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THE VISION AND THE PREPARATION OF THE PROGRAMME FOR SLOW-MOVING  
TRAFFIC CONNECTIONS IN

# NOORDERPARK, THE CITY CENTRE AND THE EASTERN GREEN LUNG





# COLOFON

## TITLE

Slow-moving traffic connections in Noorderpark,  
the City Centre and the Eastern Green Lung

## BY ORDER OF

Almelo City Council

## IMPLEMENTED BY

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# PREFACE

The Almelo Master Plan (2004) stated that, to enhance the town centre as a recreational focus it should be connected to the green belt which stretches far beyond the city. This, among other things, entails connecting the Noorderpark with the outskirts by means of bicycle and walking routes that have to be constructed under and over a number of infrastructural barriers.

The plan for the Almelo Noorderpark slow moving traffic thoroughfare was worked out in detail after having participated in the Interreg 111/Urban development programme and was enacted by the Municipal Executive on 13 February 2007 (registration number 2006/33581). Following this vision, an opportunity arose to participate in the Interreg IVb programme and the Municipal Executive registered the 'link-up between the Noorderpark and the Eastern Green Lung (via the City Centre),' whereby the vision of a connection for slow-moving traffic via the City Centre with the Eastern Green Lung was presented. The submitted subsidy request was approved by the European Union by means of a letter dated 10 June 2009, as part of the Interreg IVb "Sustainable Urban Fringes" programme. The vision should enable bicycle, pedestrian, and also canoe connections, taking the current barriers into account (among other things, a lot of traffic in the City Centre and water).

The vision to develop these new specific routes is presented here before you, with the accompanying plan for the measures. The connection can serve as a catalyst for further developments and projects that will be implemented in and around the City Centre and the Eastern Green Lung and will provide an impulse for new activities in the fringes of the city, to stimulate recreation and tourism. Hence a flourishing urban fringe economy can then develop.



Om concreet uitvoering te kunnen geven aan deze nieuwe verbinding is voorliggende visie met een bijbehorend maatregelenprogramma opgesteld. Deze verbinding kan als katalysator dienen voor de ontwikkelingen en projecten die er in de toekomst gerealiseerd zullen worden in en rond het centrum en de Oostelijke Groene Long en een aanzet geven voor nieuwe activiteiten in de stadsrand om recreatie en toerisme te bevorderen. Op deze wijze kan een bloeiende stadsrandeneconomie ontstaan.

## PROJECTS

The question was taken up as an integral task and took into account the functional connections and the spatial perception for cyclists, pedestrians and canoers, as well as the coherence of the routes with their environment. The aim of this project therefore is to tackle the subject covering the country side and traffic for the purpose of, among other things, recreation and tourism.

In addition, specific attention was paid to the possibilities of presenting works of art in the public areas to emphasise the possible connections.

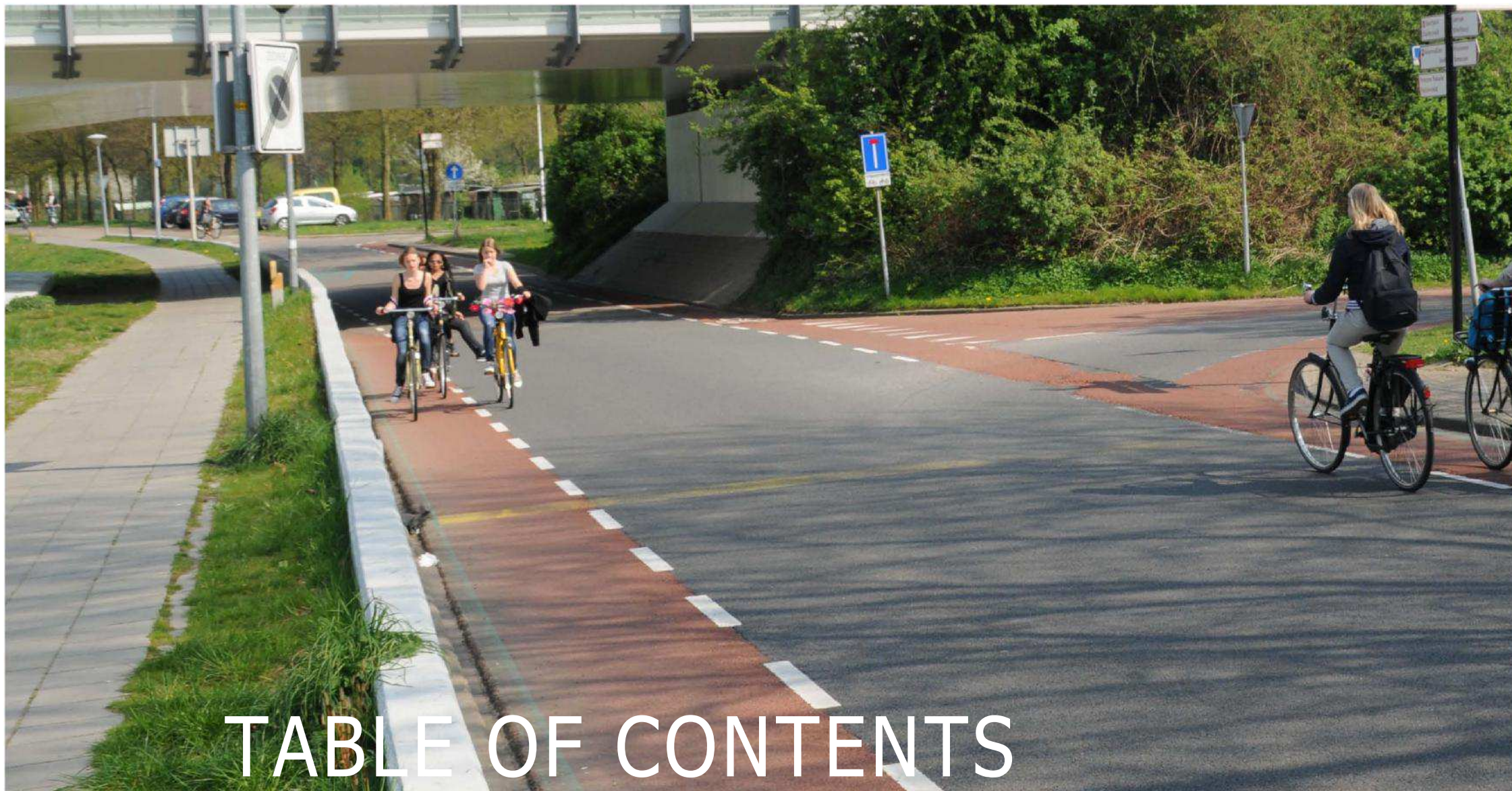
A pragmatic approach was taken by using the available information (among other things, the existing plans and policies) and to use them as a basis to formulate specific starting points.

