



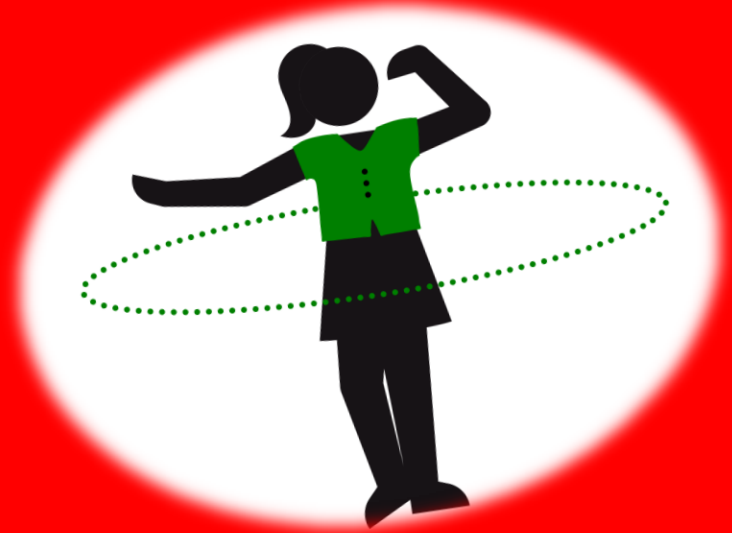
Gemeente
Amsterdam

Temporary measures in the public space

We give each other space

#corona

Amsterdam
Senta Modder





This presentation

- Timeline The Netherlands/ Amsterdam
- Mobility data
- Our policy on temporary measures in public space
- Crowd management
- Challenge of limited capacity public transport and backwards mobility transition
- Questions to other cities



