

An aerial photograph of the Antwerp region in Belgium, showing the Scheldt river flowing through a dense urban and agricultural landscape. The river's path is highlighted by a semi-transparent green rectangular overlay. The surrounding area is a mix of green fields, urban development, and infrastructure.

Disentangling the Antwerp knot-

**How widening the scope created public
support for a way out of a stalemate**



current situation

← Port / Bergen Op
Zoom (NL)

Breda (NL) →

← Bruges

Antwerp:

- Biggest city of Flanders
- 2nd port of Europe
- Important Belgian and European N-S transport axis

Limburg (BE) / Eindhoven
(NL) →

← Ghent

Brussels →

1859-1914: Brialmont fortifications

1960: first scheme of ringroad

- inner ring (south-east)
- outer ring (south-east)

1969: 1st (and only) construction phase

- Kennedy Tunnel
- inner ring (south-east)

1972: signs of saturation

- complete outer ring?

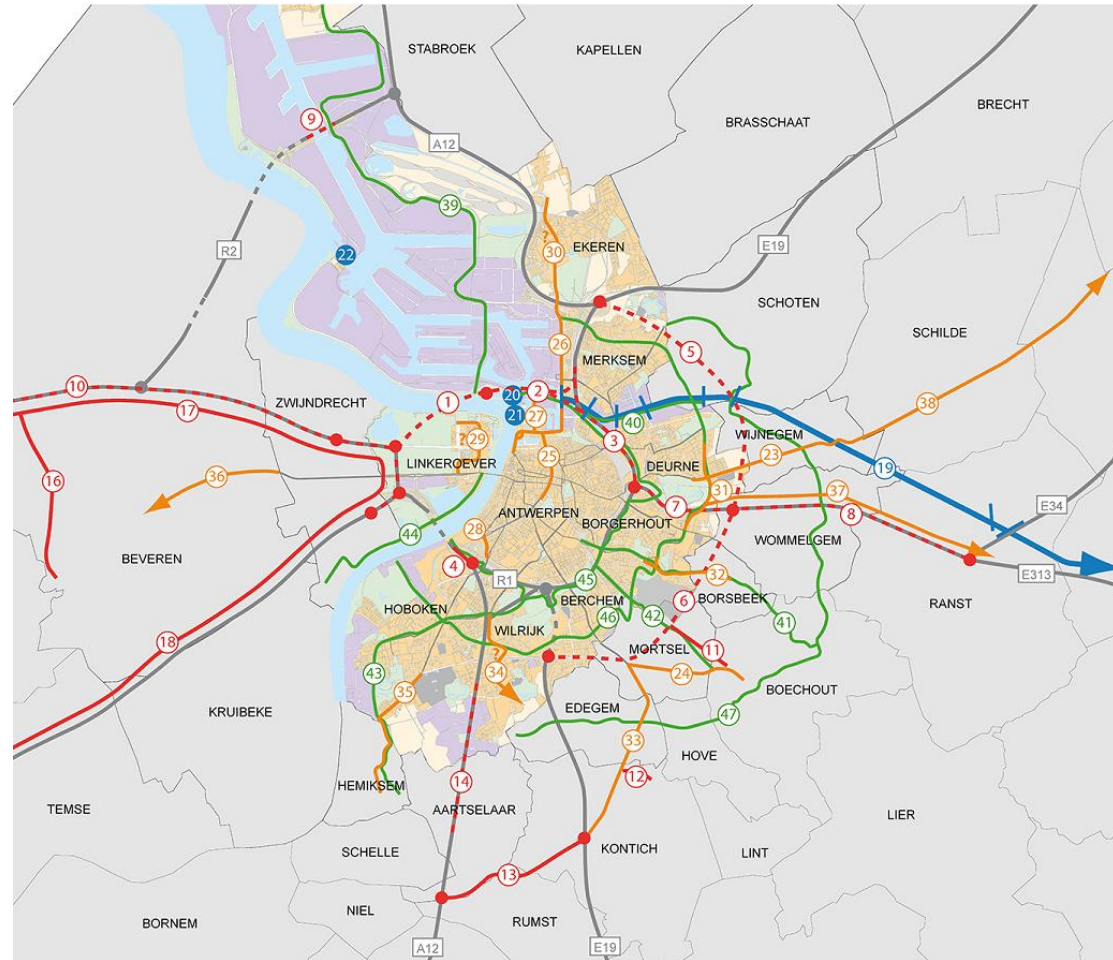
1991: Liefkenshoektunnel



2000: Masterplan 2020

- “States General” approved
- multimodal plan for Antwerp
- road + waterways + PT
- Oosterweel connection as a showpiece

- ✗ + long term vision for infrastructure and mobility
- ✗ + integrated and multimodal plan
- ✗ BUT
- ✗ - not about quality of live (leefbaarheid)
- ✗ - all the sub-plans are very linked and interdependent



