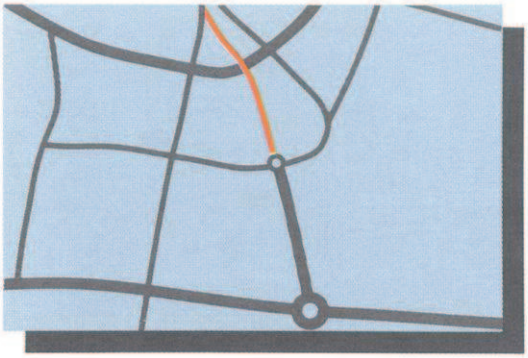
51: The kerb line of the original 16m wide carriageway is just visible. Within this space can now be seen a narrow carriageway, separate service road, linear parking, extended footways at corners and trees planted to soften the scene.
(Photo: T. Pharoah)

EINDHOVEN · LEENDERWEG NETHERLANDS



CONTEXT

Leenderweg is a main radial route between the inner and middle ring roads of this medium-sized town, with no alternative route for through traffic. "Rat running" traffic on adjacent roads has been stopped and is now accommodated on this route. Suburban shopping and commercial activities occur along most of the road, together with housing. Buildings are of medium density and height. It is a bus route with 6 to 10 buses per hour each way. The scheme was carried out as part of the Eindhoven national traffic calming demonstration project.

OBJECTIVES

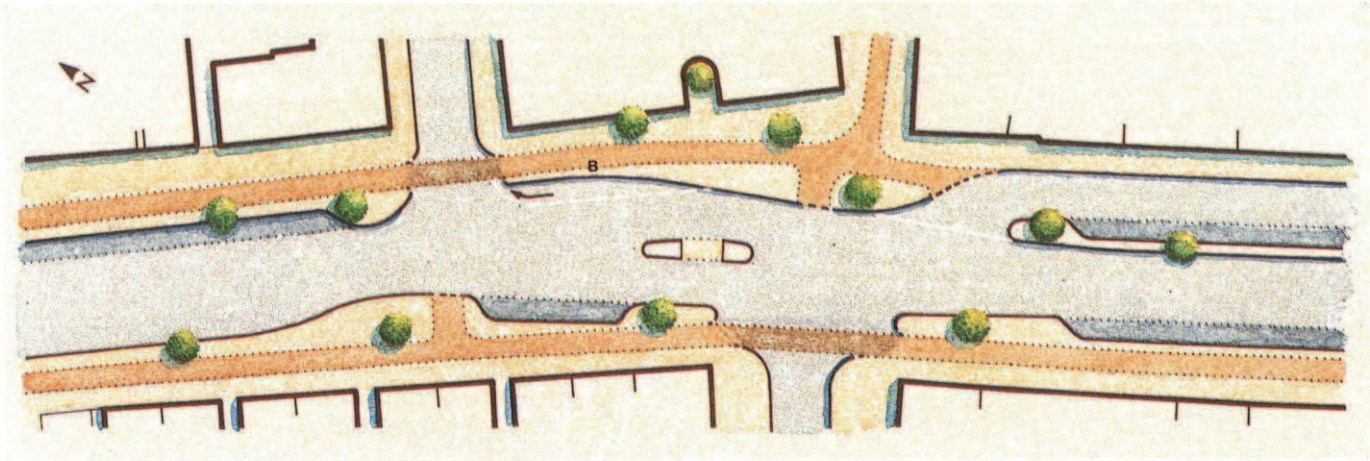
The objectives were to reconcile the through traffic function of the street (to be increased with closure of adjacent "rat runs") with its role as a sub centre, and to provide a better environment as well as provision for parking, loading, pedestrians and cyclists.

DESCRIPTION

The approach was to reduce the carriageway (as much as 16m wide in places) to a single lane in each direction and to allocate the resulting space to other activities in the street. Traffic capacity has been maintained by retaining turning lanes at major junctions. The reallocation of street space varies along the length of the street according to the type and intensity of frontage activity. The design measures for the section with the most intensive shopping include:

- A parallel service and parking road with a "Woonerf" atmosphere
- Wider (2.5m) footways, and separate (2.1 m) cycleways

51



52

- Light controlled pedestrian crossings and central islands of 1.8m width
- Functional surfacing including asphalt for the main carriageway, bricks for the service road, and small concrete tiles for the footways, loading areas and cycleways, the latter in a different colour
- Tree planting on the strip dividing the service road and main carriageway

COST

The cost was £320,000 for the 0.5 km length.

ASSESSMENT

Additional through traffic has not been significant. The supply of on-street parking has been slightly increased and loading is better organised (less double-parking). The new service road has been problem-free, though shoppers are still exposed to the adverse effects of parking activity. The reduced carriageway width has moderated driving speeds, and made crossing easier for pedestrians. The footway and cycleway widths correspond well with the relative demand. The introduction of trees has softened the street scene.

52: A central island shelters turning vehicles. The turning lane on the far side doubles as a bus lay-by. (Photo: T. Pharoah)