## THE PROCESS

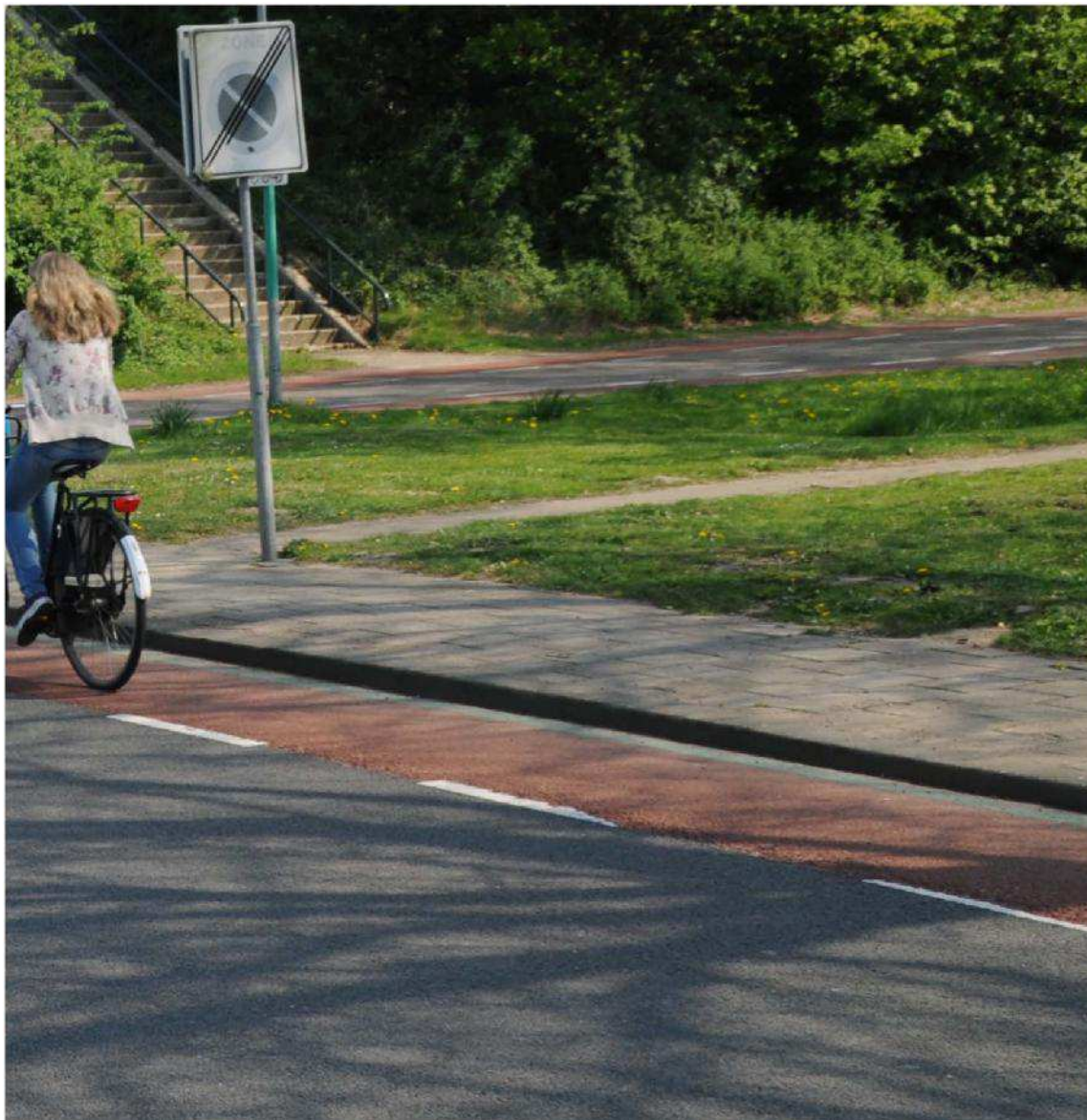
During the assessment phase, meetings were held with the Almelo City Council, and all the available information was reviewed and a site visit took place. All the information was incorporated onto an up to date zoning map and the vision was instigated. The results were discussed periodically with the City Council. Based on this, two routes were drawn up with a plan to investigate the routes once again based on the accessibility and the appropriate measures. In order to obtain an idea of the existing facilities along the route, photos were taken of sections of the route to get an idea of the slow moving traffic on the road and an idea of the missing bicycle facilities. The photos have been included in this report.

The tentative reports have also been submitted to the members of the Almelo Arts Committee.









