

Figure 4: Route construction: at ground level (1 and 2), on embankment (3), or on pillars (4).

construction

programme of requirements

The F35 is a unique project and one that makes serious quality demands as regards how it should fit into the urban scene and the landscape. Other important factors are the visual aspect (architecture), sustainability (profiling and use of materials), and actual use by cyclists (traffic guidelines). Requirements have been set out in a Programme of Requirements that forms part of the F35 Cycle Freeway Master Plan. The municipalities involved will use that programme as a frame of reference when planning the subcomponents or for managing the cycling infrastructure. After it has been officially adopted by the Executive Board, the full version of the Master Plan, including the Programme of Requirements, will be made available on the Twente Region's website: www.regiotwente.nl

subcomponents

Construction of the F35 is planned for 2008-2020, as a series of logical subcomponents rather than all at once. The most cost-effective subcomponents - i.e. the stretches that will have the heaviest cycle traffic during rush-hour periods per euro invested - are:

- Borne - Hengelo - Enschede
- Almelo - Waterrijk - Vriezenveen
- Almelo - Wierden/Zuidbroek

In recent years the Twente Region has received three supplementary grants from the Ministry of Transport, Public Works and Water Management to assist in constructing these sections of the F35. In 2006, Twente received EUR 1m towards constructing the section between Hengelo and Enschede. In 2007, the Ministry provided a further EUR 1.1m for the two stretches that run via Almelo, and a total of EUR 1.2m was allocated to construct extra cycle parking facilities at a number of railway stations, or to improve existing ones.



financing options

By Twente acting as a unified region and by designating and officially determining specific subsections of the project, it will be possible to request grants in phases over a period of several years. Where possible, the subcomponents will be integrated into other economic and spatial projects. This will facilitate co-financing and will increase the likelihood of receiving contributions from various funding schemes, for example Belvedere, the Rural Investment Budget (ILG), the Overijssel Rural Development Plan 2007-2013 (POP II), the European Regional Development Fund (EFRO), the INTERREG programme for cross-border projects, and the Agenda for Twente.

In order to ensure that the various subcomponents are all of the necessary quality, a contribution of 50% of the implementation costs will be provided under the terms of the Block Grants (Transport) Act (BDU), but only on condition that the subcomponents comply with the Programme of Requirements.



Regio Twente
Nijverheidstraat 30
NL-7511 JM Enschede
The Netherlands
tel. +31 (0)53 487 6543
info@regiotwente.nl
www.regiotwente.nl



