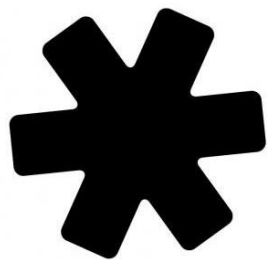
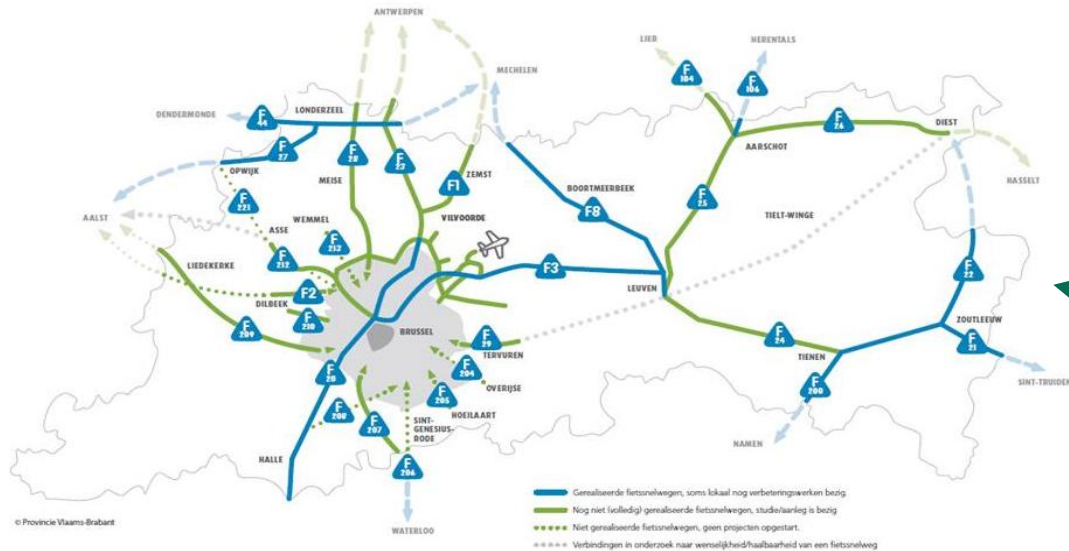
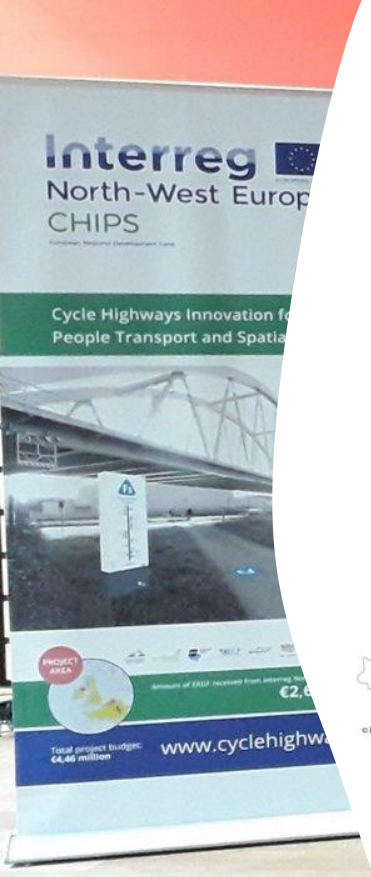




Presentation Polis Webinar 17 Dec 2020
Joris.vandamme@vlaamsbrabant.be

CHIPS

C Cycle
H Highway
I Innovations
P People transport
S Spatial planning



**VLAAMS-
BRABANT**



CHIPS

Highway
Innovations
People
transport

Spatial
planning

2016 - 2019



Total Budget: € 4.51 million

www.cyclehighways.eu

Overview of European Funding Programmes

CENTRAL/SECTORAL PROGRAMMES

Horizon Europe
Life
Cosme
Erasmus+
Creative Europe
...

ERDF

Interreg Europe

(interregional projects among EU-27 countries)

Interreg B (eg.: Northwest-Europe)

(transnational projects)

Interreg A (eg.: Flanders-Netherlands)

(cross-border projects)

Regional ERDF-programmes (eg. EFRO-Vlaanderen)

(local or regional projects)

5 regions

1 academic partner

1 UK partner

1 Bike industry cluster

1 Federation (ECF)

+ Associated partners:

Region Copenhagen,...



**Cycle Highway
Academy
network**

Why cycle highways?



Because there are a lot of people like Rudy



Press [here](#) for a short movie that explains the design

-1:32

Rudy

Asse

F
212

50'

25'

