



Bijlagen

## Bijlage A: deelnemers workshop

ANWB:

Ko Droogers  
Ton Hendriks  
Richard van den Hout  
Maarten Koningsveld  
Jaap Renkema  
Bart Stroobants  
Frank Twiss

Bart Egeter Advies:

Bart Egeter

Delta Metropool:

Paul Gerretsen

DVS Rotterdam:

Maarten Balk

Haaglanden:

Ingrid de Bruijn

TNO:

Ben Immers  
Tariq van Rooijen  
Jeroen Schrijver  
Maaïke Snelder

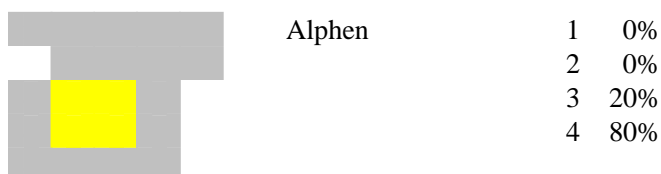
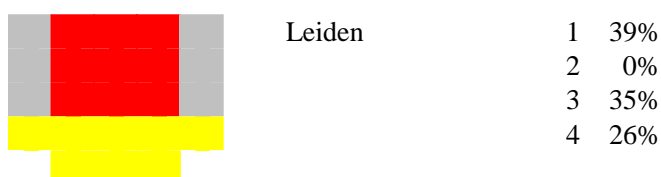
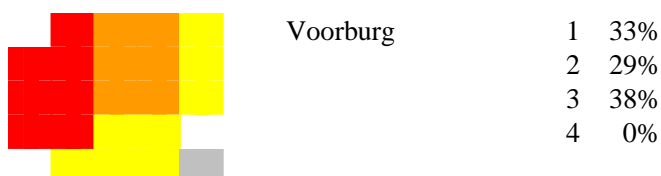
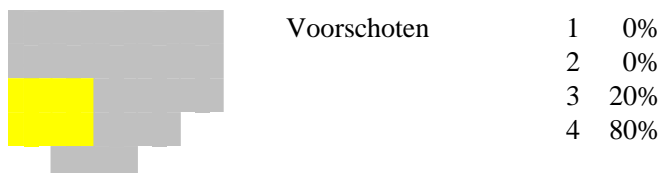
Ministerie van Verkeer en Waterstaat:

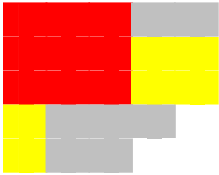


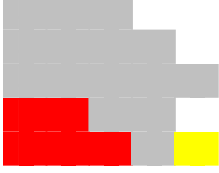
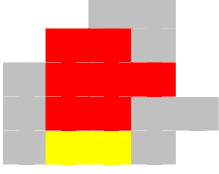

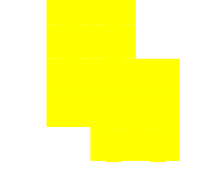
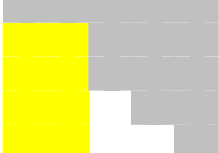
Manuel Dijkstra  
Jan Kees Hensems  
David Schuring  
Frans Trooster






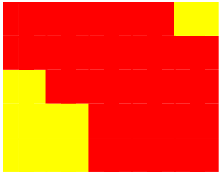
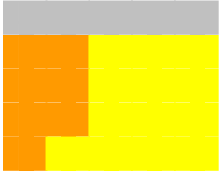
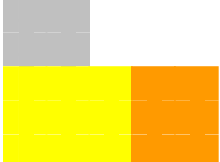
## Bijlage B: Inschatting potentie P+R-locaties

