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*Municipality of Arnhem &
Province of Gelderland*

The cycling highway:
competing or completing
the public transport
network?



The Dutch Context

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CHA - Londen October 5, 2017



Leading: bicycle highways across the city
Quality = safe & appealing



Philosophy of Cycling highways

Urban - Regional - Agglomerative
Straight

10,2 km in total

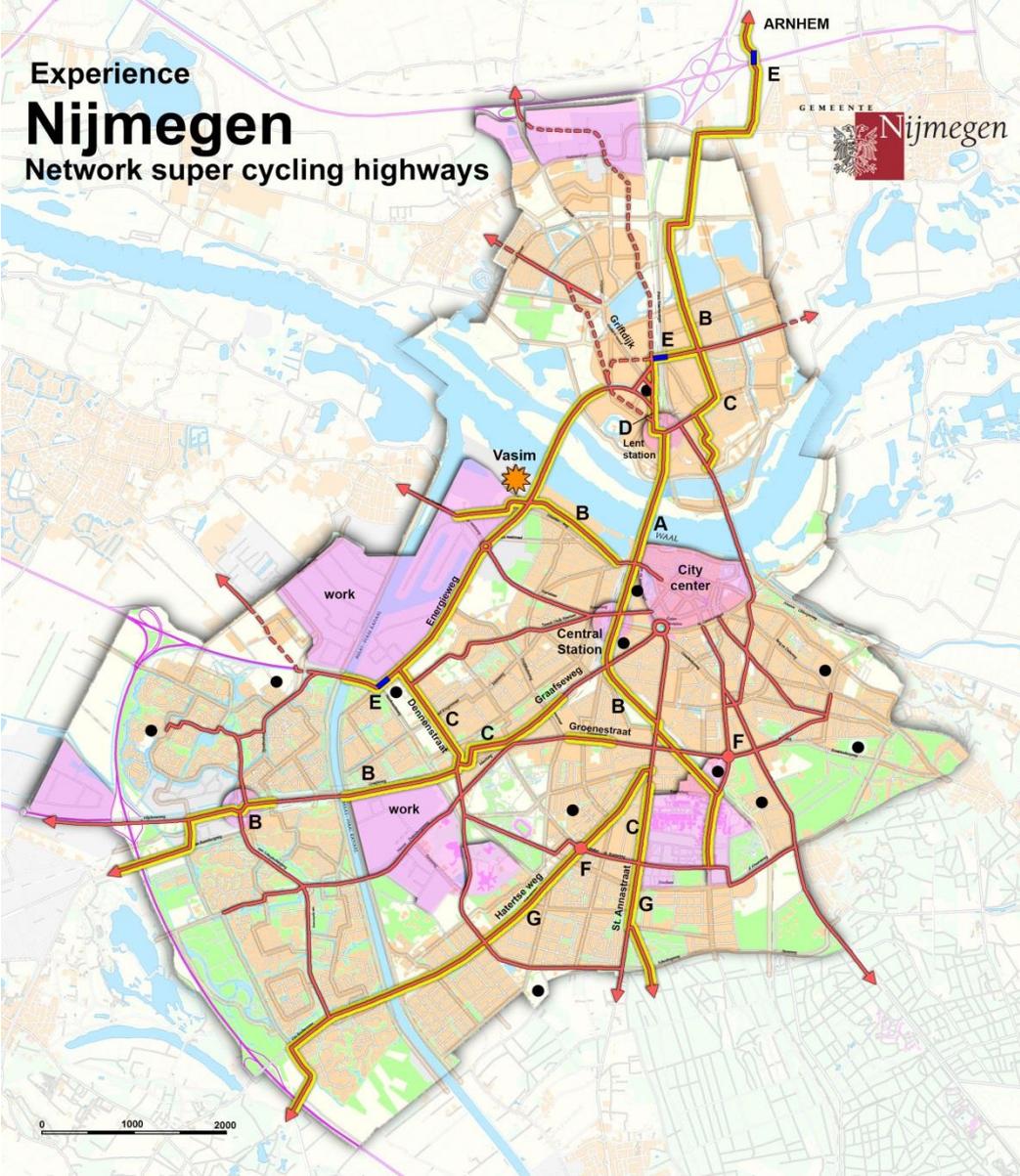
Red carpet, self explaining

Re-allocating and re-using existing streets
and infrastructure

Autonomous network

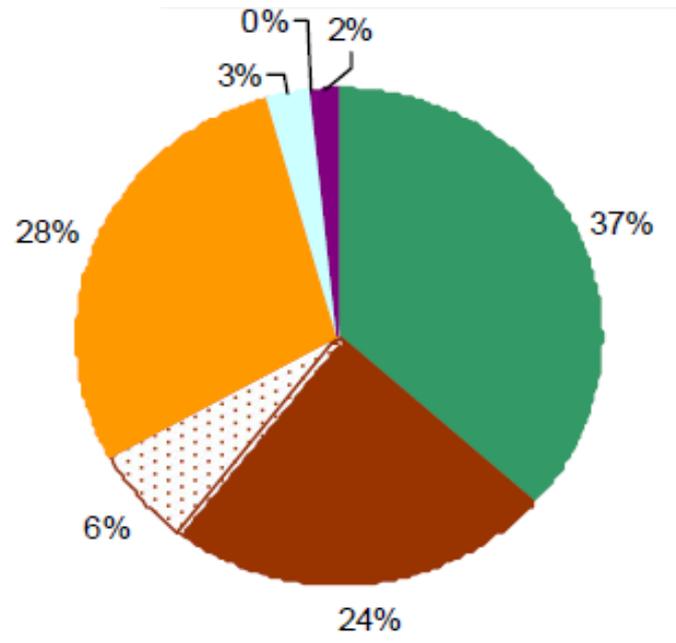


Experience
Nijmegen
 Network super cycling highways



Context: Cycling contributes in a substantial way to sustainable goals

Modal split – trips upto 7,5km



- main cycle network Nijmegen
- - - to be realised
- main destinations
- other cycle routes
- highschool
- realised, 100% quality supercycling highway interesting to visit
- A - cyclebridge "De Snelbinder" 2300m
- B - solitaire 4 - 4.5m wide
- C - cyclestreet
- D - cyclebridge
- E - cyclingtunnel } state of art
- F - roundabout, priority cyclist
- G - cyclepaths

Some context

- > 180.000 inhabitants
- > urban agglomeration 720.000
- > regional centre labour
- > compact city
- > dense city, growing
- > ideal circumstances for cycling



The Cycling Highway: Competing or Completing the Public Transport Network?

Propositions from four perspectives:

- 1. Governance and planning**
2. Route design from planner's perspective
3. Route design from traveler's perspective

Determining the corridor where the cycle highway route will be constructed is a 100% political choice.

Competing or completing ?





