

# Die bemerkenswerten Velostationen von Utrecht und ihre 22.000 Plätze

*Frans Jan van Rossem, Head of the bicycle program,*



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## Summary:

- Some general facts about Utrecht
- Some cycling facts
- The need to change mobility policies
- Bikeparking in Utrecht
- Projects
- People experiences
- How does it work

Vice Mayor: Lot van Hooijdonk



# The city nowadays: some general facts (2018)

## Some facts:

- Utrecht: fourth largest city in the country
- The fastest growing city in the Netherlands:  
350,000 > 2018 (Utrecht region  $\approx$  700,000)  
400,000 > 2028
- The largest university of the country
- The intersection of major motorways and railways
- More than 200,000 boarding and disembarking train passengers per day



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## Some Cycling facts:

- 22.000 public bikeparking places at the central trainstation,
- 11.000 private places at newly developed offices around the station.
- 12 manned and monitored indoor bicycleparkings, and 5 Pop-up parkings.
- 60% of all visits to the citycentre is done by bike.
- 33.000 cyclists average/24 hours on our busiest cycle path
- 49,3 % of all trips in the city up to 7,5 kilometer is done by bike.
- 245 kilometer of bicyclepath, 90 kilometer strip and 18 kilometer bicyclestreet.
- 5% growth of bike use in 2018
- 194 million euro investment 2015–2020
- Fast growing number of electric bikes



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# The need to change mobility policies:

The growth of the city generates a growth in mobility. How can we accommodate this growth within the same limited public space. Which political decisions were taken.

