Innovative practices in safe (urban) mobility

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Mission ANWB

Represent my interests!

We help to fulfil the needs of our members

We help people to go their own way

Business

Help me choose

Authorities

Help me if I am in trouble

Members
ANWB represents interests of its members in three ways:

- **Products** (for instance road maps)
- **Services** (for instance roadside assistance)
- **Influence / advocacy**
Road casualties in The Netherlands

570 Fatal accidents

20,000 Seriously injured

Road Safety Targets 2020: Reduce number of fatal accidents and seriously injured by 50% (Reference 2010)

Specifically: 219 people less killed in traffic and 9,474 less people seriously injured
Young cyclists

16-18 jaar
Theorie en praktijk

18 jaar
Auto rijden

16 jaar
Met scooter / brommer naar school
En vrienden

10-12 jaar
Theorie verkeer en fietsexamen

12/13 jaar
Alleen naar VO school
Op fiets of CV

11/12/13 jaar
Op schoolkamp met de fiets

4-8 jaar
Verkeersies

4 jaar
Naar school op fiets, auto, voeten
samen met ouders

9/10 jaar
Alleen naar school en vrienden
op fiets of voeten

155 cyclists injured in traffic, 13
fatal accidents

69 cyclists injured in traffic, 2
fatal accidents

Government priority
ANWB initiative

Develop an integral mobility approach for city centres…

…taking into account all interests (no ‘one-issue solution’ )
Future developments...
Three starting points

1. Vehicles
2. People
3. Roads
1. Vehicles

Diversity
Challenge: how to accommodate the number and diversity of people
3. Roads

Designing available space

Sharing space
‘Robust’ Urban Route Network

• Design philosophy for public space, to be finalised in autumn 2015
• Developed by consortium of renowned experts
• Involving road authorities and road users
• Matching:
  • Infrastructure types
  • Various means of transport
• Link with road safety!
  • Incl. road assessment
• Link with Smart Cities
Ingredients of the design philosophy

- Starting points:
  - Greater diversity of vehicles (e.g. electric)
  - Diversity of people with different motives to travel
  - Different types of infrastructure (through traffic or local traffic)
- Develop criteria for integration or segregation of traffic
- Working with ‘vehicle families’, based on mass and width
Investing in facilities
Looking into the future
Link with road safety: road assessment
Road Assessment in NL to date

- **2009:** Assessment of state roads (app. 5,200 km)
  - Commitment ministers of Transport: all state roads must be rated at least 3 stars in 2020 (RPS 1.0)
  - Currently on schedule, apart from app. 20 km

- **2012/13:** Assessment of provincial roads (app. 7,700 km)
  - Recommendations gradually incorporated

- **2014:** Beta version Safe Cycle Network
Next step: A Safe Cycle Network

• Developing a method to assess the safety of cycling infrastructure
  • Beta version is ready
  • Currently being tested in Amsterdam
• Goal: ‘Extended Star Rating for Bicyclist’ in EuroRAP
• Ready early 2016
Questions?