

From policy to practice: Operationalization broad prosperity in mobility planning



Master's Thesis

From policy to practice, operationalization of broad prosperity in mobility planning

A mixed-method research to the current
state of broad prosperity in Dutch municipal
mobility planning.

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Abstract

Worldwide, cities are facing land allocation challenges. The public space is under pressure due to population rise and intensifying development. With mobility infrastructure occupying up to 30% of available public space, its planning decisions extend far beyond transportation efficiency, and influence health, social welfare, and environmental quality. Traditionally, mobility paradigms prioritize accessibility and traffic safety, neglecting effects on other domains.

In response to this limitation, Dutch municipalities increasingly adopt broad prosperity (*brede welvaart*) as a framework to measure societal welfare beyond economic indicators. Moving away from GDP-oriented approaches towards holistic well-being assessment. Aspirations lie in adopting this framework in mobility policies. However, a significant implementation gap exists between the aspirational mobility visions incorporating broad prosperity, and the concrete measure packages that operationalize these visions.

The focus of this thesis is to research how broad prosperity can be concretely operationalized in Dutch municipal mobility policies. It does so by combining three methods. The framework analysis identifies indicators relevant to mobility planning through examining existing broad prosperity frameworks. The policy analysis systematically examines the indicators in both the visions and measure packages of eight Dutch municipalities, to identify the implementation gap both quantitatively and qualitatively. The insights gathered form the base for the third method: semi-structured expert interviews, to verify the challenges in mobility planning practices that prevent the operationalization of broad prosperity, and recommendations for better implementation, analyzed along the framework method.

The results of this thesis reveal a notable reduction in broad prosperity consideration when translating visions to measure packages. Especially the dimensions health and social inclusion underperform. In addition, it provides insights in the organizational and conceptual barriers that prevent effective operationalization, with municipal fragmentation arising as a key barrier. The research identifies early interdepartmental integration during project initiation and establishing consensus on broad prosperity definitions as the most promising strategies for improving operationalization in Dutch mobility planning.

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List of terms & abbreviations

TERMS

Broad prosperity	Conceptualization of a well-being index, specifically for the Dutch context. “Brede Welvaart” in Dutch.
Measure package	Proposed implementation strategy, generally speaking following mobility visions. Terminology comes from the EU handbook for developing SUMPs. Although not the most speaking wording; this terminology is chosen to sustain continuity with the SUMP terminology (see Rupprecht Consult (editor), 2020, p6).

Table i: list of terms used in this thesis

ABBREVIATIONS

BP	Broad prosperity
MP	Measure package
SUMP	Sustainable Urban Mobility Plan

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Chapter 1

Introduction

The introduction describes the reason to this research, followed by the research aim and questions, and is concluded by a the reading guide.

1.1 Introduction

Cities worldwide are facing crises in land allocation: as urban populations rise and development intensifies, the competition for limited public space is forcing planners and policymakers to make increasingly difficult trade-offs about how to allocate public space. With more people living in smaller areas, the efficient use of public space becomes increasingly important (Duivenvoorden et al., 2020). Within these cities, mobility infrastructure occupies up to 30% of available land (Bloomberg, 2021), representing a significant physical claim that prevents alternative uses. The competition for land requires more integrated and strategic planning approaches that seek comprehensive solutions (Duivenvoorden et al., 2020). Traditional mobility planning, focused predominantly on accessibility and road development, ignoring the intersection with other spatial domains, proves insufficient for addressing the complex demands of densifying urban areas. A holistic approach to mobility planning is therefore needed. One that considers the broader range of urban needs and functions within constrained spatial contexts.

A holistic approach

Broad prosperity (BP) offers an approach to this holistic shift, representing a growing concept in the Dutch context that fits within a global environment of over 100 frameworks aimed to measure welfare and well-being beyond economic measures (Hoekstra, 2021). Broad prosperity focuses on people's overall well-being; it is a measure of everything that people consider of value. In addition to material prosperity, it addresses dimensions like health, education, environment and living conditions, social cohesion, personal development and (in)safety (CBS, 2025). This definition extends beyond mobility specifically; however, it relates to the challenges contemporary mobility planning is facing. The development of this concept and its specific implications for the mobility domain are examined in detail in upcoming chapters of this report.

The interest in BP is particularly visible within the mobility planning sector, a sector that operates at regional and local scales, with Dutch municipal governments traditionally responsible through repetitive policy publications. Within the mobility domain, BP is gaining increasing attention through specific frameworks dedicated to implementation and monitoring of BP in mobility (Vonk Noordegraaf et al., 2021). The Netherlands Environmental Assessment Agency has developed a framework, describing this link through four dimensions; accessibility, living environment, health, and safety (Snellen et al., 2021). In addition, mobility consulting firms are incorporating broad prosperity into their strategic advice, indicating growing interest in the concept within the sector

(Goudappel, 2025a). This trend demonstrates that broad prosperity has entered the consciousness of municipalities, with local governments actively considering and seeking to implement these approaches in their mobility planning processes.

Implementation inefficiencies

Despite this growing recognition of broad prosperity as a concept, its practical implementation in policymaking remains limited. When budgetary trade-offs to prioritize projects are made, these considerations remain based on other factors than BP indicators (Snellen et al., 2021). This implementation gap represents a critical challenge for both general policy development and mobility planning specifically. Hoekstra (2021) characterizes this situation as an "impasse," noting that while broad prosperity provides a robust framework for measuring prosperity, integrating it into government policies lags behind. This particularly applies to mobility, being a traditional municipal responsibility, relying on these policy structures.

This mismatch is especially evident in infrastructure investment decisions. The Multi-year Programme for Infrastructure, Spatial Planning and Transport (MIRT) continues to prioritize projects based on traditional financial and traffic-oriented metrics rather than broad prosperity aspects such as health and livability (Snellen et al., 2021). Consequently, long-term investment decisions often fail to incorporate the multidimensional impacts of the BP framework. The Council for the Environment and Infrastructure confirms this concern, observing that while political discussion increasingly embraces broad prosperity "in word", the practical consequences for nature, environment, and society remain largely absent in decision-making processes (Raad voor de leefomgeving en infrastructuur, 2024). Hoekstra (2021) expands this on this concern, highlighting the lack of translation into standard practices. However, attempts are being made to improve integration, with CBS and PBL developing approaches to incorporate broad prosperity perspectives into Social Cost-Benefit Analyses (MKBA) (Bos et al., 2022).

This gap, between theoretical knowledge and practical implementation, forms the focus of this research. It explores the practical barriers that prevent the operationalization of broad prosperity in mobility planning. The research contributes novel insights through analysis of actual policy documents and interviews with professionals working in the field. By focusing on the real-world application of broad prosperity in mobility planning, this research addresses a previously unexplored area in the literature (See Hoekstra, 2021).

1.2 Research aim and questions

This research aims to identify and address the gap between broad prosperity in mobility vision documents and their operationalization in everyday life through MPs. By treating real-world policy documents and interviewing current municipal advisors and consultants, this research dives into the contemporary world of Dutch municipal mobility planning, aiming to identify the previously unresearched actual implementation of BP in this field. Through policy analysis, the study first identifies which broad prosperity dimensions are present in mobility visions but absent or inadequately translated in corresponding measure packages, including the level of detail and concreteness in how they are discussed. This provides an objective overview of broad prosperity incorporation, serving as the foundation for semi-structured expert interviews. These interviews generate insights into municipal organizational structures within the mobility domain and explore barriers preventing broad prosperity operationalization, with additional focus on potential solutions that can improve this translation from vision to practice.

This research will centers on the following question:

How can broad prosperity concretely be operationalized in Dutch municipal mobility policies?

- “How” & “concretely operationalized” – recommendations to operationalize Broad Prosperity
- “Broad Prosperity” – indicators BP in mobility policies
- “mobility policies” – representing the gap between vision and implementation
- “Dutch municipalities” – spatial limitation

To answer this research question, the following four sub-questions are set out:

1. *Which broad prosperity indicators relevant to mobility planning can be identified from existing frameworks?*
2. *Which of these indicators appear in mobility vision documents, and which successfully translate into measure packages?*
3. *What barriers prevent the operationalization of broad prosperity in Dutch municipal mobility policies?*
4. *What recommendations can be developed to improve the operationalization of broad prosperity in mobility planning?*

1.3 Reading guide

This thesis examines the operationalization of broad prosperity in Dutch mobility planning through a systematic analysis of policy documents and expert interviews. The research is structured to progressively build understanding from theoretical foundations to practical recommendations.

Chapter 2: Literature provides the theoretical foundation by examining implementation gap, the philosophical shift from economic growth to welfare thinking, broad prosperity's relationship to other frameworks, and the connection between mobility and broad welfare. The chapter concludes with a conceptual framework that guides the research.

Chapter 3: Methodology discusses the framework analysis and the mixed methods approach combining policy analysis and semi-structured expert interviews. It elaborates on the gathering the data, methods for analyzing, and how the results are reported.

Chapter 4: Results presents findings from both research methods without interpretation. The framework analysis discusses contemporary BP frameworks and provides argumentation for this research's framework, answering sub-question 1. The policy analysis reveals quantitative patterns and qualitative insights about broad prosperity representation across mobility policies, providing the answer to sub-question 2. The interview results are reported in tables, with a deeper examination for each of the themes, answering sub-questions 3 and 4.

Chapters 5-7: Interpretation, Discussion and Recommendations interpret, synthesize and conclude the findings, connecting policy analysis patterns with interview insights to develop a comprehensive understanding of broad prosperity operationalization challenges. These chapters critically examine research limitations, contextualize findings within broader policy implementation literature, and provide actionable recommendations for future research and mobility consultants.

Chapter 2

L i t e r a t u r e

Chapter 2 contains a presentation of contemporary literature with relation to broad prosperity. First is a general examination of challenges and difficulties that might occur in the implementation of new frameworks. This is followed by an examination of the execution of Dutch mobility policies, discussing the general policy-cycle in The Netherlands. Subchapter 2.3 introduces the philosophical relation between mobility and welfare, discussing how mobility influences welfare. This opens the doors for the following evaluation of broad prosperity, diving in the history of the terminology and its relation to other well-being indices. Lastly, this chapter concludes with a conceptual framework. Here, I bring together the concepts and theories of the chapter into one visual overview with a corresponding evaluation and discussion of the terms and their intertwined relationships.

2.1 Implementation gap

The implementation gap between broad prosperity concepts and their operationalization in mobility planning represents a widespread challenge extending beyond this specific domain. As Hoekstra (2021) notes, while broad prosperity has become established as a framework in the Dutch policy domain, effective implementation continuously falls short. This phenomenon characterizes many frameworks that challenge big paradigms like GDP, particularly those incorporating subjective or multidimensional indicators (Seaford, 2013).

Seaford (2013) observes path dependency as an influential factor; “any new set of metrics, whether subjective or objective, will take time to change well-established ways of thinking, embedded as these are in bureaucratic structures and political discourse.” Organizations demonstrate strong tendencies toward familiar approaches because existing indicators maintain self-reinforcing dominance: “they are seen to drive events, therefore they are taken seriously, therefore they do drive events” (Seaford, 2013).

Within the innovation literature, Damanpour and Schneider (2006) provide useful insights for understanding the organizational structures influencing implementation, distinguishing between initiation, adoption decision, and implementation stages.

Broad prosperity in Dutch mobility policies currently occupies the space between the latter two; municipalities recognize its value conceptually but struggle with practical operationalization. Organizational factors including size, complexity, and available resources significantly influence these implementation phases, while top management attitudes prove critical for successful translation from concept to practice (Damanpour & Schneider, 2006).

As expected, operationalization challenges are not unique to mobility planning and emerge across other policy domains. As Bernstein and Szuster (2018) document in the environmentalism world, interpretation variations make standardization extremely difficult, with each organization developing its own understanding of core concepts. This pattern appears in broad prosperity frameworks as well, where different well-being measurement approaches create standardization challenges (Hoekstra, 2021).

These multitude of factors illustrate that the difficulties new frameworks have to overcome in their journey to implementation originate from a variety of explanations. Both structural-dependent factors as interpretive challenges occur with the rise of a new framework, forming an argument to research the operationalization of BP in mobility through a broad lens.

2.2 The mobility policy cycle

In The Netherlands, municipalities are responsible for most of the living environment. Among e.g. quality of public spaces and the amount of greenery, municipalities are responsible for the (safe) accessibility of places within their municipal boundaries (VNG, 2024). To ensure these accessibility and other aspects of mobility, municipalities regularly publish documentation describing their ambitions.

Important to this research is the obligation that Dutch municipalities have under the “Planwet verkeer en Vervoer” (Plan Act on Traffic and Transportation) from 1998, to execute and publish consisting of mobility policies (CROW Media, 2018). Although this act prescribes the obligation to publish consistently, the contents and structure of these publications remain under the responsibility of the municipalities themselves. To ensure a consistent data, this research will be conducted under SUMP-cities, described in more detail in the next paragraphs.

It should be acknowledged that under the “Omgevingswet” (Environment and Planning Act of the Netherlands) in 2024, a more detailed structure is obligated for municipalities (CROW Media, 2018). However, due to its recent enactment and the global timeline of policy structures in The Netherlands of several years, this research does not focus on this new policy structure.

Sustainable Urban Mobility Plans

Contemporary mobility planning reflects a transition from car-centric traffic flow models toward sustainable accessibility systems. This shift represents a fundamental change where the traditional focus on traffic flow and circulation has evolved toward socially inclusive and sustainable solutions that prioritize accessibility over traffic movement (Akse et al., 2021). The SUMP framework and accessibility-oriented methodologies operationalize this transition (Rupprecht et al., 2019).

To work toward sustainable mobility, among other initiatives, the European Union mandated that municipalities within the Ten-T network with populations above 100,000 develop Sustainable Urban Mobility Plans (SUMPs) (Rupprecht et al., 2019).

The SUMP framework provides a standardized yet adaptable structure for mobility policy development, organizing elements including vision formulation, implementation documentation, and participation methods. It offers municipalities concrete guidelines for mobility planning, emphasizing vision development and reflection processes while prioritizing early stakeholder involvement throughout planning stages (Rupprecht et al., 2019).

This research adopts the SUMP structure as the organizational framework for analyzing mobility planning processes, to maintain a standardized vision – implementation connection. This approach limits the analytical scope to municipalities required to produce SUMPs based on specific criteria. Within the SUMP roadmap, this research focuses on step 5 and step 7, which contain vision development and policy implementation through measure packages (see figure 1).



Figure 1: SUMP roadmap (RUPPRECHT CONSULT (EDITOR), 2020)

2.3 How mobility relates to welfare

To understand the relation between BP and mobility, it is essential to know how mobility contributes to welfare. Mobility represents the fundamental ability to move. Resources, opportunities and activities are spatially distributed. Whenever someone travels somewhere, invites someone, or receives something, mobility is involved. Accessing these resources is essential for participating in society, making mobility fundamental to daily life. One way to address this inherent relationship between mobility and welfare is through the capabilities approach, developed by Martha Nussbaum and Amartya Sen. This approach examines a person's well-being. With welfare defined as societal well-being (Australian Institute of Health and Welfare, 2023), addressing mobility through this approach is appropriate.

The capabilities approach provides a framework that encompasses a person's well-being through assessing their capabilities and functionings. It draws on theories from Aristotle, Adam Smith and Karl Marx, among others, but gained prominence through philosophers and economic-philosophers Martha Nussbaum and Amartya Sen (Robeyns, 2020). The theory discusses a person's "capabilities"; the doings and beings that people can achieve if they choose, and their "functionings"; the actual achievements of a person's capabilities contributing to their life (Nussbaum & Sen, 1993; Robeyns, 2020). This approach proves more applicable to mobility than traditional utilitarian welfare approaches that focus on maximizing welfare, as it incorporates personal differences that affect one's ability to participate in mobility.

How does mobility relate to capability? The direct link forms through the core capability of "the ability to freely move from place to place" (Nussbaum, 2000, p78). Capabilities exist of resources and conversion factors: the ability to make use of available resources (Vecchio & Martens, 2021). Mobility addresses both elements. First, mobility can function as a resource; the availability of roads, public transport networks or sidewalks in your neighborhood constitute resources. The presence, or absence, of these resources determine one's capability. Living in places that have limited options to this infrastructure, e.g. the absence of public transport, negatively affects one's capability.

However, mobility extends beyond this infrastructure. The ability to use these resources also addresses mobility; the requirement to use a vehicle, having financial funds to pay for transportation, or physical characteristics addressing accessibility, represent conversion factors that affect a person's capabilities. Lacking the ability to make use of these resources has a negative effect on a person's capability too.

Yet mobility can negatively affect capabilities as well. Health, environment and safety are all considered in the capabilities approach (van Burgsteden et al., 2024), dimensions that mobility can impact through pollution, traffic incidents and space allocation. Particularly in environments where pressure on public space exists, and tough decisions on prioritizing these dimensions are made, someone's capabilities can be significantly affected.

Thus, mobility connects inherently to personal well-being and therefore to welfare. This relationship can be both negative and positive. Recognizing this duality demonstrates the need for a holistic approach to mobility.

2.4 Philosophical shift from economic growth to welfare thinking

The theory of Broad Prosperity represents a fundamental shift in how we conceptualize and measure societal welfare, moving away from a strictly economic perspective dominated by GDP toward a more holistic and comprehensive approach (Hoekstra, 2021; Brouwer, 2025). The theory sits within a wider global paradigm shift regarding measurement methodologies that extend beyond the Gross Domestic Product. Hundreds of international approaches pursue this shift similarly (Hoekstra, 2021). Real-world applications demonstrate these concepts gaining traction in policy shifts, as evidenced by Vancouver's framework (Vancouver Economic Commission, 2022) and Amsterdam's adoption of the Doughnut Economy model (Boffey, 2020). For this research, the focus lies on broad prosperity as it applies to the Dutch context, creating a stronger connection to the geographical scope of my study.

The Gross Domestic Product (GDP), introduced by Simon Kuznets in the early 20th century, has long been a key indicator of economic performance (Vanham, 2021). While GDP effectively tracks the economic growth of a nation, it overlooks critical aspects such as inequality, environmental impact, and well-being (Coyle, 2017; Stiglitz et al., 2009). Recognizing these limitations, interest in new ways to monitor prosperity has become more present (Van den Bergh & Antal, 2014). This growing awareness of GDP's shortcomings has catalyzed the development of alternative frameworks like broad prosperity, which seek to capture a more complete picture of societal welfare.

This subchapter examines the historical moments that led to the emergence of Broad Prosperity theory. It traces the genesis of this approach through key philosophical shifts away from pure economic growth thinking, explores how it relates to other welfare measurement frameworks, and examines what BP specifically encompasses.

Realization of spaceship earth

The publication of "The Limits to Growth" in 1972 can be seen as a crucial moment in 20th century economic thinking regarding the realization of Earth's finite resources (Meadows et al., 1972; Koops, 2021). Environmental concerns were already present during that time, as illustrated by Rachel Carson's book on the environmental impact of pesticides ten years prior (Carson, 1962), and the inauguration of World Earth Day in 1970. This report by Meadows et al. (1972) challenged the assumption that unlimited economic growth was both possible and desirable, highlighting that humanity was approaching the finite ecological

boundaries of our planet. The significance of this publication in the Netherlands is illustrated through the headline of a national Dutch newspaper: "Disaster threatens earth" (van Kool, 1972).

Influence on the Dutch economics

In the Netherlands, this global reconsideration of unlimited growth resonated with several influential economists who began developing alternative frameworks for understanding welfare and prosperity. These economists emerged as leaders in this field, with three academics making particularly significant contributions:

Bob Goudzwaard identified capitalism as a manifestation of progress thinking that had emerged since the Enlightenment "as a new religion." In his work "Kapitalisme & Vooruitgang" (1976), he critiqued how capitalism elevated economic growth and efficiency as the highest values while neglecting the externalities accompanying this belief (Duvenage, 1977). Goudzwaard proposed an "economy of enough" rather than unlimited growth, emphasizing care over resources (Duvenage, 1977). From a Christian perspective, he advocated for a holistic view of welfare that encompasses ecological boundaries and human dignity beyond material wealth, anticipating later broad prosperity discussions.

Pieter Hennipman conceptualized welfare notably; He considered that welfare differs from person to person and should be examined as something more than just material prosperity. He acknowledged that external effects could have positive or negative impacts on society, allowing for a discrepancy between the private and public benefits of economic growth (Heertje, 2006; Fase, 2013).

Arnold Heertje built upon Hennipman's subjective welfare thinking, further developing and concretely articulating it into formal, subjective, and broad welfare concepts (Heertje, 2008). He criticized the reduction of economics to the single indicator of GDP (Jacobs & van der Ploeg, 2020), as it neglects externalities in social, environmental, and ethical considerations (Heertje, 2008). Heertje expanded the concept of scarcity beyond material goods to include environmental quality, safety, and social cohesion.

The relation to broad prosperity

The current conceptualization of broad prosperity can partly be explained through these academics and historical moments. “The Limits to Growth” explicitly laid the foundation for recognizing the negative effects of pursuing purely economic prosperity, which reflects in the idea within broad prosperity that trade-offs must be made. Goudzwaard introduced the environmental impact of (economic) growth, which relates to the planetary considerations of broad prosperity. Hennipman developed this further into the mismatch between private growth and public effects (economic) benefits for one person affect the welfare of the public, something that’s measurable in broad prosperity frameworks. Lastly, Heertje further conceptualized these aspects (social, environmental, and ethical) and was one of the first to bring them together in a definition, calling it “Broader Welfare thinking.”

International acceleration in welfare thinking

In 1987, the United Nations World Commission on Environment and Development published “Our Common Future”. This report pioneered an intergenerational approach to welfare by introducing the concept of sustainable development as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs” (Brundtland, 1987; Tijdelijke commissie Breed welvaartsbegrip, 2016). This framework established the foundation for sustainability thinking by emphasizing the connection between economic development, social equity, and environmental protection across time.

The report’s intergenerational perspective, measuring welfare both “here and now” and for “future generations,” became a foundation for subsequent sustainability frameworks. This approach gained significant momentum with the 2009 Stiglitz-Sen-Fitoussi Report, commissioned by the French government, which incorporated this temporal dimension while providing formal institutional backing to the critique of GDP as a welfare measure and recommending broader metrics for measuring societal progress (Stiglitz et al., 2009; Tijdelijke commissie Breed welvaartsbegrip, 2016).

The Stiglitz report’s emphasis on moving beyond GDP echoed earlier strong advocacy from academics like Van den Bergh (2005), who had forcefully argued that “GDP is a measure of economic activity, not of welfare”. Van den Bergh’s call for the complete abandonment of GDP as a social welfare indicator represented one of the most direct challenges to conventional economic metrics, arguing that alternatives were not merely supplementary but necessary replacements for the fundamentally flawed GDP measure.

A similar conclusion was made by Stiglitz et al (2009): “the time is ripe for our measurement system to shift emphasis from measuring economic production to measuring people’s well-being”. It recommended a multidimensional approach to measuring welfare, suggesting that national statistical offices, such as the CBS in the Netherlands, collect and publish data on quality-of-life indicators including health, education, personal activities, political voice, social connections, environmental conditions, and economic insecurity. This report gained significant international traction and influenced policy development worldwide, including in the Netherlands (Tijdelijke commissie Breed welvaartsbegrip, 2016).

2.5 Relation of BP to other frameworks

These limitations of GDP as a comprehensive measure of societal welfare have become increasingly apparent, leading to the development of many alternative measurement frameworks. This shift reflects a fundamental change the conceptualization of well-being beyond just economic dimensions.

Over the past decades, more than 100 distinct initiatives have emerged to develop indicators that go beyond traditional GDP measures (Schoenmaker et al., 2015). These “Beyond GDP” frameworks include widely recognized approaches such as the Human Development Index, Sustainable Development Goals, and various Well-Being Indices. Each attempting to capture dimensions of human welfare that GDP overlooks, including environmental sustainability, health outcomes, education, inequality, and subjective well-being. This research does not aim to comprehensively review all these measurement systems, as such analyses have been conducted elsewhere (See Schoenmaker et al., 2015; Hoekstra, 2019; Institute for Environmental Sciences Leiden, n.d.), and therefore lie beyond the scope of this research.

This abundance of alternative measures has created its own challenges. Despite their conceptual advantages over GDP, these frameworks have struggled to achieve the simplicity and policy influence that makes GDP so persistent (Schoenmaker et al, 2015). As Hoekstra (2019) notes, to effectively compete with the flawed but widely used GDP, a harmonized approach is essential. The Stiglitz-Sen-Fitoussi Report represented a significant step toward such harmonization, providing formal backing for moving beyond GDP-centrism in policy evaluation (Stiglitz et al., 2009).

The most comprehensive harmonization effort, however, came from the Task Force on Measuring Sustainable Development (United Nations, 2014). Building on the intergenerational perspective established in the Brundtland Report (Brundtland, 1987), this framework organized well-being measures into three conceptual dimensions: “here and now” (current well-being), “elsewhere” (transnational impacts), and “later” (resources available to future generations). This three-dimensional approach provides a more complete view of prosperity that captures both immediate outcomes and long-term sustainability. Over 65 countries endorsed this research and its conclusions (CBS, 2018).

The framework’s influence extended to the Netherlands, where the Parliamentary Commission on Broad Prosperity recommended adopting this three-pillar structure as the foundation for the country’s approach to measuring broad prosperity (Tijdelijke commissie Breed welvaartsbegrip, 2016). The Dutch Central Bureau of Statistics (CBS) subsequently implemented this recommendation in its first publication on broad prosperity, marking a significant institutional step toward operationalizing these broader prosperity concepts in national statistical frameworks. The following chapter on the state of the art of BP will continue further on these frameworks.

2.3 Conceptual framework

The theories and concepts central to this research are visualized in figure 2. The main fields this research is conducted in, are welfare, mobility and the implementation gap, with broad prosperity and (mobility) planning placed as sub-fields.

In this framework, welfare (societal well-being) and mobility are interconnected with each other through the opposing arrows; mobility contributes to welfare by allowing for movement, which is essential for a society, visualized through the upward facing arrow. The opposing arrow shows mobility as a function of society; it is planned and organized by society. The subfields of “broad prosperity” and “planning” allow for these interconnections. Within this research, “implementation gap” has the same level of importance as welfare and mobility, illustrated by its size. It is placed in between the two fields as it relates to the relation of the two, relating it to “broad prosperity” and “planning”.

“Welfare” is defined by the more holistic approach to well-being discussed in the paragraphs above. The concepts relate to these new frameworks, such as well-being, framework of the OECD, and the multidimensional approach. “Mobility” centers the physical presence and the holistic philosophical relation of mobility to well-being through the capabilities approach. “Implementation gap” centers around the concepts discussed in its corresponding paragraph, circling the reasons for implementation difficulties.

