



Gemeente Amsterdam

# Bold choices for an attractive and liveable Amsterdam

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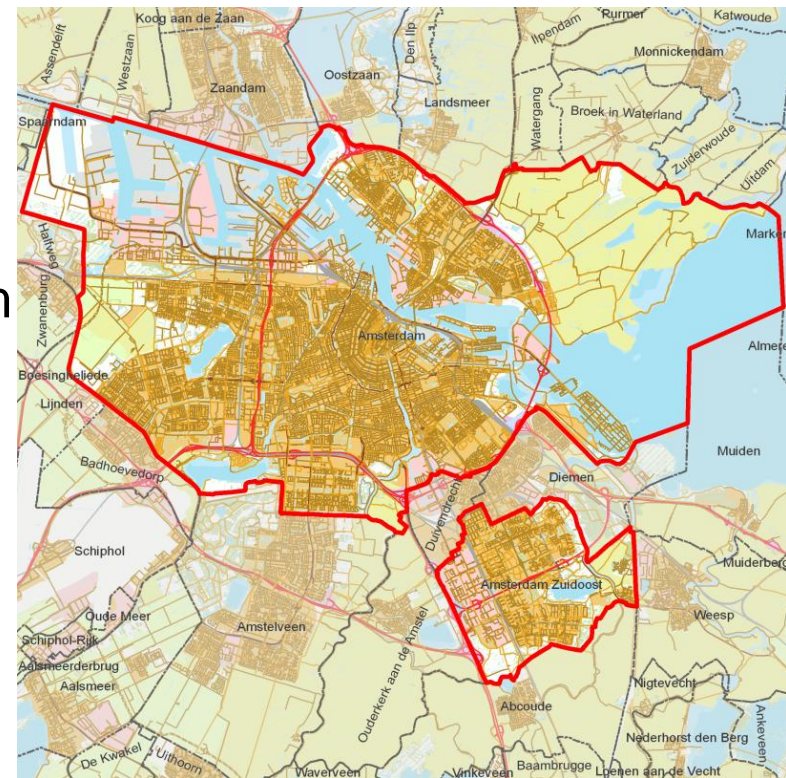
## Content

- About Amsterdam and the region
- Recent trends and developments
- Amsterdam, the cycling capital
- The major policy issues of this moment



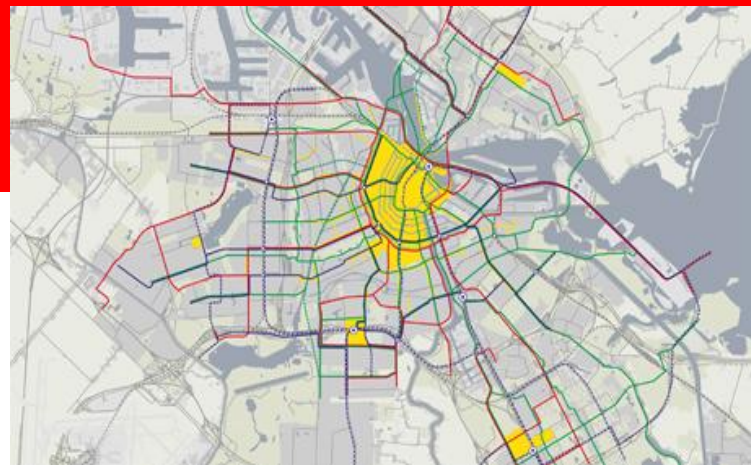
# City of Amsterdam

- Capital of the Netherlands
- City charter in 1306
- 800.000 inhabitants
- 2.2 million inhabitants in Metropolitan Region Amsterdam
- Mayor: Eberhard van der Laan





# City of Amsterdam



- Owner of local infrastructure & public space
- For example: 1821 bridges



- Local policies on mobility, spatial planning, economy
- Local taxes, parking revenues, development

