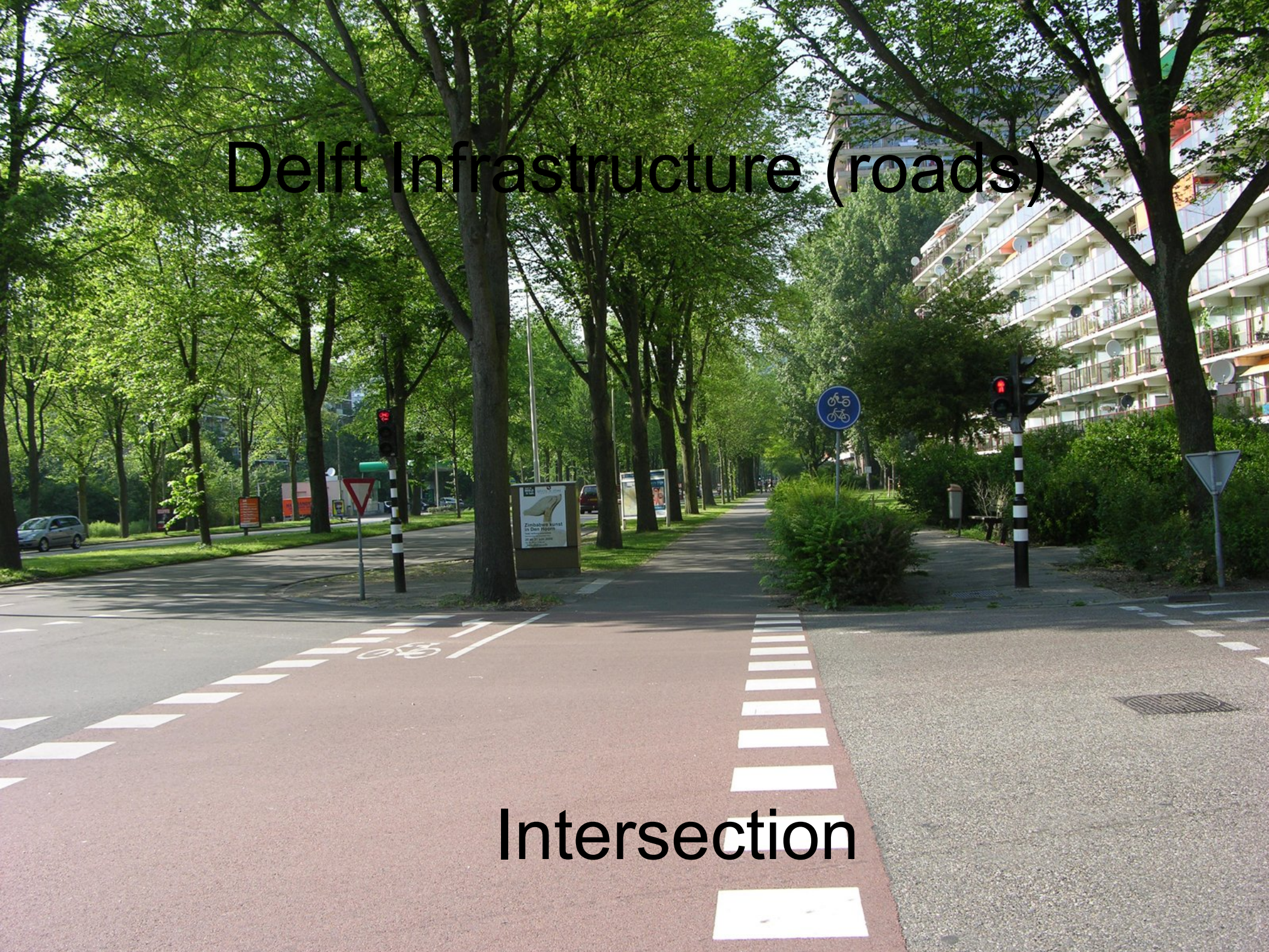
Delft Infrastructure (roads)

A street scene in Delft, Netherlands, showing a red-paved bicycle lane and a car lane. A black car is in the foreground, a blue car is in the middle ground, and a red car is further down the road. The scene is framed by trees and buildings.

