

The Netherlands - Why Bicycles work

Infrastructure and other considerations

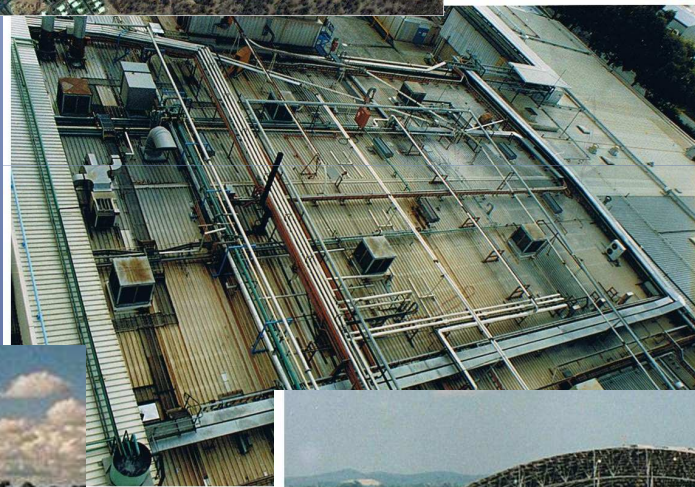
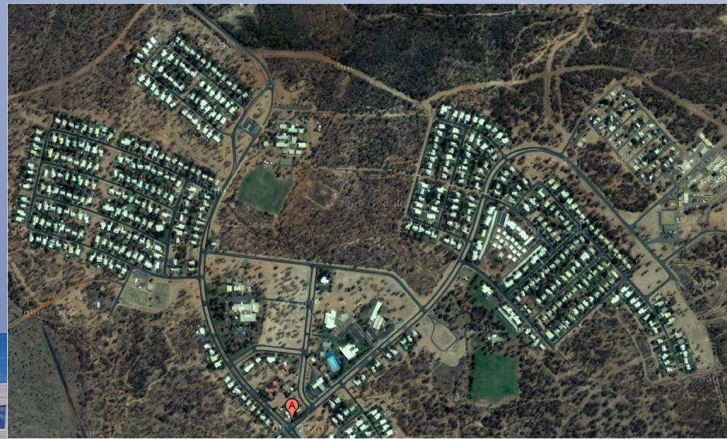
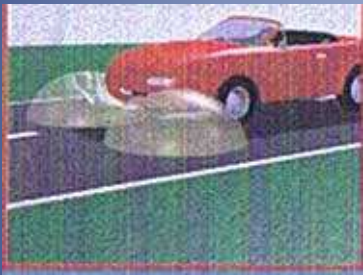
Terry Valentine B.E. , MBA



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



17 June 2009

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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 also bike(200 000pd) ⁽²⁾