<https://www.youtube.com/watch?v=u9uSsc97S-c>



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# Bikeparking in Utrecht



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# Projects



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# Peoples experiences

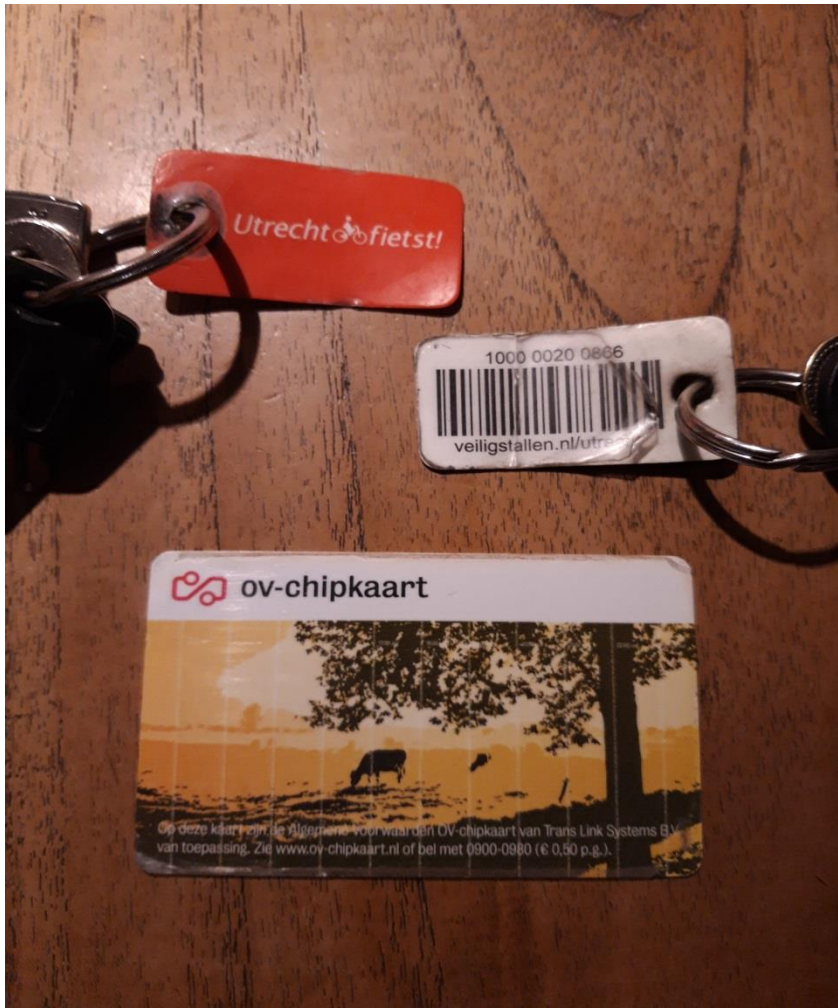


<https://www.youtube.com/watch?v=5YCvuPWvdQQ&feature=youtu.be>



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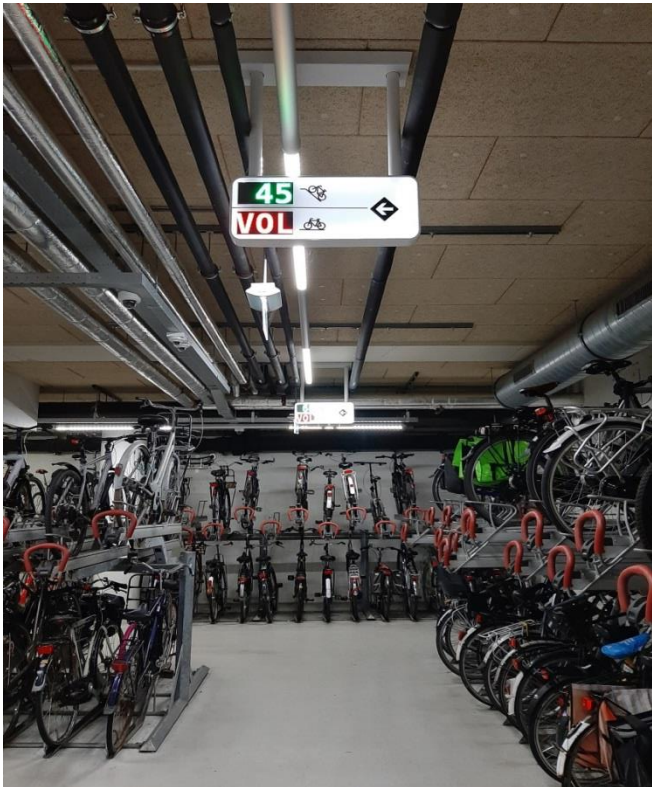
# How does it work; entrance systems



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## Detection system

Detection system with optical sensors– recognition of free spots. Recognition of places that are occupied for more than 28 days.



