

Cycling in Brussels

Active Travel in Europe – Sustrans Scotland

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@GRACQ



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GRACQ – Who are we ?

- NGO that advocates for cyclists since 1975
- + 17.000 members in Brussels and Wallonia (FR)
- + 70 groups active on the local level (municipalities)



GRACQ – Who are we ?

- Our goal : to make cycling safer and easier for everyone
- Our missions :
 - Lobbying > *better infrastructures, better rules for cyclists, less cars...*
 - Communication/education > *cyclists' rights and rules, promotion of cycling, cohabitation between road users*
 - training program for volunteers > *how to cycle in trafic, cycling infrastructure, social media & press, how to be effective as a group...*



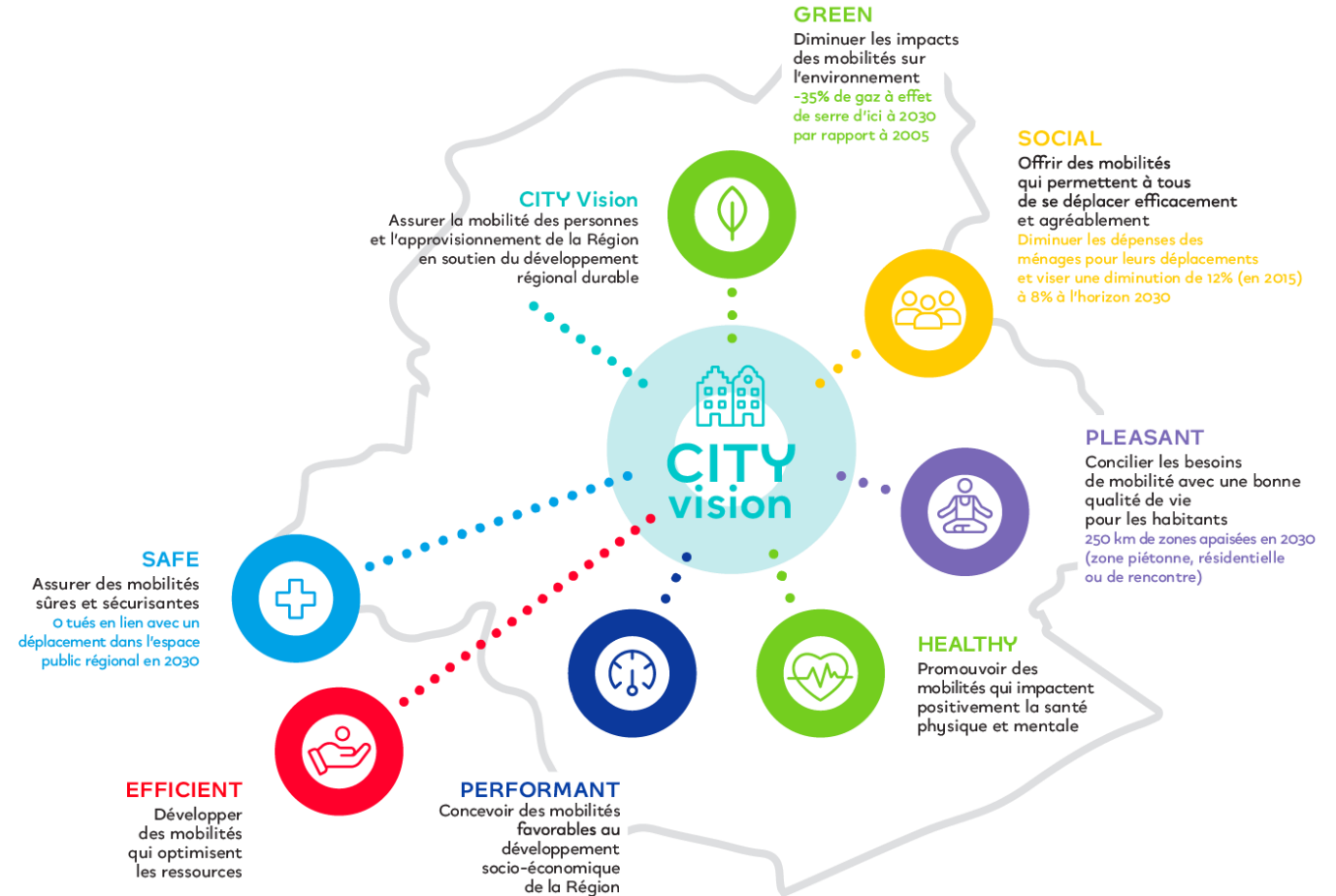
Brussels-Capital Region

- 161 km²
- Population : 1.2 million people
- 2 languages : FR & NL
- 1 region & 19 municipalities

