



CITY OF LEUVEN ACTION, AMBITIONS & FUTURE OF URBAN MOBILITY

CIVINET – Slovenia - Croatia

Tim Asperges – advisor on mobility policy



leuven

Population:

- + 100.000 inhabitants
- + 65.000 students
- + increasing number of jobs

Dynamic city:

20 km east of Brussels Capital
Fastest growing city in Belgium
Challenges on traffic congestion

Modal split

40% commuting/ school trips by bicycle
20% cycling in all trips

Vision and ambitions

LKN 2030



EUROPEAN CAPITAL
OF INNOVATION
AWARDS 2020

#iCapitalAwards

12 FINALISTS
6 PRIZES

€1M
TO THE EUROPEAN
CAPITAL OF INNOVATION
€100 000
EACH TO 2 RUNNERS-UP





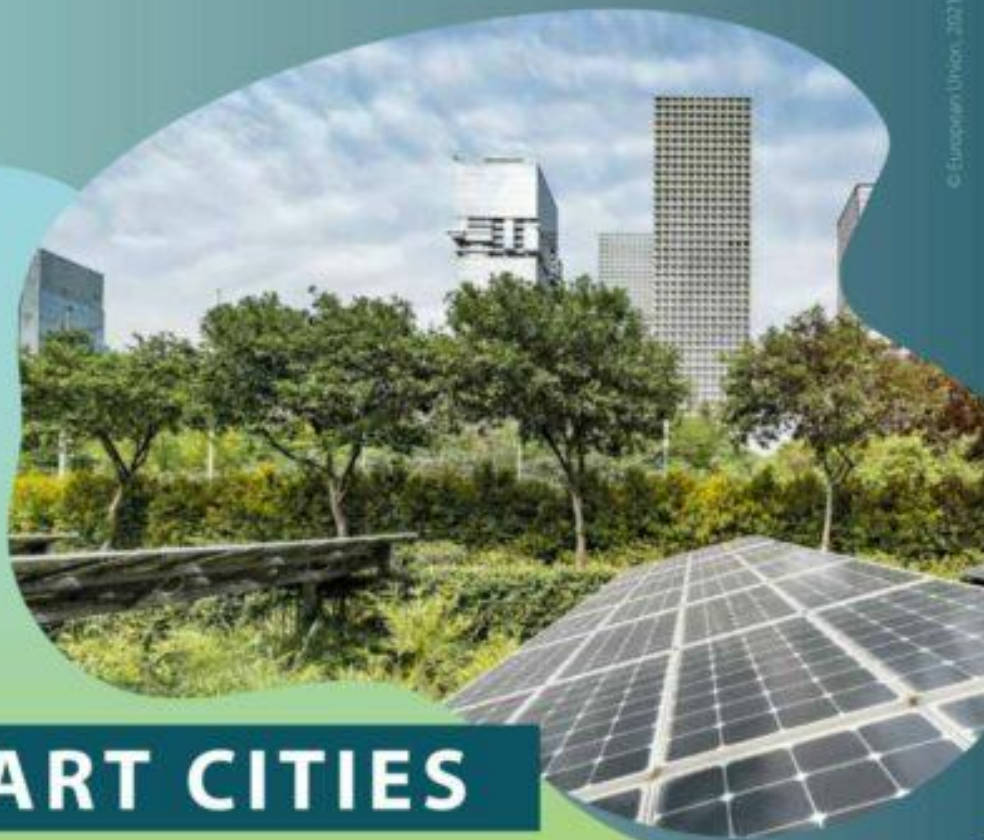
EUROPEAN UNION



EU MISSIONS

CLIMATE-NEUTRAL & SMART CITIES

Concrete solutions for our greatest challenges



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POLIS is the network of European cities and regions cooperating for innovative transport solutions

Discover what we do to make transport in cities and regions more sustainable,
efficient and safe.

Read more

DISCOVER THE AREAS AND TOPICS WE WORK ON ↴



Access



Environment and Health in Transport



Governance & Integration



Road Safety & Security



Traffic Efficiency

POLIS

CITIES AND REGIONS FOR TRANSPORT INNOVATION

ANNUAL CONFERENCE 2023

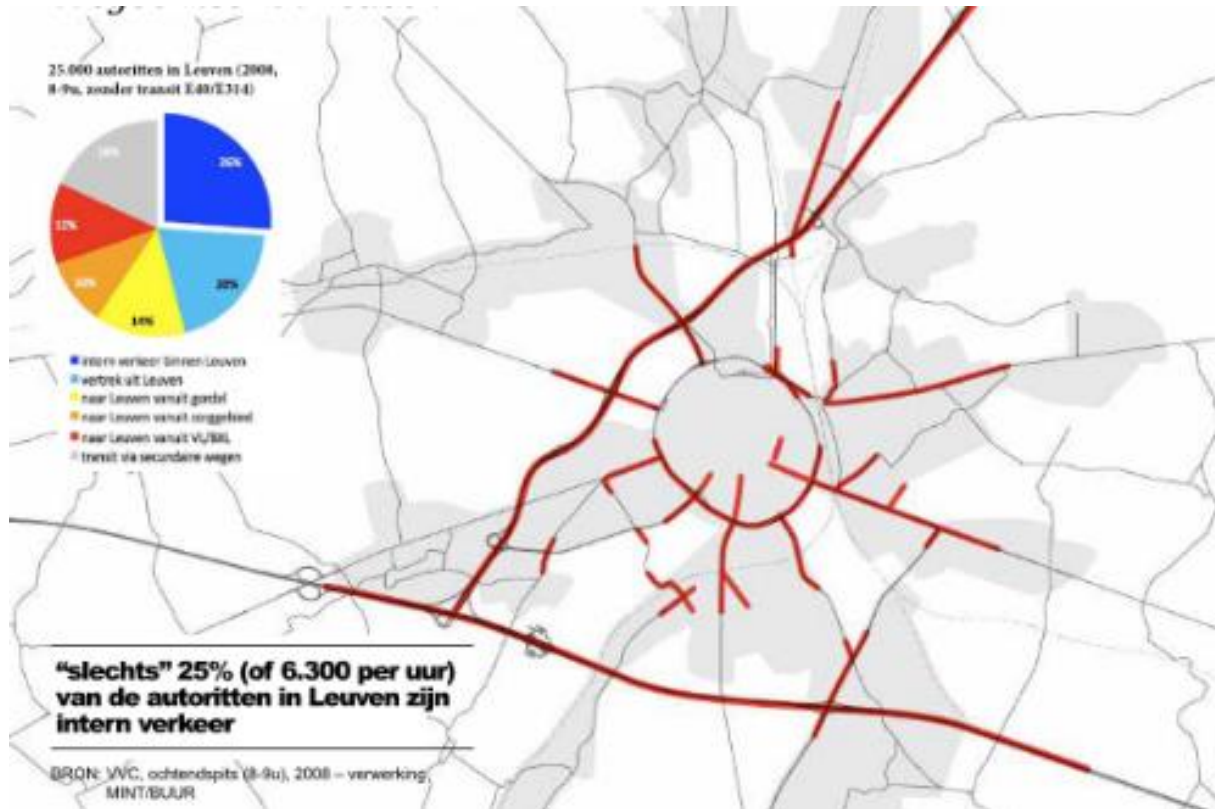
LEUVEN, BELGIUM • 29-30 NOVEMBER 2023



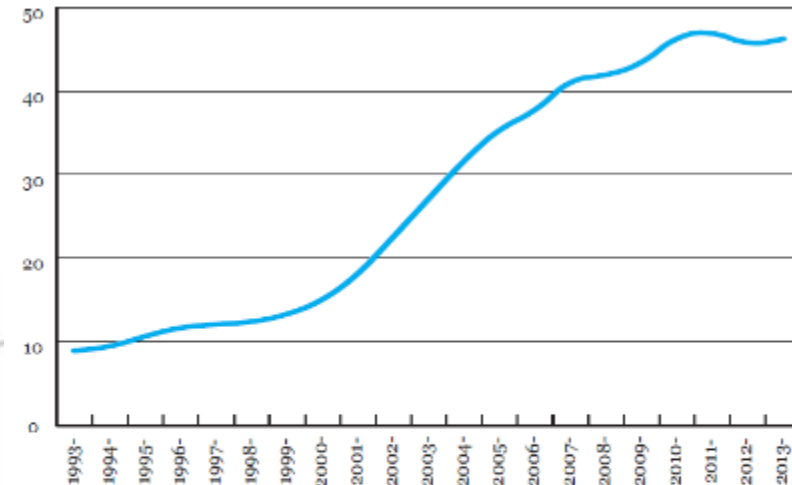
leuven

Challenges Leuven

- ❑ **Inhabitants:** 101.000 (2021) → 110.000 (2030)
- ❑ **Students:** 60.000 (2021) → 70.000 (2030)
- ❑ **Jobs:** + 20.000 tegen 2030 (2030)



STADSREGIO LEUVEN
Uitdaging: het busnetwerk satureert



Saturatie van het busnet in Leuven:
overbezetting van de bussen in de spits,
overbelasting van het busstation
overbelasting van de binnenstad
stiptheid ondermaats door slechte doorstroming

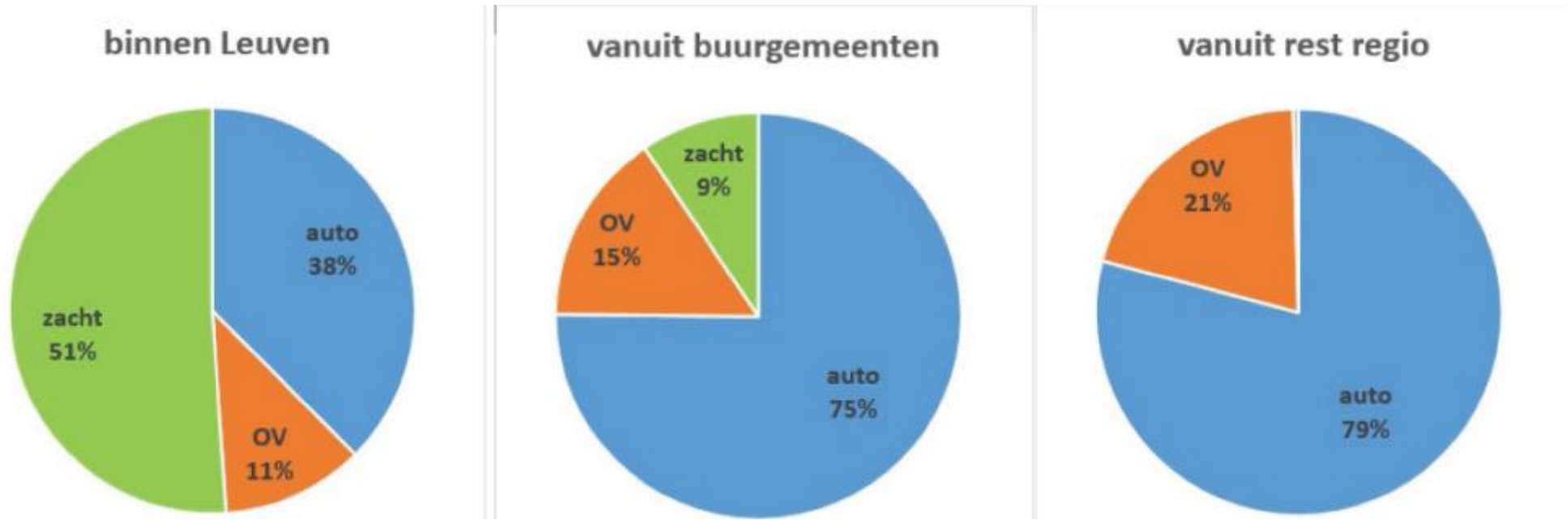
Modal split



● Auto
● OV
● Zacht

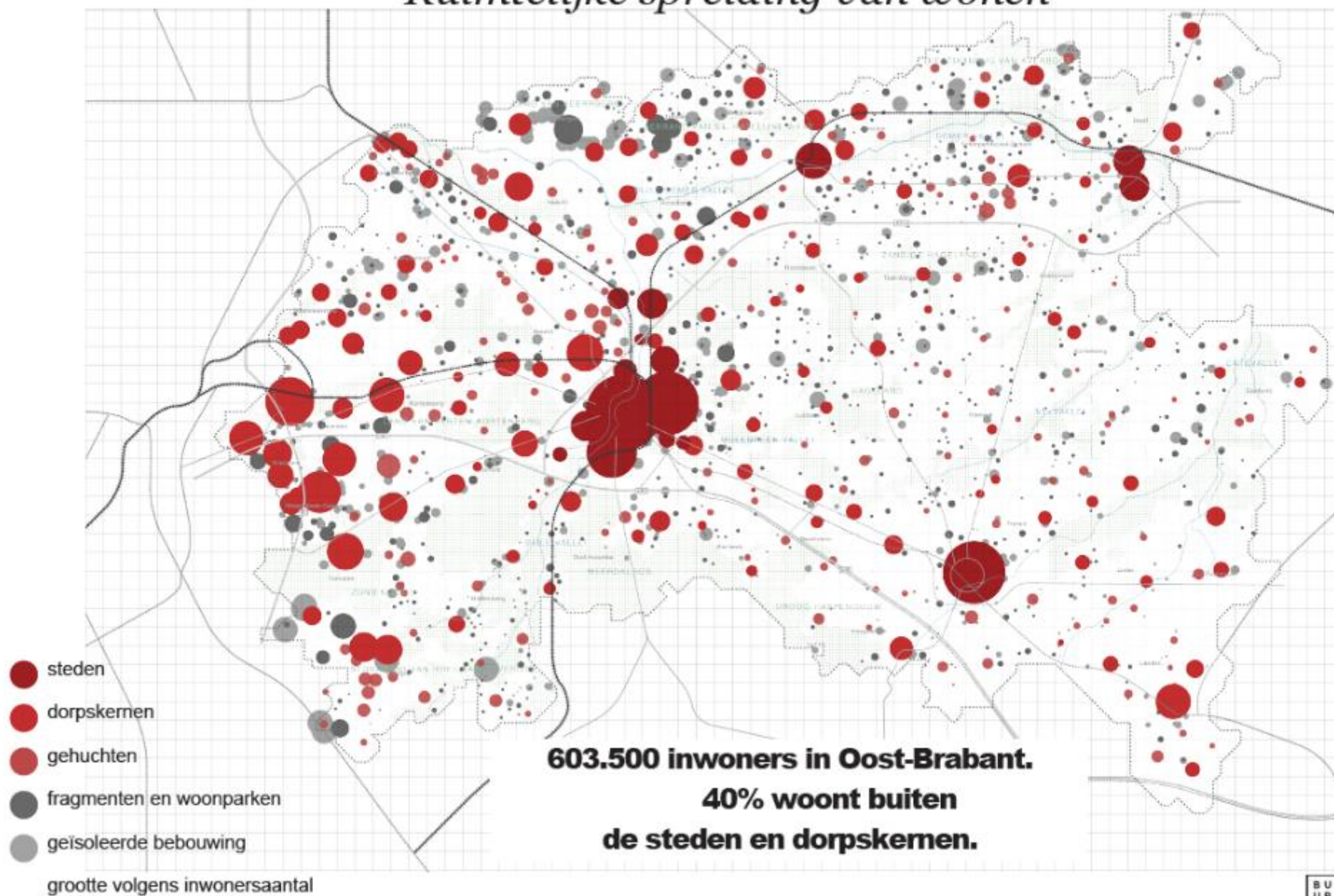
Supra local car dependence

- 3 in 4 car trips in Leuven are supra-local
- 9 in 10 commuters come to Leuven by car
- Half of travel trips within Leuven city borders is by bicycle or on foot
- Public transport has a limited market share



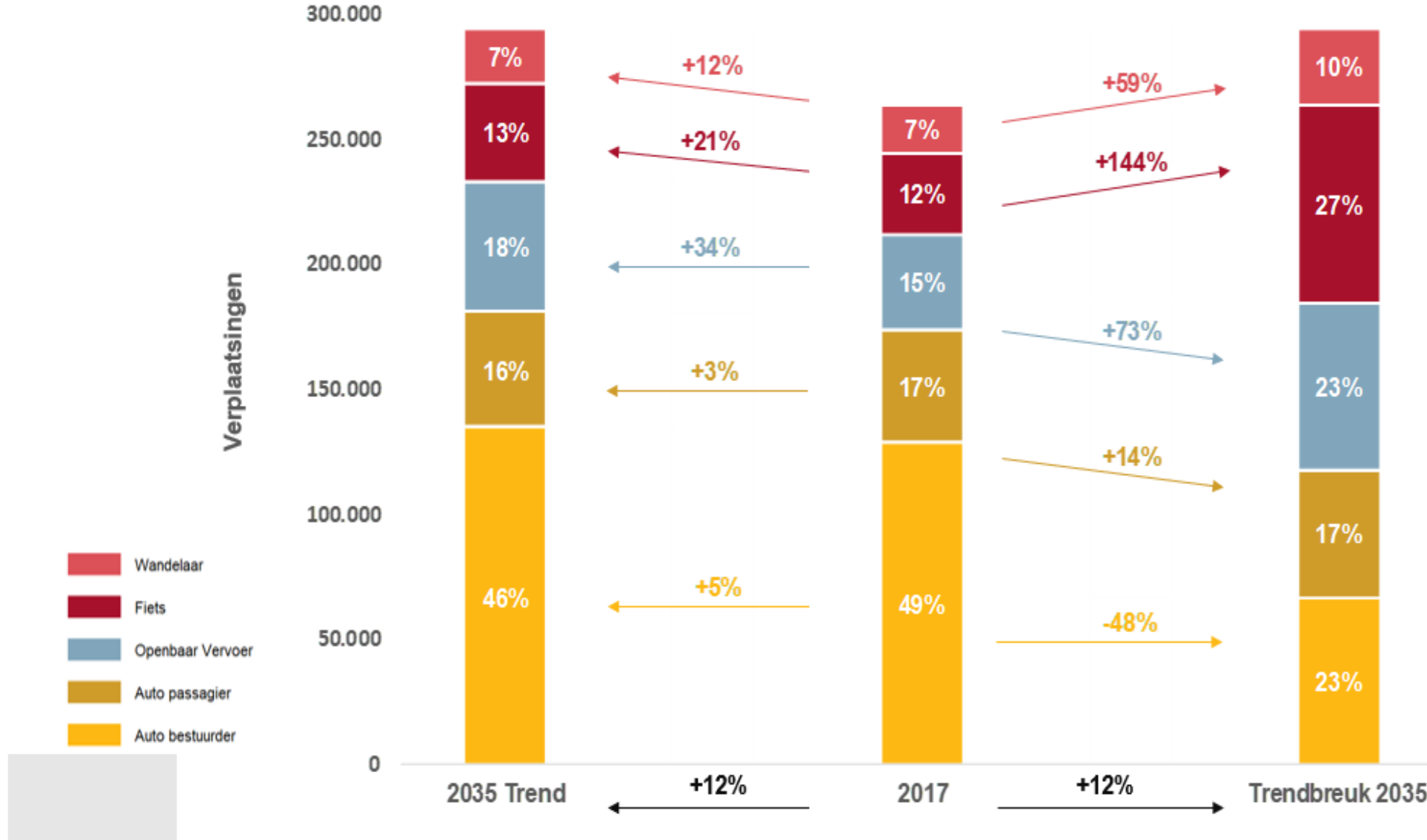
PERIFERISERING

Ruimtelijke spreiding van wonen



Prognose van verplaatsingen van/naar en binnen Leuven (#trips)

Trenbreukscenario 2035 met 40% autoverplaatsingen



Ambition Leuven 40% car / 60 % sustainable transport modes 2030



LEUVEN 2030

MINDER UITSTOOT, MEER TOEKOMST



LEUVEN
2030

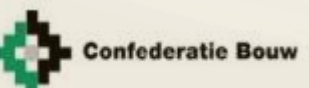
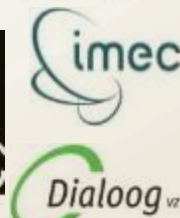
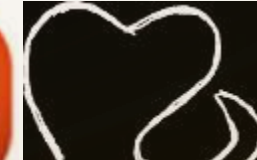
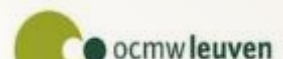
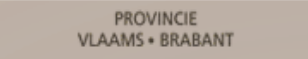


Business

**City's
government**

Academia

Community



LEUVEN 2030

MINDER UITSTOOT, MEER TOEKOMST

- samenvatting -
ROADMAP
2025-2035-2050

naar een klimaatneutraal Leuven

[ROADMAP KLIMAATNEUTRAAL LEUVEN]

[PROGRAMMA 5: DUURZAME MODAL SHIFT]

PROGRAMMA 5 DUURZAME MODAL SHIFT



Ambitie 2030



AUTO
-20%



OV
x2



FIETS
x2

Challenges Leuven

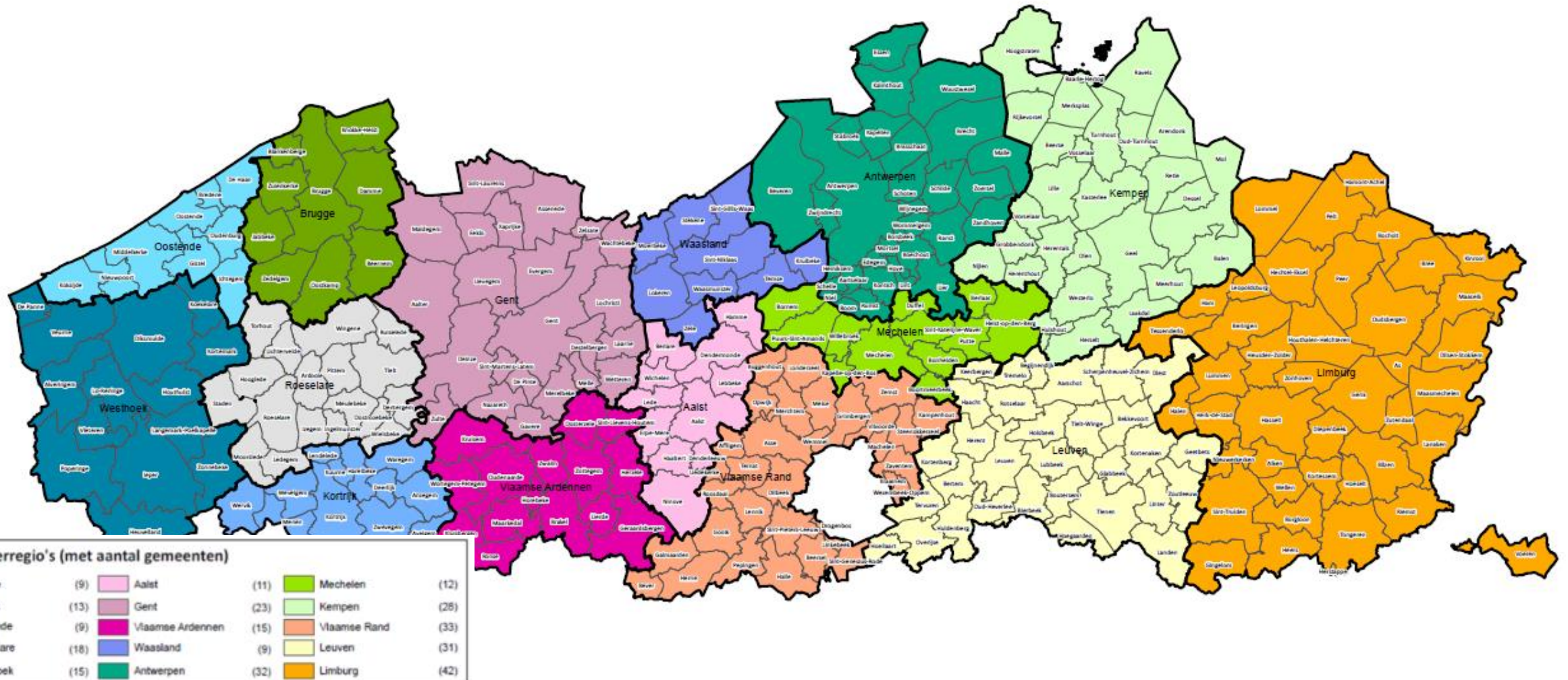
- Increasing growth results in increasing number of trips
- Radical change in mobility is necessary given the already existing capacity problems of public transport and the road network
- Growth is not limited to the city limits but must fit into an urban-regional narrative
- Link further spatial developments to sustainable mobility structures at urban and regional level

Visiekaart



Vervoerregio's

afbakening is vastgelegd door Vlaamse Regering op 20 juli 2018



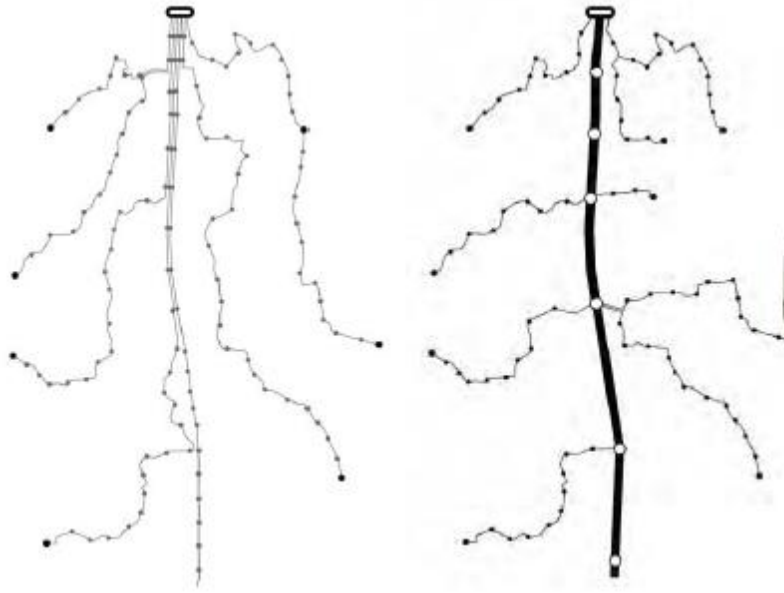
Vervoerregio's

afbakening is vastgelegd door Vlaamse Regering op 20 juli 2018



Strategie

verduurzamen van
bovenlokale verplaatsingen



*corridors van hoogwaardig
openbaar vervoer*



*Concentreren ontwikkelingen
nabij HOV-haltes
Minder behoefte aan voor- en
natransport
Groter draagvlak voor
hoogwaardig OV*



*Hoogwaardig fietsnetwerk en
sterke synergie met OV-
netwerk*

FIETSNETWERK Stadsregio Leuven



- FIETSSNELWEG Vlaams
- FIETSSNELWEG regionaal
- DOORFIETSRROUTE regionaal
- DOORFIETSRROUTE stedelijk
- DOORFIETSRROUTE lokaal
- LOKAAL FIJNMAZIG NETWERK

**73 km doorfietsroutes
voorzien in stadsregio
Leuven**

Gelaagd fietsnetwerk Leuven

- Fietssnelwegen / hoofdroutes
- Bovenlokaal netwerk
- Fijnmazig netwerk

2400 KM FIETSSNELWEGEN

De fietsostrades zullen over enkele jaren alle Vlaamse steden met elkaar verbinden, goed voor een netwerk van wel 2400 kilometer. De aanleg van fietssnelwegen is een samenwerking tussen de 5 provincies, de Vlaamse overheid en talloze gemeenten.

