



DUTCH
CYCLING
EMBASSY

オランダの自転車施策と 最良の事例

Dutch Cycling Embassy 代表理事 ルーカス・ハームズ

中央区
銀座四丁目
Ginza 4



MICMOTO

NO BICYCLING
ON SIDEWALK



脚踏車は歩道
歩行者天国
自転車通行禁止



自転車に優しい世の中～オランダの自転車事情



財団法人Dutch Cycling Embassy（ダッチ・サイクリング・エンバシー 略：DCE）は、持続可能なモビリティ手段として自転車活用の推進を国内外で行う団体です。オランダが誇る自転車活用の最先端の知識や経験を財団のパートナーである企業団体、研究機関、NGO団体、中央政府や行政の専門家たちと共にその活動を広げています。



オランダの自転車文化を
実際体験する



最良の解決策を**考え**、結果を出す



解決策を地域に合わせた設計で
見つけ、**行動**に移す



効果的な施策と最良の事例を学
び、**理解**する

www.dutchcycling.jp





www.dutchcycling.jp



なぜ、自転車に乗るのか？ 〇>〇



... やっぱり早い

自転車移動は時間が短縮できる

都市環境の中で、自転車は駐車スポットも探す必要もなく、最も早い移動手段である。



... 持続可能だ

自転車活用は大気環境を改善する

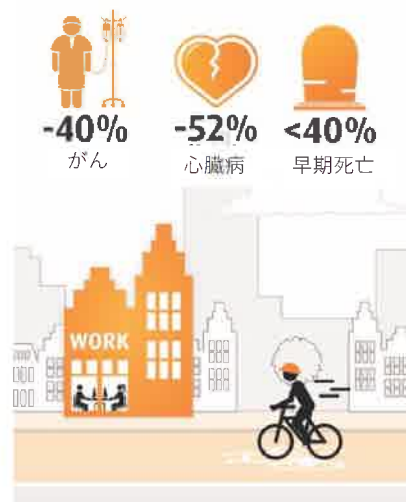
地域の空気環境は車から自転車に乗り換えると大きく改善する。自転車に乗り換えることで、窒素酸化物 (NOx) が65%削減できる。



... 健康にも良い

自転車活用は重病を予防できる

日常的に自転車を利用することで重い病気やうつ病のリスクを減らせる



... 自由はいいね！

自転車は子供達に自由を与える

世界で最も幸福度の高いオランダの子供達。自転車で安全に目的地に到達できることで、独立心が豊かになり、自由な感覚を与える。

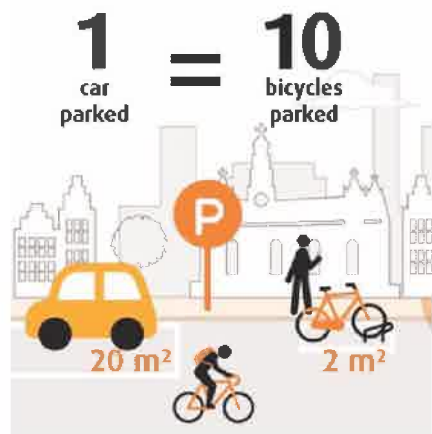


Source: Dutch Cycling Vision

... 空間の効率化 ... 安全を提供 ... そして経済的 ... 社会の活性化

自転車活用で公共スペースを有効的に増やす

自転車は車と比較して道路や駐車スペースを占める割合は断然少ないです。



自転車を推進する街は、自転車利用者の事故発生率が低い

「自転車のまち」は、まちの政策や都市計画を自転車を主体に計画される。よって、次世代教育にも取り込まれ、安全面を重視したインフラ整備が行われる。



自転車活用は財布に優しい！

年間を通して自転車に掛かる費用は、平均約35,000円。自動車は平均95万円ほど。



自転車を利用すればするほど、社会も活性化

自転車で1 km走るだけで、社会的便益は約85円。その反面、自動車は約48円、バスは約37円の社会的な支出を与えている





SUSTAINABLE DEVELOPMENT GOALS

自転車活用で目標は達成できる

1 貧困をなくそう 	2 飢餓をゼロに 	3 すべての人に健康と福祉を 	4 質の高い教育をみんなに 	5 ジェンダー平等を実現しよう 	
6 安全な水とトイレを世界中に 	7 エネルギーをみんなにそしてクリーンに 	8 働きがいも経済成長も 	9 産業と技術革新の基盤をつくろう 	10 人や国の不平等をなくそう 	11 住み続けられるまちづくりを
12 つくる責任つかう責任 	13 気候変動に具体的な対策を 	14 海の豊かさを守ろう 	15 陸の豊かさを守ろう 	16 平和と公正をすべての人に 	17 パートナーシップで目標を達成しよう

