



For Cyclists and a healthy and accessible city

LONG-TERM BICYCLE PLAN 2017 – 2022

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Foreword

Few things in this world go together so well as Amsterdam and bicycles. Through wind and weather, come rain or shine, in good times or bad, Amsterdam residents, visitors and an increasing number of tourists are hopping on all sorts of two-wheelers. Books have been written about it, film scenes dedicated to it and songs sung about it: the bicycle is more popular than ever in Amsterdam, and that's great because cycling is healthy and contributes to an accessible and attractive city.

In our compact metropolis, the bicycle is one of the most important modes of transport – and a good thing too – otherwise most of the city would come to a standstill. Additionally, bicycles also create work opportunities: from bicycle repairers and hirers to designers and factories.

Together, the residents of Amsterdam own almost one million bicycles. If you add rental and loan

bicycles, it is clear that this enormous number also poses many problems and challenges. Do cyclists waiting at the traffic lights have enough space? How do we ensure that everyone can park his or her bicycle without it getting in the way? And how can we help cyclists safely interact with the rest of the traffic: cars, public transport and pedestrians?

Have a seat at a café terrace somewhere and see what passes you by: fast-food deliverers, bicycle couriers, school students with heavy backpacks, seniors on e-bikes, office workers on electric share-bikes, and hipsters on their fixies. A bicycle is not just two wheels and a frame, but comes in many forms. This requires a flexible government that can respond to innovation in smart way.

To help keep Amsterdam an international cycling city for all cyclists, we propose three objectives: smooth cycling, easy parking and better biking. The first two objectives will be achieved with the concrete measures set out in this Long-term Bicycle Plan.

The third objective, better biking, mainly focuses on how we interact with each other while cycling. The changing and increasingly busier city demands different behaviour from every cyclist – residents, companies, and visitors. With the measures outlined in this plan, I am convinced that, together, we can ensure that Amsterdam stays a world-renown bicycle city.

*Pieter Litjens,
Traffic and Transport
Municipal Executive Councilor
City of Amsterdam*



About this plan

The Long-term Bicycle Plan 2017-2022 follows the course set in the 'Mobility Strategy: Amsterdam 2013' (*MobiliteitsAanpak Amsterdam 2013*), the 'Mobility Implementation Program' (*Het Uitvoeringsprogramma Mobiliteit 2015*), and the 'Bicycle Parking Framework' (*Kader Fietsparkeren 2015*). This plan is in line with guidelines set out in the 'Agenda for Sustainability' (*Agenda Duurzaamheid 2015*), 'City in Balance' (*Stad in Balans 2015*), 'Course: 2025' (*Koers 2025*) and the 'Vision for Public Space 2017' (*Visie Openbare Ruimte 2017*).

This plan was realised on the basis of insights derived from diverse surveys (such as national bicycle count week, several bicycle parking counts and the Amsterdam Accessibility Thermometre) as well as input from a range of groups, including the Dutch Cyclists' Union (*Fietzersbond*) and engaged residents of Amsterdam via CycleSpace. The plan focuses on issues for the next six years with a view towards 2030, where we plan to invest in infrastructure (new connections) and innovations. In this way, we can also keep the city healthy, attractive and accessible for the future. At the same time, we intend to tackle both the greatest bottlenecks in the bicycle network and bicycle parking.

This plan is built upon the Long-term Bicycle Plan 2012-2016. Increasingly, more results from this plan are visible in the city, such as 16,000 new bicycle parking spaces – 11,000 of these are located at stations. We'll continue to implement the successful measures and add those that offer potential: by using pilots, we can also use technological innovations that are current in the market.

In the coming years, we'll respond to developments with an adaptive approach. Three main objectives are important in this regard. Chapters 2, 3 and 4 contain an analysis for each objective, the main principle behind the campaigns and their associated measures. Here, both innovation in measure and approach will be used. This is marked in the text with a 'light bulb'. We'll also evaluate pilots and conduct experiments. In the case of a positive evaluation, we then consider the possibilities for broader applications.

The total costs for the Long-term Bicycle Plan 2017-2022 programme have been estimated at €54 million. It is expected that a part of these cost can be covered by external partners.

After thorough preparation and elaboration, measures with major financial consequences that are not yet covered in this plan will be submitted separately to the city council and the City Executive Board. In particular, this concerns the development of expensive bicycle connections and bicycle parking garages.





If there is reason for additional coverage, this will be addressed in the Spring Memorandum of the applicable year.

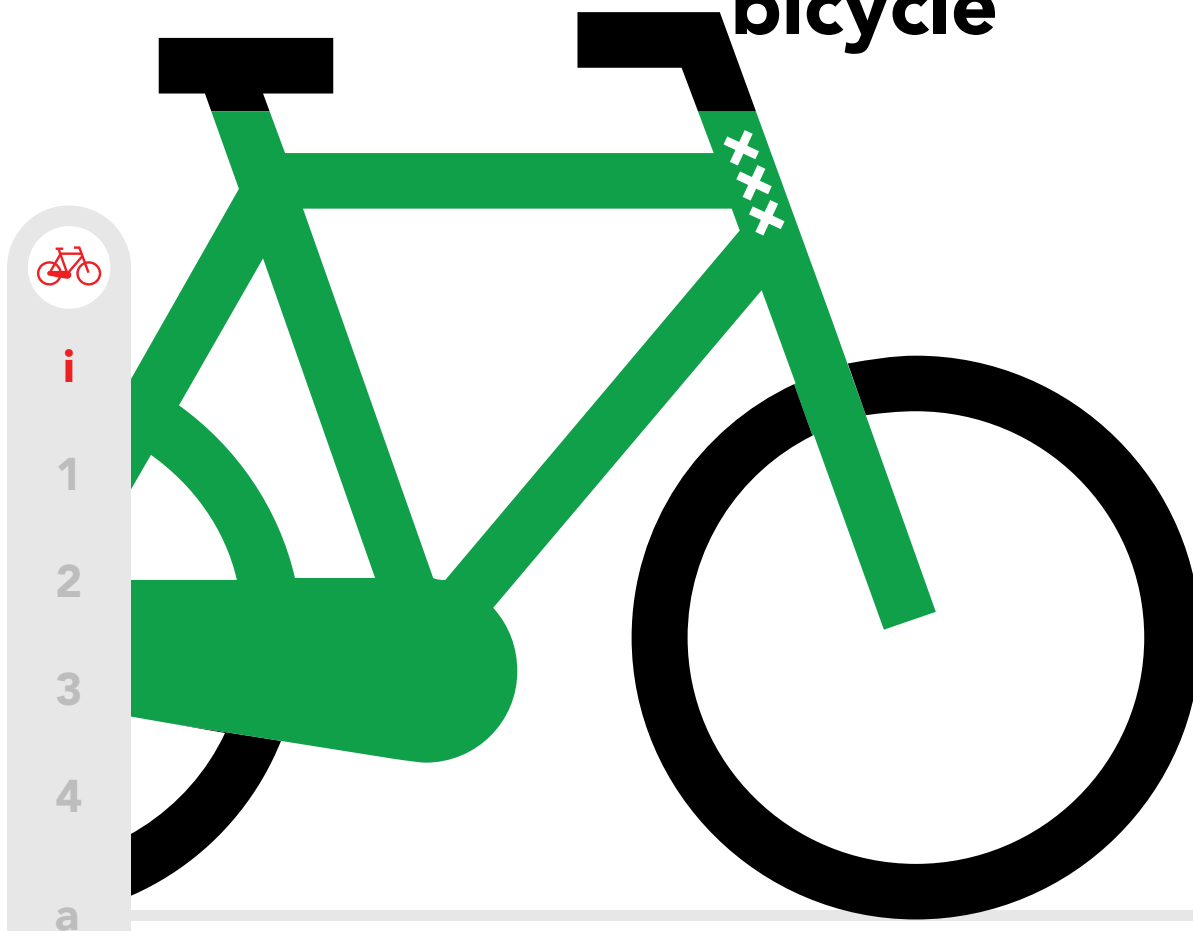
Aside from the measures that fall under the umbrella of the Long-term Bicycle Plan, we're investing in a number of large projects over the coming years, such as bicycle parking facilities at stations, the bridge across the river IJ (*De Sprong*) and connections with new urban locations. With these plans, we hope to expand Amsterdam's intricate bicycle network.

The total expenditure from the City of Amsterdam and external partners (VRA, Prorail and NS) for cycling for the period 2017-2021, including the Long-term Bicycle Plan, amounts to approximately €351 million. This does not include investments for the bridge across the IJ, ongoing projects such as bicycle parking facilities for Leidseplein and Beursplein and investments into cycling infrastructure in new urban areas.



Amsterdam residents prefer to travel by bicycle

Amsterdammers cycle a combined two million kilometres per day. That's the equivalent to 50 times around the planet. The average total number of bike rides made by Amsterdam's 835,000 residents is 665,000. Representing 36% of all trips, the bicycle is by far the most widely used means of transport in Amsterdam (Figures 1 and 2). And cycling is the city's fastest growing means of transport: in the last 25 years, the number of trips has exploded from 445,000 to 665,000.



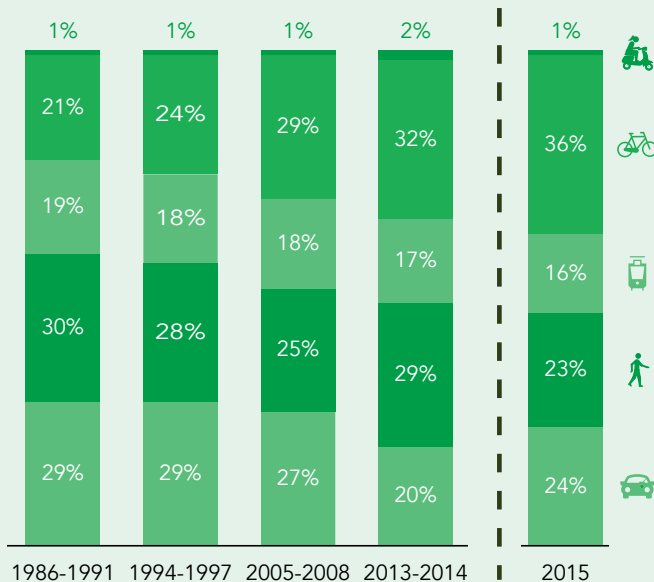


FIGURE 1 TRANSPORT CHOICE FOR TRIPS TO/FROM/WITHIN AMSTERDAM PER RESIDENT PER WORK DAY

Mode of transport	1986-1991	1994-1997	2005-2008	2013-2014	2015
Moped/motorised bicycle	17	18	23	46	24
Bicycle	447	566	573	609	666
Public transport	403	420	352	319	301
Walking	640	649	478	547	433
Car	622	669	521	385	440

FIGURE 2 NUMBER OF TRIPS (X1.000) TO/FROM/WITHIN AMSTERDAM PER RESIDENT PER WORK DAY



Amsterdam grows

At the beginning of 2017, Amsterdam had 835,000 residents: ten years ago, that number was about 100,000 less. By 2025, Amsterdam will continue to grow to about 906,000 residents. By 2025, we expect to have built an extra 50,000 houses (Koers 2025). That alone means that the cycling traffic in the city centre will increase by roughly 10%. In addition to this, there's also the challenge to connect these new areas.

Pressure in the city

Amsterdam is a vibrant metropolis, but space in the city is hard to come by. Both residents and visitors can see this, especially at peak hour. Cyclists, pedestrians, trams, buses and cars all search for a way through the narrow streets and busy areas. The pressure sometimes leads to irritation or stress for road users. Although cyclists take up relatively little space, in the busiest places, pedestrians regularly feel impeded by bicycles on the pavement.



This requires choices and good behaviour from cyclists. Nevertheless, it's still busy – as it should be in a dynamic cycling city such as ours.

To every destination

Every Amsterdammer has his or her reason to hop on a bike. One might ride her bike to the station while the other grabs his bicycle to do the shopping at the market. School, work, going out, sport – the bicycle brings Amsterdammers to every destination.

MONETISED SOCIAL VALUE OF CYCLING FOR THE PERIOD 2010-2015

TOTAL SOCIAL VALUE IN EUROS (*MILLION EURO)

HEALTH	21.6
LIVEABILITY	13.7
MOBILITY	87.6
TOTAL	122.9

1 DECISIO (2017), BIKENOMICS AMSTERDAM

Cyclists make

→ the city healthier

Cyclists are making good choices for their own health and the health of the city. Cycling is part of a healthy lifestyle in our mobile city. On average, cyclists get sick less often, are healthier and more productive. Between 2010 and 2015, we Amsterdammers were cycling more often – about 300 million kilometres more in total each year. And partly because of this increase, we had 50,000 fewer sick days. Cyclists also contribute to cleaner air in the city. By cycling more, we prevented 40,000 tons of CO₂ omissions. Cycling therefore has a crucial role in achieving the global climate goals of the Paris Agreement.

→ the economy stronger

The increase of cycling in the period 2010-2015 has had a positive effect on the health, liveability and mobility in Amsterdam.

Research shows that this growth represents a social value of around €120 million.¹ See also Appendix 6. Cyclists make the economy stronger; the turnover in the Amsterdam bicycle sector is over €108 million per year and green logistics with bicycle couriers is growing fast. Cyclists also take up little space and therefore contribute to a more accessible city, which is essential for its economic growth.

→ the city more attractive

Cyclists also make an attractive city and thanks to these cyclists, the city can continue to grow. With the new inner-city construction locations, the city is becoming even more dense: new streets and squares appear where people reside and companies work, who increasingly use the city as a kind of living room. Amsterdam opts for pedestrians and cyclists – both take up little space and boost the residential quality of the public space.



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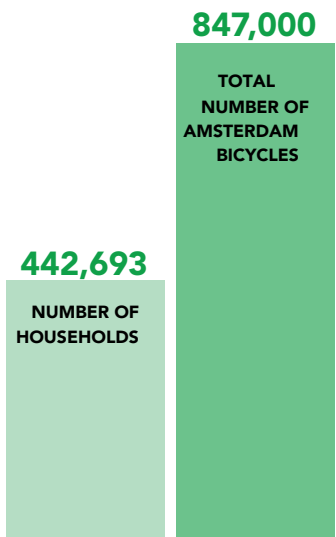
+5%

Percentage of
Amsterdammers with a
electric bicycle,
2013-2016

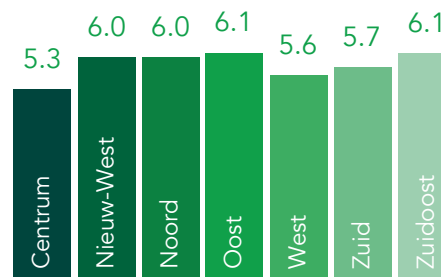


Amsterdammers
who own a
moped, 2015-2016

+10%



1.91
AVERAGE NUMBER OF
BICYCLES PER HOUSEHOLD,
2015



RESIDENT SATISFACTION FOR BICYCLE PARKING
PROVISIONS PER CITY DISTRICT, 2015

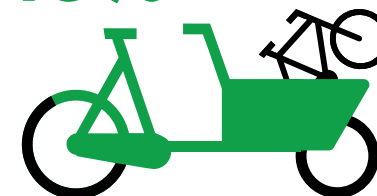
Bicycle use
for children aged
12-17, 2015

55%



Number of bicycles per
household, 2013-2015

+18%



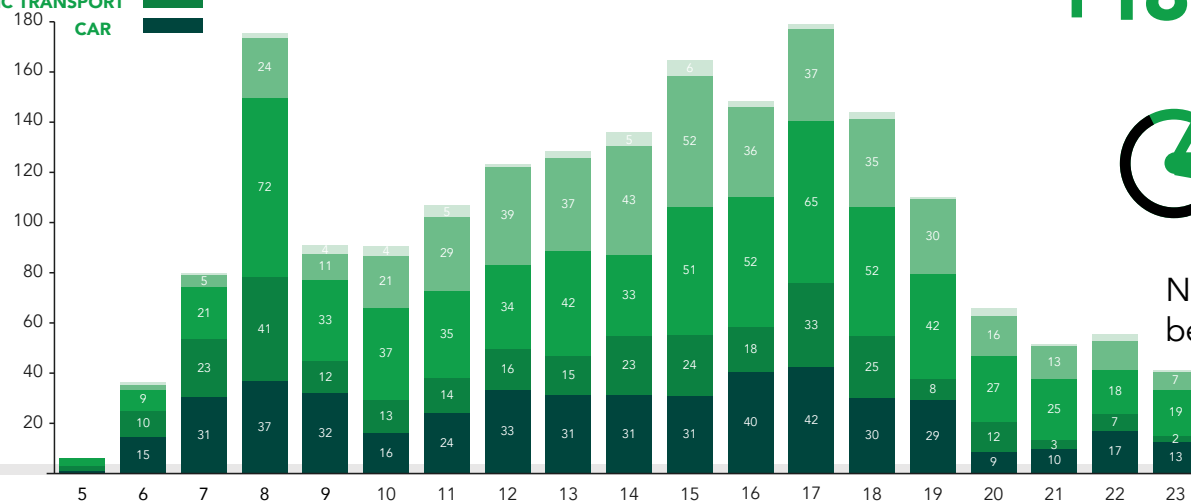
Number of bicycle trips
between 8:00-9:00AM

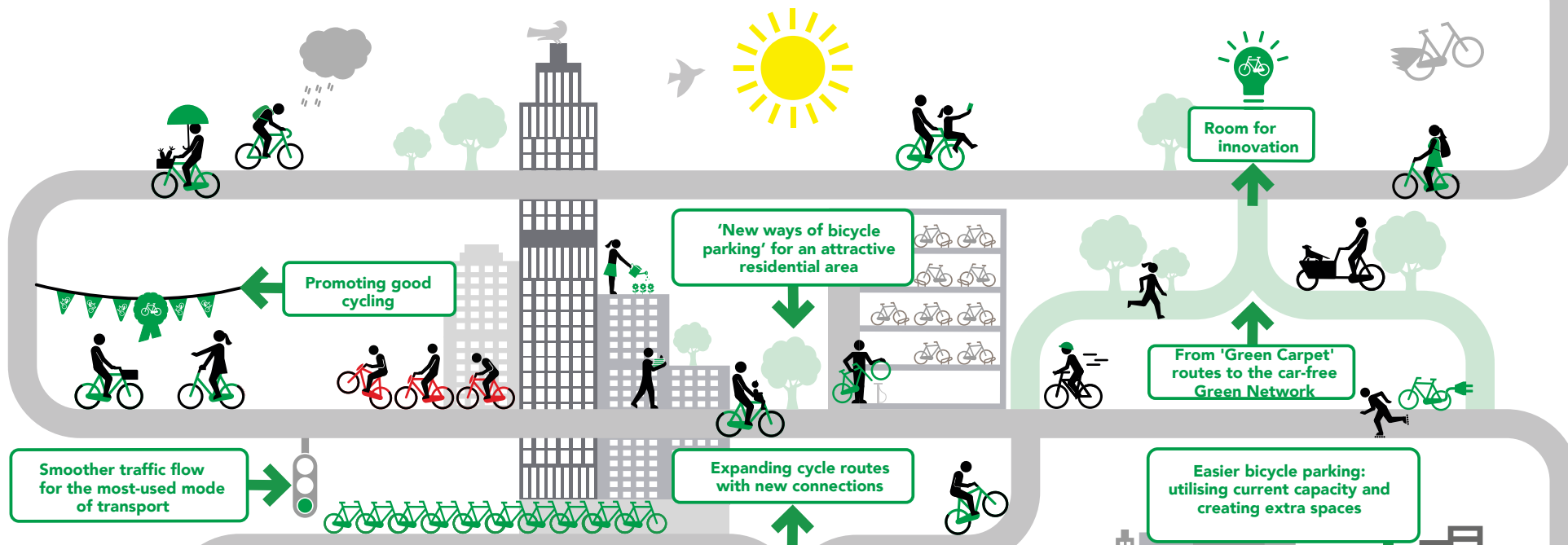
72,000



OTHER
WALKING
BICYCLE
PUBLIC TRANSPORT
CAR

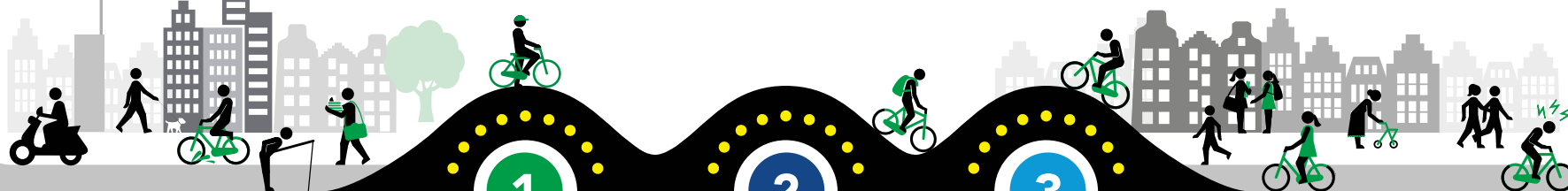
NUMBER OF TRIPS (X 1.000) PER HOUR OF THE
DAY BY AMSTERDAMMERS ON AN AVERAGE
WORK DAY, 2015





For Cyclists

and a healthy and accessible city



1
Smooth
cycling

2
Easy
parking

3
Better
biking

Long-term Bicycle Plan
2017 – 2022



Three objectives for Amsterdam as an international cycling city

Based on three objectives, Amsterdam is building on its cycling metropolis. Using the choices, actions and measures from the Long-term Bicycle Plan, we're investing in the most important bicycle connections and parking solutions so we can tackle the biggest bottlenecks in the city. To realise these objectives, we are, naturally, dependent on other developments that influence the accessibility of the city.



