

The next 30 years: planning cities beyond mobility?



Luca Bertolini – University of Amsterdam

(<http://www.essen-fuer-das-ruhrgebiet.ruhr2010.de/en/home.html>)

Planning beyond mobility: Why?
Planning beyond mobility: What?
Planning beyond mobility: How?

Planning beyond mobility: Why?

Planning beyond mobility: What?

Planning beyond mobility: How?

depletion of non-renewable energy sources, climate destabilizing carbon emissions, air and noise pollution, traffic accidents, congestion, lack of physical movement, disruption of local communities, degradation of public space, consumption of land, fragmentation of natural ecosystems, inequality of access ...

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Building block #1:
convivial streets
(‘streets for people, not for traffic’)

Amsterdam, Damstraat



1868
(Stadsarchief Amsterdam)



1981
(Stadsarchief Amsterdam)



2021
(Google Streetview)

'The ten dimensions of our streets' (Groningen)



OUR STREETS BELONG TO US ALL



OUR STREETS ARE SAFE



OUR STREETS OFFER CUSTOMISED MOBILITY



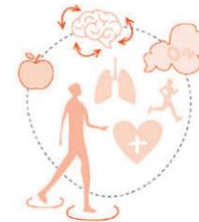
OUR STREETS ARE ECOSYSTEMS



OUR STREETS CREATE AN EXPERIENCE



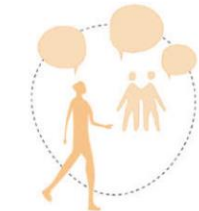
OUR STREETS ARE CLIMATE-ADAPTIVE



OUR STREETS ARE HEALTHY ENVIRONMENTS



OUR STREETS CREATE VALUE



OUR STREETS ARE PUBLIC DOMAIN



10. OUR STREETS HAVE AN IDENTITY

On a 'normal' day



'Leefkade' Hugob
(photo: Luca Bertolini)

- + walking and cycling
- + physical activity
- + safety
- + air and noise pollution
- + liveability
- + social interaction
- + sense of community
- + physical and mental health

<https://doi.org/10.1080/01441647.2020.1761907>



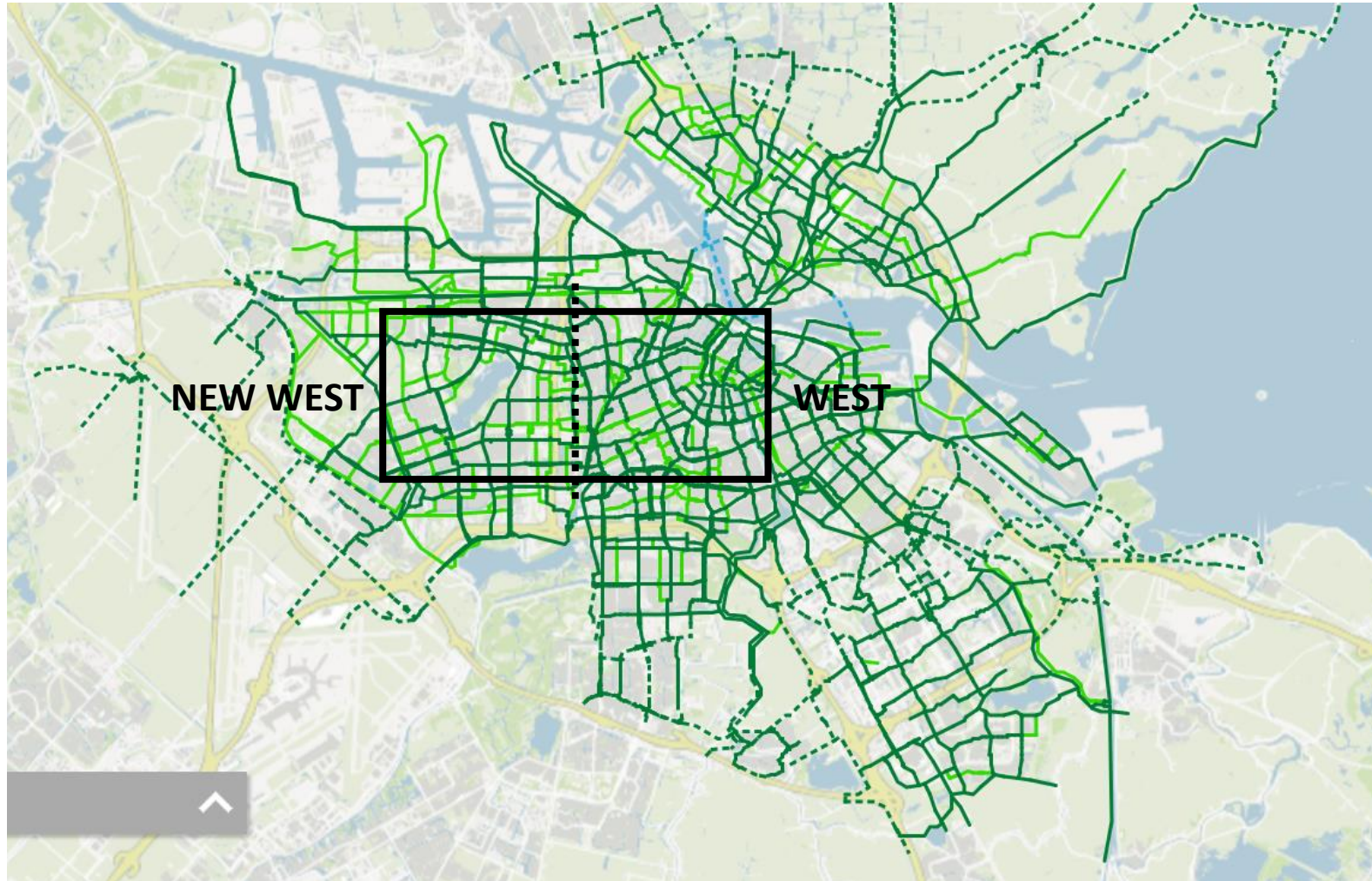
Building block #2:
accessibility by proximity
(accessibility by walking and cycling)

