

A vibrant outdoor cafe scene with people sitting at tables and riding bicycles on a tree-lined street. The scene is set in a sunny, urban environment with lush green trees and a clear sky. People are seen sitting at small tables, some eating and some talking. In the foreground, two women are riding bicycles on a paved path. The overall atmosphere is relaxed and social.

Goudappel

MOBILITY MOVES US

# Why small-scale matters

## Tactical actions rooted in an integrated strategic mobility policy

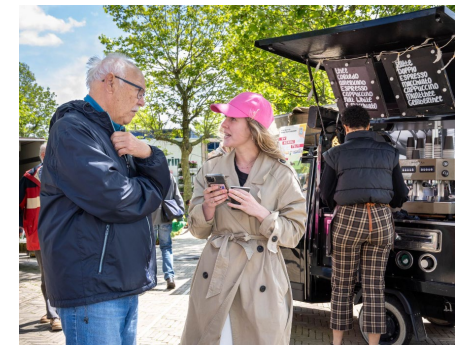
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# Christiaan Kwantes

- Living and working from Amsterdam (the Netherlands)
- 25 years experience in strategic mobility planning
- For smaller and bigger cities
- Working at Goudappel: 300 people consulting office specialized on mobility
- Sharing = multiplying



Goudappel



# Learning from dutch mistakes on active mobility



1970

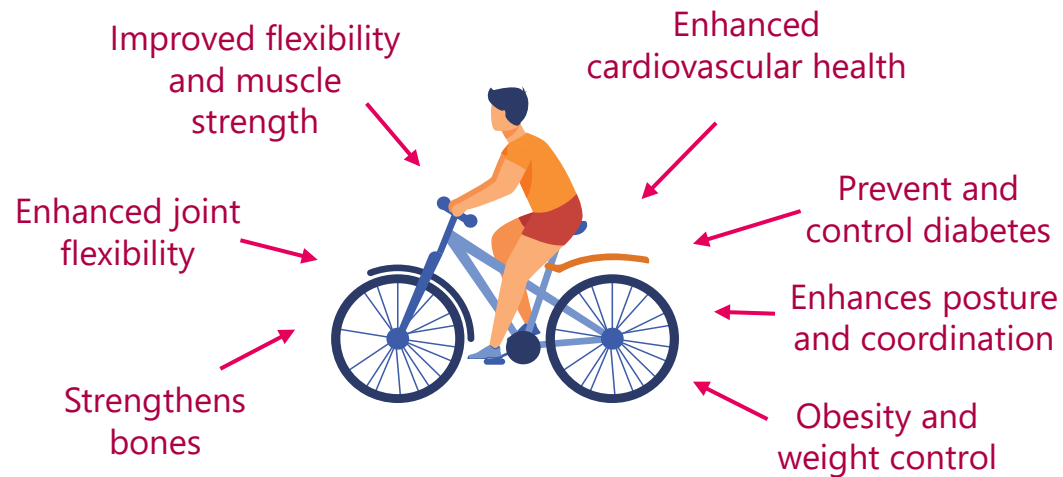
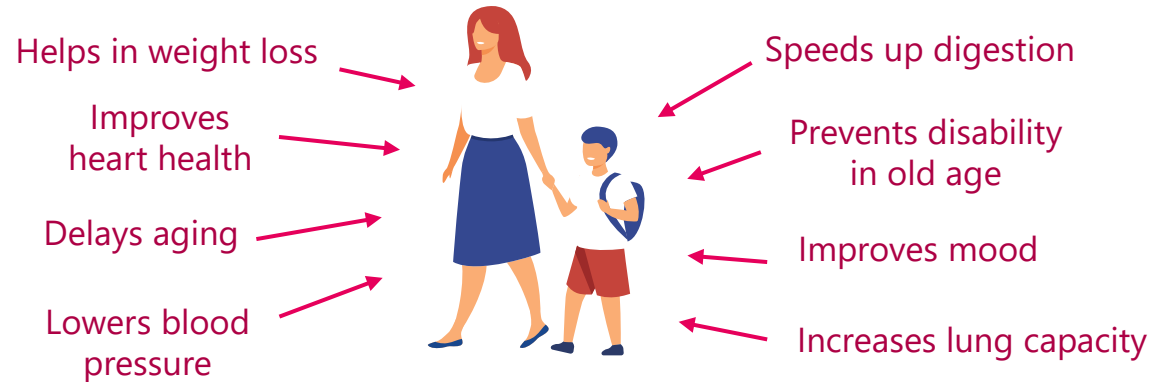