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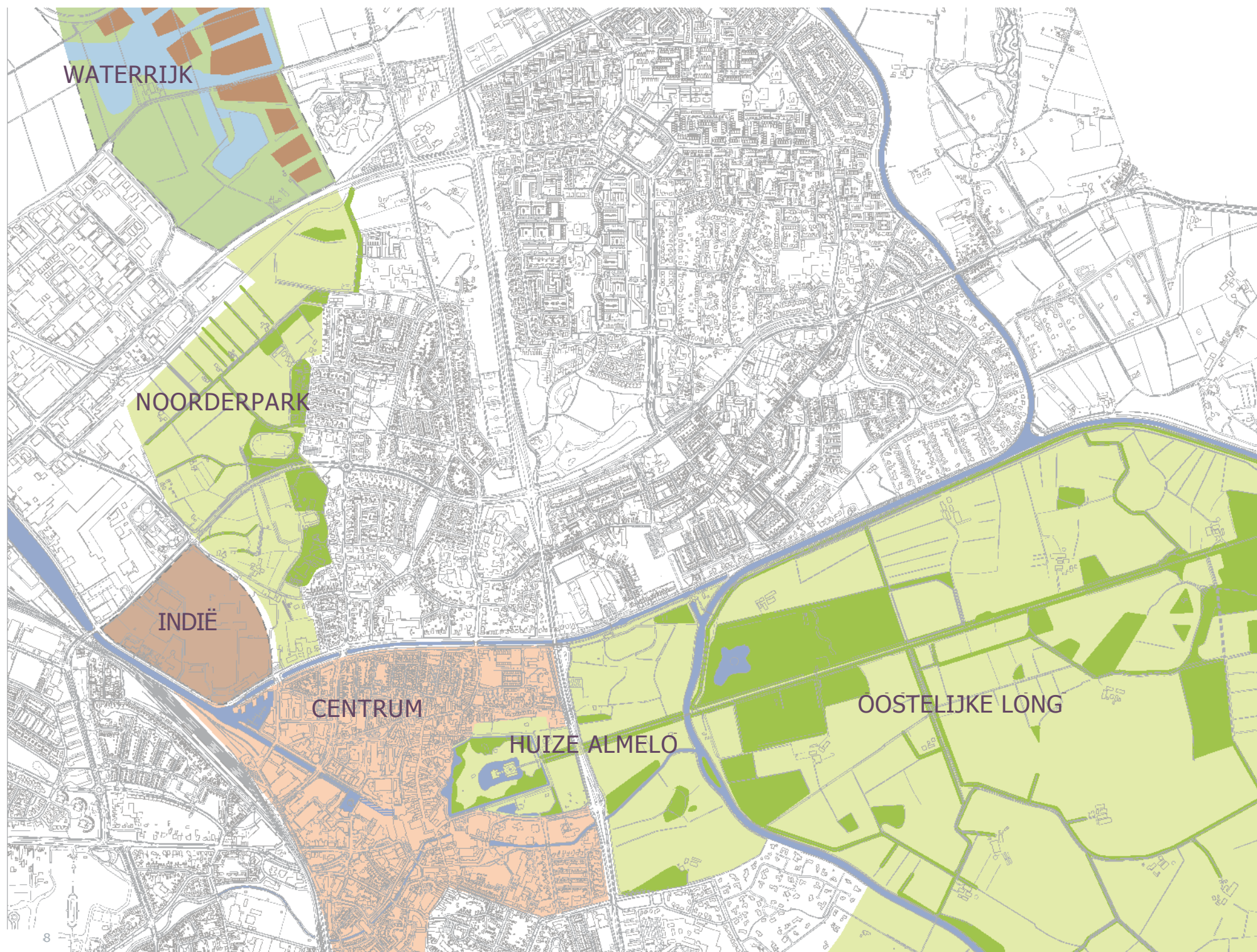
AREA OF STUDY

POLICY

PLANS

# 1. PROJECTS





WATERRIJK

NOORDERPARK

INDIE

CENTRUM

HUIZE ALMELO

OÖSTELIJKE LONG



# PROJECTS

## The Eastern Green Lung: Huize Almelo

This green lung (green belt) includes an estate with small-scale agriculture as well as a cultural landscape. The area is popular to holiday makers because of the quality of the country side, the beautiful Gravenallee which enters into the rural area and because of the woodlands. The Huize Almelo estate borders the rear side of the busiest shopping street in Almelo and therefore forms a direct connection with the outskirts.

The Northern green lung: Noorderpark This green lung is the least obvious and is not yet distinguishable enough. Currently the area is very divided. It has no clear identity. The Northern green lung will form, together with the Noordallee, the future connecting link between the City Centre and the residential areas which are further out and the rural areas that are even further away. The quality of the buildings and the landscape must be attuned better to one another and there, too, are opportunities to create beautiful urban fringes.



Almelo's green lungs  
(source: Master Plan)



## THE SCOPE OF THE STUDY

The area of study concerns the Noorderpark, the Almelo City Centre and the Eastern Green Lung. In view of the Interreg III/Urban Development Programme, the conceptual and preparation plan was drawn up in 2007 for a slow-moving traffic connection through the Noorderpark. The focus of the current vision is on this route going via the centre of Almelo to the Eastern Green Lung which to a large extent still has to be realised. Hence, the starting point of the plan for the slow-moving traffic connection is a link between the Noorderpark with the central area. An artistic aspect has been included in the plans for the entire Noorderpark and measures have also being proposed for this area.

The zoning map also includes the existing residential areas and the intended new developments, such as in the north of Almelo (Water area).

In the next chapter a short description will first be given of Almelo's characteristics and qualities.

## THE LANDSCAPE AND GREEN LUNGS

Almelo lies on the border of two types of landscapes: To the south are the deposited sand ridges and valleys with streams and to the north a formerly reclaimed peat landscape. The flow of the streams the Aa and the Loolee played an important role in Almelo's historical development. When Almelo went through a period of very fast growth in the 19th century due to the textile industry, it lost its old link with the country side and a new balance between city and country side emerged. In the 20th century Almelo took the shape of a "butterfly city" with four green lungs. This means that the city expanded in four directions. The greenness was preserved in these urban green areas; the so-called green lungs. Consequently the inhabitants will always be living close to the outskirts of the city.

The green lungs are of great importance to the quality of life. All four of Almelo's green lungs have their own character. In general one can say that the lungs form a connection between the urban fringes, the rural area and the City Centre. The green areas are also of recreational importance for the residential areas along the green lungs. The current vision focuses on the Northern and Eastern Green Lungs. The Eastern lung is the most unblemished of all lungs, but it is facing problems due to agricultural developments. The Northern lung is the least established and needs to be given adequate recreational importance.









## PROJECTS

### ALMELO AS A RESIDENTIAL CITY

The city is where the past and the present meet. This is obvious through all the elements and is characterised by the scenery on the streets and through the atmosphere in the public areas.

