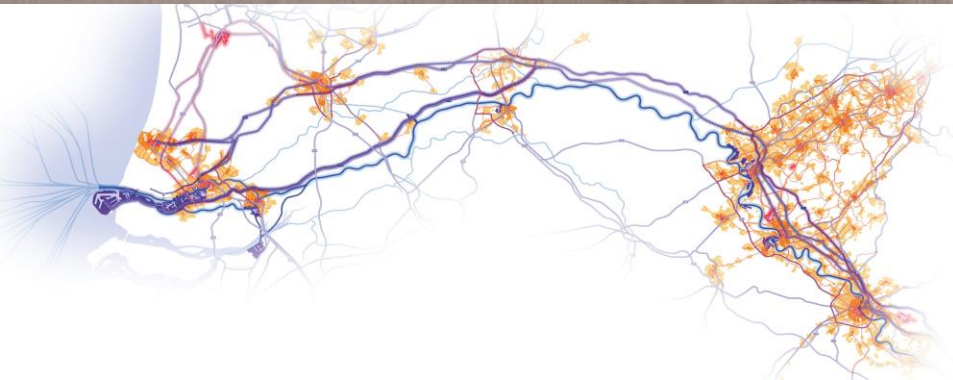




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Ministerie van Infrastructuur en Milieu



Networking for Urban Vitality:

**Building a network
for integration of
multi-modal infrastructure
and spatial planning**

Meeting UNECE

Geneva, 24 February 2015

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Context



- Infra and mobility investments: main driver for socio-economic development but have also important social and environmental impacts
- Significant investments in infrastructure are proposed or planned
- However, the context is rapidly changing: international competition, mobility behaviour, climate change, liveability and health etc.
- Need for resilient, sustainable and cost efficient solutions
- Current planning practice (sectoral, solution driven) not capable to deal with these challenges efficient.



Example: Ringway Utrecht



- Long history: highway built in 1980s after a decade of fierce resistance
- 1990s much congestion => enlargement
- Start extension end 1990s – traditional project
- Strong public resistance (“Amelisweerd”)
- 2007: Political choice expanding E30 (A27)
- More integrated area-oriented scope, involvement locals, independent “Quality Team”

