

Sint-Niklaas:

Small city, smart mobility solutions

Carl Hanssens

Alderman for mobility, local economy and work



stad
Sint-Niklaas

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 (!!!)

Influencing ... politics?



Influencing ... politics?



AGENDA

- ▶ Introduction Sint-Niklaas
- ▶ Stakeholder management in mobility projects
 - Mobility plan
 - Cycling conferences
 - Circulation plan

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 ...

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 / SUMP
- ▶ Cycling conferences
- ▶ District circulation plans
- ▶ Project level



Stakeholder Management mobility plan

▶ Legal procedure

- Preparation technicians – engineers
 - Validation of means, measures and principles in a ‘Municipal Supervisory Committee’ (GBC)
 - GBC: important institutional stakeholders
 - Me = chairman
 - Flanders: mobility manager
 - Flanders: regional roads
 - Railroads
 - Public Transportation Authority
 - Province (Cycling network)
 - City administration: urban planning, mobility, environmental experts, sustainability officers, technical department
- = obligatory/minimum

Stakeholder Management mobility plan

- ▶ Optional
 - Other stakeholders:
 - Representatives of the city council (including opposition!)
 - Cyclists Federation
 - Representatives industry, companies and retailers
 - Sometimes citizens or a local action group

- ▶ Goal = 'consensus'
- ▶ No consensus = Regional Mobility Commission
 - Quality chamber
 - Appeal chamber
 - Only obligatory members

Stakeholder Management mobility plan

- ▶ 3 meetings of 1 day
- ▶ 'Consensus achieved'
- ▶ = Start of a new participation process:
 - Participatory approach; or
 - Public investigation
- ▶ Sint-Niklaas = Participatory approach

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

Stakeholder Management mobility plan

- ▶ All remarks assessed
 - Relevant and adapted
 - Relevant and not-adapted
 - Not-relevant (scope too detailed or not in SUMP)
- ▶ Back to GBC and final validation
- ▶ City Council approves 1st time
- ▶ RMC: quality chamber
- ▶ City Council approves 2nd time = Final

START

SUCCESSFUL STAKEHOLDER MANAGEMENT

- ▶ Mobility plan / SUMP
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- ▶ Project level



