



XII Lietuvos urbanistinis forumas

ORGANIZATORIUS



KOORDINATORIUS



PARTNERIAI



Urbanistinio planavimo vakar ir šiandien: pamokos iš Belgijos

Johan Van Reeth

XIIth LITHUANIAN URBAN FORUM
2018.11.21

Learning from Flanders' mistakes and successes

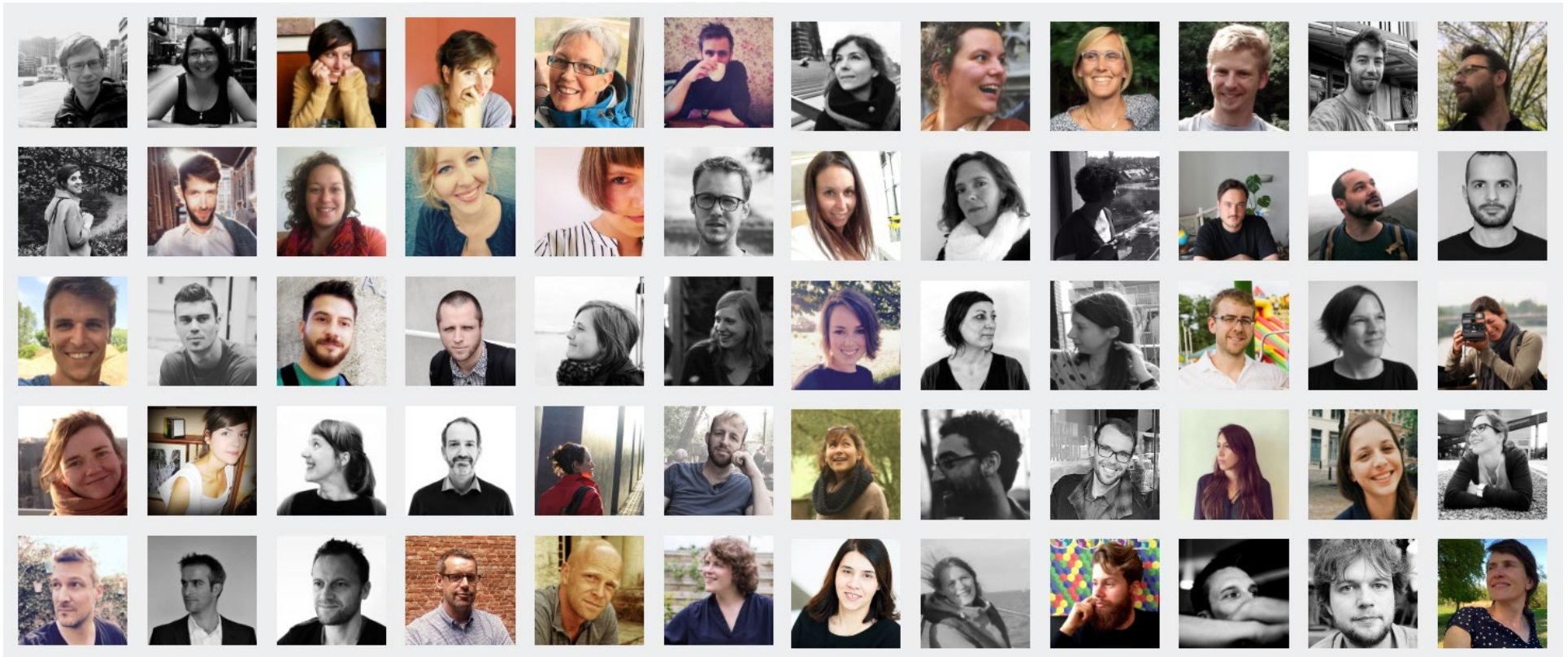
Johan Van Reeth





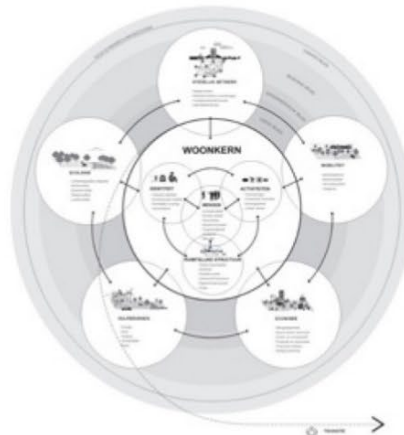
WE DO URBANISM !

Planning - Urban Design - Public Space - Mobility

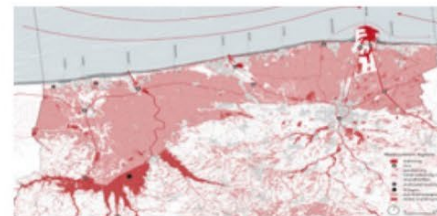




PROGRAM “STRONG CENTRES”



PROGRAM “INTEGRAL ECOSYSTEMS”





PROGRAM “SUSTAINABLE MOBILITY”



PROGRAM “DIVERSE REGIONS”





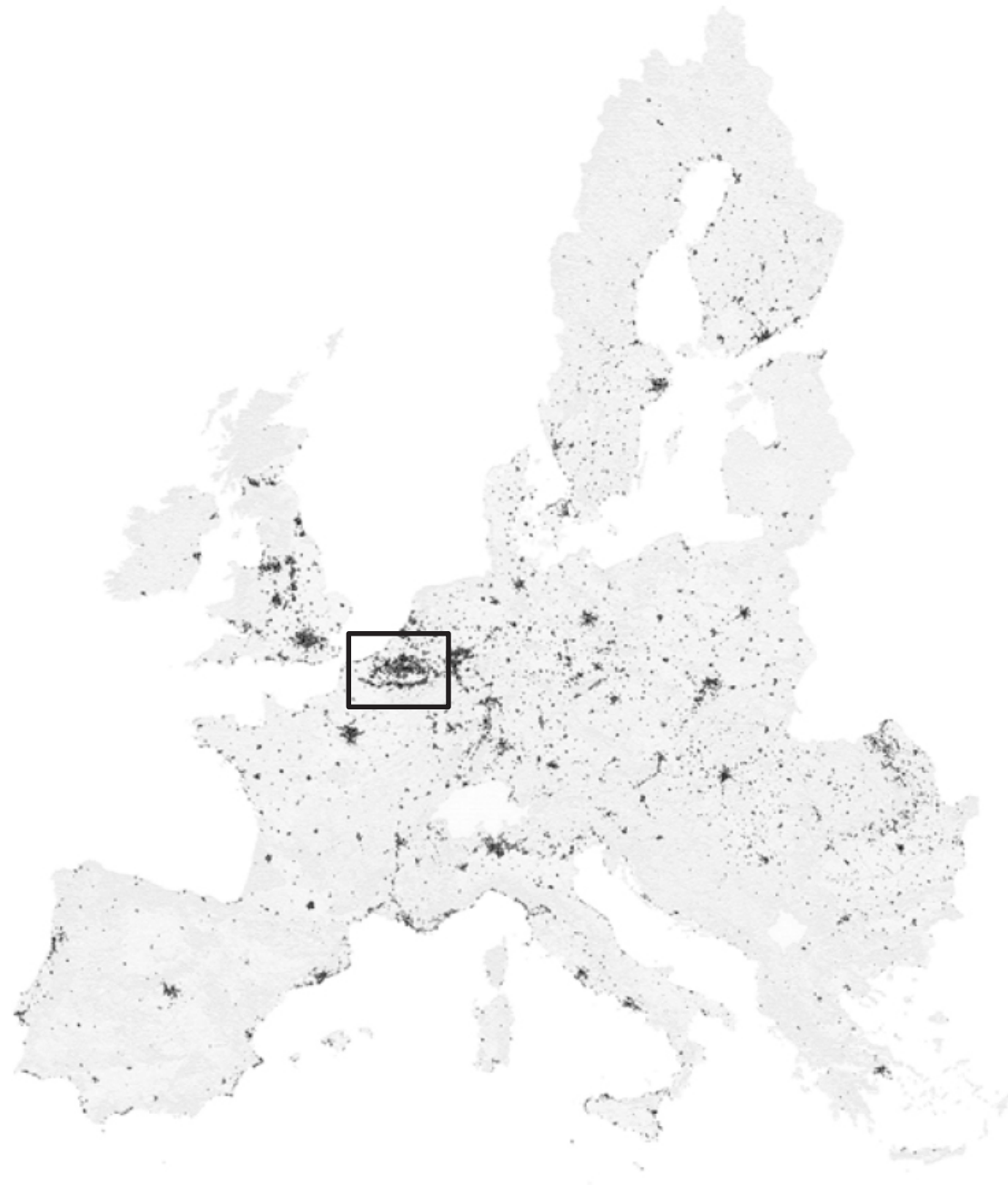
VIBRANT URBAN NEIGHBOURHOODS



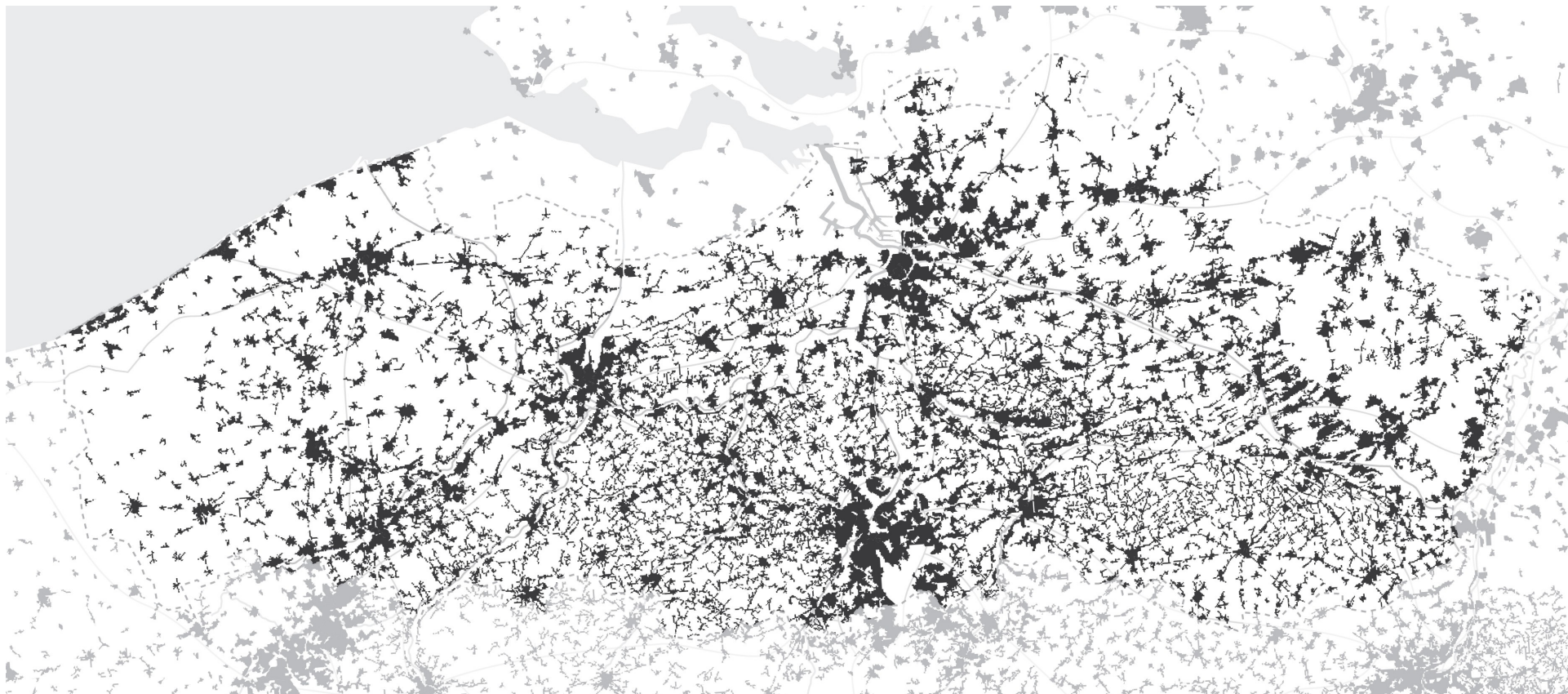


RESILIENT LIVING ENVIRONMENTS

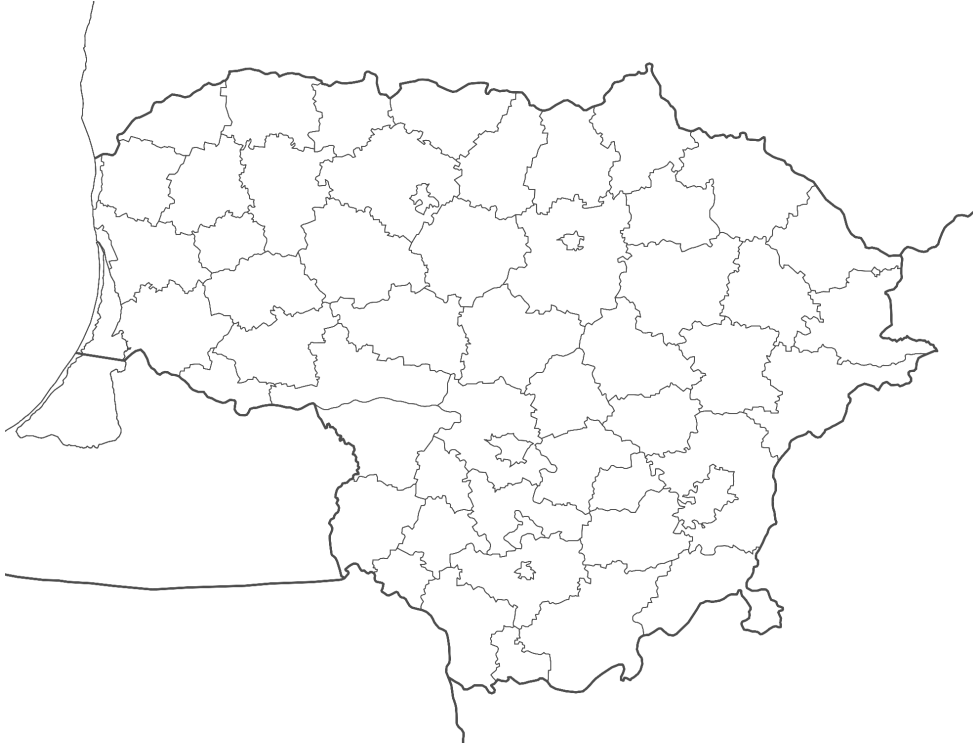








Flanders versus Lithuania



Lithuania

Population: **2.900.000 inhab.**

Surface: **65.300 km²**

SURFACE x5



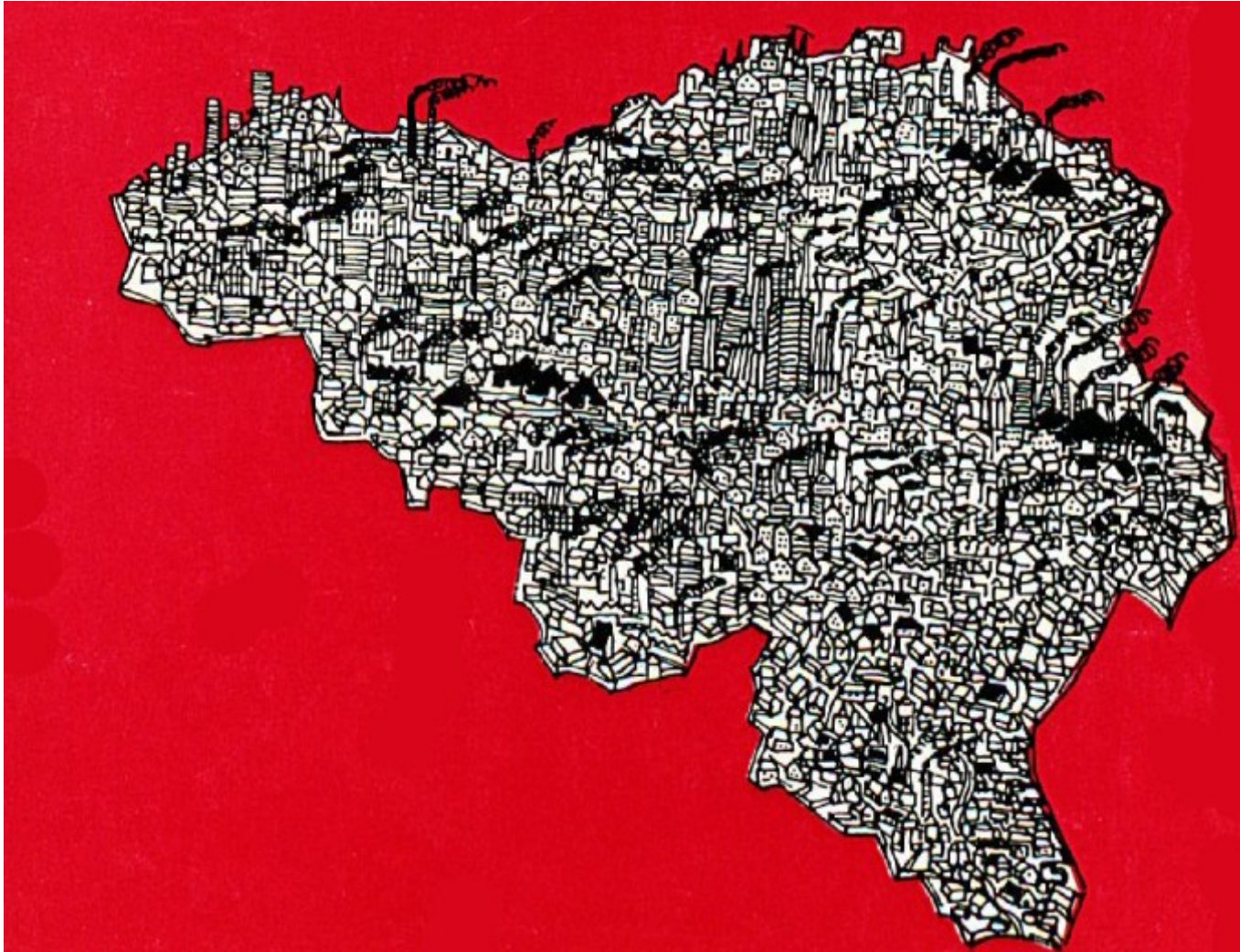
Flanders

Population: **6.300.000 inhab.**

Surface: **13.500 km²**

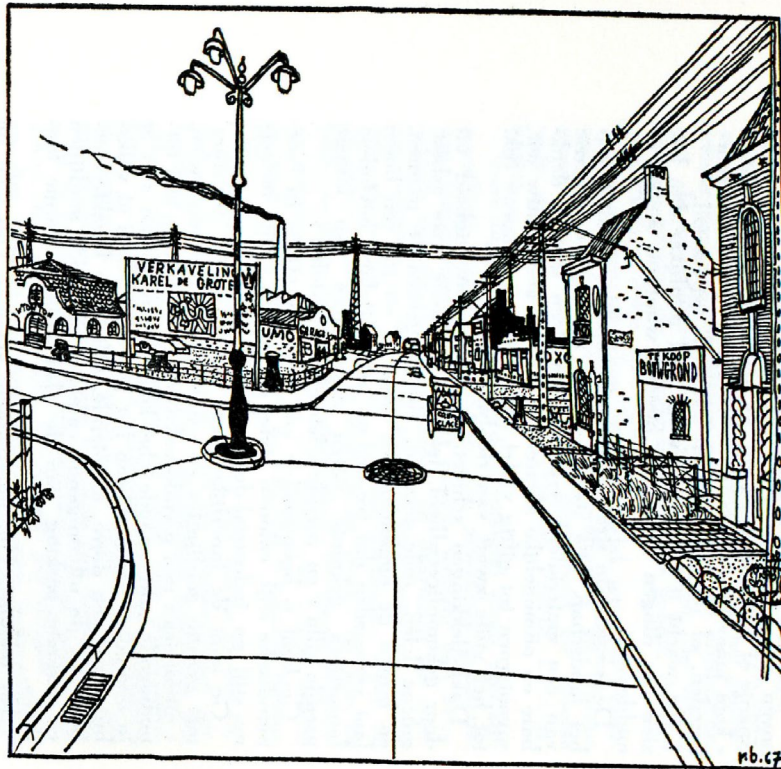
POPULATION x2,5

“The ugliest country in the world”
(Renaet Braem, 1968)



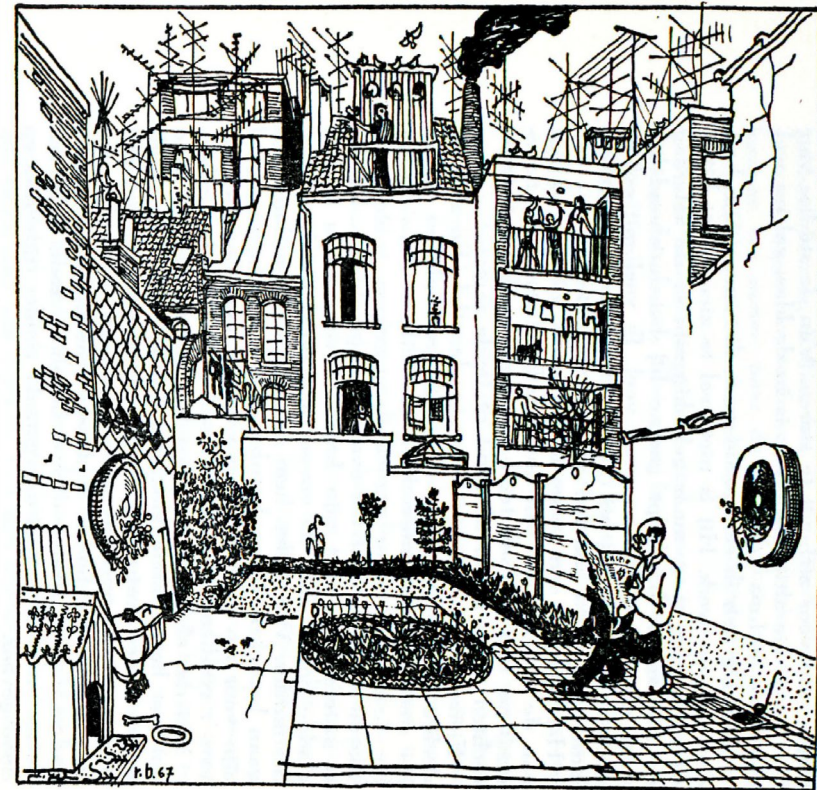
“The ugliest country in the world” (Renaet Braem, 1968)

“The countryside,
neither city nor village.”



Het platteland, noch stad, noch dorp.

“The individual garden, The reality
does not match the dream!”

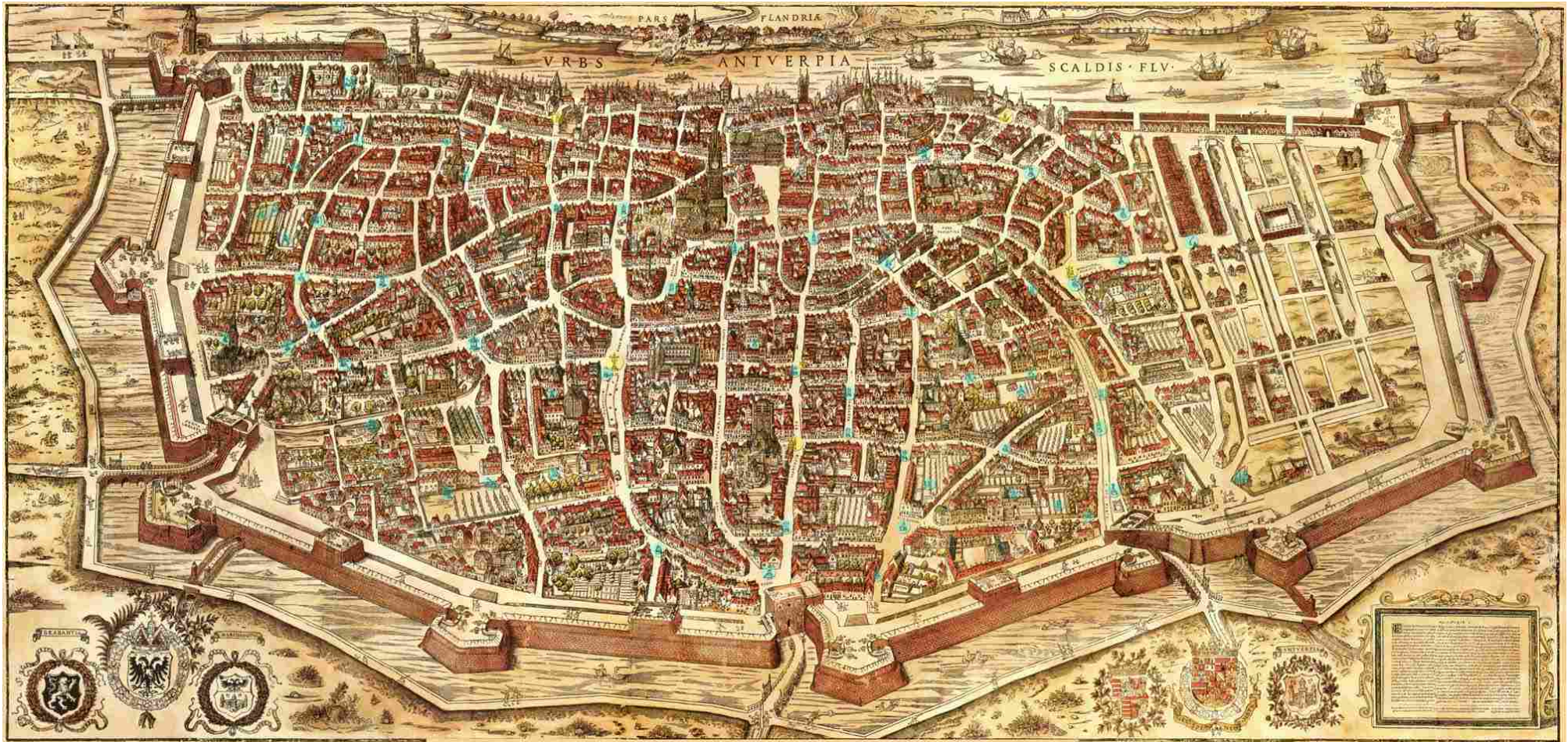


De individuele tuin. De werkelijkheid klopt niet met de droom!