Smooth cycling

1



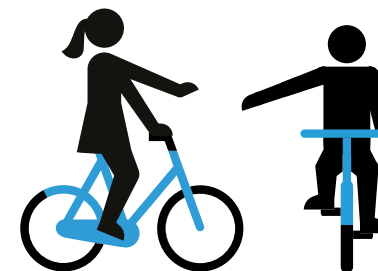
Easy parking

2



Better biking

3



i

1

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a

1

Smooth cycling

Cyclists in Amsterdam reach their destination via wide, direct, fast, smooth and recognisable routes. This means that cyclists can utilise a compact network of car-free bicycle streets or separate bicycle paths with a width of at least 2.5 metres and finished with red asphalt. The objective is to have at least half of the bicycle routes on the Plus Network for bicycles (*Plusnet Fiets*) inside the A10 ring and south of the river IJ,² with a minimal width of 2.5 metres by 2025 (at the beginning of 2017, this was 34%).³ Moreover, we want cyclists to be satisfied with the

quality of Amsterdam's bicycle network. At the next bicycle satisfaction survey, we'll perform a baseline measurement for this.

For cyclists, examples of this include:

- new bicycle connections that overcome obstacles,
- attractive new bicycle routes: the 'Green Network' (*Groennet*),
- more space on the busiest bicycle routes.

> More about Smooth cycling in Chapter 1

² IN THE SHORT TERM, WE'RE FOCUSING ON THE BIGGEST BOTTLENECKS IN THE CITY CENTRE. HOWEVER, THE SAME GUIDELINES WILL BE APPLIED ACROSS ALL OF AMSTERDAM TO ENSURE THAT THE NETWORK OUTSIDE THIS AREA CAN ALSO IMPROVE FROM REPROFILING.

³ ON THE BASIS OF AVAILABLE DATA FROM THE NATIONAL ROAD TRAFFIC DATABASE (NDW). THE EXACT PERCENTAGE MAY VARY SLIGHTLY DUE TO MISSING INFORMATION CONCERNING CERTAIN ROAD SECTIONS. FROM AN ON-SITE INVENTORY (IN PREPARATION FOR THE IMPROVEMENTS), IT REMAINS TO BE SEEN WHAT THE ACTUAL WIDTH PER DIRECTION IS.

2

Easy parking

Cyclists in Amsterdam find an available parking space close to their destination. And to get more bikes in racks, we're firmly committed to enforcement. We're tackling the main bicycle parking hotspots – where bicycle parking is heavily congested – and we're working on good accessibility of public space. Goals for these hotspots: bicycle parking facilities with a maximum occupancy⁴ of 85% (currently the average is 90% in these hotspots) and a maximum bicycle parking pressure⁵ of 125% in 2025 (the average is currently 195% in these hotspots). We're also striving towards a more positive appreciation by Amsterdam residents of bicycle parking facilities. For bicycle parking, our goal is a cyclist satisfaction rating of 7.0 (out of 10) by 2025 (compared to 5.8 in 2015: ATB 2016).

⁴ OCCUPANCY REPRESENTS THE RATIO BETWEEN THE NUMBER OF PARKED BICYCLES IN BICYCLE RACKS/ SPACES AND THE BICYCLE PARKING FACILITIES IN AN AREA.

⁵ BICYCLE PARKING PRESSURE REPRESENTS THE RATIO BETWEEN THE NUMBER OF PARKED BICYCLES IN PUBLIC SPACES AND THE BICYCLE PARKING FACILITIES IN AN AREA.



For cyclists, examples of this include:

- more available parking spaces in bicycle parking facilities and on the street,
- easier location of parking spaces thanks to better signs and information,
- expanding the number of pleasant, attractive public spaces in combination with bicycle parking facilities at the beginning of walking routes (Bike & Walk: park your bike and then walk to your destination).

> More about Easy parking in Chapter 2

Better biking

Cyclists in Amsterdam will choose a new way of cycling through responsible, good behaviour. This is needed in order to reduce inconvenience from other cyclists. We're encouraging Amsterdammers to cycle more and we're also promoting behavioural change for more safety and appropriate behaviour in traffic.

We're aiming to increase interest in cycling in city districts (such as Nieuw-West, Noord and Zuidoost) where, on average, the residents of these areas choose to cycle for only 27% of their traffic movements (ATB 2016). The goal is to increase this percentage to at least 35% by 2025. In addition, we want cyclists to feel at ease. The goal is to increase the cycling satisfaction rating to 7.5 by 2025 (compared to 7.1 in 2015: ATB 2016).

For cyclists, examples of this include:

- measures that make cycling more pleasant,
- actions to encourage cycling and promote appropriate behaviour,
- financial contributions to promoting promising cycling-related initiatives by Amsterdam residents.

> More about Better biking in Chapter 3



Choices for a healthy, accessible and attractive city

The objectives of smooth cycling, easy parking and better biking lead to the choices for a healthy, accessible and attractive city (described below). At the same time, these choices form a summary of the actions and measures, which are outlined in detail in chapters 1, 2 and 3.

1

Smoother traffic flow for the most-used mode of transport

Amsterdam opts for modes of transport that take up very little space: walking and cycling (see Figure 3). Cyclists then have more space to get from A to B with ease. Sometimes, this can be achieved by redesigning streets or by providing cyclists with space that's currently being used by (parked) cars. The busiest bicycle routes, such as Weteringschans and Kinkerstraat, will be expanded and mopeds will ride on the street.

Where possible, the car will become a 'guest' on busy bicycle routes; for example, on Sarphatistraat. This way, the layout of the public space is better tailored to daily use. That is certainly of great importance in busy city streets with many amenities.

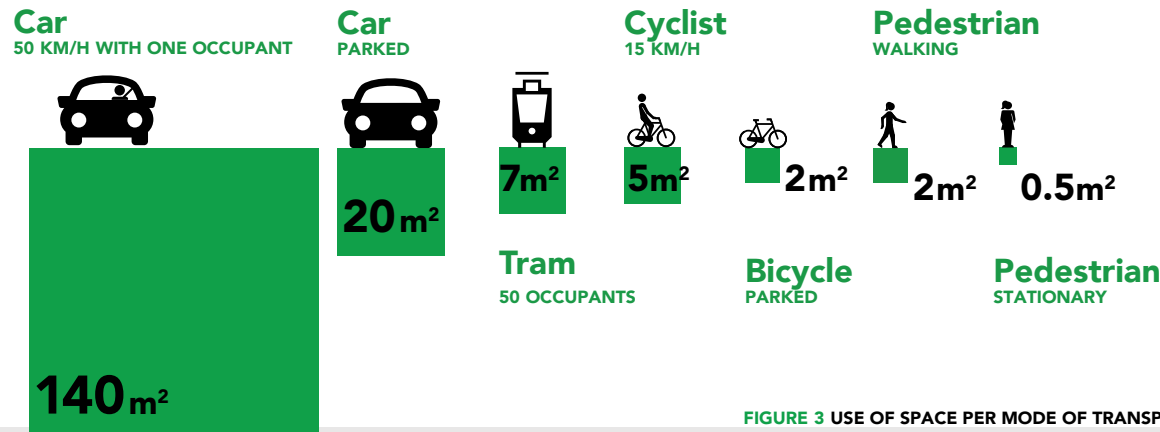


FIGURE 3 USE OF SPACE PER MODE OF TRANSPORT



2

Expanding cycle paths with new bicycle connections

We're building new routes (bridges, new bicycle paths for cyclists that will benefit pedestrians too. Some of these improvements include the connection between Zuidoost and the city centre and also shorter routes to and from Noord and Nieuw-West. In addition, we're reducing traffic on busy routes. For example, we're exploring a new bicycle route via Harlemmer Houttuinen to alleviate traffic on Harlemmerdijk and Harlemmerstraat. Many cyclists will benefit from these attractive new routes. New connections are embedded in spatial developments as much as possible, such as the construction of new houses (Koers 2025 and offices. Here, we ensure a bicycle-friendly design in these development areas so the city remains accessible. We do this according to the vision outlined in 'The Mobile City' (*De Bewegende Stad*).

3

From 'Green Carpet' routes to car-free Green Network (*Groennet*)

We're expanding Amsterdam's green bicycle routes into one bicycle network: the 'Green Network' (*Groennet*: see Figure 10, p.33). The Green Network will consist of comfortable routes through pleasant, green surroundings, separated from motorised traffic as much as possible. Clearly recognisable signage will assist in making this possible. This way, cyclists have more choices in planning their trip and can also choose for quieter cycle routes.

4

Easier bicycle parking: better use of more spaces

At busy spots, especially in the city centre, measures are needed to ensure both sufficient bicycle parking capacity and sufficient space for pedestrians and other purposes,

such as greenery. Here, we'll increase the number of bicycle parking spaces as much as possible. We'll also take measures to regulate bicycle parking, such as utilising the bicycle racks more effectively through greater enforcement. However, this solution doesn't fit every place. In areas with greater pressure on public space, we'll work closely with residents to create a new distribution of the space between pedestrian, bicycle (parking), car (parking) and other facilities. This may mean a deviation from existing parking standards. We're also researching the possibilities in these locations for new indoor or underground bicycle parking facilities in existing and new buildings and new private neighbourhood bicycle parking garages. These measures ensure that the pavement is more accessible for pedestrians and increase the residential quality of the streets.

5

'New ways of bicycle parking' for an attractive residential area

Together with the residents of Amsterdam, we're turning busy streets

into a more attractive residential area, starting with easy parking for bicycles. This consists of experiments in busy locations with heavily congested bicycle parking in the city centre, around shopping districts and in narrow streets with a high amount of foot traffic. In these residential areas, our goal is fewer parked bicycles in the public space, which gives pedestrians greater freedom to move. We're exploring measures, such as bicycle sharing, a chip-card bicycle system as well as other innovative concepts, such as Bike & Walk.

6

Promoting good cycling

The more Amsterdammers we have

cycling, the more important it is that they give each other enough space. This requires a new kind of traffic behaviour. When trying to change behaviour, a good beginning is often half the work. We're starting with campaigns directed at better biking when a new bicycle route or parking facility is implemented. In this way, we not only remind cyclists of the personal advantages of a new route, such as saving time or extra comfort, but also use these improvements to promote bicycle-friendly behaviour: where cyclists literally and figuratively give each other more space. In the case of the new double-layer bicycle racks, we encourage cyclists to park in the top racks. This is how we can ensure that better biking becomes the norm in Amsterdam.

7

Room for innovation

Innovative measures are needed to make sure that cyclists can keep cycling comfortably through the city. Thanks to innovations, the technological possibilities have dramatically increased in recent years. Together with the market and knowledge institutes, we're experimenting with innovative applications to provide space for bicycle innovations. Innovative measures in this Long-term Bicycle Plan are marked with a 'light bulb':

 = INNOVATIVE MEASURE







1

Smooth cycling

Smooth cycling means that cyclists can reach their destination via wide, direct, fast, smooth and recognisable routes.





FIGURE 4
BUSIEST BICYCLE PATHS

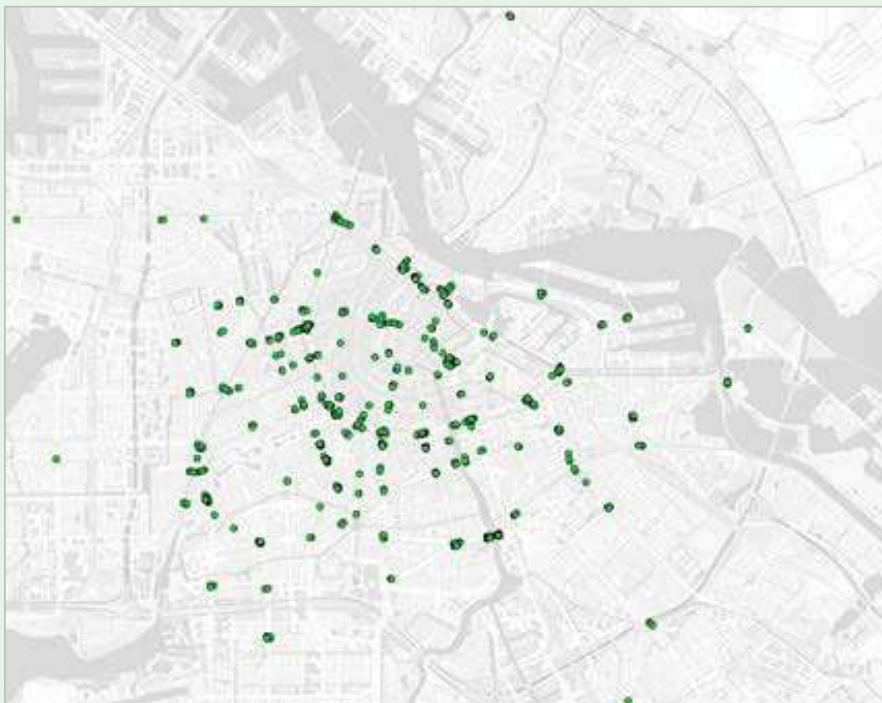


FIGURE 5
BUSIEST
INTERSECTIONS

Analysis

Increasingly busy bike paths

Amsterdammers hop on a bicycle for 36% of all their traffic movements. More and more tourists are also using bicycles – around 10%. This is a healthy choice, but it also creates more traffic on the bicycle paths. This is a problem, especially where cyclists have to deal with narrow bicycle paths. Figure 4 shows the busiest bicycle routes. Of all Amsterdam residents, 28% feel that there's not enough space for cyclists and gave the width of the cycle paths a score of 6.2.

 **THAT'S WHY WE'RE WORKING ON
WIDE ROUTES FOR CYCLISTS**

Delays due to lower speeds

Cyclists sometimes find it less comfortable or easy to cycle through busy traffic: the limited space means that the average speed decreases, and traffic on the bicycle path can also lead to irritation and stress among cyclists. Figure 5 illustrates the intersections where cyclists are delayed. Cycle paths and intersections can no longer bear the

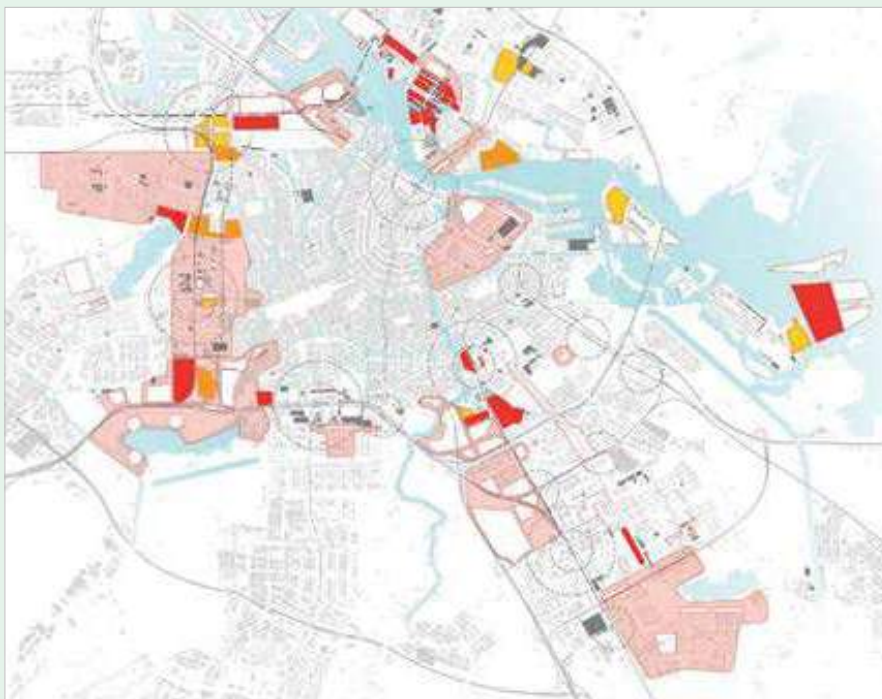


FIGURE 6 EXPANSION LOCATIONS, KOERS 2025



FIGURE 7 BUSY CYCLE PATHS WITH LIMITED SPACE

burden of so many cyclists who are delayed by traffic lights, intersections or bridges. Amsterdammers give the waiting time at traffic lights a score of 6.6.

THAT'S WHY WE'RE WORKING ON FAST ROUTES FOR CYCLISTS

More urban growth means more cyclists

Amsterdam is growing and every year, around 11,000 Amsterdammers are added to the city. This also contributes to a growth in cyclists, especially in and around the new suburbs (see Figure 6). That's why new connections to the current bicycle network are needed to keep the city accessible.

THAT'S WHY WE'RE WORKING ON DIRECT ROUTES FOR CYCLISTS

Annoying vibrations

Cyclists have problems with vibrations that are caused by uneven road surfaces. A flat road surface (such as asphalt) offers a solution here. Already, cyclists profit from the many asphalt paths. Still, Amsterdam has many bicycle paths with bumps and potholes.

 **THAT'S WHY WE'RE WORKING ON
SMOOTH ROUTES FOR CYCLISTS**

More variety of bicycles and two-wheelers

There's a great deal of choice in bikes besides the traditional city bicycle: from cargo bikes to delivery bikes and from e-bikes to racing cycles. Bicycles with a cart or trailer are also more common. Today, more and more goods are delivered by bicycle. This saves trips with mopeds or delivery vans, which is good for air quality. To facilitate this, we need a sufficient amount of space on the bicycle paths. For example, bicycles with different formats make it difficult for other cyclists to overtake.

Differences in the speed of cyclists are also increasing. On average, racing cyclists and e-cyclists ride faster. Additionally, skaters, mopeds, electric scooters and microcars also use bicycle paths. This requires routes that are suited for this type of use, such as the Plus Network for bicycles (*Plusnet Fiets*) for speed and the Green Network (*Groennet*) for comfort and relaxed trips.

 **THAT'S WHY WE'RE WORKING ON
RECOGNISABLE ROUTES FOR CYCLISTS**

More room for cyclists requires constant attention

Making more room for cyclists takes time. In 2013, Amsterdam began with the Plus Network for bicycles (see Figure 7). However, installing the network all at once and everywhere is practically and financially not realistic. As a street is redesigned (reprofiled), more space is created for cyclists. We're also implementing smart measures for areas that require immediate attention; for example, with an unsafe path on a busy cycle route.

 **THAT'S WHY WE CONTINUE TO WORK
ON SMOOTH CYCLING FOR CYCLISTS**



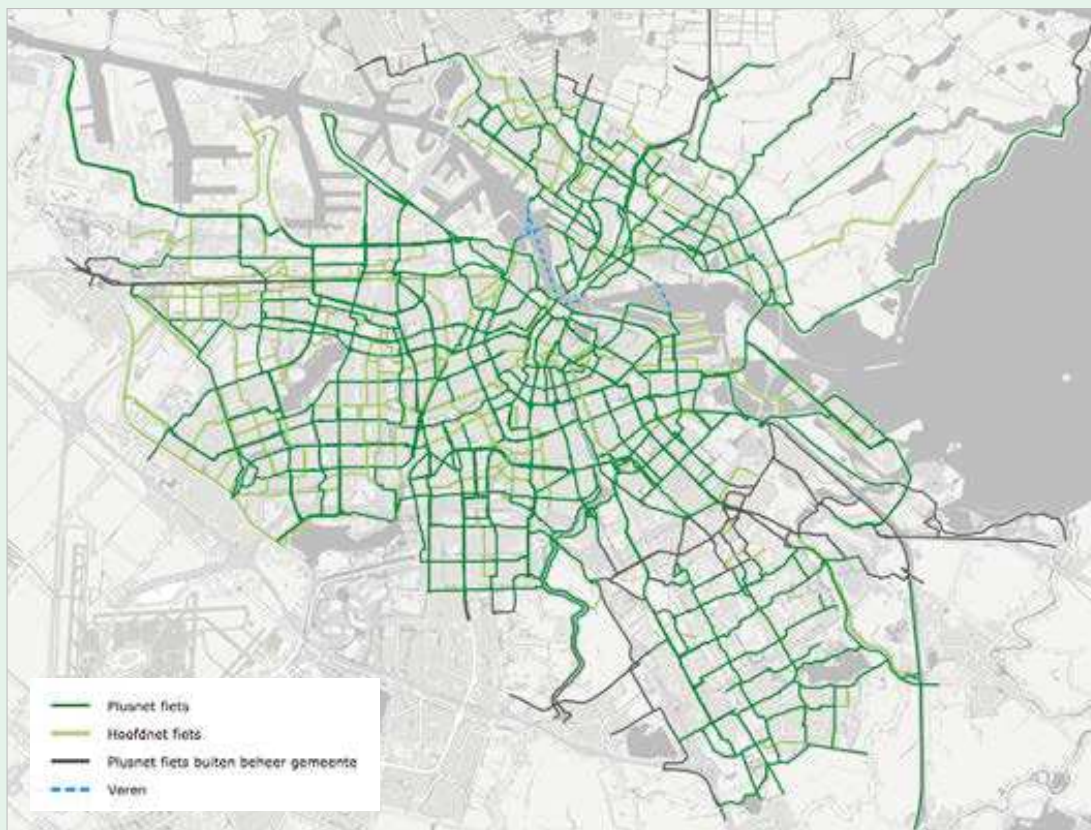


FIGURE 8 PLUS NETWORK FOR BICYCLES. YOU CAN FIND THE MOST UP-TO-DATE MAP [HERE](#).

