ON THE MOVE – MOBILITY IN TRANSITION

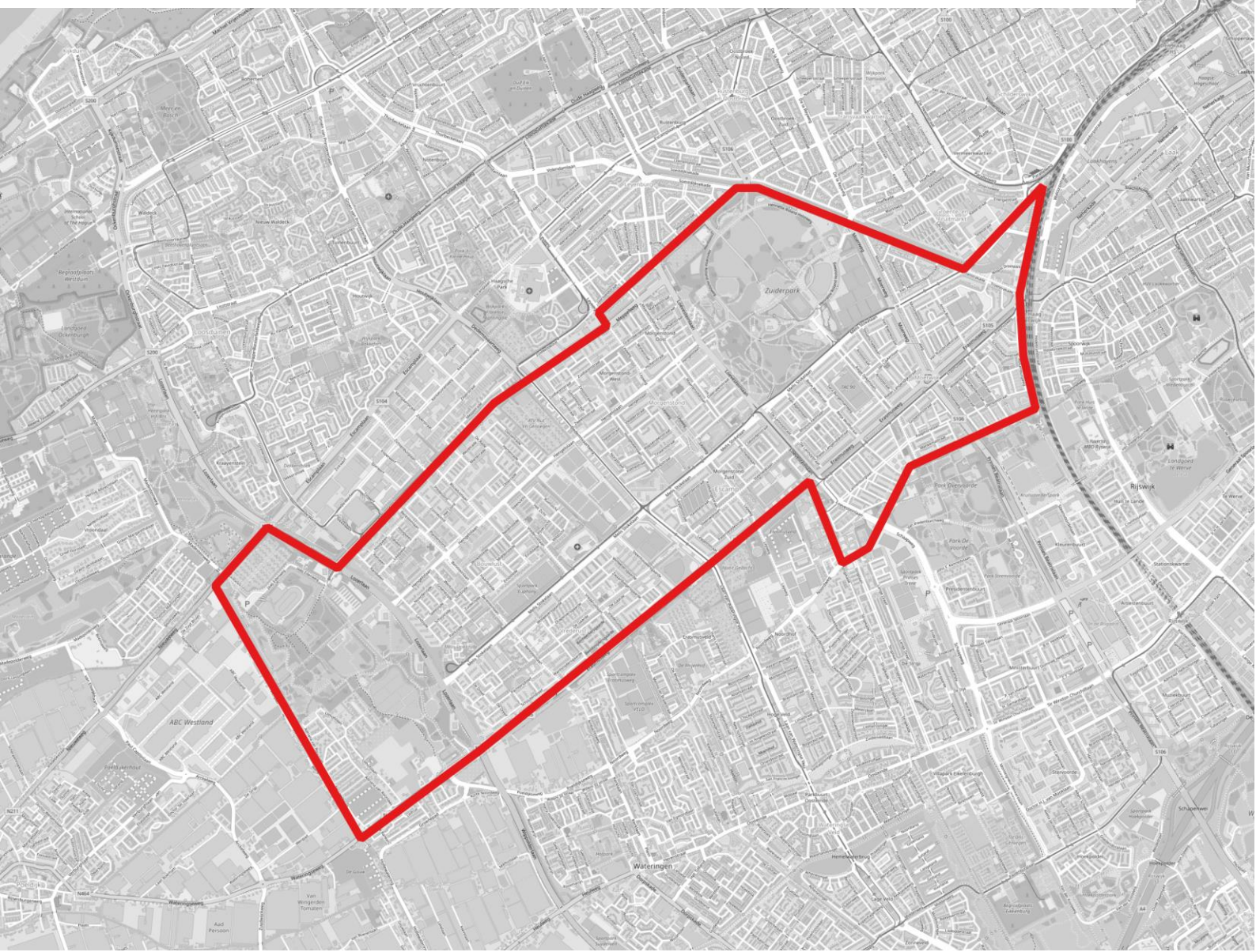
Shared Visioning

The Future Of Mobility for Southwest The Hague

Den Haag

Radboud Universiteit

TU Delft



Radboud University

Date		01.12.2021
Reference		OtM-2021-01
Subject		Shared Visioning the Future of Mobility for Southwest
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Acknowledgements

This study would not have been possible without the support from Lilian Oskamp, Adriaan Nuijten, and Leonie Slond from Den Haag Municipality. Their strong contribution and knowledge of the area are the impetus that drove this study to its success. We also thank the residents of the area, who took an interest and participated in the exercise, particularly those who took the time to attend our taskforce workshops.

About On the Move project

This visioning process is part of the On the Move project 'Transition towards Sustainable Mobility', a research project awarded by the Dutch Research Council (NWO). The project is led by Prof. Rob van der Heijden from Nijmegen School of Management (NSM) in close cooperation with Prof. Vincent Marchau from NSM and Dr Els van Daalen and Dr Wijnand Veeneman from TU Delft.

The project's main objective is to investigate how a transition towards a sustainable transport system can happen, given the interdependences between travelers, service providers, and the government. All of whom have different preferences and visions on what a sustainable transport system would look like.

The project is a collaboration with Prorail, Cetorhinus Maximus (Biosgroep), Mobiliteitsalliantie, BAM infraconsult, Transdev (Connexxion/Hermes), ROCOV Gelderland, Stedin Netbeheer, Futureconsult, Etopia, The Barn, the Dutch Ministry of Infrastructure and Water Management, the province of Gelderland, and the municipalities of the Hague and Nijmegen.
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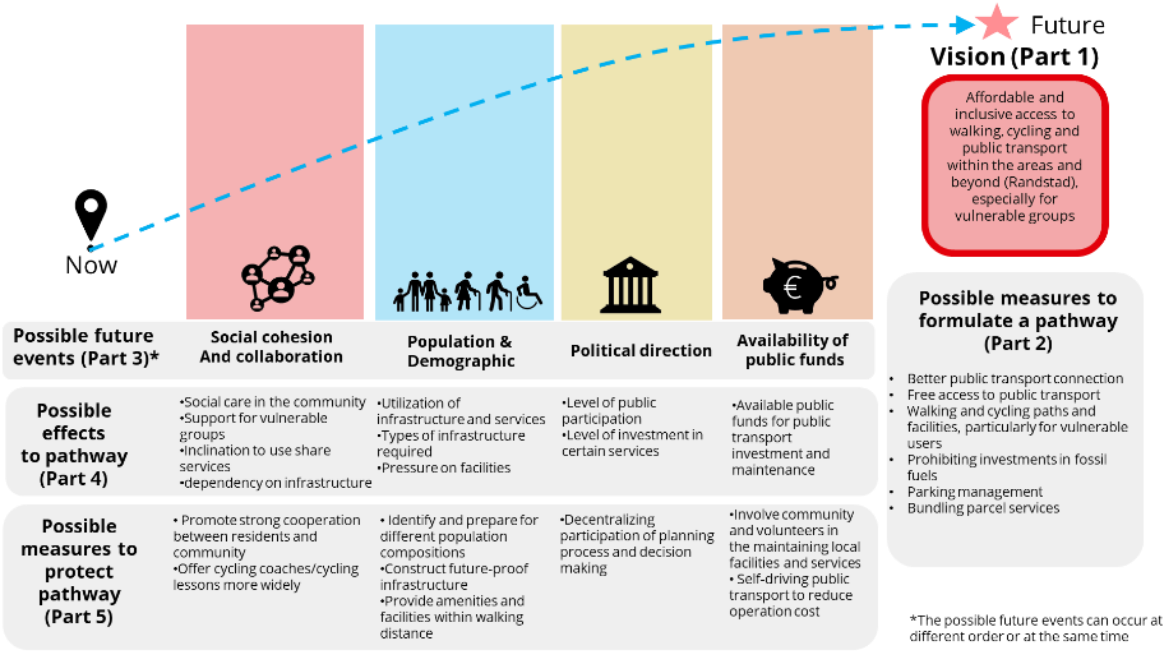
Executive summary

As part of the Hague municipality's efforts to develop and vitalize the southwest area, the municipality and researchers from the On the Move project collaborated to implement a vision-making process for the transport system of the area. The process was co-created with representatives from the municipality and involved a total of more than 60 participants at various stages in the period between July and December 2021.

The outcomes of the process included 1) the vision for the mobility system of the area, 2) a set of measures to formulate a pathway toward the vision, 3) possible futures that can affect the pathway, and 4) possible actions to safeguard the pathway. They can be summarised by the figure below (the stated parts refer to Section 3.4 of this report)

