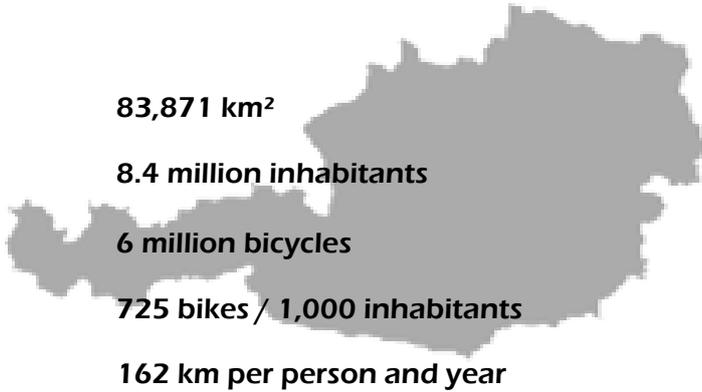


Countries' facts

AUSTRIA



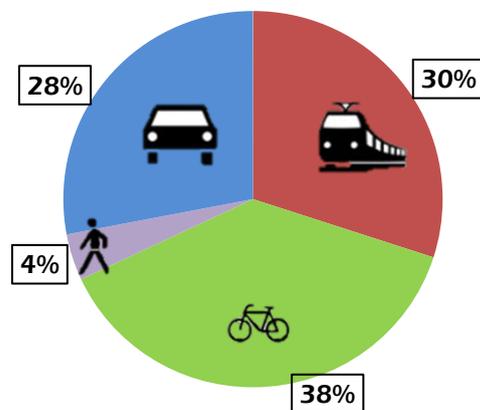
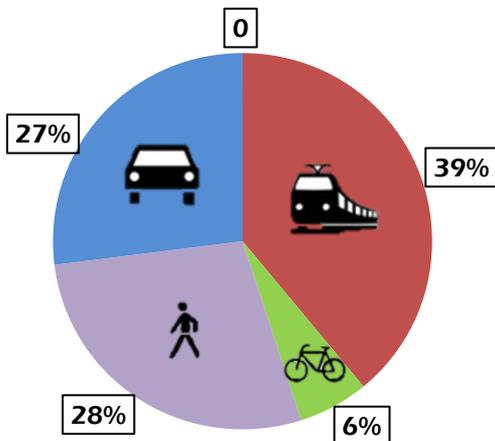
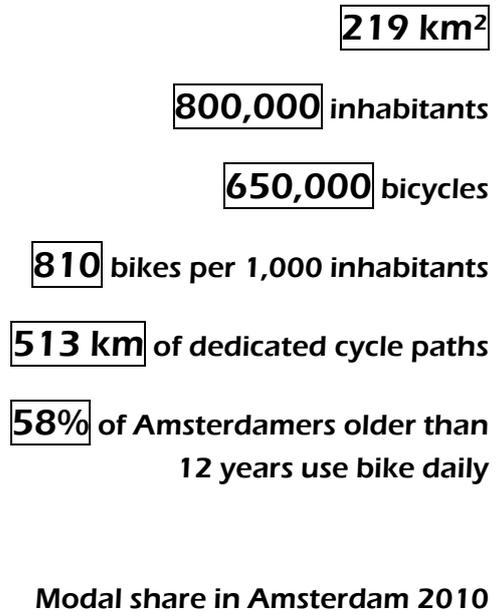
THE NETHERLANDS



Vienna



Amsterdam



Infrastructure

Vienna	Amsterdam
<u>Length of cycle path network</u>	
1,223 km	513 km
<u>Divided in</u>	
56 % cycle paths, reduced traffic, areas, residential streets, pedestrian areas	513 km dedicated cycle paths
21 % physical structures (bicycle path, foot and bicycle path)	A lot of bikers use the domestic roads to cycle on. In the centre, most roads are not really suitable for car drivers, so almost every road is used for bicycling and public transport. Some streets and neighbourhoods are almost completely car free.
23 % marked arrangements (bicycle lane, multipurpose lane and bicycling in one-way streets)	