Brussels

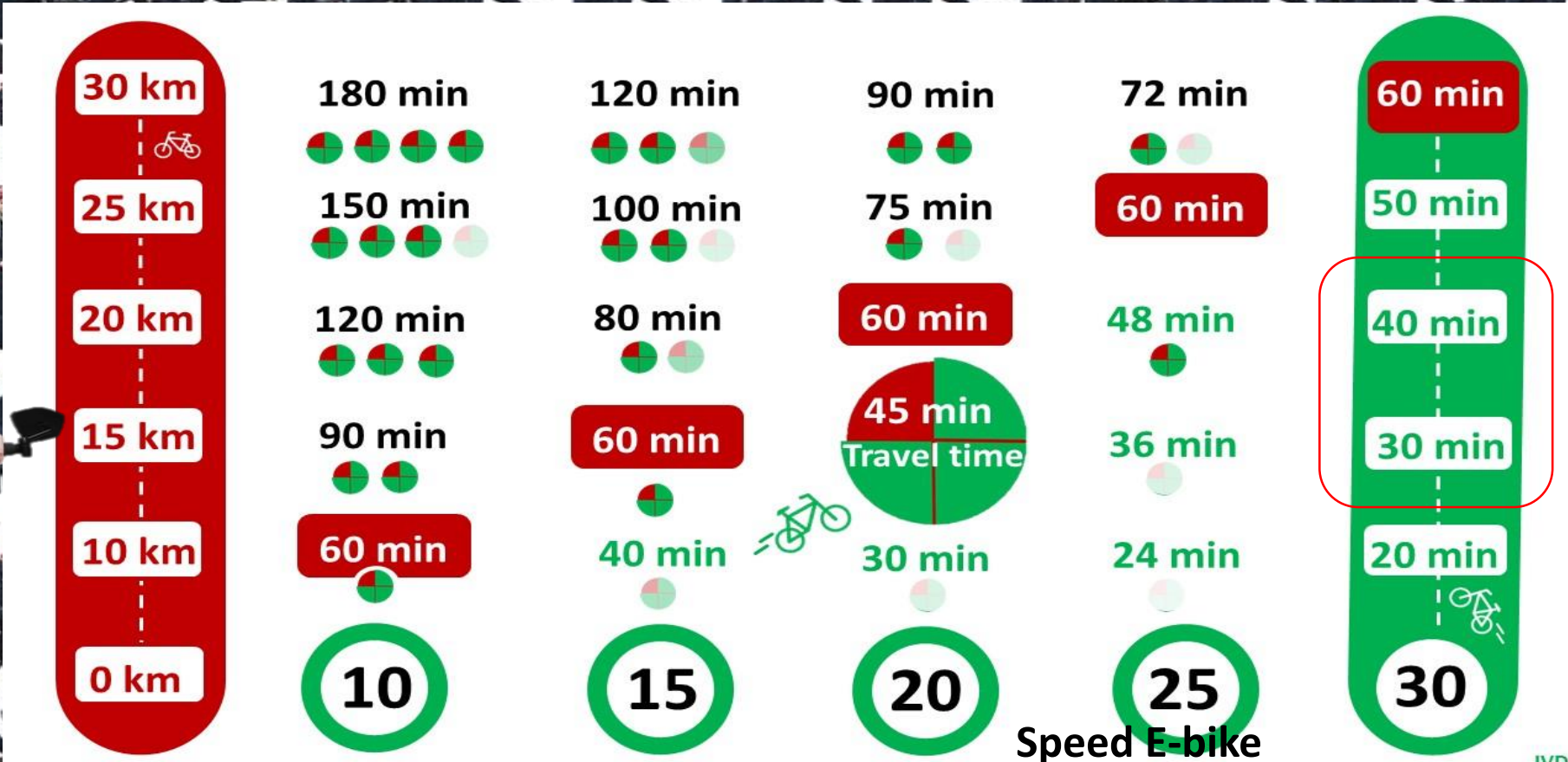
Centre

Interreg 
North-West Europe
CHIPS
European Regional Development Fund



E-bikes + cycle highways

= magic formula for a **greener** and more **connected** Europe

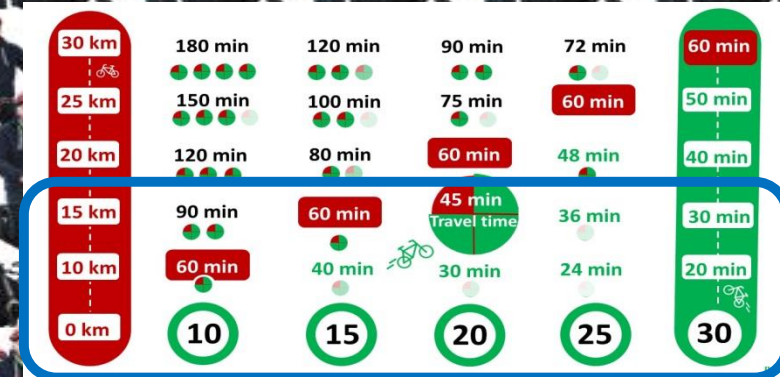




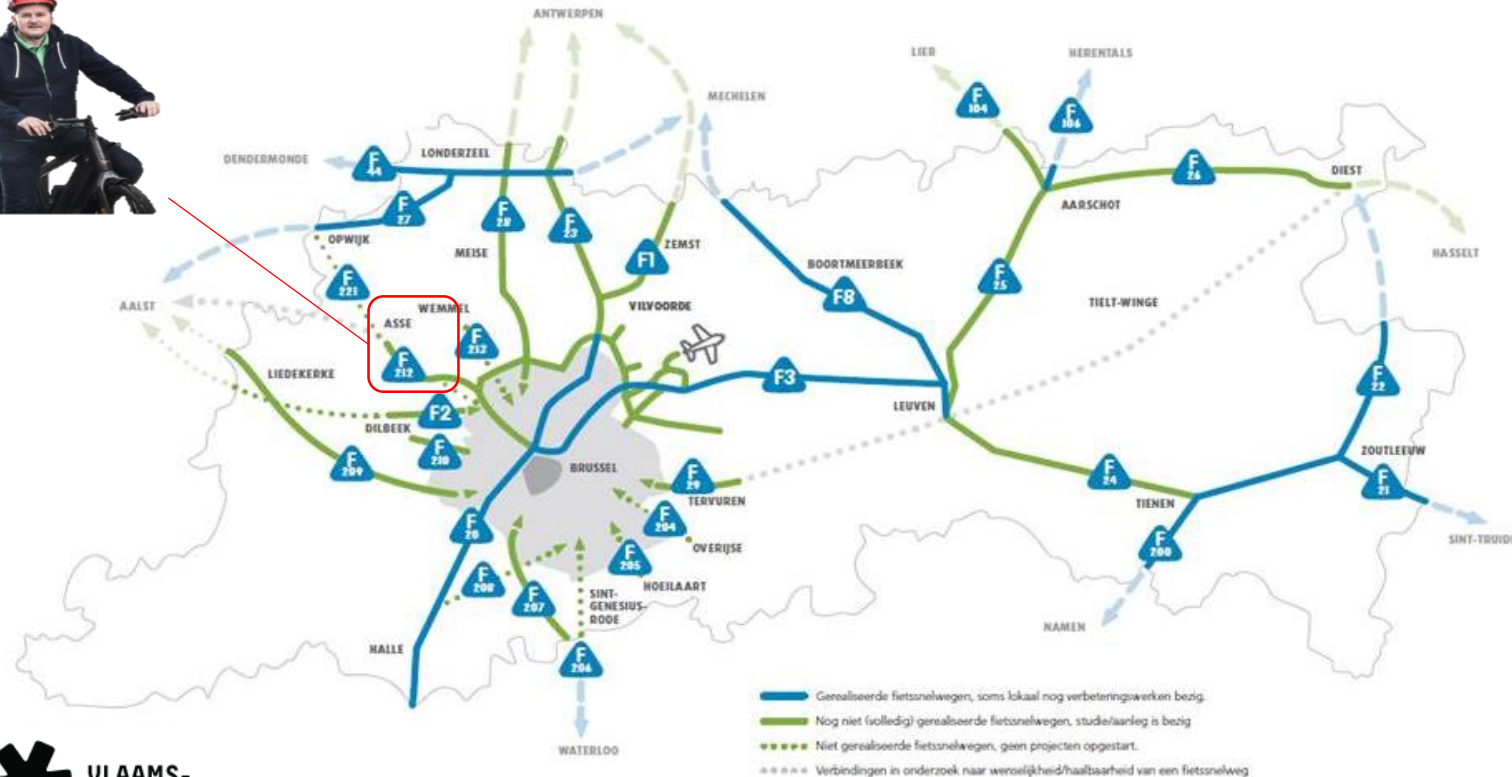
78%

of all trips in Flanders

< 15 km



But there are more reasons to invest in cycle highways





No weather problems

Fast, but ruled by the timetables
Distances longer than 20-30 km

Solution for persons with disabilities



Cycle Highway

No A to  B problems

Stops in between stations

Slow, but no timetables
Energy 1 train = 10.000 E-bikes

Cheaper (operational costs)

