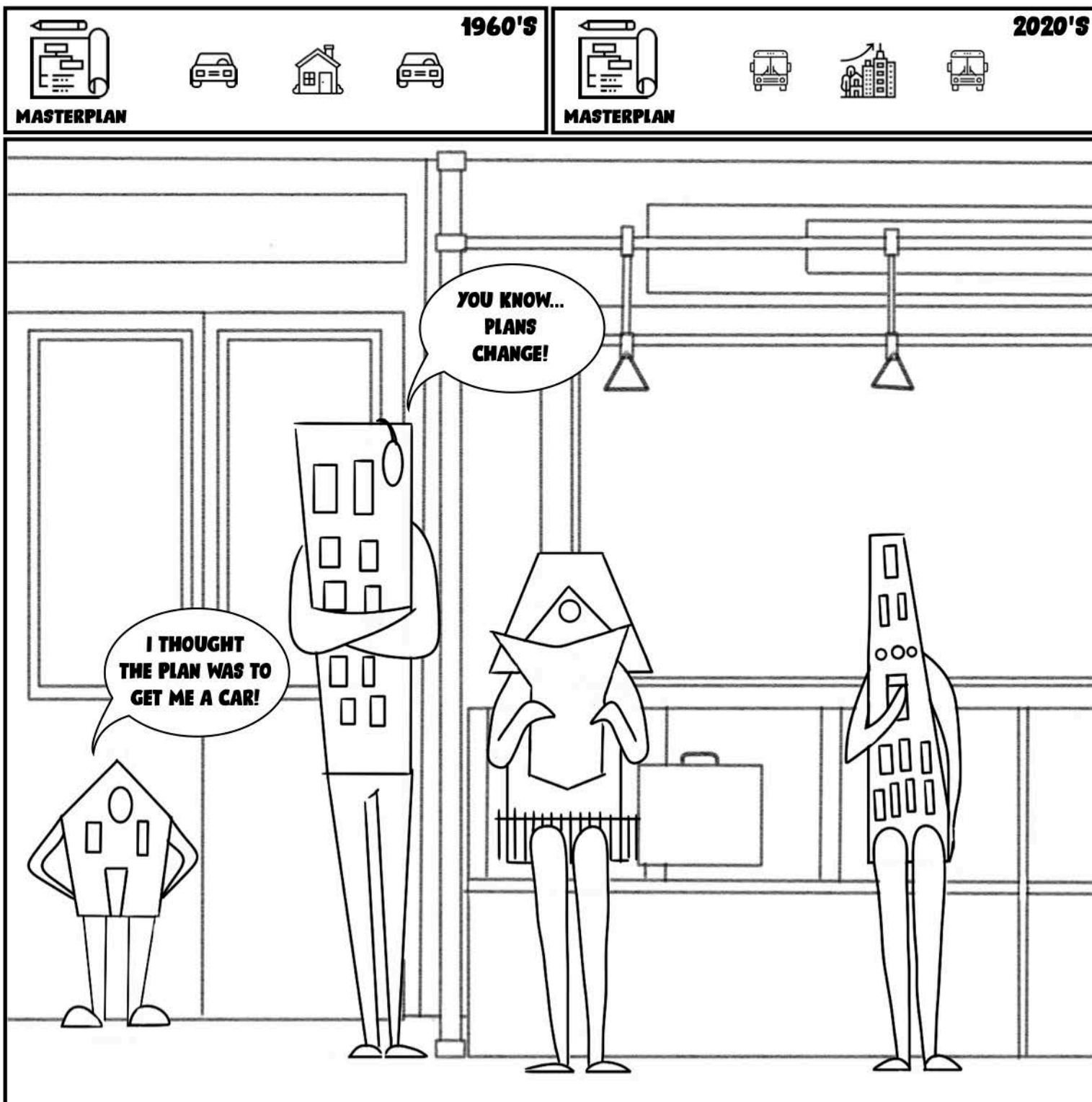


This research aims to measure the effects of generations of planning practice and discourse on the development of the rural-urban regions (RURs) of Paris and Rome. To achieve this goal, it will analyse the interactions between housing and public transit infrastructure development in the aforementioned areas from the 1960s until the present day. The results of this research will challenge the undifferentiated model approach of current TOD practice, and develop context-specific criteria to trace and harness interactions between urbanisation and mobility within RURs in Europe and elsewhere.

