



BUILDING A PROGRAMME TOGETHER ON MOBILITY AND SPATIAL DEVELOPMENT

Sanneke Bolderheij

Regional cooperation and mobility
advisor – City of Amsterdam





Formally there is no separate entity for regional cooperation

- In the Netherlands there are official separate entities for the national state and the 12 provinces.
- Within the provinces there are 352 municipalities.
- These all have their own governance structures and their own chosen boards





Across the Netherlands the governments work together along different lines

Cooperation of the largest 4 cities in the Netherlands. They discuss similar problems and possible solutions.
Often talk with the national government as 1 entity.



Cooperation of different Dutch municipalities



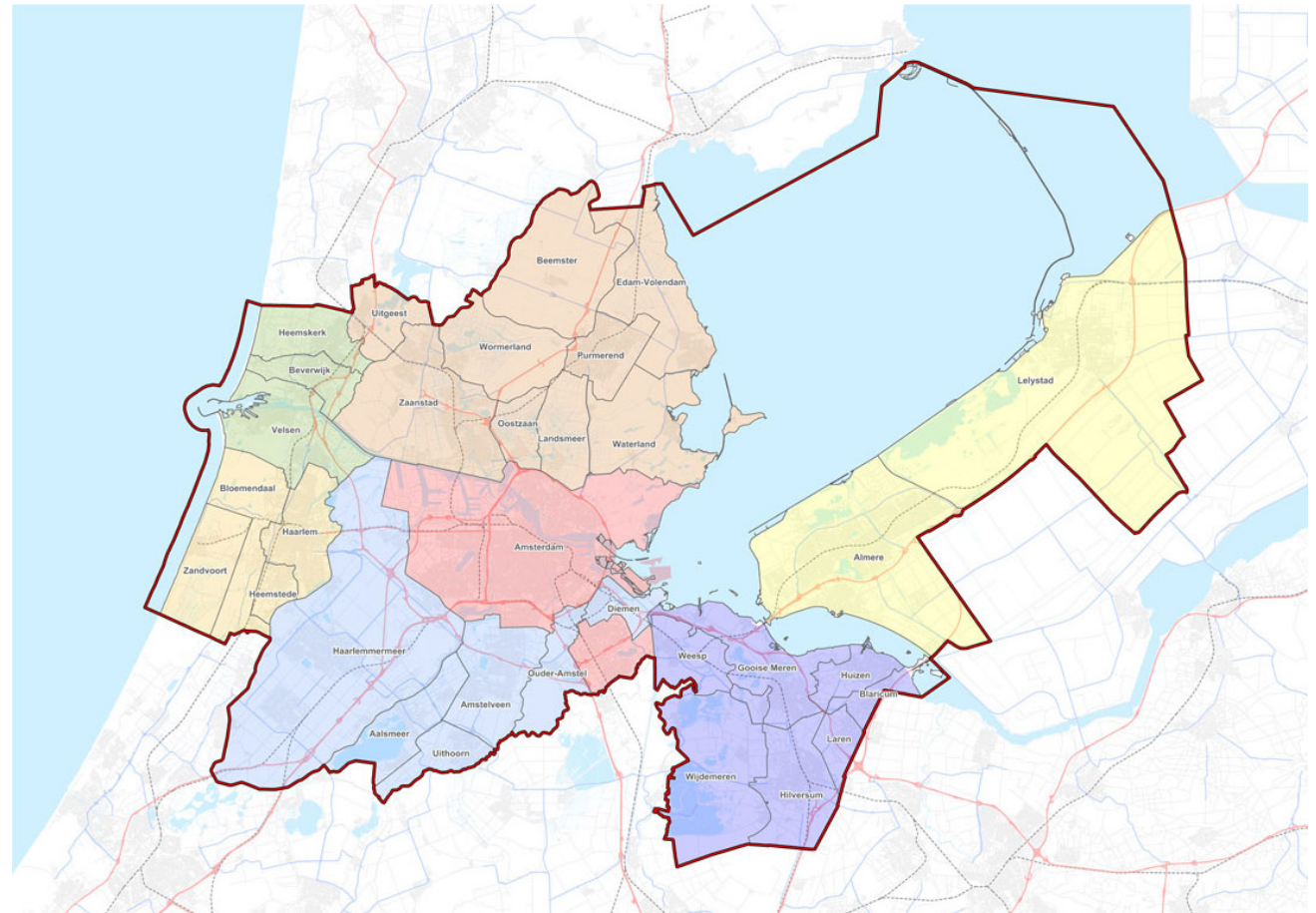
Similar to the G4, but made up of 40 smaller cities in the Netherlands.