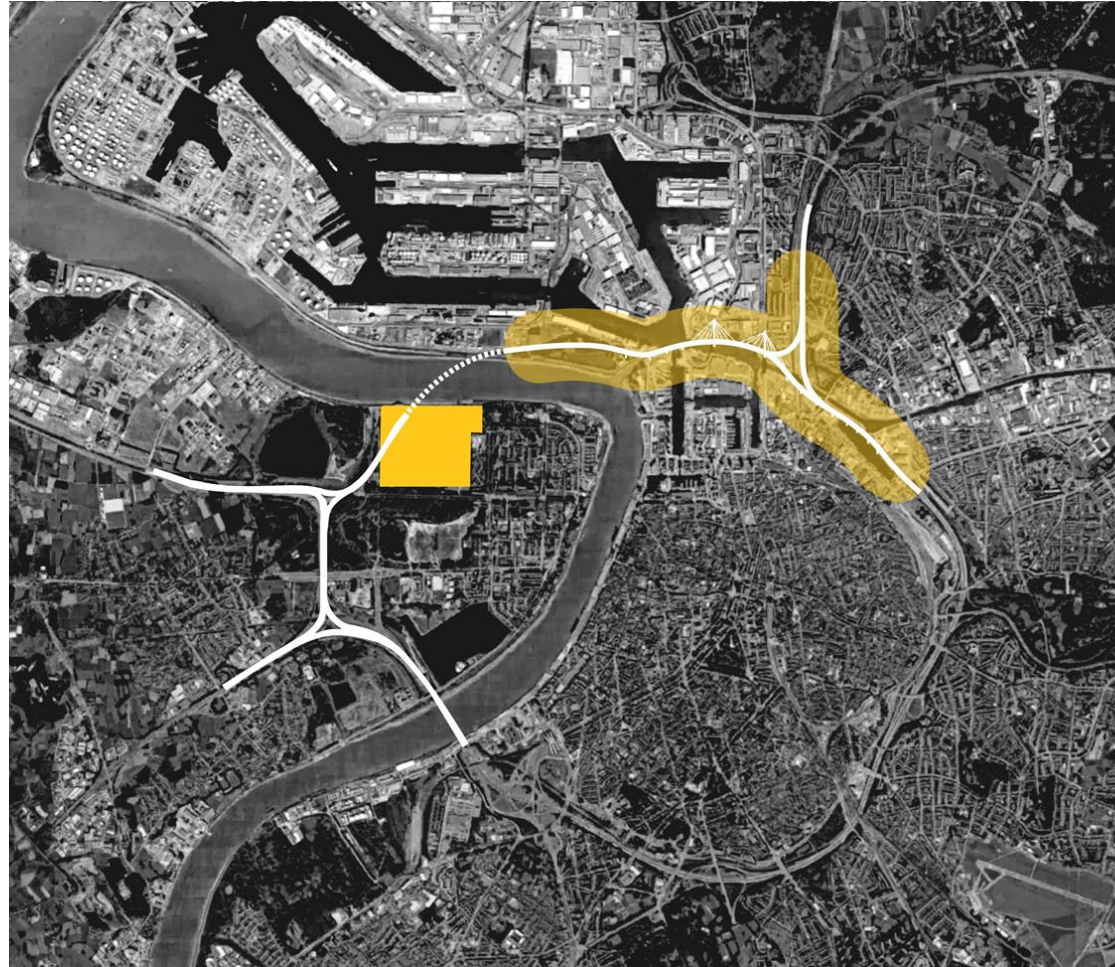
2000-2007: preparing Oosterweel

- initial timing: project finished by 2005
- in reality: D&B competition for “Lange Wapper” bridge, awarded to a contractor by the end of 2006



... but resistance is growing

- Ademloos expresses concern over health impact (= the first time people start to realize the impact of traffic dust!) (2008)
- Cost of het project keeps on increasing
- stRaten Generaal and others propose alternative trajectories, further away from the city
- There's legal procedures against the project, due to alledged conflict of intrest in the planning process

