

Main Components

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

- The red carpet is the cycle path itself, being at least 4-4.5 metres wide.
- Depending on the location and construction options, the cycle highway is at ground level, on railway embankments, or on a system of pillars. Definitive arrangements are yet to be made with parties concerned.
- The edges are the vertical construction elements that clearly separate the cycle highway wherever necessary (for safety) or desirable (to make it distinctive). The edges keep all the various elements - lighting, rest areas, signposts, facilities, plants etc. - within a clear structure.
- There are facilities, including lighting and signposts, to make using the highway pleasant. The actual facilities provided will depend on the various locations.



Programme of Requirements

The F35 is a unique project that needs to fit appropriately into the urban scene and the landscape. Other important factors are the visual aspects (architecture), sustainability (profiling and use of materials), and actual use by cyclists (traffic guidelines). These requirements have been set out in a Programme of Requirements. Four essential design features ensure that the cycle highway is always recognisable:

1. The red asphalt is (at least) 4m wide
2. Both edges are 30cm wide (75cm wide on cycle streets)
3. The F35 symbol is applied to the road surface and portals
4. Uniform illumination

The Programme of Requirements is the basis for developing the route sections and is used as a frame of reference for subsidy applications to municipalities in the province.

2019-260

Realisation

Due to limitations of time and money, the original aim of realising the F35 by 2020 may need to be adjusted. The aim is still to complete the entire route as soon as possible; it will not be completed in one go, but in logically usable sections with the most cost-effective sections - those with the highest bicycle use per euro invested - being constructed first:

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

The Cycle Highway Master Plan was established in 2009 and the first sections have already been started. By early 2016, 15 km of the 62 km had been completed and other preparations started.

The initiator, the Twente Region, received contributions for this from the Province of Overijssel, the Ministry of Infrastructure and Environment and the European Fund for Regional Development.

The F35 has multiple objectives with various options for external financing e.g. for mobility and other purposes. Furthermore, co-financing can be obtained more easily by, where possible, integrating the F35 in economic and spatial projects in the immediate vicinity of the route.

Partners

The Twente Region is developing the F35 with the municipalities Oldenzaal, Enschede, Hengelo, Borne, Almelo, Twenterand, Wierden and Hellendoorn and the Province of Overijssel. Since Twente's statutory mobility task was transferred to the Province of Overijssel on 1 January 2015, the project has been carried out under the province's responsibility.

To ensure quality, the Province of Overijssel and the municipalities agreed that, of the funds available for regional mobility, more should be available for construction than for the improvement of other cycle connections, subject to sub-projects meeting the Programme of Requirements.

The Cycle Highway Master Plan was updated in 2014 and can be downloaded from www.fietssnelwegf35.nl. For information about cycling and Bike Incentives in Twente see www.twentefietst.nl.



F35 Cycle Highway

quick, safe journeys by bike



Winner of the best cycle highway award in the Netherlands (ANWB 2019)

