



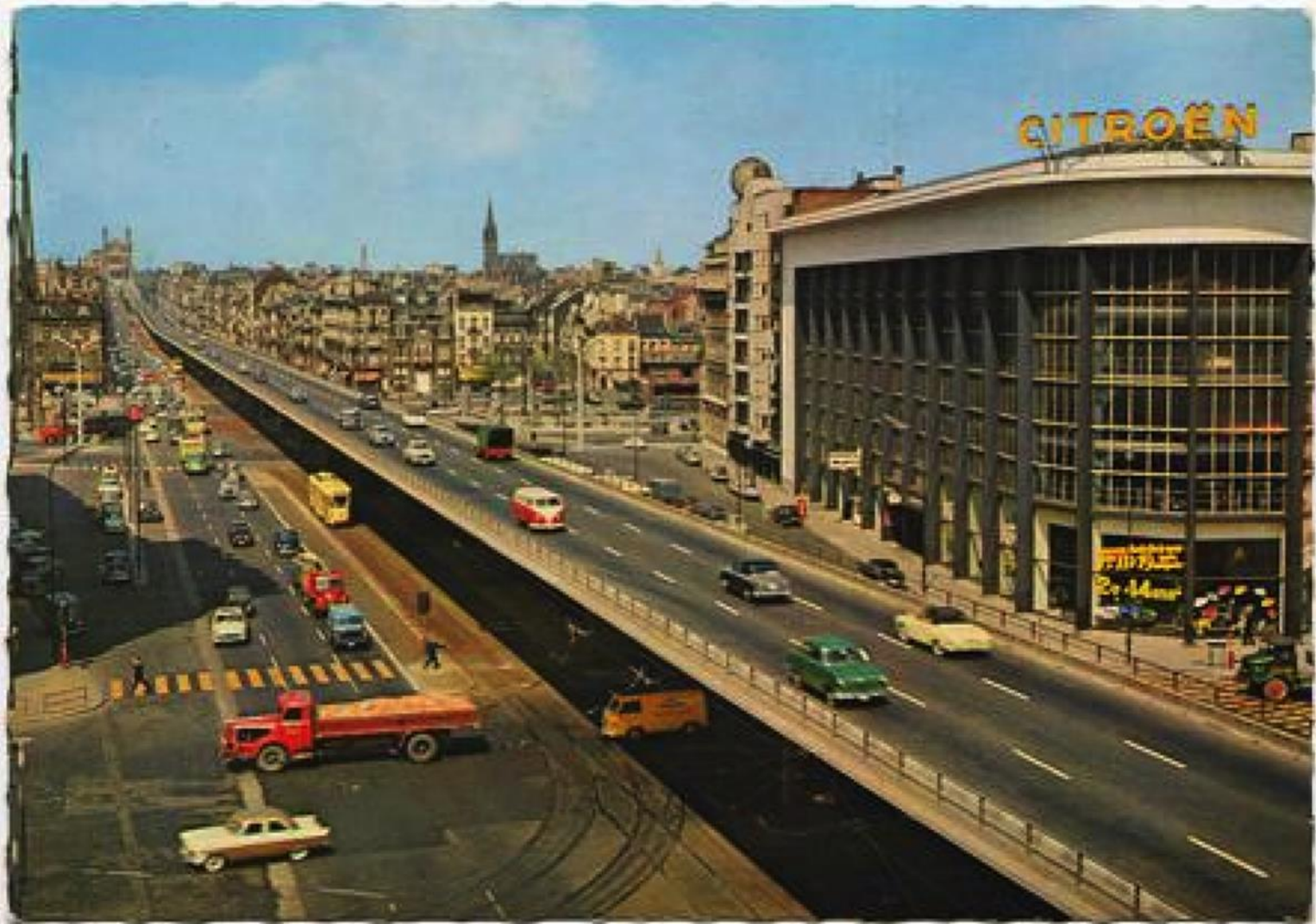
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Cycling policy in the Brussels Capital Region