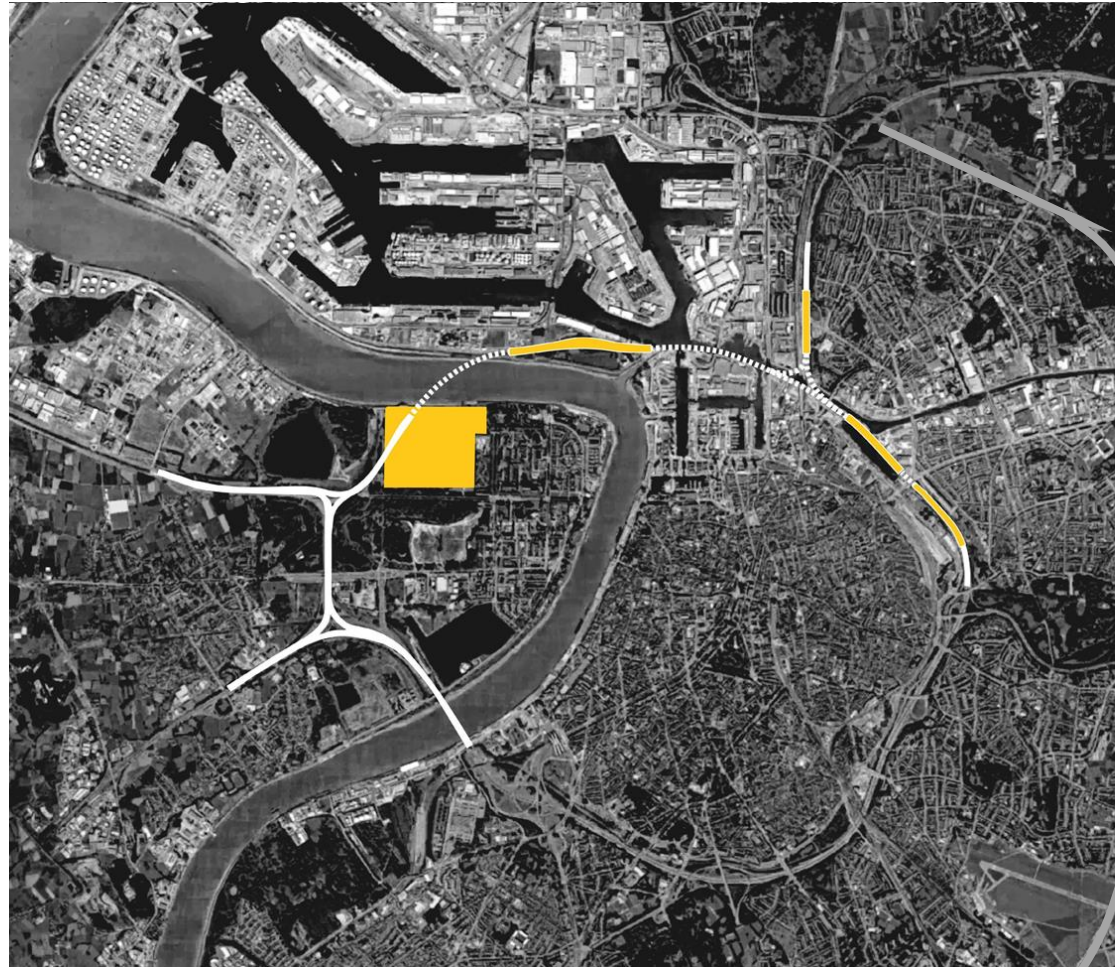


2009 - Referendum

- ▶ 135,000 habitants came out to vote
→ 34,75%
- ▶ 59% NO!!
- ▶ What now?
- ▶ Government makes new deal
→ Tunnel instead of Bridge

“THE BIG DEAL” (mar. 2010)

- the current trajectory will be kept
- but the bridge will be replaced by tunnels and open trenches
 - under the conditions that:
 - it can be built
 - it costs the same
 - it does not cause more delays
- the east tangentials (a part of the old “outer” ring) will be built
- no separation of traffic flows on the ring



February 2014: RINGLAND

- another citizen initiative
- separating traffic flows, covering the entire ring
- politicians willing to avoid Ringland as an 'opposing voice'
- in a very short time, Ringland achieves to convince thousands of supporters to raise money through crowdfunding and manages to get the capping of the ring on the political agenda again



Absolute Stalemate

- ▶ 3 large groups opposing the government
 - Ademloos (Breathless – “healthy air”)
 - Straten Generaal (“better mobility ideas” (4 in 6 years))
 - Ringland – No new crossing is needed, only rethinking the existing infrastructure → liveability
- ▶ 3 large groups with 3 different solutions
- ▶ legal procedures were pending
- ▶ A new referendum was very likely

June 2015 : Flemish Government launches the call for a *curator* of the Antwerp Ring

- mission: to study the feasibility of a project to cover the entire ringroad
- means: a document defining ambitions (phase 1, 2016) + organizing a competition for pilot projects (phase 2, 2017)

