



Utrecht – Built for Bikes



City of Utrecht

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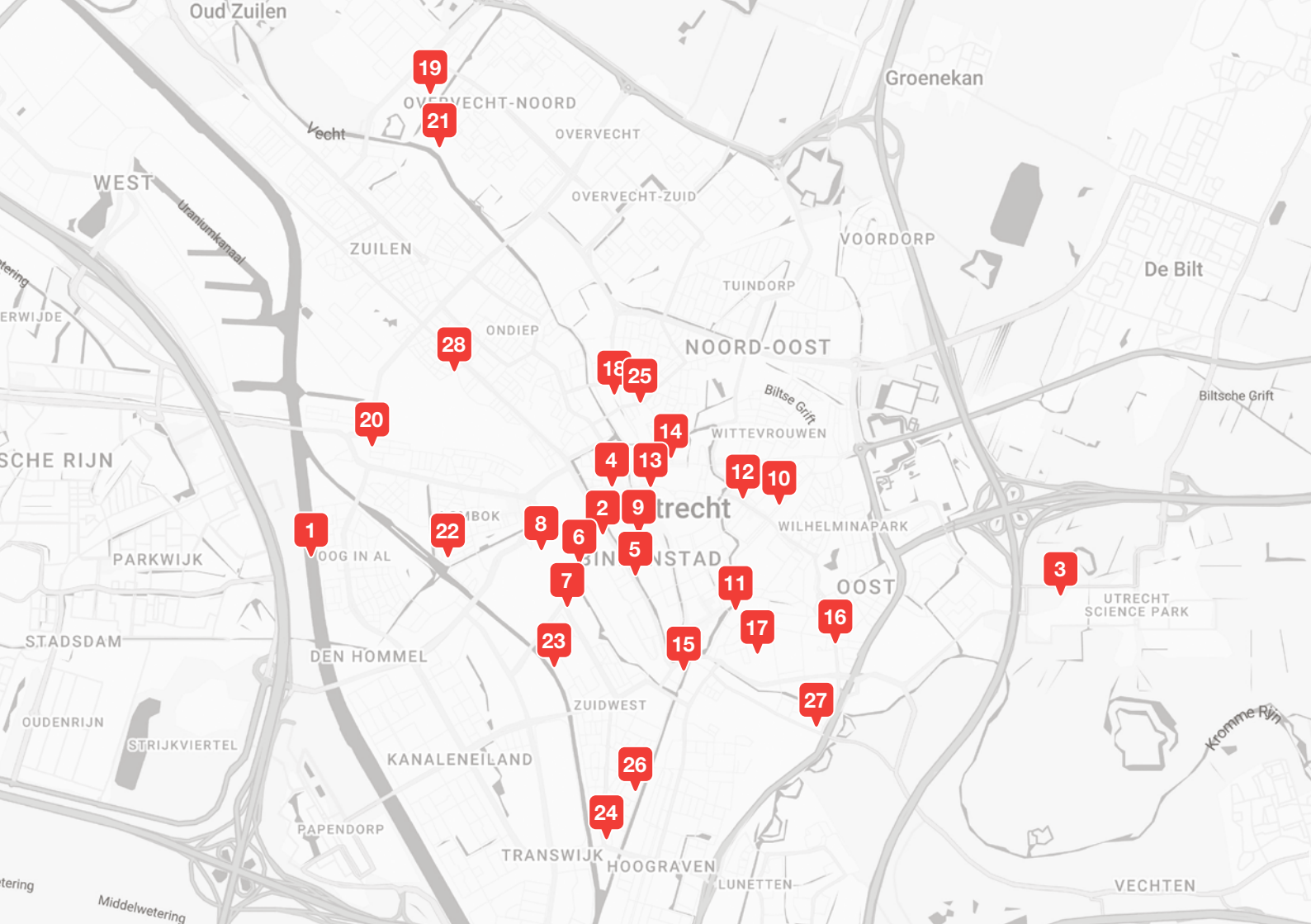
As a medieval city originally built on a human scale, Utrecht refuses to give over vast amounts of space to cars. Instead, our focus is on creating room for commerce, community and social connection. But we face a major challenge: Utrecht is the fastest-growing city in the Netherlands, with rapidly increasing urban mobility. This growth needs to be managed within the same limited public space and a more compact urban environment.

How can we preserve the human scale in this fast-growing, bicycle-friendly city?

