

LEARNING
CITIES
PLATFORM
EVENT 2012

MILTON KEYNES
MALMÖ

HAFENCITY

BORDEAUX

STATION AREA

HAMBURG

UTRECHT

PLACES OF CONNECTION

CARDIFF

OSLO

CONNECTION

TAMPERE

STUTTGART

27 - 29 JUNE UTRECHT

STATION AREA UTRECHT (NL)

HAFENCITY HAMBURG (D)

PLACES OF CONNECTION BORDEAUX (F)

www.LearningCitiesPlatform.wordpress.com

THE ACADEMY
OF URBANISM



Managing Urban Change in Places of Connection, Introduction

Over the last forty years, a common phenomenon of many European cities has been the restructuring of Inner-city land in order to improve places of connection for different modes of transport and to enhance the value of the uses. These developments often take decades to complete, have a considerable impact on the character and functions of the surrounding areas, and can be disruptive to the life and energy of the city.

The European Learning Cities Platform a joint initiative between the Academy of Urbanism (AoU) and INTA Objective 2030 program, aims to provide a learning network for cities, through focussing on their major regeneration projects, to share experiences, identify common problems and bring together public, private and community partners to propose lasting strategies and principles for successfully transforming inner-city places of connection.

The common themes of the three learning projects are that they are all:

- Places of connection and major restructuring
- Places of immense opportunity, which at the same time could become disruptive to the organic development of the city
- Undertaken over a long time span, complex and subject to unpredictable change

The central issues to be considered in reflecting on the three learning projects through the experience of the participants are whether:

- Common ambitions, challenges and constraints, can be identified for European cities in the 21st century
- We can change our cities through major projects in a way that makes them successful, resilient and adaptable to meet the demands of future generations
- Suitable mechanisms and processes are available to implement long-term urban change whilst allowing the city to continue to function successfully

Each of the three learning cities represents a different scale and provides unique lessons:

- Bordeaux Metropole, sets its station redevelopment in the context of the re-invigorating of the metropolitan region. It is a public sector driven initiative whose success will depend on the integration of all the different public interests into a collaborative venture
- HafenCity, Hamburg is a city quarter within a strong city-state
- Utrecht Central Area is a station regeneration project, integrated with shopping, cultural, commercial and civic uses, linking the historic city core to the fast expanding city.

The two-day symposium is not a conference with speeches. Learning is through sharing the reservoir of insights and experience represented by the participants. We aim through a review of individual schemes to draw conclusions for other cities beginning the process of undertaking complex projects in places of connection.

The learning cities will be assessed against the experience of the reference cities:

- Malmo, Western Harbour, with its experience of triggering harbour regeneration through a focus on environmental sustainability, given expression through an expo and experimental housing areas, is twinned with HafenCity
- Tampere, a distinctive regional city linked by train to Helsinki, is with Bordeaux
- Cardiff, with its planned station redevelopment, can learn and provide a new perspective for Utrecht

This symposium, we hope will be the beginning of a programme of sharing, with each of the cities present, over the next years, hosting learning visits to their cities for a wider audience.

June 2012

John Worthington
Michel Sudarskis
Henk Bouwman

Main theme of this years Event is Places of Connection. The cities Hamburg, Bordeaux and Utrecht are subject to analysis to find the principles to achieve meaningful places within a framework of new and renovated existing spaces and major infrastructure renewal.

In comparing and analyzing the plans and changes we use five C's to capture usable principles for future planning and design:

Connecting **Facilitator: Anna Rose**
(AoU)

- Relationship to the sub region and the city centre
- Integration and separation
- Physical and perceptual connection
- Networking of activities and business, cultural and social relationships within the site and externally
- Types, quality and convenience of connections
- Green traffic plans

Collaborating **Facilitator: Henk Bouwman**
(AoU & INTA)

- Partnerships public sector, public/private, community
- Creatively balancing conflicting interests
- Sharing resources
- Collaborating to compete
- Defining the brief (programme) to meet shared aspirations and expectations#
- Recognising and communicating success
- Working across different scales, interests, functions and cultures

Changing **Facilitator: Larry Barth**
(INTA)

- Changing both physically and perceptually – changing mind sets
- Phasing and sequencing
- Temporary projects which become transformative
- “Meanwhile” uses
- Managing the speed and disruption of change
- Managing uncertainty: unpredictable changes- political, economic, technological
- Resilience and adaptability – spatial, organisational and operational

Communicating **Facilitator: Chris Balch**
(AoU)

- Branding and Identity
- Marketing
- Perceptual
- Way finding
- Community inspired – newspapers, events, web site
- Events – arts and culture

Controlling **Facilitator: John Best**
(AoU)

- Leadership – creating and reinforcing the vision and mission
- Managing projects
- Funding and finance
- Controlling quality
- Managing time, resources and risk
- Working together – sharing resources – allowing for different requirements and expectations
- Defining roles and responsibilities – Infrastructure, platform, Superstructure “settings”

The Learning Cities Projects are being used to learn how these 5 C's have played a role in the development process. Reference cities can reflect on the Learning Cities Plans and can bring in their own experiences. In workshop we will search for principals, which can help in managing *urban change*.

Programme and timing for the Event

Wednesday 27 June

- 14.00 – 17.30 Optional walking introduction to site and surrounding areas
Starting point ‘Project Office - Utrecht Station Development’
- 19.00 Informal pre symposium dinner

Thursday 28 June

Places of Connection: Three projects, three places, three cultures, three stages of completion; one goal

- 08.30 Welcome and Introduction Victor Everhardt Alderman Utrecht
- 09.00 - 10.15 HafenCity Hamburg Jürgen Bruns-Berentelg
- 10.15 - 11.30 Places of Connection, Bordeaux Metropole Francois Noisette & JeanBaptiste Rigaudy
- Break
- 12.00 - 13.15 Stationsgebied Utrecht Albert Hutschemaekers
- Lunch: Eat , walk and talk in groups
- 14.15 - 15.45 Places of Connection: Defining the agenda
Five working groups each focused on a theme, reflecting the morning presentations and participants project experience
- 15.45 - 17.15 Assessing the Learning Cities
Three workshops, with five theme perspectives, led by three reference places
- Hafen-City, Hamburg - Malmö Western Harbour
 - Places of Connection; Bordeaux - Tampere City Centre
 - Centraal Station; Utrecht - Cardiff City Centre
- 17.15 - 18.00 Plenary feedback – Common issues, distinctive differences
- 20.00 Symposium dinner
Bresson, Oude Gracht 214, Utrecht

Friday 29 June

Places of Connection: Framing the Issues, Establishing the principles

08.30 - 10.00 Five working groups, five themes, one set of common issues and principles

Break

10.30 - 12.00 Three Learning Cities groups, one set of principles
Three working groups

Lunch

13.30 - 14.30 Plenary feedback and synthesis *Michel Sudarskis (INTA)*

Break

15.00 - 16.00 Plenary drafting: ten principles for achieving great places of connection *John Worthington (AoU)*

16.00 - 16.45 Conclusions for the European Learning Cities Platform, Places of Connection

17.00 Closing by the Alderman of Utrecht

Learning City:

UTRECHT

www.cu2030.nl

Utrecht is part of the four big Dutch cities next to Amsterdam, Rotterdam and The Hague. This Region called 'Randstad' or 'DeltaMetropool' with approx. 8 million inhabitants is playing a significant role on the European level. Amsterdam is the capital and international 'face' of the Netherlands, Rotterdam is the harbour city, The Hague houses both the national government and the World Court and Utrecht is the centre of the Netherlands with its railway-hub and the big national 'programs' (shopping, Trade Fair and home for national companies).

Utrecht has addressed the need for housing areas ('VINEX') in the growing Randstad by developing a new city quarter at the west of the existing city. Doing so, Utrecht has grown with approximately 100.000 inhabitants within 15 years. Utrecht with its central position in the Randstad is the main rail interchange for the Netherlands. The rapid growth of the city, the increasing usage of the station and the poor east-west connections through and around the railway station was the trigger for restructuring the Station Area. The credo Think Global, Act



Local has been a subject of debate in Utrecht politics for many years. The Masterplan Scheme of 2004, based on the outcomes of a Referendum in 2002, gave answers how to deal with national developments and local needs: Act Big, Behave Small. The result was an agreed development framework and a leading role for the city in celebrating its local character, whilst accommodating major "national" programmes, for a public transport hub, shopping centre and exhibition ground.