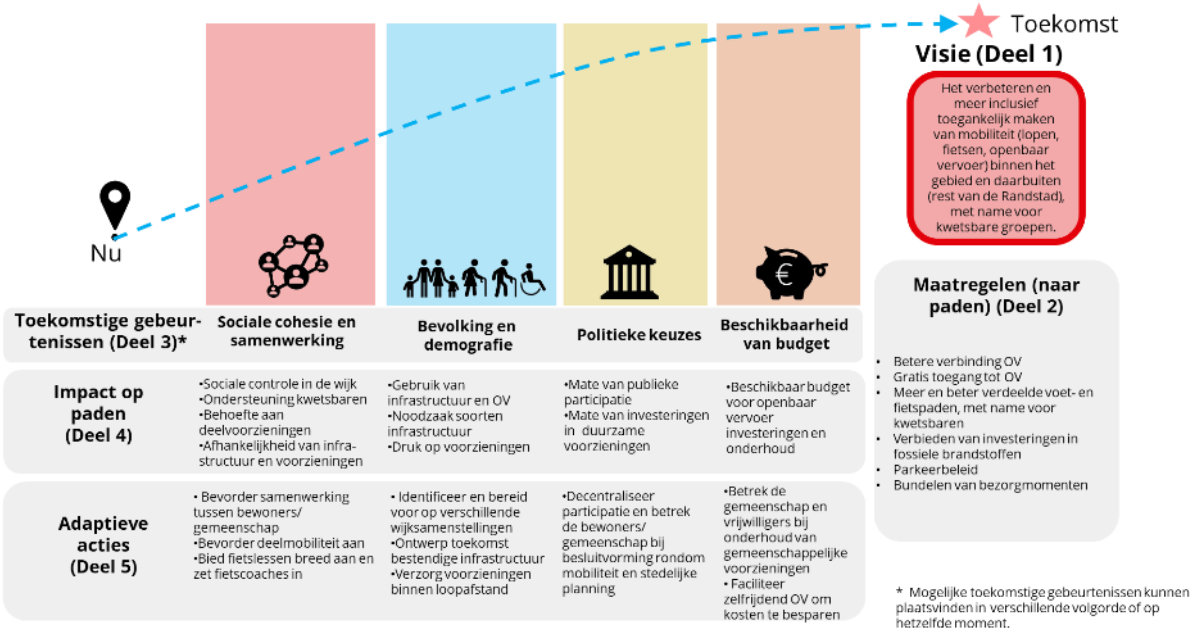


The outcomes were compared with previous studies, such as the Hague's Participation of the Mobility Transition 2019-2020, and found to be comparable. The process applied here demonstrated how a generative framework that addresses uncertainty explicitly can be applied to support a visioning process. The participants also found the approach to be empowering and constructive. It enabled them to frame negative experiences and complaints about the system in a positive light. Also, by addressing possible future uncertainty explicitly, the process enabled the participants to formulate a future vision and a pathway towards it in a more tangible manner.

Samenvatting

Als onderdeel van de inspanningen van de gemeente Den Haag om het gebied Zuidwest te ontwikkelen en te vitaliseren, werkten de gemeente en onderzoekers van het project On the Move samen om een visievormingsproces voor het vervoerssysteem van het gebied uit te voeren. Het proces is in co-creatie met vertegenwoordigers van de gemeente tot stand gekomen en er waren in totaal meer dan 60 deelnemers bij betrokken in verschillende stadia in de periode tussen juli en december 2021.

De resultaten van het proces omvatten 1) de visie voor het mobiliteitssysteem van het gebied, 2) een reeks maatregelen om een traject naar de visie te formuleren, 3) mogelijke toekomstscenario's die het traject kunnen beïnvloeden, en 4) mogelijke acties om het traject veilig te stellen. Deze kunnen worden samengevat in de onderstaande figuur (de aangegeven delen verwijzen naar hoofdstuk 3.4 van dit verslag)



De uitkomsten zijn vergeleken met eerdere studies, zoals de Haagse Participatie Mobiliteitstransitie 2019-2020, en vergelijkbaar bevonden. Het hier toegepaste proces liet zien hoe een generatief raamwerk dat onzekerheid expliciet aan de orde stelt, kan worden toegepast om een visieproces te ondersteunen. De deelnemers vonden de aanpak empower en constructief. Het stelde hen in staat negatieve ervaringen en klachten over het systeem in een positief daglicht te plaatsen. Door mogelijke toekomstige onzekerheid expliciet aan de orde te stellen, stelde het proces de deelnemers ook in staat om op een meer tastbare manier een toekomstvisie te formuleren en een traject uit te stippelen om die visie te verwezenlijken.

Table of Contents

1 Introduction

1.1 Background

The Hague Southwest area is expected to undergo a significant change in the coming year. The municipality is making a plan for the infrastructure and residential developments for the Dreven, Gaarden, and Zichten (or DGZ) neighborhoods. The primary objective of this plan is to address the chronic social and infrastructural challenges of the area. The municipality is taking steps to elaborate how housing, community facilities, parks, streets, and green areas will be developed in the next 20 years in this plan with its Structure Vision for the area (Structuurevisie Den Haag Zuidwest).

While the focus of the Structure Vision is primarily on the built environment of the Hague Southwest, which also includes the transport system, it is also important to elaborate more specifically on how the current and future residents will move about and travel across the neighborhoods. Additionally, the pathway that consists of a set of actions, measures, and policies to realize the desired future is equally essential. This shared imagination or vision on the future of mobility and possible pathways to reach it will be an important guideline for future developments in the area as transport is an impetus of the vitality and economic vibrancy of any neighborhood.

As part of the collaboration with the municipality of the Hague, the On the Move research team supported the municipality's planning team to formulate a vision of the mobility system for the southwest area of the city and explored a pathway towards the vision. The aim is to design and carry out a participatory process that brings together related stakeholders (such as transport providers, housing developers, representatives of the residents, and planning officers) to examine possible mobility futures of the area. In this process, the uncertainty of the possible futures is explicitly addressed to ensure the potential pathways to achieve these futures are adaptive and futureproof.

The exercise built on the results of past studies and ongoing initiatives. It provided opportunities to strengthen the collaborations and connections between the stakeholders related to the transport system of the area. The process is collaborative by design. We identified and involved relevant stakeholders, such as representatives of the public, local community leaders, and planning officers, through interviews, dialogues, and focus groups that provide opportunities to exchange ideas. Previous research has demonstrated that such an interactive process can both improve the comprehensiveness of potential outcomes, enhance the participants' insight into the subjects and increase their supports and commitment toward the outcomes (Rouwette, Vennix, & Van Mullekom, 2002) . The process was designed by researchers from Radboud University and Delft Technical University and implemented in June – November 2021 with support from Den Haag Municipality.

This report is structured in the following manner; Section 1 provides an introduction to this study by describing its background (Section1.1), its context (Section 1.2), and the related previous and ongoing initiatives (Section 1.3). The overall approach and the methodology of this study are presented in Section 2. The results of the process are presented in Section 3; the public survey (Section 3.1), the expert interviews (Section 3.2), and the taskforce workshops (Section3.3). We conclude the study by discussing the results, the limitation of this study, and future steps in Section 4.

1.2 Area of interest and its transport system

The Hague Southwest area is part of Escamp district (1,444 km^2), which is the most populated district of the Hague (approximately 130,000 in 2019). The area is characterized by post-war residential units with wide avenues, canals and, parks (See Figure 1). It used to be a vibrant residential community that attracted young families back in the 1950s. However, the area is currently faced with a range of urgent socioeconomic challenges that include poverty, polarization, and low social cohesion. Lack of health services, high unemployment, isolation, and domestic problems are common problems among its residents (Resilient the Hague, 2018). The social diversity of the area is also high with residents from diverse backgrounds, including those from Suriname, Africa, Eastern Europe, and the Middle East.

As part of the municipality's effort to enhance the quality of life and address the adverse conditions of the Southwest area, it proposed the Structural Vision for the area (Dutch: Structuurvisie Den Haag 2020). The document provides a coherent and integrated vision of the living environment of the area (see Section 1.3 for more detail). Approximately 2,000 homes will be demolished to make spaces for 15,000 new residential units. The total apartments in these neighborhoods are expected to increase by approximately 30% of which 70% will be social housing. As of September 2021, the development plan is still undergoing a participatory process and will be subjected to an Environmental Impact Assessment process[1].

The transport system of the area

The area of Southwest Den Haag can be accessed with public transport, car, motorcycle, bicycle, and walking. The area is served by the Moerwijk railway station that provides connections to Dordrecht and the Hague Central Station. Two tram lines (9 and 16) and five bus routes (21, 23, 25, 26, and 27) also provide additional public transport accesses. The level of accessibility by public transport varies across the area. The road network is largely organized in a grid system with dedicated cycling ways along most of the streets (See Figure 2).

[1] https://www.denhaag.nl/nl/in-de-stad/wonen-en-bouwen/ontwikkelingen-in-de-stad/structuurvisie-den-haag-zuidwest.htm

