

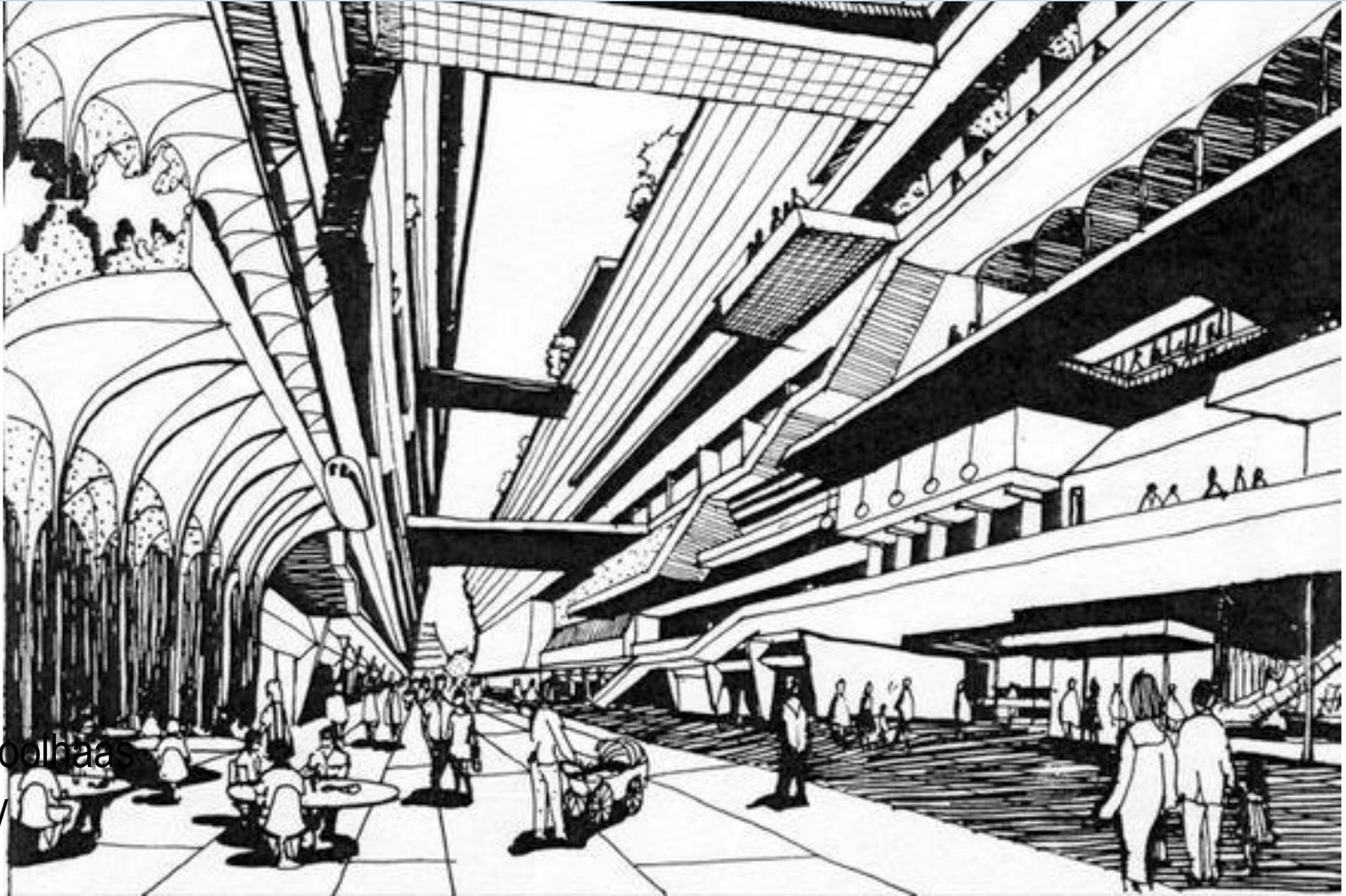
Urbanisation of knowledge economy in the Baltic Region

Emils Rode, MBA, Senior expert
Live Baltic Campus project

Riga

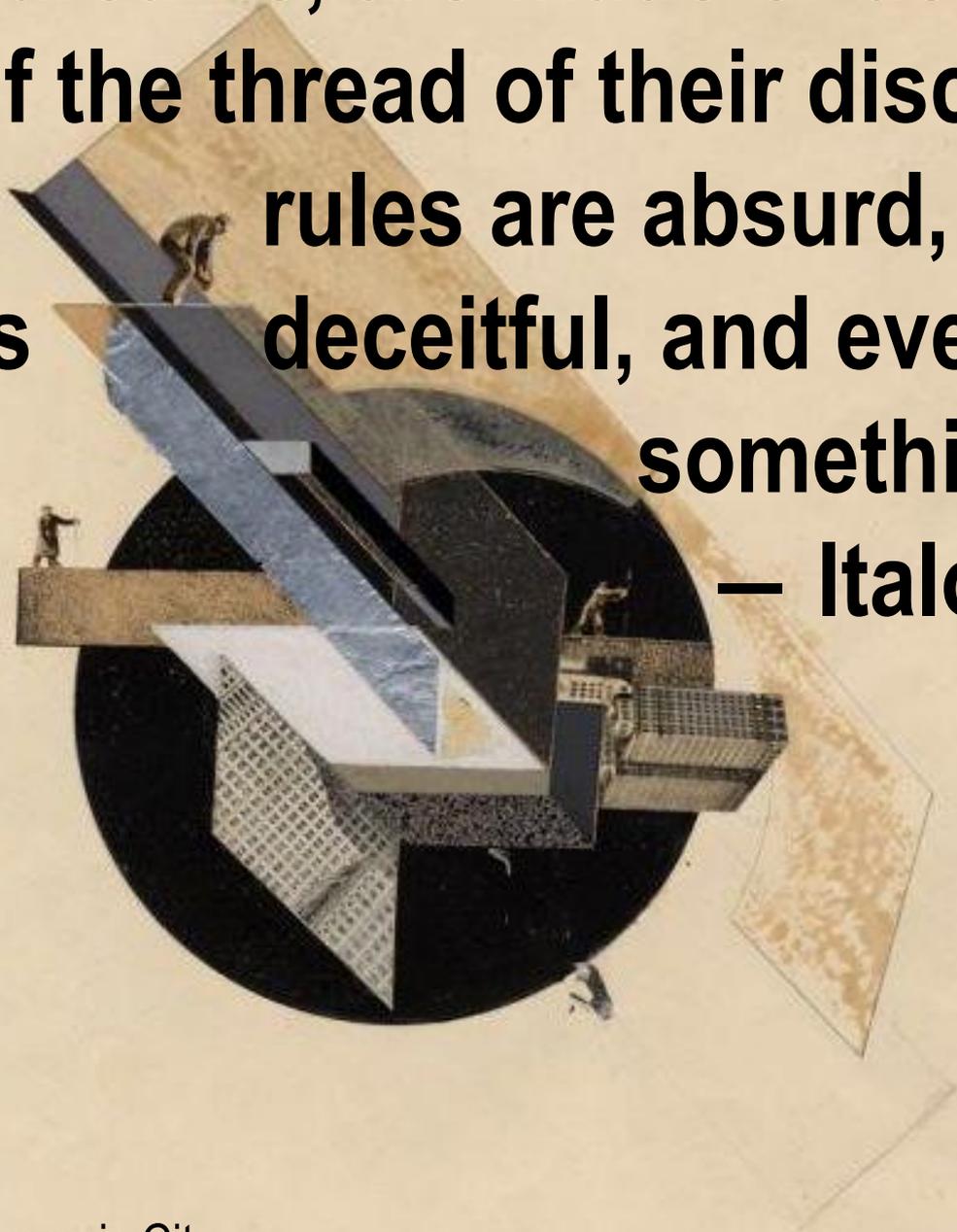
24 April 2017

When we talk about Rail Baltica, we need to talk about the cities it connects.



(c) Rem Koolhaas
Linear City

“Cities, like dreams, are made of desires and fears, even if the thread of their discourse is secret, their rules are absurd, their perspectives deceitful, and everything conceals something else.”
— Italo Calvino