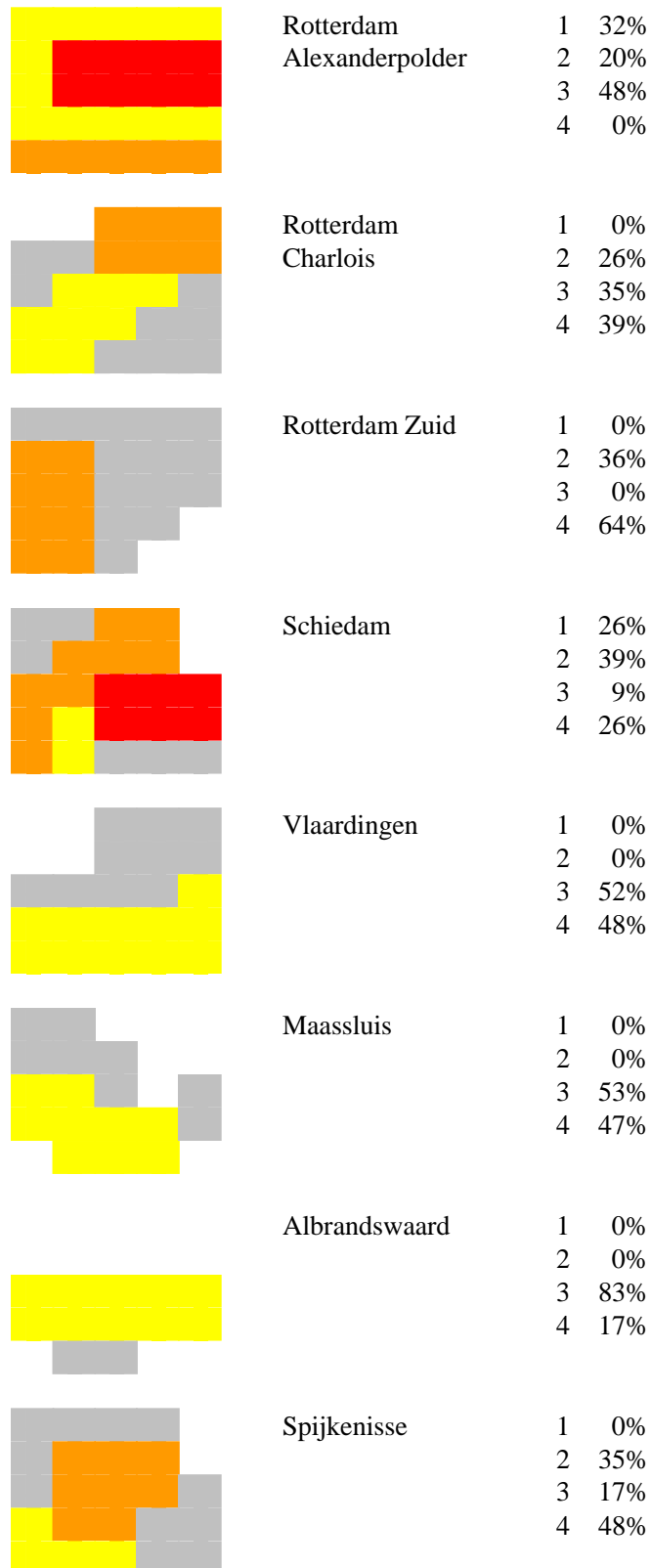
Deze bijlage beschrijft hoe de potentie van P+R-locaties langs verschillende invalswegen is bepaald.

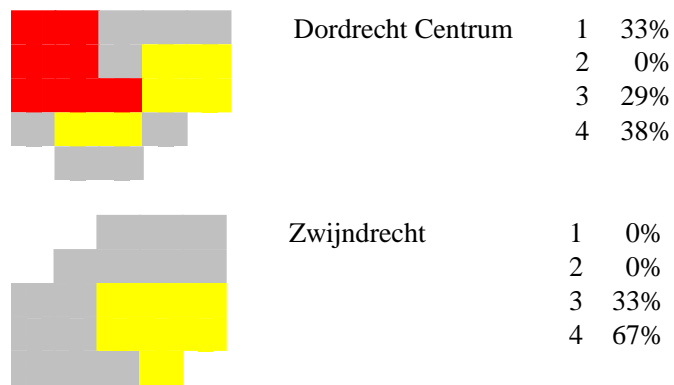
Per bestemmingsgebied is ingeschat hoeveel procent van het gebied een OV-bereikbaarheid van categorie I, II en III heeft. De gebieden zijn schematisch weergegeven met behulp van vierkantjes.