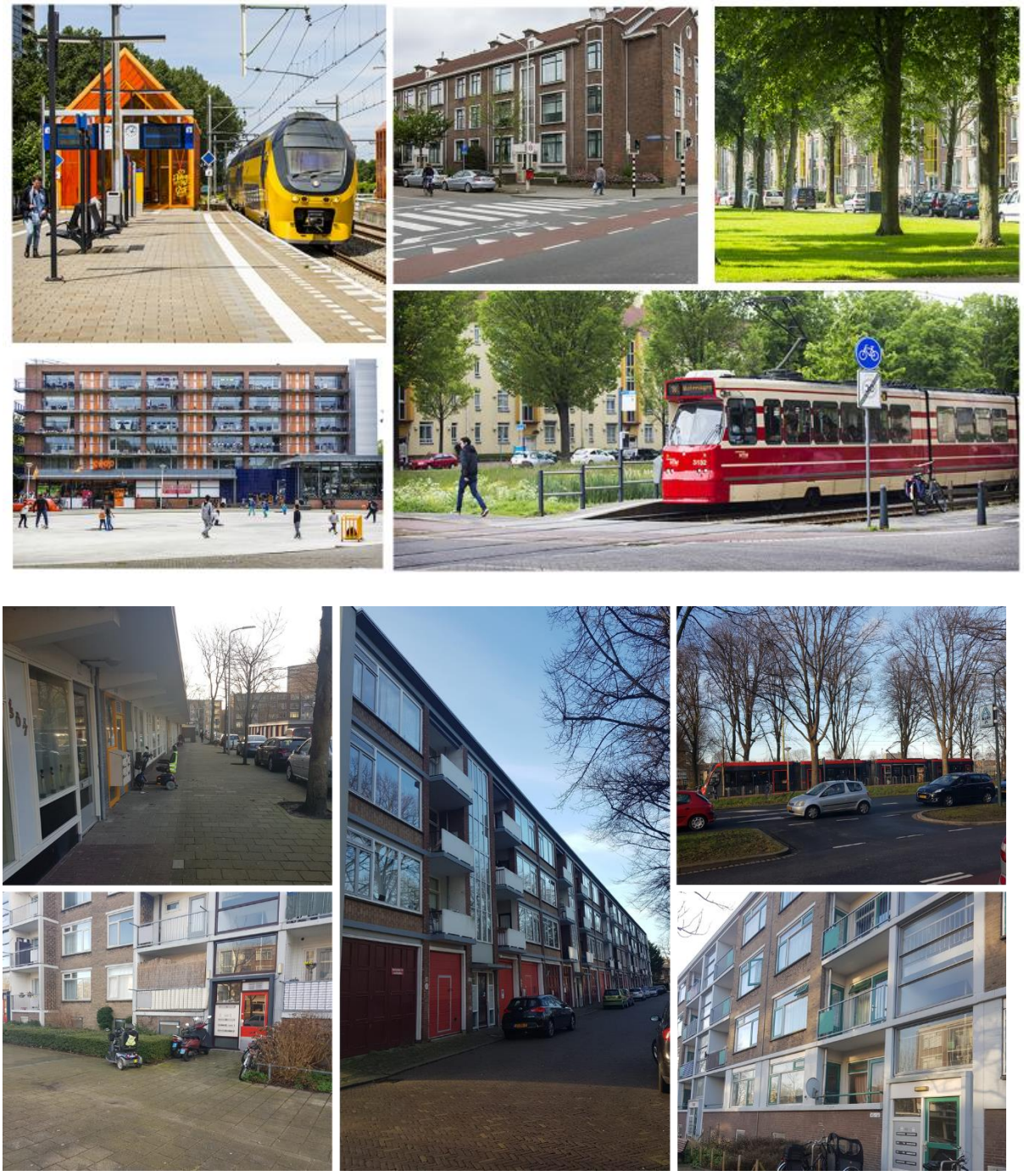


Figure 2 Streets and public spaces of Southwest the Hague
Source: https://wonenindenhaag.nl/

Despite the availability of public transport services, such as train, tram, and bus, the overall proportion of sustainable trips made by cycling and public transport of the area is lower than the city's average. Around 38% of the trips originated in the area are made by private car (Mapping Mobiliteit, 2019). Approximately 16% is made by bicycle, 13% by public transport, and 33% by walking. The overall proportion for the Hague city in the same period is 32% by car, 22% by bicycle, 12% by public transport, and 33% by walking. It is apparent that the proportion of car trips in the area is higher than the average of the city, the proportion of the public transport trips is comparable, but the bicycle trips is lower. The high proportion of unsustainable trips of the district is a challenge for the city as Escamp is also one of the most populated districts of the city. The net number of car trips generated here accounts for nearly 30% of all the daily car trips in the city.

With the expected residential development, the number of car trips generated from this area will continue to increase and aggravate congestion, air quality, and traffic accidents further. This probable trend instills the need to address the sustainability of the area's transport system.

Previous works (e.g. Mobility Atelier in 2019) by the municipality and other organizations have revealed transport challenges of the area. Congestions on roads and limited parking are some of the highly concerned issues and can be observed at locations in the district. Overdue renewal and maintenance of transport infrastructures were also mentioned, along with road safety. Cyclists' and pedestrians' safety are also topics of high concern.

In the coming years, there are several future transport developments anticipated that will influence the transport system of the area. For instance, the Leyenburg Corridor, a high-speed transit connection that will link the southwest area with the city center and the central station. The Leyenburg project is part of an Agenda Room for the city, a larger transport development plan in The Hague, and is expected to reduce the travel time, mitigate traffic congestion, and lessen vehicle emission (Resilient the Hague, 2019).

1.3 Selected previous and ongoing initiatives

Over the past decades, the municipality of Den Haag and other stakeholders have sought to address the challenges of the Southwest area mentioned in the previous section. Several initiatives have been carried out to understand and seek ways to enhance the liveability of the area. Among these initiatives, we have identified a handful of them that are relevant to the aim and objectives of this study, namely Resilient Southwest (Resilient the Hague, 2018, 2019), Participation of the Mobility Transition (Gemeente Den Haag, 2020), Southwest Initiative[2] (2021), and the Structure Vision(Gemeente Den Haag, 2021). The summary of the selected study is provided in Table 1.

Table 1 a selection of previous and ongoing initiatives in the area

Study	Key features and recommendations
Resilient Southwest (September 2018-ongoing)	• The Hague was selected by 100 Resilient Cities and Columbia University to host a Resilience Accelerator. Findings of the initial workshop (2018), community participation (2019), are included in the 'regional deal' to implement the project • The study recommended a fast public transport connection between the Hague Central Station and the Hague southwest (Leyenburg Corridor) as the main measure to counter the "downward spiral" of the area. • The project involves several partners at the local, national, and international levels.
Participation of the Mobility Transition in the Hague (2019-2020)	• A city-scale participatory exercise to identify preferences and requirements for future mobility with over 1,000 participants across different backgrounds took part in person and 1,650 expressed their opinion online • Explored four possible urban mobility futures: compact city, human-scale, city-friendly mobility, and smart and connected and included districts specified desirable attributes

[2] https://www.gmdcentre.nl/news/kick-off-the-hague-southwest-initiative

Table 1 cont.: a selection of previous and ongoing initiatives in the area

Study	Key features and recommendations
Mobilititeits Atelier Escamp (2019)	• Mobility workshop (Oct 30, 2019) organized by the municipality to discuss with key local stakeholders major issues and existing situation to establish goals for mobility transition
The Hague Southwest Initiative (2021)	• The academic-public initiative between the municipality, Leiden-Delft-Erasmus aims to transform the vulnerable area into an attractive, vital, resilient, and sustainable residential area. • Connects with the "region deal"
Structural vision the Hague Southwest (2021)	• Provide a coherent and integral vision of the area living environment that includes both the infrastructure and socio-economic developments in 2040 • Includes EIA+ to assess the impacts of the plans in the vision • Details the areas existing conditions, challenges, and ambitions • Explore impacts of 3,500, 10,000, and 15,000 residential units

In addition to the summary in Table 1, the outcomes of the selected studies that provide inputs into this study are elaborated here. The high level of engagement in the **Participation of the Mobility transition** indicates the public's keenness to be involved in a discussion about future mobility (See Box 1 for the general conclusion from the study).

For respondents from Escamp District, the participation exercise highlights that inclusiveness, parking, traffic speed, and road capacity are topics of high concern. The participants suggested several measures and policies to better manage the parking in the area, including parking infrastructures, such as parking hubs or dedicated parking spaces for vans, and parking policies, such as limited permits and smart parking management. Parking spaces for bicycles and cargo bicycles were also mentioned. The construction of a new underground transit by 2040 is expected to address several challenges related to transport in the district but there is a need for a transport masterplan. Adoption of shared mobility is limited but can be improved if it can provide fast and ubiquitous service. These accounts provide some insights into the concerns and preferences of the residents in the district and those who lived in Den Haag.

Box 1 General conclusion from the Participation of the Mobility transition (2020)

- Road safety and more room for vulnerable road users are highly desirable; Mobility should be inclusive
- Bicycle is the most affordable means to transport but more parking spaces are needed in the city and the neighborhoods
- Car ownership remains important for its convenience but second-car will not be necessary if there is a competitive alternative
- A lack of awareness on shared mobility but an interest if they are affordable, easily accessible, and readily available
- Affordable, speed and door-to-door connection are crucial criteria for public transport service
- Positive opinion on mobility solutions that contributes to a more liveable city, e.g. subway, mobility hub, and light rail.
- Possibilities to use the street differently, e.g. for activities and play are desirable
- Mobility is no longer about traveling from A to B but it is part of a broader system that affects sustainability and quality of life. Also that travelers are responsible for a liveable city

Source: Translated from Participation of the Mobility transition report

The Structural Vision also highlights some ambitions of the southwest concerning its mobility system (Box2), which reflect the general direction that the district would like to see itself in the future.

Box 2 Ambition of the Southwest related to the mobility system

Southwest is a district where Accessibility and sustainable mobility are Central

- Stimulate a transition to clean, space-efficient, and safe mobility
- Strengthening road network hierarchy
- Strengthening accessibility by public transport to the region, the Randstad, and beyond
- Improving and strengthening pedestrian connections, including to public transport,
- Improve bicycle connections within and to other surrounding areas
- Limited car traffic to several well-integrated urban and regional main road networks, promote car-free residential or low-speed streets (30 km/h)
- Improving traveler choice and combination options (shared mobility and mobility hubs)
- Explore burden-mile delivery hub, sustainable transition hub

Source: translated from Structural Vision (2021)

2 Approach

The general approach of this study is to use Appreciative Inquiry to support a vision-making process. Appreciative Inquiry is an organizational and community problem-solving method that focuses on revealing the positive attributes of the subject of interest and identifying actions and requirements to amplify the qualities (Cooperrider & Whitney, 2005). By using Appreciative Inquiry to support a vision-making process, we make a shift towards a generative approach that emphasizes strengthening positivity that would lead towards making the desired change. The approach also acknowledges existing problems and seeks to reframe them in a positive light. Appreciative Inquiry has been applied to solve a wide range of organizational and community challenges.

Additionally, our approach also considers possible 'landscape' trends, i.e., future uncertainties, such as continued pandemic outbreaks, demographic change, and availability of new technology (e.g. self-driving vehicle) that can influence the pathway or a set of actions, measures, and policies to realize the shared vision. Typically, these changes are not addressed explicitly, making the resulting plan and pathways prone to these uncertainties.