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

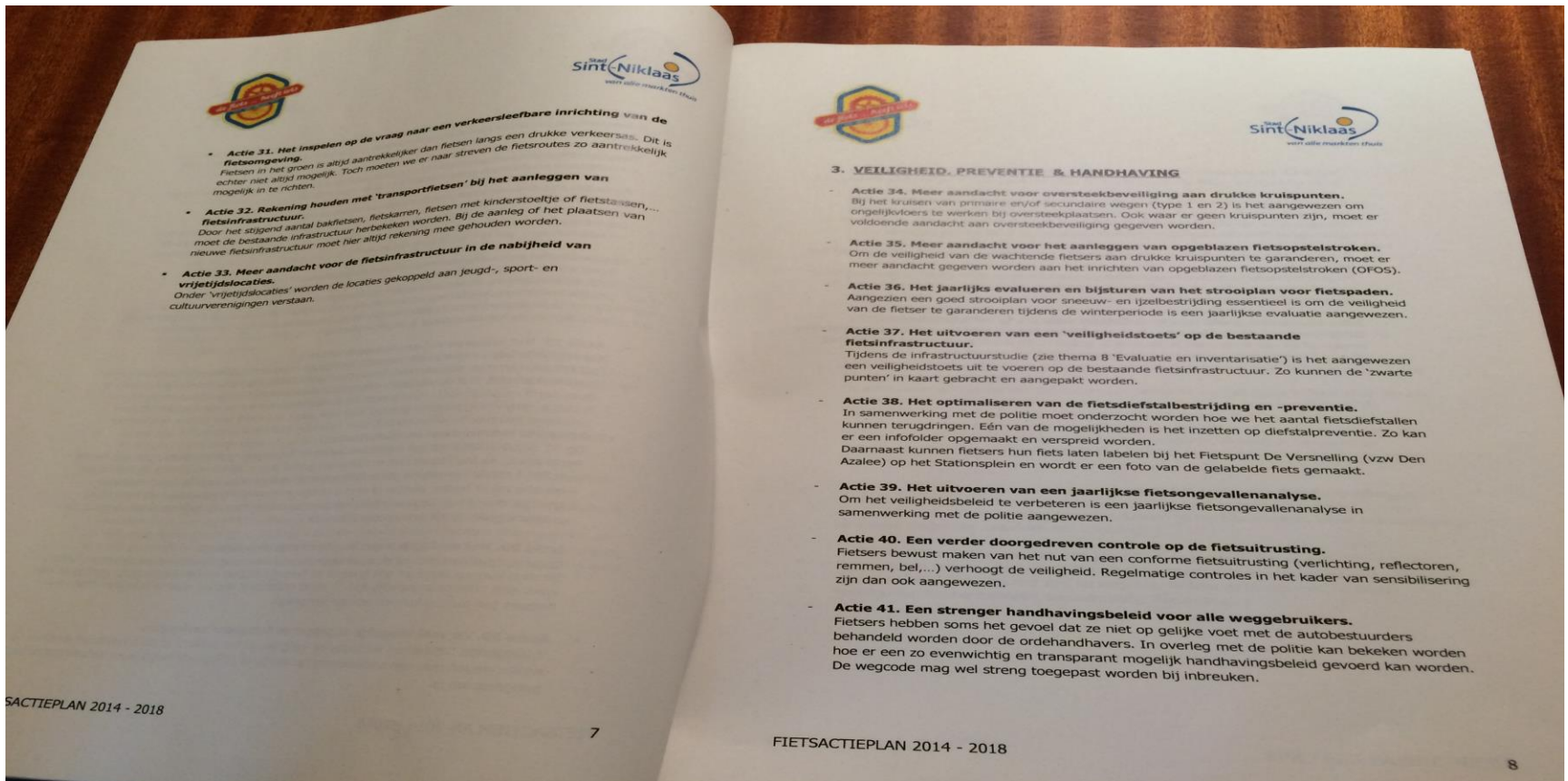


CYCLING CONFERENCES 4/6

- ▶ **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.

