

Sint-Niklaas:

Small city, smart mobility solutions

Carl Hanssens

Alderman for mobility, local economy and work



stad
Sint-Niklaas

AGENDA

- ▶ Introduction Sint-Niklaas
- ▶ Need for SUMP
- ▶ Bigger picture SUMP
- ▶ Stakeholder management in mobility projects
 - Mobility plan
 - Cycling conferences
 - Circulation plan

Carl Hanssens

- ▶ Vice Mayor for mobility, local economy, work, digitalisation & public domain (New Flemish Alliance – N-VA)
- ▶ Since 2013
- ▶ Translator English – Spanish – Dutch
- ▶ Post-Graduate in Enterprise Management
- ▶ 1997 – 2013: Financial sector: JP Morgan, Euroclear Bank, Euroclear Group
- ▶ 2008 – 2013: Operational Risk Management, Business Risk, Strategic Risk and Reputation Risk
- ▶ Elections on 14-10-2018 (!!!)

Sint-Niklaas situated in 'Flemish diamond'



Sint-Niklaas: 800 years (2017)



Sint-Niklaas: 77,000 citizens 55,000 in city center



City agglomeration: 280,000



Port of Ghent

Port of Antwerp

E34

E17

Railways

INTERESTING FEATURES

- ▶ 35,000 jobs (care, education en commerce/shops)
- ▶ 23,000 pupils
- ▶ Bike possession at near 100%
- ▶ Modal split shows potential for combi-mobility Work
 - Bike: 33%; Car: 53% + Passenger 7% Bus: 10% Train 15%
Foot: 13%
- ▶ And spare time
 - Bike: 53%; Car: 60% + Passenger 36% Bus: 12% Train 10%
Foot: 49%

SUMP Context

- ▶ Obligation to have a SUMP
- ▶ 80% financed by Flemish Government (any costs needed to make)
- ▶ SUMP necessary for receiving subsidies for projects
- ▶ Obligation to involve citizens and other stakeholders via ad-hoc Mobility Committee
- ▶ With help from experts of Flemish Government (mobility companion)
- ▶ Never stands alone: planning context, use of public space, climate plan ...

What SUMP should/could address ...

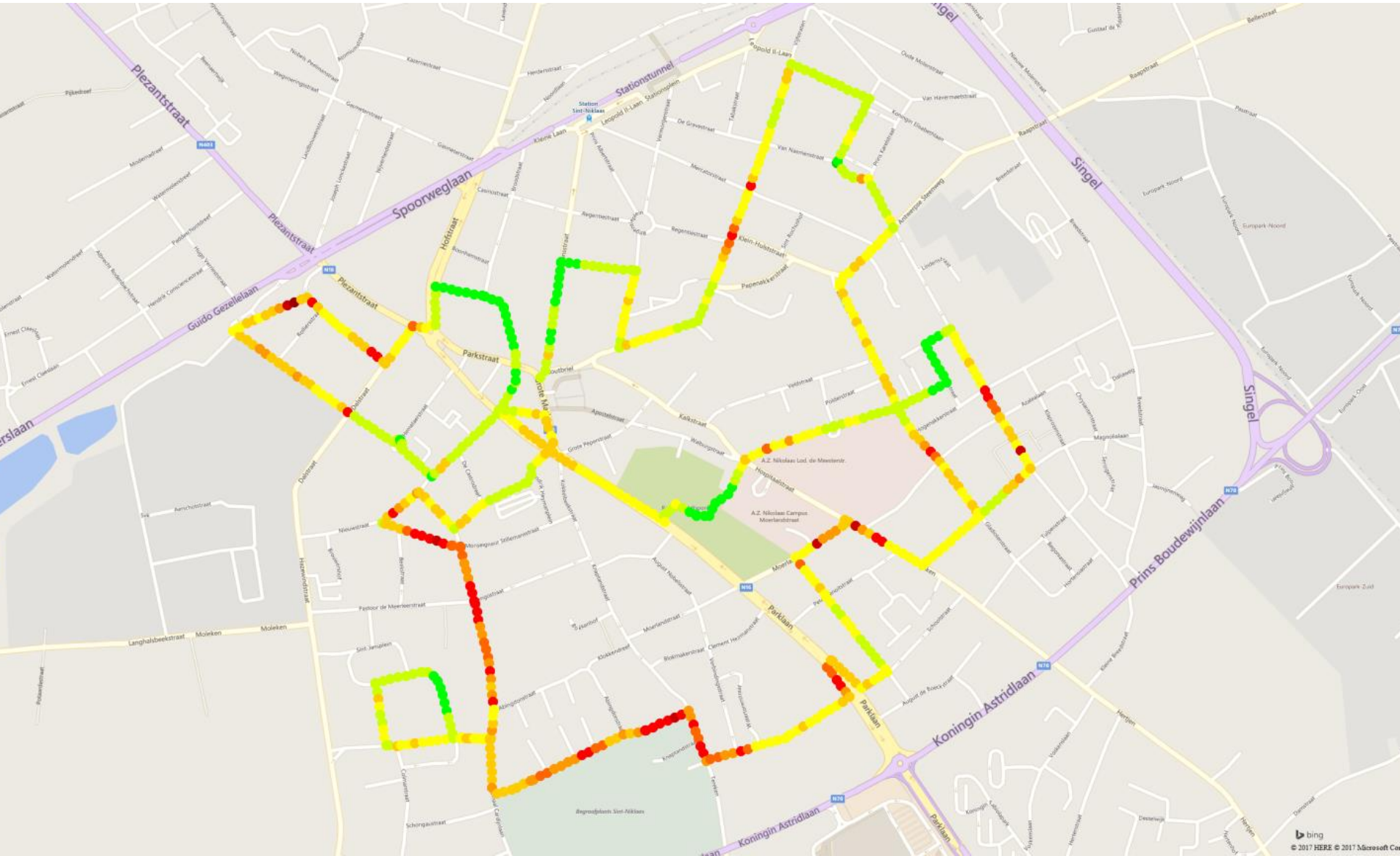
▶ Road safety: accidents with injuries

	INJURED	CYCLISTS	SERIOUSLY INJURED	DEATH
2012	407		35	3
2013	367		36	2
2014	366	151	34	3
2015	356	133	34	2
2016	331	172	35	1
2017	355		28	0

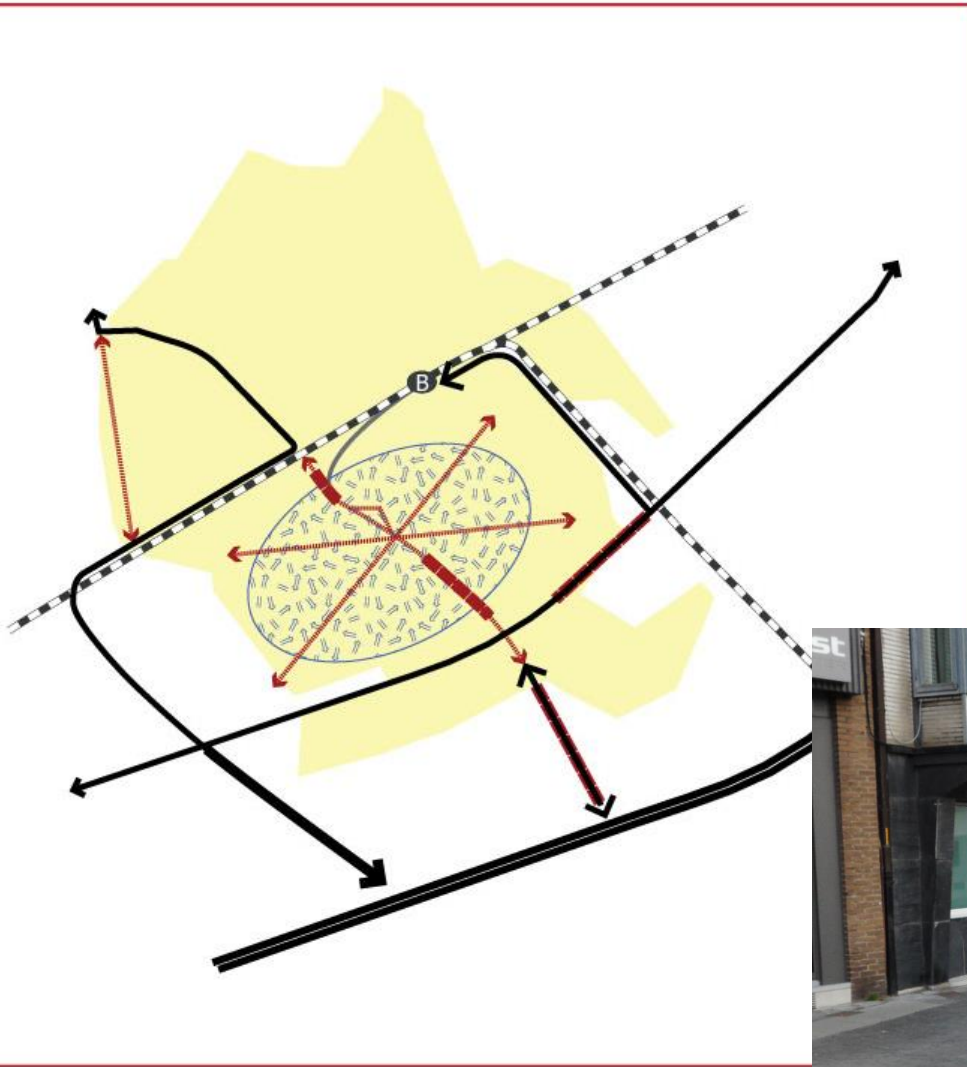
▶ Well-being in traffic survey

- Do you feel comfortable sending your children unaccompanied to school?
No: from 34% to 45%

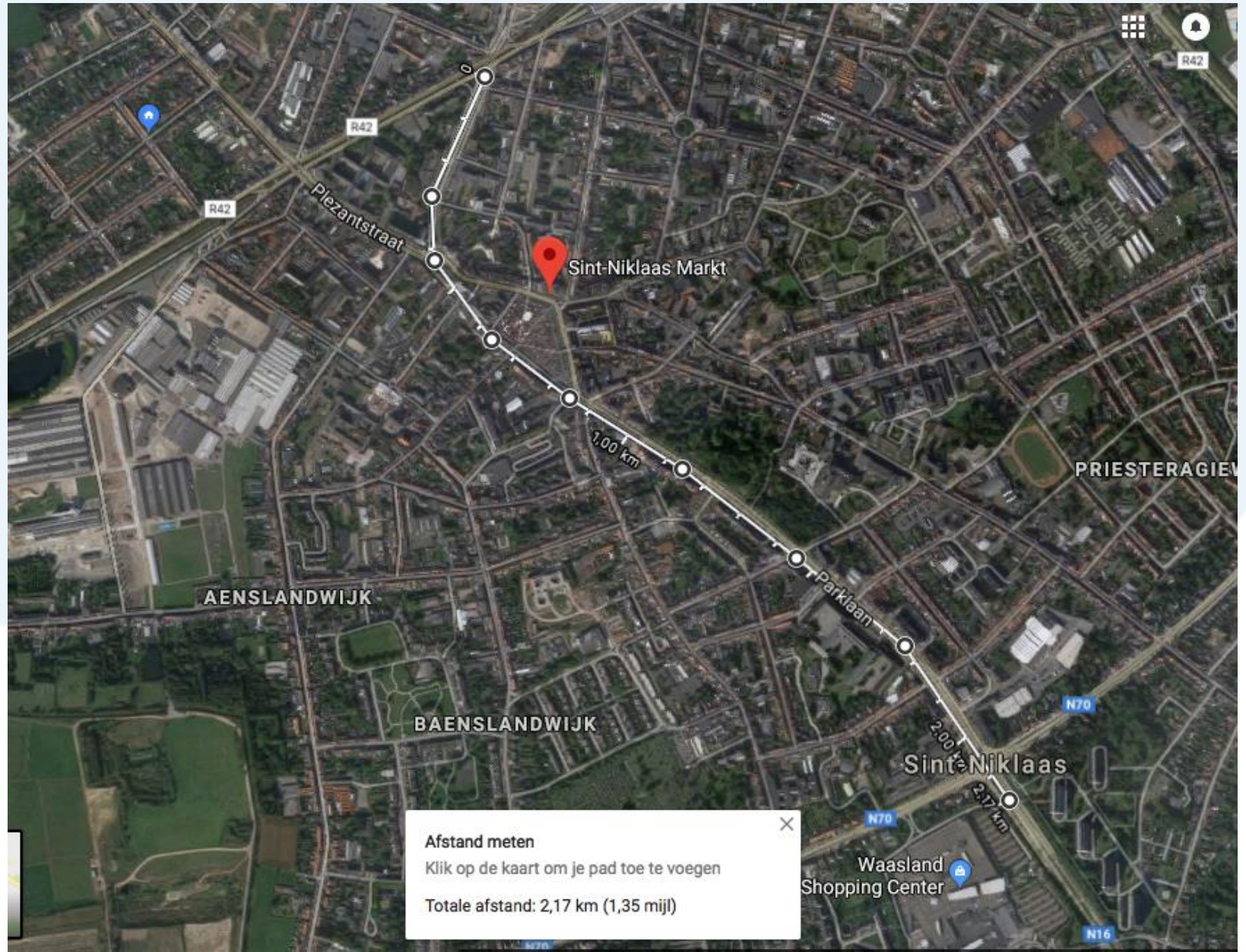
AIRQUALITY



CONGESTION



CONGESTION



CONGESTION



Google

CONGESTION



Stationsstraat



Stationsstraat



ISSUES: ROAD SAFETY



Speed



Transport



Infrastructure

WHERE DO WE START?

