

FIETS BERAAD

DUTCH CENTRE OF EXPERTISE ON BICYCLE POLICY

The impact of cycling on society

Hans Voerknecht





Visit our website
www.bicyclecouncil.org

Cycling in
the Netherlands

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Costs and benefits of cycling



Suppose someone offered
you a policy:



- Caused significantly more joy and happiness in everybody's lives
- Would lead to more livable towns
- Would give people 10 years extra being in good health
- Would reduce the occurrence of several dozens of diseases significantly
- Would reduce the cost of healthcare with



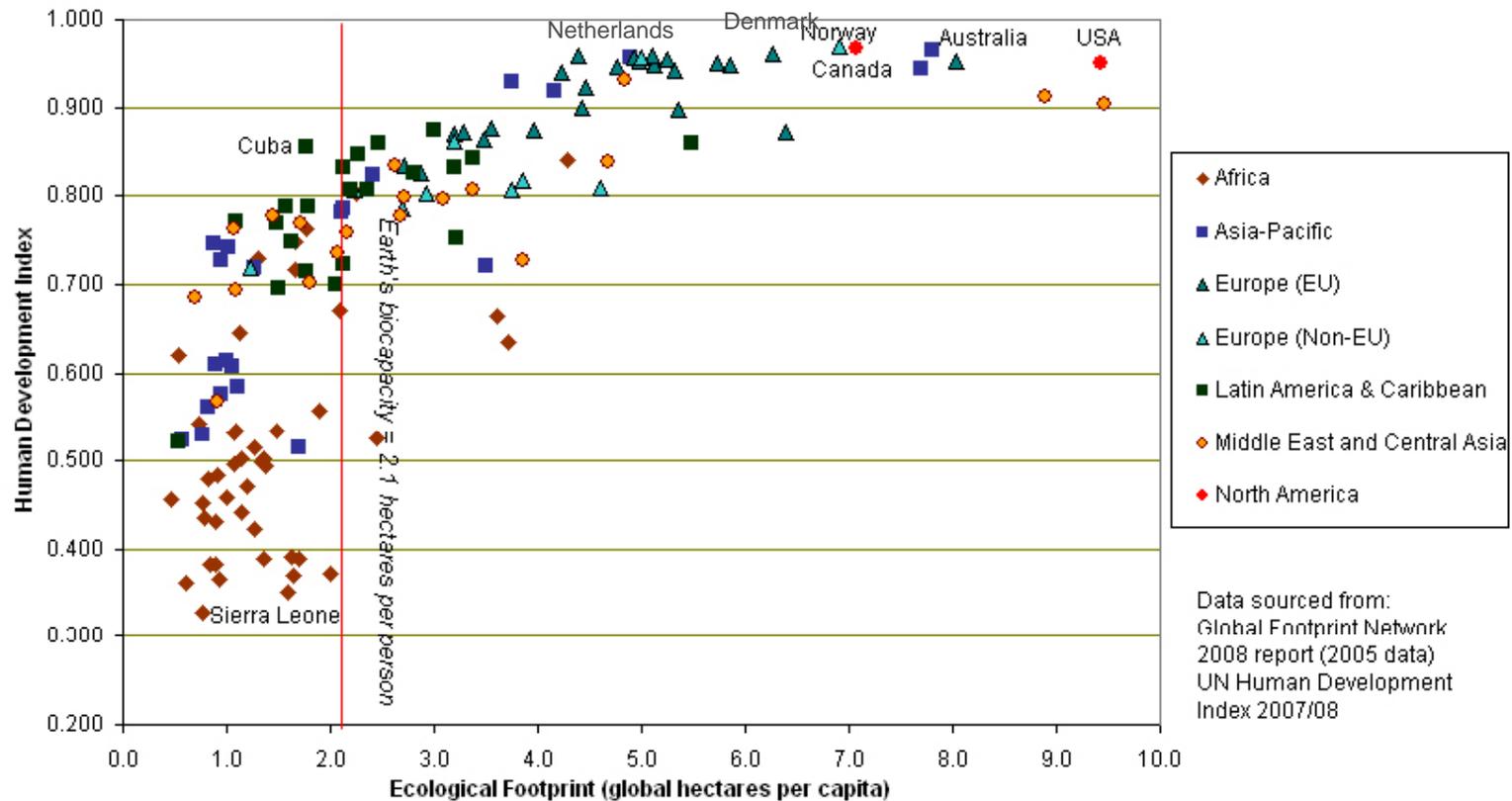
\$50.000.000.000

per year



■ Would lead to a reduction of work

Human Welfare and Ecological Footprints compared



■ We

alleviating global warming



- Would lead significantly fitter and less overweight children
- Would lead to a more independent and self-convinced youth
- Would put an end to all traffic jams
- Would reduce the need to build new highways to zero
- Would lead to a reduction of 90% on investments in transport
- Would increase sales of most shops