Paris 15-minute city (Paris en Commun)



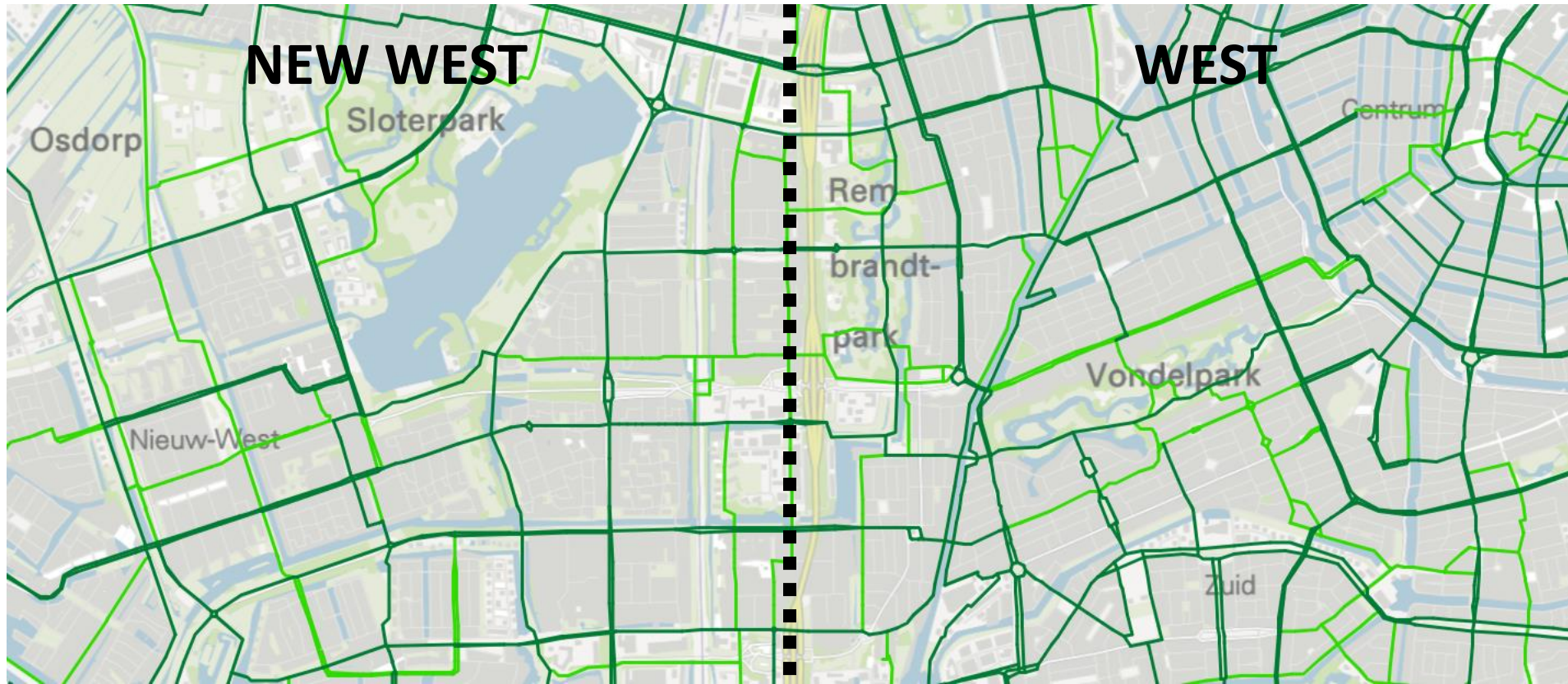
Bike lanes (or footpaths) ...

Bike lanes in Amsterdam (Municipality of Amsterdam)



.. but not only ...

Bike lanes in Amsterdam (Municipality of Amsterdam)

