



Local government as market master of the public domain. The Leuven approach.

Breakout Session #3

Cities for Mobility Congress - June 20, Stuttgart

Tim Asperges – advisor on mobility policy



leuven



1964



2023

Smart mobility

= Smart use of (limited) public space through:

- Focus on urban transport
- Urban development (15 minute city)
- Upgrade public domain
- Shared mobility
- Shared space

= Supported by ICT/IoT - datadriven approach



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 5 RUNNERS-UP



LEUVEN
2030





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.

POLIS

CITIES AND REGIONS FOR TRANSPORT INNOVATION



LEUVEN 2030

MINDER UITSTOOT, MEER TOEKOMST



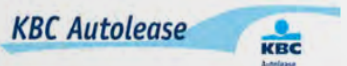
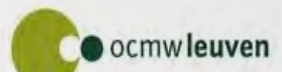
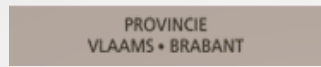
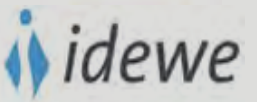
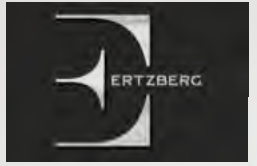
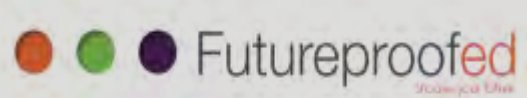
LEUVEN
2030

Business

**City's
government**

Academia

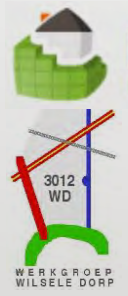
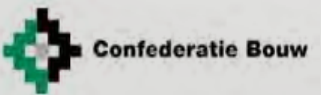
Community



GOED WONEN



www.thinkcore.be



LEUVEN 2030

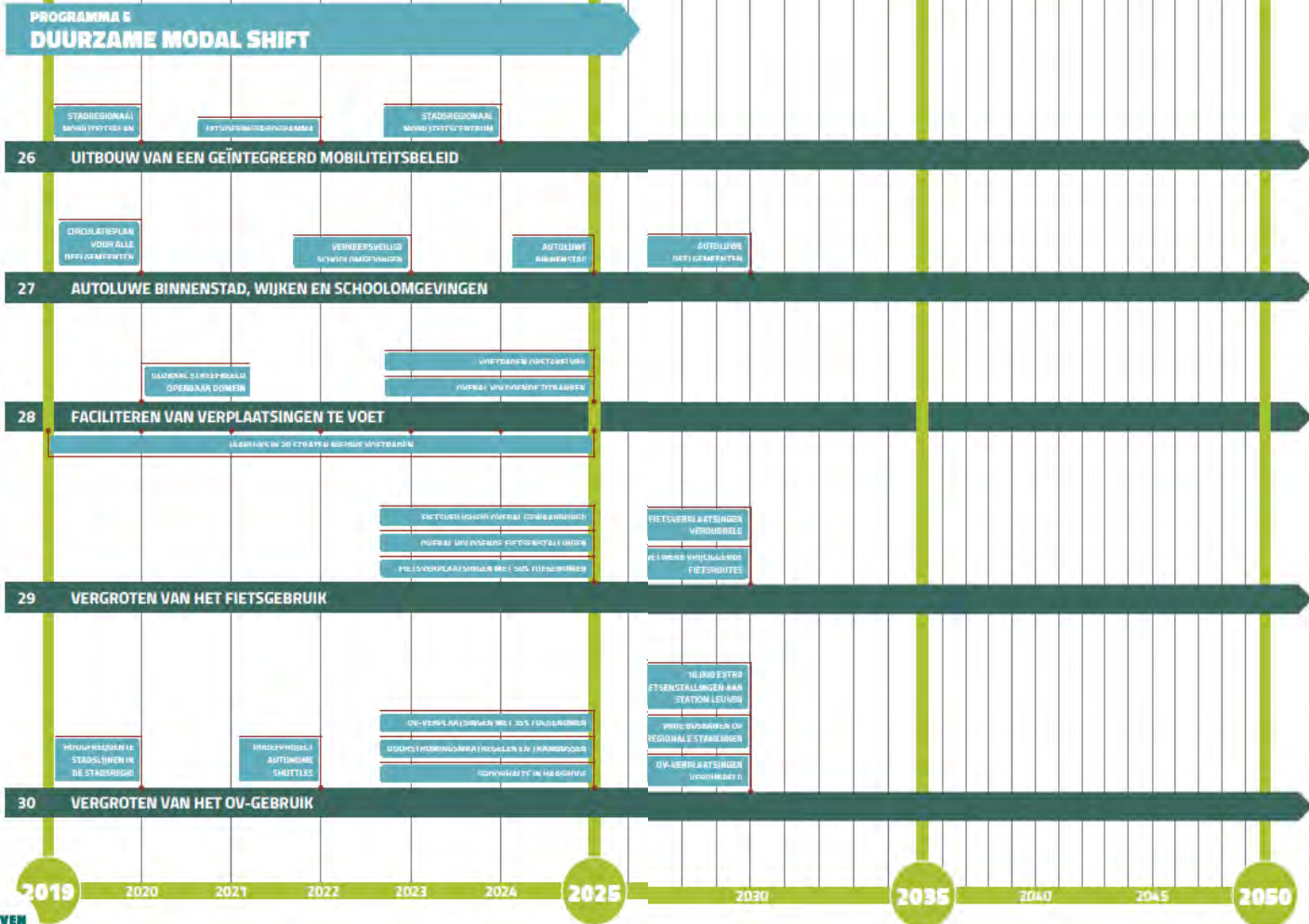
WINDEN UITSTOOT NEE, TOEKOMST

- samenvatting -
ROADMAP
2025-2035-2050

naar een klimaatneutraal Leuven

[ROADMAP KLIMAATNEUTRAAL LEUVEN]

[PROGRAMMA 5: DUURZAME MODAL SHIFT]



Ambitie 2030



AUTO
-20%



OV
x2

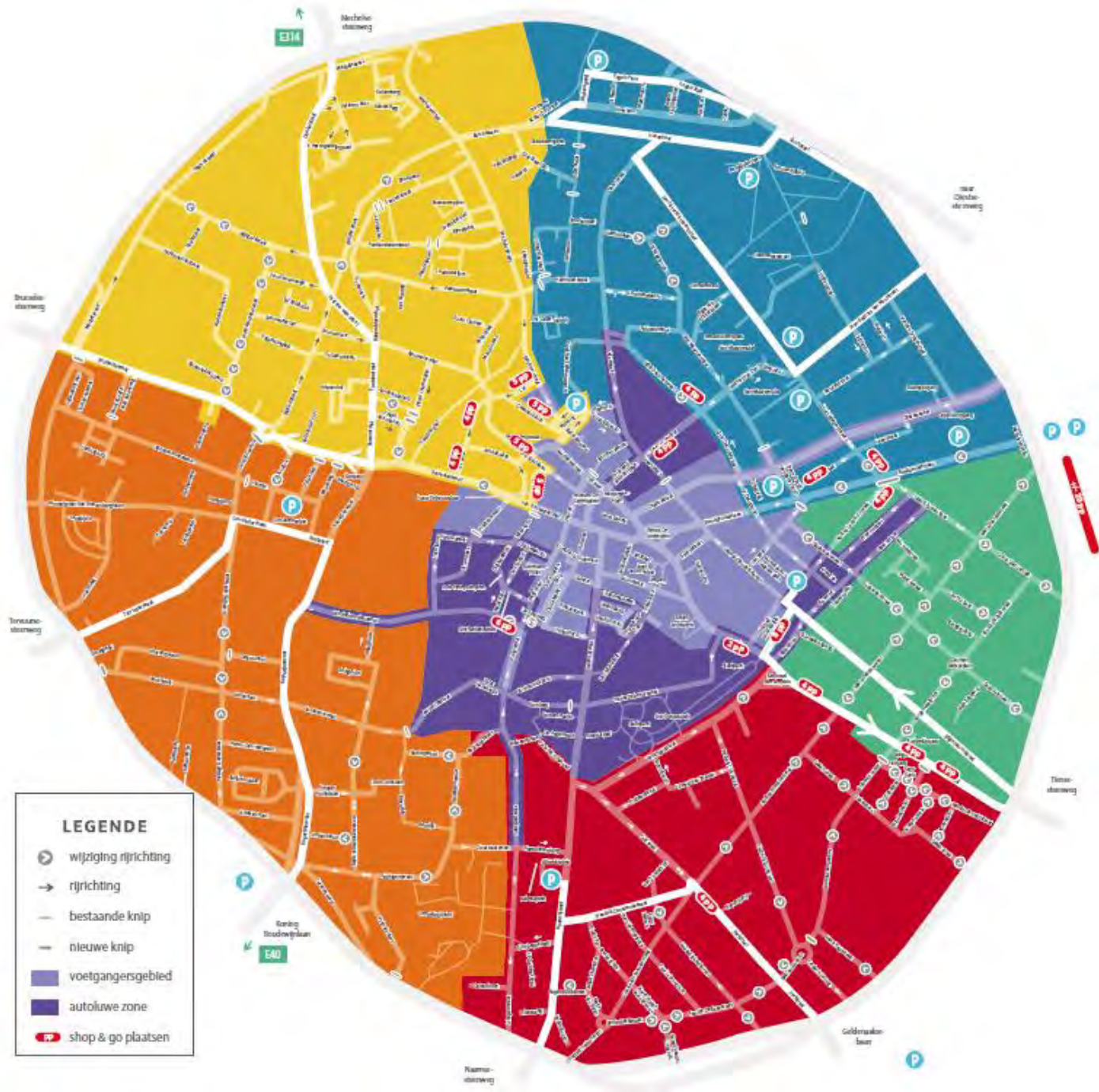


FIETS
x2

Traffic circulation plan

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





PEDESTRIAN ZONE + CAR 'LESS' 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





