





Levelling up Accessibility

Government position statement on
maintaining and improving accessibility

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Government position in a nutshell

Why a new approach to accessibility?

Everyone in the Netherlands is entitled to have proper access to important amenities, such as hospitals, schools and shops. They also have a right to the supply of important goods.

As stated in the government programme: The Netherlands has one of the world's best infrastructure networks. We have a good quality and extensive road network, an intricate public transport network, a safe and efficient waterway network and, thanks to our ports and airports, we are uniquely connected globally when it comes to people and goods. In a nutshell, it is about ensuring that everyone in their own individual ways can reach their destination safely, affordably, within an acceptable timeframe and level of effort and with respect for the wider environment.

In many places in the Netherlands and in the case of many amenities, the accessibility of important amenities is already in good shape. But not for everyone, not for all important amenities, not everywhere and not by all modes of transport. In these cases, accessibility is under pressure because of a lack of space. This applies to the potential for

planning approvals, financial resources and the availability of specialists at executive organisations and in the market.

This is why the government is focusing on its ambition to keep accessibility in order and improve it where necessary. All of this is based on the Coalition Agreement (*Hoofdlijnenakkoord*) and the government programme. The government position statement 'Levelling up Accessibility' (*Bereikbaarheid op peil*) is the response to a range of motions recently submitted in the House of Representatives on the subject of accessibility objectives.

How does the government intend to maintain and improve accessibility?

The government is proposing a new approach. This approach will involve local and provincial government authorities and various central government agencies working together across all areas that affect accessibility: mobility, spatial planning and amenities. This approach involves monitoring, addressing the issue and targeted action.

What does the government aim to achieve?

Together with other parties, the government has three key ambitions:

1. The accessibility of amenities that matter to people (healthcare, education, groceries, employment) is maintained and, where possible, improved.
2. The security of supply of goods that matter to people, businesses and amenities is maintained and, where possible, improved.
3. There is also a focus on the accessibility of key areas. This particularly applies where accessibility is already clearly less than ideal and to areas facing major housebuilding challenges.



📍 Monitoring: the Ministry of Infrastructure and Water Management (Ministerie van infrastructuur en Waterstaat/IenW) has developed a new tool designed to assess the accessibility of important amenities and employment across the Netherlands: the National Accessibility Level. What makes it unique is the fact that this instrument has been based on what matters to the public: they gave an indication of how important they consider specific amenities to be and what they deem to be an acceptable commuting time. The Ministry intends to regularly update the National Accessibility Level.

➔ Addressing the issue: in order to find out what needs to happen in each region in order to guarantee good accessibility, the government proposes that accessibility analyses be conducted for every region identified in the Multi-Year Programme for Infrastructure, Spatial Planning and Transport (MIRT). For goods transport, this analysis will also be conducted as part of the discussion about goods transport corridors. These analyses will form the basis for a conversation between government authorities on the subject of the quality profile: what level of accessibility are we aiming to achieve, in view of the various challenges in the area and for the corridors?

✓ Targeted action: influencing accessibility is done by means of the key policy areas of mobility, spatial planning and amenities. How the right balance is struck between these three will vary for every region. This calls for a bespoke approach. The ambition at national level is to ensure that accessibility is maintained and is improved where possible. To achieve this, government authorities will need to work in concert and identify key opportunities and threats at an early stage in order to make it clear what effect any decision will have in terms of accessibility.

The Ministry of IenW is still working on a method to develop an accessibility level for the security of supply of important goods.





Introduction

Taking the accessibility of amenities as the point of departure (rather than considering mobility alone) is a new approach. It is also a complex one, because there are many differences between types of amenities, locations and modes of transport. This complexity is compounded by the fact that various policy areas, such as mobility, spatial planning and amenities policy have an effect on accessibility. Finally, government authorities also influence accessibility at different levels. This government position statement covers all of these aspects.

Rationale: accessibility under pressure

Everyone in the Netherlands is entitled to have good and quick access to amenities, such as hospitals, schools and shops and also employment. There is widespread agreement about the importance of this.

Accessibility is essential in enabling our society to function and for ensuring people's general well-being. It gives people the opportunity to participate in society. It also enables businesses to provide income and employment and to supply products and services.

The government is particularly focusing on the accessibility of amenities that matter to people, the accessibility of workplaces and the security of supply of important goods, such as groceries and medicines. In its programme, the government has indicated its intention to ensure that accessibility is kept in order.

We have excellent national and international infrastructure networks at our disposal. But these are being pushed to the limit. We are feeling the effects of limited resources. This applies to the potential for planning approvals, financial resources and the availability of specialists at executive organisations and in the market.

Four new steps

In order to effectively monitor the accessibility of amenities and make any necessary improvements, we are taking four new steps:

1. We have asked the Dutch public for their opinions.
2. We have conducted a scan of accessibility in the Netherlands (the very first, a baseline measurement).
3. We are presenting a new tool: the National Accessibility Level.
4. We are adopting an integrated approach to tackling areas of concern, by working together with other government authorities and in different policy areas.





1. What matters to the public

The fact that we are taking the public perspective as the point of departure is a novel approach. In 2024, we conducted surveys to identify which amenities people living in the Netherlands feel that they should be able to access effectively. This resulted in eight destinations of relevance: hospitals, general practitioners (GPs), primary schools, secondary schools, secondary vocational education (mbo), higher education (hbo/wo), supermarkets and employment.

We also surveyed the commuting times that people consider acceptable to reach these amenities. We asked about commuting times for different modes of transport: by car, by public transport (+ bicycle or walking), by bike and on foot.

2. The entire country scanned

In addition to public consultations, we also identified which of the relevant amenities could be found in each postcode area in the Netherlands. We also surveyed whether the average commuting time that people deemed acceptable is actually being achieved. This creates a new picture: a scan of the accessibility of all key amenities, in every area in the Netherlands, using different modes of transport. We intend to repeat this scan on a regular basis.



3. The National Accessibility Level

Based on these surveys, we are able to launch the National Accessibility Level as part of this government position statement. This is a new tool from central government. It allows us to establish what proportion of Dutch people can reach the important amenities within a commuting time they themselves deem acceptable and which mode of transport they can use for this purpose. This accessibility level also takes account of the accessibility of employment. This is something that citizens also consider to be of importance.

This accessibility level supplements the analytical instruments already available, such as the Integrated Mobility Analyses (*Integrale Mobiliteitsanalyses*, IMA) conducted by the Ministry of IenW to assess developments in mobility and flag up challenges on the main networks.

The accessibility level is a reference framework. It allows us to see how the accessibility of relevant amenities is developing across the entire Netherlands. We can use it as a basis for flagging up areas of concern.

4. Integrated approach

The monitoring provided by the National Accessibility Level may highlight the need to work with other government agencies and local and regional authorities to focus in on certain regions or specific amenities. This will enable us to more effectively address the key tasks we face in terms of the accessibility of regions and/or amenities; it may highlight the need for targeted action by a government agency or other local or regional authority (including operational players) or for joint actions. These may be in the field of mobility (infrastructure, public transport services, behaviour) and in the field of spatial planning or amenities.

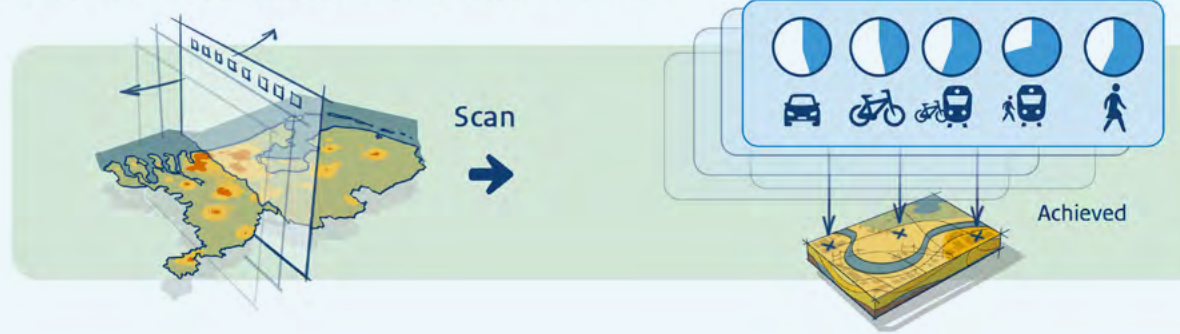


Structure of accessibility level

1. Public perspective: Acceptable commuting times to 8 important amenities



2. Current situation: Commuting times achieved



3. Accessibility level

Percentage of residents who can reach an amenity within the acceptable commuting time, divided across five modes of transport.

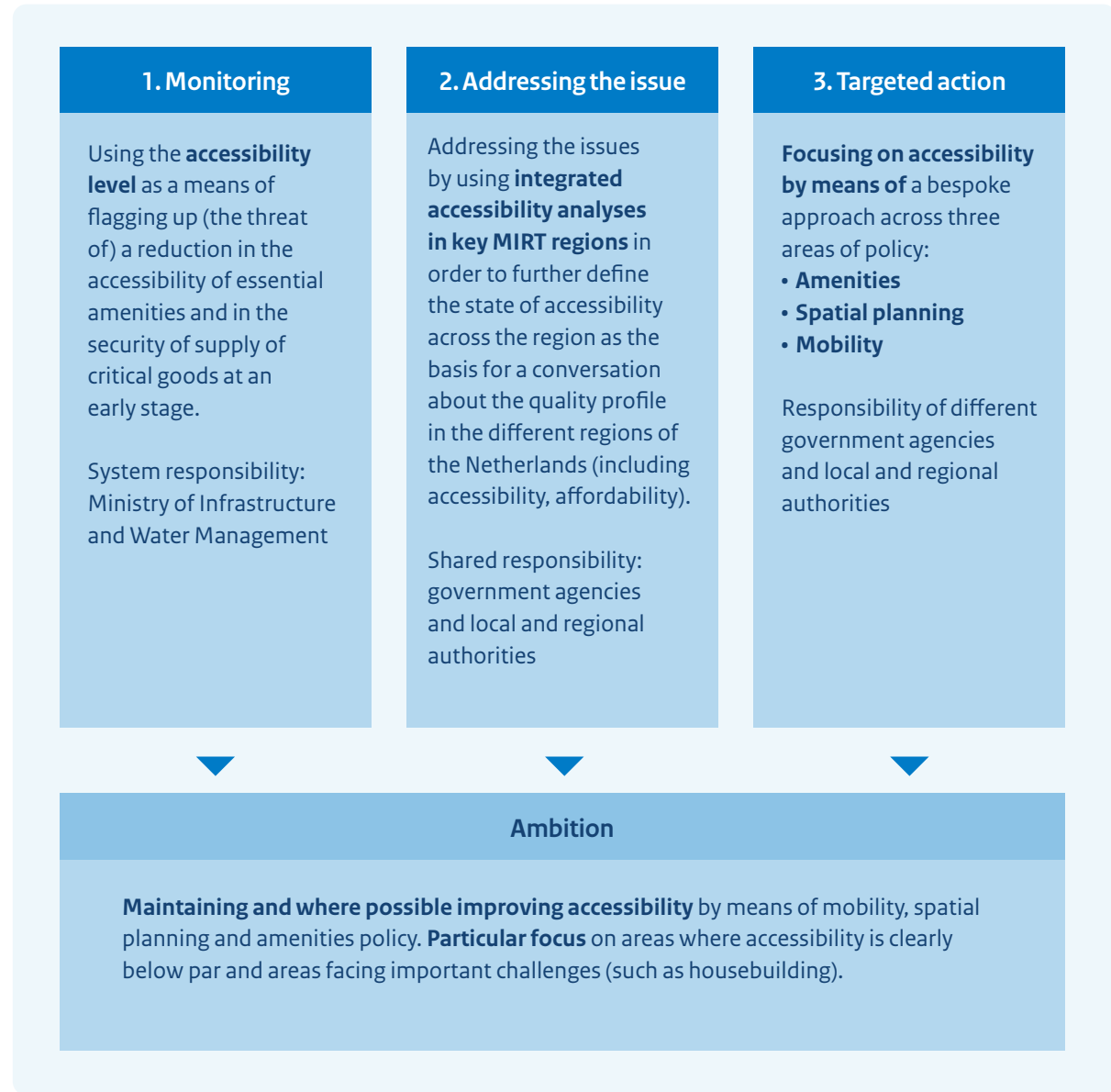


The next steps: concerted approach

The following chapters describe the next steps to be taken in achieving the ambitions. The Ministry of IenW is responsible for the system and for the monitoring based on the National Accessibility Level (**Chapter: Monitoring**).

The government agencies and local and regional authorities will together determine who will be responsible for tackling what (**Chapter: Addressing the issue**).

Based on that, the various parties will carry out concrete actions. These may be the government agencies responsible for mobility, spatial planning and amenities policy and provinces and municipalities that are responsible for regional and local policy on mobility, spatial planning and amenities (**Chapter: Targeted action**).



Double integration: concerted approach

Whether or not the ambitions for accessibility can be achieved will be very much conditional on all parties sharing responsibility and taking action.

This government position statement introduces a double integrated approach to assessment and evaluation that not only involves working together with different government authorities, but also across different policy areas. We intend to work with other government agencies and in close consultation with local and regional government in the further development of this integrated approach to monitoring, addressing issues and taking action. In this process, we will listen actively to input from the public and societal partners. We intend to apply this working method to new decisions in mobility policy, spatial planning and amenities policy that directly affects the accessibility of amenities.

The government position statement itself contains no specific decisions about mobility, spatial planning or amenities.

“We intend to work together to maintain accessibility in the Netherlands for future generations.”

Complex and novel: an ongoing learning process

We are very aware of the fact that measuring and maintaining accessibility in this way is a complex process, in part because of the links between different areas of policy and because of the different administrative scale levels.

For this reason, we are deliberately presenting ‘Levelling up Accessibility’ as an approach in which we will continue to learn throughout the process. We intend to work together to maintain accessibility in the Netherlands for future generations. This brings together a range of different aspects. From the choice of location for amenities and workplaces to the details of the bus network and construction of housing.

We are pursuing a unique approach, learning lessons from the report created by several advisory councils (‘Elke regio telt!’/‘Every region counts’) and putting the public in the driving seat. In the period ahead, we will need to work together to develop a shared language, instruments and working method for successfully applying the integrated accessibility philosophy within policy. By doing so, we will engage in the political, administrative and social conversation about the level of accessibility desired and set out to achieve it.



Monitoring: the National Accessibility Level

The first step in maintaining accessibility will involve collecting knowledge in order to monitor where accessibility is under pressure. For this purpose, the Ministry of IenW has developed a new tool for measuring the accessibility of amenities: the National Accessibility Level. The baseline measurement conducted in 2024 provides a picture of the current situation with regard to the accessibility of amenities. The next step in the process will be ongoing monitoring. The Ministry of IenW will be the commissioning authority in this.

New tool

The Ministry of IenW has initiated the development of a new methodology in order to be able to monitor whether the accessibility of amenities in the Netherlands is being maintained. We adopted two routes to achieve this:

1. People living in the Netherlands were asked what amenities matter to them and what commuting time they considered to be acceptable to reach these amenities. They were also asked what their preferred mode of transport is.

2. For every postcode area in the Netherlands, the survey identified what amenities there are and how long the current commuting time is to these amenities, by different modes of transport.

These components combined result in an accessibility level. The accessibility level reveals what percentage of inhabitants are able to arrive at important amenities within the time deemed acceptable by people. It also provides an insight into job accessibility.

Current accessibility

The baseline measurement will help the government in its efforts to maintain and where possible improve accessibility. With the National Accessibility Level as our frame of reference, we will have a clearer understanding of the current situation with regard to the accessibility of amenities. In many places in the Netherlands and in the case of many amenities, the accessibility of important amenities is already in good shape. But not for everyone, not for all important amenities, not everywhere and not by all modes of transport. In these places, accessibility is under pressure as a result of limited resources, as outlined in the introduction.

Early identification of issues

Armed with the National Accessibility Level, the government can identify in good time whether the accessibility of important amenities or the security of supply of important goods is deteriorating. The report by the Council for the Environment and Infrastructure (Rli), the Council for Public Administration (ROB) and the Council of State (RVS) entitled *'Elke regio telt!, 2023'* and the Netherlands Environmental Assessment Agency (PBL) reports *'Toegang voor iedereen?' ('Access for everyone?', 2023)* and *'Beter bereikbaar?' ('Better Access', 2024)* highlight how important this is. As such, the monitoring of accessibility challenges will supplement the monitoring of challenges on the main networks.

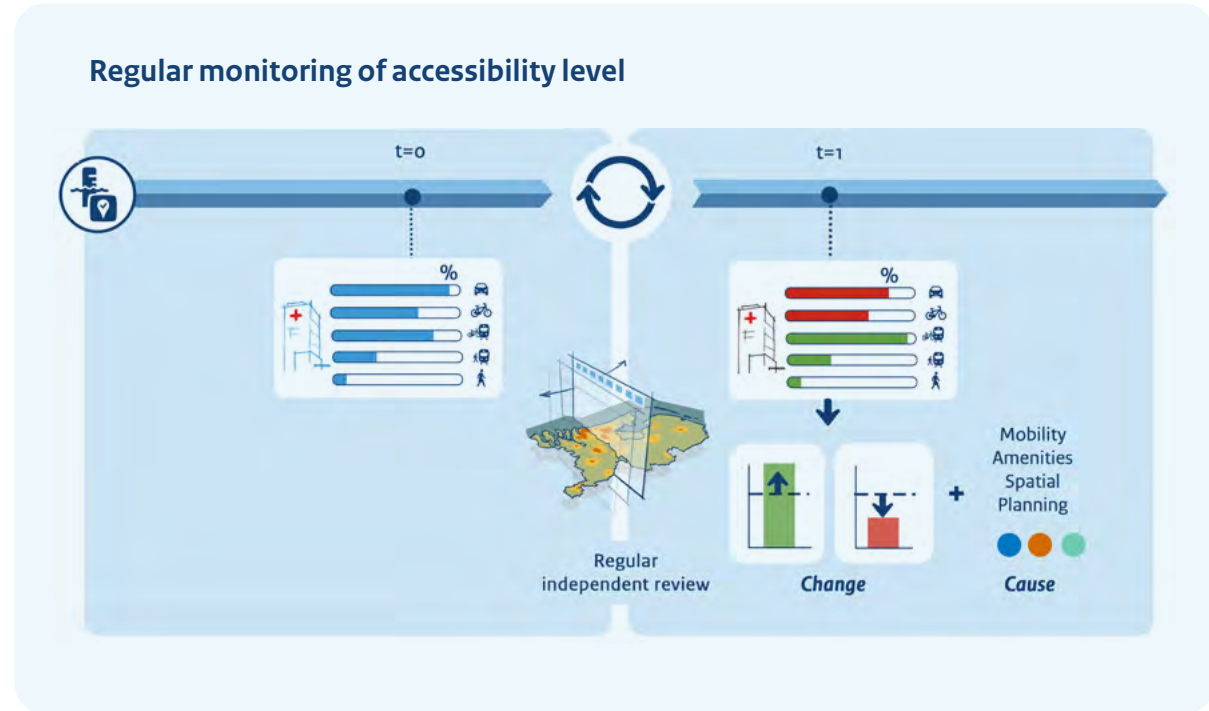


Ongoing monitoring

Having shown that it is possible to achieve a level of accessibility, it will be time to start thinking about the ongoing monitoring of this level. This moment has not yet been reached, but we will be working towards it in the period ahead. Working together with knowledge institutes (the Netherlands Institute for Transport Policy Analysis/ KiM and PBL), the Ministry of IenW is exploring how we can guarantee the continuity and quality of this monitoring. As part of this monitoring, it is important to gain an understanding of the changes in accessibility, where these are happening (by region and by amenity) and, in the case of major changes, potentially also to gain an indication of what is causing these changes (mobility, spatial planning or amenities). This will enable the different government agencies and local and regional authorities in these policy areas to define and tackle the accessibility challenges.

Security of supply of goods and international accessibility

The government is also aware of its responsibility for security of supply of essential goods (in both directions). The Ministry of IenW is working on a method to develop an accessibility level for this security of supply.



The background report provides a brief explanation of the relationship with international accessibility and the way in which this is also being assessed alongside the national accessibility level.

“The accessibility level reveals what percentage of residents are able to arrive at important amenities within the time people feel is acceptable.”



Addressing the issue: regional accessibility analyses

What areas of concern with regard to accessibility are there for the different amenities and in the different regions? What needs to happen in terms of mobility, spatial planning and amenities in order to resolve them and who will need to do that? In order to find out, the government proposes that accessibility analyses be conducted for every region identified in the Multi-Year Programme for Infrastructure, Spatial Planning and Transport (MIRT) and in the discussion about goods transport corridors. These analyses will form the basis for a conversation between various government authorities on the subject of the quality profile: what level of accessibility are we aiming to achieve, in view of the various challenges in the areas and in the corridors?

Accessibility analyses and quality profile for each MIRT region

In order to assess the current state of accessibility in the different regions, the government proposes conducting accessibility analyses for each MIRT region. These analyses will cover all forms of transport to important amenities. The analyses will also include the transport of goods. In addition, goods transport will also be covered

in the analysis for the discussion about goods transport corridors.

The result of the accessibility analyses will form the basis for discussions between central government and the regions on the desired quality profile for accessibility: what should accessibility look like (including access and affordability)? For each region, this profile will take its own form, and will therefore also take account of

spatial and economic challenges, other broad-based prosperity objectives and specific regional developments.

“The accessibility analyses form the basis for conversations between central government and the regions on what the desired accessibility should look like.”

Identifying areas of concern

The National Accessibility Level will serve as a frame of reference. We will monitor this in order to identify whether accessibility is being maintained at national level. For accessibility in the regions, it will be up to the regional government in



consultation with parties from central government to determine whether there are areas of concern and what policy area and level of government can contribute to finding a solution. A bespoke approach will be adopted at regional level. The assessment will take account of such issues as the regional profile (e.g. urban or rural), developments in recent years, spatial, economic and social challenges for the future. At times, difficult choices

will need to be made in weighing up different interests, such as between the quality of healthcare and education and good accessibility for healthcare and educational institutions.

