

Utrecht – A bicycle friendly city

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Utrecht  we all cycle

How to maintain the human scale in this fast growing bicycle-friendly city?

- Space-efficiency
- Next step in bicycle friendly urban developments
- Facilitating the last mile





Gemeente Utrecht



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Gemeente Utrecht



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Bicycle parking places near Utrecht Central Station: 12.000 today; 33.000 in 2020



12 manned and monitored bicycle parkings and 5 Pop Up Parkings



60% goes to the city centre by bicycle



33.000 cyclists along the busiest bicycle route in the city centre every day



43% of all journeys shorter than 7.5km is by bicycle

Utrecht is building the largest bicycle parking in the world (12.500 bicycles)

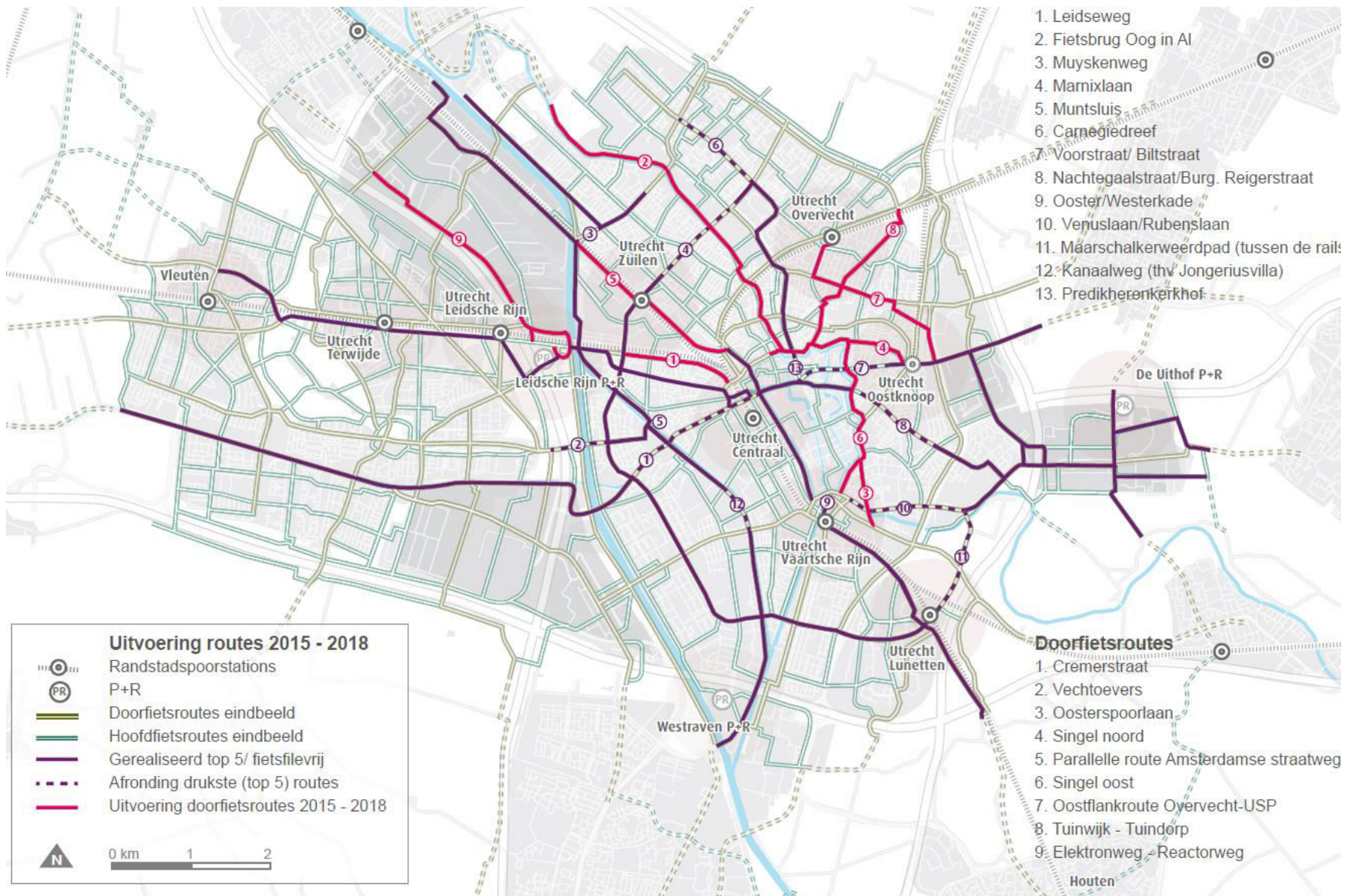
245km bicycle path; 90km bicycle strip; 18 km bicycle street in Utrecht



What makes Utrecht a bicycle-friendly city?