# Building period



1 Van der Pekbuurt: housing in garden suburb style for dockworkers



2 Canal belt: the city's first coordinated extension plan



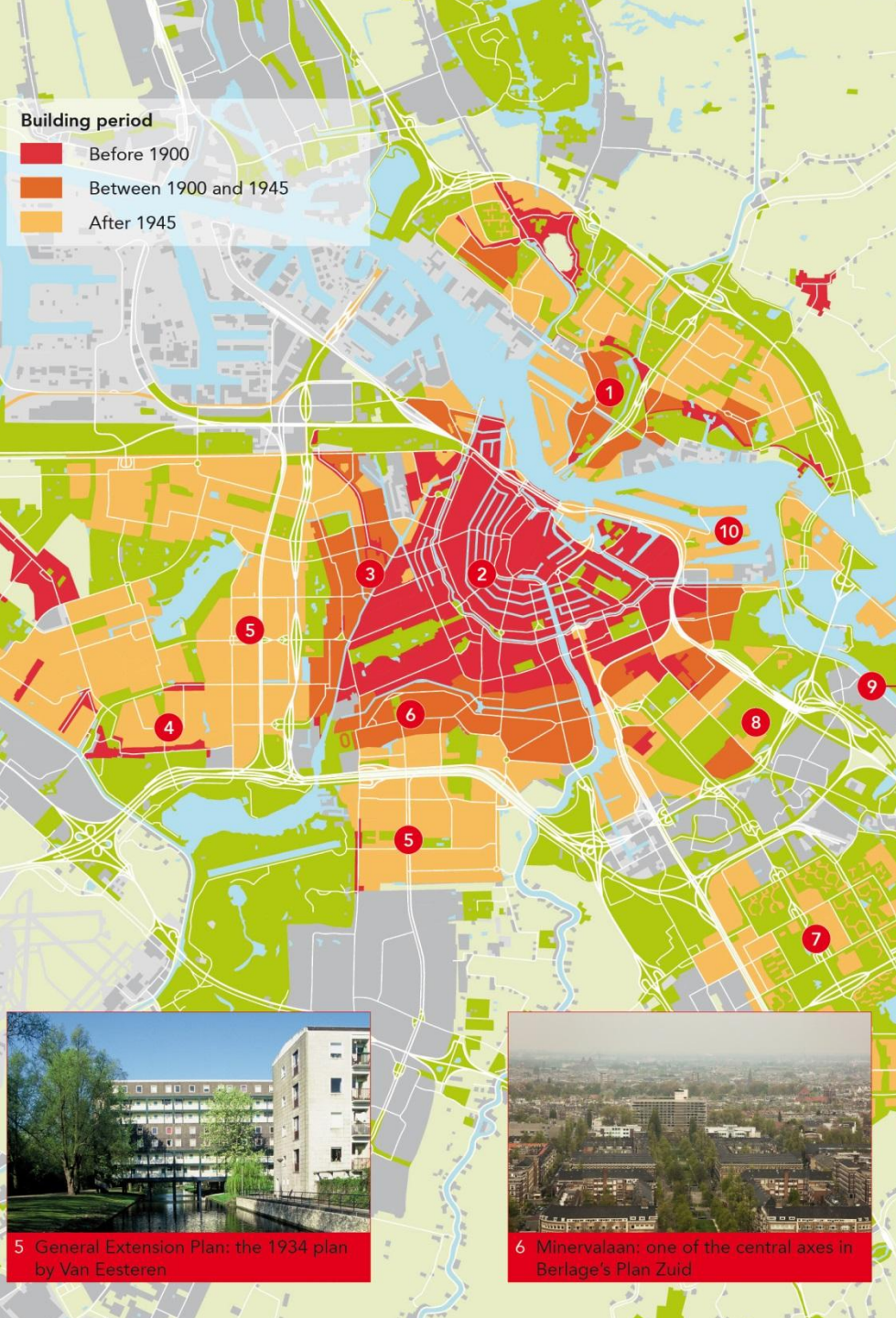
3 Jordaan: west of the canal belt, a new district created for the working class



