



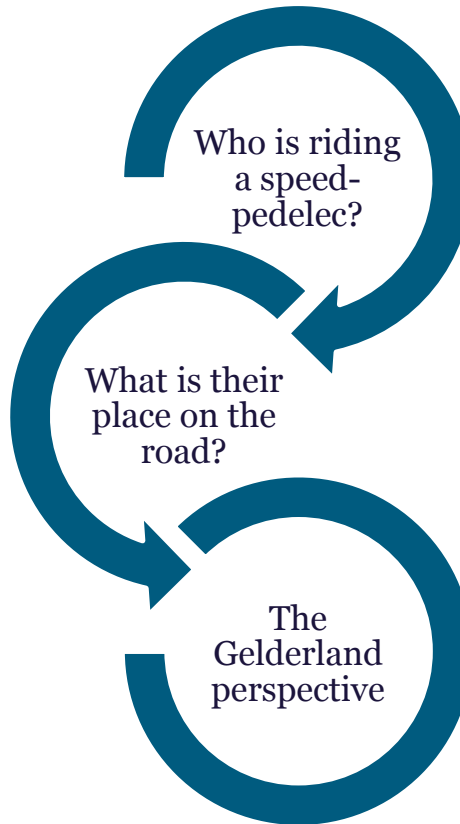
The speed-pedelec in Gelderland

An introduction to the Dutch speed-pedelecer
and the Gelderland perspective

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Gelderland

The speed-pedelec in Gelderland

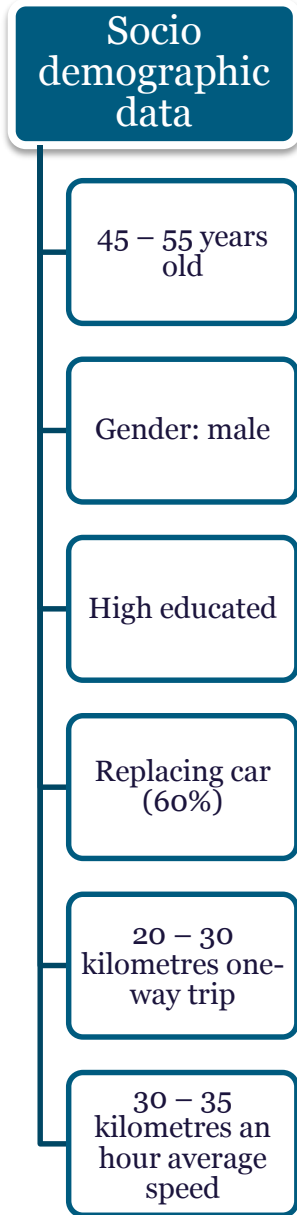


Who is riding a speed-pedelec?



Who is riding a speed-pedelec?





Socio demographic data

45 – 55 years old

Gender: male

High educated

Replacing car (60%)

