Ghent: A circulation plan as a step to the cycling heaven?
Ghent: Some figures

- 256,000 inhabitants
- Universities & colleges with > 77,000 students
- > 500 km bike infrastructure
- 46 bike tunnels, bridges and passages
2015: Mobility Plan 2030

- Impact on and interplay with spatial planning, economy, environment, living,…

- **Goal:** easy accessible city where it is good to live in pedestrian and cycling friendly neighbourhoods
Why was a new mobility plan needed?

• + 8,390 extra cars in 10 years
• 1 day out of 3 with average or bad air quality (2012)
• 15% of the inhabitants is confronted with sound values of > 70dB
2015!

1999

Autumn 2015

-9%

+8%

<table>
<thead>
<tr>
<th></th>
<th>2012</th>
<th>2020</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stappers</td>
<td>14%</td>
<td>16%</td>
<td>18%</td>
</tr>
<tr>
<td>Trappers</td>
<td>22%</td>
<td>30%</td>
<td>35%</td>
</tr>
<tr>
<td>Openbaar vervoer</td>
<td>9%</td>
<td>13%</td>
<td>20%</td>
</tr>
<tr>
<td>Personenwagens</td>
<td>55%</td>
<td>41%</td>
<td>27%</td>
</tr>
</tbody>
</table>
2015: Mobility Plan 2030

• Zone 30
• A new parking policy
• City regional cycling network
• **Circulation plan**
• ...

2017: Circulation plan

**Goal:** to unburden the city center of motorized through-traffic
2017: Circulation plan

• City is divided in 6 sections surrounding the restricted traffic area

• Moving from one section to the other by using the inner city ring road
Implications / Opportunities

• Travel directions were changed in about 80 streets
• More than 2500 traffic road signs were removed or newly placed
• The restricted traffic area was extended by 150%
• Motorized through-traffic has been made impossible at 14 locations
  o 9 locations got a temporary design in anticipation of a permanent redesign
  o Only pedestrians, cyclists, public transport, taxi’s and a limited number of other vehicles with a permit (for example emergency services and health care suppliers) can pass through
TIOD Bargiebrug
TIOD H. Lippensplein
TIOD Verlorenkost
Space and fresh air for...

- **Pedestrians** in the restricted traffic area and pedestrian streets
- Comfortable and faster **public transport**
- Comfortable and safe infrastructure for **cyclists**
Space for cyclists
Safe crossings
Main cycling routes

• Plenty of opportunities to improve bike infrastructure:
  o Separated bike infrastructure were needed
  o Main cycling routes designed as cycling streets
    => From 8 to 16 cycling streets in 2018
Results circulation plan

- Cyclists crossing the inner ring road
  - An increase of 37% compared to 2014
  - An increase of 20% compared to 2016

- An average increase of 35% on the most popular roads for cyclists in one year

- An average increase of 25% of cyclists in the inner city in one year
Results circulation plan

• Strong decrease of inbound and outbound motorized traffic
  – An average decrease of 13% during rush hours
  – An average decrease of 22% of freight traffic

<table>
<thead>
<tr>
<th>RICHTING</th>
<th>INTENSITEITEN AUTO - OCHTENDSPITS</th>
<th>INTENSITEITEN AUTO - AVONDSPITS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>VOOR-METING</td>
<td>NA-METING</td>
</tr>
<tr>
<td>IN</td>
<td>7 569</td>
<td>6 418</td>
</tr>
<tr>
<td>UIT</td>
<td>5 175</td>
<td>5 002</td>
</tr>
</tbody>
</table>

Tabel 3-4 In- en uitrijdende personenwagens voor de binnenstad in ochtendspits en avondspits (Bron: kruispuntellingen, Stad Gent)

• An average decrease of motorized traffic of 39% on the most populars roads for cyclists in the inner city

• A decrease of reported road accidents by 35% to 40% since 2015
Impact on air quality

- **When?** June 2016 - March 2017 vs April 2017 – April 2018
- **What?** NO₂
- **Results?** Average decrease of 7.4 µg/m³ or 18%, with outliers up to -32%

⇒ Average decrease in Flanders: -3.7 µg/m³

*Measuring points along the inner city road*
- Optimalisation of the city/regional cycling network

- Introduction of the LEZ in 2020

- Traffic plans for neighbourhoods outside the city centre

- ...
Questions?

Contact: Mobiliteitsbedrijf City of Ghent
daan.pelckmans@stad.gent