

Summary: regional developments

- Public transport as a share of all passenger transport is 5 (trip numbers) respectively 11 (kilometres) percent. The figure is higher in the various Randstad regions and lower in nearly every region outside of the Randstad.
- Distinction between the spatial characteristics of trip origins and destinations reveals substantial differences. Relatively few trips occur between the centres of urban areas. Public transport holds a strong position in this regard. For all other trip types, car, walking and cycling are dominant.
- Both now and in the future, journeys within a single urban area or from/to outlying areas will be the most important. The latter will show the largest growth up to 2020.
- Road travel is the dominant mode in freight transport in nearly every region. Only in the regions around the sea ports inland shipping and rail transport have a substantial share. This picture will hardly change in the future.

Summary: interaction between transport modes

- The impact of improvements in public transport on car use is limited. Car travel and public transport remain largely distinct markets.
- Access and egress times to and from public transport remain a major disadvantage for public transport over short distances, which account for most car travel. Road congestion and parking problems may bring public transport in a slightly better position.
- This disadvantage has less impact on trips over longer distances, where public transport's role is larger. However, trip numbers in this segment are relatively small.
- Pricing policy in accordance with the Dutch Mobility Policy Document will lead to a 10% decrease in car use. Public transport will take over a small proportion, resulting in a 3% increase of patronage.
- Public transport challenges occur in routes with large car trip volumes and favourable travel times where minor improvements will make public transport more competitive.
- Options to shift freight transport from road to rail and inland shipping are limited. The reduction of external costs does not counterbalance the social costs of 'imposed' measures. A charge pro kilometre for lorries results in a limited shift to other transport modes.