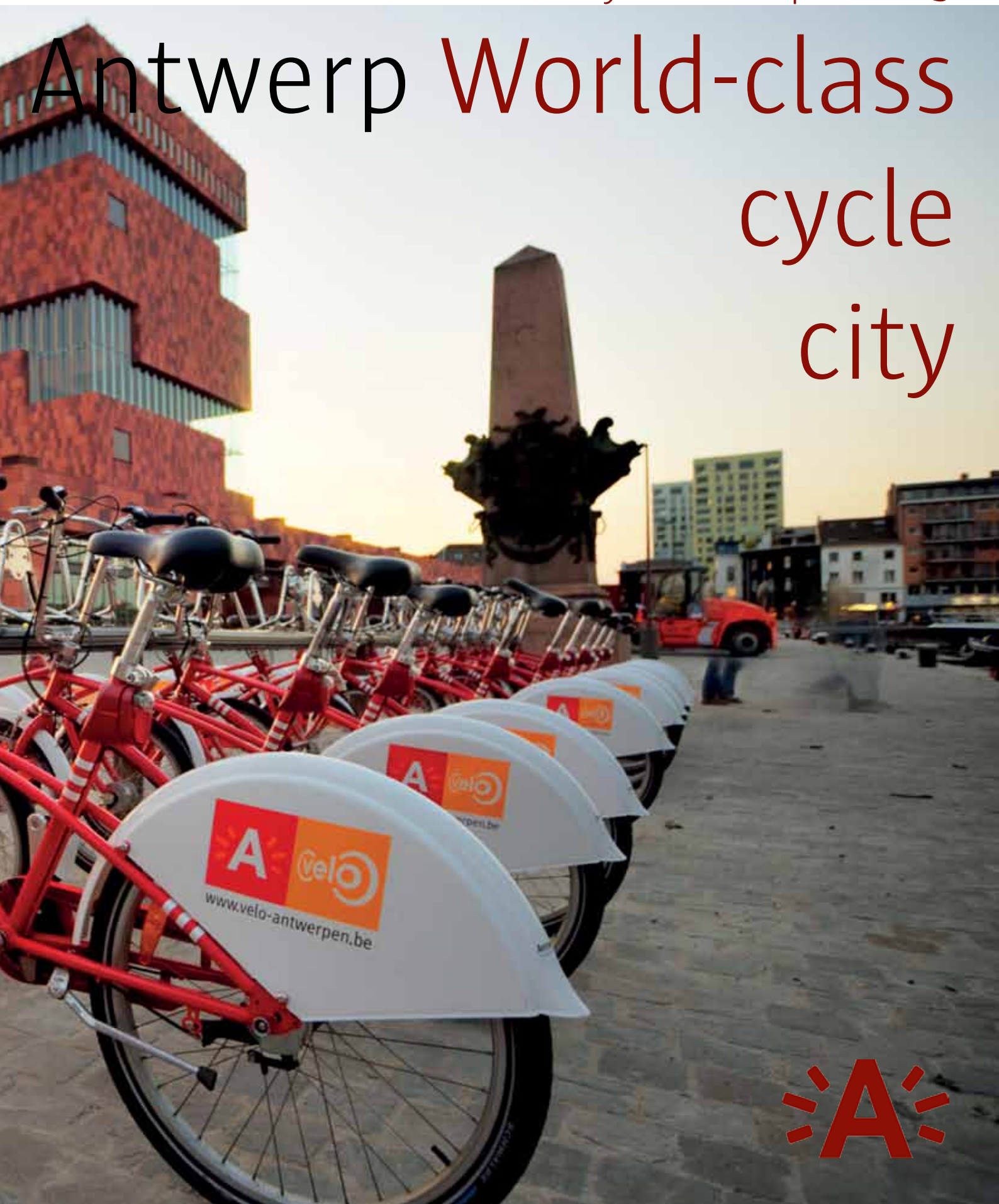
First-class cycling

Bicycle action plan 2015

Antwerp World-class cycle city



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Antwerp, World-class cycle city

Introduction

The bicycle action plan translates the bicycle policy plan into concrete actions and measures. These are divided into four categories. Star Actions, Quick Wins and Research and Deliberation give an overview of actions planned for this year. The category of Structural Actions comprises ongoing processes and actions that are always relevant to the cycle policy.

Star Actions and – where relevant – Quick Wins all have action flash cards. Each flash card has an illustrative image as well as the following headers:

- What?
- Target groups
- Relevance
- Coordination
- City services involved
- Partners
- Succes factors
- Linked with
- Useful resources
- Evaluation

The action cards are one of two annexes to this bicycle action plan.

The other annex is the 100+ missing links action plan. This action plan lists the missing links that were resolved in 2013-2014 and the planned missing link projects for 2015 and gives an overview of missing links in the cycle route network.

First-class cycling

Star Actions

Star Actions are spearhead measures in which the cycle policy strongly invests. These are new actions that take several years to realise because of their considerable size. The Star Actions help guarantee a successful bicycle policy in the coming years.

Quick Wins

These are very concrete and mostly short term actions often taken in response to a specific opportunity. These Quick Wins are necessary to ensure results on a yearly basis.

Research and Deliberation (R&D)

These are bicycle policy proposals that require further research or deliberation to gauge their feasibility. When confirmed, these actions will be labelled either Star Actions or Quick Wins.

Structural Actions

These are actions that are already in progress but permanently subject to evaluation and adaptation. They remain integral parts of the bicycle policy for longer times and therefore have a permanent character.

Partners, interaction, data & evaluation Part 1

The bicycle policy is not just the city's concern. Its successful implementation can only be guaranteed by cooperating with partners. Moreover, the cycle policy can only work if it has the support of the people it affects. This requires interaction with users, residents, entrepreneurs, visitors, 'brains' … Relevant data about cycling in Antwerp enable objective monitoring and steering of the bicycle policy. Finally, constant evaluation is key. This way the city can invest in innovation and make timely adjustments whenever necessary.

Actions 2015

Star Actions

- Investing in interaction with users

Quick wins

- Implementing new technologies for sharing bicycle information and collecting bicycle data (apps and mobile devices): European Cycling Challenge test case
- Cooperating with the Provincial Cycling Barometer to gather (counting) data

R&D

- Interactive (bicycle) mobility map to visualise bottlenecks
- Bicycle Account: figures, realisations and user experience

Structural policy

Permanent actions

- Continuing and optimising the integrated approach
- Monitoring cycle traffic evolutions by means of a number of different measuring instruments
- Monitoring the quality of cycle infrastructure by means of a number of different measuring instruments
- Registering and analysing cycle acidents
- Evaluating the bicycle policy

A first-class cycle network

Part 2

The bicycle is central to the story of mobility in Antwerp. We want to see more people on bicycles. We know that seeing lots of people cycle encourages others to cycle too, and we are already benefiting from the effects of this in Antwerp. The big challenge is to grow along with the increasing number of cyclists. Therefore we have to be able to offer a first-class cycle network. The coming years, the focus lies on the optimisation, the quality and the capacity of the cycle networks: solving missing links, developing super links and investing in an active and proactve bicycle parking policy.

Missing links

Missing links comprise all actions aimed at enabling safe, comfortable and smooth journeys for cyclists in the city.

Actions 2015

Star Actions

- Solving 100+ missing links in our cycle network
- Bicycle friendly traffic lights (traffic flow)

Quick wins

- Further implementing and evaluating cycle streets
- Solving a second series of missing links (see annex)

R&D

- Elaborating an action plan to remove traffic poles
- Improving the coordination between the recreational network and the cycle network
- Researching overtaking lanes (high-intensity cycle axes)
- Researching the implementation of ‘all lights green’ (‘green wave’) at one junction together with the Belgian Road Safety Institute (BIVV)
- Looking into banning mopeds (B-class) from cycle paths at certain places

Structural policy

Permanent actions

- Improving connections between the city’s cycle network and the province of Antwerp’s supra local functional cycle network (BFF)
- Maximally allowing cyclists in culs de sac (‘DooRlopende straten’)
- Maximally implementing limited one-way traffic (BEV)
- ‘State of the street’ (‘Staat van de straat’: cycle path maintenance)
- ‘Road salt plan’ (frost and snow treatment)

Super links

Super links comprise all actions that offer the possibility to switch between the bicycle and other modes of transport for multi-purpose journeys and actions that have a great impact on cycling in Antwerp.

