



Ministerie van Infrastructuur en Milieu

Trends in bicycle use in the Netherlands

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BMW Cruise e-bike



Alfa Romeo 4C IFD



Porsche RS/RX



Audi e-bike



McLaren





Cycling is booming

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Go Dutch?



The next Mayor of London should commit to continental-standard cycling infrastructure

Please sign the [Love London, Go Dutch](#) petition

Why we'd love London to Go Dutch...

We're calling on the Mayor of London to build continental-standard cycling infrastructure in the capital, the freedom to cycle, whatever their route, and whatever their destination.

Most people are scared to cycle on London's roads because of the high volumes and speeds of motor

Some put up with inconvenient detours on minor roads but, more often, Londoners don't cycle at all.

Yet politicians and city planners refuse to dedicate space to cyclists because they're wedded to outmo

When bike lanes or tracks have been installed, they've usually been poor quality, doing little to encoura

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Cities fit for cycling

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Commuting by bike soars by nearly a fifth



Kaya Burgess
Last updated at 12:33AM, March 6 2013

Cycling to work has soared in popularity
Times photographer, Mary Turner

The number of commuters cycling to work has risen to more than three quarters of a million people in England and Wales, census data shows, as workers choose the bicycle as an affordable and healthy way to travel.

The popularity of commuting by bike has increased by 17 per cent to more than 760,000 people in the past ten years, an increase of 110,000 in 2001.

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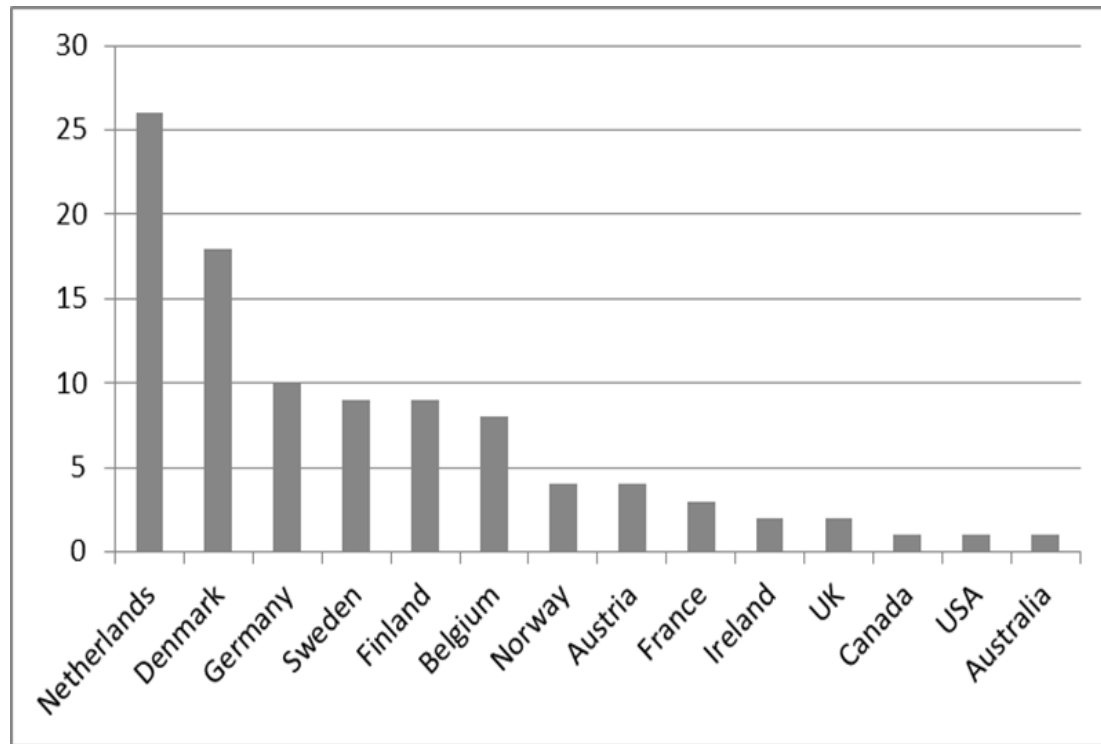
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What is the share of cycling in total mobility (as % all trips)?

- A. 5%
- B. 15%
- C. 25%
- D. 35%



Source: Buehler and Pucher 2012



Cycling levels in urban areas are growing...

