Cycling, transit & urban revival

Roland Kager, Intertraffic, April 17, 2024

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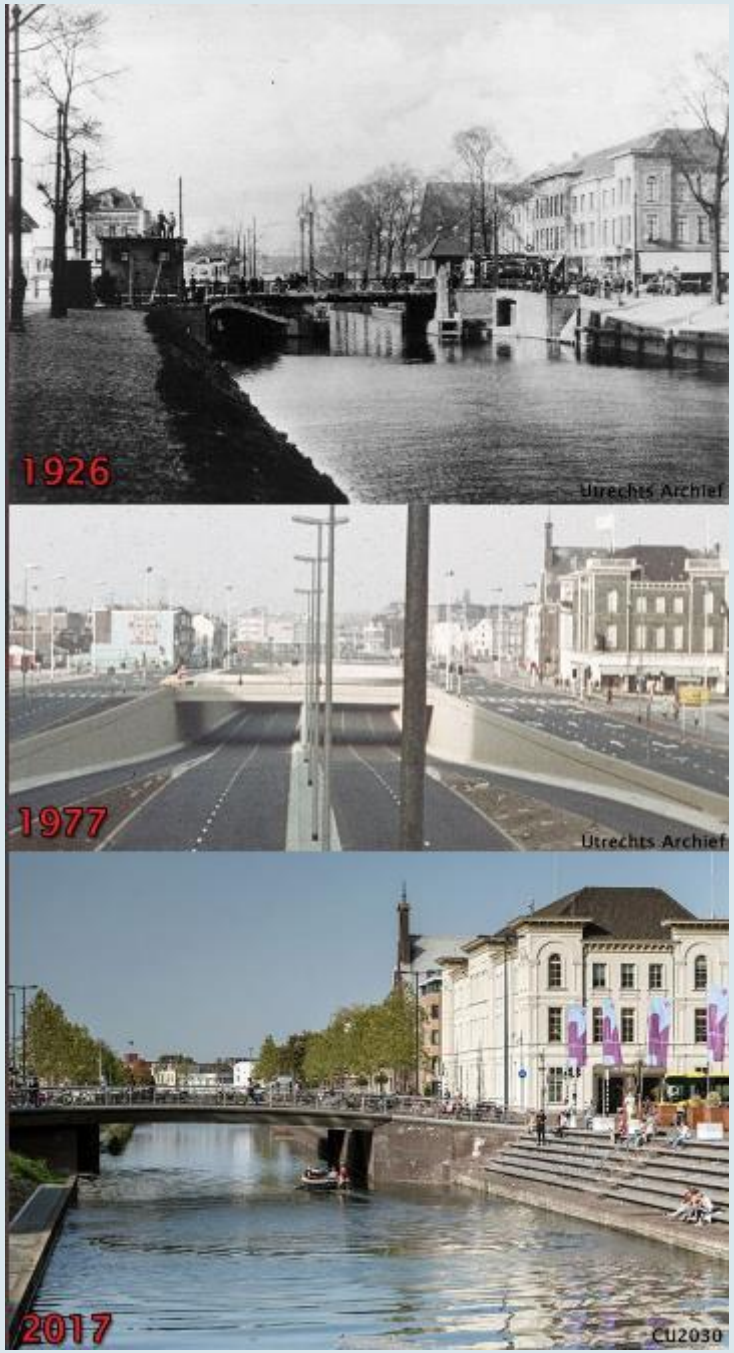
Road is closed…?

+ Or… The street is open?
+ How come we almost exclusively find such places (better: such recent transformations) within cities?

Urban transformation…

It only started 20-25 years ago, how about the next 25 years?