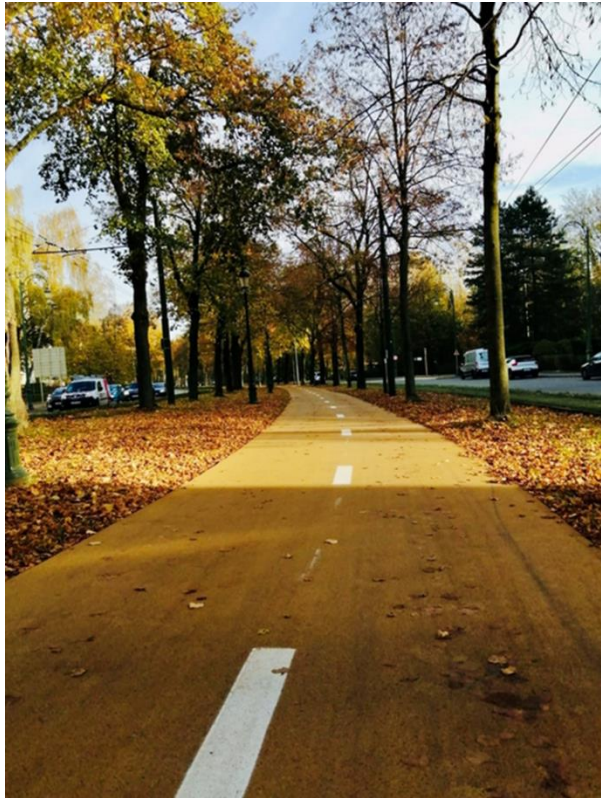


Good Move – Brussels Mobility Plan (March 2020)

- By 2030 :
 - -25% car traffic
 - cycling trips x4
- January 2021: 30km/h is the new 50!
- 50 low traffic neighbourhoods (no through traffic)
- Specialized networks for each mode of transport > *Bicycle PLUS network*



Bicycle PLUS network



March 2020: lockdown in Belgium



- 85% reduction in car traffic
- Raise in cycling



Lack of space for pedestrians & cyclists

- Need for green areas
- Physical distance
- Narrow pavements & cycle paths



Reclaiming space for people !

Citizens asked for :

- Car-free zones (around parks)
- Residential zones on local streets
- Bicycle lanes on major roads

> *Good Move as the base !*



Car-free zones around parks



The « Bois de la Cambre » case

- a park for cars or a park for people ?
- Summer 2020 : closed to cars
- Now : open partially to cars on week days
- Mobility study in progress



Residential zones

- Max. 20 km/h – pedestrians can use the whole street
- Mainly road signs
- City center = residential zone (temporary)



Residential zones



Cycle paths on major roads

Déconfinement: 40 kilomètres de pistes cyclables sécurisées à Bruxelles (carte interactive)

Le but d'Elke Van Brandt, ministre bruxelloise de la Mobilité est clair : limiter la fréquentation de la Stib.



PhotoNews



Info « Le Soir » - Journaliste au service Monde
Par Véronique Lamquin

Publié le 29/04/2020 à 06:00 | Temps de lecture: 2 min

Avec la réouverture, progressive, des entreprises, puis des commerces et enfin des écoles, les déplacements vont s'allonger et surtout se multiplier. « Or, on ne peut pas reporter toute cette pression sur la Stib », insiste Elke Van den Brandt, ministre bruxelloise de la Mobilité (Groen). « Pour aider la Stib, nous devons proposer des solutions alternatives. On sait que deux tiers des trajets effectués à Bruxelles sont inférieurs à 5 km. Nous voulons donc encourager les personnes en bonne santé à privilégier la

Sortie de confinement à vélo: bientôt 40 km de pistes cyclables supplémentaires en région bruxelloise