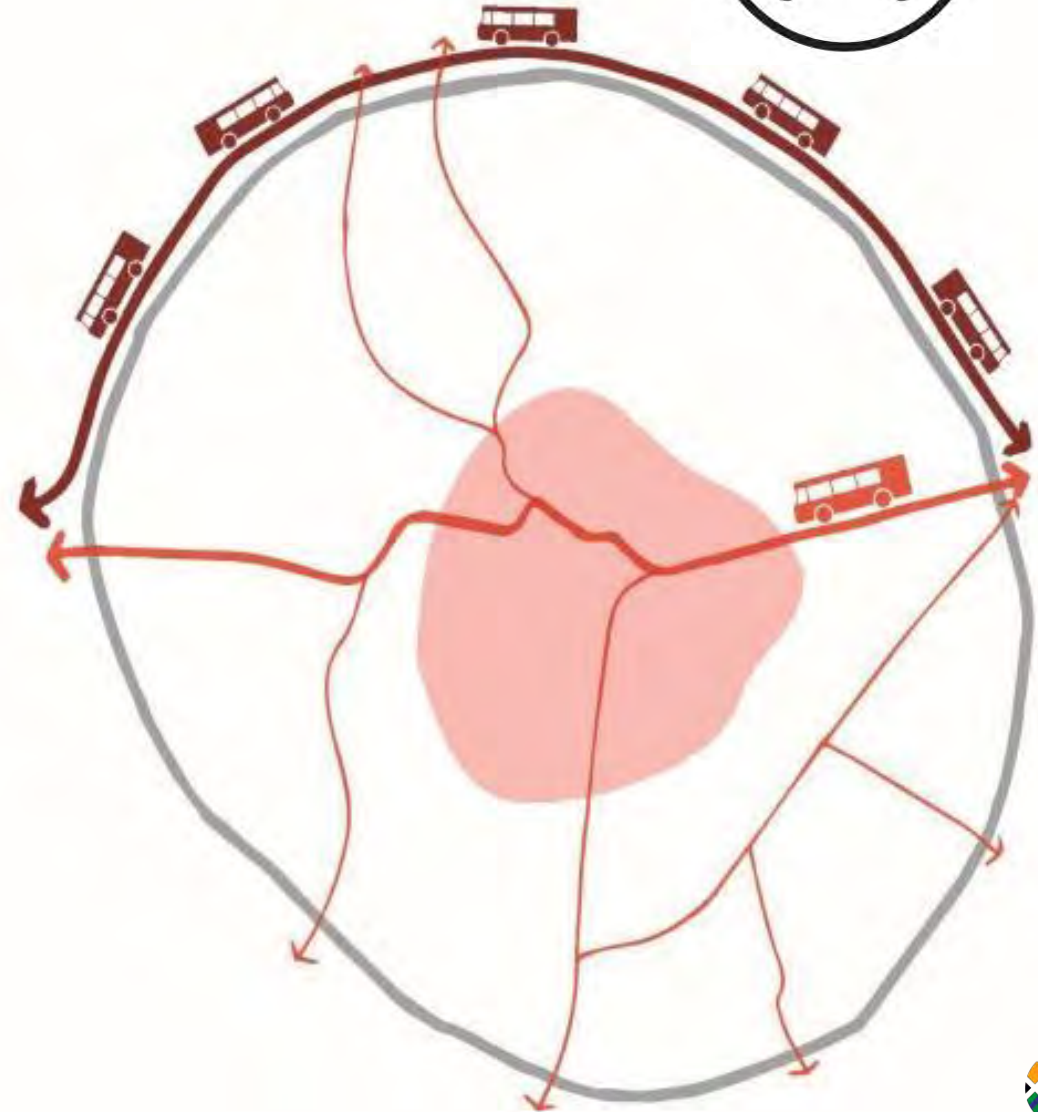


Supporting policy

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

→ Transition to e-taxis (waiting list licenses e-taxis)





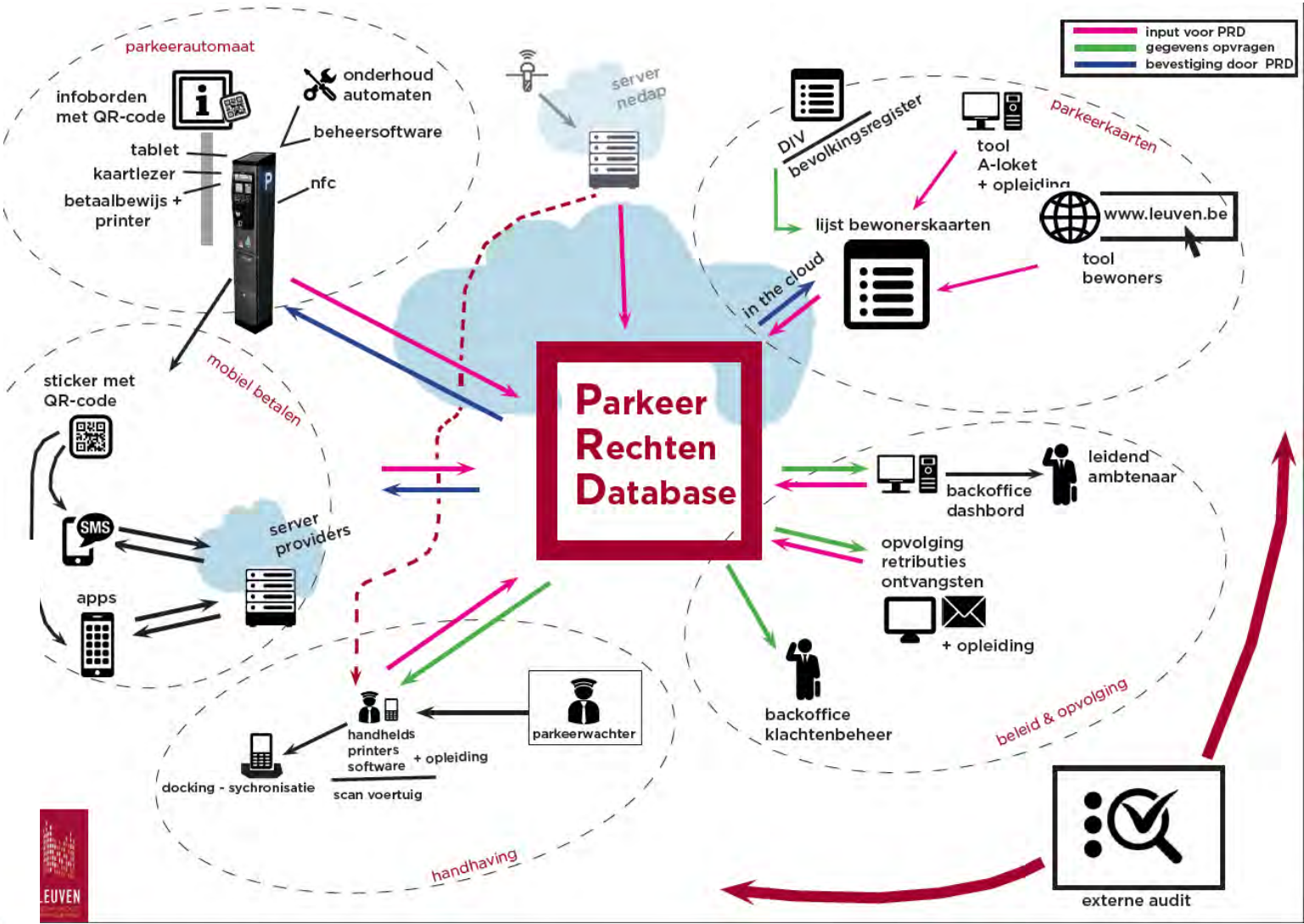
OFF-STREET PARKING



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



Digitalising on-street parking (Parking Rights Database)



ON-STREET PARKING



Shop & Go!

30 minuten gratis parkeren zonder ticket

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



Sensoren registreren je aanwezigheid.



Start

30 min. gratis
Shop & Go!

meer dan 30 min.