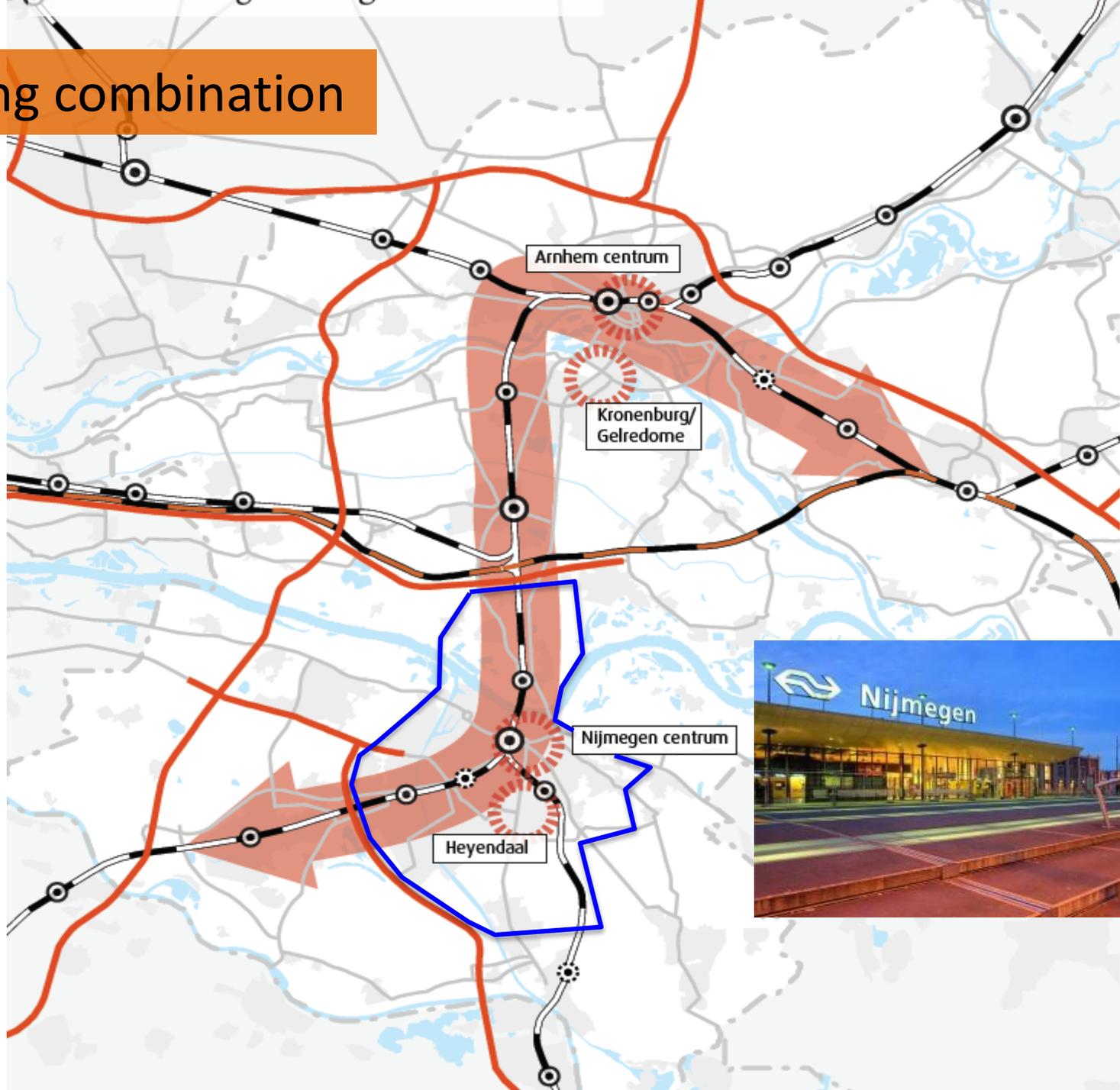
Competing or completing ?



Competing or completing ?