Elke fietssnelweg heeft een eigen, unieke code in de vorm van een getal van 1, 2 of 3 cijfers. De trajecten met één cijfer zijn voorbehouden voor de belangrijkste, provinciegrens-overschrijdende fietssnelwegen die de verbindingen vormen tussen de steden Brussel, Antwerpen, Gent, Leuven, Brugge en Hasselt.



Deze kaart toont het toekomstige netwerk van 2400 km fietssnelwegen en de codes van de verschillende routes. De dikte van de lijnen duidt de huidige realisatiegraad van de routes aan: de dunste lijn betekent minder dan 50 % gerealiseerd, de dikste lijnen zijn de routes die al voor meer dan 95% gerealiseerd zijn. De fietssnelwegen met ééncijferige code (F1, F2, ... tot F9), de grote structurerende assen in het netwerk, worden op de kaart in een donkere kleur blauw weergegeven.

Fietssnelwegen

kwaliteitseisen

TOP = STATE OF THE ART

ZEER HOOG

HOOG

CONFORM VADEMECUM

Doorfietsroutes

Verbindend Functioneel netwerk

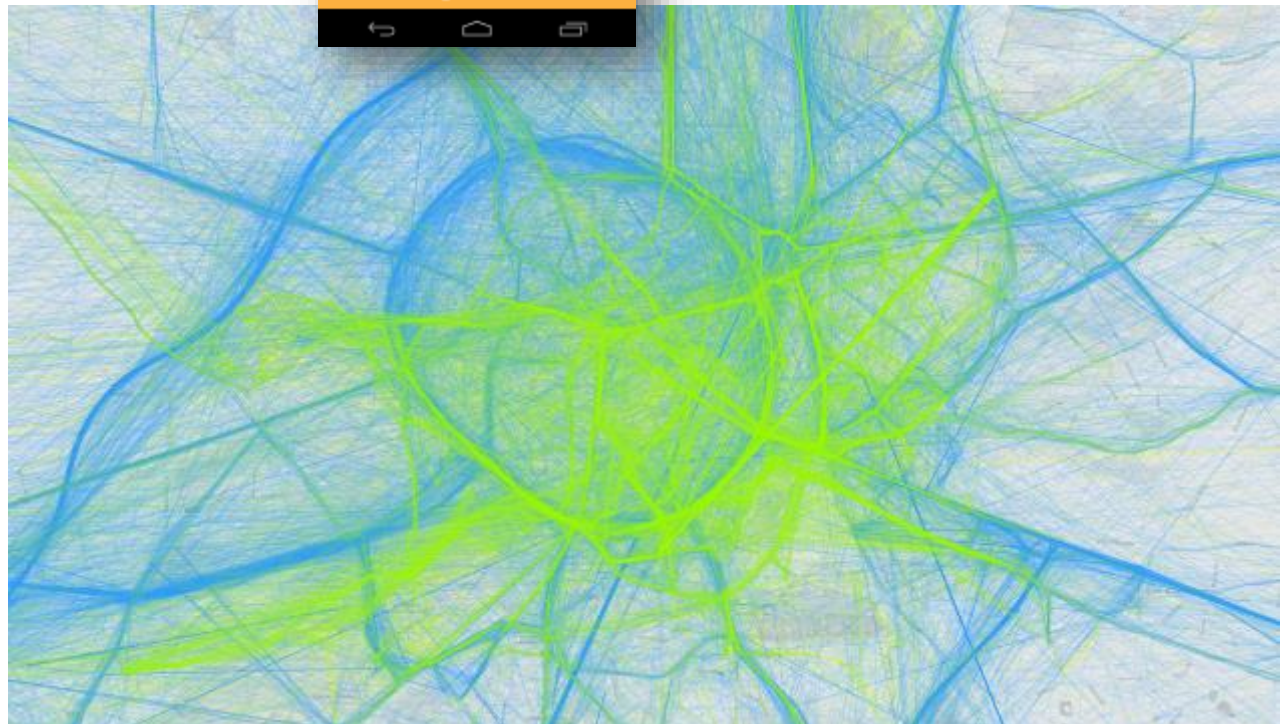
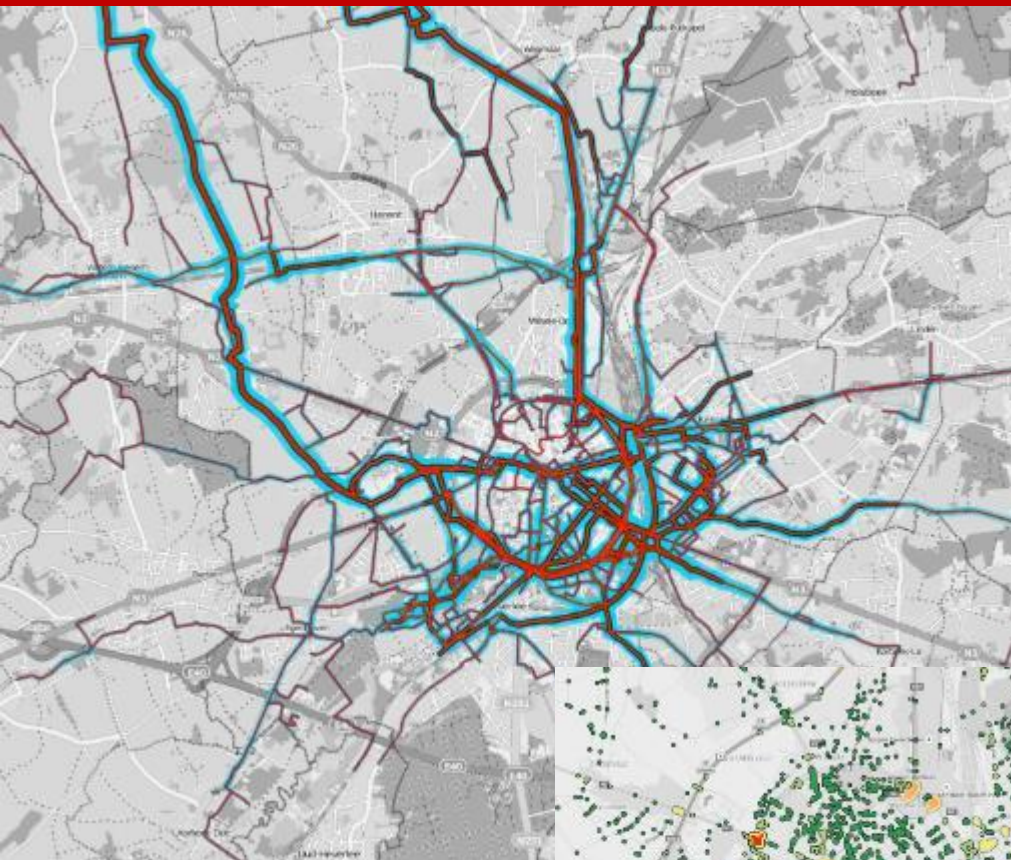


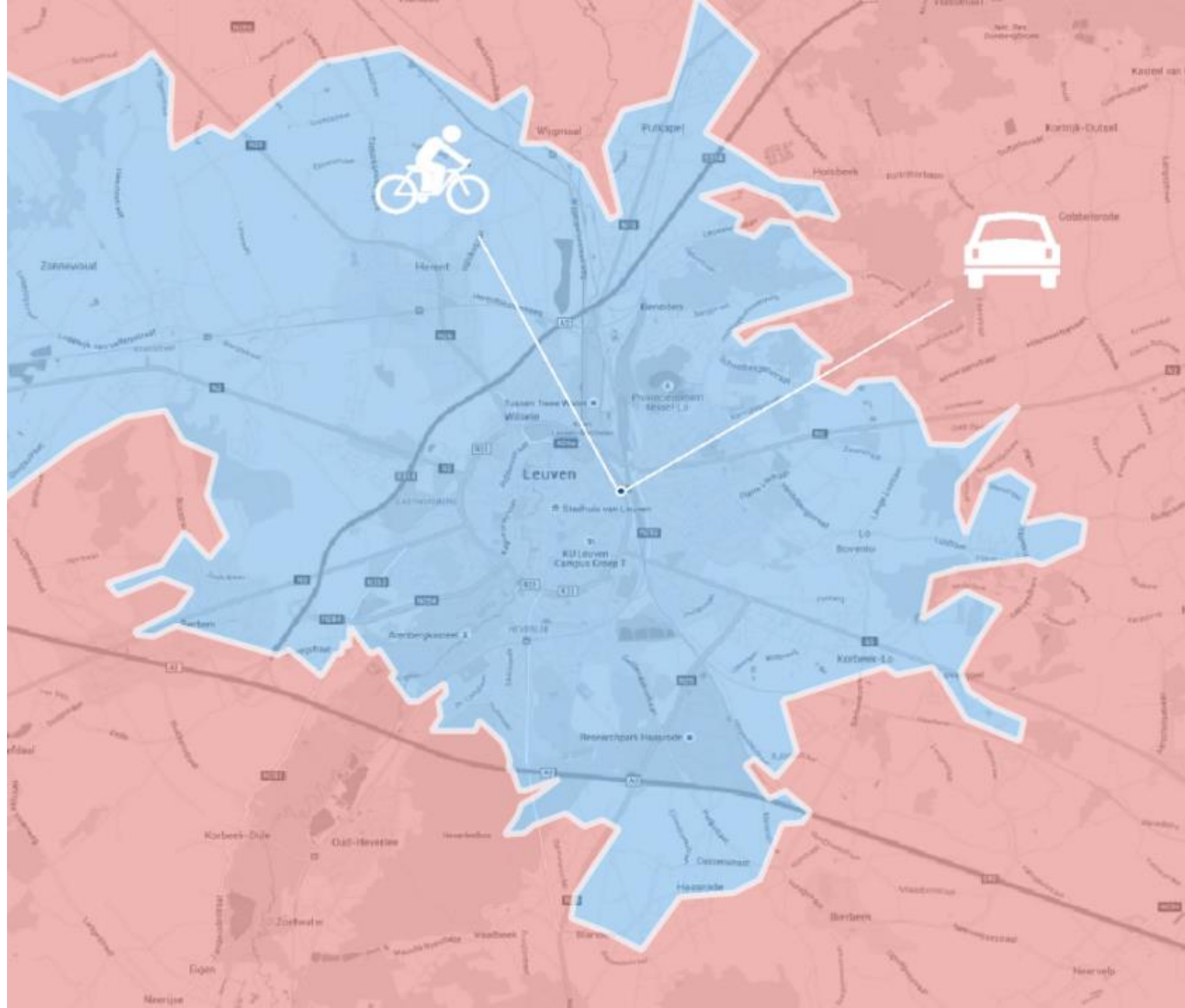






Real time cycling data help to improve cycle network





- **Unipolar PT-net** = maximum capacity has been reached
- **Multipolar PT-net** = decompressing main station, extra growth is possible



Interchanging model needs **clockwise** service
Extra capacity with **less buses** means **bigger buses**



500 reizigers per uur (10 min freq)

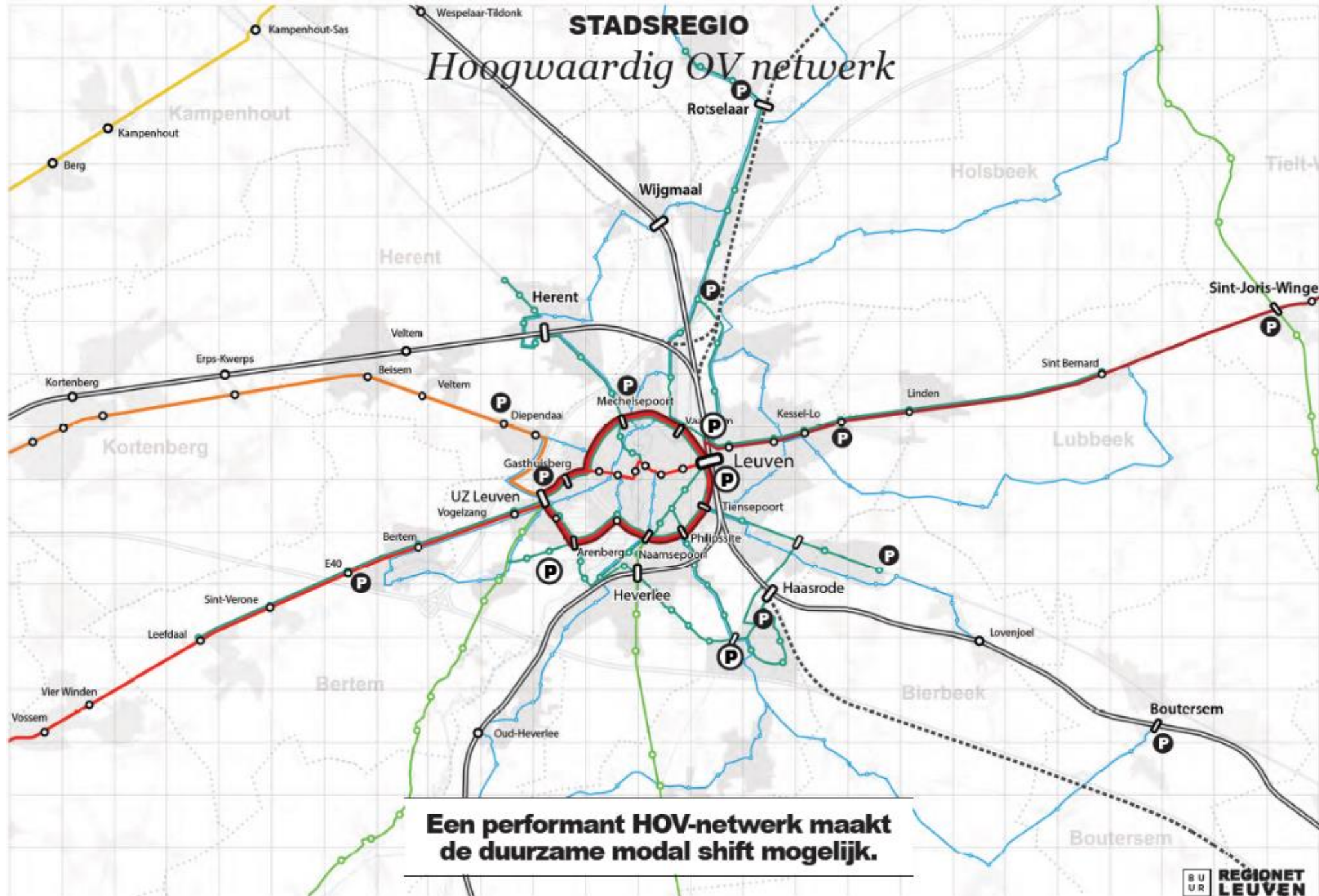


1.000 reizigers per uur



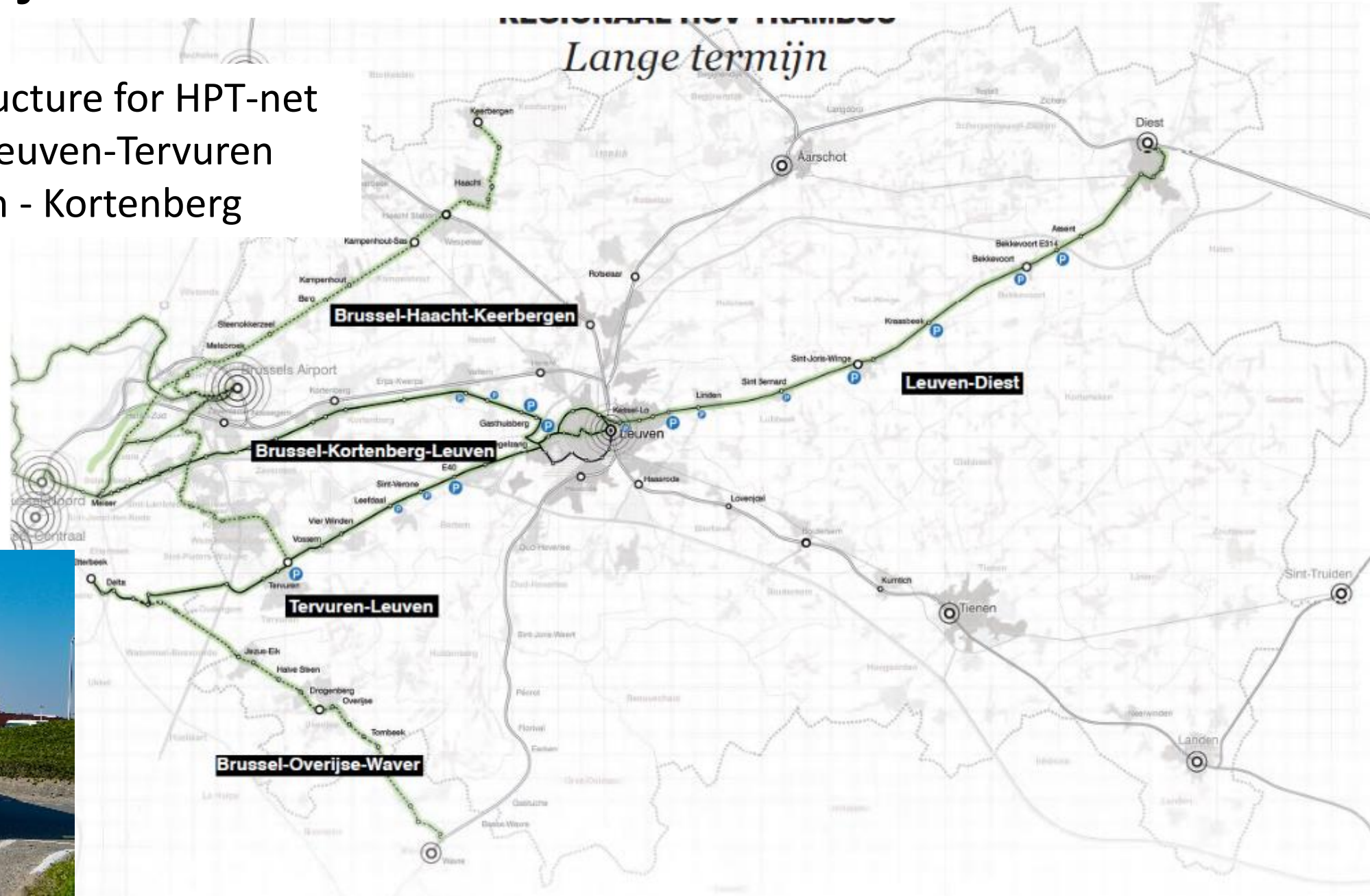
1.500 reizigers per uur

STADSREGIO *Hoogwaardig OV netwerk*



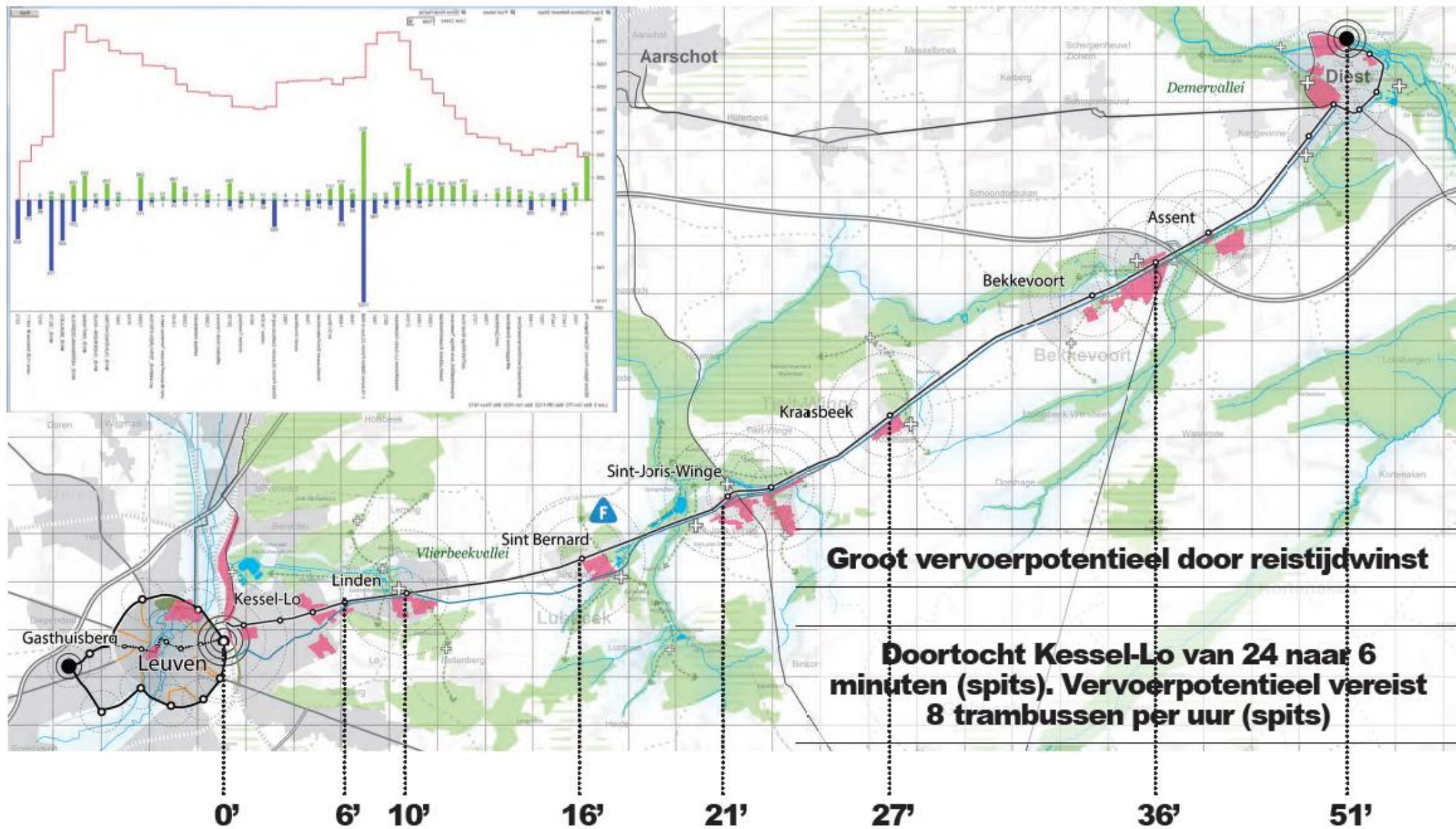
Leverage projects – HPT Trambus:

- Ring+ as key structure for HPT-net
- HPT axis Diest-Leuven-Tervuren
- HOV axis Leuven - Kortenberg



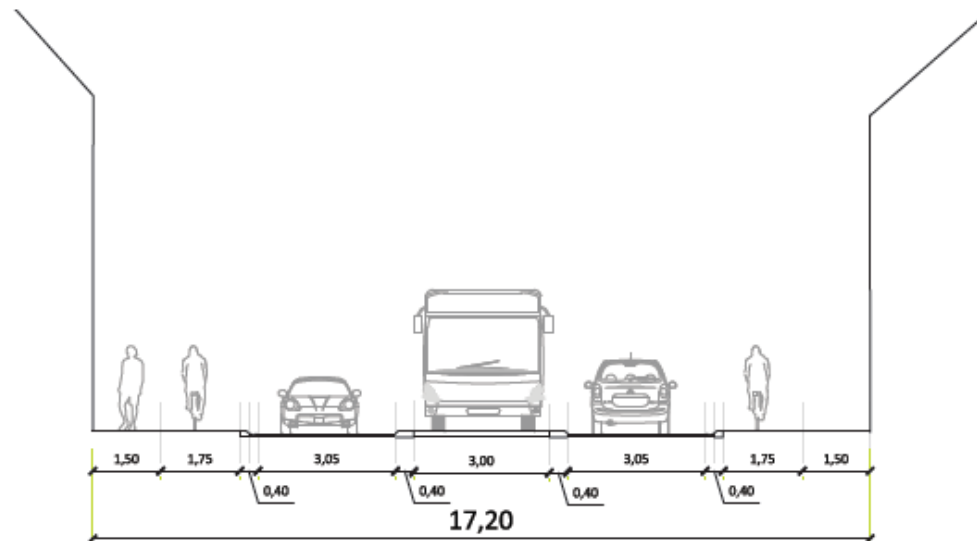
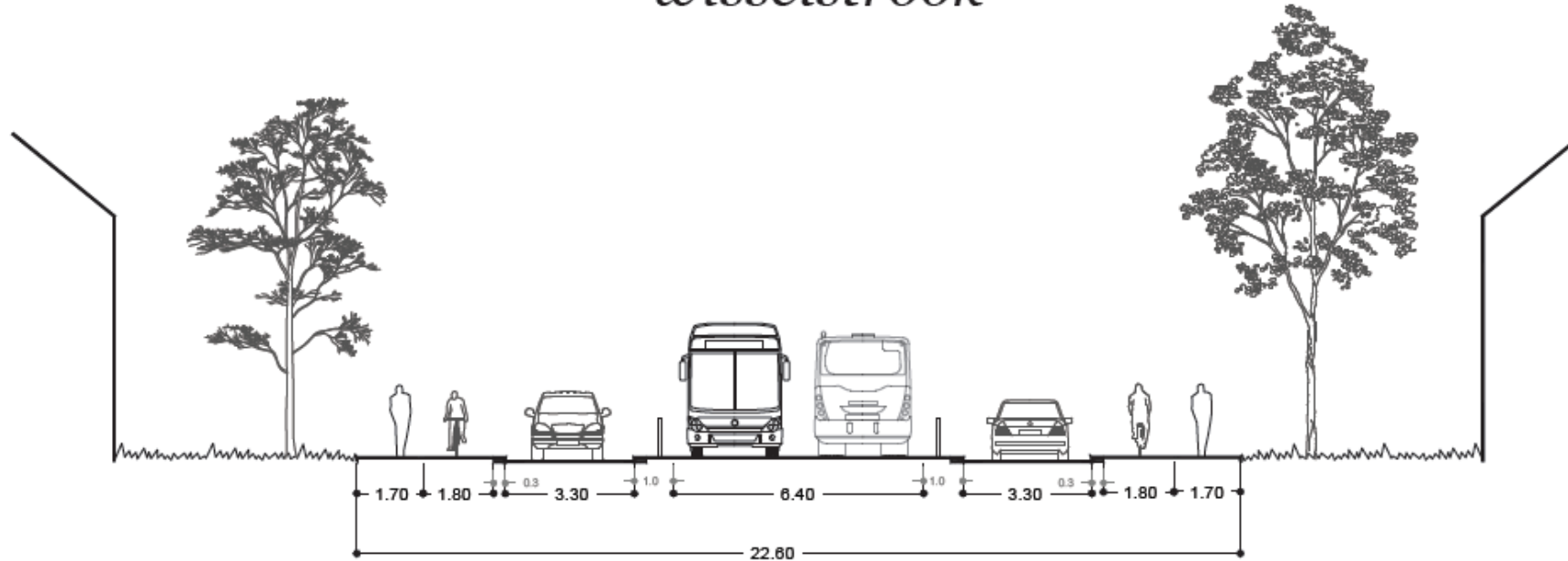
REGIONAAL HOV TRAMBUS

Corridor Leuven-Diest: reistijd



REGIONAAL HOV TRAMBUS

Dubbele busbaan versus wisselstrook



**Aanleg van een dubbele vrije busbaan
bij voldoende gabariet. Centrale
wisselstrook (twee rijrichtingen) in
smalle doortochten.**