Space efficient: can be used by
pedestrians outside peak hours

Healthy exercise
COVID19 proof



Cycling = Recycling lost travel time



=



Exercise
Health
Well being



Bring kids
to school



Relax
Free time
Cooking
Grocery shop
Pick up kids



Exercise
Health
Well being

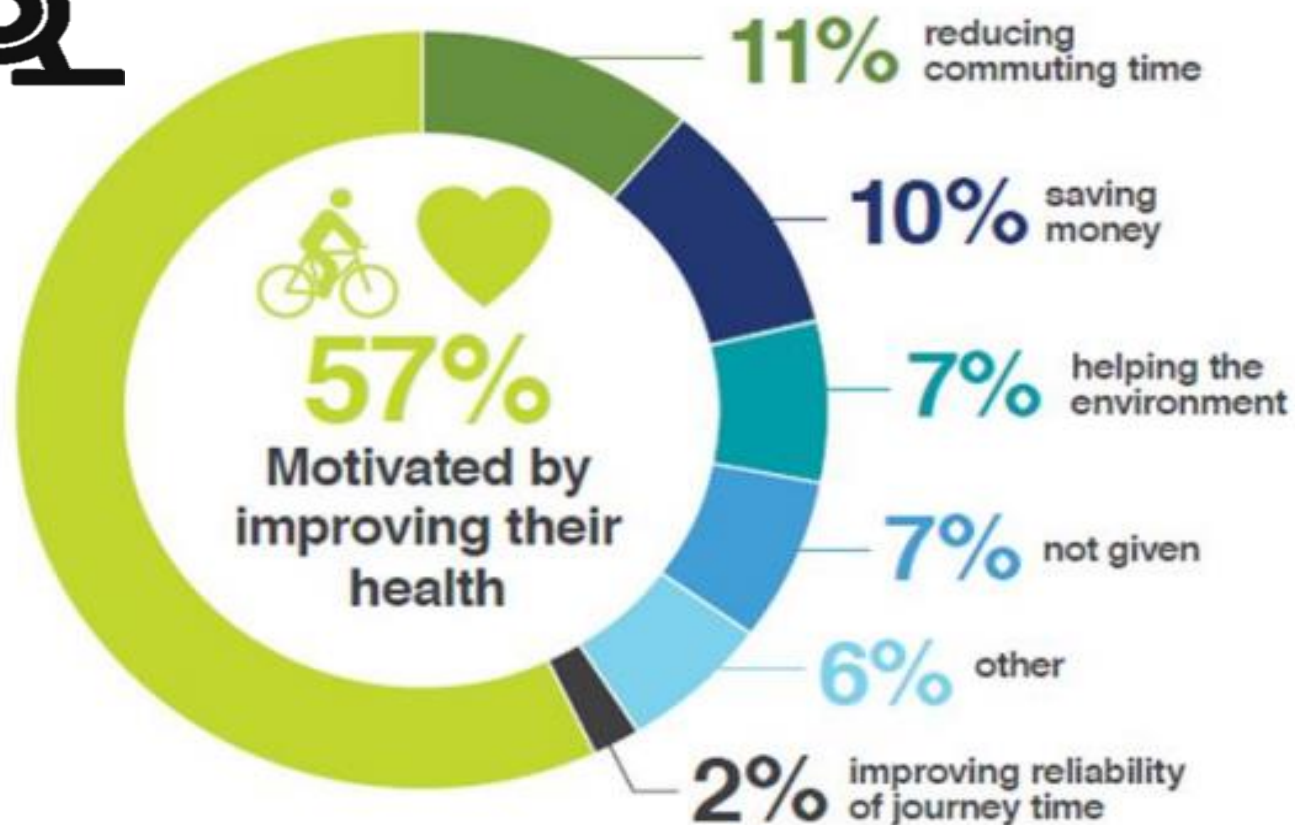
Daily integration
Exercise
Sports



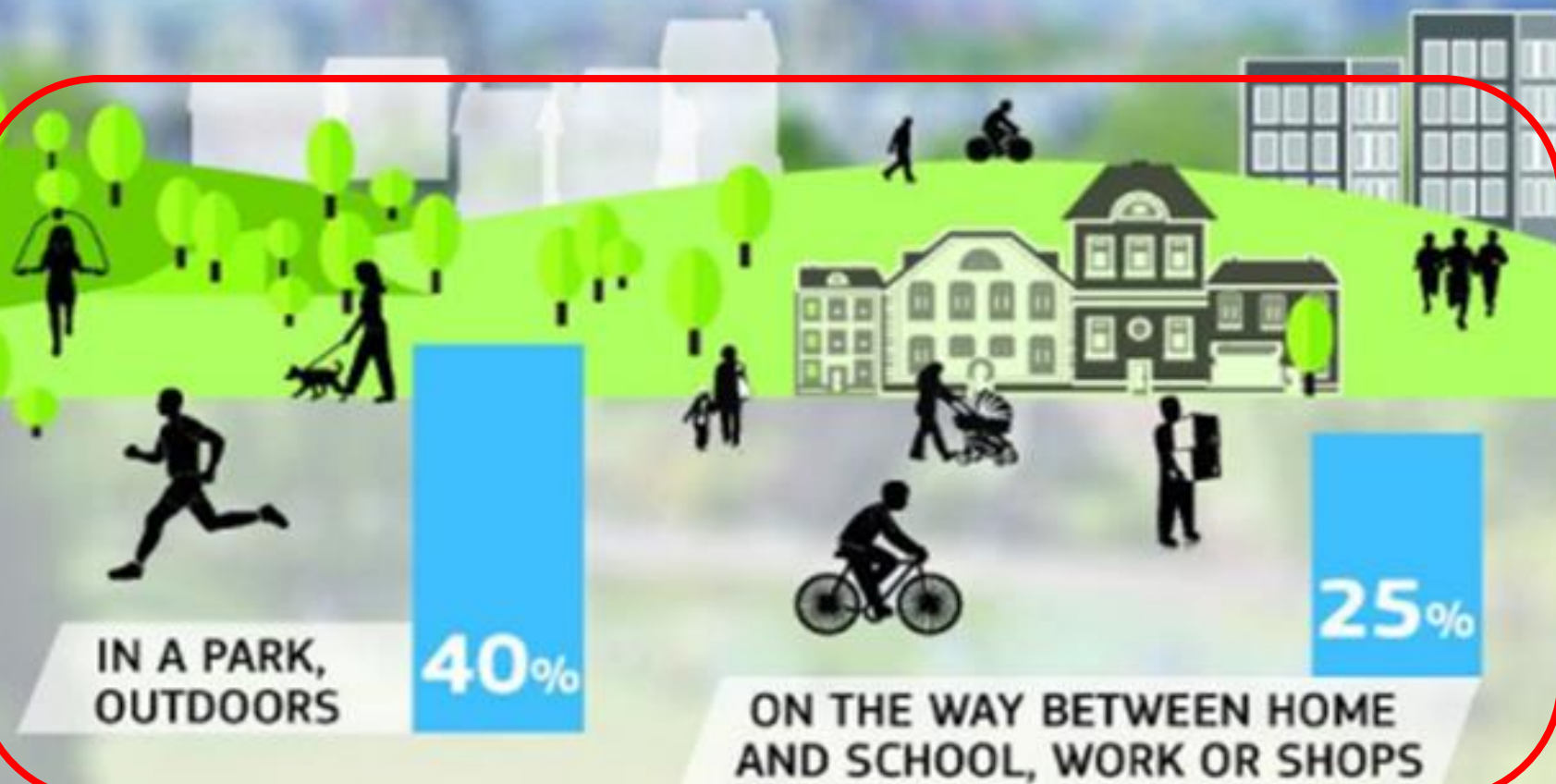
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Motivations to cycle