Actions 2015

Star Actions

- Expanding the bike share system to the districts
- Fully optimising multimodal hubs to tune bicycle switches to the networks

Quick wins

- Realisation of Berchem Station bicycle building

R&D

- Introducing electric bike sharing
- Stimulating all forms of bicycle switches (Bike & Carpool, Park & Bike, Bike & Ride ...)
- Collective purchases for different types of bikes (folding bike, e-bike ...) aimed at residents, companies, schools...
- Coordinating the existing bike share systems

Structural policy

Permanent actions

- Researching possible additional super links to further 'cyclify' Antwerp

Active and proactive cycle parking

This groups all actions that provide safe, comfortable long term and short term bicycle parking facilities.

Actions 2015

Star Actions

- Expanding neighbourhood bicycle parking facilities
- Stimulating cycling and bicycle parking at events

Quick wins

- Bike parking box trial projects
- Bicycle amenities near sport centres, swimming pools, cultural centres ...
- Introducing the bicycle parking broker to residents and companies
- Promoting the 'bicycle basement' of the city's main administrative centre Den Bell as an example for other companies
- Informing schools, companies, private parties and residents about the possibilities to install bicycle racks themselves or create innovative indoor bicycle parking options
- Communication about public bicycle parking facilities for residents and visitors

R&D

- Providing (monitored) pop-up bicycle racks near shopping streets, hospitality businesses and night life establishments
- Trial project with marked out bicycle parking spaces
- Obligating event organisers to provide mobile bicycle racks
- Implementing summer bicycle storage services and expansion to other target groups
- Studying innovative systems that can contribute to better bicycle parking solutions and initiating trial projects

Structural policy

Permanent actions

- Investing in maintenance of cycle parking infrastructure and preserving capacity (removing 'orphaned' bikes)
- Implementing building code with norms for bicycle parking space
- Providing bicycle parking facilities in public spaces

First class cycling

Part 3

A first-class cycle network is a precondition for the development of a world cycle city. but supporting measures are needed to convince everyone. With the following actions the city is working on social safety and road safety for cyclists. Priority goes to children and school areas. In light of the roadworks that are planned for the coming years the city strongly invests in the accessibility of the city and amenities for cyclists. In addition, several initiatives stimulate the use and aqcuisition of bicycles for all motives (sport, recreation, tourism, economy, functional ...) and for all target groups (children, adults, older people).

Safety as a priority

This includes all actions that improve road safety and social safety for cyclists.

Actions 2015

Star Actions

- The city's States-General for road safety in Antwerp invests in bicycle safety
- 30 km/h zones in 60 extra residential 'lobes'
- Please drive slowly in our street-campaign ('Graag traag in onze straat')

Quick wins

- Action plan for an integrated approach to blind spot accident prevention
- Promoting a low-threshold anti-theft labelling system and communicating about secure bicycle parking
- Statement of intent: 'Safe commuter traffic in the port area': cycle actions

R&D

- Elaborating a vision note and a plan of approach to encourage road users to behave safely and courteously in traffic
- Stimulating the development of school route maps and traffic education routes and providing local (logistic) cycle education resources
- Campaign for road users to stimulate courteousness and respect for traffic rules
- Making even more use of accident analyses to find causes and develop solutions (e.g. accidents involving only cyclists and single-bicycle accidents)

Structural policy

Permanent actions

- Evaluating busy pedestrian and cycle routes
- Studying and redesigning complex conflict points (e.g. tram-pedestrian crossings) with special care for safety
- Organising neighbourhood-oriented street actions focused on bicycle lighting and reparation
- Systematically increasing checks for improper use of the road by cyclists, bicycle lighting, cyclists ignoring traffic lights, and riding against traffic when not allowed.
- Systematically increasing the number of road checks for speed, alcohol and drugs
- Continuing actions against abandoned and obstructively parked bicycles
- Tackling bicycle theft in increased-risk areas (e.g. using camera footage)

Accessible Antwerp

This includes actions in light of the new cooperation platform ‘Accessible Antwerp’.

Stadsbrede fietscultuur

Hieronder vallen alle acties die fietsgebruik stimuleren voor alle motieven en bij iedereen.

Actions 2015

Star Actions

- Accessible Antwerp: smooth cycling for everyone
- Cycle signage for the most important routes
- Visiting companies with a cycle caravan and cycle knowhow

Quick wins

- Elaborating the ‘Wisely on your way’-project (‘Wijs op weg’)
- Target group oriented project: ‘Job within reach’

R&D

- Developing a digital interactive cycle map / (cycle) route planner
- Mobile cycle parking facilities near construction sites
- Extra cycle parking facilities near attractions, P&Rs, stations and tram and bus stops
- Elaborating scenarios to reduce the impact of smaller road works

Structural policy

Permanent actions

- Attention for cycling in corporate transportation plans
- Investing in target-oriented actions for companies

Actions 2015

Star Actions

- Stimulating learning through play by means of spatial play fabric plans, cycle practice courses in parks and play streets
- Investing in bicycle education from ages 2 to 88 (‘lifelong learning’): coordination of traffic and mobility education services + action plan ‘Everyone can cycle safely and responsibly’
- Pilot project ‘Sustainable journeys to sport facilities: Wilrijkse Plein’
- Promoting Antwerp internationally as a bicycle city

Quick wins

- Bringing together information about cycling in Antwerp on a digital platform
- Tourist information about cycling on the touristic city map ‘Antwerpen op zak’ / ‘Antwerp city map’
- Organising a city-wide campaign, e.g. Alternative Mobility in Antwerp (‘Antwerpen Anders Mobiel’), with a prominent place for cycling
- Exercise campaign City on the move! (‘t stad beweegt!)
- Campaign for the occasion of the Tour de France 2015 in Antwerp: promoting functional cycling
- Shop well: Ring that bell! (‘Met belgerinkel naar de winkel’)
- PASTA-project (Physical Activity through Sustainable Transport Approaches)
- Expanding and promoting borrowing schemes for (children’s) bicycles, cfr. the city’s own neighbourhood sport services, Fietshaven’s shared bicycles and initiatives by community development and support organisations Samenlevingsopbouw and Buurtwerk Dinamo
- Investing in more bicycle counters

R&D

- Developing bicycle initiatives in co-creation with (local) partners
- Optimising the bicycle as a lever for tourism in Antwerp
- Elaborating an over-arching campaign about cycling that combines mobility, sport, tourism and economy
- Supporting cycling as an economic activity
- Guiding and supporting the implementation of the ‘school bicycle’ concept
- Stimulating third parties and organising forms of cooperation to develop media for the promotion of cycling (e.g. a programme at regional broadcasting channel ATV, Antwerpenize.be, Blue-bike, the cyclists’ union…)
- Organising second-hand markets

Structural policy

Permanent actions

- Developing a cycle map with fast and safe routes to and from the city
- Developing neighbourhood-oriented traffic actions with Your school’s turn (‘School aan de beurt’)
- Offering support for the development of event transportation plans
- Promoting the bicycle to the city’s own personnel (commuting and work related journeys) and realising cycle amenities in and near several administrative city buildings
- Expanding the offer of work bicycles and company bicycles
- Evaluating and adapting the regulations for bicycle taxis

