

50 YEARS OF MOBILITY PLANNING **in BRUGES**

Panta Rei

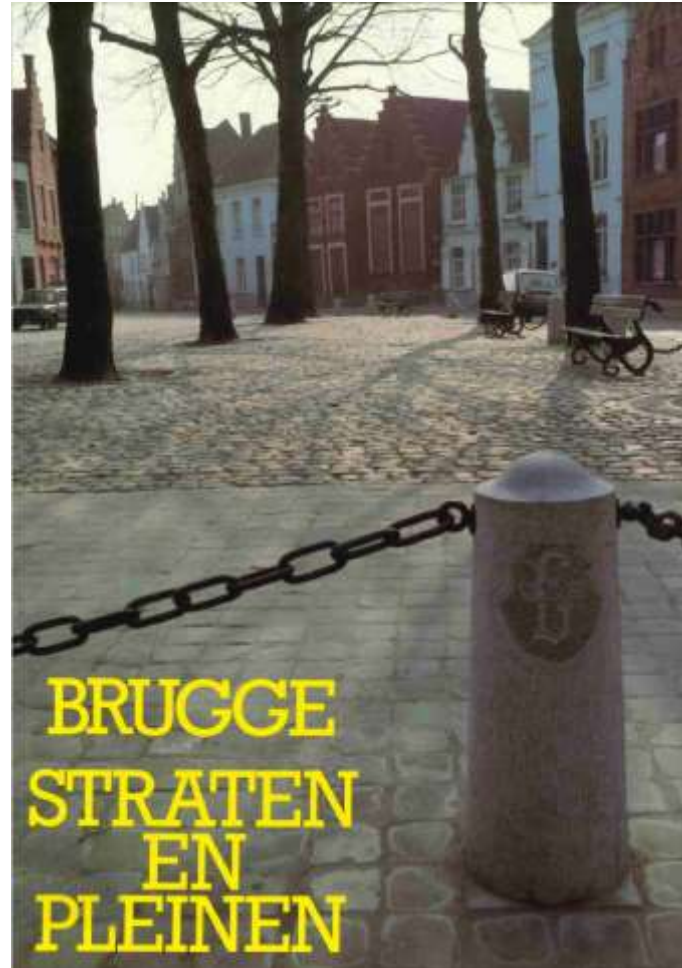
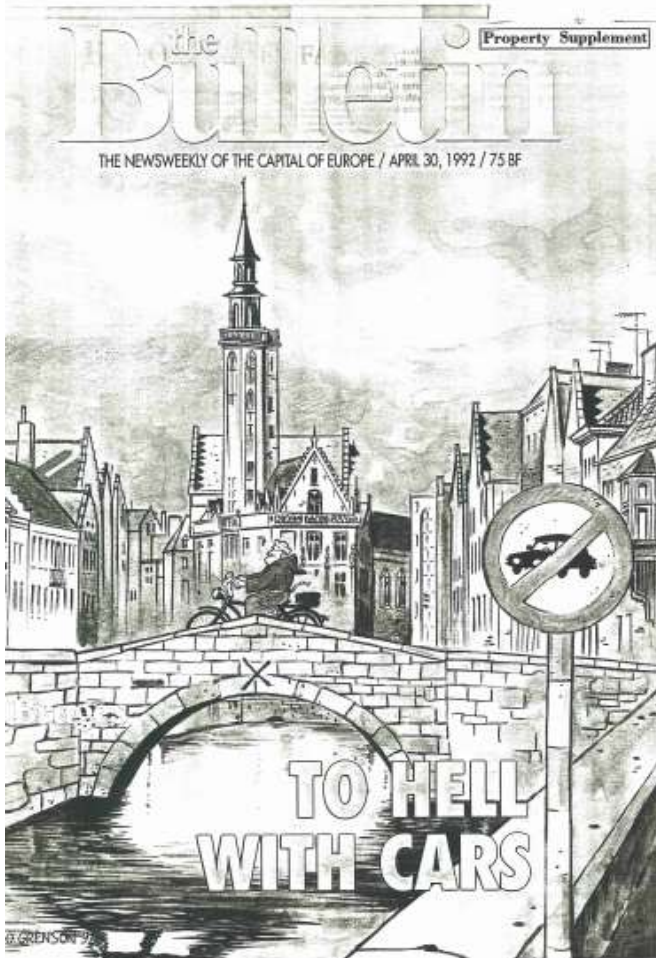
nothing is permanent except change
not even in a world heritage city

Bart Slabbinck, projectcoordinator mobility,
city of Bruges

Behind the Bruges' scenes

1. Keys to a succesful ~~mobility~~ urban policy
2. The transformation of the R30 Trainstation-area as a prime example of a city-friendly mobility
3. Keys to a public support for a changing mobility policy

Traffic planning in Bruges ?
It is **not** about fighting car traffic !



Toen na ongeveer een eeuw spoorweg en station buiten de stad terechtwamen, werd langs de oude spoorwegbedding een mooi park aangelegd. Het litteken bleef echter door de verkeersring, terwijl het plein slecht gestructureerd overkwam. West-Brugge was niet minder van de binnenstad afgesneden.

Quand, après un siècle, chemin de fer et gare furent transférés hors ville, l'ancienne tranchée de la voie ferrée devint un beau parc. Mais la cicatrice persista sous forme d'un boulevard de ceinture qui défigurait l'ordonnance de la place. L'ouest de Bruges demeurait encore coupé du reste de la ville.



Welcome to Belgium, home of the Flemish primitives and the surrealists

The way we see things is affected by what we know or what we believe.

To look is an act of choice.

To touch something is to situate oneself to it.

Ways of Seeing, John Berger, 1972



Let's talk paradigm

What is mobility ?

What is mobility management ?



The art of city planning

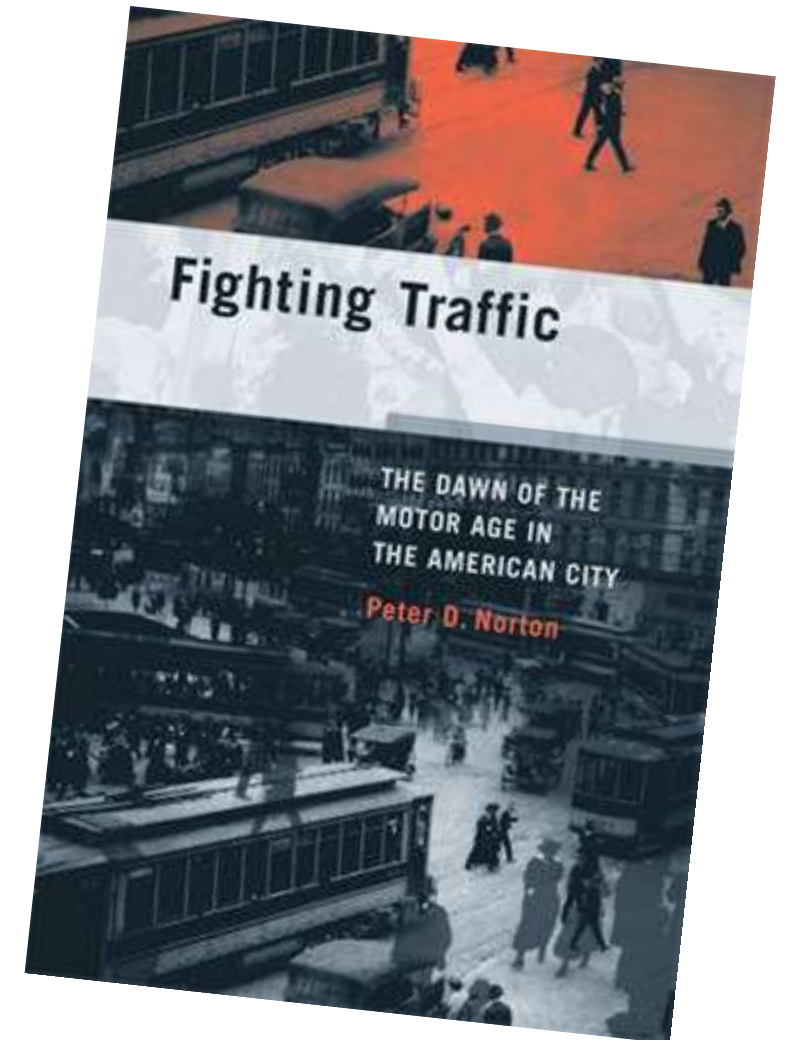
What we can learn from a city as old as Bruges

Today we tend to regard streets as motor thoroughfares, and we tend to project this construction to pre-automotive streets. [...] Only when we can see the prevailing social construction of the street from the perspective of its own time can we also see the car as the intruder.

*Constructivist historians of technology have discovered the “interpretive flexibility” of artifacts. **One object can be different things to different people.***

To some young men of the 1880s a high-wheeled bicycle was a means of displaying physical prowess – a “macho bicycle”; to others the same device could be a dangerous machine – an “unsafe bicycle”.

Prevailing social constructions of the street, for example, were stable in 1900. The automobile destabilized them. In the 1920s automotive interests (or motordom) proposed that customary social constructions of the streets were outdated and that only a revolutionary change in perceptions of the street could ease congestion and prevent accidents.



The art of city planning

What we can learn from a city as old as Bruges

The origin of the city is to be found in the inability of the individual to exist on its own and the need for many things the individual experiences. Consequently, one man is calling one another, one is gathering at one place associates and helpers and to this common dwelling we have given the name city.

Plato, The Republic

And let's not forget that the people gave meaning to life in the city not the bricks.

Caestecker & Keppler, Brugge : Straten en Pleinen

In Dutch we still use the term : **samen-leiving** (together-living)

In English we still use the term : **comm(on)-unity**

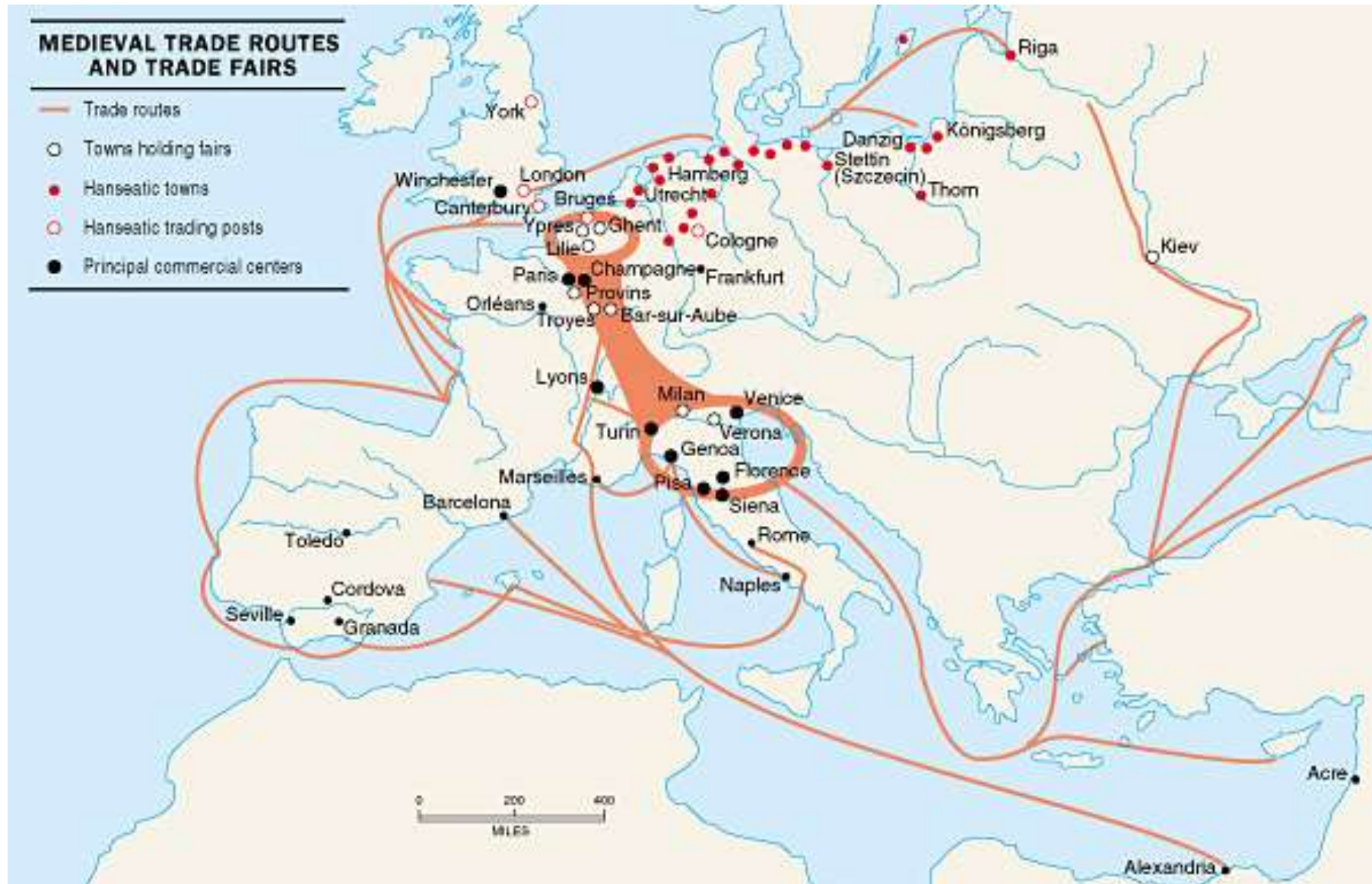
In French we still use the term : **comm(on)-une**

In Italian we still use the term : **città**

(derived from the Latin **civitas** – citizenship, community member)

Let's look back at the story of Bruges
Let's start in the golden age of Bruges

the origin of Bruges is "Brygga" (Old Norse) meaning a pier - landing for ships
the origin of Bruges' wel-fare [varen (Dutch), fahren (Deutsch)]





Let's look back at the story of Bruges, the city itself was a walking city

“mobility” doesn't exist, think in terms of “proximity” (city) and “transport” (trade networks)



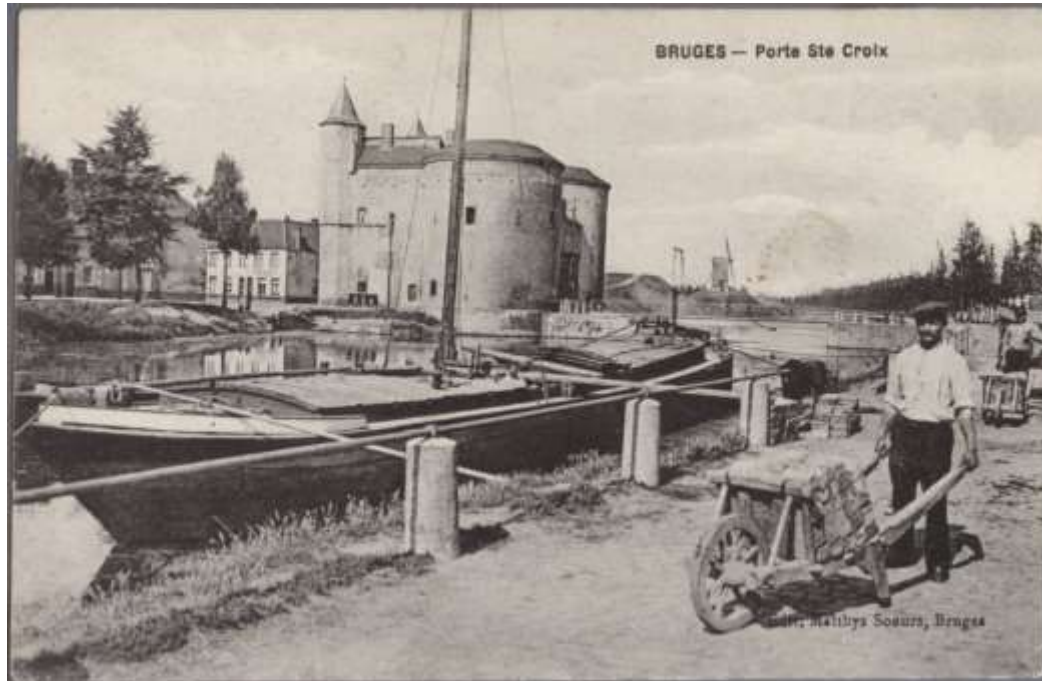
Bruges is a water city. [...] Bruges is a masterly mosaic of small-scale plots of land, engraved on an organic street and water pattern with houses as its fine-grained basic module. **The city was designed and modulated over the centuries, not for cars but for pedestrians, not for office buildings and large-scale functions but for housing, not for large industrial and commercial concentrations but for small-scale shops and crafts. As a result, Bruges has remained true to the human scale to this day.**