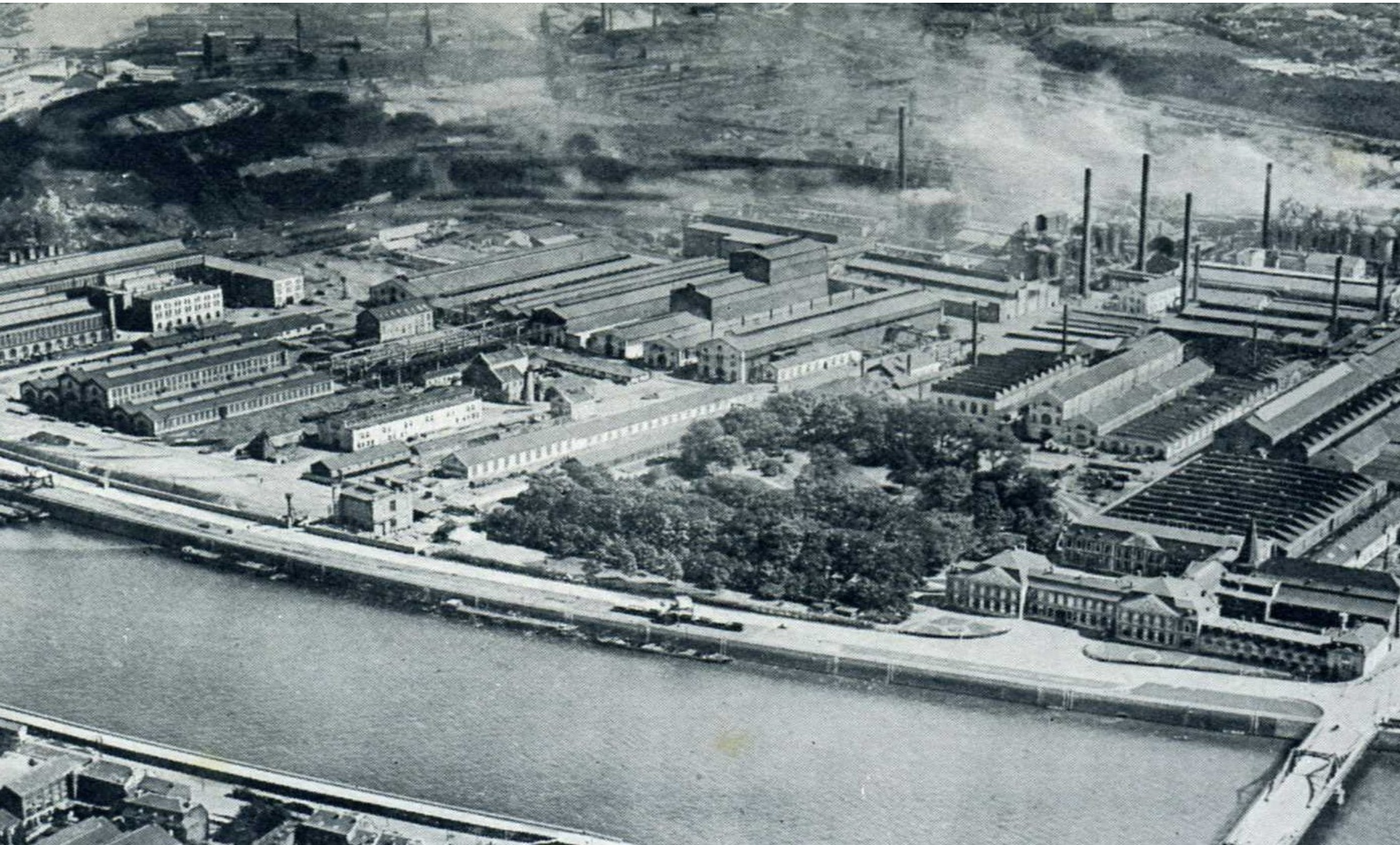
A BRIEF SPATIAL HISTORY



Middle ages: a country of cities



Industrialisation in Flanders' cities



Poor living conditions in the cities



Antwerps beluik in de Bredestraat rond 1920

A political agreement: housing the workers in the rural villages

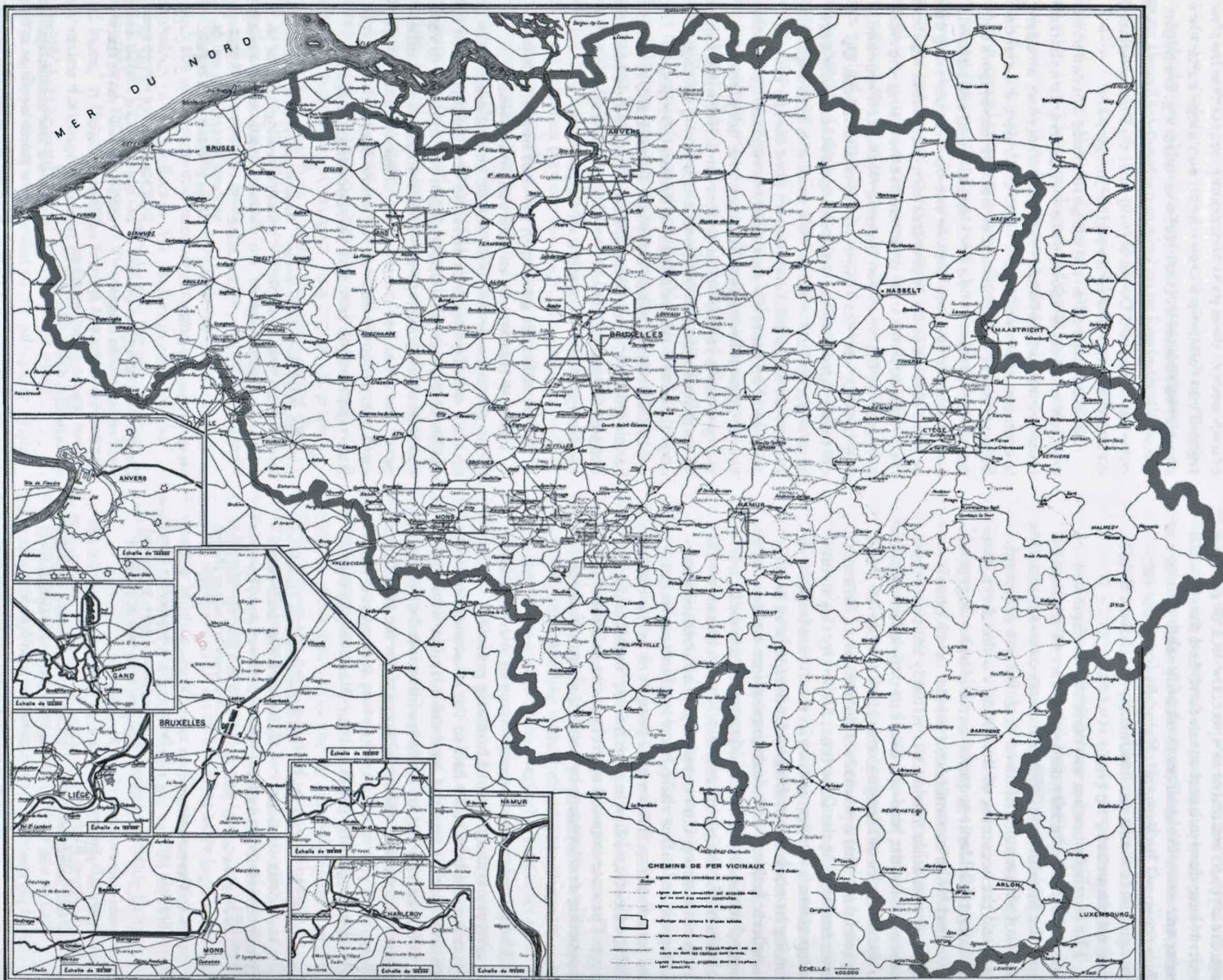


A tram or train in every village



The world's most dense rail network

Société Nationale des Chemins de Fer Vicinaux CARTE DES CHEMINS DE FER VICINAUX DE LA BELGIQUE Avril 1930



THE POST-WAR RECONSTRUCTION



Belgium: the battlefield of WW II

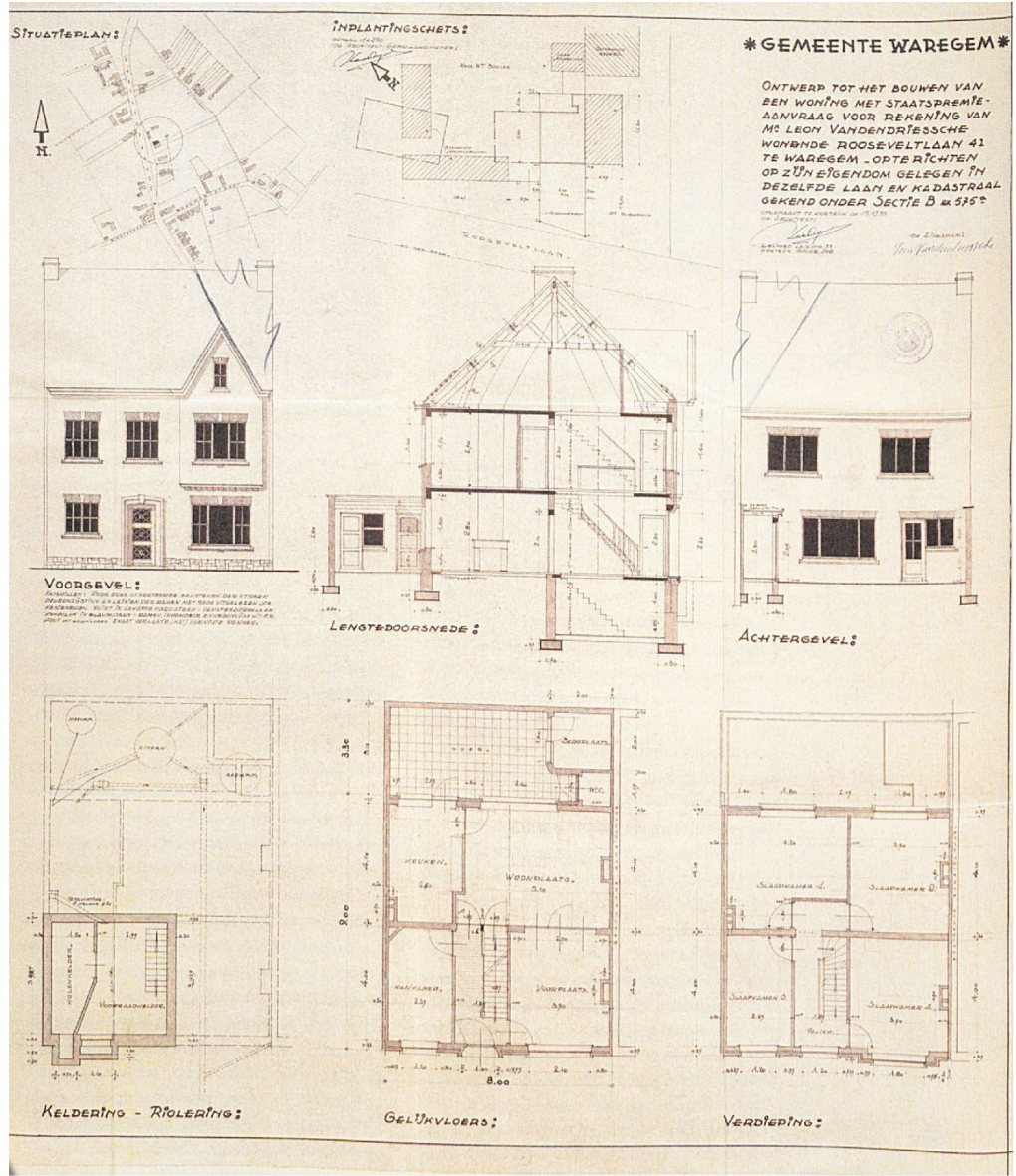


Subsidized individual housing



Subsidized individual housing

“Flemish people are born with a brick in their stomach”



Massive road construction programs



Modernistic social housing ...



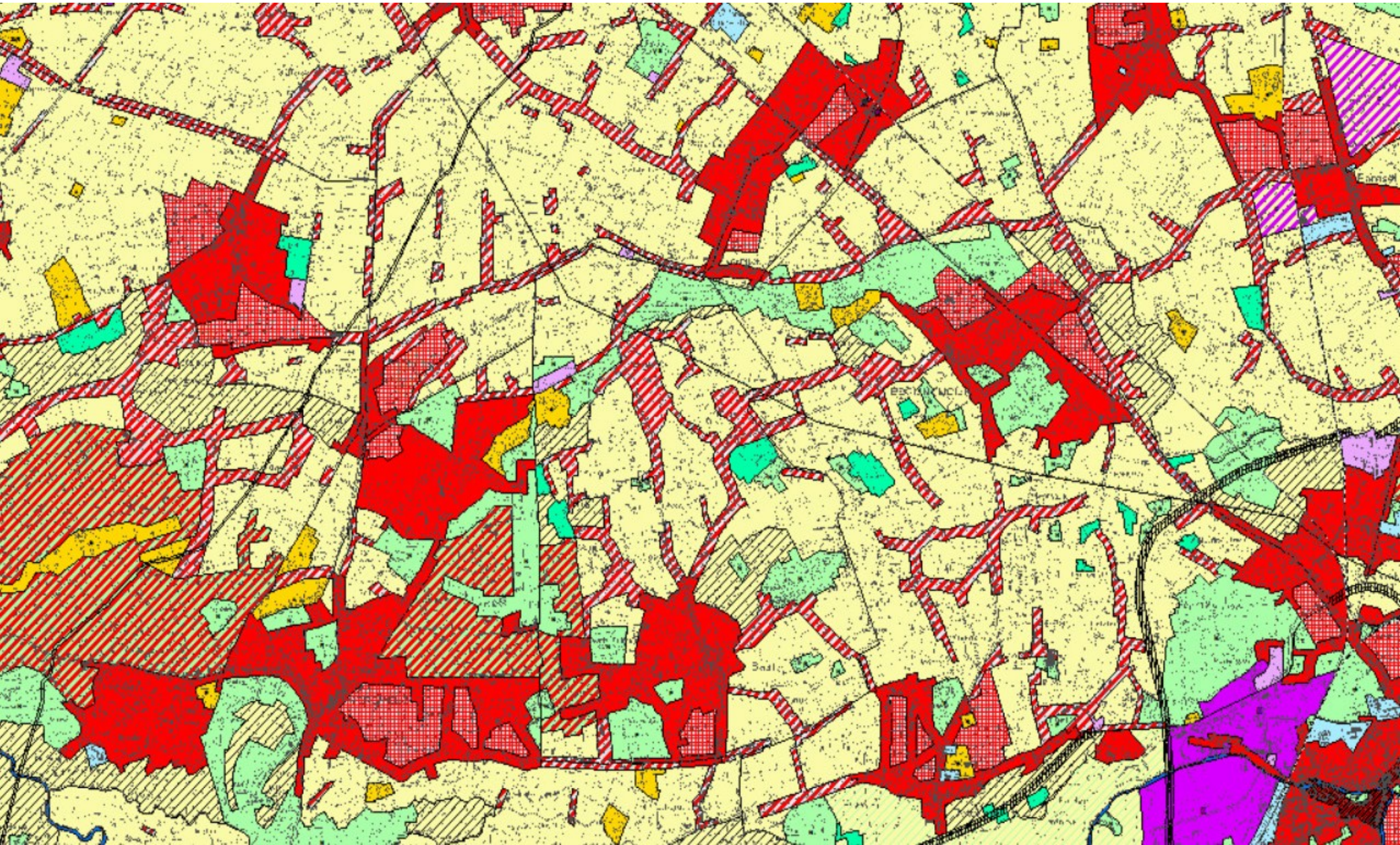
... versus the expression of individualism



An anti-urban attitude (70's – 80's)



Land use plans in the seventies: facilitating the peripherisation



Melancholy towards the rural past



THE MAJOR IMPACT OF PERIPHERISATION



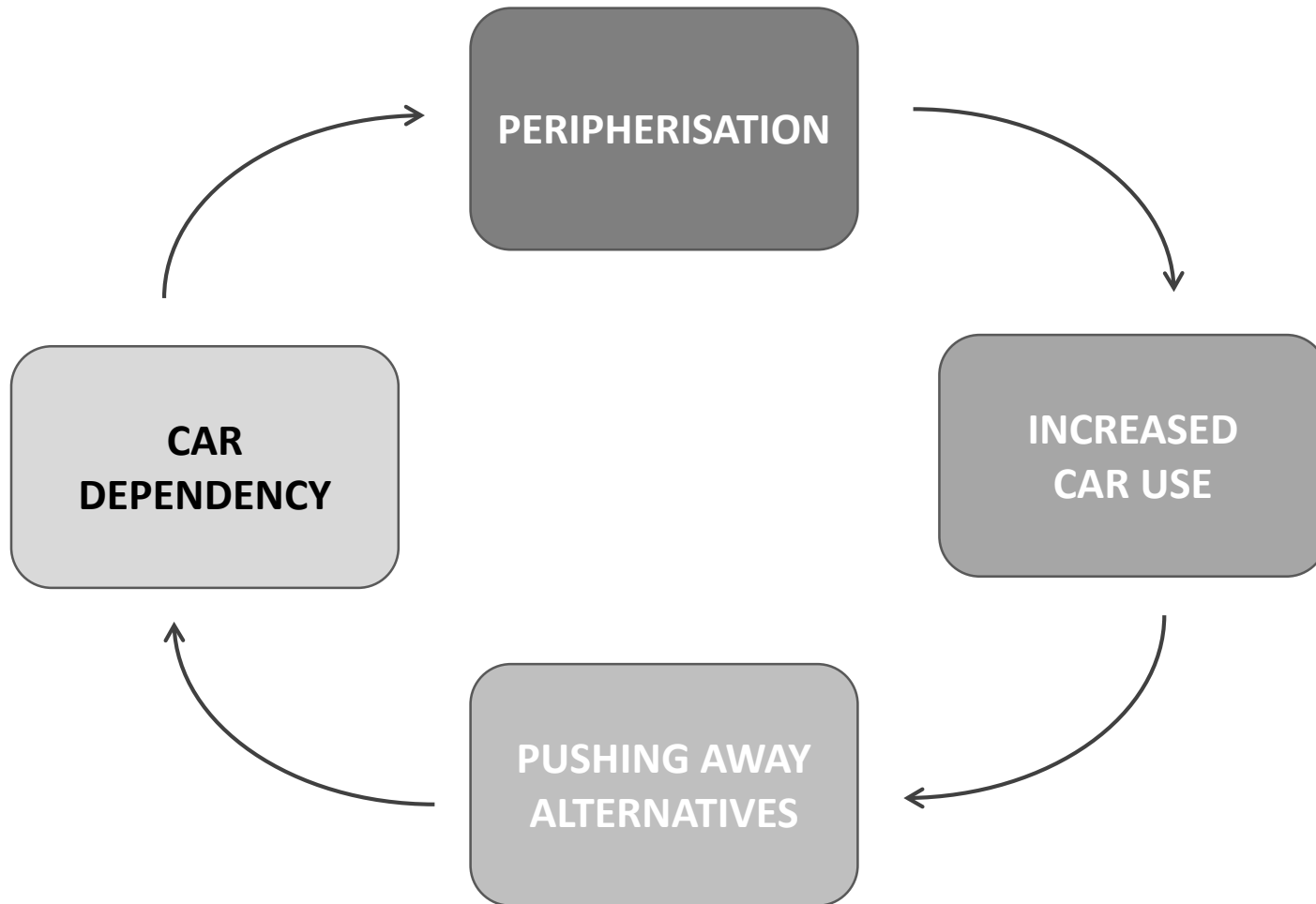
Peripherisation of services



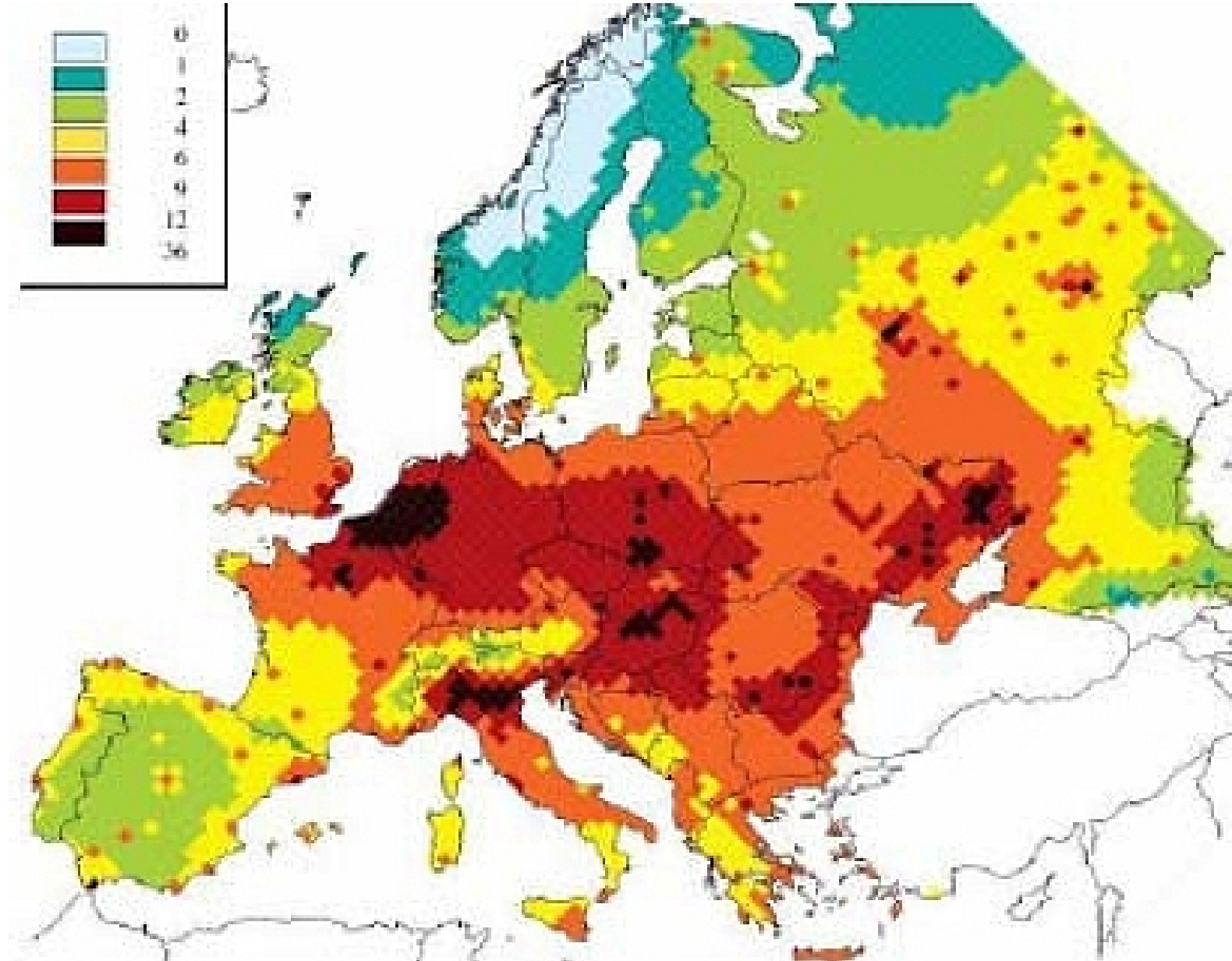
Europe's congestion champion



A downward spiral



Europe's most polluted air



Identity and liveability of villages under pressure



Decrease of services in villages and cities



Fragmentation of agricultural land



Fragmentation of ecological structures



Increasing flooding risk



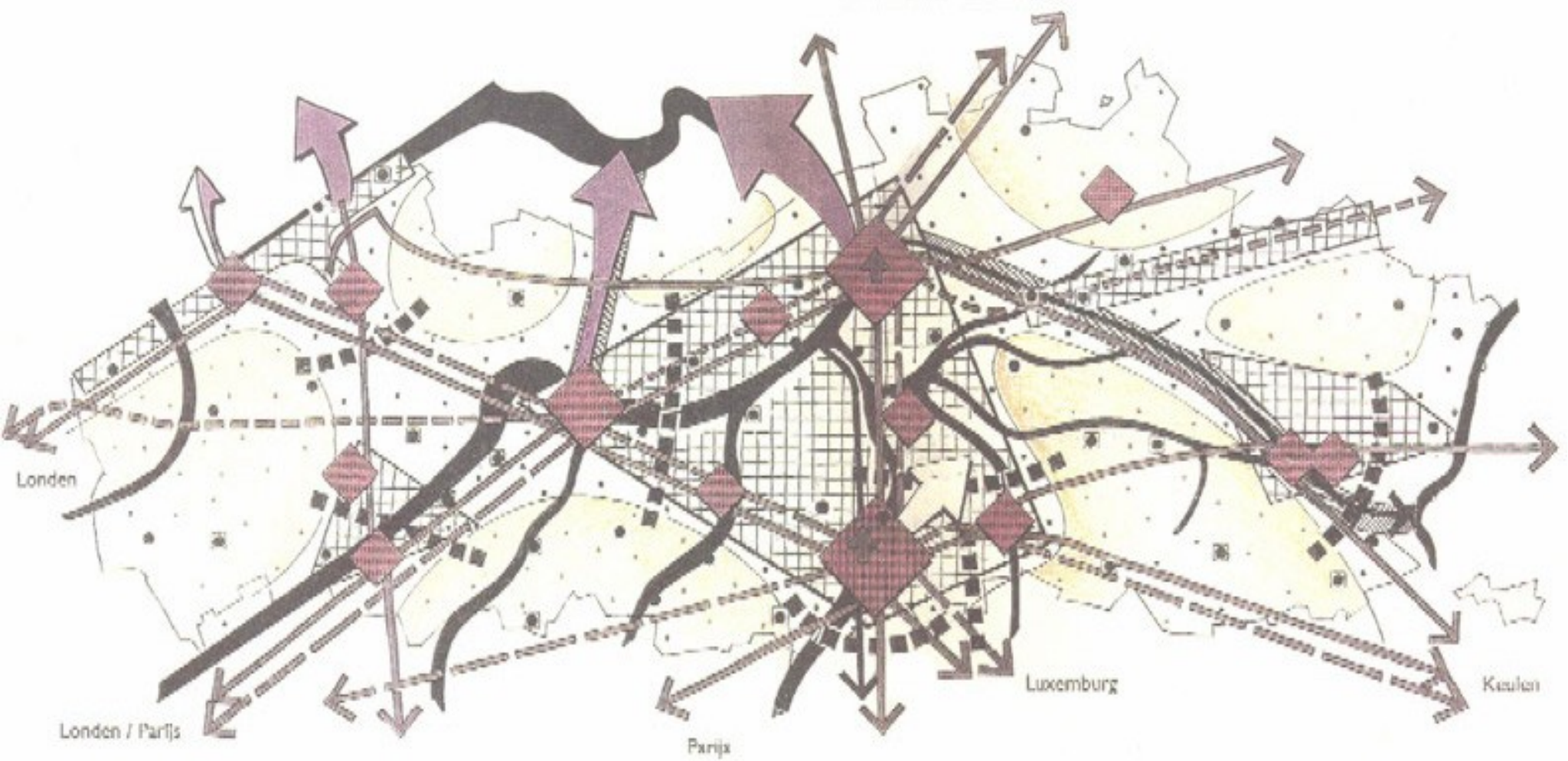
A FIRST TRY FOR CHANGE

1995 – 2015



Structure plan for Flanders (1997)

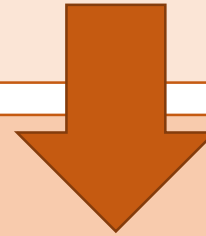
“Flanders: open and urban”



A passive, hierarchical planning system

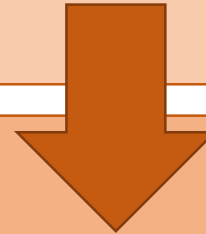
1 FLEMISH REGION

- High level guidelines
- Providing the legal framework
- Big distance from reality



5 PROVINCES

- Limited political power
- Limited responsibility



308 MUNICIPALITIES

- Mostly: lack of vision and political will
- Short term focus
- Major impact: delivering building permits !