29 avr. 2020 à 06:23 - mise à jour 29 avr. 2020 à 06:23 - 1 min

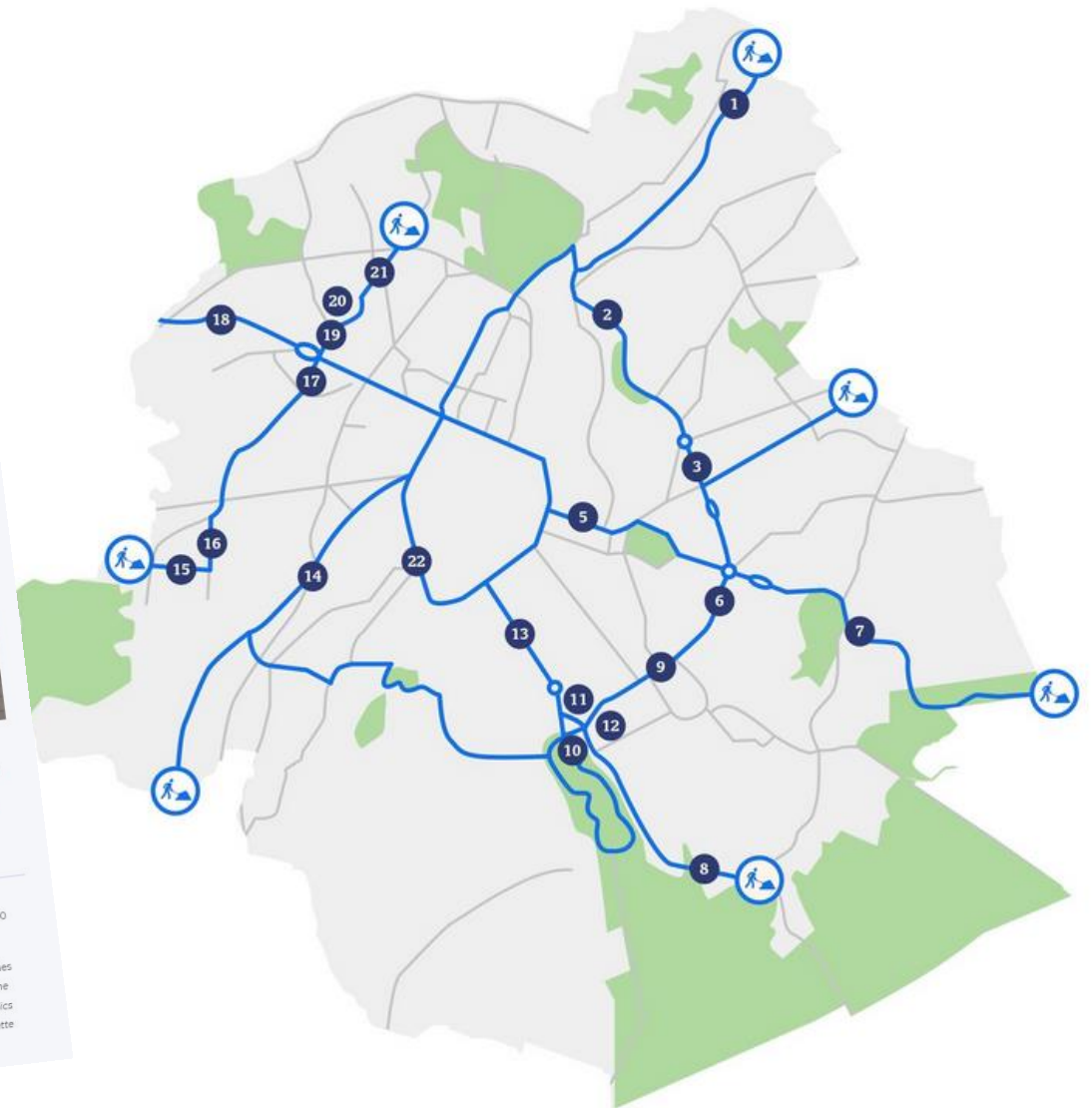
Par Belga

Info Régions Société Régions Bruxelles Coronavirus Info
CYTÉRIE INFRASTRUCTURE MOBILITÉ DIVERS CORONAVIRUS
#CORONABELGIUM

PARTAGER f t w e in

Le réseau de pistes cyclables en Région bruxelloise devrait compter quelque 40 kilomètres supplémentaires d'ici peu.