€ 25 NAHEFFING



GEEN TICKET



GEEN PARKEERSCHIJF



GEEN SMS

Parking: resident parking

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







Carsharing = making room for walking and cycling

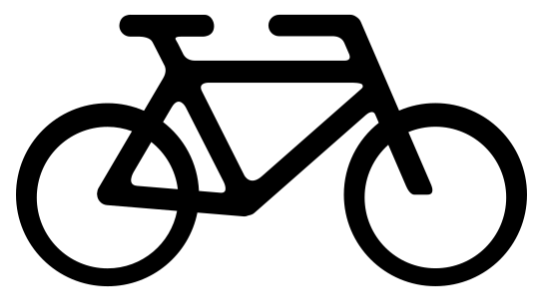
- 1 shared car replaces ca. 10 private cars
- 4 per 100 inhabitants is doing carsharing = Leuven is carsharing city nr. 1 in Belgium
- Increase with ca. 20% per year
- Amount of shared cars in 2023: 224 / 160 (cambio)





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*
- Adition to public transport
- Bicycle OWNERSHIP = key to bicycle USE
- Bikesharing ≠ solution to bicycle parking presure or more bicycle use



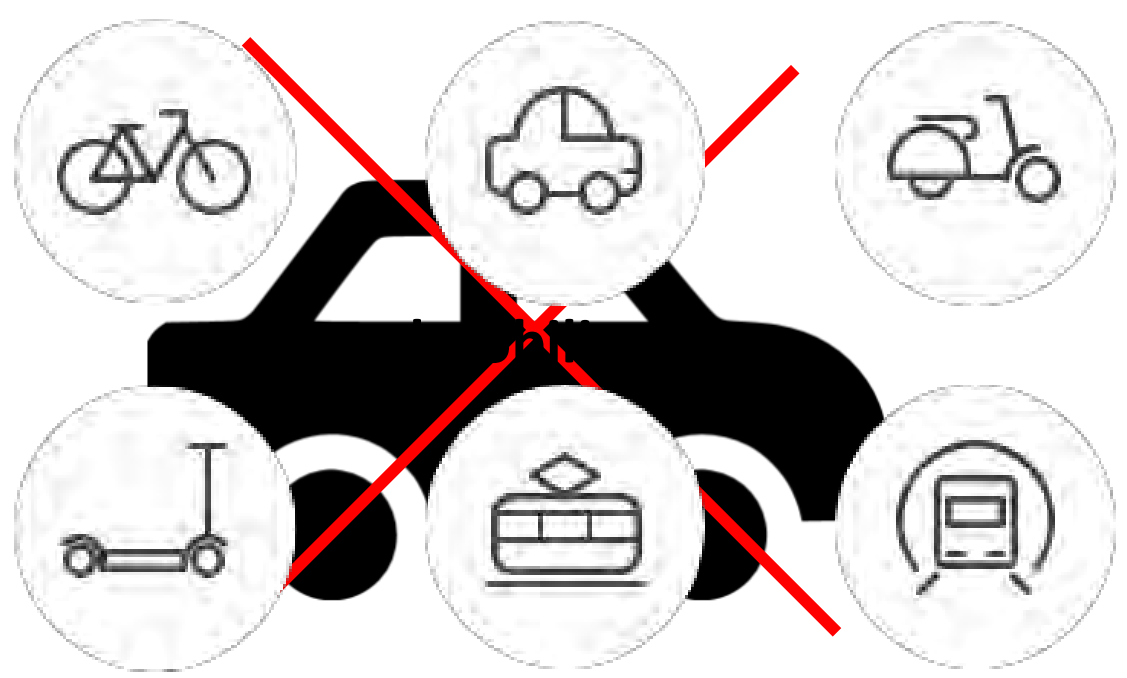
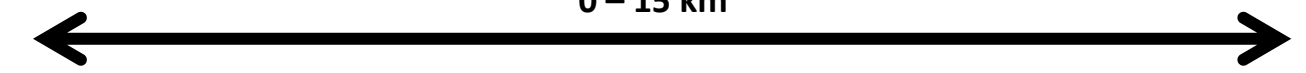
+



100 m



0 – 15 km



+



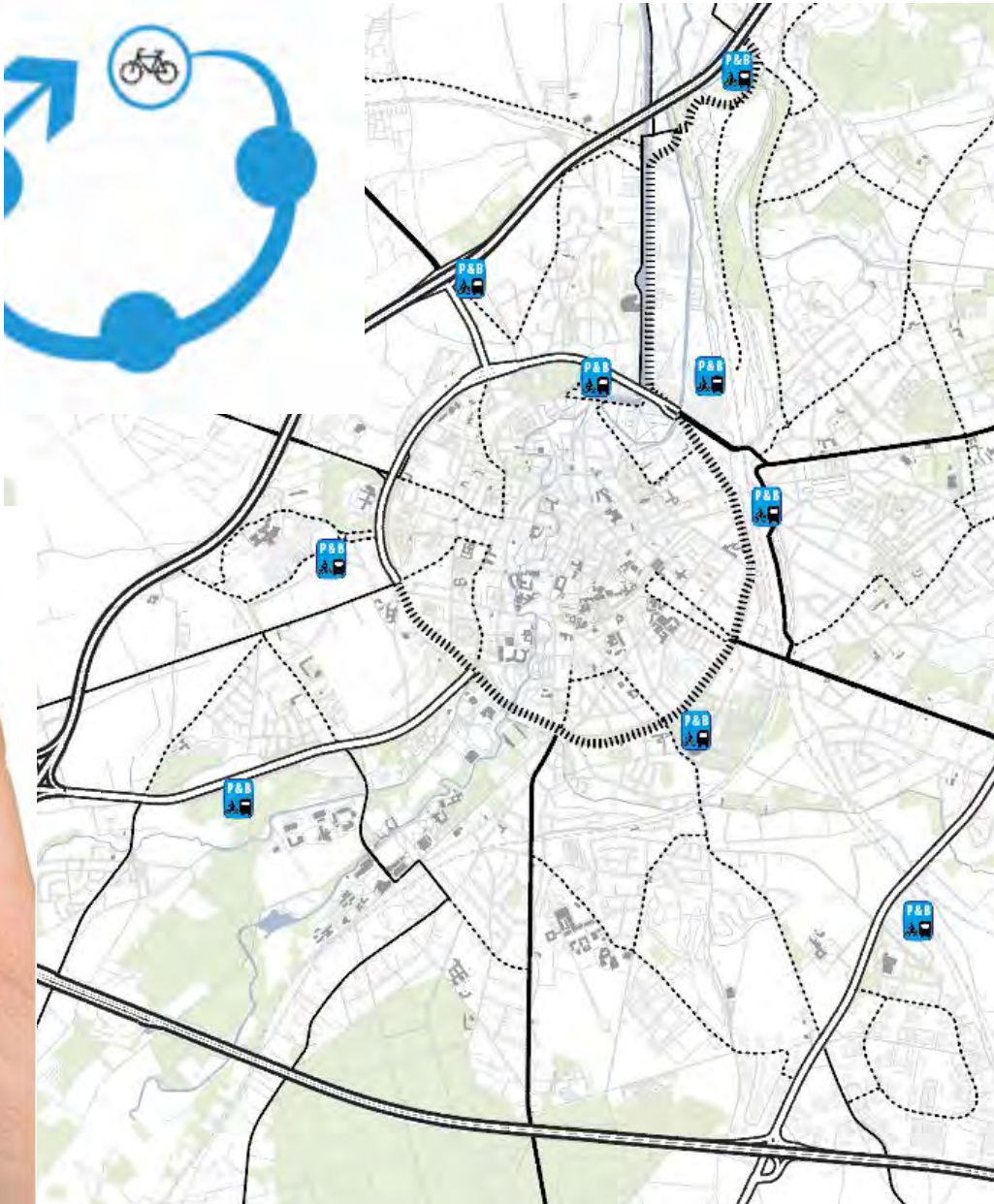
100 m





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

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

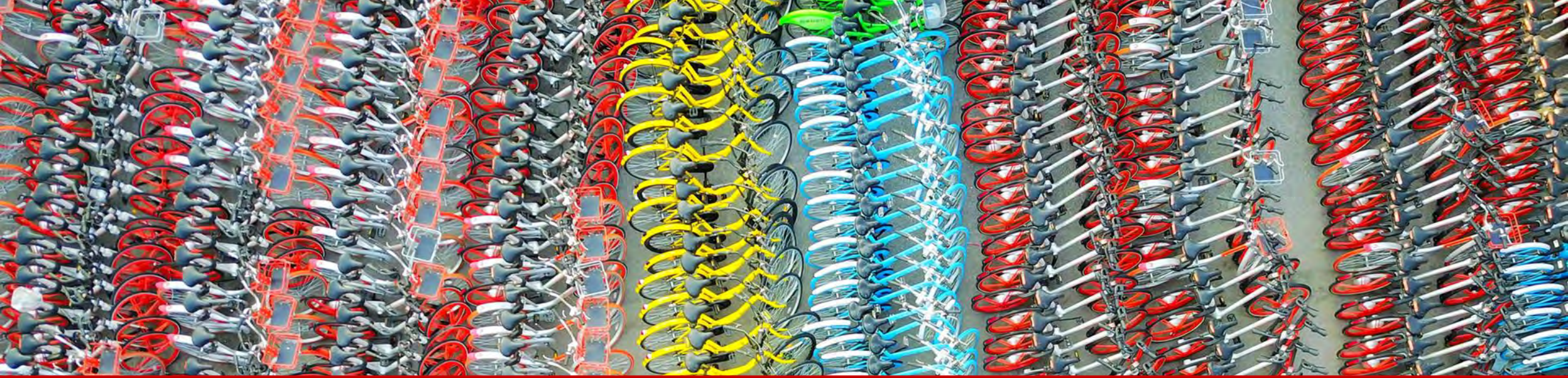




Jouw elektrische buurtbakfiets

Registreren





Free floating is suggesting door to door





Local government = 'market master of the public domain'