Structure Plan, 1972

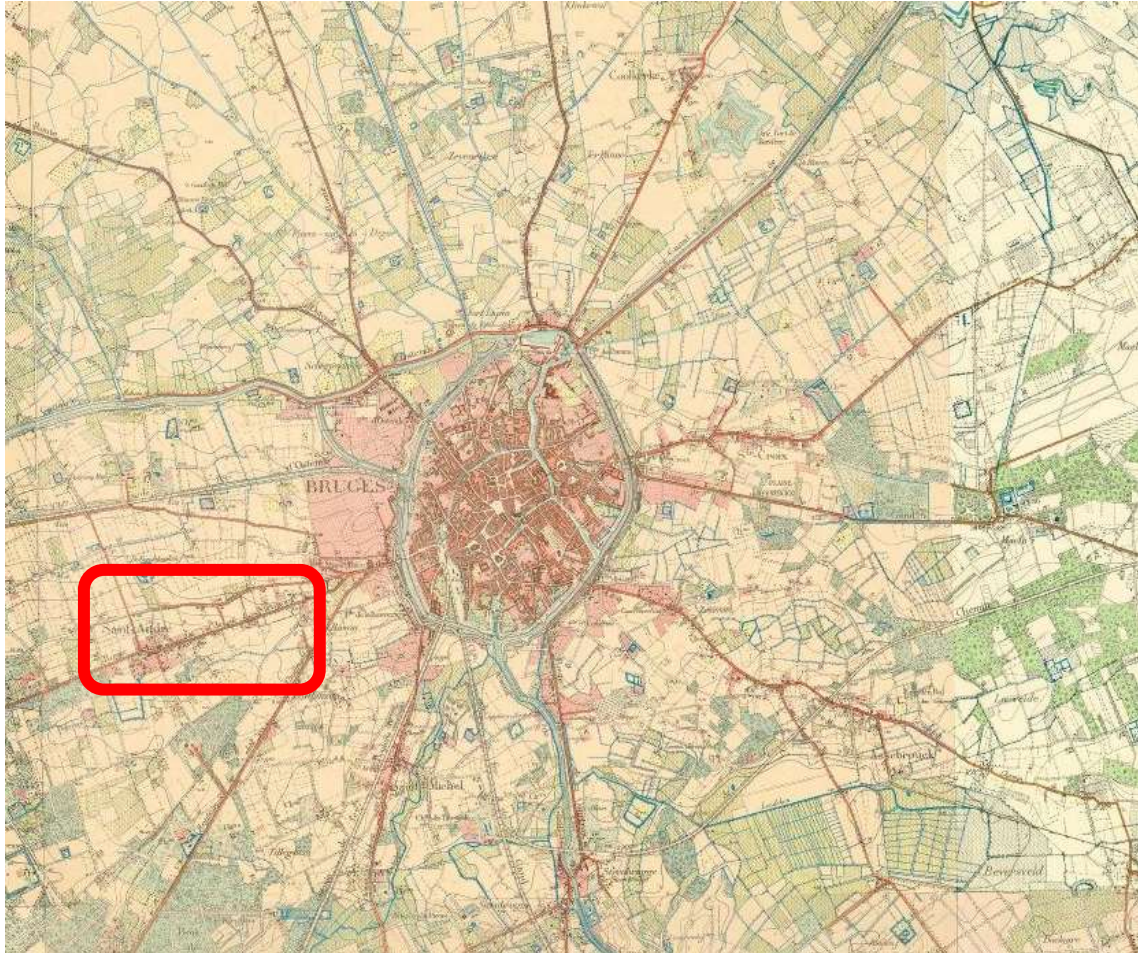


the city's quarters

at quarter of an hour walking distance of the Belfry



Then came in the 19th century the public transport city and the city expanded outside its city's walls

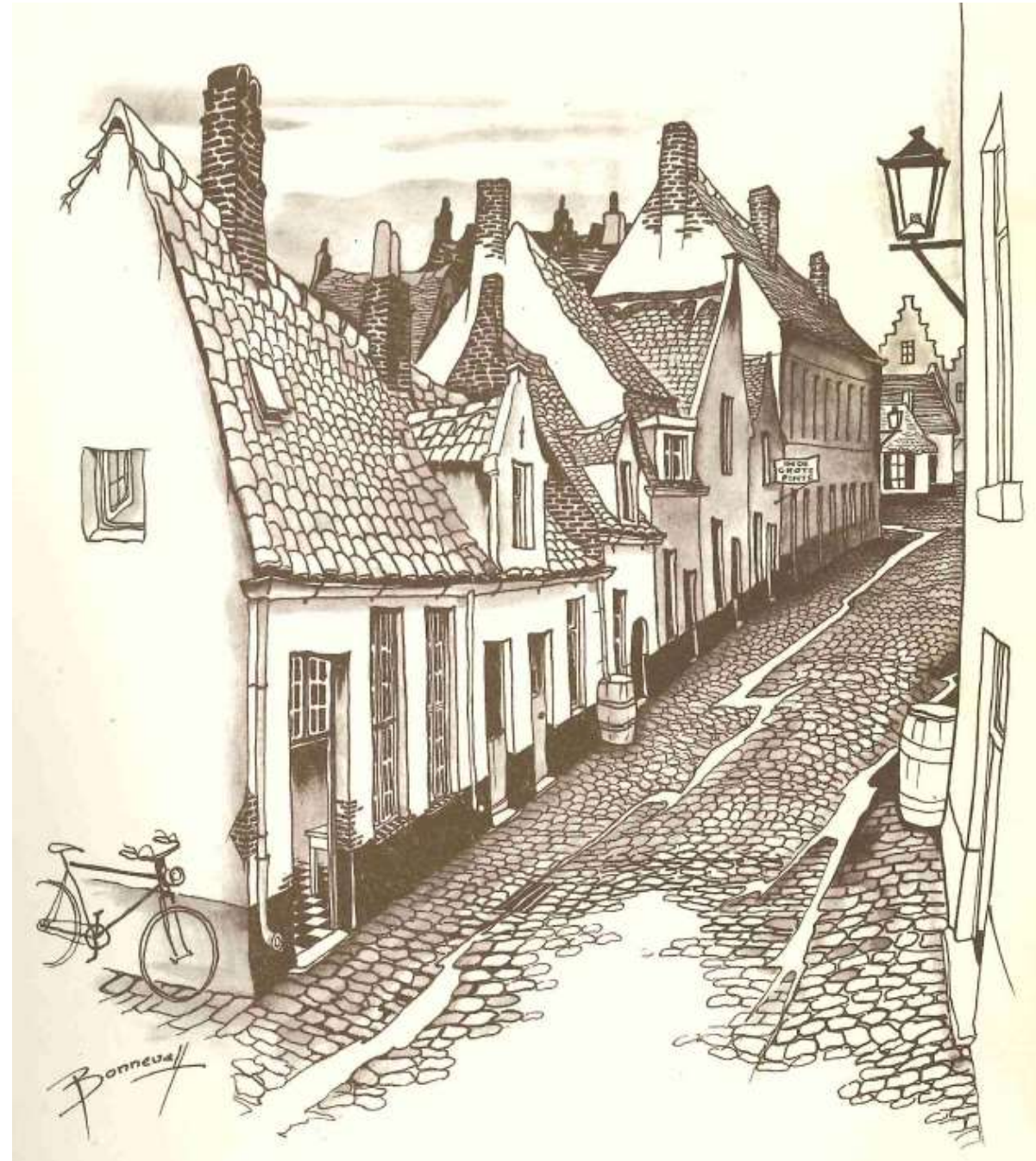


1904

And then came ... the car

*The street! It was full of life at the time [early 20th century]. **It was a world to me.** [...] **There was a lot of solidarity,** as one finds among people who are struggling. The greater the burden and the danger, the greater the togetherness. [...] **For a whole lot of things, it was the inhabitants themselves who set the law.** Not the police. In many cases, the street would not have tolerated this. [...] **We only had to deal with the handcarts and wheelbarrows of craftsmen and walkers and we saw them coming from afar.** Cars did not drive through the street. When it did happen, it caused a general outcry. [...] The front door consisted of two half doors, like the stable doors. The top half was always open during the day.*

Achille Van Acker, Minister of State,
1964, Herinneringen [Memories]

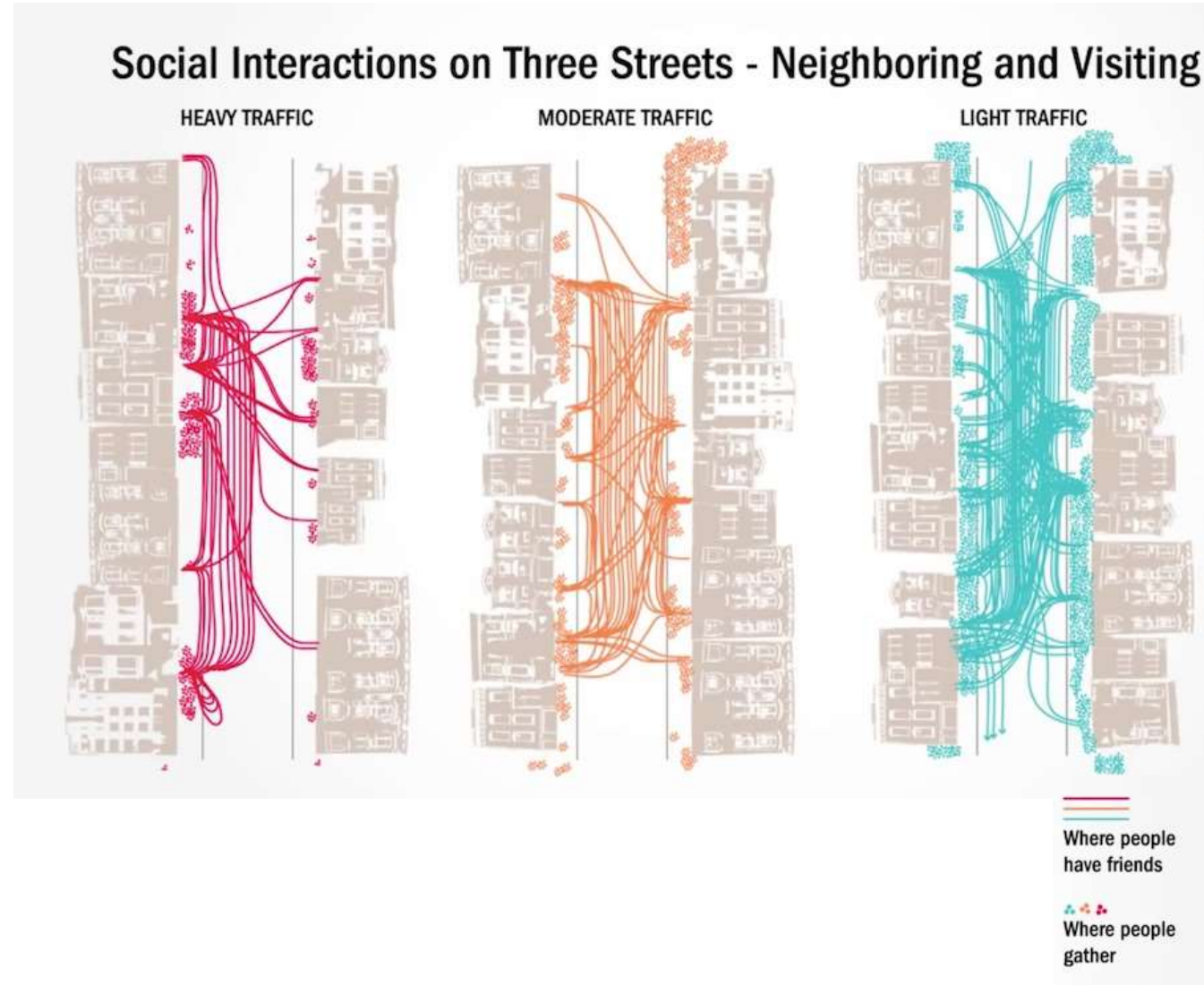


And then came ... the car

*Streets used to be at the heart of a neighbourhood or of a meeting place where people gathered. This has changed completely due to moving traffic and parked vehicles. Instead of being a binding element, **streets have become a barrier to human relationships**. Cars have clearly contributed to the fact that people live more side by side. However, urban culture plays a specific role in enabling as many encounters as possible between people to make a special contribution to the continuous development of new ideas and transfer of culture.*

*We passionately believe in the meaning of a living city heart, a wonderful ensemble of shops, government buildings, offices, museums, restaurants, services, houses, etc.. [...] However, tyrannical traffic has transformed this valuable cityscape into a chaotic situation. [...] **The funny thing is that intensive traffic makes such streets seemingly more lively: in fact, it is a process of deterioration in quality of life.***

Frank Van Acker, Mayor, 1978
[son of Achille Van Acker]

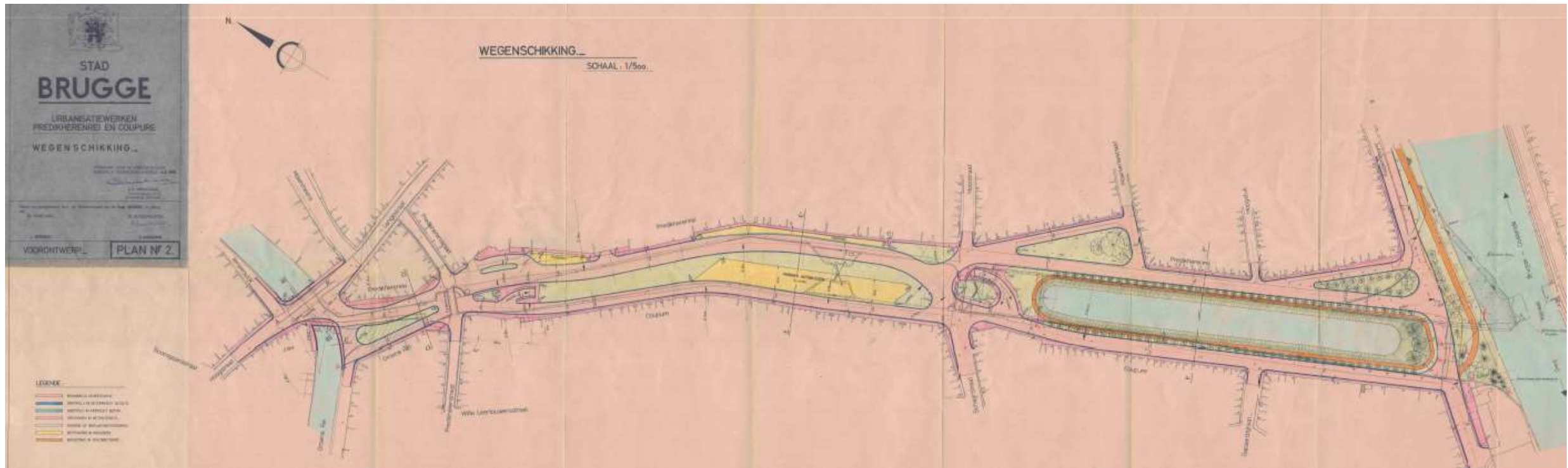


*the golden sixties
or
the grey sixties ?*



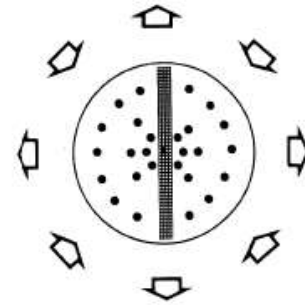


What would be next ? The case of transforming the Coupure into a bus parking lot ... not !