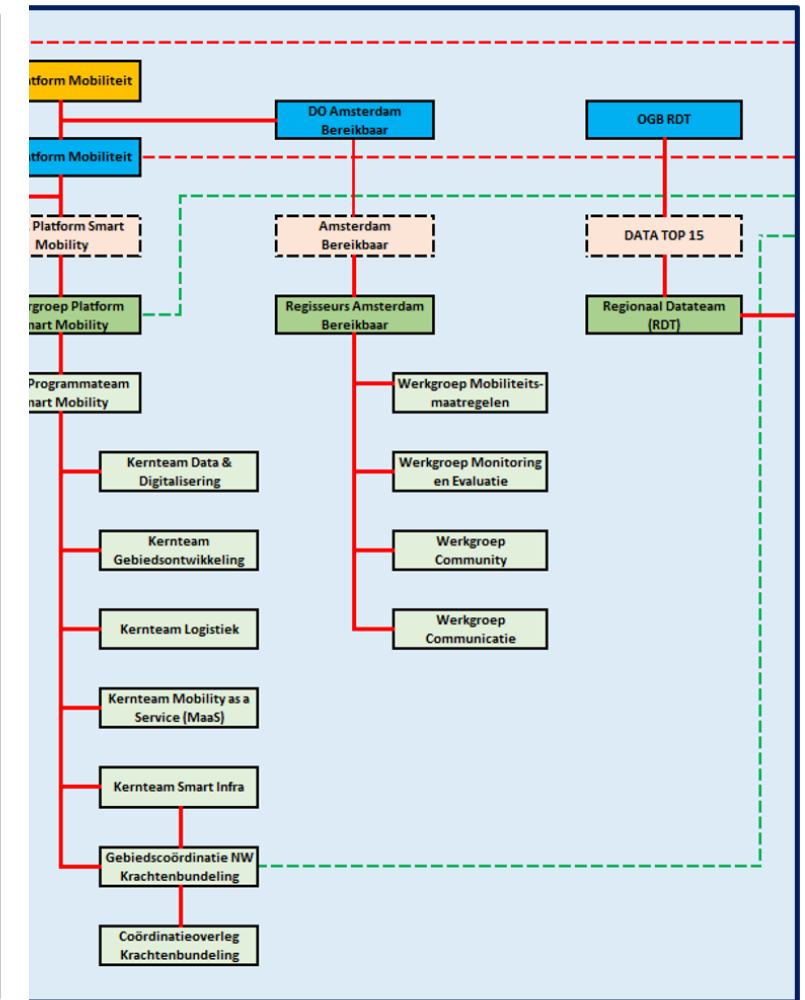
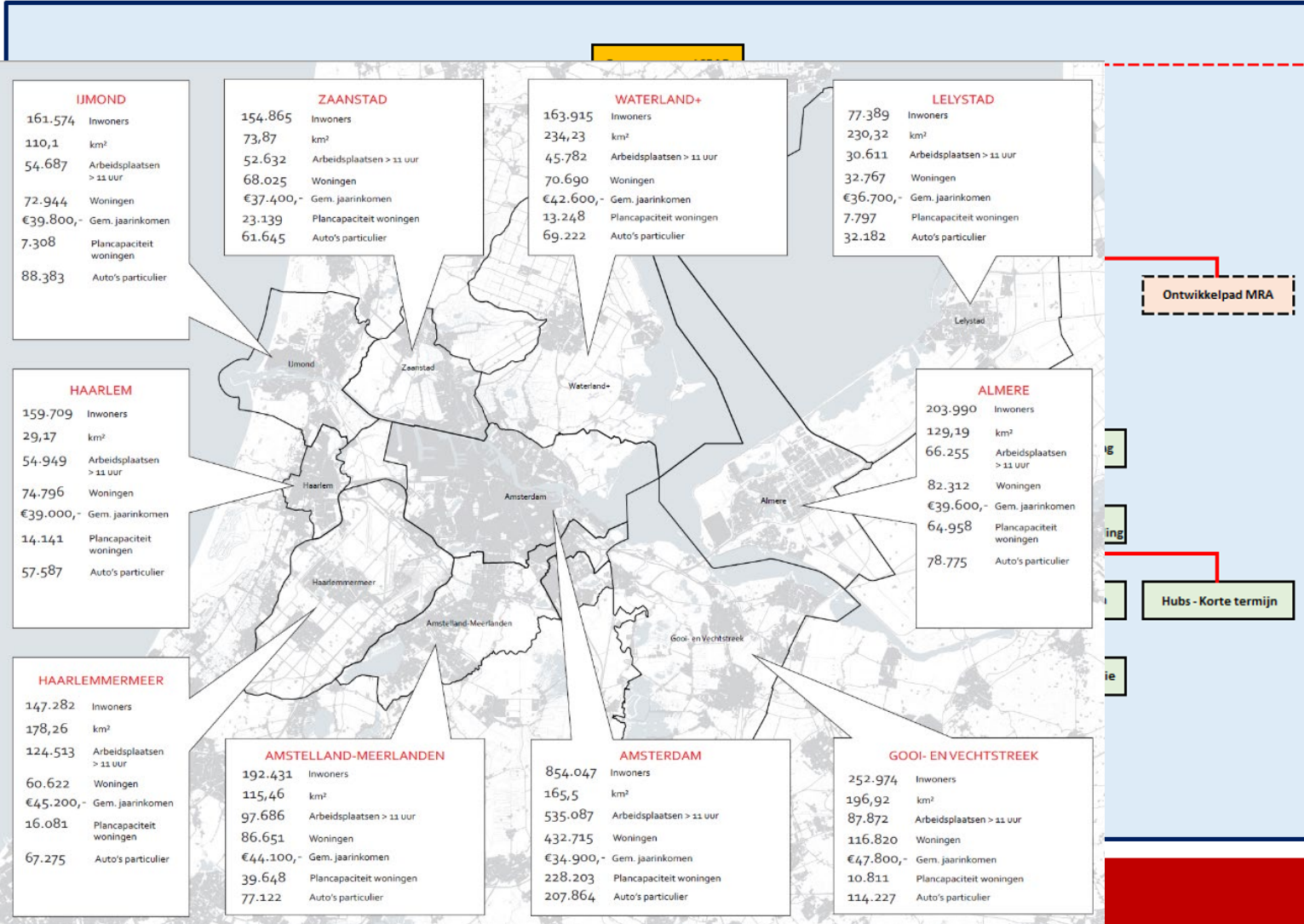
The Amsterdam Metropolitan Area combines different governing bodies for regional cooperation