ESR1.CHANGE OF PLANS!

TOD GENERATIONS IN CONTEXT.

DRIVING FORCES AND ENVIRONMENTAL EFFECTS OF REGIONAL PLANNING IN THE LONG-TERM



Mariana Reis Santos, PhD candidate | Nathalie Roseau, supervisor | Massimo Moraglio, co-supervisor



ESR2

Sustainable transitions for
Rural-Urban Regions.

Future scenarios for regional
TOD development

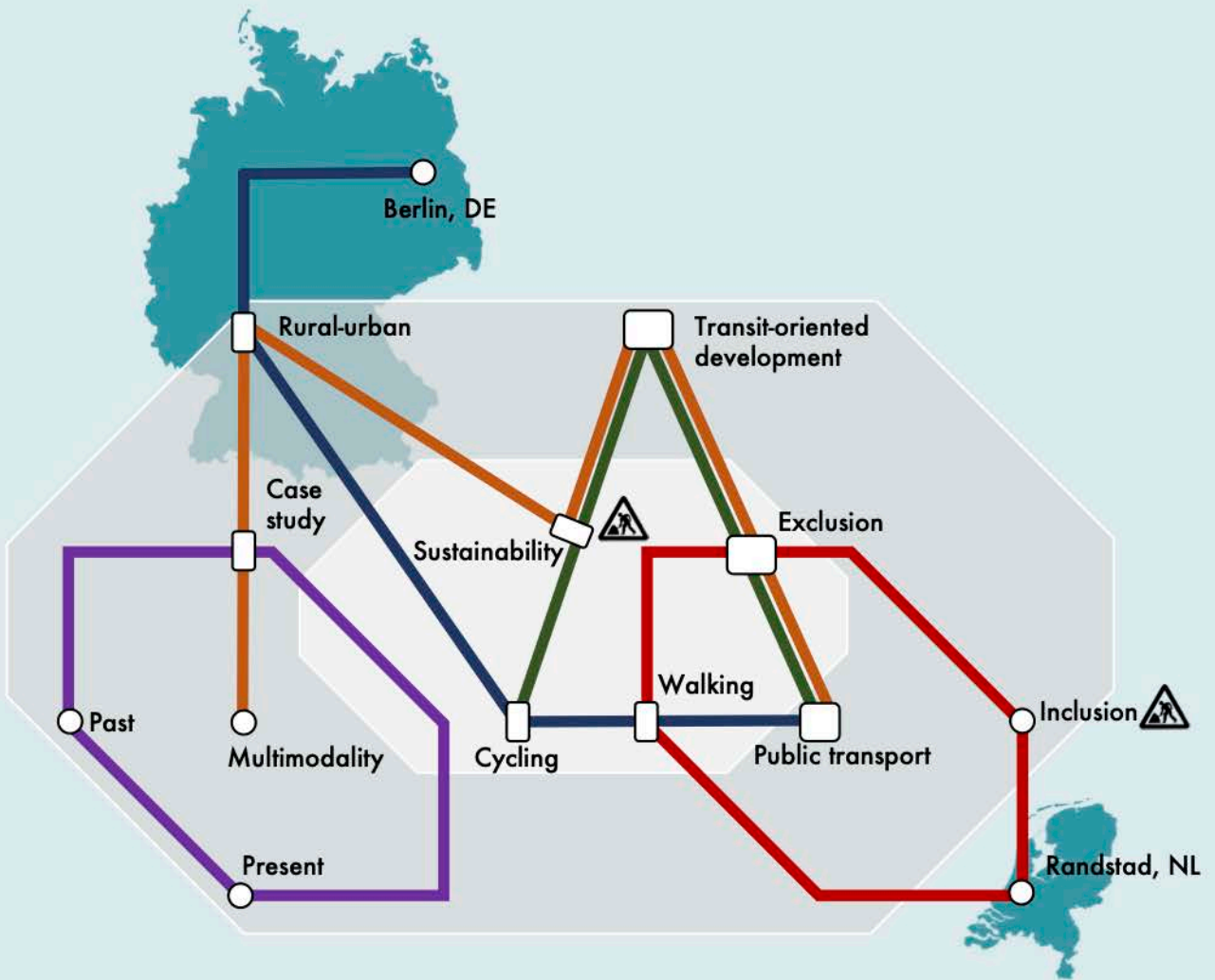
Early Stage Researcher: Flore Guichot
Supervisor: Paola Vigano
Co-supervisor: Greet De Block



TOD-IS-RUR has received funding from the European Union's
Horizon 2020 research and innovation program under the
Marie Skłodowska-Curie grant agreement No. 956030.



