

POLIS

CITIES AND REGIONS FOR TRANSPORT INNOVATION

ANNUAL
CONFERENCE

2022

30 November
1 December, 2022
Brussels, Belgium



#POLIS2022

30 km in the city of Utrecht

Session 3.D – “This is how we do it. Hands-on safety solutions”

Leonie Smeets, Projectmanager City of Utrecht

30 km per hour in Utrecht



Increase road safety



Space for pedestrians and cyclists

Why?



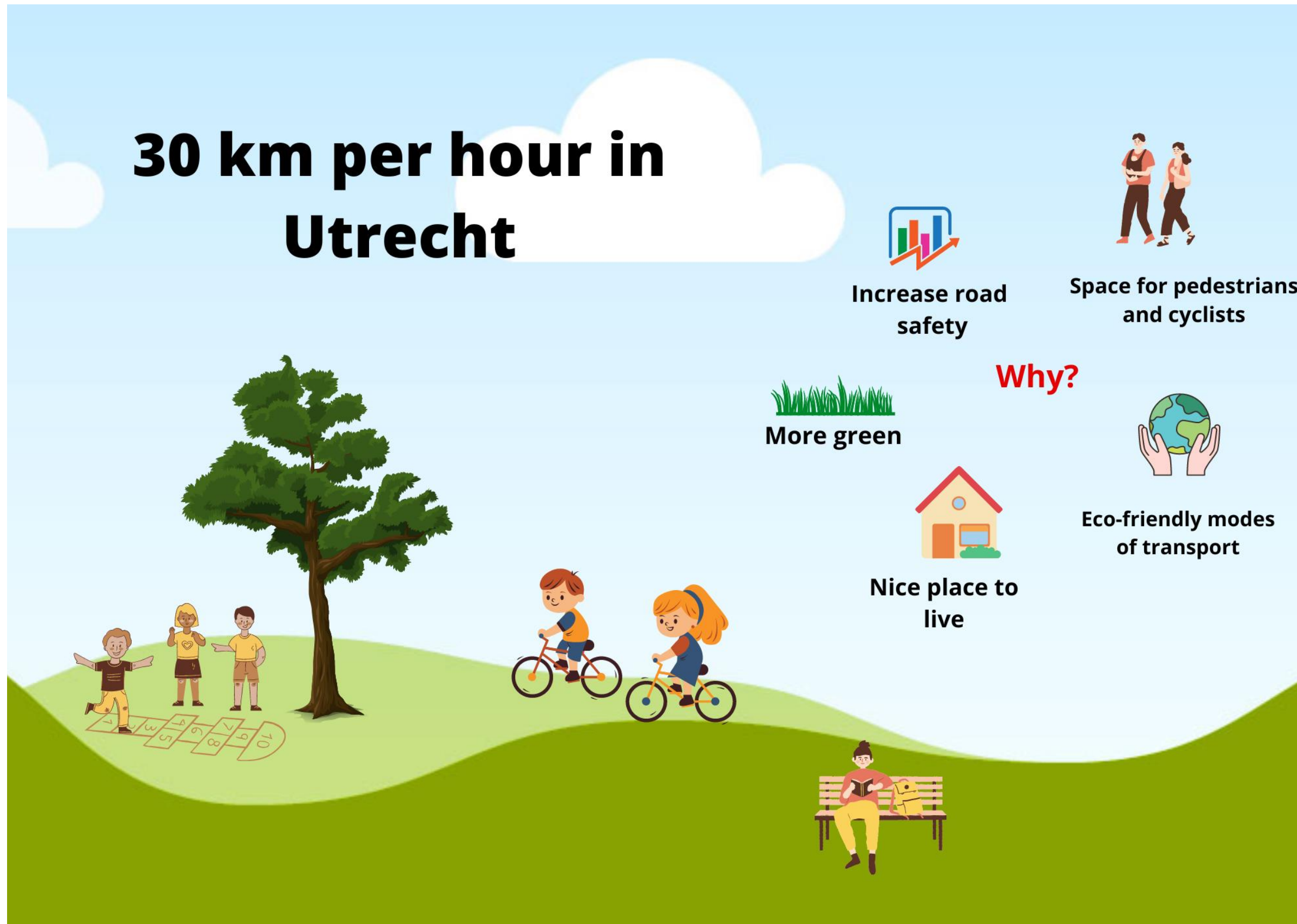
More green



Eco-friendly modes of transport