LIMITED INTERVENTIONS BY PUBLIC AUTHORITIES

LACK OF COLLABORATION AND COHERENCE

Spatial planning

Mobility

Economy

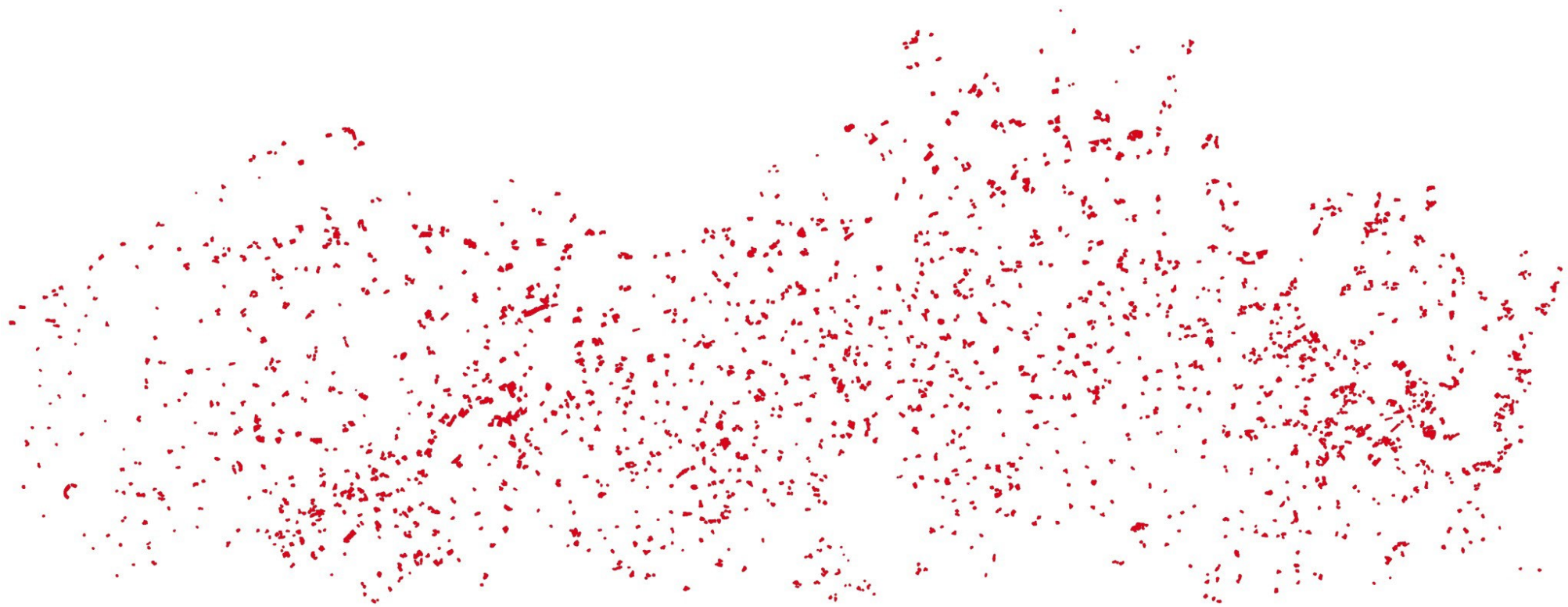
Housing

Green & water

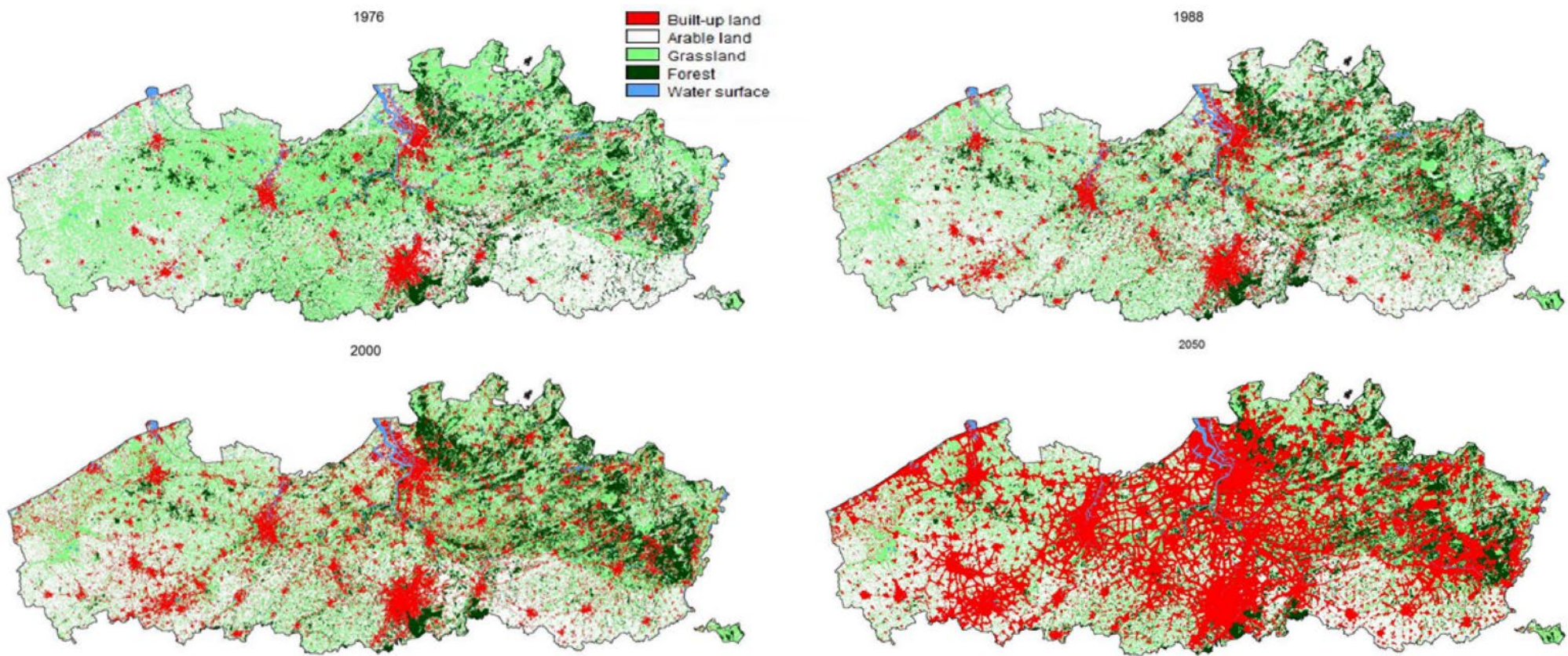
Agriculture

Energy

A dramatic overstock of buildable land



Peripherisation ongoing:
7 hectares of new developed land per day !



Revival of the cities: urban renewal



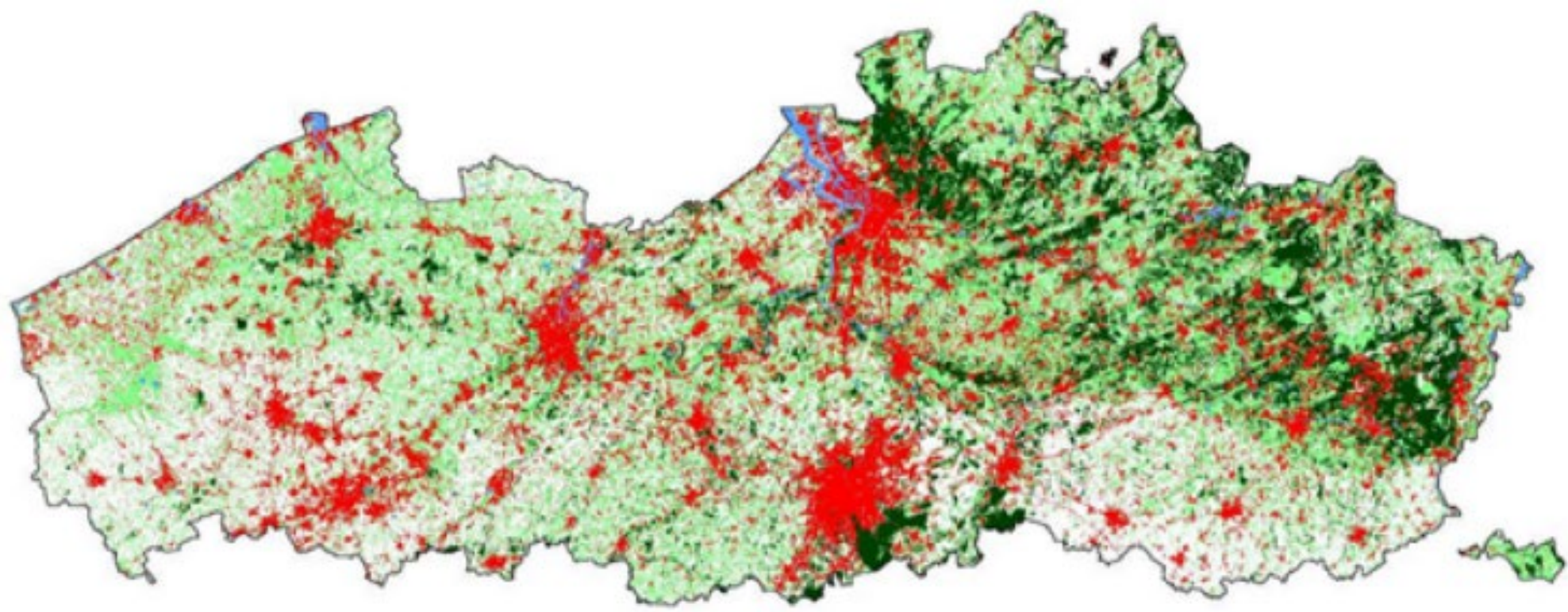
Station area, Leuven

A NEW, STRATEGIC METHODOLOGY 2015 >



Different challenges

In whole Flanders: problem of peripherization



WEST:

AGING POPULATION
SCHRINKING VILLAGES

CENTER:

UNCONTROLLED GROWTH
CONGESTION

EAST:

STABILIZING POPULATION
LACK OF STRONG CITIES

A strategic spatial vision for Flanders: ambition

TRANSFORMING OUR SPACE



BETTER USE OF THE ACTUAL BUILD SPACE

SAVING OUR REMAINING OPEN SPACE

A STRONG
INTERNATIONAL REGION

HIGH QUALITY OF LIFE

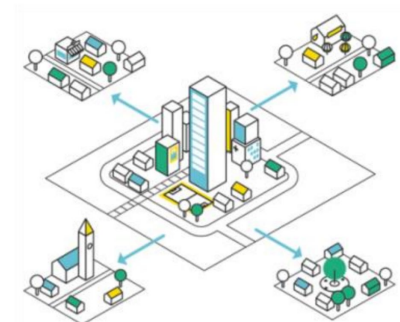
PERFORMANT AND
SUSTAINABLE TRANSPORT

ENSURING BIODIVERSITY
AND FOOD PRODUCTION

MAKING THE REGION
CLIMATE PROOF

A strategic spatial vision for Flanders: Goals

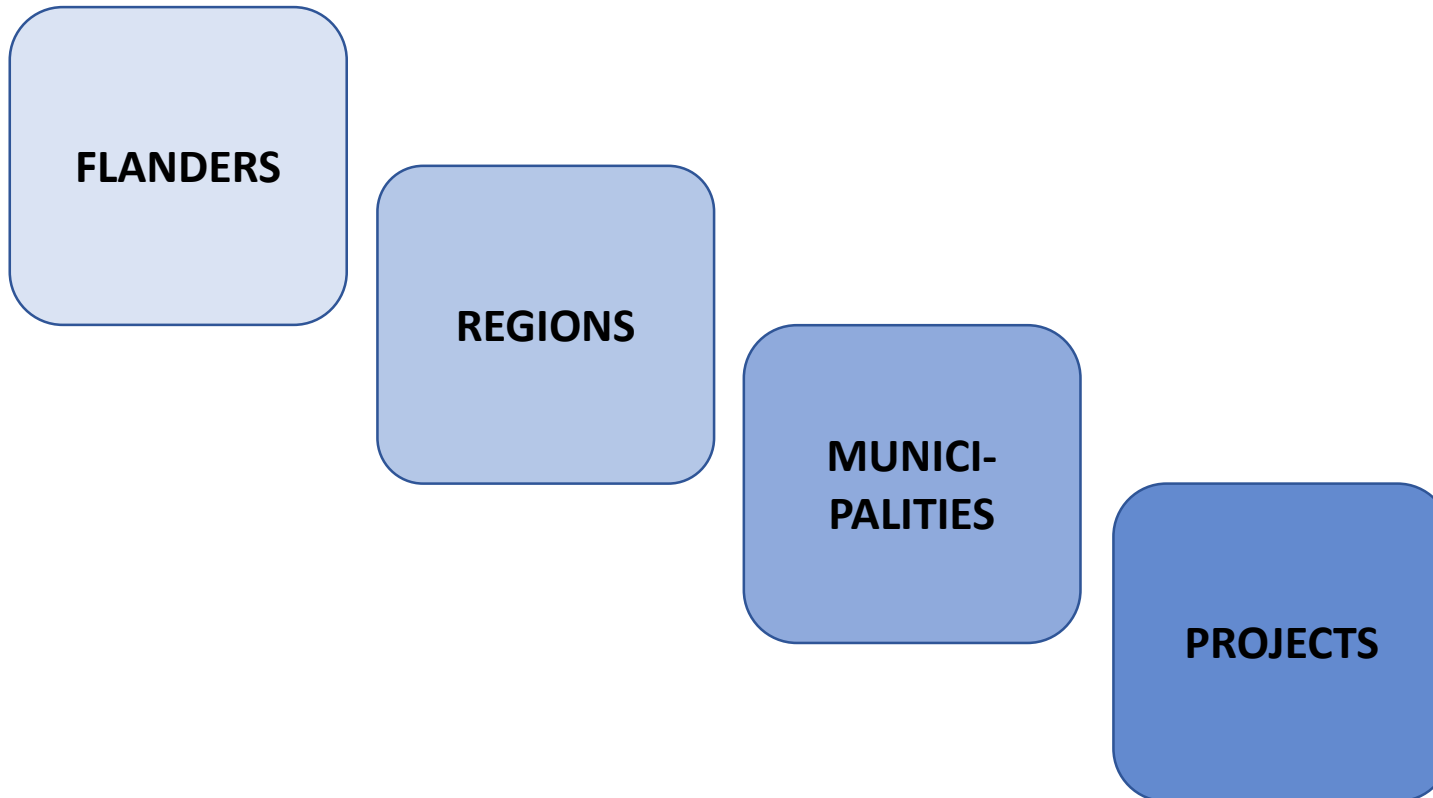
1. **REDUCING OUR SPACE CONSUMPTION: ZERO INCREASE BY 2040**
2. **MIXED URBAN ECONOMY AND ENERGY NETWORKS**
3. **ATTRACTIVE CITIES AND VILLAGES**
4. **DENSIFYING MULTIMODAL NODES**
5. **CREATING RESILIENT OPEN SPACE**
6. **GREENBLUE NETWORKS**
7. **INTEGRATED REGIONAL COLLABORATION**



Operation on different scale levels

SUBSIDIARITY:

