

LOCALLY CONNECTED

VISION FOR THE FUTURE MOBILITY SYSTEM OF 2050

It's 2050. You've finished work and grab a bike at your local public transport hub. It rained this morning so you came by public transport, but now that the sun shines you like to cycle home. Since recently the city has become much more cycling friendly, with big cycle paths that allow for differentiation in speeds. The city is greener than before. Traffic has reduced by promotion of cycling. Rail connections (trams, metro and train) allow to take your bike on board for free, and provide bikes and electric scooters at their hubs. You exit the city into the countryside. The bike path gives you a broad view over the Dutch landscape. Before heading home, you stop over at farmer Hans, he sells the best cheese in the region. It's easy to collect your groceries locally while cycling along the improved fast bike routes.

Research by sketching. What are the current strengths and weaknesses of the region of South Holland? ▶

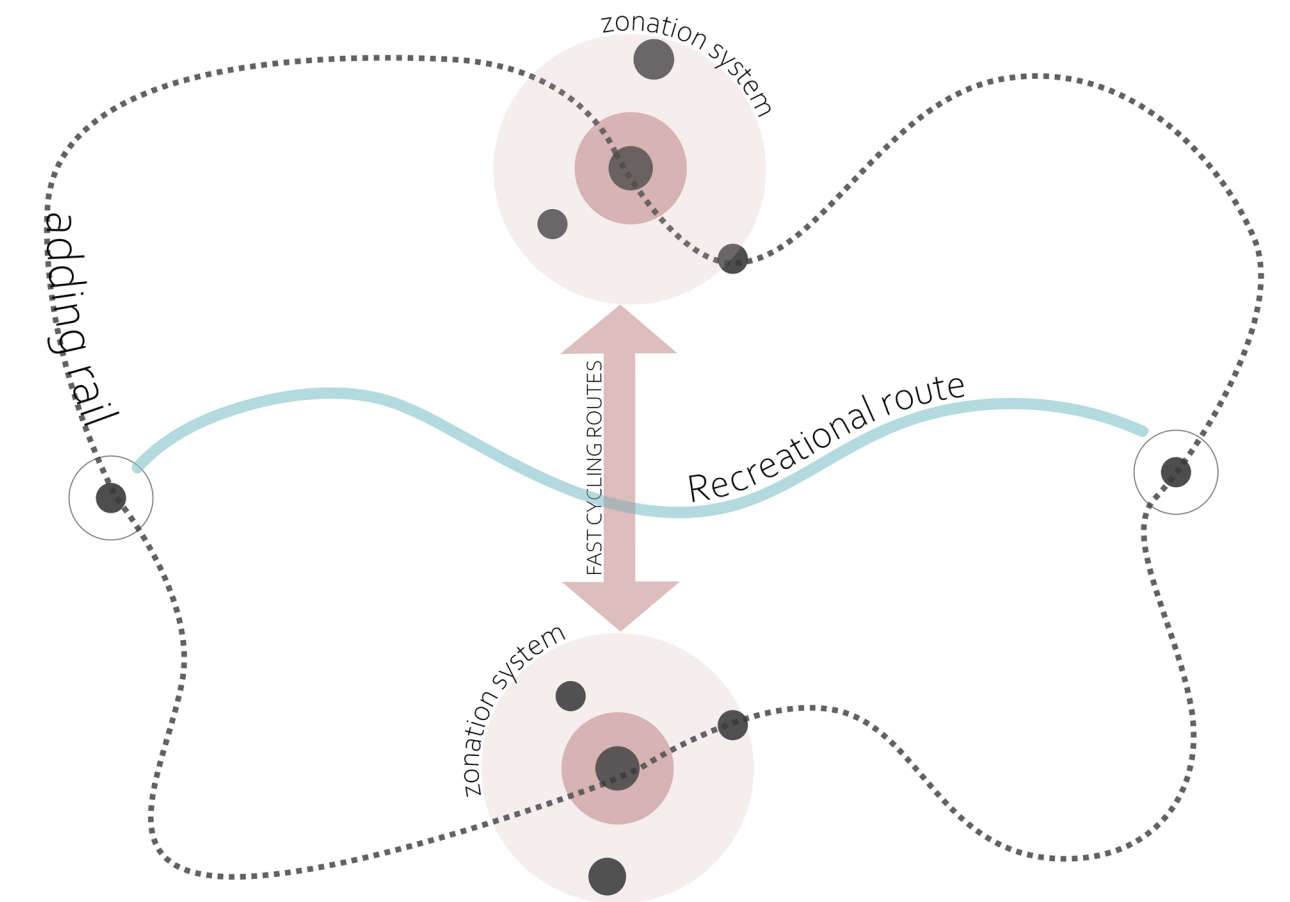


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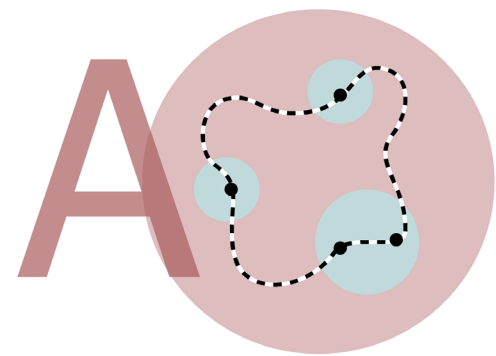
PRINCIPLES & BUILDING BLOCKS

The region of South Holland currently has problems with too much car traffic. This not only leads to daily traffic jams, but also creates unhealthy cities and unsafe situations on the road. In South Holland, only 26% of the inhabitants get enough exercise on a daily basis. The objective of this project is to create healthier and safer cities by promoting