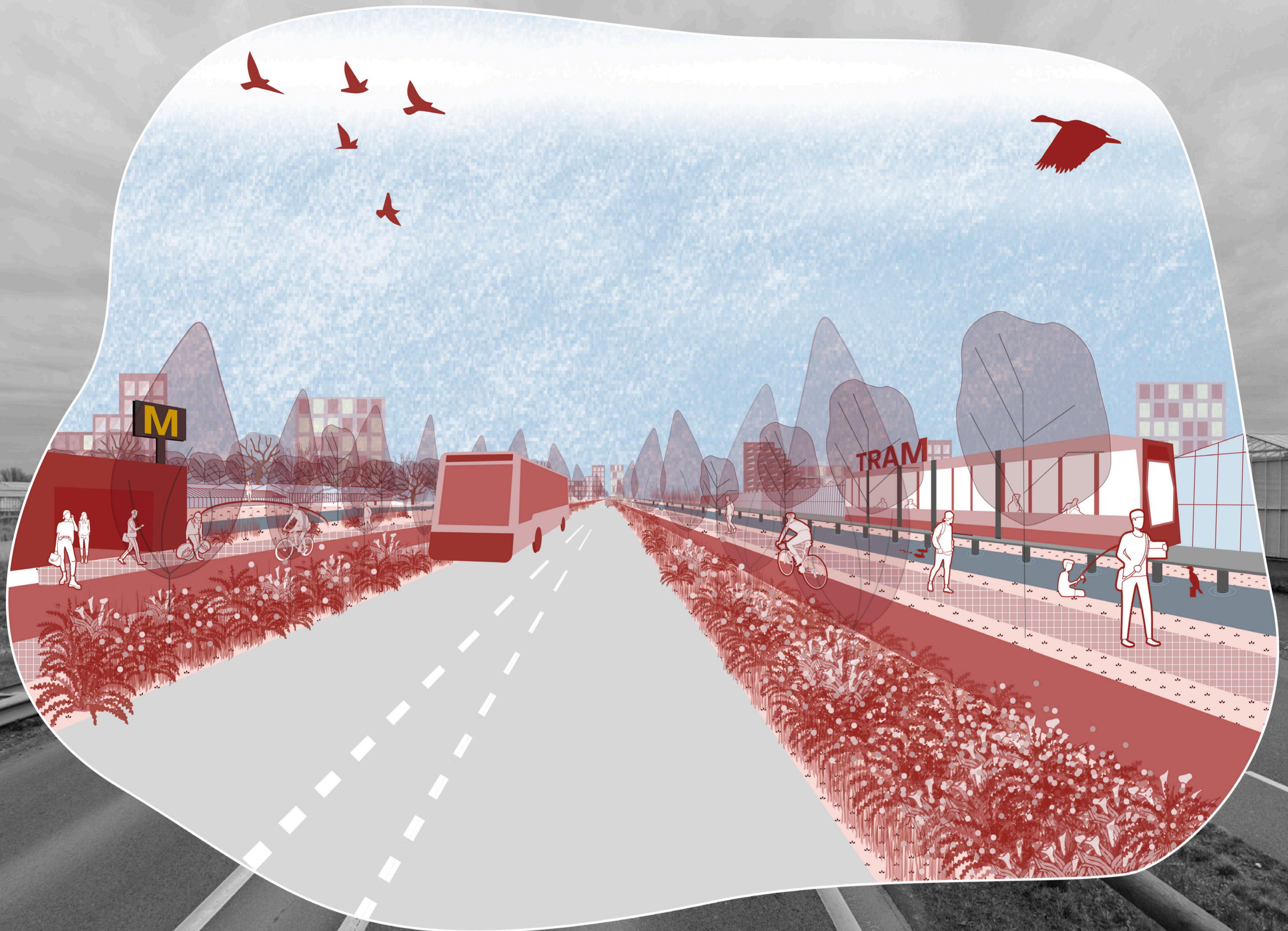# Vision - 2050

Crossing the boundary of the car

In the Netherlands, a country known for its rich diversity of people with different educational backgrounds, cultural heritage, and perspectives, mobility plays a crucial role in connecting communities and promoting a sense of belonging. This multicultural society has embraced dynamics over the years that bring diversity but also result in growing inequalities among different groups. Looking towards the future, it is **imperative to explore and envision how developments in transportation and mobility can continue to contribute to cohesion and positive progress in this integrative and diverse society.**

People shape the essence of a city. The happiness of residents significantly contributes to the beauty and quality of life in a city. Ensuring equal opportunities for all is fundamental to promoting prosperity, opportunities, and growth in urban areas. However, in the present landscape, the Randstad, certain demographic groups face barriers to equal opportunity access. These groups often reside in areas where there are no convenient and no easily accessible public transportation options, creating a cycle that reinforces inequality.

One group affected by this inequality can be described as a contemporary version of the working class. They are pushed to the outskirts of the city and, due to limited alternative mobility options between home and work, are forced to heavily rely on their own cars. The dependence on cars is particularly evident in regions where access to and expansion of public transportation is limited.

Unfortunately, the car, despite providing mobility, is not an economically viable option for everyone. Rising fuel prices worsen the financial burden, forcing some to allocate a significant portion of their income to commuting to work. These economic constraints and dependence on traffic characterise a phenomenon known as mobility poverty.

