



**Gemeente
Amsterdam**



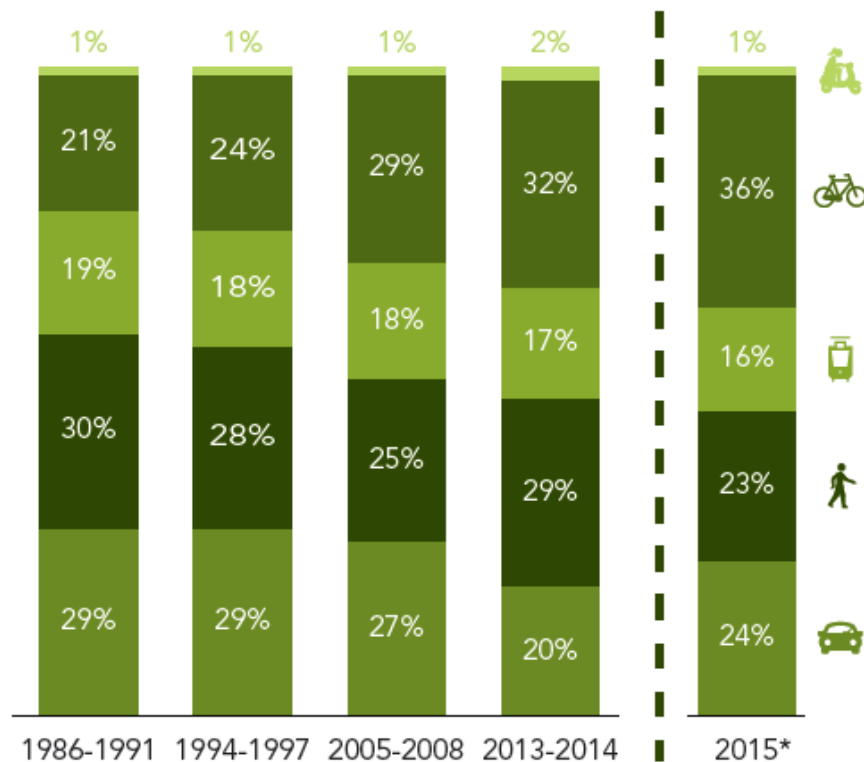
**Mopeds and bicycle paths in Amsterdam:
an unhappy marriage**

Velocity 2019 - Dublin

Jeroen Loijen



Very busy cycle lanes in Amsterdam



Hoofdvervoermiddel	1986-1991	1994-1997	2005-2008	2013-2014	2015*
Brom-/snorfiets	17	18	23	46	24
Fiets	447	566	573	609	666
OV	403	420	352	319	301
Lopen	640	649	478	547	433
Auto	622	669	521	385	440

*) Andere bron, zie pagina 8

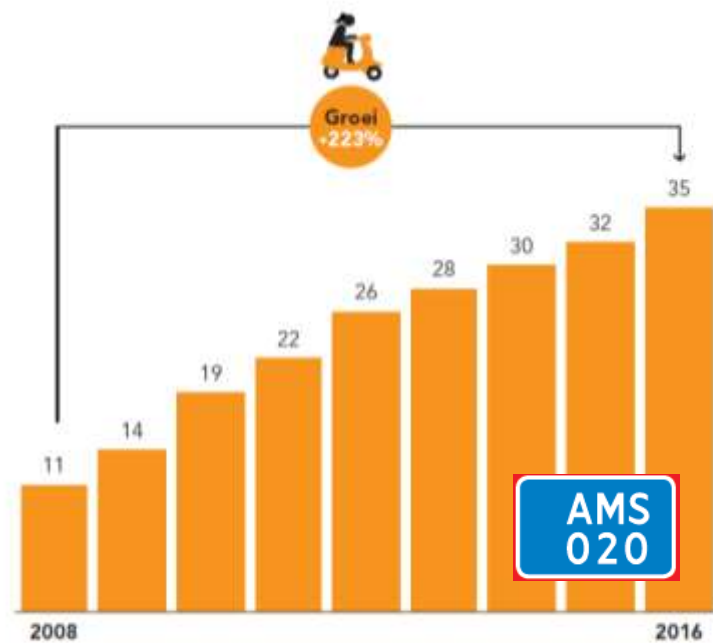
↳ Model split verplaatsingen van/naar/binnen Amsterdam door bewoners per werkdag

↳ Aantallen verplaatsingen (x1.000) van/naar/binnen Amsterdam door bewoners per werkdag