bike usage. This is done through a 2-layer zonation system for the city. In the inner city, no cars will be allowed anymore. In the other parts of the city, the bike network will be strengthened. Also, the network of public transportation should be improved to reduce car traffic. The region has relatively good public transportation but still lacks rail connections in some parts, mainly in the south of the region. Mobility hubs that offer bikes can help in switching between modalities. Fast bike routes ('snelfiets' routes) will connect people to their work from these mobility hubs, while recreational bike routes will help people experience their local surroundings in their free time.

System diagram ▶

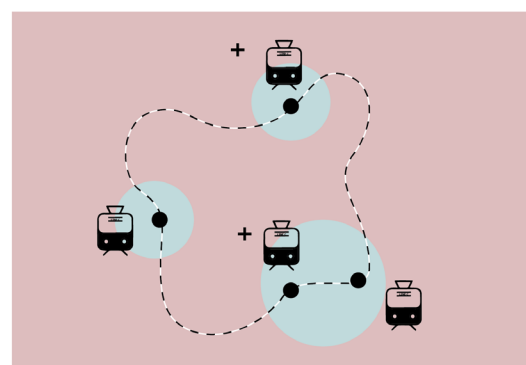


Design principles and accompanying building blocks ▼

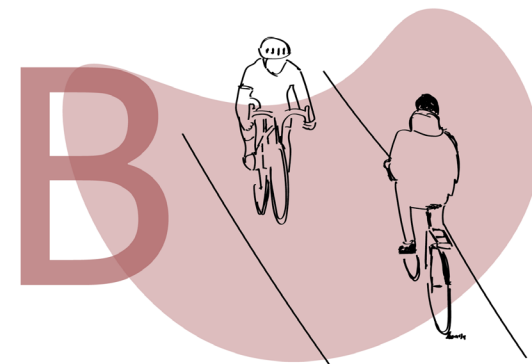


CONNECTING THE REGION BETTER

This project focusses on connecting the region better by rail. Faster and more availability of rail connections will lead to less dependency on the car. Towns with 20.000 inhabitants or more will be added to the rail network.

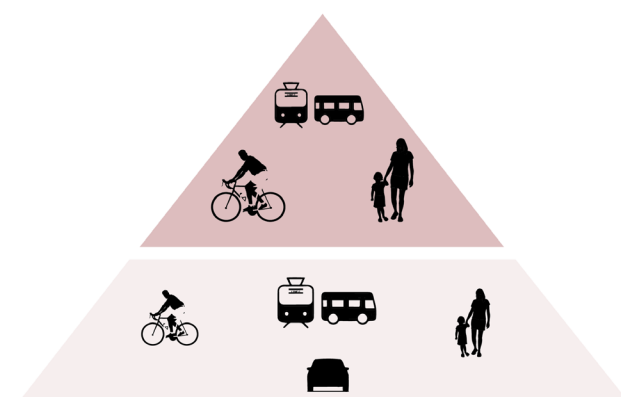


ADDING RAIL CONNECTIONS TO ALL TOWNS MORE THAN 20.000 PEOPLE

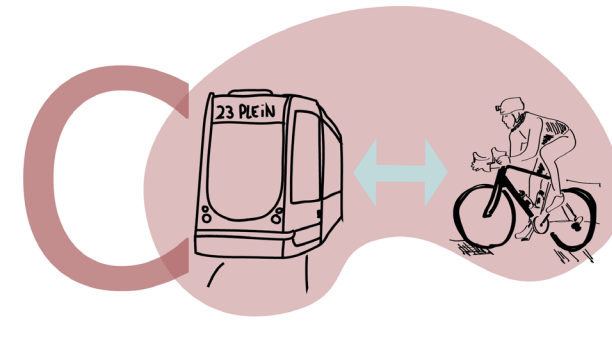


CREATING A HEALTHY, ACTIVE CITY

Wider cycling paths, and cycling paths that are separated from car traffic are attractive and can stimulate a healthy and active city. A zonation system where the city centre is car-free, further stimulates healthy transportation.