1990



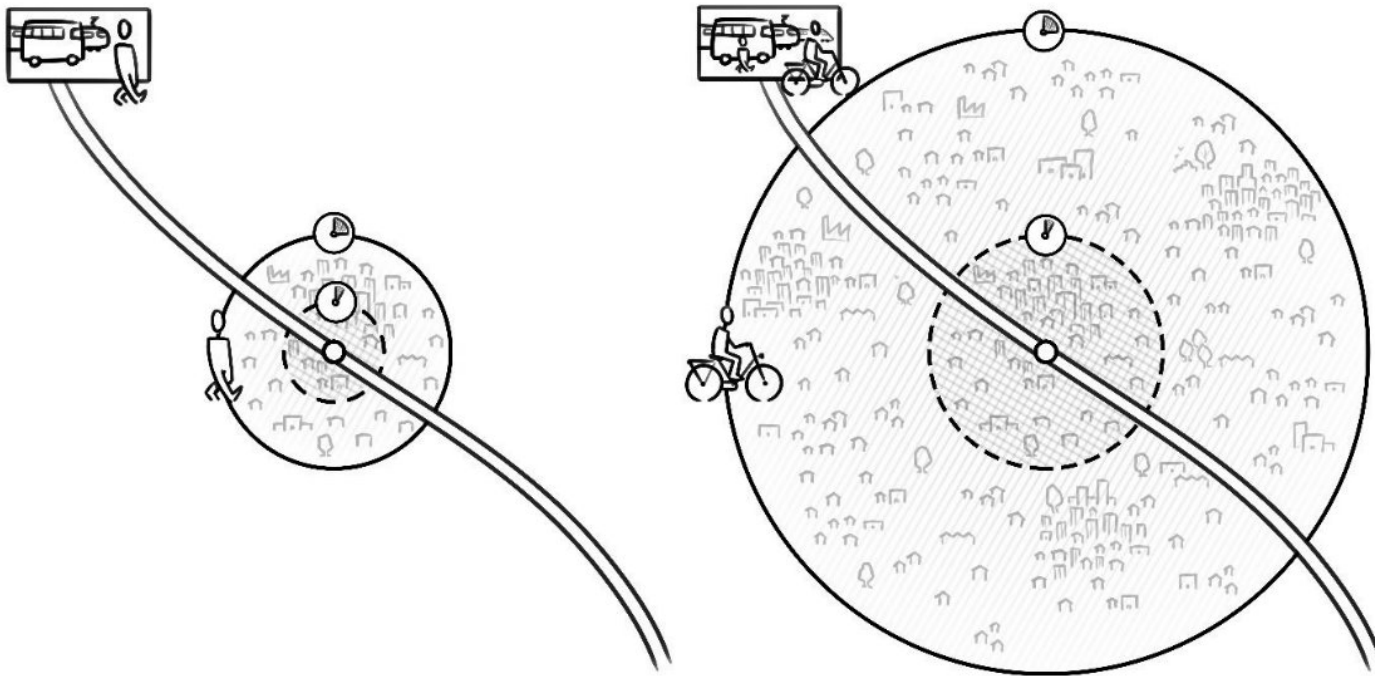
2010

# Active modes contribute to quality of



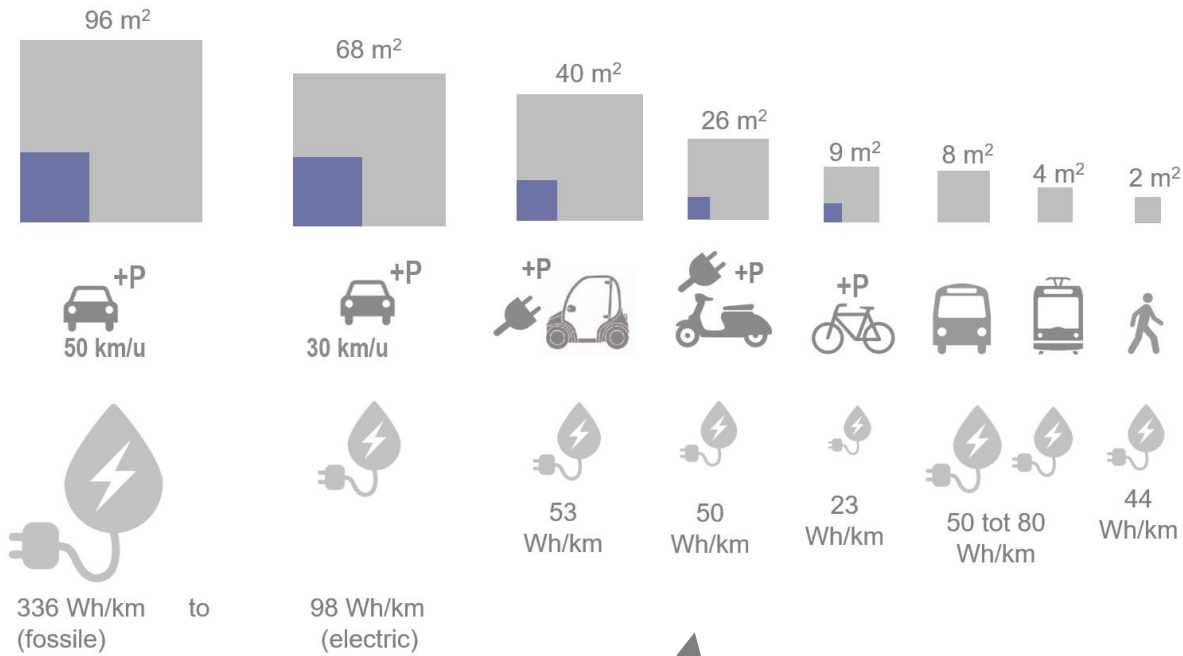
*Walking and cycling give health and personal freedom. Are affordable and sustainable. And fun!*

# Active modes make cities accessible



*Strong win-win combination  
with other modes such as  
public transport.  
Enlarging catchment areas  
and freedom of choice*

