



GMF WORKSHOP ON MOBILITY

Cycling and social inclusion

a view from Brussels/Europe

What politicians can do?

Regulating:

laws and permits and urban development

Financing:

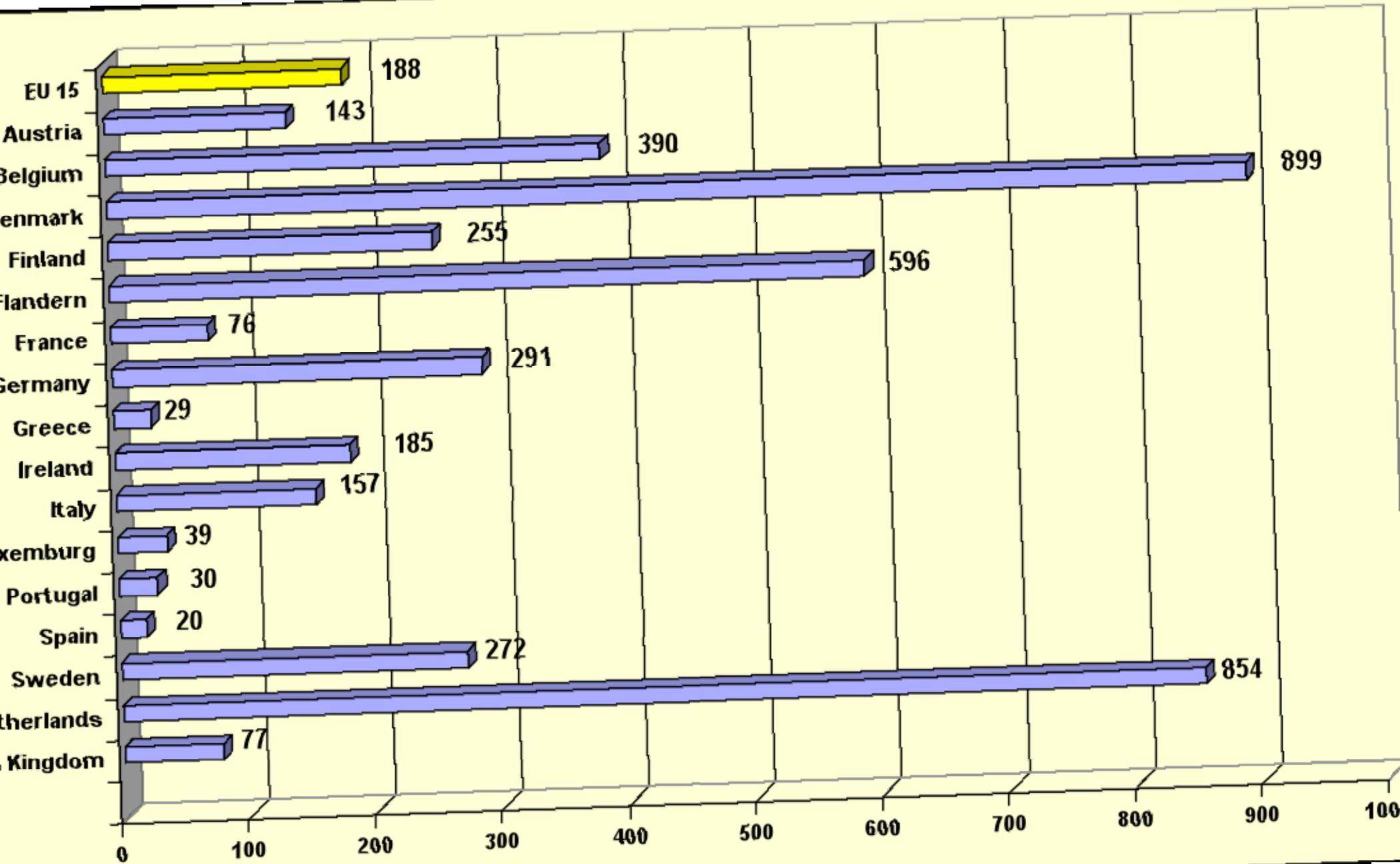
own expenses, subsidies policies, taxation poli

Equalising:

different modes of transport and creating opportunities for the most vulnerable citizens

Cycle use in Europe (km/year)

Source: Eurostat 2000



Brussels in Europe

European legislation on environment
limiting ozon and particulates

European incentives on mobility
*deminuishing lethal fatalities on the road -
50% 2000-10*