	Den Haag Binckhorst	1 41%
		2 0%
		3 27%
		4 32%
	Den Haag Scheveningen	1 0%
		2 0%
		3 0%
		4 100%
	Den Haag Loosduinen	1 0%
		2 0%
		3 0%
		4 100%
	Den Haag Benoordenhout	1 24%
		2 0%
		3 5%
		4 71%
	Delft	1 39%
		2 0%
		3 11%
		4 50%
	Nootdorp	1 0%
		2 0%
		3 39%
		4 61%
	Pijnacker	1 0%
		2 0%
		3 100%
		4 0%
	Berkel/Bergschenhoek	1 0%
		2 0%
		3 38%
		4 62%

	Zoetermeer	1	0%
		2	50%
		3	46%
		4	4%
	Gouda	1	39%
		2	0%
		3	22%
		4	39%
	Nieuwerkerk	1	0%
		2	0%
		3	70%
		4	30%
	Capelle	1	0%
		2	0%
		3	100%
		4	0%
	Barendrecht	1	0%
		2	0%
		3	14%
		4	86%
	Rotterdam Centrum	1	76%
		2	0%
		3	24%
		4	0%
	Rotterdam Delfshaven	1	0%
		2	28%
		3	52%
		4	20%
	Rotterdam Kralingen	1	0%
		2	32%
		3	47%
		4	21%

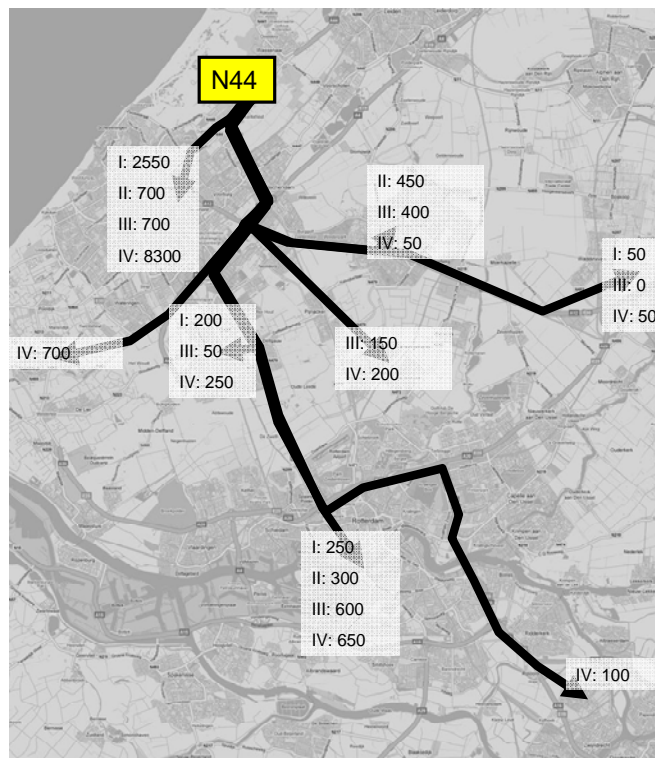
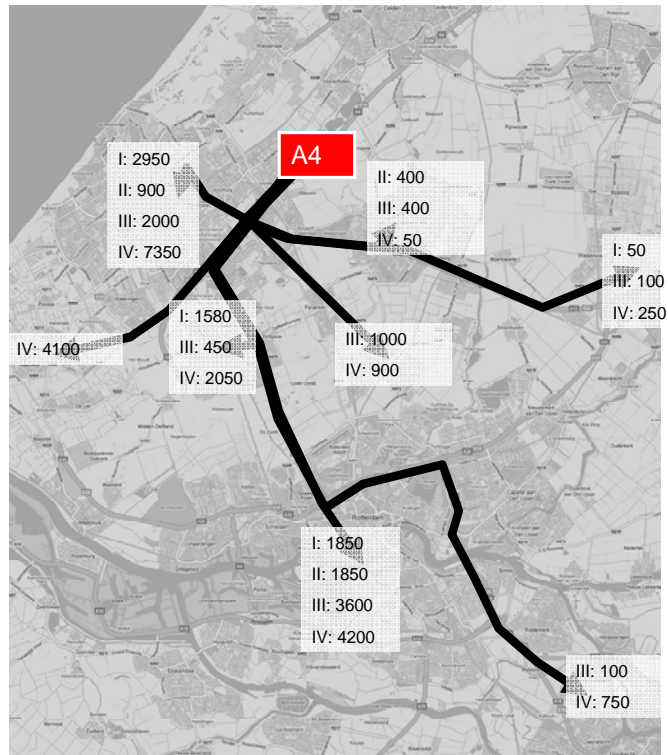