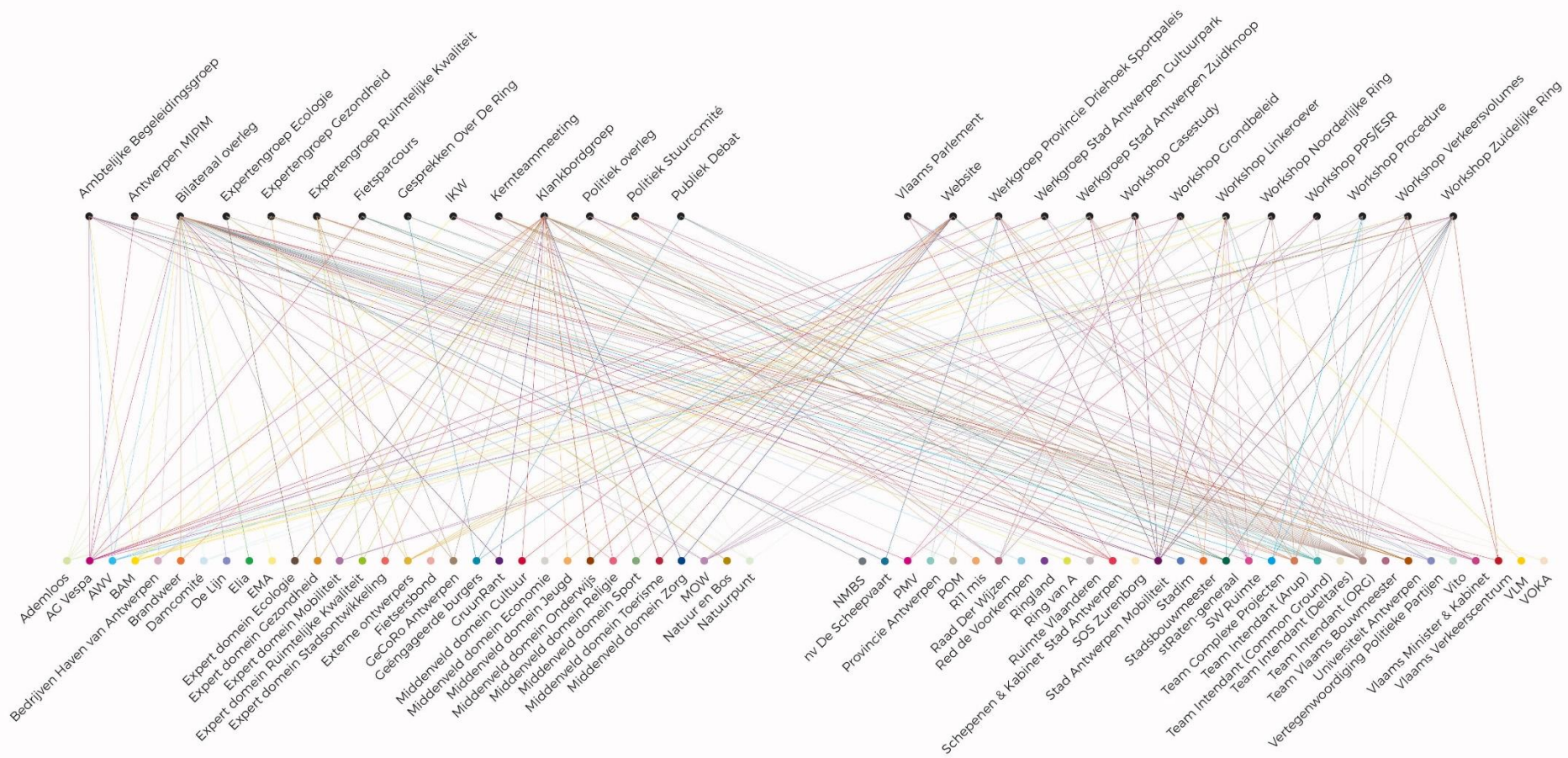
January 2016: “team intendant” starts its mission

Obviously, the drama continues in the background

- lawsuit at Council of State against spatial plan for Oosterweel
- building permits and tender procedures for Oosterweel
- threat of a new referendum
- new complexities because of planning procedures for tangential roads

...