20 – 30 kilometres one-way trip

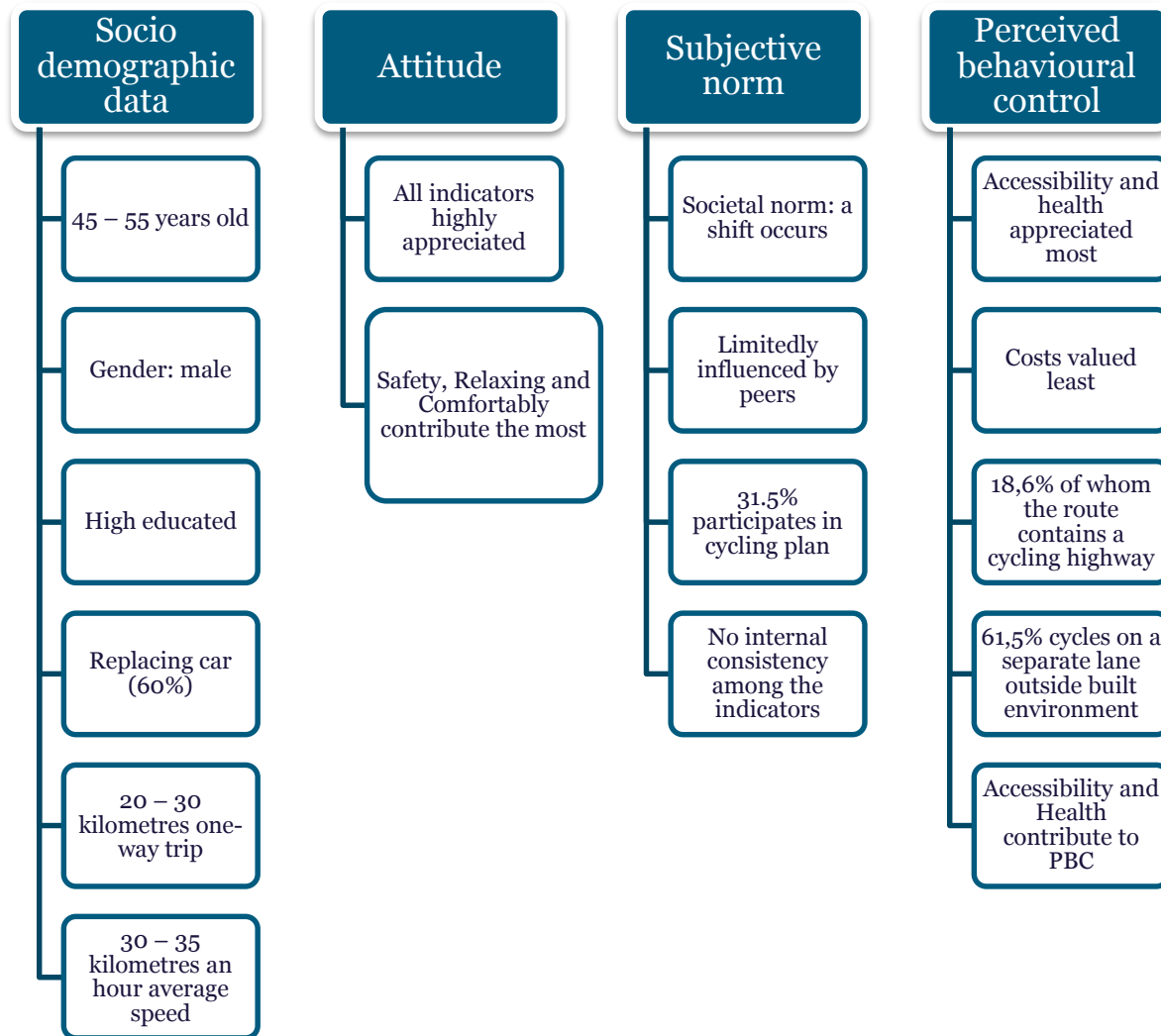
30 – 35 kilometres an hour average speed

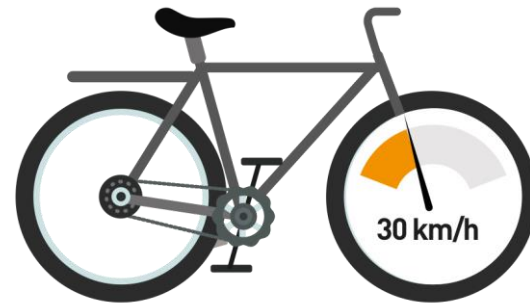
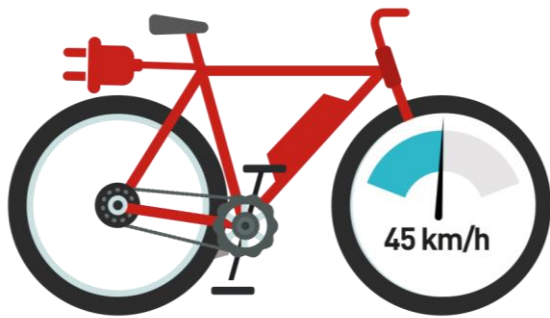


