



Goudappel

MOBILITY MOVES US

4 webinars Enschede – Fort Collins

- 20 th Jan: Youth cycling
- 17 th February: Traffic signals_bicycle highways
- 25 th March: Social Equity
- 21 th April: Vibrant Downtowns and Parking

Presentation Vibrant Downtowns and Parking

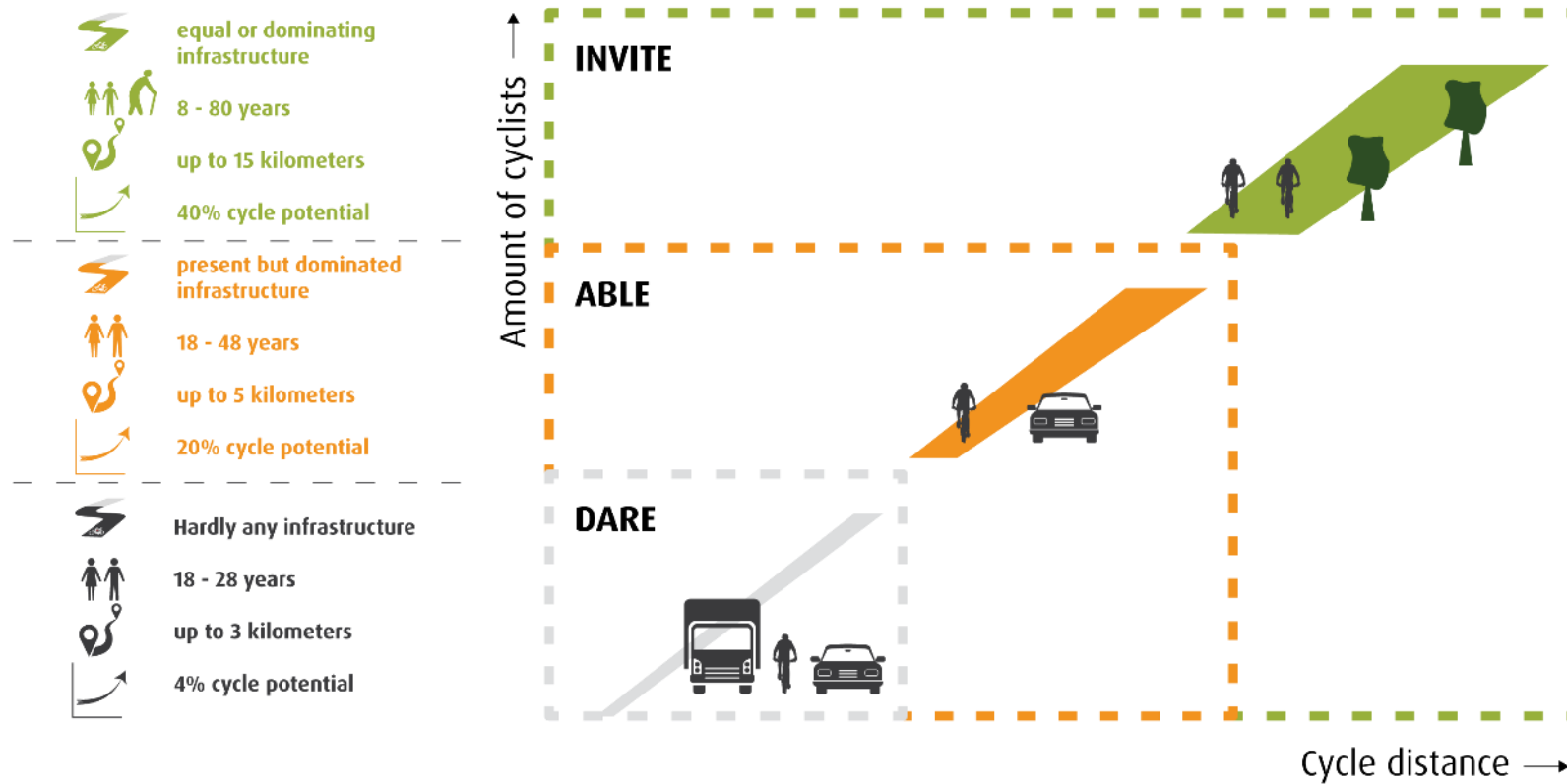
- Why more people in the city – and in downtown?
- History of parking policy and car in downtowns in the Netherlands
- Is 'Vibrant' also Economic 'Vital'?
- Case study Enschede

Why more people in the city – and in downtown?

Benefits of cycling: economics, accessibility



What kind of city do you want?



Why more people in the city

- 15 minutes society – nearby facilities
- Streets are for people – they want to meet.
- Safety and liveability
- More opportunities for high dense cities in the future (near Transit, near shops/schools)

