

**gent:**

**fietst**

**Cycling policy in Ghent**

**Gdynia 18-03-2010**

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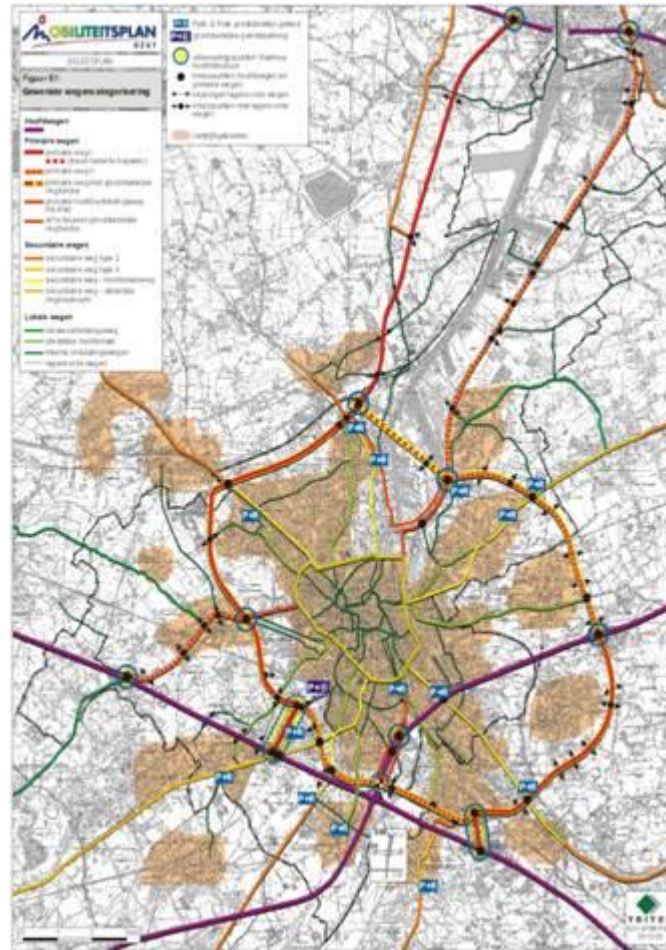
# City of Ghent - some data



236.000 inhabitants



# 15.643 ha surface



56 squares



# 74 parcs



29.000 parking spaces - 10 car parks





# 35 ha pedestrian zones



# 32 hotels and 450 restaurants



650 bars



300 schools – 65.000 students –  
60.000 pupils



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# 1000 km roads



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150.000 public transport  
passengers per day



6 train stations  
45.000 passengers/day



110.000 bicycle movements per day





# One city ...



# Introducing a Cycling policy in Ghent

## Why....?

Because ...

(early 90's)



Find the difference ...

(2009)



Future

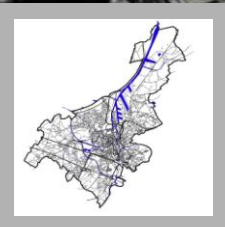
Present

1990

1980

1970

1960



## Gras – en Korenlei

*Bron: foto-archief Stad Gent, dienst stedenbouw & ruimtelijke planning*

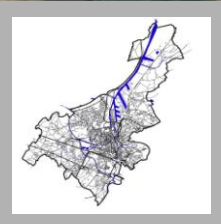
Present Future

1990

1980

1970

1960



## Gras – en Korenlei

*Bron: foto-archief Stad Gent, dienst stedenbouw & ruimtelijke planning*

# Graslei in summer



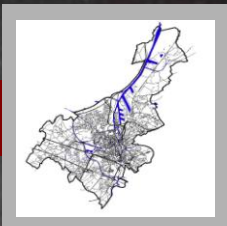








1960  
1970  
1980  
1990  
Present  
Future



## Sint-Baafsplein

Bron: foto-archief Stad Gent, dienst stedenbouw & ruimtelijke planning



1960  
1970  
1980  
1990  
Present  
Future



## Sint-Baafsplein

*Bron: foto-archief Stad Gent, dienst stedenbouw & ruimtelijke planning*

Sint-Baafs



# More than 15 years of sustainable mobility planning

## Milestones:

- **1993**: first bicycle plan
- **1997**: mobility plan for the city center (35 ha pedestrian zone)
- **2003**: mobility plan for the city
- **2009-2010**: second mobility plan
  
