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Cleaner and better transport in cities

ELAN

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1. Better pavements to promote walking

CIVITAS-ELAN measure 4.7-GEN is intended to **encourage people** to choose more often to walk as a healthy, comfortable and relatively quick mobility alternative. In order to increase the number of walking movements it is advisable to focus on two main axes: **infrastructural improvement and walking promotion** through campaigns and the offering of practical tools.

At first, until the end of 2009, most energy was put in a thorough investigation and data collection of the **quality of the pedestrian infrastructure** in the selected area of the CIVITAS corridor in Gent. This has led to a selection of spots and streets which are to be improved, renovated or redesigned. Within that overview a priority list was established, with an indication of the infrastructure works that should preferably be executed first. Obviously, improved pavements should be as safe, accessible and comfortable as possible.

Towards the end of the CIVITAS-ELAN-period a lot of **tangible results** are visible in the streets of Gent. The City of Gent invests in regular maintenance works to ensure the quality of the public domain. But on top of that the **'Pavement Action Plan'** played a very effective catalysing role in a city-wide improvement of well-used sidewalks or the eradication of some missing links where it was most needed.

Besides the infrastructural scope, also the **promotional aspect** is of major importance. The City of Gent has built up a big tradition in promoting cycling. Before CIVITAS walking had been neglected a bit in terms of promotion. This might seem strange, especially because there have been a lot of efforts in other aspects. Since the end of the twentieth century Gent has a 35 ha large car-free zone in the heart of the city. This has proved to be not only a blessing for cyclists but maybe even more for pedestrians who can really enjoy sightseeing, shopping, strolling through the city centre. In addition to that there is also a structural special attention in terms of safety and accessibility of the pavements.

Within measure 4.7-GEN a first walking campaign was launched in the summer of 2010. Early 2012 a first **functional 'Walking Map'** added a very practical complement that easily suggests the fastest and most advisable itinerary on foot. It is a new and important stepping stone to spread the idea that in a very walkable city as Gent, going on foot is both an attractive and an effective alternative for other transport modes.

2. Pedestrian Infrastructure

In Gent the generally defined **CIVITAS corridor** stretched from the medieval city heart down to the project zone of 'The Loop'. For measure 4.7-GEN 'Walking promotion' the scope is narrowed down and limited to the area between the historic city centre and the main railway station 'Gent-Sint-Pieters', including the main pedestrian access roads to the train station.

2.1. Data collection

In order to make rational choices in selecting pedestrian zones and streets where the infrastructure should be improved in priority, it was advisable to collect good data first. From the beginning of the ELAN project up to the winter of 2009-2010 a lot of data were assembled throughout a **variety of audits**. The engagement of different target groups was welcomed, including information from the Department of Citizen's Engagement, a student's investigation and reactions from citizens to a number of appeals.

In 2009 and 2010 several **questionnaires on walking** were organised to gather comments, suggestions and insight on mobility habits from students, citizens and commuters. These different inquiries have culminated into a priority list focusing on the **accommodation and accessibility** in the direct neighbourhood of unsafe cross points, bus or tram stops and in the neighbourhood of the railway station. It indicates clearly the status of the different problems and signals in the matter of walking infrastructure. In some cases solutions have been found and were implemented by the end of the CIVITAS project. In other cases further examination and investments are still necessary.