This process of this study consists of four steps (Figure 3) and was co-designed with a planning officer from the Hague municipality at the outset. In the first part *(Part 1: community survey)* the research team organized a community survey to gather baseline information of the area. We collected their opinions on their mobility challenges, opportunities to improve the transport system, and their expectations concerning future mobility systems. The survey format is a semi-structured interview with a set of prepared questions, which enable additional opinions and remarks to be recorded. Considerations were made to include other aspects related to mobility, such as activity locations, land use, and employment locations, as mobility is an integral part of these aspects. The surveys took place in person at Leyweg (6 July 2021) and Heeswijkplein (8 July 2021), which are locations that attract residents. Additionally, an online survey platform was also available and circulated among the local organizations and communities as an additional channel for the public to express their opinions. In total, 41 residents took part in the surveys and a summary of the results is presented in Section 3.1

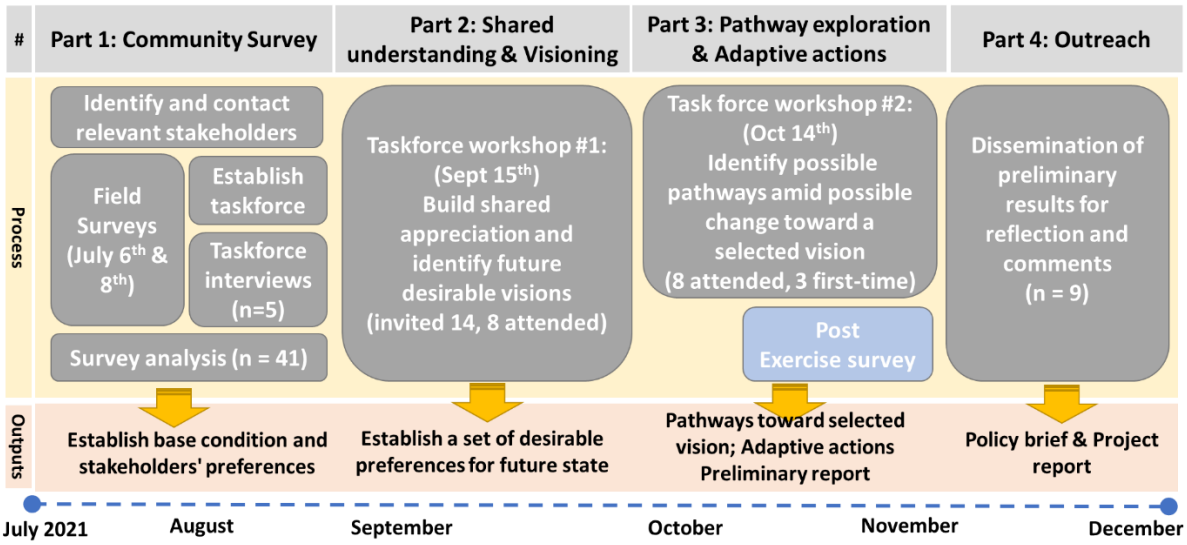


Figure 3 Participatory visioning process for Southwest Den Hague

In parallel to the organization of the community surveys, we established a task force group that consists of stakeholders related to the transport system of the area. These stakeholders were identified with the municipality and were those who are involved or are invited to take part in the participatory process concerning the local transport planning. In total, we shortlisted approximately 25-30 individuals from diverse backgrounds, such as the residents, policymakers, and planners from the municipality, public transport providers, civil society, local services, land developers, employers, public services, and other related groups. However, due to the Dutch's Covid restriction at the time, the maximum workshop capacity of the venue was 20. After screening, the invitations were sent by the municipality to 14 individuals. After a confirmation to participate is returned, we contacted the respondents for a short interview via telephone or a teleconference service. The interviews aimed to identify their background and obtain information to prepare for the taskforce workshop, such as their experience in public participation. However, we reached participants due to their busy schedules and unavailability. The transcripts of the interviews were analyzed and are presented in Section 3.2.

In the second part of the process *(Part 2: shared understanding & Visioning)*, we organized the first taskforce workshop to identify the positive experience and the attributes the stakeholders appreciated toward the transport system of the area. In the workshop, we also explored the positive experience that the participants would like to maintain and have in the future (Imagine & Dream). The result of the first workshop was a shared vision on the mobility of DHSW.

In the third part of the process *(Part 3 Pathway exploration and design)*, we organized a second task force workshop. The outputs from the first workshop were summarised and used to prepare for the second workshop. We asked the participants and asked them to discuss the visions identified in the previous part. A tentative shared vision was selected and the participants were asked to consider the possible pathways to attain the vision (Pathway exploration). In the second half of the workshop, we then confronted them with possible external changes (such as demographic changes, impacts of climate change, and the emergence of new technology). The participants were then asked to consider the impacts of this change on the identified pathways. Additionally, we also asked them to identify what actions and measures should be in place to safeguard or take advantage of the changes (Adaptive Actions). A post-workshop survey was also circulated to capture the participants' opinions and remarks on the process. The results of the second workshop were a set of measures (or a pathway) to realize the selected vision, a range of possible future trends and events that can influence the measures, and possible adaptive actions to safeguard the measures. These outputs are not exhaustive, they illustrate the possible results of such a process.

The outputs from the two workshops were analyzed and reported to the participants in a preliminary report. The report was circulated among the participants and wider groups of stakeholders (local communities and organizations) with a survey to capture their comments and opinion on the results of the process (Part 4: Outreach). The participatory visioning exercise is expected to yield a set of possible mobility visions for the area with possible pathways to attain these visions. At the end of the exercise, the research team provided a debrief presentation and composed a report to summarise the process with recommendations for the practice.

The visions and pathways are the results of a co-creation process between relevant stakeholders building upon the information provided by the public. Additionally, it produced comprehensive information related to the transport system (e.g., objective, constraints, opportunities, and stakeholders' preferences on mobility and urban elements) useful for the transport and urban planning process. This information can be valuable inputs for realizing the ambitions and the ongoing discussions concerning the developments of the area (e.g., enhanced accessibility, the connection between the built environment and transportation).

3 Results

3.1 Public interview and survey

In this subsection, we describe the results of the public survey that took place on July 6th at Heeswijkplein and July 8th 2021at Leyweg within the Southwest area. The goal of the survey was to learn about the residents' areas of satisfaction and dissatisfaction concerning mobility as well as their ideal vision for the future. In total, we interviewed and filled the survey forms with 41 respondents, of which 26 were female and 5 preferred not to say.

The majority of the respondents lived in the area (32,86%). Others, either regularly visit the shops and services in the area (3,8%) or work (1,3%), or go to church in the area (1,3%). The average household size of the respondent is 2.3 persons. When asked what modes of transport they used in their daily travel, nearly all (39,95%) use more than one mode of transport in their daily life. Walking (26,63%) and cycling (24,59%) are the main modes. Public transport services, such as bus (14,34%) and tram (17,41%), are also utilized. Less than one-third use their cars (11,27%), and few use scooters or personal mobility (3,7%). Some either rely on their family and friend to give them a lift (2,5%) or share bicycles or vehicles with others (2,5%). The rationales behind their mode selection are summarised in Table 2.

Table 2 Rationale behind current modes use in daily travel

Modes	Rationale
Walking or bicycle	Short distant to travel, no waiting time, can reach everywhere, independence, part of a walking group, fast and healthier, difficult to find parking for cars, cheap and affordable, convenient, all facilities are accessible by walking and cycling
Public transport (tram and bus)	Available of space on public transport services, prefer not to walk, lack of private car, availability of social pass, easy access to stops,
Private vehicle (Car and scooter)	freedom, flexibility, convenience, limited physical capabilities, difficult to walk due to old age, lack of access to other modes, long cycling and walking distant, boring cycling route, sidewalks are too high for old people, need to carry children to school, cycling and walking is unsafe for children

Concerning the satisfaction with their daily travel, the majority of respondents are satisfied (53% extremely satisfied and 37% somewhat satisfied). 8% of the respondents are neither satisfied nor dissatisfied, and only 3% are somewhat dissatisfied. The level of satisfaction for different modes of transport is shown in Figure 4 with rationales behind their opinions in Table 3. The results also show that the respondents are generally satisfied with the area's transport system.

Figure 4 Level of satisfaction with service and facilities per mode of transport

Table 3 Rationales behind opinions with modes of transport and facilities in Southwest the Hague

Satisfaction	Dissatisfaction
Walking and Cycling • Walking and cycling are healthy • easy access to public transport stops, • availability of cycle paths • South Park is beautiful vicinity. • I do home care work by bike • Safe for cycling and walking • Sufficiently safe bicycle paths	• More bicycle paths and safe crossing needed (e.g. Erasmusweg intersection, Leyweg, and Escamplaan) • No separation between mopeds and cyclists – dangerous; Cycling routes are monotonous and often along busy highways. Bicycles get stolen, lack of security • Sidewalks are in poor condition (crooked, loose, and missing tiles), narrow, dangerous, and not continuous. • Unsafe transport systems e.g. electric bicycles drive too fast.
Public transport • Tram frequency is sufficient • Public transport free for people over 65 • Tram 9 access very good but not for all trams yet	• Trams drive too fast and should be more affordable • Long travel time by public transport to the center • Missing public transport connection (e.g. bus 21 and 23 at Leyweg) • do not cancel the Nieuwendamlaan stop.
Car and others • Good accessibility within the district • Availability of parking space and flexibility • Long and wide street and road	• Intersections near Heeswijkplein are dangerous. • Dangerous streets, vehicles are driving too fast (e.g. Volendamlaan) and do not stop at the crossings. • Electric vehicles are dangerous because you don't hear them • Not enough parking spaces, Noise from cars traffic

The rationale for this satisfaction lies in the accessibility and frequency of public transport, bike paths, the availability of parking spots, and safety for cycling and walking. Certain dissatisfactions were also expressed; the respondents were concerned about the speed of trams, cars, and scooters, the width of streets, and bike theft. Figure 5 shows the locations of features of the transport system that respondents are dissatisfied with and a summary of their opinions below. The rationale behind these locations was mainly safety concerns.

