



Sustainable transport and integrating waterfronts into the urban fabric

- **Reconnecting city and water** - Traditionally many of the North Sea's port areas have 'turned their back' to their cities, focusing solely on their economic and inter-regional transport functions especially in the last 30-40 years. A key recommendation is to re-link the waterfront with the city. This can be done by developing new transport and movement patterns in and out of the waterfront area, and strategically located new urban spaces.
- **Developing alternative scenarios** - As a broad-based starting point for the planning process, Oslo recommend scenario-building through a 'charrette'. The first step is to prepare this carefully by defining the main driving forces for the future of the city and region. As a base for fruitful discussions the scenarios must have a clear concept creating distinct differences between urban space and transport systems
- **Using urban spaces to reconnect the city with the sea** - The use and quality of public space can help create a seamless link between new and old environments and ensure that citizens and property owners benefit from regeneration. At a local level, new transport interchange nodes promote intermodality and are an excellent opportunity to create high quality public spaces, with both practical and symbolic value, in terms of integrating waterfront into the wider urban fabric. Successful public space must be an attraction in itself and have public functions and services.
- **Securing special qualities in public spaces and parks** - Urban spaces running from the water's edge through development areas and into the existing urban fabric need special attention in the planning process to achieve high quality and variation in design. Oslo advocate the use of an architectural competition to develop the potential of the urban space structure defined in the masterplan, as well as the content and design of the proposed urban spaces.
- **Using sustainable transport to reconnect** - Oslo's waterfront areas are well suited to improving the transport system in a sustainable direction. As well as being relatively flat, the development areas are close to the city centre and linked to the existing transport system. Greater use of sustainable transport modes, such as walking, cycling and public transport, is more likely to be achieved if given priority from early planning stages. Close attention to the linkage between transport and land use is critical, both in terms of the city-regional vision and at the local level. Transport planning ought to be closely linked to regional strategy and visioning.
- **Create an expert panel on transport** - Achieving sustainable transport requires careful analysis of the impacts of land use decisions on modal split to ensure a reduction in negative impacts such as CO2 emissions, air pollution and noise. Providing incentives for the use of sustainable modes also needs to be addressed. Oslo has established an expert panel to develop and reinforce key principles for the transport system and promote solutions. Oslo is now considering an extension of that work to monitor achievements in sustainable transport and to force the pace of change.