- ▶ Ambitions are clear

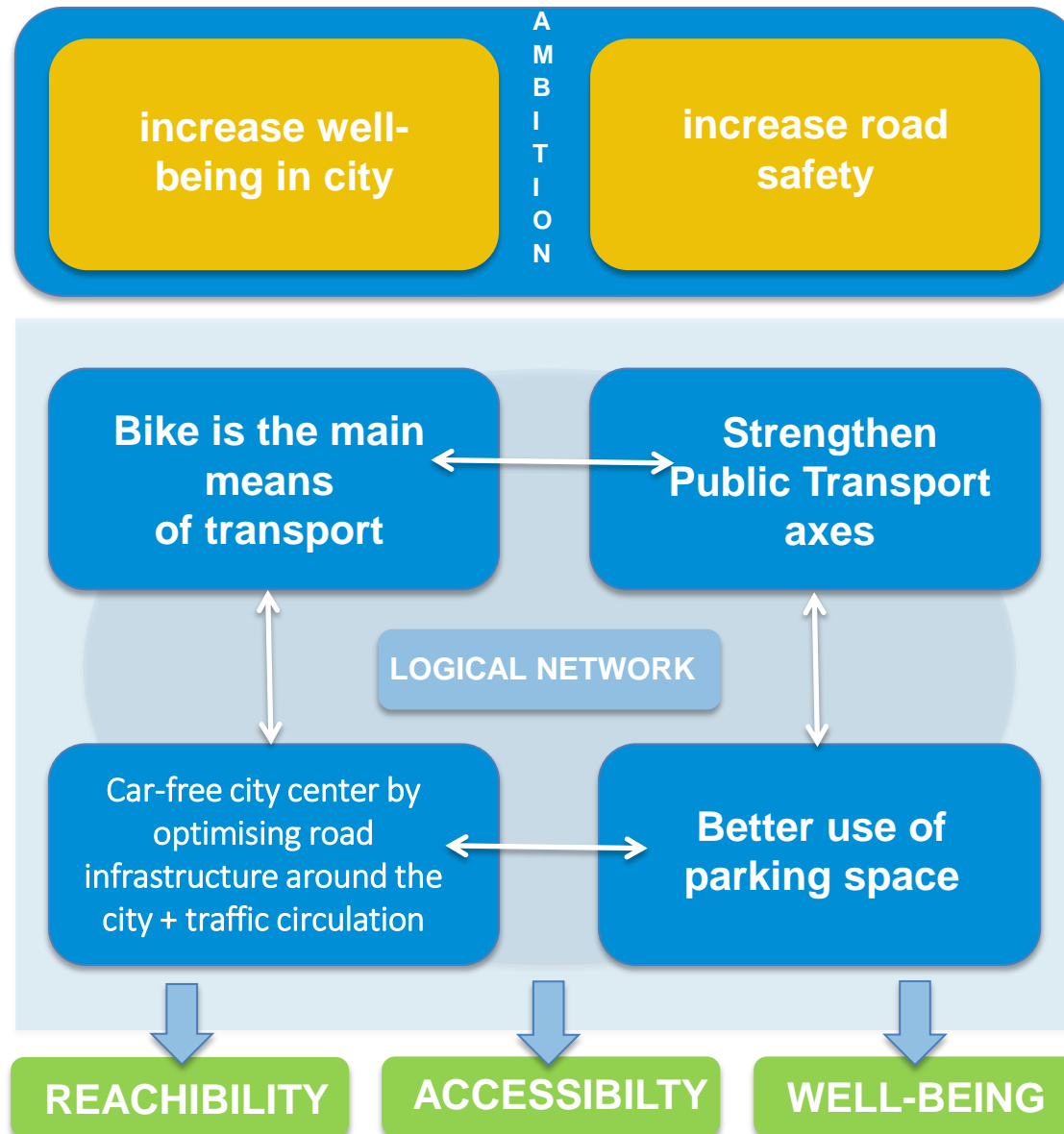


- ▶ Resulting in better reachability, accessibility and health

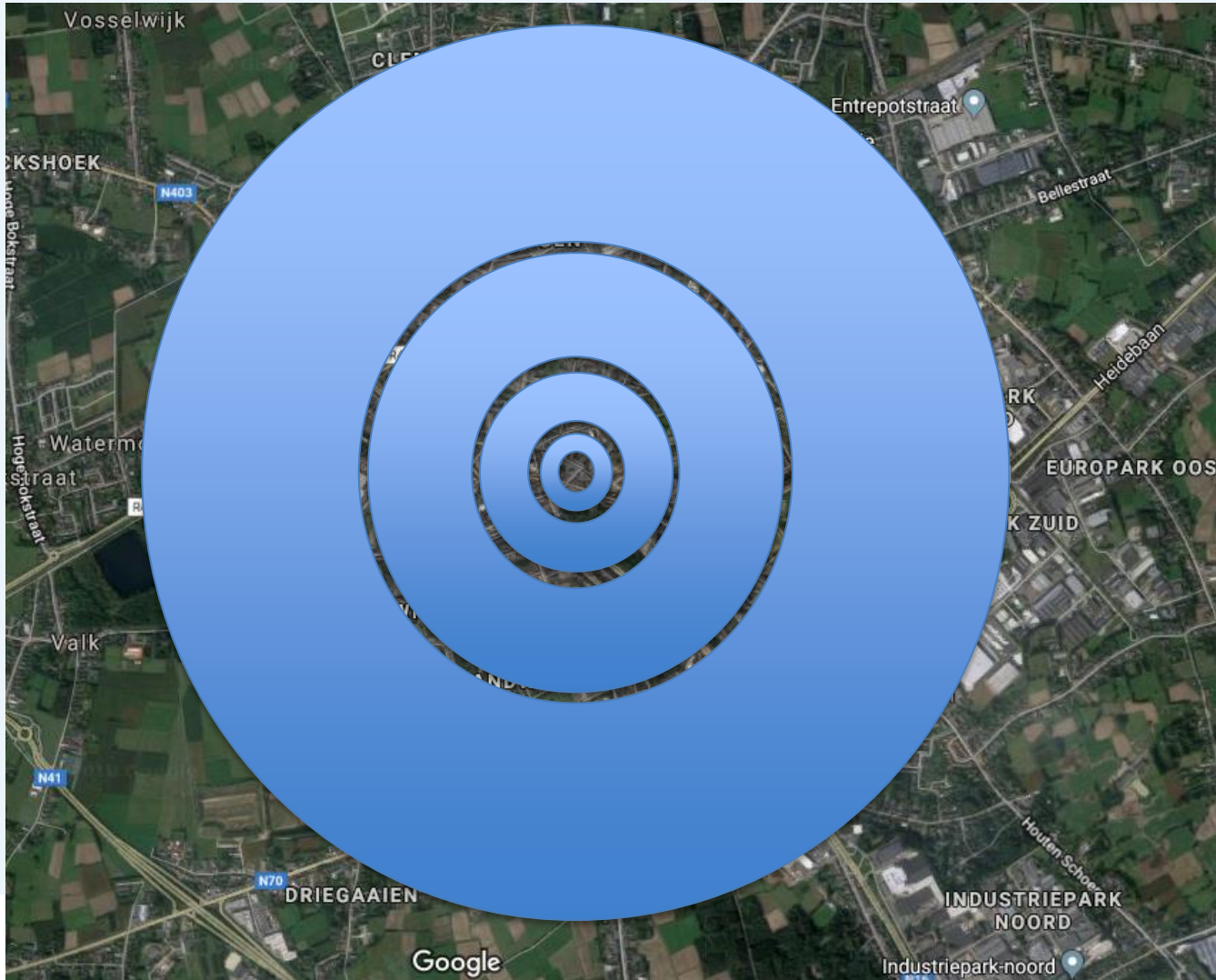
- ▶ Strategy

- 1) Modal shift to sustainable mobility
- 2) Right traffic on the right road

Strategy with a new balance for existing networks

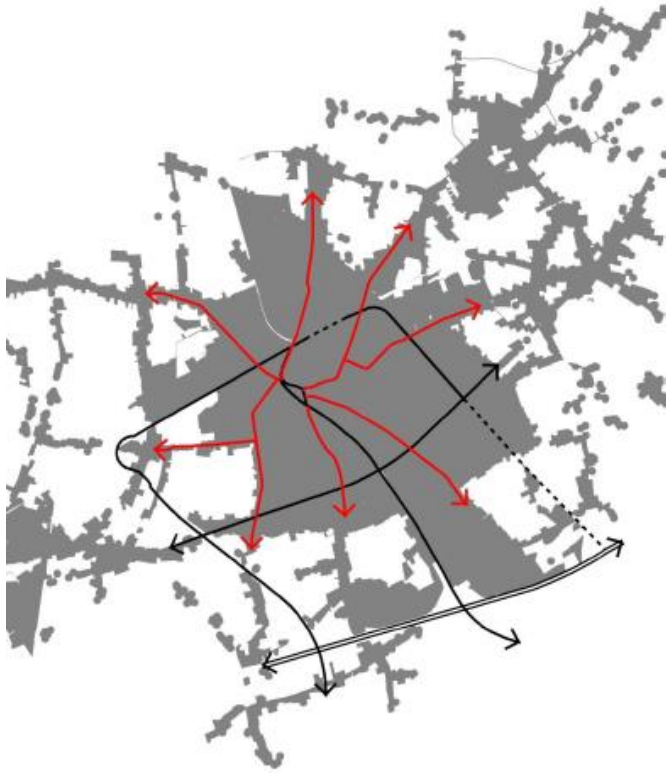


But is this enough?

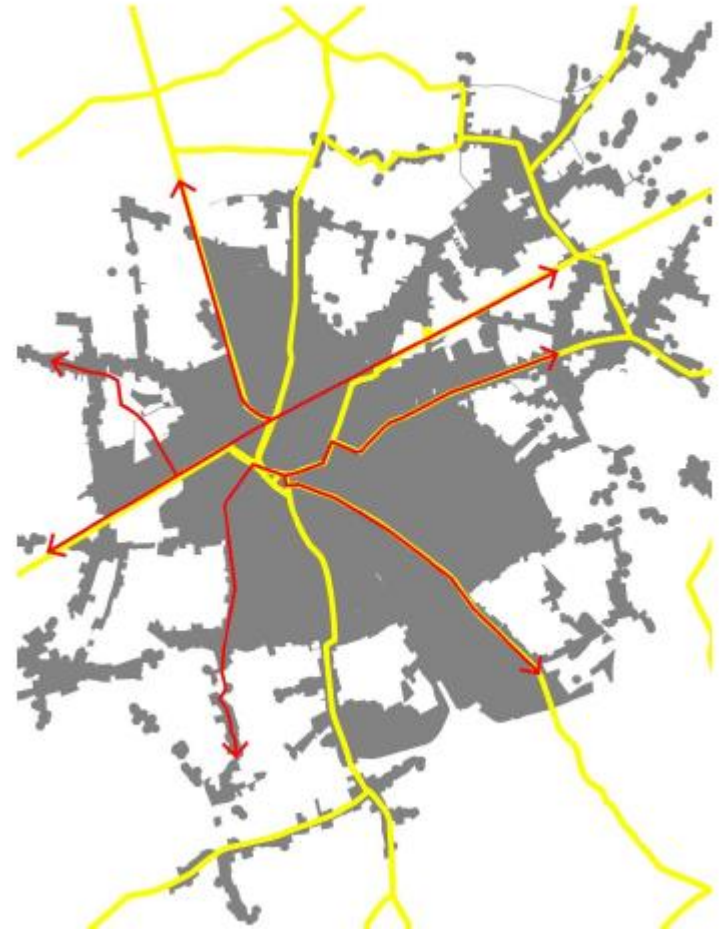


Mobility issues often consequence of a lack of planning context

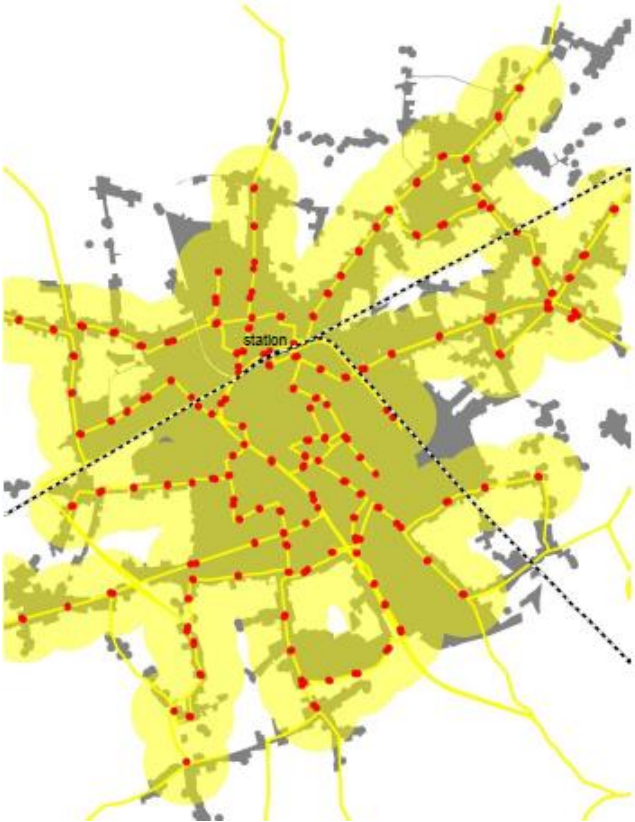
Is a new planning context feasible?



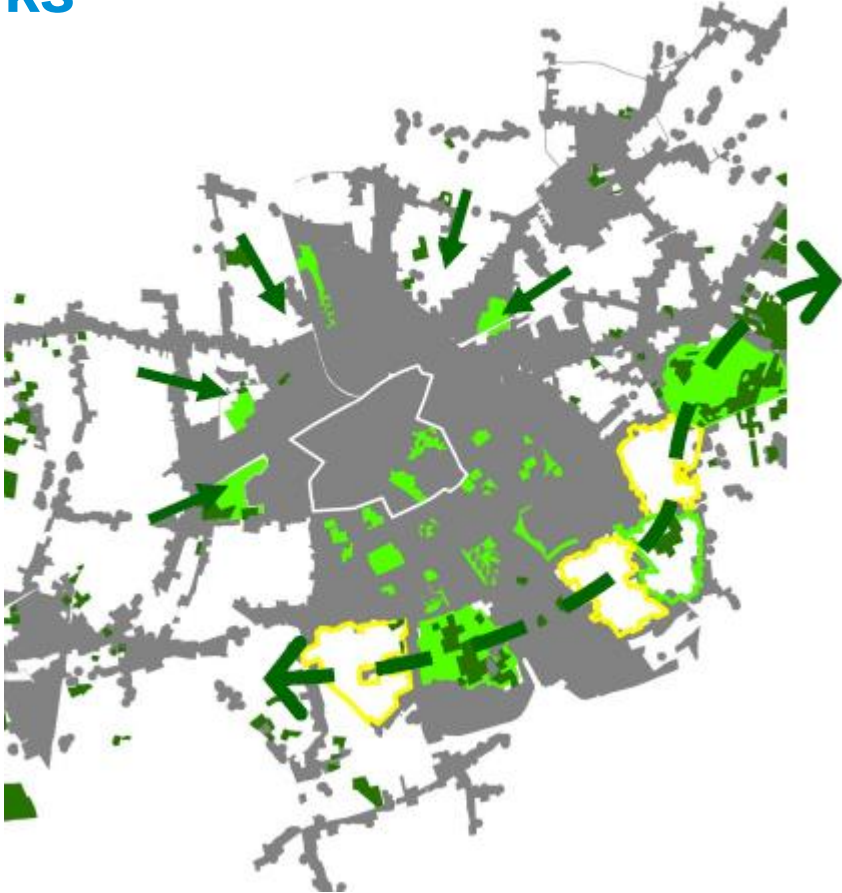
Historical and new motorised road-networks



Start from existing attraction points, green areas and networks

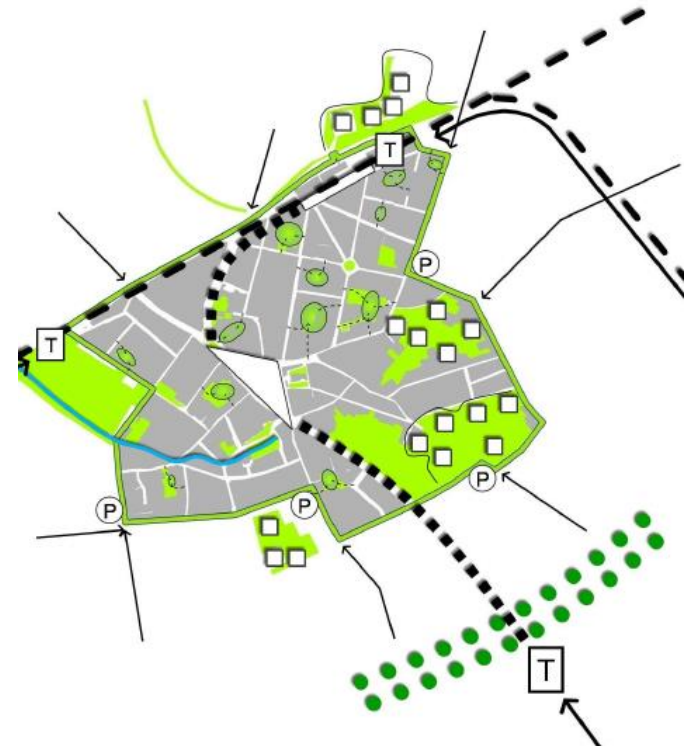
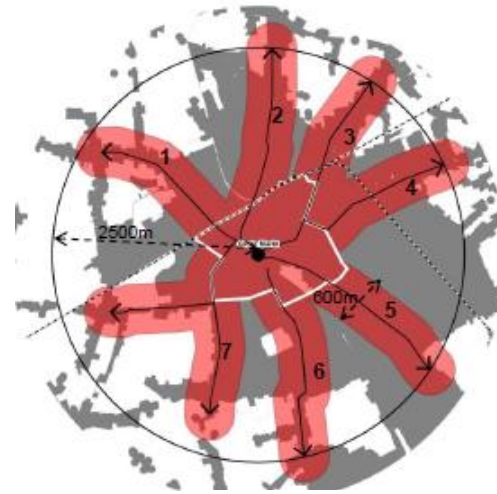
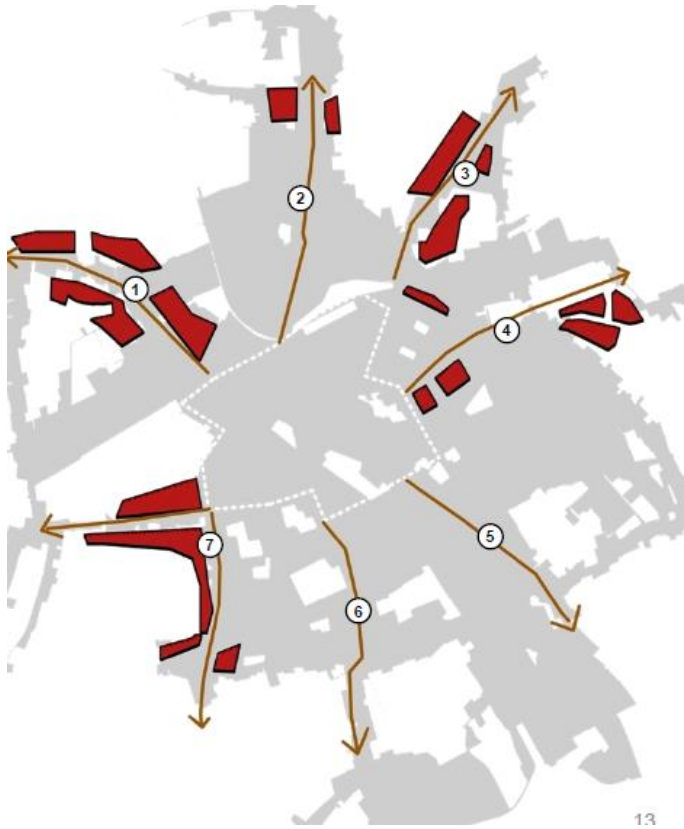