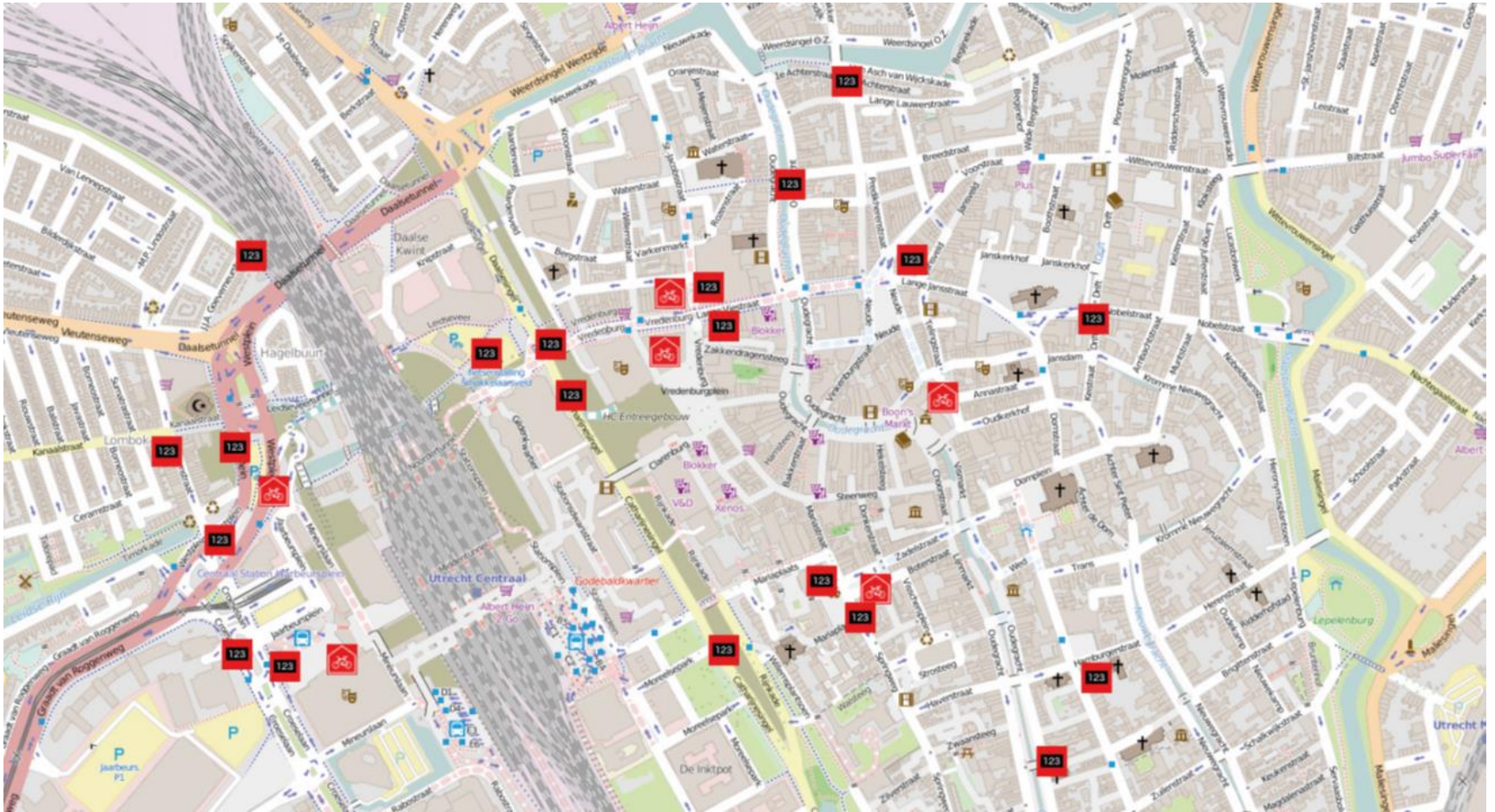
*Utrecht fietst!*

# P-route Fiets (Bike)



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## P-route fiets:



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## Behavioral change:

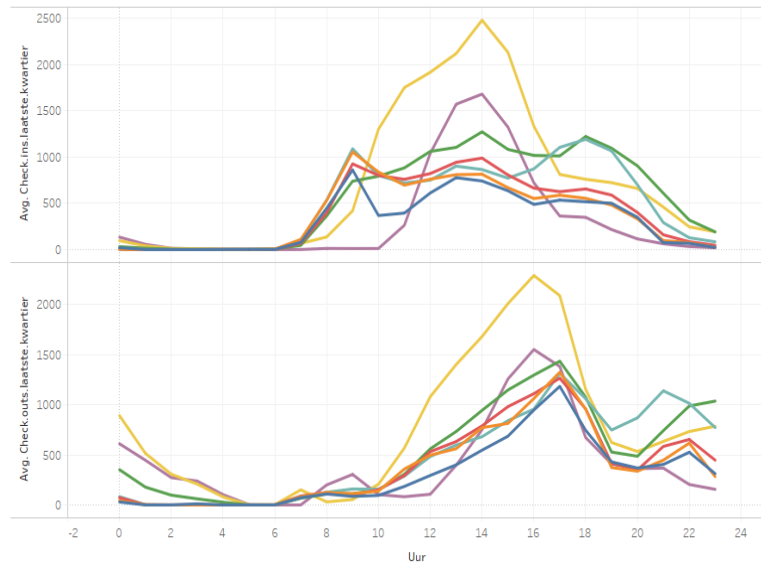
System known to people	2015:	56%
	2018:	75%

39% of the cyclists asked about the way they use the system says they choose another bikeparking after looking at the P-route signs.