Campaigns Smooth cycling

WIDE ROUTES

Cyclists deserve more space. That's why cyclists are getting more wide routes. This is especially needed on the Plus Network for bicycles. Wide routes are broader and designed either as a bicycle street or separated from vehicular traffic. Mopeds will also use the roads when travelling inside the A10 ring. In accordance with the Framework for Traffic Networks Policy, cars and public transport will have priority on the other Plus Networks.

We will carry out the following measures:

1 WIDE ROUTES

REPROFILING TO CREATE WIDER ROUTES

During maintenance on streets within the Plus Network for bicycles, we'll include designs with more cycling space. This way, cyclists can immediately benefit from extra space on a variety of streets, such as Kinkerstraat (Oost), Sarphatistraat, Rijnstraat and the western part of Ceintuurbaan.

An extra budget has been set aside for other new maintenance projects so that city districts can create more space for cyclists.



2 WIDE ROUTES

SMART MEASURES FOR SPACE DISTRIBUTION

We'll take measures whenever adjustments are needed before regular maintenance is carried out. Possibilities include:

- bicycle streets, if necessary, in combination with reduced car traffic,
- widening the bicycle paths,
- providing cyclists with more space by allowing cars to travel on tram-designated roads. In principle, this option is only applied if it conforms with policy frameworks,
- pilot for peak-hour cycling routes, where cyclists use the road during peak hours.

It may be the case that this is not possible for some streets. For these streets, we'll ensure, as much as possible, that the existing space is used to optimal capacity and is obstacle-free.

Specifically, we'll keep such things in mind as parked bicycles, signage, poles and terraces that are directly next to cycle paths. Every year, we'll draw up an implementation plan with an overview of measures and locations. The foundation of this plan is the bicycle network priorities map (see Figure 8). We'll evaluate measures to ensure we're always in a good position to tailor the layout of the streets to the needs of road users.



3 WIDE ROUTES

THE INNER RING AS BICYCLE BOULEVARD

The Inner Ring (Marnixstraat, Weteringschans, Sarphatistraat) will be transformed - step by step - into a high-quality and safe bicycle route. Our ambition is to lower the maximum speed to 30km/h, to divert through traffic and turn this cycle path into a bicycle boulevard. The first part with extra space for cyclists is Sarphatistraat. No less than 94% of cyclists have a smooth cycling experience on this cycle path. In the coming years,

Moped and motorised bicycle strategy

Beginning January 1 2018, a low-emissions zone will be implemented for mopeds and motorised bicycles in which models from 2010 and older will no longer be allowed to ride in the city. Additionally, as soon as possible after the AMvB is in force (*Algemene Maatregel van Bestuur*, mopeds will no longer use bicycle paths and will be obliged to use the road (with the appropriate helmet obligations. It is expected that the AMvB will come into force on January 1 2018. These two projects should help to ensure better air quality, improved traffic safety and fewer disruptions on the bicycle paths. For more information, see amsterdam.nl/scooter.



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other parts will also be improved. The implementation of this measure falls under the 'Implementation Agenda Mobility' project (*Uitvoerings-agenda Mobiliteit*)

4 WIDE ROUTES

IMPROVING BICYCLE ROUTES AROUND AMSTERDAM CENTRAL STATION

Much will change around Amsterdam Central Station for cyclists in the coming years. There will be new and larger bicycle parking facilities, Prins Hendrikkade will be closed off to traffic and the Noord/Zuid (metro line) will be in use. We're currently researching the possibilities to improve the bicycle routes around the station.

WIDE ROUTES

LOW-CONFLICT BICYCLE AND PEDESTRIAN ROUTES FOR DAMRAK AND AMSTERDAM CENTRAL STATION

We're improving the east-west bicycle connection on the city-centre side of Amsterdam Central Station. We're working on solutions for a conflict-free route and a good connection to the new parking facilities and the bicycle underpass under the station.

6 WIDE ROUTES

PRINS HENDRIKKADE: SAFER AND WIDER

Prins Hendrikkade is an important route to and from Amsterdam Central Station, which currently has some unclear intersections on the north side. On the south side, the bicycle route is regularly blocked by vans or trucks on the parallel road. The ambition is to make this route safer and wider.

7 WIDE ROUTES

A CONNECTION FROM MEESTER VISSERPLEIN TO THE RIVER IJ

Now that the intersection at Meester Visserplein has improved, our next step is to improve the bicycle route. There are currently many narrow bicycle paths with many crossroads on this busy route.

8 WIDE ROUTES

EAST-WEST CONNECTIONS VIA CITY CENTRE

We're researching routes through the city centre (Hartenstraat, Radhuisstraat, Damstraat and Nieuwe Hoogstraat) to see how we can reduce the bustle and stress for pedestrians and cyclists; we'll also designate possible alternative routes.

9 WIDE ROUTES

SECOND CYCLE RING CEINTUURBAAN – BILDERDIJKSTRAAT

On the route Bilderdijkstraat-Eerste Constantijn Huygensstraat-Museumplein-Ceintuurbaan, we're researching what the best measures are to realise a new bicycle ring with wide bicycle routes.

10 WIDE ROUTES

BICYCLE CROSSING AT STADHOUDERSKADE

We're investigating the possibilities to win more space for cyclists by implementing a bicycle crossing at Stadhouderskade near the Vondelpark and the Rijksmuseum. We will do this without any inconvenience to Stadhouderskade as part of the Plus Network for cars.



FAST ROUTES

Many cyclists prefer a constant speed without too many interruptions: that's what we want to bring about. Cyclists get faster routes on the Plus Network for bicycles. Fast routes are also attainable by giving cyclists more priority and more (standing) space at traffic light situations. This way, intersections become more bicycle-friendly and cycling in Amsterdam a more pleasurable experience.

We will carry out the following measures:



11 FAST ROUTES

MORE SPACE AND SHORTER WAITING TIMES FOR CYCLISTS AT THE BUSIEST INTERSECTIONS

We're improving the flow, safety and comfort for cyclists at (minimum) ten busy intersections (see Figure 6, p. 21). This will result in more standing space for cyclists at the traffic lights and adjustments to the regulation of traffic.

12 FAST ROUTES

THE 'MORE GREEN, LESS WAITING' (*MEER GROEN MINDER WACHTEM*) CAMPAIGN

Together with cyclists, we're implementing a campaign where Amsterdam residents get the opportunity to share how they think traffic signals can be improved, turned off or even removed. After research and a trial period, we'll adjust the traffic lights wherever possible.

13 FAST ROUTES

CHIP-BIKE PILOT

Cyclists can volunteer to participate in a pilot, in which their bicycle is fitted with a chip. This bicycle chip communicates with 'intelligent' traffic lights, which means that chip-cyclists get a green light at intersections more quickly. This pilot provides insight into the possibilities of intelligent transport systems and data about the chip-cyclists experiences.

14 FAST ROUTES

INNOVATIONS IN AMSTERDAM

We're also incorporating innovations from cities such as Groningen, Utrecht and Rotterdam, that have been tested to increase comfort for cyclists and to lower waiting times. One interesting possibility is the idea of measuring the traffic at intersections with a heat sensor and then to use this information to adjust traffic flow.



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DIRECT ROUTES

Cyclists get direct routes thanks to new connections. In this way, we overcome obstacles, create new, alternative routes and ensure that existing routes are not as overloaded. Routes will also be shorter. New housing locations will have a good connection to the existing bicycle network. These areas will be designed to encourage residents to walk and cycle.

We will carry out the following measures:



15 DIRECT ROUTES

BICYCLE ACCESSIBILITY FOR ALL AREAS

Measures are needed to connect various areas of the city with each other in a better way. The focus will be on the following areas:

15A LEAP ACROSS THE RIVER IJ

Amsterdam is working on a better connection between Amsterdam Noord and the rest of the city. It is also the intention to address the increasing traffic on ferries.

In the 'Leap across the river' project (*Sprong over het IJ*), we're looking into consequences this new connection would have for cyclists and adapting the bicycle network accordingly.

15B STRENGTHENING BICYCLE ACCESSIBILITY ZUIDOOST

In general, bicycle paths in Zuidoost are of a high quality: comfortable, wide and safe. Zuidoost's connection to other parts of Amsterdam could, however, be improved. This is partly due to physical barriers and partly due to the fact that signage could be better. The ambition is to strengthen bicycle accessibility by offering a range of measures.

15C STRENGTHENING BICYCLE ACCESSIBILITY AT ZUIDAS

To maintain accessibility and liveability in Zuidas during the construction of the Zuidasdok, accessibility by both public transport and bicycle is crucial. This requires good bicycle connections, sufficient parking facilities, good links with local public transport and a change in mobility behaviour.

Prioritising tool for new bicycle connections

An extensive survey has yielded around 150 potential new bicycle connections (see Figure 9). To determine which connections will benefit the most cyclists, a tool has been developed that gives insight into:

- the potential number of users of the new connection,
- the time saved per cyclist,
- the (general) costs.

This so-called 'prioritising tool' stays up to date through the addition of new data and missing connections. This also helps prioritise new connections. Appendix 4 shows the most promising bicycle connections (under € 500,000) after an initial analysis. The prioritising tool will be updated annually and given concrete form. We're also working on a digital map that makes finding missing links easier.

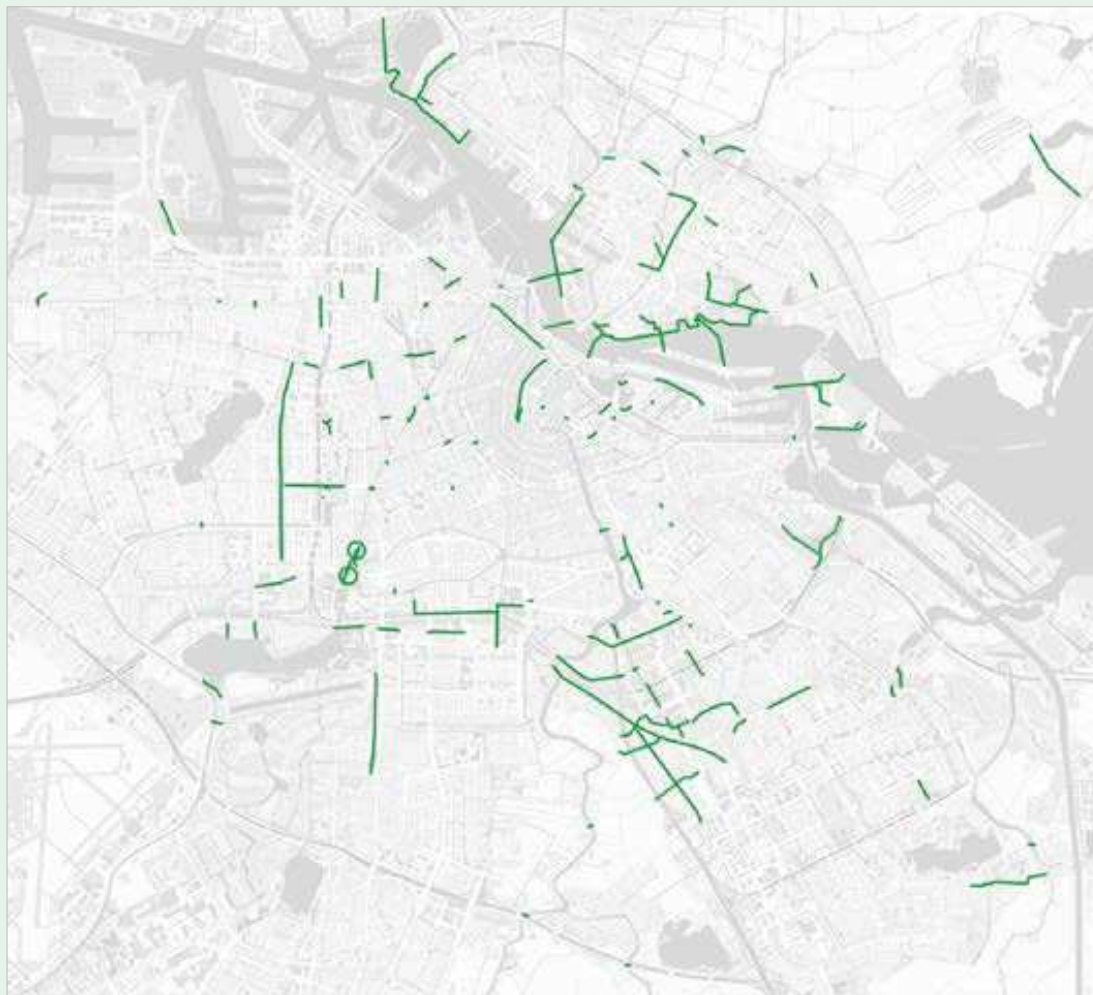


FIGURE 9 NEW CONNECTIONS IN THE BICYCLE NETWORK. THIS MAP IS REGULARLY UPDATED. THE LATEST VERSION WILL BE AVAILABLE SHORTLY ON [AMSTERDAM.NL/FIETS](https://amsterdam.nl/fiets)

Implementation of this measure falls under the 'Zuidas(dok)' project. We're also looking outside the project limitations to see how to make more direct bicycle connections with Zuidas. In so doing, we'll strengthen the connection between Zuidoost and Zuidas (see also 15B). We're also investigating a potential bicycle bridge across the river Schinkel and a bicycle connection along the Kostverlorenvaart to create a connection from the Vondelpark, via Zuidas, to Amstelveen and beyond.

15D SPORTAS

The City of Amsterdam, Amsterdam Regional Transport (*Vervoerregio Amsterdam*) and organisations from the sports world as well as the science and business communities are exploring the possibilities to make better use of the Sportas (from the iconic Olympic stadium, the Sportpark in the Amsterdamse Bos to Amstelveen) by creating a new bicycle and walking route. The aim is to create a direct route between Schinkelkade and Piet Kranenbergpad as well as a route along the Museum tram line. The first step will be carried out for Piet Kranenbergpad this coming winter, with the widening of the A10 underpass.

Implementation of this project is still subject to financing (application Spring Memorandum 2018).

16 DIRECT ROUTES

BUILDING NEW BICYCLE CONNECTIONS

As the both the city and bicycle use grows, so too does the need for new bicycle connections. Cyclists benefit from routes that are more direct and less busy. New housing locations (Koers 2025) also make the further development of bicycle connections necessary. By developing new connections for bicycles, we also ensure new connections for pedestrians. The prioritising tool arranges possible new bicycle connections in order of priority (see framework on following page). In this plan, a budget has been reserved (to the end of 2022) for the expansion of 20 of the best 'small' connections itemised in the prioritising tool (under €500,000). In Figure 9 and Appendix 4, the bicycle

connections with the most potential are listed. The Bicycle Programme Team then makes a decision based on this information. Other potential new bicycle connections with larger financial consequences (over €500,000) are submitted separately to the City Council in the Spring Memorandum of the relevant year. On top of the investments from this plan, in the Spring Memorandum of 2017, a budget has been reserved for the realisation of the following new bicycle connections:

- Bicycle bridge Elzenhagen Noord
- East-west bicycle route centrum-district Amsterdam Noord
- Bicycle bridge Zijkanaal I
- Schinkel route along tram depot
- Bicycle path Dijksgracht
- Realisation of bicycle route via Harlemmerhouttuinen
- Optimizing bicycle network in Zuidoost
- Bicycle bridge across the Noord-hollandsch Canal between EYE and IJplein
- Bicycle bridge between Sixhaven and IJplein

- Two bicycle bridges across the Weespertrekvaart
- Bridge across the river Schinkel near the Olympic Quarter
- Bridge Riekerhaven
- Spieringhorn bridge
- Preparation for 'Leap across the river IJ': Java bridge
- Preparation for a bicycle connection with Sluisbuurt.



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SMOOTH ROUTES

Cyclists deserve more comfortable routes. Not all bicycle paths in the city can offer cyclists the cycling comfort of asphalt. That's why, during maintenance work, we're fixing existing routes that are still paved. In principle, new routes will be laid with asphalt, which not only increases cycling comfort but also safety.

We will carry out the following measures:

17 SMOOTH ROUTES

ASPHALT BICYCLE PATHS

The ambition is to have all bicycle paths smooth – without potholes or obstacles – and comfortable for cyclists by 2025. With the exception of (sections of) routes in special places (Puccini) and iconic areas (for example, UNESCO sites), cycle paths will be laid with (red) asphalt. A budget has been included to replace paving stones with asphalt. This investment will also help reduce incidental maintenance work.



18 SMOOTH ROUTES

TACKLING BUMPS IN COLLABORATION WITH THE DUTCH CYCLISTS' UNION

We want to know where cycling is uncomfortable. With a bicycle fitted with measuring equipment or an app that uses motion sensors, we – together with the Dutch Cyclists' Union – can perform annual checks of the Plus Network for bicycles for uneven surfaces, potholes and loose objects. The worst of these will be restored using the repair budget.

RECOGNISABLE ROUTES

The Green Carpet routes (the network of green cycle routes) will be further developed into the new Green Network (*Groennet*).

Amsterdam has many valuable green bicycle routes, which deserve greater attention and promotion. We intend to turn these bicycle routes into a closed bicycle network for relaxed cycling trips. The Green Network will consist of comfortable routes, through pleasant, green surroundings and separated as much as possible from motorised traffic. Together with the main bicycle network (*Hoofdnets Fiets*) and the Plus Network for bicycles, the Green Network forms an integrated Amsterdam bicycle network. With the Green Network, an attractive alternative to those busy routes can be implemented in a short time.

We will carry out the following measures:



19 REGOGNISABLE ROUTES

IMPLEMENTATION OF THE GREEN NETWORK

Implementation of the Green Network will be done in phases. In Phase 1, we will improve the existing routes by increasing comfort (where needed). We'll also ensure that signage and promotion is sufficient. Phase 2 deals with potential routes, which will be created by adding one or more connections. In the course of the Long-term Bicycle Plan, we will realise these new connections. The sum of €2.5 million has been reserved for investment in the most important green links of the network: this sum includes a contribution by Amsterdam Regional Transport (*Vervoerregio Amsterdam*).

Phase 3 focuses on potential routes that can only be constructed over time through large investments. These routes will be realised as the opportunity arises; for example, during large-scale maintenance or area-development projects. (see Figure 10).

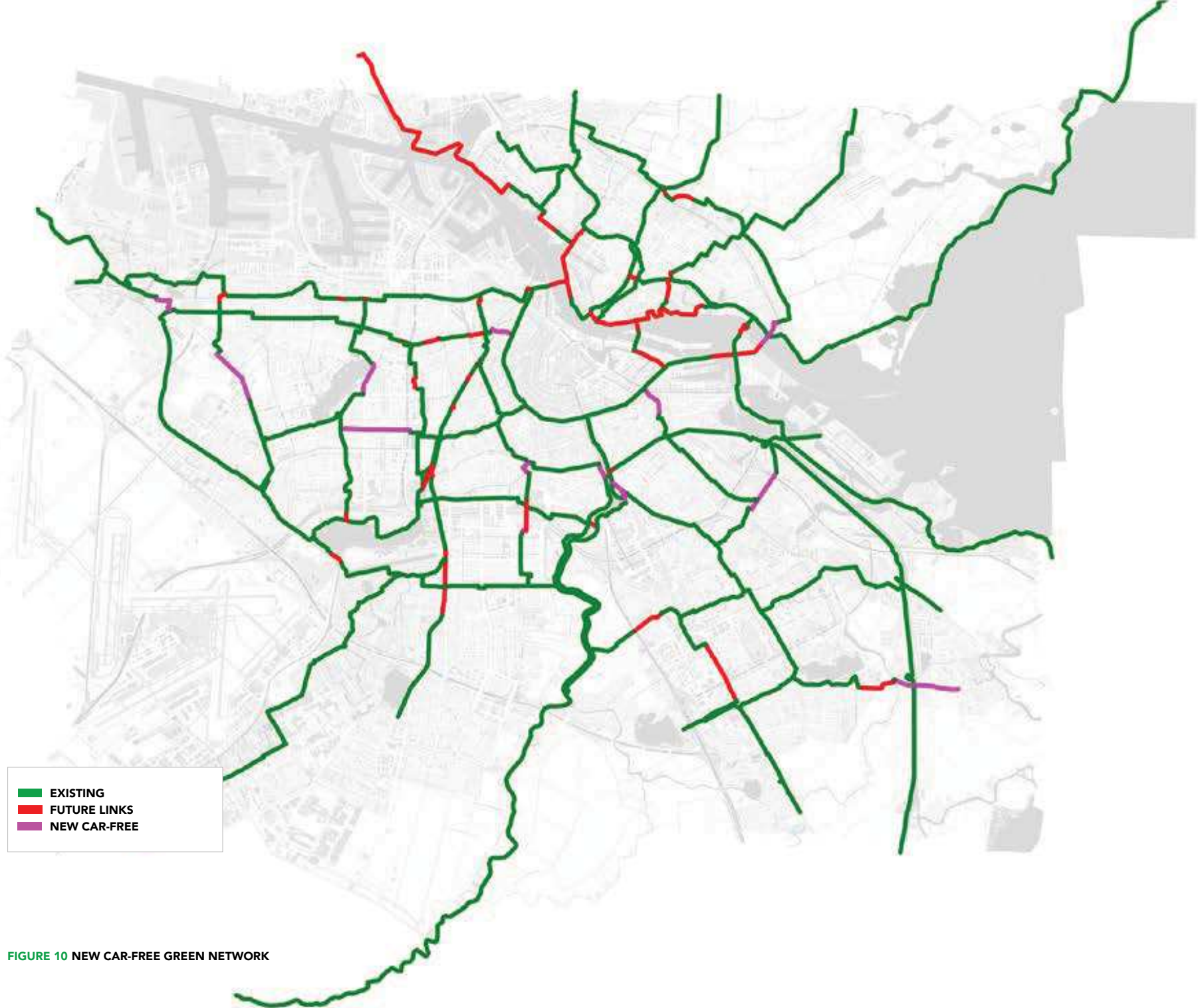


FIGURE 10 NEW CAR-FREE GREEN NETWORK



20 **RECOGNISABLE ROUTES**

BETTER SIGNAGE DURING ROAD WORKS

During road works, cyclists are temporarily redirected via alternative routes. Since this system isn't always flawless, we're focusing more attention on temporary diversion routes. We'll implement measures that minimise the nuisance for cyclists and improve safety.