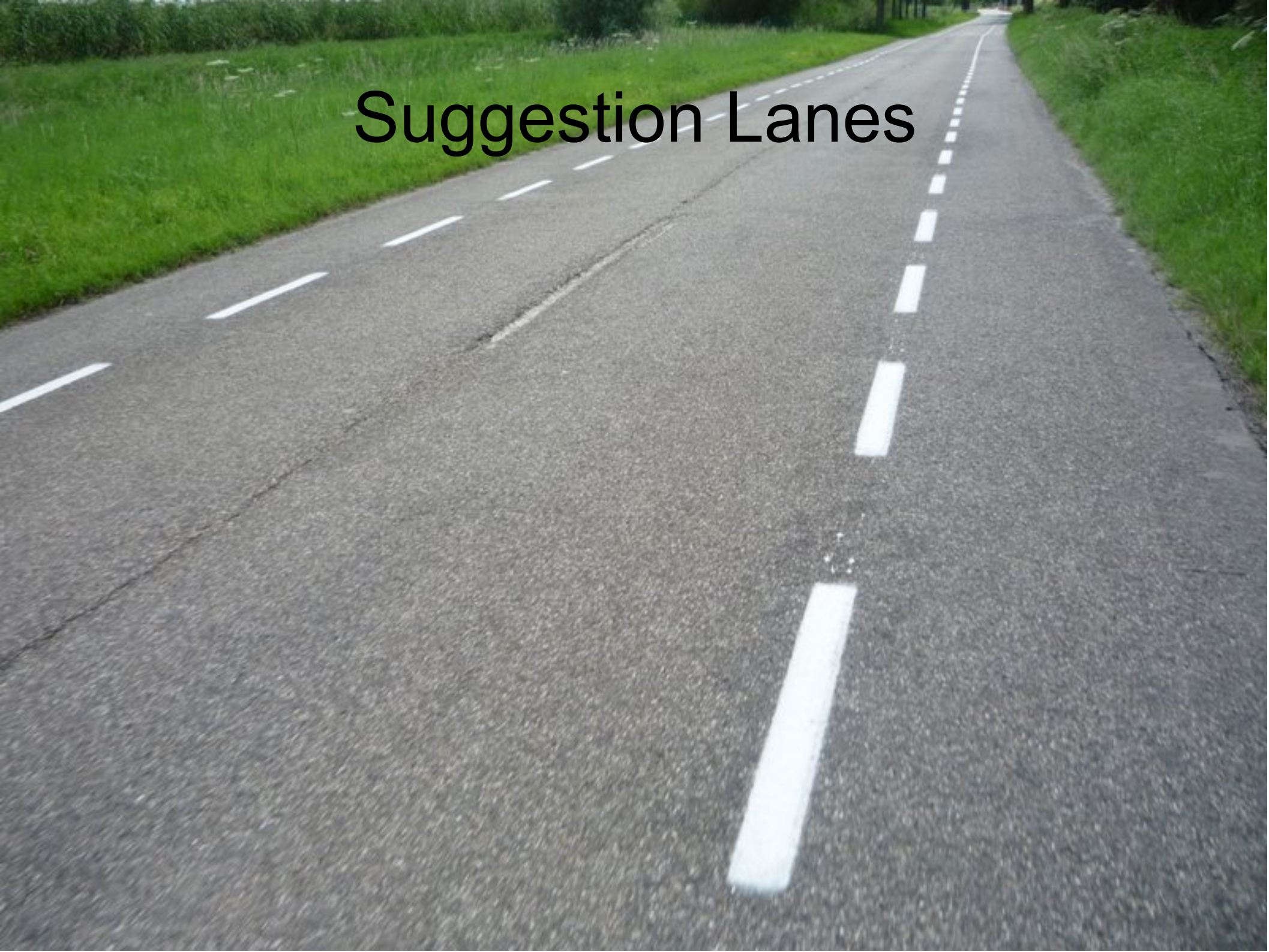
Separation @ intersections

Delft Infrastructure (roads)