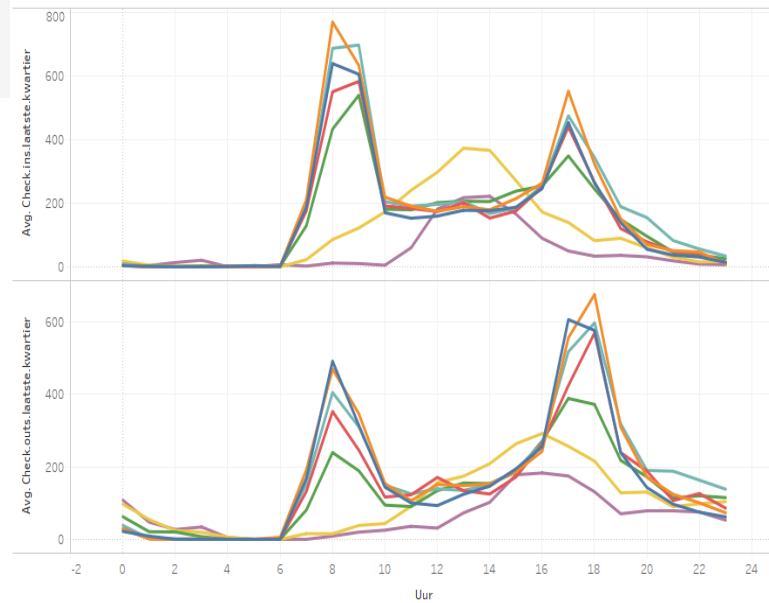


# Using the data

Stadhuis CI/CO

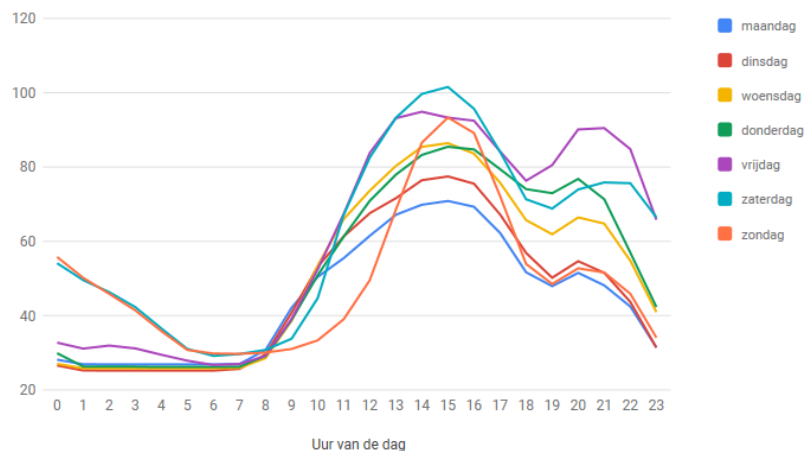


Laag Catharijne CI/CO



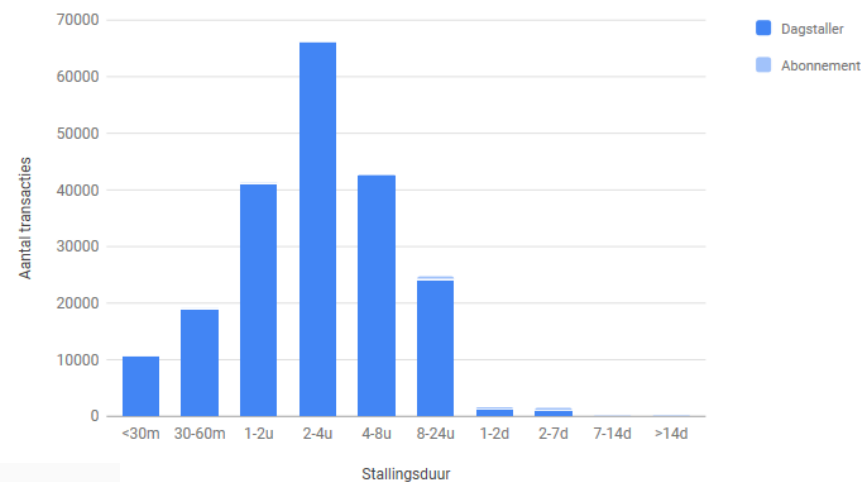
## Procentuele bezetting

Utrecht Vredenburg - mei 2019 (1-5-2019 t/m 31-5-2019)