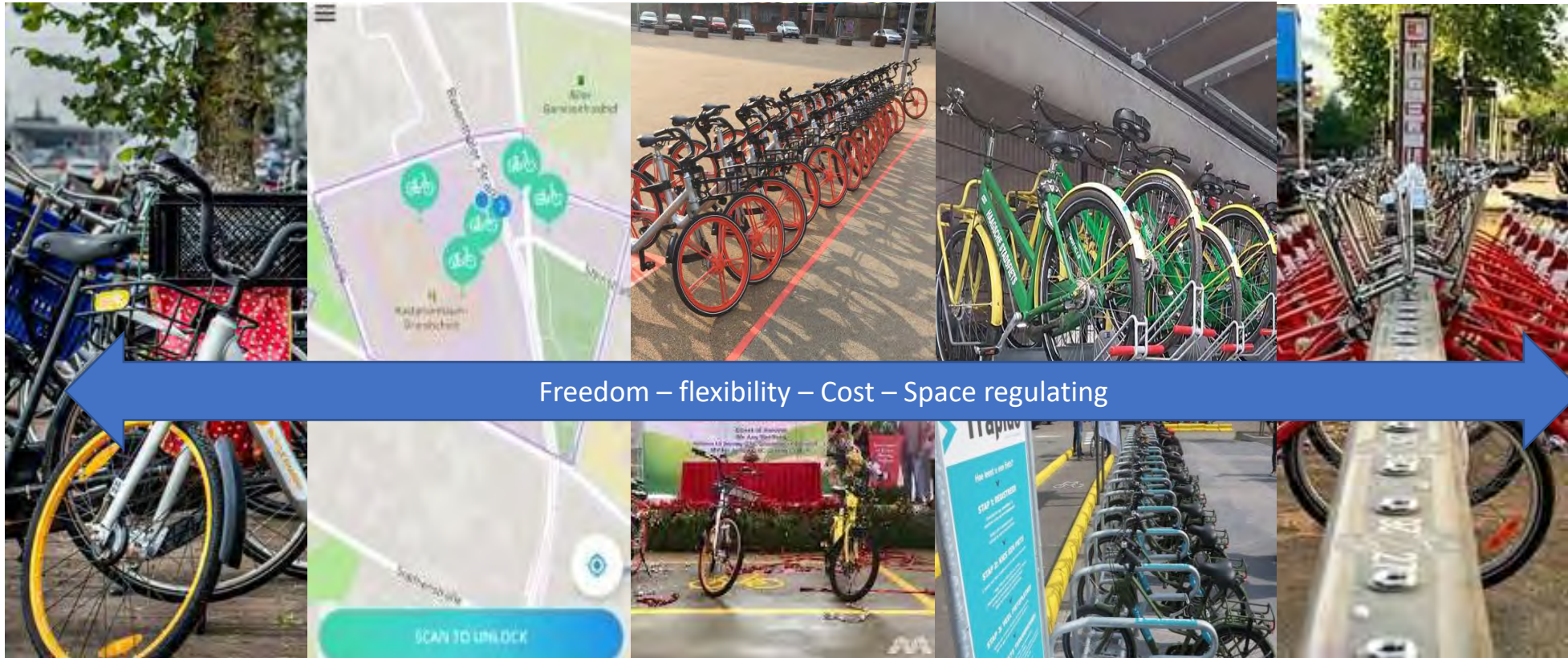
Free floating

Drop zones / Geofencing

Parkeer zones

Gereserveerde parkeerruimte

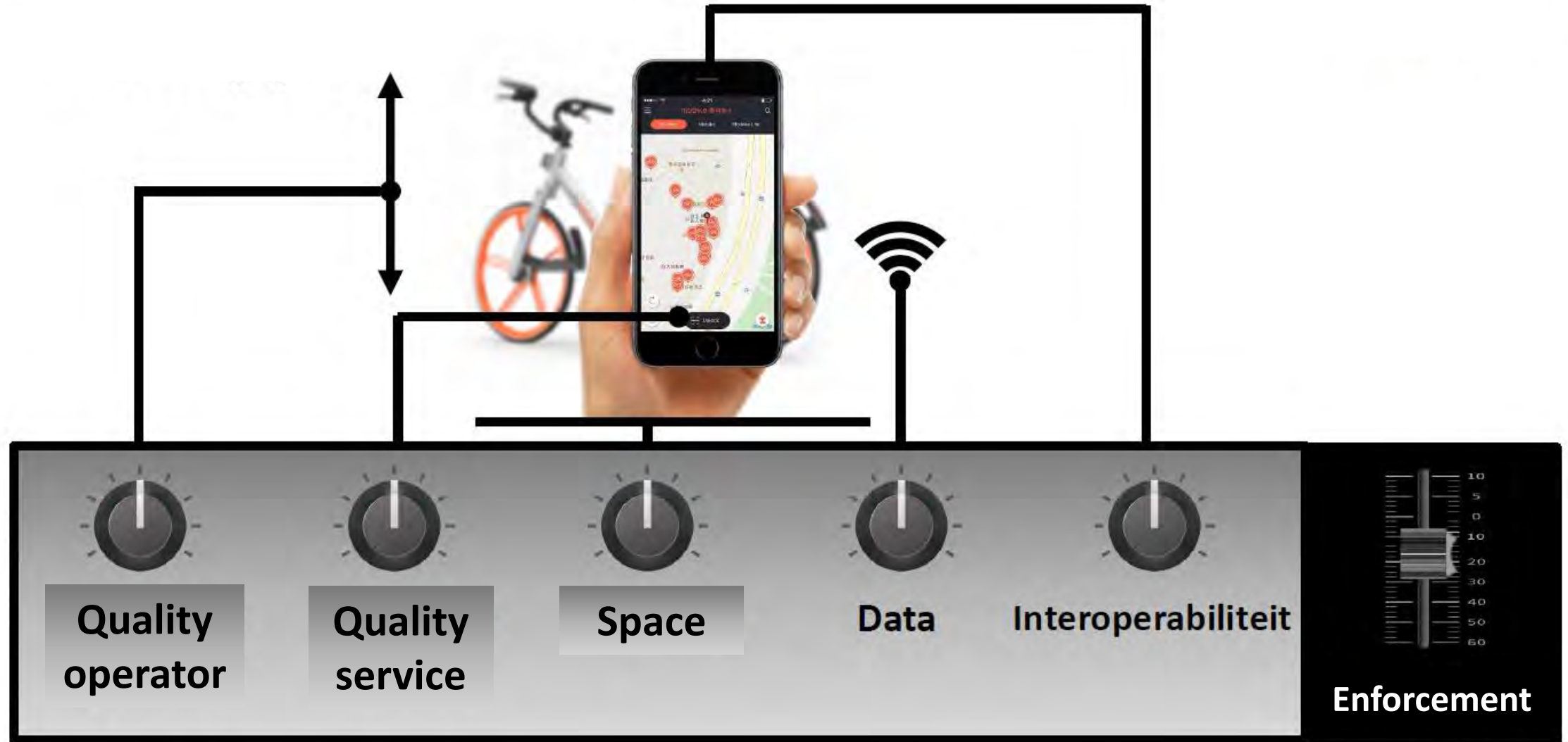
Stations



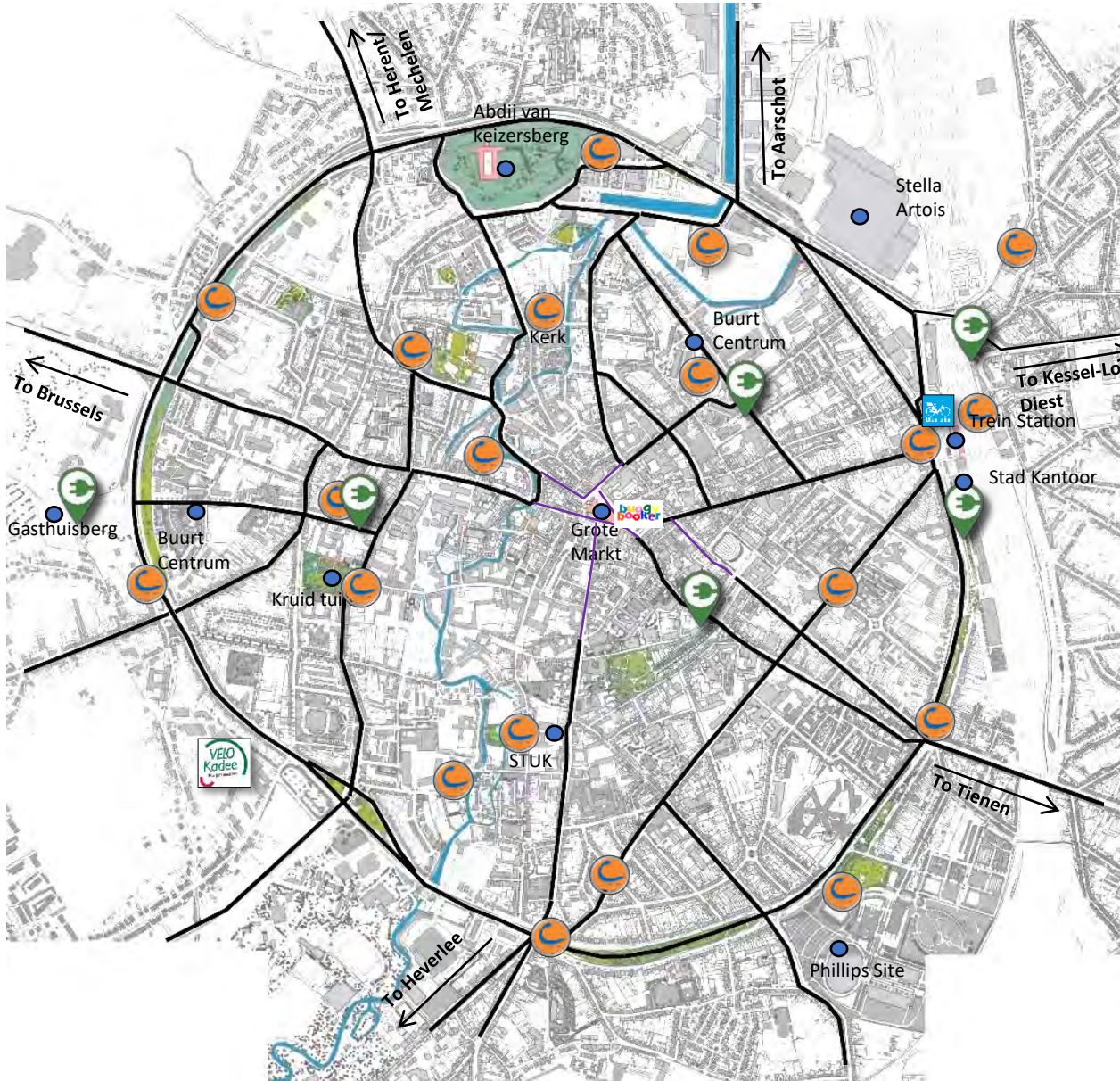
Freedom – flexibility – Cost – Space regulating

Local government = market master of the public domain

Local government market master of shared mobility services



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

Mobipoints



DYNAMIC ACCESS CONTROL (DAC – UVAR)

