



City of
Amsterdam



Best practices – Inner-city Bicycle Parking

Multi-year plan 2017 - 2022



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Amsterdam is the only city in the world with more bicycles than inhabitants. This is unique, and it means we have to provide parking facilities for all those bikes. The city's Bike Team works hard on this every day.

We have developed an approach for the city's busiest areas: hotspots such as Damrak, Rokin and night-life areas, city streets such as Kinkerstraat and Van Woustraat, and busy residential neighbourhoods. The aim of this approach is to improve bicycle parking facilities and decrease the number of bikes parked in the public space, and includes building large indoor parking facilities with 2,000 to 7,000 spaces at train stations and near large entertainment venues.

Location-specific solutions

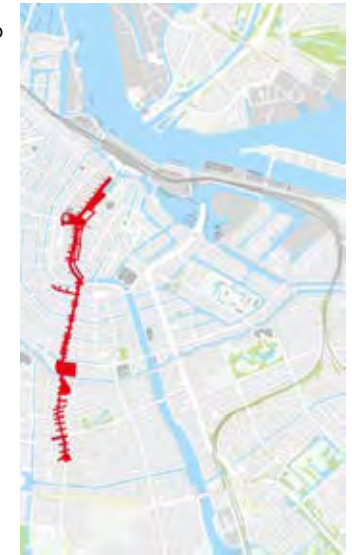
This handbook was written as an internal manual for employees of the City of Amsterdam. It is intended as a guideline for the realisation of bicycle parking facilities at busy locations, and part of the projects and measures Amsterdam is implementing within the EU project [CIVITAS Handshake](#). We believe that the solutions in this handbook could also be of great value to cities around the world. As the number of (inner) city dwellers increases globally, so will bicycle use, and with it, the need for good bicycle parking facilities.

Behavioural change

As well as increasing the number and types of facilities, it is vital to affect cyclists' behaviour. There is simply not enough public space in some busy areas to facilitate parking. That is why we use a combination of physical measures, on-the-spot communications, and a variety of additional communications to encourage proper bicycle parking behaviour throughout the city. At a number of crowded locations, such as De Hallen in Amsterdam West and "De Rode Loper" (The Red Carpet) in the city centre, this has led to excellent results.

We hope this book of Best Practices serves you well and helps you improve bicycle parking facilities in your area!

Maaïke Nicolai-Geerling
City of Amsterdam
Manager Bottleneck Approach Bicycle Parking



No parking on The Red Carpet



Behavioural change: how do you achieve it?



Bicycle parking in busy areas requires behavioural change. There is not enough space to park your bike just anywhere. Too often, passages for pedestrians, people with disabilities or the emergency services are hindered by parked bicycles. In order to keep Amsterdam accessible, cyclists will have to park with more consideration for their surroundings.

How do we focus cyclists' attention to proper bicycle parking? Ask yourself this: what do you want the cyclist to do here? And how can we help them to do this intuitively/ automatically?

The solution lies in a combination of measures on the street and communication about this.

The following 3 factors are the basis for this behavioural change:

- **information:** ensuring that people know/understand what they're meant to do
- **motivation:** ensuring they WANT to do the right thing
- **opportunity:** ensuring they CAN do the right thing by offering enough parking facilities

Five principles for successful solutions

The following 5 principles are the conditions for successful bicycle parking solutions. In order:

- 1 Be bicycle-friendly – Amsterdam wants to continue to encourage cycling
- 2 Ensure there are plenty of alternatives if you limit parking in an area
- 3 Set clear rules
- 4 Communicate clearly
- 5 Provide systematic and reasonable enforcement

Try to keep these principles in the back of your mind every time you're working on bicycle parking solutions. The principles may seem like common sense, but in practice it can be tempting to (partially) skip or some steps. That would be a shame, because we know from experience that they really are the conditions for success!