Intersection



Suggestion Lanes





Colored Suggestion Lanes

Delft Parking

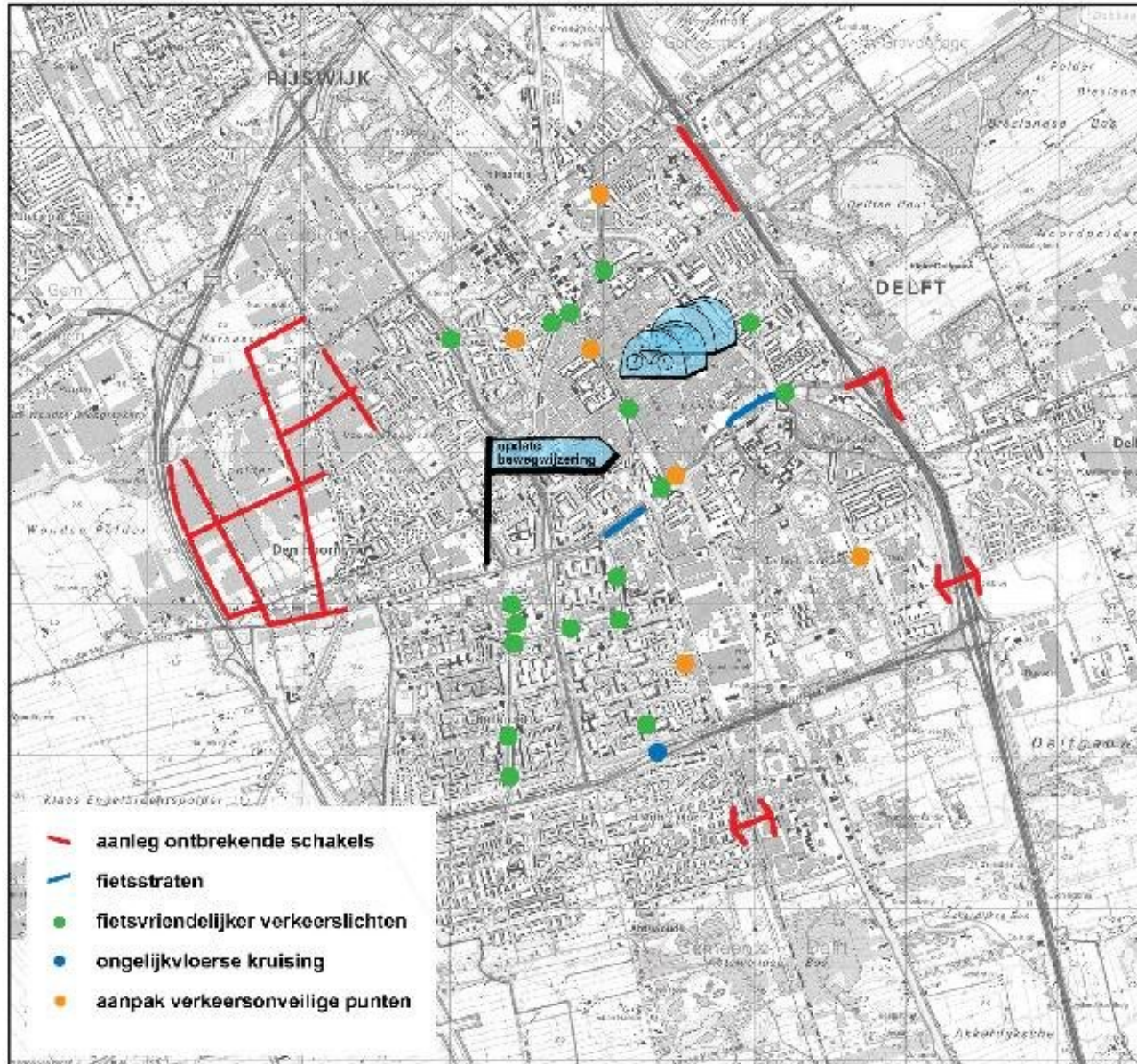
Delft- infrastructure (parking)



Delft- infrastructure (parking)



