

Transition plan sustainable mobility 2020-2030

1. GENERAL FRAMEWORK

On 11 September 2020, the Board of Directors seized the opportunity of the demand to declare a climate emergency to recognise the urgency of the climate issue and act accordingly through additional concrete and effective measures. It agreed to align all relevant policies with the climate objectives and bundle the whole into a climate plan with short-, medium- and long-term policy objectives, the realisation of which will be monitored in the interim.

Sustainable mobility is an important part of this climate plan, as the calculation of Ghent University's CO₂ footprint (cfr Bilan Carbone®)¹ shows that 18% of total CO₂ emissions are allocated to commuting. In addition, there is a 1% share for service travel by car. This does not yet include student travel.

Since 2004, Ghent University already laid the foundations for sustainable commuting with its company transport plan. In 2015, this was reinforced with a new updated version for 2015-2020. With this declared commitment of Ghent University came a lot of incentives for sustainable commuting and service travel, such as a mobile bicycle repair service, a sustainable travel allowance and reimbursement of public transport costs, space for cargo bikes, bicycle carts and electric bicycles, service bicycles and shared cars, introductory moments with other sustainable means of transport such as the speed-pedelec, a shuttle bus between Ghent Sint-Pieters station and campus Ardoyen and campus Eiland, ...

Instruments that initiate the shift towards more sustainable commuting were also steadily introduced. For instance, since 2015, master planning and infrastructure planning took into account the 2020 mobility target for calculating the number of parking spaces, and came with the agreement not to invest additionally in parking infrastructure if there was still sufficient parking capacity at less than 15 min walking distance according to this 2020 target. Also, service trips by car were no longer reimbursed for destinations less than 5 km away. Since September 2021, a car parking policy has been in place, meaning that people living less than 5 km from work no longer receive standard parking entitlements. Students do not have access to parking, except campus Veterinary Medicine.

In addition, the City of Ghent's mobility policy and circulation plan provided a framework that forced us to deal with mobility differently. The Bicycle Embassy also contributes to a high proportion of students and staff cycling through bicycle rental and repair services.

The decrease in parking needs allows the creation of space for greening and softening in the middle of the city and campus. As a statement, some smaller car parks have already been transformed into green seating areas by staff and students. These bottom-up projects show that attractive alternative uses can be made of ground-level parking if people park a little further away. Gradually, this is now being incorporated into policy. For instance, the Rectorate car park is being renovated and transformed into a large bicycle parking area with a garden. Also, the area between S9 and the new S11 building is being transformed into a student plaza instead of a car parking.

The [commuting and service travel website](#) provides a good overview.

As a university, we must now work thoroughly on follow-up steps, to at least meet the reduction targets agreed in the European Green Deal, but strive for those reduction targets deemed

¹ [CO₂ footprint UGent](#), according to Bilan Carbone®. Bilan Carbone® is an international calculation method according to the 'Greenhouse Gas Protocol' and 'ISO14064'.

necessary by IPCC scientists. Moreover, it is the role of a scientific research and educational institution to set a good example and be a pioneer in the transition to sustainable and liveable cities.

For international mobility, refer to the [Sustainable Travel Policy](#) Transition Plan.

2. EVOLUTION OF SUSTAINABLE MOBILITY AT GHENT UNIVERSITY

2.1 Commuting staff

The mode of transport for commuting ([modal splits](#)) is mapped annually. In 2019, about 60% of staff commuted to work in a sustainable way (Fig. 1). This is an increase of 23% compared to 2008 and 11% compared to 2015, the start of the company transport plan. In absolute figures, this represents a decrease from around 5,500 to 3,300 staff cars.



Fig. 1: Transport choices of staff for main route of their commute from 2008 (beginning of the census) to 2019. The 2020 target is also shown. Figures for 2020 and 2021 are missing due to corona measures.

This way of tracking has not been representative since March 2020. Someone who claimed bicycle allowance for more than 60% of days worked was considered a cyclist. Given the amount of homework during and after the corona pandemic, which moreover is hardly registered anymore, this rule of thumb no longer applies and too many people are considered motorists (3 days of homework, 2 days by bike to work => motorist).

During the coming year, regular counts will be made of the number of parking spaces used on the campuses, in order to gradually gain a better insight into the occupancy rate and car use post-corona. Specifically for the Ardoyen campus, where access control is regulated through registration plate recognition and this data is also recorded, a more detailed analysis will be made of car use on the campus. A solution will also be sought to generate usable figures from the current access control system on the other campuses.

Figure 2 shows the evolution of the number of parking spaces in the city centre.