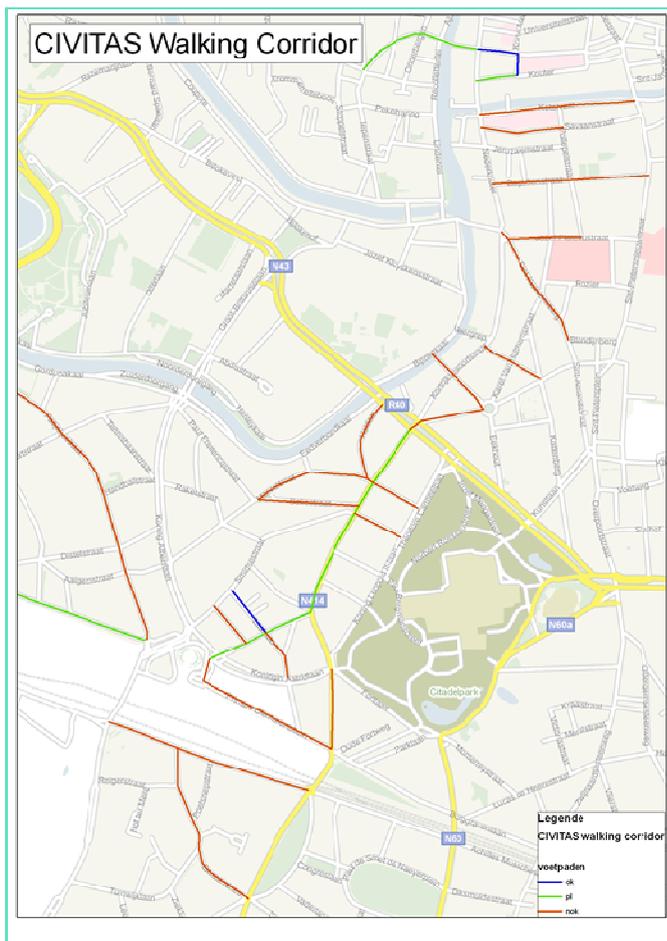
2.1.1. Walkability Index

Ugent, the city's University, was very helpful in collecting and digesting a lot of data on walking habits and infrastructure, starting in 2009.

Students of the Geography Faculty of Ugent questioned the **subjective experiences** of three groups of people within the corridor: commuters (1), residents (2) and students (3). This happened by means of a survey list on location (focus on all 3 groups) and by the distribution of an internet list (focus on group 3).

All the information gathered by the students of Ugent (filled in on location by commuters, residents or students) and given by the stakeholders was listed, mapped and analysed. This input was then compared to **field research** and the digital input of the **municipal WIS-system**. The WIS-system gives geographical GIS information about the quality and state of all street materials and pavements throughout the city.

These inquiries and the following analyses have culminated into the **Walkability index**. This priority list focuses on the accommodation and accessibility in the direct neighbourhood of unsafe cross points, bus or tram stops and in the neighbourhood of the railway station. It indicates the status of the different problems and signals in the matter of walking infrastructure.



2.1.2. Integrated synopsis

The City organised a mailing within the corridor, in the summer of 2009. All **stakeholders**, such as schools, neighbourhood groups, organisations of public transport users, homes for elderly people and day-care centres (crèches)... were listed by neighbourhood workers and they were then invited to give their **input and feedback**.

All this information was **compared to the city's main objectives** upon which innovative and standard solutions were defined. Their priority, efficiency and the general quality of the suggested accommodations were further considered. This inquiry resulted in a final priority list where only the 'best' measures were selected for implementation.

The City's Department of Citizens' Engagement provided **additional information from former audits** as well. Especially the audits organised about the future development of the main railway station Gent Sint-Pieters had a rather elaborate outcome.

In the beginning of 2010 all these different data culminated into an **integrated synopsis** that gives a detailed overview of the different problems and remarks concerning pedestrian infrastructure within the entire CIVITAS corridor. Measures were put into categories and were appointed for research or implementation.

CIVITAS Cleaner and better transport in cities		GENT		EUROPEAN UNION		gent: slim op weg	
VOETGANGERS (maatregel 4.7 Walking Promotion)							
actienr.	signaal	thema	opmerking	waar? aanvrager	Gewest? Provincie?	schets of plan ?	verantwoordelijk e datum
	Trottoir met hindernissen: de neuzen van haaks geparkeerde auto's komen over het trottoir (Tuinwijklaan, aan de pare zijde). Kan men er misschien voor zorgen dat de trottoirs op de volle breedte hindervrij zijn zodat buurtkinderen eens een blokje rond kunnen fietsen. Uitgegroeide hagen en haaks geparkeerde auto's beperken de doorgang soms tot minder dan 60 cm.	hinder op voetpaden	werd nagekeken! verkeerstechnische oplossing niet mogelijk: parkeerplaatsen kunnen niet naar achter geschoven worden want zouden dan rijweg blokkeren! enigste mogelijkheid is bewoners erop te wijzen dat hagen kort moeten ingesnoeid worden	Tuinwijklaan			Bert
88	De bussen 76 en 77 zouden terug langs de Kortrijksesteenweg tussen Sterre en St Pietersstation moeten rijden ipv langs de Voskenslaan.	project GSP bushaltes	In kader van het project GSP werden de busperrons aan het MHP ingekort en heeft De Lijn de busperrons moeten spreiden met als gevolg andere busstations en andere aanrijroutes. Tot de ingebruikname van het nieuwe busstation zal deze situatie zo blijven! Is op langere termijn te herbekijken.	Kortrijksesteenweg, station GSP			De Lijn
58	In de Hofmeierstraat, 18 woningen, jonge gezinnen. Vraag inrichten van een woonerf in de Goudenregenstraat - Hofmeierstraat en de Flamingostraat.	inrichting & voetgangersvoorzieningen	dit werd vroeger al bekeken: er kan niet op deze vraag worden ingegaan	Hofmeierstraat 8			Peter