Stationarea developments in Utrecht



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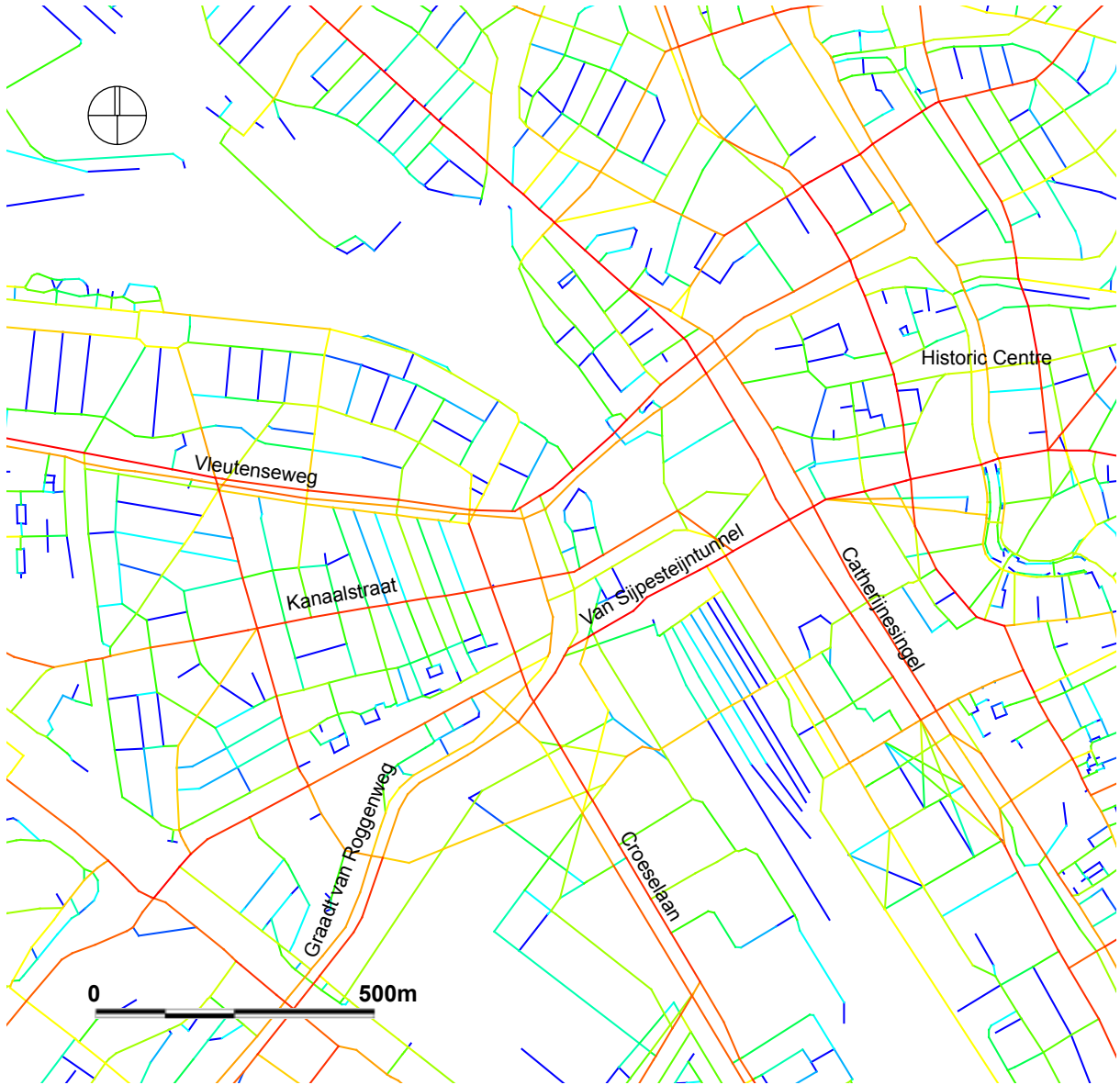
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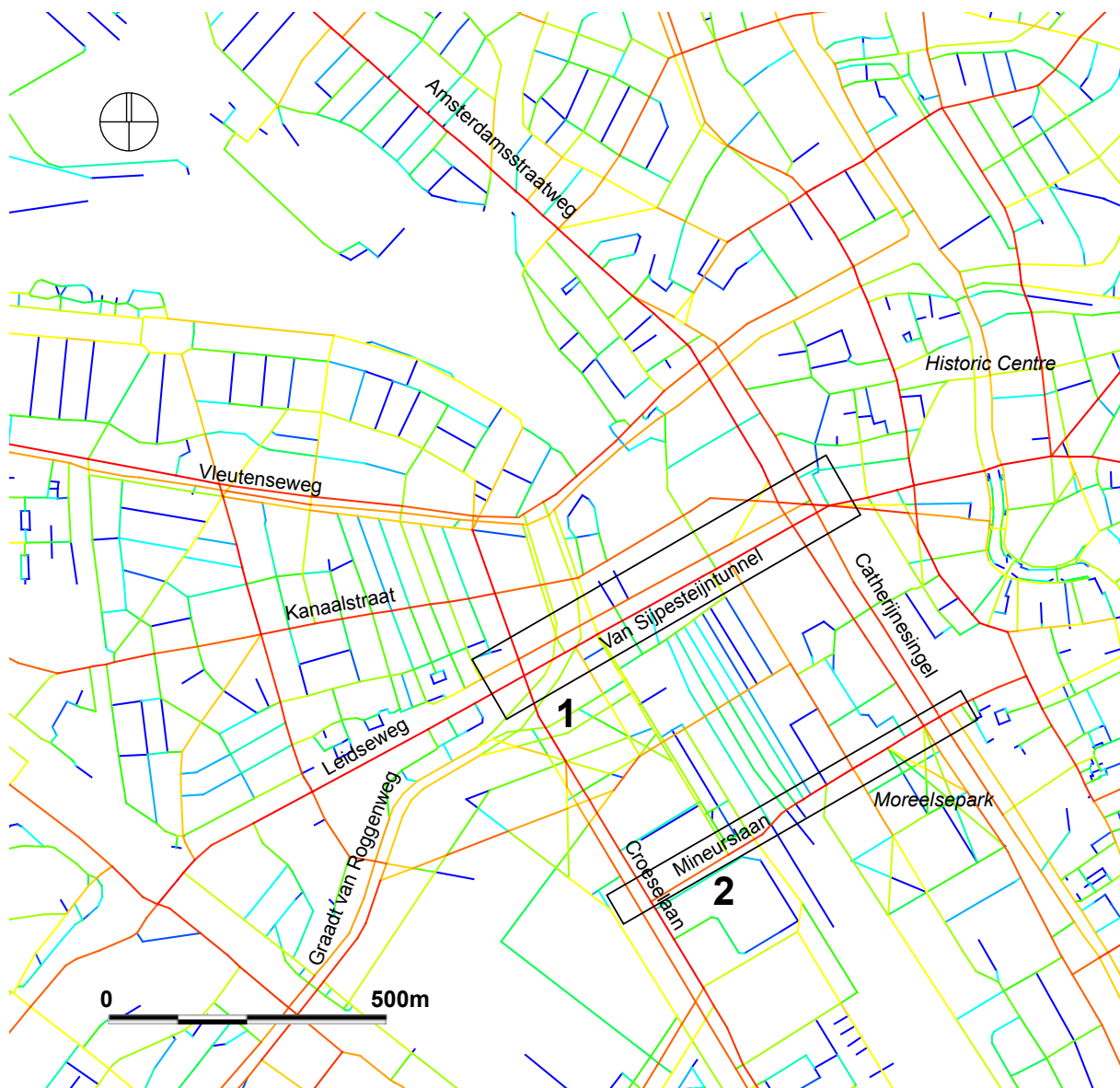


Local accessibility Utrecht, existing situation

Space Syntax

Accessibility





Local accessibility Utrecht, proposed situation

Connections across the railway tracks have both a global as well as local function. Currently one of the most accessible connections between west Utrecht and its historic centre is the Van Sijpesteijntunnel: a bicycle path. In the new station area this connection will be strengthened and will be

connected with the Leidseweg, running over (1), the tunnelled Graadt van Roggenweg. Furthermore a new overpass will be introduced, connecting the Moreelsepark and the Mineurslaan which will become a strong connector, (2).

