Cycling Policy in Ghent

22-11-2013
Overview of the presentation

- Some basic data about Ghent
- Starting points
- Why did we need a sustainable mobility/bicycle plan?
- Twenty Years of Mobility Planning
  - Bicycle plan (1992 - ....)
  - Mobility Plan for the Inner City (1997)
- Success factors
- Challenges
Some basic data about Ghent
Ghent in Europe

<table>
<thead>
<tr>
<th>Distance</th>
<th>Antwerpen</th>
<th>Brugge</th>
<th>Brussel</th>
<th>Amsterdam (NL)</th>
<th>Frankfurt (D)</th>
<th>Köln (D)</th>
<th>Lille (F)</th>
<th>London (GB)</th>
<th>Luxembourg (L)</th>
<th>Paris (F)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gent km</td>
<td>60 km</td>
<td>53 km</td>
<td>58 km</td>
<td>221 km</td>
<td>455 km</td>
<td>267 km</td>
<td>73 km</td>
<td>321 km</td>
<td>277 km</td>
<td>293 km</td>
</tr>
</tbody>
</table>

- London: 321 km
- Amsterdam: 221 km
- Nyörse: 80 km
- Brussel: 58 km
- Köln: 267 km
- Luxembourg: 277 km
- Frankfurt: 455 km
- Paris: 293 km
- Dover: 9 h. 58 min. 2 h. 30 min.
- Calais: 3 h. 10 min.
- North Sea: 2 h. 40 min.
- Eurotunnel: 2 h. 30 min.

- Brussels, Zaventem: 35 min.
- Brussels Central Station: 30 min.
- Brussels National Airport: 57 min.
- Thalys via Brussels: 3 h.
- 2 h. 12 min.
- 3 h. 10 min.
- 2 h. 49 min.
- 4 h. 23 min.
- 4 h.
- 2 h. 49 min.
- 3 h. 10 min.
- 2 h. 40 min.
- 4 h.
- 2 h. 57 min.
- Charles de Gaulle: 2 h. 36 min.
- Paris West: 2 h. 10 min.

[gent: slim op weg]
250,000 inhabitants
15.643 ha surface
6 stations, 3 tramlines, 10 buslines
267,000 passengers on public transport a day
300 schools
more than 60,000 pupils & 65,000 students
1000 km roads – 380 km cycles paths
29,000 parking places - 10 parkings
Modal Split - 2012

- Auto als chauffeur: 48%
- Fiets: 22%
- Te voet: 14%
- Bus/Tram/Metro: 5%
- Trein: 4%
- Moto/bromfiets: 1%
- Auto als passagier: 6%
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Starting points

- Flat city
- Temperate climate
- Compact city centre
- Existing bicycle use
- Medieval urban fabric
- Very few wide multi-lane access roads in the city centre
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Why did we need a sustainable mobility/bicycle plan?
Korenmarkt (city centre) in late eighties
Korenmarkt (city centre) in 2013
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20 years of Mobility Planning

• Milestones:
  • 1992: Bicycle plan
  • 1997: Mobility Plan for the Inner City
  • 2003: Comprehensive Mobility Plan
  • 2013-14: revised overall Mobility Plan

• The 1992 bicycle plan was the start of a real “new” mobility policy for Ghent
Mobility Plan for the Inner City 1997 - Motivation

- Reduce or eliminate through car traffic
- More space for pedestrians and cyclists
- More space for public transport
- A nicer city to live in, to visit, to work in...
Mobility Plan for the Inner City: how?

- Interdiction of through traffic through the inner city
- Parking mostly in underground car parks
- Stand-still in the number of parking places in the city centre
- Guidance system to the parkings
- Refurbishing the public realm
Reconstruction of public area: Vrijdagmarkt
Reconstruction of public area: Vrijdagmarkt
Reconstruction of public area: Sint-Baafsplein
Reconstruction of public area: Sint-Baafsplein
The bicycle plan (1992-...)