The sub-field “broad prosperity” illustrates the (new) conceptual understanding of mobility and is defined by the concepts of the PBL (The Netherlands Environmental Assessment Agency) and frameworks; illustrating the variety of different concepts and understandings it entails. This sub-field is predominantly related to the implementation of mobility from welfare, therefore it highlighted more towards the downward facing arrow. “Planning” relates to the procedural aspects of the interconnections between welfare and mobility, encompassing organizational concepts such as policies and SUMP. It is connected to both the directions of the interconnectedness, therefore highlighted on both arrows.

This research is circled around this conceptual framework, aiming to verify the definitions of the theories and identify the relations in actual mobility planning in The Netherlands.

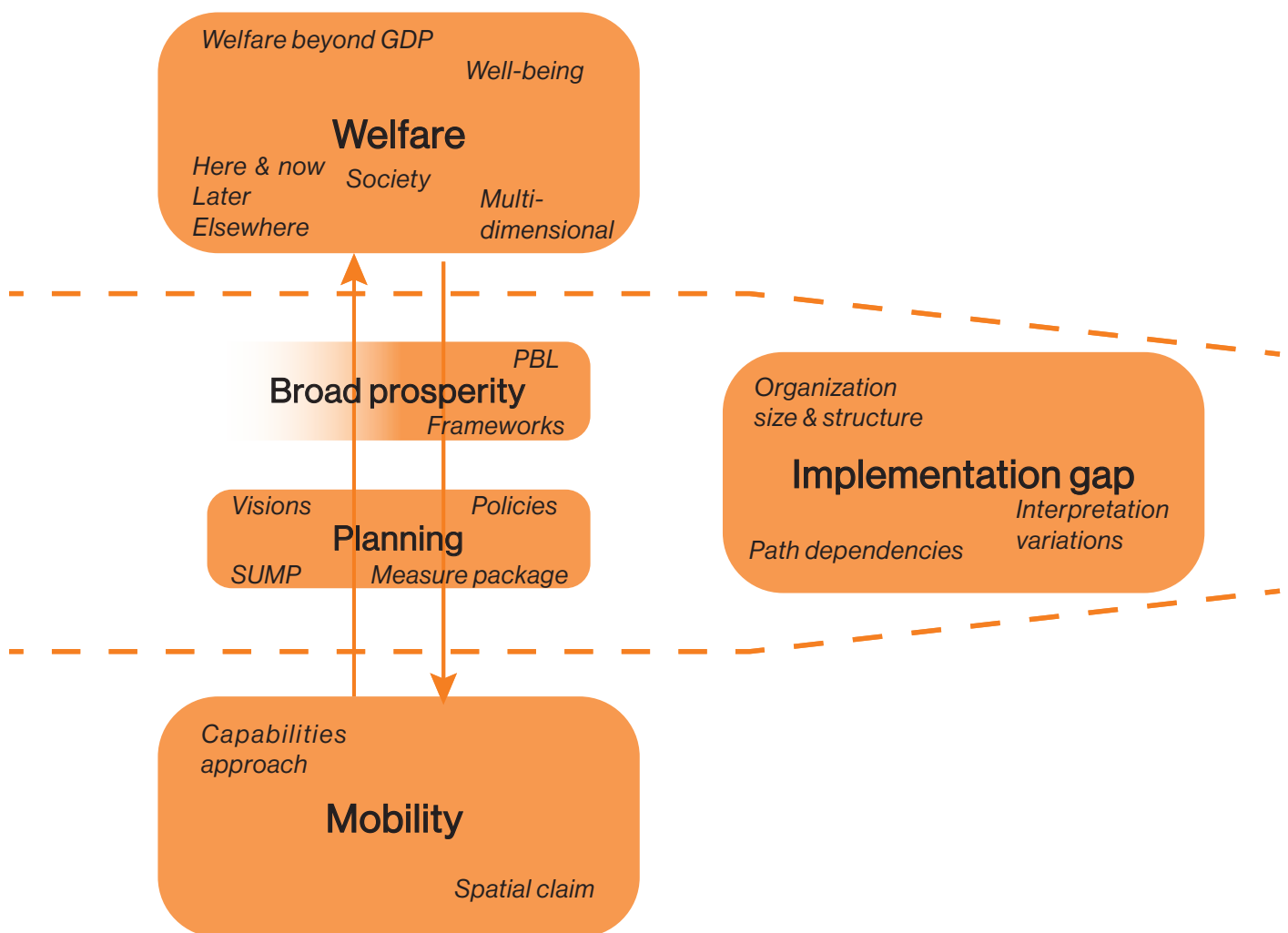


Figure 2: Conceptual framework for this research (made by author)

Chapter 3

Methodology

This chapter sets out the methodological structure of this research, aiming to explain how the proposed research questions will be answered. I start with an elaboration on the chosen methods, and their relevance to the research. An explanation on both the policy analysis and interview methods will be explained through in the following paragraphs: discussing the elements of each method and their relevance to this particular research. Lastly, for each part of the research, analysis methods are discussed.

3.1 Research setup

Within this research, I go through three phases which are visualized in a diamond structure in figure 3. Each diamond represents a phase; the framework analysis phase, the policy analysis phase and the expert interview phase. In each diamond, the diverging side represent the data gathering part of that particular phase. These are followed by converging sides represent the analysis part of the phase; aiming to make sense of the gathered data, to finally conclude in results, represented by the dashed circles. These results answer either one or two subquestions, and in the case of phase 1 and phase 2, deliver essential outcomes for the continuation of the research.

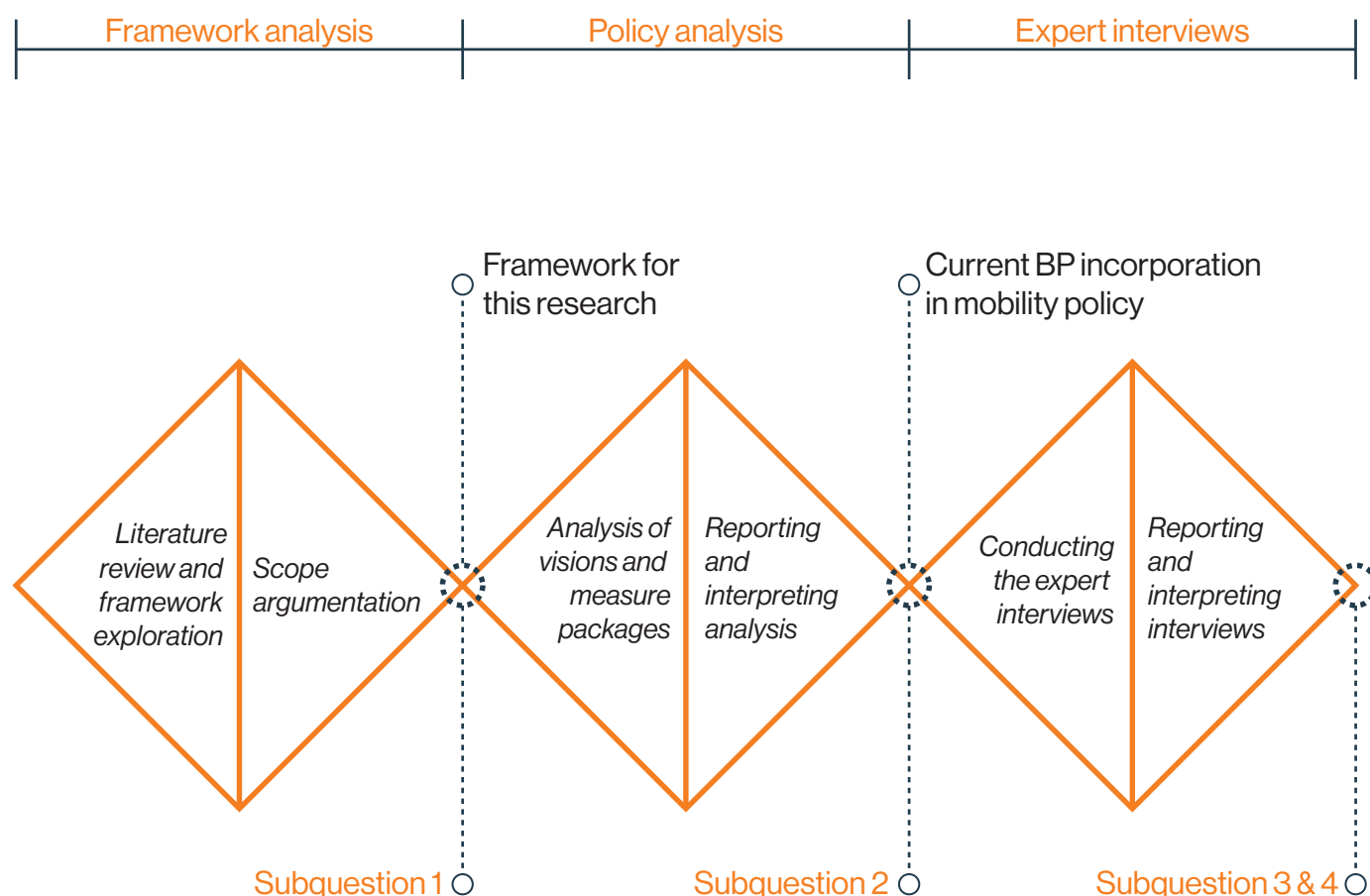


Figure 3: the three phases in diamond structure (made by author)

3.2 Framework analysis

To determine what exactly is considered as broad prosperity in this research, a framework analysis is performed. This analysis consists of three steps: exploring institutions, examining definitions, defining scope. This is done through an exploratory state-of-the-art review; scanning institutions and their recent publications on BP will reveal their contemporary understanding of BP in relation to mobility. Based on these frameworks, a selection on dimensions and aspects will be argued through scope-related reasoning, forming an answer to research question 1.

3.3 Mixed methods

This research employs a mixed methods approach, integrating policy analysis of mobility planning documents with semi-structured expert interviews to address different components of the research question. This combination of methods is appropriate for this research, as the aim is to form an answer beyond the cause and effect, the “what”, and tries to better understand the “why” and “how” (Burch & Heinrich, 2016). Policy analysis provides an objective overview (the “what”) of how BP is currently incorporated in mobility planning, establishing the state of the art in this policy domain.

The interviews examine the underlying factors and policy structures that shape current BP implementation, accessing the decision-making processes behind policy choices (the “why” and “how”). The methods amplify each other’s outcomes, following a sequential explanatory set-up (Burch & Heinrich, 2016): policy analysis creates a foundation for expert interviews by providing insights into current broad prosperity incorporation and concrete results for experts to reflect upon. Interview outcomes explain the differences and reasoning behind BP implementation patterns identified in the policy analysis.

3.4 Policy analysis

The policy analysis addresses research question 2 by documenting current BP incorporation in mobility policies and examining how it is considered. Systematic policy analysis provides a robust method for evaluating quality through structured document review, addressing this research question effectively. A systemic evaluation enables to identify their specific strengths and weaknesses, to judge whether their overall quality is good, and to provide a basis for ensuring that they reach a desirable standard (Berke & Godschalk, 2009). This subchapter describes the analysis process: which documents are analyzed, the analytical structure, and how the analysis is conducted.

Sample Selection

This research analyzes eight municipalities from the 27 that have published, or must publish, a SUMP in the Netherlands (Goudappel, 2023), to identify BP indicators in vision documents and measure packages. Qualitative research demonstrates that saturation occurs between four to eight focus group discussions and nine to seventeen interviews, depending on population homogeneity and research objectives (Hennink & Kaiser, 2022). Policy document analysis shares similarities with interview research; both examine homogeneous groups for thematic patterns through textual analysis, making these saturation guidelines applicable to the policy analysis. Analyzing eight policy documents revealed that thematic similarities emerged consistently after the eighth document, indicating saturation.

The selection criteria for these municipalities are the following:

- Is a mobility vision publicly available?
- Is a measure package publicly available?
- Is there a clear distinction between the vision and the implementation publications?
- The year of publication
Publication year is relevant as Broad Prosperity conceptualization is relatively new, making newer documents preferable for illustrating current implementation. Based on scanning all 27 municipalities, 2021 proved toward the upper bound of publication years. Documents published before 2021 are therefore generally not preferred.
- Clarity and structure
This assessment examines the substance and structure of mobility policies. Vision documents are evaluated on length, analytical quality (references to current conditions), alignment with municipal structural visions, and whether it follows a known structure (introduction, vision, modelling components). Measure packages are assessed on length, comprehensiveness (e.g. including an implementation timelines), vision integration, and specificity of individual measures.

Based on these criteria, eight cities are considered, shown in table 1. Rotterdam is included in the sample, although it doesn't fit the year of publication criterion. This decisions is made to include two of the G4 cities, enriching the sample with a variety of different population sizes.

The sample selection ensures spatial representation across the Netherlands, avoiding concentration in specific provinces or regions, and incorporates multiple consulting firms beyond Goudappel in policy development. While Goudappel's prominence in Dutch mobility planning means they contributed to most SUMP policies, the sample includes documents from diverse advisory firms, such as APPM and Studio Bereikbaar. The complete sample selection can be found in appendix A.

CITY	YEAR	FIRM	REFERENCE
Alkmaar	2024	Goudappel	(Goudappel & Gemeente Alkmaar, 2024)
Arnhem	2024	Goudappel	(Goudappel & Gemeente Arnhem, 2025)
Dordrecht	2024	Goudappel	(Goudappel & Gemeente Dordrecht, 2024)
Eindhoven	2024	unknown	(Gemeente Eindhoven, 2024)
Groningen	2022	unknown	(Gemeente Groningen, 2022)
Haarlem	2021	Studio Bereikbaar	(Studio Bereikbaar & Gemeente Haarlem, 2021)
Rotterdam	2020	Goudappel	(Gemeente Rotterdam, 2020)
Utrecht	2021	APPM	(APPM & Gemeente Utrecht, 2021)

Table 1: Policy analysis sample selection, extended table can be found in appendix A

Analysis

The analysis is done through a qualitative axial coding; for each municipality, the vision and the MP are coded on each of the dimensions and aspects of BP, following the framework indicated in chapter 4.1. Text elements are identified and categorized in order to illustrate how BP is considered in these policies. An evaluation and typology will be provided. In this analysis, a text element refers to any type of text; sentences, bulletpoints or even whole paragraphs. The lengths of the text elements is not considered in the analysis.

The text elements are categorized based on the direct effects; only the effect that is directly linked to the text element will be labeled. E.g.; if a text element discusses separating the bicycle infrastructure from the road to improve cyclists safety, the direct effect of this text element is an improvement of the traffic safety, leading to the category “traffic safety”. An indirect effect could be that this improved safety makes biking more attractive, leading to more cyclists on the road improving the health of those cyclists. In this case, the category “physical activity” will not be given to the text element, as only direct effects are considered. If a text element directly links to more dimensions, it will be recorded twice, and categorized in both dimensions.

For each of the publications of the sample selection, the following steps will be performed:

1. Scan through the document
2. Identify vision chapter and subchapters
3. Identify measure package chapter and subchapters
4. In depth reading of vision chapter.
5. Identify text elements related to broad prosperity
6. Categorize set text element and label based on content, taking in consideration the context and paragraph and surrounding text
7. Report in excel: location of text element, text element, dimension, aspect, typology, and valuation
8. Repeat steps 4-7 for measure packages chapter
9. Analyze the data in excel; illustrate differences and between municipalities

Mobility policies vary significantly across municipalities, lacking standardized formats or content requirements. Some municipalities provide detailed project descriptions and implementation strategies, while others organize their measure package around a list of proposed redesigns for streets, categorized in a timeline, without diving into the argumentation for the project. A list of the analyzed chapters and reasoning can be found in appendix B.

Evaluating the text elements

Not all text elements are created equal, and not all bear the same weight. E.g., A main objective has different importance than a subordinate clause. To account for this variation, text elements are not only categorized into dimensions and aspects but are also assigned characteristics (typology & valuation). The typology refers to the type of text: sentence, list, subordinate clause, or paragraph. The valuation refers to the concreteness of a text element and addresses the level of detail and specificity of a text element.

This method builds on established practices in policy analysis, where valuating the concreteness and quality of policy content has proven to be a reliable method for assessing the quality of governmental plans, highlighting the relevance to this qualitative research (Berke & Godschalk, 2009). By examining not only the presence of dimensions of broad prosperity, but their quality and level of detail, this valuation approach highlights the differences in concreteness of goals. Each text element receives a valuation of low-mid-high, reflecting this graduated assessment. By addressing these scores, the quality of policies is addressed in more detail than just identifying whether a dimension is mentioned or not, but specifying their quality. Table 2 provides examples of how scoring takes place, with regards to text elements found in the policy documents.

A text element receives a “low” valuation when the goal is described, but how this is intended to achieve remains unclear, lacking a coherent method or implementation strategy. Even when a method is described, if it fails to clarify how it contributes to the stated goal, the valuation remains low. Additionally, text elements that lack spatial specificity; failing to indicate where it will be implemented, what it entails, or which populations will be affected, also receive this lowest rating.

A “mid” valuation indicates a better connection between goals and methods, though the implementation details remain surface-level. While these text elements can link specific projects or implementations to broader objectives, they lack depth regarding critical dimensions such as location specificity or priority setting or other implementation details. The relationship between intention and action is present but not described in detail, leaving gaps in understanding how the proposed measures be brought into practice.

The highest valuation, “high”, is reserved for text elements that provide detailed explanations of how goals will be achieved through specific methods. These text elements demonstrate a high level of explanation with comprehensive details about implementation processes. While time-indicators can strengthen a high valuation, they are not necessary; the key criterion is the depth and clarity of the intended implementation.

TEXT ELEMENTS EXAMPLES	CITY & PAGE	SCORE	EXPLANATION
We therefore invest in multimodal accessibility to these destinations.	Dordrecht, 36	Low	States a goal (multimodal accessibility), but doesn't specify how, when and what determines when a goal is achieved.
We want transportation to be accessible and remove physical barriers.	Eindhoven, 24	Low	Underlines the importance of accessibility through barrier working, but doesn't specify the definition of barriers, where these are removed and what comes or doesn't come in its place.
In addition, we want these trips to be safer.	Haarlem, 42	Low	Defines a goal (safer trips), but doesn't specify how this will be achieved, when and what the definition of safe is. The sentence follows up on a sentence on public transportation, though this
Within Alkmaar, the close-knit bicycle network will be improved, following national design guidelines, so that it becomes suitable for different groups.	Alkmaar, 22	Mid	Says what the goals is (more suitable) and how it will be achieved (following the national guidelines), but doesn't specify which groups will be targeted, how they benefit from the national guidelines and when this will happen.
To promote cycling and ensure the safety of cyclists, we are improving bicycle infrastructure and creating more bicycle-friendly facilities so that Dordrecht can continue to develop as a bicycle-friendly city.	Dordrecht, 42	Mid	Clear goals are formulated (promote cycling and ensuring the safety of cyclist), and explained how (improve bicycle infrastructure and facilities), though not specifically explained what this entails and where it will can be expected.
Reducing speed to 30 km/h provides greater safety and livability on city and residential streets	Rotterdam, 21	Mid	Goal and method is formulated, but unclear how the reduction of speed improves the livability and safety. Moreover, there's an absence of time indication.
The inner city is undergoing a transformation thanks to zero-emission urban logistics, for example. A reduced number of vehicles powered by clean energy sources is creating a cleaner and healthier urban atmosphere.	Arnhem, 14	High	Clear goal definition and method, and explained how it will contribute to a more cleaner and healthier city. Proven methods (zero-emission city-logistics and clean energy sources) are directly linked to the healthier city environment.
'Green space and bike rack' pilot where residents can request additional green or bike parking spaces in the street at the expense of a car parking space. This helps to create the social norm that bicycles are more important than cars when allocating scarce space in the city.	Haarlem, 43	High	Detailed explanation of how to improve the spatial quality in cities, directly linked to actions (swapping carplaces for greenery / biking places). Also explains the positive side effect of creating a social norm.
Proximity: We concentrate city growth as much as possible within urban areas around nodes. As a result, people travel less (far) to work and facilities, participate more easily in a variety of activities, and choose walking, cycling, public transport and shared mobility more often.	Utrecht, 30	High	Goal (reducing the need for mobility) is clearly described and explained how (through concentrating on inner urban growth). Also explained how this method contributes to the goal; less need for travelling and participating in different activities.

Table 2: Examples of text elements and corresponding valuation

3.4 Expert interviews

To understand the barriers preventing the implementation of broad prosperity in mobility planning, I conduct semi-structured interviews with experts. Rather than surveys, interviews allow for engagement due to the face-to-face contact. It creates an environment where interviewees can comfortably structure their thought process (Babbie, 2013). For answering research question 3, I try to analyze the motivations that lead up to a decision, whether an aspect of broad gets prioritized or not. Answering these questions can be conversation dependent, making the choice for an interview logical.

Introduction

This research targets experts specifically because the focus on policy development processes rather than policy outcomes. Within this phase, experts have a dominant role over random individuals, as they play a more significant part in constructing policy, unlike the implementation phase, which has more effect on random individuals. Specialists from diverse fields including academia, policy development, and mobility-consultancy are considered. Semi-structured interviews are particularly valuable in this context as they provide sufficient structure while maintaining the flexibility needed to dive deeper into the experts' knowledge domains and adapt to insights or new information during conversations (Kallio et al., 2016).

Within expert interviews, Bogner and Menz (2009) developed a typology distinguishing three dominant forms: exploratory, systematizing, and theory generating.

- Exploratory expert interviews function as orientation tools in fields that are new or poorly defined, helping researchers establish initial understanding and develop clearer problem definitions. They require some basic structure through a topic guide while allowing for spontaneous digression, allowing for quick adaptation within the interviews.
- Systematizing expert interviews focus on accessing exclusive knowledge that experts possess about action and experience derived from practice. They employ elaborate interview guides to gain comprehensive information about "objective matters," treating experts primarily as informants providing factual information unavailable to the researcher.

- Theory-generating expert interviews aim to uncover and analyze the subjective aspects of expert knowledge, revealing the implicit decision making. It's not developed to unravel factual information, rather it tries to understand which reasons or motivations lead up to certain decisions. It generates qualitative theory through interpretations rather than statistical conclusions.

Theory-generating expert interviews are particularly suitable for this research as they seek to gather "interpretative knowledge"; the expert's subjective orientations, perspectives, decisions and interpretations regarding mobility policy writing (Bogner & Menz, 2009). Unlike approaches focused on collecting objective facts or exploratory interviews, I am primarily interested in understanding the underlying reasoning and motivations that guide experts during the policy writing phase, particularly those factors that create barriers to implementing broad prosperity concepts.

In these interviews, I adopt a primarily receptive posture, positioning myself as a receiver of knowledge while using questions that encourage narrative responses, supplemented by committed but naïve follow-up inquiries. This interview style enables high trust and reduces pressure on the interviewees, though its flexible nature can make guiding the conversation more challenging (Bogner & Menz, 2009). I acknowledge and take in consideration the fact that the collected data is likely to be (partially) shaped by the interview itself; experts' responses are influenced by their perceptions of my competence, background and influence (Bogner & Menz, 2009).

Experts

Ten expert interviews are conducted, as saturation typically occurs around this amount (Hennink & Kaiser, 2022). All experts possess mobility policy expertise across three sectors: academia, public administration, and private consulting. Experts are contacted through personal and professional network, including Goudappel's extensive municipal connections throughout the Netherlands. While the researcher's Amsterdam-based location resulted in regional concentration of some contacts, Goudappel's diverse national work field allowed access to consultants with varied geographical experience across Dutch municipalities, ensuring comprehensive spatial perspectives on mobility planning while maintaining domain expertise. Table 3 provides an overview of interviewed experts.

INTERVIEWEE	ORGANIZATION	PROFESSION
Consultant 1	Goudappel	Strategic mobility-policy consultant
Consultant 2	Goudappel	Strategic mobility-policy consultant
Consultant 3	Goudappel	Public transport consultant
Policy advisor 1	Municipality of Amsterdam	Mobility policy advisor
Policy advisor 2	Municipality of Amsterdam	Mobility policy advisor
Policy advisor 3	Amsterdam Regional Transport Authority	Mobility policy advisor
Policy advisor 4	Province of North Holland	Mobility policy advisor
Policy advisor 5	Municipality of Alkmaar	Mobility policy advisor
Researcher 1	Delft University of Technology	Phd candidate in transdisciplinary actions
Researcher 2	Tilburg University and municipality of Tilburg	Phd candidate in BP operationalization.

Table 3: List of experts interviewed for this research. Names and details are in hands of the researcher and can be shared upon request, if complied with privacy requirements

Interview structure

The semi-structured interviews follow a general structure to generate relative corresponding outcomes, but do lack an organized question list. The global structure circulates around four themes:

1. Definition of Broad Prosperity according to the interviewee – BP being a relatively new concept with discussions on the aspects and dimensions ongoing, understanding the interviewee's perspective on the definition is interesting and relevant to the research.
2. Gaps between vision and implementation – this theme discusses the general policy-writing structure within the mobility domain. Understanding this structure helps placing the operationalization of BP in perspective. Moreover, it generates insights in the operation of governmental organizations in general, helping to understand the knowledge and financial flows within such organizations. Answers from this theme should contribute to answering research question 3.
3. Barriers to operationalization – this theme dives into the specific elements of BP within the policy domain that effect the operationalization of BP. It explores both conceptual difficulties and organizational properties, to discover might influence the operationalization. Answers from this theme should help answering research question 3.
4. Possible solutions – during this theme, interviewees are asked what according to them would improve the operationalization of BP. Answers to this theme might relate to the answers from previous themes, but not necessarily. The outcomes of this theme should contribute to answering research question 4.

In addition to these themes, extra content is asked and discussed (see table 4). Introductory questions, project explanations, and recording permissions were included to familiarize interviewees and establish comfortable conversation conditions, a crucial step for maintaining open dialogue (Babbie, 2016). Concluding segments allowed for final reflections and additional thoughts on BP, captured within theme 5 (see table 4). Prior to interviews, participants received an information email detailing the project and interview structure (see appendix F). Supporting questions were also prepared to guide conversations and prevent extended silences, though these remained optional tools to facilitate discussion rather than mandatory components.

Due to the objective of the interviews, theory-generating and aimed to gather interpretive knowledge, the nature of the questions will lie in asking for examples during the decision-making process rather than asking for objective answers, aiming to understand the interviewees choices rather than objective answers.