Cycling against the flow

Frederik Depoortere



1958

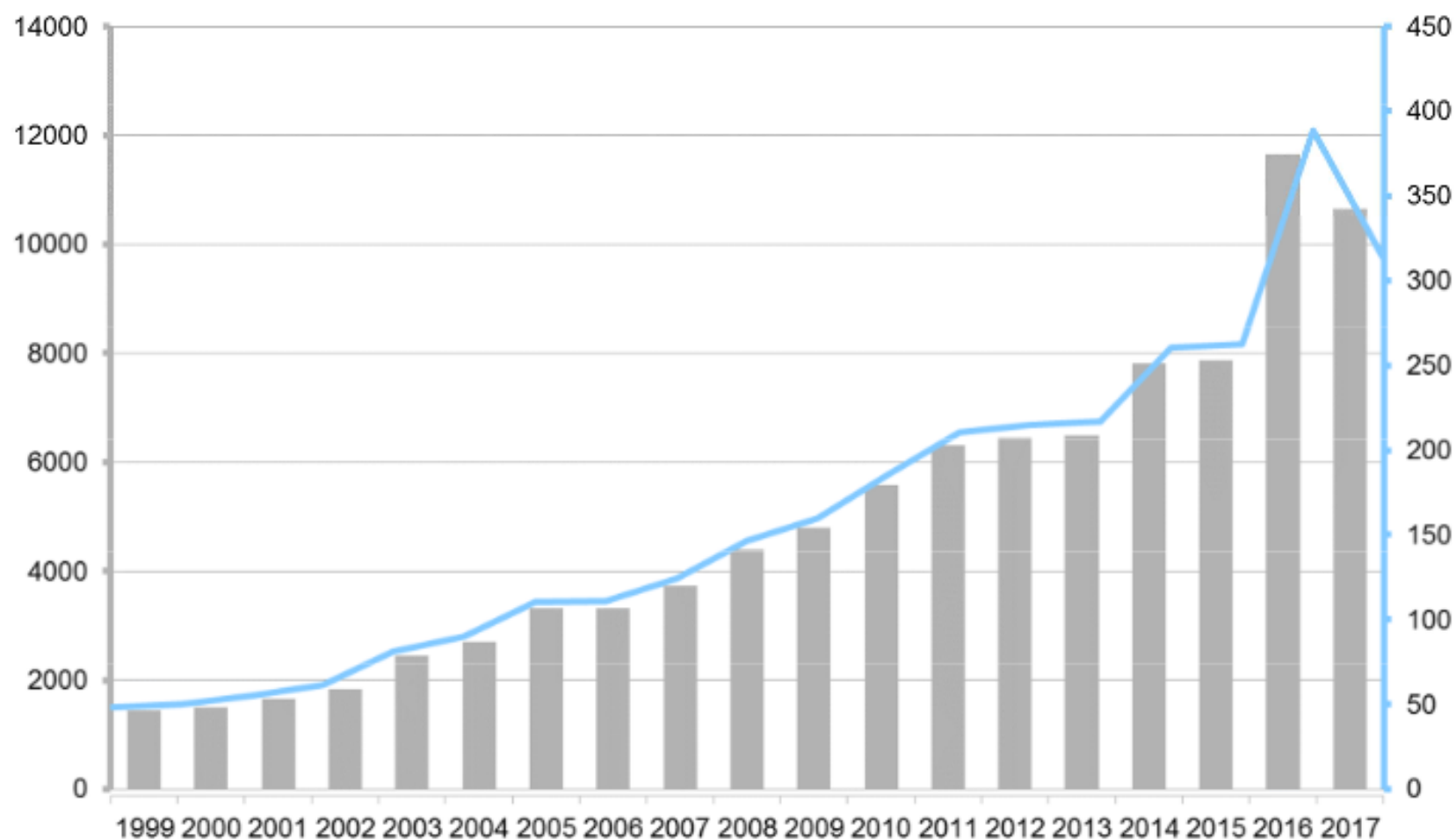


2018

Evolution du nombre de cyclistes à Bruxelles (moyennes et totaux de 15 comptages en mai + septembre)

■ Total des cyclistes

— Moyenne/heure



« cycling is the most important lever to make urban transport more sustainable in Brussels »



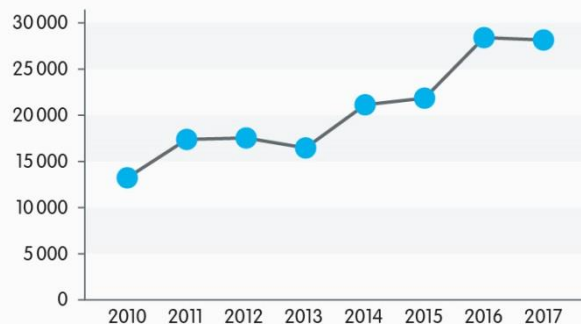
-> double bicycle trips by 2025
(current +/-7%)



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www.sprb.irisnet.be/mobilite

EVOLUTIE VAN HET AANTAL FIETTERS SINDS 2010



Some more numbers...

