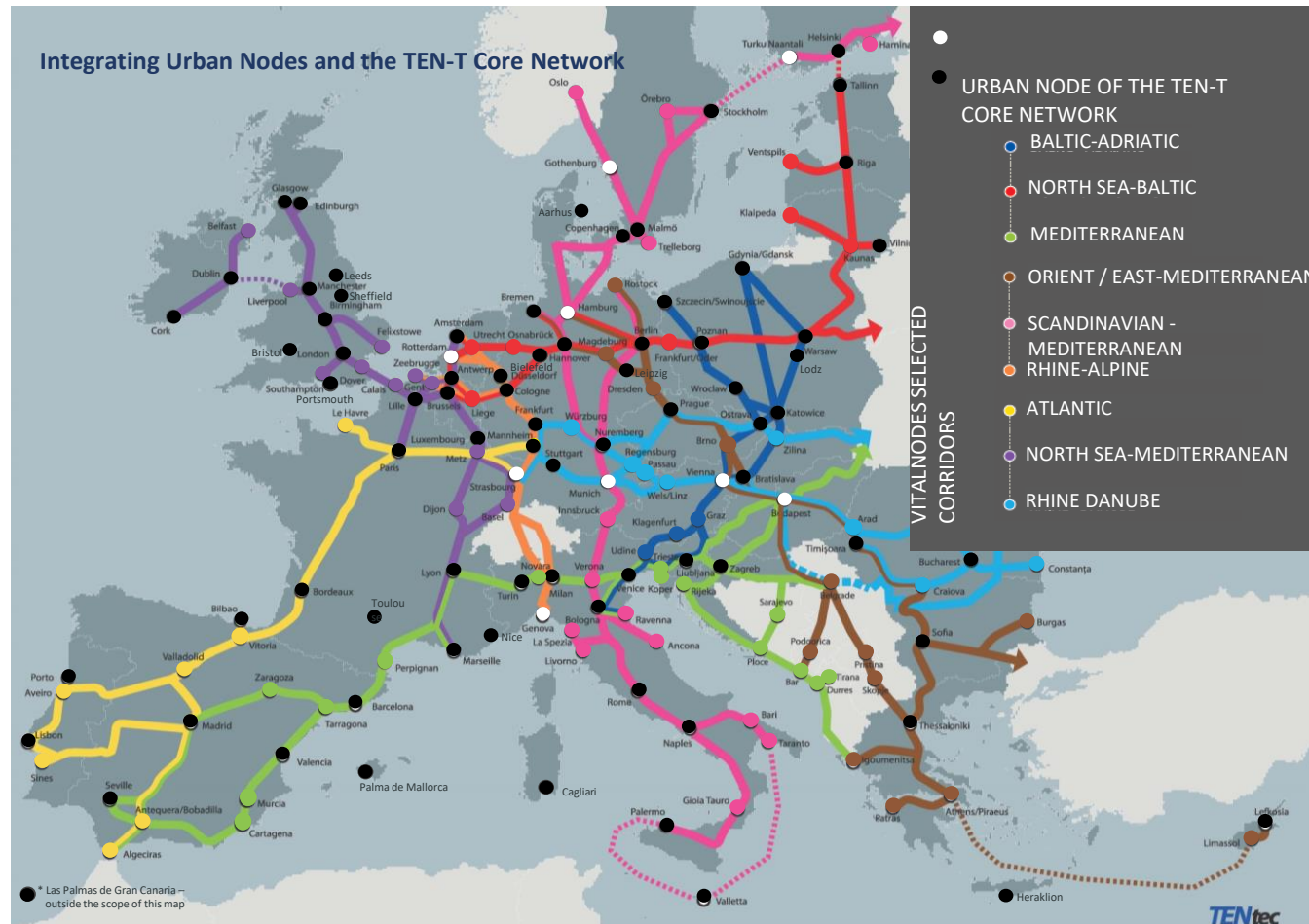


**5<sup>th</sup> European Conference on  
Sustainable Urban Mobility Plans**  
14-15 MAY 2018 | NICOSIA, CYPRUS



# **Vital Nodes**

**Ricardo Poppeliers**







## Infra connects scales

Scale

European corridor  
e.g. TEN-T

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Scale

Daily Urban System  
e.g. mobility, Functional Area  
multi-modality  
(SUMP)

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Scale

Specific location  
e.g. liveability  
(SUMP)





# Challenges

- Integrating freight logistics of urban nodes into network corridors, last-mile and long-distance freight logistics, interaction with passenger transport
- Need for more effective integration addressing network and spatial issues related to urban vitality
- Need to address multi-dimensional character when integrating