Attitude

Subjective norm

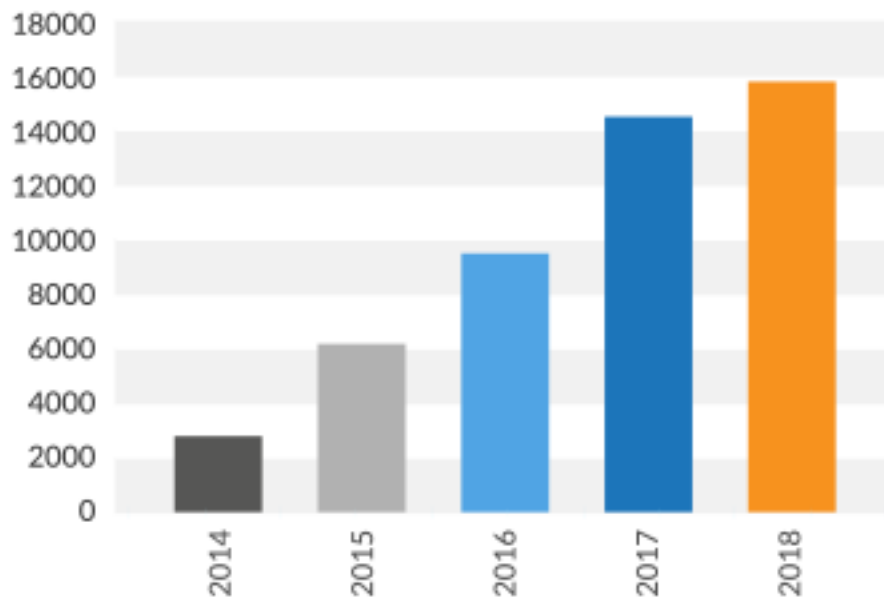
**Perceived behavioural
control**





Number of speed-pedelecs in the Netherlands

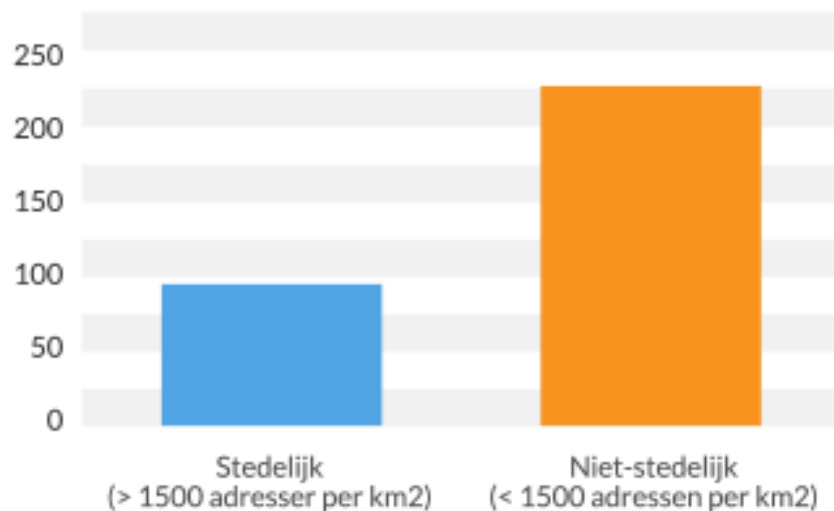
- In 2017 <2% share of the electric bike market