Public transport coverage



Green structure

With opportunities for new developments and room for growth



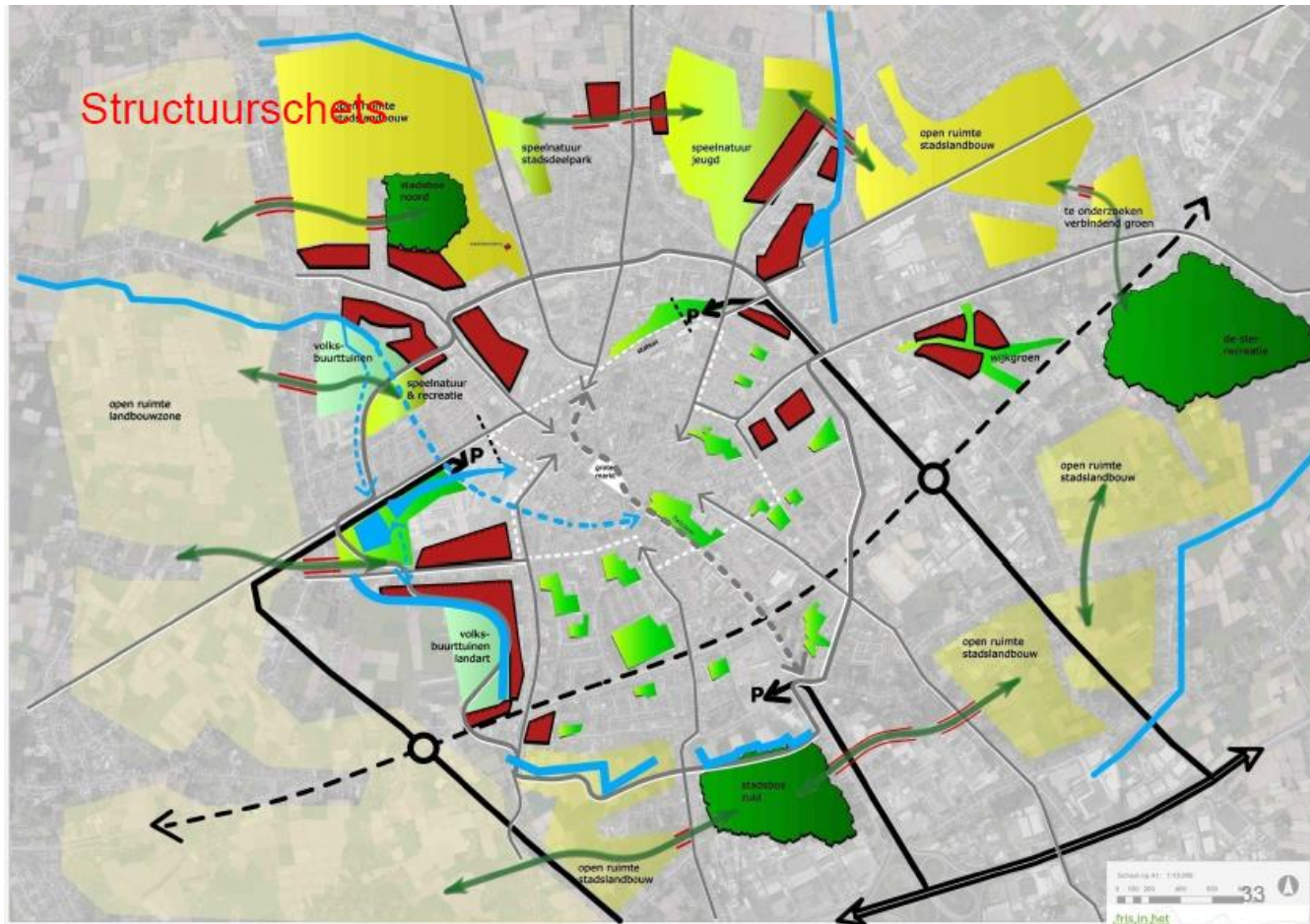
Not concentrically,
rather star-formed

Creating opportunities for new networks connecting new developments and green patches



But not necessarily for motorised traffic

Result : a new planning context with an horizon in 2050 as a guideline of where to invest what in mobility



NEW DEAL:

New planning context

shows importance and opportunities of layered networks

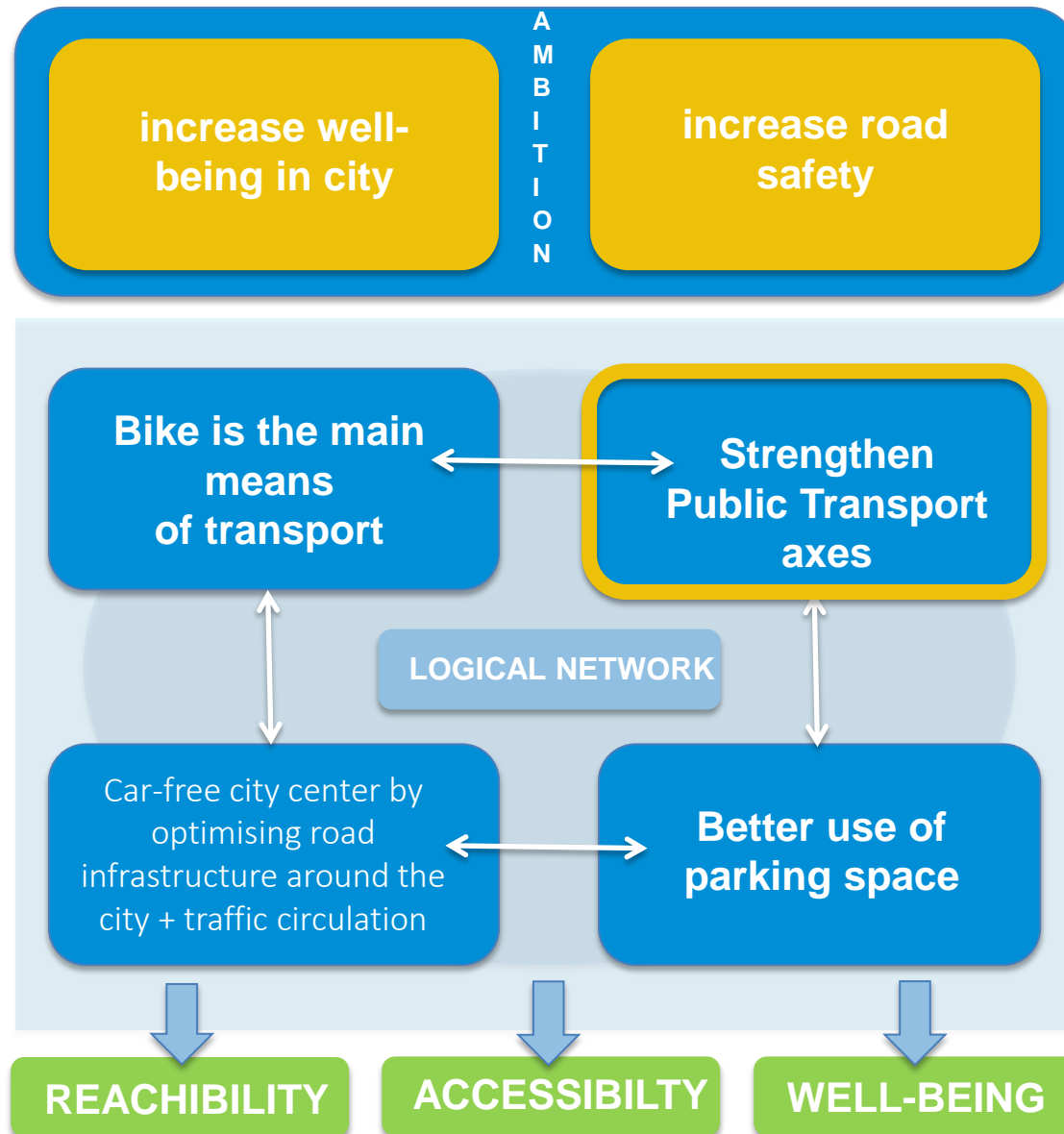
- ▶ Railroad = backbone
- ▶ Public Transport main lines
- ▶ Road traffic
- ▶ Bike Lanes
- ▶ 'Slow roads'

**Complimentary
not hierarchically**

SUMP Context (2)

- ▶ Use SUMP as a means of defining objectives
- ▶ Define strategies and principles on how to achieve these objectives
- ▶ Organize participation
- ▶ Further detail in further steps and plan with a new participation process on different levels

Strategy with a new balance for existing networks



LAYERED NETWORKS: RAILROAD as the BACKBONE

- ▶ Little or no influence on Railroads or Stations (federal government)
- ▶ Sint-Niklaas : 4 trainstations (unique!)



LAYERED NETWORKS: PUBLIC TRANSPORT

New Decree on public Transport (bus and trams):
sub-regional approach: strengthening main buslines
starting from attraction points



VERVOERREGIO'S VLAANDEREN



LAYERED NETWORKS: PUBLIC TRANSPORT

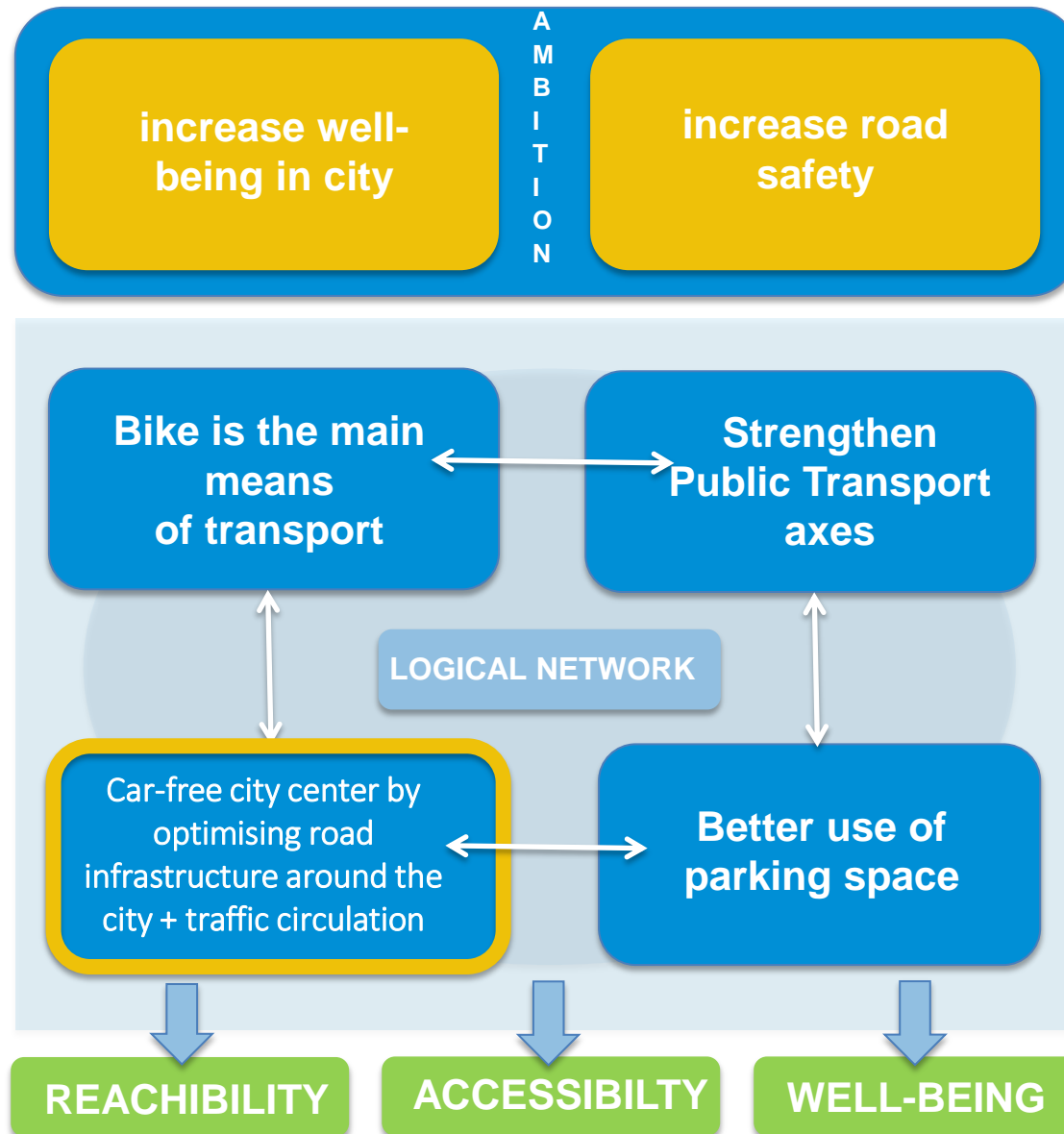
▶ 3 priorities

- Traffic flows
- Serving new developments
- Rationalise urban network: revision to enlarge frequency and scope

As a result resolve tension between service quality and coverage territory

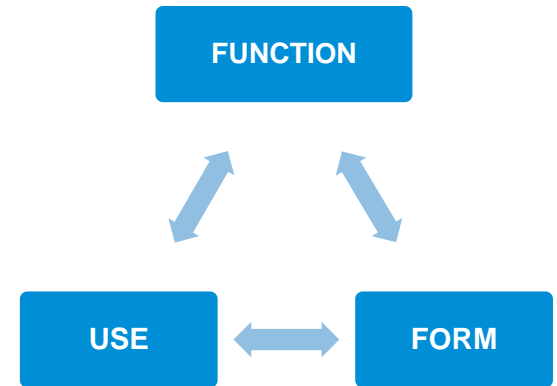


Strategy with a new balance for existing networks



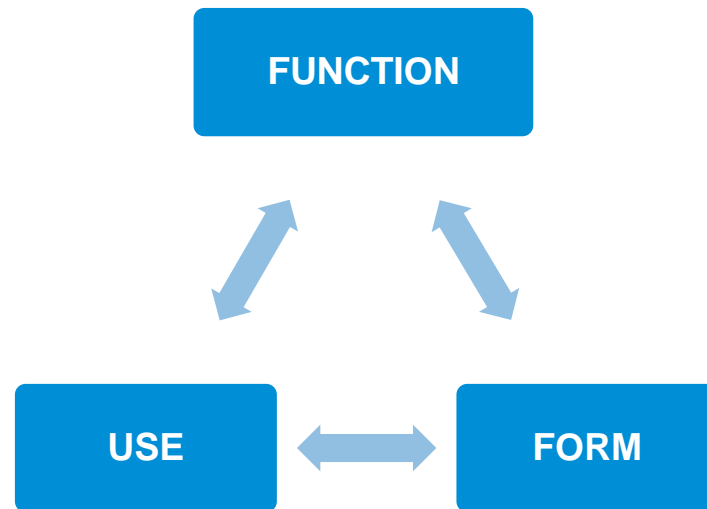
Flanking measures: Roads for motorised traffic

- ▶ (Re)design of roads
 - The right traffic on the most suitable road
- ▶ Adopting a consistent speed policy
- ▶ Implementing a guiding network of freight routes