2.2. General city approach

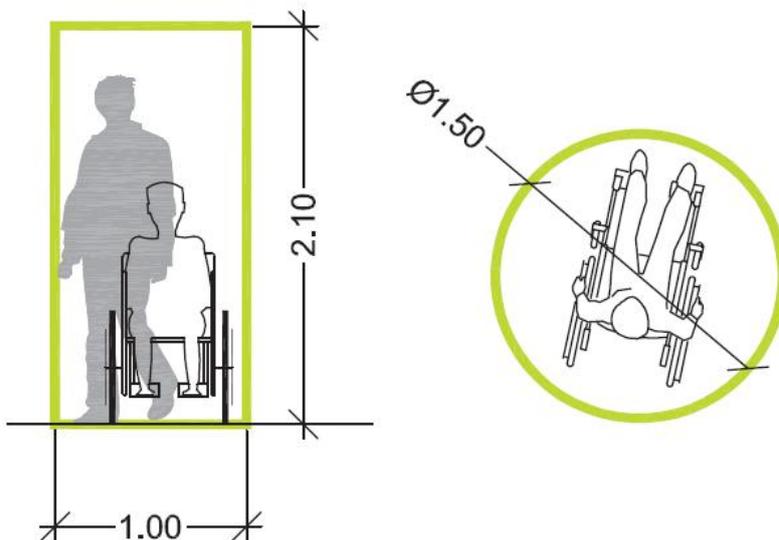
The data collection and the improvements on the pedestrian infrastructure in Gent do not stand on its own. It fits in a global qualitative approach the city has on the maintenance, renewal and construction of pavements and other forms of pedestrian infrastructure.

2.2.1. Integral Plan for the Public Space ('IPOD')

A few years before the CIVITAS-ELAN project was launched, Gent had started to define more specifically the **qualitative characteristics** the city should aim for. This project originated from the municipal Department of Urban Planning and is called the 'Integral Plan for Public Space', or 'IPOD' (in Dutch: 'Integraal Plan voor Openbaar Domein'). The IPOD is devised as a handbook with strong guidelines to achieve better quality in public space.

Evidently, pedestrian infrastructure is an integral part of the IPOD. It sets up a range of obligatory and advisable measures and technical characteristics to ensure a quality level of **comfort, safety and accessibility** for all citizens, including disabled for example.

For every adaptation of pavements or bus stops, these guidelines provide a strong handle to guarantee as much as possible a city wide quality to the **benefit of all pedestrians**.



2.2.2. Regular works

Every year a considerable volume of pedestrian infrastructure is improved on a regular basis. The renewal of streets is a **never ending project**. Whenever the entire width of a street is tackled ('from wall to wall'), the pavements are being renewed as well, with larger dimensions if necessary. In some cases, in the so-called 'home zones', the entire street is a one-level area to walk. Cars and bikes can only mix at a very limited speed (20 km/h) with the pedestrians.

The Road Department is continually occupied with the **maintenance** of sidewalks. Damaged or worn-out parts are treated as suitable.

Other **small infrastructural measures** can be the markings of zebra crossings, the widening of parts of pavements, the location of poles to prevent cars from parking on sidewalks, the lowering of the borders at some locations to facilitate the accessibility, etc...

All these small measures are the results of remarks from citizens, observations from city personnel and specific inquiries such as the data collection within ELAN measure 4.7-GEN. These adjustments will obviously continue after the end of the ELAN project.



2.3. Pavement Action Plan

In addition to the regular works of maintenance or renewal of pedestrian infrastructure, the Pavement Action Plan (in Dutch: 'Trottoir Actie Plan') was started in 2009. At the beginning there was a profound awareness that the quality of pavements in Gent was insufficient and proportionately of poorer quality than the roads. Therefore an enforced effort was needed to **speed up the improvements of sidewalks** in all parts of the city. A budget was fixed and within a four year period a large surface of pavements is given a quality injection, after a thoroughly analysed selection of the locations where these investments were most needed. In 2010 and 2011, **close to 20.000 m² of new pavements** were realised, only within this Pavement Action Plan. The first half of 2012 continued at the same pace and more is to follow.

