

Utrecht Repair Working Group pillar III – Rationale

24-25 September 2009

Focus of the workshop:

“How to maximise community access to military heritage sites using sustainable modes of transport (minimising car use and transport growth) without affecting GDP and contributing to broader sustainable development of the surrounding urban areas”.

A. Objective of the working group:

1. **to exchange knowledge and experience** on ideas and innovative solutions for sustainable transport (i.e. car parking, use of bicycles, public transport, route signing, ways of communication to visitors), based on:
 - local practices on mobility and transport in relation to maximisation of community access to military sites
 - knowledge and experiences from outside the project
2. to discuss and decide upon **5 Best Practices** of sustainable modes of transport which increase access by the community to the military heritage sites.
3. **to develop and agree upon 2 EU Policy Recommendations** that encourage the use of sustainable modes of transport to military heritage sites and compliment the REPAIR sustainable development objective.
4. To use the above to assist each partner to start up the process of setting up **practical action plans** for local implementation.

B. Methodology of the working group.

The methodology used for the working group, in order to reach the desired objective, is based upon the following principles:

1. **Transfer of knowledge and experiences based on practical practices identified in Utrecht.** The local community and its guests/visitors are the target group for the New Dutch Waterline and the urban renewal process in progress. The old city defence system of Forts is in public ownership and the growing number of visitors welcomed. The success of this project is recognised and the Dutch authorities understand that they have a lot of experience to share with other projects. There is a national, regional and local organisation of specialists who work on the fortress plans. Fort aan de Klop can be used as a fine example in general terms but specifically in relation mobility. Alternative methods of transport have been developed, including a network of cycle paths, and these work hand in hand with methods of discouraging the use of motor cars and minimized parking options. All the work undertaken to develop the fortresses leads to local employment. Partners will receive information on how this has been achieved, on obstacles experienced and how these have been overcome and on how the issue of transport affects the other pillars (energy/waste, preservation & local jobs for local people).

2. Information and Discussion on levels of involvement. The issue of community access has to be approached from different levels: at the site itself linked to visitor management using sustainability principles, on regional/agglomeration level linked to the organisation of the public transport system and on national level linked to tools, instruments and conditions to encourage and support local/regional on achieving goals for sustainable mobility. Speakers from all levels will be invited.

3. Getting information from the partners on their own experiences and practices based upon these tiers of involvement and discussing and deciding upon best practices found. Each partner will give a 15-minute presentation on their experiences, problems, solutions and transportation models at local, regional/agglomeration and national levels. An interactive dialogue will start, moderated and steered by the 3 Urbact experts, where each of the participants in a "yellow note" session will be asked to give 4 answers to the following questions:

- which problems presented are similar to yours (to find a common denominator), making a distinction between institutional, technical, regulatory or financial issues ?
- which solutions or ideas presented by the others can also be of interest for your own city/region?
- what is absolutely the best practice amongst the ones presented ?

4. Agree upon two Policy recommendations based upon the results of Questionnaire/Fact sheet, the presentations, and discussion on best practices.

5. Support to the development of Local Action Plans and the inclusion of sustainable transport and mobility policies and measures. Discussion will focus around the following questions: What obstacles were overcome? What kind of support do you need? Which best practices to include? What further information on these practices is needed? What do you need to learn?

C. Participants

The delegation from each partner will be composed of those persons which are responsible for the implementation of Repair. However it will be very important for the results of the meeting to be accompanied by a regional/local thematic expert on transport and mobility!

If this is not possible for some of the partners it is highly recommended to have an internal preparatory meeting with this expert in order to be able to share expert ideas and relevant experiences and know how during the meeting!

D. Follow up.

The Lead and Thematic experts will draft, based on the fact sheet and the outcomes of the Pillar III working Group, **a Thematic Report** describing the EU policy recommendations and good practice examples and how the partners came to the conclusions. The report will also contain a state of the art discussion paper on the topic of 'How to maximise community access to military heritage sites using sustainable modes of transport (minimising car use and transport growth) without affecting GDP and contributing to broader sustainable development of the surrounding urban areas'.

PROGRAMME of the Working Group Pillar III Utrecht

Thursday 24th of September

Location: Fortress Ruigenhoek

Fort Ruigenhoek was built northeast of Utrecht, just east of the town of Groenekan during the period 1869-1870. It served to seal off the access point Ruigenhoekse Dijk and protect the passage between two flood basins. It was also part of a forward ring of forts that shielded Utrecht from a possible artillery bombardment. The fort comprises a regular, bastioned square with bombproof barracks, depots and shelters. During the mobilisations of 1914-1918 and 1939-1940, the fort was turned into an infantry support base, with many fortifications reinforced with concrete, including trenches, shelters, observation posts and machine-gun positions. A unique element is the neoclassical encampment building with cast-iron emergency stairway, through which the building could be entered even with a breastwork in front of the gorge defences of the fort, and where the dam sluice at the back of the fort could be covered. The Dutch National Forest Service is currently busy with plans to develop Fort Ruigenhoek for tourists.

