

INTERNATIONAL CONFERENCE  
ON NETWORKING  
FOR URBAN VITALITY (NUVIT)

**Infrastructure**

**and**

**spatial**

**development:**

**collaborative**

**planning**

**essential!**



**Steve Phillips,**

**Secretary General of the Conference  
of European Directors of Roads (CEDR):**

*“NUVit is about exploring the future  
role of national transport authorities.”*

**Stefan Engdahl,**

**Executive Director, Market and Planning, STA:**

*“In Sweden, the new national policy  
on spatial development requires a new  
approach. Infrastructure and spatial  
planners will have to collaborate closely.”*

**Einar Schuch,**

**Director East Region, STA:**

*“NUVit enables European policymakers,  
practitioners and experts in transport  
and urban planning to share valuable  
knowledge, experience and inspiration.”*

NUVit is a joint initiative involving the Swedish Transport Administration (STA), its Dutch counterpart Rijkswaterstaat (RWS), ProRail and the region of Flanders. Focused on multimodal infrastructure and urban development, it aims to be a forum for international collaboration and knowledge exchanges. This folder gives an overview of the NUVit conference held on April 18 and 19 in Stockholm.

### Jos Arts

#### University of Groningen – RWS

*“Across Europe, projects are showing a shift towards a more inclusive approach.”*

A first view of relevant best practices shows that transport infrastructure and spatial development can be closely coordinated. Together, they can give locally customised solutions that enhance regional competitiveness and contribute to smoothly functioning (inter)national transport networks. An inclusive approach is essential. It achieves an adaptable, sustainable and resilient transport network. In turn, this meets the challenges in both infrastructure planning and spatial planning.

### Göran Cars

#### Sweden’s Royal Institute of Technology (KTH)

*“A new role for a national transport administration.”*

Over the last decade, new conditions for urban and regional development have emerged. This has led not only to new roles for the STA and Sweden’s municipalities, but also to new forms of interaction between national and local planning. All of this has opened the way for value creation and win-win solutions. Employees at the STA are now not merely infrastructure developers. They are also urban and region developers. When planning processes are integrated, “problem perspectives” become “enabling perspectives”.

### Siegfried Rupprecht Rupprecht Consult

*“Urban nodes must improve multimodal connections and integrate with local and regional transport.”*

Under local policies, urban development tends to be a bottom-up process. This is reversed in the context of TEN-T policies and core corridors. Here, the primary initiators are the EU and national governments. They adopt a top-down process that involves the identification, selection and prioritisation of measures. Consequently, the two policy areas are currently organised along separate lines. The challenge for the future is to bridge these policy styles. An integrated approach to planning and policy development is essential.

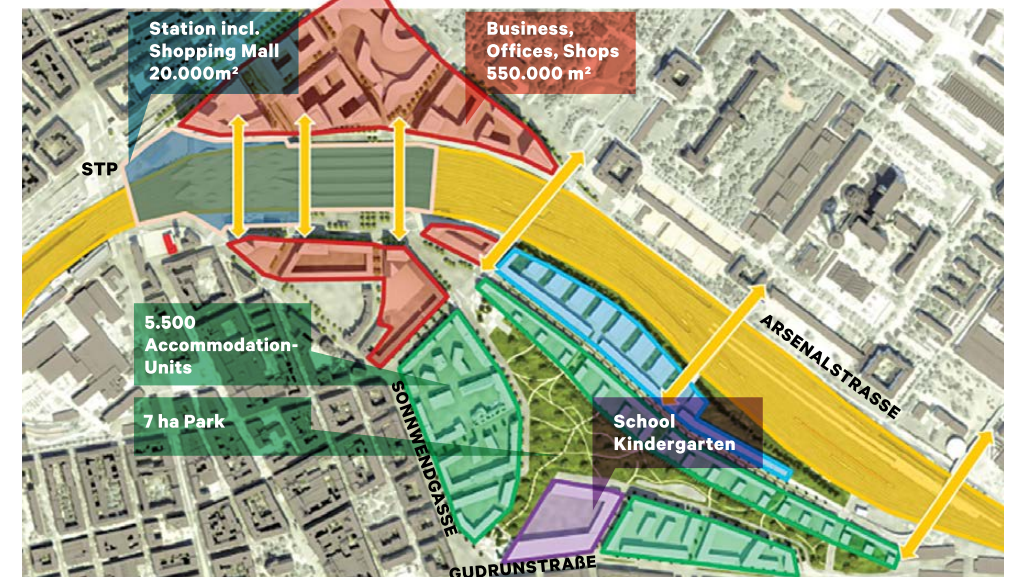
### Vital Vienna – Rainer Mueller, TINA Vienna

Reconstruction of the Sonnwend district of Vienna started in 2012. It continues until 2019. One of the goals is to create a new city quarter that offers a high quality of life. Another is optimisation of the transport system in the urban node. To achieve these and other goals, the freight train station was relocated and the old train station was replaced by the new central station (opened in 2014).