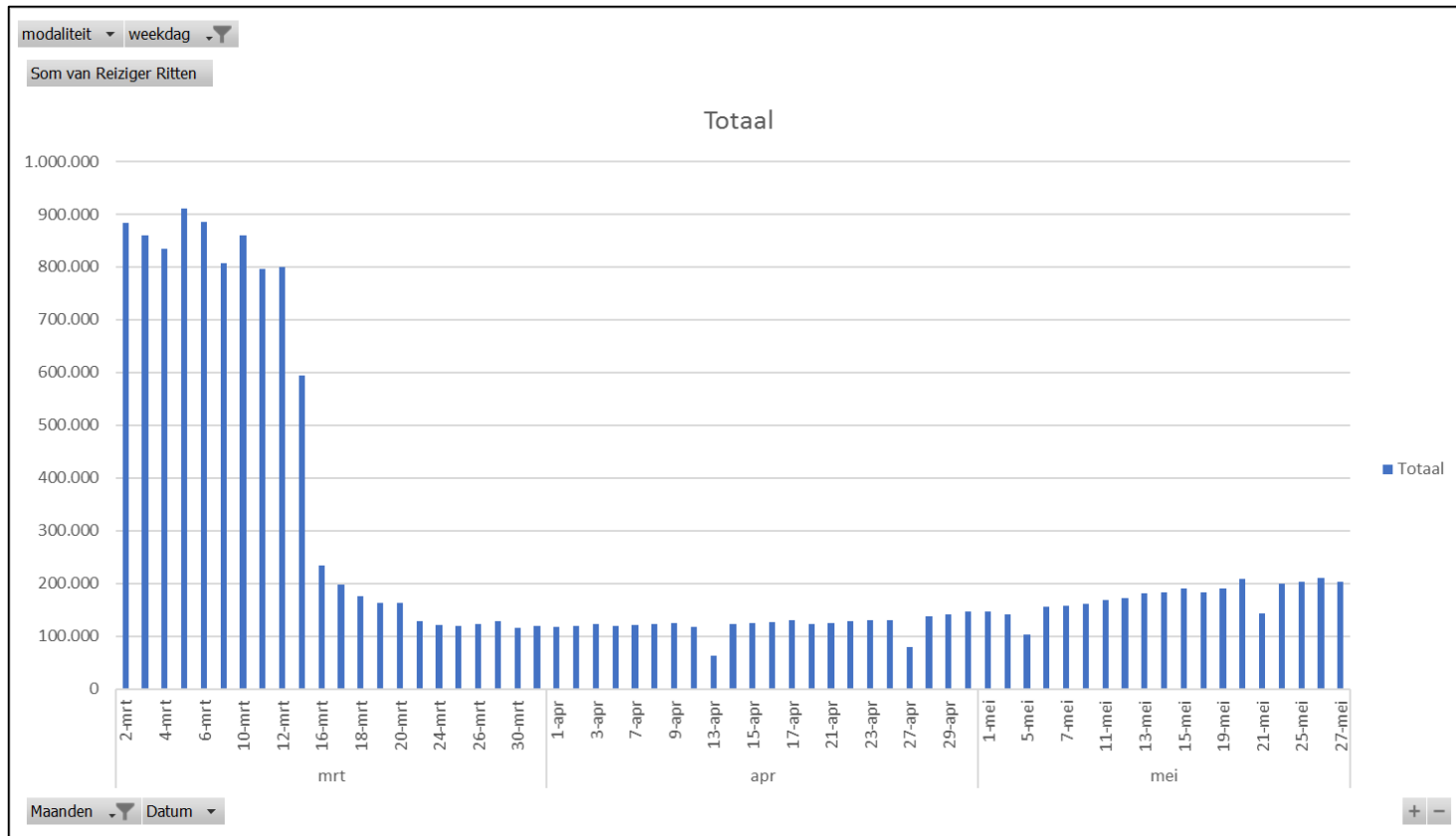
Timeline The Netherlands/Amsterdam

- March 12 Intelligent Lockdown
- Amsterdam shortterm mobility measures like
 - Parking places for health care employees
 - Window times logistics supermarket
 - Postponement parking fee shared car companies
- Opening up again
 - May 8 opening primary schools
 - June 2 opening secondary schools and restaurants/terraces
 - Etc.....



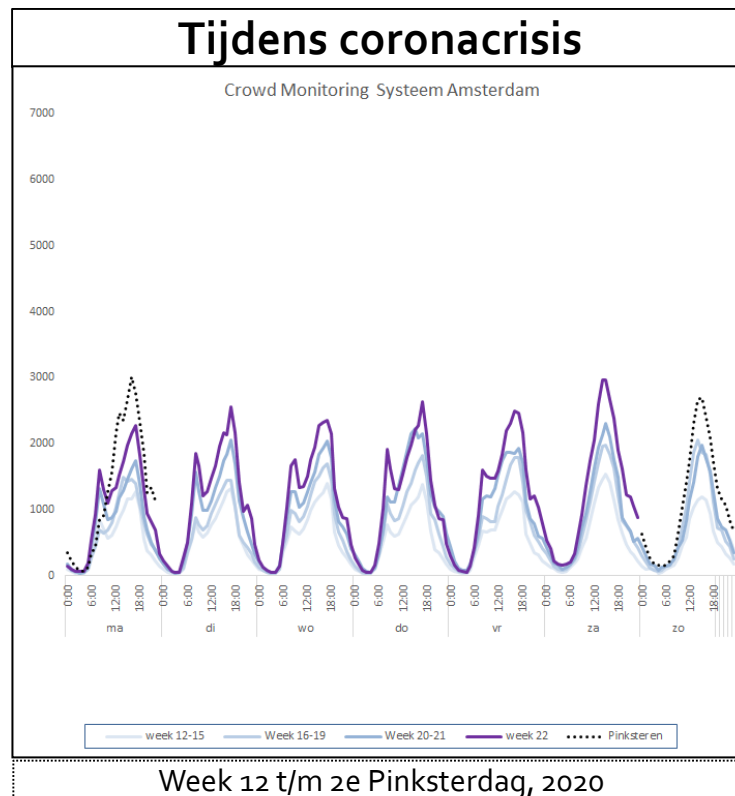
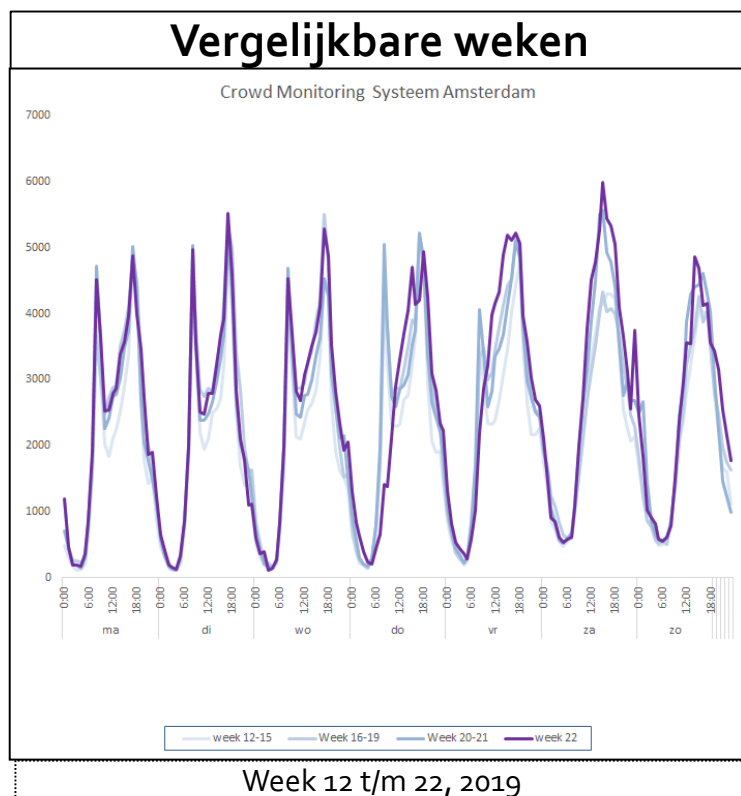


