



Neo- liberal physical planning, access for  
all, and global warming

OR

Rethinking Car Dependence

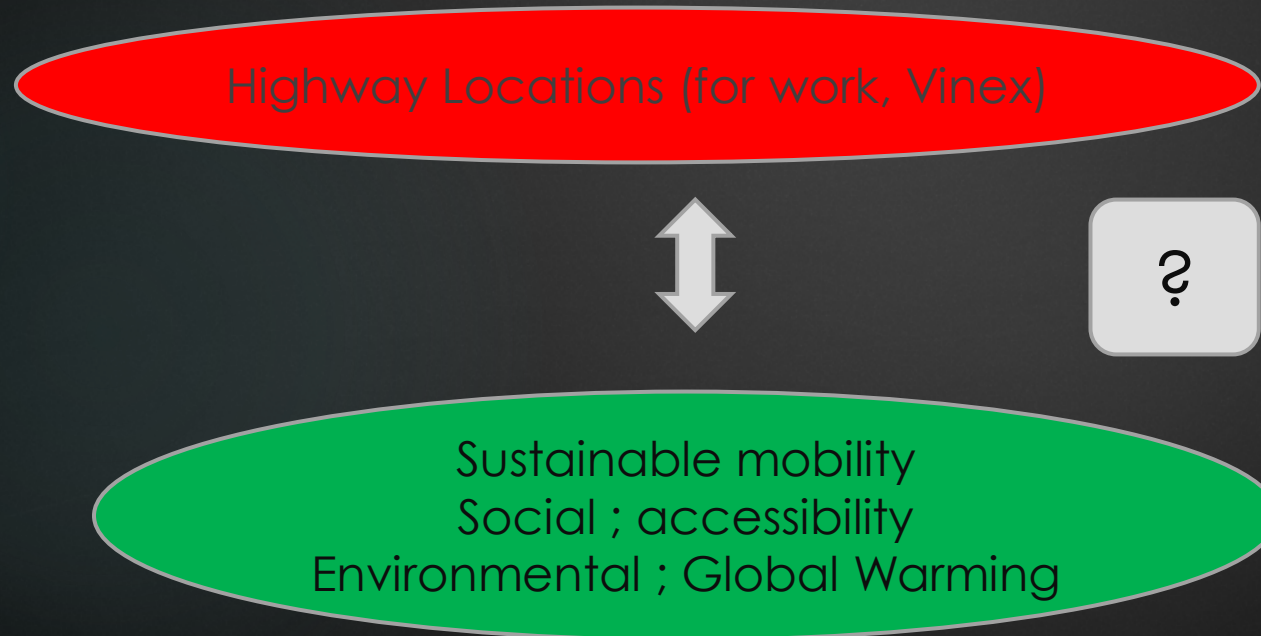
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# Introduction

- ▶ I was invited to present the 17<sup>th</sup> Planologie lecture of the State University Groningen
- ▶ Concept behind these lectures ; connecting practice of spatial planning with more academic insights

# Theme

- ▶ “how to relate development of highway locations with sustainable mobility”























# Characteristics highway locations

- ▶ Planned by municipalities
- ▶ Only entrance via highway
- ▶ Nearly complete car dependent
- ▶ Fastest growth in employment; now 40 %
- ▶ Not in every country, but strong in the Netherlands
- ▶ Created in last two decades