Annex 1

Action flash cards

Part 1

Partners, interaction, data & evaluation

Part 2

A first-class cycle network

Part 3

First class cycling

The city invests in interaction with the user

What?	In 2015 the city stimulates interaction with users via bicycle lab ('Fietslabo'), the bicycle forum ('Fietsforum') and via an interactive approach to the redevelopment of the junctions in the area of the Nationale Bank building. The objectives of bicycle lab are to exchange knowledge, ideas and experiences and to develop new initiatives. The lab brings together professionals and citizens. The city involves the most important partners in its bicycle policy via the bicycle forum, for example the cyclists' union ('Fietsersbond'), the Flemish government, the province of Antwerp and tram and bus company De Lijn. At the bicycle forum a state of affairs is given and initiatives are coordinated. Depending on the theme the bicycle forum can be expanded to include other participants (traffic police, Fietshaven bike sharing system, national railway company NMBS, Blue-bike bike sharing system, social economy initiative FietsenWerk. The city also looks for solutions for the problematic junctions near the Nationale Bank building (e.g. Mechelsesteenweg and Maria-Henriettalei) in an interactive process with the users via this test case.
Target groups	Residents of Antwerp and users from outside of Antwerp
Relevance	A bicycle policy can only succeed if it is supported by the people for whom it is intended. Therefore interaction with residents, visitors, companies and 'brains' (creative entrepreneurs, artists, students …) is an important key to success.
Coordination	Urban development / mobility (SW/MOB)
City services involved	Living together / living environment / city quarter consultation (SL/WO/SWO); Urban development (SW/SD/COM)
Partners	Antwerp talking ('Antwerpen aan 't Woord'), cyclists' union (Fietsersbond)…
Success factors	Results from the interaction are followed up
Linked with	– Noorderlijn dialogue: campaign grouping large construction works in the north of the city – Stad in Dialoog: Interactive website for resident participation city in dialogue)
Useful resources	– Overview of participation methods and explanation (internal link, city of Antwerp)
Evaluation	

Antwerp uses new technologies to share bicycle-related information and to collect bicycle data (apps and mobile devices): European Cycling Challenge as a test case

What?	The city is exploring the potential of bicycle apps (e.g. Strava, Google My Tracks, Bike Print, Naviki, BikeCityGuide, Map My Ride…) to create surplus value for the bicycle policy. The city's participation in the European Cycling Challenge 2015 is a test case. In this competition residents and visitors (commuters, tourists and students) register their bicycle journeys via the Endomondo app. These data are bundled and visualised by means of a heat map.
Target groups	Cyclists owning a smartphone
Relevance	New technologies (e.g. apps, smartphones and GPS) offer ample opportunities to provide up-to-date travel information to cyclists, for instance preferred cycle routes, detours and available parking spaces in large parking facilities. In addition, apps can provide cyclists with extra information, such as the speed, the number of calories burned and the number of kilometres cycled. Some apps allow the cyclists to set their own goals and motivate themselves to cycle more. By analysing app results the city can check the intensity of traffic on the (bicycle) network and identify bottlenecks for cyclists. There are numerous applications for mobile devices and they are still on the rise.
Coordination	Urban development / mobility (SW/MOB)
City services involved	Culture, sport and education (CS); …
Partners	City of Bologna, SRM – Networks and Mobility
Success factors	1. Reaching sufficient users 2. Enticing sufficient users to follow the call-to-action and register their bicycle journeys
Linked with	– The city launched the Velo-app in 2012, which offers real-time information about the number of available bikes and free spaces in every station. It makes finding the way to the nearest Velo station even easier. The app can also be used to quickly and easily report defects. – Exercise campaign City on the move: collecting data about people's mobility patterns – Bike Print
Useful resources	www.europeancyclingchallenge.eu
Evaluation	

Resolving 100+ missing links in the cycle network

What?	Solving missing links is central to the optimisation of the entire cycle network. The city will invest in a number of large projects but many smaller interventions are necessary to complete the network. In other words the city is not just constructing new cycle paths but also invests in solving missing parts and upgrading the 700 km of cycle paths in the cycle network as a whole. The city wants to tackle at least 100 missing links during this government's term: unsafe, missing, weak and illegible sections within the network. The action plan for missing links is included as an annex.
Target groups	Everyone
Relevance	Good cycling infrastructure and logical cycle connections are the first preconditions to be able to stimulate people to cycle. Good quality 'hardware' will make cyclists feel safer in traffic, cycle more comfortably and consider the bicycle as the ideal means of transport in the city.
Coordination	Urban development / mobility (SW/MOB); Urban development / design & execution (SW/O&U)
City services involved	Local police / traffic (LP/VK), States-General for road safety in Antwerp (SW/SGVA); Youth services (CS/JEU); City maintenance / green and graveyards (SB/GB); Urban development / operations & maintenance / central traffic services (SW/B&O/VDC); …
Partners	Districts; Flemish department for mobility and public works (MOW), Flemish agency for roads and traffic (AWV); Flemish inland waterway management company (Waterwegen and Zeekanaal NV); province of Antwerp; Port Authority; Flemish tram and bus company (De Lijn); national railway company (NMBS); Flemish management company for mobility projects in Antwerp (BAM); cyclists' union (Fietsersbond)
Success factors	1. Coordinating the many different projects 2. Depending on many different parties and actors
Linked with	State of the street ('Staat van de straat'), SW/O&U projects …
Useful resources	Vademecum for cycle amenities, design scenarios (SW/O&U), CROW knowledge platform…
Evaluation	

Cycle friendly traffic lights (traffic flow)

What?	Cycle-friendly traffic lights and/or junctions are necessary to improve traffic flow for cyclists. There are a number of possibilities to achieve this, for example removing some traffic lights, infrastructural measures to allow cyclist to turn right when the lights are red, adjusting the duration of the green light, reducing waiting times on important routes, creating green waves for cyclists or letting cyclists enjoy the flow of other modes of transport … De right measure will depend on a number of factors including the type of cycle route, the speed limit, the presence of other modes of transport …
Target groups	Everyone (all cyclists)
Relevance	A smooth traffic flow is good for everyone and positively affects road safety. The cyclist can move around more smoothly on the cycle route network. And if waiting times are limited, 'red light jumping' will decrease.
Coordination	Urban development / mobility (SW/MOB); Local police / traffic (LP/VK); Urban development / operations & maintenance / central traffic services (SW/B&O/VDC)
City services involved	States-General for road safety in Antwerp (SW/SGVA); Urban development / design & execution (SW/O&U)
Partners	Flemish government (Flemish department for mobility and public works MOW, Flemish agency for roads and traffic AWV); tram and bus company De Lijn; management company for Flemish mobility projects in Antwerp BAM; districts
Success factors	Development of a vision shared by all partners involved. The progress of the traffic light coordination centre (VLCC) project.
Linked with	100+ missing links, road safety
Useful resources	CROW knowledge platform; traffic light flow note of 16 October 2013; traffic light regulation philosophy of December 2010
Evaluation	

Extending bike sharing to the districts

What?	Bicycle users are no longer always bicycle owners. This is closely related to the rise and success of bike sharing. The bike sharing system in the core city and on the left bank is very successful. This has led to a demand for shared bikes outside of the core city as well. And so the extension of the bike sharing system to the districts is high on the agenda. Increasing the offer of shared bikes will make the choice for the bicycle even easier for many people who live on the outside of the Ring Road.
Target groups	Everyone (residents, visitors, employees, students ...)
Relevance	The bike sharing system adds an extra possibility to the city's mobility story. The larger and the more accessible the range of bicycle amenities is, the more people will decide to cycle. The success of shared bicycles within the Ring Road area is proof of this.
Coordination	Urban development / operations & maintenance / central traffic services (SW/B&O/VDC); Urban development / mobility (SW/MOB)
City services involved	Urban development / design & execution (SW/O&U); Local police / traffic (LP/VK);
Partners	Districts, bike sharing systems, private sector...
Success factors	The greatest challenge lies in optimising the available formulas of success. How can current and possibly new systems reach beyond their current target areas and user groups? To what extent are they compatible and how can they reinforce each other? It is obvious that the threshold to combine the different systems should be as low as possible.
Linked with	www.fietshaven.be; www.blue-bike.be ; www.velo-antwerpen.be
Useful resources	
Evaluation	