#### NUVit approach and benefits

- Multimodal thinking resulted in a *streamlined traffic hub for trains, trams, buses and metro services*.
- Transit-oriented development *improved utilisation* (close integration of a shopping mall, a new dense housing area, a new campus and a new public park).
- Removing spatial barriers led to *better pedestrian and cycling networks in the surrounding districts*.
- Joint management by railway and city authorities *made a difficult project feasible*.

### Vienna



Masterplan for the reconstruction of the Sonnwend district in Vienna

### Railway infrastructure and spatial development in Holland – Karen te Boome, ProRail

The Dutch government wanted to renovate six important stations along a new high-speed line. These stations became multimodal hubs with very high spatial standards. A major factor in the success was that collaboration involved local government and a national organisation, NS Stations. Although engineering costs in city areas were higher than expected, some of this could be regarded as offset by the financial impact of collaboration.

#### NUVit approach and benefits

- The multimodal stations *have become passenger lounges rather than just interchanges.*
- A collaborative approach broke through “*silo mentality*” and solved all sorts of problems (speed, tracks, noise, and space).
- Integrated spatial planning has *created pleasant public spaces where people enjoy spending time.*
- The holistic mindset allowed *rational reuse of old buildings and the preservation of architectural values.*



The new station in Breda



In Maastricht the construction of the tunnel is combined with urban development in one contract

### Maastricht A2 – Jos Arts

The Maastricht A2 project has many goals: resolving bottlenecks in the city; creating opportunities for urban development; improving traffic flow on the A2 highway; and, enhancing accessibility, quality of life and road safety in Maastricht. Building on top of the new A2 tunnel will improve connections between formerly separated city districts. Over 1.000 extra homes and 30.000 m<sup>2</sup> of commercial real estate are to be provided.

#### NUVit approach and benefits

- Collaboration was essential to solve the serious infrastructure and area problems. It was also behind *obtaining the necessary co-financing* which, in itself, can be an incentive for public collaborations. Although early market involvement has high transaction costs, it brings success!
- Integrating local and through-traffic infrastructure with area development *produced creative ideas and added value.*
- Densification helped *overcome the problem of limited area at local and city levels.*
- Multimodalism and transient-oriented development *provided unexpected opportunities for further integrating urban and regional development.*

### RiverCity Gothenburg – Shahbaz Khan

This is one of the largest urban development projects in Scandinavia. It will double the size of the city centre, improve intra-urban connections and create an inclusive, green and dynamic inner city. Development is to be on both sides of the river. Goals include: 25,000 new apartments; 45,000 new workplaces; a train tunnel under Gothenburg; a road tunnel under the river; and, a new river bridge.

#### NUVit approach and benefits

- Having a shared vision enabled the city and the region to work closely together.
- Integrated planning promoted optimum solutions for city development, traffic strategy and park/recreational area design.
- A multimodal perspective was key in ensuring efficient construction.
- Involving the most important stakeholder (the general public) helped to keep planners, politicians and people together.

### Gothenburg



Masterplan for the infrastructure development and urban densification in Gothenburg



The group of international experts present at the NUVit congress in Stockholm

In a workshop setting, an international group of experts and practitioners discussed the presented cases and the results and findings of these. The purpose of this was to share insights. During the workshop discussions, the need for collaboration between infrastructure planning and spatial planning was recognised. Below, there is a list of points the groups agreed were crucial to successful collaborative projects.

1. A joint vision is an important starting point. It gives stability in collaborations. It can also promote flexibility. Unconventional solutions that emerge from flexible collaboration may serve a vision better than previously expected.
2. Solving spatial barriers is a central issue for success. However, tunnel solutions are not always the best option. It is important to be clear about functional goals.
3. An independent coordinator can be an important instrument for collaboration and trust between the parties.
4. Mobility is not a goal in itself. It serves a goal and should be considered in the multimodal, door-to-door chain.

## The Hagastaden Project– Svante Torell

The Hagastaden project is a collaboration between the city of Stockholm, the city of Solna, Stockholm, the STA and other organisations (e.g. the regional hospital). A prerequisite for the building of Hagastaden is that parts of the E4/E20 highway and the Värtabanan railway line must be enclosed in tunnels. Houses and parts of Norra Station Park are to be constructed on top of tunnels stretching 800 metres between Norrtull and a point west of Solnavägen.

Construction will take 15 years. It includes several large projects that are to be carried out in confined areas. Simultaneously with the construction of new city blocks in Stockholm and Solna, there is to be expansion of: the Northern Link; the Stockholm City Line; the New Karolinska Solna University Hospital; and, the Karolinska Institute campus. Throughout the construction period, the E4/E20 highway will be in use, carrying more than 130,000 cars each day.