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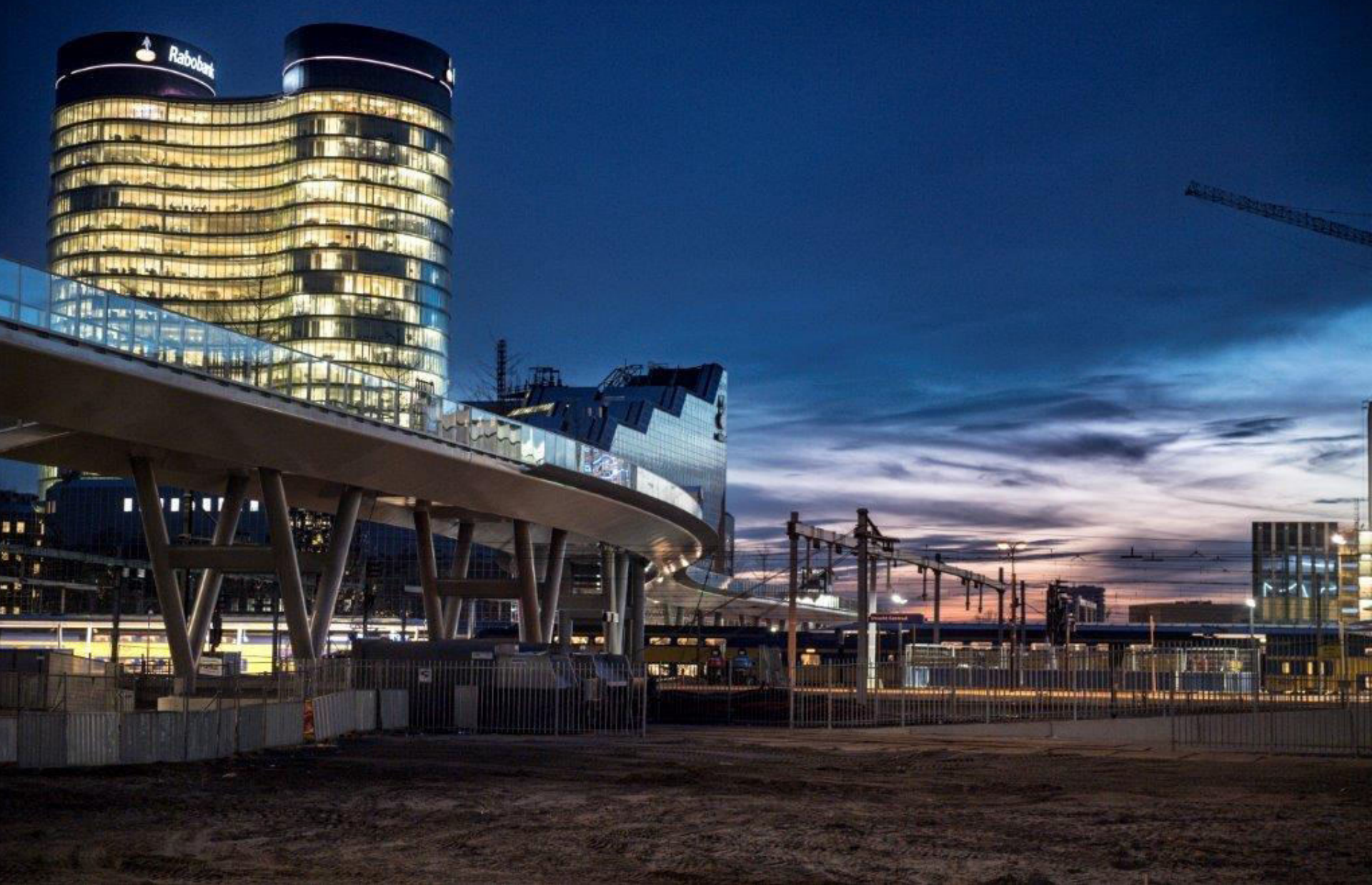




