

gent: slim op weg



Polis, 6 december 2017

Mobility



Gent?

Population >250 000 and counting (236k in 2007, 257k in 2016)

8390 extra cars in 10 years = 50km parkinglength

Gent?



Historical city center

Gent?



Child-centered & good to live in

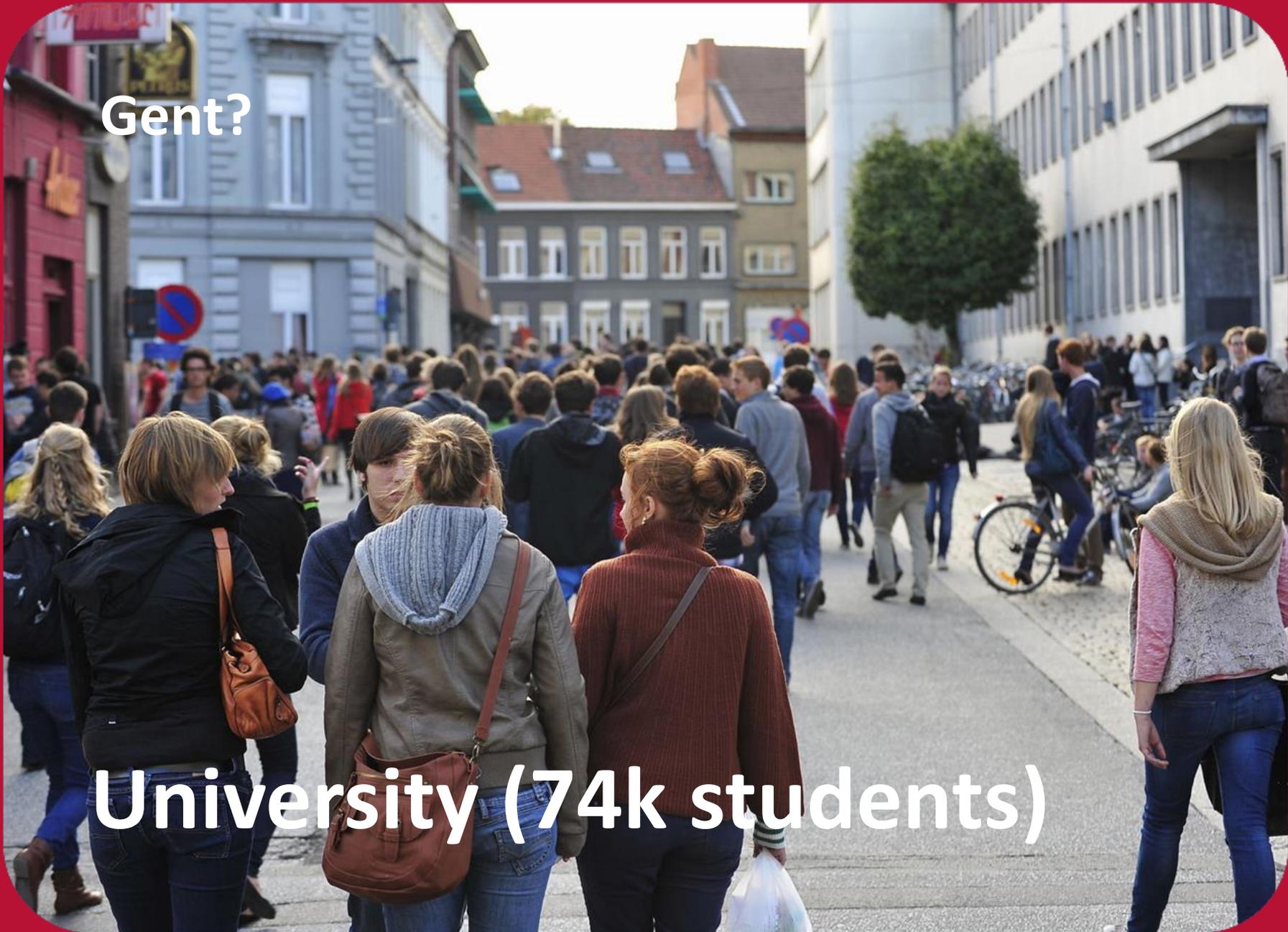
Gent?

industrious



Gent?

University (74k students)



Gent?