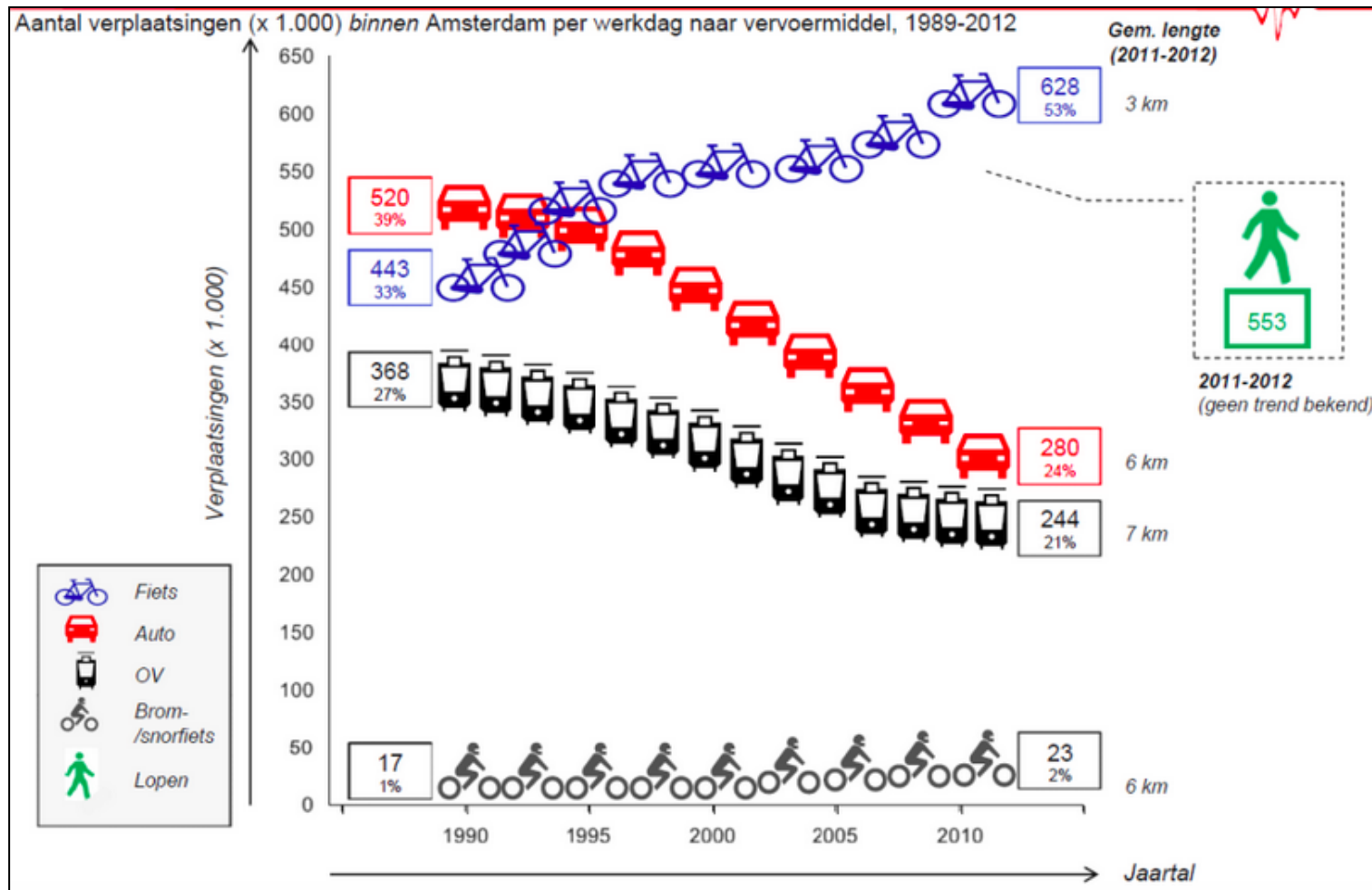


Table 2. Changes in bicycle use according to urbanization rate (1999–2009)

	Very high urbanized	Highly urbanized	Moderately urbanized	Less urbanized	Not urbanized
volumes (% change)					
# cycling trips	7	15	1	-1	-15
# cycling kms	15	23	10	4	-12



