



<b>SMILE Measure List</b>	<b>Application in Groningen</b>
Integrated Approach	<ul style="list-style-type: none"> <li>◆ See all measures below!</li> </ul>
Mobility Management	<ul style="list-style-type: none"> <li>◆ Parking campaign</li> <li>◆ Campaigns towards different target groups</li> <li>◆ Transport coordination centre (VCC) for companies to encourage working people to take public transport or the bicycle to their work</li> <li>◆ Privileges for companies with travel plans</li> <li>◆ Public participation</li> </ul>
Public Transport	<ul style="list-style-type: none"> <li>◆ local and regional bus services</li> <li>◆ City buses: P+R to city centre</li> <li>◆ Q-liners: direct comfortable bus lines to commuter locations on short distance (20 –30 km. from Groningen)</li> <li>◆ Inter-liners: long distance transport when no direct rail connection is available (60-100 km.)</li> <li>◆ Train services: regional and intercity. International train service to Germany (Leer)</li> <li>◆ New regional public transport system (Kolibri OV-network)</li> </ul>
Soft Modes	<ul style="list-style-type: none"> <li>◆ Cycling infrastructure</li> <li>◆ 50 % modal split</li> <li>◆ Bicycle city (“Fietsstad 2002”)</li> <li>◆ Priority measures (traffic lights, give way)</li> <li>◆ Comfortable, safe, direct and quick bicycle network</li> <li>◆ (Guarded) cycle parking facilities</li> </ul>
Intermodality	<ul style="list-style-type: none"> <li>◆ P+R-locations (4); inclusive Transferium Kardingse</li> <li>◆ To develop “Park and bike” at P&amp;R-locations.</li> </ul>
Freight Transport	<ul style="list-style-type: none"> <li>◆ “Sustainable distribution” label for designated distributors</li> <li>◆ Use of bus lanes</li> <li>◆ Committee for advice</li> </ul>

Parking management	<ul style="list-style-type: none"> <li>◆ Car access to inner city is limited in time and/or space (pedestrian areas)</li> <li>◆ Parking space in and close to the city only for business and targeted (short) shopping</li> <li>◆ Parking for fun-shopping and commuter- parking: directed to P+R-locations (4)</li> <li>◆ On-street parking in inner city: most expensive (€ 1,50/hour)</li> <li>◆ Parking garages: several garages in and near the city centre</li> <li>◆ Parking in areas around the city centre is limited to 2 hours; to avoid parking from employees who are working in the city centre. Residential permits at € 40 per year and visitors passes at € 10 for max. 16 hours per week</li> </ul>
Noise	<ul style="list-style-type: none"> <li>◆ Sound barriers and walls along ring roads and main access roads;</li> <li>◆ Housing isolation programme;</li> <li>◆ Concentration of traffic on main routes to avoid the spread of traffic in residential areas</li> </ul>
Urban planning	<ul style="list-style-type: none"> <li>◆ Integration of physical planning and transport policy</li> <li>◆ Concept of the “compact city”: keep distances to as many destinations as possible, as short as possible in order to limit number of car-traffic movements and to allow many distances to be covered by bike</li> </ul>
Responsible Car Use	<ul style="list-style-type: none"> <li>◆ A number of clean vehicles for city freight distribution</li> <li>◆ LPG buses</li> </ul>