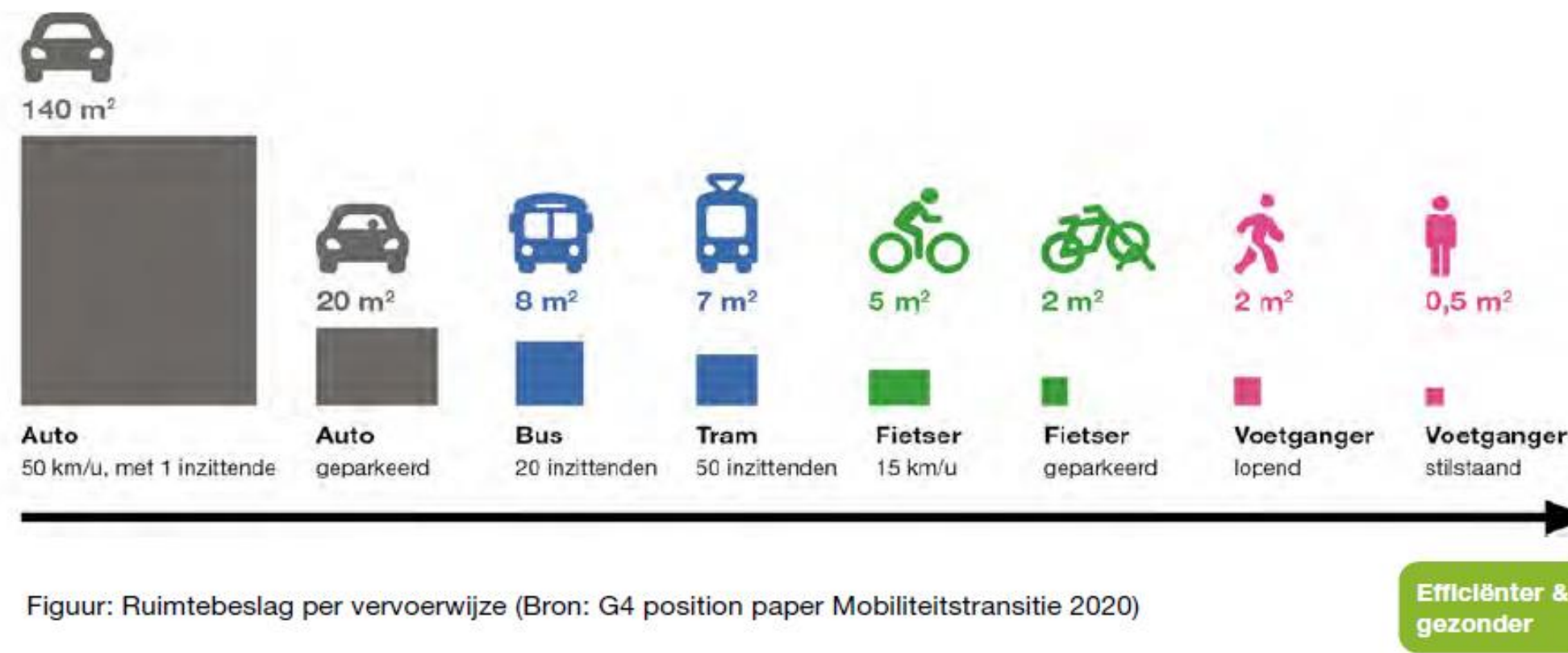
Nice place to live



30 km policy – mobility plan

Why?

- Utrecht is growing (from 352,940 inhabitants to 455,000 inhabitants in 2040)
- Without measures the roads will be full



30 km policy – mobility plan

Why?

- A focus on **walking, cycling** and **public transport** is necessary to accommodate the growth in mobility and this contributes to a healthy and attractive city
- More space for trees and plants



30 km policy – mobility plan

Why?