4 Nieuw Sloten: spacious suburban area with parks and water frontages

**Building period**

- Before 1900
- Between 1900 and 1945
- After 1945



10 Eastern Docklands: former harbour zone transformed into residential area



9 IJburg: Amsterdam's latest residential expansion in the IJmeer



8 Betondorp: concrete replaced brick in this 1920s project



5 General Extension Plan: the 1934 plan by Van Eesteren



6 Minervalaan: one of the central axes in Berlage's Plan Zuid



7 Zuidoost: expansion of the city in functionalist style



**Trends**



More inhabitants, visitors, workspaces

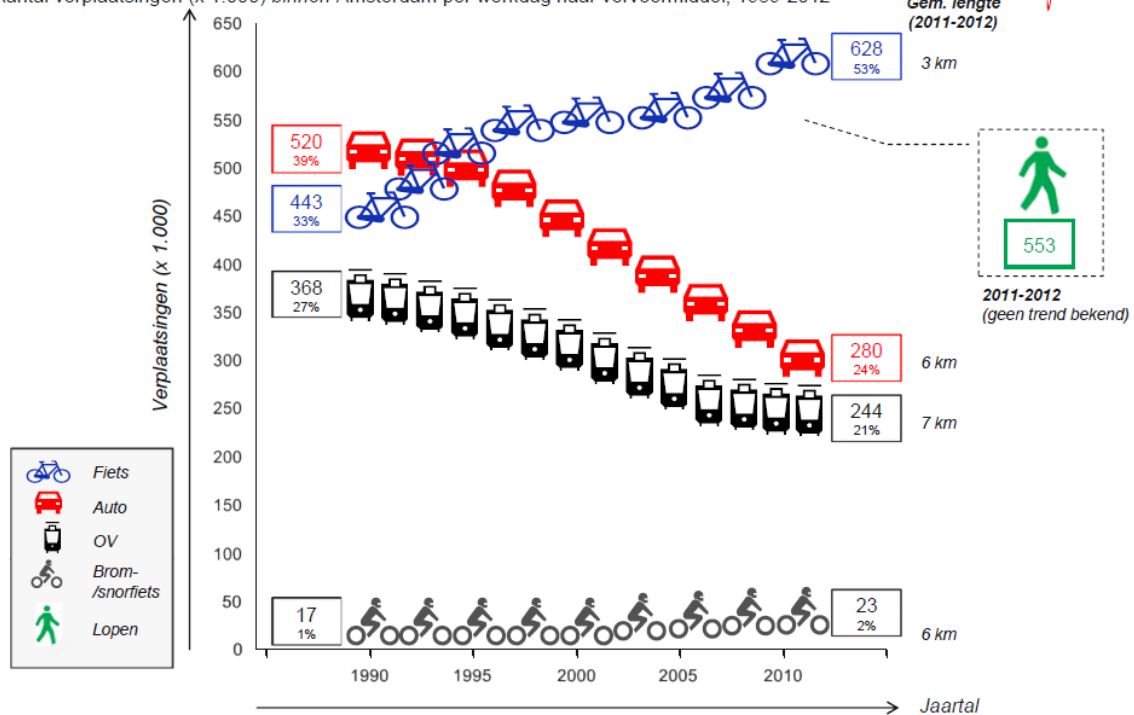




# Increasing popularity of bike-use

## Sterke groei van fietsgebruik in de stad

Aantal verplaatsingen (x 1.000) binnen Amsterdam per werkdag naar vervoermiddel, 1989-2012







## Amsterdam, the cycling capital ...



- The bicycle is a daily means of transport: work, school, shopping, leisure, etc.
- 2.2 million kms by bike in Amsterdam daily
- Majority of cyclists: 18-60 years, well educated and higher incomes
- 625.000 trips every day
- 90% of the roads/streets in Amsterdam are 'bicycle-friendly' routes (30 km/hr)
- 500 kms bicycle lanes, separated from other traffic
- Cyclists men – women: 50/50%
- Cycling culture



## Cycling important for Amsterdam

- Cycling is essential to keep the city accessible
- Cycling is fast and cheap
- Cycling contributes to a better quality of life
- Cycling is healthy
- Cycling takes up little space





## Amsterdams mobility policy essential for successful bicycle policy

- Policy for cars, public transport and bicycles
- Bicycle policy contains different areas that all contribute to the success of the Amsterdams bicycle policy.





# The composition of the Amsterdams bicycle policy

- Road safety
- Bicycle infrastructure
- Bicycle parking
- Education





## Road safety and bicycle infrastructure



- Bicycle lanes separated from other traffic
- Old bridge for cyclists and pedestrians