# Active modes make cities attractive

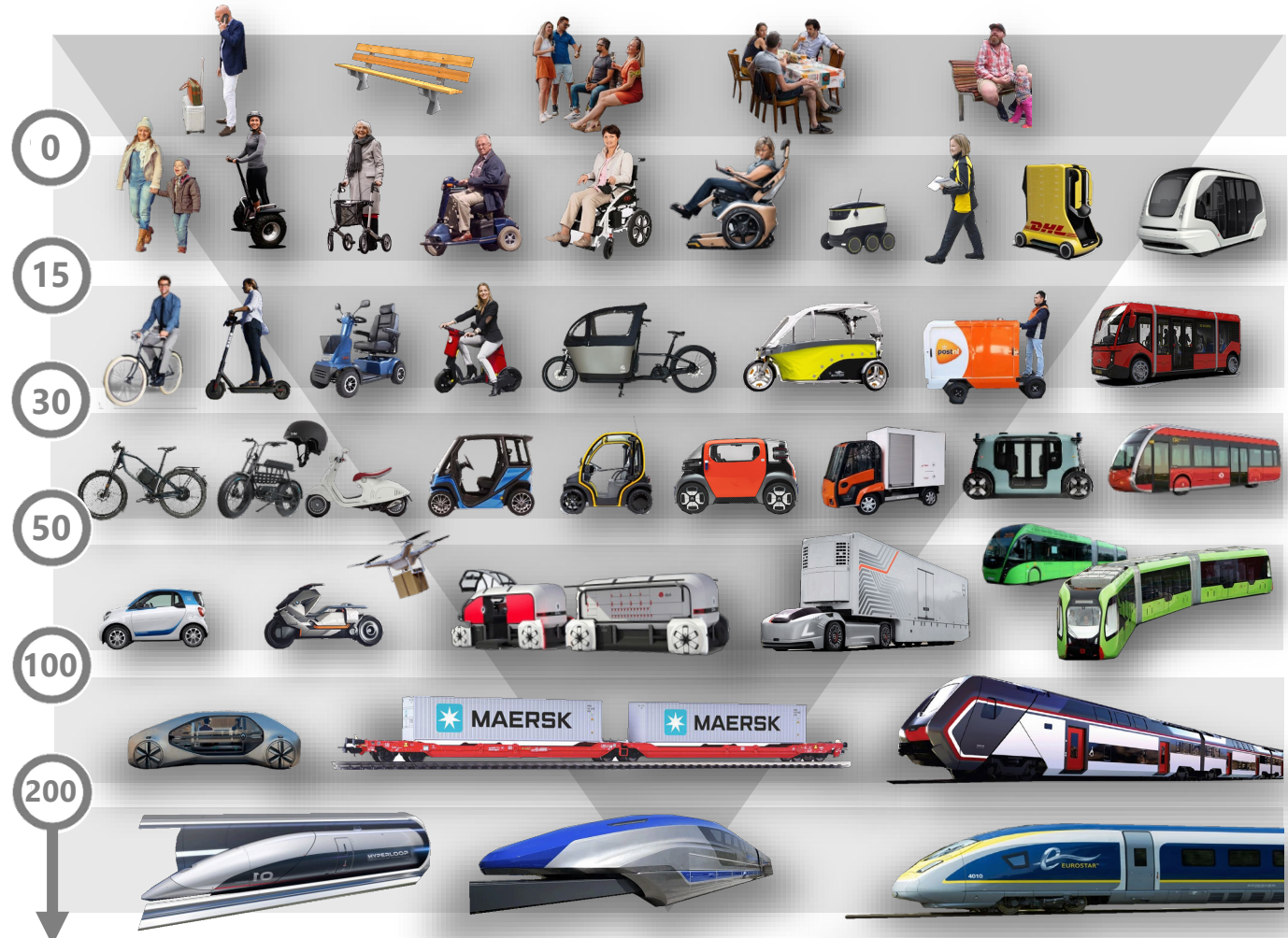


*Space efficiency contributing to green, livable and attractive cities*

*Example transformation Boulevard Anspach in Brussels (Belgium)*



# Active modes are growing in importance



Operational speed (km/h)



*Walking and bicycling are part of bigger mobility system. At least 25-35% of all trips in European cities. And growing.*

*Risk of underrepresentation in planning and investments*

# Integrate active modes into municipal mobility policy

Active modes can play key role in achieving overarching mobility targets (SUMP)

