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1. Introduction

This Deliverable provides information on the implementation status on small infrastructure works concerning the cycle infrastructure in the CIVITAS-ELAN corridor. This is part of the measure 5.6-GEN Safe cycling corridor.

Since the beginning of CIVITAS-ELAN the Gent City Council has been in constant communication with its citizens. The Gent City Council has been performing a safety audit on the cycling infrastructure. This was done in an objective (study) and subjective way. The subjective way involved the opinions of the Gent citizens. Suggestions, problems and other remarks concerning the Gent cycle infrastructure have been collected through questionnaires, online forms, Q&A sessions, postcards, etc. All these suggestions, problems and other remarks were listed and priorities were set. The necessary infrastructure works were then integrated in the overall department's list of infrastructure works. For as well the objective investigation as the subjective investigation the Gent University supported the Gent City Council.

Campaigns have as well been organised concerning safe cycling.

2. Measure 5.6-GEN Safe cycling corridor

2.1. Objectives

The City of Gent has been working on the cycle infrastructure and the promotion of cycling for fifteen years now. There is a widespread cycle infrastructure as well as leisure and functional routes across the city, but often the routes show gaps at unsafe crossings or junctions.

With this measure the Gent City Council aims at filling in these gaps wherever possible.

The aims of this measure are the following:

- Provide good alternatives to the use of private and individual cars and encourage the use of bicycles by improving a decent and safe bicycle infrastructure.
- Lessen dependency on the car.
- Foster a climate that is receptive to alternatives to the car.
- Ensure the transport system complements good health and well-being.

2.2. Innovative aspects

The innovative aspect of this measure is the incorporation of cycling measures as complementary initiatives within the targeted demonstration corridor as well as the introduction of measures to give priority to safe cycling movements, e.g. reallocation of road space, surface treatments, changes to junction priorities and timings, etc.

3. Objective investigation

In October 2009 students started with the objective investigation of the bicycle infrastructure in Gent. They measured a whole range of bicycle paths along the CIVITAS corridor, starting in the south of the city (Sterre). 28 streets and 8 crossings were measured.

3.1. Bikeability index

The bikeability index was conducted by students of the Geography Faculty of Gent University, measuring 28 streets and 8 crossroads.

They gave the different aspects of bicycle paths different scores regarding their safety (width, recognisability, separated from the road or not, traffic lights at crossings, etc.) and comfort. Then they determined an index to be able to put all the different results per bicycle path together and gave every bicycle path an overall score.

They gave the different aspects of streets a score between 0 (very bad) and 1 (very good):

- Presence of bicycle facilities:
 - Yes: 1
 - No: 0
- Type of the bicycle path:
 - Bicycle suggestion path: 0
 - Footpath-parked cars-bicycle path-street: 1
 - Footpath-bicycle path-parked cars-street: 1
- Width and width in between:

Width (cm)	Score	Width in between (cm)	Score
< 150	0	< 25	0
>150 – <175	0.5	>25 – >50	0.5
≥ 175	1	≥ 50	1

- Kind:
 - One way: 1
 - Two ways: 0.5
 - No bicycle facility: 0
- Separated from the road:
 - Yes: 1
 - No: 0
- Accentuation:
 - Yes: 1
 - No: 0
- Markings:
 - Yes: 1
 - No: 0
- State of the path:
 - Good state: 1
 - State ok, but badly maintained: 0.75
 - Badly accessible, maintenance ok: 0.25
 - Bad state: 0
 - Fallen leaves: 0.75
- Parked cars:
 - Yes: 0
 - No: 1
- Bicycle sheds:
 - Yes: 1
 - No: 0
- Bicycles parked against walls:
 - Yes: 0
 - No: 1

They did the same for the different aspects of crossroads (0: very bad, 1: very good):

- Separated/ protected for the road:
 - Yes: 1
 - No: 0
- Bicycle facility:
 - Yes: 1
 - No: 0
- Kind of crossroad:
 - Crossroad with priority road: 0

- Crossroad with priority from the right: 0.5
- Crossroad with traffic lights: 1
- Roundabout: 0.25
- Width between the strips:
 - Yes: 1
 - No: 0
- Markings:
 - Completely: 1
 - Partially: 0.5
 - No: 0
- Accentuation:
 - Red coating or other: 1
 - No accentuation: 0
- Conflict:
 - Conflict with cars, pedestrians, etc.: 0
 - No conflict: 1
- Separate lane:
 - Enough space: 1
 - Not enough space: 0
- Waiting time at the crossroad:
 - < 20 sec: 1
 - > 20 sec: 0

Overall the researched bicycle paths scored well. But it is very important to remark that for the bikeability index they only looked at the bicycle paths and not at the amount of traffic, the speed of traffic, etc.

Especially the bicycle paths between the main railway station and the university and college faculties deserve special attention.

4. Subjective investigation

The subjective enquiry was conducted at different levels, as well in the fall of 2009.

4.1. General Enquiry

Inhabitants of the CIVITAS corridor (also the elderly, companies and daily-care centres) were addressed. They received a letter with some information on the CIVITAS-ELAN project, the campaign and a list of questions (see annex 1). They could fill out the enquiry and send it back to the Gent City Council or fill it out online. Most people choose the online version.

The enquiry was online during the month of October 2009.

A lot of suggestions were submitted on new possible bicycle paths. Also remarks were given on existing bicycle paths and dangerous crossings for cyclists.

57 people and organisations were addressed. 12 correspondents filled out the form, which means that almost 25% answered the call for suggestions.

4.2. Enquiry to Schools

The schools were addressed by Stijn Coessens, former Measure Leader of measure 4.3-GEN (Mobility Plans for Schools). The pavement conditions, as well as the bicycle path conditions from and to the schools were questioned (see annex 2). The response rate was satisfactory. 48 primary and secondary schools were addressed and 12 schools filled out the enquiry thoroughly, which is also 25%.