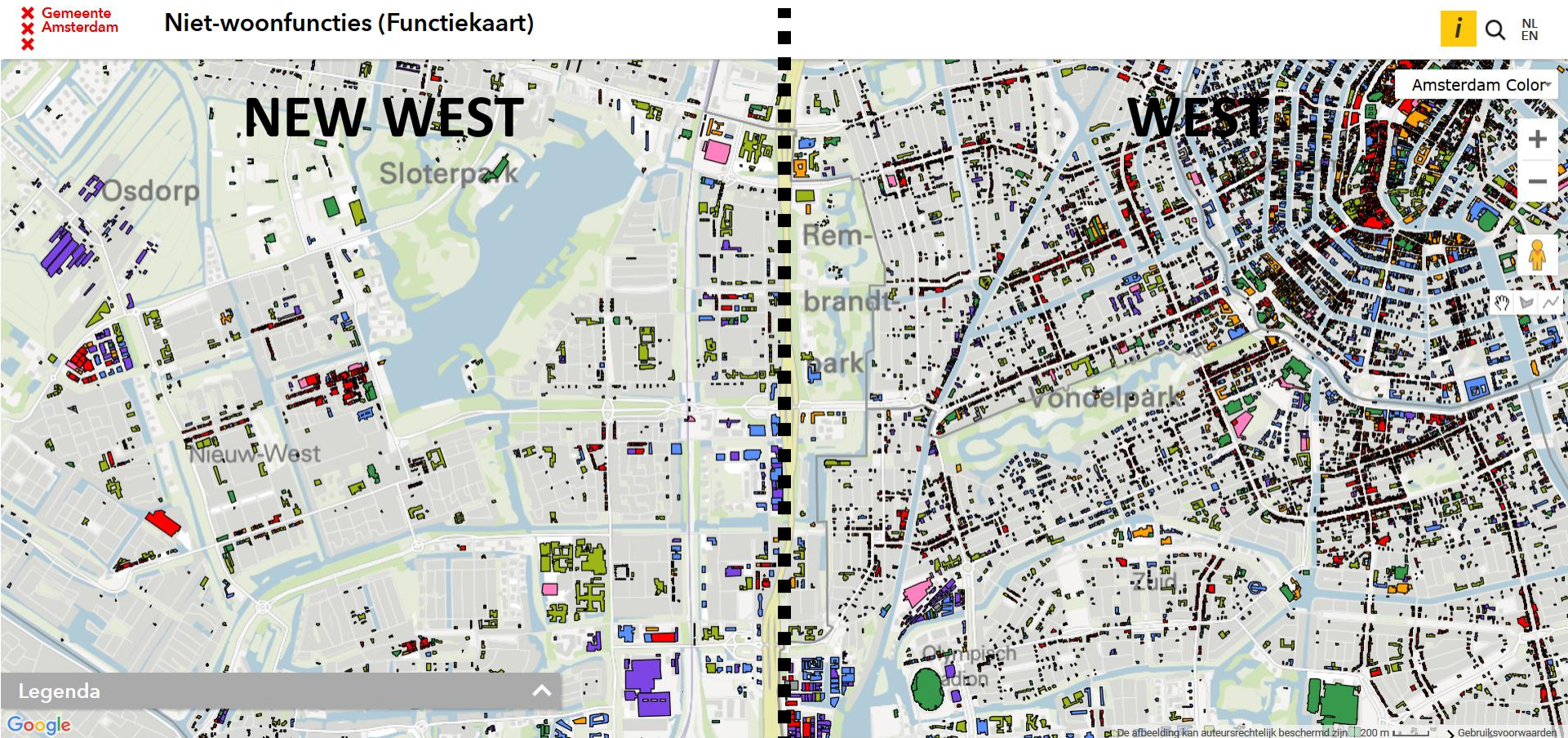


CAR 43% BICYCLE 32% PT 25%

CAR 13% BICYCLE 63% PT 24%

... also cultivating a fine-grained functional mix ...

Non-residential functions (Municipality of Amsterdam)



CAR 43% BICYCLE 32% PT 25%

CAR 13% BICYCLE 63% PT 24%

... also outside of the urban cores



Running the local supermarket with the entire village: 'Otherwise Baambrugge will become a ghost village' (De Volkskrant, 16 OCT 2023)

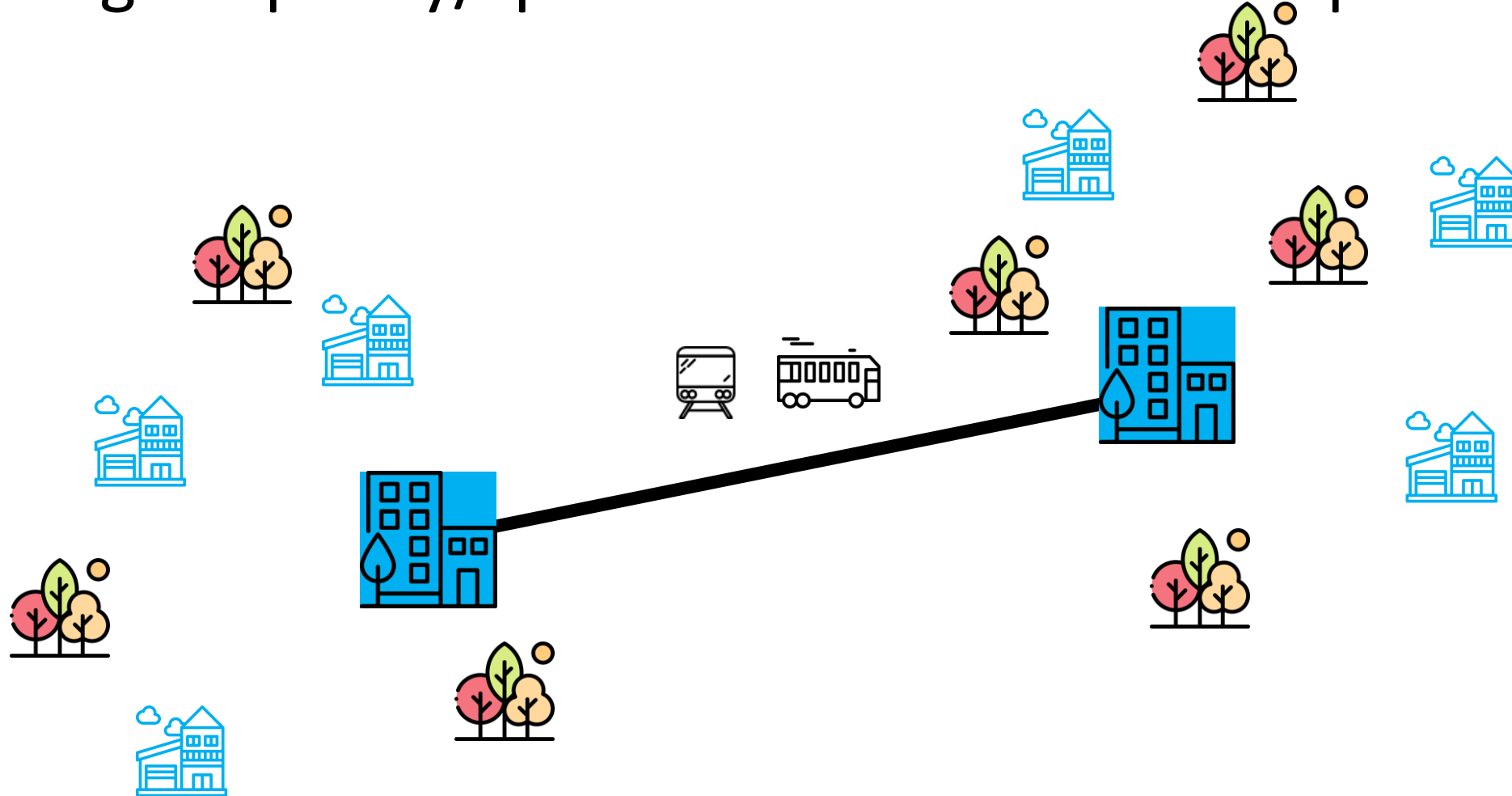
Building block #3:
***diffused* Transit Oriented Development (TOD)**

