



# Regulating Vehicle Access for improved Livability

# Ghent's UVAR "ReVeALed"

## Highlighting the drivers, threats and benefits of the circulation plan implementation in Ghent

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*Ghent University (Belgium)*



This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 815008



# 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



▲ St Nicholas' Church and Korenmarkt (Central Square) of Ghent, Belgium. Photograph: tunart/Getty Images

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



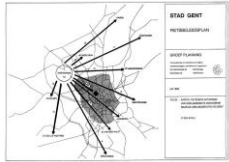
▲ Ghent introduced its *circulatieplan* in 2017, transforming the city for its residents. Photograph: Steven Van Aerschot/Alamy

## '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

DESIGN

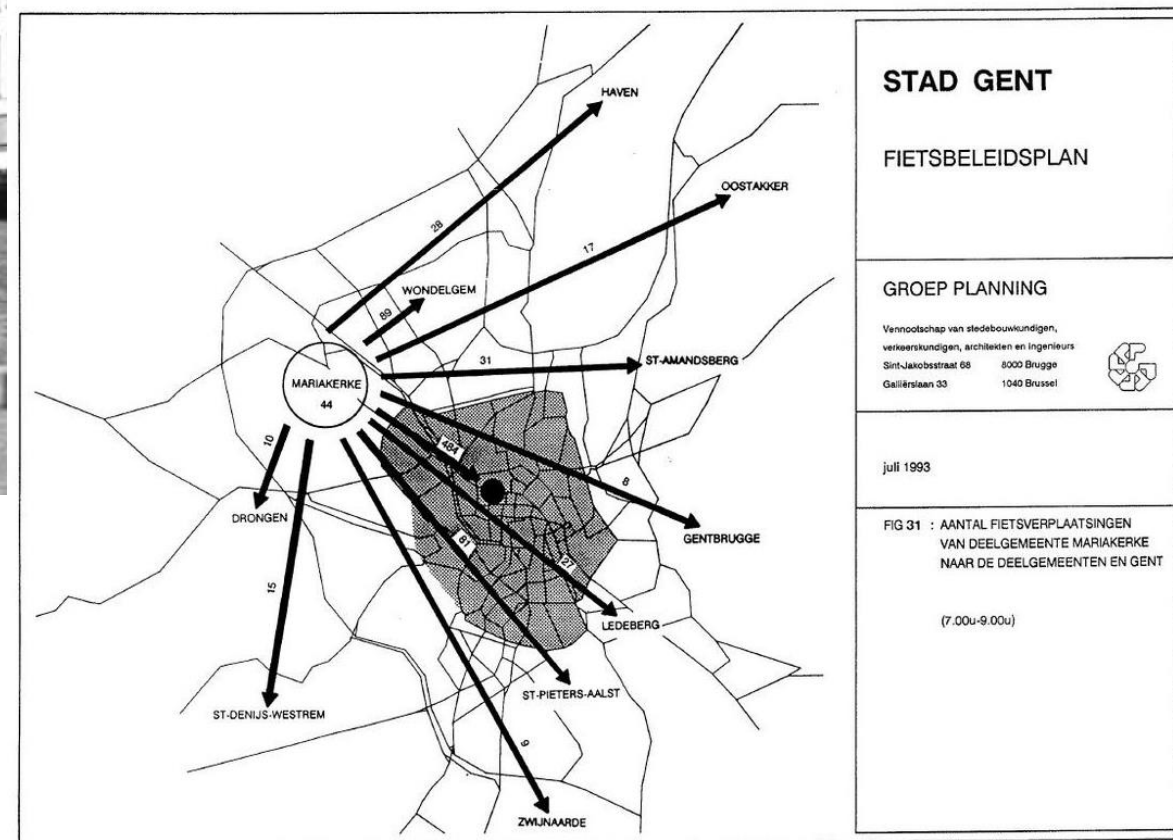
IMPLEMENTATION

OPERATION



Braun Square (1987)

Cycling policy plan (1993)





## MOBILITEITSPLAN GENT - ONTWERP

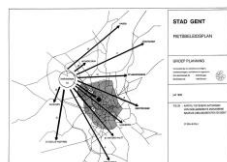
Strategische mobiliteitsvisie

Mobiliteit als motor voor een duurzame en bereikbare stad



Opdrachtgever: Stad Gent

Voorlopig vastgesteld in de Gemeenteraad van 23 februari 2015



...