The accessibility analyses and the conversation about them will focus on the content. In this, we will take a similar approach to that adopted for the MIRT Update (*Vernieuwing MIRT*). Working

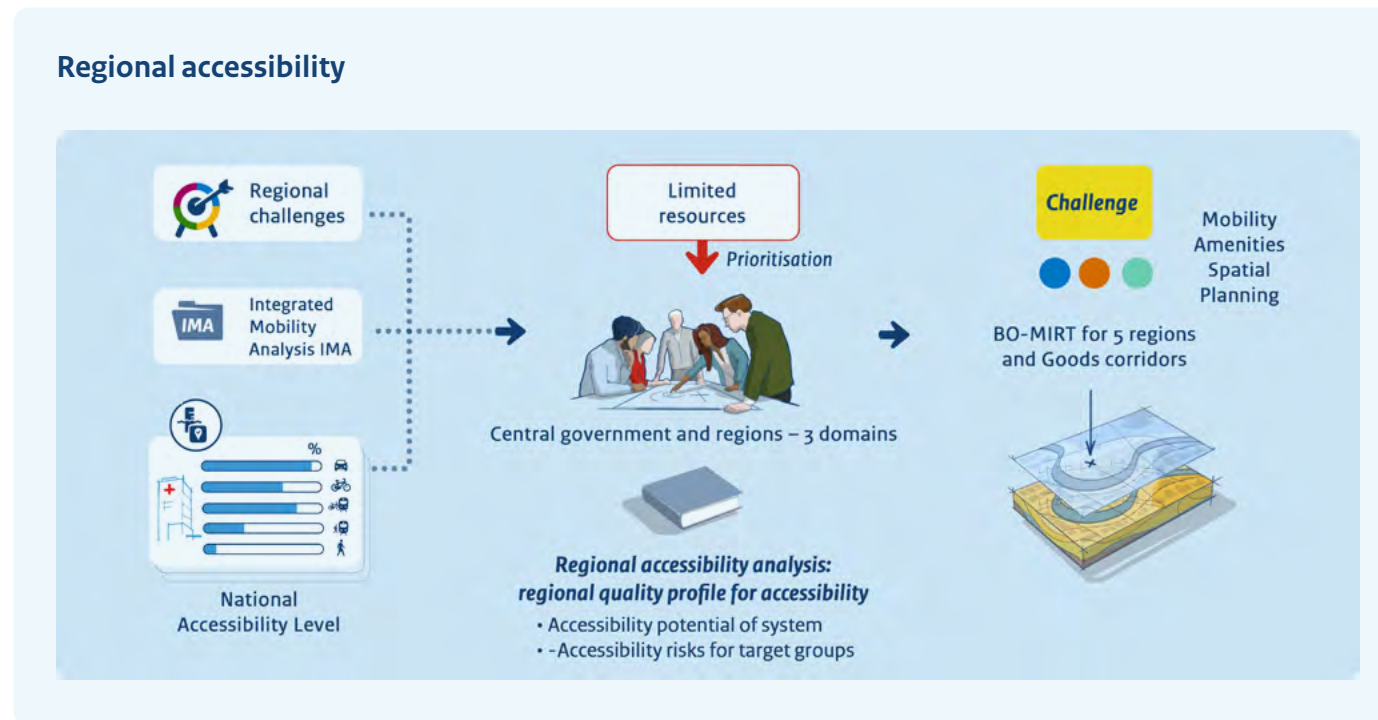
together, central government and the regions will substantiate the concrete approach to be adopted for these challenges (including how parties will be engaged and roles allocated).

In the conversation across government about accessibility in the Netherlands, it is important to remember that accessibility works at different levels and that the roles and responsibilities are

different at each level. For example, the discussion about accessibility can be conducted at the following levels of scale:

- Local/regional: including the eight basic amenities considered to be relevant by the public.
- Interregional: jobs, commercial services.
- (Inter)national: goods, commercial services, tourism.

These will need to be assessed in conjunction with each other.



Making use of existing consultative structures

The government has no desire to create new consultative structures because it is eager to avoid additional levels of bureaucracy. It is therefore using existing consultations between central government and the MIRT regions on issues relating to accessibility. For goods transport, it is also using the consultations concerning goods transport corridors.

For the policy consultation (BO in Dutch) in the spring, central government will work with the local and regional authorities and their umbrella organisations to prepare a proposal for launching accessibility analyses. For the accessibility analyses, central government offers the knowledge and expertise to ensure that we conduct them in a standardised way across the whole of the Netherlands, including knowledge and expertise in the field of spatial planning and amenities.

Focus on the target groups: analysis of NoordoostBrabant as an example

Commuting times are not the only important factor in assessing accessibility. The accessibility of the mode of transport matters just as much. For example, is it easy to get on and off the bus or train? The costs of the transport and levels of comfort also make a difference. In other words, it is about more than just the mobility system. It is also about the personal characteristics of target groups. For example, a university or college of higher professional education may be easy to reach by car, but very few students have cars.

Last year, the region of NoordoostBrabant commissioned some research on aspects of this kind. That study can provide useful inspiration for the integrated accessibility analyses being set up in the regions. In addition to looking at the accessibility of amenities, the study also examined whether or not it is possible for users to actually make use of them:

- Access to transport, which is often related to access to infrastructure and transport services. And the ownership of modes of transport, such as a car or bicycle.
- Personal characteristics: the individual entitlements (driving licence/transport ticket) and means (such as physical and financial possibilities) to move from one place to another.



Targeted action: with mobility, spatial planning and amenities in mind

Influencing accessibility is done by means of the key policy areas of mobility, spatial planning and amenities. How the right balance is struck between these three will vary for every region. The ambition is to ensure that accessibility remains in order and improves where possible. To achieve this, government authorities will need to work in concert and identify key opportunities and threats at an early stage in order to make it clear what effect any decision will have in terms of accessibility.

Every region counts and yet every region is unique. There is no one size fits all for every region in the Netherlands. Everywhere faces different challenges and requires different solutions. Ensuring that a hospital in the Northern Netherlands remains accessible, calls for a different strategy than guaranteeing the accessibility of a primary school at the heart of Rotterdam. What we all share is the responsibility to ensure that work, amenities and goods are easily accessible for the public, for businesses and for amenities.

Influencing accessibility by means of mobility, spatial planning and amenities

Influencing accessibility can be done by means of three policy areas: mobility, spatial planning and amenities. Striking a balance within these three areas requires a bespoke approach. When it comes to taking targeted action, it is necessary to carefully assess potential policy interventions for improving accessibility. This also includes taking account of other public interests, such as safety, liveability, feasibility (including quality and affordability) of mobility, as well as the quality of healthcare and education.

Accessibility in order

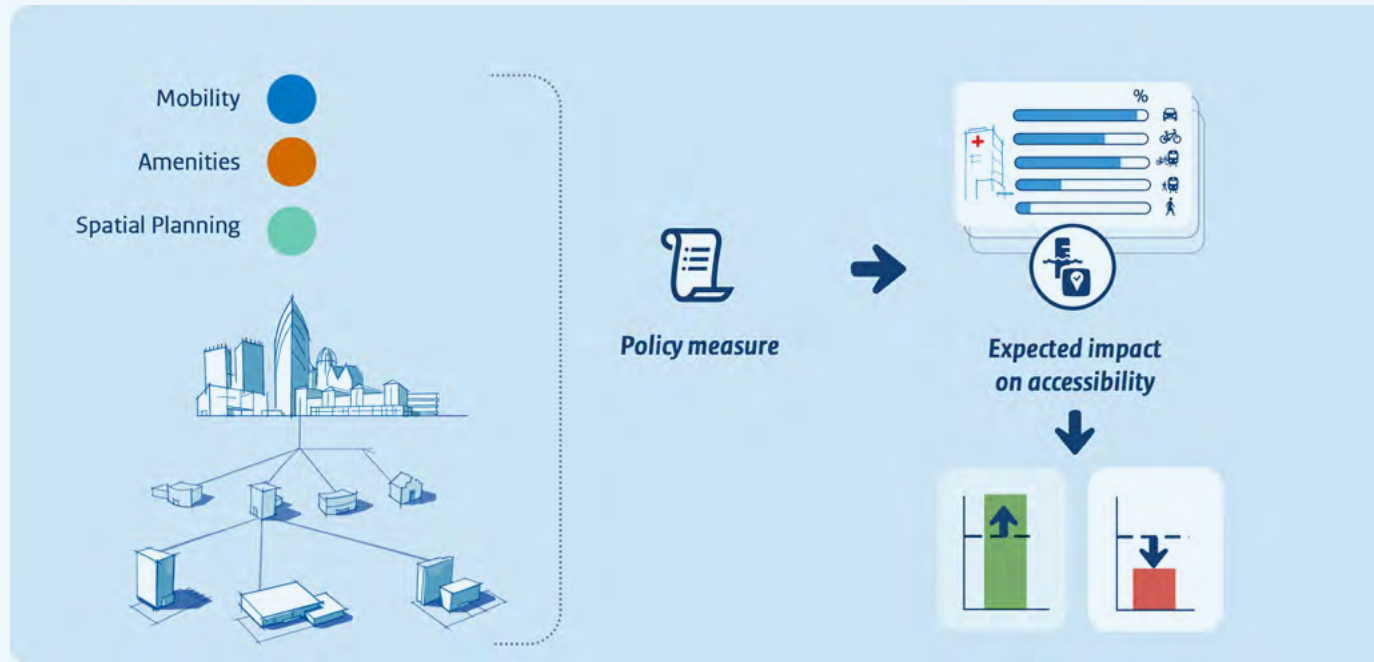
The government has the ambition of maintaining accessibility in the Netherlands at national level and where possible improving it. How this is achieved at regional level will vary according to the time and place. But this will be no easy task. There are only limited possibilities for applying policy measures in order to improve amenities. This has been shown by an initial scan of the possibilities in mobility policy, spatial planning policy and amenities policy. This is why it is important to work together at national and regional level and explore what bespoke measures may be effective.

“There is no one size fits all for every region in the Netherlands.”

Based on their own role and responsibility, each of the parties is working to achieve the shared ambition: maintaining accessibility and where possible improving it by means of government policy on mobility, spatial planning and amenities.

Areas where accessibility is already clearly below par will be given additional focus. This also applies to areas where a lot needs to happen, such as those facing major housebuilding challenges.

Assessing the effects of accessibility



Seizing opportunities together

In our approach, there are two key factors:

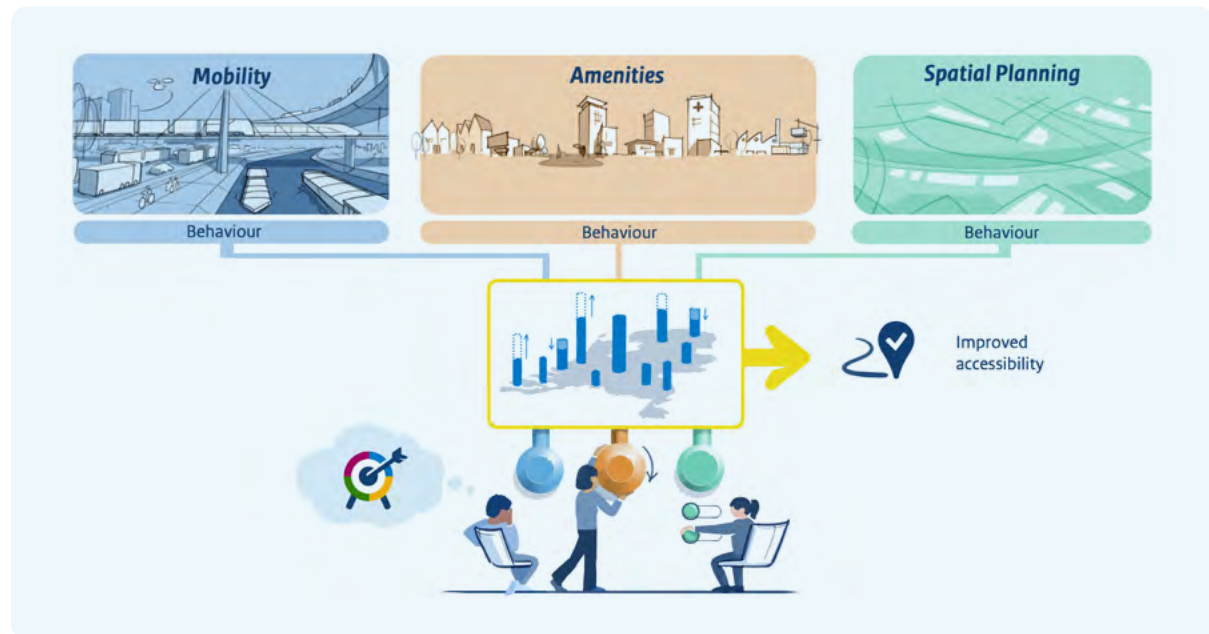
1. Accessibility is not limited to the boundaries of a municipality, province or government department. This is why it is a shared responsibility. Decisions that have consequences for accessibility need to be assessed in an integrated way, across these boundaries.
2. We need to ensure that opportunities for improving accessibility or at least maintaining it are discussed at an early stage and that we take advantage of these opportunities.

This is how we do it:

a. Mobility. When central government has to take decisions about new MIRT projects and policy for different forms of transport, we want to ensure that the effects of these decisions or of that policy on accessibility are clear and we want to know what potential alternatives there may be. This is in order to ensure that we gain an understanding in advance of the effects of decisions on the accessibility of amenities. This understanding can play a role in our assessment of which alternative will be given priority. It enables us to look at proposals and determine whether and to what extent they contribute to maintaining or improving

the accessibility of amenities and jobs or to ensuring security of supply for important products.

b. Spatial development and amenities. The accessibility of amenities, jobs and essential goods can be embedded within central government policy development, such as in the Spatial Planning Memorandum (*Nota Ruimte*) and the National Programme for Vital Regions (NPVR, 'Every region counts!'). After all, achieving good accessibility involves more than just mobility policy. We are also working on the ambition to maintain and improve accessibility by means of other policy and other investment choices for amenities, places of work and housebuilding. These national policy



programmes will therefore provide an assessment designed to determine whether policy and investments in spatial development and amenities will contribute to ensuring good accessibility for amenities. At the same time, as promised to the House of Representatives, the evaluation of the Housebuilding and Mobility programme will include the contribution made by accessibility, analysed in line with the new methodology for the National Accessibility Level.

c. Regional and local development. The way in which the approach to accessibility outlined in this government position statement is implemented at regional and local level will be by means of provincial and municipal environmental plans. This will be based on the administrative decision-making by central government and the regions concerning the accessibility analyses in the region. In this way, local and regional authorities will ensure that accessibility is included in their spatial planning policy and planning development in an integrated way.





Background report

To the government position statement
'Levelling up Accessibility'



Introduction

The Coalition Agreement makes it clear that there is a need to focus on accessibility. “In order to maintain and improve accessibility across the whole of the Netherlands, including in the longer term, action will be needed”. The government programme also acknowledges that this accessibility is under pressure, partly as a result of a rising population and economic growth. Space is at a premium and accessibility is declining in various regions, partly as a result of the concentration of amenities.

The government programme already included some key principles and ambitions for this government position statement, such as:

- “The government is responsible for accessibility in and of the Netherlands” (p. 40). “In order to maintain and improve accessibility across the whole of the Netherlands, including in the longer term, action will be needed” (p. 41);
- “Important amenities must be accessible for all Dutch citizens”(p. 43).
- “The accessibility of amenities (healthcare, education, work, relaxation) is not just about mobility, but also about local amenities policy” (p. 91).

In the government position statement, central government outlines its ambition to maintain and where possible improve amenities that matter to people (healthcare, education, groceries, employment). This same ambition also applies to the transport of goods. As part of or MIRT and NOVEX procedures, accessibility will therefore be actively assessed in order to determine the extent to which policy is improving accessibility or making it worse.

Accessibility affects all of us. It is impossible to participate in society and the economy without being connected to each other and with essential socio-economic amenities, such as education, healthcare, housing, employment, shops and recreation. Accessibility also plays a key role in people’s freedom of choice to exercise important rights that matter to them, such as housing, employment, health and education, based on their own preferences. Just as everyone can access electricity, water and sewerage services, everyone is also entitled to accessibility. In the whole country. In the cities, in the countryside and in the large urbanised areas between them. This is why the government is committed to ensuring accessibility of amenities across the Netherlands – alongside

In a nutshell

- In order to enable people to participate economically and socially in society, good accessibility for important amenities (such as schools, hospitals, shops), for jobs and for goods is a pre-requisite.
- In the Coalition Agreement, the government pledged to focus on accessibility. The government position statement ‘Levelling up Accessibility’ provide substance to this undertaking and is the response to various motions put forward in the House of Representatives.
- This report outlines the background information on which the government position has been based.





interregional and international connections – and the security of supply of products.

The fact that everyone has a right to accessibility does not mean that everything is possible. This applies to the government and to the individual alike. Everyone is entitled to accessibility, but the fact that resources are limited means that not all accessibility needs can be met at all times and in all places. The principles and ambitions outlined in the government programme can assist us in assessing how we wish to accommodate key socio-economic functions. In the face of limited resources, we need to focus more sharply on key amenities and essential products.

The government position statement addresses the issue of how the government wishes to focus on its efforts to maintain accessibility. This is about the accessibility of our work, our shops, schools and healthcare institutions. The government position statement also addresses the importance of goods and especially critical goods, such as food and medicines, reaching their destination on time, whether we are the sender or the recipient of such goods.

We are seeing demand for mobility increase in the face of economic growth and a growing population that is also ageing. The expectations of the Dutch public are also increasing. This not only applies to their individual needs, such as

parcel deliveries at home, but also the demands of society (broad-based prosperity). A public consultation recently conducted (see Chapter 3) also suggests that the accessibility of healthcare institutions is considered to be particularly important because of the ageing population. This makes the task of policy more acute and more difficult in view of the lack of space available and importance of a sustainable and healthy living environment.

In order to achieve this integrated accessibility, we will be focusing on spatial planning and mobility and amenities policy. Across departments and levels of government, there is a shared duty of care to maintain the current level of accessibility and to improve it where necessary and possible. The integrated approach is a response to the problems highlighted previously by the Netherlands Environmental Assessment Agency (PBL) in the document ‘Toegang voor iedereen?’ (‘Access for everyone?’), November 2022) and the advisory report issued by Rli, ROB and RVS ‘Elke regio telt!’ (‘Every region counts’, March 2023). It is also a response to a range of motions passed in the House of Representatives on the subject of accessibility:

- The motion put forward by the MPs De Hoop (PvdA) and Bouchallikht (GL) on a nationwide vision for a basic level of accessibility and the introduction of standards (kst 3200 XII58).

- The motion put forward by the MPs Van Ginneken (D66) and Van der Graaf (CU) for an approach to tackle difficult to access educational, healthcare and employment clusters in the Netherlands (kst-31305388).
- The motion from MP Van der Graaf and others on accessibility standards. This motion calls on the government, when setting the standards, to develop sufficiently specific journey time limits or standards to reach amenities (kst-29385126).
- The motion put forward by MP Krul and others also on the subject of accessibility standards. This motion asks the government to apply detailed accessibility standards, including minimum standards and threshold values, in the assessment framework of the Mobility Fund and the Multi-Year Programme for Infrastructure, Spatial Planning and Transport (MIRT) next year (kst-29385-130).
- The motion proposed by the MP De Graaf to follow the German example by devising and laying down in law a fair minimum for the availability of amenities based on principles of spatial fairness (kst-29697-122).
- The motion from MPs Krul and Van der Graaf on how to base the IMA (Integrated Mobility Analysis) and Social Cost-Benefit Analysis (MKBA) on accessibility standards in the future (kst-29398-1047).





- The motion from the MP Temmink on the setting of binding maximum standards for the distance from residential locations to public transport stops (kst-29697-132).
- The undertaking made in the debate on the Housebuilding and Mobility Policy Document (Notaoverleg WoMo, December 2024) to identify which target values can be set for the accessibility of major housebuilding sites and to further investigate how these can be included in the programme.

In its report ‘Toegang voor iedereen?’, the PBL pointed out that the introduction and application of accessibility objectives mark “a significant change” compared to current practice and that this should therefore be done in stages. The Netherlands Institute for Transport Policy Analysis (KiM) has also highlighted the complexity of the assessments that will need to be made in formulating accessibility objectives. The complexities highlighted include a range of specific issues, such as the different target groups, different forms of accessibility (including digital), types of area, modes of transport (for passengers and goods) destinations (local, regional, national and international). There are also issues of methodology, such as how to operationalise objectives by means of indicators and ensuring that appropriate data sources are available for these indicators.

Partly in view of this complexity, the House of Representatives was previously promised a careful exploration and assessment of the accessibility objectives. This process has started to identify several specific approaches with the aim, in a context of limited resources, of developing a fair use and allocation of available time, money and focus within accessibility policy:

- a. Creating a basic level of accessibility;
- b. Maximising accessibility within broad-based prosperity;
- c. Reducing (regional) disparities in accessibility or achieving linkage with regional prospects for economic development.

The following steps have been taken to achieve this:

- a. Insight into the public perspective: what are the priorities of citizens and users when it comes to accessibility (national public consultation)?
- b. Identifying and describing the current accessibility situation in the light of these variants identified (the baseline measurement).
- c. Determining the potential impact of policy measures in the use of this baseline situation as an indicator, in order to gain insight into the extent to which accessibility can be influenced by means of policy measures (impact assessment).
- d. Insight into the application of regional accessibility objectives (‘crash tests’ on locally targeted effects).

The information this has revealed in recent months provides a basis on which to formulate a government position statement and to set out the next steps to be taken by this government in outlining the details of its accessibility approach.