REGIONAAL HOV TRAMBUS

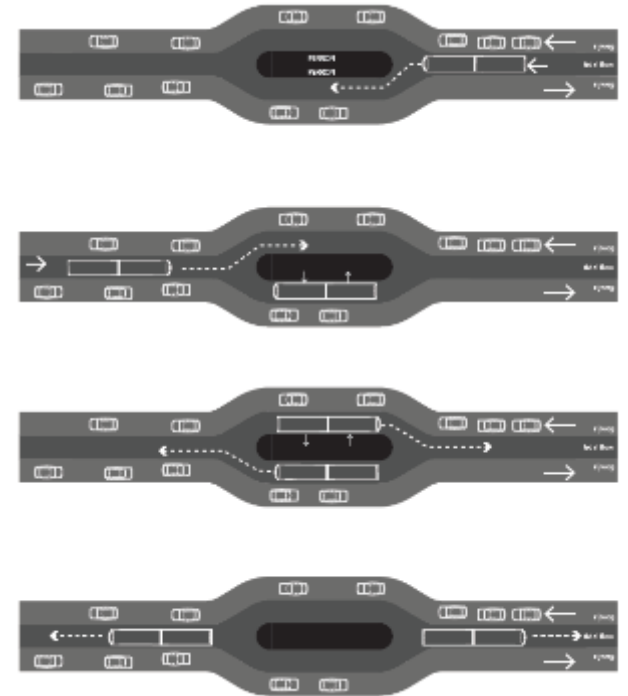
Structuurschets Kessel-Lo



REGIONAAL HOV TRAMBUS
Diestsesteenweg, Kessel-Lo



DUUR
UR REGIONET
LEUVEN

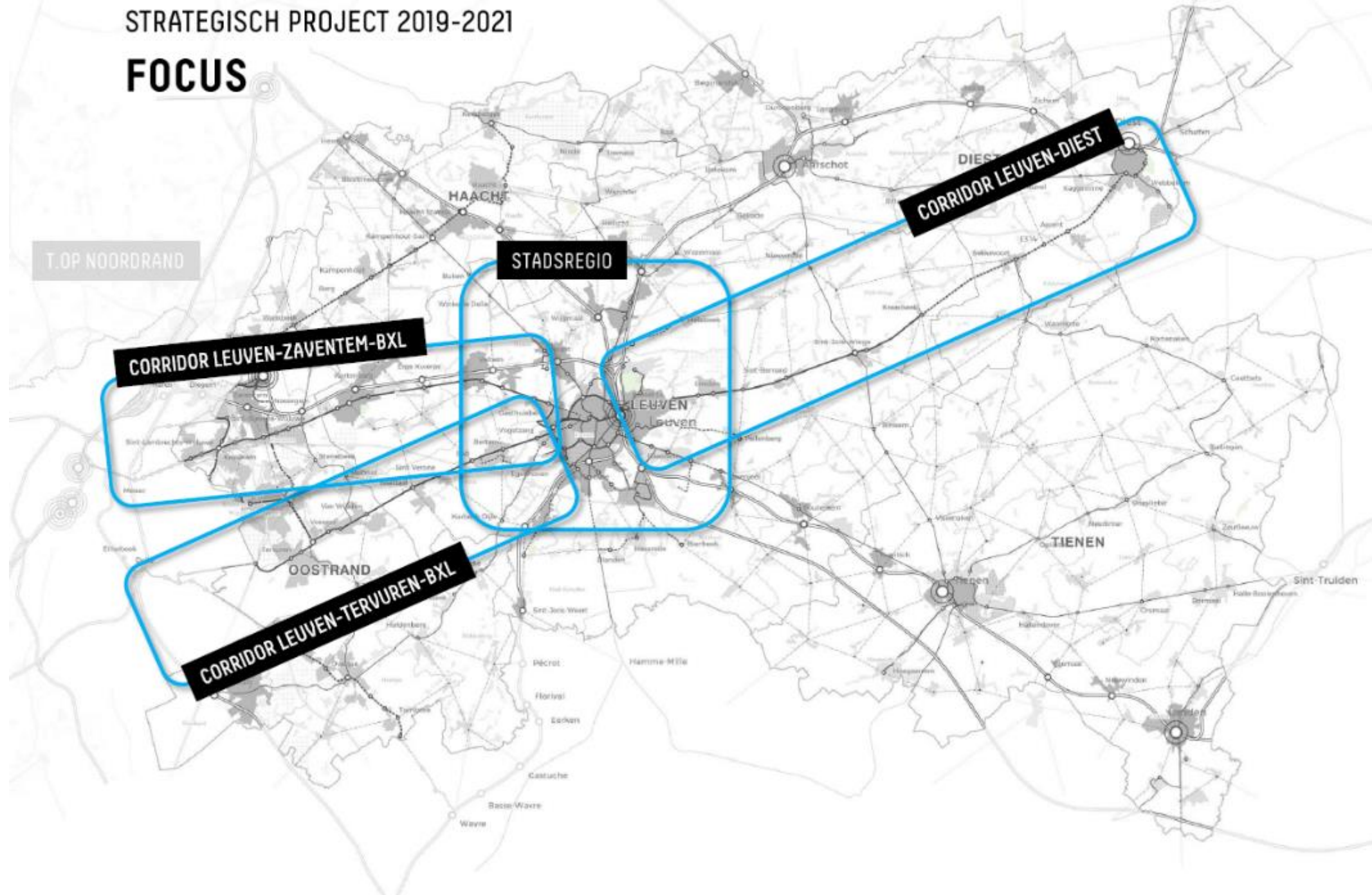


REGIONAAL HOV TRAMBUS
Diestsesteenweg, Kessel-Lo



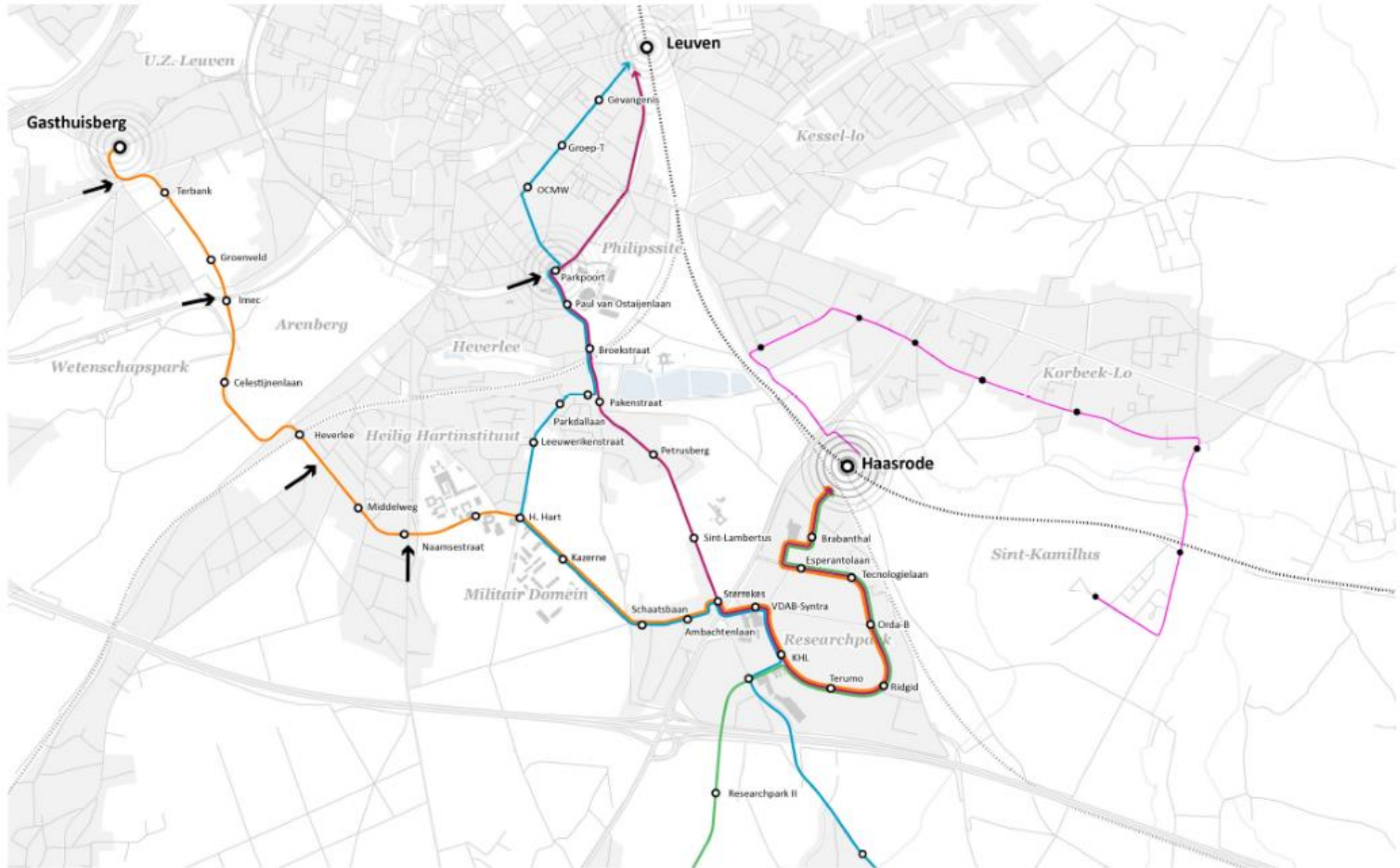
STRATEGISCH PROJECT 2019-2021

FOCUS



SPORHALTE HAASRODE

Bereikbaarheid haasrode station - bussen



Ontwikkeling van de kenniseconomie in zuid-Leuven

Aangedreven door performant openbaar vervoer



Verdichting rond de spoorhalte / van Researchpark naar Campus



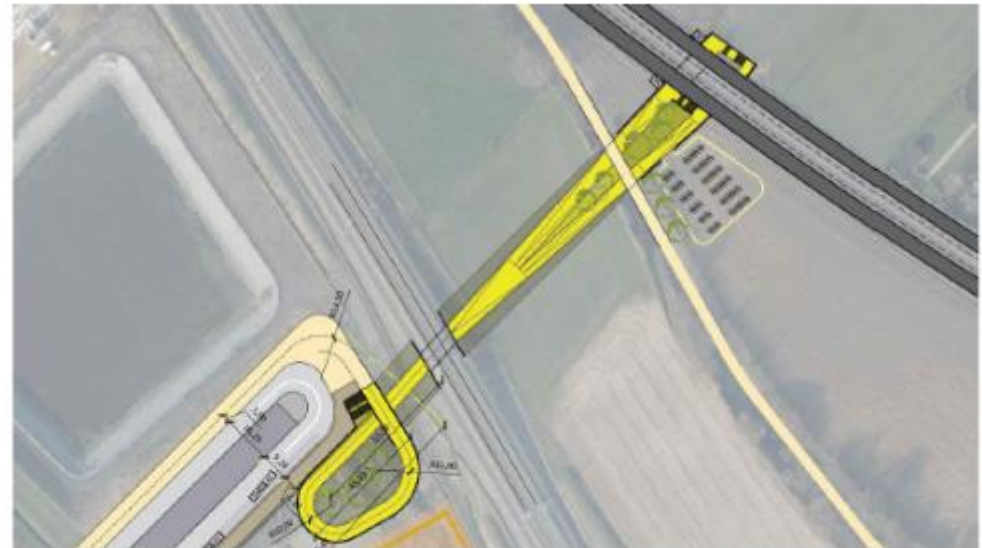
SPOORHALTE HAASRODE

Lange termijn- verdichting van het researchpark



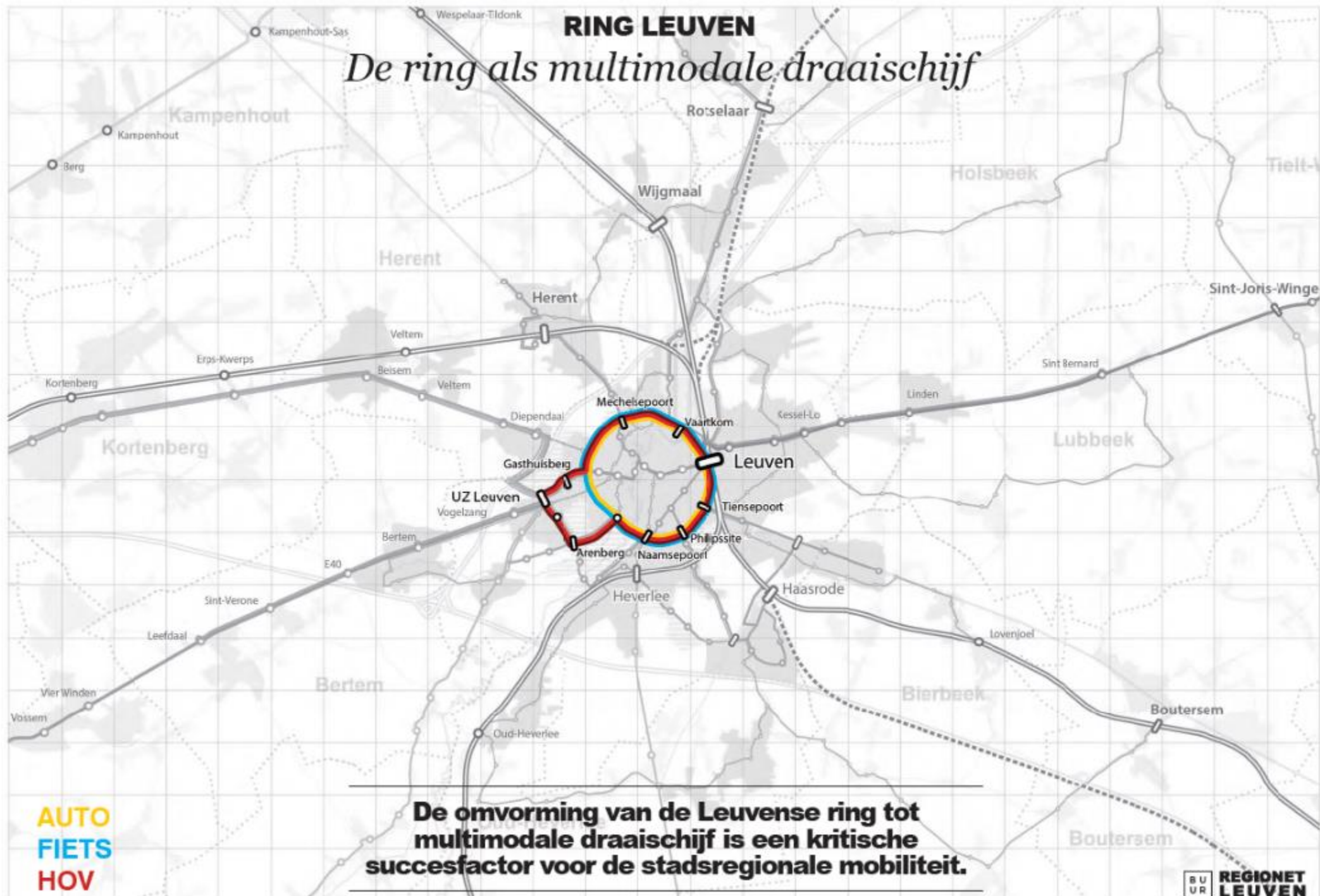
AUTONOME SHUTTLES

VERKNOPING - HAASRODE STATION



RING LEUVEN

De ring als multimodale draaischijf

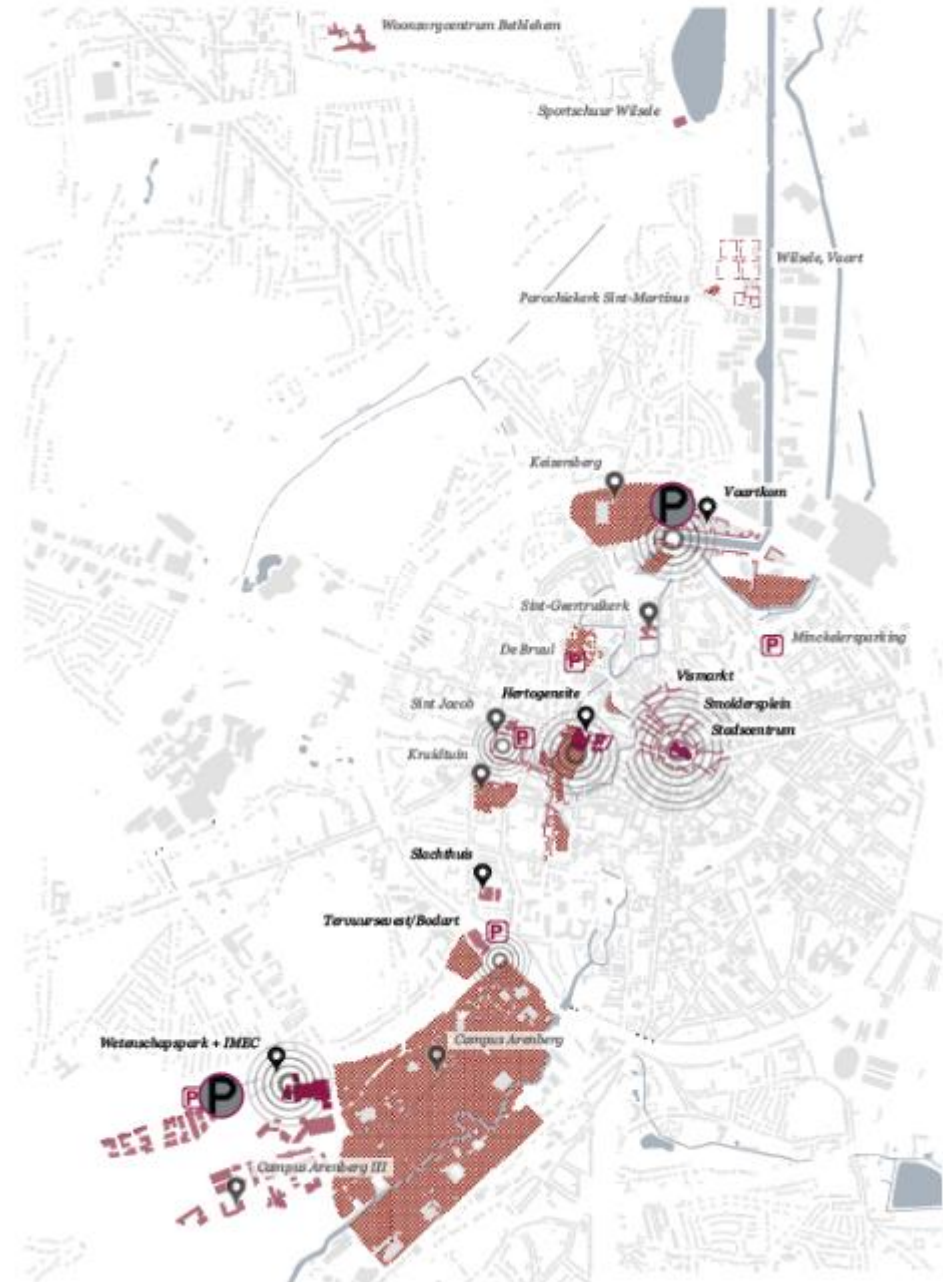


AUTO
FIETS
HOV

De omvorming van de Leuvense ring tot multimodale draaischijf is een kritische succesfactor voor de stadsregionale mobiliteit.

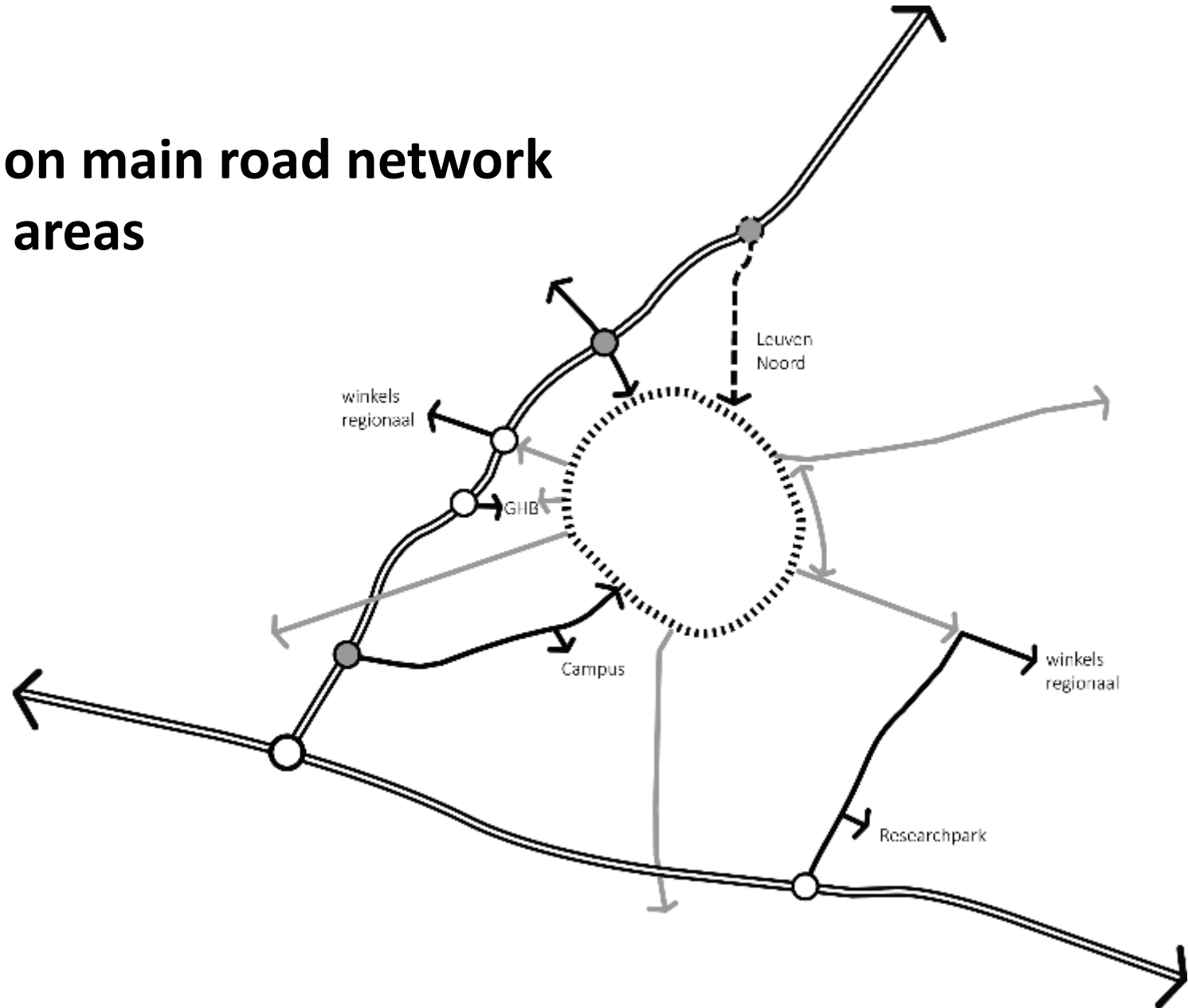


TRACE-ONDERZOEK



Selective car accessibility

Bundling traffic flows on main road network
Car-free intermediate areas

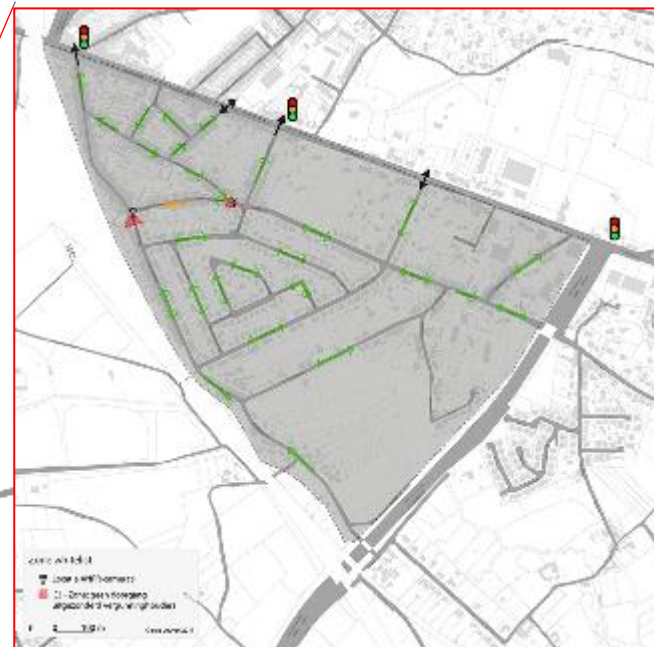
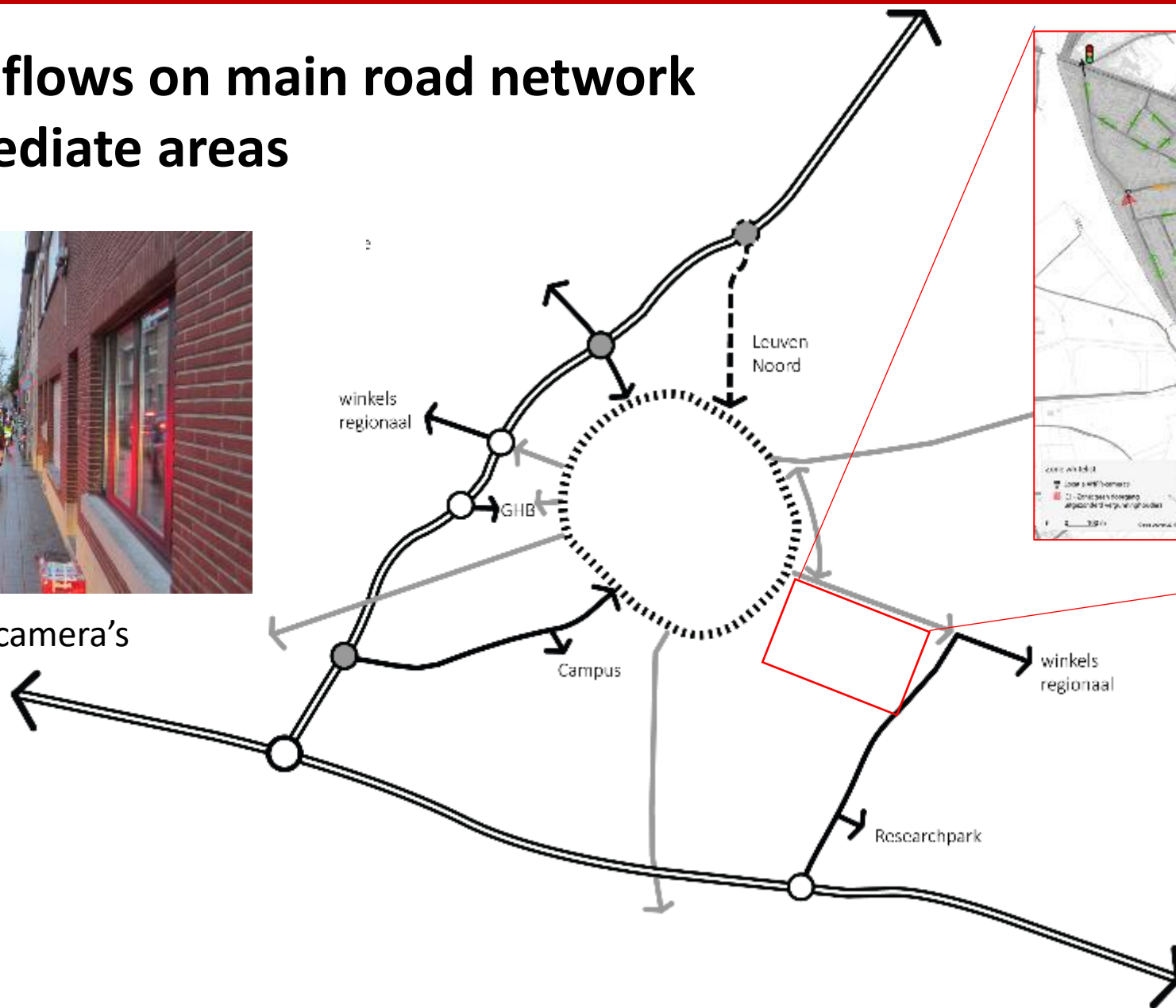


Selective car accessibility

Bundling traffic flows on main road network
Car-free intermediate areas



Slimme knips met ANPR-camera's



TELRAAM

WECOUNT



PILOOT KESSEL-LO



Telraam @ GIS net.werk | Tweet je feedback naar @TelraamTelraam of volg ons via Facebook



Samen met burgers
gaan we
verkeerstellingen
doen.

