Conference On Implementing Sustainable Urban Travel Policies in Russia And Other CIS Countries
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MITIGATING CAR TRAFFIC IN DUTCH CITIES: NATIONAL INTEREST AND LOCAL ACCESSIBILITY

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The Netherlands
Population 16.2 mio
16,040 mile\(^2\)
1200 inh./mile\(^2\)

- 40% (6.5 mio)
- 2600/mile\(^2\)

GDP/head (2002):
- € 27,000
  (EU: € 21,000)
The Netherlands in Europe

- Pass.cars per 1000 (2003): **481 cars**
- Average km p.p.p. day: **31,9 km**
- Modal split (2003):
  - **trips** km
  - car 49 % 79,5%
  - PT 4,5% 11,5%
  - bike 26 % 8 %
  - Other 20,5% 1 %
- Passengers transport expected to growth till 2020 with about 35%!

Ministerie van Verkeer en Waterstaat
“Decentralised unitary state”
Tiers of local government

- 12 Provinces
  - env. management, spatial planning, energy, sport, culture
  - provincial networks (road, canals)

- 7 Urban “Metropolitan” Regions
  - centralized responsibility for PT, transport and spatial policy, but no jurisdiction over roads

- 489 Municipalities
  - water supply, traffic, housing, schools, social services, health, sport, culture
  - municipal networks (road, rail, canals)

- Most funding comes from central govt.

Ministerie van Verkeer en Waterstaat
Integrated Transport Policy in 1990’s: 2nd Transport Structure Plan (SVV2) 1990-2010

- Ambitious targets: mobility, safety, environment: quantitative targets
  - containing car-mobility growth to 30% instead of 70%
- Ambitious policy package, i.e.:
  - Pricing (parking, congestion)
  - Improving alternative modes
  - Land-use (e.g. ABC-policy: restricting employee parking)
  - Create Metropolitan Transport Auth.
Barriers

- Too technocratic approach ("shapeable world/blueprint")
- National plan with national goals, no regional differentiation
- No "elaborated" vision on decentralisation issues (e.g. centralised funding!)
- Insufficient legislative framework
- And (up to now)...lacking political support for road pricing
Lessons learned

- Look for the right authority for policy implementation
- Match role – responsibility - discretionary powers - funding of government tiers
- Make adequate legislative framework
- How is accounting organised
Decentralisation of transport policy: a step-by-step process

- First: Traffic Safety
- Then: Public Transport (including new PT Act) And: Funds for smaller infrastructure projects
- Now: transition to decentralising funds for larger infrastructure projects and PT subsidies
- And in the mean time: Strengthen the knowledge infrastructure Based on local and regional needs
Vision on Public Management

• Business-like approach: make it when it is beneficial
• Decentralise if possible, centralise if necessary, use joint international (EU) action if possible
• More public-private partnerships
• Flexibility in planning: no blueprint for 2020
Legislative Framework: Transport Planning Act

- Establishes planning hierarchy
- Requires strategic transport plans from provinces/urban regions, in compliance with National Strategic Transport Plan
- Requires compliance from municipal policy with provincial/regional strategic plan
- National plan should be result of agreement between all tiers of govt. ("bottom-up")
- Requires monitoring (input from provinces /regions/municipalities within national monitoring system)
Organising transport policy: planning hierarchy scheme

Central government

Province/region

Municipalities

<Essential elements>

>Monitoring

Ministerie van Verkeer en Waterstaat
National Mobility Plan:
New Strategic Transport Plan 2004-2020

• “Realistic ambitions”
• Mobility to be accommodated, but not unrestricted; no moralisation about mode choice
• Priorities national networks:
  1. Guarantee reliability road and rail (maintenance!)
  2. Better organisation between networks (national/provincial/local)
  3. Optimize capacity utilisation road and rail
  4. Selective capacity expansion on road
Organising regional accessibility: *area-wise* and *user oriented* approach from door to door instead of from network operator to network operator

- Clear division of responsibilities
- Quantitative targets remain for traffic safety and environment
- Road Pricing: Not before 2010 except (possibly trucks). Creation of support in society
National vision on Urban Transport

- Area-wise approach
- Involve all relevant partners (govt, operators, private, NGO’s)
- Do not focus on responsibilities, but on the problem and how to tackle it
- Foster co-operation
- Realistic, no “grand designs”
- Step-by-step, start with what’s feasible
Challenges

- Horizontal co-operation vs. Vertical planning hierarchy
- Decentralised funding needs funds to provide an incentive!
- Developing the adequate ‘common’ monitoring system in co-operation with regional/local govt.
Amsterdam Experience

Problem that Amsterdam faced:
- Historical innercity with very limited parkingspace
- Continuing growing car use and ownership
- Growing amount of visitors

Integrated Policy package:
- Preference of Public Transport before Car use
- High quality and fine infra network management
- Focus on target groups, accessibility for
  - Businesses, short visits and inhabitants
- Package of
  - Parking, Public Transport, Cycling and Car use
Amsterdam Experience

Parking policy
Paid parking
Price differentiation per residential area (permits)
Strong enforcement

Infrastructure
Fine (close to home) and frequent PT network
Smart cycling network
Sufficient Parking houses and signalisation

Lesson learned:
Take profit of your existing urban PT networks!