Urban vs. Rural

Aantal per Stedelijkheidsklasse

per 100.000 inwoners



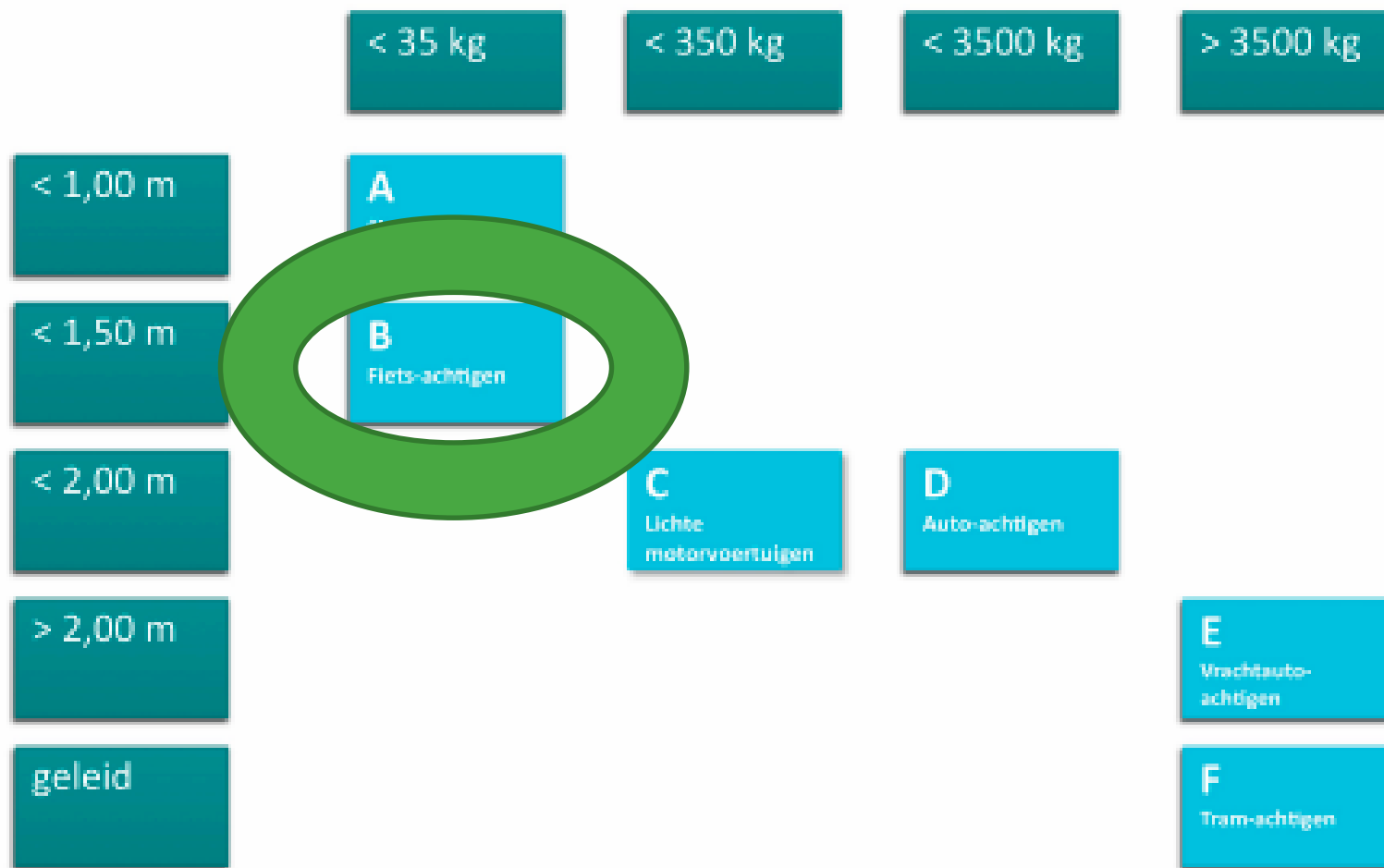
Searching for the speed-pedelec's place on the road