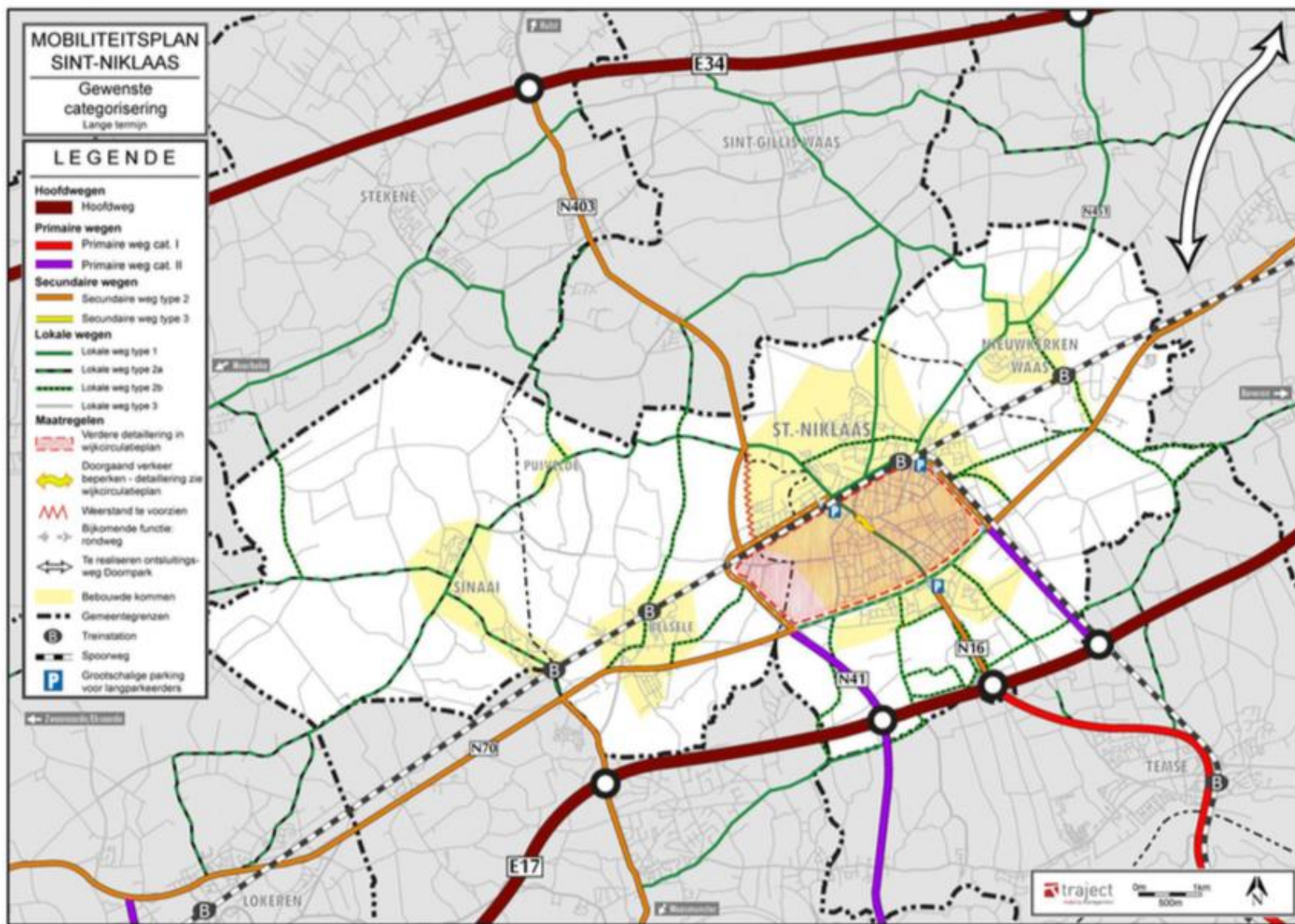


Flanking measures: Redesign of Roads

- ▶ Using a Masterplan Public Domain
- ▶ Design principles:
 - Design
 - Material
 - Trees and green
- ▶ Goal: road-readability



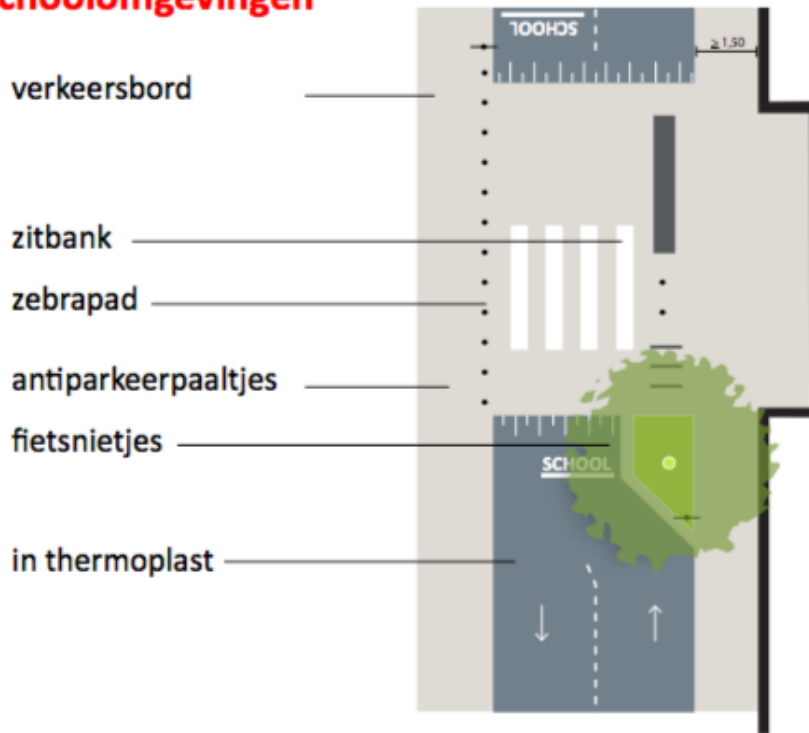
Flanking measures: categorisation roads













Figuur 15: Wegencategorisering op lange termijn

Flanking measures: Redesign of Roads

Bijzondere omgevingen Schoolomgevingen

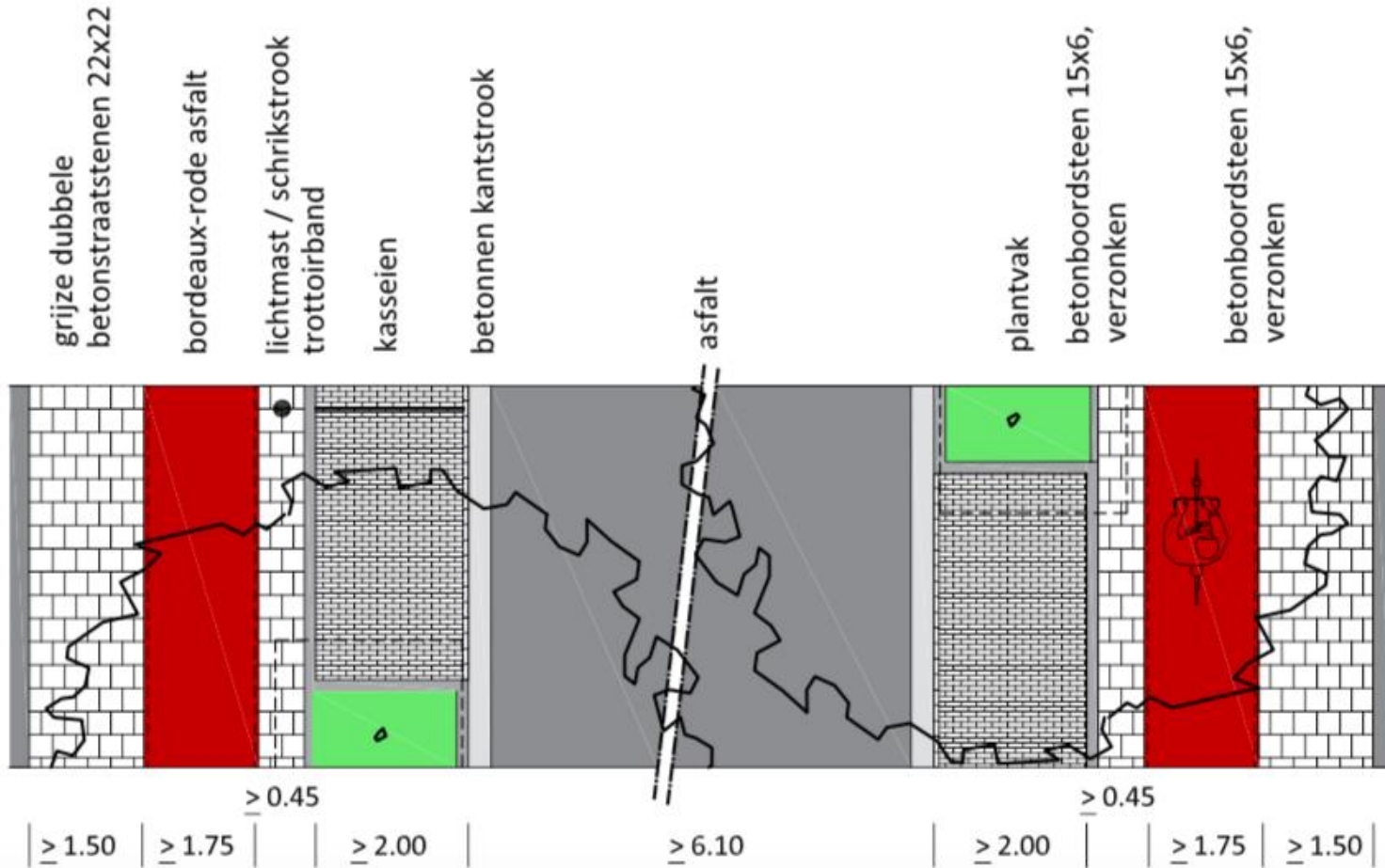


		
school route	 S145	 S130
school omgeving	 +  S245	 +  S230
school route		
school omgeving		 school

Flanking measures: Redesign of Roads



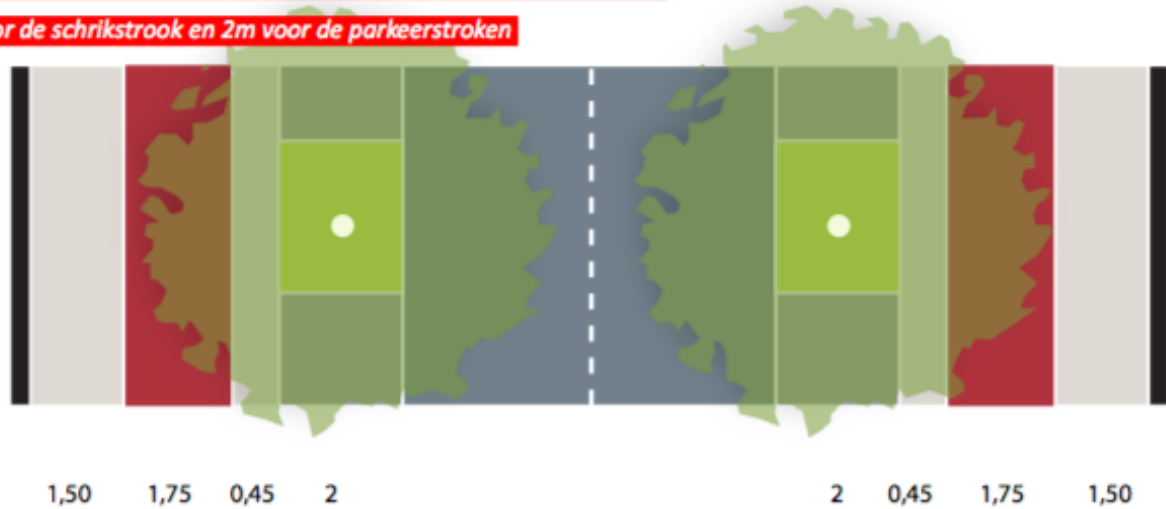
Flanking measures: Redesign of Roads



Flanking measures: Redesign of Roads

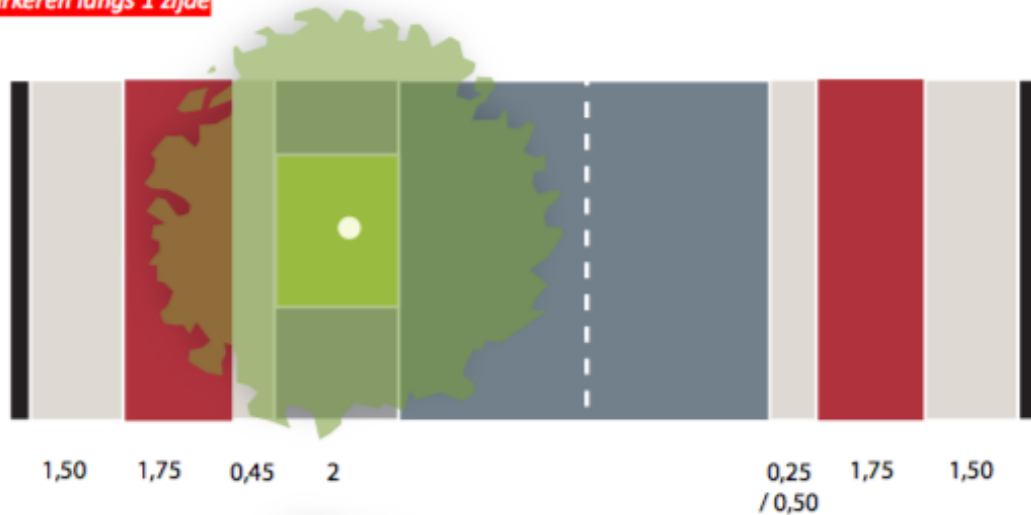
STRAATPROFIEL = 17,5M

symmetrisch profiel met 1,50m breedte voor de voetpaden, 1,75m voor vrijliggende fietspaden, 0,45m voor de schrikstrook en 2m voor de parkeerstroken



STRAATPROFIEL TUSSEN 15,5M EN 17,5M

assymetrisch profiel: parkeren langs 1 zijde



Flanking measures: Redesign of Roads



Flanking measures : Consistent speed policy

- ▶ Consistent speed policy based on the road categorization
- ▶ Taking into account the cycle network and well-being
 - Objective: improving traffic safety