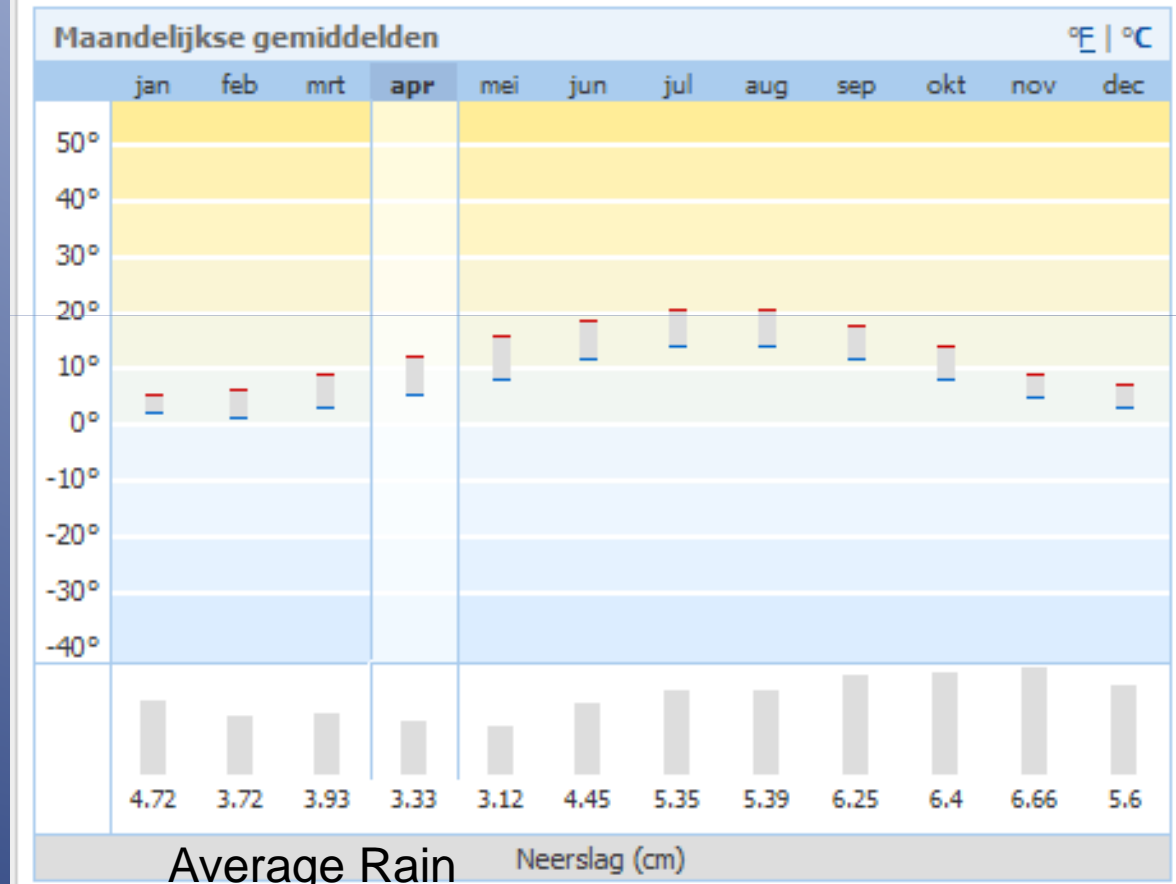
(1) John Pucher and Ralph Buehler 'At the Frontiers of Cycling: Policy Innovations in the Netherlands, Denmark, and Germany'

(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)

Climate

Average Temperatures

Alle Den Haag, Zuid-Holland kaarten weergeven



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

Den Haag Central Station

Station Bike
Parking
(temporary move
to side then
underground)

Pedestrian
Path

Bicycle
Path



Unsecured Storage being replaced



New (2009) Temporary Free Bike Parking Facilities

Tram



2 levels of free bicycle storage (with top level being a double level explained later)

Beneath Bicycle storage is K&R (Kiss and Ride) which is car drop off pick up place

New (2009) Temporary Free Bike Parking Facilities



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Ramp to new bicycle parking

K&R area
(kiss and Ride i.e.
drop off point for
cars with very
limited stay
duration



Rail for Bike Tyres

Storage 1st level

Ramp to
2nd Level



Top Floor or Centraal Station

2nd level of
Free Bike
storage



Tram

Bus Terminal

Ramp down to Paid Secure Storage



Pass the shop when putting bike in



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Bike Repair Section



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The Bike Storage

Row V
(this side)



