

Utrecht The Netherlands

Ruud Ditewig

Traffic consultant and cycling coördinator
of the Utrecht department of town
planning and city development

April 2009

Utrecht The Netherlands

A photographic impression
of the city



Utrecht The Netherlands

A city of cyclists





Gemeente Utrecht

Utrecht The Netherlands

A city with some carfree streets



Utrecht The Netherlands

A city of bicycle lanes



Utrecht The Netherlands

A historical city



Utrecht The Netherlands

An economic engine



Utrecht The Netherlands

A railway junction



Utrecht The Netherlands

A city with commuter traffic



Utrecht The Netherlands

In the first place a cycling city





Gemeente Utrecht

Utrecht The Netherlands

Characteristics of the city





Gemeente Utrecht

Characteristics of Utrecht

Heart of The Netherlands

- In the centre of the Netherlands
- Junction of main motorways
- Heart of the railway system
- Centre of a strong region



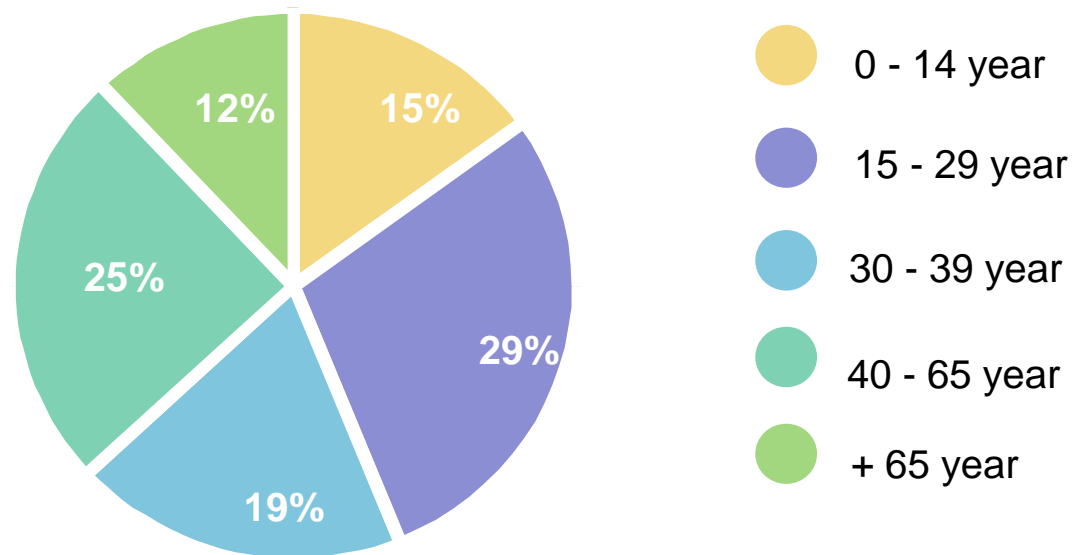
Characteristics of Utrecht

Growing in size and number

2009: City 300.000 inhabitants

2009: Region 550.00 inhabitants

A city of youngsters:



Characteristics of Utrecht

Engine of the economy

City with most vital economy in the Netherlands

- 205.000 jobs
- 14.260 enterprises
- 1.904.500 m² office space
- specialised in services (55%) and non-profit sector (37%)
- fastest growing sector: information technology



Characteristics of Utrecht

Centre of knowledge

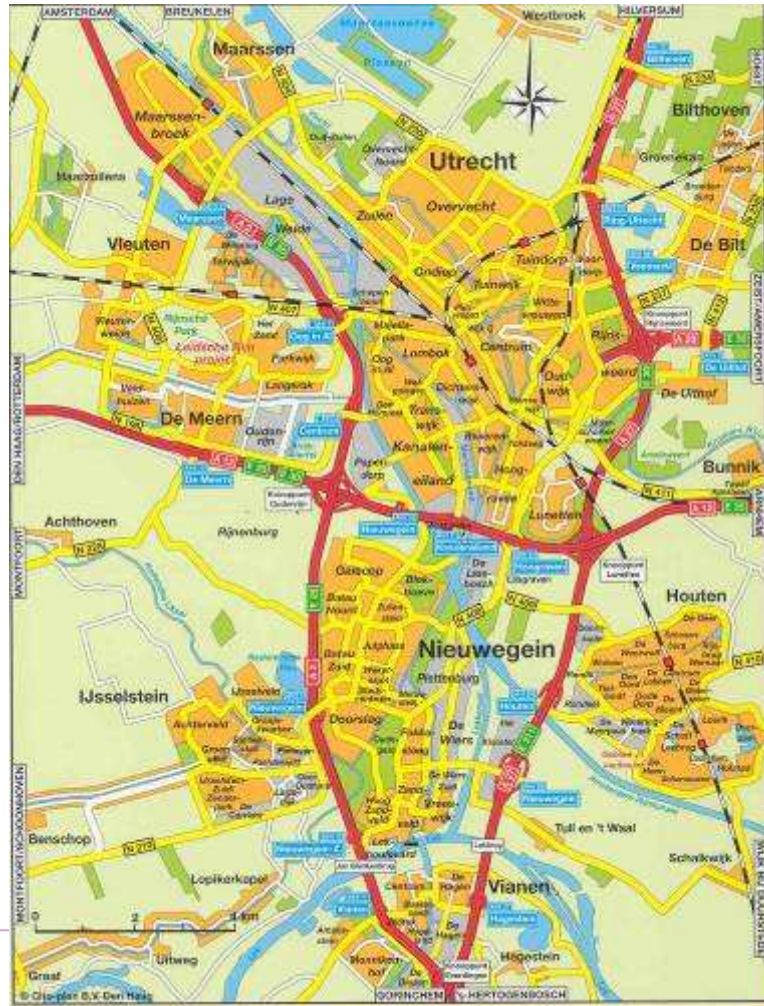
- Largest university in the Netherlands
- 60,000 students in university, colleges and polytechnics (20% of the population)