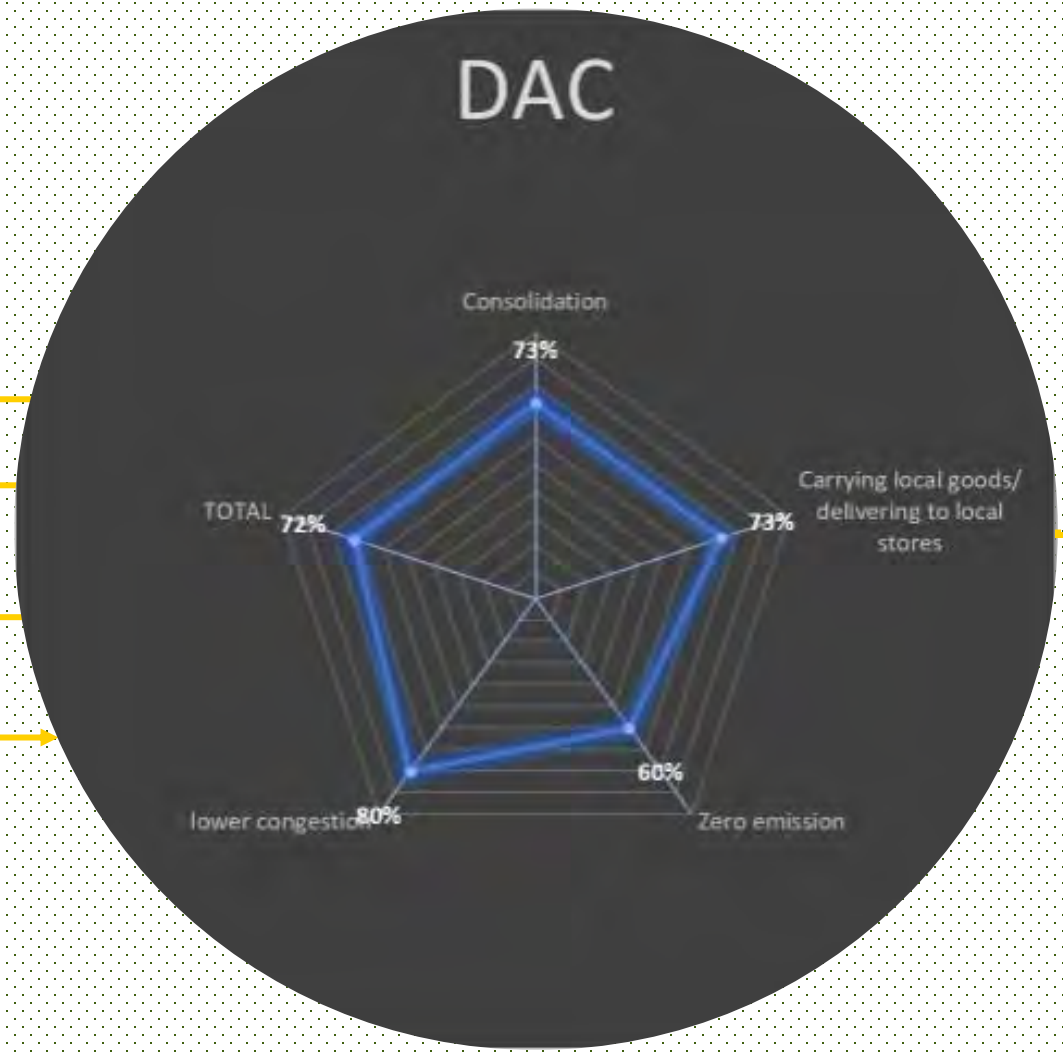
- local product
- local store
- distance total km of the good (per each?)
- order volume/dimensions
- order weight
- type of goods
- transport modality
- vehicle type
- Fleet type
- vehicle weight kg
- vehicle volume m3
- vehicle max weight kg
- vehicle max volume m3
- euro class
- stops
- other orders 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
- Weather 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%