**Accessibility & urban development**



**Safe, inclusive and healthy living environment**

**Sustainability & green public space**



# But... we are not Copenhagen or Utrecht...

Bicycling is too dangerous here

We don't have space for cycle lanes

Bicycle investments hurt local economy

People don't have bicycles

Car drivers don't pay attention here



# Urban mobility systems change over time



Before - after Paris 2024



Barcelona 2014



Tartu bike sharing 2019



Before - after Ommen (NL, 14.000 inh) 2015

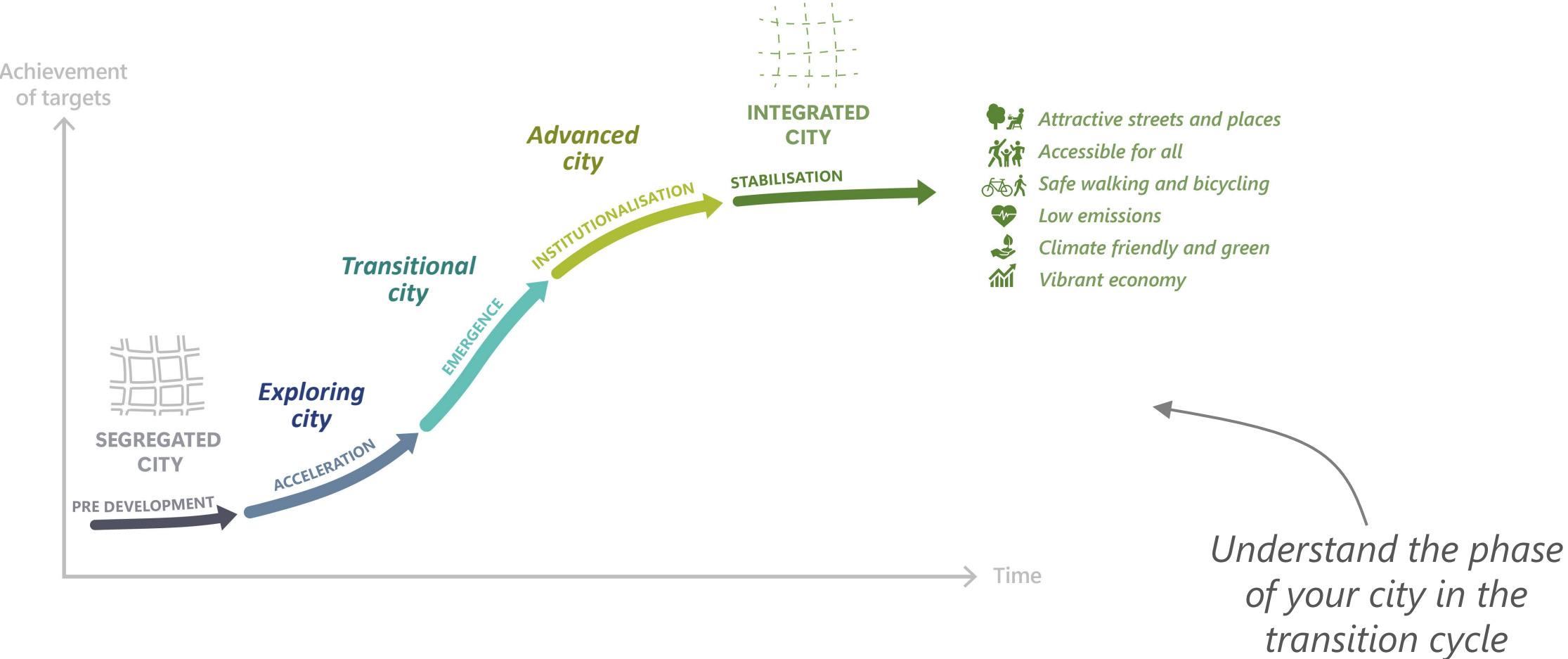


Vienna 2024

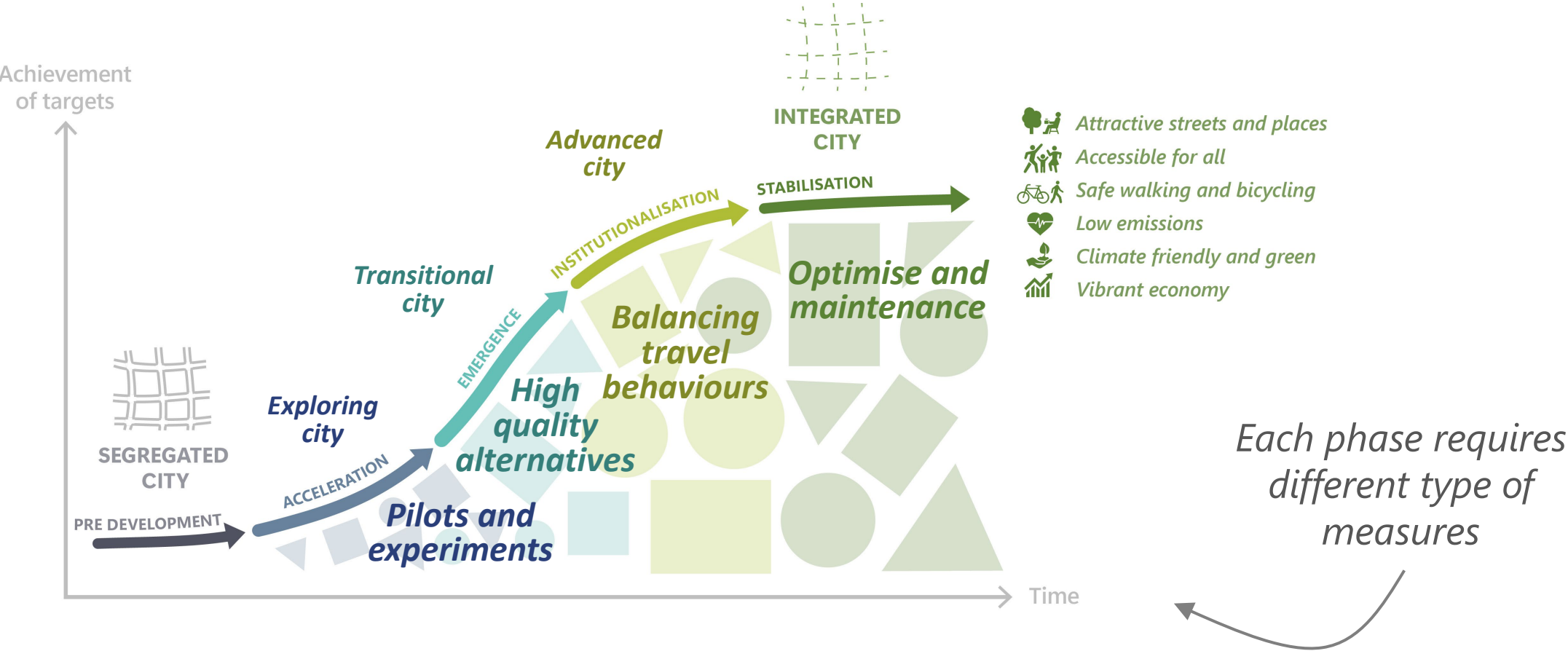


Pontevedra 2011

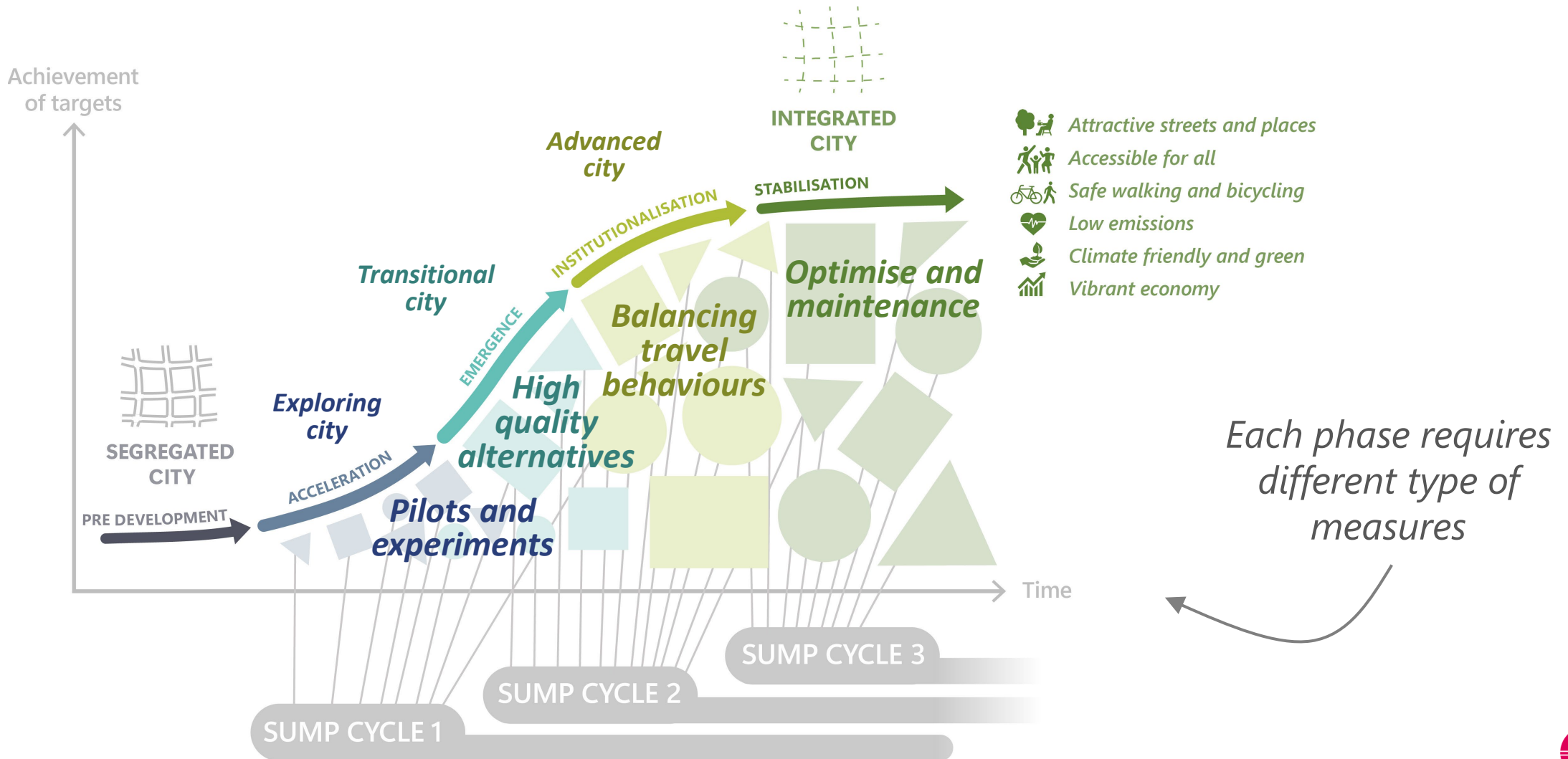