Gemeente Utrecht

Characteristics of Utrecht the Utrecht region



Challenges Utrecht faces

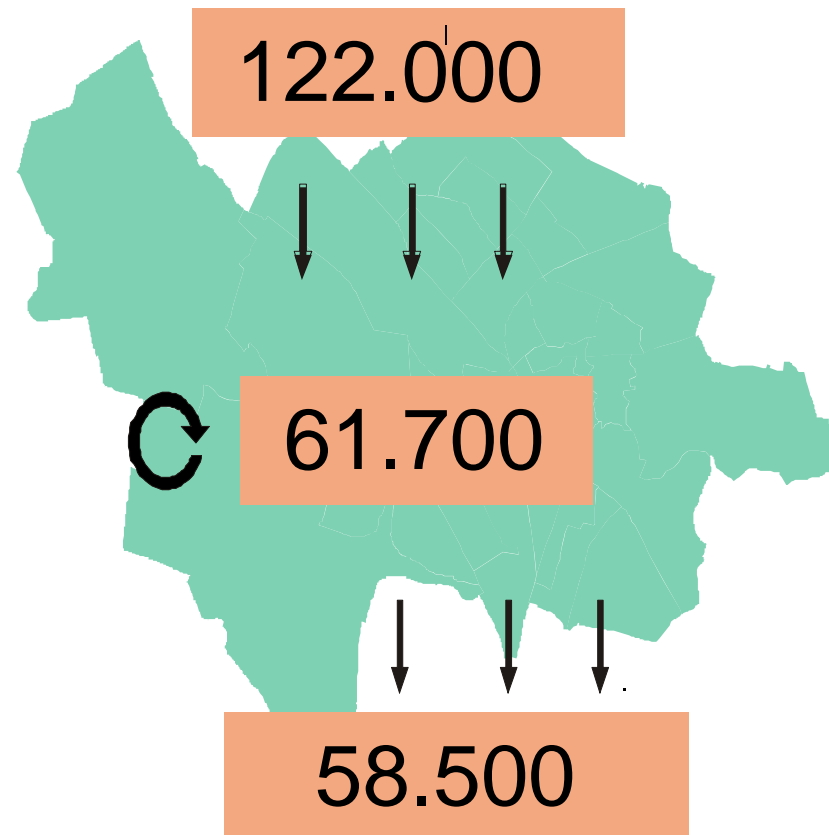
Mobility and accessibility

Planning '2020' for the Utrecht region:

- Network of high quality bus and tram lines
- Introducing a suburban rail system ('Randstadspoor')
- Traffic transfer points at city border (P+R)
- Covering-over the A2-highway between Utrecht-city and Leidsche Rijn
- Underground public parking in city-center
- Network of 'quality' bicycle-tracks

Challenges Utrecht faces

Imbalance between living and working



Utrecht Netherlands

The traffic and bicycle policy

Characteristics of Utrecht

The traffic and bicycle policy

- Restricted facilitation of the growth in mobility to keep the city accessible
- Reduce the growth of the car-mobility by promoting the bicycle and public transport



Characteristics of Utrecht

The traffic and bicycle policy

- The traffic-policy note 2004 form the base of the Utrecht bicycle policy
- Utrecht follows the national and regional policy
- The object is to keep the high share of the bicycle in the modal split (33 – 42%) in spite of the physical growth of the city

Characteristics of Utrecht

The traffic and bicycle policy

This traffic policy means:

1. Concentrate the car traffic on only a limited number of major roads
2. Create quiet residential areas with no through traffic

Characteristics of Utrecht

The traffic and bicycle policy

‘Concentrate the car traffic on only a limited number of major roads’

Strength:

- Only a few roads in the city have a problem with noise and air pollution
- The city (c.q. the economic centres) is still accessible for cars

Weakness:

- These roads are difficult to cross; especially for pedestrians, cyclists and public transport
- These roads separate the different neighbourhoods

Characteristics of Utrecht

The traffic and bicycle policy

‘Create quiet residential areas with no through traffic’

Strength:

- Makes it possible to create larger 30 km zones
- Better opportunities to cycle and walk in your neighbourhood, also for children and elderly people, to go to school, shopping, sporting, etc.

