Pedestrian and cycle friendly urban transport in the Netherlands

The Dutch Approach

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The Dutch approach

- Facts and figures
- Typical Dutch
- Objectives
- Approach
- Highlights policy
- Lessons learned
Mobility in the Netherlands

Modal split on short distances

Car ownership

Source: RWS/AVV 2005/MCN 2005

2008: 7,597,000
Source: BOVAG

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# Model split in 2007

<table>
<thead>
<tr>
<th>Mode</th>
<th>In distance km</th>
<th>In single trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car (driver)</td>
<td>55 %</td>
<td>32 %</td>
</tr>
<tr>
<td>Car (passenger)</td>
<td>20 %</td>
<td>15 %</td>
</tr>
<tr>
<td>Train</td>
<td>9 %</td>
<td>2 %</td>
</tr>
<tr>
<td>Bus-Tram-Metro</td>
<td>3 %</td>
<td>3 %</td>
</tr>
<tr>
<td>Motor</td>
<td>1 %</td>
<td>1 %</td>
</tr>
<tr>
<td>Bicycle</td>
<td>7 %</td>
<td>26 %</td>
</tr>
<tr>
<td>Walking</td>
<td>2 %</td>
<td>19 %</td>
</tr>
<tr>
<td>Other</td>
<td>3 %</td>
<td>2 %</td>
</tr>
</tbody>
</table>
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Ministerie van Verkeer en Waterstaat

Typical Dutch
- The Netherlands bicycle country number 1!
- More bikes than people, 18 million bikes, 16.5 million inhabitants!
- In 2008, in 27% of the trips we use the bicycle!
- In cities even higher, more than 50%!
Advantages for cyclists:

- **Joy!** Freedom, flexible, being in the open air
- Safety
- Cheap
- The fastest way to go about in town
- Easily to combine with other modes of transport
Advantages in general

Sustainability
  human powered energy

Health
  to promote physical exercise

Environment
  no air pollution

Traffic efficiency
  Efficient on space and energy

Economy
  Cheap for cyclist and society

Liveability
  Urban areas
Objectives policies

- More commuter traffic (Accessibility of cities)
- Health and sports
- Climate and air pollution
Approach, framework and strategy

- Coherence between policies spatial planning and mobility.
- Mobility policy: trip from door to door is the focus, not the mode.
- Policy making:
  to provide comfort, safety and save money for cyclists.
- Joint responsibility from central and local governments
  - regional/local authorities → decentralisation
  - Fundings for regions: 12 provinces and 7 urban regions (BDU) €1,8 bln. including €1,2 bln. for PT
  - National actionplan: additional measures of € 70 mio
Integrated policy making at all levels

- Transport: commuter traffic, parkings at railway stations, road safety.
- Interior affairs: bicycle theft in cooperation with the police.
- Finance: stimulating bike ownership & use by taxfree km-allowances.
- Health and sport: public health, obesitas and sports.
- Agriculture: cycling and tourism in the countryside.
- Environment: climate and air pollution.
Highlights of the national policy

- Promote regional bikelanes
- Investing in bicycle parking facilities near railway stations: next 4 years + 100,000
- Reduction of bicycle theft: 100,000 less in 4 years
- Reduction of bicycle accidents: special focus on the elderly + children
- Stimulating employers to facilitate bicycle use
- Promote cycling in health campaigns
Lessons learned

• Cycling is a mobility culture
• More cycling is creating safer traffic situations
• Do it together, at all levels and all disciplines
• Look at the whole chain! 40% is pre-train trip
Thank you!

More information:

Brochure: Cycling in the Netherlands

Website: www.fietsberaad.nl