



Cycling data

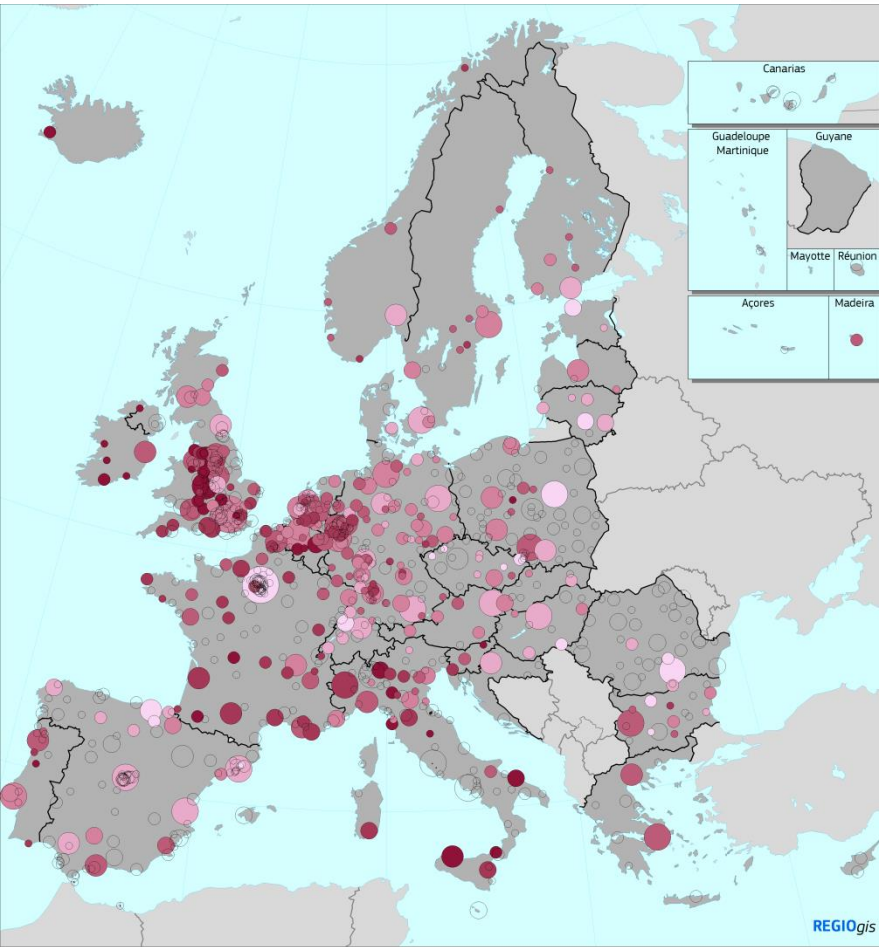
What we have and what we want

By Lewis Dijkstra

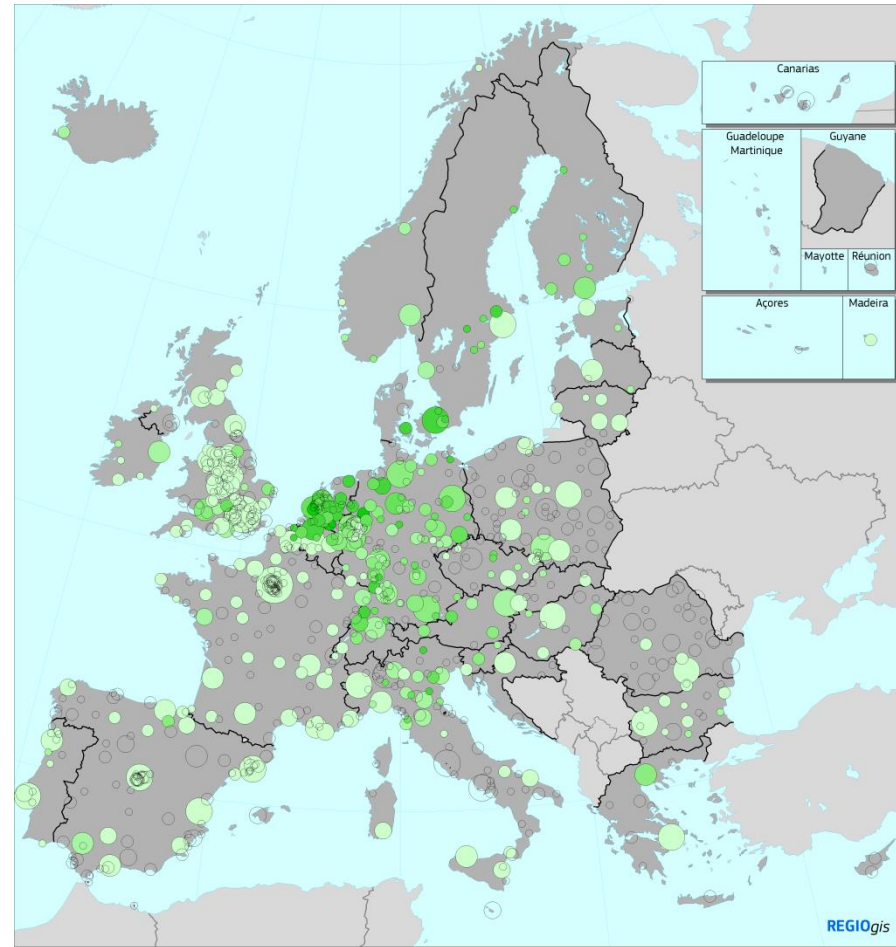
Deputy Head of the Policy Development and Economic Analysis Unit, DG for Regional and Urban Policy, European Commission