In addition to this, frequent car usage contributes to environmental pollution, compromising sustainability. The limited natural resources and adverse effects on the climate make it even more crucial to consider alternatives such as public transportation, cycling, or shared means of transportation to reduce environmental impact and promote a more sustainable mobility.

Addressing these challenges requires a crucial focus on comprehensive and inclusive solutions that bridge the accessibility gap and promote a city where various modes of mobility are a right, not a privilege, and where the benefits of inclusive urban living are evenly distributed among all communities.

By 2050, the issue of mobility poverty is a thing of the past, as a comprehensive and inclusive approach reshapes the transportation landscape of the Randstad. The demand for sustainable, easily accessible mobility has led to the development of sophisticated mobility systems tailored to the changing needs of the population.
Different mobility solutions are implemented in various neighbourhoods, considering social factors such as income, occupations, household sizes, access to private transportation, and proximity to workplaces. The result is a universally accessible system reachable from anywhere within 10 minutes. Public transportation becomes not only more economical but also more attractive, offering a cost-effective alternative to individual car usage. The goal is to optimise accessibility and efficiency.

Neighbourhood-specific considerations dictate the addition or removal of roads and the expansion of public transport stops and lines, creating a finely meshed system. Mobility stations are strategically placed at the intersections of different systems, providing opportunities for densification and additional functions. They become transformative nodes at both the neighbourhood and city levels, serving as tools for prosperity, social interaction, and growth.

Imagine a future where transportation not only effortlessly links point A with B but also serves as a catalyst for a dynamic and flourishing community, emphasizing the Randstads essence as one inclusive and diverse society.
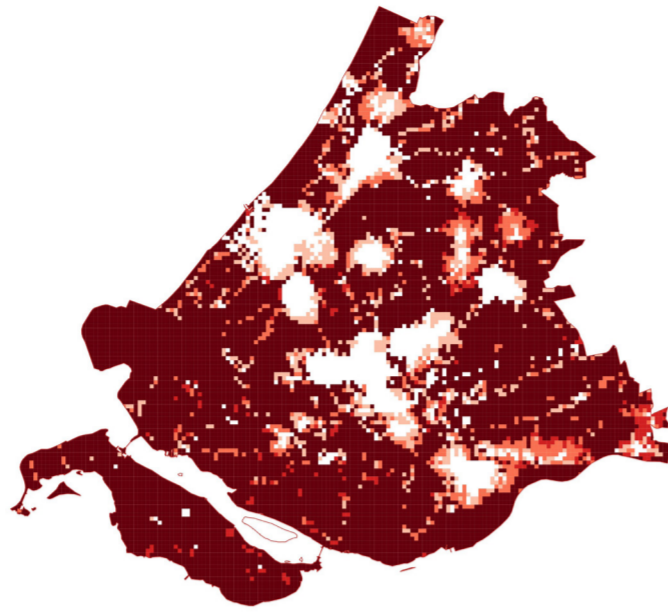
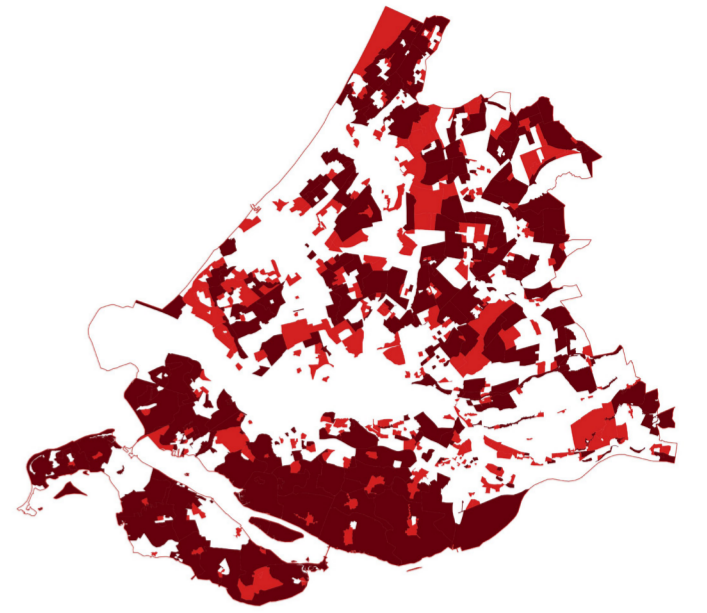**The mobility of the future is more than the car.**

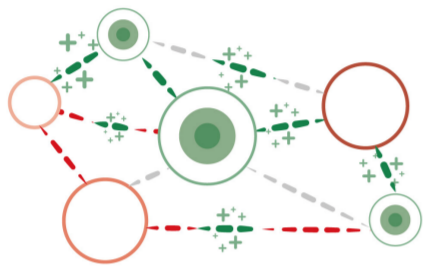# Methodology
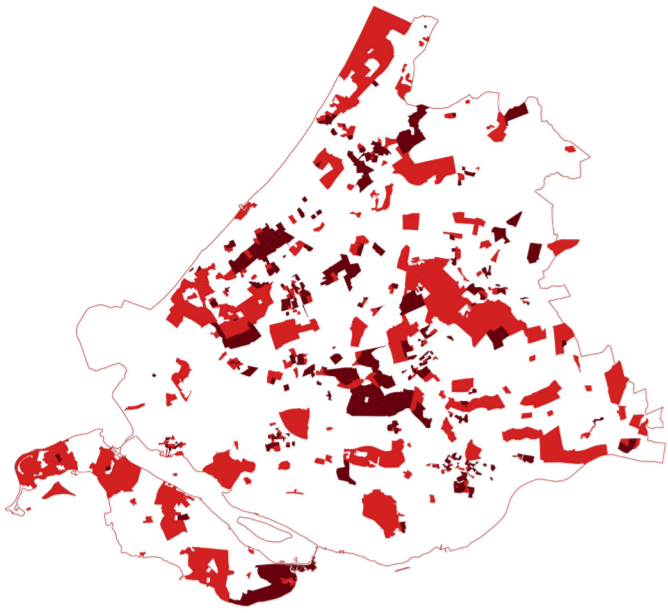
ECONOMICAL POVERTY