In Kessel-Lo waren
er maar liefst 250
geïnteresseerd.

En werden er finaal
100 geselecteerd.



790
13.74 %



3203
55.70 %

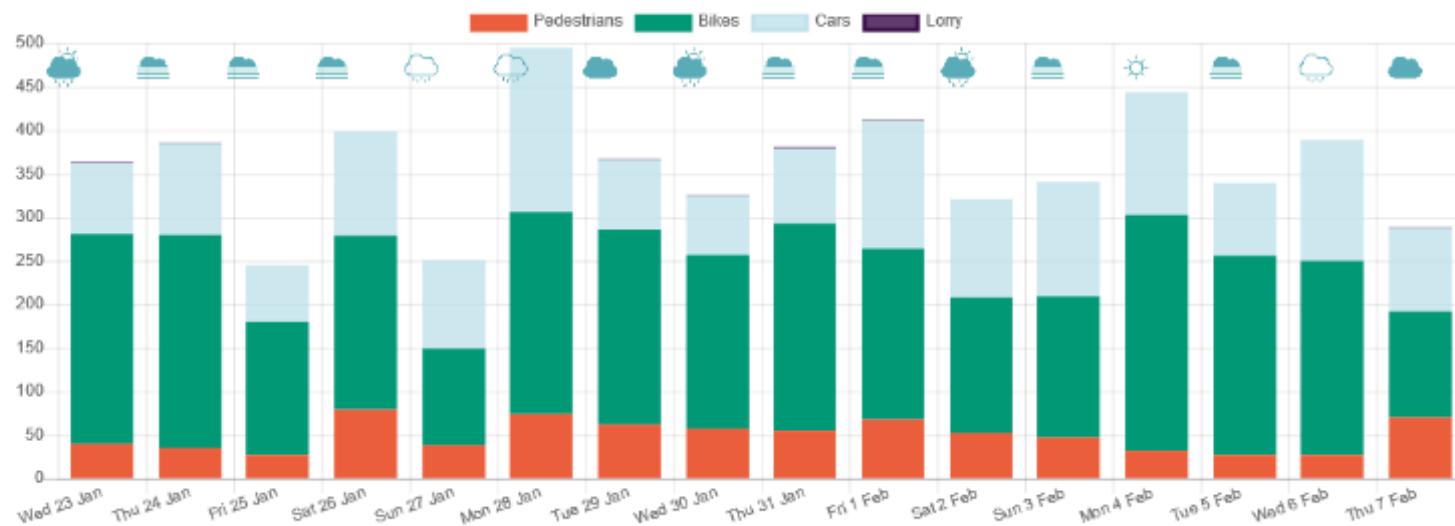


1749
30.42 %



8
0.14 %

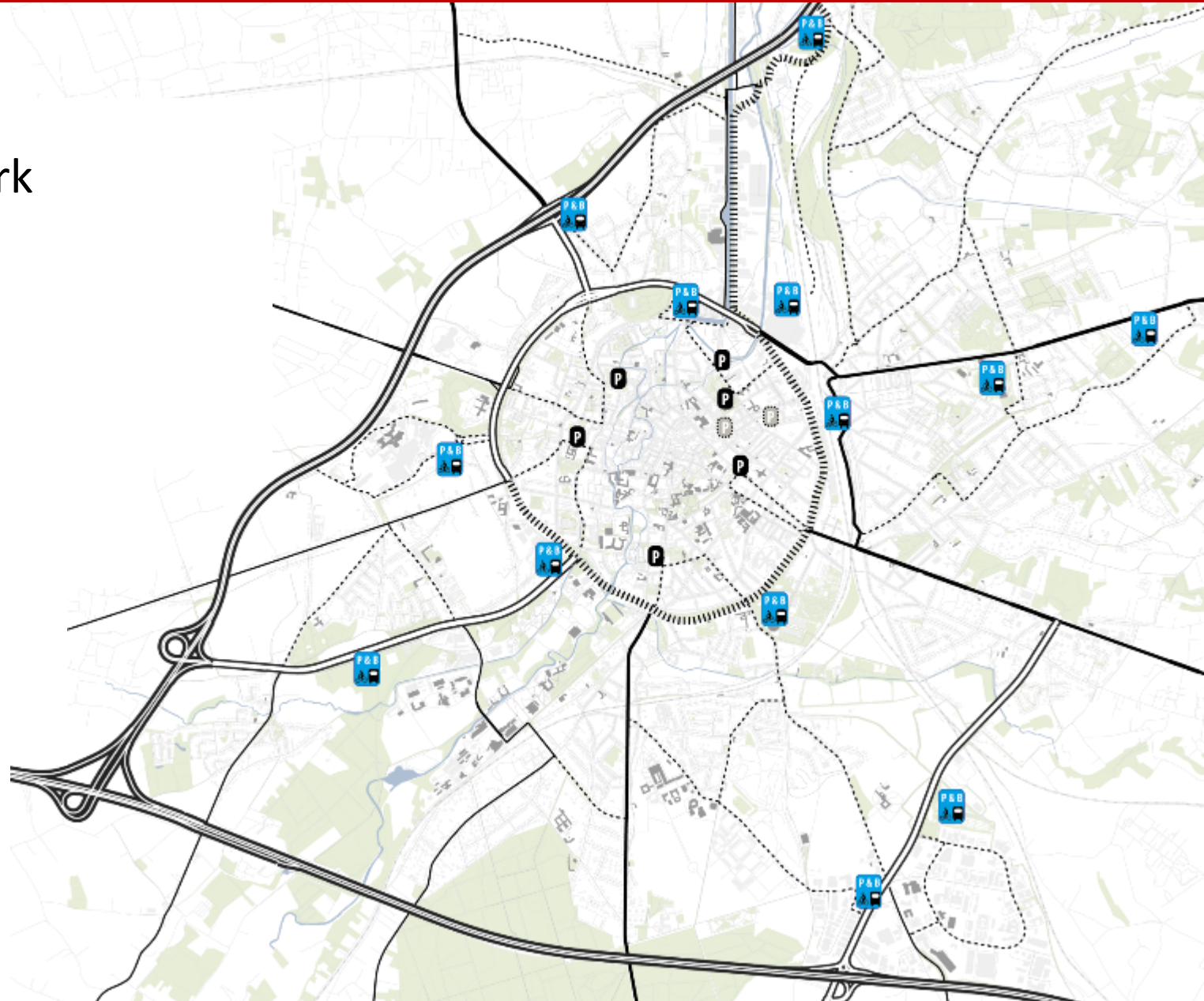
Overzicht per dag



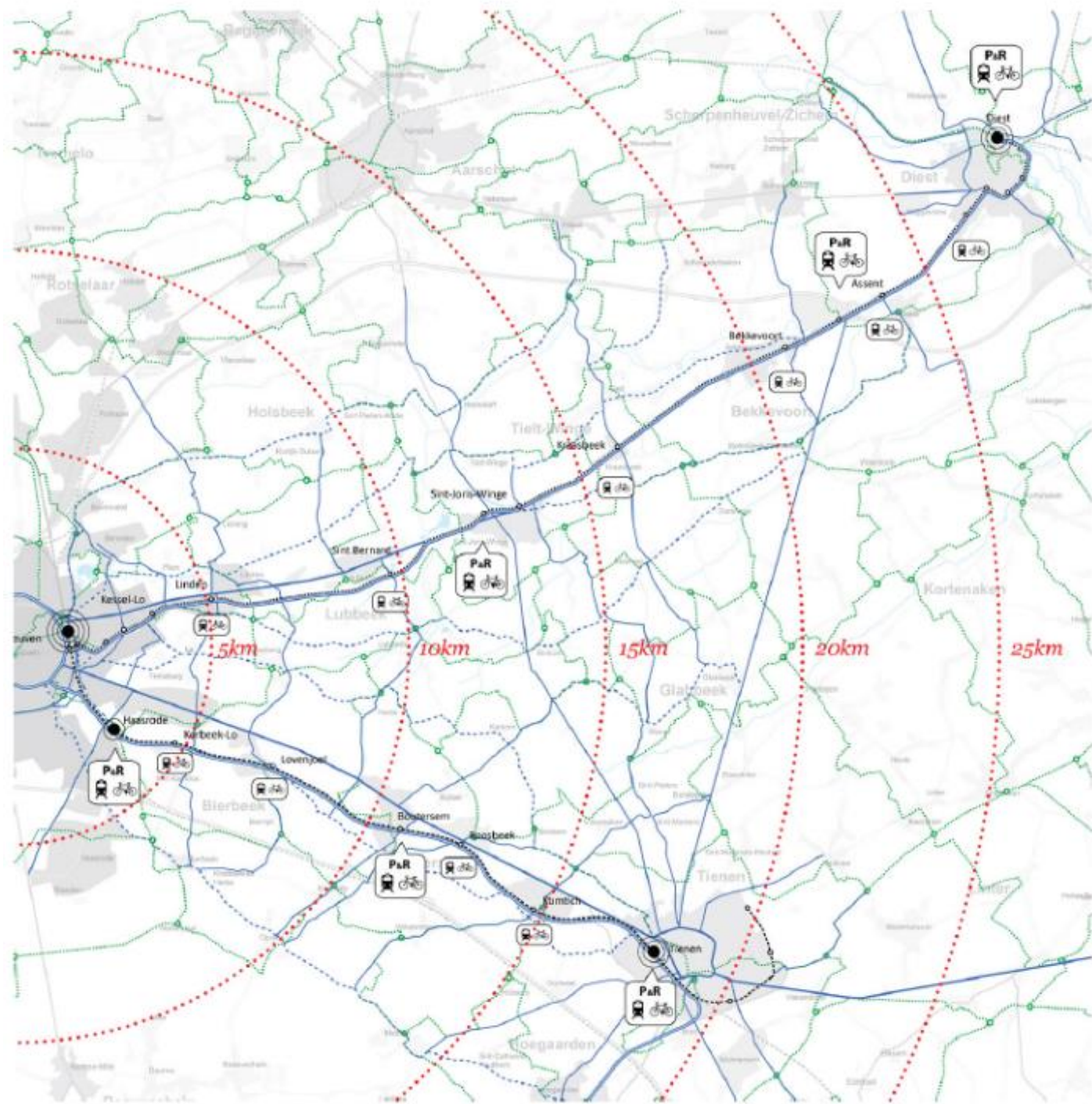
Sustainable parking policy

VISITORS

1. Suburban parking (Park & Trein/Bus/Fiets)
2. Peripheral parking (Park & Fiets/Bus)
3. Center parking
4. Phasing out on street parking



Suburban PT-net reduces traffic congestion in and towards Leuven



Sustainable parking policy

INHABITANTS

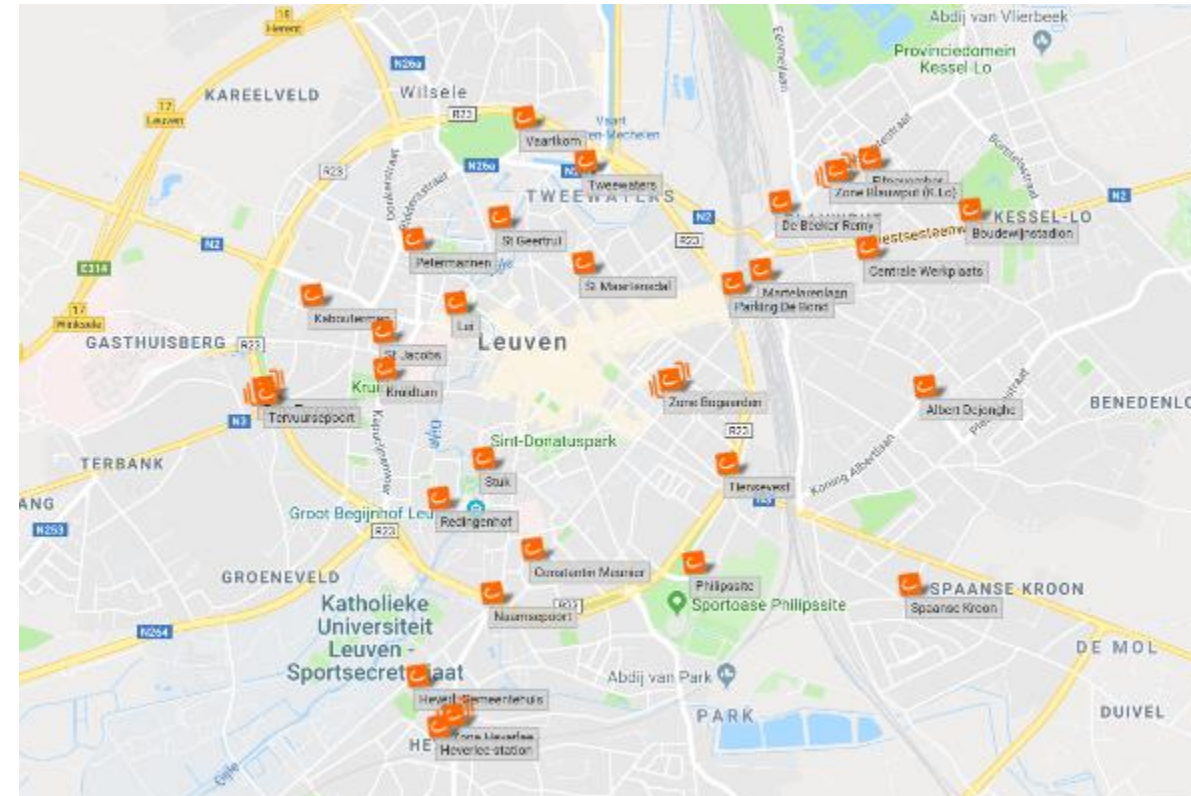
+ 1.000 every year

= On-street parking capacity is limited

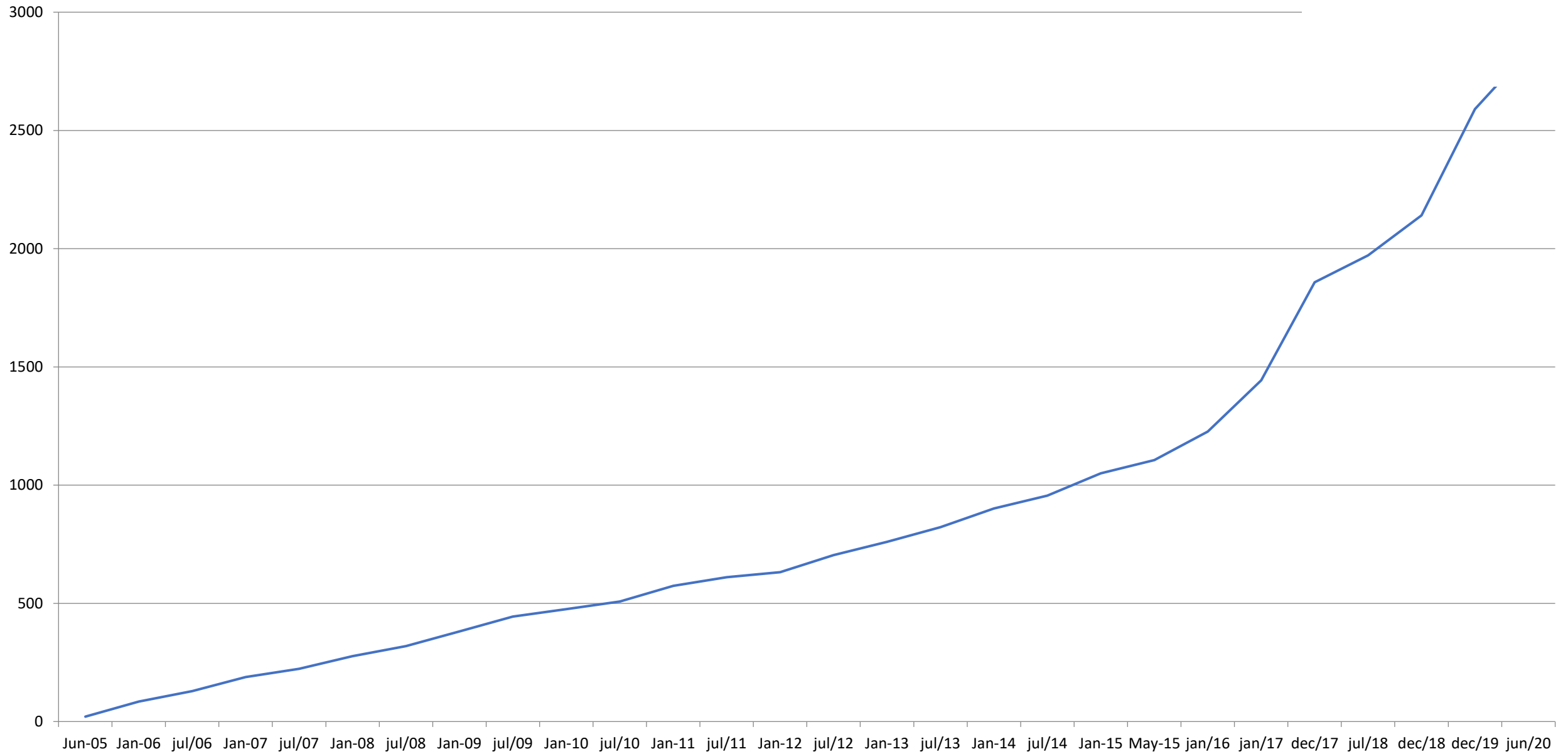
1. Stimulating car sharing (Leuven = nr. 1 in Belgium)
2. Off-street parking on own property (parking regulation in building code)
3. Neighbourhood parking
4. On-street parking

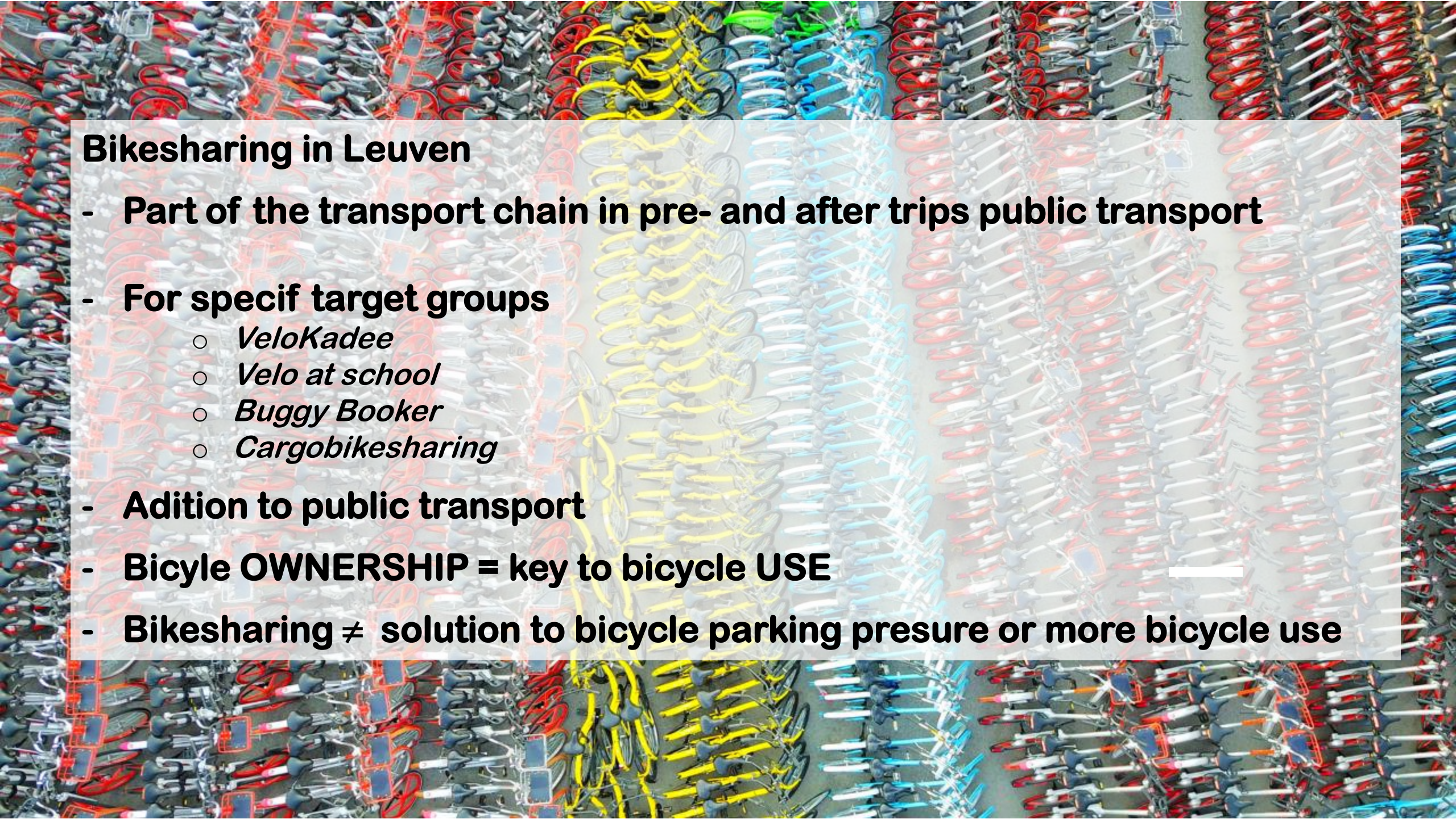
Carsharing = making room for walking and cycling

- 4 per 100 inhabitants is doing carsharing = Leuven is carsharing city nr. 1 in Belgium
- Increase with ca. 20% per year
- Amount of shared cars in 2022: 204 / 154 (cambio)
- E-carsharing: 0 in 2018 – 21 in 2022



Evolution number of users carsharing in Leuven





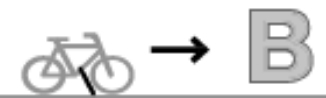
Bikesharing in Leuven

- Part of the transport chain in pre- and after trips public transport
- For specif target groups
 - *VeloKadee*
 - *Velo at school*
 - *Buggy Booker*
 - *Cargobikesharing*
- Addition to public transport
- Bicycle OWNERSHIP = key to bicycle USE
- Bikesharing ≠ solution to bicycle parking pressure or more bicycle use

Iedere stalling een ander bereik

Hoever wil de fietser lopen van stalling naar bestemming?

Doe onderzoek naar de wensen van verschillende typen fietsers. Ga de straat op en vraag aan mensen hoe en waar ze hun fiets het liefst stallen.



standaard



paal of hek



fietsenrek zonder
aanbindmogelijkheid



fietsenrek met
aanbindmogelijkheid



stalling met toezicht



bewaakte stalling



servicebalie stalling



bestemming





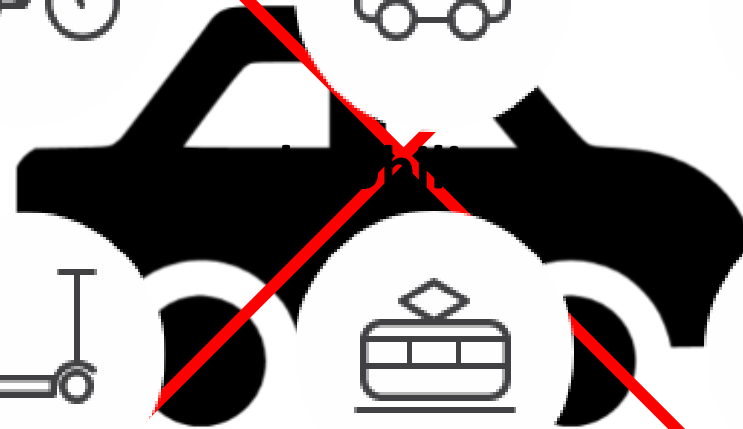
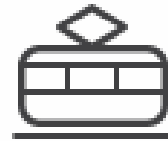
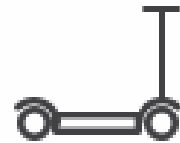
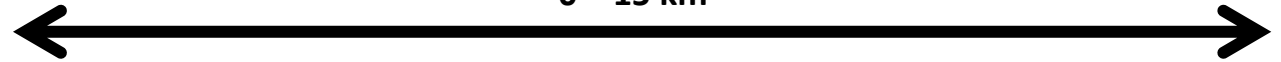
+



100 m



0 – 15 km



+



100 m



Public bikes as first and last mile (long) public transport

1. PT-Hubs
2. Park & Ride
3. Integration in MaaS



Bike sharing children = VeloKadée

VeloKadée

- Affordable 'growing' bike
- 60 € per year
- 12 € voor social groups



Buggybooker as 'shared bike'

buggy
booker





Nederland

Amsterdam
Arnhem
Breda
Delft
Den Bosch
Den Haag
Ede
Eindhoven
Enschede
Groningen
Haarlem
Hengelo
Leeuwarden
Leiden
Maastricht
Nijmegen
Rotterdam
Tilburg
Utrecht
Wageningen
Zwolle

België

Antwerpen
Brussel
Gent
Leuven

Onze beloftes



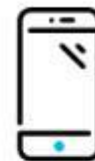
Je Swapfiets werkt altijd

En als je Swapfiets stuk is, zorgen we dat er binnen 1 dag een werkende bij jou thuis staat.



Levenslange garantie

Zolang je abonnement loopt, zorgen wij voor het onderhoud van je Swapfiets en maken wij alles wat stuk is.



Te gekke service

Gaat je fiets stuk? Bel, app of mail: dan komen wij hem voor je fixen.