1 million visitors

1. MOBILITY PLAN

GRASLEI

From parking lane to hotspot







SINT-BAAFSPLEIN

From square to parking lot and back







SINT-MICHIELSHELLING

From bridge tot traffic jam to viewpoint







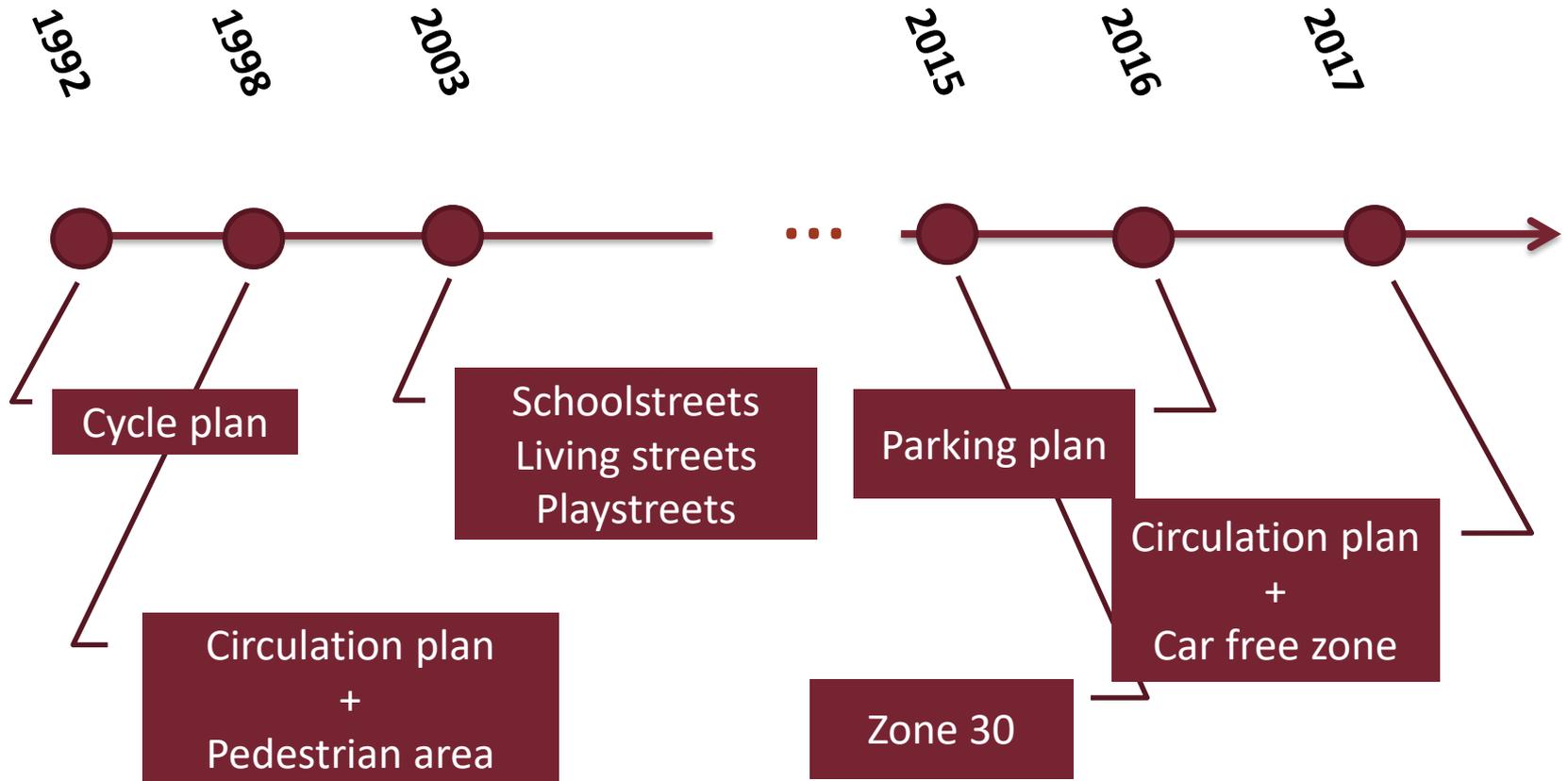
EMILE BRAUNPLEIN

From parking lot to landmark monument & green





History



What is the goal?

- **Safe & liveable**
- **accessible**
- **Climate neutral**
- **Sustainable mobility as an economic asset**
- **Child-centered**
- **Supported by co-creation**

How?

- **Translated in Mobility plan 2030**
 - Parking plan
 - Circulation plan
 - Speed limit plan
- **Strategy**
 - Steering
 - Integrated choices

Synthesis in 10 headlines

1. Mobility functions as a driving force for a sustainable and accessible city.
2. The historic center keeps transit traffic out and gets a larger pedestrian area (51ha).
3. Ghent strengthens its bicycle infrastructure in function of new developments and a city regional bicycle network.
4. Ghent facilitates a free circulation of the public transport and the most important bus routes will be converted into tram(bus) routes.

Synthesis in 10 headlines

5. The **parking management of Ghent steers** the wanted urban mobility (by price setting).
6. Maximum **30 km/h within city ring** and expansion of '30 zone' to residential areas outside the R40.
7. Sustainable and liveable **alternative for the existing B401 and the E17-viaduct** in Gentbrugge and a qualitative **connection** in the north.

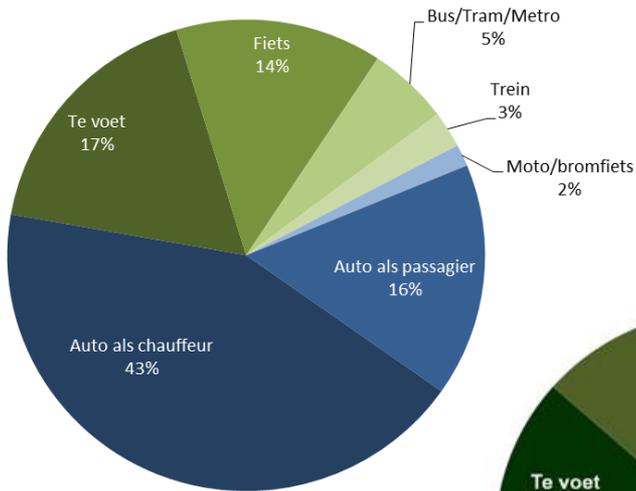
Synthesis in 10 headlines

8. Ghent sets up a **traffic center** to steer traffic streams optimally and dynamically.
9. The mobility management widens the focus outside the city borders and develops a **city regional collaboration**.
10. Ghent accepts **co-creation** as a valuable dynamic which helps design the mobility in Ghent

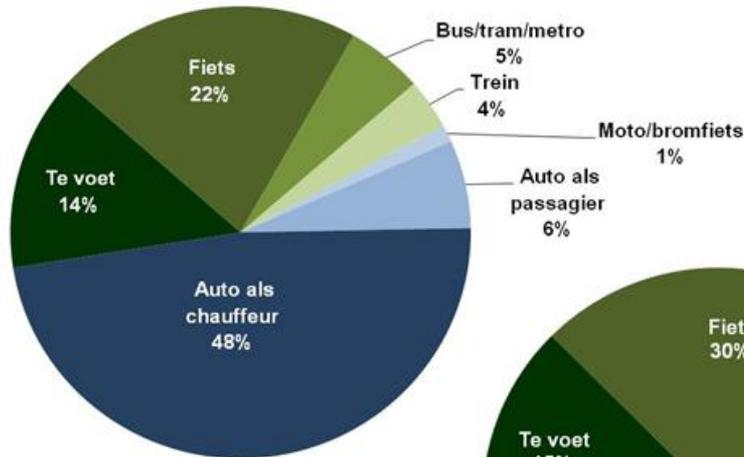
NUMBERS?