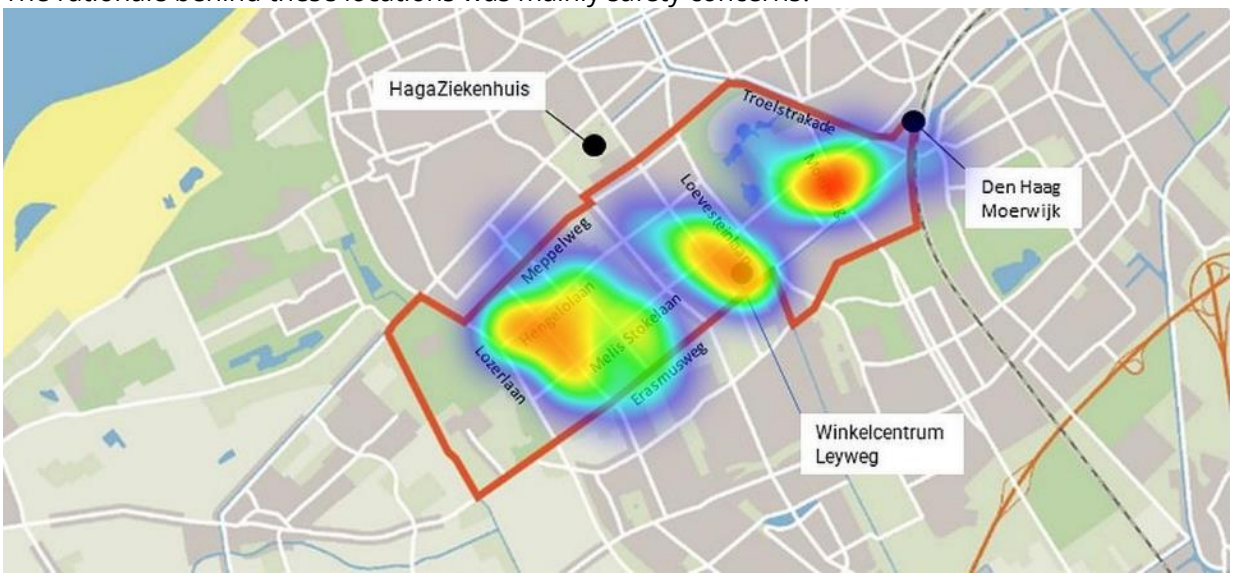


Figure 5 Locations of dissatisfaction according to the frequency of mention

Additional comments for locations of dissatisfaction (Figure 5)

- Dangerously, unfriendly streets with fast vehicles (e.g. Rijswijk, Melis Stokelaan, Berensteinlaan, Ambachtspad, Beresteinlaan and Heeswijkplein),
- Hot spots: Laak, Escamp, Around Leyenburg and Region inside the red box
- Parking by non-residents at Leyweg and Lunterensestraat
- The intersection between Hengelolaan, Eindstede, Bouwlustlaan is dangerous. Many (near) accidents, many irritations because you have to wait endlessly on bicycle or car to turn or cross the road. Lack of clarity about priority rules.
- Private cars should take children into account, drive more slowly. Many accidents happen on the Erasmus road and there is a dangerous crossing. Children walk to school there
- Sidewalks Leasersdreef, Jonkersdreef, and sidewalk at the end of tram 9 are unsafe and in poor condition
- Busy, narrow bike paths, no separation and unsafe bike paths (e.g. Hengelolaan and Melis Stokelaan) Unnecessary speed hump for cycling on Heeswijkplein
- Conflicts between mobility scooters, cyclists, and pedestrians (e.g. Leyweg and Hengelolaan)
- Busy streets with fast cars make them unsafe for children
- Bus 21 runs too little at the Ambachtsgaarden., Parking at the action too busy, a lot of arguing and often on the sidewalk

For their view on future mobility, the respondents were provided with six mobility-related options that they can express their opinions on (See Figure 6). The options were derived in consultation with the municipality. The first option, providing more space for walking, cycling, and public transport received exclusively positive responses with most people considering it extremely desirable. In contrast, using a self-driving vehicle was considered undesirable or extremely undesirable by most respondents.

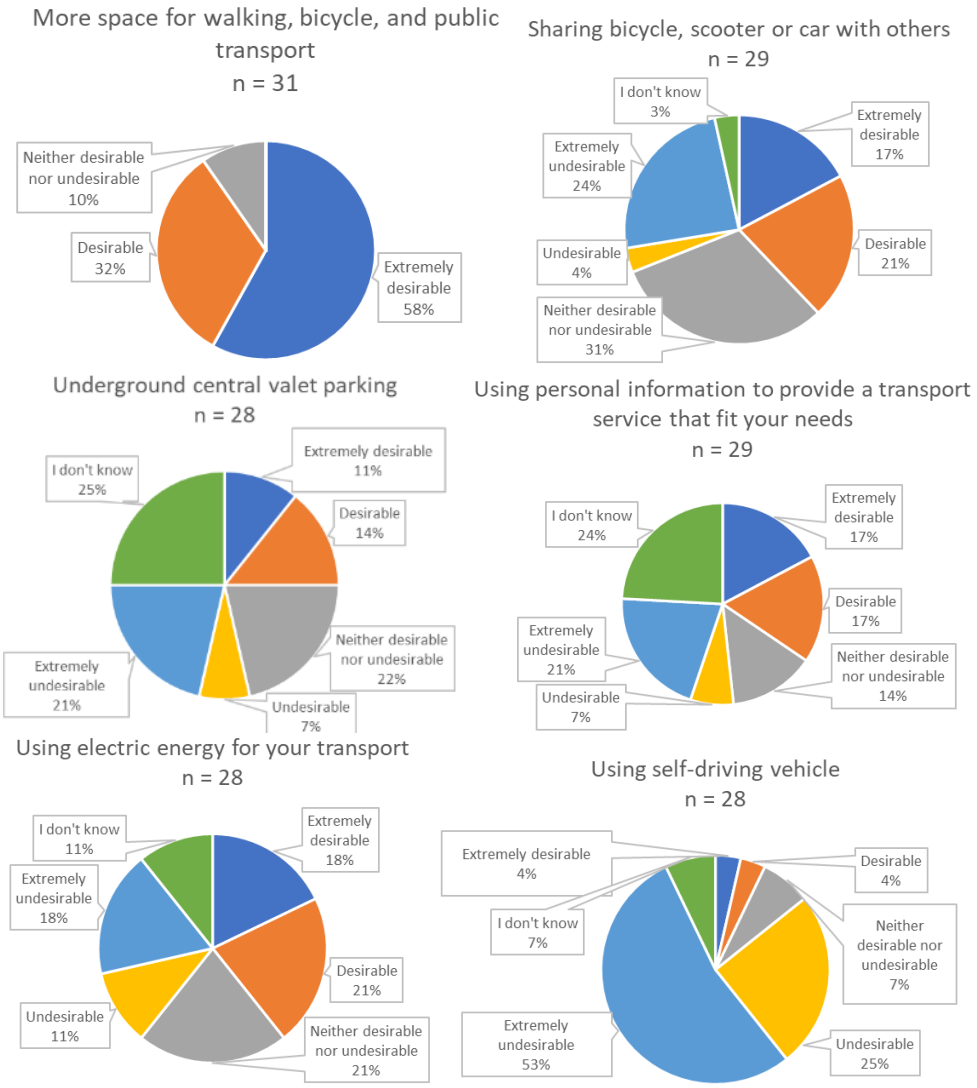


Figure 6 Respondents' desirable toward future mobility

Rationale behind selections

- Electric vehicles are the future but also unsafe as they are too quiet
- Parking spaces are occupied by non-residents and underground parking are for shops and business
- There are still needs for personal vehicle ownership
- I already regularly use a shared scooter as a supplement to bus
- Public transport needs more road space and to be more affordable
- Bicycle is the most convenient mode of transport within a radius of 40 km
- Better accessibility and frequency of public transport the more it can compete with private car
- I'm retired, so I have plenty of time.
- Public transport and central parking solutions are not affordable
- Too many cars for too little parking space and parking is underground

Finally, the respondents were also asked what their dream for the future mobility system of the area is (Table 4). The answers included infrastructure improvements such as safer cycling paths, more room for biking and walking, more green areas, more charging points and paid parking for everyone, and a central parking hub instead of cars all around the area. Further, respondents wished for changes in how the current transport is organized, such as slower car traffic and more public transport. Finally, there was also demand for mobility innovations such as cars shared

among a small group, shared public taxi services, individual transport with sustainable vehicles, and small electric airplanes.

The conclusion from this survey is that overall, the residents in the area are satisfied with the situation even though there are aspects that bring them dissatisfaction. Their main concerns for future mobility are safety and accessibility. However, given the potential increase in housing and subsequently the number of people using the transport system in the area, these preferences and concerns might change in the future. The outcomes of this survey were presented at the first taskforce workshop and available for them to refer to.

Table 4 Summary of future vision for mobility system by topics

Topics	Desirable vision
New modes	• Small electric planes for longer distances travel • Personal transportation with renewable/clean energy and small-scale public service with a maximum of 4 people that visits hot spots with high frequency.
Safety	• A separation between scooters from the bicycle path • Road safety for all children • Bruggetje Heeswijkplein / Gouverneurlaan would be good for cyclists and pedestrians. • Slower traffic (e.g. Loevesteinlaan Hengelolaan) with the lower speed limit or other barriers, and more security through police control. • Narrower roads, central parking so that fewer cars have to enter the neighborhood, separate bicycle paths
Green	• More greenery and more play areas such as on the Assenburgweg
Accessibility	• Ability to reach anywhere by everyone, using cycling and public transport
Facility	• More charging points for electric vehicles and paid parking • More shops and facilities in closed proximity
Public transport	• More capacity and accessibility for public transport (Line 9 and 25) • The more prominent role of public transport, more services, and users • A bus or a tram on the Leyweg, or perhaps a bicycle path. But that also poses a risk. • Electronic fleets • Affordable public transport for vulnerable groups (students, seniors)
Walking and Cycling	• Better walking facility and more room for bicycle and walking • Safer and easier cycling, wider cycle paths
Sharing	• Own car or shared car with a small group
Other	• Less vacancy in the neighborhood (Moerwijk) or better use by others • Less or no use of the private car, no private parking

3.2 Preworkshop taskforce interviews

In this subsection, we describe the results of the interviews conducted with taskforce participants before the workshop. These interviews were done by phone in the week leading up to the workshop. In total, five participants were successfully contacted. Results from their interviews are reported below.