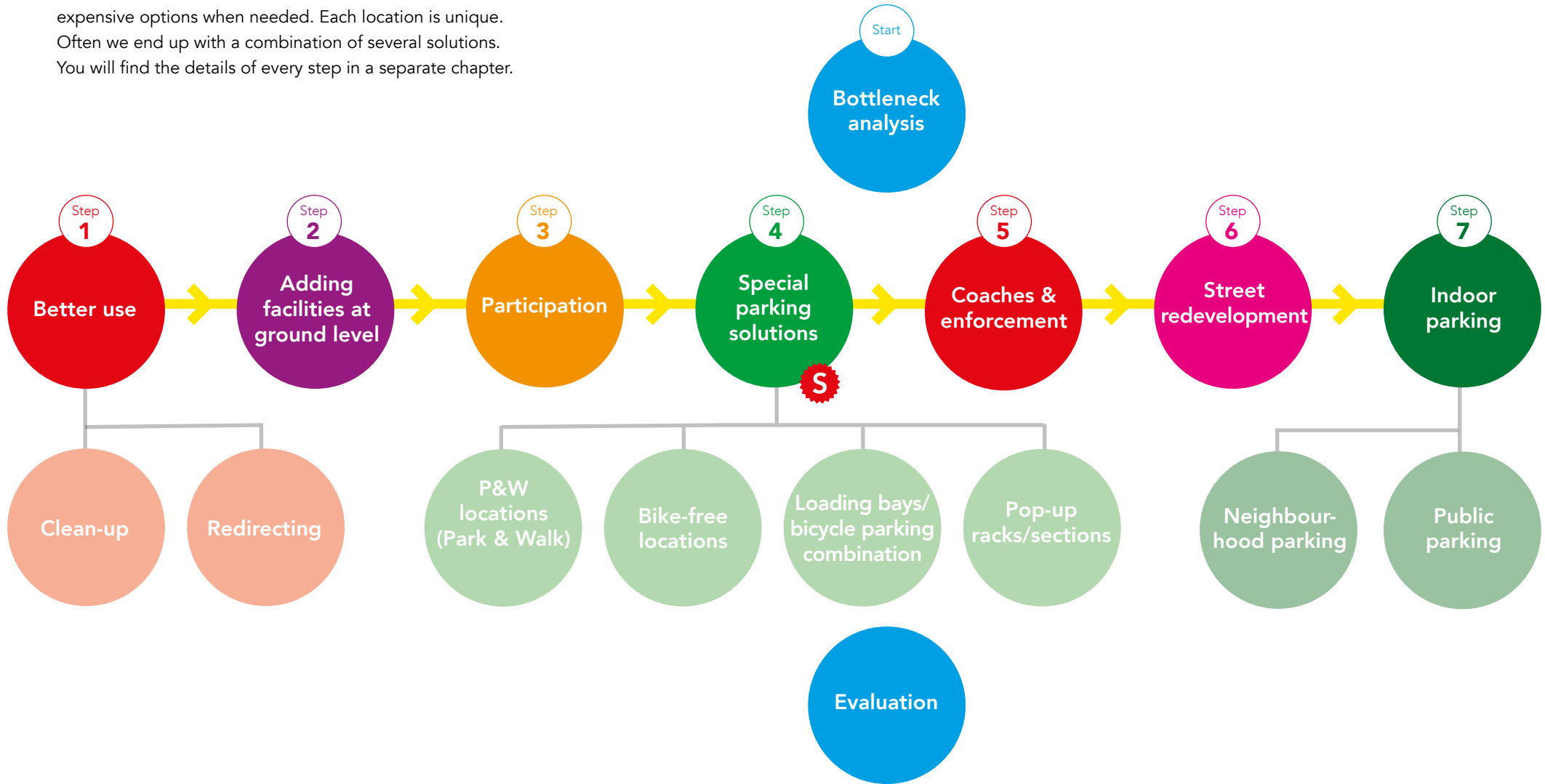
Bicycle parking objectives 2025

- Increase users' satisfaction with bicycle parking facilities from 5.8 to 7.0.
- Increase pavement accessibility (bicycle parking pressure up to 125%).
- Increase bicycle rack availability (maximum occupancy of 85%).

Roadmap overview



To achieve more available bicycle parking sections and better bicycle parking behaviour, we developed the roadmap below. The costs increase with each step. We start with the most efficient measures and add more expensive options when needed. Each location is unique. Often we end up with a combination of several solutions. You will find the details of every step in a separate chapter.



Clear communication

Bottleneck analysis



To avoid bottlenecks, it is essential that bicycle parking is embedded in area and project plans. Responding to developments is vital. Ask project managers if bicycle parking is taken into consideration, provide input, and ensure that you are involved with the design from an early stage. Still encounter a bottleneck? With a solid analysis, you can provide the correct measures at the right location and you will be able to measure the effect of your input. Begin by answering the following questions:

The cyclist and their bike

- › Who causes the parking problems: employees, residents, visitors, students?
- › Is there a peak time?
 - › If yes, when?
 - › If no, is it always busy?
- › Number of bikes at peak times, both inside and outside designated areas
- › Bike/scooter ratio
- › Directions: where are the cyclists coming from?

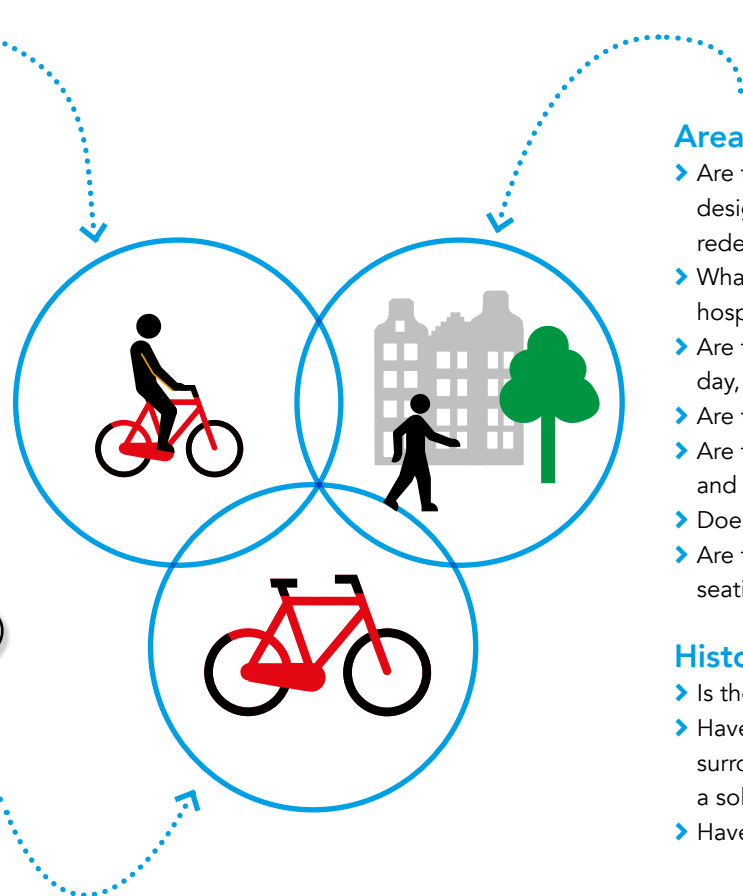
How?

The city's Research and Statistics Department may be able to help answer your questions. There are also commercial survey companies that you can contact to gather data for you.

#how?

Bicycle parking capacity

- › Number of bicycle parking facilities in designated sections, staple racks and bicycle racks
- › Number of spaces in neighbourhood parking
- › Number of public bicycle parking spaces
- › Number of spaces in private areas (commercial/residential buildings)



Area

- › Are there future developments that may influence the design or usage of this location? Redevelopment, redesign, new bars/restaurants, etc.?
- › What type of area is it? Residential/commercial/visitors: hospitality/retail/education?
- › Are there peak times? Variations during the week and/or day, or at time of day?
- › Are there attractions that draw a lot of cyclists?
- › Are there loading bays nearby? How often are they used and during which times?
- › Does the area experience high volumes of car parking?
- › Are there other objects to take into account? Outdoor seating, markets, etc.?

History

- › Is there previous research available?
- › Have there been changes at ground level or in the direct surroundings that have caused the bottleneck or provide a solution?
- › Have interested parties been involved/consulted?

How?

Your local police or enforcement officer or city representative may be able to help you answer many of the questions on this page.

#how?



Step 1

Better use of existing facilities



Step 1 Better use of existing facilities

Bicycle parking facilities are meant for current cyclists. Bikes that are not in use have no place in the limited public space; they belong in a private location.

6-week parking limit

Within the entire Ring A10 (south of the IJ), a 6-week bicycle parking limit is enforced. This ensures that we can intervene when bikes have not been moved for 6 weeks or more.

2-week parking limit

Near stations and some other hotspots, the maximum bicycle parking time is 2 weeks.

