

A better world requires smart future-oriented solutions. Posad helps governments, NGOs and companies to develop integrated design strategies for complex spatial issues. We invest a lot of attention in the understanding of the problem and through research and design we come up with new insights for (urban) transformations, energy, water and infrastructure.

Sustainable cities – socially, ecologically and economically – are accessible cities. High quality and well integrated transit networks are a precondition for accessible cities. Transit Oriented Development is both about the design of transport systems and infrastructure itself, as well as about the design of the city and (urban) development organized along and around it.

Good infrastructure helps making compact cities. Networks decrease travelling times between functions and enable cities to remain compact and hence increase living quality.

A good city is a city in which people have the choice over which mode of transport is most fit for the trip at hand, in a safe, comfortable and rapid manner. As urbanists we are trained to think in systems, networks and synergies. We are specialists in integrating new infrastructures in their existent local context.

We believe that open and diverse systems and

environments are more resilient; ecologically, socially and economically. Hence, in each project we find a careful balance between ingredients that make recognizable projects with 'unity in diversity'.

Nodes in transport networks are valuable and dynamic elements of the city. These are the locations of encounter and human interaction that form and convey identity, colour and richness of our public life. We see the public domain and the way in which it can be designed, programmed and used as a great chance to create more value in cities. By careful design of the public space and smart transfer solutions between different modes of transport, Posad makes these places to the engine of the city.

The selected projects demonstrate the diversity of TOD-projects we recently worked on.



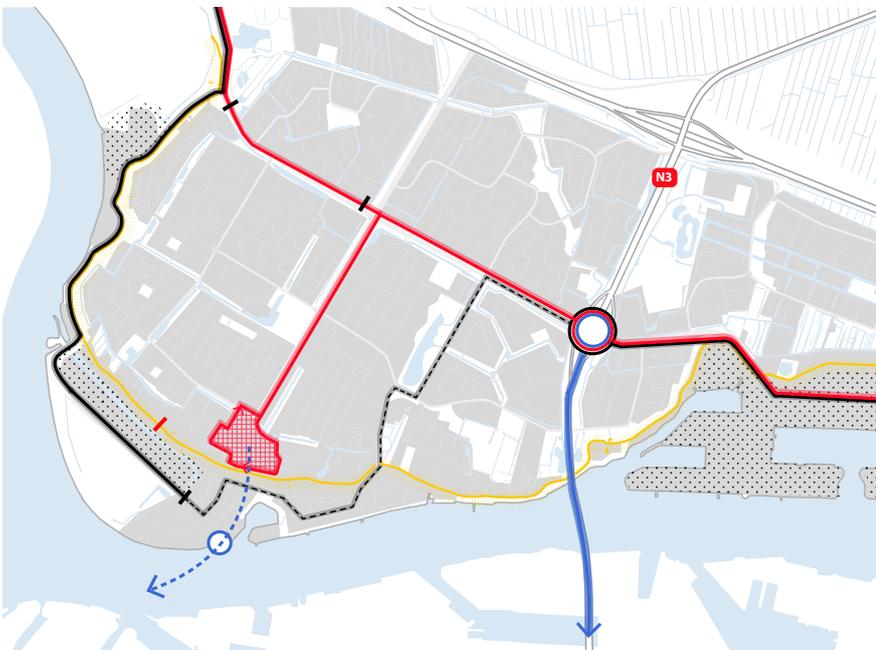


Slinge station (Rotterdam, Netherlands)

Subwaystation Slinge and its large P&R, on the Erasmus metroline, mark the dividing line between the two post-war neighborhoods Pendrecht and Zuidwijk in Rotterdam.

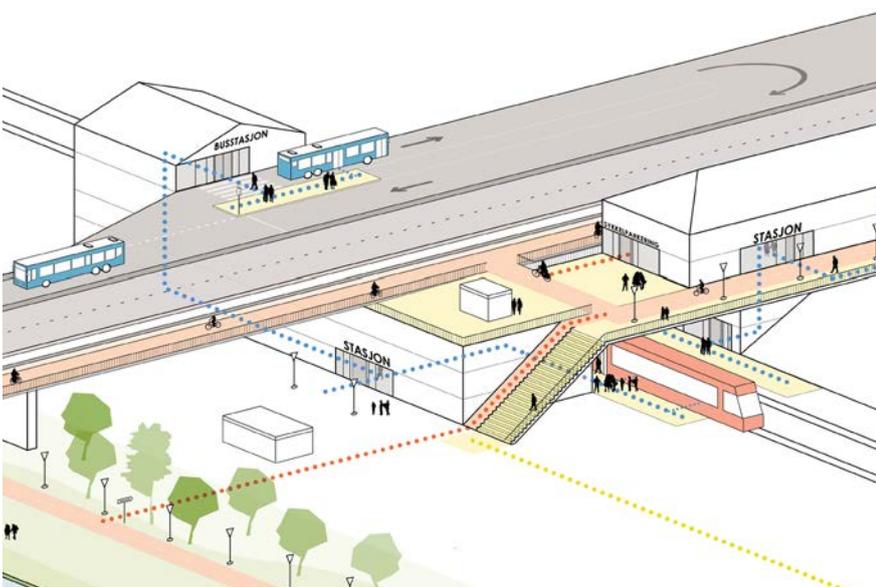
Posad has been working on a comprehensive strategy for the development of this area, and also included several projects that are already set in motion for the development in the short term. In the final image of the strategy, the area around the metro station is a locally grounded, urban hub for small-scale entrepreneurship. Known in the region, but with its feet in the neighborhood.