VERDELING

64,1%
mannen1,75%
kinderen34,15%
vrouwen

VÉLO ÉLECTRIQUE

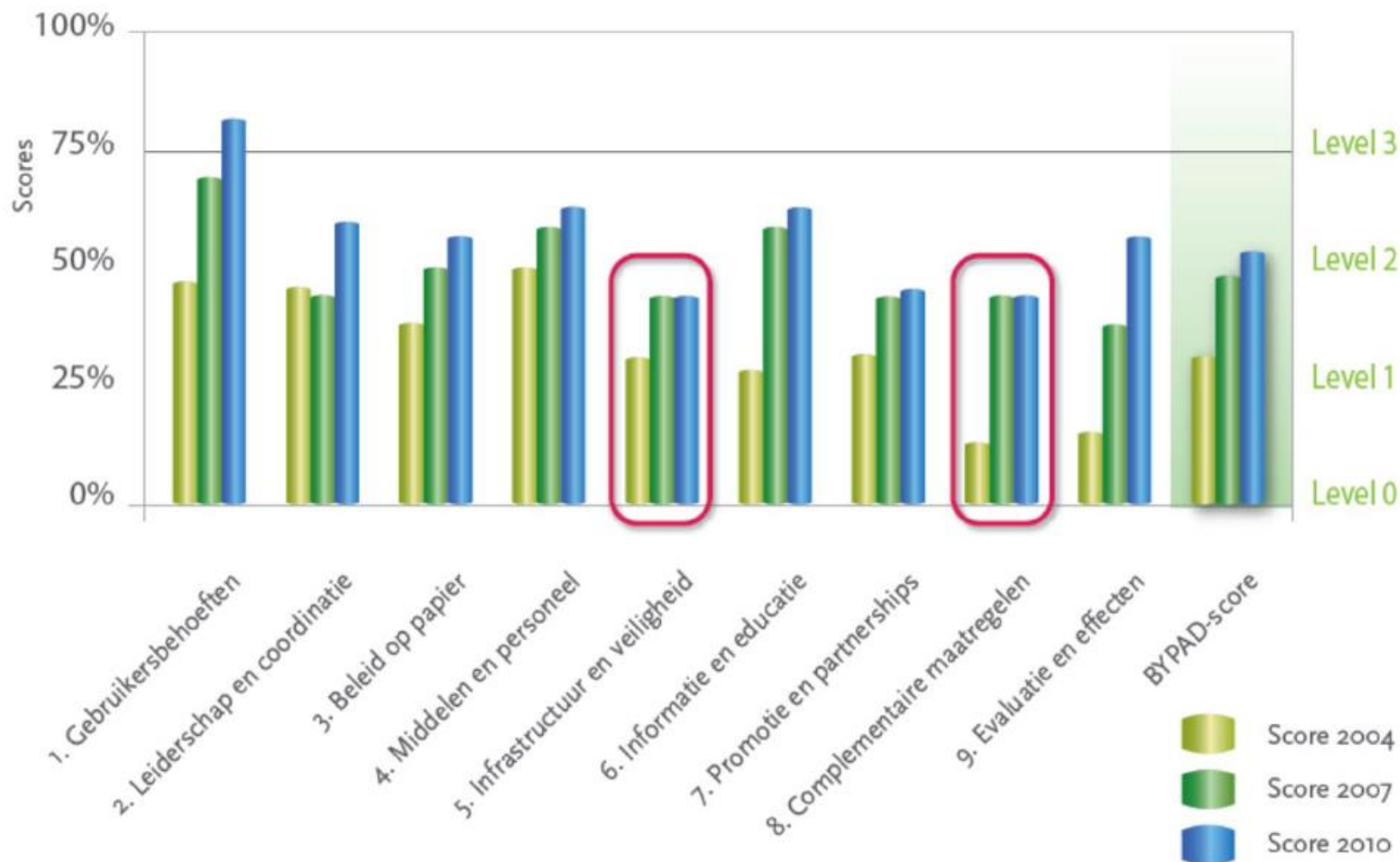
8,5%
déplacement
domicile-travail5,1%
vélo loisir

