



# Mobility policy Ghent

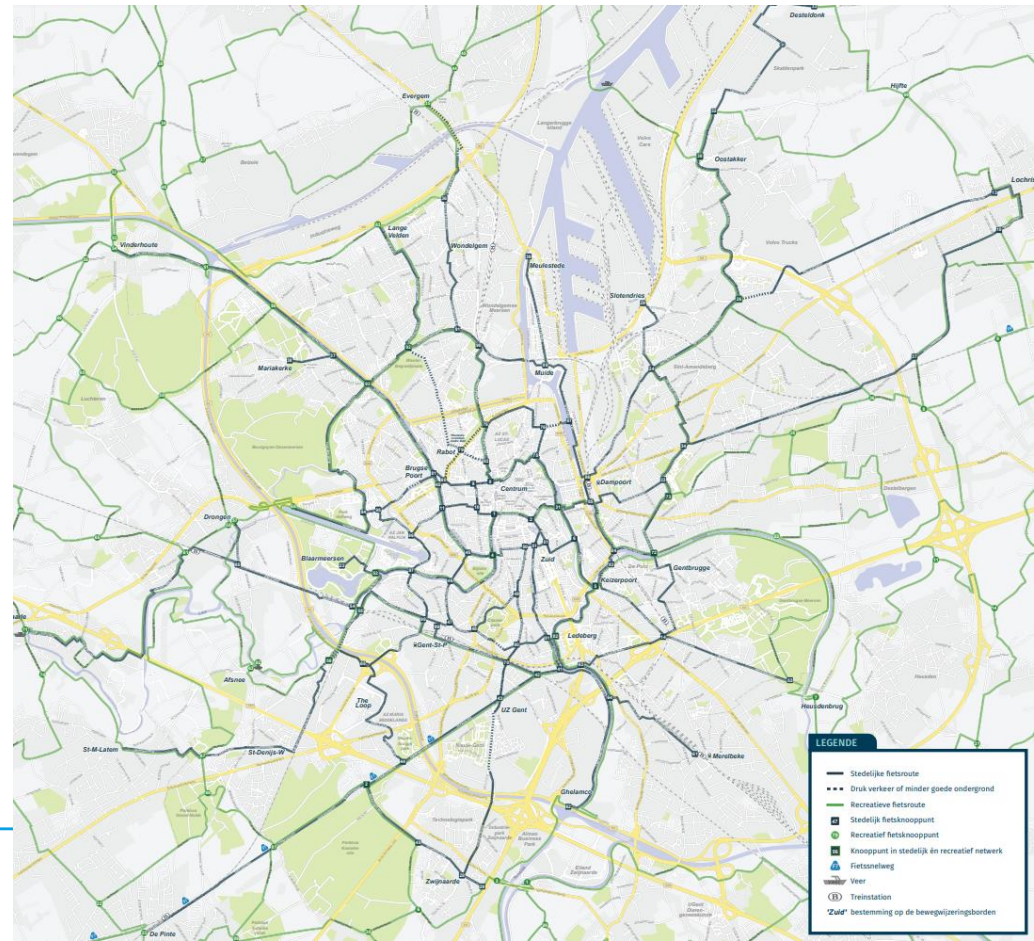
# City of Ghent

- 264,000 inhabitants (and increasing)
- Medieval city centre, rivers and canals
- Economy:
  - > - Sea port and industry (north)
  - > - University and higher education (75,000 students)
  - > - Biotech/ High tech (south)
  - > - City centre: shopping, leisure, culture, tourism, ...
  - > - Services, administration, ...

190,000 work places, 100,000 incoming commuters

# City of Ghent: transport networks

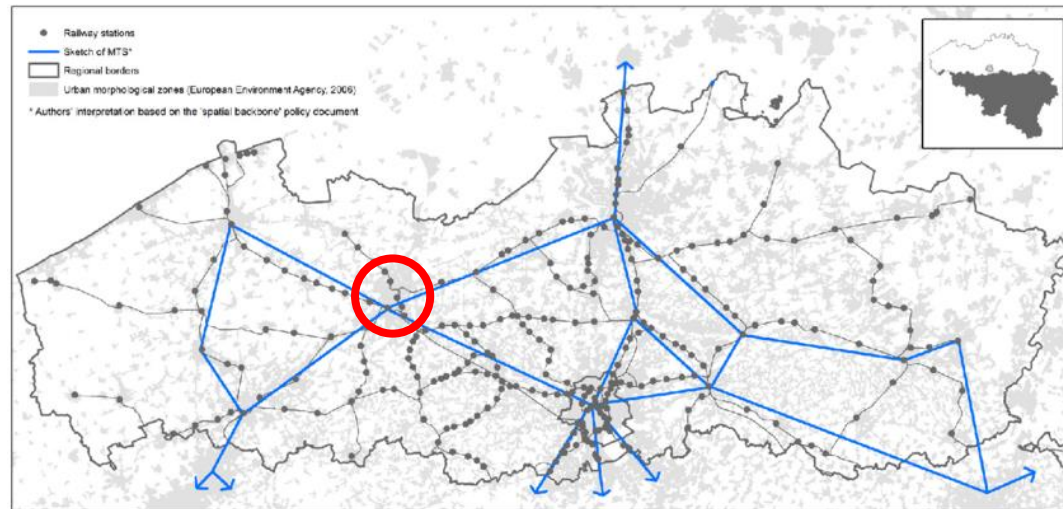
- Bicycle network: bicycle “highways”, low-traffic routes, ...
- bicycles lanes, cycling streets, underpasses, bridges, ...



# City of Ghent: transport networks

- In the centre of a dense railway network

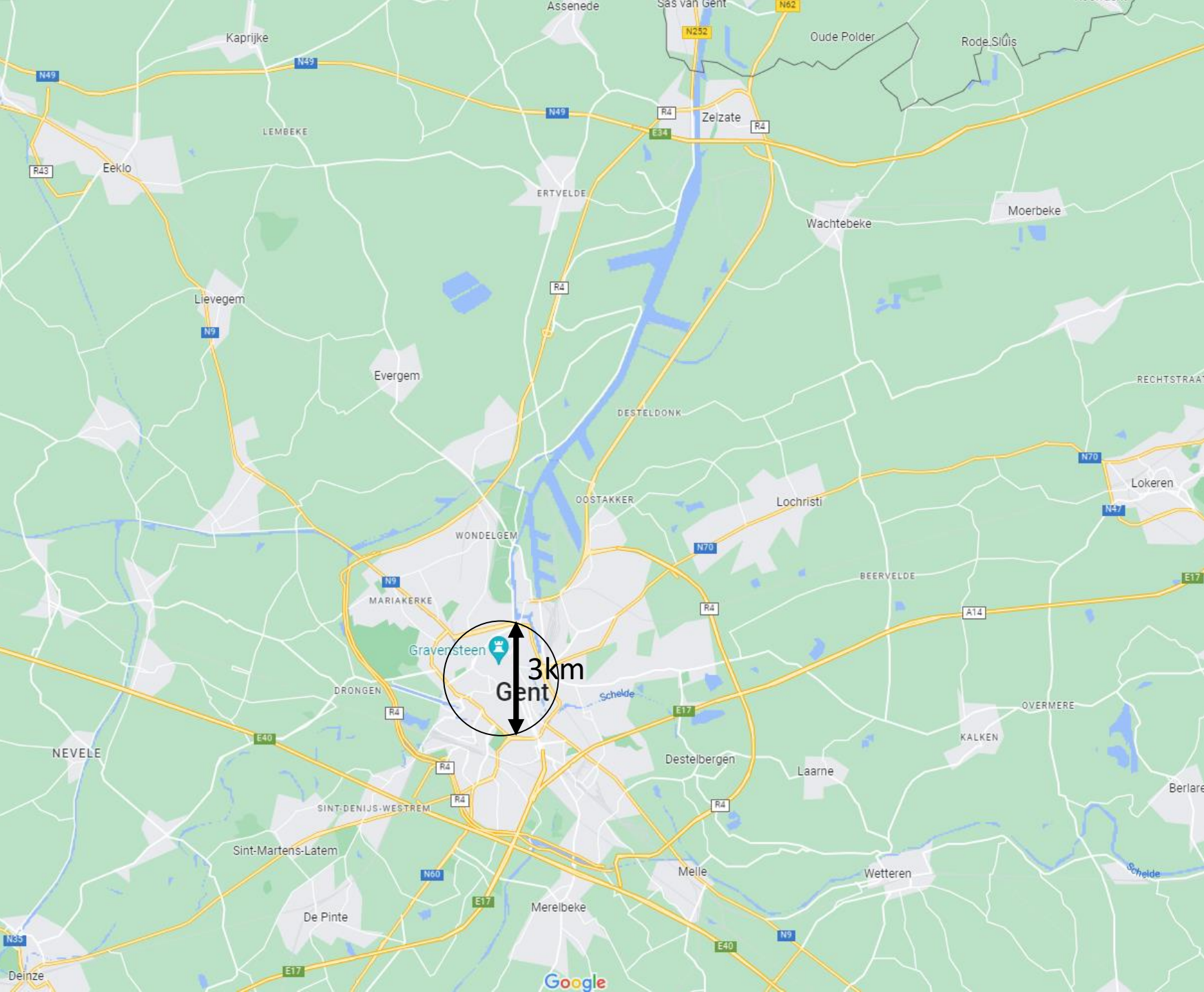
- Two IC stations, the main one (St-Pieters): 110,000 passengers/day & 23 departing trains/hour
- 4 more minor railway “stops”