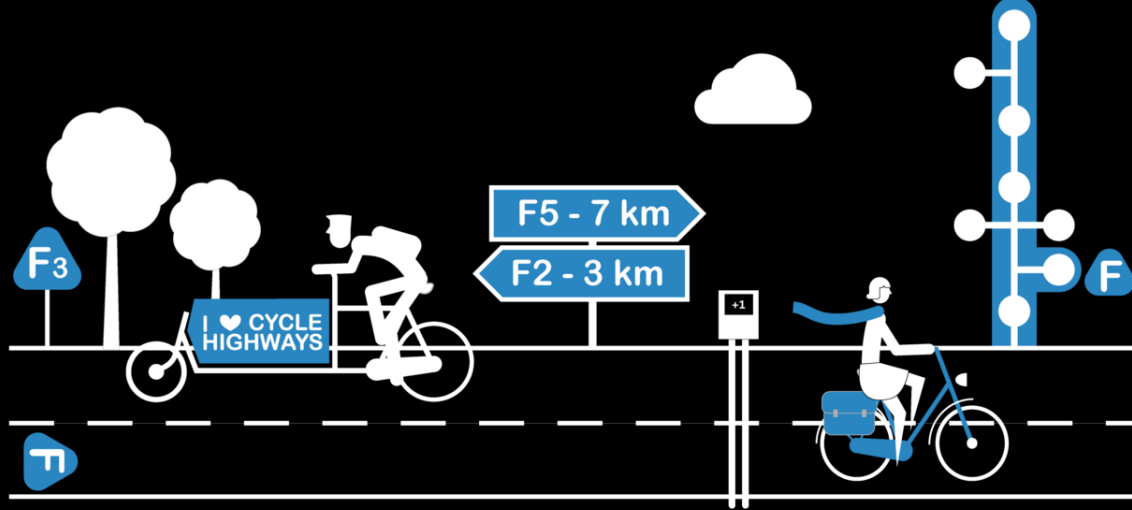


European Week of Sport



A group of people are gathered outdoors for an event. In the foreground, several orange bicycles are parked. A man in a black t-shirt with 'CYCLESMA' on it is cutting a red and white striped ribbon. Other people are taking photos with their phones. A sign in the background says 'BIKE STOP' with icons of a bicycle, a drink, and a location pin. A small table on the left has bottles and a bag on it. The background shows a grassy field and trees under a cloudy sky.

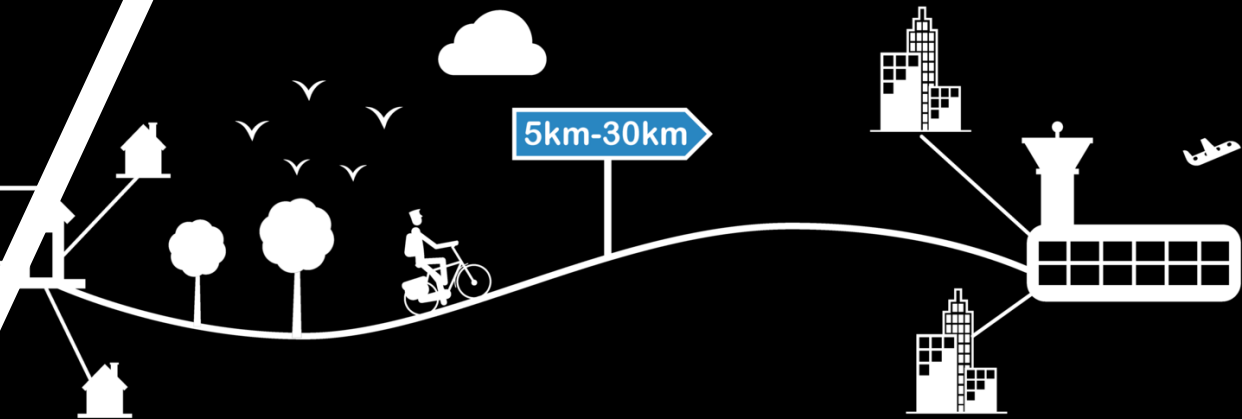
Some CHIPS results



A MOBILITY PRODUCT

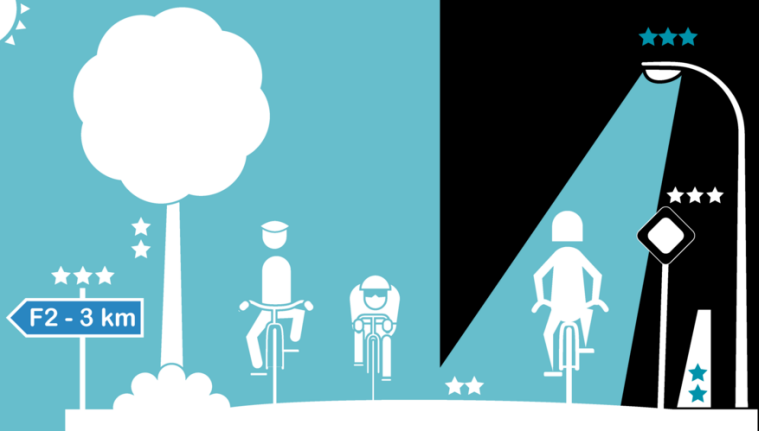


HIGHWAY IS



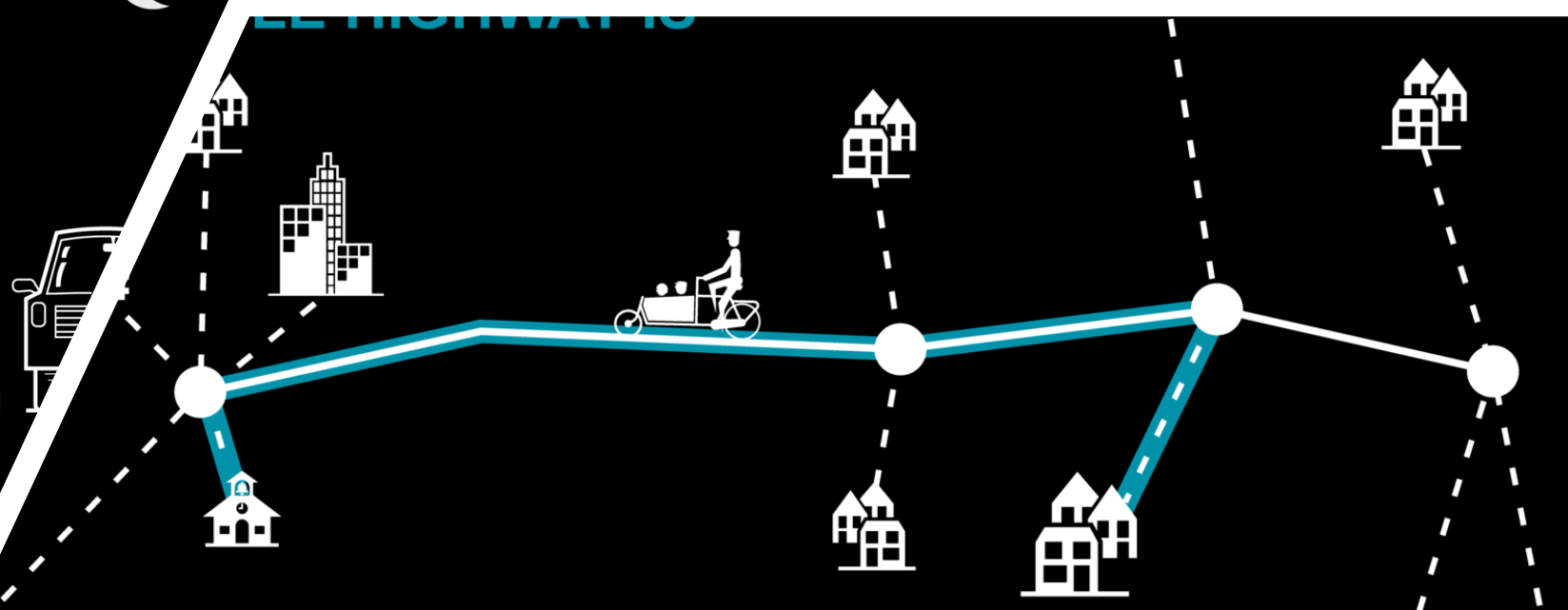
A FUNCTIONAL CONNECTION

A CYCLE HIGHWAY IS



OF HIGH QU


EL HIGHWAY IS





A shared cycle highway language

www.cyclehighways.eu

Interreg
North-West Europe
CHIPS

Search 

 **About** 

- What is a cycle highway?
- Why investing in cycle highways?
- The Life Cycle Highway explained
- Lexicon
- Vision 2030

