Railway Development

Impacts on Urban Dynamics

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Editors

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Preface

The revitalisation of railway station areas has been a hot issue in policy making in Europe in recent years. The introduction of two new railway systems - the high speed train and light rail systems - has pushed forward the redevelopment of not only railway stations themselves, but also of their - in many cases deteriorated - direct surroundings. Examples of revitalisation of railway station areas can be found throughout Europe, for example in countries like England (Liverpool), France (Euralille), Germany (Berlin) and the Netherlands (Amsterdam South Axis). The dynamics of revitalisation of railway station areas can best be understood by combining the insights of several disciplines; economics, and spatial sciences being the most important disciplines. This book therefore addresses the subject from a multi-disciplinary perspective.

Railway station area redevelopment projects try to cope with the increased lack of interoperability and interconnectivity between infrastructures and boost the local/regional economy by creating a new high quality multifunctional urban landscape at the same time. At present, the initial outcomes with the transformation of deteriorated railway station areas into modern mixed office, shopping and residential areas seems hopeful, but what are the prospects of those redeveloped areas?

Most of the papers contained in this volume were presented at the special session "Railway stations and urban dynamics" of the 45th conference of the European Regional Science Association (ERSA) held in Amsterdam, the Netherlands during August 2005. There was a special reason for this session during the conference. In the Netherlands several scientific research programs, co-funded by the Dutch government, were directed towards this topic of railway station development and urban dynamics. These programs were Connect-NWO program "Railway stations: interfaces between railway network developments and urban dynamics", Transumo (TRANSition SUsustainable MObility) and the BSIK programs "Next generation infrastructures" and "Innovative Land Use". In those programs researchers of several universities participated to assure a multidisciplinary perspective. The conference offered a ideal platform to disseminate the results of the research programs to a broader audience. Moreover, the special session was open for presentations from authors not involved in one of the

programs. By this the scope of the research extended from a Dutch to a European perspective. Financial support of the programs made it possible to organise the special session and to edit this manuscript. This support is gratefully acknowledged. Sue Davis has assisted in improving the language of non-English speaking authors. We thank her for efficient and conscientious work.

Amsterdam July 2007

Frank Bruinsma
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