(c) Gustav Klutsis. Dynamic City

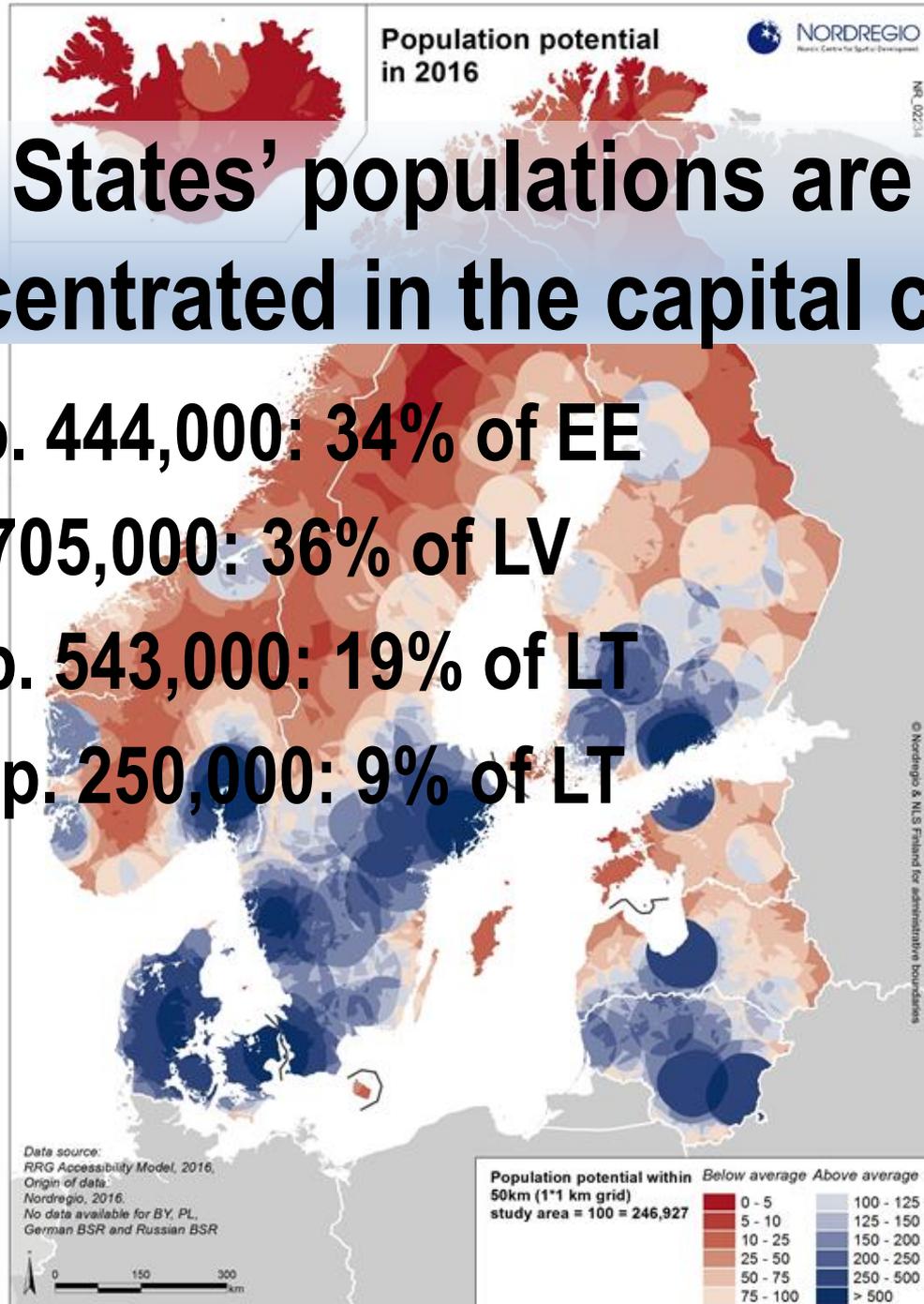
Baltic States' populations are highly concentrated in the capital cities.