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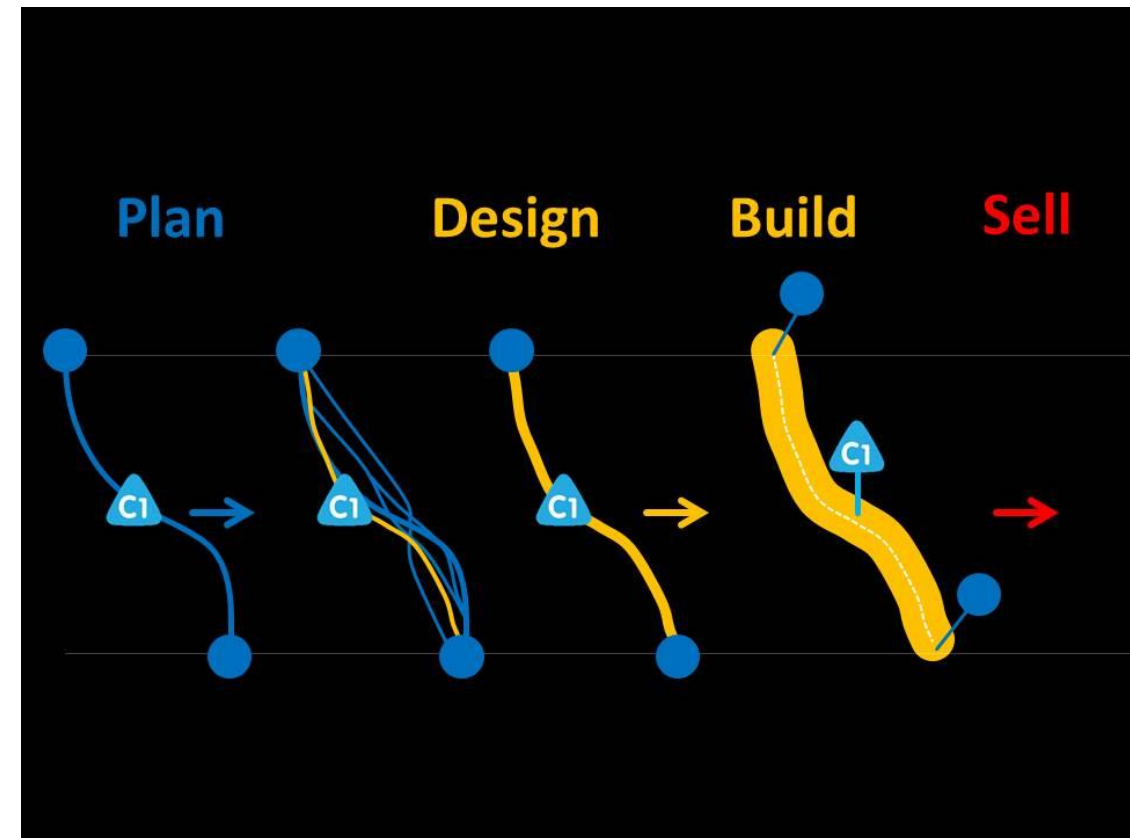
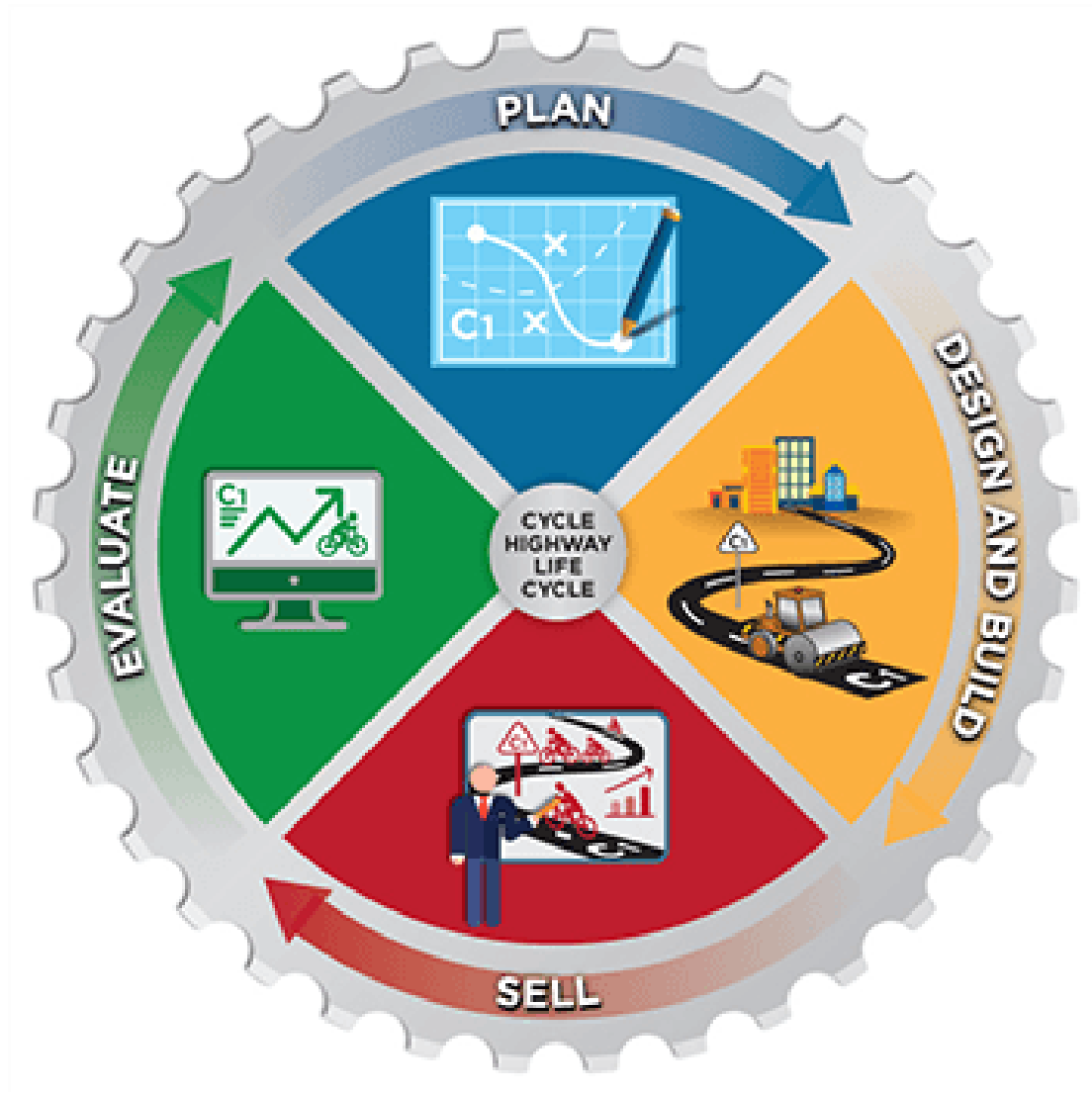


Cycle Highway Manual

The Cycle Highway Manual is a product of the CHIPS (Cycle Highways Innovation for smarter People transport and Spatial planning) project. It summarises 3 years of knowledge sharing and research between partners from Belgium, the Netherlands, Germany, UK and Denmark. It aims to be a help for professionals that deal with cycle highway planning, design, construction, selling, maintenance, monitoring or evaluation.