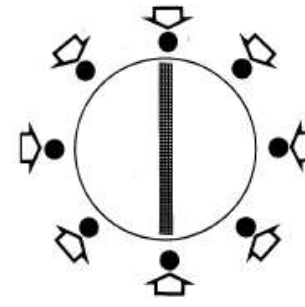


Limits to the growth

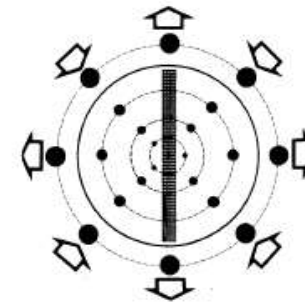
Limits to a car centric policy (1972)



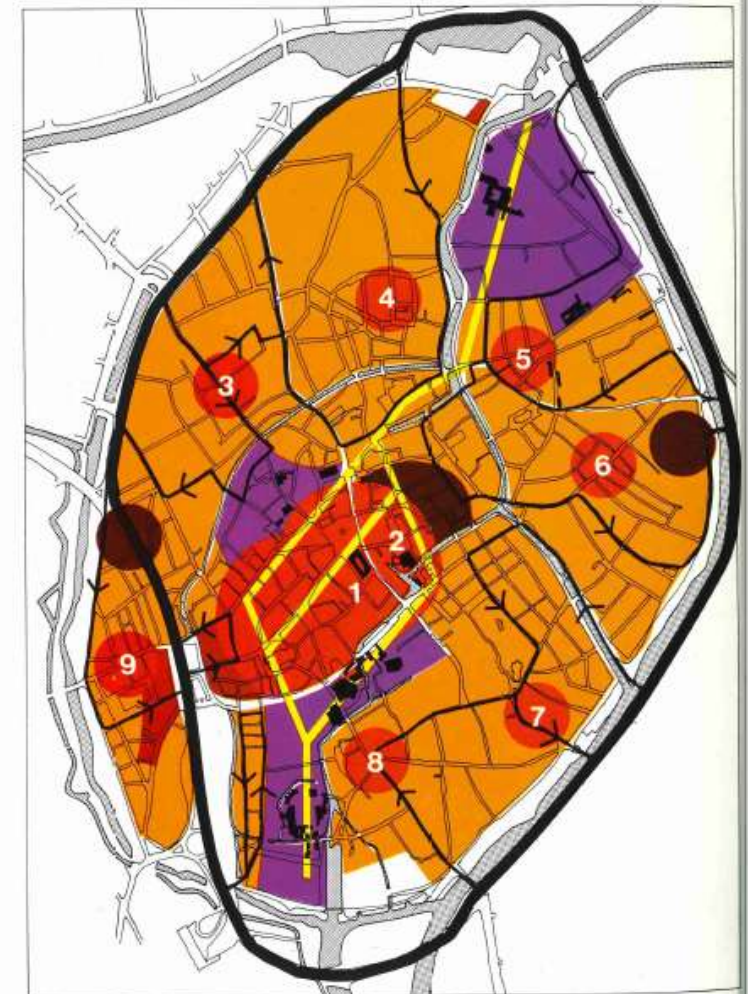
Figuur 45a:
Het verzadigingsmodel



Figuur 45b:
Het optimaal model



Figuur 45c:
Het overgangsmodel met 4 parkeergordels



Figuur 33:
Schema van het ontwikkelingsmodel

- | | |
|---|--|
| Wonen | Voetgangersstructuur |
| Winkels | Stedelijke lussen |
| Cultuur | Ring |
| Kantoren | 1-9 Kwartieren |
| Hotels | |



Stad Brugge Verkeersplan



BURGEMEESTER VAN ACKER:
"Nieuw verkeersplan
moet een echt verkeersbeleid mogelijk maken..."
Bruggech Handelsblad
3 MAART 1978

New traffic plan introduces a real traffic management

Het Laatste Nieuws 3 MEI 1978
Strijd tegen auto pas ingezet
**Brugge wordt weer
een leefbare stad**
474

Bruges to be become a livable city again

Het Nieuwsblad 16 MAART 1978
**Brugge haalt zijn oude
kasseien weer boven**

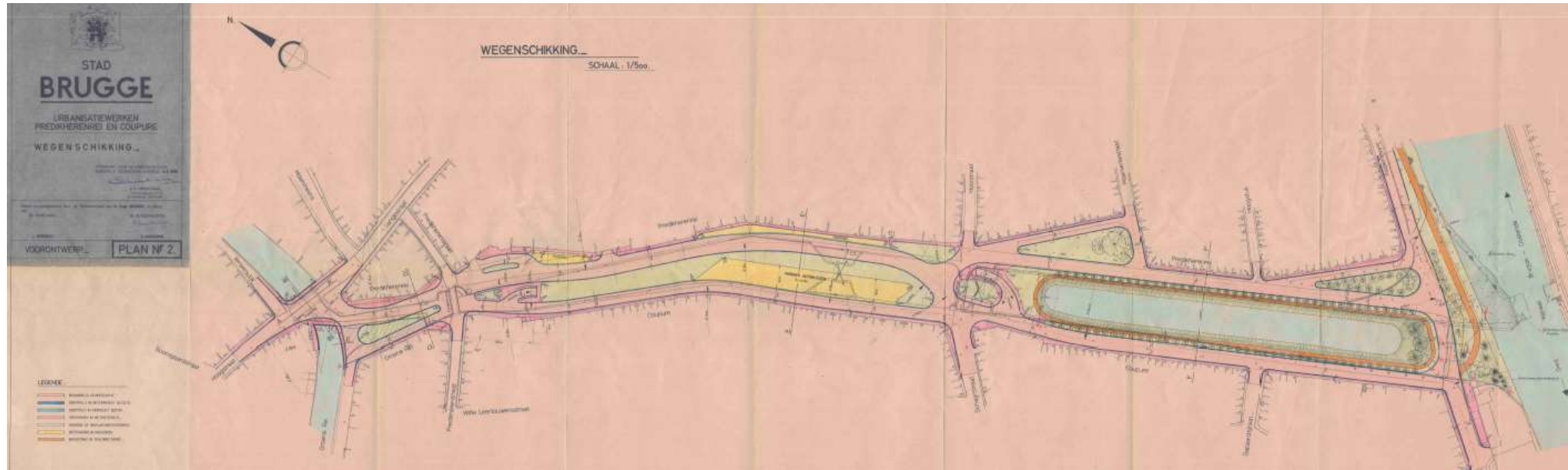
Bruges reintroduces the old cobblestones

**Eerste ondergrondse
parking
officieel opengesteld**

Opening of the first underground parking facility



What would be next ? The case of transforming the Coupure into a bus parking lot ... not !



STAD BRUGGE

VERKEERSLEEFBAARHEIDSPAN

DEELRAPPORT 2

KRACHTLIJNEN VAN HET VERKEERSLEEFBAARHEIDSPAN

GROEP PLANNING

Verenootschap van stedenbouwkundigen,
verkeerskundigen, architecten en ingenieurs

Sint-Jakobstraat, 88 8000 BRUGGE
Gallierwilen, 33 1040 BRUSSEL

Brugge, juli 1990

STAD BRUGGE

MOBILITEITSPLAN

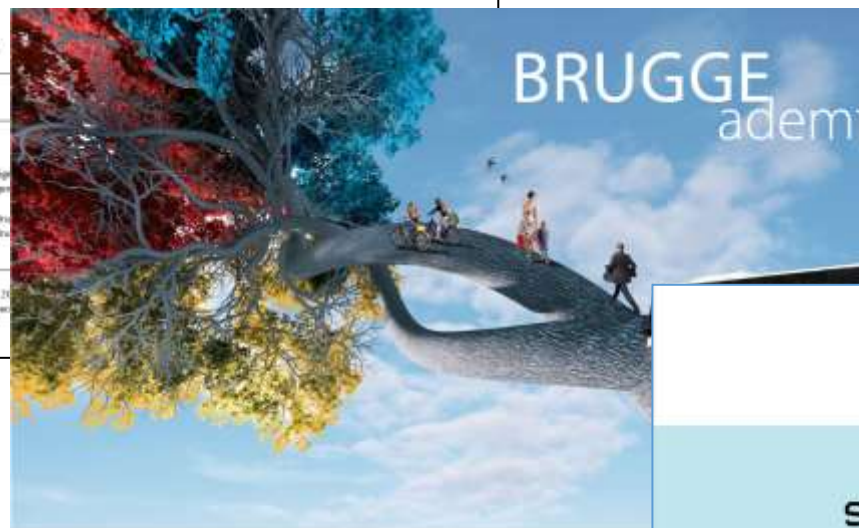
BELEIDSPAN

GROEP PLANNING

Verenootschap van stedenbouwkundige
verkeerskundigen, architecten en ingenieurs

Tremblakodestraat 88 8000 Brugge
Haverdoutaan 90 1000 Brussel

Brugge, maart 2003 (niet van july 2000,
2000, 15 november 2000, het zuidwesten)



BRUGGE

wijziging mobiliteitsplan vanaf 15 oktober

www.brugge.be/

SumResearch
Urban Consultants

Stad Brugge: Mobiliteitsplan Beleidsplan

Oorspronkelijke versie conform verlaagd op 7 april 2001

Geactualiseerd in functie van de analyse in 2008

Geactualiseerde versie conform verlaagd op 23 januari 2009

Geactualiseerde versie goedgekeurd door College van Burgemeester en Schepenen op 6 maart 2009

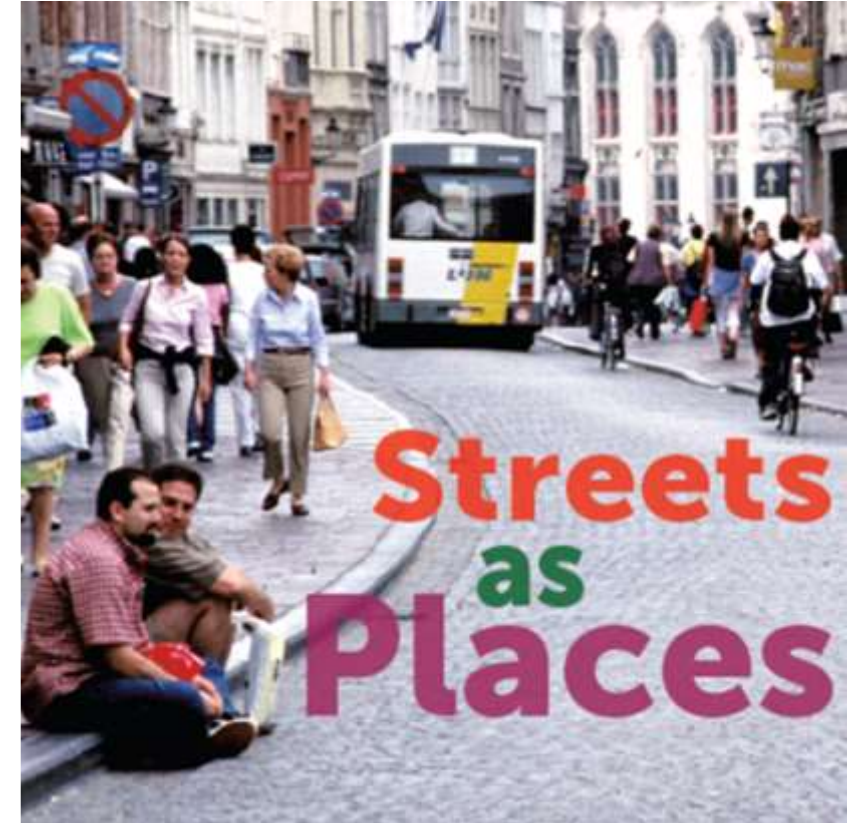
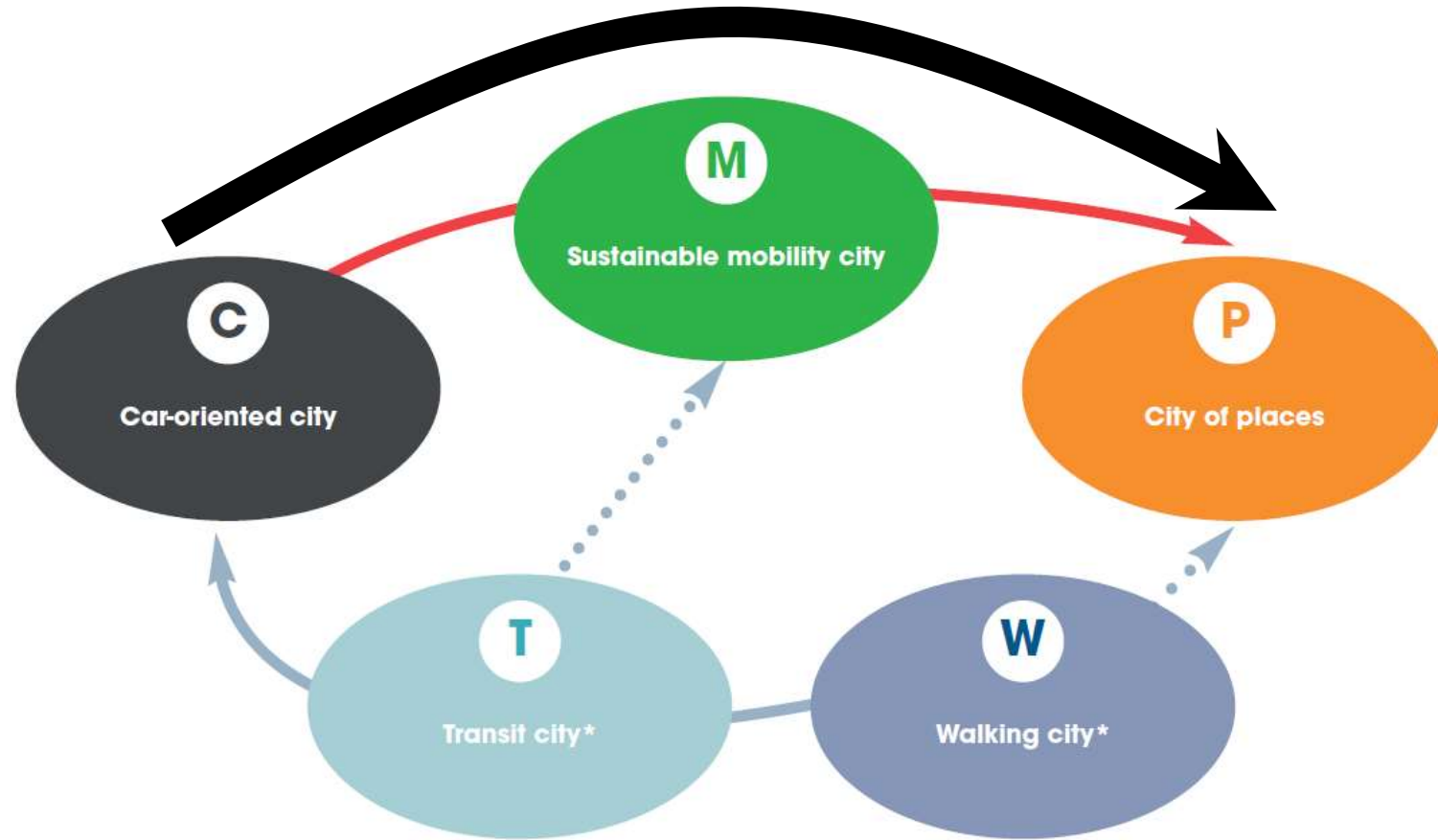
BRUGGE
MIDDELDELFEDERATIE

opdrachtgever
opgesteld door

Stadsbouw Brugge
SumResearch nv
ouquere wulfra 104B
B-3002 gans
T +32 9 225 54 88
F +32 9 223 98 82
ger@sum.be
www.sum.be

50 years of mobility planning in Bruges

Change ? Yes, we can !



Brugge as international best practice congress on Placemaking, New York, 2013

What is the next step ?



- Road building
- Car parking
- Lower density
- Dispersion



- Public transport
- Cycle networks
- Roadspace reallocation



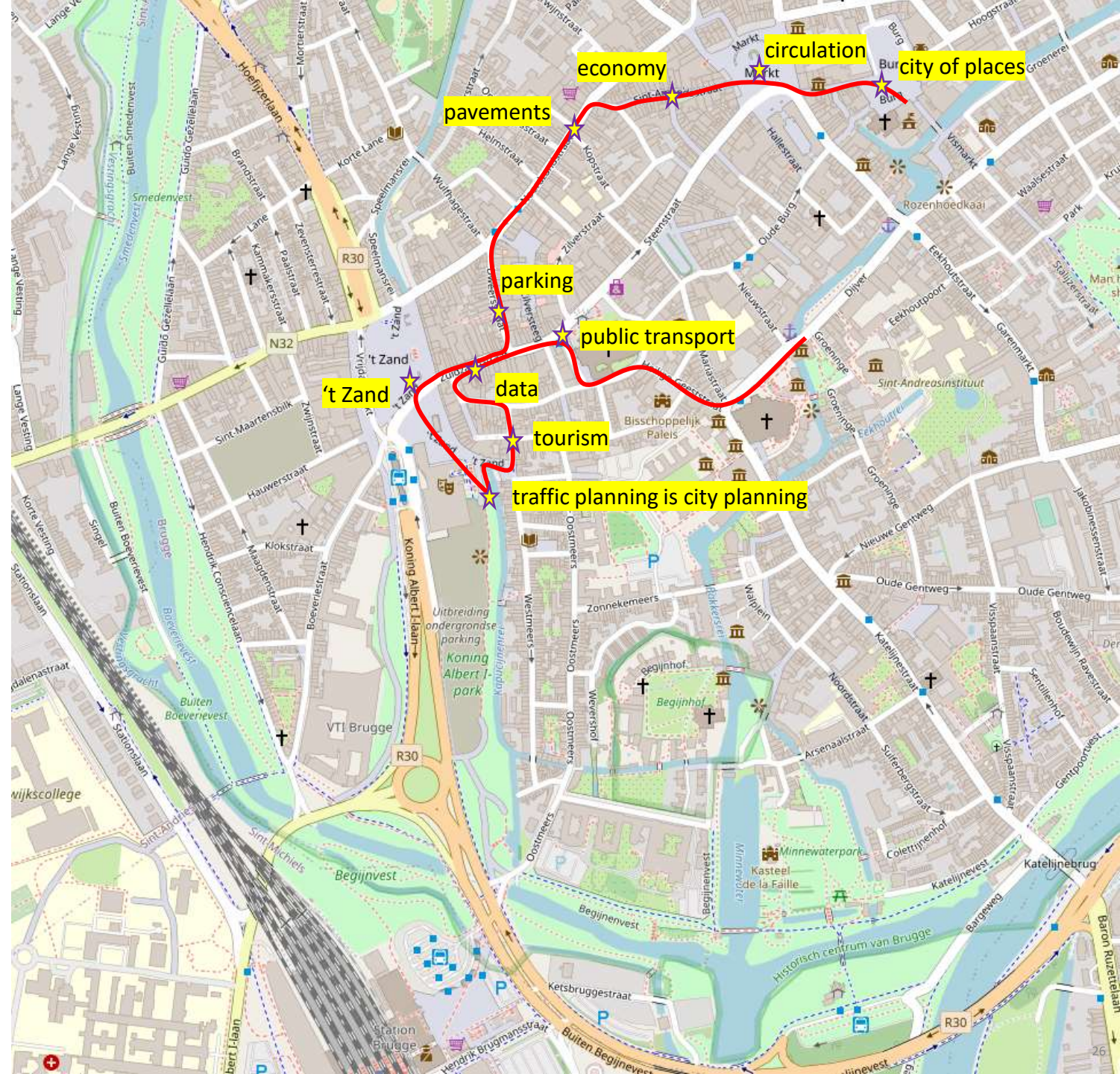
- Public realm
- Street activities
- Traffic restraint
- ToD/mixed use developments



