MOBILITY PLAN 2040

Your street and our city
healthy, attractive and accessible for everyone

Gemeente Utrecht

UNIVERSITY OF OREGON

Index

- The Netherlands
- The City of Utrecht

- A historical perspective.
- Newly designed public spaces.
- Projects.

The Netherlands

The Netherlands
Europe

Utrecht
Noordzee
België
Duitsland
The Netherlands

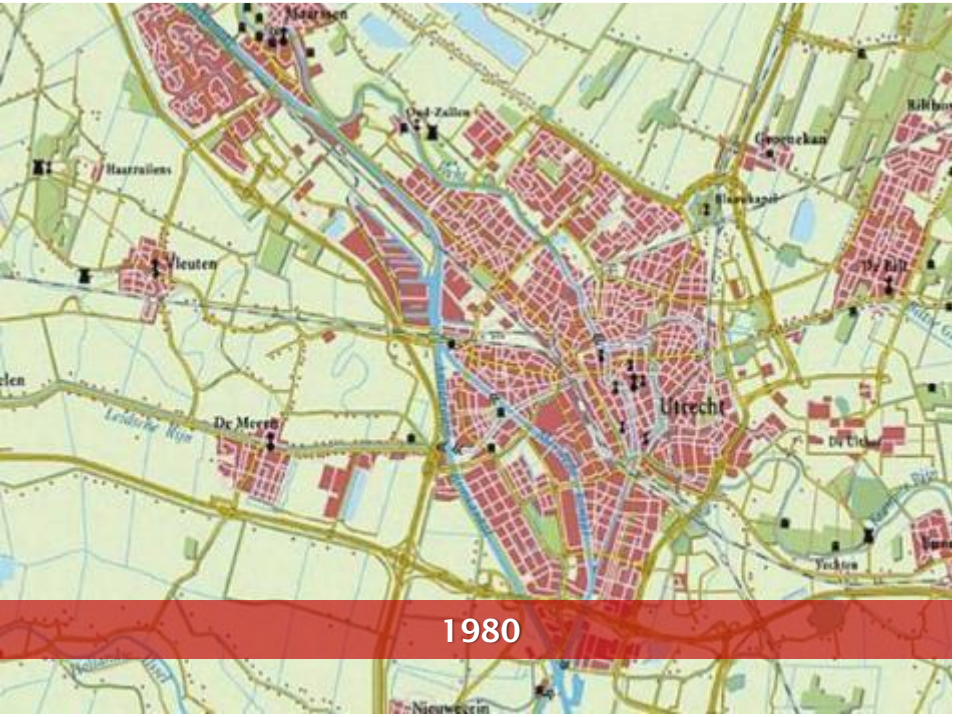
The City of Utrecht

A city founded by the Romans (around 70 AD)

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

1920

1940

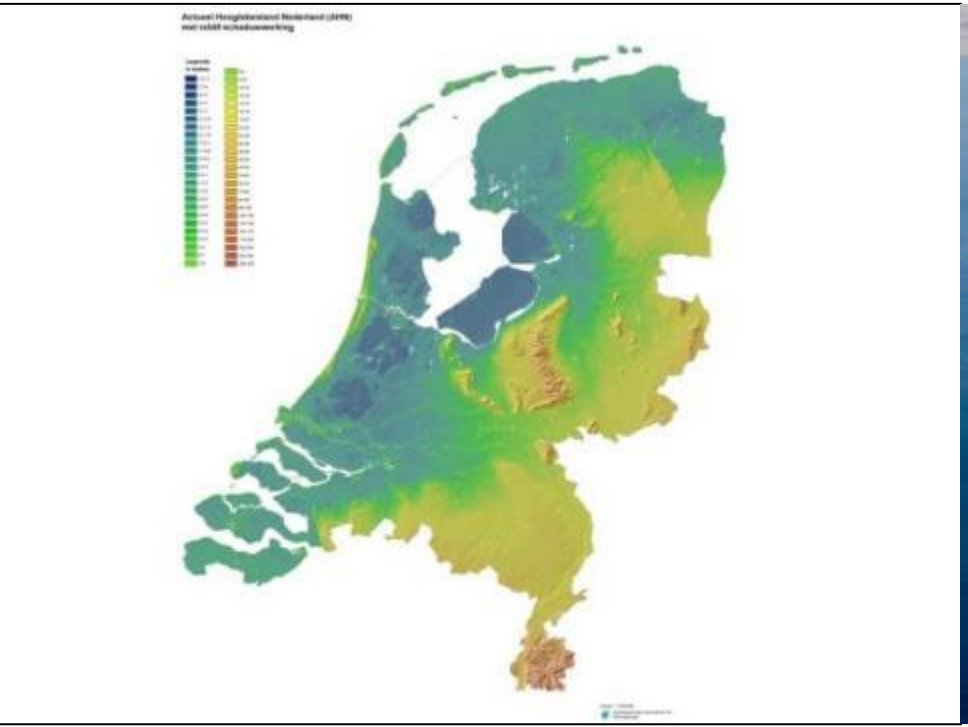


1980

2010

Demographic facts	Germany	Dortmund	The Netherlands	Utrecht
Founded	1870	882 AD	1579	70 AD
Inhabitants (city)	83,2 mln	590.000	17,6 mln	370.000
Inhabitants (region)	---	*≈ 5.300.000*	---	*≈ 710.000*
Area (km²)	357.121	281	41.543 (1)	99
Inhabitants / km²	233,0	2099,6	423,7	3636,4