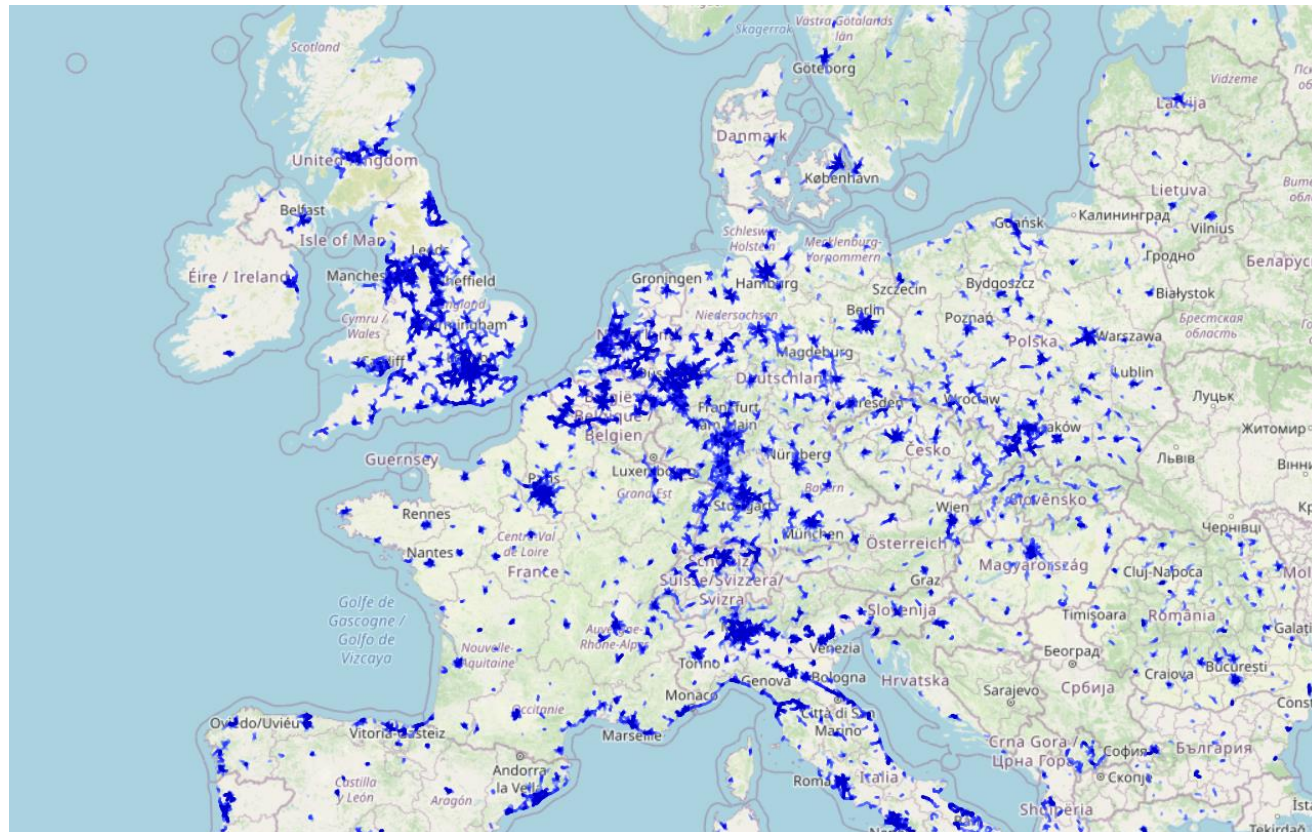


A smart approach



Planning tools

f.i. European map of potential cycle highways



Design principles

Search

About

Plan

Design and Build

How to start designing your cycle highway?

Design principles

Directness

Design speed

Lack of interruptions

Safe crossings

Degree of separation from motor vehicles

Width

Clearance and (lack of) obstacles

Lighting

Surface quality

Slopes and gradients

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Share

Most existing guidelines (see comparison in the table) give 4.0 m as recommended width for a bidirectional cycle path, and 2.5-3.0 m per unidirectional cycle paths. Minimum widths are respectively 3.0 m and 2.0-2.5 m. The numbers are based on the assumption of a bicycle needing approximately 1.0 m wide lane for riding:

- Two-wheeled bikes usually are 60-75 cm wide; an extra 20 cm is needed for maintaining balance.
- Kid trailers and three-wheeled cargo bikes can be wider – up to 80-90 cm – but do not need the extra space for balance.

The recommended width of a bidirectional cycle path of 4.0 m means that 2 cyclists can overtake or ride next to each other in both directions (2x2 “lanes”). The minimum width of 3.0 m means one cyclist in each direction and a spare lane for overtaking or riding next to each other in more popular direction (e.g. in the morning to the centre, in the afternoon toward the suburbs).

Guidelines/standard title	Region/country/organisation	Width, two-way cycle path	Width, one-way cycle path	Width, one-way cycle lane
Design Manual for Bicycle Traffic	CROW, Netherlands	4.0 m	3.0 m	not recommended for CH
Vademecum Fietsvoorzieningen	Flanders	3.0 m or 4.0 m, depending on the expected usage level		not mentioned as a solution