ESR3: THE EXTENT OF MULTIMODALITY FOR TRANSIT-ORIENTED DEVELOPMENT ACROSS TIMES: PEDESTRIANS, BIKES, TRAINS AND INCLUSIVE DEVELOPMENT



PhD Fellow: Krzysztof Janko
Supervisor: Dorothee Brantz
Co-supervisor: Frauke Behrendt



TOD-IS-RUR has received funding from the European Union's Horizon 2020 research and innovation program under the Marie Skłodowska-Curie grant agreement No 956030.





For whom? Mechanisms of Social In/Exclusion



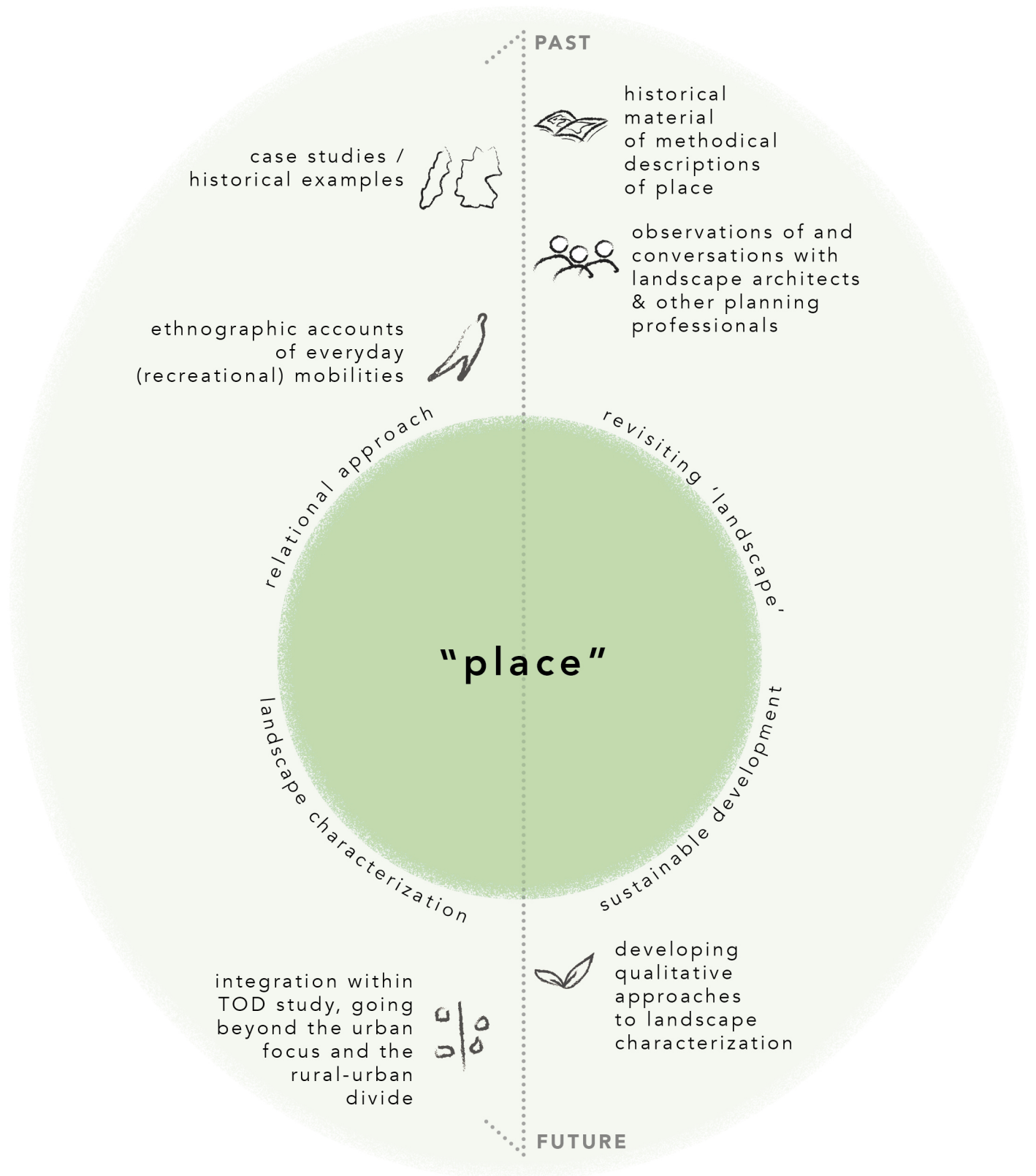
landscapes for transit-oriented development:

developing an analysis of everyday sustainable landscapes

ESR5

Carla Michelle Cruz

Supervisor
Mattias Qviström
Co-supervisor
Dorothee Brantz



TOD-IS-RUR has received funding from the European Union's Horizon 2020 research and innovation program under the Marie Skłodowska-Curie grant agreement No 956030.

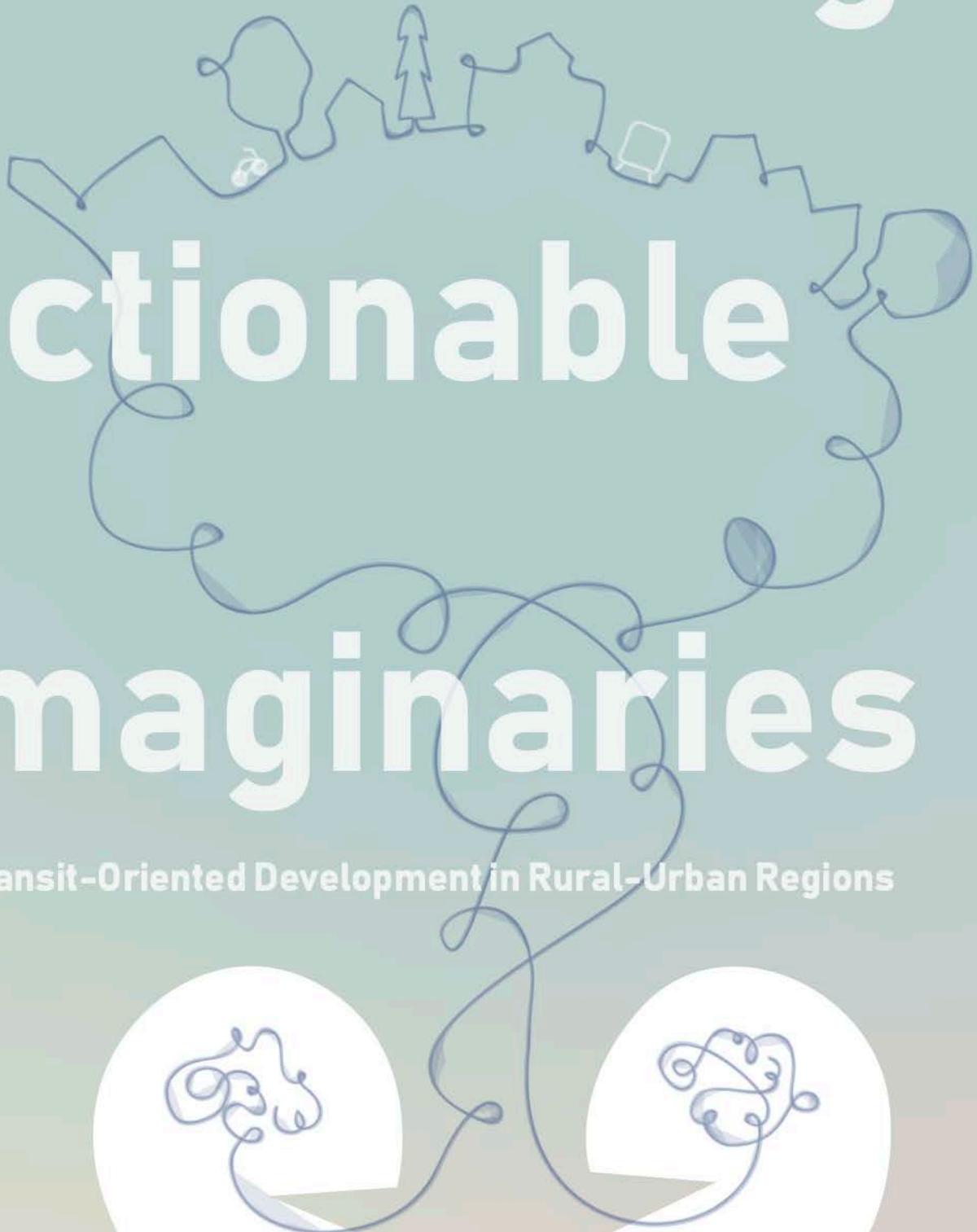


co-creating

actionable

imaginaries