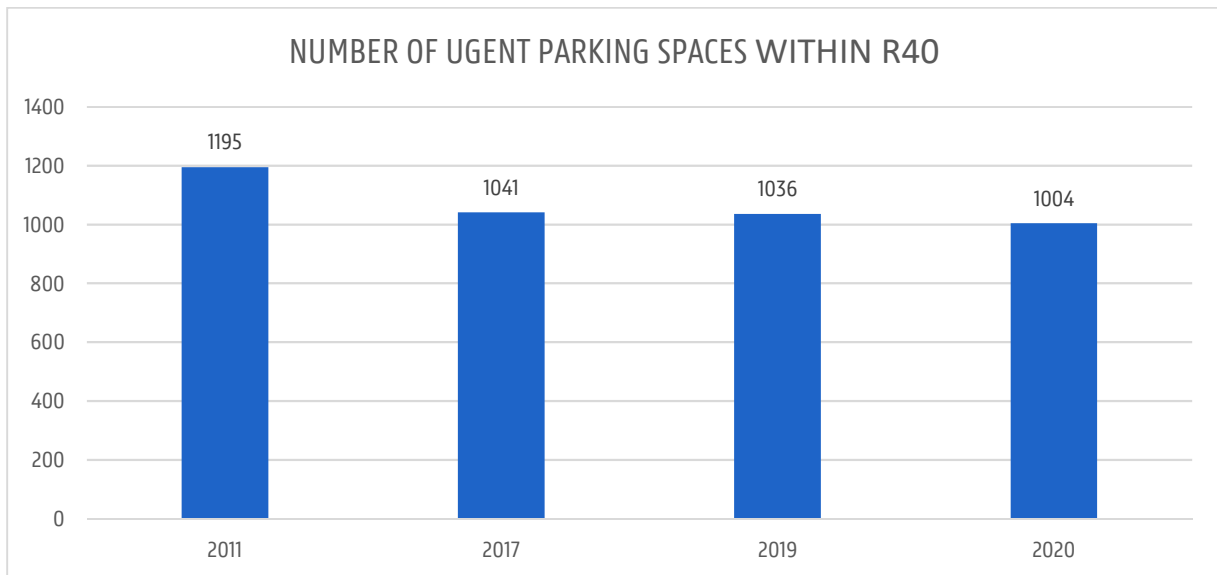


Fig. 2: Number of parking spaces in the city centre

The number of accidents to and from work is reported annually in the Integrated Welfare Report (Table 1).

	On foot	Bike	Public transport	Car	Other
2015	7 (1)	39 (275)	3 (61)	6 (18,5)	2 (10)
2016	7 (134)	46 (475)	1 (6)	7 (13)	-
2017	9 (55)	51 (400)	1 (0)	16 (108)	1 (0)
2018	14 (309)	42 (323)	-	7 (79)	2 (129)
2019	13 (53)	64 (790,5)	1 (0)	7 (11)	2 (0) (e-step / motor)
2020	5 (248)	43 (414,5)	1 (0)	1 (0)	1 (31) (e-step)
2021	8 (69)	30 (198)	0 (0)	3 (0)	1 (0)*** (step)

Table 1: Summary of annual accidents to and from work , with the number of days of disability in brackets

2.2 Student relocations

The mode of transport for student movements is monitored through surveys, conducted in 2014 and 2019. The survey distinguishes between three different movements of students: (1) commuting students' movements from home to their campus, and kot students' movements (2) to their kot and (3) from there to their campus.

Figure 3 shows the modal split of commuter students for their travel from home to campus. Bicycle use increased by 10%, while car use decreased from 17% to 13%. The use of public transport also decreased from 54% to 47%. Considering 44% of the student population commutes to Ghent almost daily (idem as in 2014), this has the consequence that in 2014 7.5% of students commute to Ghent daily by car, while in 2019 this will be 5.5%. In absolute figures, this involves 3,100 and 2,500 student cars, respectively.