Evolution modal split

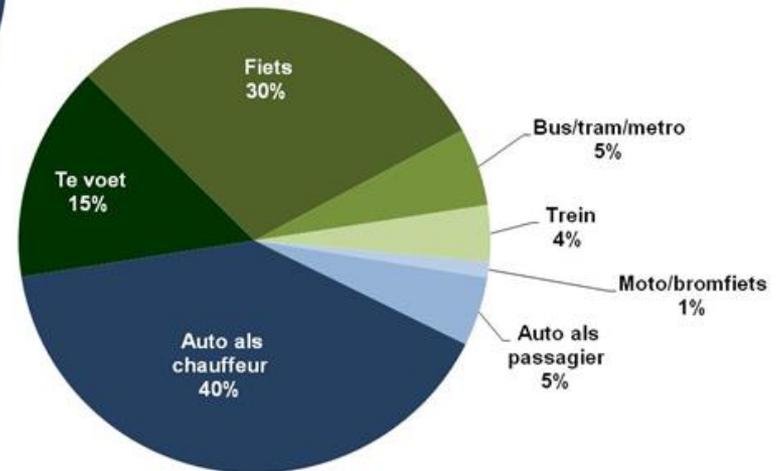
MODAL SPLIT 1999-2000



MODAL SPLIT 2012

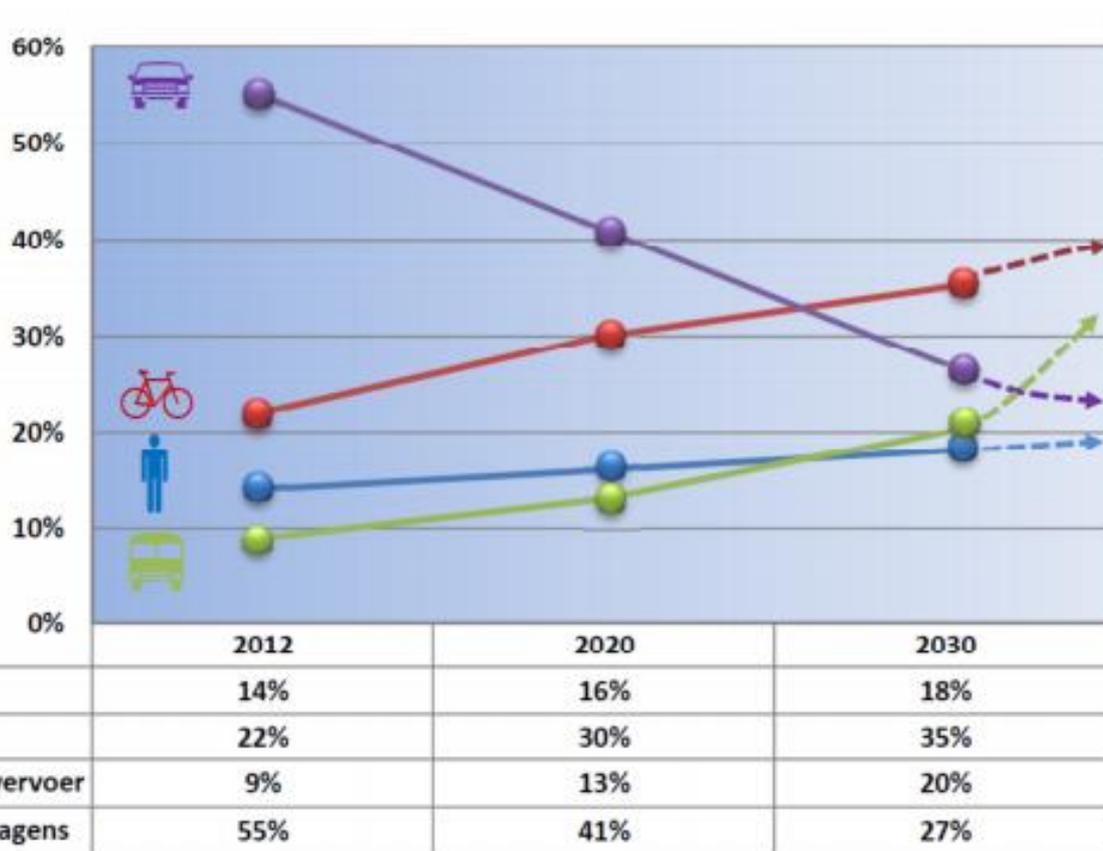


MODAL SPLIT 2016



- Less car use
- More cycling
- Public transport stagnates

Desired modal split



2. PARKING PLAN

- **1998: Parking route to garages**
- **Parking plan= not a goal, but leverage for a better city**
- **Goal: liveability, modal shift**
 - Long term: Park-and-ride
 - Short term: (underground) garage
 - Residents: on street
- **Easier for residents to find a parking spot**