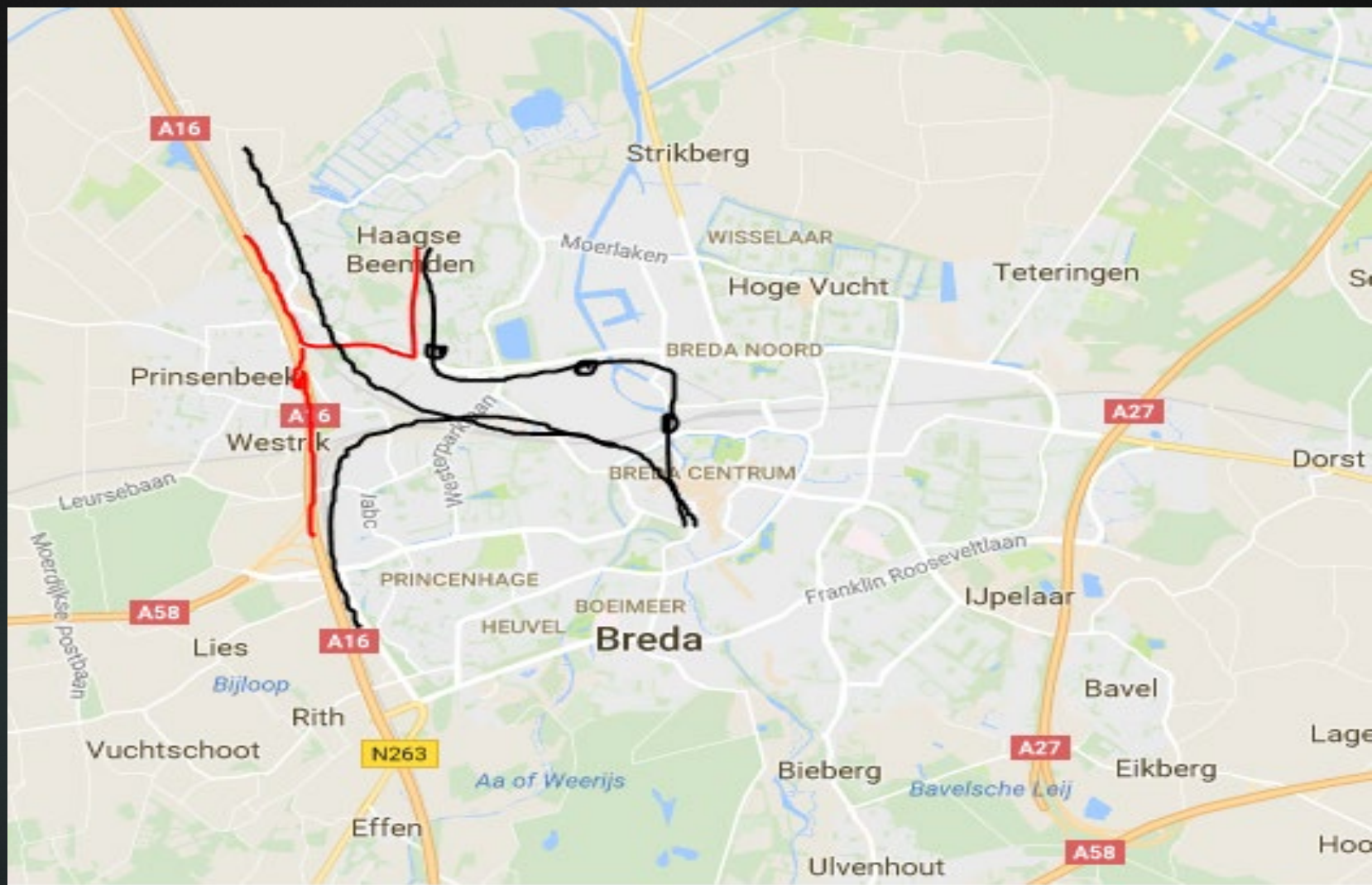




# The other highway locations ; outlying Vinex areas

- ▶ Leidsche Rijn, Reeshof, Meerhoven, Haagsche Beemden
- ▶ Housing areas
- ▶ Mostly middle class
- ▶ Highest % car use and car ownership in the Netherlands
- ▶ Build as an effort in sustainability, but.....





# Accessibility

- ▶ Highway locations for work ; 95 % employees arrives by car, 1,2 person in each car, creating congestion
- ▶ Vinex areas ; there is public transport, but.....as I explained already