THEME	LEADING CONTENT	SUPPORTING QUESTIONS
0	Introduction of thesis and myself	• Reason for thesis • Relation with Goudappel • Results of policy analysis
0	Background of interviewee	• Professional role and experience • Conformation of confidentiality • Permission to record and transcribe
1	Understanding of Broad Prosperity in Mobility	• How familiar are you with Broad Prosperity? • What do you consider as Broad Prosperity? • To what extent do you think Broad Prosperity is considered in mobility? • Which aspects of Broad Prosperity do you think are most important to mobility?
2	Gaps between vision and implementation	• In your experience, to what extent do you think that the vision is represented in implementation? • Can you provide an example of a where you've observed a disconnect between vision and implementation? • If, why do you think there's a disconnect between vision and implementation within mobility policies? • How do you currently evaluate whether implementation fits vision?
3	Barriers to Operationalization	• What do you see as potential barriers for operationalizing BP in measure packages? • How do competing priorities / traditional decision making / resource constraints play a role? • Can you give an example when BP was well operationalized? • What made this operationalization successful? • Can you give an example when BP was hard to operationalize? • What stood in the way of this operationalization?
4	Potential solutions	• What would make the operationalization of Broad Prosperity more successful in your opinion? • What specific tools / methods would be helpful? • What other recommendations would you give to policy advisors to improve ?
5	Conclusion	• Is there anything important about this topic that we haven't discussed? • Would you recommend any other people I should interview on this topic? • May I contact you again if I have follow-up questions?

Table 4: Structure of expert interviews, including themes, leading content and supporting questions. Dutch version that was actually used can be found in appendix E

Analysis

The analysis of the expert interviews follows the Framework Method, an approach in qualitative research originally developed by Ritchie and Spencer in the 1980s. This method facilitates systematic comparison across interviewees through a matrix structure where individual respondents' perspectives can be analyzed across thematic categories (Gale et al., 2013). The Framework Method is particularly appropriate for analyzing semi-structured interview data covering similar topics, whilst allowing for diverging viewpoints and experiences in those topics.

The Framework Method exists of five steps; familiarizing interviews, developing a framework, coding the interviews, charting the data and mapping/interpreting (see figure 4). Occasionally, some researches will add steps within this framework such as open coding step that allow for elaboration on the codes and content of interviews (See Gale et al., 2013). This research will not include those steps, as the themes are already prescribed through the policy analysis and literature review.

The interviews will be labeled and indexed according to predetermined themes: understanding of broad prosperity, general gaps between vision and implementation in policies, challenges in operationalizing broad prosperity within mobility planning, and potential solutions to these challenges.

The interviews are transcribed with Microsoft Teams. As all the interviews are held online, this allows for a constant way of transcribing. Though not always the most accurate with transcribing the exact words, live in-person note-taking allows for reverse engineering exact wording. All interviewees have been asked for permission to transcribe and use all the data. Written confirmation and transcripts are in hands of the researcher, and can be shared upon request, if complied with privacy requirements.

The analysis of the interviews follows the framework method:

1. For each interview, the transcript and notes are scanned through, to get familiar with the data
2. Three transcripts are read in depth, to form the base for developing a coding framework.

The interviews of consultant 1, policy advisor 1 and 2 are used to develop a coding framework, as these were held first. The codes are categorized within each theme, and are reported in table 5, including a brief explanation. The code "Other" is added to themes 3 and 4 to categorize diverging answers.

3. All the interviews are coded and reported in an excel file.

In the excel file, literal quotes are reported, with the page number and translation, along the structure of table 5.

4. The interviews are charted in the results chapter.

The quotes are summarized and reported in table format.

5. The mapping and interpretation is reported in the discussion and conclusions chapter.

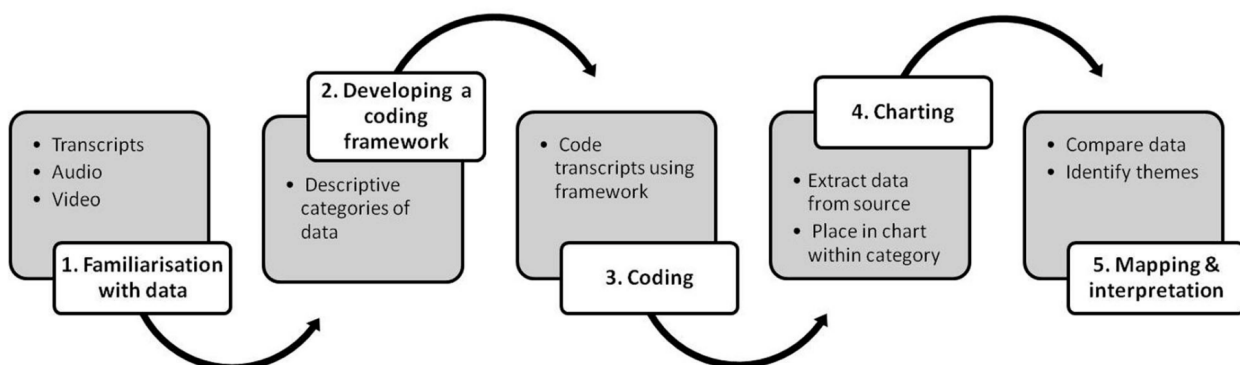


Figure 4: Outline of the five steps for the framework method by Ritchie and Spencer (1994), image from (Johnson et al., 2016)

THEME		CODE (FROM INTER-VIEWS)	EXPLANATION OF CODE (NOT IN EXCEL)	INFO
1	Relation between BP and mobility	Definition of BP (dimensions / aspects)	Interviewee's definition and perception of BP.	Quote
				Pagenumber
				Remark
		Time-relevance of BP	Indication of time-relevance according to the interviewee	Quote
				Pagenumber
				Remark
		Current role of BP in the mobility domain	How the interviewee sees BP used in mobility	...
2	From vision to implementation	Structure of policy writing	General understanding of the policy writing structure	...
		Challenges	Challenges that arise with general policy writing	...
3	Barriers to the operationalization	Knowledge Deficit	Lack of knowledge of BP	...
		Organizational structure	Challenges with BP in relation to the organizational structure of governments	...
		Political (un)will	Political priorities influencing operationalization of BP	...
		Complexity	The complexity of the concept BP	...
		Measurability	Challenges with regards to measuring / quantifying BP	...
		Other	Other insights	...
4	Possible solutions	Integration of teams	Integration / interdisciplinary team forming.	...
		Checklists / tools	Tools / frameworks to evaluate BP	...
		Other	Other insights	...
5	Extra thoughts	Other	Other insights	...

Table 5: Structure of the interview analysis. Each interview is reported in themes and codes along the first three columns of this table, by reporting the quote, pagenumber of transcript (in hands of the author, if complied with privacy guidelines), and remark; English translation

Chapter 4

Results

This chapter contains the results from the framework analysis, the policy analysis as the expert interviews. The latter two are extensively reported in excel files, which can be found in the Appendices C, D and G. The intention of this chapter is to present those reports in a comprehensible manner, only reporting objective observations from these reports and keeping a distance to any interpretation, as this will be written in chapter 5: Interpretation.

This chapter starts with the results the framework analysis, followed by the policy analysis, including a general analysis of the dimensions, a deeper analysis and ending with a summary. Lastly, the results of the interviews are discussed, where each theme (see chapter 3.4) is reported.

4.1 Framework analysis

Academic interest in BP is underscored by the number of new professors and chairs appointed at Dutch universities specifically focused on this concept (Brouwer, 2025; Putters, 2024; Raspe, 2024). This growing engagement has contributed to the development of more refined frameworks and methodologies for measuring indicators. The following paragraphs explore several frameworks from different organizations: Central Bureau of Statistics (CBS), University of Utrecht, Netherlands Environmental Assessment Agency (PBL), TNO and Goudappel. The last paragraph describes the concluding framework for this research with argumentation for its dimensions and aspects.

Central Bureau of Statistics

Essential for the understanding of broad prosperity in Dutch policies was the publication of the parliamentary commission on Broad prosperity in 2016, which results initiated consistent monitoring (Tijdelijke commissie Breed welvaartsbegrip, 2016). Following this report, the Central Bureau of Statistics (CBS) established a monitoring system based on the framework established by Task Force on Measuring Sustainable Development for broad prosperity across three levels: “here and now” (current well-being), “elsewhere” (international impacts), and “future generations” (future well-being). This framework represents the most established institutionalization of broad prosperity in the Netherlands, with its three dimensions each containing specific aspects that guide national monitoring efforts (see table 6).

At its core, broad prosperity concerns factors that influence people’s daily lives, health, proximity to green spaces, availability of schools, and similar locally experienced conditions. Since these factors primarily manifest at local and regional levels, many scholars argue that broad prosperity discussions should focus on these scales (Brouwer, 2025). Together with RaboResearch, the university of Utrecht has developed a complementary framework specifically designed to measure broad prosperity at this regional level (Utrecht University, 2024). Their Regional Broad Prosperity Indicator (Regionale Brede Welvaartsindicator) addresses the spatial gap in the CBS framework by providing analyses across different regions in the Netherlands. This framework maintains the multidimensional character of broad prosperity but publishes one indicator (similar to GDP) to compare regions and trends easily (Utrecht University, 2024).

DIMENSION	ASPECT
“Here & Now”	Material prosperity
	Well-being
	Working & Learning conditions
	Health
	Environment
	Society
“Later”	Safety
	Economical Capital
	Natural Capital
	Human Capital
“Elsewhere”	Social Capital
	Trade & Aid
	Carbon Footprint
	Raw material import
	Imports of Raw materials from Least Developed Countries

Table 6: Broad prosperity framework defined by CBS (CBS, 2018)

The Netherlands Environmental Assessment Agency (PBL) has further refined the spatial dimension of Broad Prosperity of the CBS through their framework. Their approach provides more relevance to spatial indicators, including accessibility of schools, availability of proper healthcare facilities, and proximity to employment opportunities (Brouwer, 2025). Most relevant to this research, PBL has developed a broad prosperity framework specifically for the mobility domain, identifying key aspects such as accessibility, safety, health, and environmental surroundings (Snellen et al., 2021). Each dimension is defined further in detail through aspects.

BP framework used in this research

In addition to the PBL's framework, TNO developed a framework to further advance the discussion on measuring and concretizing broad prosperity in mobility (VonkNoordegraaf et al., 2021). They produced a set of approximately 50 indicators, organized into subgoals within the four dimensions established by PBL. While more detailed and thoroughly explained, this framework is operationalized in this research. These indicators measure mobility projects with great specificity, making them valuable for evaluating concrete existing situations due to their measurability, but less appropriate for analyzing vision documents and future measure packages, as these types of documents contain a greater level of abstractness.

Lastly, private organizations, such as Goudappel, have also created broad prosperity frameworks, to further evaluate their work within BP. Coming from the private sector, these frameworks are generally more applied to real world policies, though being broader to more quickly analyze work. Goudappel describes 5 aspects within BP: Health, sustainability, accessibility & economy, living environment and social inclusion (Goudappel, 2025b).

This research uses a framework (table 7) based predominantly on PBL's framework, as the level of abstractness and applicability to visionary documents make it fit for the purpose of this research. This framework is enriched with the dimension "social inclusion", to address person's ability to participate in mobility, relating to the capabilities approach. In a similar policy evaluation, the mobility authority of Amsterdam (VRA) included this dimension to evaluate their policy on BP, thus this additional dimension is appropriate (Vervoerregio Amsterdam, 2024). This dimension is further detailed with aspects "Economical" and "Physical", relation to traffic poverty and the inability to participate in mobility through physical limitations. These two aspects were determined through open coding during the policy analysis.

DIMENSION	ASPECT
Accessibility	Jobs
	Social Contacts
	Amenities
Safety	Traffic safety
	Social safety
Health	Physical activity
	Harmful emissions
Living environment	Barrier effect
	Environmental pollution
	Climate change
	Spatial quality
Social Inclusion	Economical
	Physical

Table 7: BP framework used in this research defined in dimensions and aspects

4.2 Policy analysis

This policy analysis starts with a quantitative foundation to illustrate the occurrence of the dimensions of BP. General insights, such as occurrence and valuation are reported, followed by general observations from the analyses. This is followed by a more in-depth analysis of each dimension, focusing more qualitatively on the appearance of each dimension, as well as a deeper examination of the aspects. This will be followed by a summary, generally looking back at the findings.

Quantitative foundation

The quantitative foundation of this policy analysis reveals significant patterns across municipal mobility planning documents. A systematic examination of vision documents generated 163 coded text elements across the sample municipalities, with an average distribution of 20,4 text elements per municipality. Corresponding measure packages contained 87 text elements, averaging 10 per municipality. This quantitative disparity of 46,6% reduction between vision and implementation illustrates declining appearance of broad prosperity.

Analyzing the dimensions reveals substantial variation in the frequency of broad prosperity indicators across policy documents. Figure 5 demonstrates these differences in both vision documents and measure packages, establishing a clear hierarchy of dimensional representation. Living environment and safety appear as the most frequently cited dimensions, followed by health and accessibility, while social inclusion demonstrates limited representation in vision documents, all indicated in yellow in figure 5.

Apart from this uneven distribution, figure 5 reveals another pattern. In orange, the “expected” occurrence of BP dimensions is illustrated. This expectation is based on the established 46,6 reduction from vision to MP. E.g., “accessibility” occurs 30 times in vision documents. One could expect a proportional occurrence of $(30 - 46,6\%) = 16,1$, illustrated in orange. However, in reality, “accessibility” occurs 21 times in MPs, illustrated in green, indicating that it’s relatively more discussed than other dimensions. Following this same reasoning, It can be observed that “health” and “social inclusion” appear less often than expected from the vision. These findings indicate selective implementation priorities that favor certain broad prosperity dimensions during operationalization.

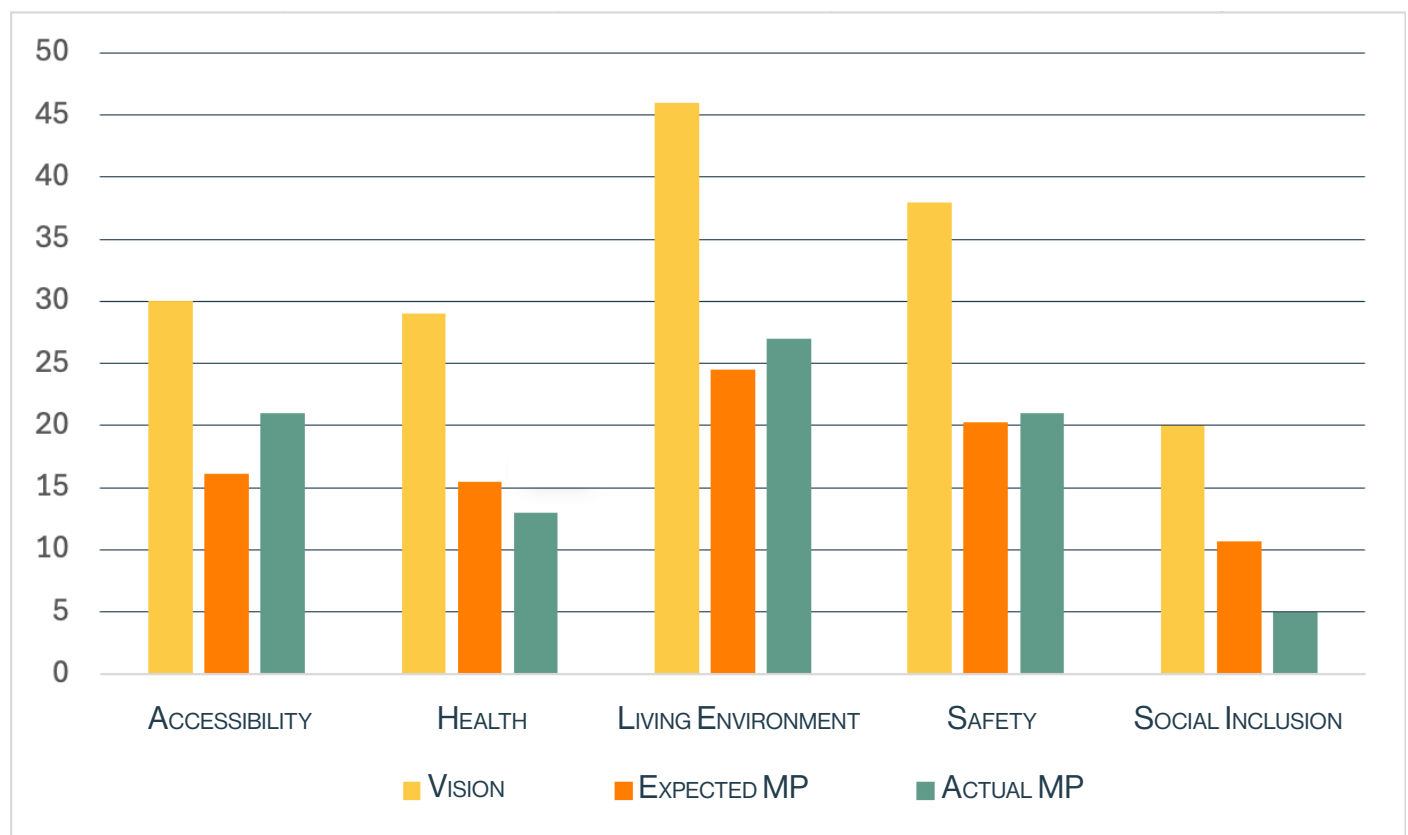


Figure 5: Occurance of dimensions in visions and measure packages, both expected and actual occurrence (made by author)

Text element quality analysis reveals variation in valuation standards across dimensions. Table 8 shows the distribution of high, mid, and low valuations for each dimension. Figure 6 presents average quality scores for text elements in vision documents and measure packages. This is done by giving three equally divided numbers to the valuation scores (here: “low” = 1, “mid” = 2, “high” = 3), from which a weighted average can be calculated.

Columns “average” in table 8 contain these scores. E.g., in vision documents; “accessibility” was mentioned 30 times. Of these, 8 received a high valuation, 12 mid, and 10 a low valuation. This results in a score of $((8 * 3) + (12 * 2) + (10 * 1)) / 30 = 1,93$, just below the “mid” valuation of 2. Thus, in figure 5, the score for vision for “accessibility” lies (almost) on the mid-line. Social inclusion scores low in vision documents and declines further in measure packages. Health shows the opposite pattern, with average quality increasing notably in measure packages.

	VISION					MEASURE PACKAGE				
	Total	High	Mid	Low	Average	Total	High	Mid	Low	Average
Accessibility	30	8	12	10	1,93	21	2	13	6	1,81
Health	29	4	10	15	1,62	13	5	6	2	2,23
Living Environment	46	13	24	9	2,09	27	6	14	7	1,96
Safety	38	7	18	13	1,84	21	6	5	9	1,76
Social Inclusion	20	5	6	9	1,80	5	0	2	3	1,40

Table 8: Appearance and quality of each dimensions for visions and measure packages

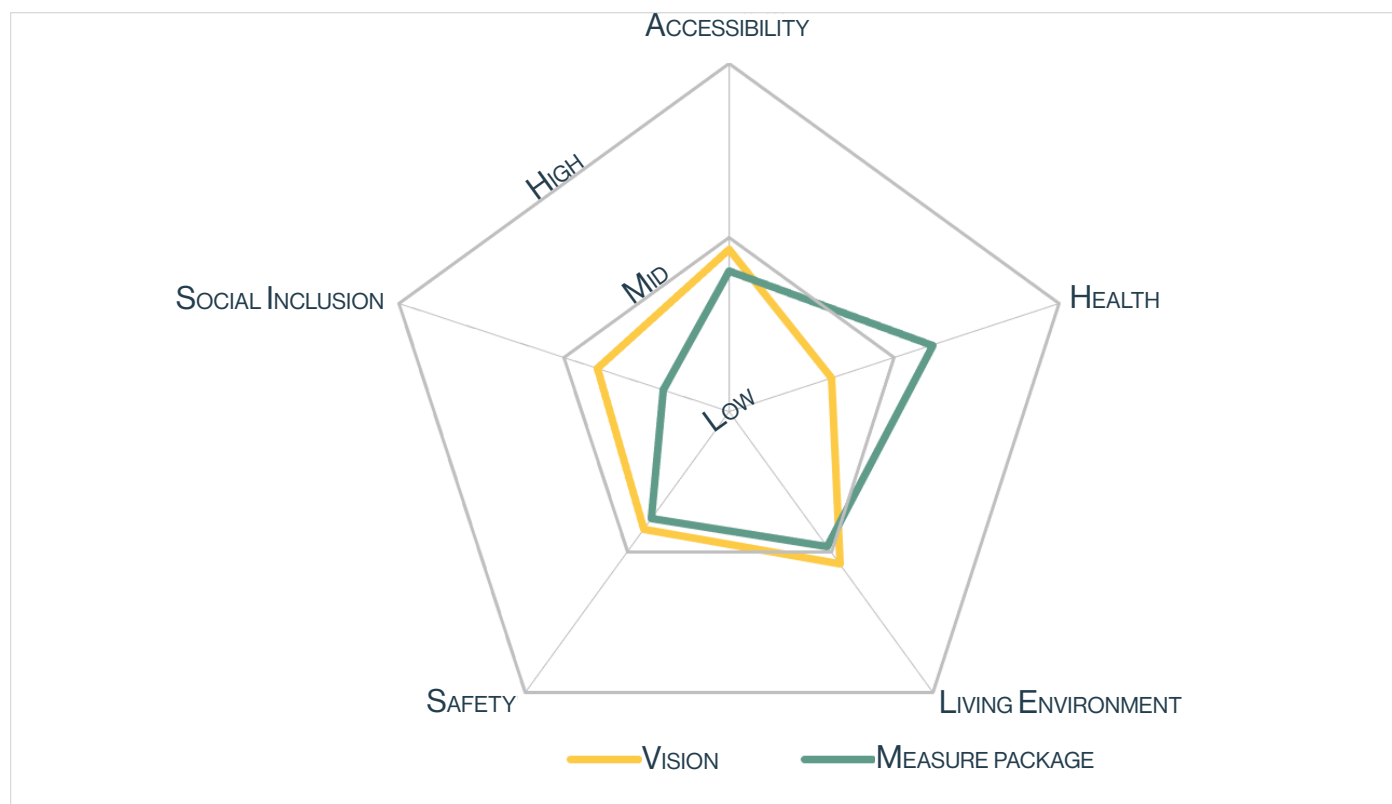


Figure 6: Average score of each dimensions in both visions and measure packages (made by author)

General Results

Reviewing the policy analysis as a whole, some observations can be made:

- Broad prosperity dimensions appear in all vision documents, with each dimension mentioned across all municipalities. However, specific aspects within dimensions show uneven representation. E.g., “barrier effects” and “climate change” rarely appear within the “Living Environment” dimension.
- The frequency of appearance varies considerably between dimensions, as illustrated in the quantitative analysis. Vision document trends extend to measure packages.
- The holistic dimensional coverage found in visions does not translate to measure packages. Some dimensions are absent entirely from measure package chapters. Missing dimensions vary by municipality, though popular dimensions; “accessibility”, “safety”, and “living environment” do appear consistently in measure packages.
- Measure packages often describe city-specific projects in detail. Determining direct broad prosperity effects from these projects requires contextual knowledge not available in the documents. Projects may influence broad prosperity indicators, but without this context, such effects are not identified in the analysis.
- Quality of text elements is evaluated most frequently as “mid”, but there’s variation between the dimensions. “Social inclusion” e.g. appears infrequently and receives low quality ratings when present.

With more detail and examples, each of the dimensions is discussed:

Accessibility

Accessibility is the most common dimension and appears in all visions. For many municipalities, this dimension forms a main objective; mobility planning centers on improving accessibility. In visions, accessibility is often combined with proximity concepts, particularly in 15-minute city discussions. “Dagelijkse voorzieningen bevinden zich op loopafstand” (Arnhem) and “Wij zetten in op een stad waar alles dichtbij is: Eindhoven als 15-minutenstad, waar alle dagelijkse voorzieningen binnen 15 minuten fietsend of lopend te bereiken zijn.” (Eindhoven) illustrate this approach. Most text elements treat accessibility as a unified concept rather than differentiating between specific aspects: “jobs”, “amenities”, and “social contacts”.

The relevance of accessibility can be found in the measure packages too; here it even exceeds the expected frequency and appears more often than one might expect from the vision (see figure 5). Though appearing frequently, the valuation of accessibility in MPs often not very concrete; it rarely scores a “high”

(see table 8). “In dat kader realiseren we toeristische overstappunten met aanbod van deelmobiliteit die bestemmingen in het buitengebied zoals de Hollandse Biesbosch en De Elzen sterker multimodaal toegankelijk maken.” (Dordrecht, 88) exemplifies this; a clear goal and method is mentioned, but a strict time-indication and location are missing.

Living Environment

Living environment appears frequently across all visions and measure packages, ranking the most cited dimension. Text element quality remains consistently around medium in both visions and MPs (see figure 6). However, aspect coverage varies considerably: “barrier effect” and “environmental pollution” receive minimal mentioning, “climate change” appears occasionally, while “spatial quality” dominates this dimension. Of the 46 living environment text elements in vision chapters, 35 relate to “spatial quality”. This dominance increases in measure packages, where the aspect accounts for 23 of 27 text elements.

“Spatial quality” discussions encompass livability, perception, and greening themes. This focus appears across the full spectrum of visions, both as main goals “Allereerst zetten we ons in om parkeren in de openbare ruimte te beperken, zeker waar dit hinder veroorzaakt en onvoldoende ruimte voor groen en verblijven is” (Dordrecht) and in subordinate clauses “Vergroten van woon- en verblijfgebieden” (Rotterdam).

Safety

The safety dimension appears frequently in vision documents but focuses almost exclusively on traffic safety rather than social safety. Traffic safety discussions occur at both concrete “Ook moet de infrastructuur veilig zijn voor alle fietsers. Denk aan overzichtelijkheid en voldoende breedte.” (Arnhem) and abstract levels “en de verkeersveiligheid te verbeteren en andere verkeershinder te beperken” (Utrecht). Social safety receives only abstract treatment “waarbij specifiek aandacht is voor sociale veiligheid van de routes (met name in de avonden)” (Haarlem). Four of 38 safety text elements in visions address social safety; two receive mid-quality ratings and two receive low ratings.

This discrepancy increases in measure packages, where social safety appears only once: “In een gemeente waar fietsen en lopen voorop staan is het van groot belang dat iedereen zich voldoende veilig voelt in het verkeer” (Groningen). Traffic safety occurs more frequently but does not appear in all measure packages.

Health

Health appears in visions through physical activity promotion and harmful emissions reduction. Physical activity promotion occurs more frequently as a main objective but lacks concreteness, averaging 1.54 between low and medium ratings. Harmful emissions discussions typically appear in city logistics chapters focused on sustainability and zero-emission zones, with slightly higher concreteness than physical activity topics.

Health appears inconsistently in measure packages. When present, discussions focus primarily on physical activity through cycling and walking network improvements. Health receives notably higher valuation scores in measure packages. Particularly for physical activity, averaging 2.33 between mid and high ratings (see table 9). Harmful emissions reduction appears in few measure packages, limited mainly to urban logistics. When mentioned, these text elements are often concrete: “Ook zal binnen twee jaar (1 juni 2026) de zero-emissie stadslogistiek zone zijn ingevoerd, waardoor de binnenstad alleen nog toegankelijk is voor schone bestelbussen en vrachtwagens” (Arnhem, 62).

