

gent:

slim op weg

**EPA-Polis workshop
Helsinki, Sept 20 2012**

Content

- Introduction to Gent
- A brief history of Mobility Planning
- Structure of the Mobility Company
 - R&D
 - Transport management
 - Traffic management
 - On street parking
 - Off street parking
 - Communication/Mobility management
 - The Loop
- Why a mobility company?

Gent



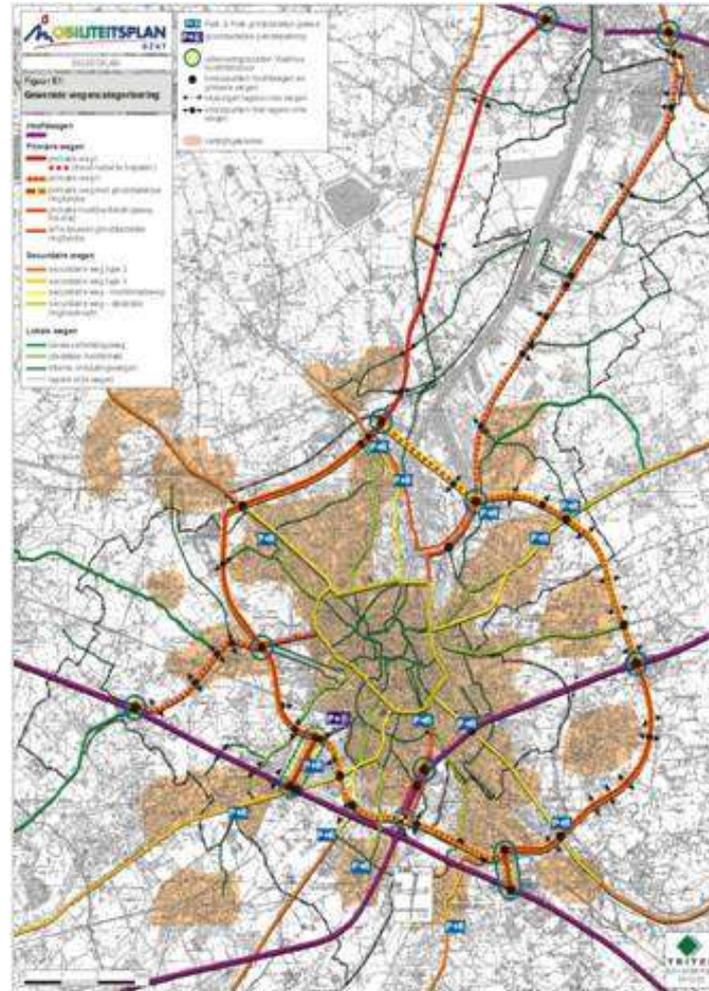
Gent in Europe



246.000 inhabitants



15.643 ha surface



650 cafés



300 schools
more than 130.000 pupils & students



More Gent

- Port of Gent :
 - 3.174 ships
 - 20.145.823 ton import
 - 4.951.929 ton export
- Employment : 158.000 people

29.000 parking places - 10 parkings



1000 km roads – 380 km cycles paths



Transport work or school in the civitas corridor (The Loop – Gent-Sint-Pieters – Korenmarkt)

Car driver	33 %
Car passenger	1,2 %
Motorcycle	0,3 %
moped	1,8 %
Bike	29,4 %
Tram/bus	6,5 %
Train	22,1 %
On foot	5,7 %

Shopping mobility in the civitas corridor

Car driver	33,1 %
Car passenger	6,6 %
Motorcycle	0,8 %
Moped	1,6 %
Bike	33,9 %
Tram/bus	10,0 %
Train	1,1 %
On foot	13,0 %

A brief history

- 1982
 - First underground parking
 - Independant City Company
- Nineties
 - Bicycle plan
 - Mobility plan
 - Mobility department
- 2012:
 - Mobility company – Internal Independant Company