European Regional Development Fund

A toolbox around branding & wayfinding

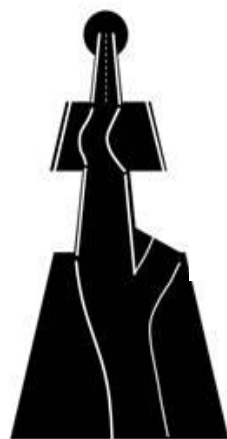




Infrastructural
aspect
of readability



Awareness
aspect
of readability



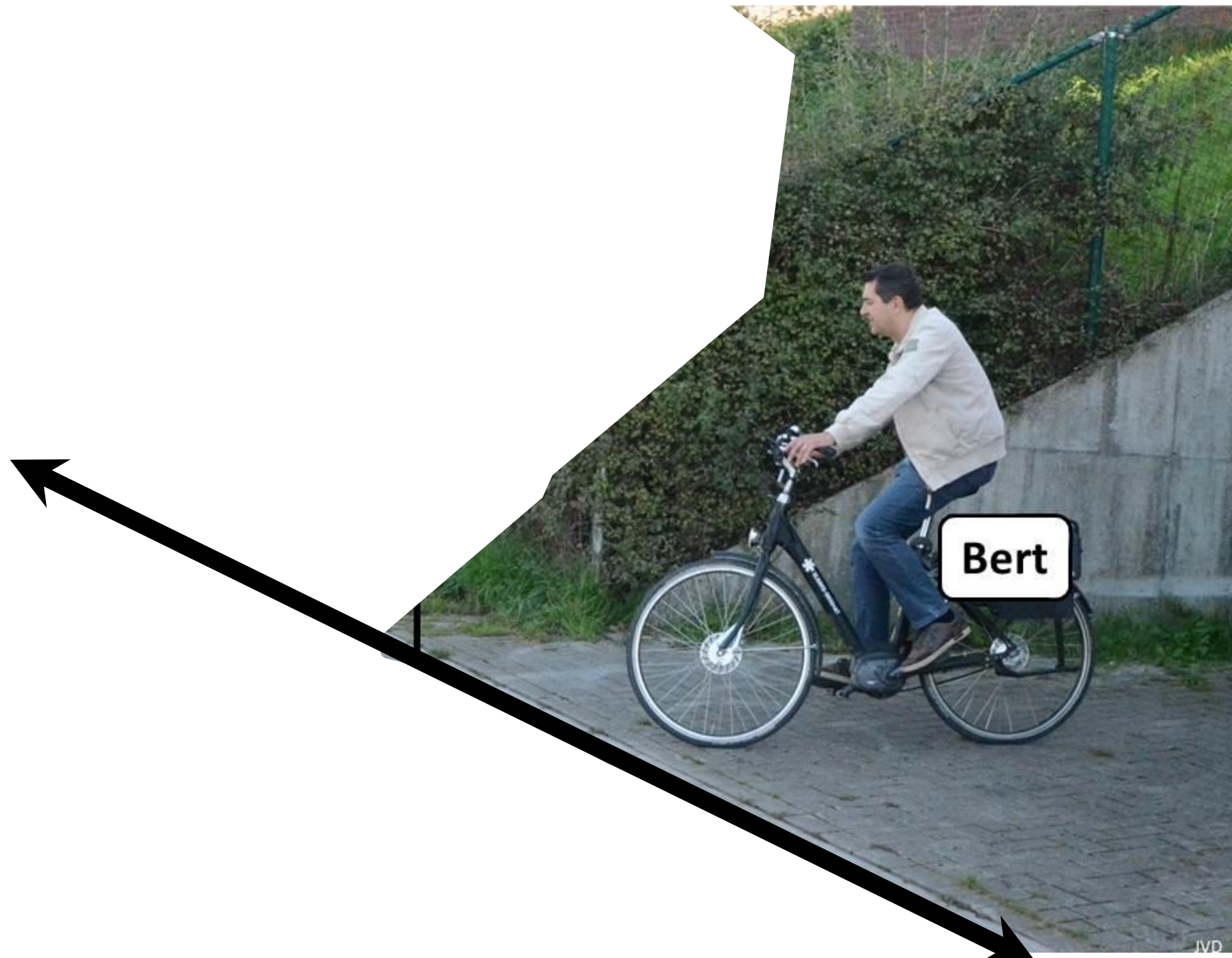


Infrastructural
aspect
of readability



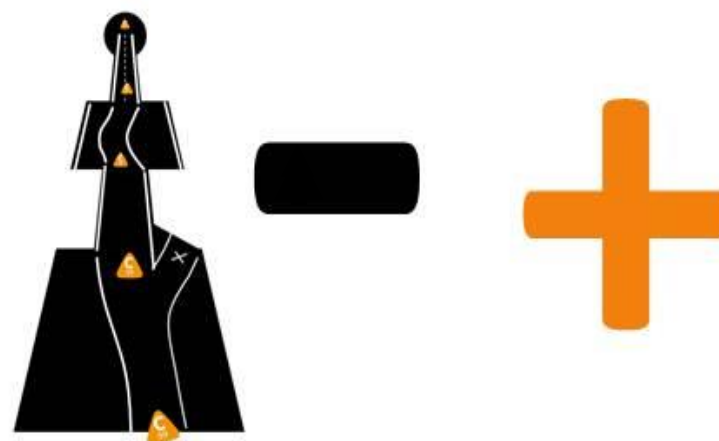
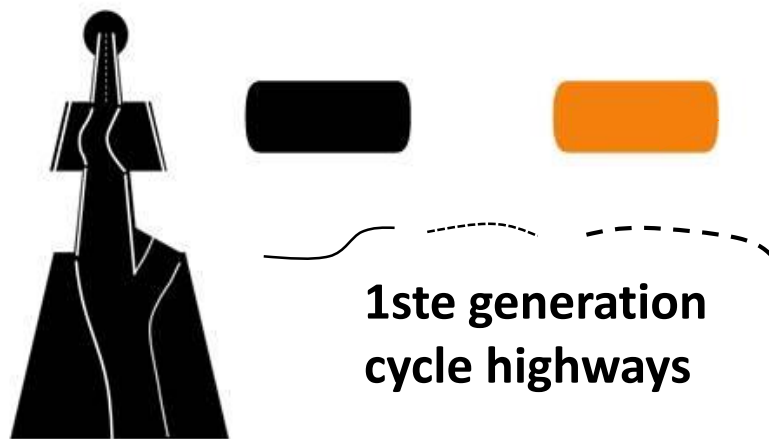
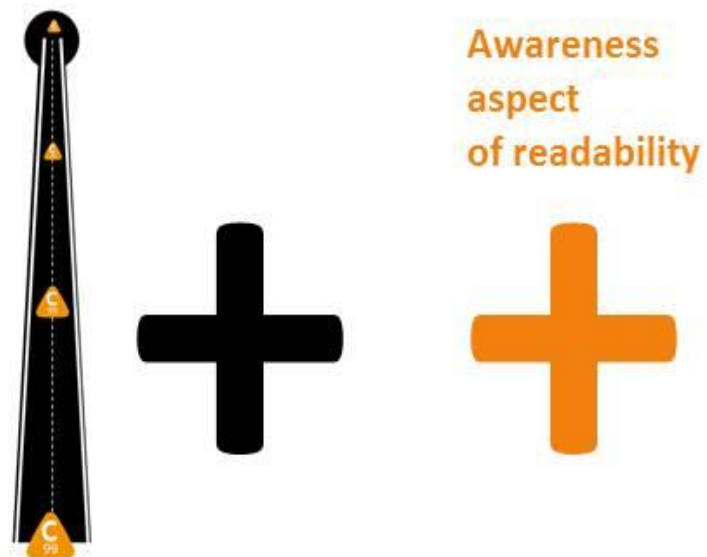
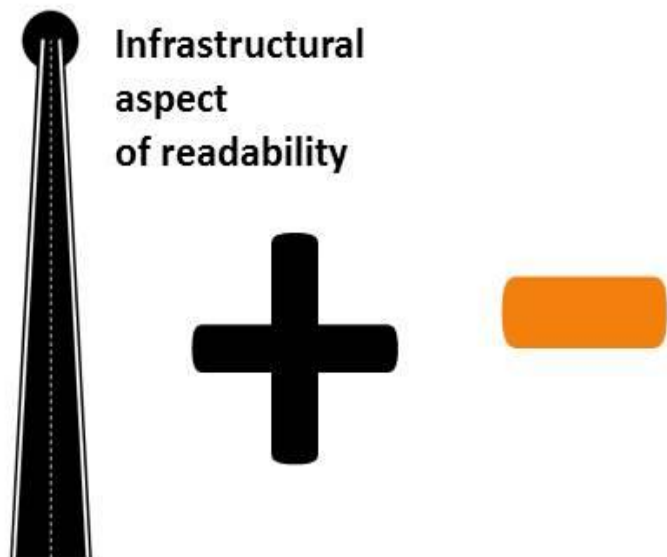
Awareness
aspect
of readability





