



Gemeente Amsterdam

Dienst Infrastructuur Verkeer en Vervoer

Road-traffic safety in Amsterdam

Amsterdam is a compact city with a huge number of facilities and destinations close to one another. This results in a great deal of traffic that has to navigate simultaneously through narrow streets. Primarily the increasing number of cyclists, in combination with other means of transport, sometimes causes problems. Cyclists and scooter riders are the most vulnerable traffic participants. Because of this, Amsterdam City Council is pulling out all the stops to ensure that the infrastructure is designed to be as safe as possible. But regardless of how good the infrastructure is, road-traffic safety remains primarily a question of behaviour.

Over the last few years, the number of seriously injured victims of road-traffic accidents increased from 785 in 2006, to 950 in 2009. In 2011, there were 23 road-traffic fatalities, up from 2009 and 2010 when this was just 12. In almost all incidents, human error played a key role. The city council has recognised that it plays an important role in designing infrastructure in such a way, that it stimulates the desired human behaviour as much as possible. In addition, it will also take a proactive look at potential danger spots, rather than only looking at areas where accidents already commonly occur. What are the plans for the coming years, up to 2015?

Influencing behaviour (education, awareness, enforcement)

- All schools receive free education packets (including secondary schools).
- Practical skills: pilot for cycling proficiency, pilot for playground routes, pilot 'On The Way To Secondary School'.
- Theoretical and practical road-traffic exams at primary school.
- Recruitment of traffic parents.
- Enforcement of common traffic violations (seatbelts, jumping red lights, drinking & driving, speeding, helmets and hands-free calling).
- Education and information days for parents.

2011

Further information at DIVV

The Multi-year plan for
road-traffic safety 2012-
2015 is available for
download at
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veiligheid
#020verkeersveiligheid

- Campaigns supported by enforcement: slow riders and bicycle lights.
- Research into the possibilities for preventing cyclists jumping red lights and speeding.
- Mirror adjustment locations for lorries and blind spot campaign.

Infrastructure (from problem oriented to proactive)

The most important contribution that infrastructure can provide is separate bike paths. On 50 kph roads without separate bike paths on the regional cycle network, there are twice as many road-traffic accident victims as on parts of the cycle network that meet *Duurzaam Veilig* (Sustainable Safety)¹ safety guidelines. Unfortunately, it is not always possible to lay a separate bike path. Other measures include:

- Tackle single-vehicle accidents through the removal of bollards, cracks and widening of cycle paths.
- Improved road safety on 50 kph roads: road asphalt, improve the relationship between parking and bike lanes, correct road markings.
- Speed reduction at junctions: 10 junctions where speed is an issue will be analysed and adapted where possible.
- Prevention of accidents with lorries: bike priority areas at junctions, mirror adjustment locations, stickers on vehicle fleet and blind-spot campaign.
- Progress update for switching scooters to road: increased preference for roads and where this isn't possible, examine the junction between scooter path and road. Verify width of remaining scooter paths.
- Make areas around schools safer: all primary schools will be inspected. Action to be taken by city council where necessary.
- Continue tackling black spots and red routes.

Facts and figures about road safety in Amsterdam

- Cost to society per road-traffic fatality: €2.8 million and for each hospital admission €0.3 million. Annual total: in excess of €280 million.
- Rising number of seriously injured: 785 in 2006, to 950 in 2009. Reasons: increasing population, and number of cyclists and scooters is increasing.
- Cyclists are the group most commonly involved in accidents: 56%.
- 62% of serious cycling accidents involve a car.
- Risk of accidents is extremely high for youths and people over 60.
- Percentage of scooter riders stands out: 16% while they only account for 1% of journeys.
- 7% of serious cycling accidents involve a scooter.
- In 42% of accidents, mistaken right-of-way is the cause. Closely linked to speed. Speed plays a role in almost a third of the accidents, but is often difficult to determine.
- In 60% of cycling accidents and also many scooter accidents, no other road users are involved (single-vehicle accident).
- 1999-2001 saw 167 black spots, 2007-2009 saw 66 black spots. 13 red routes still remain.

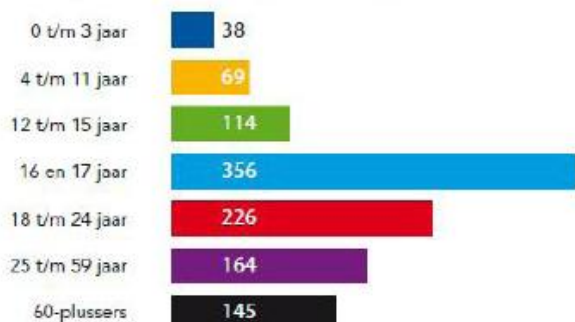


¹ The national vision of *Duurzaam Veilig* (Sustainable Safety) is to focus on accident prevention as much as possible, and where this isn't possible, to minimise the chance of injury to virtually zero. Roads should be designed so that road safety is less dependent on the choices of individual road users. One of the most important principles is limiting the potential conflict between slow and fast moving traffic.

Number of victims of road-traffic accidents between 2007 and 2009

Regional cycle network	Distance	Percentage of total	Number of victims of road-traffic accidents	Number of victims of road-traffic accidents per km
Sustainable Safety	189.7 km	77.2%	379	2.0 per km
Non Sustainable Safety	56.1 km	22.8%	221	3.9 per km
Total	245.8 km	100%	600	2.4 per km

23% of the Regional Cycle Network still does not comply with the safety guidelines of *Duurzaam Veilig* (Sustainable Safety). On this part of the network there are more recorded victims per kilometre than on the *Duurzaam Veilig* part of the network (twice as many). We can assume that in reality, the difference in the number of victims is even larger, as the Institute For Road Safety Research (SWOV) has shown that the number of cyclists in the BRON database is significantly under represented.



Figuur 8: Aantal ernstig gewonden per 100.000 inwoners (periode 2007 t/m 2009), onderverdeeld naar doelgroepen (Bron: BRON)³

0 – 3 years

Over 60s

Figure 8: Number of serious injuries per 100,000 inhabitants between 2007 and 2009, split by age group (Source: BRON)

Further information at DIVV

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