Jouw elektrische buurtbakfiets

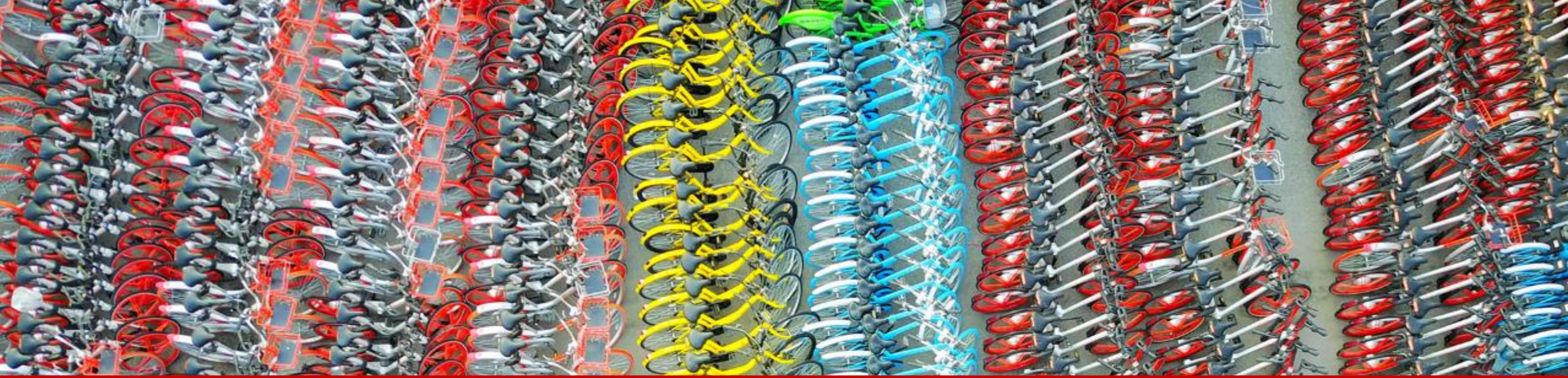
Registreren





- Back-2-one
 - 60 Cargorooos
 - 50 location
 - Neighbourhoud level
 - 1€ fee per trip + 3,5 €/uur
-
- Cofunding by city of Leuven – cash back formula





Free floating is suggesting door to door





Local government = 'market master of the public domain'

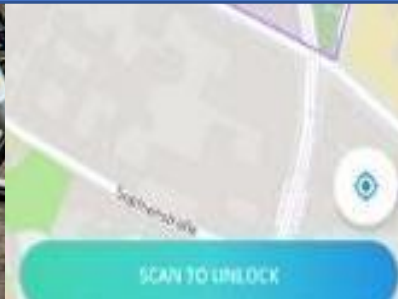
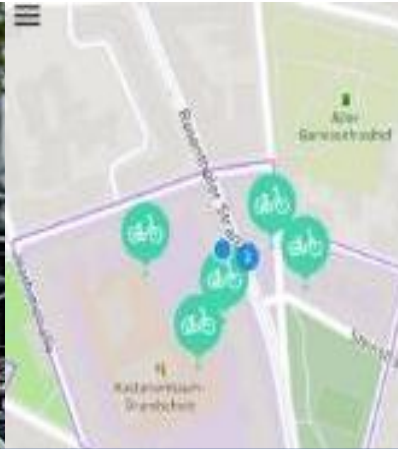
Free floating

Drop zones / Geofencing

Parkeer zones

Gereserveerde parkeerruimte

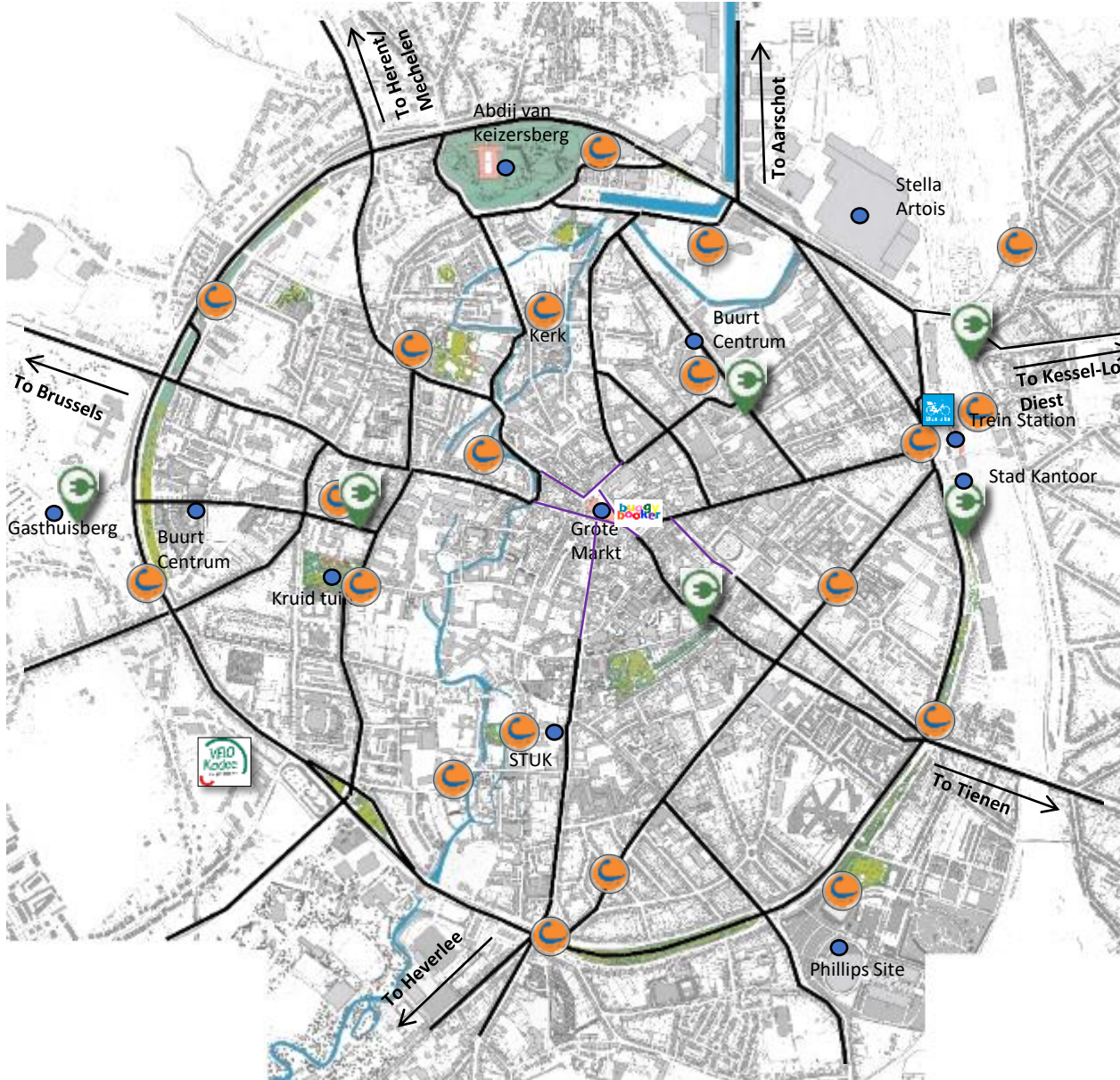
Stations



Freedom – flexibility – Cost – Space regulating

Lokale overheid als marktmeester

Clustering / bundeling shared mobility services



Cambio car share at more than 30 locations in and around inner city



Blue-bike (180) at Railway Station



Shared kid's bike



Pram/buggy on shared basis at Grote Markt



Vehicle charging points (Total 15 existing locations, 6 in inner city)

Another 32 locations are under planning - in and around inner city



An implementation of Cargo bike share and Free-Floating bike share system are in process



NIVEAU MOBILITEIT

- INTERREGIONAAL
- REGIONAAL
- LOKAAAL
- BUURT

CATEGORISERING

- stadskern
- agglomeratie
- grote kern
- kleine kern
- bedrijfspool
- bezoekerspool
- perifeer gebied
- ruraal gebied



Leuvenaars bepalen mee locaties buurtmobipunten

Donderdag 3 oktober 2019 — De komende drie jaar komen er, verspreid over Leuven, vijftig mobipunten. Dit zijn locaties waar je verschillende vormen van deelmobiliteit zoals een deelbakfiets en een deelwagen vindt. De hele maand oktober kunnen Leuvenaars op www.leuvenmaakhetmee.be aangeven waar zij een buurtmobipunt wensen en welke vervoersmiddelen op die locatie volgens hen belangrijk zijn. De stad gaat vervolgens in overleg met de buurt voor de concrete uitwerking.

Er komen verschillende types mobipunten in Leuven. De grootste mobipunten zijn echte vervoersknooppunten, bijvoorbeeld aan het station, waar veel mensen vertrekken en aankomen en



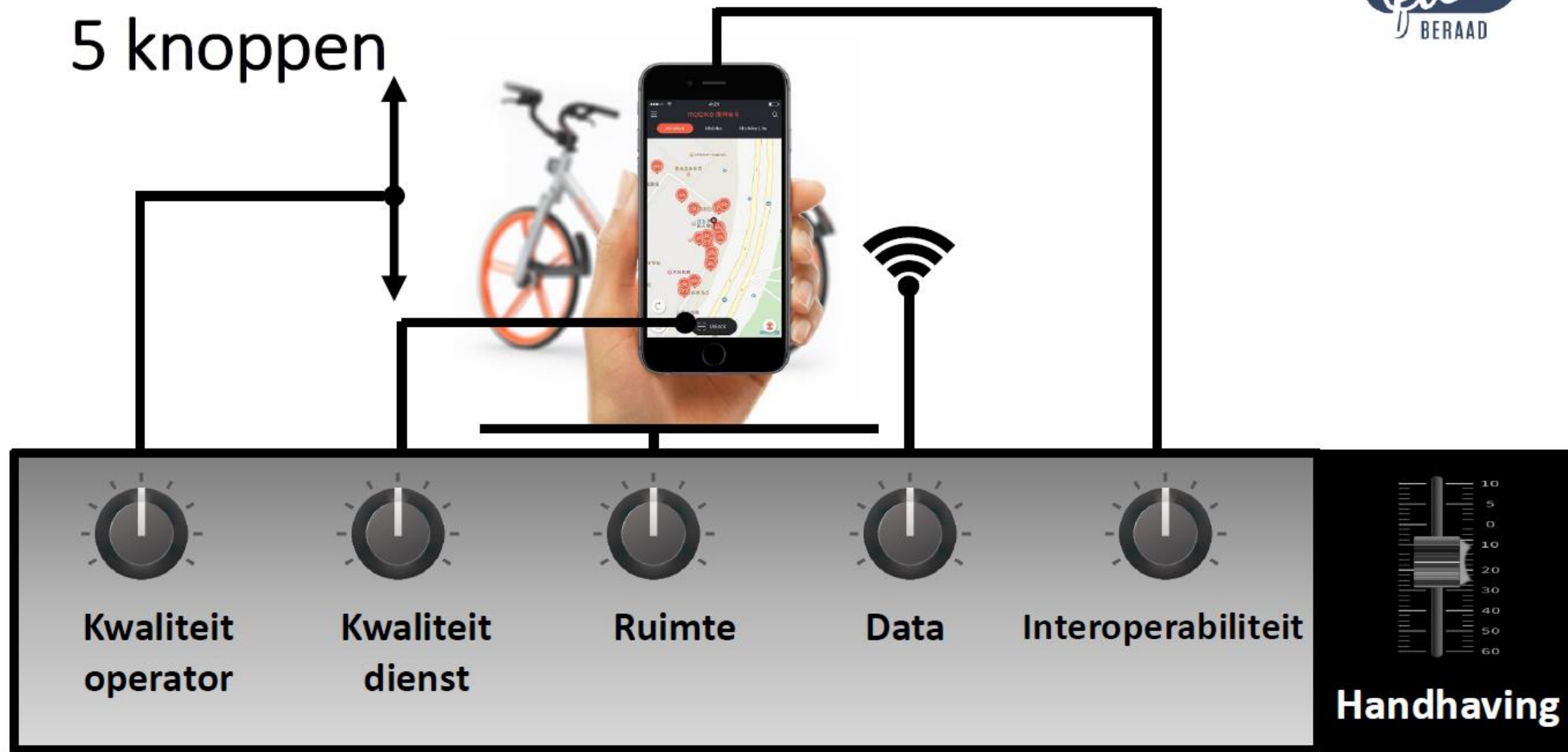
David Dessers

schepen van mobiliteit, klimaat en duurzaamheid, landbouw en consumptie, stad Leuven

 david.dessers@leuven.be



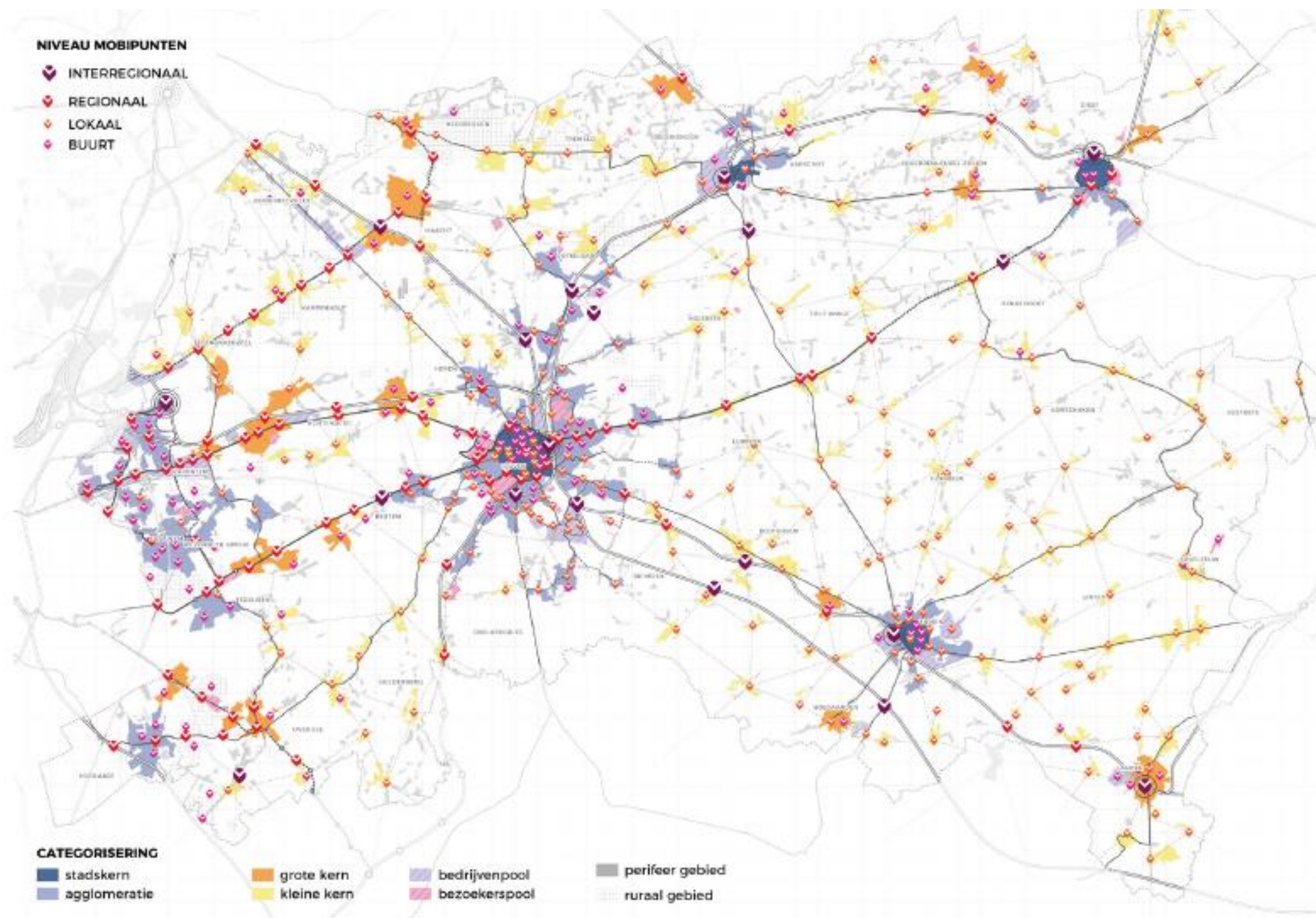
Local government as market master of shared mobility services





NIVEAU MOBIPUNTEN

- INTERREGIONAAL
- REGIONAAL
- LOKAAL
- BUURT



CATEGORISERING

- | | | | |
|--------------|-------------|---------------|-----------------|
| stadskern | grote kern | bedrijvenpool | perifeer gebied |
| agglomeratie | kleine kern | bezoekerspoo | ruraal gebied |



