Best Practices Around the World: Bicycling in the Netherlands
Driving vs. Bicycling

Greenhouse Gas Emissions Per Person Per Trip

- 3,600 grams of CO₂ (Single Occupancy Vehicle (SOV) Trip)
- 1,700 grams of CO₂ (Start Trip)
- 450 grams of CO₂ (SOV + Light Rail Trip)
- 170 grams of CO₂ (Finish Trip)

Units are approximate grams of CO₂ equivalent from life-cycle assessment based on long-term emissions projections. Transit trips are based on average emissions over peak and off-peak times.

Driving vs. Bicycling

- **Car**: 140m², 50 kmh, 1 occupant
- **Car parked**: 20m²
- **Tram**: 7m², 50 occupants
- **Cyclist**: 5m², 15 kmh
- **Bicycle**: 2m²
- **Pedestrian walking**: 2m²
- **Pedestrian standing still**: 0.5m²
The Netherlands
Bicycling in the Netherlands

Distribution of trips by mode of travel, 2016
- Bicycle: 47%
- Car: 27%
- Bus, tram, subway: 18%
- Train: 3%
- Walking: 3%
- Other: 2%

Distribution of bicycle kilometres by purpose, 2016
- Leisure: 37%
- Work: 24%
- Education: 20%
- Shopping: 13%
- Other: 6%
**Bicycling in the Netherlands**

*Figure: Proportion of bicycle use in trips within urban areas, 2010/2016.*

[Bar chart showing the percentage of bicycle use for trips within urban areas for various cities in the Netherlands.]
Dutch Transportation and Climate Policy

- Sustainable energy carriers
- Electric (passenger) traffic
- More sustainable logistics
- More sustainable personal mobility

Use of sustainable sophisticated bio-fuels
Development of hydrogen - Establishment of hydrogen fuelling stations
Zero emission delivery vans
Electricification of transport
Cleaner navigation and aviation
Zero emission buses
Zero emission construction and equipment

Less and cleaner business travel:
- Promoting public transport and cycling (more bicycle routes)
- Flexible working hours

Mobility as a service:
- Shared-use concepts
- Combined transport systems
- Smart parking, list of charging points

Promoting electric cars
- Second-hand market for electric cars
- Clean vehicles on the lease market

Zero emission zones in cities
- Use of cargo bikes for distribution
- Optimizing supply facilities outside cities

Setting up charging infrastructure:
- Rising charging poles
- Developing faster charging options

Climate-neutral and circular agreements

Promoting shared-use mobility
- Car sharing
- Scooter sharing
Figure: Proportion of bicycle use as a percentage of total number of trips in several countries.
## Domestic Transportation and Climate Policy

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Bicycle Mode Share</th>
</tr>
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<tbody>
<tr>
<td>United States</td>
<td>0.5%</td>
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<tr>
<td>California</td>
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</tr>
<tr>
<td>Los Angeles County</td>
<td>0.8%</td>
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<tr>
<td>Los Angeles City</td>
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<tr>
<td><strong>Beverly Hills</strong></td>
<td><strong>0.5%</strong></td>
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<tr>
<td>West Hollywood</td>
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<tr>
<td>Santa Monica</td>
<td>4.3%</td>
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<tr>
<td>Culver City</td>
<td>2.4%</td>
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</table>
Opportunities in Beverly Hills

- Implement the Complete Streets Plan, high quality bikeways
- Prioritize first-last mile connections to subway stations
- Provide public and require private bike parking, end-of-trip facilities
- Incentivize bicycling through policies and programs
- Coordinate bicycle planning with public/private projects