- Would reduce the costs of companies on transport for their employees by 60% (worth ...???)
- Would lead to a better accessibility for companies
- Would reduce the need to build expensive parking garages by 75%
- Would reduce the “transport space” by 30%
- Would lead to a reduction of hours lost in transport of 60%
- Would lead to a substantial sustainable

economic growth



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Holland is a cycle paradise

For the sacrifice of

- Investments of 2-3% of everybody's income for 2 years (maybe even off-set by extra economic growth)
- Not being allowed to park your car within 1 mile of your home (closer only for loading/unloading/emergencies)
- Not being allowed to park your car within 1 mile of your work
- Increase of downtown parking fees up to \$15 per hour

No city through-traffic

Would it have any chance???



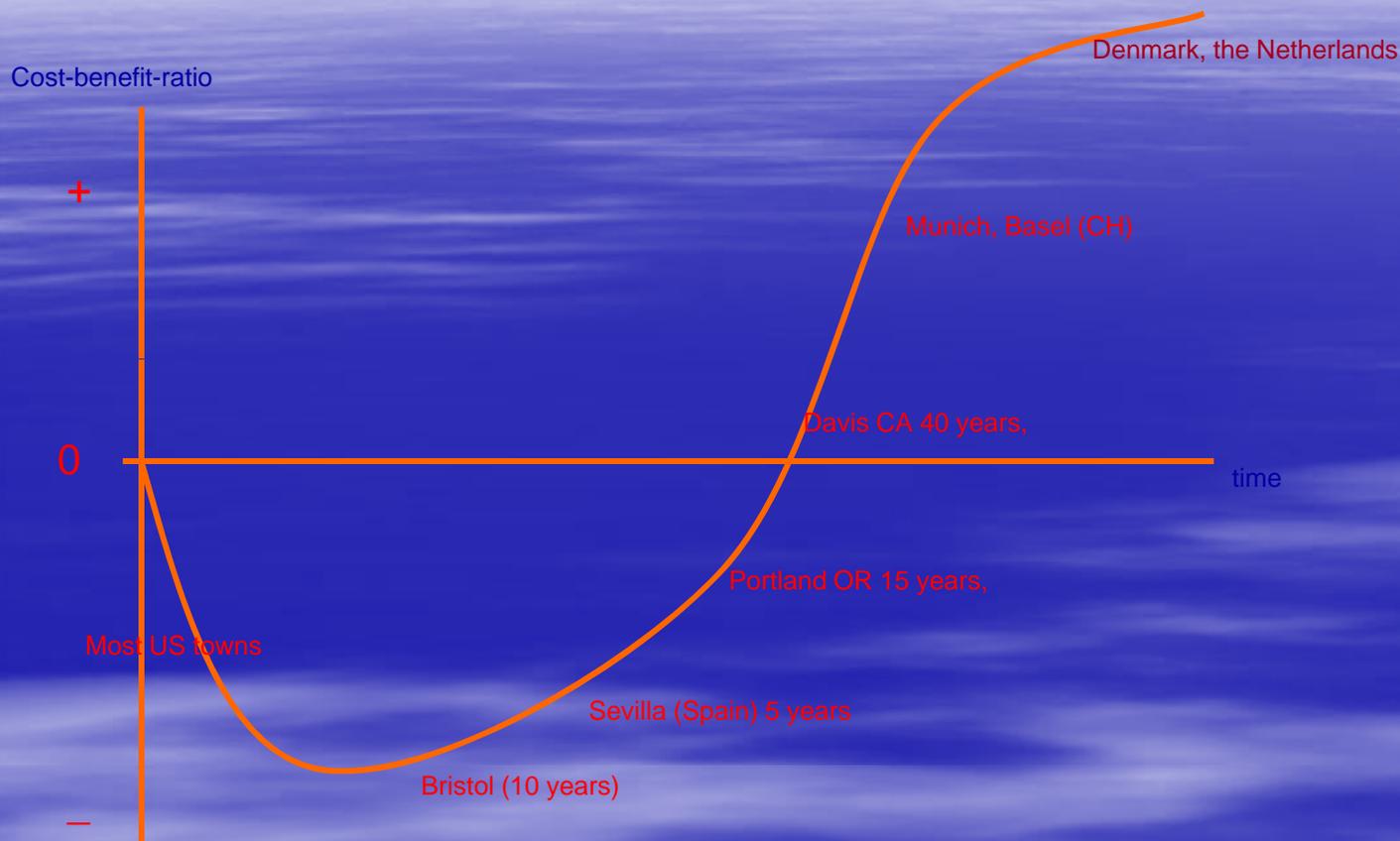


This plan is called

Mass cycling



Cost-benefit-ratio of cycling investments over time



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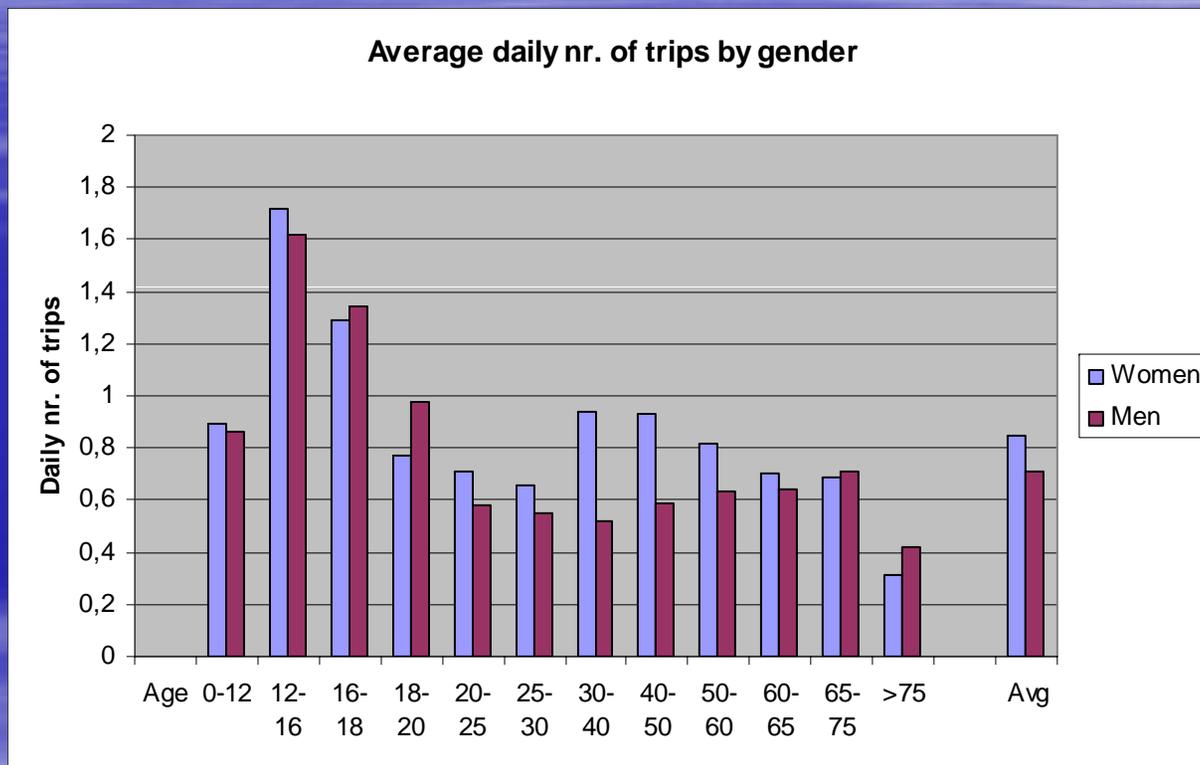
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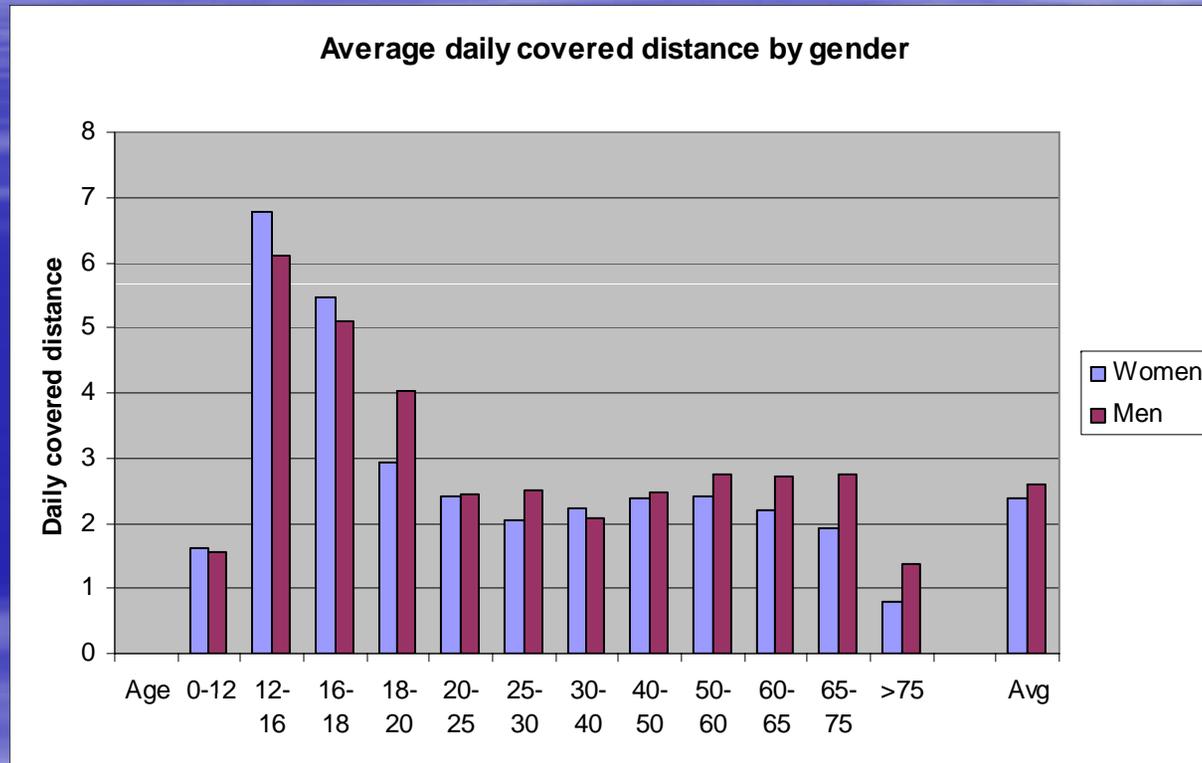
Facts and figures > Netherlands