Tallinn, pop. 444,000: 34% of EE

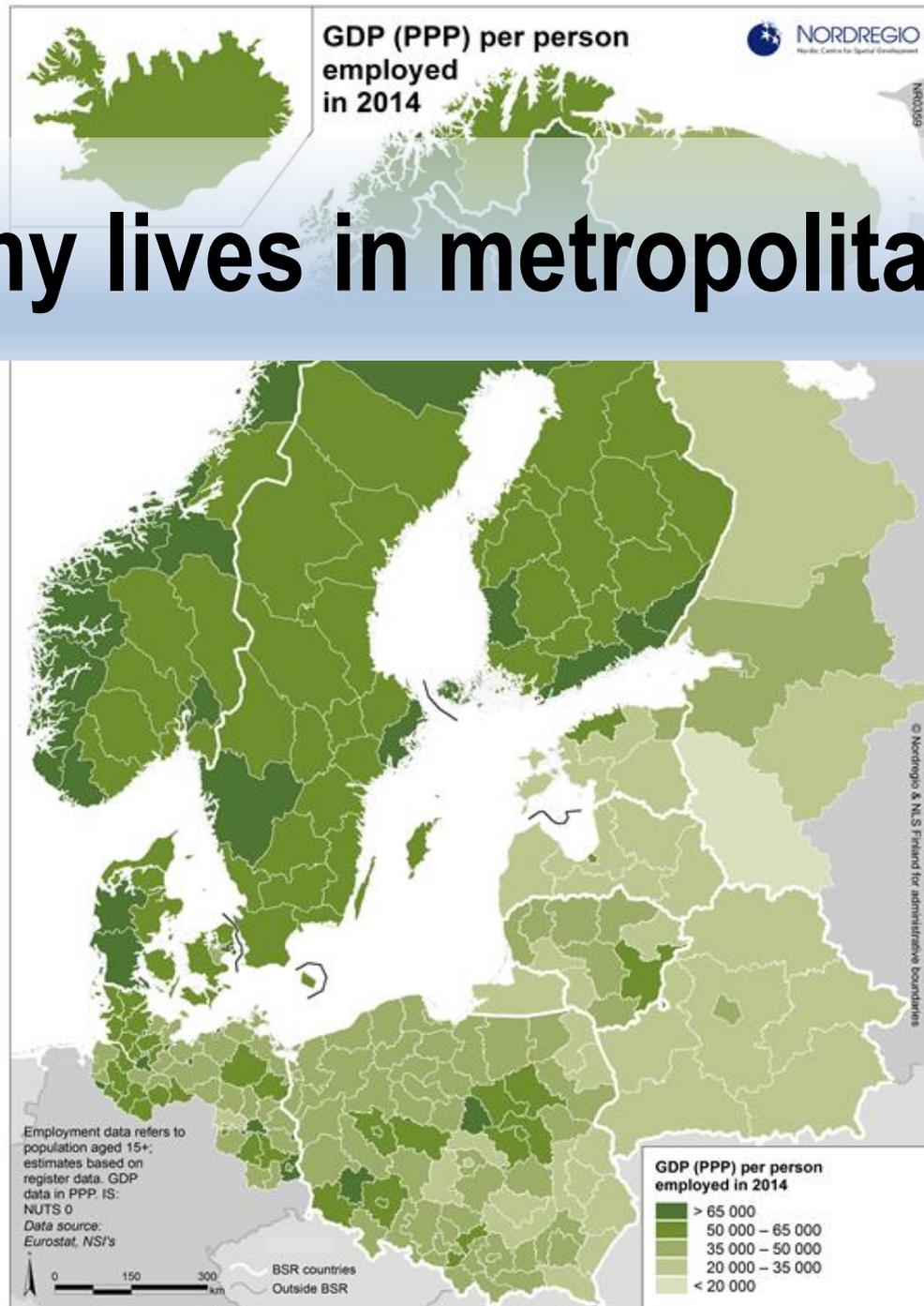
Riga, pop. 705,000: 36% of LV

Vilnius, pop. 543,000: 19% of LT

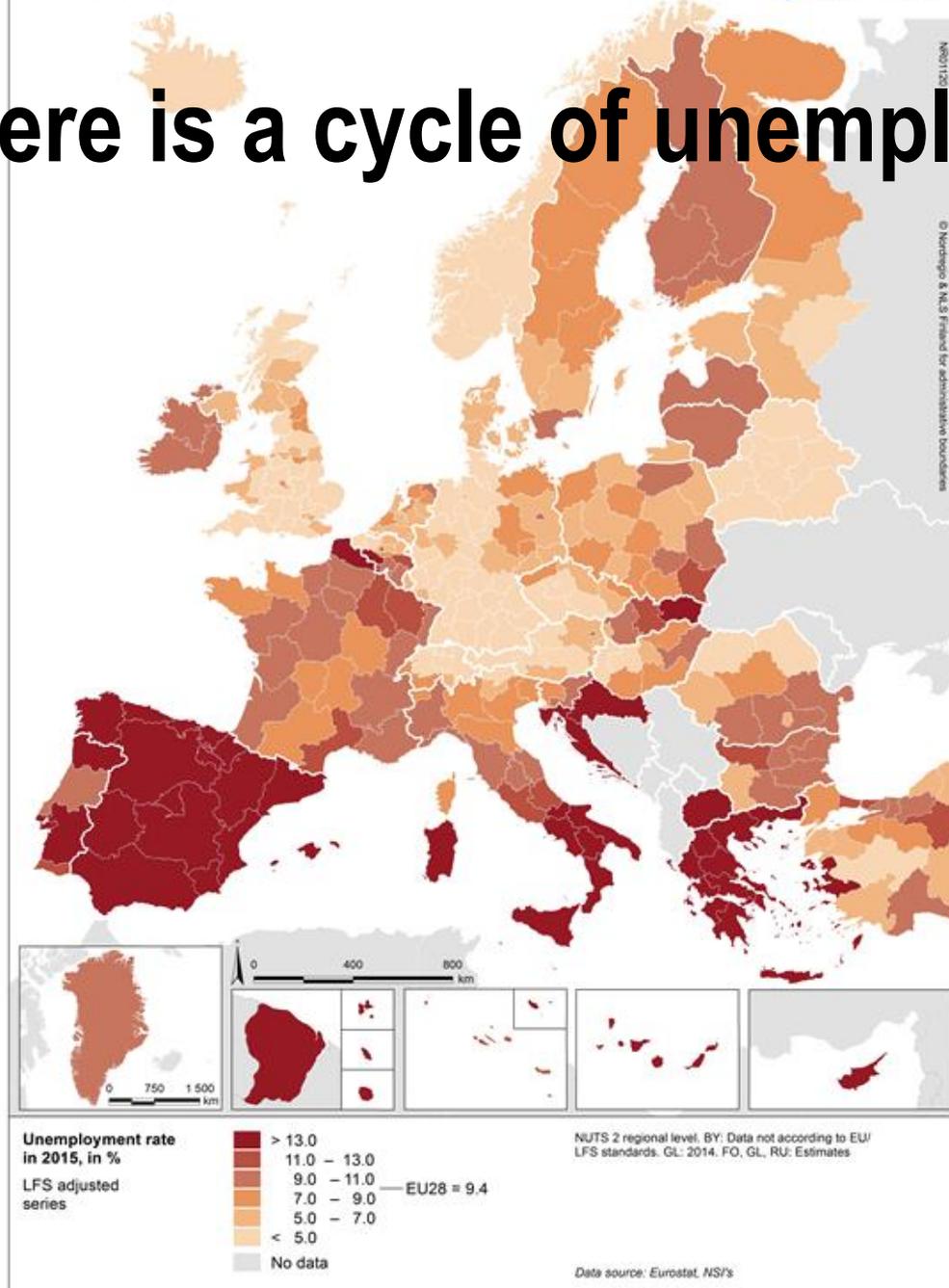
Kaunas, pop. 250,000: 9% of LT

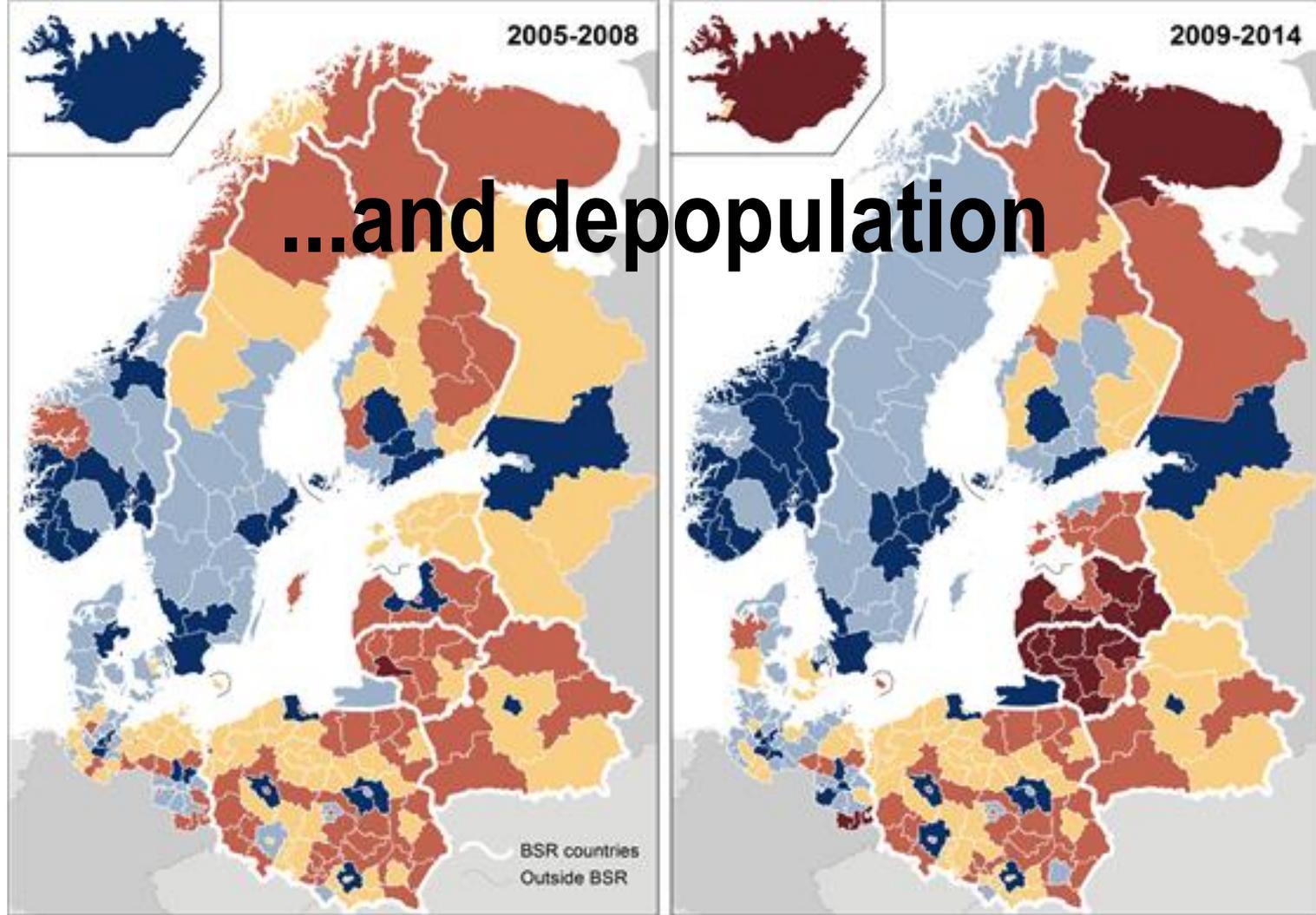


Economy lives in metropolitan areas.



However, there is a cycle of unemployment...

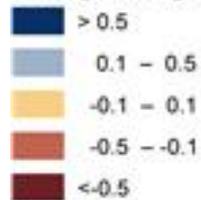




...and depopulation

Net migration

Average change (%)



with a 'doughnut'
pattern of
suburbanisation



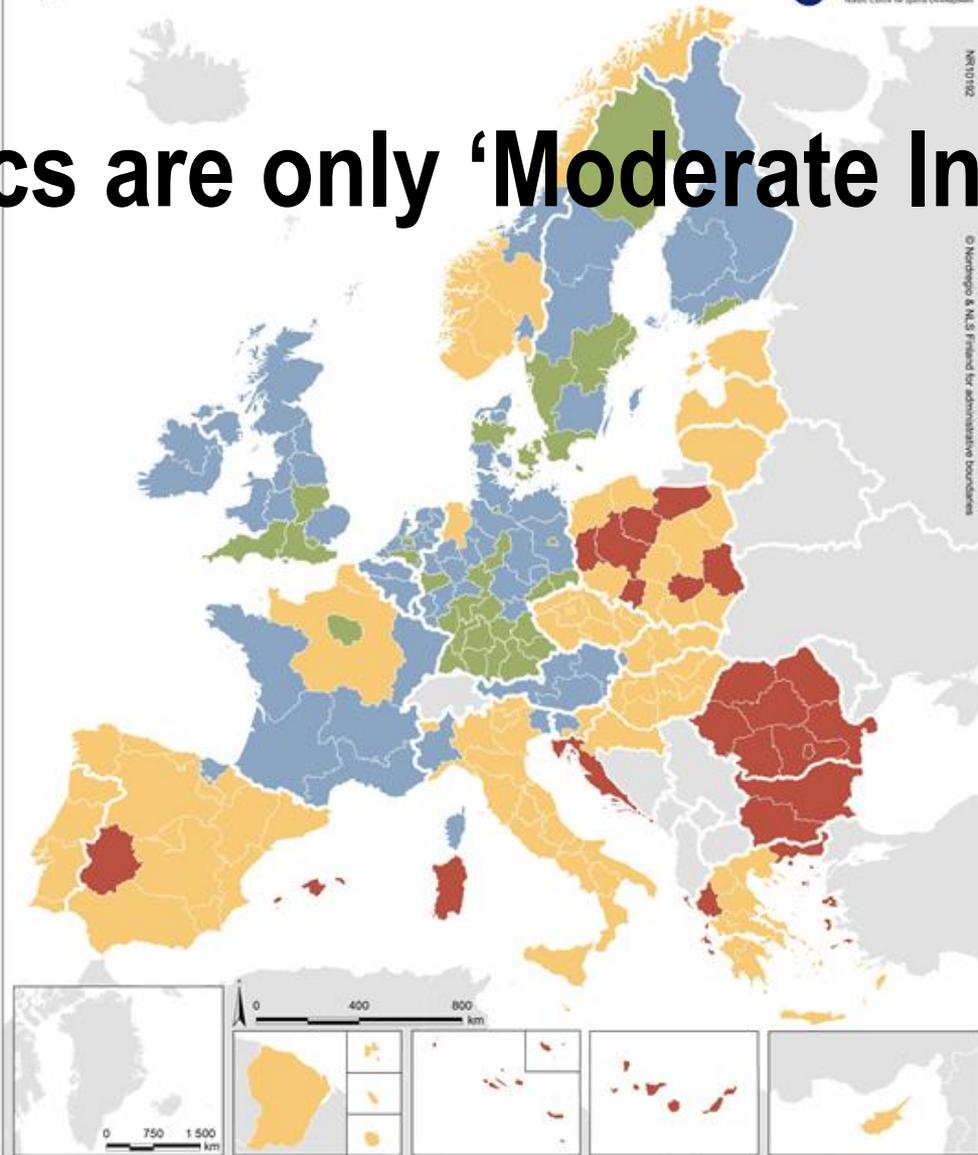
NR022320 Nordregio & NLS Finland
for administrative boundaries

2005-2008 map:
DK: 2007-2008

Data source:
Eurostat, NSI's



The Baltics are only 'Moderate Innovators'