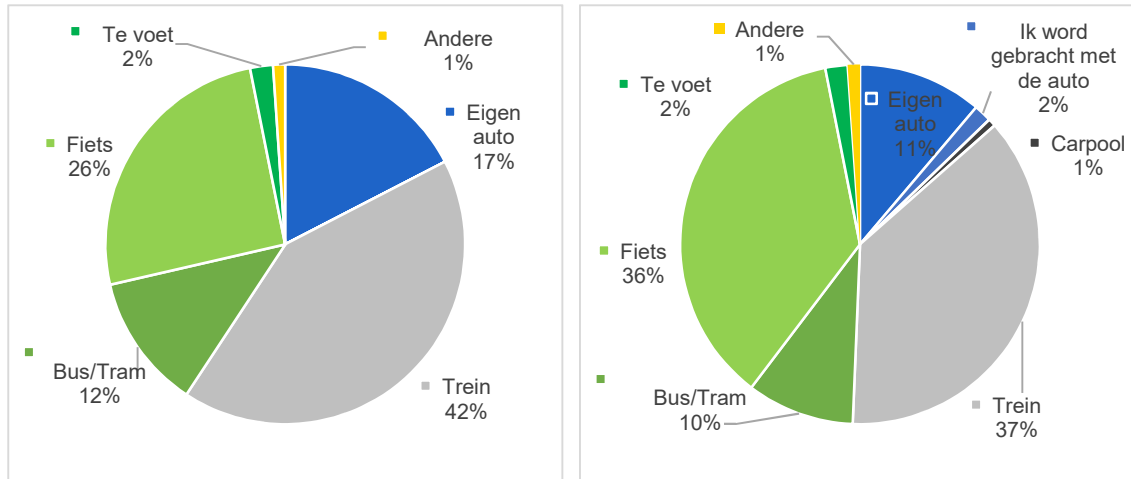


Fig. 3: Transportation choice of commuter students for route from their residence to campus in 2014 and 2019

The modal split of kot students for travelling from home to their kot is shown in Figure 4. The number of cyclists also increased sharply for these trips, at the expense of the use of public transport.

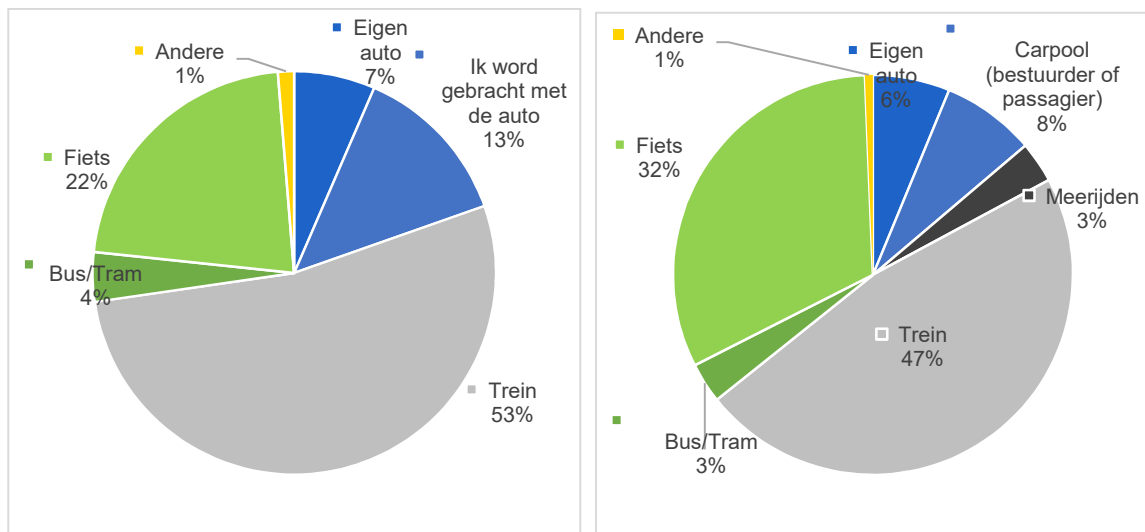


Fig. 4: Transport choice of kot students for route from their residence to campus in 2014 and 2019

There is no change in the way kot students travel from their kot to campus. Almost all of these trips are done in a sustainable way; the share of car in these trips is less than 1%. 77% of these trips are done by bicycle.

2.3 Service moves

Data on the use of bicycle or public transport for service trips are incomplete and cannot serve as an indicator. With the switch to Olympus, a platform to book service trips using public transport and bicycle and car-sharing systems, the dataset will eventually become more complete and useful.

Table 2 shows the use of private car and cambio car for service trips < 350 km. Trips over 350 km are considered international mobility and this is addressed in the transition plan sustainable travel. The overview shows a decrease in the number of journeys and number of km driven with own car, and an increase in the number of journeys and number of km driven with a shared car from cambio. The total number of km driven decreased.

	Rides (own car)	km	Rides (Cambio)	km	Total (km)
2017	7.142	939.690	1.419	120.203	1.059.893
2018	6.731	864.781	1.695	137.621	1.002.402
2019	6.070	790.963	2.149	164.930	955.893
2020	2.843	344.971	1.384	106.522	451.493
2021	2.977	366.460	1.839	51.676	418.136

Table 2. Overview of private car and cambio car use for service trips < 350 km. Figures for 2020 and 2021 are not representative due to corona measures.

For passenger cars owned by Ghent University (service cars), the focus is mainly on improving the ecoscore, by setting minimum ecoscores for different car categories. For larger vans, it has long been difficult to increase the ecoscore. Recently, however, these are now being replaced by those running on CNG. The number of cars running on electricity is still quite limited. Figure 6 gives an overview.