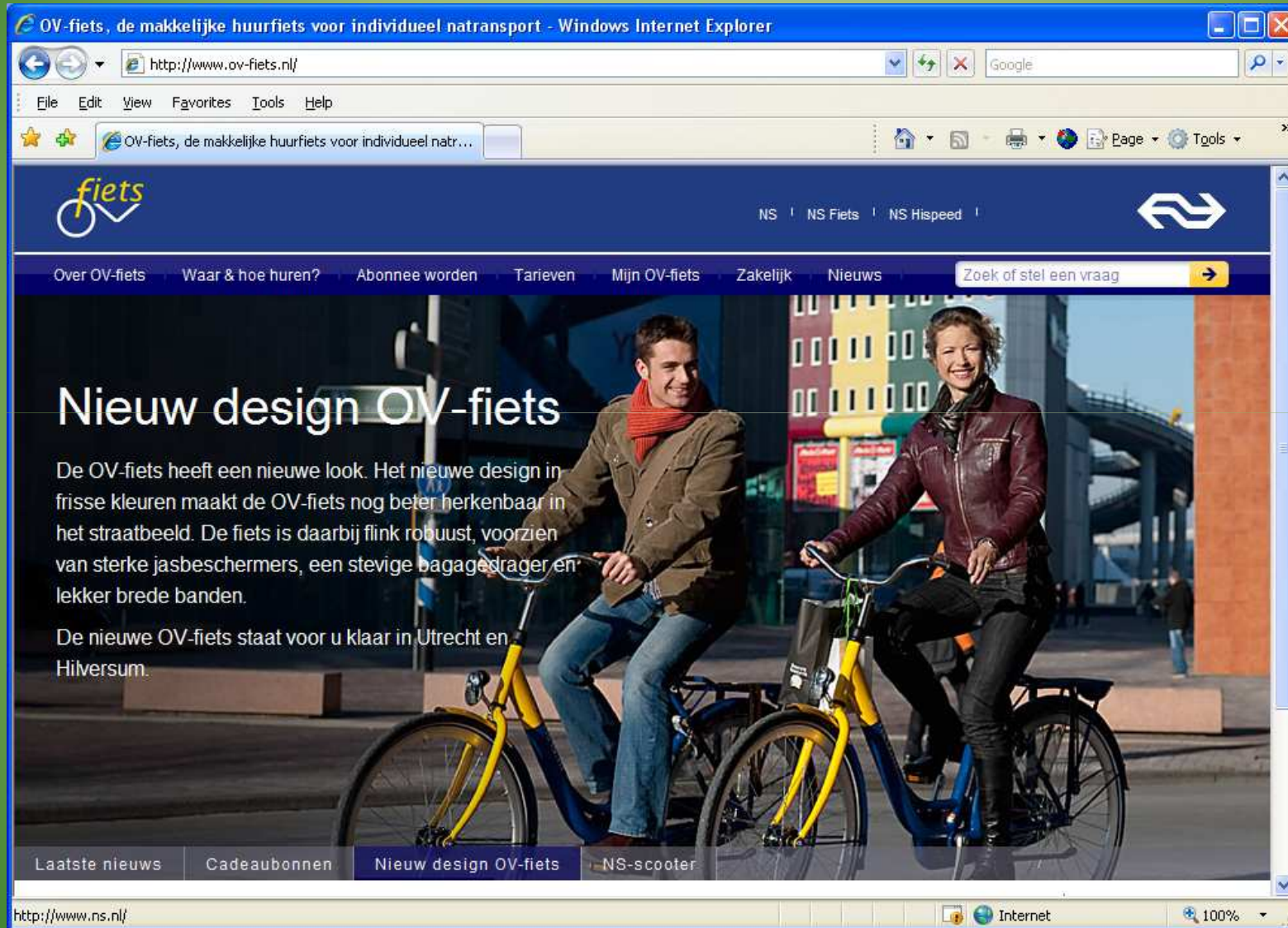
Hire area



Hire bikes (people visiting Den Hague)



Public Transport Bicycle Hire Web Site



Exit to Station



Entry into main hall of station



High density Free bike parking (HS Station)



Precast bike racks (HS Station)



Double height racks



Bicycle tunnel under Den Haag HS



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Commercial Bike shop repair facilities



