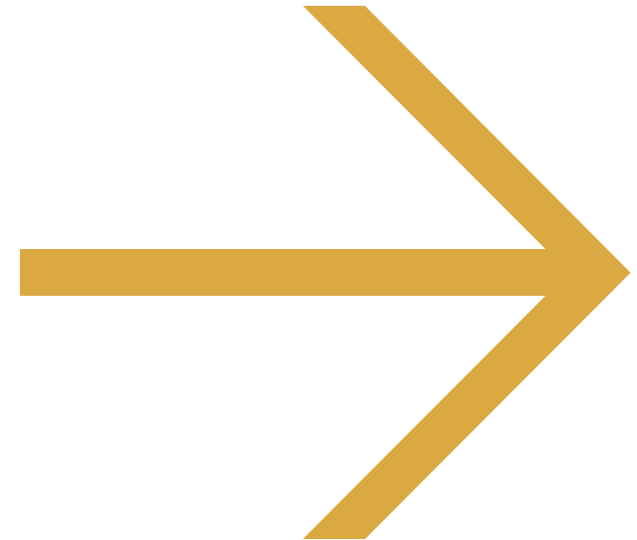
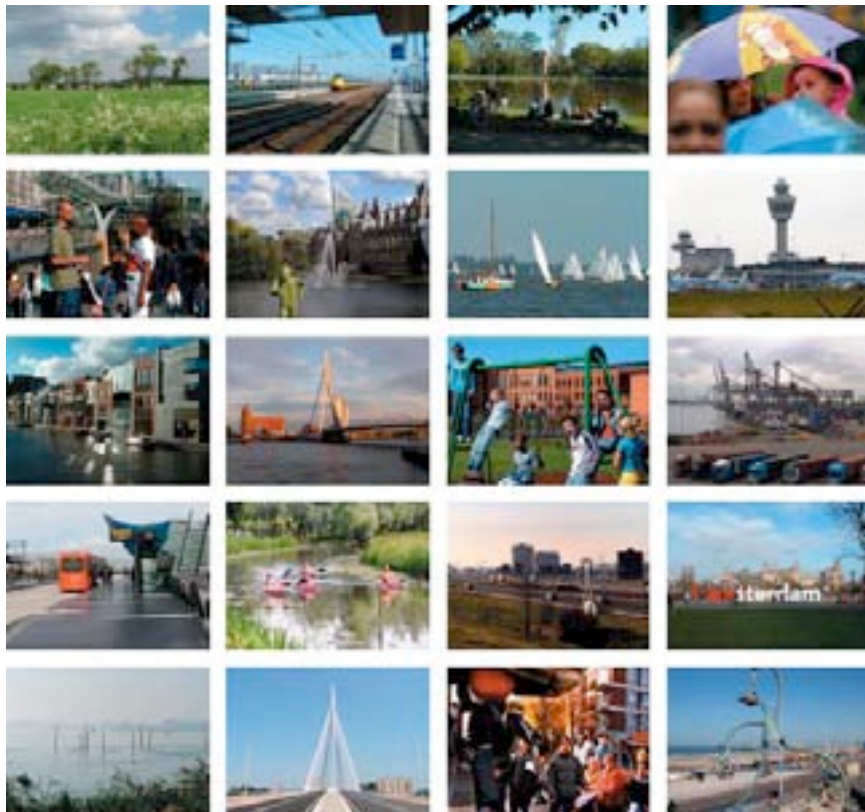


Randstad 2040

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!

RANDSTAD**URGENT**





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

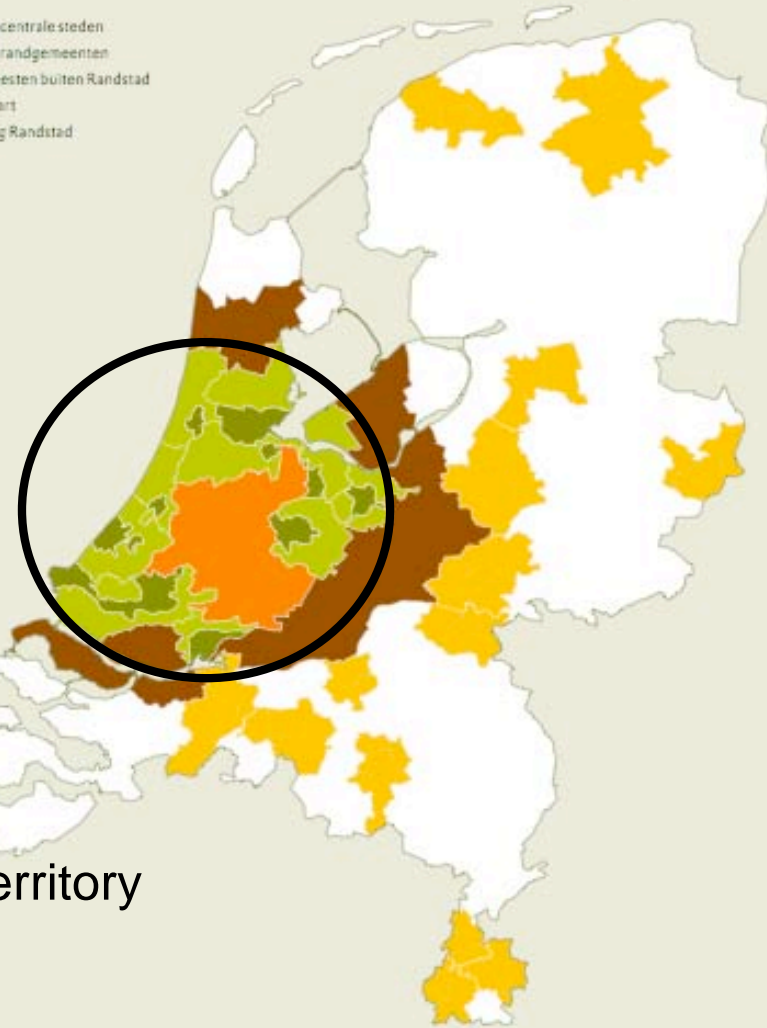




What is the Randstad?

- 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 centrale steden
Randstad randgemeenten
Stadsgewesten buiten Randstad
Groene hart
Buitenring Randstad



➔ Randstad: a polycentric urban area



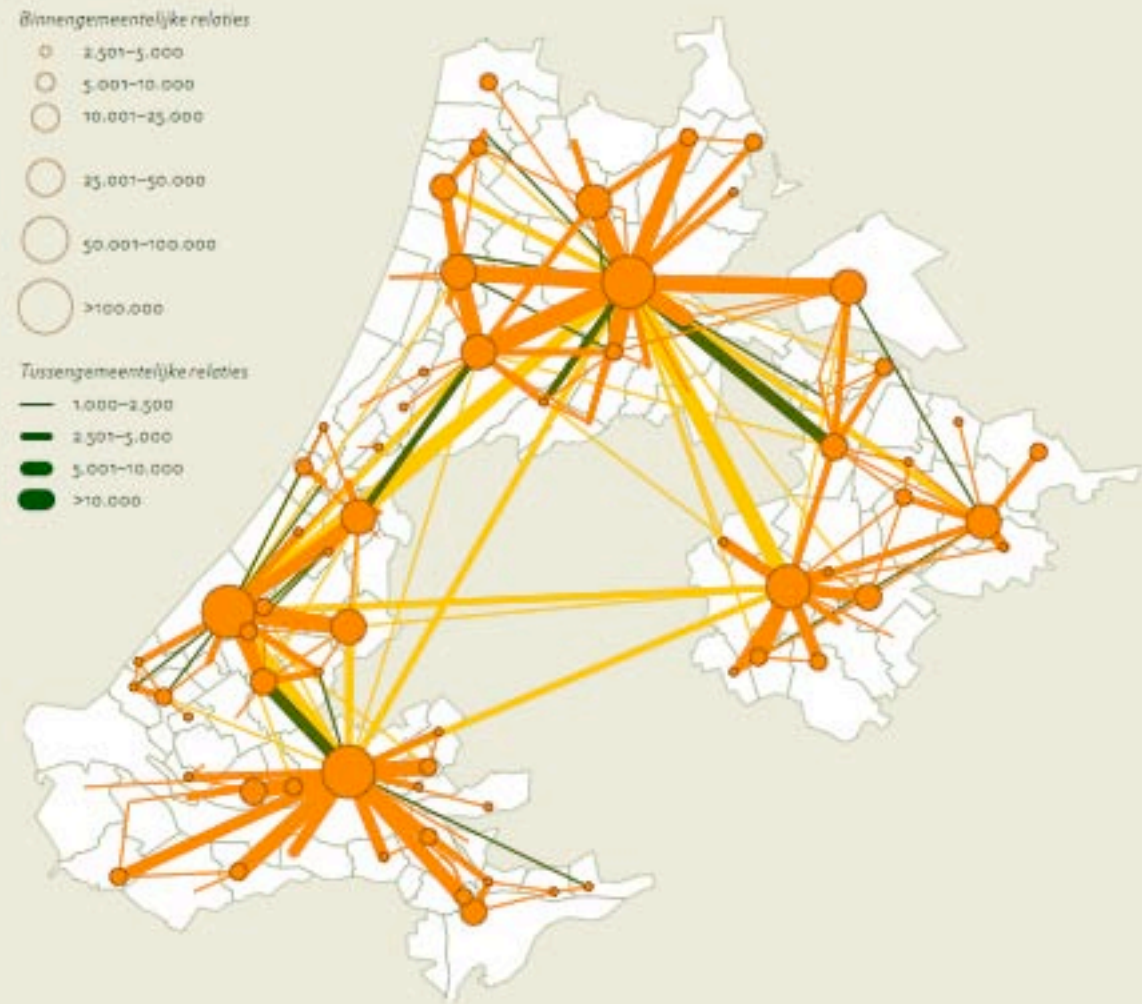
← monocentric



← polycentric

→ 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%)

