



penelope bacchus

Promoting Energy efficiency to Local Organisations
through dissemination Partnerships in Europe
Best Actions for Collaboration in Countries
for a High efficient Use of energy in Structural funds

- [Print](#) - [Close](#) -

The hierachical structure of the new cycling plan -

Delft - Netherlands

At the end of 1999, Delft town council drew up a new cycling action plan, with several objectives: to promote the use of bicycles, reduce the number of cycling accidents and increase its modal share.

Target Groups	Sector	Field
<ul style="list-style-type: none"> - Local authority - Decision makers 	<ul style="list-style-type: none"> - Transport 	<ul style="list-style-type: none"> - Equipment / appliances - Information

ANALYSIS

CONTEXT

Delft (96 000 inhab.) is between Rotterdam and Den Haag. At the end of the 1970s, Delft was chosen as a model for transport planning. Within this context, the first cycling plan was implemented between 1979 and 1985. The main effort was in constructing the equipment needed to complete the cycling network.

NEW CYCLING PLAN

At the end of 1999, the Municipality drew up a new action plan with the following objectives:

- to promote the use of the bicycle as an alternative to the car for distances of up to 7.5 km, through the creation of new cycle tracks;
- to increase the modal share of cycling;
- to reduce the number of accidents by improving infrastructures and education about traffic circulation;
- to increase parking facilities for bicycles by providing cycle garages and converting carparks into cycle parks;
- to reduce the number of bicycle thefts by creating guarded cycle garages and providing deposit parking services.

DEVELOPMENTS

Delft's cycle network is designed on three levels:

- "town" level: this network handles the greatest flow of cyclists towards the major centres of activity: schools, stations, offices... The physical barriers represented by the canals and railway lines require the construction of heavy infrastructures;
- "district" level: it has two main functions: to serve the various strategic points of the district (schools, shops, etc.) and to provide a link with the "town" network. Tracks are 200 to 300 m apart and developments are lighter: cycle strips, little bridges, etc.
- "sub-district" level: this network links residential zones with local equipment. The routes travelled are usually short and often covered by children. Cycling infrastructures are about 100 m apart and are also used by pedestrians.



A MIXED PEDESTRIAN/CYCLIST PAVEMENT



A CYCLE PARK

COST AND BENEFITS

Delft town hall allocated 12 705 846 euros to finance its cycling policy between 1982 and 1992. 80% of this amount came from subsidies from the Ministry of Transport, Public Works and the Water Board.

Through this policy, the average number of daily trips made by bicycle has increased by 12% and the total distance covered by 6 to 8% depending on the type of trip. The average distance covered has risen from 3.7 to 3.9 km, showing a rising interest in cycling by residents in the peripheral districts of the town.

When the new cycling plan is passed, by 2003, 2 800 000 euros will be allocated to measures promoting cycling.

PARTNERSHIP

JOINT ACTION

A major joint action was organized with various organizations within the context of this new action plan:

- The Delft Federation of Entrepreneurs;
- the leading Dutch Cycling Federation (ENFB);
- the University;
- the "Priority to Children" organization.

These local actors have had a broad influence on the contents of the plan.

Note that in all the other action plans produced by the Municipality, the question of cycling is systematically discussed with residents.

RECOMMENDATIONS

EVALUATION

The following factors have helped change the way in which the network is used:

- the hierarchical structure is an important part of urban planning because it gives priority to urban centres and links between the different levels mentioned above;
- 60% of the kilometres covered by bicycle were in the "town" network, which only covers 30% of the total length of the network;
- the use of cycle tracks has increased from 30 to 35%, although at the same time, the percentage of bicycles using roads fell from 45 to 40%.

Improved comfort and safety seem to encourage residents to choose their bicycle as a means of transport.

The number of trips by car to the town centre has fallen, which is good for its attractive aspects and creates a pleasant atmosphere.

The modal share has increased from 40 to 43% for bicycles. The car and walking have remained stable at 26% while public transport has fallen from 6% to 4%, although the number of passengers carried has not changed.

PROSPECTS

With a modal share of 43%, the national objective of 30% of all trips to be made by bicycle has already been largely exceeded. By passing a new cycling action plan at the end of 1999, the Municipality has shown that it wishes to continue its work to obtain even better results (the aim is to exceed 50%).

TO KNOW MORE

Name organisation [Gemeente Delft](#)

:

Phone number : [+31 15 260 29 34](tel:+31152602934)

E-mail : jhutten@delft.nl

Website : <http://>

Name organisation [Gemeenten Delft](#)

:

Phone number : [+31 15 260 29 34](tel:+31152602934)

E-mail : jvreenen@delft.nl

Website : <http://>

USEFUL INFORMATION

List of Publications

FIESTEN IN DELFT, PLANNING FOR THE URBAN CYCLIST /	D.H., Jarreman PJ, Pettinga AD /	Public Works Services, Traffic Department, Municipality of Delft /	1984
THE DELFT CYCLE PLAN /	Delft Planning Office /	Delft Palnning Office - / Proceedings Velo City /	1987

List of Internet sites

[netherland / english / http://www.delft.nl/english.html](http://www.delft.nl/english.html)

[Evaluation of the Delft Bicycle Network](#)

[Plan Ministry of Transport and Public Works /](http://www.mobility-consultant.com/brm/indu/minitran/toc/id_min1s.htm) http://www.mobility-consultant.com/brm/indu/minitran/toc/id_min1s.htm

THIS CASE HAS BEEN REALISED BY

Organisation : [Energie-Cites](#)

E-mail : cmaurer@energie-cites.org

Internet : <http://www.energie-cites.org>

Published : 31/7/2002

[back to top](#) ▲

Penelope Project Good Practice Database

© Energie-Cités 2001 - 2002 / [Webmaster](#)