- The bicycle plan of '93 was the start of a complete different approach on mobility and traffic issues in Ghent

# Result after 15 years?

- 10% more bicycle use on average
- More than 2/3 of the 65.000 students uses the bicycle every day
- A growing number of train commuters cycle between their home and the railway station (+10 % every year)
- Number of (first-year) students using the car to drive to school decreases from 25 to 11 %

# Introducing a Cycling policy in Ghent

## How....?

# Introducing a Cycling policy in Ghent – How ?

## **In general**

- By giving cycling a major role in a global sustainable vision on urban mobility
- Cycling policy in favour of the daily cyclist
- Different approach for recreational cycling
- Working with a set of integrated mobility measures



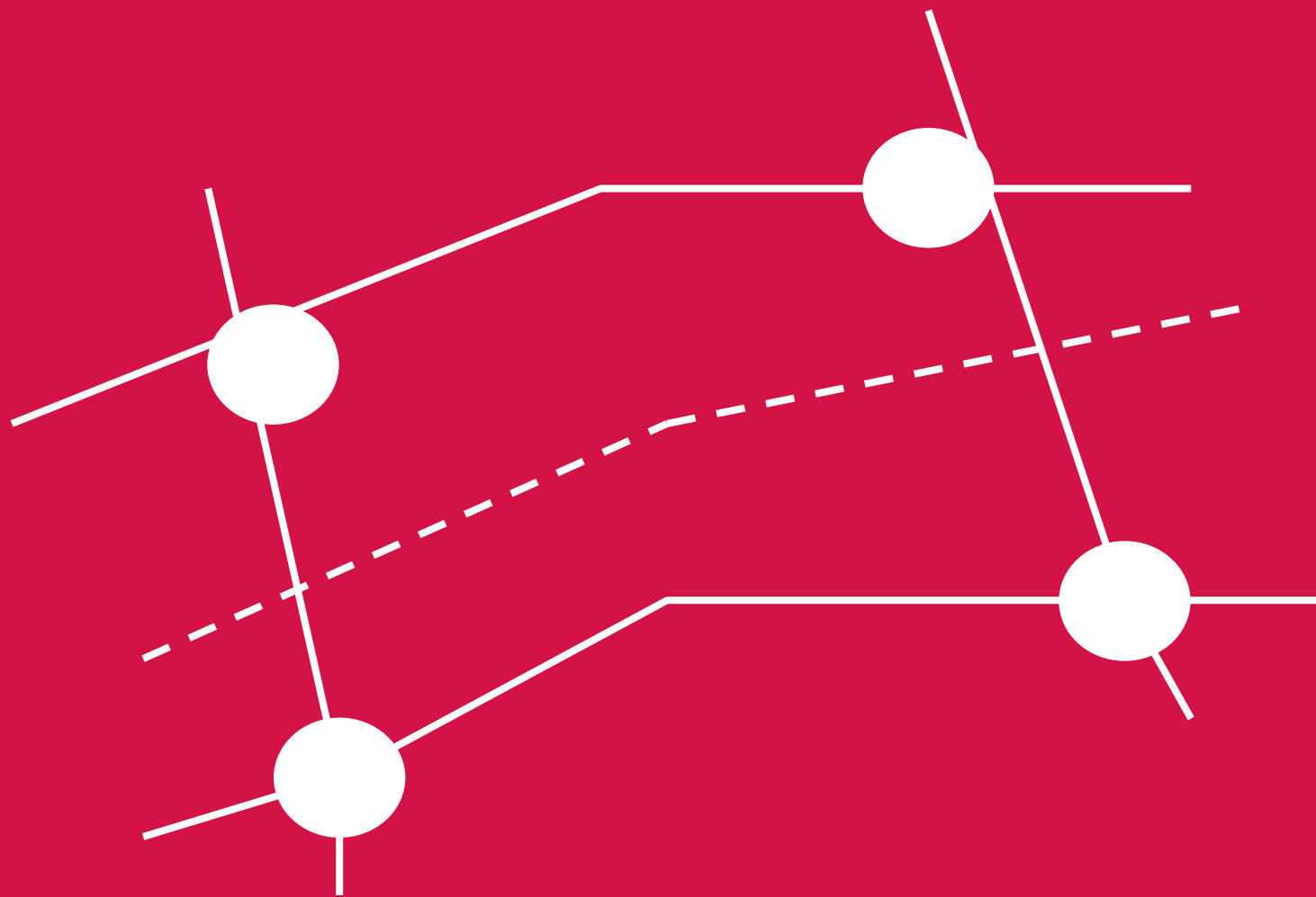
# Cycling policy integrated in a general mobility policy