# Vital Nodes main objectives

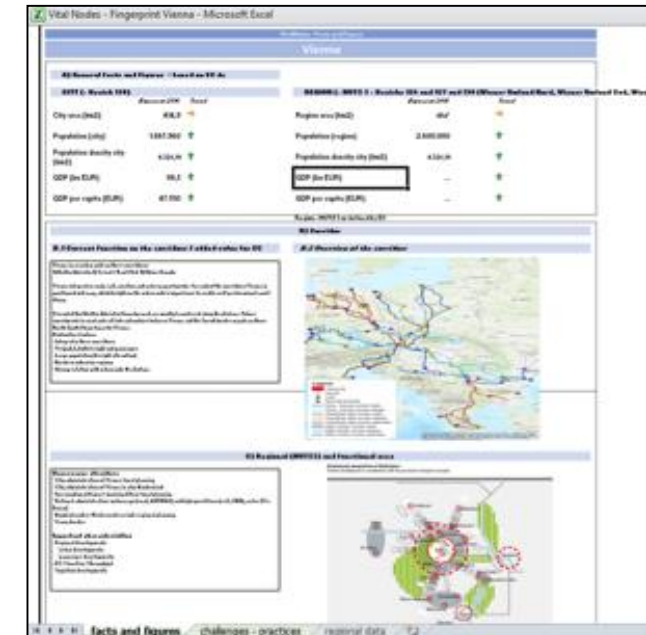
Vital Nodes' work programme is designed to meet the following two main objectives:

- to deliver *validated recommendations* for a more effective and sustainable integration of all 88 urban nodes into the TEN-T corridors focusing on freight logistics.
- to establish a *long-lasting European expert network* based on existing (inter)national and regional networks for safeguarding long-term continuity in knowledge and implementation.





- Together with local partner(s)
- Desk-top analysis of facts & figures: ‘fingerprint’  
3 scales, multiple dimensions, interaction freight
- Workshop with stakeholders  
discussion about: fingerprint, challenges,  
interaction freight and persons transport  
assessing drivers, barriers, impacts  
good practices
- Follow-up:  
recommendations about integration of urban node on TEN-T corridor  
recommendations to EC on investment needs, funding strategies, and  
research needs

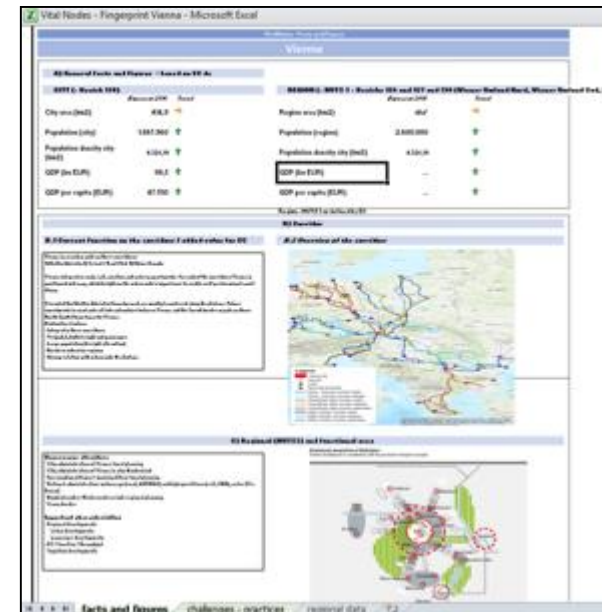




# Some first results (1)

## Urban Node Vienna, main challenges:

- (Lack of) logistics oriented development:
  - Logistic centres / distribution centres / multi company hubs
  - Link between long distance and last mile (city) logistics
- Spatial planning at functional area
  - Polycentric concept for urban development and multi-modal transport
  - Cross-border towards a common strategy with West-East (Bratislava)
- Robustness and vulnerability of the network
  - Capacity constraints in city (Danube crossing: road and rail), in functional area and on corridors
  - Alternative routes (bypass South), modes and timing





# Some first results (2)

## **Building blocks for recommendations:**

TEN-T network needs and investments:

- Investments to solve bottlenecks at TEN-T corridors: take into account impact at urban nodes, and multi-modality and spatial development
- Chinese silk road initiative: potentially huge impact on TEN-T corridors and urban nodes

Regional and metropolitan needs:

- Urban nodes require SUMP at level of functional urban area (DUS); EC can stimulate cooperation at this level by focusing funding at this level
- EC support for an integrated planning approach
- Functional area of logistics is not always DUS

Data and research:

- EU data – also for freight - on level of functional area
- Investigate the combination of Transit-Oriented Development and Logistic-Oriented Development concepts





# Some first results (3)

## **On basis of 4 urban nodes workshops:**

- Logistics is key in socio-economic trends  
e.g. e-commerce, circular economy and liveability.
- Separate worlds of persons transport and freight/logistics transport.
- Logistics focuses on efficiency and techniques;  
not on network development and spatial planning.
- There are many initiatives and projects with a strong focus on multimodal development and spatial development.  
Logistics often not involved in these developments.
- Policy objectives such as liveability, economic growth, housing  
would be more effective if infra and spatial development are combined.



# Interested to be part of the network?

[vitalnodes.eu](http://vitalnodes.eu)

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**Thank you!**

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