

Information booklet:

# **Citizens' Assembly Wageningen**



**How do we travel  
from A to B in  
Wageningen in the  
future?**

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# 1. Wageningen in short

Wageningen counts **42.600** inhabitants. Due to the presence of the university, the contribution of the inhabitants between 20-30 years old is relatively high. From the estimated 13.000 students who study at the university, around 8.000 live in Wageningen. On average, 1.7 people make up a household in Wageningen (compared to 2.1 on average in the Netherlands). 64% of household in Wageningen is a single-person household (compared to 40% on average in the Netherlands).

Wageningen has grown considerably over the past years. And the city will continue to grow for the coming years with about **7.500** inhabitants to **50.000**.



Age structure of the inhabitants of the municipality of Wageningen in 2024. (source: CBS) (the line represents the average age structure in the Netherlands).



Number of inhabitants in the municipality of Wageningen (source: CBS)

There are roughly 3.650 companies in Wageningen, providing more than 23.000 jobs. The number of jobs will increase over the coming years with around 5.000. Currently, the largest employer is the WUR, counting roughly 7.000 employees.

# 2. Mobility in Wageningen

Inhabitants of Wageningen move around by bike (39%), as car driver (26%), on foot (20%), as car passenger (8%) or with public transport (4%). The is being used less compared to surrounding municipalities. The contribution of travelling using public transport is relatively high. This goes for all travels, including from/to the city.

Within Wageningen, more than 80% of the travels is done by bike or on foot. This is a lot, compared to the Dutch average (50%).

Inhabitants of Wageningen own a total of 16.000 passenger cars (excluding lease cars). From this, more than 700 cars are electric cars (5%).

Roughly 50% of the households (including student households) in Wageningen do not own a car. They consciously choose not to (car-free) or they cannot afford or drive a car (car-less). 35% of the households owns one car. 15% of the households owns 2 or more cars.

1

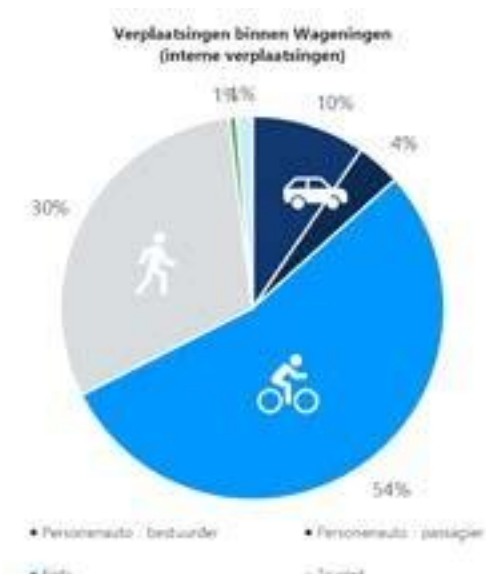
**For more information, scan the QR code!**



2

A lot of people who work in Wageningen, do not live here. A lot of employees in Wageningen live in the municipality of Ede. Additionally, a lot of people who live in Wageningen, work in a different municipality.

**These transport movements were mapped out. Scan the QR code!**



Source: ODin verplaatsingen 2022-2023



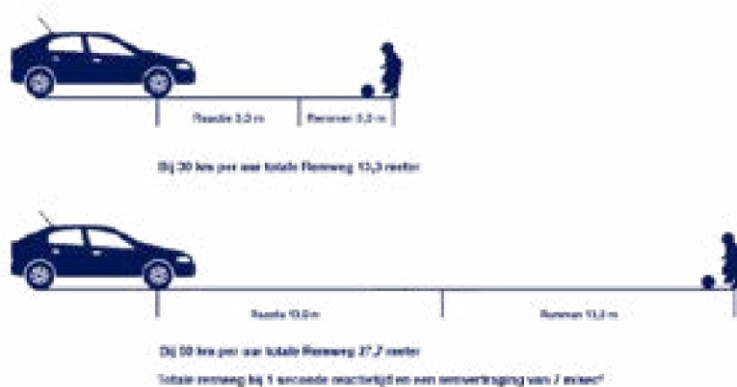
## 2.1. Wageningen mapped out

On the website of the Gemeente Wageningen ([www.wageningen.nl/wageningen-in-kaart/](http://www.wageningen.nl/wageningen-in-kaart/)) a lot of different topics are mapped out:

- Schools, sport facilities and childcare
- Parking spots and parking zones
- Parking permit zones
- Charging ports for electrical cars
- Division between green and stone
- Traffic accidents
- Traffic counts

## 2.2. Mobility and safety

Traffic accidents have also been charted. Here, you can find information about registered traffic accidents. Accidents without human injury or with little damage are often not registered and cannot be found.





# Mobility in Wageningen climate neutral before 2040

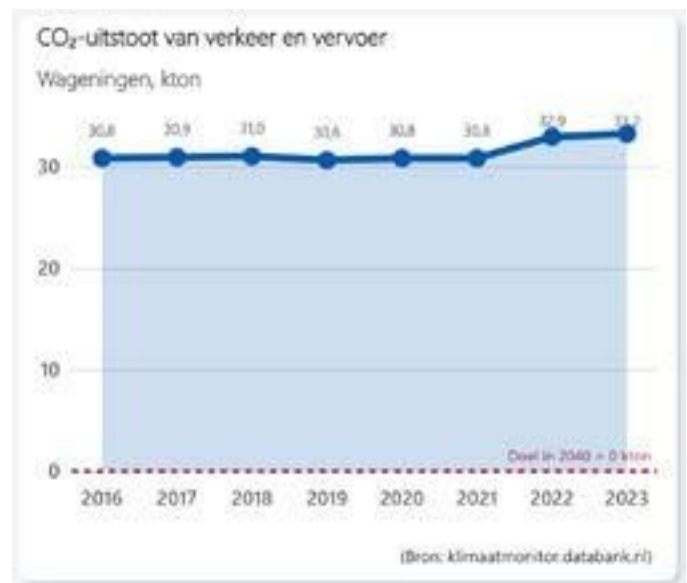
## 2.3. Mobility and climate

As a municipality, we can make policies and regulations to reduce the emission of CO<sub>2</sub>. Not every measure has the same impact. Using the RMP-tool from CROW, you can choose measures yourself. You will immediately see the estimated impact of your chosen measure. You can also set a goal for CO<sub>2</sub>-reduction for 2030 yourself.

A few important aspects are missing in this tool: not only the impact of a measure is important for the implementation. The costs of a measure are also important. Additionally, the measure should be implementable and enforceable.

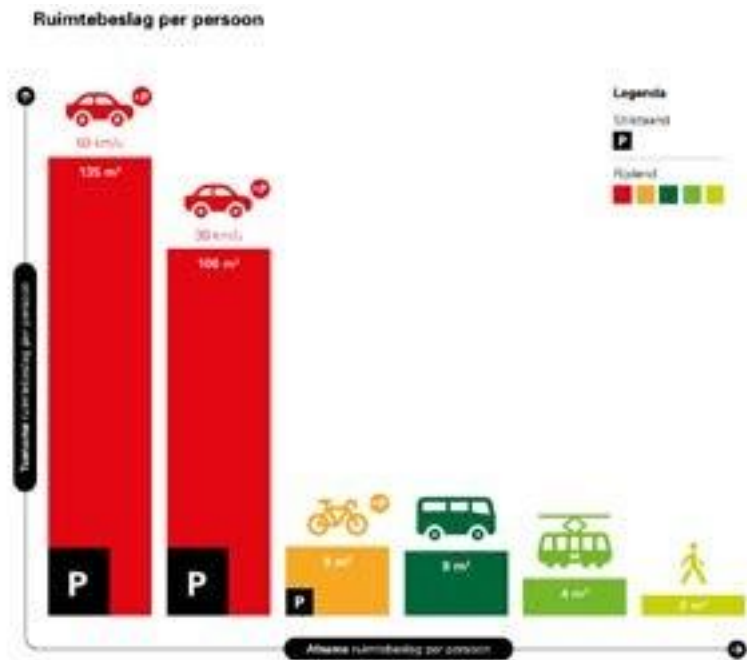
As a municipality, we have decided that mobility in Wageningen should be climate neutral before 2040. We have not determined any interim reduction goals. Currently, the CO<sub>2</sub> emission of traffic and transport amounts roughly 33 kton, from a total CO<sub>2</sub>-emission of 130 kton in Wageningen.