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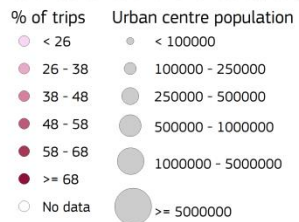


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Modal split - share of trips by car, by city

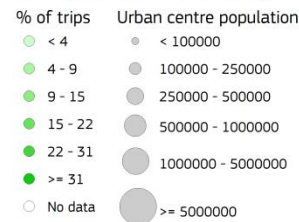


Data relate to travel surveys referring to varying years.
Source: EPOMM TEMS project



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Modal split - share of trips by bike, by city



Data relate to travel surveys referring to varying years.
Source: EPOMM TEMS project

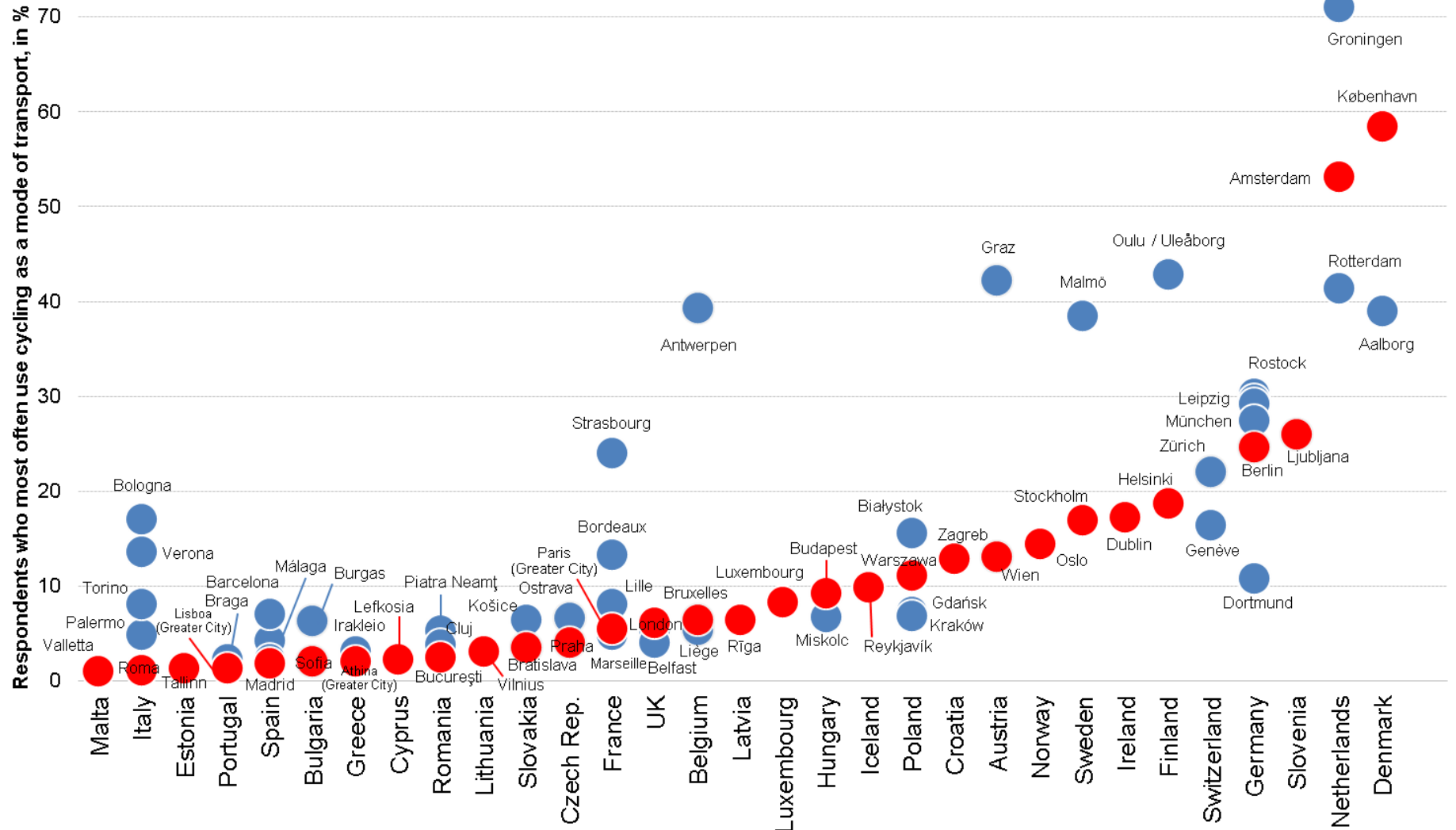


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Regional and urban Policy



Cycling per city, 2015

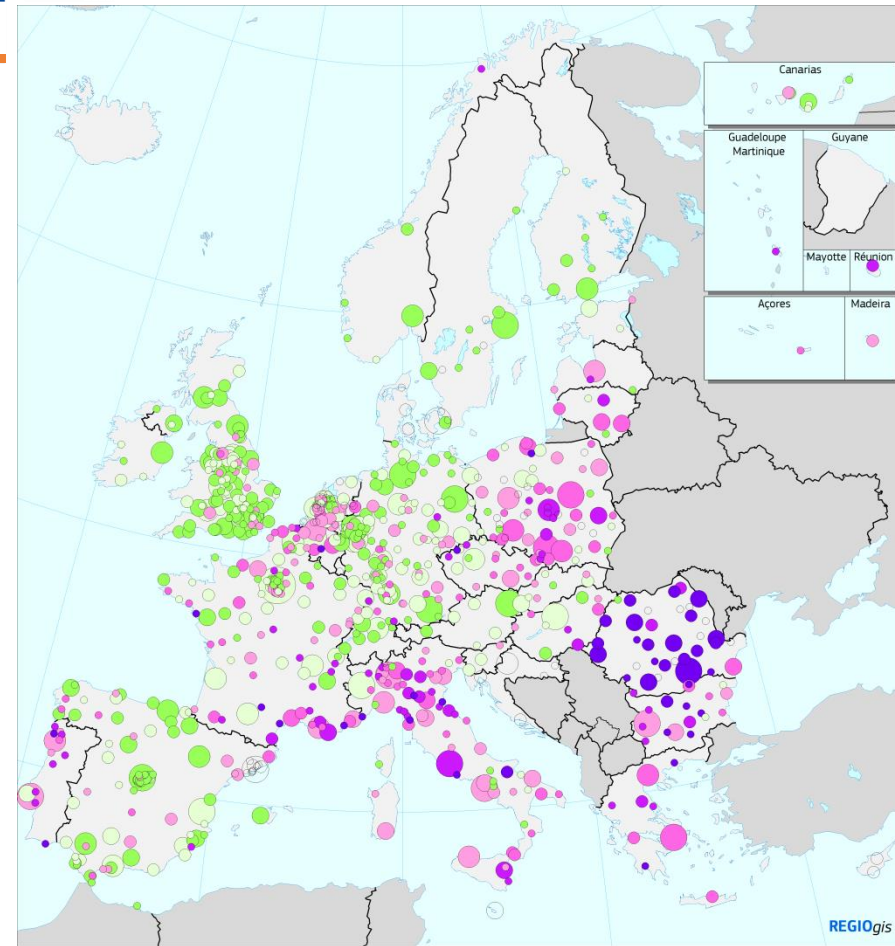




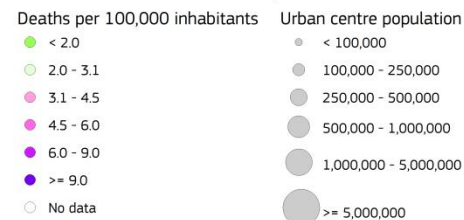
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Road fatalities