Delft infrastructure plans

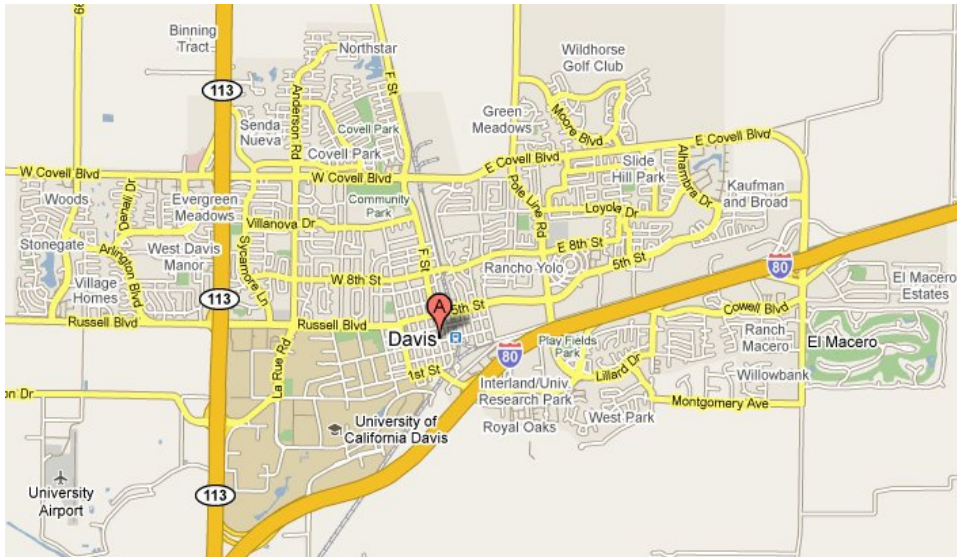


Source: Municipality of Delft, 2005

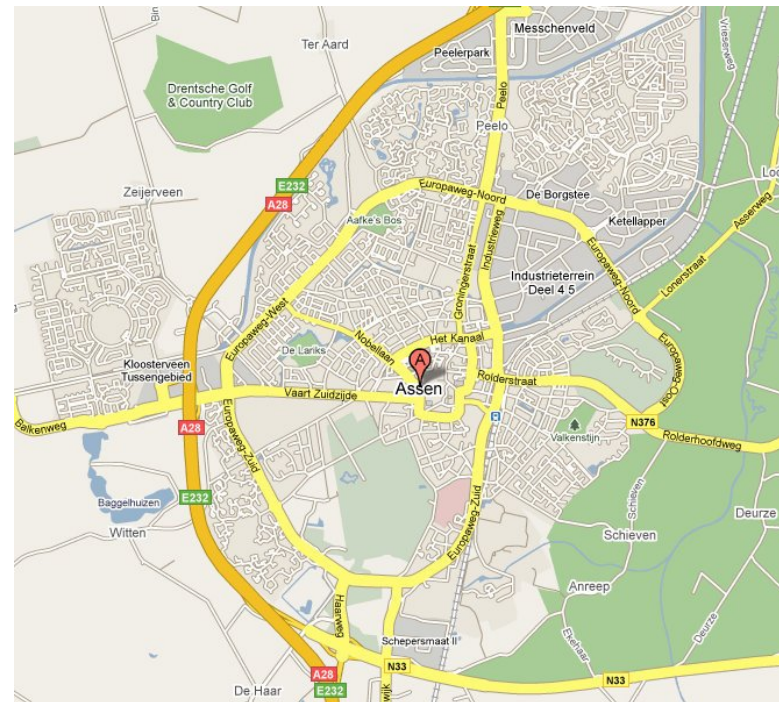
Assen, Netherlands

Davis vs Assen

- Pop 64,938
- 27 km² (11 sq mi)
- 2,396/km² (6,185/mi²)



- Pop 64,320
- 27 km² (11 sq mi)
- 2391/km² (6193/mi²)