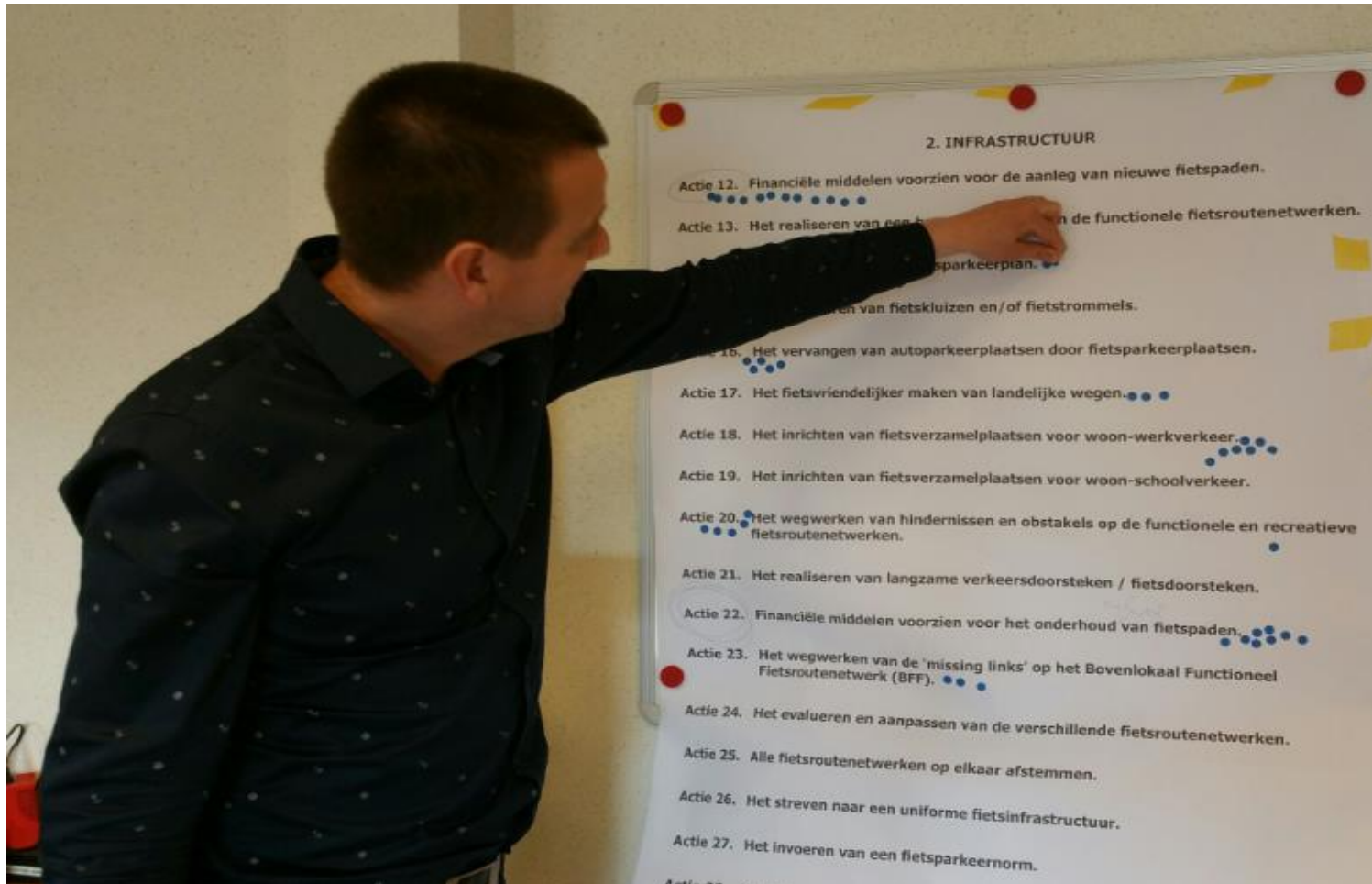
SECOND CYCLING CONFERENCE

► '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



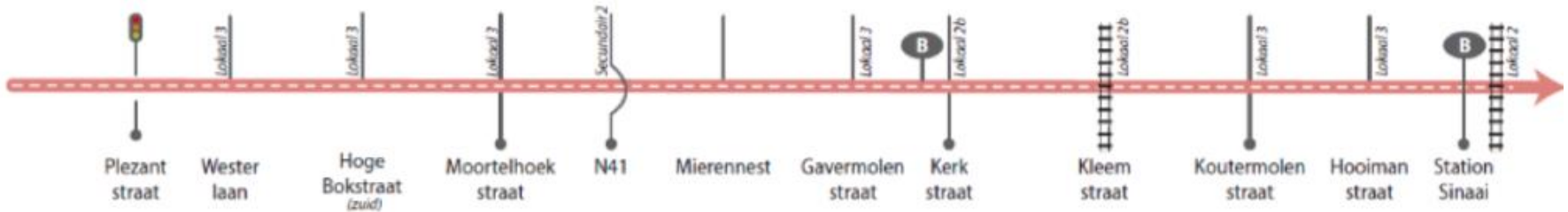
CYCLING CONFERENCES 6/6

- ▶ **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.