- *Green below 2020 target*
- *Purple above 2020 target*



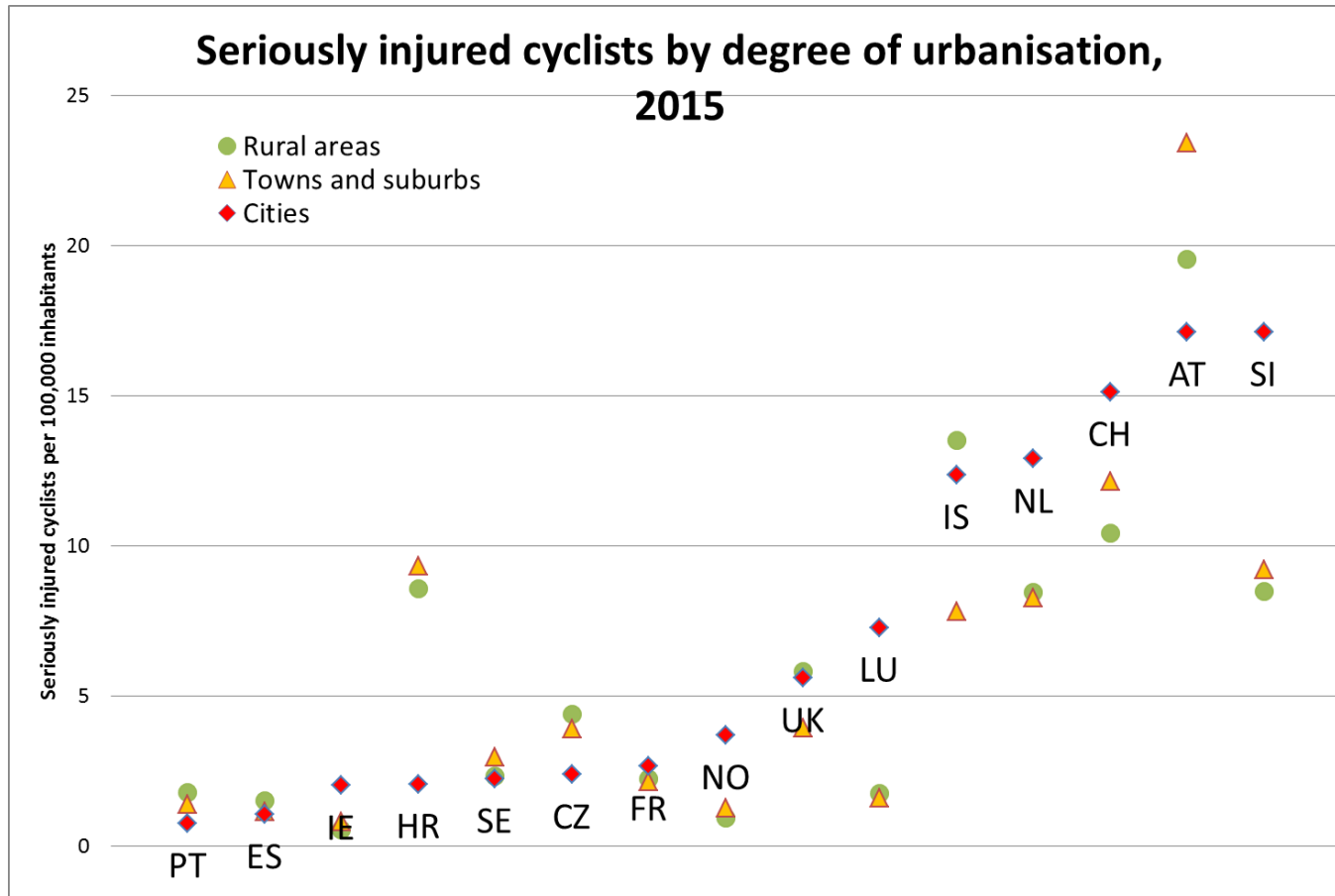
Road traffic fatalities in cities, 2013-2014