A magnifying glass is positioned over the goal card for SDG 11, '住み続けられるまちづくりを' (Sustainable Cities and Communities).





オランダでサイクリング







リアリティチェック：国のネットワーク 〇➤〇



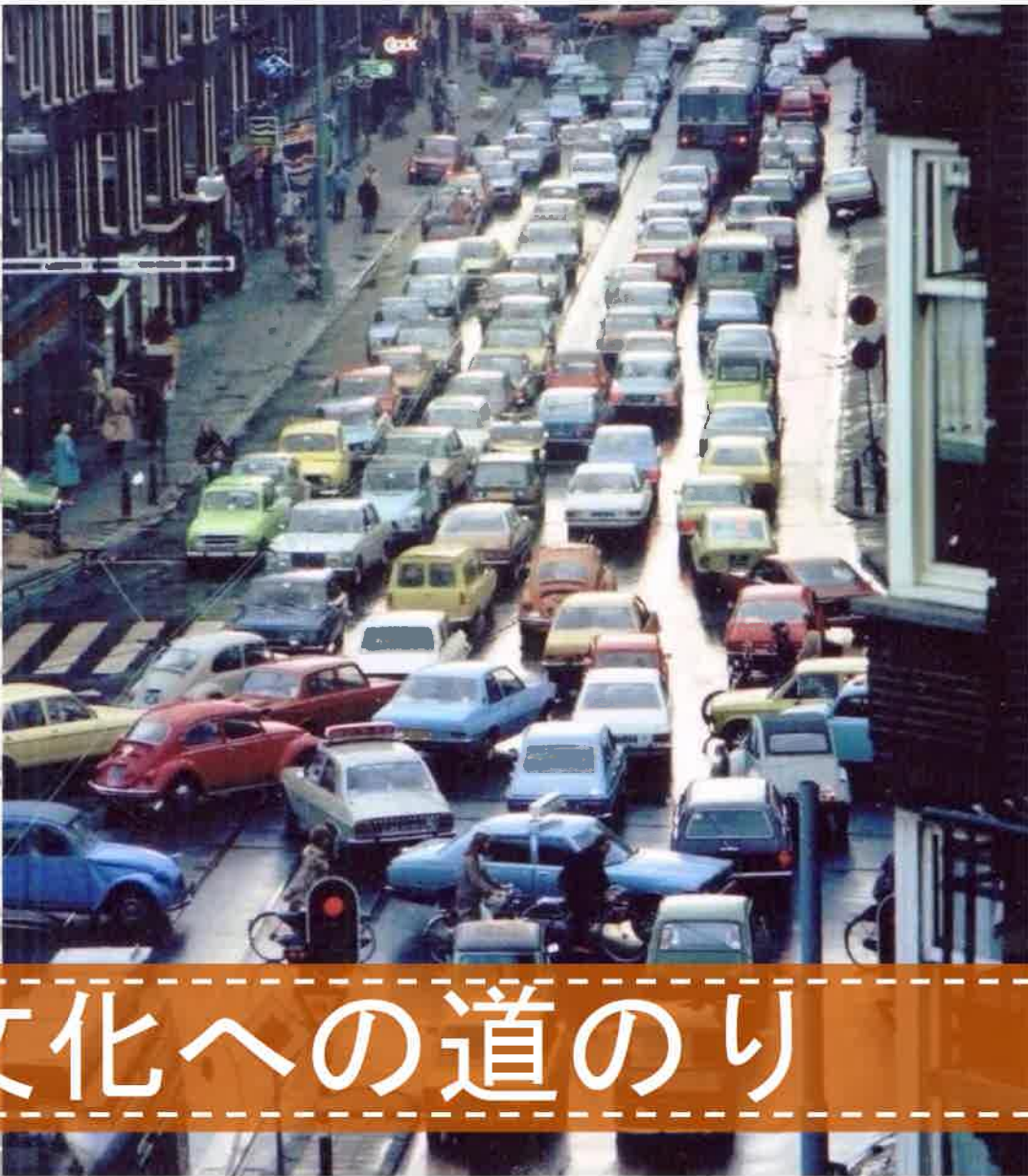
リアリティチェック：交通をゆるめる