IDEATION  
(2009-2015)

DESIGN

IMPLEMENTATION

OPERATION

ACCEPTANCE  
OF THE  
MOBILITY PLAN





## MOBILITEITSPLAN GENT - ONTWERP

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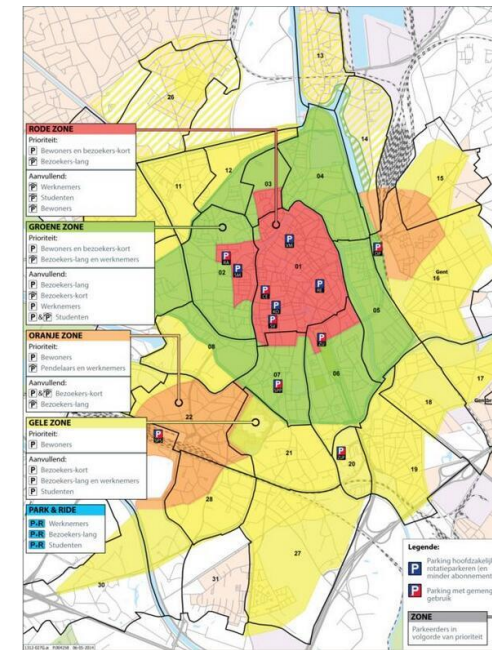


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Mobility Plan Ghent (2015)



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



### MOBILITEITSPLAN GENT - ONTWERP

Strategische mobiliteitsvisie

Mobiliteit als motor voor een duurzame en bereikbare stad



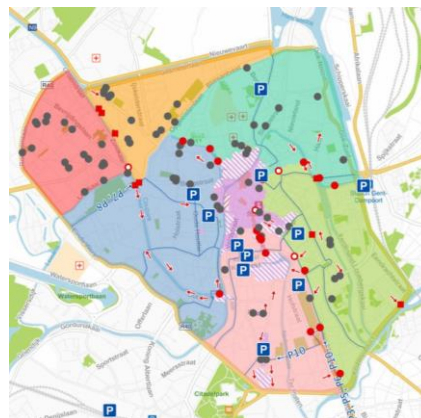
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Voorlopig vastgesteld in de Gemeenteraad van 23 februari 2015



### —Circulatieplan—

Files, omrijden, blokkades & boetes



IDEATION  
(2009-2015)

DESIGN  
(2015-2016)