Cars & People in a street

Here are 200 people in 177 cars



without cars



on 3 buses



on bikes



More people on a square

More safety, more activities / Economic vibrant (new functions) / Happy and healthy people



before



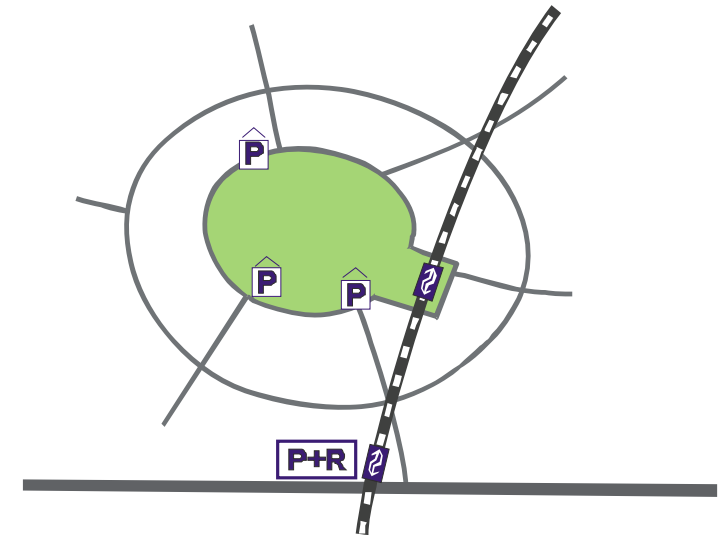
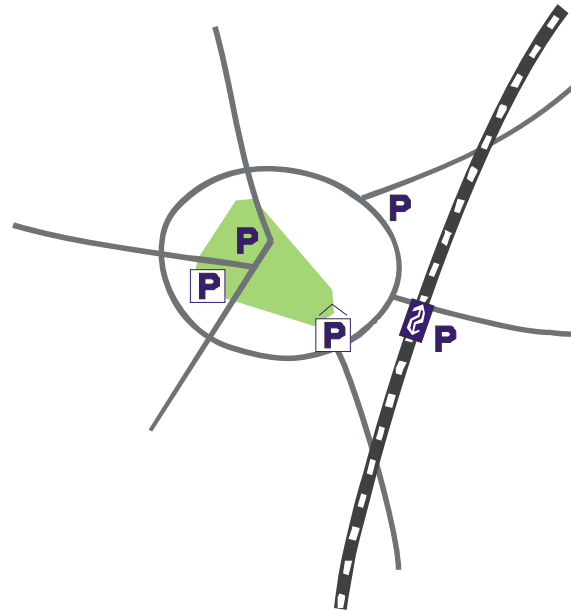
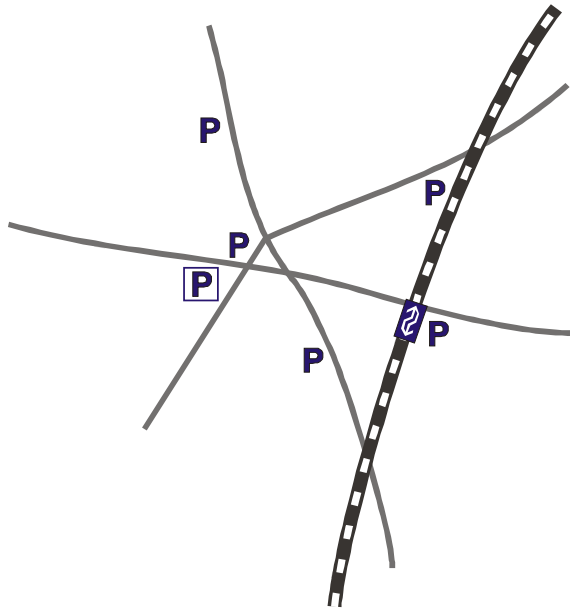
after



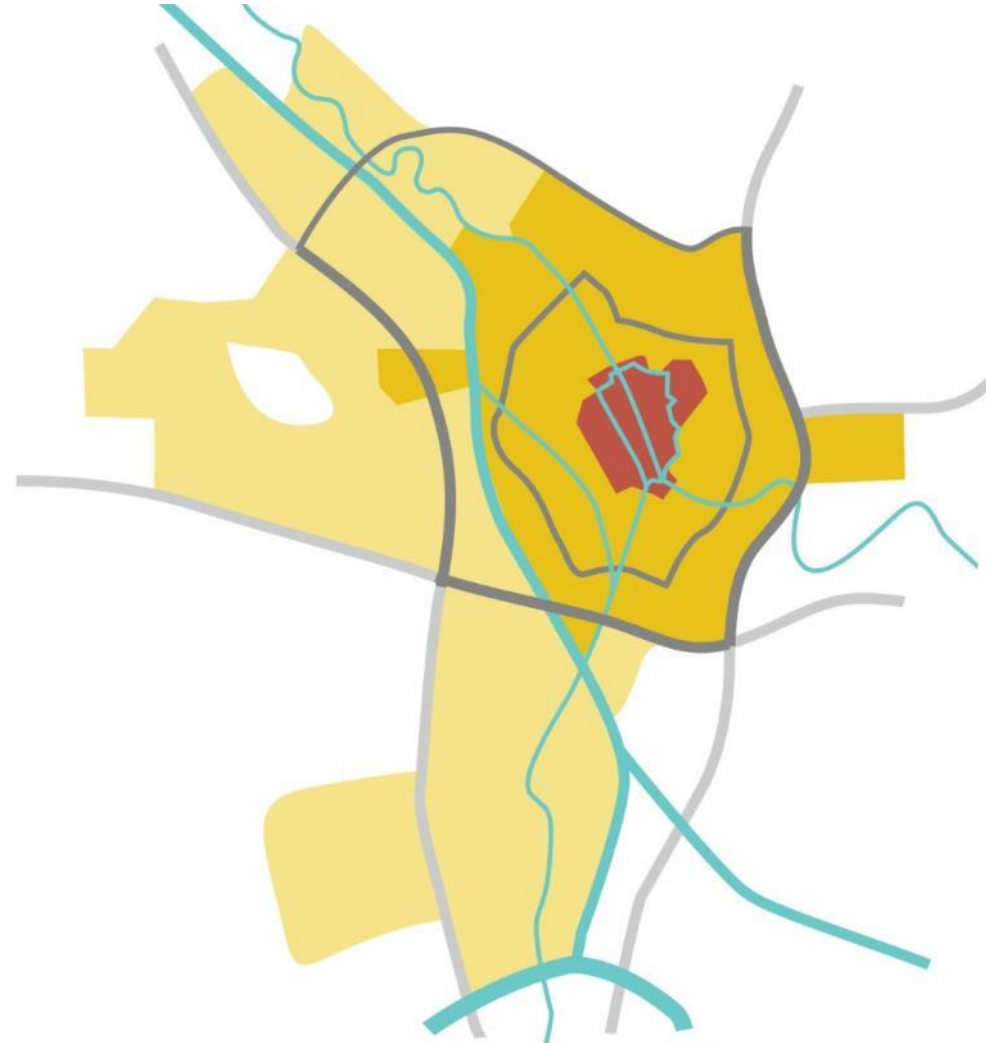
History of parking policy and car in downtowns in the Netherlands

