



REPAIR Good Practice Example: New Dutch Waterline, Utrecht bicycle paths and transport



Utrecht is growing in size and number. In 2009 there were 300,000 inhabitants in the city and in the region, 550 inhabitants.

It has the most vital economy in the Netherlands with 205,000 jobs, 14,260 enterprises, 1.904.500 m2 office space with the fastest growing sector being Information Technology. There are 60,000 students at the university.

Because the city is growing fast the average distances for cyclists in the city will be longer in 2020. Measures need to be taken to keep the people on their bicycles. Some of these include a new infrastructure to reduce deviations, and promoting electric bikes for longer distances. Traffic transfer points at the city border are currently for cars, this year public bikes were introduced in these points, the next step will be the introduction of eclectic public bikes.

Planning '2020' for Utrecht involves having a network of high quality bus and tram lines, introducing a suburban rail system (Randstadspoor), having traffic transfer points at the city border, covering over the A2 highway between Utrecht city and Leidsche Rijn, underground public parking in the city centre and a network of quality bicycle lanes and bike parking.



Public bike rental (OV-Fiets) at public transfer points is growing fast. Most bikes are used by commuters and business people (visitors). Introducing these bikes at public transfer points can increase the market for them. The Utrecht Air Quality

plan was adopted by the city council in November 2009. Measurements and programmes to promote clean (non-emission) transport are an important part of this plan.

One great example of clean transport is an electric 'beer boat' that delivers goods via the canals. This came into operation on 22 January 2010. Another is the Cargo Hopper: An electric freight 'train' delivering goods in the historic city centre since 2009 to great success.



The Air Quality programme started in January 2010 after adopting the Air Quality plan by the city council in November 2009. The policy document of sustainability and environment was adopted in 2008. Different programmes will be carried out over the coming years.

The aim of the Traffic and Bicycle Policy is to facilitate the growth of mobility services to keep the city accessible but to reduce the growth of car traffic by promoting bicycles and frequent reliable public transport. The objective is to maintain a high share of bicycles in the modal split (33-42%) in spite of the physical growth of the city.

A bicycle route is part of the regional bicycle network, with a number of measures to facilitate cyclists on the route. A safe and comfortable route is necessary to encourage people to use them.

Measures to improve accessibility to the Fortress include good bicycle infrastructure, priority at the traffic lights, secure bicycle parking facilities, bike rental at transfer points, bicycle maps, bicycle signing and clear information about the cycle routes available.

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