"Regional Development To Infrastructure Provision" (RATIP) is an approach on project-level, in which infrastructure development and area development are intertwined and executed in a certain manner. *The research question is: From the pre-initiation phase to the development phase, what aspects in the process design and what activities in the phases are important for a successful implementation of the regional approach to infrastructure provision?*

There are five classifications of planning approaches, in which these two cores of infrastructure and spatial planning are getting more interwoven. (I) line-oriented infrastructure planning, (II) network approach, (III) context-sensitive approach, (IV) area-oriented approach, (V) (integrated) (sustainable) area development RATIP can be network-approach, context-sensitive, or area-oriented approach. RATIP is also a pragmatic approach, precursory to area development, as it makes the *attempts* of adding extra value to the road infrastructure project by incorporating values which are specific to area development. RATIP is therefore neither a very simple project, nor a very complex one in these planning classifications. The planning class determination of RATIP depends on the succeeded couplings to area development, to which the couplings can be expressed in three ordinal scaling modules: the spatial, financial or procedural intertwinement ladders. The spatial ladder is focused on the spatial intertwinement in a project, whereas the other ladders are focused on the phases and financial content of that spatial intertwinement in a project. The intertwinement will form one of the success criteria on which RATIP will be evaluated.

It is concluded that increasing intertwinement itself does not directly contribute to project success, such as higher spatial quality or lower project costs. In fact, higher levels of intertwinements will only make the project unnecessarily complex. The intertwinements are only considered useful, if the other project success criteria are rated positively on average. If so, then the comparison vis-à-vis will put the much more interwoven project ahead of the lesser one in terms of project success and synergy through intertwinement that creates the added-value (assumed that there is good spatial cohesion: 4P). The success and failure factors that influence these intertwinement criteria, possible synergies, and other project success criteria are:

- **Fit for purpose approach:** hybrid form of project and process managerial actions in line with the problem context and input of project (vision, ambition, goals, project scope and boundaries).
- **Important key figures:** influential actors whom are able to inspire others, keep the coalition together and connect dreams with the realities; also actors with capabilities to absorb and utilize the intertwined couplings.
- **Political stability**: the socio-technical problem is already complex enough, so a political-socio-technical problem should be avoided.

Within these three factors, the activities in the phases and aspects that are important to the process design of RATIP are concluded. These three factors may look plain and straightforward, but they are compressed bundles containing much more factors than probably noticed at first sight.