- **Only on main traffic roads**

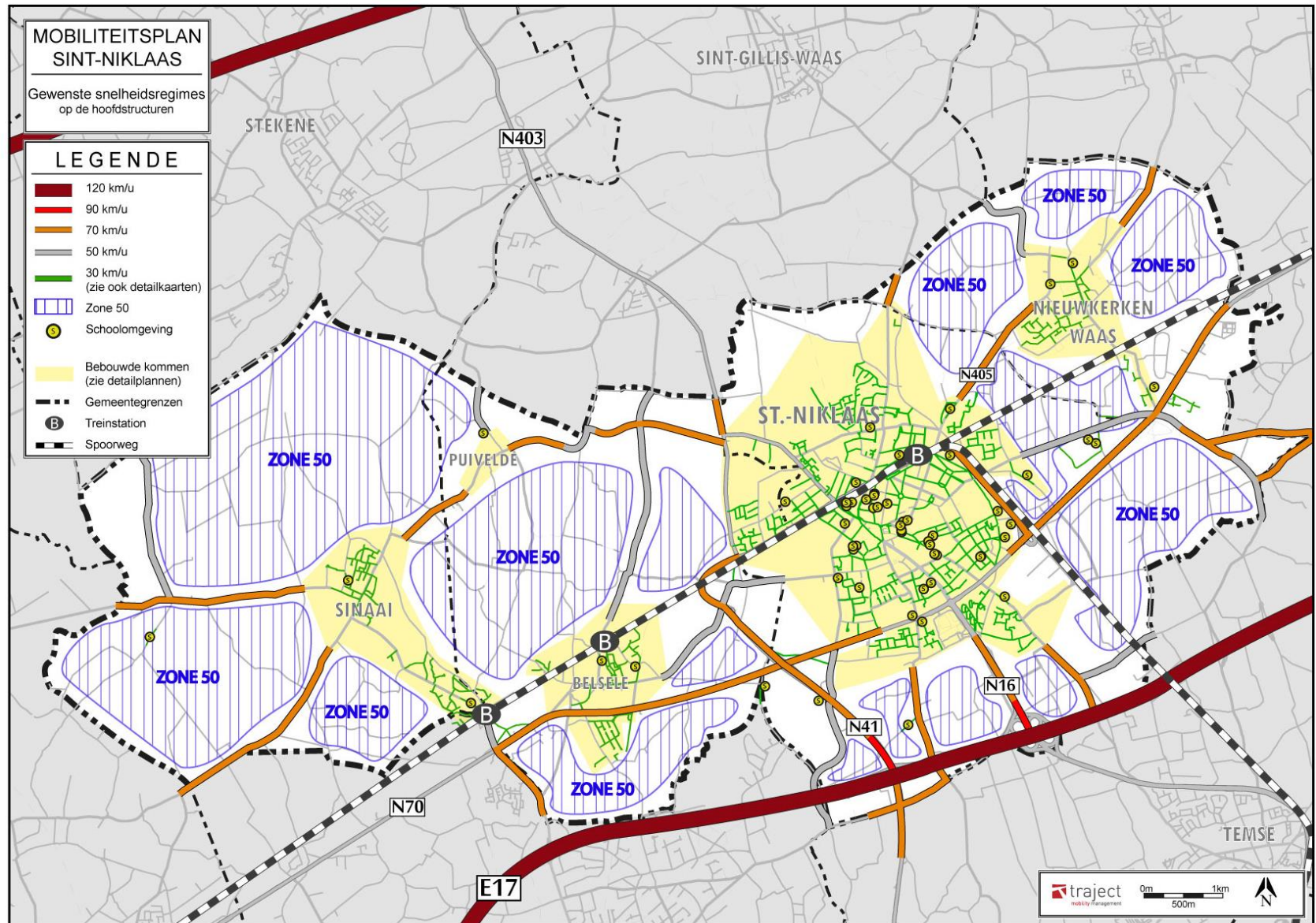


- **Inner city**
- Roads without a **strong traffic function**

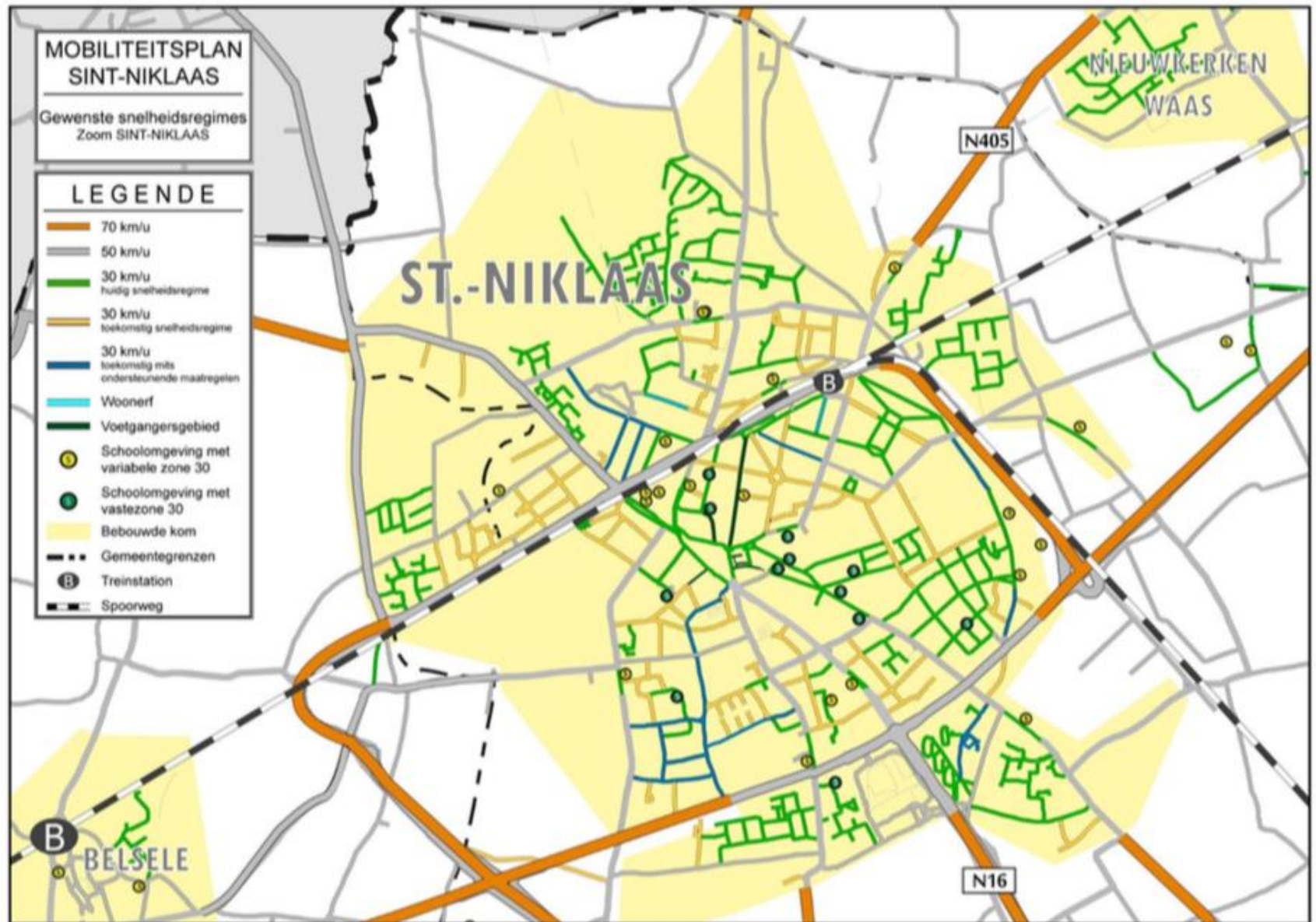


- **School environment**
- **Residential streets** and areas with residential function
- Demands an adjusted road situation

Flanking measures : Consistent speed policy

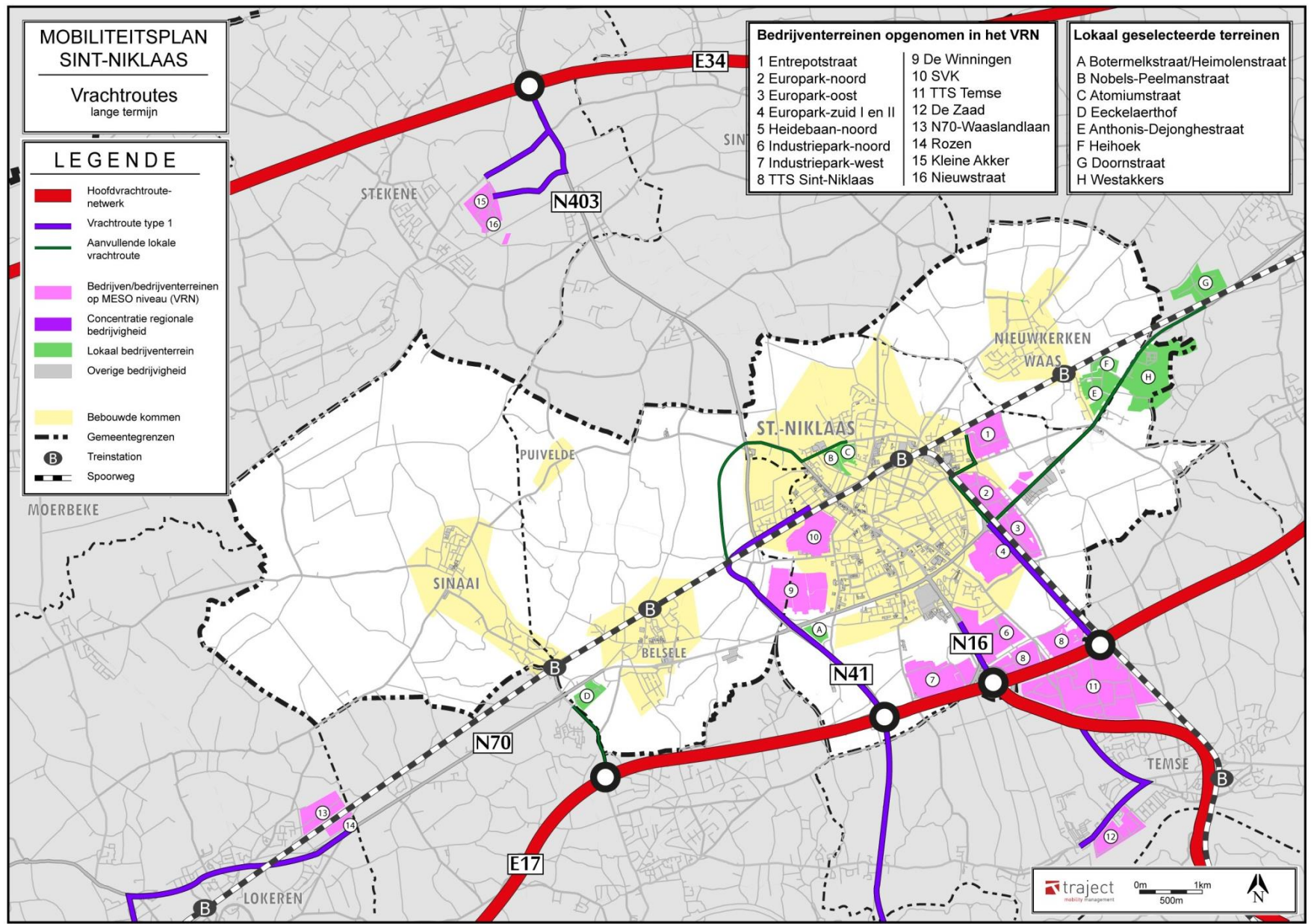


Flanking measures : Consistent speed policy



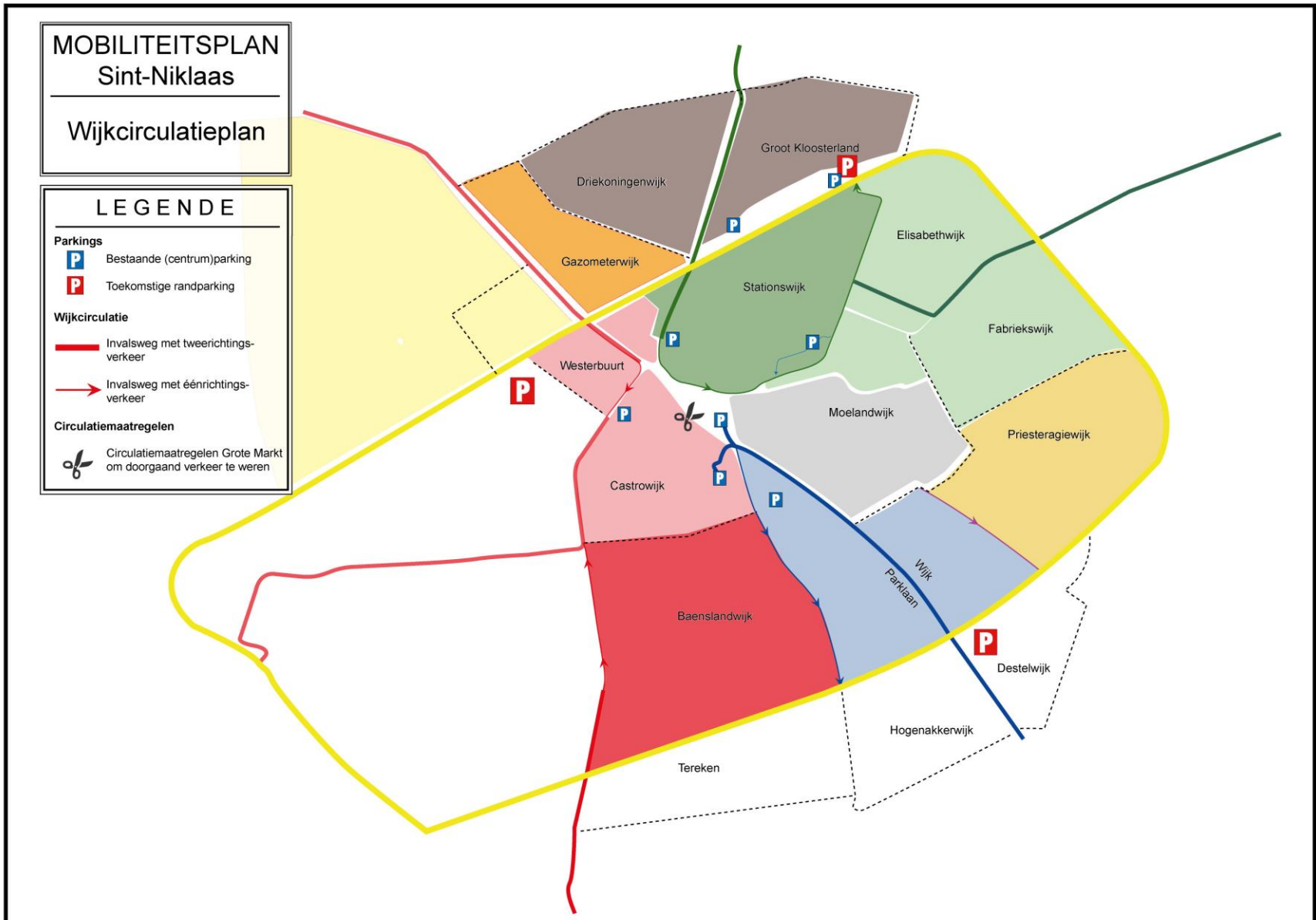
Figuur 35: Detail snelheidsplan Sint-Niklaas

LAYERED NETWORKS: FREIGHT ROUTES



LAYERED NETWORKS: Principles CAR CIRCULATION

DI AN

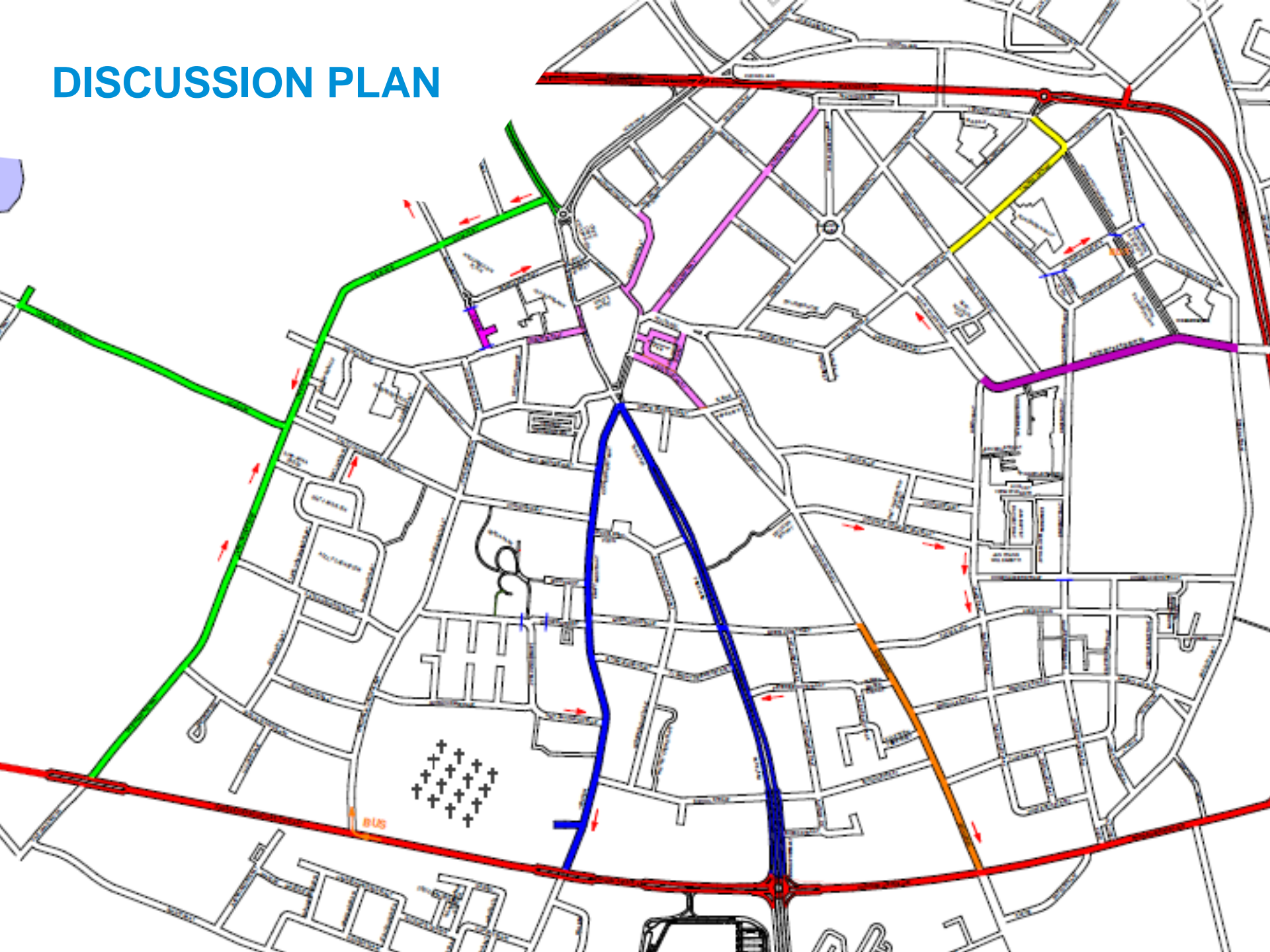


Car Circulation plan

- ▶ Only principles in SUMP
 - Non-destination traffic: around the city
 - Destination traffic to visitors parkings
 - Free access for Public Transport, taxi and bikes
 - 50 km on the roads in and out the city
 - 30 km elsewhere

- ▶ 25 measures in a ‘discussion plan’

DISCUSSION PLAN



DISTRICT CIRCULATION PLAN

- ▶ **Assessment remarks** (more than 500!!!)
- ▶ **Report back to districts** 1 year later with a resulting plan.
- ▶ **Mitigate impacts** with more quality in the public domain:
 - More parking facilities, more trees or flowers, better cycling infrastructure
- ▶ **Huge communication campaign**, on paper, on-line and on the streets

DISTRICT CIRCULATION PLANS



**WALBURGSTRAAT/
GROTE PEPERSTRAAT/
KLEINE PEPERSTRAAT**

De Walburgstraat, de Grote Peperstraat en de Kleine Peperstraat worden voetgangersgebied. Het autoverkeer wordt beperkt. Het autoverkeer wordt gereduceerd door de straat te veranderen tot een voetgangersgebied. De fietsen worden geparkeerd aan de zijden van de straat. De fietsen worden geparkeerd aan de zijden van de straat.

- Omkadering**
Verwijderen van het straatparkeren en het zoeken naar een straatparking.
- Wanneer**
Ten vroegste vanaf 2020.