Social Inclusion

Social inclusion appears in almost all vision chapters but received the least discussion (see figure 5). When addressed, it typically appears as subordinate clauses or additions to other objectives “Het toegankelijk recreatief netwerk bestaat uit verharde rolstoel- en rollator-toegankelijke paden” (Alkmaar), resulting in low valuation scores.

Measure packages contain minimal direct discussion of social inclusion. The five occurrences receive very low valuations (see Table 8). When mentioned, social inclusion often appears as a requirement for other projects: “openbaar groen nabij de binnenstad toegankelijk te maken voor de mensen” (Alkmaar, 47).

Summary

Significant variation exists in the incorporation of broad prosperity dimensions across municipal policies. The analysis reveals that “accessibility,” “living environment,” and “safety” (particularly traffic safety) appear more frequent and receive higher valuation scores than “health” and “social inclusion.” This pattern extends to measure packages, where the holistic scope found in vision documents does not fully translate into implementation measures. While some dimensions are systematically left out, the specific exclusions vary by municipality.

POLICY	ASPECT	TOTAL	LOW	MID	HIGH	AVERAGE
Vision	Physical activity	13	7	5	1	1,54
	Harmfull emisions	16	8	5	3	1,68
Measure Package	Physical activity	9	1	4	4	2,33
	Harmfull emisions	4	1	2	1	2

Table 9: Valuation scores for dimension health for both aspects; physical activity and harmfull emisions

4.3 Expert interviews

This subchapter describes the results of the expert interviews. These results are categorized in the four themes: “Relation between BP and Mobility”, “From vision to implementation”, “Barriers in operationalization of BP”, and “Possible Solutions”. A paragraph “Extra Thoughts” is included to discuss answers of interviewees that do not fit in one of the themes.

Each theme starts with a general observation of the results, followed by a table with each interviewee's answers per code, which is followed by a summary per code. Empty cells in the tables mean that this code is not discussed with the interviewee during the interview. Occasionally, a whole theme is not discussed in an interview, resulting in an empty row. These are intentionally left empty and not absent, to express the absence of answers.

Theme 1: Relation between BP and Mobility

Theme 1 formed the beginning of the interview, as each interview opened with questions about the interviewee's knowledge of BP, the definition and what role it plays in the mobility domain. This results in an extensive coverage of this theme; most codes are discussed by most interviewees, resulting in a relatively complete filled-in table 10.

Definition of BP

Most interviewees confirm PBLs definition for broad prosperity, agreeing with the dimensions and aspects defined by the institute. Several respondents acknowledge the contextual and changing characteristics of the BP; policy advisor 2 mentions that this “depends on who you're talking two”, and consultant 2 describing the “umbrella term”. There's

a wide consensus on the function of BP in mobility, to expand the definition beyond traditional dimensions and interpreting mobility more holistically. Some define this through “everything that people value” (researcher 1) and “understanding the negative effects of mobility” (policy advisor 3).

Time-relevance of BP

The time relevance of the terminology of BP is thought of as fairly recent. Most interviewees consider the rise of the term to be of the last years. However, the difference between the specific terminology and underlying concepts should be noted. Both consultant 2 and policy advisor 3 note that while the term is recent, “most dimensions are considered for longer periods”. With policy advisor 5 noting that “newer dimensions are less developed than traditions dimensions”, this differentiation becomes more concrete.

Current role of BP in mobility

Interviewees discuss three primary approaches to BP's current role in mobility planning. Many see BP as a tool to expand the definition of mobility, with consultants 1 and 2 both describing it as a “tool to consider mobility in broader perspective”. A second group uses BP as the base for developing own frameworks, underscored by policy advisors 3 and 4, and researcher 2. A third role of BP is allocated to open up discussion in evaluation processes; consultant 3 describes it as a “checklist/reminder, not in ex-ante problem definition” and researcher 1 noting the role in “opening up the discussion on evaluation projects”. Most noteworthy is that interviewees emphasize that BP should be considered, even when the exact dimensions or aspects are not crystalized yet. Indicating that the discussion shouldn't be about the definition per se: “exact terminology not so interesting” (researcher 1).

RELATION BETWEEN BP AND MOBILITY			
Interviewee	Definition of BP	Time-relevance of BP	Current role of BP in mobility
Consultant 1	<i>Along the definition of PBL. Safety is seen as most important within mobility.</i>	<i>Recent shift from accessibility oriented to a broader perspective.</i>	<i>Tool to consider mobility in broader perspective.</i>
Policy advisor 1	<i>Along dimensions of PBL.</i>	<i>Talks about BP since last 3 years.</i>	<i>Allows to consider mobility as part of the public space, and to look for soft effects.</i>
Policy advisor 2	<i>Differs from who you're talking to.</i>		<i>Vehicle to communicate a narrative.</i>
Consultant 2	<i>Umbrella concept; aspects and dimensions can be categorized differently by organizations. Definition of dimensions are changing constantly.</i>	<i>Use of concept is recent, though dimensions are considered for longer period.</i>	<i>Tool to consider mobility in broader perspective, though what should be considered is situation-dependent.</i>
Policy advisor 3	<i>PBL terminology but should be related to mobility.</i>	<i>Some dimensions are old, such as accessibility, but newer aspects quite recent.</i>	<i>Functions as base for own framework which determines allocation of budget</i>
Consultant 3	<i>Following PBL, but since quite new term definitive definition not set in stone</i>		<i>Functions as a checklist / reminder, not used in ex-ante problem definition. Even if definition is not concrete, it still can be used.</i>
Researcher 1	<i>Following PBL, and everything that people value.</i>	<i>Concept is recent, concreteness of dimensions differ through time.</i>	<i>Opening up the discussion on definition. Exact terminology not so interesting.</i>
Researcher 2	<i>A way of understanding effects beyond just economic</i>	<i>Unclear</i>	<i>Still in development on municipal level, but plans to use in economic and spatial strategies</i>
Policy advisor 4	<i>Understanding the negative effects of mobility</i>		<i>Contents used in own frameworks.</i>
Policy advisor 5	<i>Expanding beyond accessibility.</i>	<i>Newer dimensions are less developed than traditional dimensions</i>	<i>Tool to consider mobility in broad perspective, and argue for investments from national government</i>

Table 10: Theme 1 from the interview analysis: Relation between BP and mobility

Theme 2: From vision to implementation

Discussing the general way mobility policy is developed; most interviewees could provide answers based on their knowledge. Only with Consultant 3, specialized in other mobility domains than strategic planning, was this theme not discussed. See table 11.

Structure of policy writing

When asked the structure of policy writing and the general planning processes in mobility policies, interviewees responded that these processes particular take place in a linear direction; MPs follow up on prescribed visions. Some interviewees mention inefficiencies in this process; policy advisor 2 identifies organizational separation: “vision and implementation teams are separated, with little communication between”, and also mentions that the focus lies on (re)writing visions, instead of implementing them. Consultant 1 mentions the many similarities that municipalities face.

Policy advisor 3 mentions that “measures are often ex-post evaluated in meeting the vision’s goals”, indicating that measures are not per se created based on a vision, but can be later allocated to a specific goal.

Challenges

Several challenges come forth in the mobility policy field. Resource constraints is most frequently mentioned: “budgetary restrictions limit implementation” (policy advisor 1) and “big aspirations, little budget and not a lot of available employees/executors.” (policy advisor 2). In addition, jurisdictional complexity is mentioned as a complexity; often, goals are formulated that do not fall under all governmental organizations. E.g. “the province doesn’t have social department; these responsibilities fall under the municipality” (policy advisor 4). Therefore, complying with social goals of province’s visions fall short. Consultant 2 identifies complexity in “integral visions in itself more complex, therefore harder to implement”. Political changes is also mentioned as an influence on operationalization of visions by policy advisor 5.

FROM VISION TO IMPLEMENTATION		
Interviewee	Structure of policy writing	Challenges
Consultant 1	<i>Generally vision – MP. Often implementation based on other municipalities. Often old projects recycled in new MP.</i>	<i>Goals formulated not always fall under responsibility of municipality; increases difficulty in fulfilling.</i>
Policy advisor 1	<i>Vision – MP, however, MP predominantly written for new development.</i>	<i>Budgetary restrictions limit the implementation, and new ideas/concepts not always implemented in all municipal levels.</i>
Policy advisor 2	<i>Focus on (re)writing visions instead of MPs. Vision and implementation teams are separated, with little communication between.</i>	<i>Big aspirations, little budget and not a lot of available employees/executors.</i>
Consultant 2	<i>Integral visions aren’t necessarily more abstract. Pilots open up the division between vision and implementation</i>	<i>Integral visions in itself more complex, therefore harder to implement. Challenge in balance of dividing up and keeping integral.</i>
Policy advisor 3	<i>Ex-post evaluation whether measure meets vision</i>	<i>Recently rise of newer, softer measurements.</i>
Consultant 3		
Researcher 1		<i>In serious game; discussion in between policy advisors for long time in domain of Broad Prosperity, but when choices are made, old indicators such as financial costs are conclusive</i>
Researcher 2		
Policy advisor 4	<i>Generally vision – implementation.</i>	<i>Not all responsibilities and tasks fall under governmental organizations. E.g., the province doesn’t have a social department; these responsibilities fall under the municipality.</i>
Policy advisor 5	<i>Linear process vision – implementation</i>	<i>Political timeline can influence operationalization of visions.</i>

Table 11: Theme 2 from the interview analysis: From vision to implementation

Theme 3: Barriers for operationalization

Theme 3 contains possible explanations that can hinder the operationalization of BP. The codes contain these explanations, and because not every interviewee discussed all possibilities, some empty cells occur. Because this theme contains many codes, the table has been split into two tables due to table size considerations. What stands out is that “Organizational structure” is mentioned frequently. In addition, “Measurability” and “Other” appear frequently. See tables 12 and 13.

Knowledge deficit

The lack of understanding of BP was mentioned in four interviews as a possible explanation for hindering the operationalization. Even though the four interviewees mentioned this as an explanation, the reasoning did differ from person to person. Policy advisor 1 mentions that knowledge on BP is limited to a small group within the organization. A general lack of consensus on the dimensions is indicated by consultant 2 as a limitation. Consultant 3 notes that the nature of BP “being a broad concept”, many can interpret it to their own liking. Lastly, the shift and expansion in responsibilities due to the interdisciplinary nature of BP for people who don’t have that knowledge yet forms a barrier according to researcher 1.

Organizational structure

There is wide consensus among interviewees on silo structures in municipalities, which refers to the divisions of responsibilities in municipalities. Since BP requires holistic consideration of mobility, the interviewees highlight how this fragmentation of knowledge and responsibilities forms a significant barrier. Policy advisors 1 and 3 amplify this separation of knowledge, responsibilities and financial streams, with researcher 1 indicating the lack of cross-departmental communication, expanded by policy advisor 4. The silo structure particularly challenges financial allocation, as Policy advisor 1 explains difficulties in “allocating budgets and benefits.”

Other fragmentation can be found between the vision and implementation teams (policy advisor 2), and difficulties regarding finding the “right people/ knowledge in big organizations” (researcher 2). The silo structure particularly challenges financial allocation, as Policy advisor 1 explains difficulties in “allocating budgets and benefits.”

Political (un)will

Political (un)will is mentioned by some of the interviewees as a barrier for BP operationalization. Both policy advisors 1 and 2 mention the political prioritization as a source of conflict, with the latter mentioning the prioritization of “hobbyhorse”.

Consultant 3 finds argumentation in the weak definition of BP, opening up the gate to politicians claiming their own definitions. Opposing political winds between governmental bodies slows down progress (policy advisor 4). Lastly, current stakeholders remain important but hard to convince according to consultant 1.

Complexity

The complexity that comes with holistically approaching mobility is mentioned by four interviewees as a barrier to operationalization. All answer to this barrier in a similar way; addressing the complexity due to the increasing number of responsibilities that come with this concept. With too many dimensions, short term wins will get prioritization, according to policy advisor 2, and expanded by researcher 1: “endlessly increasing the definition of BP makes for unworkable situation, people cannot evaluate and comprehend 500 indicators”. Consultant 3 ends with a positive prospect, that mathematical models can make (simplified) BP dimensions comprehensible.

Measurability

Several interviewees identified quantification challenges, noting some dimensions are difficult to be measured due to their qualitative nature, mentioned by among others consultant 1 and policy advisor 3. This unquantifiability not only limits the measurability and understanding of these dimensions themselves, but also prevents comparison between quantifiable dimensions.

Interviewees suggest that quantification would make BP more comprehensible and support objective financial argumentation, with policy advisor 3 noting “expressing BP in numbers makes it comprehensible and easier to convince certain people”. However, contrasting arguments come from consultant 2: “wanting to express everything in a number should not be the goal and goes beyond the philosophy of BP”, emphasizing that simplifying everything to numbers contradicts the essence of BP.

Other

Remaining reasons that challenge the operationalization of BP lay predominantly in time and procedural restraints. The timeline of infrastructure projects is long, and sometimes started before the incorporation of BP in visions, making it difficult to scale them under BP. On the other hand, researcher 2 identifies the timeline of data gathering as a barrier for measuring the impact of certain projects on BP dimensions. The central organization of municipalities is mentioned as limiting the knowledge that they have over “real” problems by policy advisor 2. Lastly, consultant 2 mentions that cooperation occurs better in smaller projects.

BARRIERS FOR OPERATIONALIZATION 1			
Interviewee	Knowledge deficit	Organizational structure	Political (un)will
Consultant 1		<i>Silo structure; responsibilities fall under separate domains</i>	<i>Stakeholder importance, current stakeholders remain influential and difficult to convince.</i>
Policy advisor 1	<i>Understanding of BP limited to small groups within the organization</i>	<i>Silo structure in knowledge, responsibility and financial – especially allocating budgets and benefits difficult to organize. BP does allow for reevaluation of this structure.</i>	<i>Political wind determines on ministries the priorities and budgeting.</i>
Policy advisor 2		<i>Silo structure, in addition a separation between vision and implementation teams. Feasibility not early on in problem definition.</i>	<i>Politicians prioritize their own hobbyhorse.</i>
Consultant 2	<i>For some dimensions, there's no consensus on how to indicate / express effects. This can result in neglecting these indicators.</i>	<i>Silo structure, not clear when to approach different departments. Integral teams come with financial difficulties. Responsibilities can fall under other organizations.</i>	
Policy advisor 3		<i>Knowledge divided in departments. Departments attract different types of people, this influences integral work.</i>	
Consultant 3	<i>Being a broad concept, everyone can interpret BP how they fancy. This limits the workability of BP.</i>		<i>Because of weak definition, politicians can claim working (or avoid working) with BP.</i>
Researcher 1	<i>BP results in responsibility shift for people that do not have the knowledge about.</i>	<i>Silo effect in knowledge division, lack of cross departmental communication limits understanding of effects. Questioning the aim for total integration of teams; difficult to organize.</i>	
Researcher 2		<i>Difficult to find the right people/knowledge within big organizations, such as municipalities.</i>	
Policy advisor 4		<i>Finding knowledge in different dimensions requires cross governmental communication; for social knowledge municipalities are needed.</i>	<i>Political climate differences in different levels (municipality vs province) makes collaboration difficult. Divided political situation in general influences the implementation of policies.</i>
Policy advisor 5		<i>Different departments prioritize their own responsibilities. Integral teams (by physical domain e.g.) can address this, but this cannot be done for all projects due to the amount.</i>	

Table 12: First part of theme 3 of the interview analysis: Barriers for operationalization

BARRIERS FOR OPERATIONALIZATION 2			
Interviewee	Complexity	Measurability	Other
Consultant 1		<i>Some dimensions are difficult to quantify, this influences comparison between the dimensions. Key figures could simplify.</i>	<i>Existing projects form the base for the MP, difficulty in scaling those projects under BP.</i>
Policy advisor 1		<i>Employees expect a checklist to work from; some baseline to work toward.</i>	<i>Time restraint, projects / plannings made before introduction of BP.</i>
Policy advisor 2	<i>More responsibilities make for unmanageable work. If there're too many dimensions to consider, short term wins will get prioritization.</i>		<i>Political timeline, responsible councilor prioritizes quick wins for electoral benefits. In addition, central organization of municipality limits knowledge of what people want.</i>
Consultant 2		<i>Wanting to express everything in a number should not be the goal, it goes beyond the philosophy of BP.</i>	<i>Spatial smaller projects allow for better cooperation between teams as it becomes more concrete.</i>
Policy advisor 3	<i>People used to have one responsibility now have to include more dimensions.</i>	<i>Certain dimensions are difficult to quantify. Expressing BP in numbers makes it comprehensible and easier to convince certain people / express urgency.</i>	
Consultant 3	<i>Complexity comes from not being able to express in numbers. When this is possible, mathematical models can simplify the understanding and effects of BP.</i>	<i>Being able to measure will help in financial and objective argumentation. Often clients ask for numbers.</i>	
Researcher 1	<i>Endlessly increasing the definition of BP makes for unworkable situation, people cannot evaluate 500 indicators.</i>		
Researcher 2		<i>Difficulty in comparing qualitative and quantitative departments.</i>	<i>Some data only measured every couple of years, difficult to see influence.</i>
Policy advisor 4			<i>Direct influence of the province's responsibility is hard to measure.</i>
Policy advisor 5			<i>Financial limitations do not allow for always implementing new projects.</i>

Table 13: Second part of theme 3 of the interview analysis: Barriers for operationalization

Theme 4: Possible solutions

Interviewees identified various potential solutions to improve BP operationalization in mobility planning. Common themes appeared within the codes “Integration of teams” and “Checklists/tools,” while the “Other” code captured the broadest range of responses, reflecting the diversity of proposed approaches to address operationalization challenges. See table 14.

Integration of teams

Several interviewees emphasized integration of teams as crucial for successful BP operationalization, especially the timing of integration features prominently. Early-on integration in the problem definition phase is an important possible solution according to consultant 1, policy advisor 2 and researcher 3. Policy advisor 1 mentions better cooperation, both interdepartmental as vision-implementation, in smaller projects. Policy advisor 4 specifies the importance of cooperation with specifically spatial planning departments: “spatial planning can heavily influence (the need for) mobility”. These responses highlight varying approaches to integration, from cross-departmental collaboration to specific sectoral partnerships. On the other hand, researcher 1 provides a contrasting perspective: “integration in vision-writing, but implementation should be fragmented in departments,” suggesting a hybrid approach that maintains integration during planning but allows departmental specialization during implementation.

Checklists / tools

Monitoring and evaluation tools emerge as essential for BP operationalization according to multiple interviewees. Especially the standardization of frameworks comes forth as an important step in improving the operationalization. Among others, consultant 3 and research 2 advocate this necessity especially for ex-ante aspects, for direction and decision-making purposes. In addition, others mention the benefits that a widely recognized framework brings to the monitoring of dimensions. In terms of education, policy advisor 1 identifies that “tools to simplify new terms help for education”, consultant 2 explains that principles such as STOMP* “make the understanding of broad terms more comprehensible”. Consultant 3 warns for perfectionism; “framework doesn’t need to be perfect; do not focus on finetuning the indicators but just start monitoring”.

* STOMP refers to: *Stappen, Trappen, OV, MaaS (Mobility as a Service) and Prive auto; Dutch for walking, biking, public transport, MaaS and private car. This is a principle used in mobility planning promoting modal shift (Rijksoverheid, 2024).*

Other

Various additional solutions for BP operationalization were mentioned during the interviews. Constant reflection unfolds as a key theme by policy advisor 1 and consultant 1. In addition, stakeholder engagement is important, with both researchers 1 and 2 emphasizing “priority-participation to verify the populations needs”. Policy advisor 2 calls for a moral appeal in the mobility domain, claiming that professionals should take more responsibility. Researcher 1 emphasizes the importance of combining qualitative and quantitative findings. Lastly, policy advisor 4 gives more practical advice: “Focus on bicycle infrastructure; prioritizing this modality comes with benefits for a variety of dimensions”.

POSSIBLE SOLUTIONS			
Interviewee	Integration of teams	Checklists / tools	Other
Consultant 1	<i>Early on integration of domains, preferably during problem definition</i>	<i>(obligated) checklist / check in moments to verify BP comes forth in MP</i>	<i>Constant reflection on vision-goals in MP</i>
Policy advisor 1	<i>Integral teams, both on department as vision-implementation work well on small projects</i>	<i>Tools to simplify new terms help for education</i>	<i>Consider BP early on in project during problem definition, understand the differences in persons & regions, and combine both qualitative and quantitative indicators.</i>
Policy advisor 2	<i>Include operational services early on in the project for feasibility check of visions</i>		<i>Policy makers should take more responsibility and stand behind their knowledge/work.</i>
Consultant 2		<i>Principles such as STOMP make the understanding of broad terms more comprehensible, and allow for better monitoring.</i>	<i>More time and research needed for better understanding of BP. Constant monitoring helps understanding.</i>
Policy advisor 3			<i>Better monitoring will result in a better understanding of how projects relate to dimensions.</i>
Consultant 3		<i>Need for a global / widely recognized framework that forms the base for direction and evaluation. Doesn't need to be perfect; do not focus on finetuning the indicators but just start monitoring.</i>	
Researcher 1	<i>Integration in vision-writing, but implementation should be fragmented in departments.</i>	<i>Max on the amount of indicators / dimensions in visions, to allow for feasibility. Regular check in moments to verify broader goals.</i>	<i>Quantitative argumentation should always be followed by qualitative argumentation. Early on priority-participation to verify populations needs.</i>
Researcher 2	<i>Integral teams in vision writing to allow early on synthesis</i>	<i>Need for a global / widely recognized framework, to have broad monitoring and information as a base for ex-ante decision making.</i>	<i>Quantitative data needed for regular monitoring. In addition, need for priority-participation to verify populations needs.</i>
Policy advisor 4	<i>Especially important to have a good integration with spatial planning departments; Spatial planning can heavily influence (the need for) mobility.</i>		<i>Focus on bicycle infrastructure; prioritizing this modality comes with benefits for a variety of dimensions.</i>
Policy advisor 5	<i>Social domain should be more integrated in physical domain.</i>		<i>Integrate departmental expertise during coalition forming. Satisfaction with 80% completion allows for better integration.</i>

Table 14: Theme 4 of the interview analysis: Possible solutions

Theme 5: Extra thoughts

During interviews, additional insights appeared that did not fall in the predetermined themes, therefore, theme 5 “Extra thoughts” is introduced to organize these findings. Five interviewees proved responses that fall within this theme, offering perspectives that can contribute to understanding the definition, operationalization challenges and approaches beyond the core themes. See table 15.

Other

Various additional perspectives on BP in mobility were mentioned during the interviews. Regarding the objective of a vision. Consultant 2 mentions the function of a vision is not always a specific goal, but rather a guiding direction. Whether the totality of incorporation should be pursued is questioned by researcher 1. The emphasize for a globally recognized framework is again mentioned by consultant 2 and researcher 4. Policy advisor 4 puts the role of BP in perspective, highlighting that other challenges are far more concerning regarding mobility implementation, and in addition, addresses regional differences: “What may work for a municipality doesn’t necessarily work for other municipalities”. Lastly, according to consultant 2, social-inclusion can also be seen implemented in other dimensions.

Summary

The expert interviews explore answers to the four theme, giving insights in the motivations and characteristics that influence the operationalization of BP. Experts predominantly view BP as a tool to broaden mobility perspectives, beyond traditional accessibility-oriented measures. PBL’s frameworks is widely viewed as the predominant definition of BP in mobility, though some argue that the definition itself isn’t really important. Policy processes follow primarily the linear vision-implementation structure, and general challenges lie in budget constraints and jurisdictional ambiguity.

Challenges with the operationalization of BP are widespread and diverse, relating to both boundary conditions as conceptual complexities. There’s a broad consensus that the silo-structure compartmentalizing municipal responsibilities and financial flows greatly influences the operationalization. In addition, experts seem to agree on that unquantifiability of some dimensions does influence the acceptance of considering these dimensions; if these were to be able to be explained in numbers, more objective reasoning would be possible. Moreover, ambiguity of the definition of BP and the inclined complexity of this holistic concept are mentioned as reasons too. Proposed possible solutions circle around the early on integration of different teams and the unification of global checklists / tools, both for monitoring as arguing during ex-ante policy implementation.

EXTRA THOUGHTS	
Interviewee	Other
Consultant 1	
Policy advisor 1	
Policy advisor 2	
Consultant 2	<i>Goal of a vision is not always to be feasible, but often illustrative as a direction. Therefore, 100% execution might not always be the objective. Social-inclusion can also be seen as a cross-dimensional dimension; being part of other dimensions.</i>
Policy advisor 3	
Consultant 3	<i>Priority should be given to making a framework and sticking to it, rather than perfectionating a framework. Too detailed definition can narrow the understanding of dimensions, driving away from BP.</i>
Researcher 1	<i>Question the role of BP; should it always in totality be implemented throughout an organization or is fragmentation okay.</i>
Researcher 2	<i>A global consensus of BP definition will help a lot in ex-ante policy writing.</i>
Policy advisor 4	<i>Though expanding the impacts of mobility through BP certainly doesn’t make policy-writing easier, it is by far not the biggest difficulty in governmental work. Small budgets, Nitrogen limitations and unavailability of employees are bigger problems. In addition, be aware of regional differences; what may work for a municipality doesn’t necessarily work for other municipalities.</i>
Policy advisor 5	

Table 15: Theme 5 of the interview analysis: Extra thoughts

Chapter 5

Interpretation

This chapter addresses the interpretation of the results.

5. Interpretation

The mismatch between objectives and implementation

The analysis of mobility policies reveals that visions express aspirations to address all dimensions of broad prosperity; each dimension appears at least once across all examined visions. This demonstrates that at this strategic level, there is recognition of broad prosperity within mobility planning; municipalities set high-level objectives to operationalize broad prosperity concepts. However, the analysis reveals a substantial distinction between traditional mobility dimensions (such as accessibility, traffic safety, and environmental impact) and emerging dimensions (social safety, health, and social inclusion). This distinction manifests both quantitatively and qualitatively, with considerable variation in the level of concreteness and occurrence.

These findings suggest that while municipalities acknowledge mobility's comprehensive societal impact through widespread dimension coverage, clear prioritization differences appear across these broader domains. Whether this represents a problematic pattern requires further discussion, but the differentiation is observable.

The MPs amplify this distinction; traditional domains consistently receive attention with greater frequency and specificity, while emerging broad prosperity dimensions are not universally addressed in all MPs. This pattern indicates that during decision-making processes involving trade-offs, newer broad prosperity dimensions are systematically deprioritized. The policy analysis demonstrates this occurs structurally across municipal mobility policy, revealing a persistent implementation gap in operationalizing broad prosperity frameworks.