f35 cycle freeway

cycling fast and safe in twente



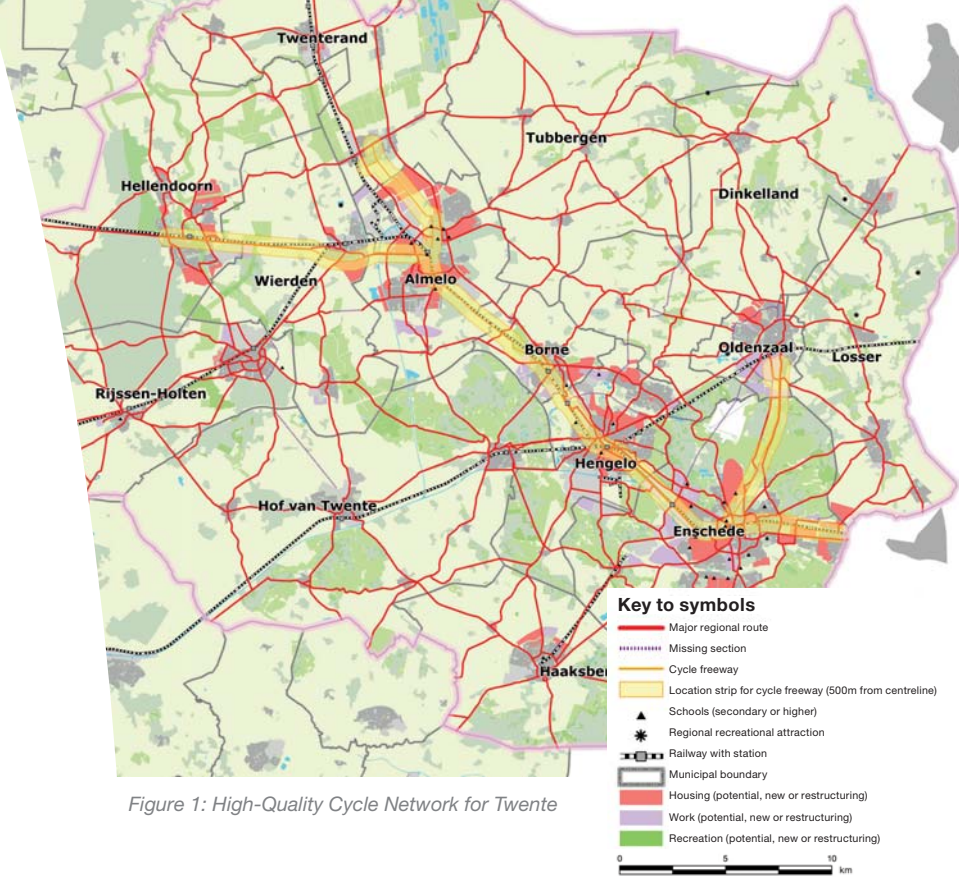


Figure 1: High-Quality Cycle Network for Twente

cycling in twente

The people of Twente have always been enthusiastic cyclists. The flat landscape and the short distances between the towns and villages have made the bicycle an extremely popular means of transport. With more than 32% of journeys being made by bicycle, Twente is one of the most “bike-minded” regions of the Netherlands, along with Zeeland and Friesland. All the same, bicycle use has declined in Twente in recent years. Expanding suburbs, incomplete cycle routes, congestion in urban areas, and increasing car use mean that people are cycling less over distances between 3 and 15 kilometres. At the same time, regional mobility over those distances is becoming more important due to increases in the scale of facilities for such things as education and leisure activities. The Regional Mobility Plan for Twente 2007-2011 which was adopted in 2007 proposes that by 2011 the people of Twente should be cycling just as much as they did in 1995. In order to contribute to this development, Twente intends creating a High-Quality Cycle Network.

high-quality cycle network for twente

The High-Quality Cycle Network for Twente (see Figure 1) will consist of a number of regional cycling thoroughfares. These will form short-distance connections between the main centres, cities, and neighbourhoods, work locations, and recreational areas. They will be ideal for ordinary day-to-day cycling, for example to and from work or school, to the sports club, or to the supermarket. Investing in the High-Quality Cycle Network for Twente means investing in quality and speed: proper signposting and cycle parking facilities, smooth cycleway surfacing, and safety, from both the social and traffic point of view. All in all, it will represent a quality improvement that will boost the image of cycling and enable it to win back the territory it has lost. An additional advantage is that an increase in cycle use - certainly when it is for commuting and for social and recreational purposes - will lead to a reduction in car use and CO2 emissions. This will be advantageous as regards the accessibility and quality of life in both urban and rural areas.

f35 cycle freeway

The main backbone of the High-Quality Cycle Network for Twente is the planned F35 cycle freeway. This will be a fast, comfortable, safe, non-stop route from Nijverdal to Enschede, running via Wierden, Almelo, Borne and Hengelo, with branches from Almelo to Vriezenveen and from Enschede to Oldenzaal. It can also be extended across the border to Gronau so as to link up with the recreational cycle routes in Germany. The F35 has great potential, but not just for journeys along its full extent. Having enough interchanges will make it a comfortable alternative to driving, certainly for short distances.

The F35 will be multifunctional and will serve a number of different purposes:

- Reducing congestion on car routes into town centres and to stations, offices, and event venues; it will offer a good alternative to increasingly heavy traffic (mobility function).
- Connecting towns, villages, and recreational venues (recreational function).
- Providing a quick connection to the town centres where most people live and work and where most public facilities are located (economic function).
- Providing a quick connection between towns, suburbs, villages, and new housing developments, i.e. between all the various population groups in Twente society (social function).
- Contributing to a reduction in greenhouse gases (CO2) and noise (environmental function).
- Encouraging people to “get on their bike” or to use other human-powered means of transport (health function).
- Reducing the number of traffic accidents (safety function).
- Being a high-profile project that can put Twente on the map (PR function).

route

The route of the F35 between Nijverdal and Almelo will follow the N35 national trunk road. Between Almelo and Enschede, it will run alongside the railway line (see Figure 2). The branch between Almelo and Vriezenveen will be a segregated motor-vehicle free cycle freeway. The branch from Enschede to Oldenzaal will either be a segregated freeway or run alongside the N342 provincial road. Routeing the cycle freeway alongside the railway line has a number of major advantages. It can be constructed on a narrow strip of unused land, thus making it possible to create a segregated nonstop cycle connection into town centres and the areas around the railway stations. The fact that it will run alongside the railway line from Almelo to Enschede means that the F35 can take full advantage of the numerous flyovers and underpasses where the railway runs over or under busy roads. This will increase the safety of cyclists.