- Urban public transport network  
3 Tramlines  
buslines

# City of Ghent: transport networks

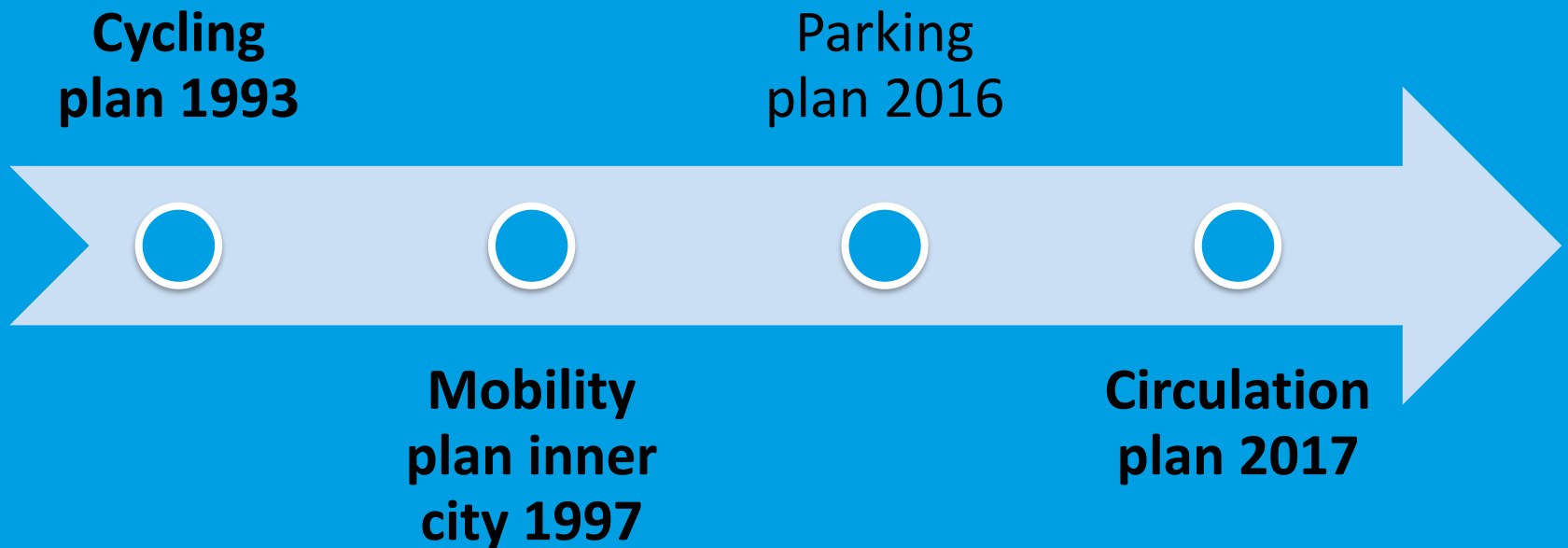
- E40 X E17 motorways; outer and inner ring road
- Road network
  - Regional roads (main roads)
  - Municipal roads
- Waterways (Lys/Scheldt – Sea Canal, Ring Canal)





# Transport & Mobility Planning

# Key moments in mobility planning





# Graslei



From parking-  
lot



To meeting  
place



And postcard



# St-Baafssquare



From square



To parking-lot



To square,  
again



# St-Michielsbridge

From postcard



To traffic jam



And back to postcard



# Emile Braunsquare



**From parking lot**



**To landmark**



**And meeting place**



# Mobility Plan 1997: No through traffic in the historic city centre



- Creation of an extended pedestrian area
- No access for car traffic in general, no through traffic anymore
  - Limited access possible
  - Permits for delivering goods, work, professional reasons, inhabitants
  - Bikes and public transport allowed
- Control of the car free area by automatic detection system
- Refurbishing public spaces
- Stand still in public parking places



# Parking

A plan– a reality

2016

# The problem?



mobility in Ghent

More cars than parking space

Better balance between parking space for inhabitants and visitors

Too much traffic looking for free parking space

# Solutions?



More paid parking zones

Free parking for inhabitants (1 car)

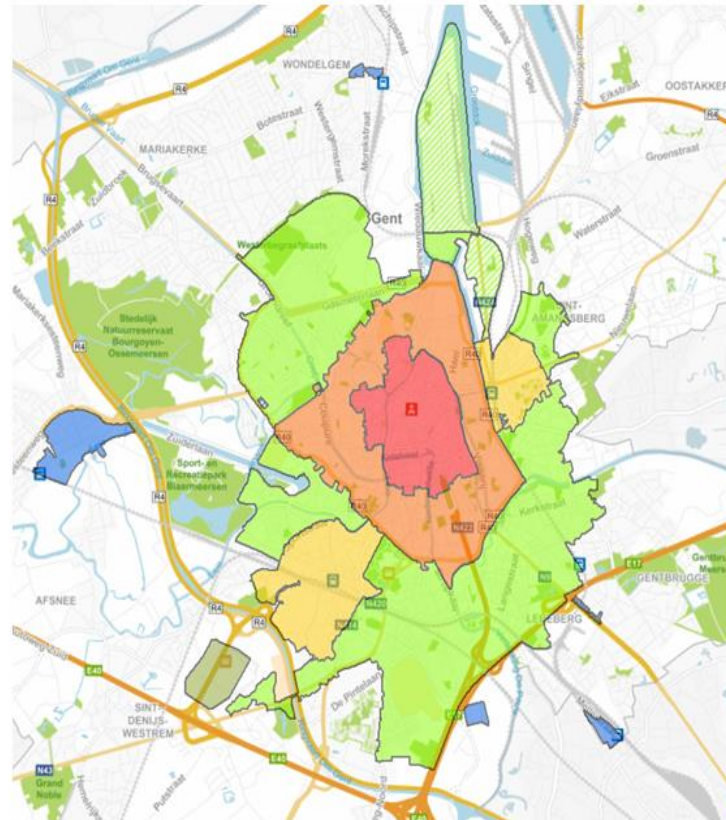
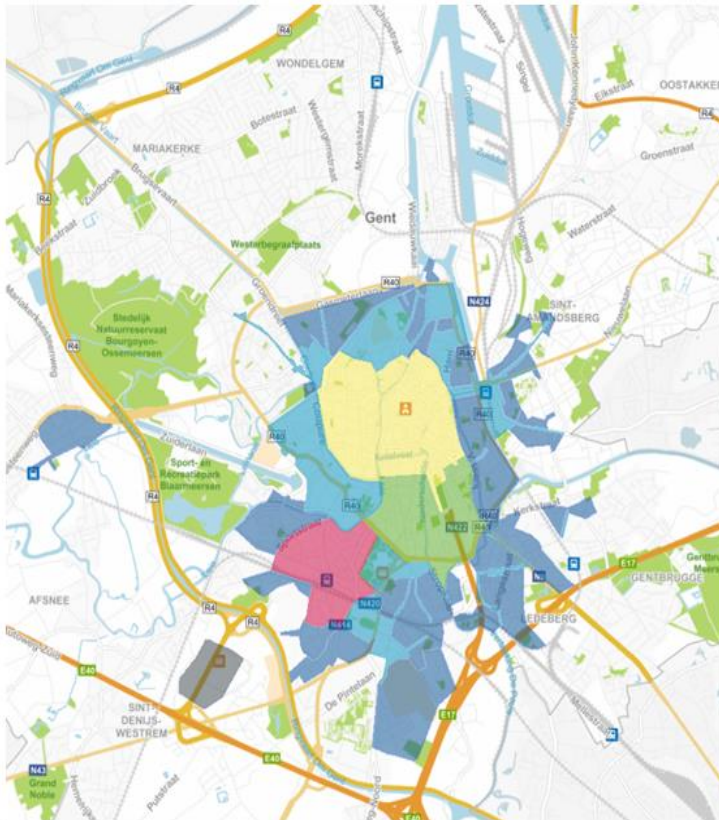
Higher fees for parking on street and in car parks

