



Transit Oriented Development in the Netherlands

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The bad news:

In the Netherlands they don't do TOD

The good news:

In the Netherlands they do:

Mobility Oriented Urban Planning and Design

And even better news:

In the Netherlands we have:

TOM

Transit Oriented Mindset

TOM is a state of mind of planners and designers whereby transit is the central focus point for any urban plan and infrastructure design.

CHANGING THE MINDSET – A REVERSE APPROACH

OLD MINDSET

Urban Planning
&
Infrastructure Design



Public Transport
forced to fit in

Result: sub-optimal or poor service provision

TOM MINDSET

Design of
Public Transport
Concept



Urban Planning &
Infrastructure Design
AROUND
PT Concept

Result: attractive and efficient public transport (and NMT)

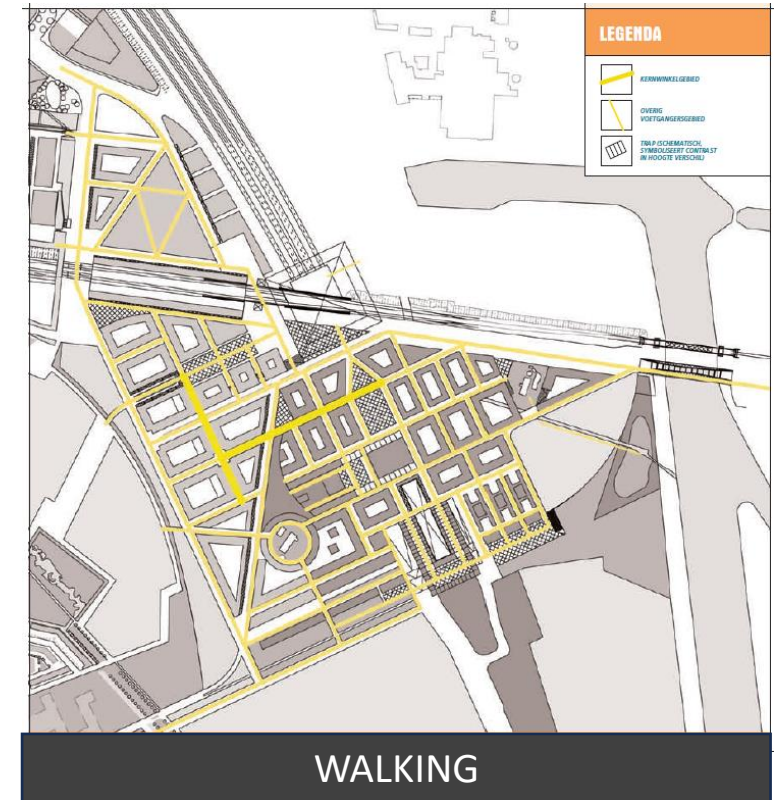
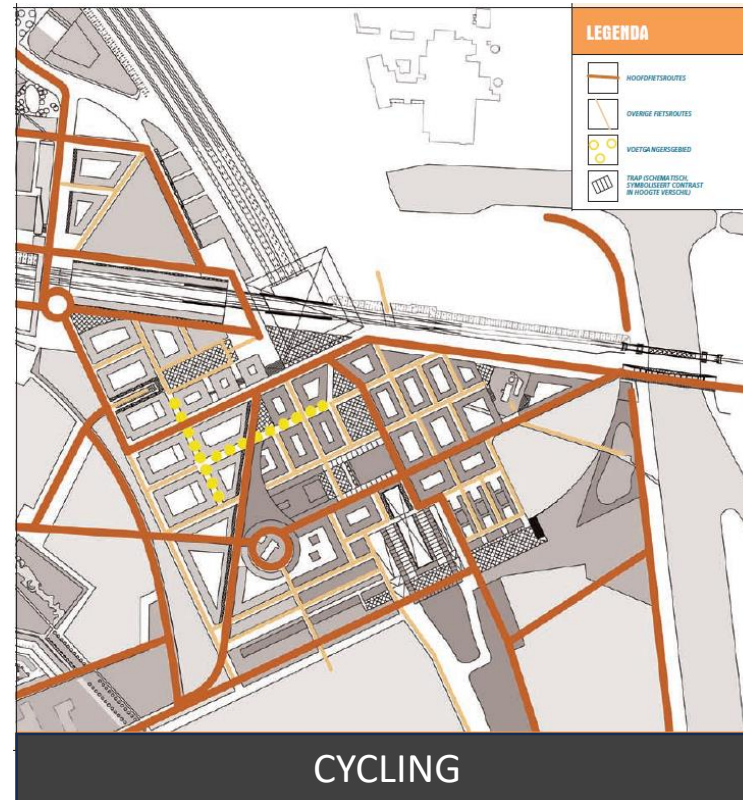
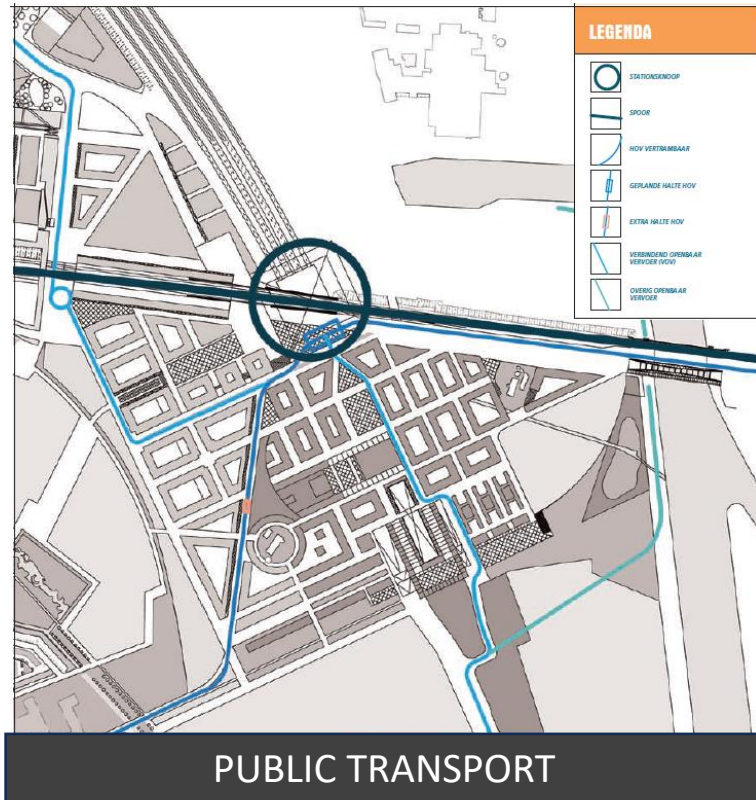
UTRECHT – LEIDSHE RIJN CENTRE DEVELOPMENT