parking city ➡ pick-up/drop-off city



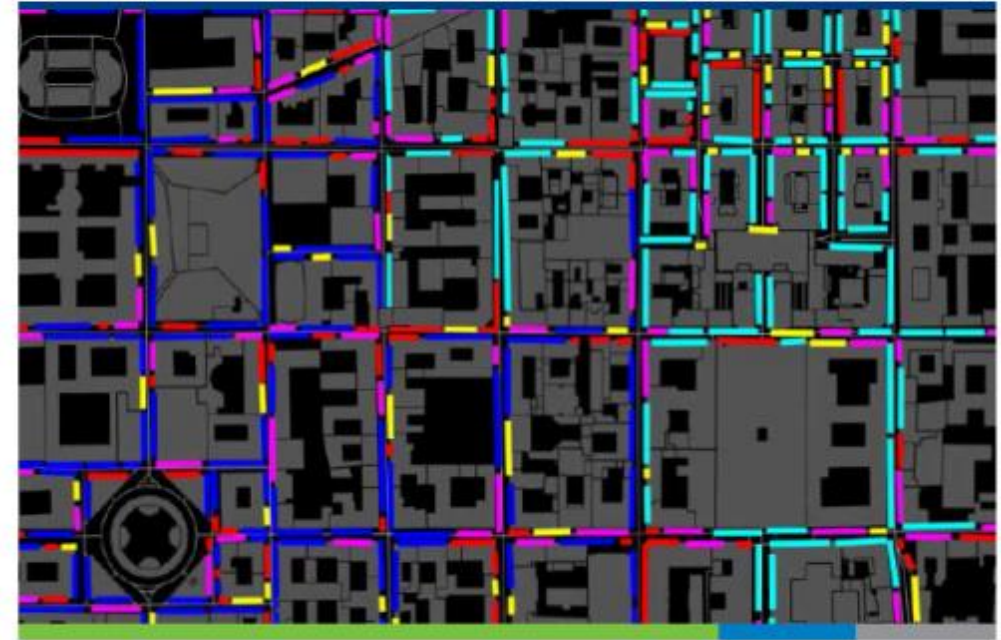
eliminate
all on-street parking



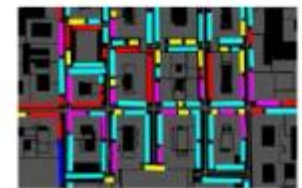
+20%
kerb-to-kerb street space



code the curb

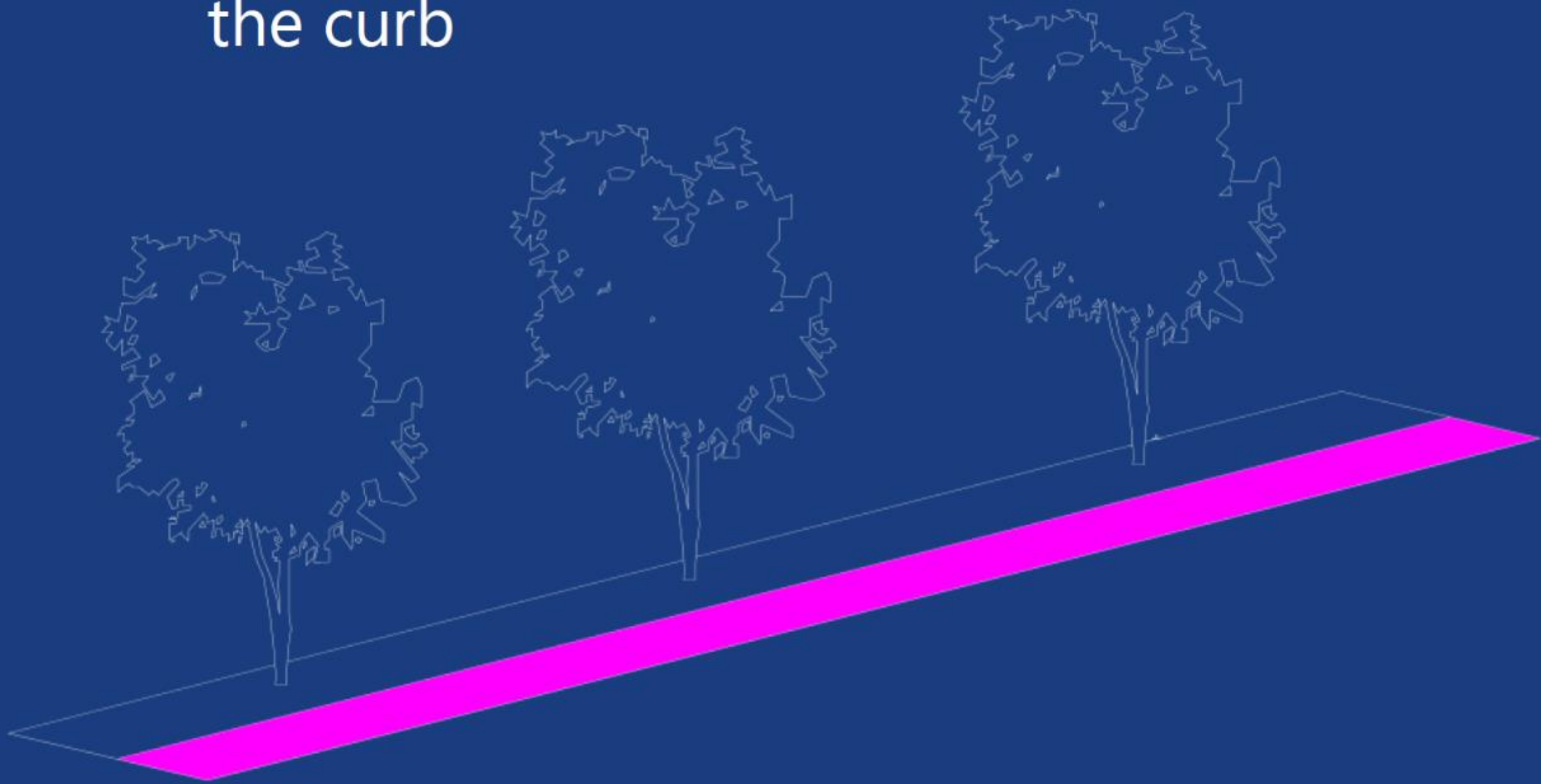


The Shared-Use City: Managing the Curb

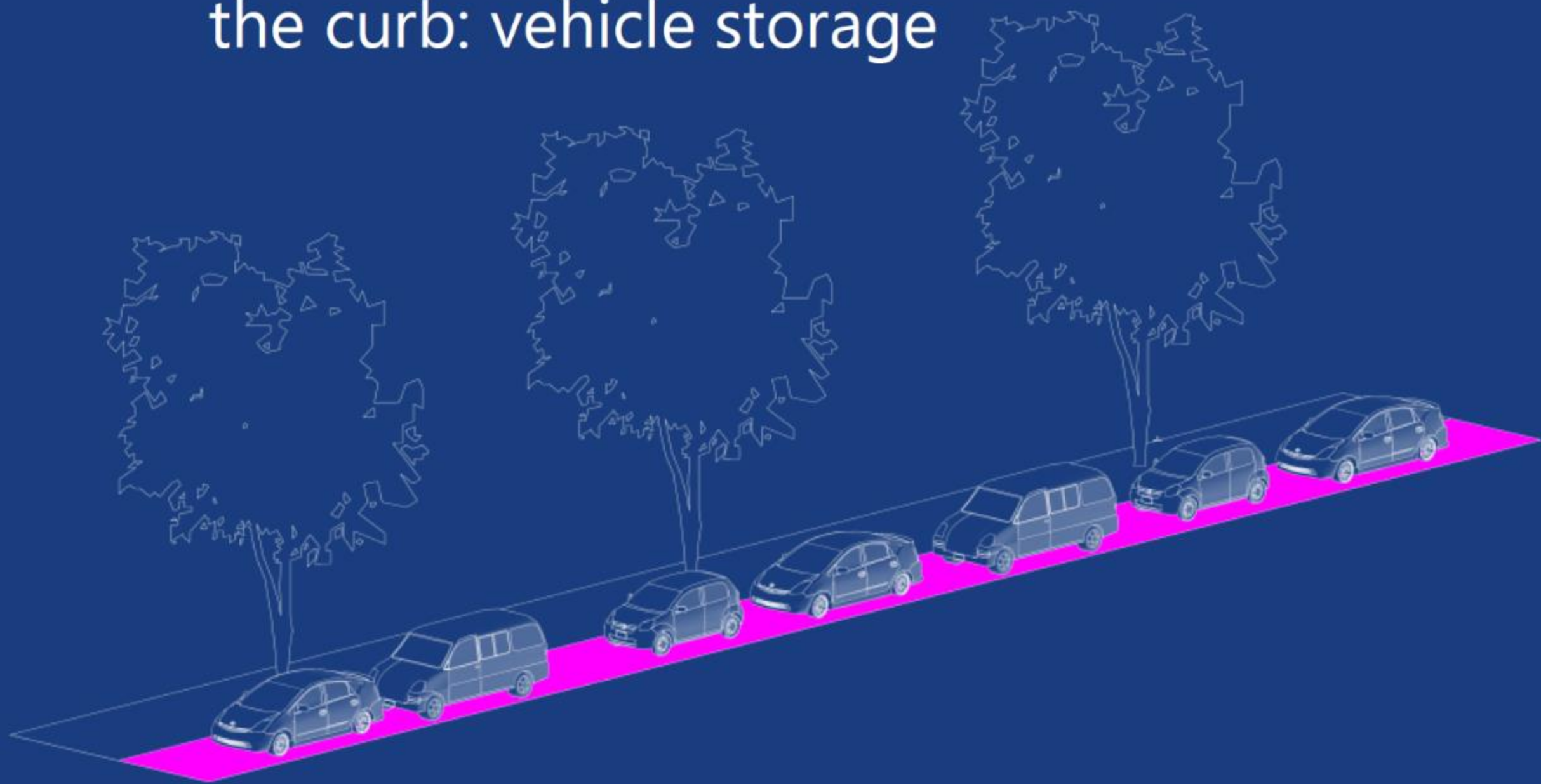


Corporate Partnership Board
Report

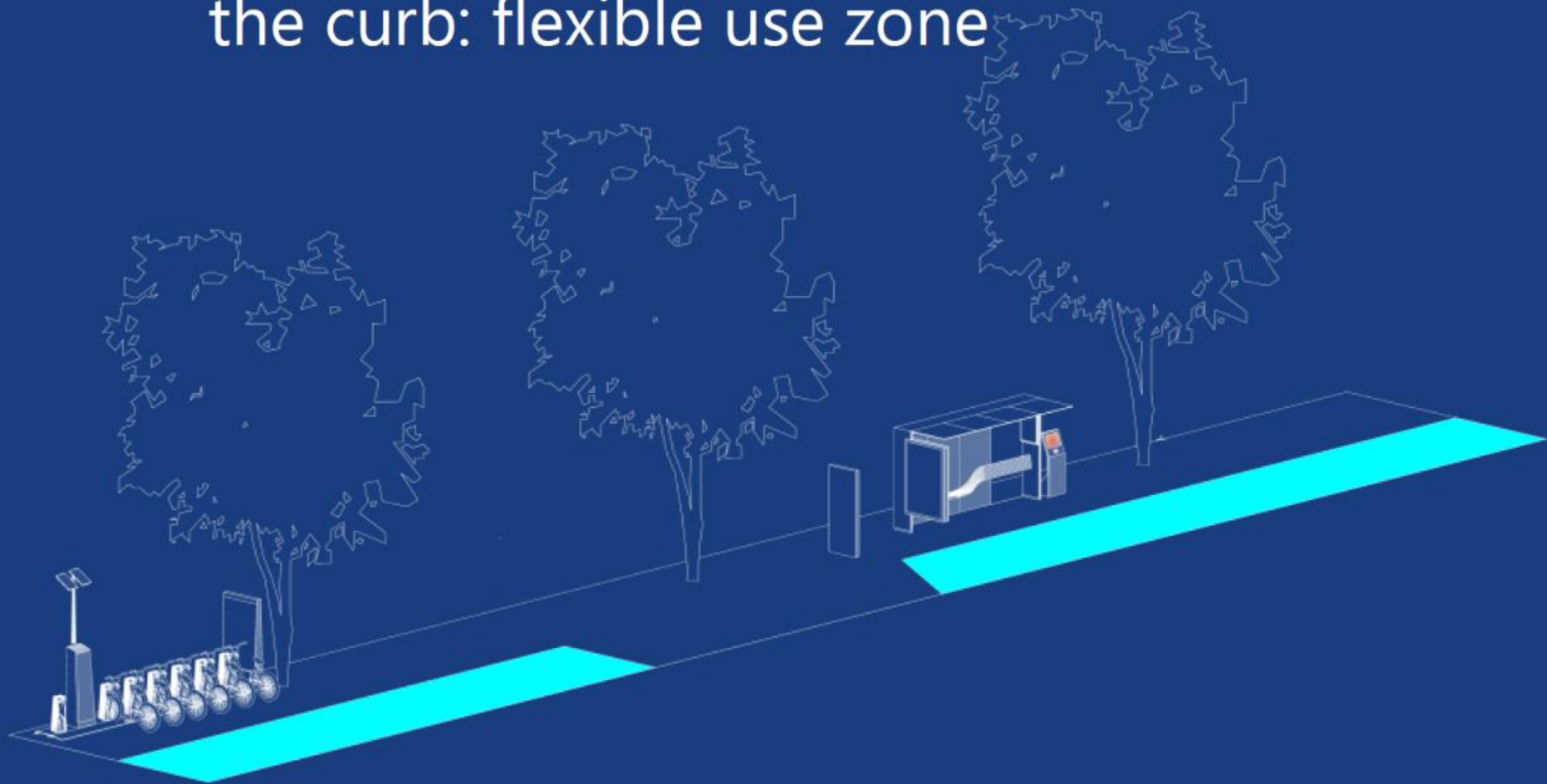
the curb



the curb: vehicle storage



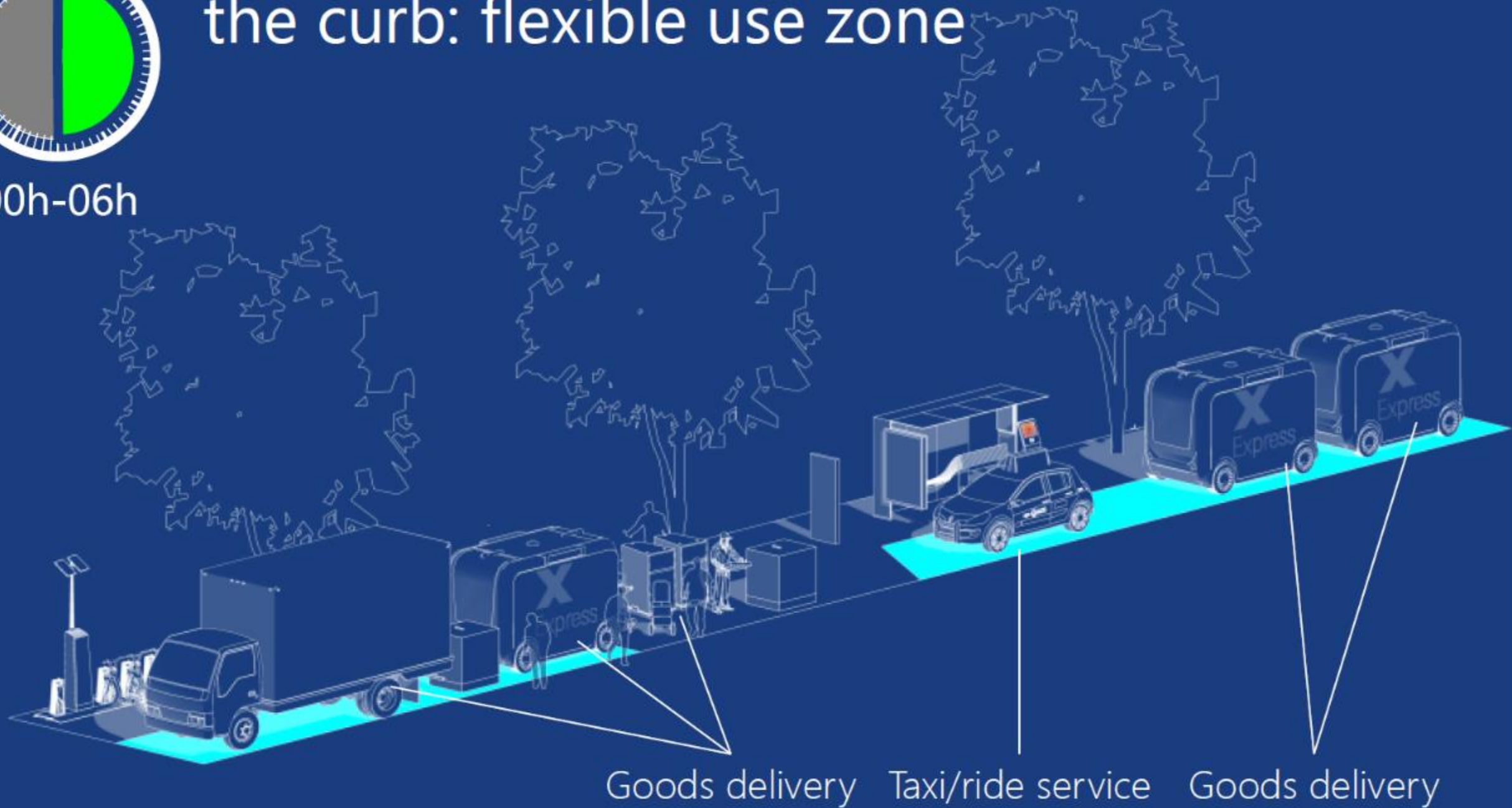
the curb: flexible use zone





00h-06h

the curb: flexible use zone



Goods delivery

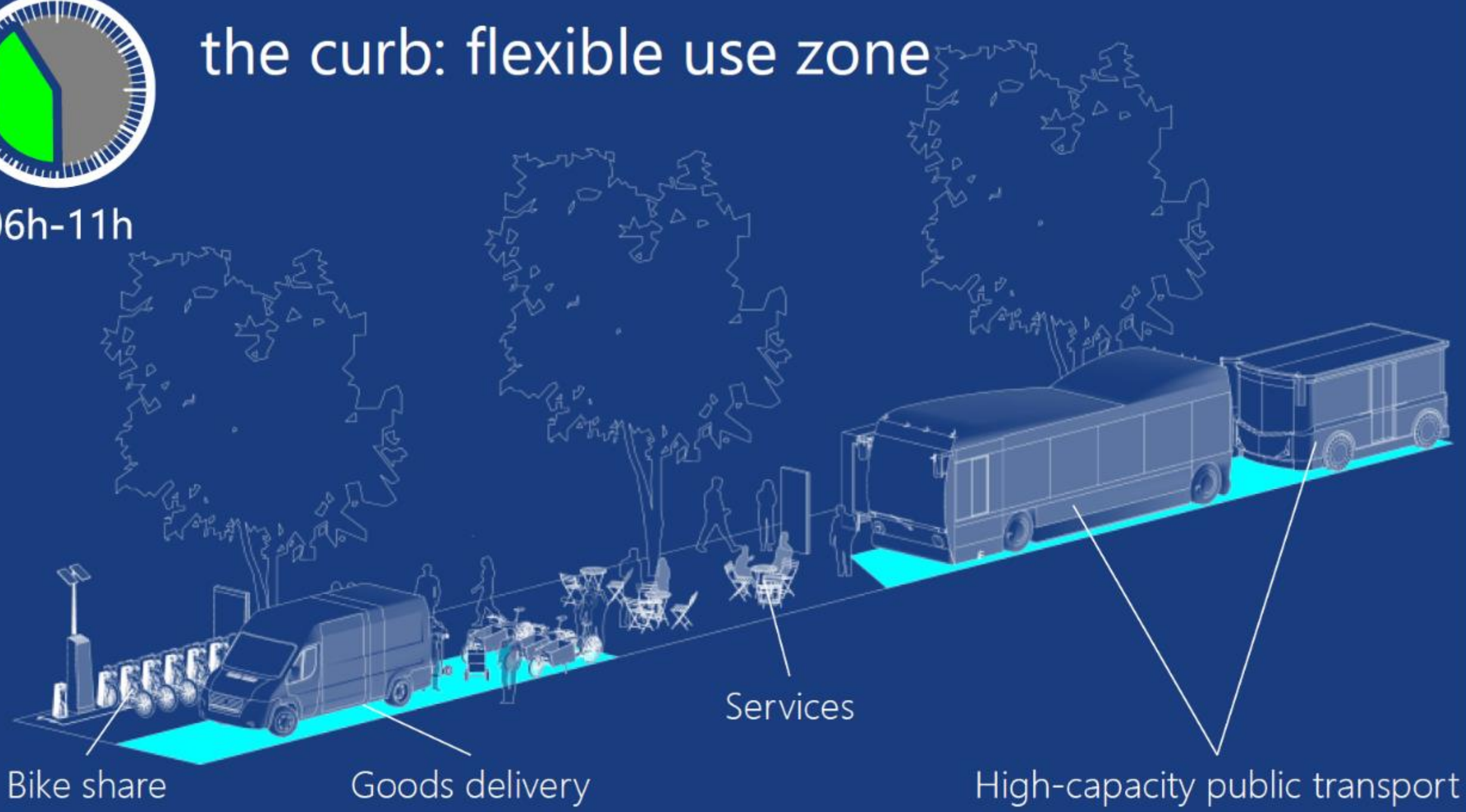
Taxi/ride service

Goods delivery



the curb: flexible use zone

06h-11h



Bike share

Goods delivery

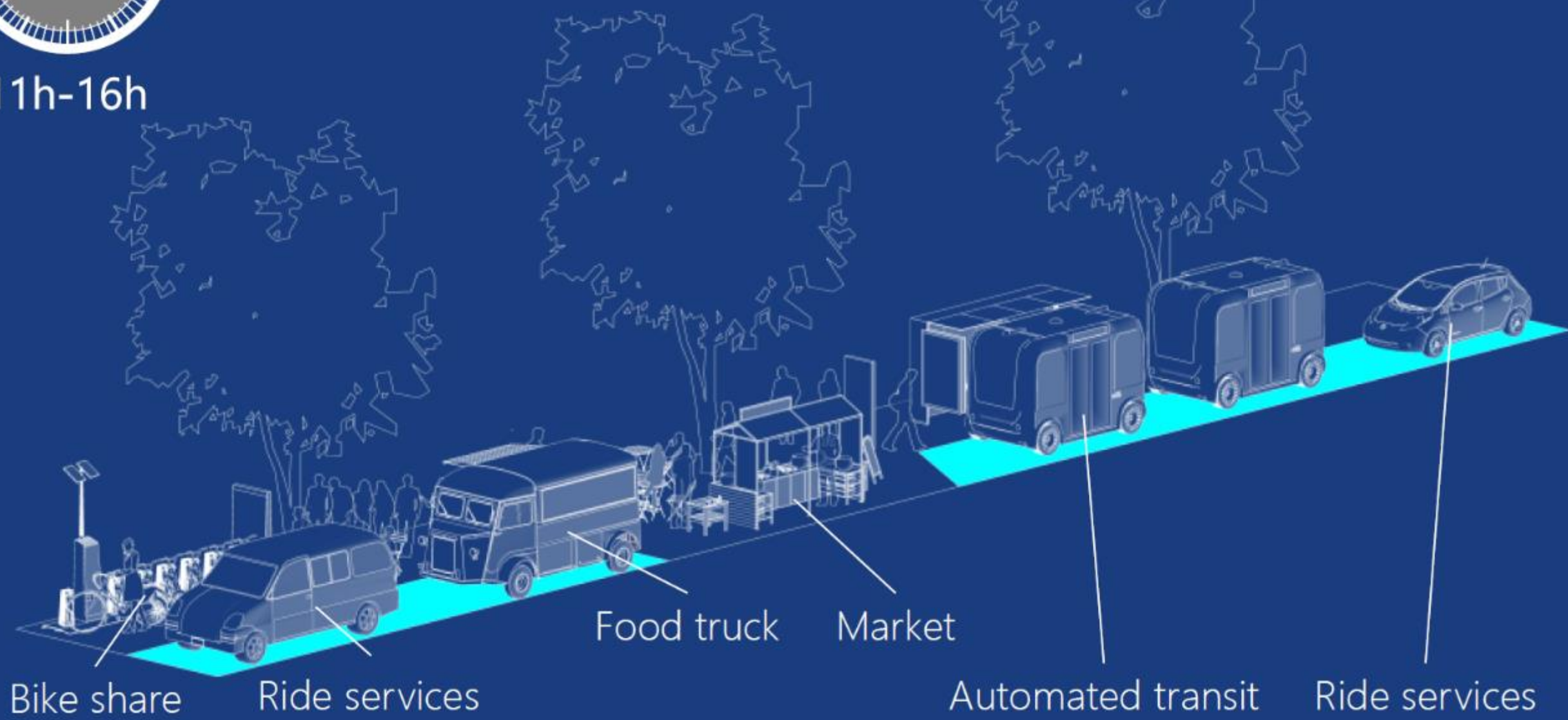
Services

High-capacity public transport



11h-16h

the curb: flexible use zone



Bike share

Ride services

Food truck

Market

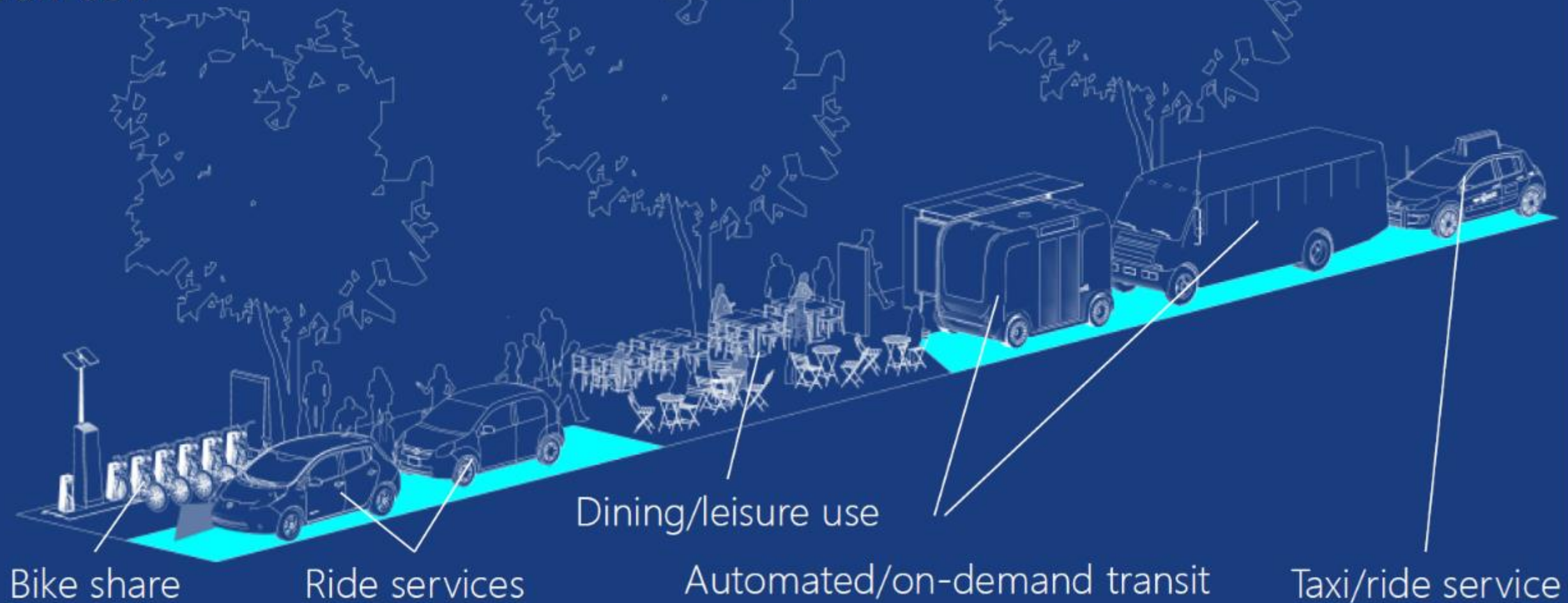
Automated transit

Ride services



16h-00h

the curb: flexible use zone



Uitstootvrije voertuigen



EEN IDEALE MIX VOOR ZOWEL EEN
AUTO- ALS UITSTOOT-VRIJE
BELEVERING

Pakjesautomaten

In co-creatie met de stad

Makkelijk verplaatsbare
pakjesautomaten zonder scherm,
zonder elektriciteit of verankering
in de grond



In co-creatie met de stad
omtrent inplanting,
vergunningsbeleid en
aankleding

Ter aanvulling van de klassieke
bpost pakjesautomaten met
scherm, postkantoren,
postpunten en pakjespunten



01 | Focus op de binnenring – Dens netwerk van ophaalpunten

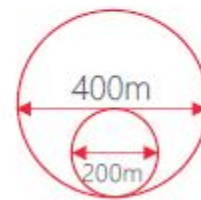


Maximum 400m tot de volgende pakjesautomaat of ander ophaalpunt

- Postkantoor **1**
- Postpunt **4**
- Pakjespunt **2**
- Pakjesautomaat **3**

Gebieden met hoge volumes

1. Leuven station - (30,8K)
2. Kareelveld - (28,6k)
3. Ladeuze - (27,6k)
4. Lei – Vismarkt - (19,9k)
5. Leuven Nieuw Kwartier - (14,1k)
6. Leuven Vaart - (14,1K)
7. Tiensestraat - (12,8K)
8. Kleine Gevangenis - (12,1k)
9. Bondegenotenlaan - (11,1k)



- Vulling PUDO
 - > Vulling > 500#
 - > Vulling < 500#
- Hoog volume
 - > 15K volume
 - > 10K volume (excl avisage)

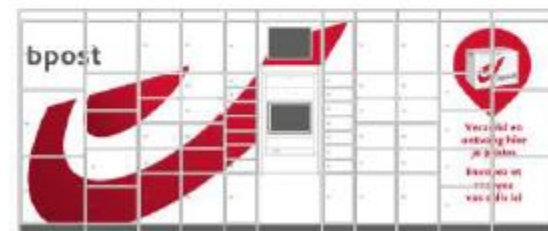
PUDO vulling > 500#

1. Postpunt – Carrefour Express
2. Pakjesautomaat – NMBS
3. Pakjesautomaat – Phillipssite

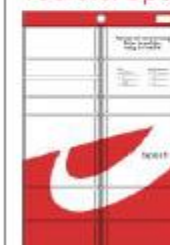
PUDO full < 500#



- Pakjesautomaat met scherm (=48 tot 161 deurtjes)**
 - In gebieden met hoge volumes of volle PUDO



Pakjesautomaat zonder scherm: Voorstel bpost



Module van 13 deuren op slippers of sneakers (400m)

- Theoretische locatie
- Mobipunt

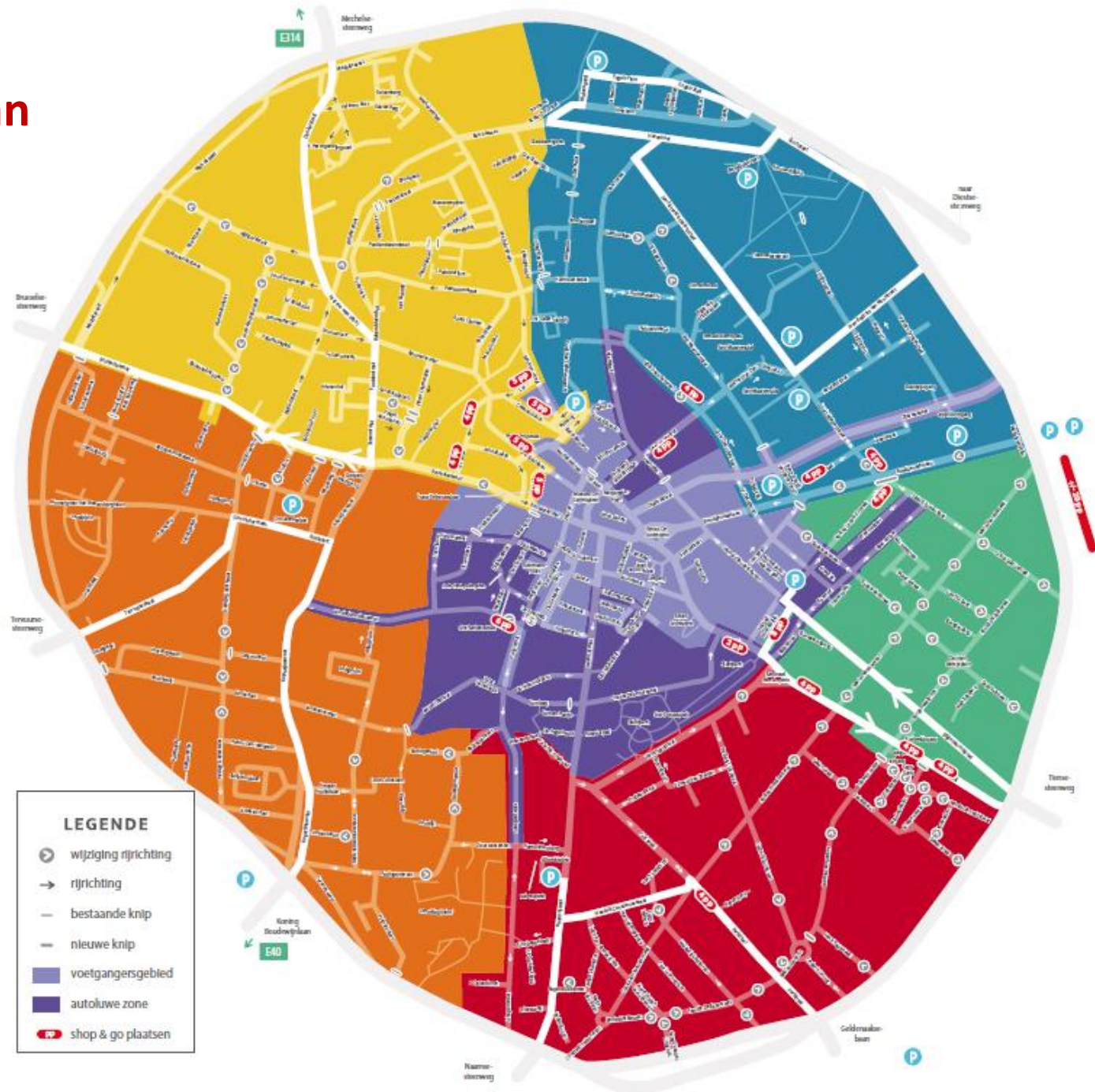


Traffic circulation plan Leuven

1. Guarantee accessibility
2. Increase liveability
3. Upgrade experience value of the public domain

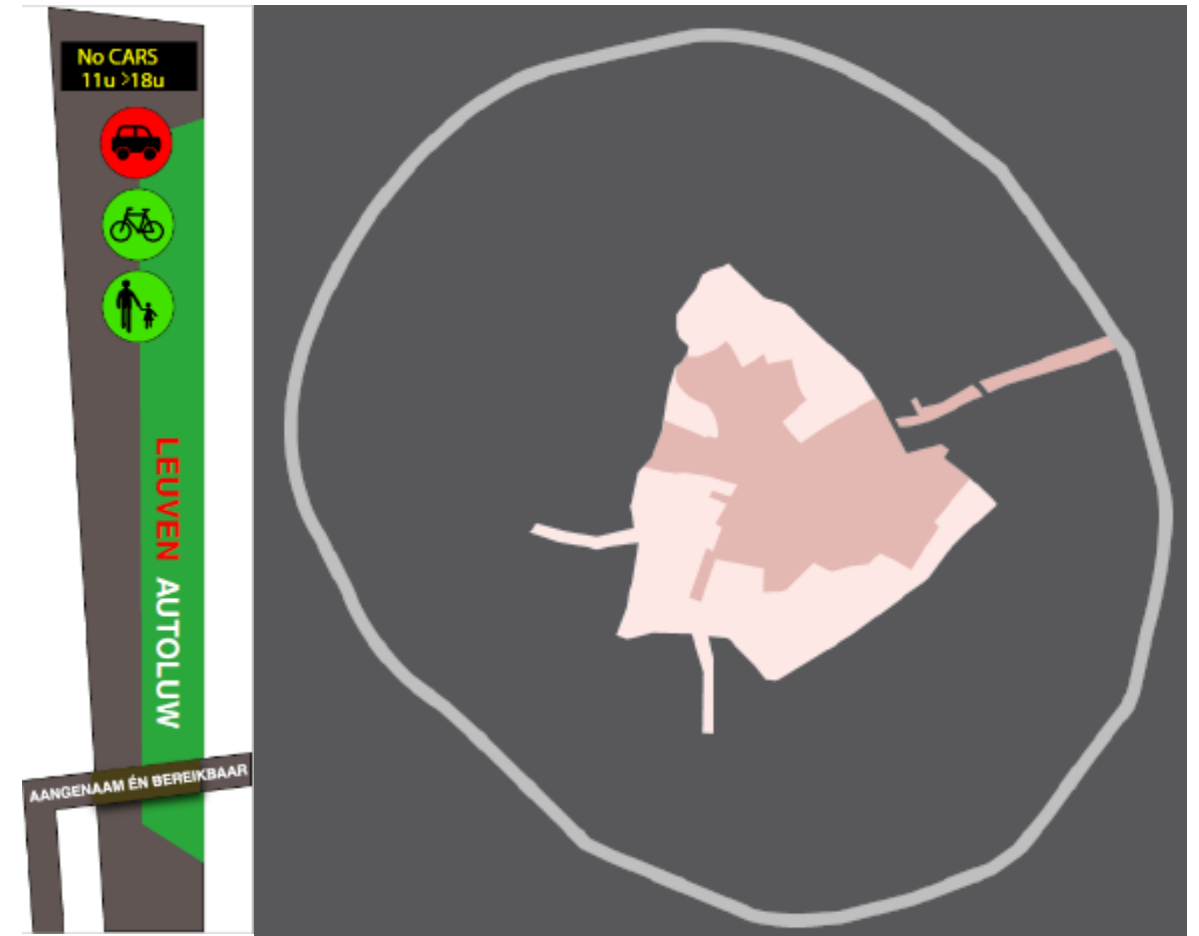
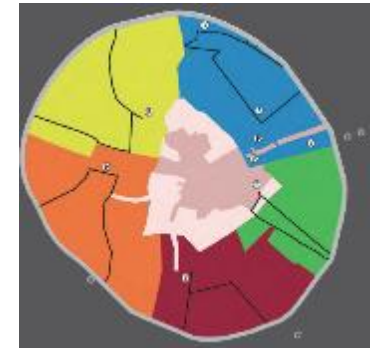


