Networking for Urban Vitality:
Building a network for integration of multi-modal infrastructure and spatial planning

Meeting UNECE
Geneva, 24 February 2015

Jos Arts
Strategic Advisor Environment, Rijkswaterstaat / Professor Environmental & Infrastructure Planning
University of Groningen
The Netherlands
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’
From small scope

Development of road infrastructure – project budgets - project planning
Towards inclusive scope

More inclusive scope: cycle structure; air quality; economic conditions Campus Uithof; regeneration real estate Rijnsweerd; light-rail construction/connectivity => improved process
De gezonde stad is er voor iedereen!

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

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

Exchanging practical experiences on cases throughout Europe: ‘Living Lab’

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