In its position statement ‘Levelling up Accessibility’, the government is focusing on the accessibility of important amenities for everyone in the Netherlands and for the security of supply of goods. The investigation work conducted in recent months based on the step-by-step plan communicated previously with the House of Representatives has provided some valuable building blocks:

- Insight into the public perspective via a national public consultation.
- Insight into the current accessibility situation for amenities in the Netherlands by means of a baseline measurement.
- Insight into the potential impact of policy measures by means of an impact assessment.
- Insight into the application of regional sustainability objectives by means of case studies targeted at specific areas.





Accessibility approach and objectives

The accessibility approach

Proper accessibility is essential for our society and for the economy. We have excellent national and international infrastructure networks at our disposal. We want to retain that position for future generations also in the face of population growth and additional demands on the system. As it stands now, we are increasingly pushing the limits of our system as we strive to keep up with the demand. We are feeling the effects of limited resources in terms of funding, physical space, quality of life and personnel. This is why it is necessary to set priorities, based on what is essential for the economy and society. This calls for a sharper focus in terms of what we base our policy on.

We will assess the required scope and quality of the mobility system and the setting of priorities when it comes to investing in the mobility system based on of the contribution made to critical socio-economic functions.

Infrastructure, mobility and even accessibility are not ends in themselves. Previously, there was a shift from infrastructure to mobility. As a result, the Infrastructure Fund became the Mobility Fund and the National Market and Capacity Analysis became the Integrated Mobility Analysis. We are now taking a step further: from mobility to accessibility. Mobility is not an end in itself. Its value lies in the socio-economic function that it fulfils. This includes being able to achieve every citizen's right to education, healthcare and employment.

This approach will also broaden our policy perspective. Not every accessibility issue requires a mobility solution and not every mobility issue calls for an infrastructural solution. There are strong links with spatial planning policy and this can have an influence on the proximity of socio-economic functions, which can affect the need for mobility.

In a nutshell

- After shifting the focus from infrastructure to mobility, we are now taking the next step: shifting the focus from mobility to accessibility.
- How accessibility is configured relates to broad-based prosperity, spatial planning challenges, regional development and international connectivity.
- This chapter outlines this context.

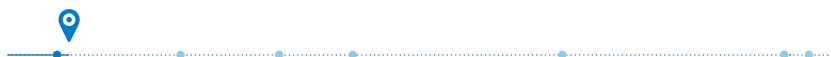


In policy choices relating to amenities such as healthcare, education, housing and work, we also intend to take greater account of the effects of accessibility. Because of the wider policy perspective, accessibility is closely related to policy for spatial planning, critical amenities, working hours and business hours. This means that accessibility is the joint responsibility of government agencies, local and regional authorities and private partners.

In the case of limited resources, we also need to be able to more clearly define what type of mobility is desirable in which places and times in order to contribute as far as possible to citizens' freedom of choice to be able to pursue their socio-economic activities. In this, none of the modalities will be ruled out in advance. All modes of transport will be necessary: more individual modes of transport, such as cars and (motor)bikes; collective transport, such as trains and buses; and also shared transport systems, such as shared cars or bikes. There will also be a need for choices to be made with regard to the accessibility of the amenities themselves.

In making choices, we are focusing specifically on the accessibility of critical services for people across the Netherlands and the security of supply of critical goods and services. This accessibility is not just determined by distance (proximity) and time (journey time), but also by the accessibility and affordability of transportation and the availability of alternatives, such as digital connectivity.

In view of the above, the formulation of accessibility objectives is not an end in itself. We need to constantly assess whether it can make a useful contribution to implementing the accessibility approach, in which the focus is on delivering bespoke solutions that enable citizens and businesses to thrive. The form and content of accessibility objectives must contribute to the central aim of the accessibility approach. The response that the government position statement provides to the requests from the House of Representatives aims to achieve this.





Broad-based prosperity

This approach to accessibility is part of the broad-based prosperity strategy. This is expressed in several different ways.

Firstly, it focuses specifically on the underlying rationale for mobility. It also helps to support other, broader challenges. This particularly concerns accessibility in terms of the socio-economic activities of citizens and companies. It is about building new housing and enabling access to it. And it also concerns such challenges as the energy transition and nature inclusivity.

In the approach to accessibility, efforts are also being made to strike a balance within the wider context of broad-based prosperity. This makes it possible to make transparent choices between accessibility and safety, health and the living environment.

Tackling accessibility also involves broad-based prosperity. This matters because accessibility and mobility have positive effects on people's physical and psychological well-being, by enabling interaction, encouraging exercise (walking and cycling) and facilitating economic growth. Mobility can also have negative effects on well-being, as a result of damaging emissions or dangerous traffic situations. Because of trends and developments, such as electrification and improvements to sustainability, these effects can also change over the course of time.

The approach to accessibility is further embedded within the broad-based prosperity strategy because it clearly shows and takes account of the distribution effects of the policy. Mobility policy has different effects for different groups of people or areas. Some people have difficulty in making use of mobility and this means that critical functions may be more difficult for them to access.

Link with spatial challenges

Mobility will be assessed in conjunction with other spatial challenges to ensure that our limited space and resources are distributed fairly. Coordinated by the Minister of Housing and Spatial Planning (VRO), the government is compiling a new national environmental planning strategy, the Spatial Planning Memorandum (Nota Ruimte). The Spatial Planning Memorandum makes spatial choices for the future planning of the physical living environment in the Netherlands in 2030, 2050 and 2100. The Spatial Planning Memorandum is set to be instrumental in providing direction for spatial development in the Netherlands that is in line with the qualities, opportunities and challenges at national, regional and local level. The government intends to present the draft Spatial Planning Memorandum to the House of Representatives before the summer.

The Spatial Planning Memorandum is based on the principle of developing housing, employment, green areas and amenities in close proximity to each other. This proximity is also being increased by denser development in places that are easy to reach. This enables us to combine traffic flows and make optimum use of the existing infrastructure while limiting the need for mobility. This is also a key principle in the (NOVEX) urbanisation areas, where central government is working with the regions to achieve the task of urbanisation in the areas¹ facing the greatest challenges in terms of housing, employment and accessibility. By doing this, we are achieving a cohesive urbanisation process, in which housing development goes hand-in-hand with good multi-modal accessibility, employment, amenities, green areas and a pleasant, healthy living environment.

In the Spatial Planning Memorandum, we aim to strike the right balance between housing, employment, amenities and green areas for every region in the Netherlands. With the right mobility in the right place and at the right time. A national infrastructure that works effectively (railway, road,

¹ The NOVEX urbanisation areas are the Amsterdam Metropolitan Area, the Southern Randstad, UtrechtAmersfoort, the GroningenAssen Region, the Zwolle Region, Urban Brabant and the Lelylijn. During the 2024 Policy Consultation on the Living Environment, we agreed to establish an urbanisation strategy with three regions: the Twente region, the Stedendriehoek region and Central Limburg.



water). In this, the national networks have an impact in structuring spatial development. Often, the locations for companies, ports, amenities and residential districts are partly determined by the way in which the infrastructure is configured.

Not every region is the same. Every region has its own characteristics, challenges, ambitions and associated developments. This calls for a regionally differentiated spatial and economic development

Locations for housing: the challenge of urbanisation

The Netherlands faces a major urbanisation challenge. Forecasts predict that the population is set to continue to grow at least until 2050, causing demand for small, medium-sized and large scale housing construction sites to increase. Moreover, more and more people are living alone. In the context of the NOVEX programme, the major challenges for the coming decades, such as urbanisation, sustainability and mobility, will be accommodated within spatial planning in a cohesive way in close collaboration with local and regional governments. These challenges also feature in the 17 large-scale housebuilding locations that have been selected and will contribute to reducing the housing shortage by 2030.

strategy. For this purpose, we are introducing four strategies: vitalising, initiating, stimulating and accommodating. These strategies will be outlined in more detail in the Spatial Planning Memorandum. In it, the government will make cohesive, integrated and area-focused choices, while also embedding the accessibility approach in the strategies applied in spatial planning.

Locations for work: business premises

Workplaces also have a significant effect on mobility. The accessibility of businesses for employers and goods is important for production and trade and in meeting the needs of consumers. The Work Locations programme (Ministry of Economic Affairs/EZ) includes the policy efforts relating to workplaces. The Grip programme (*Grip op Grootschalige Bedrijfsvestigingen*), coordinated by the ministries of EZ, VRO, I&W and the provinces), includes agreements relating to clustering, provincial needs assessments, regional added value, reuse, landscape integration and the planning of business parks and work locations.







In parallel with that, the new Spatial Planning Memorandum will also include an integrated vision for the future of spatial planning. The process of urbanisation, closely linked to mobility, is an important part of this. Growth in the population and in housing will increase demand for mobility. Changes in the population structure will also result in different kinds of accessibility challenges. For example, the ageing population is clearly placing the issue of accessible healthcare on the agenda.

The increasing concentration of employment in a number of rapidly growing regions combined with the decision to build more dispersed housing is resulting in more commuting from and to the cities. The growing demand for transport is already being partially addressed by the investments in infrastructure on large-scale housebuilding projects. Ultimately, focusing on the proximity of housing, work and amenities and deliberately concentrating work and amenities at public transport hubs will contribute to the efficient and sustainable use of our mobility system.

In planning work locations, we will apply four principles:

- Preventing mobility movements by ensuring housing and employment are organised close together and efficient transport between economic and urban hubs.

- Making more effective use of existing infrastructure by developing or making use of housebuilding locations where there is still space close to the mobility networks and concentrations of employment.
- Making optimum use of alternative modalities.
- Investing sustainably in new infrastructure by focusing on the contribution to guaranteeing and improving the accessibility of amenities, jobs and goods.

Every region counts

The government recently followed up on the advisory report by Rli, ROB and RVS ‘*Elke regio telt!*’ by launching the National Critical Regions Programme (NPVR) and by further developing the policy and investment logic. The government believes in the power of the regions. A fair and humane government must do right by all people, wherever in the Netherlands they live. This is why central government and the regions are investing in ongoing collaboration. There is also a need for central government to be more critical in examining the ways in which we can boost the power of the regions. This especially applies to the issue of accessibility.

Only through concerted action, can we do justice to the regions. This must necessarily involve an ongoing conversation about (new) policy and its effects. We are already doing this in many regions, as in the case of the implementation of the NOVEX programme, the further development of the regional deals (*Regiodeals*) and the implementation of the national liveability and safety programme (NPLV, running for twenty years in twenty urban focus areas).

Our aim in this is to offer space to the regions: they want their experiences and needs to be heard and they know best how to target resources effectively. Ultimately, ‘*Elke regio telt!*’ is about people. The regional dialogues conducted revealed that the ageing population is a key underlying trend that affects accessibility, amenities and communities. More generally, regional accessibility, the accessibility of amenities and the link with the surrounding area is extremely important for regional development.

The other key theme raised in the regional dialogues was the regions’ need to be seen and heard. Regions differ too much for an excessively generic approach. There needs to be greater focus on the issue of what is appropriate for each region, for example in terms of a good basic level of amenities. This will form the basis for the further development of the NPVR. One of the overarching



aims of this programme is a sustainable and accessible level of amenities that supports the vitality and intended future prospects of the regions while maintaining attractiveness and liveability in these regions for residents.

Applying the accessibility approach will also require various adjustments in the policy- and decision-making process and in the policy instruments. We previously took stock of the relationship between working with accessibility objectives and the way in which various factors are currently being weighed in mobility policies (for example in the Multi-Year Programme for Infrastructure, Spatial. Planning, and Transport/MIRT).

Focusing on accessibility will probably result in changes in the types of challenges that are identified and, consequently, the number and variety of solutions for these challenges. An approach that encompasses different policy areas and a greater variety of solutions requires a more complex assessment process. The current decision-making process is not yet equal to the task. A broader approach to the concept of accessibility will therefore affect the way in which assessments are made. This also touches on the so-called investment logic referred to in the government's response (KST 29697-114) to the Rli report "Elke regio telt".





The Netherlands' international accessibility

The Netherlands is a small country with an open society and an international economic focus, with a lot of companies that are active internationally. High-quality international connectivity is essential, both for people and for the economy. This is why accessibility is very much related to our connectivity with the rest of the world. The excellent accessibility of our country is one of the reasons why international companies set up business here. Due to this contribution to our prosperity and well-being, the quality, cohesion and continuity of the international destinations network is a matter of public interest. The term network quality in this context refers to the way in which the Dutch economy and society are connected to the rest of the world.

As *'Elke regio telt!*' made clear, some regions face a low level of broad-based prosperity. These regions are often located further away from the most economically dynamic areas and this is compounded by other specific characteristics, such as a location at the border, an ageing population, low population density or a stagnating economy.

Links with international networks

The Netherlands' international accessibility

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The key question is all about what the previously outlined accessibility approach actually means for international passenger transport. As with passenger transport and goods transport, this mainly involves looking not at the modalities but at international connectivity as a whole and the role played in it by the different modalities. This means that the added value of international accessibility is different from that of domestic accessibility, but no less important. Developing an

integrated perspective on this makes it possible for international accessibility to be more effectively positioned within mobility policy. In its response to the Draghi report, the government highlighted the importance of good international mobility for the EU's open market and competitiveness.

Against a background of limited capacity, we will then outline a strategy for setting priorities (in terms of functions, destinations and based on the socio-economic significance attributed to them) for sharing out the limited capacity and deciding which modalities are most appropriate. This may involve a range of distribution issues, including the allocation of limited slots in the civil aviation system or the allocation of railway routes. The latter also involves the issue of sharing out capacity between domestic and international connections.

It should be noted that the opportunities for managing such issues are limited. In aviation, for example, it is not possible for the government to have any direct influence on destinations. This underscores the value of an effective system of monitoring the quality of our international network.





Towards integrated international accessibility monitoring

In order to make it possible to measure the public importance of good international connectivity from airports objectively and easily, the Ministry of I&W added to the existing connectivity monitoring that has been in place for some time by developing the Aviation Network Quality Policy Framework (Beleidskader Netwerkkwaliteit Luchtvaart, Parliamentary Paper, 319361021) in 2022. In the context of this policy framework, network quality refers to the availability of direct flight connections to preferred destinations. Preferred destinations (destinations on the list of Globalization and World Cities (GAWC) destinations¹)

are cities that are of significant economic interest for the Netherlands or have a special state/historical relationship with the country. Many of these destinations are also important for holidays and family visits. It is important that these continue to be taken properly into account. This year, the KiM is conducting a study into the different reasons for choices of transport in international passenger transport². This may also provide some insights into the social and recreational motives underlying passengers' destination choices. This policy framework will make it possible to monitor network quality at Dutch airports and how that quality develops

¹ [Globalization and World Cities \(GaWC\) list 2020 for the Netherlands](#)

² [KiM-programma 2025 | Publicatie | Kennisinstituut voor Mobiliteitsbeleid p. 37.](#)

It might be advantageous also to apply this approach to other transport modalities for international passenger transport. Doing this could possibly prove useful in helping to optimise the added value of the total international network of connections. If the network quality of both aviation and international railway transport can be presented in a similar way, this could potentially strengthen – where possible and necessary – the link between strategic policy on aviation connections and railway connections. This kind of integrated approach also opens up the possibility of establishing a genuinely interconnected multi-modal network, for example around the Schiphol hub.

This could also feature in the 'Vision on International Railway Transport' ('*Visie Internationale Spoorvervoer*') currently under development by the Ministry of I&W. This would then support I&W's ambition to place the potential of international railways more firmly on the map. The Aviation Innovation Strategy (*Innovatiestrategie Luchtvaart*) also includes points of leverage for intermodal solutions with the potential for further development. However, there is currently no clear yardstick that effectively combines network quality by railway and by air. This is because any attempt to approach network quality in an integrated way has its challenges. The government document on network quality and state guarantees,



(‘Monitor Netwerkkwaliteit en Staatsgaranties 2024’), due for publication in April 2025, will take the first step in capturing air and rail conductivity in a single picture.

International bus transport could also be added to this. Long-distance transport by bus between Dutch stations/points of departure and European cities is a form of international travel that caters to transport needs. Because of the relatively low cost of this type of international travel, this kind of accessibility is also readily available to people on lower budgets. Gaining a clear impression of the network quality of this specific modality could provide more insight into the potential for long-distance buses and possibly for relevant policy. This can also make use of the insights gained from the ongoing KiM study into the potential of long-distance buses scheduled for publication early this year.

The role played by cars in international passenger transport is most likely linked to reasons for travel related to social contact, holidays and relaxation, as shown in the report on foreign holiday mobility (‘Mobiliteit bij vakanties naar het buitenland’, KiM 2020). Determining what role cars will play aside from the perspectives outlined above will require further research and analysis before this mode of transport can be fully taken into account.



An international perspective on national accessibility

In terms of the international aspect of passenger transport accessibility, the following elements are also of relevance:

- The (landside) accessibility of hubs/points of departure for international passenger transport, such as Schiphol, regional airports and stations for international railway travel, which were already mentioned when discussing the accessibility of national passenger transport, can be included as destinations. Ultimately, this is about access for Dutch citizens to the international network of connections.
- Short-term cross-border traffic is part and parcel of the daily urban system (in terms of reasons for travel) and can be included in the approach to national passenger transport. Research planned by the KiM can help to provide the nuts and bolts for this. The International Railway Transport Vision will also address this area.
- The role of airports and HSL hubs just across the border (e.g. Düsseldorf, Cologne, Brussels and Liège), which are also involved in accessibility, can also be included, in line with the first two bullet points.





Accessibility from the public perspective

Research into the public perspective

In accordance with the Coalition Agreement (see introduction), we have taken the public perspective as one of the key building blocks in exploring accessibility objectives. The government is not limiting itself to ideas dreamt up in The Hague. More than ever before, we have gained an understanding of the perceptions and priorities of citizens and businesses thanks to two wide-ranging studies of the Dutch population that present a representative picture. These studies have been conducted by the Populytics agency, linked to Delft University of Technology, and by the KiM.

Taking the public perspective as the starting point also makes perfect sense. Because the basic principle of the accessibility approach is that mobility is not an end in itself but its purpose is to facilitate citizens' key socio-economic activities. In developing the accessibility approach, it is important to understand what underlying values, preferences and perceptions citizens and users have when it comes to accessibility.

In order to gain an understanding of this, a Participatory Value Evaluation (PWE in Dutch) was held in summer 2024 as part of a national public consultation on accessibility ('*Nationale Raadpleging Bereikbaarheid*'). More than 3,000 people took part in a panel representing the whole of the Netherlands. In addition, a further 3,763 people took part in the open consultation with the same questionnaire that was conducted in parallel. The questionnaire included a number of general questions and an optional section with specific questions about goods transport. In each question, participants were able to indicate whether they felt that the government should focus (much) more, no more or (much) less on that subject. There was also an opportunity to give reasons for the choices made.

The purpose of a PWE is to create a scenario that reflects the choices the government faces as accurately as possible to give the public a realistic experience of the dilemma in the policy choice. The participants are presented with the

In a nutshell

- The public feel it is important for everyone to be offered at least a minimum level of accessibility, irrespective of the area or any physical disabilities or financial limitations.
- What matters specifically to the public is:
 - Accessibility of important amenities. This mainly concerns: groceries (supermarket), healthcare (GP and hospital), education (primary school, secondary school, secondary vocational and university education) and work.
 - Affordability
 - Availability of important products
 - For everyone (accessibility for people with disabilities)
- In the case of goods transport, citizens and businesses insist that important goods, such as medicines or food, are always available.



problem and an overview of the consequences and limitations of the policy options. Based on this information they give a recommendation, including their reasons. This presents a clear picture of their preferences, of community values, how these values should be translated into policies according to the participants, and the concerns behind any objections. Because the PWE allows the participants to see things from the policymaker's perspective, they gain an understanding of the (complexity of the) choices that the government must make.

A key principle of the PWE methodology is that it does not provide unlimited space for the public to enter all of their preferences. As a result, the public cannot simply provide an unlimited list of demands, but need to make choices about what matters most to them in a context of limited resources. For this purpose, respondents are presented with a (limited) budget of so-called 'government effort' when completing the questionnaire. They are unable to exceed this 'budget'. Almost all participants responded positively to the consultation, welcoming the opportunity to share their ideas with government on this subject.

Public priorities

Thanks to the public consultations conducted, we have a clear understanding of what matters to citizens with regard to key objectives, the amenities to be accessed, modes of transport to get there and how long they (are willing to) spend travelling.

At around New Year 2023/24, 9,553 Dutch residents participated in the public consultation to share their ideas on spatial planning prospects for the future of the Netherlands. Participants were asked to indicate what areas the government should take account of when allocating space and which demands for space should be given more or less priority. There is a remarkable degree of consensus among respondents when it comes to the objectives of spatial planning: ensuring access to sufficient amenities in all regions was rated number one. There was also very little substantial variation among participants between different regions or home environments.

The National Public Consultation on Accessibility assessed whether a similar picture emerges when the accessibility of amenities is compared to possible alternative objectives within mobility and accessibility policy. Gaining an insight into this is important in ensuring that the approach to accessibility properly reflects public preferences in accessibility policy.