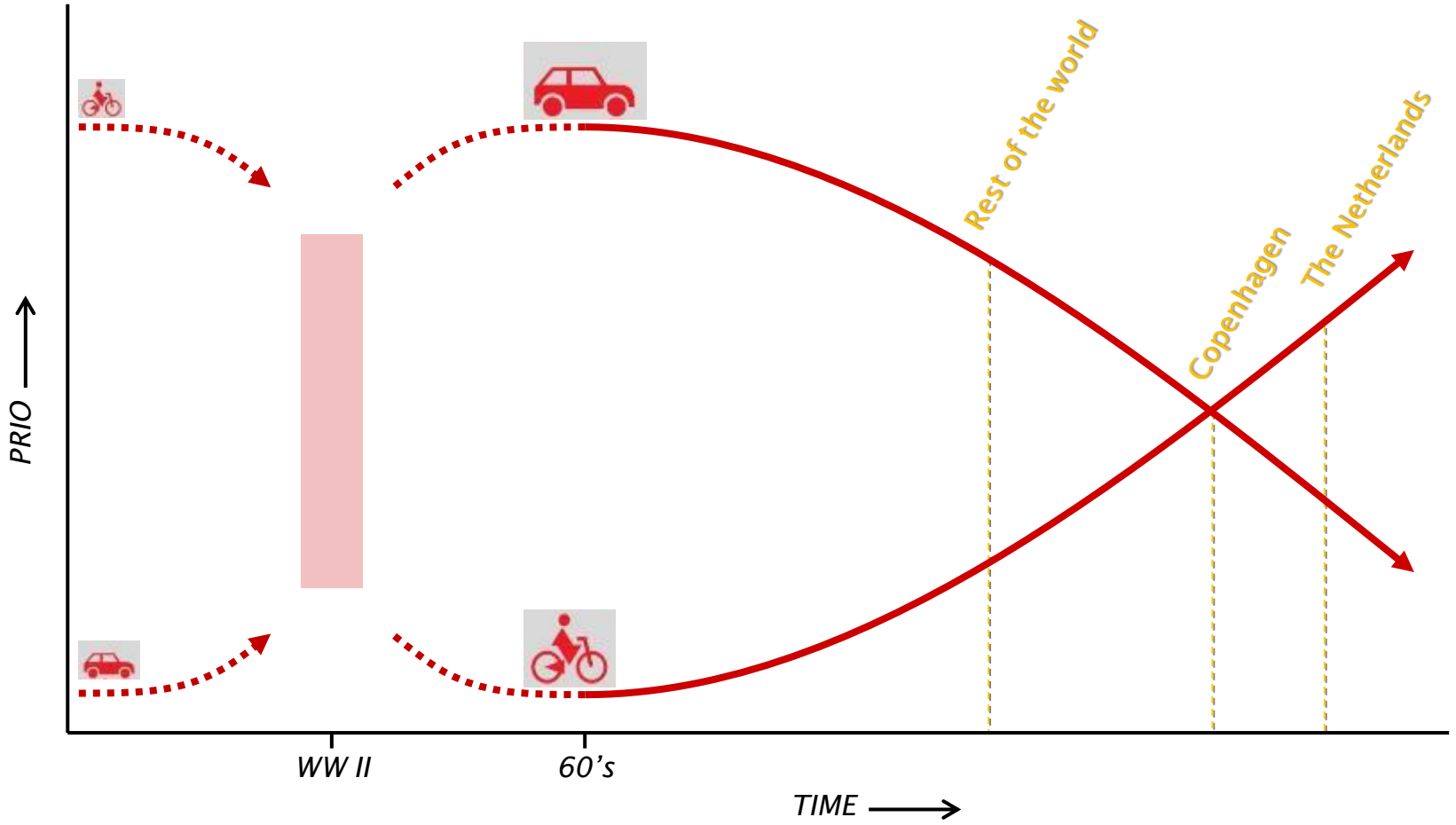
(1) The Netherlands is 0,12x Germany



The city nowadays (some facts)

- Some 35 km and 30 minutes south of Amsterdam and Schiphol airport.
- Fourth largest city of the country.
- Over 250.000 jobs (University Medical Center Utrecht, Banking and Utrecht University).
- Largest and best university of the country (Shanghai Ranking 2021 (#50)).
- Busiest railway station of the country (More pass. / year than Amsterdam Airport).
- Over 51% of the cities population cycle to work or school.

Modal split (%)	<7.5 km	7.5 - 15 km	>15 km	In general
Pedestrians	30,5	00,0	*00,0*	17,2
Bicycles	43,1	16,4	*01,7*	26,3
Public transport	03,9	15,1	29,7	13,7
Motor vehicles	21,3	64,6	66,8	41,3
Others	01,2	04,0	01,8	01,5



Shift from car to bicycle

THE 2019 INDEX

01	02	03	04	05
(01)	(03)	(02)	(07)	(04)
COPENHAGEN	**AMSTERDAM**	**UTRECHT**	**ANTWERP**	**STRASBOURG**
90.2%	89.3%	88.4%	73.2%	70.5%

06	07	08	09	10
(06)	(19)	(13)	(12)	(18)
BORDEAUX	RISING STAR **OSLO**	**PARIS**	**VIENNA**	**HELSINKI**
68.8%	62.5%	61.6%	60.7%	59.8%

Among the best cycle cities in the world (Copenhagenize index 2019)

