

Vision for an accessible Gelderland

Summary



Summary

This is a summary of the memorandum 'Vision for an accessible Gelderland'. In this vision we have described the developments and accessibility challenges for the Province of Gelderland towards 2030, our strategy and an assessment framework to select activities and projects that contribute to the realisation of the vision. The vision for an accessible Gelderland is a detailed elaboration of the accessibility ambition in the Environmental Vision of the Province. And we have big ambitions in terms of accessibility. We are committed to facilitate the average traveller and commuter in such a way that we can tempt them to choose the smartest and cleanest way possible. This also applies to goods transport, which we want to be smarter and cleaner within Gelderland. This is absolutely essential as we are dealing with a growing number of movements. In the long-term, an increase in movements is to be expected, even if we are confronted by an economic recession in the coming years (as a result of the COVID-19 crisis).

It is clear that - in combination with the tasks to improve the climate and road safety - we face a huge challenge.

Our strategy

- We aim at the tasks with the highest priority for our situation.
- This has resulted in a main focus on urban networks.
- We consciously work on a good balance between infrastructure investments and our commitment to smart use.
- We put travellers/commuters centre stage and tempt them to make the smartest and cleanest choices by travelling in the network.
- To achieve this, we work on connecting, changing and going green.
- In our cooperation and partnerships we are aware of our role and range of instruments.
- In this respect, we work on 5 building blocks in which hubs take up a central position. Hubs are important nodes for travellers and goods transport. We are committed to developing hubs on the edges of urban networks as transport links where travellers and commuters can easily transfer and spend time in a pleasant environment. And we want to create sites for goods transshipment. This will ensure that travel with different transport elements is as appealing as possible with no significant transfer delays. We work on hubs to transport goods efficiently and sustainably, and strengthen the Gelderland Corridor and the competitive position of Logistics Valley. In this respect, our focus lies on the use of the bicycle for short distances and promoting the use of public transport for longer distances through High-quality Public Transport and metro buses. We work on improving road safety by a better targeted risk-based approach and support for municipalities, such as sharing expertise and analysis results.

The focus on urban networks and hubs

We work on the accessibility of and between the urban networks of Arnhem-Nijmegen-Foodvalley and the Urban Triangle as well as on the connections of these urban networks with the Amsterdam-Rotterdam conurbation Randstad. We will also ensure proper hinterland connections and connections with rural areas such as the Achterhoek. Focus on urban areas does not imply that we target these areas for 100%. Our starting point is that each resident of Gelderland must be accessible and can make use of the possibilities to realize his or her wishes and needs in terms of living, working and recreation.

