



Rijkswaterstaat
Ministerie van Infrastructuur en Milieu

Role of RWS in National Cycling policy

Velocity

June 14th, 2017

Rick Lindeman



Rick "Chief of bikes"





Public Transport bike, from innovation...



To Essential..

Commuters
often find
no
OV-FIETS!





Contents

1. Status of Dutch Cycling policy
2. Role of the national government in regional connectivity
3. Actions for Rijkswaterstaat
4. State of the art on Societal Cost-Benefits Analysis for cycling investments



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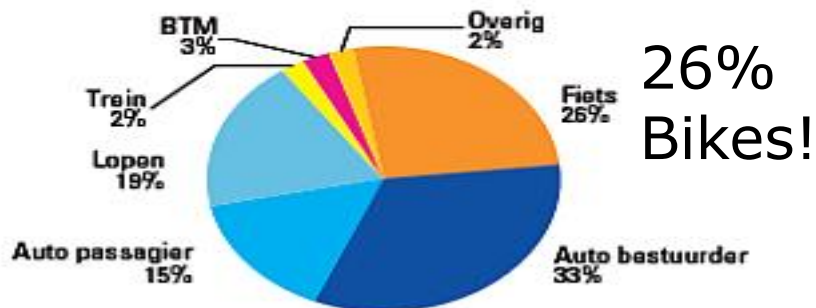


Cycling in the netherlands



Some data...

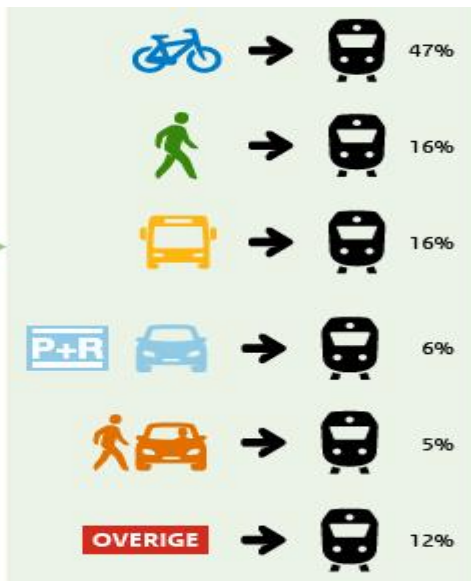
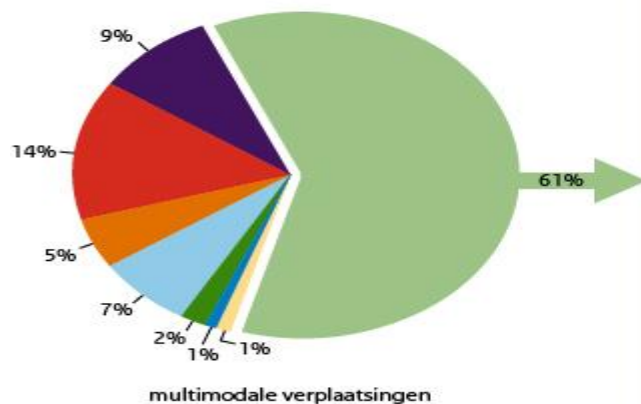
2. Vervoerswijzekeuze alle verplaatsingen



Bron: MON 2007



But also combined...





