

# Utrecht bike capital of the world

## Velocity 2017

*Lot van Hooijdonk*



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## The city nowadays: in general (2015)

### Some facts:

- Utrecht: fourth largest city in the country.
- Over 335.000 inhabitants (in the entire region  $\approx$  670,000 inhabitants).
- The largest university of the country.
- An intersection of major motorways.
- The busiest railway station of the country ( $>$  pass./year than Schiphol Airport).



# A new Sustainable Urban Mobility Plan for 2025



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## HOW?

- Give way to pedestrians
- Give way to cyclists
- System change in public transport
- Shifting car traffic to the right routes



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## Why does Utrecht think cycling is so important?

- Utrecht = 'Healthy Urban Living'
  - The bicycle is clean, silent, economical
  - We give the public space back to the user
  - Cyclist represent value, health, liveability, spending
  - Cycling in Utrecht is for 8-80 years
  - Cycling provides social meeting
  - Cycling emancipates
- .....and its make you happy

**THIS ONE  
RUNS ON FAT  
AND SAVES YOU MONEY**



**THIS ONE  
RUNS ON MONEY  
AND MAKES YOU FAT**



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## Modal split to, from and within the city in % (2014–2015)

	<7.5 km	7.5–15 km	>15 km	In general
Motor Vehicles	21.6	60.7	62.2	39.8
Public Transport	3.3	16.1	34.0	10.7
Cyclists	42.9	16.7	2.1	26.1
Pedestrians	30.1			16.8
Others				
*Pedestrians incl.	2.1	6.5*	1.7 *	2.1

### To and from the city Centre – Residents Survey:

- 61% cycles to the city centre (incl. mopeds) (2016)
- 5% takes the car
- 23% takes Public Transport
- 11% walks



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# How do we become bike capital of the world? Implementation Action Plan Bicycle 2015-2020

## Goals

- facilitate cyclists more
- making cycling in Utrecht even more fun
- increase cycling among certain groups
- encourage bike economy

## 6 themes:

- Bicycle parking and enforcement
- Bicycle infrastructure and bicycle routes
- Traffic lights and traffic flow
- Constructions and detours
- Bike economy / bikenomics
- Bicycle safety and behavior

Important input came from a town meeting in January 2015 (180 participants)

