

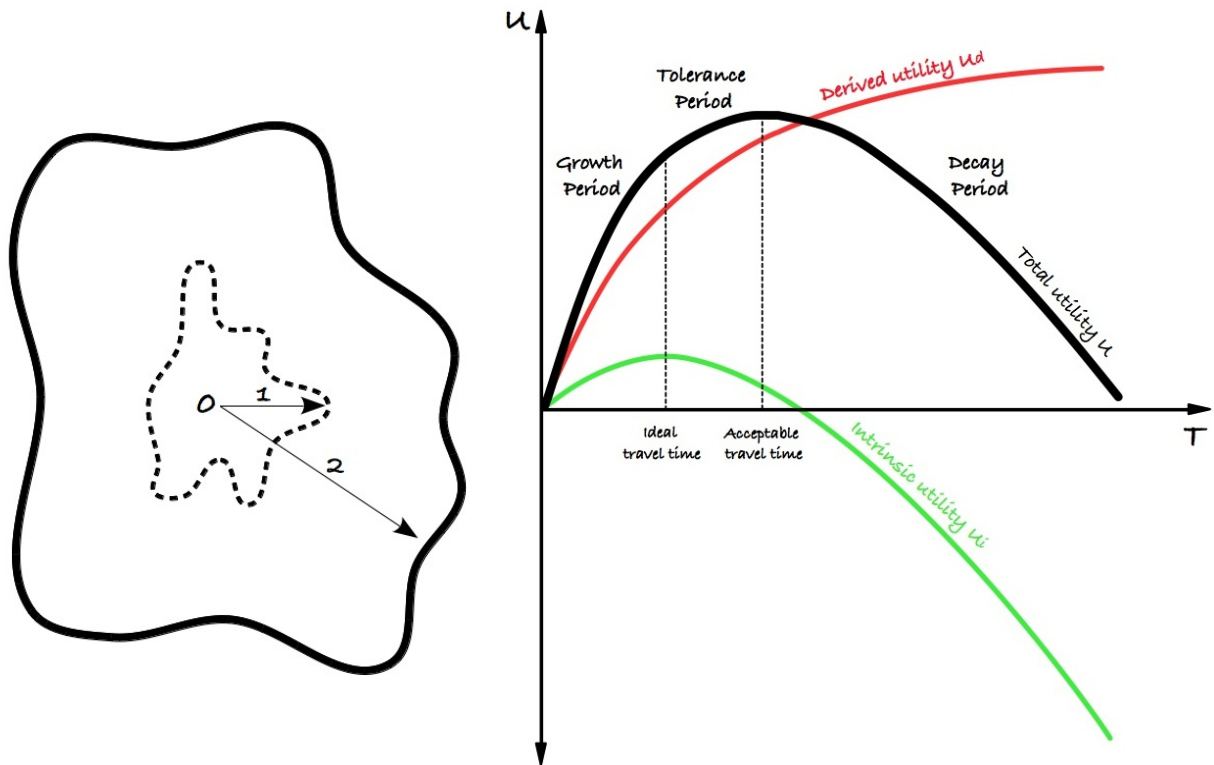


Figure 1: [Left] Graphical representation of the 'complementarity' hypothesis (O: trip origin, 1: action space of walking, bicycle and public transport users (local), 2: action space of vehicle users (regional), Dashed line: destination area in which vehicle use could be mainly affected by urban micro-scale features, Continuous line: destination area in which vehicle use could be mainly affected by urban macro-scale features). [Right] The three periods in the timeline of a trip according to the acceptable travel time theoretical construct (X-axis: Time - T, Y-axis: Utility - U).