Total clean-up

Together with the City Sanitation Department, you can decide to clean up an entire street or square. Before the start of the works, all of the remaining bicycles will be removed. Our experience is that this is a quick and effective way to clear the area. Not only are abandoned and neglected bicycles removed, the street gets a thorough clean.

From 2 weeks prior, works are announced via yellow signs, warning cyclists to move their bike elsewhere.



Cleaning up through enforcement efforts

By clearing unused bikes from bicycle racks, we can create up to 15% more capacity. From 2019, enforcement is managed centrally by the city's Supervision & Enforcement in the Public Space Department (SEPS).



- › In the racks/sections
- › Max. 14 days



- › Max. 6 weeks
- › Within the A10



How?

1. Keep an eye on wrecks and abandoned bikes. Is enforcement needed?
2. Enquire with SEPS about regular scheduled clean-ups of the location.
3. Do you require more? Talk to the City Sanitation Department for a total clean-up.



Step 1 Better use of existing facilities

Redirecting cyclists

You can encourage proper bicycle parking behaviour by redirecting cyclists to bicycle parking facilities; a bicycle-friendly way of affecting change. Good redirection, preferably on the cyclists' route, increases support for your measures and offers cyclists a concrete and immediate alternative.

You can redirect using:

- pictogram pavers
- projectors
- letters to residents
- road signs
- beach flags

Pavers with pictograms

We have designed a number of concrete pavers that you can use to direct cyclists towards bicycle parking sections (1A & 1B). Use these pavers from 300 metres from bicycle parking sections, and repeat every 20 metres.

In bicycle sections, we use the standard grey bicycle pictogram paver (2A). At hotspot locations, we use the green printed pavers – the 'Specials' – with the white pictograms and text (3A, 3B & 3C). Please use these in coordination with the city's Bike Team.

In busy areas we emphasise pedestrian zones (4A), and with 'Passage for Pedestrians' (4B) we prevent bicycles from blocking the way. You can add/interchange these with the 'No Parking' paver (4C).

Please note: you want visibility but no excess.

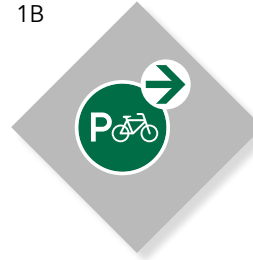
Paver thickness

At high-traffic locations, use concrete pavers with a minimal thickness of 8 cm, to prevent breakage. Because of breakage, wear and vandalism, it is important to organise the maintenance and management of all materials well.

1A



1B



2A



3A



3B



3C



4A



4B



4C



#how?

How?

These standard pavers are in stock at the city's Materials Desk (MD) and can be ordered from them. For special tiles, for instance with time windows, please contact the Bike Team.

Step 1 Better use of existing facilities

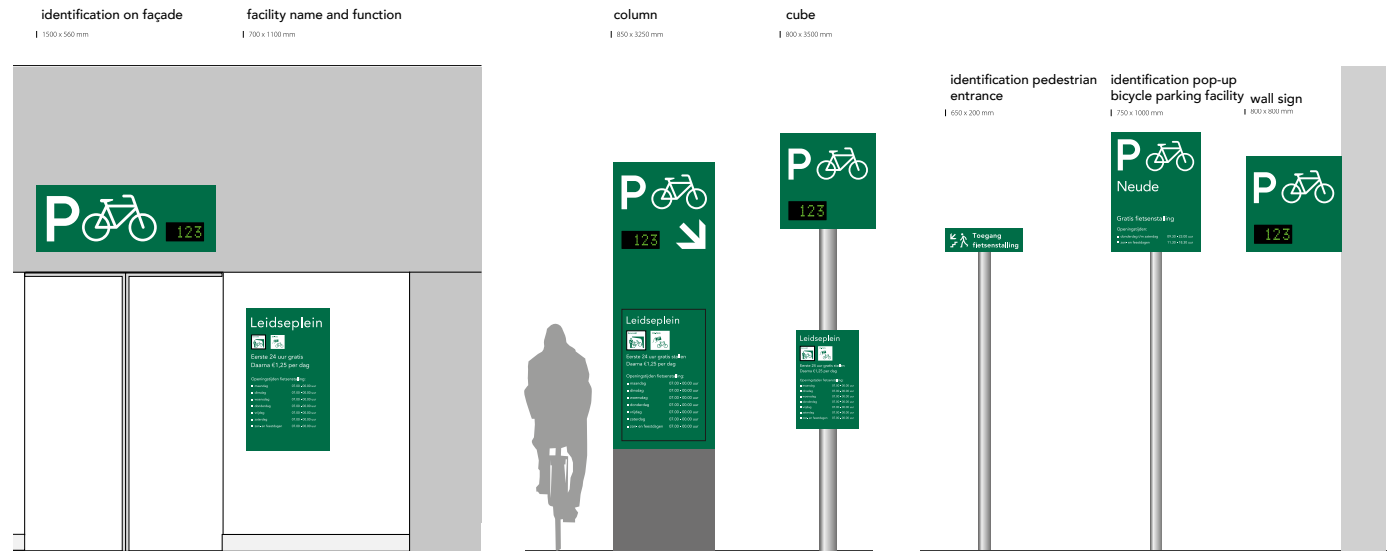


Indoor bicycle parking facilities

To get better usage out of indoor parking facilities, you need to ensure proper directions en-route, as well as uniform and noticeable signage at the location.

Pavement sign

A very visible sign is the pavement sign. A pavement sign can be used to temporarily provide extra information, like the opening of a new parking facility. A pavement sign is an extra obstacle that is not used for long-term signage, but as a promotional and informational tool in the first few weeks.



#how?

How?

There is a separate handbook for directing cyclists to indoor bicycle parking.

Pavement sign

You can obtain an object permit for your pavement sign from the relevant local authority. You can order the pavement signs themselves from the Media Services Department. Be sure to check your design with the city's Communications Department and the Bicycle Team to ensure proper branding.