- 09:00 Welcome by the representative of the New Dutch Waterline and explanation of the programme
- 09:15 Introduction and recap on Working Group II in Medway by Lead partner
- 09:30 Thematic Experts and share their views on how to achieve the expected outcomes of the meeting.
- 09:50 State of Play – Lead Partner shares the outcomes of the completed Transport Fact Sheets.
- 10:15 **Presentation 1:** on-site mobility management models.
Speaker: Martin Vastenhout entrepreneur of Fortress Vechten.
- 10:45 Break
- 11:00 **Presentation 2:** Rehabilitation of former military sites and accessibility models
Speaker: Ruud Diteweg, Urban transport and mobility manager, City of Utrecht
- 11:30 Panel discussion with the speakers led by one of the experts including comments from the participants.
- 12:15 Walking tour with lunch in the bag (sustainable mode of transport) and field visit to the area of Fort Ruigenhoek and the Northern Park
- 13:15 Partner Best Practice Examples based upon these 3 tiers of engagement. 3 parallel groups, each moderated by one of the Repair experts, will provide experiences, problems, solutions, transportation models at local, regional/agglomeration and national level. An interactive dialogue will start with a “yellow note” session to find similarities, distinctions, transferable solutions and best practices.
- 14.45 Break
- 15:00 Continuation of workshop - Summary and cluster results by defining 3 Best Practices per group.
- 17:00 Reports from each working group with presentation of the selected best practices per group. Selection of 5 Best Practices from the 9 found
- 17.30 Cycle transport to Fortress Aan de Klop with field trip of the surrounding

area followed by dinner.

PROGRAMME of the Working Group Pillar III Utrecht

Friday 25th of September Location Fortress de Gagel

Fort de Gagel is an earthen defence work north of Utrecht, built between 1819 and 1821. The fort served to seal off the Gageldijk and the Kerkeindse Dijk; it also covered the Klopdiijk and protected nearby flood sluices. In 1848, the fort was substantially modified, and during the period 1850-1852, a rectangular bombproof guardhouse (16 m x 16 m) was built in the gorge of the fort. In 1878, the guardhouse was modified, and the fort was expanded, with among other facilities, a bombproof barracks and a depot. Today, various rooms in the barracks and depot are rented to organisations, such as a pigeon society and a music band. The grounds of Fort de Gagel are open to the public year-round.

- 09:00 Recap on Day 1 – Lead Expert, Paulius Kulikauskas.
- 09:30 Repair Policy Framework – links to existing policy
How do the Best Practices identified relate to current policy and an enabling environment? Presentation by the Lead Expert
- 10:00 **Presentation:** Urban mobility in relation to EU transport policies and the links with the Repair objectives.
Speaker: Mark Degenkamp, City of Utrecht
- 10.30 Break
- 11.00 **Presentation:** 2 Policy Recommendations, taking into account project objectives of Repair, existing EU Policies and Best Practice examples selected. Discussion led by Hen Gerritse, Thematic Expert.
- 11:45 **Presentation:** Local Stakeholder Involvement Strategy for Fort de gagel
Speaker: Anton Van Emst, City of Utrecht
Plenary discussion chaired by the speaker to share lessons to be learnt on how to include identified best practice examples into the Local Action Plans
- 12:30 Lunch
- 13:45 Conclusions and next steps, including 5 minutes for each partner to share planned content and processes of their Pillar 3 mini-action plans
- 15:00 Sightseeing tour of Utrecht by bicycle (sustainable mode of transport) – from Fortress de Gagel to Fortress Voordorp and on to Fortress De Bilt to view other examples of re-use of military heritage and transport solutions
- 17:30 End of Conference

VJ notes:

City of Utrecht has quite a young a population of about 300,000 at present. The wider regional population is about 500,000. Development plans are underway for 2020 and beyond.

Some of the most interesting policy and services offered at this time include; Bicycle parking; Bicycle rental, Electric boats (Beer Boat), electric Cargo Hoppa to distribute goods within the city centre, Electric River taxi. There is a large bicycle network at present with traffic light priorities and parking facilities. Bicycle rental is widespread and available at transfer points for visitors and commuters alike. There is a comprehensive Bicycle Map with good signage for students, visitors and residents.

The communication approach was positive not punitive. Alternative means of transport are encourage by positive language.

Inter-Modality was mentioned often by Utrecht representatives and is understand as a positive means of spreading transport usage:

<p style="text-align: center;">TRAIN</p> <p>Existing train services will be linked to widespread bus routes</p>	<p>Long distance</p>
<p style="text-align: center;">BUS</p> <p>Exisiting bus routes will be interconnected with rail and other transport modes</p>	<p>Medium distance</p>
<p style="text-align: center;">BICYCLE</p> <p>Bicycle rental scheme to be established with secure cycle parking available at key locations</p>	<p>Short distance</p>
<p style="text-align: center;">TAXI</p> <p>Innovative taxi schemes will be introduced to improve accessibility for all to the transport options</p>	<p>Short distance</p>
<p style="text-align: center;">WATER</p> <p>Make provision for use of the River Medway within the central urban area and to destinations further afield such as Cuxton, Borstal, Gillingham, Upnor, Medway City estate etc. Promote use of electric, boats, river taxi and frieght distribution such as Freight Hoppa</p>	<p>Short distance or longer</p>
<p style="text-align: center;">WALKING</p> <p>Promote walking as a positive and valuable transport link for the last kilometre - to the door</p>	<p>Last kilometre to the door</p>

CIVITAS

Medway should consider joining the CIVITAS Forum covering subjects such as Transport, economy, culture, etc.

POLIS

Take a look at POLIS a network of European cities and regions from across Europe, which promotes, supports and advocates innovation in local transport. a more technical association

Pembrokeshire Coastal Path

The Pembrokeshire Coastal Path example offers a good future proposition for New Dutch Waterline, through the introduction of transport links.