

KOLESARSKA KONFERENCA 2026

vsi na isti poti



A2PT final conference & 5th Slovene cycling conference

June 3rd, 2026 | Grand hotel Union



REPUBLIKA SLOVENIJA
MINISTRSTVO ZA OKOLJE,
PODNEBJE IN ENERGIJO

Interreg
Danube Region



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PLATFORMA
ZA TRAJNOSTNO
MOBILNOST



Veleposlaništvo
Kraljevine Nizozemske



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Changing streets, changing habits: What the bicycle can teach us

Romee Nicolai, Bicycle Mayor of Amsterdam

BYCS Amsterdam, the Netherlands



Source: City of Amsterdam – Beeldbank 1932 - 1972

Amsterdam was not always a cycling city



Stop the Children Murder protest 1974

Source: City of Amsterdam



What is the first thing you think about
when you hear the words "cycling city"?



ntr:



City of Amsterdam in numbers

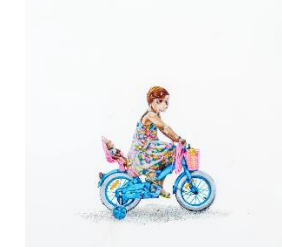
- 1 milion bicycles in the city – more bicycles than residents
- 38% of all trips are made by bicycle
- 515 km of dedicated cycling infrastructure in Amsterdam
- 500.000 residents (56% of total) cycle on a daily base within the city
- 60% of short trips (< 7.5 km) are made by bicycle

Sources: Municipality of Amstredam (O&I), CBS





Design for a 8 and 88 year old



Source: The Amsterdam Cyclist, @NilsWestergard



Dutch door-to-door thinking

First and last mile

- 40 – 60% of train station access trips are by bicycle (Amsterdam region)
 - Cycling is the primary mode to rail stations
- OV-fiets system (national station bike system)
 - In the Netherland: 24.000 OV bikes in total (first mile -> station -> last mile)
- 50% of commuters combine train + bike in peak corridors
 - Bike used as default access mode to multimodal hub



Street design for the last mile

The last mile is not solved by building one perfect type of street, but by designing streets that respond to different behaviours, speeds, and levels of comfort.

Different flavours

- Cycling streets ('fietsstraten')
 - cars are guests principle
- Shared space





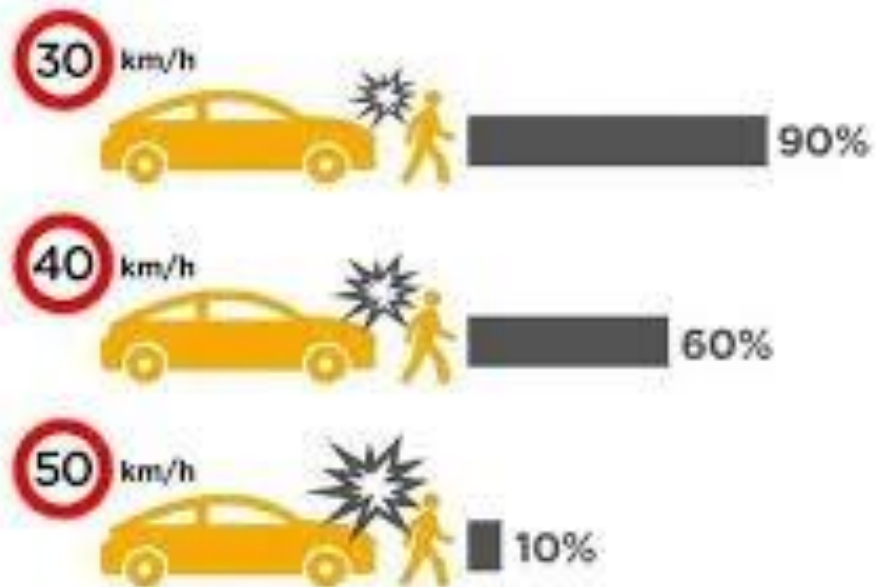
The 30km/h revolution

Early results (2024)

- 11% fewer traffic crashes
- 15% fewer collisions involving cyclists and pedestrian
- 1.5 dB reduction of traffic noise
- Minimal impact on public transport performance
- 65% compliance with the 30km/h rule



Chance of survival for a pedestrian being hit by a car



*Based on young adult pedestrians

Dutch challenges

- Integration of E-bike and Fatbikes
- The helmet debate
- Limited public space and growing congestion

Main question:

How do we keep cycling safe, inclusive, and attractive for everyone, in a changing mobility landscape?





“If you build, WHO will come?”





What the bicycle can teach us

1. Cycling cities don't get build overnight
2. Continuity matters most in journey
3. Behaviour follows design
4. Speed decrease safes lives
5. Infrastructure goes beyond the physical dimension





Thank you!

Romee Nicolai

BYCS Amsterdam

Website: Bycs.org

- Email:
bicyclemayoramsterdam@gmail.com