Step 1 Better use of existing facilities

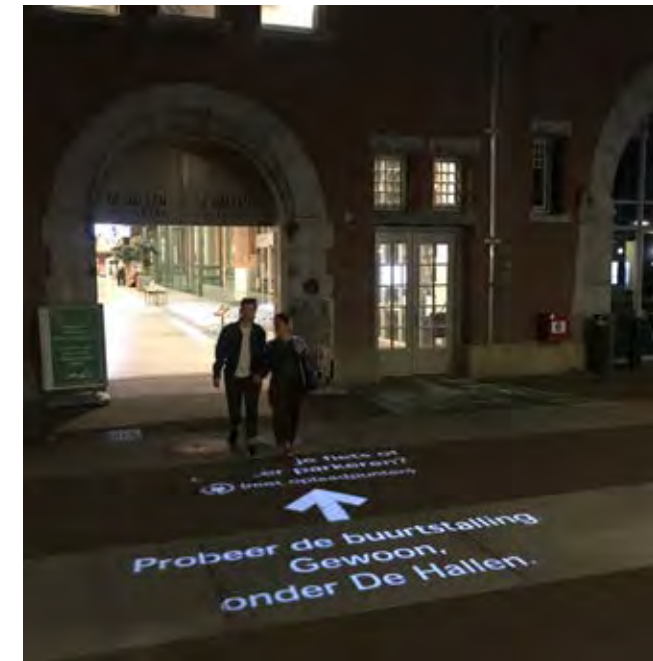
Projectors

Especially for nightlife locations and the darker months, a slide projection is a noticeable way to redirect bicycle traffic and encourage desired behaviour. It is clearly visible at night and can be switched on or off using a timer. Projectors may also be used for slide shows with rotating messages. This way, you can direct people to indoor bicycle parking at the start of the evening, and ask for consideration for the neighbours later in the night.



Beach flags

You can use beach flags to promote alternative bicycle parking spots until they are well-known.



#how?

How?

Contact the Bike Team.

Projectors

Enquire with the Bike Team before purchasing a projector. Ensure the building owner's consent and cooperation, as they have to give permission for installation on their façade.

Beach flags

You can order beach flags from the city's Communications Department. It is best to have them placed by local business owners or bicycle coaches. They should be removed at night. You can obtain an object permit from the relevant local authority.

Please note: you will need a location to store the flags.



Step 2 Adding facilities at ground level



Step 2 Adding facilities at ground level

At locations where there are consistently more bikes than facilities, we aim to add bicycle parking facilities whenever possible.

We strive for a maximum bicycle parking pressure of 125% and a maximum occupancy of 85%. Annually, the bicycle parking pressure within the A10 is counted.

There are 4 types of facilities:

1. **Bicycle sections**
2. **Bicycle staple racks**
3. **Bicycle racks**
4. **Scooter sections**

Below we first give you the general conditions for using the public space. We then go deeper into the application of these conditions per facility.

General conditions

When placing a bicycle parking facility, you need to take into account the desired free passage of at least 1.8 metres. In streets, we try to avoid placing facilities in front of shop or residential windows. The bicycle parking facilities should be accessible from the street wherever possible. If possible, bicycle parking facilities are combined with large planters or a tree to maintain a calm and green streetscape and to prevent bicycles causing damage if they fall over.

Bicycle section

Bike sections are applied for short-term bicycle parking at busy locations with peak times, such as shops, markets and bars/restaurants. They are between 2x4 metres and 2x10 metres in size. A section consists of paving in a solid white line, preferably in the same material as the rest of the street/pavement. A paved line is preferred over a painted one. At windy locations, you may place 2-3 staple racks to prevent bikes falling over.



- › In the racks/sections
- › Max. 14 days

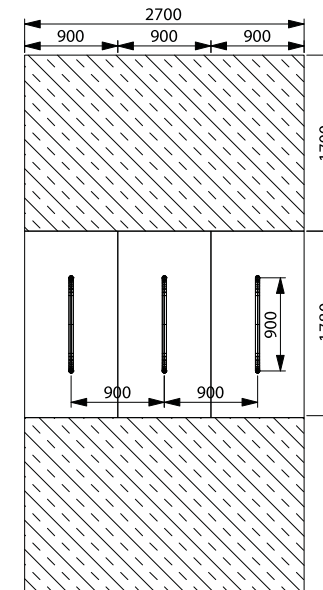
Bicycle staple rack

This staple-shaped rack is favoured by cyclists. Staple racks are best applied at locations where you can place enough of them to meet parking demand. Two bikes attached to one staple rack creates a pleasant streetscape. More than two bikes per staple rack has the tendency to look messy.

Place at least 3 staple racks per location. A single staple rack looks unkempt.

There are two lengths available: 60 and 90 cm. They may be placed at an angle to the road to allow more room for passing (foot) traffic.

Take the following measurements into account when placing staple racks:



Staple racks

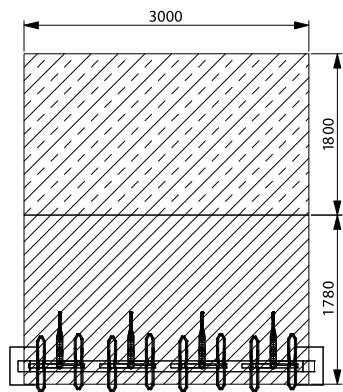


Step 2 Adding facilities at ground level

Bicycle rack

At busy locations with limited public space, bicycle racks provide more structure. There are many different bike racks in use within Amsterdam. We aim for more uniformity in our racks. To this end, we are developing an Amsterdam bicycle rack. Until this is here, we recommend matching your racks to those already at the location, also paying attention to the colour coating.

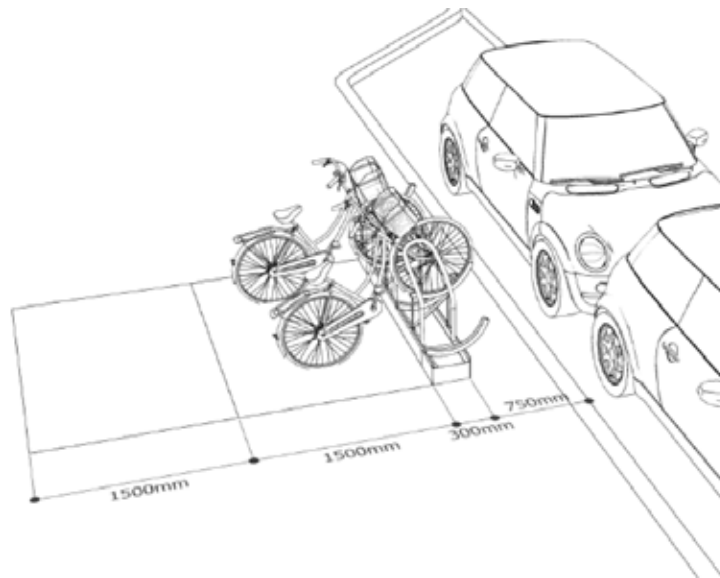
Take the following measurements into account when placing bicycle racks:



Motor scooter section

Scooter riders prefer to park their motor scooter in a separate section, without chance of damage from falling bicycles. In addition, these sections provide order to the streetscape and prevent motor scooters from blocking passages.