- Special waiting area for cyclists in front of cars preventing blind spot



## Bicycle infrastructure

- Bicycle in the metro



- Cyclists on the ferry



## Bicycle parking



- Bicycles locked at bridge railings





# Bicycle parking



- Bicycle parking facilities before residences and shops





## Bicycle parking



- Bicycle garage with 3 floors and 3.000 parking spaces at Central Station



- Parking at train station



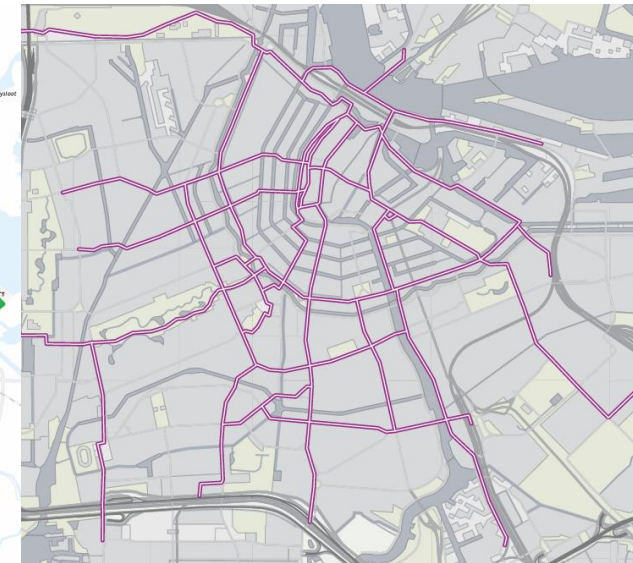
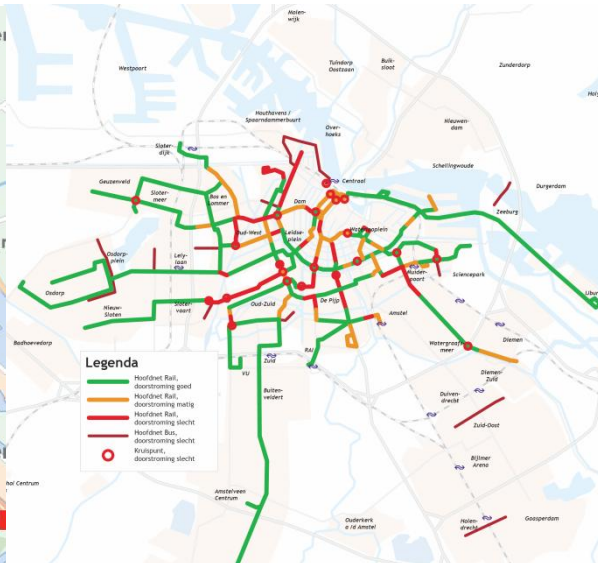
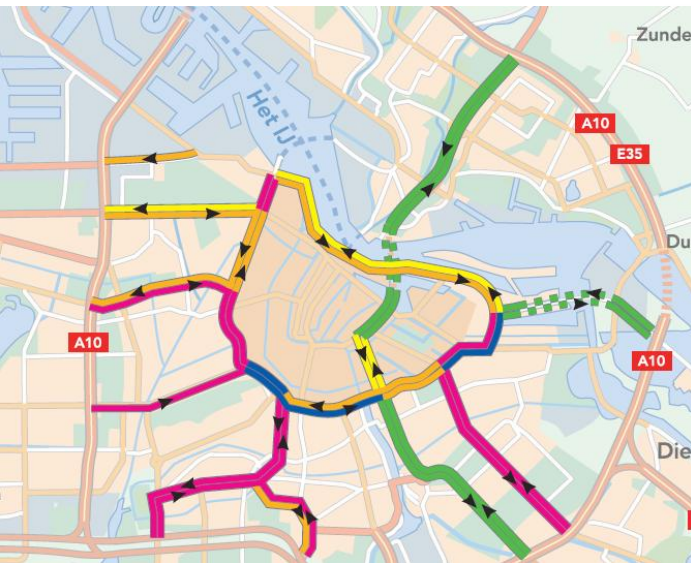
# Traffic education