Commuter Traffic

61% population lives within 10 miles of work

BINNEN 15 KM VAN HET WERK



25% VAN ALLE WERKNEMERS GAAT OP DE FIETS NAAR HET WERK



DAARVAN FIETST



OP SNELFIETSRUTES FIETST



25% of all employees bikes to work



The big Gamechanger



The E-bike makes people cycle on average 31% longer distances



Zoetermeer

Rijswijk

Waddinxveen

Gouda

Monster

Wateringen

Nootdorp

A12

N207

N453

N454

N459

's-Gravenzande

Honselersdijk

A4

Pijnacker

N470

N209

N456

N207

N228

Bleiswijk

Berkel en Rodenrijs

Bergschenhoek

N219

A20

Moordrecht

N211

N467

Naaldwijk

De Lier

Delft

N470

A13

N209

N471

Nieuwerkerk a/d IJssel

N219

N207

Maasland

Maassluis

A20

Vlaardingen

Schiedam

A4

Rotterdam

A16

Capelle a/d IJssel

Krimpen a/d IJssel

N210

Bergambacht

N478

N479

rne

Brielle

N218

N496

Pernis

Poortugaal

N492

Rhoon

A15

Barendrecht

Ridderkerk

Nieuw-Lekkerland

N481

N477

Krimpen a/d Lek

N476

Lekkerkerk

N480

7

Hellevoetsluis

Zuidland

Spijkenisse

Hoogvliet

N218

N493

Smitshoek

Barendrecht

A15

Papendrecht

N214

N482

Hardin Gesse

Oud-Beijerland

N217

Barendrecht

Zwijndrecht

A16

Papendrecht

Sliedrecht

Westmaas

Puttershoek

N217

's-Gravendeel

Dordrecht

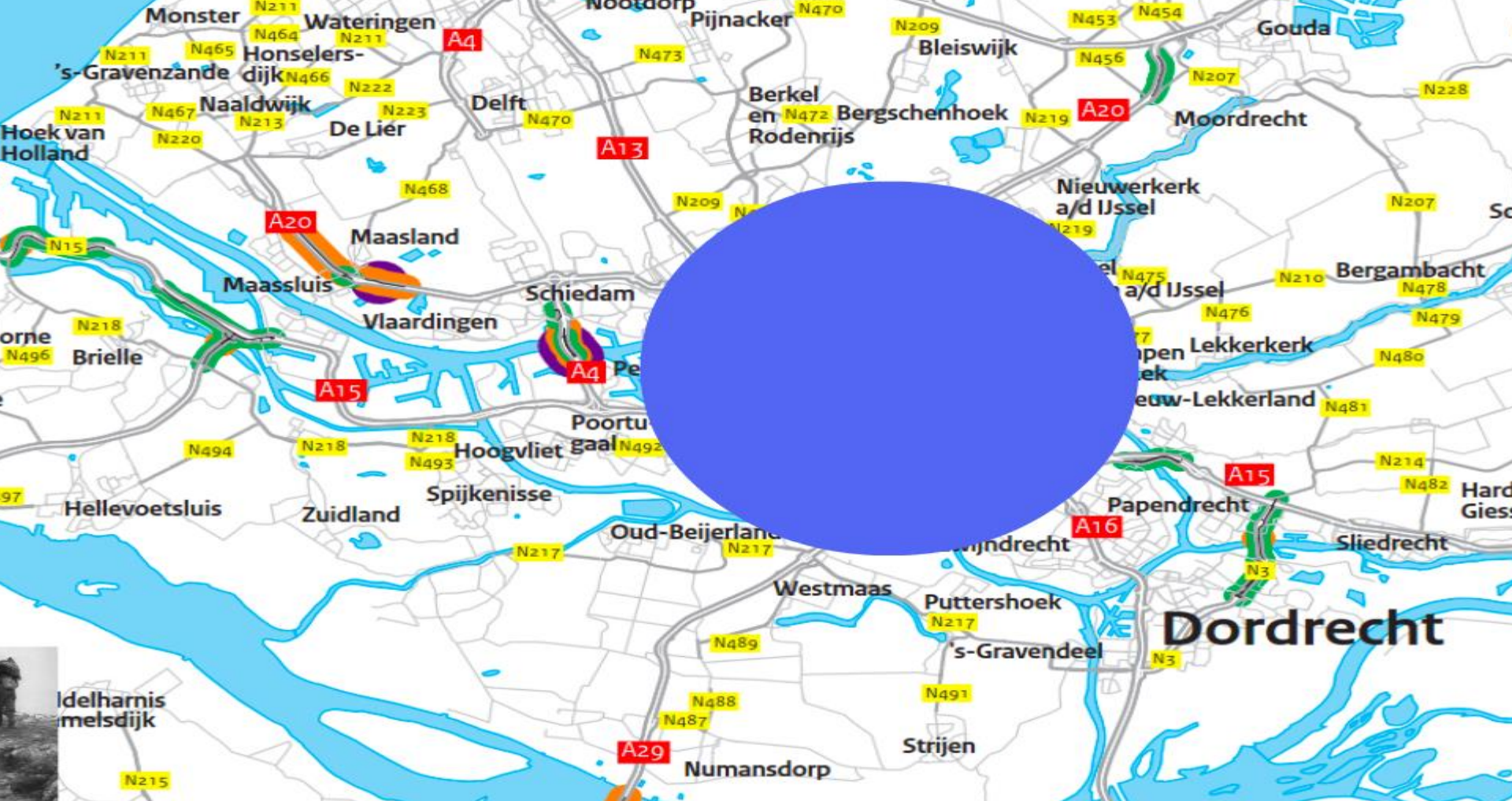
N3

Idelharnis melsdijk

A29

Numansdorp

Strijen



Rijkswaterstaat



Daily
Urban
Network
15 km



Idelharnis
melsdijk



Rijkswaterstaat
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TOUR DE FORCE



Dutch National
Cycling Agenda
I&M and Tour de Force



Tour de Force

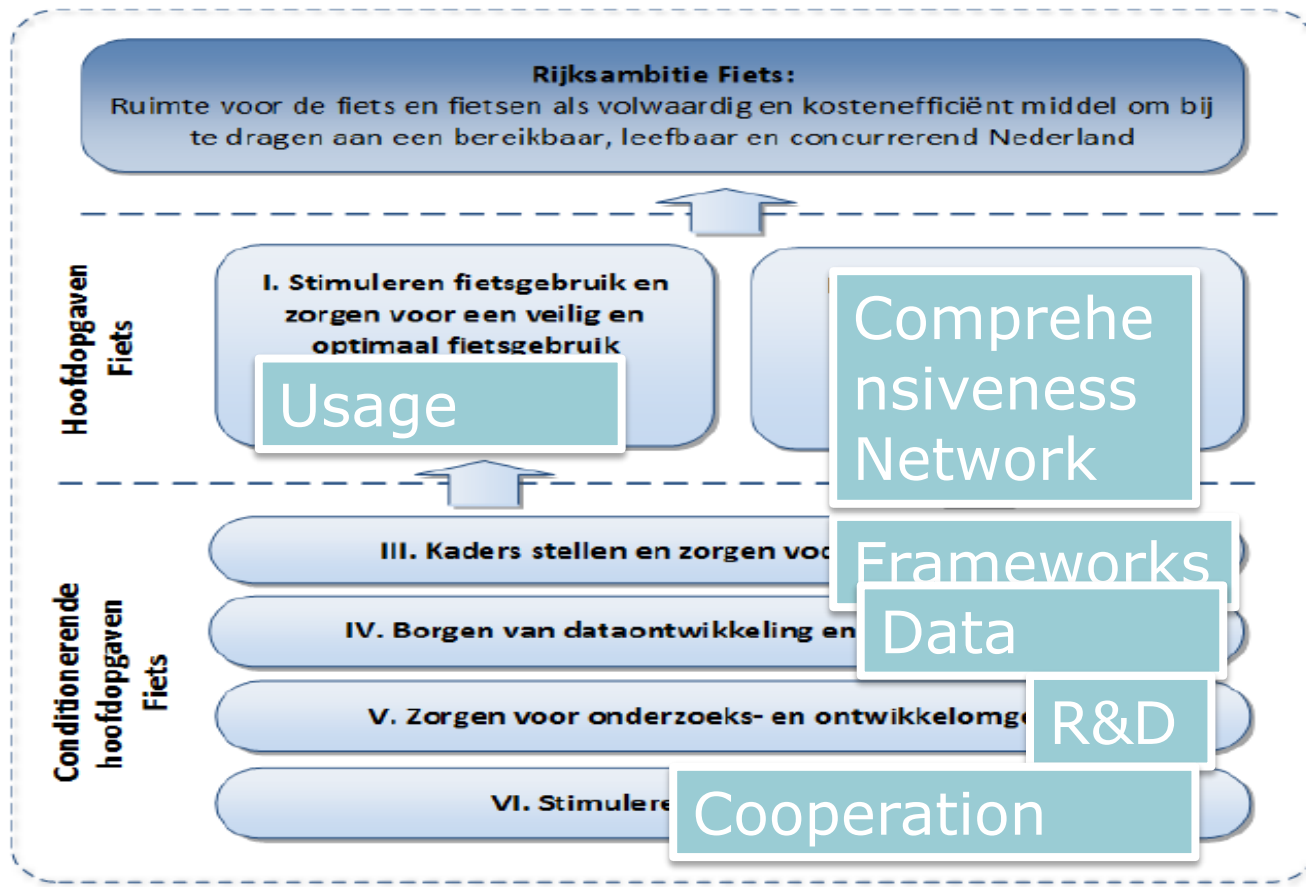
- Made by Local, Regional and National governments, as well as the 'Waterschappen'
- The National Cycling Agenda
- 8 Themes
- 20% More cycle kilometers





