

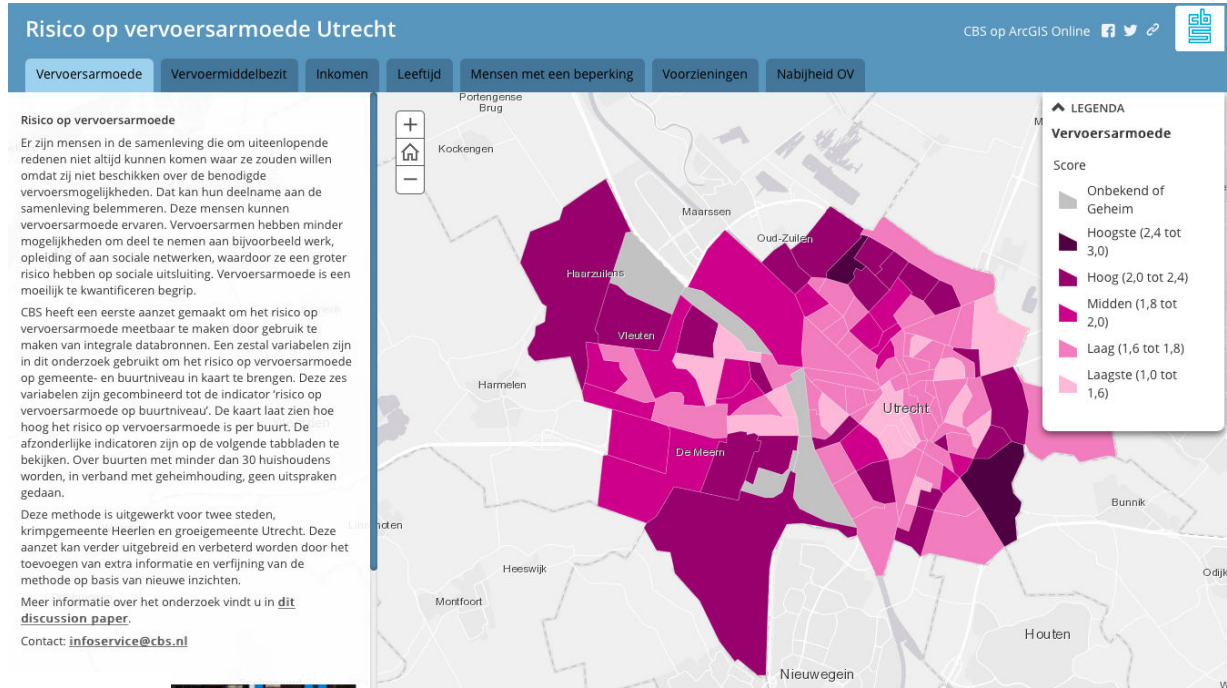


# Cycling and transport poverty in the Dutch context

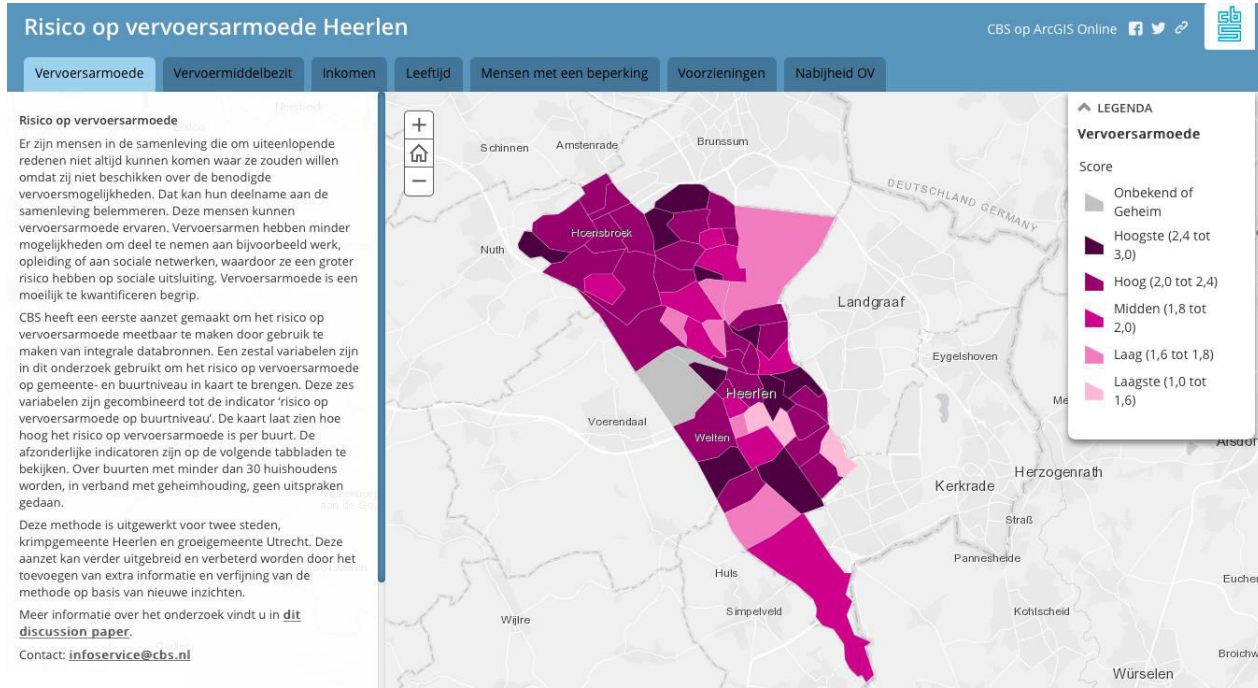
Angela van der Kloof

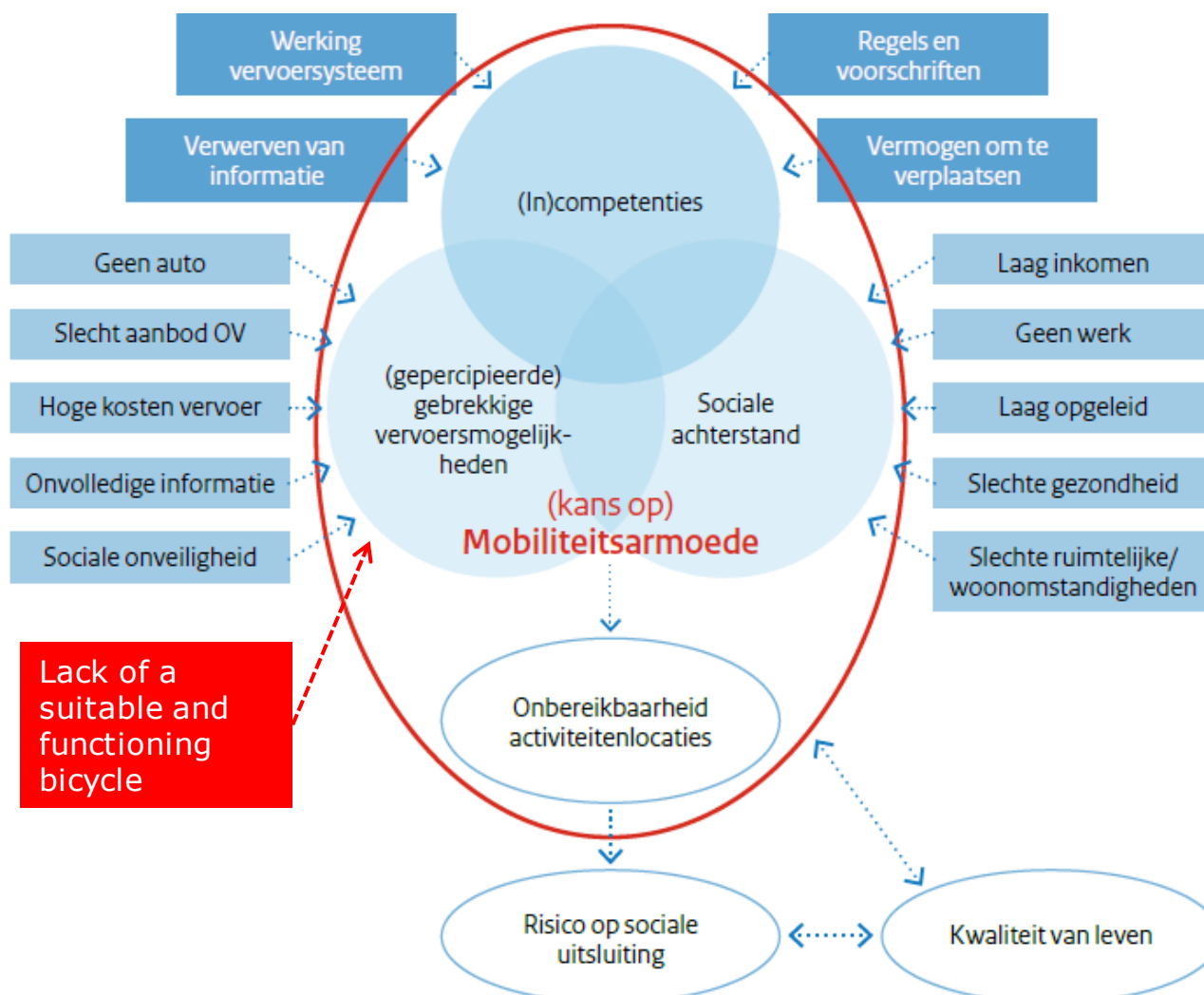
Dublin, Velo-city 2019

# Statistics Netherlands development of an indicator Utrecht



# Heerlen



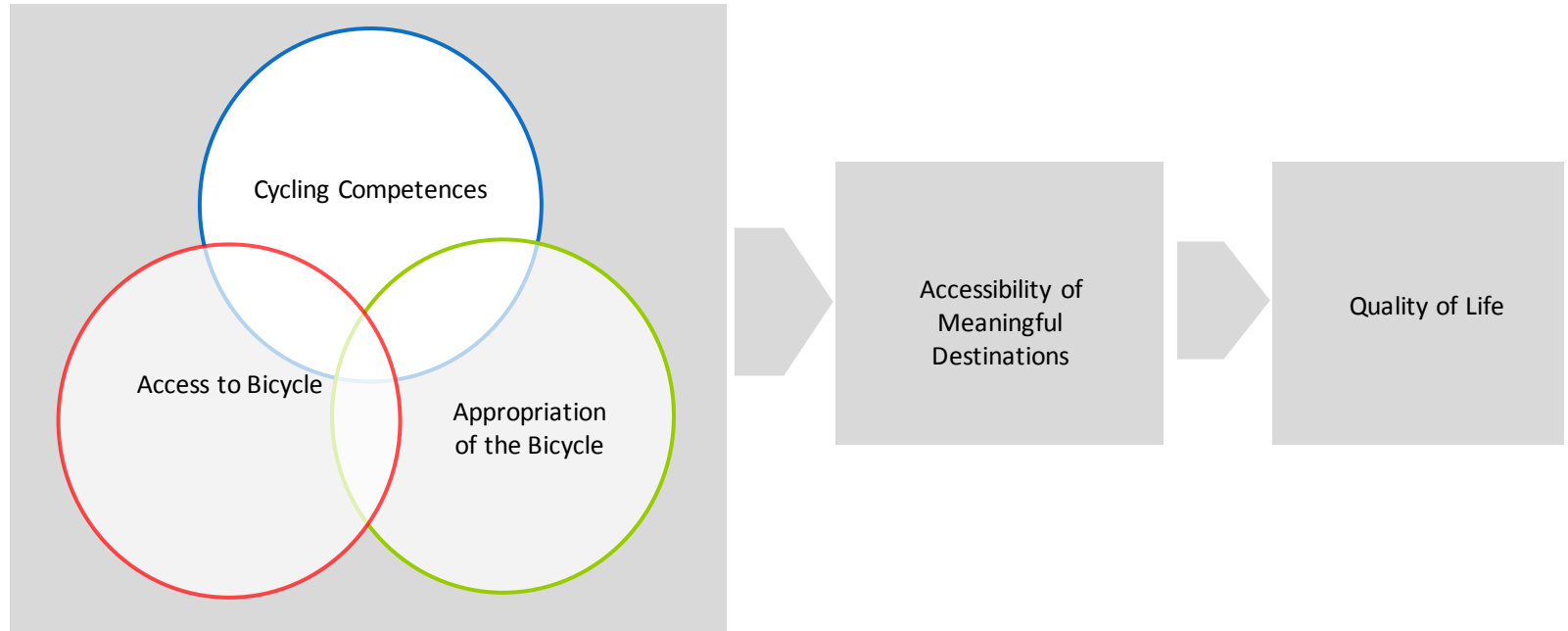


## Study in South Holland - Assumptions

- Very low incomes do not own of a car
