



# GWFF

GEOSPATIAL WORLD FORUM

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# Cycling + Public Transport.

# Dutch Cycling: For a Cycle-Friendly World



The Dutch Cycling Embassy is a vast network of public and private organizations from the Netherlands who wish to share their knowledge and expertise to help cities experience the many advantages of cycling.



**Experience** the Dutch cycling culture first-hand



**Think** about best possible solutions and achievable results



**Act** by applying these solutions to your local context



**Learn** more about effective policies and best practices







▲ Oudst bekende Gazelle rijwiel, een damesrijwiel uit 1903, collectie Velorama.

## FIRST ELECTRIC TRAM IN ROTTERDAM: 1905

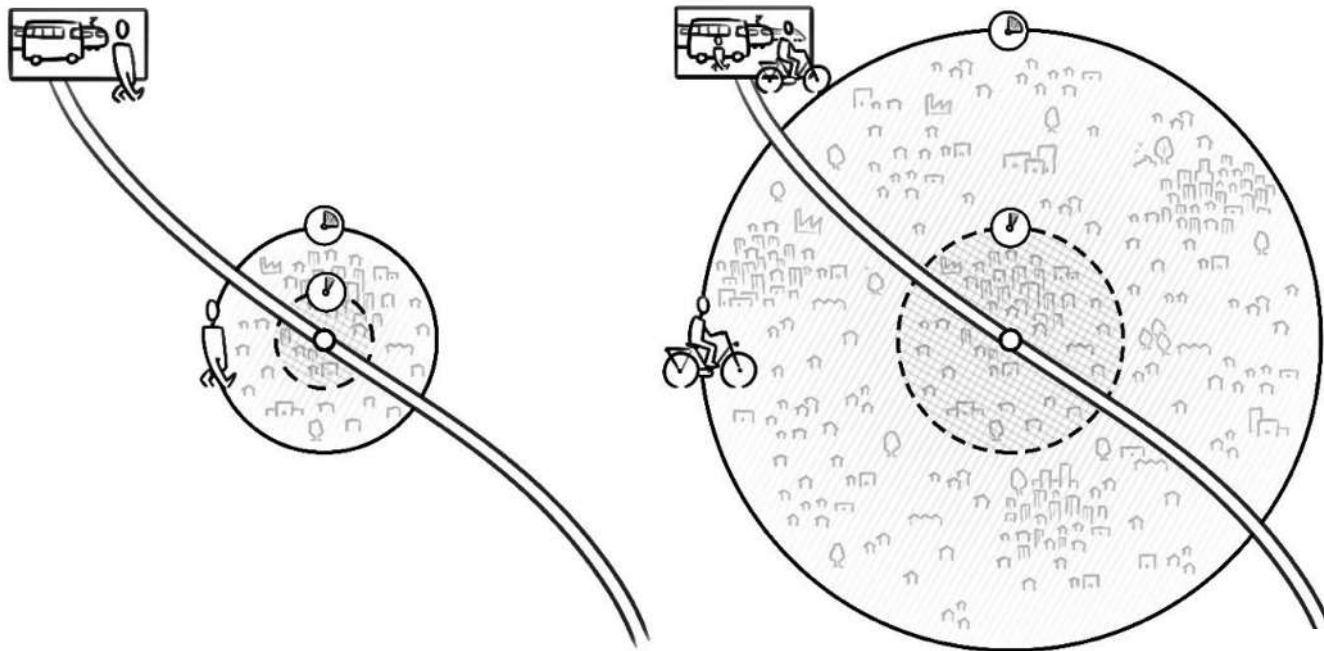


## FIRST SAFETY BICYCLE FROM GAZELLE: 1903

“THE BICYCLE IS NOT AN ALTERNATIVE TO THE CAR. NEITHER IS THE TRAIN. THE COMBINATION, THOUGH...” – MARCO TE BROMMELSTROET