TOD: Copenhagen 1947-2078

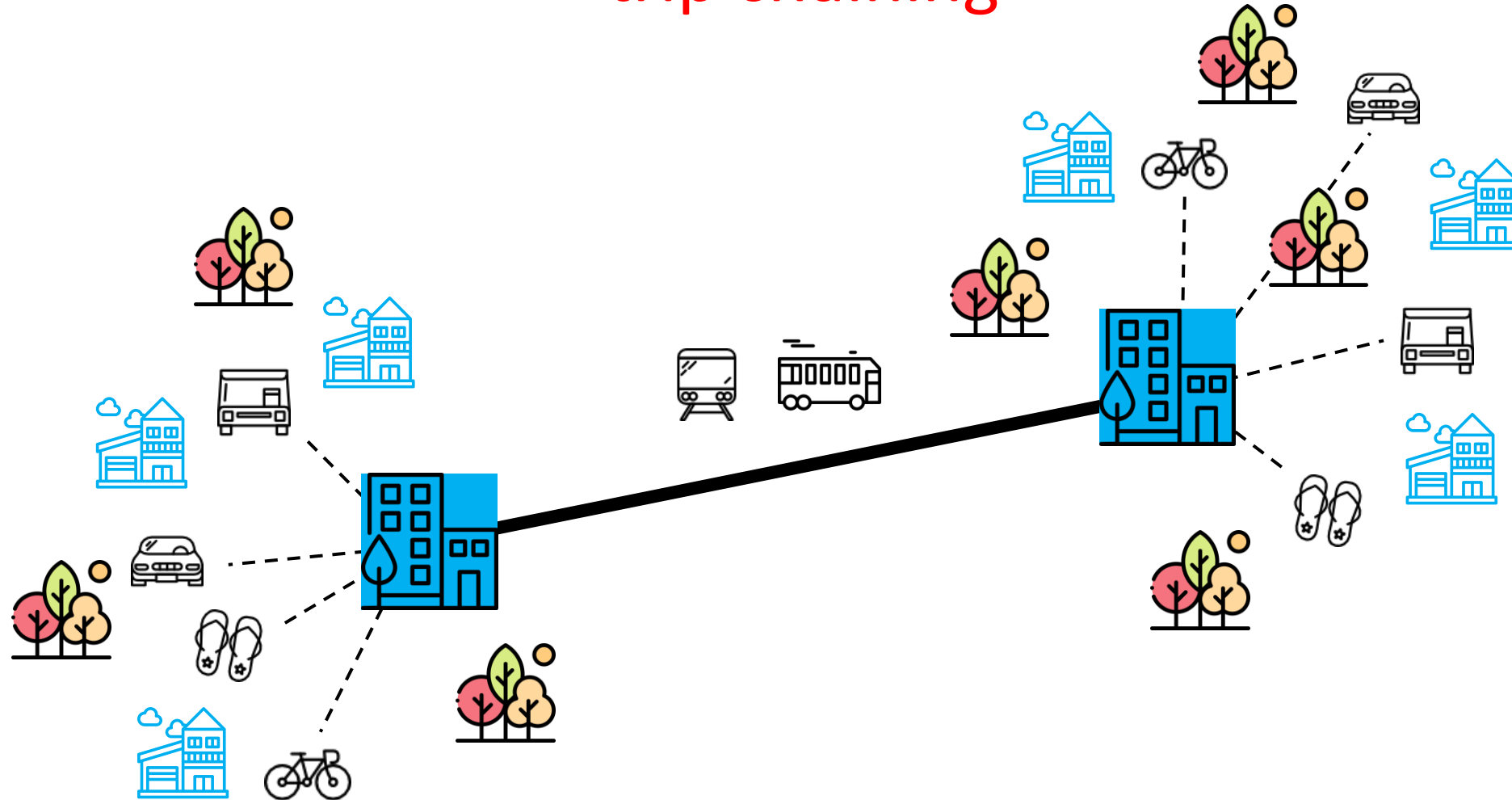


(Municipality of Copenhagen)