Fully equipping multimodal hubs to tune bicycle switches to the networks

What?	Multimodal hubs need efficient bicycle switches with the right amenities. At important transfer locations large bicycle parking facilities or 'cycle flats' offer solutions to park comfortably (guarded or secured). They offer more than just parking space and can develop into real service points. Other bicycle switches can suffice with small scale solutions to facilitate transfers between bicycle, public transport and car. A bicycle switch works in two directions: arriving by bike and continuing the journey with another means of transport or arriving with another means of transport and continuing the rest of the trajectory by bike.
Target groups	Cyclists on combined journeys
Relevance	More and more journeys are part of multi-purpose journeys in which the bicycle plays a pivotal role. It is of great importance that the switch from or to the bicycle can be made swiftly at these strategic locations. Bicycle switches will become ever more important within our mobility story. And bike sharing is perfectly tuned to this scenario.
Coordination	Urban development / mobility (SW/MOB)
City services involved	Urban development / design & execution (SW/O&U), Local police / traffic (LP/VK); States-General for road safety (SW/SGVA); City maintenance / green and graveyards (SB/GB); Urban development / operations & maintenance / central traffic services (SW/B&O/VDC); Living together / living environment / neighbourhood coordination (SL/WO/BR); Entrepreneurship and city marketing / work and economy (OS/WNE)
Partners	Districts, Flemish government (Flemish department for mobility and public works MOW, Flemish agency for roads and traffic AWV); tram and bus company De Lijn; management company for Flemish mobility projects in Antwerp BAM; districts;...
Success factors	Bicycle switches have to be smooth and safe, avoid or limit loss of time and be able to compete with other means of transport.
Linked with	www.fietshaven.be; www.blue-bike.be; www.velo-antwerpen.be; www.delijn.be
Useful resources	
Evaluation	

Investing in the expansion of neighbourhood bicycle parking facilities (including promoting the parking broker)

What?

BNeighbourhood bicycle parking facilities are indoor parking facilities for local residents or employees if parking at home or at work for the night or the working day is not an option. In these cases neighbourhood parking facilities offer a very good solution, especially in neighbourhoods where bicycle parking space is under pressure.

The parking broker takes the initiative to coordinate offer and demand. He facilitates between private persons looking to rent or hire a bicycle parking space and is able to judge wether certain parking garages have the capacity and accessibility required to accommodate bicycles. Promoting the parking broker will have a positive effect on the expansion of neighbourhood bicycle parking facilities.

In 2015, the following neighbourhood bicycle parking facilities are opened: Wolfstraat, Zwijgerstraat, Durletstraat, Grotesteenweg, Engelselei …

Target groups	Residents and employees
Relevance	Cyclists do not only need good infrastructure to ride on, they also need safe and comfortable amenities to leave their bikes behind. Indoor facilities are often the best solutions but when the building code cannot be applied and wherever indoor space is lacking, neighbourhood bicycle parking facilities offer a good alternative. This way bicycles are parked safely and public space is freed-up.
Coordination	Urban development / mobility (SW/MOB)
City services involved	Urban development / operations & maintenance / central traffic services (SW/B&O/VDC); Entrepreneurship and city marketing (OS)
Partners	Autonomous company for real estate and city projects in Antwerp (AG VESPA); public centre for social wellfare (OCMW); 'care company' (Zorgbedrijf); city education services; private sector; private persons …
Success factors	1. Promoting the parking broker and introducing the platform for renting and hiring cycle parking spaces are of crucial importance 2. Finding suitable locations is not easy. First of all offer and demand have to be matched. Neighbourhoods with a high demand typically lack useable space while in neighbourhoods with suitable space people can often park their bicycle at home. Secondly the VAT regulations often inhibit the private rental market.
Linked with	Bike parking boxes; www.parkereninantwerpen.be
Useful resources	
Evaluation	

Stimulating cycling and bicycle parking in case of events

What?

The city wants to distribute its Manual for event organisers. Private organisers can request the city's advice for a good organisation of visitors' traffic. Large recurring events can count on support to elaborate an event transportation plan. The city elaborates scenarios for its own events in order to reduce local traffic and parking pressure.

The city fully opts for temporary mobile bicycle parking facilities during events. Depending on the duration of the event, different types of mobile bicycle racks can be used. Shorter events (e.g. a day or a weekend) need solutions that require a minimum of transport and a maximum of capacity. Longer events (e.g. Summer of Antwerp) require robust parking facilities and installing and removing the systems can take a bit more time. The city makes its own array of mobile parking facilities available to organisers.

Target groups	Event organisers; event visitors
Relevance	Antwerp is a popular place for events. However, these events often generate quite an amount of motorised traffic, which can lead to nuisance for the neighbourhood. It is therefore important that organisers proactively seduce as many visitors as possible to use the bicycle. The city and organisers both gain when event visitors have the opportunity to park their bicycles safely.
Coordination	City maintenance / special assignments and festivities (SB/BOF); Urban development / mobility (SW/MOB); Entrepreneurship and city marketing/ events team (OS)
City services involved	Culture, sport and education (CS)
Partners	Mobility agency via public procurement
Success factors	1. Organisers communicate well about accessing events by bike 2. Organisers stimulate visitors to visit events by bicycle
Linked with	Evenementenloket; Aanvraag feestmateriaal (mobile bicycle racks)
Useful resources	MobiWijzer; digital journey planner (Flemish Foundation for traffic knowledge)
Evaluation	

The city's States-General for road safety invests in road safety

What?	De city's States-General for road safety in Antwerp (SGVA) coordinates and harmonises all efforts in the fields of education, engineering, enforcement and engagement (the 4 E's). Thanks to the SGVA's integrated approach road safety also impacts other policy domains. The results of the SGVA's last stakeholders' congress (2014) reveal that safe cycling still requires extra attention. One the one hand because of the rising absolute number of cyclists among road victims, and on the other hand because of the opportunities that a higher share of cyclists offer in terms of creating a safer living environment for our residents, visitors, companies and brains.
Target groups	Everyone
Relevance	A true bicycle culture can only really blossom in a safe cycling climate. Indeed, cycling has to be safe and enjoyable before we can expect a resolute choice for the bicycle.
Coordination	Urban development / city's States-General for road safety (SW/SGVA)
City services involved	Urban development / mobility (SW/MOB); Local police / traffic (LP/VK); Urban development / design & execution (SW/O&U); Culture, sport and education/ general education policy (CS/AOB); Living together (SL);…
Partners	Belgian Road Safety Institute (BIVV); Flemish foundation for traffic knowledge (VSV); European Cyclist Federation (ECF); European Transport Safety Council (ETSC)…
Success factors	1. The city fully concentrates on the 4E's 2. The integrated approach with a multitude of partners is continued
Linked with	Please drive slowly in our street-campaign ('Graag traag in onze straat'); increasing the number of 30 km/h zones
Useful resources	Presentatie en rapporten stedelijke Staten-Generaal van de Verkeersveiligheid
Evaluation	

30 km/h zones for 60 extra residential 'lobes'

What?	The general principle underlying this project is fairly simple. All residential quarters become parts of 30 km/h zones. The subjective and objective safety will dramatically improve within these defined 'residential lobes'. In a period of four years there will be 60 new or expanded 30 km/h zones. The right signage and additional road markings will ensure clarity for all traffic participants entering these zones.
Target groups	Everyone
Relevance	Increasing the number of 30 km/h zones will automatically slow down traffic and this improves the safety and comfort of cyclists. Also, cyclists will opt more and more for trajectories along these lobes. This frees up capacity on other cycle routes.
Coordination	Urban develomment / city's States-General for road safety (SW/SGVA), Urban development / mobility (SW/MOB);
City services involved	Local police / traffic (LP/VK); Urban development / design & execution (SW/O&U); Urban development / operations & maintenance / central traffic services (SW/B&O/VDC)
Partners	Districts
Success factors	Local regulations have to be adapted swiftly in order to introduce 30 km/h zones in all residential quarters in the short term (four years).
Linked with	Rationalising the number of traffic signs.
Useful resources	Mobility plan, 100+ missing links, road safety
Evaluation	

