Things are going well in Rotterdam. Rotterdam’s residents increased to a total of 644,000 in 2018. The construction output has never been this high, with the construction of 4550 new homes in 2018. And Rotterdam is appreciated: 90% of all Rotterdam residents enjoy living in Rotterdam. And the Rotterdam rivers are doing well too. Plenty of construction activities are evident along the rivers too, such as the Zalmhaventoren, the Willemstoren, the Terrace Tower along the Nieuwe Maas and the Little C along the Schie. And the new generation of large-scale developments is already in the pipeline too, with, for example, the Rijnhaven and Stadionpark.

The past year has been spent on new attractive places and routes along the river, including the Grotekerkplein, Linker Rottekade and the Nieuwe Maas course and preparations are well under way for new developments like the Brienoord Island tidal park and the water inlet and fishing passage at the Leuveholk, which have progressed to an advanced stage. More and more is now also happening along the rivers, with initiatives like Dragon Boat Racing and Rotterdam Swim. There are organisations in place which have taken responsibility for looking after the river, such as the Pleasure River De Rotte Foundation and the River as a Tidal Park.

But this isn’t quite enough yet. Rotterdam’s growth means we are constantly trying to realise good, well-balanced growth: this isn’t purely about a need for more homes, 18,000 homes this council period and 50,000 by 2040. It’s also about creating attractive living environments: with plenty of green areas, good facilities, good connections and a climate-robust city. The rivers can provide an important contribution to this need for more green and more public areas, the mobility transition (more and better connections for slow traffic), the ecological qualities in the city, a reduction in water nuisance and heat stress, a contribution to health and well-being, social cohesion and an increase in value. That’s why the council has commissioned the drafting of a 2019-2022 Rotterdam Riverbanks Implementation Programme. We want to provide a clear insight into what we will be focussing on during the next four years. What is our implementation agenda?

Our work on the rivers will never be done. Not even after these four years. We have also put a firm dot on the horizon with the two future perspectives for the inner city Rotte and the Nieuwe Maas, which we are currently working on. But first, let’s get started. Together with everyone who feels passionate about the Rotterdam rivers and who enjoys this beautiful open space in the city. Why not help and participate. After all, the Rotterdam rivers aren’t just Rotterdam’s birthplace, they’re its future too. Especially in light of the good growth which is so necessary for Rotterdam.

On behalf of the Municipality of Rotterdam’s Executive Board
Bert Wijbenga
Alderman for Enforcement, Outdoor Space, Integration and Living Together
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1. THE RIVERBANKS PROGRAMME IS GOING TO BE IMPLEMENTED!

LIVING IN A WORLD CITY - OUTDOOR SPACE:
“Based on research, we are preparing a plan which will allow us to spend more leisure time on the riverbanks of the Maas in the future. We will be making the banks of the Rotte more accessible by designing green areas with seats and meadows and offering more possibilities for recreational activities.”
(Coalition Agreement 2018-2022, page 11.)

PRIORITY GIVEN TO RIVERS IN THE 2018-2022 COALITION AGREEMENT
The Riverbanks Programme is going to be implemented! The importance of livelier, more attractive and more natural riverbanks for Rotterdam has been embraced in the Coalition Agreement. This task is now more relevant than ever before: the city is faced with a substantial densification task, which means sufficient outdoor green areas and facilities are absolutely crucial.

AMBITION: LIVELIER, MORE ATTRACTIVE AND MORE NATURAL RIVERS
This Riverbanks Programme’s ambition remains unchanged: making the Rotterdam rivers livelier, more attractive and more natural. Long-term ambitions...
have been established in two future perspectives for the inner city Nieuwe Maas and the inner city Rotte. Realising these ambitions is definitely a long-term project. It’s going to require our attention over the forthcoming decade. The ambition for the Rotterdam rivers is very comprehensive. It’s a long-term task, but one which is starting today. The task at hand is more topical than ever before: now is the time to opt for good, well-balanced growth as a city.

The ambition for the Rotterdam rivers is very comprehensive. It’s a long-term task, but one which is starting today. The task at hand is more topical than ever before: now is the time to opt for good, well-balanced growth as a city.

The Rotterdam rivers are worth their weight in gold to the city. That awareness is there. But the potential and necessity of the Rotterdam rivers as a distinctive, green public space requires more attention. The Implementation Programme will result in a clear focus here. What does Rotterdam’s council want to focus on during the next four years? What does it want to achieve?