Supporting different city visions, based on:

- Sustainability
- Efficiency
- Equity
- Health and vitality
- Happiness

A walk through 50 years of mobility planning



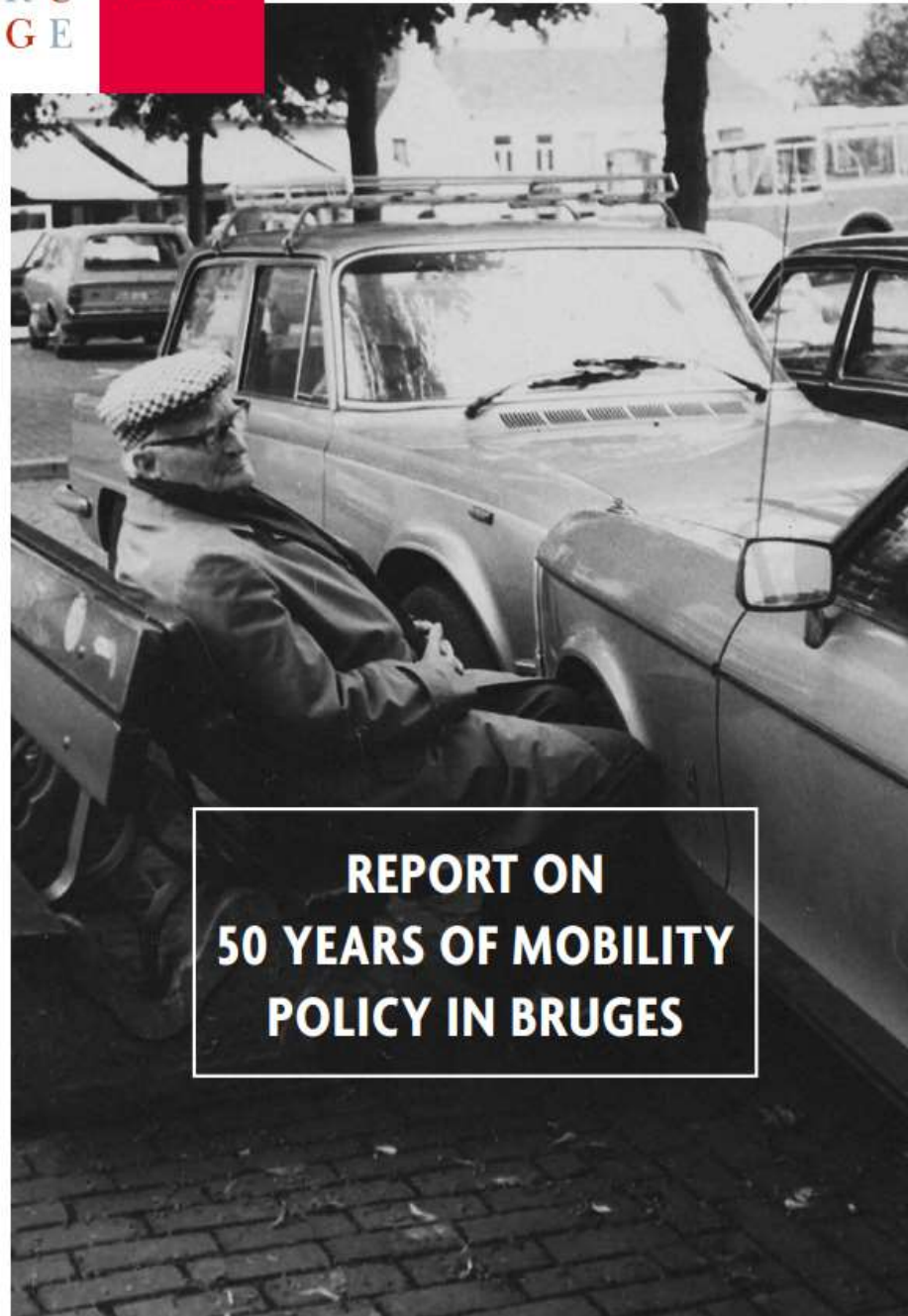
City friendly mobility – Mobility planning fit to the historical of Bruges

a city-friendly mobility is a policy

which celebrates the city

- *as a collection of buildings and places (streets, squares, ...) – “ville”*
- *as an expression of people – “cité”*
- *as a living memory of people and their society – “histoire”*





**REPORT ON
50 YEARS OF MOBILITY
POLICY IN BRUGES**

Let's talk paradigm

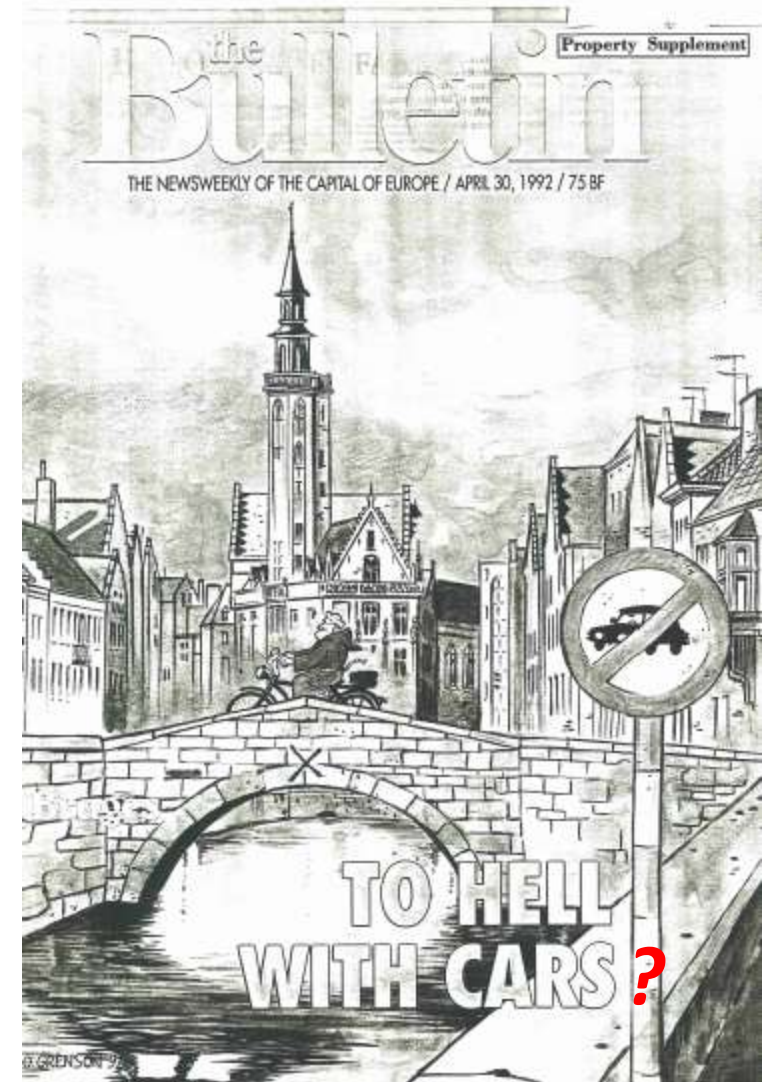
city
The art of ~~traffic~~ planning

What do you (want to) see when you see a car / a bike / ... in your city ?

Let's talk paradigm

What is mobility ?

What is mobility management ?



Let's talk paradigm

What do you (want to) see when you see a car / a bike / ... in your city ?

The art of ~~traffic~~ ^{city} planning

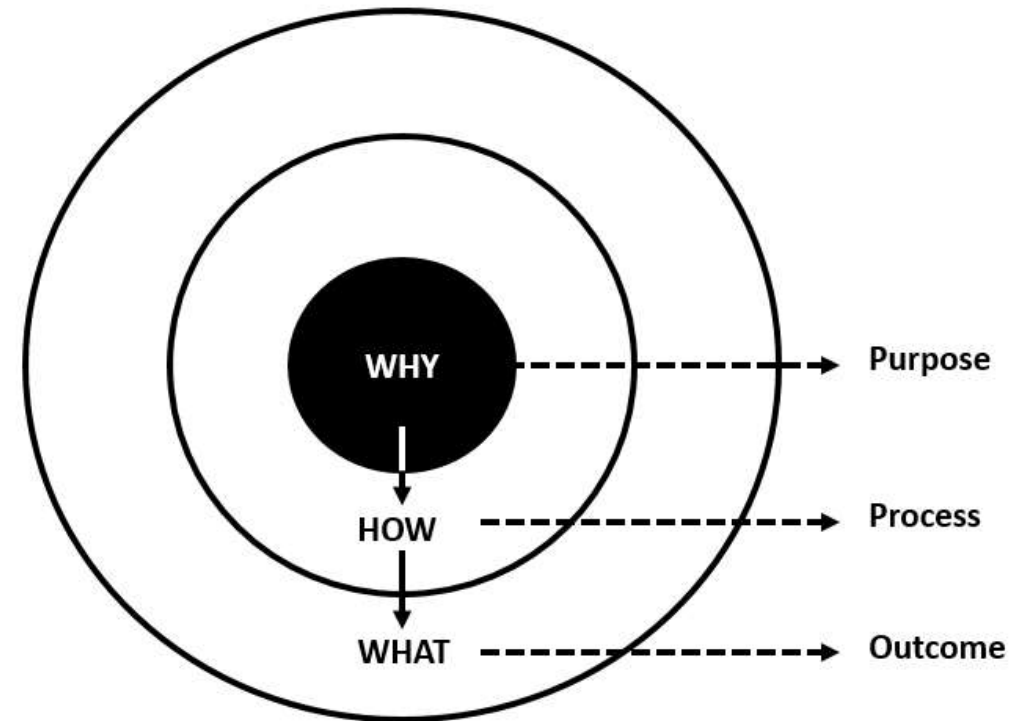
The traffic has to adapt to the city, not vice versa

Structuurplan, 1972

*Traffic management is not a goal on itself
Traffic management is a means (to serve the city)*

*A Sustainable Urban Mobility Plan is a strategic plan designed to satisfy the mobility needs of people and businesses in cities and their surroundings **for a better quality of life.***

Rupprecht Consult (eds), 2019



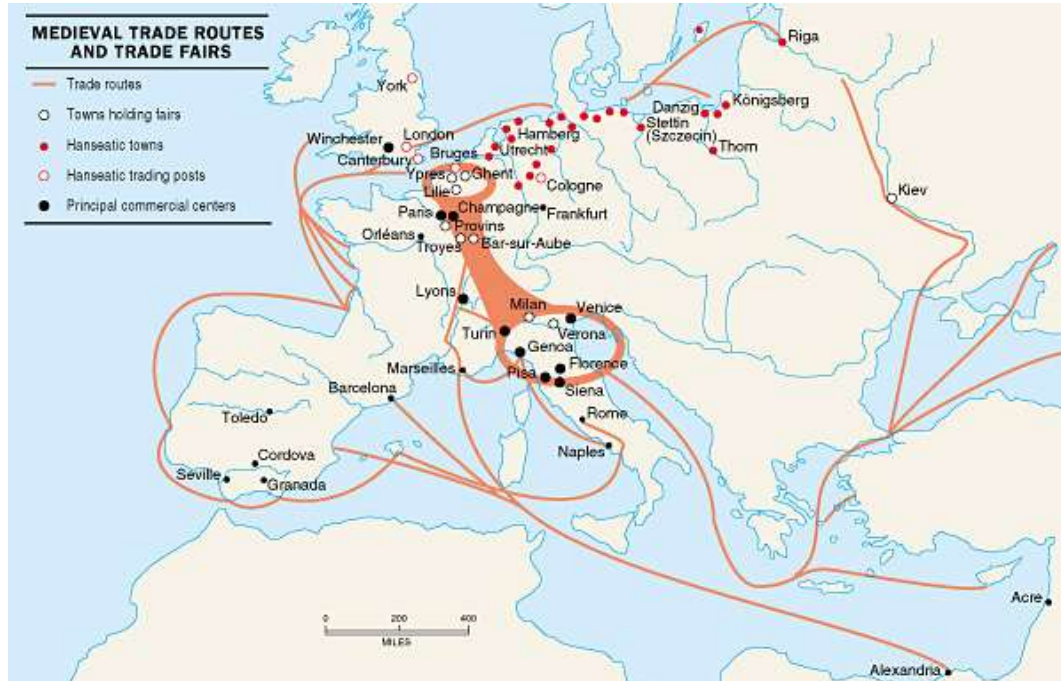
city

The art of ~~traffic~~ planning

What we can learn from a city as old as Bruges

The origin of the city is to be found in the inability of the individual to exist on its own and the need for many things the individual experiences. Consequently, one man is calling one another, one is gathering at one place associates and helpers and to this common dwelling we have given the name city.

Plato, *The Republic*



The street of the past [...] the belief that people can live together in proximity and interdependence.