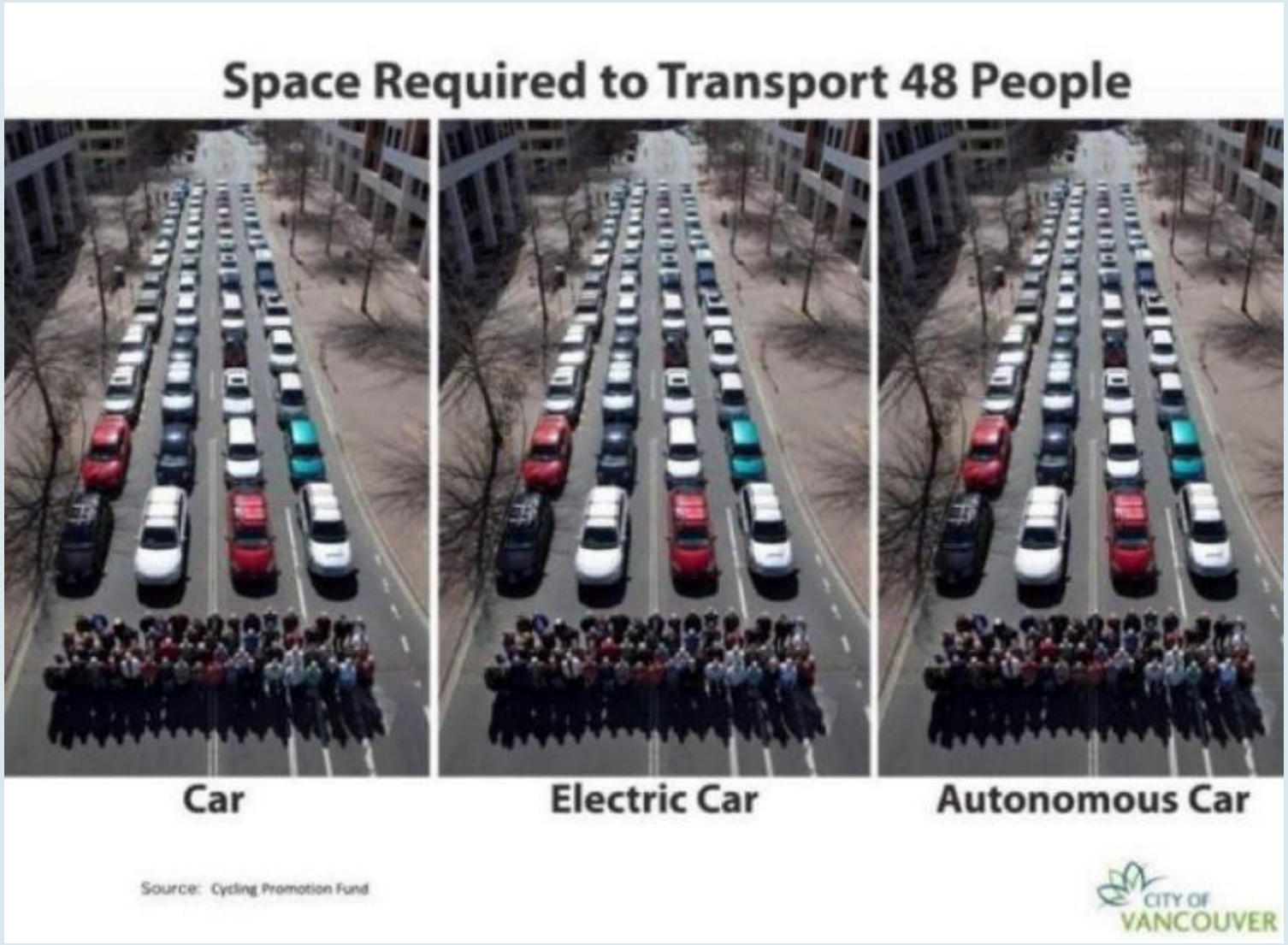
Urban transformation…

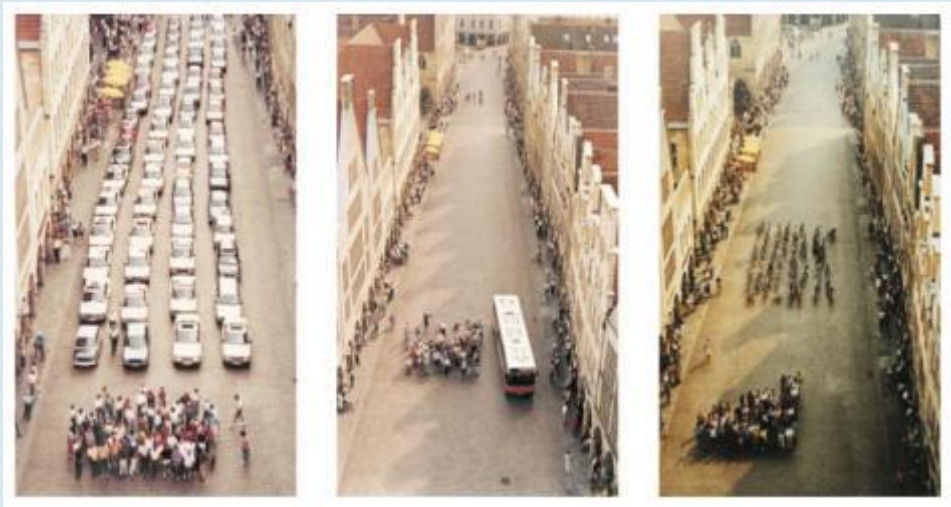
It only started 20-25 years ago, **how about the next 25 years?**

Source: Jan Kamesnky in: https://decorrespondent.nl/12574/kijken-zo-kan-een-levensgevaarlijk-rotterdams-kruispunt-er-ook-uitzien

Transport innovation?

+ ‘It’s striking that 1918’s Motor Car of the Future doesn’t look - or operate - all that different in concept from the 2013’ ~ NY Times, 2013





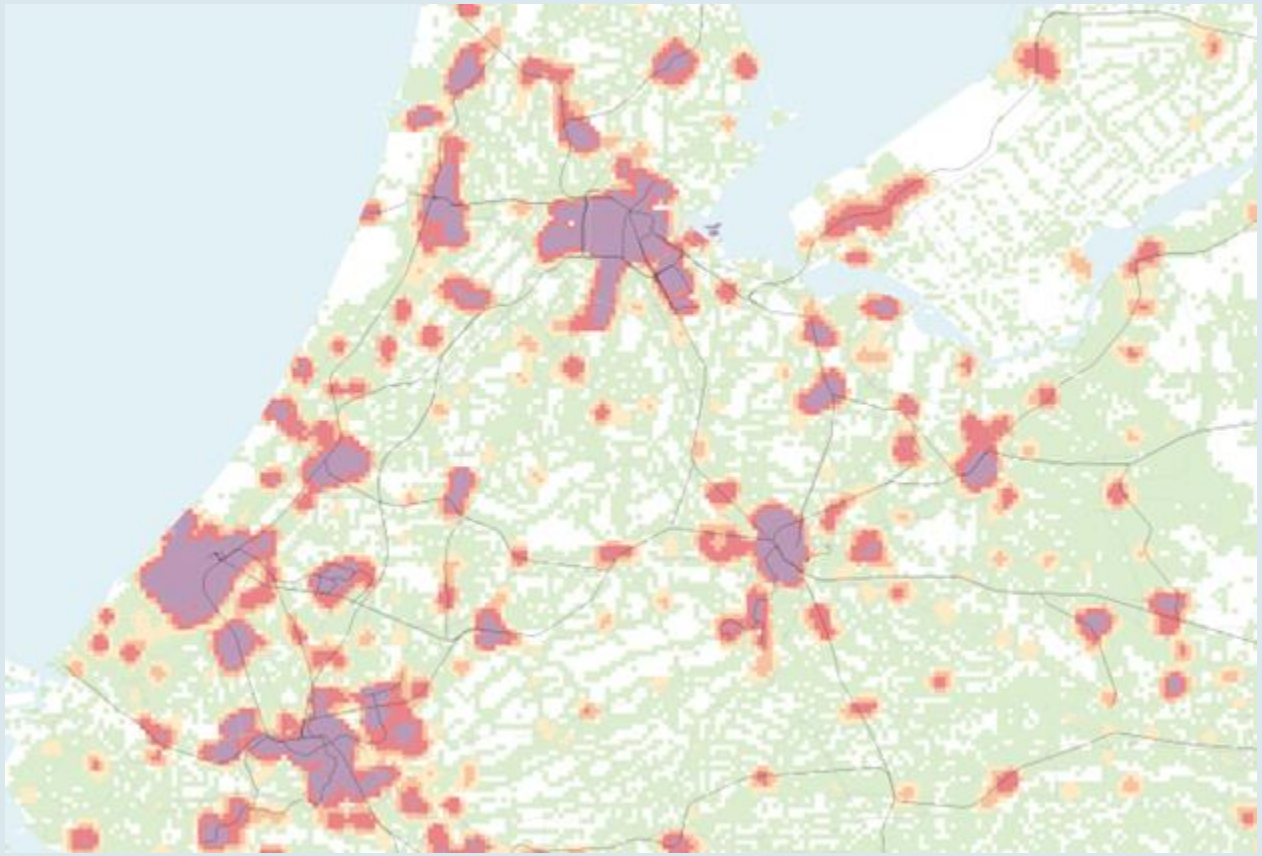
‘Space required to transport 60 people by car, bus or bike’ (Münster, 1990)