- Bicycle exams for children





# All speeds the same



**Car: 15 km/u**

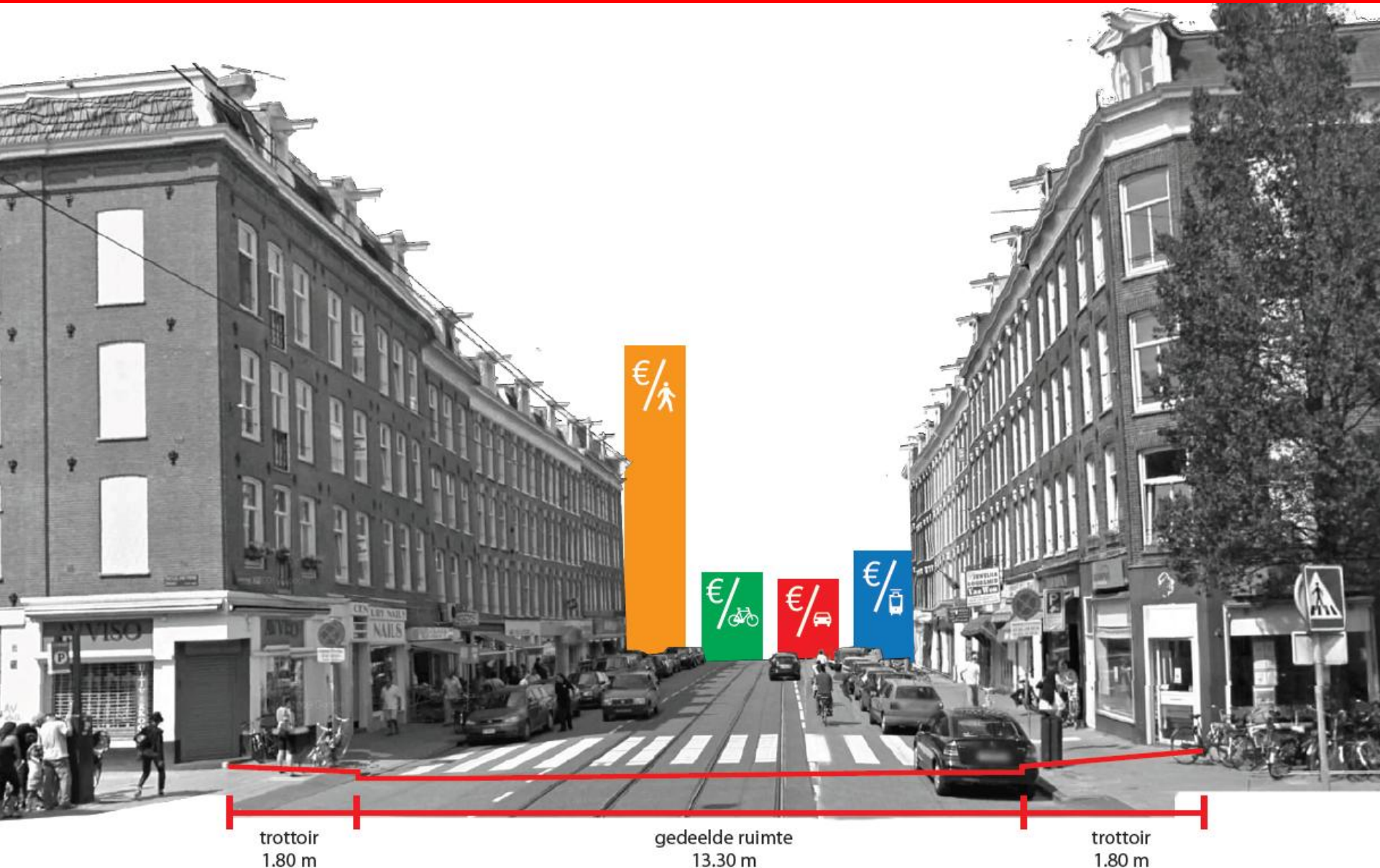
**Tram: 15 km/u**

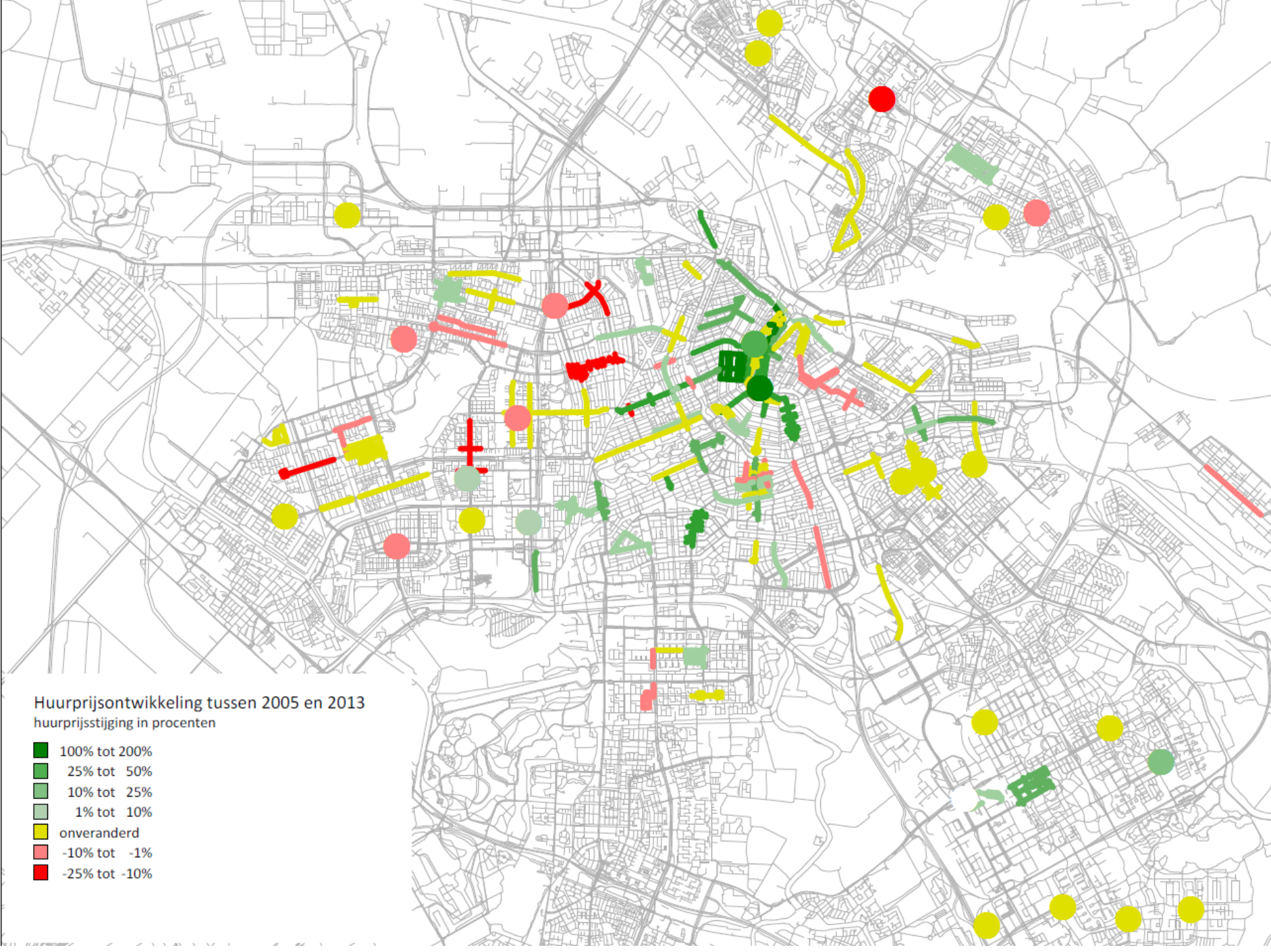
**Bike: 15 km/u**

- 0-10 km/u
- 10-15 km/u