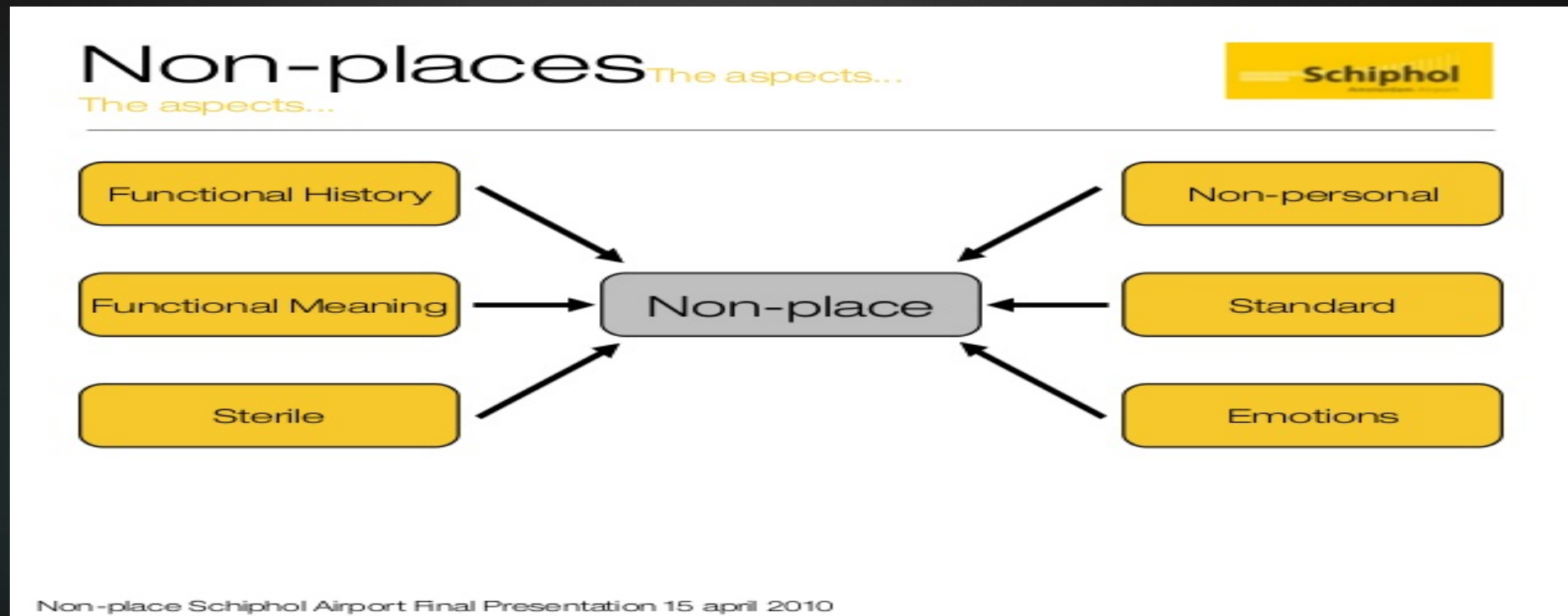


# Accessibility

- ▶ From “Buitenwijk”
- ▶ Inhabitants love their house
- ▶ Are indifferent to their neighbourhoods
- ▶ But like the location of their neighbourhood on the Dutch map, because...
- ▶ Everything within easy reach by car
- ▶ Have nothing with the city they seem to belong to...

# Small theoretical excursion

- Melvin Webber, 1964 ; “urban non – place realms”





# Accessibility Rural areas

- Public transport getting worse



## THE LADDER OF MARGINALISATION OF PUBLIC TRANSPORT

**Regular Public Transport**



Lower passenger numbers

**Mini busses with less frequency**



Lower passenger numbers

**Demand Responsive Transport**



Too expensive, and/or no great success

**Target group transport only**



Too expensive

**No public transport left in the area**

**PT by volunteers (community action)**



Initial enthusiasm wained



# So, what is happening ?

- ▶ Who is **responsible** for the current systemic production of these of “landscapes” that are leading to greater car dependence,
- ▶ ..and for the worsening of conditions for other transport modes in the rural areas ?

# So, what is happening ?

- ▶ ...in a time where we need to build coalitions to create a 50-80 % in CO<sub>2</sub> emission from mobility,
- ▶ ... and in a time wherein the shift to electric cars is only starting ?



# Explanations

I

Neo liberal ideology

Stefan Rammler

Lack of mobility rights

# Explanations



▶ Neo liberal ideology

- ▶ “There is no such thing as society”
- ▶ “When a man is older than 26, and still on the bus, he can consider himself to be a failure “
- ▶ *Margaret Thatcher*



# Explanations



Stefan Rammler ; Wahlverwandschaft of  
Modernity and Mobility

- ▶
- ▶ Modernisation is a process of structural differentiation
- ▶ What formerly belonged together – shops next to factories or houses- is now dispersed
- ▶ But ; differentiation can only exist with parallel process of integration
- ▶ And especially car mobility takes care of this spatial integration