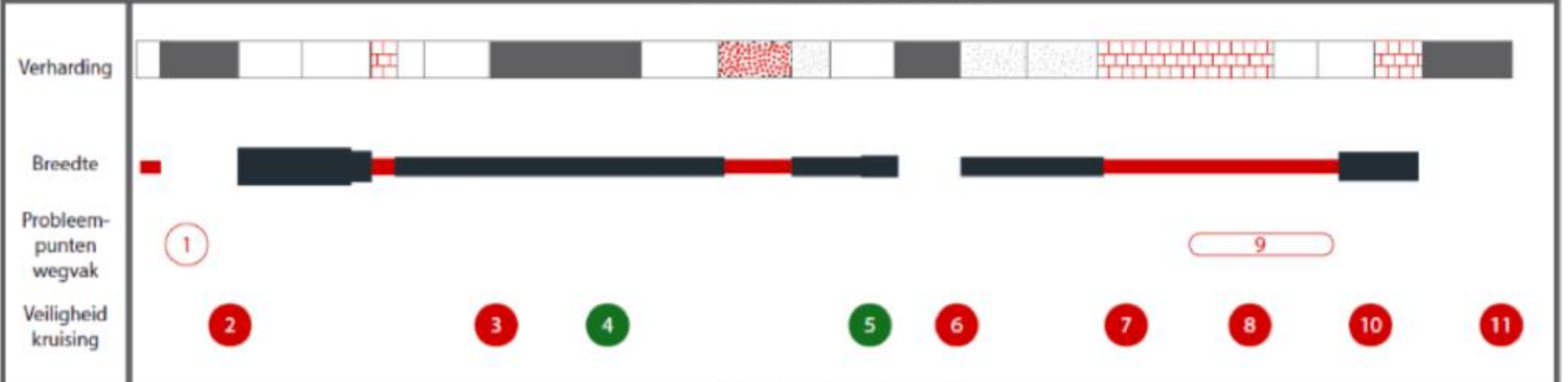
CYCLING CONFERENCES

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)																											
Voorrang 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																										

CYCLING CONFERENCES

- ▶ Cycling infrastructure plan and cycle park plan



Mean while...