A motor scooter section is an area of 2x5 or 2x10 metres with a white line every 75 cm, so each scooter has its own parking bay. Depending on the size of the scooter section, 1 or 2 scooter pictogram pavers are included, so everyone can see it is a motor scooter section.



Ring for motor scooters and cargo bikes

We regularly find scooters or cargo bikes attached to a ring fixed to a house. This causes them to partially block the pavement. By placing rings in the ground in scooter sections in residential areas – if there is room – you can tempt motor scooters and cargo bike owners to park a little down the street and keep passages clear.

People with disabilities

People with disabilities may require a bicycle parking facility near their front door. If required, we can install a staple rack with a dedicated paver for disabled cyclists.



✓ Disabled cyclists only



#how?

How?

The area manager of the relevant local authority can place an order for creating a designated disabled parking space with a contractor.

For larger volumes, which area managers may not be able to provide, you can contact the Bike Team for advice (and possible financing).



Step 3

Participation: on the street and in labs



Step 3 Participation: on the street and in labs

This handbook provides a number of concrete bicycle parking solutions for busy spots. But these solutions might not be sufficient. Bicycle parking solutions are very location-specific. Using the knowledge of residents, business owners and visitors to an area can provide you with new insights and create support for your parking solutions.

On the street

The first step in getting locals involved is organising a viewing with a municipal representative, local residents and any other stakeholders. Do so in conjunction with the area manager, as they will have the right contacts.

Bike labs

In our experience, bicycle parking labs can lead to new solutions if one isn't readily available.

Together with a representative group of locals – residents, visitors, business owners and enforcement officers – several scenarios are evaluated. The goal is to get a number of supported and workable solutions for a specific location. New solutions are tested at the location by way of a pilot.

In 2016, bike labs have taken place for the area Gerard Douplein/Albert Cuyp/Eerste van der Helststraat in the city centre. They have led to 10 possible solutions. Later, successful bike labs have taken place for these areas: De Kinkerstraat/De Hallen, De Admiraal de Ruyterweg, Beursplein and Haarlemmerstraat/Haarlemmerdijk.





Step 4 Special parking solutions

Step 4 Special parking solutions



At busy inner-city locations, it is often impossible to provide sufficient bicycle parking. The public space is simply too small. To prevent cyclists from parking their bikes just anywhere, we have developed a number of special parking solutions, or 'Specials'.



Always work with the Bike Team when considering Specials. The Bike Team ensures all solutions are in line with the city's design guidelines for public spaces.

Breaking habits is a big part of these new bicycle parking solutions, so all physical interventions are combined with a number of communications.

Of course, we use the five golden principles as our starting point:

1. bike-friendly
2. enough alternatives
3. clear rules
4. consistent communication
5. adequate enforcement

Park & Walk locations

At busy areas' edges, there are often opportunities to create new bicycle parking facilities. And although cyclists prefer to cycle right up to their destination, they can be tempted to park earlier and walk the last bit.

Place the Park & Walk column at locations with at least 40 bike parking spaces in sections and/or racks.

To direct cyclists to the Park & Walk location as early as possible, we place pictogram pavers on their routes. There is also the possibility to bring the Park & Walk location to cyclists' attention by employing coaches, installing posters at local businesses, or with a social media campaign.

The column will work as a magnet. Cyclists are encouraged to park a little further away and finish their journey on foot.



#how?

How?

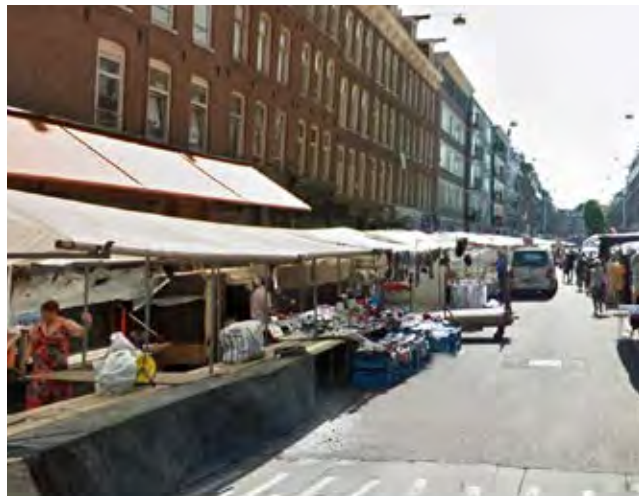
Contact the Bike Team to request a Park & Walk column. Discuss the location with the Bike Team. The team will advise you during the entire process.

Step 4 Special parking solutions



Peak time solutions at street level

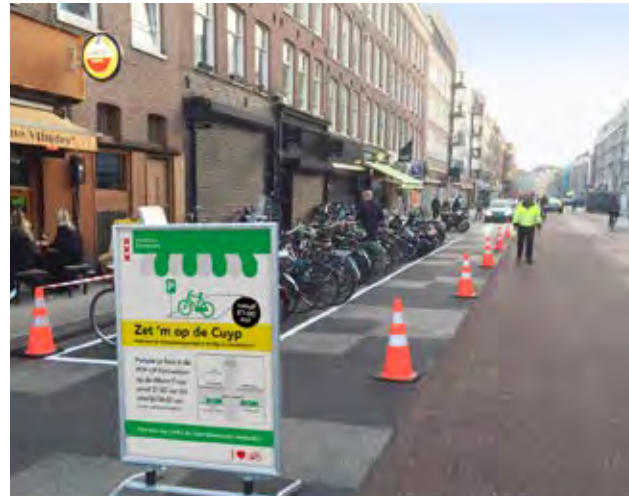
Some locations have a number of relatively short peak times during the week. Adding structural solutions to deal with these is often not possible or desirable. For these peak times we have developed flexible street-level solutions that increase bicycle parking capacity at peak times: pop-up bicycle parking, double use of loading bays, and double use of car parking spaces.



During the day

Pop-up bicycle parking

In open spaces like squares or markets, we can realise pop-up bicycle parking facilities during peak times. The pop-up bike parking sections at the Albert Cuyp Market are successful and provide around 150 bicycle parking spaces. The pop-up bike parking sections at the Albert Cuyp Market are successful and provide around 150 bicycle parking spaces. The pop-up started as a bike section indicated by white thermoplastic lines. These sections are always there, but are only visible when the market stalls are not there. We highlighted the sections using beach flags, coaches and communications such as posters at local cafes, beer mats and social media videos.