for Transit-Oriented Development in Rural-Urban Regions





Location
of amenities

ACCESS TO
RESSOURCES

Social group,
age, gender,
ethnicity, etc.

Location
of housing

MOBILITY DEPENDENCY

Harm suffered by low
mobile people or people
severely constrained in their
daily mobility

SOCIAL
ROLES OF
INDIVIDUALS



ACCESS TO
MOBILITY



WHERE ?



France

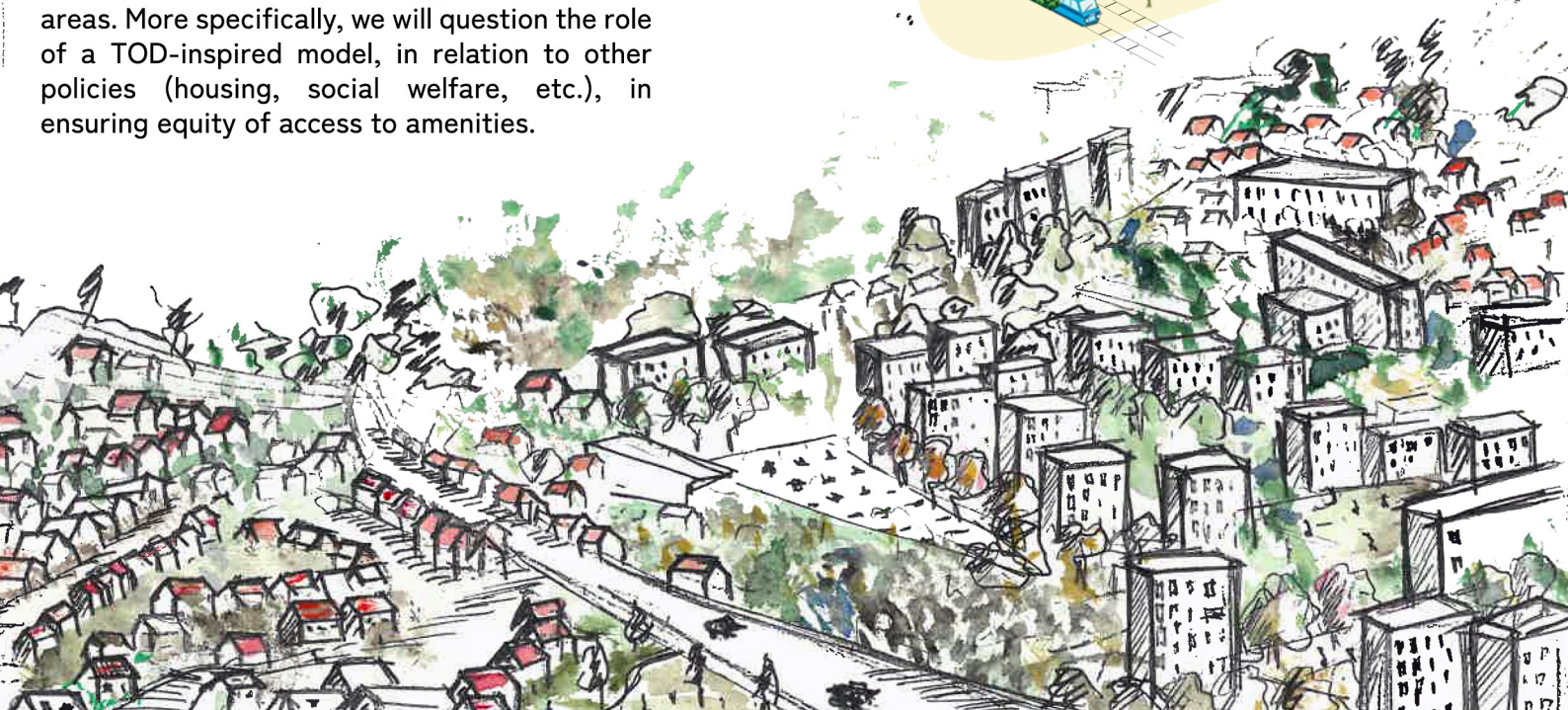
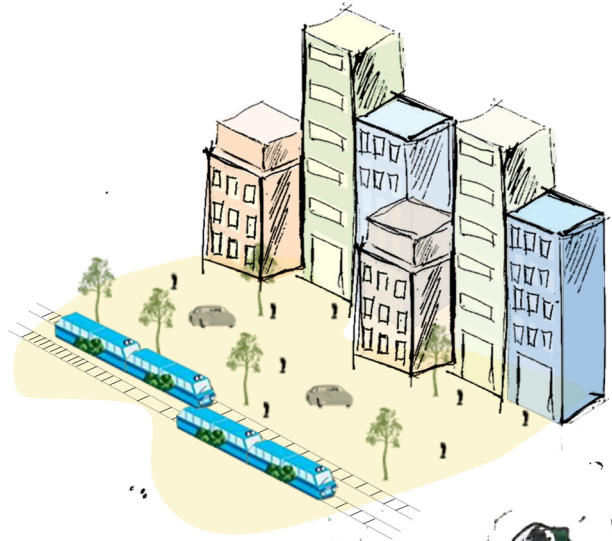