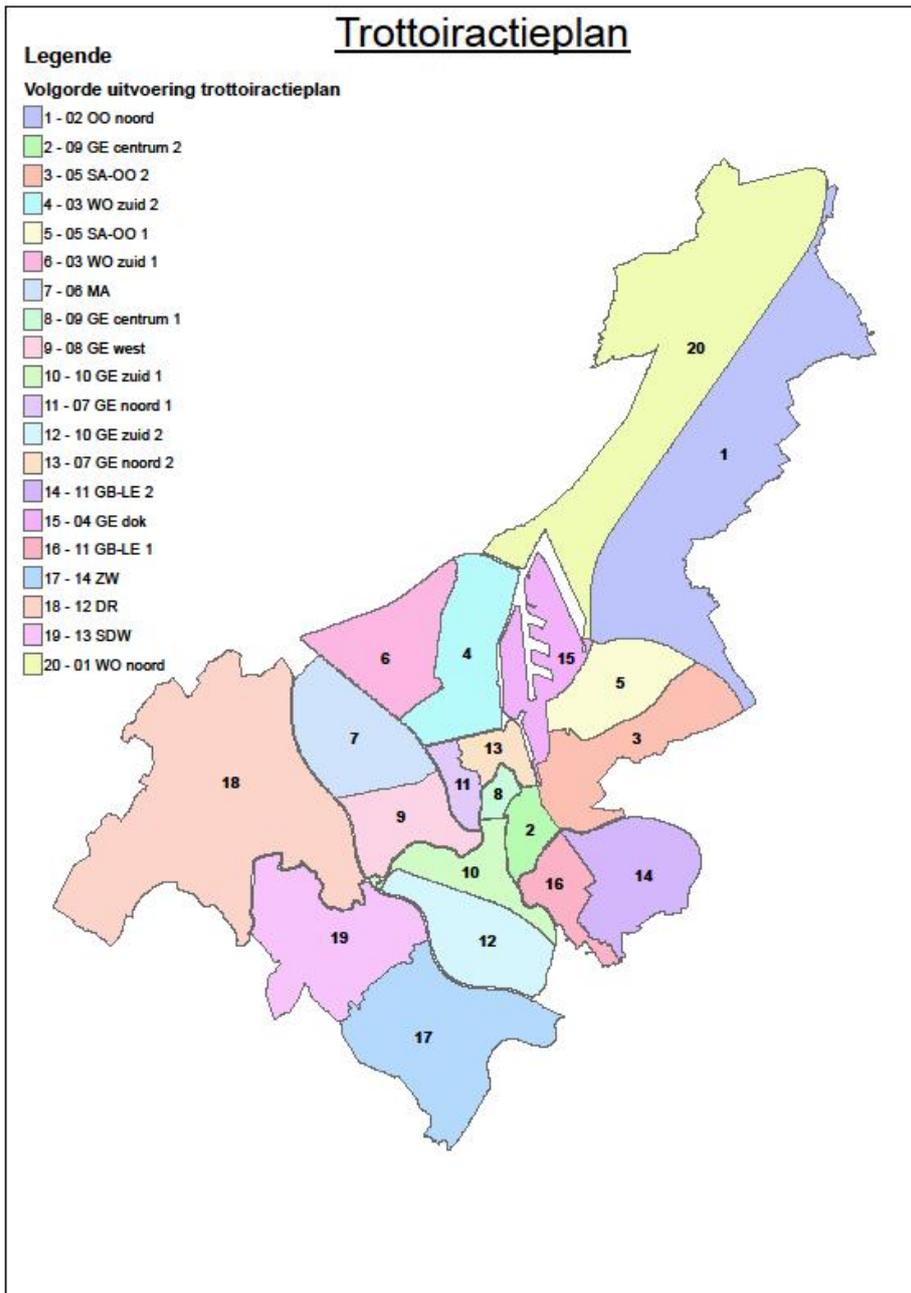
2.3.1. Global strategy

In cooperation with several other City departments, the municipal Road Department started up a very substantial and **well-structured project to analyse all pavements** and footpaths throughout the city. In this Pavement Action Plan, the aim is to rapidly and considerably improve the pedestrian infrastructure in all city zones. The Pavement Action Plan (PAP) runs for four years, from 2009 until 2013. The input of the general analysis of the Road Department comes from city departments involved in urban planning or with a close connection to the citizens (street- and neighbourhood workers, road-controlling leaders, school workers, etc.).

For all streets in Gent special **attraction points or other points of interest** are highlighted: schools, sport centres, hospitals, churches, neighbourhood centres, commercial streets, bus or tram stops, touristic itineraries, etc. Following the analyses of all these data, the results are **compared to the geographical information system** of the city. This GIS-system contains a specific layer which gives a neutral and detailed indication of the quality of the street or footpath. Specific information, such as accessibility problems, can be added to this database. This study is being made for every single city zone and results in a **selection of streets** and public spaces which are to be rebuilt in priority. The aim is to implement a package of modern solutions offering better design, access and security for pedestrians and to improve the convenience and safety.