ELEKTRISCHE FIETS

17%
woon-werk
verkeer8%
recreatief
gebruik

« BYPAD » as a tool to develop a cycling policy since 2004

Scores per module voor de BYPAD-audits van 2004, 2007 en 2010



A choice based on scientific research

Évaluation économique 2020 **SI** 20% cyclistes

gains sociétaux monétarisables

"Euros via monétisation d'unités physiques"

- Santé 250 à 300 M
- Sécurité routière +8 M
- Environnement 4 M
- Fluidité du trafic/congestion 10M

Investissements annuels 27 M

"Euros directs"

- Budget ménages $35 - 20 = 15$ M
- Financement STIB = 35 M

1 euro investi = 17 à 19 euro

300 à 400 millions de gains sociétaux
dont 55 à 60 millions "euros directs "

ENGINEERING – the hardware of our cycling policy

- 90% of streets are contraflow
- Segregated cycle lane network of 140km
- Extensive use of low-cost infrastructure
- 256km of cycle route network
- Regional Express Network
- Maintenance with measure bicycle
- Support for municipalities
- Manuals for best practices
- Crash analysis
- Bicycle parking Masterplan



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Cycling against the flow since 2014

Contraflow streets :
400km, 25% of road
network !



Réseau accessible aux cyclistes

- Double sens
- Sens unique limité
- Sens unique

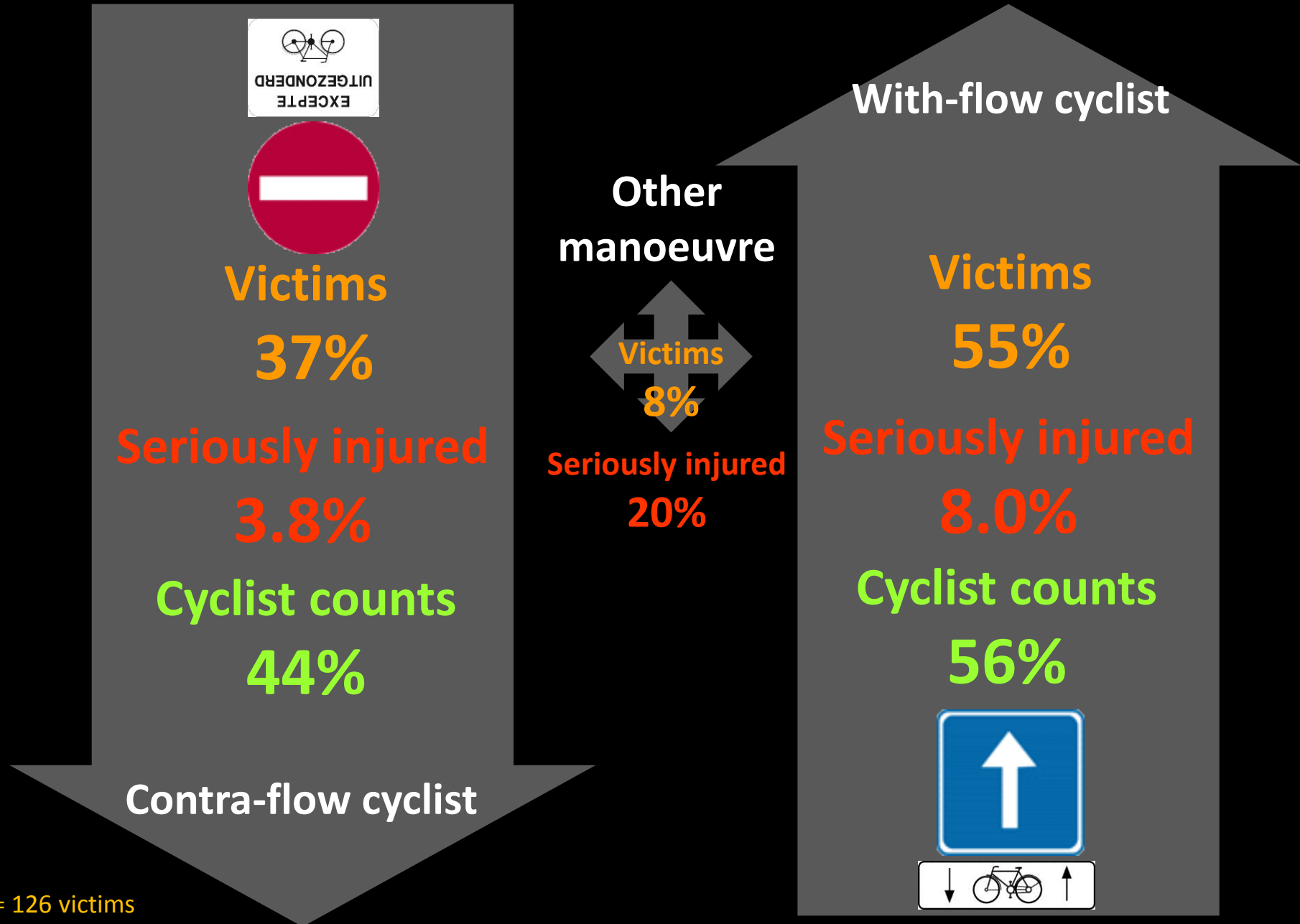


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Bicycle accidents in contra-flows by direction of travel

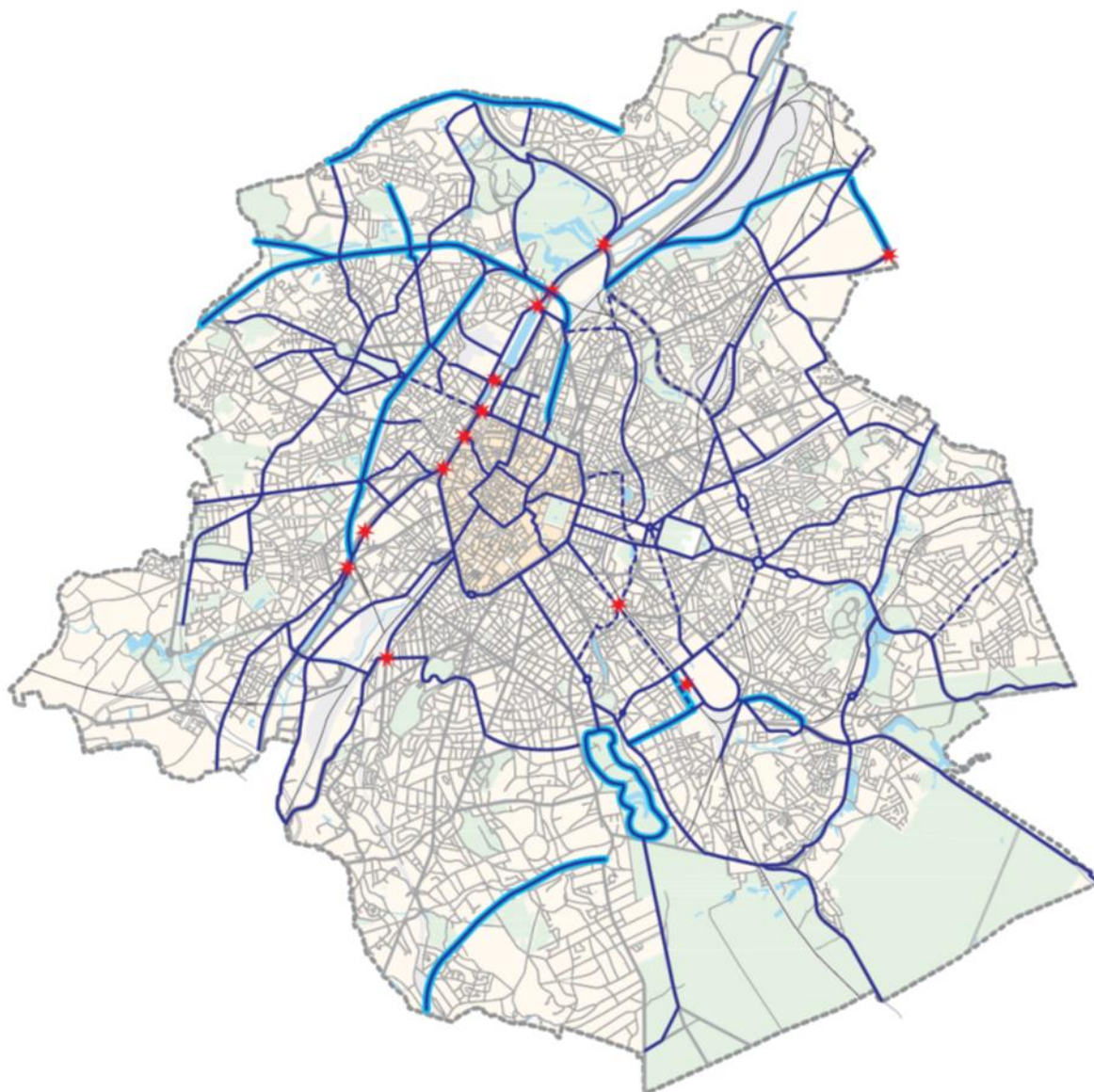


Low-cost infrastructure enables quick paradigm shift



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80 km of new
cycle lanes by
2020