- 30 km/h ensures a lower chance of an accident and a less serious outcome

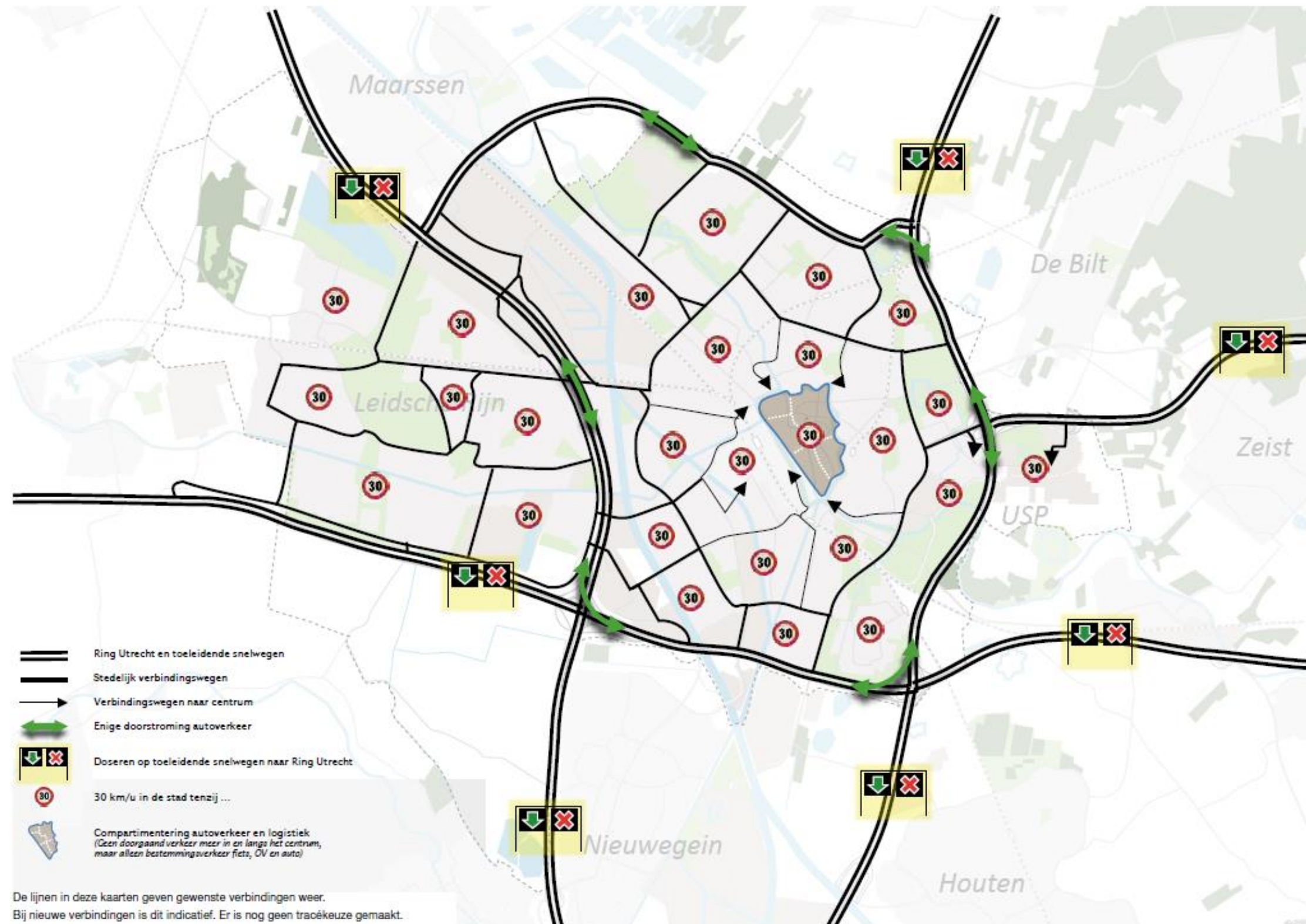
Tabel 1 Aantal verkeersongevallen en slachtoffers op wegen in beheer gemeente

Jaar	Ongevallen	Gewonden	Doden
2014	2.224	706	4
2015	2.098	624	7
2016	2.242	581	7
2017	2.062	519	3
2018	1.905	490	7
2019	1.736	410	5
2020	1.493	367	5
2021	1.502	296	4

Bron: VIA, Aantal verkeersongevallen en -slachtoffers per jaar op basis van politieregistratie, cijfers van 2021 zijn voorlopig.

