Randstad 2040

Towards a sustainable and competitive delta region

Henk Ovink, Director for National Planning, Strategy and Design
The Dutch Central Government has put the Randstad back on the agenda!
Outline

• What is the Randstad?
  population, economy, landscape, historical spatial development

• National Spatial Strategy

• Long term trends for the Randstad
  3 key tasks towards 2040

• Long term vision Randstad 2040
  Process, 4 key choices, spatial development perspective 2040
Randstad in international perspective
What is the Randstad?

- a polycentric urban area
- 4 large cities close to each other
- a green heart
- political, administrative, social and cultural heart and the most important economic motor of NL
- one of the most densely populated areas in the OECD
- 7 million inhabitants; 41.5% of the Dutch population on less than 20% of the Dutch territory
Randstad: a polycentric urban area
Randstad: not a real functional metropolitan area

- commuter patterns
- 4 daily urban systems
Randstad: population

- 18.1% of the population is younger than 15 years (EU-15 average 16%)
- 68.2% of the population is 15-64 years (EU-15 average 66%)
- 13.7% of the population is 65+ years (EU-15 average 17.4%)

<table>
<thead>
<tr>
<th>City</th>
<th>0-14 years</th>
<th>15-64 years</th>
<th>65+ years</th>
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<tbody>
<tr>
<td>London</td>
<td>16.1%</td>
<td>72.1%</td>
<td>11.8%</td>
</tr>
<tr>
<td>Paris</td>
<td>19.7%</td>
<td>67.7%</td>
<td>12.6%</td>
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<tr>
<td>Ruhrgebied</td>
<td>14.6%</td>
<td>66.1%</td>
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<td>Milaan</td>
<td>13.7%</td>
<td>66.9%</td>
<td>19.4%</td>
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<tr>
<td>Madrid</td>
<td>15%</td>
<td>70.5%</td>
<td>14.6%</td>
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<tr>
<td>Frankfurt/ Main</td>
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<td>17.3%</td>
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<tr>
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<td>16.7%</td>
</tr>
<tr>
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<tr>
<td>Muenchen</td>
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<td>EU 15</td>
<td>16.1%</td>
<td>66.5%</td>
<td>17.4%</td>
</tr>
</tbody>
</table>
Population: annual growth, ethnic minorities

- ethnic minorities are concentrated in the 4 large cities
- more than 35% of the population in Amsterdam and Rotterdam

average annual growth 1995-2006

Bron: TNO op basis van OECD/Eurostat/CBS, 2007
Randstad: working population

- 7 universities, which are recognised internationally to be “good to excellent”
- working population by education (2006): well balanced
  - higher education: 35.5% (London: 40.0%, Paris: 40.9%, Top 20 EU: 31.8%)
  - medium level education: 40.7% (London: 51.9%, Paris: 34.2%, Top 20 EU: 44%)
  - lower education: 23.8% (London: 8.0%, Paris: 24.9%, Top 20 EU: 24.2%)
- Labour participation: 80% (London: 69.4%, Paris: 66.3, Top 20 EU: 72.1%)
Randstad: economy

Contribution to the national economy (OECD, 2006)

- GRP: € 271.2 billion (2007), 51% of the national GDP
- one of the lowest unemployment rates in all OECD countries (3.8%)
- one of the most attractive Metropolitan areas for Foreign Direct Investment
Randstad economy: highly diversified service economy

- Financial & business services
- Logistics & trade
- Creative industries
- Tourism
- Life science
- Horticulture

- *Amsterdam*: internationally oriented business centre + directive and creative activities
- *Rotterdam* is the worldwide logistic junction of Europe
- *Utrecht* has a concentration of national business and creative services
- *The Hague* is the seat of many (mainly international) organisations for peace and justice
Randstad: main logistics hub for Europe
Schiphol airport: 4th largest in Europe

### Passenger transport

<table>
<thead>
<tr>
<th>Rank</th>
<th>City</th>
<th>2006</th>
<th>1995-2006 %</th>
<th>2006 %</th>
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<tbody>
<tr>
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<td>Londen</td>
<td>101,4</td>
<td>2,5</td>
<td>0,7</td>
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<td>2</td>
<td>Parijs</td>
<td>82,2</td>
<td>3,7</td>
<td>4,5</td>
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<td>3</td>
<td>Frankfurt</td>
<td>52,8</td>
<td>3,0</td>
<td>1,1</td>
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<td>4</td>
<td>Amsterdam</td>
<td>46,1</td>
<td>5,6</td>
<td>4,3</td>
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<td>5</td>
<td>Madrid</td>
<td>45,5</td>
<td>7,8</td>
<td>8,6</td>
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<td>6</td>
<td>Rome</td>
<td>30,1</td>
<td>3,3</td>
<td>5,2</td>
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<tr>
<td>7</td>
<td>München</td>
<td>30,8</td>
<td>6,8</td>
<td>7,5</td>
</tr>
<tr>
<td>8</td>
<td>Barcelona</td>
<td>30,0</td>
<td>8,9</td>
<td>10,6</td>
</tr>
</tbody>
</table>