• Provide for the bicycle
  – Building infrastructure for the bicycle
  – Priority measures
  – Traffic calming measures

• Introducing a bicycle culture
• Anti-theft measures
  – Bicycle sheds

• Dedicated budget and staff
Bicycle infrastructure

- Cycling along waterways
- Construction of main cycle routes
- Construction of more and safer cycle paths alongside regional roads
Construction of main cycle routes: North-south route

Onderdoorgang Sint-Jorisbrug – Stad Gent
Construction of main cycle routes: North-south route

Keizerparkbrug - Waterwegen en Zeekanaal NV
Projects of the Flemish region
East-west-cycle route

Subway Bargiebrug & Rooigemlaan
Projects of the Flemish region
North-south route & Leiepromenade

Subway Jan Palfijnbrug – bridges between Keizerpark & Visserij
Projects of the Flemish region
City ring R40

Making crossings safer
Projects of the Flemish region cycle paths on regional roads

Oudenaardsesteenweg

R4
Projects City-Region-De Lijn

Koning Albertlaan & Groot-Brittanniëlaan

Sint-Lievenspoort
Co-operation with Infrabel

Bridge over the Leie at Snepkaai

Bridge over the circular canal at Pontstraat
The bicycle plan (1992-...)

- Provide for the bicycle
  - Building infrastructure for the bicycle
  - **Priority measures**
  - Traffic calming measures

- Introducing a bicycle culture
- Anti-theft measures
  - Bicycle sheds

- Dedicated budget and staff
Cyclists allowed in more than 700 one way streets
Pedestrian area: the street is for pedestrians and cyclists
Cycling allowed in pedestrian areas

Fietsen mag, hinderen niet.

“Een wijze buurt begint op straat.”
Bicycle street (Fietsstraat)
Bicycle street (Fietsstraat)
The bicycle plan (1992-...)

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• Dedicated budget and staff
Woonerf

- More space for children playing
- Walking in the street
- Cars and cyclists have to adapt their behaviour
- Only in quiet streets with little traffic
Car: Zone-30

- In 1400 streets
- At all school entrances
Speed reducing measures
Filtered access measures

- Filtered access and one-way streets for cars: inexpensive and effective
947 Cyclists versus 111 Cars in morning peak hour
The bicycle plan (1992-...)

- Provide for the bicycle
  - Building infrastructure for the bicycle
  - Priority measures
  - Traffic calming measures

- **Introducing a bicycle culture**
- Anti-theft measures
  - Bicycle sheds

- Dedicated budget and staff
Bikes for everyone

- Not everyone has a bike
- Students
- Public at large
- City Employees
- Transport Bikes for Hire
- No “Boris Bikes”
Students: StudentEnMobiliteit

- Non profit association with the city, University and Colleges
- Cycle repair points
- Cycle hire system for students
- 6,000 bicycles
- 45 euro per year + guarantee
Public at large: Max Mobiel

- Non profit association for “social economy”
- Cycle repair points
- Cycle hire system at two railway stations and in city centre
City Employees

- City employees can opt for:
  - Free “Company” Bike
  - Bicycle bonus of 0.15 euro/km.
  - Free public Transport Pass
  - Parking (paying)
  - Bikes for “business” journeys during the day
Cycle pumps

- At the station
- At the City library
- In the student area
Cycle website

- www.gentfietst.be
- All information about cycling in Gent
- Thematic structure
- News items
- Also external information
- Cycle route planner inclusive
- Digital application forms
Cycle website

WIJZE FIETSSTAD
VEILIG FIETSEN
FIETS VERDWNEN?
FIETS REGISTREREN
FIETS PARKEREN
FIETS HUREN
EXTRA DIENSTEN
FIETSROUTES

FIETS
ROUTE
PLANNER
GENT

TIEN
REDENEN
OM TE
FIETSEN.

GENT
CYCLE
CHIC.

KALENDER
06/07/2011 - 07/07/2011
Dagfiets: Fietsentraining stations Gent Sint-Pieters

07/07/2011
Zelf fiets herstellen in de Blosover/Sauli.

14/07/2011
Zelf fiets herstellen in de Blosover/Sauli.

NIEUWS

06/07/2011
GROTE FIETSONTRUIMING OP 6 JULI AAN STATION GENT SINT-PIETERS
Vanaf 6 juli 2011 worden alle fietsen weggehaald op het Maria Hendrikaplein, voor het station Gent Sint-Pieters.

27/06/2011
FIETSEKELEN GENT
Een van de oudste en meest eenvoudige manieren om rond te fietsen. Het eentheden is een gerustzettende manier om zelf aan uw fiets te gaan denken.