- 15-20 km/u
- 20-30 km/u
- 30 km/u en sneller

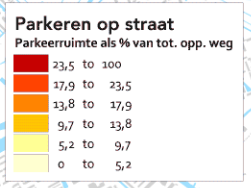
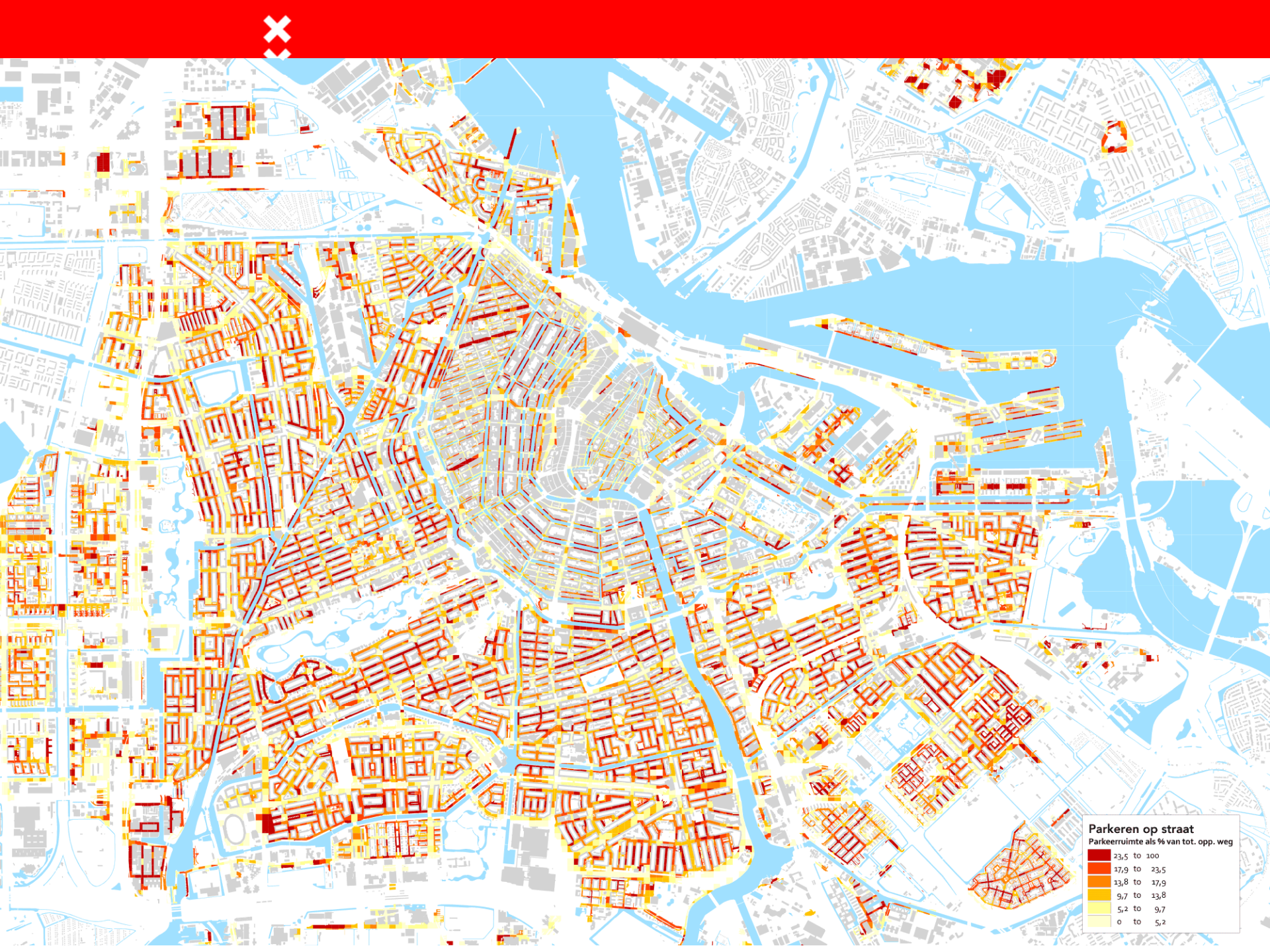
- Lijn 26: 26 km/u
- Lijn 1 en 17: 17 km/u
- Lijn 4: 12 km/u
- Overige lijnen: 14-16 km/u