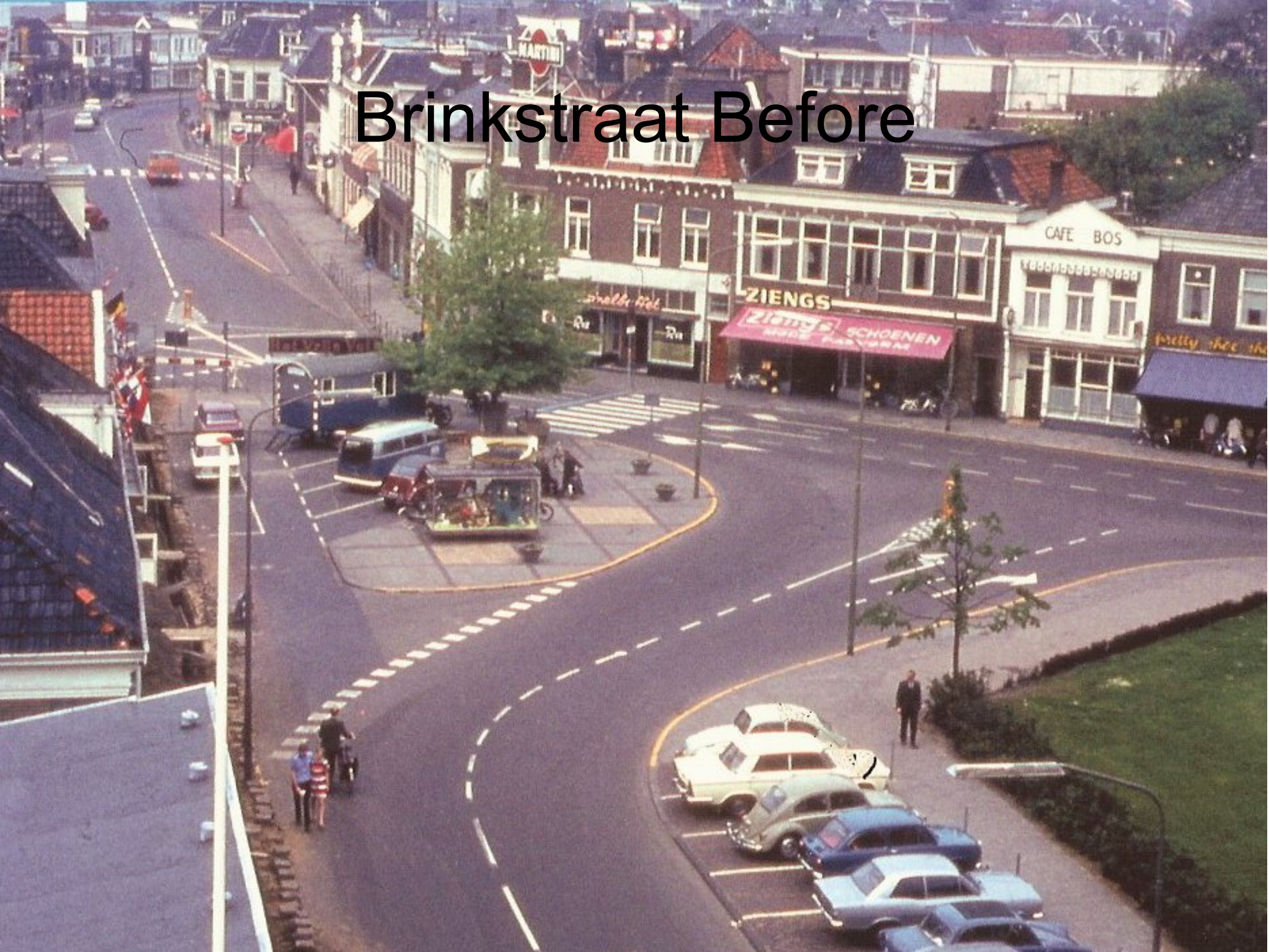
Koopmansplein Before



Koopmansplein After



Brinkstraat Before



Brinkstraat After



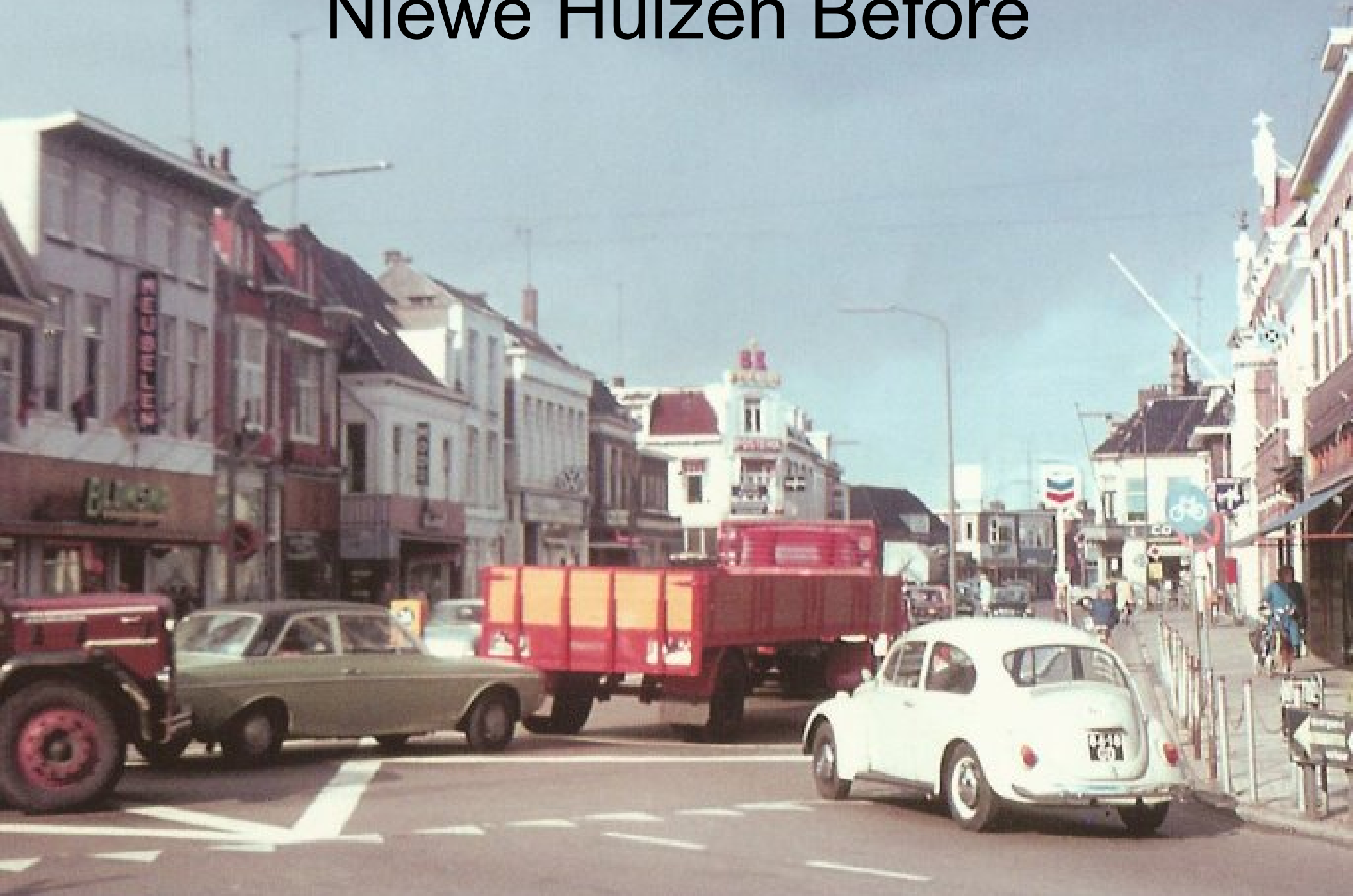
Markt Before



Markt After



Nieuwe Huizen Before



Nieuwe Huizen After



English Language Resources

Centre of expertise on bicycle policy

Advanced search

Fietsberaad

Mailing address:
Postbus 24051
3502 MB Utrecht

Visiting address:
Leeuwenstein building
Jaarbeursplein 15
Utrecht

+31(0)10 - 282 50 00
info@fietsberaad.nl

International coördinator:
Hans Voerknecht
voerknecht@fietsberaad.nl
+31(0)6 - 52 35 41 85

Links

Change of address

Subscriptions



Supermarket introduces bicycle trailer

29-09-2009

Albert Heijn, the Dutch supermarket chain, has introduced the first Albert Heijn bicycle trailer in Apeldoorn. The so-called iShop may be used inside the shop as a shopping cart and can be clipped onto the luggage carriage...