# Framework for acting: start small... to end big



# Framework for acting: start small...to end big



# Framework for acting: start small, to end big



# Framework for acting: start small... to end big - example



2019  
Exploring



2021  
Transitional



2024  
Advanced

# Pilots and experiments in exploring cities: setting the stage

## Early investment in accelerating transformation



1. Bring people together, spark conversation, transform people into participants, experiencing future

>> *Grassroot groundwork for mental paradigm shift*



2. Test small before invest, limited investments and time

>> *Accelerate learning cycle, enable adjustments*



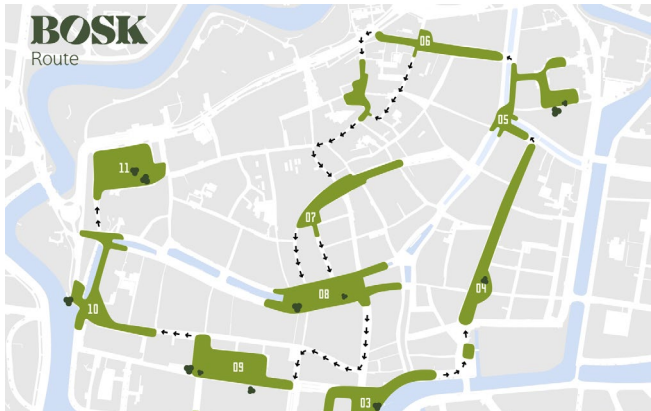
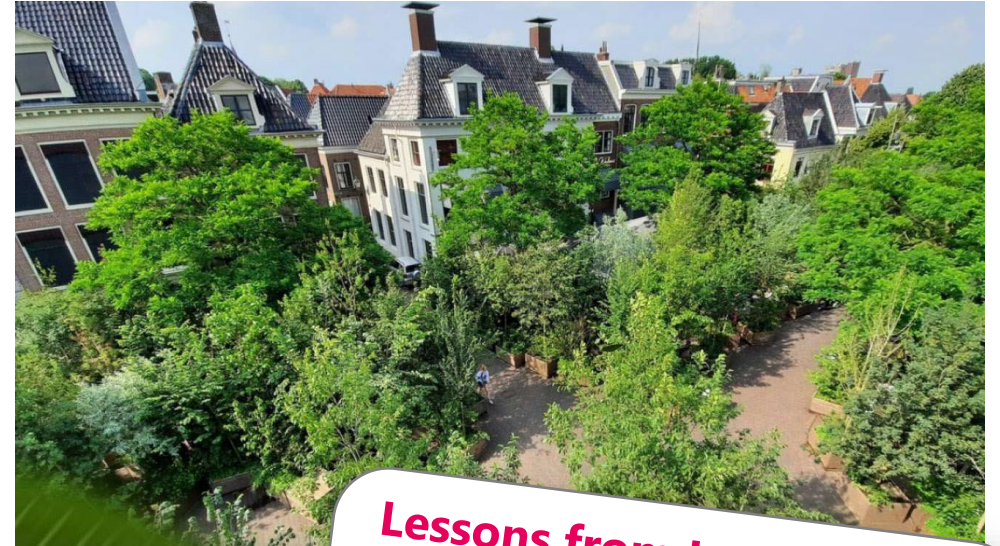
3. Build proof at stakeholders for larger interventions