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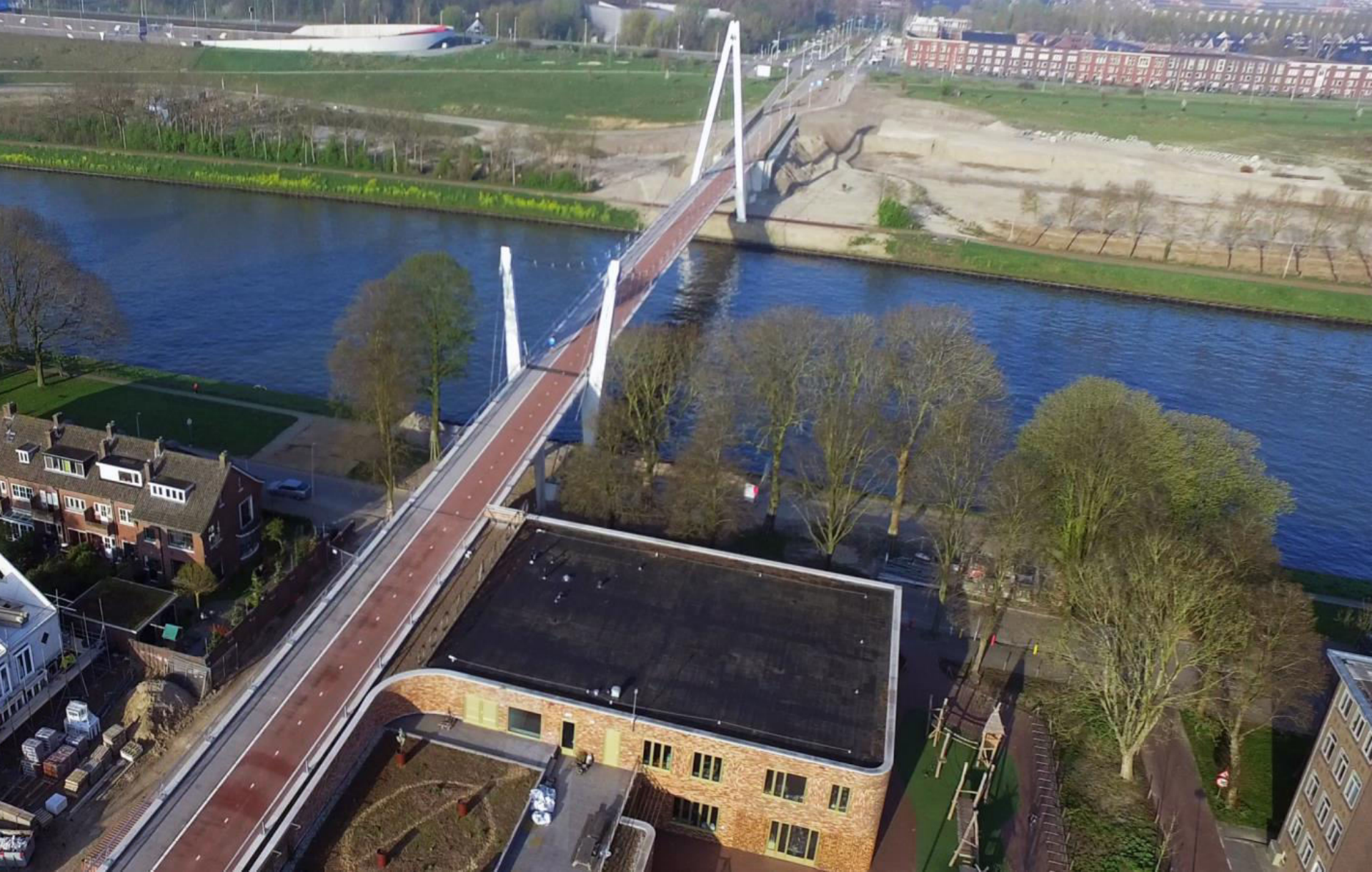
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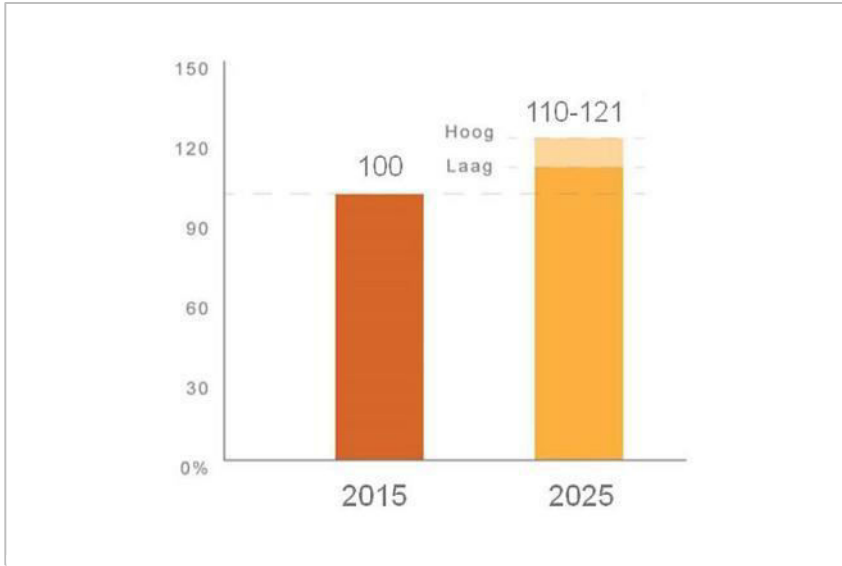
To be continued..

