

The Netherlands - Why Bicycles work

Infrastructure and other considerations

Terry Valentine B.E. , MBA



The following slides make extensive use of photographs taken to demonstrate the practical factors in providing integrated infrastructure that promotes bicycle use and the resultant continued uptake in the Netherlands. There are also some slides on taxation and government incentives which promote sustainable transport.

Terry Valentine - Introduction

- Bachelor Engineering – Civil (Thesis Intersection Treatment)
- Many years in construction industry
- Marketing / Project Manager Stratford Traffic
 - Featured in Civil Engineers Australia Oct 1994 Fog Warning System
 - Produced video “Traffic Survey Technology”
 - Co-Author of paper at international conference 1995 (Application of Light Emitting Variable Message signs ...)
 - Co-Author of paper on Bicycle and Pedestrian Detection
- Lived 10 years in Netherlands

About Cycling in the Netherlands

- Population ~ 16.5m
- 27% of all trips by bike ⁽¹⁾
- Of all bike trips
 - 32% to work or School ⁽¹⁾
 - 22% Shopping ⁽¹⁾
 - 55 % trips by Woman ⁽¹⁾
 - All Age Groups ⁽¹⁾
 - Similar different income classes ⁽¹⁾
 - 40% train users incl. bicycle in journey (200 000 per day) ⁽²⁾



(1) John Pucher and Ralph Buehler 'At the Frontiers of Cycling: Policy Innovations in the Netherlands, Denmark, and Germany'

(2) Presentation <http://www.vimeo.com/4381805> by NedRailways (Bike and Train Study Tour Apr 2009 for MPs and Lords from the All Party Parliamentary Cycling Group)

Transport Considerations

- Den Haag (The Hague) Station
 - Transport Interchange
 - Bicycle parking and facilities
- Den Haag HS Station bike parking facilities
- Shop near HS Station
- Local Government
 - The Main Street of Den Haag
 - Removal unused bicycles
 - Parking around town
- General Infrastructure
- Government incentives
 - Taxation of travel
 - Elimination of travel
 - Support infrastructure to not have car