Giro d'Italia

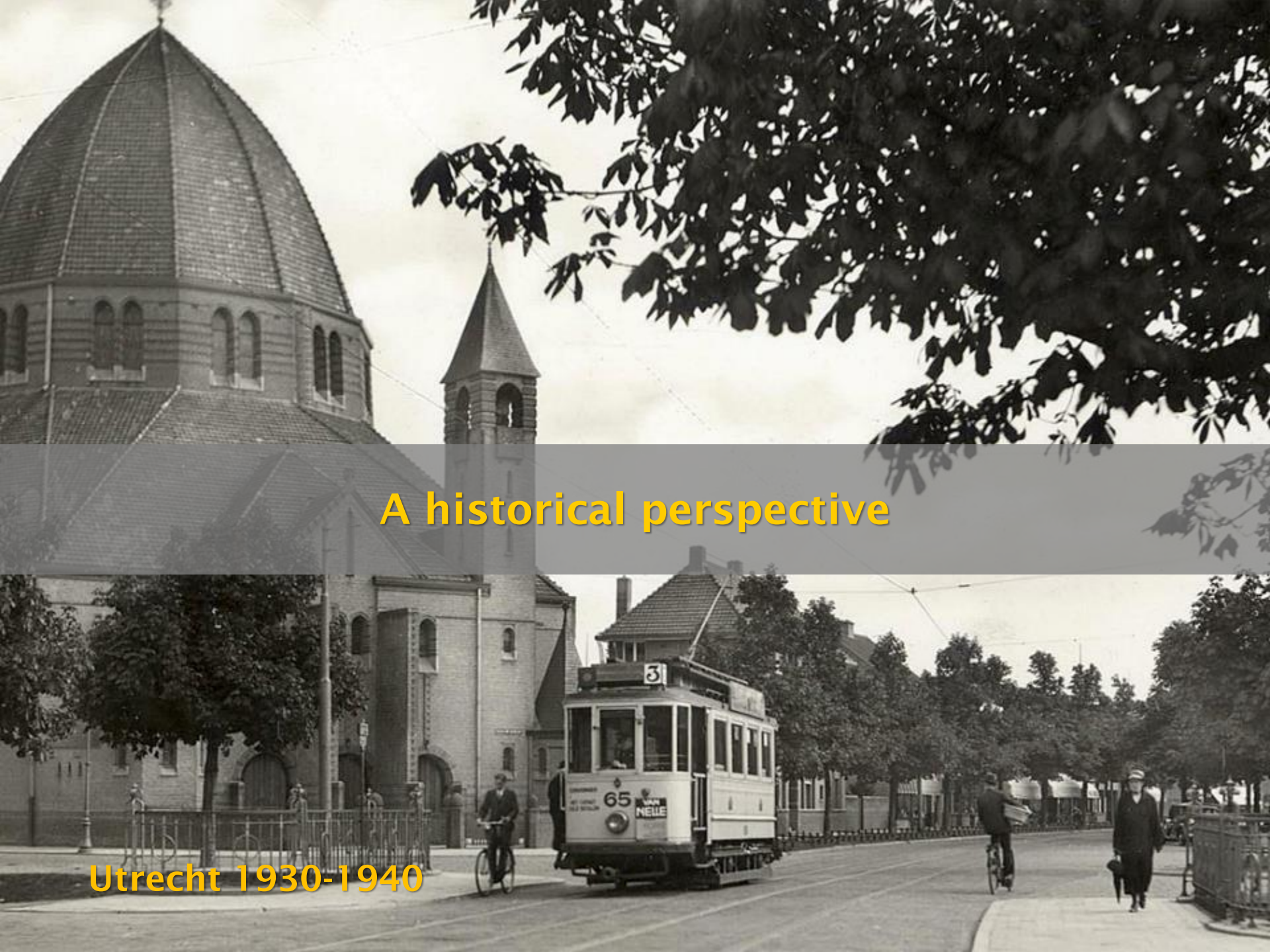
Le Tour de France

GRAND DÉPART UTRECHT 2015

LA VUELTA 22 HOLANDA

The first one to host all three (2010, 2015 and 2022)

United Nations global goals



A historical perspective

Utrecht 1930-1940

Once upon a time public spaces and mobility were in balance

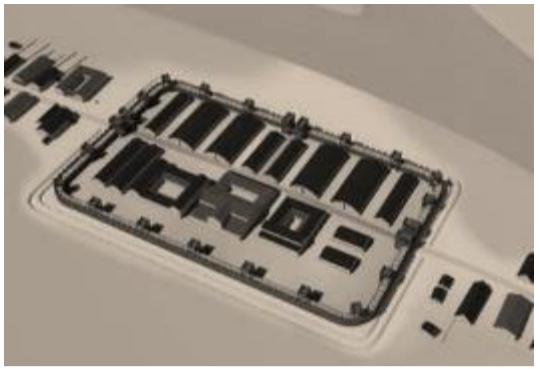
Streets and public spaces as seen from a historical perspective :

- Every street or public space is created in a way it fits within the needs of that specific historical era.

- It is the continuous (re)development of urban areas and new forms of mobility which makes these streets and public spaces no longer fit within the needs of a future era.