This is the 2019-2022 Riverbanks Rotterdam Implementation Programme, including the projects which are going to be central focus points over the forthcoming years where the investments in the riverbanks are concerned. A total of €2.6 million has been reserved for the Riverbanks Programme in the Coalition Agreement. The Implementation Programme describes the use of these resources and specifies which additional financial resources are necessary and promising for achieving the desirable results during this council period. The Implementation Programme is building on the success of the 2015-2018 Rotterdam Riverbanks Programme. The results of the 2015-2018 Riverbanks Programme are published in the ‘2014-2018 Results and Preview’ magazine (established on 20th February 2018).

COHERENCE WITH OTHER PROGRAMMES AND AREA DEVELOPMENTS
The Rotterdam Riverbanks Rotterdam Implementation Programme has many similarities with other urban tasks and therefore tries to connect to as many other policies and programmes as possible. The Implementation Programme taps into and provides input for projects like the Rotterdam Environmental Vision Exploration, the Public Space Vision concept, the Greening task, the Cycling Plan, the Rotterdam WeatherWord Urgency Document and the major area developments (like Centrum, Rijnhaven, Stadionpark, Merwe-Vierhavens).
2. URGENCY

WHY ARE THE RIVERS SO IMPORTANT?

Why are the Rotterdam rivers so important for the city of Rotterdam? And what can the rivers contribute to the city’s needs? Investing in lively, attractive and natural riverbanks contributes to the city’s good growth: the necessary greening, mobility transition and making the city climate adaptive.

URGENCY: THE CITY’S EXPERIENCING GOOD GROWTH

Rotterdam is growing. An increasing number of people want to live in Rotterdam. We are expecting around 694,000 Rotterdam residents by 2035. This will be approximately 50,000 more Rotterdam residents than was the case in 2018 (Population Forecast OBI 2018-2035). The city will need an extra 50,000 extra homes leading up to 2040. A total of 18,000 homes will be realised during this council period, or at the very least the construction of these will be started. However, growth is not a goal in itself. The densification task must be used as the driving force behind creating a(n even) better city. The challenge is to realise good, balanced growth! The housing task will therefore need to go hand in hand with realising sufficient green areas, good connections, space for other urban functions (education, healthcare, work and leisure) and investments in the city’s climate robustness. The Rotterdam rivers can provide an important contribution to this task.

GREENING: THERE IS SPACE ALONG AND IN THE RIVERS

The most important and biggest current and future area developments in Rotterdam are located at easily accessible locations along the rivers: Centrum, Rijnhaven, Stadionpark, Schiehaven and Merwe-Vierhavens. More than half of the homes planned for construction in the short-term will be realised within walking distance of the river (no more than 500 metres as the crow flies) and this will be 45% for the longer term (reference date January 2019). The pressure on the green public spaces in the city is already high and will increase further with the arrival of more residents. The densification will mostly be taking place in areas where there is currently already a shortage of green areas. The council is therefore
committed to realising an extra 20 hectares of green space. But it will not be easy to find sufficient space to realise the required greenery, as the housing task will also result in many other claims for space.

The Rotterdam rivers can actually provide a substantial contribution to the necessary addition of green public spaces and to making better use of the existing green spaces. There is still space along and in the rivers. The inner city areas adjacent to the Rotterdam rivers are still largely stony and this offers opportunities for greening. The Nieuwe Maas is the only location in the city where substantial, truly large numbers of hectares of new greenery can be added in the long-term. The Rotterdam rivers also contribute to a connected, coherent green structure: within the city and with the surrounding landscape (routes into and out of the city). At the same time, greening the rivers will provide a major contribution to the climate challenge, in particular where the reduction of heat stress is concerned. The Nieuwe Maas and the Rotte are thereby the city’s most characteristic and recognisable public spaces. They are both recognisable Rotterdam symbols.

INCLUSIVENESS
Rotterdam wants to be an inclusive city, where everyone has equal opportunities. Many of the surrounding districts are currently barely experiencing any benefits from being so close to the rivers. The urban areas around the centre are cut off from the (potential) qualities of the rivers by barriers. Reinforcing the rivers’ image as the most extraordinary public space will result in the rivers acquiring more significance for these areas, such as for the new housing locations.