WESTERSTRAAT

De Westersstraat is fietsstraat. Vroeger was de fietsweg van het station richting de Spoorweglaan en de Westerslaan onduidelijk. De omschakeling tot fietsstraat verkort de fietstijd, biedt een veilig alternatief voor de vele oversteken en doet op die manier het fietscomfort stijgen.

- Omkadering**
 - Zichtbaar maken door aanduiding op het wegdek.
 - Het fietspad aan de Spoorweglaan en de oversteek aan de Peperstraat krijgt een dubbele richting voor fietsers.
 - Nieuwe aanpakking op de fietssnelweg met fietsers in de voorrang op het Westersplein. Dat gaat gepaard met haanvanden, een voorrangsbord en extra accentverlichting.
- Wanneer**
Reeds ingevoerd op 1 september 2022.

MEER INFO?

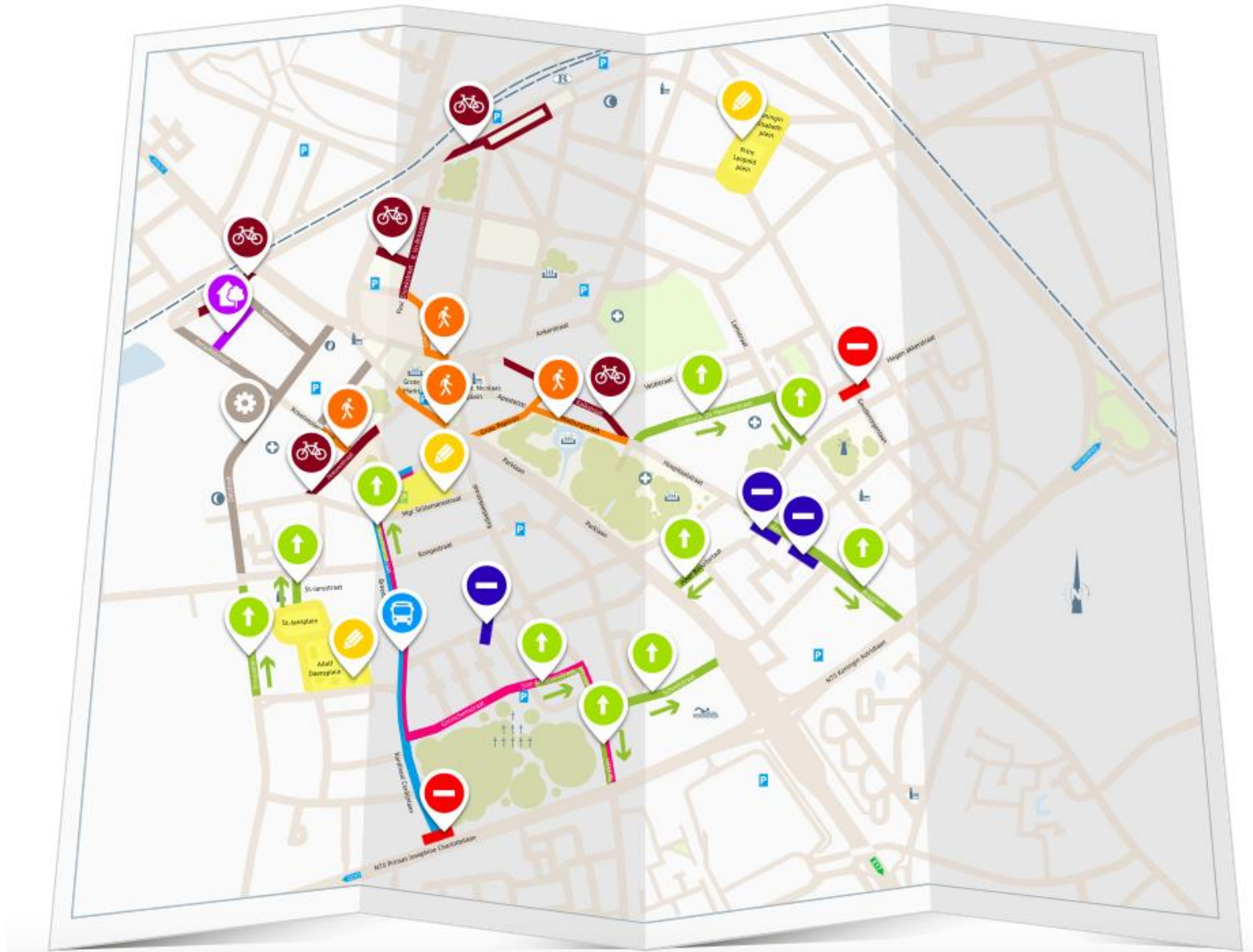
www.sint-niklaas.be/wijkcirculatie
wijkcirculatie@sint-niklaas.be
 Tel. 03 778 32 57

Colofon:

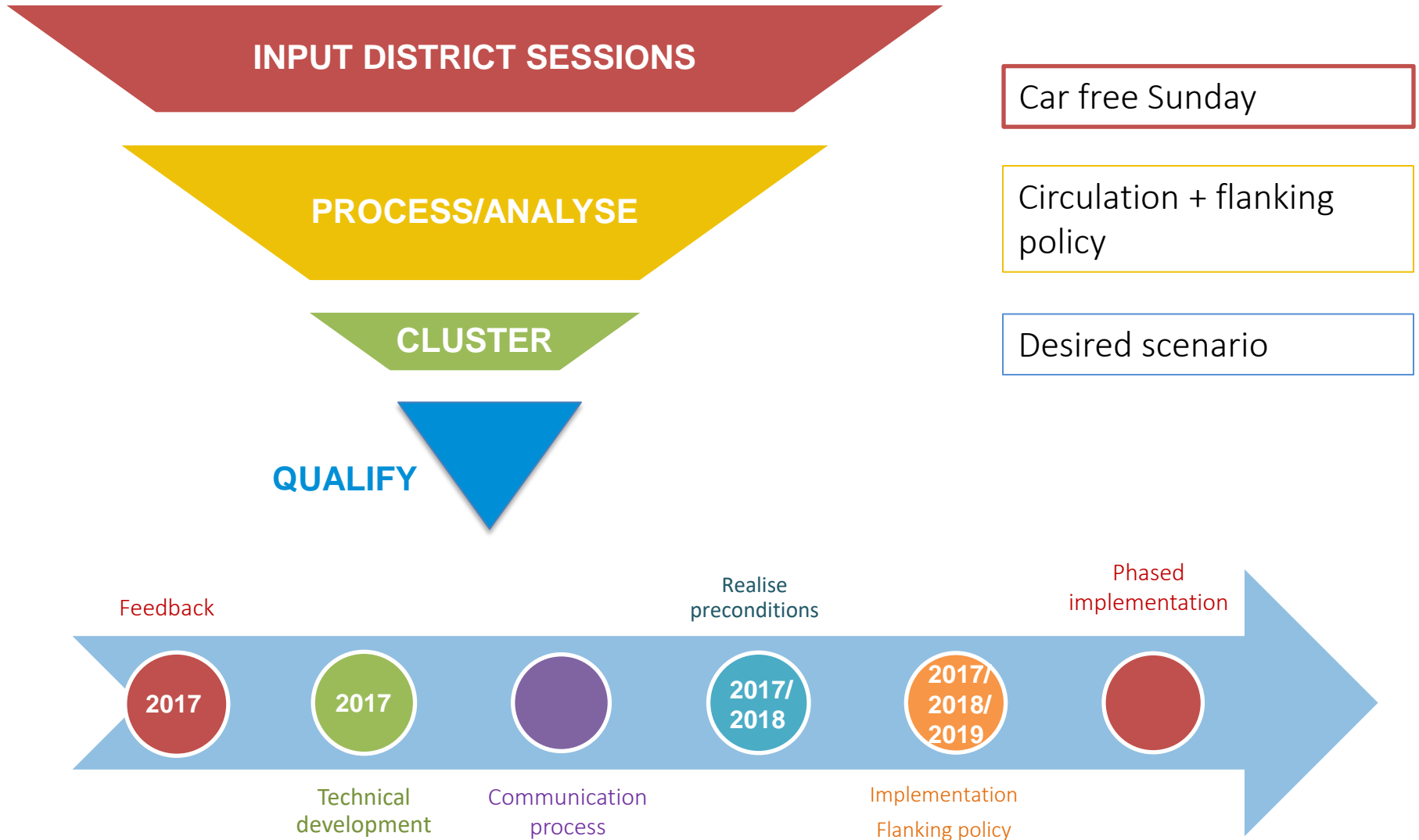
De brochure is uitgegeven naar aanleiding van de Intersite
 Eindhoven/December 2017. Eerste editie november 2022.
 Politie stadsbeveiliging Sint-Niklaas
 Politie vooringang: Justice, Sint-Niklaas
 Fotografie: Paul De Malsche
 Drukwerk: SSGN, Eeklo

Werk: vlg. Carl Hanssens, Grote Markt 1, 9100 Sint-Niklaas

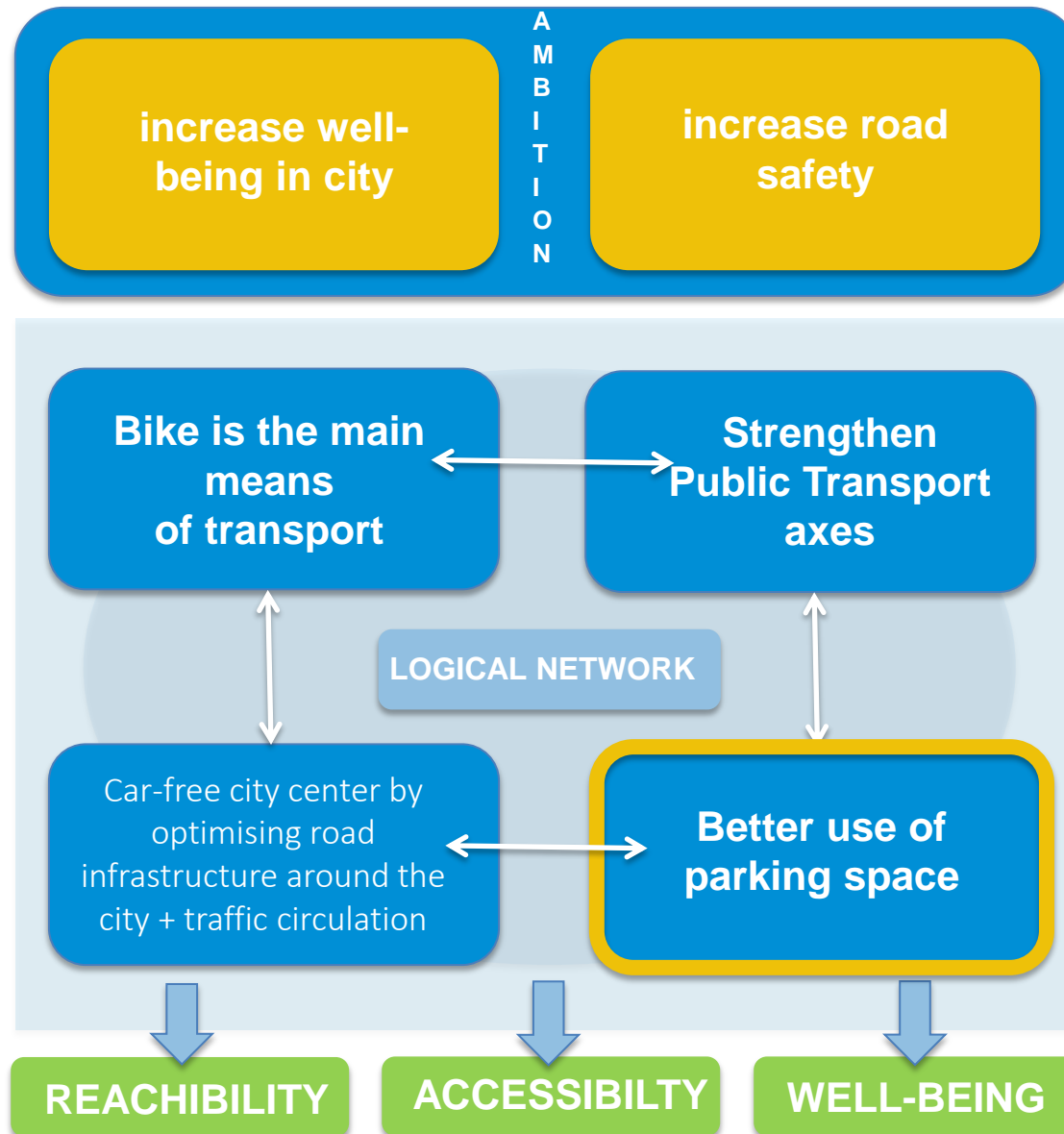
DISTRICT CIRCULATION PLANS



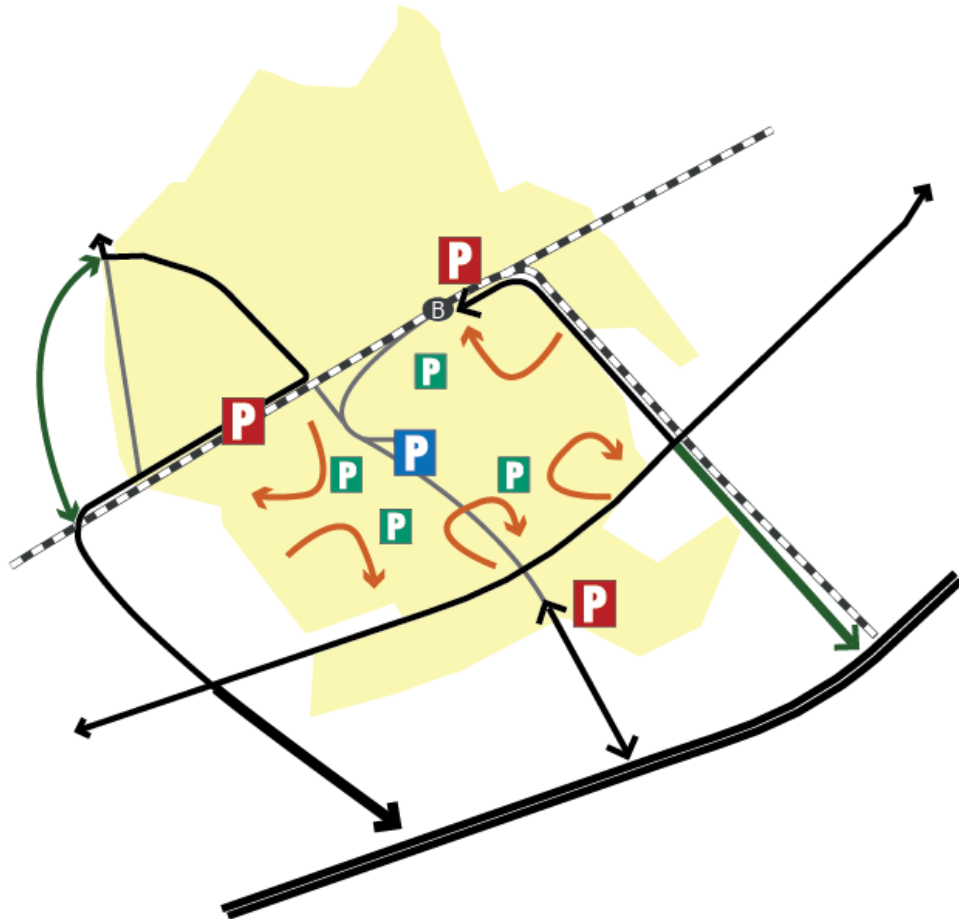
STATE OF PLAY DISTRICT CIRCULATION



Strategy with a new balance for existing networks



Resulting traffic structure with parking structure



- ▶ Long term parking:
outside the city centre -
cheap
- ▶ Short term parking:
in the city centre –
more expensive
- ▶ Circulation plan + parking
policy: as quickly as
possible in the parking lot