Switzerland

Mobility Dependency in Rural Urban Regions. Can TOD mitigate?

Mobility is both an essential resource for participating in social life and a practice that strongly contributes to the increase of greenhouse gas emissions. In the context of a climate emergency, public authorities are faced with a dilemma: how to regulate mobility without increasing social inequalities?

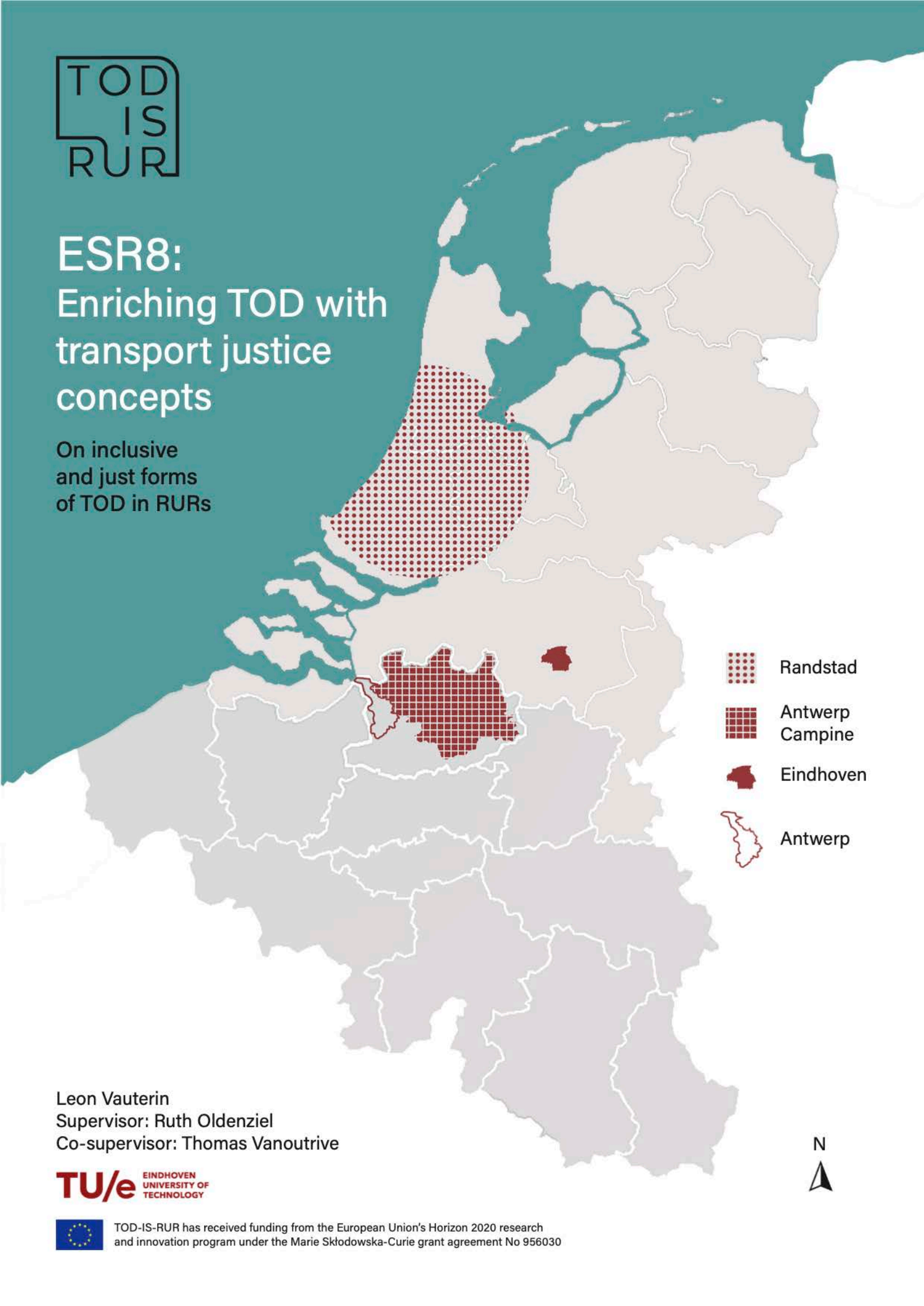
In this thesis, we will analyze how a proximity-oriented planning model can moderate mobility dependency in rural urban areas. More specifically, we will question the role of a TOD-inspired model, in relation to other policies (housing, social welfare, etc.), in ensuring equity of access to amenities.