Promotion of P+R, cycling, public transport



# Rate zones

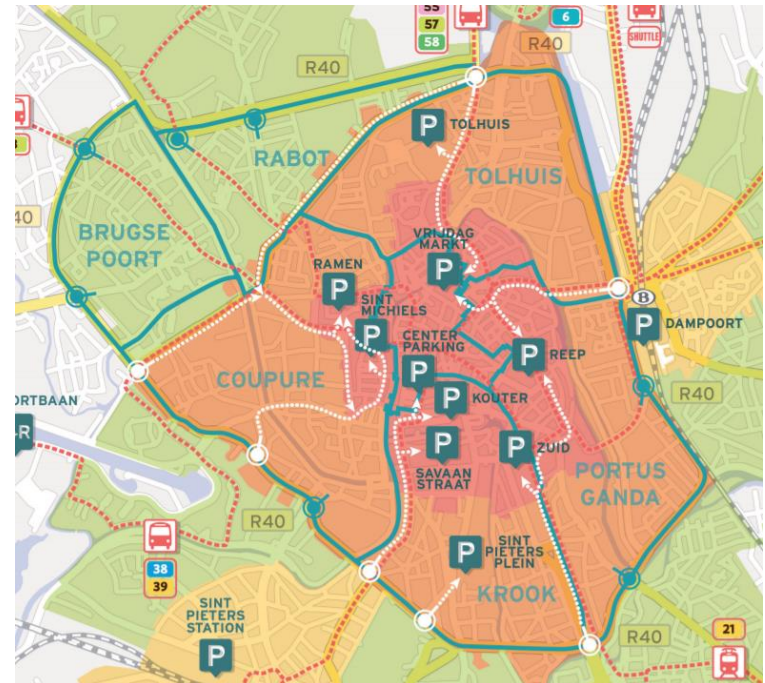
before – after



# off-street car parks

## Increasing rates

- Closer to city centre = more €€
- Difference: rotation/long stay





# Circulation plan 2017

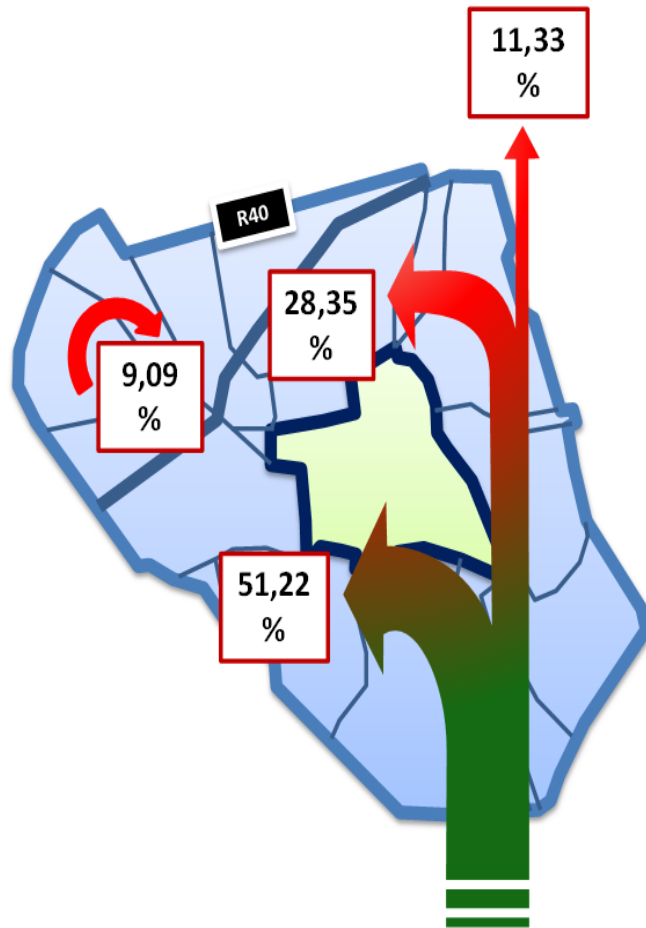
gent:

# Circulation plan city center

° 3/4/2017



## Situation before



11% pure transit traffic

28% semitransit traffic  
(avoiding parts of city ring road)

51% destination traffic

9% internal traffic

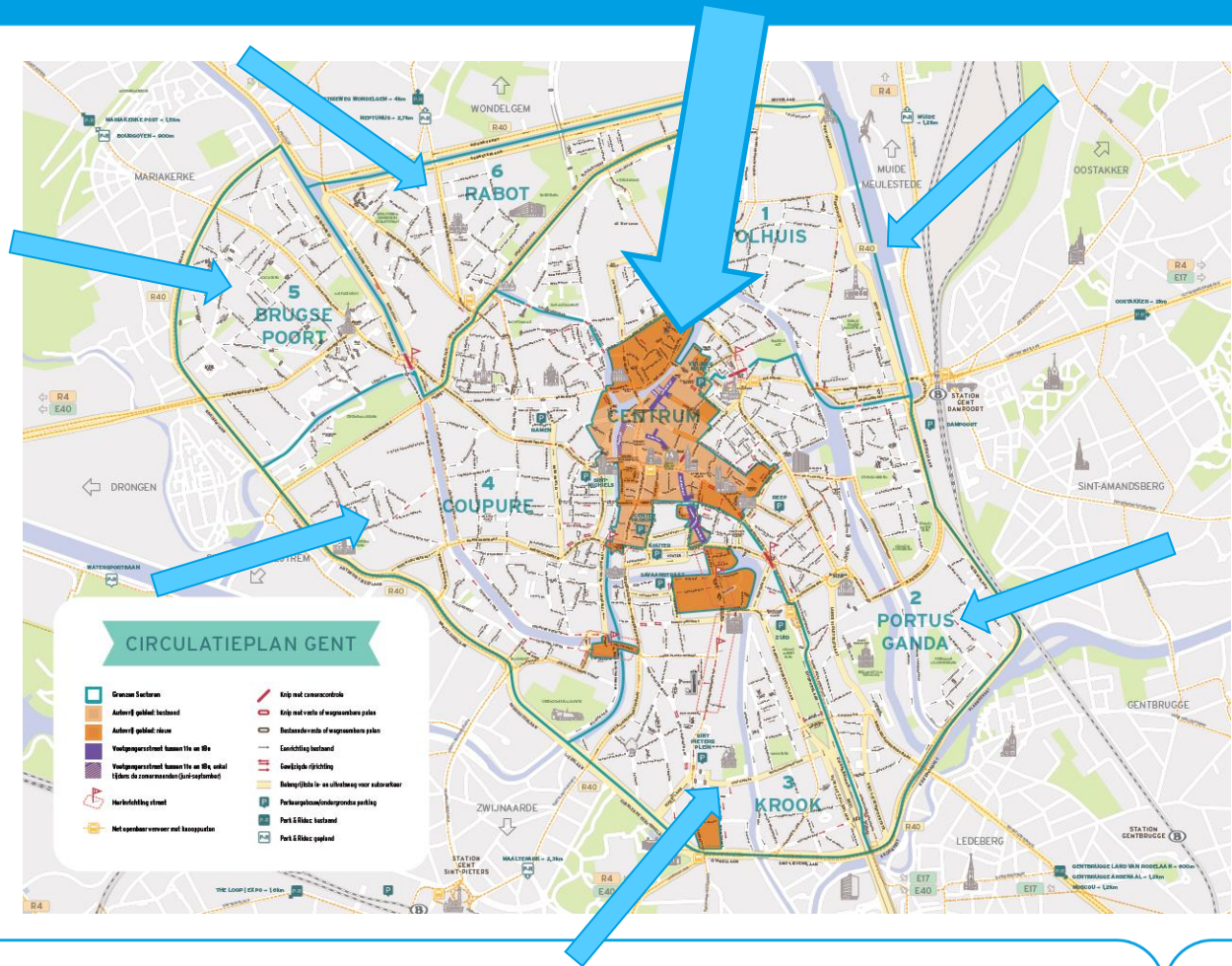
= too much motorised  
traffic in the city  
center

# Goals?

- > Better accessibility for all modes
- > Increase (traffic) liveability by keeping motorised transit traffic out of the city center
- > Modal shift