The allure of the city and the variety in architecture enhances one's perception and value of the City Centre. A highlight is the historical core around the Grote Kerk (the Large Church). But it is mainly the Huize Almelo estate that makes the city so unique. This earl's residence is a unique cultural heritage, enabling Almelo to be in league with the other residential cities.

The fact that the core of Almelo's historical City Centre is very close to the Huize Almelo grounds, makes Almelo very special, especially as they are literally within a stone's throw of each other. They are linked by a beautiful water garden near to 'het Kolkje'. It is small scaled and intimate, with greenness and water as the connecting links.

It is this quality that can be further enhanced by ensuring that all the squares in the City Centre are connected with the attractive Huize Almelo landscape via appealing routes.

Almelo's setting where various landscapes cross made it an attractive place to settle. Huize Almelo formed the centre of Almelo's splendour. Huize Almelo is inhabited to this day by the Van Rechteren Limpurg family.

The estate which is surrounded by a moat, directly borders the rear side of the busiest shopping street. Hence the house constitutes a special place in the centre of Almelo, an important link between the City Centre and the Eastern Green Lung. However several decades ago the provincial road Hengelo-Almelo-Vriezenveen (van Rechteren Limpurgsingel) was built right through the estate, the current N349. The road crosses the Gravenallee, the previous two-and-a-half kilometre long driveway to Huize Almelo. Consequently the Gravenallee and the estate were split in two.

### ALMELO, AS A CITY BY THE WATER

The city was founded in a place which is relatively low compared to the surrounding land, where the Aa river branched into several streams. Hence it was also suitable for an Earl's domain. At the same time, the flowing water was used as a source of energy for trade and the industry in the City Centre.

Traditionally, residence and water have been linked together. When, in modern times, the windmills became obsolete, the water ways such as the Molenstreng and the Hagengracht were filled in. As a result historical connections were broken and some of the atmosphere disappeared from the city. The aim of Almelo's Master Plan is to restore those historical water ways to their old glory. This will bring about a new perception of and atmosphere in the city. The Almelo Master Plan also wants to reassess the streams with regard to their function and how they are perceived. This also means preparing them for slow moving traffic and water recreation. The canals are of a different order than the streams, but they also need to be made recognisable as long stretches in the country side.









Moreover they need to become more attractive for recreational purposes. More specifically:

#### 1) The AA

The function of the Almelo Aa is a 'structural prop for the country side' and it is a link between the Eastern Green Lung, the City Centre and the Western green lung. Improving the Almelo Aa will contribute a lot to the entire city in terms of recreation, perception, flora and fauna. The vision for the Aa which was established in 2010, outlines a structural idea for the future Almelo Aa. It states in which direction the City Council and the district water board wish to head over the next few years with regard to this scenic stream.

The 'Regge en Dinkel' district Water Board and the Almelo City Council began the improvements on the Almelo Aa in 2010. The banks of the stream are not so steep now and they have been broadened and the stream is not so straight. A lot of attention has been paid to the plants and the foot paths. As a result the quality of life and the quality of the area will improve. A very special feature is the pedestrian bridge over the Almelo Aa

which was specially designed for this project.

#### 2) The Lateraalkanaal

The Lateraal canal was dug in the eighties of the previous century with the objective to prevent flooding in Almelo. The fact is that Almelo lies in a basin where various streams (amongst which the Almelo Aa, the Loolee, Weezebeek and the Markgraven) from the whole of Twente meet. When it rained a lot, the basin filled up and the inhabitants of the city were faced with flooding.

A large portion of the water in Twente is therefore drained via the Lateraal canal. During heavy rains this results in drainage peaks in the canal. In these situations the current increases considerably as a result of which the bottom of the Lateraal canal is eroded and the banks cave in. It is then dangerous to walk along the banks and it is also difficult to carry out maintenance work along the sides of the canal.

In order to improve safety and control of the Lateraal canal, a plan was drawn up to alter the canal between the Almelo-Nordhorn canal and the Slagenweg. The new alignment of the banks has been applied in such a way

that it has a natural development zone with a high sense of perception. By making the banks of the Lateraal canal less steep, the diversity of, for example, riverside plants and water birds increases. Consequently the Lateraal canal has gained in natural value. Moreover, the stability of its banks has improved.

#### 3) Markgraven

The Markgraven is a stream which flows in the districts of Tubbergen and Almelo. The 'Regge en Dinkel' district Water Board has commenced the alteration of the Markgraven in Almelo. The first section of the Markgraven will gain more natural and meandering features. The banks will be environmentally friendly and space will be available to store water.







# POLICIES

## POLICIES AND EXISTING PLANS

The city's projects are embedded in existing policy plans. The most important ones (which are relevant to the slow traffic connection) are:

- Almelo Master Plan: projects with regard to the city
- Almelo Outside in: projects with regard to the green lungs
- Almelo Municipal Traffic and Transport Plan: projects with regard to the city
  - Almelo Bicycle Policy 2010: projects with regard to bicycles

In addition there are developments (existing plans) which could be a starting point for the projects with regard to, for example, walking routes, recreational areas or new residential areas.

## ALMELO MASTER PLAN

The Master Plan states the projects with regard to the city, including:

1. The green lungs have to be accessible; they must be mutually linked and attention needs to be paid to the fringes and the transitional areas between buildings and countryside.
2. There needs to be more coherence between the green lungs and the City Centre, which, after all, forms the ideal link pin between the individual 'wings of the butterfly' (see the illustration on this page). The City Centre can become the recreational centre of the green zones which stretch out far beyond the city; thus the green lungs will also reinforce the central function of the City Centre.
3. Reassessment of the linear stretches: Almelo is not only characterised by and connected to the urban fringes through the green lungs, but also through the linear stretches such as canals, radial roads and the streams.

The country side creates coherence. The country side stretches out over the entire area of the district and far beyond. In order to benefit from this, there need to be good, pleasant recreational connections between the city and the surrounding country side. The function of the streams and how they are perceived are being reassessed; particularly the Aa and the Weezebeek are being re-identified as a result of which they will form a recreational link

between the Western lung, the Eastern lung and the City Centre. In the plans for the town centre, the canal will be extended to the Marktplaats, in accordance with the historical layout.