[www.wageningen.nl/klimaatmonitor](http://www.wageningen.nl/klimaatmonitor)



## 2.4. Mobility and use of space

Traffic and transport take up space. When driving and when standing still. The faster vehicles drive, the more space they need. Public transport requires little space, because multiple people use the same vehicle.



Source: Goed op weg, Gemeente Groningen <https://gemeente.groningen.nl/file/mobiliteitsvisie-groningen-goed-op-weg>

**The faster vehicles drive, the more space they need.**

**We do not know exactly how many parking spots there are in Wageningen. In the public space, we have round 15.000. That is more than 40 soccer fields in space.**

Next to that, there are a lot of parking spots on private terrains. For example, driveways of homes, companies or on the campus of the University. There are probably more than 30.000 parking spots in Wageningen, that is more than 3x the size of downtown Wageningen.

In Wageningen, we will build a minimum of 3500 new residences until 2040. We prefer to build these residences in the existing city. We value affordability and sustainability concerning these residences. Upon the building of these residences, we encounter the borders of our current mobility system. According to the current Nota parking norms, these 3500 new residences might require more than 5000 parking spots.



*One small residence on a parking lot*



*Kortenoord, one of the newest districts in Wageningen*

# 3. What do the Municipality, the National Government, the Province, and the Region do?

## .1. Wat doet de Gemeente Wageningen?

Wageningen's mobility policy is set out in the Urban Area Vision. Mobility plays an important role in achieving the goals outlined in that vision. If we do not succeed in sufficiently reducing car traffic in the urban area, there will not be enough physical space to achieve our other objectives—such as those related to housing, green spaces, and climate.

- Video Urban Area vision



### Urban area vision

- Findings Report on the Urban Area Vision (pages 46–50 cover mobility, accessibility, and parking)

We are currently working on the Environmental Mobility Program. In it, we are examining what changes we need to make in terms of mobility and parking to achieve our goals. We are also identifying which measures are necessary to implement these changes, and what kind of support we need from other government bodies.

As a municipality, we have decided that mobility in Wageningen will be climate neutral by 2040.

We have not set any interim reduction targets:  
[www.wageningen.nl/klimaatmonitor](http://www.wageningen.nl/klimaatmonitor)

1

You can find the Urban Area Vision (including Chapter 4.2 on mobility)



2

For official documents regarding the Environmental



3

Other existing municipal policies can be found here:





## 1. What does the national government do?

The national government is responsible for national highways, railways, and overall mobility policy at the national level. It also sets regulations for vehicles on the road and laws for participating in traffic. A wealth of information can be found on the central government's website.

### 1. On traffic and transport.

- <https://www.rijksoverheid.nl/onderwerpen/themas/verkeer-en-vervoer>
- <https://www.rijksoverheid.nl/onderwerpen/mobiliteit-nu-en-in-de-toekomst>

### 2. Current status of pay-per-use driving ('road pricing')

- <https://www.rijksoverheid.nl/onderwerpen/belastingen-op-auto-en-motor/plannen-kabinet-met-betalen-naar-gebruik>

### 3. Truck toll (this will also apply to the route N225-Ritzema Bosweg - Diedenweg - N781-Mansholtlaan)

- <https://www.rijksoverheid.nl/onderwerpen/goederenvervoer/vrachtwagenheffing>

### 4. On public transport

- <https://www.rijksoverheid.nl/onderwerpen/openbaar-vervoer>
- <https://www.rijksoverheid.nl/onderwerpen/openbaar-vervoer/betere-verbindingen-openbaar-vervoer/ov-in-de-toekomst>

### 5. On vehicles

- <https://www.rijksoverheid.nl/onderwerpen/voertuigen-op-de-weg>

## 2. What does the province do?

- The province is responsible for provincial roads and bus transport. A lot of information can be found on the website of the Province of Gelderland:  
<https://www.gelderland.nl/themas/bereikbaar>

The province is working on the project Beter Bereikbaar Wageningen

- <https://www.gelderland.nl/projecten/beter-bereikbaar-wageningen>



*An illustration from 'Beter bereikbaar Wageningen'*

## 3. What does the Regio Foodvalley do?

Regio Foodvalley is a partnership of eight municipalities: Barneveld, Ede, Nijkerk, Rhenen, Renswoude, Scherpenzeel, Veenendaal en Wageningen.