Getting there, conventional TOD: high capacity/speed PT and nodal developments



Getting there, beyond the core: trip chaining

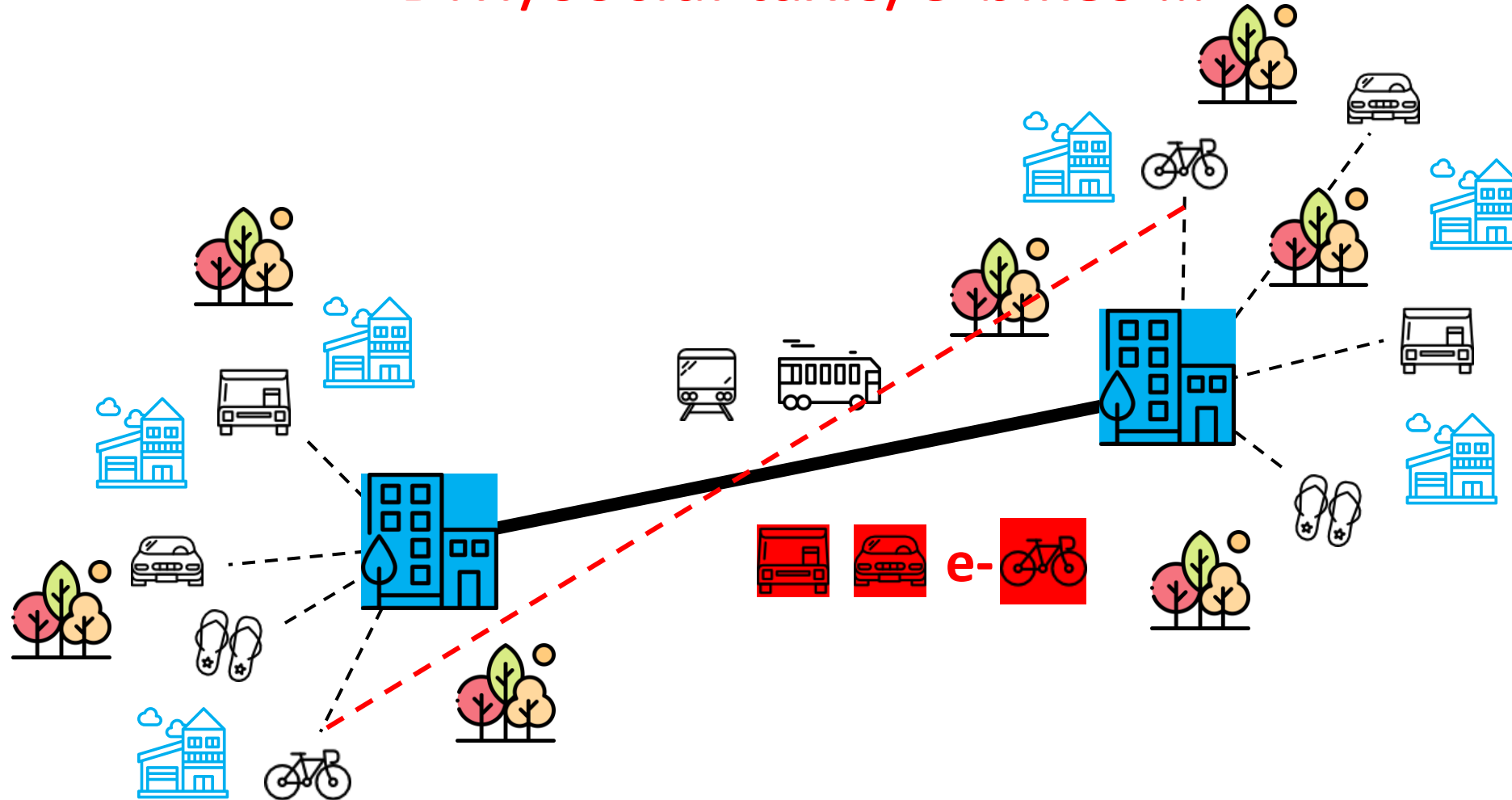


In the NL, 4 out of 10 comes to the station by bike



(www.ovbsp.nl)

Getting there, beyond the core: DRT/social taxis/e-bikes ...



Getting there, beyond the core: adding public value to stations ...



Pitlochry Station Bookshop

Selling Donated Books in Aid of Charities

Home

Our Story

Our Charities

FAQs

Rota

Archive

More



**Over £420k
raised for our
charities since
2006**

(ScotRail 'Adopt a Station' program)

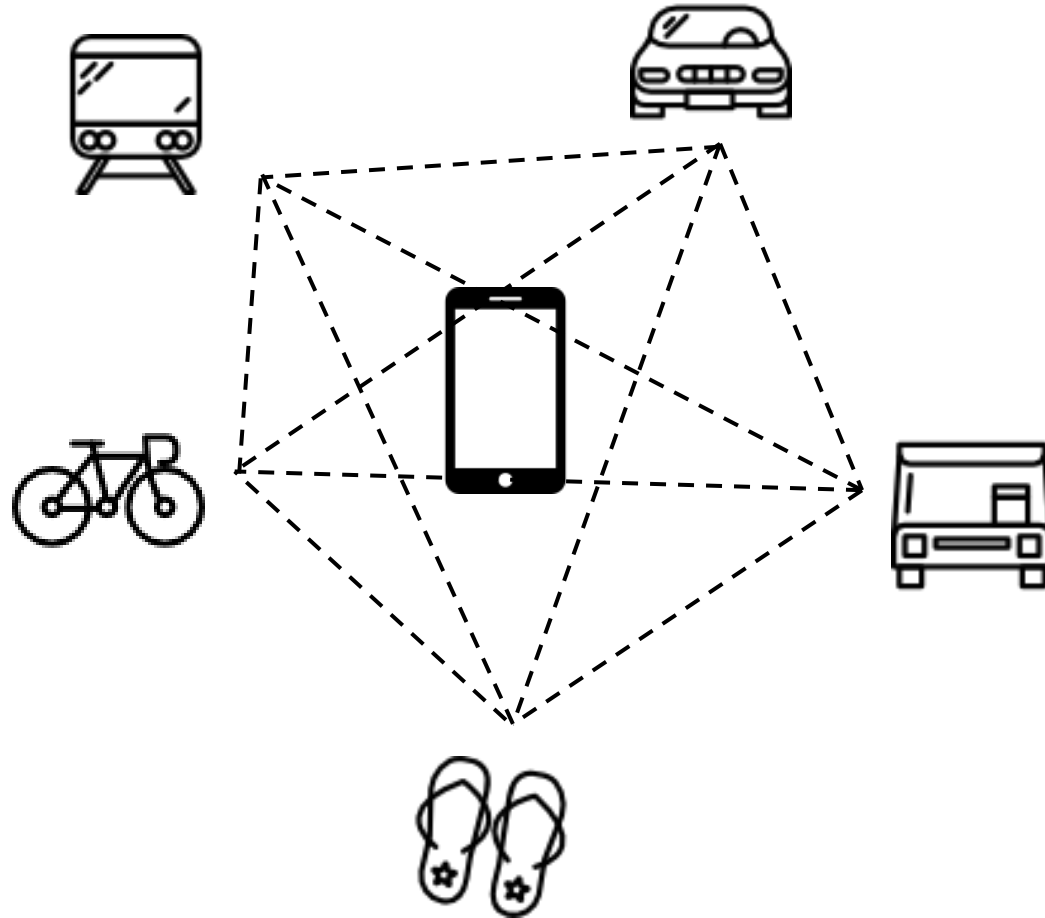
Building block #4:
the car as *complementary* option

[this is also a car]



(commons.wikimedia.org)

‘Mobility as a Service/ Commons’: the car as option?