Space Syntax

Learning City:

HAMBURG

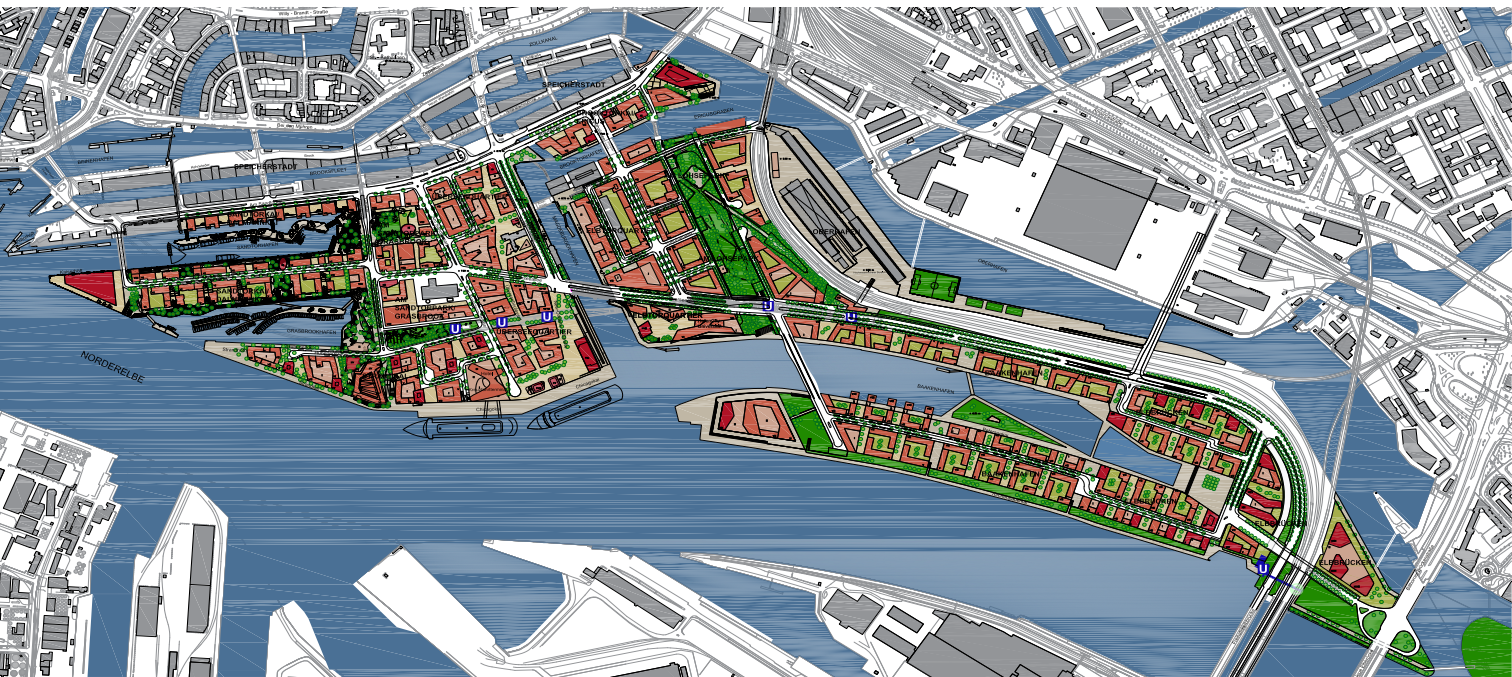
<http://www.hafencity.com/>

HafenCity Hamburg is a project of immense ambition, to integrate the 157 hectare, enclosed freeport site back into the fabric of the existing urban heart. Since 2004 with the establishment of HafenCity GmbH a 100% subsidiary of the Free and Hanseatic City of Hamburg, the area has become a destination with 1,800 residents, 8,500 jobs and over 300 businesses. HafenCity is more than a building site; it is equally concerned with economic and social development. It is innovative in its approach, focussed on quality, learning through evaluation, reflection and feed back. HafenCity is an exemplar of integrative, collaborative working, and a yardstick against which to measure other projects. So HafenCity is a development that already has become reality. The first big parts are realized and express through their quality of meaningful urban places as if they have been there for ever. HafenCity has almost doubled the city centre heart of Hamburg not only with workspaces but also with cultural and housing spaces. Speicherstadt, the area in between, produces as a 'growth disk' known and unknown urban programmes, which inflicts both the old centre and the new



HafenCity.

Hamburg being one of the biggest European ports also faces a demand for new dwellings for people migrating towards the big agglomerations. Jobs are driving them. HafenCity has focussed on keeping the higher incomes within the city centre by providing 'family'-apartments and an outstanding, surrounding urban space with high quality of living. HafenCity also provides in workspaces for harbour- or trade related activities. Having the traditional harbour-like employment on the south bank of the river Elbe, Hafencity offers space for the new international trade demands like specialists in ICT, international law, etc. All these developments being underway, HafenCity challenges controlling the developments in the ever changing and demanding society





