


 City of Amsterdam

Individual transport vs. sustainable development

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 **be Berlin**
June 5th, 2009



 **impacts**

June 5th, 2009






How to influence the traveller's behaviour?

- Air quality, congestion and limited space ask for modal shift
- *Which measures are effective?*
- *..and are publically accepted?*
- **The Gap between the needs of the citizen and the wishes of the policy maker**
- A case of *individual* versus *public* transport



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Transport – essential differences

<u>Individual</u>	<u>Public</u>
	
<ul style="list-style-type: none">▪ Freedom to drive	<ul style="list-style-type: none">▪ 'Forced' to be driven
<p><u>(individual) Problem with system-overload:</u></p>	
<ul style="list-style-type: none">▪ Congestion (arriving too late)	<ul style="list-style-type: none">▪ Discomfort (but still on time)
<p><u>(collective) Problems:</u></p>	
<ul style="list-style-type: none">▪ Air quality / climate change▪ Spatial occupation▪ Nuisance (sight, sound ...)	

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Infrastructural solutions?

- **Region:**
network extensions are expensive
- **City:**
no space for (large) extensions



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The Car and the City: 2 perspectives

- **Economy**

Economic principles: shortage of (parking) space must lead to a higher price.



- **Politics / equity:**

Cars should not only be available for the rich



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Charging for mobility



- Amsterdam now only uses parking tariffs
- Road pricing is a matter of (future) national policy: no toll or congestion charging schemes in cities
- Disadvantages of parking tariffs:
 - Little effect on inhabitants. Mostly paid by visitors
 - It doesn't effect the lenght or time of the trip. Only the stay.
- But it has been effective on car use: minus 30% in the city center

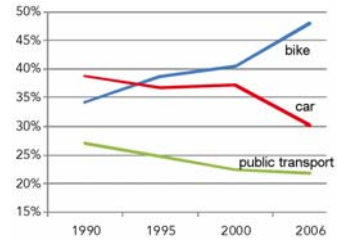
London	€ 6,00
Amsterdam	€ 4,80
Paris	€ 3,00
Berlin (Mitte)	€ 2,00
Madrid	€ 2,00
Luxemburg	€ 1,50
Rome	€ 1,00
Brussels	€ 1,00

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Where are we now?

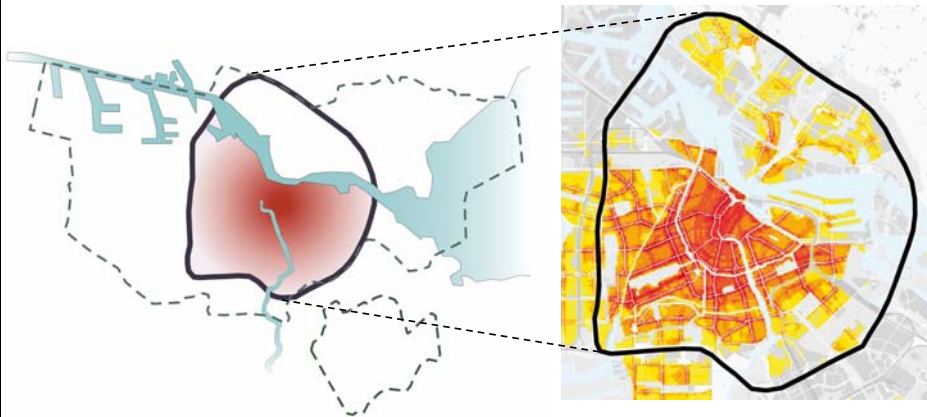
- Amsterdam is bicycle city number one
- Congestion is mainly a regional problem: accessibility within the city is quite good
- Car use in the city has been reduced considerably, in favour of bike use
- Use of public transport decreased, in spite of stimulating efforts and reduced car use



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Urgency to act



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Most recent approach: VGS ('healthy city program')



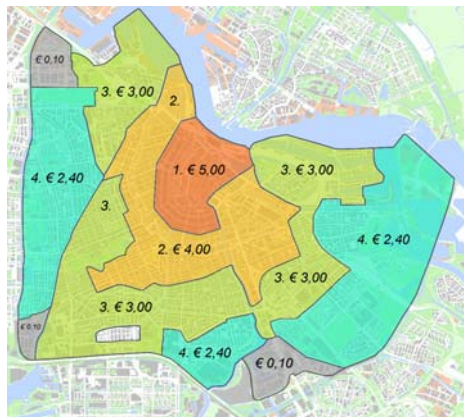
- a) To reduce car use in the city
- b) To improve and stimulate use of alternatives
- c) To stimulate clean and electric transport

...By raising parking tariffs and using the extra incomes for improvement of the alternatives

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A) Parking Tariffs



+ 25 % in 2009



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B) Improve & increase alternatives (I)

Car Sharing:

- More cars (800 and growing!)
- Car share vouchers (€300) for the transfer from car possession to car sharing



Park and Ride (P+R) at the city borders

- From 1100 to 4000 spaces



Bicycle Policy

- Improvement of bicycle routes
- Stimulation of bike use



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B) Improve & increase alternatives (II)

Public Transport:

- More frequent and later trams and metros
- Better connections between P+R and city
- New North/South metroline



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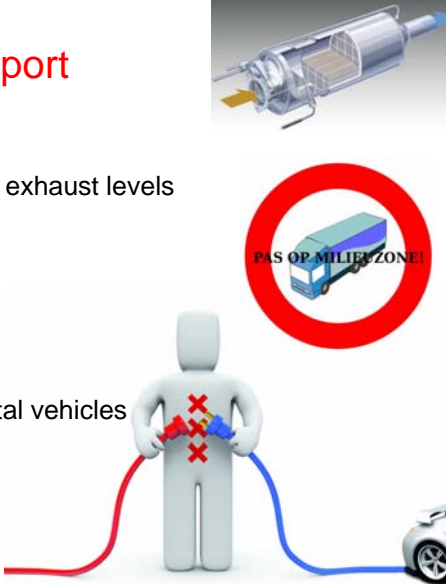
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C) Clean and electric transport

- Subsidies for particle filters
- Climate zone for lorries: based on exhaust levels
- Parking licenses for clean cars

Stimulation of electric transport:

- Charging facilities
- Purchase of electrical governmental vehicles



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Expected Results

- On climate, air quality and car use reduction:
 - ! quite effective
- Acceptability:
 - ? not sure wether the positive measures and car-alternatives are sufficient.