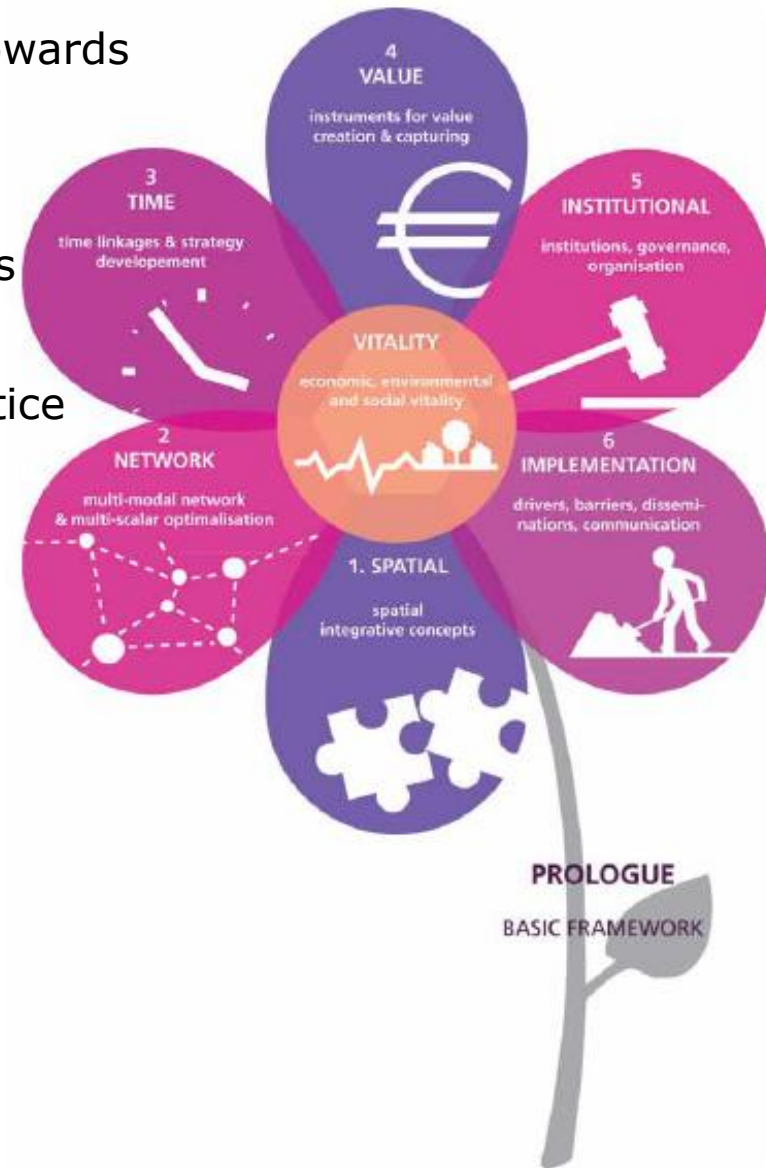
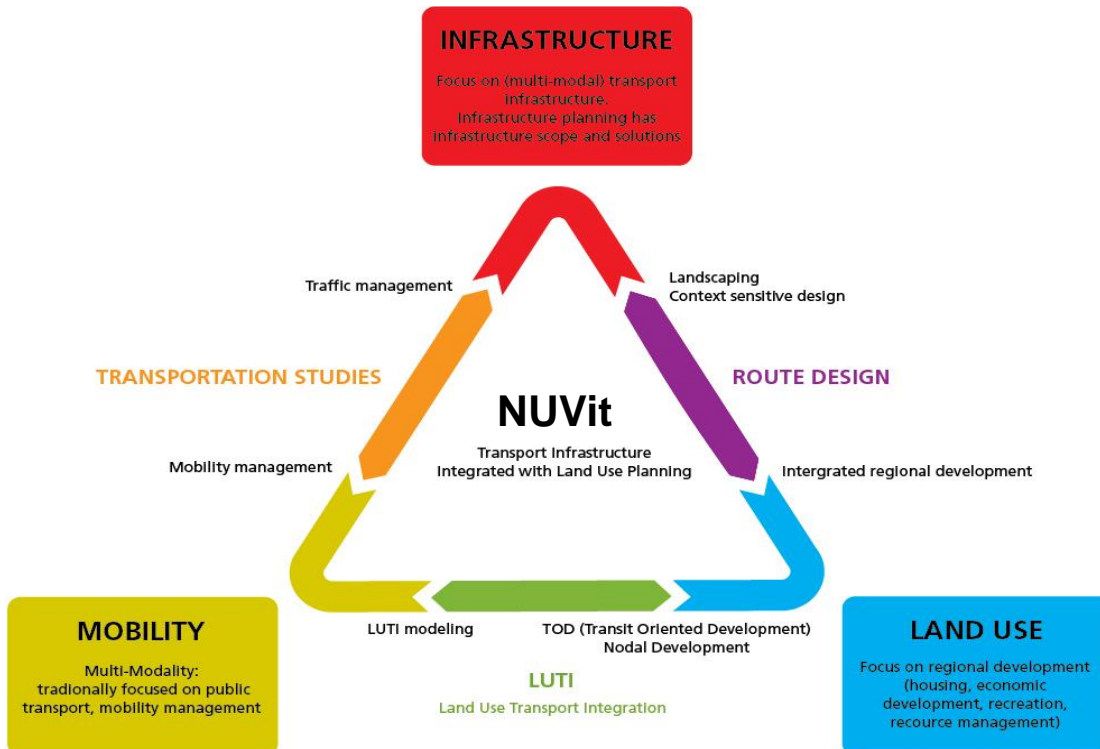


NUVit:

Towards an integrated approach



- Shift from small scope solution-driven planning towards broad scope strategy-driven integral planning
- Linkages infrastructure, land-use and mobility
- Focus on 3 objectives: Reliability, Liveability, Costs
- Practice oriented approach: research focused on concrete operational cases of infra providers practice



NUVit: Networking for Urban Vitality



Focus on the synergy between

- Mobility (multi-modal)
- Infrastructure networks (road, rail, water)
- Land use (housing, working, recreation)
- Liveability (health, nature)

⇒ co-evolution!