LACK OF PUBLIC TRANSPORT

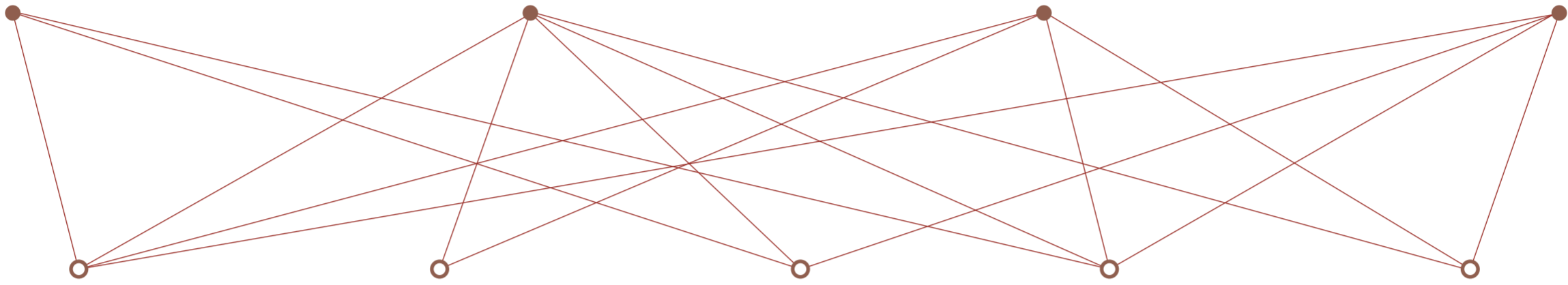WORK LOCATIONS WITH POOR ACCESS
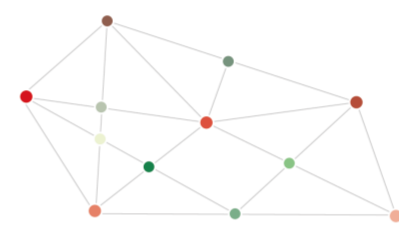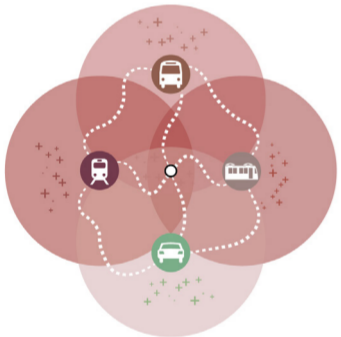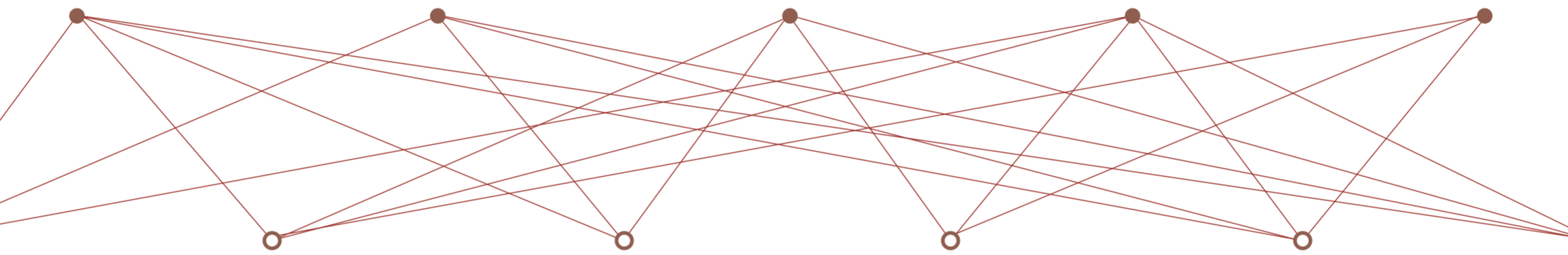
CAR DEPENDANCY
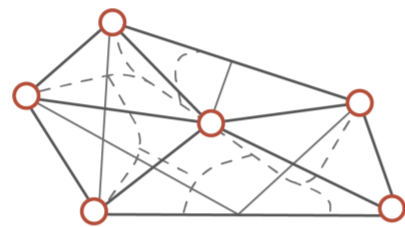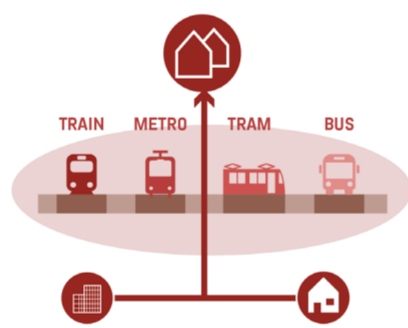
CONNECT