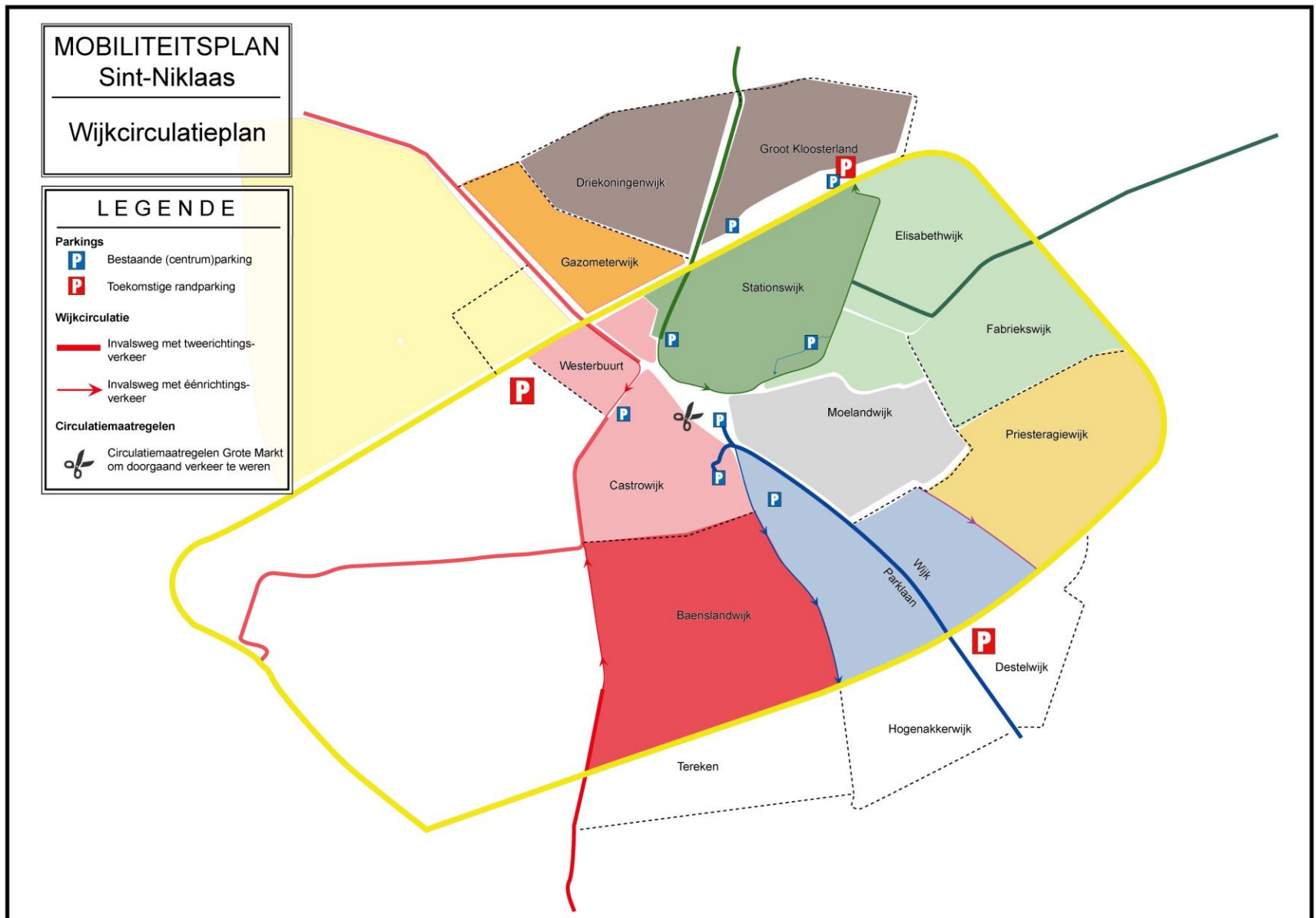


SUCCESSFUL STAKEHOLDER MANAGEMENT

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Principles in SUMP: CAR CIRCULATION PLAN