4.3. Input from Community-Based Planning

To decide which citizens to address information was received from Community-Based Planning. They sent the Gent City Council a list with names (see annex 3).

They also contributed a report from a participatory debate they organised in April 2009. The debate concerned the mobility and living situation in the railway station neighbourhoods. Some people had remarks on the lack of safety of certain bicycle paths, which were all included in the safety audit conducted in this measure.

4.4. Students questioned by students

Students from the Geography Faculty of Gent University made an enquiry on the students' experiences of cycling and walking in Gent (see annex 4). The enquiry was sent out by email in the week of 23 November 2009 and 50 students could win two movie tickets when filling out the questionnaire. During the first week of December 2009, the students started to process the results. It was decided to give the students more time to fill out the questionnaire, because the response rate after one week was only 5%. To increase representativity, students could fill out the questionnaire until the end of December 2009. By then, 3,500 completely filled out questionnaires were received (out of the total of almost 4,000 received questionnaires).

These are the most important results coming from the questionnaires:

Most important reasons for students not to take the bicycle:

- Bad weather conditions
- Distance
- Not enough loading capacity
- Safety

Impulses to use the bicycle more often:

- Better bicycle paths
- More bicycle paths

4.5. Extra initiative at the CIVITAS Happening

On the first CIVITAS happening in Gent (21 November 2009) postcards (see annex 5) were distributed to all the passers-by. On the postcard they could fill in some good things about the Gent mobility, and some bad things. These results were also included in the safety audit, when they concerned bicycle problems.

4.6. On-going actions in 2010 and 2011

On the Car Free Days of 2010 and 2011 the Gent City Council continued spreading and collecting the postcards. These results were also always included in the safety audit.

5. From investigation to implementation

Once all the above-mentioned results were gathered, they were all put in a long list of 192 possible necessary improvements in the Gent cycle infrastructure.

It is important to mention though that some of these action points were not situated in the CIVITAS-ELAN corridor or feasible within the CIVITAS-ELAN timeframe or not considered as a priority.

From the 192 action points, 68 were selected and investigated by the Mobility Department of the Gent City Council.

For these 68 action points the following actions were taken:

- 31: small infrastructure works implemented.
- 2: small infrastructure works planned, but not yet implemented, timing is unsure.
- 20: were investigated and not considered opportune for implementing adaptations. A lot of them concerned streets where there is a speed limit of 30 km/h. In those streets there are never bicycle lanes as it is not considered necessary. Traffic in those streets is always mixed, and it is a well-known concept in Belgium.
- 15: infrastructure works are planned, but are part of larger development plans, and therefore will not be implemented within the CIVITAS-ELAN timeframe.

5.1. Overview of the implemented small infrastructure works

5.1.1. Kunstlaan

When contacting the citizens on how they experience cycling in Gent, several citizens suggested a better cycling path in the Kunstlaan. The Kunstlaan is an important part of the route to go to the Gent University and the Gent Colleges. It is situated in the middle of the university area. In October 2009 a cycling path in between the two driving lanes was constructed.

Picture 1: Cycle lane in two directions in the Kunstlaan



5.1.2. Crossing Fortlaan-Krijgslaan-E.Clauslaan-Parklaan

This crossing received a negative score in the bikeability index because it is too dimensioned. The over-dimensioning was solved by applying driving-away areas. The situation is still not ideal, but it will improve even more thanks to the redesign of the bus stop.

The cycling lane on the other side of the road has also been secured. The crossing of the Parklaan will be secured and shortened by bulging out the bus stop.

Picture 2: Situation at crossing with driving-away areas



5.1.3. Dunantlaan

In the Dunantlaan the cycle lane was in a very bad state and has now been redesigned. The bus stops have also been bulged out. As a result cyclists are no longer obstructed by public transport users which makes the situation a lot safer. This is an important cycle lane, because of the closeness of a large hospital and university faculty.

Picture 3: New cycle lane and bus stop in Dunantlaan



5.1.4. Europalaan

The cycle lane in the Europalaan had a very large difference in level between the street, the cycle lane and the footpath. The bump was very uncomfortable for cyclists; therefore the cycle lane received a negative score in the safety audit. The cycle lane was redesigned, now cycle lane and footpath are at the same level.

Picture 4: Cycle lane Europalaan



5.1.5. Woodrow Wilsonplein

A complaint that reached us a couple of times through the Gent schools was the confusing situation at a square (Woodrow Wilsonplein) in the city centre. There is an important public transport hub and Kiss&Ride on the square, where a lot of school children pass every day going to school or returning home. The Kiss&Ride created confusion amongst drivers and cyclists, because they shared the same strip of the street. The Mobility Department proposed a solution after consulting the nearby schools. It was decided to keep the Kiss&Ride, but to mark a strip for cyclists. The Gent City Council already received positive feedback on this measure. Now the car drivers are well aware of the place reserved for the cyclists. The concept of a Kiss&Ride zone was once more communicated to the car drivers.

Picture 5: Cyclist marks at Woodrow Wilsonplein



5.1.6. Crossing Bagattenstraat-Sint-Pietersnieuwstraat-Lammerstraat

This is a very important crossing on the way to some schools. Streets all go uphill. At the beginning of the Lammerstraat there are traffic lights, but a normal cyclist cannot cross the crossing on top of the hill without having to stop again at the traffic lights uphill. This is not a very comfortable situation. The traffic light cycle was studied and has now been optimised. As a result cyclist can go up in one time at an average speed and will not be stopped by a red traffic light.