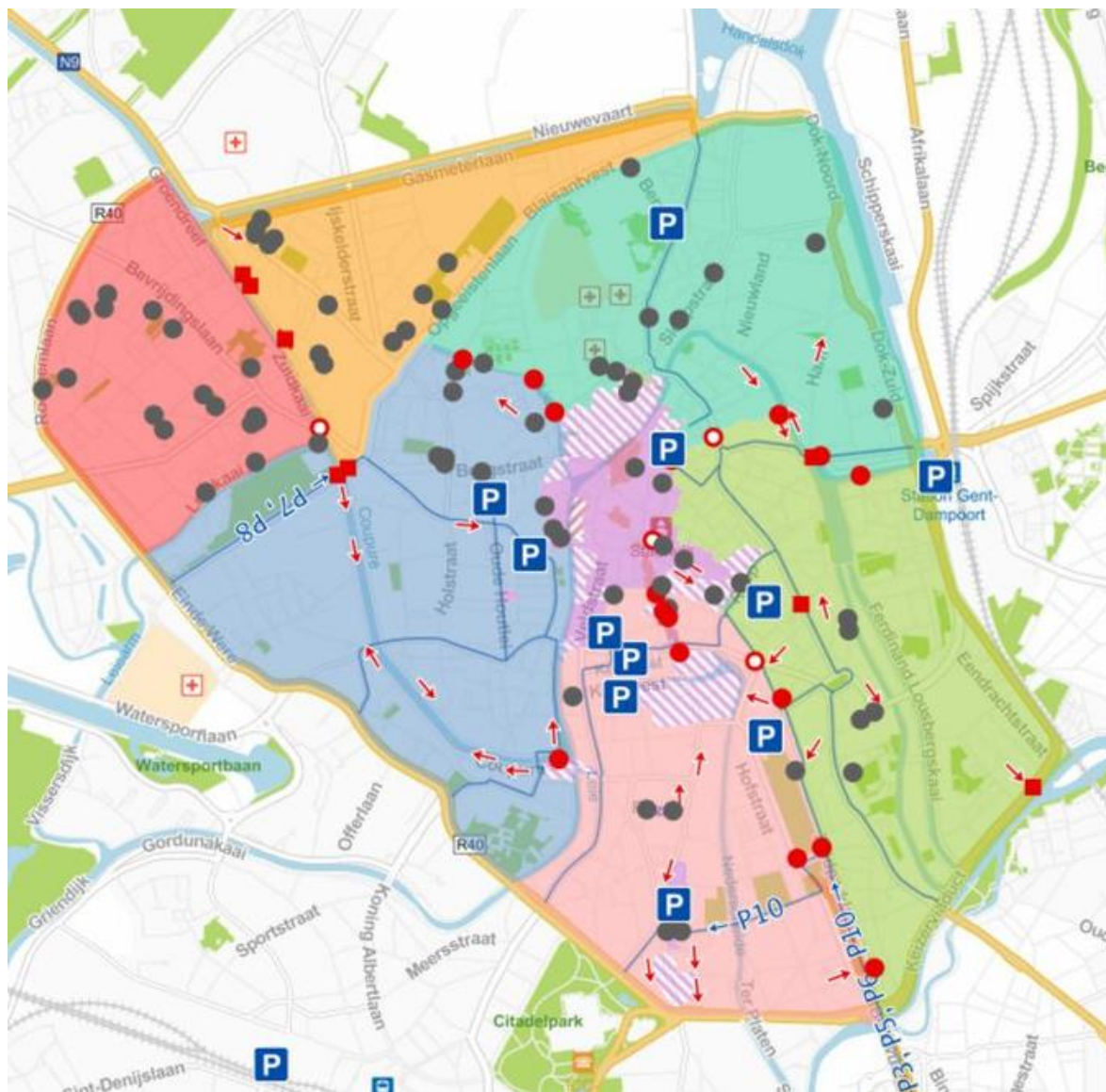
IMPLEMENTATION

OPERATION

ACCEPTANCE  
OF THE  
MOBILITY PLAN  
(Sep. 2015)

PRESENTATION  
OF THE CP  
FINAL DRAFT  
(Oct. 2016)





Circulation Plan Ghent (2016)



## —Circulatieplan—

*Files, omrijden, blokkades & boetes*



Communication campaign (up) and Mobiel Gent action group (bottom)



### MOBILITEITSPLAN GENT - ONTWERP

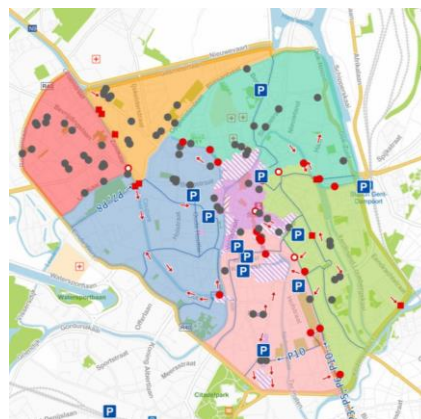
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Mobiliteit als motor voor een duurzame en bereikbare stad



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IDEATION  
(2009-2015)

DESIGN  
(2015-2016)

IMPLEMENTATION  
(2016-2017)

OPERATION

ACCEPTANCE  
OF THE  
MOBILITY PLAN  
(Sep. 2015)

PRESENTATION  
OF THE CP  
FINAL DRAFT  
(Oct. 2016)

END OF TRIAL  
PERIOD  
(May 2017)





Example of a 'cut' (2017)



Referendum rejection (up) and pedestrian bus (bottom)