## ALMELO OUTSIDE IN

This plan describes the vision for the green lungs. Here it concerns preservation and improvement of existing local and regional connections. The preservation of the current quality (blue and green structures) is first in line.

### *Each area has its own colour*

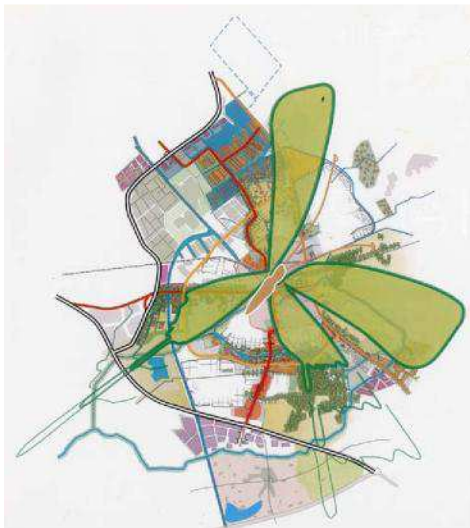
The Northern green lung is an interwoven area with a magnificent park-like character. Because of the Waterrijk developments, the area will become even more park-like surrounded by city fringes. The Northern green lung, or Noorderpark, is essential as a green link in Almelo's city web.

The Eastern Green Lung is considered to be an intertwined area and has a farming estate. The area reveals Almelo's origins: the streams and Huize Almelo. The most important function and predominant aspect of the area is agriculture.

### *Connecting the city and the country side*

It is important to restore and develop the recreational connection between Huize Almelo and Landgoed Twickel (Twickel Estate). How existing networks can be extended and how their quality can be improved, will have to be investigated. An example is a recreational connection under the Van Rechteren Limpurgsingel, as the road is currently cutting Huize Almelo off from the rural area.

Almelo could be connected in a unique way to the fringes if the Almelo Nordhorn canal were to be developed as a green connection, combined with a large variety of recreational choices (walking, cycling, canoeing).



vlindermodel Masterplan Almelo







## POLICIES

### *New impulses for the urban fringes and the countryside*

Economic impulses are needed for there to be a viable relationship between Almelo and the green lungs. In the fringes, and therefore also in the Eastern Green Lung, room can be given for new initiatives; an urban fringe with an economy of its own.

The idea is to upgrade the recreational connections in the Eastern lung as a result of which new businesses can establish themselves along these connections, as well as the development of a high quality recreational area, Pooksbelden, and the conversion of farm buildings that become available with an emphasis on recreation (boarding houses, bed & breakfast) and education, aimed at the cultural history or agricultural operational management. The presence of the entertainment centre, Preston Palace near to the Eastern Green Lung could contribute to these new impulses.

### ALMELO MUNICIPAL TRAFFIC AND TRANSPORT PLAN & BICYCLE POLICY

The objectives of the municipal traffic and transport plan are as follows: The Almelo City Council wishes to stimulate sustainability, improve traffic safety and sustain the quality of life or, improve it, if possible. The Municipal Traffic and Transport Plan supports the objectives of the Master Plan. The aim is to improve the accessibility of the City Centre to pedestrians and cyclists.

The projects with regard to cyclists have been described in the 'Fietsverkeer Plan 2010' (2010 Bicycle Policy Plan) and is formulated as follows: the improvement of bicycle use in town by removing the structural, qualitative and quantitative shortcomings of bicycle facilities and

improving traffic safety in the bicycle network'. People cycle a lot in Almelo and this must be retained. With the Master Plan in mind, the idea is to restore the spider's web in the City Centre because many of the interconnecting bicycle paths run in a radial manner through the town centre.

#### ***Pedestrians (source: Almelo Municipal Traffic and Transport Plan)***

- Achieve an enjoyable walking route from the station, past the new town hall across the market square, past the Theaterhotel to the Amaliaplein (Amalia square).
- Creating additional walking routes in the shopping area by means of structural interventions.
- The Klara Zetkinstraat will become a car free zone after the harbour has been extended to its old location, thus making it more enjoyable for pedestrians.

#### ***Bicycle traffic (source: Almelo Municipal Traffic and Transport Plan & Bicycle Policy 2010)***

- Restore the spider web in the City Centre. Due to the restructuring of the roads, a lot of the radial pattern in the City Centre has been lost. This causes orientation problems and accessibility problems for cyclists. The radial routes come to a dead end in the shopping areas that are sheltered from traffic. The reorganisation of the City Centre, as part of the Master Plan, offers an opportunity to restore this. Within this framework, the intention is to create a

bicycle route around the shopping centre, where all the cycling radial routes converge.

- A suggestion was made to transfer the function of the Parkeerring to the Binnenring (Inner ring). This will offer the opportunity to give cyclists the right of way on bicycle routes that cross the current Parkeerring.
- During market days, the market area should no longer form an obstacle for a cyclist on the spider's web. A new market location must be found outside the web.
- A proposition was made to create recreational cycle routes along the canals in the city.
- A recreational route is needed along the Aa, up to the City Centre. The walking route should not be compromised.
- A suggestion was made to create a circuit for cyclists along the Aa, the Loolee and the Weezebeek.
- Connecting the Gravenallee to the Van Rechteren Limpurgsingel once again by means of a junction whereby the Gravenallee remains at ground level and the Van Rechteren Limpurgsingel passes over the Gravenallee.