Bicycle lanes / tracks	
On-road cycling facilities: <ul style="list-style-type: none"> • Cycle lanes marked through a solid or broken white line on an existing roadway • Cycle tracks have elements of a separated path and on-road cycling lanes 	
Off-road cycling facilities: <ul style="list-style-type: none"> • Shoulders are reserved areas outside of a roadway but still involved into the route guidance. It is mainly used as a buffer between the road and the surrounding • Side paths and shared-use footways are designed in some cases for a shared use of cyclists and pedestrians 	
Parking areas	
Types: <ul style="list-style-type: none"> • Cycle stand • Roofed bicycle racks • P&R facilities 	
Storage sidings <ul style="list-style-type: none"> • Bike garage for 1,100 bikes on the main railway station • 3,400 locations for safety parking • At these locations there about 17,000 cycle stands • More than 32,000 bikers can park there 	
Bike & Ride facilities <ul style="list-style-type: none"> • More than 200 railway stations in Austria 	

Traffic regulations / guidelines

Bicycles need special equipment for allowing driving on the street:

Austria	The Netherlands
Two independent brakes	
Reflectors on the front (white) and at the back (red). This can also be integrated into the headlight or the taillight	
Lateral reflectors (yellow) or reflective tires (white or yellow)	
<ul style="list-style-type: none"> • Reflectors on the pedals (yellow) 	<ul style="list-style-type: none"> • Reflectors on the pedals (white or yellow)
<ul style="list-style-type: none"> • Headlight (white) and taillight (red): the taillight can also be a flashing light. Not permissible are headlights and taillights which are carried on the body 	<ul style="list-style-type: none"> • Headlight (white or yellow) and taillight (red) have to be non-blinking. This includes lights on the body (on your cote, jacket, t-shirt etc.) All lights have to shine straight forward, so they're not allowed to be facing the ground, nor the sky.
<ul style="list-style-type: none"> • A bicycle bell, a horn or something like that 	

Driver licence for bikes

Austria	The Netherlands
Children under 12 years	
<ul style="list-style-type: none"> • Kids under 12 years have to wear a helmet • You just allowed driving a bicycle attended by a person which is older than 16 years 	<ul style="list-style-type: none"> • Children do not require a helmet
Children over 12 years	
<ul style="list-style-type: none"> • At the age of 12 you are allowed to drive a cycle alone • At the age of 16 you are allowed to take a child in an infant seat or in a child transporter along 	<ul style="list-style-type: none"> • No requirements

Cultural development:

- Around 19th hundred the usage of bicycles was really common and affordable for everyone not just the elitist middle class
- Around the 1920s the euphoria for bikes began to subside or changed into the car.
- The bike was become an article of daily use for the general public.
- After the Second World War the bicycles where often the only means of transport, but with a rising income people were able to afford a motorized means of transport.
- The car becomes a symbol of wealth and so streets and cities were built for the motorized traffic and the “soft mobility” becomes less important beside the car. Newly build residential areas were built spaciouly, with a lot of parking space and wide roads. The introduction of motorways and removing of bicycle infrastructure made the car very popular in a short time.
- While the motorized boom in the 1950s and 1960s the bicycle got the image “bike for poor people”. More and more bikes were seen as obstacle for the motorized traffic, which also happened to trams in the most cities.

Austria	The Netherlands
<ul style="list-style-type: none"> • In the 1970s with the beginning on watching the environmentalism and the oils crisis the bicycle experienced a renaissance. • In November 1978, for the first time different alternative groups of Austria met after an invitation of the EVG (Erklärung von Graz). There they demanded the decreasing of the motorized traffic and the funding of non-motorized and public transport. • 1979 and 1989 were some spectacular demos with the slogan “Make room – Bicycle comes” in Graz. In Juni 1989, activists brushed illegally the first cycle way in the city park. • Since 1990, Styria built with the participation of the communities a cycling network for tourists. • In 1993, the city council resolved new guidelines for the Vienna transport concept. The aim of this concept was to increase the proportion of cycling to six per cent of all trips 	<ul style="list-style-type: none"> • In the 1970s with the beginning on watching the environmentalism and the oils crisis the bicycle experienced a renaissance. In Amsterdam, people demonstrated for better bicycle infrastructure. • In the 1970’s, the introduction of the National bicycle organization (Dutch: Fietsersbond) marks a new era. • Due to the oil crisis, government began to realize that public transport and biking should be a part of overall mobility. • In the late 1970’s, in the cities of The Hague and Tilburg the first bicycle-proof routes were introduced, especially designed for comfortable cycling. • In 1996, the institution of CROW (which researches and carries out design demands for roads) publishes “Duurzaam Veilig”(traffic safety), which gives measures for cycling paths and other infrastructure for biking, inclusively bike parking.