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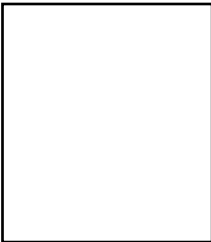
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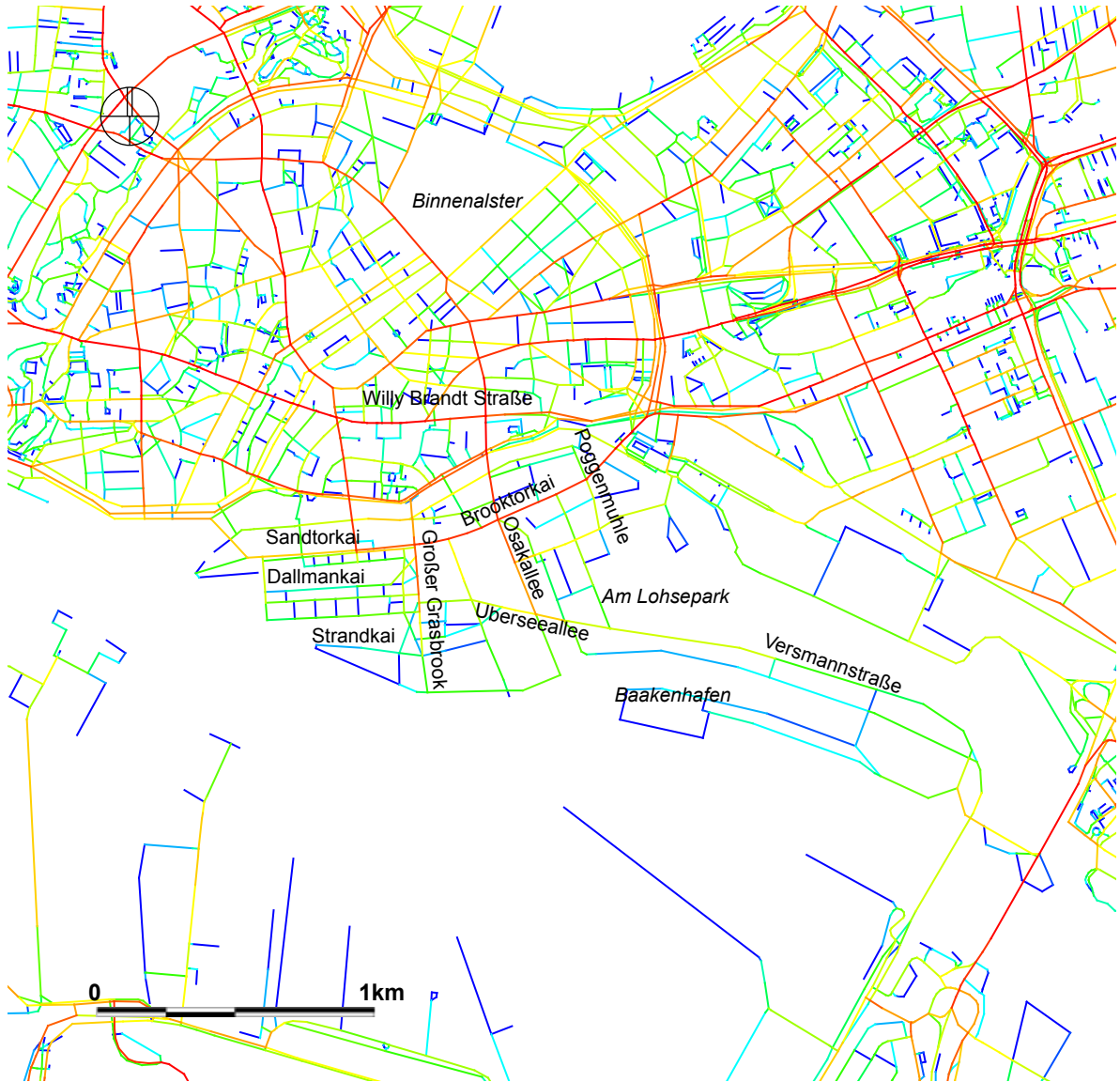
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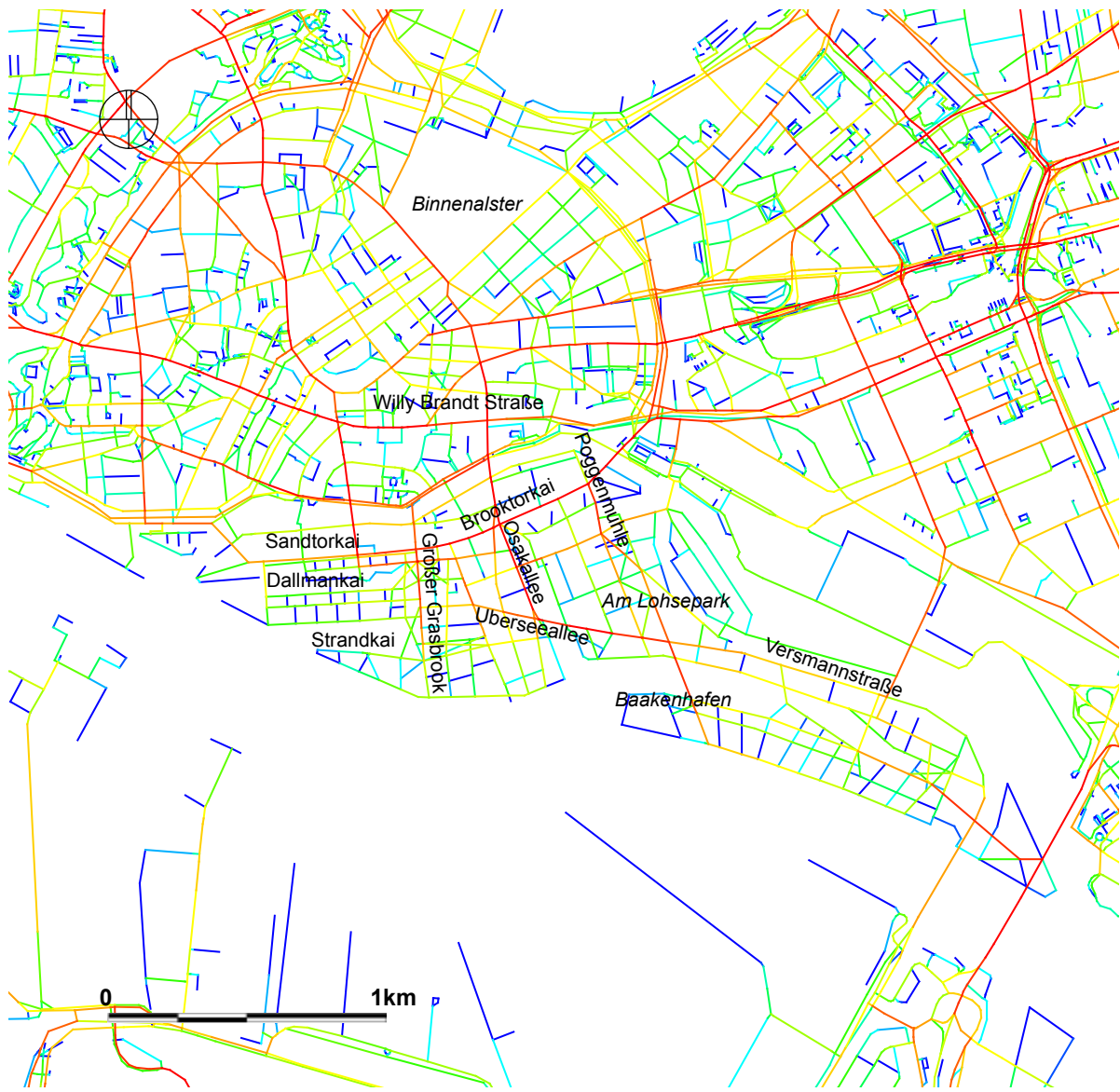
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Local accessibility Hamburg, existing situation

Space Syntax





Local accessibility Hamburg, proposed situation

Space Syntax

Learning City:

BORDEAUX METROPOLE

Places of Connection

www.bordeaux-euratlantique.fr/

Bordeaux, being a proud trading centre from the past, is a city with a remote position in France during the last decades. It serviced a vast area in the Aquitaine region. And of course it is the capital of the Bordeaux wine industry. Over the last two decades Bordeaux has revitalized and given new identity to its fine historic centre through the construction of 47 km of tram network and associated public realm design. In 2017 the high-speed rail to Paris (2 hrs) will be completed, with a second phase to Madrid (3.5 hrs) in 2020. The construction of the tram system has given confidence in the role that transport investment can have in stimulating the economy and improving the quality of the environment.

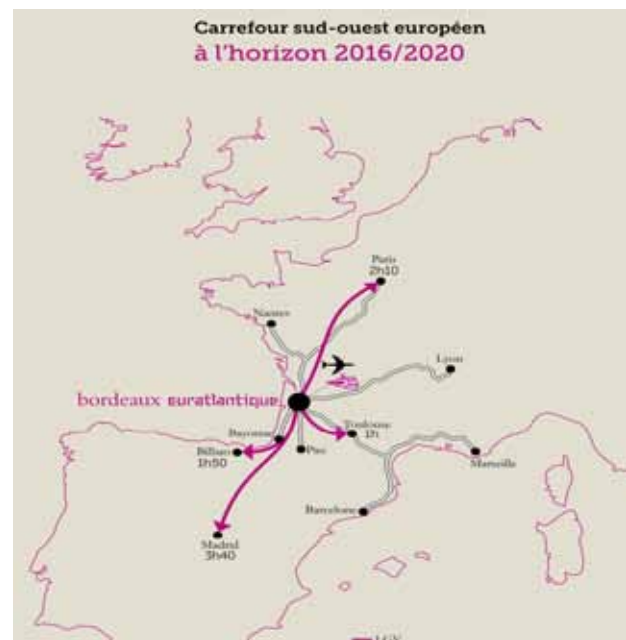
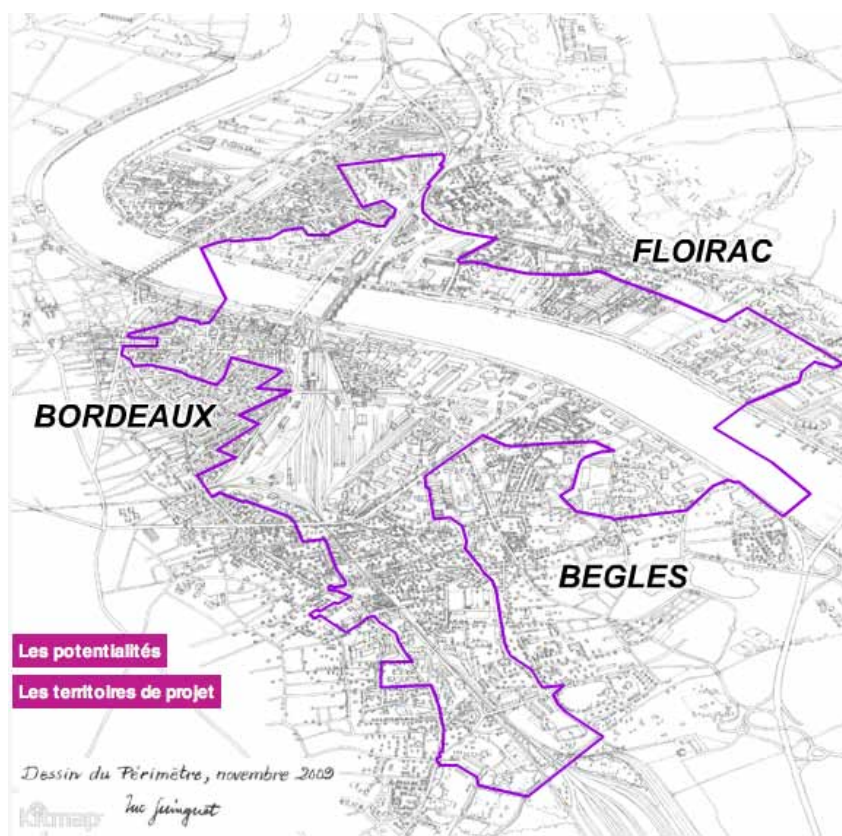
Also for Bordeaux there are serious reason for growth. The migration from the countryside to the city has caused and still causes a growing demand for new dwellings in the Bordeaux metropolitan