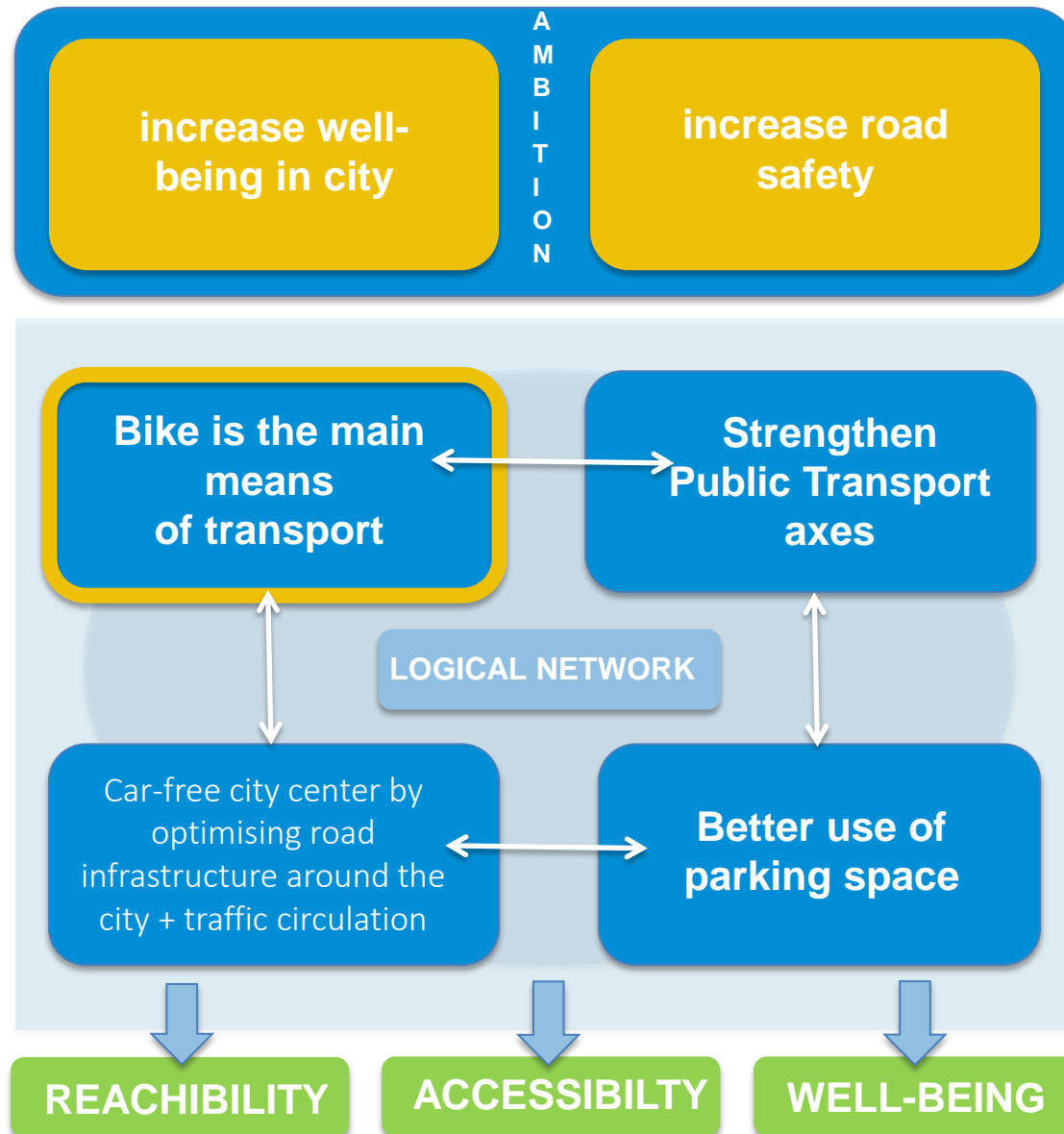
PARKING POLICY

- ▶ **Objectives** parking policy Sint-Niklaas
 - Instrument to improve **accessibility** for citizens, merchants and visitors
 - **Strong guiding parking policy**
 - Each target group at the right spot
 - Through limiting parking duration
 - Through correct pricing
 - **Evolving scenario:** phased implementation to evolve to a low traffic city centre

PARKING POLICY

- ▶ **Roll-out:** New technology, new team and new promomaterial
- ▶ New on-line services
- ▶ **New Parking Guidance system**

Strategy with a new balance for existing networks



LAYERED NETWORKS: INTEGRATED CYCLE POLICY

- ▶ With catchphrase “de fiets... heeft iets”
- achieve a real **cycling culture**
- ▶ Promote the **bicycle as the ideal means** for urban transport



POLICY

Beleid

Visie en ambities

Personeel en middelen

Integraal fietsbeleid

Participatie en partnership

Monitoring en evaluatie

NETWORK

Netwerk

Samenhang

Aantrekkelijkheid

Veiligheid

Comfort

SERVICE

Service

Fietsstallingen

Bewegwijzering

Multimodaliteit

Comfort-verhogende diensten

CULTURE

Cultuur

Fietsbezit en -gebruik

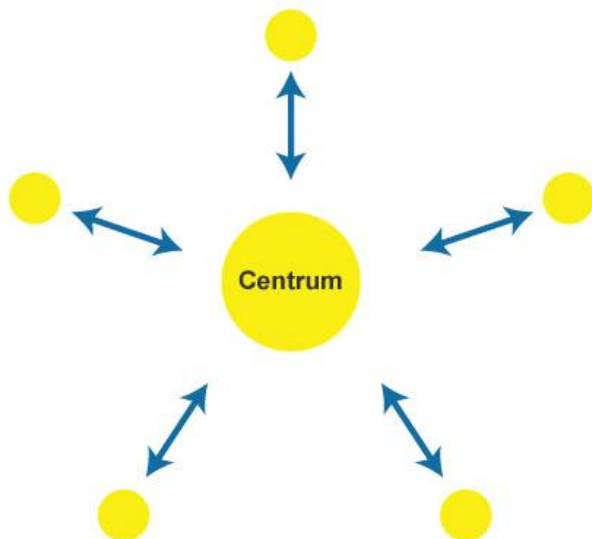
Fietsers-tevredenheid

Informatie, sensibilisering en educatie

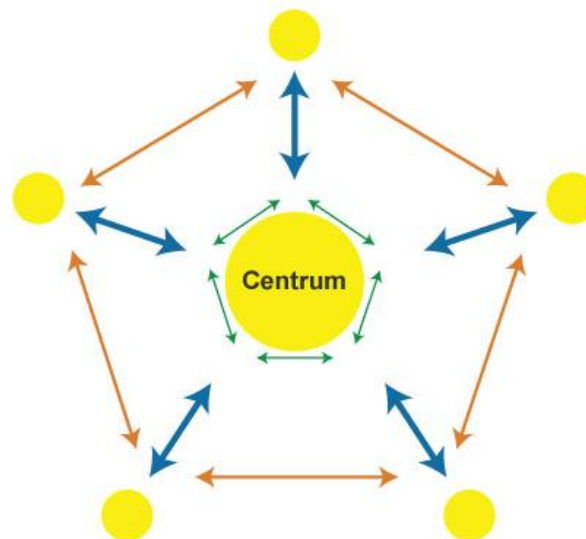
LAYERED NETWORKS: INTEGRATED CYCLE POLICY

- ▶ Not merely radial network – creation of bicycle ring

Huidige structuur van het fietsnetwerk



Toekomstige structuur van het fietsnetwerk



Netwerk

Samenhang

Aantrekkelijkheid

Veiligheid

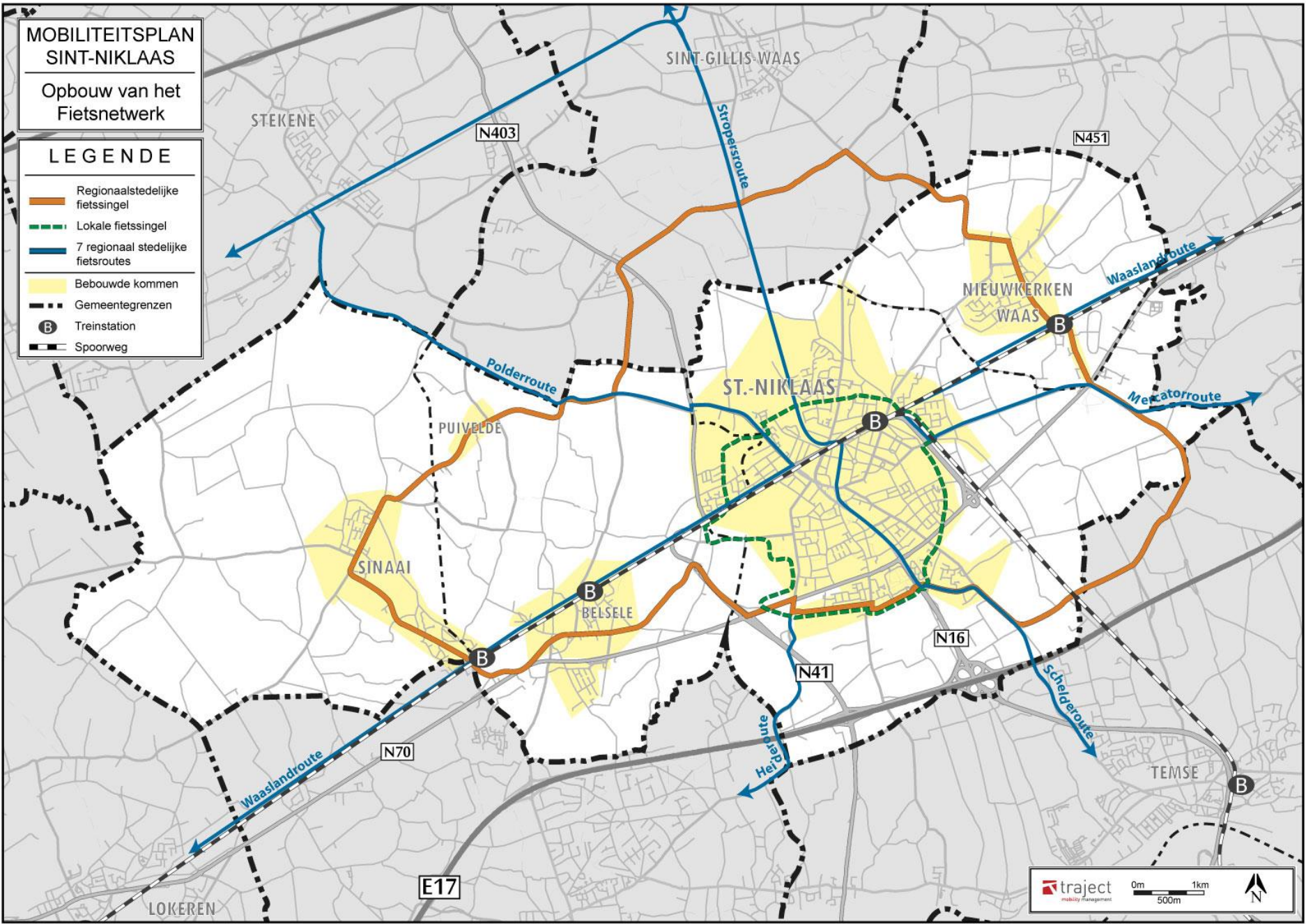
Comfort

MOBILITEITSPLAN SINT-NIKLAAS

Opbouw van het Fietsnetwerk

LEGENDE

- Regionaalstedelijke fietssingel
- Lokale fietssingel
- 7 regionaal stedelijke fietsroutes
- Bebouwde kommen
- Gemeentegrenzen
- Treinstation
- Spoorweg



LAYERED NETWORKS: CYCLE PLANS

- ▶ SUMP defines the network and main actions
- ▶ The how is defined in Biking plan and Biking parking plan in a separate process
 - with the cyclists themselves
 - through 3 conferences

CYCLING CONFERENCES

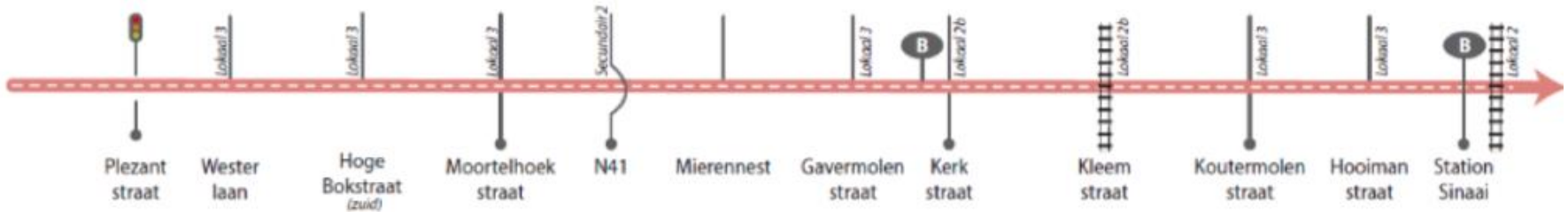
- ▶ Cycling infrastructure plan and cycle park plan



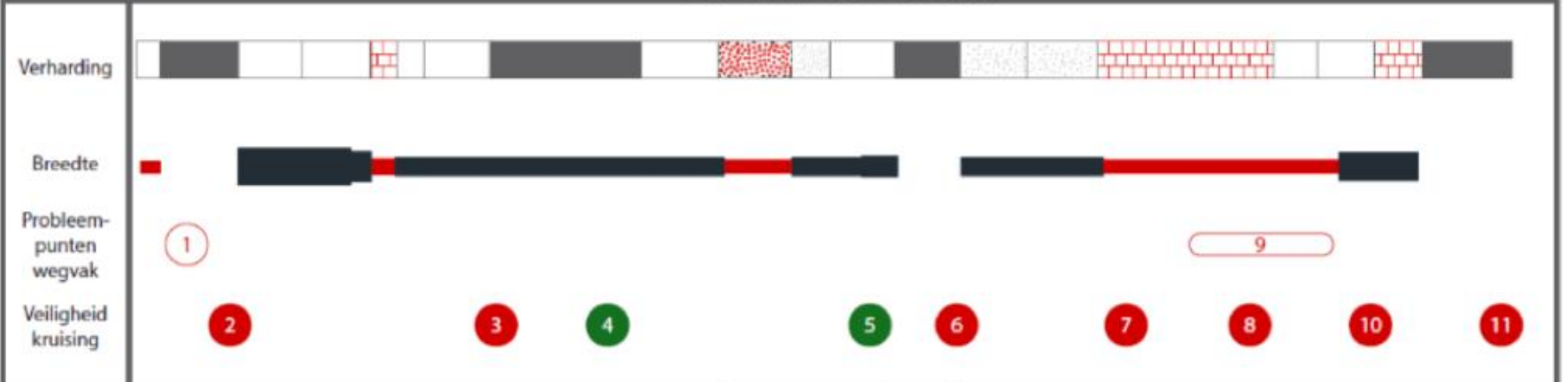
CYCLING CONFERENCES

Waaslandroute west

Lengte: 5 km | Type route: fietssnelweg (BFF Hoofdroute) | Aantal kruisingen: 10



Parameters netwerk



Context netwerk



CYCLING CONFERENCES



Nr. C3

Heraanleg in monoliet materiaal

Wanneer?

Monoliete materialen zorgen voor meer fietscomfort

Aandachtspunten

Trillingscomfort

Voorbeeldlocaties
mogelijke toepassing

voor

Mierennest

Fietstunnel onder N16



Nr. C4

Heraanleg met verhoogd/gescheiden fietspad

Wanneer?