5.1.7. Zilverenberg-Kalvermarkt

A large secondary school is situated at this crossing. The state of the street and footpaths are very bad. There is no cycle lane, because it is a zone 30. But there are a lot of school children going to school by bicycle. The whole crossing and some of the adjoining streets will be completely redesigned and the neighbourhood will become a residential area (woonerf) with restrictions to slow down traffic. That makes it a lot more comfortable and safer for the children to go to school. The works started in March 2011 and were finished in summer 2011.

5.1.8. Kortrijksesteenweg

The Kortrijksesteenweg is a very important axis between the main railway station Gent Sint-Pieters and the city centre, and is also the main axis of the CIVITAS-ELAN corridor. This axis (including Kortrijksepoortstaart-Nederkouter) is also serving tram line 1 and a lot of cars going into and coming from the city centre.

The redevelopment of this axis started on 19 October 2009 and finished on 2 December 2011. It also involves the access restriction system which is part of the ELAN measure 2.2-GEN Improved public transport levels.

Picture 6: Kortrijksesteenweg – before and after



5.1.9. Timichegtunnel

Since the finalisation of the Fabiolalaan, there is a safe and extra cycling route to cross under the railway station. The Timichegtunnel was redesigned and reopened recently. Now cyclists can go safely from the front of the railway station to the University College at the back.

Picture 7: The new tunnel with the cycle lane (two directions) on the left side



5.1.10. Kortrijksepoortstraat

As mentioned above the Kortrijksesteenweg is part of the main axis between the main Gent railway station and the city centre, the Kortrijksepoortstraat is also part of this axis.

The Kortrijksepoortstraat is a rather small street with tram tracks on both sides. In between the tram tracks of one side were cobble stones. This made it very difficult and dangerous to cycle there. The cobble stones were replaced by a layer of asphalt. This makes it safer to cycle there.

5.1.11. Crossroad Henleykaai-Jan Palfijnbrug

The redevelopment of this crossroad is part of the complete redevelopment of the axis Kortrijksesteenweg-Kortrijksepoortstraat. The works started in June 2011 and finished at the beginning of December 2011.

This is also part of the access restriction system.

5.1.12. Strandloperstraat

The curb was lowered and the cycle lane renovated at the beginning of September 2011, this is part of the extension of the cycle route between Sint-Denijs-Westrem (a Gent suburb) and the main railway station.

5.1.13. Visserij

The Visserij is a very important cycle axis, going from the suburbs at the eastern side of Gent to the city centre. In autumn 2010 communication towards the inhabitants started about the possible installation of a cycle street in the Visserij. The inhabitants of the street were informed through two letters and asked to give their opinion. An information market was organised to discuss with inhabitants and the decision was officially taken that the street would become a cycle street (where cyclists have priority).

The concept of the cycle street is that cars are only guests there, so the cyclist has priority. The Visserij is the first cycle street in Belgium and after a period of habituation people are becoming more and more familiar with the concept. The Visserij used to be a street with mixed traffic and a speed regulation of 30 km/h.

Picture 8: Visserij – Cycle street and street sign



5.1.14. Leopold II-Laan

The speed limit in the Leopold II-Laan (neighbourhood of the main railway station) was not always respected which made crossing the street as well by bicycle as on foot dangerous. Measures have been taken in May 2010 to lower the cars' speed.

Picture 9: Leopold II-Laan: speed limiting measure



5.1.15. Clementinalaan

The Clementinalaan is an access road of the main railway station. The street scored very bad in the bikeability index, but was integrated in the complete redevelopment of the railway station neighbourhood. The street was refurbished in 2010, and now has a speed limit of 30 km/h with mixed traffic.

5.1.16. Overview of smaller infrastructural adaptations

5.1.16.1. Crossing Ottergemsesteensweg-Burggravenlaan

The crossing received a negative score in the bikeability index, concerning its safety for cyclists. The separate lane for cyclists at the traffic lights which enables them to cross the crossing before the cars has been enlarged, as it was too small. The sequence of the traffic lights has also been optimised in favour of cyclists.

5.1.16.2. Installation of cyclist strips at crossroads

More crossroads scoring bad in the bikeability index received strips at the traffic lights where cyclists need to position enabling them to cross before the cars or do a turn to left or right without risking to be hit by a car.

This was done at the following crossroads:

- Kortrijksesteenweg-Burggravenlaan
- Krijgslaan-Burggravenlaan
- Zwijnaardse Steenweg-Burggravenlaan

5.1.16.3. Signage of cycling routes

Some routes were still not visible enough; therefore the City of Gent decided to improve the signage to and from main access roads and points of interest for cyclists. This was done at several locations.

5.1.16.4. General maintenance of cycling lanes

In autumn there are often safety problems at cycle lanes because of the huge amount of leaves that are on the ground. The city developed a cleaning plan together with the city waste processing company to keep the lanes free from leaves in autumn.

In winter there have been more and more problems with snow on the lanes, as Belgian winters are becoming colder the past couple of years. Again an action plan has been developed to clear the lanes as quickly as possible once it starts snowing.

5.1.16.5. Traffic lights optimisation

A large study was carried out on the traffic light cycles at the Gent crossroads. This study showed that often traffic lights cycles were not adapted to the average cycle speed which made it dangerous crossings for cyclists. These cycles have now been optimised.

5.1.16.6. Redevelopment of bus and tram stops

Measure 2.2-GEN (Improved public transport levels) is important for this measure. One of its objectives is the redesigning of bus and tram stops which makes these stops a lot safer for PT passengers, but also for the cyclists passing the stop. They now will not be disturbed by the passengers or the bus or tram.