- **Less cars, more bikes and more public transport !**
- Clear choices
- No half hearted solutions
- Good communication !!!
- Special actions (free busses, free bicycle parking)
- **Incorporate cycling in every possible project**
- Discouraging car use, where sustainable alternatives are preferable
- Show that economic life in a city can also benefit from the absence of cars



**Cycling in Ghent – every day**

**gent: fietst**

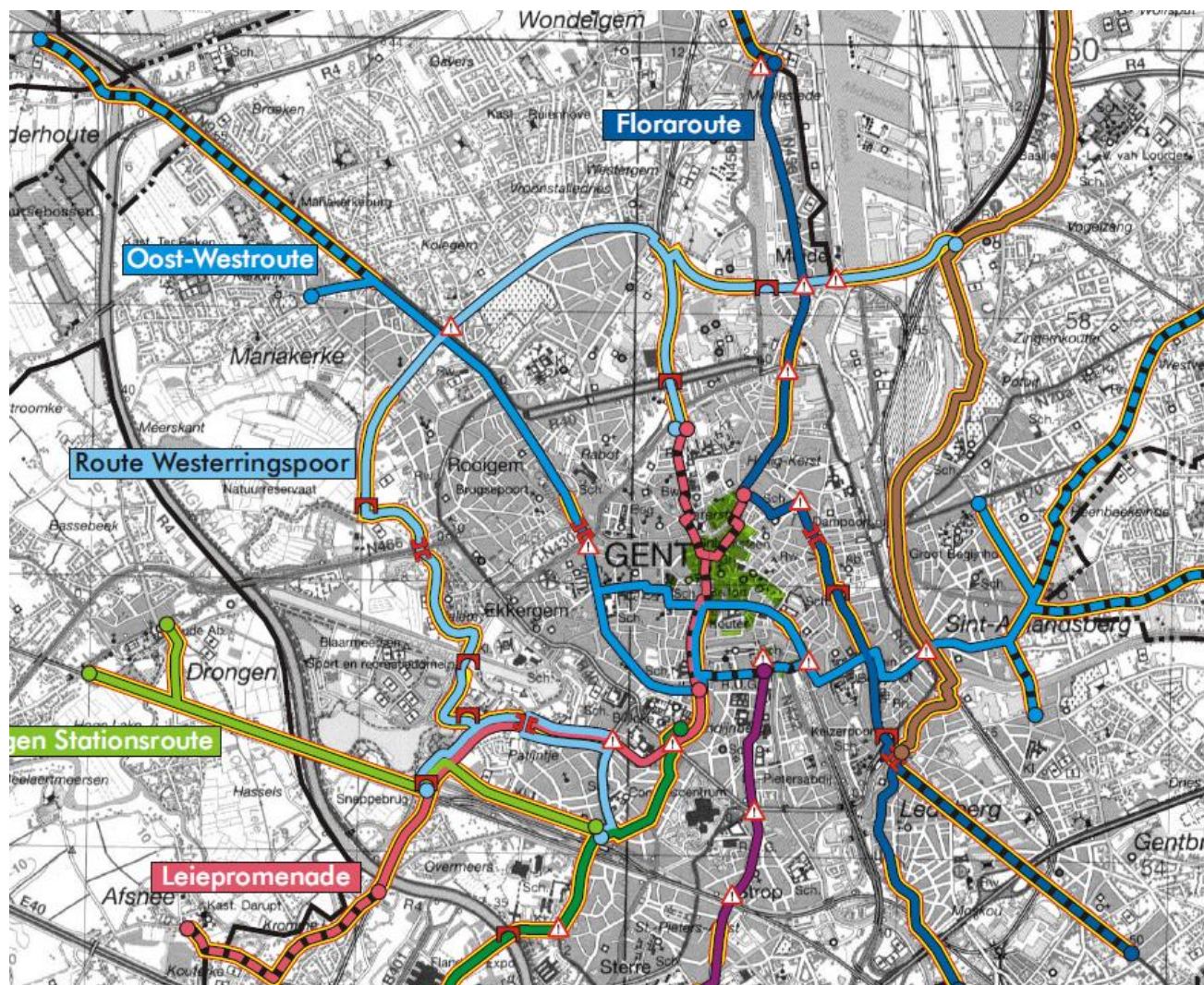


**Bicycle lanes – cycling network**

**gent: fietst**



# Main bicycle routes ('93)





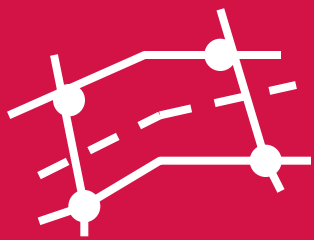
# Functional bicycle network





# Cycling along rivers and canals





# Completion of the main bicycle routes





# Tackling traffic safety priorities







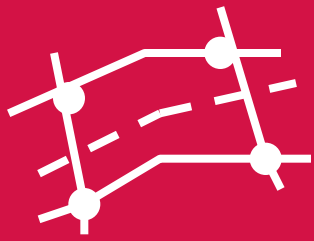
# Cycling along the main roads





# Restricted one-way traffic in 700 streets

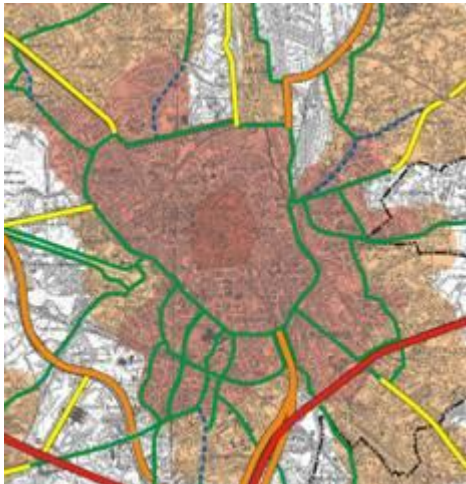




# How do bicycles and cars merge ?



- Ghent has a large zone with a 30 km/h speed limit, where cars and bikes share the same road
- In the city center car drivers have to adapt their speed to the cyclist's speed

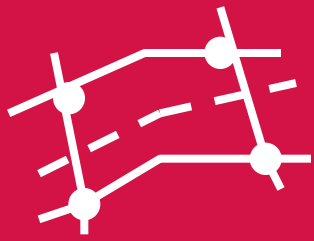




# How do bicycles and public transport merge ?



- Tram rails and cycling are a tricky combination
- Priority for PT
- Careful but confident cycling is advisable
- Tram tracks can be hazardous !
- Cycling on bus lanes is allowed



# Cycling in the pedestrian zone ?



- Allowed, but with common sense
- When it's too crowded, the cyclist should get off his bike or use an alternative route
- Campaign in 2010



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**The bike**

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# Bikes for everyone

- Wide range of bike types in our streets
- Trend: more and more people invest in high quality bikes
- Biking becomes a major transport mode (for the whole family)







# Bikes for everyone

- Not everyone owns a bike or is able to use his own bicycle
- Several initiatives in Ghent to facilitate bike use:
  1. 'StudentENmobiliteit'
  2. 'Max Mobiel'
  3. Bikes for city personnel
  4. *Future plans for public bike system*



# StudentEnmobilititeit

**= non-profit association  
with rental bikes for students**

**Founded in 2001** with 200 bikes

- **Aim:** providing qualitative bikes at a fair price for students (€50/year)
  - To increase safety: students use bicycles with decent lights and brakes in stead of bike wrecks.
  - To stop bicycle theft by students.
- **How?:** financial support of the city council, university and colleges in Ghent.
- **Big succes:** + 5,000 bicycles rented every year.