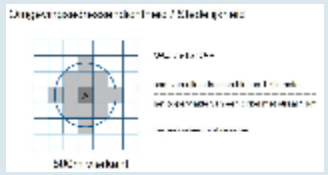
Source: https://www.stadtwerke-muenster.de/blog/verkehr/das-wohl-bekannteste-muenster-foto-der-welt/

Electric car’s contribution to better (public) space…

'Justicia Urbana' by Fabian Todorovic (via @fabiantodorovic)

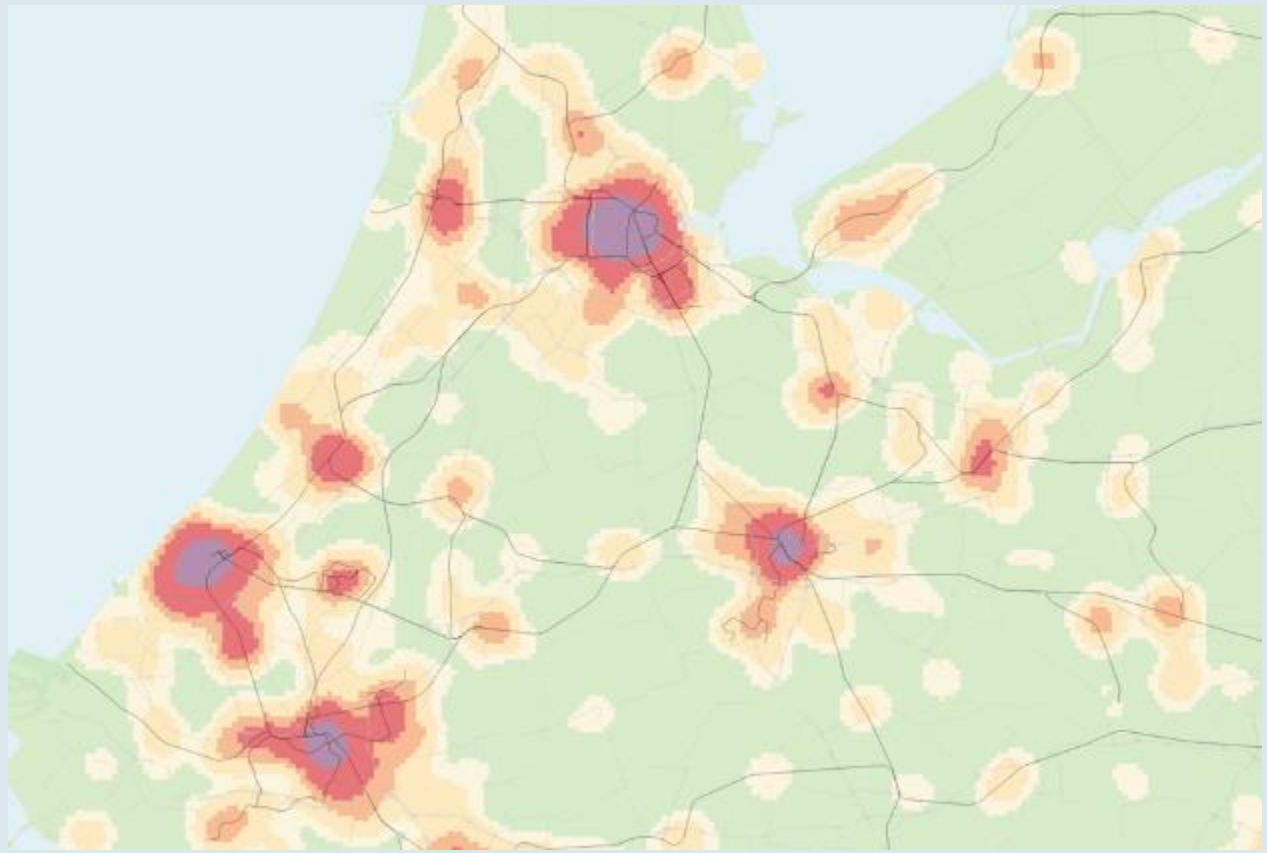
So.. other than in imaginated futures or religious battles, how is space distributed really?

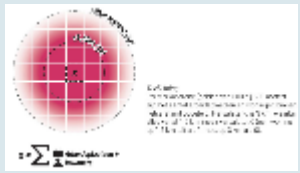




- Zeer sterk stedelijk (>2500 adressen/km2)
- Sterk stedelijk (1500-2500 adressen/km2)
- Matig stedelijk (1000-1500 adressen/km2)
- Weinigstedelijk (500-1000 adressen/km2)
- Niet stedelijk (<500 adressen/km2)

Urbanity based on CBS:
https://www.cbs.nl/nl-nl/onze-diensten/methoden/begrippen/stedelijkheid--van-een-gebied--





Nabijheids-klasse	Nabijheids-score	Dichtheid in cirkel van r=2,3 km
Hoogstedelijk	Meer dan 2.000	Meer dan 12.000 inwoners + banen per km²
Stedelijk	960-2.000	8.000 - 12.000 inwoners + banen per km²
Suburbaan	640-960	4.000 – 8.000 inwoners + banen per km²
Laag suburbaan	320-640	2.000 – 4.000 inwoners + banen per km²
Dorps	160-320	1.000 – 2.000 inwoners + banen per km²
Landelijk	Minder dan 160	Minder dan 1.000 inwoners + banen per km²

Urbanity based on Dashboard Verstedelijking:
www.collegevanrijksadviseurs.nl/projecten/dashboard-verstedelijking

High correlation of travel behaviour with urbanity!