6. Evaluating the small infrastructure works

6.1. Expected possible impacts

The expected impacts of this measure are:

- Improved quality of the cycling conditions: The evaluation of the quality of the cycling conditions will be done on integrated package level.
- Improved image on the cycling conditions: The evaluation of the image of the cycling conditions will be done on integrated package level.
- Increase of number of cyclists: The number of cyclists will be measured on integrated package level.

6.2. Evaluation activities and indicators

In the table below an overview is given of all the evaluation activities on integrated package level and on measure level.

Table 1: Evaluation activities and indicators on IP level

	EVALUATION ACTIVITIES/ INDICATORS	CONCLUSIONS
IP 5: STIMULATING CYCLING AND WALKING	<ul style="list-style-type: none">▪ Evaluation directly on IP level:<ul style="list-style-type: none">– Walkability index/ bikeability index– Traffic counts on pedestrians and cyclists– Survey on image of quality of walking, cycling conditions and bike services	<p>Evolution of the quality and image of walking, cycling conditions and bike services Increase of number of cyclists and pedestrians</p> <p>→ Scope: ELAN-corridor</p>

Details on the evaluation activities

Based on a detailed inventory of the quality of walking and cycling conditions and bike services a walkability and bikeability index have been calculated. The content of the walkability index and the bikeability index were defined by the University of Gent, based on literature.

The bikeability and walkability indexes cover the objective part of the quality and image of cycling and walking conditions. However, it is also important to measure if these infrastructural improvements have led to a change in attitude towards cycling and walking. For this reason also a survey on the quality and image of cycling and walking was held.

To measure the increased number of pedestrians and cyclists traffic counts will measure the increase in the number of cyclists and pedestrians.

Table 2: Evaluation activities and indicators for the measure 5.6-GEN Safe cycling corridor

MEASURE	EVALUATION ACTIVITIES/ INDICATORS	CONCLUSIONS
5.6-GEN Safe cycling corridor	<ul style="list-style-type: none">Up –scaling	→ Target group: cyclists in corridor

Details on the evaluation activities

Not applicable.

Details for Business-as-Usual and up-scaling

- BaU
Not applicable.
- Up-scaling
Measure 5.6-GEN Safe cycling corridor will improve the cycling conditions within the CIVITAS-ELAN corridor considerably. Since the mobility department of the city of Gent wants to improve its bicycle plan (Fietsfonds), the results of this measure are of great value for them. Therefore, an up-scaling analysis will be carried out to estimate the effects of this measure if implemented on the city scale. The results can then also be used by the city as a tool to improve its bicycle plan (Fietsfonds).

7. Tips and tricks

In a city as Gent, where there is already a huge amount of cycling infrastructure, it is very important to also give attention to the details, such as maintenance of the cycle lanes. These small things really improve the quality of the infrastructure for the cyclists.

Apart from that the Gent City Council discovered that larger city redevelopment projects are often a perfect opportunity to also renew cycling infrastructure and to tackle missing links.

Cooperation between different city departments is also very important. Often other departments also have experience with cycling and its infrastructure and also ideas on where the problems are and what citizens regard as important. Involving citizens by asking them for suggestions and communicating them the possible solutions also proved to be very well appreciated.

8. Future plans

As CIVITAS-ELAN is coming closer to its end, some smaller infrastructure works will be finalised, or partly finalised, depending on their timeframe.

A lot of time within this measure is now spent on promoting safe cycling and cycling in winter.

9. Annexes

Annex 1: Questionnaire for people living and companies based in the corridor

Indienformulier trottoirs en fietspaden

Personalia

Naam respondent:

Adres:

Telefoonnr:

E-mail:

Ik kom in de corridor voor:

zaken → Voor welk bedrijf werkt u?

privé- aangelegenheden → Woont u in de corridor? JA/NEE

Ik had graag melding gemaakt van een

trottoir

fietspad

dat verbeterd kan worden.

Plaats van te melden verbeterpunt (zo gedetailleerd mogelijk):

.....
.....

Schets kort het probleem:

.....
.....
.....
.....
.....

Eventuele suggestie:

.....
.....

Annex 2: Questionnaire for the schools

TERUGMAILFORMULIER TROTTOIRS EN FIETSPADEN			
PERSONALIA			
Naam respondent.			
School:			
Adres:			
Telefoon:			
E-mail:			
MELDING VAN EEN TROTTOIR EN/OF FIETSPAD			
	straatnaam/huisnr./zo gedetailleerd mogelijk	korte probleembeschrijving	probleemoplossende suggesties
trottoir			
fietspad			

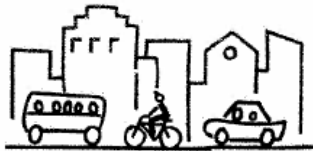
Annex 3: List of people to address

Brieven verstuurd naar volgende personen inzake burgerparticipatie 4.7-GEN en 5.6-GEN

antwoord	personen	vereniging
	Bracke Camiel	
	Buyle Huguette	
	Callens Michiel	AWV
	Catteeu Mieke	VZW Bal id straat
	Caulier Herman	Stedelijke adviesraad vr personen met een handicap
	Christiaens Adrien	
	Claeys Marc	Vrije Basisschool St Paulus
	Comhaire Eric & Neyt Gilberte	
	Coryn Luc	Basisschool Désiré Van Monckhoven
	De Backer Isabelle	
	De Beer Michel	Pastoor Parochie st Paulus
	De Bock Sonia	Buurtcomité Rijsenbergwijk
	De Ceunynck Rudy	Bond vr trein-tram- en busgebruikers
	De Corte Peter	Vrije basisschool St Paulus
	De Landsheer Karina	
	De Maeyer Jan	Scholengroep Panta Thei
	De Maître Firmin	
	De Neve Tina	
	De Prost Paul	Huis ad waterkant
	De Smet Karine	Buurtcomité Clemantinalaan
	De Vlieger Jean	
	Deconinck Katrien	Basisschool vh Gemeenschapsonderwijs
	Dedecker Piet	Milieugroep St-Pieters-Aigem
	Demeulemeester Peter	
	D'Hoe Jan	Gaspard de Colignyschool
	Dries Maggy	Voetgangersbeweging afdeling Gent
	Dumon Frans	
	Feys Marc	De Lijn Oost-VI
	Freitnetschool de Sterre-Spits	
	Gouddt-Hemelaer Lieve	
	Heyndrickx Dirk	
	Heyneman Kris	Eurostation
	Infopunt Gent St-Pieters	
	Klüssendorf Jan	Taxistop
	Lavrysen Luc	Buurtcomité Buitensporig