European parliament: *resolution on
Sustainable Urban Mobility Plans (23/4/9)*

The EU Charter of Brussels

Towns that subscribed the Charter at VeloCity 2009



the Charter of Brussels

mayors and regional ministers
commit themselves to invest in bicycle policy
and lobby on the EU to promote urban cycling

next rendez-vous in Spring 2010 at VeloCity Copenhagen
the European Cyclist Federation in charge of this initiative

is closely connected to the 'Bycicle policy audit' called Bypad

www.velo-city2009.com/charter-brussels.h

www.ecf.c

www.bypad

The Brussels capital region

Small but important: 1 mio inhabitants, 160 km²

(not) Rich: 20% of GNP vs. 20% unemployed

Interdependent: mobility to and from labor basin

Own regulation; autonomous region with own parliament and government, 19 local authorities

Ambitious targets for cyclists and safety

Resolution voted at the parliament (1997-2005)
10% of all mechanical transport should be by bike

Brussels Summit on Road safety (2003)
Reduction of the lethal fatalities by 50% from
2000 to 2010 cfr. EU Action Plan

“Don't cycle because it is not safe”
3,5% in Brussels
compared to 35,1%/ Wallonia and 3,6/ in Flanders

kepooling to school with parents



Brussels bicycle plan and roadsafety

bicycle plan 2005-2009

5% of all travels < 5 km

engineering:

check-points, cyclerooutes,
modal shift, shelter projects

education:

schoolchildren, women,
inhabitants

enforcement:

police on the bike

NEW: Pedestrian plan 2010-1

25% of all travels < 1km

for more security and comfort

Road safety

First summit in 2003

Yearly campaign in October

cycle plan evaluation 2007

anted lanes & logos 2x/4y
y 4/18 routes
70 metros accessible

ycle certificate
'vélo mesdames'
've a taste of an other mobility'

entory of 60 black-points
ce on the bike in 12/19 communes

Road safety

- Car speed; ex. 131km/h where 50km/h is the maximum
- Lethal fatalities
monitoring shows status quo
- Controlling speedlimit with camera's does help

Critical situation for the cyclist

Schaarbeeklei in Vilvoorde/Brussel



Mobility weeks mobilise

in September

- the European car free day on the 22nd
- the mobility week from 16th till 21st

in May

- Dring Dring breakfast
- Bicycity on the highway

School mobility plans step by step

Working group of schoolmaster, pupils, parents

Diagnose: how to reach the school

Action plan with info, education, organisation,
infrastructure

Evaluation to improve actions

e:

At rush hour 20% of the traffic is related to school

90/638 schools (33.000/215.000pp) have a school mobility plan

www.greenbelgium.be

www.schaerbeek.be

Move a kube while cycling



The Cyclists Certificate

A three years' plan:

- launching the project (1350 eur per class)
- training the teachers (550 eur per class)
- follow up and quality controll

Winning the European Road Security Prize 2008 as
ProVelo doubled the pupils involved over 3 years;
from 300 tot 600 (2006-2009) in Brussels

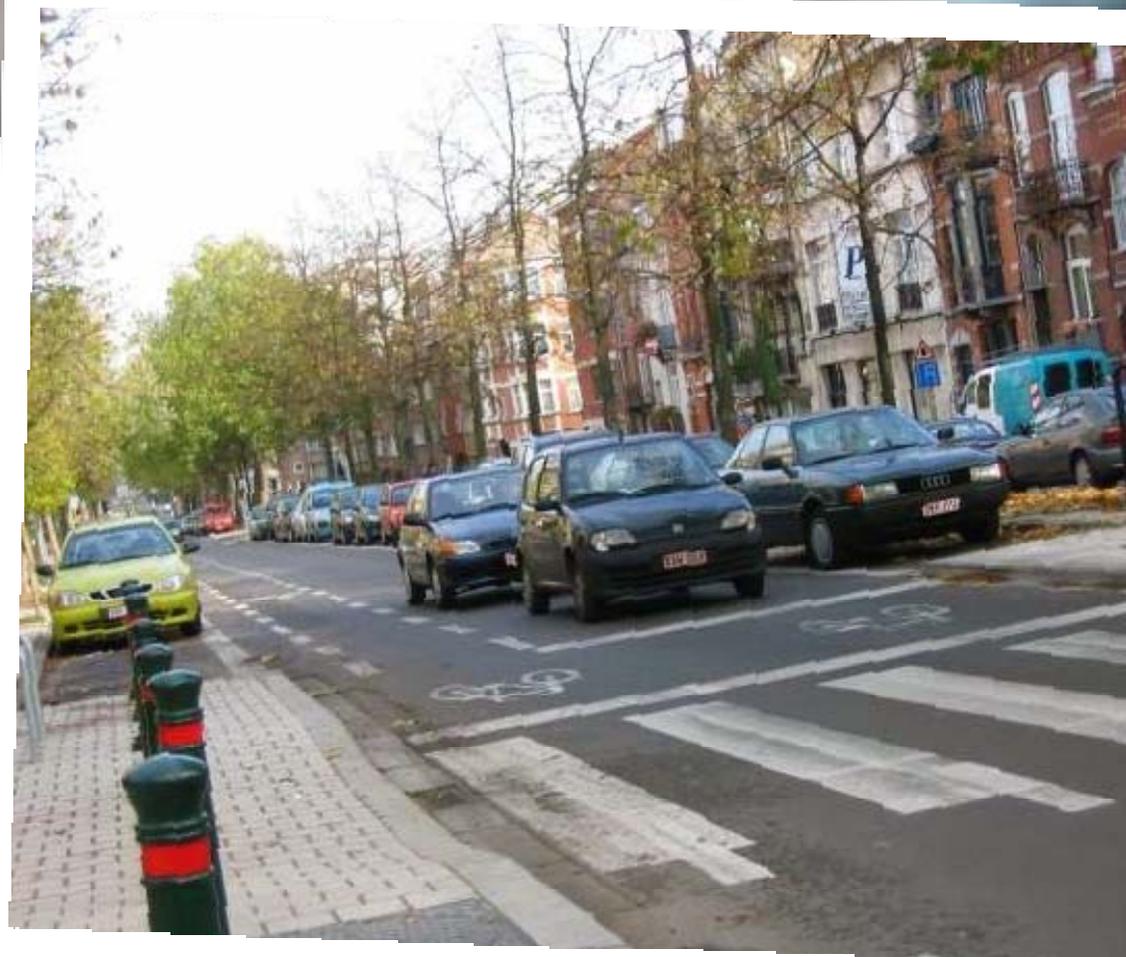
A policy of bicycles permitted through 'contra flow cycling'