I. Parking policy- 3 steps of development

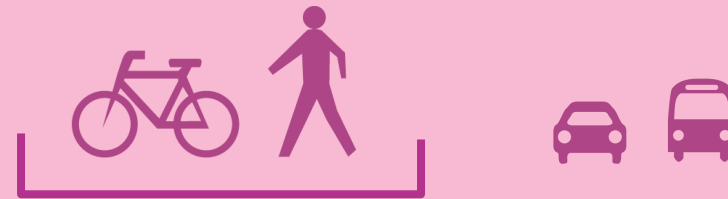
in steps more space for people on the street (car-free), paid parking, concentrated in garages, norms (near trainstations), permits, parking-rates streetparking higher than in garages



Three urban and mobility environments

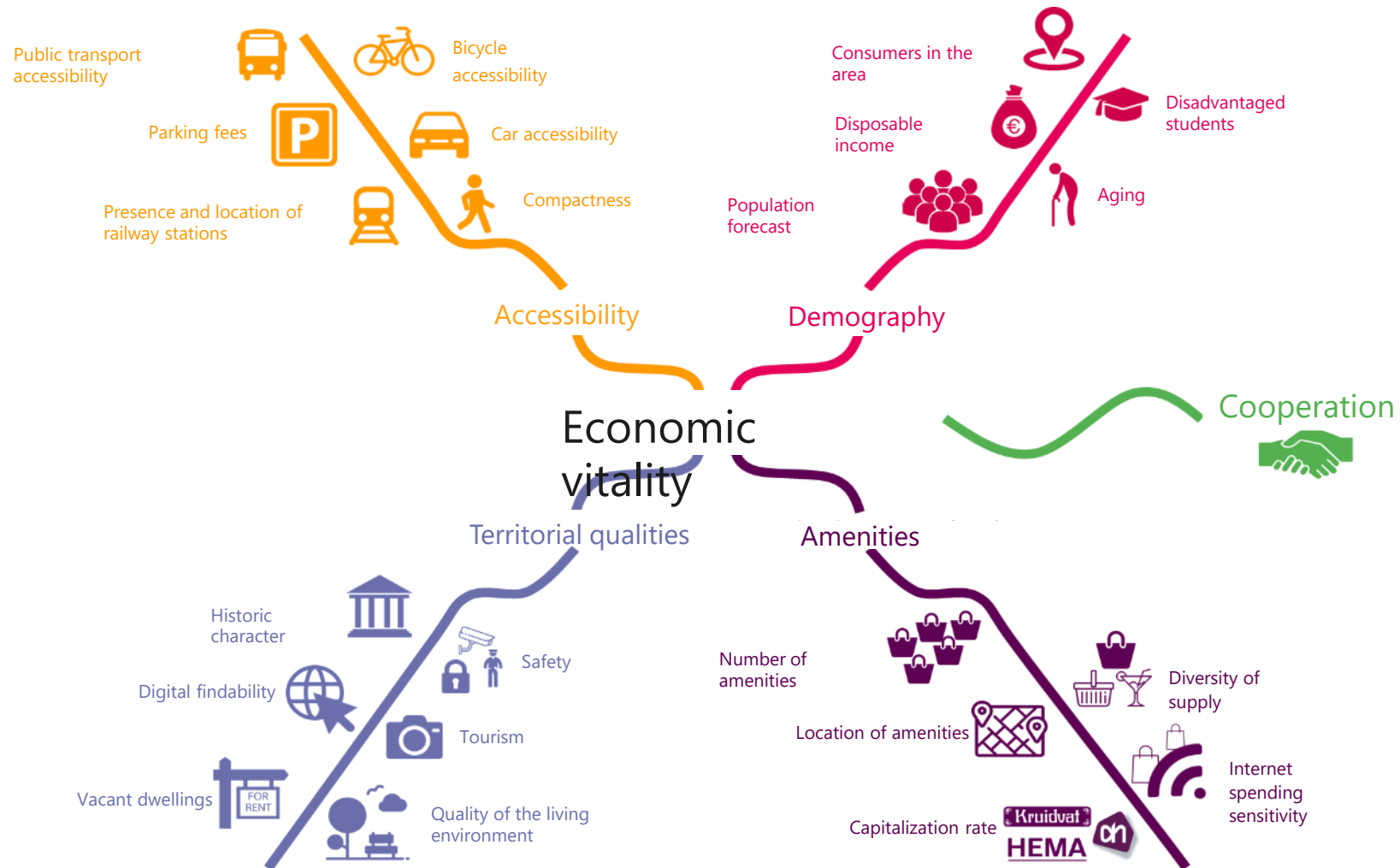


Three distinctive mobility environments



Is 'Vibrant' also Economic 'Vital'?