As a characteristic, green public space, the rivers play an important role where stimulating healthy urban living (exercise and spending time in green areas) and improving inclusiveness are concerned. River banks are the ultimate places for people from all walks of life to come together: young, old, poor, rich and from all manner of different cultures.

MOBILITY TRANSITION: THE RIVERS AS IMPORTANT GREEN ROUTES
The Rotterdam rivers can also take on great importance for the desired mobility transition in the city, as stated in the 2016-2030+ Urban Traffic Plan. The rivers connect the centre with the district and the city with the surrounding area. The rivers particularly offer opportunities for green, attractive and logical continuous cycling routes for utilitarian use, such as commuter traffic. This can be achieved by removing any physical barriers, by improving the continuity and realising green, attractive spatial routes. Improving the crossability of the rivers is also a point of attention here.
Passenger transport by water is an important addition to the existing transport offer on land: it increases cohesion within the city and offers a fantastic, characteristic experience. Better coherence between the water and land network, with special attention devoted to linking bicycle and water transport and the development of new water hubs near high quality public transport junctions, will make a significant contribution to the use of water transport.

**CLIMATE ADAPTATION: EVERYTHING COMES TOGETHER AT THE RIVERS**

The rivers are inextricably connected to the climate challenge. All the climate challenges come together at the river: precipitation, heat, drought, water safety, groundwater and subsidence. Rotterdam has been working on climate adaptation for a significant amount of time and is aware of the approach that climate change isn’t only a threat, but certainly an opportunity too. The Rotterdam WeatherWord Urgency Document is focussed on creating a water-robust and climate-proof Rotterdam by 2025. Physical adaptation of the city means an opportunity for more beautiful, multifunctional outdoor spaces and therefore a more attractive city to live, work and spend leisure time in. And that is exactly where the climate challenge and the task for the Rotterdam rivers meet.

**RIVERS OFFER OPPORTUNITIES FOR COOLNESS**

The Rotterdam rivers particularly offer opportunities for reducing heat stress in the city. The rivers can become an important place for many city dwellers to cool off on hot days. The rivers offer some fantastic starting points for this: green can be added in the large port basins, with the option of clean and cool (swimming) water at a number of locations and all within walking or cycling distance for a large proportion of Rotterdam residents!

**RIVERS OFFER OPPORTUNITIES FOR STRONGER DIKES AND WATER STORAGE**

Strong dikes are an absolute must for a future-proof Rotterdam and also need to be spatially well integrated and contribute to the spatial quality and recreational values.

Tackling public space on a large scale will allow the rivers to make a substantial contribution to the water storage task, providing this is the starting point for the design.

**RIVERS OFFER OPPORTUNITIES FOR NATURE**

The rivers contribute to the enhancement of biodiversity. Biodiversity has been declining in the Netherlands for many years, with Rotterdam scoring well below the national average. Increasing drought due to climate change is putting further pressure on biodiversity. The rivers offer major opportunities for contributing to a more robust ecological structure, including wet nature areas.

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**ALL THE CLIMATE CHALLENGES COME TOGETHER AT THE RIVERS**
3. OBJECTIVE AND STRATEGIES

OBJECTIVE: MORE ROTTERDAM RESIDENTS SPENDING THEIR LEISURE TIME AT THE RIVERS

The central objective of this Implementation Programme is that visibly more Rotterdam residents will be spending their leisure time at the rivers. This links into, and is derived from, the focus that the Municipality of Rotterdam’s Executive Board has decided to put on the Rotterdam rivers.

SIX STRATEGIES

In order to realise this objective, we will naturally need to know how many Rotterdam residents are currently already spending their leisure time at and along the rivers and what needs to change in order for them to spend more of their leisure time there. The Omnibus Survey (2015 and 2016) has shown that half of all Rotterdam residents don’t spend any of their leisure time at the rivers. The following answers were given to the question as to how the rivers could be made more attractive:

- More destinations along the river (39%)
- More nature along the river (32%)
- More places to spend time along the river (30%)
- More activities at, on or along the river (29%)
- And better and more routes along the river (24%)

This research will be repeated in 2019, making sure an up-to-date picture of Rotterdam residents’ uses and wishes is created.