リアリティチェック：正しい投資





自転車文化への道のり





危機への反応



車社会から「ひと」中心の社会へ



車社会から「ひと」中心の社会へ



車社会から「ひと」中心の社会へ



Grise Marktstraat, 1985
Fotograaf: Onbekend

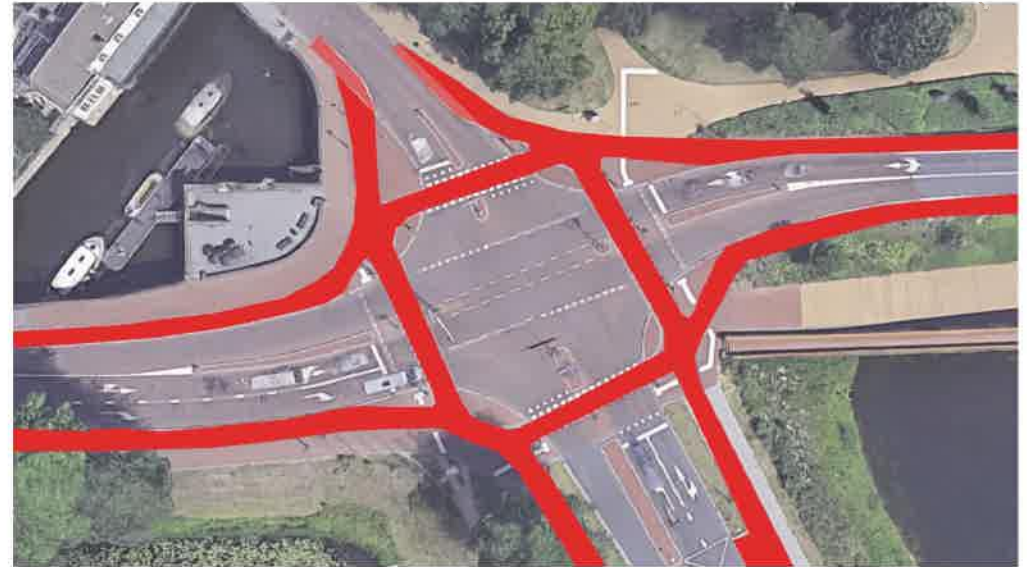
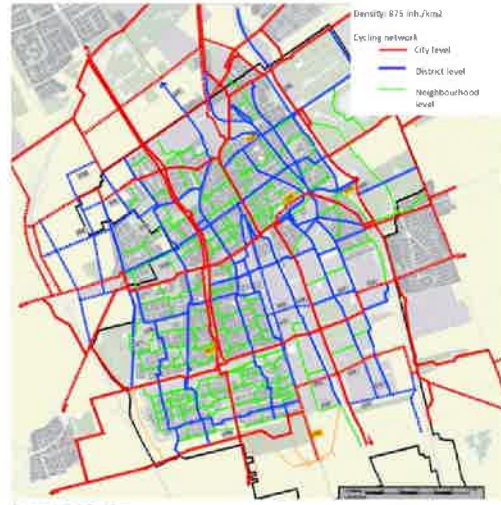