Dramatic decrease in PT





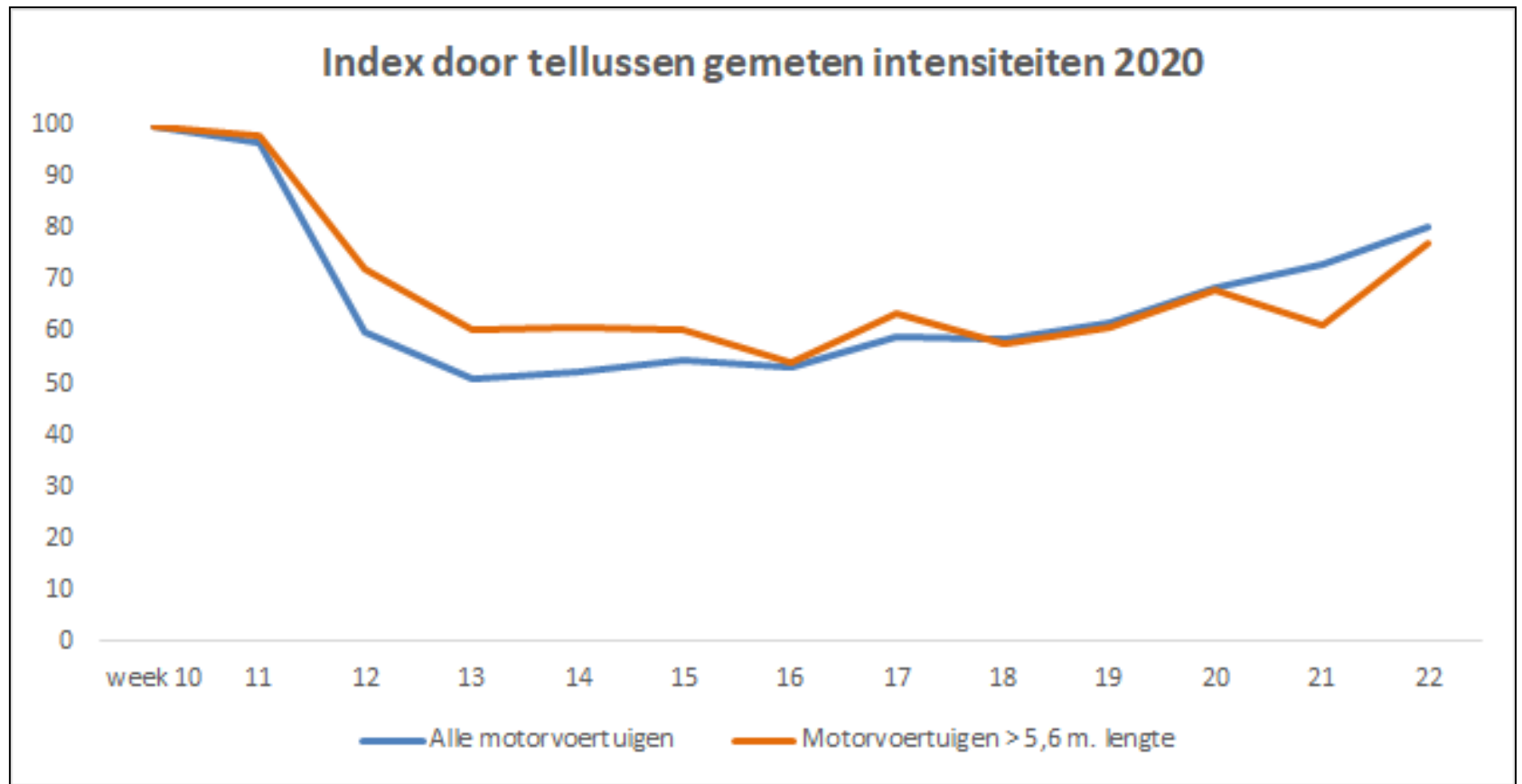
Ferries are a bottleneck



Bron: Eigen verwerking veren data d.d. 02-06-2020 - Crowd Monitoring System Amsterdam.