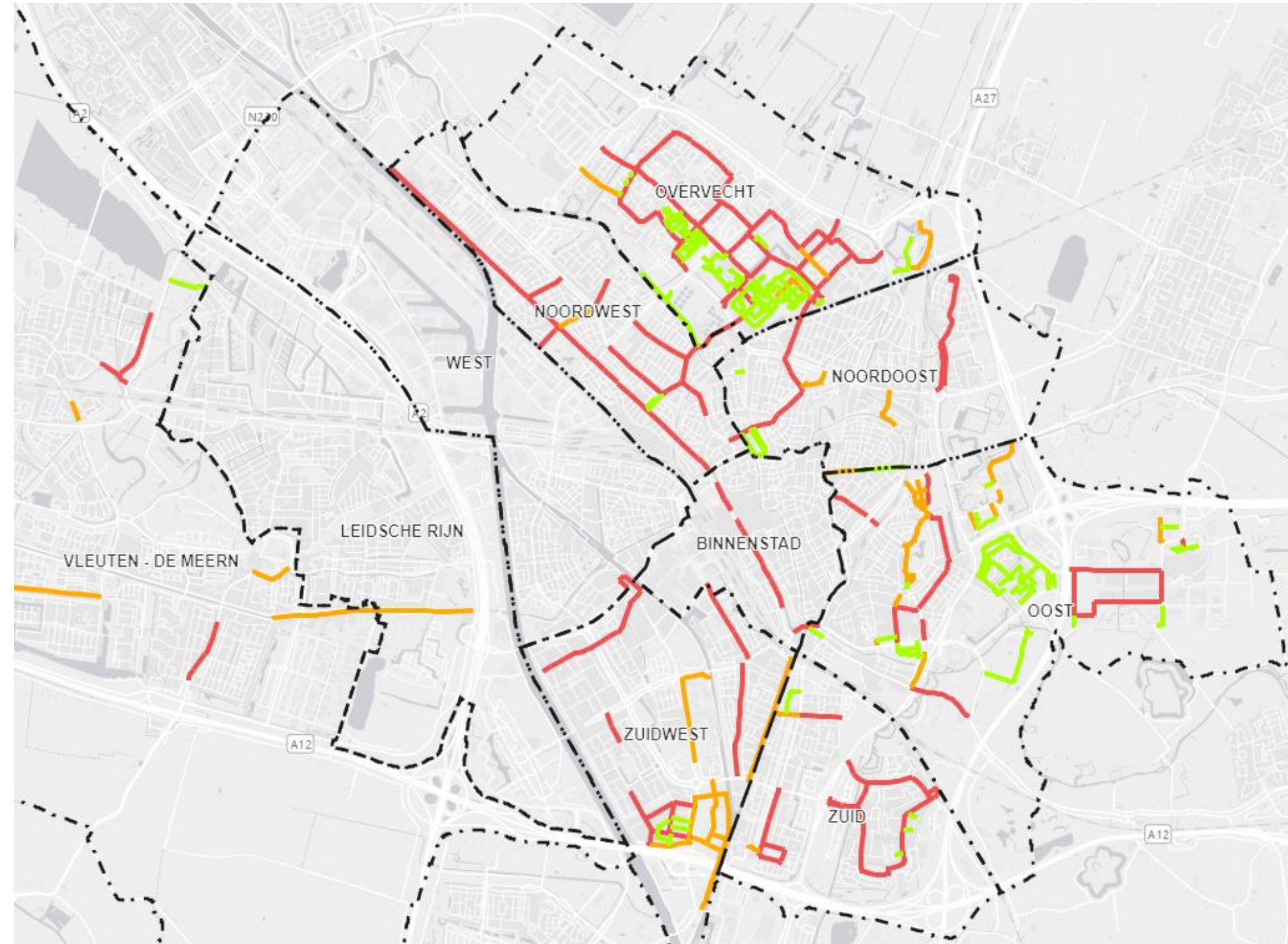


Which roads will be 30 km per hour



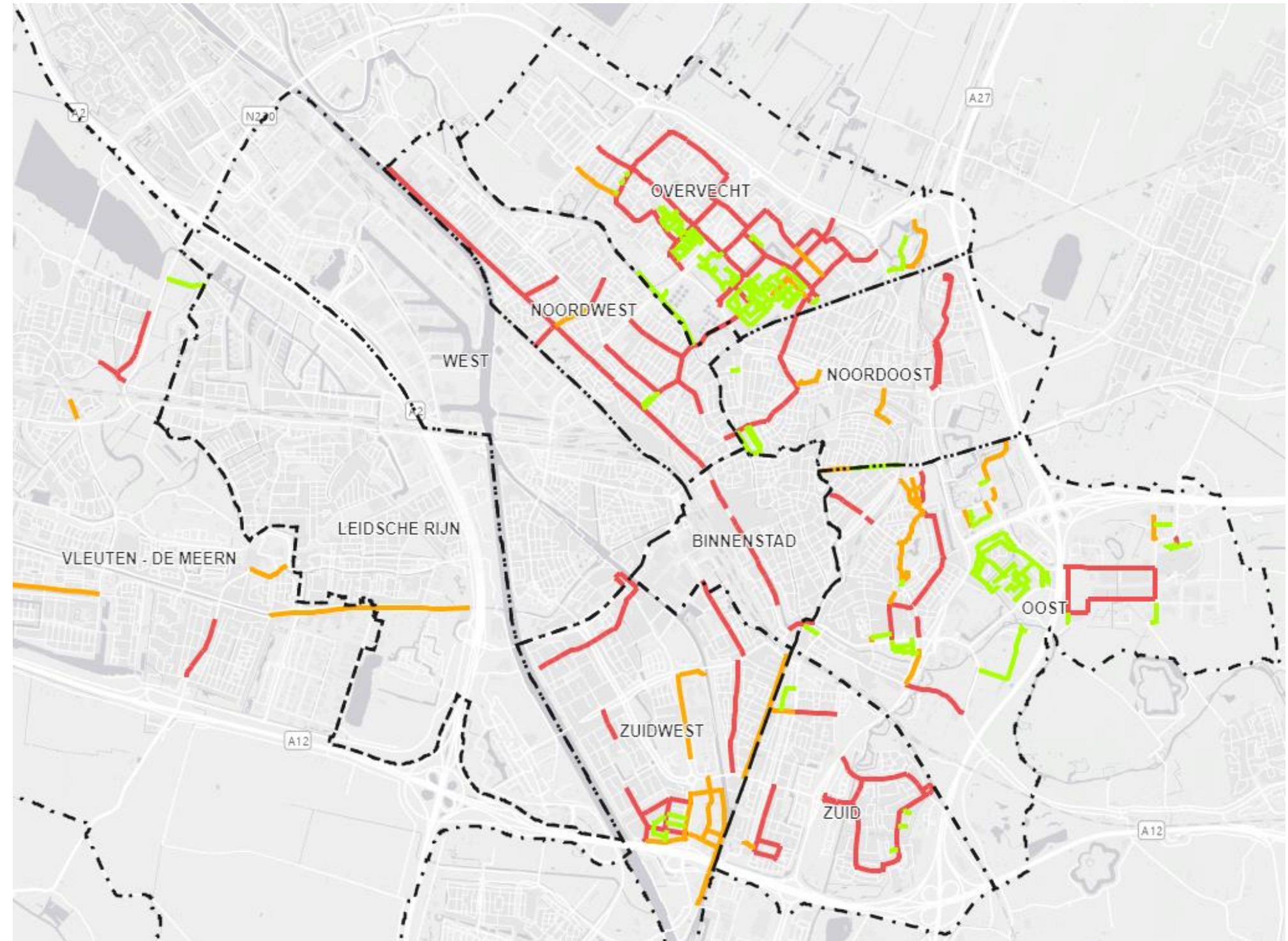
Dividet into 3 different categories

Category A: No special interests and relatively easy to bring to 30 km per hour



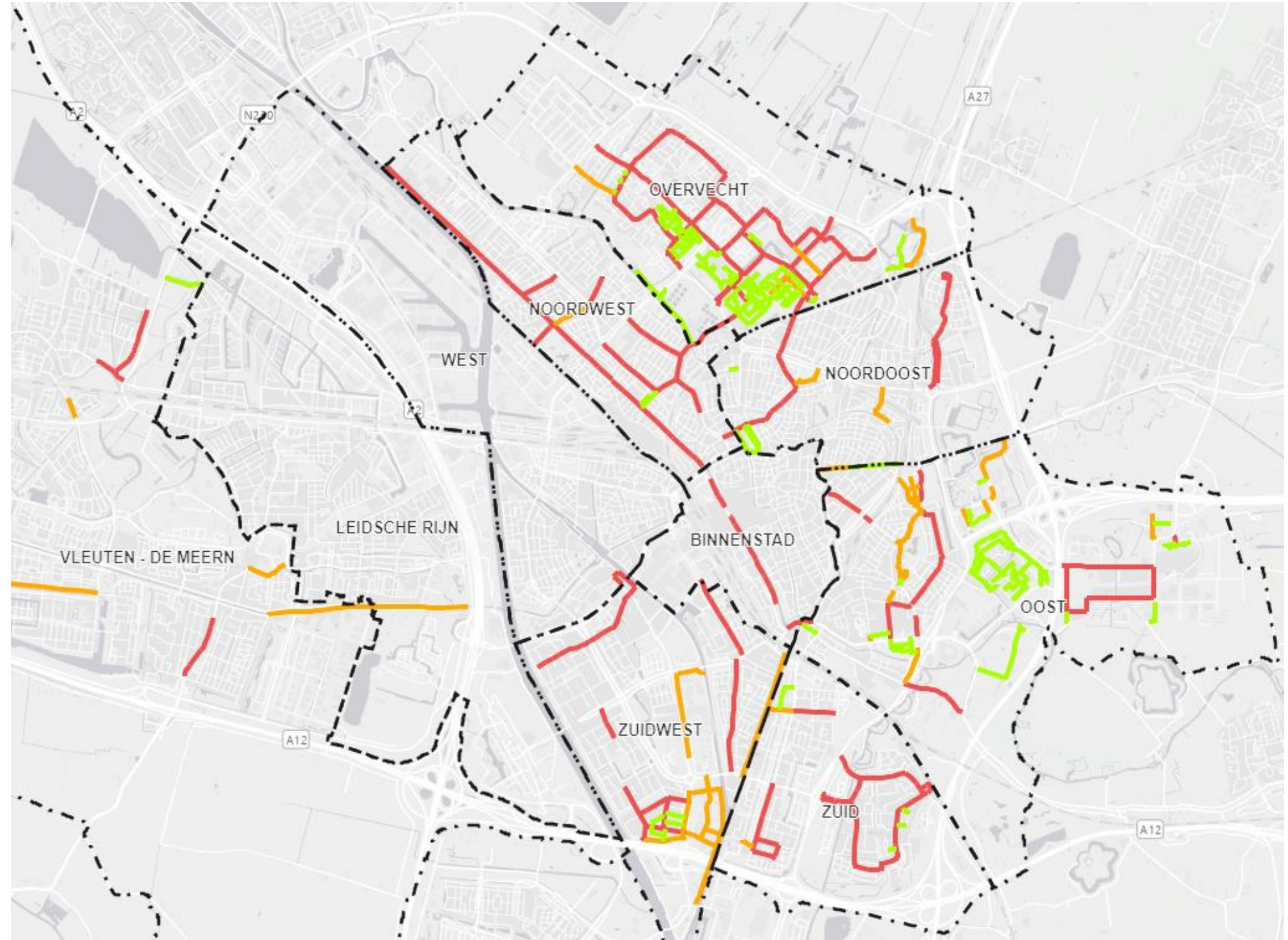
Dividet into 3 different categories

Category B: roads without special interests but redesigning roads are necessary



Dividet into 3 different categories

Categorie C: roads where interests from public transport and/or emergency services play a role and which require a careful weighing of interests.



How do we do it?

We have 1 million a year available till 2040

- An integrated approach (work-with-work)
- Category A roads first
- Strive for a neighborhood-oriented approach