# Explanations



Lack of mobility rights

- ▶ Jeekel, Martens (2017); comparing mobility with health care, education, housing ; just normal right for citizens to receive good provision of service (health care and education for all, housing for lower incomes, and specific groups, lacking in mobility)
- ▶ Providing appropriate mobility seems to be a charity insted of a right
- ▶ Martens ; Transport Justice, towards fair transportation systems

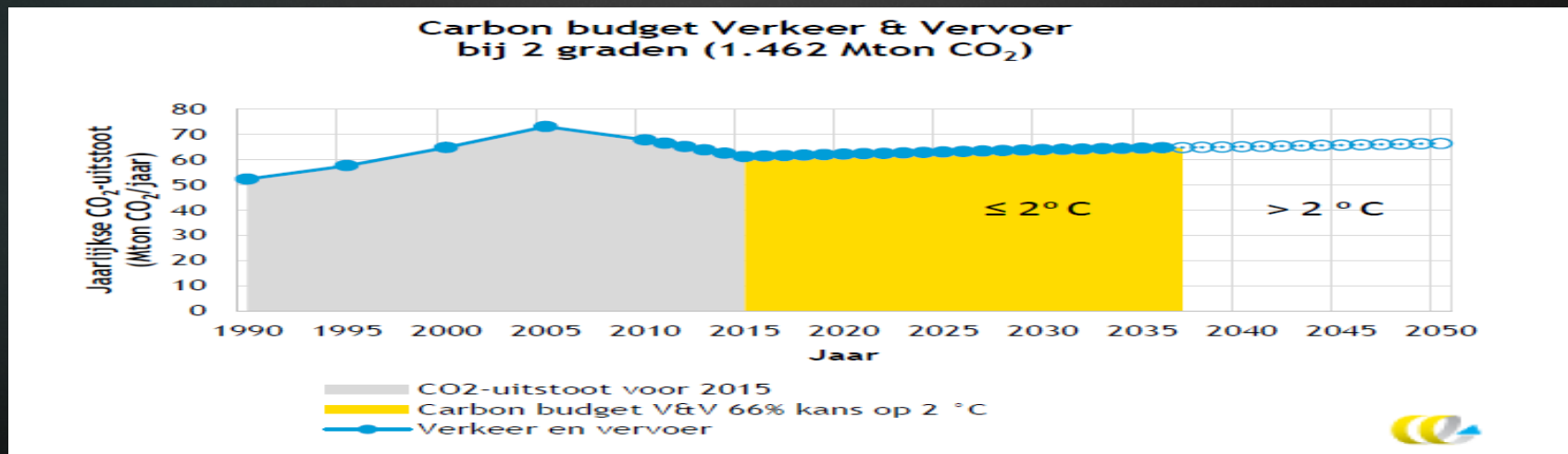


# Relation with Global Warming

- ▶ The production of the “*car dependent landscapes*” ; work highway locations, Vinex areas, rural areas with lacking public transport...
- ▶ ...is taking place in a time where mobility needs to work on reaching 50 to 80% CO<sub>2</sub> – emission reduction in 2050
- ▶ Electric driving? ; but 1. slow implementation (renewal car fleet, 2017 : 7673 cars sold to 418.788 as the car purchase figure)
- ▶ And 2; just too late!

# Relation with Global Warming

- ▶ Each societal sector has more or less a CO<sub>2</sub> budget, the “pollution space” of that sector before it just becomes impossible to still reach the plus 2 degrees target of Paris Agreements
- ▶ CE ; next two decades still so much fossil fuel driving that “space” is full in 2036.





# Relation with Global Warming

- ▶ Nobody knows how to create an inspiring policy towards less car dependence that has the magnitude to get the 2036 to 10 years later
- ▶ On this issue *Marsden* , studying the real character of global warming policies in transport :
- ▶ “the ambivalence of government policies on global warming related to mobility, with their strong texts, but weak programs and their lack of accountability frames and clear targets”
- ▶ “In essence these policies can be seen as cosmetically and full of declaratory commitments without real follow- up.”

# Conclusion

- ▶ A development in the opposite direction of reaching sustainable mobility is still taking place
- ▶ *Solutions*
  - ▶ Clean – up of work highway locations in the next decade
  - ▶ Introducing Mobility as a Service in Vinex areas
  - ▶ Creating Mobility Rights for citizens