KEEP ONLY ON A “HIGHER” SCALE
WHAT CAN NOT BE TAKEN UP BY A “LOWER” SCALE

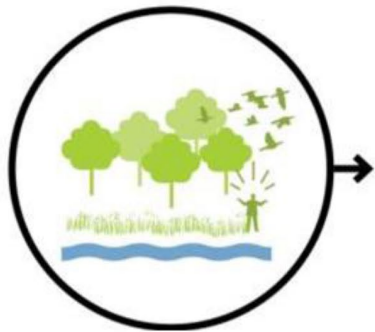


THE SPATIAL SYSTEM APPROACH

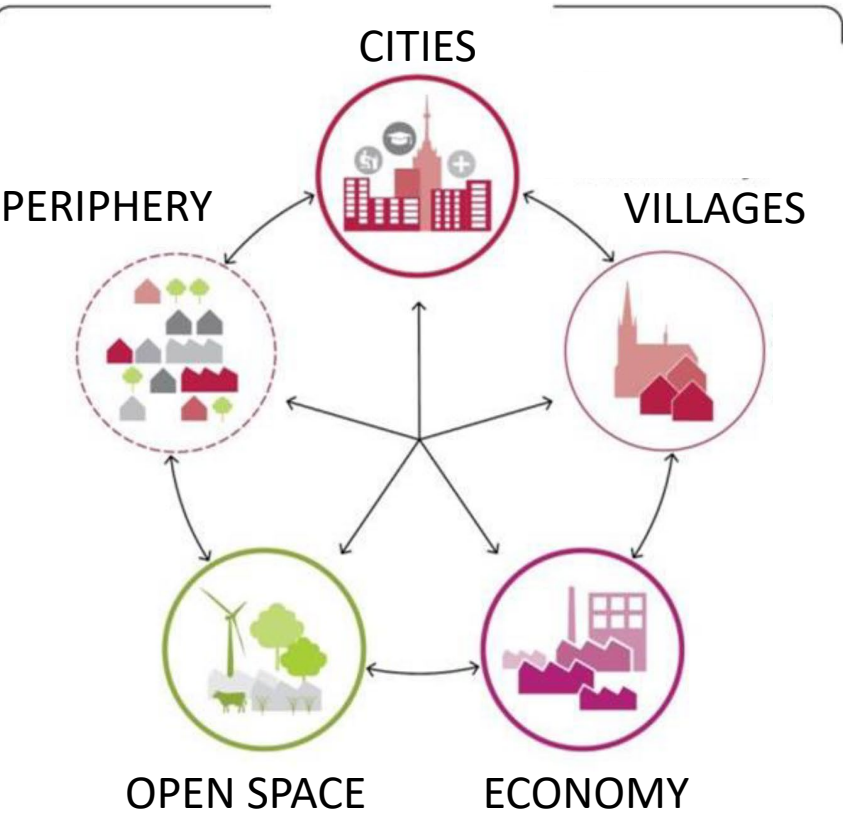


Understanding our living environment

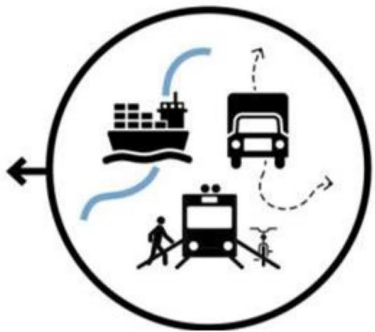
NATURAL SYSTEM



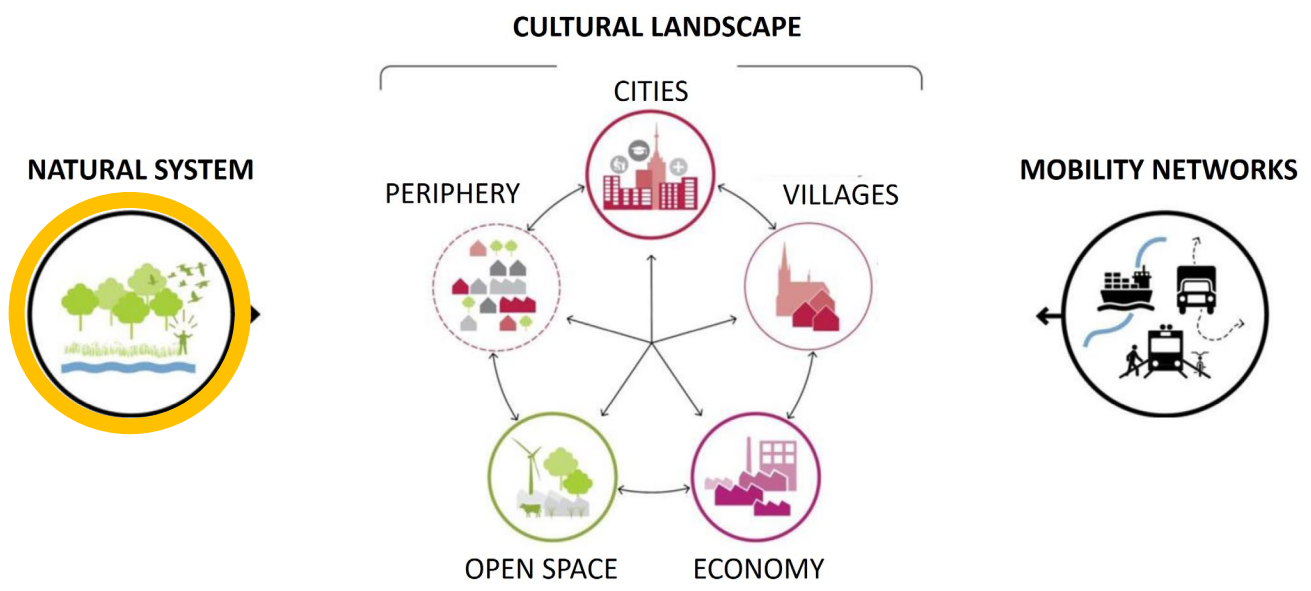
CULTURAL LANDSCAPE



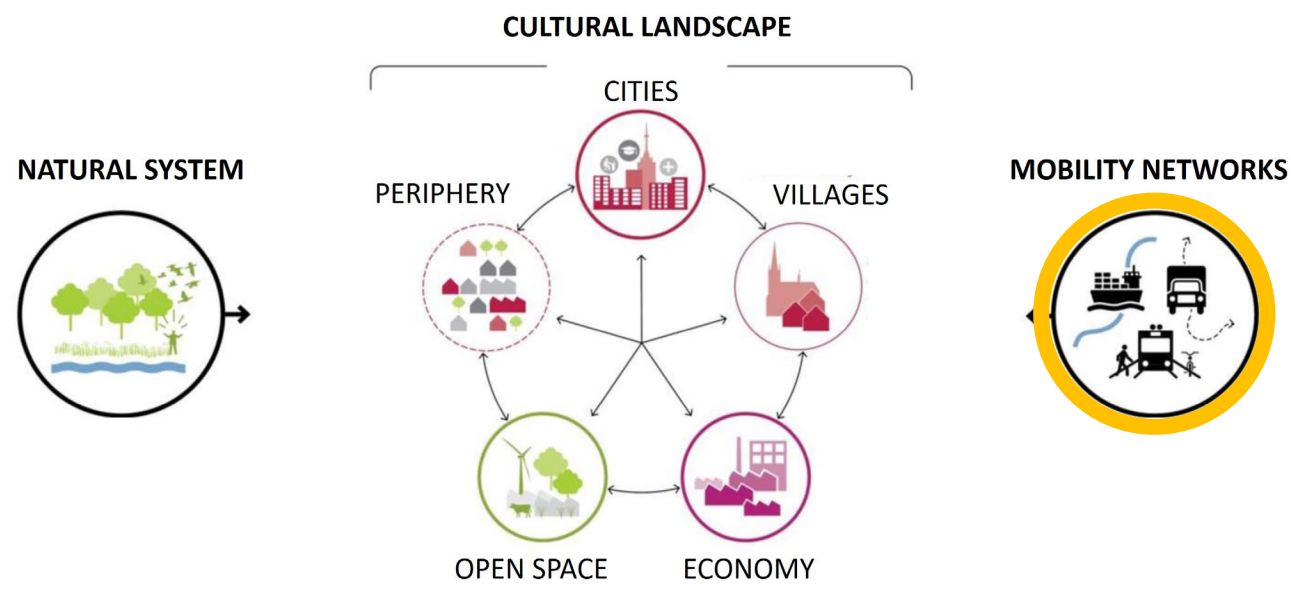
MOBILITY NETWORKS



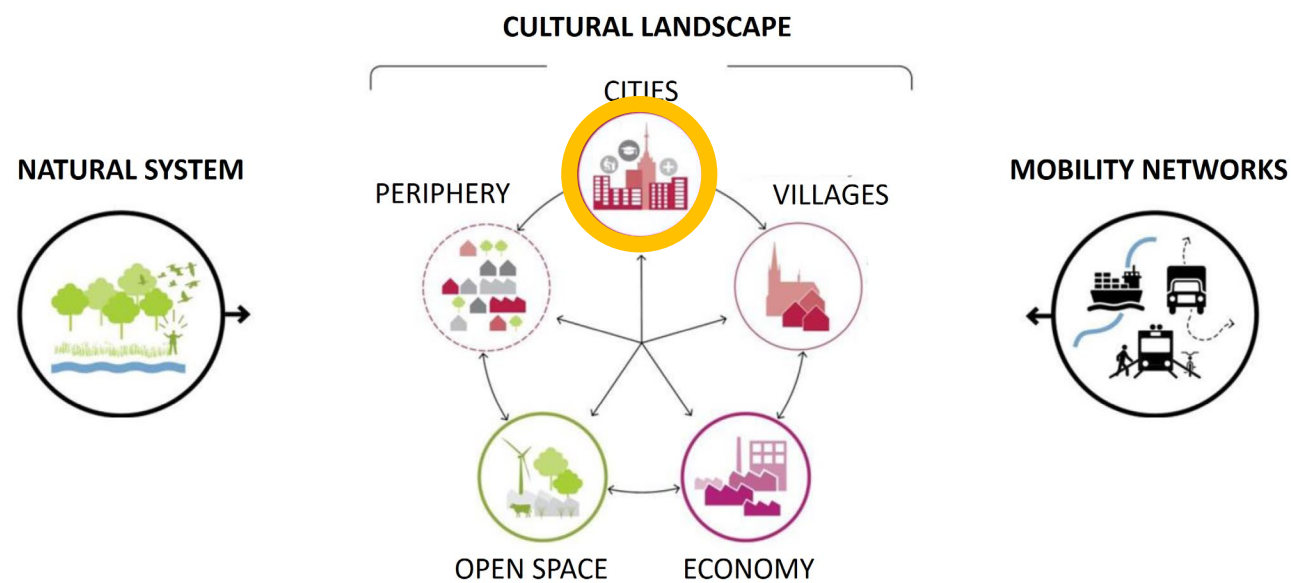
Preserving the natural system



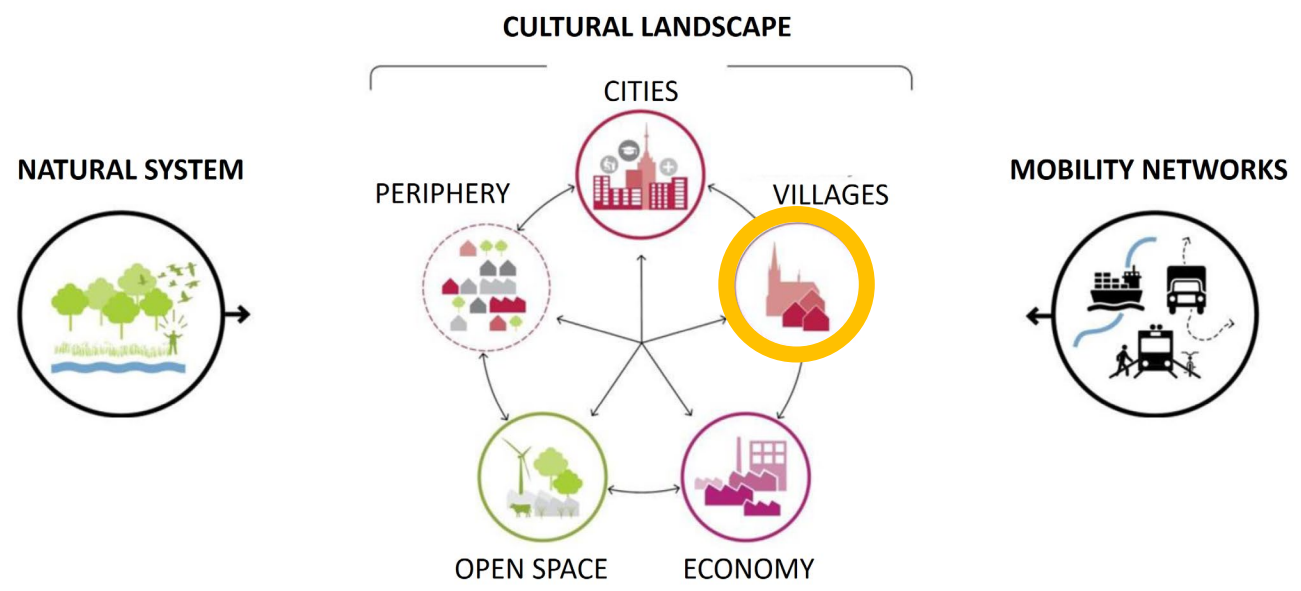
Performant mobility networks



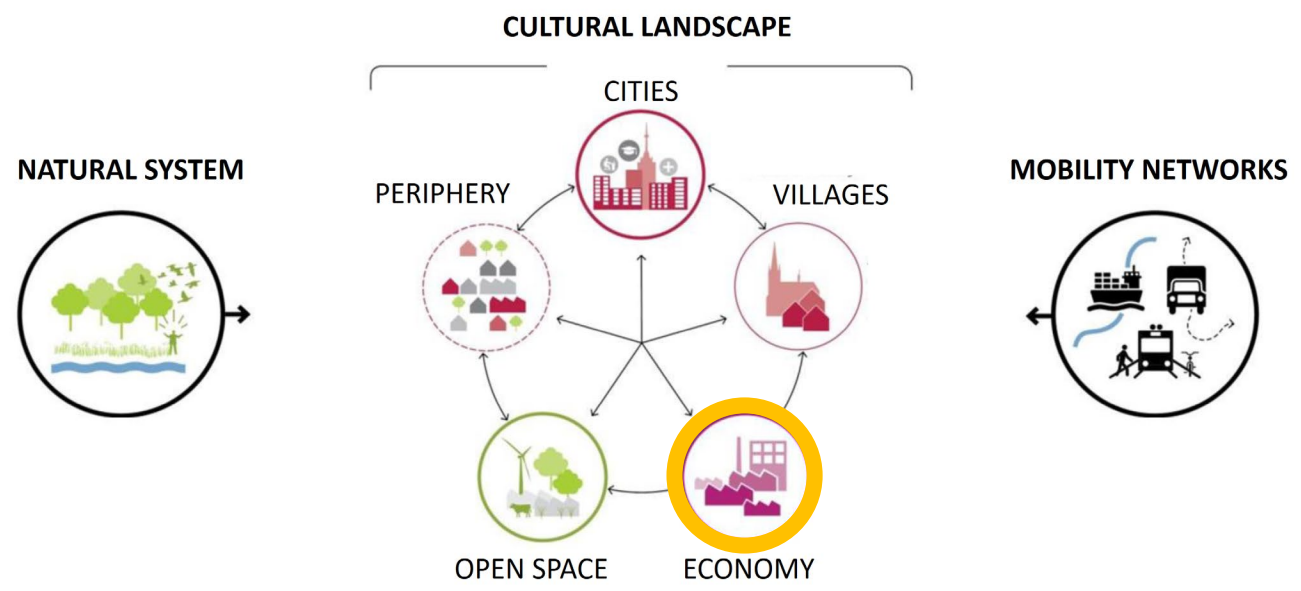
Developing vibrant cities



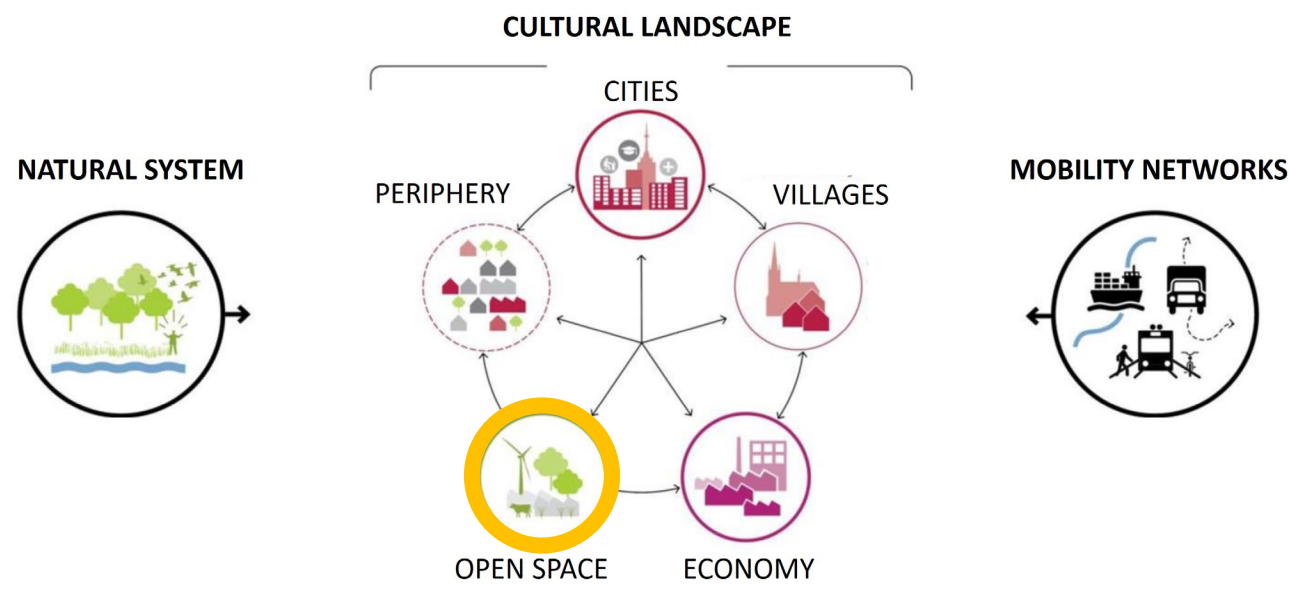
Strengthening the villages



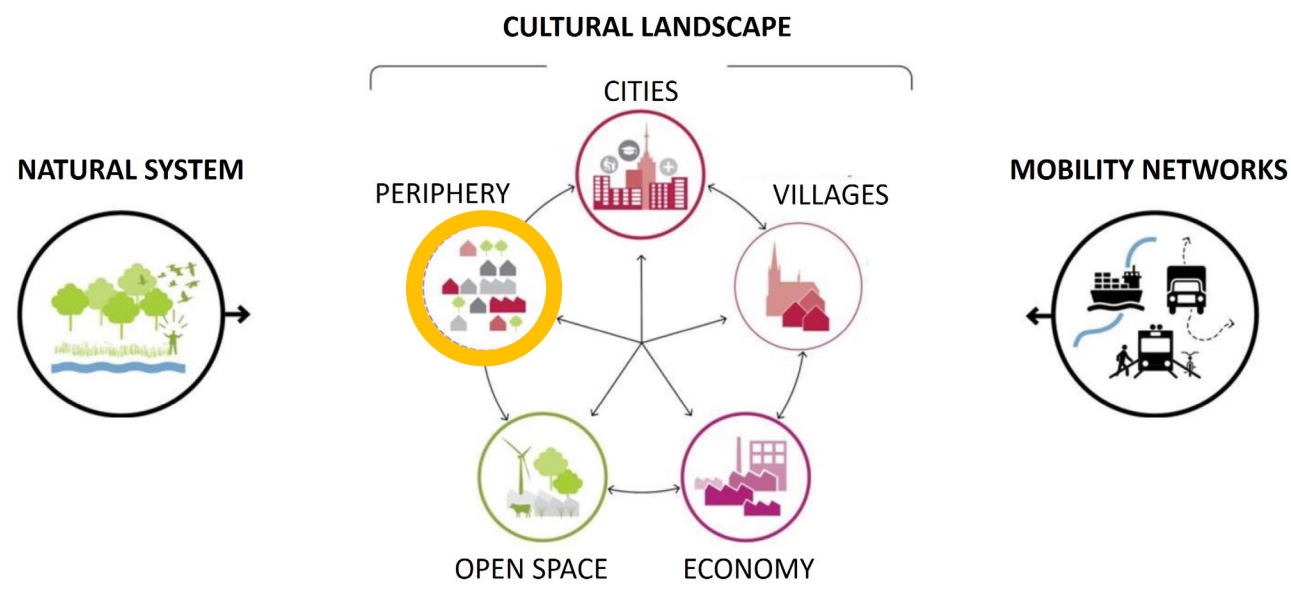
Future-oriented economic infrastructure



Creating a productive open space



Consolidating & decreasing the periphery



A REGIONAL STRATEGY



A pilot project for the Leuven area



35 municipalities
600.000 inhabitants

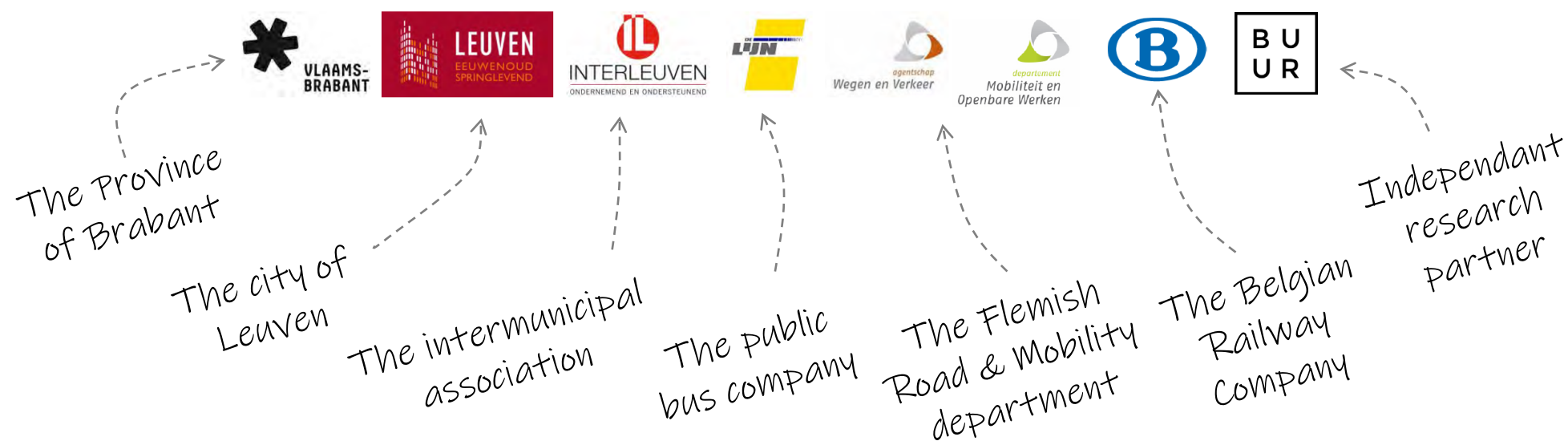
A strong partnership

Subsidized by
the Flemish Minister
of Spatial Planning



REGIONET LEUVEN

A strategic project
on regional collaboration
around spatial and mobility planning

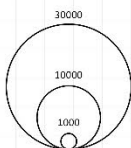
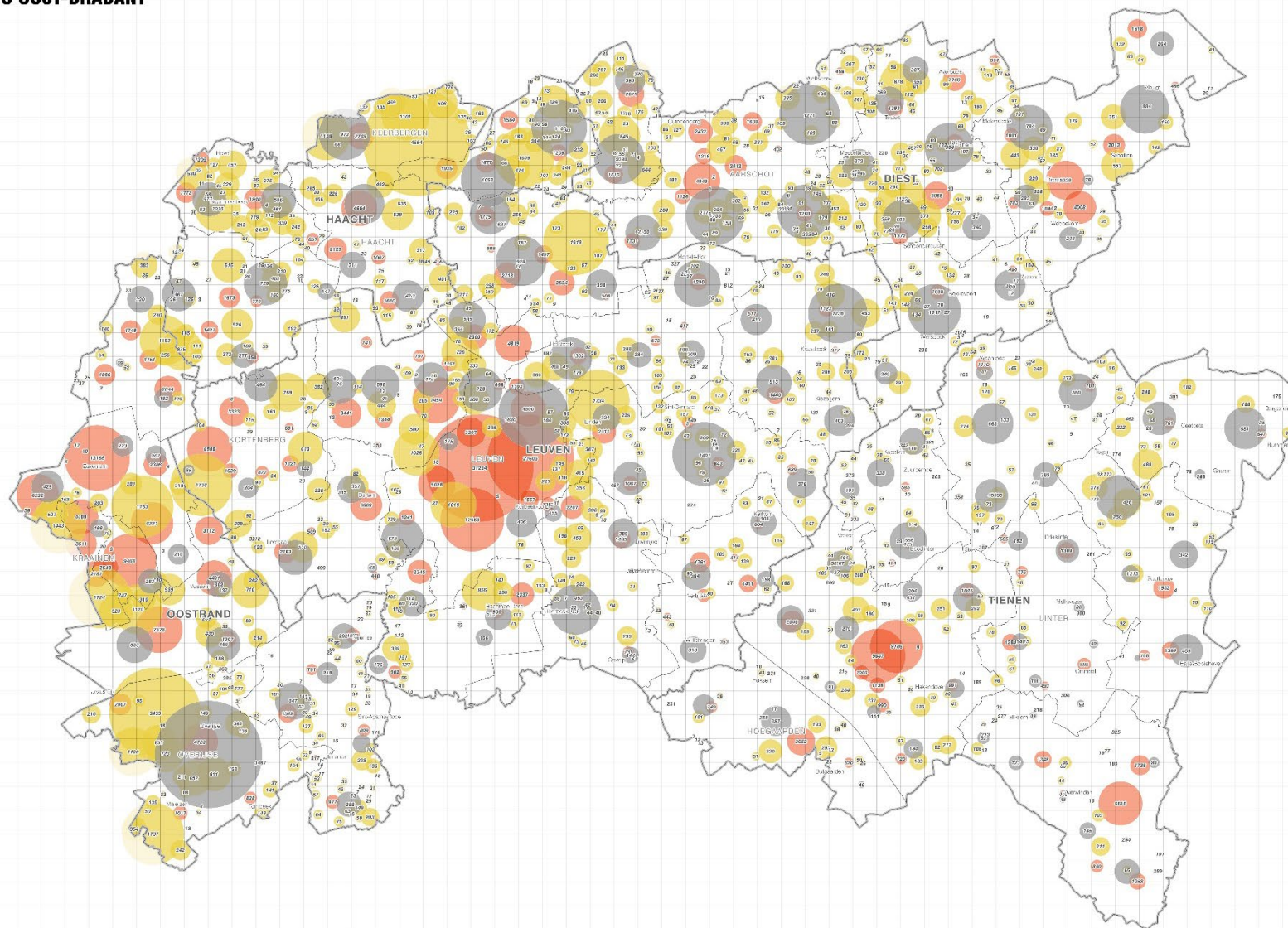


1/3 of all people live outside cities or villages

INWONERS REGIO OOST-BRABANT
(2017)

SPREIDING VAN INWONERS

- Steden, dorpskernen
- Woonparken, fragmenten
- Buitengebied (open ruimte)



0 5 10 km

The mobility issue



+7% inhabitants

of which

+35% elderly

+10% households

of which

-1% households 3+

An impactful approach on three scales

ON A REGIONAL SCALE

Coherent long term vision

Linking urban & mobility
planning, housing, open
space

Execution program &
budgets

ON A LOCAL SCALE

Strengthening
villages and cities

A strong spatial strategy

Coherent urban policy

ON A PROJECT SCALE

Integrated approach

Aiming for spatial quality

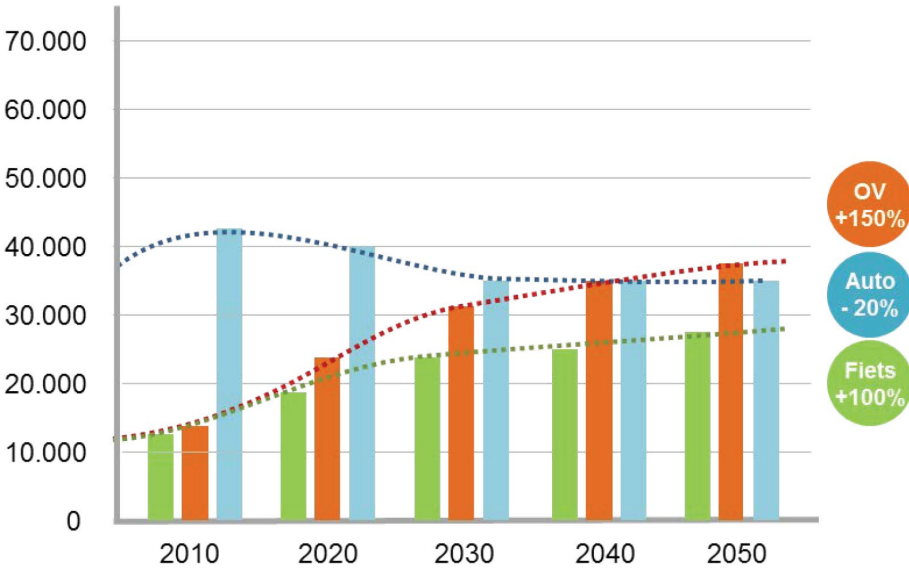
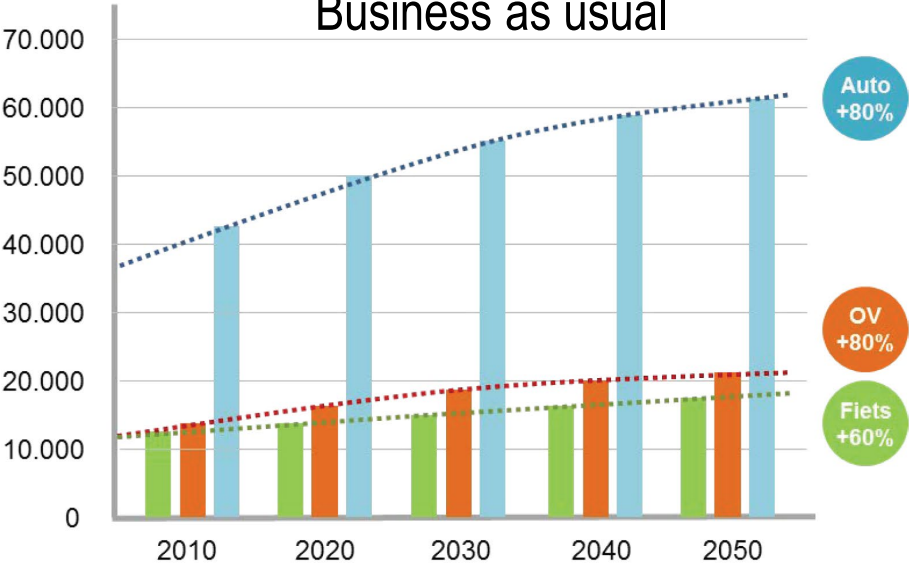
Economic leverage
for public investments