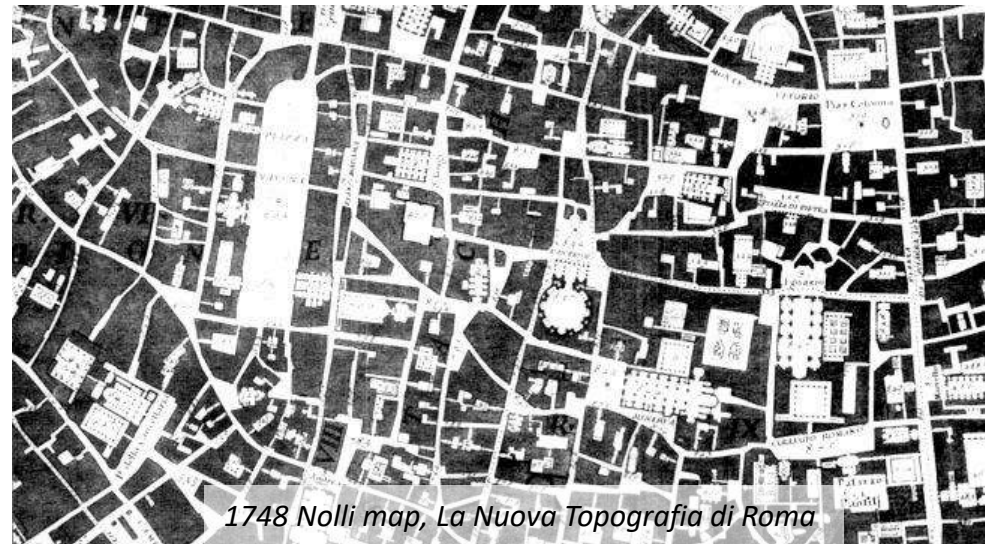
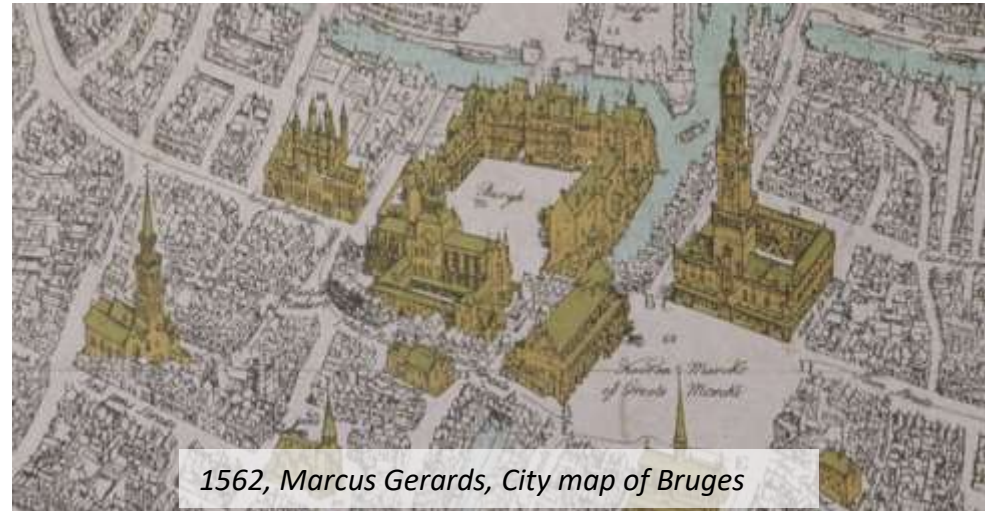
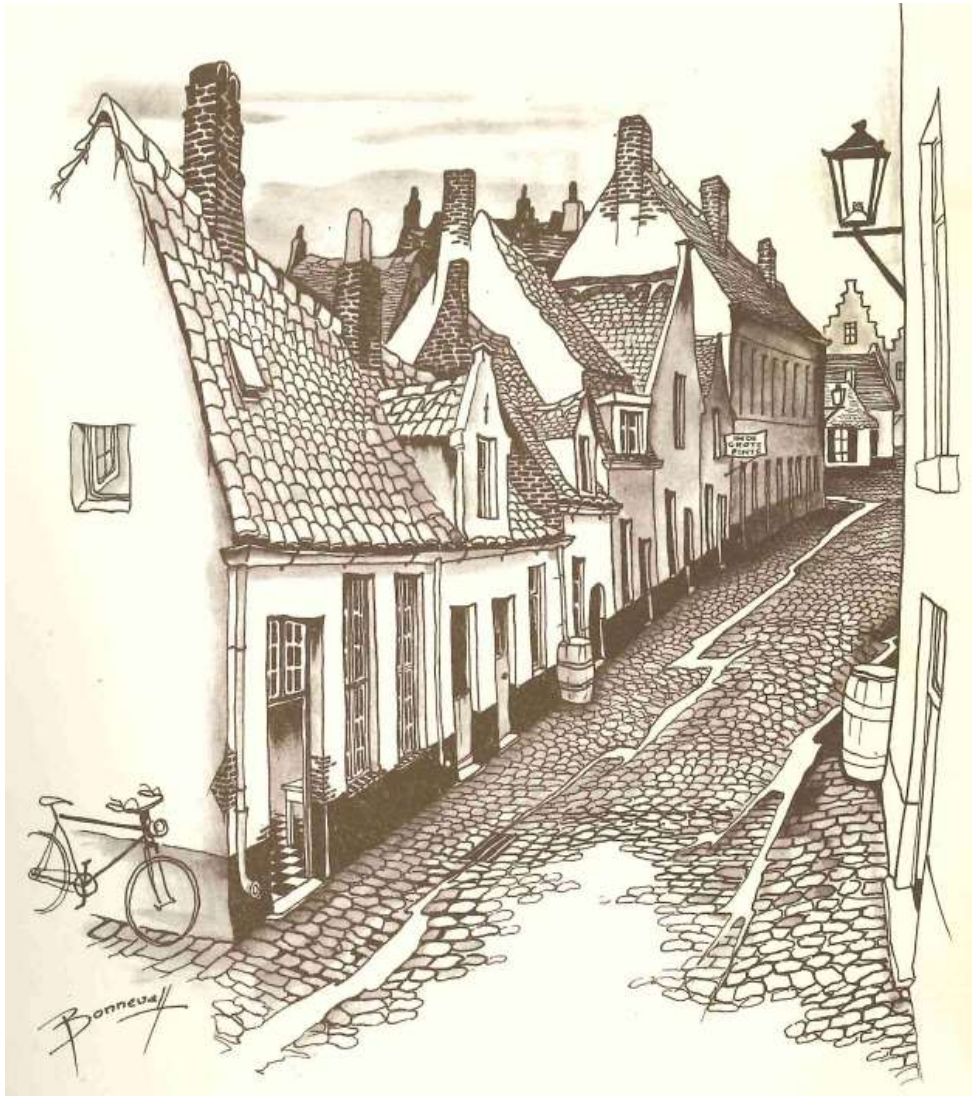
Gerald Allan

*The destination of modern roads ain't no more cities but other roads.
A modern road is conceived and built for the distance*

Toon Lemaire

The renaissance of the street

What we can learn from a city as old as Bruges



The street as urban form and as urban institution. [...] The street both being about the container and about its content. Spiro Kostof

The renaissance of the street

What we can learn from a city as old as Bruges



*The building with its “urban façade is part of the “urban space”,
this is the space between the buildings [...]
The urban space is the citizen’s living room and must be
developed in such a way that it offers an answer to all possibilities.*

Structuurplan, 1972

*The enormous development of mobility [...]
led to a tearing dichotomy between ‘mobility’ and ‘living space’.*

*The horizontal floors and the vertical façades of the city
became two separate worlds. Because from now on,
living was restricted to the space behind the façades
and the street was reserved for mechanical traffic. [...]*

*The ‘genius locus’ disappeared in favour of
a monotonous standardized cityscape, ‘une machine à habiter’.*

Tanghe & Keppler, 1986, Mobiliteit en Ruimtelijkheid



A (car) road

- space - link
- impersonal
- linear
- monofunctional (traffic)
- predictable
- systematic
- regulated
- signs/markings/...

A street

- place
- personal
- organic
- multifunctional
- surprising
- contextual
- social and cultural "conventions"
- eye contact / multisensory

naar : Schiller & Kenworthy, 2018 & Gehl, 2010

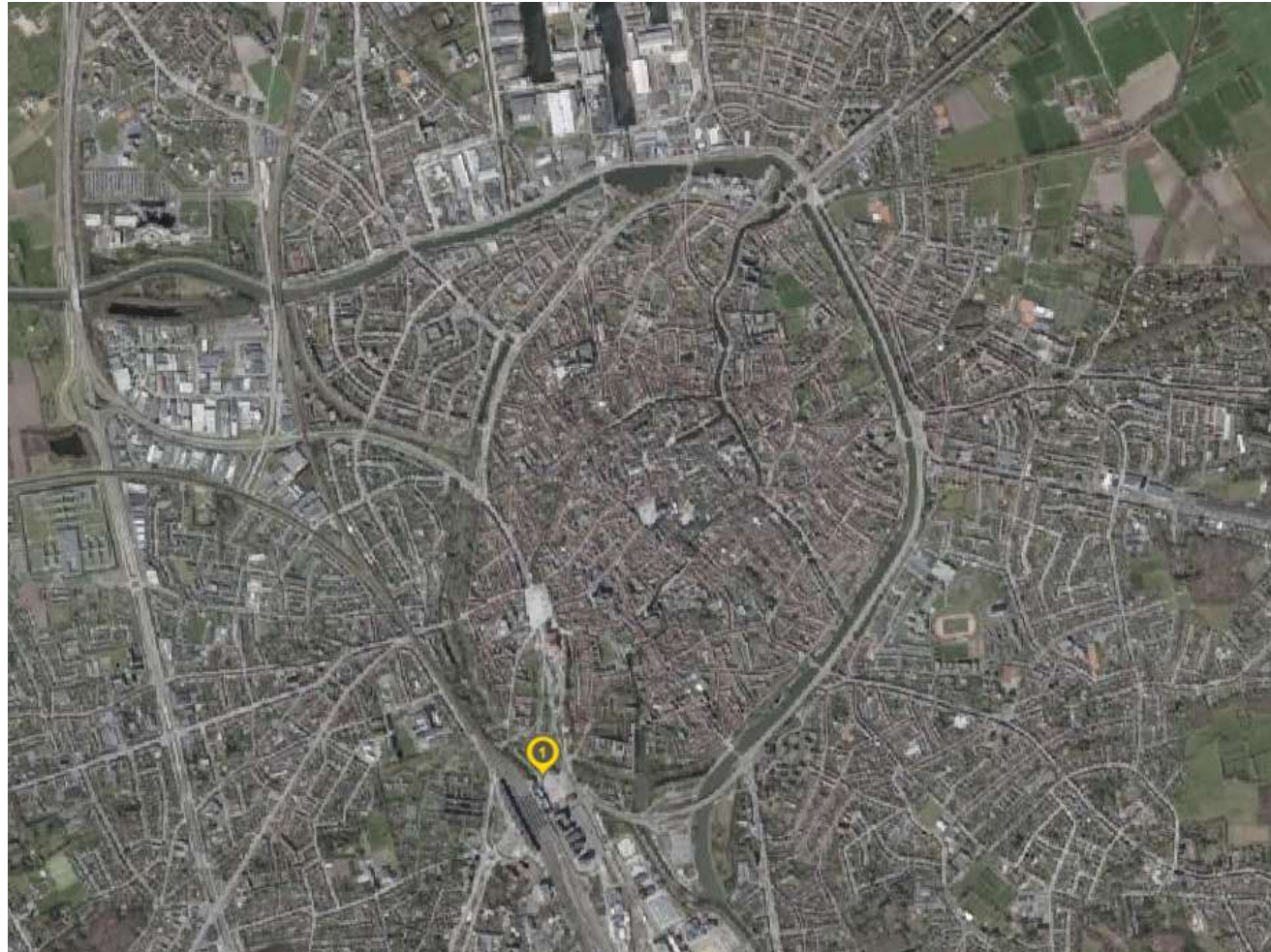


Behind the Bruges' scenes

1. Keys to a succesful ~~mobility~~ urban policy
2. The transformation of the R30 Trainstation-area as a prime example of a city-friendly mobility project
3. Keys to a public support for a changing mobility policy

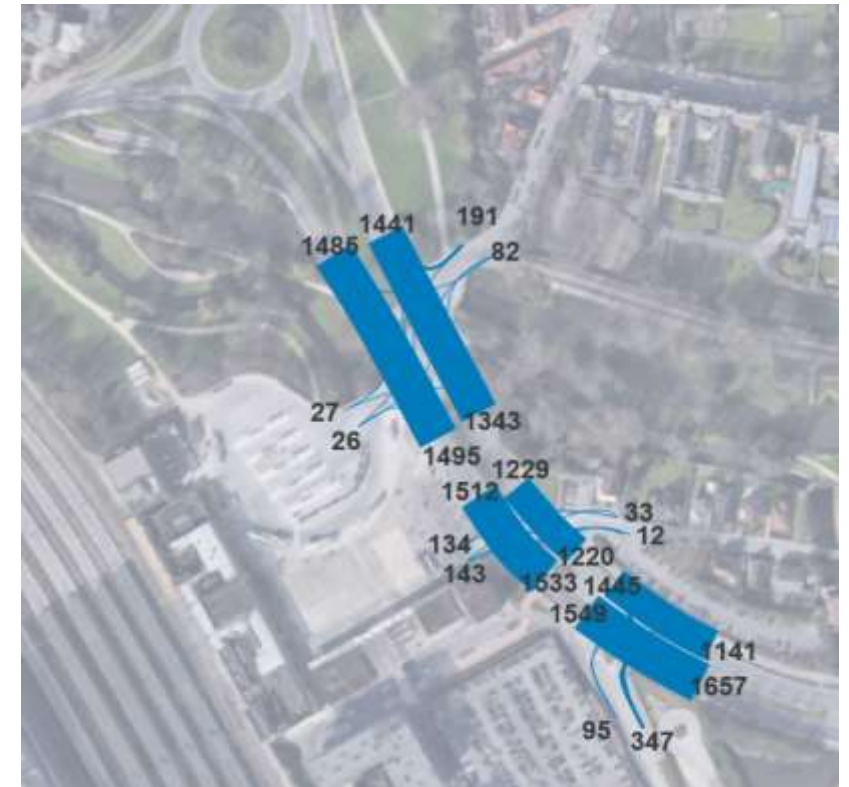
The railway station area

this is not a welcoming entrance to the historical city centre, a Unesco site



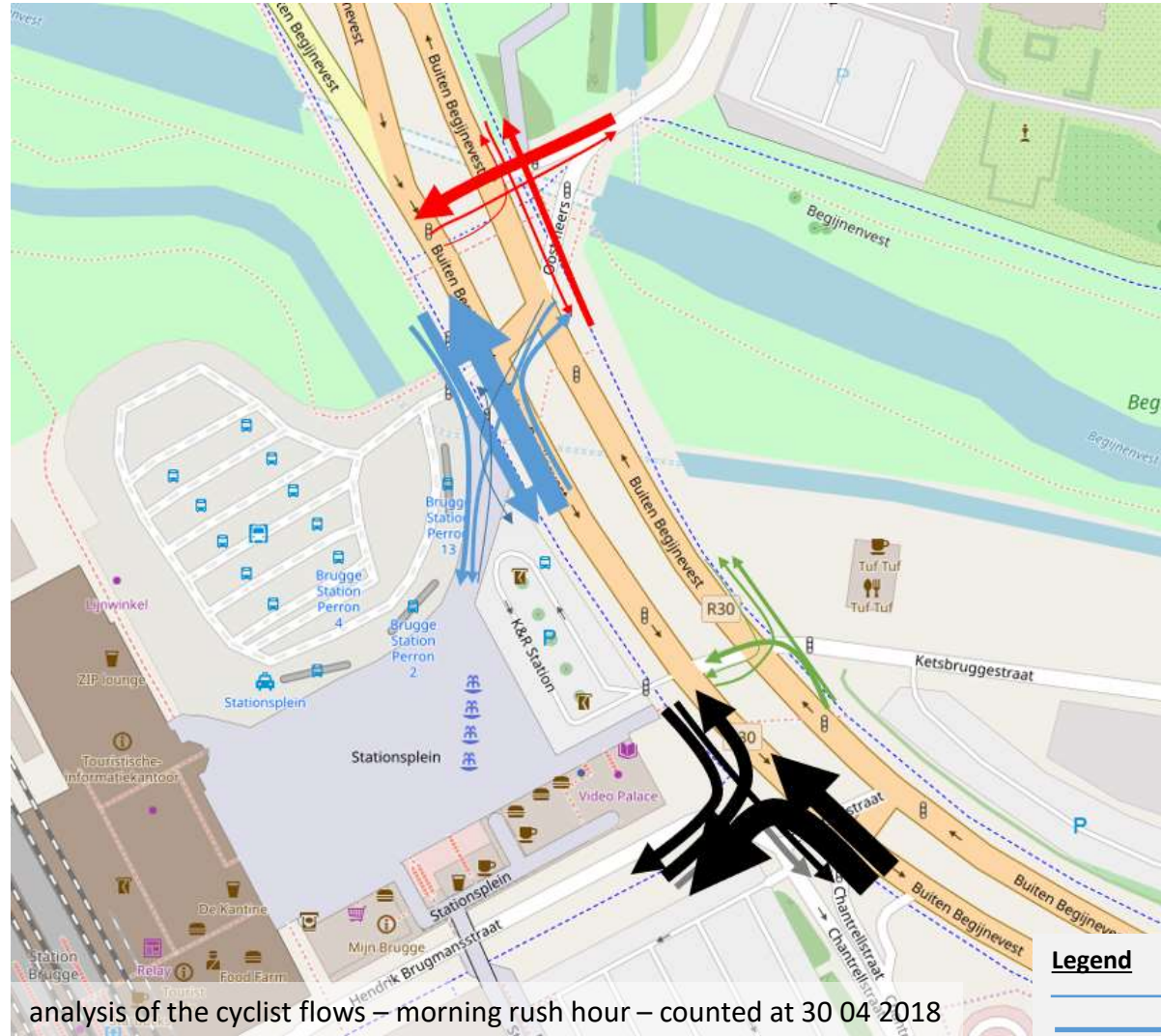
This is not the solution

a car tunnel (2015)