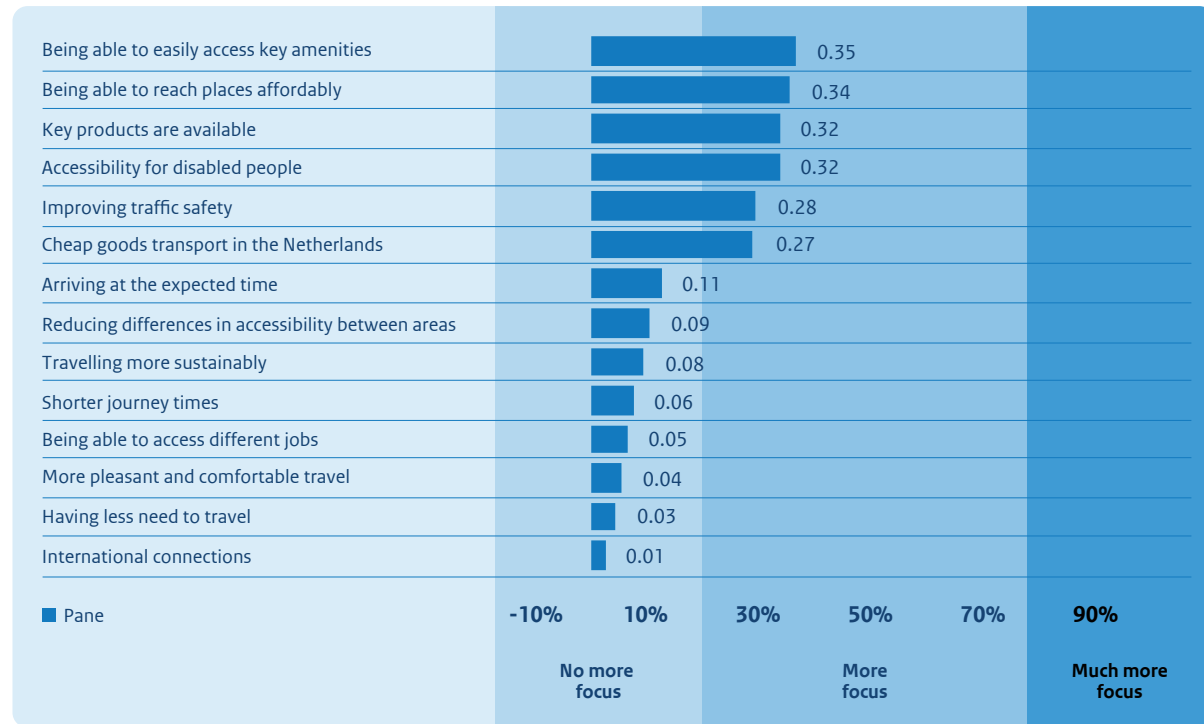




Basic level of accessibility

On a sliding scale, participants in the public consultation were able to indicate whether they felt that the government should focus (much) more, no more, or (much less) on a subject. The graphics on the next pages provide an indication of what choices are made by the average participant in the representative panel consultation, where a score of 1 means that 100% of participants wish to see 'much more focus' on an issue. The average results are then presented on a scale from 1.0 (100% want to see much more focus) to 1.0 (100% want to see much less focus). All of the results (including for the open consultation) can be found in the National Public Consultation on Accessibility report.

A key conclusion based on the consultation is that the public believe the government to be responsible for a number of basic issues when it comes to accessibility. In this, most priority is given to the creation of a basic level of accessibility for everyone: key amenities must be easily accessible, mobility must be affordable for people, key products must be available and people with disabilities must be able to get to places that they want to reach. These are the basics that must at least be in order. It is a widely-held preference, irrespective of age, gender or type of education. The arguments cited by participants suggest that many of them believe guaranteeing a basic level of accessibility to be a core task of government.



Some objectives are given less focus, such as having less need to travel or more pleasant and more comfortable travel. Participants explain this by stating that these objectives are not the task of government, but up to citizens and businesses themselves. They also indicate that not everything can or should be available (everywhere).

None of the objectives included are deemed by more than 15% of participants in the representative consultation to deserve much more or much less focus. Instead, participants believe it is important to continue to aim to focus on all objectives. There is no support for completely focusing on a number of objectives or to no longer focus on certain objectives at all.





Groups with diverse preference

NAs well as looking at the averages, a cluster analysis was also conducted to assess whether it is possible to distinguish specific groups of citizens with preferences. This turns out to be the case. Based on this, it is possible to identify different profiles for groups of citizens. The largest group (52%) wants to have 'the basics in order', often with a key focus on traffic safety. Based on the responses, it is also possible to identify other groups. There is another group (19%) that would like to see less focus on sustainability and more on shorter journey times and affordability instead. Another group of 19% of participants would like to see none of the objectives given less focus. In a fourth group (9% of respondents), there is much greater focus on a number of objectives relating to a basic level of accessibility, with less focus given to other objectives. The final group (2% of respondents) would like to see less focus given to all objectives.

Despite the noticeable variation between the different groups, taken on average, there is important consensus among the groups with regard to the priority that should be set in efforts to ensure that key amenities are accessible. Only group 5 (just 2% of participants) would like to give this (much) less priority.

	1	2	3	4	5
Size of the cluster	52%	19%	19%	9%	2%
Being able to access key amenities	0.39	0.39	0.15	0.62	-0.40
Being able to reach places easily	0.35	0.46	0.15	0.57	-0.30
Key products are available	0.32	0.40	0.15	0.65	-0.30
Accessibility for disabled people	0.37	0.28	0.15	0.57	-0.34
Improving traffic safety	0.33	0.25	0.22	0.34	-0.25
Cheap goods transport in the Netherlands	0.20	0.37	0.22	0.68	-0.29
Arriving at the expected time	0.12	0.17	0.13	-0.10	-0.47
Reducing differences in accessibility between areas	0.16	0.07	0.06	-0.08	-0.50
Travelling more sustainably	0.20	-0.15	0.14	-0.13	-0.27
Shorter journey times	0.05	0.25	0.12	-0.23	-0.63
Being able to access different jobs	0.02	0.05	0.12	0.12	-0.45
More pleasant and comfortable travel	0.04	0.06	0.14	-0.11	-0.47
Having to travel less	0.06	0.03	0.08	-0.21	-0.18
International connections	0.04	-0.04	0.09	-0.11	-0.44





Key amenities

The large group of participants who wish to see an increased focus on the objective ‘being able to access key amenities’ were then asked to indicate which amenities it is most important to be able to reach. Participants were most likely to mention healthcare amenities, such as hospitals (67% put this in first or second place) and GPs (64% put this in first or second place). The reason given for this by many is the ageing population, which will make access to healthcare increasingly important in the future. This reason is also given by participants who feel that the government should focus more on accessibility for disabled people.

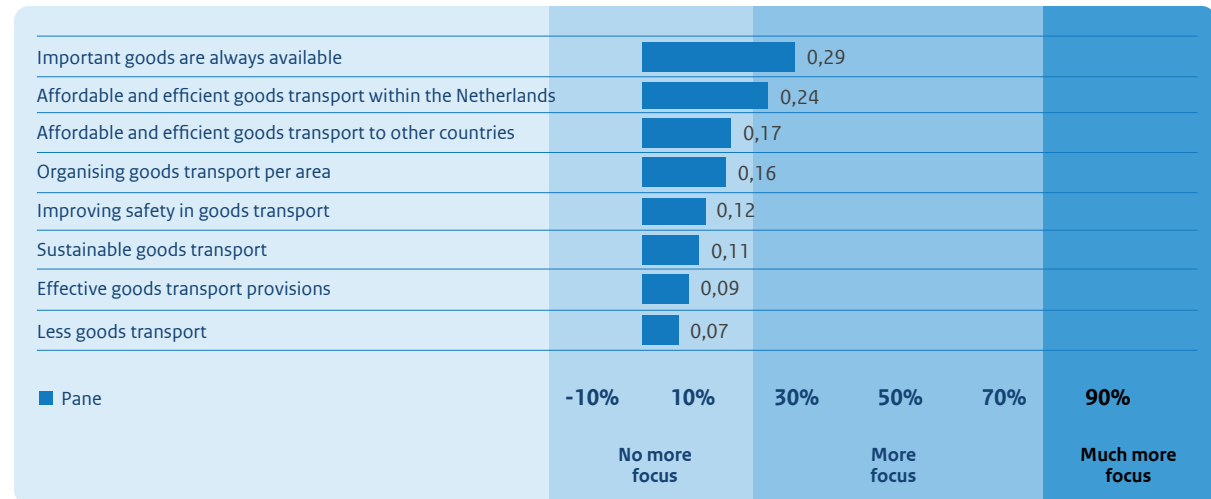
Healthcare amenities are followed closely by key amenities such as primary schools (25% put this in first or second place) and supermarkets (22% put this in first or second place). Secondary schools and further education, sport locations and ATMs were ranked in first or second place by 2-10% of participants.

An in-depth analysis of the differences between groups of participants living in certain areas shows that living rurally or in the city has no influence on how participants ranked the objectives.

Goods transport

In the questions about goods transport, objectives such as more sustainable goods transport, important goods always being available and organising goods transport in each area were considered to be the most important. Above all, the average Dutch citizen would like to see greater focus on objectives that relate to a basic level of goods transport and an improvement to efficiency. On average, all eight of the objectives mentioned in the goods transport section of the survey deserve to be given greater focus.

According to the PWE, citizens and businesses consider it to be very important that key goods, such as medicines or food, are always available. Goods transport within the Netherlands and from and to other countries needs to be efficient and affordable, for example by organising goods transport more smartly. Most of the public takes the view that goods transport is not the job of central government, but that of businesses and consumers themselves.





Publicly acceptable journey times

In the summer of 2024, the KiM conducted a study into the journey times deemed acceptable to the public in the Netherlands. The KiM study provides an insight into which types of destinations travellers consider to be more or less important to be able to reach and what forms of transport and journey times they prefer.

When it comes to the amenities considered to be relevant, the KiM study presents a largely similar picture to the PWE. In both studies, being able to access healthcare and retail functions were deemed to be relatively more important. In the PWE, accessibility to education is considered to be slightly more important than in the KiM study. This is understandable, because the PWE asked citizens to think more in terms of the public interest (from the perspective of the policymaker), whereas the emphasis in the KiM study was on the importance of people's own situation. For a portion of the population, accessing education for themselves is of little or no importance.





Thanks to research conducted by the KiM, we also know what journey time citizens considered to be acceptable to each of the key amenities mentioned and by means of the different modalities. And we also know from that research that they also feel it is important to have a choice of several accessible amenities.

The public perspective that emerges from the studies is in line with the 'freedom of choice' that the government is aiming to achieve. As was made clear in the most recent PBL publication: increased accessibility of amenities gives the public more freedom of choice in terms of which amenities they can reach with which modes of transport.

There do not seem to be any major regional differences in what people consider to be acceptable journey times. However, the level of acceptance is influenced by how urbanised the places are where citizens live (alongside level of

education and to a lesser extent age, gender and health). From the public perspective, an increased level of urbanisation appears to go hand-in-hand with lower acceptable journey times to reach different types of destinations.

The results show that acceptable journey times from the passenger's perspective differ between types of destinations and between modes of transport. The study also shows that, despite most respondents generally opting to visit the closest location of each type of destination, aspects such

				
Supermarket	15	12	12 (Low: 12, High: 11)	13
GP	18 (Low: 16, High: 19)	12 (Low: 11, High: 12)	13	15
Hospital	32 (Low: 36, High: 29)	22 (Low: 25, High: 20)	24 (Low: 30, High: 23)	22
Primary school	Insufficient data	11	12	12
Secondary school	32 (Low: 35, High: 29)	17	27 (Low: 30, High: 24)	23 (Insufficient data)
Secondary vocational education (mbo)	41 (Low: 46, High: 34)	24	26	Insufficient data
University education	46 (Low: 51, High: 41)	36 (Low: 40, High: 30)	25 (Low: 29, High: 23)	16 (Insufficient data)
Workplaces (employment)	47	36	28	21 (Low: 16, High: 22)

The average acceptable journey time for residents in minutes to amenities that are of relevance to passengers and by means of the modes of transport that are relevant to them. In cases where there is a significant difference in the acceptable journey time for citizens between a metropolitan (high) and less urbanised (low) living environment, the acceptable journey times are included separately for both categories.





as availability and quality clearly have an influence on the choice of location that people use.

Finally, the KiM study shows that most people are currently able to reach destinations that are relevant to them within the acceptable journey time, with some exceptions. In the case of amenities such as a hospital (by public transport or on foot), employment (by public transport, bike or on foot) or secondary vocational education (by public transport) the current journey time is often longer than the acceptable journey time. These exceptions generally affect those with lower incomes, health issues, people without cars and those who indicated that they have digital alternatives.

This is important input, together with the PWE conducted, to place alongside the baseline measurement. These insights from the public consultations can help in establishing an accessibility level. An important follow-up question in this concerns what we know about the actual time that citizens spend travelling to the amenities they consider to be relevant. And, of course, how this actual journey time relates to the journey times that the public deem to be acceptable. We take a closer look at this in the next chapter.












Accessibility for each amenity

It is important for schools, hospitals and other essential amenities to be quickly and easily accessible. Whether accessibility in order varies according to the region in the Netherlands. For a range of amenities, the pages marked in yellow show how the actual current accessibility by different forms of transport relates to the journey times that people considered to be acceptable on average. We also provide analysis for each area. We have based the description of the current situation on the baseline measurement. The average acceptable journey times and the preferences of different types of transport and amenities have been derived from the KiM study on the passenger's perspective on acceptable accessibility (*'Acceptabele Bereikbaarheid: een reizigersperspectief'*, September 2024).

Two public consultations of Dutch residents

In 2024, the Ministry of I&W and the KiM conducted separate surveys from their own perspectives among Dutch residents on what matters most to them when it comes to accessibility and which amenities they consider to be important to be able to reach effectively by different forms of transport.

The first study was the Ministry's National Public Consultation on Accessibility (*'Nationale Raadpleging Bereikbaarheid'*). In it, members of the public were able to give their opinion seen from the perspective of the policymaker and make choices about accessibility in the Netherlands. They also had an opportunity to rank which amenities they considered to be most important.

- Hospital

- GP

- Primary school

- Secondary school

- Secondary vocational education (mbo)

- Higher education (hbo and wo)

- Supermarket






The second study, by the KiM, explored acceptable accessibility of from the passenger's perspective ('Acceptabele Bereikbaarheid: een reizigersperspectief'). In it, citizens were asked about their experiences with regard to the accessibility of key amenities, such as their GP or school. Questions covered such areas as the time they spend travelling and the journey time that they would consider to be acceptable. They were also able to indicate whether they felt an amenity should be accessible or, for example, whether they were willing to get there conveniently by public transport. The acceptable journey times described below are derived from this study.

Studies into the affordability of transport by Nibud and KiM

The issue of whether people consider a hospital or school to be accessible is about more than just journey times. It is also about travelling with a disability and the costs of travel. The National Institute for Family Finance Information (Nibud) and the KiM have conducted research on the affordability of transport. Some 10% of Dutch adults say that they struggle to afford travel costs. These are mainly people on low incomes, people without employment and one-parent families.

The research conducted by the Nibud and the KiM also reveals that households outside of urban areas wish to use more transport (Nibud) and are willing to accept a longer journey time (KiM) than households in urban areas. People living in less urban areas are also more likely to have a preference for accessing destinations by car. They also spend more money on mobility, since they cover longer distances.

Perception of accessibility

What Dutch residents consider to be an acceptable journey time varies between urban and less urban locations. In its study into acceptable journey times for a range of amenities and modes of transport, the KiM found differences between these. When it comes to the accessibility of amenities and people's perception of this, it makes a difference where you live. On the following pages, we work with a national average acceptable journey time to reach amenities. We refer to this as the acceptable journey time. Since acceptable journey times between locations with a low and high level of urbanisation sometimes vary significantly and at other times do not, this is indicated by means of a bandwidth in any cases where there is a significant difference.





Hospital

The Dutch public consider a hospital to be a relevant amenity to have nearby

Research by the KiM shows that **71%** see this as relevant. The National Public Consultation on Accessibility reveals that **64%** place this amenity in first or second place.

Desired number of accessible locations

Most Dutch people state that a single local hospital is sufficient.

In the Randstad, Noord-Brabant and Groningen, there is usually a second hospital nearby. Journey times in the rest of the Netherlands are often **longer**.

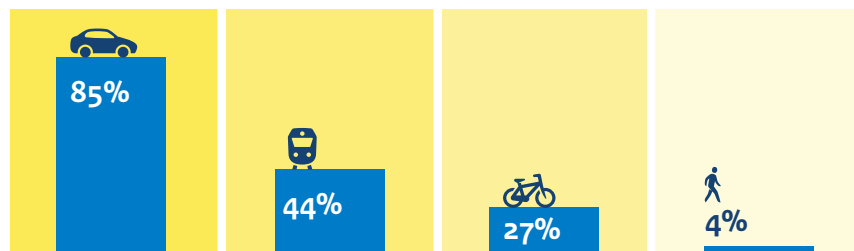


On these pages, the public perspective is compared with the current accessibility based on a number of different studies. See page 45 for more information about the method and sources used.

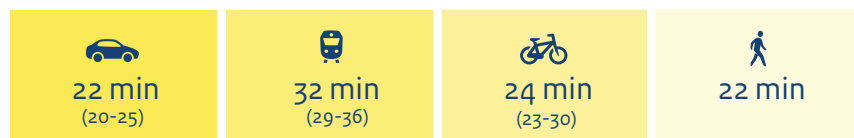




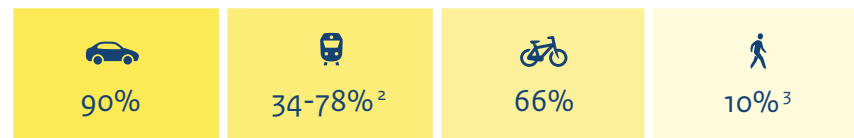
? By which two modes of transport do you think it should be possible to reach the hospital?



L What journey time to the hospital would you consider acceptable? Average journey time considered acceptable¹



● Percentage of Dutch citizens who can travel to a hospital within this journey time



In urban areas, it is almost always possible to reach a hospital by car within 22 minutes. Outside of urban areas and around cities without a hospital, people often spend longer travelling to the closest hospital by car.

Outside the city, it is often **less easy** to reach a hospital within the acceptable journey time by public transport than by car.

In most places in the Randstad, it is possible to cycle to the hospital within the acceptable journey time of 24 minutes. This also applies to walking, with a journey time of 22 minutes. This is not usually possible in areas located further from the city centres.

You can't get anywhere without a car: hospital and work more difficult to reach as public transport deteriorates

Source: RTL Nieuws, 26-03-2024

Travel to the hospital by public transport? 'Watch out - there are no more buses to Adrz after 18:00'

Source: PZC, 27-09-2024

Zierikzee set to lose its hospital because of staff shortages and costs

Source: De Telegraaf, 28-03-2024

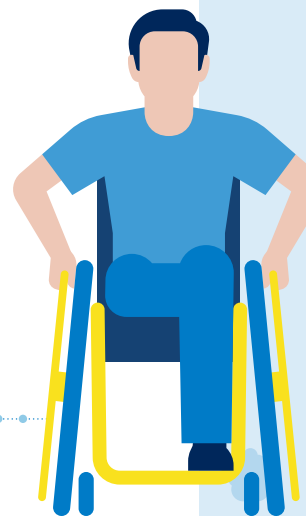
Rijnstate Elst hospital tackles teething issues: 'Patients often complain about the lack of bicycle parking'

Source: AD, 09-03-2024

Regional preferences vary

In **urban areas** there is more likely to be a preference for cycling or walking. On average, people accept a **shorter journey time** by car, public transport or by bike.

In **less urban areas** the **car is preferred**. People are prepared to travel longer by car, public transport and by bike.



¹ Significant differences between metropolitan (high) and less urbanised (low) shown in brackets

² Travelling to the stop on foot or by bike respectively

³ Please note: the margin of uncertainty for walking is greater

GP



On these pages, the public perspective is compared with the current accessibility based on a number of different studies. See page 45 for more information about the method and sources used.



The Dutch public consider a GP to be a relevant amenity to have nearby

Research by the KiM shows that **81%** see this as relevant. The National Public Consultation on Accessibility reveals that **69%** place this amenity in first or second place.

Desired number of accessible locations

Most Dutch people state that a single local GP is sufficient.

1

59%

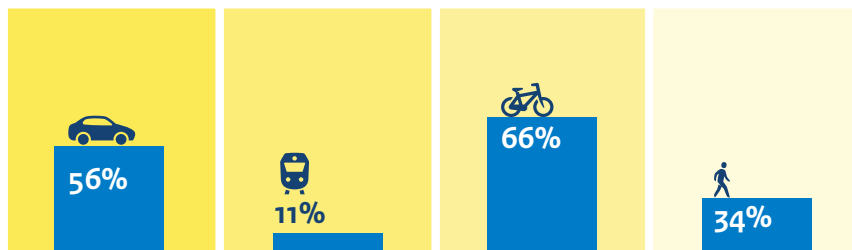
2+

41%

In larger cities, it is often possible to reach a second GP within an acceptable journey time. The further outside the city, the longer the journey time to a second GP generally is. This applies to a lesser extent to the car.



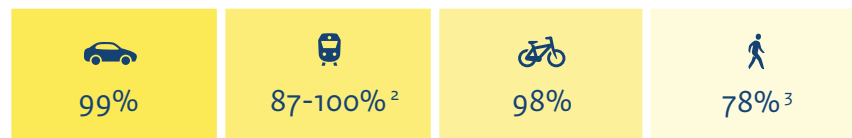
? By which two modes of transport do you think it should be possible to reach the GP?



🕒 What journey time to the GP would you consider acceptable?
Average journey time considered acceptable¹



● Percentage of Dutch citizens who can travel to a GP within this journey time



It is possible to reach the GP by car **within 12 minutes** almost everywhere. In contrast to other modes of transport, the places with the longest journey times are more likely to be locations within cities.

For **public transport** in combination with walking, there are places across the country where it is not possible to reach a GP **within 15 minutes**. Coverage is the best in the Randstad and other urban areas.

In some places in Zeeland, on the border and in the Northern Netherlands, it is not possible to reach a GP by bike **within 13 minutes**.

People with no GP nearby are treating themselves: 'If there's something really wrong, there's nowhere I can go'

Source: Omroep Gelderland, 28-02-2024

GP Geert: 'If things carry on like this, you will soon have no local GP'

Source: Brabants Dagblad, 29-06-2022

Bergen op Zoom couple devastated by Co-Med bankruptcy: 'We're lacking a GP with his finger on the pulse'

Source: BN De Stem, 27-12-2024

How nearby should the GP be?

Source: AD, 05-05-2019

Regional preferences vary

🏙️ In **urban areas** people accept a **longer average journey time** by car or by public transport. In these cases, people often prefer public transport and walking.