#1 実験を恐れないこと

Delft

1984



#2 交通ネットワークの構築を考える



Road categorization



1. National /
Regional through routes
Speed limits 130/120/100/80km/h
(80/75/62/50mph)

No cycling

2. Local distributing –
collector roads

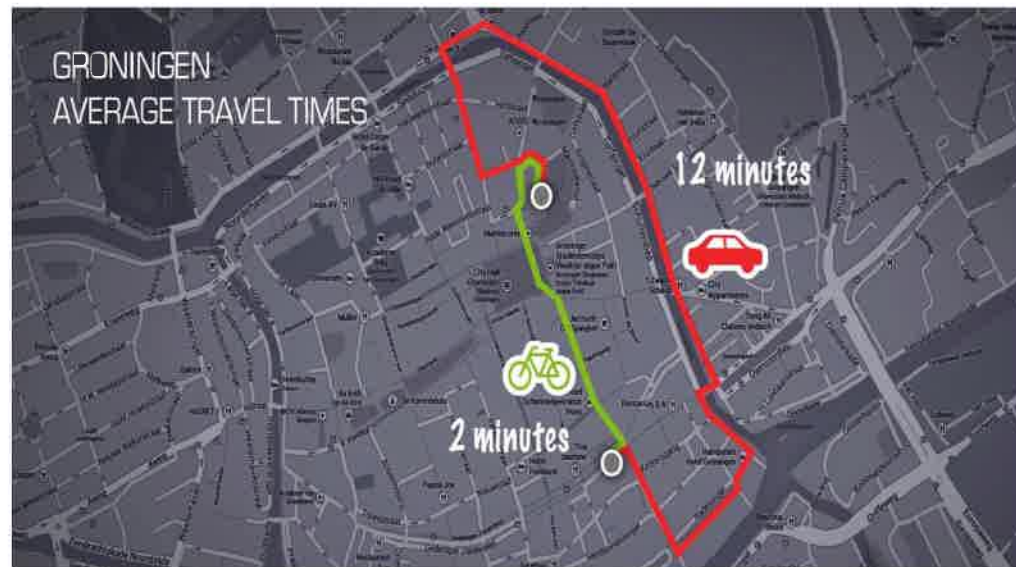
Speed limits 50km/h (31mph)

Physical or Visible separation

3. Access streets / Places

Speed limit 30km/h (18mph)

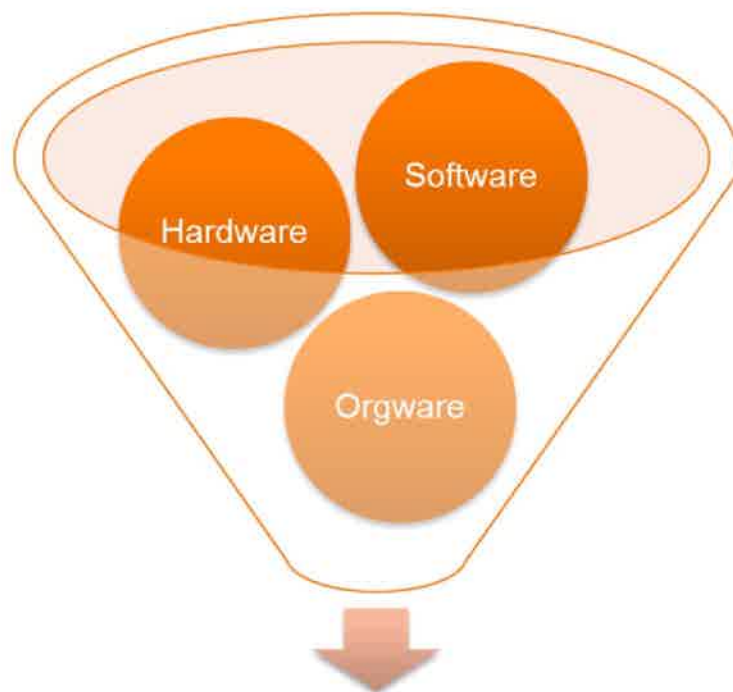
No separation needed



#3 自転車交通政策には自動車交通政策も必要

#4 ハードウェア・ソフトウェア・そしてオルグウェア

自転車活用を街の持続可能なモビリティ手段として取り込む場合、下記のキーワードを念頭にマスタープランを組み立てることが重要です：



Bicycle inclusive mobility
自転車の包括的モビリティ

Hardware: 自転車活用に必要な物理的なニーズ・素材(マテリアル)

Software: 人間的主観のモビリティ

Orgware: 自転車活用に携わる様々な分野のキープレイヤーの協力と連携体制づくり



Best Practices Dutch Cycling

#WELLEN

in the context of the 2018 meeting in the office of the first vice-president of the Dutch Cycling Union



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Central Station- Area Utrecht

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Reason for intervention
 The Central Station in Utrecht is the busiest train station in the Netherlands. Every day during rush hours, bike-clogged streets crowded out foot traffic. To improve the quality of space around the train station, there should not be bikes parked on street level. This led city officials to the idea to redesign the whole Central Station area of Utrecht. The project is called CU2030 (See You in 2030).

