SUSTAINABLE MOBILITY AND ACCESSIBILITY

ARNHEM NIJMEGEN REGION | AMBITION DOCUMENT
Nowhere in the Netherlands do economic strength, urban dynamics and a fantastic living environment converge so naturally as in the Arnhem Nijmegen region! It is a sustainable, connected region with a strong economy. Arnhem Nijmegen is the region's largest urban network and the economic focal point of East Netherlands, with nearly 800,000 inhabitants.

The Arnhem Nijmegen region is the driving force behind the Gelderland economy. Favourably located on international corridors by road, rail and water. We dispose of high-quality knowledge locations, a highly educated and creative population and education & knowledge institutes of world stature. Our Health, HighTech and Energy top sectors make an important contribution to the international competitive position of the Netherlands. Moreover, our region has a splendid living environment with nature, culture and history. A unique combination of which we are rightly proud.
It is our ambition to rank among the Dutch regions with the strongest performance. Reinforcement of the competitive position is needed to enable further economic growth. Internationalisation is booming and as such the region will increasingly develop into a collaborative network that is part of all kinds of broader networks, national as well as European and global. Through Healthy Growth, we contribute to the internationally established ‘Sustainable Development Goals’ and we present ourselves as a European-oriented border region. The ambitions and investments are increasingly and more logically connected between the different policy fields, agendas and activities of the Arnhem Nijmegen region. The regional sustainable mobility and accessibility links the Energy Transition Roadmap with the cooperation in the Regional Energy Strategy and the Administrative Agreement on the Investment agenda.

During the treatment of the discussion paper ‘regional cooperation - together more robust and stronger’ in April 2019, all Executives of the cooperating municipalities committed to the reinforcement of regional cooperation. The ambition was formulated as follows:

We want to maintain and reinforce our unique combination of economic strength and quality of life for our residents, businesses and knowledge institutes. We want to be a top region in the Netherlands and at the same time distinguish ourselves from other regions. Our efforts are aimed at the combination of sustainable and healthy choices in terms of housing, working and mobility, our way to a circular economy. With a great deal of attention for human capital, to offer room and (re)manpower to innovations and economic activity in our top sectors, partly in relation to important social challenges (such as the energy transition and mobility). This to ensure that increasing numbers of our residents can join in and benefit from the opportunities and the healthy growth we strive for in this great urban region.

Through the investment agenda by now some 200 million euro has been invested in the region by authorities and third parties.
We are committed to sustainable mobility. This is line with our regional character. For we have the cleanest bus concessions of the Netherlands including a unique trolley system in Arnhem, we are forerunners in the area of fast cycling routes and Nijmegen was elected European Green Capital of 2018. In our spatial development we prioritise our mobility hubs. Comprehensive area development is realised on Arnhem and Nijmegen Central and on Nijmegen Heyendaal. We continue our strategy to use our existing mobility networks more effectively. We specifically target zero-emission mobility (bicycle, public transport, e-transport, etc.). We strive for more clean mileage in our daily movements. These efforts are closely related to strengthening our living environment and the Regional Energy Strategy.

We want to attract, interest and permanently bind residents and businesses, employees and students. An excellent accessibility is of strategic importance for an attractive business climate. Fast, direct and reliable connections from and to the surrounding urban regions and Germany respond to the spatial scale-up of the knowledge economy. Our residents can travel to the centre of Amsterdam, Mainport Schiphol and Düsseldorf in 45 minutes. Border-crossing connections will be further developed in the coming period. Alternative transport options between our residential and work locations will be necessary to sustainably cope with the increase in urbanisation. Our cycling network offers our residents and employees an attractive, comfortable, safe and quick commute option. More ‘clean travelling’ is needed to strengthen the living climate in our cities and centres. And logistics can make a contribution. Think of sustainable fuels for logistics transport, more last-mile solutions and sustainable inland waterway transport.

Healthy towns as meeting centres and a healthy region to live in. Our region has good railway connections with both the Amsterdam-Rotterdam conurbation Randstad, the Ruhr area and North & South Netherlands. Arnhem Central functions in this respect as the East Netherlands hub. The international public transport strategy (vision PT2040) is currently at the level of connecting border regions and creating fast and sustainable connections between the Netherlands and the main economic core areas in the surrounding countries. The IC networks in the Netherlands are linked to IC stations across the border with connections to the ICE and HSL networks. We support these starting principles.

The Arnhem Nijmegen region has the level of scale required to tackle the challenges of sustainable mobility and accessibility. We see many opportunities to make more effective use of the innovation force of our region in the area of smart mobility/traffic management, sustainable automotive technology and the further development of our main railway structure (ICE and PhS), bicycle and high-quality public transport. Structural cooperation and a shared ambition, vision and agenda constitute the basis. The result: a dynamic ambition document to promote the required sustainable mobility and to guarantee essential urban accessibility. The Ambition Document Sustainable Mobility and Accessibility categorises these tasks in six cohesive work tracks.