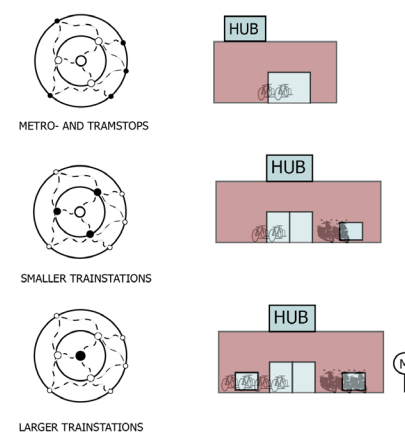


A ZONATION SYSTEM FOR THE CITY:
1ST LAYER: BIKE ONLY
2ND LAYER: BIKE PROMOTED

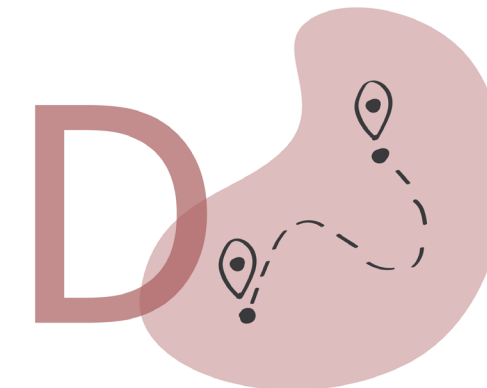


SEAMLESS CONNECTION BETWEEN BIKE AND RAIL

At this moment, a seamless connection between bike and rail is lacking. Solutions such as mobility hubs can provide for easy switching between bike and rail.

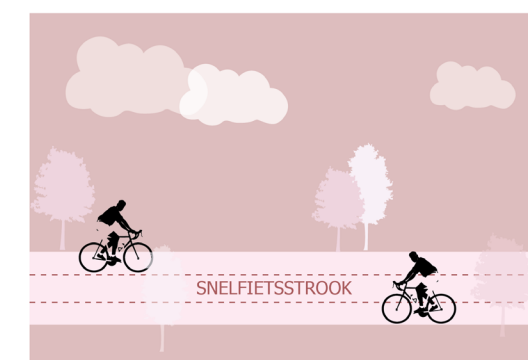


ADDING THREE TYPES OF MOBILITY HUBS

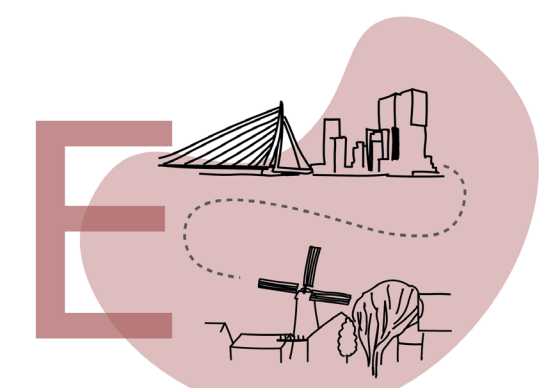


CONNECTING PEOPLE'S HOME TO THEIR WORK

A fast connection to work is vital for a healthy economy with happy employees. The goal of this project is to connect people to their work by bike by offering fast bike or 'snelfiets' routes. Also for instance industrial area's should be better connected, to make sure that people can opt for coming to work by (electric) bike.



ADDING, STRENGTHENING AND RE-DIMENSIONING SNELFIETSRTOOKS



CONNECTING PEOPLE TO THEIR REGION

Good cycling connections can offer people an 'escape' into the countryside. Rural experience routes will give people the chance to enjoy their surroundings, and even to collect groceries at local businesses, supporting their region.