ESR8: Enriching TOD with transport justice concepts

On inclusive
and just forms
of TOD in RURs



-  Randstad
-  Antwerp
Campine
-  Eindhoven
-  Antwerp

Leon Vauterin
Supervisor: Ruth Oldenziel
Co-supervisor: Thomas Vanoutrive



Defining a relational approach to TOD for inclusive and sustainable RURs



Sweden Belgium



Image: Vlandern Antwerpen Hulshout from southwest.
Photo: Bjoertvedt, via Wikimedia Commons.
Changes made: filtered and cropped.

Is TOD socially sustainable?

Despite environmental and economic benefits being well documented, there is a significant lack of knowledge surrounding the social benefits of TODs. To better understand its socio-spatial relevance, TOD requires methodological and conceptual expansion.

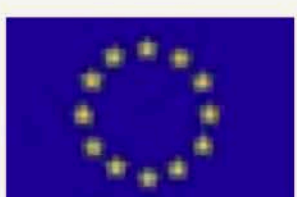
Can TOD be peri-urban?

Having emerged as a counter-force to the perceived shortcomings of sprawled peri-urban development, TOD-sites tend to become cluttered with generic urban planning content. To accommodate for a sensible expansion to RURs, its approach to sprawl and density requires empirical and analytical investigation.

Can TOD be a welfare provider?

In tandem with the empirical findings from ESR 1-8, this work will situate TOD in place-specific discussions of welfare provision, resource distribution, and social inclusion/exclusion in Sweden and Belgium. By doing so, this work will also explore the theoretical possibilities of TOD as a potential welfare provider for inclusive and sustainable European RURs.

ESR 9: André Klaassen
Supervisor: Prof. Greet De Block
Co-Supervisors: Prof. Mattias Qviström
& Prof. Ann Verhetsel



TOD-IS-RUR has received funding from the European Union's Horizon 2020 research and innovation program under the Marie Skłodowska-Curie grant agreement No 956030



Early Stage Researcher (ESR 10)