(start Round the table session)



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The city is growing – also in urban mobility ...



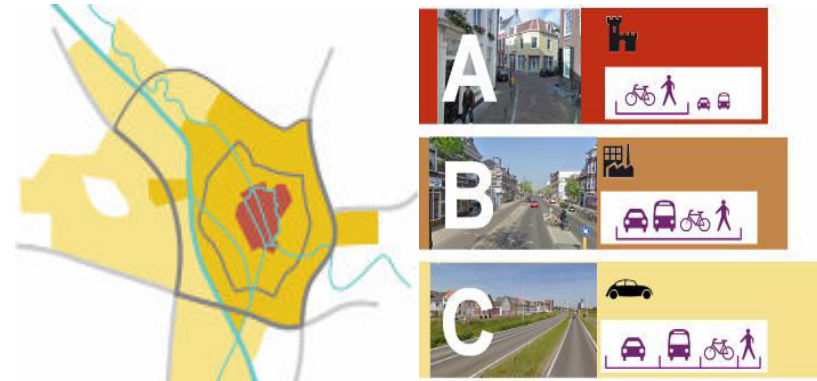
... within the same limited public space ...



... so the use of public space is no longer in balance



-> A Sustainable Urban Mobility Plan for 2025



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What are the choices we make?



1. Give way to pedestrians and cyclists
2. System change in public transport
3. Shifting car traffic to the right routes



Utrecht Central Station area

The busiest cycling route of the Netherlands, the Vredenburg route, seen from above. A total average of 33,000 cyclists pass every day in two directions. The peak is a staggering 47,000 cyclists per day.



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Jaarbeursplein has been given a complete makeover

Jaarbeursplein has undergone a complete makeover

Complete redesign
for more allure
in historical centre



2015

Mijnplaats



2014

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Redesign of parts of residential areas



2019

Adriaan van Oostdijk

How to maintain the human scale in this fast growing bicycle-friendly city?

1. Space-efficiency
2. Next step in bicycle friendly urban developments
3. Facilitating the last mile



Space-efficiency

We're increasingly building shared space solutions at busy spaces.