Age category's in % of the total population

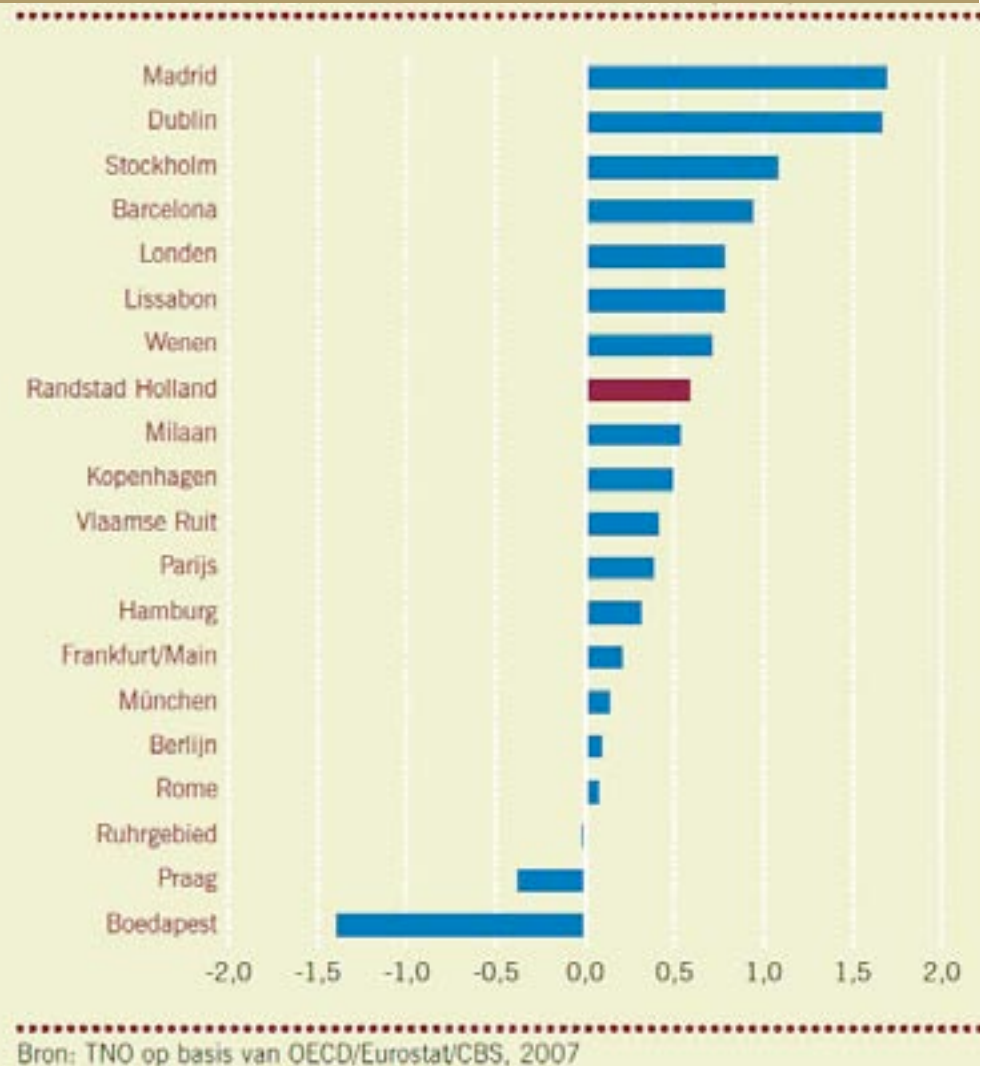
	0-14 years	15-64 years	65+ years
	%		
London	16,1	72,1	11,8
Parijs	19,7	67,7	12,6
Ruhrgebied	14,6	66,1	19,3
Milaan	13,7	66,9	19,4
Randstad	18,1	68,2	13,7
Madrid	15	70,5	14,6
Frankfurt/ Main	14,9	66,3	18,8
Vlaamse Ruit	17,3	65,9	16,8
Barcelona	14,4	68,9	16,7
Rome	14	67	19,1
Hamburg	12,9	68,8	18,3
Berlijn	11,9	70,8	17,2
Muenchen	14,9	67,4	17,7
Kopenhagen	18,7	66,2	15,1
Stockholm	18,2	67,7	14,1
Wenen	14,6	69,6	15,9
Dublin	20,2	69,3	10,5
Lissabon	15,6	67,9	16,5
Boedapest	14,3	69,5	16,2
Praag	12,3	72,1	15,6
Nederland	18,2	67,4	14,4
EU 15	16,1	66,5	17,4



→ 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





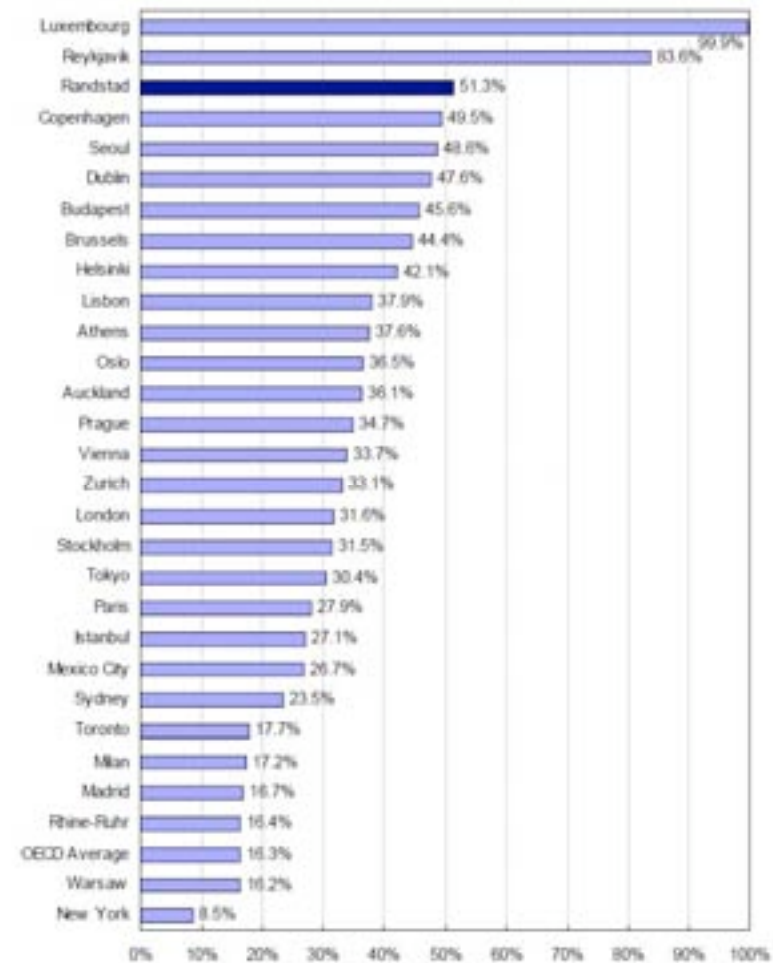
Randstad: working population

- 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

- 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

Contribution to the national economy (OECD, 2006)



→ 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

		2006 x miljoen passagiers	1995-2006 %	2006 %
1	Londen	101,4	2,5	0,7
2	Parijs	82,2	3,7	4,5
3	Frankfurt	52,8	3,0	1,1
4	Amsterdam	46,1	5,6	4,3
5	Madrid	45,5	7,8	8,6
6	Rome	30,1	3,3	5,2
7	München	30,8	6,8	7,5
8	Barcelona	30,0	8,9	10,6
Top-8 Luchthavens*		418,9	4,3	4,2