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Integrate cyclists is pedestrianized spaces



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...and always combined with public transport



256km of
signposted
cycle routes,
using traffic-
calmed
streets









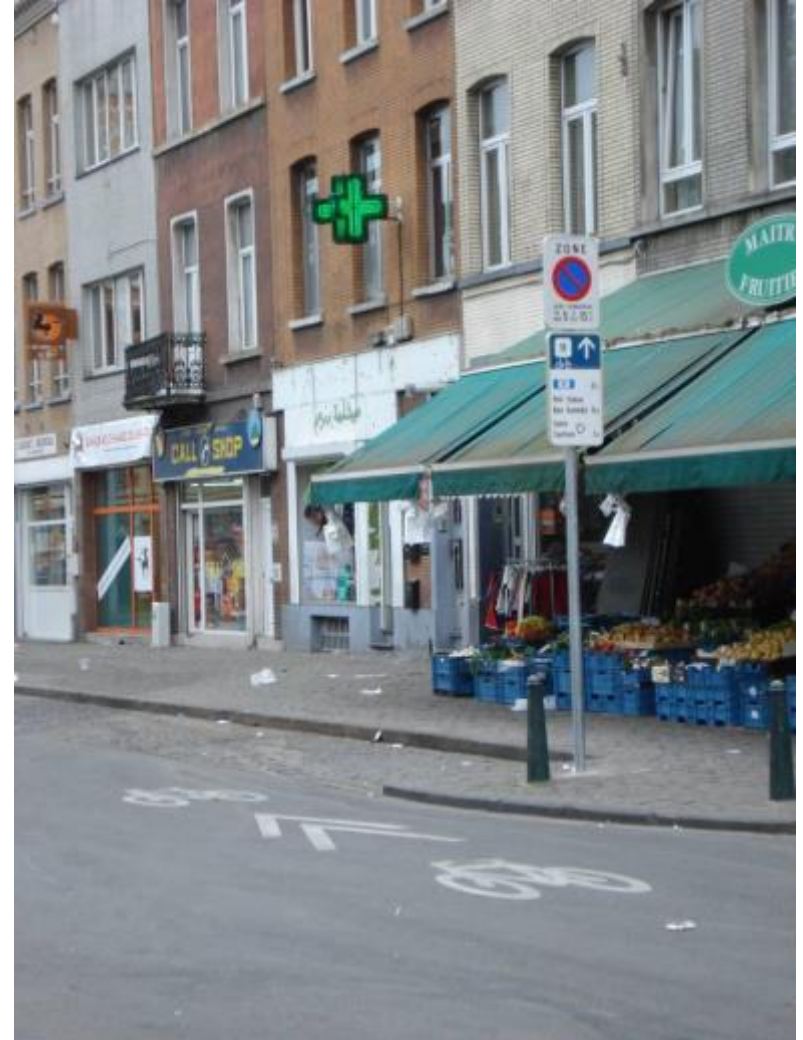
BRUSSEL MOBILITEIT

GEWESTELIJKE OVERHEIDSDIENST BRUSSEL

the ICR network, a quick way of creating a complete network

11	
	
CK	1,0
Petit Château	
Klein Kasteeltje	1,1
Centre	
Centrum	2,3

11	
	
Bastogne	
Bastenaken	0,6
Berchem	 3,2
Laerbeek	
Laarbeek	 3,7



Underground parking facilities in the city centre at Beurs & De Brouckère metro stations open in 2018