In the past: tearing down and start all over again

In the beginning



70 AD

1122

1674

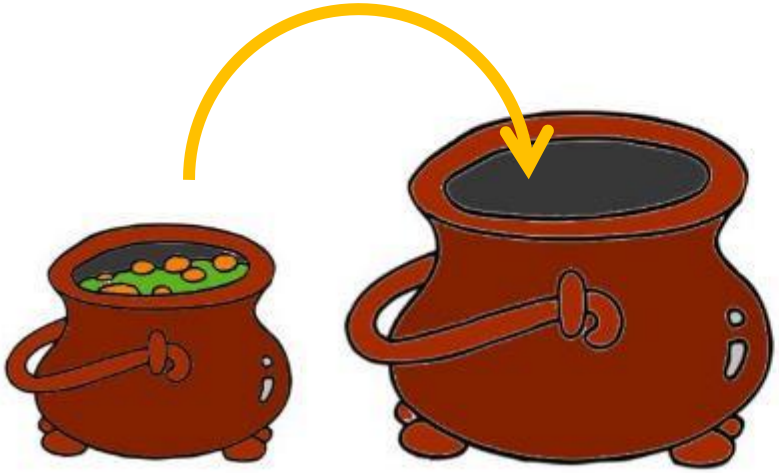
1936

1970

So tearing down and rebuild the city again is THE solution?

So … a larger pan or fewer ingredients?

A pan of (vegetable) soup

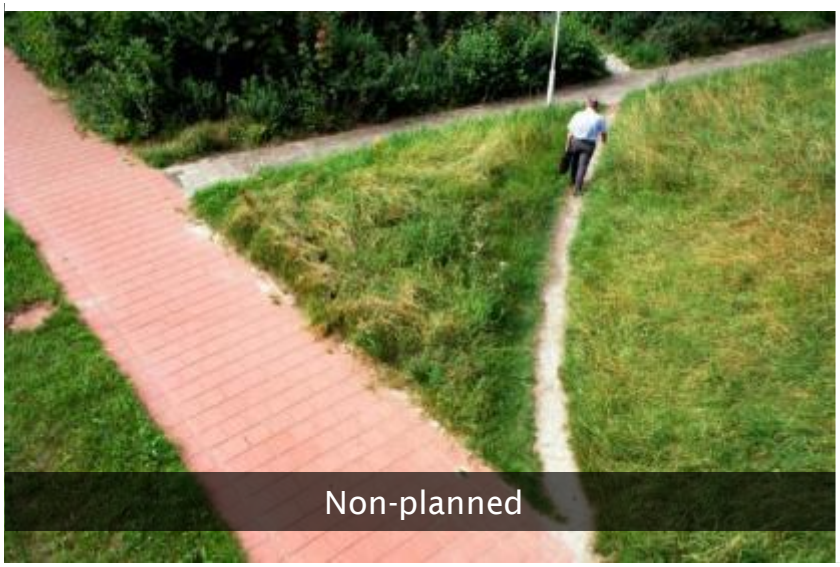


Designing according the DGC principle (1)

A possible result of not so well designed streets and public spaces:

- Non-planned behavior in traffic.
- Dangerous behavior in traffic.

DGC stands for 'De Gebruiker Centraal' and means something like 'Placing the user in a central spot'.


Non-planned

Dangerous

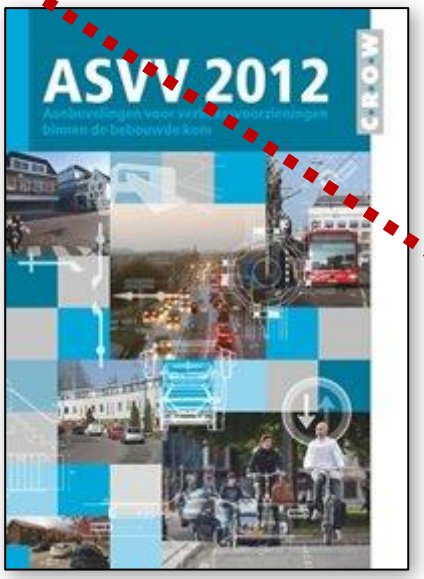
Designing according the DGC principle (2)

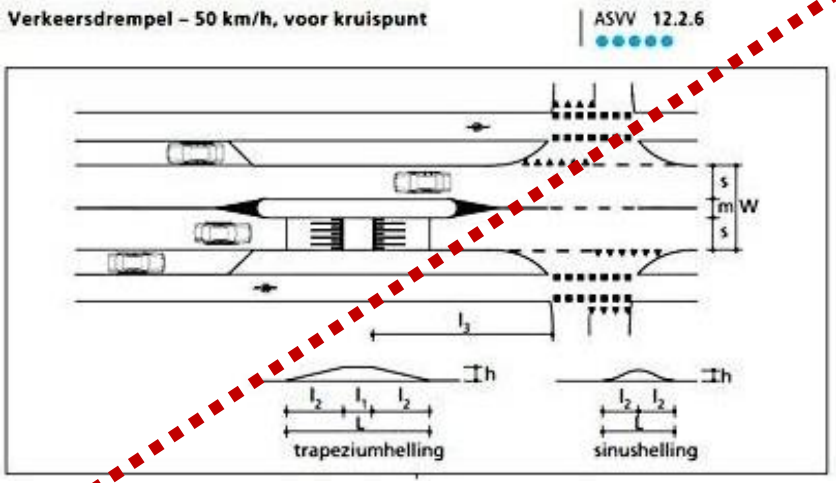
A possible result of well designed streets and public spaces:

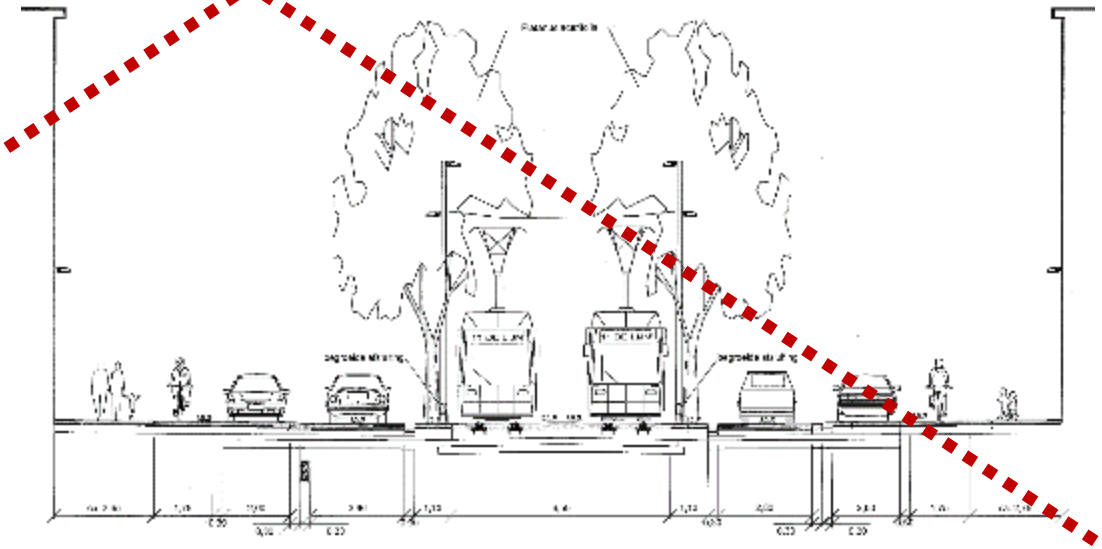
- Modified and safer behavior in traffic.
- Smarter choices of mobility.
- Better and smarter policy on pedestrians (… in a country of *cyclist* !!!).

Newly designed public spaces

Our starting point is no longer a technical design …

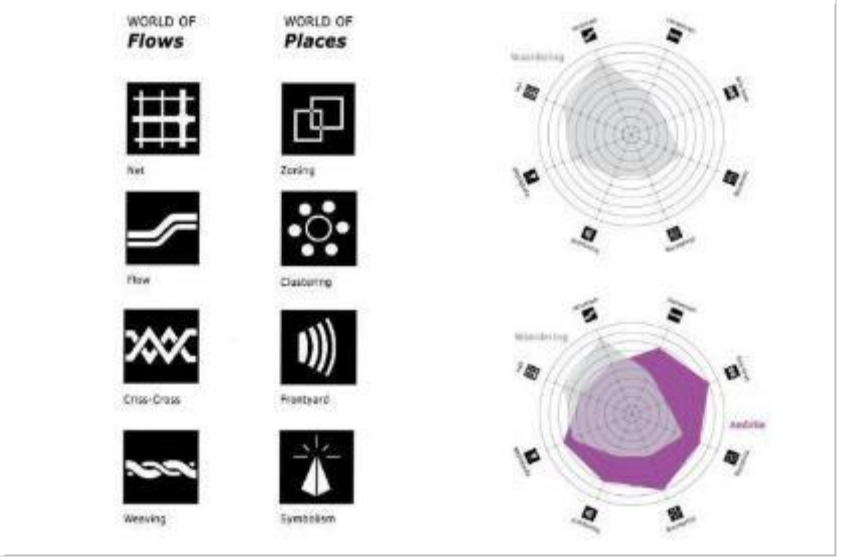






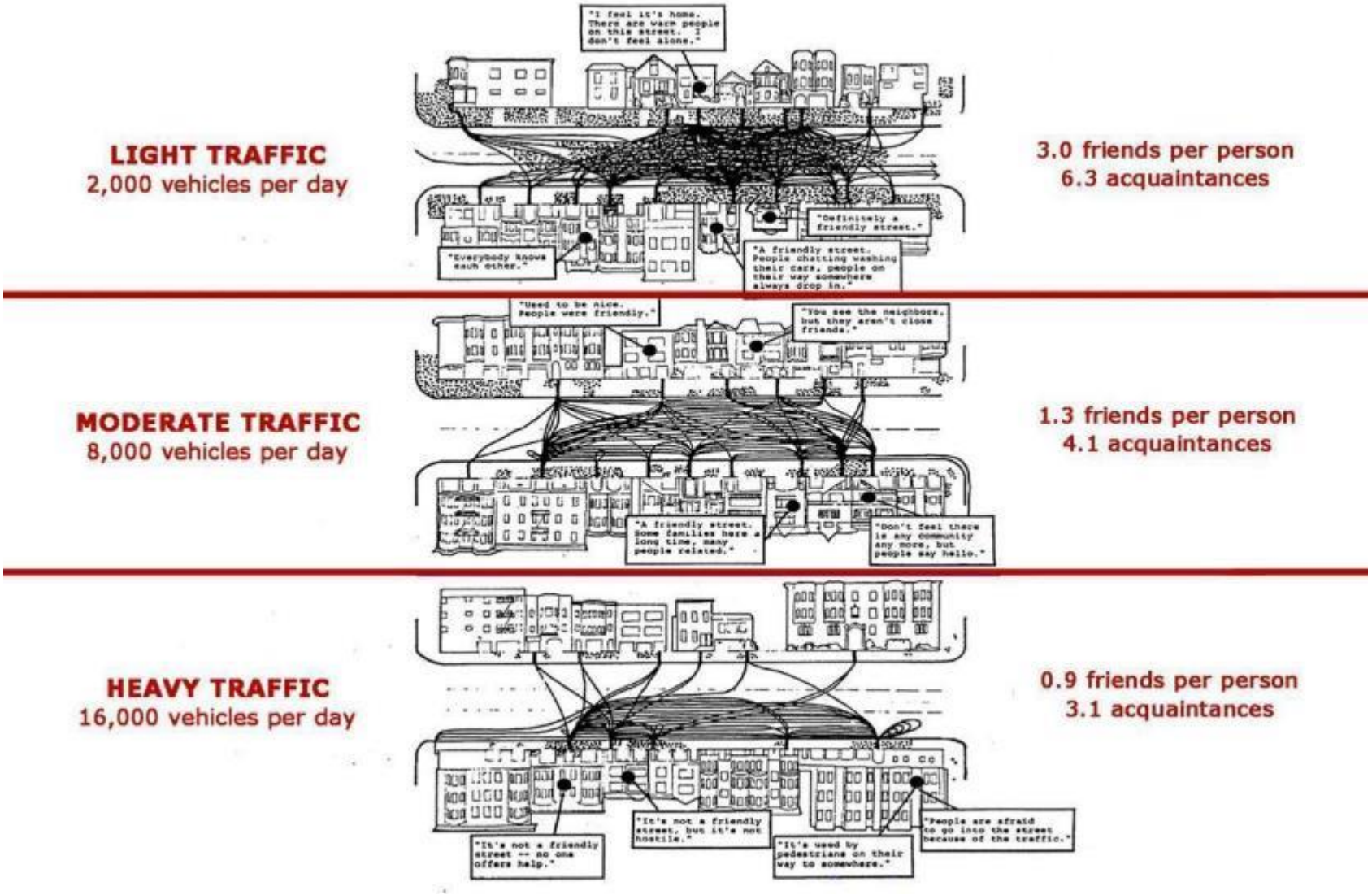
… but a design from the perspective of people …