Bron: TNO op basis van International Airport Council/Schiphol, 2007

* Londen: Gatwick en Heathrow
Parijs: Charles de Gaulle en Orly

Cargo transport

		1995 x 1000 ton	2000	2006	95-06 %	2006 %
1	Frankfurt	1.297	1.573	2.057	4,3	10,4
2	Paris	824	1.283	1.884	7,8	6,6
3	Amsterdam	978	1.223	1.527	4,1	5,3
4	Londen Heathrow	1.043	1.307	1.258	1,7	-3,7
5	Luxemburg	286	500	752	9,2	1,3
6	Brussel	427	623	706	4,7	0,9
7	Keulen	276	424	698	8,8	9,6
8	Luik	1	270	407	72,7	24,8
9	Milaan	129	291	405	11,0	9,8
10	Zurich	0	0	363	-	-
Top 10		4.194	6.230	8.000	6,0	4,9

Bron: TNO op basis van International Airport Council/Schiphol, 2007





Port of Rotterdam: 3rd largest in the world



☒ GOEDERENOVERSLAG, BELANGRIJKSTE HAVENS VAN DE WERELD, 2004-2005

	2004	2005
Shanghai	380	443
Singapore	393	423
Rotterdam	352	370
Ningbo	225	268
Guangzhou	215	250
Tianjin	206	241
Hong Kong	221	230
Nagoya	182	187
Qingdao	162	187
Dalian	145	170
Antwerpen	152	160
Hamburg	114	126

Eenheid: Bruto gewicht x 1 miljoen metrische tonnen

Bron: Havenbedrijf Rotterdam, Haven in Cijfers 2005, 2006

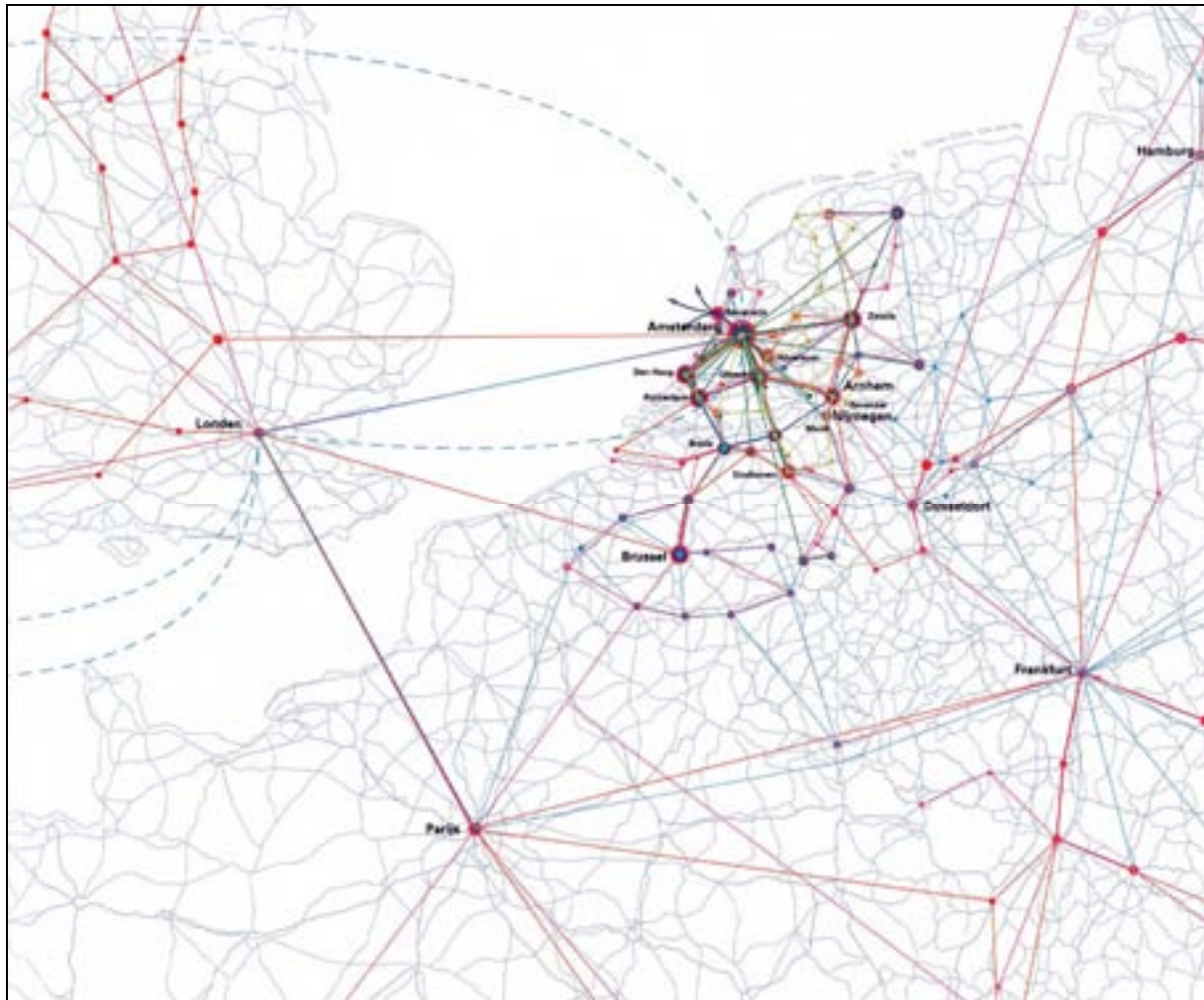
➔ Randstad: mobility and accessibility

- Bad internal mobility
- Road congestion
- Public transport not well adapted to Randstad needs