(icons by dariusdan and freepik on www.flaticon.com)

Also constraining car use (congestion charging, Stockholm)

KLARASTRANDSLEDEN 16.30

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Transport Policy 52 (2016) 1–15



Contents lists available at [ScienceDirect](#)

Transport Policy

journal homepage: www.elsevier.com/locate/tranpol



Is congestion pricing fair? Consumer and citizen perspectives on equity effects

Jonas Eliasson

Department for Transport Science, KTH Royal Institute of Technology, Sweden



LUGNT PÅ KLARASTRANDSLEDEN. Lugnt på Eastingeleden. Lugnt i kollektivtrafiken. Ingen visste i går med säkerhet vart stockholmarna tagt vägen.

(www.smartcitiesdive.com)

Building block #5:
freight = avoid, shift, improve (in this order!)



**IMPROVE
SHIFT
AVOID**

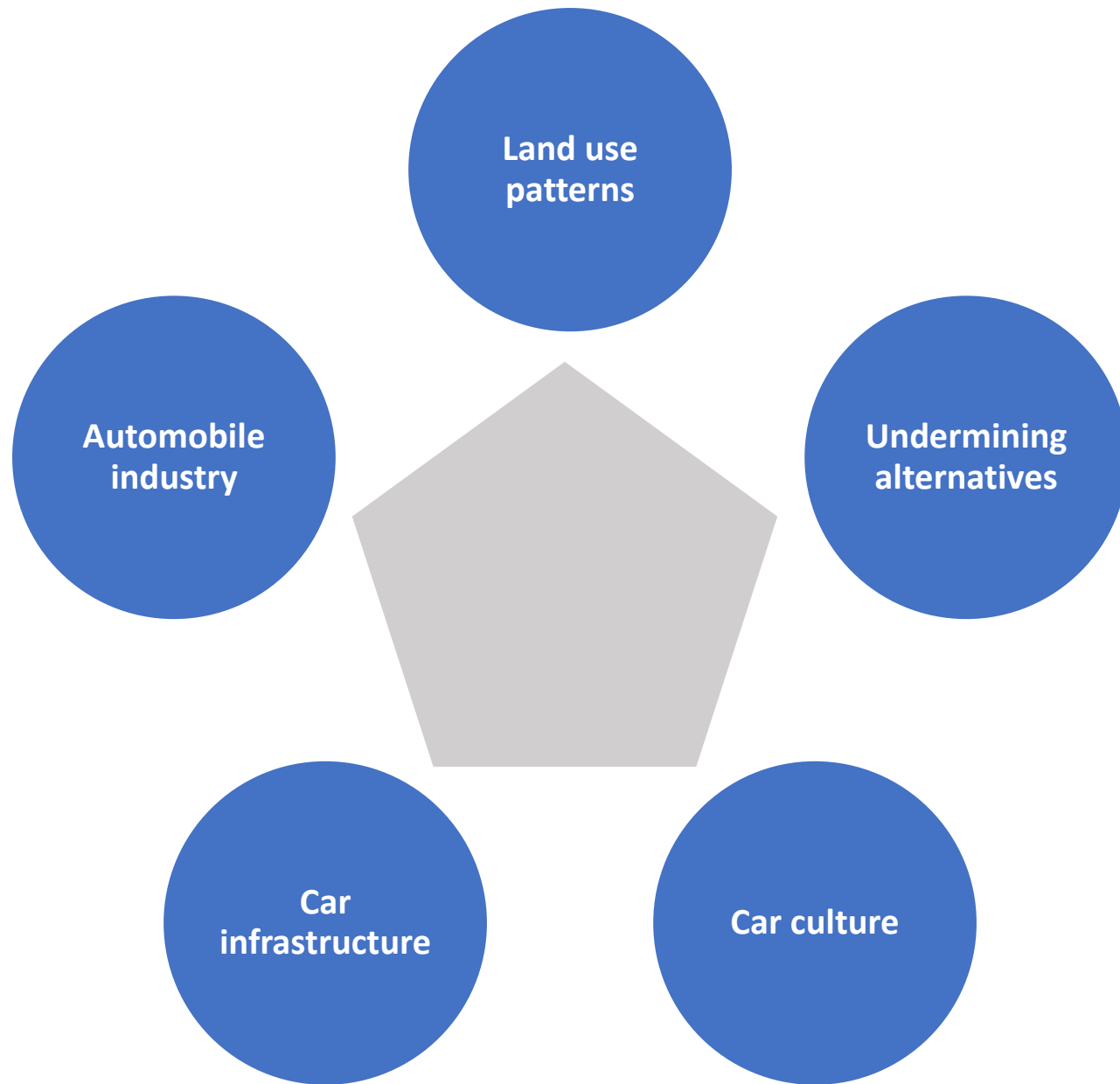
schlijper.nl
today



**AVOID
SHIFT
IMPROVE**

schlijper.nl
today