Town centres and especially the areas around the railway stations will be the hubs in the system, allowing cyclists to transfer to public transport (bus or train) or to continue on along the High-Quality Cycle Network for Twente. Enough interchanges will be provided along the whole route, enabling cyclists to access not only town centres but all the various “pearls” of Twente (see Figure 3).

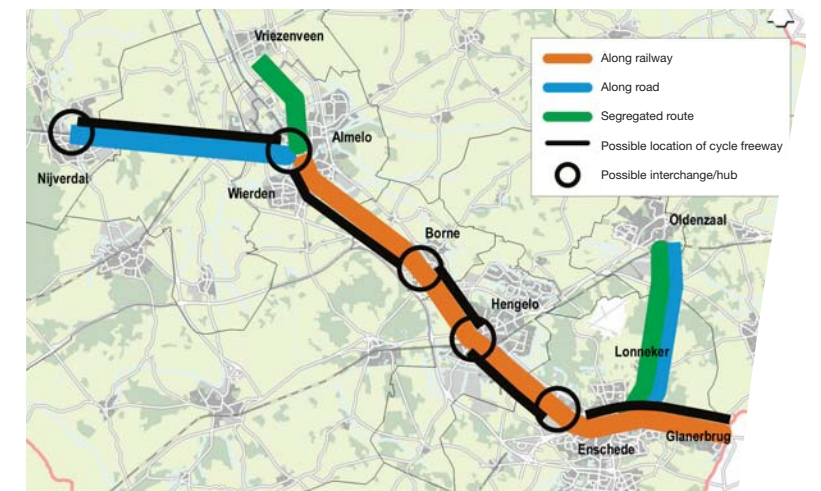
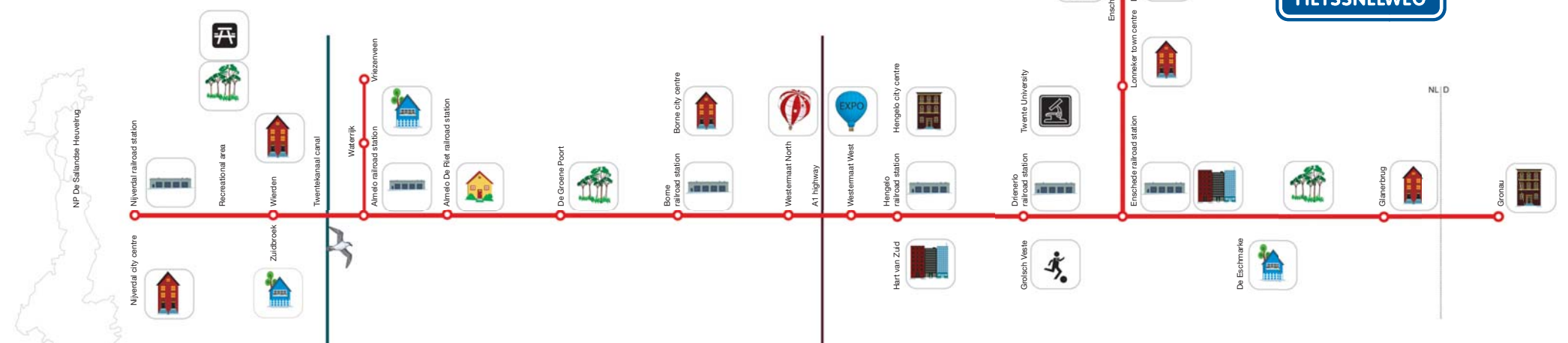


Figure 2: Route with location: along railway, along road, or own route

main components

The route of the F35 consists of four main components: the “red carpet”, the edges, the construction, and the facilities.

- The red carpet will be the continuous line along the route, in other words a cycle path that is at least 4 to 4.5 metres wide.
- The edges will be the vertical construction elements that clearly separate off the cycle freeway wherever that is necessary (for safety) or desirable (to make it distinctive). The edges will make it possible to arrange all the various elements - lighting, lay-bys to take a break, signposts, planting, facilities, etc. - within a clear structure.
- Depending on the particular location and the construction options, the cycle freeway will be at ground level, on the side of the railway embankment, or supported on a system of pillars (see Figure 4). Definitive arrangements will need to be made in consultation with all those concerned.
- Facilities including lighting, signposts, lay-bys, information panels, cycle parking areas, etc. will be provided to make using the freeway a pleasant experience. The actual facilities provided will depend on the possibilities at the particular locations.

Figure 3: F35: Twente’s “string of pearls”