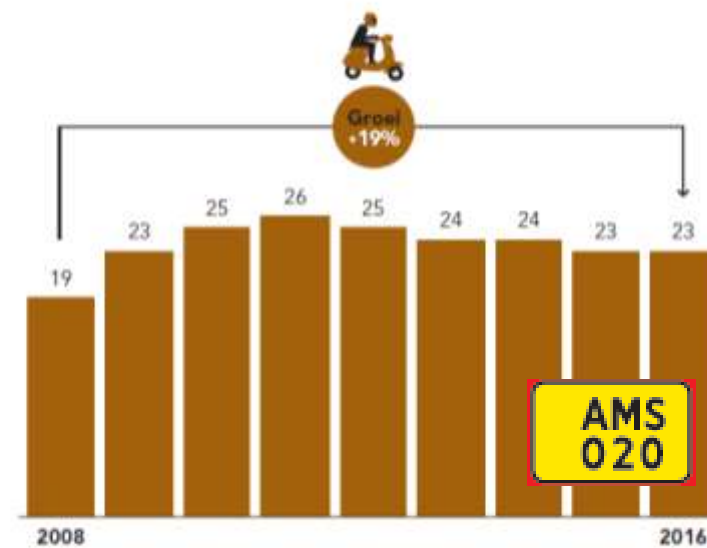


Mopeds in Amsterdam

	Light moped	Moped
License plate	Blue	Yellow
Wear a helmet?	No	Yes
Allowed speed	25 km/h	30/40/45 km/h



Aantal snorfietsen in bezit van Amsterdammers 2008-2016, (x1.000)



Aantal bromfietsen in bezit van Amsterdammers 2008-2016, (x1.000)



Research on mopeds and cycle lanes (1/2)



% van de weggebruikers dat zich aan de max. snelheid houdt

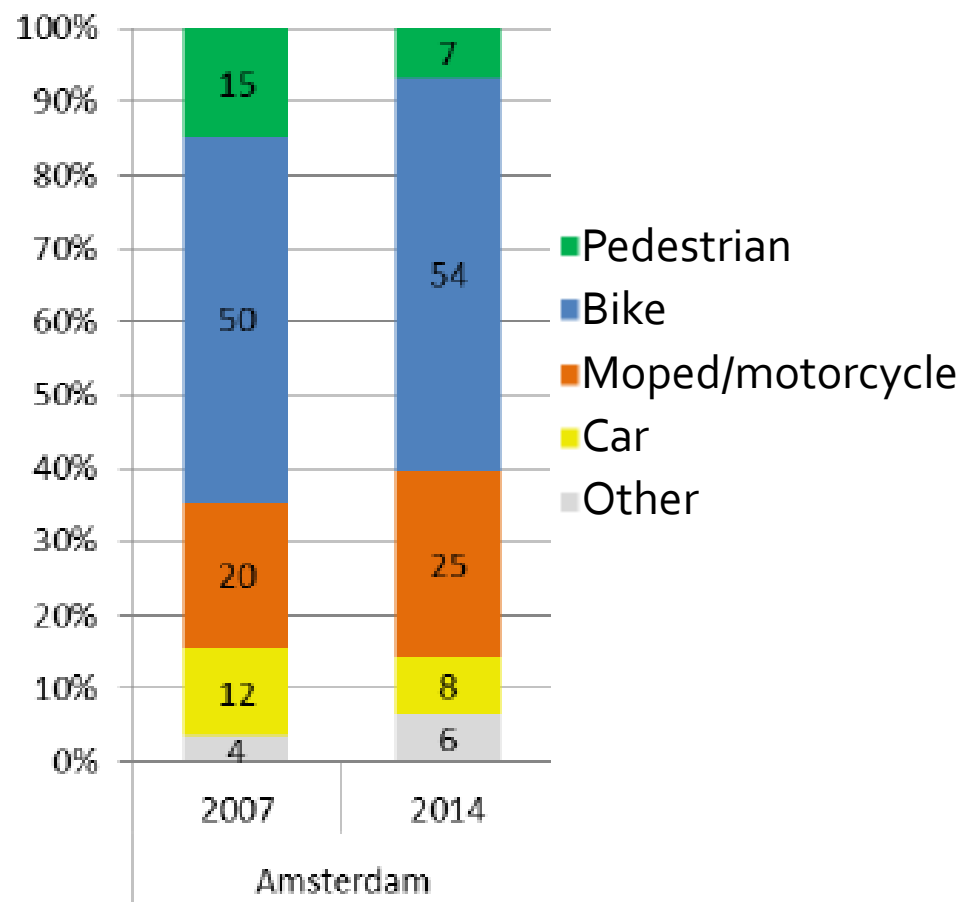


2011	2012	2013	2014	2015	2016
76%	80%	82%	77%	75%	87%





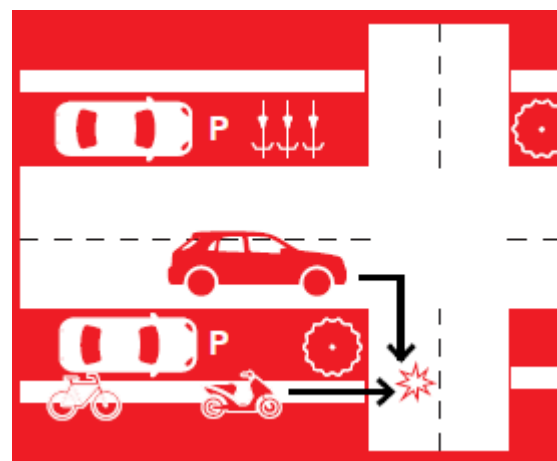
Research on mopeds and cycle lanes (2/2)