In the short interviews (spanning 10 to 15 minutes), participants were asked about their role in the mobility of DHZW, their positive experiences with travel in DHZW, their prior experiences with participation, their expectations for the taskforce workshop, and their views on what would make their participation successful. Before these questions, the researcher explained the purpose of the

call and asked for explicit consent for recording the conversation. The interviewed participants cover a diversity of roles in the area, both professional and personal. Table 5 shows participant roles and their connections to the DHZW area.

Table 5 Taskforce interview participants

#	Role in mobility of DHZW	Living/working in DHZW
1	Resident of DHZW – mobility consumer	Lives in DHZW
2	Strategic advisor public transport – mobility provider	previously lived in DHZW
3	Cycling instructor and resident – mobility consumer and supporter	Lives and works in DHZW
4	Bicycle parking director – mobility provider and consumer	Works in DHZW
5	Policy advisor special needs mobility – mobility policy-maker	No personal connection

When asked about their positive experiences with mobility in DHZW, participants mention the quality and space of cycling paths (P1 & P3), the abundance of nearby tram and bus stops (P2), and the simplicity of streets and crossings (P4). Participant 5 described the connections of special needs mobility and positive user experiences for the city of the Hague as a whole. Thus, most of the experiences mentioned by the participants align closely to the types of mobility they are involved with through their personal of professional roles. For example, the public transport advisor (P2) described positive experiences with public transport in the area of DHZW, and the resident (P1) who bikes often share a positive experience concerning cycling.

Two of the interviewees indicated to have no prior experiences with participatory workshops whatsoever (P1, P3). Participant 5 did have prior experiences with multi-stakeholder workgroups implementing policy, but no experience with future visioning. Both participants 2 and 4 indicated to have experience with workshops regarding mobility in various compositions and forms. When asked about these prior workshops, both evaluate them as positive experiences in which they creatively shared ideas with other participants. Participant 2 notes the importance of expectation management in earlier workshops; describing the disconnect between the long-term visioning exercise and participants expecting short-term results.

Regarding their expectations for the upcoming workshops, participants were asked about their expectations regarding personal input, relation forming, and learning. First, all interviewees expected to be able to provide some meaningful personal input. Some participants were a bit more reserved about their potential contribution than others. For example, participant 3 indicated they would share personal experiences when asked, but were happy to passively listen as well. Moreover, participant 5 described how their specific expertise regarding special needs mobility could be insightful to others, but only covers a small part of the general mobility picture.

Second, two participants formulated specific expectations for forming relationships with other participants (P4 & P5). Especially participant 4 described how they valued the opportunity to meet, interact and network with other stakeholders who share similar goals regarding the complex challenges of mobility. Third, all participants expected to learn new ideas and experiences of other stakeholders. Participant 5 mentioned how they expect to get insights into the perspectives of others within the mobility sphere; understanding the “possibilities and impossibilities” of other stakeholders. Moreover, participant 4 stated that they were looking forward to hearing the creative and innovative ideas of others, referring to an earlier workshop where they heard ideas about bike/scooter sharing long before they were available.

To summarize, participants have positive expectations for the upcoming workshops; they expect to be able to speak their mind, learn from other perspectives, and (to a lesser extent) form relationships with other participants.

Finally, participants were asked to describe what would make the taskforce workshop a success for them. Participant 1 would characterize the workshop as a success when the results are implemented in mobility policies. Participant 3 shared this implementation sentiment and added participants listening to each other as another success factor. Participant 2 and participant 5 mentioned a shared problem analysis and vision for the future of mobility in DHZW as the most important success factor. Participant 4 combined the perspectives of the other participants by describing how both short-term ideas and long-term visions should be the result of the workshop for it to be a success. They describe further how creating space for short-term ideas can show that results are being implemented, which in turn stimulates (support for) transitions to the future described in the long-term vision. In conclusion, participants mention mostly result-oriented success factors in the development of a vision or implementation of results. The only process-oriented success factor mentioned (P3) that is brought up is participants listening to each other's ideas.

In summary, the interviewed participants cover various roles and personal experiences for mobility in DHZW. When asked about the positives of mobility in the DHZW area, they stick closely to their professional or personal experiences. While some participants have many prior experiences with participatory workshops and others have none, they all expect to be able to speak their minds and learn from each other's perspectives. Finally, participants are result-oriented and would describe the workshop as a success when it results in a broadly shared vision or implementation into policy.

3.3 Taskforce workshops

The **first taskforce workshop** was organized on 15th September 2021 at Theatre Dakota in Den Haag. We invited 14 stakeholders to join the workshop of which 8 participated on the day. The participants included representatives of the residents and those from organizations concerned with housing, cycling promotion, public transport, and environmental issues.

The registration began at 17:30 hr and the workshop took place between 18:00 -19:30 hr. Due to the coronavirus restriction, we were able to hold a meeting with up to 20 participants. The agenda of the first workshop is shown in Figure 7.

Time	Program
17:45-18:00	Welcome and ice breaker
18:00-18:15	Workshop Introduction
18:15-18:45	**Discovery**: Review results of the interview and discussion
18:45-19:15	**Dream**: Visioning the future for mobility system
19:15-19:30	Reflection and what next
Ende	

Figure 7 Agenda and photos of taskforce workshop #1

The session began with a brief welcome from the organizers and an ice-breaker session. The visioning exercise and the workshop were then introduced. The two main activities in the

workshop; Discovery and Dream, were introduced. In the Discovery session, the results from the public interview (section 3.1) and the taskforce interview (section 3.2) were briefly presented. We then divided the participants into two groups, each with participants from different backgrounds. The participants were asked to review the results of the interviews and add to them the features and qualities of the area they appreciated most, such as walking distance to the local market, the ability to visit neighbors by bike, and proximity to the school. A facilitator was available in each group to support the discussion systematically.

We started the Dream session by presenting a set of slides that represent the current situation and a possible future of the area (Figure 8). The respondents were asked to consider the ideal living conditions for themselves and people in the area in 20 years, with a particular focus on transport. After this activity, the participants returned to the plenary for a brief reflection and the first workshop was then concluded.

Figure 8 Existing situations and a possible future of the area

The outputs and transcripts from the first workshop were analyzed. We clustered the participants' opinions and the outcomes of the workshop into four categories, namely Transport, Green area, Built environment, and Social and well-being (Table 6). For transport, the participants believe there is already good accessibility by car between the southwest and its surrounding and also a good bicycle path and an adequate level of access to public transport and shared mobility. However, it is desirable to enhance the inclusiveness for vulnerable groups and the accessibility of public transport to the surrounding areas (Randstad and beyond). The availability of innovative mobility services, affordable public transport, less private car use, and ownership, and high-quality walking and cycling infrastructure and facilities are also desirable. We combined the existing appreciated and future desirable aspects of the transport system to form visions.

Focusing on the transport theme, a comparison was made between the transport-related outputs from the first session with the previous studies to identify any similarities or differences. The results from the Hague's participation process of the Mobility transition (2019-2020) and the transport ambitions stated in the Structural Vision for the Southwest area were included in the comparison (Appendix 1). The outputs from the Hague's participation process were aggregated into the citizens' wish for the city's future mobility for the Hague city and for Escamp district, which the southwest area is part of.

The comparison has shown that the outcomes from this study are broadly comparable with those from the previous studies. There are some apparent overlaps between the studies such as inclusiveness (this study and Escamp's) and affordability (this study and the mobility transition) with no stark differences observed. The comparison indicates the visions derived from the first workshop are acceptable to be used in the following exercise.

Table 6 Existing appreciative and the desirable future

Existing appreciative	Future desirable based on the existing appreciative	Combined existing and future desirable (Vision)
Transport: - Good accessibility by roads to the surrounding area (Rotterdam, Amsterdam, Westland, strands) - Good bicycle routes and paths with good maintenance Access to public transport and shared mobility	- Good and inclusive accessibility, particularly for vulnerable groups - Good public transport connection with the surrounding area (Randstad) - Availability of innovative mobility services and concepts (e.g., electric, shared, and micro-mobility) - Affordable public transport - Fewer private car use and ownership - High quality walking and cycling infrastructure and facilities	- Improving and more inclusive accessibility (walking, cycling, and public transport) within the areas and beyond (Randstad), particularly for vulnerable groups - Availability of innovative mobility services and concepts (e.g., electric, shared, and micro-mobility) - Affordable public transport - Fewer private car use and ownership
Green Area: - The amount and surrounding of green area with canals in the area	- Maintaining or enhancing the green and natural areas of the Southwest (making it generative – e.g., urban agriculture)	- Maintaining or enhancing the green and natural areas of the Southwest (making it generative – e.g., urban agriculture)
Built environment: - Abundant of space between residential buildings - Shopping center and potential development of shops in the area	- Facilities and shops to be close by and easily accessible with walking and cycling - High quality and innovative transport infrastructure (e.g., energy generating cycle paths) - Sufficient affordable housing with more space between them	- Proximity to facilities and shops with easily accessible with walking and cycling High quality and innovative transport infrastructure (e.g., energy generating cycle paths) - Sufficient affordable housing with more space between them
Social and well-being: - Affordable housing with social diversity	- Surrounding with clean air and no traffic noise - Lively and cozy neighborhood with low use of resource	- Affordable housing with social diversity Surrounding with clean air and no traffic noise - Lively and cozy neighborhood with low use of resource

In the **second taskforce workshop** (14th October 2021), we welcomed the participants (8), three of which were not presented in the first workshop. The introduction and agenda of the workshop were introduced (Figure 9), followed by two brief presentations on the results of the previous workshop and the adaptive pathway toward a vision. The adaptive pathway concept provided simplified information on how a pathway (a selection of measures, such as public transport promotion and a provision of bicycle lane) toward a vision can be affected by future events, such as the continued impact of the Covid-19 pandemic. The concept also illustrated how adaptive measures can be implemented to protect the pathway (Figure 10).