	Leroy Yvan	MPI vh Gemeenschapsonderwijs
	Lietar Filip	
	Mestdagh Isabelle	
	Meulenbergh Henri	Dekenij St Pietersstation
	Ovaere Dries	Fietsersbond Gent
	Politiezone Gent - VTA	Marianne De Vuyst
	Provoost Steven	Hogeschool Gent BME-CTL
	Provost Dany	Koninklijke Dekenij st-pieters buiten
	Rombaut Benjamin	St-Paulusinstituut
	Schelstraete Inge	
	Spitaels Roland	
	Stok Silvan & Dieyckx Els	
	Trein Tram Bus.be	Beweging voor beter OV
	Van Thuyne Eric	Districtsgebouw NMBS-groep
	Vandersmissen Jacques	
	Vandyck Gert	
	Wytinck Lieven	Vrije Lagere School KLIMschool
	Stellamans Ingrid	
	Crabbé David	
	Wolf Brigitte	school de sterrespits
	Eussen Marriëlle	
	De Brabandere Claire	
	Defever Gert	

CIVITAS Gent



CiViTAS
Cleaner and better transport in cities
G E N T



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Beste,

Graag willen we een beroep doen op jouw medewerking aan dit onderzoek over fietsen en wandelen in Gent. Dit onderzoek wordt in het kader van het Europese CIVITAS-project door het Gentse stadsbestuur en haar partners (waaronder de Universiteit Gent) uitgevoerd. Wij willen graag weten op welke manier studenten denken over mobiliteit in Gent.

De vragenlijst bestaat uit twee grote delen: een deel rond mobiliteit en wat jij denkt over een aantal stellingen rond fietsen en wandelen, en een algemeen deel.

De gegevens die je ons bezorgt worden uiteraard met de nodige privacy behandeld. Je e-mail of antwoorden zullen op geen enkel ogenblik met elkaar gelinkt worden en uiteraard nooit gebruikt worden voor commerciële doeleinden.

Er zijn 44 vragen in deze vragenlijst

Algemene vragen

In dit deel stellen we een aantal vragen over wie je bent en je globale mobiliteit.

1 [V1geslacht]Je bent: *

Kies a.u.b. één van de volgende mogelijkheden:

- man
 vrouw

2 [V2Gjaar]Wat is je geboortjaar? *

Vul uw antwoord hier in:

3 [V3rijbewijs]Ben je in het bezit van een rijbewijs om een auto te besturen? (geen voorlopige rijbewijzen) *

Kies a.u.b. één van de volgende mogelijkheden:

- Ja
 Nee

4 [V4abotrein] Heb je een abonnement voor de trein?

Kies a.u.b. één van de volgende mogelijkheden:

- Ja
- Nee

5 [V5abolijn] Heb je een abonnement voor De Lijn? (Omnipass, Buzzypass)

Kies a.u.b. één van de volgende mogelijkheden:

- Ja
- Nee

Student

6 [V6]Aan welke instelling studeer je? *

Kies a.u.b. één van de volgende mogelijkheden:

- Universiteit Gent
- Hogeschool Gent
- Arteveldehogeschool
- Sint-Lieven hogeschool
- Anders

St Lucas Hogeschool

7 [V7studie]Welke studierichting volg je?

Vul uw antwoord hier in:

→ mag gescrefd w.

8 [V8Locatie]Op welke locatie heb je het vaakst les?

Kies a.u.b. één van de volgende mogelijkheden:

- Sterre
- Ledeganck
- UZ/Heymans
- Blandijn
- Universiteitsstraat
- Merelbeke
- Plateaustraart
- Watersportbaan
- Technologiepark
- UFO
- Coupure
- Hoverniersberg/Twekerken
- Hoogpoort
- Mercator
- Schoonmeersen/Voskenslaan
- Melle
- Bijloke

St Lucas mag toevoegen!

- Keramiekstraat
- Goudstraat
- Kantienberg
- Kattenberg
- Leeuwstraat
- Mariakerke
- Sint-Amansberg
- Sint-Annaplein
- Anders

Fietsen algemeen

9 [V9Fiets] Kan je in Gent beschikken over een fiets?

Kies a.u.b. één van de volgende mogelijkheden:

- Ja
- Nee

10 [V10Fietstype] Over welke fiets beschik je in Gent?

Only answer this question if the following conditions are met:

* Answer was 'Ja' at question '9 [V9Fiets]' (Kan je in Gent beschikken over een fiets?)

Kies a.u.b. één van de volgende mogelijkheden:

- (Plooi-)Fiets van StudentEnMobiliteit
- Ploofiets
- Mountainbike
- Citybike
- Koersfiets

o NOT FIETS

o

11 [V10Bfietsreg] Is je fiets gegraveerd of geregistreerd?

Only answer this question if the following conditions are met:

* Answer was 'Ja' at question '9 [V9Fiets]' (Kan je in Gent beschikken over een fiets?)

Kies a.u.b. één van de volgende mogelijkheden:

- Ja
- Nee

12 [V10CFietsslot] Welk soort fietsslot heb je?