[Read more »](#)

News

■ Capricious cyclists can be modelled

20-10-2009

Can chaotic cyclists be caught in a traffic model? In London a brave attempt has been made and... with reasonable success. The

Welcome

This is international website of the Dutch Fietsberaad (Bicycle Council), the expertise centre for cycling and all related subjects. This English website provides access to the most

BAKFIETS EN MEER

City Cycling news and opinions from Amsterdam



A view from the cycle path...



Monday, 19 October 2009

A Bicycle Superhighway - from the 1970s

Bike Ride 4 into the city of Utrecht (Netherlands)



About me



David Hembrow
Assen, Drenthe, Netherlands

A cyclist in a cycling family living in the cycling province of the world's greatest cycling country. I was born in the UK, lived for a bit in New Zealand and now live in the Netherlands. I do varied work, making velomobiles, making baskets and as a cycling tour guide. My email address is david@hembrow.eu

[View my complete profile](#)

AMSTERDAMIZE

100% LYCRA-FREE, GUARANTEED

10.18.2009

I BORROWED A CAMERA AND ALL I GOT WERE THESE PICTURES

Categories: amsterdamize, photos | 4 Comments and 1 Reaction

For once this week, the flood gates didn't



10.18.2009

CUDDLY TOY

Categories: amsterdamize, video | 1 Comment and 0 Reactions

Sometimes ordinary things can just click. In this case, a set of video moments from my daily commute and a particular song.



10.16.2009

MAN BITES DOG: MEET MR DIFFERENT

Categories: amsterdamize, video | 1 Comment and 0 Reactions

The Dutch TV show 'Man Bites Dog' visited Frans Zwaagstra this summer, a bohemian farmer in



10.15.2009

LOST IRONY

Categories: amsterdamize | 9 Comments and 0 Reactions

Mikael provided a good read today with his post 'Sacred Bull In Society's China Shop', addressing the distorted notion of priorities in traffic



10.15.2009

PANDA-IZE THE WORLD 2009

Categories: amsterdamize, photos | 1 Comment and 0 Reactions

Remember this post? Well, it was time to put it together. Thank you, [top left to right, etc]



10.14.2009

WOJOFOTO-ED AMSTERDAM(IZE)

Categories: amsterdamize, photos | 2 Comments and 0 Reactions

With Amsterdamize I use the city as backdrop for what I call 'humanity in motion', aka people on



10.13.2009

CYCLE LIFE REFLECTIONS

Categories: amsterdamize, photos | 3 Comments and 0 Reactions

For quite some time now I've been dealing with three frustrations:



10.07.2009

FALL MUSINGS

Categories: amsterdamize, photos | 3 Comments and 0 Reactions

Fall has taken a firm grip on Amsterdam, tossing and turning, unresolved on what to throw at its inhabitants, sometimes ruthlessly



10.02.2009

THE CHASE

Categories: amsterdamize, video | 2 Comments and 1 Reaction

My friend Isabelle got inspired by Amsterdamize and found a subject of interest. She filmed it on the fly... I mean ride and handed me the files. This is how it turned out, enjoy!

09.29.2009

HERFST-HERBST-AUTUMN-FALL-AUTOMNE-EFTERÅR-AUTUNNO-秋-FÓMHAR-OTOÑO

Categories: amsterdamize, photos | 10 Comments and 2 Reactions

What does your

09.27.2009

NIGHT CRITTERS

My friend Isabelle got inspired by Amsterdamize and found a subject of interest. She filmed it on the fly... I mean ride and handed me the files. This is how it turned out, enjoy!

09.27.2009

THE SEARCH FOR CAMILLA

My friend Isabelle got inspired by Amsterdamize and found a subject of interest. She filmed it on the fly... I mean ride and handed me the files. This is how it turned out, enjoy!