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



FA© as a method is developed by 'Hogeschool Rotterdam' and 'De Urbanisten'

… to create livable cities



Source: Donald Appleyard (Livable streets, 1981)

Projects

City center: Korte Jansstraat / Domstraat

City center: Dom square

Around the city centre: a bicycle boulevard

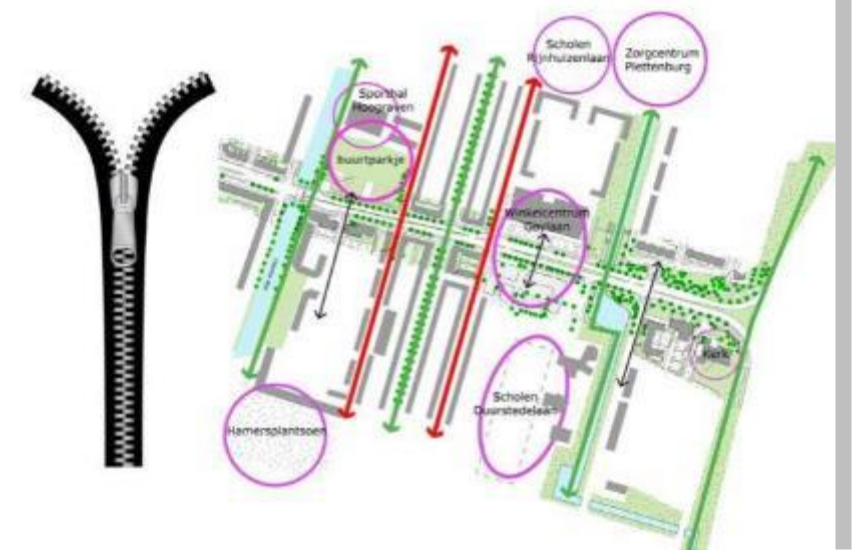
- Decrease of car traffic by -30%
- Increase of cycling by +20%

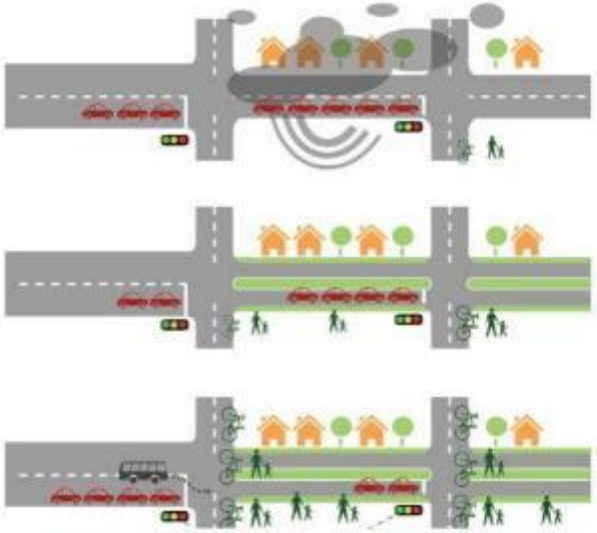
- Car traffic did not switch go to parallel routes. It just disappeared!