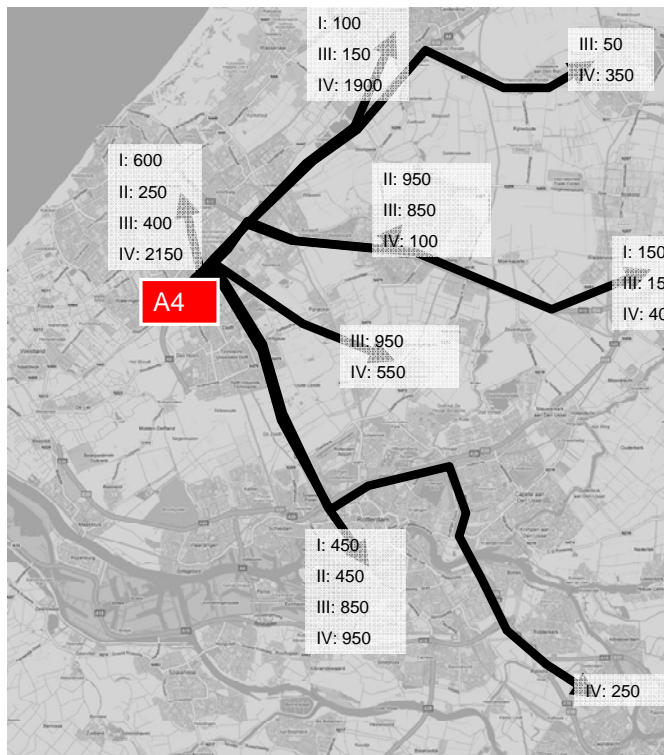
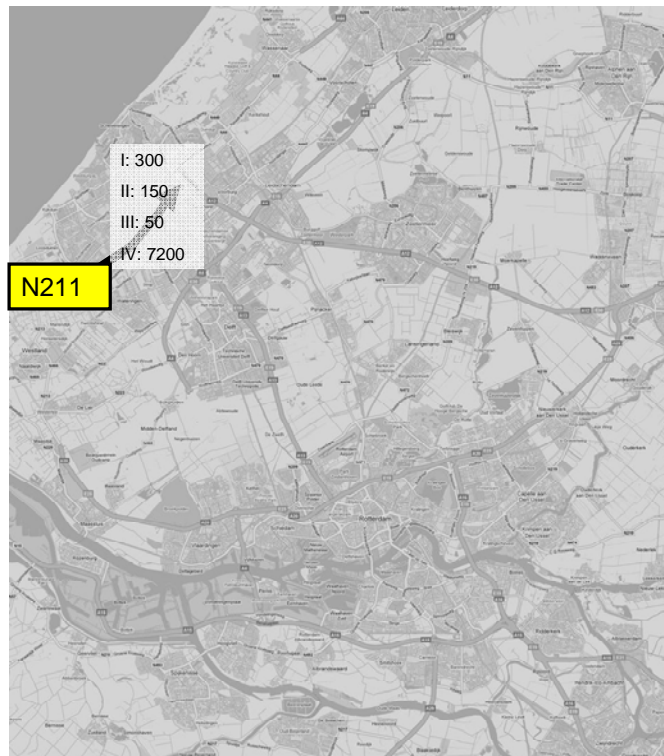


