Role of RWS in National Cycling policy

Velocity

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Public Transport bike, from innovation...
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
Cycling in the Netherlands
Some data...

26% Bikes!
But also combined...
Commuter Traffic

61% population lives within 10 miles of work

25% of all employees bikes to work
The big Gamechanger

The E-bike makes people cycle on average 31% longer distances
Daily Urban Network
15 km
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
Rijksambitie Fiets:
Ruimte voor de fiets en fietsen als volwaardig en kostenefficiënt middel om bij te dragen aan een bereikbaar, leefbaar en concurrerend Nederland

I. Stimuleren fietsgebruik en zorgen voor een veilig en optimaal fietsgebruik

II. Kaders stellen en zorgen voor

III. Borgen van dataontwikkeling en
data

IV. Borgenvan dataontwikkeling en
data

V. Zorgen voor onderzoeks- en ontwikkelomgeving

VI. Stimuleren

Comprehensiveness
Frameworks
Data
R&D
Cooperation
Usage
Network
Fiets
Fiets
Fiets
Fiets
Fiets
Fiets
Fiets
Role of RWS
International cooperation
Strategische positionering fiets
Ruimte voor de fiets en fietsen als volwaardig en kostenefficiënt middel om bij te dragen aan een bereikbaar, leefbaar en concurrerend Nederland.

De actielijnen voor Rijkswaterstaat

Netwerkbeheerder

Rollen Rijkswaterstaat

Actielijnen

Actielijn 1: Verstevig rol als regionale partner

Actielijn 2: Eigen netwerk op orde

Actielijn 3: Ontwikkeling kennis, modellen en informatie

Uitvoeringsprogramma

Ministerie van Infrastructure en Milieu

Samen werken aan Fiets

Rijkswaterstaat
Externte activiteiten
- Tour de Force
- Nieuw Duurzaam MIRT MIRe
- Regionale fietsambities
- Motie Barrièrewerking
- Slimme en gezonde stad
- Beter Benutten
- Korte Termijn Aanpak
- Rijksadviseurs
- ANWB samenwerking
- Fietssnelwegen
- 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
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 kilometer 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.

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 use of society is affected by congestion, air pollution, and noise pollution, loss of space, and reduced safety. If you ride one kilometer in the city by bike, the positive effects are nearly as high as the cost of travel, and the savings are significant, but if you cycle 20 kilometers, the effects are significantly negative.

Bicycle 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.

Best value

- €33 per kilometer traveled
- €0.03 per kilometer traveled
- €32 per kilometer traveled
- €0.10 per kilometer traveled
- €342 per kilometer traveled
- €0.14 per kilometer traveled
- €26 per kilometer traveled
- €0.18 per kilometer traveled
- €20,000 available

Returns from three investment cases

1. The Hague Bike Bridge
   The cycling bridge is part of the fast development in The Hague. The bridge, which is the only highway and the railway track, providing a direct connection for residents from one part of the city to another. The total benefit from increased mobility is over €280 million.

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

3. Bicycle 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 benefits.
Questions? (Room for discussion in the end..)
Final Remarks

• Thank you.
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• Bicycle Agenda in English