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

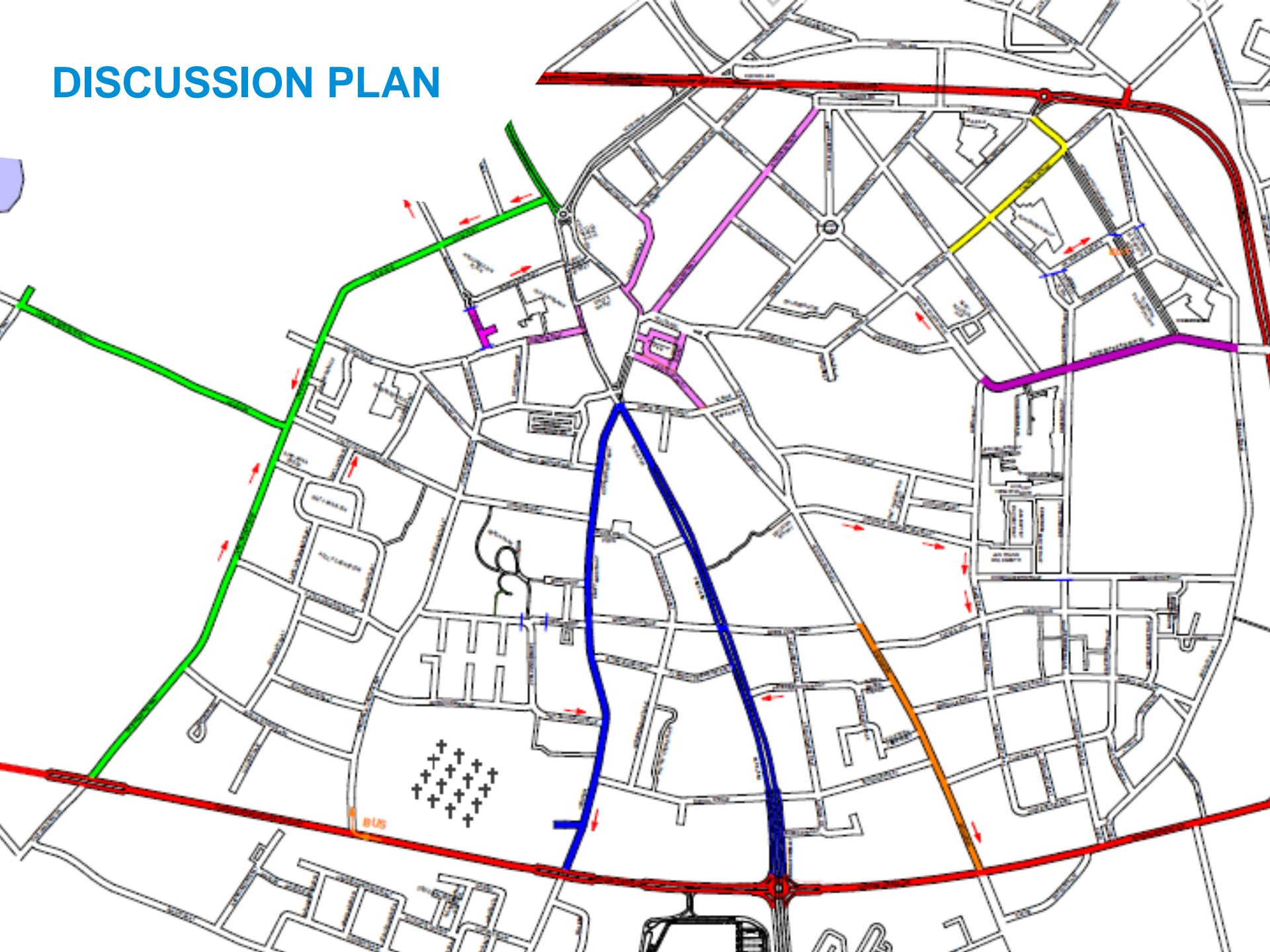
DISTRICT CIRCULATION PLANS

- ▶ **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

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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



Wijkcirculatie in beeld

WALBURGSTRAAT/ GROTE PEPERSTRAAT/ KLEINE PEPERSTRAAT

De Walburgstraat, de Grote Peperstraat en de Kleine Peperstraat worden voegangersgebied. Het autorij maken van de Walburgstraat zorgt ervoor dat er een aansluitend rijweg gebied gecreëerd wordt van het stadsplein tot aan de Grote Markt. Op die manier worden fietsroutes naar de staatskerk gemaakt. De Grote en de Kleine Peperstraat vormen hierbij een sluitend en logisch geheel.

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

WESTERSTRAAT

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

- **Omkering**
 - 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 aansluiting op de fietssnelweg met fietsers in de voorrang op het Westersplein. Dat gaat gepaard met haanranden, een voorrijgebied 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:

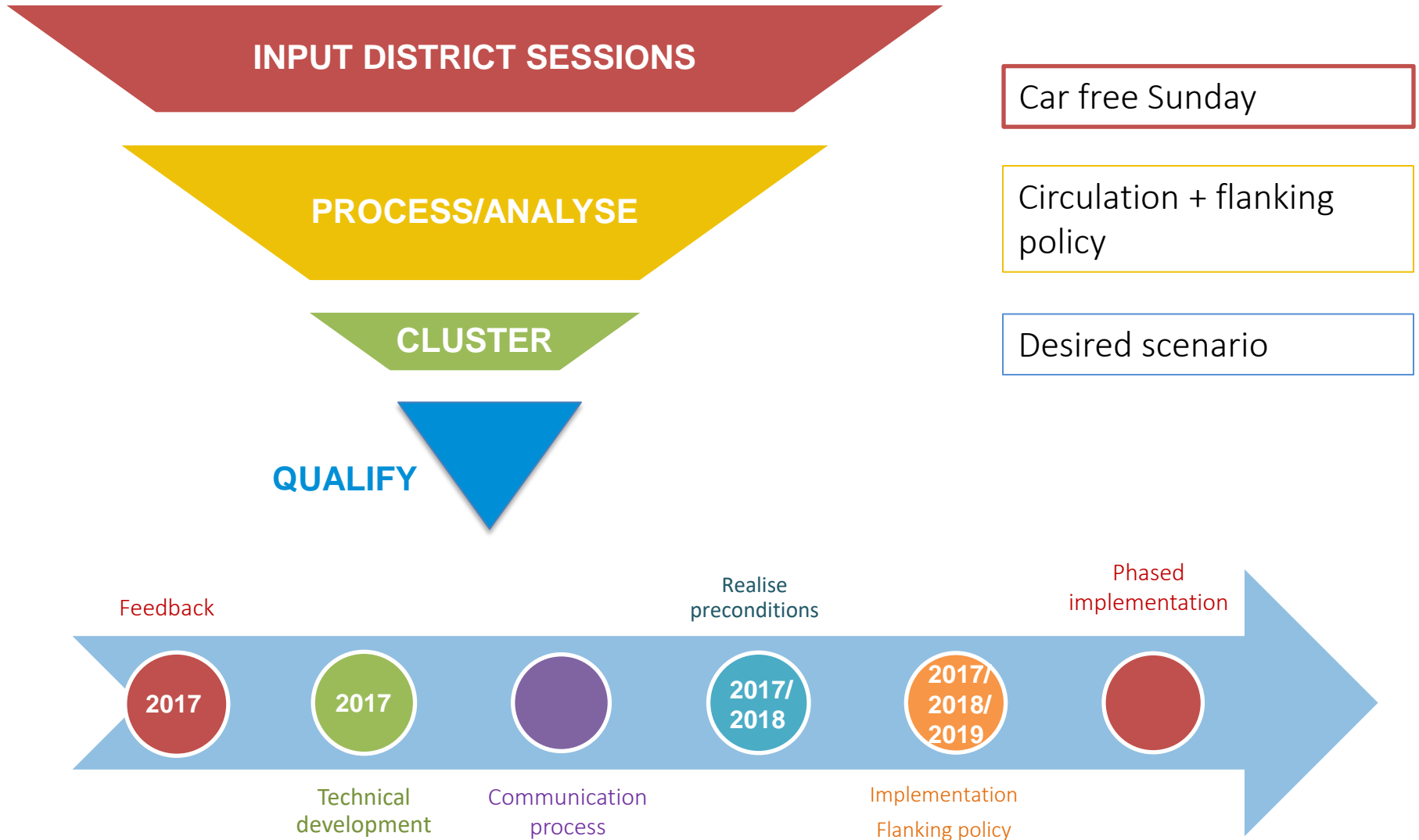
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DISTRICT CIRCULATION PLANS