Top-8 Luchthavens* = 418,9

Bron: TNO op basis van International Airport Council/Schiphol, 2007
* Londen: Gatwick en Heathrow
  Parijs: Charles de Gaulle en Orly

### Cargo transport

<table>
<thead>
<tr>
<th>Rank</th>
<th>City</th>
<th>1995 x 1000 ton</th>
<th>2000 x 1000 ton</th>
<th>2006 x 1000 ton</th>
<th>95-06 %</th>
<th>2006 %</th>
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<tr>
<td>1</td>
<td>Frankfurt</td>
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<td>1.573</td>
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<td>2</td>
<td>Paris</td>
<td>824</td>
<td>1.283</td>
<td>1.884</td>
<td>7,8</td>
<td>6,6</td>
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<tr>
<td>3</td>
<td>Amsterdam</td>
<td>978</td>
<td>1.223</td>
<td>1.527</td>
<td>4,1</td>
<td>5,3</td>
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<td>4</td>
<td>Londen Heathrow</td>
<td>1.043</td>
<td>1.307</td>
<td>1.258</td>
<td>1,7</td>
<td>3,7</td>
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<td>5</td>
<td>Luxemburg</td>
<td>286</td>
<td>500</td>
<td>752</td>
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<td>1,3</td>
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<td>6</td>
<td>Brussel</td>
<td>427</td>
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<td>8</td>
<td>Luik</td>
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<td>10</td>
<td>Zurich</td>
<td>0</td>
<td>0</td>
<td>363</td>
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Top 10 = 4.194

Bron: TNO op basis van International Airport Council/Schiphol, 2007
Port of Rotterdam: 3rd largest in the world

<table>
<thead>
<tr>
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<th>2004</th>
<th>2005</th>
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<tr>
<td>Shanghai</td>
<td>380</td>
<td>443</td>
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<tr>
<td>Singapore</td>
<td>393</td>
<td>423</td>
</tr>
<tr>
<td><strong>Rotterdam</strong></td>
<td><strong>352</strong></td>
<td><strong>370</strong></td>
</tr>
<tr>
<td>Ningbo</td>
<td>225</td>
<td>268</td>
</tr>
<tr>
<td>Guangzhou</td>
<td>215</td>
<td>250</td>
</tr>
<tr>
<td>Tianjin</td>
<td>206</td>
<td>241</td>
</tr>
<tr>
<td>Hong Kong</td>
<td>221</td>
<td>230</td>
</tr>
<tr>
<td>Nagoya</td>
<td>182</td>
<td>187</td>
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<td>Qingdao</td>
<td>162</td>
<td>187</td>
</tr>
<tr>
<td>Dalian</td>
<td>145</td>
<td>170</td>
</tr>
<tr>
<td>Antwerpen</td>
<td>152</td>
<td>160</td>
</tr>
<tr>
<td>Hamburg</td>
<td>114</td>
<td>126</td>
</tr>
</tbody>
</table>

Eenheid: Bruto gewicht x 1 miljoen metrische tonnen

Randstad: mobility and accessibility

- Bad internal mobility
- Road congestion
- Public transport not well adapted to Randstad needs
ICT network Northwest Europe: hub Amsterdam
Randstad: 40% below sea level
The Randstad landscape: man made
Historical Spatial development 1960-2000
National Spatial Strategy

One single strategy including other national policies on spatial issues
National Spatial Strategy: decentralisation of responsibility and development planning

• National Spatial Strategy addresses the main issues and gives provincial and municipal governments greater scope than previous policy documents did to make their own decisions.

• transform spatial planning into spatial development and thus become a partner for change instead of simply a regulatory body that obstructs development.