In the Pavement Action Plan the entire surface of the City of Gent is **divided into 20 zones**. All of them are analysed. Based on the functional needs and the current quality of pavements etc., for every zone a priority list is determined with a selection of (parts of) streets where the pedestrian infrastructure will be tackled.

Within this framework of consecutive city zones, priority was given to the zones that are part of the **CIVITAS corridor**. The most northern part of the corridor (zone 8) was first discussed at the end of November 2009, the most western part (zone 9) was treated at the end of January 2010, the zone between the main railway station (Gent-Sint-Pieters) and the heart of the city (zone 10) followed at the end of February 2011. Zone 12 at the southern side of this station followed immediately after that. The actual implementation of the infrastructural measures within the CIVITAS corridor started in August 2011. In the summer of 2012, apart from a few exceptions, the planned measures have been implemented.



2.3.2. Stakeholders

For the Pavement Action Plan the Road Department of GCC introduced an **objective and technical data collection**, by means of an analysis and inquiry on pavements for the whole city. The accessibility and the quality of street material (pavement) is studied and discussed in a focus group. In this analysis the "Integral Plan for The Public Space" is used as the central guide. Besides the necessary data collection, this plan offers a vision and methodology.

The most important stakeholders were invited to be part of the focus group of the Pavement Action Plan. Different city departments gave their specialised input and presented their major concerns for the pedestrian infrastructure within every city zone. Through discussion a well-balanced categorization of 'very important', 'medium important' and 'less important' streets could be identified within every city zone. Depending on the quality status of pavements in the more important streets an objective and effective priority list could be established for infrastructural improvements in the Pavement Action Plan (PAP).

The stakeholders in those PAP-meetings are the following:

2.3.2.1. Road department ('Dienst Wegen, Bruggen en Waterlopen')

This department is responsible for the municipal infrastructure for roads, bridges and waterways. Therefore they play a coordinating role within the Pavement Action Plan.

2.3.2.2. Urban Planning Department ('Dienst Stedenbouw')

Representatives from this City Department keep an eye on the bigger picture of urban planning. They are also watching over the guidelines as defined in the IPOD (Integral Plan for Public Space).

2.3.2.3. Department of Citizen's Engagement ('Dienst Gebiedsgerichte Werking')

In Gent for every district, one or more officials are in close contact with the local citizens and organisations. This facilitates the communication between the city administration and the citizens. For the analyses of the city zones in the Pavements Action Plan, it is important to know about some specific needs and the possible importance of some less obvious walking routes.

2.3.2.4. Mobility Department ('Dienst Mobiliteit/ Mobiliteitsbedrijf')

This department is organised with a number of civil servants responsible for the mobility needs in all the different city districts. For the Pavement Action Plan, they were especially paying attention to functional walking routes.

2.3.2.5. Accessibility official ('Toegankelijkheidsambtenaar')

An adequate pedestrian infrastructure has to be accessible for all citizens, including people with prams, elderly citizens, people in wheelchairs, with visibility problems, etc. The concerns of these stakeholders were presented in the study group by the accessibility office.



2.3.3. Implementation

The **original timing** for the infrastructure works within measure 4.7-GEN proved to be **too optimistic**, partly because of the time-consuming analyses, partly because of some organisational issues. More problematic was the fact that the company in charge of the small infrastructure works did not stick to the agreed timing in the first implementation year of the Pavement Action Plan. Therefore, another company was chosen to implement the city zones within the CIVITAS corridor. In order to finish these works before the end of the ELAN project the last CIVITAS zone was rescheduled before another city zone outside of the corridor.

After the elaborate analyses of the zones within the CIVITAS corridor, the implementation of the chosen measures could finally **start in late August 2011**. Since then the pavement works continued as smoothly as could be hoped for. In some cases it was still needed to postpone a little more, because of other parallel road works in the immediate surroundings. With some exceptions, all infrastructure works that were chosen to be implemented within the CIVITAS corridor were **finished by the end of ELAN**.

Details of the implementation periods of the specific measures are presented on the following pages.