21 indicators for Vital downtowns in cities

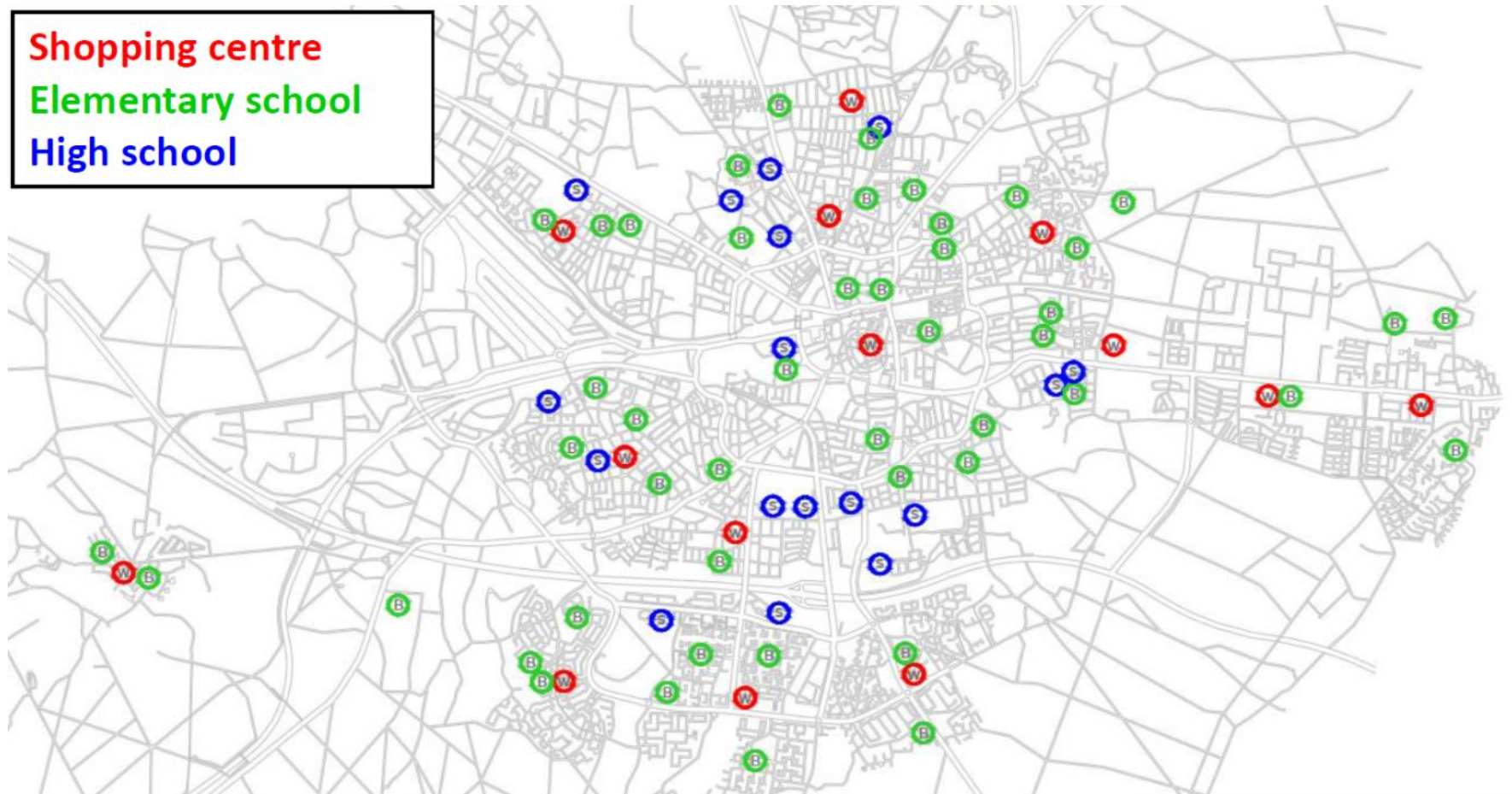


- Darkgreen = best
- Yellow = worse

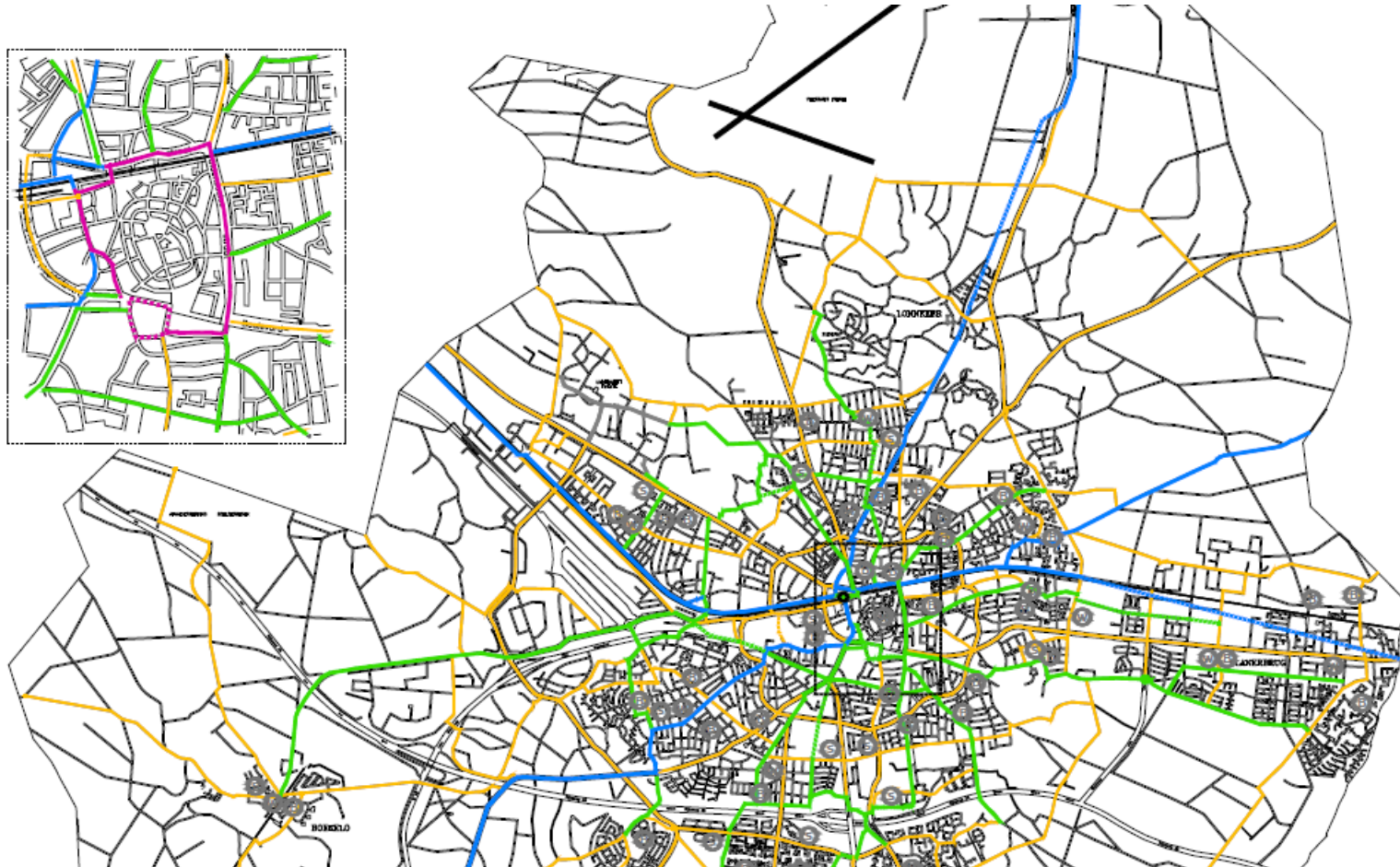


Case study Enschede

Enschede: bike facilities near all facilities (schools, shopping centres)