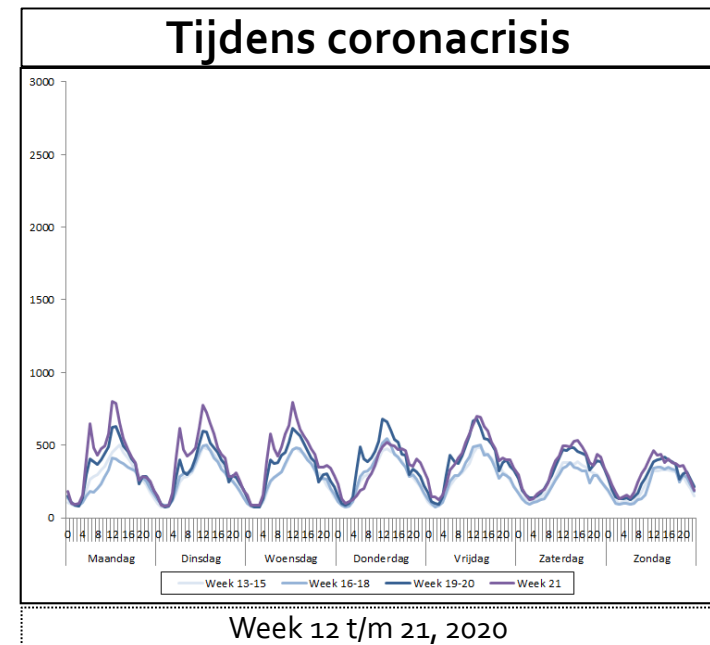
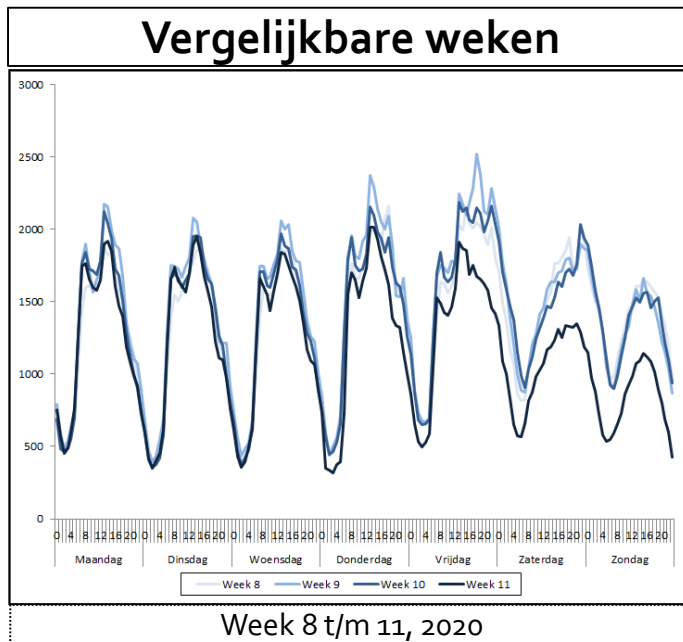