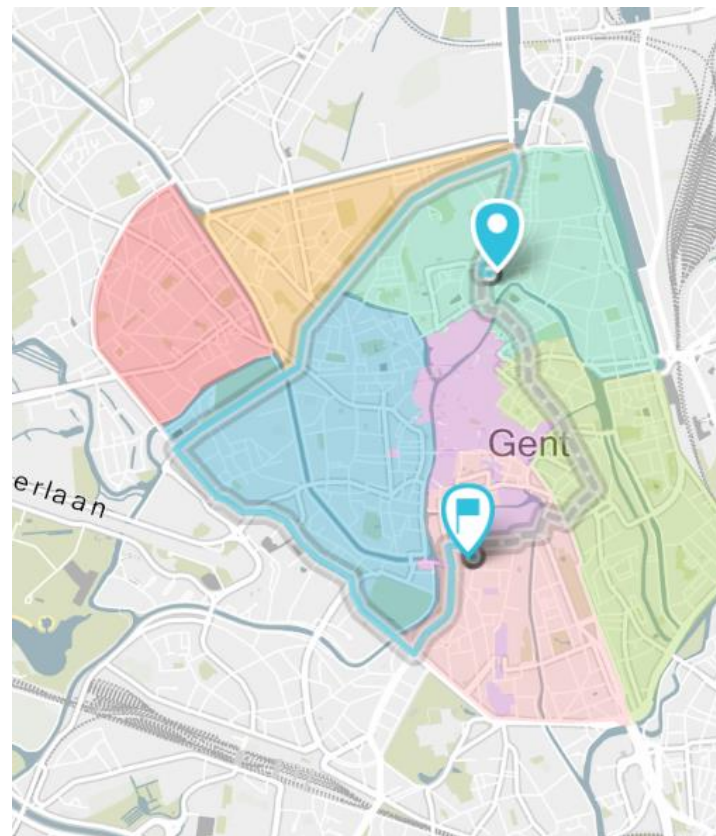
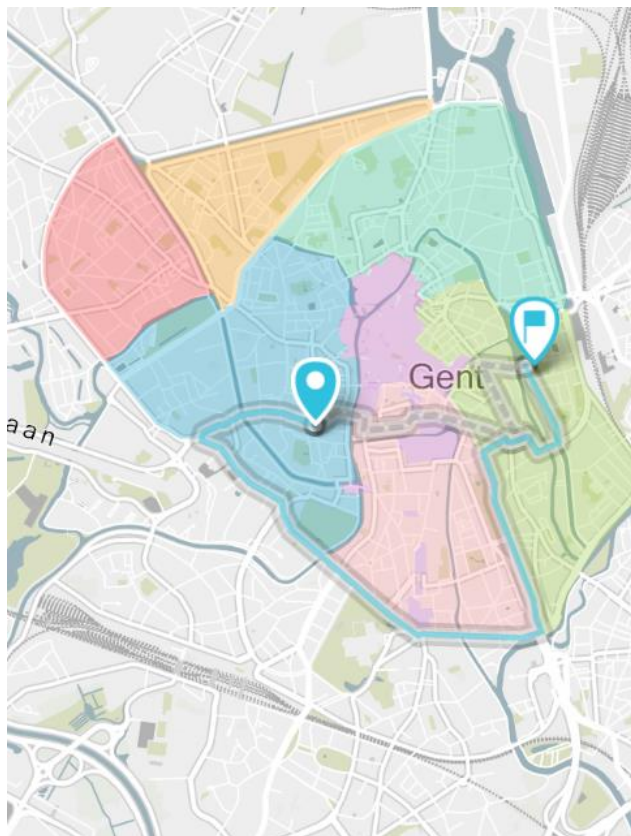


# 6 'sectors' + car free city center

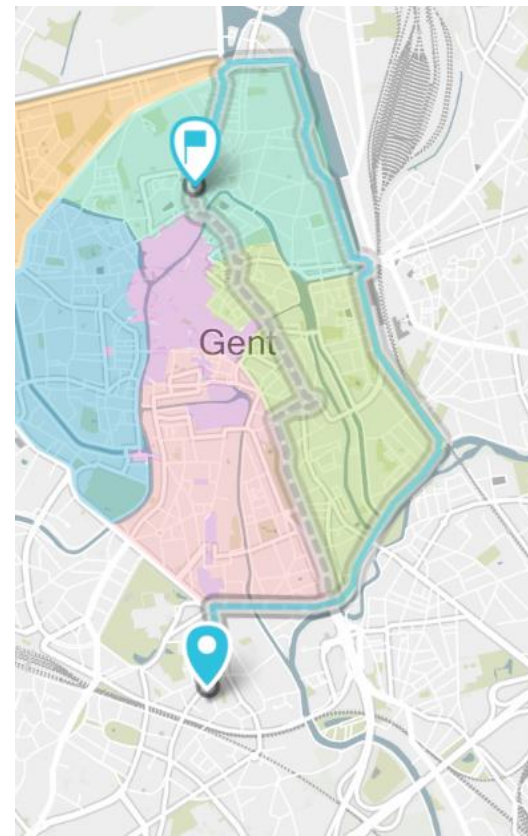
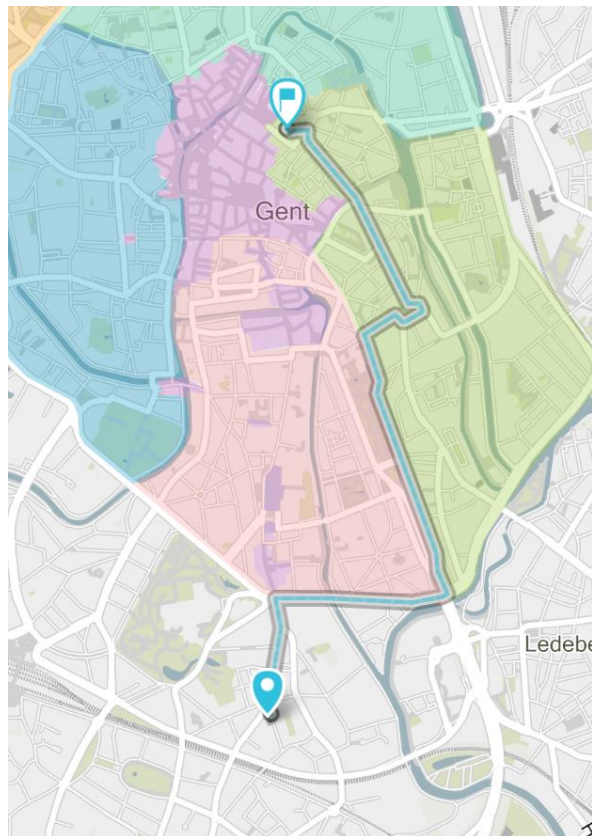




# Driving in between sectors



# From outside the ring road



# How do we prevent traffic going through?

Blocks,  
bollards &  
paint



Plants &  
benches



ANPR-camera



**temporary  
rebuilding  
public space**



**Providing  
space to sit,  
eat, ...**



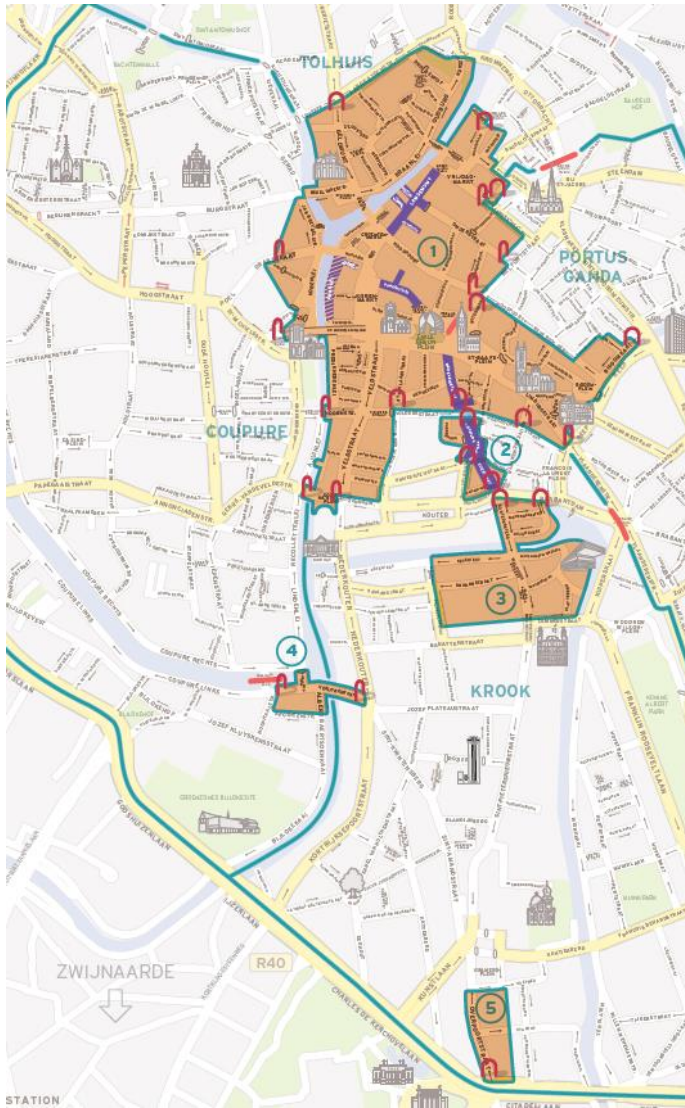
**Or even play.**



# 'Traffic filter' at Bargiebrug



# Doubled 'pedestrian area' => some 'no vehicles allowed' streets



# Permits for the car-free zone

- **Permits required 24/7**
  - **Digital**
  - **Strict supervision**  
ANPR-Cameras  
Fine 58 euro
  - Accessible for destination traffic  
eg. Inhabitants, deliveries,  
**medical personel**, works and  
maintenance, **transport of**  
**disabled persons**,  
**emergencies**,...
-

# Pedestrian streets = no cycling (11 AM – 6 PM)







Any results?