SMALL GRAIN SYSTEMS

ADDING

UNIQUE IDENTITIES

DENSIFY

CONNECT DIFFERENT FORMS OF MOBILITY

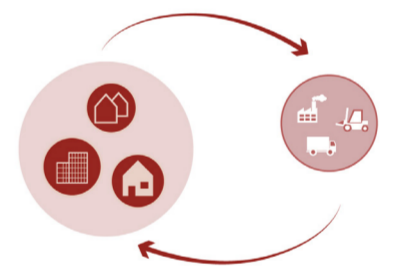STRENGHTEN AND ADD MULTIMODAL INTERSECTIONS

CONNECT RURAL AREAS WITH USE OF EXISTING MOBILITY NETWORKS
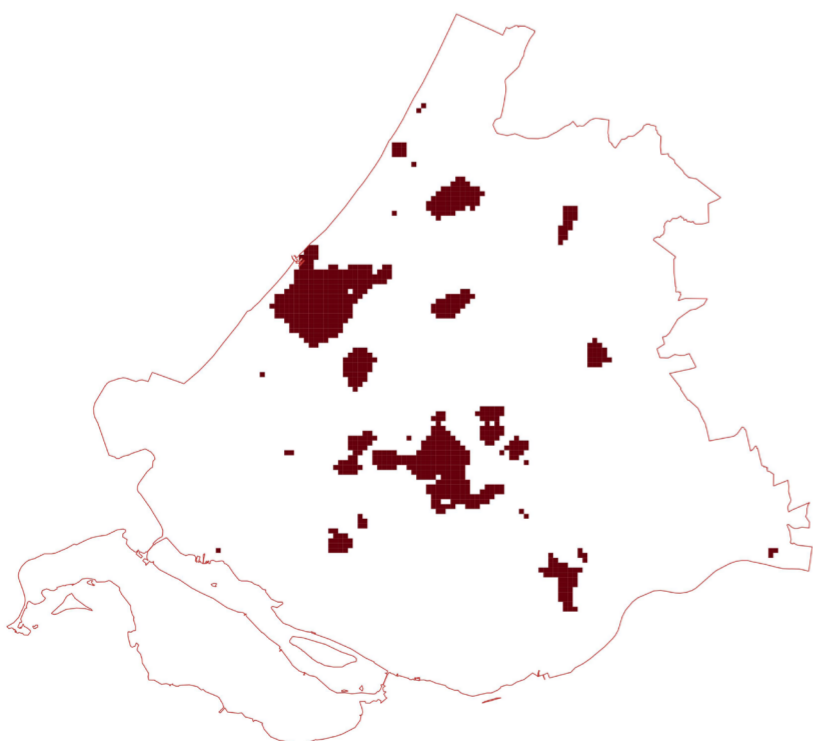
DENSIFY NEAR HIGH POPULATION AREAS

INCREASE FREQUENCY OF RURAL CONNECTIONS

CONNECT TO LABOUR HOTSPOTS OUTSIDE OF THE CITY
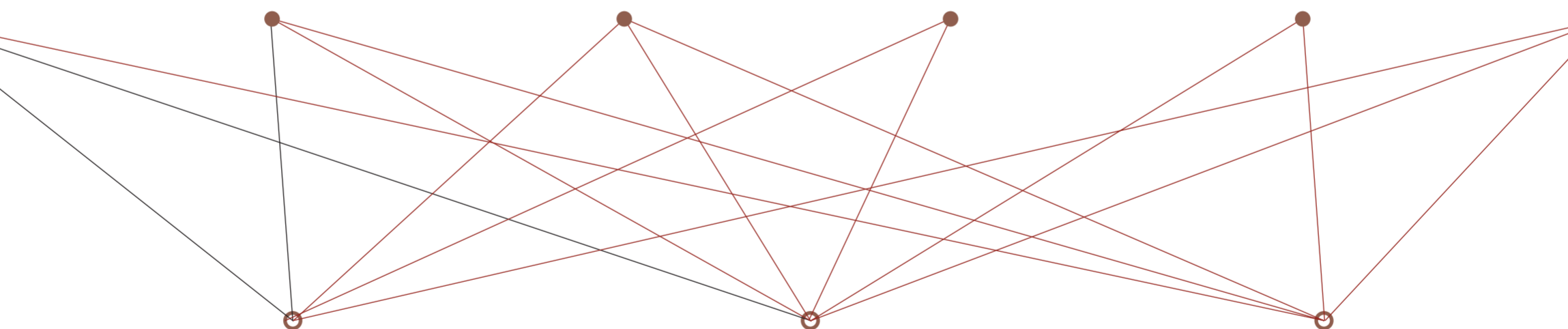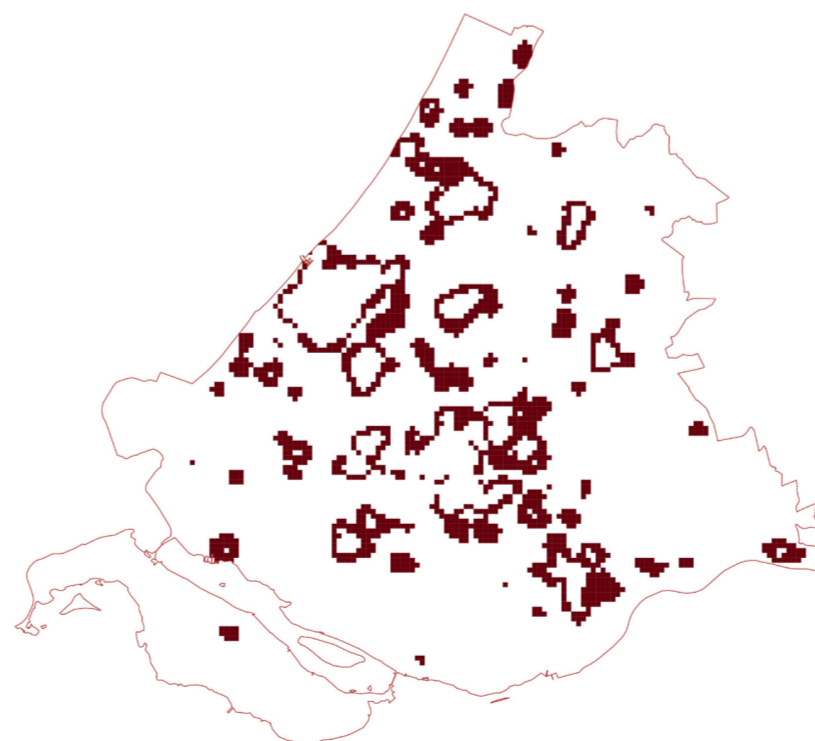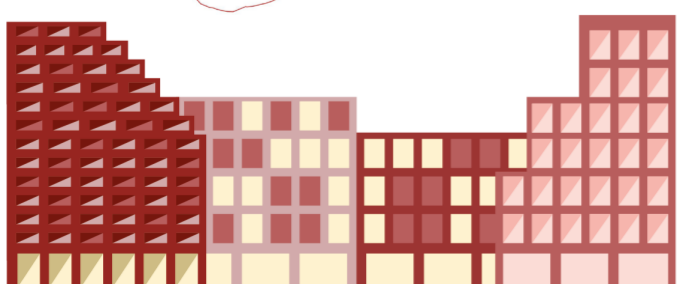
URBAN

