



gemeente
Schiedam

URBACT GOOD PRACTICE APPLICATION **Schiedam in Motion**

Good Practice Summary (Compulsory) (2730/5000)

After decades of resistance from cities in the region, in 2009 the national government invoked the National Crisis and Recovery Act to force a solution about the building of the A4 motorway from Delft to Schiedam. For a long time already, this motorway had been a missing link in the infrastructure in the West of the Netherlands.

The strong societal resistance against this motorway in a densely populated area like Schiedam (located in the Rotterdam agglomeration) called for a smart set of solutions to integrate it in the surrounding landscape and between the two adjacent neighbourhoods. This solution was reached in 2010 by an agreement between Schiedam and the national government. The package featured a € 9 million investment on physical integration measures for the A4 motorway (tunnel with extensions on the roof to accommodate football pitches) and extra sound screens at the 19 ha. Hargra area near the Kethel roundabout to facilitate urban development.

The transfer of sport accommodation from locations in the city to the newly created space on the tunnel roof resulted in multi functional, state of the art sport accommodation as a new and inviting home, vital for sport clubs. Being part of the large new city park on this roof, this makes for a major improvement to the overall quality of public facilities. Even more important, this transfer brought about a spatial “unlocking” of Schiedam, because these former sport locations became available for redevelopment with 640 new dwellings and apartments. These are dwellings predominantly in the mid-price segment and therefore a major contribution to a more diverse housing stock in Schiedam. Together with improved public facilities (sport; green areas) a differentiated housing stock supports a healthy flow in the housing market. In such circumstances people who develop and grow more prosperous can make a housing career within Schiedam instead of being forced to move elsewhere. In this way the urban development in Schiedam in Motion facilitates upward social mobility for its citizens.

Since its start in 2010 Schiedam in Motion interacted closely with public and private stakeholders to involve their input and commitment to a feasible and sustainable plan and decision making process. The lean procurement strategy limited transactions with developers to a plain sale of building land without detailed and formal requirements other than the municipal zoning plan. This proved to be successful in mobilising their creativity and keeping a high pace in the process. With investments, capital and running costs as well as savings for long term maintenance and renewal, Schiedam in Motion is fully integrated in the municipal budget for the next 30 years.