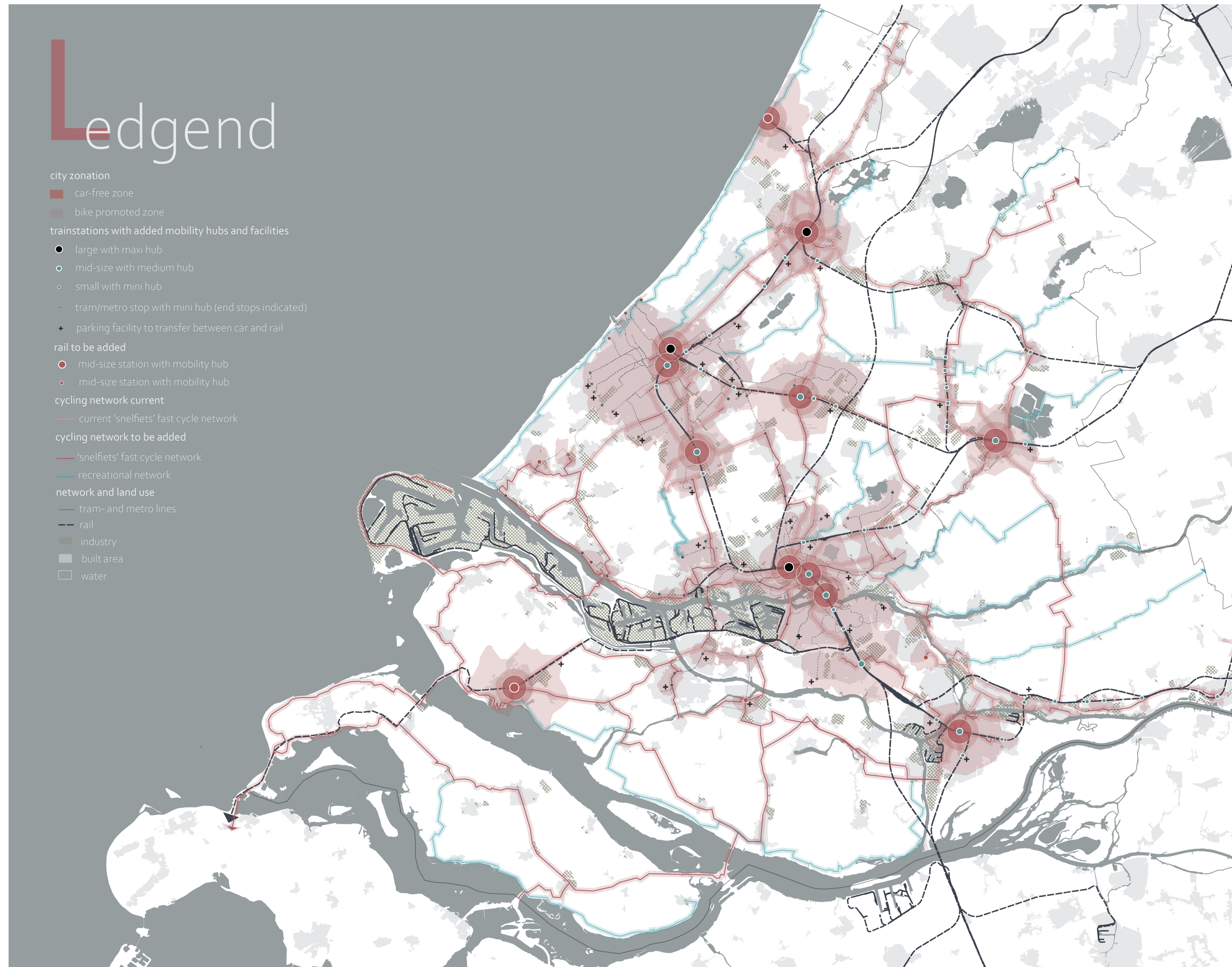


ADDING A SECOND LAYER OF RURAL EXPERIENCE RO CONNECTING PEOPLE TO THEIR REGION

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REGIONAL MAP

The region of South Holland in 2050. Both bike and rail networks will be strengthened to offer a smooth connection between the two.



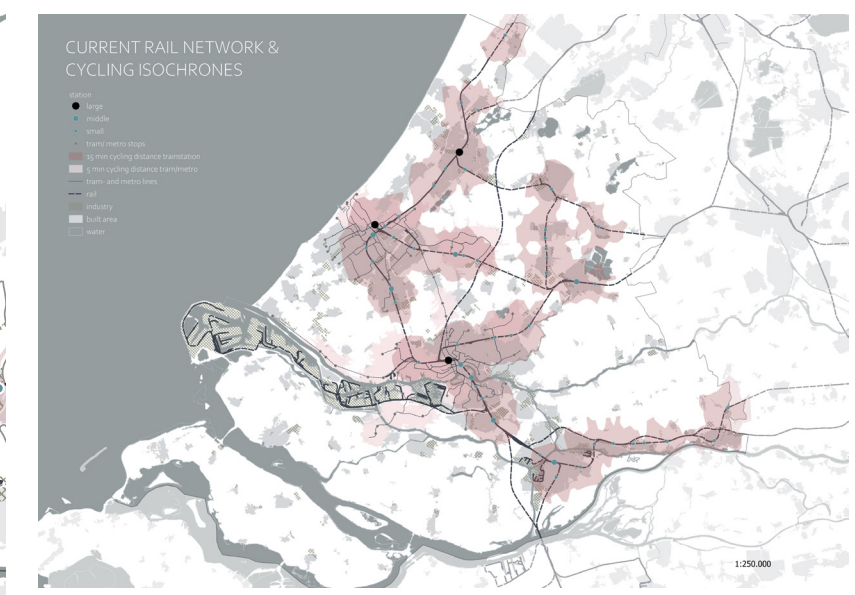
Research maps showing the current system.