To maintain a human-centered approach, the municipality of Utrecht has developed a sustainable mobility plan that prioritizes the most space-efficient modes of transport. That means putting pedestrians, cyclists and public transport first. This transition has led to a well-developed cycling infrastructure and sets the stage for the next steps in bicycle-friendly urban planning, such as:

- Reducing the amount of cars on busy streets with protected bike lanes
- Creating shared space solutions
- Reducing parking space with 1% every year to support the shift from car ownership to mobility-as-a-service
- Restoring the appeal of public spaces around the country's largest railway hub
- Expanding the capacity of regional cycling routes and bike parking to increase the share of commuters using bicycles and trains

On the following pages, you'll find a selection of inspiring projects and initiatives that showcase how we're turning these goals into reality.



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Healthy Urban Design

1 Dafne Schippersbrug

The Dafne Schippers Bridge, designed for cycling and walking, connects the districts of Leidsche Rijn and Oog in AI across the Amsterdam-Rhine canal. It has significantly improved the infrastructure between the two districts. The bridge is named after athlete Dafne Schippers (European record holder 200m) who grew up in the neighbourhood.

The Dafne Schippers Bridge, a combination of functional, innovative and healthy urban planning.





The bridge's design supports an integrated urban environment, with its most spectacular feature being a ramp that also serves as the roof of a primary school.



2 World's largest bicycle parking facility

With over 125,000 cyclists heading into the city centre every day, Utrecht's cycling routes are among the busiest in the Netherlands. As a result, Utrecht is a global frontrunner in creating innovative solutions for bicycle parking and cyclist-friendly infrastructure.

Right next to the country's largest public transport hub, you'll find the Stationsplein Bicycle Parking – the biggest of its kind in the world – with space for 12,500 bikes. In total, around 22,000 high-quality public bicycle parking spaces are being developed in the new Utrecht Central Station area.

Our aim is to encourage cyclists to park in designated facilities at key locations close to station entrances. This keeps public spaces attractive and accessible, while also reducing bike theft.

The Netherlands' busiest public transport hub deserves a worthy companion – and it has one: the world's largest bicycle parking facility, right here at Utrecht's Stationsplein.





P-route Bicycle Digital signage to find bike parking

To improve the flow of cyclists on busy city centre routes, Utrecht has developed an innovative system that helps cyclists find the most convenient place to park their bike: the P-route Bicycle.

Utrecht is the first city in the world to introduce this kind of digital guidance system specifically for cyclists. Using smart software and optical sensors, the system monitors the number of available parking spaces in real time. This information is displayed on digital road signs along the main cycling routes and can be checked in a smartphone app.



3 Bike path Utrecht Science Park

Utrecht Science Park is a major cycling destination in the city. In 2021, the main cycle path across the campus was painted in inclusivity colors, following a request from a student.



Utrecht Central Station area

4 Vredenburgroute



At this intersection, cyclists can cross diagonally. This creates an impressive choreography of movements.

The Vredenburgroute is the busiest cycling route of the Netherlands. A total average of 33,000 cyclists pass every day in two directions. The peak is a staggering 47,000 cyclists per day.



5 Catharijnesingel

In the early 1970s, the northern section of the Catharijnesingel, part of the Stadsbuitengracht canal, was filled in to make way for a highway to open up the city to car traffic. Since 2020, the Catharijnesingel has been restored to its former function water is flowing through the canal again.





6 Moreelsebrug

This bicycle-pedestrian bridge was built over the train tracks in 2015 with financial support from Rabobank. The bridge facilitates the east-west connection and will be connected to the train platforms in 2028.



7 Croeselaan

The Croeselaan, the main road alongside Jaarbeursplein, has been redesigned for local car traffic, cyclists and pedestrians. It no longer serves as a route for through traffic.



8 Jaarbeursplein

Jaarbeursplein, located on the west side of the central railway station, has undergone a complete transformation. It used to be an uninviting space, packed with around 5,000 parked bicycles. Today, it's a welcoming square designed for events and serves as a key entrance to the station from the rapidly growing western part of the city.





The Jaarbeursplein bicycle parking, with 5,000 places on the west side of the Central Station.