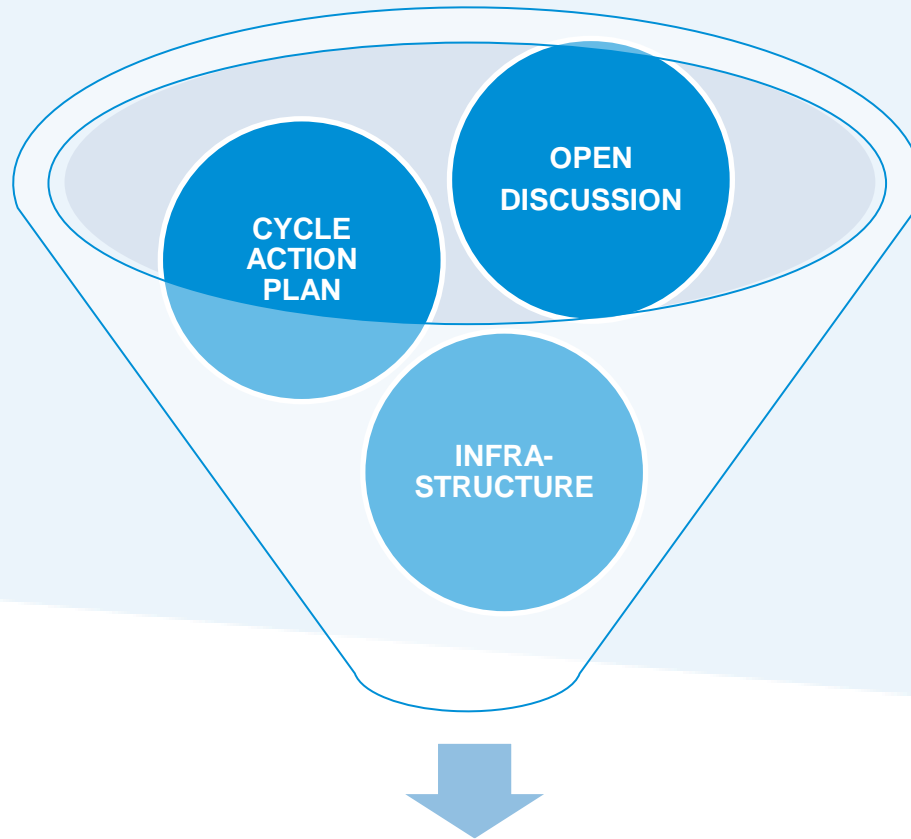


STATE OF PLAY DISTRICT CIRCULATION



FINAL ASSESSMENT: METHOD WORKS!

- ▶ An added value: from open discussion to priorities



CHOOSE PRIORITIES

ASSESSMENT AND CHALLENGES

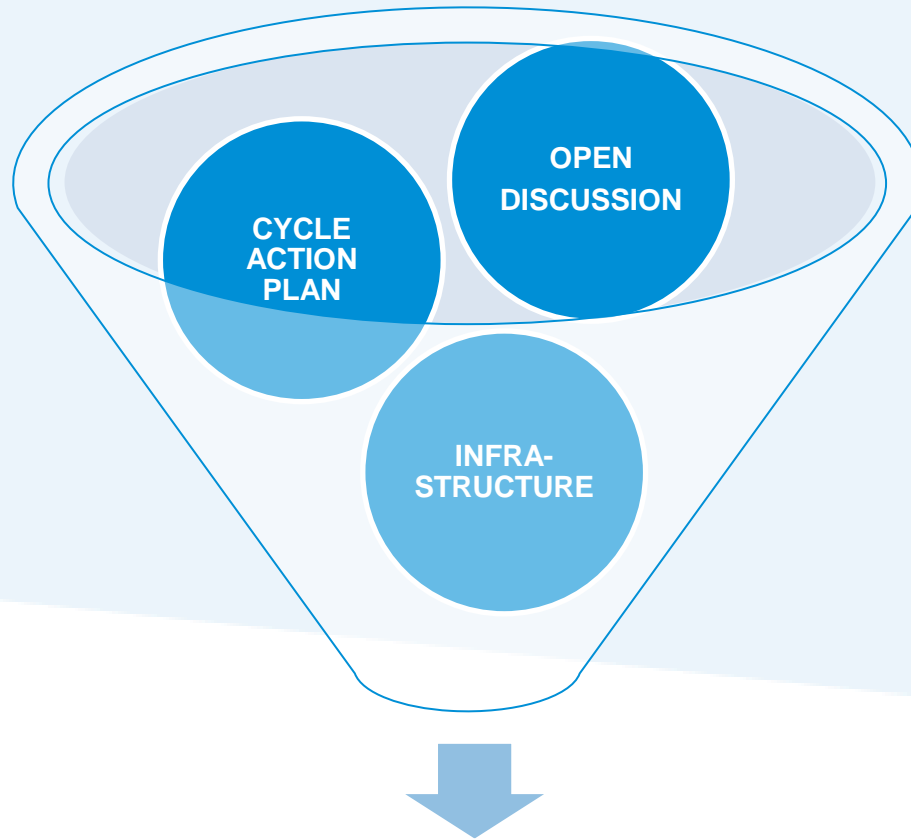
- ▶ The methodic approach results in a **clear framework**
 - Mobility plan
 - Cycling policy plan
 - Cycling infrastructure study and cycle park plan
 - District circulation plan
- ▶ **Method** conferences => works!
- ▶ High expectations => **results** must follow
- ▶ Continue to **involve** the inhabitants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

DISTRICT CIRCULATION PLAN



FINAL ASSESSMENT: METHOD WORKS!

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CHOOSE PRIORITIES

Conclusions

- ▶ The methodic approach results in a **clear framework**
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stad
Sint-Niklaas



THE CIVITAS INITIATIVE
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European Platform
on Sustainable Urban
Mobility Plans

