changes including heritage regeneration and the development of new mixed-use neighbourhoods. As far as transit environments are concerned, substantial investment in the upgrading and expanding train and metro infrastructure (such as new train links connecting Schiphol airport to the national railway network and new metro lines in Amsterdam and Rotterdam) are important transport policy elements. Their impact has been positively reinforced by a land use policy seeking to concentrate large-scale offices and regional facilities around public transportation nodes. The most significant policy dealing with the car has been regulation of parking allowances, which has proved to be an invaluable tool in managing the accessibility of urban centres.

As far as the future sustainability of the Randstad transport system is concerned (including average distance travelled) the most important question is probably whether public transport will be able to cater for the continuing growth in the spatial scale of relationships. Alternatively, or rather in combination with this, there is an additional issue as to whether land use policies (such as densification and diversification of uses) will be able to contribute to the goal of limiting the growth of average distance travelled.

Future plans for the Randstad considered

The concept of the multi-modal region introduced in this chapter offers a context within which current policy proposals can be examined. The goal of this exercise is not so much a thorough evaluation of alternatives, as using existing evaluations to illustrate the scope for developing policy within the conceptual framework (illustrated in Figures 4.2 and 4.3). The questions are: to what extent do different plans achieve the objective of maximizing accessibility and minimizing environmental damage? What are the factors behind the different outcomes? And what are implications for the integrated design of transport and land use policies? In this respect, the assessment of the Dutch government's transport and land use plans by the Milieu- en Natuurplanbureau (2001) provides some interesting results. These are summarized in Table 4.3.

This table compares four policy scenarios, each a different combination of transport and land use measures. These scenarios were originally chosen because they were representative of the main options being advanced in political debate in the

Table 4.3
Effects of land use and transport measures in the Netherlands, following four scenarios.

Scenario	Policy measures completion date	Transport	Land use	Mobility (The Netherlands)		CO_2 (The Netherlands)	Job accessibility (Randstad)		
				Car	Public transport		Car	Public	Total transport
				(% change from 1995)					
Effects of current policy measures									
1	2020	MIT	Trend	45–50	10–15	5–10	0–5	40–45	0–5
2	2020	MIT + BOR + NVVP car and public transport	Trend	25–30	50–55	−5–10	25–30	85–90	30–35
Effects of extra-public transport policy measures									
3	2030	MIT + BOR + NVVP public transport	Intensify Randstad ring	35–40	50–120	−5–0	0–5	100–110	5–10
4	2030	MIT + BOR + NVVP public transport + Randstad loop	New public transport nodes	35–40	50–130	0–5	0–5	150–160	10–15

Source: Milieu- en Natuurplanbureau (2001).

Key to land use scenarios:
MIT = Infrastructure development in an approved investment programme
MIT + BOR + NVVP car and public transport = Infrastructure development in approved *and* proposed investment programmes, the latter both for car and public transport, with road pricing
MIT + BOR + NVVP public transport = Infrastructure development as in approved *and* proposed investment programmes, the latter for public transport only, without road pricing
MIT + BOR + NVVP public transport + Randstad Loop = As above, with the addition of a high-speed train system connecting the main cities in the Randstad

Key to land use scenarios:
Trend: follows present urbanization trends
Intensify Randstad ring: concentration of new urbanization in corridors between the major cities in the Randstad New public transport nodes: concentration of new urbanization around the nodes of the new high-speed train system