SUBURBAN

RURAL

Regional Vision Map
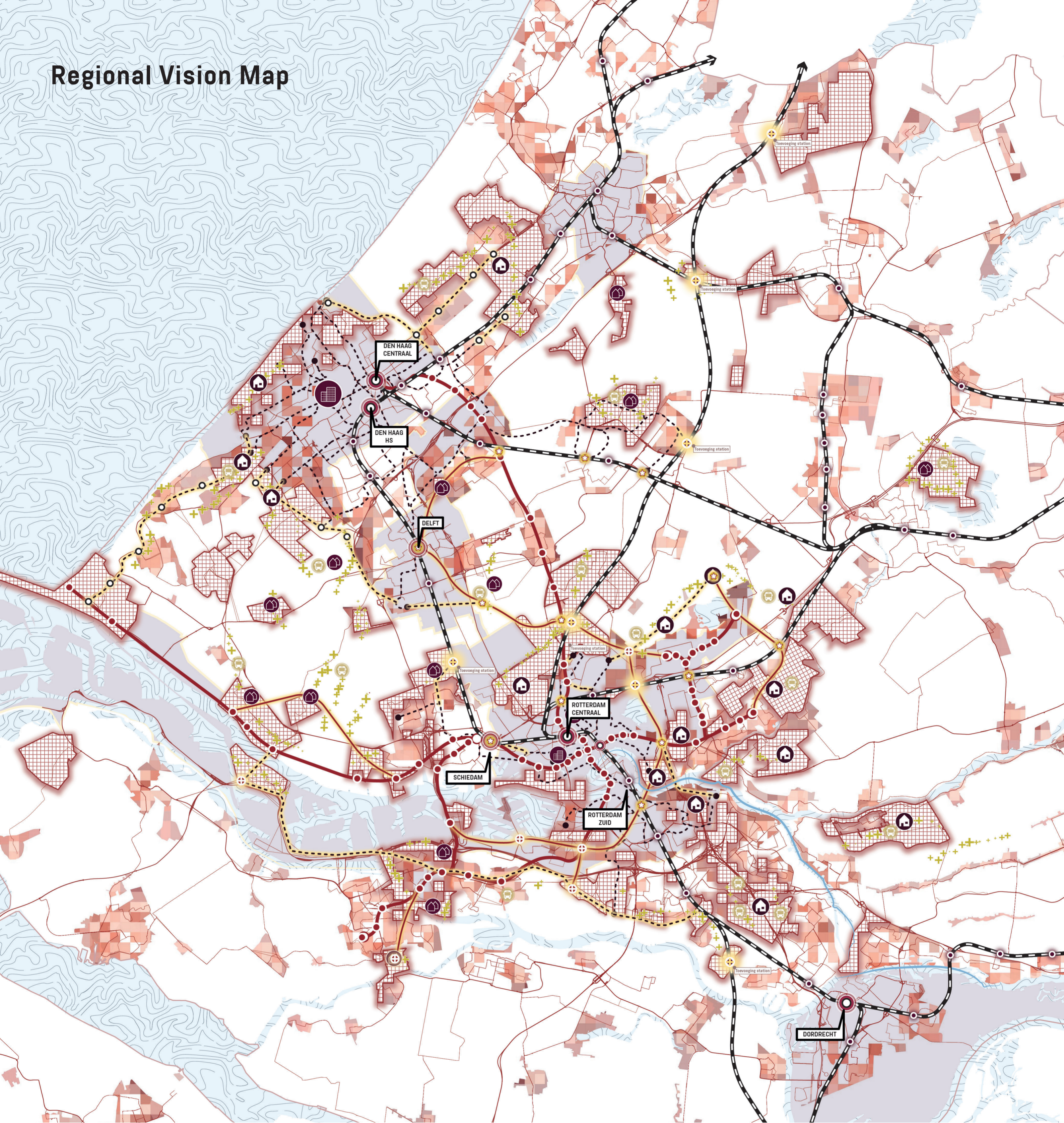
This approach ensures that various modes of mobility become a right rather than a privilege, leading to a city where the benefits of inclusive urban living are distributed evenly among all communities.