City boulevard: ‘t Goylaan (1)

Before reconstruction

City boulevard: ‘t Goylaan (2)





City boulevard: ‘t Goylaan (3)

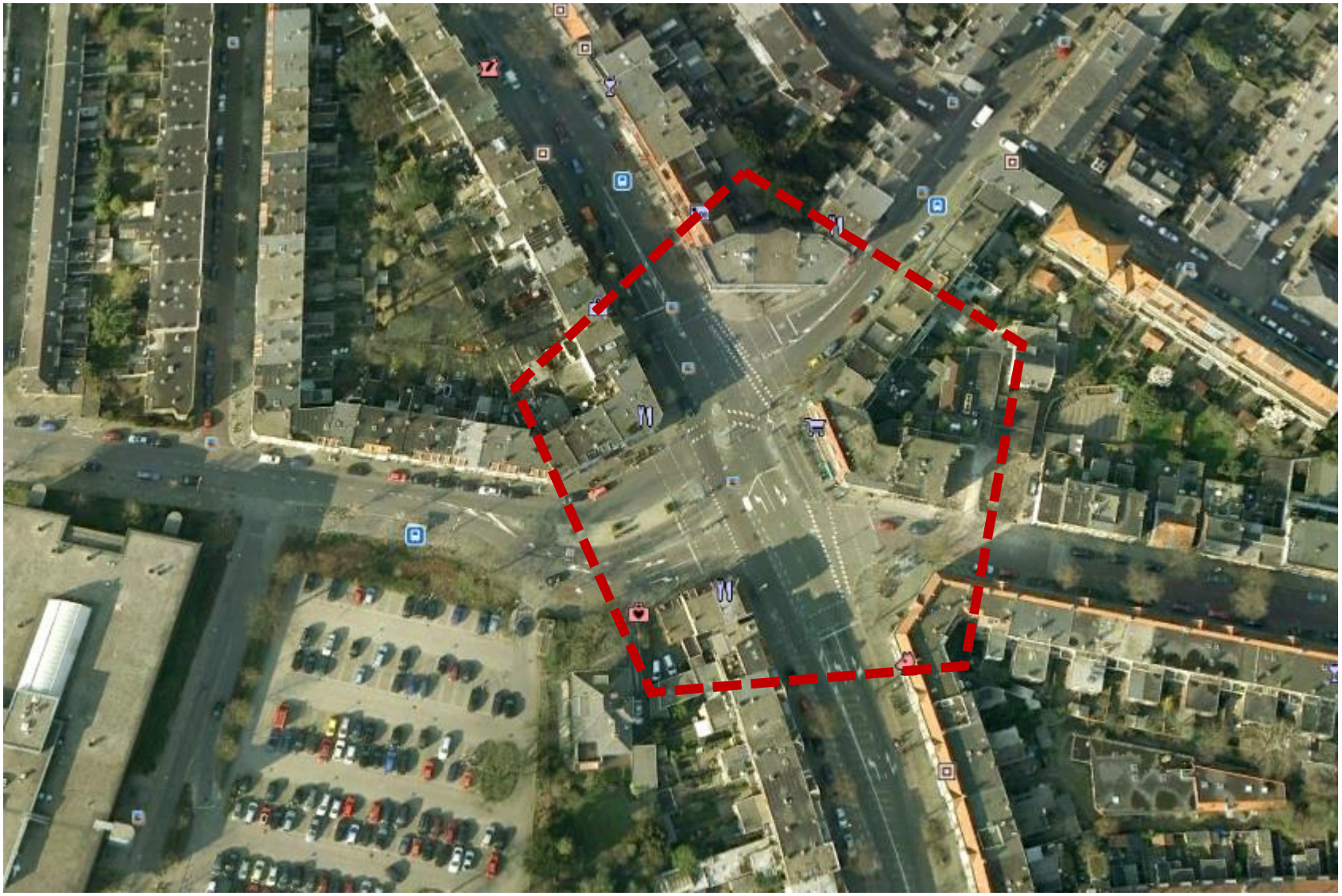
From 6 lanes …

… to 2 lanes

City boulevard: ‘t Goylaan (4)

Central area in a neighborhood: Adriaen van Ostadelaan (1)

Central area in a neighborhood: Adriaen van Ostadelaan (2)



Central area in a neighborhood: Adriaen van Ostadelaan (3)

