

In-company discussion lectures – Mobility and Space

Rob van der Bijl offers a series of 'in-company' discussion lectures on the interconnection between mobility and space, focusing on a variety of related topics. The series is derived from the lectures 'Mobility and Space' and 'Mobility Planning' that he provides as visiting professor at Ghent University in Belgium (since 2017). The series is also based on dozens of guest lectures and presentations for universities and colleges in his home country the Netherlands¹, as well as many universities, institutions and companies worldwide.²



Seven pillars as inspiring support

Based on these years of experience in education (and applied research), seven pillars found supporting inspiration for the offered lectures.

In the first place, it is important to understand the social embedding of mobility and space. For example, mobility planning focuses not only on the domains of mobility and space per se, but also on economic, ecological and social domains. These five domains together provide a comprehensive perspective on professional practices.

Focusing on use and users is the second pillar. Mobility planning (e.g. public transport) is not merely a technical matter. The lectures therefore learn to recognize that qualities and performance are not so much technical, let alone intrinsic properties of mobility and space, but establish the outcome of the way in which users deal with their mobility and their space.

¹ Since 1977 in the Netherlands: Amsterdam School of Real Estate, Wageningen University & Research, Delft University of Technology, Erasmus University Rotterdam, University of Groningen, Eindhoven University of Technology, Breda University of Applied Sciences, Apeldoorn Police Academy and the (former) Academies of Architecture in Amsterdam, Arnhem, Maastricht, Rotterdam and Tilburg (Fontys).

² For instance: University of Washington (2022), KU Leuven (2021), Universiteit Hasselt (2020), Inclusion / Softco (Spain, Barcelona, 2019; Belgium, Ghent, 2018), Polis (Belgium, Brussels, 2018), Norconsult / Tekna (Norway, Bergen, 2017), Cambridgeshire County Council & Camcycle (UK, Cambridge 2017), Urban Design London & London Borough Cycling Officers Group (UK, London 2017), Sofia Municipality (Bulgaria, Sofia, 2017), Taichung City Government (Taiwan, Taichung, 2016), Kaohsiung City Government (Taiwan, Kaohsiung, 2015, 2016), Higher School of Economics & Moscow Transport (Russia, Moscow, 2016), Thailand Cycling Club (Thailand, Bangkok, 2016), Taipei City Government (Taiwan, Taipei, 2015), Instituto Distrital de Recreación y Deporte (Colombia, Bogotá 2015), Universidad de Manizales (Colombia, Manizales, 2015), Al-Farabi Kazakh National University (Kazakhstan, Almaty, 2014), Académie Royale des Beaux-Arts de Liège (Belgium, Liège, 2014), INTA (Taiwan, Taipei, 2014), Warsaw School of Economics (Poland, Warsaw, 2013), Chinese Academy of Governance (China, Beijing, 2013), National University of Singapore (Singapore 2013), Atkins (Denmark, Copenhagen, 2013), Fukuoka Directive Council (Japan, Fukuoka, 2011-2013), European Business Council Japan (Japan, Tokyo, 2012); Bybanekontoret (Norway, Bergen, 2010), Public Works Department Willemstad (Curaçao, 2010), Aruba Government (Aruba, 2010), Tekna (Norway, Oslo, 2009); OTAK (Portland, Oregon, USA 2008), ROM eiendom AS (Norway, Oslo, 2008), INTA (France / ROM / BOM, La Réunion, 2007); Közlekedés Consulting Engineers Ltd (Hungary, Budapest, 2006).

The third pillar consists of instructive examples. Mobility is a complex phenomenon and can hardly be translated into unambiguous, let alone simple rules. On the other hand, a nice case, or a true precedent, can reveal how planning works in real-life situations.

Urban planning, transport planning, spatial planning and civil engineering are strongly focused on application. This also applies to associated education (and research). Consequently practice-orientation, the fourth pillar, is an essential part of the offered lectures.

Thorough knowledge of the different modes of transport is the fifth pillar. For example, the history of mobility and space shows that the scattering effect of 'car mobility' can be compensated, or even replaced, by the structuring effect of 'transit'.

Without planning theory, the sixth pillar, an adequate understanding of mobility planning is hardly conceivable. The lectures bat for paying attention in practice to incremental planning in addition to rational planning.

Finally, the seventh pillar, internationalization, which supports all of the above pillars. Urban planning (including transport planning, spatial planning and civil engineering, and with that mobility planning related education and research), is increasingly developing and proving itself on an international stage. Knowledge and examples worldwide enrich the profession. Inspiration is boundless here.

Lecture-types and -modules

The offer includes three types of discussion lectures, namely:

- **Introduction** to the interconnection between mobility and space;
- **Deepening** of a theme and / or major subject;
- **Compilation** of (part of) the introduction, supplemented with some themes / subjects.

All lectures take the form of a discussion lecture. This means that after the ordinary lecture (2x1h, including break), time is reserved for discussion (of at least 1 hour). Extension or variation is possible because in principle a half-day (4h.) is offered. It is possible to provide in advance questions and topics for the discussion part, which can also be used for Q&A if desired.

The introductory lecture serves as the basis of the series and contains at least the subjects related to the seven pillars:

- Societal embedding of mobility and space (economy, environment, inclusion);
- Use and users (form, use, performance);
- Educational examples (cases / precedents);
- Practice-orientation (government, business, NGOs, citizens);
- Transport modes (pedestrian, bicycle, public transport, car);
- Planning theory (rational and incremental planning);
- International perspective for inspiration.

Each type of lecture can (within the available time of the introductory lecture) be supplemented with several modules. Incidentally, each module is also offered as an independent in-depth lecture. The following modules are available:

- Pedestrian mobility;
- Bicycle mobility;
- Public transport mobility (general);
- Public transport mobility (technical: light rail, metro, train, bus);
- Car mobility;
- Transit Oriented Development;
- Planning and design of networks (pedestrian, bicycle, public transport, car);
- Mobility history of cities;
- City portrait (city of your choice; if available);
- Safety (road safety, social safety);
- Sustainability and mobility (including SUMP);
- Social inclusion (transport disadvantages, transport poverty);
- Mobility portraits (subject under development).

The costs of an in-company lecture are related to the number of participants (in principle 200 euros per participant, excluding expenses and VAT). Depending on the location and based on substantive requests, an offer will be issued for each lecture.



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