This leads to new assignments, for instance how to share bicycles and public transport on a safe manner





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Next step in bicycle friendly urban developments

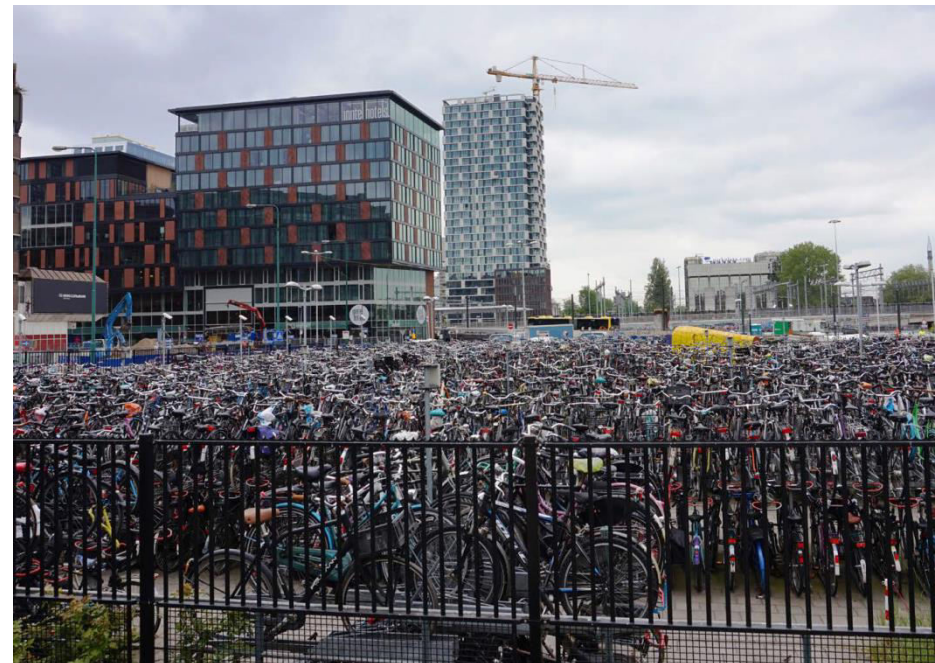
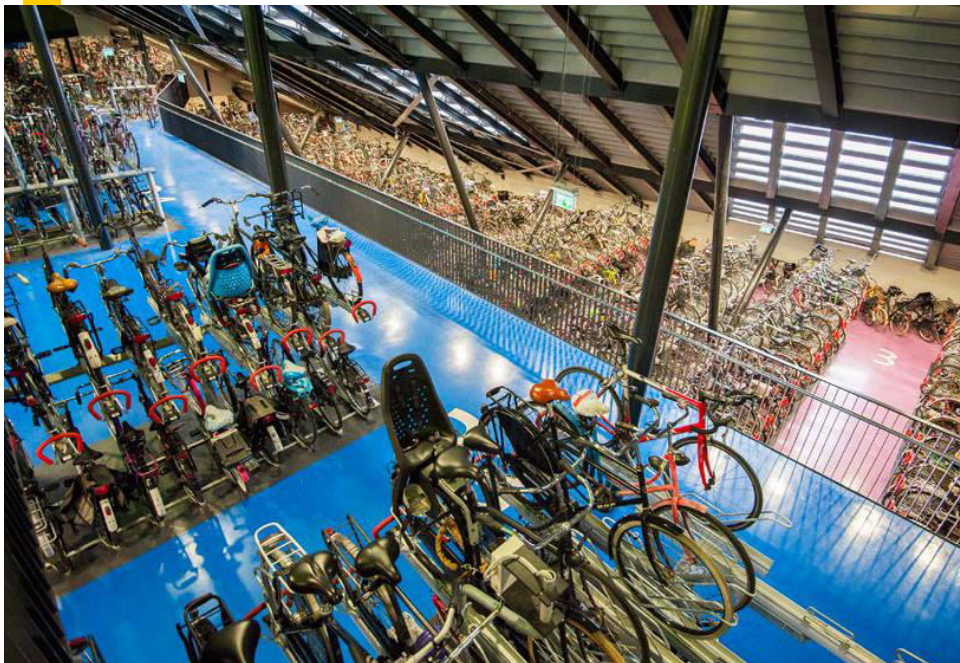
Residential development with the focus on bicycle usage and transition from car ownership to mobility as a service:

- Focus on bicycle access and facilities
- Strict parking policies
- Mobility as a service



Facilitating the last mile

How to facilitate the growing bicycle–train journeys in terms of parking and infrastructure the coming decades?