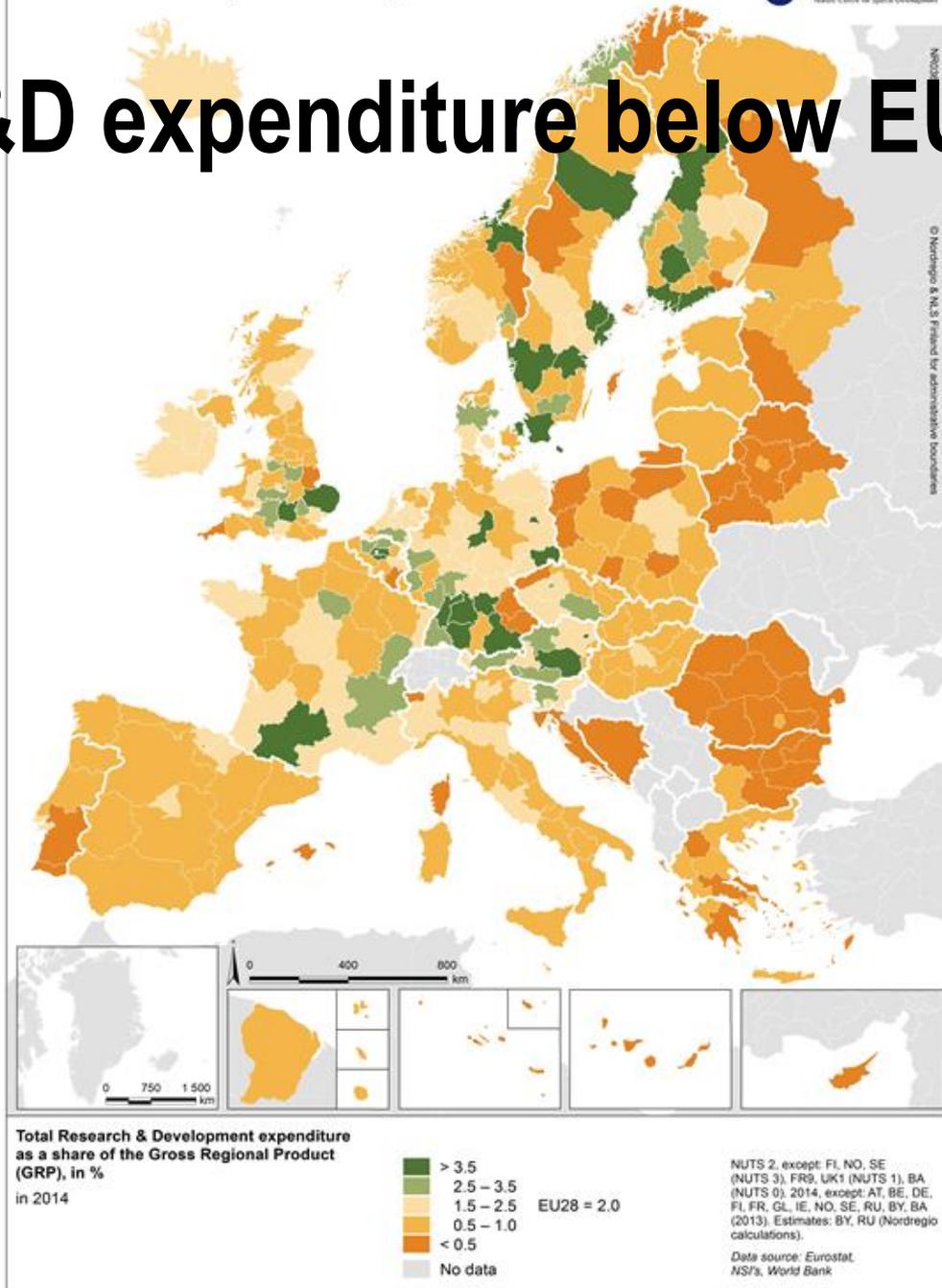
Regional Innovation Scoreboard 2016

- Innovation leaders
- Strong innovators
- Moderate innovators
- Modest innovators
- No data

Regional Innovation Scoreboard (RIS): A comparative assessment of innovation performance across 214 regions of 22 EU Member States and NO; CY, EE, LV, LT, LU & MT included at the country level. Regions have been classified into four regional performance groups. NUTS 2 except AT, BE, FR & UK; NUTS 1.

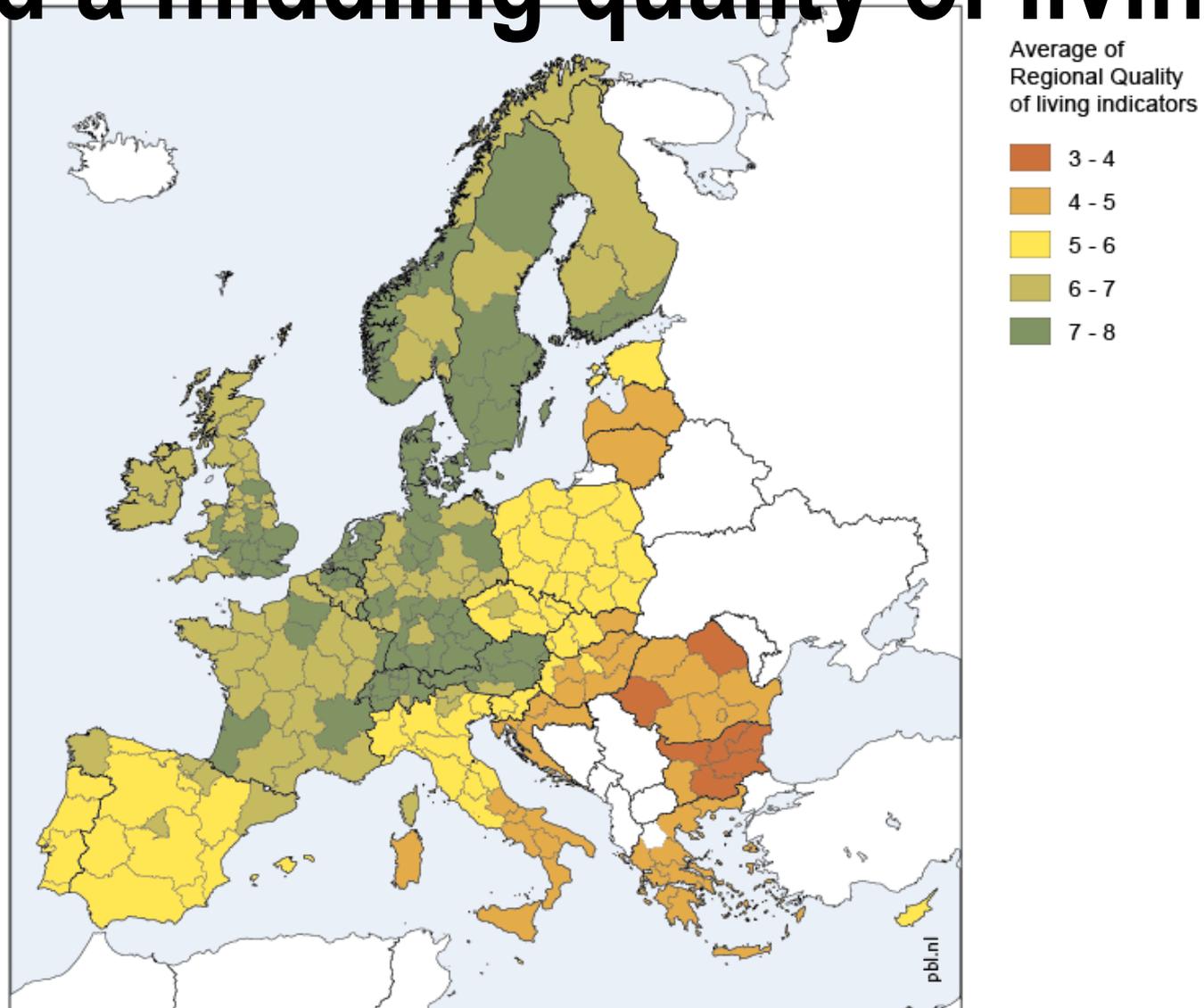
Data source: European Commission & Maastricht Economic and Social Research Institute on Innovation and technology (UNU-MERIT)

...with R&D expenditure below EU average



Regional Quality of living

...and a middling quality of living



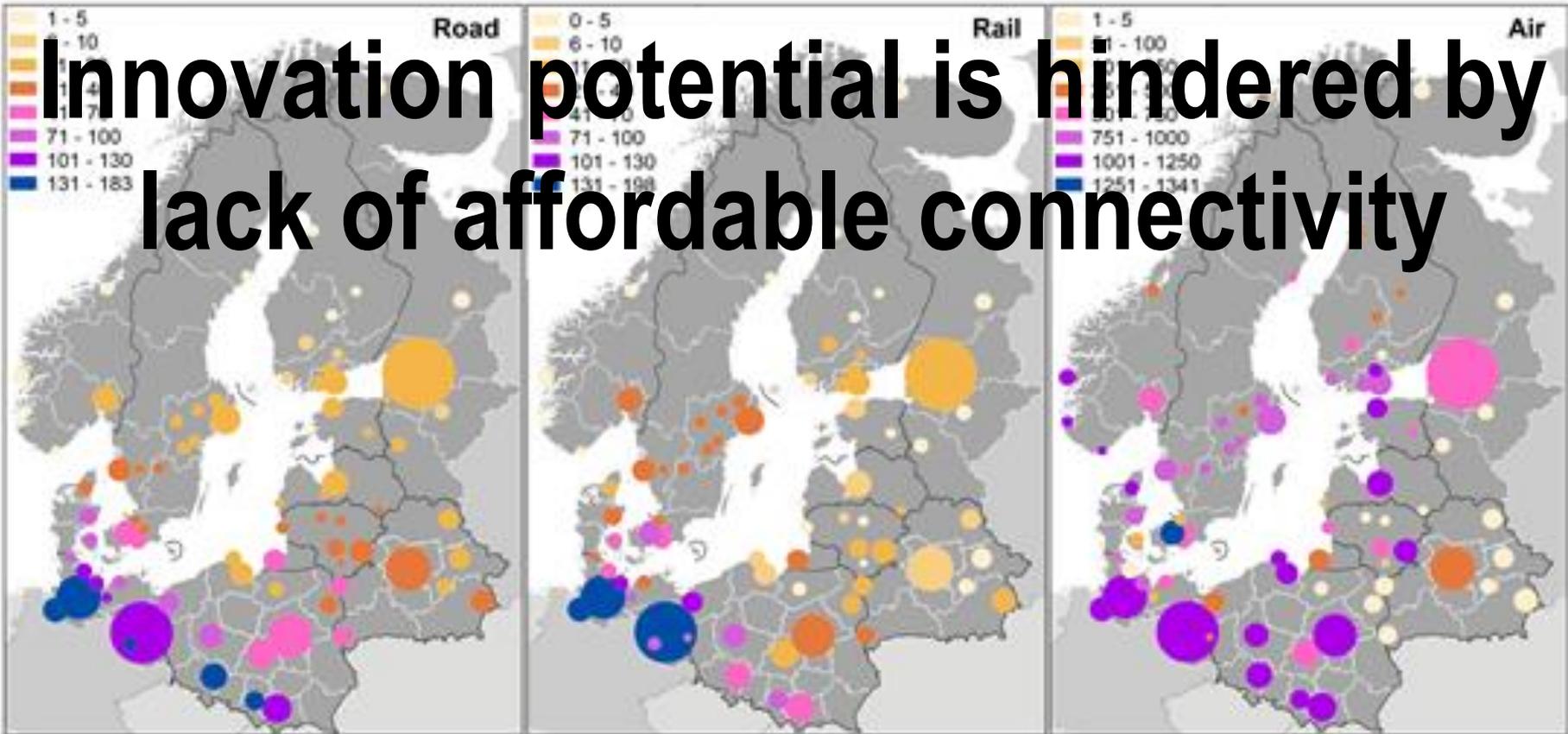
Source: PBL
Netherlands
Environmental
Assessment Agency

