# Cycling Infrastructure the case of the FR30 – 'de Brugse Stadsfietsroute'

Bart Slabbinck, city of Bruges

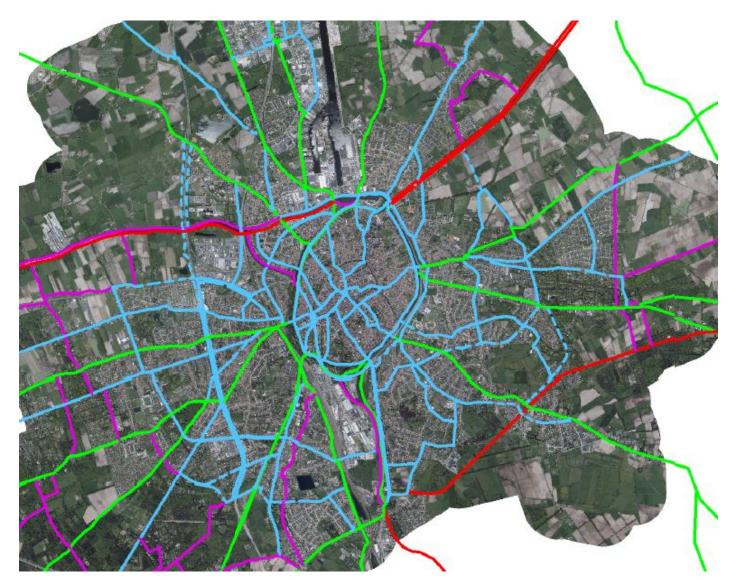


# The European Horizon 2020 Handshake-project Commitment of the city of Bruges

**Bruges sees Handshake as an opportunity to push cycling to the next level.** Thanks to the support and knowledge exchange of the CCs, Bruges will be able to take innovative steps within a shorter time frame. **Bruges intends to identify weak links near the city centre.** Apart from that, the city will 1° participate in a masterplan process on how to optimalize the (cycling) infrastructure near the train station whereby a cycling bridge will be investigated and will 2° gain further knowledge on communication strategies.