Only answer this question if the following conditions are met:

* Answer was 'Ja' at question '9 [V9Fiets]' (Kan je in Gent beschikken over een fiets?)

Kies a.u.b. één van de volgende mogelijkheden:

- ~~Zwaar~~-beugelslot
- ~~Eenvoudig~~ cijferslot
- Zwaar cijferslot
- Kabelslot
- Vast ringslot aan de fiets
- Anders

zingslot + kettingslot
kettingslot
zingslot
beugelslot
kabelslot
Schakel slot

Fietsgebruik

13 [V11Fietsgebruik]Hoe vaak gebruik je de fiets voor volgende verplaatsingen? Duid voor elke verplaatsing aan of je altijd, vaak, soms of nooit de fiets gebruikt.

Only answer this question if the following conditions are met:

* Answer was 'Ja' at question '9 [V9Fiets]' (Kan je in Gent beschikken over een fiets?)

Kies het toepasselijk antwoord voor elk onderdeel:

	Altijd met de fiets	Vaak met de fiets	Soms met de fiets	Nooit met de fiets
Sporten	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Uitgaan	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Les/colleges	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Boodschappen	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vrienden bezoeken	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pendelen	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

14 [V12Fietsafstand]Hoe ver ben je bereid te fietsen voor welke soort verplaatsing? Duid voor elke verplaatsing de afstandsklasse aan.

Only answer this question if the following conditions are met:

* Answer was 'Ja' at question '9 [V9Fiets]' (Kan je in Gent beschikken over een fiets?)

Kies het toepasselijk antwoord voor elk onderdeel:

	Tot 500m	Tussen 500m en 1km	Tussen 1km en 2 km	Tussen 2km en 3km	Tussen 3km en 5 km	Meer dan 5 km
Sporten	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Uitgaan	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Les/colleges	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Boodschappen	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vrienden bezoeken	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pendelen	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

15 [V13]Wat houdt je (soms) tegen om te fietsen in Gent?

Selecteer alles wat voldoet

- Ik ben fysiek niet meer in staat om te fietsen
- De afstand die ik moet afleggen is te groot
- Ik heb een auto
- Mijn fiets is niet zo comfortabel
- Met het openbaar vervoer geraak ik waar ik moet zijn
- Het is onveilig om te fietsen
- Ik ben bang dat mijn fiets wordt gestolen
- Het weer is te slecht
- Gebrek aan zelfdiscipline
- Tijdsgebrek
- Ik moet grote of zware dingen meenemen

Colongrijste madelen.

Ik was betreden bij (lijnie) openbaar

Anders:

Fietsbeleving- Deel 1

De volgende vragen gaan over jouw fietsbeleving in Gent.

16 [V14Fietsvriend]Wordt er in uw vriendengroep gefietst?

Kies a.u.b. één van de volgende mogelijkheden:

- Ja, de meeste verplaatsingen doen zij met de fiets
- Ja, de meesten beschikken wel over een fiets en gebruiken die af en toe
- Neen, ik heb maar weinig vrienden die regelmatig fietsen

17 [V15Fietsdiefstal]Werd je fiets al eens gestolen in Gent?

Kies a.u.b. één van de volgende mogelijkheden:

- Ja
- Nee

18 [V16]Hoe vaak werd je slachtoffer van een fietsdiefstal?

Only answer this question if the following conditions are met:

* Answer was 'Ja' at question '17 [V15Fietsdiefstal]' (Werd je fiets al eens gestolen in Gent?)

Vul uw antwoord hier in:

19 [V17aangifte]Heb je aangifte gedaan bij de politie?

Only answer this question if the following conditions are met:

* Answer was 'Ja' at question '17 [V15Fietsdiefstal]' (Werd je fiets al eens gestolen in Gent?)

Kies a.u.b. één van de volgende mogelijkheden:

- Ja, voor alle keren dat mijn fiets gestolen werd
- Ja, maar niet elke keer dat mijn fiets gestolen werd
- nee, nog nooit

20 [V18wijzeaangifte]Op welke manier heb je aangifte gedaan?

Only answer this question if the following conditions are met:

* Answer was 'Ja, voor alle keren dat mijn fiets gestolen werd' of 'Ja, maar niet elke keer dat mijn fiets gestolen werd' at question '19 [V17aangifte]' (Heb je aangifte gedaan bij de politie?)

Selecteer alles wat voldoet

- Bij de politie zelf
- Elektronisch via policeonweb.be

21 [V19diefstal]Heb je zelf al eens een fiets gestolen in Gent?

Kies a.u.b. één van de volgende mogelijkheden:

- Ja
 Nee

Fietsbeleving - Deel 2

22 [V20voordeel] Wat zijn voor jou de belangrijkste voordelen van fietsen? Rangschik de volgende argumenten.

Geef een nummer voor elke optie volgens uw voorkeur van 1 tot 9

- Goed voor het milieu
- Goed voor mijn conditie
- Fietsen is gezond
- Geen parkeerproblemen
- Vlot en snel verplaatsen, tijdswinst
- Flexibel
- Goedkoop
- Leuk
- Goed overzicht in het verkeer

1 = belangrijkste
9 = minst belangrijkste

Fietsbeleving - Deel 3

23 [V21stellingen] Duid aan in welke mate de volgende uitspraken volgens jou kloppen. *

Kies het toepasselijk antwoord voor elk onderdeel:



	Helemaal akkoord	Akkoord	Geen mening	Niet akkoord	Helemaal niet akkoord
Ik voel mij veilig op de fiets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Gent is een echte fietsstad	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
De fietspaden in Gent zijn goed onderhouden	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Er is een fietsvriendelijk beleid in Gent	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ik neem een omweg om een meer fietsvriendelijke weg te nemen	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Fietsbeleving - Deel 4

24 [V22foto] In welke mate vind je volgende plaatsen aantrekkelijk om te fietsen?