New development taking public transport, walking and cycling as starting point for design

Utrecht Leidsche Rijn, Netherlands

AREA DEVELOPMENT PLAN: BASED ON A MOBILITY PLAN



Utrecht, Leidsche Rijn (Netherlands)

UTRECHT – LEIDESE RIJN CENTRE DEVELOPMENT



New development taking public transport, walking and cycling as starting point for design

Conclusion:
TOM is that simple!

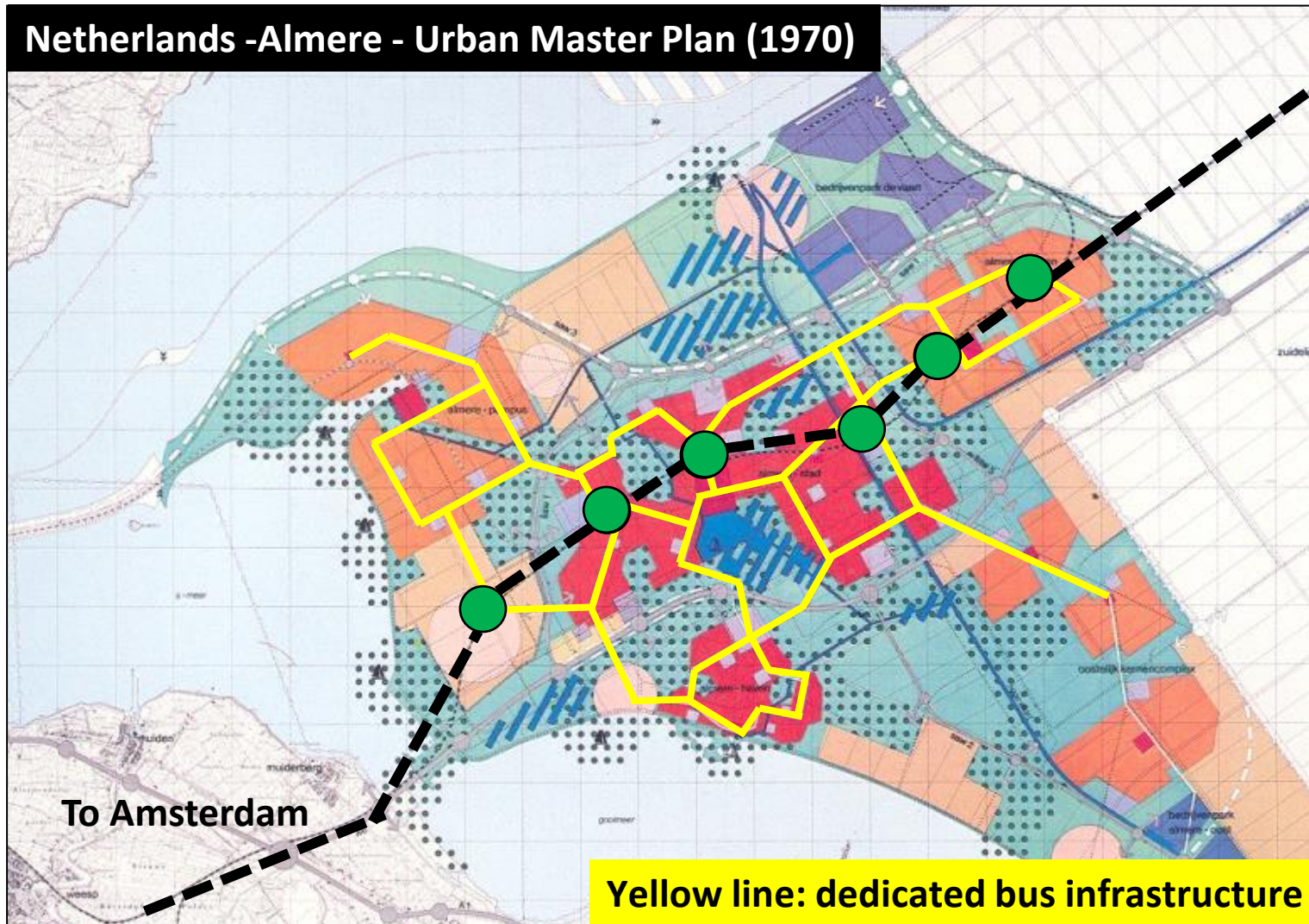
TRAFFIC CALMED AREA – ATTRACTIVE PUBLIC SPACE – QUALITY OF LIVE

The mobility concept results in a high-quality urban environment around sustainable mobility