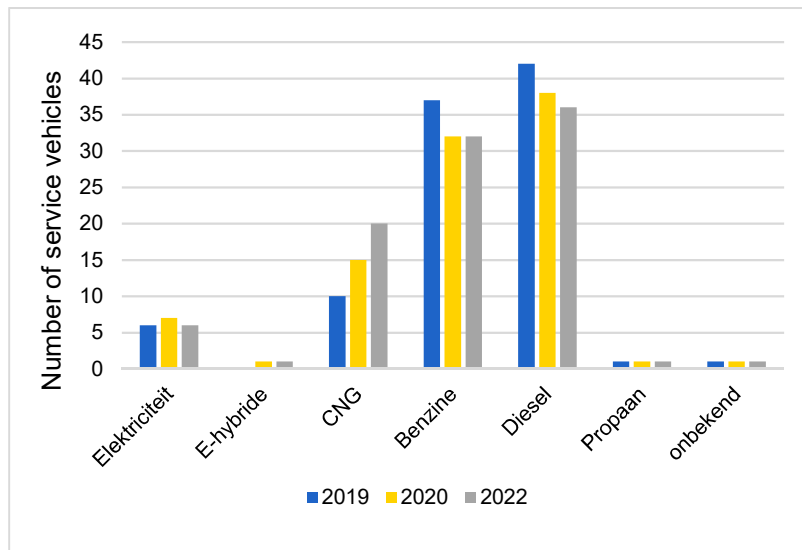


Fig 6. Number of service vehicles as a function of type and greening evolution

3. OBJECTIVE

To meet climate targets, in line with what is considered scientifically necessary to avoid disastrous climate change, a drastic reduction in CO₂ emissions is necessary.

Because Ghent University's various CO₂ streams (building heating and electricity supply, commuting, air travel, etc.) each face enormous challenges to achieve the 2030 reduction targets, it is proposed to initially reduce the CO₂ emissions of each subsector by a proportional amount. Adjustments can be made later, if necessary.

As commuting at Ghent University has only been fully registered since 2014, 2014 instead of 1990 is used as the reference year for the Ghent University calculations. Consequently, a recalculation has to be done to determine the reduction targets (science-based targeting). This was done according to ISO14064 by Climate Lab¹, with the result that a reduction of about 40% CO₂ is needed in 2030 compared to 2014 to reach the European climate targets (WB2C 'well below 2°C'²). If we as a rich country or knowledge institution want to take the lead and keep the global temperature rise below 1.5°C in line with scientific findings³, a reduction of about 67% CO₂ compared to 2014 is needed by 2030 (WB1.5).

If the WB1.5 target is projected on the available data, then -in addition to the forecast that staff will work at home one day more than before the corona pandemic and the forecast for the shift towards electric cars- an additional reduction of 12 million car kilometres should be realised. This corresponds to a reduction to 21% car share in the modal shift with the current number of employees.

If the WB2C target is sufficient, it is about a reduction of 4 million car kilometres, with the same projections for home working and electric mobility, or a reduction to 35% car share in the modal shift with the current number of employees.

But sustainable mobility is about more than CO₂ reduction. It is also about improving the quality of life in the city (air and noise pollution) and accessibility (traffic jams). It is also more and more about responding to increasing pressure on space. There is no longer any room on many campuses for an 'and-and' approach: parking for everyone who wants it, sufficient bicycle parking spaces, sufficiently wide footpaths, new infrastructure development, safeguarding and creating space for greenery, water, biodiversity, relaxation, etc. Clear choices need to be made, which are also contained in the master plan 'Ghent University imagines 2050', and in this proposal for an objective for the transition plan for sustainable mobility:

Ghent University pursues an integrated mobility policy whereby the campuses are easily accessible, road safety is increased and the environmental impact of travel by staff and students is reduced.

To this end:

- Ghent University aims for 80% sustainable mobility by 2030; for the remaining automobility, priority will be given to shared cars and electric cars;
- the STOP principle is applied on each campus: cyclists can park their bikes nearby and the number of parking spaces is reduced to what is strictly necessary and clustered; the (vacated) open space is maximised for slow mobility and reclaimed space;

¹ *Climate objectives UGent - target 2030*, according to Bilan Carbone®. Bilan Carbone® is an international calculation method according to the 'Greenhouse Gas Protocol' and 'ISO14064'.

² WB2C: well below 2°C, limit in line with Paris climate agreement

³ WB1.5C: well below 1.5°C, limit in line with scientific understanding to take the lead as a rich country and knowledge institution and go faster

- Ghent University is helping to drive sustainable urban distribution;
- Ghent University works closely and constructively with experts, students and policy staff, as well as with partners such as the City of Ghent, De Lijn, ... on sustainable mobility and traffic safety.