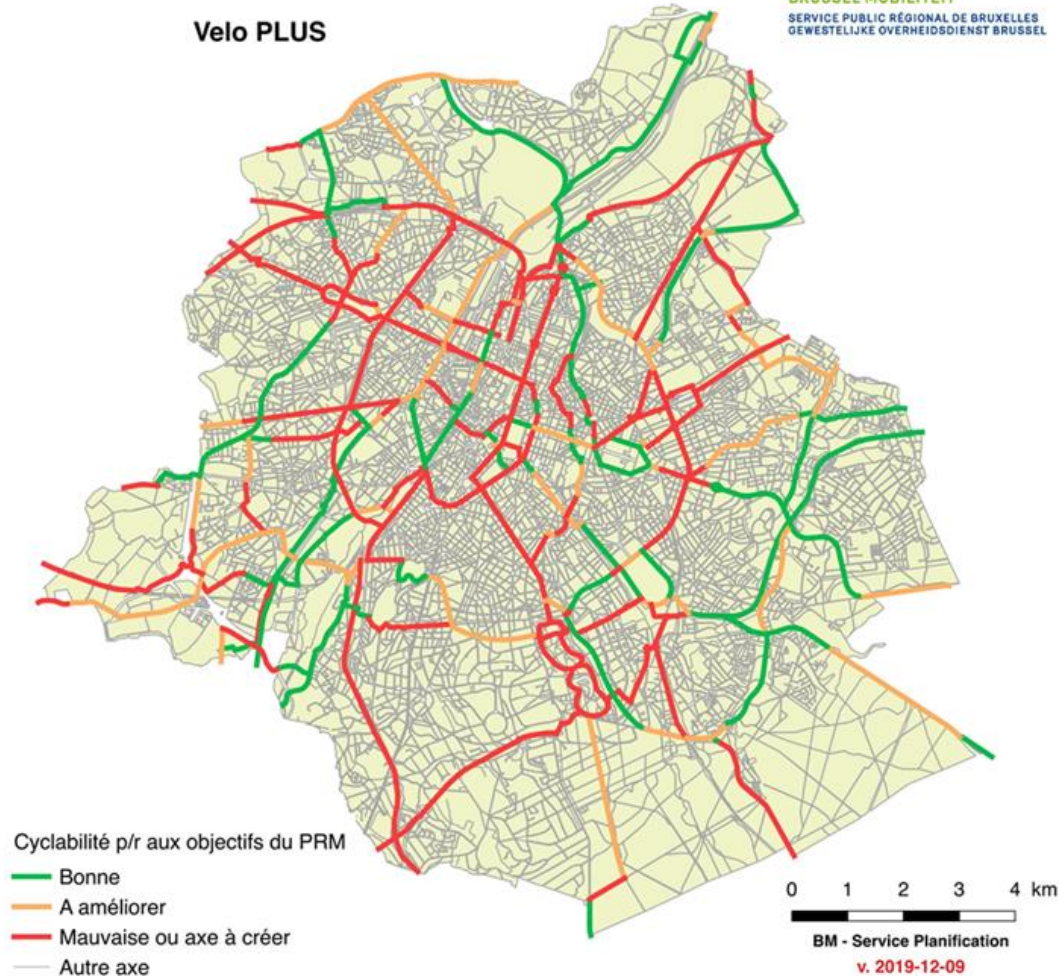
La ministre régionale de la Mobilité, Elke Van den Brandt, espère ainsi décharger les transports publics alors que s'amorce une sortie de confinement progressive. "Une enquête a révélé que les navetteurs étaient prêts à délaisser les transports publics pour le vélo, moyennant une infrastructure suffisante. Nous allons accéder à cette demande", a-t-elle fait savoir.



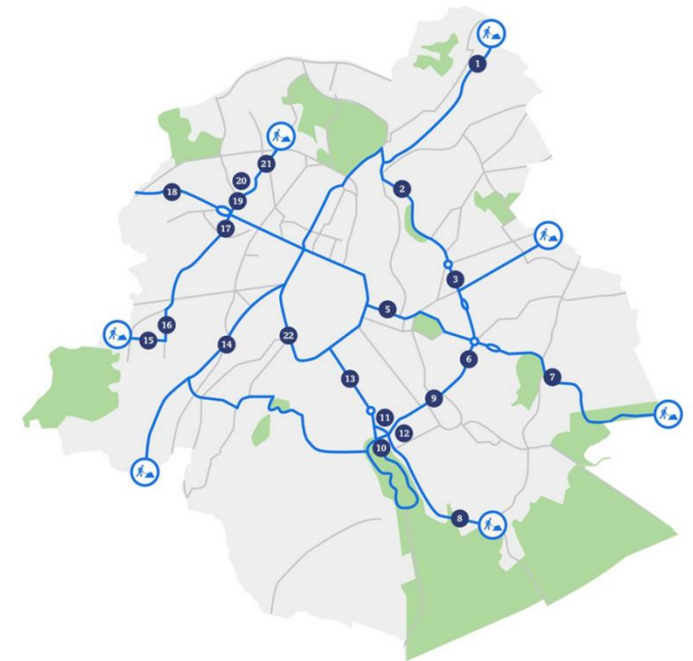
Bicycle PLUS network (2019 situation)

Spécialisation multimodale des voiries
Multimodale wegenspecialisatie

Velo PLUS



- Lack of connection – missing links
- Lack of safety on crossroads
- Inadequate cycling infrastructure



Pop up cycle lanes

- No public consultation
 - reversible
 - two years test
- Shortage of concrete blocks/ plants containers
- Car traffic disappeared during the lockdown, but not parked cars !



