

Mobility in the Amsterdam region: Well-being for all

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Transport Authority Region Amsterdam

- 14 municipalities, 1.6 mln inhabitants, 55% in Amsterdam
- 1 mln jobs, 65% Amsterdam + substantial % Schiphol
- PT authority for bus, tram, metro
- Regional Mobility Policy, cycling, road safety, ZE etc
- Financing of regional mobility
- Ambition: frontrunner in mobility; most accessible region

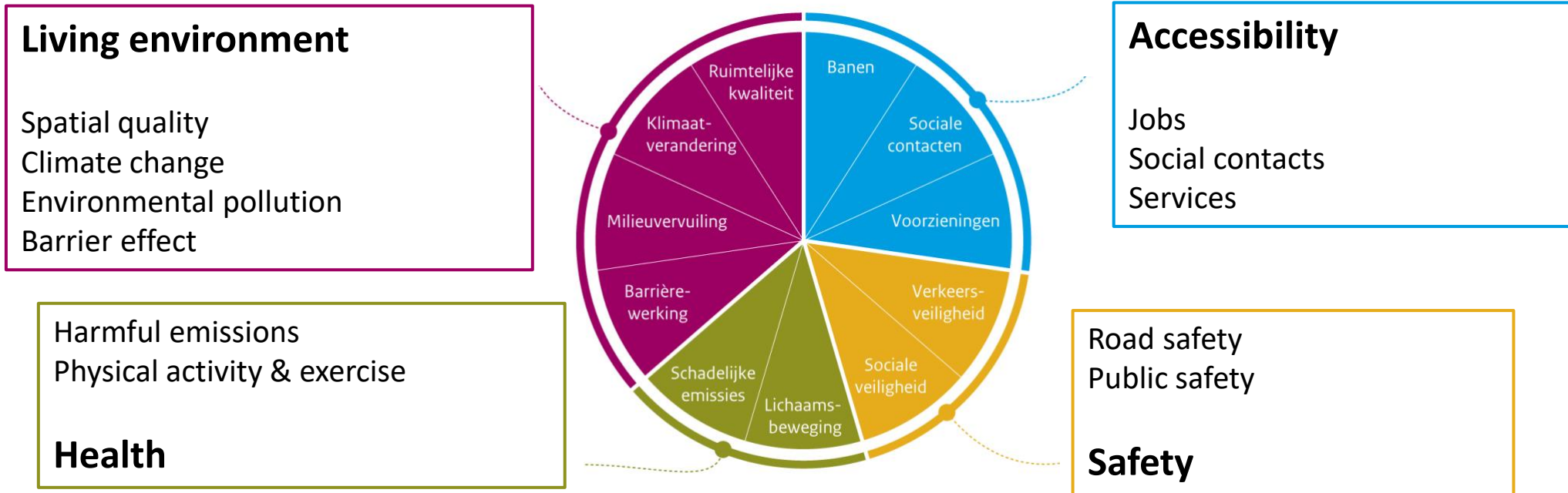


New policy framework

- Recent national policies, new priorities
 - Climate, Housing, road safety, mobility inequality
- Better link to other themes (social and physical)
- Sharper “road map”
- Main policy choices for subthemes
- Better means for prioritisation (incl. budget)



From prosperity to welfare, From system to individual level

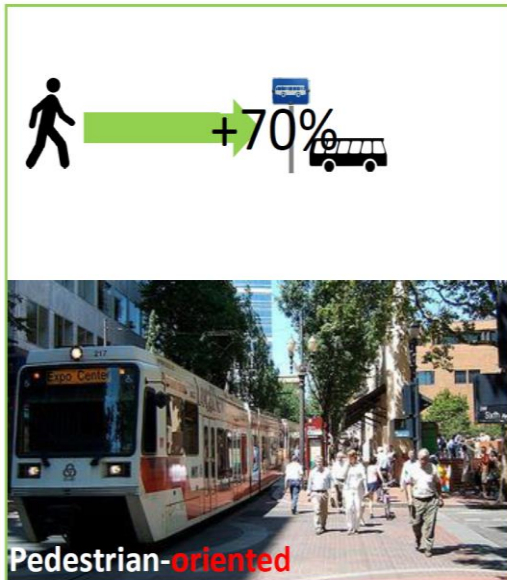


Source: Mobility aspects of welfare, PBL Netherlands Environmental Assessment Agency, 2021

Welfare leads to new targets and priorities

4

Acceptable walking distances
vary...