Strong combination



Creating a cycling network

of Super Cycling
Highways

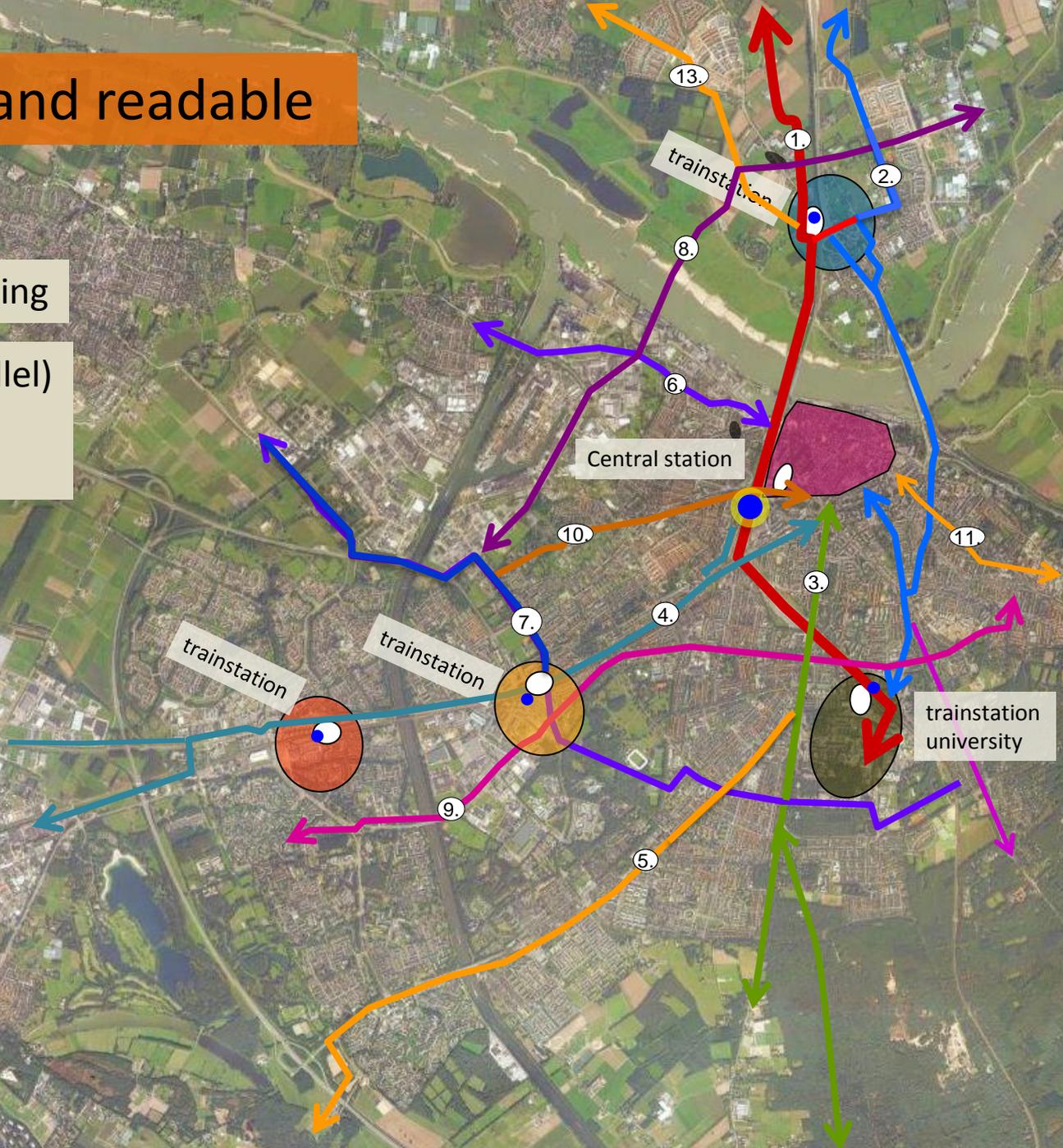
1. hotspots
bicycle network
2. regional connections
3. re-use of infra



Connected and readable

Sequence completing

- > Backbone (parallel)
- > Feeders
- > Indirect to PT



Which one will be realized?

“Determining the corridor where the cycle highway route will be constructed is a 100% political choice”

Which factors are influencing:

> Political will and ambitions -> so, yes

But:

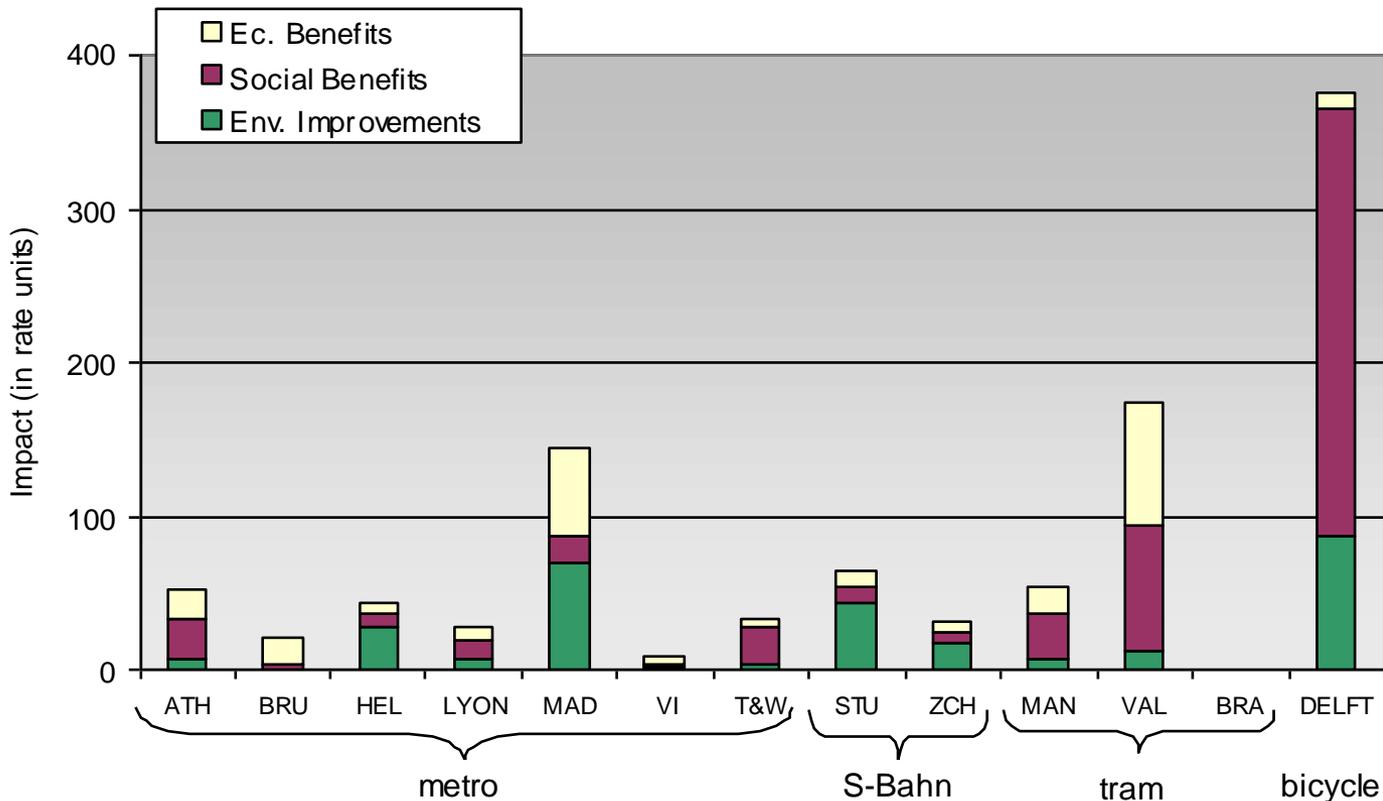
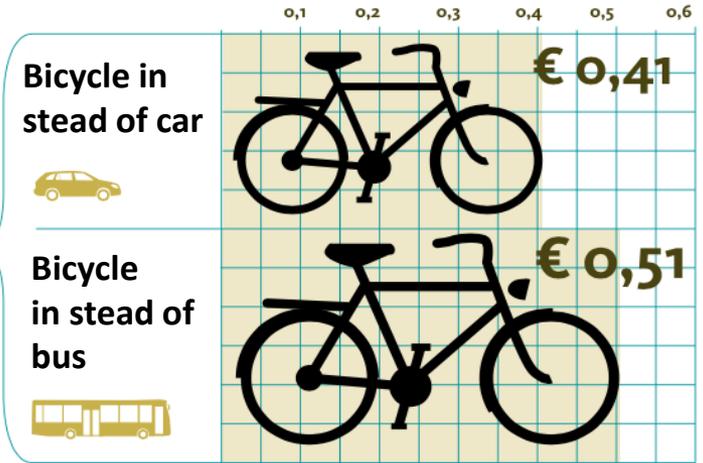
- Your own (strategic) preferences
- Best profit for cyclists, ROI
- Value for promoting trains
- Work-with-work maintenance
- Projects regional cooperation
- Opportunities for co-financing
- Urgency (roadsafety)
- Quick wins, smart combi's etc.

*-already part of policy
-money to certain content
available*

Return on urban transport investments, bicycle versus PT

Benefits society per kilometer

In urban area



Source: Transecon-project

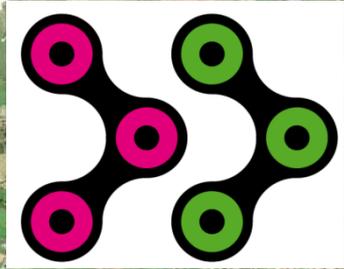
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Propositions from three perspectives:

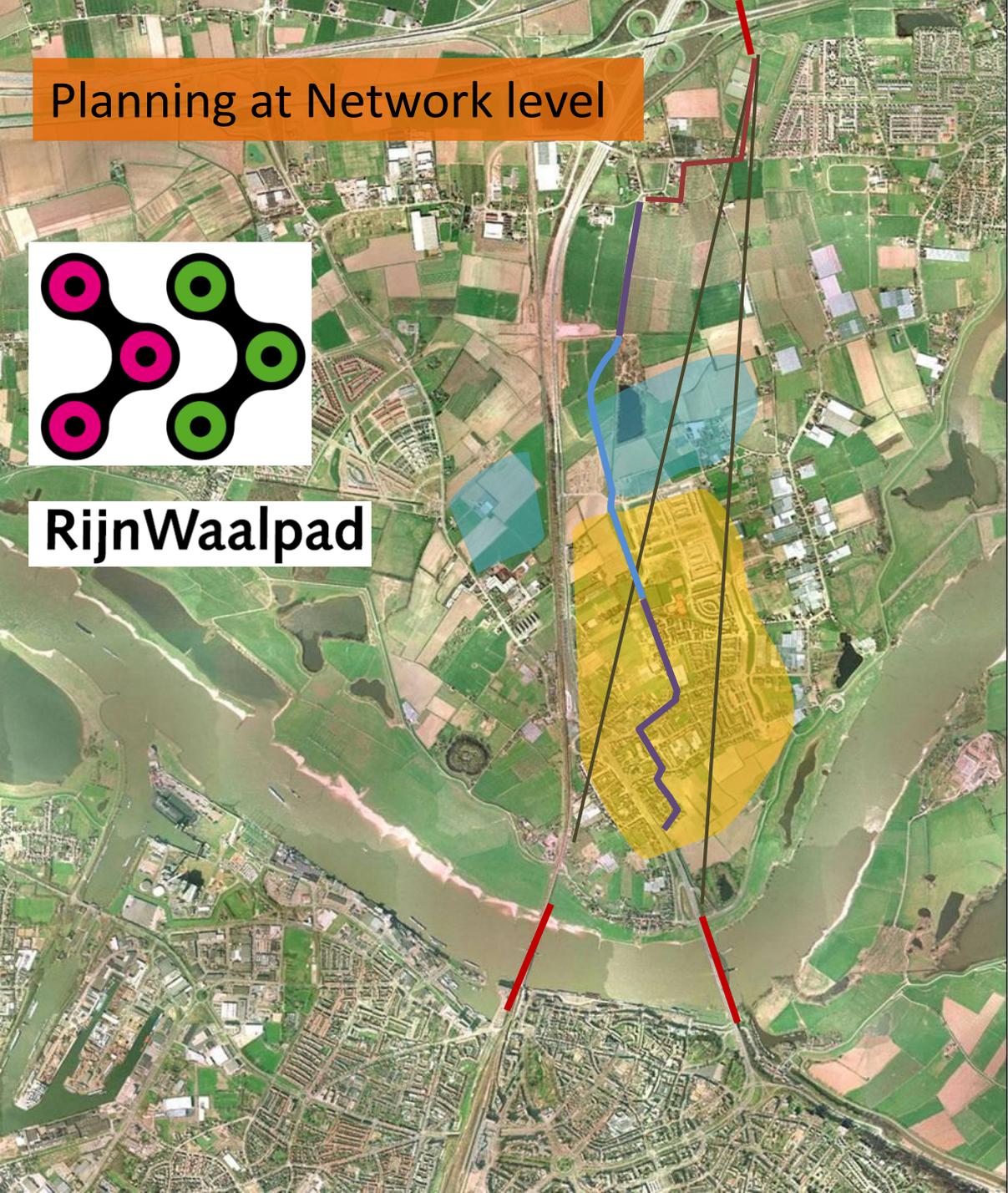
1. Governance and planning
- 2. Route design from planner's perspective**
3. Route design from traveler's perspective

Design standards of the cycle highway must be implemented in all cases.
Even if it has the effect of severe (planning) delays, extra costs.

Planning at Network level



RijnWaalpad



Cycle freeway



Cycle street 1



Cycle street 2

Recognisable-self explaining



Design – width, curves, materials



Safe intersections: clear priority



Attractive continuous routes



To compromise or not to compromise

“Design standards of the cycle highway must be implemented in all cases. Even if it has the effect of severe (planning) delays, extra costs.”

In fact: how serious are you taking it?