4

For an overview of projects and mobility, scan the QR code!



# 4. What does the municipality do now?

## 4.1. Mobility in Wageningen has been changing for hundreds of years

Wageningen is changing—and so is the way we move through the city. In the past, people rode through the Hoogstraat with horse and carriage. Forty years ago, the Markt was a large parking area for cars. Today, it's a safe and pleasant place to walk and spend time. It's not just the city center that is changing—how we get around in other parts of the city will also look different in the future. In some neighborhoods, like the Nude, the number of cars has increased significantly over the past decades. In other areas, like the Rooseveltweg, cars have actually become less dominant.



*They way we travel changes: Hoogstraat in the 60's and in 2024.*



*In Nude there are 8x as many cars as for which the neighborhood was designed for.*

## 4.2. How will we get around in 2045?

### The mobility programme.

The future of Wageningen is sustainable, nature-inclusive, climate-adaptive, inclusive, innovative, and cohesive. This is outlined in the Urban Area Vision.

In the future, residents of Wageningen from the age of 8 will be able to move around the streets independently and safely. In those green streets, children can play freely without worry. Older adults will be able to do their shopping on their own—without curbs or other obstacles. There will be plenty of space to sit and meet others.

**There will be plenty of space to sit and meet others.**



*In Paris and Dutch cities like Groningen, streets near schools are closed to cars during school hours. How can we make Wageningen's streets safer for children? <https://www.paris.fr/pages/57-nouvelles-rues-aux-ecoles-dans-paris-8197>*

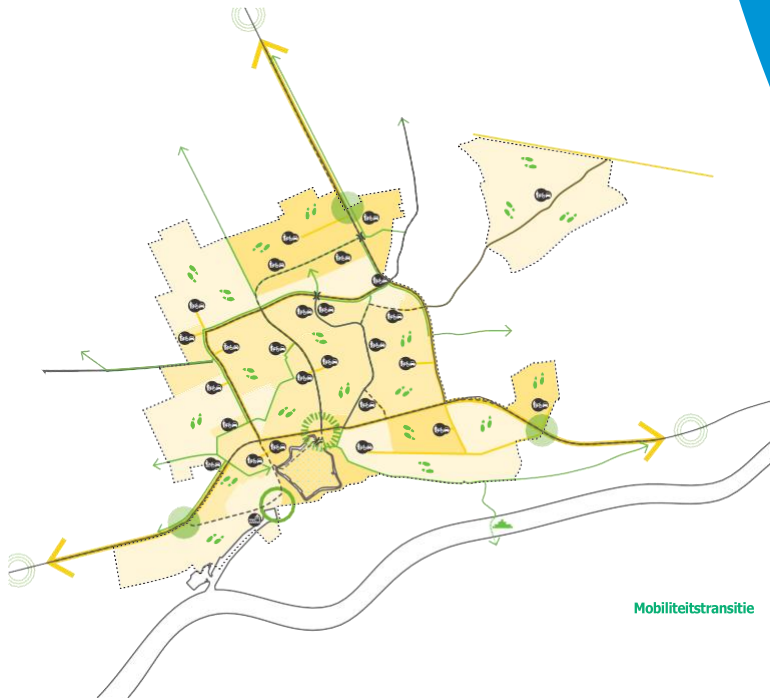
Good public transport connects Wageningen with Ede, Rhenen, Arnhem, Nijmegen, and the rest of the country. A shared car gets you to places or times when the bus doesn't run. Many residents park their own car at a central parking lot. From there, it's a short walk or bike ride home. Visitors also use these parking lots. They continue on foot, by shared bike, or by bus to the city center or another destination.