Please drive slowly in our street-campaign ('Graag traag in onze straat')

What?	Motorists often drive too fast and fail to consider the residents living in the streets they speed through. Streets are not anonymous, they are always someone's street. People live, play and cycle here. The local police and the city organise a road safety campaign to sensitise and appeal to motorists to slow down in residential areas. Enforcement is key in this campaign.
Target groups	Everyone
Relevance	Perceived traffic danger keeps people from cycling. Speeding by motorised vehicles is one of the most important factors in perceived traffic danger. More importantly, speeding is directly related to a higher number of traffic victims.
Coordination	Local police / traffic (LP/VK); Entrepreneurship and city marketing (OS); Urban development / city's States-General for road safety (SW/SGVA)
City services involved	
Partners	Duval Guillaume Modem
Success factors	1. Broad media mix for the campaign 2. Adequate enforcement following sensitising efforts
Linked with	30 km/h zones
Useful resources	www.graagtraag.be
Evaluation	

Elaborating an integrated approach to prevent blind spot accidents

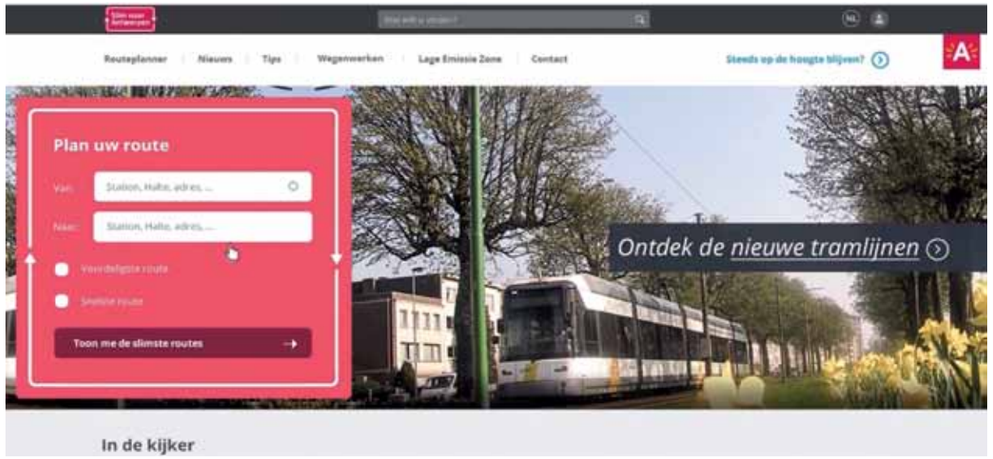
What?	A blind spot accident cannot simply be attributed to the behaviour of the lorry driver. Several different factors are involved. Tried and tested as well as new measures involve different partners (European, national, local, private …). The city already has a tradition of preventive measures to avoid blind spot accidents (blind spot education by the city services, blind spot mirror adjustment service point, blind spot mirrors for all the city's lorries, blind spot stickers …). The city elaborates an integrated approach with measures for all four E's (engineering, enforcement, education and engagement).
Target groups	Everyone
Relevance	A blind spot accident between a heavy vehicle and a cyclist almost certainly has very severe consequences. A blind spot accident almost always causes severe or fatal injuries to cyclists. This is obviously traumatic for the victim's family. But the accident also has traumatic consequences for the driver, who has caused the accident at a low speed.
Coordination	Urban development / mobility (SW/MOB); Urban development / city's States-General for road safety (SW/SGVA)
City services involved	Local police / traffic (LP/VK); Urban development / design & execution (SW/O&U); Culture, sport and education/ general education policy (CS/AOB);…
Partners	Belgian Road Safety Institute (BIVV); Flemish foundation for traffic knowledge (VSV); Flemish department for mobility and public works (MOW); European Cyclist Federation (ECF); European Transport Safety Council (ETSC)…
Success factors	1. All city services and partners support the integrated approach 2. The city concentrates on all four E's 3. Means are made available for the actions
Linked with	Bicycle-friendly traffic lights
Useful resources	Rapporten dodehoekongevallen (BIVV); direct vision lorries; management strategie vrachtwagens Dublin
Evaluation	

Promoting a low-threshold anti-theft labelling system and communication about safe bicycle parking

What?	The city of Antwerp has a low-threshold bicycle labelling system to prevent theft. Labelling bicycles is important because it helps the police to find the rightful owner. The city does not use the traditional method of etching numbers on the frames, but instead offers irremovable labels with the cyclist's identification number. This is a free and easy service but it still has to be promoted more among cyclists in Antwerp. There is also a need for communication about safe bicycle parking facilities, e.g. tips that reduce thieves' chances. Cyclists also need to know how to report theft (e.g. via Police-on-web) and how to find and retrieve their stolen bikes.
Target groups	Everyone
Relevance	Bicycle theft is one of the reasons why people decide not to cycle or hesitate to buy a newer, more comfortable and, most importantly, safer bicycle.
Coordination	Urban development / mobility (SW/MOB); District and city services (DL)
City services involved	Local police / traffic (LP/VK); Living together / living environment / neighbourhood coordination (SL/WO/BR)
Partners	
Success factors	The information is distributed via an adaquate media mix (A-stad platform, moments of contact, e.g. picking up a bicycle label at the district service centre ...).
Linked with	Cycle map, sharing cycle information ...
Useful resources	www.antwerpen.be ("fietslabel"), www.gevondenfietsen.be, www.police-on-web.be
Evaluation	

Statement of intent: 'Safe commuter traffic in the port area': cycle actions

What?	At the beginning of 2013 the Antwerp Port Authority and a number of partners including the city of Antwerp joined forces to improve commuter traffic in the port area. The action programme is first and foremost aimed at making commuting safer for cyclists, with the help of cyclists themselves. In 2014 the Port Company and partners developed a cycling map with sensitising information for commuters. In 2015 the partners work together on a digital platform and on the development of an app to stimulate safe cycling. The campaign also includes the installation of a reporting point where cyclists can report infrastructural problems. The action programme also includes road safety courses and coaching for companies. And last but not least the parties involved also exchange information and data. The effects of the campaign are measured by means of an indicator: 'commuting accidents in the port area in Antwerp'.
Target groups	Companies and employees in the Antwerp port area
Relevance	Analyses have shown that cyclists involved in accidents are often unable to work for a while. A number of actions are developed in order to reduce this problem and to sensitise cyclists about how they can contribute to the solution.
Coordination	Antwerp Port Authority
City services involved	Urban development / mobility (SW/MOB); Urban development / city's States-General for road safety (SW/SGVA); Local police / traffic (LP/VK)
Partners	Chamber of Commerce and Industry Antwerp-Waasland (VOKA); Alfaport Antwerp; organisation of industrial companies in the north of Antwerp (VIBNA); BASF Antwerp N.V.; Flemish foundation for traffic knowledge (VSV); Belgian Road Safety Institute (BIVV); province of Antwerp
Success factors	1. Contributions of all partners (knowledge and/or finances) 2. Multiple year engagement 3. Actions tailored to cycling commuters in the port area
Linked with	Federal diagnosis of commuter traffic; construction of cycling infrastructure for the port route in the district of Berendrecht – Zandvliet – Lillo (Bezali)
Useful resources	Mobility and road safety for companies (Flemish foundation for traffic knowledge)
Evaluation	



'Slim naar Antwerpen': smooth cycling for everyone (Accessible Antwerp)