Redesign the historical allure

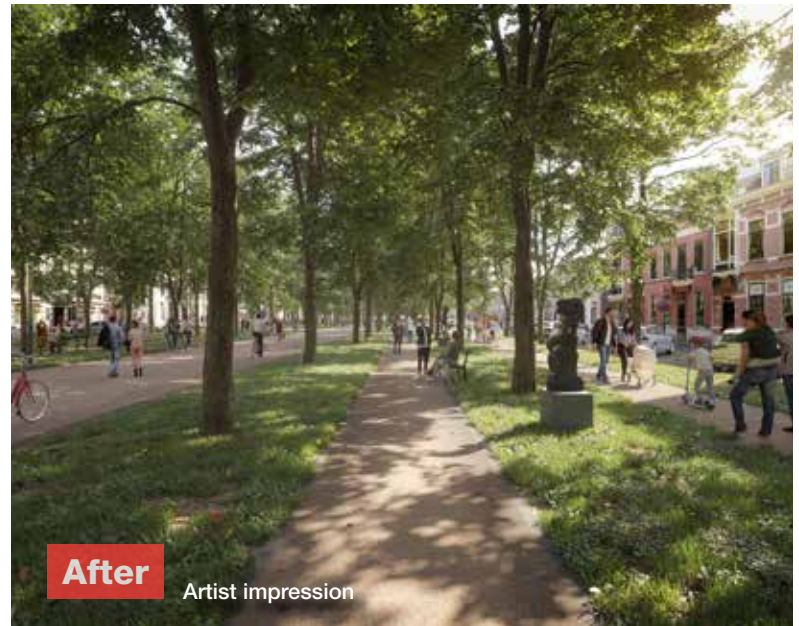
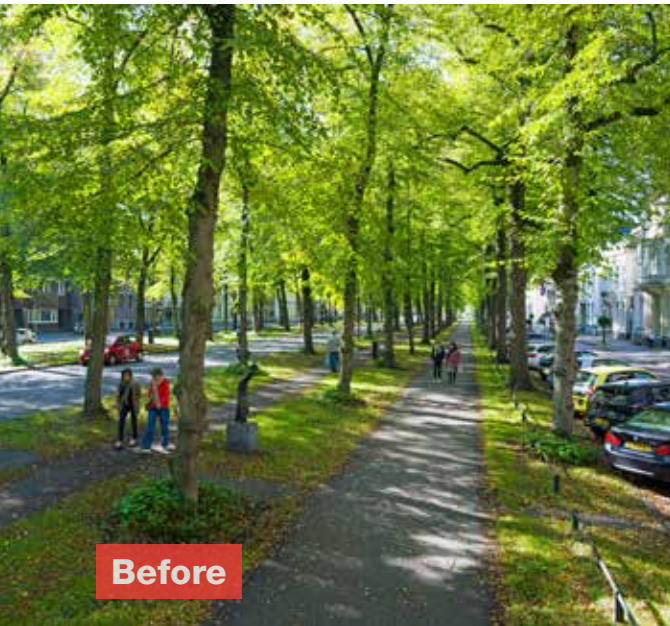
9 Mariaplaats

The Mariaplaats is a historical street in the heart of the city. After discussing the redevelopment of this street with local residents and shop owners, it was decided to remove all parking spaces, widen the sidewalks, and make the street more bike-friendly. Afterwards, shop owners reported an increase in sales. This example helped decision-making in other projects where we aim to fundamentally rethink the use of public space.



10 Maliebaan

The Maliebaan has a long history as a place for recreation and leisure – and it's home to the world's oldest surviving bicycle path. In the 1980s, the central lane was opened to car traffic, but it has now been reclaimed for cyclists and pedestrians.





The Malieblad. The car roundabout has been removed and now serves as an extension of the park.

At the intersection of Maliebaan, Nachtegalstraat and Burgemeester Reigerstraat, the traffic lights will be removed to reduce wait times along the east-west route. A roundabout with a green central island will be introduced in their place.



11 Maliesingel | Tolsteegsingel



The traffic lights at this location have been removed, allowing traffic to flow naturally and regulate itself.

The Maliesingel and Tolsteegsingel have been redesigned to give more space to cyclists, pedestrians and greenery. The old asphalt road was replaced with a central strip of paving stones, with two narrower asphalt lanes on either side.



12 Nachtegaalstraat

Nachtegaalstraat is a great example of how a street can be transformed into a bicycle-friendly route. Once car traffic was reduced, the separate bike lanes were no longer needed. This created more space for pedestrians, which benefits local businesses.





After

13 Neude



This central square in the city center, with its many restaurants, cafes and the library, attracts many people. The covered, guarded bicycle parking facility on the Neude is one of seven bicycle parking facilities in the city center.



14 Voorstraat

Utrecht is investing in several key entry streets on the east side of the city centre. These unique projects were developed in close collaboration with local residents, shop owners, the university, the cycling association and many others.

