Herontwikkeling stationsgebied Utrecht

**Problem statement**
The redevelopment of inner-city railway station areas are not easy to develop because of the complex situation. But they will boost the city’s economy, will improve the accessibility of the city, will transform the areas into attractive places etc. In the beginning those developments were set to be accomplished by the ‘totaalaanpak’, but it failed. Eventually, for example in Utrecht, this management method has altered in to the ‘modulaire aanpak’. Hereby, the question of my research was born: To what aspects is the ‘modulaire aanpak’ more suitable for the redevelopment of railway station area Utrecht than the ‘totaalaanpak’ and what is the influence of the ‘modulaire aanpak’ for the collaboration between the parties?

**Objective**
The main objective of my research is to answer the research question and to give conclusions and recommendations for the redevelopment of railway stations and its surrounding areas, not just only for Utrecht but also in general. Alongside with this, I hope my research will be a part of the body knowledge for the subdepartment of Urban Area Development.

**Results**
- The ‘modulaire aanpak’ is suitable for fulfilling interests, reducing complexity, implementing flexibility, decreasing risks, meeting the objectives of the Dutch New Key Projects and taking care of the spatial relation of the area
- The parties (public and private) are satisfied with the replacement: from the ‘totaalaanpak’ to a ‘modulaire aanpak’
- The bilateral collaboration between POS and the private parties Corio, NS Poort and Jaarbeurs has been beneficial to the redevelopment of railway station Utrecht and it surrounding area
- Reducing the complexity of the inner-city railway stations and their surrounding areas will bring the (re)development closer to succeed