- > Modal shift
- > (Traffic) liveability
- > Traffic safety
- > Accessibility

# Modal shift?

## Oh yes...

2016 vs 2018

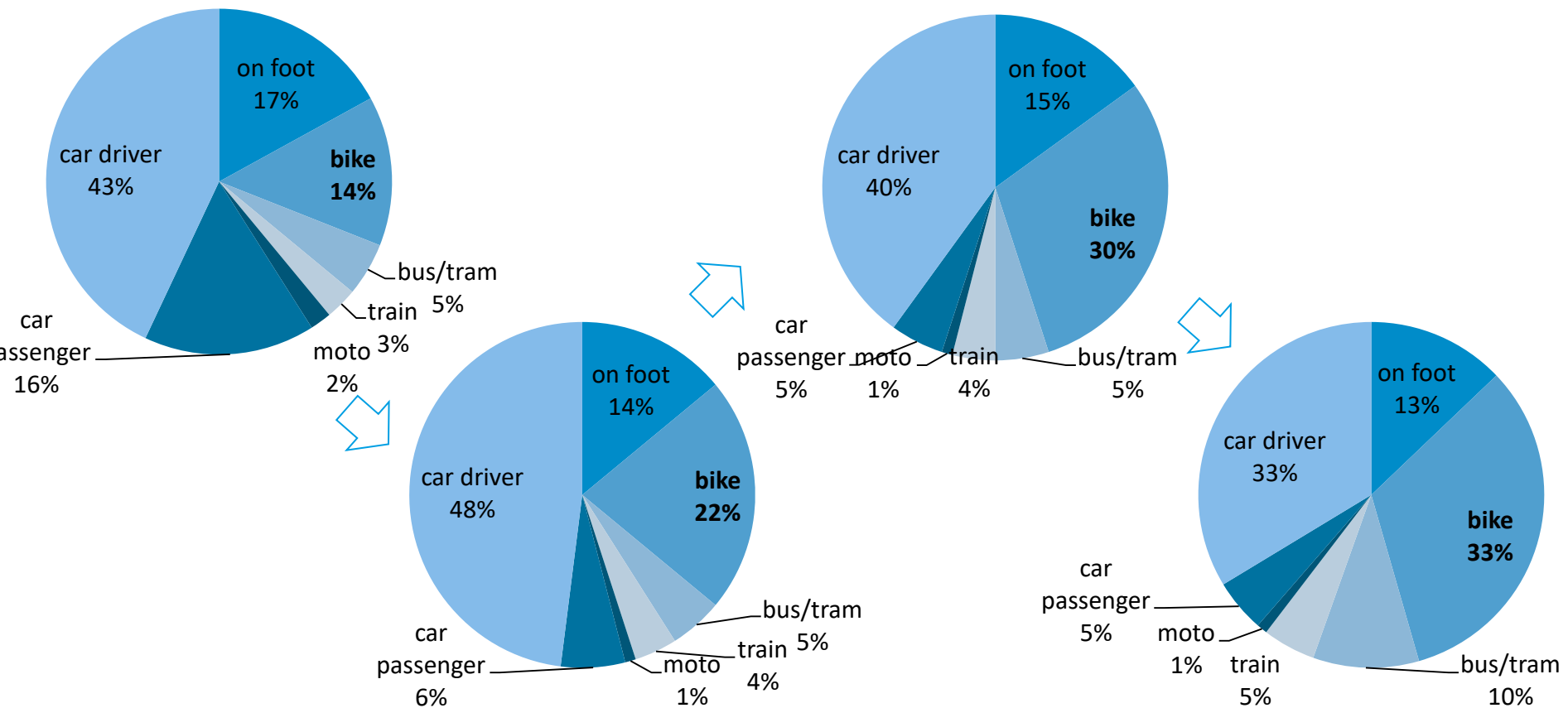
- Bicycles in/out of city centre +60%
- Bicycles within the city centre +50%
- Motorised traffic in/out of city centre -17%
- Use of public transport+ 6%