What?	Planned construction works will have a considerable impact on the accessibility of the city and port. Private and cargo transport will be affected during the works. The ideal occasion to seduce people to cycle. This is why the city has developed an accessibility concept in which the bicycle plays an important role. Access to the city is guaranteed by selecting priority axes for cyclists, public transport and private transport. The city and its partners have worked out fourteen alternative radial routes with signage, especially for cyclists. These routes all go from the 'leien' (the 19th century city belt) to the neighbouring municipalities and to a number of larger centres along the cycle highways. Also, the impact of detours on cyclists is taken into account. The city prefers safe and comfortable routes through the construction site zones. Only when this is not an option due to the nature and phasing of the works, an alternative route needs to be elaborated and signed. In this case preference goes to the shortest and safest routes for cyclists (and pedestrians). Precisely in the context of the planned construction sites and works, the city wants to illustrate the bonus of the bicycle as a fast and flexible means of transport. The website 'Slim naar Antwerpen' will become the ultimate portal for mobility in Antwerp and a crucial tool in establishing a dialogue with users.
Target groups	Employers, employees, visitors and residents (everyone who travels)
Relevance	Planned works have a great impact on the access to our city and port. Motorised individual and cargo transport will be impacted throughout the phases of the works. This is the ideal moment to seduce people to cycle.
Coordination	Entrepreneurship and city marketing (OS); Urban development (SW); Living together (SL)
City services involved	Local police (LP); Urban development / design & execution (SW/O&U); States-General for road safety (SW/SGVA); Urban development / operations & maintenance / central traffic services (SW/B&O/VDC);...
Partners	Districts; Flemish department for mobility and public works (MOW), Flemish agency for roads and traffic (AWV); Flemish management company for inland waterways (Waterwegen and Zeekanaal NV); province of Antwerp; Port Authority; Flemish tram and bus company (De Lijn); national railway company (NMBS); Flemish management company for mobility projects in Antwerp (BAM); cyclists' union (Fietsersbond)
Success factors	1. Many large projects with consequences that are difficult to predict 2. Depending on several different parties and factors
Linked with	www.noorderlijn.be; Wijs op weg ('Wisely on your way'; PTP-cycle; Switch); ...
Useful resources	www.maastrichtbereikbaar.nl
Evaluation	

Bicycle signage for the most important routes

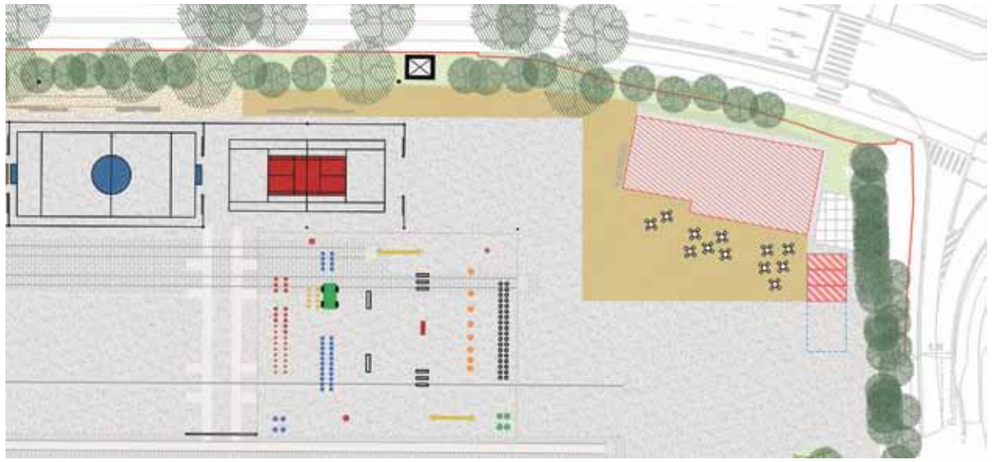
What?	The city wants to provide high-quality signage for cyclists along the most important cycle routes. For functional journeys signage has to meet a number of quality standards, such as recognisability, legibility, continuity by providing sufficient signs from the beginning to the end of the route, signage for specific destinations, directness of the signed route ... Apart from destinations such as district centres, train stations and cycle connections, routes to attractions and landmarks can be signed as well. Signage also visualises the main routes of our cycle network in the streets. As such it also signals the presence of cyclists to other road users, who will be more alert to cyclists.
Target groups	Everyone
Relevance	Good signage guides cyclists to their destination smoothly and offers an overview of the cycle network and the most important connections as a whole. Signage is especially ideal as a tool to convince and inform new cyclists.
Coordination	Urban development / mobility (SW/MOB)
City services involved	Urban development / operations & maintenance / central traffic services (SW/B&O/VDC)
Partners	Province of Antwerp; Flemish management company for mobility projects in Antwerp (BAM)
Success factors	
Linked with	Slim naar Antwerpen, cycle map
Useful resources	
Evaluation	

Visiting companies with a cycle caravan and cycle knowhow

What?	Thanks to the cycle caravan employees can test a specific bicycle for a month. From ordinary city bikes to recumbent bicycles and electric cargo bikes. The goal is to remove barriers that keep people from cycling to work.
Target groups	Companies and their employees
Relevance	The roadworks necessitate easy access to alternative or multimodal forms of transportation for as many people as possible. Surveys have revealed a great demand for actions like these.
Coordination	Entrepreneurship and city marketing (OS); Urban development / mobility (SW/MOB)
City services involved	
Partners	Public procurement procedure to be initiated
Success factors	1. Reaching companies with potential cyclists 2. Offering sufficient alternative bicycles (city bike, folding bike, cargo bike, e-bike…)
Linked with	Wijs op weg; Slim naar Antwerpen
Useful resources	www.testkaravaan.be (province of West Flanders)
Evaluation	

Continuing the Wijs op Weg ('wisely on your way') project

What?	'Wijs op weg' ('wisely on your way') wants to stimulate efficient alternatives to individual car use: walking, cycling, public transport, car sharing, carpooling and taxis. The project offers personal and customised travel advice for everyday journeys. The city informs citizens about the most efficient options for active and economically interesting journeys. The core offer comprises a customised company mobility guide, school or organisation, combined with personal travel advice consultations about frequent functional journeys (e.g. work and school commute).
Target groups	Employers and their employees; schools (6-to-12-year-olds); higher education; residents; visitors
Relevance	Planned roadworks will have a great impact on the access to city and port. Motorised individual and cargo transport will be affected throughout the different phases of the works. This is the ideal moment to seduce people to cycle.
Coordination	Urban development / mobility (SW/MOB)
City services involved	Urban development (SW/SD/COM; SW/O&U); Entrepreneurship and city marketing (OS/SD; OS/WNE; OS/KLB); Culture, sport and education (CS/AOB); Living together (SL/WO/SWO); district of Ekeren (EK/DL/DS; EK/SL/WO/SWO); Local police / traffic (LP/VK); strategic coordinator, funds (SC/F) …
Partners	Companies, organisations and educational institutions; districts; province of Antwerp; bike share systems Blue-bike, Velo and Fietshaven; Flemish tram and bus company (De Lijn); national railway company (NMBS); Flemish management company for mobility projects in Antwerp (BAM); Flemish department for mobility and public works (MOW), Flemish agency for roads and traffic (AWV); Port Authority; VOKA/Alfaport; cyclist's union (Fietsersbond); cyclist's council (Fietsberaad); bicycle dealers; European partners: LEPT, Sustrans, Trajectory Mobility Management, POLIS, BOKU, EIP, Walk 21…
Success factors	Engaging and cooperating with different parties, notably companies, organisations and educational institutes.
Linked with	SlimnaarAntwerpen.be; Bicycle caravan; www.wijsopweg.be; www.ptpcycle-europe.eu; www.switchtravel.eu; www.noorderlijn.be; ..
Useful resources	www.maastrichtbereikbaar.nl
Evaluation	



Stimulating learning through play by means of spatial play fabric plans, cycle practice courses in parks and play streets