Emmissions 60%

Congestion 80%



73%  Extra City Access **GRANTED**

Leuven Living Lab for FlexCURB

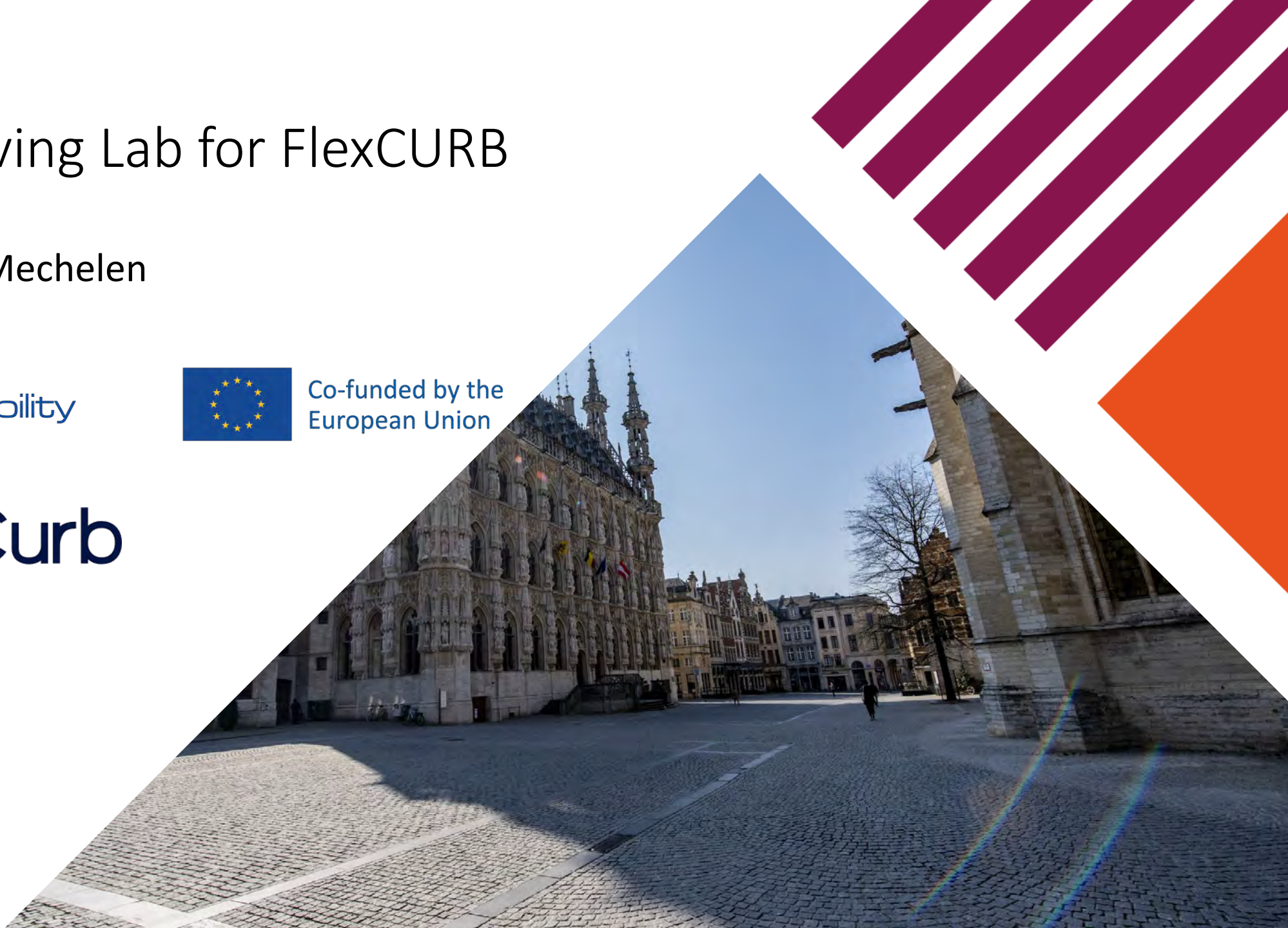
ULaaDS Visit Mechelen



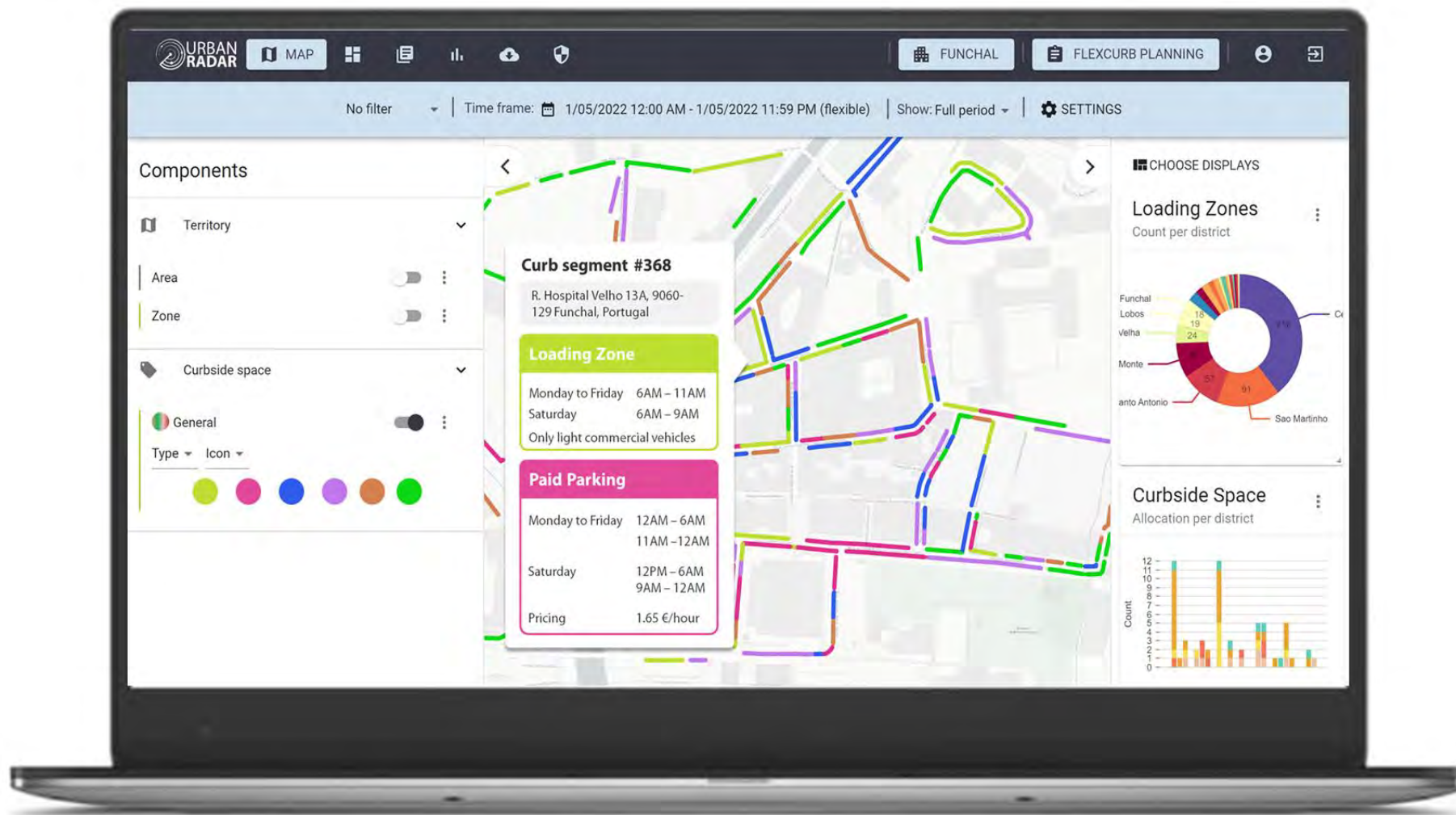
Co-funded by the
European Union



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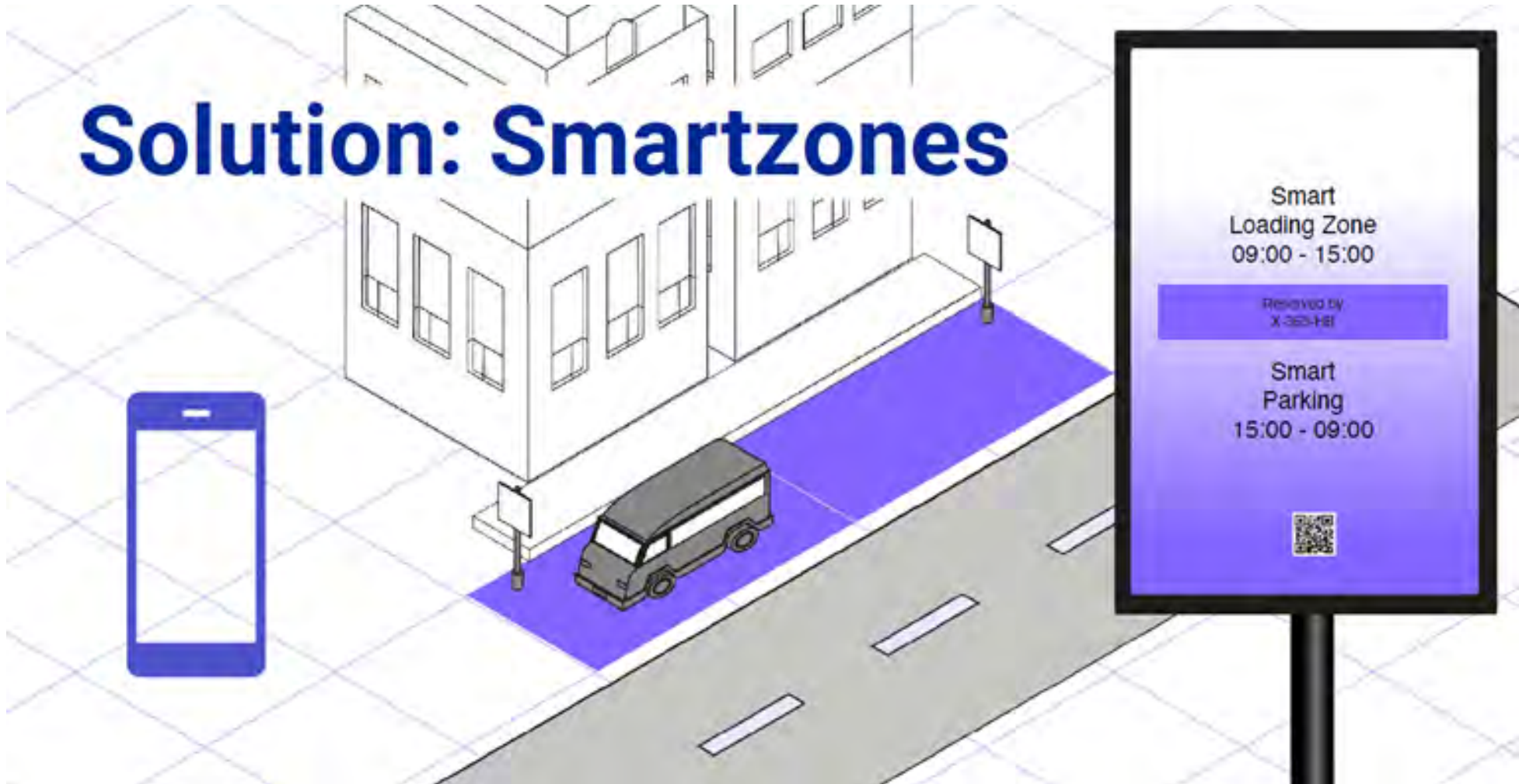