Parking Plan

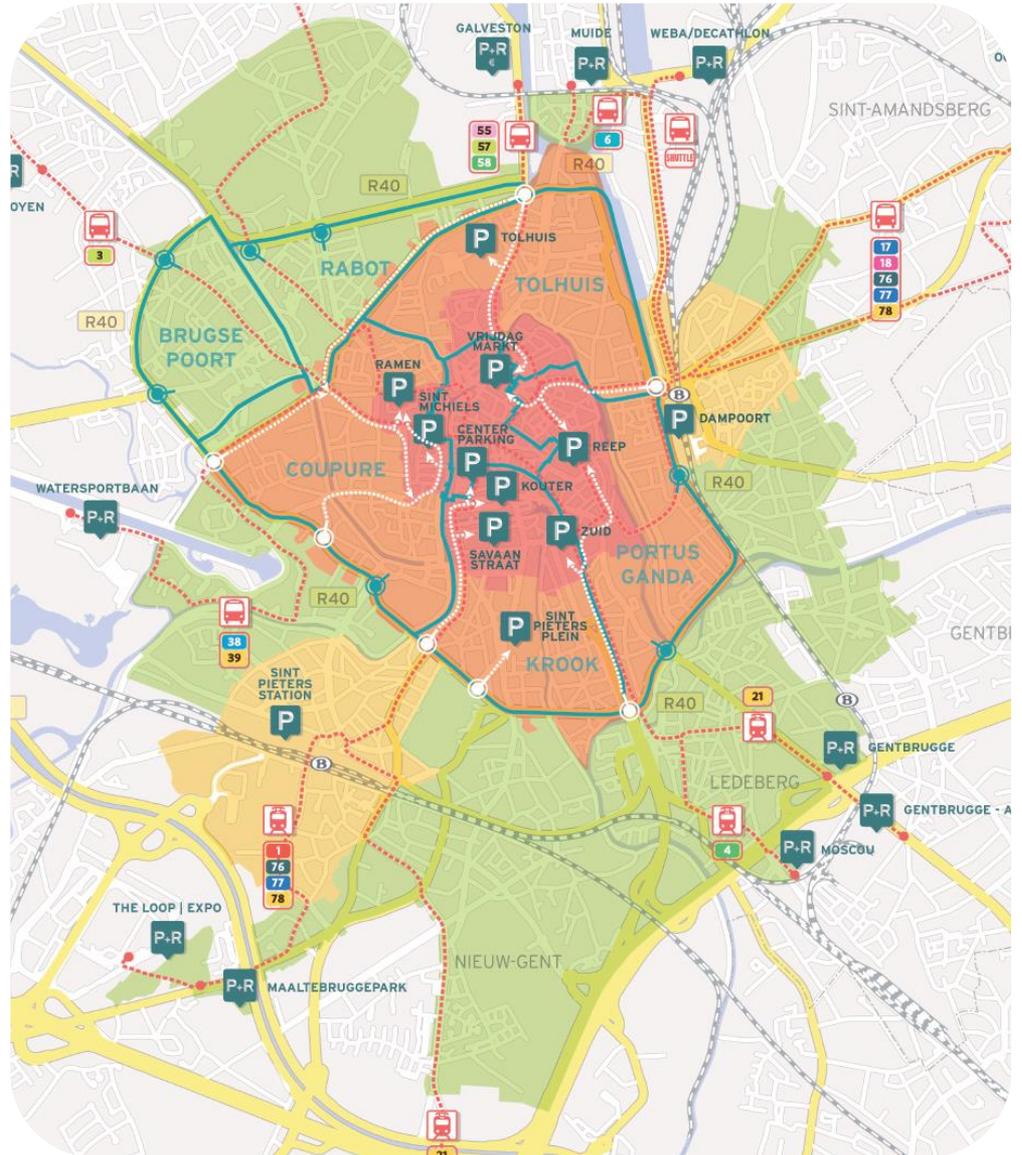
- **Implemented in 2016**
- **Consists of**
 - Profiling parking garages: short or long term
 - Expanding paid on-street parking zones (doubled)
 - Expanding resident parking areas (doubled)
 - Parking guidelines for urban development
 - Park-and-ride

Car parks

- **Raised the rates on street**
- **Deferentiate the price off-street**
 - Most expensive: (24/7, non-resident) €3300/year
 - Cheapest(24/7, resident) €814/year

On-street parking

- The closer to the city center, the more expensive
- Yellow zone=5 hour restriction



Parking guidelines for urban development

- **New developments have to solve parking needs on own territory**
- **Parking guidelines determine how many bicycle and car parking spaces have to be provided**
- **Carparking: steering guidelines, fork of minimum and maximum**

Park-and-rides

- **2440 parking spaces**
- **Public transport**
- **1 dedicated shuttlebus (by the city)**

3. CIRCULATION PLAN

Implemented april 3d, 2017

A young child wearing a blue knit hat and a dark jacket is sitting on a concrete barrier. The child is holding a small clear bag with a yellow ribbon, pouring chocolate into it. There are several other similar bags and pieces of chocolate on the barrier. The barrier is painted orange on one side. The background is a blurred street scene.

gent:

slim op weg

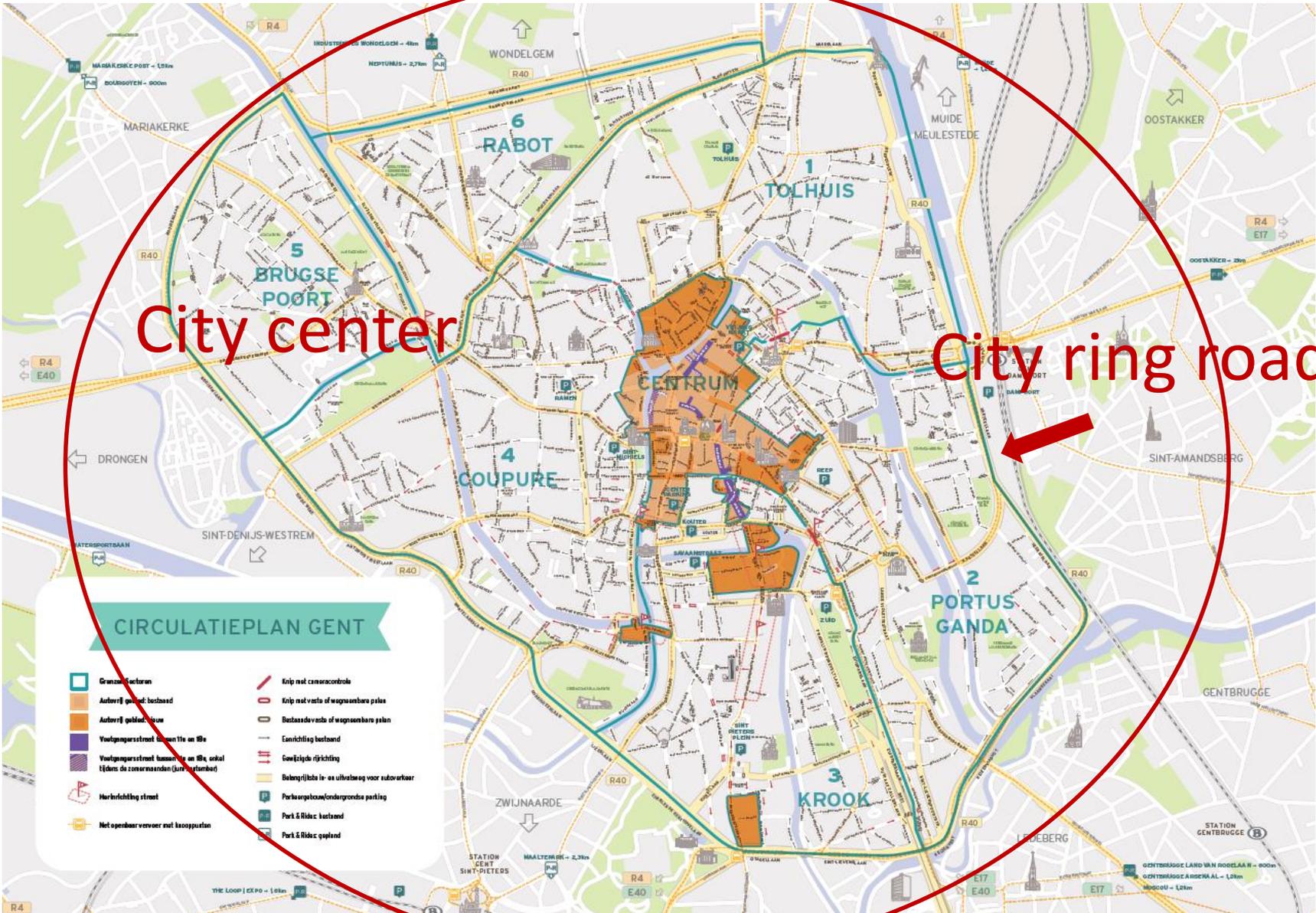
Circulation plan Ghent City Center

Goals?

- **Accessibility**
- **Traffic liveability**
- **By keeping motorised transit traffic out of city center**

City center

City ring road



CIRCULATIEPLAN GENT

- | | |
|--|--|
| Granaalsectoren | Krijp net cameracontrole |
| Autoverf gebied: bestaand | Krijp net vaste of wagenbare parken |
| Autoverf gebied: nieuw | Bestaande vaste of wagenbare parken |
| Voetgangersstroom tussen 10e en 10e | Ewrichting bestaand |
| Voetgangersstroom tussen 10e en 10e enkelzijdig (dors de zonnearanden (kruisplafonds)) | Gewijzigde rijrichting |
| Herberichting straat | Belegrijdte in- en uitrit voor autoverkeer |
| Niet openbaar vervoer met loopspoor | Park & Ride: bestaand |
| | Park & Ride: opgeend |

Mission

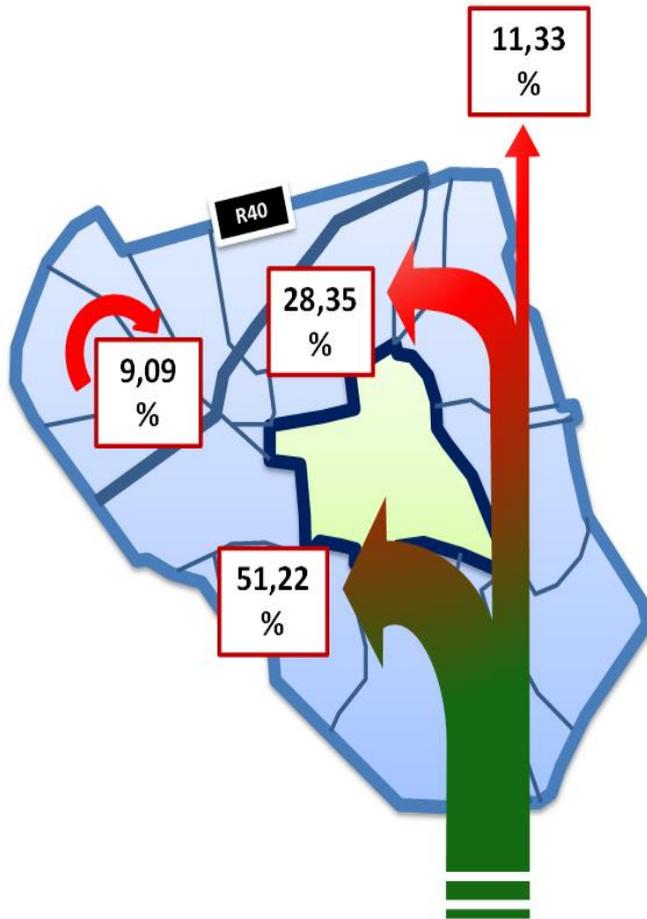
A better city



Child-centered
Vibrant
Sustainable
Cleaner air
Less noise
Safer traffic
Social
Fair



Circulation motorised traffic City center



- **11% pure transit traffic**
- **28% semitransit traffic (avoiding parts of city ring road)**
- **51% destination traffic**
- **9% internal traffic**