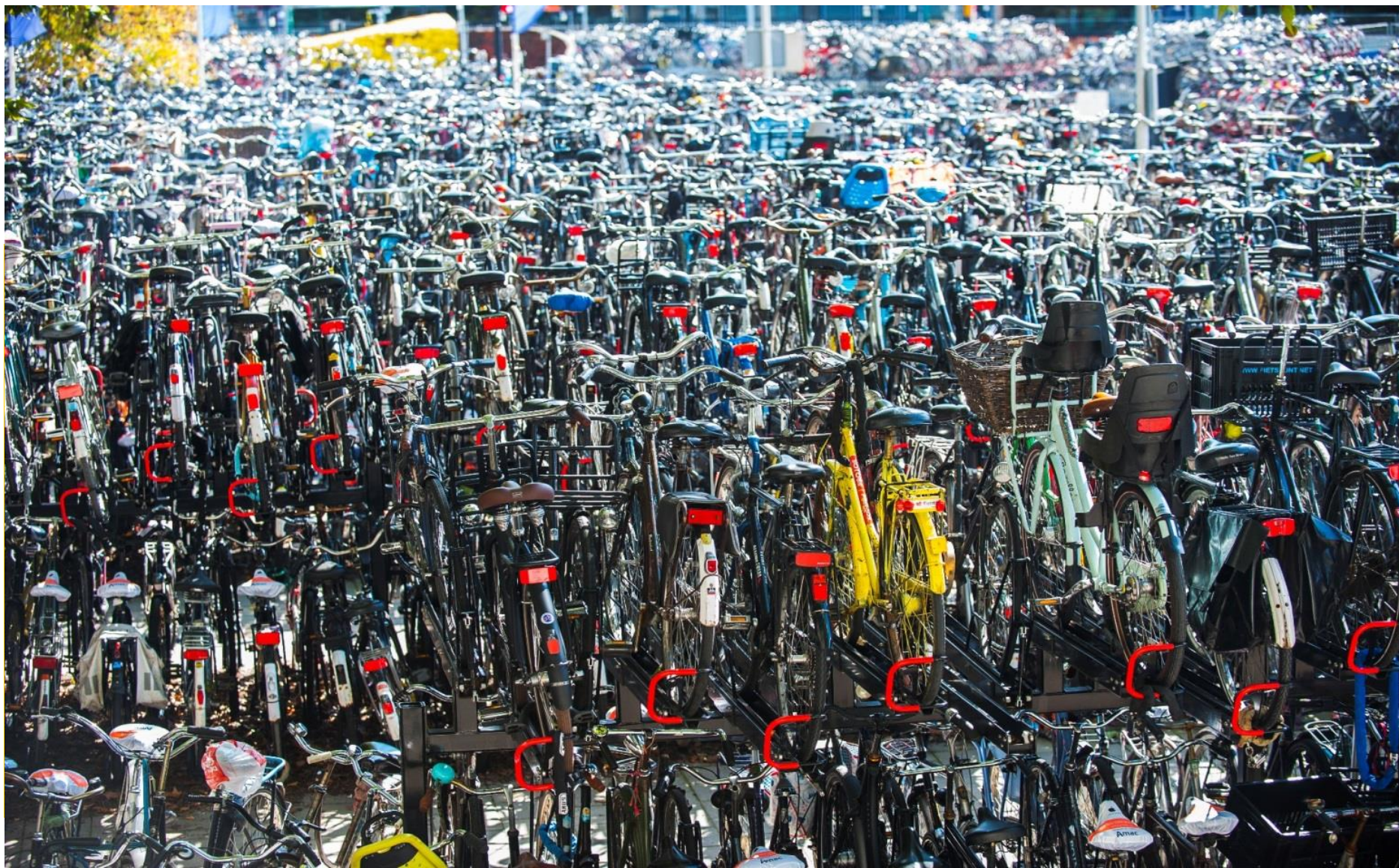


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# Bicycle parking and enforcement