Status	Location	PAP zone	Planned start	Planned finish	Start	Finish
Finished	Bij St-Jacobs (tss huisnrs 16 en 27, achterzijde Kammerstr)	PAP 8	12-oct-11	20-oct-11	12-oct-11	20-oct-11
Finished	Beverhoutplein (kant woningen)	PAP 8	20-oct-11	10-nov-11	20-oct-11	10-nov-11
Finished	Barrestraat (kant school)	PAP 8	05-oct-11	21-oct-11	05-oct-11	21-oct-11
Finished	St-Jacobsnieuwstraat (van huisnr 10 tt nr 56)	PAP 8	29-aug-11	08-sep-11	29-aug-11	08-sep-11
Finished	Voldersstraat (onpare zijde tss Veld- en Kalandestraat)	PAP 8	28-sep-11	19-oct-11	28-sep-11	19-oct-11
Finished	Henegouwenstraat (diverse trottoirs)	PAP 8	13-sep-11	12-oct-11	13-sep-11	12-oct-11
Finished	Francois Laurentplein (pare zijde, kant Jodenstraat)	PAP 8	07-sep-11	23-sep-11	07-sep-11	23-sep-11
Finished	Bibliotheekstraat (pare zijde)	PAP 8	07-nov-11	18-nov-11	07-nov-11	18-nov-11
Finished	Nederpolder (onpare zijde tss Bisdomkaai en Kwaadham)	PAP 8	02-nov-11	10-nov-11	02-nov-11	10-nov-11
Finished	Nonnemeersstraat, Abdisstr en Godshuizenln (trottoirs)	PAP 9	21-nov-11	23-dec-11	21-nov-11	23-dec-11
Finished	Phoenixstraat (pare zijde tss Zuidkaai en beluik (nr 80)	PAP 9	14-feb-12	15-mrt-12	14-feb-12	15-mrt-12
Finished	Neermeerskaai (trottoir tss Groot Britannielaan en Offerlaan)	PAP 9	19-jan-12	02-feb-12	19-jan-12	02-feb-12
Finished	Louis Pasteurlaan (trott. Kant Bijlokesite)	PAP 9	22-feb-12	02-mrt-12	22-feb-12	02-mrt-12
Planned	Ekkergemstraat (plaatselijke trottoirs)	PAP 9	01-jan-14	31-dec-15		
Finished	Martelaarslaar (plaatselijke trottoirs)	PAP 9	09-jan-12	20-jan-12	09-jan-12	
Finished	Emile Clauslaan (diverse trottoirs)	PAP 10	23-feb-12	15-mrt-12	23-feb-12	15-mrt-12
Finished	Hofbouwlaan (trot. tss K. Van Rijsselbergheln en dienstweg)	PAP 10	01-apr-12	15-jul-12	01-apr-12	30-apr-12
Planned	Lammerstraat (beide straatzijden)	PAP 10	01-aug-12	30-dec-12		
Finished	Sint-Amandstraat (diverse trottoirdelen)	PAP 10	02-apr-12	20-apr-12	02-apr-12	20-apr-12

Status	Location	PAP zone	Planned start	Planned finish	Start	Finish
Finished	Sint-Kwintensberg (diverse trottoirdelen)	PAP 10	02-apr-12	20-apr-12	19-apr-12	04-mei-12
Finished	Verlorenkost (beide straatzijden)	PAP 10	02-apr-12	15-apr-12	03-apr-12	24-apr-12
Finished	Jozef Plateaustraat (diverse trottoirdelen)	PAP 10	14-mrt-12	30-mrt-12	14-mrt-12	30-mrt-12
Planned	Sint-Pietersnieuwstraat (pare zijde tss Bagaten en Plateaustr.)	PAP 10	01-aug-12	31-dec-12		
In process	Keramiekstraat (volledige buitenzijde)	PAP 12	15-apr-12	15-jun-12	19-apr-12	
Finished	Kortrijksesteenweg (onpare zijde tss 681 en 713)	PAP 12	15-apr-12	15-jun-12	02-mei-12	16-mei-12
Finished	Kortrijksesteenweg (pare zijde tss 616 en 718)	PAP 12	15-apr-12	15-jun-12	02-mei-12	16-mei-12
Finished	Zwijnaardsesteenweg (diverse delen tss A. Musschestr. en Uilkenstraat)	PAP 12	15-mei-12	31-oct-12	04-apr-12	06-jul-12
Finished	Zwijnaardsesteenweg (diverse delen tss Elfjulist. en De Pinteln)	PAP 12	15-apr-12	15-jun-12	11-jun-12	22-jun-12
In process	Zwijnaardsesteenweg (diverse delen tss De Pinteln en Galgn)	PAP 12	15-apr-12	15-jun-12	29-mei-12	
Planned	Ganzendries (trottoirs tss 194 en 234)	PAP 12	15-sep-12	31-dec-12		
Planned	De Pintelaan (trottoirs tss 189 en 229)	PAP 12	15-aug-12	15-dec-12		
Finished	Maaltebruggestraat (trott. Van Voskensln tot 189 (school))	PAP 12	26-apr-12	11-mei-12	26-apr-12	11-mei-12