region. And to remain a player on the economic field Bordeaux has to express its assets and give way for businesses to settle in Bordeaux.

Therefore, the second phase reflecting the national connectivity of the city, is a station redevelopment site and regeneration of the surrounding markets and waterfront, combined with a plan for 50,000 homes associated with the expansion of the tram network, and used as a catalyst to re- envision and create identifiable places in the low density, car focussed, metropolitan hinterland.

Amongst the big challenges that Bordeaux faces are 'weaving in' 50.000 dwellings into the scattered suburban structure surrounding the centre of Bordeaux addressing the growth, and connecting them to the city centre by new transport links. Higher density in these new nodes is necessary for a feasible public transport system but also for the making of meaningful places such as sub centres within the urban sprawl.

Bringing in the TGV link from Paris helps putting Bordeaux on the map as a European regional centre. The final effort is to link the (inter)national connection with the local transport system.





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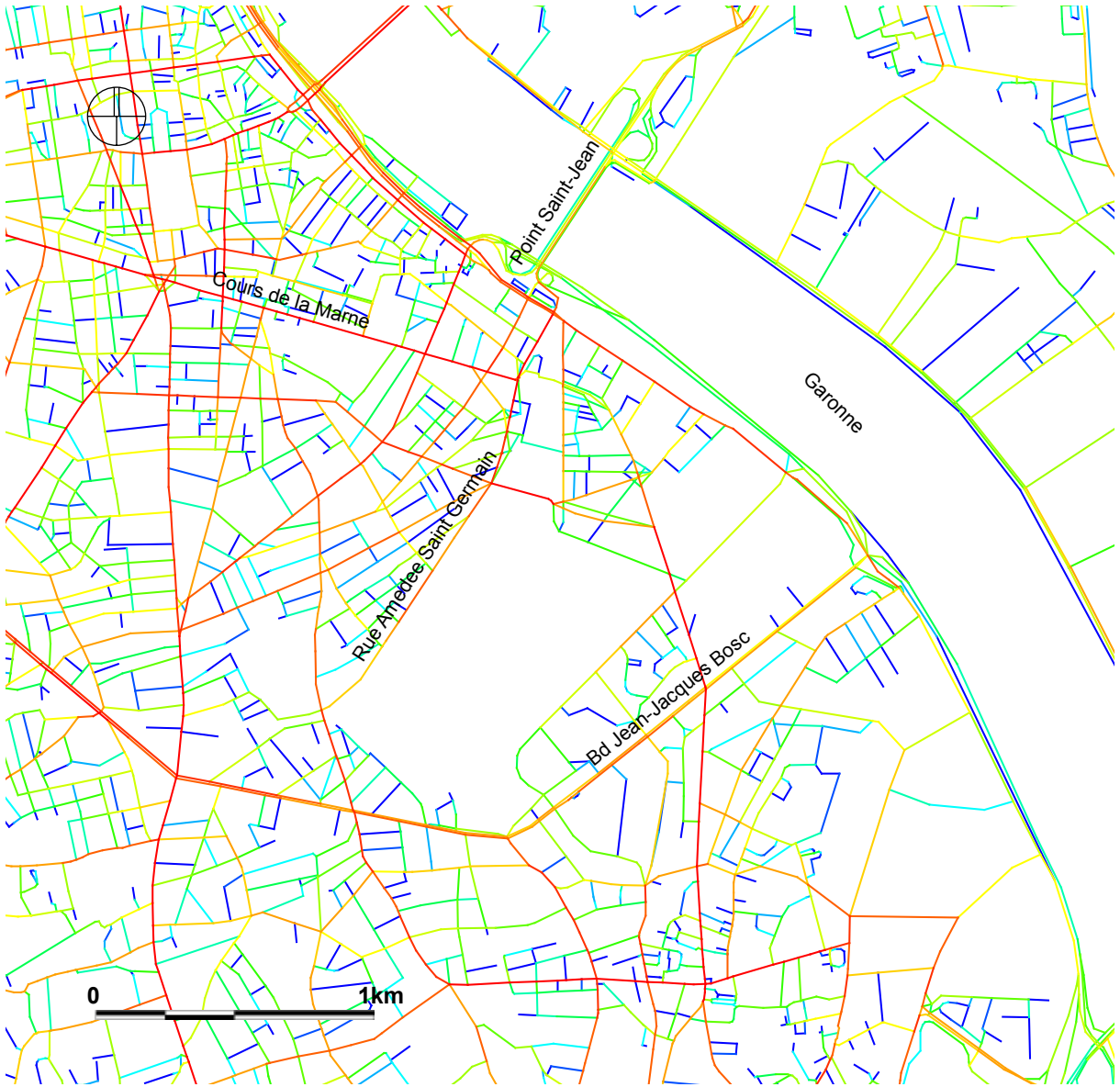
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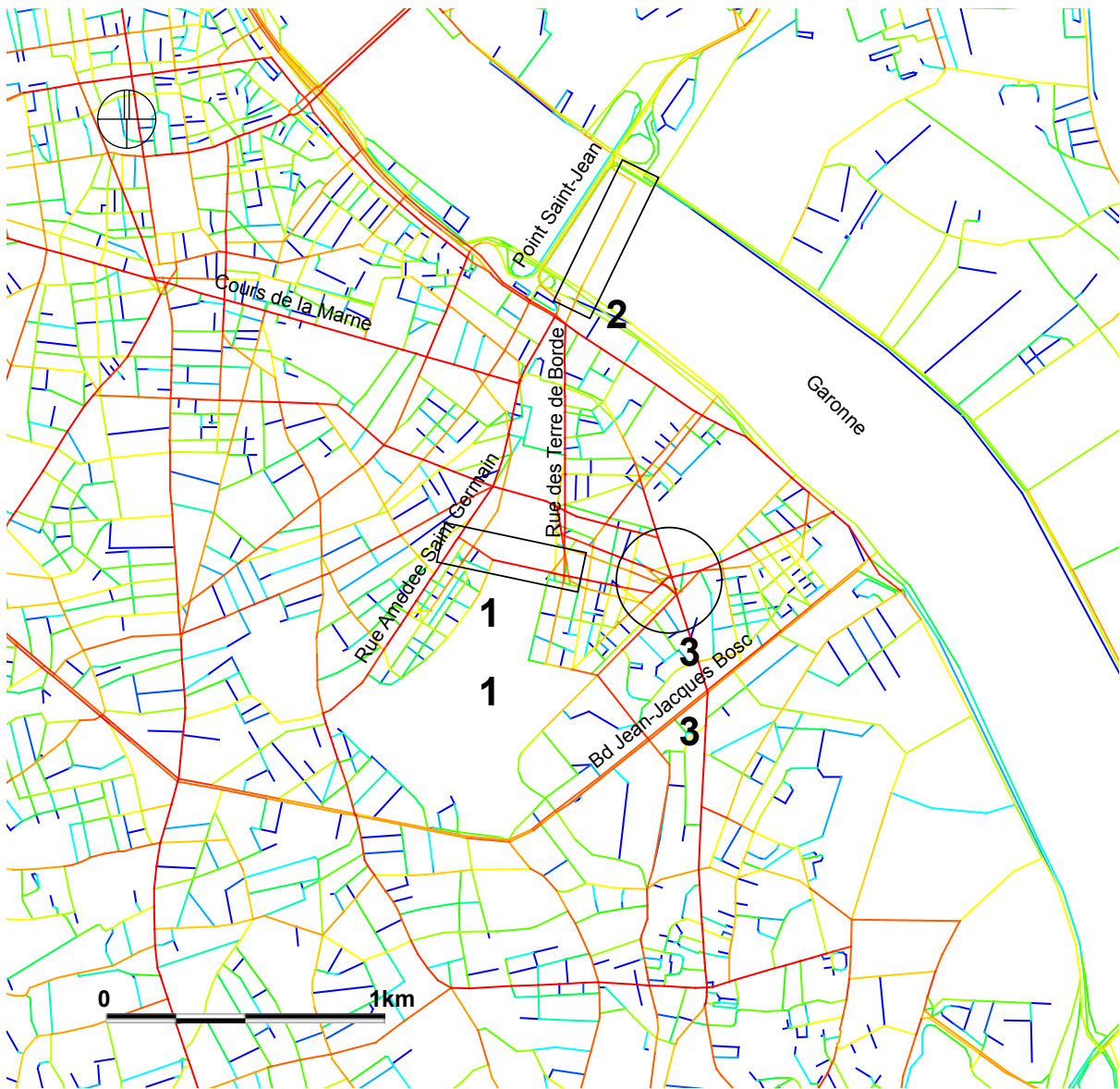