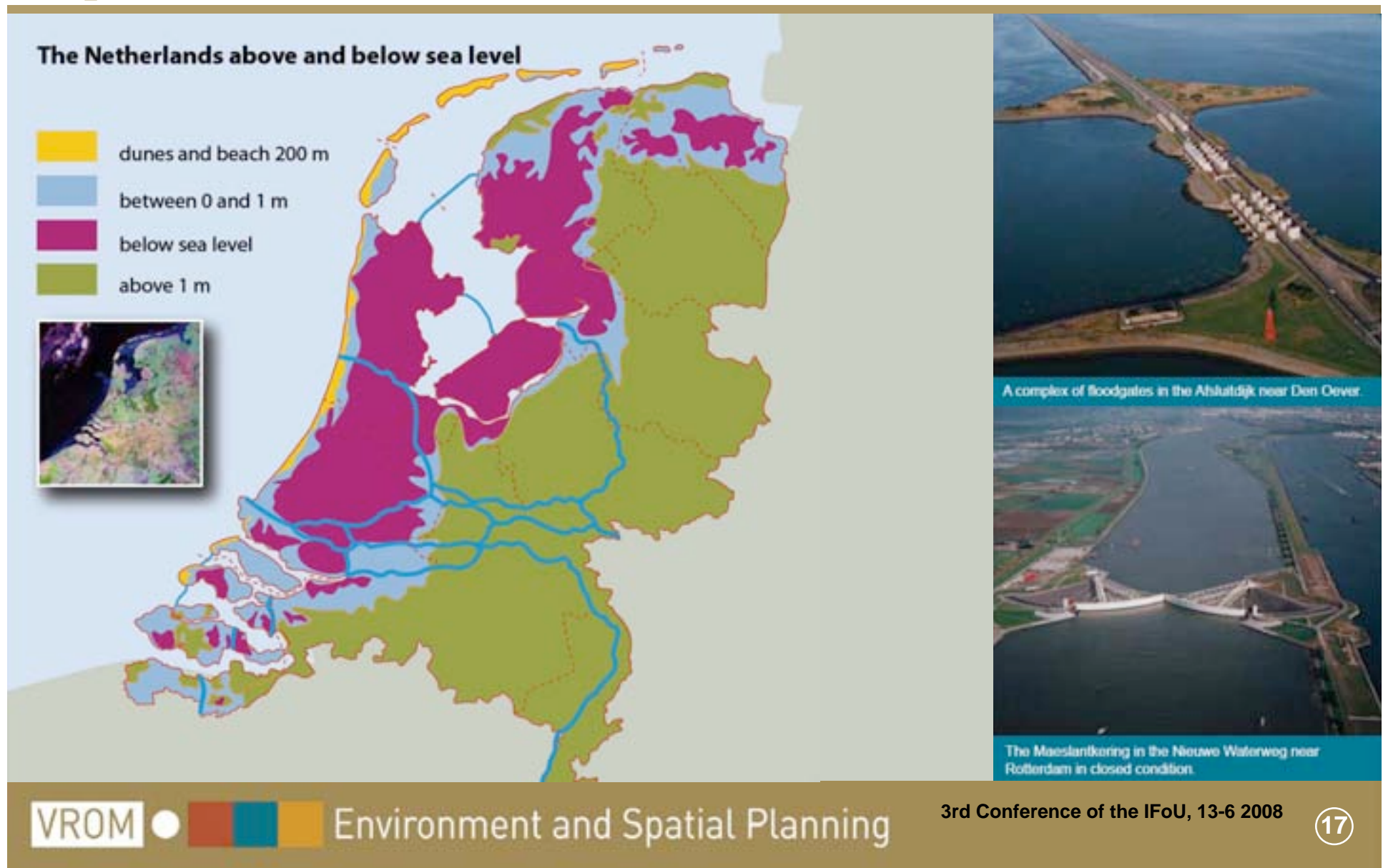




ICT network Northwest Europe: hub Amsterdam



➔ Randstad: 40% below sea level

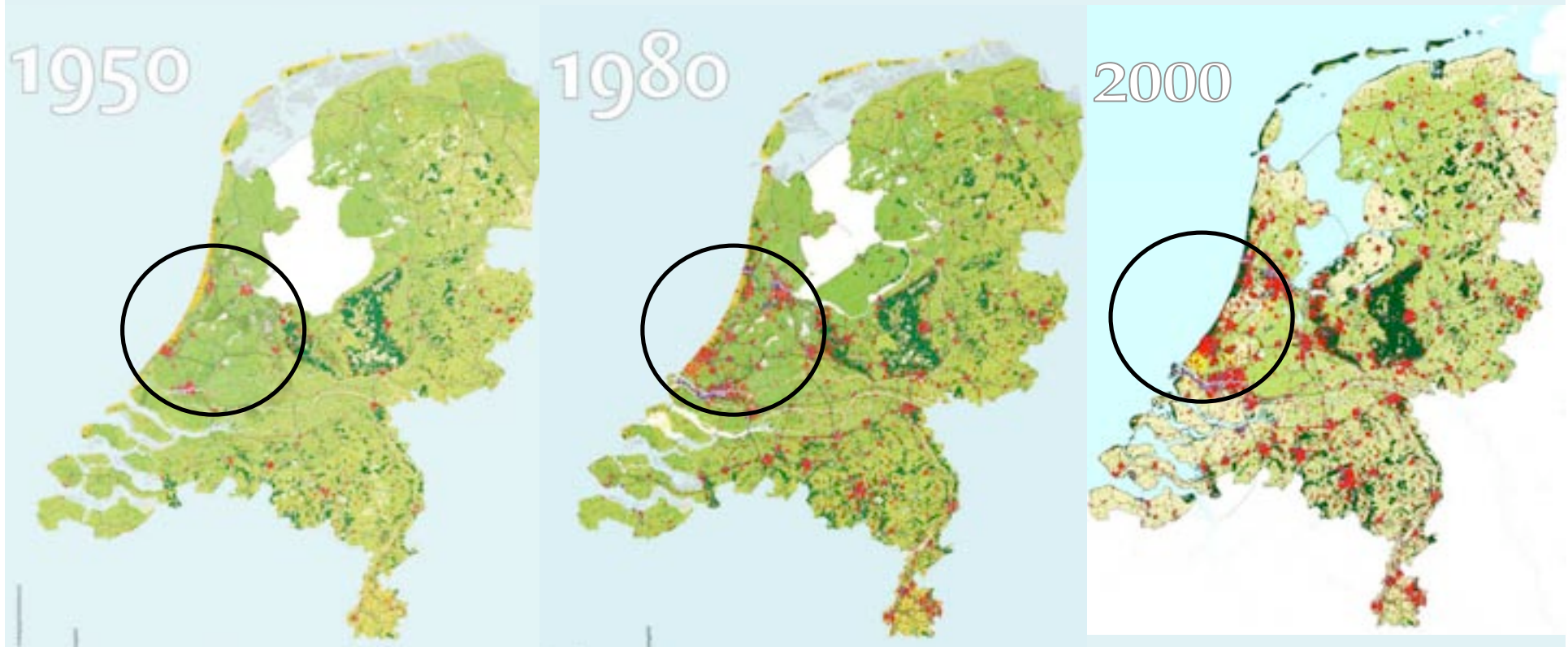


➔ The Randstad landscape: man made

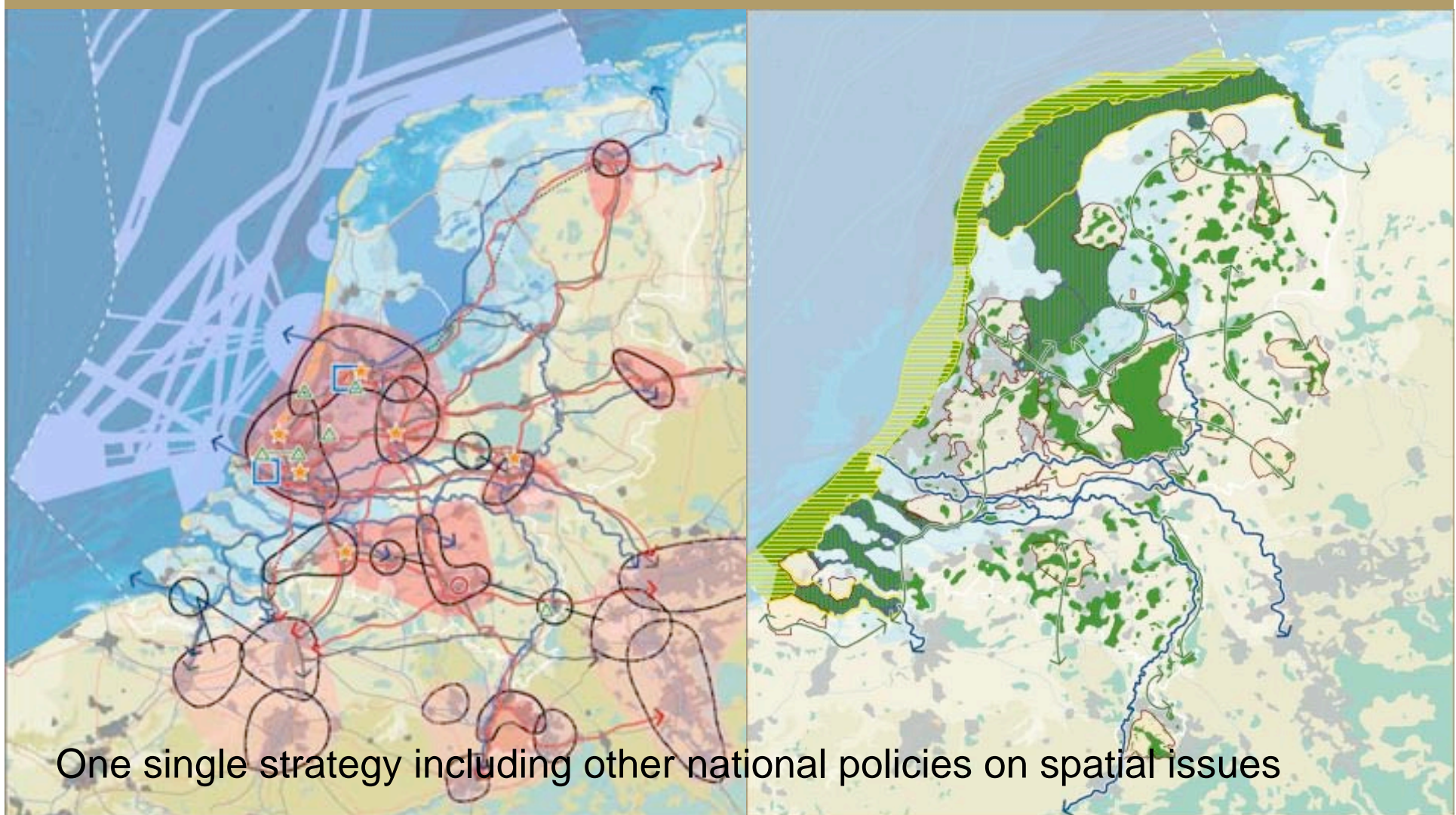




Historical Spatial development 1960-2000



➔ National Spatial Strategy





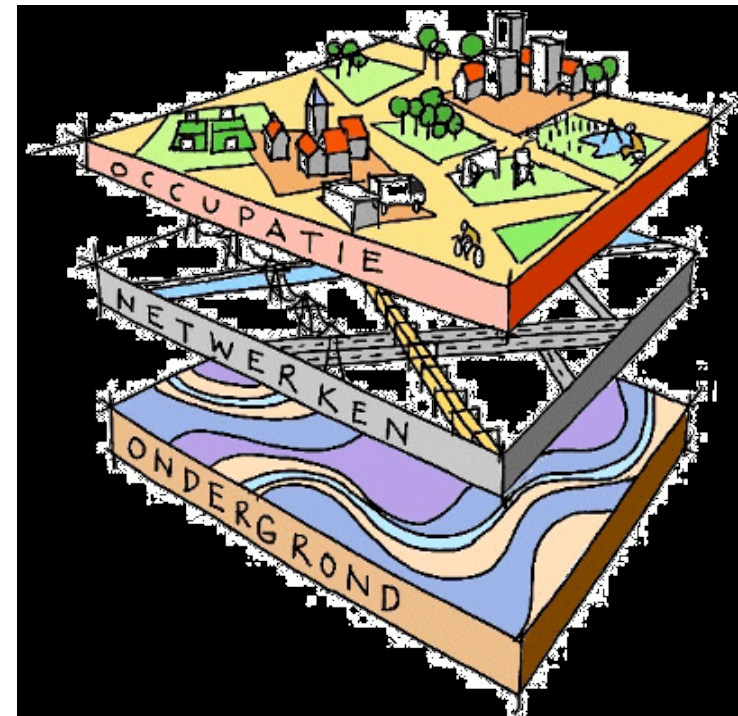
National Spatial Strategy: decentralisation of responsibility and development planning