DIENST MOBILITEIT
PARKEERBEDRIJF

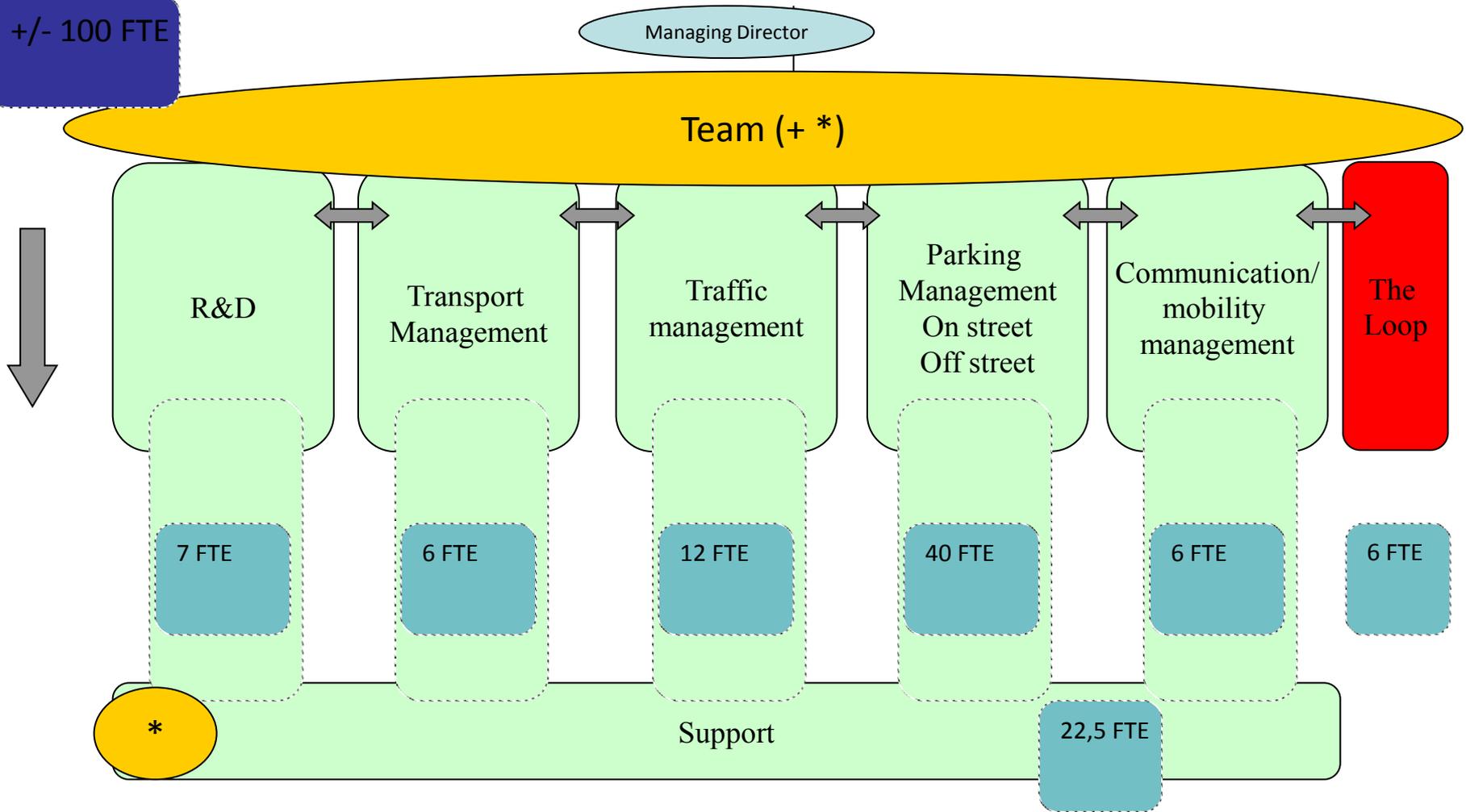


Mobiliteitsbedrijf
Stad Gent » 01.01.2012



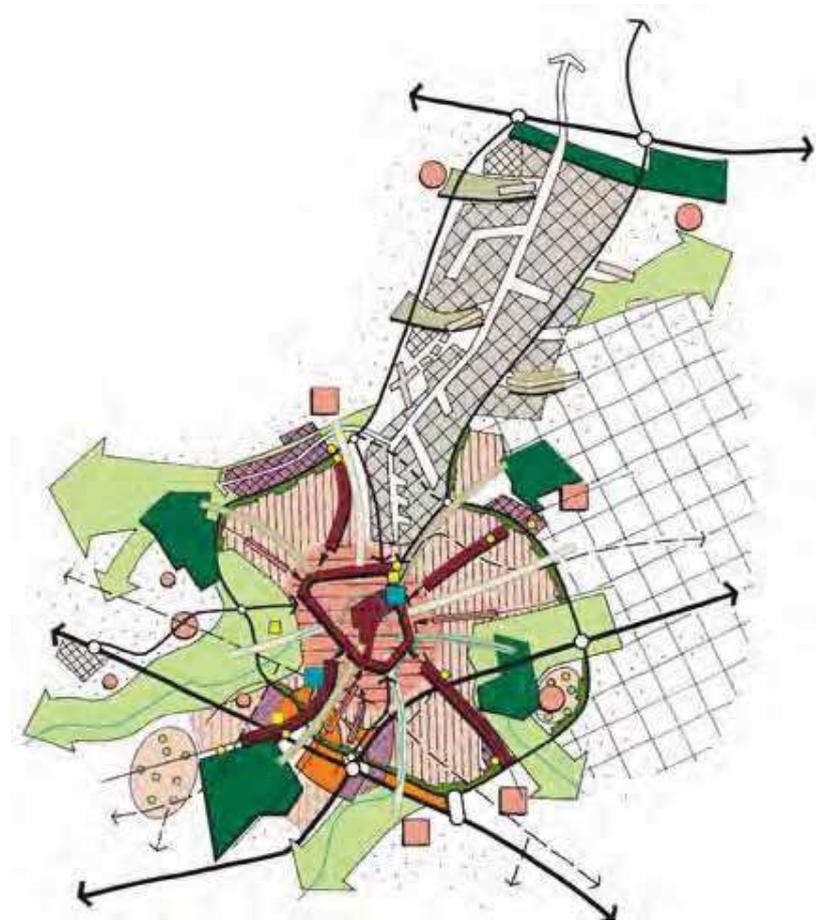
Structure Mobility Company

+/- 100 FTE



R&D (I)