A sustainable modal shift

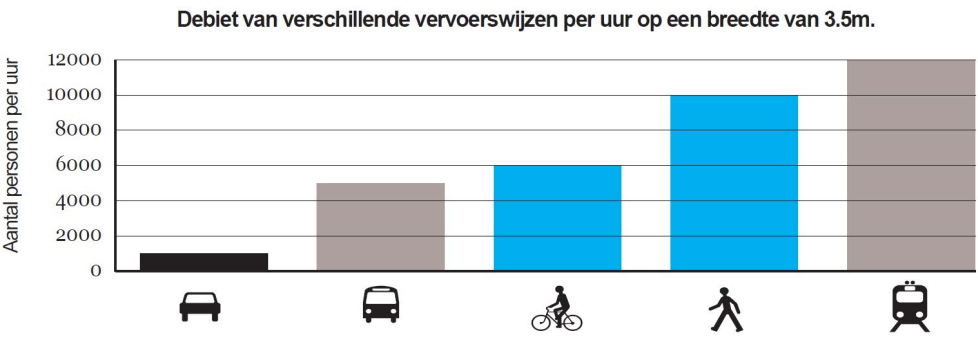
Ambitie 2030



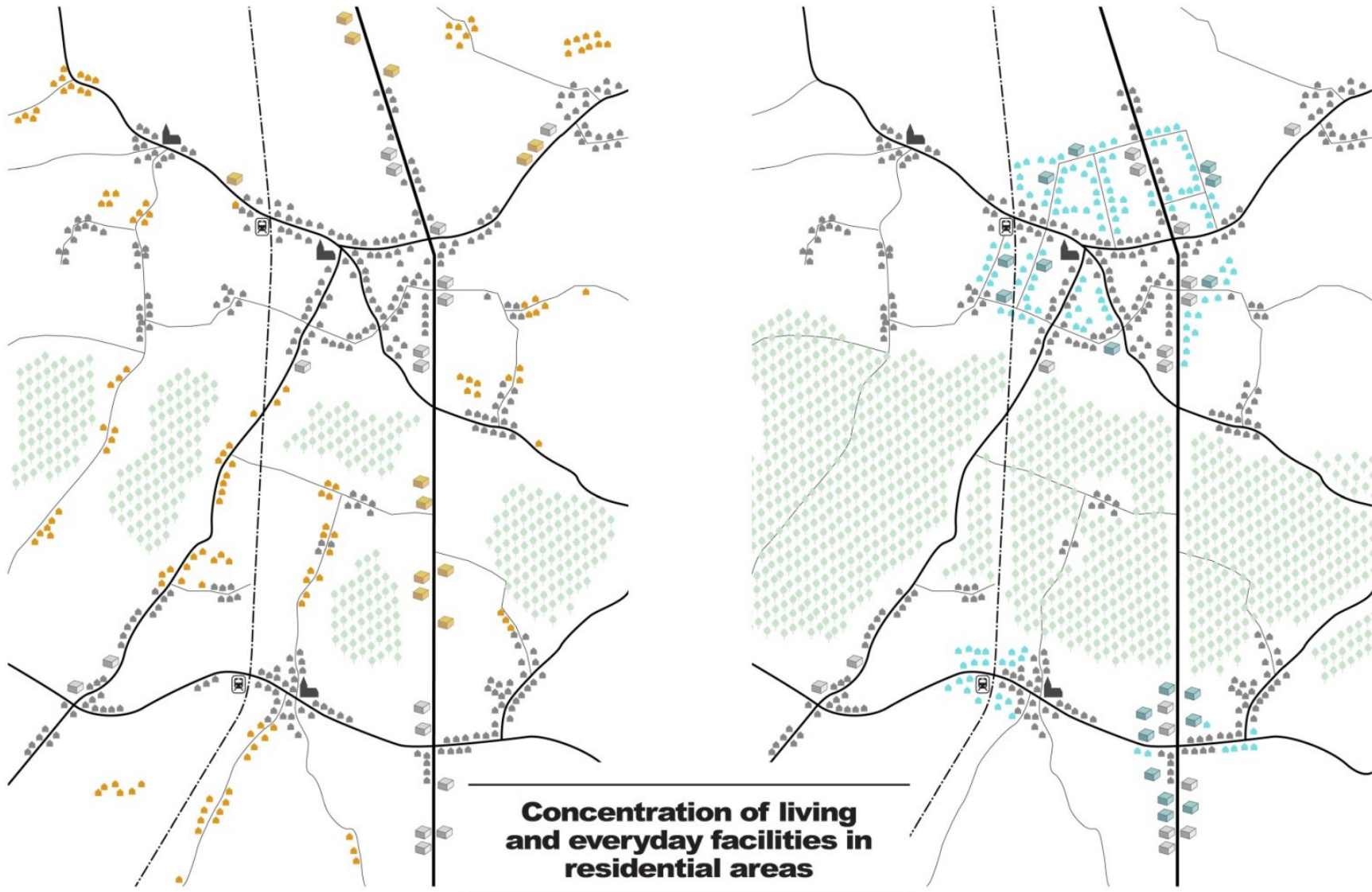
Business as usual



Smart use of available infrastructure

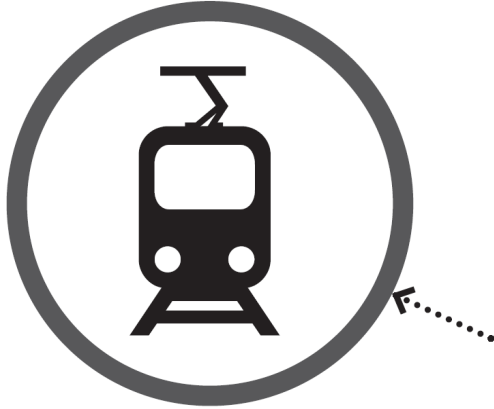


Densifying around multimodal nodes

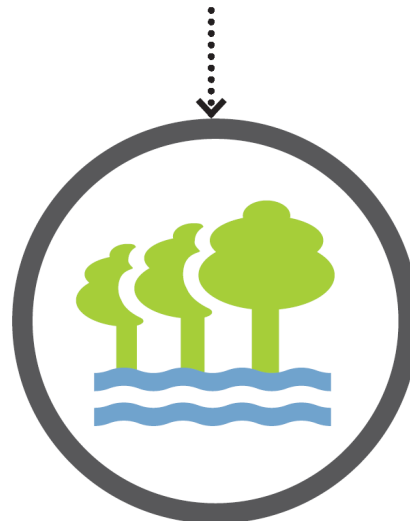
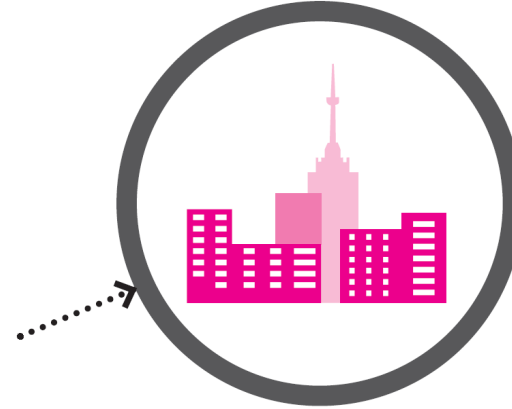