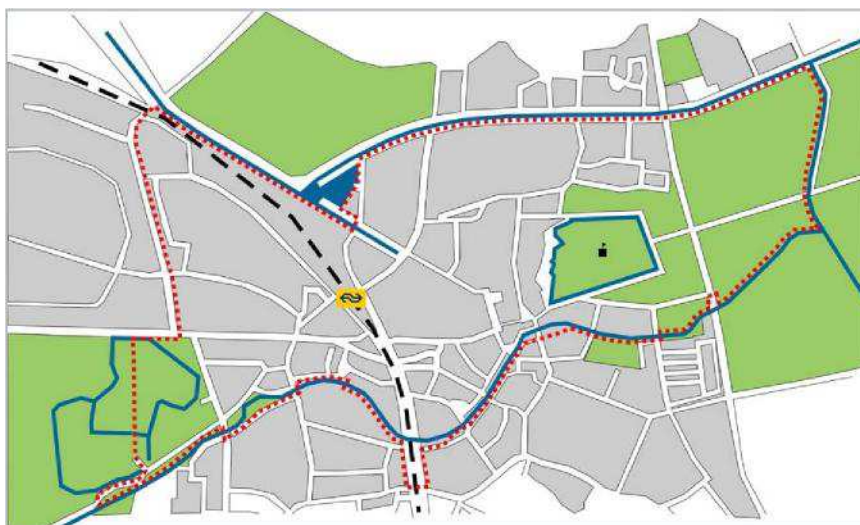
# POLICIES

## PLANS

### Route waterpad (10 km recreatieve route) 2010

The Almelo Rotary Club took the initiative several years ago (2004) to create a walking route along the waterways in Almelo. The so-called "Waterpad" will be approximately 10 km. long. The missing links and barriers will be demolished in phases. The importance of the terrain behind the Theaterhotel has increased as a result of the "Waterpad" project. The Aa which is hidden will become visible. The total route is particularly interesting due to the perception of Almelo's water and scenery. The Waterboulevard plan states that a new bridge will be built to the new Indië residential area and near to the Havenkom. A leaflet has been made with the route and the route will be signposted. In the meantime the "Waterpad" route has been realised.

waterpad route



### Architectural route

In collaboration with the 'Beter Wonen' and St. Joseph housing organisations, the Almelo City Council designed a route in commemoration of 100 years of architecture in the centre of Almelo. The route passes a selection of beautiful, ugly, amazing and interesting buildings from the various building periods after 1900. A leaflet has been made of the route, but the route has not been signposted.

### Routes in Bornerbroek

Even though they are not directly relevant to the Eastern Green Lung, Noorderpark and the City Centre we will mention the improvements in Bornerbroek. Various walking routes have been worked out in detail based on the Bornerbroek Plus Plan. Amongst other things, it concerns the Maatveldroute, het ommetje Bornerbroek (the Bornerbroek stroll), and the Walroute. A Tourist Transfer Place has also been created in the centre of Bornerbroek. Moreover, De Doorbraak was built in this area, a unique place where water is drained away via an ingenious system under the A35 motorway. It is a magnificent area of natural beauty, where flora and fauna flourish.

By linking the recreational possibilities with the areas in question, we create a consistent recreational urban fringe policy.

### Twente Region: Horseback and Mountain bike route

The Twente Region is working on setting up a horseback and a mountain bike route.

These routes will pass through the green belts of the Twente Municipalities, including Almelo.

### Stichting Rustpunt (Rustpunt Foundation)

Tourist and recreational route networks have been laid down in the Overijssel and Gelderland provinces, particularly for cyclists, pedestrians, hikers, horseback riders and mountain bikers. People are seeking new 'experiences' more and more often, particularly cycling and walking treks. This can be met in various ways; by offering the opportunity to visit places that are worthwhile seeing, by marking the places offering new 'experiences' and by creating accessible resting areas with toilets and a place offering something to eat and drink. NIVON Natuurvriendenhuis Krikkenhaar (The Krikkenhaar Dutch Organisation of Nature friends) is part of the network in Almelo.

### Slow moving traffic connection for Noorderpark

The plan for a slow moving traffic connection was enacted by the Municipal Executives in 2007 and it is included in the development plans of various projects that are in progress. A decision was made in view of this vision (see model 2) to opt for an autonomous route through the Noorderpark.

### Pooksbelten

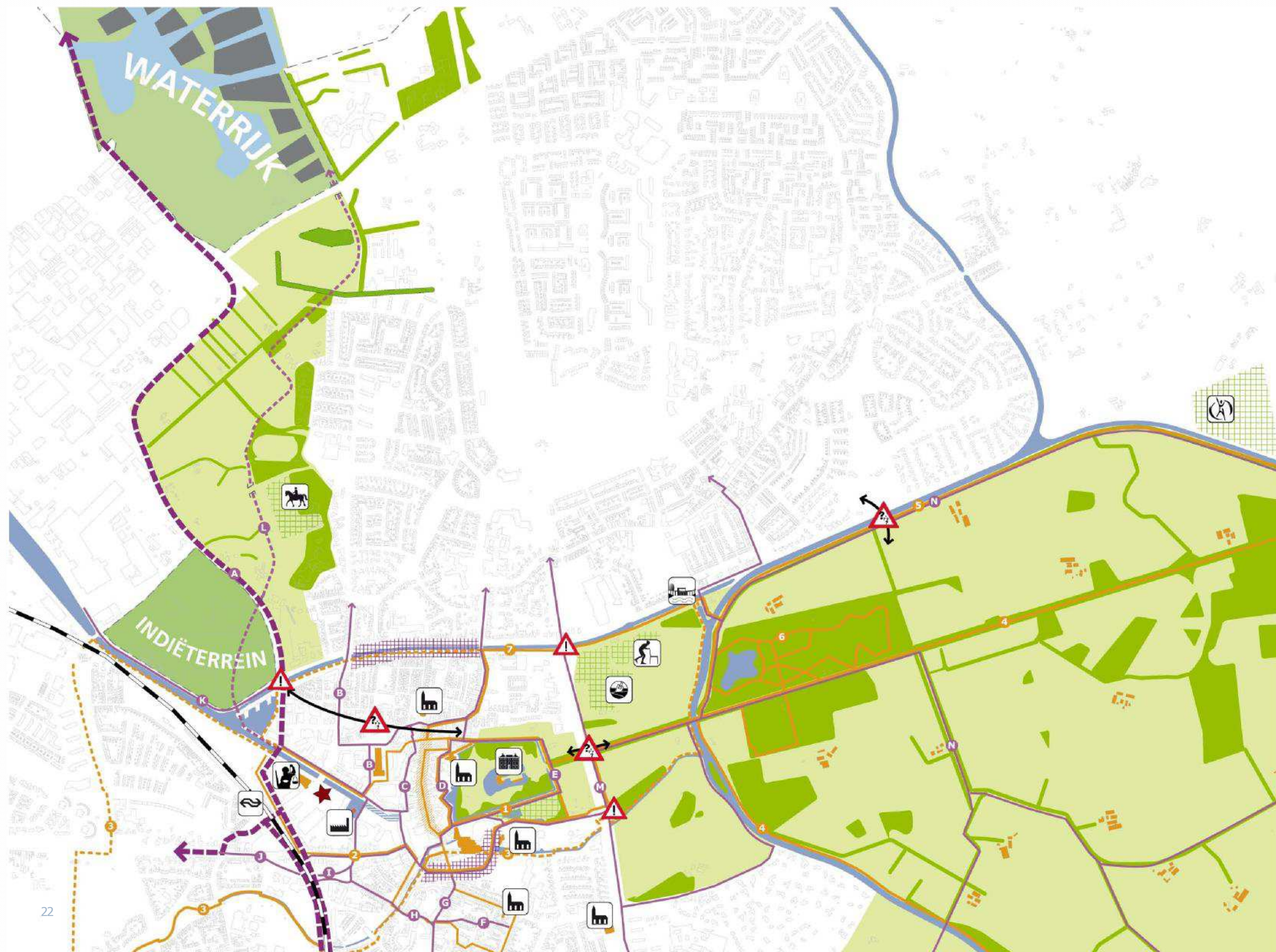
The City Council has plans to create a Wellness Centre, a camping site with exclusive facilities and a tea room at the former camp site along the Almelo – Nordhorn canal.