FlexCURB Planning platform



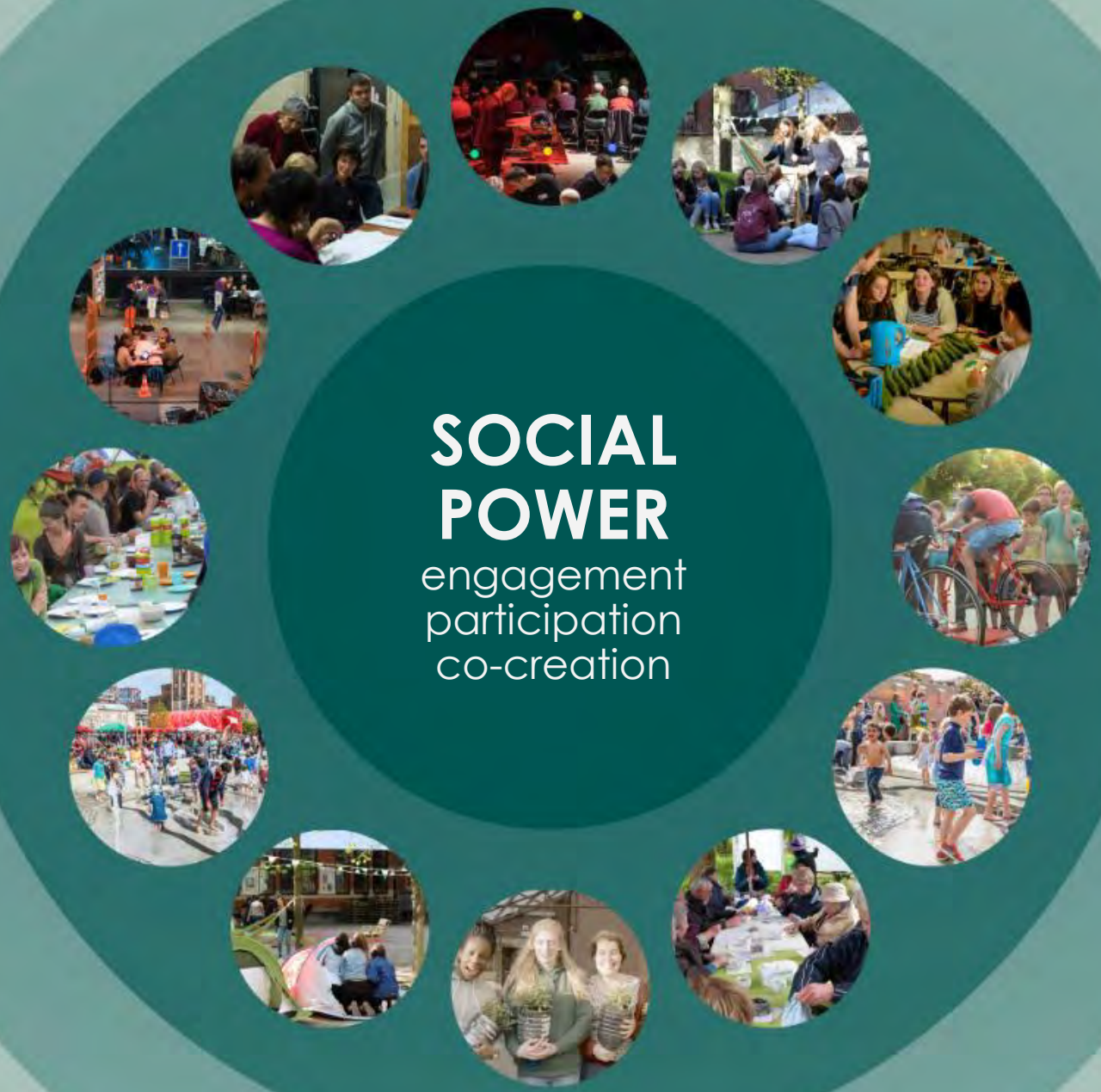
Use case Leuven

Pilot case:
flexible use of Shop & Go parking places



SOCIAL POWER

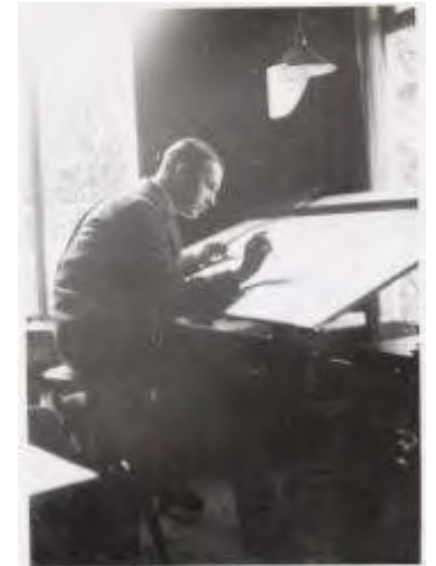
engagement
participation
co-creation





3 tracks for upgrading public domain

1. **Bottom up:** Straten Vol Leuven (temporary transformation squares and streets)
2. **Co-creation:** 'Kom op voor je wijk' cooperation civil servants, neighbourhood workers and citizens (participatory design and realisation)
3. **City investments:** programme public domain (experts design + participation)