What we see

- Lots of (semi)transit motorised traffic

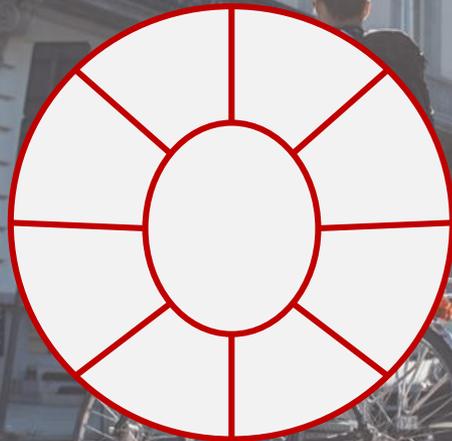


Solution

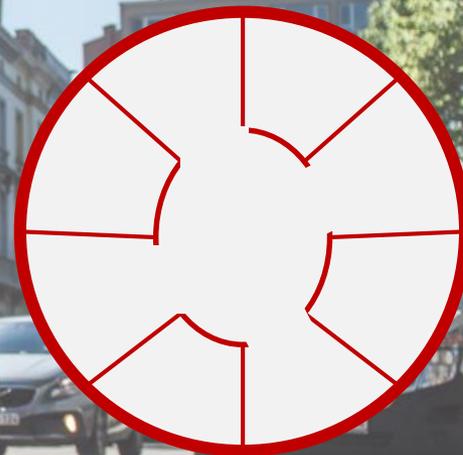
Circulation plan for motorised traffic

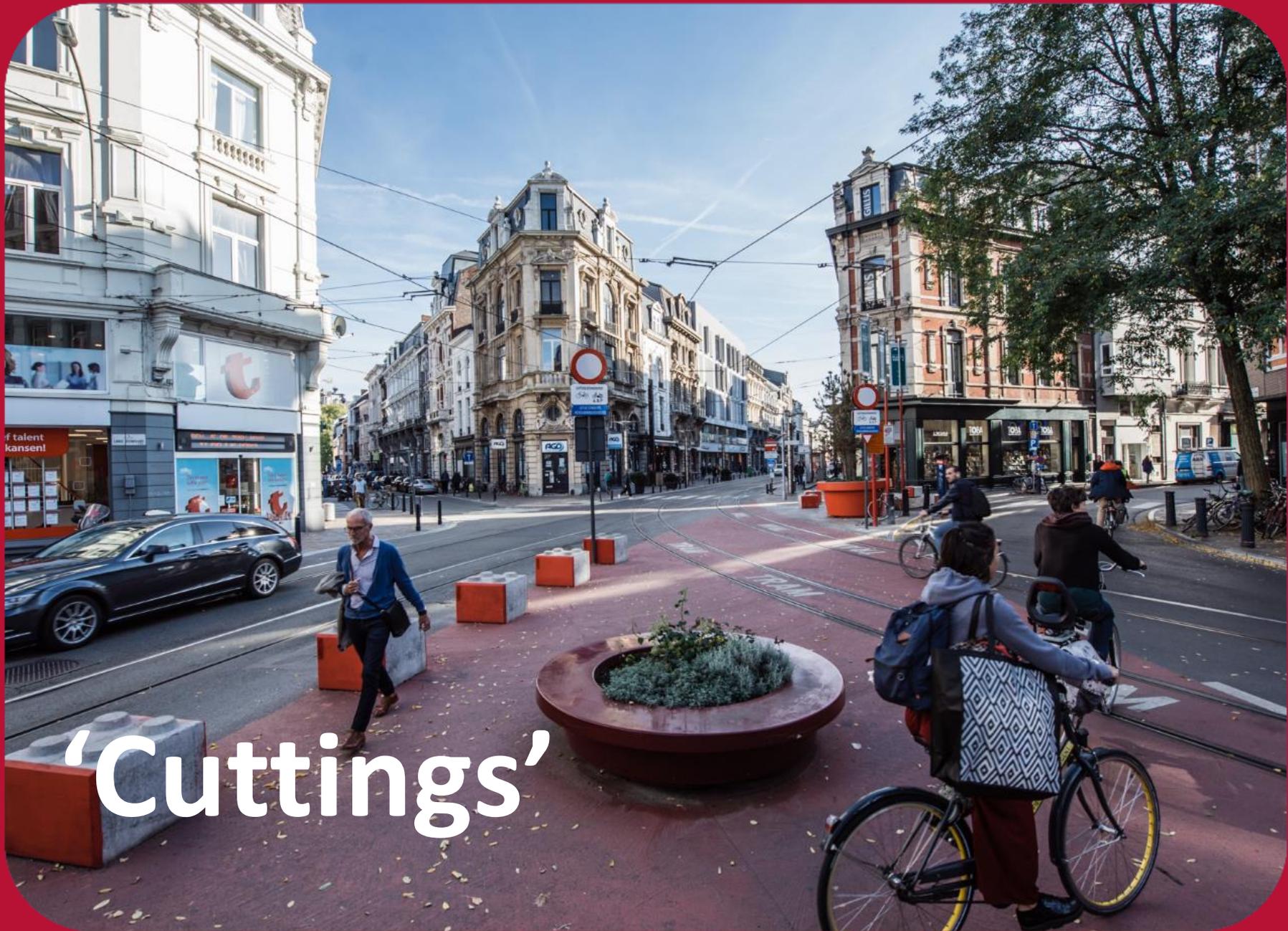
Car, lorry, motorcycle ...