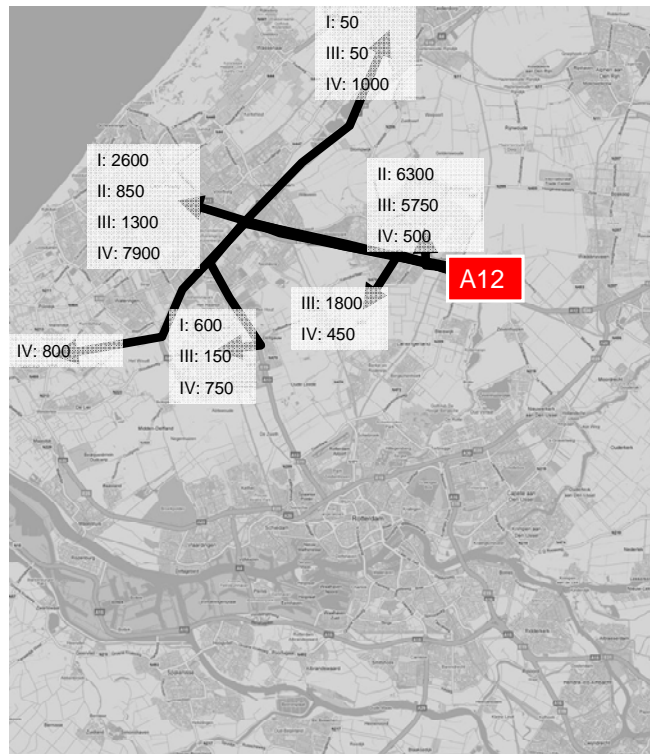
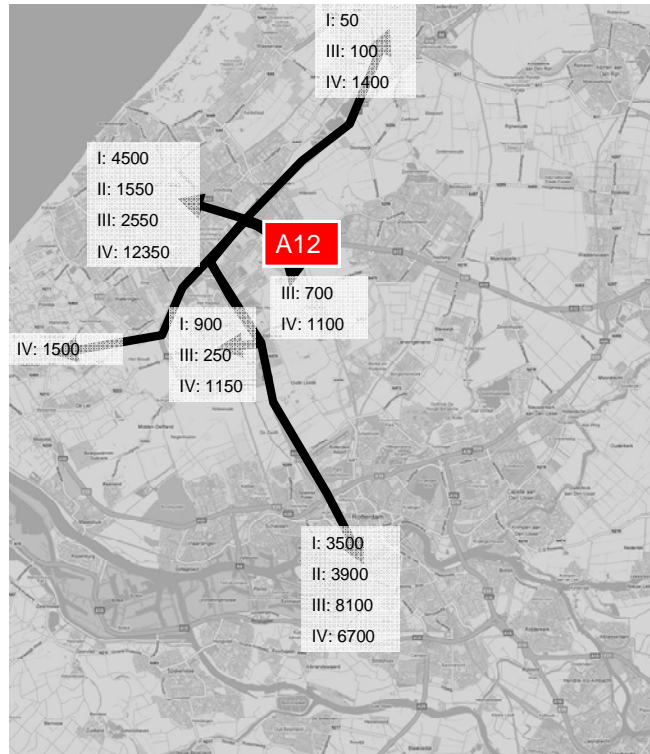


