Mobility plan Ghent 2030
Mobility as a driving force for a sustainable and accessible city
Table of contents

• Driving force for a sustainable & accessible city
• Room for pedestrians
• Stronger bicycle network
• Qualitative public transport
• Guiding parking management
• Speed regimes
• City regional traffic centre
• Circulation inner city
Driving force for a sustainable and accessible city

Mobility plan Ghent 2030
Driving force for a sustainable and accessible city
From demand-driven to steering mobility management

• Mobility management has to take the lead and actively help define the face of Ghent
• More ambitious than just eliminating bottlenecks
• Impact on and interaction with town planning, economy, environment, living,…
• **Objective** = easily accessible city where life is good, e.g. in low-traffic residential areas
Why do we need a new mobility strategy?

- Almost 96,500 non-residents work in Ghent
- 67,000 college students
- Over 250,000 citizens
- 17,000 extra cars in the last 10 years
- Increasingly more pedestrians, cyclists, public transport users, cars, taxis,… pressurize the city
- ‘Classic’ solutions are no longer sufficient
- **Clear choices** are necessary to keep Ghent liveable, accessible and vibrant
BEREIKBARE STAD en DUURZAME LEEFOMGEVING

Mobiliteit & Motor

Overheid

Bedrijven

Co-Creatie

Bewoners

Wonen

Economie

Ruimtelijke Ordening

Milieu

Sturend
Room for pedestrians
Mobility plan Ghent 2030
**Pedestrian area**

- **Expansion** to a homogeneous area
- A legible **organization** of good quality
- Intelligent **access policy** for better liveability:
  - Adapted licence policy
  - Automatic access control (followed by GAS, fine issued by a local authority)
(Temporarily) use of street space as a residential area

• **Residential streets** + temporary statutes

• **School streets:** at beginning and end of school day => safer and more pleasant

• **Living streets:** keep motorised vehicles out during longer periods => more room for encounters

• **Play streets:** during school holidays a couple of hours per day => playing in the street
Better bicycle network
Mobility plan Ghent 2030
12 building blocks for integral bicycle policy

1. **Monitoring** and evaluation
2. **Shared vision** between city and partners (Province, Region, De Lijn,...
3. **Promotion** of the bicycle as an obvious choice
4. Respond to new **trends**
5. **Room** for cyclists: more comfort and safety + sensitizing of other road users
6. **Support** via signposting, (digital) cycle maps, dynamic bicycle parking guidance,...
12 building blocks for integral bicycle policy

7. Bicycle minded planning – certainly with new urban developments
8. Clear framework for bicycle parking policy
9. Aim at cycling from and to the boroughs
10. Guarantee the speed of cyclists
11. Multimodality, by expanding park&ride and park&bike
12. Communicating and sensitizing towards target groups
City regional cycle network - principles

• Conflict-free, social and **safe cycle routes**
• Easily accessible residential areas, stations, business centres, schools,...
• **Logical structure** of main bicycle routes fanning out to smaller ones
• **Freedom of choice** of multiple routes
• Direct, **short bicycle routes**
• **Attractive** bicycle routes
• High **cycle comfort** (broad, level, not too steep, well maintained...)
• Complementary with **other modes**
STADSRGIONAAL FIETSNETWERK

Versterking Fietsinfrastructuur

Veilig en Comfortabel

Vlot en Snel naar Buurgemeenten

HAVEN

Verruimd Netwerk

Lochrieti

De Pinte

MerelbeKe
Bicycle parking

- New **guidelines**: minimum number of bicycle parking at project developments, collective student residences,…
- **Area-specific screening** for new bicycle shelters
- **Intermodality**: enough shelters at important stations, tram and bus stops
Qualitative public transport
Mobility plan Ghent 2030
Attractive public transport

• Facilitating a freer circulation of buses and trams
• Reconstruction of existing tram axes
• Converting bus routes into tram routes (routes 7 and 3 are priority)
• Actively going along with new urban developments
Actualised
Pegasus plan with suburban railroads
Train

- Suburban network

- Suburban trains (with higher frequency):
  - Eeklo – Gent – Oudenaarde
  - Lokeren – Gent – Deinze
  - Aalter – Gent – Aalst
  - Gent St-Pieters – Zottegem
Priorities public transport

**Tram projects:**
- Conversion to tram of route 7
- Conversion to tram of route 3
- Realisation of the so called “Hoefijzerlijn” (Dampoort – Muide)
- The extension of the tram route UZ to Arteveldesite and (to be investigated) Eiland Zwijnaarde

**Short term:**
- Continue working on freer circulation of tram and bus
- Opening train stop The Loop
Steering parking policy

Mobility plan Ghent 2030
Steering parking policy

- Parking plan 2020
  - Steering parking management
  - Not an end in itself, but leverage for better mobility
  - [www.mobiliteitgent.be/parkeerplan](http://www.mobiliteitgent.be/parkeerplan)

- Control parking capacity:
  - Protect traffic liveability
  - Stand still-principle
Who parks where?