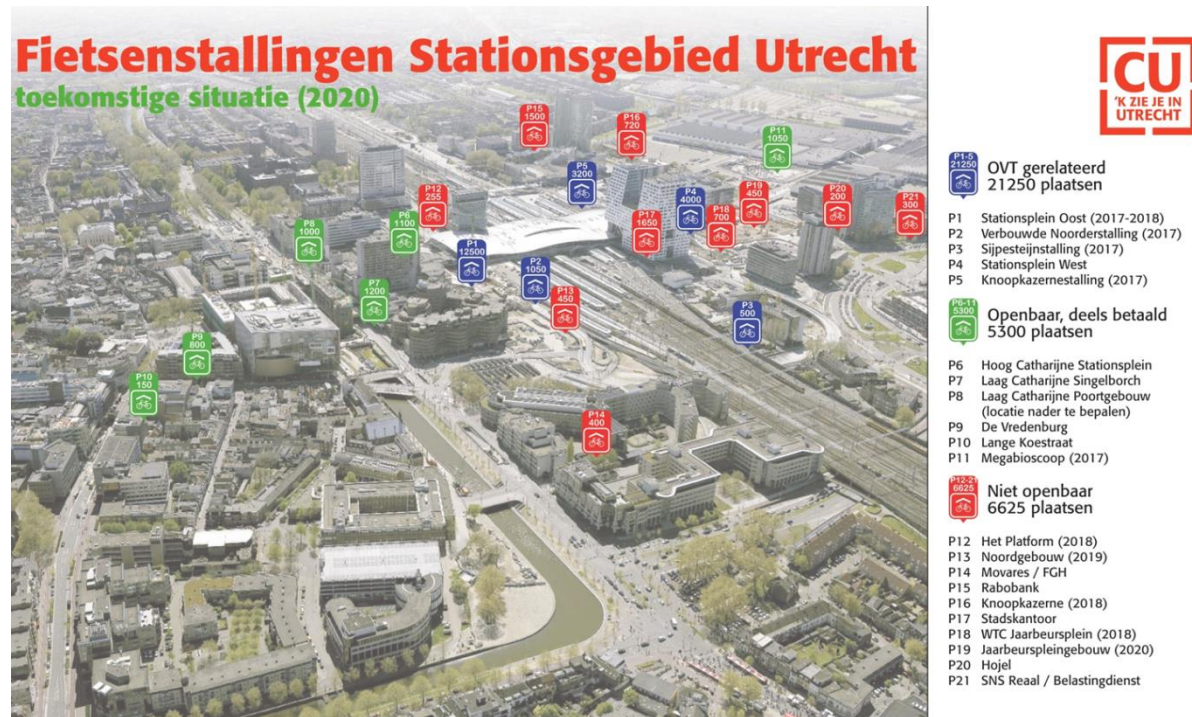
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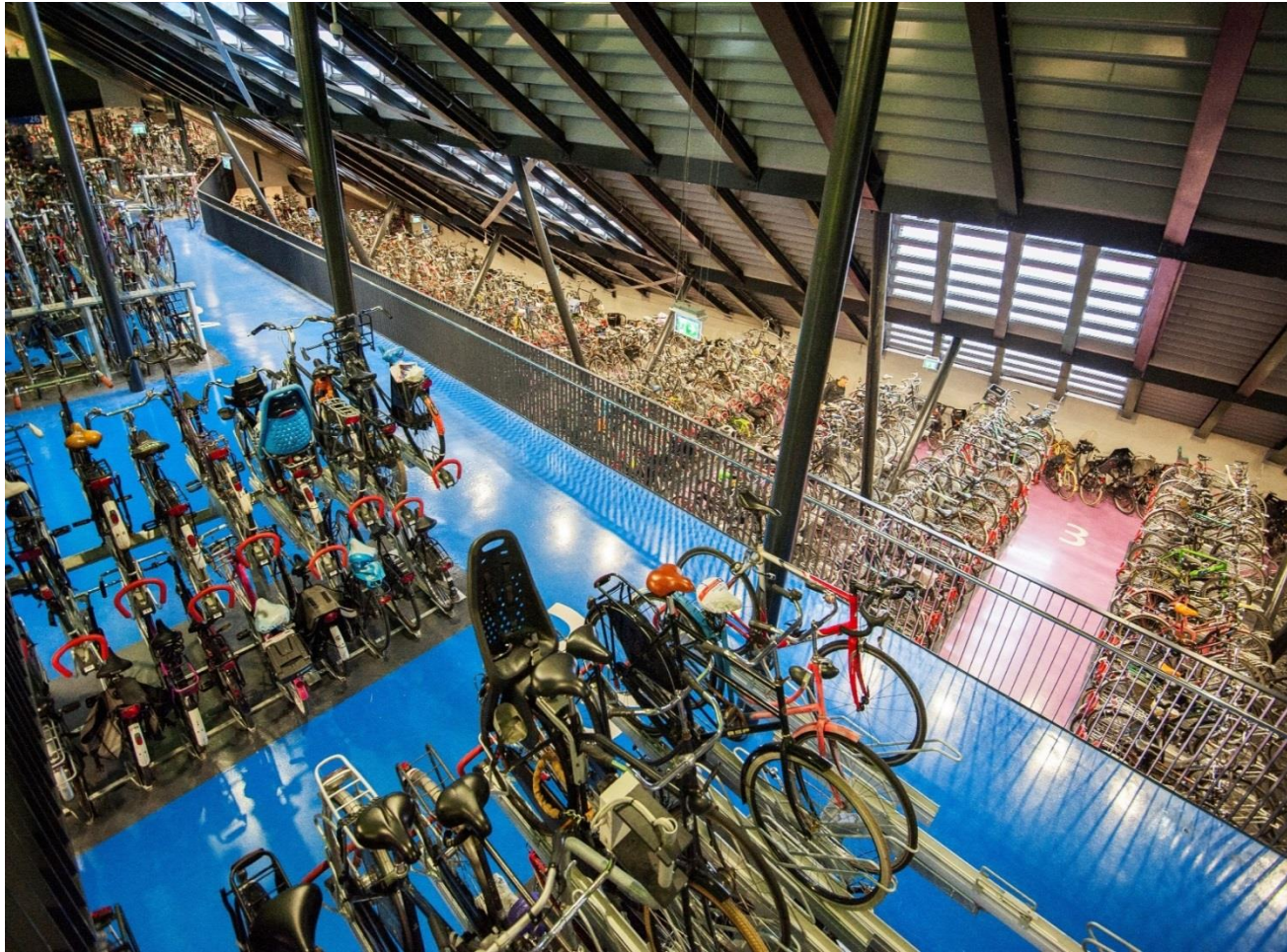
# Bicycle parking around the central station

- Realization of 22.000 public parking spaces
- Private investors realize 11.000 parking spaces



