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Regional Commuting Patterns in the Dutch Labour Market

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THE NETHERLANDS IN MAPS

REGIONAL COMMUTING PATTERNS IN THE DUTCH LABOUR MARKET

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According to the OECD, commuting time in the Netherlands is longer than in other European countries: Dutch workers spend on average 51 minutes per working day on their commute (OECD 2010). Other sources report slightly different findings, for example, the Netherlands Institute for Social Research, using data collected in the *Harmonised European Time Use Surveys*, writes that the daily commuting time in the Netherlands is exactly one hour per worker (on work days), slightly less than in other European countries such as Latvia, Spain and Italy (Cloin *et al.* 2011).

These commuting times seem to contrast with the modest length of the Dutch commute – the average distance between place of residence and place of work was 14.6 kilometres in 2005 (CBS 2012). This can be partly explained by the use of the bicycle as a mode of transportation; 25 per cent of commuters cycle to work on a daily basis (CBS 2012). Another explanation is traffic congestion, especially in the metropolitan area of Randstad Holland. Some observers have also pointed at the rigid character of the Dutch housing market (OECD 2010), which results in lower levels of residential mobility. Accepting a job at a longer distance from the present residence often increases commuting time.

Of those Dutch working, 71 per cent has that job in their area of residence, defined here as NUTS 3 level or ‘COROP’ region (CBS 2012). As the map in this issue of *The Netherlands in Maps* shows, this intraregional commuting varies across the country; it is low in the




Zaanstreek region (45%) and high in Southern Limburg (87%). The arrows in the map indicate the interregional commuting patterns, but only for flows that represent at least 5 per cent of the labour force of the ‘region of residence’. A number of regions clearly stand out as generating commuting flows to various other regions, for example the Green Heart (between the Amsterdam and Rotterdam regions) and the new province of Flevoland. On the other hand, Amsterdam, Rotterdam and Groningen attract commuters from other regions. The position of Groningen may come as a surprise, given the fact that the city is internationally less well known and the fact that it is located at a large distance from the Randstad. Nevertheless, in the Northern Netherlands, the municipality of Groningen clearly has a large number of jobs that are taken by commuters living in surrounding regions. At the same time, a relative large proportion of employed residents have a job in the same region.

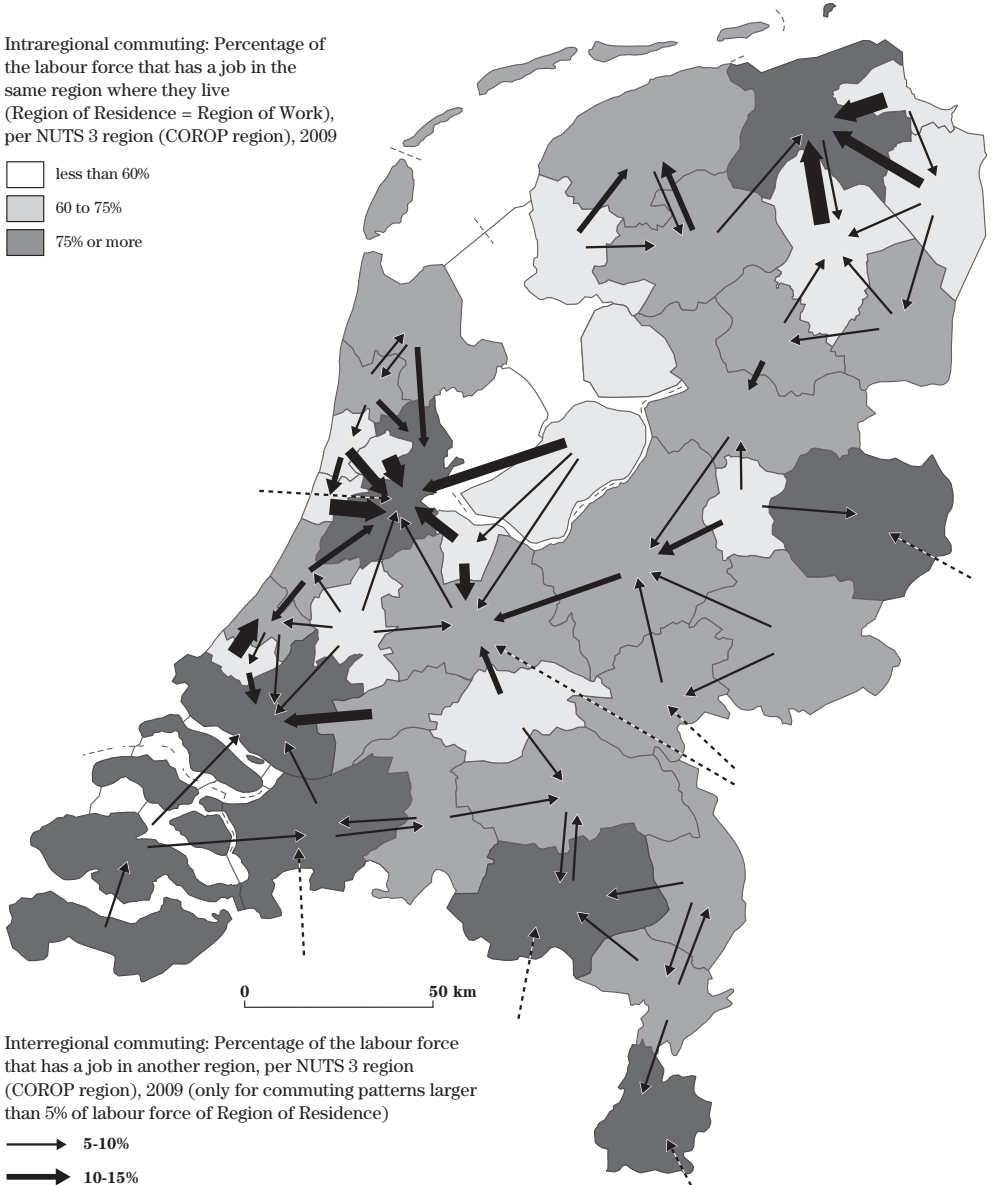
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THE NETHERLANDS IN MAPS
 Labour Market (Part 4)
Commuting Patterns

Intraregional commuting: Percentage of the labour force that has a job in the same region where they live (Region of Residence = Region of Work), per NUTS 3 region (COROP region), 2009

-  less than 60%
-  60 to 75%
-  75% or more



Interregional commuting: Percentage of the labour force that has a job in another region, per NUTS 3 region (COROP region), 2009 (only for commuting patterns larger than 5% of labour force of Region of Residence)

-  5-10%
-  10-15%
-  15-20%
-  > 20%
-  Place of Residence abroad (or unknown)

Source: CBS (Statistics Netherlands), Statline (2012)
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