Walking

**Well... ehm: no.**

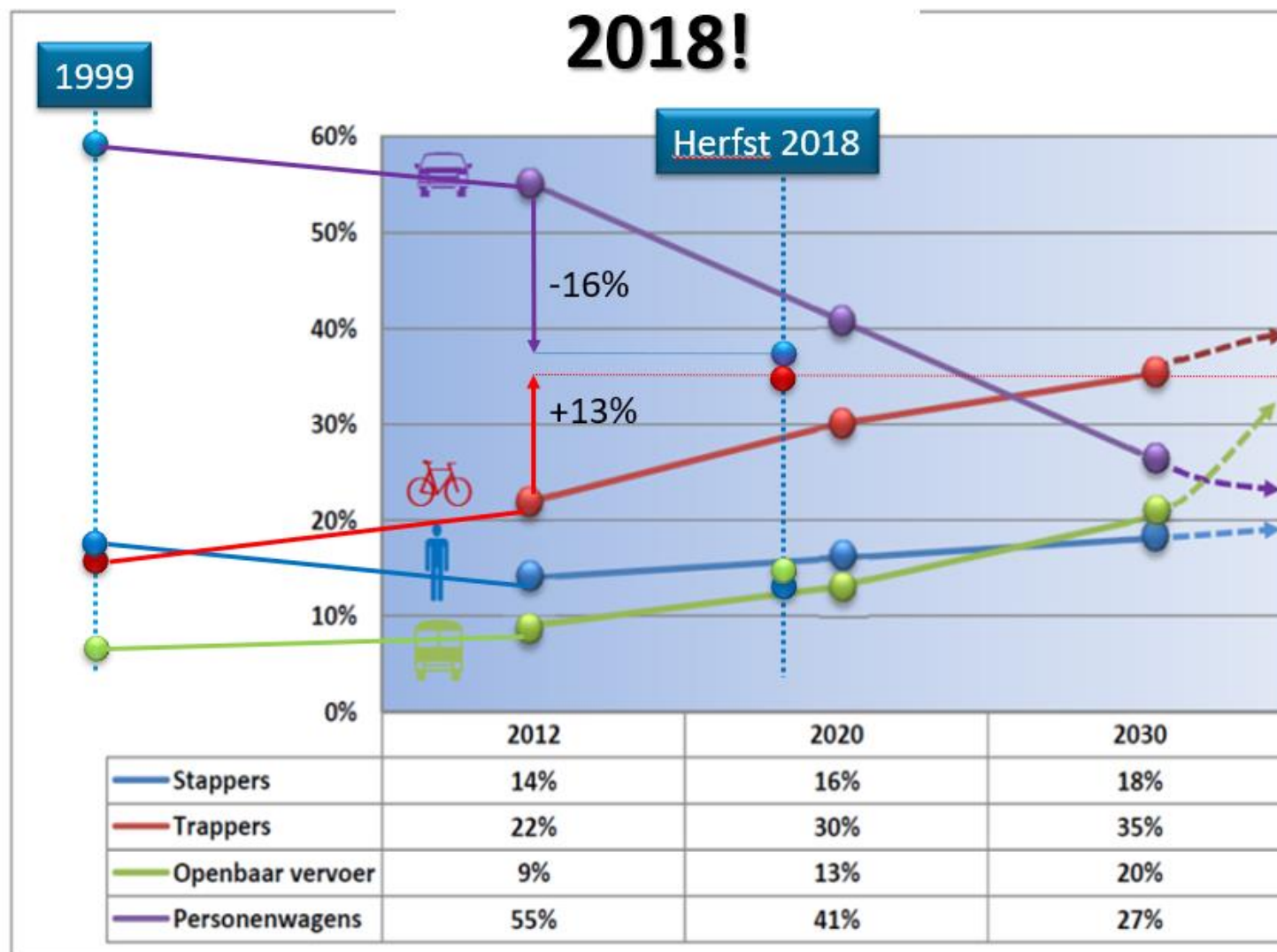


# Evolution modal split 1999 – 2012 – 2015 - 2018



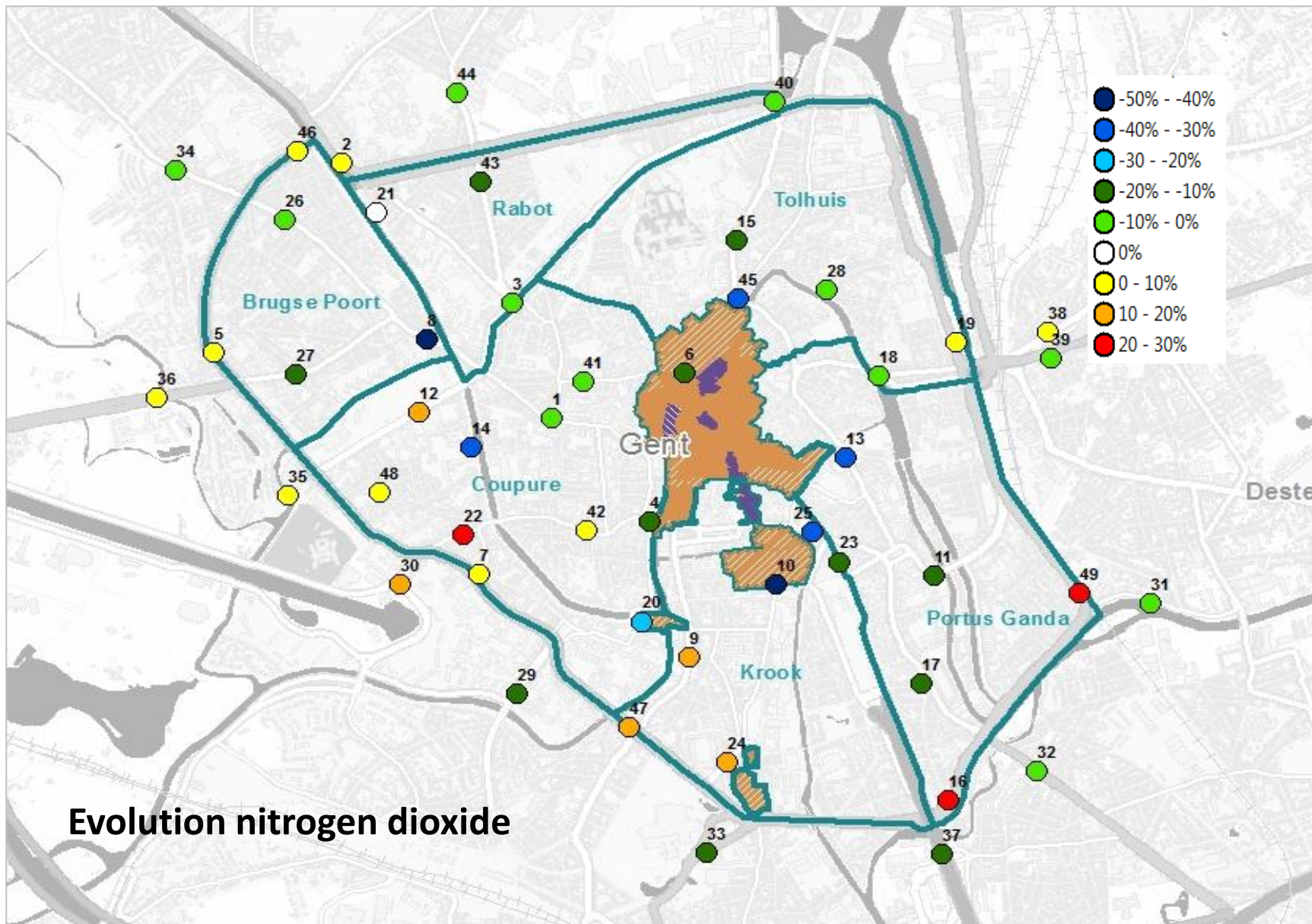
# Ambitious modal shift mobility plan

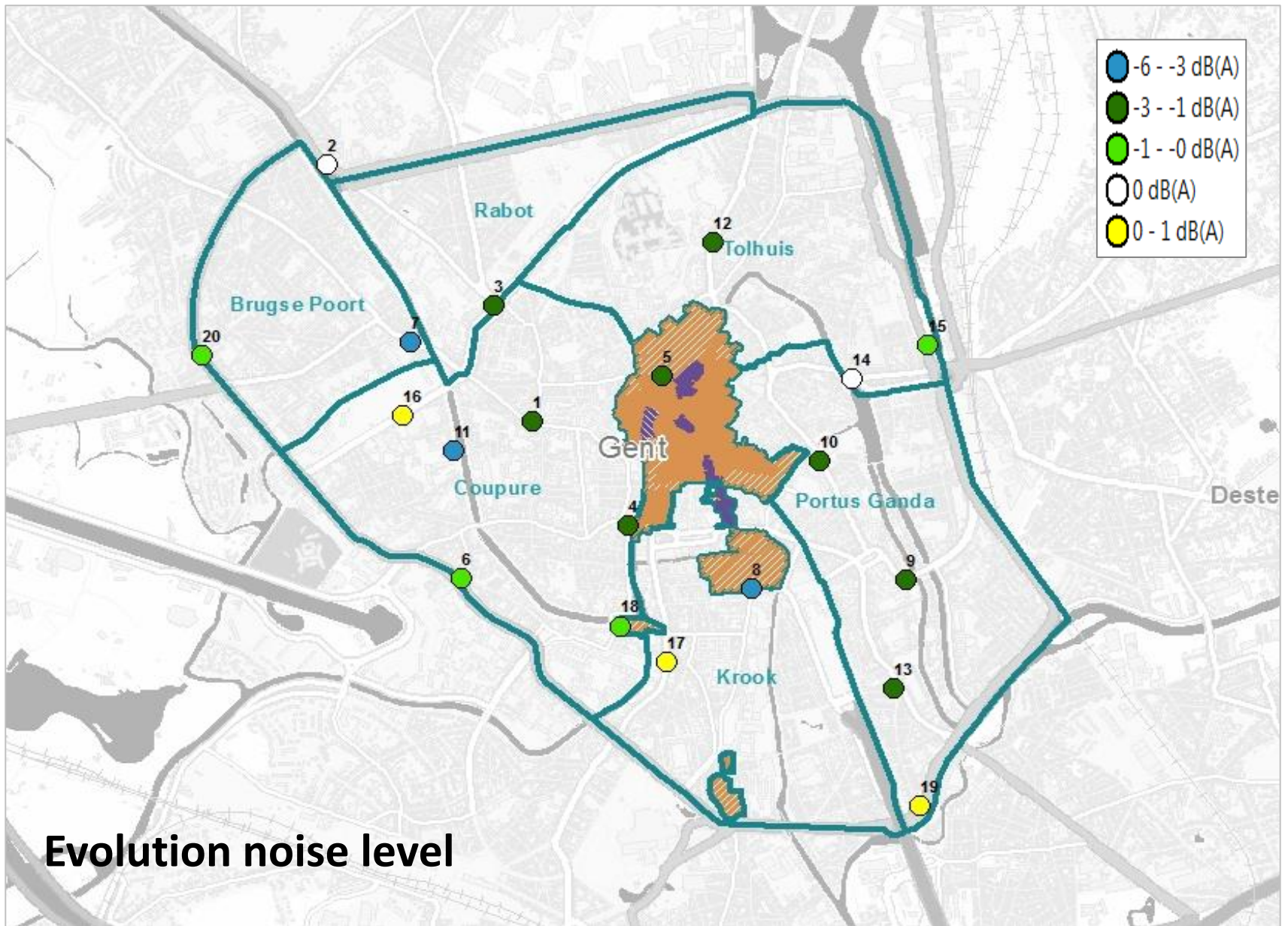
> for cycling years ahead on schedule



## Traffic liveability

- > Better air quality
  - > We took out 60% of transit traffic
  - > Less traffic in residential streets & most main roads
  - > Strong reduction traffic jams
-