Our commitment is laid down in the ambition document: Sustainable Mobility and Accessibility

You will find the details of our commitment on the 6 work tracks for Sustainable Mobility and Accessibility on the next pages.
The main road network in the Arnhem Nijmegen region is vulnerable. The accessibility of the Arnhem Nijmegen region is increasingly under pressure and a joint approach to road improvement is urgently required! Especially with respect to the main roads, robust solutions are needed to preserve the quality of life in the towns and centres. With congestion, various undesired short cuts emerge in the region that put the quality of life under pressure. There will be large-scale road works in the coming period. The region will assume an active role with regard to traffic management. We will limit the inconvenience to traffic and will align the various road works.

There are regional concerns about the flow of traffic on the A50 around the Bankhoef junction (1). Tackling this issue is top priority for the cooperating municipalities. On a regional level, we focus on the accessibility of the Eastern flank of Arnhem / De Liemers (2). This situation is clearly linked to the widening of the A12 motorway. The extension and partial widening of the A15 (3) and the widening of the A12 (project VIA15) will tackle major bottlenecks in the main road network. The VIA15 project will contribute to a solution for the daily problems on the Pleyroute and the A12 in the corridor between Arnhem and De Achterhoek and is closely linked to the approach of the above-average Nijmegen junction.

We have a comprehensive view of the challenge concerning the N325 / A325 (4). Among others by involving the interaction with Park Lingezegen, the accessibility of Huissen and the Dorpensingel. The accessibility issues on the Southern flank of Nijmegen also have our attention (5).

Our vision and strategy for the work track ‘Robust Main Road Network’ is laid down in our Main Road Position Paper.

**ROBUST ROAD NETWORK**

1. Improvement of the A50 / Bankhoef
2. Improvement Eastern flank Arnhem / De Liemers
3. Extend the A15
4. Robust A325 / N325
5. Improvement Southern flank Nijmegen

**ROLE OF THE REGION**

*Blowing wind into the sails*

Influence course and priorities

The role and the organisation of the Arnhem Nijmegen region will change in line with the requirements of the task. Certain tasks will be directed by the region itself to target ambition and results. In others, the region will be one of multiple partners who jointly detail the tasks at hand. For both the work track ‘Robust Main Road Network’ and ‘Reliable Rail and Hubs’ the region is one of the partners in a bigger supra-regional arena. Together with other parties, the region lobbies for priority and capacity. This means asking for attention for priorities at the right times in order to influence decisions. This literally means ‘blowing wind into the sails’ to accelerate certain tasks and/or to adjust the course/direction.
There are ongoing major investment into rail. This is of vital economic importance to the Arnhem-Nijmegen region. Arnhem Central holds a key position in this respect as ICE hub. The region is committed to the improvement of Nijmegen Central (1). An integrated area development will be carried out resulting in a new West entrance, a quality boost on the city centre side and railway adjustments to accommodate more and longer trains. A solution for the railway hub East (East of Arnhem Central) is also important to the Arnhem-Nijmegen region (2). On the region’s Southern flank, a speedy electrification of the Maaslijn has our priority (3). This in cohesion with improvement of Nijmegen Heyendaal station. The IJssellijn (4) offers an important connection to the surrounding urban regions. The connection needs a quality impulse both in terms of travel time and reliability. Rail transport is important to our logistics position. That is why the region argues for a proper integration of the railway link Railterminal Gelderland (5) and we cooperate in making optimal use of the terminal. An important adjustment for passenger transport is the introduction of timetable-free travelling on the Nijmegen-Arnhem-Utrecht-Amsterdam corridor. With the realisation of the High-Frequency Railway Transport (PHS) programme (6) as from 2022 Dutch Railways NS will operate two extra intercity trains between Arnhem and Utrecht, with a continued growth to 2028 with 6 intercity trains and 4 region sprinters on the Schiphol-Utrecht-Nijmegen corridor. The region aims for a direct connection with both Schiphol and Amsterdam Central. The region is also committed to faster, more frequent, reliable international railway connections (7). We aim at an hourly ICE service with higher speeds an improved reliability.

Our vision and strategy for the work track ‘Quality Impulse Rail and & Hubs is laid down in our Rail and Hubs Position Paper.
Our efforts are aimed at the further development of High-quality Public Transport. Fast, clean and reliable bus connections between the living, work and knowledge locations in town and the region. We are taking targeted measures to improve public transport before the start of the new concession as per 2023. In this respect, chain mobility and shared mobility are areas that have our continued attention. We want our stops and stations to be future-proof. This is not just a matter of sufficient bicycle parking but also of facilities to park and charge e-bikes safely. At other locations it is a matter of simplifying the switch from the car (Kiss & Ride of P+R) or the connection with shared mobility/mobility services. In the latter respect, we see various initiatives emerge both from the market and society. The region’s role will be a permanent one in following developments and facilitating them. We also expressly look at opportunities for EU (subsidised) projects that have a strong focus of the European Commission and our Polis network. It is our intention to further develop the PT safety net and the transport for specific groups into a comprehensive system with all forms of demand-based (public) transport.