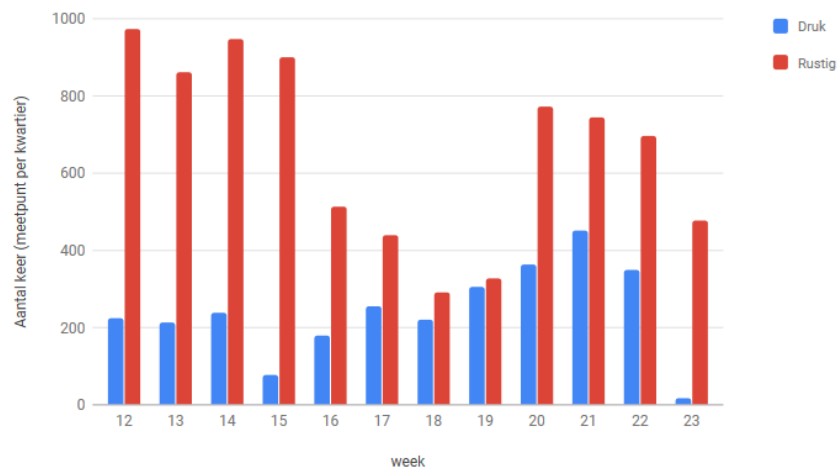
## Stallingsduur

Utrecht Vredenburg, 2019



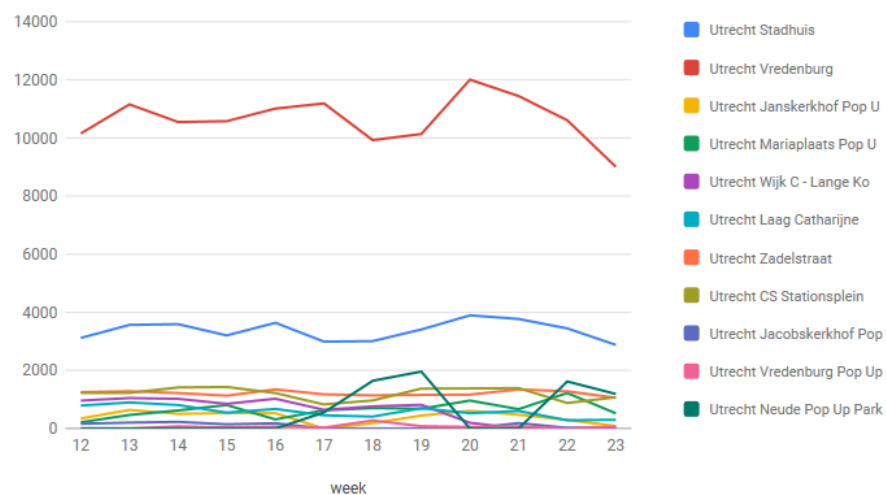
## Drukke en rustige momenten

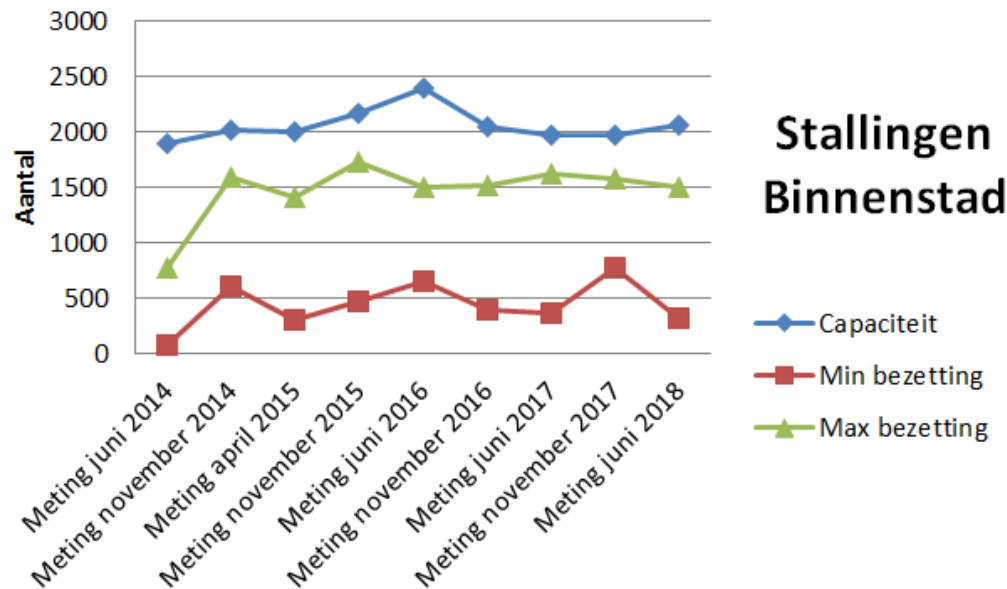
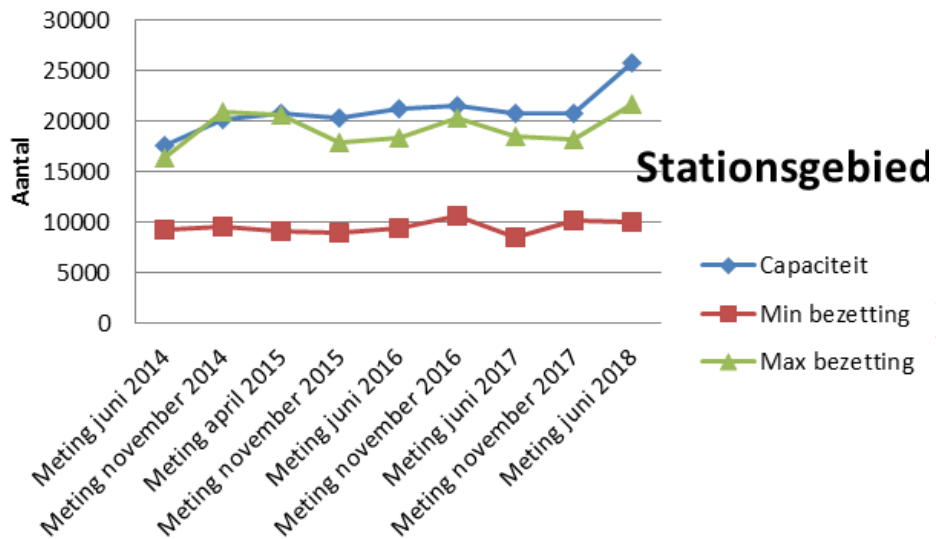
Utrecht - Afgelopen 12 weken (18-3-2019 t/m 9-6-2019)