? → ?	↔			
Rural → Rural	5 – 10 km	58%	1%	21%
Rural → Urban	5 – 10 km	34%	25%	35%
Urban → Urban	5 – 10 km	9%	25%	54%
Rural → Rural	25 – 40 km	69%	3%	0%
Rural → Urban	25 – 40 km	47%	33%	0%
Urban → Urban	25 – 40 km	12%	82%	0%

Note: Percentages not adding to 100% because not all modalities shown

Source: CBS-Dutch National Travel Survey 2018+2019 (N = 316k trips door 94k resp.)

Modal split, based on urbanity of origin & destination

? → ?	↔			
	5 – 10 km	55 %	1 %	16 %
	5 – 10 km	42 %	11 %	25 %
	5 – 10 km	28 %	23 %	23 %
	25 – 40 km	67 %	4 %	0 %
	25 – 40 km	47 %	21 %	0 %
	25 – 40 km	14 %	71 %	0 %

2012/2013

? → ?	↔			
Rural → Rural	5 – 10 km	58%	1%	21%
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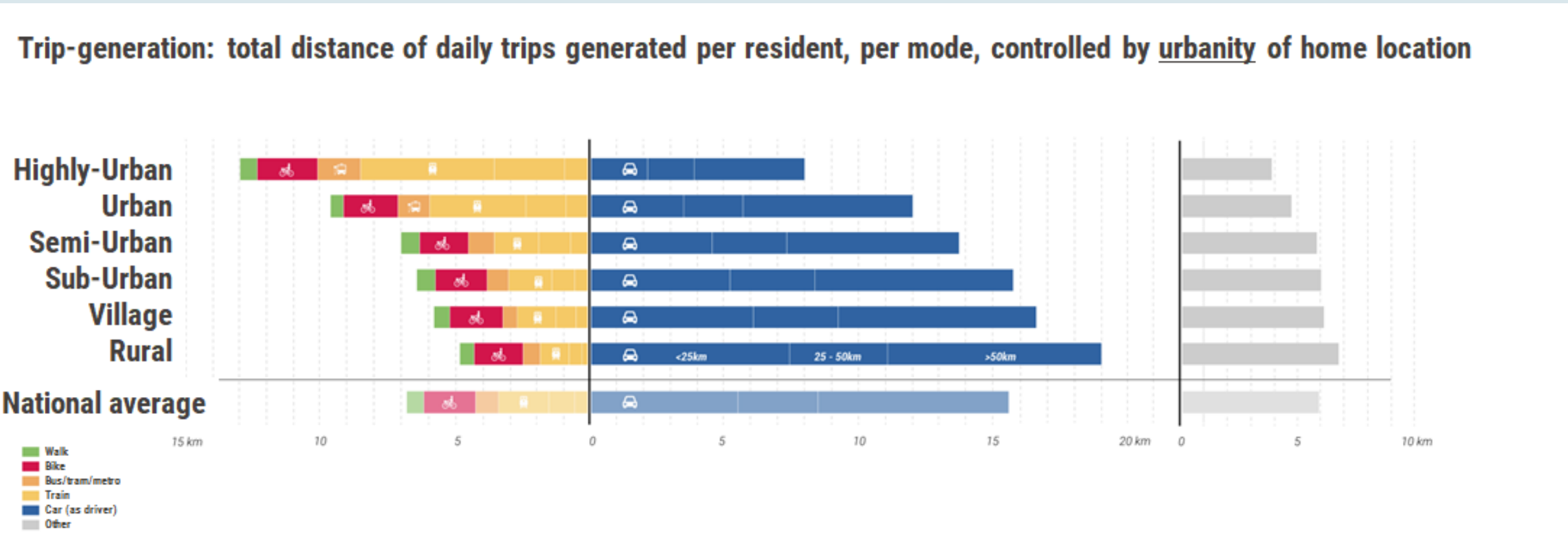
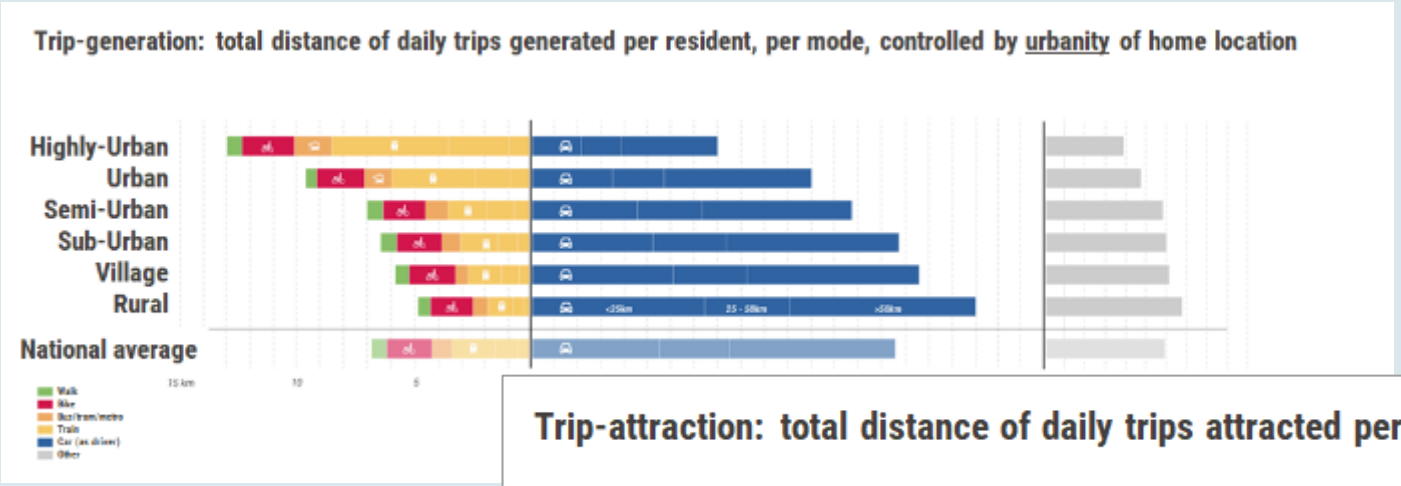
2018/2019

