DUTCH CYCLING EMBASSY

POLIS
CITIES AND REGIONS FOR TRANSPORT INNOVATION

ANNUAL CONFERENCE
2022

Evaluating the success of cycling cities: Hardware, software and orgware

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Dutch Cycling Embassy • December 1st, 2022

Dutch Cycling: For a Bicycle-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.

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

www.dutchcycling.nl

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ARTGINEERING
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DUTCH CYCLING EMBASSY

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STICHTING LANDELIJK Fiets PLATFORM
STREET STUFF!
STUDIO BEREIKBAAR
Swapfiets
the urban future visual insights boosting cities

TILER
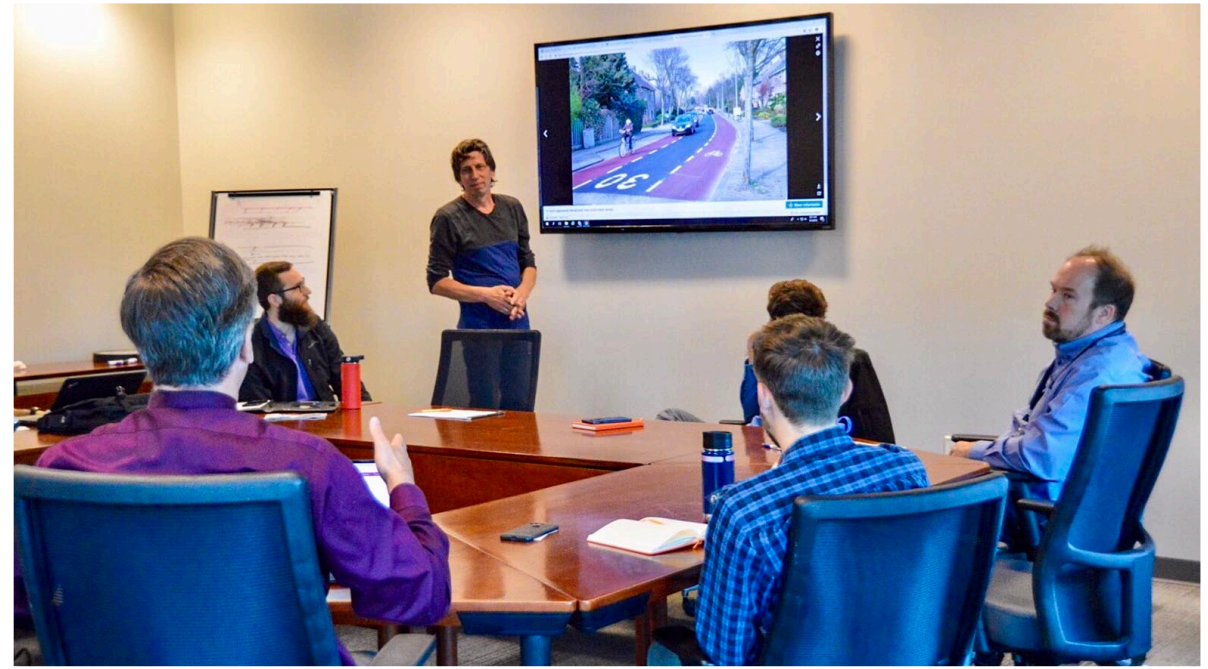Tour de Force
TRACEFY KEEP YOUR BIKE CLOSE
triple Joy bureau voor fietsstimulering
TU Delft
vconsyst
VelopA LET'S GO OUTSIDE
WHEELY LIFT
hogeschool Windesheim Dichter bij jou
wobs WARM ON BIKES

PEDALING THROUGH PANDEMIC

FROM CAR TO PEOPLE ORIENTED

1971
Amsterdam Archives

2020
schlijper.nl today

FIETSROUTE DOOD voor MIDDENSTAND

EEN GEWARSCHUWD MENS TELT VOOR TWEE

GEEN POLITIEK HET GAAT OM ONS BESTAAN

VEEL BELOVEN

DON'T BE AFRAID TO EXPERIMENT

Delft

1984

verkeersvoorzieningen
vastgesteld fietspadennet

vastgesteld fietspadennet
— stadsnet of corridors
— wijknet

Source: Verkeerskunde 1/2014

Density: 875 inh./km2

Cycling network
— City level
— District level
— Neighbourhood level

Source: presentation by Zbynek Sperat

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!**

University
Work
School
Gym
Shop
...