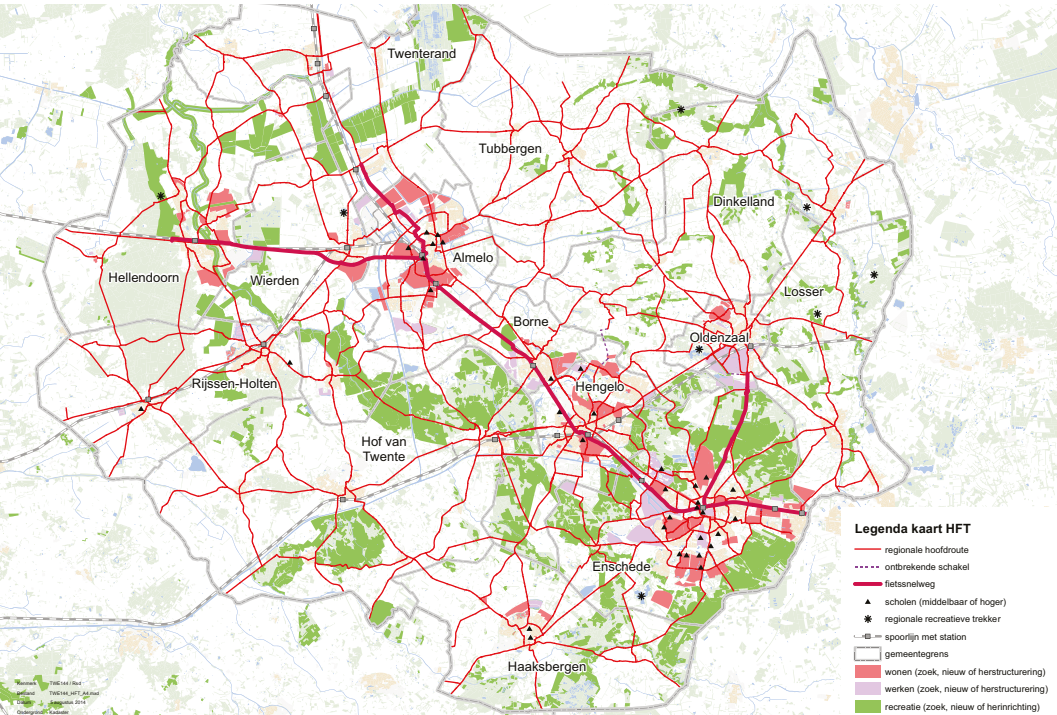
Cycling in Twente

Cycling has always been popular in Twente due to the flat landscape and the short distances between towns and villages. With more than 32% of journeys being made by bicycle, Twente is one of the most “bike-minded” regions of the Netherlands. However, cycling here has declined in recent years. Expanding suburbs, incomplete cycle routes, congestion and increasing car use mean that fewer people cycle distances between 3 and 15 kilometres. At the same time, regional mobility over those distances is becoming more important due to expanding educational and recreational facilities. Cycling is important to the regional mobility policy. Consequently, the High-Quality Cycle Network was developed and adopted in the Twente Regional Mobility Plan 2012-2020. Cycling is important for mobility, for health reasons and quality of life. Since 2009, the number of bicycle journeys and the time and distance travelled have increased, partly due to the emergence of the e-bike.

High-Quality Cycle Network Twente

The High-Quality Cycle Network for Twente (see Figure 1) is a network of regional thoroughfares that make short-distance connections between towns, neighbourhoods, work locations and recreational facilities. It is ideal for day-to-day cycling to work or school, to the sports club or the supermarket. Investing in the High-Quality Cycle Network for Twente means investing in quality and speed: proper signposting, cycle parking, a smooth surface and safety are all good for society and for traffic and will boost the image of cycling allowing it to regain lost ground. Another advantage is that increased cycle use - for commuting, social and recreational purposes - leads to reduced car use and CO₂ emissions. This is better for the accessibility of urban and rural areas and the quality of life.

Figure 1: High-Quality Cycle Network Twente, 2013



F35 Cycle Highway

The main backbone of the High-Quality Cycle Network for Twente is the F35 cycle highway, a fast, safe, non-stop route from Nijverdal to Enschede, via Wierden, Almelo, Borne and Hengelo, with branches from Almelo to Vriezenveen and from Enschede to Oldenzaal. It might be extended over the border to Gronau to link up with recreational cycle routes in Germany. The F35 has great potential with sufficient interchanges making it a good alternative to driving, particularly for short distances.

The F35 is multifunctional and serves a number of different purposes:

1. Reducing congestion (mobility).
2. Providing quick connections between towns and villages (societal), to town centres for work/public facilities (economic) and to leisure facilities (recreational and touristic).
3. Contributing to a reduction in greenhouse gases (CO₂) and noise (environmental).
4. Encouraging cycle use or use of other human-powered transportation (health).
5. Reducing traffic accidents (safety).
6. Being a high-profile project that puts Twente on the map (PR).

Route

The route between Nijverdal and Almelo follows the railway line and the N35. The exact location will depend on plans for diverting and widening the N35 (to 2x2 lanes). Between Almelo and Enschede, the F35 will run alongside the railway line. The branch between Almelo and Vriezenveen will be partly segregated and partly alongside the Aadorpweg. The branch from Enschede to Oldenzaal will either be segregated or run alongside the N342. Routing it alongside railway lines is advantageous because it can be constructed on a narrow strip of unused land to create a segregated non-stop connection to towns and railway stations. The F35 can also use the numerous flyovers and underpasses over and under busy roads to increase safety. Town centres and areas around railway stations will be the hubs in the system, allowing cyclists to transfer to public transport (bus or train) or continue along the High-Quality Cycle Network for Twente. Enough interchanges will be provided along the route giving cyclists access not only to town centres but also to the various “pearls” of Twente (see Figure 3).

Figure 2: Route of F35 along railways, carriageways or own routes



Figure 3: F35: Twente’s ‘string of pearls’