Car traffic is increasing again





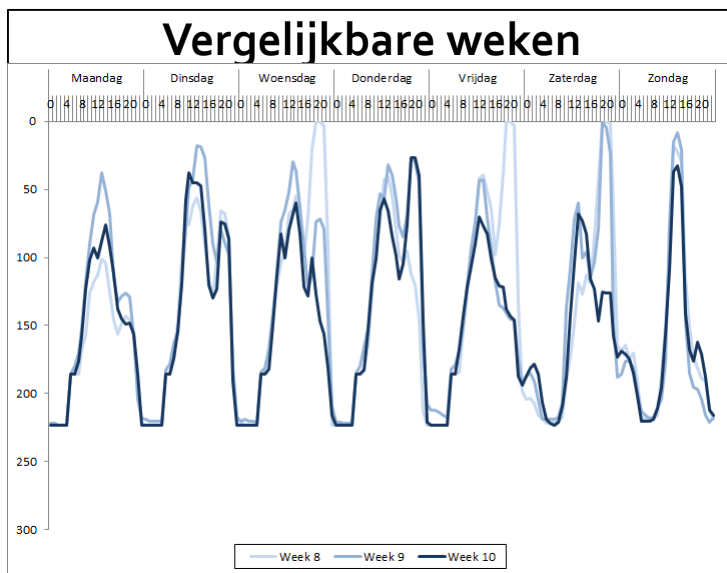
Huge problems for taxi drivers



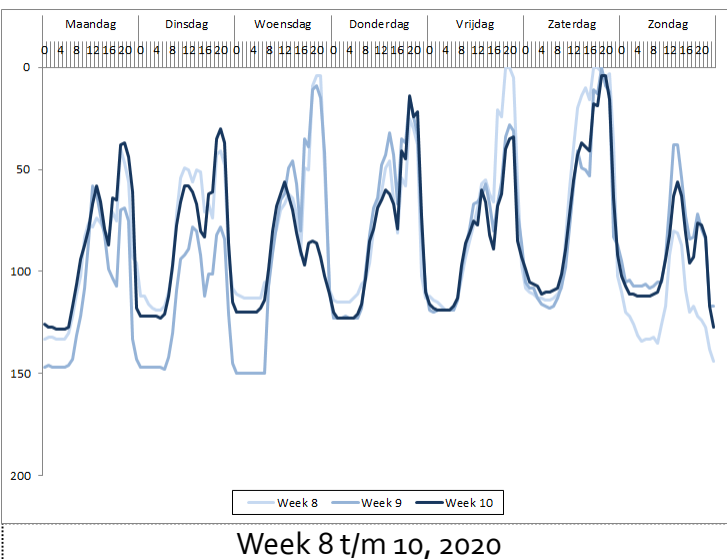


Parking revenues drop

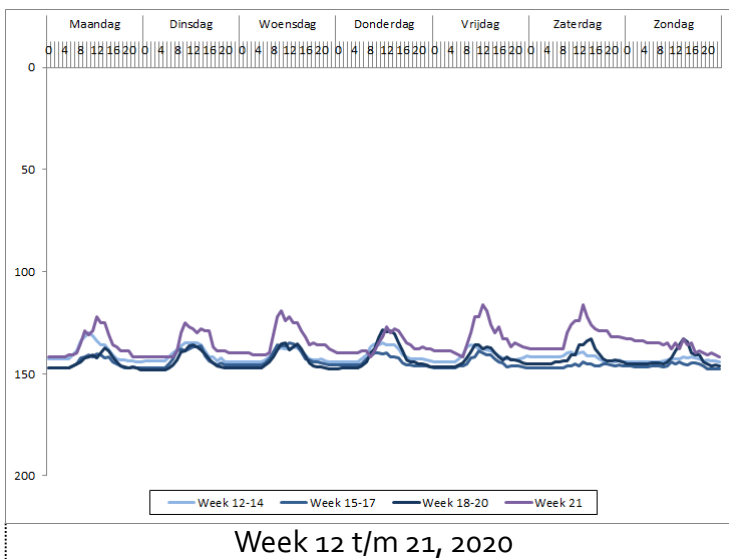
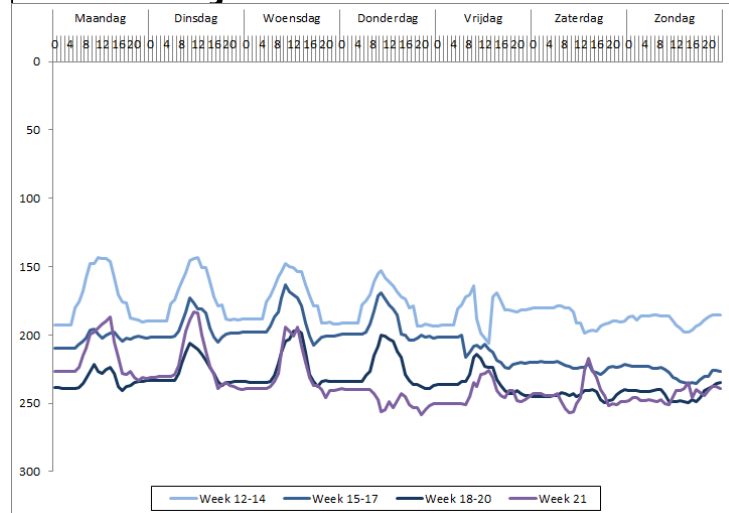
Stadhuis / Muziektheater



Waterlooplein

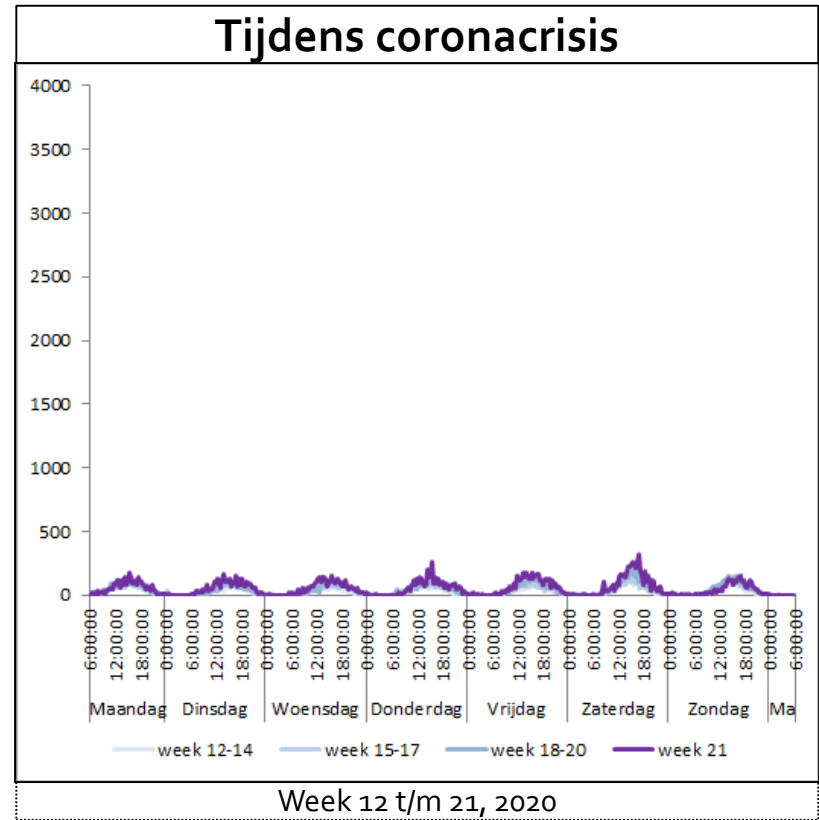
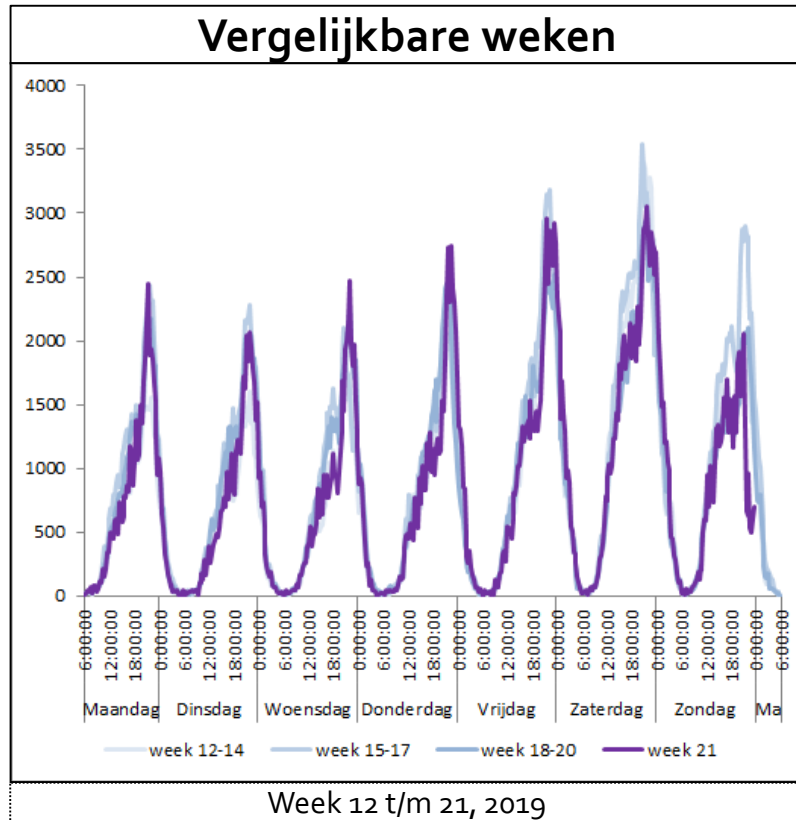