- 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)





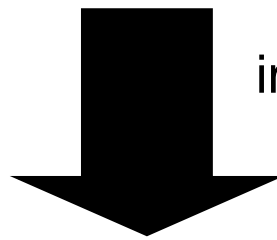
National Spatial Strategy: urban networks

- 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

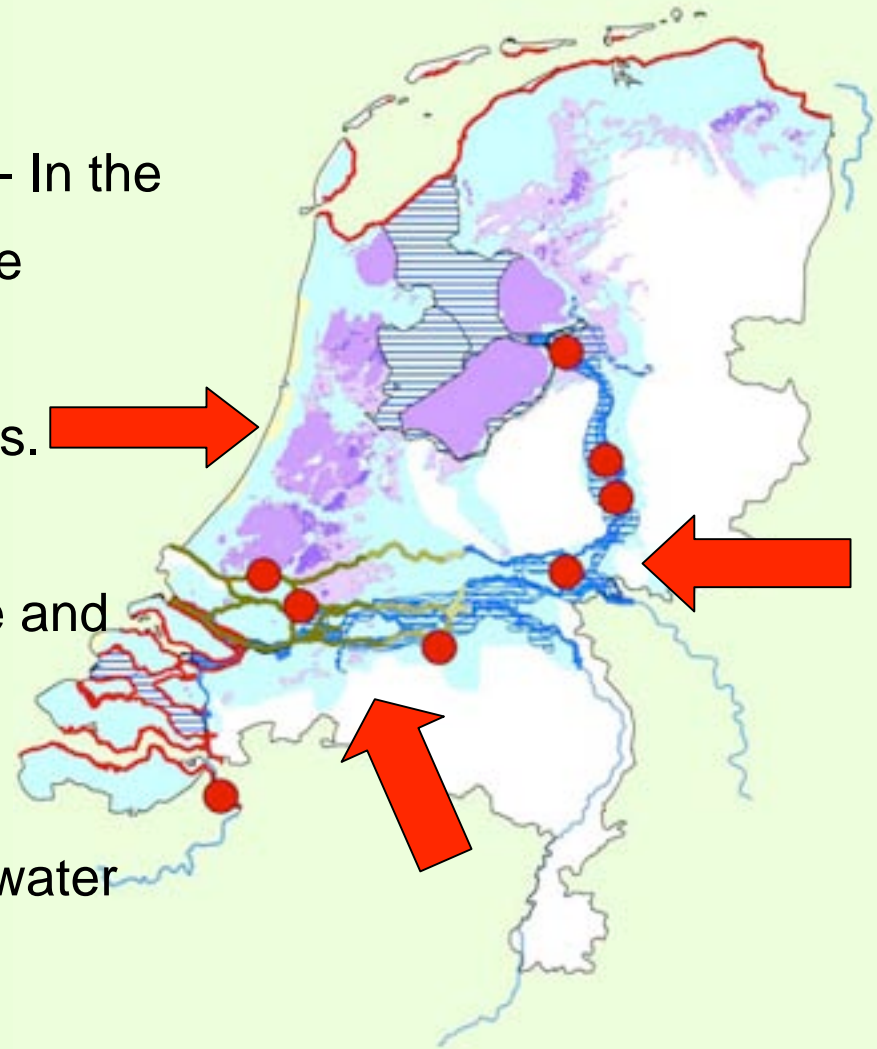


impact on

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

2020

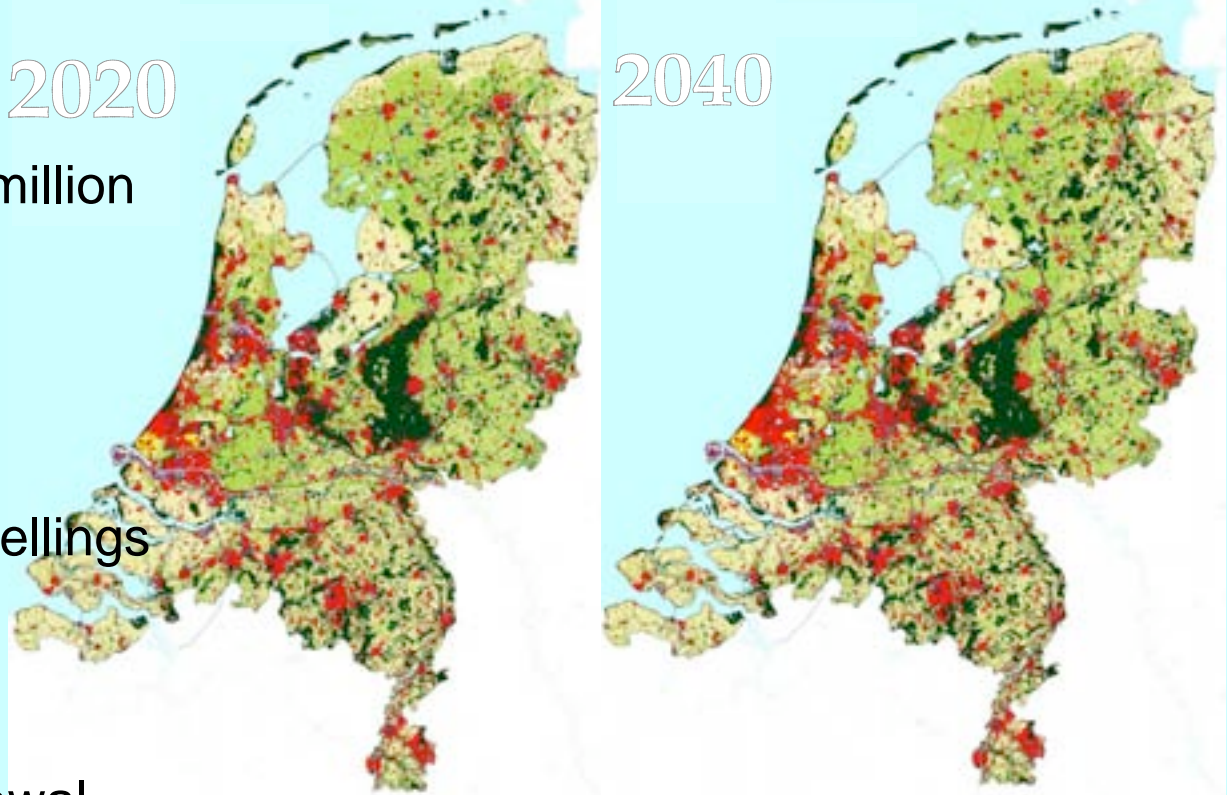
- Randstad (2040): 1,5 million (high scenario)