Commercial Bicycle Workshop



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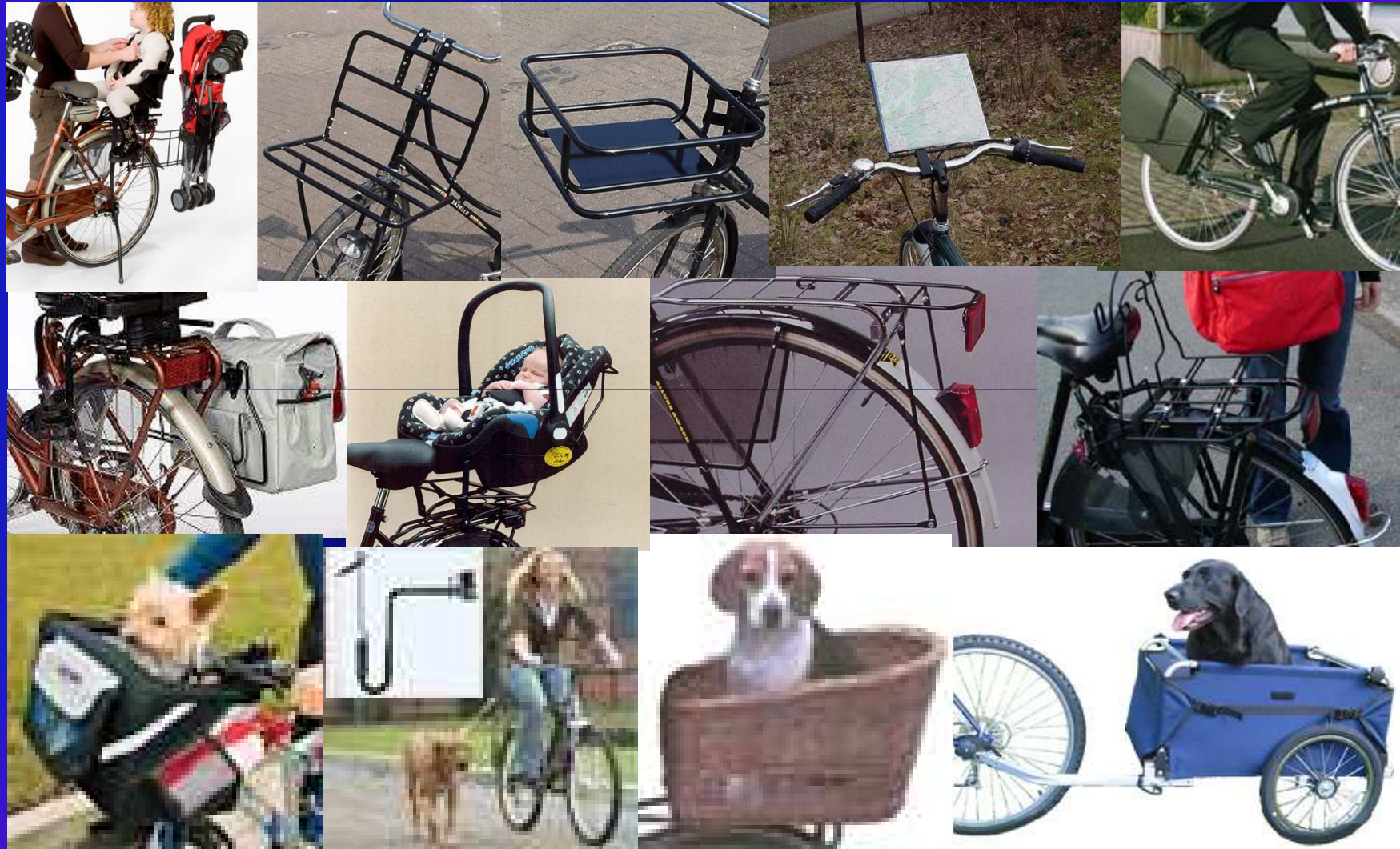
Child seat (front and rear)

Front mount
baby seat



Rear mount child
seat
(over Pack Rack)

Accessory proliferation



Bakfiets



Den Haag Main Street



25 April 2009

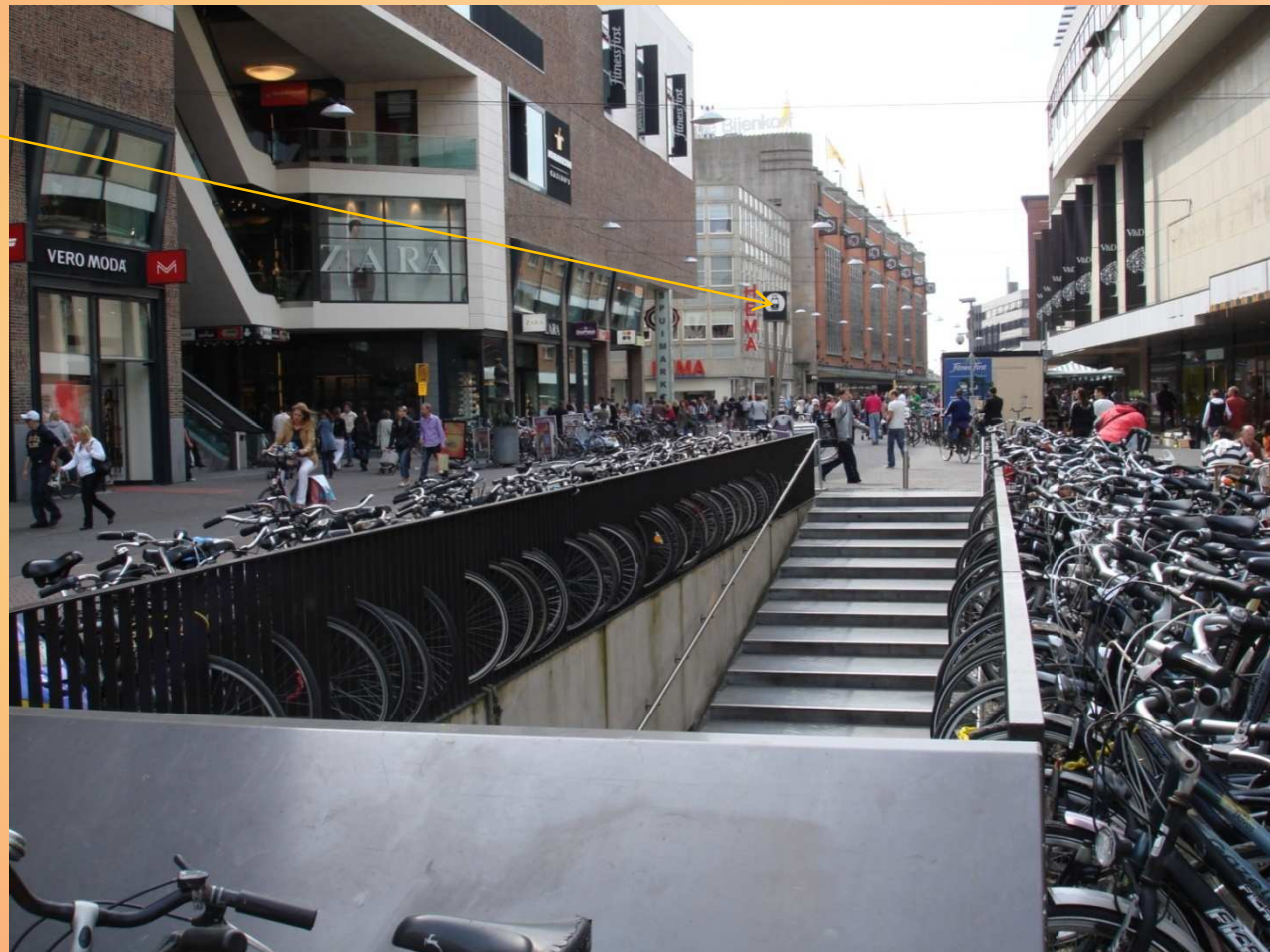
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Main Street (entry to tram)