In order to direct the strategy, specific carrying qualities of the place designated. Within ten minutes, the line connects major urban centers and public transport nodes and offers phenomenal establishment conditions.



Accessible Papendrecht (Papendrecht, Netherlands)

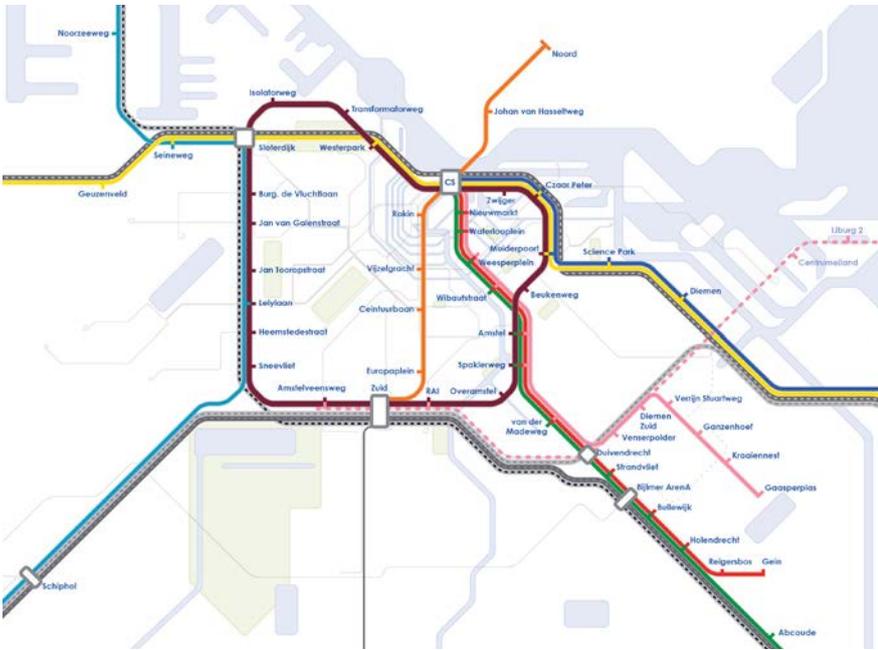
Since the 60s, Papendrecht has grown from a small dyke village, into a town with 32,000 inhabitants. Sandwiched between the A15 motorway and the rivers Beneden Merwede and the Noord, Papendrecht is almost completely built. The Accessibility- and Development Plan and the Municipal Traffic and Transport Plan (GVVP) 2010, that we developed with Studio Bereikbaar, to create a picture of the future traffic circulation in Papendrecht. It comes with an implementation agenda that schedules concrete measures and actions to deal with present and future bottlenecks and hence keep Papendrecht accessible. The implementation schedule runs until 2020 with an outlook to 2030.



Skien-Porsgrunn (Norway)

Behind Oslo, Skien-Porsgrunn is Norway's second biggest urban region. The region has slowly degraded - from a region characterized by a high quality living environment with both urban functions and nature always nearby - to a region centered around car use and with an increasingly cluttered landscape.

To turn the tide Posad drafted a strategy for urban regeneration based on a coherent and sustainable urban transport network. Cycling in the hilly landscape is made possible by putting the most important cycling corridors over the water, hence connecting the most important transit nodes, work locations and cultural programs.



Public transport vision Amsterdam region (Netherlands)

To make good use of the Metropole area of Amsterdam and to allow for further growth, it is essential to improve the accessibility. The current network cannot cope with the demand for transport and impedes further economic growth. The southern tangent, an open-space bus connection between Haarlem and Amsterdam are the first step towards a high-quality network of public transport. However, this network stops in the city's center, which devalues the quality of the network.

Within the western Flank, there are 13 of these challenges to make full use of the current strengths of the area and enable further growth. Today, Posad is involved in three of the 13 advised projects: the IJmeer metro connection and the South-Tangent and Huizen-Hilversum BRT lines.



Development plans Weerwater lake (Almere, Netherlands)

For the municipality of Almere, Posad made development scenarios for two large parallel challenges: the duplication of the A6 highway and phase two in the urban development of the Almere city center. The Weerwater – the central lake along Almere's center - is part of the centre development and offers recreational opportunities, landscape quality and space for a densified city center, but forms the spatial partitioning of the urban area.

By vaulting the A6 through a 'hollow dike' that is aangeterpt on both sides are urban and landscape structures restored and strengthened. The plan provides a phased development scenario of totalling thousands of new homes and offices. Our plan forms the basis of the current developments surrounding the Weerwater.



Voorburg Station (Voorburg, Netherlands)

For seven years we were involved in the redevelopment of the Voorburg station area. This multimodal transport node for train, tram, bus, bicycle, pedestrian and car is one of the busiest stations in The Hague region. Our aim was to bring the 'human scale' back to the area to create a safe and comfortable environment and to be able to navigate naturally through the station. Hence the detailing of public space in materials, sizes, routing, measurements, and furniture were considered very important for the success of the station area. The project was completed in 2013 and is nominated for various architecture and urban design prizes.