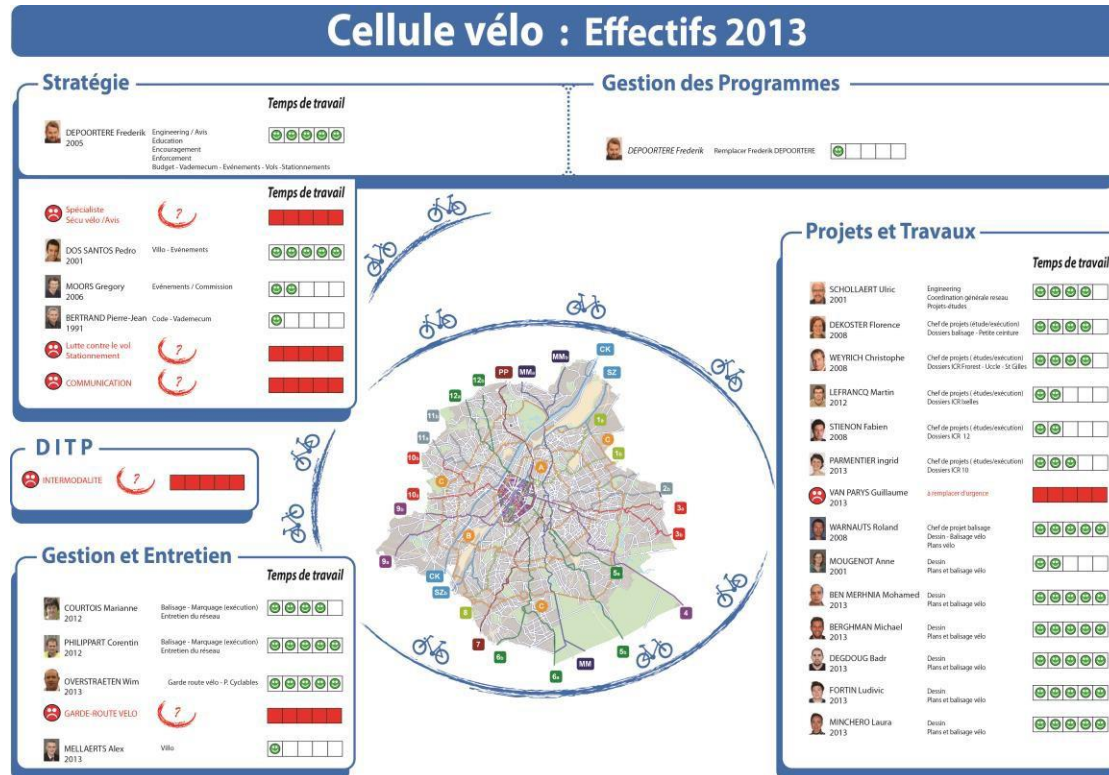
Cooperating with user groups

- Monthly meetings with stakeholders
- Fix My Street (fixmystreet.irisnet.be)
- Open data
- Support for ngo's



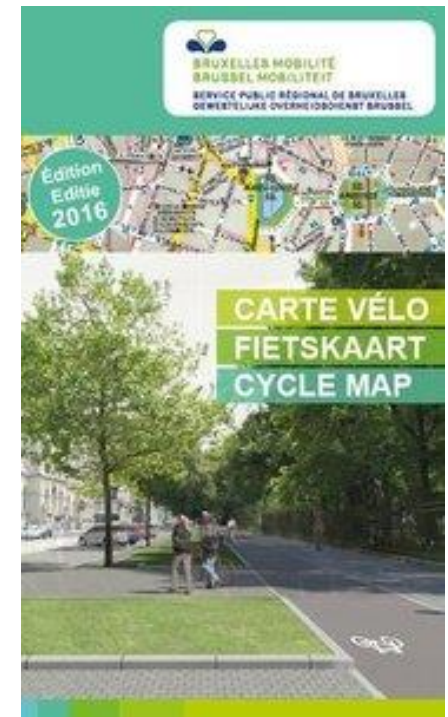
Leadership & coordination

- A bicycle manager was appointed in 2005
- Transversal within public administration
- Contact person for external partners (municipalities, PT companies, other Regions...)



Information & education

- Bicycle education in schools
- School & corporate transport plans
- Action plan against theft
- Bicycle map and routeplanner.bike.brussels



Promotion & partnerships

- Bike Experience
- Carfree Sunday, Mobility week
- Bike Brussels bike expo
- Collaboration with cycle ngo's
- Bicycle service points at stations



**Making
cycling
policy
more
visible**

BIKE FOR BRUSSELS

11 counters since the spring of 2018



Campaigns based on segmentation of potential users

<https://www.youtube.com/watch?v=ilkasapAvhA>



BRUXELLES MOBILITÉ

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