Housing demand

- 500.000 – 1 million dwellings

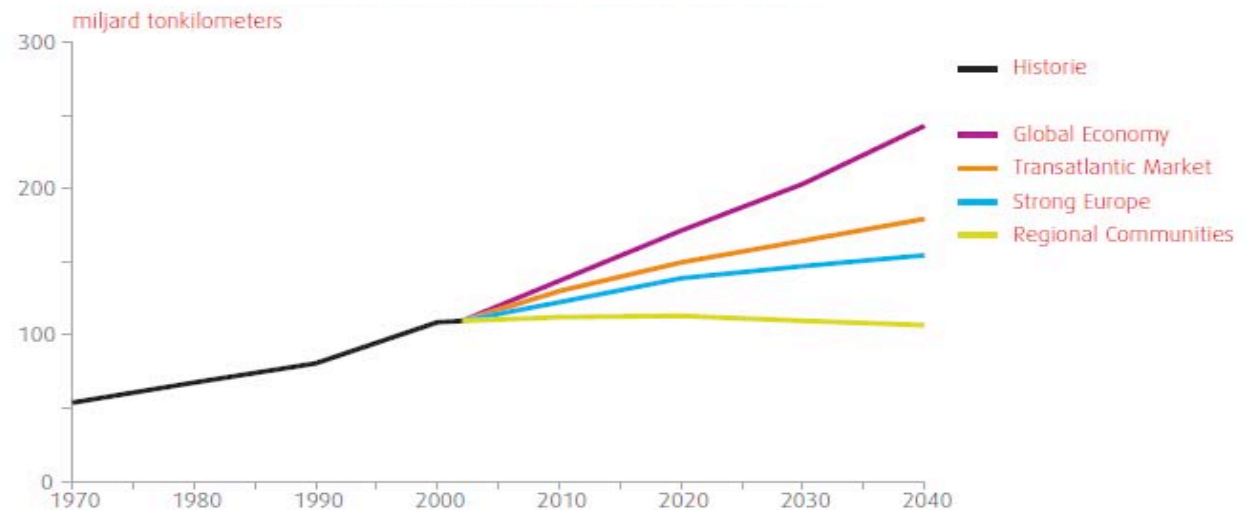
Task towards 2040

- Spatial and social renewal
- Improve housing quality



➔ Accessibility, transport

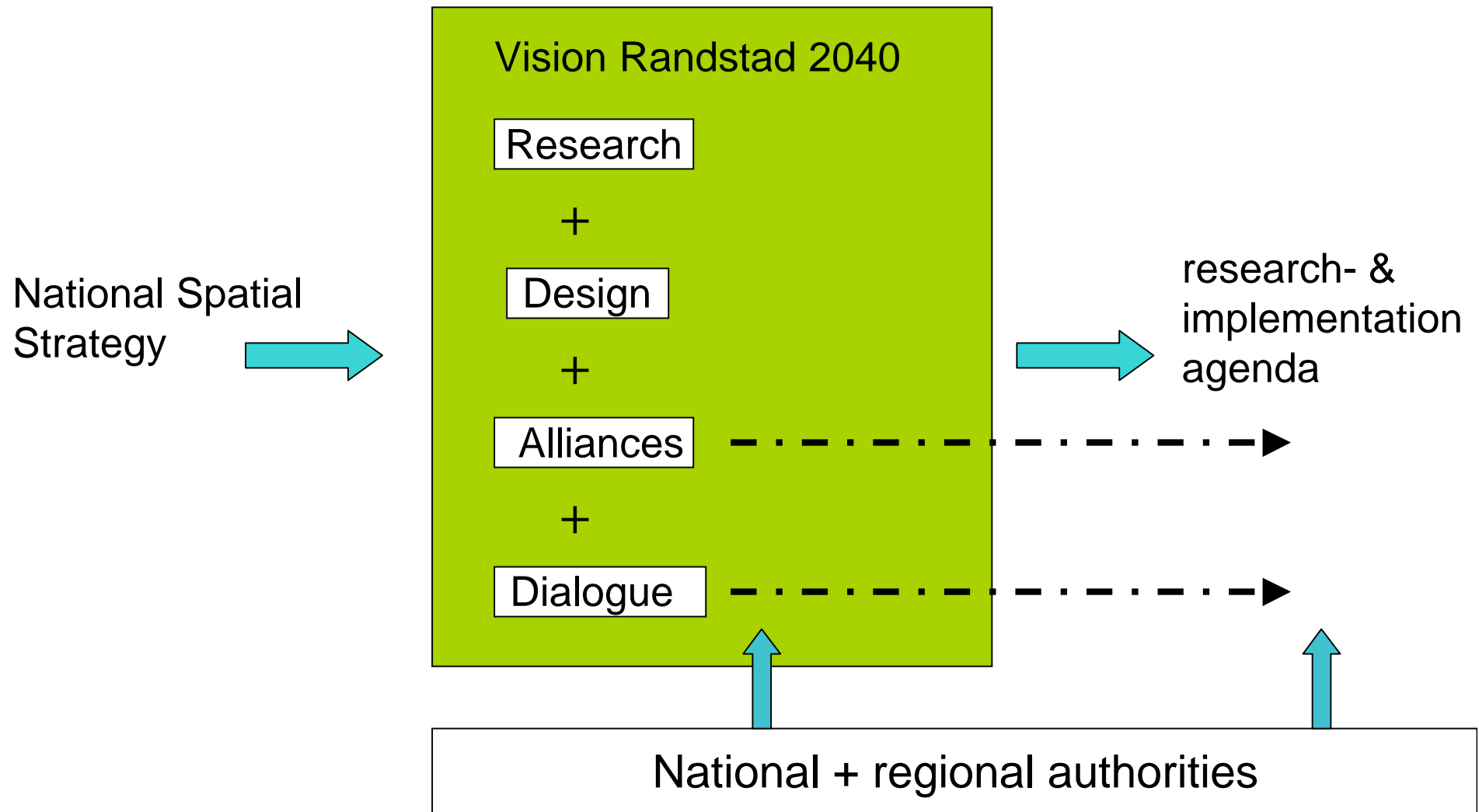
- In the majority of the scenarios highway congestions will no longer increase after 2020;
- In scenarios with considerable economic and population growth, mobility will increase, especially freight transport;
- It is expected that congestion will remain primarily a problem of the Randstad area.



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



➔ Dialogue

http://www.ruimtelijkpl... Randstad 2040 | Introd...

Tekstgrootte - +

VRM

Home Actueel Onderwerpen Organisatie Contact Abonneren English Help

dossier
Randstad 2040

Introductie

Project Randstad 2040
Vraag en antwoord
Publicaties
Kamerstukken
Nieuws
Interviews
Agenda
Contact
Meer info

Mijn VRM
Log in

Introductie

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: Moet nieuwe verstedelijking zoveel mogelijk worden gespreid 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?

VRM 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.

Online toets
RESULTATEN
online toets

Integratieatelier
nieuwe inspiratie

Persbericht

Radiofragment


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

Gerelateerde dossiers
Groene Hart >
Nieuwe Sleutelprojecten >
Nota Ruimte >
Vinex >

VRM Environment and Spatial Planning

3rd Conference of the IFoU, 13-6 2008

➔ Designprocess



Ontwikkelingsstrategie
Project gestuurd

- De ruimtelijke ordening groene Hart
- Interregionaal OV netwerk
- Ontwikkeling en bestemming A- en B- wegen
- Stimuleren kwaliteit door subsidies en beleidsinstrumenten

Verantwoordelijkheid burgers, bedrijven en maatschappelijke organisaties

- Integrale aanpak
- Kwaliteitsvolle ruimtelijke projecten
- Versterking bestaande kwaliteiten
- Lokale samenleving
- Behoud en onderhoud