Tram Entry sign

Trams in main street put underground several years earlier along with a car park the length of the street and basement entry to shops.



Elderly on electric motorised scooters use the bicycle paths extensively



Passengers



Another Bakfiets



One Child and some shopping (plastic boxes)
The frame is for a rain cover

Front seat (where the plastic boxes are) is folded up but is set up to seat 4 Children with belts (and parent on the pedals)



On rear pack rack this attachment is to hold a light weight pram.



Main Street Consumer Electronics shop



Local Government parking notice/check



Notice on Bike

Good Lock to
Rubbish bin
Lock on frame
protected rear
wheel

But front
wheel and
seat possibly
stolen



Bicycle Parking



Example of Bicycle parking



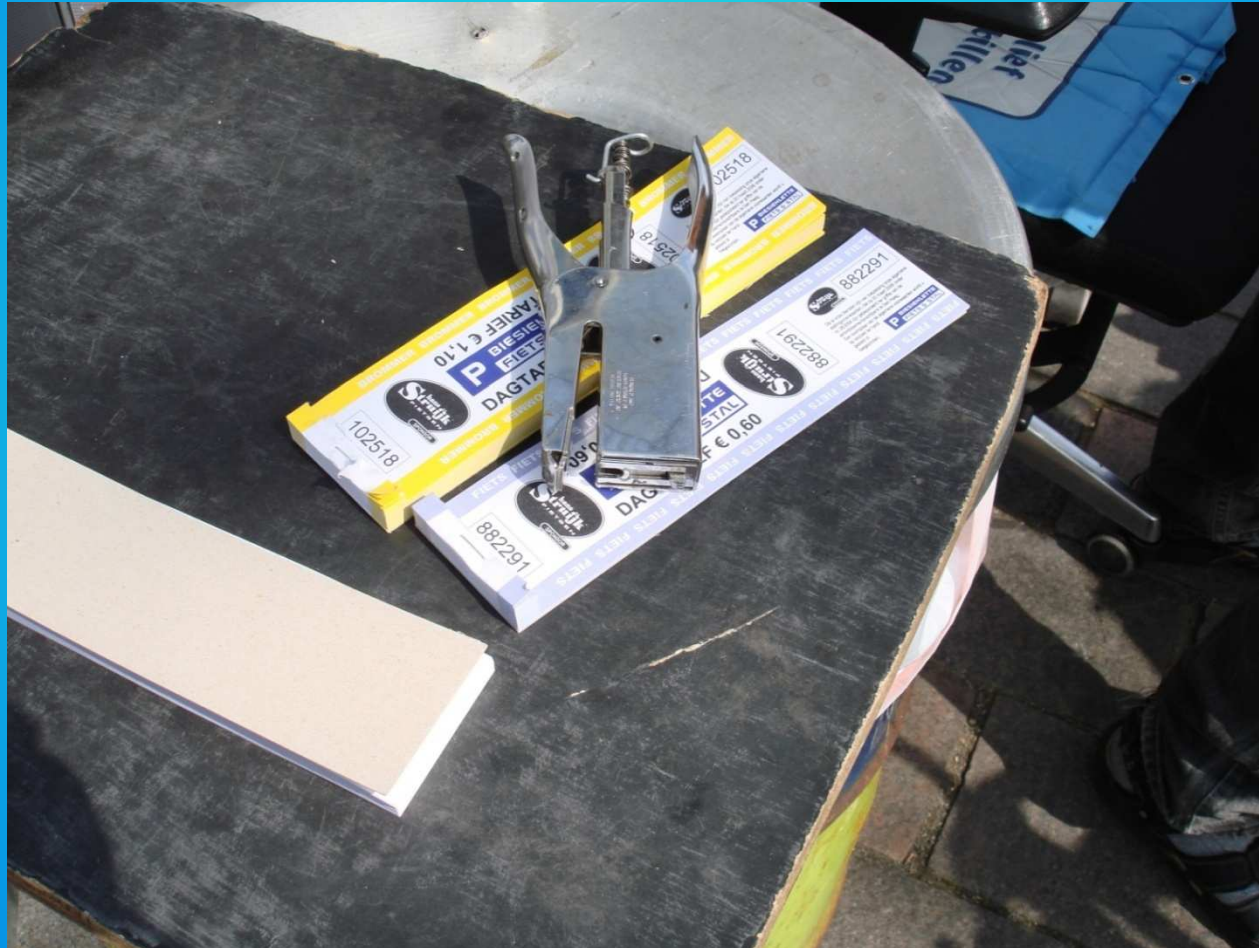
Bike facilities near café!