In 2013 SWOV presented Educated Guess:
With light mopeds on the road instead of on the cycle lanes and the obligation to wear a helmet, there will be 261 less severe casualties among light moped riders.

Based on:

- Effect moped (yellow plate) on road since 1999
- Effect helmet
- Effect people choosing another vehicle





New law:

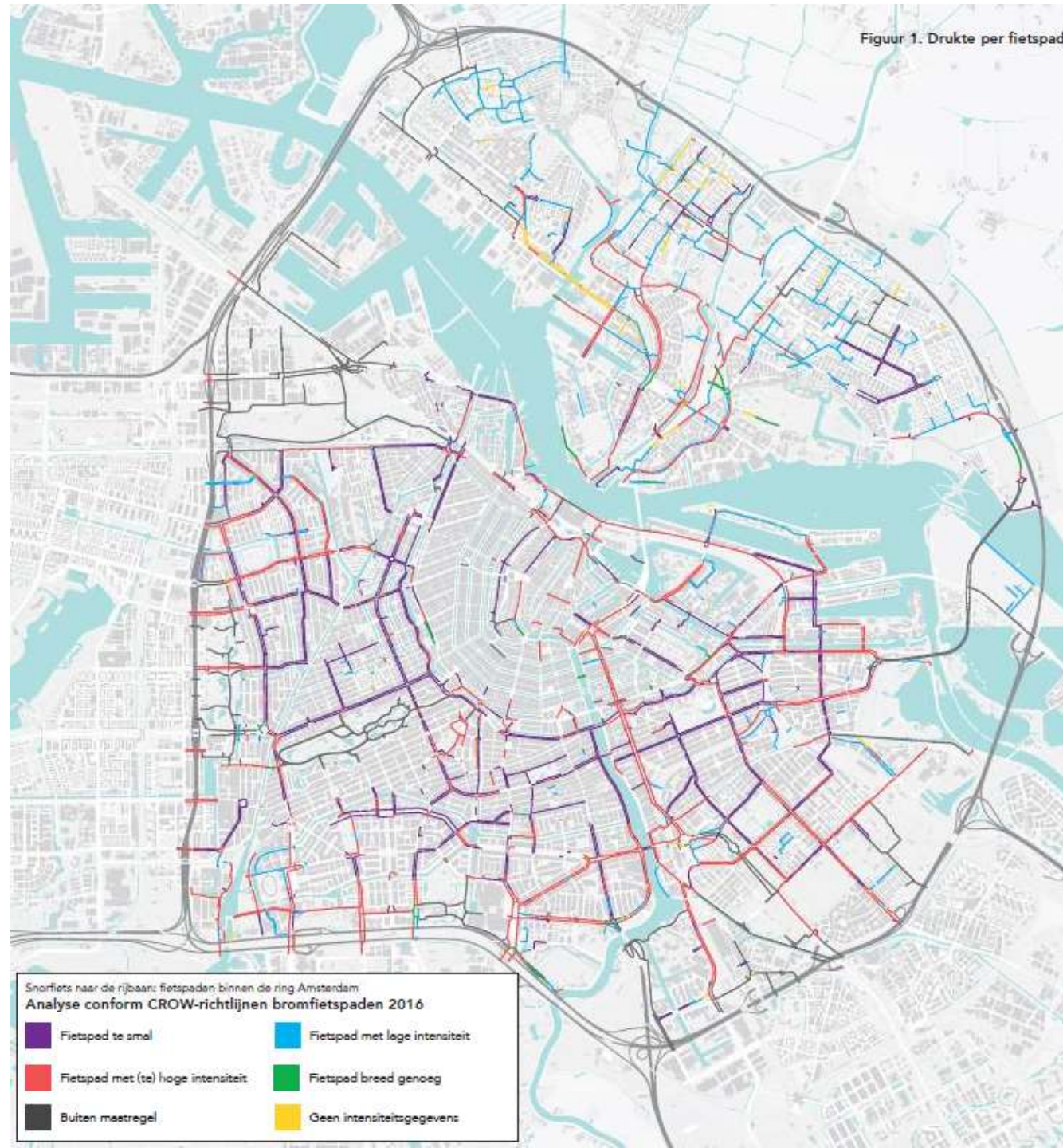
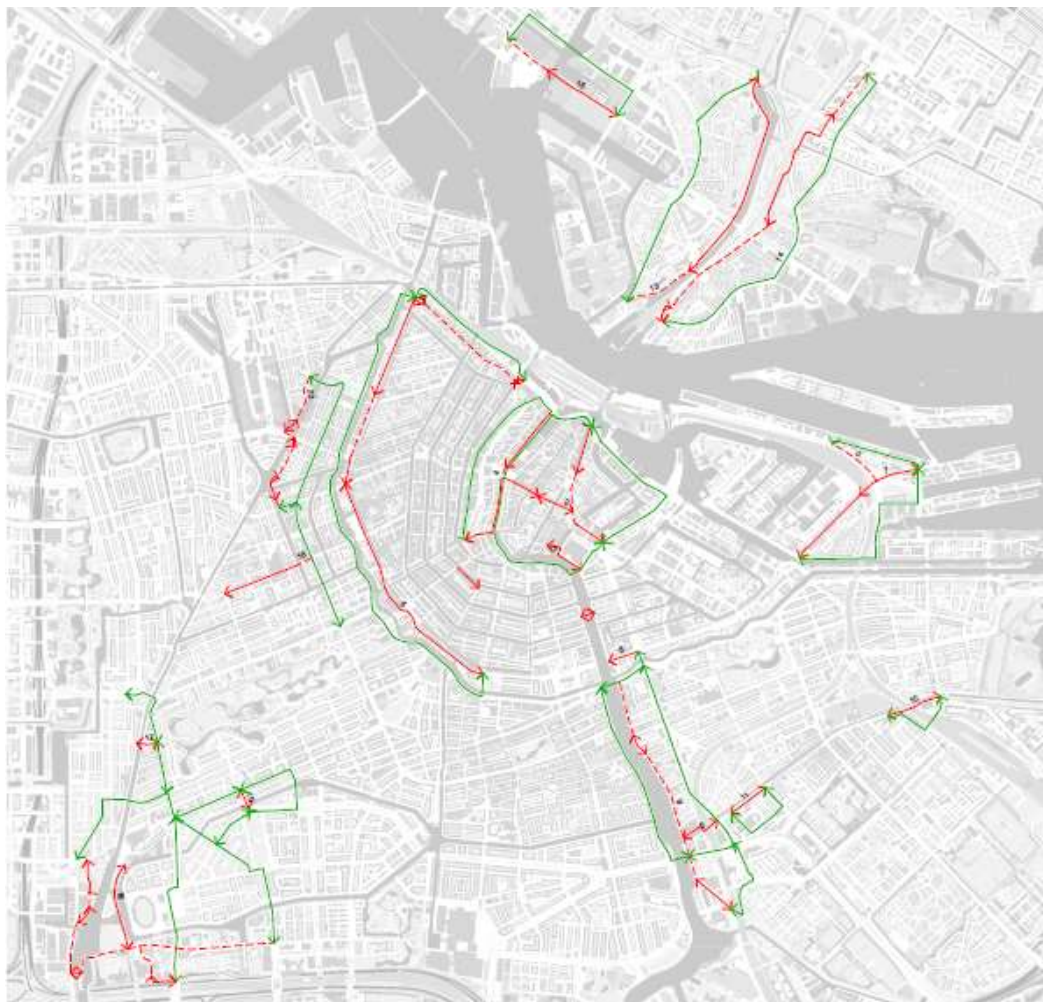
cities can move light mopeds from busy cycle lanes with helmet to the road



Timeline	
July 2018	Draft decision by city government
August-September 2018	Almost 4700 people gave their opinion on the draft decision
December 2018	City government answered and took final decision
April 8th 2019	Mopeds on the road with helmet
June 3th 2019	Start enforcement by police and municipal enforcers



Research crowded cycle lanes



Figuur 1. Drukke per fietspad



Project "SNOR" in Amsterdam: a huge operation



Snorfietzen
niet toegestaan



Some facts and numbers:

- 3732 traffic signs
- 54 traffic controllers
- 13 street-side maps showing new routes for mopeds
- 56 temporary blue road markings
- 12 temporary white road markings on the new routes for mopeds
- 37 Amsterdam schools are visited by information teams





First results?

- Official results of extended research available by the end of 2019
- After the starting of enforcement, most mopeds drive on the road and wear a helmet (big behaviour change for them)





Discussion and further information

Discussion questions:

- Is the problem of (the feeling of) busy cycle lanes solved by banning the (light) moped from it?
- Are dedicated cycle lanes in inner cities the future? Or should we better mix all traffic?
- Should cities get more influence on the type of vehicles that is allowed in the city?

Further information:

During lunch break available at the stand of the Dutch Cycling Embassy (E2)

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