VROM Environment and Spatial Planning

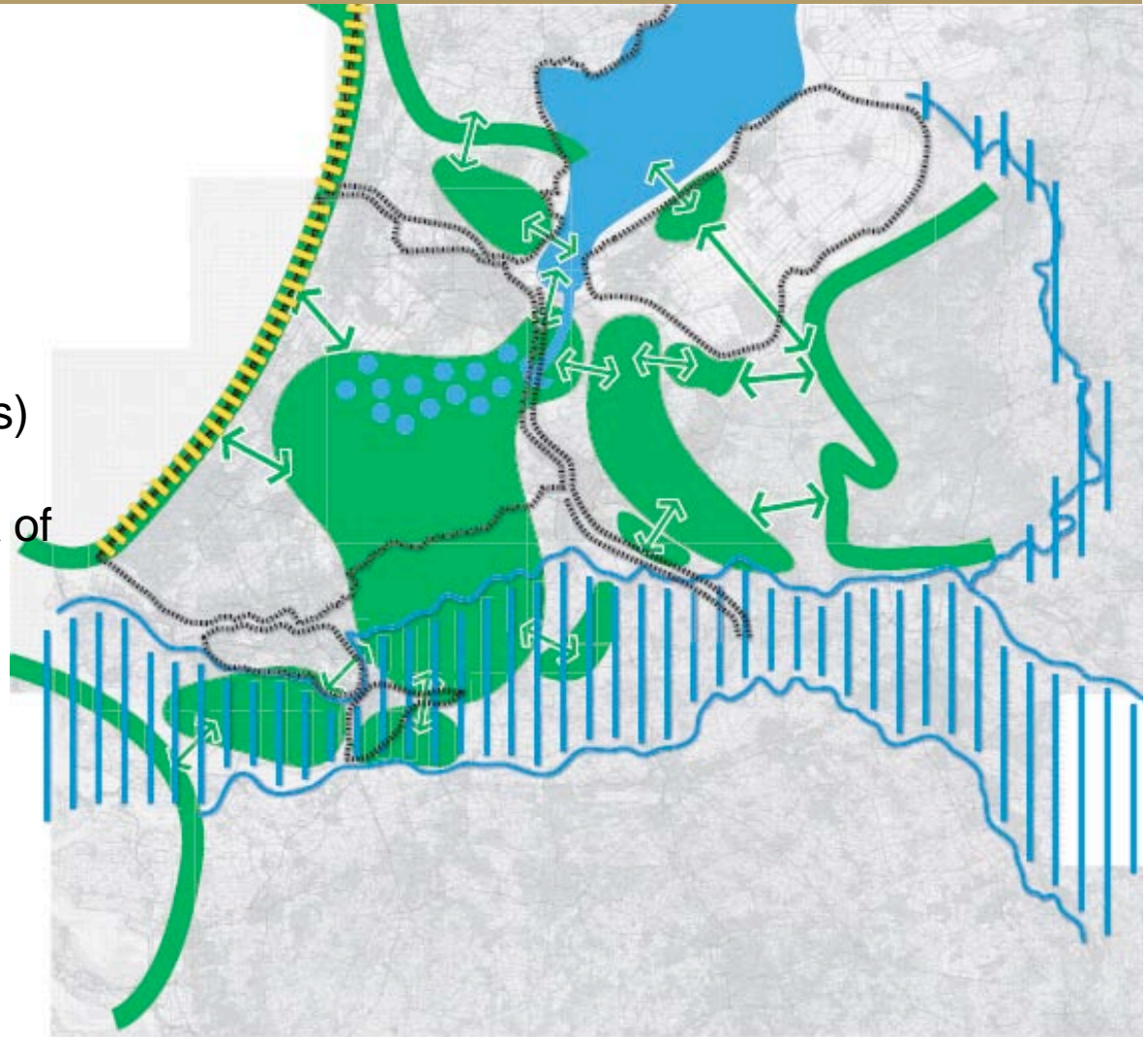


4 key choices for the Randstad towards 2040

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

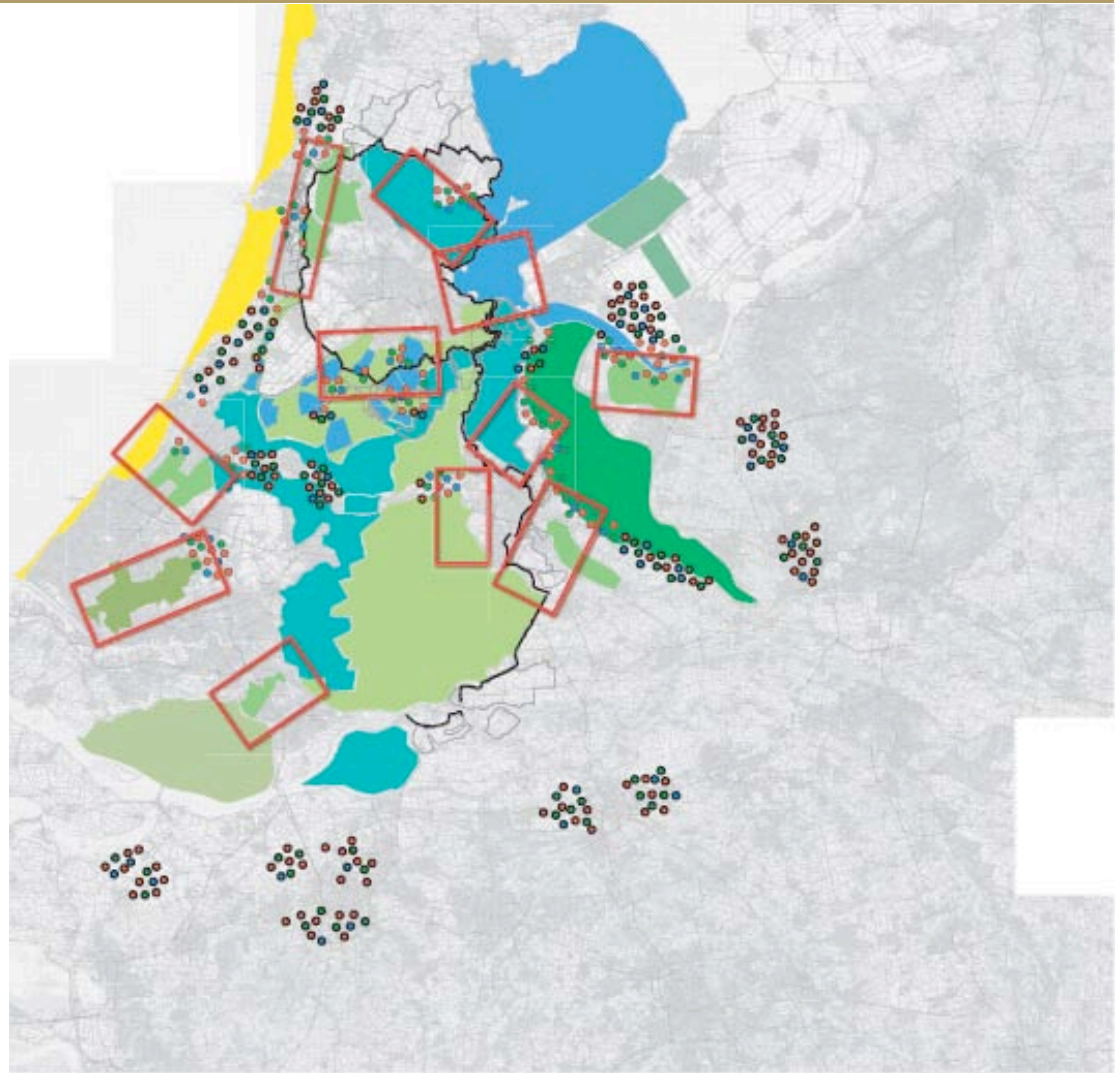
➔ Living in a climate-proof delta with a robust framework of landscapes

- 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



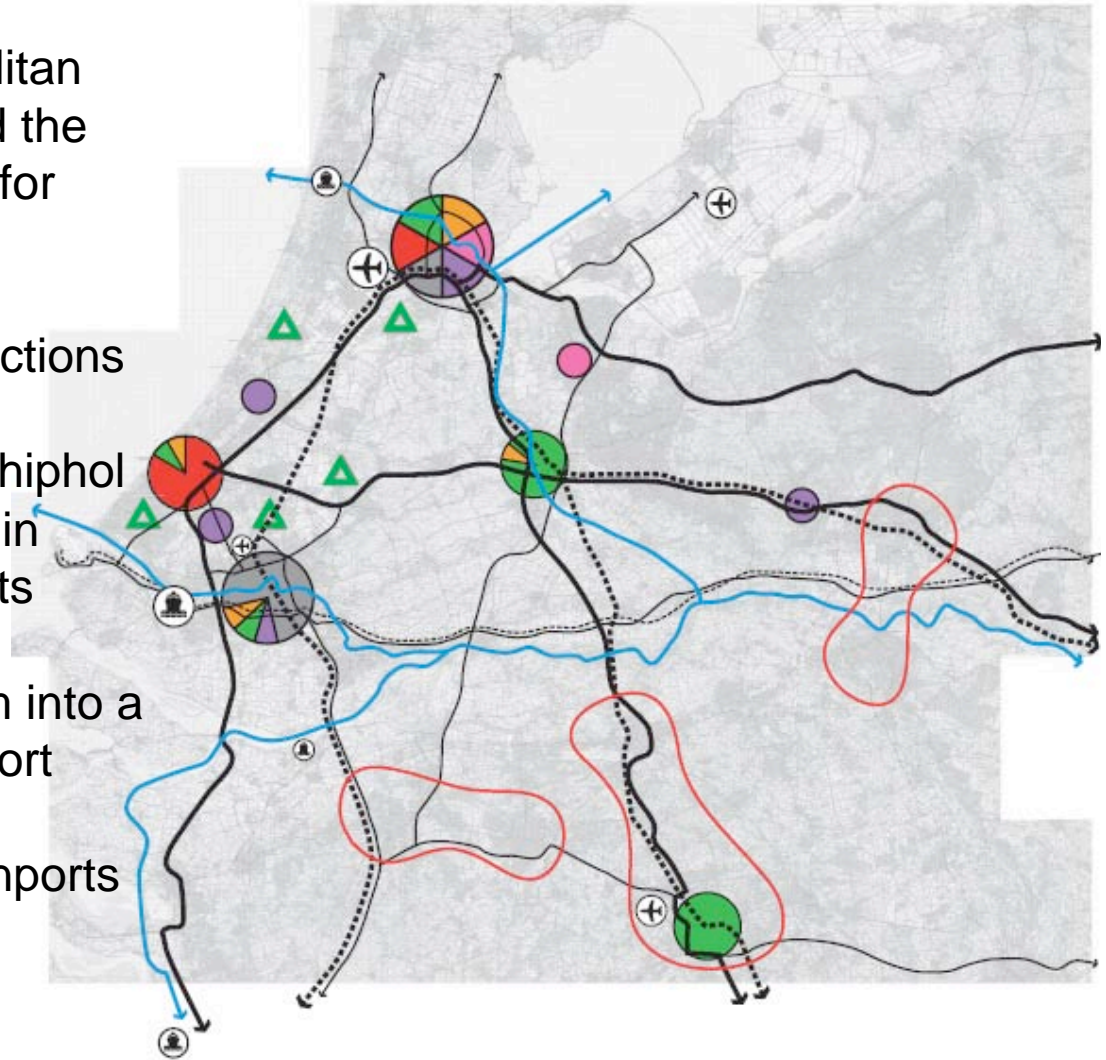
→ Strong and sustainable cities and better regional accessibility