# THINK AT THE NETWORK LEVEL

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

GRONINGEN
AVERAGE TRAVEL TIMES

12 minutes

2 minutes
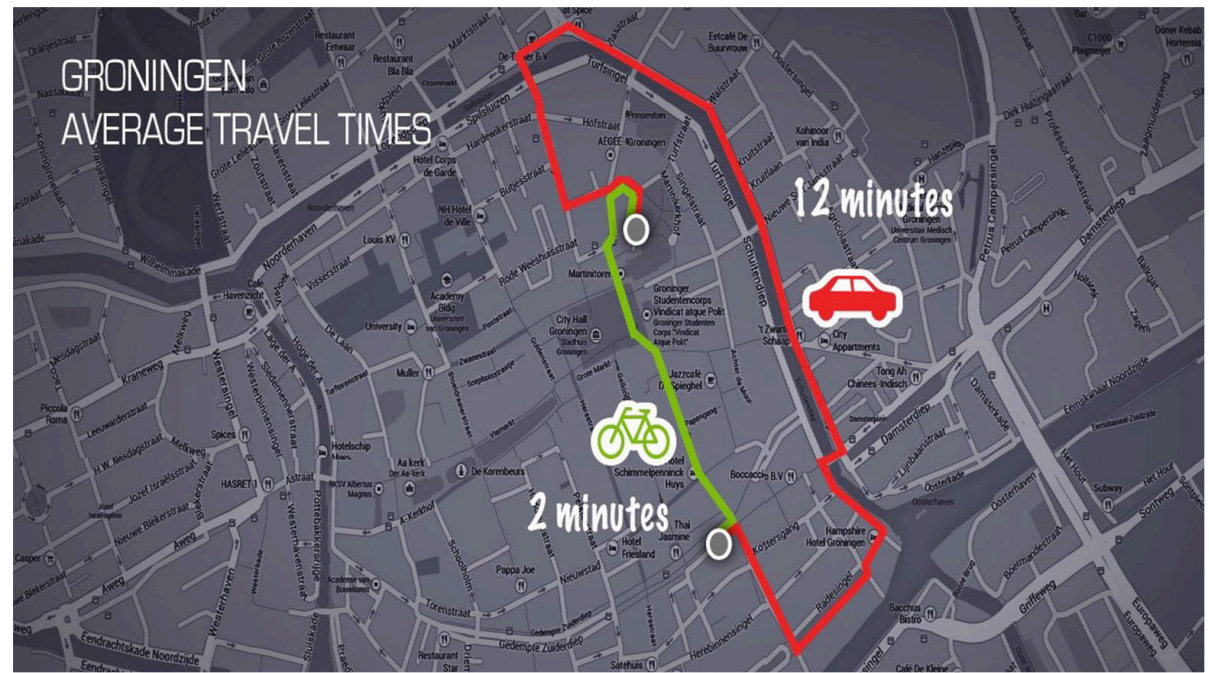
EVERY BIKE PLAN NEEDS A CAR PLAN

HARDWARE, SOFTWARE & ORGWARE

A good strategy to make cycling a lasting component in the mobility mix of your city,
is a masterplan built up out of:

Software
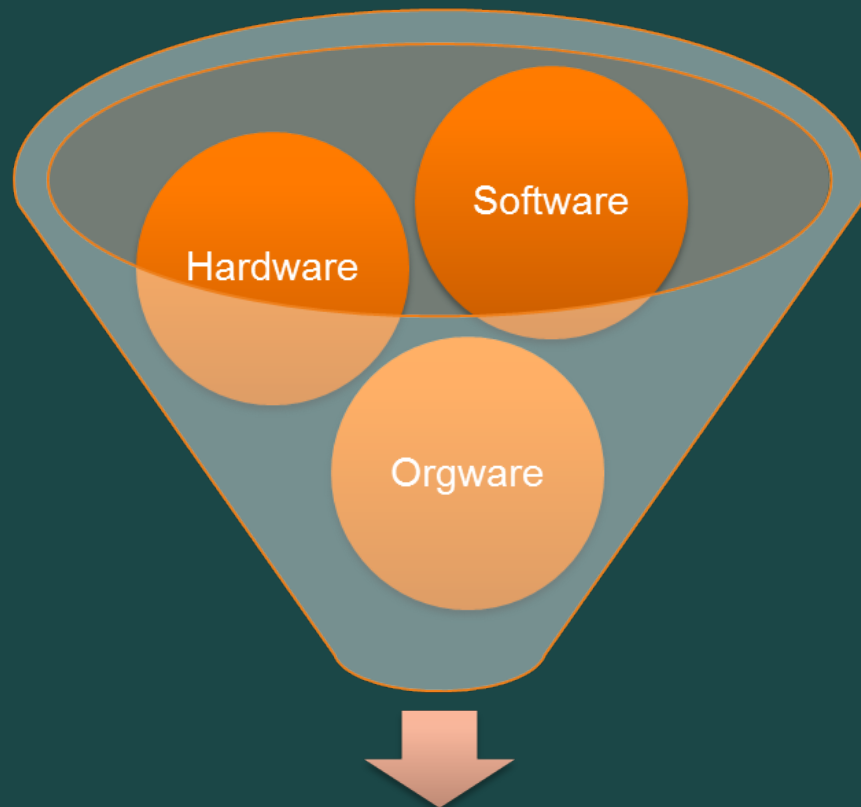
Hardware

Orgware

Hardware: the material/physical
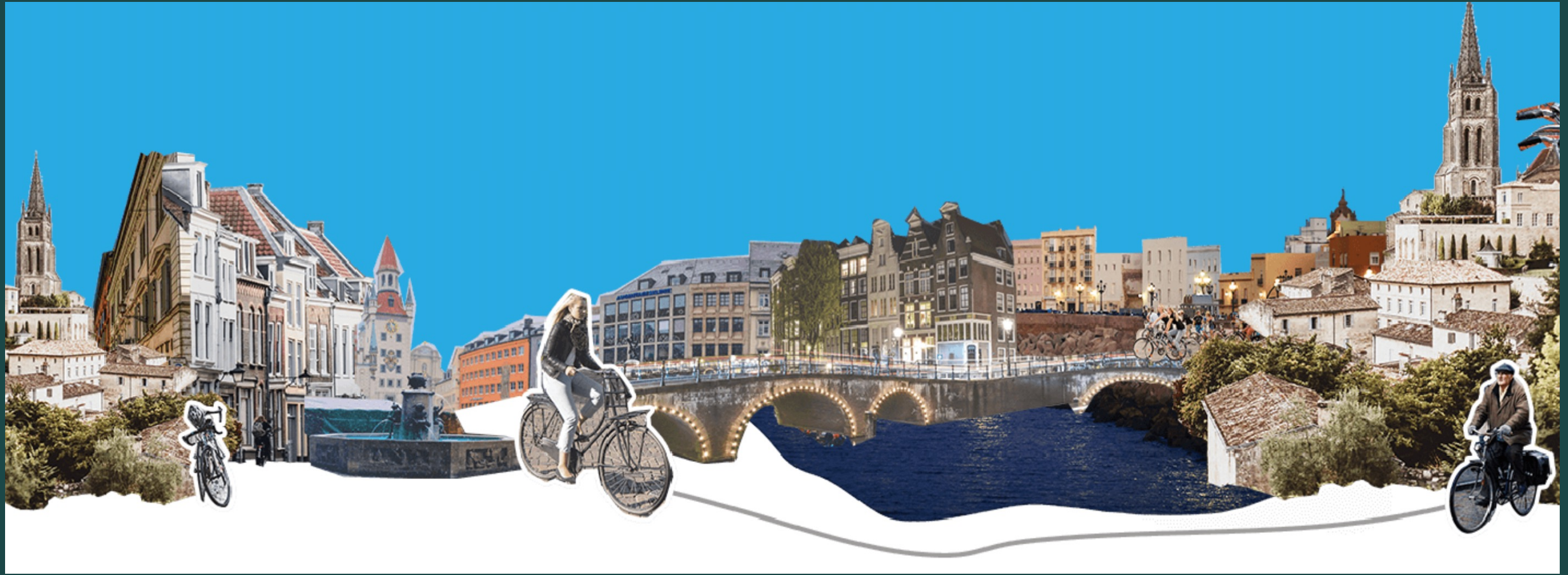necessities for cycling

Software: the human side of mobility

Orgware: the cooperation process
needed between all the actors

Bicycle inclusive mobility

Welcome. Please press Start to continue.

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START →

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