To achieve these objectives with concrete actions, 4 pillars are put forward:

- More sustainable trips, fewer car trips
- Sustainable mobility goals integrated into master planning and infrastructure development
- Sustainable urban distribution
- Deploy commitment and expertise, internally and externally

The action plan below is a first step. Given the high level of ambition of the objective and the urgency of the climate problem, it is very important to closely monitor the set objectives and the progress of the action points. Depending on the result of the actions taken, adjustments will have to be made.

4. ACTION PLAN

3.1 Pillar 1: More sustainable travel, less car travel

Communication and awareness-raising

It remains necessary to communicate well and recruitingly about Ghent University's mobility policy and sustainable alternatives. This is done via the portal page www.ugent.be/mobiliteit, the faculty sustainability and environment committees, social media and the welcome interviews with new staff members. Especially on the latter, strong efforts should be made.

New students are reached through the information brochures, the Green Guide, ...

Following actions will be continued and strengthened where possible:

Action 1.	Provide mobility info during intake interviews of new staff members.
Evaluation	This is done during the personal interview. In addition, mobility info is provided via the " What moves you? " card.
Adjustment and planning	Continuing efforts.

Action 2.	Provide mobility info during reception and in information brochures for new students.
Evaluation	On the information page 'Getting Around for New Students', reference is made to mobility information and the Bicycle Embassy. International students additionally receive a Green Guide including mobility info.
Adjustment and planning	Continuing efforts. Mobility information provided during info moment for new students.

Action 3.	<p>Keep the website www.UGent.be/mobiliteit updated and regularly highlighted when mobility news is released.</p> <p>Organise information moments and recruiting awareness campaigns around sustainable mobility.</p>
Evaluation	<p>With the introduction of the centrally controlled car parking policy came a news release and info cards were distributed ('What moves you?', 'What moves you?').</p> <p>There was a four-year collaboration with SPITS, a team of mobility experts coordinating sustainable mobility solutions in the southern outskirts of Ghent. This was a City of Ghent initiative led by consultancy firm Traject, but has now been discontinued by the city council.</p> <p>Following the move of staff members from campus Coupure to Capture, a survey on mobility behaviour was organised, specific information was distributed on how to reach campus Eilandje by bike and public transport and people were given personal mobility advice. The SPITS bicycle caravan (a pool of different types of bicycles that can be tested for several weeks) allowed Capture staff to test out alternatives.</p> <p>The cycling caravan also visited campus Veterinary Medicine, Ardoyen, Pharmacy and Sterre.</p> <p>To respond to the FPS mobility survey on commuting, a mobility survey was organised among staff members.</p> <p>In 2021, the Green Office and the Ghent Environmental Front organised a lecture with Leo Van Broeck and in 2022 with Kris Peeters on spatial planning and mobility.</p>
Adjustment and planning	<p>Following the (possible) adoption of the present transition plan, a new mobility campaign may be organised. In this context, the current measure, whereby e-bikes can be borrowed free of charge for 1 month, can be expanded / strengthened (expansion of bicycle supply) and brought to the attention again.</p>

Good infrastructure

It is important to entice people into sustainable mobility modes by providing good infrastructure. This includes good and safe cycle paths, free tram and bus lanes for smooth traffic flow, comfortable bicycle parking, charging stations, ...

Following actions Ghent University can address:

Action 4.	<p>Provision of sufficient enclosed and covered bicycle parking for staff, with space for bicycle carts and cargo bikes, power sockets and shower facility. By providing access control, bicycle parking facilities on other campuses can also be used during service trips.</p>
Evaluation	<p>Nice steps have been taken here, but further improvement is needed:</p> <ul style="list-style-type: none"> - Not all staff shelters have charging points yet; - on several campuses, shower facilities are not yet up to scratch; - on most campuses, there is no suitable space to hang wet clothes to dry; - only some staff racks have access via badge (a system that allows bicycles to be safely parked in other locations).

Adjustment and planning	Further improve bicycle parking facilities (with charging points, shower facilities, space for wet clothing, access control...).
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Action 5.	Provide sufficient bicycle parking facilities for students, preferably indoor or covered, with power outlets and locked to a limited extent.
Evaluation	Students do not have access to charging stations on our campuses, or cannot safely park (an expensive) bicycle.
Adjustment and planning	Consider whether students could also have access to the locked bicycle parking, e.g. on payment of a deposit. Launch experiment on Veterinary Medicine campus.

Action 6.	Provision of sufficient car charging stations, within the chalk lines of the reduced and clustered parking supply.
Evaluation	Here is an overview of charging stations at Ghent University . An initial framework contract with MobilityPlus for the installation of charging stations is in place. Ghent University service vehicles can use these free of charge (white list charging cards); staff members or visitors use their own charging card, allowing consumption to be billed. This framework contract involved a total amount of max EUR 30,000 and has almost reached its financial limit.
Adjustment and planning	Drawing up a new framework contract whereby it should also be possible to provide charging stations in the underground car parks (the preferential parking zones at Ghent University).