At night

By now, the bicycle parking sections at the Albert Cuyp Market are so well-known, that the coaches have been replaced by targeted projections. The sections are lit from above at night using a timer switch.

Because there are no opportunities for securing bikes to a fixed object, they can be easily removed by market stall builders should they be left behind. This rarely happens. Pop-up bicycle parking is relatively cheap. The deployment of coaches in the introduction phase is expensive, but necessary to ensure people get used to the system.



At night

#how?

How?

Contact the Bike Team after collecting the data necessary for a peak time analysis. The Bike Team will visit the location, advise during realisation and support additional communications.

Step 4 Special parking solutions



Double use of loading bays

Often, loading bays are mainly used in the mornings. This makes them suitable for bicycle parking for the rest of the day. It is vital to create a recognisable design with clear time windows, so cyclists and scooter riders, as well as delivery drivers, have a good understanding of their availability.

Clear communication about double usage is crucial to optimal use of the loading bays. The user has to see whether they can/can't park there or can/can't load/unload there in an instant.

Time windows, traffic orders and enforcement

A traffic order is needed to repurpose loading bays outside loading times as parking spaces for cars, motor scooters or bikes so enforcement officers can do their job. Outside of the designated hours, vehicles may be ticketed or removed.



Many loading areas are already covered by time windows, and combine loading/unloading with car parking facilities. To use them for bicycle parking outside loading times instead, you only need to adjust the signage. The zoning changes from 'car parking' to 'bike parking' but is still 'parking', so the traffic order does not need to be amended in these cases.

Examples:

Gerard Douplein: from 07.00 until 16.00 loading zone. Afterwards, motor scooter parking, mainly for party-goers. The city council determined the time windows and set them in a traffic order. Official road signs indicate these times.

Kinkerstraat: Loading zone until midday. Afterwards, bicycle parking for shoppers.

Introduction phase double use loading bays/bicycle parking

Pavers

Some pictogram pavers in the section also communicate its double function. Because loading zones are frequented by heavy goods vehicles, these pavers need to be 8 cm thick to prevent breakage. Put the time windows for bicycle/scooter parking on these tiles.

Signs

You can order official road signs for double use of loading bays from the Materials Desk (MD).

Beach flags

At first, the times when bicycle parking is allowed are communicated by beach flags. These can be placed by local business owners or coaches until the new double usage is accepted and followed.



ma - za
7 - 11 uur



Mon-Sat >
7.00-11.00 >



Mon-Sat >
11.00-7.00 >
and Sundays >

ma - za
11 - 7 uur
en zondag

Step 4 Special parking solutions



- Visiting the market?
- Park here

#how?

How?

Contact the Bike Team to request the Special 'Double use of loading bays'. The Bike Team will visit the location, advise during realisation, and support additional communications and promotion. The city's Traffic Specialist can help you pass a traffic order.

The Area Manager or a municipal representative and the city's Communications Department can help you draft a letter for the local residents.

Road signs are available from the Materials Desk.

Additional communications can be dealt with via the Bike Team and Communications Department.

Step 4 Special parking solutions



Bicycle parking-free locations

At some locations in the city, bicycle parking is not advisable. At busy locations, we need to be able to clear the passage for emergency services, for example. One parked bike turns into many, and soon a passage is blocked. That is why we have designated a number of areas where bicycle parking is not allowed.

Designated areas

By designating an area as one where bicycle parking outside official parking facilities is expressly banned by General Municipal By-laws, enforcement officers are able to remove bicycles. This ensures there is enough room for pedestrians and the emergency services.

Since December 2016, the Eerste van der Helststraat has been a bicycle parking-free area. The designated area in the Kinkerstraat has been in place since May 2018. You can see the results in the images on this page.

The route directly above the Noord-Zuid metro line, between Central Station and Cornelis Troostplein, has been a designated area since July 2018.

If you want to create a new designated area, please contact the Bike Team.



#how?

How?

Contact the Bike Team to discuss the new designated area. They will advise if your application may be successful.

Requests for new designated areas need to be submitted to the Bicycle Parking Enforcement Taskforce.

Step 4 Special parking solutions



Imposing a designated area is a drastic measure. We want to be bicycle-friendly, and we need to provide enough alternative bicycle parking facilities, and have enough budget for surveillance and enforcement. Only after agreement from the Bicycle Parking Enforcement Taskforce, you can go through the following steps.

Steps to designate a bicycle parking-free area

1. A 'no parking' traffic order

A city Traffic Specialist can draw up the order. The decision lies with the city's administrators or a delegated official. The traffic order ensure that motor scooter riders can be fined based on their license plate, and that people who park illegally may be fined on the spot. The traffic order is communicated by the 'No bicycle or scooter parking' sign (E3).