🏡 In **less urban areas** the **car or bicycle is preferred**. In these places, people are more likely to visit the **closest GP**.



¹ Significant differences between metropolitan (high) and less urbanised (low) shown in brackets

² Travelling to the stop on foot or by bike respectively

³ Please note: the margin of uncertainty for walking is greater





The state of accessibility

National Accessibility Level

Accessibility is defined as the extent to which people and goods are able to reach relevant destinations within a certain time and within reasonable parameters in terms of cost and effort. The accessibility of destinations depends on several factors:

- The proximity and quality of the destination: what spatial activities are close to my location and how important are they?
- The time periods in which these amenities and activities are available and accessible by modes of transport.
- The scope and quality of the traffic and transport system: how fast can I travel to my destination, how convenient is it, and how much does it cost?
- Regarding the accessibility of the traffic and transportation system: to what extent is the traffic and transport system accessible for all types of users?

This means that our accessibility policy is the joint responsibility of different government agencies, local and regional authorities, semi-public parties and users, including transport and shipping

companies. The focus of accessibility is not mobility as such, but rather the purpose of the mobility. For example, the purpose of national passenger transport is to provide public access to education, healthcare, shops and jobs.

Based on a conceptual analysis of accessibility, we have developed three variants:

- Basic level of accessibility for everyone.
- Maximising accessibility within broad-based prosperity.
- Improving accessibility by reducing disparities between areas.¹

Each of the three variants has its own unique characteristics. The same conceptual analysis has been used as the basis for three similar variants for goods transport.²

¹ These variants are described in detail in the Goudappel/Rebel report, see Appendix. See also 'Uitwerking bereikbaarheidsdoelen: Programma Mobiliteitsvisie 2050'. (Development of Specific Accessibility Objectives: Mobility Vision Programme 2050').

² These variants are described in detail in the report by BCI/RHDHV and the Outline Letter on Goods Transport (Hoofdlijnenbrief Goederenvervoer) sent to the House of Representatives.

In a nutshell

- A new tool has been developed design to accurately record the current accessibility situation: the National Accessibility Level.
- For this purpose, the amenities in the Netherlands have been localised and linked to the journey times for residents using different modes of transport.
- It can also link the public perspective with the actual journey times achieved to reach amenities across the Netherlands.
- This set of instruments makes it possible to take 'snapshots' of the current situation with regard to the public perspective outlined in the previous chapter.

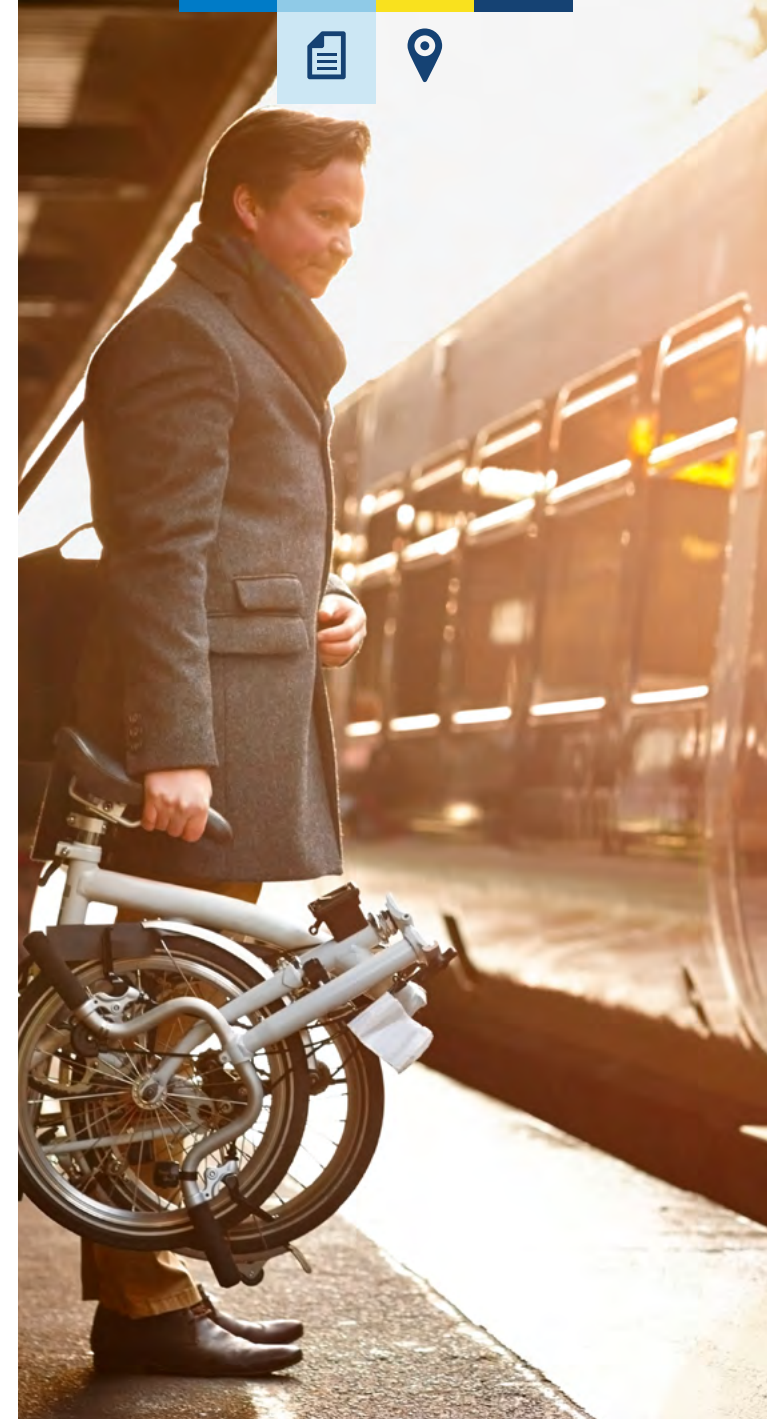


Certain key principles are already used implicitly in passenger and goods transport policy. This is done as part of policy analyses, such as the integrated Mobility Analysis (IMA) featuring key bottleneck indicators, such as lost vehicle hours, the ratio between intensity infrastructure capacity and intensity of use, chances of securing a seat and waiting times. These focus primarily on traffic flow bottlenecks and less on freedom of choice for all citizens in accessing amenities.

The reflections in the PBL report and *'Elke regio telt!'* have revealed that there is a blind spot if policy is driven by these indicators alone. Essentially, the accessibility approach aims to supplement these existing mobility bottleneck indicators with additional insight into areas of concern for accessibility: when the public perceives accessibility to be insufficient or lacking in freedom of choice to exercise their right to education, healthcare or employment.

In the effort to focus on the accessibility of amenities, it is of relevance to have an understanding of residents' actual travel distance (in time) to reach amenities considered to be relevant. The insights that we have had so far have mainly focused on traffic flow on the networks themselves without making any link with the amenities. The first step taken was therefore to investigate whether it is possible to link data about traffic flow on the networks with data about the (locations of) amenities. Based on this investigation, we now know that this is possible for monitoring the current level of accessibility and can make a lot of information available about the accessibility of amenities that the public consider to be relevant across the Netherlands (baseline measurement).

Insight into accessibility supplements existing insight into mobility indicators. Information about both mobility and about the locations of amenities is linked together for this purpose. This makes it possible to gain insight into the extent to which an accessibility issue is a consequence of a mobility bottleneck or caused by spatial planning or amenities policy.





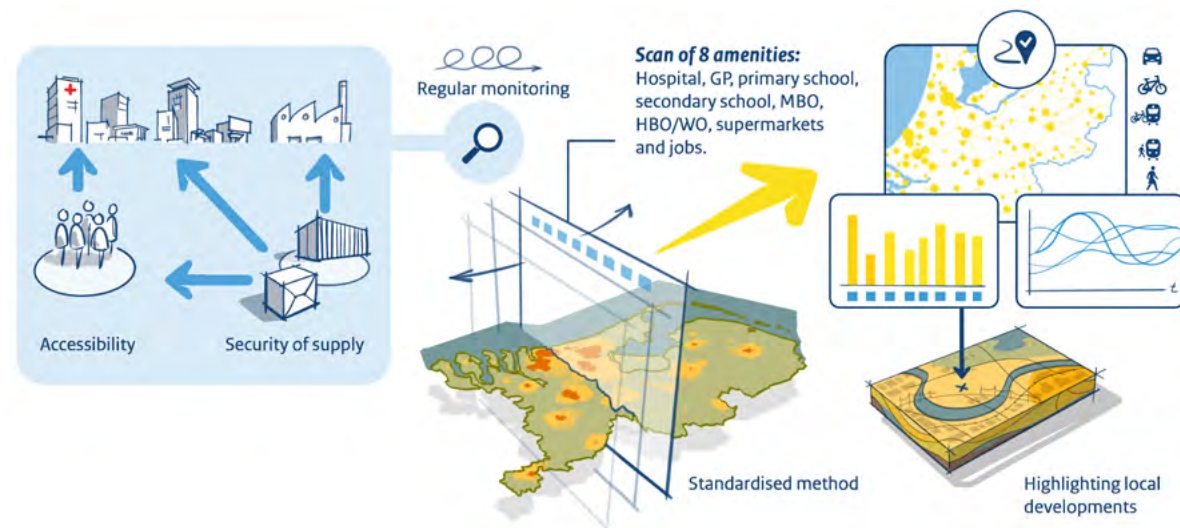
In order to gain insight into accessibility issues, two key steps were taken in developing the analysis methodology::

1. The insights into travel options with different modes of transport on our mobility networks have been linked to data about the locations of amenities.
2. A link has been made with the results of the analyses of the public perspective set out in the previous chapter. This link is necessary in order to:
 - a. achieve a focus on which amenities are relevant;
 - b. achieve a focus on what are acceptable journey times.

We refer to the information generated on this basis as the National Accessibility Level. Nationally, this provides an insight into the percentage of Dutch residents for which the actual journey times to the amenities considered to be relevant by the public are within the journey times they feel are acceptable. This was done separately for each mode of transport, focusing on the amenities that the public say are important.

This newly-developed tool can also be used to zoom into each area. For example, it can be used to show where the areas/regions are with lower levels of accessibility of (a range of different) amenities. By setting the journey times that the public considers to be acceptable against the actual journey distance (in time) to amenities, it is possible to generate an early indication of key issues in the regions.

The National Accessibility Level can be used as a reference in discussion about regional accessibility focusing on specific regions. By zooming in at area level, a picture will develop of how the regional situation relates to the accessibility level (and therefore to a. the national situation and b. the situation considered to be acceptable by the public on average). We explain the accessibility level in more detail in this chapter. In the next chapter, we look at the way in which the accessibility level can be applied to address regional issues and how to resolve them.





An accessibility level for passenger transport

As a starting point for a conversation with the regions, actual insight can be provided at national and regional level into journey times to amenities for which the public considers accessibility to be relevant. By setting the journey times that the public considers to be acceptable against the actual journey distance (in time) to amenities, it is possible to provide an early indication of potential challenges.

The accessibility level will enrich policy deliberations around mobility and accessibility. While not replacing the monitoring of mobility issues by means of the IMA, it adds to it, as far as possible linking together the two analyses in order to gain insight into the extent to which a mobility challenge is a consequence of a mobility bottleneck or caused by spatial planning or amenities policy. It gives central government, which has overall responsibility for the system, an additional tool for accessibility alongside the existing analyses for mobility networks (conducted by I&W as the authority responsible for the main networks).

The accessibility level will form an important basis for the conversation across departments and levels of government. It makes it possible to call each other to account and consult on cost-effective, politically desirable action frameworks in given situations. Central government and its regional counterparts have a preference for this accessibility level rather than verifiable and generic standards. This is because setting standards has serious disadvantages:

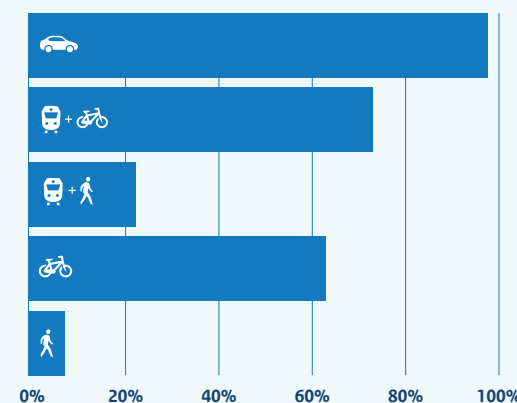
1. It wrongly assumes that it is possible to make a priori and generic statements for all areas and under all circumstances about the desired situation.
2. There is not yet any clearly defined and widely shared conceptual framework for working on accessibility. This will first need to be developed jointly in a learning process over the years ahead (Goudappel/Rebel report, see page 90).
3. It closes down political and administrative decision-making from the outset when in fact analysis should start with the conversation across departments and levels of government with room for freedom of choice based on social and administrative factors in the region.

In combination with the table of journey times deemed acceptable by the public for each amenity/modality, these tables containing information on how many residents can reach amenities within acceptable journey times form the accessibility level. This level therefore not only reveals what

the national average acceptable journey times are for each amenity/modality (see previous chapter), but also what proportion of Dutch residents can achieve their journey to the nearest amenity within this journey time deemed acceptable based on the actual journey distance (see below).

However, it should be noted that these are national averages of what the public considers to be acceptable. During the process, it is important also to carry out a check focused on the specific area and definitely also to have an understanding of the deviation around the average. What is considered to be acceptable at regional level may deviate from what emerges as the national average.

Percentage of residents who can access the amenities* within an acceptable journey time

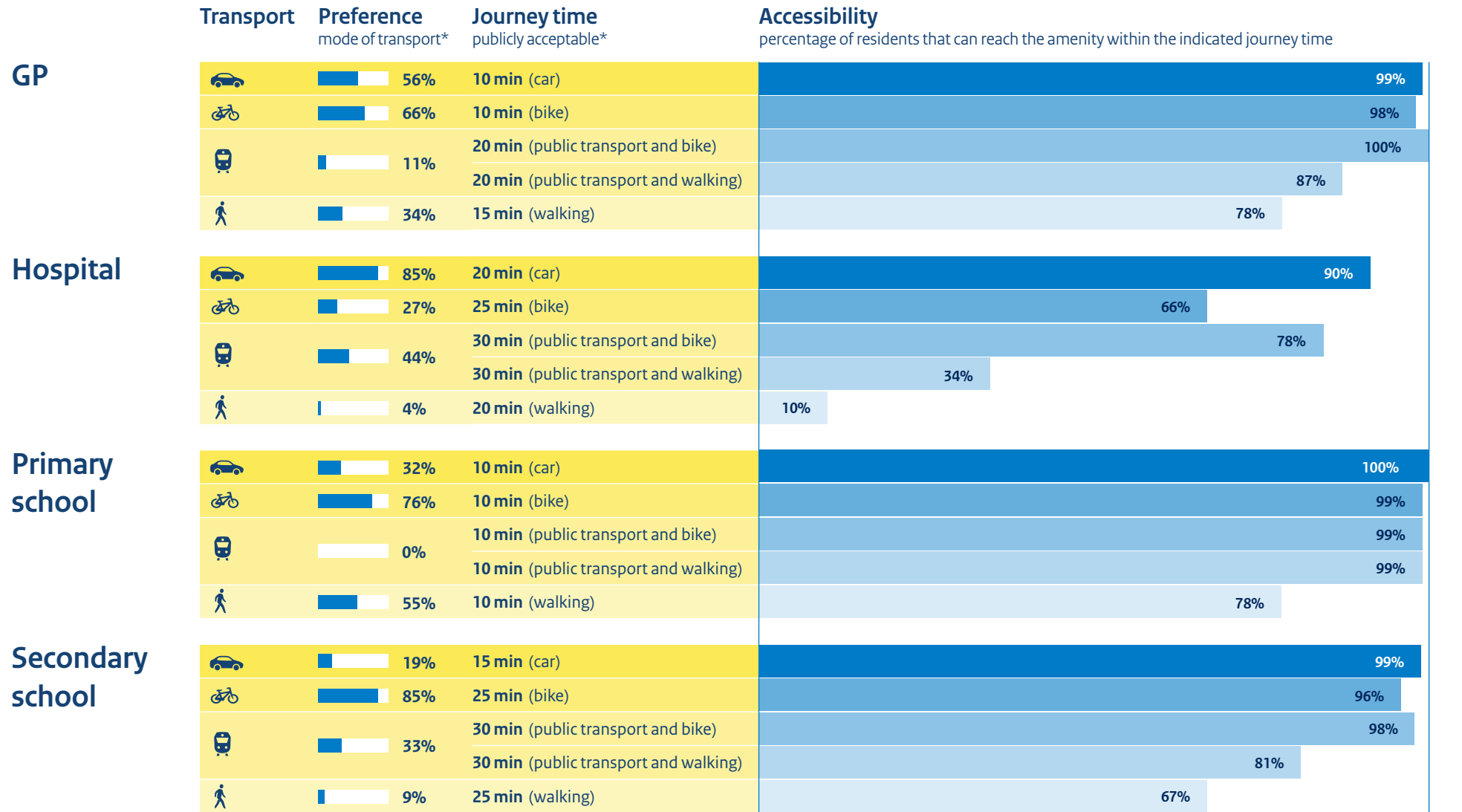


*Supermarket, primary school, secondary school, secondary vocational school, university, GP and hospital





Accessibility level

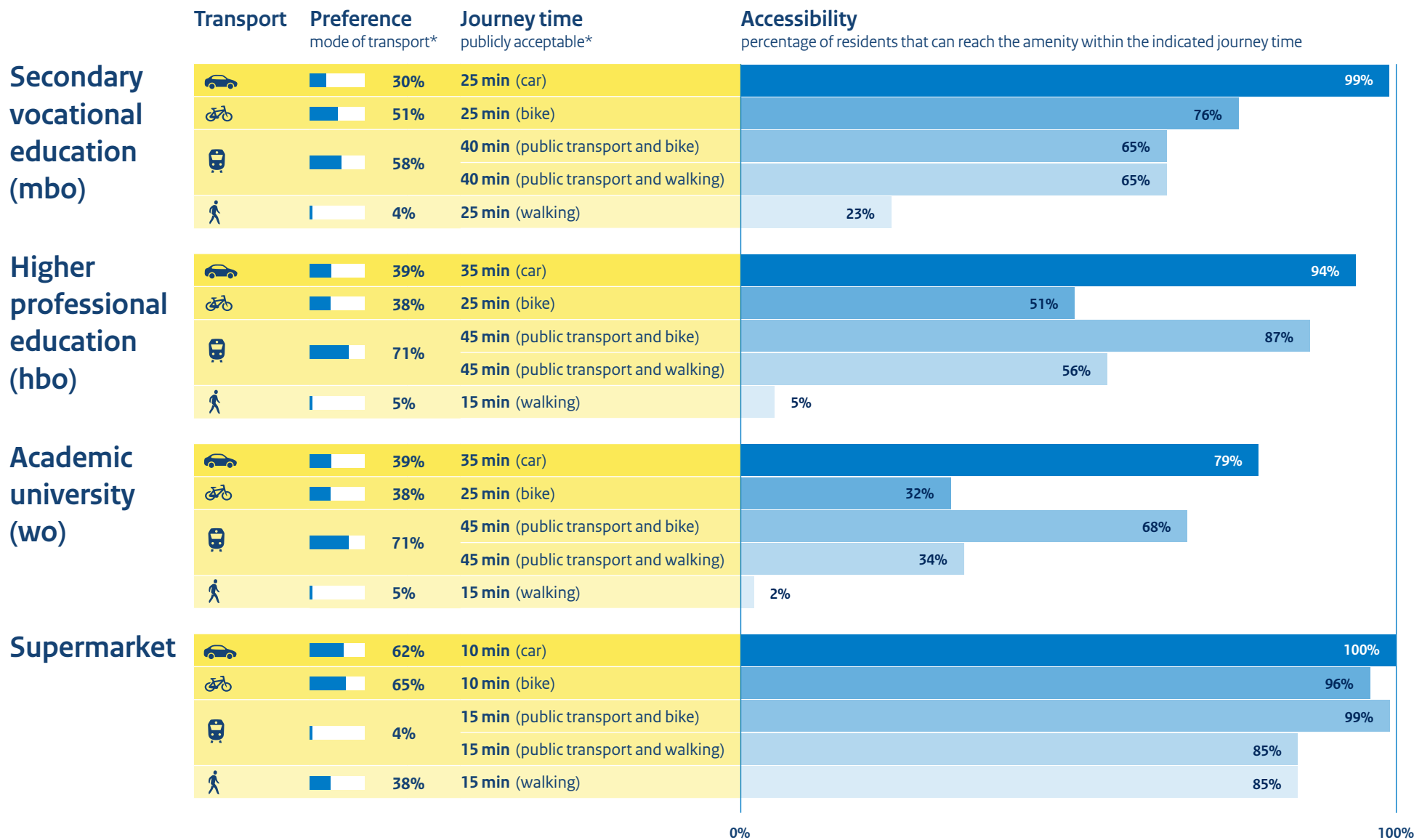


* Dutch people were asked which two modes of transport they feel it should be possible to use to reach this amenity (KiM study "Acceptabele bereikbaarheid: een reizigersperspectief").

0%

100%





* Dutch people were asked which two modes of transport they feel it should be possible to use to reach this amenity (KiM study "Acceptabele bereikbaarheid: een reizigersperspectief").





The accessibility level also includes the accessibility of jobs. Alongside the accessibility of different healthcare institutions, educational sites and supermarkets, the public perspective reveals that the accessibility of jobs is also considered to be important. This is already monitored in the National Environmental Planning Strategy Monitor (*Monitor Nationale Omgevingsvisie*¹). For the accessibility level for jobs, efforts will be made to link with the monitoring conducted as part of that.