Utrecht Leidsche Rijn, Netherlands

DEDICATED BUS ROADS AND RAIL STATIONS BASIS FOR URBAN DESIGN



6 railway stations ●

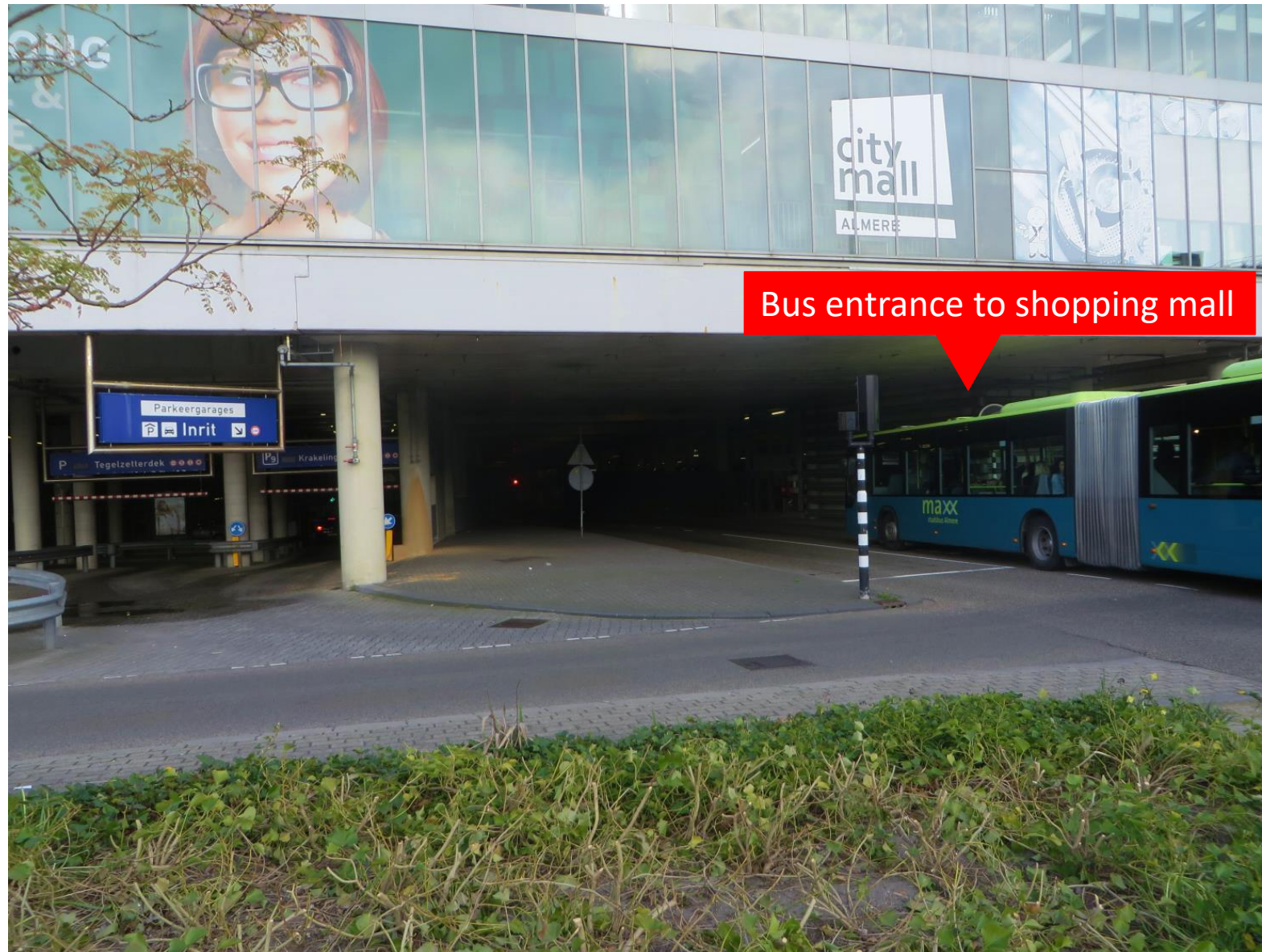
40 km of dedicated bus roads