Nieuwsbrief
Schrift u in op onze nieuwsbrief >>

Gent: Slim op weg
Online cycle route planner

Route

Total distance: 6.3 km
Total time: 25 min

1. Begin bij Scheepssloot, Gent (< 1 meter)
2. Ga naar zuidwesten op Scheepssloot rchte Hogeweg (241 meter)
3. Sla rechts richting Hogeweg (730 meter)
4. Sla rechts richting Visitostraat (126 meter)
5. Ga door richting Campo Santoplein (94 meter)
6. Ga door richting Halenstraat (593 meter)
7. Sla rechts richting Antwerpsesteenweg (272 meter)
8. Ga rechts richting Antwerpenplein (58 meter)
9. Sla linksaf om verder te gaan op Antwerpenplein (49 meter)
10. Sla rechtsaf op Antwerpenplein om verder te gaan op Antwerp (132 meter)
11. Ga linksaf richting Dampoort (101 meter)
12. Sla linksaf richting Kustpoort (347 meter)
13. Ga door richting Kromme Waterweg (94 meter)
Cycle maps

- Province: recreative network
- Cycle roads between Gent and other cities
- Differents maps
- City: functional cycle roads in Gent
Cycle Chic

- Co-operation between Bond Beter Leefmilieu and cultural sector in Gent
- Goal: to promote cycling and reward cyclist
- blog www.gentcyclechic.be
Campaign for cycle lights

• Co-operation between police and Gent Cycle Association
• For all cyclist, but most of all for pupils and students
• Free cycle lights at police control
• Promotional and repressive action
• safetyshirts for children and schools
Cycle light campaign: every year

- Making clear that good cycle lights are essential for road safety
- Changing visuals to keep the attention
- Positive effect: 89% of the cyclists had good cycle lights during the action of 2010
Second hand cycle market

- Two times a year: May and September
- For individuals, not for cycle shop keepers
- Co-operation with the Gent Cycle Association
- Free cycle registration
- Information stand
Cycle sign posts network in Gent
The bicycle plan (1992-...)

• Provide for the bicycle
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• Introducing a bicycle culture

• Anti-theft measures
  – Bicycle sheds

• Dedicated budget and staff
Cycle sheds
Cycle sheds

- Installed by the city, often on demand of inhabitants
- Guarded cycle sheds during festival
- Temporary cycle sheds (festivals, football matches)
- More than on-street 11,000 cycle sheds
Semi-guarded bicycle sheds in the city centre
Project Gent-Sint-Pieters: 10,000 cycle sheds under construction
Cycle bins

- First bike bins for inhabitants
- Especially in residential areas with little space for bikes in houses or in the street
- Now testcase
- Positive reactions, but also some disadvantages
Cycle Depot

- central depot for
  - Abandoned cycles
  - Inconvenient parked cycles
  - Evacuated cycles

- Accessible for victims of cycle theft
Cycle Depot: free cycle registration

- National registration number in the frame
- Cycle pass with the characteristics of the cycle
- Has of should have a cycle theft preventive effect
- Quick declaration of theft
- Easy to find to whom a stolen bike belongs to
- Bikes owners are being contacted
- 52,000 bikes registered (since 1995)
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Success Factors

• Continuous political support and long term vision
  – Dedicated Budget
• Experienced staff
• Successfull co-operation with all authorities involved
  – Regional Road Agency, Regional Waterways Agency
  – Public Transport Company, Railway Company
  – Environmental non-profit; cyclist association
• Allocating more space to cyclists and pedestrians, even at the expense of the car.
  – “The best Bicycle Plan is a Car Plan”
• Emphasis on non-infrastructural measures as well
• Smale scale measures; pioneering
More space for pedestrians and cyclists: Emile Braunsquare
Challenges

• Build more infrastructure, especially to neighbouring municipalities (increase the average distance of cycle trip)
• Upgrading existing bicycle infrastructure
• Address new target groups
• Monitoring and data collection
• Build/provide more storage facilities
• Park&Ride – Bike&Ride lots
• More traffic calming & selective access
Further traffic calming (selective access for cars)?
Questions?
Contact

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St-Michielsplein 9, 9000 Gent
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E-mail : mobiliteit@gent.be
www.mobiliteitgent.be
Costs and budget

- Gent is not a rich city: we have to spend our money wisely and carefully
- Making clear priorities is important
- Good cooperation with other administrations (Flemish, Provincial, De Lijn) is effective
- We try to get maximum subsidies from Flanders, Europe, Civitas, ...
- Municipal Mobility Company (100% city-owned) makes profits from parking income which are invested in mobility policy
Annual Budget

Yearly
- Promotion: 110,000 euro
- Working costs: 550,000 euro
- Consultancy: 150,000 euro

For the next five years
- Cycle infrastructure (including coating, sign posts): 15,000,000 euro
- Building new Cycle Depot – “House of the Bicycle”: 2,500,000 euro
- Cycling sheds: 375,000 euro (for 5 years)