For current and future investments

=> smart planning strategies for smart transport infrastructure and smart cities

Exchanging practical experiences on cases throughout Europe (building an international network of practitioners and experts): **'Living Lab'**

the CHALLENGES in EUROPEAN CASE STUDIES



From small scope



Development of road infrastructure – project budgets - projectplanning

Towards inclusive scope



More inclusive scope: cycle structure; air quality; economic conditions Campus Uithof; regeneration real estate Rijnsweerd; light-rail construction/connectivity => improved process

Case Rotterdam:



Scale of the European corridor infrastructure e.g. E30, E31, E35 (TEN-T)



Scale of the Daily Urban System mobility, multimodality

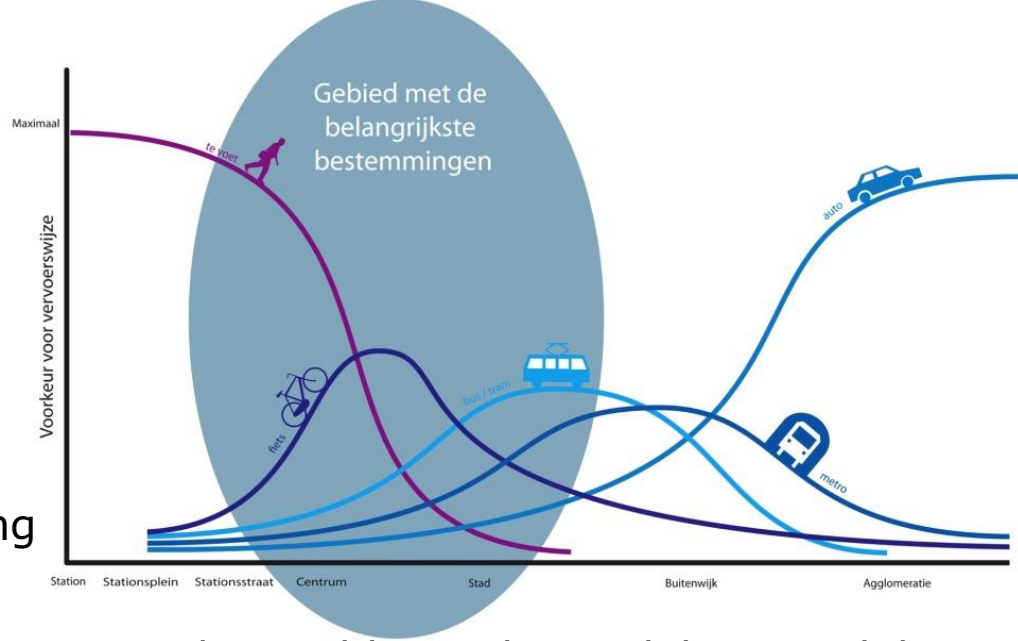


Scale of a specific location liveability



Focus on Daily Urban System

- Daily Urban System (city-regions) spatial level where multi-modal transport is most relevant: train, car, bus, tram, metro, but also slow traffic: (e-)biking, walking



- Socio-economic development of city-regions enhanced by multi-modal accessibility (choice options, different target groups, robustness networks, chain-mobility, liveability, health, more diverse spatial development).
E.g.: Transit Oriented Development (TOD) > public transport (also cars, bikes etc.)
- Integrated network management is vital: e.g. traffic management at highways, co-development e-car and electricity supply; shift to other local/regional networks, mobility management, smart logistics, public transport, other modalities need for early consideration in the process of infrastructure and spatial planning
- In NL: 1/3 of congestion traffic at ringroads is local traffic => potential for integrated multimodal approach
- More info in Mobility Report: <http://www.kimnet.nl/publicatie/mobiliteitsbeeld-2014>

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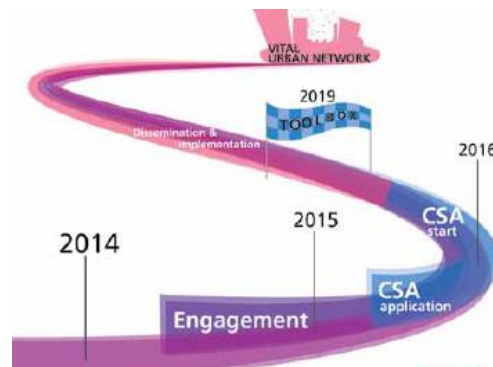
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For current and future investments

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Preparation of a proposal for H2020 (EU):
'Networking for Urban Vitality'



the CHALLENGES in EUROPEAN CASE STUDIES