City centre:
- Short visits are possible on the street
- Long term parking in the parking garages
- The closer to the centre, the higher the rates
- Stop & shop: pilot project with short term parking for customers
Who parks where?

Priority for residents:
• Adapt rates
• More resident parking if necessary
• Neighbourhood parking, double use, ...
• First resident card for free
• Second resident card = 250€/year

Employees and students:
• Keep commuters who are long term parkers at distant parking or transfer to other ways of transport

Intermodality:
• Expand combination with bicycle or public transport qualitatively and quantitatively
Who parks where?

**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
- Cars: steering guidelines, fork of minimum and maximum
- Stays made-to-measure

**Parking agent:**
- Brings demand for and supply of private parking spaces together (bicycle and car)
Speed regimes and categorisation of roads

Mobility plan Ghent 2030
Consistent speed regimes

- **100 km/h** on motorways and **90 km/h** on primary roads (R4) within city region of Ghent (E17/E40):
  - Less sound pollution
  - Better air quality
  - Safer road traffic interchanges
  - More capacity
- **70 km/h** on most important approach roads between R4 and R40
- **70 km/h** on secondary roads outside built-up areas and **50 km/h** within built-up area.
Expansion 30 zone

- Whole area within the city ring road R40 will become 30 zone
- Exceptions:
  - Axis Begijnhoflaan-Opgeëistenlaan-Blaisantvest
  - Franklin Rooseveltlaan
  - Gustave Callierlaan
  - Zuidparklaan
Expansion 30 zone

• Also expansion 30 zone outside the R40
• Logically demarcated 30 zones in surrounding residential areas and village centres
• Drain local traffic to internal frontage roads on which 50 km/h is allowed
Categorisation of roads

Main and primary road network

- **B401** – primary road from E17 to R40, not to Woodrow Wilsonplein anymore
- **Siffer-connection** stays primarily as a closure of the ring road in the North
- **E17 viaduct in Gentbrugge**: looking for alternative
City regional traffic centre
Mobility plan Ghent 2030
Traffic management

- 1997: first traffic management system
- 2008: order for new traffic management system with a lot more possibilities
- 2013: decision to set up city regional traffic centre Ghent

Objectives traffic centre:
- Get road users to destination safely, efficiently and sustainably
- Influence mobility by spreading (real time) information
Collect data and monitor traffic

• Complementary collaboration with other authorities and expertise centres
• Collect existing data and input of the citizens, combined with new technologies.
• Set up virtual operation centre, with manning in function of the traffic situation
(Dynamically) directing of traffic

- **Open data**: release of structural traffic data (e.g. occupation rate parking garages) => publicly available for applications
- News about accidents, roadworks,... via different **communication channels**: digital boards, radio, social media, ..
- Managing digital traffic panels with **binding traffic advice** to the drivers
VERKEERSCENTRUM GENT

VLotte Doorstroming
Real-Time Info
Dynamisch Aansturen Verkeer
Mobility management

- Collaboration with ‘traffic generators’
- Three target groups
  1. Companies
  2. Schools
  3. Events
Mobility management

Companies:
• Business consultant
• Emphasis on southern mosaic

Schools:
• Better road safety in direct school environments
• School transport plans for large schools (concentrations)
• Consultation with University and Colleges

Events:
• Event manager
• Designing transport plans for events
Heavy traffic

• **Urban distribution centre**: switch large, not completely full lorries to smaller and environmentally friendlier vehicles in the centre
• Easily accessible **collection points** for customers
• Temporary depot for **building materials**, for ‘just-in-time’ deliveries
• Deliver goods also **via the water** at their destination
Circulation inner city
Mobility plan Ghent 2030
1. Globaal gezien is het aandeel zuiver doorgaand verkeer (11%) binnen het gebied R40 eerder beperkt

