MoLo Hubs | Interreg North Sea | Co-funded by the European Union

Guideline report

Spatial planning & city design

WP1: Activity 05
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Goal

The goal of this report is:

"Assisting host partners in setting up their pilot by defining considerations and good practices for spatial planning and city design aspects."

During the pilot phase we will collect and analyse data to explore how MoLo hubs should be designed and located to strengthen its usage and contribute to spatial quality.

The results and recommendations will be summarized in a White paper in 2026.

Two levels

We distinguish two levels within the theme "spatial planning and city design".

1. **Hub design**

o It's appearance: design, materials and visibility.
o Life-cycle costs: initial, operation, maintenance and disposal costs

2. The neighborhood

o Contribution to local ambitions like accessibility, greening, and social safety.
o Location selection.

Values of a place in the city

The below figure was used as inspiration for HPs to identify which values might or could be affected by the design and location of the hub. This has been discussed during the partner meeting in Mechelen on 23 April 2024. See the outcome on the next slide.

Figure (translated and adapted) based on Goudappel Coffeng (2018)

adviseurs
mobiliteit
Goudappel
Coffeng

Outcome of workshop 23 April 2024

Within the theme spatial planning and city design, AUAS will focus on the values that are relevant for (almost) all 5 pilots. Though pilot-specific knowledge needs can be considered as well.

Value	Subvalue	Aalborg	Amsterdam	Boras	Hamburg	Mechelen
Social	Meeting point	Relevant	n/a	Relevant	Relevant	Relevant
	Social safety	**Relevant for all**				
	Participation (inclusion)	**Relevant for all**				
Mobility	Balance of transport modes	Relevant	Relevant	n/a	n/a	Relevant
	Traffic safety	Relevant	Relevant	n/a	n/a	Relevant
	Accessibility	**Relevant for all**				
	Parking space	**Relevant for all**				
	Traffic intensities	**Relevant for all**				
Health	Healthy behavior	Not so relevant	Relevant	Relevant	Relevant	Relevant
	Mental health (e.g. feeling of belonging)	Relevant	n/a	n/a	n/a	n/a
	Children play outside	Might be relevant (at risk)	n/a	n/a	n/a	Might be relevant
Spatial quality	Air quality	Relevant	Relevant	n/a	n/a	Relevant
	Noise	Relevant	Relevant	n/a	n/a	Might be relevant
	Attractiveness	**Relevant for all**				
Climate adaptation	Heat stress/shade	n/a	n/a	n/a	n/a	Might be relevant
	Rainwater retention	n/a	n/a	n/a	n/a	Might be relevant
	Greening	Might be relevant	n/a	n/a	Relevant (2nd location)	Might be relevant
Economy	Real estate value	Might be relevant	Relevant	Relevant	n/a	Relevant
	Vacant property	n/a	Relevant	Relevant	Relevant	n/a
	Customers / revenue	Relevant	n/a	Relevant	Relevant	Relevant

Considerations for HPs during pilot set up

Hub design

Neighborhood

Can the hub be used to add green or shade to the neighborhood?

Are there trees around the hub? Do not put shared mobility under trees to avoid the risk of bird droppings on the vehicles.

What can be done to avoid noise nuisance around the hub, e.g. because of unloading activities?

Are there economic synergies between users of the hub and surrounding facilities, like shops?

How do you make the hub visible and recognizable? Is there a national hub branding guideline to use?

What is done to avoid vandalism (e.g. choise of materials, social control)?

Could there be work at the hub for the local work force and/or social return?

Are queues expected, e.g. when people pick up their parcel or vehicle? How can blocking of public space be avoided?

Is the local community involved and informed during the development of the hub? Can they have an active role to increase participation and social safety?

Is the hub easy to use by vulnerable groups, like elderly, disabled people, digital illiterate, poor, etc.?

Is there sufficient loading space to facilitate the logistics processes and avoid blocking of public space?

Does the hub lead to more traffic locally? Does this lead to any risks for the safety of cyclists and pedestrians?

Good practices - to inspire HPs

National identity for hubs

- Source: Identity for mobility hubs

Kiosk for a livable city

- Public-private partnership
- Located in public space, also in sensitive environments (historical, touristic)
- Local tourist information
- Contributes to social safety

IKEA as good neighbour

- Multifunctional: retail and hostel (open 24/7). Contributes to social safety.
- No car parking. Public transport connections
- Green, public space with shade
- Source: EUMiesAward

section - a mixed use building with hybrid functions
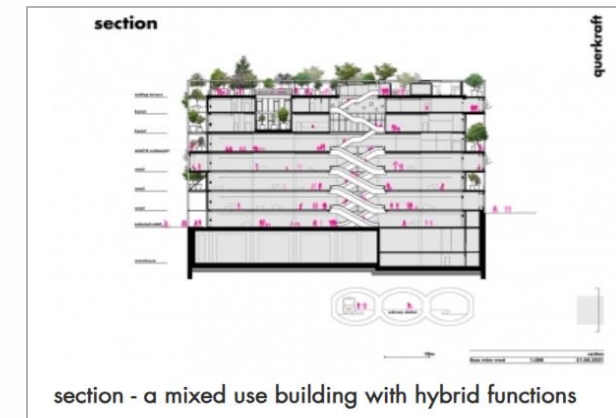
Involvement / participation