Six strategies have been formulated to achieve this goal of ensuring more Rotterdam residents spend their leisure time at the river, based on the insights described above:

A. MORE AND BETTER ROUTES: the pedestrian and cyclist are central focus points
B. MORE AND BETTER GREEN: more city parks and green places along the river
C. MORE DESTINATIONS AND (TEMPORARY) ACTIVITIES: more busyness along the rivers
D. MORE AND BETTER SHIPPING CONNECTIONS: a coherent water and land network
E. MORE FUTURE-RESISTANT RIVERS: cleaner, more natural and more climate-adaptive
F. MORE CHARACTERISTIC RIVERS: enhancing liveability and identity.

The first four strategies provide a direct contribution to the programme’s central objective. Two extra strategies have also been identified, more future-proof and more characteristic rivers, which should be included as much as possible with each intervention.
A. MORE AND BETTER ROUTES

- Pedestrians and cyclists are central focus points along the rivers.
- All the river quays will eventually be made public and provided with attractive routes with good continuity and spatial quality.
- Good routes to the rivers and (good integration of) routes across the rivers are important too.

B. MORE AND BETTER GREEN AREAS

- The riverbanks are green landscape structures in the city, where people can enjoy cycling, walking and spending time.
- The rivers connect green areas within the city and are attractive green routes heading out of the city.
- The rivers are an important answer to the increasing heat stress risk: they offer many Rotterdam residents the opportunity to cool off within walking or cycling distance.
- Tidal parks allow for the river tides to be experienced more effectively and have also created new, robust city nature.
- The Nieuwe Maas offers space for, eventually, creating five new city parks.

C. MORE DESTINATIONS AND TEMPORARY ACTIVITIES

- There is more busyness and liveliness along the rivers, the rivers are an inviting destination for both residents and holidaymakers.
- There will be a greater density and variation of facilities along (and on) the rivers: catering establishments, recreational facilities and temporary programmes.
- The Nieuwe Maas will be given a number of (highly) urban meeting places

D. MORE AND BETTER SAILING CONNECTIONS

- The rivers are being made (even) better use of as a recreational waterway network.
- The Rotte will form part of a Rotterdam recreational waterway network.
- There will be a coherent vision in relation to sailing connections and the relationship with the network and functions on land for the Nieuwe Maas. There will be a number of water hubs near high quality public transport stops.
- There will also be more space for non-water related activities on the rivers.

E. FUTURE-PROOF RIVERS

- The rivers are future-proof and provide a contribution to sustainability objectives.
- Some of the spearheads include:
  - Contribute to the city’s climate resilience, particularly heat stress and water storage.
  - Clean rivers with clean water.
  - More natural rivers which use natural dynamics and which increase biodiversity.
  - Contribute to the closing of cycles and making the rivers a showcase for sustainable experiments.
  - Smart Management.

F. CHARACTERISTIC RIVERS

- The river’s distinctive character is being used and strengthened. Spearheads include:
  - Making the rivers’ historic character stronger and into more of an experience.
  - Strengthening the individual character of each river:
    - Nieuwe Maas: focus on the experience, touchability and continuity of the (tidal) river landscape.
    - Rotte: green river from source to dam.
  - Make use of the spectacular lines of sight.
  - Marking and providing information regarding interesting historic places.
4. FOCUS

AREA FOCUS: INNER CITY NIEUWE MAAS AND INNER CITY ROTTE

The Implementation Programme is focussed on the inner city Nieuwe Maas and the inner city Rotte. We are focussing on those places where extra energy and resources will be used during the next four years. The choices made in the coalition agreement will be used as a guideline here.

FOCUS ON PROJECTS WITH IMPACT, MIX, SUPPORT, ENFORCEABILITY AND FEASIBILITY

The Implementation Programme consists of projects and activities which answer the following criteria:

- IMPACT AND VISIBILITY. We want to start with the realisation of a number of (key) projects which are going to have a major impact and visibility and which, at the same time, will provide a significant contribution to the 20 hectare greening task, the mobility transition and the climate challenge.

- MULTIPLE OBJECTIVES. Plenty of progress is made where all objectives or strategies are concerned (routes, green spaces, destinations, sailing network, future-proofing and characteristics) by focussing on several objectives during the realisation of projects. It’s thereby preferred for individual projects to simultaneously contribute to several objectives or strategies.

- SUPPORT: the project can count on support from the involved residents and relevant stakeholders.

- ENFORCEABILITY: The Implementation Programme is focussed on completing as many projects as possible during the forthcoming years (either started or completed). Projects which use the energy in the market and the linking opportunities with urban projects.

