What is to be ReVeALed?

This project has received funding from the European Union’s Horizon 2020 research and innovation programme under grant agreement No 815069

Ghent’s UVAR “ReVeALed”
Highlighting the drivers, threats and benefits of the circulation plan implementation in Ghent

Koos Fransen
Ghent University (Belgium)
How have things changed since Ghent went car free?

If you live or work in Ghent we would like to hear how you feel it has changed since the implementation of the traffic circulation plan.

In 2017, Ghent introduced its *circulatieplan* (circulation plan) which removed traffic from the city centre using car-free zones.
'The streets are more alive': Ghent readers on a car-free city centre

We asked locals in the Belgian city to tell us how things have changed since the shake-up

'Cyclists and pedestrians are king'
I have a safer feeling as a cyclist compared to the time before the circulatieplan. The border of each area is now demarcated by ‘knips’. At these points cyclists and pedestrians are king. It’s a big misunderstanding that the city is not accessible anymore – we only got rid of traffic that doesn’t need to be there. If you want to go from point A to B by car, you use the ring [road] and don’t go through the medieval city centre. That’s logical, isn’t it? If you’re thinking of doing the same, don’t be afraid of change. Stijn

'I sold my car and switched to electric car sharing'
Yes it was drastic, but I believe there is no other way if we want liveable cities. Banning cars isn’t the end of the world. I sold mine and switched to electric car sharing. I worried about it but didn’t use it as much as I thought. In town I use the bicycle and it makes me happy. There are some negatives though. Public transport could be better at times and the city was cursed with negative communication: everyone thought the plan would be hell. So at the start people stayed away from the city, but things have now balanced out. Ine
IDEATION (2009-2015)

ACCEPTANCE OF THE MOBILITY PLAN

DESIGN

IMPLEMENTATION

OPERATION
MOBILITEITSPLAN GENT - ONTWERP
Strategische mobiliteitsvisie
Mobiliteit als motor voor een duurzame en bereikbare stad

Parking plan (up) and 30km/h zone (bottom)

Opdrachtgever: Stad Gent
Voorsp. vastgesteld in de Gemeenteraad van 23 februari 2015

Mobility Plan Ghent (2015)
The Reveal process includes:

- **Ideation (2009-2015)**
- **Design (2015-2016)**
- **Implementation**
- **Operation**

- **Acceptance of the Mobility Plan** (Sep. 2015)
- **Presentation of the CP Final Draft** (Oct. 2016)
Communication campaign (up) and Mobiel Gent action group (bottom)
Example of a ‘cut’ (2017)
IDEATION (2009-2015)

DESIGN (2015-2016)

IMPLEMENTATION (2016-2017)

OPERATION (2017-now)

ACCEPTANCE OF THE MOBILITY PLAN (Sep. 2015)

PRESENTATION OF THE CP FINAL DRAFT (Oct. 2016)

END OF CP TRIAL PERIOD (May 2017)
Citizen cabinets

Low emission zone (LEZ) Ghent in 2020

- Diesel
  - EURO STANDARD 5/6
  - Petrol/LPG/CNG/LNG
  - EURO STANDARD 2/3/4/5/6

- You can enter for free
  - € 0

Do you drive a vehicle with a foreign number plate? Then you need to register this vehicle on www.lez2020.gent.

It's free of charge and you have to do this only once.

Register your vehicle no later than 24 hours after entering the low-emission zone.

- Diesel
  - EURO STANDARD 4
  - You can buy a permission
  - € 25/week
  - € 50/month
  - € 130/4 months
  - € 345/year

- Diesel
  - EURO STANDARD 1/2/3
  - Petrol/LPG/CNG/LNG
  - EURO STANDARD 1

  - You can buy a LEZ day pass up to 8 times a year
  - € 35/day

A LEZ day pass needs to be applied for no earlier than 4 months in advance and no later than on the day of entering the low-emission zone.

The LEZ day pass gives you access to the LEZ on the day of your choice until 6 am the day after.
Additional Complementary measures
Permits for residents (2017)
Use of introductory warning letters during test period (2017)

Road blocks as traffic filter (2017)
Visual traffic filters (2017)
Implementation of extra cycle lanes (2017)
Implementation of mixed-use pedestrian streets (2017)

LEZ with pollution charge in city center (2020)
Updated parking scheme (2016)

Dynamic traffic signaling in relation to parking plan (2016)

Free public transport first Sunday of the month (2019)
Park & ride + shuttle service (2017)
Pedestrian bus (electric) (2017)
### Transition Areas

<table>
<thead>
<tr>
<th>Decision-making gate</th>
<th>[32x397]1 – 2 – G H E N T R E V E A L D - 4</th>
<th>Design</th>
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<tbody>
<tr>
<td><strong>Transition Areas</strong></td>
<td>[32x397]1 – 2 – G H E N T R E V E A L D - 4</td>
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<td><strong>The mobility plan is</strong></td>
<td>[32x397]1 – 2 – G H E N T R E V E A L D - 4</td>
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<td><strong>sep-15 finally accepted by the</strong></td>
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<td><strong>ANPR cameras are</strong></td>
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<td><strong>control enforcement</strong></td>
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<td><strong>Jan-16</strong></td>
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**ReVeAL**
How a Belgian port city inspired Birmingham’s car-free ambitions

Ghent’s transformation produced shorter journeys, cleaner air and a cycling explosion
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https://civitas-reveal.eu