Objective
 To solve the quality issue, the municipality of Utrecht wanted to create a new public space that would make the station area more attractive and encourage people to walk and cycle. The project also included the renovation of the station area, including the renovation of the station area, including the renovation of the station area, including the renovation of the station area.

Chosen intervention
 To reduce cyclists to use the bike parking facility, the time to park should be limited. The first 24 hours, a fee to park your bike in the facility. Afterward, you pay a small amount of money, which is automatically deducted from your personal public transportation card. Cyclists are able to cycle into the garage right to the spot where you park your bicycle. When leaving the garage, you step right into the train station, bus station, shopping mall or business area. This makes it a convenient connection for all users.

Lessons learned
 Creating a smooth connection for train passengers and cyclists for the railway operator, resulting in increased demand. It is important to have a clear and consistent sign system for the facility. The more consistent the sign system, the better it works.

"Creating a smooth connection for train passengers also yields for the railway operator, resulting in increased demand."

Lessons learned
 - It is important to have a clear and consistent sign system for the facility.
 - The more consistent the sign system, the better it works.

21 05.

Bicycle Streets

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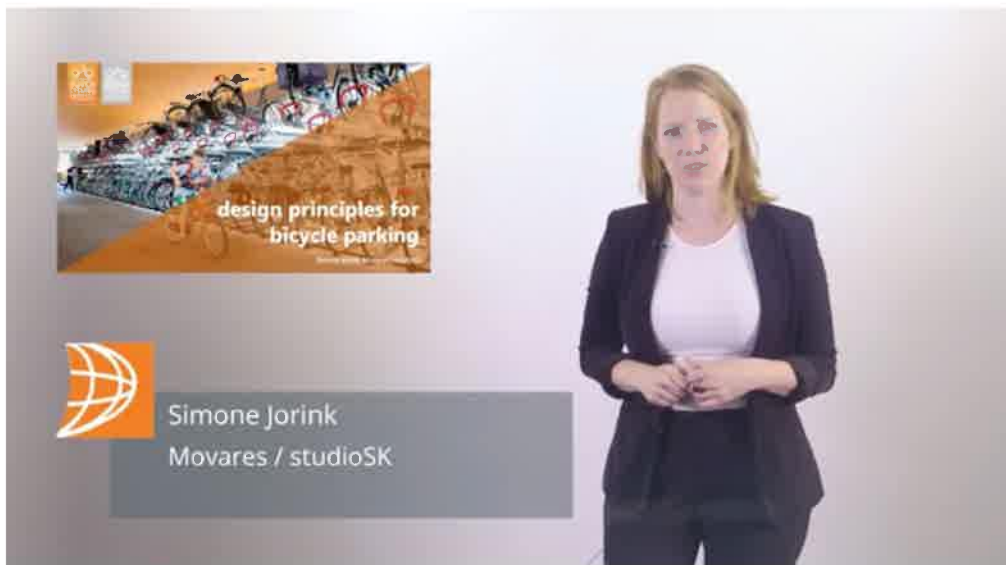
The bicycle street is a street where the traffic is primarily for bicycles. It is a street where the traffic is primarily for bicycles. It is a street where the traffic is primarily for bicycles.