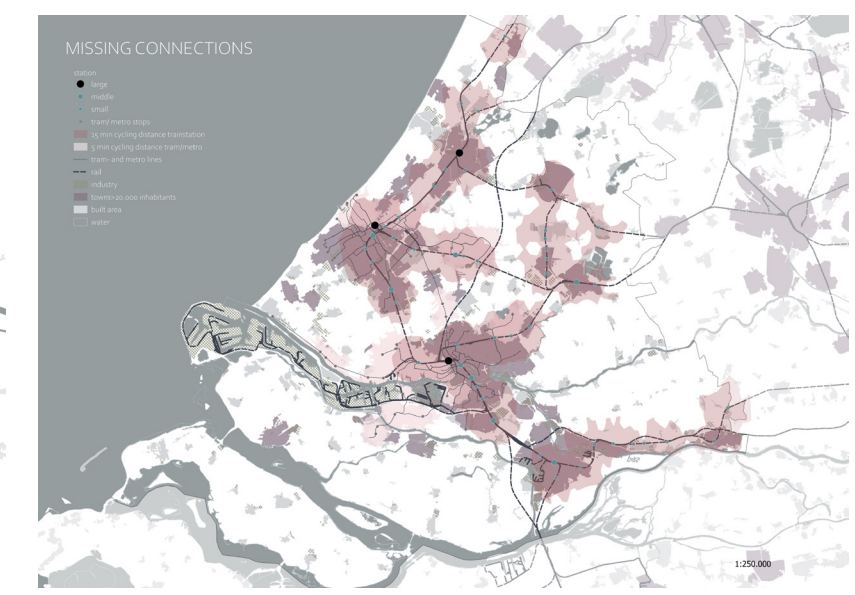
The current rail system is mainly lacking connections to the south side of the region.



The current network of fast cycling routes, or 'snelfietsroutes' is mainly focused on the bigger cities. Routes into the countryside are lacking, as well as those reaching to workplaces, such as industrial areas'.



Indicated: 15 minute cycling isochrones from larger and mid-sized trainstations. In these area's, bike network could be strengthened to create a better connection between bike and rail.



Indicated: some towns of 20.000 inhabitants or more are still lacking suitable rail connections.