DEDICATED BUS INFRASTRUCTURE AT THE HART OF DEVELOPMENT



Almere
Netherlands

BUS INFRASTRUCTURE INTEGRATED IN SHOPPING MALL



Almere
Netherlands

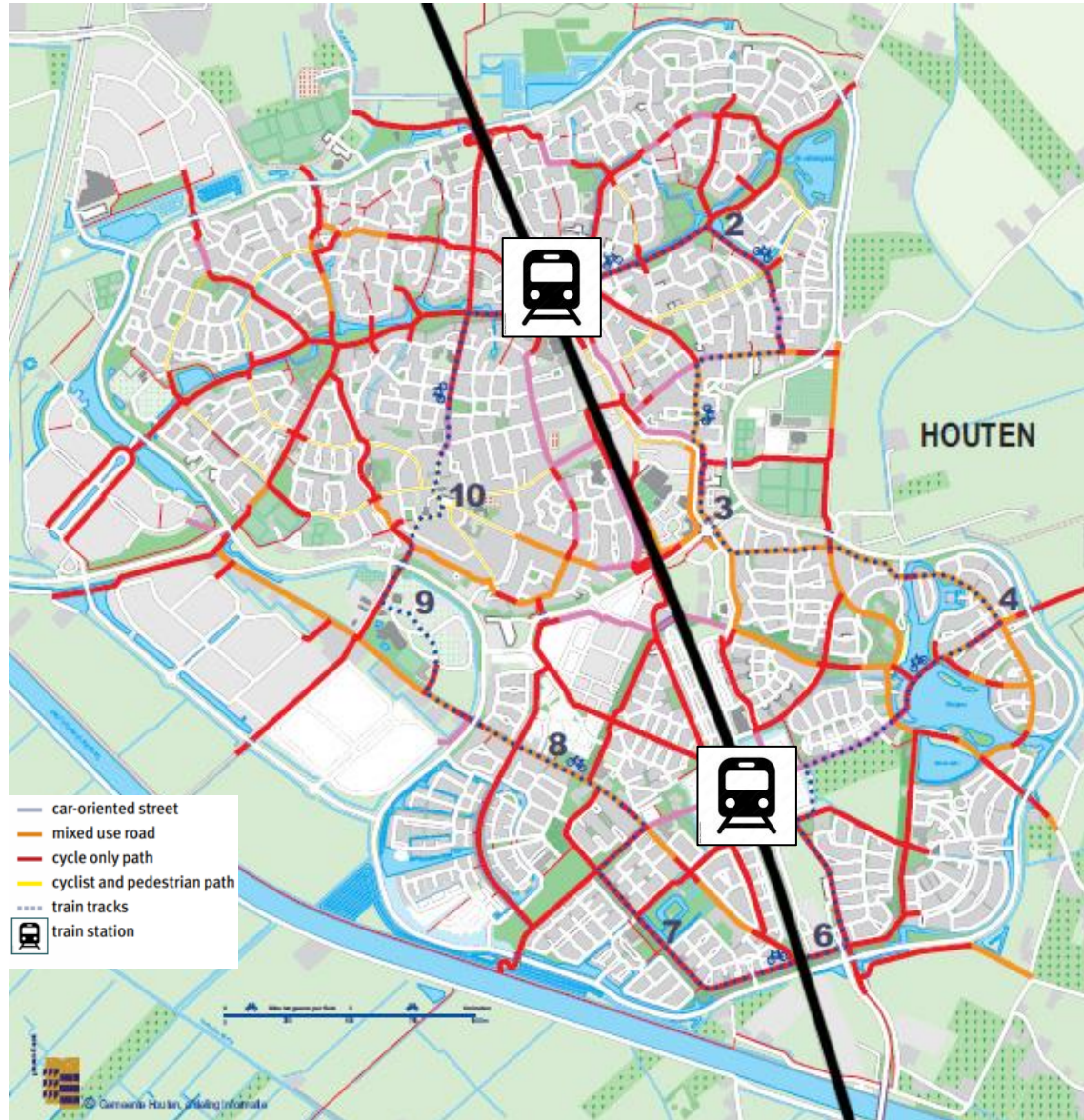
LARGEST SHOPPING MALL OF THE NETHERLANDS