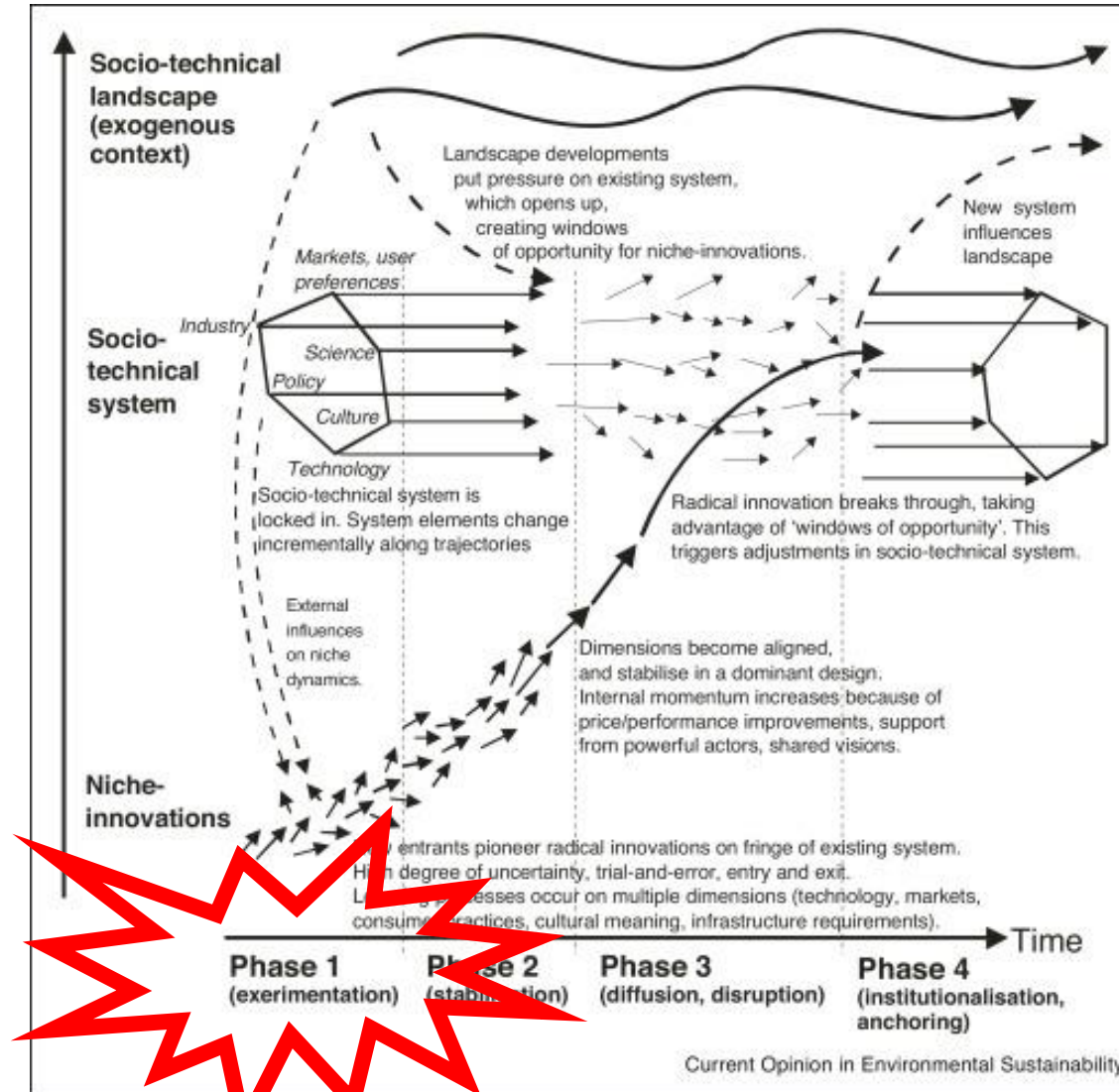
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The political economy of
car dependence
(Mattioli et al., 2020)

How to enable transformative change in the face of systemic resistance to change?

Multi Level Perspective (Geels, 2019)



“Transition experiments ... are short-term actions through which alternative structures, cultures, and practices are explored”

(Roorda et al., 2014)

Ghent: 'Living Streets' (*Leefstraten*)



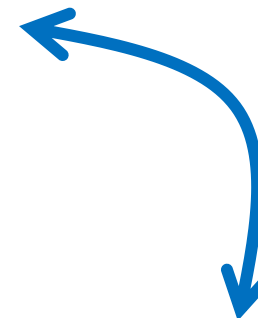
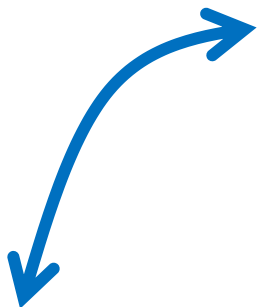
- Temporarily (2-3 months) close residential streets to motorized traffic
- Experiment with alternative mobility options and a different use of public space
- Feed back into city-wide debate

For social transformation, we need a 'multi-political approach' (Schiller-Merkens, 2022), **linking prefigurative politics, institutional politics, and contentious politics**