Combining three ambitions

MODAL SHIFT



DENSIFY

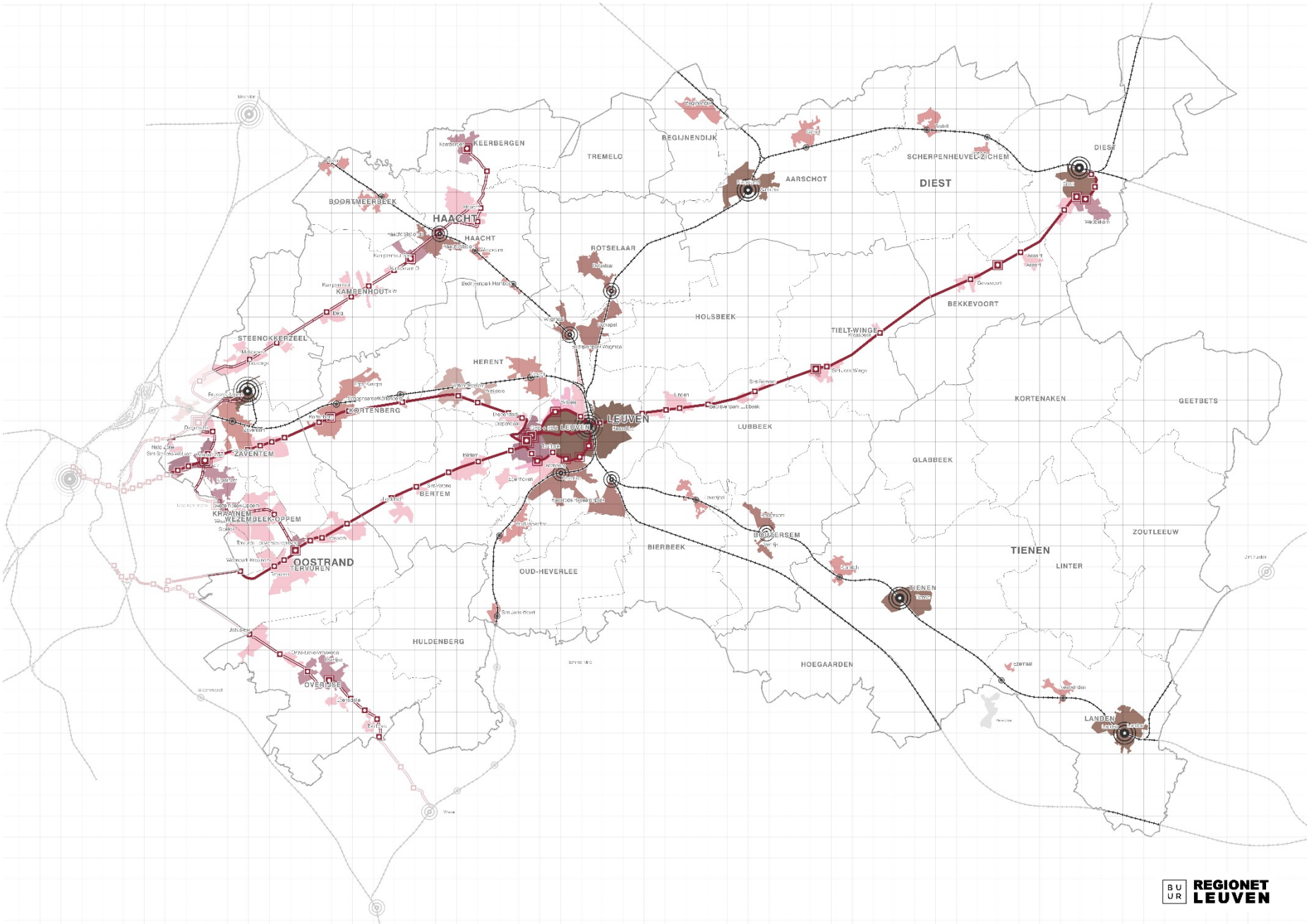


PROTECT

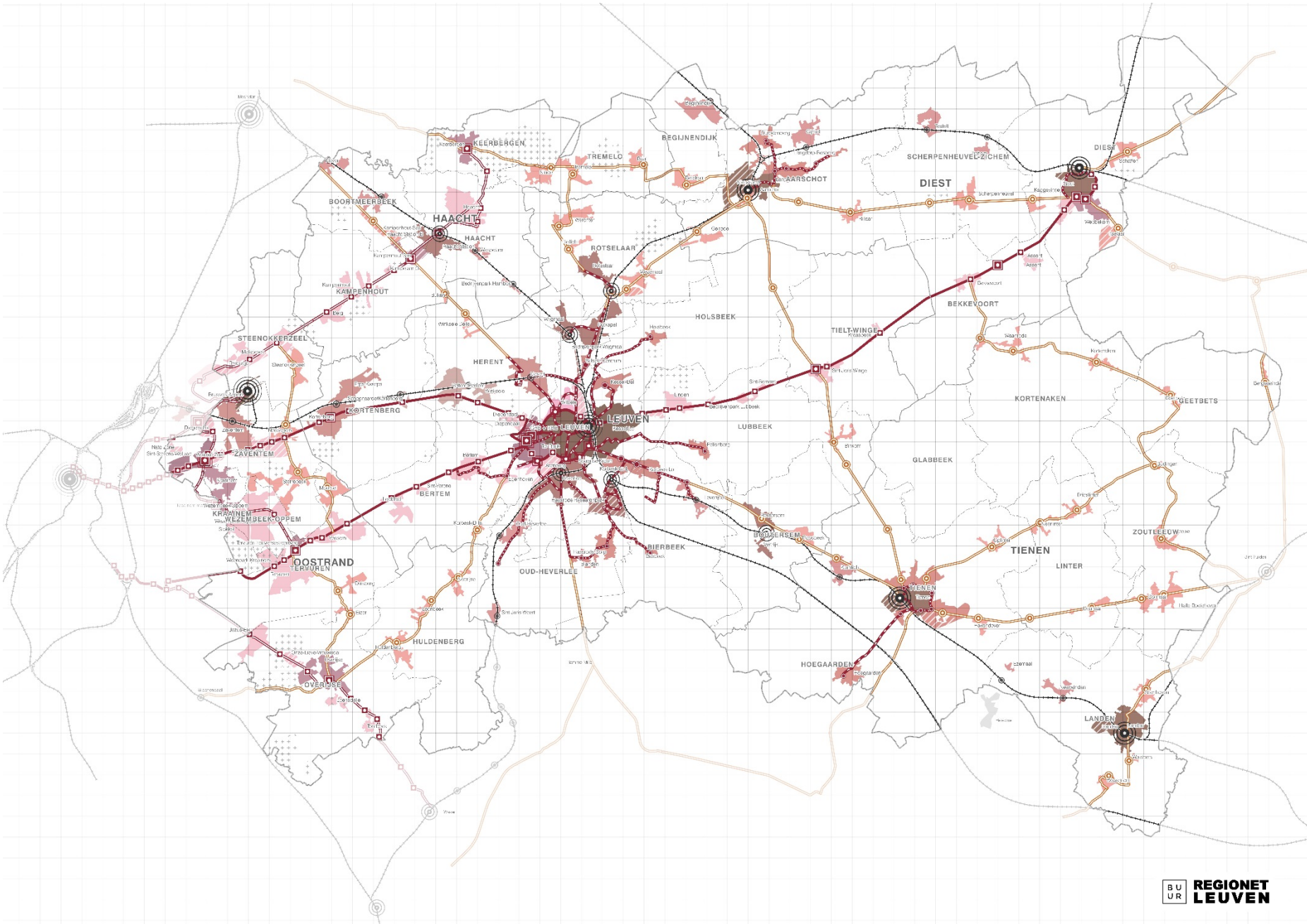
Intensivating train services



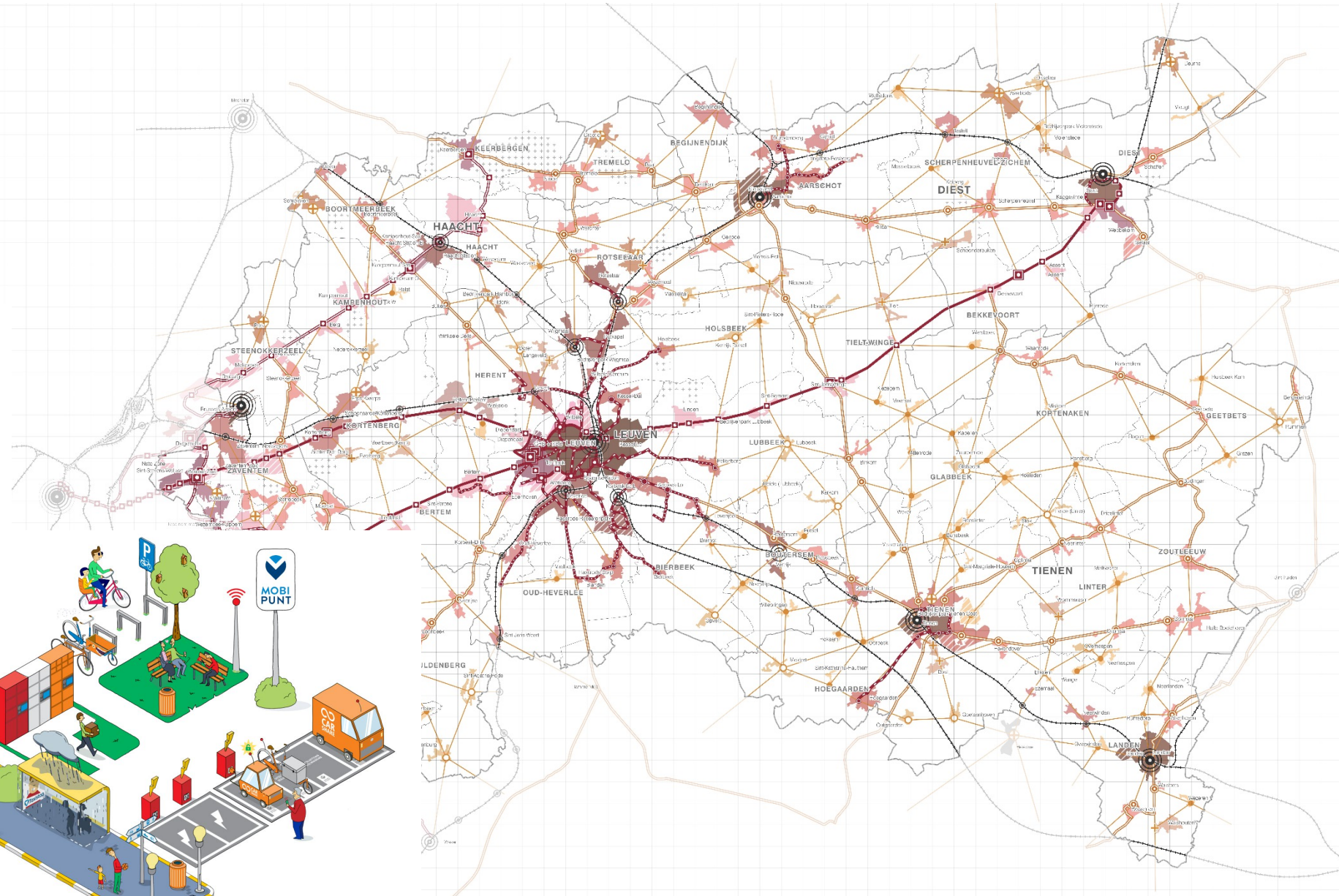
New regional “trambus” connections



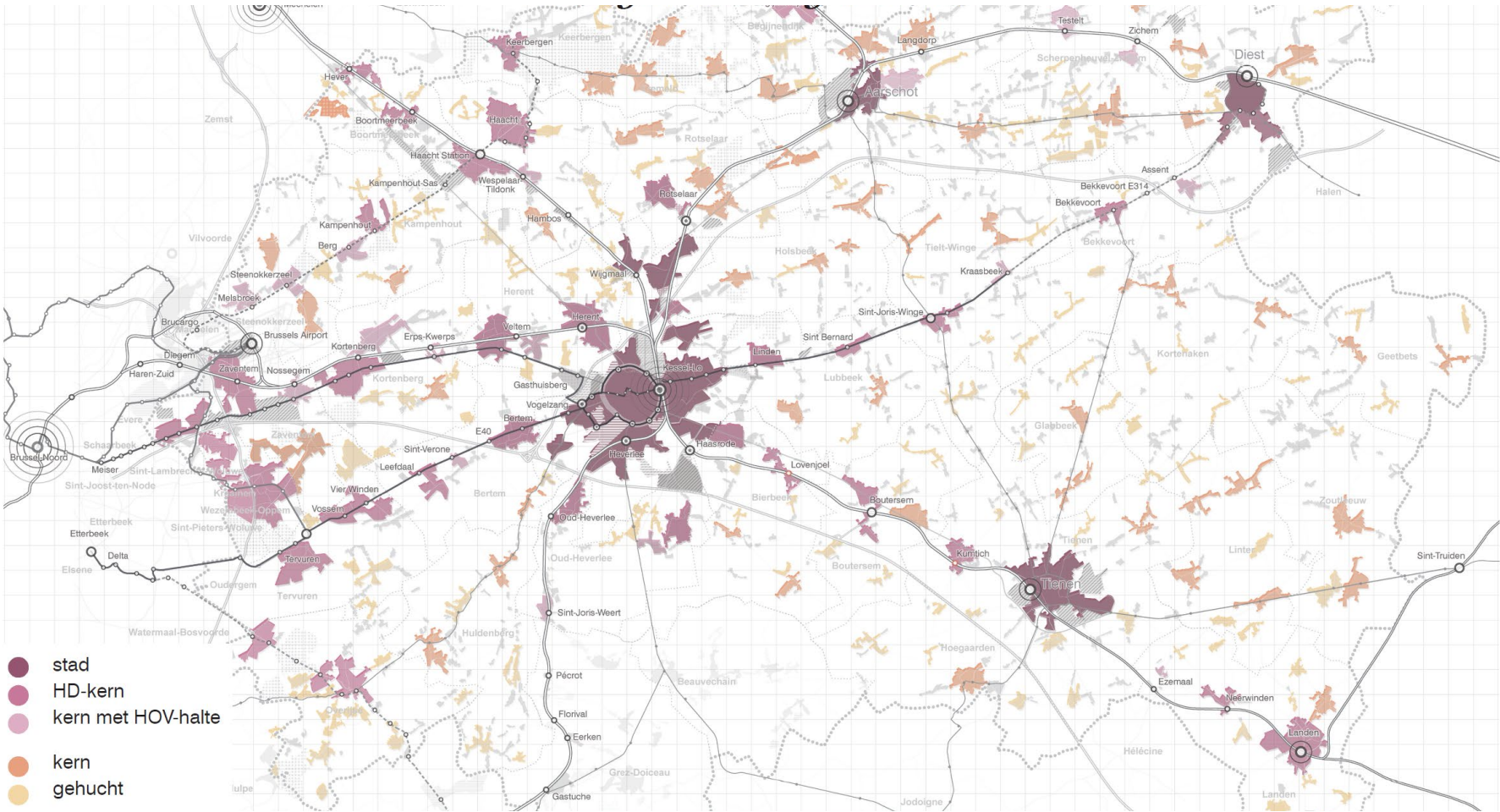
Supporting bus lines



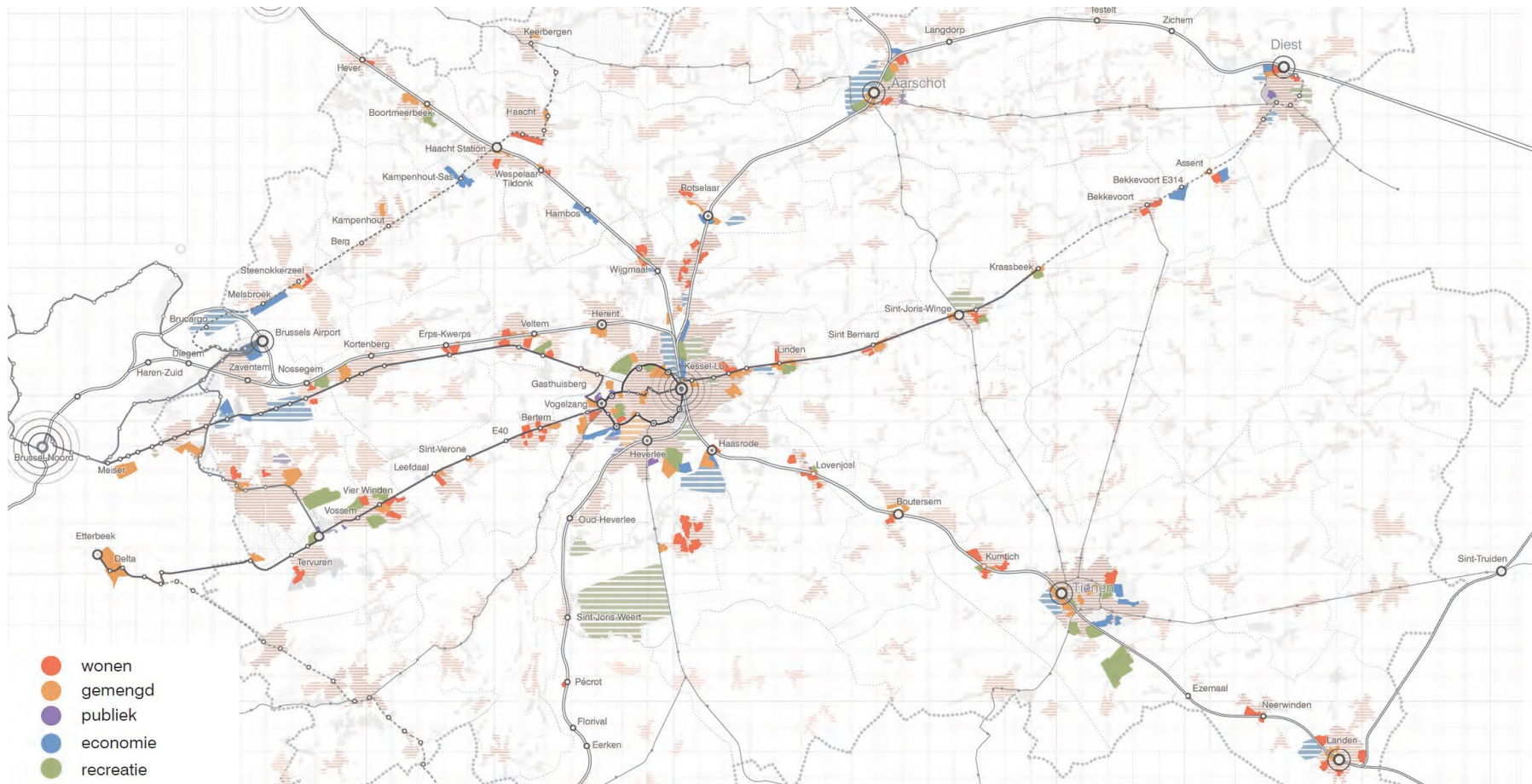
Flexible “mobipunten” in small villages



Differentiated development perspectives

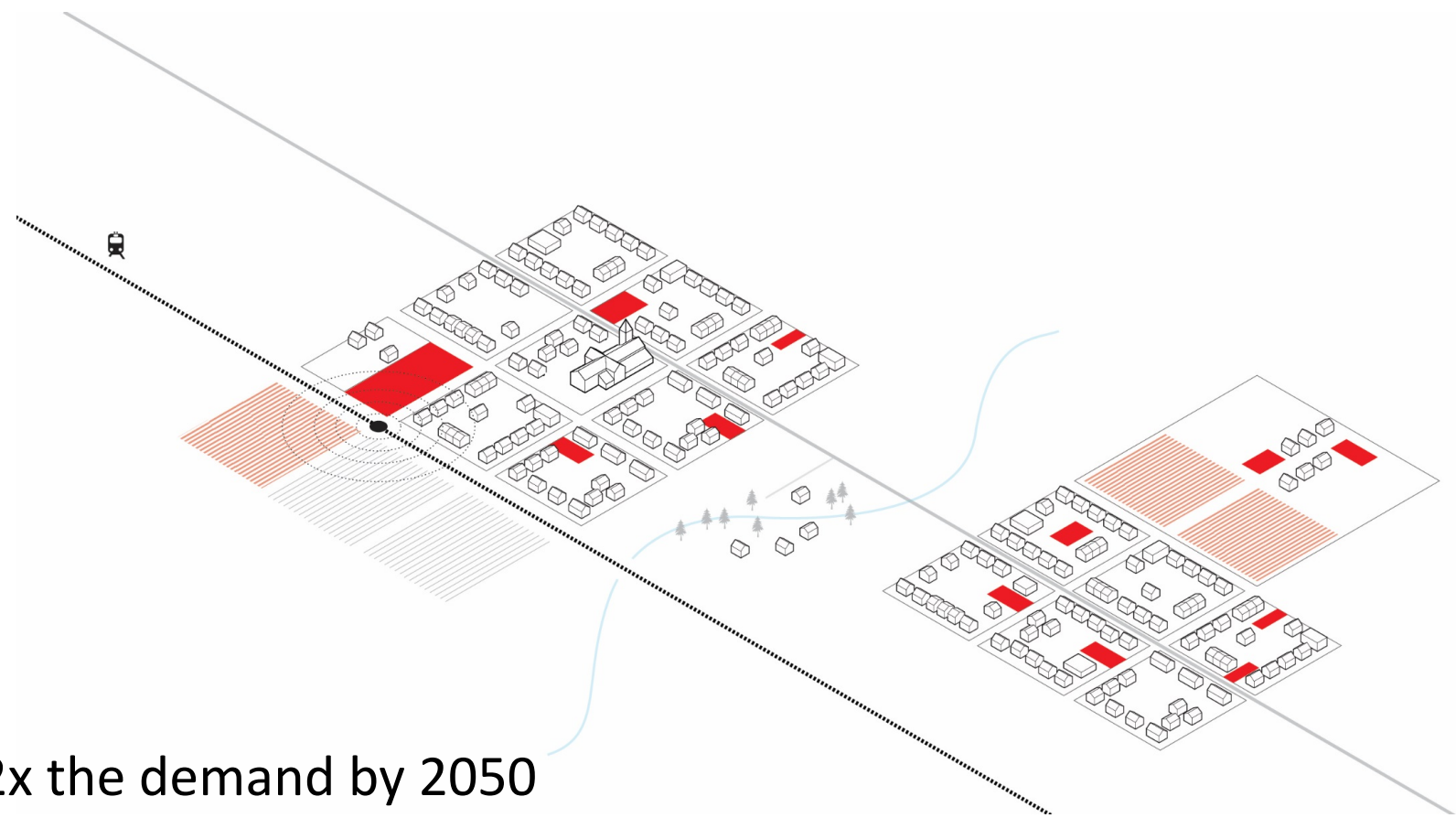


Transport oriented development



AROUND PUBLIC TRANSPORT STOPS:
SUFFICIENT DENSIFICATION POTENTIAL FOR
HOUSING AND ECONOMY UNTIL 2050

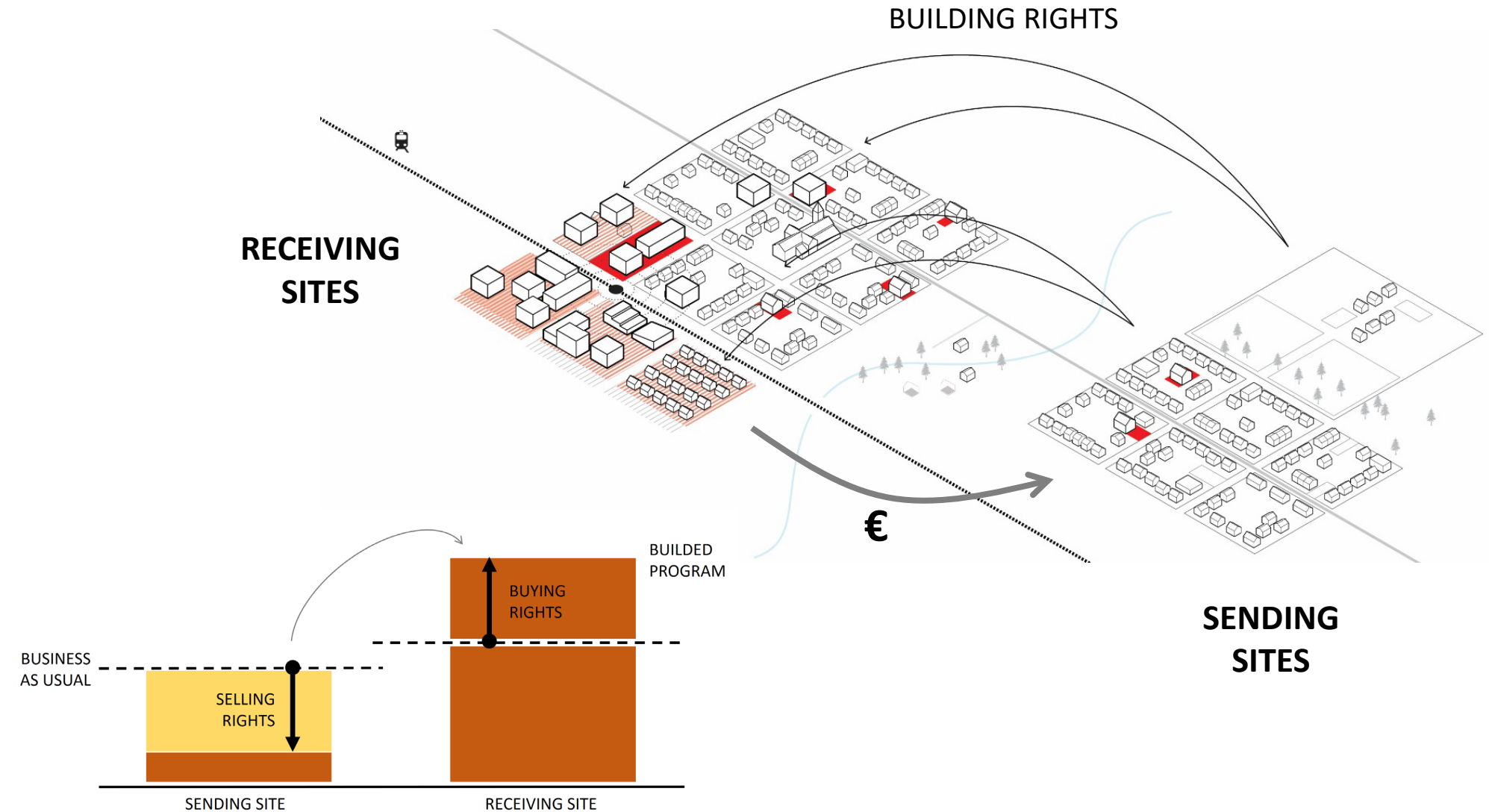
Decrease of the overstock of building plots