Time	Program
18:00-18:10	Welcome and introduction workshop
18:10-18:20	**Vision: Results of the previous workshop**
18:20-18:30	**Future uncertainties and trajectories**
18:30-19:20	**Groups: What uncertainties are there and how do they affect the trajectories?**
19:20-19:30	Reflection and follow-up
Ende	

Figure 9 Agenda of the second workshop

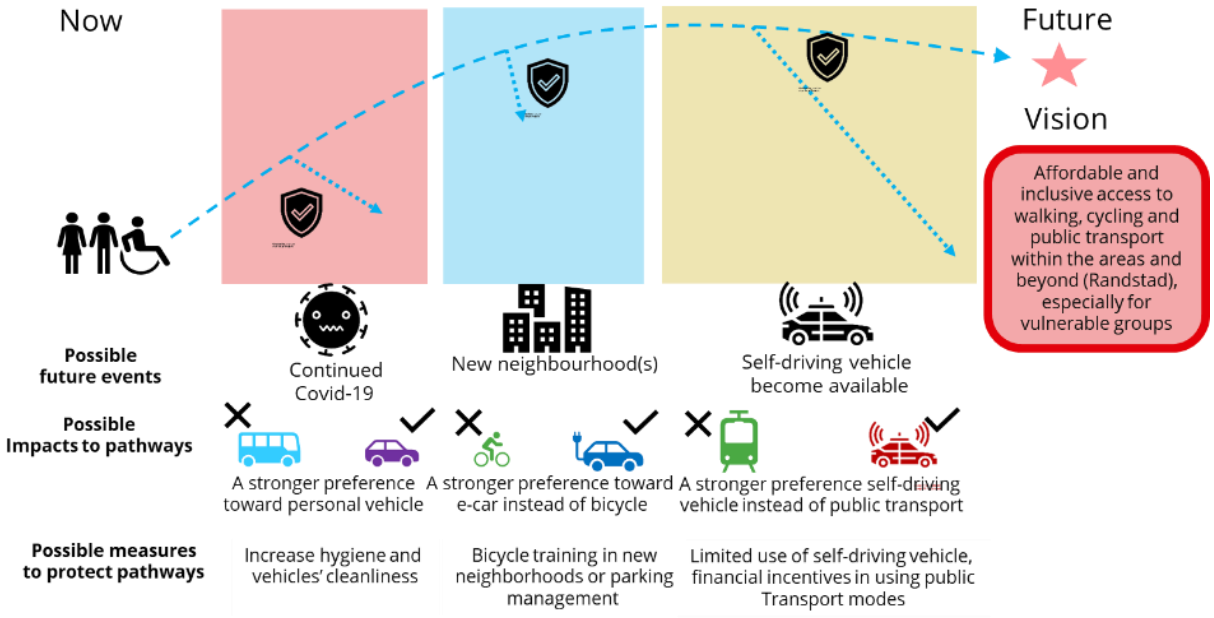


Figure 10 Possible impacts to a pathway toward a vision concept presented at the 2nd workshop

After the presentations, the participants were divided into two groups. We asked them to adopt a transport vision from the first workshop: *Affordable and inclusive access to walking, cycling, and public transport within the areas and beyond (Randstad), particularly for vulnerable groups.* Instructions were provided for each group to:
a) review and add possible measures to realize the vision,
b) review and add possible future events or trends that may impact the measures identified,
c) select a set of future events or trends and identify their impacts on the measures,
d) identify possible actions to protect the measures from future events or trends

A set of possible measures to realize the vision presented is extracted from the first workshop. They were classified into three groups:

- Walking and cycling measures - Universal design footpaths, walkways and crossings (e.g. textile pavement), extra bicycle parking and cycle paths, training for vulnerable users to use the bike or navigate safely
- Public transport - Universal design of public transport stops and stations (e.g. low-floor vehicles), affordability of the transport service, additional public transport, fast and high-quality public transport (bus and tram)
- Other measures - availability of shared mobility services (car-sharing, scooter, bicycle, cargo bike), and availability of inclusive parking (disabled parking)

A set of possible future events and trends related to transport services, classified into three groups was also presented to the responsible:

- Availability of technology - self-driving cars and self-driving buses; impacts of fast internet
- Availability of the service, such as fast and high-quality public transport or integrated service, such as Mobility as a Service (MaaS)
- Policies & measures - car-restricted policies & road pricing, availability and cost of parking space, vehicle tax

After the group session, the participants convened back into the plenary and reviewed the outputs of each group. They were also asked to reflect on the activities and to provide some evaluation of the process. The workshop concluded with final words from a representative from the municipality.

3.4 Main findings from the process

The outcomes of the process can be summarised into five points highlighted below:

1) Vision of the ZWDH mobility system
Three main elements were identified as the key vision for the ZWDH mobility system (See the full vision, classified into four categories in Appendix B):

1. Improved and more inclusive accessibility (walking, cycling, and public transport) within the areas and beyond (Randstad), particularly for vulnerable groups
2. Availability of innovative mobility services and concepts (e.g., electric, shared, and micro-mobility)
3. Affordable public transport and fewer private car use and ownership

2) Measures to formulate a pathway toward the vision
In this step, Vision #1 (Improved and more inclusive accessibility (walking, cycling, and public transport) within the areas and beyond (Randstad), particularly for vulnerable groups) was selected to examine the possible measures that can be combined to form a pathway to realize it. The task force identified the following as **measures to realize the vision**:

Public transport

- Better connection between public transport with distributed stops for easy access; Residents' participation in designing public transport route; Free access to public transport; Improve public transport safety and atmosphere; Transport by boat; Innovation in vulnerable group transport service (doelgroepenvervoer);

Walking and Cycling

- Provision and distribution of footpaths and cycling paths; Improved design of walking and cycling paths and facilities, particularly for vulnerable users. Designated crossing points; Distinguish between fast (e.g., e-bikes) and slow cycling, more walking and cycling routes with all year-round greenery.

Private vehicle and freight transport

- Prohibiting investments in fossil fuels; road speed reduction measures; Parking management - Central parking spaces for company vans, Parking for vulnerable groups, limited parking availability; bundling parcel services so that there are fewer delivery times in a day.

3) Possible futures that would affect the pathway toward the vision (Future scan)
Several possible futures were identified in the workshop and classified here using the PESTEL framework (Table 7).

Table 7 Possible futures and trends that can affect the pathways toward the ZWDH Vision

PESTLE	Possible futures
Political	• Cutting back on public transport itself by canceling lines or reducing the frequency • A more progressive or conservative government or local administration
Economic	• Economic crisis or financial disasters, its impacts on neighborhood income, available facilities, service, and supports • Limited public funds (e.g., due to consequences of climate change)
Sociological	• Increase social cohesion and collaborative initiatives in the neighborhood • Population and demographic, higher or lower population, and the composition of the population (e.g., ethnic diversity)
Technological	• Technology advance that obsoletes cars, freeing up space for walking, cycling, and public transport
Legal	• Face mask obligation (or other reasons) in public transport ensures that fewer people use public transport
Environmental and health	• Climate change and its impacts; extreme heats and other environmental impacts • Widespread or prolonged pandemic outbreaks

4) Impacts of the possible futures
The task force selected a set of possible futures and identified their likely impacts on the measures (Part 3).

Table 8: Likely impacts from a selection of possible futures

Selected possible futures	Related impacts
Social cohesion and collaborative initiatives in the neighborhood	- Level of social care in the community, - Support for vulnerable adults and children - Dependency on infrastructure and centralized services - Inclination to share and use sharing initiatives
Population and demographic, higher or lower population, and the composition of the population (e.g., ethnic diversity)	- Utilization of public transport and infrastructure (e.g. cycle path) - A mismatch between available facilities and infrastructure e.g., shortage of schools, public transport, greenery, community facilities - Types of infrastructure required per population composition
The political direction of the cabinet and municipal administration	- Changes to the levels and ease of participation in planning processes - Changes to the levels of investment in climate change-related initiatives
A change in the availability of public funds	- Available public funds for public transport investment and maintenance

The simplified adaptive pathway concept and a selection of our findings are shown in Figure 11.

5) Adaptive measures to protect the pathway from deviating

In the final step, the participants identified adaptive measures to protect the pathway from deviating in different futures.

Walking and cycling

- Offer cycling coaches/cycling lessons more widely
- Identify vulnerable transport users, and understand better their needs and requirements

Planning

- Identify travel patterns and prepare for different compositions in the neighborhood.
- Construct future-proof infrastructure, such as a parking garage with additive capacity
- Provide amenities and facilities within walking distance

Social and community

- Strong cooperation between residents to ensure community support in reacting to uncertainty (e.g., the composition of the neighborhood or income decline)
- Encourage collaboration between citizens by offering transportation sharing opportunities
- Involve community and volunteers in the maintenance of local gardens and landscape, to lower the dependency on central government

Public transport

- Involve public participation in planning public transport routes and services
- Self-driving public transport to reduce operation cost
- New modes of transportation e.g. Gondolas and ski lifts in the central district

Governance

- Decentralizing participation of planning process and decision making related to urban planning
- Provide a clear instruction for the public where their comments or objection to a public project should be lodged.