- The lower the income, the less money to spend on transport
- The higher the age, the shorter the cycling distance
- Other criteria used are fairly high, since transport poverty is a loaded concept and we do not want to state too quickly that there is transport poverty somewhere
- For example, a 15 minute bike ride to go to daily services is acceptable



# Types of Cycling Poverty




Bicycle Initiatives  
alleviating transport  
poverty



## Is this a problem in the Netherlands?

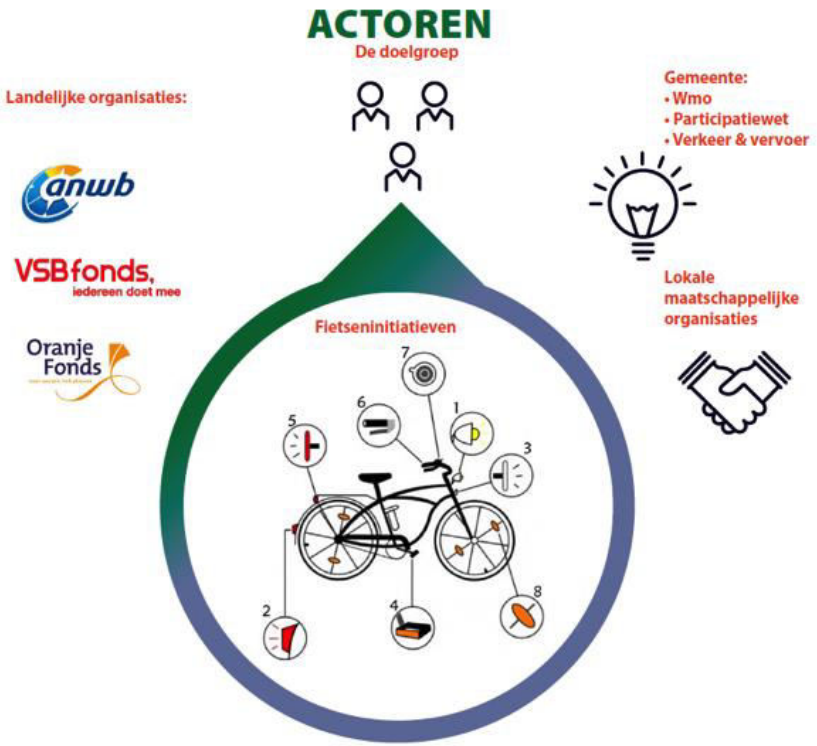
- 1.1 versus 0.6 / 0.3
- 0.88 versus 0.99

## Groups identified

- The working poor
  - Children of poor families
  - Refugees
- 



# Actors



- The people without a suitable and functioning bicycle
- The Municipality
- Local Organizations
- National Organizations
- Bicycle Initiatives



## What can we learn?

- More attention and understanding for the groups identified
- More knowledge about transport poverty, and specifically in relation to cycling poverty
- More visibility of bicycle initiatives needed for professionals in the field who work with people in poverty
- Creating links between initiatives



# THANK YOU



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