8 Goals

1. Netherlands as the leading bicycle country (Nederland Fietsland)
2. More room for the bicycle in cities
3. Boosting the quality on busy and important regional cycling routes
4. Optimise the transition between modes, PT-bike and car-bk
5. Targeted cycling promotion
6. Less cycling accidents
7. Less stolen bicycles
8. Increase knowledge





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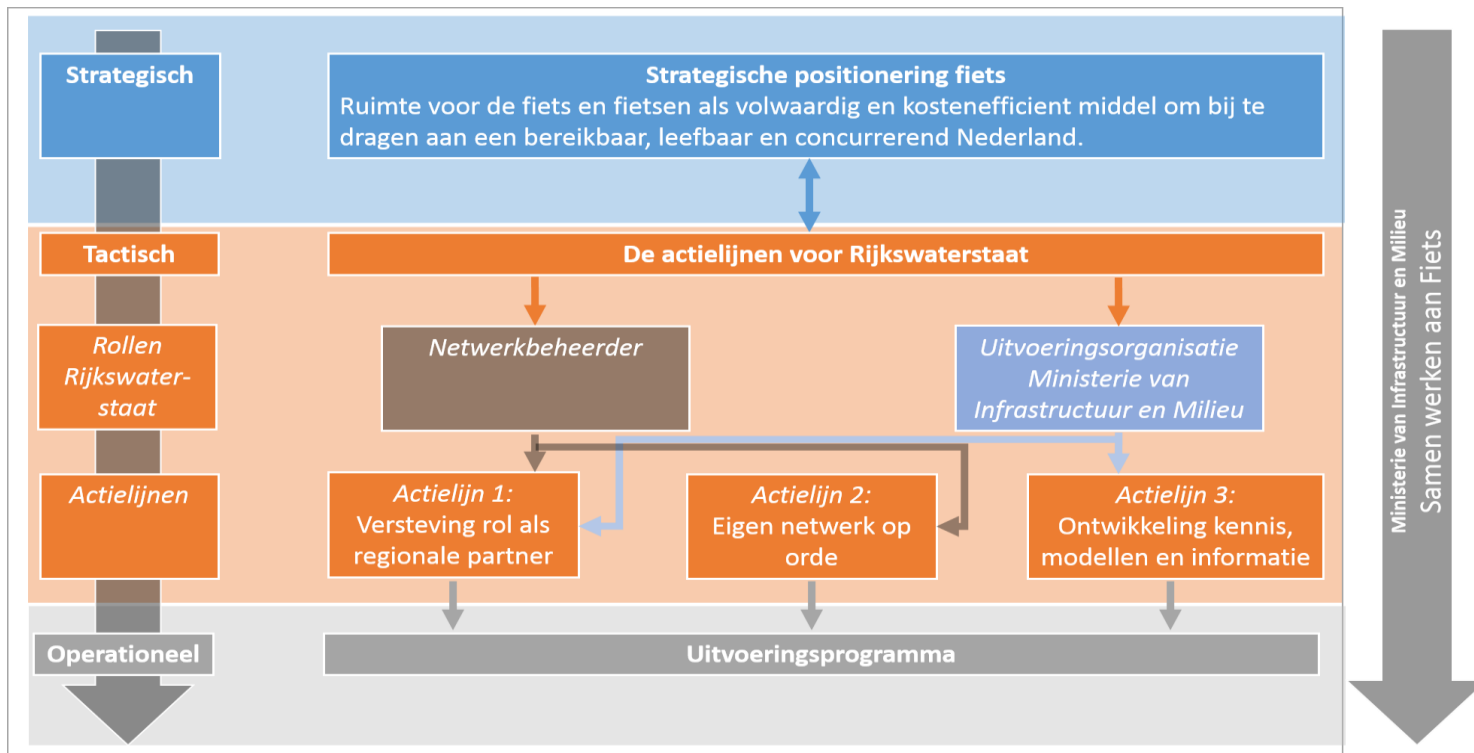