Involve stakeholders

Why?

- Research together with public transport and emergency services
- Data check – transition 50 to 30 km per hour
- search for mitigating measures



Communication

Showing what the city does

- Both internally and externally
- Communication campaign through an external agency
- Promoting that Utrecht uses '30 unless' as the standard
- Inform citizens about why, how and when



Examples – Amsterdamsestraatweg

Current situation

- The longest shopping street in the Netherlands
- Connecting road and live and stay residents
- 50 km per hour street



Examples – Amsterdamsestraatweg

Situation after

- A new category 30 street
- Focus on the squares
- Traffic calming measures



Examples – Oudwijkerdwardsstraat

Situation before

- 30 road
- Public transport (bus)
- Houses build on steel



Examples – Oudwijkerdwardsstraat

Situation after

- Smaller street
- road got new asphalt
- More green plants and trees



Examples – Oudwijkerdwardsstraat

Additional measures after delivery

- Marking
- Road narrowings
- Pedestrian crossing
- Optical measures



Examples – Van Zijstweg

Situation before

- Discussion due to few homes
- 50 km per hour road
- Few crossings pedestrians



Examples – Van Zijstweg

Situation after

- Detached bus lane (too high speed)
- Speed between 43 and 49
- Road safety improved



Additional measures

- Better communication about 30 km per hour



Thank you for your attention!

For questions:

leonie.smeets@utrecht.nl