• improve spatial quality by preserving the basic quality standards and improving them where possible.
National Spatial Strategy: spatial quality

Layer approach:

- **occupation** (spatial patterns due to human use)
- **networks** (all forms of visible and invisible infrastructure)
- **surface** (water, soil and the flora and fauna in those environments)
National Spatial Strategy: urban networks

- Our network society and network economy has consequences for spatial planning: more coherence between various cities and urban areas.
- NSS designated 6 national urban networks, development of these networks is a high priority, Randstad Holland one of the national urban networks.
- In the concentration areas, city and country must be developed together, as a coherent, integrated whole.
- Aims for the Randstad: strengthen international competitive position, boosting the economy, increasing strength and dynamics of the cities, developing unusual qualities of the Green Heart.
Long-term trends for the Randstad

- decreasing household size,
- ageing population,
- international migration,
- economic growth,
- climate change,
- increasing personal welfare

impact on

urban and rural landscape, residential and industrial landuse, traffic & transport, agriculture, nature & landscape, water safety
Climate change

• Forecast:
  • Sea level rise 35-85 cm (21 century) - In the long term (2300) 1-2.5m sea level rise
  • Higher winter water levels in the rivers.
  • Vulnerable to flooding from the Rhine and the Meuse Rivers.
  • More space is needed to retain floodwater
Urbanisation 2020-2040, housing demand

Population growth
- Randstad (2040): 1.5 million (high scenario)

Housing demand
- 500,000 – 1 million dwellings

Task towards 2040
- Spatial and social renewal
- Improve housing quality
Accessibility, transport

- In the majority of the scenarios highway congestions will no longer increase after 2020;
- In scenarios with considerable economic and population growth, mobility will increase, especially freight transport;
- It is expected that congestion will remain primarily a problem of the Randstad area.
3 key tasks towards 2040

- Guaranteeing a safe, climate-proof delta
- Accessibility and market dynamics
- Satisfying the demand for spatial quality
Process long term vision Randstad 2040

National Spatial Strategy

Vision Randstad 2040

Research

Design

Alliances

Dialogue

research- & implementation agenda

National + regional authorities
Dialogue

In gesprek met Nederland over de Randstad
2040 klinkt nog ver weg. Toch moeten nu keuzes worden gemaakt om de Randstad ook in de toekomst aantrekkelijk te houden. Belangrijke vragen zijn: hoe nieuwe verstedelijking zoveel mogelijk worden gecreëerd of is concentratie van het stedelijk gebied wenselijk? Is het beter om te gaan wonen, werken en leven in de delen van Nederland die boven zeeniveau liggen? Of accepteren we de risico's en maken wij van de Randstad de meest veilige delta ter wereld?

VROM schrijft aan de toekomstvisie voor de Randstad. Op deze site kunt u de laatste stand van zaken volgen. Ook heeft u toegang tot alle achtergrondinformatie.

De Randstad in 2040
Klimaatbestendige Randstad
Bereikbaarheid en economie
Wonen, werken en leven

Gerelateerde dossiers
Groene Hart
Nieuwe Sleutelprojecten
Nota Ruimte
Vinex
Design process
4 key choices for the Randstad towards 2040

1. Living in a climate-proof delta with a robust framework of landscapes;

2. Make quality with more interactions between landscape, water system and urbanisation

3. Focus on international assets and strengths;

4. Strong and sustainable cities and regional accessibility
living in a climate-proof delta with a robust framework of landscapes

- additional protection for the coastal zone from sea level rise
- measures for high winter water levels: space for the river, retention areas (basins)
- creating a robust framework of landscapes (Green Heart+)
- improve water quality
Make quality with more interactions between landscape, water system and urbanisation

- new approach for the Green Heart:
  - development + protection

- enlarge spatial and cultural diversity, including a transition of the arable and dairy farming

- development of metropolitan parks near the large cities

- development of small housing locations
Strong and sustainable cities and better regional accessibility

- concentration of urbanism in existing urban areas for an impulse in public transport and to protect the value of the countryside

- urban (spatial + social) renewal and transformation + new sites for urban development (Almere)

- offensive to strengthen the regional infrastructure and to improve the accessibility

- development of centres around infrastructure nodes
Focus on international assets and strengths

- Take advantage of the metropolitan opportunities of Amsterdam and the diversity of a polycentric region for business locations
- Improve the international connections
- Preserve the hub function of Schiphol airport, as airport of destination in cooperation with regional airports
- Transform the port of Rotterdam into a innovative logistic and energy port
- Strengthen function of the greenports
Spatial development concept Randstad 2040

- Climate-proof delta as framework for urbanization
- Strengthen the quality of the cities and their top positions
- Concentration of urbanization in the city Regions
- Small residential locations combined with the quality of the countryside / delta
- Strengthen connections with important urban areas outside the Randstad
Spatial development perspective (international)

- Strengthen position of the Randstad in NW-European Delta
- Increasing the international economic strength of the cities
- Improve international connections
- Improve position of the ports & airport in relation to other ports/airports
- Improve external relations
Randstad2040!