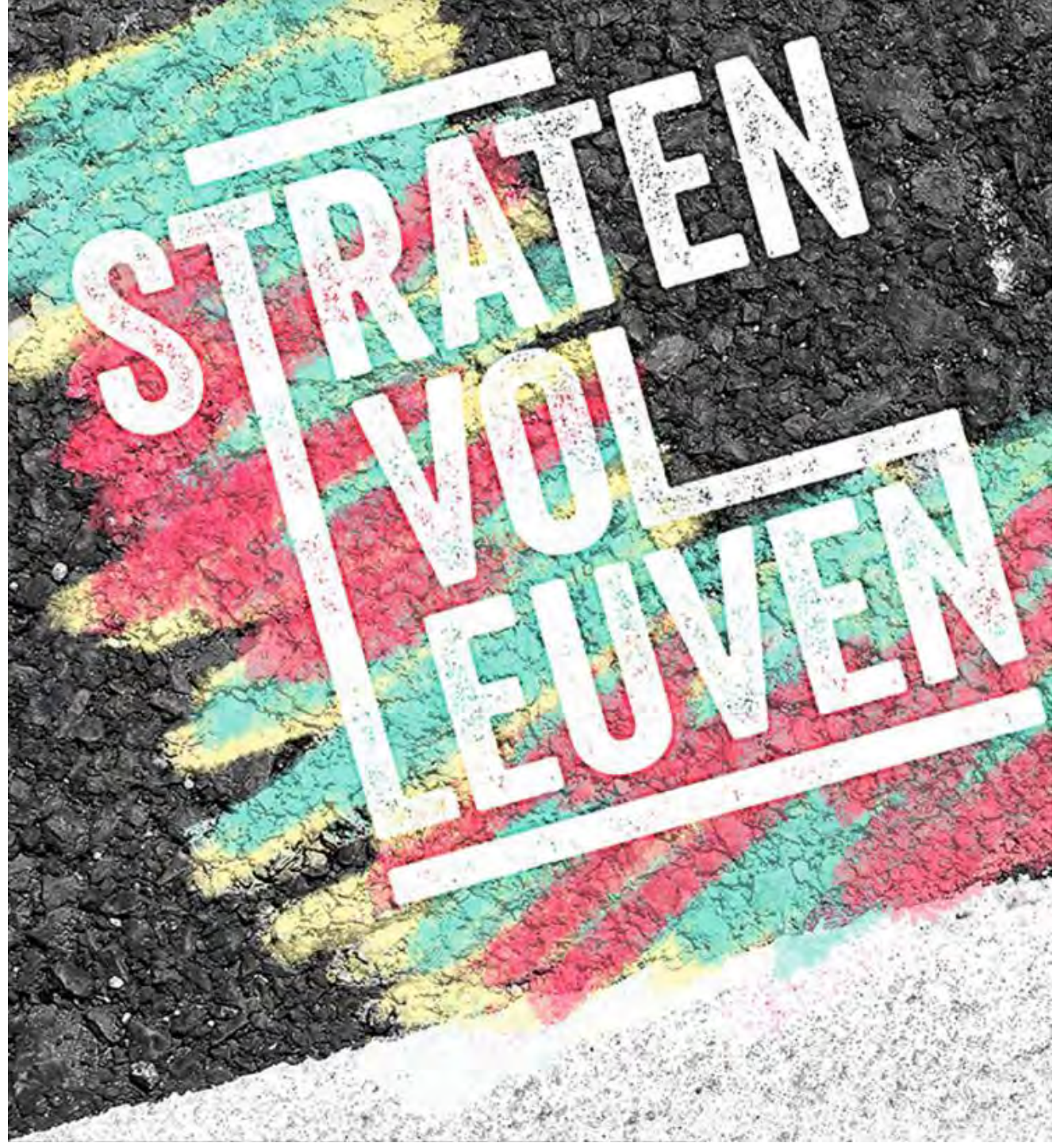


Straten Vol Leuven

Originated from Leuven Climat Neutral

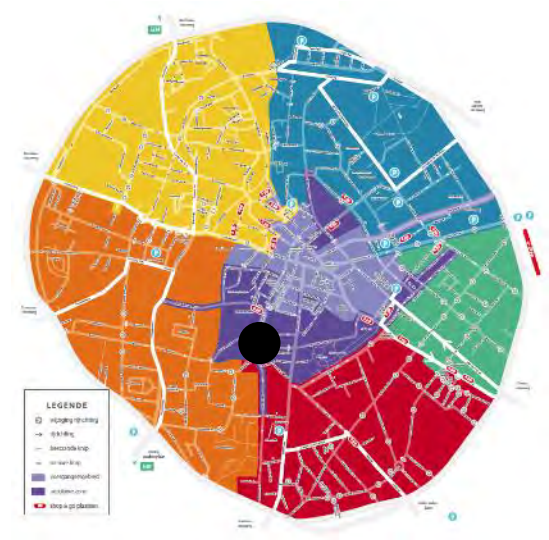
Various experts (urban design, architecture, advertising, education, ...)

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



STRATEN
VOL
LEUVEN







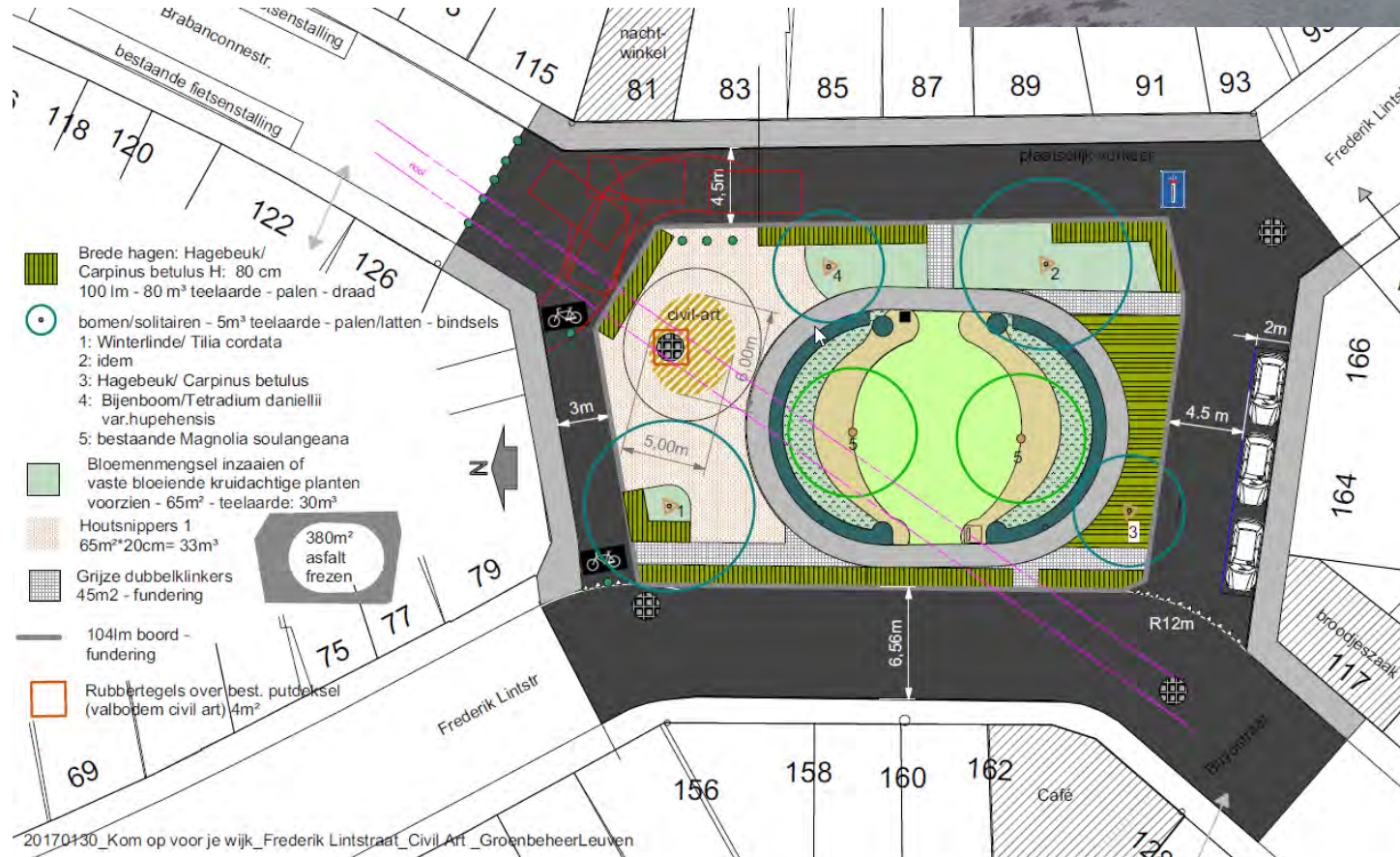


Co-creatie = Kom op voor je wijk, neighbourhood working

- 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 – neighbourhood strengthening



Co-creation





Kom op voor je wijk



Co-creation



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









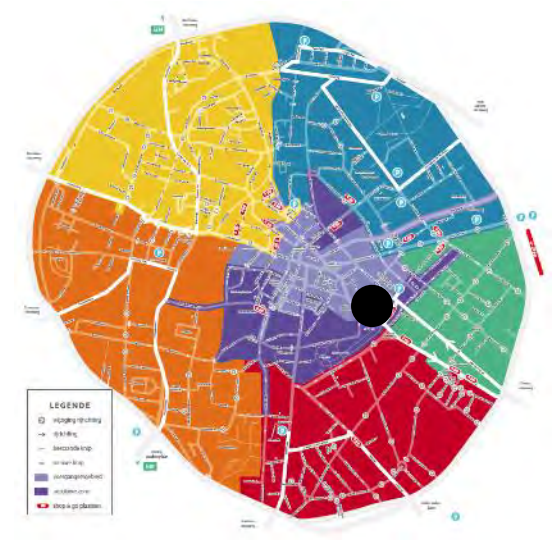


Program public domain

Hooverplein (pedestrian area)

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

Realisation of residence/event square







DILLE & KAMILLE

DILLE & KAMILLE

Winkel
Winkel
Winkel

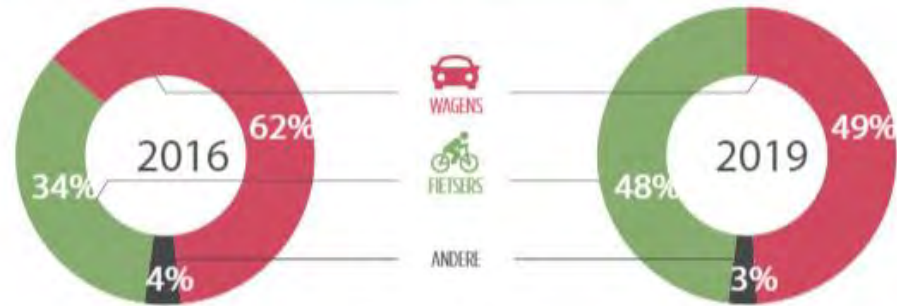
Winkel

3 JAAR CIRCULATIEPLAN

MEER FIETSERS
MINDER AUTO'S



Samenstelling van het verkeer in de binnenstad



Evolutie 2016 > 2019

Binnenstad



+44%

Fietsers



-19%

Automobilisten

Ring



+32%

Fietsers



+1%

Automobilisten

2019

Shop-and-goplaatsen

📍 112 plaatsen

🕒 23 MINUTEN gemiddelde parkeertijd

🚗 60% bezettingsgraad

Het aantal busreizigers neemt toe



Aantal busgebruikers
2016 > 2018

+18%

Parkeerformule 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















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ANNUAL
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2023

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