# Not all roads lead to Rome All cycling roads lead to the centre of Bruges ... but this has one downside ...







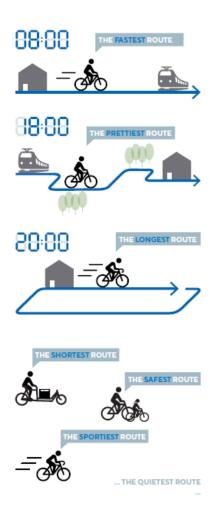


# Which network 2.0 do we want to have? Which cycling connections have to be facilitated?

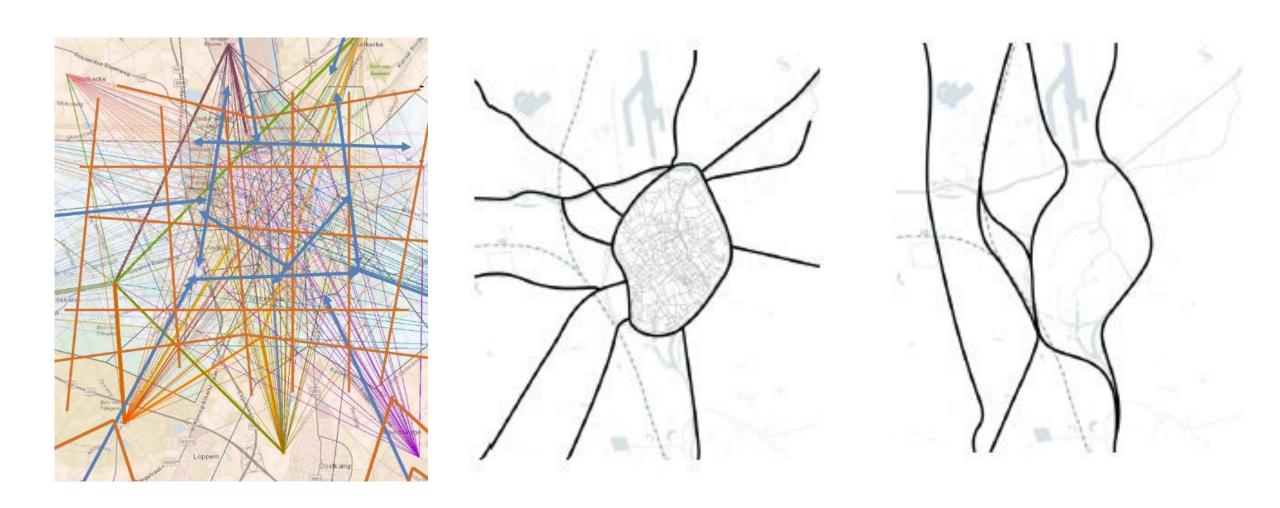
#### Not all trips are centre-oriented

# / Today

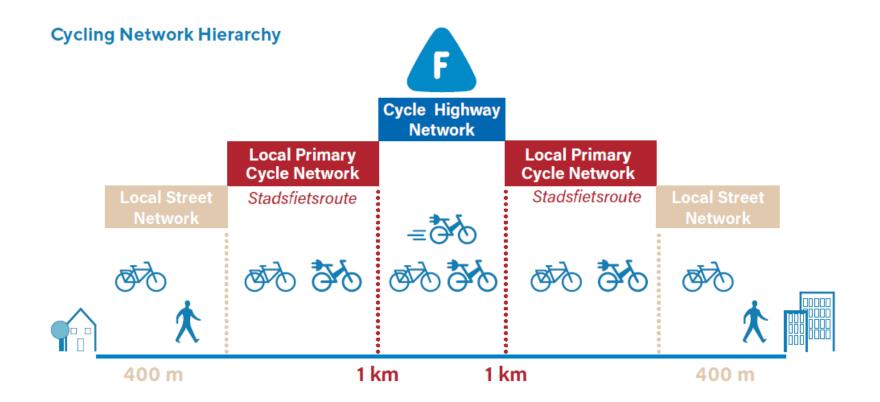
#### There is no such thing as thé trip



#### Of course some trips – routes are more important than others

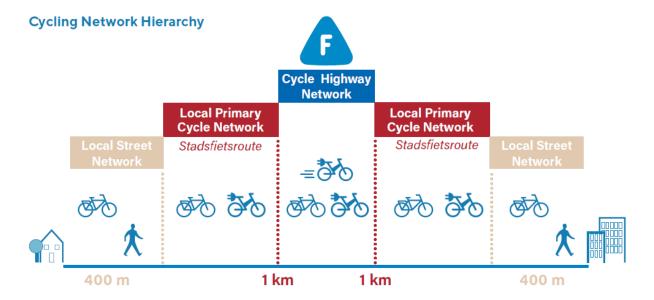


#### Of course some trips – some routes are more important than others



# Lesson 1 : a cycling network is as a lace – create a comprehensive network isn't the cycling network as strong as its weakest link?





Lesson 1: a cycling network is as a lace — create a comprehensive network ... it also guides you in identifying quick wins / strategic actions / ... ... it also guides you in identifying partners / win-win projects / ...





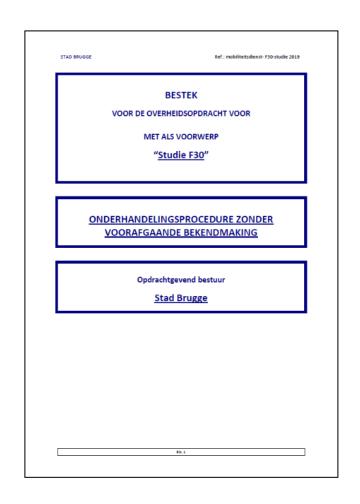
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#### But mobility is more than just traffic But cycling is of course more than getting from A to B

#### Ceci n'est pas un ring





#### But cycling is of course more than getting from A to B

Ceci n'est pas un ring

Less speed, more city





find the differences ... what is the added value for cyclists when cycling?

#### But mobility is more than just traffic But cycling is of course more than getting from A to B

Do we want a cycling highway in the heart of our city?