Conversations and meetings



AGENTSCHAP
WEGEN & VERKEER

 **ANTWERPEN**
ACTIEF & BEREIKBAAR

 **de Ring van A**

RATS

ARUP

**COMMON
GROUND**

ORG 

 **Vlaanderen**
is mobiliteit &
openbare werken

 **RINGLAND**

 **AG VESPA**

 **beheersmaatschappij
antwerpen mobiel**

 **anteagroup**

 **VECTRIS®**



stRaten-generaal



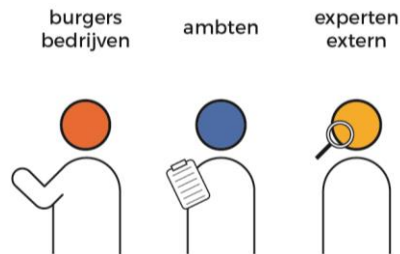
Civilian soundboard

Public support

- participation
- integrated urban approach

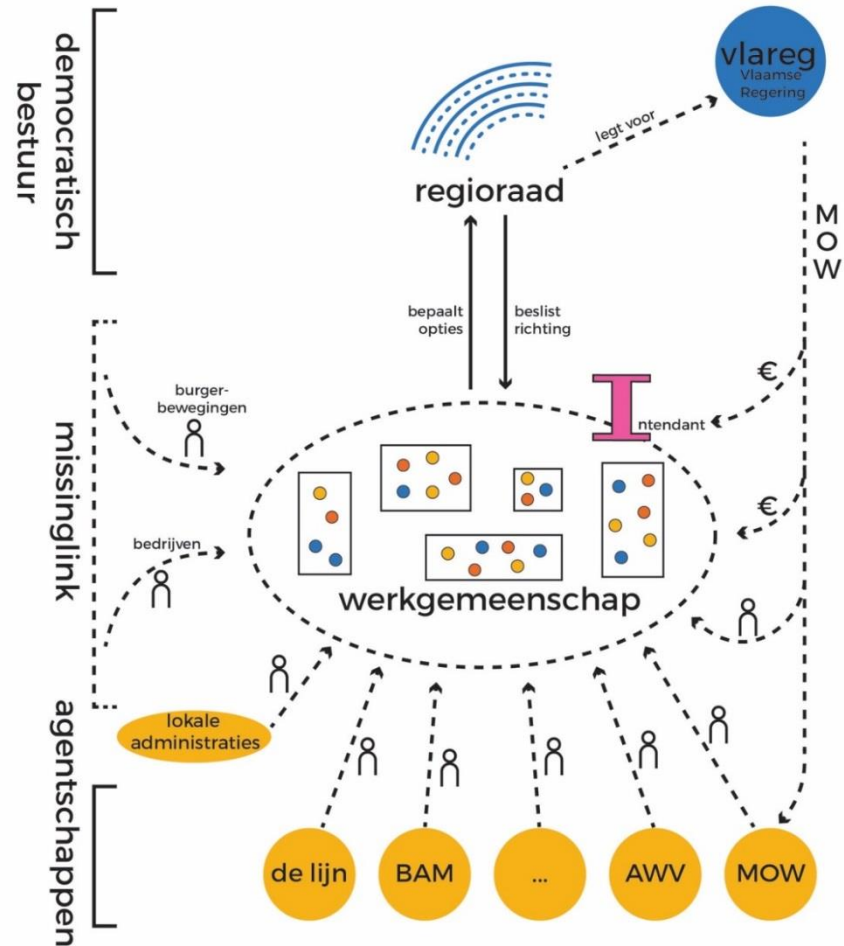
Covenant on the Future: PROCESS

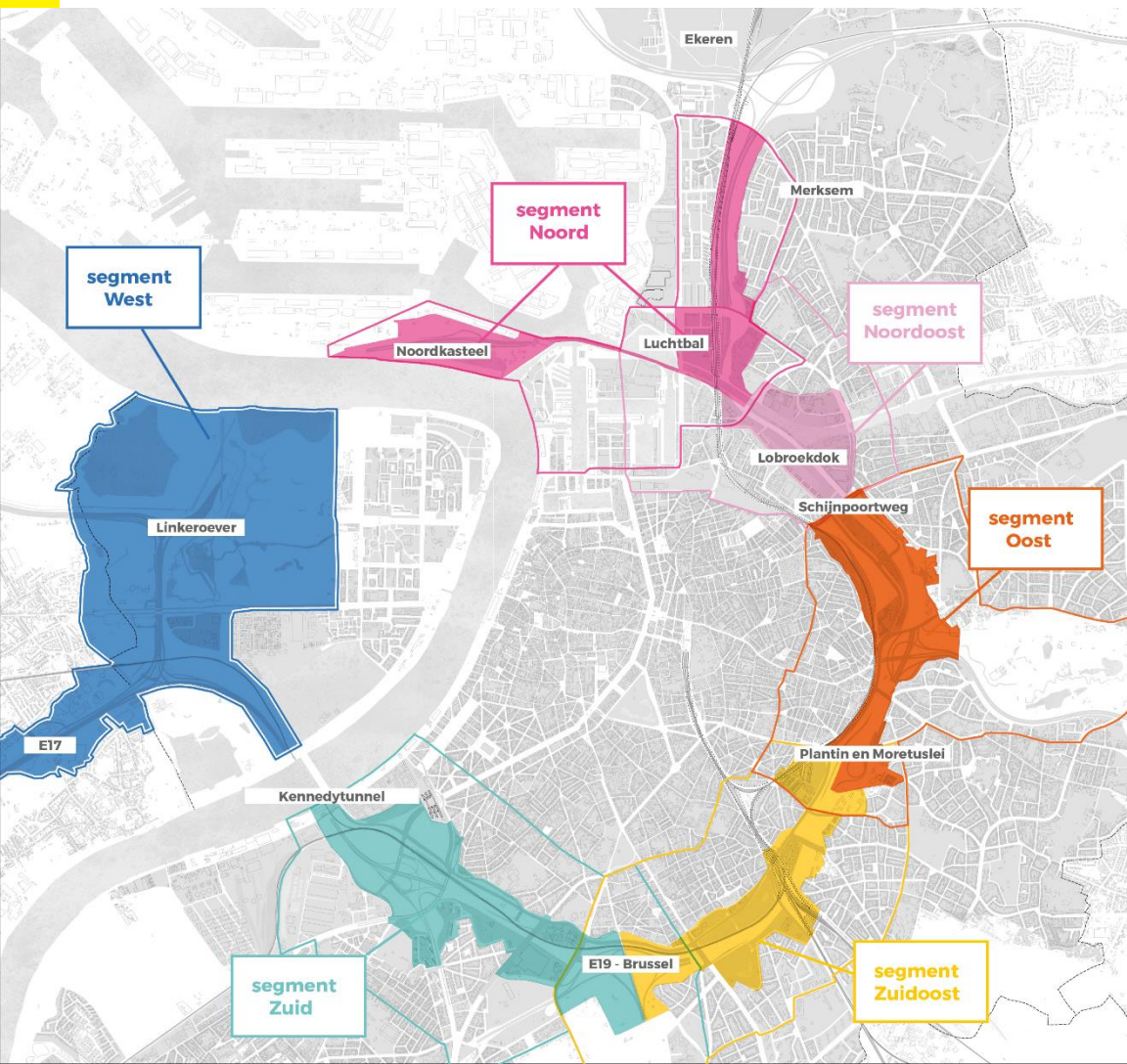
**Democratic
Governance:
Regioraad**