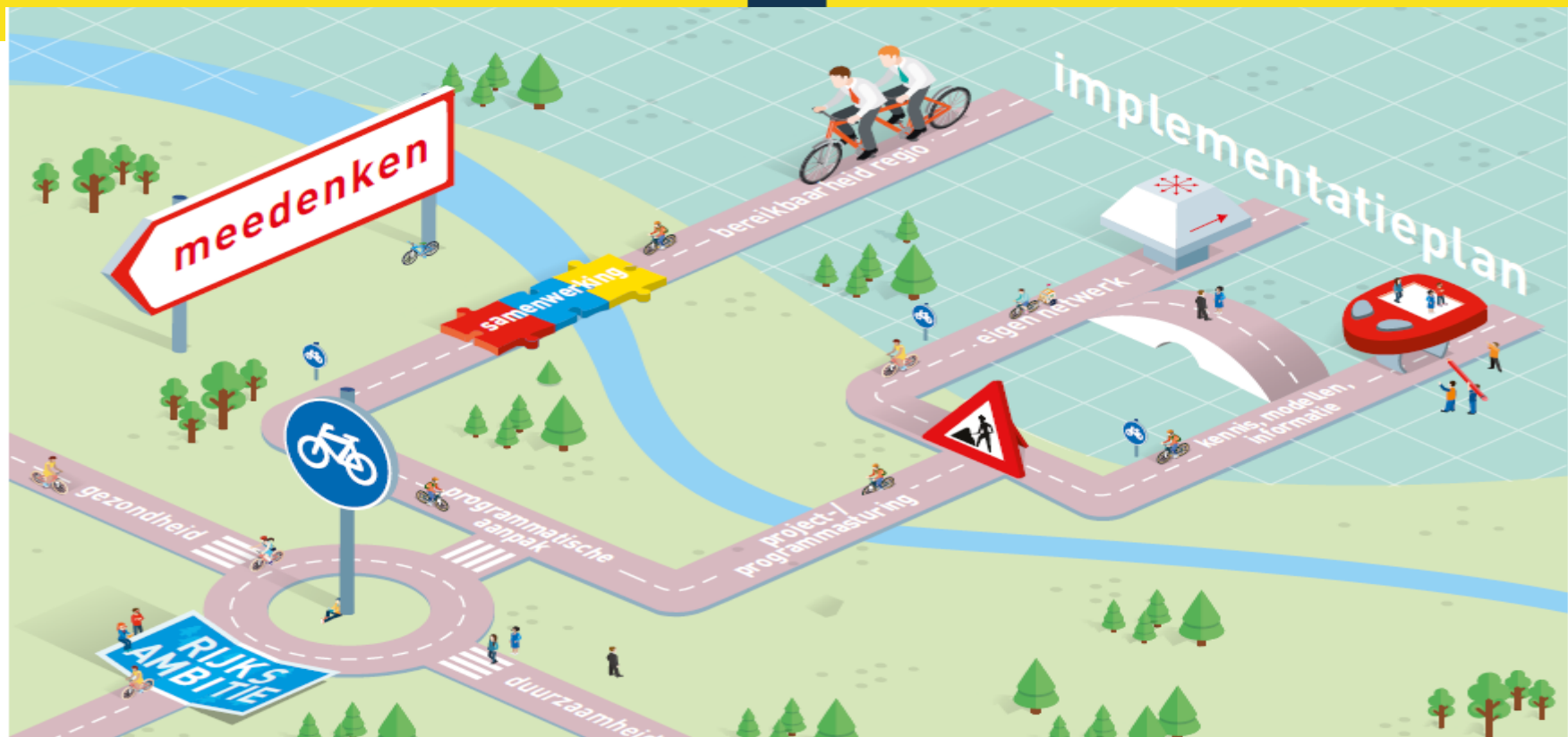
Role of RWS



International cooperation







Extern

- Tour de Force
- Nieuw Duurzaam MIRT MIRT
- Regionale fietsambities
- Motie Barrièrewerking
- Slimme en gezonde stad
- Beter Benutten
- Korte Termijn Aanpak
- Rijksadviseurs
- ANWB samenwerking
- Fietsnelwegen
- Fietsveiligheid