Local accessibility Bordeaux, existing situation

Space Syntax

Accessibility





Local accessibility Bordeaux, proposed situation

This proposed plan includes a new connection which improves permeability between the east and the west side of the railway tracks, (1).
 The new pedestrian bridge across the river Garonne is strategically placed and greatly enhances to connectivity of Rue des Terre

Borde, (2).
 The masterplan introduces a network of open spaces which supports the development of a new local centre, (3).

Space Syntax

Reference City:

CARDIFF

<http://www.porth-teigr.org>

Cardiff is Wales' capital city, and Europe's youngest capital.

With a population of 1.4 million people, Cardiff has a thriving economy – particularly in the ICT, Creative Industries, and Leisure and Tourism sectors. Cardiff is also developing a reputation in the Financial and Business Services sector.

Just minutes from the City Centre, Cardiff Bay is the newest area of the city and is one of Europe's largest waterfront development projects, encompassing residential, business and leisure space. Porth Teigr is part of this.

The masterplan for Porth Teigr envisages the development of a vibrant and environmentally sustainable mixed-use neighbourhood. Already underway, with the BBC's Roath Lock Studios complete and



occupied by such shows as Doctor Who, Porth Teigr represents a million+ sq ft development opportunity, including space for a myriad of businesses and 1,000 new homes. The 38 acre mixed use development will include four linked places which will work in harmony to bring about the new sustainable neighbourhood.

The Porth Teigr Masterplan

Bespoke property solutions within the 'four linked places'

1 Teigr Gateway

- Mixed use
- Residential
- Crèche
- Local shops
- Live work
- Small Business

2 Roath Basin Waterfront

- BBC Roath Lock studios
- Centre for Creative Industries
- A new working waterfront
- Mixed use

3 Bute Dry Dock

- Hotel
- The social heart
- Mixed use
- Work and leisure
- Mixed business

4 Bay Front

- Dr Who Experience
- Residential
- Marina
- Bay frontage

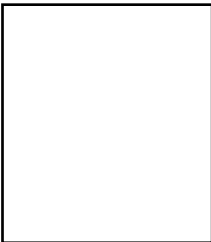
- A BBC Roath Lock studios (now complete)
- B Dr Who Experience (under construction)
- C Centre for Creative Industries (planned)





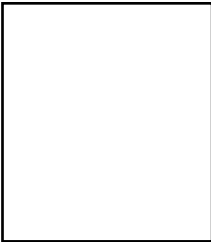
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Reference City:

MALMÖ Västra Hamnen

www.malmo.se/westernharbour
<http://www.malmo.se/sustainablecity>

Västra Hamnen - City of Tomorrow

In a few years time, the light from Västra Hamnen will be reflected in the sea. Facing the Öresund Bridge and Denmark, Västra Hamnen is visible from far and wide, standing proud and proclaiming its presence.

Detailed plans are currently being drawn up for the development of this centre of learning, business and housing, which is on the very doorstep of the old Gamla Staden district. The initial stage in the reshaping of this former shipyard area concurred with the 2001 European housing expo Bo01. An obvious starting point is the fine cultural heritage left by Kockums the shipbuilders, which will be exploited to full advantage.

A general plan for the whole of Västra Hamnen has been drawn up.

The City of Knowledge

Västra Hamnen will be a site for a new type of business enterprise. Heavy industries are being replaced by other businesses. The city of knowledge is blossoming and, within a few years, several thousand new people may be gainfully employed within the area in close cooperation with its exciting neighbour, Universitetsholmen and the new university.

Housing

Västra Hamnen has a unique location by the sea and is close to the fantastic Ribersborg

beach and all the exciting sites in the area.

A huge area. There's plenty of space for schools, service facilities, parks and playgrounds in sheltered locations. Västra Hamnen is just a short walk away from all the communication and service facilities, culture and recreation of the compact city centre.

The old Gamla Staden district is its closest neighbour. The area is adjacent to the most attractive parks and recreational areas of Malmö, including the Malmöhus Castle, and it enjoys a magnificent view in all directions across the sea.

Just a short distance to the Central Railway Station with the planned City Tunnel and the ferries to Denmark.

Encounter with the sea

Västra Hamnen heralds Malmö's encounter with the sea. Universitetsholmen with the university and its new city buildings will be the intermediate link. Old and new streets are growing together and the city's most important parkway is continuing through and around Västra Hamnen.

Sustainability

Top of the list are environmental concerns and the conditions that are necessary for creating a healthy ecological development, which it is hoped will play a major part in shaping the special profile of this city district.





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Marianne Dock
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19-21.9 EcoProcura 2012
New opportunities to deliver sustainable procurement and innovation

EcoProcura Conferences provide a forum to encourage public authorities and their partners, such as the business community, to exchange experiences and coordinate their actions and purchasing power. By forging new partnerships it is possible to contribute to making the markets for products and services more sustainable. EcoProcura Conferences seek to generate more awareness - and motivating and encouraging people, both from the practical and political sense - on the issue of procurement (at the local, national and international level) and thereby contribute to the world-wide movement of mainstreaming sustainable public procurement.

More info on <http://www.ecoprocura.eu/malmo2012/home/>



Reference City:

TAMPERE (FIN) *Five Star City Centre*

Five-star city centre

The five-star vision is based on the goals set by the city strategy. Each star has its own significance and together the stars reflect how it is hoped the city centre will look and feel in the future.