In taking these steps, the foundation for a society that is fairer and more prosperous, fostering growth in financial, social, and overall wealth is laid. By addressing these challenges head-on, we contribute to creating a city where equal opportunities flourish, and the essence of the community is one of unity and shared progress.

The approach is based on fundamental principles that emphasise connectivity, increasing density and integrating new elements into the existing network. These serve as the basis for mobility solutions that are based on social justice.

The envisioned system boasts dense networks, diverse mobility options, and personalization, seamlessly integrated into the existing infrastructure. This comprehensive design adapts to various urban typologies and promotes inclusivity.

In addressing mobility poverty, the interventions prioritize areas with limited access, aiming to extend solutions as needed. **These designs are adaptable, finding relevance from the suburbs of Rotterdam to the agricultural landscapes of Westland.**

Legend

- Metrostop
- Metrostop
- Main Trainstations
- Small Trainstations
- New Trainstation
- New Tramstop
- New mobility HUB
- Added Busroutes and frequency

- Train Route
- Metro Route
- New Metro Route
- Tram Route
- New Tram Route
- Metrostop

- Rural Area
- Suburban Area
- Urban Area
- Adding new developments

- Neighbourhoods of interest
- Municipality Borders (Cities)
- Water

Mobility Wealth

- Weak
- Moderate
- Medium
- Strong
- Intense

Case Studies

I.   Edge of the city - Suburban

Car oriented neighbourhoods
Car oriented neighbourhoods need a new way to make the car less important. Giving priority to other forms of mobility helps with this problem. It gives new options and can change the mindset towards the car.

City edges
The city edges provide room for densification and housing. Adding layers to the different networks and making it more dense can provide the base.

Zuiderpark

HUBS
On crossingpoints Hubs will be added to connect different forms of mobility. It facilitates connection points to switch from on form of mobility to another.
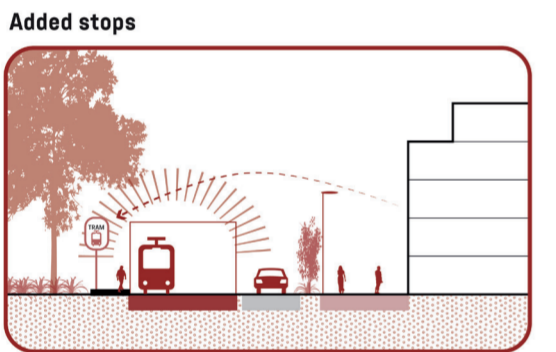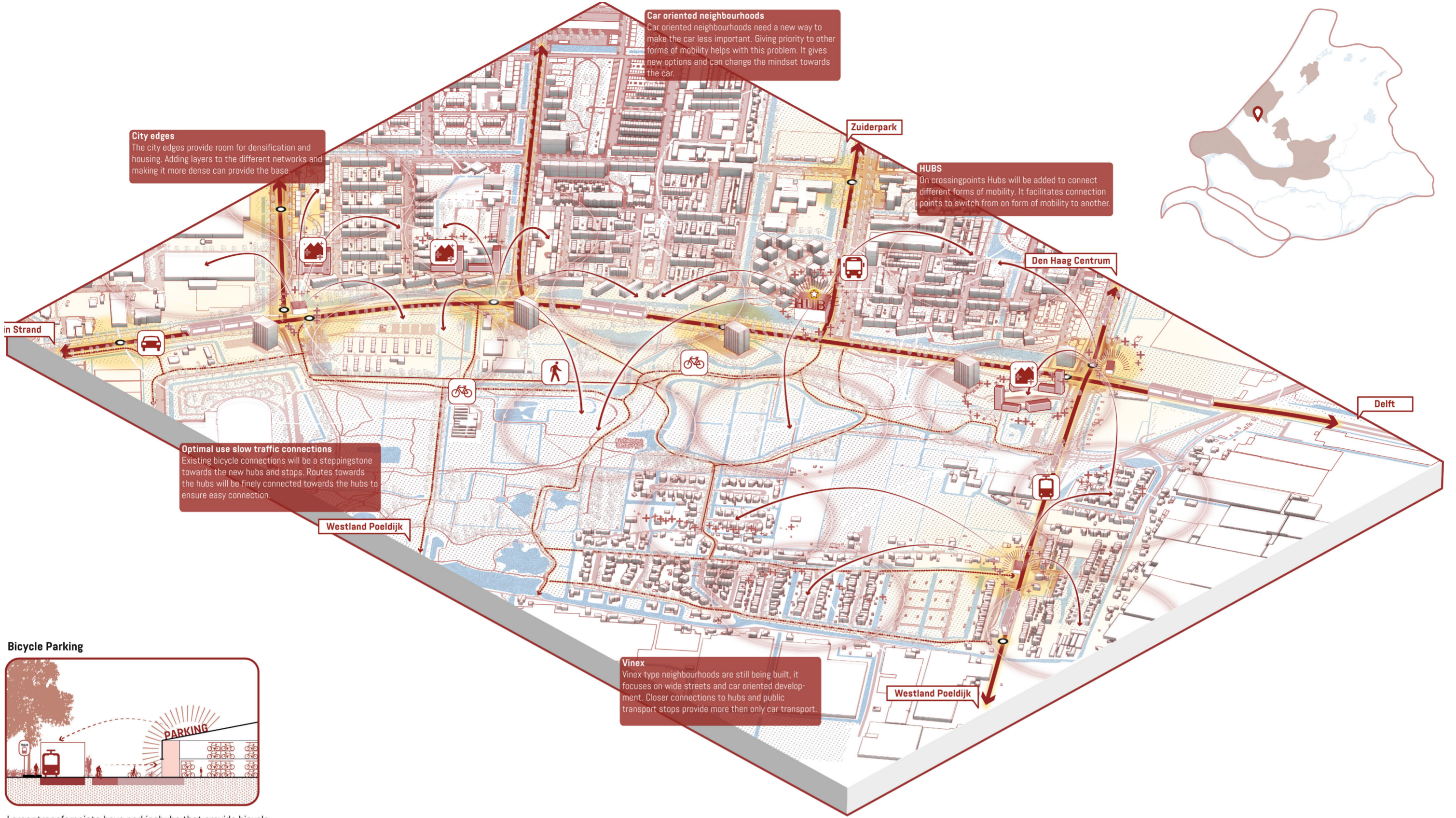
Den Haag Centrum