## 2. CURRENT SITUATION

AREAS  
FUNCTIONS  
ROUTES  
BOTTLENECKS  
OPPORTUNITIES







# CURRENT SITUATION



## AREAS

When studying the current situation, the characteristics of the three areas (Noorderpark, City Centre and the Eastern Lung) were looked into, as well as the existing routes and functions. Regarding the characteristics, spatial quality, perception and the traffic structure were examined. The conclusion in summary stated the bottlenecks and the opportunities. All the current walking and bicycle routes have been recorded on the ordinance survey map thus portraying the current situation. New routes, such as the “Waterpad”, are also portrayed on the map. The map also shows the spatial bottlenecks..

moving traffic connection from the north to the south through the Noorderpark, coherence and more spatial quality along the sides of the area are the most important points that need specific attention. From a spatial point of view, the Noorderpark currently does not link up clearly with the City Centre. The development of the Indië area provided an opportunity to shape the connection between the City Centre and Noorderpark. A reversal in orientation will, as it were take place: currently, the Noorderpark is connected to the countryside North of Almelo, but it is not clearly connected to the City Centre. In the future, there will be a connection with the City Centre, but the connection with the urban fringes will be cut off.

Noorderpark will also be an important link between the City Centre and the new Waterrijk residential area to the north of Almelo. In the plan, it is anticipated that the countryside in Noorderpark will be facilitated by means of a newly constructed bicycle path, which can link the small and fragmented areas together. The route will be mainly intended as a recreational bicycle route, and will also be used a lot by students.

The intersection of the Almelo-Nordhorn canal forms a clear entrance to the Almelo City Centre. A sighting of the church tower is an important reference point. However, the perception of the route is currently strongly influenced by the heavy traffic in the Sluiskade, Brugstraat and Noordrikslaan. Moreover, apart from the water, the canal itself is not consistent in structure (the banks, plants, etc.).

## NOORDERPARK

### Characteristics

Because the Waterrijk residential area is being built in a North- eastern direction, the green lung will no longer be connected directly to the urban fringes. The green lung’s function will change more and more into that of a city park and will be used a lot more. The Noorderpark is currently not identifiable enough as a city park for Almelo, spatially and functionally. The area is very divided, into small farms and into suburban and sport functions. The area is mainly being used as grassland, with various other functions along the sides. A clear identity is missing. Nevertheless, it has certain qualities for example the particular plants that are present, the open spaces and the historical buildings. As well as the planned slow-