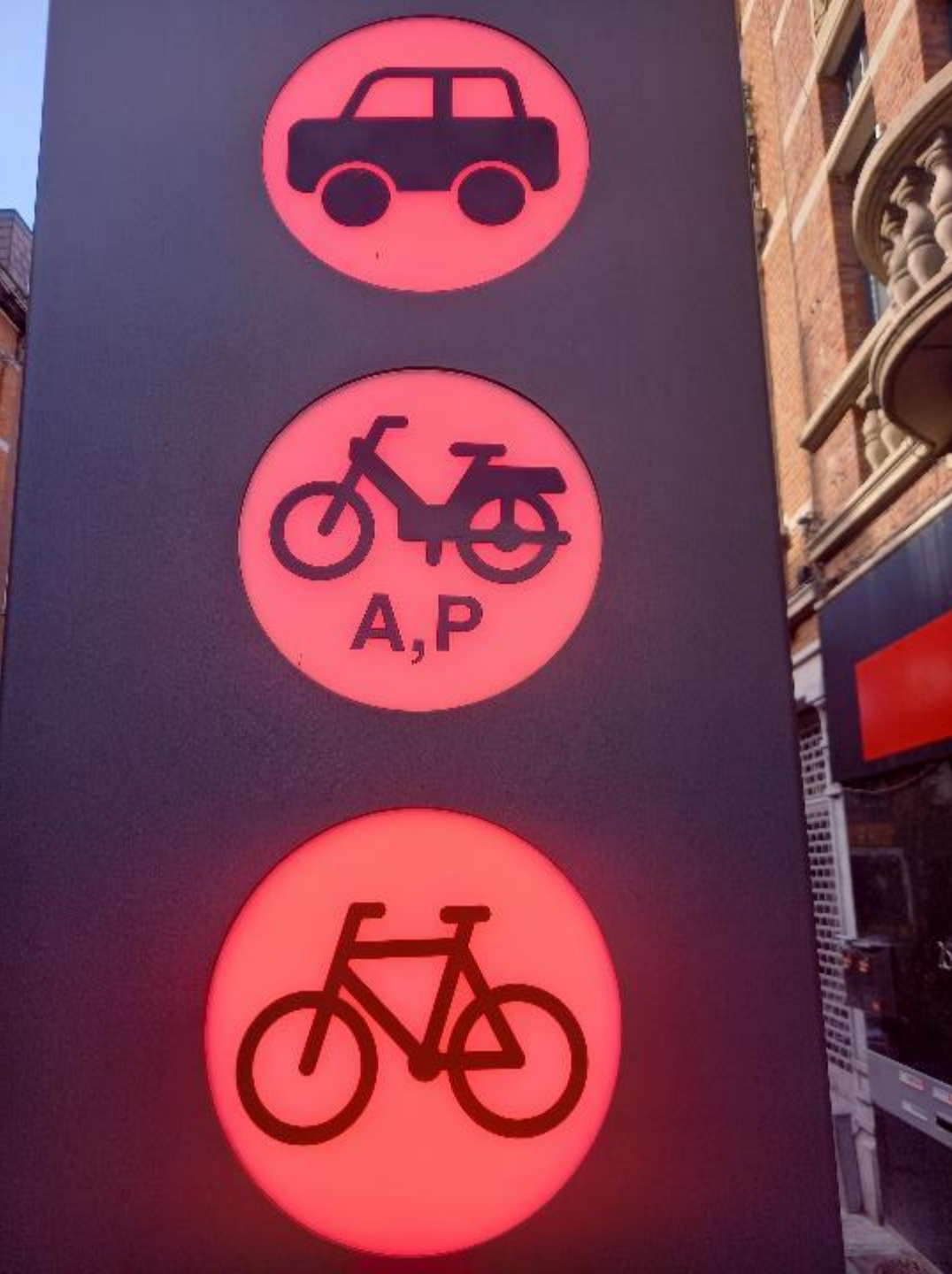
Het plan



PEDESTRIAN ZONE + CAR 'FREE' ZONE

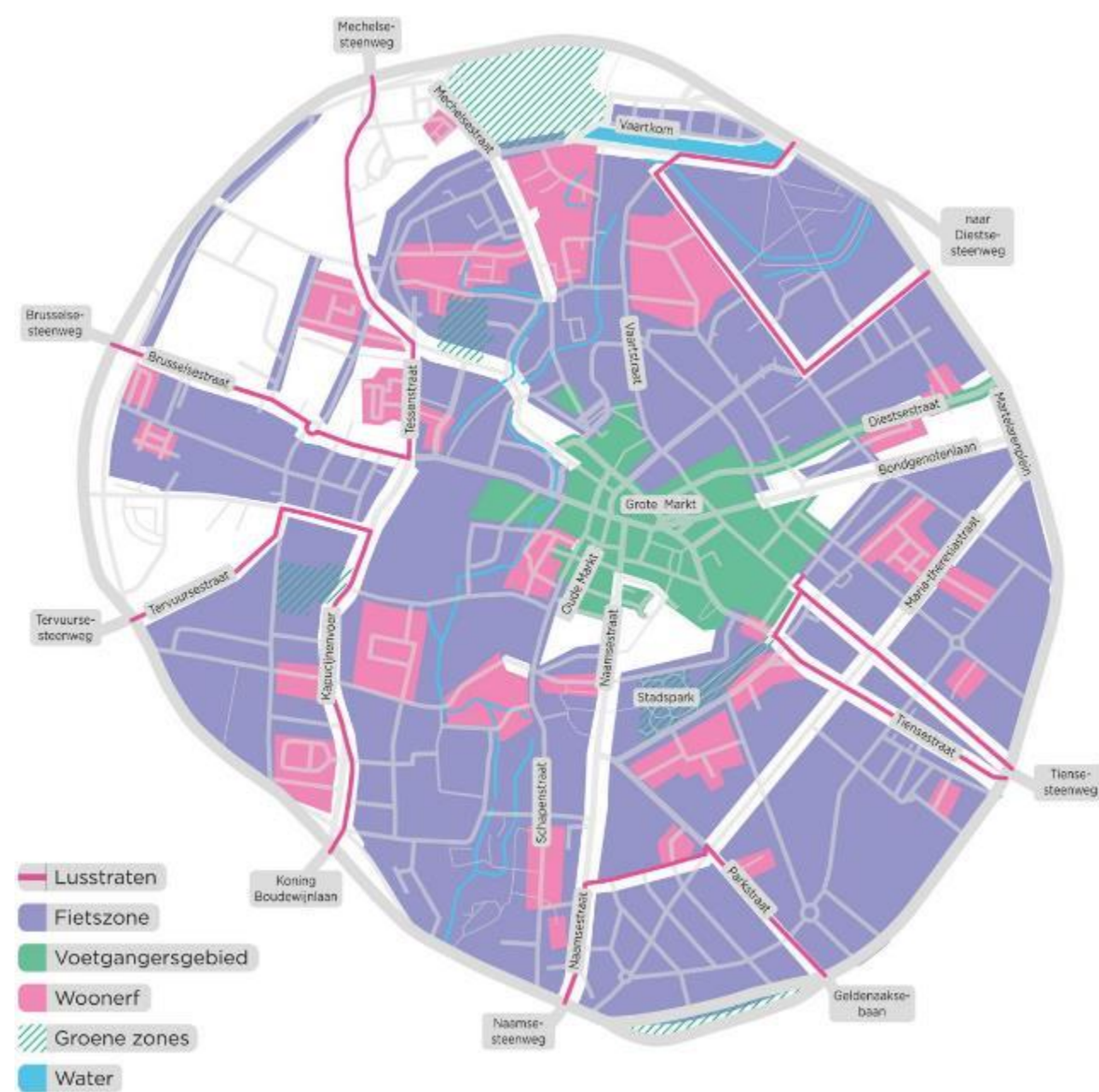
- No on-street parking anymore
- Acces controle by ANPR
- Delivery time frames (11h – 18h30)
- Acces regulations (inhabitants, medics, disabled, taxi, ...)





Making room for cyclists

- 75% of the city center = bicycle zone
- Max 30km/h on the whole territory
- Bicycle highway network
- Cycling infrastructure



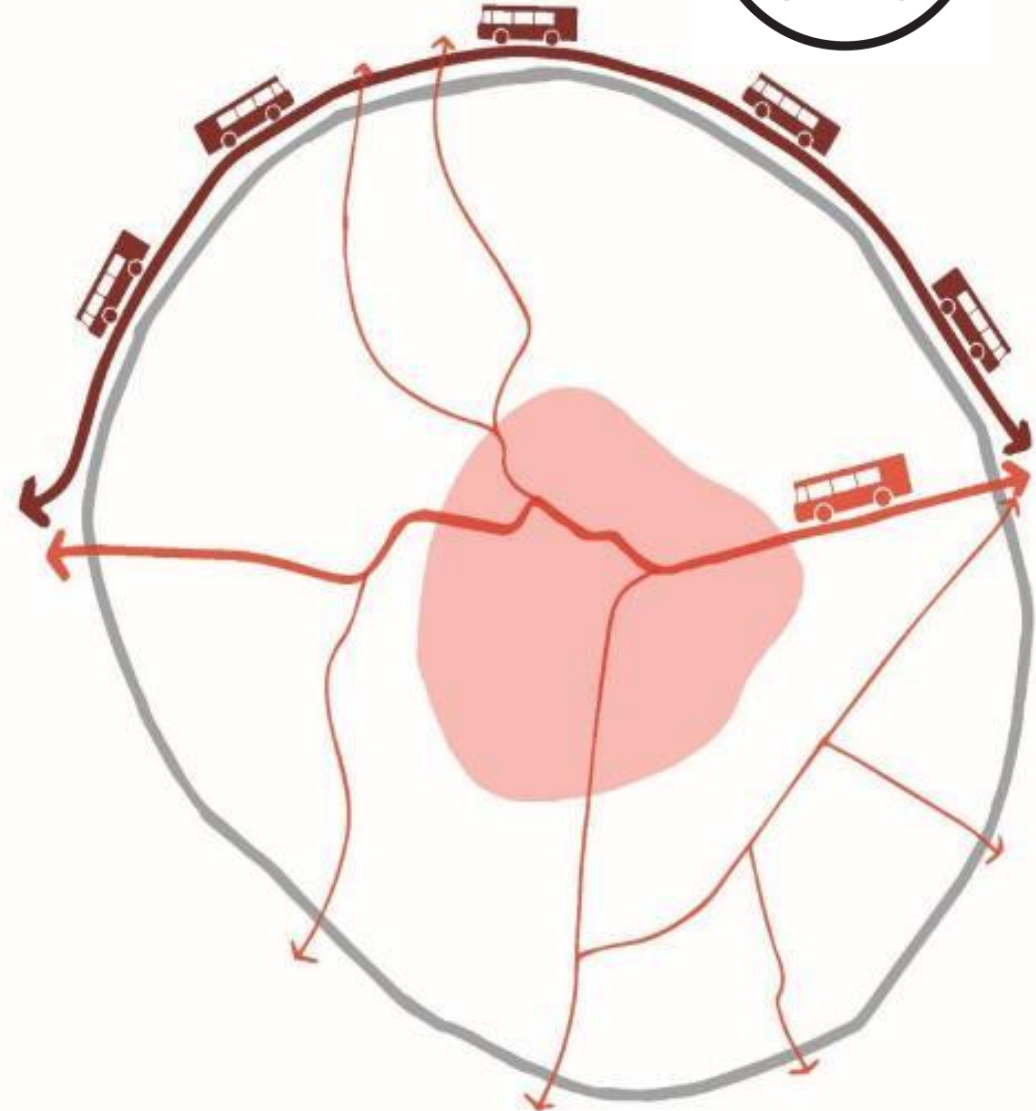


Supporting policy

SLOWER BUSES ARE QUICKER



- 20 km/u op Bondgenotenlaan
- Less regional busses through city centre
- Bussen Grote Markt → Maria Theresiastraat
- P + BUS vanaf randparkings
- Greening busfleet





Supporting policy

TAXI'S = PART OF PT

- Taxi's get access rights to car-free zone
- Daar waar bus in dubbele richting kan rijden: taxi ook
- Bijkomende taxistandplaatsen
- Transition to e-taxis (waiting list licenses e-taxis)



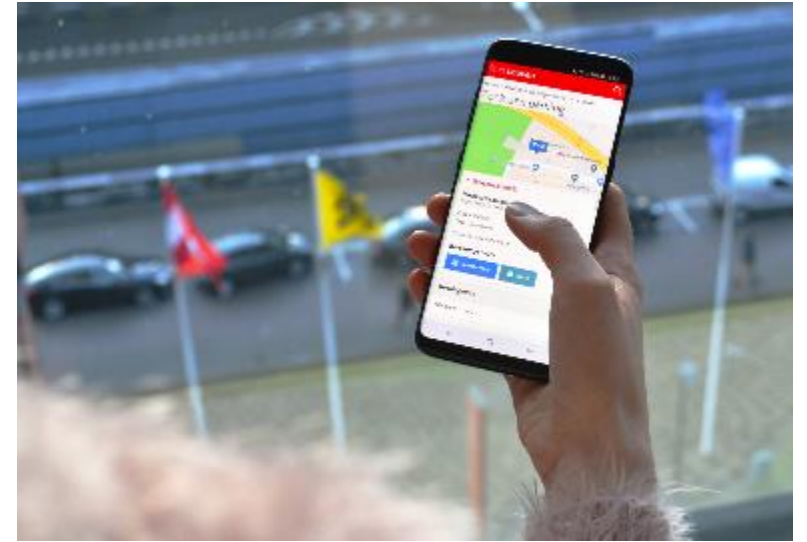
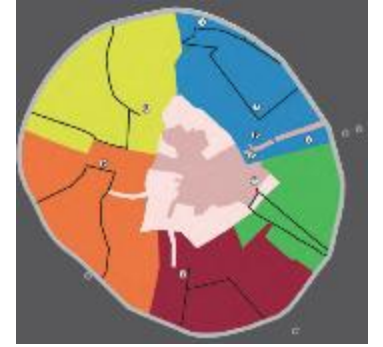


Flankerende maatregelen

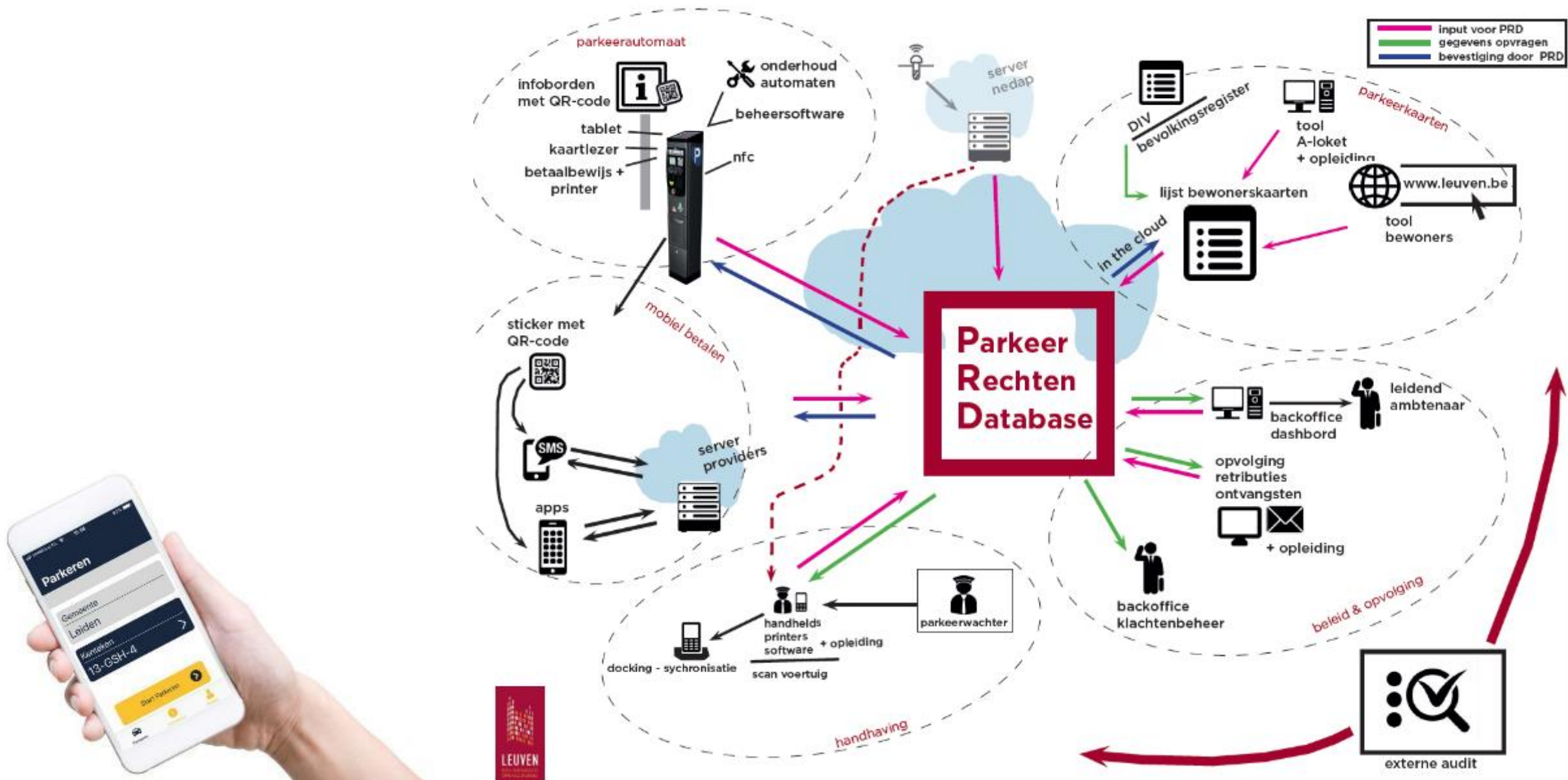
PARKEREN



- Edge parkings - P + Bus
- Upgrade parking management system to traffic management system
- Parkeerapp / MaaS



Digitalising on-street parking



Flankerende maatregelen

PARKEREN

SHOP and GO = max. 45 min



Parkeer je wagen op één van onze Shop & Go! plaatsen



Sensoren registreren je aanwezigheid.



GEEN TICKET



GEEN PARKEERSCHIJF



GEEN SMS

Parking: resident parking

- First resident on-street parking 60 €/year
- Second resident on-street parking 300 € /year



Leuven, je geraakt er zo!



Flankerende maatregelen

CITY LOGISTICS



- **Short term parking – Loading & Unloading**
 - 30 min parking
 - Along edge of core shopping area
- **Delivery windows**
 - Bondgenotenlaan: 7 – 9 h < > 15 – 18 h
 - Inner city: 6u - 11h en 18h30 – 20h30





DYNAMIC ACCES CONTROL (DAC – UVAR)



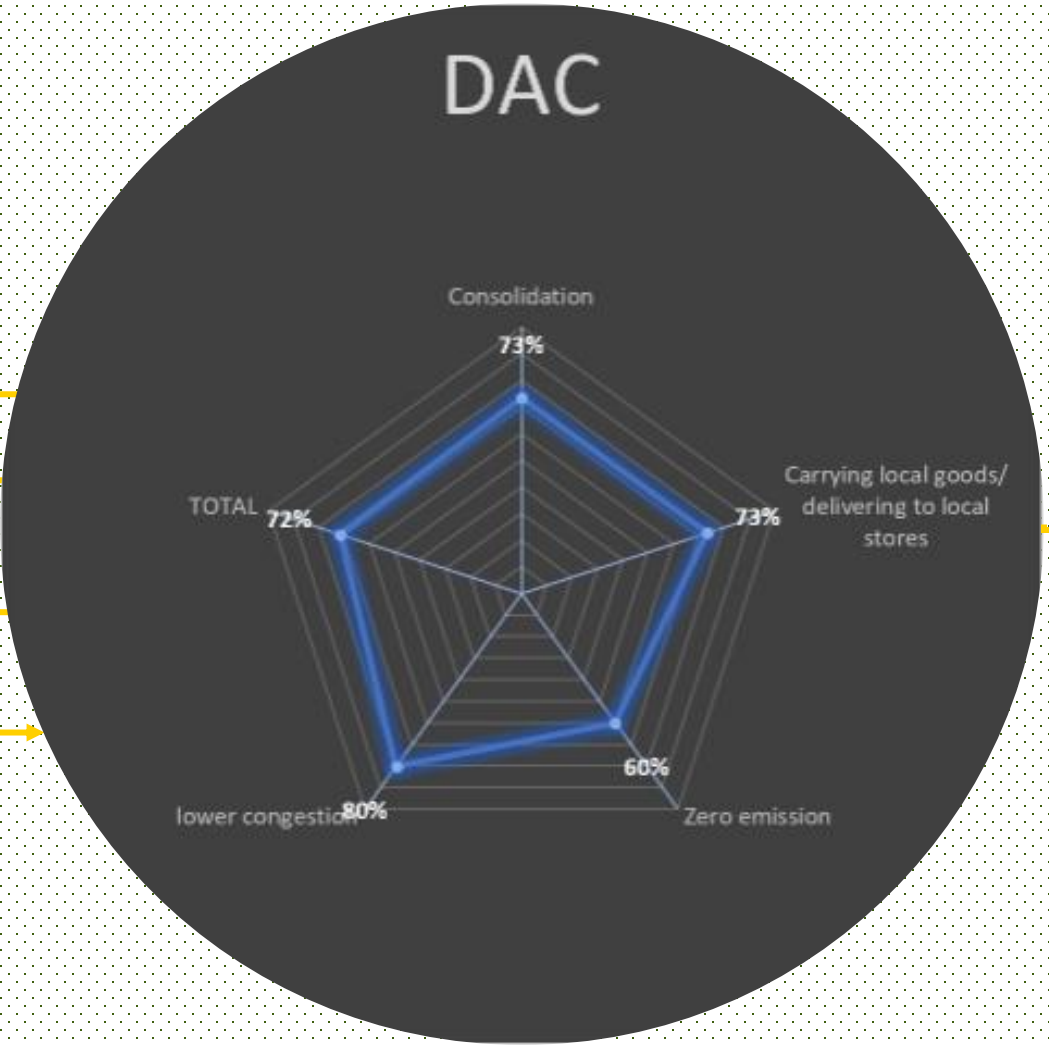
- local product
- local store
- distance total km of the good (per each?)
- order volume/dimention
- order weight
- type of goods
- transport modality
- vehicle type
- Fleet type
- vehicle weight kg
- vehicle volume m3
- vehicle max weight kg
- vehicle max volume m3
- euro class
- stops
- other orders in the same delivery
- occupied kg/available kg (storage)
- occupied m3/available m3 (storage)
- optimization consolidation transport = (occupied/available entering the city)/(occupied/available exiting the city)
- Traffic data
- Wheather data
- History of company - deliveries in the past (reputation?)
- AQ data
- traffic prediction
- Exclusive access granted by the city
- license plate

