



Creating space in Amsterdam

Agenda for a liveable & accessible city





I. Goals



Goal 1: More space to enjoy spending time in the city
Spatial reallocation benefits the quality of public space by adding more green space or play facilities.



BEFORE



AFTER



Goal 2: More space for facilities

The space that has been created can then be used for facilities such as waste containers, bicycle stands or loading and unloading areas.



Foto: Thomas Schlijper

BEFORE



AFTER



Goal 3: More space for clean and active forms of transport

We're creating more space for cyclists, pedestrians and public transport.



BEFORE



AFTER



Goal 4: Cleaner air, less noise pollution, better traffic safety

The measures in this Agenda are helping to reduce car traffic, making our air cleaner and our roads more efficient.



BEFORE



AFTER

Foto's: Thomas Schlijper



Goal 5: An inclusive city for young and old, high income and low income

Everyone can travel from A to B comfortably and affordably.





II. Trends and developments



The region is facing a major growth challenge: >290,000 extra homes by 2040

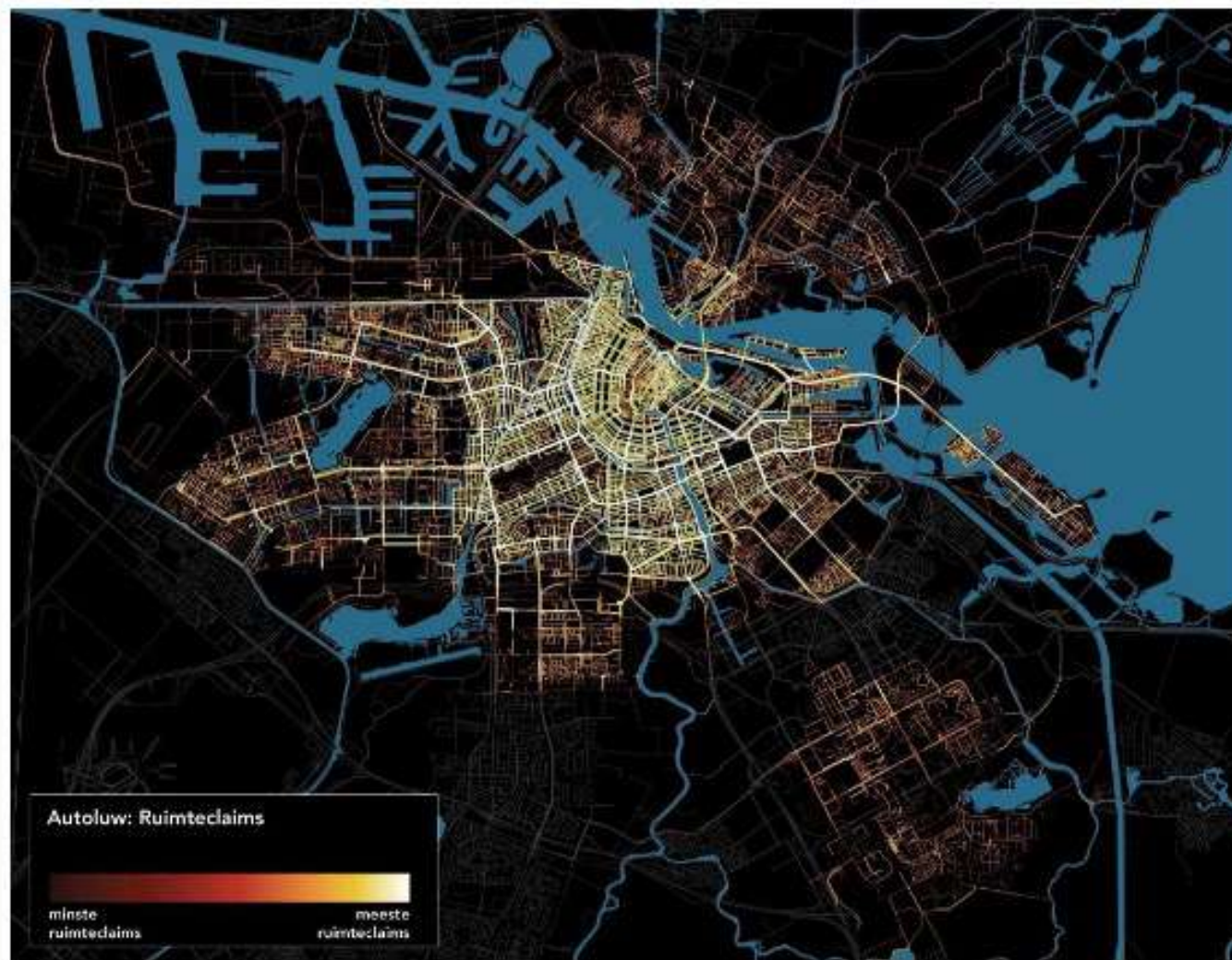
If no action is taken, the number of car journeys will also grow, reducing quality of life and accessibility