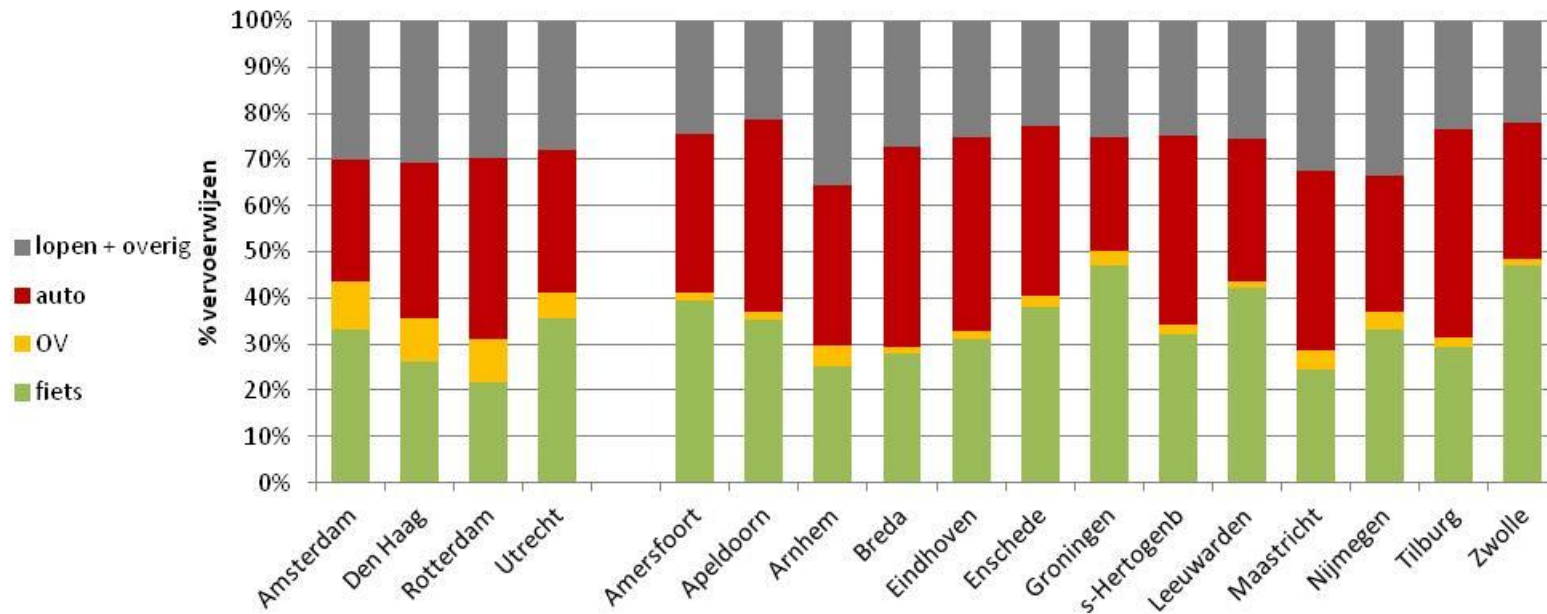
...especially in Amsterdam...







but not in all urban areas cycling is growing...



Source: KiM Mobiliteitsbeeld 2014



... and not everyone is cycling more often...