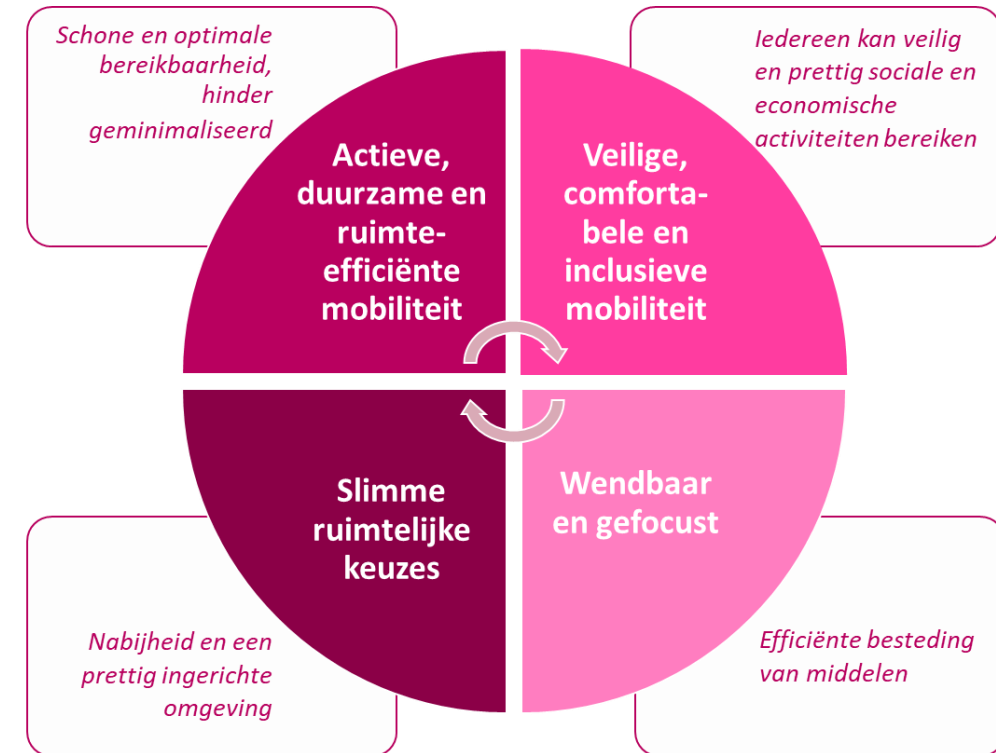
*“Experiences and memories
during walking are decisive
for total travel experience!”
(Helge Hillnhutter)*

- Urban quality as a mobility factor
- Access to opportunities vs speed and mass
- Living quality vs system optimization
- Measuring financial viability differently

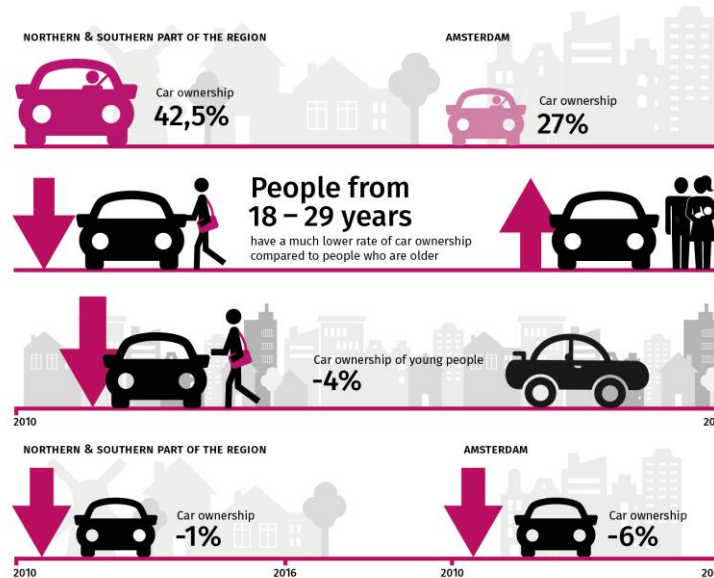
Source picture: Helge Hillnhutter

New ambition

- Active, sustainable and space-efficient mobility
- Safe, comfortable and inclusive mobility
- Smart spatial decisionmaking
- Flexible, adaptive and focused