The demand for space is enormous

It is highest inside the A10 ring road, to the south of the river, the IJ

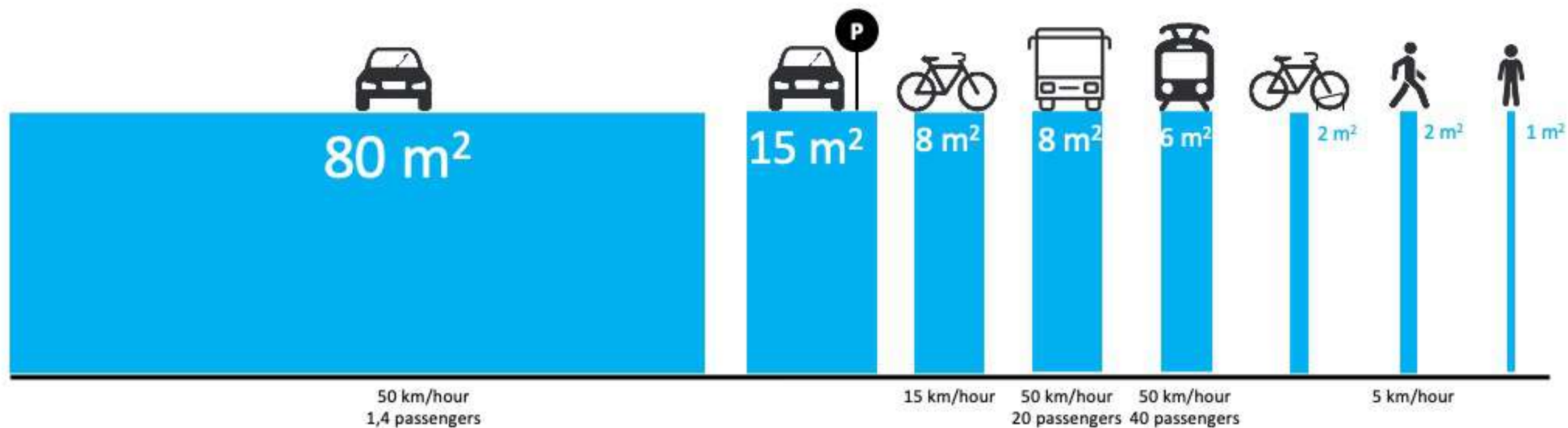


The map shows the pressure on our public space and the urgent need to minimize car usage. We looked at the demand for space from: pedestrians, cyclists, parked bicycles, traffic flow for public transport, accessible bus/tram stops, traffic flow for cars, facilities (such as waste containers), play areas, narrow canals, spatial quality, trees and rain-proofing measures.



Cars require the largest amount of space per user

That is why we want to reduce the footprint of cars in our city (in terms of space, emissions and noise)