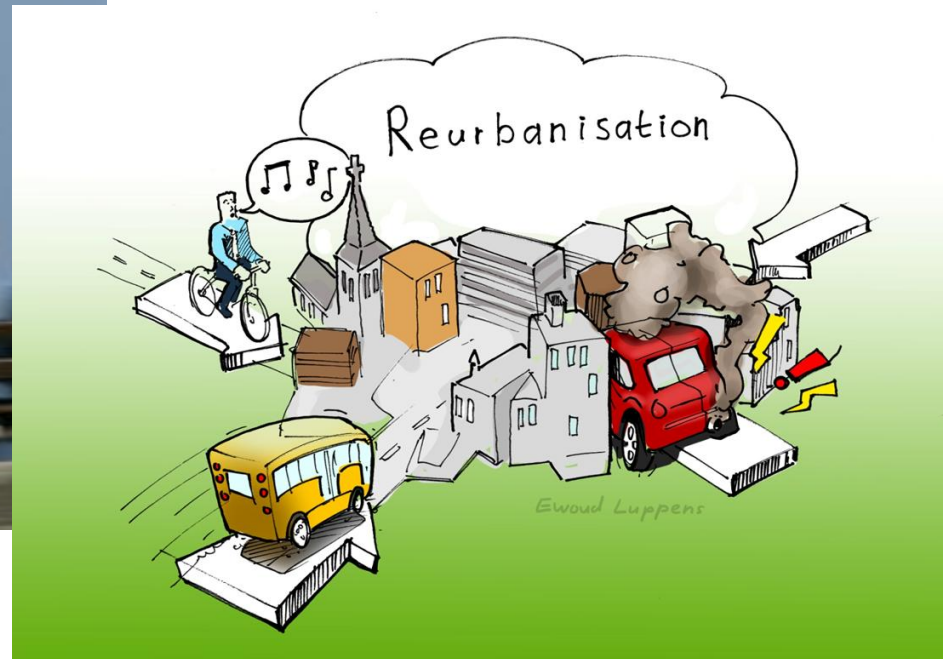


Young adults (18-30)

are cycling more (+5%) are driving less often (-5%), especially in urban areas

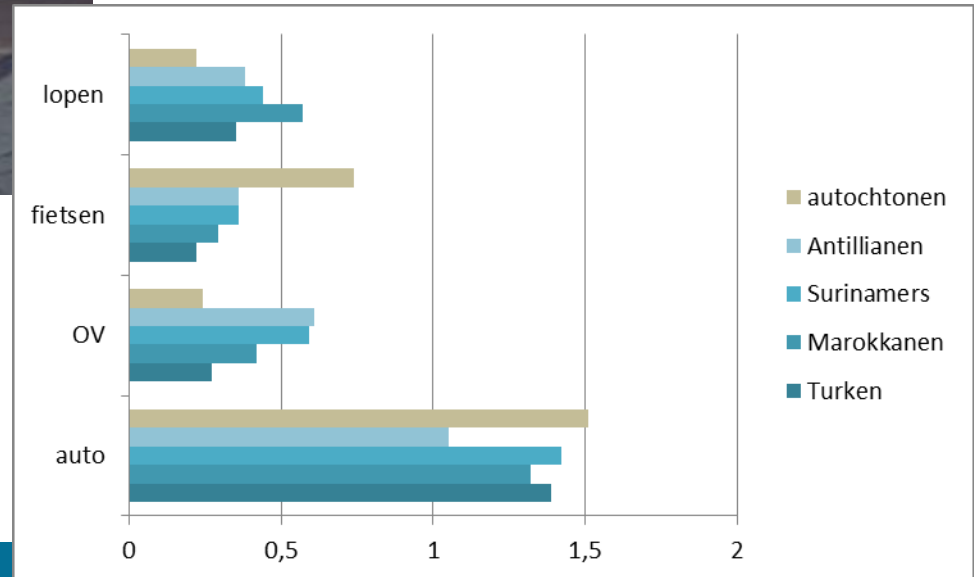


Source: Harms et al. 2014





Non-western immigrants are cycling not as often (and share is growing)



Source: SCP 2008



To summarize...

Spatially: especially in urban areas cycling use is increasing (in rural areas cycling levels are decreasing)

Socially: especially younger adults are cycling more often, immigrants are cycling less