Source: RWS/AVV 2005 /MON 2005



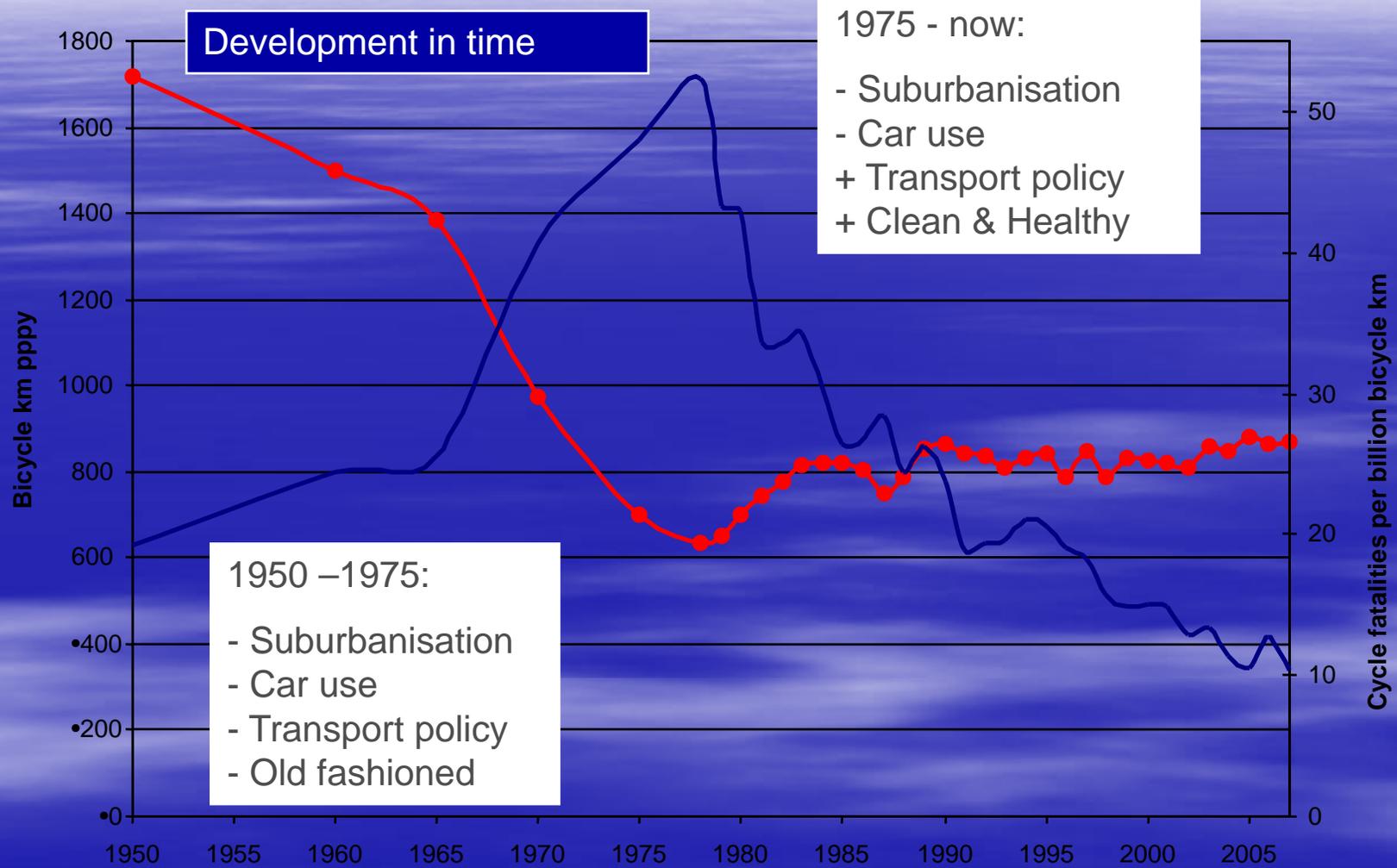
Facts and figures > Netherlands



Source: RWS/AVV 2005 /MON 2005



Facts and figures > Netherlands



Investments in bicycle infrastructure



Advice for Portland/Clackamas

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Advice for

Portland/Clackamas... Germany

- Aim for mass cycling
- Mass cycling asks for mass cycling: all ages, women, men, children, elderly people
- Make your facilities suitable for cycling by everybody
- Throw away the AASHTO-guidelines



Advice for Portland/Clackamas

General



- **Perceived safety** is the key factor in engineering and infrastructure
- Keep the Mass bicycle vision in sight
- Start with target groups



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Advice for Portland/Clackamas... Infrastructure

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- Go for more qualitative infrastructure solutions



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Advice for Portland/Clackamas... Infrastructure

- Go for separate bikepaths

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Advice for Portland/Clackamas... Infrastructure



- It's so easy and cheap to realize new bike infrastructure here
- Your roads are so wide
- Use your traffic models to show that one car lane less or more on a stretch of road do not determine the capacity of the system for cars ... it's determined by the intersection delays.



Advice for Portland/Clackamas... Safety

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- Do not promote helmets. Only very marginal improvement of safety:
 - in most cases when colliding with a car the helmet would not have helped
 - only helps when a single-sided accident happens at high speed
 - is sure to prevent mass cycling



Advice for Portland/Clackamas

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... Education Start young



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... Education

Get rid of irrational fears

- Children who start to cycle young:
 - Have better motor abilities
 - Can move about independently at a young age
 - Have more selfconfidence
 - Do better at school
- Risk of abduction of children is very very small
<1 in 2 million
- Risk of car transport for children is higher than have your children biking



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Thank you for your attention.