Monitoring Smooth cycling

Monitoring is performed on the basis of the indicators below:

OBJECTIVES	INDICATORS	TARGET (2025)	BASELINE MEASUREMENT (2016)
SMOOTH CYCLING	BICYCLE ROUTES HAVE A MINIMUM WIDTH OF 2.5 M (PLUS NETWORK FOR BICYCLES, INSIDE A10 RING, SOUTH OF THE RIVER IJ)	50%	34%
SATISFACTION OF CYCLISTS WITH THE QUALITY OF THE BICYCLE NETWORK	RATING QUALITY OF BICYCLE NETWORK	FOLLOWS AFTER BASELINE MEASUREMENT	BASELINE MEASUREMENT IN 2017



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Easy parking

Easy parking means that the Amsterdam cyclist can find a parking spot quickly and close to his or her destination – all without compromising on space for pedestrians. Our approach towards bicycle parking also considers parked mopeds and motorised bicycles.



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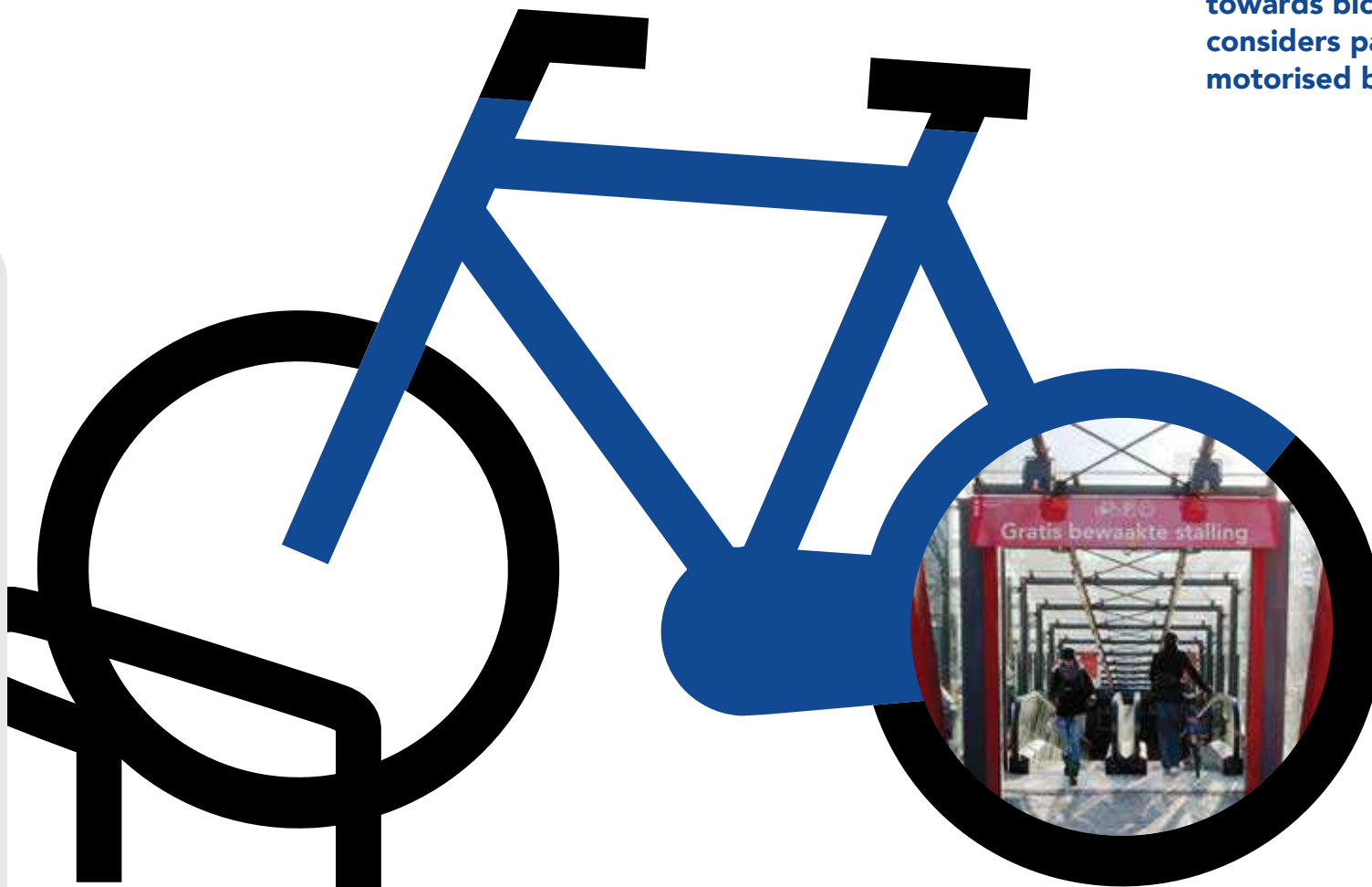
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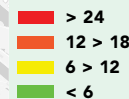
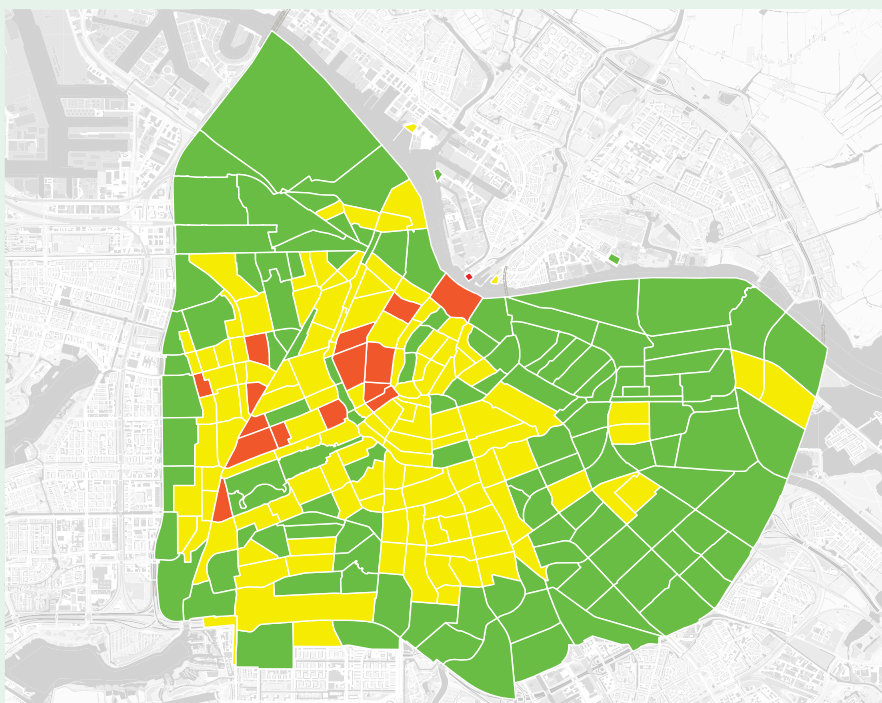


FIGURE 11
NUMBER OF PARKED
BICYCLES PER 100M²

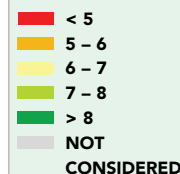
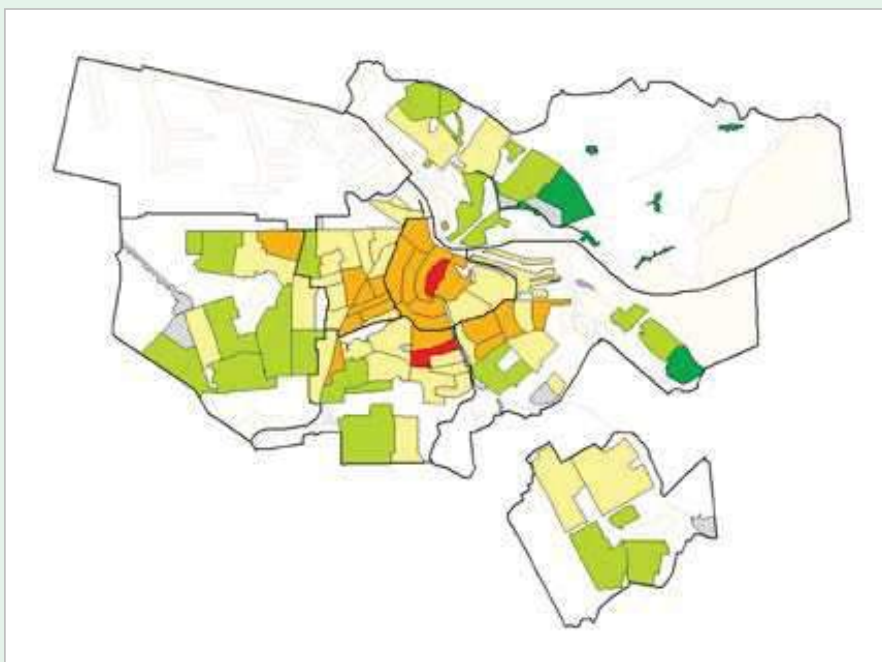


FIGURE 12
RATING
BICYCLE PARKING
PER NEIGHBOURHOOD

Analysis

Pavement accessibility is under pressure

Pedestrians are increasingly forced to manoeuvre through parked bicycles, cars, shop stalls and outdoor cafe terraces. Many cyclists park their bikes responsibly in a bicycle rack or parking facility. Still, there are many bicycles parked in people's way on the pavement. Amsterdammers with walkers, wheelchairs and strollers are the first to be hindered by this, and businesses experience similar problems too. The pressure on public space in many inner-city destinations is considerable. Figure 11 shows where most bicycles are parked per 100m² in Amsterdam.

THAT'S WHY WE'RE WORKING TOGETHER TO CREATE AN ACCESSIBLE PAVEMENT FOR CYCLISTS AND PEDESTRIANS

Cyclists can't always find a parking space in the bicycle racks

Cyclists can't always find a place to park their bicycles in a rack close to their destination. The racks are either full or the bicycle cannot fit properly, due to bicycle accessories

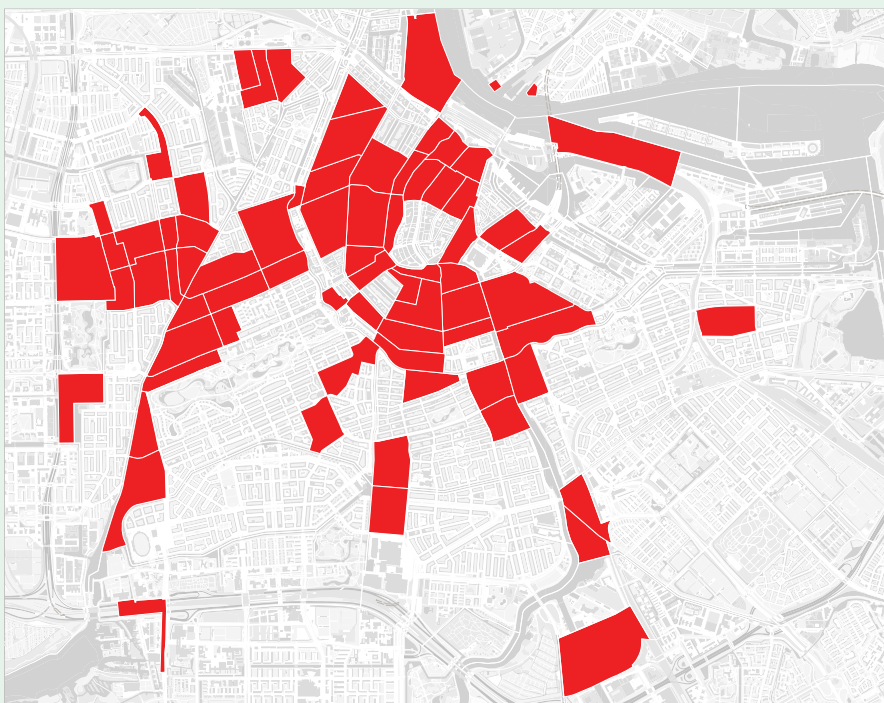


FIGURE 13
NEIGHBOURHOODS
WITH HIGH BICYCLE
PARKING PRESSURE
AND OCCUPANCY
(>125%)(>85%)



FIGURE 14
NEIGHBOURHOOD
BICYCLE FACILITIES

such as crates. It is especially difficult for cyclists to find a good parking space around train stations, in the city centre and its surrounding neighbourhoods, which have narrow pavements, but many functions. More than half (57%) of Amsterdam residents feel that there's not enough space to park a bicycle. Cyclists gave the lowest rating for bicycle parking for the canal ring, its immediate neighbourhoods and the suburb de Pijp (see Figure 12).

 **THAT'S WHY WE'RE
WORKING ON UTILISING CAPACITY
FOR CYCLISTS**

Cyclists park outside the bicycle racks

Especially if it's a quick visit, cyclists often don't bother parking their bicycles in a bicycle rack, but choose to park their bike against a bridge rail or even (annoyingly on the pavement. Non-standard bicycles are relatively often found parked in these places because they cannot fit easily in a bicycle rack. One in every four bicycles in Amsterdam is considered a non-standard bicycle. Figure 13 indicates where the bicycle parking pressure is over 125%; that is, there are more than 125 bicycles for a total of 100 bicycle racks.



THAT'S WHY WE'RE WORKING WHERE WE CAN ON MORE PUBLIC BICYCLE PARKING SPACES FOR CYCLISTS

Many Amsterdammers park their bicycles in the public space

Parking a bicycle on private property is a rare commodity for most Amsterdam residents. Of all Amsterdammers, 43% park their bicycles in the public space; already, that's almost 350,000 bicycles within the A10 ring and south of the river IJ. A parked bike covers roughly 2m², which takes up a great deal of the public space. A further 9,000 Amsterdammers park their bicycles in a privately operated neighbourhood parking garage. Figure 14 shows where these facilities are on the map.



THAT'S WHY, TOGETHER WITH AMSTERDAMMERS, WE'RE WORKING ON MORE PRIVATE BICYCLE PARKING FACILITIES FOR CYCLISTS

Cyclists sometimes leave their bicycles idle for too long.

Many Amsterdammers use their bicycles every day, but there are also residents who don't use their bicycles for a long time.

Enforcement and behavioural changes are needed to counter this. Of every 100 parked bicycles, there are an average of: 12 bicycles that are idle for longer than the permitted two or six weeks, two bicycles that have been abandoned and one bicycle that is too damaged to ride. Initial reactions to the parking duration limitations (of six weeks within the A10 ring, implemented in 2016, have been positive. This measure yields approximately 15% more space in the bike racks. Research from OiS shows that 70% of all Amsterdam residents think this is a good measure.



THAT'S WHY, TOGETHER WITH AMSTERDAMMERS, WE'RE WORKING ON NEW WAYS OF BICYCLE PARKING FOR CYCLISTS

Bicycle parking in numbers

Results from bicycle parking research. In the spring of 2016, all bicycles and bicycle parking spaces within the A10 ring and south of the river IJ were counted

NUMBERS REPRESENT ROUNDED FIGURES



253,000
bicycle parking spaces



151,000
not parked in bike racks

349,000

TOTAL TWO-WHEELED TRANSPORT



325,000
BICYCLES



12,000
BLUE LICENCE PLATES
MOTORISED BICYCLE, PEDELEC



8,000
YELLOW LICENCE PLATES
MOPED, SCOOTER



4,800
CARGO BIKES



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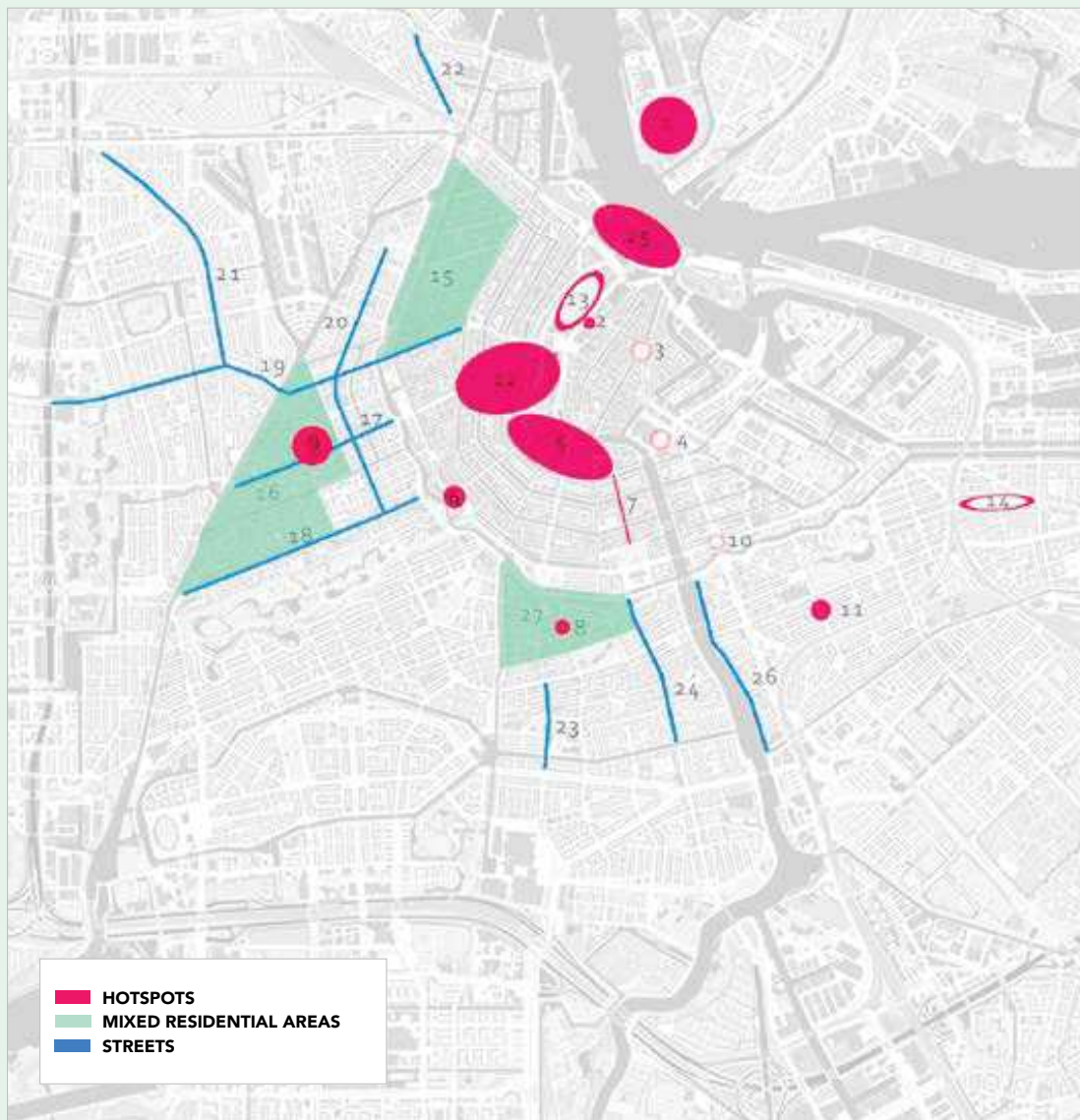


FIGURE 15 BOTTLENECK AREAS BICYCLE PARKING

Campaigns Easy parking

We will carry out the following measures:

21 BICYCLE PARKING

AREA-BASED APPROACH TO BICYCLE PARKING

There is an increasing amount of bottleneck areas in Amsterdam, especially in the city centre and in neighbourhoods with diverse functions, such as Jordaan, de Pijp and Oud-West. The map (Figure 15) illustrates the bottleneck areas for bicycle parking with distinctions made between hotspots (busy destinations), (city) streets and mixed residential areas. Appendix 5 contains a list with locations. An area-based approach is needed to alleviate the various bottlenecks as much as possible and in a cohesive manner (which, in addition to bicycle, moped and motorised bicycle parking, are also related to the design of and pressure on the public space). In close collaboration with residents and businesses, we can

formulate a cohesive group of measures that both suits the desires of the neighbourhood and alleviates the bottlenecks as much as possible. Here, the various measures from this chapter can be applied.