- FINANCIAL FEASIBILITY: The Implementation Programme also assumes current financing opportunities. Only those projects which can, in all probability, be financially completed during the forthcoming years will be eligible. The next four years will be spent further investigating the enforceability and financial feasibility of a number of projects and subsequently take these one step further.
5. PROJECTS

The 2019-2022 Rotterdam Riverbanks Implementation Programme differentiates between three types of projects:

- Current projects: to be completed
- Projects to be prepared: start of implementation after 2022

CURRENT PROJECTS: COMPLETE

Projects to be completed are projects which have been initiated or prepared for during recent years and which will be completed or executed during the next four years. These projects are important for showing the city’s riverbank ambitions to the residents, entrepreneurs, users and other parties. Each and every one of these projects originated through collaborations between different parties, residents, entrepreneurs and users. The funding of these is often organised through contributions from (most of) the involved parties. This first generation of riverbank projects really needs to be good. Minor deficits in these projects to be completed will be supplemented (as was the case with the Nassauhaven and the missing link at the Linker Rottekade).

1. GROTEKERKPLEIN PHASE 2

The recently redesigned Grotekerkplein is connected to the Delfsevaart water as a result of the construction of stairs with (seat) steps and a wide low jetty.

**PHASE:** Completed

**READY:** April 2019

**INVOLVED ORGANISATIONS:** Municipality of Rotterdam, the Recreatieschap Rottemeren and the Province of Zuid-Holland

**STRATEGIES:** More and better destinations and temporary activities, more and better sailing connections, characteristic rivers

2. LINKER ROTTEKADE

The tram tracks have been renewed, accessible tram and bus stops have been realised, the sewer system has been renewed, bicycle paths have been widened and the quay has been widened, made greener and more attractive as a walking route.

**PHASE:** Completed

**READY:** May 2019

**INVOLVED ORGANISATIONS:** RET, Municipality of Rotterdam, The Rotterdam The Hague Metropolitan Area

**STRATEGIES:** More and better routes, more and better green areas, characteristic rivers
CROOSWIJKSEBOCHT
(INCLUDING THE MISSING LINK AT THE LINKER ROTTEKADE)

The (re)construction of quays with a wide natural bank and jetty for passers-by and canoe rentals. The construction of a nature playground along the bank. Space for a terrace, catering establishments, an outdoor sports centre and meadow along the water. The General Crooswijk Cemetery will once again be connected to the Rotte by a jetty for funeral services via the water. The street will be redesigned to create continuous walking and cycling routes. The sewer will be replaced.

PHASE: Preparation

START OF EXECUTION: 2020

INVOLVED ORGANISATIONS: The Municipality of Rotterdam, Pleasure River De Rotte Foundation, Woonstad Rotterdam, Recreatieschap Rottemeren, the Province of Zuid-Holland, the Schieland and Krimpenerwaard Water Board

STRATEGIES: More and better routes, more and better green areas, more destinations and temporary activities, future-proof rivers, characteristic rivers

LEUVEKOLK

Realisation of a meadow, jetty and space for canoe rentals. We will be creating a water inlet, improving the water quality and constructing a fishing passage.

PHASE: Under construction

READY: 2020

INVOLVED ORGANISATIONS: Rotterdam Port Authority, Rijkswaterstaat, Schieland and Krimpenerwaard Water Board and the Municipality of Rotterdam

STRATEGIES: More and better routes, more and better green areas, more destinations and temporary activities, future-proof rivers, characteristic rivers

NASSAUHAVEN

Realisation of 18 floating homes (Havenlofts) combined with the construction of nature-friendly banks.

PHASE: Under construction, 1st nature-friendly bank phase completed in 2018, 2nd phase completed in July 2019; start of construction of floating homes in 2019

READY: Nature-friendly bank: July 2019, floating homes: between the spring of 2019 and summer of 2020

INVOLVED ORGANISATIONS: Team Havenloft, the Municipality of Rotterdam (floating homes and nature-friendly banks), the Province of Zuid-Holland, BRG, Life +, Rijkswaterstaat, Ecoshape and WNF, ARK Nature Development

STRATEGIES: More and better green areas, future-proof rivers, characteristic rivers
**BRIEVENOORD ISLAND**

Realisation of a tidal park by expanding the area of nature-friendly banks at various different locations (between breakwaters, on the south, west and east side of the island), constructing vantage points, construction of the Laarzenpad and ramps. Realising part of the ‘Stadionpark Tour’ with a new (permanent) bridge on the west side for slow traffic and the replacement of the current bridge on the east side with a new bridge for slow traffic and destination traffic by car for the allotments complex and outdoor space.