Kies het toepasselijk antwoord voor elk onderdeel:

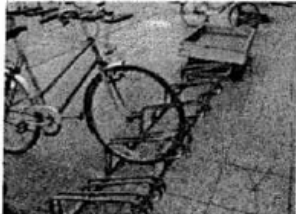



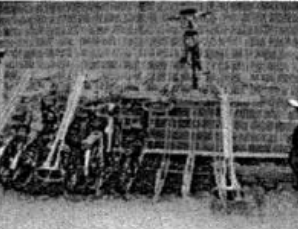

	Ze er aan trek ke lijk	Aan trek ke lijk	Niet speciaal aan trek ke lijk of onaan trek ke lijk	Niet aan trek ke lijk	Hele maal niet aan trek ke lijk
<p>Foto 1</p> 	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Foto 2</p> 	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Foto 3</p> 	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Foto 4</p> 	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Foto 5</p> 	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Foto 6</p> 	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>


	Ze er aan trek ke lijk	Aan trek ke lijk	Niet speciaal aan trek ke lijk of on aan trek ke lijk	Niet aan trek ke lijk	Hele maal niet aan trek ke lijk
					
<p>Foto 7</p> 	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Fietsbeleving - Deel 5

25 [V23stalling] Welke fietsenstalling vind je het meest aantrekkelijk om je fiets in te plaatsen?

Kies het toepasselijk antwoord voor elk onderdeel:

	Ze er aan trek ke lijk	Aan trek ke lijk	Niet spe ciaal aan trek ke lijk of on aan trek ke lijk	Niet aan trek ke lijk	He le maal niet aan trek ke lijk
Stalling 1 	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Stalling 2 	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Stalling 3 	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Stalling 4 	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Stalling 5 	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Stalling 6 	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Zeer aantrekkelijk	Aantrekkelijk	Niet speciaal aantrekkelijk of onaantrekkelijk	Niet aantrekkelijk	Helemaal niet aantrekkelijk
					

Fietsbeleid - Deel 1

In de volgende vragen gaan we na in welke mate het fietsbeleid van de Stad Gent jou kan bekoren.

26 [V24Kot] Zit je op kot of woon je in Gent?

Kies a.u.b. één van de volgende mogelijkheden:

- Ja
 Nee

27 [V24B] In welke straat ligt je kotadres? / woonadres.

Enkel de straatnaam is voldoende! Het nummer is niet nodig.

Only answer this question if the following conditions are met:

* Answer was 'Ja' at question '26 [V24Kot]' (Zit je op kot of woon je in Gent?)

Vul uw antwoord hier in:

open vragen

28 [V241] Wat is de postcode van je thuisadres?

Only answer this question if the following conditions are met:

* Answer was 'Ja' at question '26 [V24Kot]' (Zit je op kot of woon je in Gent?)

Vul uw antwoord hier in:

ALTYD

29 [V24Cpendel] Hoe kom je naar Gent?

Only answer this question if the following conditions are met:

* Answer was 'Ja' at question '26 [V24Kot]' (Zit je op kot of woon je in Gent?)

Selecteer alles wat voldoet

- Te voet
 Met de fiets
 Met de bromfiets
 Met de motorfiets
 Met de auto
 Met de trein
 Met de bus of de tram

Anders:

Vraag anders

30 [V25Stallingbuurt]Wat is de afstand van je kot of woning tot de dichtstbijzijnde openbare fietsenstalling?

Only answer this question if the following conditions are met:

* Answer was 'Ja' at question '26 [V24Kot]' (Zit je op kot of woon je in Gent?)

Kies a.u.b. één van de volgende mogelijkheden:

- Op minder dan 100m
- Tussen 100m en 200m
- Tussen 200m en 300m
- Tussen 300m en 500m
- Meer dan 500m

31 [V26kennis]In welke mate ken je volgende Gentse stadsdiensten en initiatieven?

Kies het toepasselijk antwoord voor elk onderdeel:

	Helemaal niet	Van horen zeggen	Al gebruikt
Gratis fietsregistratie	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Openbare fietspompen	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fietsendepot	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Online aangifte fietsdiefstal	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Aanvraag tot fietsenstalling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fietsbel (Telefoonnummer voor alles wat met fietsen in Gent te maken heeft)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tweedehands fietsenmarkt	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
StudentEnMobilititeit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
MaxMobiel - Fietspunt	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Fietsbeleid - Deel 2

32 [V27] De stad Gent overweegt om een aantal nieuwe diensten in te voeren. Kan je aangeven of je deze diensten kent of al gebruikt hebt in een andere stad?

Leenfietsen zijn een soort van openbare fietsen die in de stad gratis of tegen een kleine vergoeding ter beschikking worden gesteld.

Fietstrommels zijn losstaande units waar je je fiets veilig kan opbergen. Samen met enkele andere personen beschik je over een sleutel om deze fietsstalling te openen en te sluiten.

Kies het toepasselijk antwoord voor elk onderdeel:

	Helemaal niet	Van horen zeggen	Al gebruikt
Leenfietsen	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fietstrommels	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fietsrouteplanner	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

33 [V28 leenfietsprijs] Zou je bereid zijn een waarborg (richtprijs 100 €) te betalen om gebruik te maken van leenfietsen?

Kies a.u.b. één van de volgende mogelijkheden:

- Ja
 Nee

→ APARTE ONDERZOEK

34 [V29 leenkostprijs] Wat is de prijs die je zou willen betalen voor het gebruik van deze leenfietsen en hoe vaak zou je er dan gebruik van maken?

