Spatial development and infrastructure planning in the Netherlands

Arjen van der Burg

Yvonne van Remmen

Wim Heiko Houtsma

Directorate-General of Spatial Policy
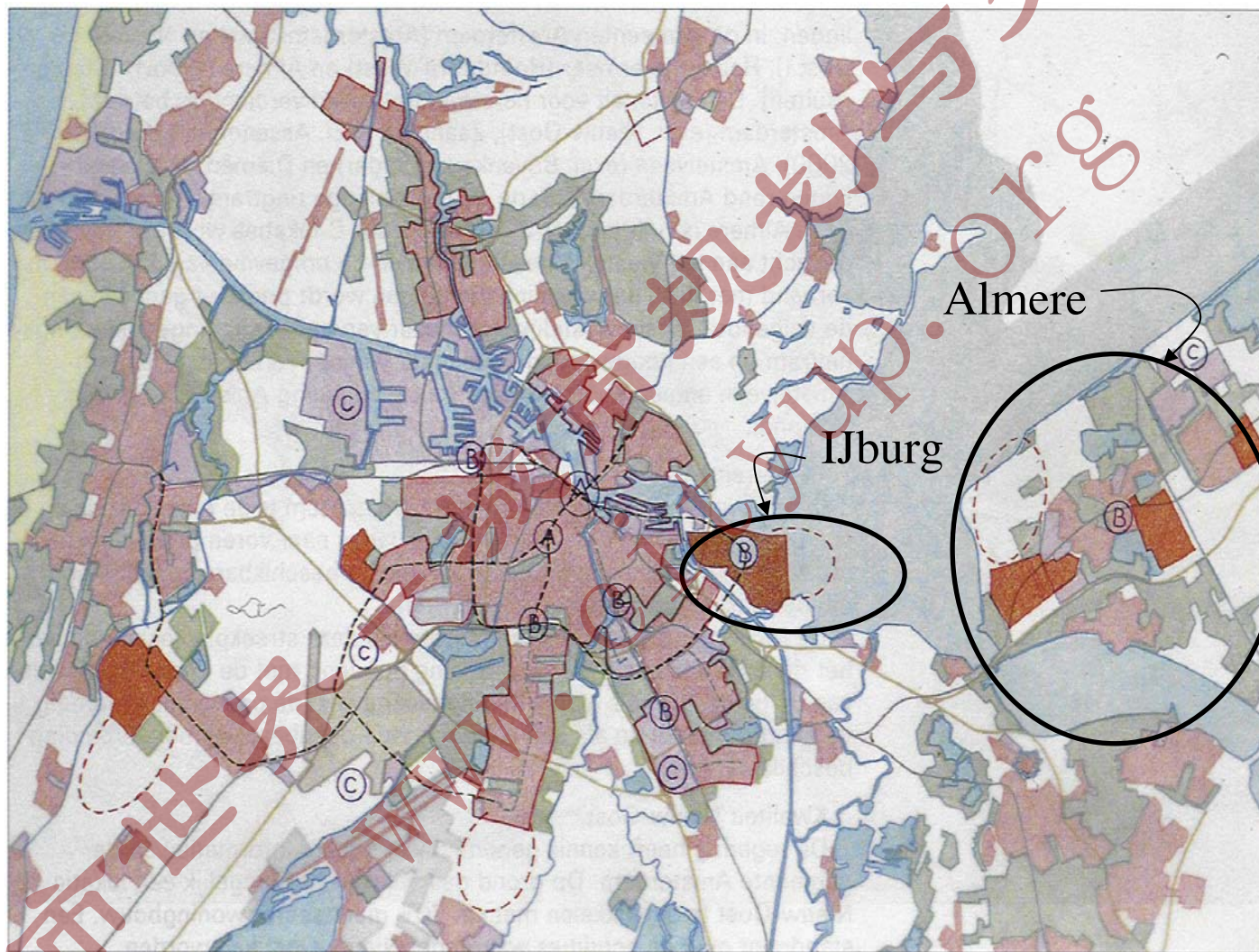
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Routes to sustainable urbanization

- 1970's: New Town program: State subsidizes location development of *municipalities* combined with road infrastructure and public transport
- 1990's: VINEX program: State subsidizes location development of *urban regions* combined with public transport and with restrictions on building outside urban agglomerations
- 2010's: MIRT program: State subsidizes integrated area development projects in *national urban networks,* combined with public transport, restrictions on building outside urban networks and restrictions on new industrial sites

Vinex: locations, public transport

The Vinex Program 1995-2005

Region	No. houses (contract)	
7 Large metropolitan regions	295,000	
Other metropolitan regions	165,000	
Outside metropolitan regions	190,000	
Totals	650,000	