**PHASE:** Preparation

**START OF EXECUTION:** 2020

**INVOLVED ORGANISATIONS:** Municipality of Rotterdam, Rijkswaterstaat, the Province of Zuid-Holland, BRG, Life IP, Zuid-Holland Landscape, Feyenoord City, WNF, ARK Nature Development, the Rotterdam Port Authority

**STRATEGIES:** More and better routes, more and better green areas, future-proof rivers, characteristic rivers

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**MAASHAVEN 1ST PHASE**

Reorganisation of inland shipping jetties by the Port Authority. Replacement of polluted sludge on the east side of the Maashaven with clean sediment from the deepening of the Nieuwe Waterweg.

**PHASE:** Completed To be continued: please refer to the new projects

**READY:** 2019

**INVOLVED ORGANISATIONS:** The Rotterdam Port Authority, Tauw, the Municipality of Rotterdam

**STRATEGIES:** Future-proof rivers

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**BLUECITY**

Redesign of the BlueCity outdoor space, by removing a large number of parking spaces and making the outdoor area greener. Realising attractive cycling and walking routes as part of the Nieuwe Maas course.

**PHASE:** Preparation

**START OF EXECUTION:** 2020

**INVOLVED ORGANISATIONS:** BlueCity, Schieland and Krimpenerwaard Water Board, Rijkswaterstaat, the Rotterdam Port Authority, the Province of Zuid-Holland, the Rotterdam-Rijnmond Safety Region, resident organisations

**STRATEGIES:** More and better routes, more and better green areas, characteristic rivers
NEW PROJECTS: START OF 2019-2022 IMPLEMENTATION PREPARATIONS

The 2019-2022 Riverbanks Implementation Programme also describes a number of new projects. New projects are distinguished between as follows:

- start of implementation in 2019-2022
- implementation preparation in 2019-2022

We can’t yet say with 100% certainty that all new projects will definitely be implemented during this council period. Some major new projects have their own trajectory and decision-making by the Municipality of Rotterdam’s Executive Board. Investigations will be conducted as to whether we can definitely move across to implementation during the forthcoming year. We are expecting to be able to implement the other small projects during the next four years. New projects include both physical projects, as well as temporary projects, like festivals, events and such like. We are putting extra emphasis on four key projects within the new projects which are being prepared for implementation in 2019-2022: potential projects which, given their impact and contribution to the densification task, the mobility transition, the greening task and the climate challenge, are so important that extra energy is dedicated to this in order to get it done properly. These key projects are:

- Rijnhaven City Park
- Maashaven City Park
- Green cycling and walking route along the Rotte
- Green cycling and walking route along the Nieuwe Maas

Following is an overview of the various different new (key) projects.

RIJNHAVEN CITY PARK
KEY PROJECT

The development of an 18 hectare Rijnhavenpark, including open water and the Rondje Rijnhaven, forms part of the Rijnhaven area development and is a specialisation of the centre on two banks. The Rijnhavenpark can become the ultimate meeting place along the river, with a unique identity with space for green areas, recreation, water and a beach and which will connect the surrounding districts. The addition of a large number of new homes, combined with associated functions, means this city park can contribute to the densification task, the greening task and the climate challenge (reduction of heat stress).

STRATEGIES: More and better routes, more and better green areas, more destinations and temporary activities, future-proof rivers, characteristic rivers

MAASHAVEN CITY PARK
2ND AND 3RD PHASE KEY PROJECT

A new park for the residents of Rotterdam-Zuid, with good connections to the surrounding city districts. The Maashaven city park is complementary to the Rijnhaven city park’s function and character. Both represent an important condition for the transformation and further densification of Zuid. The park provides a major contribution to the climate challenge (reduction of heat stress) and the greening task (approximately three hectares) in stony city districts (Afrikaanderwijk/Tarwewijk), where there is a huge shortage of green space. Adding new green areas is also an important (settlement) condition for possible future densification. The tide’s natural dynamics means it can now be explicitly experienced. The foundations are in place (phase 1 is complete) and this fits in with the reorganisation of the berths for the inland shipping vessels, which the Rotterdam Port Authority is committing significant investments to during the forthcoming years.