### MOBILITEITSPLAN GENT - ONTWERP

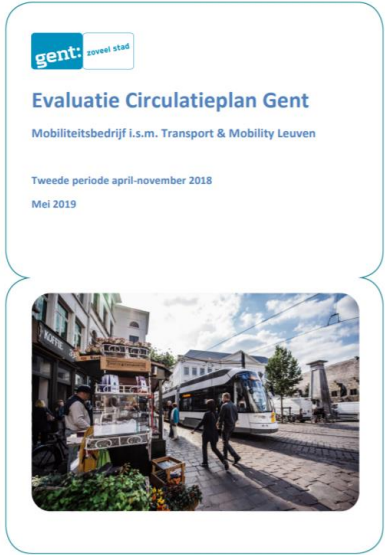
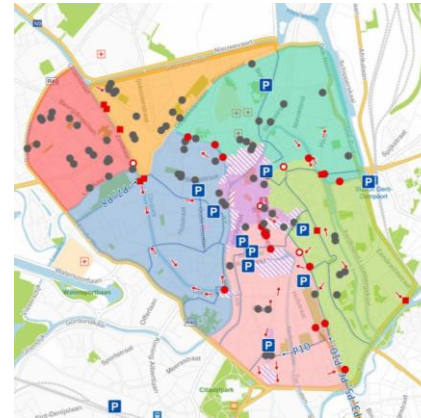
Strategische mobiliteitsvisie

Mobiliteit als motor voor een duurzame en bereikbare stad



Opdrachtgever: Stad Gent

Voorlopig vastgesteld in de Gemeenteraad van 23 februari 2015



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



**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](http://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

Buy a permit **at the latest on the day entering the low-emission zone** on [www.lez2020.gent](http://www.lez2020.gent).



**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.

Low emission zone (LEZ) Ghent in 2020

## Transition Areas



Mobility concepts



User needs / acceptance



Governance and financing



System design / technology

## Measure Fields



Zero-emission zones



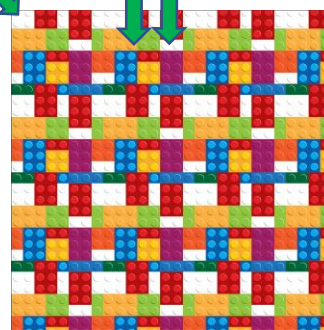
Spatial interventions



Pricing measures



Future options



Additional Complementary measures



## Measure Fields



### Zero-emission zones

Permits for residents (2017)

Use of introductory warning letters during test period (2017)



### Spatial interventions

Road blocks as traffic filter (2017)

Visual traffic filters (2017)

Implementation of extra cycle lanes (2017)

Implementation of mixed-use pedestrian streets (2017)



### Pricing measures

LEZ with pollution charge in city center (2020)

Updated parking scheme (2016)



### Future options

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

1  
-  
2  
-  
G  
H  
E  
N  
T  
  
R  
E  
V  
E  
A  
L  
E  
D  
-  
4

Decision-making gate	
	Design

Daniël Termont (2007 - 2018) - C

The mobility plan is finally accepted by the RMC.						
sep-15			x			
jan-16	ANPR cameras are selected for access control enforcement	x				x
jan-16	First draft of the CP is presented in January.	x	x	x	x	x
jan-16	Communication campaign starts		x			x



## How a Belgian port city inspired Birmingham's car-free ambitions



▲ Moor Street Queensway in central Birmingham, left, and Veldstraat in central Ghent, right Photograph: David Warren and Clement Philippe/Alamy

**Ghent's transformation produced shorter journeys, cleaner air and a cycling explosion**

Forbes

Tijden veranderen.

3,803 views | Jan 13, 2020, 07:14am

### Birmingham Reveals Radical Ghent-Style Plan To Cut Car Addiction



Carlton Reid Contributor

Business

*I have been writing about transport for 30 years.*





# Regulating Vehicle Access for improved Livability

# Ghent's UVAR "ReVeALed"

## Highlighting the drivers, threats and benefits of the circulation plan implementation in Ghent

<https://civitas-reveal.eu>



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