Source: PBL

Regional Quality of Living



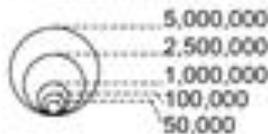
Innovation potential is hindered by lack of affordable connectivity



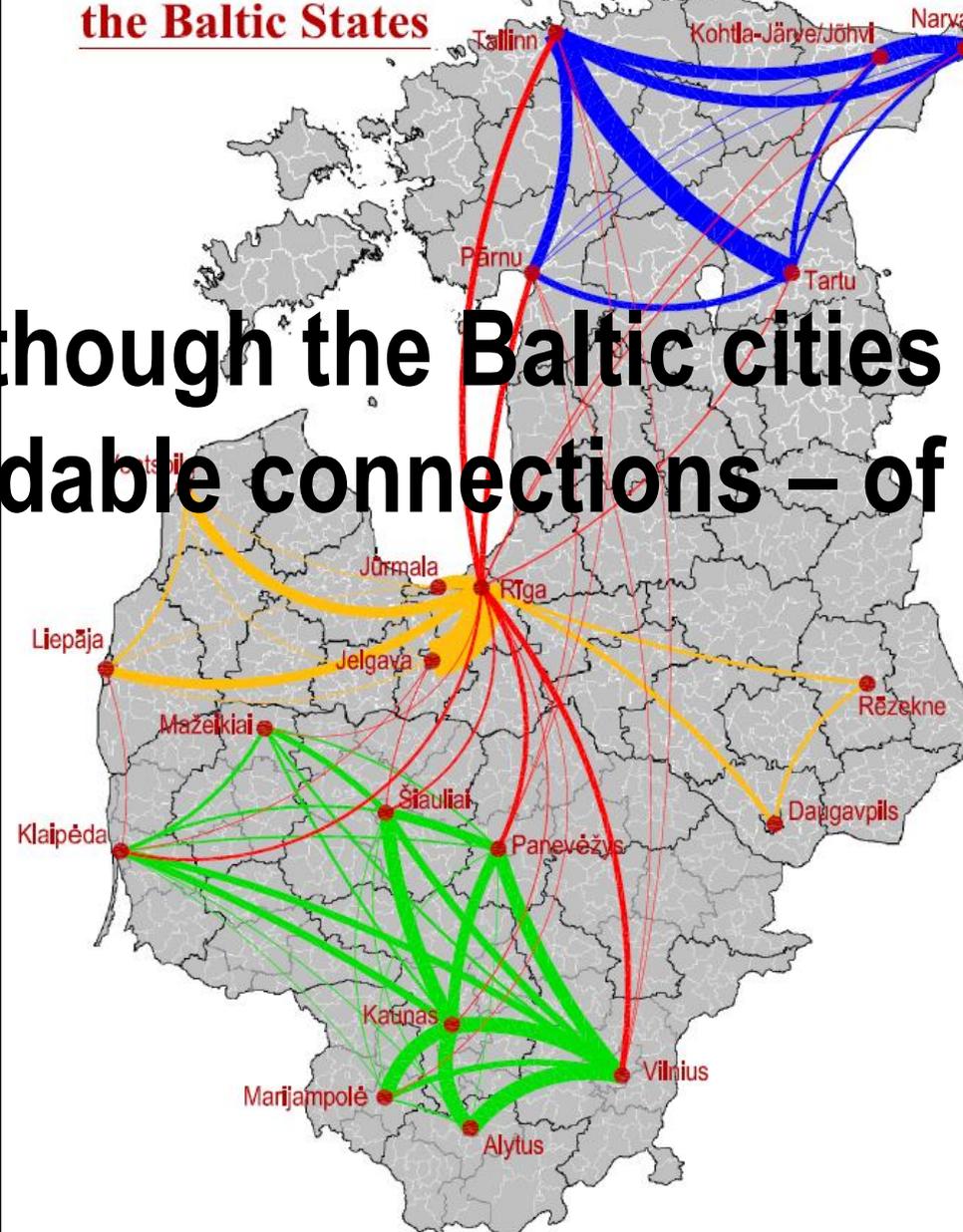
Urban connectivity by road, rail, and air in 2011

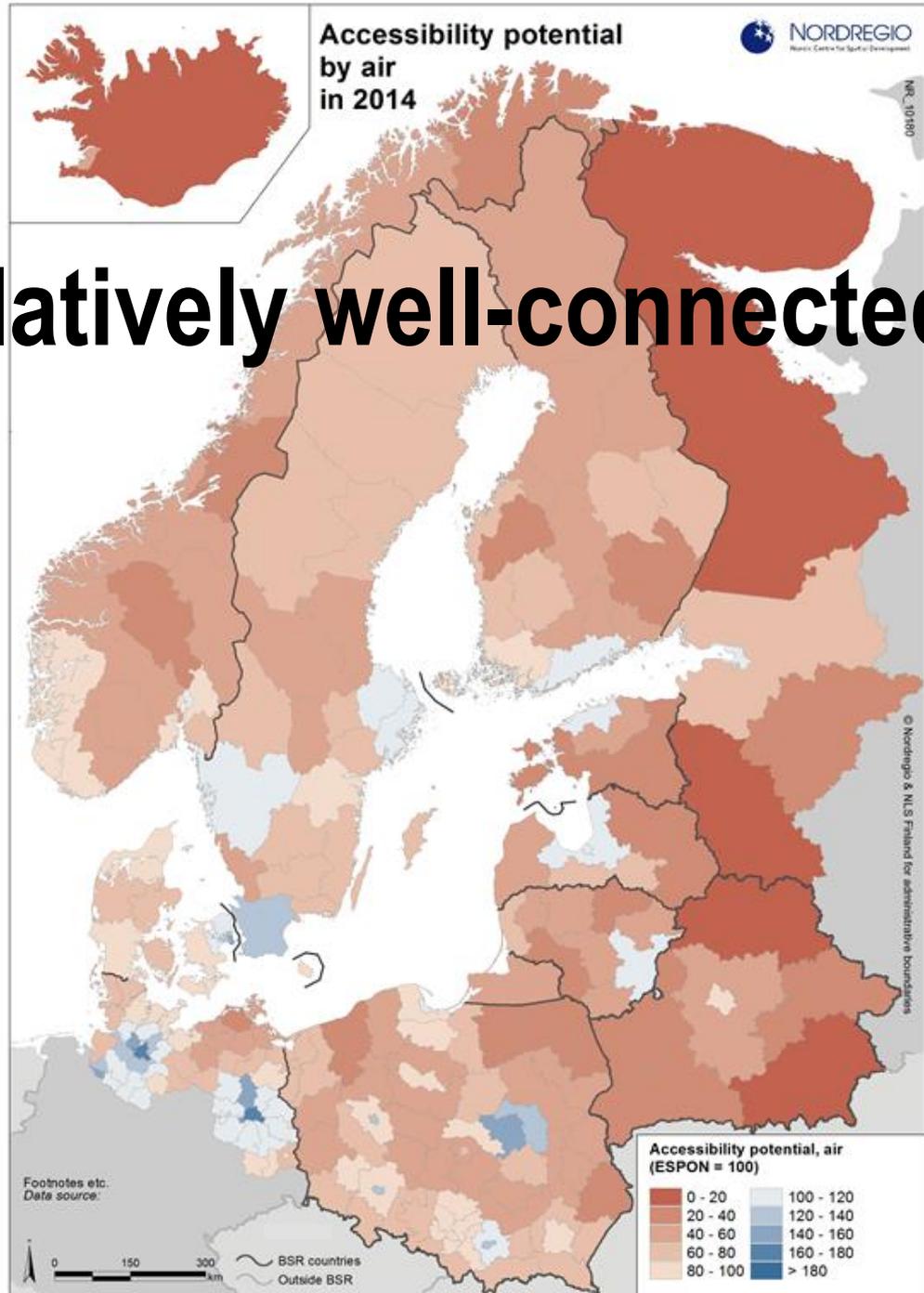
Number of cities with more than 50,000 inhabitants that can be reached within 5 hours travel time (both domestic and international destinations counted)

Size of the circle is relative to the number of inhabitants of the cities in 2012/2013:

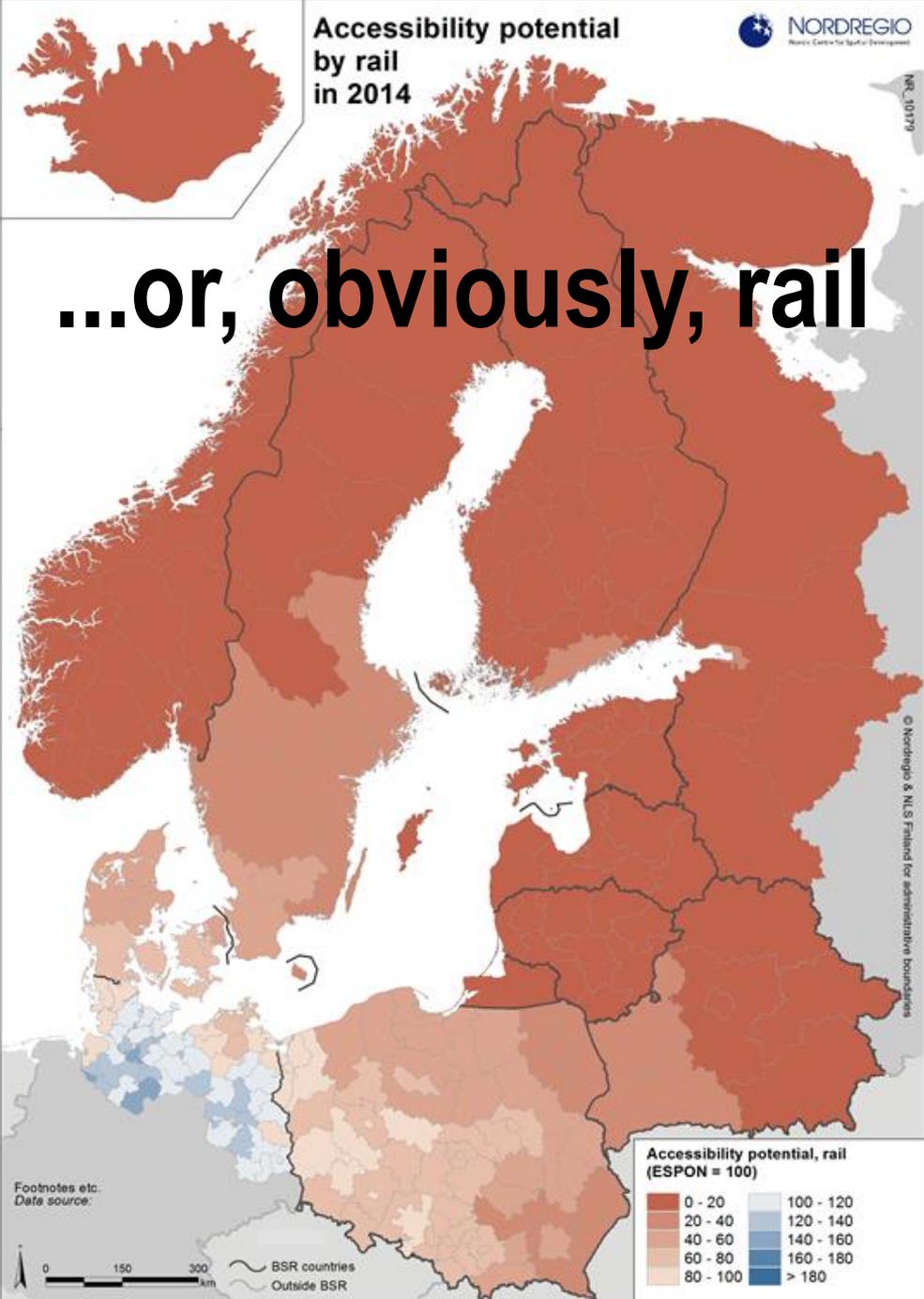


Main Coach Routes in the Baltic States



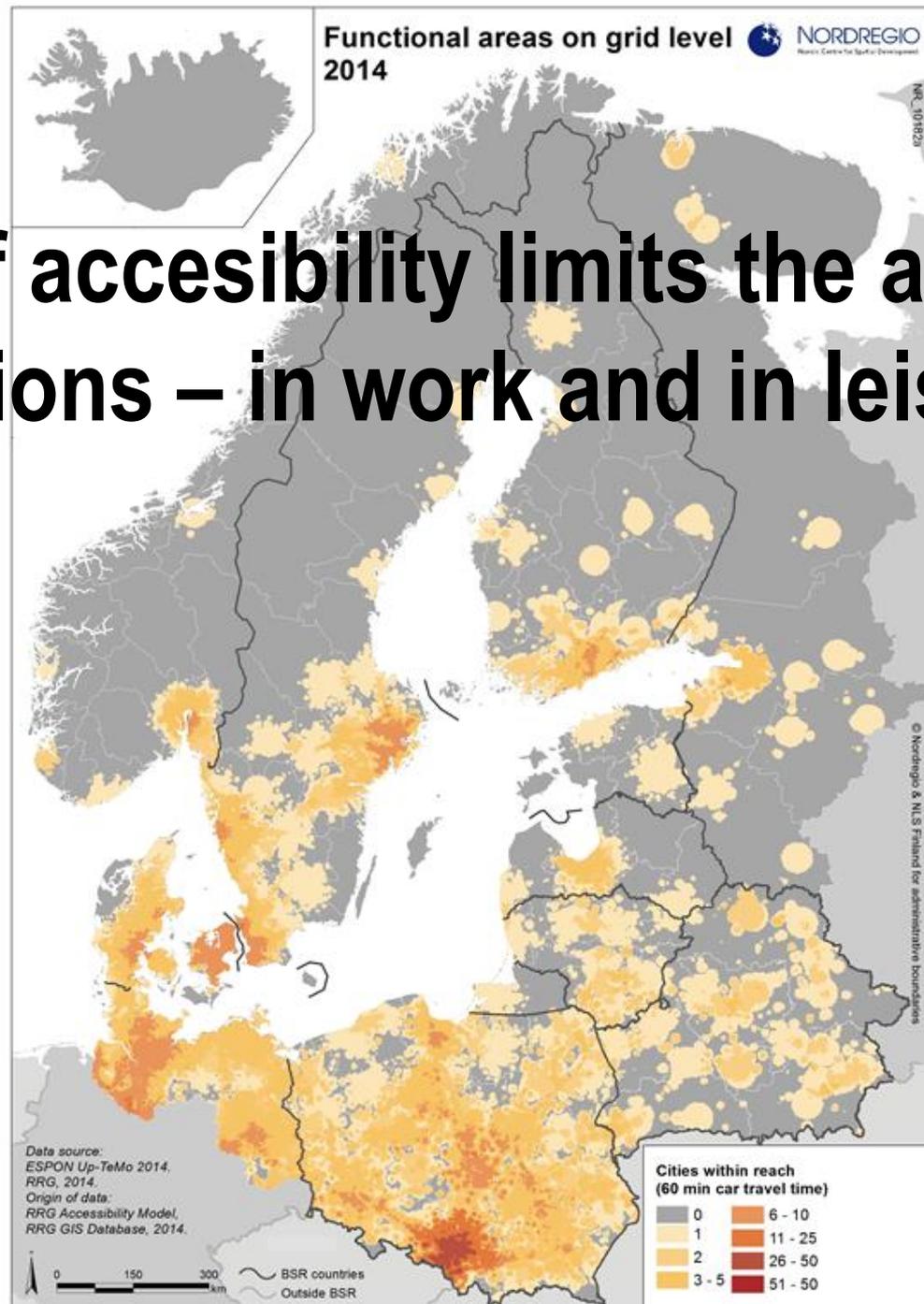


While relatively well-connected by air...

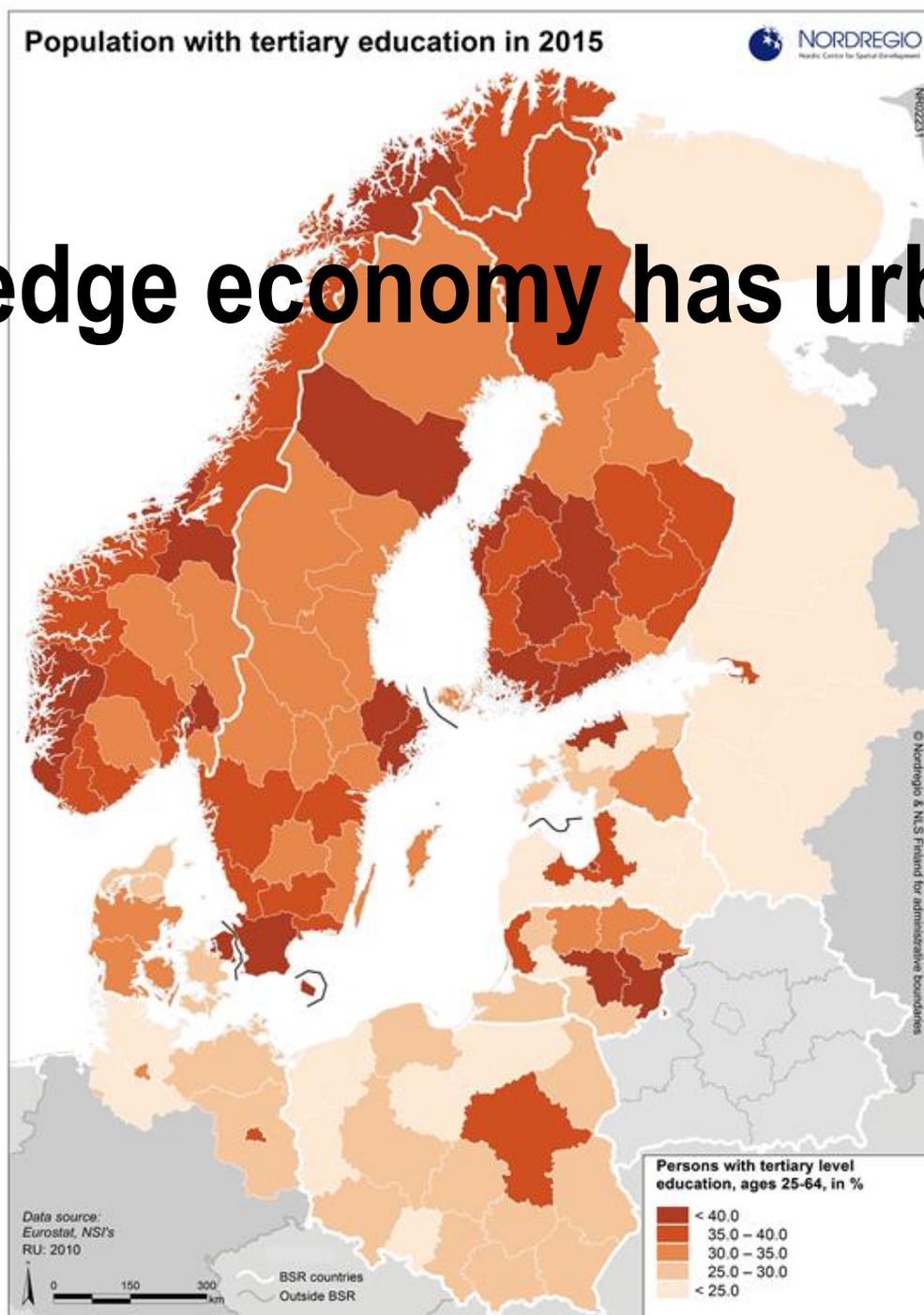


...or, obviously, rail

Lack of accesibility limits the available options – in work and in leisure



The knowledge economy has urban base



The knowledge economy is connected: case of Amsterdam

Figure 3.4 — Network graph of top corporate collaborators for Amsterdam and ten other European cities, from 2004-2013. Source: Publication data from Scopus®.