STRATEGIES: More and better routes, more and better green areas, future-proof rivers, characteristic rivers
GREEN CYCLING AND WALKING ROUTE ALONG THE ROTTE KEY PROJECT

A green cycling and walking route along the Rotte in the densely populated stony Centrum, Noord and Crooswijk districts can create new recreational areas. This walking and cycling connection along the Lombardkade and Linker Rottekade along the Rotte (between Haagseveer and Noorderbrug) is an essential link in the continuous cycling and walking route along the Rotte between the city and the surrounding area and vice versa. The barriers at the two crossing bridges, with a tram stop at the crossing and stairs, limit the continuous cycling route. Greening is important here too.

STRATEGIES: More and better routes, more and better green areas

GREEN CYCLING AND WALKING ROUTE ALONG THE NIEUWE MAAS KEY PROJECT

Realisation of new and to be improved green cycling and walking routes along the Nieuwe Maas course. The following projects are ones likely to be implemented during the next four years:

Quick wins: As a follow-up to the successful implementation of the Nieuwe Maas course’s quick wins, a number of small bottlenecks will also be resolved during the next four years. Examples of these are the inclusion of the Nieuwe Maas course in the cycle junction network, the Willemsbrug underpass, greening of the Buizengat protrusion and inclusion of the Nieuwe Maas course in the Rotterdam Routes app.

Greening of the Maashaven east side: Greening of the quay (both underneath the metro and in front of buildings), making the cycle route two-sided and improving the Maashaven’s accessibility.

STRATEGIES: More and better routes, more and better green areas
KEILEHAVEN TIDAL PARK

Realisation of the tidal park in Keilehaven. The relationship with the water can effectively be experienced by the stepped design and accessible bank via a walkway. A stop for the water taxi will also be added here. This new park is important for the development of living (and working) environments in Merwe-Vierhavens.

STRATEGIES: More and better routes, more and better sailing connections, future-proof rivers and characteristic rivers

ROTTE MARKINGS

The application of special markings along the Rotte with bridge names, routes and special places, with the aim of revaluing the river Rotte in the inner city.

STRATEGIES: More and better routes, more destinations and temporary activities

FESTIVALS

Increase the attraction and awareness of rivers through (contributions to) possible new festivals, such as:

- Walk 21 (including input for the Nieuwe Maas course)
- 2021 Water Festival (Nieuwe Maas and Noord)
- Rotte Festival (750th anniversary of the dam in the Rotte)
- Crooswijksebocht Water Festivals
- Oude Plantage residents’ initiative festival

STRATEGIES: More destinations and temporary activities
RESEARCH PROJECTS: POSSIBLE START OF IMPLEMENTATION AFTER 2022

In addition to the new and to be completed projects, the Implementation Programme also includes a number of research projects which could lead to implementation projects after 2022. These research projects are intended to discover the potential of the next generation of physical projects and to subsequently map these out: exactly what do we want to achieve and what are the various different funding options? Following is a brief overview of the research projects, which are sometimes still subject to a definitive decision (including definitive funding) at project level:

- Research into the next generation of (possible) tidal parks:
  - Stadionpark/Feyenoord City in relation to the Nieuwe Oever connection MIRT study.
  - Maasboulevard in relation to a possible dike increase as a result of new standards.
  - Schiehaven Noord in relation to area development, to be further elaborated on in the area vision.

- Vision in relation to activities on the Nieuwe Maas in collaboration with the Water Programme and organisations like the Rotterdam Port Authority and Rijkswaterstaat. With the following aim: creating more space for recreational activities on the river (and good coherence between water and land), without jeopardising safety and economic interests.

- Vision in relation to inner city Rotte activities, with the construction of more temporary berths for recreational vessels, in collaboration with the Water Programme.

- Research into possibilities for greening of the Rotte Junction: where the Rotte and the A20 intersect. This intersection is dominated by a multitude of traffic structures, like the A20 and the railway line. The entrance to the inner city Rotte is hidden between viaducts here. Improvement of the entrance and the greening is the task in hand here.

- Research into opportunities for Building with Sediment (with educational institutes) and/or opportunities for underwater nature (with nature organisations).

- Research into possibilities for making the Nieuwe Maas course cycling and walking routes greener and more attractive. The following part projects will be looked into here:
  - Willemsplein: Greening and construction of continuous cycling and walking routes along the Nieuwe Maas by, to name but one, moving the bus station to an alternative location in the city, reorganising the functions on the square and giving the square a quality boost.
  - Park Quay: Greening and constructing of continuous cycling and walking routes.
6. FINANCING

The Rotterdam Riverbanks programme has made €2.6 million available for the next four years. These resources will mainly be used to efficiently finish off current projects. We will also be providing a contribution to a number of new projects and activities and research projects which will put the spotlight on the Rotterdam rivers.