Figure 1. Mechanism of increased catchment areas

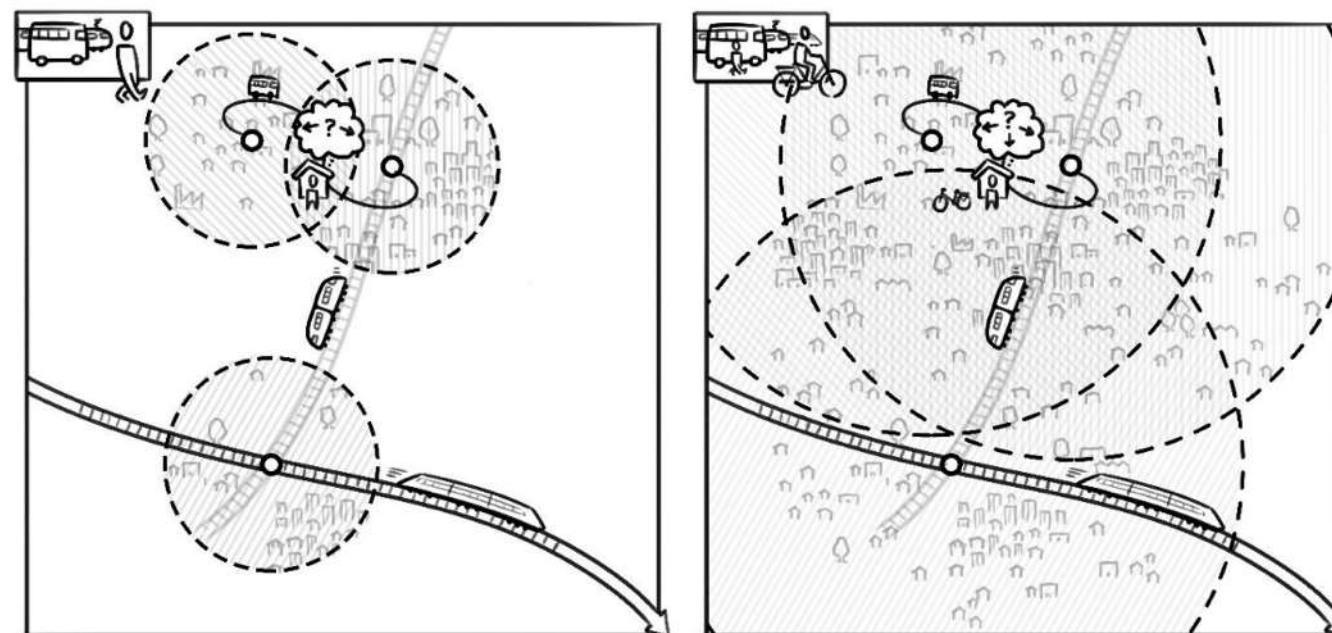


<https://youtu.be/4XX19qqFNpM>

Figure 2. Mechanism of increased choice

**How does integrating cycling and public transport improve regions? It increases:**

1. Catchment areas
2. Station choice
3. Personalisation/customisation
4. Market base
5. Competitiveness of transit
6. Liveliness of public space
7. Agglomeration effects