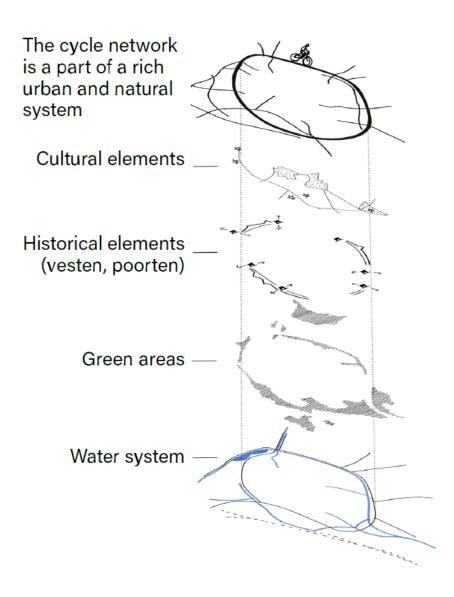


#### But cycling is of course more than getting from A to B

Ceci n'est pas un ring

Bicycle = a tool to highlight the quality of the ring zone

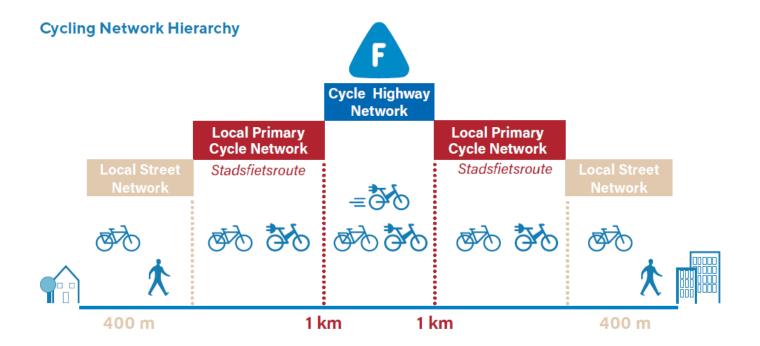
#### Less speed, more city

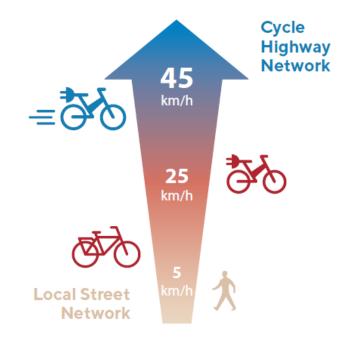


# Lesson 2: mobility planning is no traffic planning mobility planning should be about city planning

which city do we want? and which role cycling can play in this?

less speed, more city





We need a cycling network fitting the city's DNA

# We need a cycling network fitting the city's DNA Cycling paths are also space-consuming

• Case study Guido Gezellelaan & Hendrik Consciencelaan

#### too many cyclists for a too narrow bidirectional cycling path



# We need a cycling network fitting the city's DNA Cycling paths are also space-consuming

• Case study Guido Gezellelaan & Hendrik Consciencelaan

vision: "Vestenstraat -> Cycling Street"



If the only tool you have is a hammer, you tend to see every problem as a nail



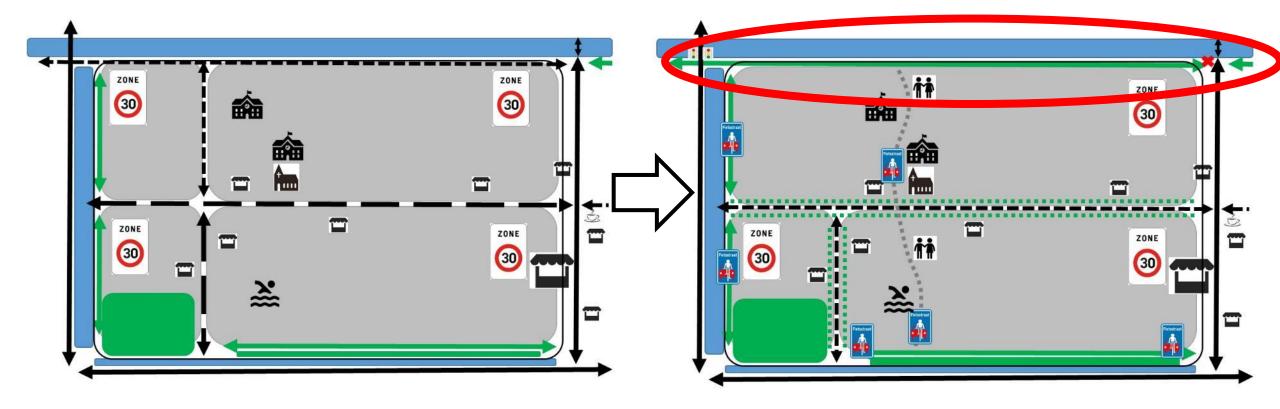
• The case study Houtkaai



- Too narrow cycling path
- Conflicts with pedestrians
- High speed
- Through traffic

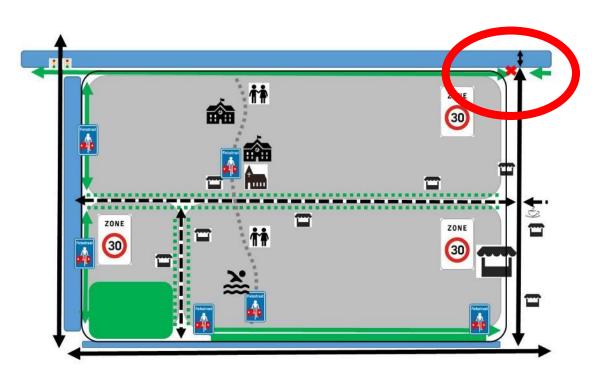
• The case study Houtkaai

#### FR30 embedded in a neighbourhood mobility plan



• The case study Houtkaai

#### sometimes it is as easy as placing 4 poles





• The case study Houtkaai Vision: Houtkaai — Cycling street and cycling path => sidewalk for pedestrians and joggers along the waterside



#### Conclusion

- Lesson 1 : create a comprehensive network
- Lesson 2 : cycling is not only a way of moving
   which city do you want?
   How can cycling help you to realise this dream?
   How can cyclists experience this dream?
- Lesson 3 : cycling infrastructure is more than building cycling paths



#### Want to know more?