Reasons for operationalization challenges

The underlying factors contributing to this mismatch are shown through interviews with policy advisors, consultants and researchers. These findings demonstrate that municipal governmental organizational structures constitute a primary barrier to broad prosperity operationalization, closely interconnected with conceptual challenges and measurement limitations of certain BP dimensions.

The requirement to incorporate broader effects into mobility policy conflicts with the fragmented structure of municipal governments; traditionally, responsibilities and financial flows are distributed across different dimensions. The necessity to integrate broader dimensions into evaluation processes and allocate budget for benefits that cannot be directly attributed to a single department, results in systematic deprioritization of certain dimensions. The interviews suggest that while integral teams and projects are implemented on smaller scales, municipal size and project volume prevent broader integration.

This challenge is amplified by the considerable uncertainty surrounding broad prosperity conceptualization. Limited consensus exists regarding which aspects and dimensions should be included and how these should be measured and what they entail, despite substantial demand for clarification. Specifically, the ability to provide objective reasoning for dimensions through quantitative measurement is identified as a method to overcome organizational structural barriers. The absence of broad consensus and difficulty in quantitatively expressing certain dimensions oppose this requirement. At the same time, the objective should not focus on endless discussion on measurement and quantification of these aspects; this would contradict the broad prosperity concept as a holistic mobility consideration.

Opportunities, opportunities, opportunities

Both these two factors contain the largest opportunity for improvement: there's a consensus on the importance of (early on) integration of disciplines. Interviewees highlight especially the value of integrating teams during the problem definition of projects. Furthermore, there is a substantial demand for consensus regarding broad prosperity within mobility planning. This framework need not be elaborated in detail, but a general broad prosperity definition is required to enable steering and long-term reflection.

The policy analysis findings are reinforced and explained through interview results; evidence confirms that high-level ideas and objectives exist for broad prosperity implementation, but concreteness and elaboration remain insufficient. This relates to conceptual complexity and current fragmentation of responsibilities and financial capabilities within municipalities.

Chapter 6

Discussion

This chapter addresses the conclusion, followed by the discussion of this thesis. It does so by describing general considerations regarding this research. This is followed by the relationship between the results and the literature. The limitations that have influenced the results are reported last.

6.1 Conclusion

This research reveals a fundamental disconnect between aspirations and implementation in Dutch mobility planning's adoption of broad prosperity. While strategic visions consistently articulate commitments to broad prosperity integration, a substantial gap is observed between traditional and newer dimensions. Accessibility, traffic safety and environmental quality are consistently more considered in quality and quantity over "newer" dimensions of well-being in visions. This mismatch intensifies at the implementation stage, where MPs fail to reflect the comprehensive ambitions stated in policy visions.

The organizational structure of Dutch municipalities emerges as a critical barrier, with fragmented responsibilities and compartmentalized financial streams preventing integrated BP operationalization. This fragmentation keeps departments working in silos instead of collaborating on integrated solutions. The absence of a widely accepted definition of broad prosperity within mobility contexts further complicates implementation, as municipalities lack consistent frameworks for steering and reflection. Without definitional consensus, efforts dissolve in debates over conceptual boundaries rather than advancing practical application.

Addressing the central research question, the greatest potential for operationalizing broad prosperity in mobility policy lies in prioritizing interdepartmental integration during project initiation phases. Early-stage collaboration across municipal departments could transform fragmented approaches into cohesive strategies that genuinely reflect broad prosperity's multidimensional nature. However, such integration requires foundational consensus on broad prosperity's definition and conceptualization within mobility contexts. Establishing this shared understanding would provide the conceptual clarity and operational framework necessary to bridge the gap between visionary ambitions and practical implementation.

6.2 General considerations

The influence of Goudappel

Conducting this research within Goudappel's organizational context inevitably influences this study's approach and findings. Efforts have been made to minimize this influence; by e.g. not copying Goudappel's own BP framework. However, the organizational presence, colleague conversations, and familiarity with company perspectives unconsciously shape how this research is approached and interpreted. Acknowledging this influence is essential for contextualizing the research outcomes.

In addition, and beyond the essence of this research, the influence of Goudappel on Dutch municipal mobility policies should be acknowledged. While each mobility plan represents unique municipal collaboration and receives democratic approval, the persistent presence of a private organization across this domain should cause attention. This almost monopolistic presence results such that experience and knowledge flows from governments to private companies; a trend that could and should be questioned.

Framework considerations

The limited appearance of certain aspects, particularly within the living environment dimension, raises questions regarding framework applicability. The "barrier effect" concept demonstrates this limitation; while relevant for highway construction through nature reserves, its applicability to urban mobility planning contexts remains debatable, suggesting potential misalignment between framework components and research scope.

The addition of social inclusion to the analytical framework represents a significant modification not included by original developers. This addition addresses specific facets that do not align with other dimensions, providing analytical value. However, alternative perspectives suggest all dimensions should inherently address social inclusion, as indicated by expert feedback. The decision to introduce social inclusion to the framework influences the results; not considering it would result in alternative results. However, interpreting the results would not be affected, as the content (or lack of) of social inclusion would come forth in other dimensions.

6.3 Relation to the literature

The results of this research align to a large extent with the literature. As both Hoekstra (2021) and the Raad voor de leefomgeving en infrastructuur (2024) claim, the current state of broad prosperity predominantly takes places in “word”, and execution is lacking behind. The policy analysis emphasizes this claim; the execution of BP falls short of the goals set out in the visions. Moreover, there’s a broad consensus found on this specific topic in the expert interviews; all interviews discussed the current problematic execution of BP in mobility planning.

The interview findings relate directly to implementation gap theory’s three barrier categories. The conceptual complexity of broad prosperity emerges through its comprehensive approach, as mentioned by significant numbers of interviewees, supporting Seaford’s (2013) observations. Organizational difficulties manifest through silo structures within municipal organizations that prevent team integration and responsibility coordination, consistent with difficulties in large organizations as addressed by Damanpour and Schneider (2006). Additionally, interpretation variation resulting from definitional unification absence creates interpretive differences across municipalities, as noted by multiple interviewees and supported by Bernstein and Szuster (2018).

These theoretical alignments demonstrate that the observed operationalization challenges represent broader systemic issues rather than isolated municipal difficulties, suggesting that addressing broad prosperity implementation requires coordinated approaches targeting both conceptual clarity and organizational structures.

Additionally, the interviews discussed reasons beyond what was found in the literature in relation to the difficulties in operationalization. The influence of the political discourse appeared as a dominant factor in both succeeding and opposing the operationalization. Experts admitted using the ambiguity regarding the definition of BP to politically maneuver alderman in addressing BP dimensions; by highlighting certain dimensions or translate certain dimension in a specific way that addresses the political viewpoints of such alderman, these figures could be convinced to adopt BP. On the other hand, as BP encompasses, among others, well-being, sustainability and social inclusion, it can be considered by some as a “left” or “progressive” concept, limiting the willingness to operationalize in conservative governments. Moreover, variations in the political landscape, both through time and space, influence the operationalization; if a new government takes place that differs on the spectrum from the previous government, willingness to execute old visions can diminish.

Beyond these political factors, contemporary municipal governance challenges further complicate BP operationalization. Limited budgets, workforce constraints, and competing priorities systematically deprioritize BP implementation relative to more immediate municipal concerns. These realities of politics and complexities extend beyond the current theoretical framework, requiring a reconsideration that incorporates both these barriers.

6.4 Limitations

Several limitations affect this research. The sample selection presents inherent constraints, as findings from selected SUMP municipalities may not universally apply to all SUMP cities. While policy analysis revealed saturation through consistent patterns, this lacks empirical verification. Additionally, other qualitative methods than policy analyses were used for saturation methods.

Municipal policy structures vary significantly, creating scope-related limitations. Some cities maintain separate “clean air” policies while others integrate these considerations differently. Consequently, absence from mobility policies doesn’t necessarily indicate lack of consideration; aspects of broad prosperity may be addressed in other policy documents. This thesis’s exclusive focus on mobility policies acknowledges a limited perspective on holistic municipal approaches.

The representation of experts contains shortcomings affecting research reliability. Among advisors, only Goudappel employees participated, despite attempts to engage other firms. While questions avoided company-specific topics, organizational affiliation inevitably influences perspectives. Government employee recruitment succeeded primarily through direct colleague networks, creating geographical bias around Amsterdam. This regional overrepresentation can affect results. Although advisors with nationwide experience partially addressed this gap, direct governmental perspectives from across the Netherlands remain underrepresented.

Methodological concerns include potential interviewer influence within the interview process. Despite systematic efforts to enable interviewees to formulate independent responses, certain situations necessitated providing examples from previous interviews when participants encountered difficulties articulating their perspectives. This approach, while implemented only after allowing initial unguided responses, may have shaped subsequent answers and influenced the identification of barriers and enablers. The provision of examples, though intended to facilitate discussion, potentially introduced bias by directing participants toward previously identified themes rather than allowing entirely original answers. Such interventions, however minimal, represent a methodological limitation that may have affected the results.

Chapter 7

Recommendations

This chapter contains recommenadations for future research and for the private sector, based on the findings of this thesis.

7.1 Future research

To further research the barriers in operationalizing broad prosperity within municipal mobility policies, I recommend adjusting and expanding the research in certain areas:

The policy analysis currently only focusses on the direct effects of certain interventions, based on the text itself and its contextual environment. Incorporating the indirect effects would in the current form require considerable subjectivity. However, more comprehensive research on the holistic effects of each project described in MPs could enhance the understanding of contemporary incorporation of BP. This would drastically increase the scope and time-component of policy analysis; therefore, reducing the amount of cities and considering it as a case-study would be recommended.

The absence of inter-coder reliability analysis introduces systematic subjectivity in code determination and labeling processes. Solo-execution constraints prevent such validation measures, though future research should incorporate reliability protocols to enhance methodological robustness.

In addition, the individual nature of the interviews missed opportunities for synergetic knowledge generation. Future research should explore collective discussions between experts through co-creation or workshops. Specifically considering the

organizational structure and multidimensional field as broad prosperity is, discussions between different fields might reveal patterns currently missed during the interviews.

These methodological enhancements should be complemented by expanded analytical perspectives. Investigating political differences' influence on mobility planning, particularly examining how broad prosperity's perceived progressive associations influence adoption across politically diverse municipalities, would be recommended. Such analysis would highlight strategies for achieving broader political acceptance and implementation.

Furthermore, future research should track municipalities over multiple years to understand whether implementation gaps result from the time needed to adopt new frameworks or from deeper structural barriers. This extended timeframe, combined with detailed evaluations of actual mobility interventions, would provide clear evidence about what enables or prevents broad prosperity from moving beyond policy documents into real-world implementation. Such evidence would help policymakers accelerate the practical application of broad prosperity in Dutch mobility planning.

7.2 Consultancy companies

Lastly, I would like to use this paragraph to express three recommendations towards the mobility consultancy field. Although working on my own project, having spent some months at Goudappel has brought me some idea of how certain mobility-projects come to be, and how the operationalization of BP could be enhanced specifically in this field.

First, do initiate early-on integration of specific field. Consultancy firms are often hired by specific municipal departments, therefore reporting to these departments. With the nature of consultancy firms to express a new train-of-thought or advice from the outside to their clients, it gives them the freedom to advise such integrated approaches. In the light of BP operationalization, I would strongly recommend advising these approaches.

Reconsider defining a company-specific framework for broad prosperity. As found in both the literature and the interviews, more frameworks in the field only

troubles the consensus on BP, limiting its usage. Critically addressing definitions and discussion on the dimensions are essential for the field and should be promoted in e.g. conferences. However, concluding in own frameworks does cloud the definition.

Lastly, I would recommend to (keep on) researching and promoting BP. I think that private consultancy firms such as Goudappel play a vital role in the implementation of BP. Due to their country-wide work of field, the knowledge of such a company extends beyond municipal boundaries. This knowledge flows in both directions. They can gather information from different municipalities to identify trends in difficulties that municipalities face. And, in the other direction, their influence can be significantly through implementing BP as a standardized advice. This unique position makes these firms essential, therefore I recommend them to continue their work around the acknowledgement of broad prosperity.

Chapter 8

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Appendices

Appendix A: Policy analysis sample selection

City	Vision	Measure package	Year	Quality	Firm	Analysis	Remarks
1 Almere	yes	yes, in document	2023	n.a.	Goudappel	no	Made for the center, not necessarily for whole of Almere
2 Alkmaar	yes	yes, in document	2024	+	Goudappel	yes	
3 Amersfoort	yes	yes, in document	2024	-	unknown	no	Made for the coming 10 years
4 Amsterdam	yes	yes, in document	2013		unknown	no	
5 Apeldoorn	yes	yes, in document	2021	-	Braining the future	no	Made for the coming 10 years
6 Arnhem	yes	yes, in document	2024	+	Goudappel	yes	Made along the SUMP methodology
7 Breda	yes	yes, elsewhere	2020	n.a.	Goudappel	no	
8 Den Bosch	yes	yes, in document	2024	+	Goudappel	no	Still in conceptualization phase
9 Den Haag	yes	yes, elsewhere	2022	-	unknown	no	Measure packages clearly structured in vision
10 Dordrecht	yes	yes, in document	2024	+	Goudappel	yes	good example of SUMP
11 Eindhoven	yes	yes, in document	2024	+	unknown	yes	
12 Emmen	no	no	unk.	-	Ruimtevolk	no	
13 Enschede	yes	yes, in document	2019	n.a.	Goudappel	no	
14 Groningen	yes	yes, elsewhere	2022	+	unknown	yes	Measure packages ordered on theme
15 Haarlem	yes	yes, in document	2021	+	Studio Bereikbaar	yes	
16 Leeuwarden	yes	not yet	2024	-	Goudappel	no	See policy budget; policy documents
17 Leiden	no	yes, elsewhere	unk.	-	unknown	no	
18 Maastricht	no	no		-		no	A mobility vision exists for Limburg South, but is old.
19 Middelburg	yes	yes, not extensively	2016	n.a.	unknown	no	
20 Nijmegen	yes	no	2019	n.a.	unknown	no	
21 Rotterdam	yes	yes, in document	2020	+	Goudappel	yes	
22 Tilburg	yes	yes, elsewhere	2016	n.a.	Goudappel	no	
23 Utrecht	yes	yes, in document	2021	+	APPM	yes	
24 Venlo	no	no	unk.	n.a.		no	
25 Zoetermeer	yes	yes, elsewhere	2017		APPM & Goudappel	no	
26 Zwolle	yes	yes, in document	unk.	-	unknown	no	

Appendix B: Chapter selection

CITY	VISION			MEASURE PACKAGE		
	CHAPTER	PAGE	REASONING	CHAPTER	PAGE	REASONING
Alkmaar	3-5	16-34	Vision chapters	7	44-49	Brief descriptions of integrated mobility plans
Arnhem	2-5	11-46	Vision chapters	7	61-63	Focus on description of plans, not list of measures
Dordrecht	3-6	30-81	Vision chapters	7	85-88	Focus on description of plans, not list of measures
Eindhoven	2	19-40	Vision chapter	3	51-90	Focus on sections: "Wij maken de volgende keuzes"; "We make the following choices"
Groningen	3	15-20	Integral vision chapter	Uitwerking programma: van verkeersruimte naar leefruimte	14-15	Focus on introductory texts of each MP rather than detailed list of measures
				Uitwerkings programma actieve mobiliteit & verkeersveiligheid	32-48	Focus on introductory texts of each MP rather than detailed list of measures
				Uitwerking programma Hubs	8-9	Focus on introductory texts of each MP rather than detailed list of measures
Haarlem	2-4	25-45	Integral vision chapters	Appendices 1-3	20-38	Focus on explanatory supporting chapters as they preveal a more integrated measure package
Rotterdam	3-4	16-29	Vision chapters	6	31	Measure package chapter
Utrecht	3	30-43	Integral Vision chapter	9	148-149	MP along the assesment framework

Appendix C-D: Policy Analysis Vision

Appendices C and D contain the policy analyses of respectively visions and measure packages. For the vision analyses, each page contains one city. The analyses of the measure packages are combined; each page contains two cities. Thus, the analyses are placed in the following structure:

CITY	VISION		MEASURE PACKAGE	
	Appendix	Page	Appendix	Page
Alkmaar	Ci	66	Di	82
Arnhem	Cii	68	Di	82
Dordrecht	Ciii	70	Dii	84
Eindhoven	Civ	72	Dii	84
Groningen	Cv	74	Diii	86
Haarlem	Cvi	76	Diii	86
Rotterdam	Cvii	78	Div	88
Utrecht	Cviii	80	Div	88

The content of the analyses are prints from an excel file. This document is in hands of the writer and can shared upon request, if complied with privacy requirements.

Each row consists of the following information: city, chapter, subchapter, page, quote (text element), dimension, aspect, typology, and valuation. Each row is dedicated to one classification of a text element. If a text element is considered to fall under two dimensions, the element is reported in more rows. If an element falls under two aspects but within the same dimension, it is reported in one row and receives extended information in the aspect-column.

Appendix C.i: Vision analysis Alkmaar

City	chapter	s.chapter	page	Quote
Alkmaar	3		16	Een goede bereikbaarheid voor inwoners, bezoekers, ondernemers en logistiek is belangrijk voor de
Alkmaar	3		16	Los van de groei van de stad is bereikbaarheid ook van belang voor bewoners om deel te nemen aan
Alkmaar	3		16	Hierbij gaat het ook om te zorgen dat iedereen in staat wordt gesteld om mee te doen aan de samenl een kleine beurs.
Alkmaar	3		16	De Stedelijke Mobiliteitsvisie Alkmaar staat in het teken van het verduurzamen van de mobiliteit in en maken voor klimaatverandering. De gemeente Alkmaar conformeert zich aan het 'Akkoord van Parijs' van de aarde te beperken en de uitstoot van broeikasgassen te verminderen.
Alkmaar	4	1	19	Meer groen ondersteunt klimaatadaptiviteit, én draagt bij aan een vriendelijke, uitnodigende stad. Dit
Alkmaar	4	1	19	én draagt bij aan een vriendelijke, uitnodigende stad. Dit helpt weer voor een wervend economisch m
Alkmaar	4	1	19	Veiliger wandelen en fietsen bereiken we met ruime voet- en fietspaden die ook geschikt zijn voor rol De binnenstad en omgeving (A-milieu) vormen de huiskamer van de stad. Dit deel van de stad heeft t krijgt prioriteit. Ook in de andere oudere delen van Alkmaar (B-milieu) is het belangrijk om de leefbaar
Alkmaar	4	1	19	fietsen.
Alkmaar	4	4	22	Alkmaar wil fietsgebruik stimuleren: fietsen draagt bij aan de gezondheid van mensen, het geeft minir mobiliteit, fietsen is betaalbaar en het leidt tot minder filevorming.
Alkmaar	4	4	22	Het gaat om vlotte en veilige fietsverbindingen voor de langere afstanden: om belangrijke bestemming buitenwijken en bedrijventerreinen.
Alkmaar	4	4	22	zodat het geschikt wordt voor verschillende doelgroepen
Alkmaar	4	5	22	Bij dit alles geeft Alkmaar speciale aandacht aan toegankelijke haltes én routes naar haltes.
Alkmaar	5	1	26	Beter functioneren van de ring is randvoorwaardelijk voor het verbeteren van de leefkwaliteit in de sta Als de garage daarna nog structureel lege plekken heeft, kunnen overtollige straatparkeerplaatsen in
Alkmaar	5	1	26	verblijfsplek.
Alkmaar	5	2	28	het is een gezonde manier van verplaatsen
Alkmaar	5	2	28	De hoofdfietsroutes verbinden binnen Alkmaar woonwijken met werklocaties, stations, scholen en vo fietser weinig hoeft om te fietsen en routekeuzevrijheid hebt
Alkmaar	5	3	30	Daarom zet de stad in op een toegankelijk en veilig netwerk voor wandelaars.
Alkmaar	5	3	30	Een hogere kwaliteit wordt geboden door extra brede voetpaden, logische routing, geleidelijnen, veilig verlichting.
Alkmaar	5	3	30	Dit netwerk maakt het mogelijk om van A naar B te verplaatsen op een veilige manier
Alkmaar	5	3	30	Het toegankelijk recreatief netwerk bestaat uit verharde rolstoel- en rollator-toegankelijke paden
Alkmaar	5	5	34	Een milieuzone is nu niet aan de orde

	Dimension	Aspect	Typology	Valuation
economische vitaliteit van de stad.	Accessibility	Jobs	main goal	high
in het maatschappelijk leven.	Accessibility	Amenities, Social contacts	main goal	high
evening, ook kinderen, ouderen, mensen met een beperking en me	Social inclusion	all	main goal	high
rond de stad Alkmaar. Ook moet de stad vergroenen om deze g	Living Environment	Climate change, Spatial quality	main goal	high
' (2015) en het 'Nederlandse Klimaatakkoord' (2019) om de opwa	Living Environment	Climate change, Spatial quality	sentence	mid
helpt weer voor een wervend economisch milieu voor bezoekers.	Accessibility	All	sentence	low
milieu voor bezoekers.	Social inclusion	physical	clause	low
stoel of scootmobiel.	Living Environment	Spatial quality	sentence	high
paat bij meer ruimte voor ontmoeten (verblijven). De verblijfskwal	Health	Physical activity	sentence	mid
heid te verbeteren; door meer ruimte te geven aan groen, wande	Accessibility	Jobs, Amenities	sentence	mid
male geluidhinder en uitstoot, het is een ruimte-efficiënte vorm va	Social Inclusion	all	clause	mid
gen in Alkmaar zo goed mogelijk te verbinden vanuit de regio, de	Social Inclusion	physical	clause	mid
nd Alkmaar zelf.	Living Environment	Spatial Quality	sentence	mid
de binnenstad en de Spoorbuurt worden getransformeerd tot gro	Living Environment	Spatial Quality	sentence	high
orzieningen. Het gaat om een fijnmazig fietsnetwerk, waardoor je	Health	Physical activity	clause	low
ge en toegankelijke oversteek-voorzieningen, rustpunten en goec	Accessibility	Amenities	sentence	mid
	Safety	Traffic safety	sentence	low
	Social Inclusion	physical	sentence	mid
	Safety	Traffic safety	sentence	low
	Social Inclusion	physical	sentence	low
	Living Environment	Climate change	sentence	low

Appendix C.ii: Vision analysis Arnhem

City	chapter	s.chapter	page	Quote
Arnhem	2	1	11	We zetten sterk in op het aanmoedigen van verplaatsingen op een manier die niet alleen gunstig is v
Arnhem	2	1	11	We zetten sterk in op het aanmoedigen van verplaatsingen op een manier die niet alleen gunstig is v
Arnhem	2	1	11	Hierdoor ontstaat niet alleen een efficiëntere verkeersstroom, maar het creëert ook een leefbaardere
Arnhem	2	2	12	Doordat onze belangrijkste voorzieningen zich op loopafstand bevinden, wordt lopen een vanzelfspre
Arnhem	2	2	12	Deze routes zijn toegankelijk, goed begaanbaar, veilig en aantrekkelijk.
Arnhem	2	2	12	Deze routes zijn toegankelijk, goed begaanbaar, veilig en aantrekkelijk.
Arnhem	2	2	14	De binnenstad ondergaat een transformatie dankzij bijvoorbeeld zeroemissie stadslogistiek. Een vern zorgt voor een schonere en gezondere stedelijke atmosfeer.
Arnhem	2	2	14	De binnenstad ondergaat een transformatie dankzij bijvoorbeeld zeroemissie stadslogistiek. Een vern zorgt voor een schonere en gezondere stedelijke atmosfeer.
Arnhem	2	2	14	Bevorderen van de verkeersveiligheid.
Arnhem	3	1	17	Het moet makkelijk en veilig zijn om je te voet of met de fiets door Arnhem te verplaatsen
Arnhem	3	1	17	Het moet makkelijk en veilig zijn om je te voet of met de fiets door Arnhem te verplaatsen
Arnhem	3	1	17	Lopen draagt daarnaast ook aanzienlijk bij aan de gezondheid van onze inwoners, zowel fysiek als m
Arnhem	3	1	17	dragen we niet alleen bij aan een gezondere levensstijl, maar ook aan een bloeiende en duurzame lo
Arnhem	3	1	19	Routes zijn veilig, direct en comfortabel: vermindering van autogebruik, lagere snelheden en overste
Arnhem	3	1	19	Routes zijn toegankelijk voor iedereen:
Arnhem	3	1	19	Er is ruimte voor voetgangers
Arnhem	3	1	19	Dagelijkse voorzieningen bevinden zich op loopafstand
Arnhem	3	2	21	Ook moet de infrastructuur veilig zijn voor alle fietsers. Denk aan overzichtelijkheid en voldoende bree Een goede inpassing in de omgeving is hierbij van belang, bijvoorbeeld routes door een groene omge bijbehorende natuurwaarden.
Arnhem	3	3	26	Daarnaast zorgen we voor goede voetgangers- en fietsverbindingen in alle windrichtingen van en naa
Arnhem	4	1	35	Het belangrijkste is dat de kwetsbare doelgroepen zoals voetgangers, fietsers, kinderen, jongeren en
Arnhem	4	1	35	We willen een jaarlijkse daling van het aantal ernstige verkeersslachtoffers, inclusief een daling dodel
Arnhem	4	1	35	Verkeersveiligheid is altijd integraal onderdeel van de aanpassing van weginfrastructuur
Arnhem	4	2	37	In de bewonersaanpak ondersteunen we bewoners om hun eigen reisgedrag gezonder en duurzamer We willen zo min mogelijk grote vrachtwagens en bestelwagens tijdens de drukke winkeltijden in de b verkeersveiligheid.
Arnhem	4	3	39	verkeersveiligheid.
Arnhem	5	1	43	In de openbare ruimte kiezen we voor meer ruimte voor groen, spelen en ontmoeten door ruimte voor
Arnhem	5	1	43	Om de verblijfsomgeving aantrekkelijker te maken en je op een actieve manier te verplaatsen binnen
Arnhem	5	1	43	Een van de grootste voordelen van deze snelheidsverlaging is de aanzienlijk verminderde kans op ov
Arnhem	5	1	43	Dit verhoogt de veiligheid en het comfort van fietsers en voetgangers in het verkeer en maakt fietsen
Arnhem	5	3	46	Door te experimenteren met een vorm van selectieve toegang beperken we het gemotoriseerd verkeer verblijfsklimaat. Hierbij blijven we oog houden voor degenen die afhankelijk zijn van de auto.