Node size represents the number of publications, with larger nodes indicating a higher number of publications. Node color represents the field-weighted citation impact of publications associated with that entity or collaboration, with darker colors associated with higher field-weighted citation impacts. Labels in orange indicate collaborations in color and orange; pharmaceutical companies have blue labels.



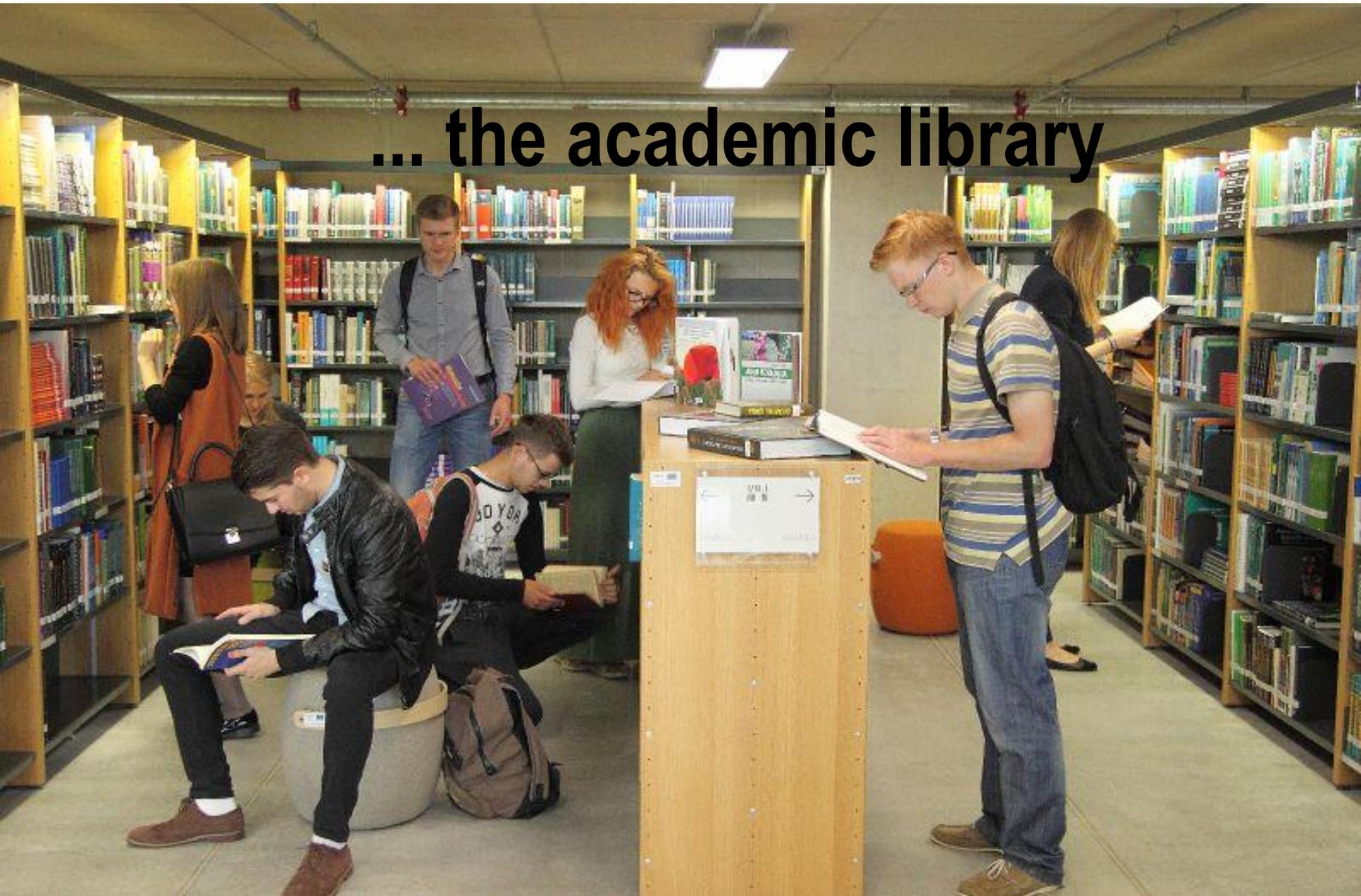
Source: Mapping Research and Innovation.
Understanding Amsterdam's
Competitive Advantage.
Elsevier & Urban Innovation Network



Knowledge economy plays out in knowledge places – like the campus...

(c) Riga Technical University

... the academic library



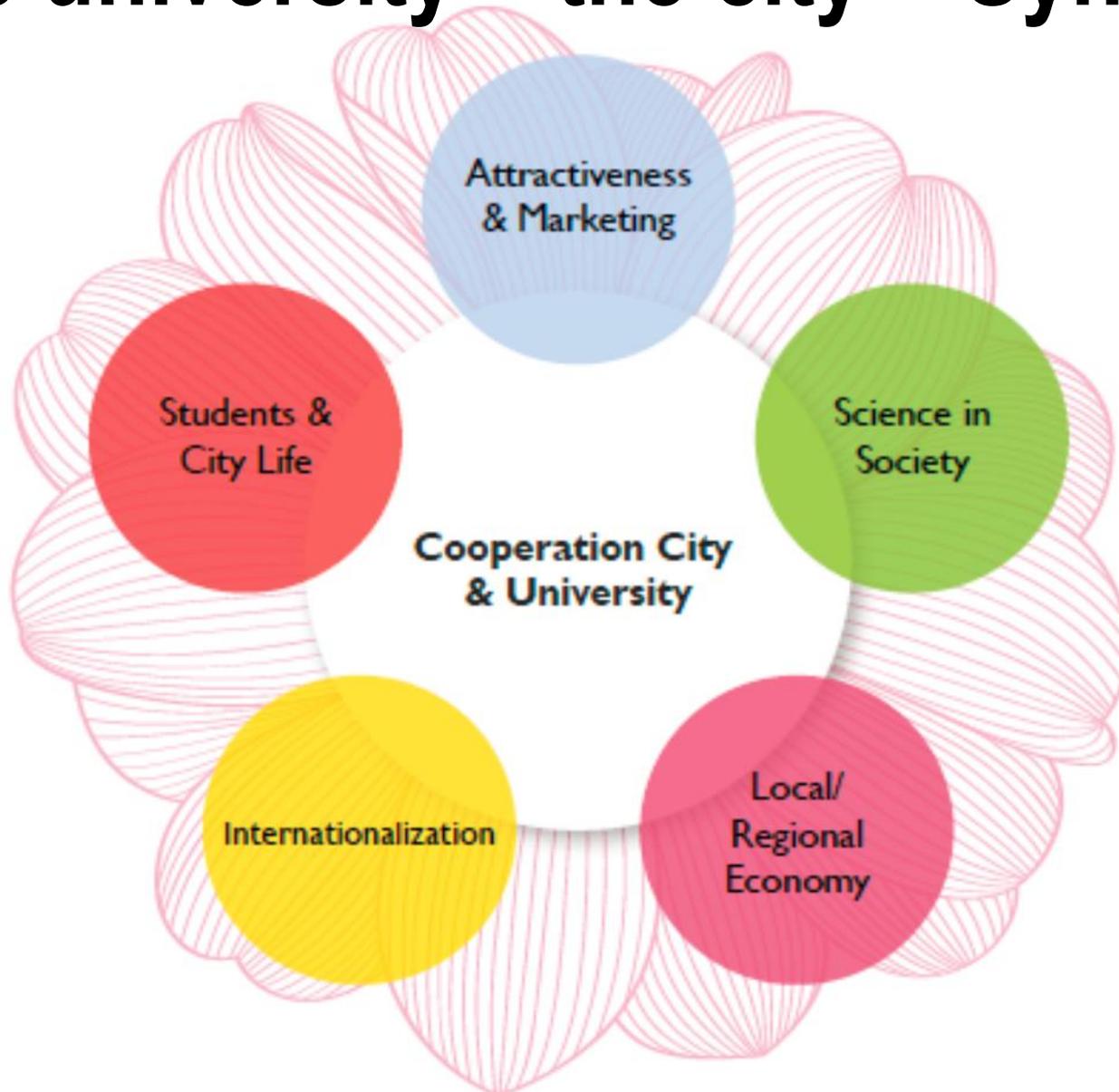
(c) University of Latvia

... the co-working space



... the coffee shop

The university + the city = Synergy



Source: Willem van Winden, City&University: a Symphony for Progress

A new lifestyle of knowledge workers: Multimodality = Flexibility

More options and combinations:

- air
- + rail
- + automobile
- + public transport
- + bicycle
- + walking.

Daily accessibility of jobs
by car on LAU-2 level
in 2012

A Continuous City enabled by Rail Baltica?

Tallinn, pop. 444,000

Riga, pop. 705,000

Vilnius, pop. 543,000

Kaunas, pop. 250,000

Sum pop. 1,942,000

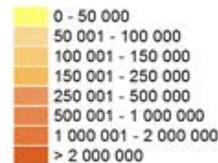
vs. Warsaw, pop. 1,749,000

vs. Berlin, pop. 3,671,000

Date source:
ESPON TRACC, 2012;
Accessibility models of
TRACC TPG;
FOGIS, IGIPZ PAN, RRG.



Number of accessible jobs



How does digital connectedness blend with physical co-presence?

And what will this even mean in 2035?

**Landscape + Cityscape + Mediascape +
Trainscape = Traveller's Experience**

Personal contact is still the key –
especially so in knowledge economy.
Serendipity of unplanned meetings at high speed.
More productive time in transit.

(c) Białystok



What are the needs of the future 'knowledge travellers'? ...and how to translate them into passenger experience design?