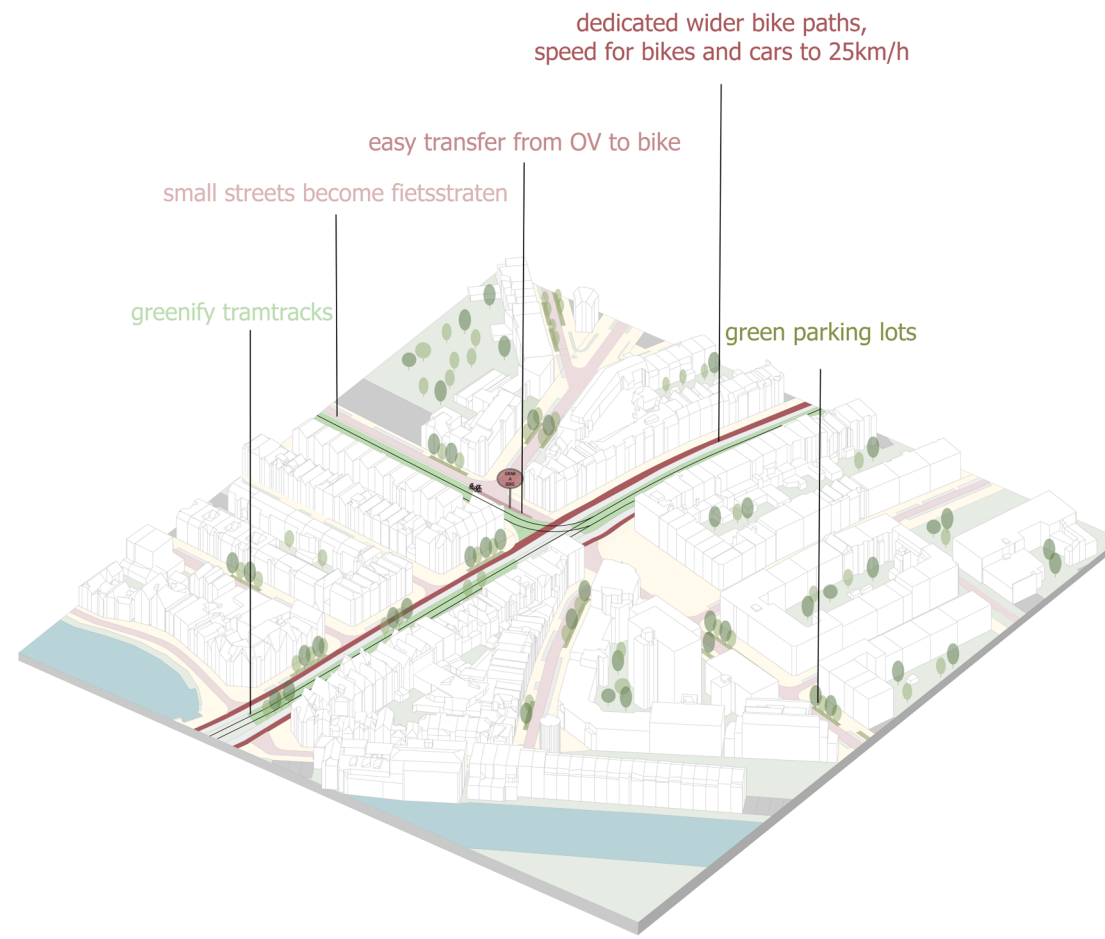
A CENTER OF THE CITY

CAR FREE AND HEALTHY



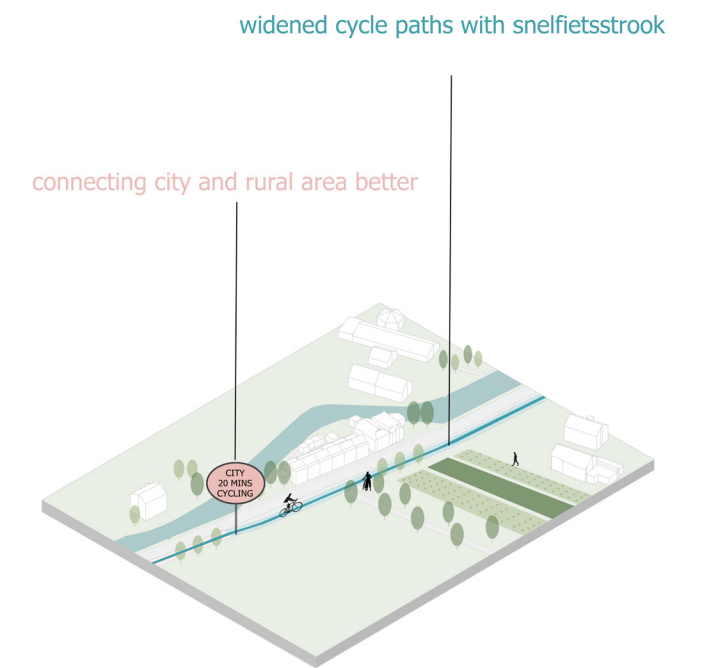
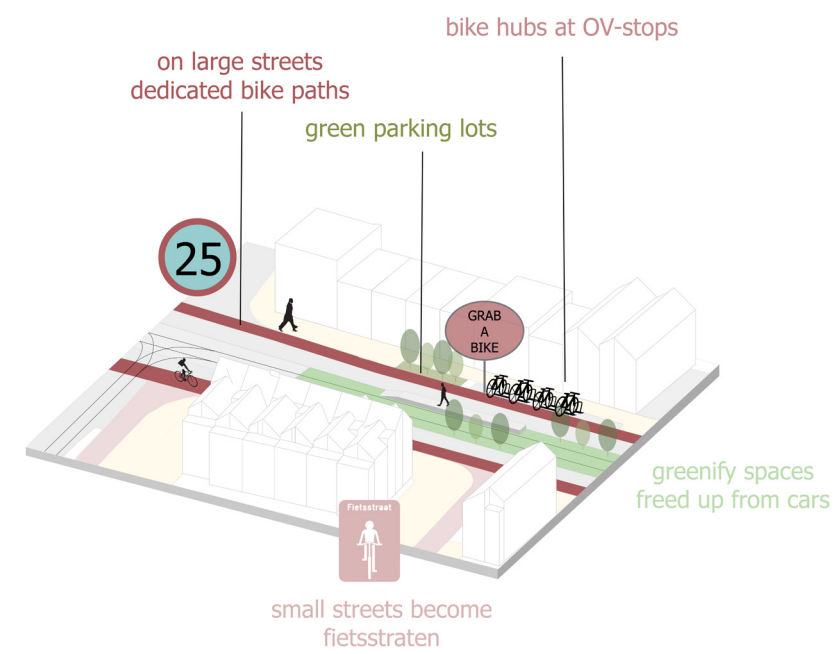