In addition, we will be spending the next few years actively looking for co-financing from other programmes and third parties. The last four years of the Riverbanks programme has shown this is both necessary and promising.

The following financial flows are promising:

- **Municipality of Rotterdam**: IFR, greening incentive, GO fund, bicycle vision, area developments (land exploitation), public space vision and Rotterdam WeatherWord.

- **Third parties**: BRG, Province of Zuid-Holland, donations, the Rotterdam The Hague metropolitan area. However, any such finance will need to meet the third parties’ requirements and submission deadlines.

Opportunities will be actively sought during the next four years, based on this Implementation Programme. We will also be devoting extra attention to promising lobbying projects during the forthcoming years.
7. WORKING METHOD

WORKING TOGETHER ON COMMON OBJECTIVES

The programme connects, enthuses and inspires parties to jointly contribute to making the Rotterdam rivers livelier, more attractive and more natural. We will realise this by working together at an early stage with enterprising Rotterdam residents and various parties who also want to contribute to this programme’s objectives, by linking up with current initiatives such as the Rotte cafés run by the Pleasure River De Rotte Foundation, the Nieuwe Maas course and the regional River as a Tidal Park collaboration.

We listen to what other parties want, whilst at the same time also demonstrating what’s possible for making the Rotterdam rivers livelier, more attractive and more natural. This programme has partly been realised because different parties agree with the common objective. Examples of these parties include the Nieuwe Maas course, the Pleasure River De Rotte Foundation, the Rotterdam Port Authority, Rijkswaterstaat, Stadslab Maashaven, World Nature Fund/ARK Nature Development, the water board, Recreatieschap Rottemeren and the Rijnmond-Drechtsteden Delta Programme. These collaborations have allowed us to work together on the same story about the future of the Rotterdam rivers.

Visit by Alderman Wijbenga to the Pleasure River De Rotte Foundation – August 2018
COHERENCE WITH OTHER PROGRAMMES AND AREA DEVELOPMENTS

The programme focuses on improving the public spaces along the rivers. We looked for developments and current programmes from this starting point, which we could smartly link into as a result of the relatively modest budget. The programme boasts a broad approach and has interfaces with other current programmes and projects. This is why we worked together with programmes or area developments like the Rotterdam Environmental Vision Exploration, the Public Space Vision concept, the Rotterdam WeatherWord Urgency Document, the 2016-2030+ Urban Traffic Plan and area developments like the Rijnhaven, Stadionpark/Feyenoord City and Schiehaven over the past year.

These programmes or area developments each have their own individual set up and decision moments. Other programmes can simply provide a (larger) contribution to making the Rotterdam rivers livelier, more attractive and more natural, by sharing knowledge, putting parties in touch with each other and providing a clear overview.

MANAGEMENT

The above summary of (possible) implementation projects for 2019-2022 also has consequences for maintenance (new and adjusted area). We will definitively decide on these maintenance consequences based on the worked out plans. Each decision in the plan development phase is accompanied by a corresponding decision regarding management and maintenance costs. For the time being, we will work on the assumption that the maintenance consequences can be included in the design plans’ maintenance consequences scheme. A separate council decision will be necessary if the management costs exceed one hundred thousand per year.

It’s important for the (physical) investments to also be seen in relation to the total costs for management and maintenance in this and other programmes and visions.

It’s possible for special cases to be implemented and managed during the forthcoming years, such as the nature-friendly banks along the Nieuwe Maas, in the basins or along the Rotte. We will enter into specific agreements regarding these, depending on the responsibilities. Nature-friendly banks in the Nieuwe Maas managed by, for example, Rijkswaterstaat, the management of nature-friendly banks along the Rotte or in the urban ports is a municipal responsibility. This is currently still a new subject. We will be conducting further research into this during the forthcoming year, in order to acquire a more precise image of the consequences. We will be supplementing the Green management approach with new maintenance strategies (desired image, management measures, risks). The urgency will be determined by the planning of the new generation of projects.
Colophon

Municipality of Rotterdam

2019-2022 Rotterdam Riverbanks Implementation Programme

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