Bike network city and downtown



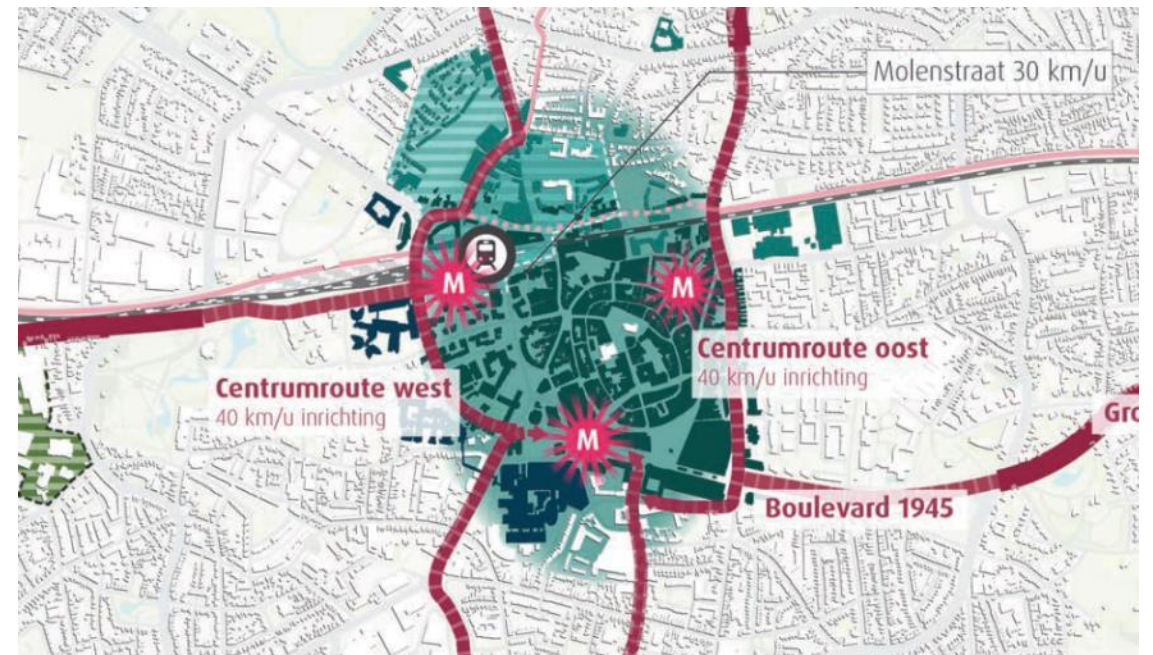
Mobility Hubs



Cargo bikes



- **A-zone (< 30 km/h)**
- Priority for bike and pedestrian (separated), car is guest
- Space for shopping / retail / culture / entertainment