Sustainable, social, and healthy travel will become the most logical choice. By 2040, all transport in Wageningen will be emission-free. That's why we're making walking and cycling more pleasant and safer for everyone. Public transport will also become easier and more accessible. And we're making it easier to share cars and (cargo) bikes.

We are exploring additional measures to further make mobility in Wageningen more sustainable. Such as a low-traffic city center, a low-emission zone, and support for sustainable freight transport. This is how we make mobility emission-free—and create space to achieve the goals of the Urban Area Vision.

How will we reach work, school, the doctor, family, and friends in the future? How will we do our shopping? What choices still need to be made? And how do we shape that future vision? We explore all of this in the Mobility Programme.





## Safe and healthy walking and cycling. For your whole life.

Walking and cycling are healthy and do not pollute the air. That's why we're working on attractive, safe, and comfortable walking and cycling routes.

In 2024, walking patterns in Wageningen were mapped out.

This input has resulted in a walking route network. Streets must be accessible to everyone—even if you use a wheelchair, walk with a rollator or stroller, or ride an adapted bicycle.

### Walking route network Wageningen



We're also making cycling more enjoyable. That's why we've established a cycling route network. On these routes, cycling has priority.

1

For an overview of the cycle route network, scan the QR-code!



At home, at work, and in the city center, you should be able to park your bike easily and safely. That's why we require sufficient quality bike parking in new developments, using parking standards. We also remove abandoned and stray bikes from the streets.

Is a paving stone uneven? Is a streetlight broken? Or are there other obstacles that make it difficult to walk down the street (like a high curb)? Submit a Public Space Report.





## The public transport in Wageningen

By bus, you can reach Ede-Wageningen Station, Arnhem Central, Rhenen, or Kesteren from Wageningen within half an hour. In the future, fewer transfers at the Stadsbrink will be needed. You'll be able to travel more often directly to or from your destination in Wageningen. The Rijnlijn is the first step toward this (currently lines 103, 303, and 352). This electric bus will run directly from Arnhem through Wageningen to Ede-Wageningen.

To make bus and train travel more attractive, we're also engaging with employers. The more people use public transport (including on weekends), the better it becomes in Wageningen. We're doing this through the 'Slim op de weg' programme by the Foodvalley region.

## The (electric) shared car

A shared car is convenient for people who only need a (second) car a few times a month, or for those who can't park their own car near their home. The more people share cars—instead of owning them—the more space we can free up for greenery, social interaction, and housing in the city.

The supply of shared cars and bikes is relatively high in Wageningen. Currently, there are over 30 shared cars from various providers in the city. We aim to further expand and improve this offering. The Municipality of Wageningen offers support if you want to share a car with neighbors or, as a business, share your fleet with local residents.

## 700 charging stations voor (shared) cars in 2035

Wageningen has 163 public charging points (as of 2023). This makes charging electric (shared) cars easier. Many more charging stations will be added in the coming years

Planning to buy an electric car and there's no charging point near you? Then you can request a free public charging station. You only pay for the electricity you use to charge your car. The best place to request one—and whether it's possible to get one nearby—is shown on the Municipality of Wageningen's planning map..

### 4.3. Car parking policy

We say there is high parking pressure when streets are almost completely (over 90%) filled with parked cars. This leads to unwanted traffic searching for parking. People then tend to park in places where they shouldn't—like on sidewalks or in streets that are too narrow. This causes problems with accessibility, safety, and livability—for example, when emergency services like the fire department can no longer get through.

To prevent this kind of nuisance, municipalities must develop parking policies. Our parking policy also aims to ensure good accessibility. Here's what we do in Wageningen to achieve that:

#### 1. For renovations, extensions, or new construction, we require sufficient parking spaces.

By ensuring there are enough parking spaces, we help prevent nuisance. We do this using parking standards, which estimate how many cars future residents and visitors will park at a given location. Developers of new homes, businesses, or shops are required to provide enough parking. If they want to provide fewer spaces, we offer flexibility—but only if there are good alternatives, such as cycling, public transport, or shared cars. These alternatives must be clearly demonstrated.