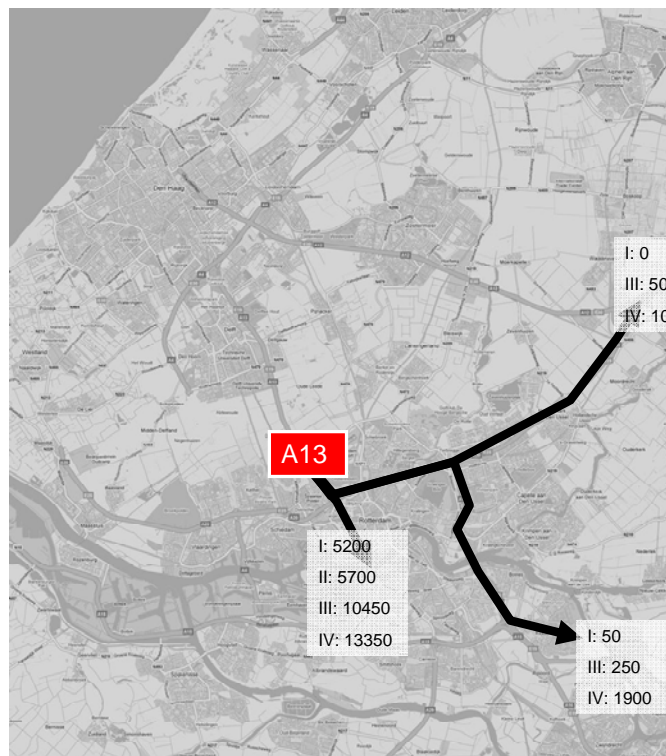
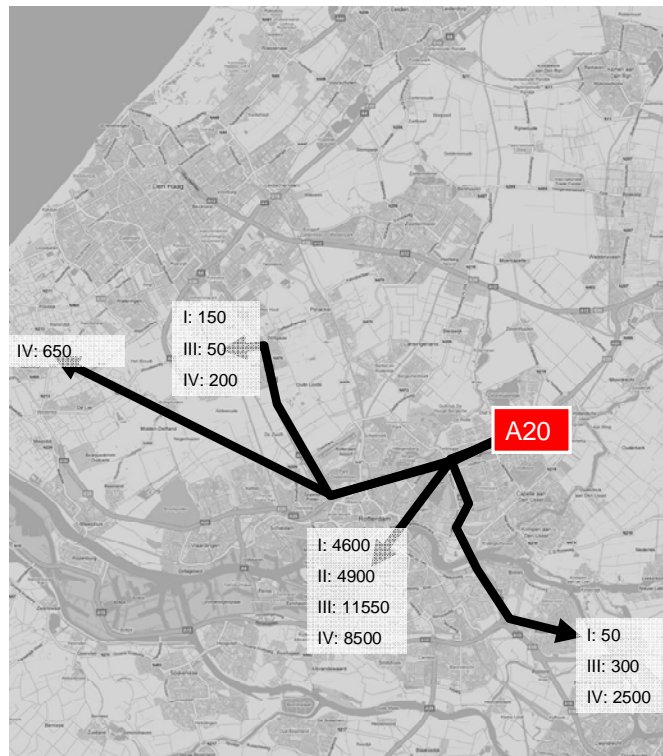


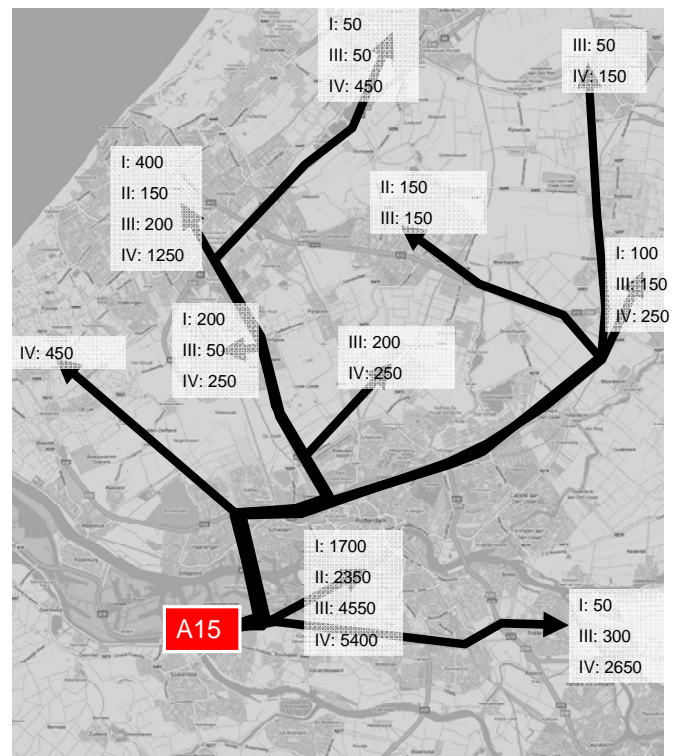
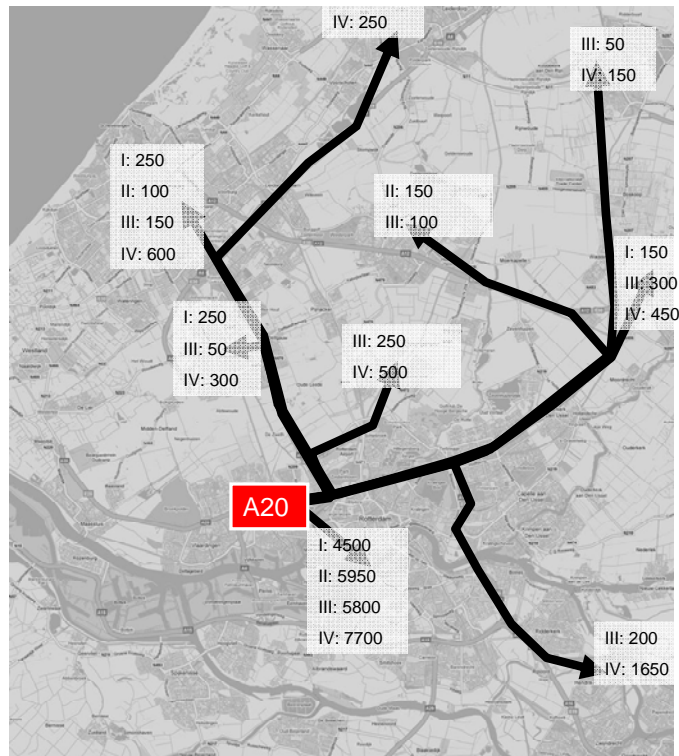
## Bijlage C: Potentiële P+R stromen