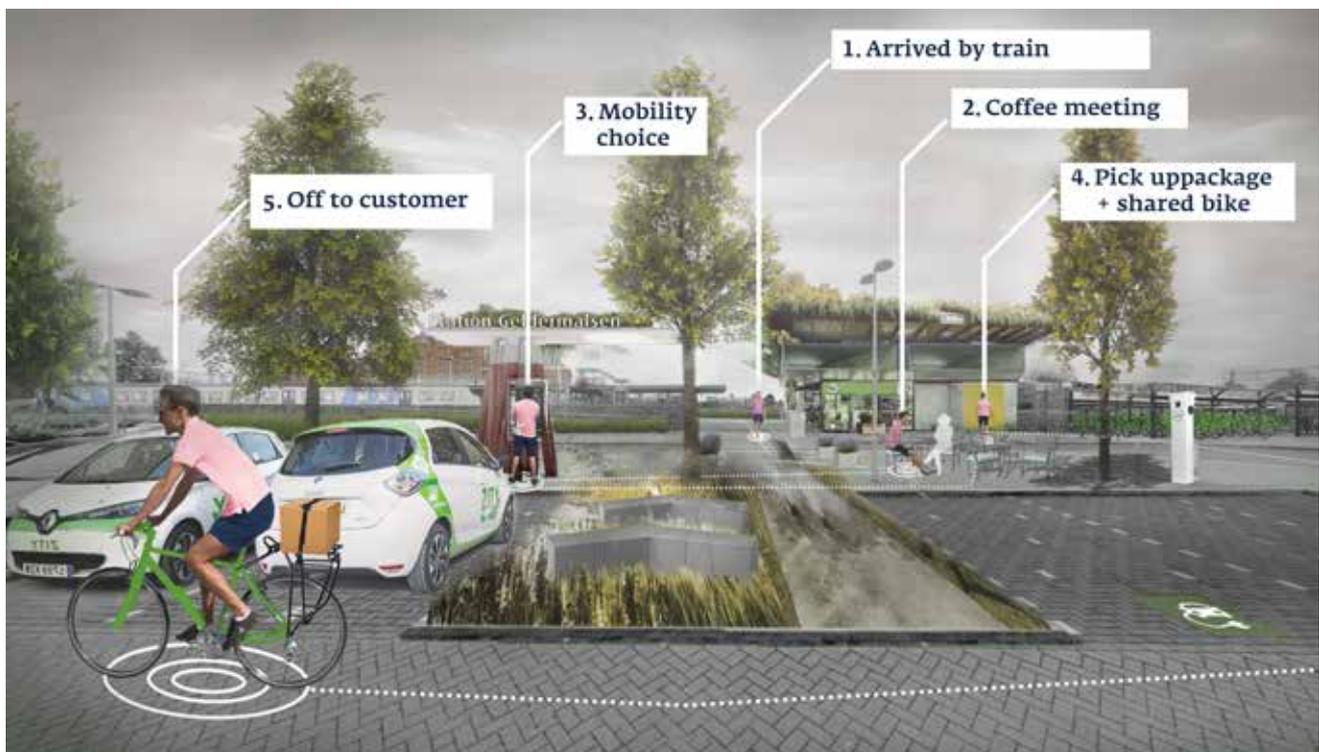
Hubs are crucial links for quick and comfortable transfer; they tempt commuters and travellers to actually go for the smartest and cleanest transport option. Striving for a no-threshold transfer when travelling sounds like a straightforward next step, however, it is a new challenge that will require considerable efforts. In a hub, travellers must be able to transfer quickly to another transport mode, have the proper facilities available (shops, waiting areas, recharging facilities) to raise the quality of the trip chain as much as possible. These hubs must be placed on strategic locations, e.g. at the fringes of urban networks and meet the following quality criteria: facilities such as shops, public toilets, benches, easily accessible waiting areas, high-



In a hub, travellers must be able to quickly transfer to another type of transport

quality bicycle parking and recharging units. It must be places where people enjoy spending some time. This way, we are fully committed to influencing behaviour and facilitating travellers optimally in choosing the smartest and cleanest options.

Hubs are also required to create high-quality transshipment options for goods to realize efficient and clean transport. In coordination with transport companies, we work on realizing optimal hubs on the right strategic locations for the transshipment of goods.



Tempt travellers to choose the smartest and cleanest travel options

Vision at a glance

Need for a comprehensive vision for an accessible Gelderland

- Accessibility is a precondition for the ambitions of the Environmental Vision, frameworks for accessibility until 2030.
- We anticipate a growth of the number of movements, the climate challenge and the need to improve road safety.

Major Accessibility Tasks

- For long distances (national and international): focus on the accessibility of/in the urban networks of Arnhem-Nijmegen-Food Valley and the Urban Triangle, as driver of economic growth.
- For short distances (regional): relieve the road network in the urban networks.
- Solve bottlenecks in the goods transport corridors.
- Improve road safety (number of road casualties is increasing), vulnerability of cyclists.

New strategy to work on big ambitions

- We aim at the tasks with the highest priority for our situation.
- The focus lies on urban networks; relieving the road network in urban areas.
- We consciously work on a good balance between infrastructure investments and a commitment to smart use. We pay more attention to the smart use of the existing network. The COVID-19 outbreak shows that more people can continue their jobs from home, which creates the opportunity to continue to stimulate this in the future to realize a smart use of our infrastructure.
- We put travellers/commuters centre stage and tempt them to make the smartest and cleanest choices when travelling through the network.
- To achieve this, we work on connecting, change and going green. We work on a cohesive network so travellers will cycle more on short distances, will decide more often to go by bicycle and not by car, and a public transport offer with zero-emission travel.
- In our cooperation and partnerships we are aware of our role and range of instruments.
- We work on 5 building blocks with increased focus.