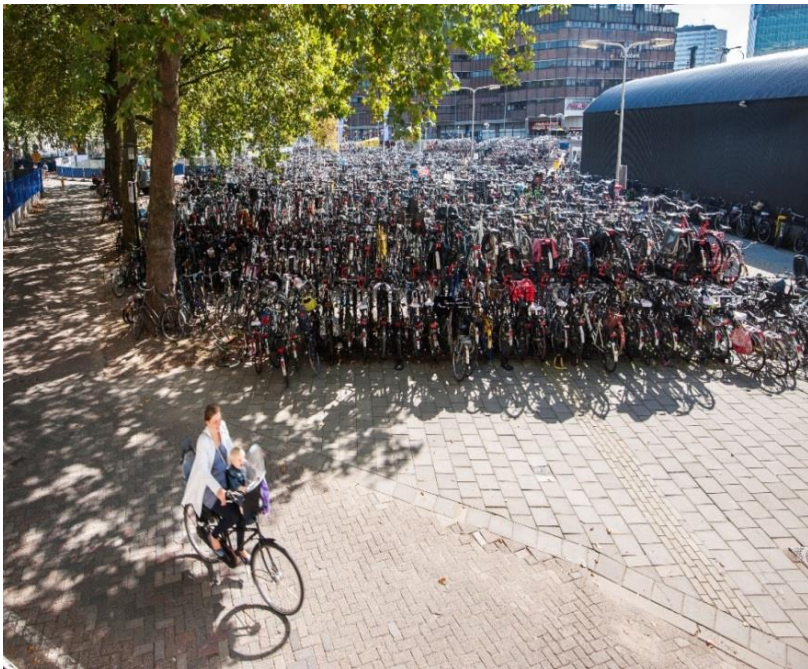
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Bicycle-parking for 4200 bicycles, build under the elevated square next to the train station. After 1 year: 1.300.000 customers



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## Largest bicycle parking in the world (12.500 places)



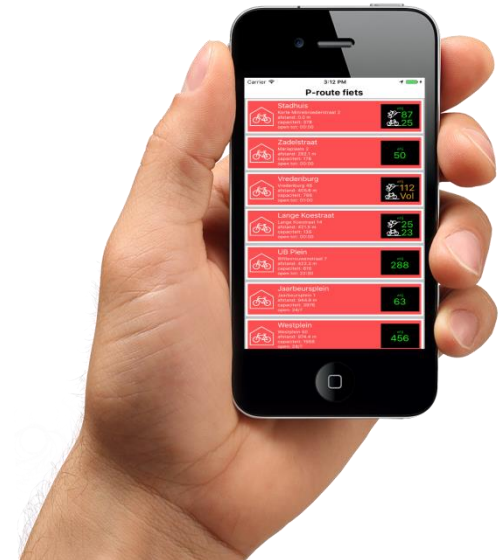
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## Other bicycle parkings



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Finding available parking space in the city centre, also by using the app  
(world's first)



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# Bicycle infrastructure and bicycle routes



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## Dedicated bicycle infrastructure



Crossing of main routes north/south and east/west (opened in 2014)



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## Bicycle streets: cars are guests.



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## ... and bicycle tunnels



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## Dedicated bicycle bridges



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Dedicated bidirectional cycle path on the busiest cycle corridor from east to west in the city. (33.000/24 hours)



Vredenburg, reopened august 2014



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## Removing obstacles; Upgrading bicycle infrastructure in suburban area's



A new bicycle street in Utrecht (opened in 2013)

Situation before ^



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## Complete redesign, more allure in the city



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Before and after reconstruction Drift 2015



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# Traffic lights and traffic flo

- Hotline



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## Flo – Your personal speeding advice, to catch more green lights



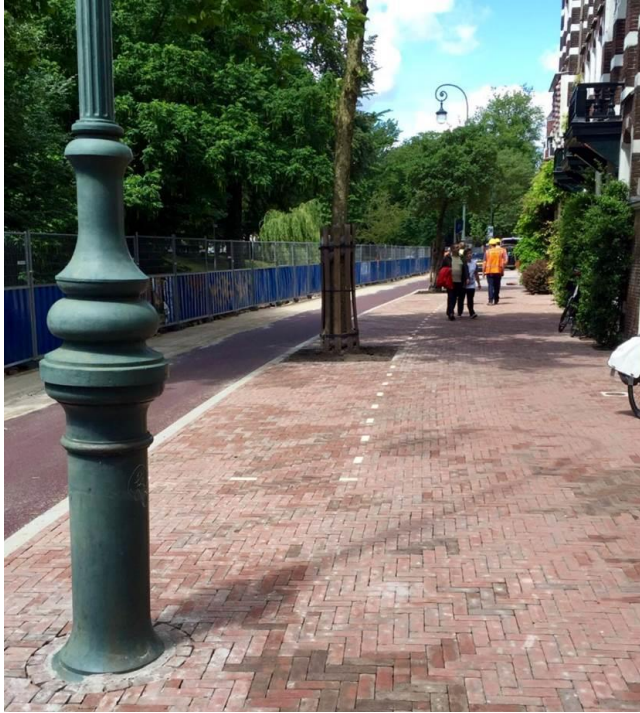
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# Constructions and detours



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## Constructions and detours



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# Bike economy / bikenomics



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# Bicycle safety and behaviour



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## Cycling lessons for adults and refugees



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Questions?



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