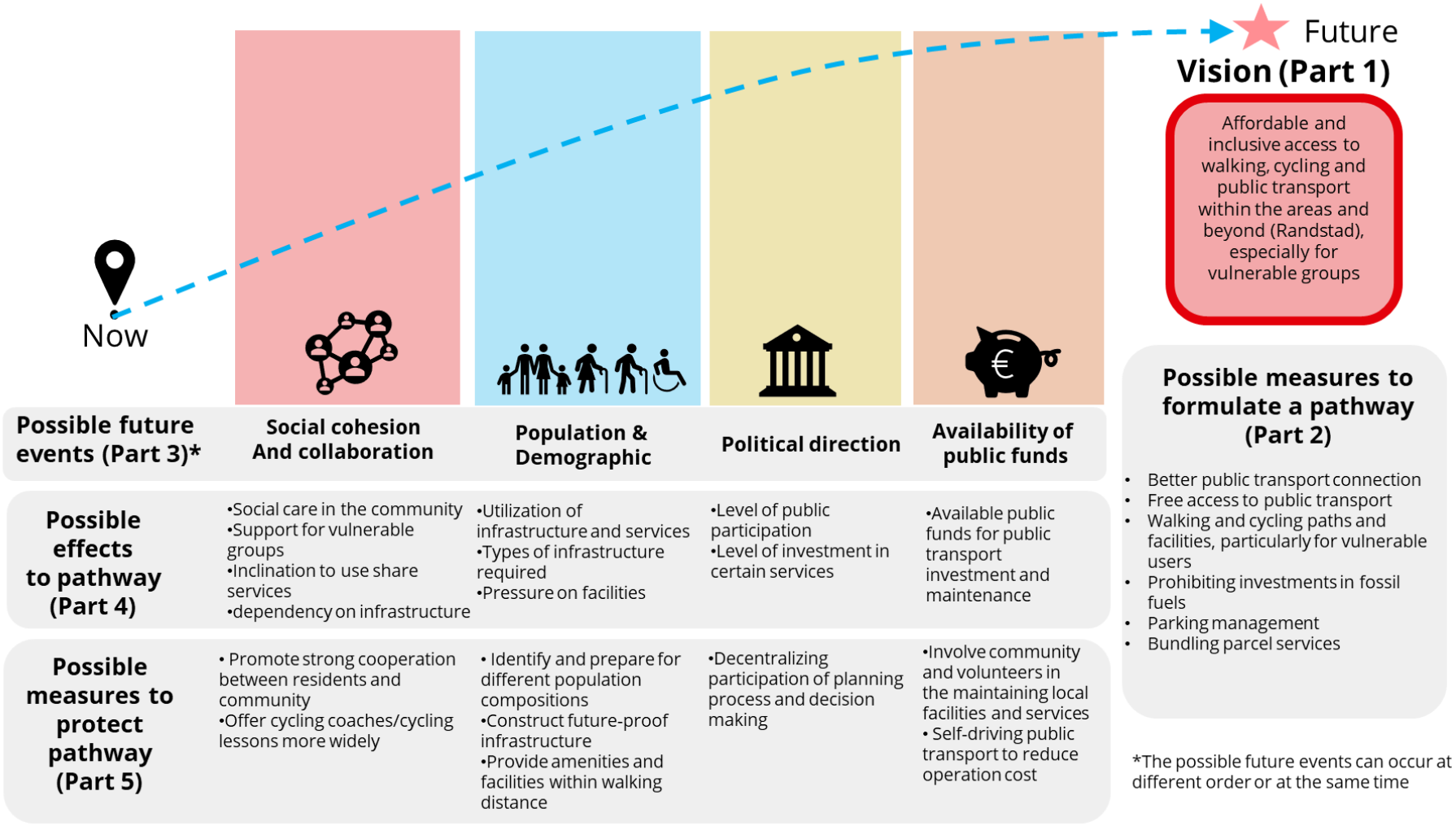


Figure 11 A simplified Adaptive pathway concept with a summary of the process outcomes

4 Discussion & Conclusion

As part of the Hague municipality's efforts to develop and vitalize the southwest area, the municipality and researchers from the On the Move project collaborated to implement a vision-making process for the transport system of the area. The aim is to create a vision of a more sustainable transport system that incoherence with the expected future development of the area. The process was participative by design; it was co-created with representatives from the municipality and involved a total of more than 60 participants at various stages in the period between July and December 2021.

The framework of the process is based on Appreciative Inquiry, a generative approach that provides a positive outlook to help identify elements and characteristics of the transport system that are currently valued by the stakeholders. Additionally, the process addressed explicitly how future trends and uncertainties may influence a pathway toward a designated vision. By taking into account possible uncertainty the outcomes of the process are more robust and futureproofed. In this process, we reviewed relevant past studies and projects, gathered the public opinions on the current and future mobility system, and organized taskforce workshops to formulate a vision of the mobility for the area.

The main findings of the process are summarised in Section 3.4, which included 1) the vision for the mobility system of the area, 2) a set of measures to formulate a pathway toward the vision, 3) possible futures that can affect the pathway, and 4) possible actions to safeguard the pathway. The outcomes of the process are comparable to the previous studies, such as the vision and desirable future for the Hague's transport system and the Structural vision (Appendix 1).

The participants found the approach in this study to be empowering and constructive than other workshops that they have had experience with. The positive approach in Appreciative Inquiry helped the participants to focus on the features and values of the transport system they appreciated. It also enabled them to frame negative experiences and complaints about the system in a positive light. Also, by addressing possible future uncertainty explicitly, the process enabled the participants to formulate the future vision and a pathway toward it in a more tangible manner.

Possible improvements for future study are a) inclusion of a larger and a broader group of participants and b) allocations of additional time to taskforce workshops. The number of participants involved and the diversity of the participants in this process were limited due to the resources available. Additional efforts to reach out to the public and/or an alternative design of the process (e.g. involving local volunteers as interviewers for the public survey) could broaden the reach of the process. However, a compulsory physical constraint to prevent Covid infection by the Dutch government also limited the capacity of the taskforce workshops to 20 persons, and a requirement to provide proof of vaccination to enter the venue was in place at the time. While these precautions are necessary, it may have limited certain groups of citizens from participating in the process.

The duration of the meetings can also be extended to enhance the depth and range of discussions among stakeholders. In this study, we configured the taskforce workshops to two sessions, with a 1.5 hr duration each to minimize the participants' effort to join. However, certain participants

expressed that they preferred a single and longer session. This suggestion can also be a useful means to ensure a higher attendance of participants and their involvement in all stages of the process.

The next step of this process will include a presentation of the results to the municipality and a follow-up project to compare this participation process with other participation processes carried out by the municipality. It will seek to map out how and to why, and to what end different participation processes take place. The study will also seek to identify how to avoid participatory fatigue among the stakeholders. The project team also look to enhance and implement a similar process to a different setting (such as other municipality within the Netherlands, or other countries) and domain (e.g. Energy).

Appendix

Appendix 1: A comparison between transport visions of these previous studies

Future desirable from this vision exercise	Participation of the Mobility transition 2019-2020		Structural vision 2021 (mobility ambitions)
	The Hague	Escamp	
- Improving and more inclusive accessibility (walking, cycling, and public transport) within the areas and beyond, particularly for vulnerable groups	- Road safety and more room for vulnerable road users are highly desirable; Mobility should be inclusive - Bicycle is the most affordable means to transport but more parking spaces are needed in the city and the neighborhoods	- Strong preference toward inclusive transport solutions than advanced and high-tech solution - Better public transport access; with a strong neighborhood connection is preferred; fast tram connection - More space and facilities for cyclists and pedestrians; active promotion of cycling	- Strengthening accessibility by public transport to the region, the Randstad, and beyond - Improving and strengthening pedestrian connections, including to public transport, - Improve bicycle connections within and to other surrounding areas
- Availability of innovative mobility services and concepts (e.g., electric, shared, and micro-mobility)	- A lack of awareness on shared mobility but an interest if they are affordable, easily accessible, and readily available - Positive opinion on mobility solutions that contributes to a more livable city, e.g. subway, mobility hub, and light rail.	- A lack of keenness to use shared mobility due to inconvenient and also concern about using MaaS due to a potential lack of control and privacy issues; - Still, access-based transport service has potentials; - e-car charging facility should be easy access;	- Improving traveler choice and combination options (shared mobility and mobility hubs) - Stimulate a transition to clean, space-efficient, and safe mobility - Explore burden-mile delivery hub, sustainable transition hub

Appendix 1: (cont)

Future desirable from this vision exercise	**Participation of the Mobility transition 2019-2020**		**Structural vision 2021 (mobility ambitions)**
	The Hague	**Escamp**	
- Affordable public transport	- Affordable, speed and door-to-door connection are crucial criteria for public transport service	- Affordability is preferred to personalize	n/a
- Fewer private car use and ownership	- Car ownership remains important for its convenience but second-car will not be necessary if there is a competitive alternative	- High car ownership and usage; - Parking facility and parking management are highly concerned issues - Good access for cars remains essential if public transport access is not improved; - Car remains the most convenient mode but 2nd car should be discouraged	- Limited car traffic to several well-integrated urban and regional main road networks, promote car-free residential or low-speed streets (30 km/h)
- High quality and innovative transport infrastructure (e.g., energy generating cycle paths)	- Possibilities to use streets differently, e.g. for activities and play are desirable	- A strong dilemma between the flow of traffic and street safety	n/a
- Surrounding with clean air and no traffic noise Lively and cozy neighborhood with the low resource use	- Mobility is part of a broader system that affects sustainability and quality of life. Also, that travelers are responsible for a livable city	n/a	n/a

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