	Dimension	Aspect	Typology	Valuation
voor de individuele gezondheid, maar ook voor het milieu.	Health	Physical activity	sentence	mid
voor de individuele gezondheid, maar ook voor het milieu.	Living Environment	Climate change	sentence	mid
omgeving in de stadskern.	Living Environment	Spatial quality	sentence	mid
kende en aangename keuze voor veel inwoners	Accessibility	All	paragraph	high
	Social Inclusion	physical	paragraph	high
	Safety	Traffic safety	paragraph	high
mindert aantal voertuigen, aangedreven door schone energiebronnen	Living Environment	Climate Change	paragraph	high
mindert aantal voertuigen, aangedreven door schone energiebronnen	Health	Harmfull emissions	paragraph	high
	Safety	Traffic safety	clause	low
	Health	Physical activity	sentence	mid
	Safety	Traffic safety	sentence	mid
entiaal	Health	Physical activity	sentence	mid
kale economie.	Accessibility	Jobs, Amenities	sentence	mid
ekplaatsen die ontworpen zijn met de voetganger als uitgangspunt	Safety	Traffic safety	listing	high
	Social inclusion	all	listing	high
	Living Environment	Spatial quality	listing	mid
	Accessibility	Amenities	listing	low
edte.	Safety	Traffic Safety	sentence	mid
eving, waarbij ook rekening wordt gehouden met het bestaande gebied	Living Environment	Barrier effect, Spatial Quality	sentence	mid
ar elk station	Accessibility	All	sentence	low
ouderen in het verkeer beschermd worden.	Social Inclusion	all	sentence	low
rijke verkeersongevallen. Het streven is dat iedereen veilig thuis komt	Safety	Traffic safety	sentence	high
	Safety	Traffic safety	paragraph	high
er te maken, waaronder het stimuleren van bewegen	Health	Physical activity	sentence	low
innenstad, omdat deze een negatief effect hebben op de	Safety	Traffic safety	sentence	high
er verkeer en parkeren anders in te richten	Living Environment	Spatial quality	sentence	mid
de stad, kiezen we voor 30 km/u als nieuwe standaard	Living Environment	Spatial quality	sentence	high
erlijden bij verkeersongevallen.	Safety	Traffic safety	sentence	low
en lopen qua reistijd concurrerender ten opzichte van de auto.	Safety	Traffic safety	sentence	low
er, verminderen we de verkeershinder en vergroten we het	Living Environment	Spatial quality	sentence	mid

Appendix C.iii: Vision analysis Dordrecht

City	chapter	s.chapter	page	Quote
Dordrecht	3	1	30	... streven we ernaar om meer kwaliteit te bieden voor de netwerken van fietsers en voetgangers, waardoor zij een aantrekkelijk alternatief worden voor autoverplaatsingen. ...bevorderen we een gezondere en actievere levensstijl om te maken en verbetert de verkeersveiligheid.
Dordrecht	3	1	30	Daarnaast willen we het gebruik van duurzame vervoersmiddelen zoals elektrische voertuigen aanmoedigen. We concentreren ons op nabijheid van voorzieningen. Door basisvoorzieningen zoals basisscholen, supermarkten, huisartsen, apotheken en ontmoetingsplekken op loop- en fietsafstand te creëren, verminderen we de noodzaak voor lange reizen en wordt het aantrekkelijker om te lopen of te fietsen.
Dordrecht	3	1	31	Bij de aanleg van nieuwe wijken zijn basisvoorzieningen op loop- en fietsafstand een uitgangspunt in het ontwerp.
Dordrecht	3	2	32	Auto's en zero emissie stadslogistiek met bestemming in het gebied zijn in een deel van het gebied wettelijk toegestaan. Doorgaand verkeer wordt afgewikkeld op de hoofdstructuren, zoals de Laan der Verenigde Naties, Bredastraat en de Nieuwe Dordrechtseweg.
Dordrecht	3	2	33	ruimte voor bestemmingsverkeer
Dordrecht	3	2	34	Daarom zetten we hier in op het veilig faciliteren van de bestaande automobiliteit in combinatie met het openbaar vervoer.
Dordrecht	3	2	34	We zetten ons in voor voetgangers door het creëren van voldoende veilige en aantrekkelijke routes, zodat zij naar voorzieningen kunnen wandelen.
Dordrecht	3	2	34	We zetten ons in voor voetgangers door het creëren van voldoende veilige en aantrekkelijke routes, zodat zij naar voorzieningen kunnen wandelen.
Dordrecht	3	2	34	Speciale aandacht wordt besteed aan de veiligheid en aantrekkelijkheid van looproutes rondom de harten van de wijken.
Dordrecht	3	2	36	We investeren daarom in multimodale bereikbaarheid van deze bestemmingen
Dordrecht	3	2	36	Bezoekers worden aangemoedigd om over te stappen op een andere (actieve) vorm van mobiliteit
Dordrecht	4	1	39	We besteden bijzondere aandacht aan het waarborgen van de toegankelijkheid voor mensen met mobiliteitsbeperkingen. Iedereen gemakkelijk en veilig kan navigeren
Dordrecht	4	1	40	Door een omgeving te creëren die uitnodigt tot ontmoeting, verblijf en beweging,
Dordrecht	4	1	40	Iedereen moet dagelijkse voorzieningen zoals een supermarkt, school of park op een comfortabele en veilige afstand bereikbaar zijn.
Dordrecht	4	1	40	De stoep heeft ook als functie om verplaatsingen per rolstoel, rollator, scootmobiel of kinderwagen te faciliteren. Om het fietsen te bevorderen en de veiligheid van fietsers te waarborgen, verbeteren we de fietsinfrastructuur.
Dordrecht	4	2	42	Dordrecht zich kan blijven ontwikkelen als een fietsvriendelijke stad.
Dordrecht	4	6	58	Om te toetsen of het vergroten van het aantal 30 km/u-wegen, ten behoeve van het verbeteren van de verkeersveiligheid en terugdringen van negatieve milieuaspecten,
Dordrecht	4	6	58	Speciale aandacht wordt besteed aan de veiligheid en aantrekkelijkheid van looproutes rondom de harten van de wijken en maatregelen zoals doorsteekjes om directere looproutes te bieden.
Dordrecht	5	1	72	Daarnaast draagt het bij aan een gezondere en schonere stad door minder uitstoot en geluidsoverlast.
Dordrecht	5	1	72	Daarnaast draagt het bij aan een gezondere en schonere stad door minder uitstoot en geluidsoverlast.
Dordrecht	5	1	72	Daarom zetten we ons actief in voor een veilige infrastructuur en goed verlichte openbare ruimtes, vooral op plaatsen zoals stations, bushaltes, utilitaire fietspaden en wandelroutes.
Dordrecht	5	1	73	Door zichtlijnen te optimaliseren, kunnen mensen gemakkelijker hun omgeving observeren wat een gevoel van controle en veiligheid bevordert.
Dordrecht	5	1	73	Als onderdeel van deze visie wordt er gewerkt aan een inclusieve mobiliteitsaanpak om mobiliteitsarmoede effectief te bestrijden.
Dordrecht	5	2	74	Allereerst zetten we ons in om parkeren in de openbare ruimte te beperken, zeker waar dit hinder veroorzaakt.
Dordrecht	6	1	80	Naar een gezond en klimaatneutraal Dordrecht
Dordrecht	6	2	81	Werk maken van schone lucht

	Dimension	Aspect	Typology	Valuation
nder de bevolking	Health	Physical activity	paragraph	high
ruimte te vergroenen en de stad zo aantrekkelijker en klimaatbes	Living Environment	Spatial quality, climate change	sentence	mid
bedigen	Living Environment	Climate change	sentence	mid
	Accessibility	Jobs, Amenities	paragraph	high
het ontwerp van de wijk.	Accessibility	Jobs, Amenities	paragraph	high
elkom, maar worden beschouwd als gasten.	Accessibility	jobs	sentence	mid
aanhoekweg en Merwedestraat/Oranjelaan. In de woongebieden	Accessibility	Amenities	sentence	high
et verbeteren van de voorzieningen voor lopen, fietsen en het ge	Safety	Traffic safety	sentence	mid
odat mensen kunnen genieten van de groene omgeving en gem	Living Environment	Spatial quality	sentence	low
odat mensen kunnen genieten van de groene omgeving en gem	safety	traffic safety	sentence	low
arten van de wijk en maatregelen zoals doorsteekjes om directe	Accessibility	Amenities	sentence	mid
	Accessibility	Amenities	sentence	low
biliteitsbeperkingen, zodat een inclusieve binnenstad ontstaat wa	Health	Physical activity	sentence	low
	Social Inclusion	physical	sentence	mid
	Living Environment	Spatial quality	sentence	low
n veilige manier kunnen bereiken.	Accessibility	Amenities	sentence	mid
faciliteren.	Social Inclusion	physical	sentence	low
structuur en creëren we meer fietsvriendelijke voorzieningen, zo	Safety	Traffic safety	sentence	mid
e verkeersveiligheid en terugdringen van negatieve milieuaspecte	Safety	traffic safety	sentence	mid
	Living Environment	Climate change	sentence	mid
	Social Inclusion	all	sentence	mid
t.	Living Environment	Climate change	sentence	low
	Health	Harmfull emissions	sentence	low
	Safety	Social Safety	sentence	mid
	Safety	Social Safety	sentence	mid
	Social Inclusion	economical	sentence	low
oorzaakt en onvoldoende ruimte voor groen en verblijven is.	Living Environment	Spatial quality	sentence	mid
	Living Environment	Climate change	paragraph	mid
	Health	emissions	paragraph	mid

Appendix C.iv: Vision analysis Eindhoven

City	chapter	s.chapter	page	Quote
Eindhoven	2		19	Het faciliteren van fysieke ontmoetingen is in 2050 belangrijker dan ooit. Wij zetten in op een stad waar alles dichtbij is: Eindhoven als 15-minutenstad, waar alle dagelijkse voorzieningen binnen 15 minuten fietsend of lopend te bereiken zijn.
Eindhoven	2		20	Ons netwerk verbindt binnen Eindhoven en sluit aan op verbindingen met de regio en de rest van Nederland. Om de stad in de toekomst goed verbonden te houden, zullen we de kracht van alle vervoerswijzen in ons netwerk benutten.
Eindhoven	2		20	Wij willen dat vervoer toegankelijk is en halen fysieke barrières weg.
Eindhoven	2		24	Iedereen een betaalbaar duurzaam vervoersalternatief Wij werken aan de betaalbaarheid, vooral van de meer duurzame vervoersalternatieven.
Eindhoven	2		24	Eindhoven heeft in 2050 een goede balans tussen wonen, ondernemen en ontspannen: Eindhoven is een stad waar men prettig woont en werkt, waar aangename, afwisselende wegen je leiden langs levendige pleinen, groene straten en open pleinen.
Eindhoven	2		25	Inwoners en bezoekers ademen tijdens hun verplaatsing in Eindhoven heerlijke schone lucht. In 2050 is het vervoer schoon, zonder uitstoot van CO2 en andere vieze stoffen.
Eindhoven	2		27	Eindhoven wil het klimaatakkoord van Parijs volgen en heeft zich gecommitteerd aan het Schone Lucht Akkoord (SLA).
Eindhoven	2		31	Wij voeren het stappenplan uit voor zero emissiezones gericht op alle motorvoertuigen binnen Eindhoven logistiek.
Eindhoven	2		32	Daarom heeft Eindhoven de ambitie om toe te werken naar nul verkeersslachtoffers.
Eindhoven	2		35	Maar ook de perceptie van verkeersveiligheid heeft grote gevolgen voor mensen. Vooral op kwetsbare groepen als kinderen en ouderen evenals voor voetgangers en fietsers heeft verkeersveiligheid grote impact.
Eindhoven	2		35	Wij pakken de aandachtslocaties qua verkeersonveiligheid aan. Zowel op basis van data als vanuit de beleving. In situaties waar onveiligheid ontstaat tussen verschillende vervoerswijzen, maken we deze veiliger.
Eindhoven	2		36	We zorgen voor veilige schoolzones.
Eindhoven	2		36	Snelheid is de belangrijkste factor in de ernst van ongelukken (slachtoffers, doden). We zetten daarom in op snelheidsverlaging op zoveel mogelijk wegen.
Eindhoven	2		36	Meer lopen en fietsen is gezond én essentieel voor het slagen van de mobiliteitstransitie. Daarnaast is het belangrijk dat de bereikbaarheid van parken, bos en sportvoorzieningen op peil blijft.
Eindhoven	2		40	Wij zetten in op het verbeteren van de luchtkwaliteit en verminderen de trillingen en het geluid van het verkeer.

Dimension	Aspect	Typology	Valuation
Accessibility	Social contacts	sentence	low
	Amenities	listing	mid
	All	listign	low
Social inclusion	physical	listing	low
Social inclusion	economical	listing	low
Living Environment	Spatial quality, climate change	sentence	mid
	Harmfull emissions	sentence	high
Living Environment	Climate change	sentence	high
Living Environment	Climate change	sentence	low
Safety	Traffic safety	sentence	mid
	Social Safety	sentence	low
	Traffic safety	listing	low
	Traffic safety	listing	low
	Traffic safety	listing	mid
Health	Physical activity	sentence	low
Health	Harmfull emissions	sentence	low

Appendix C.v: Vision analysis Groningen

City	chapter	s.chapter	page	Quote
Groningen	3	1	15	Leefkwaliteit' is daarbij leidend in alles wat we doen en moet bij alle ontwerpvraagstukken de toetssteen zijn. We willen dat onze openbare ruimte veilig en toegankelijk is. En ook geschikt is om elkaar te ontmoeten, te sporten en te spelen
Groningen	3	2	16	Bereikbaarheid is de mate waarin mensen en goederen binnen een billijke reistijd en met enige gemak kunnen komen. En dat met een vervoerswijze die past bij de locatie en de aard van de activiteit op de
Groningen	3	2	17	Voor ouderen en mensen met een handicap is lopen, fietsen of reizen met het regulier OV niet altijd mogelijk. Ook is zelfstandig reizen met een auto soms geen optie. Wij vinden dat in Groningen iedereen kunnen nemen aan het maatschappelijke leven. Goede mobiliteit voor iedereen is daarvoor een randvoorwaarde voor deze doelgroep. Dat betekent dat wij onze openbare ruimte zo inrichten dat deze bijvoorbeeld zo mogelijk obstakelvrij is en voorzieningen heeft voor het geleiden van blinden en slechtzienden. En zo
Groningen	3	3	18	Emissievrije samenleving, Vervoer zonder uitstoot CO2 en luchtvervuiling en minder geluid
Groningen	3	3	18	Emissievrije Vervoer zonder uitstoot CO2 en luchtvervuiling en minder geluid
Groningen	3	3	19	We verlagen daarom de snelheid waarmee auto's zich door de stad bewegen, vooral op plekken waar de leefkwaliteit onder druk staat. Dit verlaagt geluid en kansen fijnstof te beperken en zorgt voor een rustiger verkeersbeeld en verbetert de verkeersveiligheid
Groningen	3	3	19	We verlagen daarom de snelheid waarmee auto's zich door de stad bewegen, vooral op plekken waar de leefkwaliteit onder druk staat. Dit verlaagt geluid en kansen fijnstof te beperken en zorgt voor een rustiger verkeersbeeld en verbetert de verkeersveiligheid
Groningen	3	3	19	We verlagen daarom de snelheid waarmee auto's zich door de stad bewegen, vooral op plekken waar de leefkwaliteit onder druk staat. Dit verlaagt geluid en kansen fijnstof te beperken en zorgt voor een rustiger verkeersbeeld en verbetert de verkeersveiligheid
Groningen	3	3	20	Voor verplaatsingen binnen de stad en onze dorpen willen we naast de fiets ook het lopen stimuleren. Lopen en fietsen vragen relatief weinig ruimte en zijn gezond en schoon.
Groningen	3	3	20	Als er toch gereisd wordt met een gemotoriseerd voertuig, dan bij voorkeur emissievrij. Dat betekent met een batterij of met een duurzame energiedrager zoals waterstof. Dat komt de leefkwaliteit in onze

	Dimension	Aspect	Typology	Valuation
k op bestemmingen e bestemming.	Living Environment	spatial quality	sentence	high
	Accessibility	All	sentence	low
mogelijk of een deel moet voorwaarde, ook veel rgen dat er genoeg	Social inclusion	Physical	paragraph	high
uidshinder, biedt id	Health	Harmfull emissions	sentence	mid
	Living Environment	Climate change	sentence	mid
uidshinder, biedt id	Safety	Traffic safety	sentence	high
uidshinder, biedt id	Health	Harmfull emissions	sentence	high
uidshinder, biedt id	Living Environment	spatial quality	sentence	high
aangedreven via meente ten goede.	Health	Physical activity	sentence	mid
	Health	Harmfull emissions	sentence	mid

Appendix C.vi: Vision analysis Haarlem

City	chapter	s.chapter	page	Quote
Haarlem	2		25	Haarlem heeft de wens om binnen het huidige bebouwd gebied te verstedelijken, waarbij randvoorwaarden om stedelijke kwaliteit te kunnen bieden in de wijken, is een van de belangrijkste opgaven om te zorgen voor ontmoeten en groen.
Haarlem	2		25	Doel is om de voetganger en fiets meer ruimte te geven om zo de verkeersveiligheid en toegankelijkheid te verbeteren. Door de verdichting in de ontwikkelzones dient de toekomstige arkeervraag in pandig opgelost te worden om stedelijke kwaliteit (zoals groen en spelen, maar ook groen en water in het kader van klimaatadaptatie) te behouden. Stedelijke kwaliteit. In 2030 is onze openbare ruimte groener en leefbaarder, met minder auto's op straat. Levendigheid, ontmoeten, winkelen en verblijven voorop in het centrum Met name het centrum is het hart van de stad waar levendigheid, ontmoeten, winkelen en verblijven centraal staat. Ambitie is om in de toekomst het gehele centrumgebied voetgangersgebied, met behoud van de huidige karakteristiek, te creëren.
Haarlem	2		26	Verbetering verkeersveiligheid voor fiets en voetganger: 30 km/ uur als standaardsnelheid binnen de bebouwde kom om de verkeersveiligheid te verbeteren. 30 km/ uur wordt de standaardsnelheid binnen de bebouwde kom om de verkeersveiligheid te verbeteren. De keuze voor 30 km/ uur zorgt ervoor dat de benodigde ruimte voor de auto kleiner wordt en de bebouwde kom meer ruimte krijgt voor verblijven en groen.
Haarlem	2		27	Met name het centrum is het hart van de stad waar levendigheid, ontmoeten, winkelen en verblijven centraal staat. Ambitie is om in de toekomst het gehele centrumgebied voetgangersgebied, met behoud van de huidige karakteristiek, te creëren.
Haarlem	3	1	29	gebruiker.
Haarlem	3	1	29	waarbij specifiek aandacht is voor sociale veiligheid van de routes (met name in de avonduren). Deze hoofdfietsroutes zijn rechtstreeks, aantrekkelijk, veilig en zonder oponthoud. Doorfietsen, beleven en verblijven. Kruisingen/voorrang, een aantrekkelijke route.
Haarlem	3	2	30	Aanpassen van de inrichting van de 30 km/uur wegen (ook GOW30), waardoor meer ruimte en veiligheid wordt gecreëerd voor fiets en voetganger. Aanpassen van de inrichting van de 30 km/uur wegen (ook GOW30), waardoor meer ruimte en veiligheid wordt gecreëerd voor fiets en voetganger.
Haarlem	3	2	31	van 50 km/uur voor vrijliggende etspaden indien deze nog niet aanwezig zijn.
Haarlem	3	3	32	Er wordt ingezet op het verbeteren van de HOV-bereikbaarheid van de ontwikkelzones, Haarlem-Noord en Haarlem-Zuid. Toegankelijk stedelijk OV-systeem gericht op binnenstad en OV-knooppunten. Noord- en zuid lijnbusse en tram. Naast het vrijwilligersvervoer is er voor inwoners met een Wmoindicatie de mogelijkheid om gebruik te maken van de deur tot deur voor inwoners die geen gebruik kunnen maken van eigen vervoer of het openbaar vervoer.
Haarlem	3	3	32	van deur tot deur voor inwoners die geen gebruik kunnen maken van eigen vervoer of het openbaar vervoer.
Haarlem	3	4	34	Om doorgaand verkeer door de stad te minimaliseren en sluipverkeer door de wijken te voorkomen wordt ingezet op het verbeteren van de verkeersveiligheid voor fiets en voetganger en woonruimte. Hiermee wordt gekozen voor het verbeteren van de verkeersveiligheid voor fiets en voetganger en woonruimte.
Haarlem	3	4	34	aantrekkelijk.
Haarlem	4	1	41	Ook pakt men eerder de fiets als deze voor de deur staat en de auto verder weg, dan wanneer het autoverkeer de voorkeur heeft.
Haarlem	4	2	42	Het is zaak deze zoveel mogelijk met duurzame vervoermiddelen te laten plaatsvinden.
Haarlem	4	2	42	Daarnaast willen we dat deze verplaatsingen veiliger plaatsvinden.
Haarlem	4	2	43	Pilot 'Groenplek en fietsrek' waarbij bewoners extra groen of fietsparkeerplekken in de straat kunnen creëren van de sociale norm dat de fiets bij het verdelen van de schaarse ruimte in de stad een belangrijke plek heeft.
Haarlem	4	3	45	Technologie: voertuigen met minder uitstoot, speciaal voor de stad ontworpen; Om de stedelijke distributie versneld te verduurzamen wordt, net als bij de personenmobiliteit, ingezet op het verminderen, veranderen en verschoneren van de mobiliteit. Hierbij wordt o.a. gekeken naar: • Verduurzamen inzameling bedrijfsafval door het bundelen van afvalstromen ('Green Collecting') • Potentie vervoer over water • Schoon toegangsbeleid Haarlemse binnenstad (instellen en implementeren ZE-zone, met als 1e stap de Milieuzone voor vrachtverkeer) • Verduurzamen vervoer in de 'Last Mile' (distributiecentrum, bezorging bij de consument) • Gebiedsgerichte bewonersinitiatieven rondom hubs en pakketpunten op centrale plekken
Haarlem	4	3	45	• Stimuleren deelgebruik elektrische voertuigen

	Dimension	Aspect	Typology	Valuation
arde is dat de de bereikbaarheid van het gebied op niveau blijft.	Accessibility	All	Sentence	low
gen voor voldoende ruimtelijke kwaliteit en ruimte voor verblijven,	Living Environment	Spatial quality	sentence	mid
heid te verbeteren	Safety	traffic safety	sentence	mid
den in combinatie met parkeerregulering om ruimte te reserveren	Living Environment	spatial quality	paragraph	mid
e). Ook in de bestaande wijken moet ruimte gemaakt worden voc	Living Environment	Spatial quality	paragraph	high
aat.	Living Environment	Spatial quality	paragraph	high
hart van de stad waar levendigheid, ontmoeten, winkelen en verl	Living Environment	Spatial quality	paragraph	high
oud van fietsroutes, te maken om zo meer ruimte voor de voetga	Living Environment	Spatial quality	paragraph	high
bebouwde kom Er wordt in de stad gekozen voor het principe “30	safety	traffic safety	paragraph	high
verbeteren, met name voor de fiets en voetganger.	Living Environment	Spatial quality	Sentence	low
erkte beschikbare ruimte meer gebruikt kan worden voor lopen, f	Living Environment	Spatial quality	listing	mid
centraal staat. Hier wordt gekozen voor de voetganger als belang	safety	social safety	listing	low
ing, veiligheid en comfort staan centraal: brede fietspaden, weini	Accessibility	All	sentence	mid
heid ontstaat voor de fiets. Zorg bij wegen met een maximumsne	Safety	traffic safety	listing	mid
ord en Haarlem Zuidwest. Daarnaast wordt ingezet op een fijnma	Accessibility	All	listing	mid
en worden zoveel mogelijk verknoopt om Haarlem station te ontle	social inclusion	physical	listing	low
e maken van RegioRijder. RegioRijder biedt binnen de regio verv	Accessibility	All	listing	low
vervoer.	Safety	traffic safety	listing	mid
wordt er gezorgd voor een goede hoofdontsluitingsstructuur.	health	Physical activity	sentence	low
ordt de route voor de auto binnendoor/door de wijken heen minde	Living Environment	climate change	Sentence	low
andersom is.	safety	traffic safety	Sentence	low
aanvragen ten koste van een autoparkeerplek. Dit draagt bij aan	Living Environment	Spatial quality	listing	high
grijker plek inneemt dan de auto (zie ook boven bij ‘gemak’).	health	Harmfull emissions	listing	low
	health	Harmfull emissions	paragraph	low

Appendix C.vii: Vision analysis Rotterdam

City	chapter	s.chapter	page	Quote
Rotterdam	3	1	16	Vergroten van woon- en verblijfsgebieden.
Rotterdam	3	1	16	Weren wijkvreemd verkeer, vergroten verkeersveiligheid.
Rotterdam	3	1	16	Meer en kwalitatief betere ruimte voor voetganger en fiets in verblijfsgebieden.
Rotterdam	3	1	16	Rondom OV-knopen, scholen en sportvoorzieningen is de inrichting primair gericht op de voetganger
Rotterdam	3	1	17	Ook in de stadswijken en buitenwijken maken we meer ruimte voor fietsers en voetgangers.
Rotterdam	3	2	18	Geleidelijke transformatie van boulevards, stadsstraten en verblijfsstraten naar wegprofielen met indeling op snelheid.
Rotterdam	3	2	18	Ook geschikt voor het ruimte geven aan zero emissie stadsdistributie (laden/lossen).
Rotterdam	3	2	18	Transformatie naar Nul emissie mobiliteit en het stimuleren van lopen/fietsen draagt bij aan gezondheid
Rotterdam	4	1	21	Terugbrengen van de snelheid naar 30 km/u zorgt voor meer veiligheid en leefbaarheid op stads- en
Rotterdam	4	2	23	We gaan de komende jaren stapsgewijs de verblijfskwaliteit nog verder verbeteren en meer ruimte bieden
Rotterdam	4	2	23	andere inrichting van het verkeersnetwerk om ruimte te bieden aan lopen, fietsen en OV-gebruik in de
Rotterdam	4	2	23	Stapsgewijze snelheidsverlaging in de binnenstad. Hierdoor verbetert de verkeersveiligheid en ontstaan
Rotterdam	4	2	23	straten.
Rotterdam	4	2	23	Tot 2025 wordt zero emissie stadslogistiek gestimuleerd met doelgroepstroken voor onder andere scholen
Rotterdam	4	3	26	In stadswijken is het OV vaak binnen handbereik. Focus op het OV goed en prettig bereikbaar maken
Rotterdam	4	3	26	kort zijn, is een goed wandelnetwerk van belang. Door rondom scholen autovrije straten of zones in te
Rotterdam	4	3	27	aangehaakt zijn op het wandelnetwerk, creëer je voor de hele buurt een degelijke basis voor de voetganger
Rotterdam	4	3	27	In buurtwinkelcentra is het belangrijk te investeren in verblijfskwaliteit en alternatieven voor de auto te
Rotterdam	4	3	27	de inrichting moeten de voetganger en fietser op de eerste plek staan.
Rotterdam	4	3	27	In de buitenwijken liggen veel kansen op het gebied van fietsen. Met name
Rotterdam	4	3	27	het gebruik van elektrische fietsen is enorm kansrijk gezien de afstanden naar het centrum van Rotterdam
Rotterdam	4	3	27	belangrijk dat het fietspadennetwerk goed op orde is, en dat barrières zoveel mogelijk opgeheven worden
Rotterdam	4	3	28	In schoolomgevingen draagt een reductie van de maximaal toegestane snelheid bij aan een verkeers
Rotterdam	4	3	28	Het inzetten op verblijfskwaliteit op straat is belangrijk: door bij schoolomgevingen de fietser en voetganger
Rotterdam	4	3	28	km/u te reduceren.
Rotterdam	4	3	28	Hierdoor ontstaan er mogelijkheden om de groenstructuur te versterken en wandelroutes aantrekkelijker
Rotterdam	4	3	28	grootschalige groene plekken (langs de Maas) vormen een belangrijk onderdeel van dit wandelnetwerk
Rotterdam	4	4	29	Vanuit regionaal perspectief is het belangrijk de Ruit draaiende te houden en doorgaand nationaal vervoer
Rotterdam	4	4	29	achterlandverbindingen vanuit de haven en het Westland. Zeker gezien de grote onderhoudsopgaven
Rotterdam	4	4	29	Daarom is het van belang minder korteafstand-personenverkeer over de Ruit af te wikkelen. En
Rotterdam	4	4	29	Met het stappenplan Zero Emissie Stadsdistributie zet de gemeente in op regionale logistieke hubs in