Descriptions of accessibility for each amenity

In addition to the above line of reasoning at system level, for each key amenity, we have also provided an overview of accessibility on the pages marked yellow in this document. This brings together the large amount of information we collected in order to provide a fact-based description of the accessibility of healthcare institutions, educational institutions and supermarkets. We are doing this based on the PWE, KiM study, baseline measurement and the PBL analysis.

The accessibility level has been compiled based on the baseline measurement announced in the report on the development of specific accessibility objectives (*'Uitwerking bereikbaarheidsdoelen'*, December 2023). The baseline measurement investigated the current situation with regard to accessibility in the Netherlands. This accessibility was compared to the previously shared conceptual variants of accessibility objectives and to the journey times deemed acceptable to the public.

The tasks based on the analyses conducted can be formulated in various different ways. It is possible to identify two key layers:

- The accessibility of **amenities** that require attention across the Netherlands because there appear to be challenges for the accessibility of these amenities at several locations and for multiple modalities.
- There are specific **areas** with an accumulation of accessibility challenges affecting several amenities.

The results suggest that different (potential) challenges will be revealed than is the case with indicators that focus more on networks. The indicator adds three important aspects:

- The destination of the journey/activity becomes central. This means that other types of challenges, such as not being able to get to school or work, are revealed even if they are not caused by a traffic bottleneck or railway capacity bottleneck, which has so far been the main area of focus.
- The results are multi-modal in the sense that they are determined in a similar way and at a similar level for all modes of transport. For example, this makes it clear the extent to which accessibility by public transport and walking is worse than accessibility by car.
- The relationship with spatial planning (including for housing and employment) and amenities policy is made explicit. The indicator makes it clear that a shortfall in accessibility can be resolved not only by mobility measures, but actually also by means of spatial policy. By spreading amenities out more or by building housing in places where accessibility to amenities is at a high level. In this way, the accessibility indicator encourages a more integrated approach to policy rather than a sector-based focus on mobility solutions.

¹ PBL (2024) Monitor Nationale Omgevingsvisie 2024. [Monitor Nationale Omgevingsvisie 2024 \(MONOVI\) | Planbureau voor de Leefomgeving p. 67-70.](#)







Towards an accessibility level for goods transport

Importance of good transport

Goods transport enables the reliable and efficient transportation of goods and especially essential goods, such as medicines and food. As such, goods transport serves the public interest above all. Goods transport enables stocks to be supplied to supermarkets, corner shops and social amenities, such as hospitals, schools, museums and theatres. Doorstep deliveries of parcels and shopping also count as goods transport.

At the same time, goods transport is important for many industrial and processing companies and therefore also vital for the national and regional economy. Goods transport is essential for the supply of raw materials and semi-manufactured products for their production processes and to transport the products to customers. Without goods transport, there would be no revenue and no added value or employment opportunities. Seen from this perspective, goods transport is also important for members of the public in their role as employees of these companies.





Goods transport also plays a key role in the context of social challenges, such as energy transition and a circular economy. The energy transition will lead to a decrease in fossil fuel flows, which will be replaced by biofuels and hydrogen. This will require a lot of mobility and space. More sustainable production will result in different transport flows, such as return flows to waste processing plants and the transport of recycled raw materials to (new) production sites for reuse.

As is also clear from the above, goods flows are dependent on each other: companies operate in complex chains of production and consumption, with the production of one company forming input for another that ultimately brings a product to the consumer. These chains vary in scale from local to intercontinental. For a country as small as the Netherlands, this can quickly mean a reliance on import and export flows. Goods transit can also be of importance: raw materials that are taken from our seaports to processing industry across the border can then result in the importation of semi-manufactured products made from them that are important for Dutch companies' products.

Security of supply

Even for goods, transport is not an end in itself. The focus of accessibility is not mobility as such, but rather the purpose of goods transportation. This goods transport is therefore at the service of social and economic functions.

Security of supply is a key concept in all of this. Security of supply means that goods must always be available at the right moment and in the right place in order to be used by businesses, institutions and consumers. When exactly the right moment is will depend on the goods. There are also factors at play in the logistics process, such as building up stocks and organising consecutive links in chains of production and consumption. Another matter is that the consequences can vary if goods are not available on time. A certain level of security of supply is therefore always needed in order to keep our society and economy running. The accessibility of goods means that sufficient security of supply is guaranteed for social and economic functions. This does not happen automatically.

It was previously stated that there is a focus on guaranteeing security of supply for social and economic functions. The reason for this is that this determines the level of certainty that goods will be available at the right place and time. In this, it is acknowledged that goods transport generally happens at a higher geographical level of scale than the accessibility of amenities in passenger

transport. In addition, market forces play a greater role in goods transport. Goods transport is essentially a question of supply and demand, in which market players' economic considerations are often the decisive factors.

For goods transport, efforts are being made to identify possibilities for using existing data and data links to operationalise this security of supply in a meaningful way. This will enable us to more clearly substantiate what this means for the decisions we make and the challenges we face.

Until now, challenges in the goods transport system have mainly been flagged up based on the results of the IMA. This mobility analysis provides useful information in such areas as wasted commuting time (e.g. as a result of traffic congestion), waiting times at locks, traffic volumes and the potential for modal shifts.

The focus on the security of supply of goods for social and economic functions means that there is a need for insight into new, additional areas of concern. For example, what goods are important for economic development? Which goods flows are essential for our society? And what level of security of supply is needed for the development prospects of regions? What impact do bottlenecks in the network have on the security of supply of types of goods in specific regions? And are alternative modes of transport available when bottlenecks





occur? Gaining an understanding of these questions is important, but will take some time.

Security of supply means that it is important to focus more intently on essential goods and regional strength. First by more effectively clarifying the socio-economic significance for the Netherlands of different flows of goods and also including in this the development prospects of regions, focusing for example on the desired security of supply for economic clusters.

Strategic autonomy and resilience

Security of supply is closely related to the reduction of vulnerabilities in the logistics chain. These vulnerabilities are partly the result of developments in the areas of climate and international relations. We know from past experiences how important it is to strive for autonomy and resilience as a result.

We are dependent on other (distant) countries for the supply of raw materials and semi-manufactured goods. Europe is working to reduce these dependencies and increase our strategic autonomy. The Netherlands plays an important part in this process as a gateway to Europe. Increasing the strategic autonomy of Europe will require dedicated transport arteries. This encroaches on policy for our national seaports and the cross-border connections, such as the

networks mentioned in the Trans-European Network for Transport (TENT).

Then there are vulnerabilities in the transport chain as a result of climate developments: droughts, peak precipitation and rising sea levels. The water levels of the Rijn, an important hinterland waterway for inland shipping, have been low with increasing frequency during dry periods. The vulnerability to disruptions as a result of severe drought, heat or flooding affects the security of supply for producers and consumers. Goods transport must be flexible enough to respond to these situations. Especially in areas where we can guarantee security of supply by means of national policy, this deserves our close attention.

Accessibility level for goods transport

In the face of limited resources (both in terms of space and manufacturing capacity), careful choices need to be made about which mobility is possible at what time and place. Choices with regard to the type of goods or areas for which we wish to maintain or improve accessibility. For example in guaranteeing security of supply across the food chains. Especially when we are applying reference values to guarantee accessibility for passenger transport, it is also important to have something similar for goods transport. This is because goods transport and passenger transport use the same networks, which must have sufficient capacity to enable the flow of goods and passenger traffic.

Where there is limited capacity, it must be allocated on the basis of transparent, substantiated considerations in light of the integrated objectives.

In order to ensure that goods transport is given equal consideration, we are also exploring how we can set up an accessibility level for this transport. In this way, we aim to be able to make more informed choices in allocating the limited infrastructure capacity between passengers and goods, focusing on different modalities and facilitating access to urban areas and to business parks.

We are investigating whether it will be feasible to add this kind of monitoring to the existing set of instruments. This will involve indicators that can identify vulnerabilities in the goods transport networks, such as bottlenecks in traffic, their impact and the possibilities of alternatives when bottlenecks occur. This analysis will acknowledge that not every mobility bottleneck has the same significance but that this significance is affected by the vulnerability of the goods transport network to this bottleneck, the nature of the goods flow and the significance of the locations from where the goods originate and whereto they are heading. The result of this can be used to improve the robustness and resilience of the goods transport system.



It will lead to a combination of:

- Bottlenecks in the goods transport networks (based on the IMA), taking account of the costs for business and the economy.
- The impact of a bottleneck in the goods transport network, based on indicators for this vulnerability and its significance for types of goods and the origin and destination locations of these goods.
- Alternative possibilities for transport in the event that a bottleneck occurs in the goods transport network.

This analysis will acknowledge that not every mobility bottleneck has the same significance but that its significance is affected by the vulnerability of the goods transport network for this bottleneck, the nature of the goods flow and the significance for the region. This will make it possible for a less serious bottleneck to deserve greater priority based on a socio-economic perspective than a more serious bottleneck (in terms of lost vehicle hours).

The development of this kind of accessibility level for goods transport will help to clearly prioritise challenges in goods transport policy itself, while taking account of challenges in passenger transport, and also contribute to cohesive spatial and economic development. As the Draft Spatial Planning Memorandum indicates, the function of a network differs according to the location. A clear categorisation and definition of the specific function of the network for each location helps in the further structuring of the network. Categorising networks makes it clear where choices have to be made involving spatial development and can therefore contribute to future-proofing the Netherlands in terms of spatial planning. Making adaptations to a network that is urban in character can therefore help to identify suitable locations for urbanisation and provide direction in determining locations for industry clusters. This will ensure that all networks contribute to making our economy more efficient and continuing to improve a healthy and safe living environment. An accessibility level for goods transport supports these attempts to strengthen spatial and economic policy as outlined in the Spatial Planning Memorandum and the vision of the spatial and economic structure announced by the government.



Primary school

On these pages, the public perspective is compared with the current accessibility based on a number of different studies. See page 45 for more information about the method and sources used.



In relative terms, the Dutch public consider a primary school to be less relevant as a nearby amenity

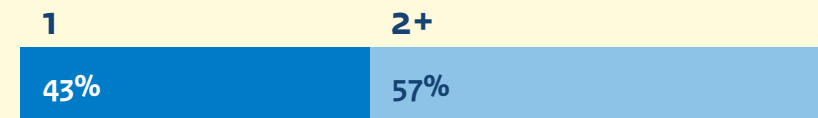
This may be because a primary school tends to be important if you have young children or work at a primary school.

Research by the KiM shows that **16%** see this as relevant. The National Public Consultation on Accessibility reveals that **26%** place this amenity in first or second place.

Desired number of accessible locations

A minority of Dutch people state that a single local primary school is sufficient.

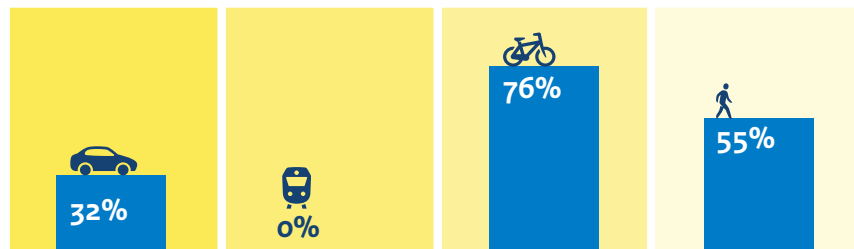
The rest would like a choice between two or more locations



It is understandable that most of the Dutch public want to have more options. Parents or guardians choose a primary school based on a range of perspectives, values or religious reasons. This is why having a choice matters. The KiM has shown that the choice of primary school also depends on the educational concept and/or the quality of the school. **37%** of respondents do not use the closest primary school.



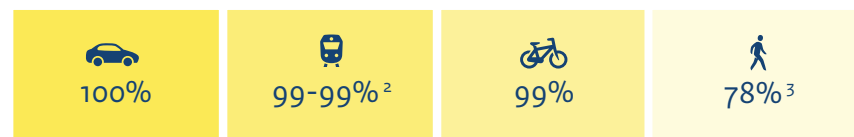
? By which two modes of transport do you think it should be possible to reach a primary school?



🕒 What commuting time to a primary school would you consider acceptable? Average journey time considered acceptable¹



● Percentage of Dutch citizens who can travel to a primary school within this journey time



Using public transport combined with walking or cycling, almost half of all residents are able to get to a primary school **within 10 minutes**. This is also because, in most places, it is already possible to get to the primary school on foot or by bike only.

The **25%** of areas in the Netherlands with the longest commuting time to primary schools are mainly located outside of the major cities. For cars, this actually applies to areas within cities, such as in Amsterdam and the Rotterdam/The Hague Metropolitan Region.

On foot, it is often impossible to reach a primary school **within 12 minutes** outside the cities.

One in three residents in this neighbourhood is a child, but there's no place at school for them: 'Son goes to school in a different city'

Source: AD, 18-08-2022

The location of the new primary school in Dukenburg: 'A central site, easily accessible to everyone'

Source: De Gelderlander, 28-08-2024

Hundreds of children go without school transport for months in Bunnik, De Bilt, Utrechtse Heuvelrug, Wijk bij Duurstede and Zeist

Source: RTV Utrecht, 02-06-2024

Neighbourhood and parents devastated as two schools in Noord end up next to other after all: 'Every side street is packed with cars'

Source: Het Parool, 28-09-2024

Regional preferences vary

🏙️ In urban areas people find **being able to reach** a primary school less important.

🏡 In less urban areas people are more likely to want to be able to reach the primary school **by bike**.



¹ Significant differences between metropolitan (high) and less urbanised (low) shown in brackets

² Travelling to the stop on foot or by bike respectively

³ Please note: the margin of uncertainty for walking is greater

Secondary school

On these pages, the public perspective is compared with the current accessibility based on a number of different studies. See page 45 for more information about the method and sources used.



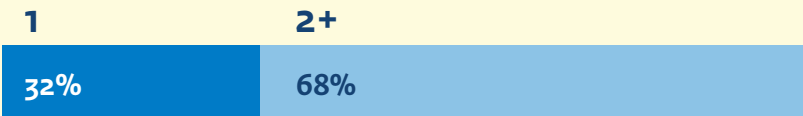
In relative terms, the Dutch public consider a secondary school to be less relevant as a nearby amenity

Research by the KiM shows that **15%** see this as relevant. The National Public Consultation on Accessibility reveals that **10%** place this amenity in first or second place.

Being able to reach a secondary school easily is a priority for just **10-15%** of Dutch people. This is because most Dutch people only need to attend a secondary school when they are between the ages of around 12 to 18 as secondary school students, or when they are parents of a student. Secondary school staff are an exception.

Desired number of accessible locations

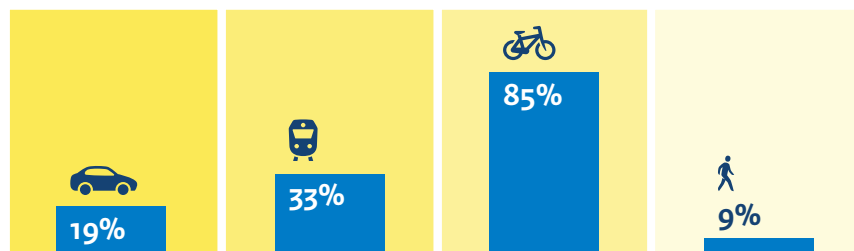
A minority of Dutch people (**32%**) state that a single local secondary school is sufficient. The rest would like a choice between two, three or more locations.



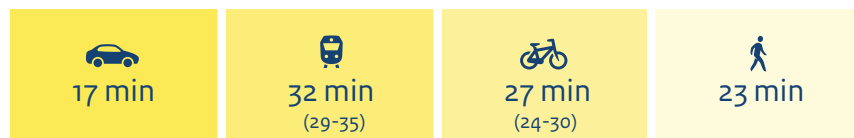
In **urban areas** people often have a choice between several secondary schools within **cycling distance**. In **less urbanised areas** people have to cycle for over **27 minutes** to reach the closest secondary school.

In the major cities and to a lesser extent in suburban areas, school students often have a choice between **several secondary schools** within cycling distance (or even walking distance). Outside of these urban areas, secondary schools are often located in the slightly larger residential areas in a region.

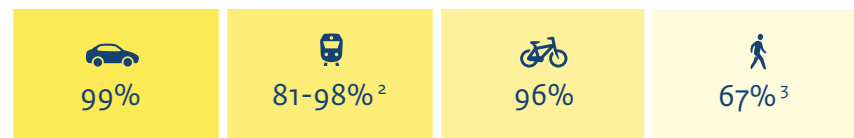
? By which two modes of transport do you think it should be possible to reach a secondary school?



🕒 What commuting time to a secondary school would you consider acceptable? Average journey time considered acceptable ¹



🏠 Percentage of Dutch citizens who can travel to a secondary school within this commuting time



In most of the Netherlands, it is possible to reach at least one primary school by car **within 17 minutes**, the average acceptable commuting time by car. Exceptions are some parts of the less urbanised areas in Friesland, Drenthe and Zeeland. However, for many secondary school students, the car is not a realistic transport option; they are reliant on others who can drive.

By public transport, school students in most of the Netherlands (including many less urbanised areas) can reach a secondary school **within 32 minutes**. The only exception is Zeeland (and to a lesser extent Drenthe, Friesland and Groningen), where school students in many regions are still unable to reach a secondary school **within 32 minutes**.

1 Significant differences between metropolitan (high) and less urbanised (low) shown in brackets
 2 Travelling to the stop on foot or by bike respectively
 3 Please note: the margin of uncertainty for walking is greater

Most aspiring secondary school students' priority is a nearby secondary school

Source: Het Parool, 13-02-2018

Transport poverty increases in Friesland: work and school increasingly difficult to reach

Source: Friesch Dagblad, 27-09-2024

Children from Voorschoten have the longest cycle journey to secondary school, those from The Hague the shortest

Source: AD, 14-09-2022

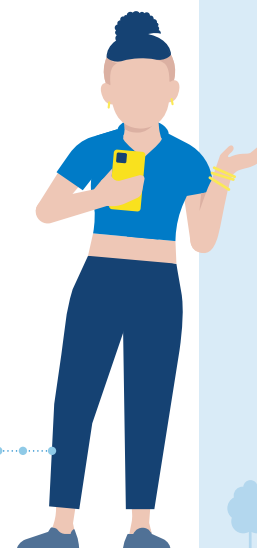
Overfull buses delay children's daily school journey: students have excuse letters at the ready

Source: Omroep Flevoland, 07-10-2024

Regional preferences vary

🏙️ In **urban areas**, the preferences for modes of transport are no different than in less urbanised areas.

🏡 In **less urbanised areas**, longer commuting times by bike and public transport are considered acceptable.





The administrative repercussions

Regional thinking about accessibility

Adopting a broader perspective on accessibility increases the range of actors and complexity of the stakeholders involved, requiring a different way of working. Against this backdrop, an area-focused assessment has been carried out in several regions over the last year of existing work being done based on an accessibility approach. Thanks to close cooperation with layers of government and officials in the regions, we have gained a clear view of the areas of concern at play in the wider approach to accessibility.

In addition to the Ministry of IenW, other government agencies and the umbrella organisations IPO (Association of Provincial Authorities) and VNG (Association of Netherlands Municipalities) were also involved in this research. This took place in a series of working sessions and as part of the National Accessibility Learning Forum (Leertafel Bereikbaarheid) chaired by the Director-General for Mobility. This group shared findings from the area case studies and input was gathered based on reflections on the conceptual framework developed by Goudappel and Rebel that is explained in more detail in the report appended to this document.

The assessment carried out reveals that accessibility of amenities and the way this is shared out between target groups is playing an increasingly important role in the regions. Every region is already focusing in one way or another on the accessibility of jobs and amenities. All of the regions have acknowledged the value of an accessibility approach that focuses on proximity and the extent to which the traffic and transport system enables people to access jobs and amenities.

There is an increasing understanding that the accessibility of employment and amenities is an area of concern. But there is no clearly-defined picture of where exactly challenges exist within the regions. The regions work with several different objectives for accessibility and different allocation principles are combined within this.

In a nutshell

- The accessibility of amenities varies from region to region. There is no ready-made solution or standard for every region for maintaining and improving accessibility.
- In collaboration with the regions, the National Accessibility Level will be applied and translated into a development strategy for each region, reflecting the existing and desired socio-economic and social structure of a region.
- Existing consultative structures and ongoing developments will be used for this purpose.
- Focusing on accessibility ensures that there is a role not only for mobility policy, but also policy with regard to spatial planning and amenities.





However, from the areas studied, the following suggestions did emerge that are of relevance when applying the accessibility approach:

- Ensure there is a link with other challenges: it is important for accessibility challenges to be placed within the context of other social issues in the area. This means that the challenge should be considered in relation to safety, health and the living environment as a whole and where possible also in relation to overall broad-based prosperity.
- A single objective will not be enough: combine several accessibility objectives.
- Start by aiming for improvement: setting an absolute standard does not appear to be desirable. This is because on the one hand, there is a lack of knowledge to indicate what exactly the standard might be, and on the other hand because a set limit is always arbitrary and cannot do justice to specific characteristics and exceptions.

There is reluctance in the regions to set absolute standards for accessibility. This is partly because of a lack of knowledge to indicate when exactly something would constitute a problem. This would make a set limit rather arbitrary. The regions are also unanimous in thinking that accessibility objectives and solutions should not be prescribed by central government and applied generally to the whole country. Different areas have different

challenges, which require a bespoke approach seen from a regional or local perspective.

The regions certainly understand the benefits of central government conducting an assessment, applying the SMART approach, and thereby identifying potential challenges. But the regions are reluctant to see accessibility objectives that are too operationalised and place too many restrictions on their own room for decision-making. They would like to see an analytical framework from central government that provides direction in flagging up challenges, while also allowing room for regional differences in raising issues and reaching different solutions in the region.

Without steps by central government to achieve this, the regions still have very little confidence that more balanced decision-making will be made between space and mobility and are even less confident that the availability of amenities will also be successfully included in this. In other words, the regions are looking to central government to make progress in that integration process.