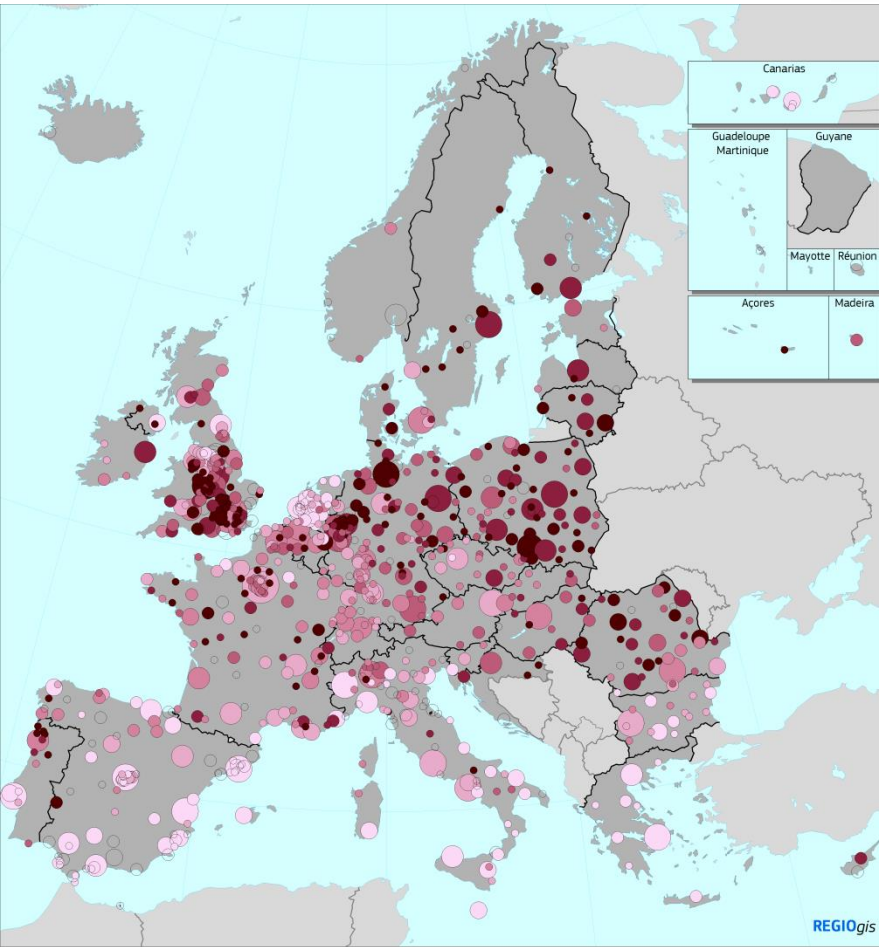


The EU objective for 2020 is a rate below 3.1.
AT: 2013; BG, LV, NL: 2012-2013;
FR: 2012; IT, PL, PT, SK, NO: 2011-2012;
IE, EL: 2011; CZ, SE: 2010-2011; RO: 2008
Source: Eurostat

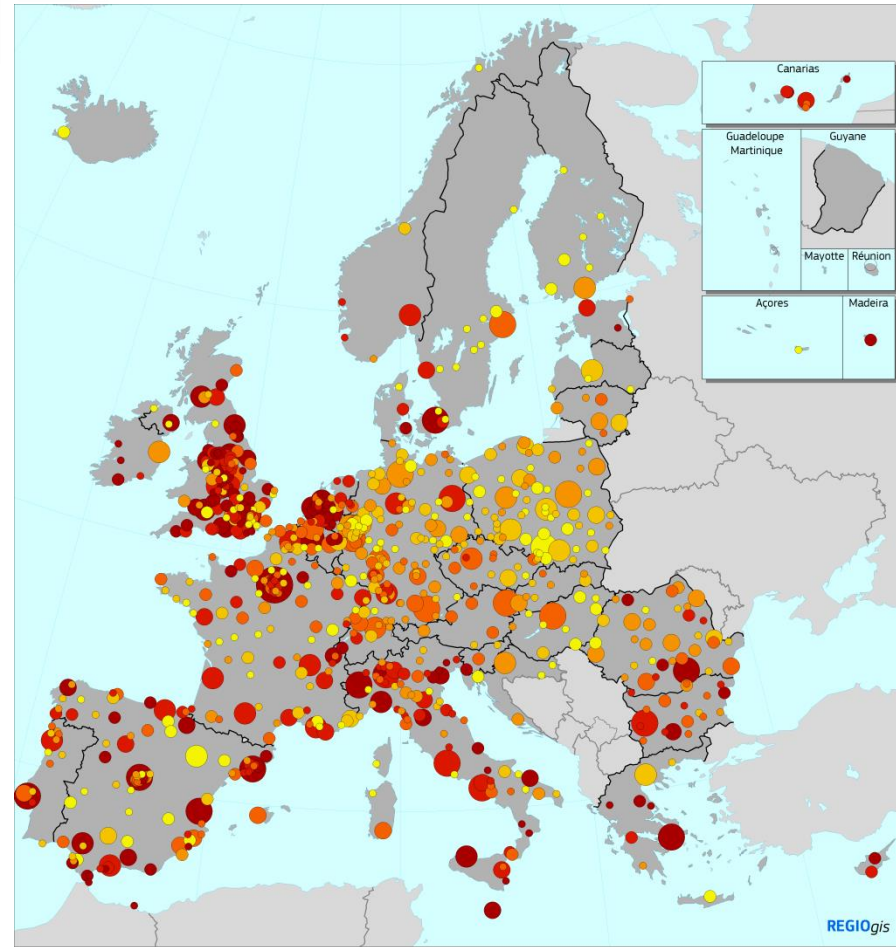
0 500 Km

Injury rates, but not modal split by degree of urbanisation





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Median block size in cities, 2006-2012