n Strand

Delft

Optimal use slow traffic connections
Existing bicycle connections will be a steppingstone towards the new hubs and stops. Routes towards the hubs will be finely connected towards the hubs to ensure easy connection.

Westland Poeldijk

Vinex
Vinex type neighbourhoods are still being built, it focuses on wide streets and car oriented development. Closer connections to hubs and public transport stops provide more then only car transport.

Westland Poeldijk

Bicycle Parking

Larger transferpoints have parkinghubs that provide bicycle parking. Close to the transferpoint.

Added stops

Added public transport will make the car less attractive. In the longterm it will provide more public space thats given back to the neighbourhoods and stimulates inhabitants to take another form of transport.
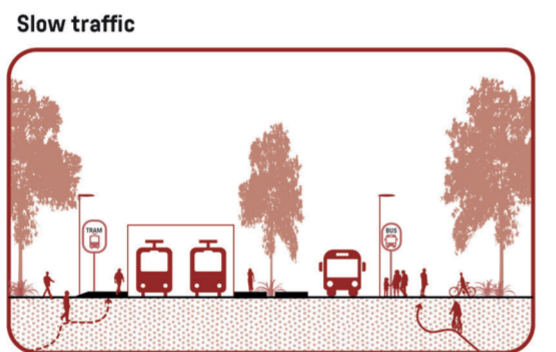
Slow traffic