	Dimension	Aspect	Typology	Valuation
en daarna op de fietser.	Living Environment	spatial quality	listing	mid
	safety	traffic safety	listing	low
	Living Environment	spatial quality	listing	mid
	Living Environment	Spatial quality	listing	mid
	Health	Physical activity	listing	low
heid, minder geluid en betere luchtkwaliteit.	Safety	Traffic safety	listing	mid
	Health	Harmfull emissions	listing	low
	Health	Harmfull emissions	listing	mid
	Safety	Traffic safety	listing	mid
	Living Environment	spatial quality	sentence	high
at een betere interactie tussen weggebruikers. Ambitie is meer 3	Safety	Traffic safety	listing	mid
	health	Harmfull emissions	listing	low
	Living Environment	spatial quality	paragraph.	mid
	Living Environment	spatial quality	paragraph.	high
	Accessibility	Amenities	sentence	mid
rdam, maar ook naar de omliggende recreatiegebieden. Hiervoor	Safety	Traffic safety	sentence	mid
	Safety	Traffic safety	Sentence	mid
	Living Environment	spatial quality	sentence	high
	Accessibility	Jobs	sentence	mid
	health	emissions	sentence	low

Appendix C.viii: Vision analysis Utrecht

City	chapter	s.chapter	page	Quote
Utrecht	3	1	30	Nabijheid: We concentreren de groei van de stad zo veel mogelijk binnenstedelijk rondom knooppunten en voorzieningen, nemen ze gemakkelijker deel aan uiteenlopende activiteiten en kiezen ze vaker voor lokale voorzieningen.
Utrecht	3	1	30	De gemeente Utrecht bouwt aan een inclusieve stad, waar plek is voor iedereen en waar maatschappelijke en fysieke barrières worden beslecht. Het mobiliteitssysteem richten we zodanig in, dat iedereen mee kan doen.
Utrecht	3	2	32	1. Meer verblijfskwaliteit,... betere leefbaarheid
Utrecht	3	2	32	3. Meer ruimte voor de voetganger
Utrecht	3	2	32	4. Schaalsprong fiets: Meer ruimte voor de fietser, stedelijk en regionaal
Utrecht	3	2	32	8. Verkeersveilige stad, zo veel mogelijk inrichten met een 30 kilometer per uur-regime
Utrecht	3	2	32	8. Verkeersveilige stad, zo veel mogelijk inrichten met een 30 kilometer per uur-regime
Utrecht	3	3	34	In en tussen de wijken zijn de voorzieningen goed lopend of met de fiets te bereiken.
Utrecht	3	3	34	Het merendeel daarvan is dan emissieloos
Utrecht	3	3	35	Hierdoor ontstaat ruimte in de straat voor meer groen, spelen, verblijven en duurzame mobiliteit.
Utrecht	3	3	35	We willen dat Utrecht in 2040 een inclusieve stad is, omdat belemmeringen in de mobiliteit zoveel mogelijk worden weggenomen.
Utrecht	3	5	40	Zo zorgen we voor meer nabijheid en minder reisbewegingen, minder verkeershinder en minder vertraging.
Utrecht	3	5	41	moet de toegankelijkheid voor iedereen tot het mobiliteitssysteem geborgd zijn.
Utrecht	3	5	43	Naast een betere bereikbaarheid biedt deze totale mobiliteitsaanpak kansen om aantrekkelijke woon- en werkomgevingen te creëren.
Utrecht	3	5	43	de kwaliteit van de openbare ruimte,
Utrecht	3	5	43	de luchtkwaliteit
Utrecht	3	5	43	en de verkeersveiligheid te verbeteren en andere verkeershinder te beperken.

	Dimension	Aspect	Typology	Valuation
en. Hierdoor reizen mensen minder (ver) naar hun werk en open, fietsen, het OV en deelmobiliteit.	Accessibility	All	main goal	high
	Social inclusion	physical	main goal	high
	Living Environment	Spatial Quality	listing	low
	Health	Physical activity	listing	low
	Safety	Traffic safety	listing	mid
	Living Environment	Spatial quality	listing	mid
	Accessibility	Amenities	sentence	low
	Health	Harmfull emissions	sentence	mid
	Living Environment	Spatial quality	clause	mid
gelijk zijn weggenomen.	Social inclusion	physical	sentence	mid
	Accessibility	All	sentence	high
	Social Inclusion	all	clause	low
	Accessibility	All	sentence	mid
	Living Environment	spatial quality	clause	low
	Health	Harmfull emissions	clause	low
	Safety	Traffic safety	clause	low
en werkmilieus te creëren				

Appendix D.i: MP analysis Alkmaar & A

City	Page	Quote
Alkmaar	44	worden integrale plannen opgesteld voor alle vervoerswijzen, gericht op verkeersveiligheid en leefbaarheid.
Alkmaar	44	worden integrale plannen opgesteld voor alle vervoerswijzen, gericht op verkeersveiligheid en leefbaarheid.
Alkmaar	44	gericht op het vergroten van de leefbaarheid in het historisch centrum.
Alkmaar	45	Het gaat hier om o.a. een gefaseerde aanpak van onveilige locaties waar veel ongevallen plaatsvinden, zogena
Alkmaar	45	en/of aanpassing van de snelheidslimiet
Alkmaar	45	Deze verbinding is een belangrijke schakel in het doorfietsnetwerk en in het openbaar vervoernetwerk.
Alkmaar	46	In het actieplan wordt de veiligheid, beleefbaarheid en directheid van voetgangersvoorzieningen naar aantrekkir
Alkmaar	46	vastgelegd.
Alkmaar	46	In het actieplan wordt de veiligheid, beleefbaarheid en directheid van voetgangersvoorzieningen naar aantrekkir
Alkmaar	46	vastgelegd.
Alkmaar	46	In het actieplan wordt de veiligheid, beleefbaarheid en directheid van voetgangersvoorzieningen naar aantrekkir
Alkmaar	46	vastgelegd.
Alkmaar	47	Op de singelstructuur Kennemersingel-Bergerweg-Geestersingel inclusief Bergerhoutrotonde komen veel kanse
Alkmaar	47	voor veilig wandelen en fietsen
Alkmaar	47	openbaar groen nabij de binnenstad toegankelijk te maken voor de mensen.
Alkmaar	48	Daarnaast zal voor de beide bedrijventerreinen worden gekeken naar de inrichting van het openbaar gebied, ve
Alkmaar	48	en vergroeningsmogelijkheden.
Alkmaar	48	Tot slot kijkt de gemeente samen met ondernemers hoe mobiliteitsmanagement kan bijdragen aan de bereikbaar
Alkmaar	48	op die de regio Alkmaar bereikbaar moet houden
Alkmaar	49	Wanneer uit monitoring blijkt dat er voldoende parkeercapaciteit over is, kan deze garage
Alkmaar	49	Door het scheiden van de spoorlijn van het lokale verkeer ontstaat er een grote verbetering van de doorstroming
Alkmaar	49	Door het scheiden van de spoorlijn van het lokale verkeer ontstaat er een grote verbetering van de doorstroming
Arnhem	61	Dit betreft dan voornamelijk de aanleg van hoogwaardige en stedelijk fietsroutes zoals de Johan de Wittlaan
Arnhem	61	Ook kunnen we dan al een eerste slag slaan met het herstructureren van wegenzodat op die wegen meer ruimte komt voor lopen, fietsen, het openbaar vervoer of groen.
Arnhem	61	We starten ook direct met het verbeteren van de reeds bestaande lopen fietsinfrastructuur. Hier is namelijk geen uitgebreide voorbereidingstijd voor nodig. Het gaat daarbij om verbeteren van de verharding (zoals fietspaden die nu nog in klinkers zijn uitgevoerd uitvoeren in asfalt), maar ook om een betere afstelling van verkeerslichten voor actieve mobiliteit. Hiermee wordt het sneller en comfortabeler fietsen en lopen.
Arnhem	61	om mensen echt te helpen in hun stap naar meer duurzamere mobiliteit.
Arnhem	62	Ook zal binnen twee jaar (1 juni 2026) de zero-emissie stadslogistiek zone zijn ingevoerd, waardoor de binnens bestelbussen en vrachtwagens.
Arnhem	63	We blijven ons openbaar vervoer en fietsnetwerk verbeteren. Dat doen we met de aanleg van meer hoogwaardige en stedelijke fietsroutes
Arnhem	63	Dat leidt tot een betere doorstroming van het openbaar vervoer en meer ruimte voor voetganger, fietser en groen.
Arnhem	63	Hierdoor beschikken we ook over de Nederrijn over uitstekende (regionale) fietsverbindingen.
Arnhem	63	We zorgen er in deze periode zo snel mogelijk voor dat we in alle windrichtingen stadsrandhubs hebben, zodat er vanuit alle richtingen een goed alternatief is om je auto aan de rand van de stad te narkeren.

	Dimension	Aspect	Typology	Valuation
	Living Environment	Spatial Quality	clause	low
	Safety	Traffic Safety	clause	low
amde 'black spots', met behulp van herinric	Living Environment	Spatial Quality	sentence	mid
	Safety	Traffic Safety	sentence	high
	Accessibility	All	sentence	high
ngspunten opgenomen en worden hoofdrou	Safety	Traffic Safety	sentence	mid
ngspunten opgenomen en worden hoofdrou	Accessibility	All	sentence	mid
ngspunten opgenomen en worden hoofdrou	Living Environment	Spatial Quality	sentence	mid
en samen: een 30 km/u-inrichting met meer	safety	Traffic Safety	sentence	high
iligheid voor fietsers en voetgangers,	Social inclusion	Physical	clause	low
	Safety	Traffic Safety	clause	low
arheid	Living Environment	Spatial Quality	clause	low
	Accessibility	Jobs	sentence	low
	Accessibility	All	sentence	mid
	Living Environment	Spatial Quality	sentence	mid
g, verkeersveiligheid en leefbaarheid van de	Safety	Traffic Safety	sentence	high
g, verkeersveiligheid en leefbaarheid van de	Living Environment	Spatial Quality	sentence	high
	Health	Physical activity	sentence	high
	Living Environment	Spatial Quality	clause	mid
	Health	Physical activity	paragraph	mid
	Living Environment	Climate change	clause	low
stad alleen nog toegankelijk is voor schone	health	Harmfull emissions	sentence	high
	Health	Physical activity	sentence	mid
	Living Environment	Spatial Quality	sentence	high
	Accessibility	All	clause	mid
	Accessibilitv	All	sentence	hiah

Appendix D.ii: MP analysis Dordrecht

City	Page	Quote
Dordrecht	85	Voor de voetganger investeert Dordrecht in goede en veilige oversteekbaarheid van wegen in het bijzonder rond wijkhartten.
Dordrecht	85	Op middellange termijn overwegen we het afsluiten van de Spuiweg (Krispijntunnel) voor autoverkeer om de kwaliteit voor lopen, fietsen en openbaar vervoer ook hier op orde te brengen.
Dordrecht	86	We verbeteren de leefbaarheid in wijken door de voetganger en fietser meer de ruimte te geven.
Dordrecht	86	Overweging uitbreiding zero emissie stadslogistiek (ZES) naar wijken en/of een groter deel van het A-gebied op middellange termijn
Dordrecht	88	In dat kader realiseren we toeristische overstappunten met aanbod van deelmobiliteit die b in het buitengebied zoals de Hollandse Biesbosch en De Elzen sterker multimodaal toegankelijk maken.
Dordrecht	88	Zo zetten we het Bewegend Bos door de stad voort als bewustwording hoe meer groen kan bijdragen aan de leefbaarheid in de stad.
Dordrecht	88	Dit kan namelijk meerdere oorzaken hebben: onveilige routes, niet kunnen fietsen of het niet beschikken over een fiets. Waar mogelijk koppelen we dit aan het monitoring & evaluatieplan waar ook een bewonersenquête onderdeel van is. In lijn met het uitvoeringsprogramma Fiets 2023-2026 voeren we structurele fietsstimuleringscampagnes.
Eindhoven	51	We zetten in op wijkgerichte uitwerkingsplannen met meer focus op lopen en fietsen (o.a. door het oplossen van barrières en invullen van missing links).
Eindhoven	54	Weghalen van fysieke barrières en hindernissen voor voetgangers en fietsers op routes
Eindhoven	54	Fiets op één: Eindhoven heeft de ambitie om in 2030 in de top 10 van beste fietssteden van Nederland te staan, volgens de fietsstad top 100 van de fietsersbond
Eindhoven	66	Opstellen van actuele toegankelijkheidseisen voor loop- en fietsverbindingen in samenspraak met belanghebbenden
Eindhoven	71	Op verzoek van inwoners vervangen we jaarlijks parkeerplaatsen in straten voor meer groen of andere functies die de leefbaarheid verbeteren
Eindhoven	76	We winnen ruimte voor kwaliteit door de uitvoering van de Motie 30 door mogelijke versmalling van wegen.
Eindhoven	81	Toewerken naar volledig schone mobiliteit in 2038 conform routekaart
Eindhoven	81	We sluiten aan op de afspraken Schone Lucht Akkoord en voldoen aan de landelijke regelgeving voor luchtkwaliteit
Eindhoven	86	Prioriteit in de aanpak gericht op kwetsbare verkeersdeelnemers (m.n. ouderen, fietsers en jonge bestuurders)
Eindhoven	86	Continueren en intensiveren verkeersveiligheidscampagnes, schooleducatie, en cursussen
Eindhoven	90	Nul verkeersslachtoffers op termijn; halvering van het aantal in 2030 t.o.v. 2019
Eindhoven	90	Verkeersveiligheid is belangrijker dan doorstroming; o.a. verwijderen van voor voetgangers en fietsers onveilige plekken op de Ring en op de radialen tussen Randweg en Ring
Eindhoven	90	Het STOMP (stappen, trappen, OV, Maas/deelmobiliteit, privé auto) principe is uitgangspunt; ook bij (nieuwe) gebiedsontwikkelingen

& Eindhoven

	Dimension	Aspect	Typology	Valuation
Bestemmingen	Safety	Traffic Safety	sentence	mid
	Safety	Traffic Safety	sentence	high
	Living Environment	Spatial Quality	sentence	mid
	Health	Harmfull emissions	sentence	mid
	Accessibility	Amenities, Social contacs	sentence	mid
	Living Environment	Spatial Quality	sentence	high
	Social inclusion	All	sentence	mid
	Health	Physical activity	sentence	low
	accessibility	All	sentence	low
	Health	Physical activity	sentence	high
	Social inclusion	Physical	sentence	mid
	Living Environment	Spatial quality	sentence	high
	Living Environment	Climate change	sentence	high
	Living Environment	Climate change	sentence	mid
	Health	Harmfull emissions	sentence	mid
	Social inclusion		sentence	low
	Safety	traffic safety	sentence	mid
	Safety	traffic safety	sentence	mid
	Safety	traffic safety	sentence	high
	health	Physical activity	sentence	high

Appendix D.iii: MP analysis Groningen

City	Chapter	Page	Quote
Groningen	Uitwerkingsprogramma: van verkeersruimte naar leefruimte	14	Bijna overal in onze gemeente beperken we de rijsnelheid tot 30 km/uur en transt leefruimte.
Groningen	Uitwerkingsprogramma: van verkeersruimte naar leefruimte	14	Een lagere rijsnelheid heeft verschillende voordelen. Zo leidt een lagere snelheid tot een significant lagere ongevals kans en ernstig letsel of overlijden een stuk lager.
Groningen	Uitwerkingsprogramma: van verkeersruimte naar leefruimte	14	Bovendien zorgt een lagere snelheid voor meer ruimte, omdat verkeerssoorten kunnen worden gemengd (dat betekent overigens niet per space) en de wegbreedte in veel gevallen kan worden beperkt. Zo herwinnen we r terugkomen, kan de vrijgekomen ruimte gebruikt worden voor spelen, groen of ontr
Groningen	Uitwerkingsprogramma: van verkeersruimte naar leefruimte	14	Tegelijkertijd kunnen we straten ook klimaatbestendig maken. Zo kunnen we met s en meer schaduw creëren, zodat het verblijven op straat ook aangenaam blijft. Daa de (sociale) cohesie van buurt en wijk. Op tal van plaatsen kan ruimte die vrijkomt t vertellen, de geschiedenis zichtbaar te maken en daarmee de verblijfskwaliteit een
Groningen	Uitwerkingsprogramma: van verkeersruimte naar leefruimte	15	Met de uitvoering van de Mobiliteitsvisie maken we de stap van verkeersruimte naa in één keer kunnen aanpakken kiezen we naast grootschalige transformatie ook v straten anders in te richten en voeren we experimenten uit
Groningen	Uitwerkingsprogramma: van verkeersruimte naar leefruimte	15	Voor de inrichting van GOW30-wegen kan gebruik worden gemaakt van de inrichti vastgestelde Leidraad Openbare Ruimte 'Nieuwe Ruimte'.
Groningen	Uitwerkingsprogramma actieve mobiliteit & verkeersveiligheid	32	In dit Uitvoeringsprogramma Lopen richten we ons daarom op de plekken die mind de buurten en dorpen en de looproutes naar scholen, openbaar vervoerhaltes en s
Groningen	Uitwerkingsprogramma actieve mobiliteit & verkeersveiligheid	36	Omdat fietsen inclusief moet blijven, zetten we met dit Uitvoeringsprogramma Fietsen in o en de veiligheid op bestaande fietspaden
Groningen	Uitwerkingsprogramma actieve mobiliteit & verkeersveiligheid	36	Daarnaast zorgen we ervoor dat nieuwe ontwikkellocaties altijd goed bereikbaar zij uitstekend aansluit op het bestaande fietsnetwerk. Waar fietsroutes ontbreken, leg
Groningen	Uitwerkingsprogramma actieve mobiliteit & verkeersveiligheid	36	De fiets is en blijft hét vervoermiddel in Groningen, want fietsen is een efficiënte en gemeente.
Groningen	Uitwerkingsprogramma actieve mobiliteit & verkeersveiligheid	48	. In een gemeente waar fietsen en lopen voorop staan is het van groot belang dat iedereen zich voldoende veilig voelt in het verkeer
Groningen	Uitwerkingsprogramma actieve mobiliteit & verkeersveiligheid	48	Verkeersveiligheid zetten we in op het verbeteren van de verkeersveiligheid van ki scholenprogramma. Daarnaast zetten we in op het verbeteren van de verkeersveili
Groningen	Uitwerkingsprogramma Hubs	8	Een omvattend netwerk van hubs op verschillende schaalniveaus te realiseren, ste om snel, comfortabel en duurzaam te reizen zonder een (eigen) auto te hoeven ge
Groningen	Uitwerkingsprogramma Hubs	9	deelmobiliteit, dichtbij andere vervoersopties, zorgen ervoor dat deelnobiliteit een Deze vrijgekomen ruimtes kunnen vervolgens worden gebruikt voor andere aantrel openbare ruimte.
Haarlem		20	Omgekeerd ontwerpen (meer ruimte voor voetganger en fietser) toepassen bij alle
Haarlem		20	Uitbreiden voetgangersgebied binnenstad 2a) Verbeteren inrichting stationsgebied
Haarlem		20	3) 30 km/u als standaardsnelheid binnen de bebouwde kom 3a) Actie-agenda '30 k 30), inclusief quick wins 3b) Stadsbreed verkeerscirculatieplan t.b.v. '30 km/u als n
Haarlem		27	1) OV-knopen 1a) Stationsgebied (Rode Loper) 1b) Station Haarlem Spaarnwoude
Haarlem		27	2) Winkelvoorzieningen 2a) Parkeergarages binnenstad 2b) Wijkwinkelcentra
Haarlem		29	Herinrichting hoofdroutes (regionale doorfietsroutes en stedelijke plusroutes fiets) n verbeteren ontvlochten fietsroutes
Haarlem		29	Slimme oplossingen voor barrières (zoals belangrijke auto en ov-routes) in hoofdtr realisatie parkeerverwijssysteem 5) Fietsroutes bij gebiedsontwikkeling, zoals stati ondertunneling) 6) Verminderen barrièrewerking hoofdfietsroutes (o.a. N208, N205 Waarderpolder 8) Opwaarderen fietsroute N208-Leidsevaart t.h.v. Van Leeuwenho
Haarlem		29	Gijzenkade/ Noorderhoutbrug
Haarlem		29	Quick wins verkeersveiligheid (o.a. verwijderen obstakels van fietspaden)
Haarlem		33	De maatregelen voor openbaar vervoer (in de tabellen startend met de letter O) zijn Schiphol/Amsterdam 2) (H)OV-routes anders verdelen over de (binnen)stad 3) Rea Stapsgewijze verbetering realiseren van de OV-bereikbaarheid van ontwikkelzones knooppunt station Haarlem Spaarnwoude 6) Opwaarderen OV-overstappunten van
Haarlem		36	2) Continueren uitrol laadnetwerk voor elektrische auto's
Haarlem		38	Verkeersveiliger maken van schoolomgevingen en realiseren veilige schoolthuisrou
Haarlem		38	Verduurzaming stedelijke distributie: 5a Invoering Milieuzone voor vrachtverkeer 5b

m & Haarlem

	Dimension	Aspect	Typology	Valuation
...rmieren we zoveel mogelijk verkeersruimte in	Living Environment	Spatial Quality	sentence	low
...als er toch een ongeval plaatsvindt, is de ka	safety	traffic safety	sentence	mid
...definitie een inrichting als shared	Living Environment	Spatial Quality	sentence	mid
...ruimte. Als er ook minder autoparkeerplaatsen	Living Environment	Spatial Quality	sentence	mid
...moeting.	Living Environment	Spatial Quality	sentence	mid
...pecifieke maatregelen wateroverlast terugd	Living Environment	Climate change, spatial quality	sentence	mid
...ardoor krijgt de straat weer een belangrijke r	Living Environment	Spatial Quality	sentence	mid
...ook ingezet worden om het verhaal van die	Living Environment	Spatial Quality	sentence	mid
...impuls te geven	Living Environment	Spatial Quality	sentence	mid
...ar leefruimte. Omdat we niet alles	Living Environment	Spatial Quality	sentence	mid
...or laagdrempelige, creatieve oplossingen o	Living Environment	Spatial Quality	sentence	mid
...ngsprincipes zoals die zijn opgenomen in de	Living Environment	spatial quality	sentence	high
...er aandacht krijgen, namelijk de voorziening	Accessibility	All	sentence	low
...tations.	Safety	Traffic safety	sentence	low
...p het verbeteren van het comfort	Accessibility	All	sentence	mid
...in per fiets en dat de nieuwe fietsinfrastructu	Health	Physical activity	sentence	mid
...gen we nieuwe fietsverbindingen aan.	Safety	Social safety	sentence	low
...gezonde manier om je te verplaatsen in on	Safety	Traffic safety	sentence	low
...nderen door het opzetten van een	Accessibility	All	sentence	mid
...gheid op diverse plekken in onze gemeente	Living environment	Spatial quality	sentence	mid
...lt bewoners en bezoekers in staat	Living Environment	Spatial quality	listing	mid
...bruiken. Goed zichtbare en herkenbare hub	Living Environment	Spatial quality		low
...volwaardige schakel wordt binnen de keten	safety	traffic safety	paragraph	high
...kkelijke functies in de	accessibility	Amenities	paragraph	low
...herinrichtings- en grote onderhoudsprojecten	accessibility	Amenities	paragraph	low
...km/u als norm in de stad' (o.a. pilot/ontwerp	safety	traffic safety	paragraph	low
...orm in de stad' 3c) Snelheid naar 30 km/h -	accessibility	All	paragraph	low
...even herinrichten	accessibility	All	paragraph	low
...1c) Haarlem Nieuw-Zuid	safety	traffic safety	listing	mid
...naar vrijliggende fietspaden of fietsstraten en	accessibility	All	paragraph	mid
...utes fiets 4) Toevoegen fietsparkeerplekken	safety	traffic safety	listing	low
...onsgebied Haarlem Spaarnwoude (incl	accessibility	All	paragraph	mid
...7) Meer ruimte voor de fiets in en van/naa	safety	traffic safety	listing	low
...ekpark 9) Verbetering fietsroute kruising Ja	accessibility	All	paragraph	mid
...n: 1) Verbeteren HOV-corridor Haarlem-	Living Environment	climate change	listing	low
...alisatie HOV-knooppunt Haarlem Nieuw Zuic	safety	traffic safety	listing	low
...s, Haarlem-Noord en Zuidwest 5) Realiseren	health	Harmfull emissions	listing	low
...n/naar het centrum				
...utes				
...o. Actieagenda stedelijke distributie/ZE logis				