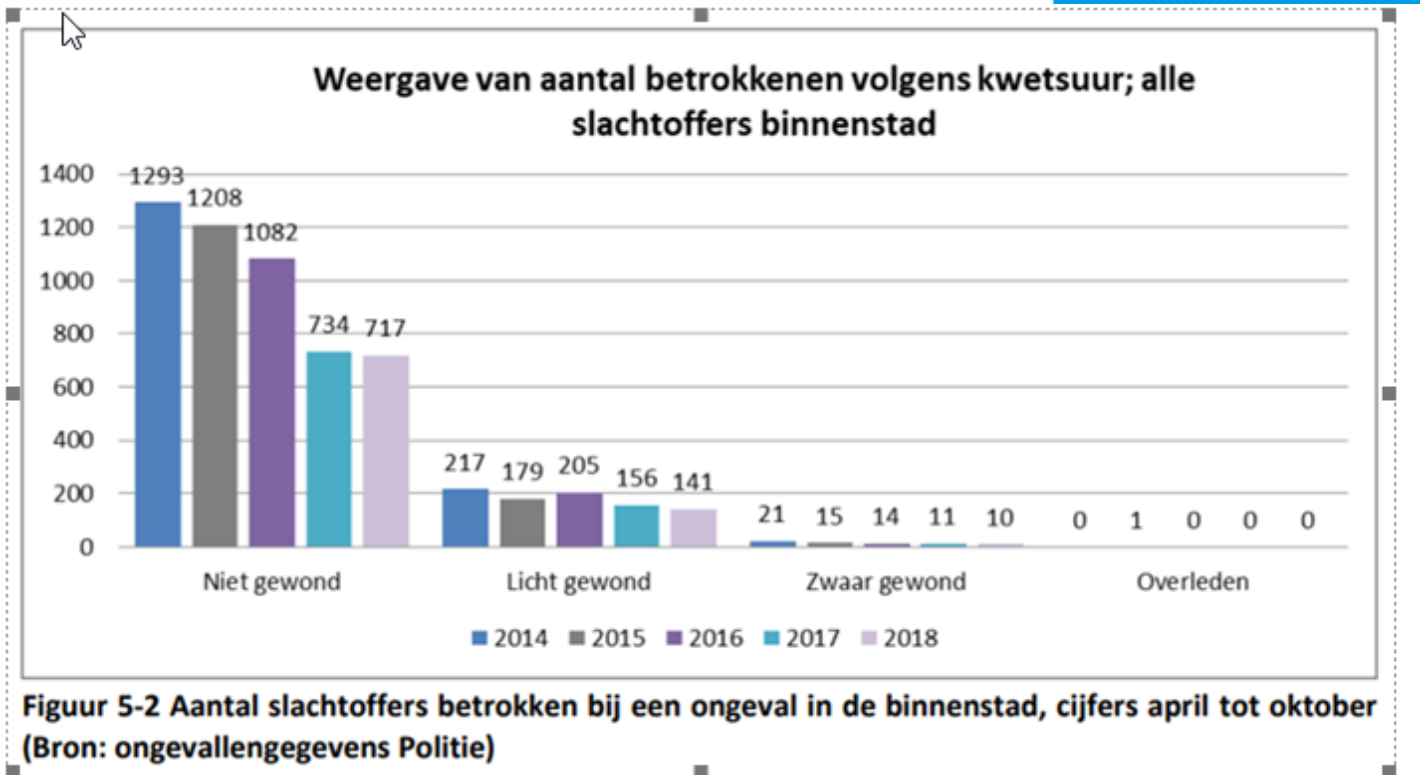






# Traffic safety

Reduction in amount of traffic accidents



# Accessibility

## For cars

- > Travel time to city center **-35%**
- > Travel time on ring road : **+10 %**
- > City center : no more queues
- > Travel time from city center to ring road **-26%**

**Longer distances but shorter travel time for some destinations**

## For cyclists

**Less cars, more infrastructure: safer & more pleasant ride**

Before > after





# Something more about bicycle measures

## The first bicycle plan of 1993

- > Focus on Infrastructure: network of 4 functional routes, new cycle lanes, bridges,...
- > Bike parkings
- > Promotion, marketing & awareness campaigns





Cycling in two directions in almost all one way streets



‘turn right or go ahead at red traffic lights’

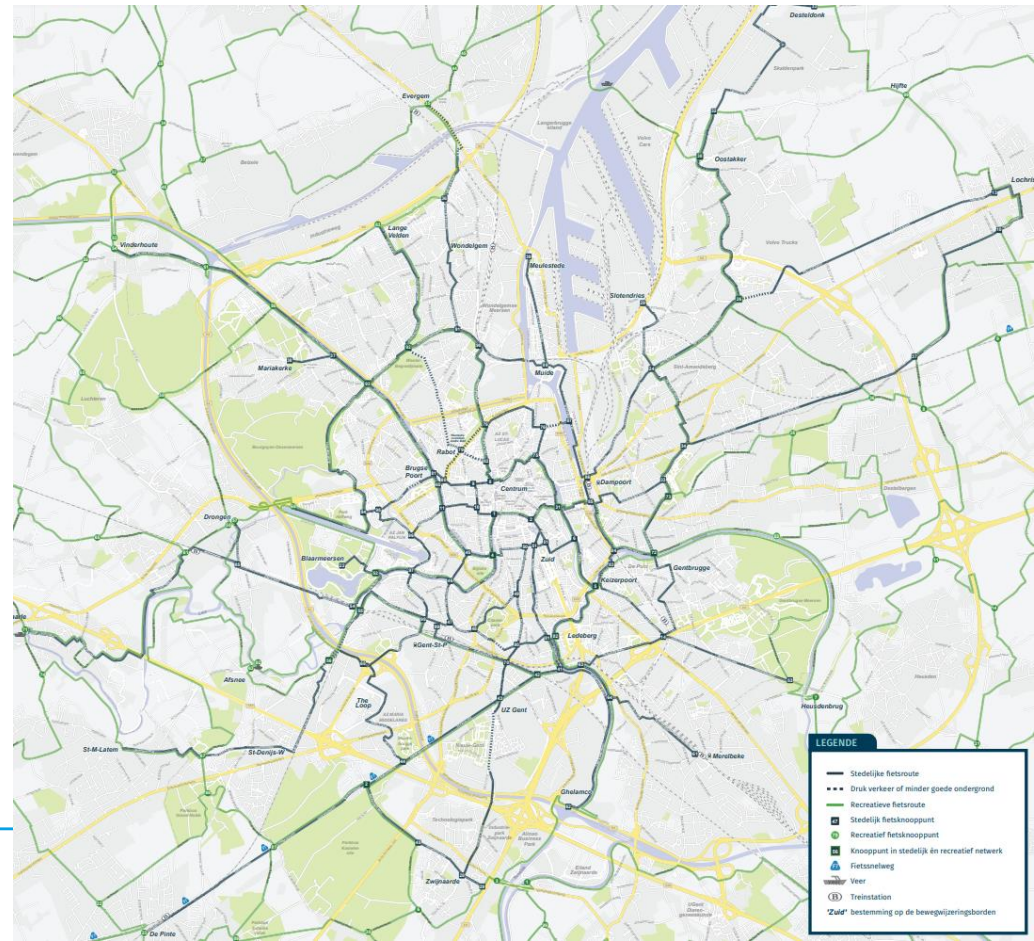
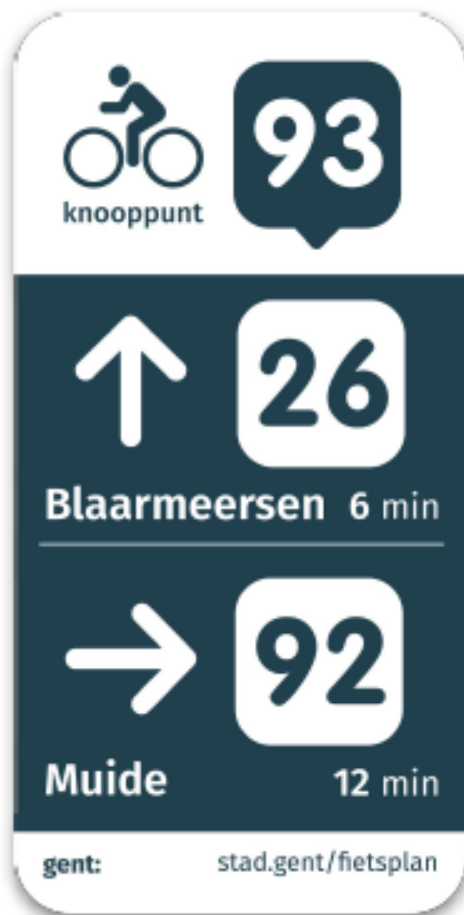


## Bicycle streets – introduced in 2011



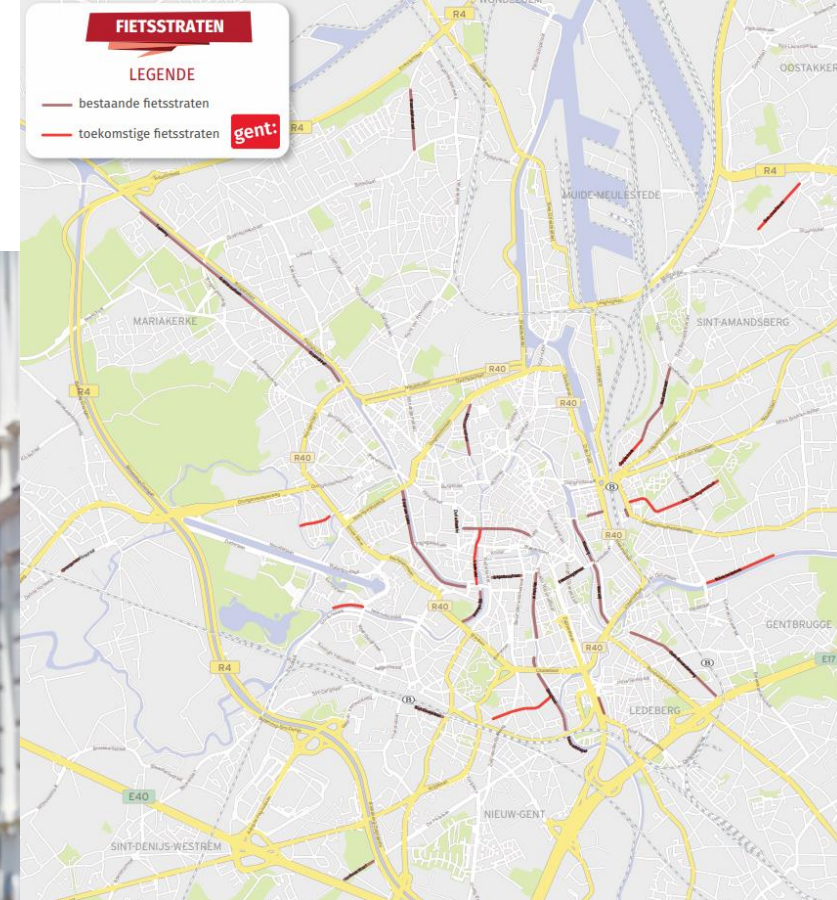
# City of Ghent: Cityregional cycling network

- > Bicycle network: bicycle “highways”, low-traffic routes, ... bicycles lanes, cycling streets, underpasses, bridges, ...