Strong growth of cycling + transit





Geographical range of stations

	N	< 1 km
All stations	388	19%
- Large IC station	17	1%

Source: Kager et al. 2015





Geographical range of stations

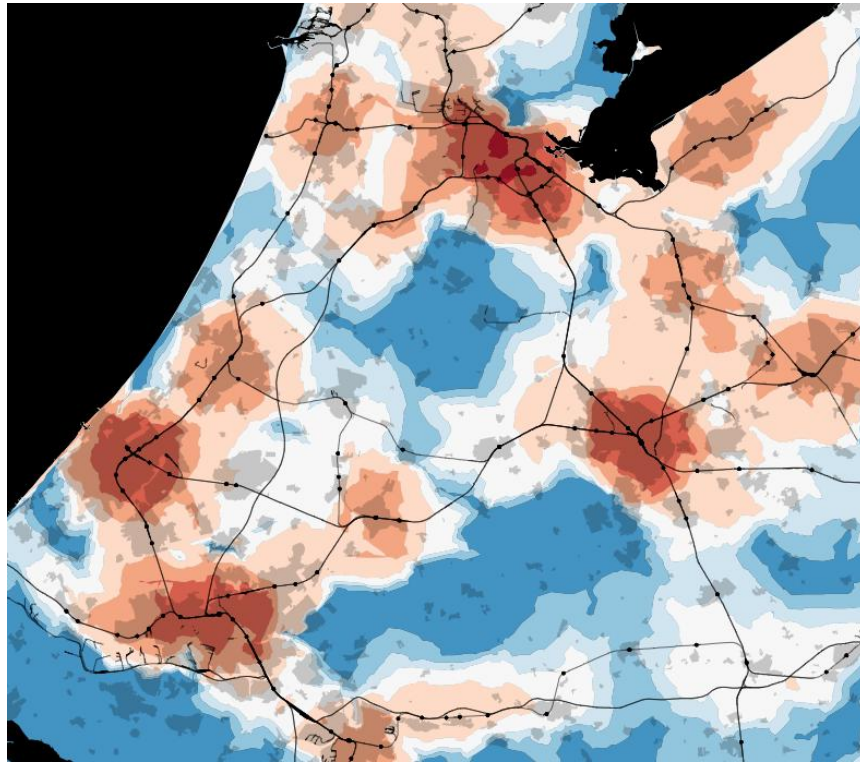
	N	< 1 km	< 7.5 km
All stations	388	19%	81%
- Large IC station	17	1%	24%

Source: Kager et al. 2015





Potential of cycling + transit



Source: Kager et al. 2015



← #departing trains per hour within cycling range (20 minutes)





CANNONDALE E-SERIES
E-BIKE VAN HET JAAR 2012.



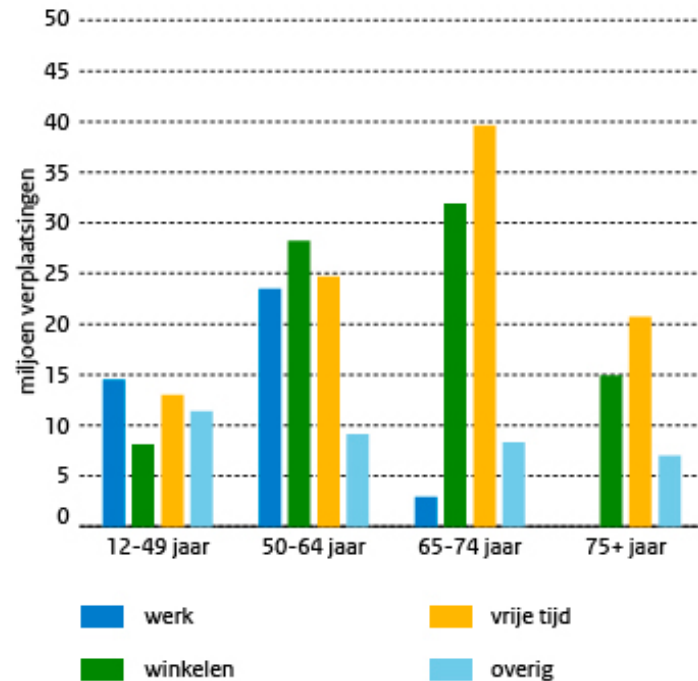
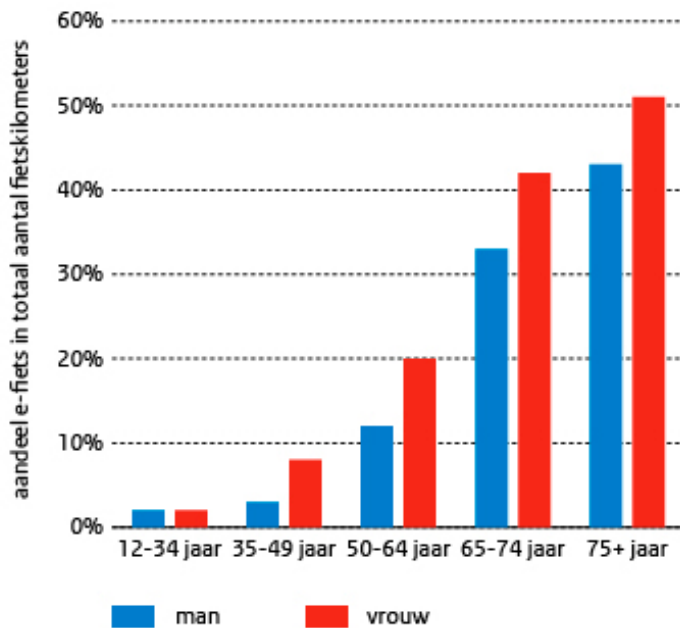


CANNONDALE E-SERIES.
E-BIKE VAN HET JAAR 2012.