It is important to point out that the regions studied recognise the value of a broader perspective on accessibility, where the focus is on the proximity of amenities and the extent to which the traffic and transport system enables people to reach specific

amenities. In efforts to chart accessibility, there is a call for a focus on the following points:

- Consider accessibility at different spatial levels of scale and by different means of transport: depending on the type of amenity, a specific commuting time is acceptable with a specific mode of transport.
- Accessibility is about more than just the commuting time: sufficient capacity and quality (including comfort, reliability and safety) of the mobility networks, the amenities and spatial planning also play a role, as does affordability.
- Draw a distinction between target groups: the key areas of focus are households with low incomes and/or people with physical and/or mental disabilities, because they often face greater barriers in terms of accessibility. Differences in the way in which accessibility is perceived between rural and urban areas also play a role.

The accessibility situation varies according to the region. Some regions face challenges in accessibility because there are too few people and therefore also insufficient mobility to maintain the local amenities level and mobility network. The proximity of amenities such as healthcare, education and culture is under pressure in these areas. This can sometimes be the result of declining public transport connections but may also be due to the increasing costs of mobility. On the one hand, this affects rural areas where the distance





Rural areas

The Dutch government emphasises the importance of a liveable and socio-economically vibrant rural area, where there is good housing, employment, recreation and business. In early 2025, the government will inform the House of Representatives about its efforts in this area. Many people see rural areas as their home. There is pride and love for the local region. In terms of statistics, things are going reasonably well in rural areas. For example, rural areas have no more (officially measured) issues with broad-based prosperity than urban areas¹, or even have fewer². Indeed, spatial inequality between areas is in any case less pronounced in the Netherlands than in other countries³. But rural areas also face their own challenges. On the one hand, these issues are (partly) emotional in nature, such

- 1 Statistics Netherlands (CBS, 2020) <https://www.cbs.nl/nl-nl/nieuws/2020/49/regionale-monitor-brede-welvaart-toont-grote-verschillen-stad-en-platteland>
- 2 CBS (2024) <https://www.cbs.nl/nl-nl/nieuws/2024/50/grote-verschillen-brede-welvaart-tussen-landelijke-gebieden>
- 3 OECD (2024) Navigating Farmer's Crisis and Rural Discontent: Enhancing Well-being in Rural Communities.

as localised resentment⁴ and a sense of loss with regard to amenities⁵. On the other hand, there are more tangible issues, such as specific vulnerable groups⁶, accessibility of amenities for people who rely on public transport and challenges relating to water, the climate and nature. In other words, things are reasonably fine, but there are concerns and challenges that are specific to rural areas, which also vary by region.

- 4 SCP (2023) Somber over de samenleving. <https://www.scp.nl/publicaties/publicaties/2023/05/24/somber-over-de-samenleving>
Van den Berg en Kok (2021) Regionaal maatschappelijk onbehagen. <https://www.rug.nl/cf/pdfs/03092021-vdberg-en-kok-regmaatschonbehagen.pdf>
- 5 Koens, R. (2021) Het platteland verliest zijn voorzieningen en dat vergroot de ongelijkheid - Follow the Money - Platform voor onderzoeksjournalistiek (ftm.nl)
- 6 Koreman, M. C. J. (2024). Rural futures for young adults: Rural development and regeneration in the Netherlands. Pot, Felix. "The Extra Mile: Perceived Accessibility in Rural Areas." (2023). And: Planbureau voor de Leefomgeving (PBL) (2022). Toegang voor iedereen? Een analyse van de (on) bereikbaarheid van voorzieningen en banen in Nederland.

to amenities is so great that a car is required in order to reach destinations on a day-to-day basis. On the other hand, there are urban areas, where significant increases in employment and a growing number of residents are pushing the capacity of networks to their limits in terms of guaranteeing the accessibility of amenities and jobs. This manifests itself in a difference in mobility needs and mobility patterns between rural areas that are reliant on cars and low-traffic urban areas.

In other words, every region has its own accessibility demands and challenges. This can be seen in the different types of challenges for both the NOVEX areas and the *Elke regio telt* areas, for example. These also require different spatial and economic strategies and an approach to tackling accessibility challenges that is in line with them. The Draft Spatial Memorandum identifies four different strategies for spatial and economic development in different regions:

1. Vitalising: in these regions, the priority is to strengthen existing structures and manage organic increases in population. This makes the challenge more qualitative in nature, focusing on maintaining and strengthening a pleasant, healthy and liveable environment.
2. Initiating: in these regions – located further away from the core economic area – the focus is on attempting to achieve considerably more urbanisation than the current size and organic growth might suggest is required. This



development must go hand-in-hand with strong economic development in the regions.

3. Stimulating: promoting spatial and economic development and restructuring in regions that are strategically located relative to economically dynamic areas. The intention here is to enable them to develop further in the future into more comprehensive regions with a balanced mix of housing, employment, amenities and green areas.
4. Accommodating: accommodating the strong organic trend towards concentration of people and the economy in the metropolitan areas of Amsterdam, Utrecht and Eindhoven in order to maintain Dutch earnings capacity in the longer term.

In applying these different strategies to the different regions, it will always be important to remain focused on the accessibility of amenities in each of these regions, based on the accessibility level. In this, regional governments, residents and businesses are often better placed to identify what the specific demand is.

Applying the accessibility level in the regions: addressing area-focused challenges

In order to be able to focus on specific areas – i.e. with regional parties – on accessibility and to do

Monitoring, quality of accessibility measured

Regional plans
Bespoke approach



Consultation between different domains, several layers of government



so in an integrated way – i.e. beyond the specific boundaries of mobility, the range of amenities, spatial planning – a new shared conceptual and analytical framework is needed and we will have to adapt working procedures and the instruments used. This calls for a targeted programme-oriented approach for the years ahead on which central government and the regions will collaborate. The National Accessibility Level – as presented in the previous chapters – is an important first step in that direction. Central government will introduce this into regional consultations as a reference.

We will make any future choices concerning accessibility in the Netherlands and the regions, about mobility, spatial planning and amenities, based on reference to this accessibility level. These choices will therefore be about coordinated development of urbanisation and mobility (proximity), location policy for amenities and investments in infrastructure. This in the sense that they must all contribute to maintaining or improving existing accessibility. In collaboration with the regions, the accessibility level will be applied and translated into a development strategy for each region that is appropriate for the existing



and desired spatial, economic and social structure of a region.

For this, it is necessary to go through a number of steps in order to address accessibility issues. These steps can be used as a guide in configuring an accessibility profile. This also applies similarly to goods transport in the regions and to goods transport corridors. It is also of relevance to formulate which accessibility profile is being aimed for, based on security of supply and other multiple challenges in this region and/or the corridor.

Step 1: Identifying accessibility. Identify what the state of accessibility is in the region and how this compares to accessibility in the Netherlands as a whole.

Step 2: Challenge for accessibility. Identify whether there is an accessibility challenge on which public players could take action (mobility, spatial planning, amenities). In order to define this, establishing a regional accessibility profile will provide useful background.

Step 3: Focusing on accessibility. A plan is in place with a package of policy interventions for achieving the desired regional accessibility profile. This plan explicitly addresses three points of accessibility (mobility, spatial planning and amenities policy) and their potential for achieving the accessibility profile.

As part of the central government's system responsibility, central government and regional partners will develop a quality profile for the accessibility that they aim to achieve. This will take account of spatial, economic and social challenges. The National Accessibility Level for the accessibility of essential amenities, supplemented by the accessibility of jobs (employment) will form the basis for this. This can be further supplemented by amenities considered regionally important, supra-regional access and the accessibility of goods (see table with an overview of the different scale levels/dimensions of accessibility)¹.

¹ The table was compiled by Rebel/Goudappel partly based on the conversations with the government authorities in the area case studies, in which recommendations are made for scale levels and dimensions of accessibility. In the table, goods/modes of transport should also be read to include bus routes.

	Basic amenities (at least...)	Other amenities (at least or the more the better ...)	Employment/Urbanisation potential (the more the better...)	Goods (the more reliable the better...)
Acceptable commuting time	Local 15 minutes	Regional 30 to 45 minutes	Regional 15 to 60 minutes	Interregional 60-120 minutes
Amenities	GP, pharmacy, primary school, supermarket	hospital, secondary school and vocational and higher education	Jobs	Jobs + residents (as proxy for urbanisation potential and social interaction)
Modes of transport	Walking and cycling Outside the city, also public transport and car	Cycling, public transport, multi-modal and car	Cycling, public transport, multi-modal and car	Car, multi-modal and public transport





Based on the National Accessibility Level, central government has set the following ambition: The accessibility of amenities that matter to people (healthcare, education, groceries, employment) remains in order and improves where possible. This same ambition also applies to the transport of goods. As part of all MIRT and NOVEX procedures, accessibility will therefore be actively assessed in order to determine the extent to which policy is improving accessibility or making it worse.

This principle will apply across central government. If decisions potentially have an effect on accessibility, these effects will be included and assessed in the decision-making process.

Focus in on target groups to identify a challenge

Accessibility is about more than just commuting times. The national public consultation and the area case studies both make this clear. In order to gain an understanding of these other aspects of the accessibility challenges in the regions, it is necessary to focus in on key target groups. Drawing a distinction based on age (or phase of life) and income (or level of education) is extremely useful in highlighting differences in accessibility and the need for it. Where the challenge involves vitalisation, certain conditions regarding the accessibility of amenities for (new) target groups need to be met. It is important to have a clear focus on this.

In the last year, the NoordoostBrabant region has commissioned major research that can serve as inspiration, particularly in terms of these key aspects, for the setting up of integrated accessibility analyses in the regions. As well as taking account of the accessibility of amenities – highlighting the potential accessibility for residents – it also looked at two aspects that relate more to whether users are actually able to take advantage of this potential accessibility:

- Access to transport, which is often related to access to infrastructure and transport services, and the ownership of modes of transport such as car or bicycle.
- Personal characteristics: the individual entitlements (driving licence/transport ticket) and means (such as physical and financial possibilities) to move from one place to another.

By using both of these together, data analysis makes it possible to identify different mobility profiles. This is used as a basis for assessing the risk of accessibility being restricted. If amenities end up being further away and access to mobility or people's personal possibilities are limited, accessibility seriously declines for specific groups. One example might be residents who are unable or not allowed to drive.

The analysis makes it clear that it is possible to make an assessment, at regional and local level, of

the risks of the ability to achieve accessibility being undermined by the twin factors access to transport and personal characteristics. This risk analysis can provide useful input in regional accessibility analyses combined with information about the areas in which these risks occur.

Prioritise three broad-based missions

Recent PBL research shows that accessibility of amenities is declining especially in rural regions as a result of cuts in public transport services. This trend can be reversed by ensuring that the way the accessibility approach is applied regionally is linked to the three broad-based missions that central government and the regions consider to be important:

- Access for everyone
- Strong and liveable regions
- A better connected Netherlands

Access for everyone: ensuring that everyone in the Netherlands can reach important amenities within an acceptable commuting time and with an acceptable effort and costs. How this is weighted will always depend on the context. First of all, this is about ensuring that these aspects are taken into account and their impact on policy is understood. This makes it possible for accessibility to contribute to the wider aims of a society in which everyone's key life needs can be met. The emphasis here is on the accessibility of basic amenities (education, healthcare, supermarkets). In this, efforts will be



made to maintain accessibility where it is good and improve it in areas where it is currently limited.

Strong and liveable regions: the report ‘*Elke regio telt!*’ calls for focus on the unique opportunities and challenges that every region has and the importance for the nation of ensuring that a good situation exists everywhere in the country. Focusing policy on accessibility of employment and amenities can also make an important contribution to this. By looking at accessibility in the region from a broad perspective and also considering other challenges relating to broad-based prosperity, it becomes easier to flag up and address important challenges in the system.

A better connected Netherlands: until now, the way in which the main networks function has primarily been considered in terms of commuting time, reliability or network capacity. We will continue to do this. But we will also link this with the destinations to be accessed. Improvements in the main networks that connect clusters or large-scale spatial developments can be understood and assessed in terms of the accessibility gain they offer, expressed in the number of residents or workplaces (or impact on goods flows to economic clusters) that can be reached at different levels of scale.





This is a shift in focus from tackling bottlenecks in the infrastructure to safeguarding and improving accessibility. It involves adopting a broad-based and integrated perspective to look at what is needed in each region to maintain or improve accessibility.

In the process, we aim to strike the right balance between housing, employment, amenities and green areas in every region in the Netherlands. With the right mobility in the right place. And while also taking account of the water and soil system.

Central government and the regions are working together to achieve balanced development of accessibility across the regions, taking the accessibility level as their reference. This will require a regionally differentiated strategy. Not every region is the same. Every region counts and every region has its own characteristics, qualities, opportunities, ambitions, tasks and challenges in such areas as the living environment, socio-economic factors, population density and development and its location relative to other regions. For each region, we will express this in terms of quality profiles for accessibility and an integrated accessibility strategy based on it. By applying a regionally differentiated strategy, we are improving the balance in terms of development of the regions while also ensuring that we improve quality of life within these regions.

The accessibility level will also form an important basis for the conversation across departments and levels of government. It provides an opportunity to call each other to account and consult on cost-effective, politically desirable action frameworks in given situations. The issues that emerge as a result will then be discussed with the regions as a means of working together to improve accessibility based on the standardised policy analyses made available by central government combined with objectives relating to broad-based prosperity.

Linking with existing structures

In developing the above strategy, efforts have been made to link in with existing structures as far as possible.

Implementing accessibility levels

The set of monitoring tools developed, which will take the form of an accessibility level, will be embedded within the policy cycle. This will enrich policy considerations and decision-making and application can follow relatively quickly in the form of a 'learning process'. In conversation with the regions, development can then take place step-by-step towards a system of integrated monitoring and evaluation of accessibility linked to a wider set of indicators relating to broad-based prosperity in the region.

In the government programme¹ this government is keen to emphasise that good, reliable and accessible data about the physical environment will be essential for coordinating spatial planning. With up-to-date information at its disposal, the government can gain an understanding of the quality of the physical environment and what is needed to achieve objectives and ambitions. In this, monitoring will be an important analysis tool in improving policy focus.

In order to ensure that accessibility continues to be maintained, the contribution that any policy makes to improving the nature and extent of accessibility will need to be made clear and transparent. This will be a precondition for any new proposals for funding from the Mobility Fund.

In addition, the accessibility of amenities, jobs and essential goods will be embedded within national policy development, such as in the Spatial Planning Memorandum and the National Programme for Vital Regions. Achieving accessibility involves more than just focusing on mobility. There will also be an explicit focus on the policy and investment logic relating to amenities and housebuilding. The national policy referred to will therefore provide an assessment designed to determine whether policy and investments in spatial development and

¹ [Regeerprogramma kabinet-Schoof | Publicatie | Rijksoverheid.nl](#)



amenities will contribute to achieving accessibility of amenities across all regions in the Netherlands.

When major spatial planning choices are being made that will affect goods transport, it is also important to examine what this will mean for security of supply.

Implementation of area-oriented monitoring

The area-oriented approach to monitoring described above will also be linked to existing structures in order to facilitate a joint process involving players in central and regional government. These existing structures are basically the MIRT policy consultation meetings (*bestuurlijke overleggen*, BOs in Dutch), in which five regional consultations and the goods corridor consultation are used to discuss accessibility now and in the future with the regions across the whole of the Netherlands.

For monitoring purposes, central government will join forces with the regions in proposing a resolution at the next five regional consultations and the goods corridor consultation for the establishment of the accessibility profile. The accessibility level will serve as a reference for this. In this process, central government will facilitate the process of knowledge and expertise in order to ensure standardised application across the whole of the country. Other information and regional

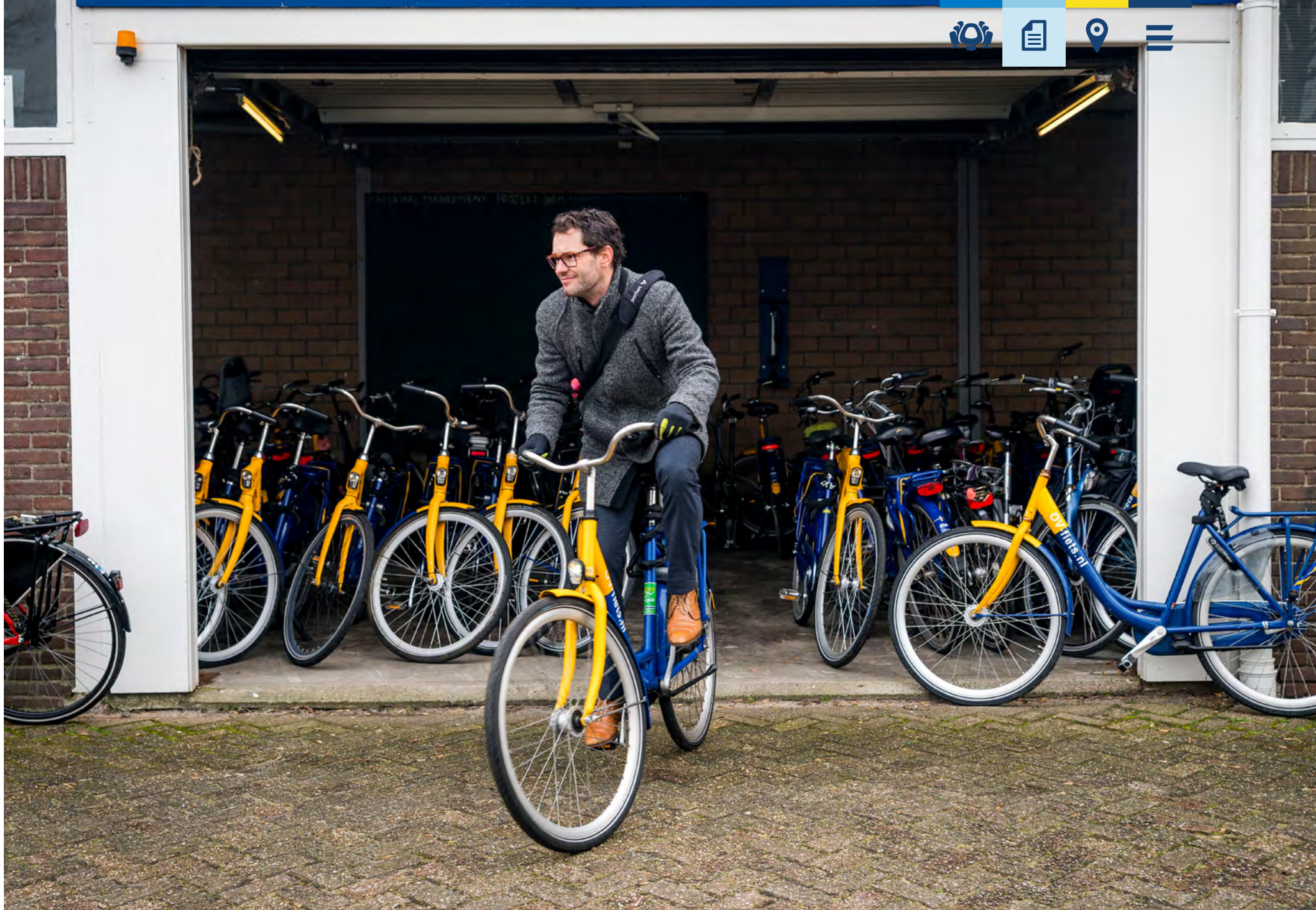
challenges will also be used as a basis in developing these profiles.

The MIRT is currently in the process of being updated. A key aspect of this is the setting up of the MIRT policy consultation meetings and their decision-making processes. As such, attempts are being made to improve the MIRT to make decision-making more efficient and ensure that agreements made in MIRT consultations are effective. The fact that this coincides with the accessibility analyses announced in the regions creates opportunities.

The process of updating MIRT also involves working to improve the coordination of decision-making with other MIRT-related administrative and policy forums in the spatial planning field, such as those relating to housebuilding, liveability, energy, defence, climate adaptation, urbanisation, water and soil. This also creates opportunities. Because of the inevitable links with and effect on other domains, the process of updating MIRT will also help to shape the further implementation of the accessibility approach and the need to broaden it to include other domains at regional level.

Because the planned integrated accessibility analysis in the regions will provide a clearer picture of what the accessibility challenges are in the region and how these are linked with other domains, it can form an effective basis for configuring the desired approach based on the specific challenge.





The inclusion of planned accessibility analyses in the regions means that the MIRT Update will – as envisaged – put the central focus on the specific challenge and that challenge will be fleshed out in detail in a process of collaboration between central government and the region. Based on that, the approach for tackling that challenge can then be further developed (including the involvement of different players and the allocation of their different roles).

Principles underlying the working method

The planned working method that will be used in applying the accessibility level to address the issue and take action is linked to the key principles formulated by the government as part of 'Elke regio telt!':

1. A learning and adaptive agenda, supported by continuous reflection and evaluation on what works. Central government and the regions will work together to make adaptations based on this.
2. Embracing trust and connection as an end in itself. Not allowing this to depend on specific projects but, where possible, combining resources at regional level and focused on key challenges (rather than on sectors) and ensuring that the agenda can be used as a proposition for being eligible to qualify for funding from grants and other schemes.
3. Not basing policy choices and investments solely on financial return and volume, but

taking account of regional differences, societal impact and broad-based prosperity. We will also seek to identify a different way of providing accountability and justifying policy.

4. As central government and local and regional authorities, adopt an open perspective in considering challenges at play and appropriate solutions, even if they do not yet fit within the set frameworks.
5. The government agencies will recognise the specific context of these regions and endeavour to reach the most appropriate solution. Where necessary, it may be possible for central government to allow exceptions for these regions and opportunities to adopt a different approach. This particularly applies to cases where this will have a major impact in improving liveability in these regions, effectively tackling challenges or seizing opportunities.
6. Placing explicit focus on the importance of working with neighbouring countries in order to more effectively resolve border issues and seize opportunities.



Taking integrated action

Focusing on accessibility ensures that there is a role not only for mobility policy, but also policy with regard to spatial planning and amenities.