Quiz

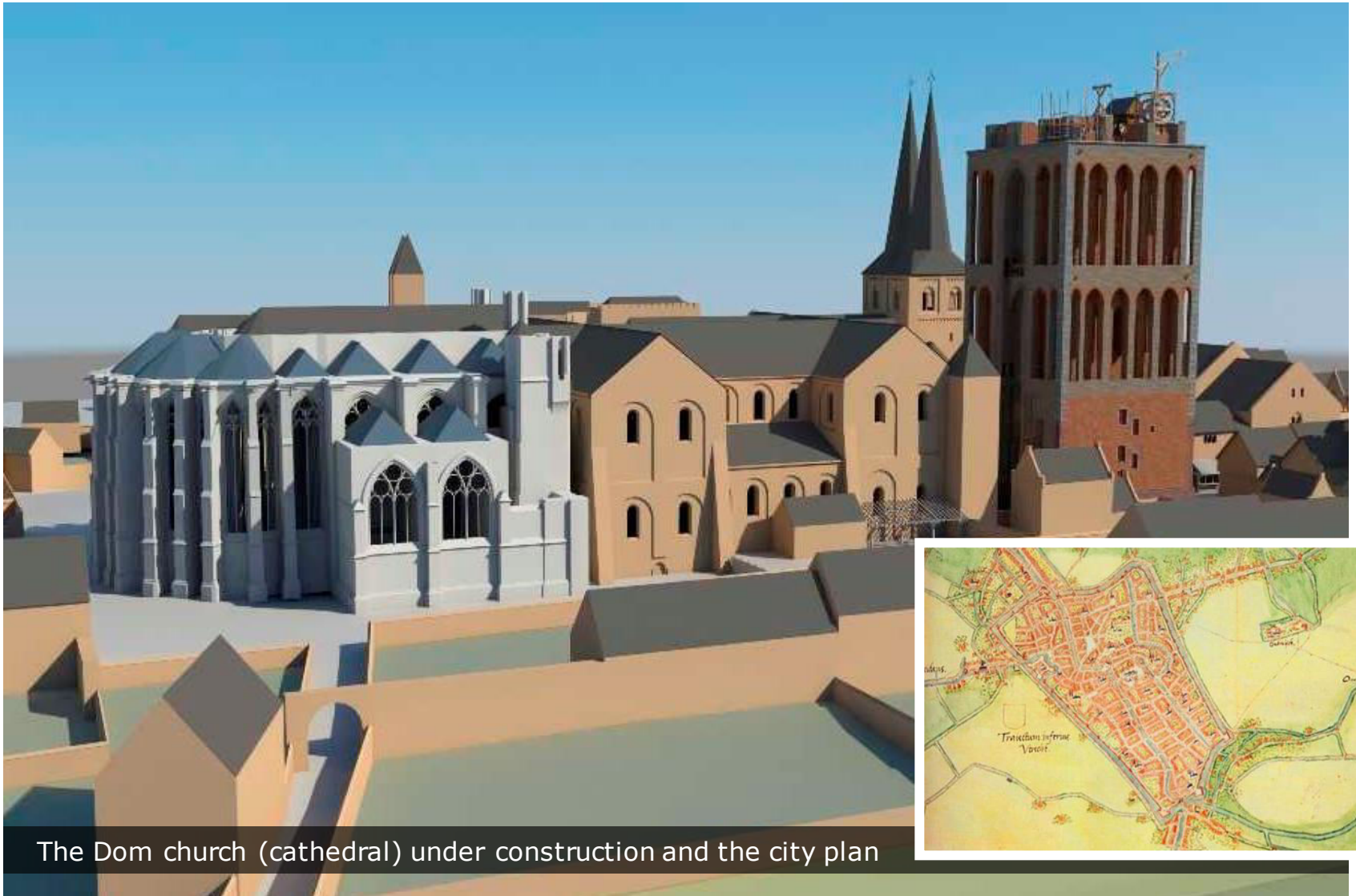
- Utrecht was founded by...?
- What is the name of our iconic medieval tower?
- How many boarding and disembarking train passengers per day at Utrecht stations?



A city founded by the Romans (around 70 AD)



A medieval bishop city (in the 14th -17th century)



The Dom church (cathedral) under construction and the city plan

Interaction

Questions to the group:

What dilemmas do you have in terms of space efficiency and mobility?

And how would you deal with the crowds and congested bicycle routes?