Bij het ontbreken van voldoende brede fietsinfrastructuur of smalle tweerichtingsfietspaden dient een nieuw type profiel onderzocht te worden met oog voor kwalitatieve fietsinfrastructuur

Aandachtspunten

Afscheidingsmateriaal aangepast aan snelheidsregime en/of verkeersintensiteiten van de weg

CYCLING CONFERENCES

Prioritisering knelpunten hoofdfietsroutes Sint-Niklaas																											
Knelpunten per route	Bouwstenen																										
	Infrastructuur									Verkeerskundig								Comfort					Sensibilisatie				
	A1	A2	A3	A4	A5	A6	A7	A8	A9	B1	B2	B3	B4	B5	B6	B7	B8	C1	C2	C3	C4	C5	C6	D1	D2	D3	D4
Waaslandroute West	Waaslandroute West																										
Aanliggend fietspad langs vrachtroute (Plezantstraat-Westerlaan)																											
Overgang naar gemengd verkeer zonder oversteekzone (Westerlaan) eventueel met fietsers in voorrang op oversteek	Knelpunt reeds opgelost of opgenomen in een uit te voeren project																										
Geen oversteekzone voorzien (Moortelhoekstraat) maar mogelijk om in voorrang te steken (kruising lokale 3)																											
Onverhard en smal segment (Mierennest)																											
Geen oversteekzone voorzien (Kerkstraat)																											
Geen oversteekzone voorzien (Kleemstraat)	Fietssnelweg kruist spoor en weg: Provincies werken aan een typeoplossing																										
Conflicterende weginrichting (Koutermolenstraat) en potentieel om fietsweg in voorrang te steken (kruising lokale 3)																											
Vorrang van rechts verlenen noodzakelijk voor Hooimanstraat																											
Zeer smalle fietsweg met klinkers en soms gevaarlijk diepe bermen (tussen Kleemstraat en Koutermolenstraat)																											
Geen oversteekzone voorzien (Sinaai Station)	Fietssnelweg kruist spoor en weg: Provincies werken aan een typeoplossing																										

SUCCESSFUL STAKEHOLDER MANAGEMENT

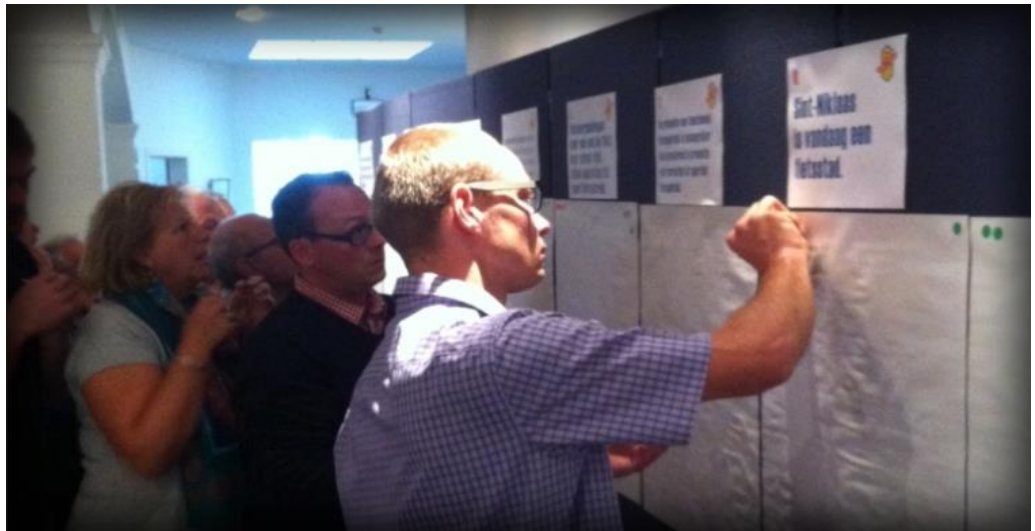


Increasing level of complexity

- ▶ Create **trust**
- ▶ **Involve** stakeholders by
 - Informing them
 - Talking to them
 - Letting them have a say in design
 - Having them participate in the process
 - Co-creating

SUCCESSFUL STAKEHOLDER MANAGEMENT

- ▶ Mobility plan
- ▶ Cycling conferences
- ▶ District circulation plans
- ▶ Project level



Stakeholder Management mobility plan

- ▶ Duration **4 months**: October 2014 until February 2015
- ▶ Through short powerpoint presentation
 - Proposals that contribute to the objectives of the mobility plan are included in the mobility plan
 - Proposals that didn't contribute were excluded, they received a motivated explanation
- ▶ Citywide : **24 meetings**
 - 3 village councils, council of seniors, council of agriculture, council of youth, Gecoro, Stramien)
 - Schools, bars & restaurants, shop keepers
 - Meeting with prosecutor
 - 5 hearings for citizens

CYCLING CONFERENCES 1/6

► The run-up

- Catchphrase ‘De fiets... heeft iets’
 - Inhabitants were involved to invent and choose the slogan
 - Slogan is integrated in campaign image
 - Campaign image is used for every cycling policy initiative



CYCLING CONFERENCES 2/6

- ▶ **Development** of the cycling policy plan together with the cyclists strengthens support and diminishes pressure
- ▶ **Gives insight** in bottlenecks and priorities
- ▶ **Participation** in 3 cycling conferences
- ▶ Maximum **recruitment** of cyclists : 100 cyclists show up

CYCLING CONFERENCES 3/6

- ▶ Cycling conference 1:
'in search of fresh ideas for a cycle friendly city'
 - Round-table discussion
 - Results:
 - 'We are not a cycle city yet, but there is potential
 - Long list of 100 ideas



ONTWERP FIETSACTIEPLAN 2014 – 2018

Stadsbestuur Sint-Niklaas

Jurgen Goeminne, mobiliteitsambtenaar
Stefan Van den Branden, medewerker fietsbeleid

FIRST CYCLING CONFERENCE

10 controversial statements
in small workshops

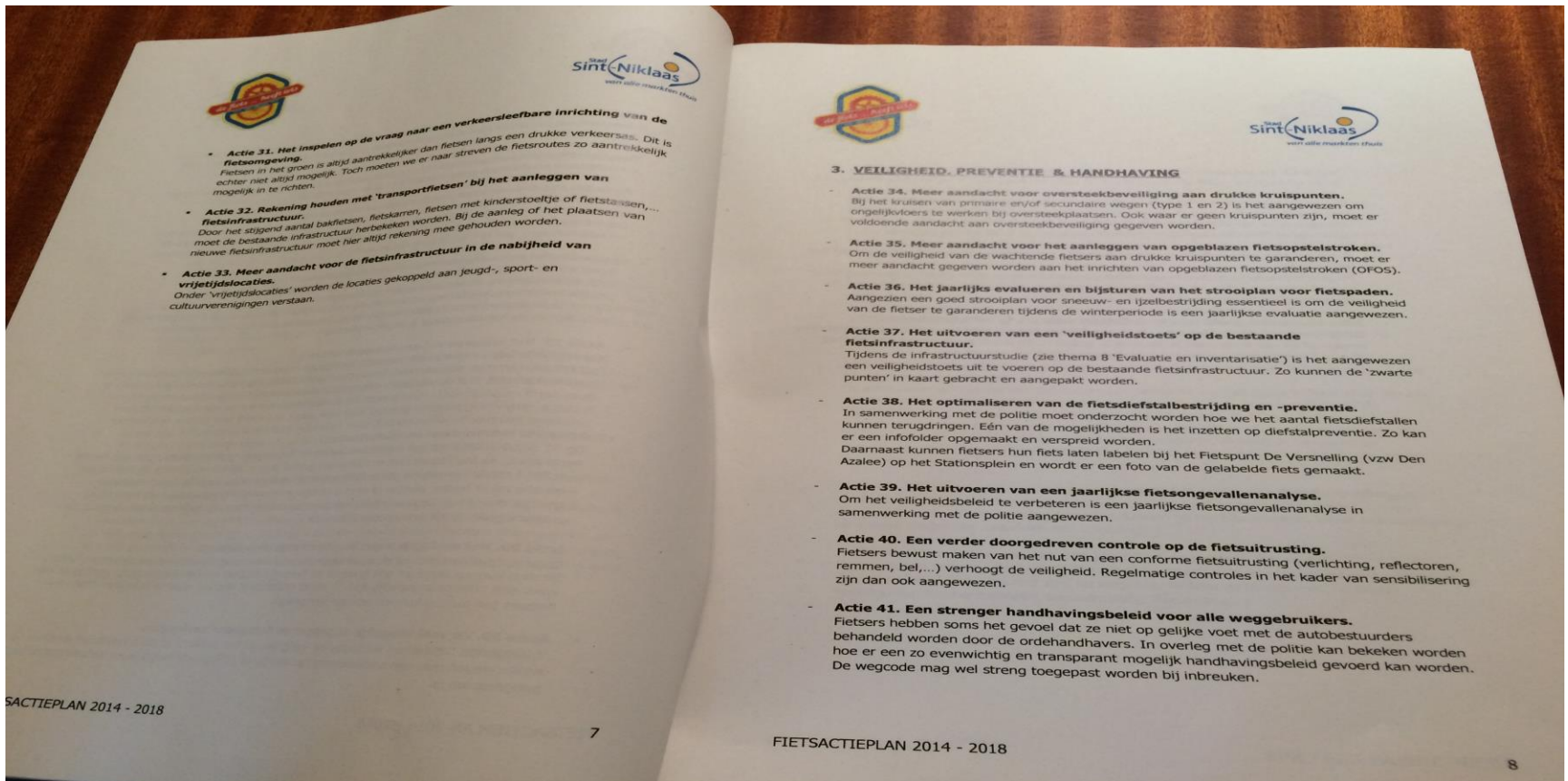


CYCLING CONFERENCES 4/6

- ▶ **Cycling conference 2:** ‘critical reflection on the cycling action plan’
- ▶ Same level interested people who were sent the draft plan in advance
- ▶ Method: assess the plans and determine the priority (100 actions under 8 themes) in 4 workshops using a moderator and secretary.

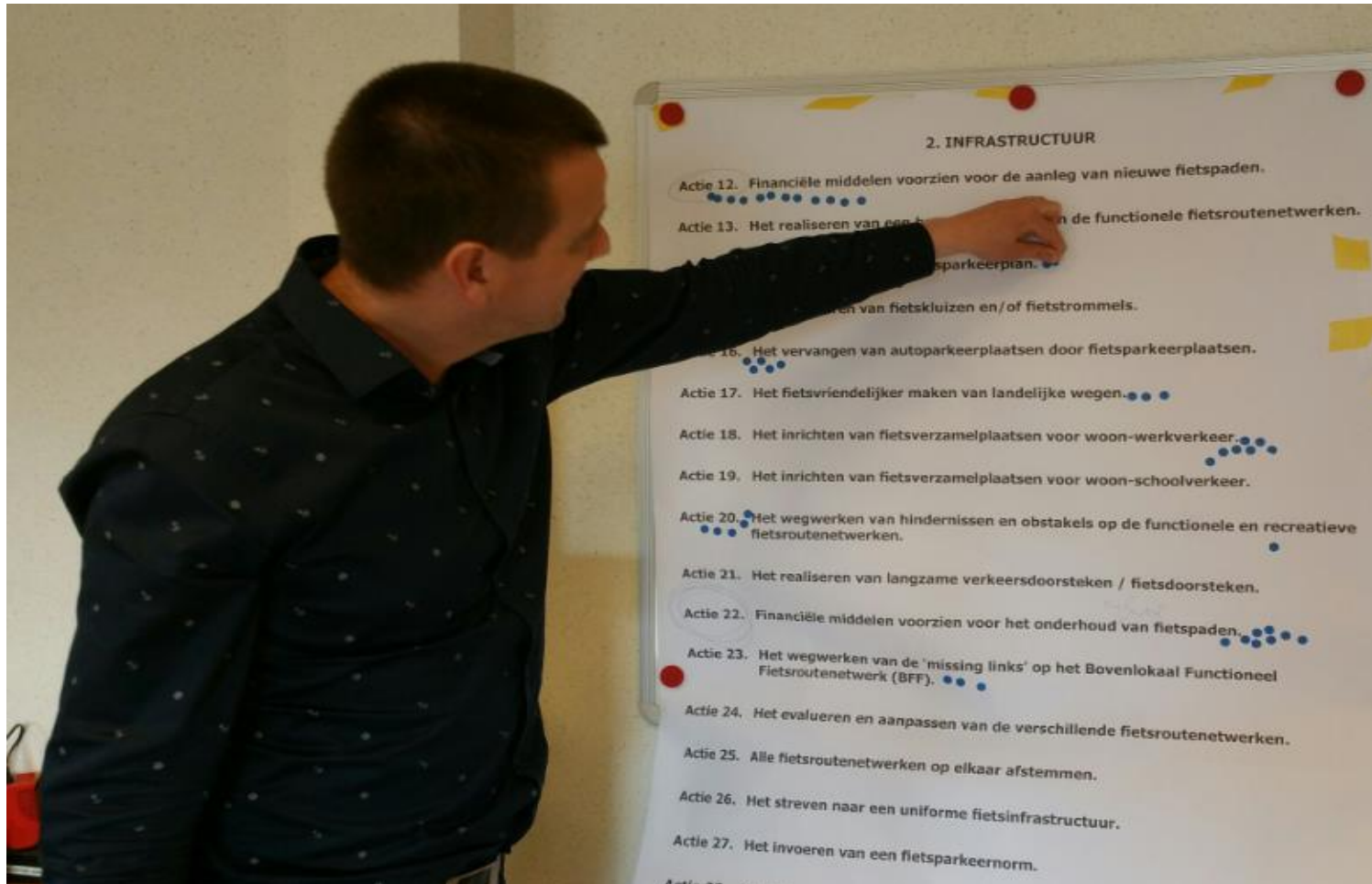
SECOND CYCLING CONFERENCE

► 'Priorities in cycling policy'



SECOND CYCLING CONFERENCE

- ▶ 100 actions assess and prioritise



CYCLING CONFERENCES 5/6

Resulting priorities:

- ▶ More financial means for infrastructure
- ▶ More safety measures at crossings
- ▶ Zero tolerance for parking on cycle paths
- ▶ Biking promotion

Need for an biking
Infrastructure Plan



THIRD CYCLING CONFERENCE



Mean while...



CYCLING CONFERENCES 6/6

- ▶ Third cycling conference: **'discuss the draft of the study of cycling infrastructure and the draft of the cycling parking plan'**
- ▶ Same attendance, got the plans in advance
 - Assess bottlenecks and priorities on the 7 main routes and choosing preferred bicycle parkings in 4 workshops, accompanied by a moderator and a secretary.

CYCLING CONFERENCES

- ▶ Cycling infrastructure plan and cycle park plan



DISTRICT CIRCULATION PLAN



DISTRICT CIRCULATION PLANS

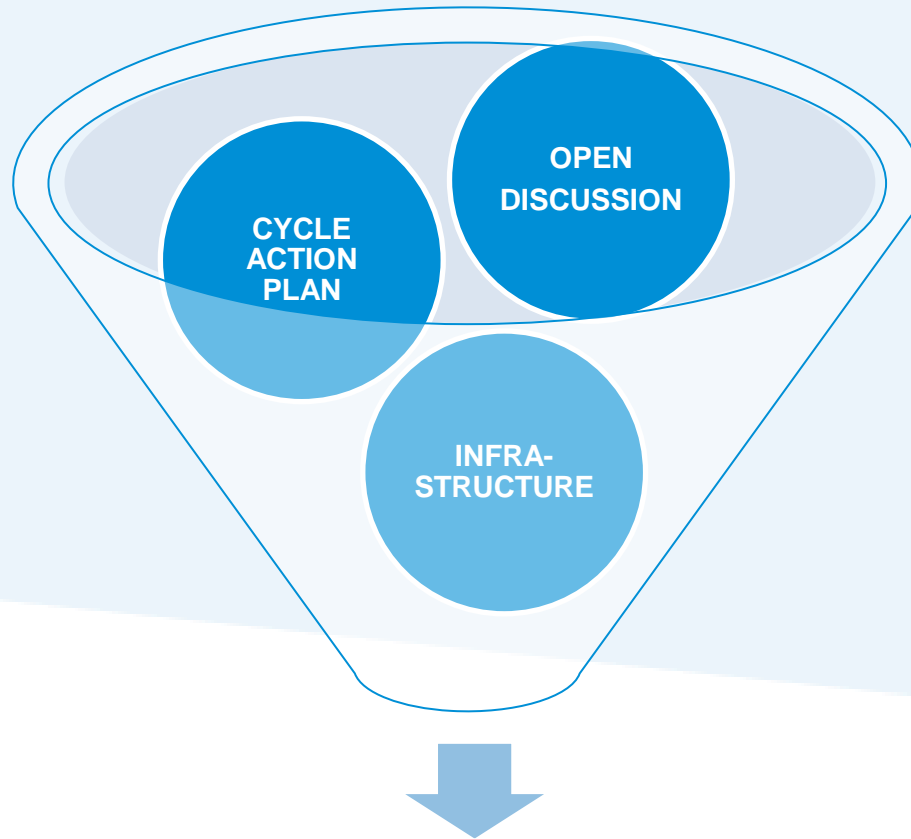
- ▶ **How?** Launch discussion plan
 - Proposal for **25 measures to improve circulation** according to the principles set-out in the mobility plan
 - Open **invitation for discussion** with 7 districts (40-140 people each)
 - Only discuss measures of the own neighbourhood
 - **Round-tables** with 20-25 people, moderator and secretary
 - Secretary reports back the results to the participants

PROJECT STAKEHOLDERS MANAGEMENT

- ▶ 2 step process
- ▶ Internal discussions lead to design of a plan
- ▶ First meeting with neighborhood: explain rationale and goals
- ▶ Collect feedback in the session, on-line and via notes
- ▶ Assess input: change plans (or not!)
- ▶ 2nd meeting with final plan

FINAL ASSESSMENT: METHOD WORKS!

- ▶ An added value: from open discussion to priorities



CHOOSE PRIORITIES

Mean while...



Mean while: bike parking





Mean while: infrastructure



Mean while: Bikers first



Mean while: comfort and safety



Nomination cycling city 2015 & 2018



ASSESSMENT AND CHALLENGES

- ▶ The methodic approach results in a **clear framework**
 - Mobility plan
 - Cycling policy plan
 - Cycling infrastructure study and cycle park plan
 - District circulation plan
- ▶ **Method** conferences => works!
- ▶ High expectations => **results** must follow
- ▶ Continue to **involve** the inhabitants with conferences and round-table discussions

Influencing ... politics?

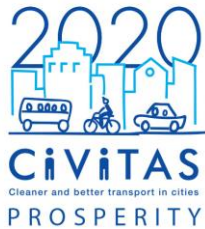


Influencing ... politics?





stad
Sint-Niklaas



THE CIVITAS INITIATIVE
IS CO-FINANCED BY THE
EUROPEAN UNION



European Platform
on Sustainable Urban
Mobility Plans