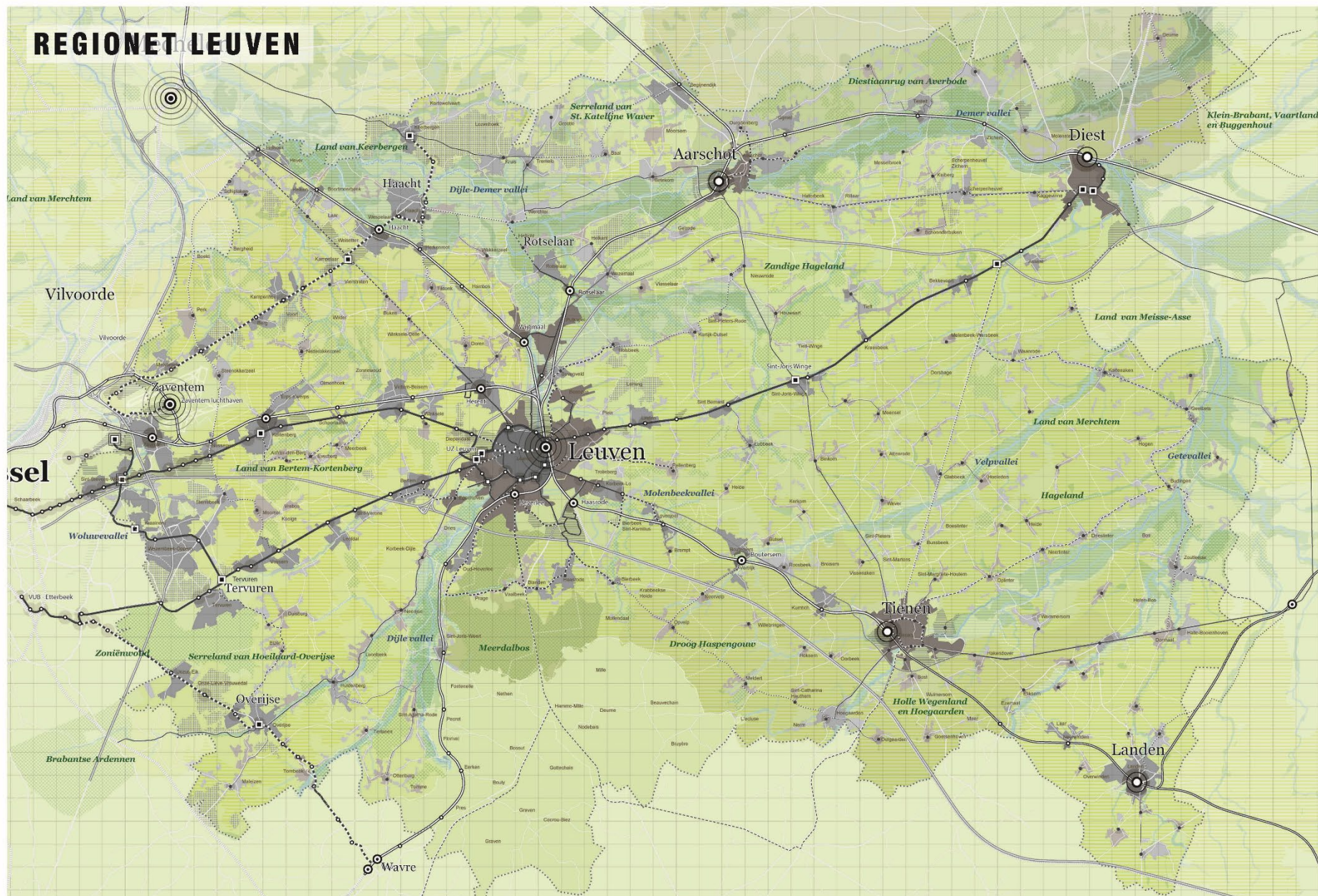
Capacity for 2x the demand by 2050

75% located outside villages and cities

Transferable building rights



REGIONET LEUVEN



“Trambus”: cheap and performant public transport



Free bus lanes



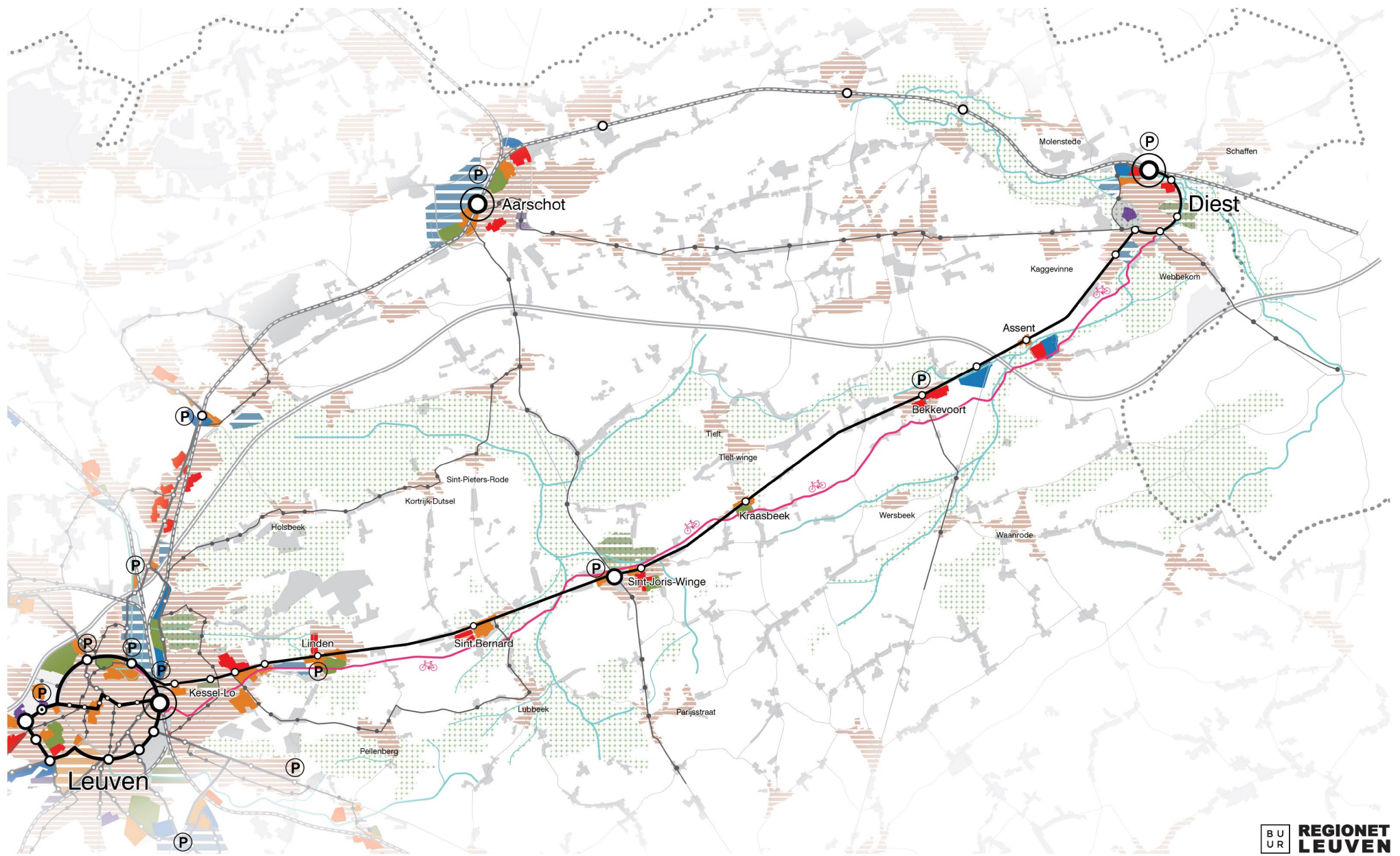
Intensification around nodes

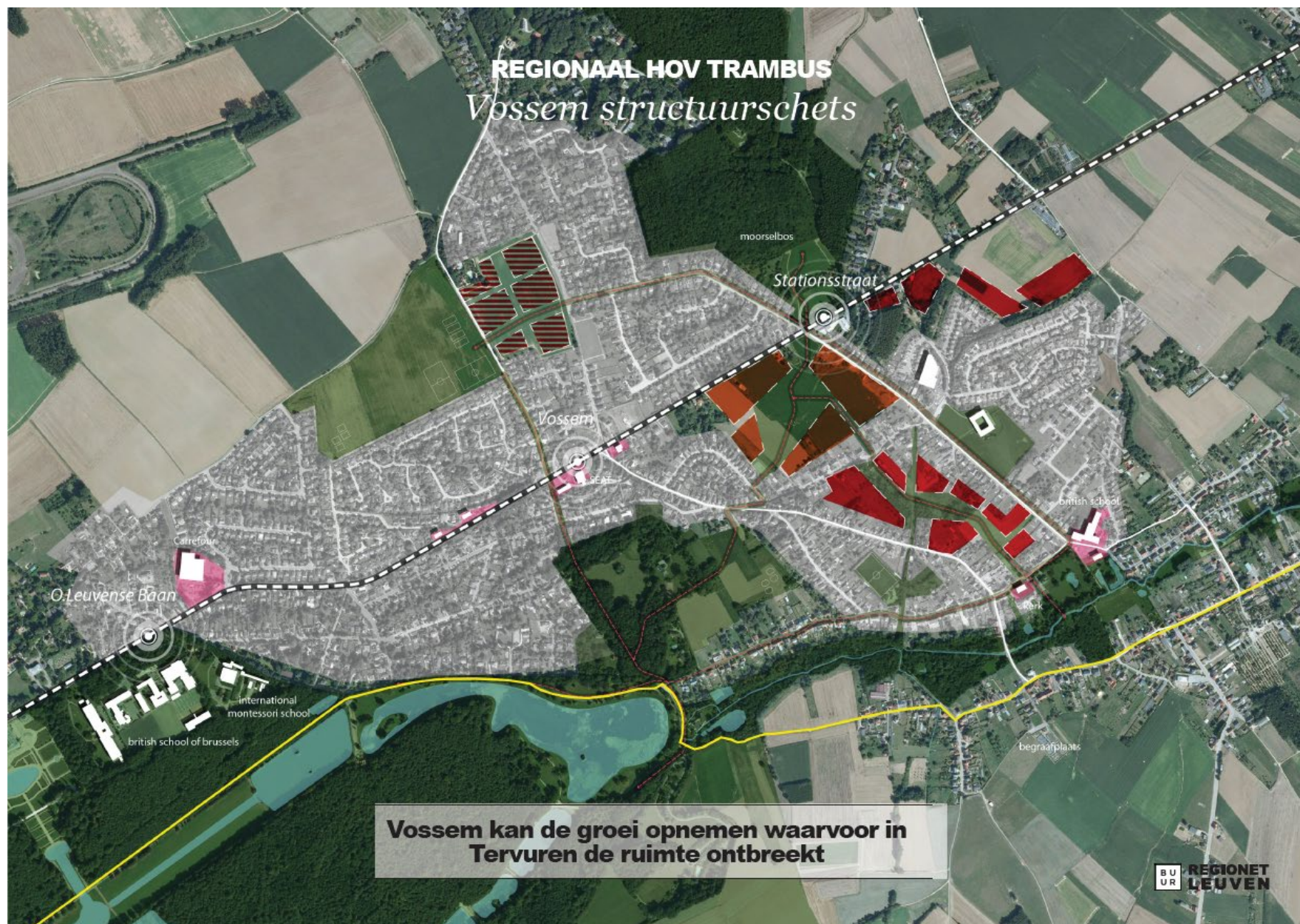


Micro-centralities within cities



Public transport corridors





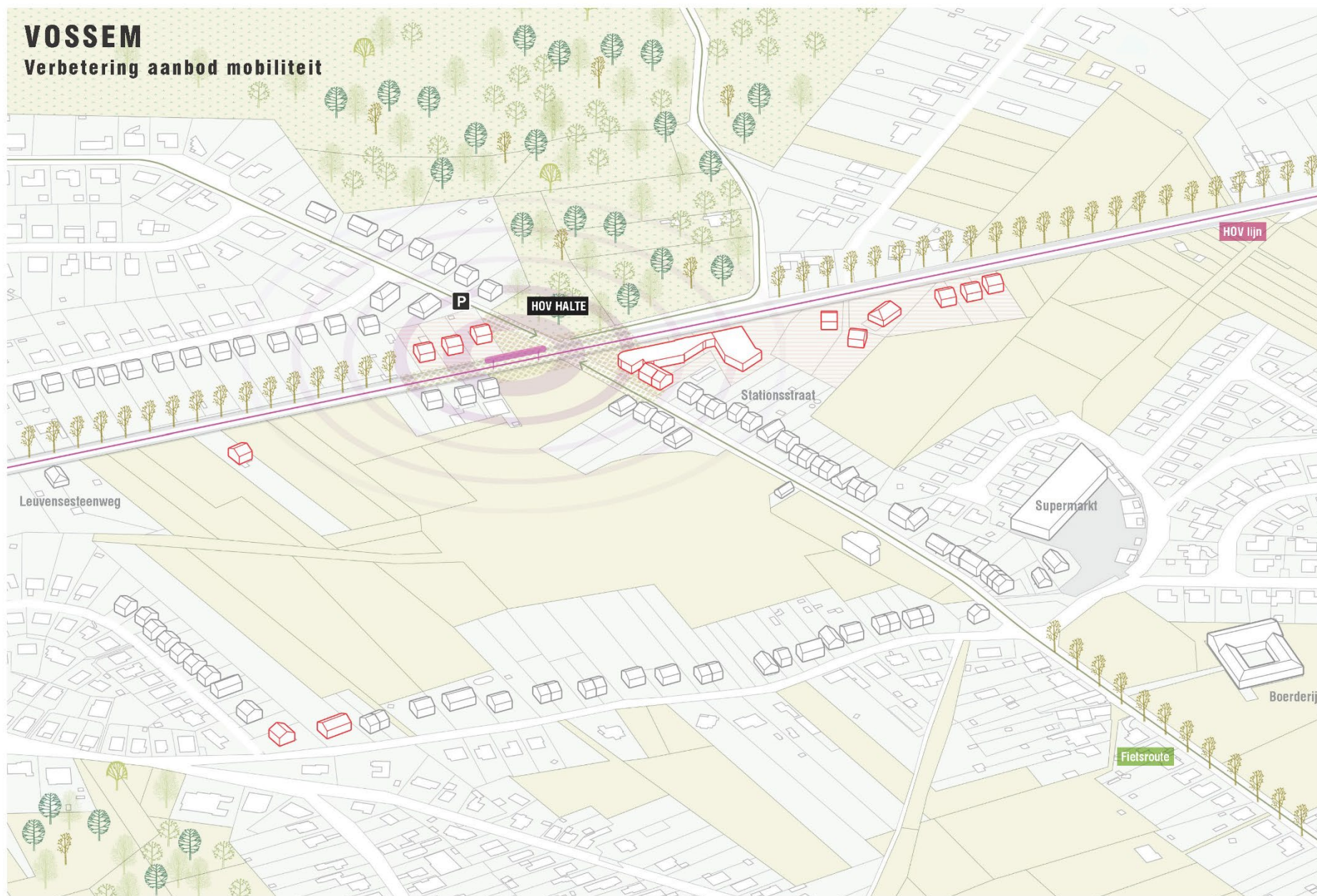
VOSSEM

Huidige toestand



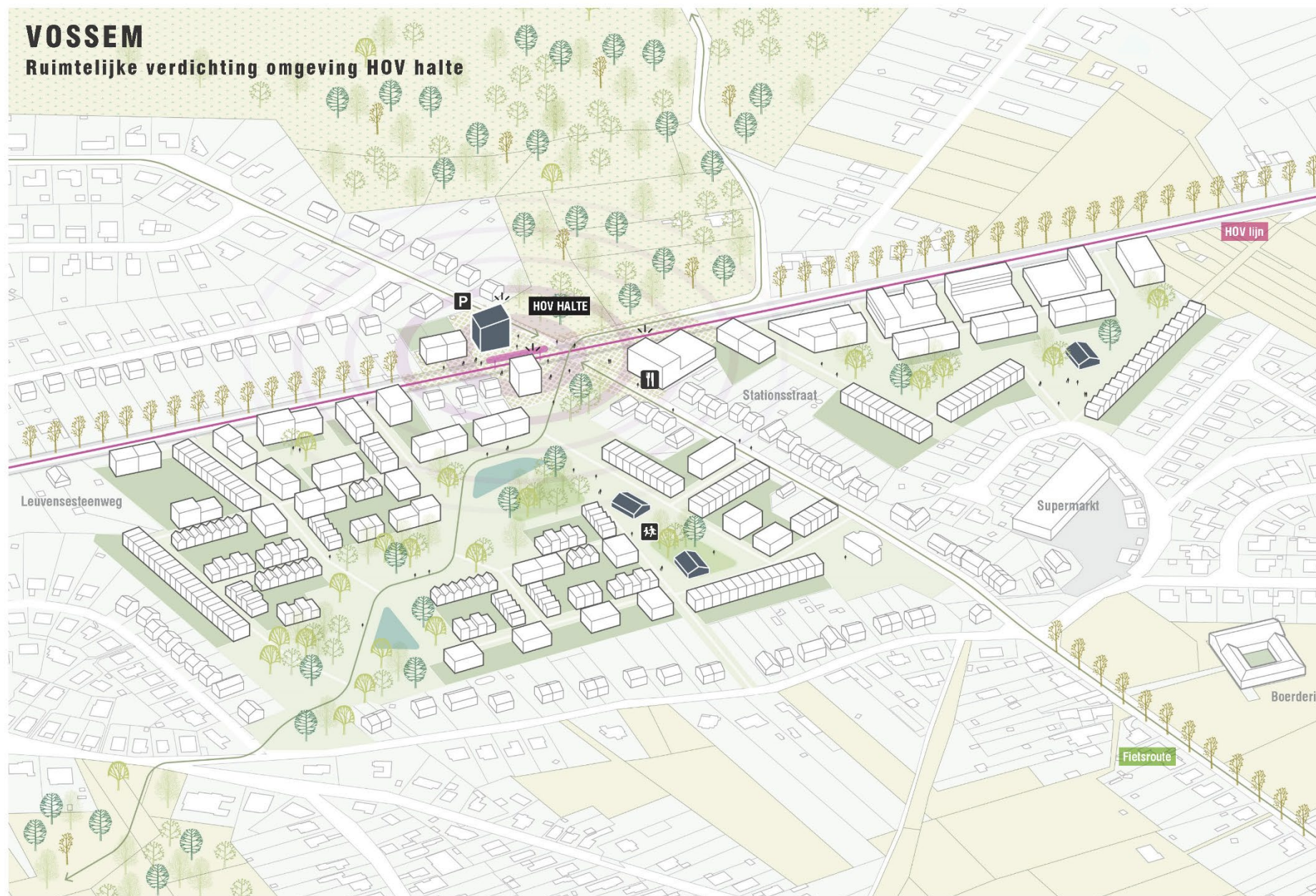
VOSSEM

Verbetering aanbod mobiliteit



VOSSEM

Ruimtelijke verdichting omgeving HOV halte



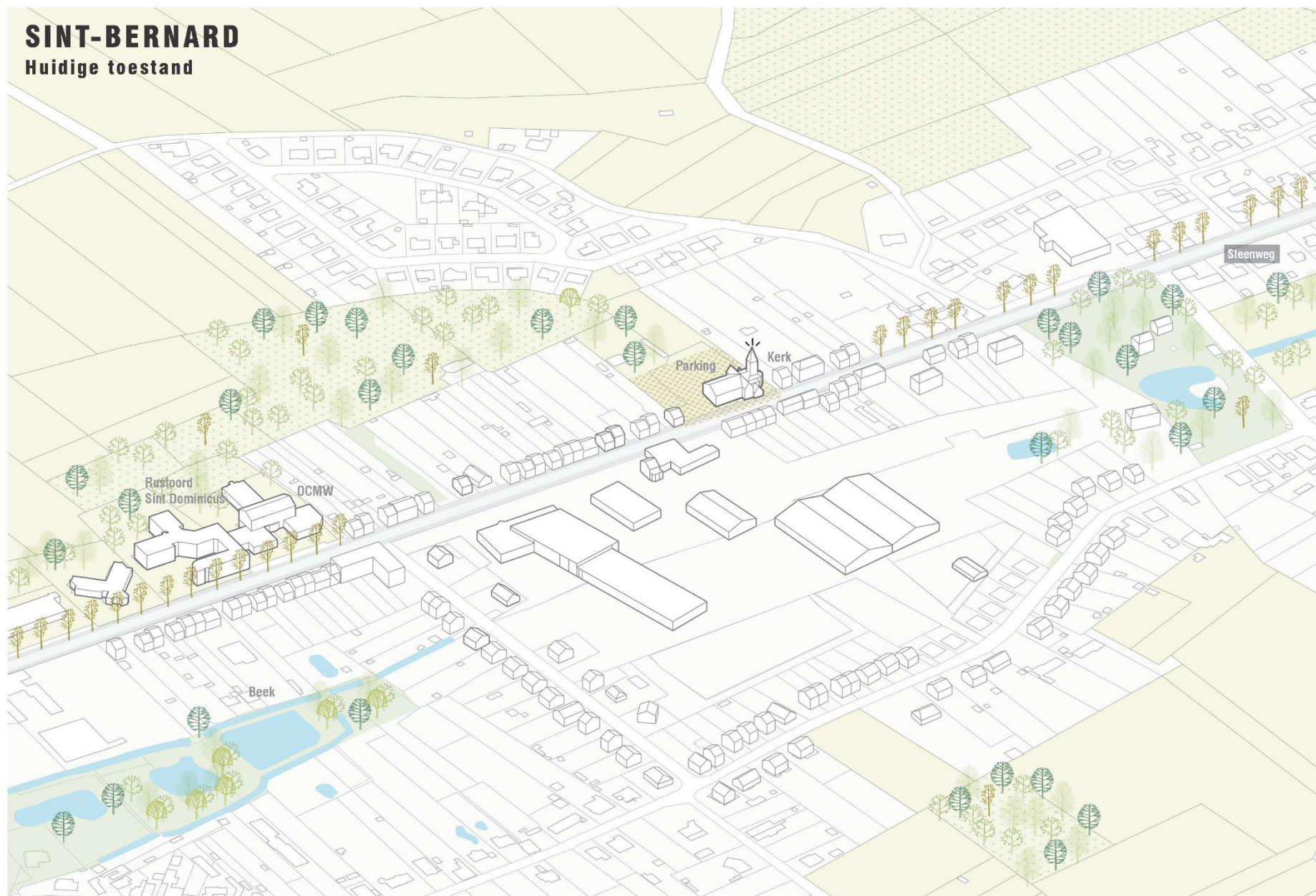
VOSSEM





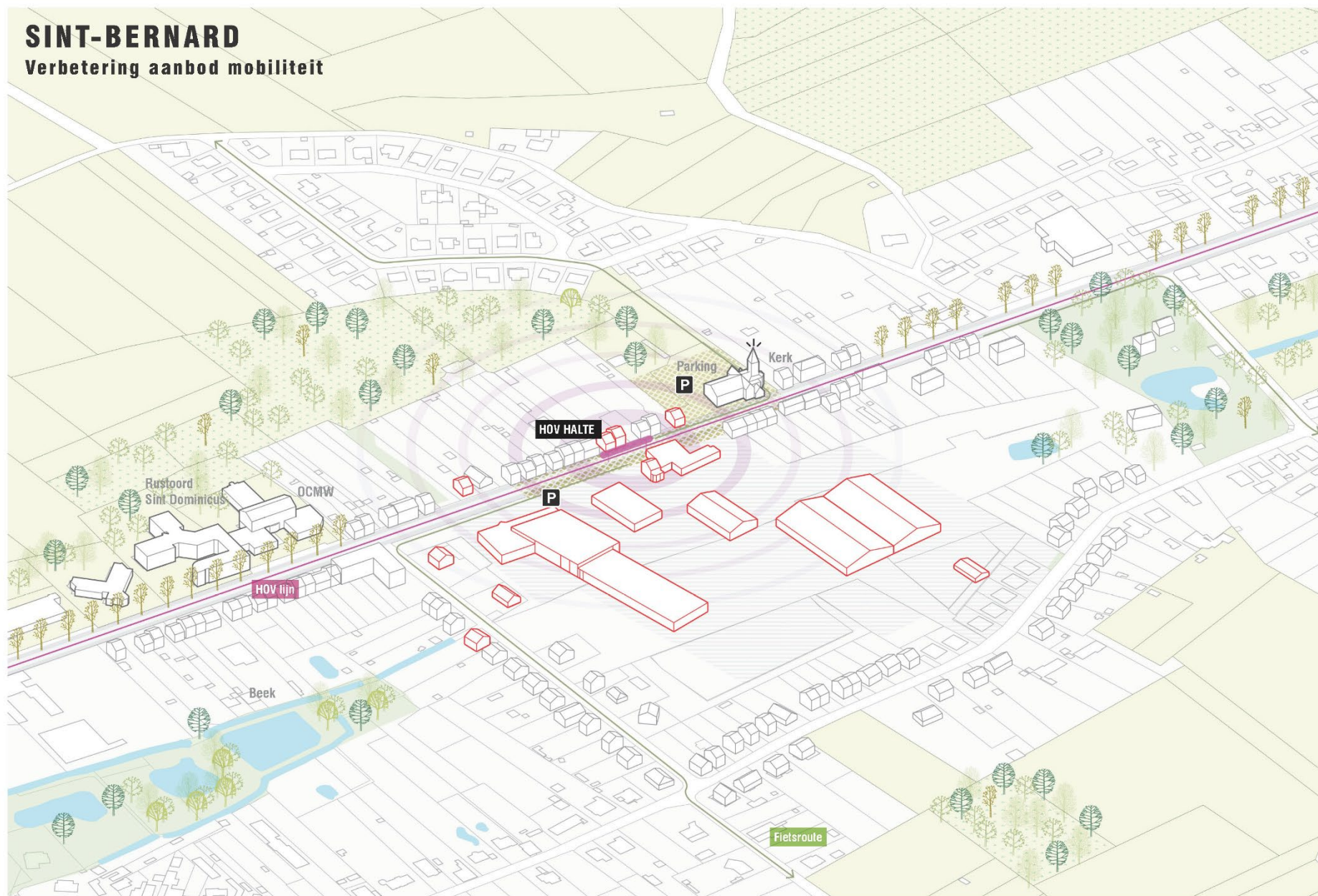
SINT-BERNARD

Huidige toestand



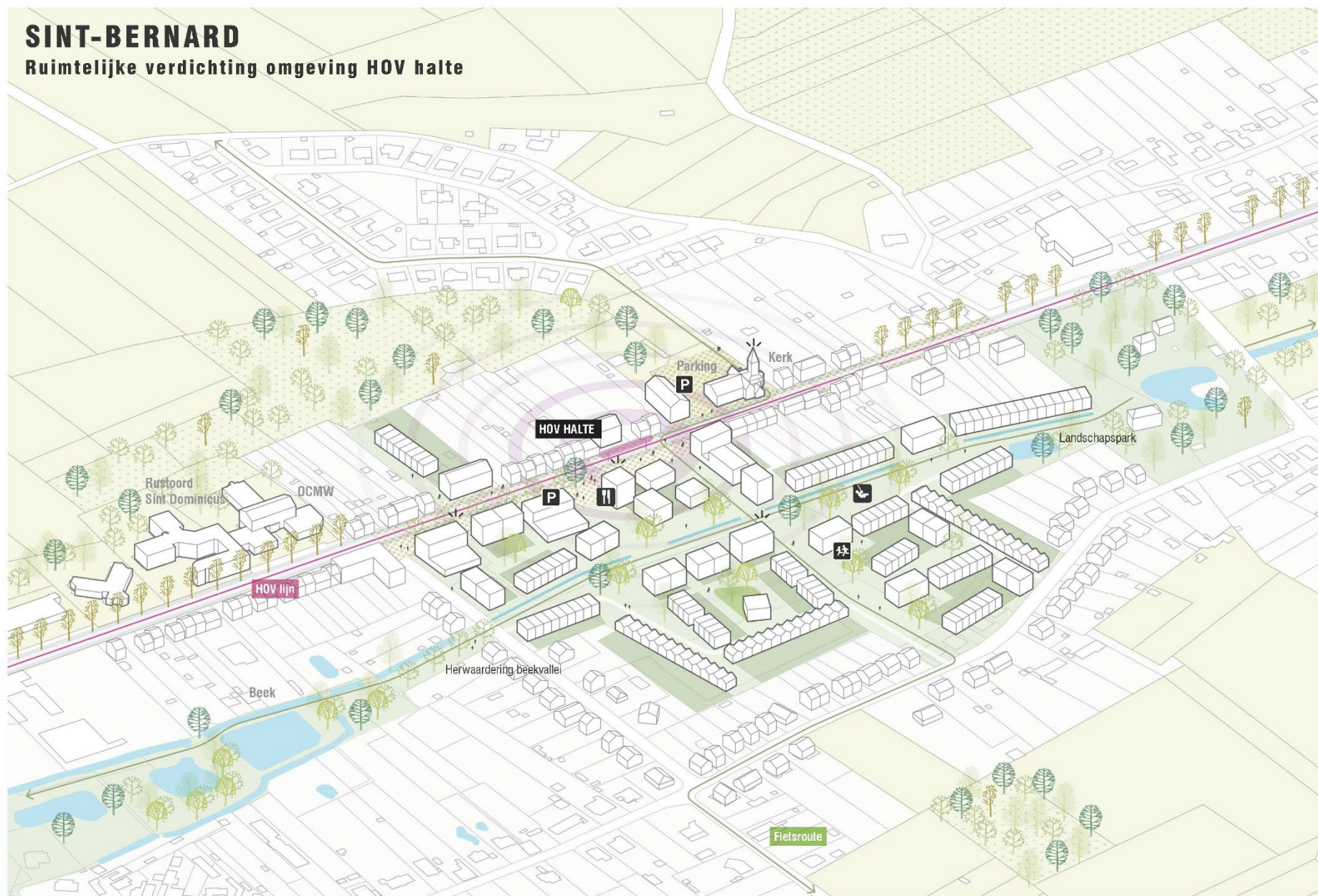
SINT-BERNARD

Verbetering aanbod mobiliteit



SINT-BERNARD

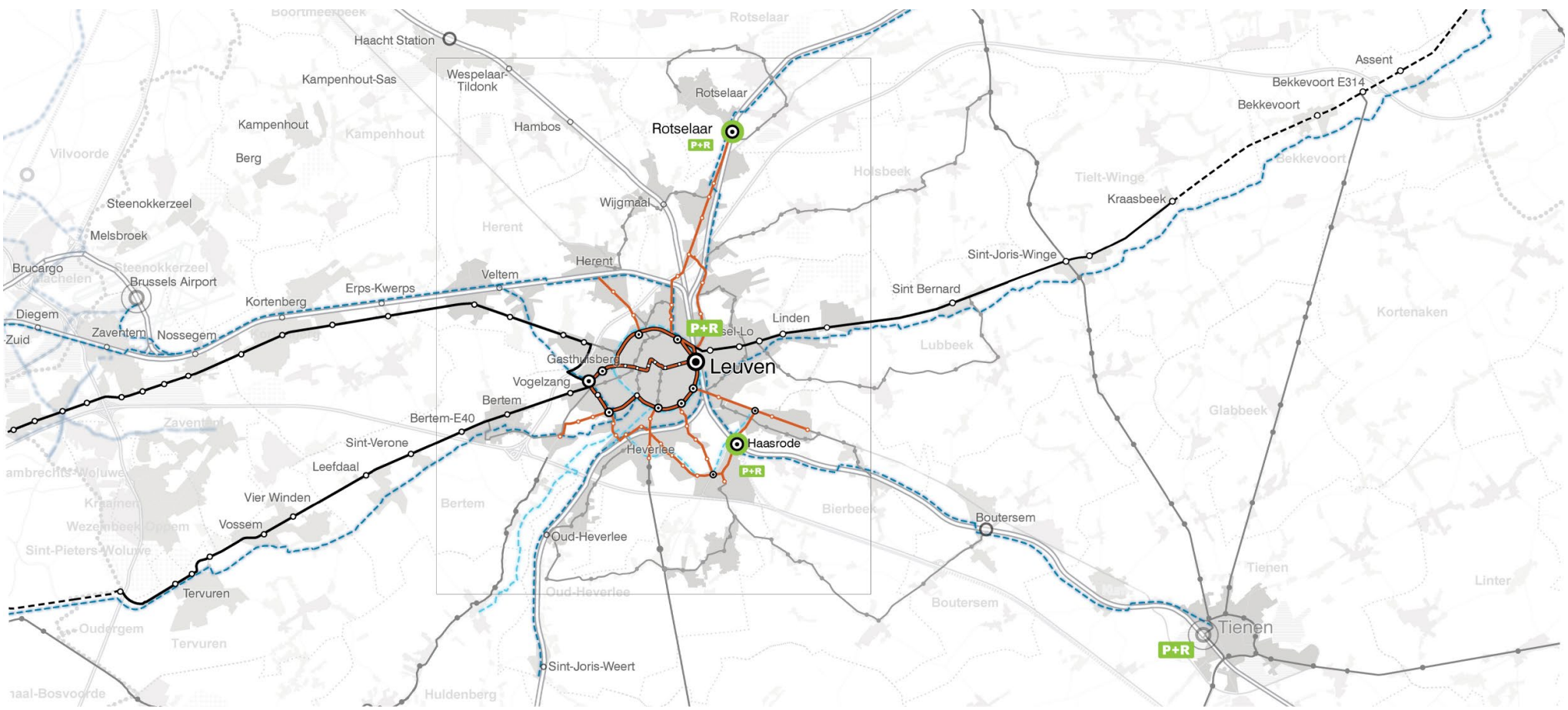
Ruimtelijke verdichting omgeving HOV halte



SINT-BERNARD

Ruimtelijke verdichting omgeving HOV halte





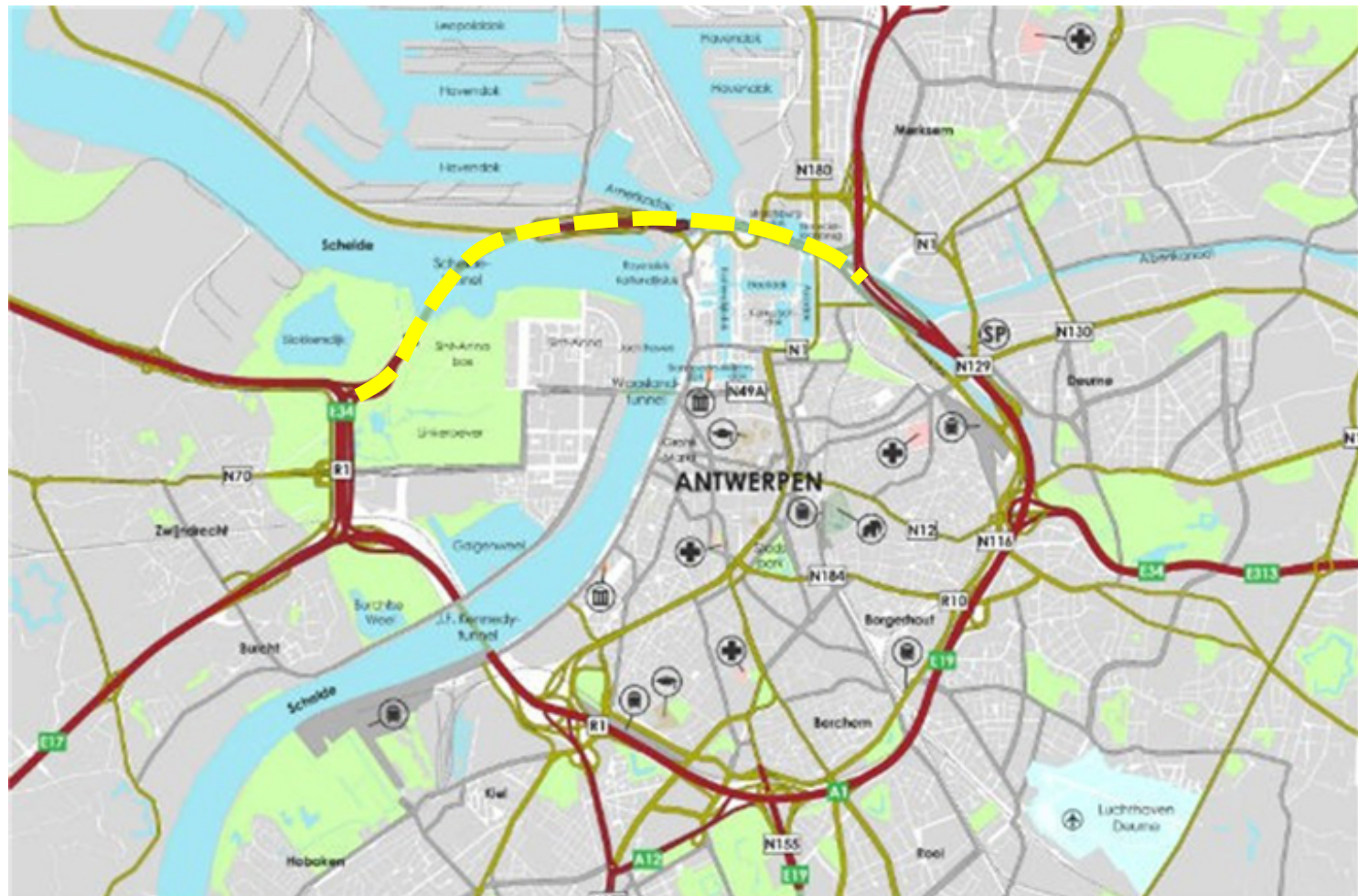
15 “Mobility regions” in Flanders



URBAN INFRASTRUCTURAL PROJECTS



Closing the Antwerp Ringroad



Putting the Ringroad underground



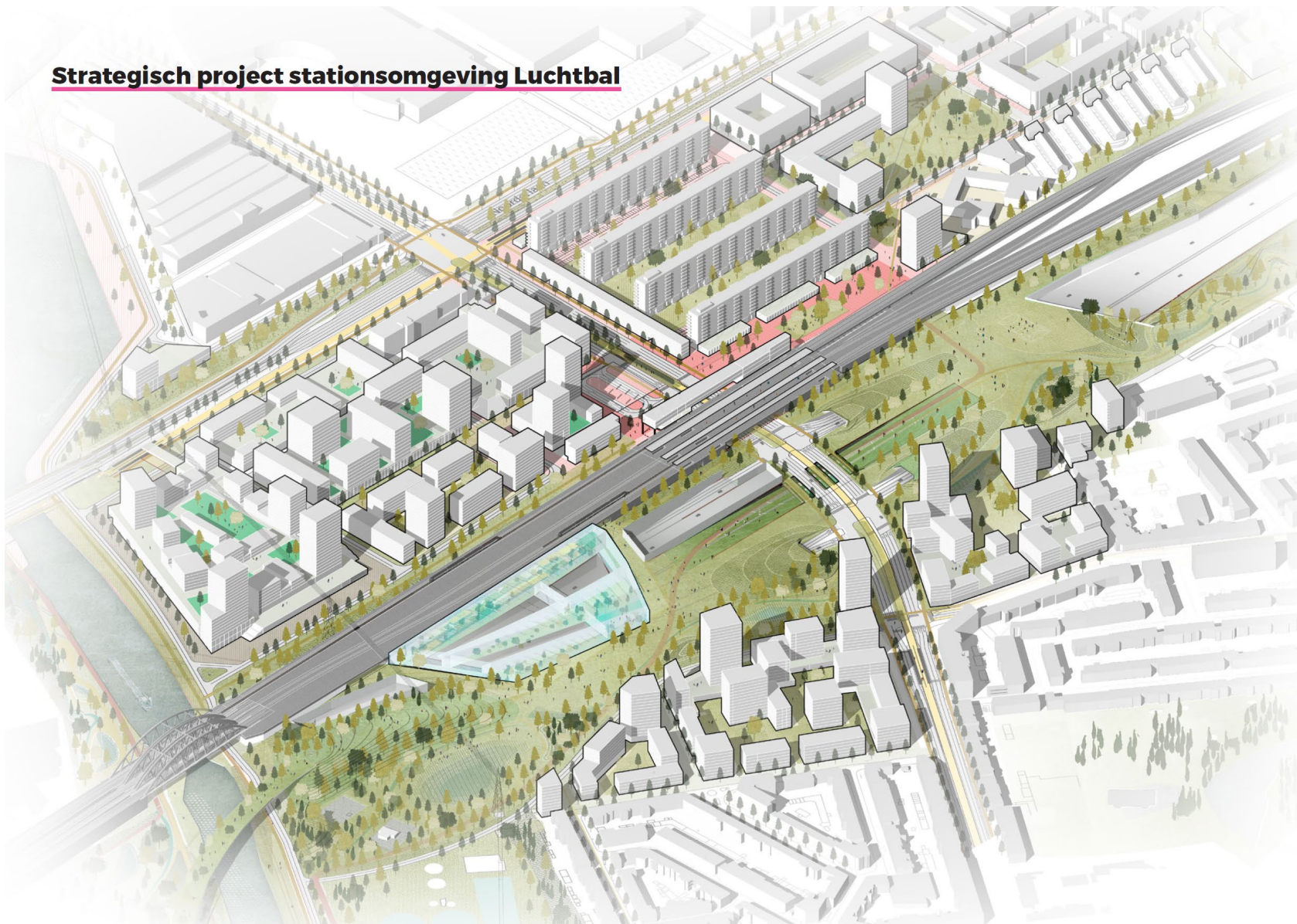
Opportunity: a new metropolitan green structure