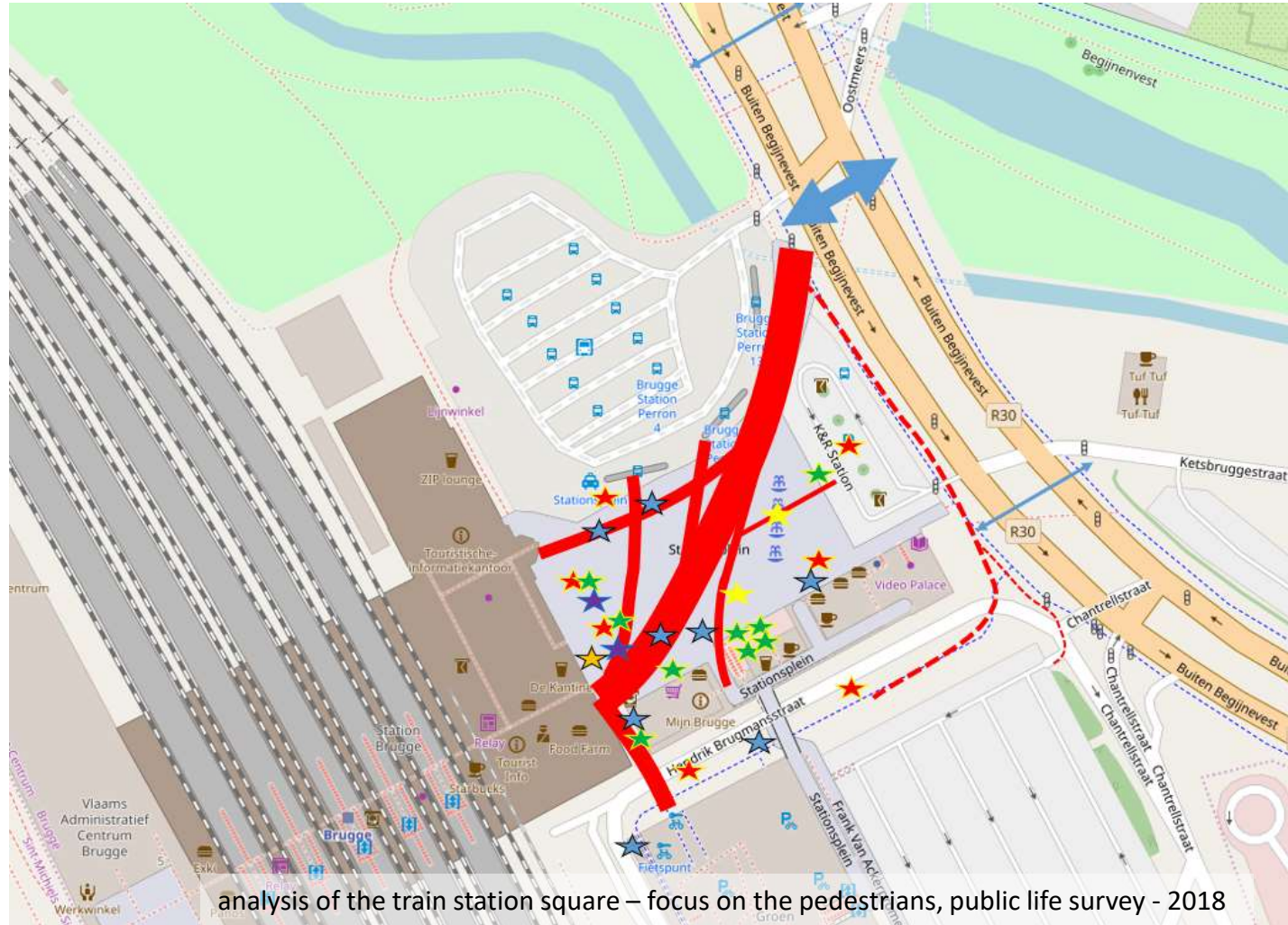
This is not the solution

a car tunnel (2015)



This is not the solution

a cycling and pedestrian bridge (2018)



analysis of the train station square – focus on the pedestrians, public life survey - 2018



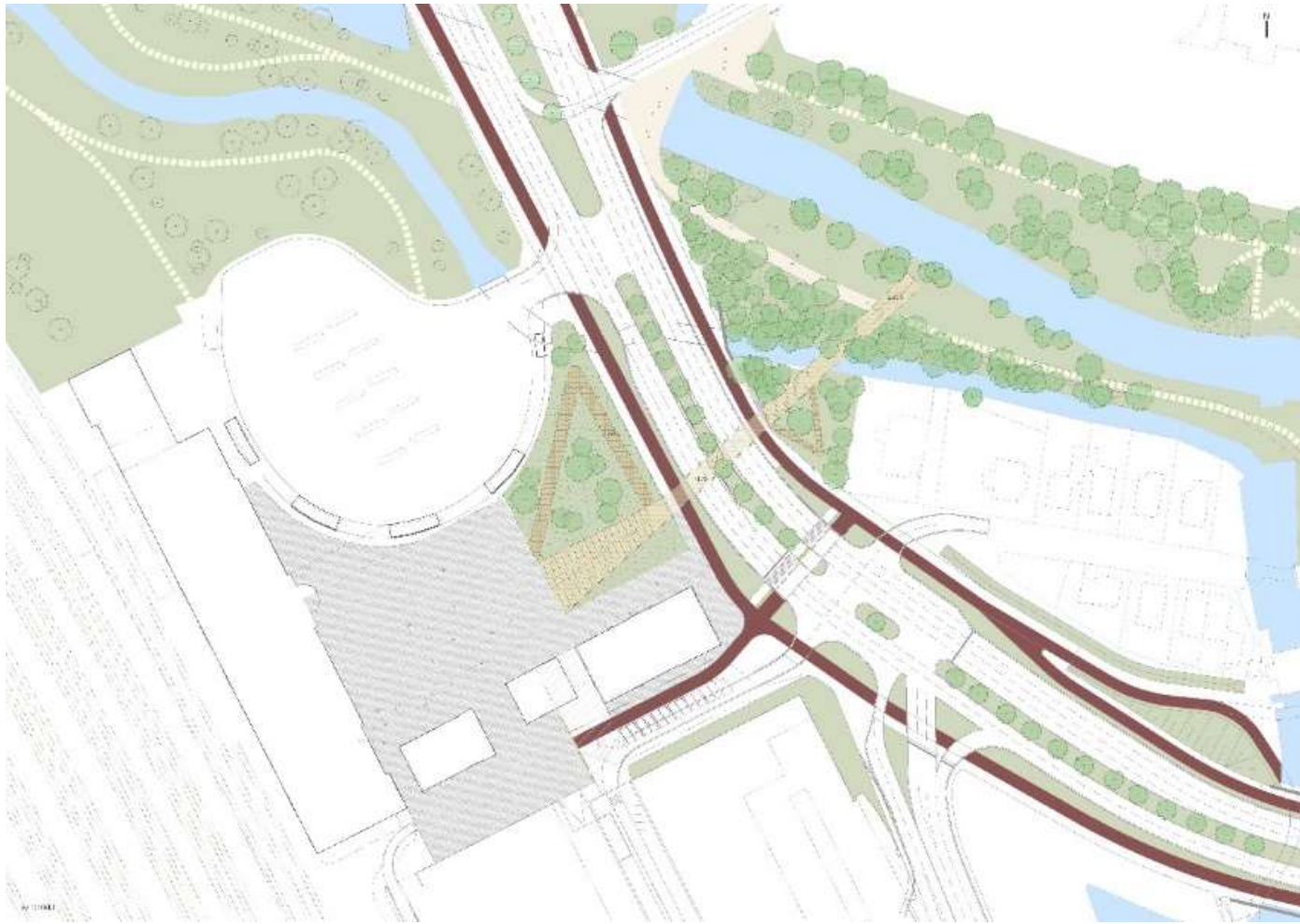
This is not the solution



a cycling and pedestrian bridge (2018)



This is not yet the solution



a cyclist and pedestrian tunnel



This is not yet the solution

a cyclist and pedestrian tunnel

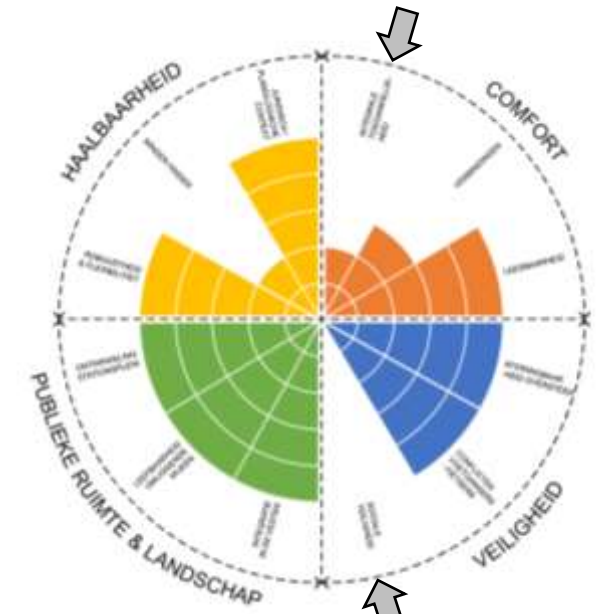


This is not yet the solution

a cyclist and pedestrian tunnel



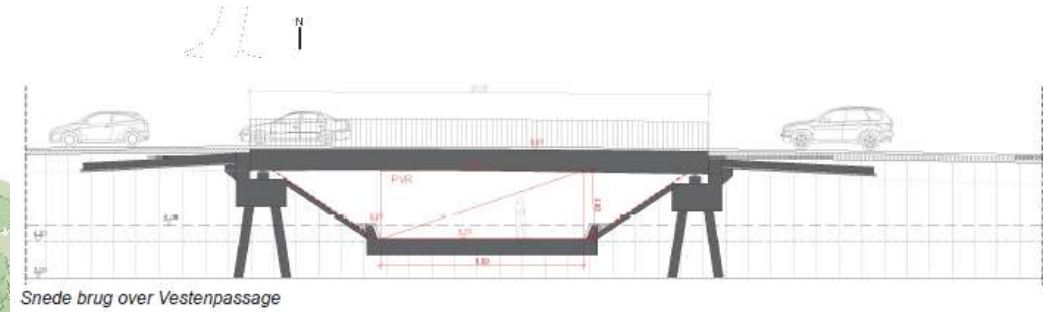
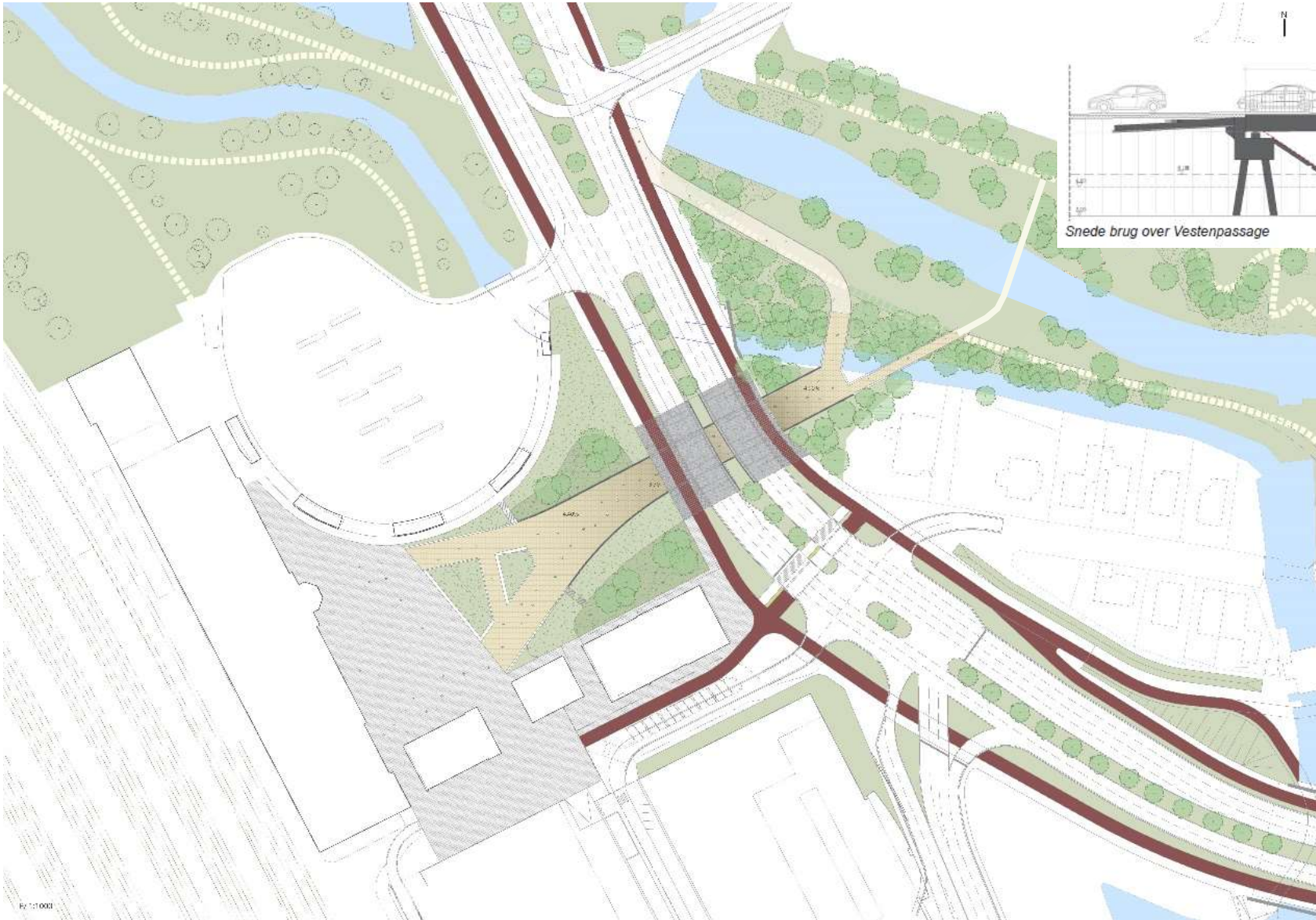
accessibility –
universal design



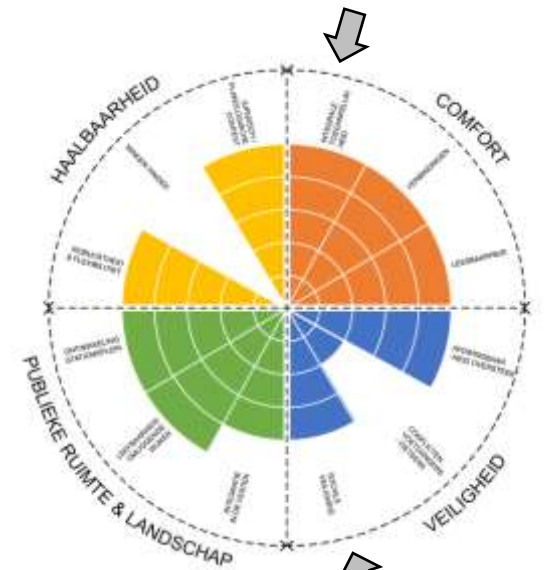
social safety

This is the solution

a car bridge / a pedestrian and cyclist passage



accessibility –
universal design



social safety

This is the solution

a car bridge / a pedestrian and cyclist passage



This is not *only* a traffic solution

a *grand* entrance to the historical city centre of Bruges



search the differences

This is not *only* a traffic solution

the whole is more than the sum of its parts

- we will tackle the black spots
 - we will increase the road safety
 - we will create a more qualitative cyclist and pedestrian network
 - more capacity, less nuisance – more comfort, ...
- we will spend less money than when building a car tunnel
- we will remove concrete – we will invest in climate adaptation
 - e.g. the lowered square can act as water reservoir when a rain bomb strikes
 - protecting the city centre of Bruges which is situated downstream
- we will re-activate a forgotten part of the Vesten (the historical green ramparts)
 - we will remediate the scar the R30 created on the Unesco protected historical city centre
- ...