New pavements ('Verlorenkost' and 'Voldersstraat')



New pavement parts with special material for people with visibility problems ('Sint-Kwintensberg')



Pavement still to be renewed ('Lammerstraat')



New pavement ('Henegouwenstraat')



Renewed pavements and lowered parts to increase accessibility ('Voldersstraat')

3. Walking network

3.1. Functional network

In the preparatory analyses of the Pavement Action Plan a hierarchy of functional walking routes was defined. This is not only useful to determine the priorities for infrastructure improvements. It is also a solid **starting point for a functional network for pedestrians**. Especially visitors, commuters and new inhabitants, but even citizens who have lived for a long period in Gent, are not always aware of the **most effective walking routes** or the little time it often takes in a city where distances between major locations are very walkable. A general city map and a functional cycling map already existed. More touristic walking routes existed as well, but a functional walking map was still a blind spot to be covered.

3.2. Walking map

In the large car-free area in Gent many people are used to walking, but it can still be made a more attractive alternative. In the final months of 2010 two groups of the Gent University did a small mobility research project on how a functional walking map could be created. It resulted in some interesting suggestions and a very basic first draft version of such a map.



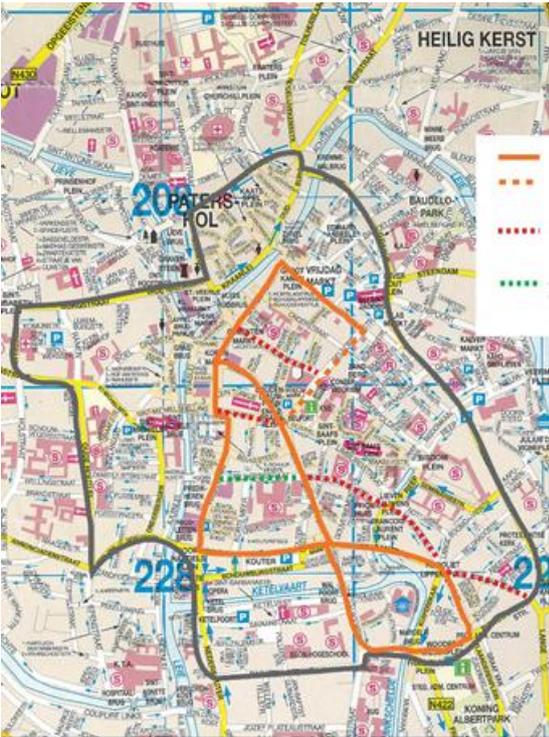
Basic network from a student project



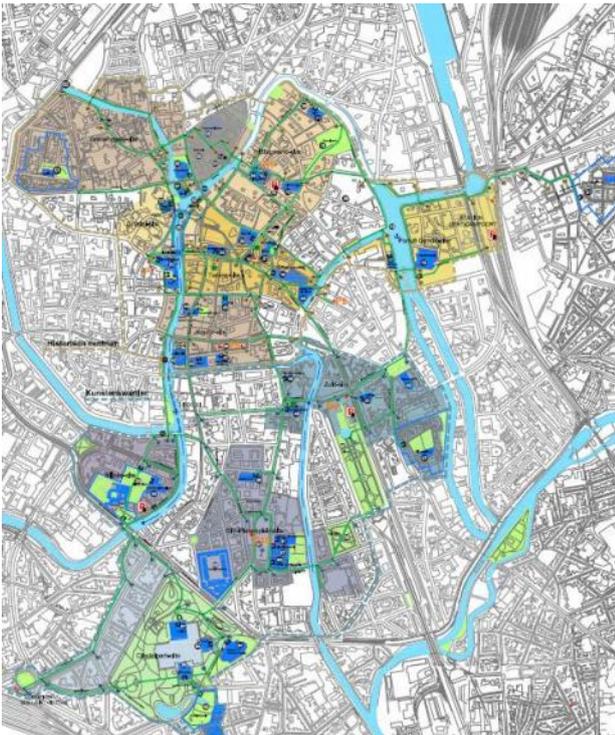
Tourist signs for pedestrians in Gent

During the course of 2011, the design of a first functional walking map was prepared as a useful and innovative addition to measure 4.7-GEN. The initial purpose of this pedestrian map was to present an efficient pedestrian network between major attractions, indicating the walking time. It was also meant to include thematic routes for shopping, tourism, etc. This new and practical walking map should also serve as a starting point for further exploitation and more applications, such as a digital online walking map and a tool for smartphones.