2. Semi-doorgaand verkeer (28%): Bijna 1/3e van het verkeer ontwikkelt de R40 door relatief lange afstanden af te leggen op verzadigde verkeersassen binnen het R40-gebied

3. Bestemmingsverkeer (51%): meer dan de helft van alle verkeer neemt de kortste afstand van en naar de R40

4. Intern verkeer (9%): heeft herkomst en bestemming binnen R40

<table>
<thead>
<tr>
<th>Aard van het verkeer binnen de R40 (huidig)</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Zuiver doorgaand verkeer</td>
<td>1980</td>
<td>11,33%</td>
</tr>
<tr>
<td>Semi-doorgaand verkeer</td>
<td>4957</td>
<td>28,35%</td>
</tr>
<tr>
<td>Bestemmingsverkeer</td>
<td>8955</td>
<td>51,22%</td>
</tr>
<tr>
<td>Intern verkeer</td>
<td>1590</td>
<td>9,09%</td>
</tr>
<tr>
<td>Totaal</td>
<td>17481</td>
<td>100,00%</td>
</tr>
</tbody>
</table>
Circulation plan = key to an attractive Ghent

• Pedestrian area from mobility plan 1997 proved to be a success story

• Aim = make Ghent even more attractive and liveable to live, work, shop, go to school in, to visit,…

• How?:
  o New circulation plan
  o Larger traffic-limited zones
  o Expansion pedestrian area
CENTRUM IS VOOR BESTEMMINGSVERKEER

Grotere Autoluwe Zone

Méér Ruimte voor Fietsers en Voetgangers

Knippen van Té Drukké Wegen

Rustiger Aangenamer Centrum
Centre now

- Pedestrian area = purple zones
- Transit traffic belongs on city ring road (R40)
- Still too much transit traffic straight through centre – often via former P-route
What is the purpose?

- More room for pedestrians and cyclists
- Better circulation public transport
- Parking and other destinations are easily accessible
- Keep transit traffic out
How do we reach this goal?

- Reduce old P-route
- Cut transit streams which are too busy
- Larger pedestrian area
Room for...

A larger pedestrian area

• Patershol
• Studentenbuurt
• Waalse Krook
• Koophandelsplein
• Sint-Baafscorridor
• ...

[Map of the area with marked points]
Room for...

A larger pedestrian area

Make student neighbourhood also pedestrian area or traffic-limited zone
Room for...
The most important cycle routes

- = Green dotted line
- Less motorised traffic on the road
- Less conflict situations
- More speed
- More capacity
Room for...

Public transport

- = Orange dotted lines
- Less motorised traffic on the road
- Less queues
- Better circulation
- Room for more tramlines
Transit traffic out of the centre

- Cutting > red markings
- Prevent cut-through traffic
- Especially at recognizable border: Verlorenkostbrug, Phoenixbrug, Recolettenbrug, Rekelingebrug,...
Accessibility car traffic

- Blue slip roads lead to parking
- Accessibility car traffic remains assured
- Choice destination happens via city ring road
- No transit traffic straight across the city
How?

Partition into sectors

- Motorised traffic via city ring road to zone of destination
- Exchange between sectors is possible via R40
- Watercourses determine part of the borders
Synthesis in 10 lines of force
Mobility plan Ghent 2030
Synthesis in 10 lines of force

1. Mobility functions as a driving force for a sustainable and accessible city.

2. The historic centre keeps transit traffic out and gets a larger pedestrian area.

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 routes.
Synthesis in 10 lines of force

5. The parking management of Ghent steers the wanted urban mobility.

6. Maximum 30 km/h within city ring and expansion of ’30 zone’ to residential areas outside the R40. Within the conurbation Ghent: maximum 70 km/h on regional roads, 90 km/h on primary roads and 100 km/h on highways.

7. Sustainable and liveable alternative for the existing B401 and the E17-viaduct in Gentbrugge + a qualitative Siffer-connection in the north.
Timing communication

5. The parking management of Ghent steers the wanted urban mobility.

6. Maximum **30 km/h within city ring** and expansion of ’30 zone’ to residential areas outside the R40. Within the conurbation Ghent: maximum **70 km/h on regional roads**, **90 km/h on primary roads** and **100 km/h on highways**.

7. Sustainable and liveable alternative for the existing B401 and the E17-viaduct in Gentbrugge + a qualitative Siffer-connection in the north.
Synthesis in 10 lines of force

8. Ghent sets up a traffic centre 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