- Bicycles are allowed in every (small) street
Mandatory >3m and allowed 2,6 to 3m. Sometimes forbidden <2,6m
- These streets have 50% less cyclists' accidents
- Extra safety measures by road marking: catches attention drivers, makes cyclists take the right position, V-shape shows the direction

Contra flow cycling



Advanced stop line



making service points

ent, stall, repair bikes

or commuters & inhabitants (& tourists)

d part of the education and employment project

to be operating at every big trainstation and beyo

4 stations in Brussels,

4 in Wallonia, 30 in Flanders

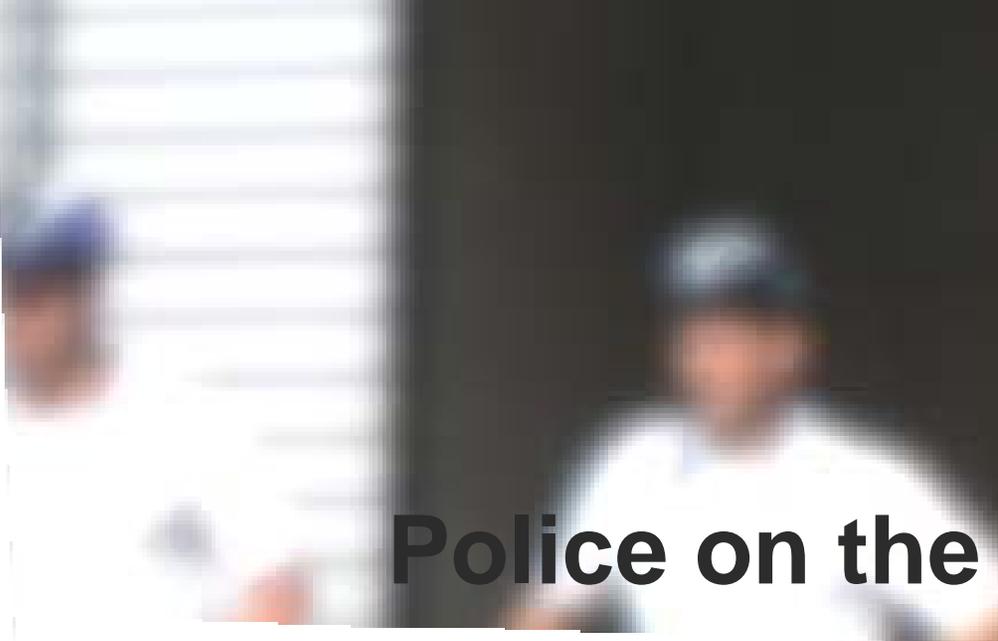
A velo mesdames take the bike, ladies'

Training in group in 3 phases:

1. Learning to cycle off the road (2 hours)
2. Learning how to cycle on the road (2h)
3. Improving cycling on the road (2h)

Note: in Brussels only 25% of the cyclists are female

dies on the bike



Police on the



Political choices make a difference

Regulation:

laws and permits and urban development

Financing:

own expenses, subsidies policies, taxation policies

Equalising:

different modes of transport and creating opportunities to the most vulnerable citizens

Benefits for all

Healthy for the individual and for the environment

Security in the neighbourhood and social life

Image of all stakeholders and economical benefits



Adelheid By

THANK YOU FOR YOUR ATTENTION

Aknowledgments:

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