Impression of the infrastructure and spatial development in the Hagastaden project

## Results and findings so far

1. A deeply rooted vision for developing a new urban district like this is good because:
  - The construction period is long.
  - There are large numbers of different projects.
  - Many agents are involved and new people are constantly entering new roles.
2. Close collaboration between the different agents is necessary because:
  - Despite the confined building areas, many of the projects are large-scale and have different goals.
  - There are a range of logistics problems that require a rational solution.
  - Everyone involved will have to deal with many changes in conditions over the project's 15 years.
3. An independent coordinator role is valuable because:
  - It provides an independent mediator between the projects.
  - There is then a single person responsible for different kinds of coordination meetings.
  - Responsibilities such as a website, VR model, information, etc. devolve naturally on the role.
4. There are advantages with the main contract for the motorway tunnels being a sort of joint venture:
  - A new role for, in particular, the STA.
  - The agreement is necessarily diffuse and there must thus be a focus on collaboration.
  - Discussions to resolve difficulties (e.g. when Stockholm wanted changes) must be frequent and multilevel.
5. Information to the public is crucial in development projects like this:
  - An informative website is indispensable. To keep people informed, there must be systematic public announcements, emails, etc. Traffic planning information has to be excellent before, during and after the project.

## Reflections

**Steve Phillips, CEDR:**

*“NUVIt has the ambition that every line on a map is seen as a connection, not a barrier.”*

**Einar Schuch, STA:**

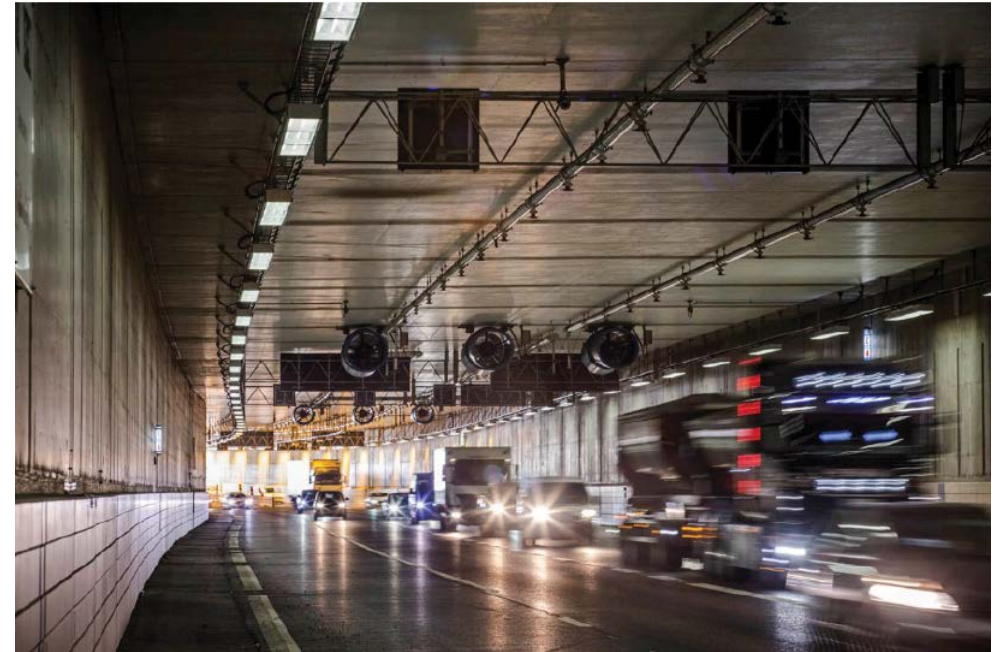
*“It’s not all about infrastructure. Spatial design is also part of the equation.”*

**Cees Brandsen, RWS:**

*“We need to expand, share and inspire.”*

**Karen te Boome, Prorail:**

*“Collaboration is important for achieving quality.”*



## Participants

### **Thomas Steiner**

ASFi NAG, Technical Coordinator

### **Steve Phillips**

CEDR (EU), Secretary General CEDR

### **Monica Heiming**

EIM (EU), Executive Director EIM

### **Tommaso Spanevello**

EIM (EU), Manager of Public Affairs and EU Policy

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### **Andres Urm**

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**Göran Cars**, KTH (Royal Institute of Technology)  
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### **Andrew Creighton**

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### **Erik-Jan Koning**, ProRail (NL),

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### **Jos Arts**

Rijkswaterstaat (NL),  
Professor at University Groningen

### **Cees Brandsen**

Rijkswaterstaat (NL),  
Managing Director Rijkswaterstaat WVL

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Rijkswaterstaat (NL), Project leader

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### **Rainer Müller**

TINA Vienna (AT), Senior Project Manager

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### **Olof Johansson**, Trafikverket (SE), Senior

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### **Einar Schuch**,

Trafikverket (SE), Regional Director Eastern Region

### **Anna Wildt-Persson**, Trafikverket (SE), Chief

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For further information about NUVit and  
the topics at this conference, please see  
[www.nuvit.eu](http://www.nuvit.eu).



**ProRail**

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