Old Market Square



Historic situation



- Downtown since 2003 closed for cars

Regular situation



- Since 2020 moped free zone

Corona XL Terraces

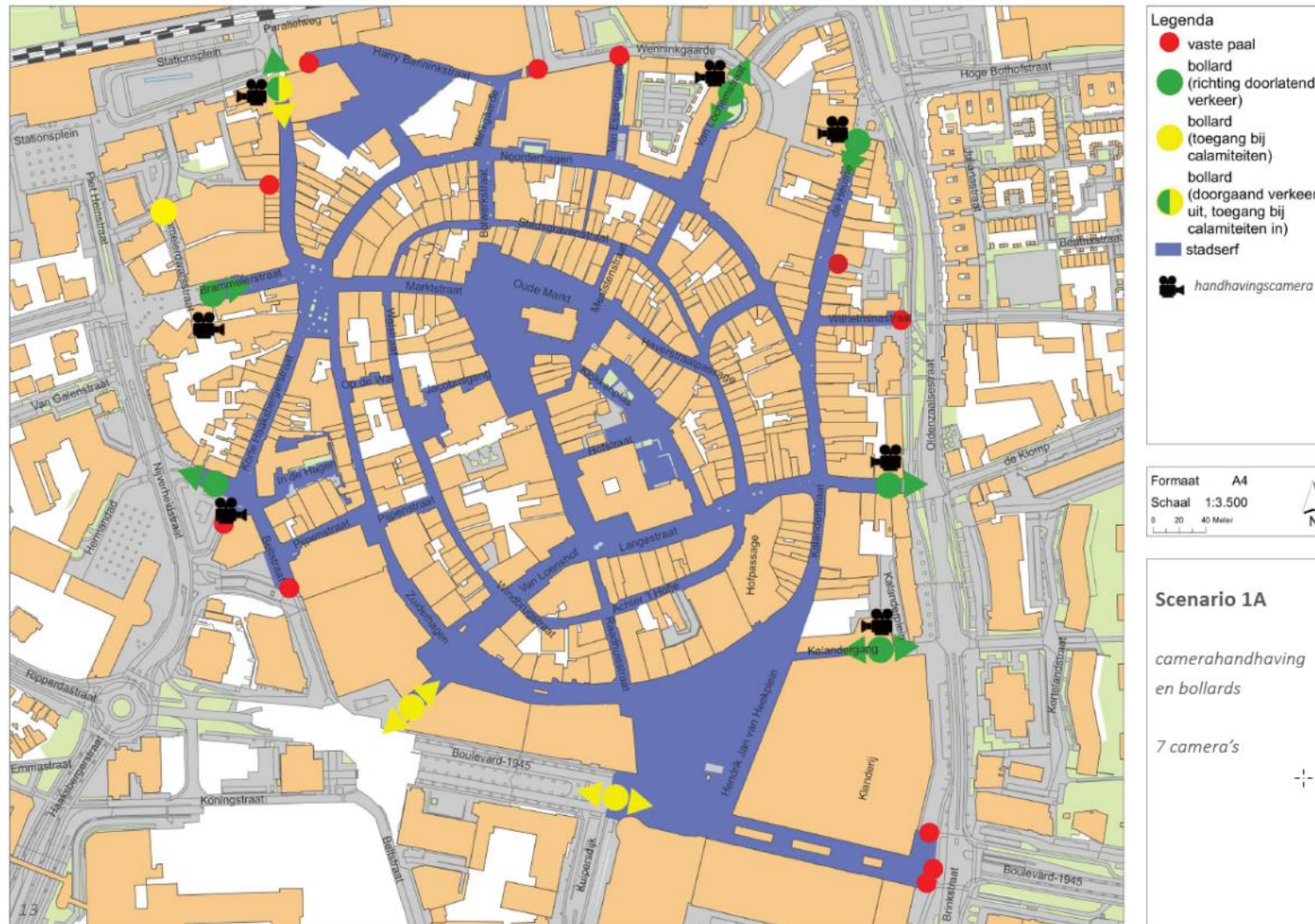


- What is the role of the (e-)bike in the city centre?