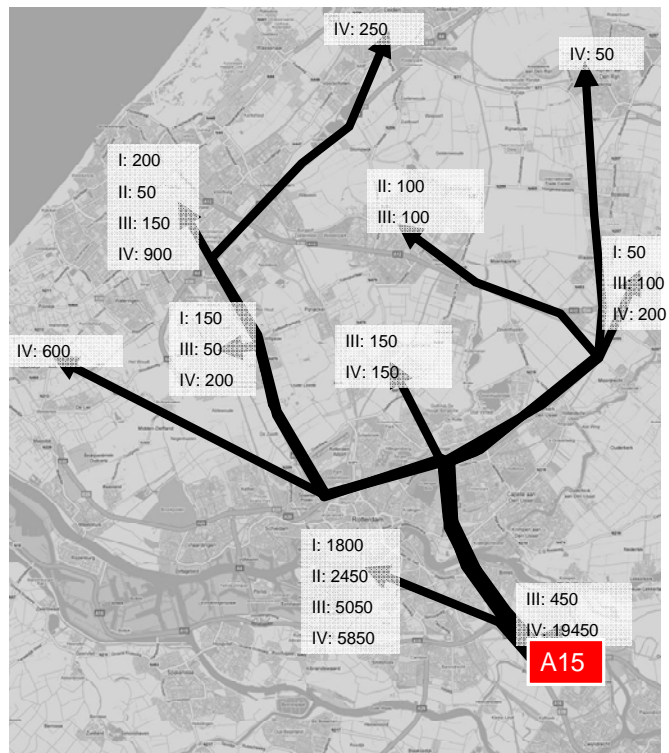
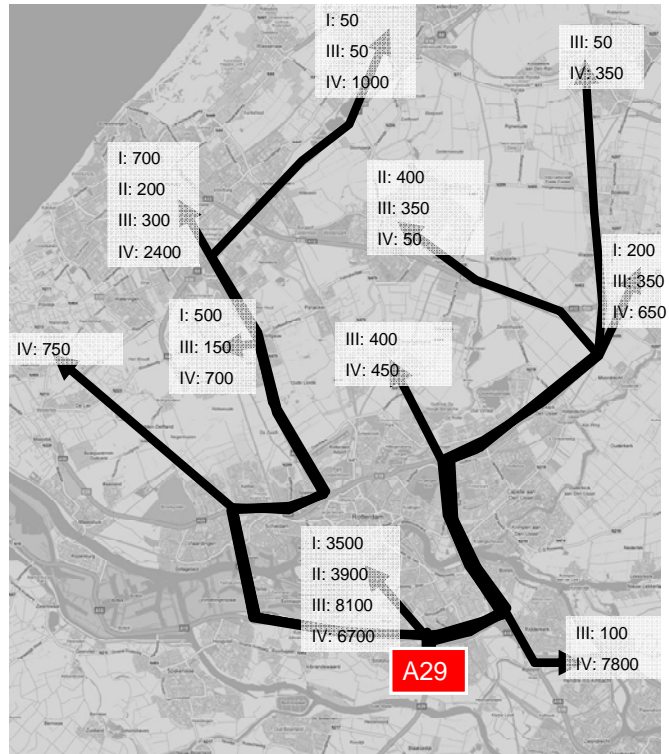