Secure Bike Parking / Employment initiative



Tickets for bike collection



Numbered ticket attached



To collect the Bicycle owner matches
their part of ticket to show controller



Another Secure Storage Facility



Rates and note year contract possible

Bike €0.60
Deal Card 12 visits €6.00
Year Contract €50.00

P BIESIEKLETTE FIETS & STAL

STALLING GROTE HALSTRAAT

DAGTARIEVEN:

FIETS	€ 0,60
VOORDEELKAART (12x STALLEN)	€ 6,00
JAARABONNEMENT FIETS	€ 50,00

GELIEVE VOORUIT TE BETALEN
BIJ VOORBAAT DANK

BIESIEKLETTE FIETS & STAL
Buggyverhuur:
€ 1,00 per keer.
(Vraag ernaar bij de beheerder van de fietsenstalling.)

OPENINGSTIJDEN:

MA/DI/WO	08:00 - 18:30
DONDERDAG	08:00 - 21:30
VRIJDAG	08:00 - 18:30
ZATERDAG	08:30 - 18:30
ZONDAG	11:30 - 18:30

 **OP SLOT ?!**

Op al onze diensten zijn van toepassing onze algemene voorwaarden, welke op 25-2-2002 onder nummer 26/2002 zijn gepubliceerd ter griffie van de arrondissementsrechtbank te Den Haag.

Advertisement opportunity



Cycle up to recycling facilities



Police on Bicycles



Typical Bicycle path



Bike Path at intersection



Dedicated
bicycle
Signals

More Bike paths



Bicycle path under the overpass



Traffic lights
for cars and
bicycles

Photo taken
of different
bicycle
configuration

Tunnel under Railway

Sign Translation
Bicycles Pedestrians



Steps down with guide rails both sides then get back on bicycle under rail line.