**Hi Bert, welcome on
board of the F3 cycle
highway from Leuven to
Brussels!**

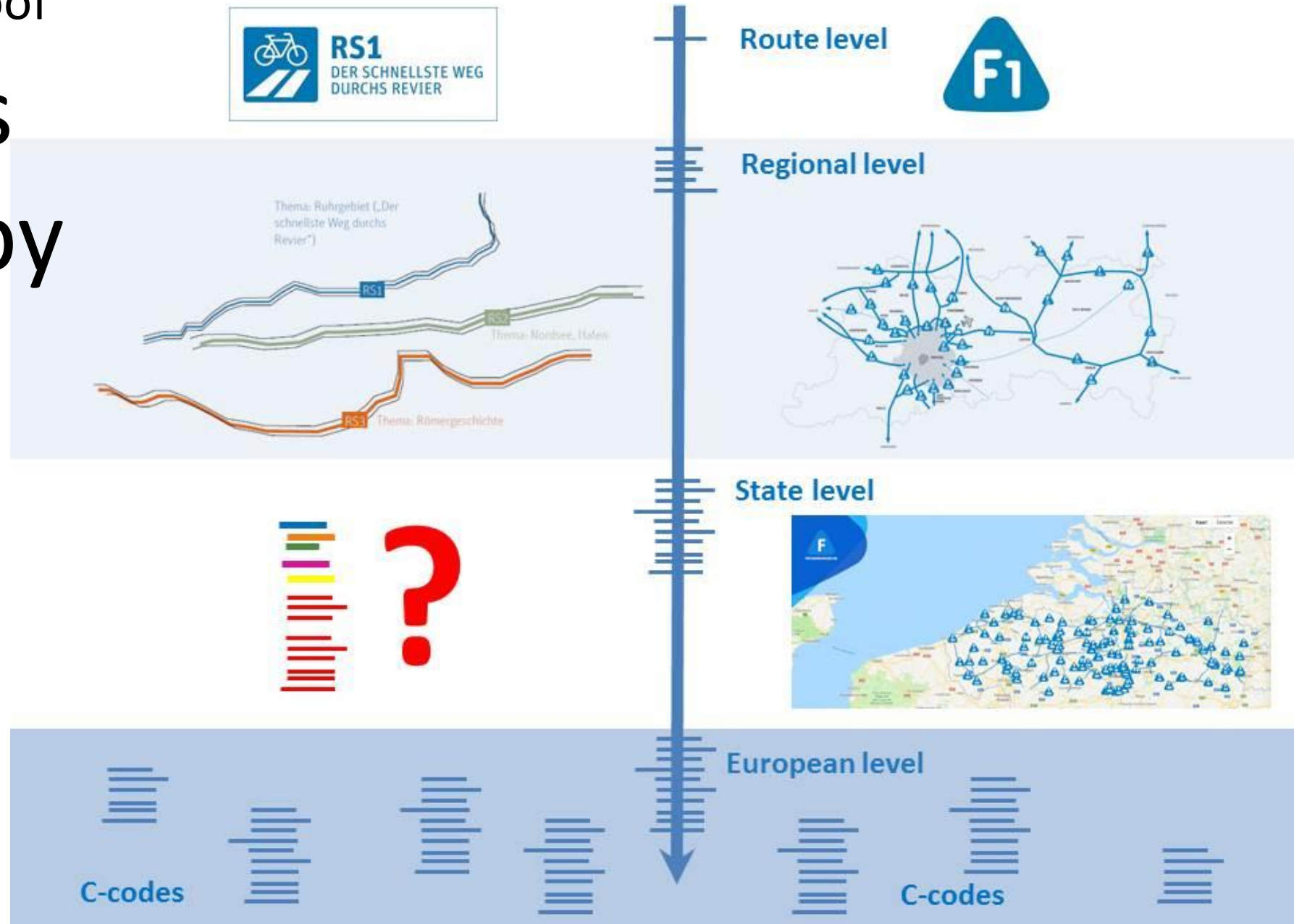
Bert

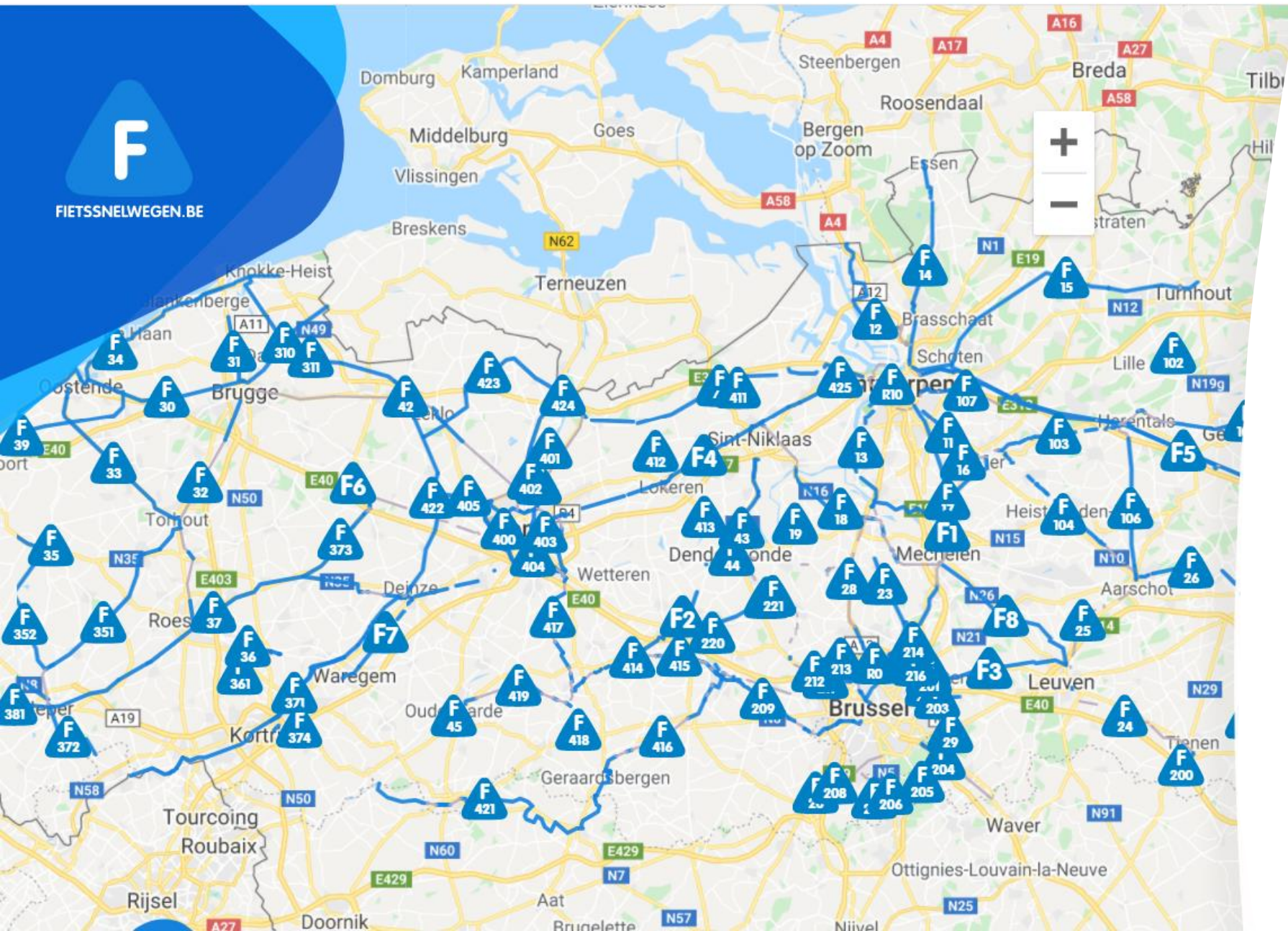






If you think future proof
use c-codes
& don't copy
the metro
strategy





**Keep it simple on higher
scale
& avoid copyright problems with
Jackson Pollock**



Much more in the readability toolbox