Today

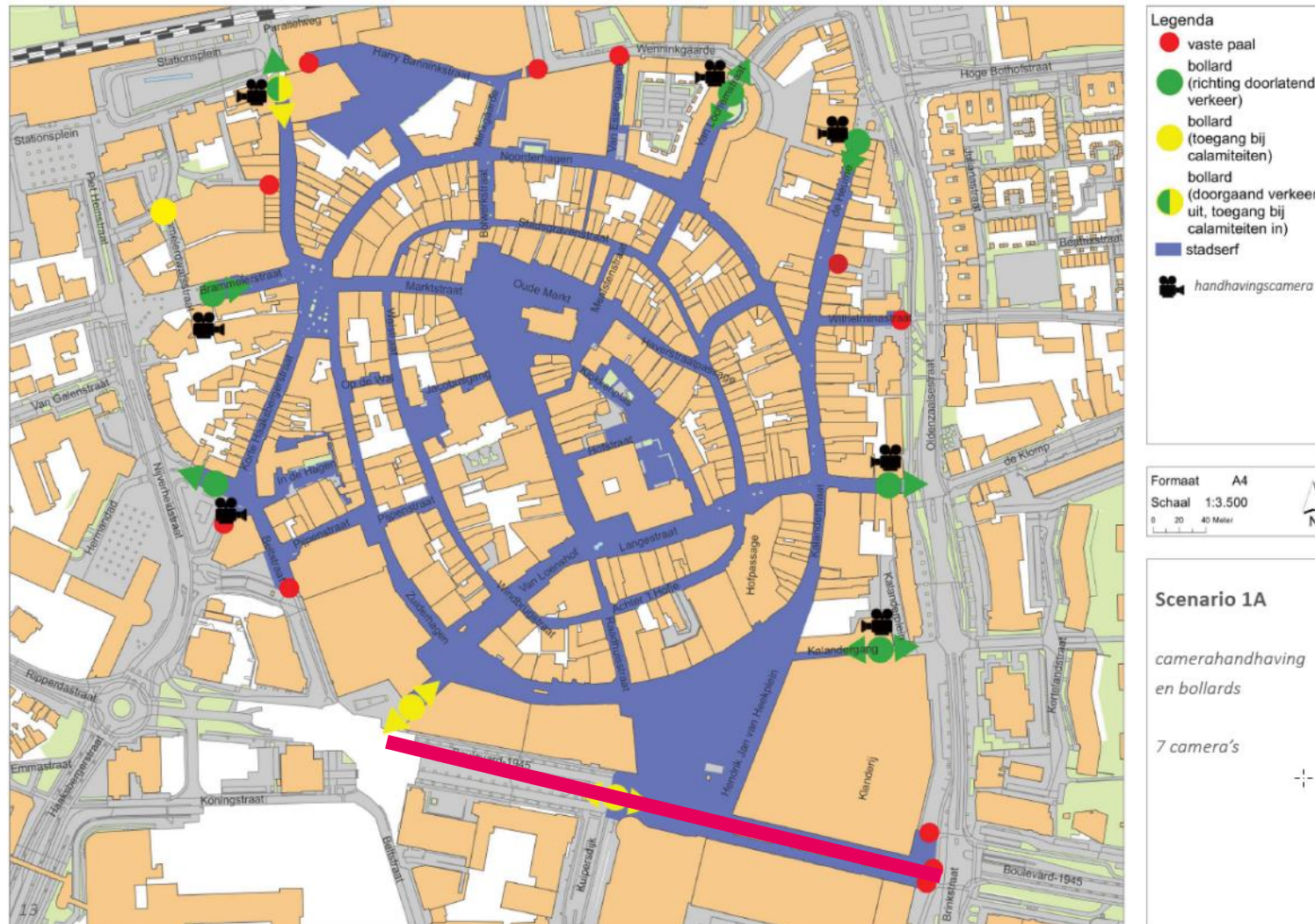


No through car-traffic in pedestrian area



- 7-11 cars allowed
 - E.g. for logistics
- Specific target groups are allowed to enter 24/7

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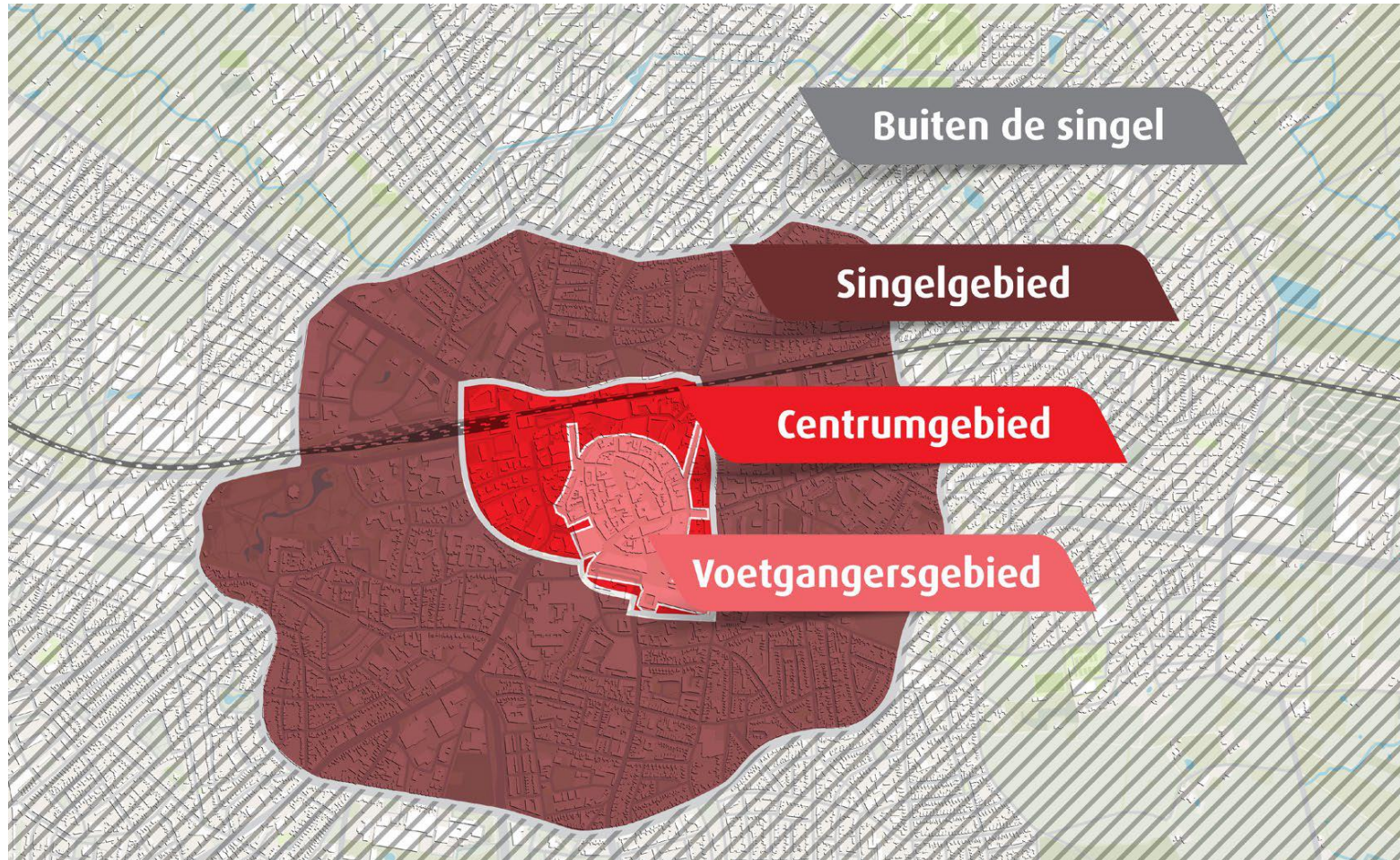