# New bicycle streets



# New underpasses



# New underpasses



# New bridges



# Bike-parking on-street



## Neighbourhood-oriented approach

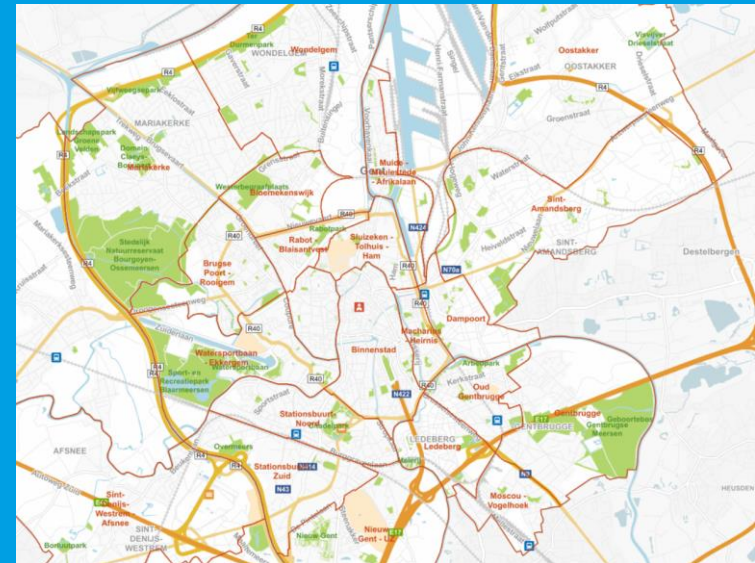
- pre-existing delineation
- easier identification

## Citizen input and feedback

- easier detection of bicycle parking needs
- less aftercare

## 100m-norm

- fills in 'the blanks'
- some needs are less visible, some citizens less vocal



# Results



+/- 8.500 bicycle parking spaces where created this way

Repurposing a total of +/- 450 car parking spaces

Approach 2.0 => More focus on non-standard bikes, call to entrepreneurs if they need bike racks close to their shop / bar / restaurant



25





# School Streets

Only pedestrians and cyclists can use the street of the entrance of a school during 30min in the morning and in the evening



# Cycling Embassy (Fietsambassade)

NGO non-profit organisation

80+ personnel

- 5 bicycle points
- bicycle rent – students, tourists, visitors
- repair
- collecting and safeguarding “orphan” bikes
- placing bicycle racks (permanent and temporarily)
- some cycle campaigns (bicycle culture)
- Bicycle taxis



# Succes factors

## Starting position

- > Almost flat city
- > Temperate climate
- > Compact City centre
- > Medieval urban fabric with very few multi-lane access roads in city centre
- > Student population

# Succes factors Policy

- > Continuous political support
  - and long term vision
  - dedicated budget
- > Experienced and dedicated staff (+180 people mobility agency, 15 member in bicycle team)
- > Successful co-operation with all authorities involved
  - Regional road agency, regional waterways agency
  - Public transport company, railway company
- > Allocating more space for bicycles, even at the expense of the car
- > Non-Infrastructural measures as a fast and cheap tool
- > Details: small scale measures
- > Pioneering

# What's next?

## Challenges

- > Building more infrastructure, especially to neighbouring municipalities. Increase the average distance of cycling trip
- > Upgrading existing infrastructure
- > Address new target groups > transport poverty
- > Conflicts pedestrians, (electric) cyclists
- > Monitoring and data collection
- > Build/Provide more safe bicycle storage facilities
- > Park & Ride/Bike lots
- > More traffic calming and selective access

# What's next?

## 7 District mobility plans

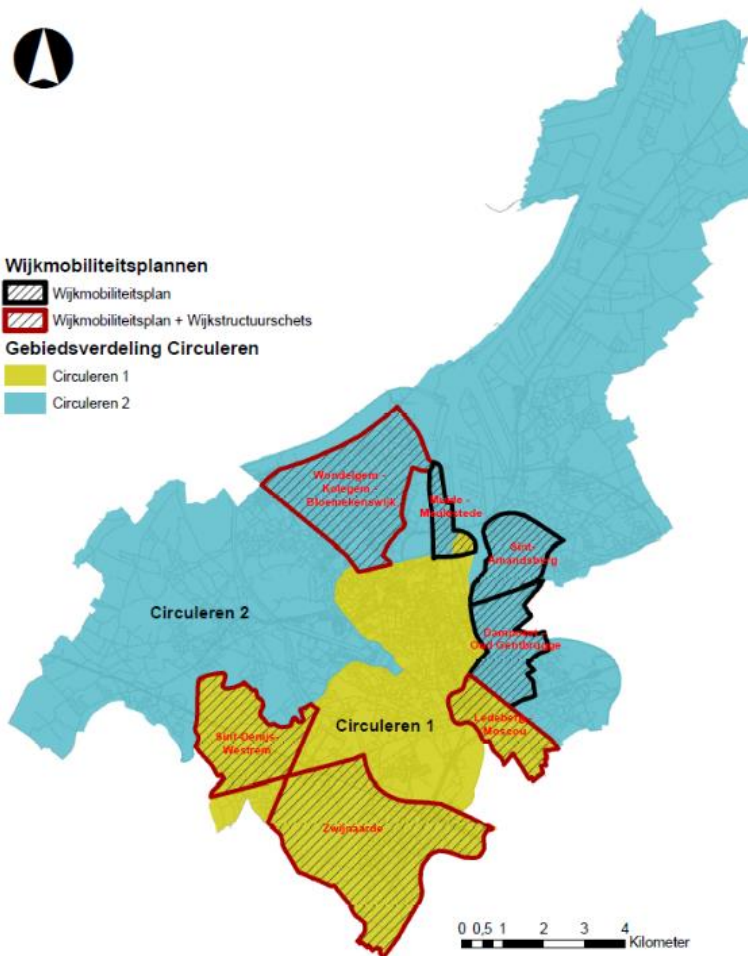


**Wijkmobiliteitsplannen**

- Wijkmobiliteitsplan
- Wijkmobiliteitsplan + Wijkstructuurschets

**Gebiedsverdeling Circuleren**

- Circuleren 1
- Circuleren 2



- > Applying lessons learned
- > Solid proces with participation
- > Different goals for each district

#ALSGETMIJVRAAGT

# What's next?

## 7 District mobility plans

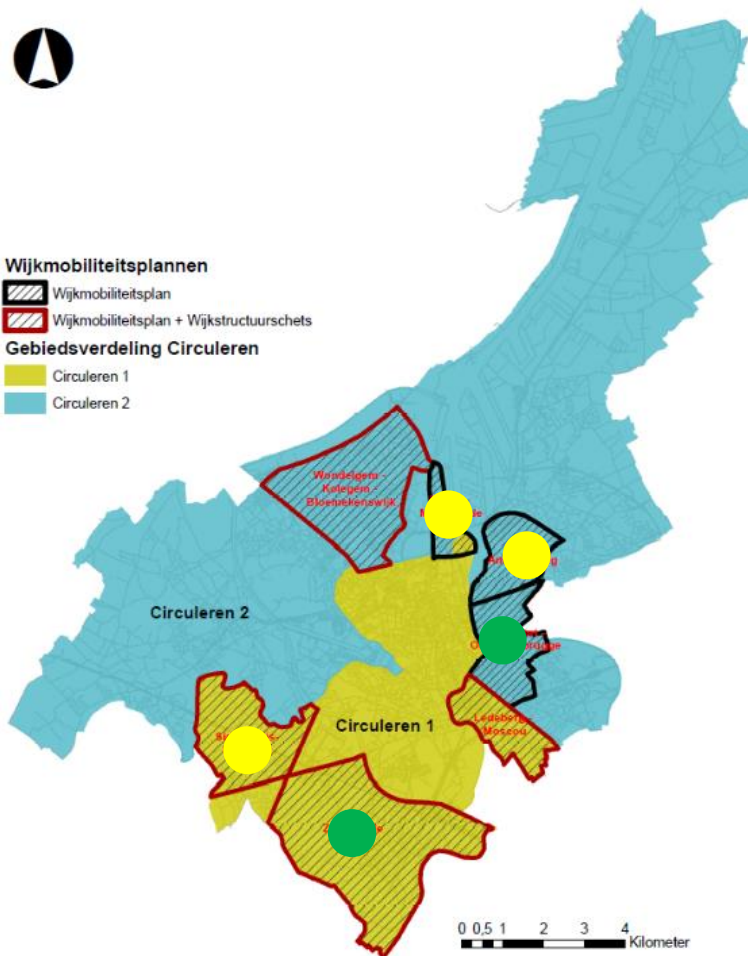


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**Gebiedsverdeling Circuleren**

- Circuleren 1
- Circuleren 2



- > Implementation of 2 plans in 2024
- > Ongoing research fase for 3 more plans



**Thank you!**

**And see you again at  
Velo-city 18-21 June  
2024!**