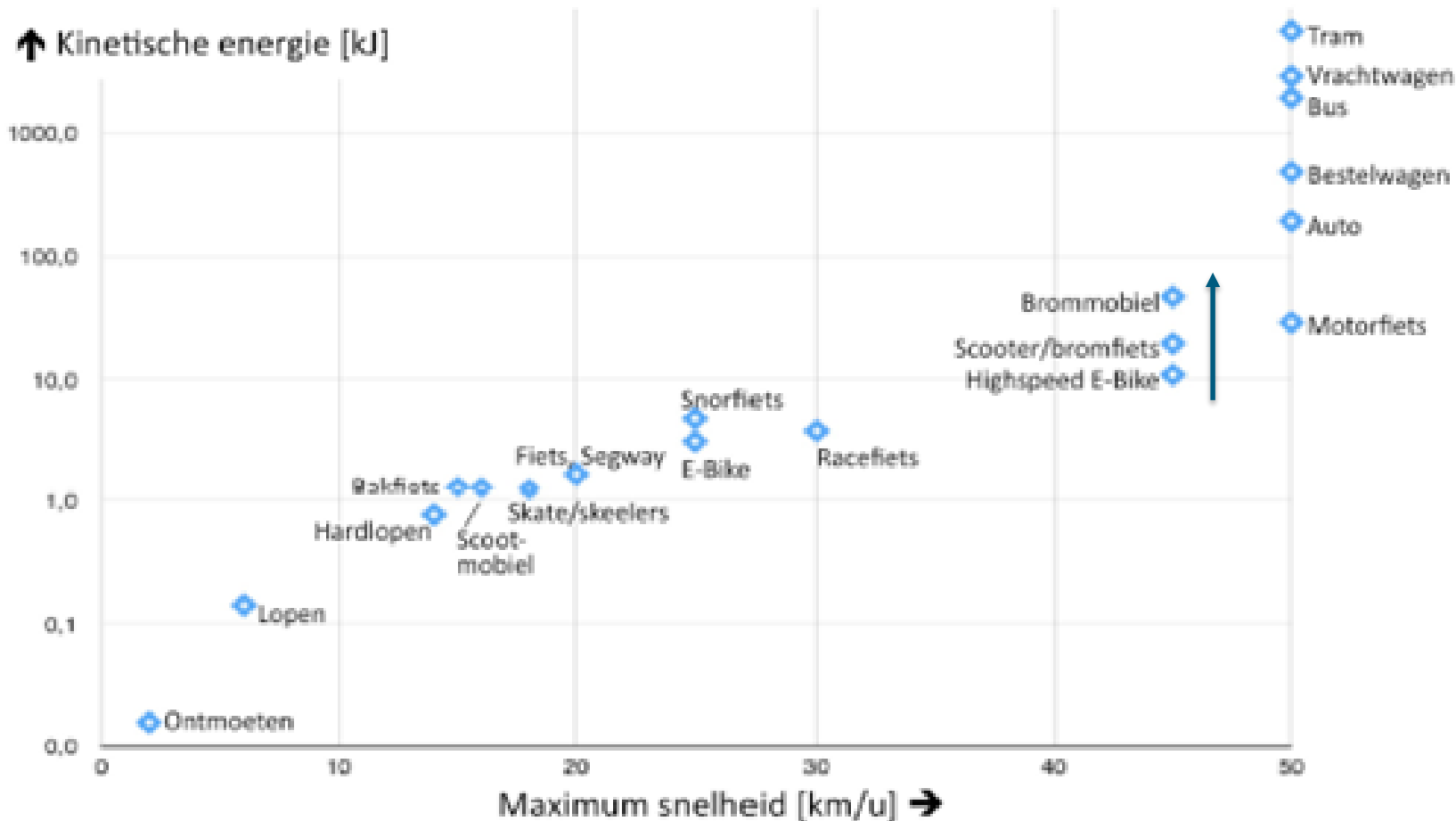


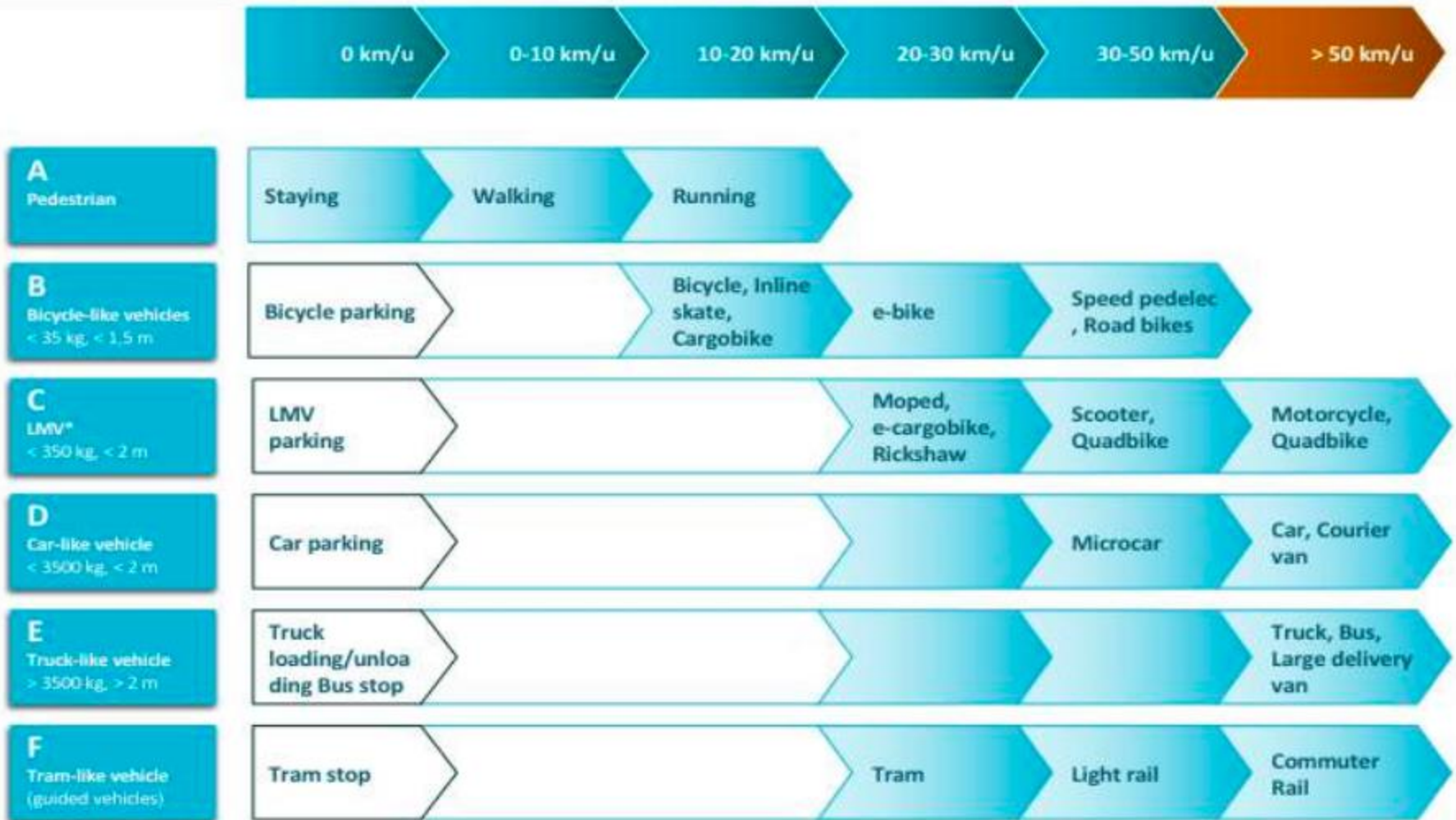
**Speed-pedelec
op de rijbaan**





Figuur 3: De zes voertuigfamilies A t/m F





Traffic in the City

*LMV = Light Motorized Vehicles

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The Gelderland Perspective

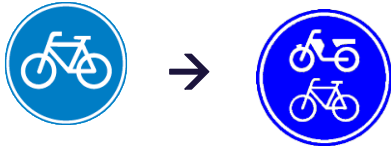


Risicotrajecten speed-pedelecs binnen de bebouwde kom



Possible measurements 16 traces

A: Assign these tracks as cycle/moped tracks



- + **All bottlenecks tackled**
- **Increasing unsafety at bike lanes**

B: Providing speed-pedelecs with right material to be detected at traffic lights



- + **No infrastructural adjustments**
- **Only tackles 1 bottleneck completely**
- **More pressure on control system at traffic lights**

C: tolerating speed-pedelecs on bike tracks

- + **No infrastructural adjustments**
- **Unclear: when is SP tolerated?**

D: adding a sub plate



Speed-pedelecs
toegestaan

- + **All 14 bottlenecks tackled**
- **Juridicial challenge: how about liability?**