What?	DThe task of teaching children how to ride a bicycle lies first and foremost with the parents. But this requires sufficient space to practice with their children. The city ensures the availability of such space by providing parks and squares where children can safely learn how to use a bicycle and improve their cycling skills. Where possible, cycle practice courses are created (e.g. in the district of Ekeren). The city also has attention for safe access to play areas and removes barriers between the living environment and play areas and between the play areas themselves. This is all elaborated in spatial 'play fabric plans'. The city will provide a new bicycle practice course at the Spoor Oost site. Construction starts in 2015/2016. During school holidays residents can turn their residential streets into play streets and give neighbourhood children the opportunity to learn how to cycle right outside their house.
Target groups	Children; adults who have not (sufficiently) learned how to cycle
Relevance	Cycling skills are essential to navigate safely through traffic. Learning how to ride a bicycle requires space and safety.
Coordination	Culture, sport and education (play fabric plans); AG VESPA (Spoor Oost site); the Opsinjoren services (play streets)
City services involved	Urban development / mobility (SW/MOB);
Partners	Flemish foundation for traffic knowledge and the province of Antwerp's '10 out of 10' project (cycle course at Spoor Oost site)
Success factors	Cycle practice spaces can be reached safely by children (and their parents)
Linked with	'Klas op stap' (cycling classes); Bicycle school Antwerpen; bicycle education at school; mobile traffic education park, district of Ekeren
Useful resources	Cycle degrees (Flemish Foundation for traffic knowledge); Mastering the bicycle (SVS, BIVV, Mobiel 21)
Evaluation	

Investing in bicycle education from ages 2 to 88 ('lifelong learning'): coordination of traffic and mobility education services, action plan 'Everyone can cycle safely and responsibly'

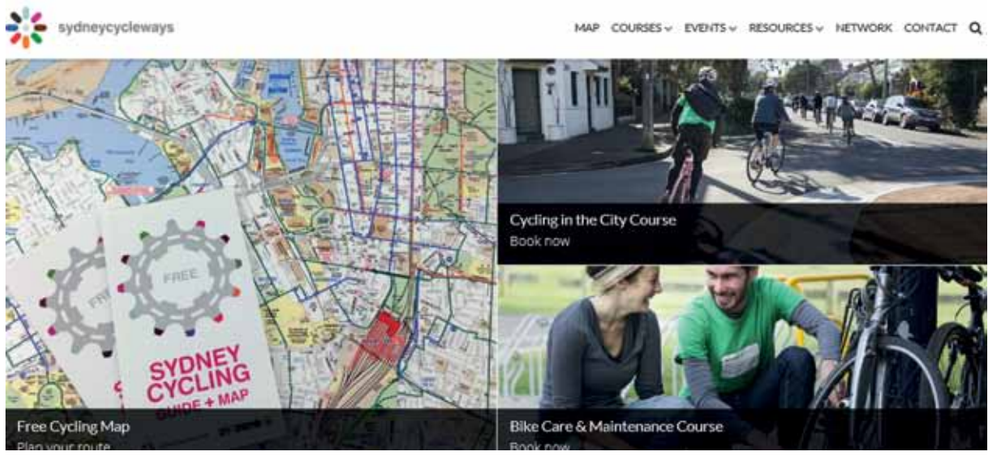
What?	The city optimises its cycle education services for all target groups ('lifelong learning'). On the one hand, this is achieved by elaborating an integrated approach to traffic and mobility education (VME). On the other hand the city is working on an action plan 'Everyone can cycle safely and responsibly'. Based on an inventory of (internal and external) supply and demand in cycle education facilities today, the city will look into appropriate actions to complete and better promote its services.
Target groups	Residents aged between 2 and 88; companies, brains and visitors; focus on school youth and senior citizens
Relevance	Bicycle education serves the purpose of improving the knowledge, skills and attitudes of road users (knowledge, ability and will). It is an important measure for teaching people how to cycle and how to cycle safely and to keep people cycling for as long as possible. This way the share of cyclists increases as well as the safety of bicycle journeys in the city. Education about lorries' blind spots is also part of cycle education.
Coordination	States-General for road safety (SW/SGVA) and general education policy (CS/AOB) for the integrated approach to traffic and mobility education; Culture, sport and education/ Sporting A (CS) for the action plan 'Everyone can cycle'.
City services involved	Urban development / mobility (SW/MOB); Local police / traffic (LP/VK); Living together / senior citizens (SL/SEN);…
Partners	Flemish foundation for traffic knowledge; province of Antwerp – 10 out of 10; Flemish foundation for sport at school; Mobiel 21; community development organisations Samenlevingsopbouw and Buurtwerk Dinamo; cyclist's union (Fietsersbond Antwerpen); organisations for road safety (Verenigingen voor Verkeersveiligheid)…
Success factors	1. Insight into the needs of priority target groups (schools and seniors) 2. Promotion and availability of facilities and services for all target groups
Linked with	'Klas op stap' (cycling classes); Bicycle school Antwerpen; traffic education games city of Antwerp; VME district of Ekeren; learning through play
Useful resources	www.verkeerskunde.be (Flemish foundation for traffic knowledge); www.10op10.be (province of Antwerp)
Evaluation	

Pilot project 'Sustainable journeys to sport facilities: Wilrijkse Plein'

What?	The city wants to stimulate as much sporters as possible to leave their car at home to travel to the sport centre by implementing a number of measures in the fields of infrastructure and awareness. A first test case for this new approach is the new sport site Wilrijkse Plein. On the one hand the city wants to adapt this site to further stimulate sustainable mobility (e.g. optimal location for bicycle parking facilities, signage specifically for cyclists…). On the other hand the city wants to focus on this one site to entice as much users as possible to use sustainable means of transport to come to the site. Lessons learned will be extrapolated to all other sport sites in a later stadium (and perhaps to youth sites, culture sites …).
Target groups	Schools, clubs, individual sporters, supporters, canteen, bar, restaurant visitors…
Relevance	This project has societal (more efficient mobility, lower costs) as well as individual (health) advantages.
Coordination	Culture, sport and education/ Sporting A (CS/Sporting A)
City services involved	Urban development / mobility (SW/MOB);
Partners	Mobiel 21, organisations for road safety (Verenigingen Voor Verkeersveiligheid), Flemish Institute for Sport Management (ISB)
Success factors	Sufficient efforts in both fields: awareness and infrastructure.
Linked with	– Sport policy plan city of Antwerp: apart from sport there is an explicit focus on the aspect of exercise. This way the city wants to entice as many residents and visitors (including supporters) as possible to exercise. – Cycle parking policy
Useful resources	www.sportenverkeer.be; cycle map 'Fast routes from and to Antwerp'
Evaluation	

Promoting Antwerp internationally as a bicycle city

What?	Putting Antwerp on the map as a bicycle city: nationally, in Europe and internationally. In this respect the city takes action on three fronts: 1. City marketing: promoting Antwerp to companies, visitors and brains nationally and internationally 2. Participation in competitions and rankings: election of Bicycle municipality/city 2015; European Cycling Challenge 2015; The Copenhagenize Index… 3. Exchange of knowledge: welcoming other cities, companies and institutions to Antwerp (e.g. presenting our bicycle policy and organising cycle excursions); presenting our bicycle policy at congresses and study days; good practices Flemish cycle council (Fietsberaad Vlaanderen); …
Target groups	Companies, visitors and brains in Belgium and abroad
Relevance	The recognition of the bicycle policy reinforces the position of Antwerp as an attractive city and vice versa.
Coordination	Urban development / mobility (SW/MOB); Entrepreneurship and city marketing (OS)
City services involved	Urban development (SW/SD/COM); CS (Sporting A, AOB, JEU…); SB; SL; OS (VA, BI…); SW (EMA…);…
Partners	Antwerpenize.be, Flemish cycle council (Fietsberaad Vlaanderen); Flemish Foundation for traffic knowledge; Dutch cycle council (Fietsberaad Nederland); European Cyclists' Federation (ECF); Polis; Eurocities;…
Success factors	Antwerp realises its cycle plans
Linked with	International city marketing
Useful resources	Website Visit Copenhagen; Good, better,best: the city of Copenhagen's bicycle strategy 2011-2025; I amsterdam: fietsen in Amsterdam;…
Evaluation	