**Missing link:
Working
Community**

**Administrations/Age
ncies**





6 segments – 6 teams

WEST: OMGEVING / URBANISTEN / COBE

NORTH: BUUR / LATZ / S333 / GREISCH

(NORTHEAST: TEAM VAN DE INTENDANT)

EAST: 51N4E / NDVR / H+N+S

SOUTHEAST: STUDIO VIGANO / MAARCH / GRAFTON

SOUTH: AGENCE TER / TVK / ARCADIS

**Selected after competition (33
candidates, 15 offers)**

Participation and co-creation

1st PHASE

INPUT

- Institutional stakeholders
- Stakeholders on a regional scale
- Initiative = intendant

DESIGN

- Institutional stakeholders + inhabitants
 - Stakeholders on a very local scale
- Initiative = teams

2nd PHASE

ringdagen



Recent results

- ▶ 30 proposed projects and research items → 2,7 billion euro (2700 million euro)
- ▶ → 26 06 2018 political decision : 18 projects and 4 research items
 - 1,25 BILLION Euro (1250 million euro)

What made the difference?

- ▶ Momentum
- ▶ Independant 'curator' with planning experience and - capacity
- ▶ Superworkshops
- ▶ Real and broad dialogue
- ▶ Gradual cooperation (gaining trust)

Lessons for government

- ▶ control > trust
- ▶ closed > open
- ▶ project approach > proces approach
- ▶ institutions > community

► Further questions?

► Copyright “team intendant”