ACCESSIBLE PAVEMENT

When cyclists park their bicycles responsibly, we all work together to ensure the public space stays accessible for pedestrians. In areas where pedestrians need ample space, we'll regulate bicycle parking. One of the ways this will be achieved is through stricter enforcement in combination with communication and campaigns designed to promote better behaviour.



We will carry out the following measures:

BIKE & WALK

We will encourage cyclists to park in the right place by redesigning the layout of an area to make it clear where cyclists should park. In locations where there is little or no room for bicycle parking spaces (such as Kalverstraat, Rokin and Eerste van de Helststraat), we'll create access routes to Bike & Walk points that are within walking distance. If successful, we'll also implement this measure in other locations where there is a

need for more pedestrian or residential space, such as squares and (inner) city streets.

23 ACCESSIBLE PAVEMENT BICYCLES IN THE RIGHT PLACE

In recent years, we have gained experience from questioning and engaging with the residents of Amsterdam about bicycle parking. We have been successful with the use of bicycle coaches and the 'intuitive communication of bicycle parking rules' pilot. In the coming years, we'll continue with these measures.

We have also developed an app that rewards cyclists at Rembrandtplein when they park their bicycle in the right place. After testing, we expect to make the app available for visitors to Rembrandtplein in autumn 2017. The app has been developed as part of the Startup in Residence programme, a programme where the City of Amsterdam invites startups to think of solutions to various social dilemmas.



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24 ACCESSIBLE PAVEMENT

ENFORCING GOOD BICYCLE PARKING

We'll prevent unsafe situations and hindrances by removing bicycles that are parked in prohibited areas. We'll also continue with the successful pilot against parking in front of emergency exits. This will require full commitment from city districts.

25 ACCESSIBLE PAVEMENT

BICYCLES MUST BE PLACED COMPLETELY IN BICYCLE RACKS

We are considering a ban on parking outside the bicycle racks

(just as we have done in a number of existing locations), where pressure on the public space is high. We proceed here with caution and implement this measure in the interests of safety and reduced hindrance.

26 ACCESSIBLE PAVEMENT

CYCLISTS WITH PHYSICAL IMPAIRMENTS CAN PARK CLOSE TO THEIR DESTINATION

At a number of places in the city, such as Leidseplein, it is prohibited to park outside the designated facilities. This often means that cyclists

have to walk a considerable distance. For people with a physical impairment, the consequence is that some destinations are difficult to get to with a bicycle. Together with interest groups, we're also researching how we can keep the city centre properly accessible by bicycle for these people. On the basis of this research, we'll formulate measures and perform pilot tests.



UTILISING BICYCLE PARKING CAPACITY

When available spaces are in short supply, using them efficiently is important. We'll utilise the existing bicycle racks more effectively through enforcement and by improving findability.

We will carry out the following measures:



27 UTILISING CAPACITY

MORE BIKES IN RACKS: CLEAN-UP CAMPAIGN

Around 15% of the bicycle parking spaces are taken up by unused bicycles. In 2016, a number of city districts successfully cleaned up unused and damaged bicycles in various neighbourhoods. City districts can remove unused bicycles by enforcing the maximum parking duration of six weeks. We'll also conduct a thorough, one-time major sweep in collaboration with city districts. At the same time, we're improving enforcement organisation and, with the city districts, achieving a single, uniform approach. We expect that this clean-up campaign

will yield around 50,000 bicycle parking spaces (within the A10 ring and south of the river IJ). We're also exploring possibilities into the necessity of extending the maximum parking duration to include metro stations along the Noord/Zuid line, in Nieuw-West, Noord and Zuidoost. In this way, the districts will have more control in targeted enforcement in areas with (regulated) bicycle parking.



28 UTILISING CAPACITY

BETTER FINDABILITY FOR BICYCLE PARKING SPACES

With good signage and a dynamic referral system for free parking places, we can improve the findability of available bicycle parking spaces. At various parking facilities, (Mahlerplein, Paradiso) we're collecting information about the registration of information regarding the use of bicycle parking spaces (e.g. parking duration, full/free). Additionally, a request has been made for a dynamic referral system for available bicycle parking spaces in a number of places,

including Amsterdam Central Station and Amsterdam Zuid Station. Using this system, cyclists are informed about the availability of parking spaces on their way to the station.



29 UTILISING CAPACITY

FITTING MORE BIKES IN RACKS

A quarter of all bicycles do not fit properly into the bicycle racks due to differing sizes in handlebars and tyres, or because the bicycle is fitted with a carrier, child's seat or saddlebags. To ensure that these bicycles can be parked properly, we're experimenting with alternative racks, such as those at Bellamyplein. The results will be used to formulate new norms for bicycle racks. This guarantees that the bicycle racks are tailored to cyclists' needs. At the same time, this measure should lead to improved quality for public spaces.



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POP-UP BICYCLE PARKING



FIGURE 16 NEW BICYCLE PARKING SPACES

MORE PUBLIC BICYCLE PARKING SPACES

Where possible, we're expanding the number of bicycle parking facilities in both public spaces and at bicycle points (*Fietspunten*). In the process, we'll be mindful of the space needed for pedestrians. We'll also look at alternative uses of space. For example, at loading and unloading zones for freight traffic (double use) and smart use of parking spaces for cars and bicycles. The emphasis will be on busy destinations and residential areas with multiple functions such as Jordaan, de Pijp and Oud-West. We'll also focus on neighbourhoods where bicycle use can be encouraged by facilitating bicycle parking more effectively. Parking spaces will be added to public transport hubs as needed, too. In addition, we'll continue with our bicycle parking strategy from the previous plan at public transport hubs. The focus here will be on sufficient and easily identifiable bicycle parking at NS stations, metro stations and major bus stations.



We'll carry out the following measures:



MORE PUBLIC BICYCLE PARKING SPACES MORE BICYCLE PARKING SPACES IN THE PUBLIC SPACE

We'll create more bicycle parking facilities wherever there's an opportunity to do so without compromising space for pedestrians.



MORE PUBLIC BICYCLE PARKING SPACES BICYCLE PARKING AS AN INTEGRAL PART OF REDEVELOPMENT PROJECTS

Streets are being redeveloped in various locations across the city. In these places, sufficient bicycle parking facilities form part of the design. Examples include Kinkerstraat, Van Woustraat and parts of Ceintuurbaan.



MORE PUBLIC BICYCLE PARKING SPACES FLEX-PARKING

During the day, certain areas of the public space, such as loading and unloading zones, only permit restricted use. Outside these times,

these areas could be used as bicycle parking spaces. Various places in the city are researching flex-parking. For example, on busier evenings, the Albert Cuyp market in de Pijp is repurposed as a parking area for cyclists. Similarly, a loading/unloading zone on Gerard Douplein is reserved for scooter/moped parking every day from 4pm. We're monitoring the effects of these flex-parking trials and ensuring their proper recognition and uniform appearance.



MORE PUBLIC BICYCLE PARKING SPACES SMART USE OF PARKING SPACE FOR CARS AND BICYCLES

Together with the neighbourhood, we're using the hotspot strategy to explore possibilities for the different distribution and smart dual usage of the space for pedestrians, bicycle (parking), car (parking) and other facilities. This can result in a deviation from existing parking norms.



MORE PUBLIC BICYCLE PARKING SPACES POP-UP BICYCLE PARKING

At the Albert Cuyp market and the Bloemenmarkt (among others), experiments are being carried out with temporary bicycle parking on busier evenings. We plan to expand this; on weekends and during events, suitable locations temporarily receive extra bicycle parking spaces by changing the function of the public space for a short period. This way, cyclists are able to park their bicycles easily at these peak traffic times.



MORE PUBLIC BICYCLE PARKING SPACES PARKING GARAGES

In places where the bicycle parking pressure is high and possibilities in the public space are limited, we're researching whether indoor or underground bicycle parking (either in existing or new buildings) are desirable and achievable. Additionally, we're looking into possibilities for neighbourhood bicycle garages. Some examples of this include Rembrandtplein (and surroundings), Gerard Douplein/Marie Heinekenplein, Weesperplein



and Buiksloterweg (Tolhuisplein). In regards to realisation of this measure, the decision-making process will take into account the costs for operation, enforcement, management and maintenance.

Bicycle parking is very problematic around Rembrandtplein, Munt, and Rokin and the bicycle parking pressure is so high that a short-term structural solution is now required. With the Spring Memorandum of 2017, resources have been set aside to invest in a parking garage facility.



MORE PUBLIC BICYCLE PARKING SPACES SUFFICIENT EASY-TO-FIND BICYCLE PARKING SPACES AT MAJOR PUBLIC TRANSPORT HUBS

An important focus for the Long-term Bicycle Plan 2012-2016 was bicycle parking at train stations and the busiest inner-city areas (such as Leidseplein). Now, 16,000 new bicycle parking spaces have been created. By far, the most spaces (approx. 11,000) were created at train stations. Figure 16 shows



the bicycle parking facilities to be built in the coming years. All together, a total of 40,000 new bicycle parking spaces will be realised. Once this has been achieved, we expect that there will be sufficient bicycle parking capacity at these train stations until 2030. In the coming period, we'll tackle bicycle parking at Bijlmer ArenA Station. Additionally, we'll improve the findability of bicycle parking spaces at train and metro stations, at bicycle points and in the city centre (see also measure 28: Better findability for bicycle parking spaces) These approaches ensure a better door-to-door connection (see monitor, Appendix 3).

MORE PRIVATE BICYCLE PARKING

When cyclists park on their own property – in their own garage or home – the bicycle is safe and the pressure on the public space is reduced: everyone wins. Therefore, we'll stimulate the increase in private bicycle parking spaces. Our initiatives include the Bicycle and Scooter Parking Standards Memorandum (*Nota Parkeernormen Fiets en Scooter*, in preparation), grants aimed at maintaining and encouraging neighbourhood bicycle parking garages and parking bicycles on private property (for example, at businesses that have sufficient space).

We will carry out the following measures:



37 MORE PRIVATE BICYCLE PARKING BICYCLE AND MOPED PARKING NORMS FOR NEW BUILDINGS

For buildings that are newly constructed or undergoing a functional change, zoning plans

ensure that there are sufficient bicycle and moped parking spaces available on site. These parking norms will come into effect once the Bicycle and Scooter Parking Standards Memorandum is established. This will take place in the second half of 2017.



38 MORE PRIVATE BICYCLE PARKING

TOOLBOX BUSINESS

With the toolbox, we'll give businesses insight into what they can do for cyclists. Where possible, we'll support business initiatives for (temporary) bicycle parking facilities in empty areas and dual usage of private bicycle parking facilities at entertainment locations. We're developing the toolbox in collaboration with the business community for an area-based approach to the hotspots in the city.



39 MORE PRIVATE BICYCLE PARKING SUBSIDY PROGRAMME FOR NEIGHBOURHOOD BICYCLE PARKING GARAGES

We'll continue with the subsidy programme for neighbourhood bicycle parking garages.



In neighbourhoods where the parking pressure and/or the occupancy rate is high, we'll consider the possibility of an operating subsidy for neighbourhood bicycle parking garages in an area-based approach to hotspots (measure 21). We'll draw up a new subsidy scheme and, to encourage the use of neighbourhood bicycle parking garages, we'll also improve communications and increase recognisability of the neighbourhood parking garages. At the very least, we aim to maintain the number of parking spaces in these garages (currently more than 9,000). See Figure 14, p. 39.



THE NEW WAYS OF BICYCLE PARKING

Bicycles in use contribute to the city's accessibility. Idle (unused) bicycles cost money. Consequently, we're aiming for more bicycle journeys to be made on fewer bicycles. Increased bicycle sharing reduces the need for a personal or extra bicycle (which requires extra bicycle parking spaces). With that in mind, we're conducting market research into bicycle sharing programmes. Public transportation hubs and P+R sites are promising locations. Shorter use of public parking spaces also frees up more capacity. We'll experiment with technological innovations such as a chip-card parking system. In the meantime, we'll continue conducting research and collecting data to gain more insight into how different target groups use bicycle parking facilities.

We will carry out the following measures:

40 NEW WAYS OF BICYCLE PARKING

CHIP PARKING

Market research into the use of chips has been carried out at Leidseplein. Results from this pilot showed that there are still some technical problems that hinder the broader application of this idea. In the autumn of 2016, a chip-parking pilot began at the bicycle garage under Zuidplein at Zuid WTC Station. The aim of this pilot is to test the reliability of the technology and the user-friendliness for the cyclist and operator. We're also exploring other forms of automated bicycle parking (at RAI and Paradiso).

41 NEW WAYS OF BICYCLE PARKING PILOTS FOR REGULATING BICYCLE PARKING AT HOTSPOTS

Technological innovations offer opportunities for smarter regulation at bicycle parking hotspots. In this way, we can distribute the pressure and work more flexibly with the public space. We'll begin with pilots; for example, with a residential bicycle parking pilot, where residents can park their bicycles in bicycle racks set aside for them. At hotspots in pedestrian zones, we're considering using a pilot to conduct research into whether cyclists are prepared to pay for these costly bicycle parking spaces. Through these measures, we'll learn how to apply these smart bicycle parking regulations more often in the future to maintain an attractive residential area.



  **42 NEW WAYS OF BICYCLE PARKING**

FOLLOW-UP: 'DONE WITH YOUR BIKE'

In recent years, Amsterdam residents who wanted to get rid of their old bicycles could take advantage of the service 'Done with your Bike' (*Klaar met je fiets*). This involved a digital registration and then the bike was picked up from the owner's home. From mid-2017, the accompanying campaign will pay more attention on conventional ways of handing old bicycles: either via public waste disposal containers or a garbage pick-up point (*Afvalpunt*). It is the intention here to phase out the pick-up service.



Monitoring Easy parking

Monitoring is performed on the basis of the indicators below:

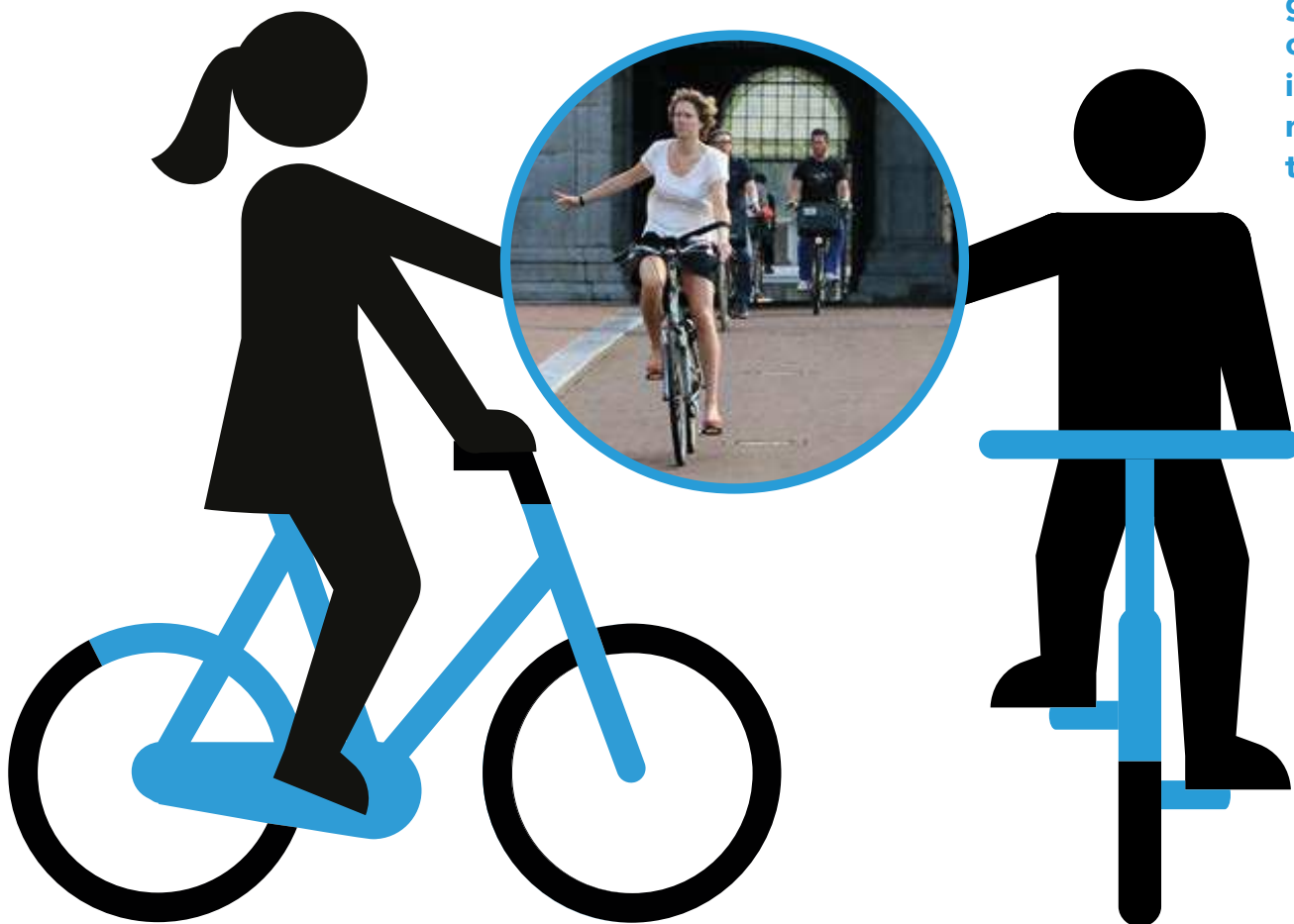
OBJECTIVE	INDICATORS	TARGET (2025)	BASELINE MEASUREMENT (2016)
SUFFICIENT AVAILABLE BICYCLE PARKING FACILITIES	OCCUPANCY HOTSPOTS	85%	90%
ACCESSIBLE PUBLIC SPACE	PARKING PRESSURE HOTSPOTS	125%	195%
CYCLISTS SATISFIED WITH THE QUALITY OF BICYCLE PARKING FACILITIES	AVERAGE CYCLIST RATING FOR BICYCLE PARKING	7.0	5.8 (2015)



3

Better biking

As an international cycling city, Amsterdam has a very high reputation to maintain. We've made our name worldwide as a city that comprises 'red' and 'green' carpet cycle routes for cyclists. If we are to keep our good name, we should ensure that cyclists feel at ease. The goal is to increase the cycling satisfaction rating to 7.5 by 2025 (compared to 7.1 in 2015).



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More and more, bicycles are appearing in different shapes and sizes; the same can be said for the diverse behaviour that cyclists show. If we want to integrate these differences into the limited space of the city, it's important to work together on bicycle-friendly behaviour. This means more than simply following the traffic rules, but concerns the joint responsibility for each other's safety and cycling pleasure. To realise this, in the

coming period, we will talk directly to the residents of Amsterdam. At the same time, we'll implement a number of measures to make a start with better biking. Better biking begins with choosing to cycle. Hopping on your bike more often makes for fitter residents and cleaner air: cycling Amsterdammers prevent the city from coming to a standstill. The downside is that, sometimes, cyclists are bothered by the behaviour of other cyclists.

Everybody wants safety and smooth cycling, but speeds and distances sometimes vary greatly. And still, cyclists always want to park in front of the (shop or house) door, even if that's not appropriate. Better biking provides guidance for appropriate behaviour for cyclists in Amsterdam.