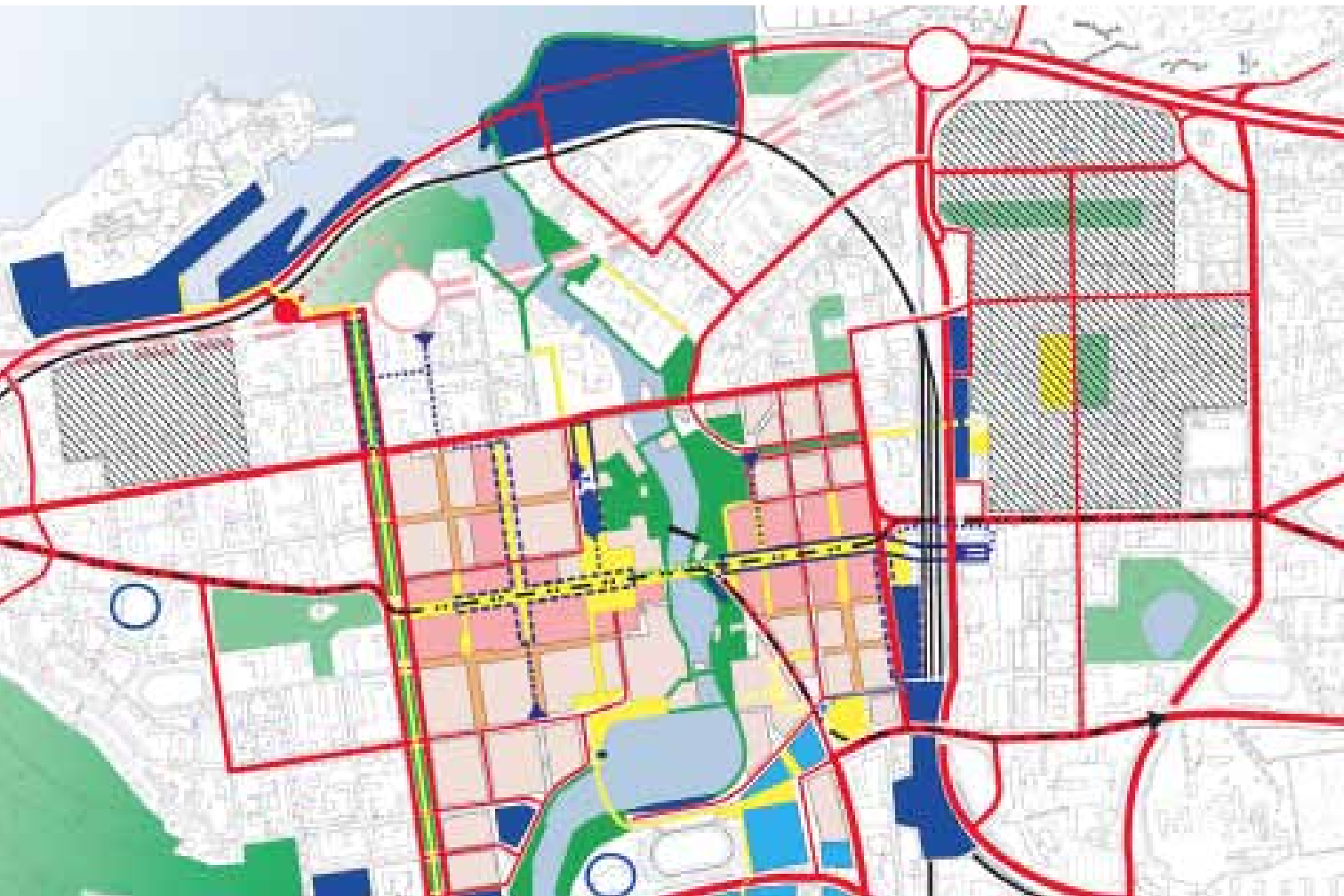
1. The centre is a city

At the core of Tampere the elements of work, culture, services and housing meet. The urban environment is coherent and compact on the entire isthmus from the shores of Lake Näsijärvi to the shores of Lake Pyhäjärvi. Traffic arrangements are merged into the city structure and public transport becomes more effective. The city centre districts have their own characteristics. The grid-plan centre boasts sturdy Art Nouveau and red-brick building heritage which the new buildings

must complement. The Tammela and Amuri districts refresh their appearance with the help of complementary construction. The new residential areas are located as individual entities by the lakes' shores.

2. The city centre radiates quality

Pedestrians play the main role in the city centre. Walking is safe and barrier-free. People live their daily life and celebrate their festive occasions in the verdant city centre. Keskustori Central Square is a venue for ceremonies, and daily life flows on the pedestrian streets. The lush parks offer rest spots in the hustle and bustle of the city. The city centre's refreshed appearance has retained the identity of Tampere: the rugged character of an industrial city. This level of quality extends to the details





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City planner City of Tampere



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without being cold or bulky. People feel that the city centre is a pleasant place to spend time and take in new experiences.

3. The city centre offers versatile services

The city centre is a versatile centre for shopping and running errands, and goods and services sell fast. Numerous cultural occasions and events attract people. The new use of the streetlevel blocks and inner courtyards along Hämeenkatu Street refresh the city centre's appearance in winter as well. People spend their leisure time on the scenic routes by the Tammerkoski Rapids and in the parks. The city centre is easily accessible by public transport, by bicycle or by car for which it is easy to find a parking space.

4. The city centre is a leader

The city centre of Tampere is the most popular and successful commercial centre in Continental Finland and its growth is reflected throughout the entire Tampere Region. The city centre's attractiveness and competitiveness are strengthened thanks to good accessibility and versatile supply. The renovated Hämeenkatu Street is perceived as an entity and it is the pulsating artery of the city's shopping area. Furthermore, the city centre is a location that is highly valued by businesses and a popular dwelling place.

5. The city centre has an image

The city centre is the city's face. Along with the Näsinneula observation tower and the red-brick chimneys, the silhouette of the city centre is complemented by a new landmark, the edged tops of the Central Arena. The Tammerkoski Rapids and their unique industrial heritage are an essential part of the Finnish national landscape. Keskustori Central Square, which has become a venue for festive occasions, is Tampere's calling card. Hämeenkatu Street is an attractive urban commercial street. Its partner, Hämeenpuisto Park, is the longest themed park in Finland, providing a wide range of events. The city centre attracts creative individuals, the new residents find it easy to root themselves there and the original inhabitants do not want to move elsewhere.

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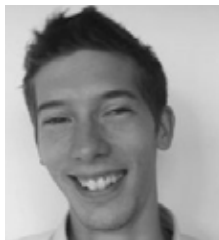
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By Car:

- Coming from Arnhem (A12) follow signs Utrecht/Nieuwegein, take exit nr. 17 and follow signs Jaarbeurs.
- Coming from Den Haag/Rotterdam (A12) follow signs Amsterdam, take exit Jaarbeurs and follow signs Jaarbeurs.
- Coming from 's-Hertogenbosch/Breda (A12-A27) follow signs Den Haag and after 100 meter signs Centrum. Furthermore follow signs Jaarbeurs.
- Coming from Amsterdam (A2) take exit De Meern/Jaarbeurs and follow signs Jaarbeurs.

By Train:

In the railway station Utrecht CS take the exit Jaarbeurs(plein). Coming outside, turn right along the Jaarbeursplein. After two minutes walking you will see the Park Plaza Utrecht in front of you.



Venue

The Event will take place in the Project Office of the Station Area Development Organization, www.CU2030.nl
The site can be watched in English (button top right)

The adres is:

Project Organisatie Stationsgebied (POS)
Vredenburg 40
3511 BD UTRECHT
tel: +31 (0)286 9601
Mention you're from LearningCitiesPlatform Event.



For any practical information,contact:

Henk Bouwman, coordinator,
+31 (0)654 295 377

Vera Baggerman, ass. coordinator +31 (0)10 436 62 60

or see www.learningcitiesplatform.eu for full prospectus and blog

Connection Schiphol - Utrecht

Depending on your role and own choice, flight tickets to Amsterdam Schiphol Airport are arranged by you or us.

From Schiphol it is easiest and fastest to take a train to UTRECHT CENTRAAL. Follow the signs to the station, it is in the middle of the airport terminals.

From the station it will take then only minutes to go to your hotel or the event venue.

- Trains leave every 15 minutes from Schiphol from 06:45 hrs till midnight.
- Trains leave from **platform 1-2**, but always check the sign above the escalators.
- Trains arrive at **platform 15** in Utrecht.

-You can travel 1st or 2nd class, resp. € 13,40 or € 7,90.

-Please show me your ticket during the event; we will refund the both tickets in cash.

-From the station in Utrecht it takes you 5 minutes walk to the hotel. You will experience immediately the necessity for improvement of the station area!

-If you are disabled, please contact us for help.