- | | |
|-------------------------------------|--------------------------------|
| Surface area (m²) | Urban centre population |
| ● < 9000 | ● < 100,000 |
| ● 9000 - 12000 | ● 100,000 - 250,000 |
| ● 12000 - 15000 | ● 250,000 - 500,000 |
| ● 15000 - 18000 | ● 500,000 - 1,000,000 |
| ● 18000 - 22000 | ● 1,000,000 - 5,000,000 |
| ● >= 22000 | ● >= 5,000,000 |
| ○ No data | |

Median surface of urban blocks, i.e. the smallest area surrounded by streets.
Sources: Copernicus Urban Atlas, TomTom, REGIO-GIS

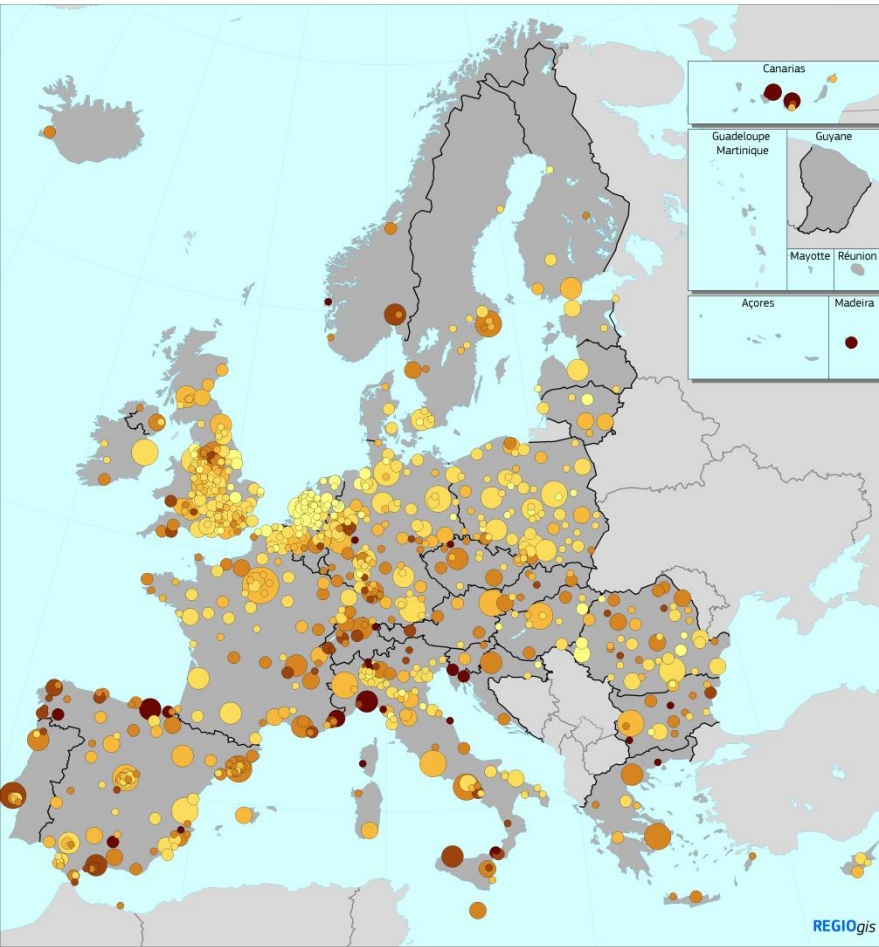
0 500 km

Road intersections per road network length by city, 2014

- | | |
|---------------------------|--------------------------------|
| Intersections / km | Urban centre population |
| ● < 3.94 | ● < 100,000 |
| ● 3.94 - 4.42 | ● 100,000 - 250,000 |
| ● 4.42 - 4.82 | ● 250,000 - 500,000 |
| ● 4.82 - 5.34 | ● 500,000 - 1,000,000 |
| ● 5.34 - 6.1 | ● 1,000,000 - 5,000,000 |
| ● >= 6.1 | ● >= 5,000,000 |
| ○ No data | |

