



BP2: Highway Features and Policy

Reference: BP2 006	Title of Project:	Moving mopeds from cycle lanes onto the carriageway								
Version: 1	Website:	http://www.swov.nl/index_uk.htm								
Brief Description of Project:	<p>In the Netherlands, until December 1999, mopeds had the same status on the road as cyclists in respect of cycle lane use. The exception was the non-compulsory bicycle lane on which only cyclists are allowed. In the <i>Start-up programme Sustainable Safety</i> the moped entitlement to use cycle lanes was removed and moped riders were moved from the bicycle path to the roadway in urban areas on 15 December 1999. This measure does not apply when the speed limit for motorised traffic is 70 km/h or higher,</p> <p>In 2001, the measure was assessed by comparing situations in which the change had been introduced with situations where the moped continued to use the bicycle path. This comparison showed that the measure made a significant contribution to the total decrease of the number of moped crashes.</p>									
Monitoring Data:	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%;"></th> <th style="text-align: right;">Development 95/99 – 2000</th> </tr> </thead> <tbody> <tr> <td>Mopeds moved to road</td> <td style="text-align: right;">-31%</td> </tr> <tr> <td>Locations with mopeds remaining on the bicycle path</td> <td style="text-align: right;">-19%</td> </tr> <tr> <td>Net effect</td> <td style="text-align: right;">-15%</td> </tr> </tbody> </table> <p>Reduction of crashes and casualties involving moped riders, averaged 1995-1999 to 2000. Details of collisions are not available.</p>			Development 95/99 – 2000	Mopeds moved to road	-31%	Locations with mopeds remaining on the bicycle path	-19%	Net effect	-15%
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Results:	<p>From the monitoring data above it would appear that the number of collisions involving mopeds has reduced overall and that where mopeds have been moved from the cycle path the fall has been 15% greater.</p>									

Key Effective Conclusions:	<p>To be confident of the effectiveness of this measure, details of the collisions and moped flows at these locations would have been useful.</p> <p>It could be that moped riders faced with the prospect of using the road have shifted to other modes. The casualties saved may have been predominantly cyclists and the net result might have been little change in the number of moped riders injured.</p>
Projects for Comparison:	Motorcycles in bus lanes (BP2 001).
Justification:	The conclusion to the report expresses confidence in this action as a moped safety measure. Additional research may be required before a conclusion on this projects contribution to eSUM WP3 objectives becomes clear.