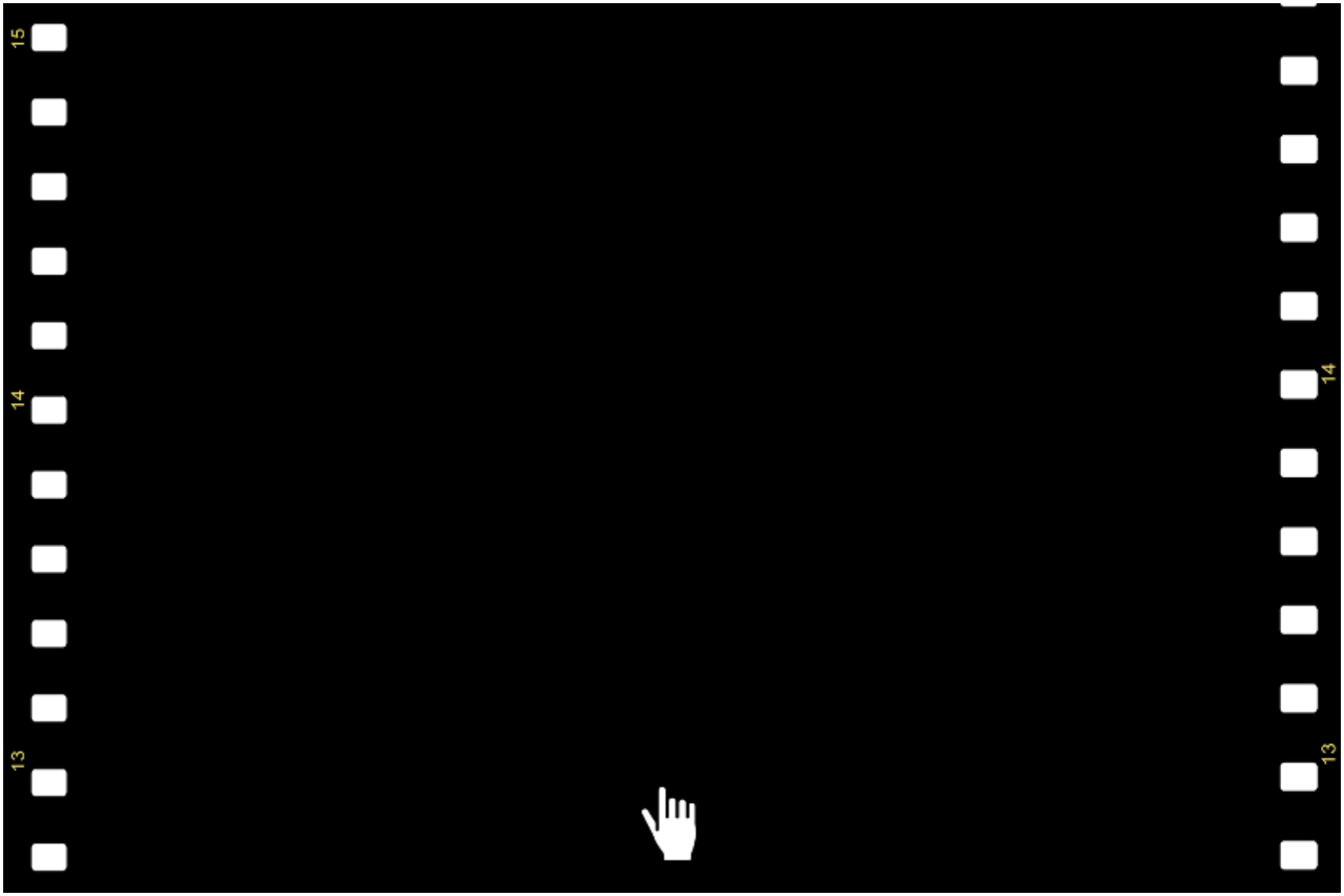
Space for cars before …

… and after reconstruction

Central area in a neighborhood: Adriaen van Ostadelaan (4)

Central area in a neighborhood: Adriaen van Ostadelaan (5)

Central area in a neighborhood: Adriaen van Ostadelaan (6)



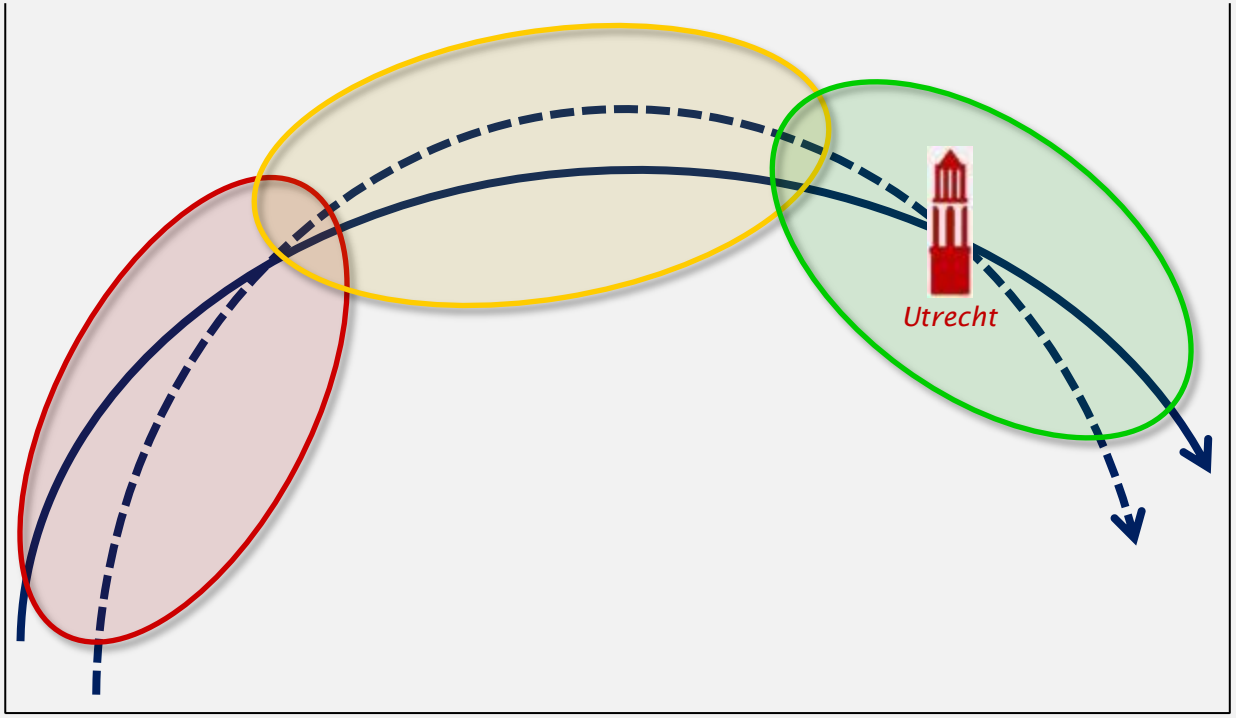
Movie: Presentatie, module DGC, 2018_11_07 (v2018-film)

So this is where we stand as a city

PLANNING FOR VEHICLES
(road building, parking)

PLANNING FOR PEOPLE
(public transport)

PLANNING FOR CITY LIFE
(places, car restraint, walking and cycling)



Number of motor vehicles (especially cars)

Meeting the needs of motor vehicles

“Thank you for your attention”

2015