Action 7.	Co-promote initiatives to build cycle highways and green-climate axes and integrate them into campus master plans (see pillar 2), such as green-climate axes along De Pintelaan and along the Muinkschelde.
Evaluation	These green climate axes will be included in the master plans of campus Sterre and campus UFO-Tweeken. In order to establish a safe bicycle connection to the Ardoyen Campus, a process was started with the municipal authorities and the Flemish Region to realise a bicycle connection, including a bicycle bridge. The design and route of the bridge are currently being discussed.
Adjustment and planning	Intensify consultation with relevant partners (local authorities and Roads and Traffic Agency).

Further development of sustainable alternatives

There are many incentives for sustainable commuting and service trips, such as a mobile bicycle repair service, a sustainable travel allowance and reimbursement of public transport costs, space for cargo bikes, bicycle carts and electric bicycles, service bicycles and shared cars, introductions

to other sustainable means of transport such as the speed-pedelec, a shuttle bus between St Peter's Station and campus Ardoyen and campus Eiland, ...

In certain cases, these could be further optimised, better adapted to the Ghent University context, better aligned, ...

The following additional actions are proposed:

Action 8.	Vying for better public transport, combinable with other modes.
Evaluation	<p>Through intense consultation, De Lijn is now convinced to run the bus over the Ardoyen campus (possibly from summer 2023); the infrastructure - roadside and bus stop - was provided by Ghent University.</p> <p>Flexibility between car and public transport use is limited by the rigid handling of subscription fares. It is possible to alternate 3-monthly season tickets with periods of bicycle use. There is limited communication on this by DPO to encourage this as manual intervention is required to switch and manual monitoring is needed to check whether the season ticket has 'effectively' expired.</p> <p>The current post-corona situation highlights the need for greater flexibility. Attendance at work has declined, so the season ticket formulas available to many staff do not reflect actual use of public transport. Ten-ride cards are increasingly being used.</p>
Adjustment and planning	<p>The long-term vision of Ghent University Verbeeldt provides an opportunity to discuss mobility from and between campus clusters with De Lijn. This should allow them to adjust their timetable to suit Ghent University and make investment decisions (e.g. the tramming of the bus line to Campus Ardoyen).</p> <p>Further explore options to increase commuting flexibility. Olympus' third-party payer system, which Ghent University joined for ordering and invoicing service trips, could potentially offer a solution. Olympus also helps facilitate commuting and encourages greater flexibility in switching between sustainable modes of travel. Bicycle day registration is also possible via Olympus.</p>
Action 9.	Introduce a leasing system for bicycles, making it possible to better spread the purchase of an expensive bicycle (including electric bicycle, speed-pedelec, etc.) over time and lower the threshold for purchase.
Evaluation	UZGent's leasing system was examined together with DPO. However, implementation will take manpower.
Adjustment and planning	Further development of a leasing system, in collaboration with DPO.
Action 10.	Provide possibility -in addition to own bikes- to use shared bicycles for the onward journey from or to stations.
Evaluation	Staff members can use Blue-bike for service travel by train.
Adjustment and planning	Considering the opportunity to also make shared bicycles available for the journey to and from a station in commuter traffic, now that the management of the closed bicycle shed at Gent-Dampoort station has been taken over by NMBS

(instead of the Fietsambassade). As a result, it is no longer possible to park one's own bike in a locked bike shed.

Action 11.	Further facilitate and simplify use of service bikes by switching to digital locks with reservation tool on website and smartphone.
Evaluation	A pilot project with digital locks and an online reservation tool for service bikes was running on campus Coupure. This was not successful. In sheds where there is no sunlight, the battery of the bicycle lock could not charge (then it has to be charged manually). Moreover, a person in charge remains necessary to ensure that the batteries of electric bikes are charged in time.
Adjustment and planning	Explore the opportunity to switch to an external sharing bike system.

Action 12.	Use of (electric) shared cars for service travel, and also make them available to local residents or staff for private travel.
Evaluation	Staff can use the car-sharing system cambio (approx. 150 trips/month). Of the 107 service vehicles at Ghent University (including large vans, trucks, special vehicles and also 10 special trailers), 7 are now electric and 20 run on CNG.
Adjustment and planning	Working with a car-sharing organisation on the new electric service vehicles.

Auto-inhibiting measures

In addition to rewarding measures, steering measures are also needed. In 2021, a centrally controlled car-braking parking policy was introduced, whereby staff members with a commuting distance of less than 5 km have no standard parking entitlement. There is no negative reaction to this during intake interviews of new staff members. The effect on existing staff with parking rights cannot yet be estimated.