Consider the involvement of the following actors/departments already during the set-up of the pilot to gain their support:

❑ Urban planning
❑ Urban design
❑ Architects
❑ Parking/mobility
❑ Logistics
❑ Sustainability
❑ Local community manager
❑ Legal advisor
❑ Local community (citizens)
❑ Surrounding entrepreneurs and organisations

Functions/facilities to consider at the hub

- ❑ Shared mobility
- ❑ Parcel lockers
- ❑ Storage (luggage, supplies)
- ❑ Bench, table
- ❑ Playground, sports equipment, public chess
- ❑ Kiosk
- ❑ Water point
- ❑ Green
- ❑ Public toilet
- ❑ Waste collection, recycle point
- ❑ Postbox
- ❑ Book exchange
- ❑ Information (travel, map, surrounding area, events)
- ❑ Repair service
- ❑ Advertising

AUAS team

Research Group City Logistics

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  Projectleader/researcher

Research Group Spatial Urban Transformation

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  Researcher

Project Partners

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Host Partner
City of Amsterdam
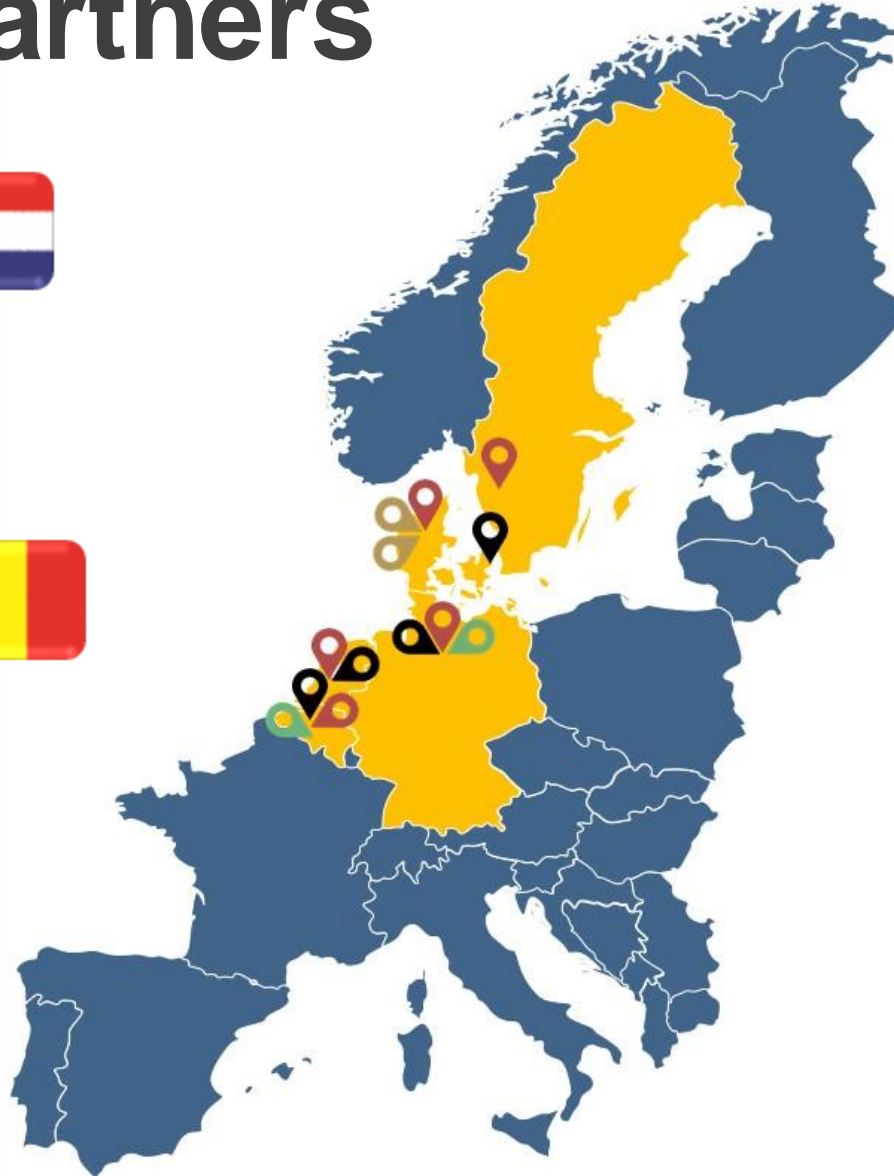
Knowledge Partner
Amsterdam University of Applied Sciences

Host Partners
City of Mechelen

Network Partner
POLIS

Knowledge Partner
University of Antwerp

Host Partner
City of Borås

Host Partner
City of Aalborg

Knowledge Partner
Transition

Implementation Partners
CoolRunner

House of Venture North Jutland

Host Partner
Stadtreinigung Hamburg

Network Partner
Logistics Initiative Hamburg

Knowledge Partner
HiiCCE

5 Host Partners (pilot areas)

4 Knowledge Partners

2 Network Partners

2 Implementation Partners