Rue de la Loi





More space for cyclists, but...

- No consultation
- Safety at crossroads
- Protection from car traffic
- Consistency/continuity
 - Some steps backs
 - Some municipalities refused the « covid cycle lanes » on their territory
 - Lack of clarity (for cyclists, but also for car drivers)



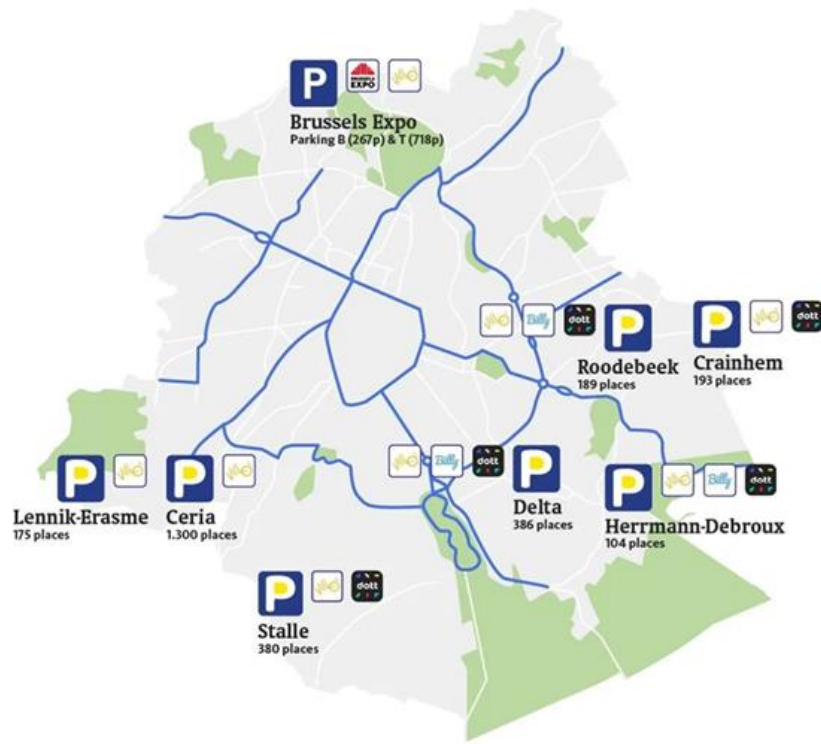
Evaluation

- 71% of satisfaction amongst users.
 - lack segregation (from car traffic but also from public transport)
 - Disconnected cycle lanes (network)
 - Lack of continuity/consistency
- 85% of dissatisfaction amongst non users
 - Suppression of car lanes > more congestion, loss of time
- Reasons to begin to cycle/ cycle more (top 3):
 - Practice a physical activity
 - New infrastructures
 - Avoid public transports



Communication

Park + Bike



Waarom fietsen tijdens de quarantaine?



Bicycle PLUS network (situation 2021)



- **33%** > ↗ 3%
- **32%** > ↗ 10%
- **35%** > ↘ 13%

To the next level !

- Tactical infrastructure :
 - Quick & cheap
 - Reversible – test in real condition
- > Help to develop a better & long term solution



To the next level !

- Make the pop up bicycle lanes permanent
> *functional, pleasant, future-proofed*
- Secure crossroads
- Improve public space for everyone
- Address the on-street parking issue !



Key ingredients

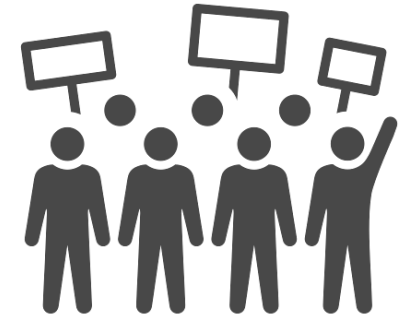


**Planning –
*Good Move***



Strong political will

**Citizens / road users
organizations must be
involved (> support)**



Communication



**Evaluation >
improvement**



Time

Keep in mind...

- Be ambitious > build for the future !
- Reducing car traffic and speed = safe & pleasant environnement
- Resistance is part of change



QUESTIONS ?