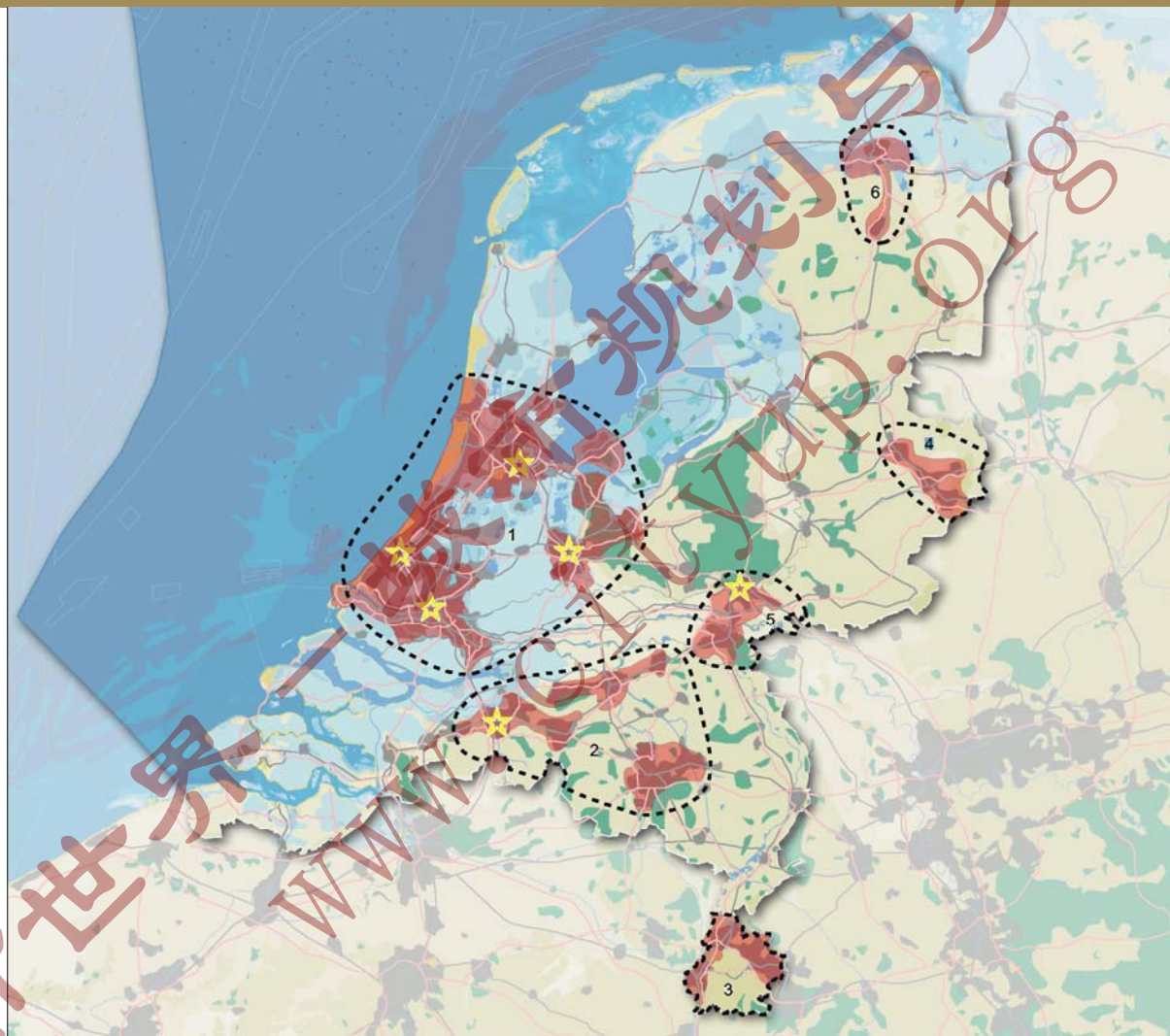# Utrecht 2002 Leidsche Rijn

Almere

Utrecht 2002 Leidsche Rijn

VINEX effects (1995-2005)

- Clustered development: 58% of housing stock was concentrated in urban regions, 61% of new additions is concentrated there: *a strong and positive effect*

NB Employment continues to deconcentrate

- Compactness: housing densities average 34,3 homes/ha net;
- average plot size 246 m2;
- 72% on new locations, 28% on inner city locations → *not compact enough for public transport everywhere, too compact for adequate meeting of housing desires*
- Car use: on inner city locations substantially lower than on new extensions; 5-10% less car kilometers compared to less restricted land use: *a strong and positive effect*

National Urban Networks

Lessons learned for MIRT

- It does pay to make a package deal (also with growth centres)
- Regional transport: has it's own rules and financing systems
  - → interaction was not completely successful
  - → MIRT doesn't change that: how to solve?
- Business areas: municipalities keep on offering cheap new locations

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