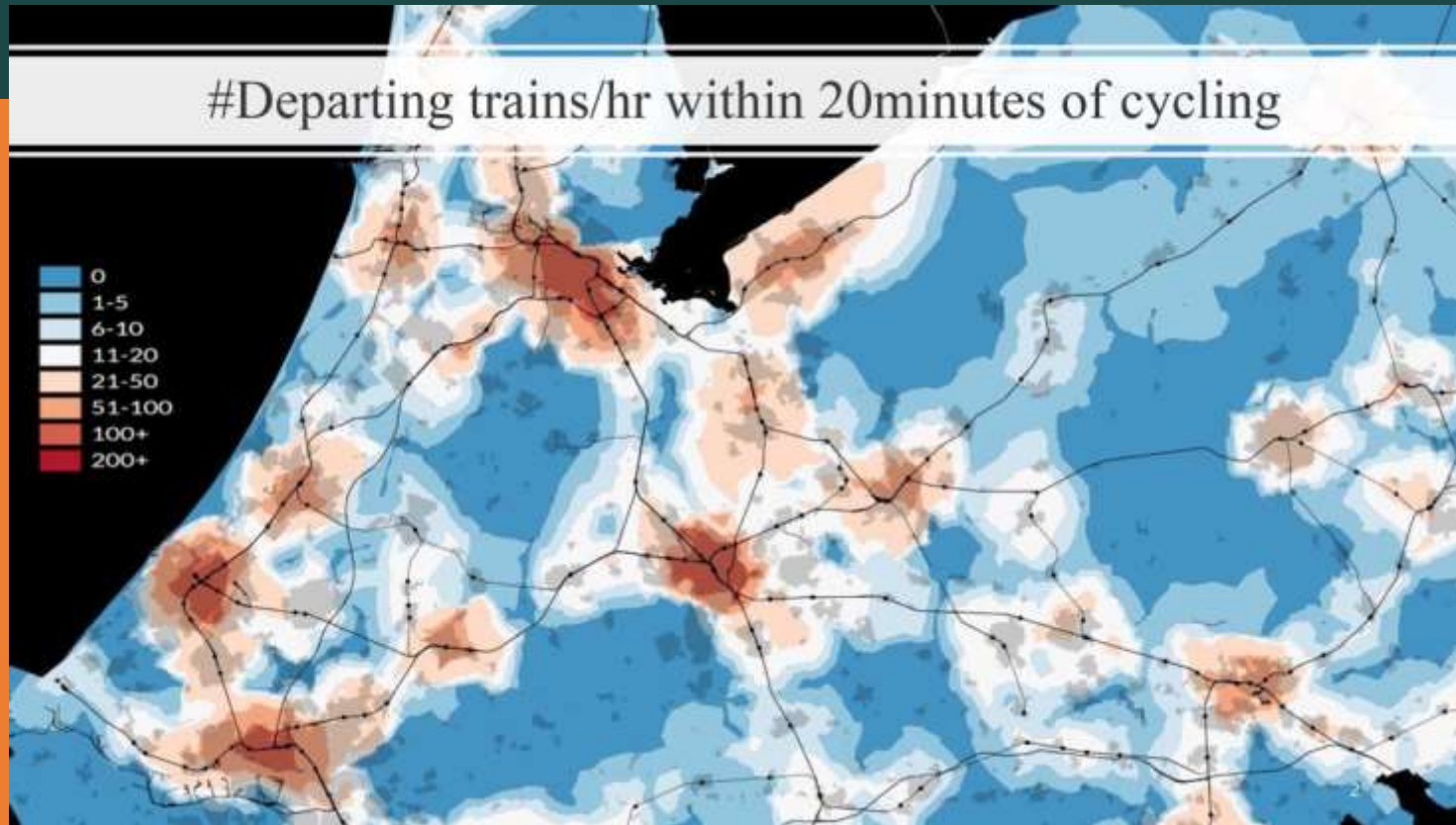




If used low speed bicycle  
No parking for cars  
No parking for motorcycles  
No parking for mopeds



# The Magical Bike-Train Combination: More Riders, More Cyclists, Fewer Cars



- o>o Roughly HALF of all train journeys in the Netherlands begin with a bicycle ride to the station (approximately 650,000 journeys per day)
- o>o Nearly a quarter ALL kilometers cycled in Dutch cities are to or from a station
- o>o 21% of bike-train trips replace car trips; 66% of bike-train users have access to a car but prefer not to use it
- o>o 20% of Dutch people live within one kilometer and 80% live within five kilometers of at least one station



WHAT KIND OF FUTURE DO WE WANT? 



# Cycling for Everyone.

EMAIL [INFO@DUTCHCYCLING.NL](mailto:INFO@DUTCHCYCLING.NL)  
WEBSITE [WWW.DUTCHCYCLING.NL](http://WWW.DUTCHCYCLING.NL)