# Expenditures by mode of transports











From long parking on small streets ..





xxx ... to new parking lots in garages





## Car parking

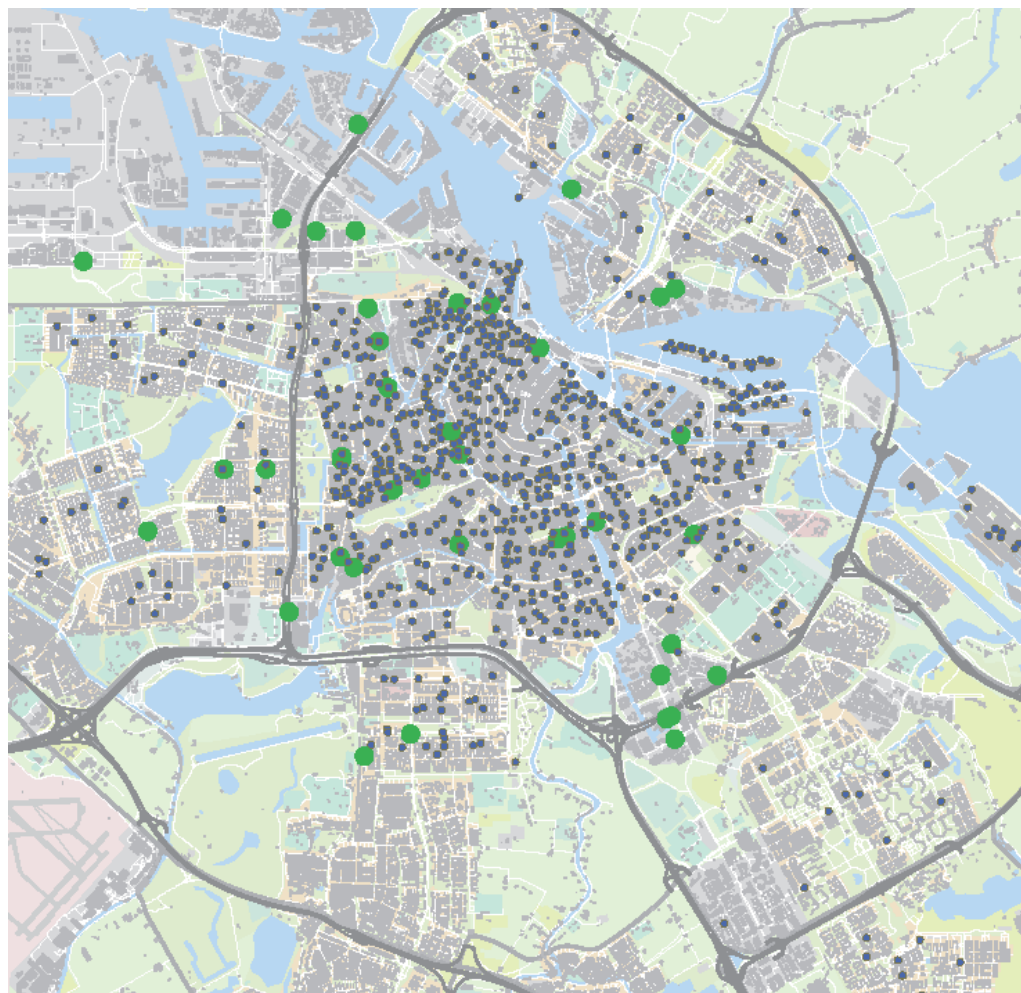
Places with lots of functions and limited space:

- Making better use of existing garages and building new garages
- Improving alternatives
- Traffic calmed areas in economic valuable locations