In addition, service trips by private car for destinations less than 5 km away are no longer reimbursed and students do not have parking rights on the campuses, except for the Veterinary Medicine campus.

These measures are nice first steps, but will need to be aligned with climate targets as we go along.

The following actions are proposed:

Action 13.	Given the inefficient use of available parking spaces, reserved spaces are kept to a minimum (cf. parking regulations). By default, reserved spaces are not allocated by name / function.
Evaluation	The number of reserved parking spaces by name/function was reduced. For RVB and BC meetings, parking spaces are no longer reserved for members. For some advisory boards and committees, however, this still happens.

	At campus Veterinary Medicine and campus Heymans, Pharmacy, parking spaces are still reserved in the name of professors.
Adjustment and planning	Delete reserved parking spaces at Veterinary Medicine campus and Heymans campus, Pharmacy.

Action 14.	The impact of the current centrally controlled car parking policy will be evaluated. Should it be found that the objectives are not achieved (or the path is deviated from), the current policy will have to be adjusted.
Evaluation	<p>The alignment of parking rights with the new parking regulations was carried out jointly with the migration to the new access control system. The aim is to have this completed by 2023.</p> <p>During intake interviews of new staff members, there is no negative reaction to the parking policy. The impact on existing staff with parking rights cannot yet be estimated.</p> <p>Analysis shows that a modal shift to 21% car use is possible if 80% of car users living less than 15 km from work switch to a (electric) bicycle.</p>
Adjustment and planning	<p>Efforts continue.</p> <p>Based on current figures, there is no need for tightening. However, given that, based on literature and own analysis, it is expected that the current measures will be insufficient, a discussion on elaborating possible follow-up measures will be initiated. This involves a discussion on tightening up the entire plan, and is included in an additional Action 19.</p>

Action 15.	Parking in the city centre will be reduced and ground-level car parks will be clustered and freed up if there is residual capacity in neighbouring (underground) car parks within 15 minutes' walking distance. This requires responding to opportunities but also reacting systematically and proactively, e.g. for parking Coupure (can largely be absorbed by parking Dunant), Centerparking (can be absorbed by parking campus UFO or park&rides).
Evaluation	<p>The car park at Muinkschelde was cleared and greened.</p> <p>The redundant car parking around the boiler room on campus Coupure and at campus Dunant was cleared and greened, together with students and staff.</p> <p>The Rectory car park will be converted into bicycle parking and garden. Cars can park in in parking UFO, parking Economy and/or parking Kantienberg.</p> <p>A grant (green-blue pearl) was obtained for the softening and greening of the front of campus Coupure.</p>
Adjustment and planning	In preparation for the works on parking Rectorate and its conversion into a bicycle parking area, it should be determined who can use which parking (UFO (nearby), Economy (8 min walking distance), Kantienberg (12 min walking distance)). Moreover, the worksite during the works itself will cause some of the staff to switch from cars to other means of transport. It is important to consolidate this.

Together with BW faculty, the softening and greening of the front of campus Coupure is being prepared.

3.2 Pillar 2: Integrating sustainable mobility objectives into master planning and infrastructure developments

Updated mobility plans are needed per campus, as part of a campus layout or master plan. The STOP principle must be applied here: parking spaces are reduced to the bare essentials and clustered and cyclists can park their bikes at the 'front door'; the (vacated) open space is used to the maximum for slow mobility and greenery (cf. Ghent University imagines 2050). Subsequently, this map layer should be coordinated with those for new space needs, energy, biodiversity and circular water management. This exercise has now been completed for the Sterre campus.

The following actions are proposed:

Action 16.	Updating mobility plans, as part of master and land use plans, taking into account the 2030 mobility objectives and aligning with further space needs, energy and water transition, biodiversity, ...
Evaluation	Master plan completed for Sterre campus.
Adjustment and planning	Start drafting master plan for Ardoyen campus (see also action 14).

Action 17.	Optimisation and redesign of mobility infrastructure on and around Ardoyen campus.
Evaluation	<p>Parking and access control was commissioned.</p> <p>Budget was provided in the Flemish Government's budget for the construction of a safe cycle link between the Sterre and Ardoyen campus, including a cyclist bridge parallel to the N60; the design study is ongoing.</p> <p>The park will be redesigned, with the following planned:</p> <ul style="list-style-type: none"> - A new central meeting place; - the construction of a new ring road as a function of increased road safety; - improvement works on the green areas, with picnic areas and a sports field; - the construction of a network for cyclists and pedestrians. <p>After the fitting-out works, buses of De Lijn will also operate on the park itself.</p> <p>The modification of the oval roundabout on the N60 is being examined. An integrated solution is being sought that will allow traffic to be handled more smoothly and safely for all modes of transport. Ghent University is closely involved in this, together with the City of Ghent, the Agency for Roads and Traffic and De Lijn. Ghent University is striving for a solution in which all modes of transport are separated from each other as much as possible; an essential part of this is the possibility of creating a northern access road to the campus so that</p>

	cars are immediately directed to the parking building and the eastern part of the campus, while the western part can be completely reserved for sustainable modes of transport (pedestrians, cyclists, buses/trams).
Adjustment and planning	Further concretisation of plans.