>> *Trust and commitment at politicians and stakeholders*

>> *Build support for larger physical transformations*



# 100 days walking forest – Leeuwarden, the Netherlands



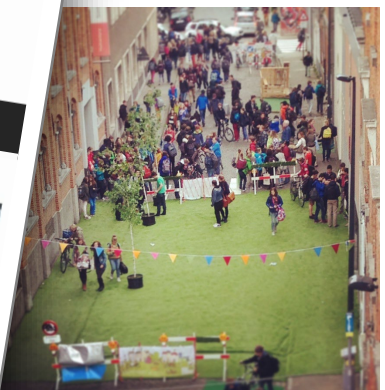
## Lessons from Leeuwarden: Paradigmshift in thinking

- 2018 Europe's Capital of Culture
- 2022 BOSK project
- 2024 SUMP: starting point importance of green space

<https://landscape.coac.net/bosk>



# Car free 'Leefstraten' (living streets) – Ghent, Belgium



**gent:**

Je kunt dit formulier ook online invullen.

Vraag als bewoner een leefstraat aan

Opsturen naar  
Dienst Ontmoeten en Verbinden  
Team Leefstraten  
Botermarkt 1  
9000 Gent

Gegeven bij  
Stadhuis  
Botermarkt 1  
9000 Gent  
Elke werkdag van 8 tot 17u.

**Belangrijk: lees dit voor je begint!**

Waarvoor dient dit formulier?  
Met dit formulier vraag je als burger of buurtorganisatie een Leefstraat aan.

Hoe doe je dit?  
1. Vorm een groepje van 5 bewoners om een Leefstraat aan te vragen.  
2. Neem voor je dit formulier invult, contact op met het Team Leefstraten.  
3. Spreek samen met het Team Leefstraten af hoe je je bureau hebt ingericht.  
3. Verzamel de bijlagen en vul het formulier in.

Wat zijn de voorwaarden?  
De voorwaarden vind je in het [reglement voor de organisatie van Leefstraten](#).  
De voorwaarden vind je in het [reglement voor de organisatie van Leefstraten](#).  
[www.stad.gent](#). Je vindt het op [www.stad.gent](#) of bij het stadsbureau.

Wat is een leefstraat?  
De straat tijdelijk anders gebruiken. Even minder ruimte voor verkeer, meer ruimte voor ontmoeten. Dat is het idee van leefstraten.

Wat is een leefstraat?  
In een...



Wonen en leven  
Zorg en onderwijs  
Werk en inkomen

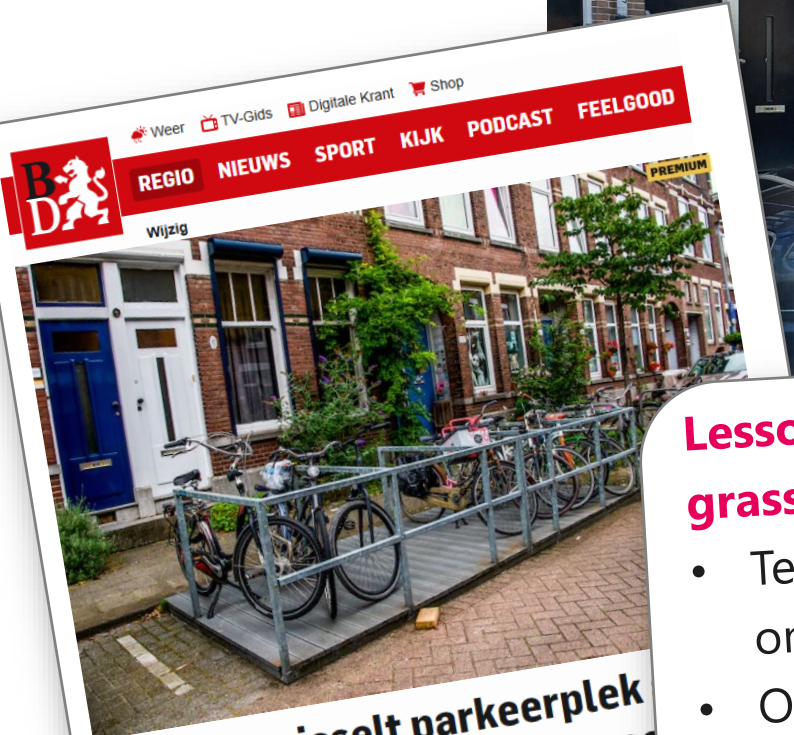
**Leefstraat**



<https://stad.gent/nl/samenleven-welzijn-gezondheid/samenleven/buurtwerk-gent/ondersteuning-bewonersgroepen-en-buurtorganisaties/leefplein-leefstraat>



# Temporally bicycle parking – Tilburg, The Netherlands



**Lessons from Tilburg: foster grass root developments**

- Temporal bicycle parking on car parking lots
- On request of residential groups
- If successful: conversion into a permanent setup



<https://www.archipelwillemspark.nl/fietsvlonder-aanvragen/>



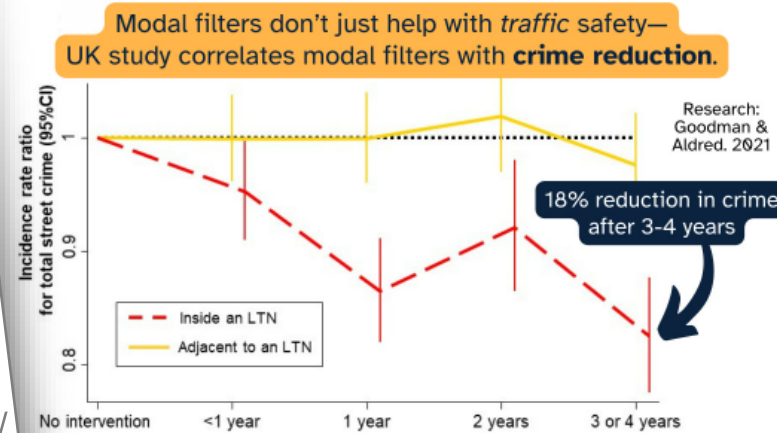
# Modal filter experiments – Cambridge, United Kingdom