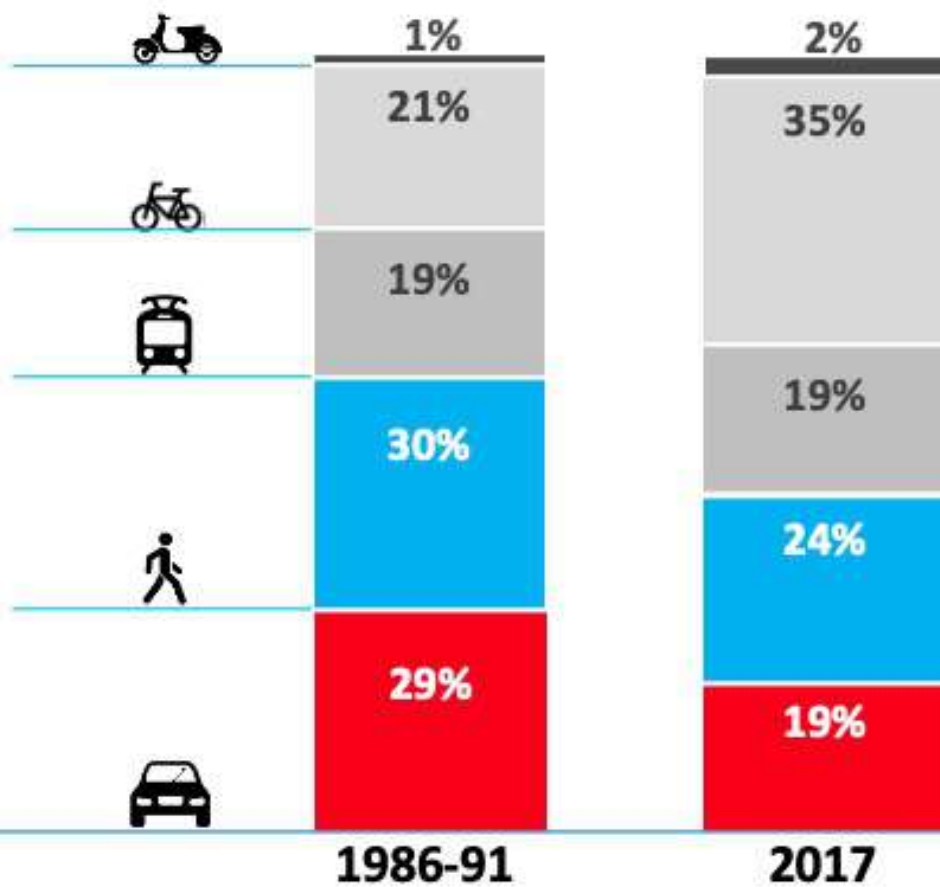




Amsterdam is a cycling city, and car use has been declining since 1986

Residents mainly use their bikes to get around the city

Trips made by residents of Amsterdam from, to and within the city

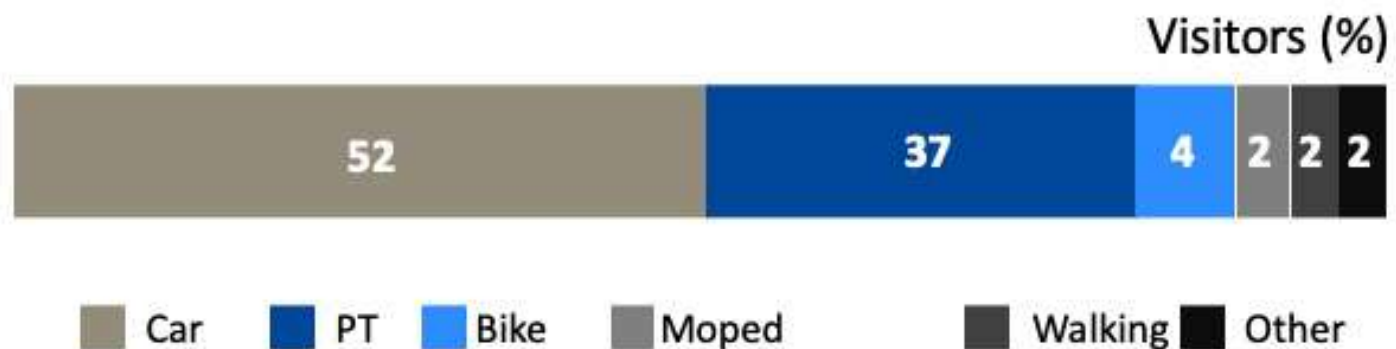
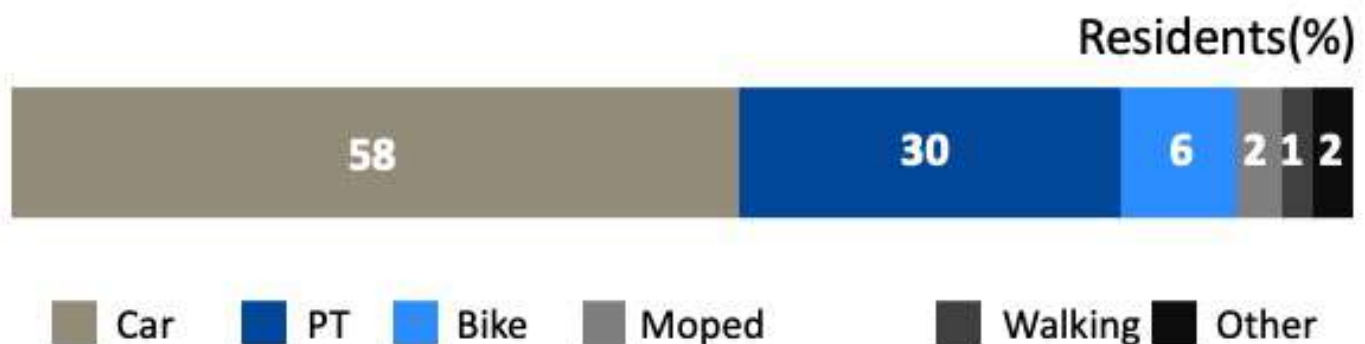




Trips made to and from Amsterdam are often made by car

That is why a regional approach is important

Trips to and from
outside Amsterdam
(2017)