3.1 Pillar 3: Sustainable urban distribution

Ghent University signed a framework contract with Cargo Velo for parcel delivery in Ghent.

In addition, the 'LOOP' project focuses on more optimal and sustainable ordering and delivery processes. In a first pilot project, the supplier of office equipment delivered the ordered items to a central hub on the city outskirts and further transport in the city was done by bicycle or electric van.

The following follow-up actions are proposed:

Action 18.	The 'LOOP' project aims at more optimal and sustainable ordering and delivery processes, with less (polluting) traffic in the city centre.
Evaluation	In an initial pilot project, the office equipment supplier 'Staples' delivered ordered items to a central hub on the city outskirts and further transport in the city was done by bicycle or electric van. Ghent University entered into a best-efforts commitment as part of the Green Deal 'Sustainable urban logistics' .
Adjustment and planning	A 2 ^{de} pilot project was launched in 2022. This is similar in design to the first pilot project, but for an expanded group of suppliers (with 'Miko Coffee', office equipment from 'Manutan' and 'Staples', lab equipment from 'Westburg', 'Chemlab' and 'Novolab' and computer equipment from 'Lab9'). With the help of BD Logistics, the impact of this approach will be measured in terms of cost efficiency, reduced mileage and CO ₂ emissions. In addition, the impact of bundling across different suppliers on efficiency on the receiving side and the relationship volume versus cost for the green 'last mile' will be examined. The results of these 2 ^{de} pilots will provide information to elaborate a proposal for decision-making regarding future city logistics for Ghent University.

3.1 Pillar 4: Deploy commitment and expertise, internal and external for further elaboration and adjustment of the transition plan

The transition still requires a lot of innovation. As a university, we can investigate which technical, regulatory, financial and emotional barriers hinder innovation and how they can be removed.

Our own experts can help in the concrete translation of the present plan. We need to connect the available expertise with each other and with policy so that a powerful collaboration emerges.

This is done within a sustainable mobility working group, which acts as an advisory body, and is involved in the implementation of this plan and helps to follow it up. The working group reports on progress and formulates adjustment proposals.

Action 19.	Given the high level of ambition of the commuter transition plan and the urgency of the climate issue, it is very important to closely monitor the set objectives and the progress of the action points. Depending on the result of the actions taken, adjustments will have to be made.
Evaluation	No tightening of the action plan is requested in this follow-up report.
Adjustment and planning	<p>Although the effect of the centrally controlled car parking policy cannot yet be evaluated, it is to be expected that more far-reaching measures will be needed to move towards 21% car commuting. These are being explored (e.g. stricter assessment of derogation requests, extension of boundary (15 km) where no standard parking right applies, introduction of flexible payment system (x number of free parking, excess is paid), ...), but it is too early to submit proposals on this for approval.</p> <p>In addition, a debate will be launched on how additional resources to stimulate sustainable mobility or to cluster parking and make ground-level parking softer and greener can be obtained by reallocating budgets from those cost centres that actually encourage car use (discontinuation of renting external parking, selling parking, introducing paid parking policy, etc.).</p>

In addition, subsequent collaborations with academics, students and policy staff have already been or are being established:

Student assignment 'Optimization of the logistics flows on campus Sterre Ghent University '
<i>Sven Verstrepen from fac. WE, Department of Geography and Geomatics as part of the EIT Urban Mobility Challenge Based Learning programme</i>
Horizon Europe research proposal on road safety of vulnerable road users (bicycle and scooter users)
<i>Prof. Frederic Deconinck and Prof. Greet Cardon of fac. GE, with the cooperation of living lab Stad Mechelen</i>
Bicycle Track in Ghent. Analyses of bicycle flows and subjective bicycle safety in Ghent.
<i>Sien Benoit, Prof Nico Van de Weghe and Delfien Van Dyck of fac. WE</i>
Towards a more bicycle-safe Flanders. Presentation of the Fietstrack on 10 June 2022
<i>Prof Frank Witlox, Prof Nico Van de Weghe, Sven Verstrepen of fac. WE</i>

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Civil Engineering, spatial planning), Pieter Van Vooren and Riet Van de Velde (Department of Environment), Tristan Verleyen (DGFB, spatial planning), Tim Joosen (ACOD) and Tim De Roeck (union volunteer VSOA), Michel Tison and Jan Roelandt (fac. RE), Tine De Decker (fac. EB), Sven Lippens (fac. EA)