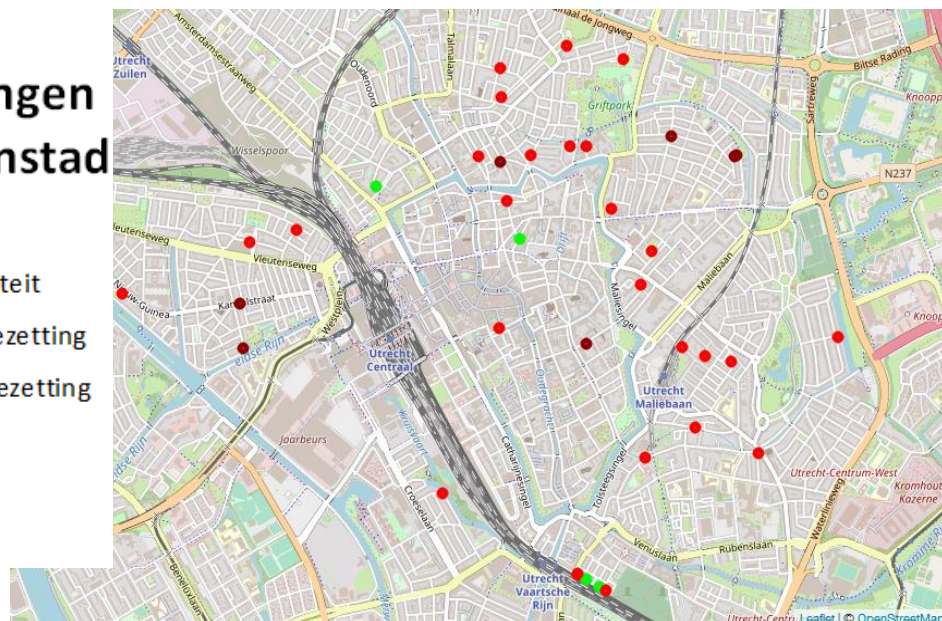
## Aantal afgeronde stallingstransacties per week

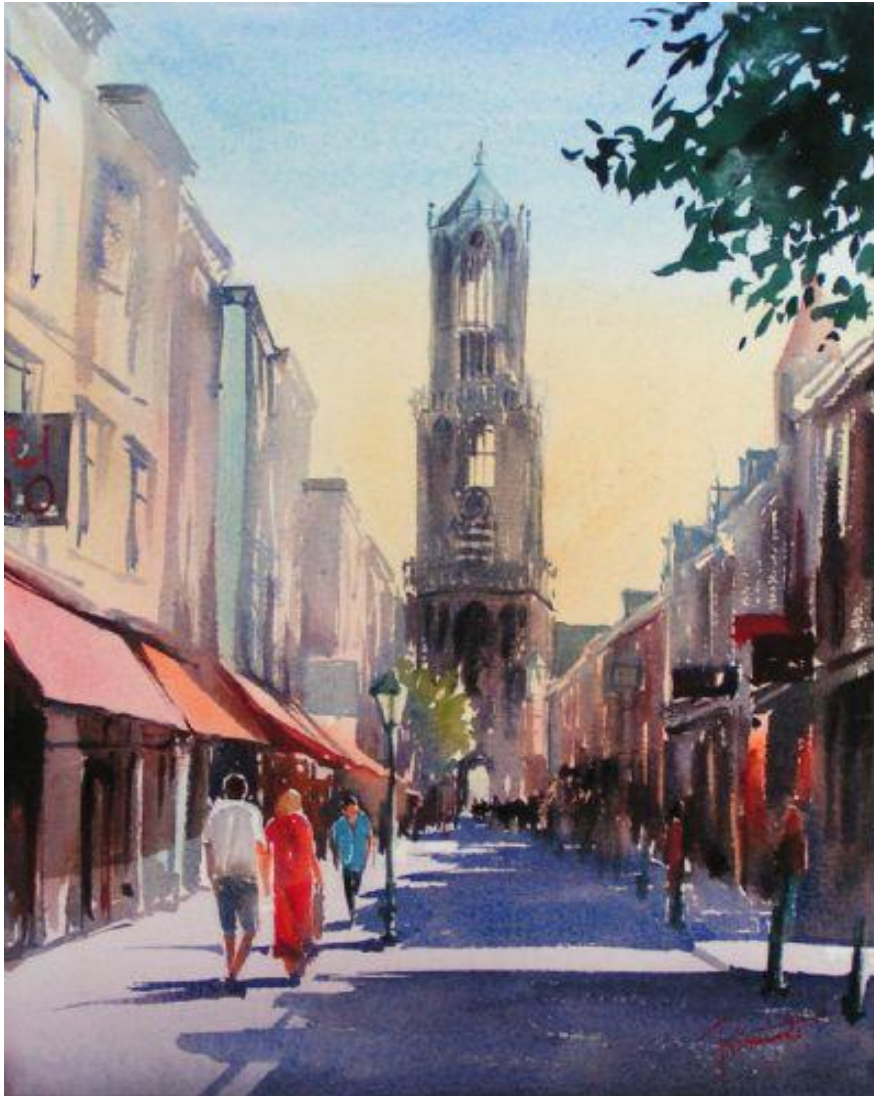
Utrecht - Afgelopen 12 weken (18-3-2019 t/m 9-6-2019)