Our vision and strategy for the work track ‘(High-quality) PT for all’ is laid down in our Public Transport Position Paper.
The Arnhem Nijmegen region is committed to a bigger presence of cycling. Travelling by bike is clean, healthy and available to all. We will tempt residents, employees and visitors to make short trips in a sustainable way: by bicycle. We jointly invest in smart improvements and additions to our fast cycling network route and we structurally organise cycling campaigns and bicycle promotion. We will complete our fast cycling network and at the same time solve traffic safety issues on existing routes (1). We see promising fast cycling routes emerge for 4 connections in the region (2). To this end we will start surveys into the potential of the Western flank route Arnhem-Elst-Nijmegen (2A), the fast cycling route Wijchen-Oss in relation to the A50 corridor (2B), the route between Arnhem-Huissen hub A15 Bemmel (2C) and a fast cycling route ‘Om de Noord’ between Oosterbeek-Arnhem-Velp and Westervoort (2D). We will also work on improving links and access routes (3). These are our feeders to existing fast cycling routes (3A) and to public transport hubs (3B). 'Bridging' the difference in height between the lively inner cities under the bridge and the fast cycling routes is a task that we will take up (3C).

The region wants to link the cycling ambitions to recreation. The region will take the initiative to jointly work out these two tasks and to explore the options for cohesion and reinforcement.

We have learned that promoting cycling goes far beyond an attractive cycling network. People also need to be informed about the fast cycling routes so they can explore them themselves. Cycling is not yet a matter of course for all residents. We will continue successful bicycle promotion measures and trend-setting campaigns.

Our vision and strategy for the work track ‘Attractive Cycling Network’ is laid down in our Bicycle Position Paper.
The ‘Smart & Clean Transport’ programme takes us one step closer to a sustainable region with improved accessibility. We offer solutions for smarter, healthier and more sustainable transport. This way, we are taking good care of ourselves, the living environment and the accessibility of our main economic centres. We help commuters, residents, visitors and logistics to make conscious choices. We do this together with employers, knowledge institutes, logistics service providers, authorities and the residents of the Arnhem Nijmegen region themselves. For example through the behavioural measures A12, a reassessment of the employers strategy and the continued deployment of a logistics broker.

The programme objective is structural, sustainable, smart travel behaviour of 10,000 extra travellers per day. Commuters, residents, visitors and logistics that have switched to smart and sustainable mobility alternatives in the programme term of 4 years.

We continue the successful Campus Heyendaal improvement and scale it up on other campuses in the region. Together with road authorities we explore how to deploy our traffic lights even smarter. We will regionally organise the required traffic data. This will help us to apply regional traffic management with incidents, events or major (road) works. We will use big road works such as the bridge over the river Waal in Nijmegen or the N844 in Malden to tempt drivers to structurally use other (more sustainable) transport options.
Our mobility is constantly changing. In recent years we see an increasing use of cycle tracks in combination with differences in speed. New technologies, such as the e-bike and the speed pedelec present a different picture of our cycling networks. Cars also have higher levels of integrated technology; new aspects that we will have to learn to handle. There are more distractions by social media and people of more advanced age groups continue to participate in traffic. All these changes require renewed and structural attention to traffic safety! For the number of traffic casualties has increased in recent years and in our region as well. A break with past trends we want to stop! Our main assignment is making sure everybody gets home safely each day.

Together with the East Netherlands Regional Body Traffic Safety, we have translated this task into regional spearheads for the 2019-2022 period. This ties in with the 9 themes of the Strategic Plan Traffic Safety 2030.

Our efforts are aimed at five core elements:
• More structural attention for traffic safety;
• More regional commitment and cooperation (efficiency) between authorities and civil society organisations;
• Risk-based policy by analysis of biggest risks;
• Stimulate integrated and uniform traffic safety policy - also with individual municipalities;
• Monitor and adjust implementation in consultation.

Our vision and strategy for the work track ‘Safe Traffic Environment’ is laid down in our Traffic Safety Position Paper.
Travel quickly, comfortably, safe, reliably and clean.

This is realised by SMART & Sustainable Mobility and Accessibility in the Arnhem Nijmegen region. We offer sustainable solutions for a robust road network, reliable rail, (High-quality) PT for all and an attractive cycling network. We also work on a safe traffic environment and stimulate sustainable travel behaviour. Together, more robust and stronger for a healthy and sustainable accessible region with a pleasant environment for living, working and travelling.

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