Weakness:

- There still has to be access for busses, heavy transport vehicles and parking
- Not every neighbourhood has its own schools, shops, sporting facilities, etc.

Utrecht Netherlands

The traffic and bicycle policy

Some results of the Utrecht
bicycle policy

Utrecht Netherlands

The traffic and bicycle policy

Building a high speed busnetwork in the city needs a total reconstruction of the streets. For nearly the same money you also build bicycle lanes



Utrecht Netherlands

The traffic and bicycle policy

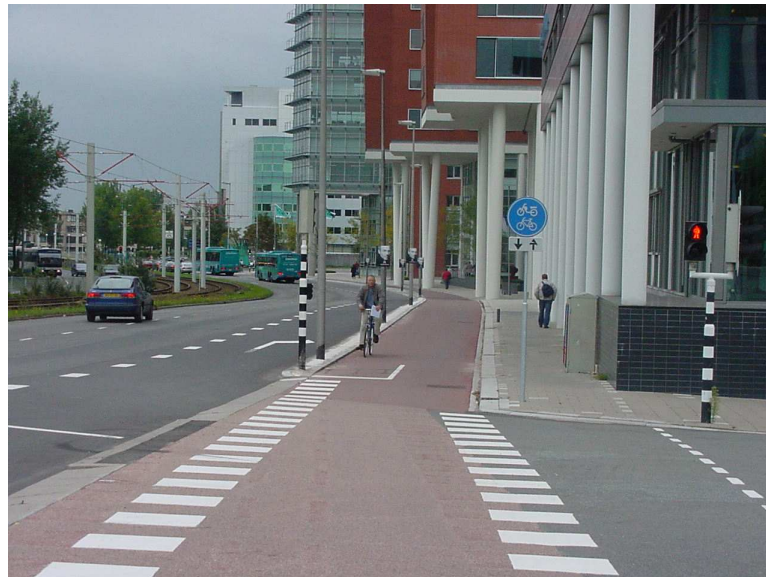
Bicycle provisions do not always cost a lot of money, simple concrete blocks to create a bicycle lane



Utrecht Netherlands

The traffic and bicycle policy

A commercial development: the bicycle lane was part of the negotiations with the developer



Utrecht Netherlands

The traffic and bicycle policy

Dare to make measures, sometimes the car-traffic has priority, but sometimes the bicycle has priority





Gemeente Utrecht

30 km zone

Example:

**creating a 30 km zone in
an existing residential
area 'Utrecht Overvecht'**

Example: 30 km zone



The present situation

Example: 30 km zone

Neighbourhood Overvecht:

- **Wide streets**
- **No difference between major roads and residential streets**

Finding a solution by organizing a brainstorm - workshop. That means there are no limits in thinking. But keep it also realistic.



Gemeente Utrecht

First: a clear structure

- 50/70 Km - binnenring, buitenring
- 50 Km - wijkontsluiting
- Autoluw en veilige route naar het park
- Autovrij - parkverbinding
- Molenwiek - 30 Km
- overige 30 km
- Park



opgave ontstaan vanuit workshop



Gemeente Utrecht

Results of the brainstorm

Aandachtspunten voor het aanbrengen van fietsstroken

- Een fietsstrook is 1,50 meter breed.
 - Alleen fietsuggesteekstroken toepassen op doorgaande fietsroutes.
 - Alleen toepassen op locaties met een lage parkeerdruk.
 - Parkeeren op een suggestiestrook is niet toegestaan. Parkeeren op een fietsstrook (te herkennen aan het fietsymbol) op het wegdek is niet toegestaan.
 - Een fietsuggesteekstrook verkleint optisch het profiel (is wenselijk).
 - Alle regels blijven van kracht (rechtshouding, voorrang, etc.).
 - Aanbrengen van fietsstroken is goedkoop.
 - Door de fietsstrook 0,5 meter vanaf de zijant te leggen, ontstaat er een uitstapstrook wat de veiligheid voor de fietsen ten goede komt (open staande deuren). Bovendien wordt zo de rijbaan nog meer optisch vermarkt.
- Deze optie heeft de voorkeur van het werkschapteam.





Gemeente Utrecht

Results of the brainstorm

Parcours door de wijk

ter inspiratie

- Een deel van de (te brede) rijweg zou ook gebruikt kunnen worden voor een parcours door de wijk Oevervecht voor fietsers, hardlopers of skaters.

referentie: 'Het Lint' in Leidsche rijn



Koeweitdreef





Gemeente Utrecht

Results of the brainstorm

Bomen in gaten

ter inspiratie

- Waarom niet een gat in het asfalt zagen, grond verbeteren en er een boom inplanten?
- Dit is relatief goedkoop in aanleg.
- Het versterkt het groen karakter.
- Het versmalt het profiel.