Consolidation
73%

Local 73%

Emmisions 60%

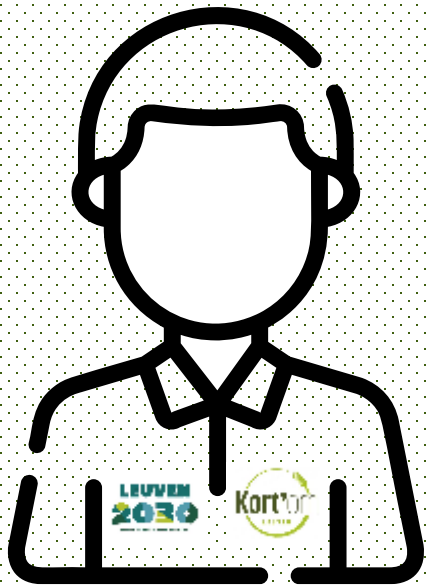
Congestion 80%



73%

Extra City Access
GRANTED

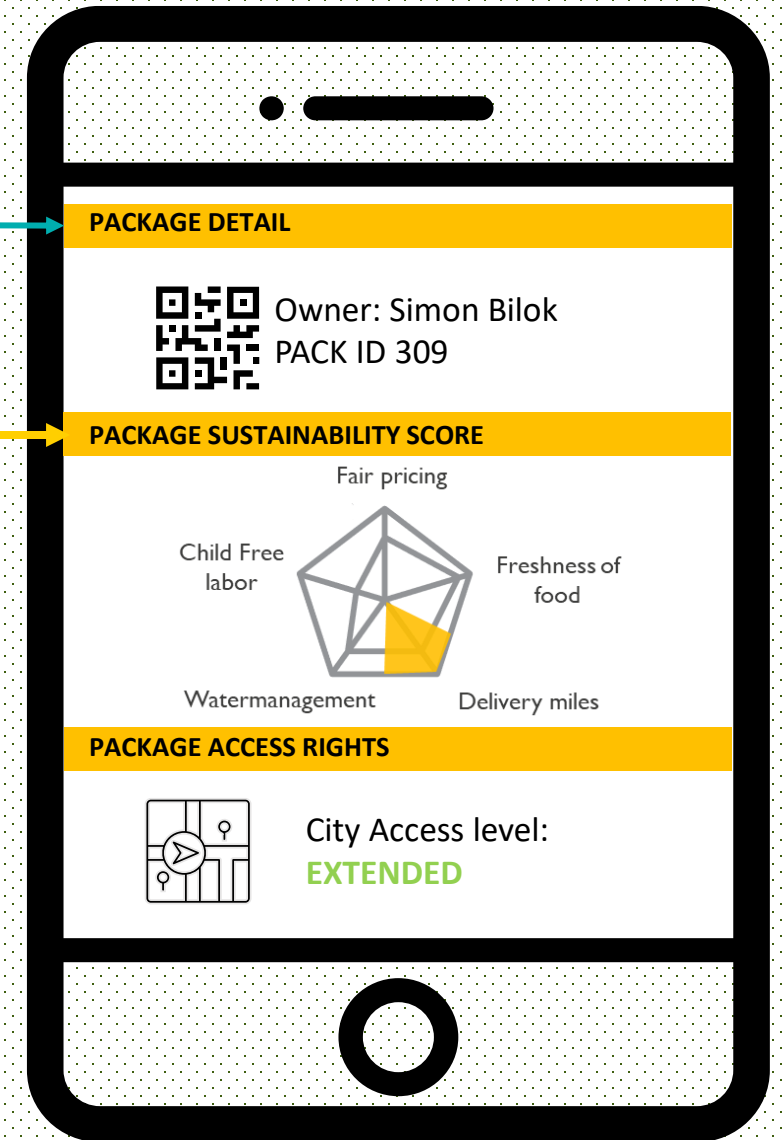
Pilootcase local food for the city



1. A public agent can **identify** a package



2. A public agent can **evaluate** the Delivery Miles and **assign** a city access level for delivery







HOTEL

PROS

PROS

Stu
Bru

ZONE

Uitgebreid
toegankelijk
van 8 tot 18u en
van 18.30 tot 20.30u

Jan 1



Static Rules
window times
for entrance



Control
mechanism via
ANPR camera



Visual indication on
allowed modality



Leuven Living Lab for FlexCURB

ULaaDS Visit Mechelen



Co-funded by the
European Union

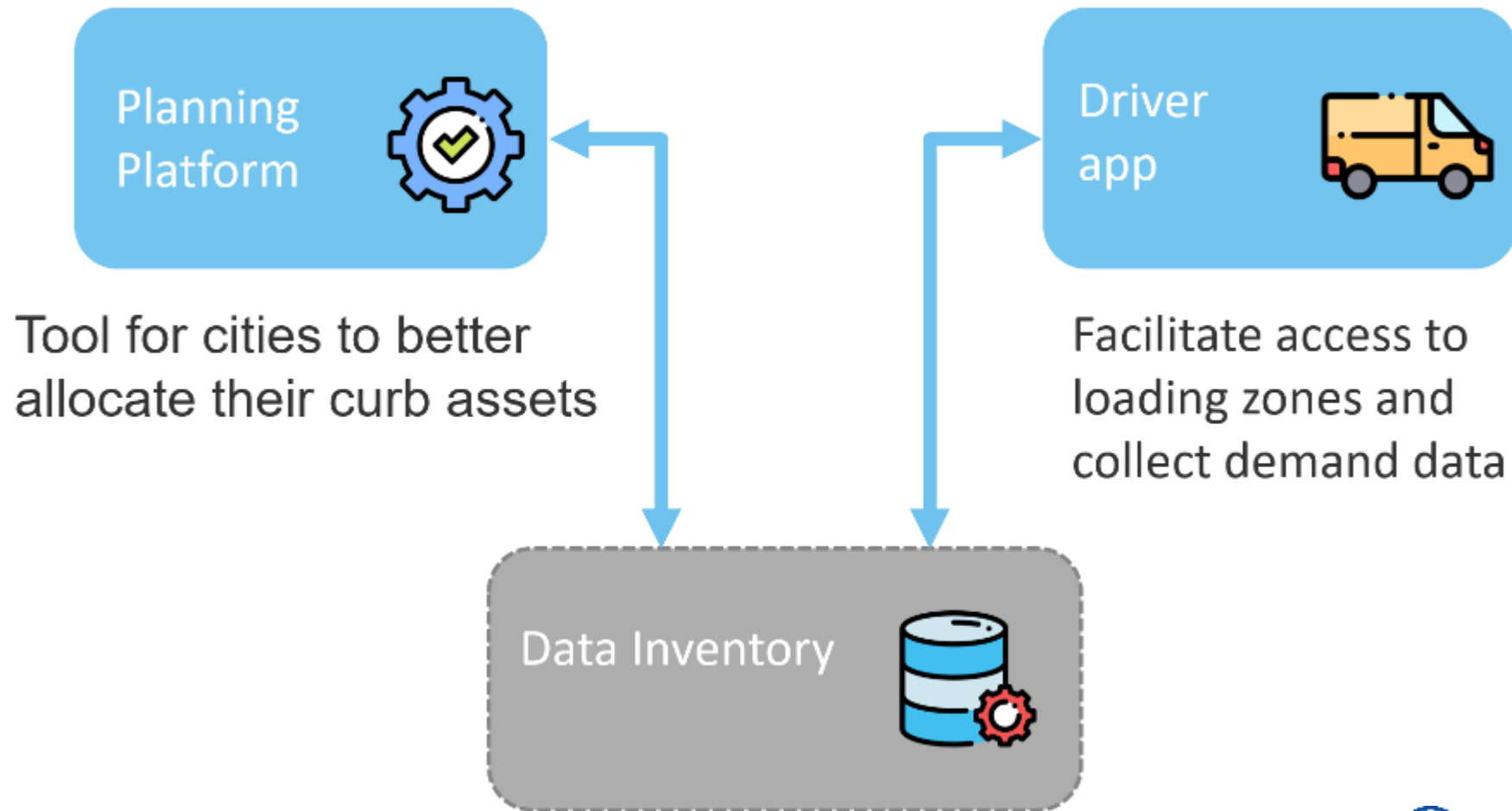


leuven



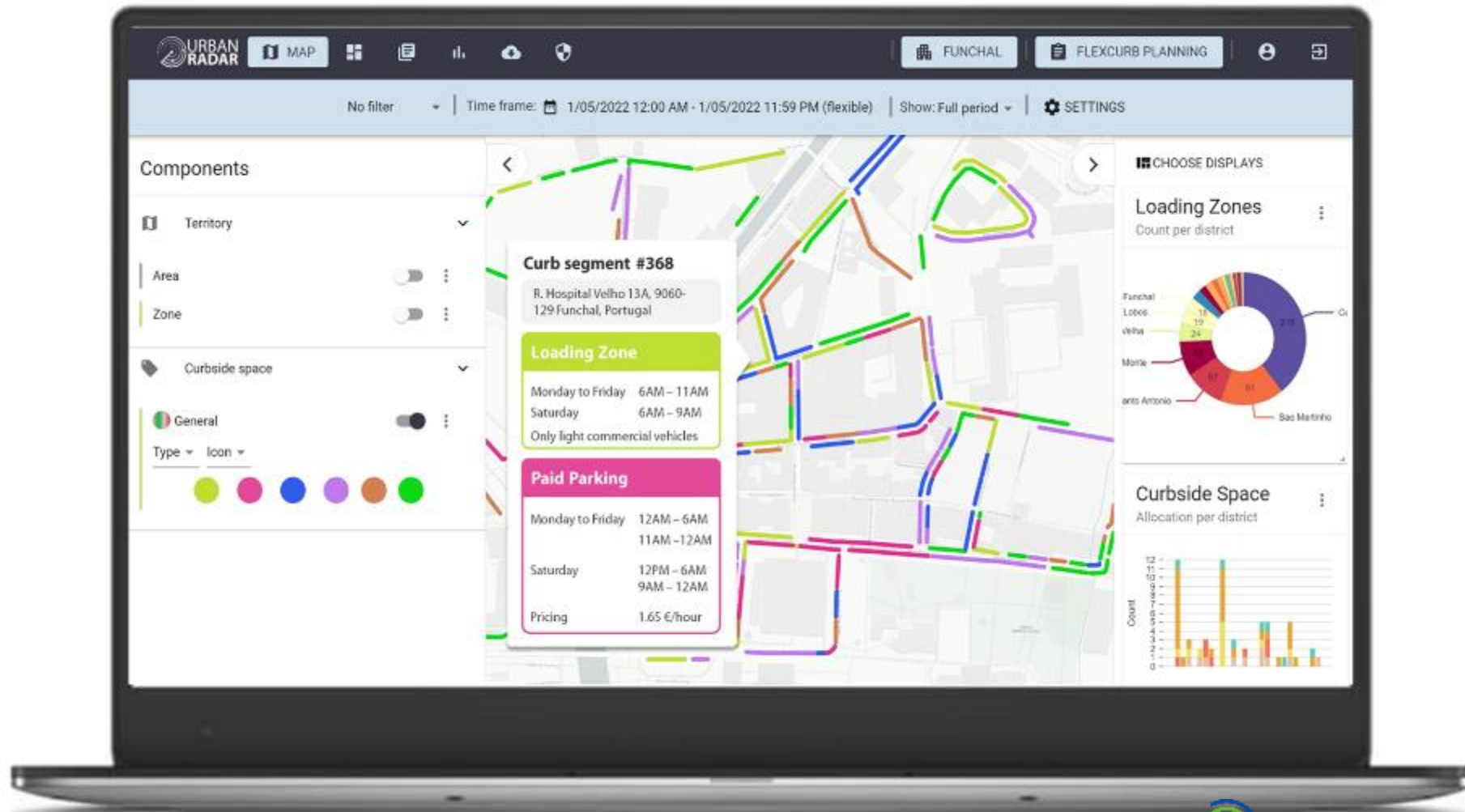
Technology solution: platform & app

= Output 1 & 2



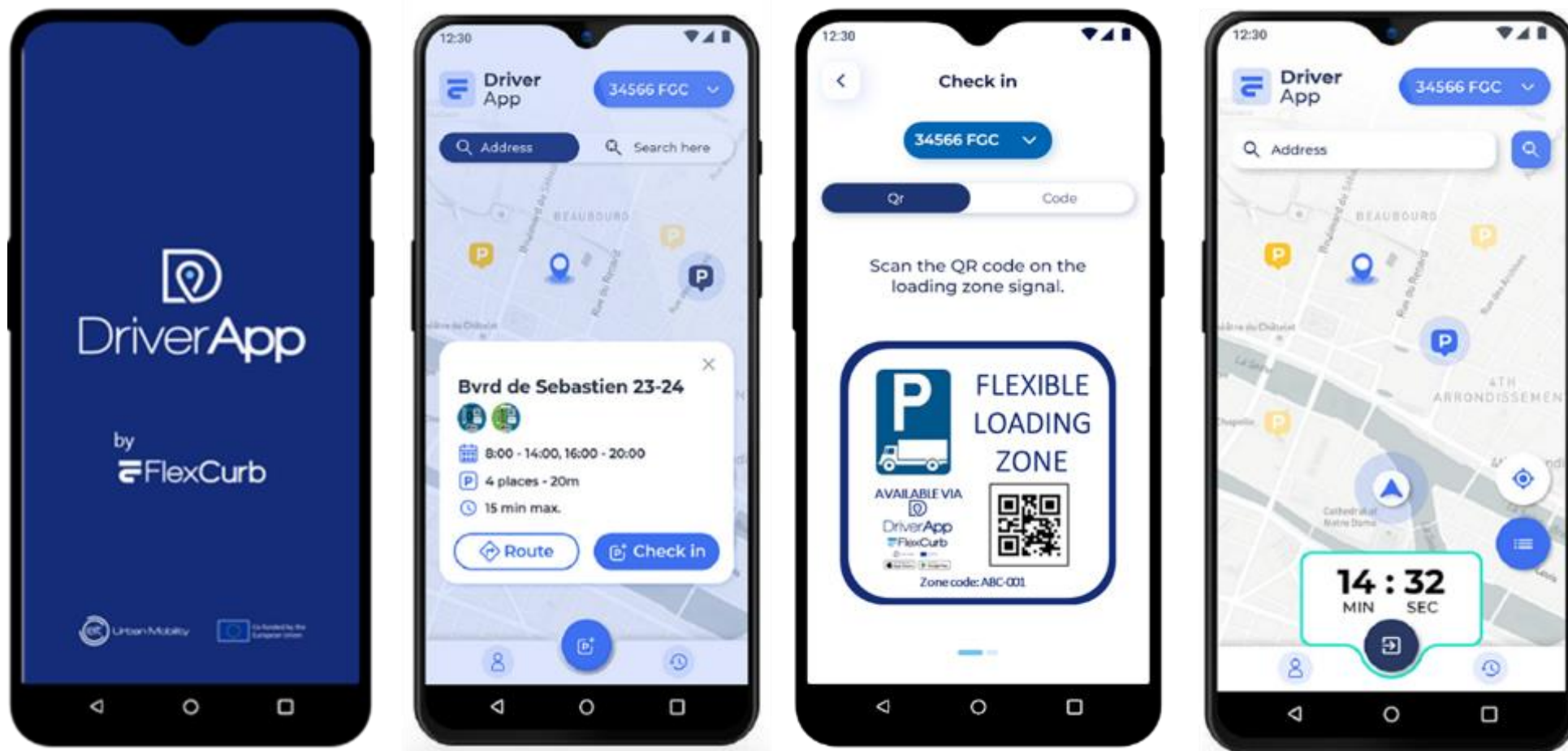
FlexCURB Planning platform

For cities



FlexCURB Driver App

For drivers (logistics service providers)



Use case Leuven

Pilot case:
flexible use of Shop & Go parking places

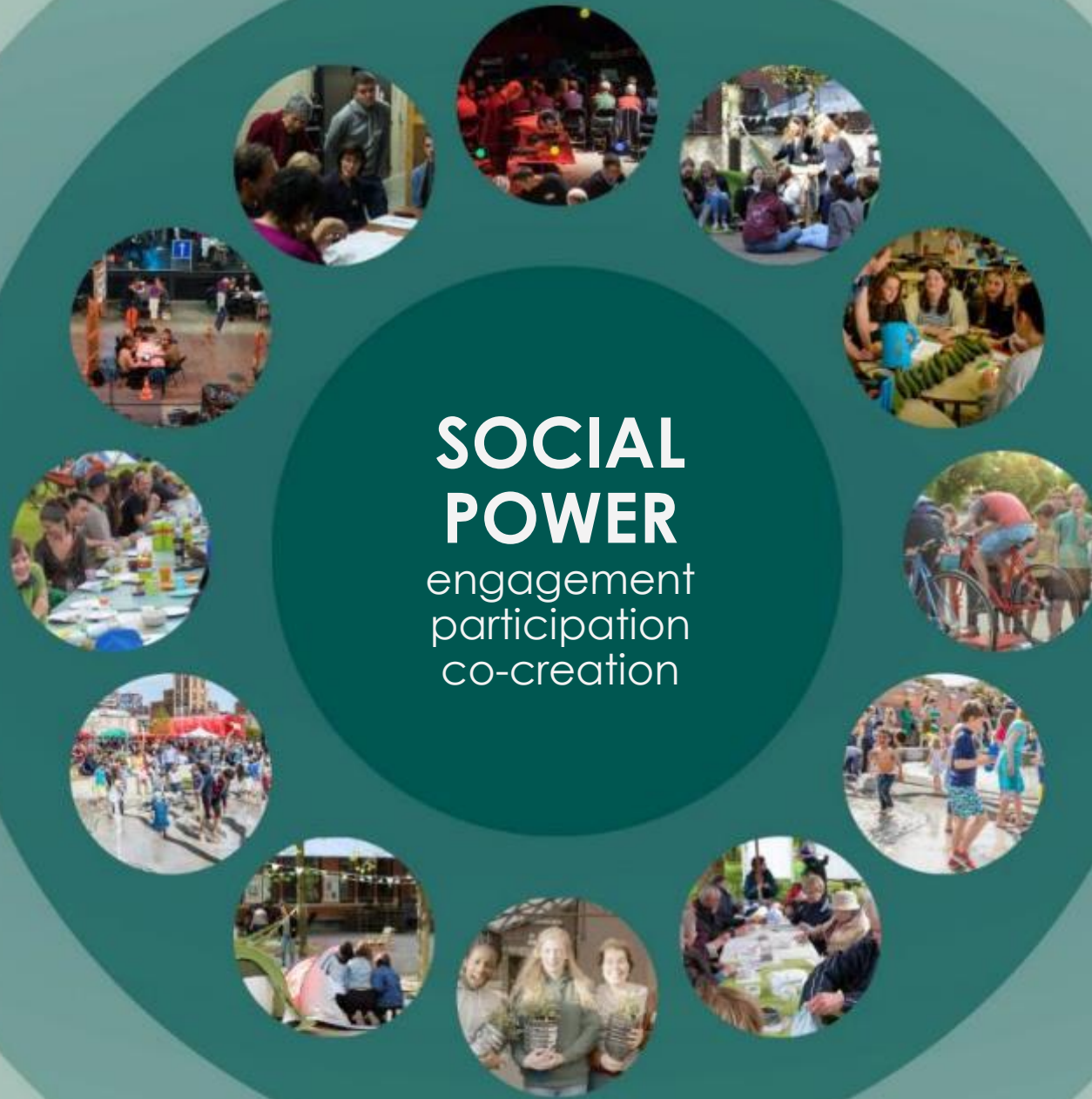


(visual by means of illustration only)



SOCIAL POWER

engagement
participation
co-creation





3 tracks for upgrading public domain

Bottom up: Straten Vol Leuven (temporary transformation squares and streets)

Co-creation: 'Kom op voor je wijk' cooperation civil servants, neighbourhood workers and citizens (participatory design and realisation)

City investments: programme public domain (experts design + participation)

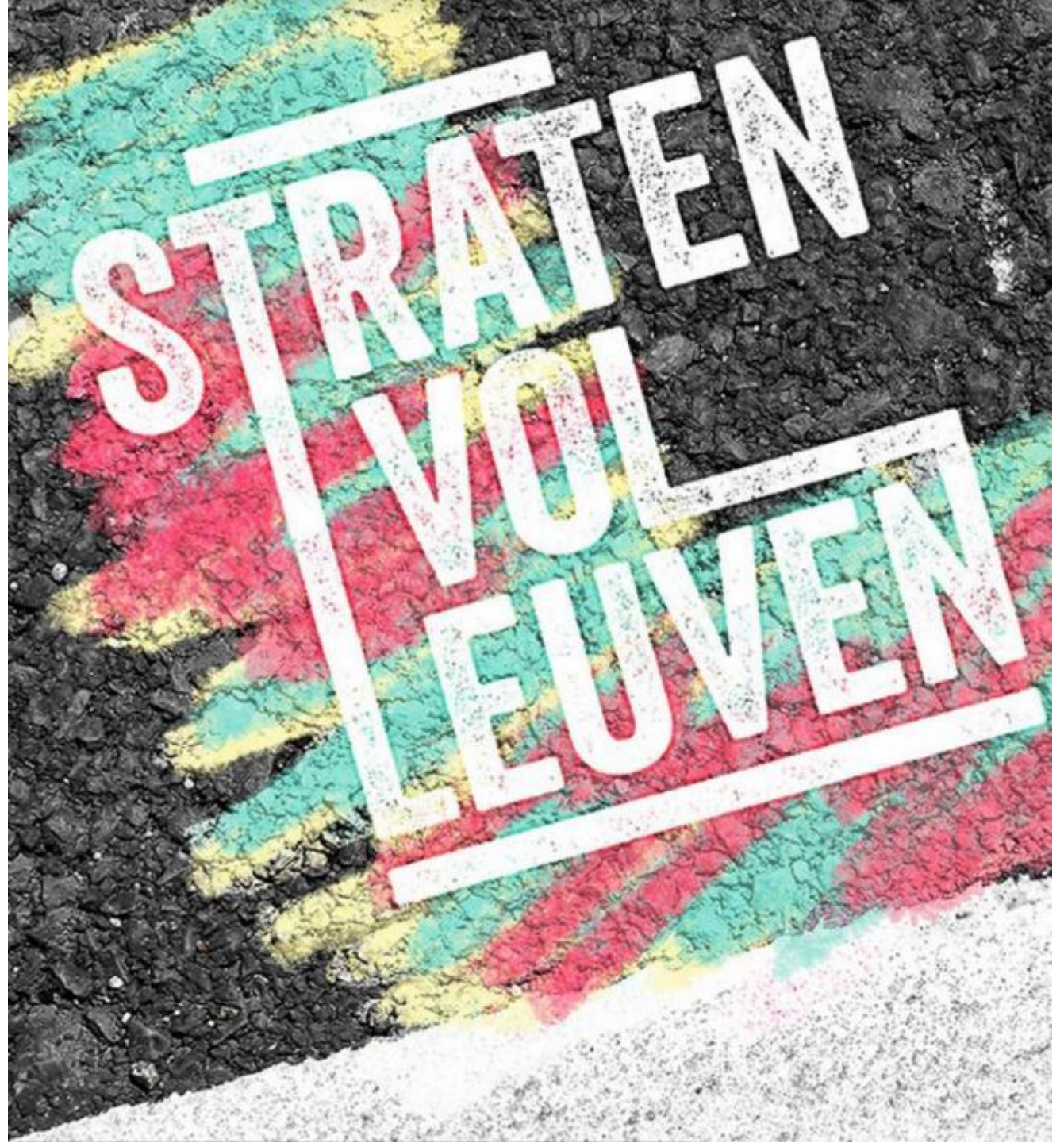


Straten Vol Leuven

Originated from Leuven Climat Neutral

Various experts (urban design, architecture, advertising, education, ...)

Circulation plan as an opportunity to transform public space



Bottom-up = Straten Vol Leuven

Transformation of a parking space to a square

In collaboration with neighborhood and schools

Temporary transformation = trial











Co-creatie = Kom op voor je wijk, neighbourhood working

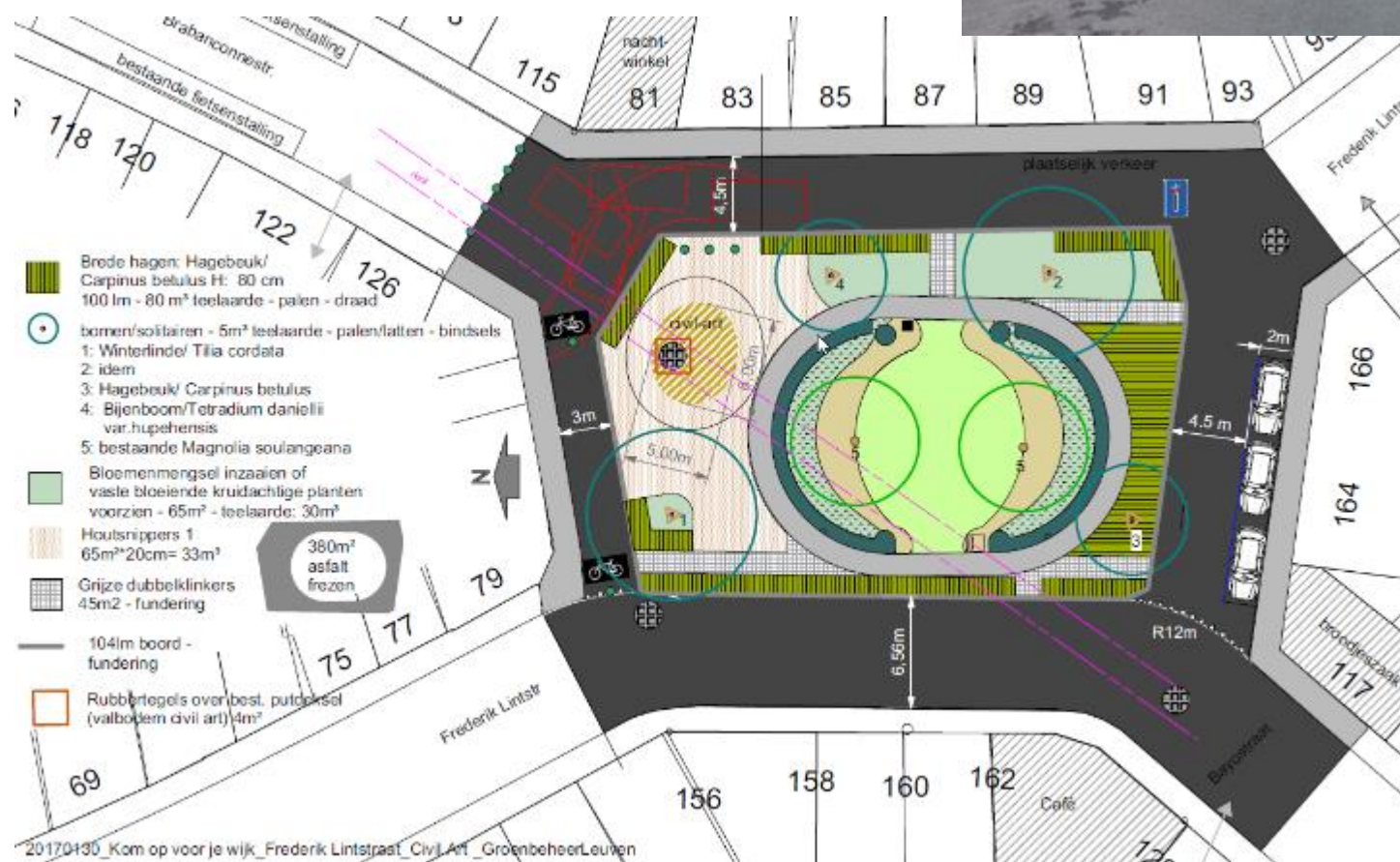
Many residential streets entered the low-traffic zone

Used by different neighborhoods to claim back the street – search together for new spatial use

Design is not starting point – neighborhood strengthening



Co-creation





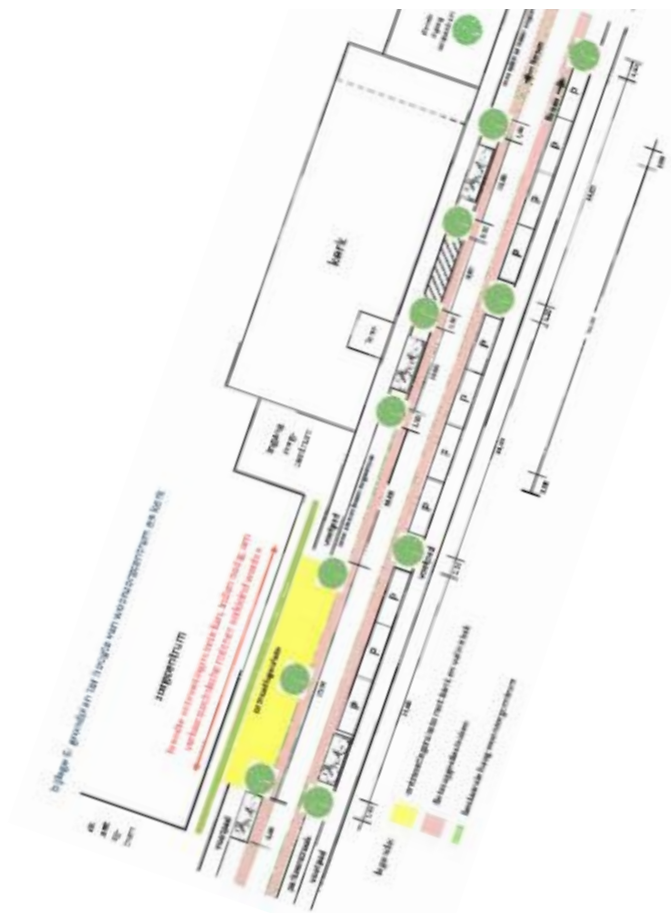
Co-creation

Brabançonnestraat: woonstraat

Vergroening

Bijkomende fietsenstallingen

Ontmoetingsplek voor het woonzorgcentrum



Co-creation

Circulation plan +50 tree elements
(traffic reasons)

Mosaic project: to connect citizens of
Leuven and refresh the public domain

Claim an element with the
neighborhood/street/school/company







City investments

Verkeersruimte > verblijfsruimte
Link tussen stadsdelen knippen



Stadsdiensten





Program public domain

Hooverplein (pedestrian area)

High parking pressure (next to largest underground car park Leuven)

Realisation of residence/event square





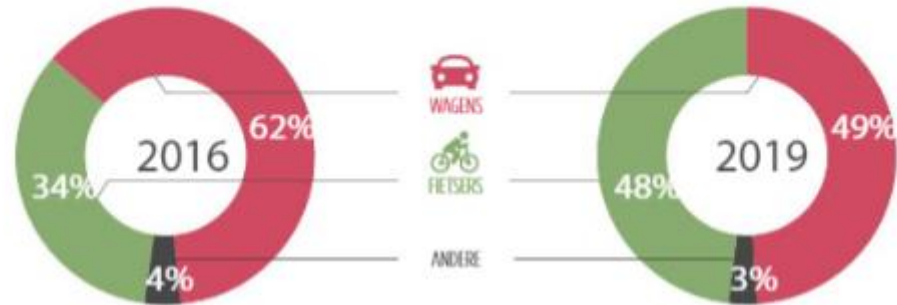


3 JAAR CIRCULATIEPLAN

MEER FIETSERS
MINDER AUTO'S



Samenstelling van het verkeer in de binnenstad



Evolutie 2016 > 2019

Binnenstad



Ring



2019

Shop-and-goplaatsen



Het aantal busreizigers neemt toe



Aantal busgebruikers
2016 > 2018

+18%

Parkeervermogen P+Bus
2016 > 2018

+89%

Circulation plan city center

- In 2016 – streamlining traffic flows while discouraging car traffic from commercial and residential neighborhoods
- After 3 years:
 - + 44 % bicycles
 - - 19 % cars
 - Increase of bus users
 - No less people in the city center

Mobility plans for the different districts

- Making traffic safer, creating room for pedestrians and cyclists, tackling cut-through traffic
- High level participation of residents in setting up mobility plans in order to grow acceptance, ownership and support for a new mobility



Belevingswaarde vergroten