- Mobility planning
 - Strategic level
 - Integration with
 - land use planning
 - Environmental planning
 - Transition
 - Parking plan 2030



R&D (II):

- European projects - Networking
- Evaluation
- Traffic modelling & GIS



DIT INITIATIEF WERD
MEDEGEFINANCIERD
DOOR DE EUROPESE UNIE

Transport management (I)

- Planning infrastructure: cycle lanes, safety measures, concepts of road design,...



Transport management (II)

- Advising land use projects (Main train station, exhibition area, redevelopment of old industrial/harbour sites,...)
- Follow local mobility problems in several quarters
- Advising building permits



Traffic management (I)

- Development traffic control centre for the Gent region
- Parking/Traffic guidance system
- Ramp metering system (public transport corridor)
- Smart mobility solutions
 - App parking guidance
 - ...



Traffic management (II)

- Policy and enforcement permits pedestrian area
- ANPR – pedestrian area



Parking management – on street (I)

- Bicycle parking policy
- Bicycle depot
 - Wrecks
 - Unattended bikes
- Bike renting for students (over 6.000 bikes)



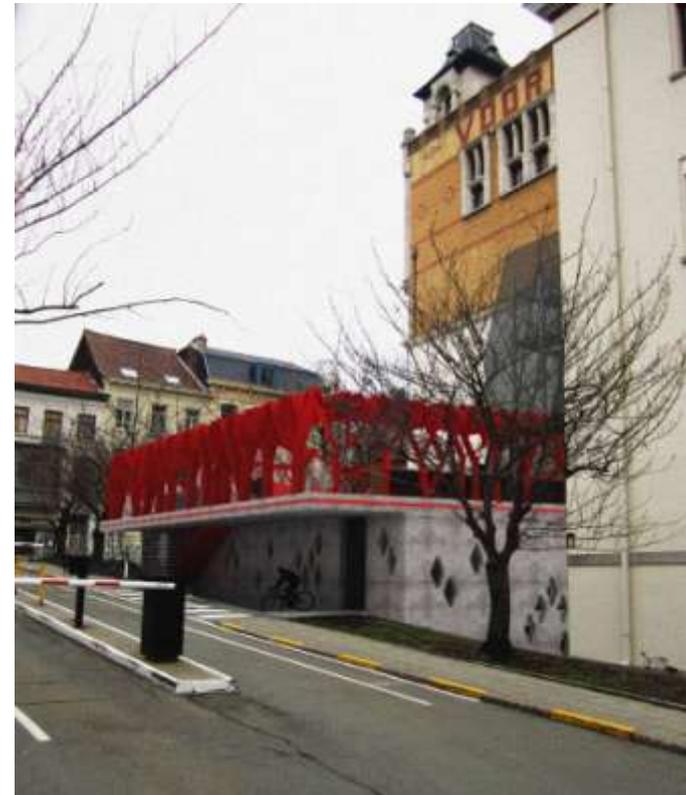
Parking management – on street (II)

- Developing parking policy (// R&D)
- Management on street parking:
 - 950 paying machines
 - Signaling, new forms of payment,...
- Enforcement: from levy to bailiff!



Parking management – off street(I)

- Developing parking policy (// R&D)
- New: exploitation of bicycle parkings
 - City Centre: 3 locations, 900 places (2013)
 - Main train station: 10.000 bicycles!



Parking management – off street (II)

- Developing policy neighbourhood parkings and P+R
- 7 underground parkings: +/- 3.400 p-pl, 2/3 of city centre capacity
- Smart parking solutions: parking detection system, parking app, smart payment,...



Communication/mobility management (I)

- Communication of measures planned/installed by other divisions (website, leaflets, maps, ...)
- Organising mobility events (eg. Car Free Day)
- Sensitisation campaigns



Communication/mobility management (II)

- Hearings, sounding boards, treatment of complaints
- Company/school mobility plans
- Event management



The Loop - +/- 500.000m²

- Study Mobility effects report + Study on parking management
- Mobility manager for The Loop
- Developing + implementing Central Parking management
- Construction/exploitation of underground parking (3.630 places)
- P+R



Conclusion: Why a Mobility Company?

- Integrated mobility planning
- Land use planning - PPP
 - Investment in Parking The Loop: +/- 50.000.000€
- Investing in mobility:
 - On street: profit +/- 7.500.000€/year
 - Bicycle parkings: +/- 8.000.000€
 - Underground parkings: break even globally
- Personnel costs
- Return of profits to City budget: 1.600.000€/year