Within other city departments additional walking information (on accessibility, shopping, tourism and health) was assembled. This existing pedestrian information was useful to enhance and refine the walking map. Thematic routes (e.g. on shopping) add an extra value to the pedestrian map.



Rough shopping routes from the Economic Department



Earlier tourist walking network from other city departments

All this input was verified by walking the entire functional network and integrating the comments of the different stakeholders. In early 2012 the design was completed and 10.000 Gent walking maps were printed. They are distributed at several information desks, info points and public venues to the different target groups. As a result of the huge demand 10.000 more will be printed in the summer of 2012.

The walking map consists of a pedestrian network in the large central part of Gent. Short, efficient and qualitative routes link together a number of locations. These selected locations are logic origins and destinations for pedestrians. Each route indicates the walking time (at a speed of 4.3 km/h). This presentation of the network makes it easy to estimate how many minutes walking it will take from point A to B.



Image of the shopping routes on the Walking Map



Detail of the Gent Walking Map, including a large part of the CIVITAS corridor

3.3. Walking promotion

CIVITAS-ELAN measure 4.7-GEN also focused on walking promotion as a means to **improve the perception of walking**. It should not only be considered as a possible leisure habit but also as an attractive mobility means in everyday life.

In the first two weeks of June 2010 a **first walking campaign** was organised in Gent. Large posters were visibly spread over Gent. The baseline of this campaign was the double layered slogan 'Gent, stad van mijn voeten – alles op wandelstand' ('Gent, city of my feet – all at walking distance'). It was a combination of posters, postcards and a photograph competition. The accompanying photograph competition resulted also in a significantly higher number of hits on the website www.civitasgent.be. More than 200 citizens participated, and 168 citizens contributed with valuable photographs for the competition.

There were also links and interactions between this action and other city initiatives inside (e.g. measure 4.10-GEN) and outside the CIVITAS-ELAN programme (the health campaign '10.000 steps' that focuses on the health advantages of walking).



The CIVITAS walking measure had a **catalysing effect** on the growing awareness of the importance of walking. The annual Car Free Day in September puts a strong emphasis on walking as well, including a large number of guided walks. And **important city events** such as the extremely popular Gent Festival ('Gentse Feesten') in July or the Light Festival ('Gent Licht Festival') advance the alternative of walking and suggest coming on foot ('te voet' in Dutch). The important cultural city event 'Track' (from May to September 2012) even distributes the new walking maps because it fits in the concept of visiting art projects spread over different city quarters.

4. Future plans

4.1. Pavement Action Plan

As explained in chapter 2.3.3 on the implementation of the Pavement Action Plan, almost all selected measures within the CIVITAS corridor were **finished by the end of ELAN**. The remaining works will be implemented in due time. Investments in the pedestrian infrastructure for many other city zones will follow as well.

4.2. Walking Map

This new functional walking map only exists as a paper version, but there is a lot of room for upscaling the format as well as the distribution channels. It is a starting point for further development and more applications, such as a digital online walking map and a tool for smartphones.

4.2.1. Technology

The older Gent cycling map has evolved into a digital route planner thanks to CIVITAS-ELAN measure 8.10-GEN. A comparable upgrade of the map in paper to a **digital online walking map** is aimed for. One extra feature would be an **application** for smartphones which would be a very user-friendly tool to promote walking in Gent.

4.2.2. Distribution and target groups

Due to the big demands in the first months, another 10.000 copies of the walking map will be printed in the summer of 2012. It is very likely that a new **reprint** will be necessary once a year. Probably in the near future the surface of the walking network will be **extended to a larger area** of Gent.

In collaboration with the municipal Economy Department the walking map will be promoted at the occasion of the next '**evening shopping**'-event in the second half of 2012.

The walking maps will be systematically integrated in information packages to **new citizens** and **expats** in Gent.

In early September 2012 a meeting is scheduled with civil servants working on **health** improvement. Possibly new distribution chains will be agreed upon.

4.2.3. Visibility

Large scale versions of the functional walking map will be attached to walls in the municipal parking garages. In this way visitors will not only be able to easily find their location and destination. But they will also see how many walking minutes it will take them.

Other possible locations will be explored, such as public transport stations, schools, hospitals, hotels, etc.