Westfield Mall of the Netherlands, The Hague



Main entrance of shopping mall: focus on public transport, walking and cycling

URBAN DESIGN FOCUSED ON CYCLING ACCESS RAILWAY STATION



City of Houten

Netherlands

Netherlands

35% of rail users travel by bicycle to railway stations



STATION DESIGN INTEGRATED WITH WALKING AND CYCLING



Utrecht
Station Lunetten

Exclusive
underpass and
stations access for
pedestrians and
cyclists

INTEGRATED BICYCLE PARKING AT RAIL STATIONS



BICYCLE PARKING GARAGE - AMSTERDAM CENTRAAL STATION



Capacity for
13.000 bicycles

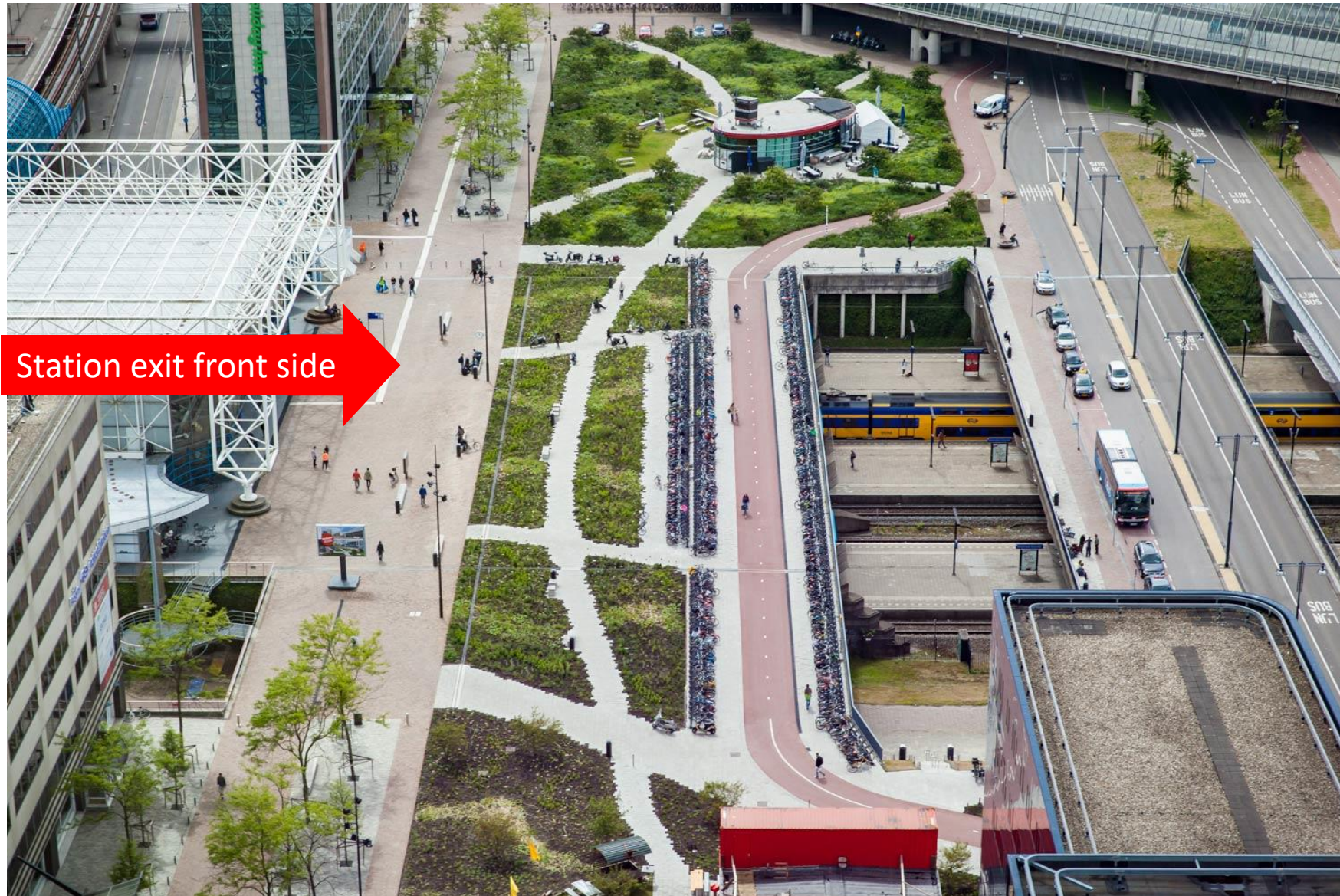
ROTTERDAM CENTRAL STATION - TRANSFORMATION



PUBLIC SPACE IN FRONT OF STATION (METRO-RAILWAY)



STATIONS AND TRANSPORT HUBS ARE PUBLIC SPACES



Amsterdam
Station Sloterdijk
(metro and rail)

High quality station
entrance focused
on accessibility of
pedestrians and
cyclists

QUALITY DESIGN STATION INTERCHANGE



Station back side

Seamless transfer
between
transport modes
with sufficient
space reserved
around the station

Integrated
Railways, Metro,
Tram, Bus, Bicycle,
Pedestrians

Station
Amsterdam Sloterdijk
(Netherlands)

STATION THE HAGUE CENTRAL: INTEGRATION LRT AND TRAIN



SUCCESS FACTORS TOD - NETHERLANDS



Strong culture and tradition of urban planning and design quality



Municipalities have a strong vision, power and leadership



Robust legal framework (+ enforcement)



Cooperation between stakeholders - respecting the interest of partners



Multiple financing options for all partners available



Mobility infrastructure integrated in urban planning (road, PT, NMT)



Station areas are considered as key development zones