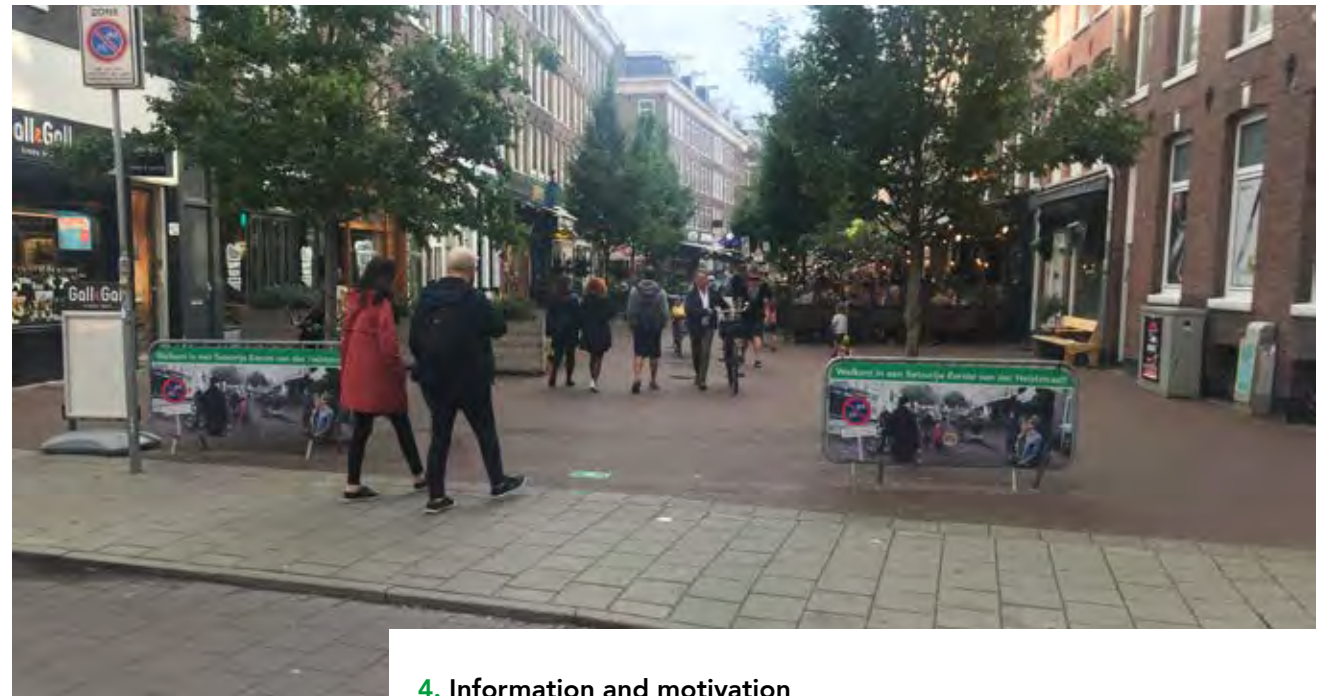
2. Designating an area

The city's administrators have the authority to designate a bicycle parking-free area according to article 3 of the General Municipal By-laws. The decision has to be published, including an illustration of the area where bicycle parking will no longer be allowed.

3. Place road signs

Place the road signs according to the road sign plan (sign E3 & Municipal By-laws).

After publication and placement of the road signs, enforcement officers are able to remove bicycles parked outside parking facilities.



4. Information and motivation

We can only be bicycle-friendly if cyclists are properly informed about this measure and are not caught off-guard by enforcement.

We have several means to explain the 'why' of designating an area, where alternative bicycle parking facilities are located, and what the rules are. This can be done offline and online. Examples are: handlebar hangers, pavement signs, branded crowd barriers, traffic cones, leaflets, counter displays, local media, and short videos on social media. You can find more information in the 'Communications' chapter.

- If possible, inform cyclists when they are en-route about the new alternative bicycle parking facilities through pictogram pavers.
- If possible, deploy coaches to inform people. The combination of branded crowd barriers and security staff delivered the best results in the past.
- After a period of informing and warning, use enforcement officers to fine scooter riders and remove bikes.



'Clear communication' is a constant in all of the steps. Communication is key to inform people, creates awareness and contributes to behavioural change in regards to bicycle parking. On the following pages you will find examples of several means of communication.



Communication

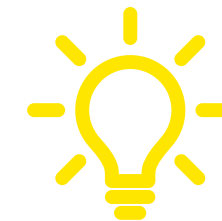


The physical measures detailed above in combination with a good communication strategy makes sure that cyclists park their bikes as easily and naturally as possible.

There is on the spot communication like pictogram pavers and (road) signs that indicate where people can park their bike. And we use further tools aimed at behavioural change that encourage cyclists to adopt proper bicycle parking. The chance for behavioural change is greatest when cyclists know what the reasons behind and effects of bicycle parking regulations are.

To affect behavioural change, we use a variety of communication channels:

- › Videos and post on Instagram, Twitter and Facebook, sometimes tongue-in-cheek.
- › Animated videos featuring the city plan of Amsterdam and the bicycle parking facilities, for use on social media, local TV, in public transport, etc.
- › Press releases and news articles for (local) papers and newsletters.
- › Flyers and posters for various spots.



We also use communications to promote Amsterdam as Bicycle Capital of the World. Amsterdam has a bicycle mayor, a bicycle professor, and shares its knowledge and experience with local authorities around the globe. Publications in trade magazines, presentations at conferences as well as cycling tours with international guests through the city show that Amsterdam deserves this title!

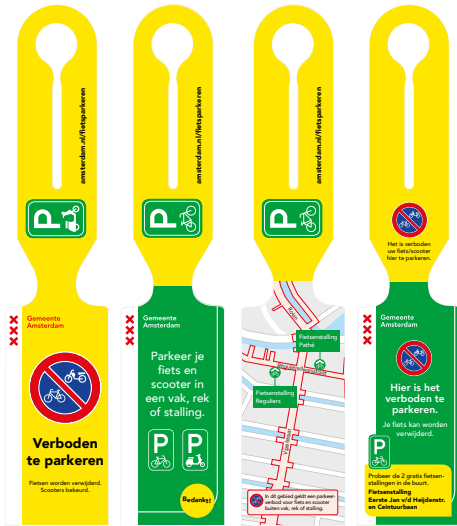
For both the Bicycle and the Bicycle Parking programmes, a communication strategy and branding were developed.

Tip!

Do you want to address bicycle parking in your area? Get pictures of the current 'chaos'. This gives you a benchmark. You can request photographs from the same location after bicycle parking solutions have been put in place.

The city's Social Media Team can spread your images through the city's channels. Ask your Communications Advisor to work with our Communications Advisor.

Communication



handlebar hangers



posters



A5 flyers



table displays



counter displays



ads in local media





Step 5 Coaches and enforcement



Step 5 Coaches and enforcement

Coaches

At busy locations, coaches can assist with bicycle parking. They can talk to people about their parking, and inform and motivate them to adopt proper bicycle parking behaviour. By directing cyclists to available bicycle parking spaces, they make things as easy and comfortable as possible for them.

Bike coaches are bicycle-friendly and always explain what they are doing, so that cyclists understand why they need to change their behaviour. Using coaches has a direct and visible effect on bicycle parking.

A regular foreperson – who feels responsible for the results on the streets, and motivates en manages the coaches – is essential for success.

Crowd barriers

Is cycling banned in a particular street?

Keeping an entire street or square bicycle-free is best achieved with a combination of (mobile) branded crowd barriers and coaches or security staff, as seen in these pictures.

For placing branded crowd barrier, you need an object permit.



The deployment of coaches, along with enforcement, is managed by the city's Supervision & Enforcement in the Public Space Department (SEPS).

#how?

How?