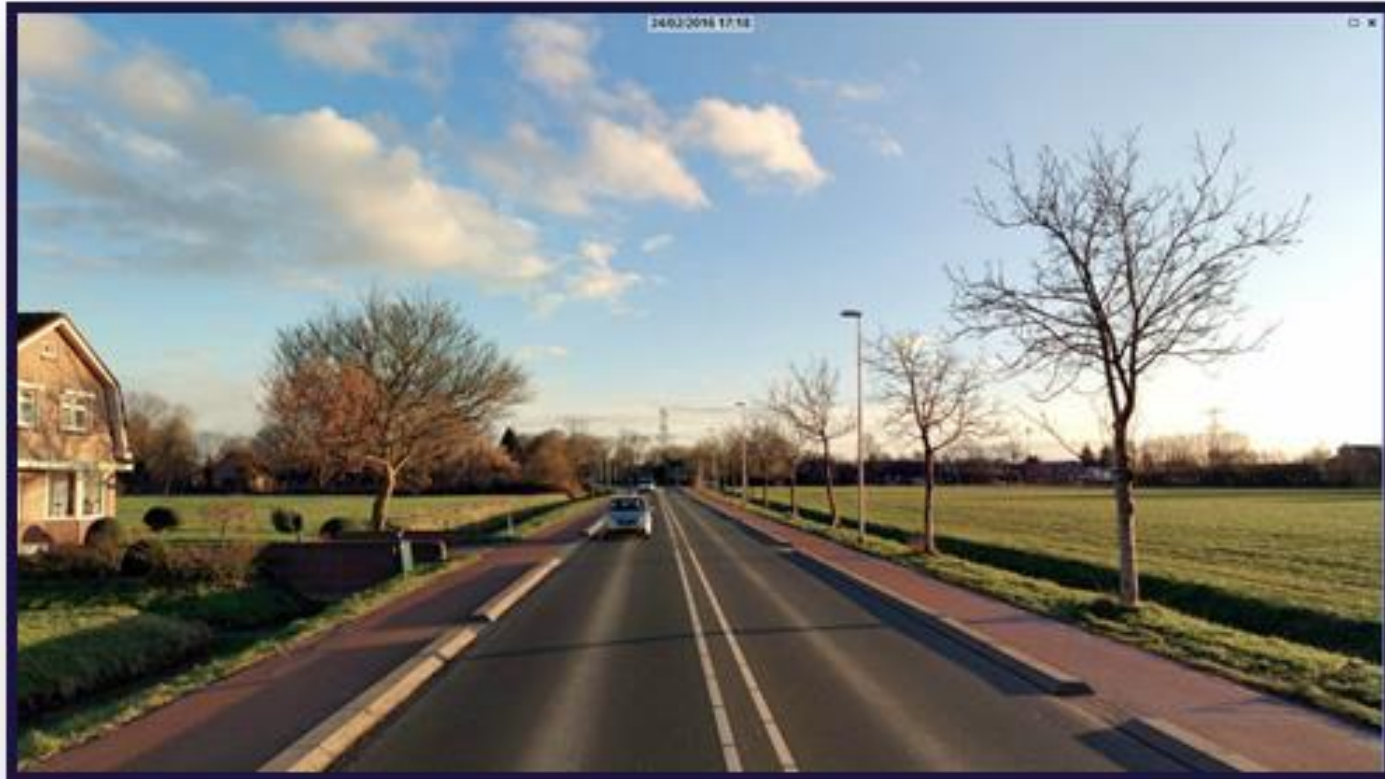
E: no measurements

- Pressure on flow through and traffic safety on arterial roads
- Enlarges risk of people 'hiding' their speed-pedelec
- Discouraging purchase SP → less effects on car mobility in rush hour
- Unnecessary waiting / confusion and traffic lights



Speed-pedelecs
toegestaan

Voorbeeld uitzonderingsituaties









Consequences for cycle highways?

Consequences for cycling highways

Bringing a provincial decision to municipal roads

Beslisschema speed-pede op snelle fietsroutes

Volstaat de vormgeving van de snelle fietsroute aan de criteria om speed-pedelecs toe te laten?

- Fietspad is ≥ 4 m breed (2 richtingen) of $\geq 2,5$ (1 richting)
- Fietspad wordt niet of nauwelijks door voetgangers gebruikt (binnen de bebouwde kom)

Ja

Zijn speed-pedelecs reeds toegestaan op het fietspad?

Ja

Geen knelpunt;
geen actie.

Nee

Zijn speed-pedelecs reeds toegestaan op het fietspad?

Nee

Ja

Lokaal o.b.v. bekijken of e veiligheidskn aanwezighe daarvan bepa gewenst zin veilig(er) te b

Encouraging speed pedelecs

- Policy objective Gelderland: Improving flow through in peak hours
- Speed pedelec offers high potential for releasing pressure on roads





Thank you!

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