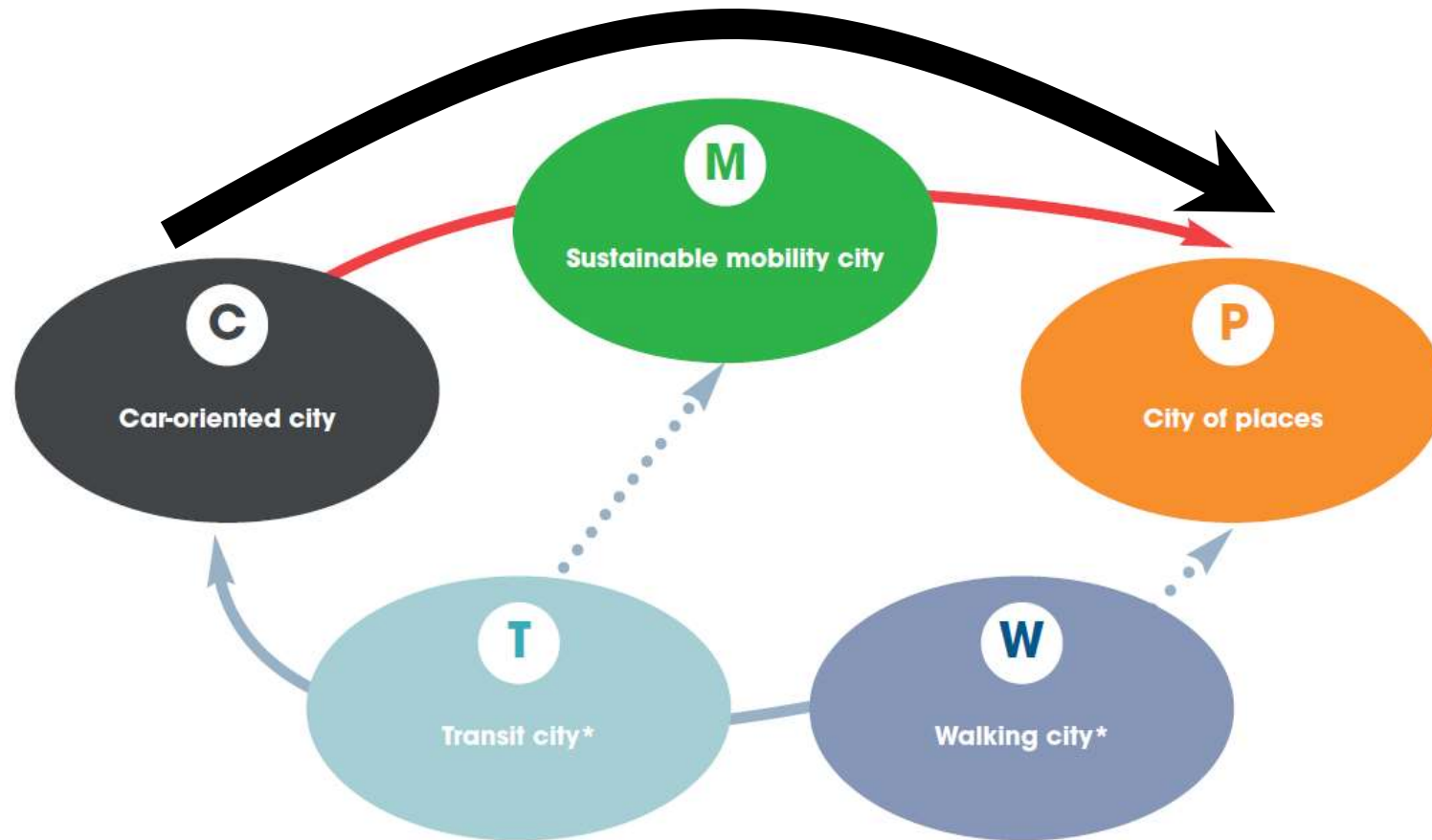




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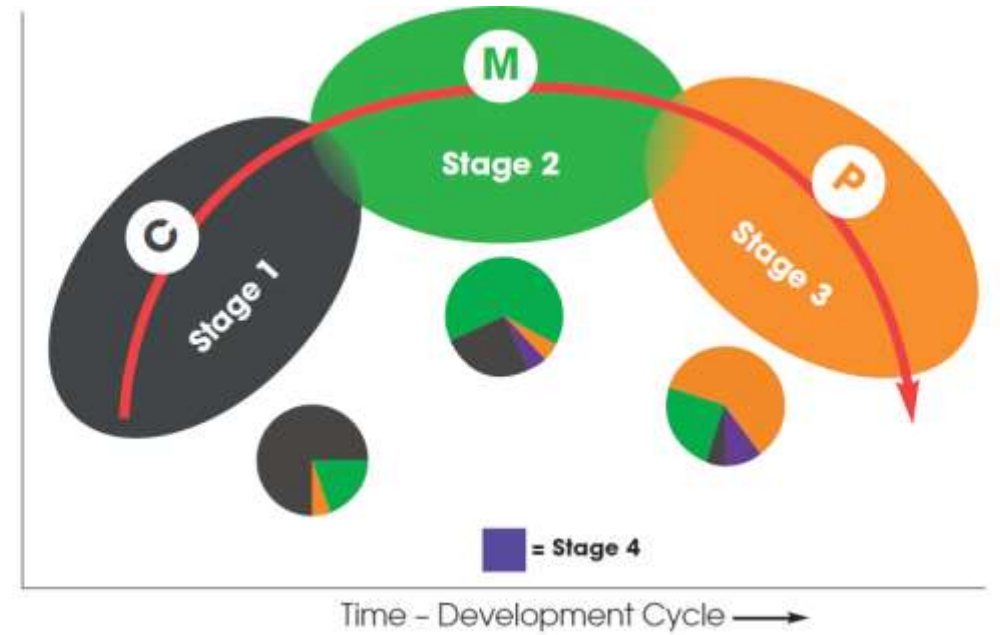
50 years of mobility planning in Bruges



A straight line ? A smooth evolution ? No !



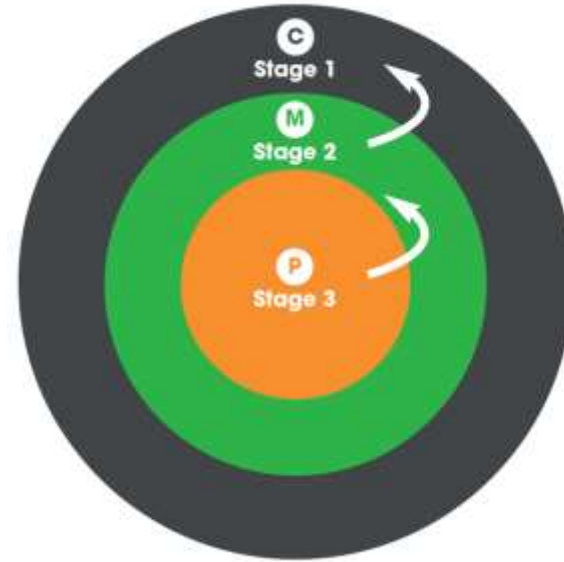
Policy emphasis on meeting the needs of motor vehicles



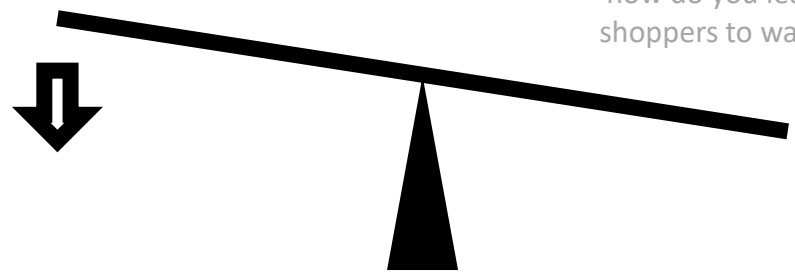
The past ? No straight line towards the present In between dreams and reality we find challenges



“how do you learn shoppers to walk”



“shop keepers like trees but even more parking”



Developing a mobility / urban policy can be messy and tricky
for a Mayor or every public servant (including and especially city managers)
... but remember : so is every great job



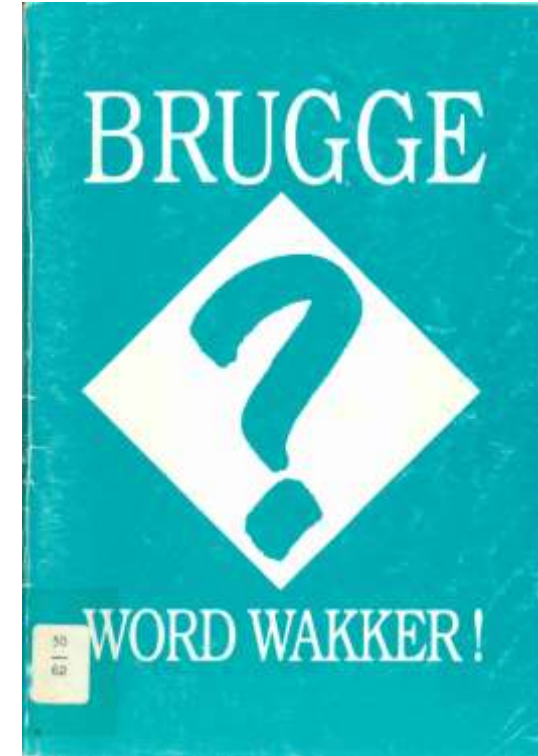
Criticism isn't bad

critic : kritikós (Greek - etymology) : art of judging of and defining the qualities or merits of a thing

de lastigen bruggeling

ONAFHANKELIJK MAANBLAD 1^{ste} JAARGANG N^o 1 OKTOBER 74
Verantw. uitg. W. Janssens Carmerstraat 150 Brugge Prijs 10 fr

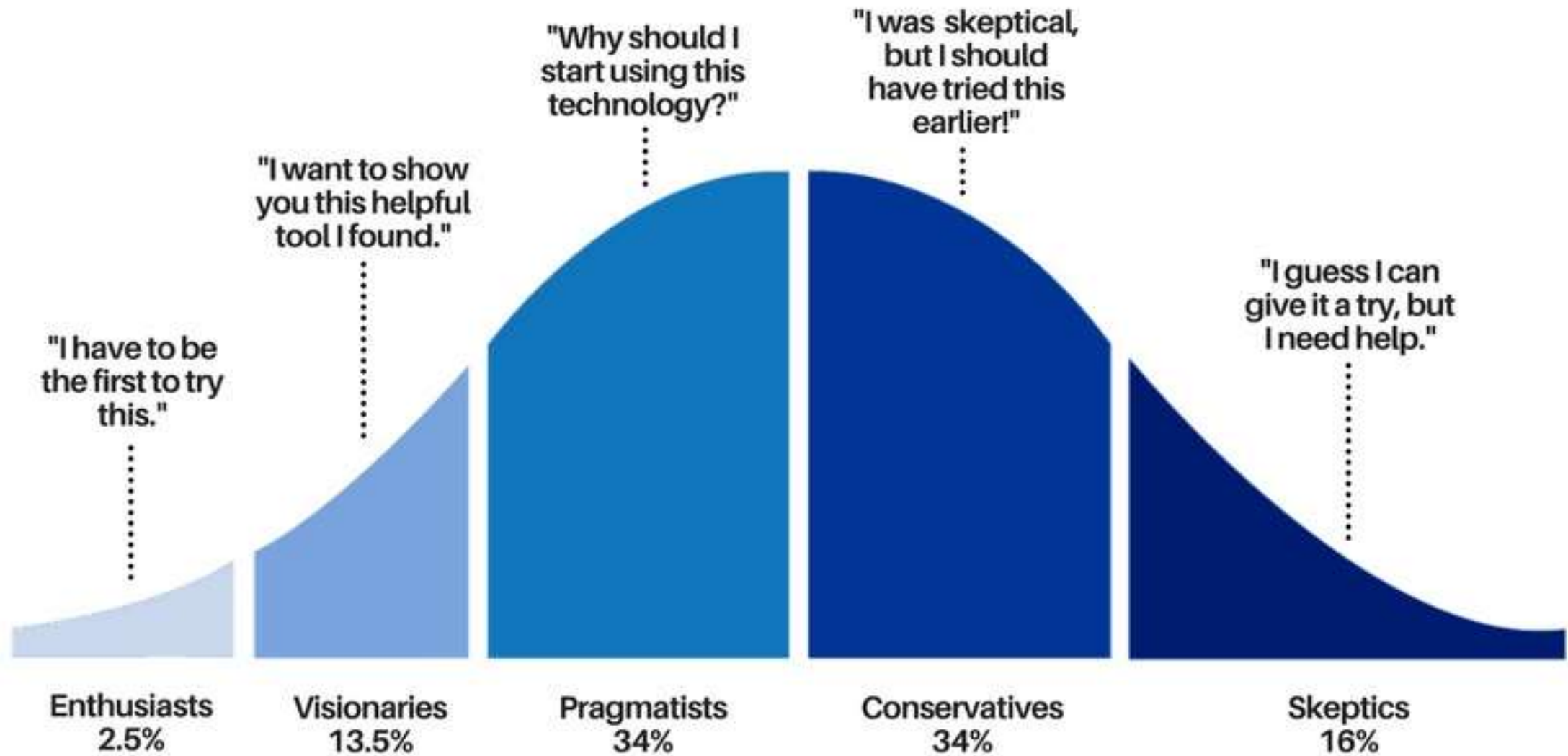
BRUGGE
EEN LEEFBARE STAD ?



Criticism isn't bad

"Bruges cycling city"-baseline : first a call for action now a baseline for the city's cycling policy





Hint 1 What world do you want ? Action speaks louder than words



Geldmuntstraat



't Zand



Hint 1 What world do you want ? Action speaks louder than words
Start ... with demonstration projects and evaluate them

- showcasing to the Police Department that less car lanes is better for both pedestrians and cyclists crossing the ring road
and also for car drivers since the current stressy and unclear road designs isn't working



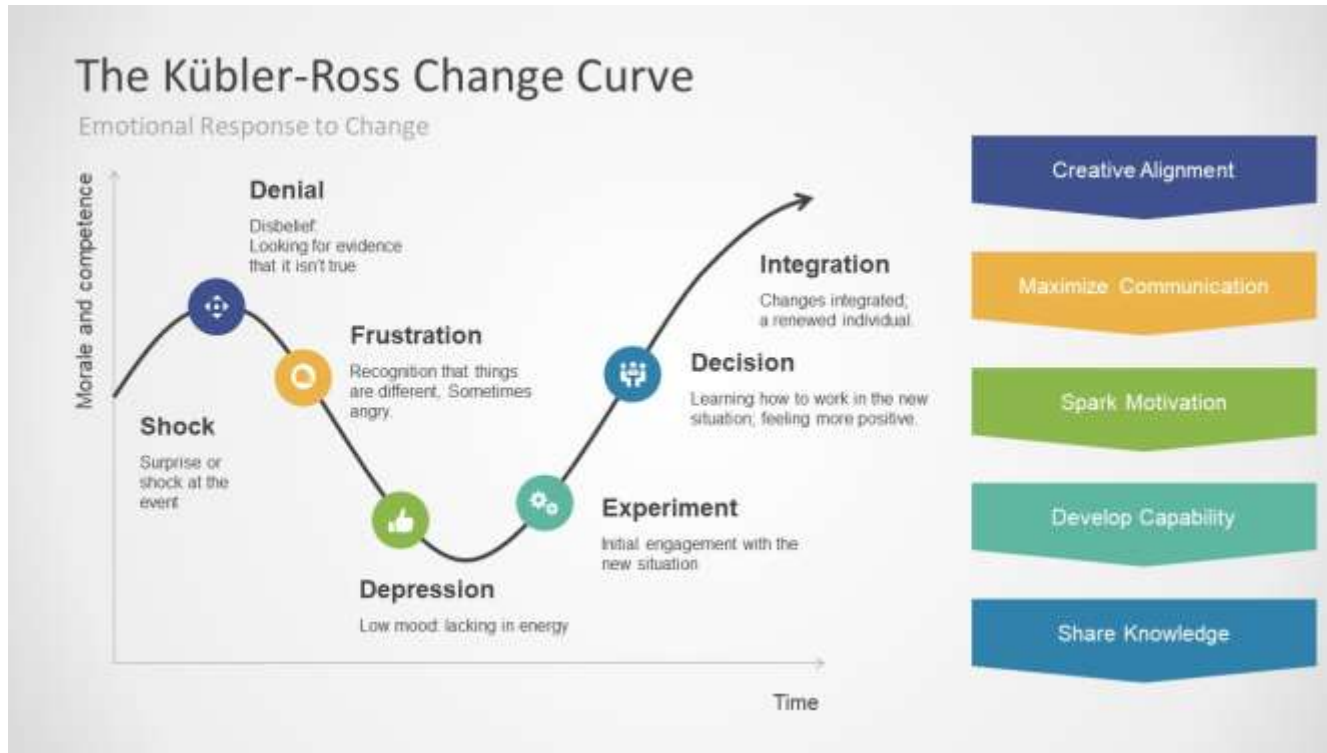
Hint 1 What world do you want ? Action speaks louder than words
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- showcasing the benefits of a road cut for motorized traffic in the Doornstraat
a cycling corridor in between Jabbeke (adjacent municipality) and Brugge ... little used because of through traffic



Hint 1 What world do you want ? Action speaks louder than words
Start ... with demonstration projects and evaluate them

- showcasing the benefits of a road cut for motorized traffic in the Doornstraat
a cycling corridor in between Jabbeke (adjacent municipality) and Brugge ... little used because of through traffic



Bewonersbevraging

- verspreide bewonersbrieven: 719 bewonersbrieven
- ontvangen reacties: 241 reacties

respons: 33,52%

- hoe evalueert u de knip in het algemeen?
 - zeer positief: 39,83%
 - positief: 15,77%
 - neutraal: 8,30%
 - negatief: 19,92%
 - zeer negatief: 15,77%
 - leeg: 0,41%

-> er is een duidelijk draagvlak voor de knip (55,6% voorstander – 35,7% tegenstander)
-> zij die negatief antwoorden doen dit omwille van de beloofde negatieve impact op in bijzonder de Diksmuidse Heenweg (waar 73% van deze bevrageden pleit voor maatregelen – zie verder)

People are reluctant to change ... it 's the psychology of the *homo sapiens*
... so develop demonstration projects for minimal 3 months
... and new habits and hence new insights and hence a public support will develop.

When asking to local inhabitants how the project is evaluated 56 % replied "positive".
When looking at the opponents (36%) than we saw the need for measures in an adjacent street.