Sources: TomTom, DG REGIO

0 500 km

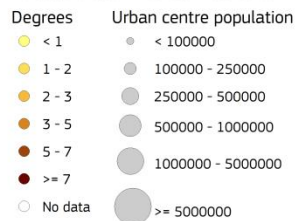


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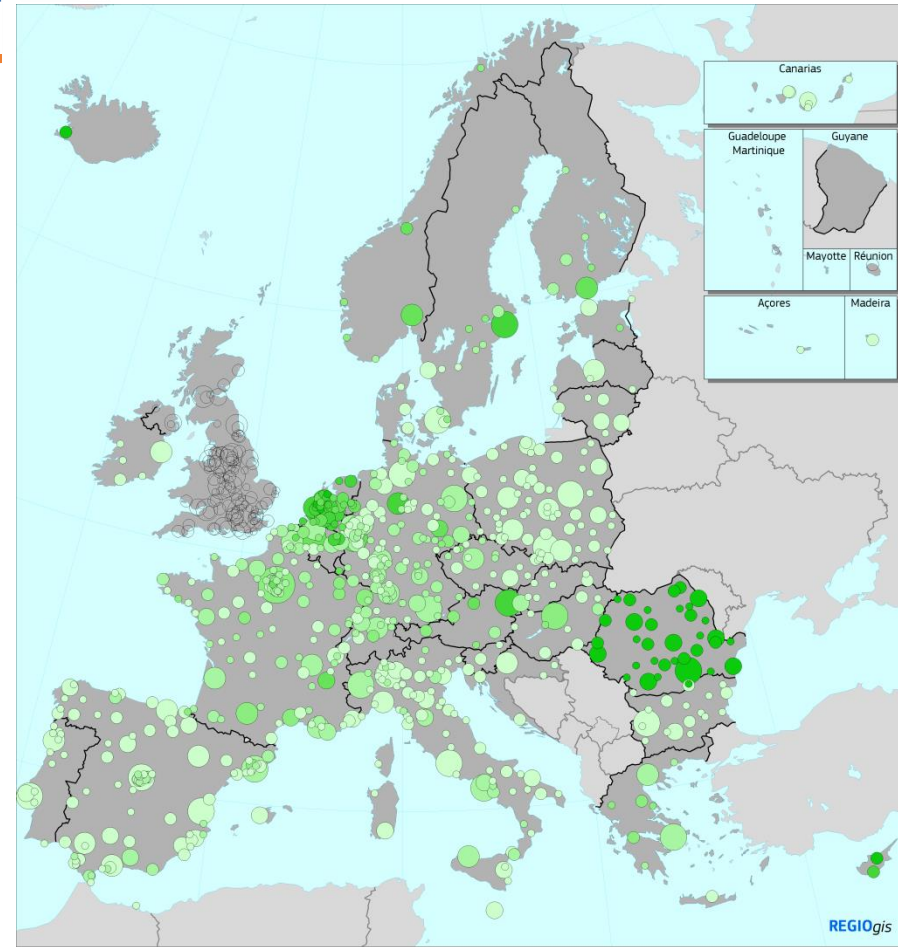
Average slope in urban centres



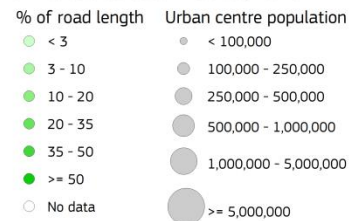
Digital terrain model at 25 m resolution.
Sources: Copernicus EU-DEM, REGIO-GIS

0 500 km

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Low-speed streets in cities, 2016