# Car sharing





## Biking as a solution

- Developing bicycle parkingspots near major stations
- Setting up a maximum parking time
- Improving bicycle network
- Clear marked routes for cyclists





**Main issues and measures**



## Projects: North-South subway line



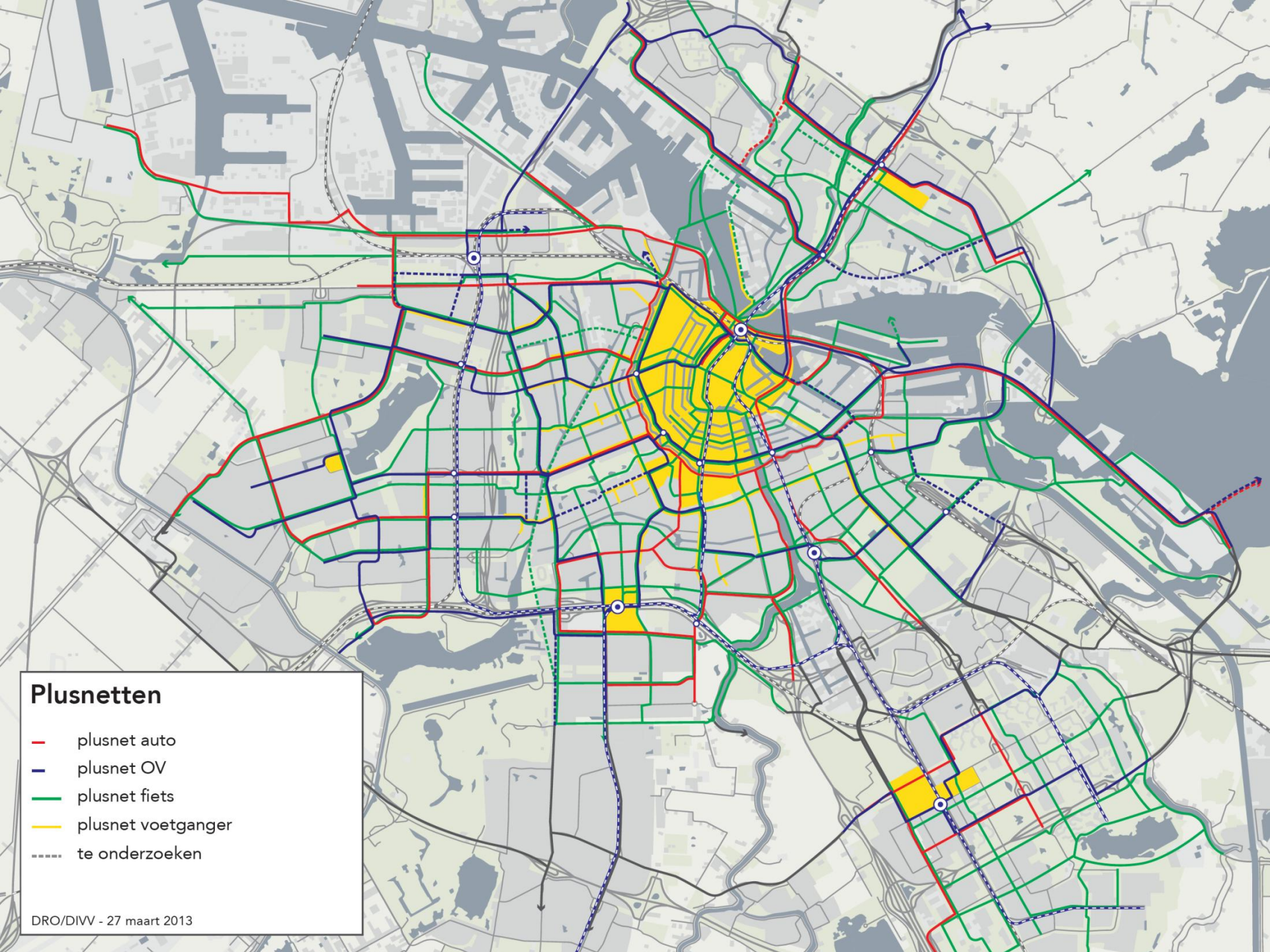
- Ready: 2017
- Total costs: € 3.1 billion
- This new subway line gives Amsterdam the opportunity to optimize total network of public transport



## Projects: “The Red Carpet”



- Ready: 2017
- Total costs: € 75 million
- Total reconstruction of road
- More space for pedestrians, cyclists and public transport



## Plusnetten

- plusnet auto
- plusnet OV
- plusnet fiets
- plusnet voetganger
- - - - te onderzoeken





# ICT and mobility







**Questions and discussion**