Hint 1 *bis*

Storytelling is better than traffic planning

If you plan for car traffic, you get car traffic

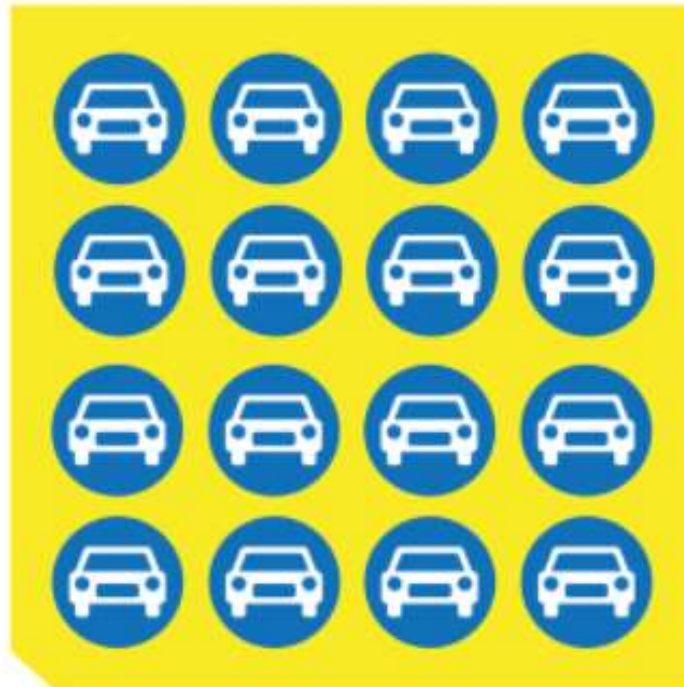
If you plan for electric traffic, you get electric traffic

If you plan for sustainable traffic, you get sustainable traffic

Life with cars.



Life with electric cars.



Life in a modern city.



If you plan for a city of people, you get happy people

What world do you want ? Action Images speaks louder than words

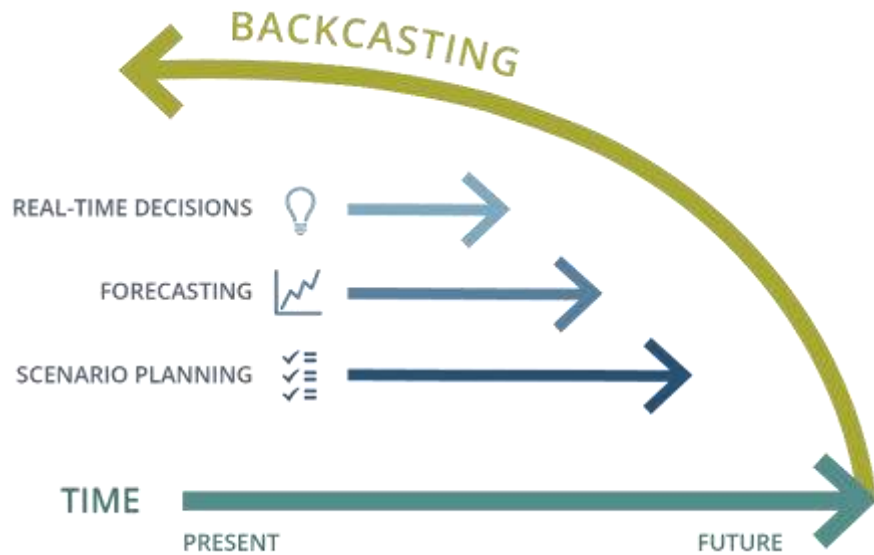


What world do you want ? ~~Action~~ Images speaks louder than words



The force of dreaming,
the force of forecasting and then backcasting

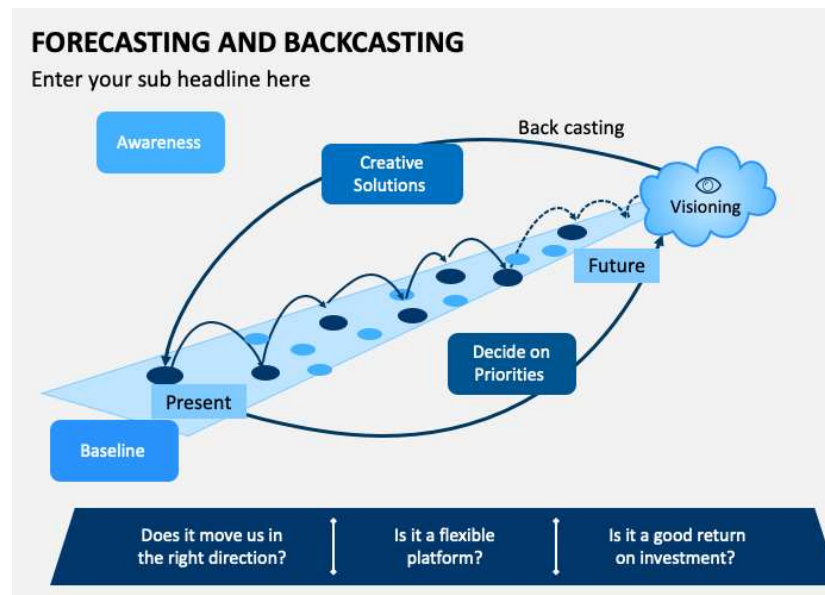
Which city do you want to have ?



*Martin Luther King never inspired others with
“I have a nightmare”.
He started with his famous words
“I have a dream”.*

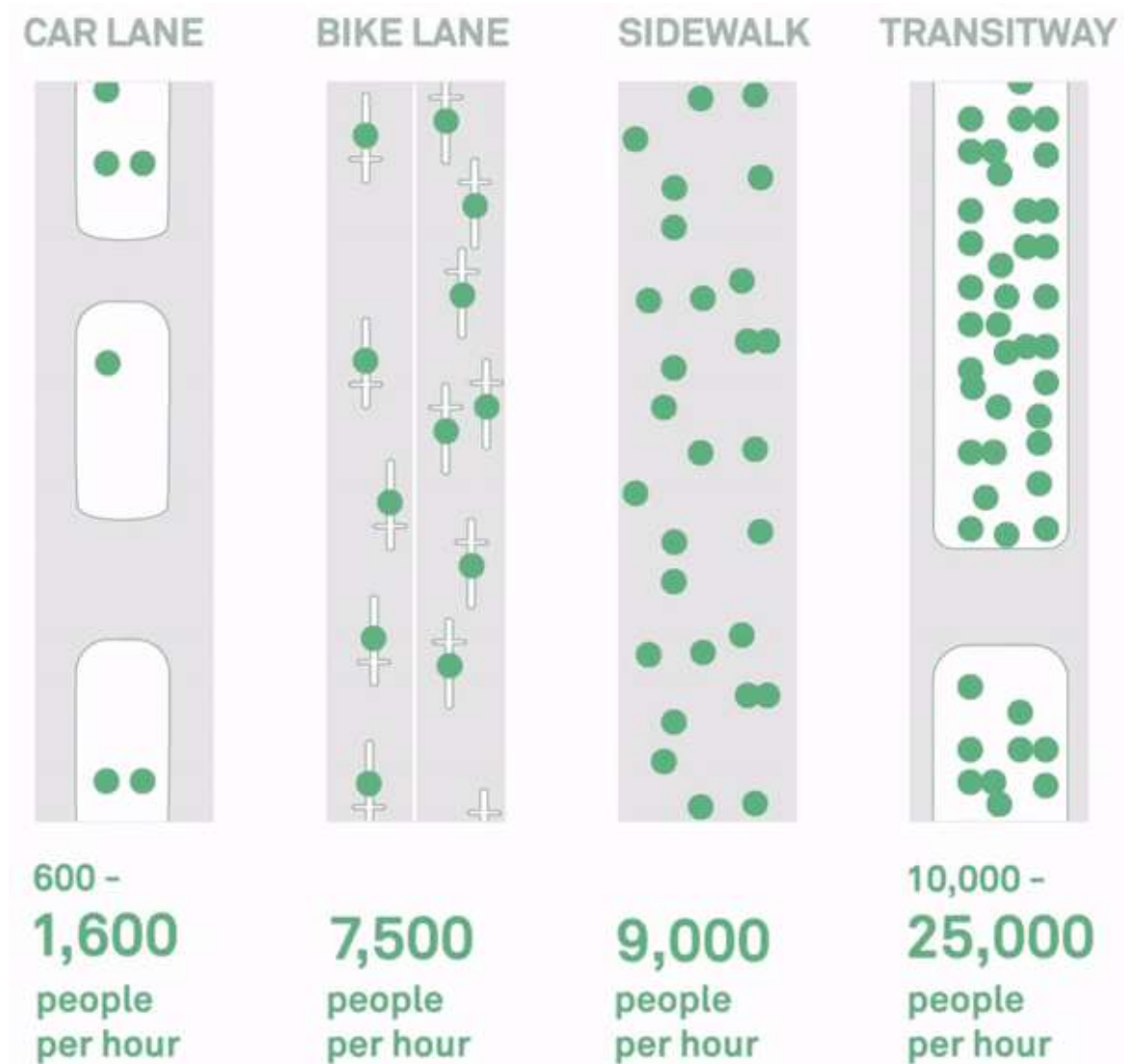
***So let's live our dream
and be the change we want to see.***

Ignace Schops, founder of the National Parc Hoge Kempen
Goldman Environmental Prize Ceremony 2008



Hint 2 Talk numbers

- the car is not so efficient as one might think



Hint 2 Talk numbers

- the car is not so efficient as one might think



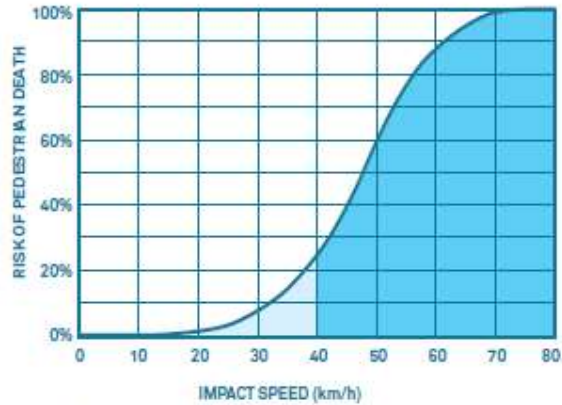
30 people drinking coffee



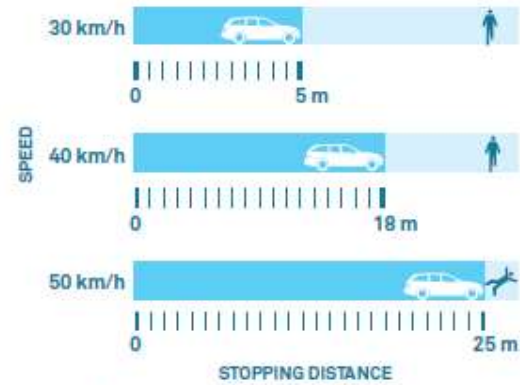
30 people drinking coffee

Hint 2 Talk numbers

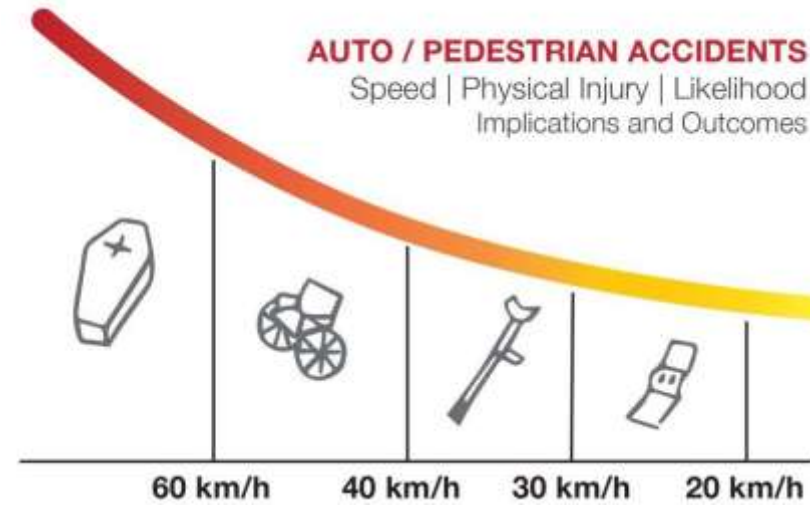
- talk road safety



The relationship between impact speed and risk of pedestrian death. Several recent studies (Pasanen 1993, DETR 1998, Rosen and Sanders 2009, and Terrt 2011) show the existence of a clear relationship between vehicular speeds and pedestrian casualties, supporting the idea that speeds over 40 km/h should not be permitted in urban streets. However, most of these studies were conducted in high-income countries and there are reasons to believe this relationship might be even more extreme in low- and middle-income countries.²⁰



The relationship between speed and stopping distance. The graphic above depicts minimum stopping distances, including perception, reaction, and braking times. They are based on dry conditions and assume perfect visibility.²¹

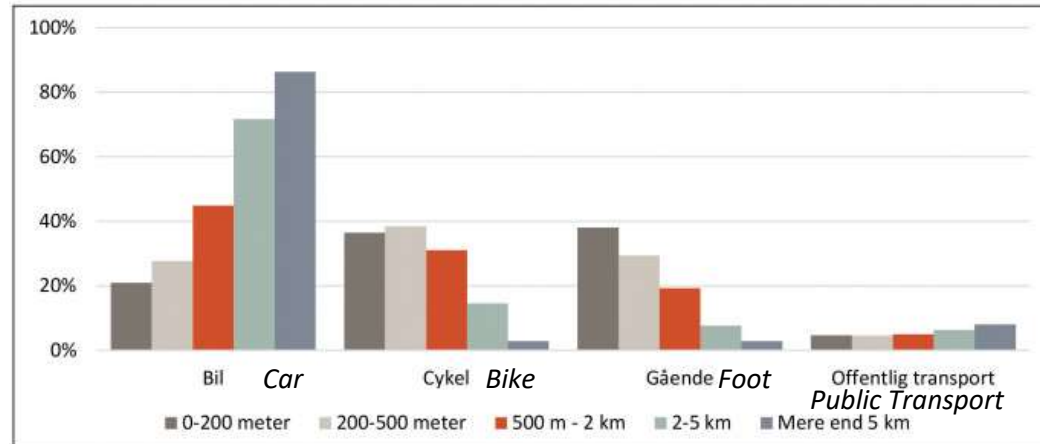
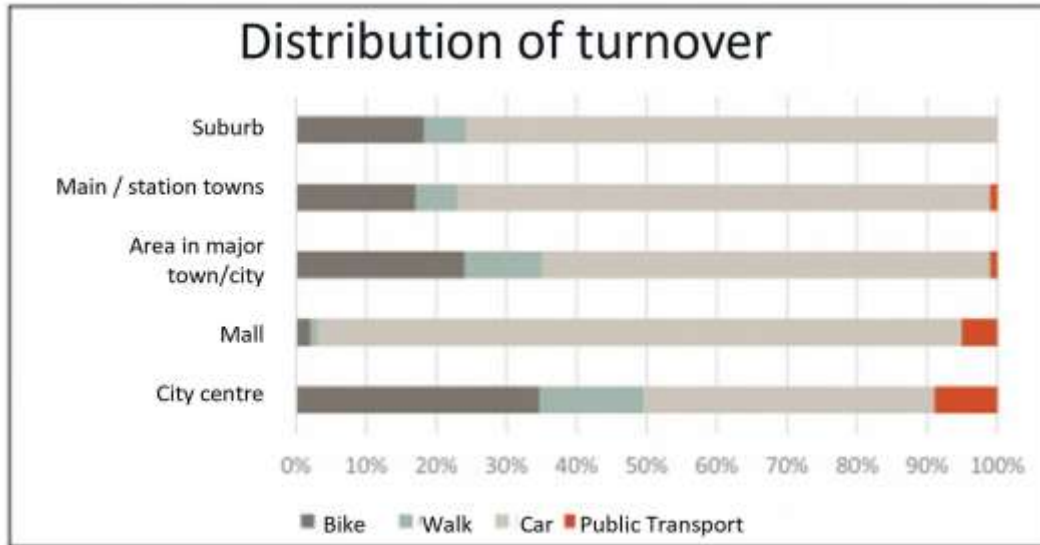


and remember behind these statistics are story's of human tragedies



Hint 2 Talk numbers

- talk the shopkeeper's budget remember the city is about proximity



Behind the Bruges' scenes

1. Keys to a succesful ~~mobility~~ urban policy
2. The transformation of the R30 Trainstation-area as a prime example
3. Keys to a public support for a changing mobility policy

Some inspirational quotes not to end ...

Designing a dream city is easy; rebuilding a living one takes imagination

Jane Jacobs, city's activist

**The smartest cities are not going to be the ones with the smartest technologies
but the ones where you don't need a car in the first place**

Janette Sadik-Khan, Commissioner New York

**Cars are happiest when no other cars are around.
People are happiest when other people are around**

Adding highway lanes to deal with traffic congestion is like loosening your belt to cure obesity

Lewis Mumford

Life is like riding a bicycle. To keep your balance you must keep moving.

Albert Einstein

***If you plan cities for cars and traffic,
you get cars and traffic***

***If you plan cities for people
you get happy people and great cities like Bruges***



50 YEARS OF MOBILITY PLANNING **in BRUGES**

Panta Rei

nothing is permanent except change
not even in a world heritage city

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