Step-by-step plan for the deployment of coaches

From 2019, SEPS advises on the nature of any deployment. Should additional staff be required, please follow the plan below:

1. Start with a precise request; what is the project's objective, how can this objective best be reached, and what type of deployment is suitable?
2. Work with SEPS or a city Purchasing Officer to determine which parties may submit an offer.
3. Make a specific request to 3 parties to submit their offer. A regular foreperson on the job is a hard condition.
4. Select the best offer.
5. Enlist the help of a city Project Manager for weekly briefings, checks and adjustments to the deployment, for the duration of the project.



Step 5 Coaches and enforcement

Enforcement

After a few weeks of the coaches informing, motivating and redirecting cyclists, it is a good idea to deploy enforcement officers. This will make cyclists realise they risk an actual fine or removed bike if they don't comply with the rules.

The enforcement officers' support will also ensure people take the bicycle coaches seriously.

Enforcement officers' duties:

- Talking to scooter riders and cyclists in the bicycle-free area
- Fining when rules are ignored
- Removing wrongly/illegally parked bikes

Cooperation between coaches and Enforcement, and placing warning stickers on or removing bikes, ensures efficient enforcement. Be sure to arrange the transport of removed bicycles with the Bicycle Depot.

Coaching and enforcement is managed by SEPS.





Step 6

Street redevelopment; a more bicycle-focused layout



Step 6 Street redevelopment; a more bicycle-focused layout

Redevelopment

If the bicycle parking pressure is high and space limited, redevelopment of an area may be a solution. Realisation depends on existing policy, political climate and available budget.

At the western side of the Sarphatipark, a cycling lane was removed, making way for over 230 bicycle parking spaces. This was possible due to the new 30-km zone, which allows cyclists to safely use the road.

Removing car parking spaces

Removing car parking spaces can count on more political support. The ambition is to remove 7,000-10,000 spaces citywide. Some of these will be repurposed as bicycle parking.

Car parking spaces can be converted into bicycle parking facilities with sections, staple racks or bicycle racks. A pilot with a floating platform may be used in more sensitive crowded locations. In the Kinkerstraat, Amsterdam's first floating platform was laid in 2018. We monitor its usage during the pilot period. The results will be included in the redevelopment plan for this area.

At the Bicycle Conference 2018, Rotterdam won the Innovation Award with the floating bicycle platform on car parking spaces.



Bicycle lane moved to the road > Creating more bicycle parking spaces



Floating bicycle and scooter parking platforms in Kinkerstraat



How?

For locations with car parking pressure up to 90%, your relevant local authority may give approval. For locations with a higher car parking pressure, the request needs to be submitted to City Hall.



Step 7

Indoor bicycle parking & neighbourhood parking



Step 7 Indoor bicycle parking & neighbourhood parking

Neighbourhood bicycle parking facilities

For local residents, neighbourhood parking facilities are a great way to park their bikes safely and dry. The average bicycle parking subscription costs € 12.50 per month. Neighbourhood parking facilities seem to be gaining popularity due to people's increasingly expensive bikes and the lack of space at street level.

Managing a neighbourhood parking facility is usually not cost-effective. Current property prices are simply too high. Leaving neighbourhood bicycle parking facilities to the market leads to a decline in spaces. In many cases, an investment or operating subsidy is needed to maintain or expand facilities.

Subsidy scheme

At the moment, a citywide subsidy scheme for investment and operating subsidies is being drafted. Until this is in place, city councils can grant an individual subsidy to neighbourhood bike parking operators. Granting subsidies takes place in line with the previous subsidy scheme for neighbourhood bicycle parking facilities. Amsterdam Zuid has trialled this in 2016 and 2017. This led to the following step-by-step plan.

Steps for expansion and better usage of neighbourhood bike parking facilities

1. Improve the management of existing facilities. There are often opportunities to increase the use of existing facilities by improving accessibility and security, promotion, cleaning up customer files and in some cases increasing capacity.
2. New neighbourhood parking facilities can only be realised through the city's investment and an operating subsidy. Unsubsidised facilities are practically impossible to run – especially at hotspot locations. You can get help finding suitable locations from the city's Property Department, building societies or local business associations.
3. Using the subsidy scheme is not without its issues; many operators need a lot of support to even apply for subsidy, bar a few exceptions. Without active promotion and guidance, the subsidy scheme will be underused. In other words; we need someone to actively promote the scheme, who makes plans with the operators and ensures improvements are made.

Branding

To promote neighbourhood bicycle parking facilities, it is best to apply our branding. This makes them instantly recognisable as bicycle parking facilities.



After a renovation of its façade, the neighbourhood bicycle parking facility in the Diamantstraat has seen an increase in occupancy of 35%. And it is still rising.

Step 7 Indoor bicycle parking & neighbourhood parking



Indoor public bicycle parking facilities

At big hotspot locations, public facilities may be the solution. Current examples include music venue Paradiso, Beursplein (July 2018), Leidseplein (2020), and train stations.

Many train stations already provide public bicycle parking facilities, offering free parking for the first 24 hours.

There are several throughout the city and more will be developed.

- › Pathé de Munt
- › Tolhuisplein
- › Leidseplein
- › Strawinskyaan
- › Beursplein
- › Metro Station Noord
- › Metro Station De Pijp (Ceintuurbaan)
- › Metro Station De Pijp (Ferdinand Bol)
- › Metro Station Rokin

Under De Hallen in Amsterdam West, a third of the visitor car parking garage has been converted to bicycle parking. 59 former car parking spaces now offer an additional 800 bicycle parking spaces. The reason for the conversion was that the bicycle parking pressure was much higher than the car parking pressure, because most visitors to this entertainment district arrive by bike.



Indoor bicycle parking facility in part of the parking garage at De Hallen

The three objectives from the Multi-year Bike Plan are:

1. Accessible open space – bicycle parking pressure of 125% maximum.
2. Availability of bicycle parking facilities – occupancy rate of 85% maximum.
3. Cyclists' satisfaction with bicycle parking facilities – evaluated 7/10 or higher.

In addition, to monitor the multi-year plan, we report annually on the absolute numbers of realised bicycle parking facilities, and types of facilities.

To monitor the effects of our measures and the pilots, it is important to set a benchmark. The city's Research and Statistics Department can assist you with that. You also have the option to survey cyclists' opinion on using and parking their bikes in a certain area.



Bicycle-free Dam Square, May 2019

Do you want to know more?



For more information, feel free to contact fiets@amsterdam.nl.

We are happy to advise and support you in any way we can.