Note 1: These trends are diverging in time

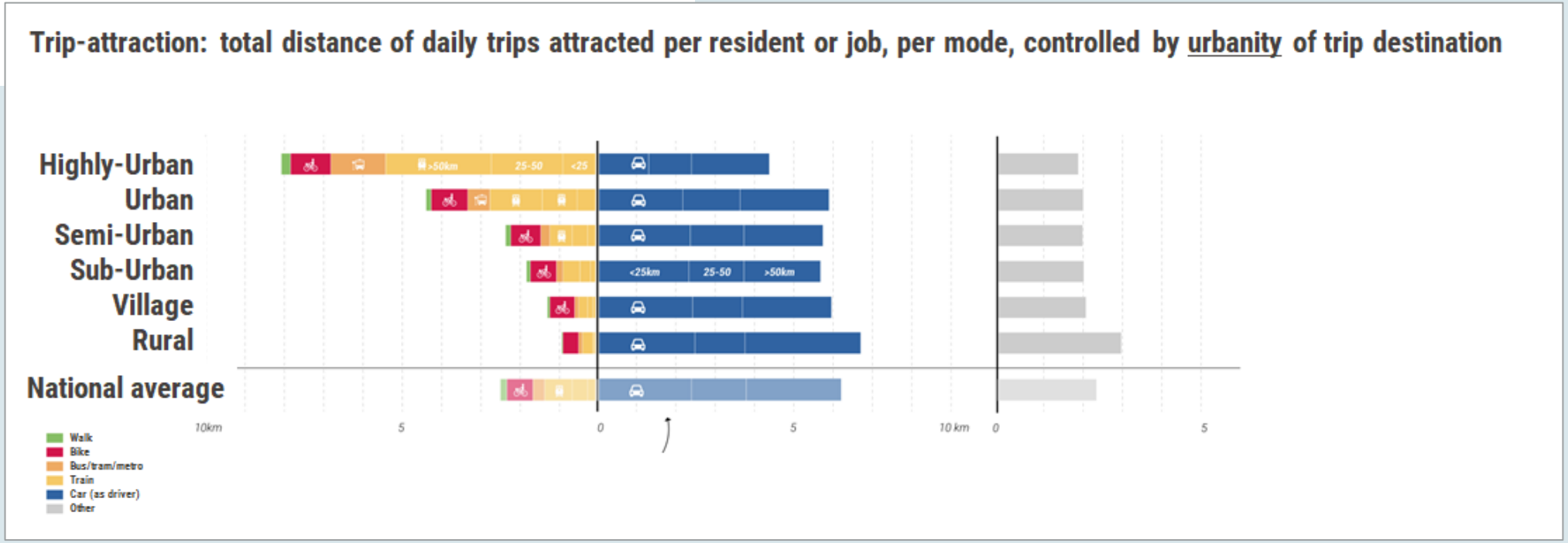


2018/2019

Note 2: Not just modal split, also trends in #km/day



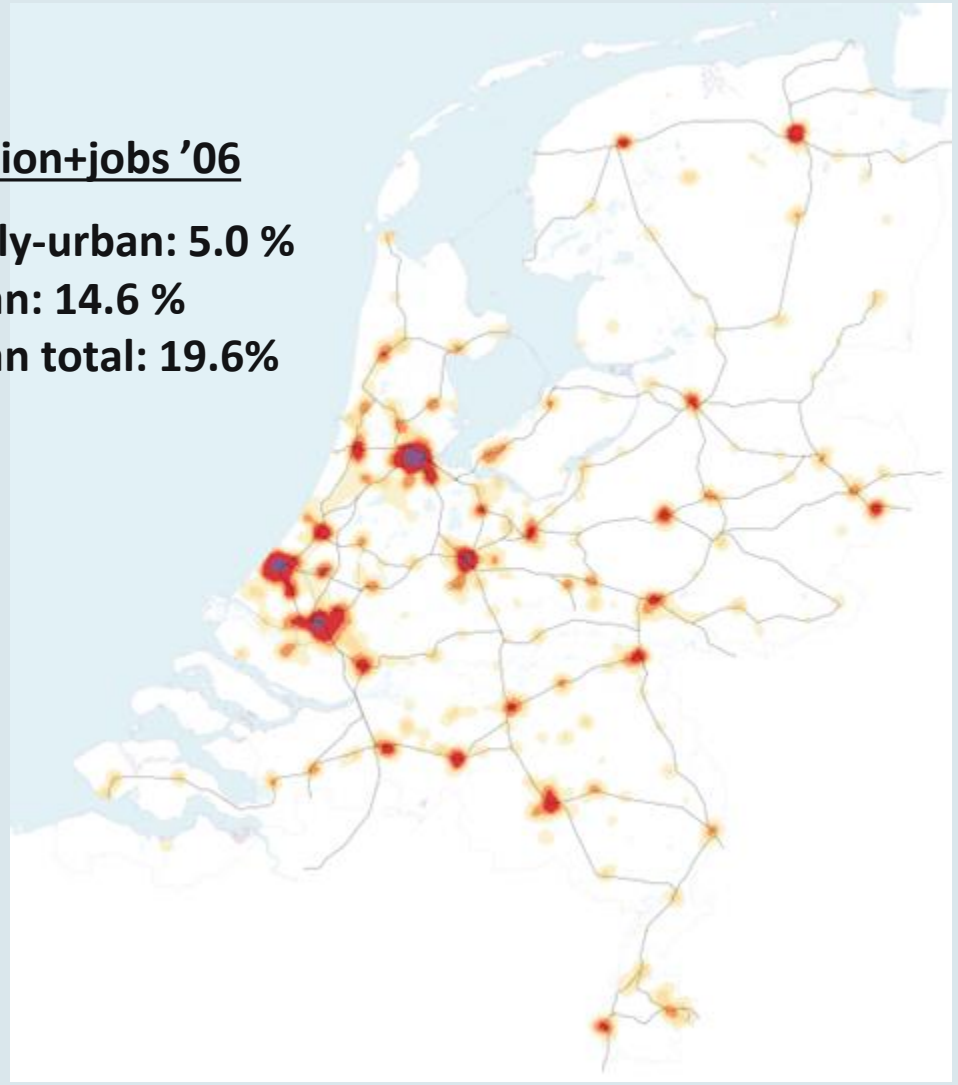
2018/2019



Note 3: Not just trends in trip generation also in trip attraction

Population+jobs ’06

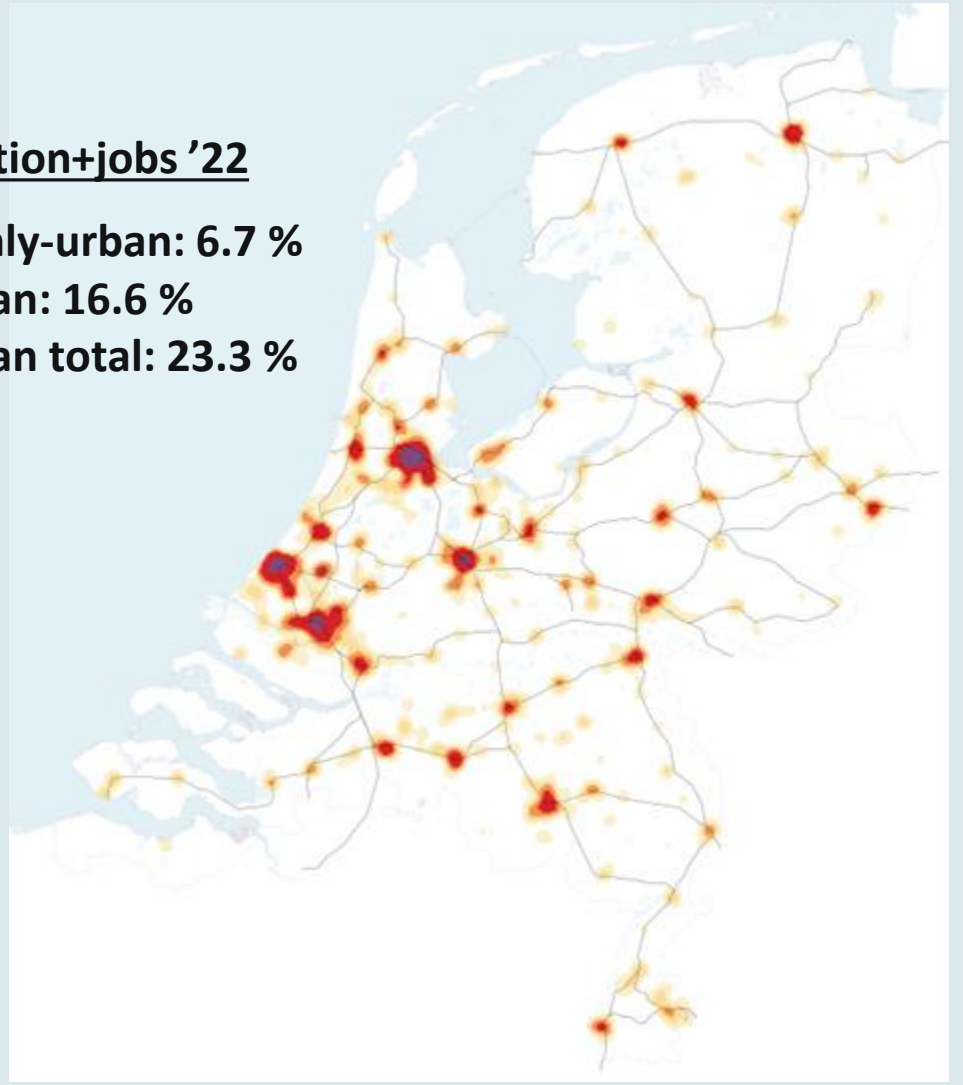
- **Highly-urban: 5.0 %**
- **Urban: 14.6 %**
- **Urban total: 19.6%**



2006

Population+jobs ’22