Prefigurative politics



*organizing
between ...*



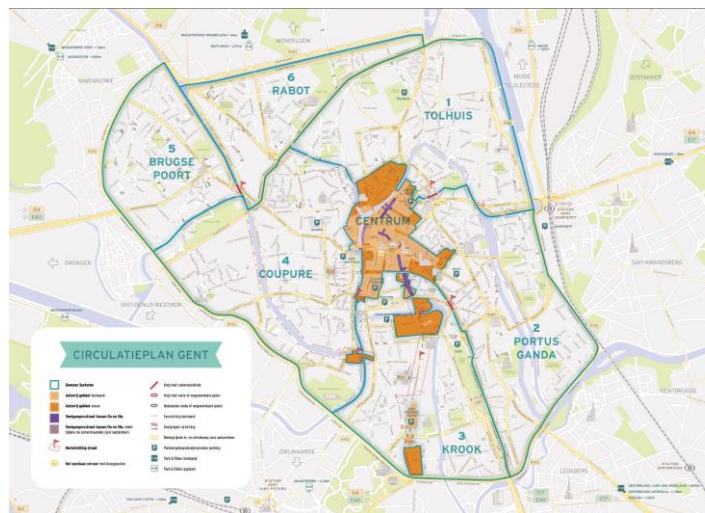
*organizing
between ...*

Contentious politics

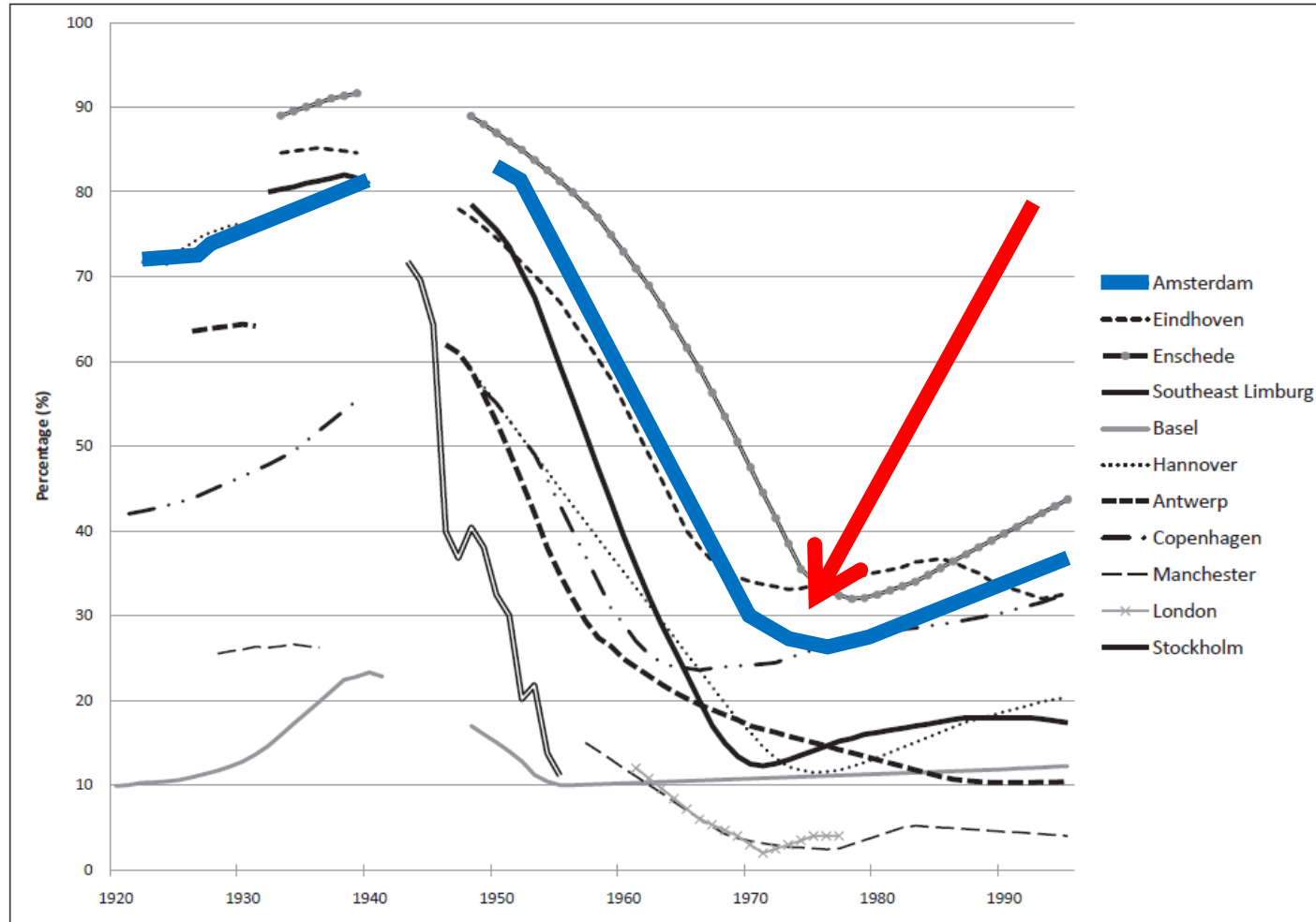


*organizing
between ...*

Institutional politics



Learning from the past: e.g., cycling cities

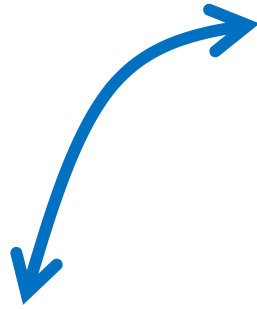


Bicycles' share in total number of car, public transport, bicycle, and moped trips in eleven European cities, 1920–1995
(Oldenziel & de la Bruhère, 2011)

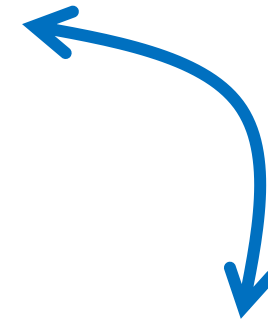
Prefigurative politics



*organizing
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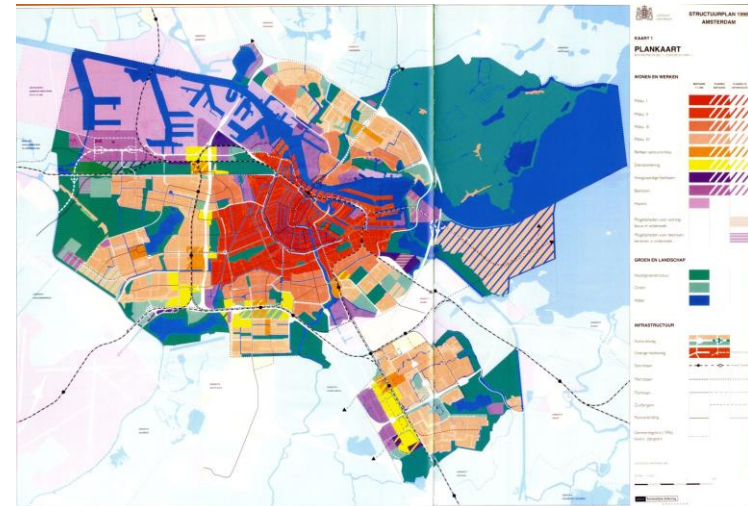


Contentious politics



*organizing
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Institutional politics



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Let's talk!

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