Streets with a speed limit of <= 30 km/h.
Sources: TomTom, REGIO-GIS

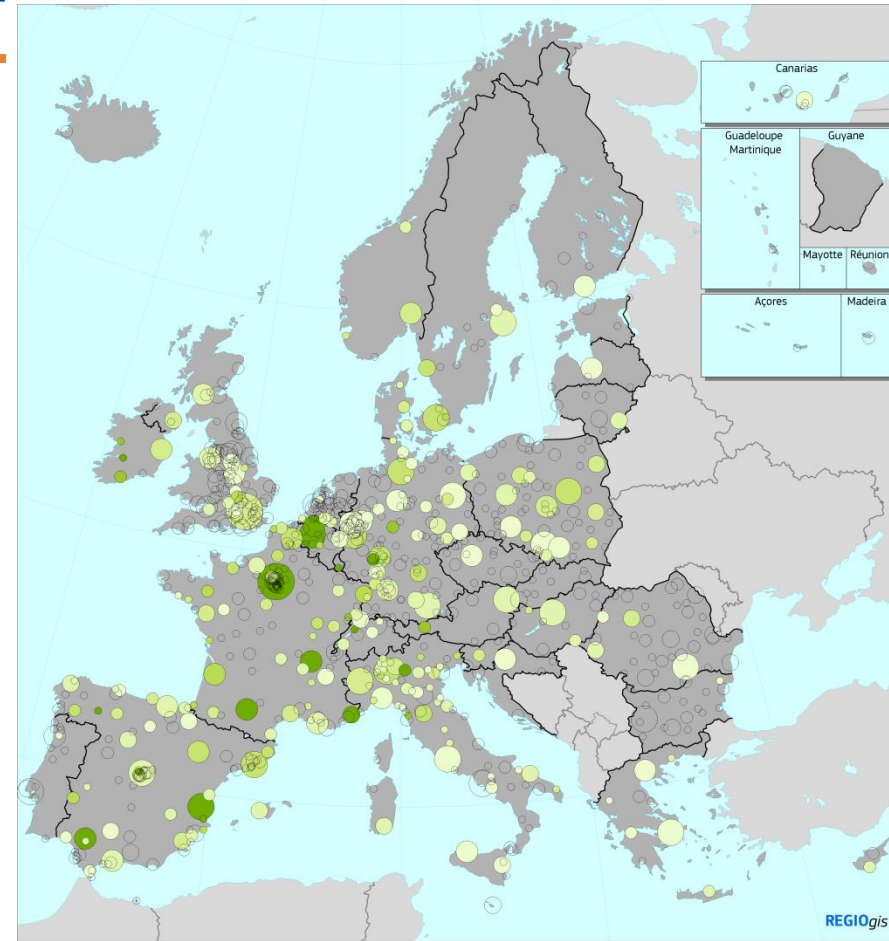
0 500 km

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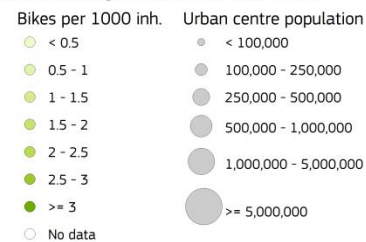
Regional and urban Policy

Bike sharing

- *Generates more interest and support for cycling*
- *But very atypical use and not necessarily suitable for daily commuting*



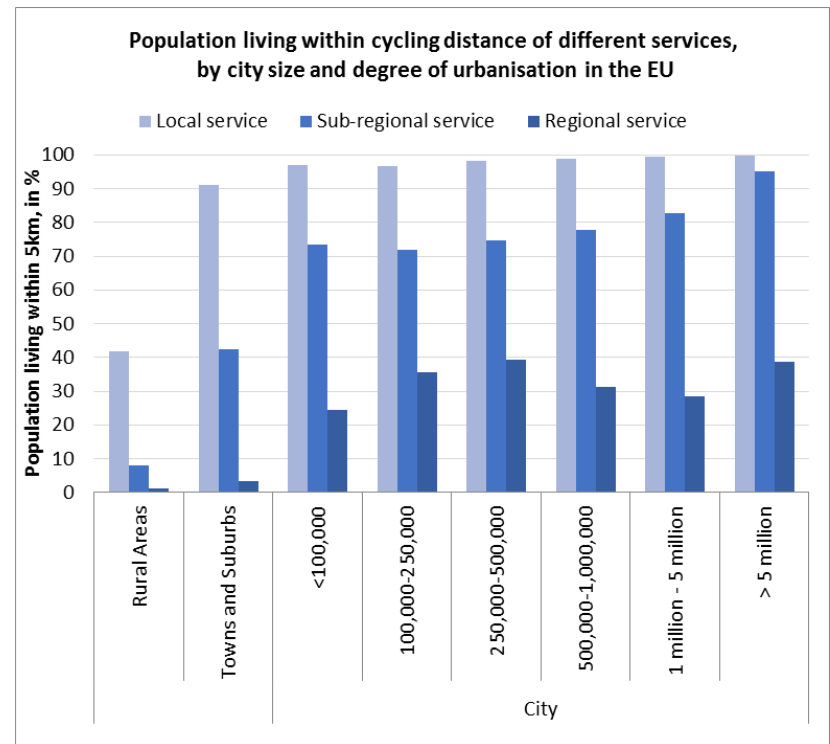
Bike-sharing schemes by city, 2016



Schemes reported as being operational (as of June 2016).
Sources: Bike-sharing World Map, DG REGIO

Modelled cycling opportunities

- *Accessing local services by bike is real option in most locations*
- *Cities, even smaller ones, offer good cycling opportunities to sub-regional services*



What we want to know

- *Data on all cycle trips*
- *Frequency of trips*
- *Routing*
- *Distance*
- *Experience: positive or negative*
- *Big data presents opportunities (collecting data using apps)...*
- *... but also distortions (Strava is used by rather atypical cyclists)*

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QUESTIONS?