- 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

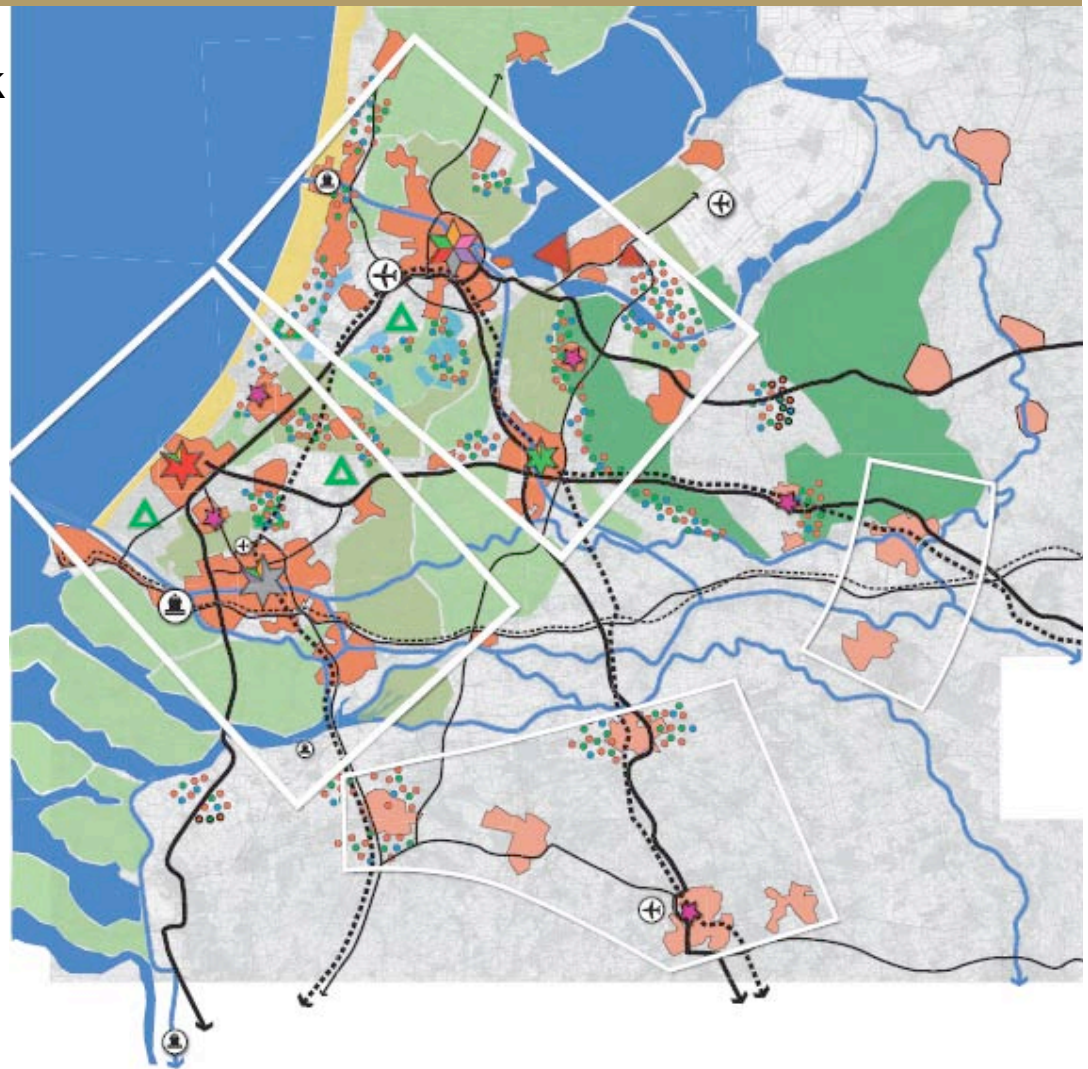
- Take advantage of the metropolitan opportunities of Amsterdam and the diversity of a polycentric region for business locations
- Improve the international connections
- Preserve the hub function of Schiphol airport, as airport of destination in cooperation with regional airports
- Transform the port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





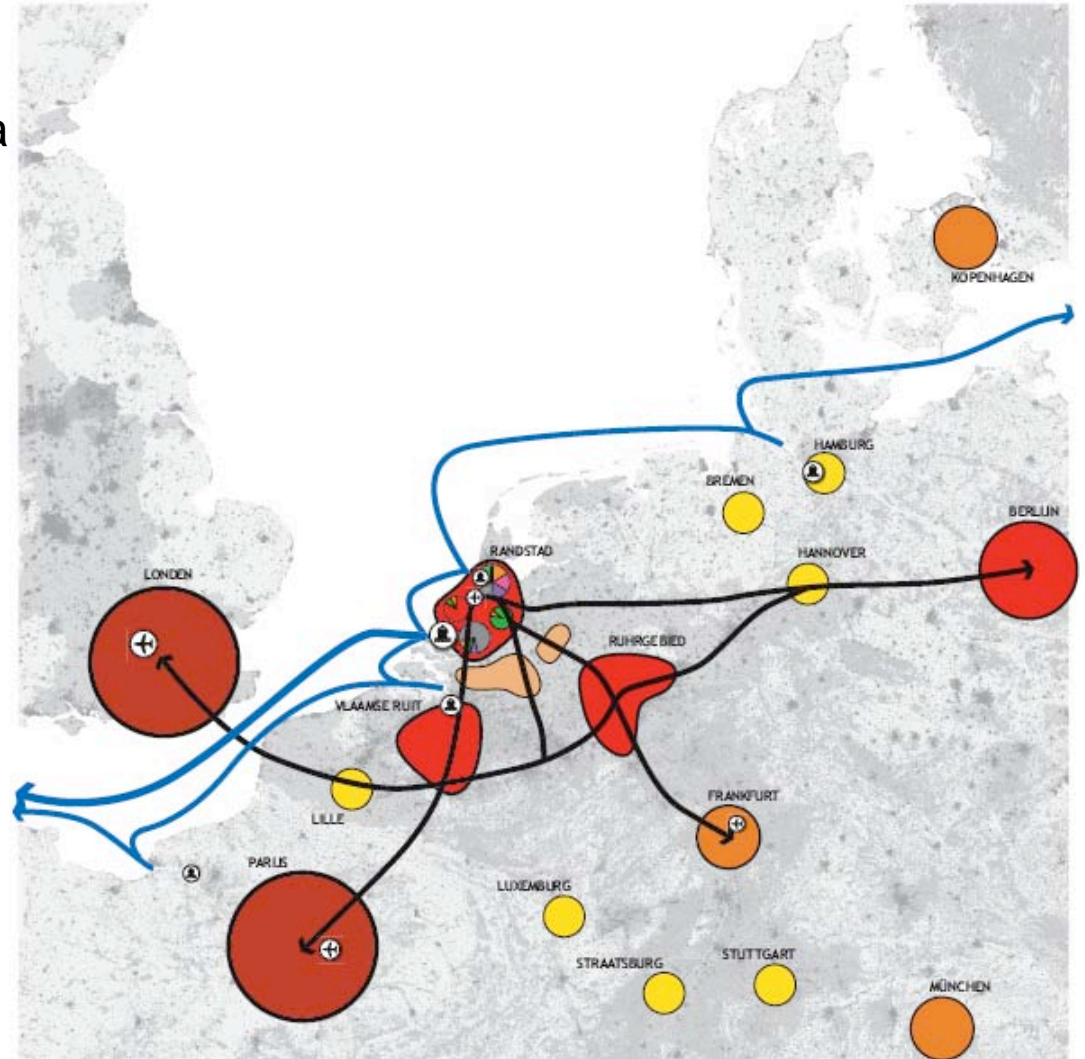
Spatial development concept Randstad 2040

- 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!