Illustration 1: accessibility in relation to achieving ambitions and targets

Building blocks for an accessible Gelderland

We tempt travellers to make the smartest and cleanest choices by connecting, change and going green. To achieve the biggest impact, our focus lies on the following building blocks:

- 1 Realize high-quality hubs on the right locations.
- 2 Commitment to short-distance cycling.
- 3 Optimize capacity on longer distances.
- 4 Further strengthening of our goods transport.
- 5 Promote road safety.

As we have drawn up this summary in English especially for our cross-border partners, we will only discuss building block 3 in more detail.

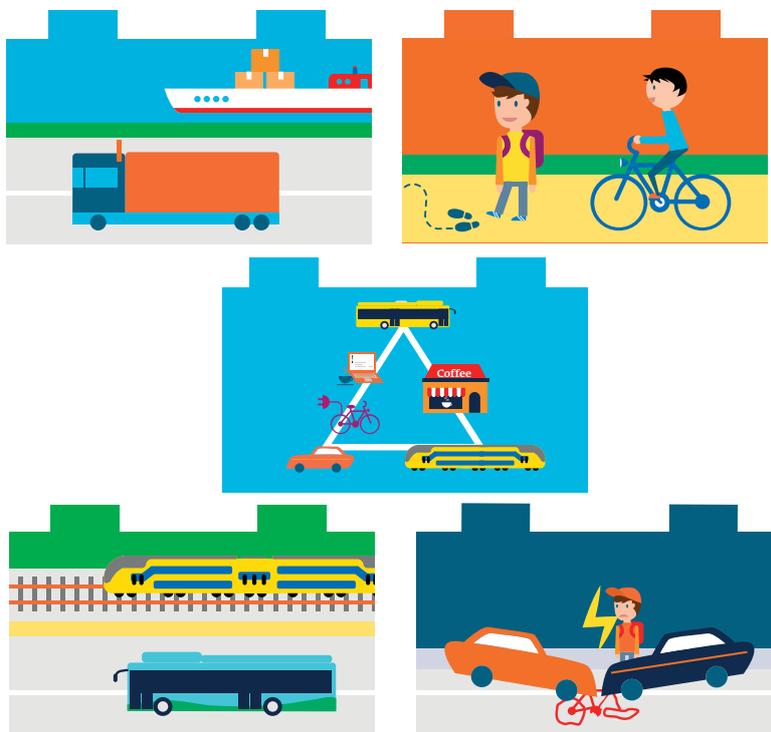


Illustration 2: 5 building blocks for an accessible Gelderland

3. Optimize capacity on longer distances.

Our ambition for 2030 is optimize the capacity for public and road transport for longer distances. Our focus lies on improving the accessibility of urban networks and the targets with the greatest impact in this respect. We will determine per area which solution works best. As commissioning party of public transport we make use of the possibilities to deploy High-quality Public Transport and metro buses. In addition, we are committed to cross-border connections, including international train traffic as alternative for air traffic. Where necessary, we continue to work on increasing road and rail capacity.

Why?

Road congestion is increasing and trains are reaching their maximum capacity. This leads to longer travel times and less comfortable trips for travellers, and it also affects the economic position of businesses. For this reason, it is important to focus on the accessibility between the urban networks as driver of economic growth. How to connect less urbanized areas to these corridors and strategic locations will be part of our approach.

What?

- By 2030, the capacity of public transport and road traffic will be optimized. This task mainly concerns the accessibility between the urban networks of Arnhem-Nijmegen-Foodvalley and the Urban Triangle and the connections of these urban networks with the Amsterdam-Rotterdam conurbation Randstad.
- By 2030, all residents of Gelderland will be accessible and can make use of the possibilities to realize their living, working and recreational needs.