Mostly elderly and mostly for recreational purposes



Aandeel van de e-fiets in het totaal aantal fietskilometers naar leeftijd en geslacht (links) en e-fietsverplaatsingen naar motief (rechts). Bron: CBS OVIn 2013; bewerking KiM.

Source: KiM Mobiliteitsbeeld 2014



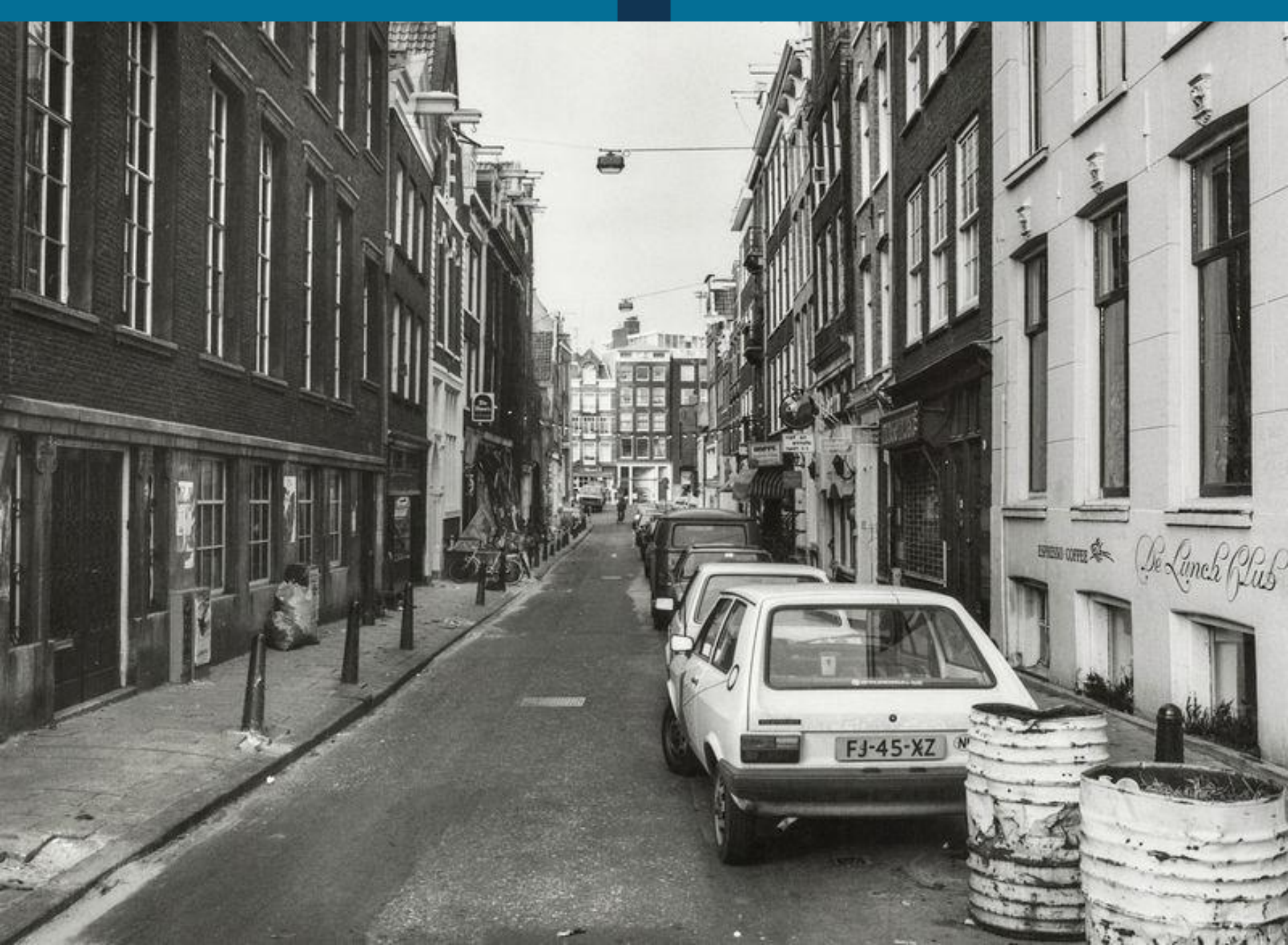
What about policy?