#### 2. We allocate space for parking in public areas

If parking pressure becomes too high, and only where possible, for example along the street or in parking lots.

#### 3. We regulate parkinglots

If more cars are parked than there is space for, we manage this through permits and paid parking. This ensures that there is space available for those who need a parking spot. So far, we regulate parking spaces only in the city center and surrounding neighborhoods.

In de visie bebouwde kom beschrijven we dat we meer aandacht voor lopen

In the Urban Area Vision, we describe our intention to focus more on walking, cycling, and public transport in Wageningen. We also aim to create more car-free neighborhoods, where owning a car is no longer the standard. Parking right in front of your door is no longer taken for granted. More people are using shared mobility and parking their cars at the edge of the neighborhood. In the coming years, we will work on new parking policies that better align with current needs. There are still many decisions to be made.

2

Scan the QR-code for more information.



# 6. Where can more information be found?

In the text above, we refer to many policies and data. We'll summarize them here once again.

All local laws, regulations, and policies can be found on the Municipality of Wageningen's website.

<https://www.wageningen.nl/bestuur/lokale-wetten-regels-en-beleid/>

## General information:

### Information Wageningen:

- <https://allecijfers.nl/gemeente/wageningen/>

### Information on labor market:

- <https:// gelderland.incijfers.nl/mosaic/statistisch-zakboek/arbeidsmarkt>

### Wageningen on the map:

- <https://www.wageningen.nl/wageningen-in-kaart/>
- [www.wageningen.nl/klimaatmonitor](http://www.wageningen.nl/klimaatmonitor)

Information about modal split (distribution across different modes of transport), transportation methods by distance, and car ownership in Wageningen.:

- <https://app.powerbi.com/view?r=eyJrljoiZTlhMmY2NWUtM2M2My00MzNhLTk0MTgtNTZhMDJmMTFiNzEyIiwidCI6ImxNTIyYzQzLWE4NDAtNDlhOS04MmMxLWJkZjQyNTFkNTM5NyIsImMiOiJh9&pageName=ReportSection>

### Commuting flows Gemeente Wageningen:

- <https://muconsultowa.shinyapps.io/StromenWageningen/>

### Environmental Mobility Program:

- [https://wageningen.raadsinformatie.nl/modules/19/raadsvoorstellen/862244?parent\\_event=1142513](https://wageningen.raadsinformatie.nl/modules/19/raadsvoorstellen/862244?parent_event=1142513)

### Video urban area vision:

- <https://www.wageningen.nl/actueel/wageningen-werkt-aan-de-stad/visie-wageningen-2045/#video>

### Urban area vision

- [https://www.wageningen.nl/wp-content/uploads/2024/11/241120\\_Visie-bebouwde-kom-Wageningen-gecomprimeerd.pdf](https://www.wageningen.nl/wp-content/uploads/2024/11/241120_Visie-bebouwde-kom-Wageningen-gecomprimeerd.pdf)
- <https://stemvan.wageningen.nl/nl-NL/projects/wageningenover20jaar>

### Information for foreigners on cycling in Wageningen:

- <https://www.cyclinginwageningen.nl/>

### Information on mobility and climate/CO2:

- [https://www.rmprekentool.nl/viewer/jivereport\\_contents.ashx?report=rmp\\_rekentool](https://www.rmprekentool.nl/viewer/jivereport_contents.ashx?report=rmp_rekentool)
- <https://experience.arcgis.com/experience/286bcb2f463f44c1885f1ced3810d9c8/page/Home/>

### Regio Foodvalley

- <https://www.regiofoodvalley.nl/projecten>

### Province of Gelderland

- <https://www.gelderland.nl/themas/bereikbaar>
- <https://www.gelderland.nl/projecten/beter-bereikbaar-wageningen>

### Viewing tip:

#### Programme on the future of mobility (in Dutch)

- <https://www.vpro.nl/programmas/tegenlicht/lees/artikelen/2022/de-toekomst-van-mobiliteit-in-zeven-inzichten.html>