# Different types of bikes





# Max mobiel



- Bike rental (short term and long term) for commuters
- “Bike points” near the two main railway stations
- Bike point = small repairs + maintenance and surveillance of the bike racks



# Bikes for city personnel



Every employee can choose between:

1. Bike maintained by the city => 3000 black&white bikes in use
2. Use of own bike and paid 0.15€/km
3. Public transport pass



# The bicycle guards



- 6 team members
  - track down abandoned bicycles
  - keep open the bicycle shelter
  - assist in the bicycle rental service for students
- cooperation between city guards – technical services
  - police department





# The bicycle shelter



- central shelter for:
  - abandoned bicycles
  - impeding bikes
  - concerted collection actions
  - confiscated bicycles
- victims of theft can look for their stolen bikes



# Bicycle registration

- national register number engraved in the frame
- bicycle pass with features of the bicycle
- works (or should work) preventive
- faster and accurate reporting in case of theft
- easily traceable









**Bicycle parking**





# Bicycle parking policy Situation

## The risk for theft is one of the main reasons for not using a bike

- Ghent = bike minded but in a medieval city  
=> **narrow streets and small houses**
- Increasing number of cyclists  
=> **growing need for bicycle sheds**
- High bicycle theft rate
  - +/- 2,000 reported stolen bikes/year
  - 4/5 victims do not report the theft  
=> **increasing demand for guarded sheds**





Bicycle parking policy =>  
unguarded free bike sheds







# Main railway stations

- **NOW:**

- At this moment over 8,000 bicycles are parked every day at the two main railway stations of Ghent.
- With the large amount of thefts there is a huge demand for guarded sheds.
- 700 places in the guarded bicycle sheds, provided by the railway company and the non-profit association Max Mobiel.
- 5,000 places in unguarded bicycle sheds.



# Main railway stations

## Future:

- Station Gent-Sint-Pieters:
  - 10,000 places in semi-guarded sheds under the railway station.
- Station Dampoort:
  - 1,130 places in unguarded sheds.
  - Guarded shed for 100 places.
- Realisation: **2016** (work in progress)





# Main railway stations







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**The cyclist**

**gent: fietst**



- Promotional campaigns will persuade drivers to participate in a new mobility culture for which the basis and preconditions are being developed



# Ring the bell for a better environment



- Campaign, in every residential area, stimulating the inhabitants to make use of sustainable mobility



# Our area is moving !

**ONZE WIJK beweegt**  
MARIAKERKE

WANDELEN EN FIETSEN IN UW BUURT

ELS OVER HAAR FIETSGEZIN

WIN EEN FIETS! p.22

BESPAAR TOT 30% BRANDSTOF!

UW PORTEMONNEE EN UW GEZONDHEID!

MEER EN LANGER OPENBAAR VERVOER

JOHAN DHAENE

CARMEN QUANJARD

STAD GENT

**ONZE WIJK beweegt**  
LEDEBERG

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MEER EN LANGER OPENBAAR VERVOER

MARIE-ASTRID

VIVIANE



# Met Belgerinkel naar de winkel



- Flemish action promoting cycling to shops
- Gent participated via papershops



# Be fancy when you cycle



Reflecteer in het verkeer



Reflecteer in het verkeer



gent: fietst



gent: fietst





**Plans for the future**

**gent: fietst**

# Work in progress

- 2 semi-guarded public bicycle sheds underneath 2 of our biggest squares:
  - Emiel Braunplein
  - Korenmarkt
- Providing about 400 bicycle parking spots.
- Free access.
- Semi-guarded: guarded with cameras and frequent security checks.
- **Realisation: June 2010.**



# “Bicycle box”

- CIVITAS trial with “bicycle boxes” as a possible solution:
  - A box for 5 bicycles
  - Dedicated
  - Paying
  - Bicycle protected against vandalism and theft
  - Only 5 users with a key (or code)