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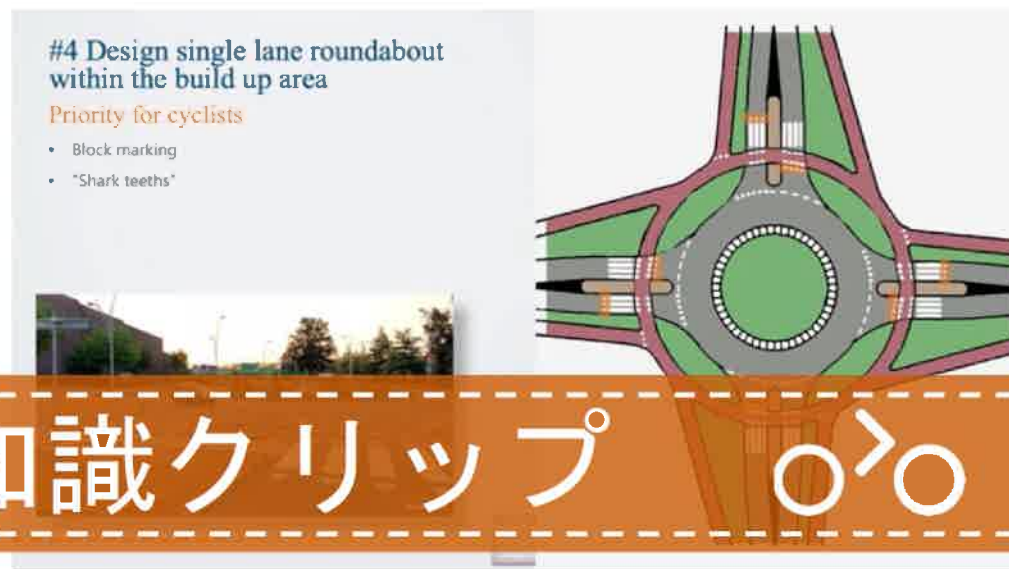
DUTCHCYCLING.NL / ベストプラクティス

Zuid Heerflingwaard



🔄 バイクノミックスって何? 🔄

どのようにして**自転車活用**が**社会**に影響をもたらし、その**影響**によってどのような**価値**を生み出すか



DUTCHCYCLING.NL/知識クリップ 🚲




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 Dutch Cycling Embassy

Cycling

creates positive impacts for individuals, companies, economic sectors and society as a whole

€ \$ ¥ ₹

Bikenomics

studies and assesses the monetary value associated with these benefits

for more info scan click

Providing facilities for its employees who cycle to work cost **6x less** than providing parking spaces.
Pontificia Universidad Catolica, Lima, Peru

A financial business case assesses cycling impacts for individuals or companies

300+ jobs in bicycle-related activities with an estimate business volume of more than **34 million €** every year.
Rotterdam, The Netherlands.

An economic impact assessment investigates cycling impacts on jobs and GDP

20 billion is the value of the benefits of investing in cycling for commuting during the Covid-19 pandemic. Italy

A social costs-benefit analysis shows the positive impacts of cycling on society as collective welfare

WHY is it USEFUL ?

- to prioritize mobility investments
- to investigate who benefits and who loses from a project and thus to allocate costs
- to communicate the benefits in a simple way and to gather support from stakeholders
- to shift the view on cycling from recreation to transportation

A joint project from

World Resources Institute @wri.org

Dutch Cycling Embassy @dutchcycling.nl

with technical support from Decidid @decidid.nl



cycling is sustainable economic development policy

- Cycling is Safety Policy
- Cycling is Covid-19 Policy
- Cycling is Education Policy
- Cycling is Equity Policy
- Cycling is Public Health Policy

3 **Cycling is Safety Policy**
1.35 million people are killed every year in road crashes, which are the leading cause of deaths among children and young adults (5-29 years old).

5 **Cycling is Covid-19 Policy**
as an affordable mobility solution that can keep people physically distant during the covid-19 crisis, cities around the world have implemented pop-up cycling infrastructure and reclaimed space from cars to people.

7 **Cycling is Education Policy**
pupils and teenagers that cycle or walk to school concentrate better and have on average higher academic results.

8 **Cycling is Equity Policy**
Cycling provides poor people access to socio-economic opportunities. If design is and feels safe, more women, children and elderly people cycle as well.

9 **Cycling is Public Health Policy**
30 minutes a day of cycling is equivalent to the WHO weekly recommended level of physical activity and reduces the risk of diabetes, obesity, depression and many other serious diseases.

#BIKENOMICS バイクノミックス

Cycling is a sustainable mobility solution that can keep people physically distant during the covid-19 crisis, cities around the world have implemented pop-up cycling infrastructure and reclaimed space from cars to people.

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