<ul style="list-style-type: none"> • The bicycle in Austria is still mostly seen as a sport and recreational equipment. Thus the acceptance as a fully-valued means of transport is partly low. • To cycle becomes fashion and bicycles becomes a symbol of status (technical equipment and extravagant atypical looks becomes important). • The bicycle is primally used to travel short distances (convenience of the car). • The bicycle applies often for the motorized traffic as a disturbing factor. 	<ul style="list-style-type: none"> • The bicycle counts as fully-valued means of transport and is equivalent to the other individual means of transport. • For the Dutch people the bicycle is first of all an object of utility. • The bicycle is also used to travel longer distances on special bicycle highways. • To be bicycle friendly is desirable.
The bicycle as status symbol	
<ul style="list-style-type: none"> • To cycle becomes fashion. • Similar but not so high frequented like in the clothing industry the different trends of cycling also changes. • The cyclists would show their professionalism and cycling experience through their technical equipment or an extravagant atypical look. • The high prices of the cyclist-equipment will be justified through the functionality and need. • There the bicycle industry work similar to the car industry and brings out every year a new design with just a few different components on every model. Therefore it increases the pressure to be continuously up to date and do not use outdated technology 	<ul style="list-style-type: none"> • The bicycle is seen as an object of utility mostly. Especially students buy the most simple model, most of time second, third or fourth (etc.) handed. • People who do use the bike for sporting or touring, ususally have two bikes, one for the city, which isn't luxury because of the chance it might get stolen, and one comfortable and most of the times expensiver to sport of tour on. These bikes are a symbol of status (Beautifull bike with all the equipment and extra's is seen as proffesional). • Most immigrants rather take the car or bus than riding a bike. They see it as something for the "Dutch", not for themselves. • High educated people in the cities see the bike as sustainable, modern and the most efficient way to get around on their tight schedule. Most of the times they have a more expensive bike with good locks on them. They want to show off their bikes and attend to buy a trendy one whit modern gadgets on it. For them it's not only a mode of transport, but more as a lifestyle.
Acceptance of the bicycle in the society and daily traffic	
<ul style="list-style-type: none"> • The bicycle in Austria is still mostly seen as a sport and recreational equipment. • The acceptance as a fully-valued means of transport is partly low. • The bicycle applies often for the motorized traffic as a disturbing factor. 	<ul style="list-style-type: none"> • People see the bicycle as part of life: some use the car, some use the bus and some use a bike. • Short distances to the supermarkt, school, work or other destinations are done by bike quite often. It's normal to

- The cycling is usually given to little space compared to the motorized traffic.
- Thus to cycle in the road traffic is often dangerous and leads to accidents.

just cycle anywhere.

- Bicycles are integrated in society, it's normal that you can see them everywhere and park them at various locations.
- Youngsters use the bike when they go out and the distance is not too far <5 km. it's normal to go out by bike.
- Road designs always have a bicycle component in them. Only on the motorways it's forbidden to cycle, every other road has to accept bikes.



Cycling Culture in AUSTRIA and the NETHERLANDS

8.4 million	Inhabitants	16.7 million
83,871 km ²	Area	37,354 km ²
6 million bikes	Bicycle use	18 million bikes
6 % of  in Vienna	Modal split	38 % of  in Amsterdam

WHERE DO YOU FIND THE ESSENTIAL DIFFERENCES

Attitude of population

Bicycle infrastructure

Legal situation

Cultural background