Slow traffic connections towards the crossing points will be prioritized and make the shortest routes
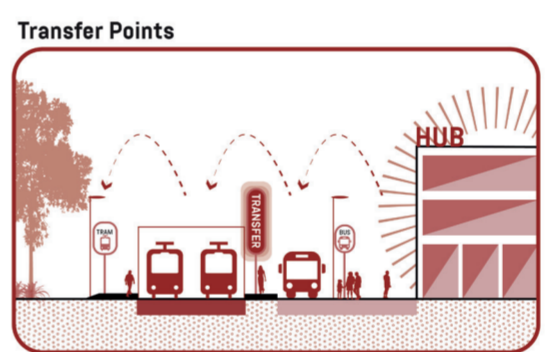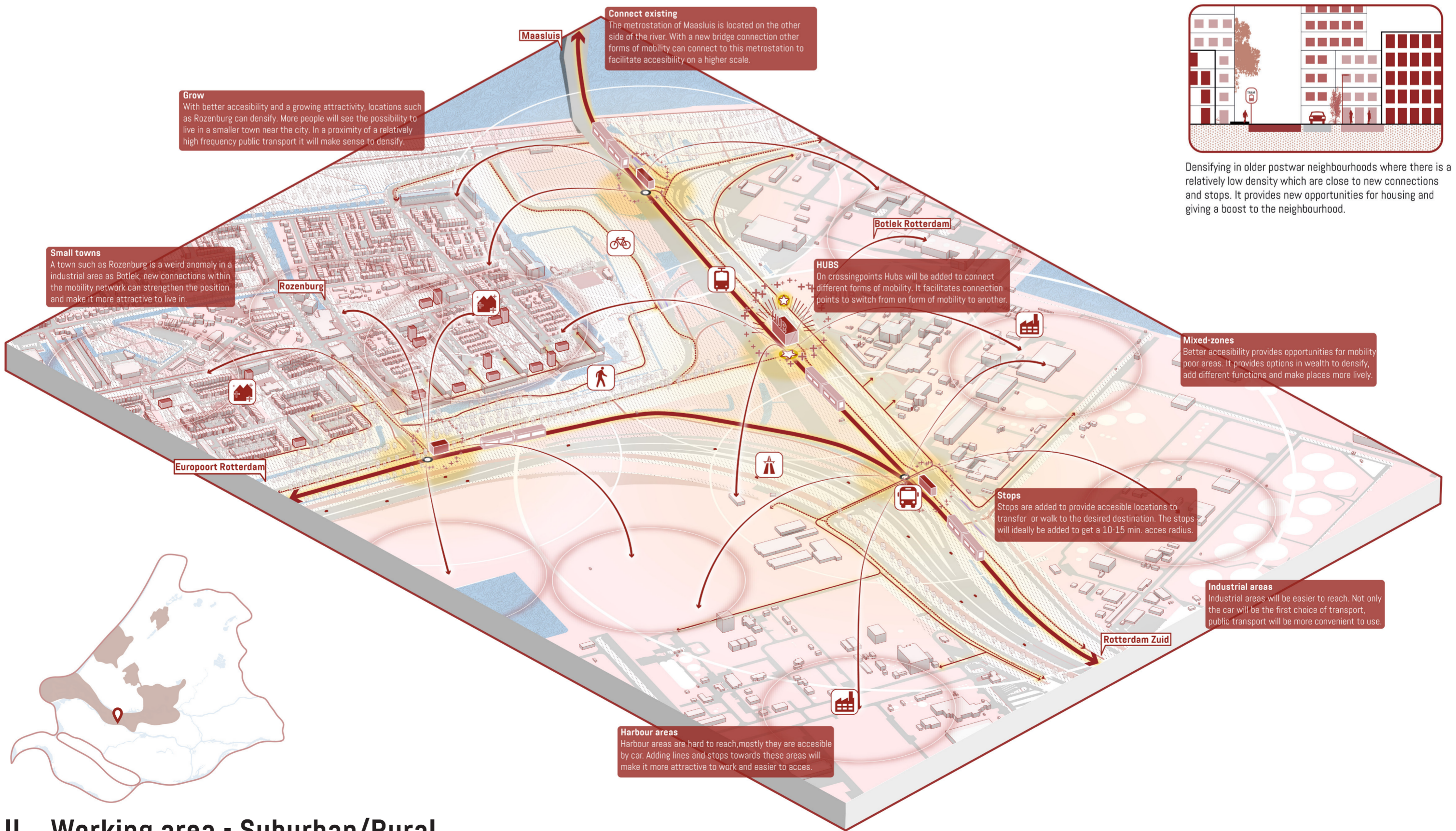
Transfer Points

Points where multiple forms of mobility overlap form transfer points where people can switch to another mobility. It provides several options and engages people to use to the form of transport from short to long distance travels.

Raised Lines
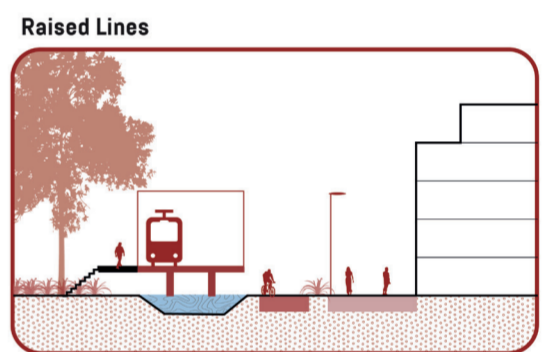
If possible and necessary add heightened transport lines to prevent congestion that can be find in busier areas. It ensures smooth traffic flow and faster connections with public transport

Densifying

Densifying in older postwar neighbourhoods where there is a relatively low density which are close to new connections and stops. It provides new opportunities for housing and giving a boost to the neighbourhood.

Maasluis

Connect existing
The metrostation of Maasluis is located on the other side of the river. With a new bridge connection other forms of mobility can connect to this metrostation to facilitate accesibility on a higher scale.

Grow
With better accessibility and a growing attractivity, locations such as Rozenburg can densify. More people will see the possibility to live in a smaller town near the city. In a proximity of a relatively high frequency public transport it will make sense to densify.

Botlek Rotterdam

Small towns
A town such as Rozenburg is a weird anomaly in a industrial area as Botlek, new connections within the mobility network can strengthen the position and make it more attractive to live in.

Rozenburg

HUBS
On crossingpoints Hubs will be added to connect different forms of mobility. It facilitates connection points to switch from on form of mobility to another.

Mixed-zones
Better accesibility provides opportunities for mobility poor areas. It provides options in wealth to densify, add different functions and make places more lively.

Europoort Rotterdam

Stops
Stops are added to provide accessible locations to transfer or walk to the desired destination. The stops will ideally be added to get a 10-15 min. acces radius.

Industrial areas
Industrial areas will be easier to reach. Not only the car will be the first choice of transport, public transport will be more convenient to use.

Rotterdam Zuid

Harbour areas
Harbour areas are hard to reach,mostly they are accessible by car. Adding lines and stops towards these areas will make it more attractive to work and easier to acces.

II.   Working area - Suburban/Rural

Personal Trip

FRIENDS

RELAXATION

The Hague

30 -45 minutes

EDUCATION

BUSY/FAST LIFE

HOME

WORK

ROUTINE

Maximum of 20 min

HOME

Supermarket

Academy

Work

CENTRE

Rotterdam

45 min - 1 hour

Tilburg

TRANQUILITY

FAMILY

1,5 - 2 hours

2+ hours

FRIENDS

Boxtel

Helmond

Legend

	Low	Medium	Good	Impeccable	
					Time Subjective
					Time Objective
					Social destination
					Level of comfort