## Lessons from Cambridge

- Low costs, no infra change
- After pilot: reconstruction
- Connection to crime, safety
- Cars: reroute + reduction!
- Consult emergency services: flexible bollards, camera

<https://www.camcycle.org.uk/blog/2020/07/modal-filters-help-make-roads-safer-for-everyone/>





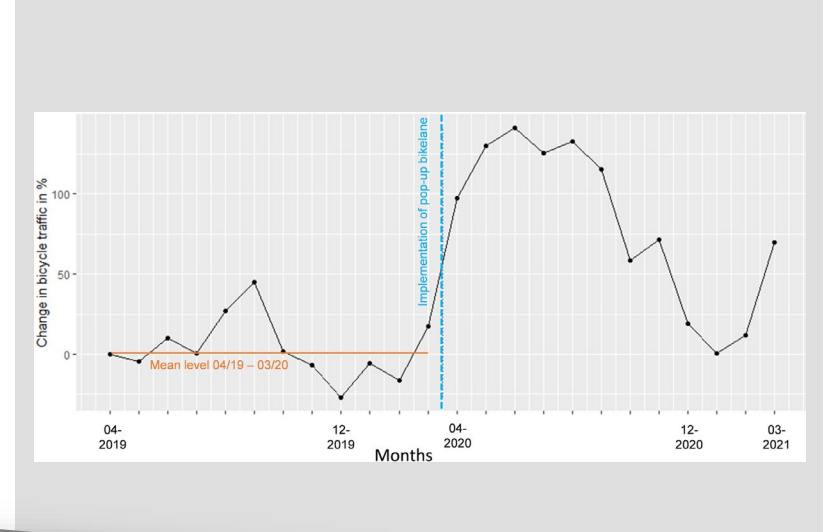
# Pop up cycle lanes – Berlin, Germany



Kantstraße, Berlin-Charlottenburg



Berlin



Frankfurt, Germany



Berlin-Charlottenburg

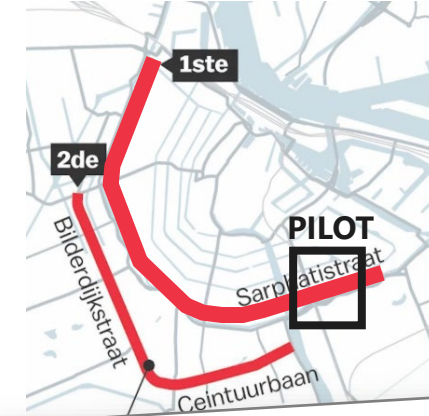
## Lessons from Berlin: combi of grass root initiative + political will + administrative competence

- 2016 Civil society initiative: campaign bicycle law
- 2018 'Mobility Act' approved by Berlin's parliament
- 2018 49 pop up bike lane projects approved
- 2021: Evaluations showing effects

<https://www.sciencedirect.com/science/article/pii/S2210670722004814>



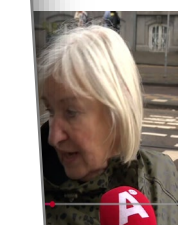
# Pilot bicycle street – Amsterdam, the Netherlands



## Lessons from Amsterdam: build trust first

- 2015 Ambition: create bicycle city ring, more space for walking, modal shift
- 2016 Pilot Sarphatistraat including monitoring
- 23% more cyclists, 2-9% less cars
- 10-20% lower car speeds, still challenges
- 2023: transformation of city ring completed, new plans are being made for second city ring

<https://www.buurtorganisatie1018.nl/nieuws-uit-1018/2017/2/8/evaluatie-fietsstraat-sarphatistraat>

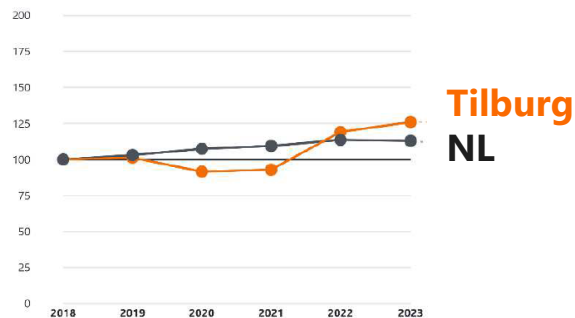




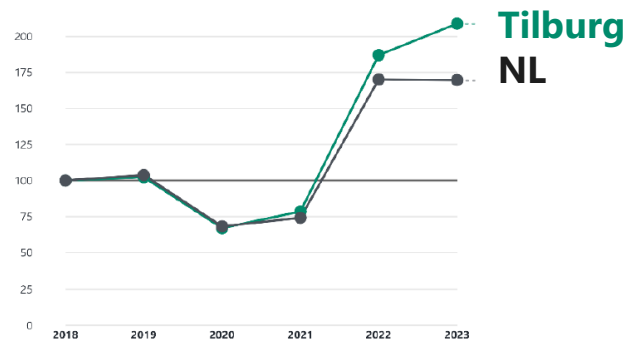
# Pilot Street space allocation – Tilburg, The Netherlands