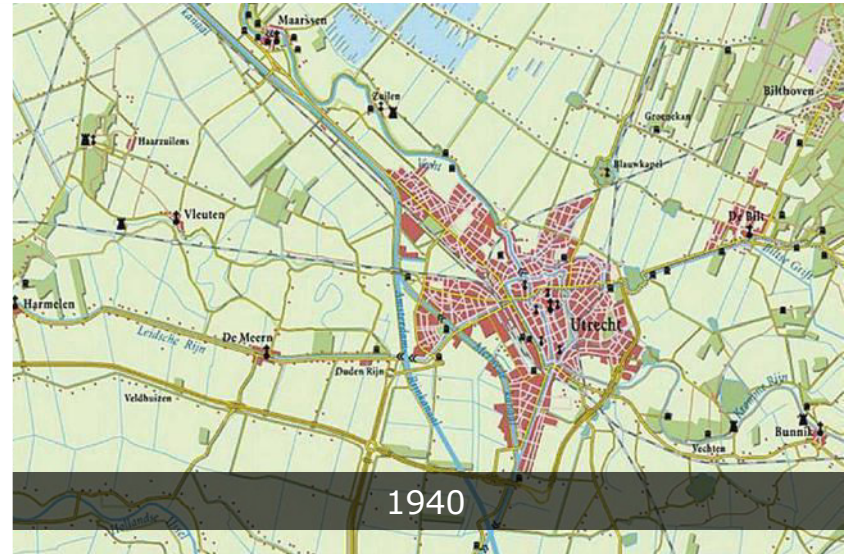
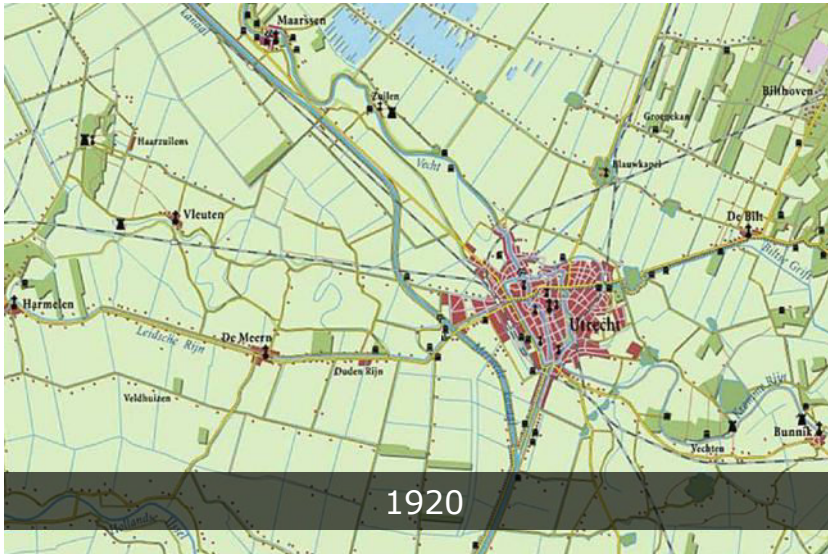


Some recommendations

- Take this into account: a minimum capacity of bicycle infrastructure and high speeds for cyclists
- Financial incentives and employer incentive could be important + communicate about that
- Laws and regulations: take cyclists more seriously, such as priority at intersections
- Start with pilots which make it possible to adjust anything after a while. Another benefit is that it doesn't have to be perfect.
- Start with investigating your network and searching for in the neighborhood, e.g. in collaboration with entrepreneurs and the Cycling Union. Benchmarking could be helpful



[EVT. TOEVOEGEN:] **Development of the city (in the 20th century)**



[EVT. TOEVOEGEN:] Step 2: Design according the DGC principle (II)

A possible result of **well designed** streets and public spaces:

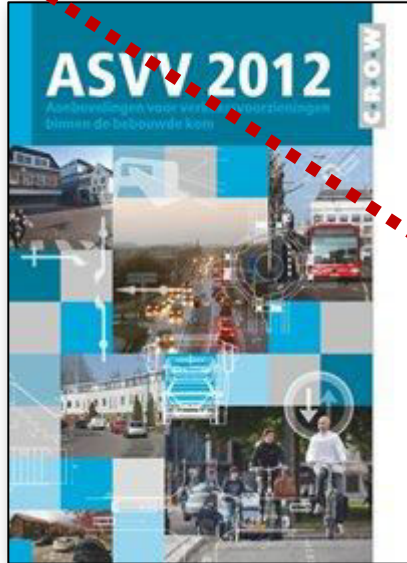
- Modified and safer behavior in traffic.
- Smarter choices of mobility.
- Better and smarter policy on pedestrians (... in a country of *cyclist* !!!).