Tijdens coronacrisis



Bron: Eigen verwerking parkeerdata. Cijfers zijn gebaseerd op informatie t/m 25-05-2020. Ook parkeerplaatsen die (tijdelijk) buiten gebruik zijn kunnen als niet-beschikbaar meegenomen worden.

City centre no pedestrians; national increase walking



Bron: Eigen verwerking *Crowd Monitoring System Amsterdam* data d.d. 25-05-2020.

Leading principles





I. Traffic safety, public health and accessibility of the city first

This means priority is given to creating enough space for cyclists and pedestrians to take part in traffic safely. Also, when sharing public space, the necessary mobility takes precedence over other functions such as economic activities.

So even in these times, the prioritising of modalities remains the same and is as described in for example the Agenda Amsterdam Autoluw (adopted policy by the council in 2020):

1. Pedestrians
2. Cyclists
3. Public transport
4. Moving vehicles
5. Parked vehicles

II. We create space for movement first then for staying/relaxing

Everyone should be able to travel safely to the supermarket, to a job in a vital function, to school, or to get some fresh air. We facilitate these movements by creating physical space. In our decisions we choose movement (widening pavements) over occupying public space for other purposes (benches).



III. Facilitating before regulating

Before all else we facilitate pedestrians and recreational users of the public space. Regulating crowds is also a possibility, but this is very far-reaching, complex and labour-intensive. Crowd management is only considered when physical space is insufficient and creating more space is impossible. Parks and squares are the exception. Continuous monitoring might be necessary to be able to intervene when required.

IV. No redesign but redistribution

We prepare fast, temporary/reversible, and relatively simple measures. So we don't redesign the public space entirely.

The order of solutions is:

- a) Make better use of existing space (remove obstacles, oneway traffic)
- b) Use adjacent space (e.g. parking spots)
- c) Mix traffic modalities, as long as the intensity allows it (monitoring necessary)
- d) Close off for car traffic
- e) Close off for bicycle traffic (only on very rare occasions)