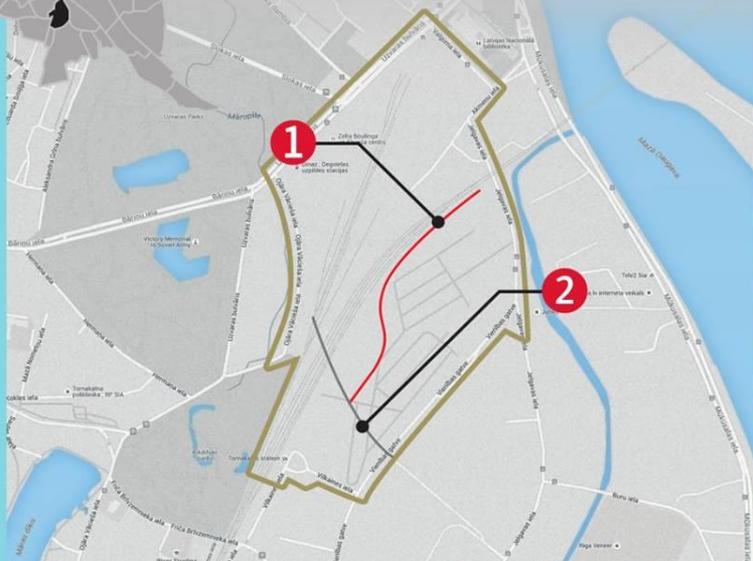
"Engineering and architecture are useless without service design. There is no point investing in the pure physicality and technicality of any public service infrastructure if the service aspect is not well thought through and well planned.

- Dr. Pansak, Chief advisor to the Prime Minister of Thailand





We can plan ‘for’ them...



PROJEKTA AKTIVITĀTES:

- 1 jaunas ielas būvniecība **680** metru garumā, savienojot Jelgavas un T. Hermanovska ielas un radot priekšnoteikumus arī LU attīstības plānu nodrošināšanai;
- 2 T. Hermanovska ielas tunēļa izbūve zem dzelzeļa līnijas Rīga – Jelgava, nodrošinot Multimodālā transporta mezgla un LU kvartāla ciešu saistību ar Āgenskalna apkaimi;
- 3 reģionālās autoostas laukumu un ēku izbūve, paredzot, ka arī Torņkalna dzelzeļa stacija tiek pārcelta, veidojot vienotu satiksmes mezglu. Multimodālajā transporta mezglā tiks integrēta arī “Rail Baltica” vietējā savienojuma “Rīgas centrs – Lidosta” stacija;
- 4 stāvparka izveide, kas pirmajā kārtā paredz aptuveni **300** vietu izveidi vieglo automašīnu novietošanai.



...or plan 'with' them

An emerging infrastructure of Civilisation



Seamlessness and simplicity.

Rail Baltica as leader in customer service.

Train station as starting point of a smooth journey.

Next step: lateral connections

How can we bring this future closer?



(c) Doors of Perception



By exploring, discussing, imagining together.

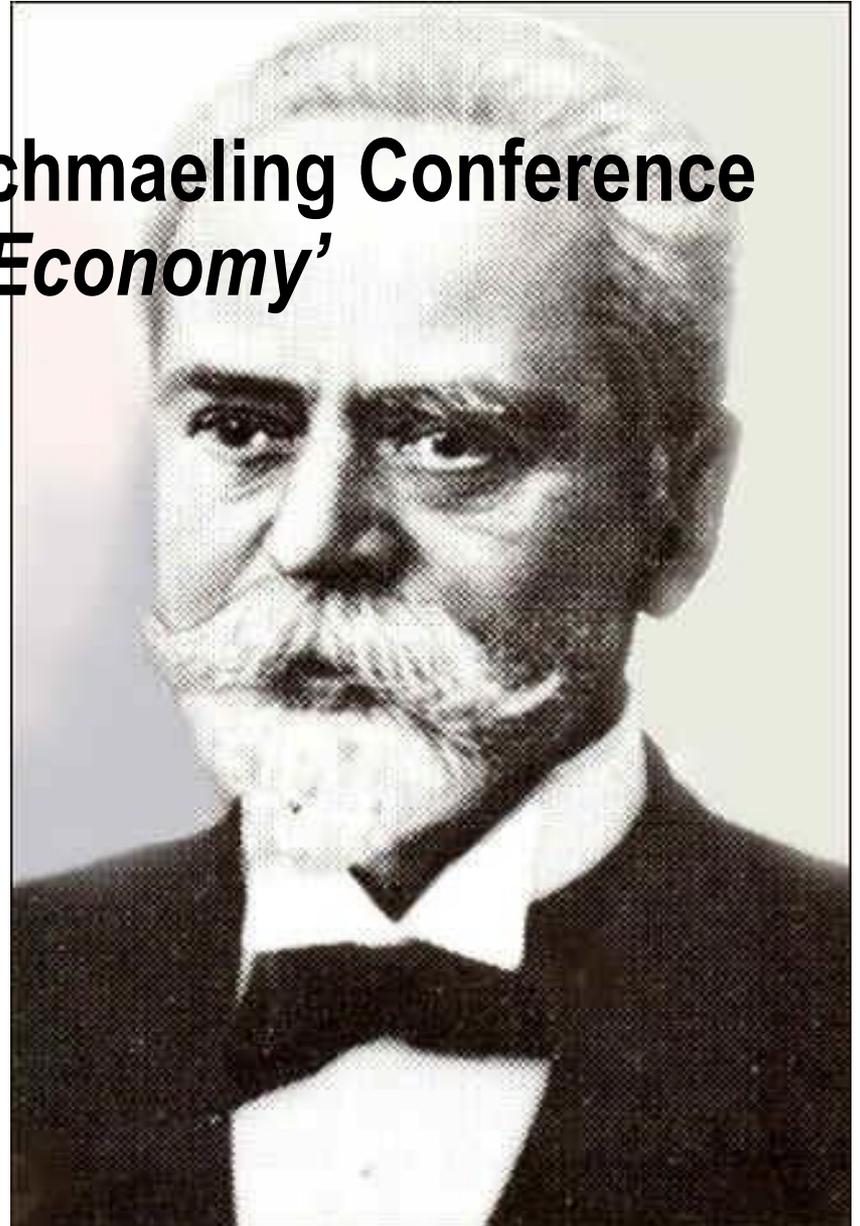
Save the date:

Livable City Forum Riga + Schmaeling Conference
'Architecture of Knowledge Economy'

05 + 06 October 2017

Live Baltic Campus
www.livebalticcampus.eu

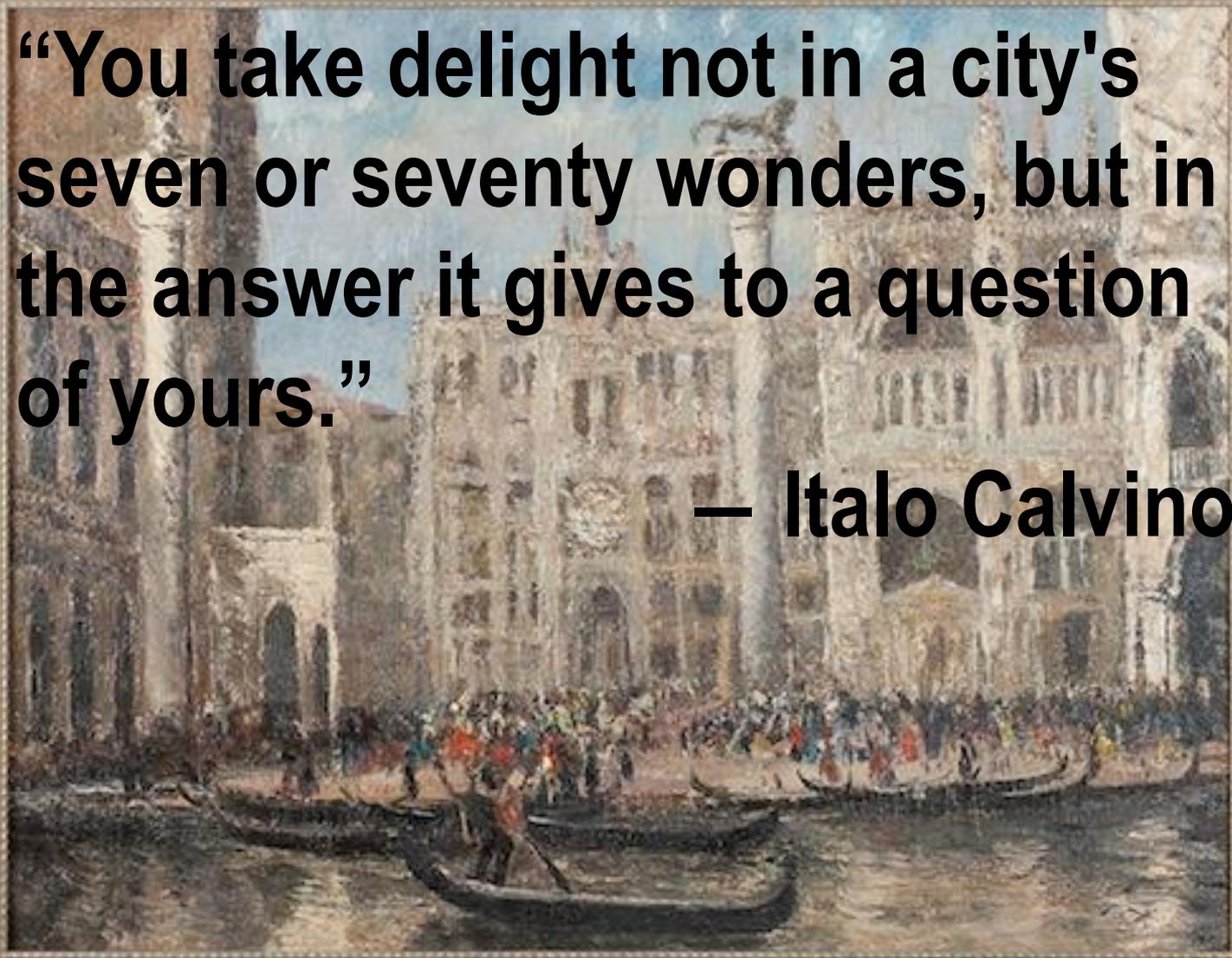
Emils Rode
emils.rode@gmail.com



(c) Reinhold Schmaeling

**“You take delight not in a city's
seven or seventy wonders, but in
the answer it gives to a question
of yours.”**

— Italo Calvino



(c) Ludolf Liberts – a view of St Marco Square