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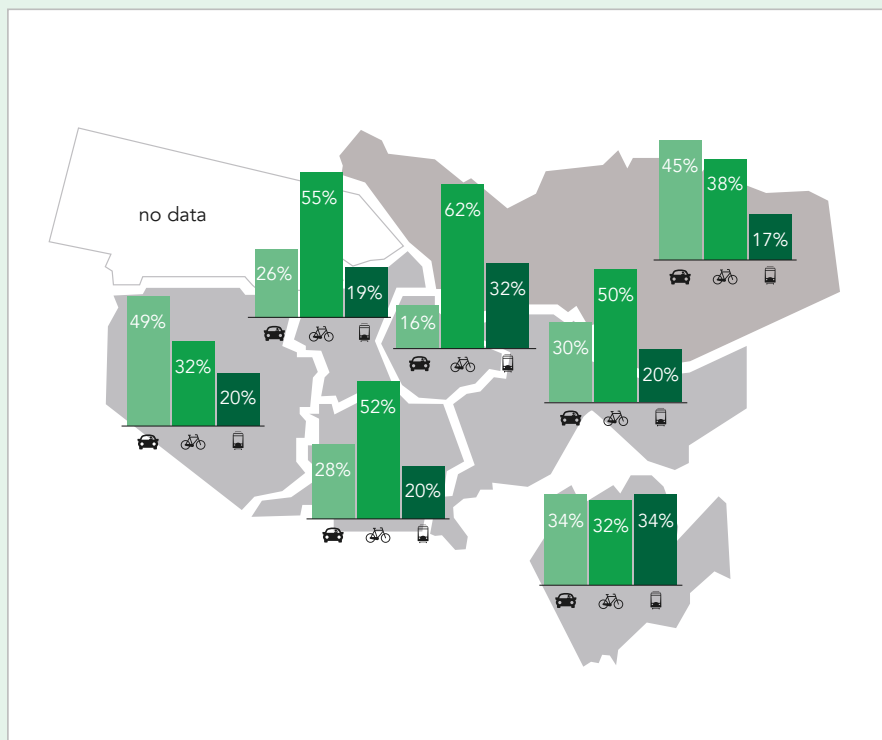


FIGURE 17
MODE OF
TRANSPORT ON
WORK DAYS PER
CITY DISTRICT IN
2015

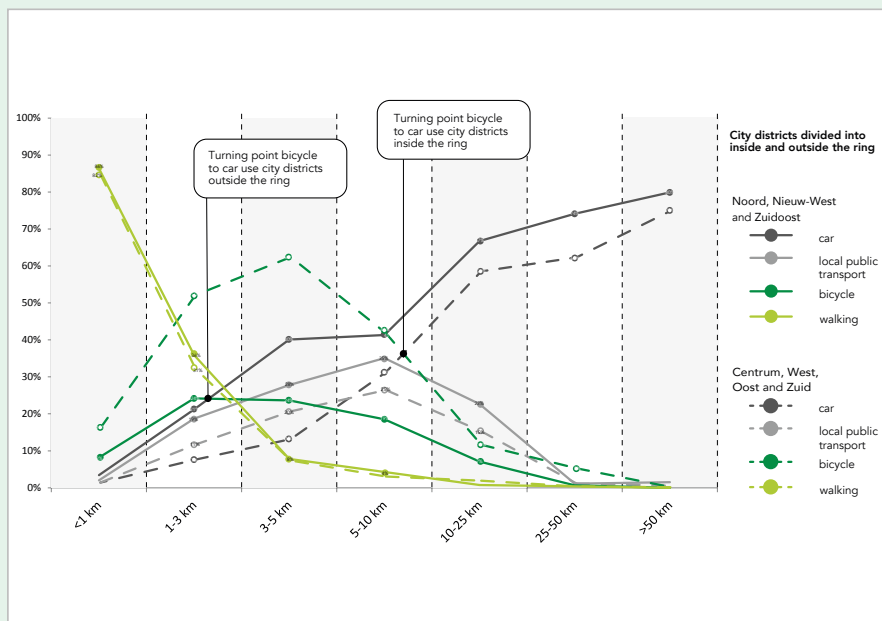


FIGURE 18
DISTANCES AND
TRANSPORT
CHOICES INSIDE
AND OUTSIDE THE
A10 RING

Analysis

More Amsterdammers can become habitual cyclists

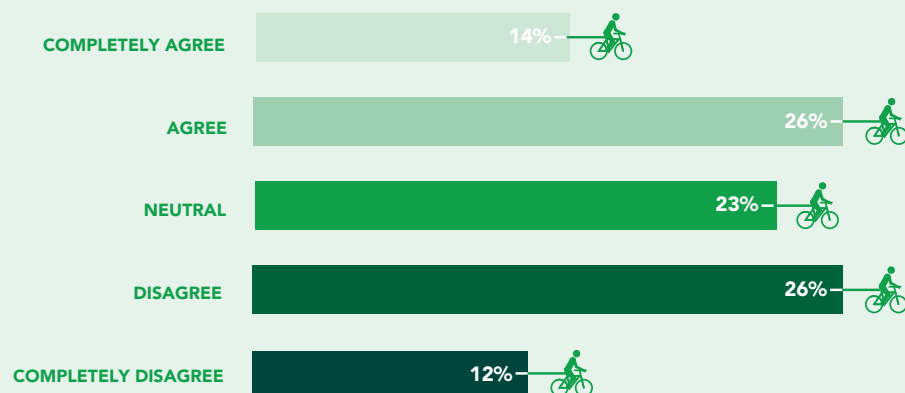
An average of 36% of Amsterdammers use their bicycle on trips. In the city districts of Noord, Nieuw-West and Zuidoost, far fewer Amsterdam residents ride a bicycle. The difference is clearly illustrated in Figure 17.

Difference in bicycle use between city districts

The majority of trips with a bicycle range between 1 and 5km and last anywhere between 5 and 35 minutes. On average, Amsterdammers choose public transport or a car when the distance is over 5km. Figure 18 shows that there are differences between the city districts in this regard. In the city districts of Centrum, Zuid, Oost and West, the bicycle is the most-used mode of transport up to a distance of 10km; residents will only choose the car more often when the distance is above 10km. In Noord, Zuidoost and Nieuw-West, the threshold is much lower: residents opt for the car or public transport for distances over 3km. For distances over 5km, the car is the most-used mode of transport.



FIGURE 19 PERCENTAGE OF PEOPLE WHO THINK THAT CYCLING IN A HIGH-TRAFFIC AREA IS STRESSFUL



AMONG CYCLISTS		AMONG NON-CYCLISTS	
1	TELEPHONE USE (31%)	1	CYCLING THROUGH A RED LIGHT (45%)
2	CYCLING THROUGH A RED LIGHT (24%)	2	CYCLING ON THE PAVEMENT (35%)
3	CYCLING AGAINST THE TRAFFIC (23%)	3	CYCLING WITHOUT LIGHTS (25%)

FIGURE 20 TOP 3 MOST ANNOYING CYCLIST BEHAVIOURS

Cycling as the alternative to the car

In the city districts of Zuidooost, Nieuw-West and Noord, the distance to amenities is, on average, greater than other parts of the city. This has a considerable influence on mobility choice; however, other factors also play a role. In general, car ownership is greater and the number of car trips higher in neighbourhoods where the car can be easily parked right outside the door. Conversely, the high parking pressure in the older parts of the city has a positive effect on bicycle use.

Other factors that influence bicycle use are personal preferences, level of education, perception of safety on the road and the quality of maintenance of the cycle paths.

 **TOGETHER WITH AMSTERDAMMERS, WE'RE OPTING FOR CHOOSING TO CYCLE**

Amsterdammers are often annoyed by cyclists

Of all cyclists, 82% are annoyed by other cyclists. For non-cyclists, this percentage is higher: 85%.



Figure 20 outlines the top three most annoying cyclist behaviours.

Cyclists are stressed by traffic and unpredictable behaviour

Almost four out of ten cyclists find busy places in the city a stressful experience (see Figure 19). High traffic, unpredictable behaviour and limited space are given as reasons for this stressful experience. During peak traffic times, more than half of all cyclists (55%) have difficulties with crowded cycle paths and to avoid this problem, as many as 42% take an alternate route. Almost a third of all cyclists travel at other times to avoid the rush hour.

Cyclists feel less safe than other road users

With an average rating of 6.1, cyclists feel the least safe of all road users (pedestrians 6.9; motorcycle 6.9; moped 6.4).

Cyclists themselves have some influence over their own safety and the safety of others by being aware of each other, looking for eye contact,

ensuring good visibility and following the traffic rules. Not all cyclists comply with the rules, however. For example, only a small number of cyclists indicate with their hand on time and more than half of all cyclists do not have any working bicycle lights. Motorised bicycles and mopeds also fail to follow the rules.

We still do not know enough about the influence of infrastructural measures on behaviour and what causes stress for cyclists. We're exchanging knowledge and experiences with experts and interested people about behaviour and influencing behaviour. This will provide a clearer picture for better biking.



THAT'S WHY, TOGETHER WITH AMSTERDAMMERS, WE'RE WORKING ON PROMOTING APPROPRIATE BEHAVIOUR ON BICYCLES



BICYCLE SHARING IN EUROPE

In Europe, there are various bicycle sharing systems and each has its own purpose. In cities with few cyclists, such as Paris, Barcelona and Madrid, bicycle sharing is a successful way to introduce residents to cycling.

In other cities, such as Antwerp, bicycle sharing has been set up to reduce the traffic pressure in the city by facilitating more trips per day on the one bicycle. In Antwerp, an average of six trips per day is made on one share-bike. Here, the bicycle sharing system functions as a form of public transport. Additionally, compared to the costs of public transport, a bicycle sharing system is cheaper. Bicycle ownership is relatively high in Amsterdam in comparison to other European cities, so the question is whether a similar kind of share system would also be successful here.

Aside from the positive experiences

of bicycle sharing, there are also negative ones. For example, in several cities in China, bicycle sharing causes problems in the public space: the share-bikes are often parked incorrectly, they hinder accessibility to public space and are sometimes of poor quality and badly maintained, leading to bicycles being abandoned in the streets.

The City of Amsterdam is involved with two bicycle sharing systems

HELLO BIKE

In the spring of 2017, after an invitation to tender, the bicycle sharing system, Hello Bike, began at Zuidas. These bicycles are primarily intended to replace short car trips made by office personnel. The share-bikes are also available for other users.

URBEE: SHARE SYSTEM FOR ELECTRIC BICYCLES

The Urbee company began in November 2016 with an electric bicycle sharing system in Amsterdam.

All bicycles are rented out from privately managed bicycle facilities. Urbee targets mainly long(er)-distance trips that can be covered with the electric bicycle instead of the car, which is often the more common choice. Urbee is supported by the Amsterdam Climate and Energy Fund (*Amsterdams Klimaat & Energiefonds*).

In the spring of 2017, various service providers established themselves in the public space in Amsterdam and also in places where there's already a shortage of bicycle parking spaces. To prevent inconvenience, the City Executive Board has requested that city districts actively supervise share-bikes that are rented out in the public space, on the basis of Article 2.50 (APV). At the same time, we'll discuss ideas with service providers that can contribute positively to the public space and to the accessibility of the city. We'll also look at what policies and regulations are needed to allow for the regulation of share-bikes.



Campaigns

Better biking

CHOOSING TO CYCLE

Amsterdam residents adjust their mobility behaviour according to major events in their lives, such as moving house, going to a new school or the birth of a child. The construction of new bicycle routes is also a moment where routine behaviour ends and new behaviour can begin. We'll give those Amsterdammers who do not ride (often) an extra helping hand. We'll reward cyclists with measures that will make cycling more pleasurable.

We will carry out the following measures:

43 CHOOSING TO CYCLE

BICYCLE SHARING MARKET RESEARCH

There is great interest among market parties to provide bicycle sharing services in Amsterdam. Using market research, we're mapping out the opportunities for bicycle sharing in the city. This includes looking into other

possibilities to reduce the bicycle parking pressure to encourage bicycle use and to strengthen bicycle-to-public transport and bicycle-to-car links. Additionally, market research will be used to determine what policies and measures are needed to facilitate bicycle sharing initiatives.

44 CHOOSING TO CYCLE

EXPANDING THE OV-BIKE AT TRAIN STATIONS AND INTRODUCING SHARE-BIKES AT METROSTATIONS.

Together with NS (the National Rail System), we're expanding the most-utilised bicycle sharing system across the Netherlands. For new station parking facilities, a section will be reserved for the OV-bike. In consultation with GVB (City Public Transport), NS and Amsterdam Regional Transport, we're researching the possibilities for the OV-bike or other bicycle sharing systems at metro stations. This will make the trip from door to door more pleasant.

45 CHOOSING TO CYCLE

ENCOURAGING BICYCLE USE IN COLLABORATION WITH GGD AND CITY DISTRICTS

In the city districts of Noord, Nieuw-West and Zuidoost, there are various initiatives to stimulate bicycle use. These include, for example, bicycle lessons for women and children, making children's bicycles available (ANWB - the Dutch organisation for Traffic and Tourism) and bicycle repair workshops. We're looking into how we can support these projects, which were chiefly organised by the GGD (municipal health services) and the city districts. The main focus here is on infrastructure; for example, by building safe and attractive routes to school or by creating good bicycle parking opportunities. We'll explore with the GGD whether an app can stimulate high-school students to use a bicycle more often. We'll also research the possibilities of using a bicycle sharing system to increase access to bicycles and, consequently, also stimulate bicycle use. We'll focus on bicycle parking so cyclists can park their bicycles easily and safely – close to home.

46 CHOOSING TO CYCLE

PLATFORM FOR KNOWLEDGE SHARING AND INNOVATION

Amsterdam Regional Transport and the City of Amsterdam promote innovation and knowledge sharing by facilitating a platform for just this purpose. At the moment, CycleSpace fulfils this role (among others) by developing new products aimed at smoother cycling and by organising meetings with cyclists, businesses and experts to exchange information. The 'bicycle mayor' is the face of this initiative.

47 CHOOSING TO CYCLE

BICYCLE-FRIENDLY MEASURES

Small bicycle-friendly innovations make cycling more pleasurable:

47A Waiting-time indicators alleviate the experience of waiting for cyclists. When traffic lights are replaced, waiting-time indicators for cyclists will be installed where possible.

47B Thanks to the rain sensor, cyclists get a green light faster when it's snowing or raining. We're waiting for the evaluation of the pilot in



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Rotterdam (2018) to see whether rain sensors will be installed in Amsterdam.

47C New parking facilities will receive modern alterations, such full/free indicators and parking reference systems. Cyclists will be able to use these new additions to find a parking space faster. Another advantage here is that the available spaces will be better utilised. Testing will begin at RAI Station. In 2018, a reference system will be installed at Zuidas that will indicate three available parking spaces in that area for cyclists.

47D In new and existing parking facilities, we'll install bicycle repair stations to help cyclists on their way faster.

47E In Utrecht and Rotterdam, free bicycle pumps are placed along busy cycle paths. Amsterdam has a close network of bicycle repairers, many of whom offer free use of a bicycle pump. We're starting a pilot with bicycle pumps along the Zuidoost bicycle connection, where bicycle pumps are not so easily accessible.

  **48 CHOOSING TO CYCLE**
FINDING YOUR BICYCLE EASILY AND QUICKLY AT THE BICYCLE DEPOT

The Bicycle Depot was established in 2003 with a particular focus on bicycle theft prevention. To reduce the number of bicycle thefts, an engraving team is still used weekly, a register inspector is appointed and all removed bicycles are checked to see whether they are stolen.





Meanwhile, the Bicycle Depot processes all these bicycles: about 65,000 per year. Given this large number and the costs involved, it's very relevant to continue to work even more efficiently.

We'll make it possible for bicycles to be found more easily and quickly by:

- Conducting research into a more accessible, central location in the city for the Bicycle Depot. The depot is currently situated at Westerlijk Havengebied, which is remote and difficult to get to with public transport. Enforcers would also profit from the centralised location, thanks to shorter travelling times. This is beneficial for more efficient enforcement. Currently, research is being conducted into the feasibility of moving the Bicycle Depot to an unused metro tunnel near Central Station. Initial research indicates that the tunnel is structurally suitable to function as a bicycle depot. The location will be further explored and preparations for a

decision over this matter will be made in 2017.

- Developing the 'Find My Bike' database. Amsterdammers can search for their bicycle in the Bicycle Depot's online database and find out if their lost bicycle has been taken to the depot. We expect that more people will collect their bicycles using this database.
- Modernising bicycle engraving to prevent theft. We're looking into whether a chip (for example) can help prevent bicycle theft.

APPROPRIATE BEHAVIOUR

All road users benefit from good behaviour. Giving each other more room can make all the difference between a stressful and a relaxed ride. With appropriate communication at the right time, we make the consequences of everyone's actions visible. By pointing out each other's behaviour and through enforcement, we can set a clear standard together. Additionally, we're promoting better biking by making cycling more attractive.

We will carry out the following measures:



49

APPROPRIATE BEHAVIOUR

BETTER BIKING CAMPAIGN

The better biking campaign consists of smaller campaigns to encourage appropriate behaviour in cyclists. For example, we're encouraging fit residents and visitors to place their bicycles in the topmost rack of the double-layered bicycle parking spaces. This ensures that enough spaces remain for cyclists who are unable to lift their bicycles that high.



With the better biking campaign, we're tackling the greatest irritations for both cyclists and non-cyclists. We'll begin with a share campaign to keep the public space accessible. This mainly concerns space on the pavement for (for example) both wheelchair use and bicycle parking space. Another share campaign is directed towards young cyclists and smartphone use. Where possible, we'll connect with infrastructural projects, such as bicycle-friendly innovations.



APPROPRIATE BEHAVIOUR

BEHAVIOUR CHANGING CAMPAIGN DURING PHYSICAL INTERVENTION

By introducing concrete campaigns as the concluding phase of infrastructural projects (such as new bicycle connections or bicycle parking spaces), we're encouraging cyclists to change their behaviour. And, in taking advantage of these opportunities with a behaviour-change campaign, we're stimulating Amsterdam residents not only to use their bicycles more often or to choose new bicycle routes, but also to be a part of better biking.

  **51 APPROPRIATE BEHAVIOUR**

BETTER BIKING BIKE LAB

With the Better Biking Bike Lab (*Fietslab*), we're challenging engaged Amsterdammers to use available research in finding new initiatives that encourage and stimulate bicycle-friendly behaviour. We'll then test the ideas with the most potential in pilots.

 **52 APPROPRIATE BEHAVIOUR**

AGREEMENTS WITH BICYCLE HIRERS

The number of cycling tourists in Amsterdam is growing and so is the number of bicycle rental

businesses. We're establishing agreements with the industry and hotels about matters such as parking bicycles on the street and providing tourists with information about cycling in Amsterdam.

 **53 APPROPRIATE BEHAVIOUR**

CAPITALISING ON PROMISING INITIATIVES

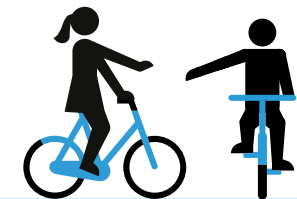
We'll capitalise on promising initiatives proposed by Amsterdam residents on the condition that they connect (one-to-one) to one or more of the campaigns from the Long-term Bicycle Plan. A budget has been reserved in this plan to carry out this measure.

 **54 APPROPRIATE BEHAVIOUR**

RESEARCH INTO URBAN DISTRIBUTION VIA BICYCLE

Urban distribution using light, electrical freight bicycles (*vrachtfietsen* or LEVs), e-bikes or other transport that uses the cycle paths is on the rise in Amsterdam. In collaboration with the Amsterdam University of Applied Sciences, we're gathering more information about these developments and their impact on cycle paths so we can anticipate this with policy and measures where necessary.