- **Highly-urban: 6.7 %**
- **Urban: 16.6 %**
- **Urban total: 23.3 %**



2022

Note 4: Urban centres increasing in weight

+ Increased <u>share of population + jobs</u> residing in urban locations.

+ Increased <u>share of trip attraction</u> to urban locations. <u>Also by non-urban residents</u>.

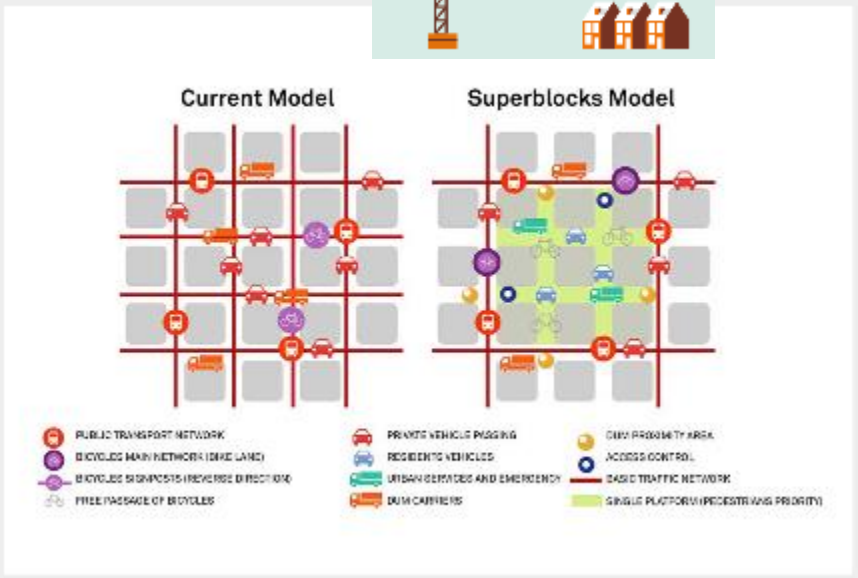
+ <u>Less space for traffic/transport</u> in/around urban locations (=push for space-efficient modes)

