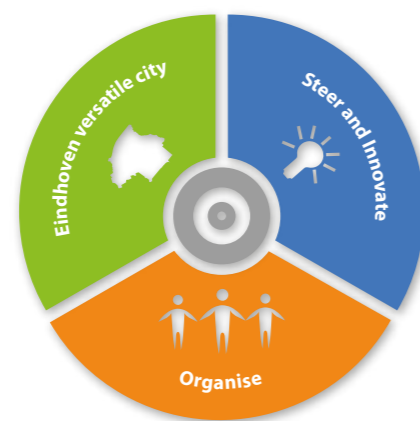


Eindhoven en route

people and places
sustainable connected
in Eindhoven,
versatile city

Eindhoven en Route

Eindhoven is a city with ambitions: to be a versatile city. On the one hand a sustainable, liveable and innovative city with an attractive centre, a city where residents, visitors and employees have a pleasant stay. On the other hand Brainport, a top economic location, and eminently accessible. Eindhoven en Route proposes a way of thinking, an approach to connect people and locations in a sustainable way: better for the environment, better for the people, better for the city.



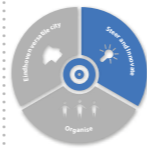
Eindhoven en Route takes a three-pronged approach reinforcing each other: Eindhoven versatile city, Steer and Innovate, Organise.

organise



- vision: flexible, dynamic
- interactive elaboration
- directing role city council
- Eindhoven en Route Platform
- room for innovation
- partnership
- funding methods
- area oriented
- prioritise
- long-term investment programme

information

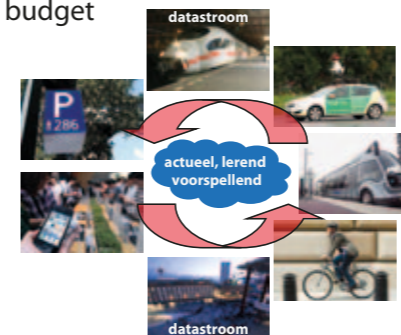


seamless mobility

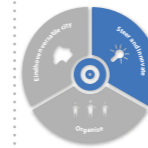
- information-driven
- open data
- personal travel data
- real-time travel advice
- positive experience
- easy
- clean
- healthy
- attractive

strategy:

1. prioritise
2. flexibility
3. environmental quality
4. budget



parking



efficient, easy and easily accessible

- more efficient use of existing facilities
- area oriented approach
 - use of facilities
 - extended regulation (differential tariff)
 - more flexible parking standards
- expansion at remote distance/ incentive parking (including P+R)
- unambiguous payment system
- digitization of licences & enforcement



Eindhoven, versatile city



matrix

The matrix expresses the links between spaces (versatile city) and mobility (sustainable connections). The four main means of transport are crossed by four scale levels (see other side).

key map

These connections are displayed city-wide in the key map.



road safety



classification of roads

- through-roads (80, 100, 120)
- distributor roads (bypass) (50, 70)
- district/neighbourhood distributor roads (30, 50)
- neighbourhood access roads (30)

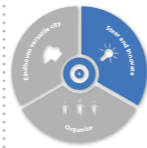
dealing with black spots

- inner Ring Road, Radial Roads combined with slow motion – fast forward

policy aimed at high-risk target groups



dynamic traffic management

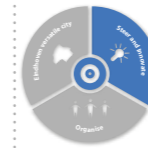


real-time city and regional traffic management

- up-to-date traffic lights
- mutually linked info (Incar)
- forecast module, multi-modal travel advice
- aim for outer Ring Road, inner Ring Road, modern Radial Roads
- indicators: accessibility, environment, liveability
- regional tactical team



sustainable mobility



attractive for everyone

- cleaner
- less
- healthier
- different times
- new concepts, also logistics
- from supply to services, also smart services
- mobility marketing
- no regret
- partnership



colophon

City of Eindhoven



More information:
www.eindhoven.nl/opweg
opweg@eindhoven.nl





versatile city



placemaking

pedestrian

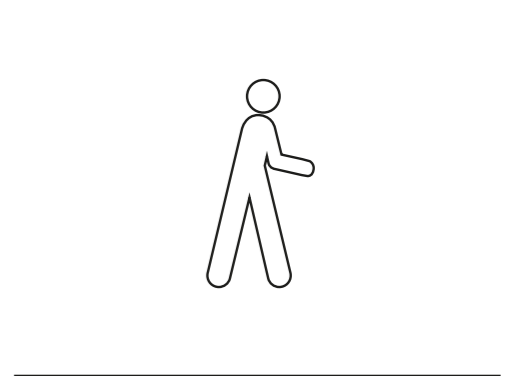
pedestrian on site most important

fine-grained network of streets and pavements, combined with variously arranged squares

pedestrian on site most important, development of new routes in favour of new dynamics