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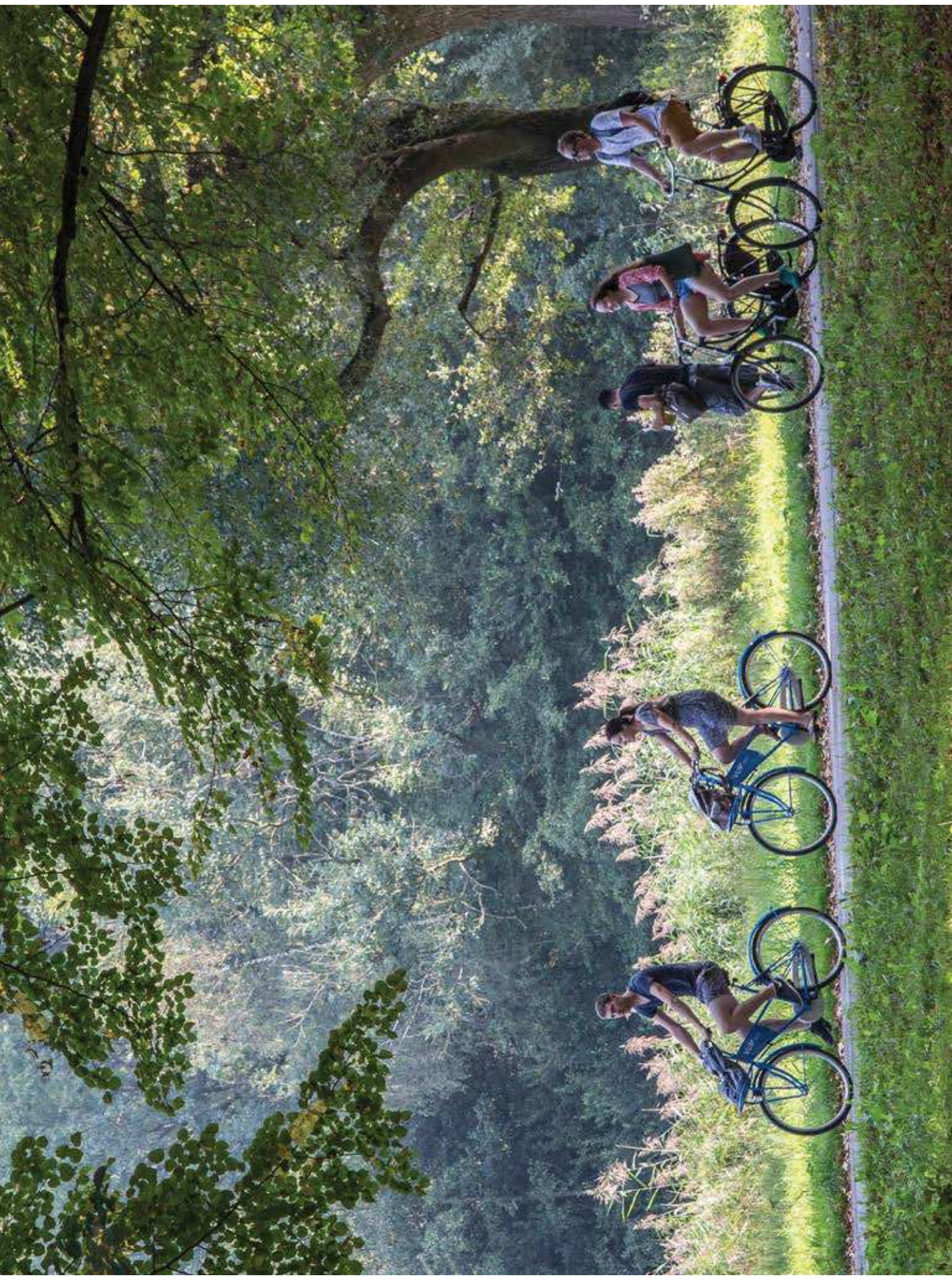
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Monitoring Better biking

Monitoring is performed on the basis of the indicators below:

OBJECTIVE	INDICATORS	TARGET (2025)	BASELINE MEASUREMENT (2015)
BETTER BIKING	CYCLIST SATISFACTION RATING	7.5	7.1
CHOOSING TO CYCLE	PERCENTAGE OF BICYCLE TRIPS IN CHOICE OF MODE OF TRANSPORT IN CITY DISTRICTS NIEUW-WEST, NOORD AND ZUIDOOST.	35%	27%

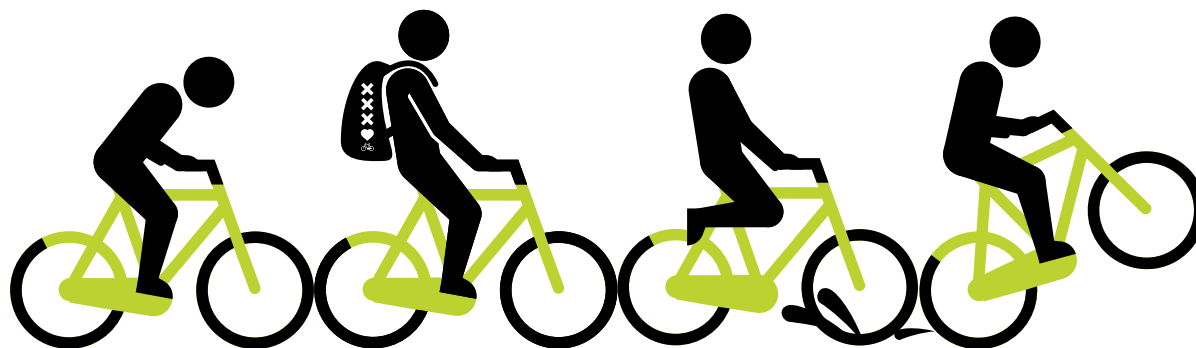


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Getting started



The municipality's Bicycle Programme Team will implement this Long-term Bicycle Plan. We're involving stakeholders from the city districts, business/profit centres (RVEs) and Amsterdam Regional Transport on themes that are related to them. We'll work meticulously with other policy domains, such as air quality, health, safety and public space. Production teams (including Plus Network for bicycles and bicycle parking) will be able to draw a comprehensive package of measures from this Long-term Bicycle Plan. Good cooperation is a precondition for achieving these objectives and measures. Appendix 1 describes the collaboration under the direction of the Bicycle Programme Team. Appendix 2 outlines who is primarily responsible for the implementation of each measure.





Organisation

Collaboration with city districts

In many ways, city districts play a significant role in the implementation of this Long-term Bicycle Plan. Firstly, residents and businesses go to their city district to discuss both problems and opportunities in their own neighbourhood or area. Secondly, city districts also have an important function in bringing various groups in contact with each other and with the municipality. Thirdly, city districts manage the implementation of measures in their neighbourhoods. Measures that have already been prepared or implemented will continue. Where necessary, we'll also speed up or support those measures that are in line with the objectives of the Long-term Bicycle Plan. In particular, this concerns two subjects:



A ORGANISATION

CLEAN-UP CAMPAIGN: UNUSED BICYCLES

A budget has been reserved in this plan for a clean-up campaign within the A10 ring, south of the river IJ. The aim is to remove all unused bicycles that have been idle for longer than the maximum permitted time of six weeks. Together with the city districts, the Department for Transport and Public Space will draw up a plan for this clean-up campaign, which will allow city districts the ability to focus on enforcement for bicycles that are parked dangerously or are a hindrance. This campaign forms part of further developments and agreements with the city districts.



B ORGANISATION

INCENTIVE BUDGET FOR IMPROVING THE PLUS NETWORK FOR BICYCLES

A budget has also been planned for the improvement of the Plus Network for bicycles. City districts

can receive a contribution towards the extra costs of maintenance work that improves the network. Additionally, a budget is set aside for the replacement of pavement and the elimination of uneven road surfaces.

Participation

Residents, businesses and interest groups play an important part in the implementation of this plan and – in different ways – they can be involved in these measures. For example, sometimes a pilot is set up and tested in collaboration with a neighbourhood. With other measures, we're opting for a combination of informal consultation during preparation and formal participation once a concrete proposal or design is in place. We'll reserve funds for neighbourhood initiatives that are in line with the goals of this Long-term Bicycle Plan.



Communication: the big story

With this plan in hand, we'll be talking to residents and interested parties from (far) abroad in the coming years. We'll keep them informed via our (social) media channels: both digital and paper. We'll explain to them what we're going to do – and when – to ensure that we reach the right target audiences and stakeholders in time. And yet, cycling in Amsterdam means much more than the measures in this Long-term Bicycle Plan. Cycling is an essential part of the daily existence of every Amsterdammer. The city is full of exceptional stories: about bicycle culture, economic opportunities and smart innovations. Using this Long-term Bicycle plan as the big story, we can also tell these other stories. In a brainstorm with stakeholders, we'll research the foundation for our narrative: storylines, main characters and themes we wish to highlight. In this way, we can weave together the Long-term Bicycle Plan, the concrete measures, the vision of the city of Amsterdam, the economic value of



the bicycle, innovations in the cycling industry, bicycle culture and – of course – the bicycle and the Amsterdammer, all to create one story. We'll invite engaged groups to take up the challenge to turn this great story about Amsterdammers and their bicycles into campaigns for various target groups.

Financial matters

Investing for an attractive and accessible city

In the coming years, Amsterdam will choose a comprehensive package of measures for a healthy, accessible and attractive city. The estimated overall cost of the Long-Term Bicycle Plan 2017-2022 is €54 million. A share of this is expected to be covered by external partners. Figure 21 shows the budget needed to

implement this Long-term Bicycle Plan. In addition to the measures that fall under this plan, we'll invest heavily in a number of large projects in the coming years, such as new bridges and bicycle parking garages. The total expenditure from the City of Amsterdam and external partners (VRA, Prorail and NS) for cycling for the period 2017-2021, including the Long-term Bicycle Plan, amounts to approximately €351 million.



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SECTION	TOTAL COSTS IN MILLIONS	CONTRIBUTION CENTRAL CITY MUNICIPALITY (SMF)	CONTRIBUTION AMSTERDAM REGIONAL TRANSPORT AND PRORAIL
SMOOTH CYCLING	24.9	14.1	10.8
EASY PARKING	22.1	14.6	7.5
BETTER BIKING	4.4	2.5	1.9
ORGANISATION	3.0	3.0	0.0
TOTAL	54.4	34.2	20.2

FIGURE 21 COSTS FOR MEASURES LONG-TERM BICYCLE PLAN 2017-2022



This does not include investments for ongoing projects such as bicycle parking facilities for Leidseplein and Beursplein, and investments into cycling infrastructure in new urban areas. The City of Amsterdam will invest in a bridge across the river IJ (estimated to cost €240 million) and a better bicycle connection with Zeeburgeiland. These investments are also not included.

After thorough preparation and elaboration, measures with major financial consequences that are not yet covered in this plan will be submitted separately to the city council and the City Executive Board. In particular, this concerns the development of expensive bicycle connections and bicycle parking garages. If there is reason to ask for additional coverage, this will be addressed in the Spring Memorandum of the applicable year.

Investing in cycling remains important

For this plan, we have consulted diverse groups, including the programme manager of the residential building locations in Amsterdam, policy advisors from the city districts and external groups such as the Dutch Cyclists' Union and engaged Amsterdam residents and businesses via CycleSpace. The conclusion drawn from all these groups is that the total task for cycling is a considerable one. From the list of investments that (according to the petitioners) are necessary, the most urgent and the most cost-efficient measures are selected. To remove all obstacles in the network for cyclists in the long term (that have been introduced by project leaders, experts and interested groups), a budget of around €1800 million is required, based on a global estimation. One must keep in mind here that not all the desired connections will be worth the investment.

If the residual task of the bicycle parking inside the A10 ring with underground parking facilities should be resolved, then an amount of around €120-300 million is needed. To transform the entire Plus Network for bicycles into a bicycle network with sufficient breadth, around €500 million is required. For such investments, we have insufficient cover. Nevertheless, in the coming years, we'll make an inventory of how we can still achieve a great deal of these ambitions: by implementing the task in phases, searching for smarter solutions and working to find alternative financial possibilities.



Bicycle monitor

Amsterdam continues to collect more data about cyclists. A bicycle monitor is established annually, which consists of a progress report and a preview. This Long-Term Plan reflects our choice for an adaptive approach to be able to respond to current developments. The objectives form the guiding principles and the measures are adapted accordingly. The bicycle monitor will be presented annually to the city council.





APPENDIX 1

Bicycle Programme Team and partners

The Bicycle Programme Team plays a central role in the implementation of the Long-term Bicycle Plan and the annual realisation of the work plan. The Programme Team also provides a platform for the further development of measures; for example, in the field of behaviour once organisation by BikeLab is complete. The Programme Team can respond quickly to current events. We'll continue with the programmatic working methods from the Long-term Bicycle Plan 2012-2016. The Programme Team has the following four core tasks:

- 1 The Programme Team is responsible for the implementation, for example, of small, infrastructural measures and the development of the area-based approach for bicycle parking hotspots.
- 2 The Programme Team provides financial contributions so other parties can implement, for example, by financially supporting measures such as the widening of bicycle paths in city districts.
- 3 The Programme Team facilitates (where necessary) by providing coordination, advice or capacity via:
 - proactive management of the development of the Plus Network for bicycles and advice on the reprofiling of streets,
 - advice on the realisation of missing bicycle links.
- 4 The Programme Team also plays a connecting role not only with partners who are co-owners and financiers of the task, but also connects departments and involved services with the city districts. This ensures that coherence and the overview are maintained through:
 - coordination in decision-making and provision of information regarding cycling,
 - engaging in sustainable collaboration with partners, such as the cooperation agreement with NS, Prorail and Amsterdam Regional Transport for the operation of bicycle parking facilities at train stations.



APPENDIX 2

Responsibility for implementing measures

CATEGORY	NO.	MEASURE	PLANNED FOR/PHASED IMPLEMENTATION	IMPLEMENTED BY
WIDE ROUTES	1	REPROFILING TO CREATE WIDER ROUTES	2017: SET UP A POA AND IMPLEMENTATION PLAN	BICYCLE PROGRAMME
	2	SMART MEASURES FOR SPACE DISTRIBUTION	2018: SET UP A POA AND IMPLEMENTATION PLAN	BICYCLE PROGRAMME/CITY DISTRICTS/PROJECTS
	3	THE INNER RING AS BICYCLE BOULEVARD	DESIGN AND IMPLEMENTATION	UAM
	4	IMPROVING BICYCLE ROUTES AROUND AMSTERDAM CENTRAL STATION	2018/2019: PRELIMINARY STUDY AND RESEARCH	BICYCLE PROGRAMME IOM PROJECT ENTRY
	5	LOW-CONFLICT BICYCLE AND PEDESTRIAN ROUTES FOR DAMRAK AND AMSTERDAM CENTRAL STATION	2018/2019: PRELIMINARY STUDY AND RESEARCH	BICYCLE PROGRAMME IOM PROJECT ENTRY
	6	PRINS HENDRIKKADE: SAFER AND WIDER	2018/2019: PRELIMINARY STUDY AND RESEARCH	BICYCLE PROGRAMME IOM PROJECT ENTRY
	7	IMPROVING THE CONNECTION FROM MEESTER VISSERPLEIN TO THE RIVER IJ	2018: SET UP A POA AND IMPLEMENTATION PLAN	BICYCLE PROGRAMME
	8	EAST-WEST CONNECTIONS VIA CITY CENTRE	2018: PRELIMINARY STUDY AND RESEARCH	BICYCLE PROGRAMME/CITY DISTRICTS
	9	SECOND CYCLE RING CEINTUURBAAN – BILDERDIJKSTRAAT	2018/2019: PRELIMINARY STUDY AND RESEARCH	BICYCLE PROGRAMME
	10	BICYCLE CROSSING AT STADHOUDERSKADE	CONTAINED IN MEASURE 11	BICYCLE PROGRAMME
FAST ROUTES	11	MORE SPACE AND SHORTER WAITING TIMES FOR CYCLISTS AT THE BUSIEST INTERSECTIONS	2017: ANALYSIS AND RESEARCH, DESIGN STARTED	BICYCLE PROGRAMME
	12	'MORE GREEN LESS WAITING' CAMPAIGN	2017: POA AND STRATEGY/CAMPAIGN	BICYCLE PROGRAMME ISM ASSETS
	13	CHIP-BIKE PILOT	2017: POA AND STRATEGY/CAMPAIGN	BICYCLE PROGRAMME ISM ASSETS
	14	INNOVATIONS IN AMSTERDAM	2017: POA AND STRATEGY/CAMPAIGN	BICYCLE PROGRAMME
DIRECT ROUTES	15	BICYCLE ACCESSIBILITY FOR ALL DISTRICTS	2018: PRELIMINARY STUDY AND RESEARCH	BICYCLE PROGRAMME
	16	BUILDING NEW BICYCLE CONNECTIONS	2018: PRELIMINARY STUDY AND RESEARCH	BICYCLE PROGRAMME/CITY DISTRICTS/PROJECTS



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CATEGORY	NO.	MEASURE	PLANNED FOR/PHASED IMPLEMENTATION	IMPLEMENTED BY
SMOOTH ROUTES	17	ASPHALT BICYCLE PATHS	IMPLEMENTATION FOR ENTIRE DURATION	MANAGEMENT AND MAINTENANCE HOOFDNET V&OR AND CITY DISTRICTS
	18	TACKLING BUMPS IN COLLABORATION WITH THE DUTCH CYCLISTS' UNION	2017/2018	BICYCLE PROGRAMME ISM MANAGEMENT AND MAINTENANCE V&OR AND CITY DISTRICTS
RECOGNISABLE ROUTES	19	IMPLEMENTATION OF THE GREEN NETWORK : PHASE 1 (MARKETING, SIGNAGE, PROFILING)	SET UP POA AND PHASED IMPLEMENTATION FOR ENTIRE DURATION	BICYCLE PROGRAMME/PROJECT
		GREEN NETWORK IMPLEMENTATION: PHASE 2. FIVE LINKS OVER €500,000 THAT ARE NOT COVERED ELSEWHERE.	SET UP POA AND PHASED IMPLEMENTATION FOR ENTIRE DURATION	BICYCLE PROGRAMME/PROJECT
	20	BETTER SIGNAGE DURING ROAD WORKDS	2018: START STRATEGY	BICYCLE PROGRAMME
EASY PARKING	21	AREA-BASED APPROACH TO BICYCLE PARKING	BEGINS 2018	BICYCLE PROGRAMME
ACCESSIBLE PAVEMENT	22	BIKE & WALK	BEGINS 2018	BICYCLE PROGRAMME
	23	BICYCLES IN THE RIGHT PLACE	2017: BEGUN WITH REMBRANDTPLEIN AND OTHER PLACES IN THE CITY	BICYCLE PROGRAMME/CITY DISTRICTS/PROJECTS
	24	ENFORCING GOOD BICYCLE PARKING	2017: FOLLOW-UP PILOT EMERGENCY EXITS	BICYCLE PROGRAMME/CITY DISTRICTS/PROJECTS
	25	BICYCLES MUST BE PLACED COMPLETELY IN BICYCLE RACKS	2018: PRELIMINARY STUDY AND RESEARCH	BICYCLE PROGRAMME/POLICY V&OR /CITY DISTRICTS/PROJECTS
	26	CYCLISTS WITH PHYSICAL LIMITATIONS CAN PARK CLOSER TO THEIR DESTINATION	2018: PRELIMINARY STUDY AND START STRATEGY	BICYCLE PROGRAMME
BETTER UTILISATION	27	MORE BIKES IN RACKS: CLEAN-UP CAMPAIGN	2017/2018	BICYCLE PROGRAMME
	28	BETTER FINDABILITY FOR BICYCLE PARKING SPACES	2017: BEGIN MARKET CONSULTATION	BICYCLE PROGRAMME
	29	FITTING MORE BIKES IN RACKS	2017: PILOT BEGUN	BICYCLE PROGRAMME
MORE PUBLIC PARKING SPACES	30	MORE BICYCLE PARKING SPACES IN THE PUBLIC SPACE	2017: SET UP POA	BICYCLE PROGRAMME/CITY DISTRICTS/PROJECTS
	31	BICYCLE PARKING AS AN INTEGRAL PART OF REDEVELOPMENT PROJECTS	2017: SET UP POA	BICYCLE PROGRAMME/CITY DISTRICTS/PROJECTS
	32	FLEX-PARKING	FOLLOW-UP PILOT	BICYCLE PROGRAMME/CITY DISTRICTS/PROJECTS
	33	SMART USE OF PARKING SPACE FOR CARS AND BICYCLES	2017: PILOT BEGUN	BICYCLE PROGRAMME/CITY DISTRICTS/PROJECTS
	34	POP-UP BICYCLE PARKING	2017: FOLLOW-UP PILOT (E.G AT BLOEMMARKT)	BICYCLE PROGRAMME/CITY DISTRICTS/PROJECTS
	35	PARKING GARAGES (PREPARATION COSTS)	2018: START PRELIMINARY STUDIES	BICYCLE PROGRAMME



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CATEGORY	NO.	MEASURE	PLANNED FOR/PHASED IMPLEMENTATION	IMPLEMENTED BY
	36	SUFFICIENT EASY-TO-FIND BICYCLE PARKING SPACES AT MAJOR PUBLIC TRANSPORT HUBS	2017: BEGIN MARKET CONSULTATION	BICYCLE PROGRAMME
MORE PRIVATE BICYCLE PARKING	37	BICYCLE AND MOPED PARKING NORMS FOR NEW BUILDINGS	ESTABLISH NORMS IN 2017	V&OR, PROJECTS AND CITY DISTRICTS
	38	TOOLBOX BUSINESSES	2018: START STRATEGY	BICYCLE PROGRAMME
	39	SUBSIDY PROGRAMME FOR NEIGHBOURHOOD BICYCLE PARKING GARAGES	2017/2018	BICYCLE PROGRAMME ISM K&K/V&OR
NEW WAYS OF BICYCLE PARKING	40	CHIP PARKING	2017: PILOT BEGUN	BICYCLE PROGRAMME
	41	PILOTS FOR REGULATING BICYCLE PARKING AT HOTSPOTS	2018/2019: START-UP PILOT	BICYCLE PROGRAMME
	42	FOLLOW-UP: 'DONE WITH YOUR BIKE'	2017: CAMPAIGN BEGUN	BICYCLE PROGRAMME
CHOOSING TO CYCLE	43	MARKET RESEARCH FOR BICYCLE SHARING	2017/2018	BICYCLE PROGRAMME
	44	EXPANDING THE OV-BIKE AT TRAIN STATIONS AND INTRODUCING SHARE-BIKES AT METROSTATIONS.	BEGINS 2018	BICYCLE PROGRAMME
	45	ENCOURAGING BICYCLE USE IN COLLABORATION WITH GGD AND CITY DISTRICTS	BEGINS 2018	BICYCLE PROGRAMME
	46	PLATFORM FOR KNOWLEDGE SHARING AND INNOVATION	2017: BEGUN	BICYCLE PROGRAMME/CTO AND AMSTERDAM REGIONAL TRANSPORT
	47	BICYCLE-FRIENDLY MEASURES	BEGINS 2018	BICYCLE PROGRAMME
	48	FINDING YOUR BICYCLE EASILY AND QUICKLY AT THE BICYCLE DEPOT	2017: PRELIMINARY STUDY: FEASIBILITY STUDY FOR NEW LOCATION IMPLEMENTED AND FOLLOW-UP RESEARCH CONDUCTED	BICYCLE PROGRAMME
APPROPRIATE BEHAVIOUR	49	'BETTER BIKING' CAMPAIGN	BEGINS 2018	BICYCLE PROGRAMME
	50	BEHAVIOUR CHANGING CAMPAIGN VIA PHYSICAL INTERVENTION	BEGINS 2018	BICYCLE PROGRAMME
	51	BIKE LAB: 'BETTER BIKING'	BEGINS 2018	BICYCLE PROGRAMME
	52	AGREEMENTS WITH BICYCLE HIRERS	BEGINS 2018	BICYCLE PROGRAMME
	53	CAPITALISING ON PROMISING INITIATIVES	BEGINS 2018	BICYCLE PROGRAMME
	54	RESEARCH URBAN DISTRIBUTION VIA THE BICYCL	BEGINS 2018	BICYCLE PROGRAMME
COMMUNICATION AND PROMOTION		COMMUNICATION AND PROMOTION OF AMSTERDAM AS A CYCLING CITY	2017: BEGUN	BICYCLE PROGRAMME



APPENDIX 3

Results from the previous Long-term Bicycle Plan



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Bicycle monitor

update: September 2016

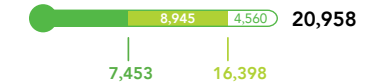
Bicycle parking

Long-term Bicycle Plan 2012-2016



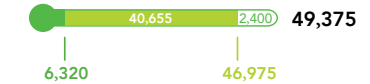
Ground-level

New bicycle parking spaces in the public space



Indoor

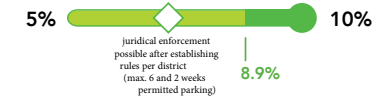
New bicycle parking spaces in built parking facilities/bicycle points



Idle bicycles

Reducing the number of idle bicycles on the street

bicycles that are not used for more than four weeks



Neglected bicycles

Reducing the number of neglected bicycles on the street

bicycles with one or more defects

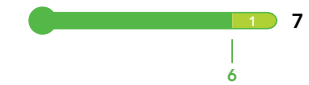


Fast, safe and comfortable



Bicycle pilots

A number of pilots for the purpose of better utilisation of existing bicycle parking spaces



Small infrastructural measures for crossings

Adapting crossings with small, infrastructural measures



Kilometres of red asphalt



Continuous bicycle links

Continuous bicycle links in the bicycle network



Bicycle safety at intersections

OFOS, OFOS+, flashing lights, overflow bicycle paths and other bicycle safety features at intersections measures.