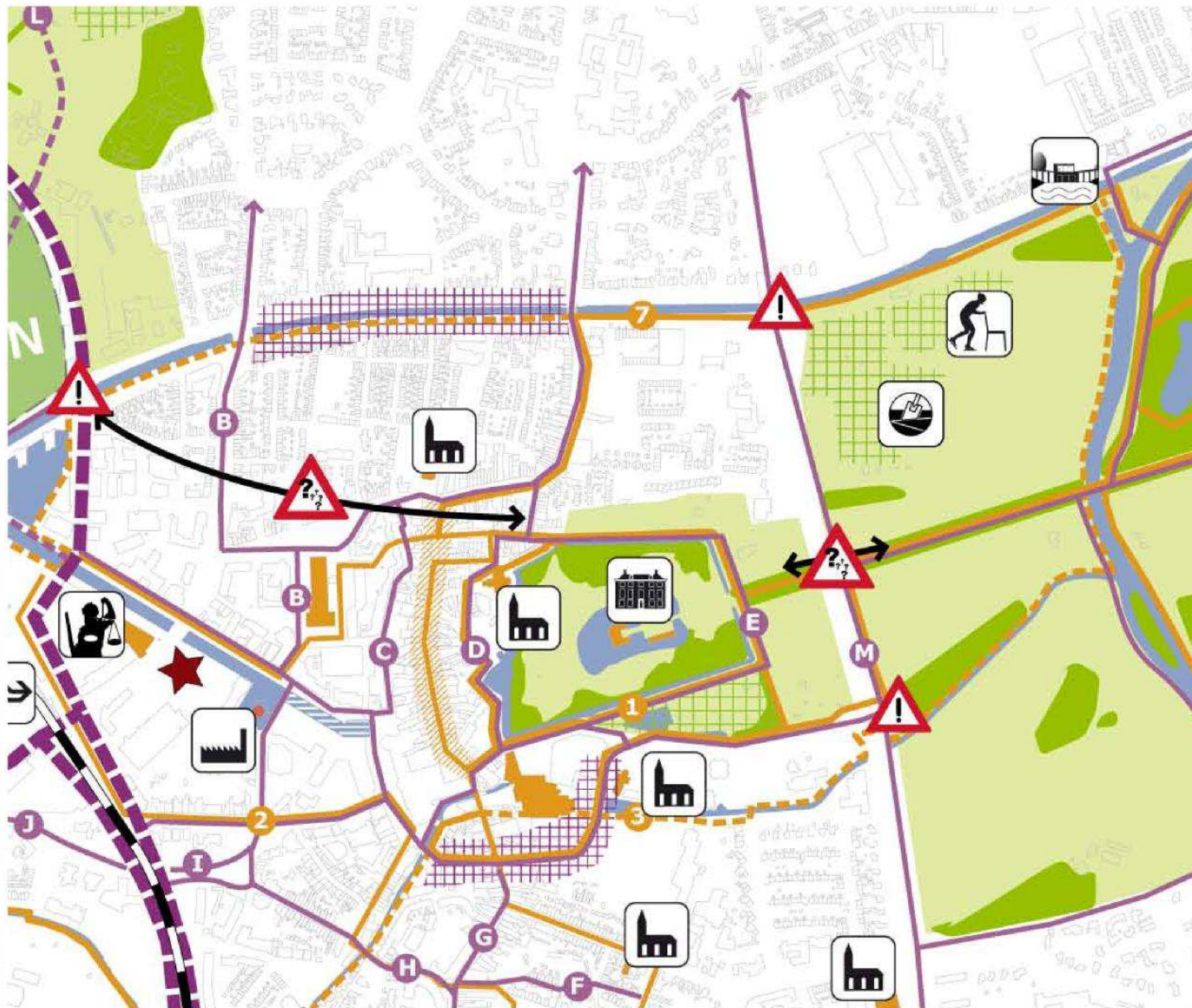
### Routes

A new autonomous recreational slow-moving traffic connection will be created in the Noorderpark (a main artery with branches). Because the Noorderpark currently does not border the area around the City Centre, there is no connecting route to the City Centre. Cyclists and pedestrians who need to get from the Noorderpark to the City Centre have to find their way through/past a residential area and industrial areas via Rengelingstraat or Noordrikslaan and vice versa.

By connecting the Noorderpark to the centre via the Indië area, the connection between the City Centre and Noorderpark will also be improved. This is of great importance as the

### legenda kaart huidige situatie





detail kaart huidige situatie





# CURRENT SITUATION



## Functions

Schools, various sports facilities and riding schools are situated in or on the border of Noorderpark. The Loolee riders use the equestrian centre. The majority of them are private riders who receive dressage lessons at the riding school (inside). These riders need riding tracks outside of the riding school. In addition pony lessons are given. In future the need may arise for short routes around the riding school. Good connections will also provide opportunities for entrepreneurs to establish new activities at strategic places along these routes. Examples of this are the various forms of urban agriculture, the realisation of tourist attractions, but perhaps also a local vineyard/ wine tasting facility.

In addition there is the Gravenruiters 'temporary' riding school (tent) for handicapped children. This riding school is still seeking a permanent location. That request for space is not part of this study.

## CITY CENTRE

### Characteristics

Contrary to the open, natural, green areas of Noorderpark and the Eastern lung, the City Centre has a stony and confined character. The City Centre is characterised by a large number of monumental and industrial buildings from the 19th century, a feeling of water (which needs to be emphasised more) and a number of reference points (such as the church tower, the Java tower, the central factory tower, the towers in the Indië area and Spinnerij Twenthe (the Twenthe spinning mill) and the clock tower at the Zuidzijde harbour).

Visual art has also been placed at various locations in the City Centre, with a really nicely built promenade past the Court of Justice building. Nevertheless there are places in the City Centre that could do with a 'facelift', for example, the Hagenborch behind the Theaterhotel.

Huize Almelo lies directly against Almelo's City

Centre and borders the rear side of the main shopping area. Hence it is an outstanding large green element in the City Centre, although its face is turned away from the City Centre because of the way the house is orientated and the driveway runs towards the East.

### Routes and traffic structure

Almelo's City Centre has a closely knit network of walking routes and bicycle routes. The directions of the routes in the City Centre are, however, mainly North-East and via the old radial axis and, to a lesser extent, cross the City Centre in an East- West direction. When coming from the North, and once one has passed the Almelo-Nordhorn canal, the existing routes take cyclists and pedestrians towards the train station.

The traffic structure in the City Centre is characterised by an inner ring road (the "parkeer" route) and several side roads leading to parking facilities in the City Centre, such as the Brugstraat/ E. Gorterstraat, the Hofstraat/ Schouwburgplein, the Wierdensestraat and the Ootmarsumsestraat. The side roads lead cars to the parking places around the City Centre. The city is car free and it is not possible to drive through the City Centre. As a result, it is difficult for people to find their bearing if they are not familiar with the inner city. This does not only apply to car traffic. Many bicycle routes, too, come to a dead end in the City Centre because cycling is prohibited in the shopping streets and there are no clear connecting paths. This is not a problem for pedestrians because they can go wherever they want in the City Centre without being disturbed by other traffic. Taking the Master Plan into consideration, the proposal is to create a number of cross connections for bicycles

without having to intersect the shopping streets. In addition to various side roads to the City Centre, there is an East-West route, north of the City Centre, going via the Sluiskade Noordzijde and Zuidzijde. These roads have been equipped with signal controlled junctions (amongst others at the Brugstraat and Ootmarsumsestraat), where long queues can form during rush hours. This is mainly caused by the need to accommodate a variety of traffic (bicycle, car and bus) separately, the traffic moving in many directions and the relatively long clearing times.

### Functions

The City Centre plays an important role for the whole of Almelo. In addition to residential facilities, the City Centre accommodates services and public functions (Court of Justice, council offices, library, etc.), shops and catering.

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