III. On the road to a liveable and accessible city

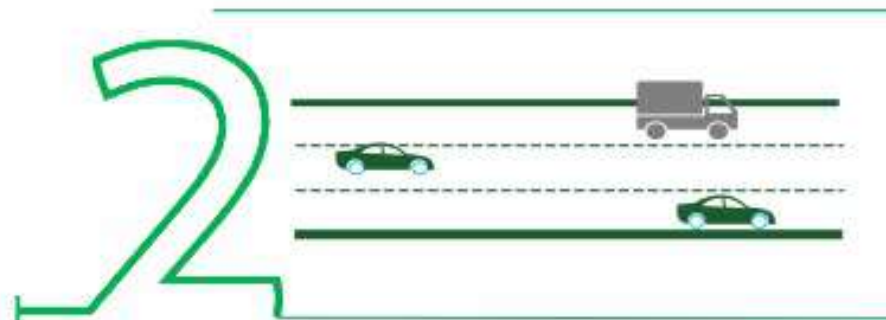


Step by step to a liveable and accessible city

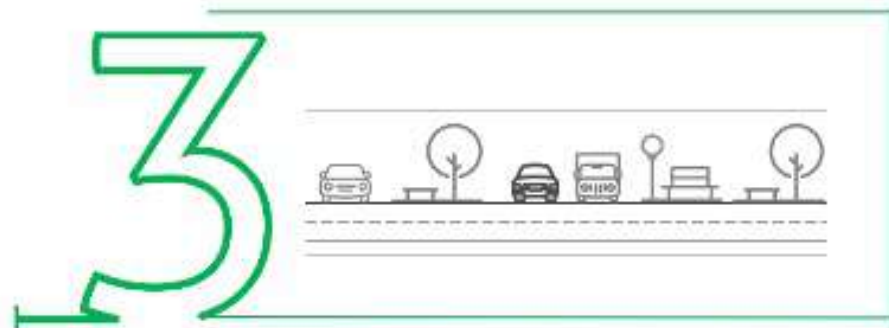
MORE CLEAN AND ACTIVE MODES



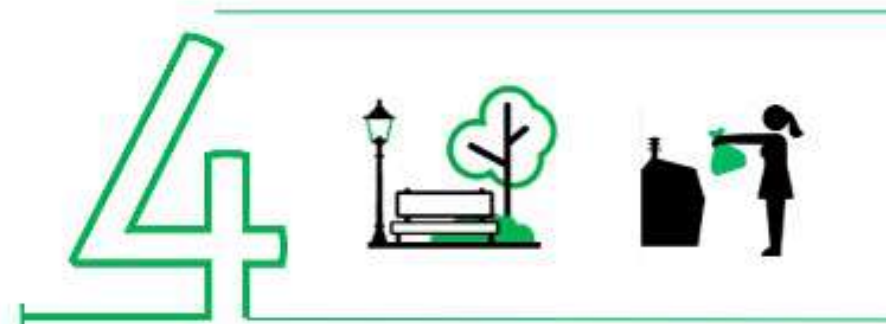
MAKING SPACE BY REDUCING CAR TRIPS



MORE SPACE DUE TO FEWER PARKED CARS



PLEASANT PUBLIC SPACES





A quick overview of some measures we're taking

We're investing in public transport, more cycle facilities, more space for pedestrians and more shared mobility

NOW (period until 2022)



- › Increased frequencies, night-time metro
- › 30 km/h limit in more streets
- › Reduction in number of parking permits
- › More shared mobility
- › Tackle top 15 pedestrian bottlenecks

SOON (period until 2025)



- › Improved traffic flow for trams and buses
- › Start of construction of more 'cycle streets'
- › Circulation measures in more city streets to reduce car traffic
- › More P+R facilities around the city, also in combination with shared bicycles and mopeds

LATER (period until 2040)



- › New metro connections and scaling up public transport across the city and region
- › Large, contiguous residential areas
- › Interventions to reduce car traffic on main routes
- › Even better high-quality bicycle infrastructure network



**IV. COVID-19 means
an increased need
for space**



Principles for implementing COVID-19 measures in Amsterdam

- The pandemic will not be mis-used to create or to implement new policies
- Pedestrians and cyclists are favored over cars
- Amsterdam uses an integral approach to the crisis (different disciplines work together to solve challenges)



Cars are guests in this street



Examples 1 / 2 Interdisciplinary COVID-19 measures

- Temporary parking permits for health care professionals
- Making bicycles available for teachers and students
- Closing off streets for cars at primary schools to enable parents to keep 1.5 m distance





Examples 2/2 Creating room to keep social distance

- To make sure pedestrians get more space, cyclists can temporarily use the car lanes.
- Temporarily close parking spaces to create room for terraces, pedestrians and parking of bicycles
- Closing off residential streets for cars to enable residents to play, sit and eat in their street