How?

There is insufficient room in terms of finance and spatial planning to merely absorb the increase in longer distance movements by building or expanding our current infrastructure. It will also be necessary to make smart use of the existing rail and road network. We have a statutory task in the construction, management and maintenance of roads and as contracting authority of rail and bus transport. We will determine per area which solution works best. Where necessary we will expand road and rail capacity. We will do so by:

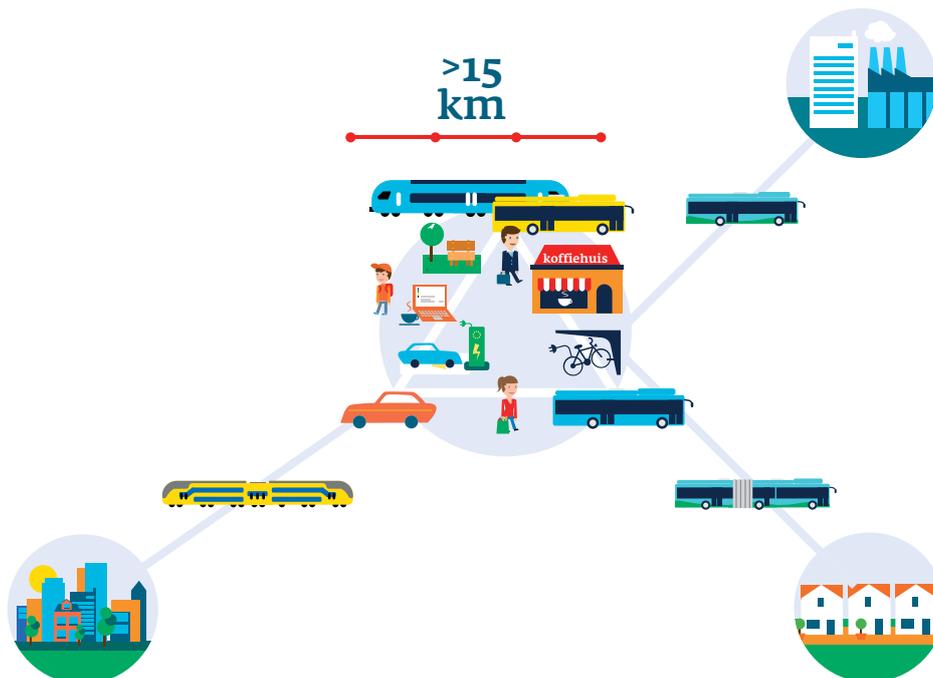


Illustration 3: optimize capacity on long distances

1. Focus on connecting urban networks

Our concrete commitment:

Make use of the options of High-quality PT.

For specific and busy connections one may think of metro buses (Bus Rapid Transit: BRT).

BRTs make it possible that large numbers of travellers board quickly and comfortably by prior check-in. Commitment to the deployment of High-quality PT and BRT by new lines or expanding the capacity of lines with sufficient potential.

Potential: Ede-Wageningen and Nijmegen Heijendaal. In addition, the more accessible public transport network will be optimized to cater to the present and future transport demand of travellers. By granting public transport concessions we can fulfil our statutory PT task at a high level.

- Increase capacity on (decide per item how to cooperate with partners and define our role: lobby, co-finance or actively initiate project)
 - The railway connections:
 - o Amsterdam-Utrecht-Gelderland-Duisburg-Frankfurt/Berlin;
 - o Achterhoek-Arnhem/Apeldoorn-Amsterdam-Rotterdam conurbation Randstad;
 - o Zwolle-Zutphen-Arnhem-Nijmegen/Venlo-Den Bosch-Eindhoven/Breda;
 - o Twente-Apeldoorn/Amersfoort;
 - o Zwolle-Harderwijk-Amersfoort.
 - Busy regional railway lines, e.g. Maas Lijn (under construction) and Arnhem-Winterswijk.