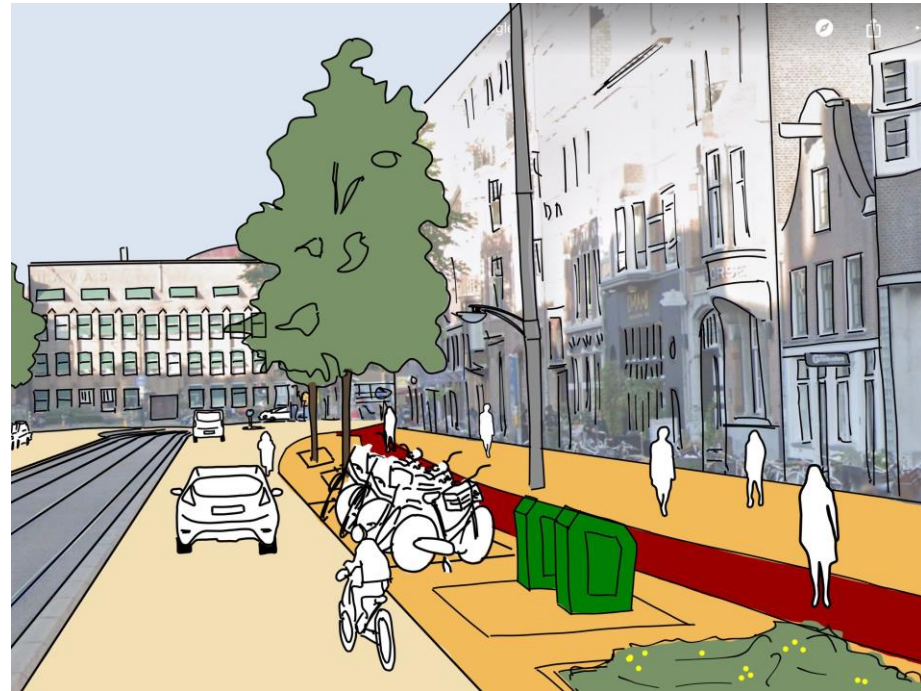
XXX Measures



✖✖✖ More space for pedestrians

A selection of the measures:

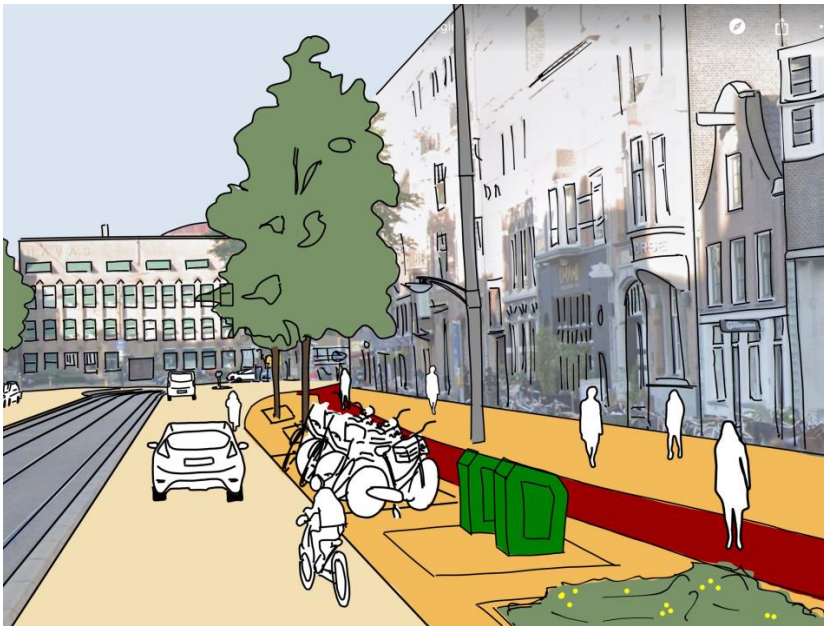
- Removing obstacles from the sidewalks
- One-way routes for pedestrians
- Cycle path becomes pedestrianised area
- Different use of parking spaces
- Pedestrians on the road: shared space



XXX More space for cyclists

A selection of the measures:

- Widening cycle lanes
- Cyclists allowed on the road
- Optimising traffic lights for cycling: more green (longer and/or higher frequency)



✖✖✖ More space for recreation

A selection of the measures:

- Better use of recreational space, redirecting people to quiet areas
- No cycling in parks and squares
- Using streets differently (as 'urban living streets')
- Reviving unused space (organising cultural/sports activities)





More space for economic activities

A selection of the measures:

- Organise waiting lines
- More space for markets
- More space for terraces
- Facilitate public seating areas for take-out / to-go
- More space for mobile stalls





Conditions



Monitoring crowdedness and mobility (counts)



Enforcement & **crowd management**



Communication & influencing behaviour



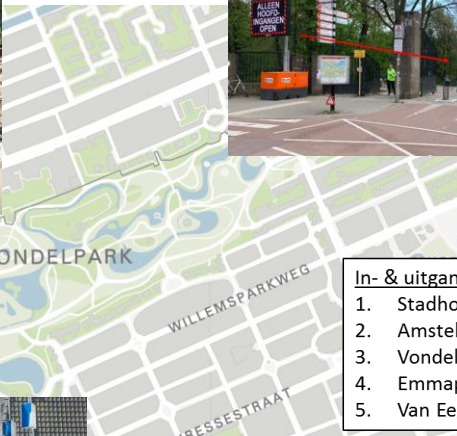
Intensifying management and maintenance



Crowdmanagement COVID 19 Public local areas

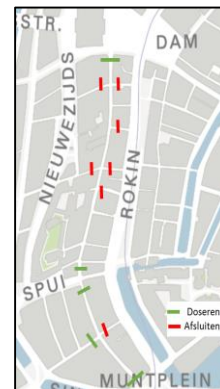


RINAME PLEIN



In- & uitgangen:

1. Stadhouderskade
2. Amstelveenseweg
3. Vondelstraat
4. Emmaplein
5. Van Eeghenstraat



Wifi sensing and smart camera's

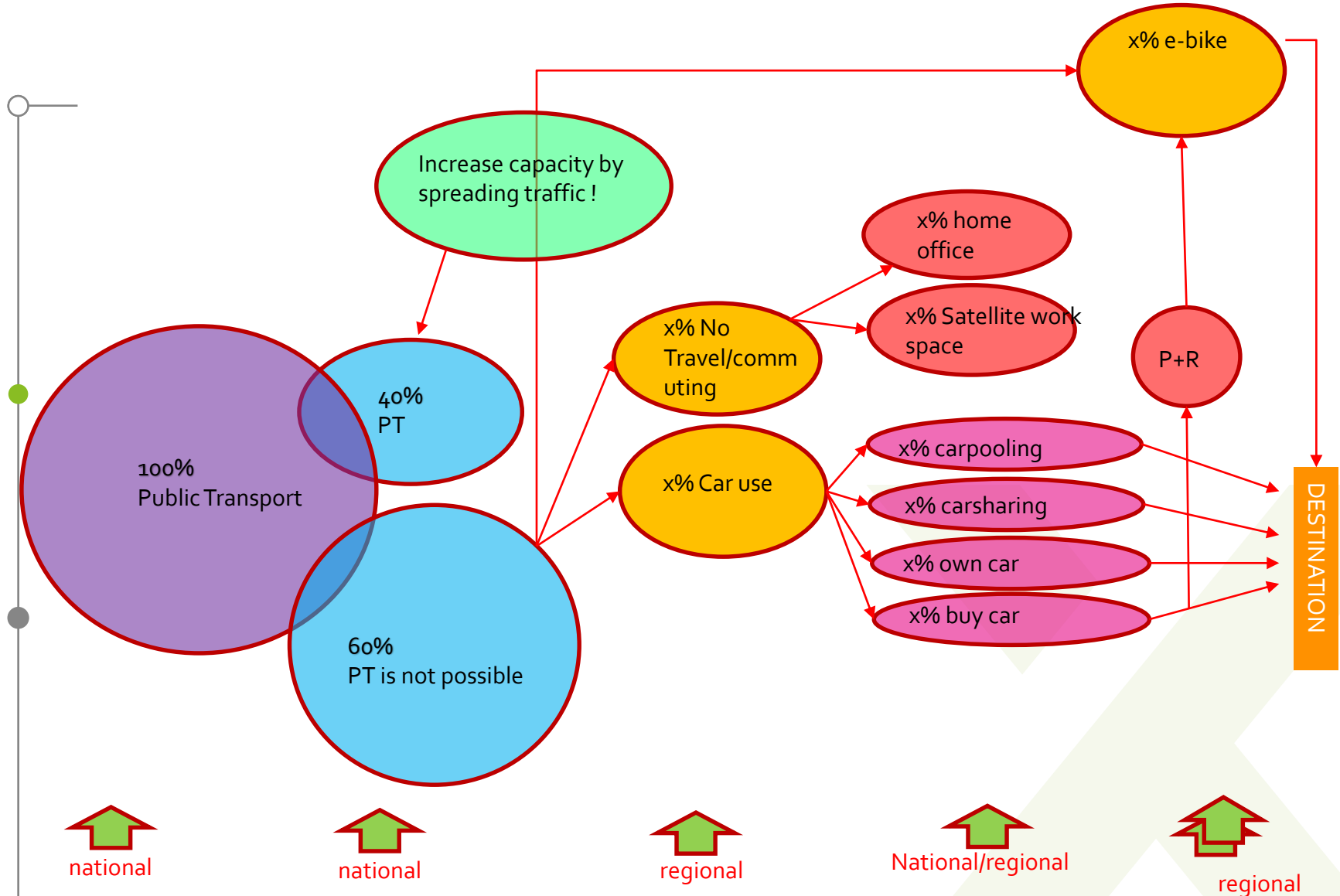
<https://maps.amsterdam.nl/cmsa/>



COVID 19



| | | |
|----|---|---|
| 01 | Operational: Real time action | <ul style="list-style-type: none">• Maintain 1,5 meter distance• Monitoring and manage Pedestrian Flows• React when necessary (>1,5 m) to incidents and calamities |
| 02 | Tactical: Week/Month planning | <ul style="list-style-type: none">• Planning of personal (hosts, H&T, Police)• Planning of materials |
| 03 | Strategic: Development | <ul style="list-style-type: none">• Long-term development insight of the area |



Challenges of opening up scenarios and limited capacity public transport

✖ ✖ ✖ Questions to other cities

- Risk of backwards mobility transition. What happens with car use in your cities?
- Challenge of opening up scenarios: how to deal with mobility of employers, education and leisure?
- Is a reservation necessary for public transport during peak hours?
- Monitoring systems and governance crowd management?
- How much space is needed for passing cyclists and pedestrians (risk of spreading virus)
- Preparation for returning tourism?
- Is it necessary to redesign public space cities for future pandemics?



Gemeente
Amsterdam

[Amsterdam.nl/corona](https://amsterdam.nl/corona)