Before



After



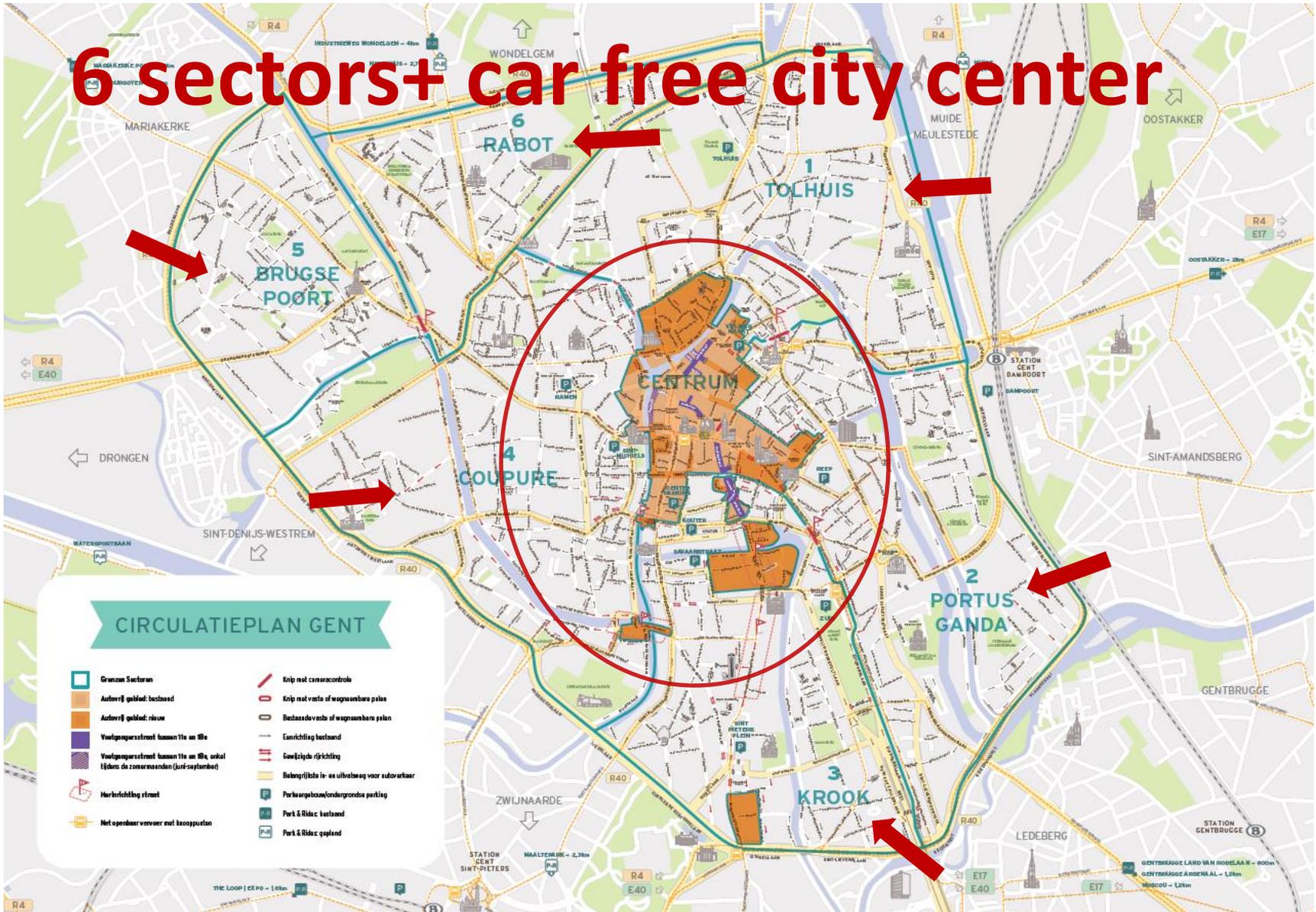


'Cuttings'



TIOD

6 sectors+ car free city center



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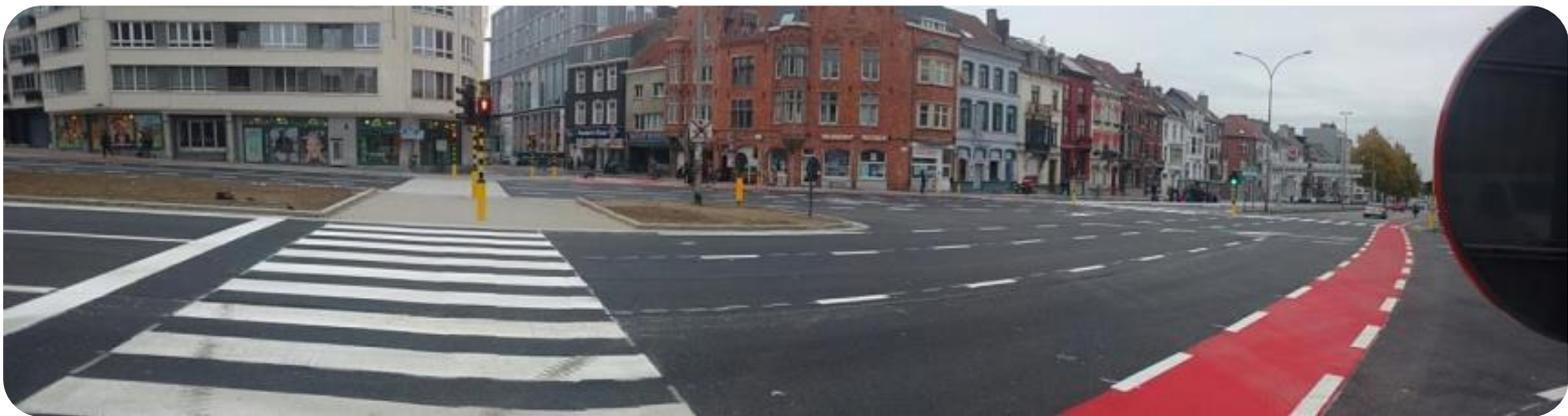
When do we call it a succes?





1. Smooth traffic on city ring road
(R40)

- **It works**
- **More capacity and improved circulation on city ring road, through changes to traffic lights, more pre-sorting lanes, less interference with pedestrians/cyclists**



Gaat het vlotter na de werken op de Heuvelpoort?

cijfers okt 2016

ochtendspits

gemiddelde
snelheid:

voor 



15km/u

na 



29km/u

avondspits

gemiddelde
snelheid:

voor 



18km/u

na 



24km/u



2: Less traffic in residential areas

2. Less traffic in residential areas

- **Quieter residential streets:**
 - Limited number of complaints
 - Some exceptions (new cut traffic)
- **Quieter main roads:**
 - Many see a decrease in traffic:
 - Some main roads see an increase:



3. Car free zone as a pedestrian area

AUTOVRIJE GEBIEDEN



Autovrij gebied



Grenzen sectoren



Nummer autovrij gebied



Toegangspoort tot een autovrij gebied



Voetgangersstraat tussen 11 uur en 18uur



Voetgangersstraat tussen 11 uur en 18 uur, enkel tijdens de zomermaanden (juni-september)