## buurtstallingen





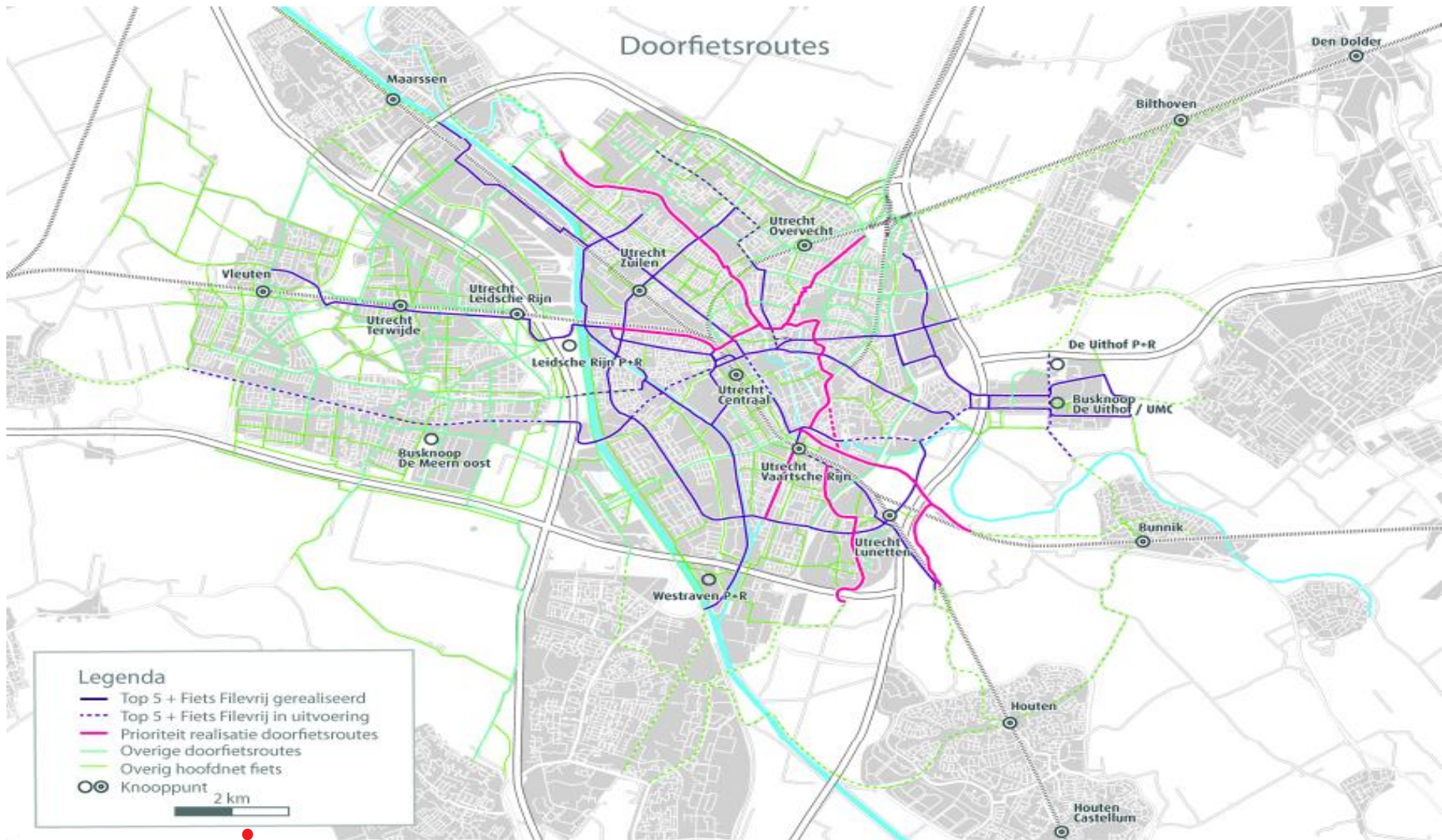
#utrechtfietst

# Reserve set of slides about our cycling network infrastructure



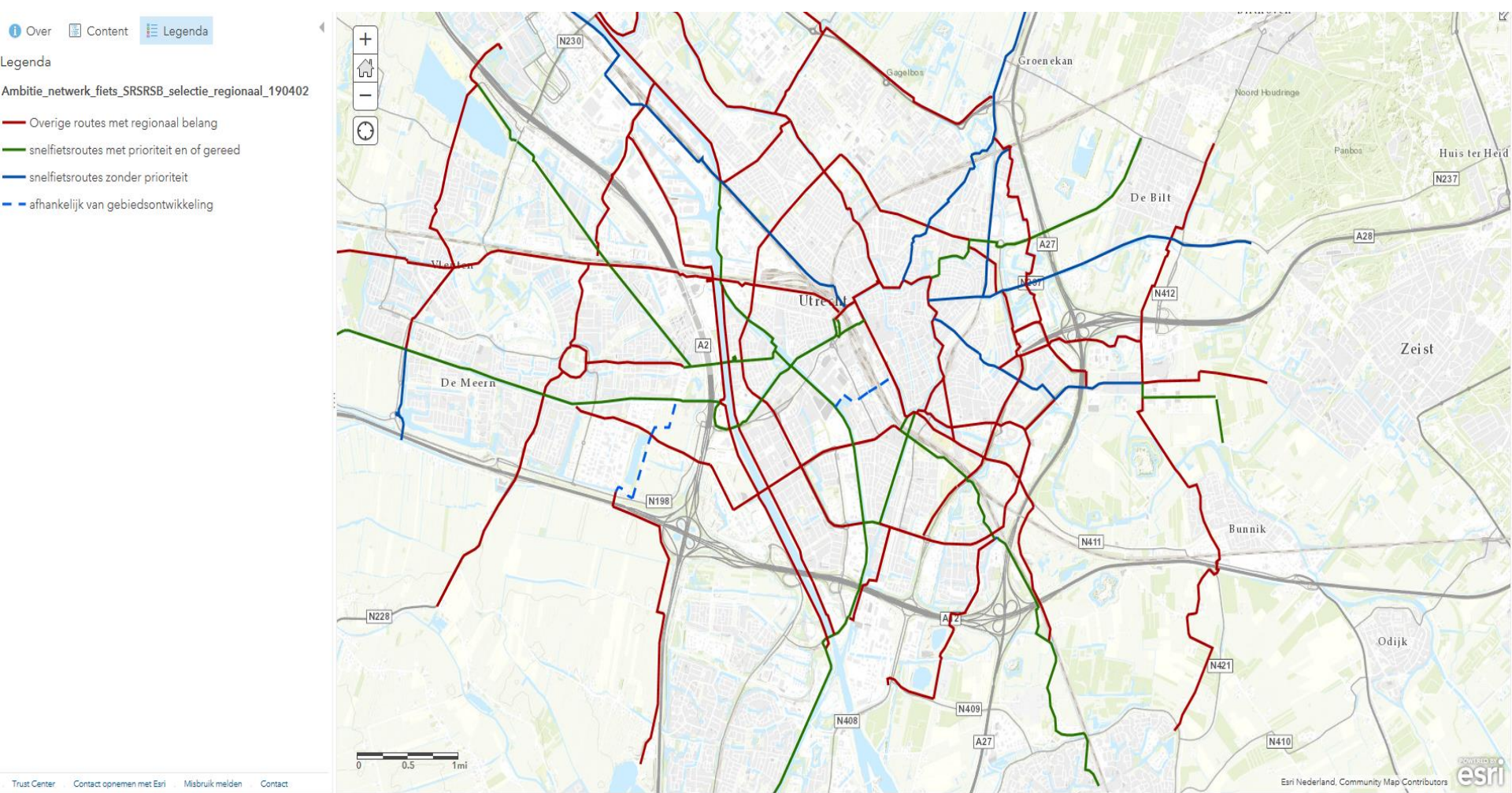
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# Constructing a cycling network



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# Proposed regional cycling network



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Complete redesign  
for more allure  
in historical centre



2015

Münipalaat



2014

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# 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.



2007

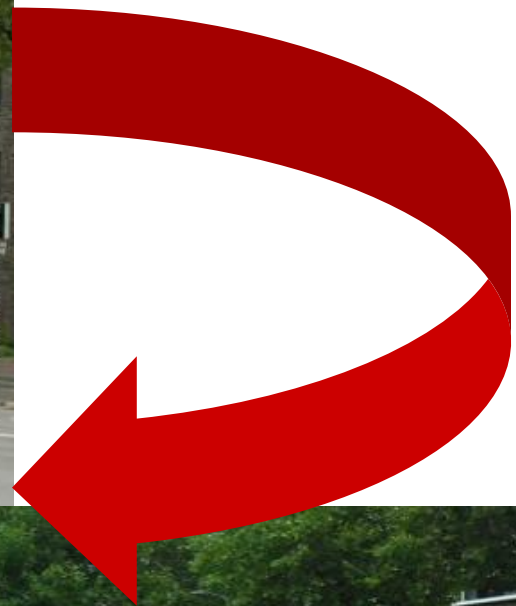


2019



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