- Straighten your back or accept everybody's wishes?
- How compatible is your CH gonna be?
- KiM: You are only realizing it once

What helps:

- Political back-up
- See problems coming in advance (be smarter)
- Strong, clear policy written down
- Demands from partners (commitment, subsidy)
- Consultation: be prepared, try not to change things unnecessary, try to use flashy impressions



The Cycling Highway: Competing or Completing the Public Transport Network?

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“ There is no synergy between public transport hubs
and cycle highways for the cyclist”

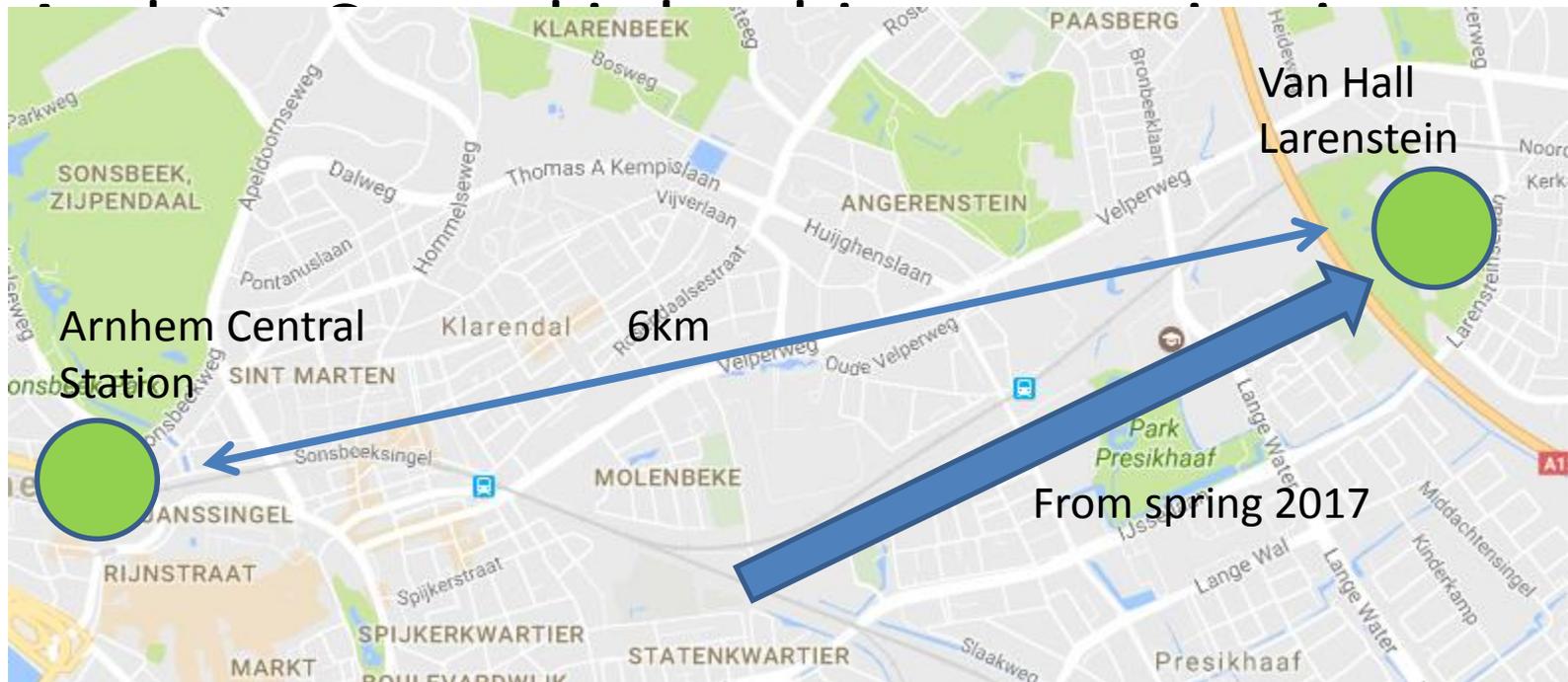
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““ There is no synergy between public transport hubs
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Who is your traveler?

Van Hall Larenstein pilot

- Arnhem Central Station is the main hub for students to the campus of Van Hall Larenstein;



For whom are you designing?

- The E-bike is competing with public transport on certain “relations”;
- This mainly due to better travel times.



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