Appendix D.iv: MP analysis Rotterdam

City	Chapter	Page	Quote
Rotterdam	6	31	Nog deze collegeperiode wordt in het centrum de eerste basis gelegd met de herin- Plannen voor vergroening en herinrichting van het Hofplein en Schouwburgplein w
Rotterdam	6	31	De OV-verbinding tussen Hart van Zuid en Rotterdam Centraal versnellen we met hoogwaardig OV door de Maastunnel.
Rotterdam	6	31	We pakken een aantal stadsstraten aan om de verkeersveiligheid en verblijfskwalit
Rotterdam	6	31	We pakken een aantal stadsstraten aan om de verkeersveiligheid en verblijfskwalit
Rotterdam	6	31	De periode tot 2025 staat in het teken van het verder uitbreiden van de verblijfskwa Blaak/Westblaak en het verder uitbreiden van de stadsstraten met een aangepast
Rotterdam	6	31	De periode tot 2025 staat in het teken van het verder uitbreiden van de verblijfskwa Blaak/Westblaak en het verder uitbreiden van de stadsstraten met een aangepast
Rotterdam	6	31	Meer ruimte voor de fietser bieden we door realisatie van meer fietsparkeerplaatse de aanleg van metropolitane fietsroutes en verminderen van de barrièrewerking va
Rotterdam	6	31	Op de wat langere termijn tot 2030 worden een aantal grote infrastructurele project verlengde A16 en Blankenburgtunnel verbeteren de doorstroming op de Ruit. De A minder doorgaand regionaal verkeer. De nieuwe oeververbinding maakt het doortre Feijenoord naar Kralingse Zoom mogelijk.
Rotterdam	6	31	Richting 2040 komt een nieuwe westelijke oeververbinding in beeld die de mogelijk westkant van de stad uit te breiden. Ook doortrekken van de HOV- lijn van Feijeno Kralingse Zoom richting Alexander is mogelijk, afhankelijk van de ruimtelijke ontwik maken de realisatie van station Entrepot en een hoogwaardige OV-verbinding over het beeld voor 2040 compleet
Utrecht		148	De eerste grote uitbreiding in het kader van het Wiel met Spaken is niet eerder dan Is sprake van het aantrek- kelijker maken van de open- bare ruimte in de vorm van groen, ruimte voor voet- ganger, ruimte voor verblijven en toegankelijkheid voor iedereen?
Utrecht		149	Is sprake van functiemenging en nabijheid en daarmee van verbetering van de leefbaar- heid en het reduceren van mobiliteit?
Utrecht		149	Wordt bijgedragen aan het stimuleren van lopen op korte ritten tot 1 kilometer in plaats van fiets en auto door aantrekkelijke looproutes, een hoge kwaliteit van de openbar
Utrecht		149	Is er voldoende fietsstallings- capaciteit op eigen terrein of in de openbare ruimte om stallingsoverlast te voorkomen? J Wordt het hoofd fietsnetwerk als geheel (inclusief aansluiting op regionale fietsrou
Utrecht		149	Is er sprake van het toegankelijk maken van het loop, fiets- en OV-netwerk voor ied

	Dimension	Aspect	Typology	Valuation
richting en kwaliteitsimpuls van de Coolling orden nu uitgewerkt.	Living environment	spatial quality	sentence	mid
	Accessibility	All	sentence	mid
iteit te vergroten.	Safety	traffic safety	sentence	low
iteit te vergroten.	living environment	spatial quality	sentence	low
aliteit van het centrumgebied richting Schiek snelheidsregime.	Living Environment	Spatial quality	sentence	mid
aliteit van het centrumgebied richting Schiek snelheidsregime.	Safety	Traffic safety	sentence	low
n bij OV-haltes en in bestaande parkeergar n de snelwegen in en rond Rotterdam.	Accessibility	All	sentence	mid
en in en rond Rotterdam gerealiseerd. De 13 en A20 krijgen hierdoor een ander karak ekken van de HOV-lijn van Hart van Zuid via	Accessibility	All	paragraph	mid
theid geeft het hoogwaardig OV-netwerk aa ord - keling aan de oostkant van de stad. Tot slo de Willemsbrug	Accessibility	All	paragraph	mid
n 2030 haalbaar.	Accessibility	All	sentence	low
	Living Environment	spatial quality	listing	mid
	Accessibility	All	listing	mid
e ruimte?	health	Physical activity	listing	high
tes) versterkt?	Health	Physical activity	listing	mid
dereen?	Social inclusion	Physical	listing	low

Appendix E: Interview structure Dutch

Introductie van scriptie en mijzelf

- Redenering voor de scriptie
- Relatie met Goudappel
- Uiteenzetting van bevindingen tot nu toe

Achtergrond van de geïnterviewde

- Professionele rol en ervaring
- Conformatie van vertrouwelijkheid
- Toestemming op te nemen

Hoofdvragen

- **Begrip van Brede Welvaart in Mobiliteit**
 - Hoe bekend bent u met Brede Welvaart?
 - Wat beschouwt u als Brede Welvaart?
 - In hoeverre denkt u dat Brede Welvaart wordt beschouwd binnen mobiliteit?
 - Welke aspecten van Brede Welvaart zijn volgens u het belangrijkste in mobiliteit?
- **Vershil in visie en uitwerkingsagenda's.**
 - In uw ervaring, in hoeverre denkt u dat in algemene zin, uitwerkingprogramma's goed aansluiten op de visies.
 - Kunt u een voorbeeld geven van de mismatch tussen visie en uitvoeringsagenda?
 - Als, waarom denkt u dat er een mismatch is tussen visies en uitvoeringsprogramma's in mobiliteitbeleid
- **Hoe beschouwt u momenteel of uitvoering volgt op visie?**
 - Barrières in operationalisering
 - Wat ziet u als mogelijke barrières voor het operationaliseren van Brede Welvaart?
 - Hoe spelen tegengestelde prioriteiten, traditionele beslismaatregelen, beperkingen van begrip Brede welvaart een rol?
 - Kunt u een voorbeeld geven van wanneer brede welvaart goed werd geoperationaliseerd?
 - Wat zorgde ervoor dat dit succesvol was?
 - Kunt u een voorbeeld geven van wanneer Brede Welvaart moeilijk bleek te operationaliseren?
 - Wat zorgde ervoor dat dit moeilijk was?
- **Mogelijke oplossingen**
 - Wat zou het operationaliseren meer succesvol maken volgens u?
 - Welke specifieke tools / handleidingen zijn nuttig volgens u?
 - Heeft u andere tips / aanbevelingen om het operationaliseren van BW te verbeteren?

Conclusie

- Is er iets anders belangrijks wat we zijn vergeten te bespreken
- Zou u enige andere mensen aanraden te interviewen?
- Kan ik contact met u opnemen voor eventuele vervolgvragen?

Appendix F: Information mail in Dutch and English

Dutch (used in actual correspondence)

Beste [GEÏNTERVIEWDE],

[DAG] heb ik een interview met u gepland.

Via deze mail zou ik alvast de thema's voor het interview met u willen delen, en ook de voorlopige resultaten van de beleidsanalyse.

Graag bespreek ik de volgende thema's tijdens ons gesprek:

- Uw kennis van brede welvaart in mobiliteitsbeleid
- Processen die in het algemeen de uitwerking van visies in daadwerkelijke projecten kunnen beïnvloeden
- Specifiek de eigenschappen van brede welvaart die de uitwerking hiervan beïnvloeden
- Mogelijke aanpassingen die het operationaliseren van brede welvaart in mobiliteitsbeleid kunnen verbeteren.

Daarnaast breng ik u graag op de hoogte van mijn recente resultaten. Ik heb van 8 SUMP-steden hun meest recente mobiliteitsprogramma's geanalyseerd. Hierin heb ik binnende visie- en uitwerkingsprogramma-hoofdstukken gezocht naar de volgende dimensies: bereikbaarheid, leefomgeving, gezondheid, veiligheid en sociale inclusie.

Daaruit kwamen, onder andere, de volgende resultaten:

- Alle BW-dimensies aanwezig in visies, maar ongelijke verdeling: Bereikbaarheid, (verkeers) veiligheid en leefomgeving (ruimtelijke kwaliteit) komen veel vaker voor dan sociale veiligheid, sociale inclusie en gezondheid
- Onvolledige vertaling van visie naar uitvoeringsprogramma: Waar visies alle dimensies bevatten, komen in uitvoeringsprogramma's regelmatig dimensies helemaal niet voor (verschilt per gemeente welke)
- Kwaliteitsverschil traditionele vs. nieuwe dimensies: "Traditionele" mobiliteitsdimensies (bereikbaarheid, verkeersveiligheid) worden concreter en uitgebreider behandeld dan "nieuwe" BW-dimensies (sociale inclusie, gezondheid)

Mocht u vragen of onduidelijkheden hebben, mailt u mij dan gerust.

Ik kijk uit naar ons interview, en tot [DAG]!

Met vriendelijke groet,

Jonas Bottelier

+31 6 12 21 73 80

English

Dear [INTERVIEWEE],

I have scheduled an interview with you on [DAY].

Through this email, I would like to share the themes for the interview with you in advance, as well as the preliminary results of the policy analysis.

I would like to discuss the following themes during our conversation:

- Your knowledge of broad prosperity in mobility policy
- Processes that can generally influence the development of visions into actual projects
- Specifically the characteristics of broad prosperity that influence its development
- Possible adjustments that could improve the operationalization of broad prosperity in mobility policy.

Additionally, I would like to inform you of my recent results. I have analyzed the most recent mobility programs from 8 SUMP cities. Within the vision and implementation program chapters, I searched for the following dimensions: accessibility, living environment, health, safety and social inclusion.

This yielded, among others, the following results:

- All BP dimensions present in visions, but unequal distribution: Accessibility, (traffic) safety and living environment (spatial quality) appear much more frequently than social safety, social inclusion and health
- Incomplete translation from vision to implementation program: Where visions contain all dimensions, in implementation programs dimensions regularly do not appear at all (differs per municipality which ones)
- Quality difference traditional vs. new dimensions: "Traditional" mobility dimensions (accessibility, traffic safety) are treated more concretely and extensively than "new" BP dimensions (social inclusion, health)

If you have any questions or unclear points, please feel free to email me.

I look forward to our interview, and see you on [DAY]!

Kind regards,

Jonas Bottelier

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Appendix G: Interview analysis

Appendix G contains prints of the excel files of the policy analysis. The order is along the theme's discussed in chapter 3: methodology. As not all responses of each interviewee fitted on one page, most of the themes are divided over several pages. Each quote consists of the following information: quote (text element from transcript), page number (in transcript of relating interview), and remark (rough translation of the quote). For privacy reasons, the actual transcripts are not fully visible, however, the researcher is in possession of the actual transcripts which can be provided upon request.

The content of Appendix G is along the following order:

THEME	APPENDIX	PAGE
1. Relation between BP and Mobilty	G.i	93
2. From Vision to Implementation	G.ii	96
3.1. Barrier for operationalization 1	G.iii	98
3.2. Barrier for operationalization 2	G.iv	101
4. Possible solutions	G.v	103
5. Extra thoughts	G.vi	105

Appendix G.i: Theme 1

	Theme 1:								
	Relation between BP and mobility								
	Definition of BP (dimensions /			Time-relevance of BP			Current role of BP		
	Quote	Page	Remark	Quote	Page	Remark	Quote	Page	Remark
Consultant 1	Het aspect	5	Hierarchy; safety most considered as most important aspect	We heb	2	Recent shift; from accessibility-oriented to broader perspective	En brede	3	Tool; to make discussion possible
Policy advisor 1	Jonas: "E	6	Definition; through framework MRA, in line with PBL	Ja.Rece	7	Recently; the climate plays a role for a longer time	Steeds me	5	Tool; to define mobility as apart of the public space
							We zijn ei	6	Tool; to consider other (soft) aspects related to mobility
Policy advisor 2	Ik kijk he	12	Definition; depends on who's in front of you. Case / community dependend				En, Dat is	13	Too; to communicate a narrative
Consultant 2	Nou, Ik d	2	Definition; roughly same as PBL, tho different aspects can fall under other dimensions. Categorization can be different	Dat klin	1	Partly new; themes of BP are discussed for longer time	Nou nou	4	Region dependent; what is understood / found important changes from region to region
	Net als bi	3	Within aspects new definitions come up; safety not solely about traffic but also social safety.				Het is gee	19	BP about talking and considering other aspects; not necessarily a framework / list of what should be considered. It can be viewed as a tool to open up this discussion.

Appendix G.i: Theme 1

	Theme 1:								
	Relation between BP and mobility								
	Definition of BP (dimensions /			Time-relevance of BP			Current role of BP		
	Quote	Page	Remark	Quote	Page	Remark	Quote	Page	Remark
Policy advisor 3	En wat ik	7	PBL but relation to mobility.	Maar he	7	accessibility longer part of work, newer dimensions require some time for adjustment	Is dat ook	6	BP as a part of own policy framework
							Bij duurz	10	form base for own budget allocating framework
Consultant 3	Maar die	1	Roughly same indicators as PBL				Aandacht	5	Used as a checklist; not as a ex-ante tool
	Dus Dat i	3	Relatively new term, so still up for discussion what is considered.				En dan ja	7	not always used in problem definition, but can be used even if not completely concrete what is meant
Researcher 1	Ja kijk he	5	BP; everything what people value. Following the PBL	n zijn best goed om reistijd	4	concrete dimensions how to value them, but newer, softer dimensions are	Je zou kur	5	can be discussed in detail but more interesting is that it opens up the discussion.
				Dat is ni	7	Discussion on other indicators longer ongoing, calling it BP is quite recent			
Researcher 2	. Oké ja b	4	Understanding of effects beyond economic.	Dat wee	8	unclear	Het is een	5	On municipal level still in development, working towards a complete comprehensive framework
							Al met de	6	Internal used in economic strategy, plans for applying to regional public space vision
							Het word	8	through workplace applying BP through examples in different fields

Appendix G.i: Theme 1

	Theme 1:								
	Relation between BP and mobility								
	Definition of BP (dimensions /			Time-relevance of BP			Current role of BP		
	Quote	Page	Remark	Quote	Page	Remark	Quote	Page	Remark
Policy advisor 4	Het voor	5	understanding the negative effects of mobility				Volgens n	4	not necessary used as term, but content is talked about separately
							Dus gebru	5	not necessary used as term, but content is talked about separately
Policy advisor 5	Dus Je ku	1	more than just accessibility				Als ik spec	2	A way to look broader
	Natuurlij	2	Improving environment improves attractiveness and economical situation of Alkmaar				Dan zijn v	26	to argue broader reasoning for integral plans; national governments ask for this when allocating budget
	Maar het	3	softer themes not as considered as traditional themes						

Appendix G.ii: Theme 2

Theme 2:						
From vision to implementation						
Structure of policy writing				Challenges		
	Quote	Page	Remark	Quote	Page	Remark
Consultant 1	De In de werkv	6	structure; often argued from vision to implementation. Often measurements work in multiple municipalities	Dat helpt ener	9	organizational; differences in influence on different scales - municipality vs province
	Dus daar zit ze	7	structure; old projects linked to new mobility visions	Om om het aa	10	organizational; responsibilities fall under other entities.
Policy advisor 1	Nee, die visie l	16	structure; problem definition follows in vision. The structure as follows:	Maar hoe echt	9	Mismatch; actions do not always meet vision due to budgetary limitations
	En wat ik zelf c	18	focus area; measure packages predominantly for new development	Waar laatst he	12	Adaption time; new principles not immediately included in all levels of policy writing
Policy advisor 2	Oh ja, nou, hie	20	prioritizing visions; municipalities often prioritize making visions rather than implementing them.	Ja dat doet Na	23	limitations; limitations in employable workers and budget. Too big aspirations to fulfill
	Ja, Ik heb hier	21	mismatch; implementation and vision departments are separated from each other			
Consultant 2	Het was dat da	8	more integral visions not necessarily more abstract; handling from principles can make it more understandable.	Volgens mij de	5	Visions became more integral; more complex to translate to implementation
	Nou, in dit ge	10	vision and implementation can work parallel next to each other; and are adjusted to each other. Also, pilots can open up this structure.	Dus het vergt v	6	balance; between dividing up in different parts whilst remaining integral
Policy advisor 3	De afgelopen j	13	Newer visions do mean newer kinds of measures			
	Ja, ja dus het c	19	ex-post evaluation whether measure fits vision			
Consultant 3						
Researcher 1				Precies wat jij	3	In serious game; policy workers can discuss broadly for a long time, but when decisions are made, they do fall back on old cost-analyses.
Researcher 2						
Policy advisor 4	Het was op da	7	Do work from vision - implementation. Can revisit vision every so often.	En tegelijkerti	12	Lots of responsibilities do not fall under the province. Collaboration etc. always with municipalities and other governmental organizations

Appendix G.ii: Theme 2

	Theme 2:					
	From vision to implementation					
	Structure of policy writing			Challenges		
	Quote	Page	Remark	Quote	Page	Remark
				Daar hebben v	27	On some domains a lot of data, but more strategic directories are harder to make concrete
Policy advisor 5	Zeg maar hè?	12	linear vision - implementation	Kijk, We hebb	12	political timeline influences the longer vision / implementation plans

Appendix G.iii: Theme 3.1

Theme 3.1									
Barrier for the operationalization									
	Knowledge Deficit			Organizational structure			Political (un)will		
	Quote	Page	Remark	Quote	Page	Remark	Quote	Page	Remark
Consultant 1				En dat die s	14	Silo; department responsible organization prevents integral approach	Ondernemers	13	Stakeholder importance; current stakeholders remain important and can be harder to convince
Policy advisor 1	Die kennis	23	knowledge about BP not widespread	En dus en v	25	Silo; even fragmentation within departments	Denk je goh, h	33	Political wind determines prioritization
				Maar heeft	26	revaluation; BP allows for thinking of organizational restructuring			
						financial, financial structure follows same silo structure. Cross domain cots-benefit problem			
				Nou, Dat is	28				
						Financial; allocating budgets prevents integral projects			
				En dus We	30				
Policy advisor 2				Dus dat zie	26	separation; implementation and vision writing are not connected with each other	Die hebben Na	32	prioritizing; responsables make decisions for things they prioritize from political
				Wij hebben	30	Silo; different responsibilities between departments			
Consultant 2	En, Ik denk	17	For some dimensions, there's no consensus on how to indicate / express effects. This can result in neglecting these indicators.	En nou zei,	12	Silo; when do you approach other departments and when not			

Appendix G.iii: Theme 3.1

	Theme 3.1								
	Barrier for the operationalization								
	Knowledge Deficit			Organizational structure			Political (un)will		
	Quote	Page	Remark	Quote	Page	Remark	Quote	Page	Remark
						more integral perspective of public space; including direct departments. Financial structure forms obstacle			
				Nou, je zie	14				
						interorganizational complexity; some responsibilities do not fall under the municipality.			
				Soms is kar	21				
Policy advisor 3						Fragmented knowledge; crossdepartment communication difficult			
				Ja, ik snap	27				
						Types of people; differences between departments			
				Dat geloof	28				
Consultant 3			Broad terminology; being such a broad term without clear defined dimensions, everyone can interpret the way they want.						
	Ik denk dat	16					Iedereen in de	17	Everyone can claim they obey to BP because of broadness.
Researcher 1			BP results in responsibility shift for people that do not have the knowledge about.			Effects from one department has influence in the other. Lack of crosscommunication ends in lack of understanding			
	Als de amb	17		Wat wij oc	7				
						integration of teams might not always be the desire, hard to organize such different integral teams			
				Maar Er zij	9				

Appendix G.iii: Theme 3.1

Theme 3.1									
Barrier for the operationalization									
	Knowledge Deficit			Organizational structure			Political (un)will		
	Quote	Page	Remark	Quote	Page	Remark	Quote	Page	Remark
Researcher 2				Het is gewo	11	Big organisations; difficult to find the right people / knowledge			
Policy advisor 4				We willen	41	province not a lot of different departments; expanding view (e.g. social domain) comes from involving other governments. Therefore not as common.	Dus daar ja als	22	Political differences in e.g. Amsterdam vs rest of Noord Holland make collaboration and prioritization difficult.
							Dan heb ik het	24	Breaking up visions in clear goals leads for less political debate.
							Daar wordt no	35	split governments make transitions difficult
Policy advisor 5				Maar Als je	4	conflicting priorities from different departments			
				Ja, Ik denk	16	prioritizing projects for own department			
				Dat is een c	18	too many projects to integrate all teams in all. There's a integral team on physical environment			

Appendix G.iv: Theme 3.2

Theme 3.2									
Barrier for the operationalization									
	Knowledge Deficit			Organizational structure			Political (un)will		
	Quote	Page	Remark	Quote	Page	Remark	Quote	Page	Remark
Consultant 1				Maar verke	15	quantifiability, some dimensions hard to express in numbers	De dat we	12	existing projects form base for MP.
				Na bijvoor	16	quantifiability, example			
Policy advisor 1				Ik merk in	21	quantifiability; workers expect/demand a checklist to work through	En is en da	21	time restraint; not in hindsight application to bp
Policy advisor 2	Juist dit is	31	complexity, widening definition and responsibilities make for a complex work. Also as result short term wins prioritize				Een bestuu	26	political timeline, executive direction determined by the electoral time. Quick projects win in priority
							Van het Va	29	Ivory tower; central government not knowing what people value / find important
Consultant 2				Dat Als we	17	expressing everything in numbers should not be the goal. Regional and personal differences do not allow for standardization	Marktruim	14	zooming in to areas makes cross-communication more concrete.
Policy advisor 3	. Maar afge	22	people used to one dimension work now have to adjust to including more dimensions;	Ja heel goe	20	Too little knowledge on how to express certain BP dimensions in numbers.			
				Mensen die	21	quantifying BP makes it possible to convince municipalities/ partners of urgency			
				Ja nou ja.L	24	quantifying BP is needed to express urgency			
Consultant 3	Maar ik de	13	complexity through not able to express in numbers. When measurable; mathematical models can be made.	Uiteindelijk	8	measuring helps with financial argumentation			
				Want Als je	9	measuring helps to argue objectivity in argumentation			
				Je merkt to	10	client often asks for measurements			

Appendix G.iv: Theme 3.2

Theme 3.2									
Barrier for the operationalization									
	Knowledge Deficit			Organizational structure			Political (un)will		
	Quote	Page	Remark	Quote	Page	Remark	Quote	Page	Remark
Researcher 1	Op een geg	11	constantly expanding the term into a						
Researcher 2				Maar hoe k	12	interdeparment; difficult to compare between dimensions as some handle solely quantitative and others solely qualitative measures.	Die zeggen	14	some data justn not often measured. Hard to see change
				Als dat son	24	ifferences in measuring; some fields only measure qualitative, others only quantitative. Difficult to compare.			
Policy advisor 4							En je kan to	30	Direct influence of the province's responsibilty is hard to measure.
Policy advisor 5							Ja, Ik denk,	15	financial limitations prevent operation of new projects

Appendix G.v: Theme 4

Theme 4:									
Possible solutions									
	Integration teams			Checklists/ tools			Other		
	Quote	Page	Remark	Quote	Page	Remark	Quote	Page	Remark
Consultant 1	In het proc	14	Integral teams; early on interaction during problem definition	Aan het eir	20	Ex-post checklist; introduce (obligated) check in moments to define whether BP comes forth	En op het r	21	Integration; make sure that goals (vision) constantly integrated in writing a MP.
Policy advisor 1	En afgelop	27	Integral teams on small scale	Ja, dus dat	49	Tools / frameworks to educate complexity	Nou zorgt v	22	consider BP in problem definition
	En de eerst	35	Integral teams; not only on department but also implementation & vision				Wij maken	43	consider differences in persons / regions
Policy advisor 2	Hè? Dus Al	35	including implementation workers early on in vision writing to make it implemtable				Wees ook e	36	policy makes should take responsibility
Consultant 2				Dus op het	7	toolbox / principles make abstract visions manageable	Dat er som	23	More time and research for a more detailed understanding of bp
				Daar kome	22	Toolboxes allow for better understanding and monitoring	Dat de gro	24	monitoring and evaluating effects to allow for regional and personal differences.
Policy advisor 3							Het mee te	29	Better understanding; more knowledge and understnading of BP and benefits for more inclusive problem definition
							Het is dus	32	monitoring allows for better understanding
Consultant 3				Dat heeft c	20	frameworks, should be built, but the discussions should be perfectionized, don't overthink which indicators but just work out some indicators			
				Ja, ja, uitei	20	indicators are tools to put BP on the map			
				Ja, ja, som	23	Need for global, widely recognized framework that functions as a base for direction & evaluation.			

Appendix G.v: Theme 4

	Theme 4:								
	Possible solutions								
	Integration teams			Checklists / tools			Other		
	Quote	Page	Remark	Quote	Page	Remark	Quote	Page	Remark
Researcher	Maar ik	9	Integration in	Dat een	16	checklist can	Ik denk	21	Argumentation
									just quantitative argumentation leads to a narrower understanding of dimensions and effects of mobility; goes beyond the idea of Broad Prosperity
				Is het ook e	18	feasability check / max indicator check should be included in visions to remain feasible plans	. Dus ik denk	21	Early on priority-participation in vision writing to
							Dus ik zou	30	
Researcher 2	Ik weet zeker	18	Integration of teams on vision level to allow for early on integration.	Maar ik denk	19	need for national dashboard / information publication on global effects of BP for ex-ante decision making.	Ja ik persoonlijk	26	quantitative data gathering on other to ensure comparability
				Misschien	20	ex-post monitoring for data gathering to use in tool/dashboard	Thema's her	28	priority driven participation to understand the needs of the population
Policy advisor 4	Ja ja, de de	47	connection with spatial planning. Good integration with this department can heavily influence the need for mobility				Omdatf me	42	linking infrastructure brings many opportunities and effects on multiple dimensions. Focussing on this modality will improve BP a lot.
Policy advisor 5	Dat zou je	20	integrate social domain in physal integral team				Dat, dat st	7	include departments / expertise in coalition forming
							Maar het is	21	be okay with 80% to allow for better integration.

Appendix G.v.i: Theme 5

Theme 5:			
Other			
Other			
	Quote	Page	Remark
Consultant 1			
Policy advisor 1			
Policy advisor 2			
Consultant 2	Ja nou ja ja, D	26	not always bad if a vision not 100 percent fulfilled; they do function as a goal on the horizon / direction
	Gaat het eiger	29	Social inclusion more of a cross-dimension dimension. Can be part of other dimensions
Policy advisor 3			
Consultant 3	Niet relevant,	27	priority should be in making a framework, rather than perfectionizing a framework
	Specifiek is he	28	Too detailed frameworks pave the way for non-broad effects.
Researcher 1	De vraag en	13	Understanding the role of BP. Maybe its not
	Want aan de e	27	maybe be restricted to feasibility
Researcher 2	Wat ik wel oo	31	need for some kind of national consensus on global themes. Not for monitoring but in general for policy direction.
Policy advisor	Maar allemaal	23	Place your results in the perspective of the region; focussing on bigger cities and amsterdam are not per se representable for the whole of the netherlands
	Ja is een onde	32	Though expanding the impacts of mobility through Bp certainly doesn't make thngs easier, it is by far not het biggest difficulty in governmental work. Small budgets, Nitrogen limitations an inavailability of workers are bigger problems.
	Maar wil je ho	48	There're big regional differences. Inner city mobility solutions cannot be copied to rural areas.
Policy advisor 5			