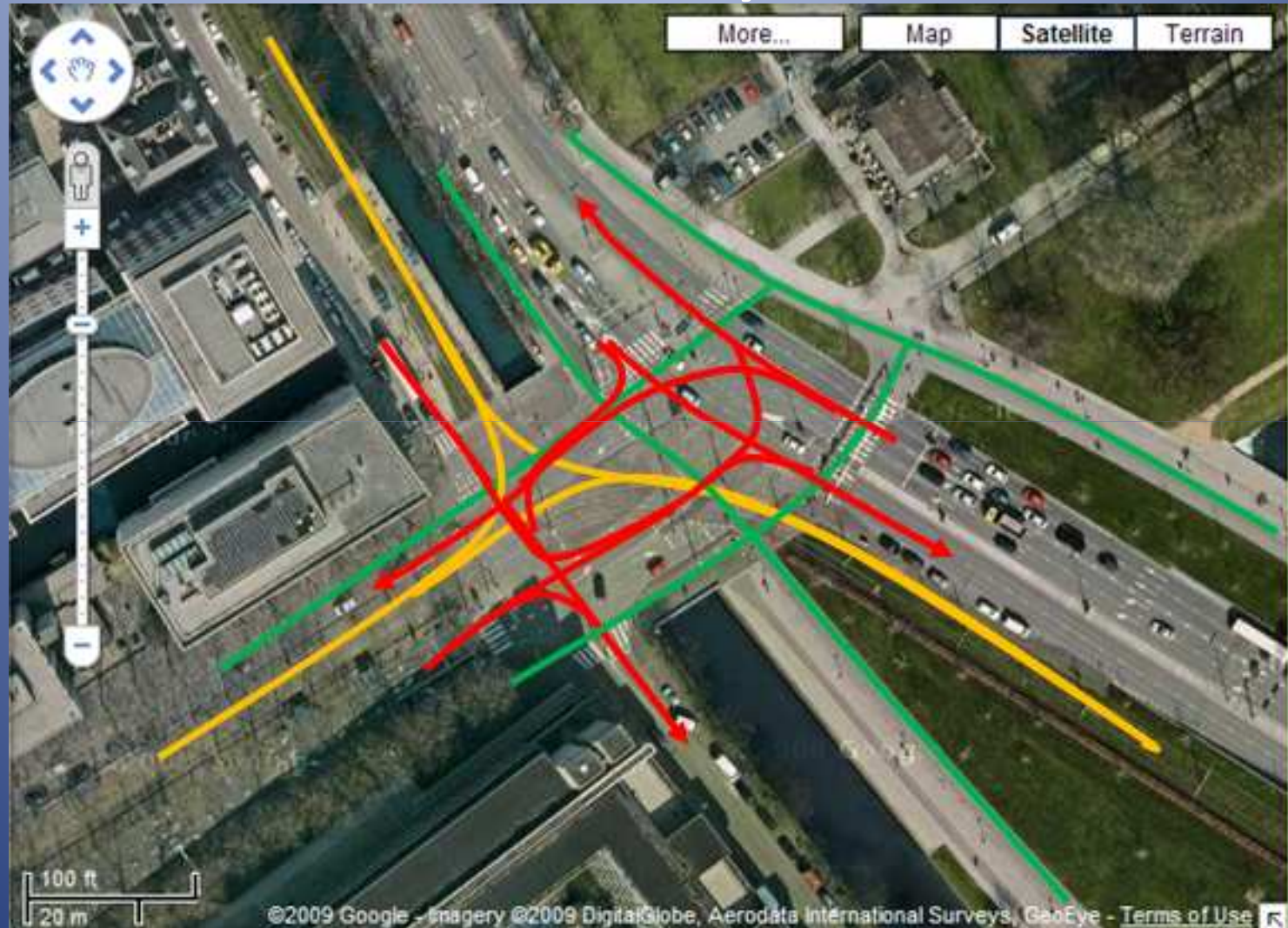


Road reconstruction



Intersection Layout

Car
Tram
Bicycle
Pedestrian
not shown



Rotterdam Tunnel (bicycle section)



Signs say two lanes
and 30km/hr

Escalators for pedestrians & lifts for those
with bikes (had no issue with trailer)

Commuting bike reconfigured for touring with trailer

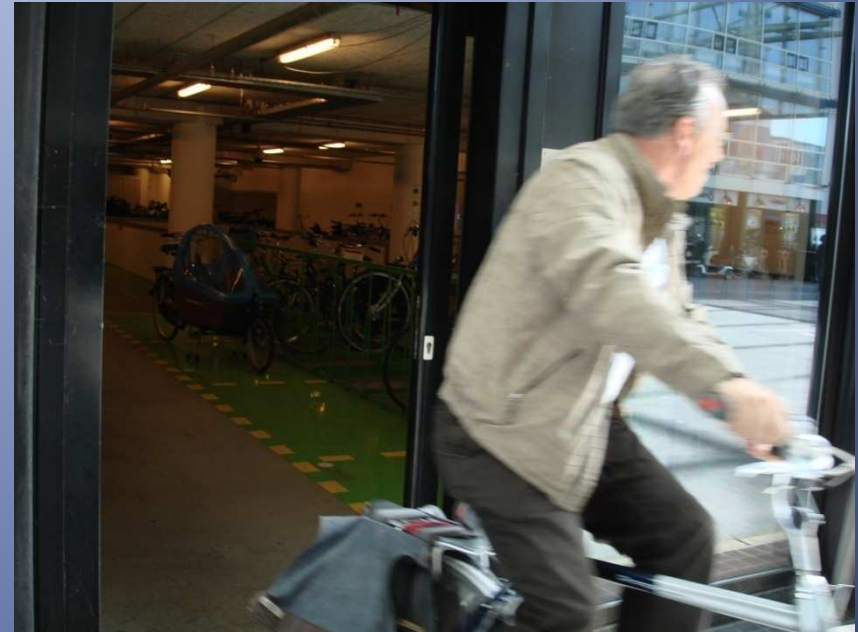
Old Style Dutch Bike (Oma Fiets)