limit barrier effect inner ring road, particularly on old radial roads

campuses are the new villages
link pedestrian network to recreational routes



cyclist

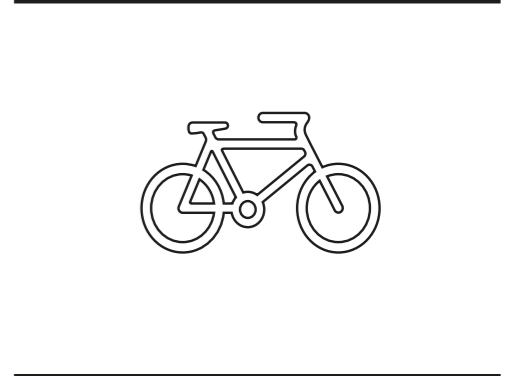
most important traffic participant in linking places

centre ring road most important connecting cycle route in city centre
sufficient cycle parking, well integrated in public space

fast cycling routes by means of historic radial roads as contribution to neighbourhood lifeline

fast radial cycling routes as contribution to city life
maintain and improve cycle crossing of the inner ring road

fast cycling route Brainport Avenue
fast cycling routes to surrounding municipalities



public transport user

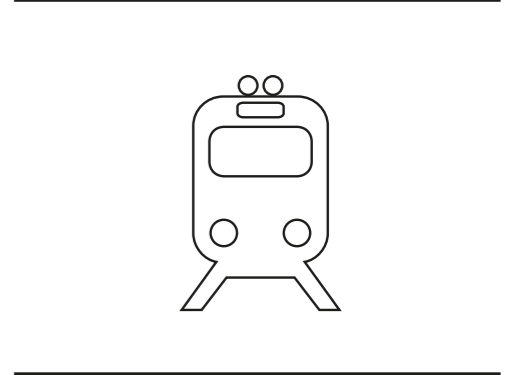
fast, high-frequency, comfortable and reliable travel on longer distances for larger passenger flows

BRT two-directional along centre ring road
central bus station
Neckerspoel/railway station as transport hub and entry to city

BRT corridors as carrier for urban development
customised public transport for target groups and areas

BRT corridors connect 'places to be'
if possible BRT grade-separated crossing with inner ring road

sustainable landside access to Eindhoven Airport
adjusted public transport networks with seamless transfers
direct connection to (inter)national network of high speed trains



motorist

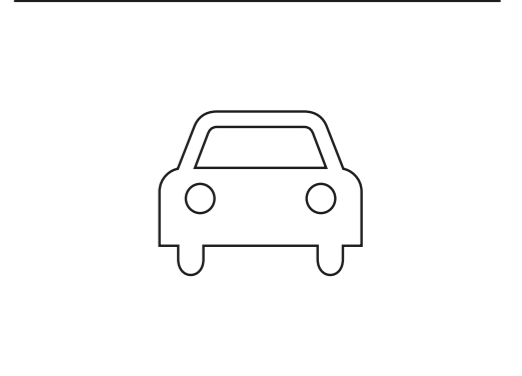
raised-awareness users: less often, cleaner, main roads, parking at remote distance/incentive parking

centre ring road no longer a continuous circular vehicle route
no expansion visitor parking in city centre

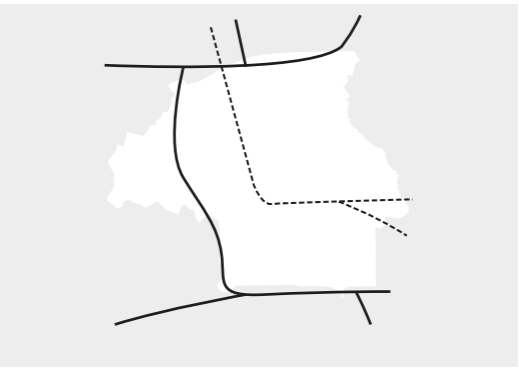
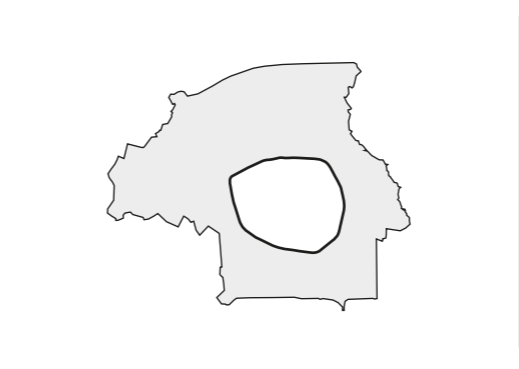
within the inner ring road 30 km/h and cyclist priority on roads with the exception of modern and new radial roads

less and/or easier junctions with inner ring road
fourth category in road's classification: neighbourhood access roads

optimise national and international road network, taking city accessibility into consideration



slowmotion-fast forward



existing city