

Question	Answer
<p>What type of amendments did Ghent do in reaction to the opposition? What was changed in comparison to the original plans?</p>	<p>A first draft of the circulation plan was presented to the public in the beginning of 2016, which led to some small amendments in the final design in October 2016. Communication during this campaign in 2016 was mainly one-way.</p> <p>In June 2017, the first of four meetings of the "Burgerkabinet" takes place. Here a mixed group of 150 Ghent citizens participated in the decision process on the circulation plan. The feedback given by the cabinet meetings has been used to make small changes (in one-way streets, traffic routing) to the CP design.</p> <p>From May 2018 on, no more meetings take place and citizen complaints and suggestions are still collected online. However, no more changes have taken place.</p> <p>Overall, we can say that not many amendments were made to react to the opposition, they mainly waited for the opposition to accept the new situation and used extensive analysis and monitoring to show the positive impacts of the implementation.</p>
<p>For Ghent, how is non-personal vehicle access managed? For example, delivery trucks, police, transit, etc.</p>	<p>They have a permit to access the circulation plan area. Access restriction is visual and through cameras, and only in some occasions did the city use retractable bollards (which can be lowered by those who have access).</p>
<p>Despite the rejection of the referendum, the plan was passed. How did they do it?</p>	<p>Maybe that was unclear. The referendum was close, but people voted for the changes.</p>
<p>Did you encounter a barrier from the business sector? If you did, how did you managed to overcome it?</p>	<p>The first opposition.</p>
<p>Will the webinar be recorded to watch it again later?</p>	<p>Yes.</p>
<p>We all know zero emission vehicles only move pollution and problems somewhere else. What about CNG compressed Natural Gas? What about CNG from renewable sources?</p>	<p>There are many factors, where the electricity comes from, what proportion renewable energy a country has, what emissions the fossil fuel energy sources have, how much of a smart grid/metering is used, how much use the vehicle gets etc. Electric engines are themselves are much more efficient than combustion engines. CNG with biogas can be a good renewable option. ZEV with the right support should help towards carbon neutrality.</p>
<p>I see that ReVeAL is a CIVITAS project, what is ReVeAL doing that is new and innovative compared to what has already</p>	<p>ReVeAL will be developing tools to support other cities with good practice UVARs</p>

been done in other CIVITAS projects (as well as what Ghent has developed)?	
Any changes seen in Working from Home within the UVAR area or outside before, during, after intervention?	<p>To my knowledge, this has not been monitored. I do not know of any studies on working from home for the city of Ghent.</p> <p>In addition, I think that many of the workplaces are still very accessible, and especially the city centre has a culture of walking, cycling and public transport. In addition, the largest companies are not located within the circulation plan area. So, I would not expect the implementation of the circulation plan to have a strong impact on working from home in the city.</p>
Please tell us about the socio- as well as technical challenges?	Answered in talk. You can watch the webinar here .
Manchester UK voted overwhelmingly against CC	There are many issues with referenda, and need to be done carefully, especially with congestion charging. A good communication strategy is needed, the need for the scheme needs to be perceived by the public, a political champion, the referenda 'culture' in a country, are among the issues to consider. A good consultation process can often be a good option, referenda should be very well planned if used.
What is the impact of Covid-19? Car use is up in London now. Pollution worse...	During the lockdown pollution was significantly less, in most places – there are impressive satellite images for north Italy and France and China (external weblinks for which we take no responsibility).
Is there still disabled access in Ghent? Blue badge system in UK?	Yes.
People in Gothenburg are car-friendlier since many work in the auto manufacturing sector. Partly due to employment concerns. Congestion in Stockholm is more severe than in Gothenburg. Stockholm has a subway system but not Gothenburg.	There were many factors, the communication strategies in the two cities were also different.
How is freight transport performed in car free zones?	There are several options, including permits for needed vehicles, cargo bikes, redistribution centres/hubs, time windows.