- Amsterdam Metropolitan Area is a body for regional cooperation which consists of 32 municipalities, 2 provinces and the responsible transport alliance.
- **The Amsterdam transport alliance** is a special governing entity with its own council and governance structure
- The region has two airports, different seaports, the financial centre of the Netherlands, the world's largest flower auction in Aalsmeer and many clusters of creative companies.
- Work together on issues such as: inclusion, sustainability, urbanisation and mobility





Our regional cooperation in a few images



form / Amsterdam Bereikbaar / RDT



Regional cooperation is embodied in different programmes and projects

- “Samen bouwen aan bereikbaarheid” is a cooperation of the Metropolitan Area with the national government.
- The Amsterdam Metropolitan Area worked on an urbanisation strategy.
- Work together on questions of mobility and accessibility.
 - Future mobility plans
 - Subway lines
 - Housing development

<https://samenbouwenaanbereikbaarheid.nl/over>





Great in theory, but how does it work in practice?

- The programme works along the line of several major plans
 - An analysis which works as an umbrella for the major mobility plans in the area.
 - Expansion of the mobility system to the south-west part of the metropolitan area
 - Expansion of the mobility system to the east part of the metropolitan area
 - Reduce the pressure on the mobility system for short-term improvement
 - A living document which illustrates the different development plans
- Governance structure:
 - How do you set up a cooperation like this, when the interests of the participants are so very different?
 - And how does this cooperation work when some partners have a bigger share in the cooperation (size of the area, amount of inhabitants)
- Cooperation with the national government
 - Many interests for the national government.
 - How do you work with the political sensitivities that chosen representatives on a different level have to deal with?
 - How do you ensure that your needs as a metropolitan area are met when there are more rural parts of the Netherlands to consider – so the creation of national policies is difficult (impossible?)



Some mentimeter questions to illustrate some dilemma's



- Regions are facing sensitive questions, and money is not unlimited. Implementation has to be based on interests and speed. How do you deal with these issues?
- When choosing investments, which characteristic do you deem most important in a city?
- When designing an investment/policy, how do you design the process?



Open for discussion



- How can a more urbanised area, such as the Metropolitan Area of Amsterdam, work together with the national government to implement policy that does not necessarily benefit the whole country – maybe even just a small part (the urbanised areas)?

- Difficulties in finding cooperation between cities and more rural areas.

How can you create policies that are accepted by the whole metropolitan area? Even though they might benefit one area more than the other.