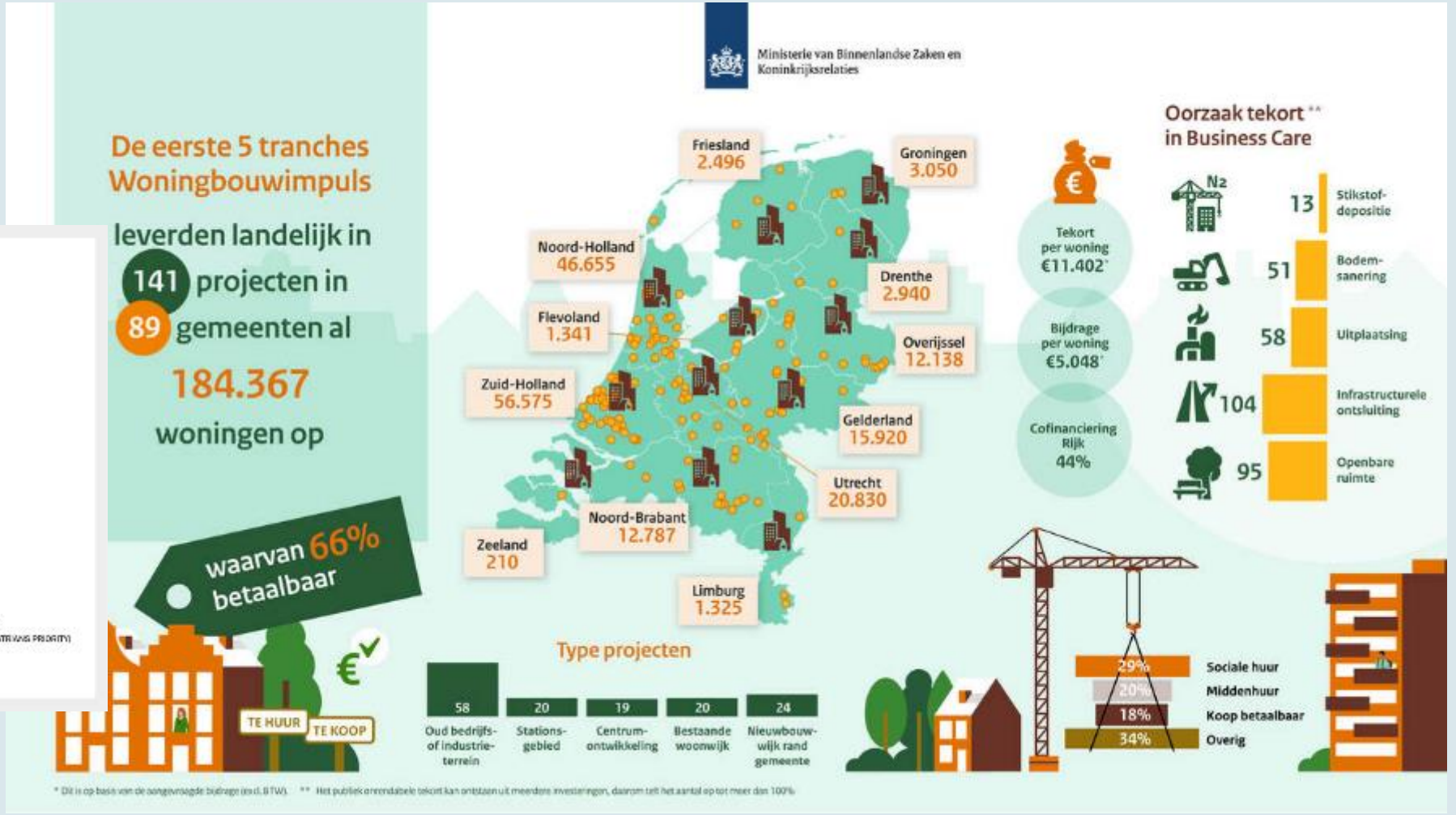
+ Urbanisation (on average) occurs at fastest pace at increased distances from ‘established’ centres or transit hubs

+ Year-by-year <u>divergence</u> of above trends

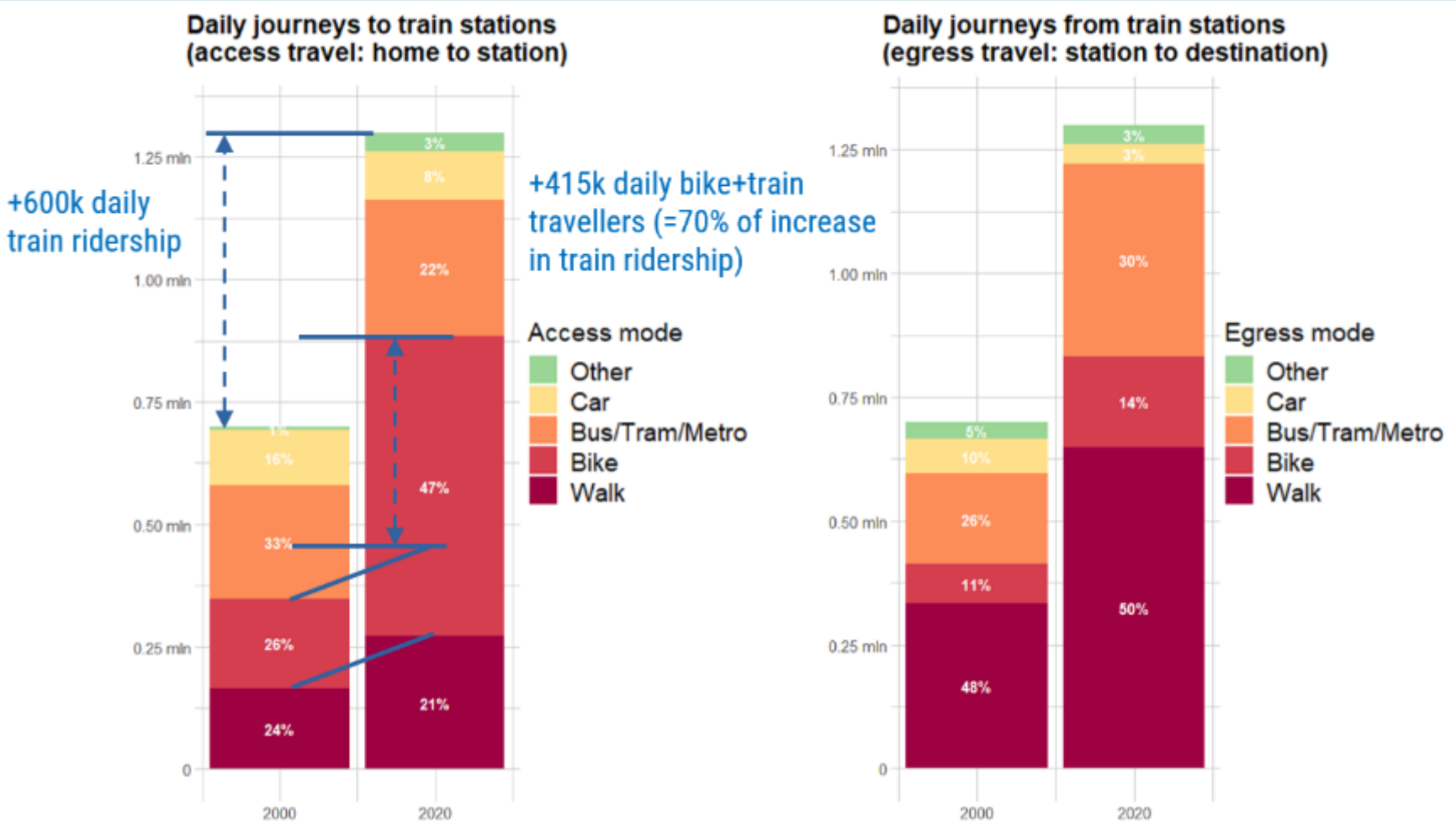
+ ‘Bike+train’ has serious challenges for delivering the required upscaling…
  … but much less so than cars or public transport alone would have (or cycling alone)
  … and ‘bike+train’ has a track record: it accommodated rapid urban growth 2006-2022