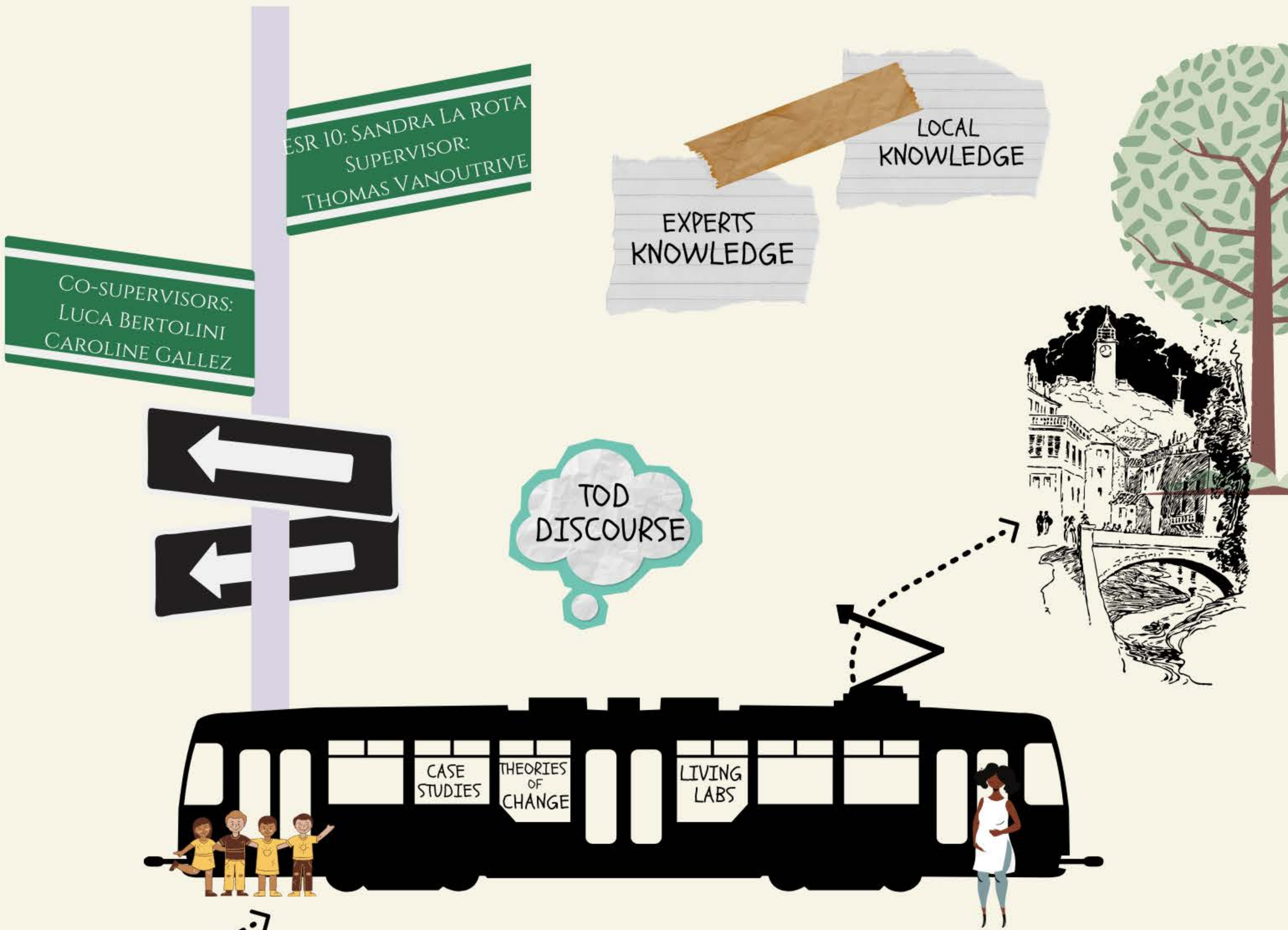
Moving Transit Oriented Development for inclusive and sustainable Rural-Urban Regions



FROM RESEARCH



TO PRACTICE



THE OBJECTIVE OF THE RESEARCH IS TO EXAMINE HOW THE TRANSLATION OF TRANSIT-ORIENTED DEVELOPMENT (TOD) RESEARCH TO PRACTICE, THE TRANSITION TOWARDS MORE ENVIRONMENTALLY SUSTAINABLE AND SOCIALLY INCLUSIVE RURAL-URBAN REGIONS (RURS), AND THE IMPLEMENTATION OF CONCEPTS AND IDEAS DEVELOPED BY THE OTHER RESEARCHERS IN THE FRAMEWORK OF THE PROJECT CAN BE APPLIED IN THE RURS PARTICIPATING IN THE TOD-IS-RUR PROJECT, AND MORE BROADLY IN EUROPE.