Knip met cameracontrole



Knip met vaste of wegneembare palen



Bestaande vaste of wegneembare palen



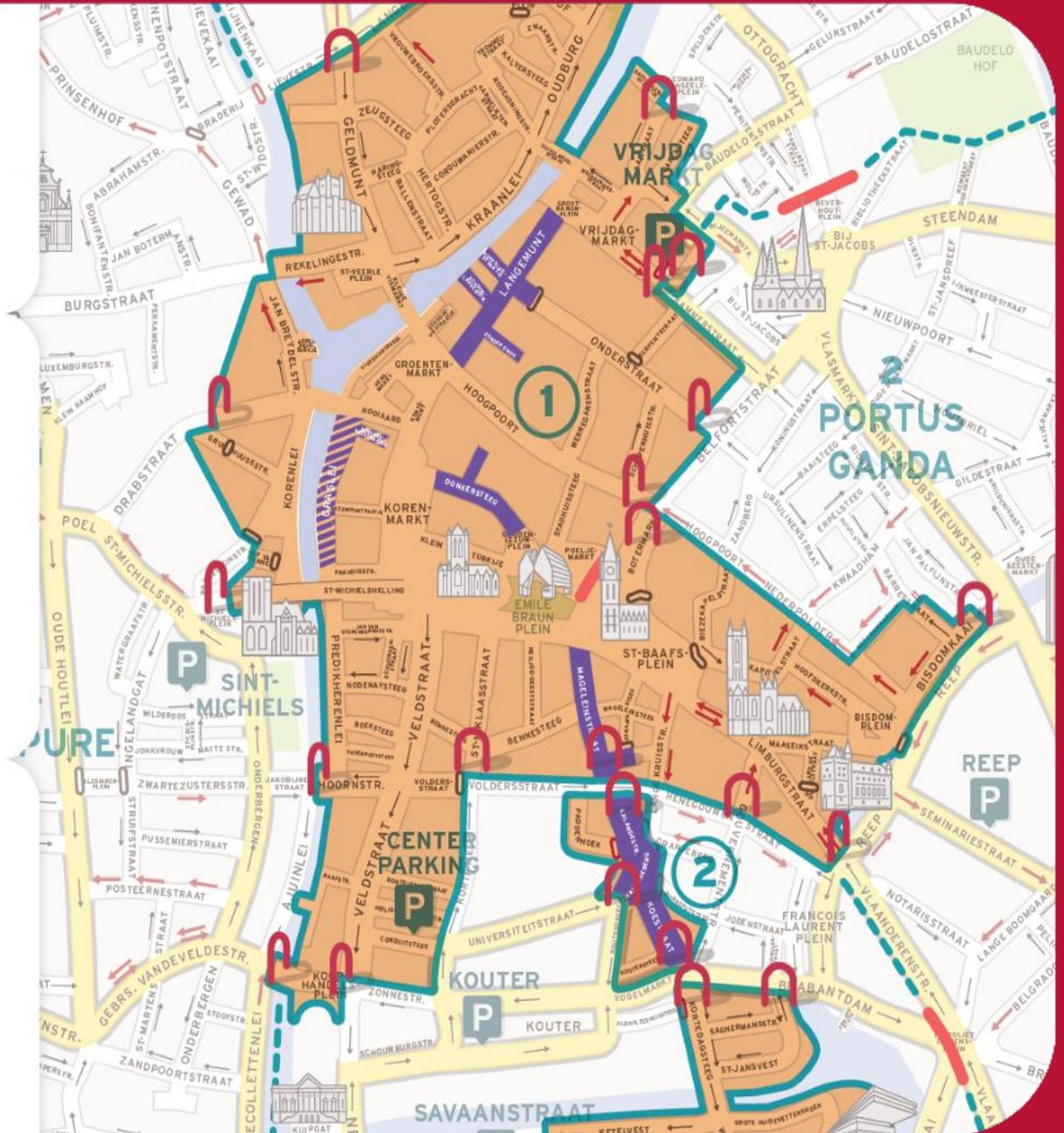
Eenrichting bestaand



Gewijzigde rijrichting



Belangrijkste in- en uitvalsweg voor autoverkeer



- Expanded to 51 ha
- Feels like a pedestrian area!
- Lots of permit holders, but few users
- Social pressure plays its role



New pedestrian areas



Permits for the car-free zone

- **Permits required 24/7**
- Only **Digital**
- **Strict supervision**
 - Cameras
 - municipal administrative sanctions (55 euro)
- Accessible for destination traffic
 - eg. nurses, transport of disabled persons, emergencies,...





4. More cyclists

More cyclists

2 cyclist counters:

- + 8% compared to last year

Annual count of the GMF:

- + 9% compared to last year



5. Better circulation public transport

6. Better accessibility for destination traffic



- **Smoother traffic on city ring road**
- **Less (no) transit traffic**
- **Car no longer preferred mode of transportation**
 - eg. Gentse Feesten 2017: +31% use of public transport
 - Bicycle parkings often saturated
- **conclusion: city center is more accessible**

- 
- A blurred background image of a city street. In the foreground, a cyclist is riding a blue bicycle. In the background, there is a large, light-colored building with many windows. The overall scene is bright and sunny.
- 1. Smooth traffic on city ring road**
 - 2. Less traffic in residential areas**
 - 3. Car free zone feels like a pedestrian area**
 - 4. Safer cycling for more cyclists**
 - 5. More users & better circulation of public transport**
 - 6. Better accessibility for destination traffic**

CHECK!

Conclusion

- **It works**
- **Watch out for rebound**
- **Watch out for autumn & winter**
- **Monitoring second half of 2017**
- **Report in februari 2018**



- People mover (wandelbus)

Evaluating the Circulation plan

- **Research second half of 2017**
 - Traffic flows
 - Air quality
 - Survey citizens Ghent
 - Focusgroups Gent-users
- **Report in februari 2018**