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
Measures Mobility Plan 2030

- Zone 30 within inner ring road (2015)
- A new parking policy (2016)
- City regional cycling network (2018)
- Circulation plan (2017)
- ...
Goal: to unburden the city center of motorized through-traffic
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

• Implemented in one weekend (3 April 2017)

• 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 128%

• 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
  o Physical barriers, signalisation, ANPR-camera’s
TIOD Bargiebrug
TIOD H. Lippensplein
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**
More space for cyclists

Less cars, lower speed

⇒ Main cycling routes designed as cycling streets:
  From 8 to 18 cycling streets in 2018-2019
More space for cyclists

More cyclists => need for more bike parking spots

- City centre
- Park & Bike
Results?

-16%

+13%

<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>

1999

Autumn 2018
Results circulation plan

Modal shift: 2016 vs 2018

Cyclists in/out the city centre +60%, in inner city +50%

Cars in/out the city centre -17%

Public transport +6%
Results circulation plan

Registered accidents in the city centre (2014-2018)

Weergave van ongevallen per type in de binnenstad

<table>
<thead>
<tr>
<th>Category</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
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<tbody>
<tr>
<td>Ongeval met Stoffelijke schade</td>
<td>719</td>
<td>700</td>
<td>680</td>
<td>494</td>
<td>517</td>
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<tr>
<td>Ongeval met Licht gewonden</td>
<td>199</td>
<td>156</td>
<td>177</td>
<td>136</td>
<td>124</td>
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<tr>
<td>Ongeval met Zwaar gewonden</td>
<td>18</td>
<td>15</td>
<td>13</td>
<td>11</td>
<td>10</td>
</tr>
</tbody>
</table>
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 or 9%

*Measuring points along the inner city road*
- Optimalisation of our cycling network
- Introduction of the Low Emission Zone in 2020
- Traffic plans for neighbourhoods outside the city centre
- Extension of zone 30
- ...
Questions?

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