What makes them truly special is that – despite differing interests – almost everyone ultimately agreed on the changes: more priority for pedestrians and cyclists, and less (parking) space for cars.



15 Oosterkade | Westerkade

This historic southern part of the city centre now serves as an important link between Vaartsche Rijn railway station and the Museum district. Both streets have been redesigned to accommodate the growing number of restaurants and shops. Sidewalks have been widened, parking spaces reduced, and cyclists are now the primary users.





Oosterkade and Westerkade are directly connected to Utrecht Vaartsche Rijn railway station, which has become a major mobility hub – including the tram to Utrecht Science Park.



Redesign residential areas

16 Adriaen van Ostadelaan

This square was once an intersection dominated by car traffic. To redesign it, the city prioritized the perspective of local public space users and collaborated closely with stakeholders such as entrepreneurs. One section of the intersection has been transformed into a shared space where pedestrians, bicycles, buses and cars now interact with much greater awareness and care.



17 Oosterspoorbaan

These former train tracks have been transformed into a park and a high-quality cycling route, linking two neighbourhoods that were previously separated. Inspired by New York's High Line, this peaceful path is now a popular route for both cyclists and pedestrians.





18 Merelstraat

Since the turn of the millennium, Utrecht has developed several key cycling routes as cycle streets. These are residential streets designed specifically for cyclists, featuring smooth asphalt and a safe, fast ride. Cars are considered guests, with their use limited by the street's design and character. This lively city street became a bicycle street in 2012, improving the convenience of cycling routes through residential areas.



19 Orinocodreef

Less asphalt creates more space for greenery and pedestrians, while narrowing the roadway helps to slow down car traffic.



20 Majellaknoop

Due to the closure of the Thomas à Kempisweg for the development of the Majellaknoop, part of the Western City Boulevard, a new park will be created. The design of this public space will add significant green value to the area. Pedestrian space is prioritized by relocating car and bicycle traffic to the edges, turning the central area into a pedestrian zone. Special attention will be given to the quality and diversity of the greenery.





After

Bicycle connections

21 Vechtdijk



One strong example is this high-quality, comfortable cycling route that extends beyond the city limits. As part of a broader effort, we're working with the province to create an integrated regional cycling network. Our investments are focused on projects that support our goal of increasing (electric) bicycle use for trips of up to 20 kilometers – a distance with significant potential for daily commuting.



22 Leidseweg

In Utrecht, together with the Province of Utrecht and neighbouring municipalities, we're developing more continuous and efficient cycling routes. These routes give cyclists priority more often and are designed to offer green lights at intersections whenever possible – making cycling a faster and more attractive option, especially for commuters.





The Leidseweg is part of the cycling route along the Leidsche Rijn canal to Woerden and the Leidsche Rijn district.



23 Kanaalweg

The 4-kilometer-long Kanaalweg is mostly a bicycle street. In the central section of this road, between the Merwede Canal and Park Transwijk, the city of Utrecht is building a neighbourhood of the future for 12,000 residents: Merwede. Merwede will be a green, car-free neighbourhood offering a wide variety of homes and amenities for everyone.





24 Socrateslaan

Socrateslaan is part of Utrecht's inner ring road. We're removing traffic lights and slowing down car traffic, making the road easier and safer to cross – while keeping overall travel times about the same.



25 Adelaarstraat

The municipality is creating convenient routes for cyclists who prefer to avoid the busy city center. Adelaarstraat is part of the “Cycle Route around the North”, a key connection between new residential areas and Utrecht Science Park.



26 Jutfaseweg

With reduced traffic on Jutfaseweg, we were able to remove the separate bike lanes. This street, which runs along the Vaartsche Rijn, is a great example of a street that is transformed into a vivid neighbourhood centre combined with a cycle street where cars are considered guests. Jutfaseweg will become part of the Utrecht cycling network and serves as a key connection to IJsselstein and Nieuwegein.



27 Koningsweg

The redesign of Koningsweg will strengthen Utrecht's cycling network. It will become a main cycling route where cars are considered guests. Supported by a subsidy from the Province of Utrecht, this project creates an important connection to the eastern part of the region.



28 Amsterdamsestraatweg

The replacement of the sewer system has provided an opportunity to redesign the Amsterdamsestraatweg between Weerdsingel and Marnixlaan. The main aim is to enhance traffic safety for both cyclists and pedestrians, while also adding more greenery along the street. With these improvements, the street will become a more pleasant place to live, walk and shop.





After

Colofon

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Go to www.dutchcycling.nl or scan the QR code.



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