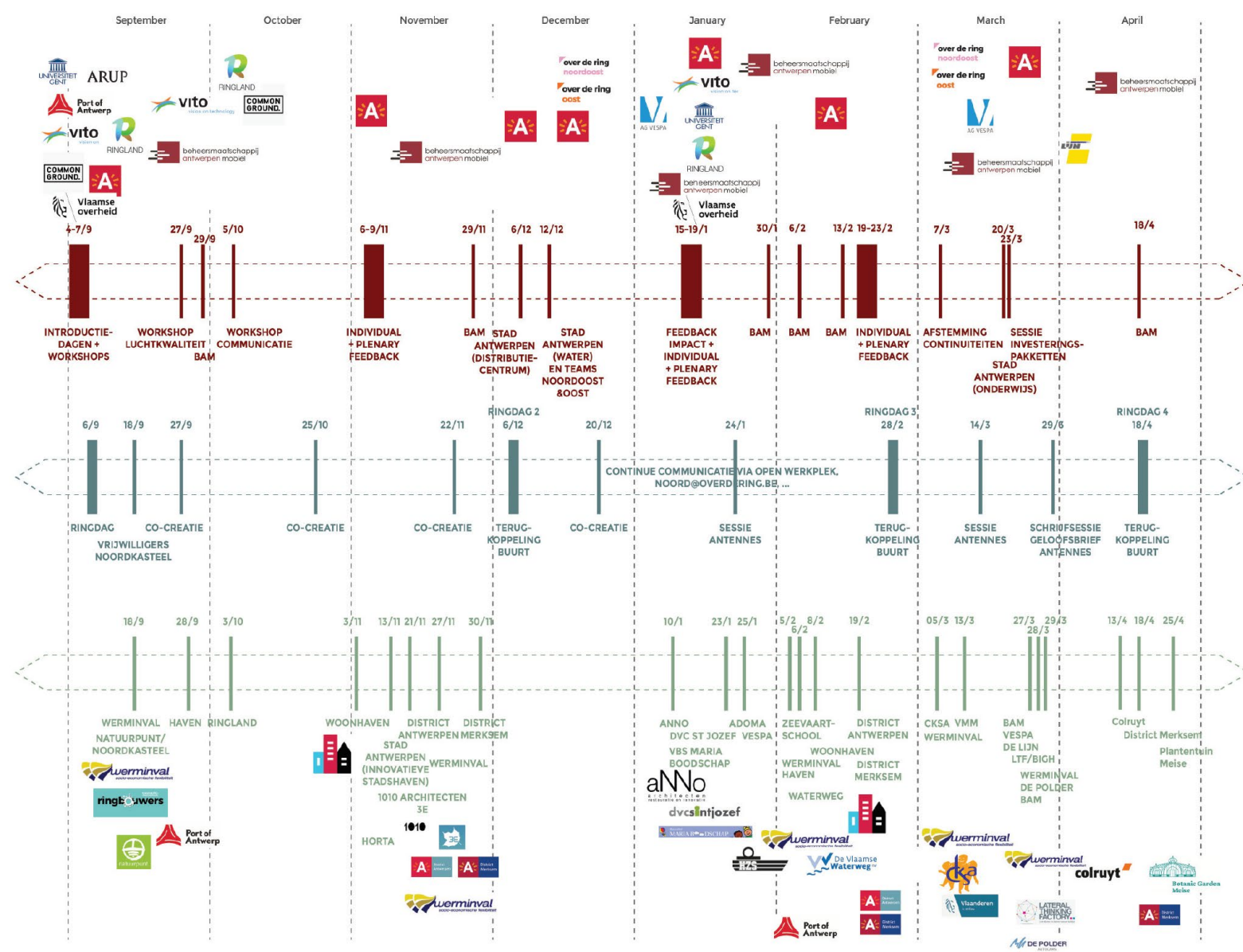




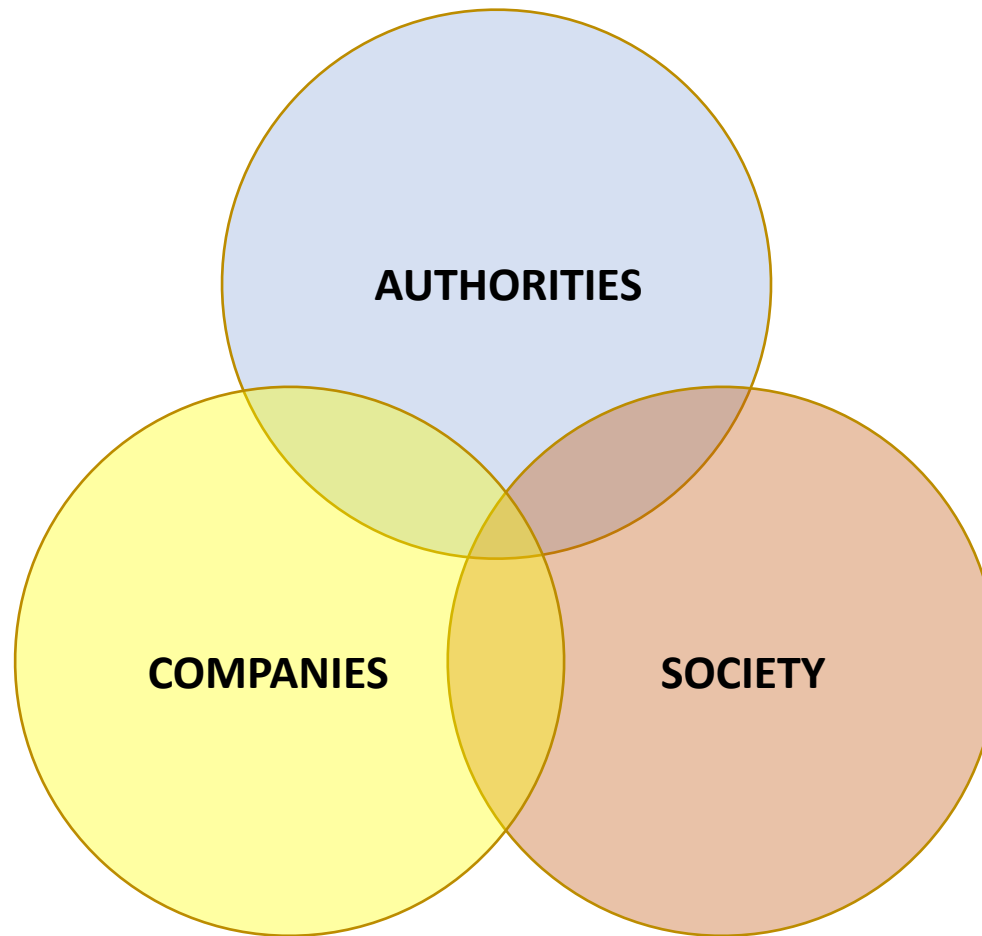
Strategisch project stationsomgeving Luchtbal



Stakeholder involvement



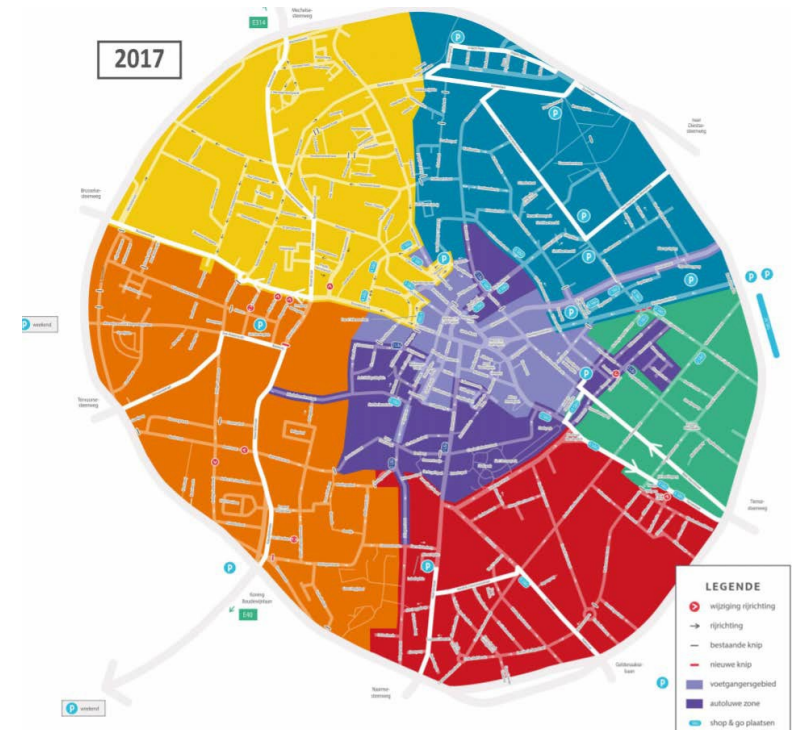
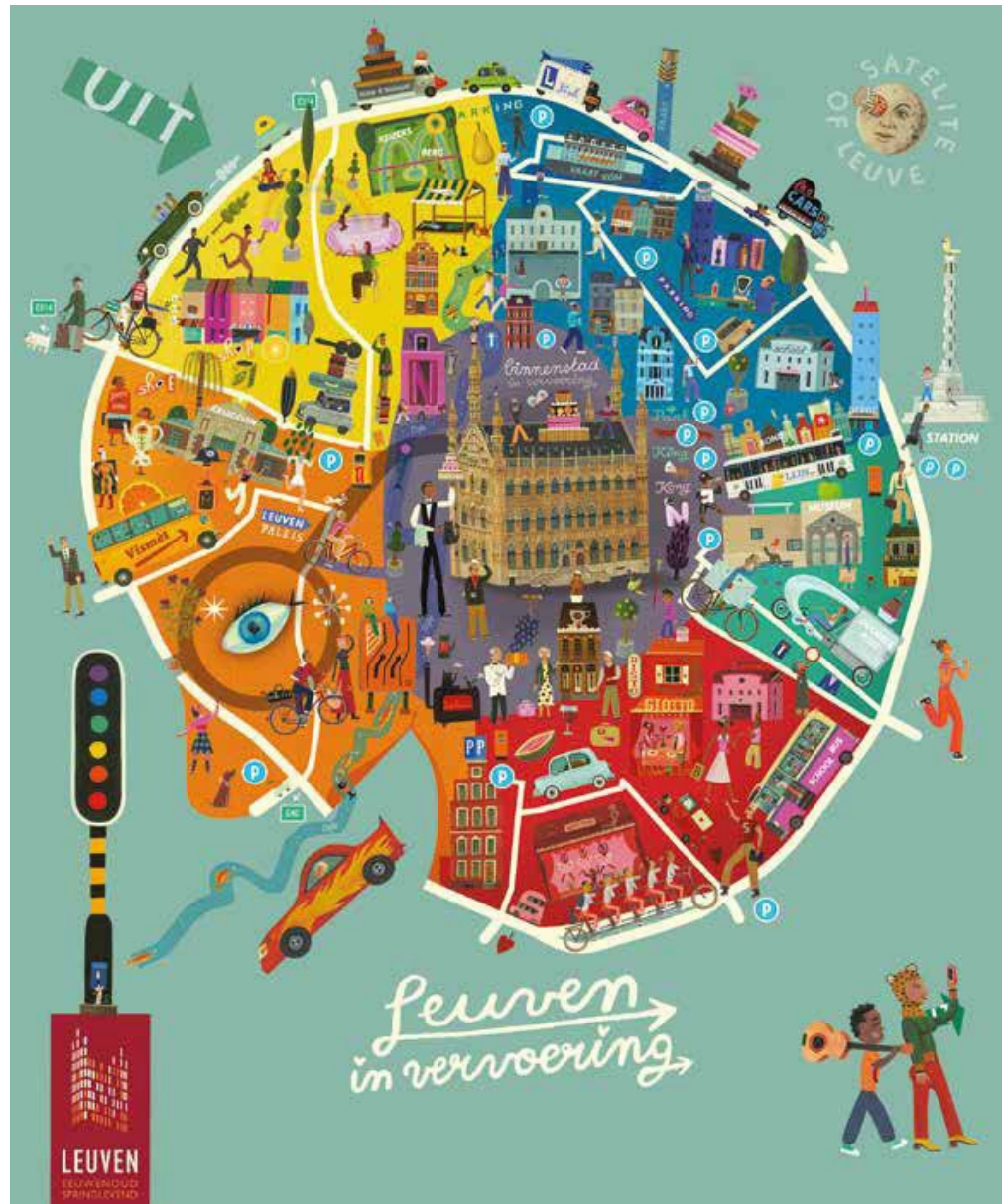
The Triple Helix model



Consensus between authorities and society



Towards a car-low inner city in Leuven









Het aantal auto's in de binnenstad is met 8% gedaald, op de ring is het met 9% gestegen*. Een stukje van het auto-verkeer verplaatst dus van het centrum naar de ring, en dat is exact wat het circulatieplan beoogde. De ring kan die extra auto's slikken, maar sommige knooppunten – de Tiensepoort bijvoorbeeld – zitten vast tijdens de spits. Het Agentschap Wegen en Verkeer onderzoekt hoe de doorstroming daar kan verbeteren.

auto's op de ring

+9%

auto's in de stad

-8%

Het aantal busreizigers in Leuven steeg met 12% ten opzichte van 2016.

busreizigers

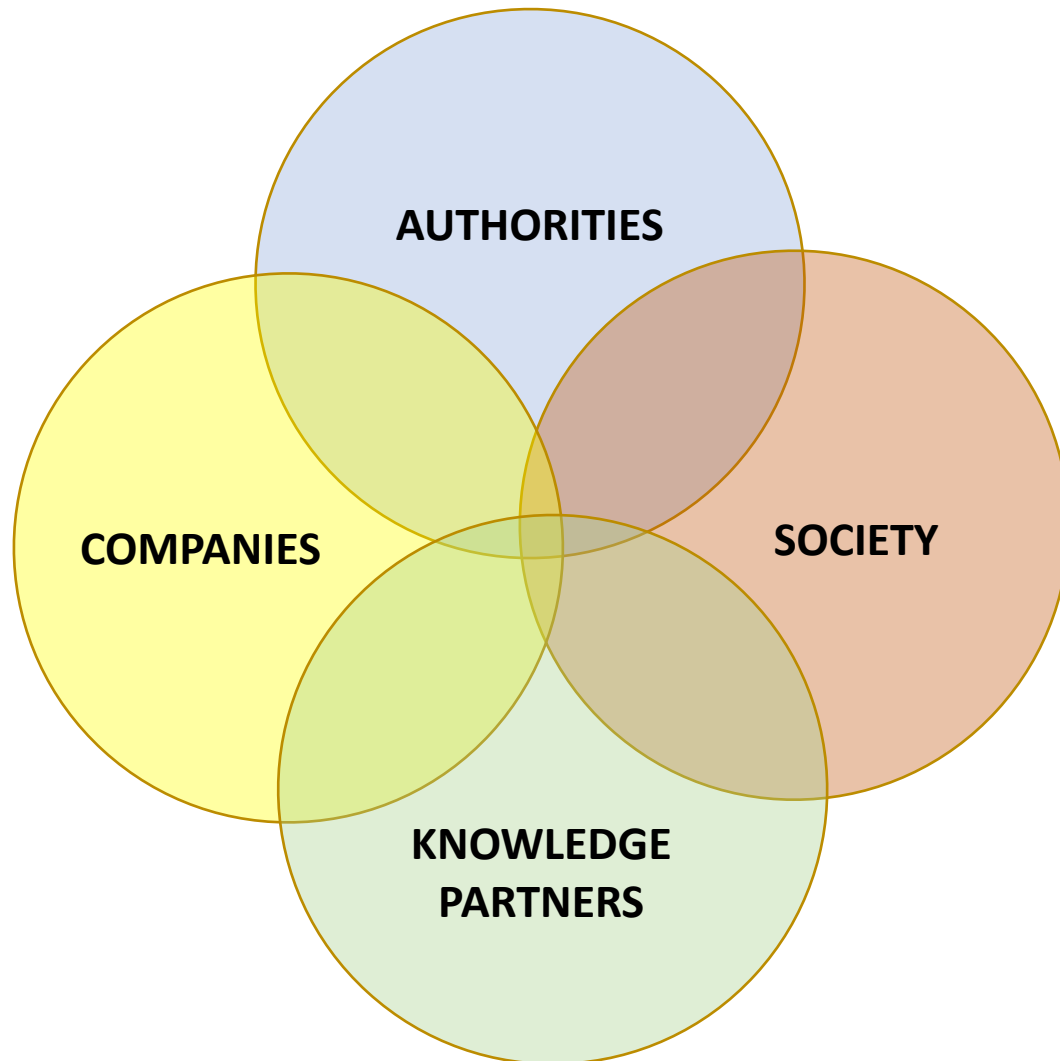
+12%

Ten opzichte van vorig jaar is het aantal fietsers op de ring met 26% gestegen, in de binnenstad zelfs met 32%*.

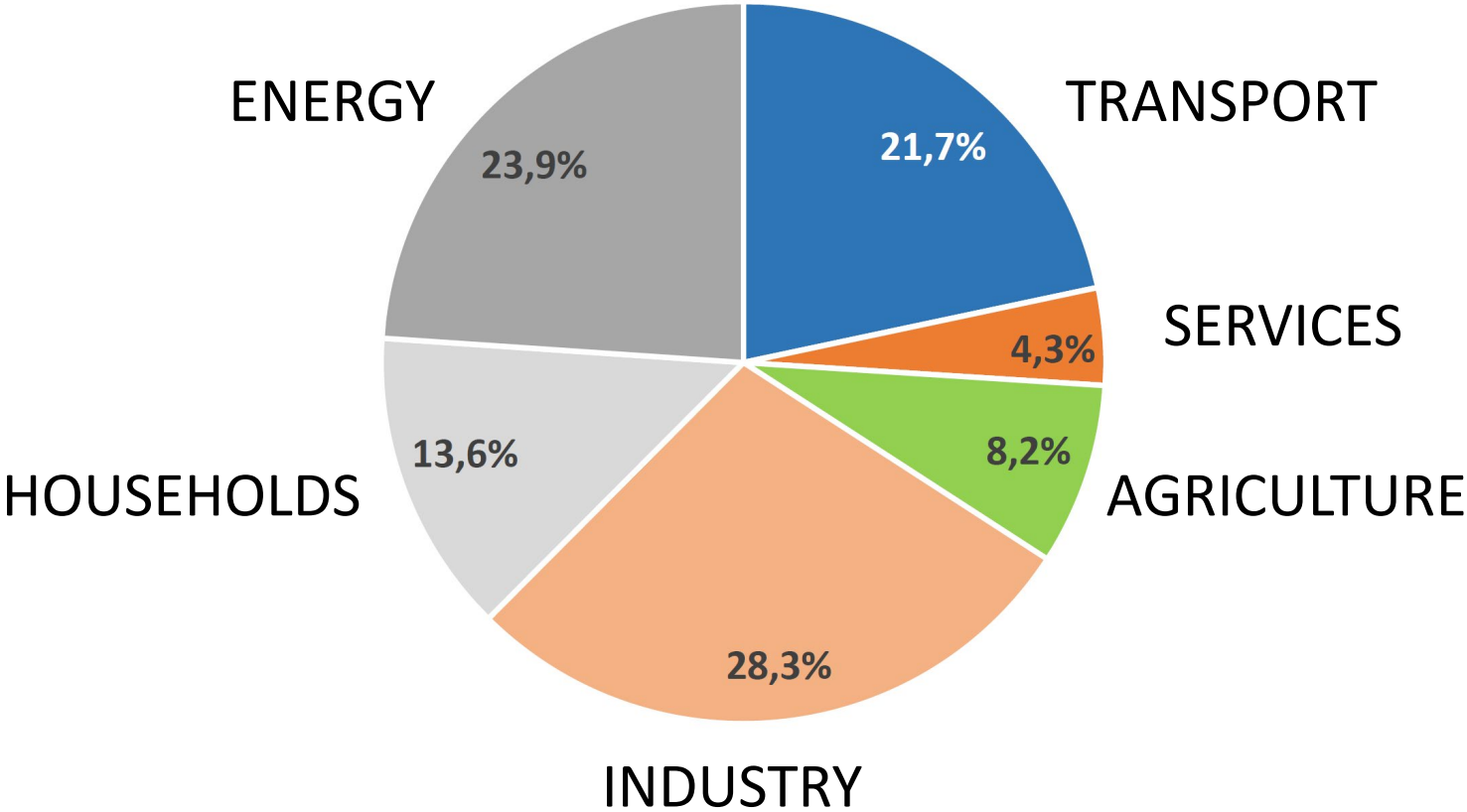
fietsers

+32%

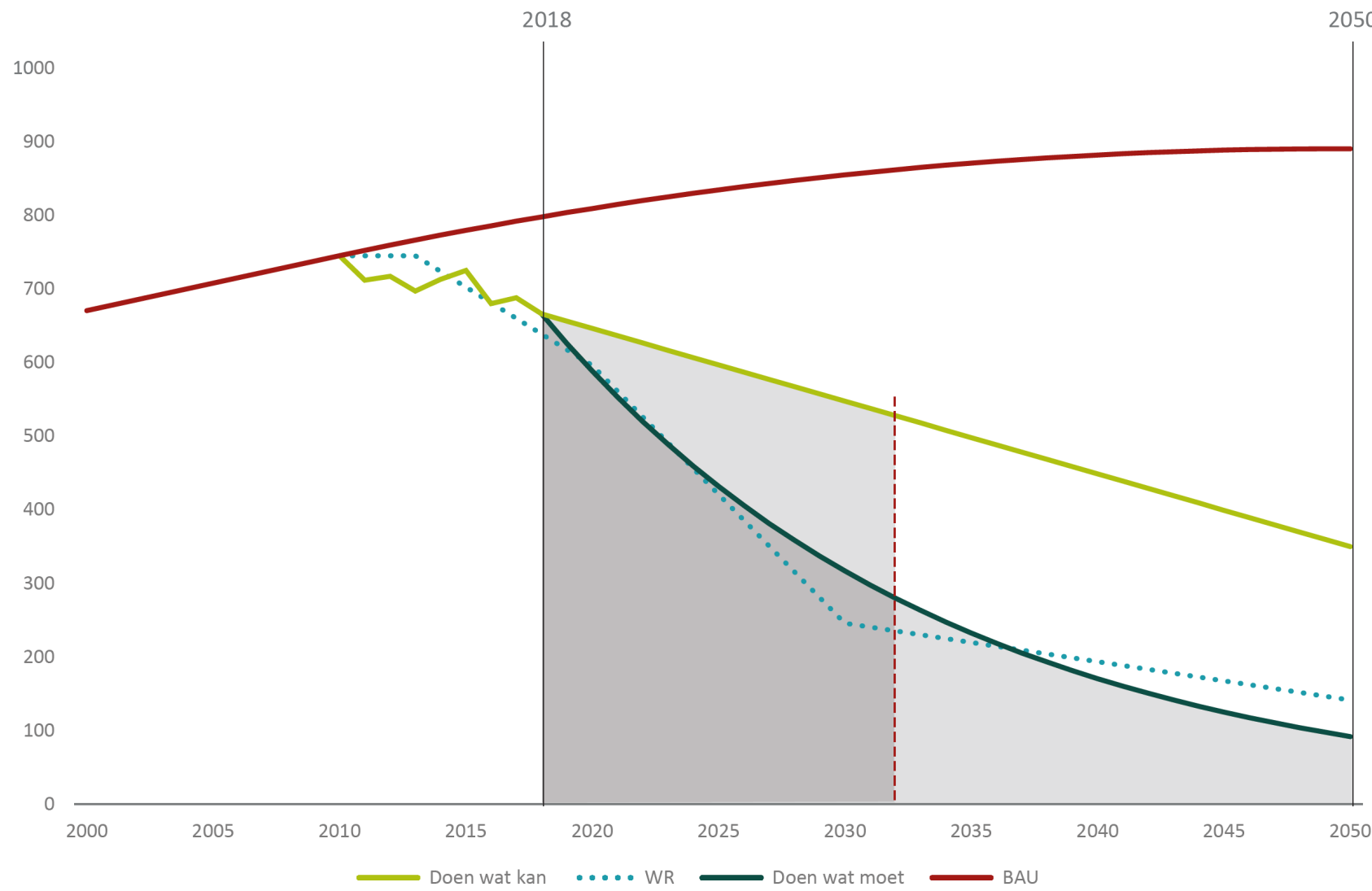
The Quadriple Helix model



CO2 EMISSIONS IN FLANDERS



Reduction paths to a climate neutral city



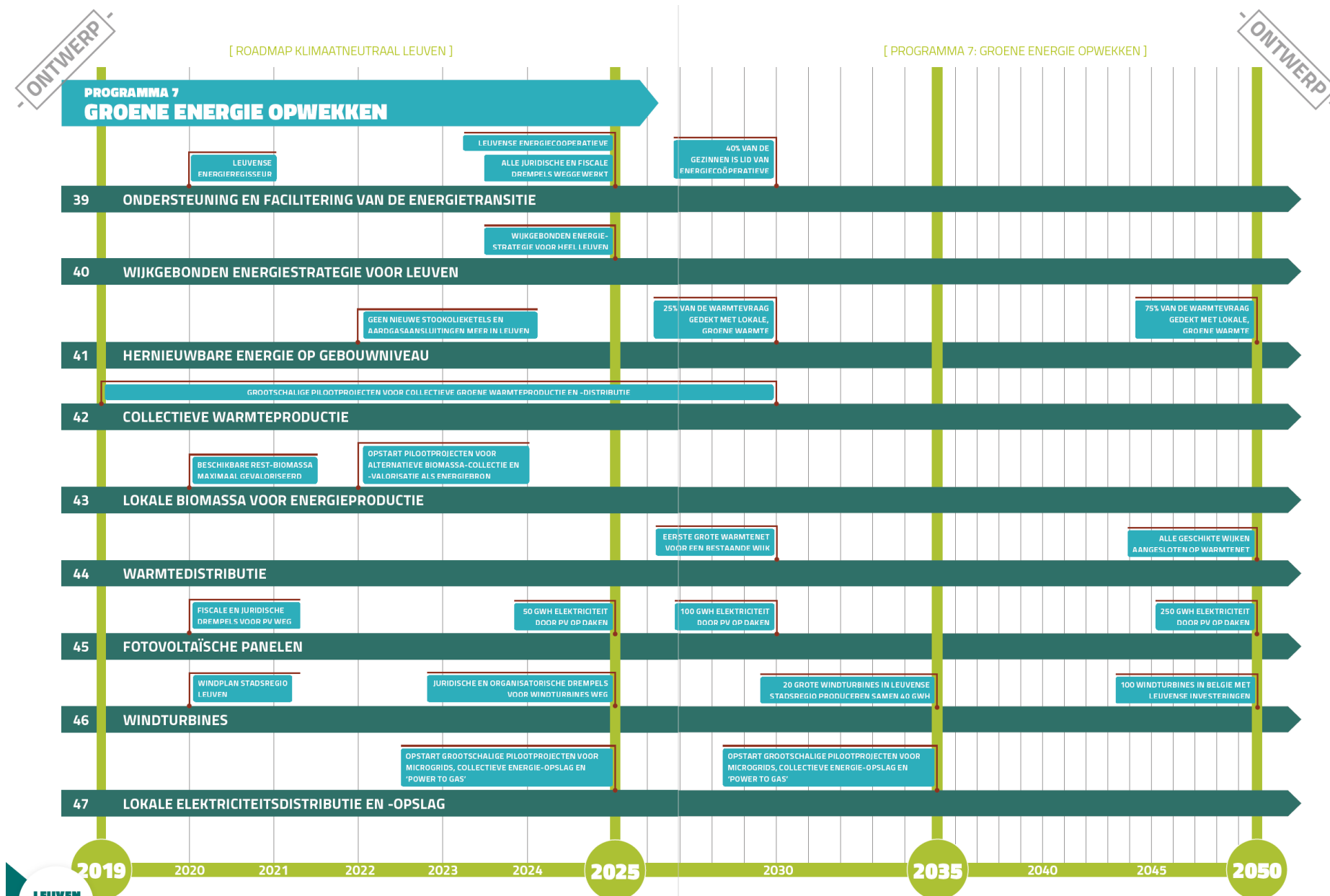
Roadmap to a climate neutral city

80 projects for 8 ambitions:

1. CLIMATE NEUTRAL HOUSING
2. CLIMATE NEUTRAL URBAN FUNCTIONS
3. CLIMATE NEUTRAL TRANSPORT
4. SUSTAINABLE CONSUMPTION
5. LOCAL RENEWABLE ENERGY
6. RESILIENT CITY
7. COLLABORATION
8. INNOVATION



Roadmap to a climate neutral city











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