The Brussels Bicycle Master Plan
2005-2009 evaluated

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some facts & figures

1 million people on 161 km²
19 municipalities

Walking 27,6 %
cycling 1,7 %
PT 13,4 %
Car 56,6 %

Source: MOBEL – 1999

Belgium: 8%
Flanders: 14%
Today in Brussels: 3-4%
Evolution du nombre de cyclistes en RBC

(moyennes et totaux de 16 comptages en mai et septembre)
The bicycle plan 2004-2009

-> based on 2004 BYPAD’s recommendations

1 Engineering
2 Education
3 Encouragement
4 Enforcement
1 Engineering

1.1 Infrastructure on main roads
1.2 The bicycle network
1.3 Bicycles and public transport
1.4 Bike points
1.5 Parking
1.6 Contraflow cycling
1.7 Maintenance
1.1 Infrastructure on main roads

Objective: to have cycle infrastructure on all main roads, 320 km

Result: 70 km were created adding to 85 existing kms, totalling 155 km

Combined bus+bikelanes, segregated infrastructure (82 km), on-road markings (37 km), advanced stop lines, suggested markings (36 km)
1.1 Infrastructure on main roads

A compact city, multi-purpose use
1.1 Infrastructure on main roads

Cheap painted infrastructure reserves future ‘space for cyclists’
1.1 Infrastructure on main roads

90% of crossings have advanced stop lines
1.1 Infrastructure on main roads

Minimalist solutions
1.1 Infrastructure on main roads

7.5 km of segregated cycle lane in 5 year’s time

<->

55 kms of marked cycle lanes and buslanes
1.2 The bicycle network

Objective: complete the network

Result: 78 of 256km
1.2 The bicycle network

Slow ‘quick wins’…
1.2 The bicycle network
1.3 Bicycles and public transport

Obj: To make all subway stations accessible for bicycles (elevators, bike ramps) and make travel easier.

Res: 4 stations were equipped with ramps, several others got elevators; bicycle transport is free except during rush hours.
1.4 Bike points

4 points opened 2006-2009:

- Brussels-North/Luxembourg/Central train stations
- University campus

www.recyclo.org
1.5 Parking

582 racks on regional roads + 556 racks at subway stations makes for 2276 parking spaces

(numbers do not include municipal initiatives)
1.6 Contraflow cycling

90% of one-way streets are now open to contraflow cycling

A 2009 accident analysis failed to find enough significant data…
1.7 Maintenance

Obj: make a long-range maintenance plan & evaluate existing infrastructure

Res: a cyclist monitors the state of bicycle infrastructure. Maintenance takes the cycle path into account.
<table>
<thead>
<tr>
<th>Project</th>
<th>Gemeenten</th>
<th>Lengte</th>
<th>Wat</th>
<th>Kost</th>
<th>Financiering</th>
<th>Belang</th>
<th>Moeilijkheidsgraad</th>
<th>Timing studie</th>
<th>Ssz-studie</th>
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The total budget for engineering has been about 4.5 million euro/year since 2005 totalling about 22 million euro.

To complete the objectives of the 2004-2009 bicycle plan, an extra 100 million are necessary.
Education

- Bicycle diploma’s in 60 schools
- 60 schools join the school mobility plan schemes
- Corporate mobility plans are compulsory for 200+ companies (impact on cycling as yet unclear)
- ‘à vélo mesdames’ reached about 6000 women
3 Encouragement

Small and big campaigns…
3 Encouragement

Bicycity
Dring Dring
Friday Bikeday
Car-free sunday
3 Encouragement

About 60,000 bicycle maps were distributed.

A new version includes information on declivity.
3 Encouragement

The 2009 Velo-city conference:

885 participants from 52 countries

About 50 major European cities signed the charter of Brussels
total education and encouragement budget (including organising the Velo-city 2009 conference) : about **5 million euro**
4 Enforcement

Evolution du nombre d’accidents de vélo en Région bruxelloise (1998-2008)

Source: IBSR
Evolution du nombre de cyclistes, du nombre d’accidents de vélo et du risque pour les cyclistes à Bruxelles
Conclusions

- meet your ambitions with money & people!
- a strict follow-up necessary (user groups, political level, administration)
- incorporate new ideas along the way (e.g. public bikes) (or abandon others e.g. bicycle lift…)
- the task force and its transversality is a key to defend the bicycle’s interests in a city with different partners and levels: region, municipalities, federal investments, public transport, the other regions,
So what’s next?

New bicycle plan 2010-2014
- will follow the 2010 BYPAD recommandations
- needs more detail in infrastructure planning (budget, people); try to be accurate and realistic
- new communication stratégies (cfr lessons learned from VC 2009)
- incorporate all involved in bicycle policy (urbanism, environment…)
- >>>a solid mobility policy is the best start for a bicycle policy…
Useful addresses

www.mobielbrussel.be

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