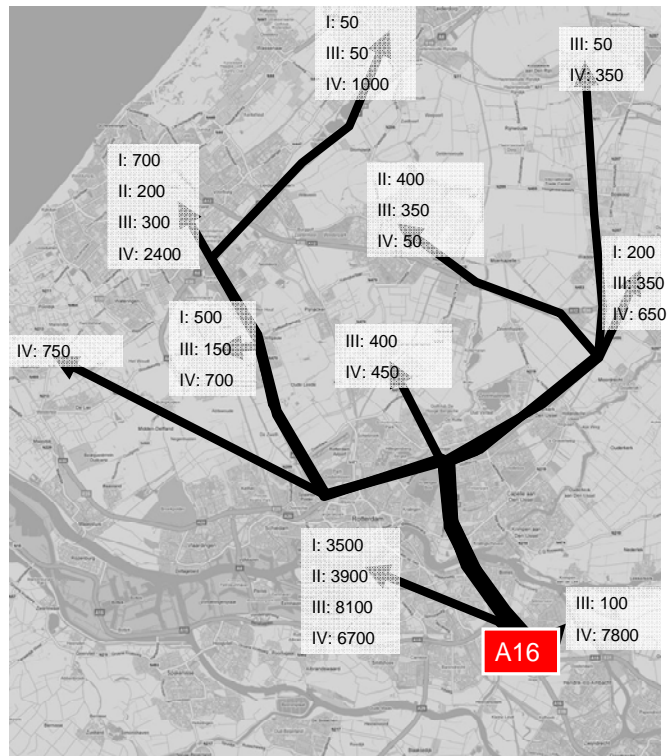
















## Bijlage D: Acties en actoren

*P+R + aansluitende weginfra	Locatie	Primaire actor(en)	Opmerkingen
Upgraden locatie bestaand P+R	Alexander	Gem. Rotterdam	
	Zuidplein	Gem. Rotterdam	
	Bleizo	Gem. Zoetermeer	
P+R realiseren bij bestaande stations	De Uithof	Gem. Den Haag / Provincie / HTM	
	Forepark	Gem. Den Haag / RWS / HTM / RET	
Investeringen in toeleidende weginfrastructuur	Barendrecht	Rijkswaterstaat / Gem. Barendrecht	faserings: eerst via lokale wegennet
	Benelux (Tussenwater)	Rijkswaterstaat / Gem. Rotterdam	
Nieuwe stations/haltes, P+R, toeleidende infra	Rijnland	Rijkswaterstaat / NS / Gem. Leiden	optioneel: upgraden station De Vink
	Gouda-West	Rijkswaterstaat / NS / Gem. Gouda	
	Blankenburg	Rijkswaterstaat / RET / Gem. Maassluis	
<b>Verbeteringen OV-structuur</b>			
10-min. dienst op bestaand lijnennet	oude lijn	NS / V&W	
	Goudse lijnen	NS / V&W	
	metrolijn E	RET / Stadsregio Rotterdam	
cruciale nieuwe HOV-infrastructuur	busbaan A13	Stadsregio Rotterdam / Gem. Delft	incl. tunnel Technopolis
nieuwe sneltramverbindingen van metrokwaliteit	HS - CS - Scheveningen	Haaglanden / Gem. Den Haag / HTM	HS-CS langs spoortracé
	HS - tramtunnel (westzijde)	Haaglanden / Gem. Den Haag / HTM	faserings: via bestaand tramspoor
nieuwe doorverbindingen	Leiden - Den Haag - De Uithof	Haaglanden / Prorail / NS / HTM	doorgaande Randstadrail
	Spijkenisse - R'dam - Gouda	Stadsregio+Gem R'dam / Prorail / HTM	doorgaande metroverbinding
<b>Helder informatie- en marketingconcept</b>		ANWB, 9292, vervoerbedrijven, Stadsregio's, Provincie, gemeenten	