[EVT. TOEVOEGEN:] Newly designed public spaces

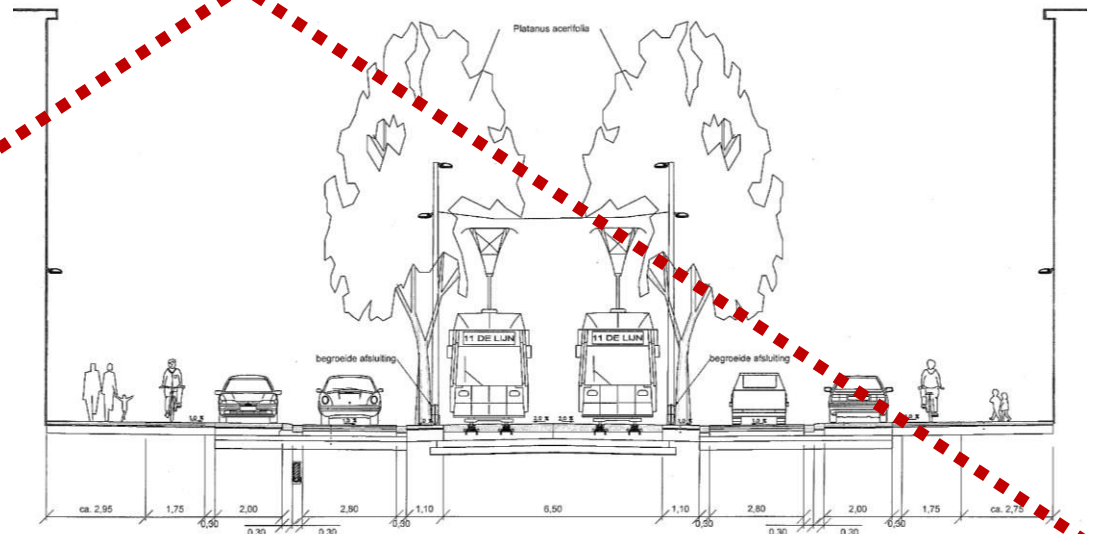
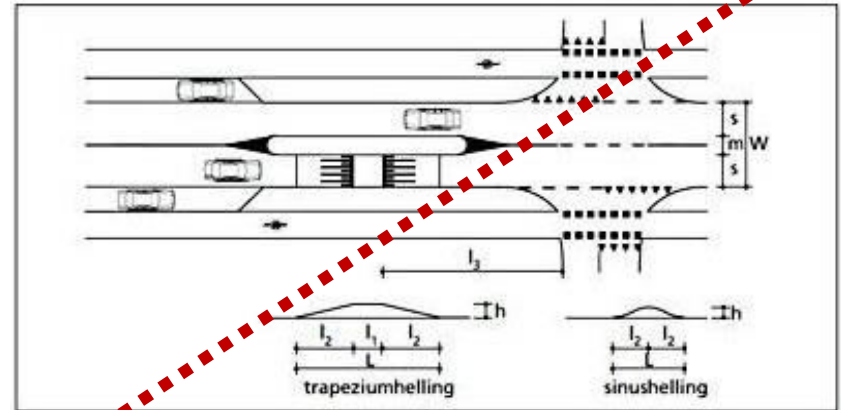


[EVT. TOEVOEGEN:] Our starting point is no longer a technical design ...



Verkeersdrempel – 50 km/h, voor kruispunt

ASW 12.2.6
●●●●●



[EVT. TOEVOEGEN:]

... but a design from the perspective of people

1. The psychology of behavioural acting.
2. The environment of (public) buildings.
3. Functional Ambiance© (FA).



WORLD OF
Flows



Net



Flow



Criss-Cross



Weaving

WORLD OF
Places



Zoning



Clustering



Frontyard



Symbolism