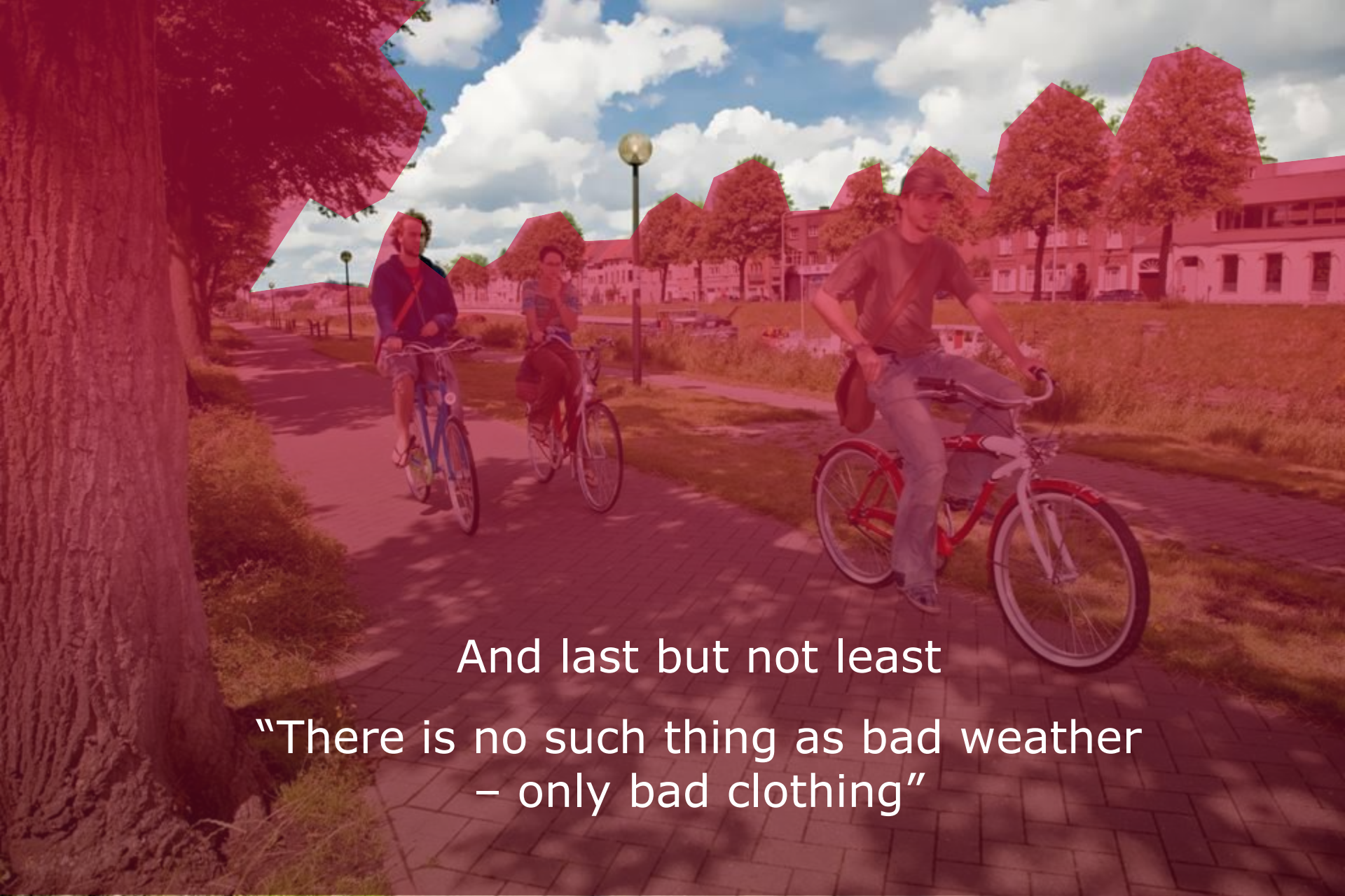


# Witte fietsen – public bikes (rental system)

- Idea like Lyon, Paris, Barcelona,...
- Difficulties:
  - scheme on the scale of Ghent ?
  - Already 8000 rental bikes (not public)
  - Already rather high use of bike
  - Public domain – pavements
- Negotiations have started

# House of the bike

- A future house for all bike related services the city has to offer
  - Bicycle shed
  - Max mobiel and studentENmobiliteit
  - Public bikes
- One single service point for cyclists



And last but not least

“There is no such thing as bad weather  
– only bad clothing”

# Contact

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