Other European Cities

Ghent, Belgium





DIY Repair Shop



**CECI N'EST PAS UN PARKING
U STAAT IN DE WEG !**

www.graçq.org

www.fietsersbond.be/brussel

www.nomo.be

Paris, France



L'Ec

POUR
POUR
TION

ATTORNI

BOITE A OUTILS



Peugeot

Super

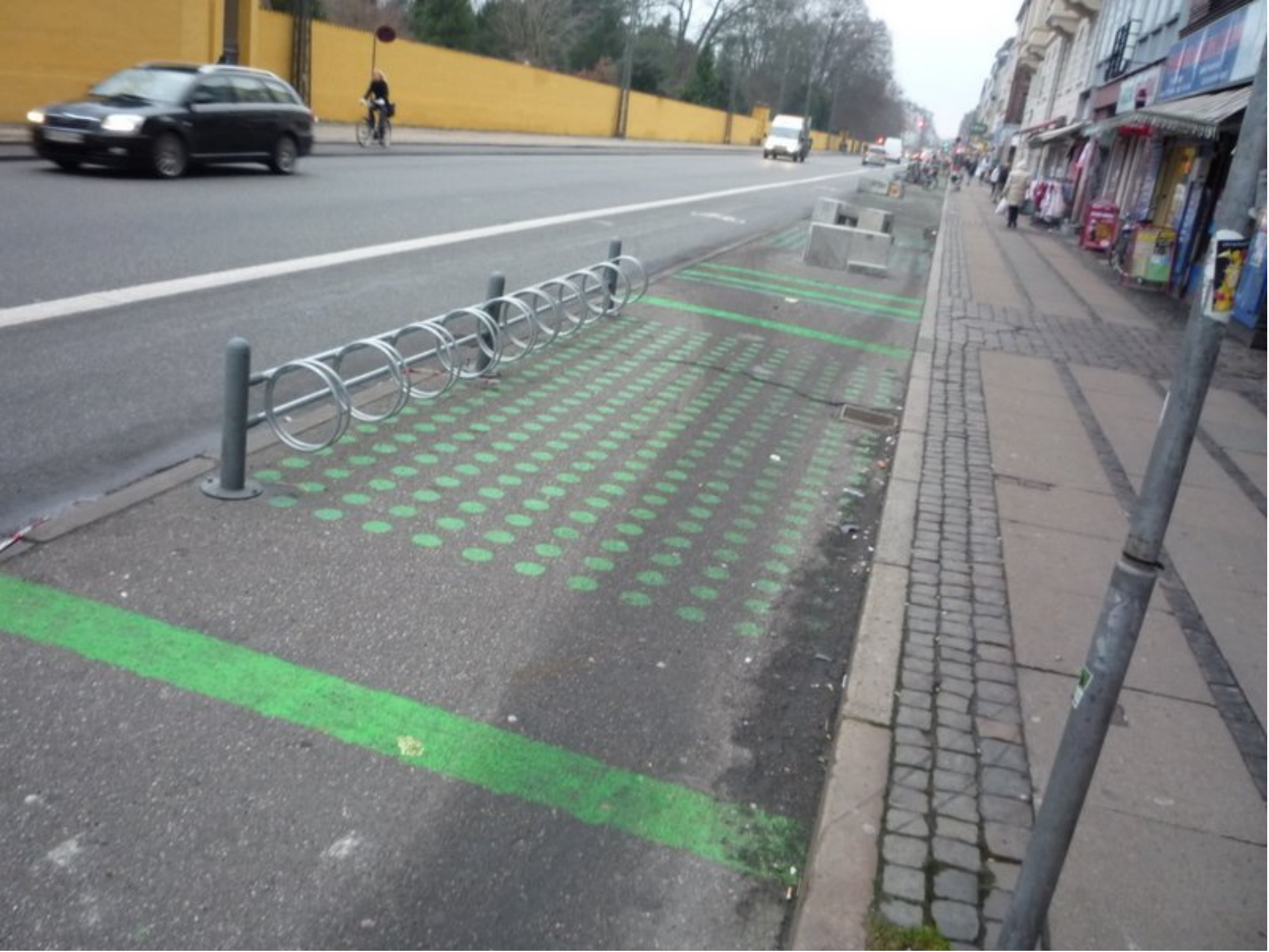


Bus/Taxi/Bike Combo Lane




Copenhagen, Denmark







Denne butik er lukningstruet
p.g.a. omlægningen af trafikken på Nørrebrogade

 **DANSK BOKRÅD**

2018
Denne butik er lukningstruet p.g.a. omlægningen af trafikken på Nørrebrogade

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**TEGNEREN
IB ANDERSEN**

2018
Denne butik er lukningstruet p.g.a. omlægningen af trafikken på Nørrebrogade

EDIN

2018
Denne butik er lukningstruet p.g.a. omlægningen af trafikken på Nørrebrogade



OUR CYCLING LEGENDS DRESS DIFFERENTLY THAN YOUR CYCLING LEGENDS.



THE ORIGINAL CYCLE CHIC. FROM COPENHAGEN. DEPUIS 2006.