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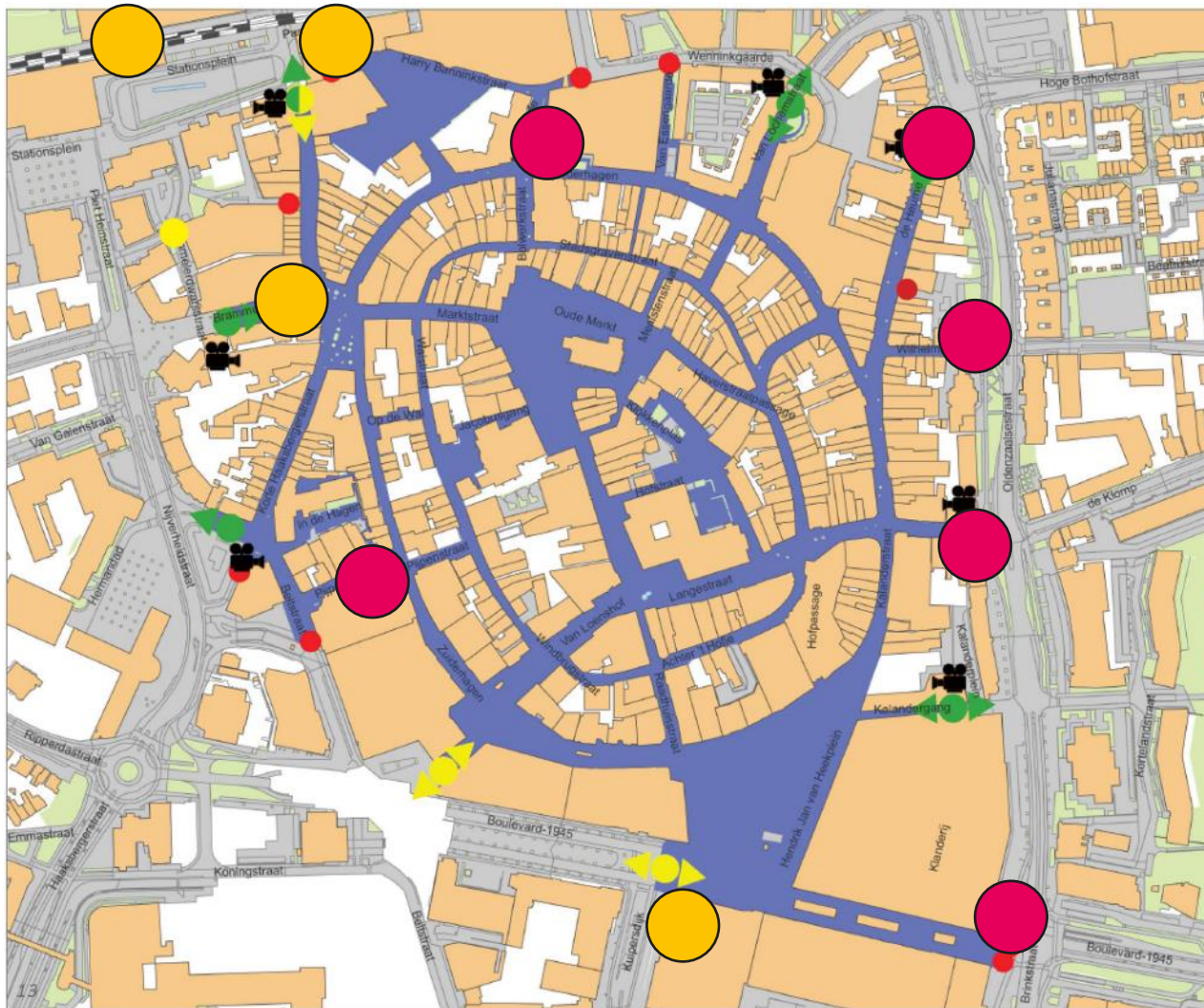
The Boulevard



4 areas of car parking policies: 2020-2030



Bike parking policy



Guarded bicycle parking



Non-guarded bicycle parking



Bike parking near offices and sport- stadiums





Thank you!

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