- hardware: providing infra, both pull and push
- software: providing education and information
- orgware: organization and implementation of cycling policy
- social and spatial context



Amsterdam 1960 and 2015









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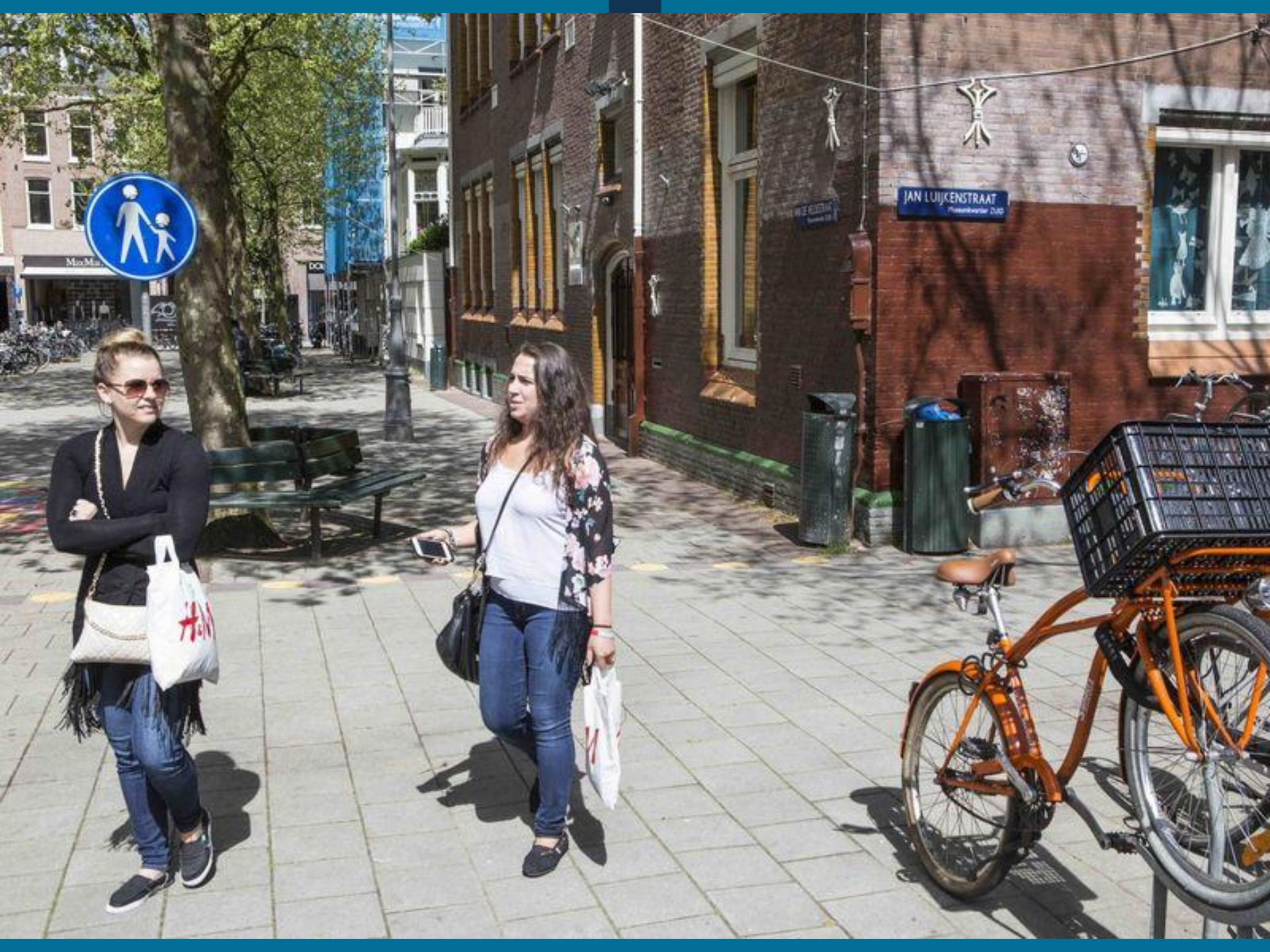
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Thanks for your attention!

Dr. L. Harms

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