Effects of rise of city for bike+train





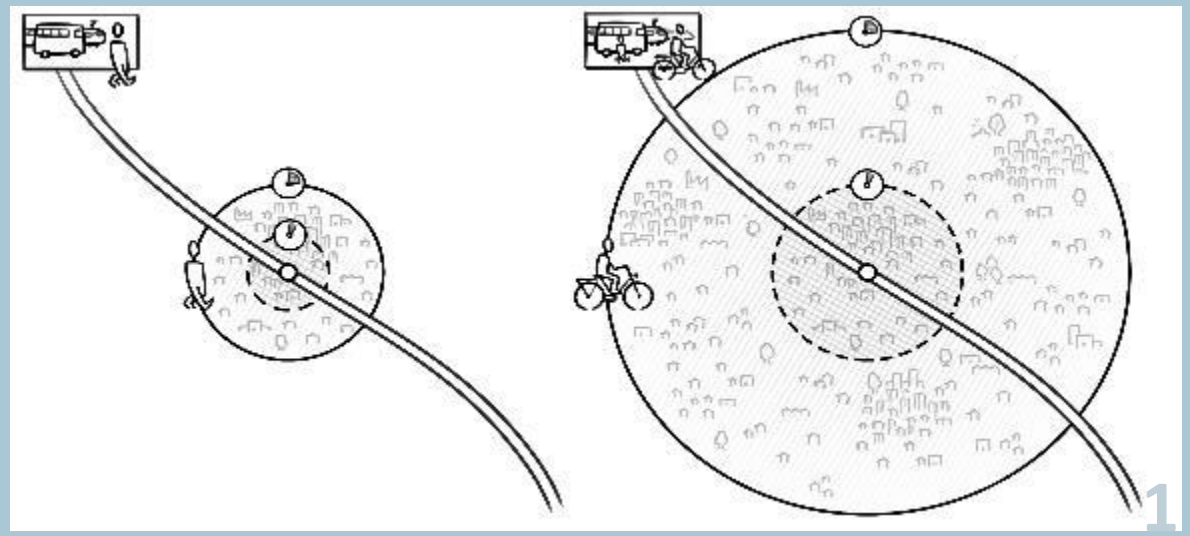
When cities keep growing, and transforming, then bike+train needs to upscale further

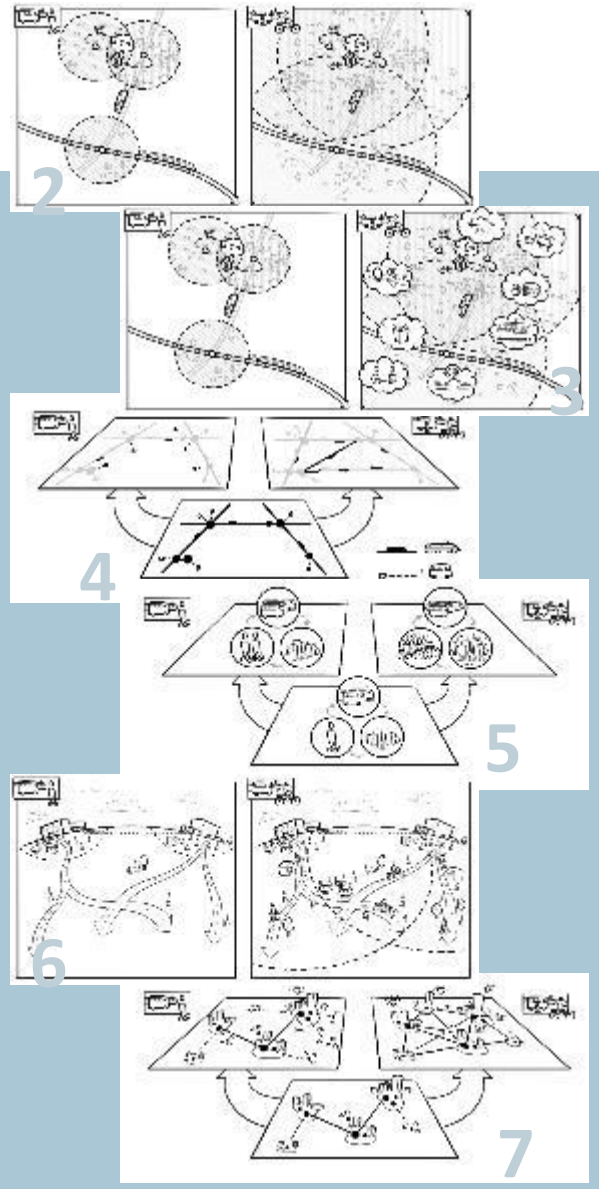


Bike+train accommodated near doubling of train ridership, but powered only by access travel

So… let’s think about the future of bike+train, not just upscaling bike-parks, also transforming the concept

Thanks for your joining this session!



BikeTrainGuru
@BikeTrainGuru

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