RWS Fiets

- Eigen Netwerk
- Regionale Partner
- Modellen, kennis, data

RWS

- Netwerkbeheervisie
- Duurzame leefomgeving
- Visie
Mobiliteitsmanagement
- Duurzame
gebiedsontwikkeling



3 Main action programmes

1. *Be a reliable partner in regional cycling development*
2. *Develop cycling perspective in developing and the service level of our bikes*
3. *Development of knowledge and instruments*



Hoofdlijn 1 Regional Corporation

- Broad View in investment talks
- Practice-session in Brabant
- Covered by our partners
- Usage of our assets
- Instruments and procedures updated



Hoofdlijn 2

Our own Network in order

- **Maintenance**
- **Roadworks**
- **Replacement**
- **Barrières**



Fietspaden in beheer van Rijkswaterstaat totaal 1.100 km

- Legenda**
- Fietspad met
- geringe aanpak
- matige aanpak
- hoge aanpak
 - aanpak
- geringe aanpak
- matige aanpak
- hoge aanpak

- Breda**
- aanpak
- geringe aanpak
- matige aanpak
- hoge aanpak

- VIWA**
- aanpak
- geringe aanpak
- matige aanpak
- hoge aanpak





Action 3

- Changing our Models
- New cost benefits analysis
- Data –& Cycling
- Knowledge



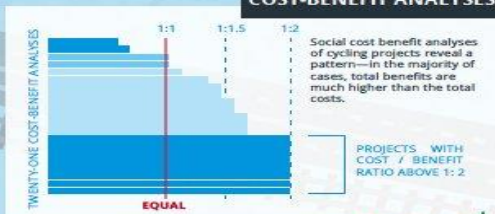
Cost-benefit analysis

New insights:

- Health benefits
- Value of Time
- Comfort
- More data available

What is the return on investment for cycling?

This infographic shows the many ways that investments in cycling projects have highly positive social returns. Whether you're looking at the costs of an average kilometre cycled in the city or individual investments or the price of infrastructure, the conclusion should be clear—investments in cycling pay for themselves and more.



RETURNS FROM THREE INVESTMENT CASES

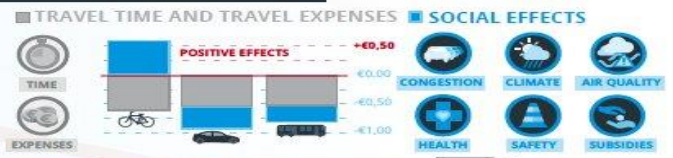


THE HAGUE BIKE BRIDGE

The cycling bridge is a part of the fast cycle route in The Hague. This bridge crosses the A12 highway and the railway tracks, providing a direct connection for cyclists from one part of the city to another. The total benefit from increased mobility is over €28 million.

(SOCIAL) COSTS AND BENEFITS OF 1 KM CYCLED IN THE CITY

Traveling costs money and time for commuters, but they are affected in many other ways as well. Additionally, the rest of society is affected by congestion, emissions, health impacts, subsidies, noise pollution, loss of space and reduced safety. If you ride one kilometre in the city by bike, the positive effects are nearly as high as the cost of travel and time spent on travel. But if you take a car or bus the effects are significantly negative.



BIKE PARKING UTRECHT

The Jaarbeurs bike parking at Utrecht station is a very efficient and well-maintained bicycle-hotel. Even though this was a costly investment, the social costs are low compared to the benefits.



BIKE INFRASTRUCTURE IS COST EFFECTIVE

Cycling infrastructure is not expensive. This is evident when comparing the annual expenditures in infrastructure costs for cycling between the other main modes of transport.



BIKE PARKING GUIDANCE SYSTEM AMSTERDAM

A "Parking Guidance System" electronically registers when spots may or may not be occupied. It guides cyclists quickly to available spots. This system costs €20,000 per year to operate and has a wide array of social returns.



Source: Decisio 2016



Questions? (Room for discussion in the end..)





Final Remarks

- Thank you.
- Rick.lindeman@rws.nl
- Bicycle Agenda in English