

HOW DUTCH IDENTITY DERIVES FROM THE CYCLING CULTURE OF ITS INHABITANTS

Cycling - and everything that goes along with it - is indelibly ingrained in Dutch culture



The Netherlands is the only country in the world that has more bicycles than inhabitants

BICYCLES 22,3 million

INHABITANTS 17 miljoen



THAT'S AN AVERAGE OF 1.3 BICYCLES PER INHABITANT!

The Netherlands has **37,000 km** of cycle paths and Dutch people collectively cycle **15 billion km** per year. That's **880 km** spread across nearly **300 bicycle journeys** per person.

Cycling is part of being brought up in the Netherlands



You sit in a **bike child seat** as a **baby**



You often learn how to **ride a bike** yourself as early as the **age of 4**



You usually cycle to school **on your own** at the **age of 8**



You take a **cycling traffic exam** at **10**



750,000 subscribers to the public transport bicycles (OV-fietsen)



20,500 public transport bicycles



Almost 50% of travellers get to the station by bike

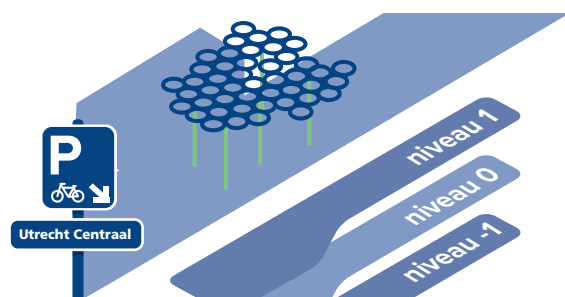


There are **490,000 bicycle parking** spaces at stations



Expected growth in public transport usage in the coming years

The largest bicycle parking facility in the world can be found at Utrecht Central Station



- **Utrecht Central Station** is the **largest public transport hub in the Netherlands**;
- **Utrecht** opened the **first cycle path** in the Netherlands in 1885
- **Over 125,000** cyclists **ride through** the city centre every day
- Utrecht is the only city in the world that will **have helped to host the 3 largest cycle races (the Tour de France, Vuelta & Giro d'Italia)**
- **2019**: Opening of **the world's largest bicycle parking facility** at Utrecht Central Station with **12,500 spaces**.



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Dutch bicycle culture nominated for list of national heritage

The municipality of Utrecht, ProRail, NS (Dutch Railways), the Ministry of Infrastructure and Water Management and the 'Stichting Landelijk Fietsplatform' (Dutch Cycling Platform Foundation) have taken the opportunity to use the opening of the bicycle parking 'Stationsplein' at Utrecht Central Station, **the largest bicycle parking facility in the world**, to nominate Dutch cycling culture onto the national intangible heritage list.

Dutch cycling culture

The Netherlands is a country of cyclists. A recent study conducted by the 'Sociaal Cultureel Planbureau' (Social Cultural Planning Office) shows that cycling is part of Dutch identity. The statement, **'just grabbing the bike'** is almost comparable to making a coffee in the Netherlands - it's a very ordinary, daily requirement. Learning to ride a bicycle is therefore an integral part of education, which means that **children can often ride a two-wheeler from the age of 4**. The Netherlands has **an infrastructure for cyclists that's unique in the world**. With **over 37,000 km of cycle path**, there is almost nowhere in the Netherlands that can't be reached by bike. Dutch people cycle **about 15 billion kilometres per year** along these paths. That is more than **880 kilometres per person**, spread across **approximately 250 to 300 bicycle journeys**. This means that bikes are used for more than a quarter of journeys made in the Netherlands. In rush hour, there are even **more bicycles on the road in the Netherlands than cars**. This uniquely high usage requires creative solutions. **Huge bicycle parking facilities and real 'bicycle flats'** are built in the Netherlands so that people can put all these bicycles somewhere. The absolute jewel in the crown is, of course, **the largest bicycle parking facility in the world** at Utrecht Central Station (**12,500 places**). It's located there because that's where **the Netherlands' largest public transport hub** is.

Intangible heritage is living heritage. The heritage list contains traditions that are passed down from generation to generation and that form a common identity. **The Nijmegen Four Days Marches, carnival, carbide shooting** and the **Sinterklaas festival** are examples of recognised **national heritage activities**. A tradition can be recognised if there is an organisation behind it that works towards its conservation in the future.