Development Retail turnover



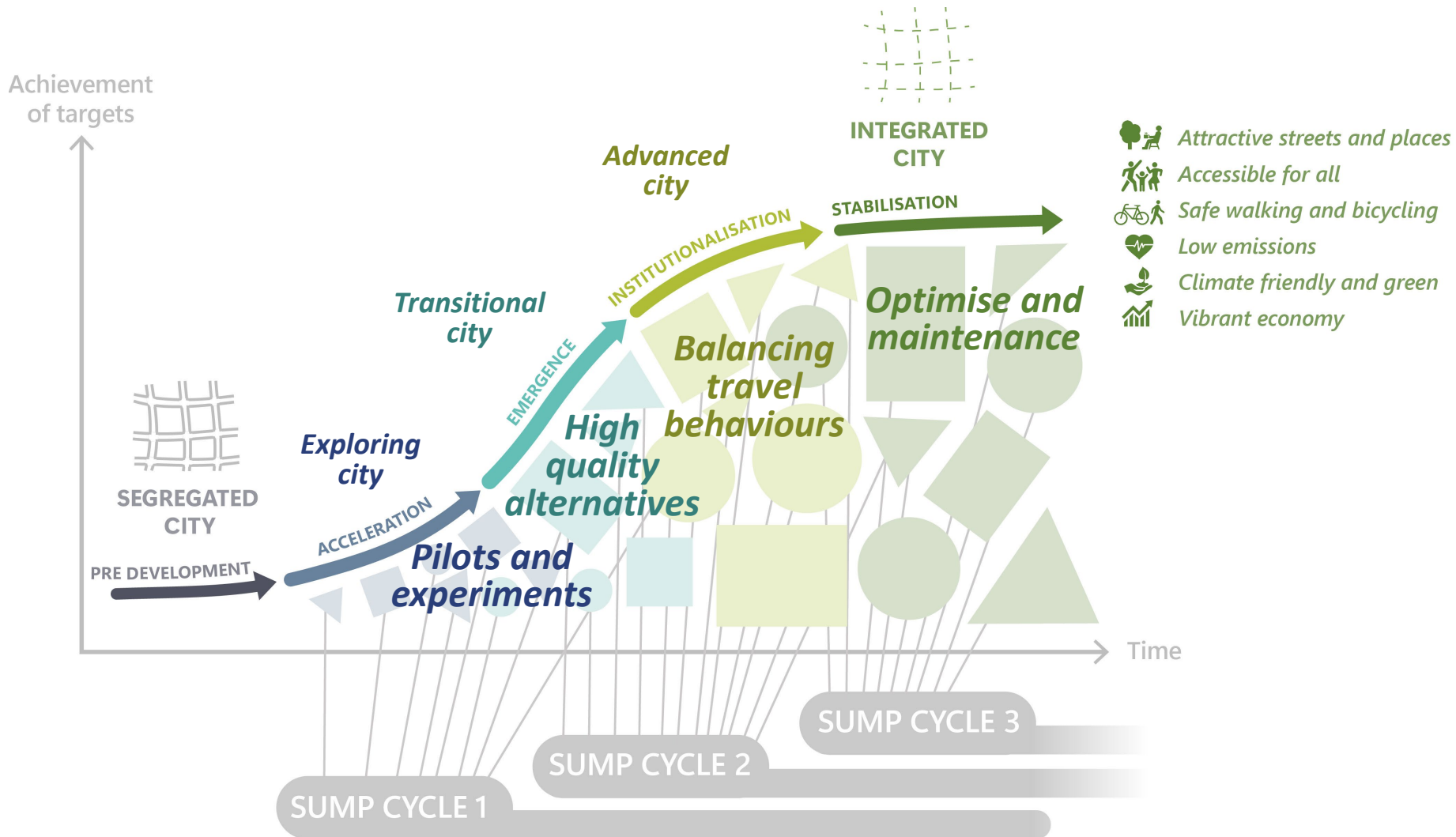
Development turnover hospitality



## Lessons from Tilburg: 3-4 month pilot

- Shock, disruption (0-2 weeks)
- Adaption, people find out (2-6 weeks)
- New logics rise (6-12 weeks)
- New normal (3 months)
- Evaluation of effects
- Permanent reconstruction, more space for walking and cycling

# Framework for acting: start small, to end big



# Next level: building high quality



←  
*Integrated bicycling and walking networks with different qualities*

↗  
*Regional main network (1000-3000 m)*

*Local basic network (300-500 m)*



# Next level: building high-quality alternatives



Physical bicycle networks embedded in integrated approach

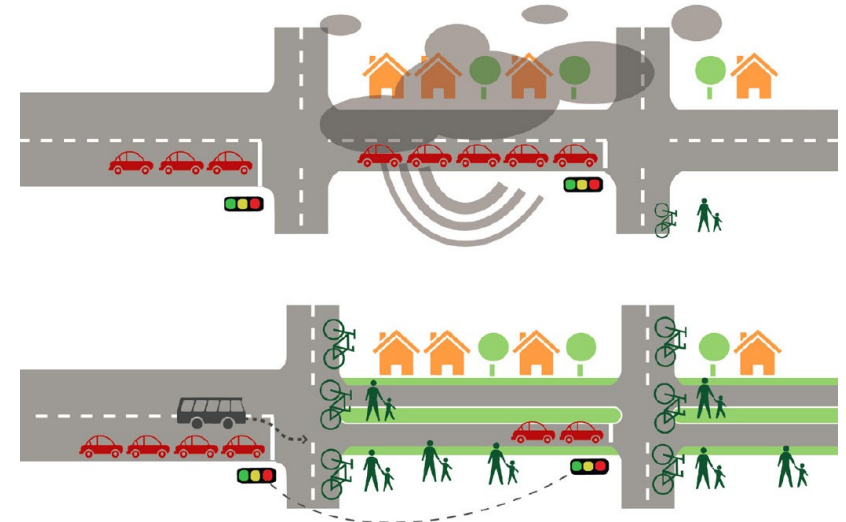
# Next level: balancing travel behaviours (modal shift)

*"The best bicycle plan starts with a good car network plan"* ↘



# Next level:balancing travel behaviours (modal shift)

↪ Example: from 2x2 car artery to 2x1 city boulevard



<https://bicycledutch.wordpress.com/2023/08/02/utrechts-western-city-boulevard-less-space-for-cars-more-for-greenery-and-people/>



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