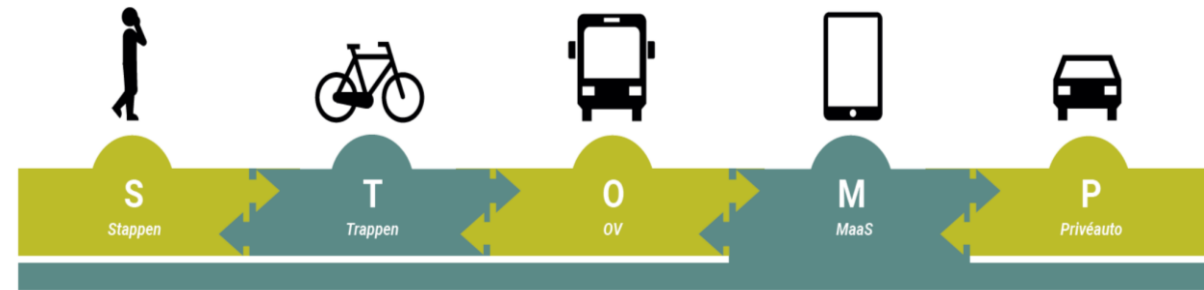


A region with big differences



STOMP and the differentiated region

- STOMP = walking, cycling, PT, MaaS, private car
- Behavioural change
- More options = more freedom of choice
- Spatial differences: not everything everywhere



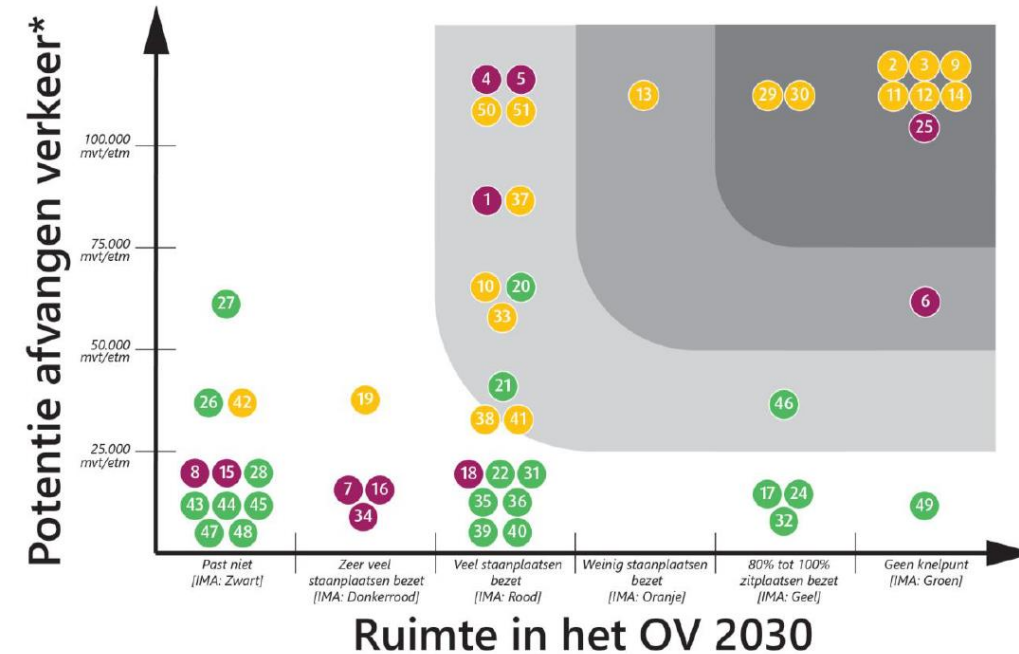
Hubs, from small to big

- Access to more (shared) mobility options
- Connecting different regional types
- Connecting all public mobility components