The decomposition analysis in the most recent PBL report provides actual substantiation for this. It does this by showing how the effect of these components can explain the difference and/or decline in accessibility between 2012 and 2022.

There are only limited opportunities for applying policy measures to improve the accessibility of amenities. This is not an easy task. This has been shown by an initial scan of the possibilities in mobility policy, spatial planning policy and amenities policy. This is why it is important to join forces in focusing in on the regions to explore what bespoke measures may be effective.

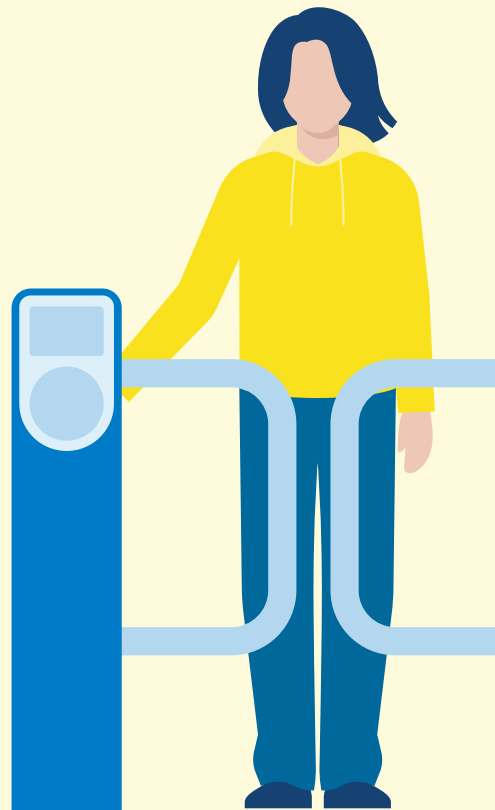
Based on their own role and responsibility, each of the parties will work to achieve the shared mission: maintaining accessibility and improving it by means of government policy on mobility, spatial planning and amenities.

Despite the distinction drawn above, for all three components, the use of public policy (financial, legal and communication-related) is just one aspect, but the actual behaviour of systems and companies is an important second aspect that plays a key role in determining the collective outcome. Policy is not everything. The choice of where people settle and companies set up business, how people and goods move around and which amenities and goods people want to consume is equally important and should therefore be part of identifying the problem and prospects for resolving it.





Secondary vocational education (mbo)



On these pages, the public perspective is compared with the current accessibility based on a number of different studies. See page 45 for more information about the method and sources used.

In relative terms, the Dutch public consider an MBO school to be less relevant as a nearby amenity

This is related to the fact that far from every Dutch resident is an mbo student and, in any case, they only need to reach the school during their time as students. Of course this does not apply to the staff.

Research by the KiM shows that **9%** see this as relevant. The National Public Consultation on Accessibility reveals that **4%** place this amenity in first or second place.

Desired number of accessible locations

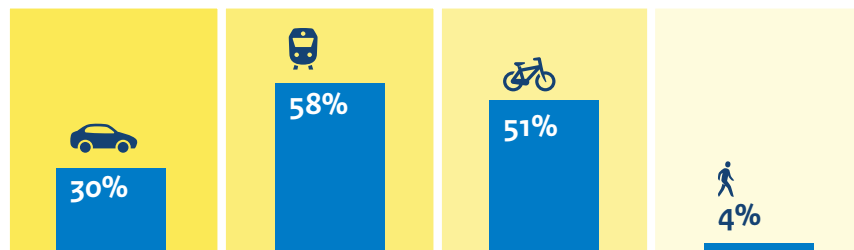
A minority of Dutch people state that a single local MBO institute is sufficient. The rest would prefer to have two or three in the local area.



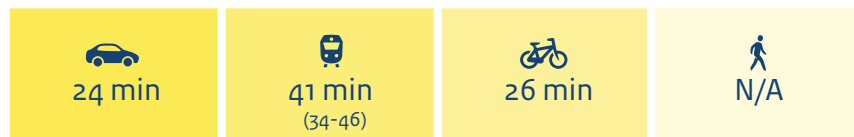
MBOs in the Netherlands are located in cities and larger urban developments. Most major urban centres in the Netherlands have **just one mbo location**. Some larger cities (mainly in the Randstad) have several locations. Not everyone chooses the closest mbo location as their place of study. Around **60%** of those surveyed said that they do. The alternative location is often less likely to be accessible by different modes of transport within the acceptable commuting time than the closest one.



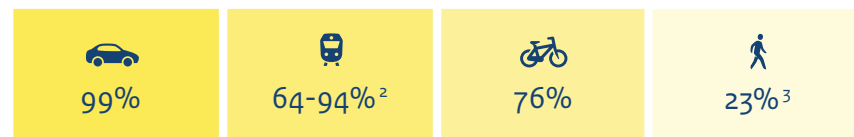
? By which two modes of transport do you think it should be possible to reach the mbo school?



🕒 What commuting time to the mbo school is acceptable to you?
Average journey time considered acceptable¹



🏠 Percentage of Dutch citizens who can travel to an mbo school within this commuting time



It is possible to reach an MBO school by car **within 24 minutes** almost everywhere in the Netherlands.

Locations where it is **not possible** to reach an mbo location by public transport within 41 minutes are located particularly in **less urban areas**. These areas are located far away from the existing mbo schools.

In less urbanised areas or in small population centres, only a limited number of people can reach an mbo school **within the acceptable commuting time**. The places where people can reach an mbo school within the acceptable commuting time are generally in metropolitan areas.

¹ Significant differences between metropolitan (high) and less urbanised (low) shown in brackets

² Travelling to the stop on foot or by bike respectively

³ Please note: the margin of uncertainty for walking is greater

Most MBO students prefer to go to work in their own region

Source: Sittard Geleen Nieuws, 13-09-2023

Amsterdam MBO students get student ID card for the first time: 'Another step in the direction of equal treatment'

Source: Het Parool, 02-09-2024

MBO schools lose thousands of students

Source: AD, 09-01-2020

Drenthe College and Terra intend to merge in 2024

Source: MBO-today, 25-01-2022

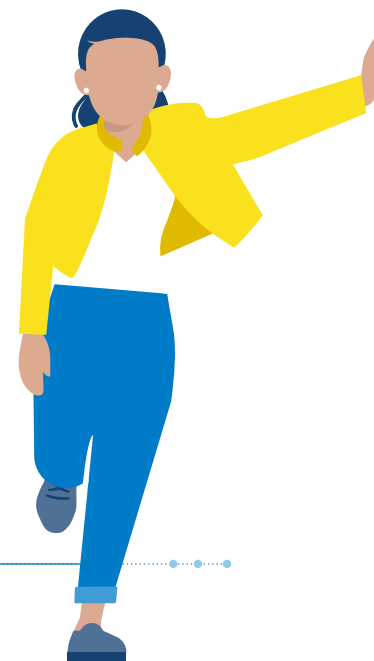
Regional preferences vary



In **urban areas**, being able to reach an MBO school is considered to be less relevant.



In **less urban areas**, people do consider it important to be able to reach an MBO location.





Higher education (hbo/wo)

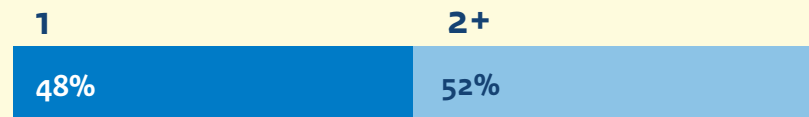
In relative terms, the Dutch public consider higher education to be less relevant as a nearby amenity

Only around 4–13% of people consider it important to have some kind of provider of higher education nearby. This is related to the fact that far from every Dutch resident is a student and, in any case, they only need to reach the university during their time as students. Of course this does not apply to the staff.

Research by the KiM shows that 13% see this as relevant. The National Public Consultation on Accessibility reveals that 4% put this amenity in first or second place.

Desired number of accessible locations

Almost half of Dutch people state that one provider of higher education is sufficient.

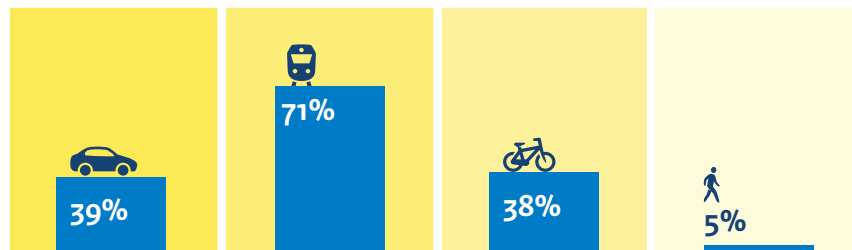


On these pages, the public perspective is compared with the current accessibility based on a number of different studies. See page 45 for more information about the method and sources used.

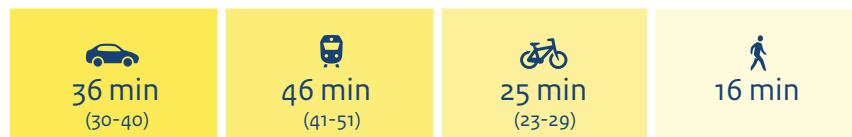




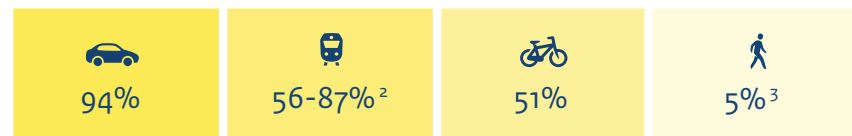
? By which two modes of transport do you think it should be possible to reach the higher education?



🕒 What commuting time to the higher education is acceptable to you? Average journey time considered acceptable¹



🏠 Percentage of Dutch citizens who can travel to a higher education within this commuting time



By car, universities can more often be reached within the acceptable commuting time than by public transport and the closest higher education can be reached in much of the Netherlands **within 36 minutes**. The few exceptions are areas in Zeeland and less urbanised parts of the Northeastern Netherlands.

It is mainly in the less urbanised areas of the Netherlands that the acceptable commuting time of **46 minutes** cannot be achieved by public transport. Several regions in the Netherlands stand out because it is not possible to reach any higher education within the acceptable commuting time.

Cycling or walking to a higher education is most likely to be possible if you live in the same city or population centre as the higher education.

¹ Significant differences between metropolitan (high) and less urbanised (low) shown in brackets

² Travelling to the stop on foot or by bike respectively

³ Please note: the margin of uncertainty for walking is greater

Students hit hard by cancelled trains and buses: 'They will be seriously affected after the summer'

Source: Trouw, 14-07-2022

Longer commuting times reduce higher education rankings

Source: Nederlands Dagblad, 09-01-2015

Tears at the bus stop caused by delays, cancellations and full buses that won't stop

Source: Oost, 04-07-2024

Groningen higher education opens annex in Drachten

Source: Omrop Fryslan, 15-02-2019

Regional preferences vary

🏙️ In **urban areas** the preference is generally for using **the bike or public transport** to reach a higher education.

🏡 In **less urbanised areas** there is a **marked preference for the car**. People are also willing to accept a **longer commuting time** by car, public transport or by bike.





Supermarket

The Dutch public consider a supermarket to be a relevant amenity to have nearby

Research by the KiM shows that **83%** see this as relevant. The National Public Consultation on Accessibility reveals that **22%** place this amenity in first or second place.

Desired number of accessible locations

One third of Dutch people (33%) consider one supermarket nearby to be sufficient. Two thirds of Dutch people (67%) would like a choice between two or more local supermarkets.

1

33%

2+

67%

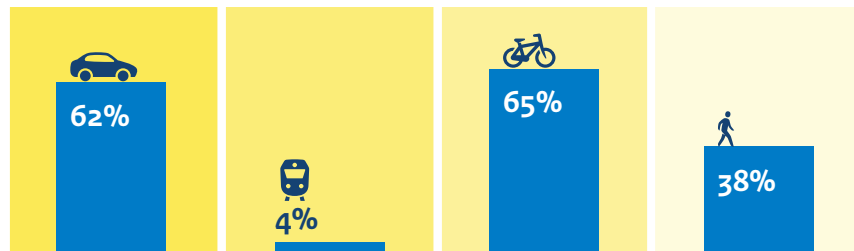
At national level, it is often possible to reach two supermarkets by car within the acceptable commuting time. Places where that is not possible are generally located slightly further away from villages or towns, where there is just one supermarket. The number of areas where it is not possible to reach two supermarkets by bike within the acceptable commuting time is **higher than** it is for the car.

On these pages, the public perspective is compared with the current accessibility based on a number of different studies. See page 45 for more information about the method and sources used.

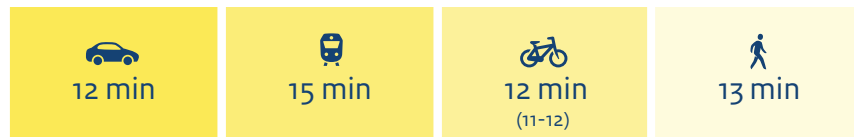




? By which two modes of transport do you think it should be possible to reach a supermarket?



🕒 What commuting time to the supermarket would you consider acceptable? Average journey time considered acceptable ¹



🛒 Percentage of Dutch citizens who can travel to a supermarket within this commuting time



The picture for public transport is similar to that for walking and cycling. This can also be expected because the figures for public transport show the percentage of people who can either reach the amenity on foot or by bike or by public transport in combination with these modalities if that is quicker.

4% of residents cannot reach the nearest supermarket by bike **within 12 minutes**. This tends to be in areas between villages and cities, where no supermarket is located.

In the centre of villages and cities, it is possible to walk to a supermarket **within 13 minutes**.

Parking spaces under pressure: The indispensable space for supermarkets

Source: Vakcentrum, 19-07-2024

It was touch and go, but it's happened: this village will again have a supermarket complete with meeting place

Source: AD, 25-11-2024

How elderly people in Werkhoven still do their shopping with no supermarket

Source: RTV Utrecht, 17-06-2024

Solution for Goudswaard residents as only local supermarket closes

Source: BN De Stem, 16-01-2025

Regional preferences vary

🏙️ In **urban areas** people are most likely to opt to **walk or use public transport** to reach the supermarket.

🏡 In **less urbanised areas** the **car or bike is preferred**.



¹ Significant differences between metropolitan (high) and less urbanised (low) shown in brackets

² Travelling to the stop on foot or by bike respectively

³ Please note: the margin of uncertainty for walking is greater

The amenities as a whole

The amenities

- Hospital
- GP
- Primary school
- Secondary school
- Secondary vocational education (mbo)
- Higher education (hbo/wo)
- Supermarket

As in the case of separate amenities, it is also possible to look at the accessibility of the amenities as a whole (see box) as shown from the results of the National Public Consultation on Accessibility and the KiM study. This then shows, for every location in the Netherlands, how many of these amenities can be reached within the commuting time considered to be acceptable.

Most amenities accessible by car

In general terms, it is noticeable that most amenities can be reached by car in most places. In less urbanised areas, it is generally possible to reach a smaller proportion of amenities within the acceptable commuting time by public transport and by bike.

Poor accessibility by all means of transport in specific regions in the Netherlands

There are certain regions that stand out because, in these places, many amenities cannot be reached within the acceptable commuting time by any form of transport. Examples include ZeeuwsVlaanderen, SchouwenDuiveland and GoereeOverflakkee. For many places in these regions, only half or fewer amenities can be reached within these times. This may be because water forms a barrier between the islands, while some of the amenities are also slightly further away from each other than in urban areas.



Another region that stands out is the Kop van Noord-Holland area. In that region, there are relatively large numbers of places where only four to six of the amenities can be reached within the acceptable commuting time. This particularly applies to cycling and public transport. De Betuwe is another area where residents are less likely than in other regions to be able to reach a number of amenities within the acceptable commuting time. This applies to all forms of transport.

Regions vary in terms of how many amenities can be reached

In regions where many amenities cannot be reached within the acceptable commuting time, it is usually possible to reach the supermarket, GP and primary school quickly enough. However, because they are slightly further away, many people in these areas are unable to reach the secondary school, hospital, secondary vocational school or higher education within the acceptable commuting time.

Poor accessibility in less urban areas particularly by public transport and cycling

In less urbanised areas of the Northern Netherlands (Groningen, Friesland and Drenthe), it is not possible to reach many amenities within the acceptable commuting time by public transport and bike in particular. This is mainly because of the accessibility of secondary vocational education, higher education and hospitals.

There are also parts of Twente and de Achterhoek where a smaller proportion of amenities can be reached within the acceptable commuting times than in other regions. This applies to cycling and public transport and to a lesser extent to the car. No amenity in particular appears to be affected.





Developments in accessibility over time

PBL study looks at changes in accessibility

In its 2024 study looking at improvements to accessibility ('Beter Bereikbaar?'), PBL shows how easy it currently is to access different amenities in the Netherlands and how the accessibility of these amenities has changed over the last decade. For this purpose, the researchers compared the accessibility of different amenities in 2022 compared with the situation in 2012. The study also describes how the structure of the Netherlands and how people travel influence these changes. A key conclusion from the report: the ease with which an amenity can be reached is liable to change quickly.

Hospitals more difficult to reach than ten years ago

In the period from 2012 to 2022, the number of hospitals fell by 18%. In this period, the accessibility of hospitals by car fell slightly in less urbanised areas, but virtually every Dutch person can generally reach several hospital locations within 45 minutes of driving. On the other hand, accessibility by public transport saw a much greater decline. One group for whom accessibility by public transport is of particular relevance are elderly people on low incomes. While the figure was 9% in 2012, 13% of these elderly people can now no longer reach a hospital by public transport within 45 minutes. This particularly applies in less urbanised areas. Accessibility by public transport has seen its sharpest decline at weekends and in the evenings; in 2012, 26% of elderly people on low incomes were unable to reach a hospital by public transport during the evenings within 45 minutes. That figure is now 35% for all elderly people. In most cases, the decline in accessibility of hospitals was caused by the relocation of hospitals and changes to the public transport system.

Changes to education accessibility by bike varies by sector; public transport accessibility unchanged

For secondary education, the PBL study reveals the following developments from 2012 to 2022. The number of (pre-)secondary vocational education (VBO/VMBO) sites has declined slightly, by 2%, whereas the number of HAVO/VWO (senior secondary general or vocational education) sites has seen the sharp increase, by 35%.

A slight decline in accessibility by bike is noticeable for VBO/MBO locations. It is interesting to note that the proportion of young people who can reach one VBO/VMBO location by bike within 30 minutes has slightly increased in the last decade from 10% to 11%. Because of the significant increase in the number of HAVO/VWO locations, especially in easily accessible (urban) locations, accessibility by bike has increased significantly: the number of young people who cannot reach any HAVO/VWO location within 30 minutes by bike has fallen from 19% in 2012 to 16% in 2022.





Nationwide between 2012 and 2022, the number of young people who cannot reach any VBO/VMBO location within 30 minutes by public transport increased from 13% to 16%. In border provinces, accessibility of secondary schools by public transport is the lowest and also saw the greatest decline over this period. For HAVO and VWO, accessibility by public transport also declined. The number of young people who cannot reach any HAVO/VWO location by public transport within 30 minutes increased from 20% to 21% between 2012 and 2022. The changes in the accessibility of secondary schools by public transport is primarily due to changes in the public transport system and particularly affects less urbanised regions.

Accessibility of mbo, hbo and wo declined

According to PBL, the accessibility of MBO locations by bike and public transport declined between 2012 and 2022. The percentage of students who cannot reach an MBO location by bike within 45 minutes increased from 10% to 14% between 2012 and 2022. It increased from 9% to 13% for public transport. Some of this can be attributed to changes in the public transport system. This applies both to metropolitan and less urbanised areas. In addition, there was also a significant decline (-22% between 2012 and 2022) in the number of MBO locations. Accessibility by car remained more or less the same.

The accessibility of higher education by bike and public transport also worsened between 2012 and 2022. The number of students who cannot reach a university by bike and public transport combined increased from 19% to 20%. Part of this increase is due to changes to the public transport system. Another factor is a slight drop in the number of higher education locations in this period (-5% between 2012 and 2022). It should also be noted that students do not always opt for the closest provider of higher education..

Accessibility of supermarket sees minimal change

The PBL study reveals that it is possible to reach a supermarket within 15 minutes almost everywhere in the Netherlands and that this hardly changed at all in the period 2012 to 2022. However, the proportion of people who cannot reach a single supermarket in less and non-urbanised areas did see a slight increase. Supermarkets have also become less accessible by public transport.

In the period 2012-2022, the number of supermarkets in the Netherlands increased by 11%. Despite this, it is worth noting that the number of residents that can reach one supermarket has fallen while the number of people who can reach three or more supermarkets has actually increased. This means that new supermarkets have generally opened at easily accessible locations.

Disparities grow in accessibility of jobs by car and public transport

PBL investigated how the accessibility of jobs has changed between 2012 and 2022. In that period, the number of accessible jobs per inhabitant increased. But the number of jobs that can easily be accessed by public transport actually fell. This is because there are fewer buses and trains. The disparity in accessibility by car and public transport has grown. Accessibility has also been affected by the increase in the number of inhabitants and jobs. In some cases, this can offset the negative impact of reductions in public transport.





Appendices: studies conducted

This background report to the government position statement Levelling up Accessibility has been based on various studies commissioned by the Ministry of infrastructure and Water Management. These are listed below. The associated reports can be found at rijksoverheid.nl.

Populytics (2024) Resultaten van de Nationale Raadpleging Bereikbaarheid.

Studio Bereikbaar, Move Mobility and Panteia (2025) Nulmeting Bereikbaarheid.

Significance and Panteia (2025) Advies kwetsbaarheidsindicator. Een kwetsbaarheidsindicator voor het Goederenvervoer.

Goudappel en Rebel (2025) Werken aan bereikbaarheidsdoelen: Lessen uit drie casusgebieden.

Buck Consultants International and Royal HaskoningDHV (2024) Memo Mobiliteitsvisie – Internationaal Personenvervoer.

Studio Bereikbaar (2025) Tussenstand Effectmeting Bereikbaarheid.





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