Kies het toepasselijk antwoord voor elk onderdeel:

	Dagelijks	Meerdere keren per week	Wekelijks	Maandelijks	Nooit
Gratis	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1€ per kwartier	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1€ per half uur	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1€ per uur	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1€ per dag	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

APARTE ONDERZOEK

35 [V30] Aan welke voorwaarden moet een leenfiets voldoen? Rangschik naar belangrijkheid.

Geef een nummer voor elke optie volgens uw voorkeur van 1 tot 5

- Altijd en overal beschikbaar
 Goede staat
 Gratis
 Eenvoudige werking van het leensysteem
 Mooi design

APARTE ONDERZOEK

Fietsbeleid - Deel 3

36 [V31Trommelprijs] Welke prijs wil je betalen voor de huur van een fietstrommel?

Kies a.u.b. één van de volgende mogelijkheden:

- Niets, enkel als het gratis is
- 5€ per maand, 10€ per kwartaal, 30€ per jaar
- 10€ per maand, 20€ per kwartaal, 60€ per jaar

APART

37 [V32MR] Hieronder vind je een lijst met mogelijke nieuwe initiatieven die de stad Gent kan nemen. Geef voor elke maatregel aan hoe geschikt je deze vindt.

Kies het toepasselijk antwoord voor elk onderdeel:

	Zeer geschikt	Geschikt	Weinig geschikt	Niet geschikt
Bewaakte fietsstallingen	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Oplaadpunten voor elektrische fietsen	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Gratis fietsreparatiekits over Gent verspreid	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ongestraft rechts afslaan bij rood licht	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Uitbreiding van het autovrije stadscentrum	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fietsrouteplanner	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Leenfietsen	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fietstrommels	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Meer openbare fietspompen	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Centraal aanspreekpunt voor alle vragen over fietsen in Gent	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

website

Fietsbeleid - Deel 4

38 [V33meerfiets] Wat zou je aanzetten om (nog meer) voor de fiets te kiezen in Gent?

Selecteer alles wat voldoet

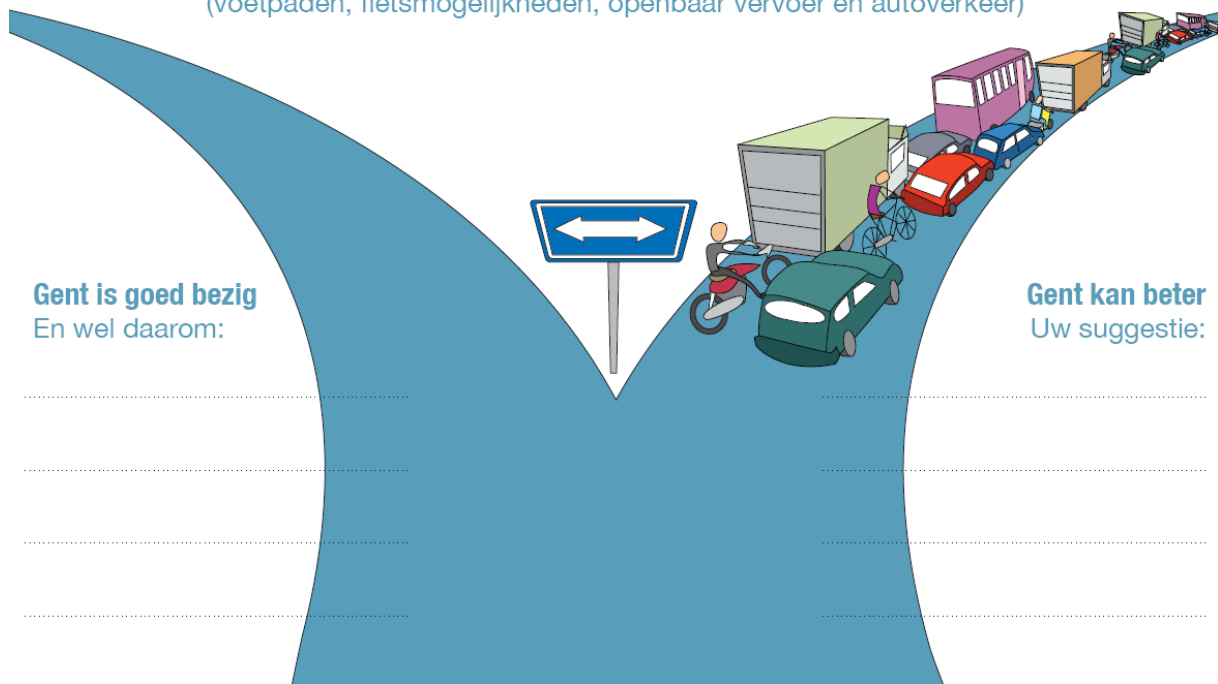
- Meer fietspaden
- Betere fietspaden
- Gratis fietsen
- Meer autovrije zone
- Beter weer
- Meer mogelijkheden om je fiets te stallen
- Veiligere oversteekplaatsen voor fietsers

Anders:

Annex 5: Postcard CIVITAS Happening

Geef uw mening over de mobiliteit in Gent

(voetpaden, fietsmogelijkheden, openbaar vervoer en autoverkeer)



Gent is goed bezig
En wel daarom:

Gent kan beter
Uw suggestie:

Gent zet zich al jaren in voor een duurzame mobiliteit in de stad. Met het Europese Civitas-project steken we nog een tandje bij. Benieuwd? Neem een kijkje op www.civitasgent.be.

POSTZEGEL
HOEFT NIET

Stad Gent
Dienst Mobiliteit Civitas
Ramen 21, bus 101
9000 Gent

v.u.: Karin Temmerman Stadhuis - 9000 Gent