Waiting-time indicators

Number of intersections where waiting-time indicators have been installed



Bicycle poles

Removing bicycle poles



Adapting bicycle poles



realised

in preparation/implementation

not yet planned

APPENDIX 4

List of new bicycle connections

In this Long-term Bicycle Plan, a budget is set aside until the end of 2022 for the expansion of the best 20 'small' connections from the prioritising tool (under €500,000). Below is a list of the most promising new small connections, and the Bicycle Programme Team will make a decision based on this list. This list is updated annually.

RESEARCH INTO NEW BICYCLE CONNECTIONS (UNDER € 500,000)

IMPROVE BICYCLE ACCESSIBILITY SIDE ENTRANCE VAN EEGHENSTRAAT

BUILD A RAMP TO ALLOW CYCLISTS TO CYCLE UP AT WIEGBRUG

THOROUGHFARE FOR AAKSTRAAT-BONGERD (KADOELERBREEK)

IMPLEMENT BICYCLE PATH BETWEEN SCHIPPERSGRACHT AND KATTENBURGERPLEIN AS TWO-WAY TRAFFIC PATH

SHORT ROUTE GAASPERPLASPAD (SOUTH SIDE OF GAASPERPLAS) AND GEIN-DRIEMOND SOUTH OF THE PUMPSTATION WATERPIPES.

RESTORE DISCONNECTED MAIN BICYCLE NETWORK WITH RAMP AT STAIRS

CONVERT FOOTPATH TO BICYCLE PATH+FOOTPATH AT KABELWEG-BRETENPAD ROUTE

BICYCLE ROUTE THROUGH RAI TERRAIN

THOROUGHFARE GEERDINKHOFPAD TO WEESPERTREKVAART BETWEEN STRANDVLIETPAD AND THE PROVINCIALEWEG BICYCLE TUNNEL

EXTENSION OF VAN DER MADEWEG-A2, MOVING BICYCLE ROUTES

NEW BRIDGE ACROSS ZIJKANAAL (NDSM) NEAR METALBEWERKERWEG

ROUTE BREDIUSBADTERREIN-ZAANSTRAAT

CROSSING BUITENVELDERTSELAAN

MAKING CYCLING ALONG DE HORTUS POSSIBLE

RAMP INSTALLED AT LOMMERTBRUG

LOWER THE CROSSING AT BUIKSLATERMEERPLEIN

BICYCLE CONNECTION THROUGH ERASMUS PARK (WESTZIJDE ADMIRALENGRACHT)

IMPROVING BICYCLE POSITION AT OVERTOOMSE SLUIS

EXTENDING BICYCLE CONNECTION FROM RIDDERSPoorweg TO IJ-OEVER

CROSSING SCHIPLUIDENLAAN

CONNECTION BOSBOOM TOUSAINSTRAAT-VAN LENNEPKADE

CONNECTION KLAPOZENWEG UP TO BUIKSLATERDIJK/METAALBEWERKERSWEG

BICYCLE PATH ALONG THE ZUIDZIJDE IJDOORNLAAN NEAR HET BANNEPLEIN

JOAN MUYSKENWEG

BICYCLE ROUTE ALONG IJDOORNLAAN

CROSSING PLACEMENT ZEEBURGEREILAND

BICYCLE CONNECTION NOORDZIJDE ERASMUSGRACHT

BICYCLE ROUTE ROTONDE BUIKSLATERDIJK

ADDING BICYCLE AMENITIES ON FOOTPATHS/PAVEMENT

FACILITATING/IMPROVING SAFETY OF CROSSING SEINWEG NEAR BRETENPAD



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APPENDIX 5

Bicycle parking hotspots

Amsterdam faces a growing number of bicycle parking bottlenecks. This appendix outlines the bicycle parking hotspots (see also measure 20 for the area-based approach). This list has been compiled on the basis of different map layers:

- bottlenecks that have been listed by city districts,
- areas where the bicycle parking pressure is higher than 125% and the occupancy is higher than 85%,
- areas where the bicycle parking pressure is higher than 200%
- areas with relatively many cyclists per m².

The following areas have priority:

HOTSPOTS

OVERHOEKS AND PONTAANLANDING

BEURSPLEIN

NIEUWMARKT

WATERLOOPLEIN

REMBRANDTPLEIN, MUNT, SPUI, KONINGSPLEIN AND SURROUNDINGS

LEIDSEPLEIN

UTRECHTSESTRAAT

GERARD DOUPLEIN AND SURROUNDINGS

HALLEN

WEESPERPLEIN

BEUKENPLEIN

KALVERSTRAAT AND SURROUNDINGS, THE NINE STREETS AND SURROUNDINGS

NIEUWENDIJK AND PARALLEL STREETS

JAVASTRAAT AND SURROUNDINGS

AREA AROUND AMSTERDAM CENTRAL STATION

NEIGHBOURHOODS

JORDAAN

OUD-WEST

NOORDPIJP

(CITY) STREETS

KINKERSTRAAT AND SURROUNDINGS

OVERTOOM

ROZENGRACHT, DE KLERCKSTRAAT AND JAN EVERTSENSTRAAT

BILDERDIJKSTRAAT AND FREDERIK HENDRIKSTRAAT

ADMIRAAL DE RUYTERWEG

SPAARNDAMMERSTRAAT

FERDINAND BOLSTRAAT

VAN WOUSTRAAT

WEESPERZIJDE

APPENDIX 6

Summary report 'Bikenomics Amsterdam' – Decisio

Commissioned by the City of Amsterdam, research bureau Decisio has presented the social effects of bicycle use in Amsterdam. The report focuses on external effects: the effects that increased bicycle use has on society as a whole. The effects for the cyclist (lower travelling costs, better health, flexibility etc.) are therefore not included. This appendix summarises the most important points from the report.

Social effects of the (modal shift towards) bicycle

An increase of bicycle use has various social consequences. Cyclists are healthier and more productive at work. Moreover, a 'cycle-kilometre' (compared to a car-km or public transport-km) contributes more positively to the climate, sound and air quality and accessibility. In the case of public transport, cycling can also lead to less subsidies (as the public transport services would not need to be enlarged due to an increase in cyclists). Additionally, cyclists take up less space than other modalities. The downside of this is that in some places in the city, cycling can cause annoyances and traffic safety (depending on the location) can be negatively influenced as a result.

All these effects can be expressed in terms of money. The total worth of a modal shift towards the bicycle between 2010 and 2015 in Amsterdam has been calculated and adds up to more than €120 million.

The bicycle-related economy

In many different ways, cycling plays a role in the Amsterdam economy. First of all, there is the bicycle sector (in the narrow sense). This includes companies that produce, trade, sell, repair, hire, or garage bicycles. For this sector, indicators such as the number of jobs and the added value that is realised can give an indication of how cycling contributes to the Amsterdam economy. Figures from the BOVAG/RAI reveal that the average turnover for a person employed in the bicycle (or two-wheeled vehicles) sector is about €124,600. If we multiply this by the 873 employees that there are in total, the annual turnover in this limited bicycle sector is more than €108 million.

ALL MONETISED EFFECTS FOR THE PERIOD 2010-2015 (EXTERNAL EFFECTS)

TOTAL SOCIAL VALUE IN EUROS (*MILLION EURO)

HEALTH	21.6
LIVABILITY	13.7
MOBILITY	87.6
TOTAL	122.9



Cycling is not only important for the bicycle sector but also for companies in other sectors. Bicycles are used for business activities (for example, logistics and delivery services); clients come by bicycle and employees commute to and from work on the bike too. Lastly, due to the modal shift from car to bicycle, fewer travel costs will be incurred and spending in other sectors will increase.

Social effects of cycling

Aside from the positive effects in the fields of traffic engineering, economy, health and sustainability, it is conceivable to think that cycling also has positive social effects. Cycling can create vibrant and social interaction on the street, contribute to social cohesion and identity and can help reduce transport deficiency. In research and policy, little attention has been paid to these social effects, although there are clearly various social effects associated with cycling. In light of future policy and research,

a first step towards operationalising this concept is important. The social effects are divided into effects for the cyclist and effects for other people.

According to Decisio, the social effects for the cyclist fall into the following categories:

- 1** The feeling that cycling gives to the individual (freedom, happiness, pride, identity),
- 2** Social interaction while cycling. In contrast to driving and somewhat different to public transport, cycling allows for interaction with other cyclists and pedestrians and with the surroundings in general. This can be a positive experience. Interaction with other road users can also cause stress, especially in high traffic situations. People can also prefer the absence of social interaction that the car offers.
- 3** The freedom of movement that cycling provides. The possibility of a cheap way to cover greater distances

than by foot, whenever you want and without a licence or car. In this way, the bicycle helps combat transport deficiency.

The social effects for the surroundings are as follows:

- 1** Attractiveness and liveliness of the area (street, suburb etc.),
- 2** Social safety. Places that have many people on the street are socially safer than empty places or areas where cars are the only traffic.
- 3** Image of the place/street/city.



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APPENDIX 7

Analysis and future of neighbourhood bicycle parking garages

INTRODUCTION

A neighbourhood bicycle parking garage is a garage where residents can pay to park their bicycles in a facility close to their homes. All neighbourhood garages in Amsterdam are privately owned. Since the early 90s, the municipality has made subsidies available for the establishment and maintenance of neighbourhood bicycle garages. This is an investment subsidy for the initial costs to start a neighbourhood bicycle garage (equip with bicycle racks, access system etc.). There is also an operating subsidy available, subject to strict conditions. In 2016, two neighbourhood bicycle garages made use of this subsidy. In 2009, this task, formerly belonging to the central municipality, was handed over to the city districts. City districts Oost, West and Zuid have established their own subsidy scheme.

City district Centrum decided against a subsidy scheme due to its small chance of success because of the high real estate prices. In the current administrative system, the city districts no longer have the authority to develop and adopt policy. All existing city district schemes expire on October 1, 2016 and, in the context of harmonisation, must be replaced by an urban scheme. It has been announced in the Bicycle Parking Framework, that the subsidy schemes will be temporarily continued but will be examined for their effectiveness. This research has been conducted by OiS and the results form the basis of this policy proposal for neighbourhood bicycle parking garages. In short, the new policy consists of the following points.

Continuation of subsidy scheme with a number of adjustments:

- limited availability of operating subsidy in areas with a high parking pressure (>125%) and occupancy (>85%) and high land price/rental costs. Consideration for extending operating

subsidies is part of the bottleneck strategy bicycle parking Long-term Bicycle Plan 2017-2022 .

- Communication and PR will also be subsidisable. The municipality facilitates recognition with a uniform house style for the facade billboards of the neighbourhood bicycle garage.
- Municipal skills and expertise, as well as administrative tasks, will be centrally organised (Programme Team or *RVE Parkeren*) for reasons of efficiency. The city districts take on an advisory role in the subsidy-grant process and the promotion of the bicycle garages.
- The municipality plays an active role:
 - At locations where bicycle parking is a problem (Long-term Bicycle Plan 2017-2022), we're also researching suitable, cost-effective and feasible locations for neighbourhood bicycle garages (also locations within the municipal property portfolio).
 - Together with housing corporations, we're looking into opportunities for neighbourhood bicycle garages, locations, rental price.



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FACTS AND FIGURES

Most bicycle parking garages are situated in the nineteenth-century ring around the old city centre, in suburbs where the bicycle parking pressure is high and houses do not have storage (shed, garages etc.). Relevant background information:

- Number of garages: 94⁵ divided over 57 garage owners,
- Twelve neighbourhood garages have closed in the last five years,
- Estimated number of bicycle parking spaces in neighbourhood bicycle garages: 9,000,
- The average cost for the municipality per bicycle parking space per year is €25.00.⁶ The
- average occupancy rate is 72%.

⁵ AS FAR AS THE MUNICIPALITY IS AWARE

⁶ THE ANNUAL INVESTMENT AND OPERATING SUBSIDIES DIVIDED BY THE ESTIMATED TOTAL NUMBER OF PARKING SPACES IN NEIGHBOURHOOD BICYCLE PARKING GARAGES

RESEARCH AND FINDINGS

To obtain a better perspective on the functioning of neighbourhood bicycle parking garages as a solution (among others) for bicycle and two-wheeled vehicular parking, evaluative research was conducted at the start of 2016 by OiS Hyperlink. For this research, operators and users of the neighbourhood parking garages were asked about their experiences using the facilities. In total, 31 of 57 garage operators participated in the research, including the market leader in neighbourhood bicycle garages, which currently operates 18 garages. Additionally, the OiS panel asked about their familiarity with and interest in neighbourhood bicycle garages.

The most important results:

- **Providing neighbourhood parking garages to meet needs**
Neighbourhood bicycle garages are mostly used by the everyday cyclist (67%). Users of the facilities are very satisfied about neighbourhood bicycle parking garages and use them continuously over a long period. Scooters and motorcycles are also parked in neighbourhood bicycle parking garages.
- **Large group of potential users**
Panel research indicates that awareness of neighbourhood bicycle garages is quite small and that 17% of Amsterdammers, who have never used neighbourhood garages or are not aware of them, are interested in the idea. Some neighbourhood garages have a waiting list.
- **Operating neighbourhood bicycle parking garages earns relatively little income.**
The revenue from bicycle parking is relatively low. Many operators have included in their earning model, scooter, moped and motorcycle parking alongside bicycles in their garages.



It is especially difficult for operators to run a cost-effective garage in places where the rental prices have drastically risen in recent years. At these locations, it is also difficult to open new garages.

- **Operators want a new scheme**
Garage operators would appreciate a contribution to the maintenance of their garage for safety measures and for advertising. A subsidy to install charging points for electric vehicles or for new steel bicycle racks for new types of bicycles is also much desired. Lastly, a small number of operators indicated that an operating subsidy would be welcome in helping make the garage profitable.
- **The majority of garage space is rented out by housing corporations**
These garages also remain in business longer because of the reduced rental increase. It is recommended to discuss possibilities with housing corporations about potential locations and rental prices.

CITY DISTRICTS' EXPERIENCES: PROACTIVE ROLE NEEDED

The city districts realise that the instalment of new garages and the upkeep of existing ones is no easy task. City districts West and Zuid have actively searched for buildings and operators and provided consultation in cases of equipping or rescuing businesses that were in danger of closing. These city districts have also assigned the market leader with the task to expand or structurally adapt a number of neighbourhood bicycle garages on the basis of a no-cure-no-pay principle. The extra effort that city districts West and Zuid have put in is reflected in the results (see the table on p. 88). We believe that, with this initiative, the most likely opportunities to expand the number of garage facilities (without subsidy) in West and Zuid have been fully utilised.

Sometimes, garages become bankrupt due to decreasing income and/or rising rental costs. This occurs more frequently when the building is not owned by a housing corporation but a private owner.

In the case of city district West, a bicycle garage is only profitable when the rent is no higher than €75 per m².

POLICY FROM OTHER LARGE CITIES

Rotterdam and The Hague have a subsidy scheme for neighbourhood bicycle parking garages that is very similar to Amsterdam's. The Hague has provided an investment subsidy for new and existing garages since 2011. For a sum of €500,000 and in only three years, 11 new garages have been realised with 630 places, and 15 existing garages have been renovated with 976 spaces. The maximum subsidy amount is €400 per space and €40,000 per garage. The City of Rotterdam has recently started with a subsidy scheme for neighbourhood bicycle parking garages that is comparable to The Hague. Utrecht differs in this respect and operates its own neighbourhood bicycle parking garages. Here, residents can apply for a space and after an investigation into the necessity, the request is approved or denied. Currently, there are 31 neighbourhood parking garages with a capacity of 1,670 spaces.



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	INVESTERING PER PLAATS	KOSTEN PER JAAR PER PLAATS
BICYCLE PARKING SPACE	€ 40	€ 14
SINGLE BIKE RACK	€ 250	€ 54
SUBSIDISED NEIGHBOURHOOD BICYCLE GARAGE SPACES	€ 455 ⁷	€ 25
LARGE GARAGE AMENITIES, ACCESSIBLE TO THE PUBLIC	€ 7,500	€ 952
TURNOVER CAR PARKING SPACE	€ 350	€ 53
SMALL PUBLICALLY ACCESSIBLE AMENITY IN EXISTING BUILDING	€ 375	€ 1,151

PROPOSAL FUTURE NEIGHBOURHOOD BICYCLE PARKING GARAGES AND SUBSIDY SCHEMES

Considerations

- neighbourhood garages are a relatively more cost-efficient way to reduce bicycle parking pressure.
- Stimulating bicycle use and dealing with the associated bicycle parking issues are a priority for the City of

⁷ THIS SUM IS CALCULATED BY DIVIDING THE TOTAL INVESTMENT SUBSIDY OF €1.3 MILLION BY THE 2914 NEIGHBOURHOOD BICYCLE PARKING SPACES THAT HAVE INVESTMENT SUBSIDIES.

⁸ SIXTY PER CENT OF BICYCLES ARE PARKED ON THE STREET AFTER CLOSURE OF A GARAGE. TAKING INTO ACCOUNT THE AVERAGE OCCUPANCY OF 72%, 3817 BICYCLES END UP ON THE STREET.

Amsterdam. In this regard, neighbourhood bicycle garages make small but valuable contributions. They provide for the needs of (moped and motorised) cyclists. The two-wheeled vehicles that are parked in neighbourhood garages are therefore not a burden on the public space. There is a satisfied group of active neighbourhood garage users who, without this provision, would have to move their bicycles into the public space. Operators are also satisfied about the scheme and see opportunities for expansion. Lastly, this solution offers an alternative for residents who wish to park their bicycles for longer than the permitted six weeks (maximum parking duration within the A10 ring and south of the river IJ).

- The effect of neighbourhood garages on the space in the streets is quite considerable for some places. The number of parking spaces in neighbourhood garages is around 4% of the bicycle parking capacity in the public space. Without neighbourhood garages, the average bicycle parking pressure would increase by 1.5%, with an addition of around 3,817⁸ bicycles. The current contribution of neighbourhood bicycle garages to the total bicycle parking problem is therefore marginal. However, at the neighbourhood and street levels, a neighbourhood garage can make a difference to reduce the pressure, especially at those locations with a (very) high parking pressure.
- The disadvantage of a neighbourhood bicycle garage is that a parking space cannot be optimally utilised, as is the case with a parking spot in the public space, which can be used for many bicycles. Moreover, the number of available locations is limited, partly due to the high real estate prices.



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PROPOSAL

Subsidies are the most cost-efficient instrument to promote the growth of neighbourhood bicycle parking garages. Additionally, a proactive effort is needed to give these neighbourhood garages momentum. The proposal is that Amsterdam stimulates the market by providing a one-off investment subsidy to neighbourhood bicycle garages. As the subsidy alone is insufficient, the City of Amsterdam is actively looking for potential locations and, if possible, tailoring solutions (an operating subsidy to cover difficulties if necessary) at locations with high bicycle parking pressure and high real estate prices. The City of Amsterdam will also help improve the recognition and findability of the neighbourhood bicycle garages.

ORGANISATION

Knowledge, expertise and administrative tasks will be centrally organised for reasons of efficiency. City districts receive an advisory role in the subsidy grant process and the promotion of neighbourhood bicycle parking garages. In this way, realtors in the areas can give tips about empty buildings or companies that see opportunities for (extending) a parking garage.



COLOPHON

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