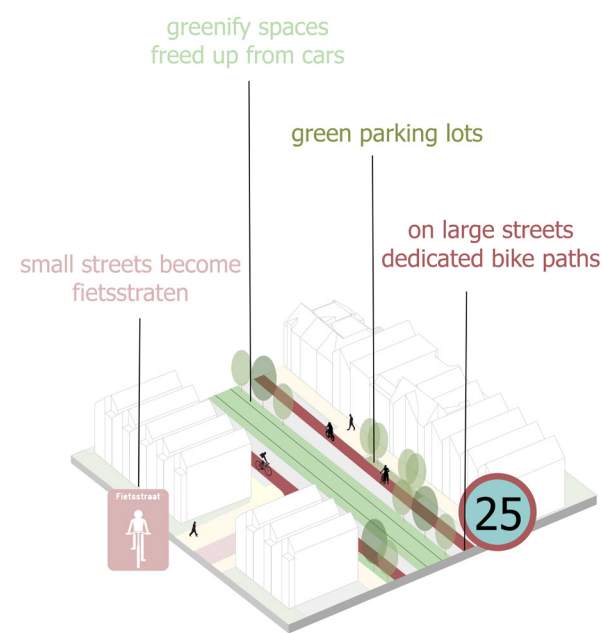
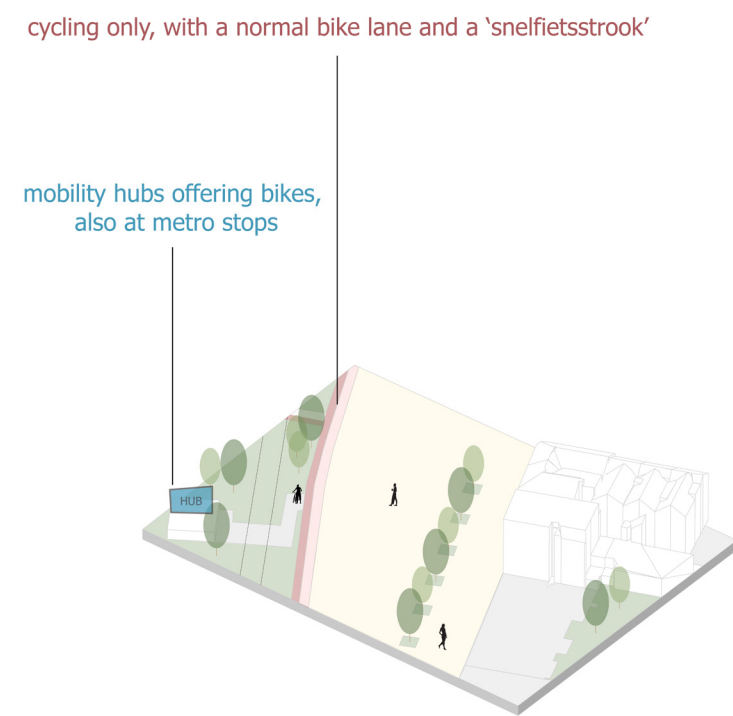
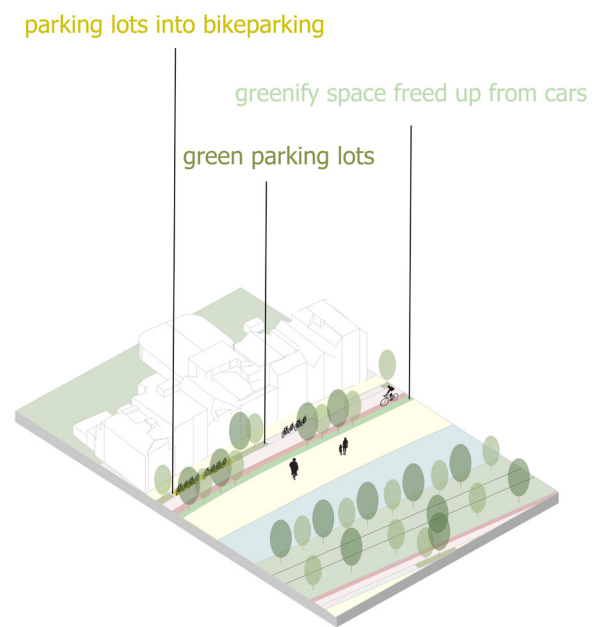
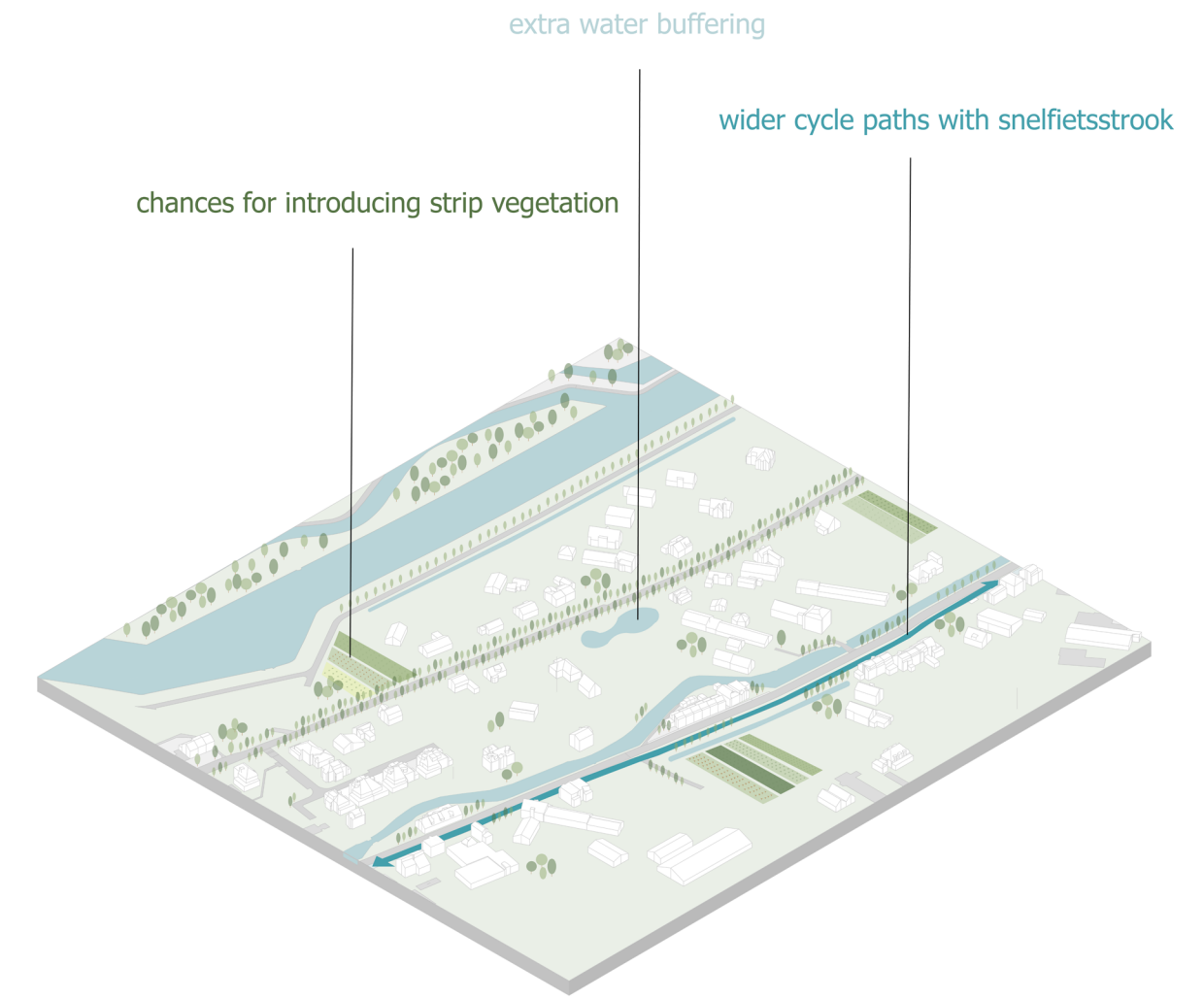
B SECOND CITY LAYER

BIKE PROMOTED



C RURAL AREA

SNELFIETSRUTES & RURAL EXPERIENCE ROUTES
CHANCES FOR NEW WAYS OF FARMING AND CLIMATE ADAPTATION



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PERSONAL TRIP

