Mopeds and bicycle paths in Amsterdam: an unhappy marriage

Velocity 2019 - Dublin

Jeroen Loijen
Very busy cycle lanes in Amsterdam

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

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

Hoofdvervoermiddel

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Brom-/snorfiets</td>
<td>17</td>
<td>18</td>
<td>23</td>
<td>46</td>
</tr>
<tr>
<td>Fiets</td>
<td>447</td>
<td>566</td>
<td>573</td>
<td>609</td>
</tr>
<tr>
<td>OV</td>
<td>403</td>
<td>420</td>
<td>352</td>
<td>319</td>
</tr>
<tr>
<td>Lopen</td>
<td>640</td>
<td>649</td>
<td>478</td>
<td>547</td>
</tr>
<tr>
<td>Auto</td>
<td>622</td>
<td>669</td>
<td>521</td>
<td>385</td>
</tr>
</tbody>
</table>

* Ander bron, zie pagina 8

Begijn, Verkeer en Openbare Ruimte, CBS 2015
# Mopeds in Amsterdam

<table>
<thead>
<tr>
<th></th>
<th>Light moped</th>
<th>Moped</th>
</tr>
</thead>
<tbody>
<tr>
<td>License plate</td>
<td>Blue</td>
<td>Yellow</td>
</tr>
<tr>
<td>Wear a helmet?</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Allowed speed</td>
<td>25 km/h</td>
<td>30/40/45 km/h</td>
</tr>
</tbody>
</table>

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**Legend:**
- **Blue:** Light moped
- **Yellow:** Moped

**Graphs:**
- Growth in number of mopeds and bicycles in Amsterdam over the years 2008 to 2016.
- Comparison of annual number of mopeds and bicycles in Amsterdam.

**Notes:**
Research on mopeds and cycle lanes (1/2)

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

- snor: 23%
- brom: 82%
- 30: 80%
- 50: 79%
- 50: 78%

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<tbody>
<tr>
<td></td>
<td>76%</td>
<td>80%</td>
<td>82%</td>
<td>77%</td>
<td>75%</td>
<td>87%</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>Timeline</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 2018</td>
<td>Draft decision by city government</td>
</tr>
<tr>
<td>August-September 2018</td>
<td>Almost 4700 people gave their opinion on the draft decision</td>
</tr>
<tr>
<td>December 2018</td>
<td>City government answered and took final decision</td>
</tr>
<tr>
<td>April 8th 2019</td>
<td>Mopeds on the road with helmet</td>
</tr>
<tr>
<td>June 3th 2019</td>
<td>Start enforcement by police and municipal enforcers</td>
</tr>
</tbody>
</table>
Research crowded cycle lanes
Project “SNOR” in Amsterdam: a huge operation

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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