Potential for regional hubs

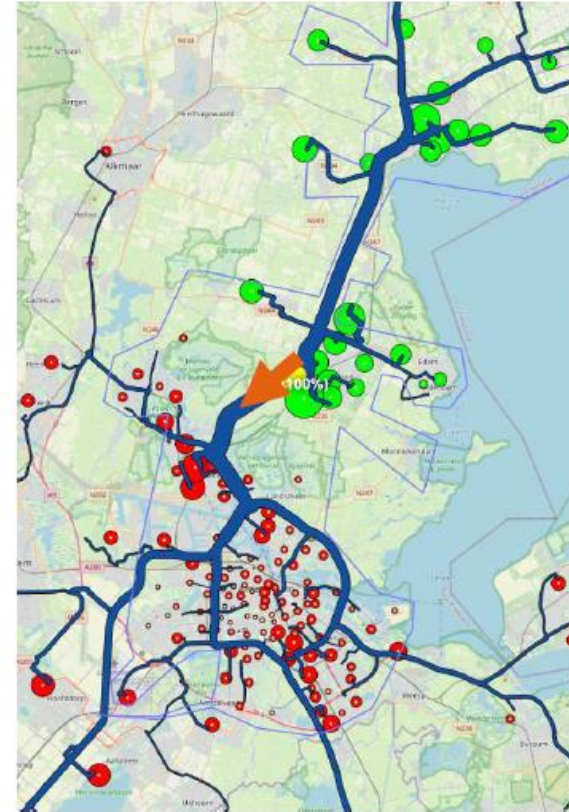
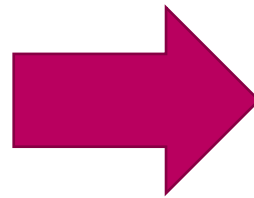
- Potential (car traffic with destination Amsterdam)
- Bottlenecks on highway
- PT capacity
- Car vs PT: price, travel time



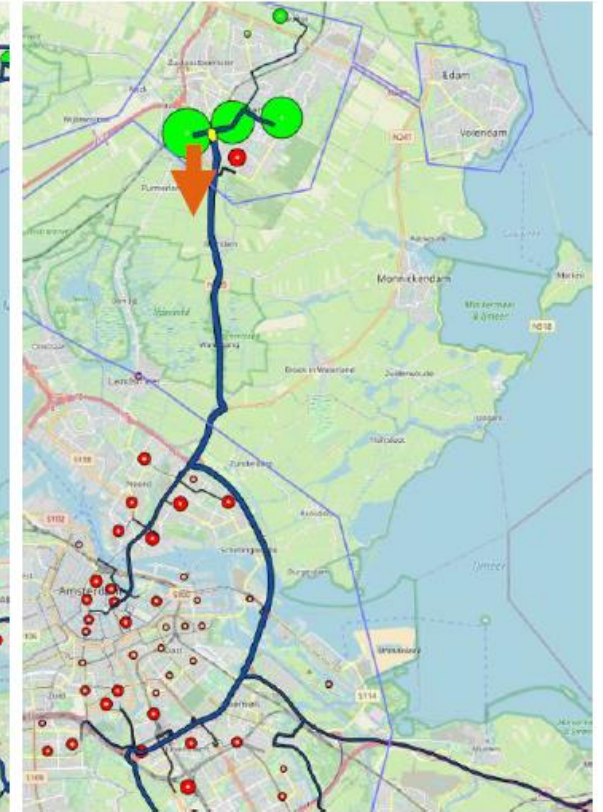
- A** Hub bevindt zich voor knelpunten HWN
- B** Hub bevindt zich voorbij een knelpunt & voor andere knelpunten HWN
- C** Hub draagt niet bij aan oplossen knelpunten HWN

* Voor de potentie van het afvangen van verkeer van het HWN zijn cijfers uit 2040 gebruikt en zijn hierdoor overschat voor 2030

In-depth analysis



Figuur 3: Herkomst/bestemmingen verkeer A7



Figuur 4: Herkomst/bestemmingen verkeer N235

End

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