



Figure 4.5
Randstad, area types.
(Source: redrawn from
Goudappel Coffeng, 1999.)

1986/1987 and 1997. The bicycle has increased its share of trips at the expense of the car and public transport within agglomerations, the rest of the Randstad and above all within large cities, signalling the further consolidation of walking and cycling infrastructures there. Also several car environments seem to be strengthening their profile, albeit less spectacularly, as trends in relationships with and within the rest of the Randstad illustrate. Finally, trends in relationships of large city to other agglomerations document the possible emergence of public transport environments. Each mobility environment documents a different, specific fit between transport and land use characteristics, which need to be understood and built upon (Figure 4.6).

The aggregate result of this increasing specialization is a stable, and relatively sustainable, modal split in the face of a high rate of regional economic growth in the same period: as much as 45% growth in production, 57% growth in added value, and 27% increase in employment between 1985 and 1995 (NEI, 2000). An in-depth discussion of the role of specific policy measures and/or autonomous developments in this evolution, while important, falls outside the scope of this chapter. However, Figure 4.2 can be usefully referred to for some of the main policy elements that have contributed to the trends described above (more detailed discussions are in Bertolini and le Clercq (2003), and le Clercq and Bertolini (2003)). An essential measure of cycling and walking environments has been the widespread development of dedicated infrastructure in terms of transport (most notably for the bicycle), matched by land use

Figure 4.6
Characteristic examples of
emerging, complementary
mobility environments in
the Randstad.

Leidseplein in Amsterdam
as walking and biking
environment.
(Source: Luca Bertolini.)



Utrecht central station as public
transport environment.
(Source: Luca Bertolini.)



The A2 motorway as
car environment.
(Source: Martin Dijst.)