Bicycle parking Public Service Den Haag



Showing Pool Bikes on one side
(assume for travelling between offices)



Showing general parking, green
areas for bikes with trailers etc and
ramp to basement (more parking)

This is prime real estate in arcade leading to station with shops beside and on
opposite side

Bike Parking at work

There were several of these (some bigger) across the Ericsson complex in Rijen



Country Rail station (Gilze-Rijen)

Single Bike
(secure)
Storage Boxes



Fold up bicycles

Free on Train
People unfold as
arriving at station, lift
off and ride off the
platform

Non folding bikes are
charged a fee



Bicycle Parking near beach Cafe

Beach Café
is here!

Note the
roundabout
with Bicycle
parking integral

Car parking
near round
about extended
for car and boat
trailer



Foot
Path

Bicycle
Path

Bicycle parking (handlebar type)



Bicycle parking at a country bus stop

- Sorry but didn't manage photo !!
- Common were 2/3 Plastic dome with racks for around 10 bikes.
- Bus commuters would ride up to bus stop, lock bike and get on bus (often had bicycle at other end).

Signs (mushroom style)

Mushroom 21733

ANWB is the car association sponsoring this and referenced in their map system

Previous slides were Katwijk and heading back to Den Haag

The LF 1b is Lange Fietsroute (Long Bicycle Path 1b (with b indicating direction))

The mushrooms are all over the Netherlands

Typical sign system also exist



Some cars in Europe have built-in bike racks



Seen advertisements for smaller cars as well

Taxation considerations

- Dutch reimbursed for travel to work
 - Company car requires lots of proof (like the Fringe Benefits tax) and is expensive
 - Personal car travel reimbursement falling (at the moment roughly covers the fuel in 1.8l car and not all other costs)
 - Train (public transport fully reimbursed)
 - Tram / bus cards available from employer
 - National Bike Plan
 - Can purchase new bicycle before tax (if part of work journey)
 - Every 3 years
 - Up to given value (note that personally believe prices high because of this)
 - Can pre-purchase maintenance to make up value (if cheaper bicycle)

Train vs. Car

- Per previous slide train to work reimbursed
- NS - Late train refund policy
 - If 30-59 minutes late 50% reimbursement
 - If 60+ minutes late 100% reimbursement
 - Computerised Web claims (can do paper)

Personal train experience

- Delayed around as often those by car (car reliability expected to get worse)
- Worked 40 minutes each way on train (more if train delayed while in it)
- Paid extra by railway if delayed to personal bank account (for any reason except published planned works)
- Modern trains (I travelled first class) had power point for laptops etc

Eliminating travel (incentives)

- Relocation Reimbursement Scheme
 - To move closer to work and eliminate transport
 - Certain conditions on distance moved etc
 - Removals costs covered (if member national association)
 - Some incidentals for new paint/ curtains etc related to salary to maximum amount
- Telecommuting allowance
 - With Ericsson worked from home frequently
 - Able to claim reimbursement from employer for ADSL connection (broadband connection)
 - Some proof of use for home vs. work (so did not bother)

Help for not owning a car

- Hard Rubbish picked up by appointment (set number of times per year to stop abuse) i.e. Do not need car to take rubbish to tip!
- Train Taxi system (anywhere within 7? km of station for fixed rate but must share taxi and driver selects optimal route for all passengers)

Suggest to see:

- Presentation by John Pucher 15 May 2008,
Vancouver
http://www.sfu.ca/city/city_pgm_video020.htm

The Key to bicycle adoption is safe bicycle paths and a culture where cyclists are considered and integral part of the transport users and catered for in every part of the planning, design and maintenance of the transport network!

Questions ?