'THE SARTORIALIST ON TWO WHEELS' - THE GUARDIAN
'TOP 100 BLOGS WORLDWIDE' - THE TIMES
'TOP 10 HOTTEST FASHION WEBSITES' - MARKETING MAGAZINE

2 OCTOBER 2009

Boot Season



KM CYCLED IN COPENHAGEN SO FAR TODAY:

1,093,389

FEED OFF CYCLE CHIC DAILY

4331 readers

BY FREDDURNER

CYCLE CHIC ON FACEBOOK

COPENHAGENIZE.COM

**CYKELHJELME?! HER I VERDENS
SIKRESTE CYKELLAND?**

VELORBIS
-classic bicycles-

**NEW MEN
THE F**



I hereby declare that the Cope

for the love of bicycle culture.
100% independent advocacy.
from copenhagen.



**COPEN
HAGEN
IZE.
COM**



Cycling Embassy of Denmark

Welcome About the members Links Calendar Press room Contact

Cycling in Denmark

- Bicycle Campaigns
- Bicycle Cities
- Bicycle Infrastructure
- Bicycle Parking
- Bicycle Tourism
- Bicycling History
- Bicycling Statistics
- Cycling Photos

Welcome



About us

Cycling Embassy of Denmark is your centre for cycling knowledge in Denmark. We are experts in city planning, infrastructure, cycling promotion, parking facilities, cycling tourism, biking equipment and much more. We gather the best information from the private, public and non-profit sector in an effort to be your primary source of cycling knowledge and cycling products [read more >>](#)

Event Calendar

< Sep							Nov >
October 2009							
M	T	W	T	F	S	S	
			1	2	3	4	
5	6	7	8	9	10	11	
12	13	14	15	16	17	18	
19	20	21	22	23	24	25	
26	27	28	29	30	31		

FREDERIKSBERG
KOMMUNE

PRINCIPIA

KILDEMOES

REELIGHT
BATTERY-FREE BIKE LIGHTS



VisitDenmark
The Official Tourism
Organisation of Denmark



GEHL ARCHITECTS
URBAN QUALITY CONSULTANTS



VEKSØ



Other European Information

VELO-CITY GLOBAL
IN COPENHAGEN
JUNE 22-25, 2010

- FIRST ANNOUNCEMENT -
WORLD'S LARGEST GLOBAL
CONFERENCE ON CYCLING

- Largest bike conference in Europe
- ECF + Host city
- 2009 – Brussels
- Charter of Brussels
- 2010 - Copenhagen
- We need more Americans present!

Favorite quote: *Stop defending the bicycle. Promote the bicycle!*



**Ask me
why I cycle
without a
helmet**

Curious?

Read this brochure and question helmet propaganda.

Want an easy way to help?

Wear a button and bring truth to the helmet discussion.

Want to help even more?

Take part in the European Cyclists' Federation (ECF) Helmet Working Group.



ECF Position on Helmets:

Cyclists typically live longer and healthier lives; serious head injuries are rare and the evidence in favour of helmet wearing and helmet laws is weak. The main effect of helmet laws has not been to improve cyclists' safety but to discourage cycling, undermining its health and other benefits.

We therefore call upon authorities to:

- focus on well-established measures to promote cycling and cyclists' well-being;
- recognise that the benefits of cycling far outweigh the risks;
- refrain from promoting or enforcing helmet wearing without sound evidence that this would be beneficial and cost-effective compared to other safety initiatives.

This brochure is the work of the ECF Helmet Working Group. All representatives of ECF member organizations are invited to join this group. Find more helmet information see www.ecf.com/3500_1 (Policy / Safety) and how your organization can become an ECF member at: www.ecf.com or email Dr. Randy Rzewnicki at randy@ecf.com



À VÉLO CITOYENS!

portraits photographiques
de cyclistes urbains

[...] Nous avons su, une seule fois, fabriquer de nos mains une machine si souveraine qu'on la nomma dès sa naissance « la petite reine ».
Une machine qui, pour la première fois dans l'évolution comparée de la vie et des techniques, ne nous protège pas de sa cuirasse,
mais mime au contraire l'intimité des os en laissant notre chair déborder vers le monde. [...] Michel Serres





Stress Free Bicycling



Summary

Make cars **inconvenient**

- More public transportation
- More pedestrian space
- More bike infrastructure

Try new ideas (temp or permanent)

Bicycle and Pedestrian Travel should be

STRESS FREE

Driver education

USE your political will to make change happen!

MOOREBICYCLES

PEOPLE RIDE BICYCLES IN THE NETHERLANDS...A LOT. THESE ARE MY THOUGHTS ABOUT WHAT I LEARN AND SEE IN THE LAND OF BICYCLES AND TULIPS.

FRIDAY, JUNE 26, 2009

Dry seats



Some companies advertise by printing tons of bicycle seat covers and putting them on bicycles in dense parking areas. In this case the

ABOUT ME



JASON MOORE

[VIEW MY COMPLETE PROFILE](#)

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Thank you