- We are prepared to commit lobbying and seek reciprocity in the realisation of the main targets and bottlenecks on the Gelderland roads (decide per item how to cooperate with partners and define our role), i.e. :
 - The main road network on the East-West connections (A1 , A12, A15) and the North-South connections A50 and A28. Bottlenecks (in the traffic jam top 10, report National Motorway Network 2019):
 - o A1 Amsterdam-Apeldoorn between Hoevelaken and Barneveld
 - o N325 Arnhem-Arnhem Velperbroek between Westervoort and Presikhaaf;
 - o A12 Oberhausen-Arnhem between Zevenaar and Duiven;
 - o A50 Arnhem-Oss between Ewijk and Bankhoef.
 - Bottlenecks goods transport corridors, especially on and around the A15 Rivierenland-Arnhem-Nijmegen- Germany and in the Arnhem-Nijmegen area.
- We continue our commitment to our statutory task by maintaining the management and maintenance of our provincial roads.
- We work on the projects and arrangements as agreed in the Multi-annual Programme for Infrastructure, Space and Transport (MIRT). Work on the A12, A1, A15 is already in progress or in the preparation phase.

2. Improve cross-border connections, including international train traffic as alternative for air traffic.

In view of the continuing globalisation we are committed to improving cross-border connections.

We will do so by:

- We work on improving cross-border connections in cooperation with North Rhine-Westphalia. This includes all types of transport such as possibilities for improving regional PT connections.
- Lobby for network expansion and stimulate long distance train traffic within Europe to be able to compete with air traffic in this distance range. Because of the big environmental impact of aviation in general, we advocate transport by rail in Europe instead of by air. Where desirable and necessary we support the layout and management of the railway network for long-distance transport within Europe. We are for example committed to an increase in the frequency of the ICE to Frankfurt and the realisation of a fast and reliable train connection between Amsterdam-Gelderland and Berlin.
- International train traffic is not always an alternative for air traffic. Gelderland has an economic and social interest in quick, efficient and clean accessibility of airports in our area, especially Schiphol and the regional airports Lelystad Airport, Eindhoven Airport and the airport in Weeze (Germany). We are committed to maintaining good connections to and from these airports

Translation into assessment framework

Next to the frameworks in terms of content, the Provincial Council determines an assessment framework. The ambitions are big but our resources and capacity are limited. This makes proper assessments key. The assessment framework determines which activities and projects we decide to realize. The aim of the assessment framework is making conscious and transparent choices as to which activities and projects in conjunction and as a whole contribute the most to realizing the stated aims in this vision. Together with municipalities, the business community, education institutes and social & interest groups we arrive at activities and projects that make a contribution to the Gelderland mobility.

Assessment framework

Define

First of all, we assess whether an activity or project is in line with our vision for an accessible Gelderland and whether it is a role that the province should aspire.

Question	Assessment
• Is the activity or project in line with the main tasks formulated in this vision?
• Is it in line with the strategy and does it contribute to one or more building blocks?
• Is it in line with the way we want to realize this?
• Is it a provincial role?
• Is it in our interest?
• Can we influence the activity or project?

Prioritize

Here we weigh which activities or projects contribute the most to the realisation of the ambitions of this vision.

Question	Assessment
• Is the scope/need to travel substantial?
• To what extent does the initiative contribute to one or more building blocks?
• Are there alternative solutions that may contribute more and/or at lower costs?
• How great is the (administrative) urgency?
• Is the financial commitment proportional?

Select

We assess the balance within the package of other activities or projects. We have now reached the actual decision stage in which we determine which activities or projects will form a cohesive and balanced package. Realizing the ambitions of the vision takes more than a number of plans that we consider important. It needs to be a range of different types of measures. The package must be divers with contributions to all building blocks

Question	Assessment
• Is the package divers with contributions to all building blocks?
• Is there a balance between cycling, road traffic and public transport?
• Is there a balance between urban and rural areas?
• Is there a balance between the transport corridors, clusters of logistics companies and making the goods transport sector more sustainable?
• Is there a balance between investments in infrastructure and commitment to smart use?



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