THE ACADEMY OF URBANISM

The Academy of Urbanism is an autonomous, politically independent, cross-sector organisation incorporated in 2006 with the aim of expanding urban discourse. The Academy brings together a diverse group of thinkers, decision-makers and practitioners involved in the social, cultural, economic, political and physical development of our villages, towns and cities, and is an active membership organisation.

The AoU has an annual awards programme for places, neighbourhoods, streets, towns and the European City of the year award. Since inception over 90 places have been shortlisted for awards and visited.

www.academyofurbanism.org.uk

**THE ACADEMY
OF URBANISM**

HKB URBANISTS

HKB Urbanists is a Dutch consultancy and design studio. HKB develops practical spatial and programmatic solutions within the ever-changing human biotope. Our focus is to create meaningful places in order to let people develop their talents. For that purpose, we gain knowledge on the physical context, but also explore stakeholders' values. Reflecting on the ultimate ambitions of these aspects will result in a spatial and programmatic agenda instead of blue prints.

HKB is based in Rotterdam and Groningen, and has clients based in Europe and Asia. In our 60 years of existence, we have developed a strong continuous relationship with the Universities of Delft and Amsterdam.

www.hkbs.nl

HKB
stedenbouwkundigen

URBAN_IMPULSE.EU

works on changing cities
works on how to exchange with them
works on how to learn from them
works on how you can change it into your own urban biotope
works on finding the right imPulse to get things started
and make it happen

www.Urban-imPulse.eu

Urban-imPulse.eu

SPACE SYNTAX

Space Syntax is an expert consultancy office providing a unique, evidence-based approach to the planning and design of buildings and urban areas. Based on 25 years of academic experience at University College London, Space Syntax has been able to illuminate a range of physical and spatial factors that strongly influence the performance and value of built environments. This approach helps to reduce or mitigate the risk of functional failure and can help to boost returns of many sorts: footfall, safety, interaction and, generally, the 'buzz' that is the goal of so many initiatives. Operating out of its Bloomsbury studio in London, Space Syntax has developed a 'spatial language' that cuts across disciplinary boundaries and translates the objectives of public and private agencies and stakeholders into meaningful frameworks of action.

www.spacesyntax.com

Space Syntax

INTA - INTERNATIONAL URBAN DEVELOPMENT ASS.

INTA is a global membership association, based in Paris, of public and private policy makers and urban practitioners that share knowledge, experience and tools for integrated urban development. Different Communities of Competence within INTA further deepen the understanding of specific issues identified within the membership, that most likely will have a significant impact on urban society, thus fostering new insights, tools and methods to improve decision-making and public action. INTA's Annual Congress is the forum where the results of the Communities' efforts are brought together, in order to provide urban stakeholders with useful insights for strategic debate.

www.inta-aivn.org

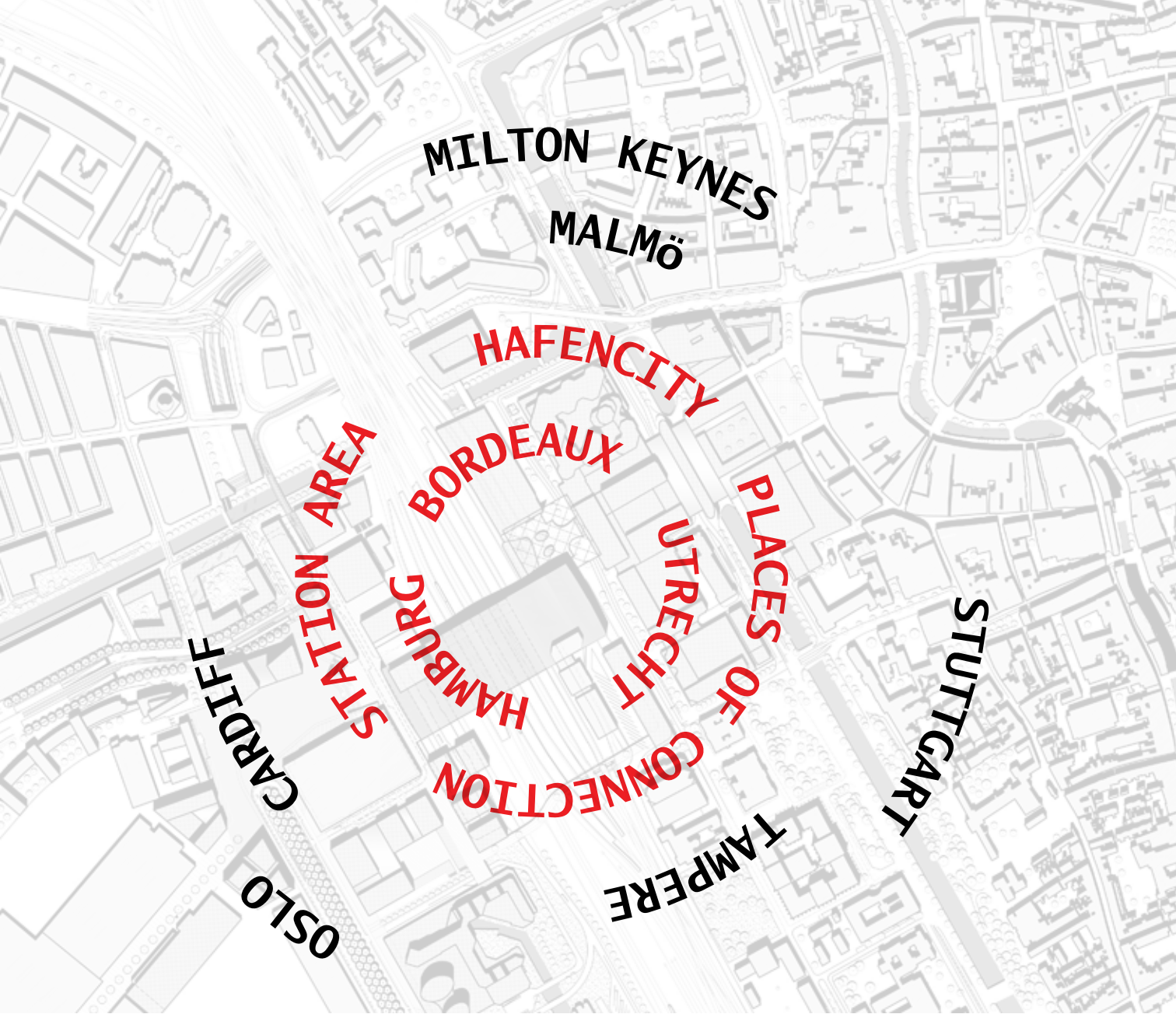


Work patterns and production patterns are changing around the world as a consequence of far-reaching development in technology, in particular in the digital infrastructure, demography, and globalized economy. Labour flexibility, clusters, dynamic reorganization, mixed uses, creative incubators, transport and exchange infrastructures as economic and mobility hubs, are pushing towards profound changes in living and working patterns. Employees, workers, and company managers express preference for more productive and efficient type of workspace such as multifunctional social spaces with a high degree of human interactions, better integration in the vibrant life of urban pattern and closer to mobility hubs.

Combined with the imperative of sustainability and the current financial context, these changing patterns of work are beginning to alter the use of the built environment as well as the relation between economy and spatial planning.

INTA's Community of Competence on Workspace Urbanism is a special task force established within the overall programme Objective 2030 to deepen the awareness on how system of linked functions and territories work, how territories become more productive, how the organization of workspace drives urban patterns, on how instruments and projects should be put in place to change the urban spatial characteristics, taking into account the changing modes of living, learning, innovate and networking.

Starting from new understandings on the urbanization process in a knowledge economy, INTA's Community of Competence on Workspace Urbanism joined forces with The Academy of Urbanism, with HKB Urbanists and Space Syntax, to establish the European Learning City programme. The goal is to reflect on the consequences on the urban environment of the transformation of places of connexion, like railway stations or ports. Train station regeneration - the development of places of connection - encompasses wider development issues that are shaping the City of tomorrow: mobility, connections, energy efficient buildings, performing networks, productive public space, space and place development, environment, social inclusion and mix use, governance, inter-communal cooperation, etc.



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