Bringing together information about cycling in Antwerp on a digital platform

What?	The city provides good general communication about cycling in Antwerp but has attention for target groups as well. A good quality media mix informs cyclists about new cycle infrastructure, bicycle parking facilities, traffic rules for cyclists, bicycle education, bicycle sellers, best routes from A to B, bike sharing … In order to collect and make available all this information, the city develops an interactive portal site about cycling to and in Antwerp.
Target groups	Everyone (with access to the internet)
Relevance	It is important to meet the need of residents, visitors, companies and brains for information about cycling. In addition a portal site supports Antwerp's efforts to promote itself as a cycle city.
Coordination	Urban development / mobility (SW/MOB); Entrepreneurship and city marketing (OS)
City services involved	Culture, sport and education/ sport & recreation (CS/SR; CS/AOB; CS/JEU); Entrepreneurship and city marketing/ tourism and conferences (OS/TNC);
Partners	Antwerpenize.be;…
Success factors	
Linked with	www.antwerpen.be; releases cycle policy; slimnaarantwerpen.be; tstadbeweegt.be;…
Useful resources	www.sydneycycleways.net
Evaluation	

Tourist information about cycling on the touristic city map 'Antwerpen op zak' / 'Antwerp city map'

What?	Today the touristic 'Antwerp City Map' does not yet have information for cyclists. The city plans to change this and include travel and route information for cyclists on the touristic city map.
Target groups	Visitors, foreign tourists, residents (discovering your own city)
Relevance	It is important to make cycle information available in order to stimulate cycling.
Coordination	Entrepreneurship and city marketing/ tourism and conferences (OS/TNC)
City services involved	Urban development / mobility (SW/MOB); Entrepreneurship and city marketing/ client management (OS/KLB); Entrepreneurship and city marketing / creation (OS/C)
Partners	
Success factors	1. Availability of Velo to tourists 2. Ensuring the optimal distribution of the touristic city map
Linked with	slimnaarantwerpen.be
Useful resources	Cycle map 'Fast routes from and to Antwerp'
Evaluation	

Excercise campaign City on the move! (’t stad beweegt!)

What?	Exercise is not synonymous with sport. Exercising is cycling to work, walking to the bakery and taking the stairs instead of the escalator. Exercise campaign City on the move! (‘t stad beweegt!) wants to stimulate everyone to exercise more. Website www.tstadbeweegt.be offers tips for every situation in order to make exercise a habit that does not require extra time or effort. In addition the city provides posters in the streets and makes inspiring short films …
Target groups	Everyone
Relevance	60% of Flemish citizens does not get enough exercise. We are seated for an average 6 to 8 hours per day. This brings along certain health risks (increased risk of cardio-vasculary disease, diabetes, obesitas …). Yet everyone can choose how to live healthily and actively. One can opt for 30 minutes of moderately intense exercise per day (e.g. cycling), 10.000 steps per day or three times 20 minutes of sport per week.
Coordination	Culture, sport and education (CS); Entrepreneurship and city marketing (OS)
City services involved	Urban development / mobility (SW/MOB);…
Partners	Duval Guillaume Modem
Success factors	1. The campaign is visible 2. The campain promts to take action 3. It is a long-running or recurring campaign
Linked with	Modal split city of Antwerp (city’s mobility survey)
Useful resources	tstadbeweegt.be, Physical activity norm World Health Organisation
Evaluation	

Annex 2

Action plan 100+ missing links

Action plan +100
Missing links

The action plan 100+ Missing links is an execution programme that gives an overview of missing links that have to be resolved together with our partners in the coming years. the plan speaks of 100+ missing links because the aim is to resolve more than 100 missing links by 2020. The action plan is only the starting point, because a cycle network is never finished. The programme will be adapted, adjusted and completed in the course of time. it distinguishes between the main cycle network and the city cycle network on the one hand and between junctions, crossing points, connections and traffic flow on the other. The 2015 version is a preliminary screening and a 'snapshot' of the missing links at this moment in time. bottlenecks that have already been resolved and planned projects are mentioned separately in order to enable the monitoring of progress year after year.

Opgeleverd 2013 – 2014

no	Name	District	Network	Missing link	Infrastructure
Main cycle network					
1	Belgielei - Van den Nestlei	Antwerpen	core route	weak / unsafe link	cycle path
2	Grote Hondstraat	Antwerpen	switch route	illegible link	cycle street
3	De Bruynlaan-VII olympiadelaan	Antwerpen Wilrijk	core route	weak/missing/ unsafe link	cycle path
4	Singel zuid	Antwerpen	core route	weak/missing/ unsafe link	cycle path
5	Singel midden	Berchem/ Borgerhout	core route	weak/missing/ unsafe link	cycle path
6	Gitschotellei	Borgerhout	core route	unsafe link	cycle path
7	F. Pauwelslei	Deurne	core route	weak / unsafe link	cycle path
8	Boterlaarbaan	Deurne	core route	weak link	maintenance (mitigating measures)
9	Boekenbergplein	Deurne	core route	illegible link	cycle suggestion strips
10	Zwaantjesstraat (deel 1)	Hoboken	core route	weak/ illegible link	improving comfort
11	Gallaitlaan (from Laaglandweg to Krijgslaan)	Wilrijk	switch route	missing link	cycle way
12	Port route (BAM cycle path)	Haven en Berendrecht -Zandvliet	core route	weak/missing/ unsafe link	cycle way

no	Name	District	Network	Missing link	Infrastructure
City cycle network					
13	Brusselstraat	Antwerpen	city quarter route	weak link	cycle path
14	Nationalestraat	Antwerpen	city quarter route	weak link	improving comfort
15	Brialmontlei	Antwerpen	daily route	weak link	improving comfort
16	Berchemlei (last part)	Borgerhout	city quarter route	weak link	cycle path maintenance
17	Jozef verbovenlei	Deurne	city quarter route	weak link	maintenance
18	Broydenborglaan	Hoboken	city quarter route	weak/ illegible link	cycle suggestion strips
19	Schroeilaan	Hoboken	city quarter route	weak link	maintenance
20	Sint-Bavostraat	Wilrijk	city quarter route	weak link	comfort strip
21	Dokter Donnyplein	Wilrijk	city quarter route	weak link	comfort strip
Junctions / crossing points / connections / traffic flow					
22	Junction (Halewijnlaan/ Blancefloerlaan)	Antwerpen	core route	weak link	adapting transitions and improving comfort
23	Connections to cycle path Halewijnlaan	Antwerpen	core route	weak/ illegible link	improving connections middle cycle path
24	Short cut Groen Kwartier	Antwerpen	daily route	missing link	short cut
25	Connection Vlaamse kaai-Namenstraat	Antwerpen	city quarter route	unsafe/ illegible link	improving connection by extra piece of cycle path
26	Connections to Ring cycle path from Diksmuidelaan, Rodekruislaan and Marsstraat	Berchem	main route	weak/illegible link	facilitating access to cycle highway
27	Crossing point Ring cycle path Zurenborg bridge	Berchem	main route	weak link	priority for cyclists, elevated design
28	Crossing point Arbeiderstraat/ Rodereveldlaan	Berchem	main route	weak / unsafe link	improving crossing point
29	Cycle short cut (Kretenborglaan)	Ekeren	core route	unsafe/ illegible link	starting point of cycle path and cycle steering measures
30	Short cut to cycle highway via Donkweg	Ekeren	city quarter route	weak link	short cut to improve access to cycle highway
31	Connection Vaartkaai / Eugeen Meeusstraat	Merksem	main route	weak / unsafe link	facilitating access to cycle highway

Planned 2015

Name	District	Network	Missing link	Design proposal
Main cycle network				
Karmelietenstraat	Berchem	switch route	weak/ illegible link	cycle steering measures/ cycle suggestion strips
St-Theresiastraat	Berchem	switch route	weak/ illegible link	cycle steering measures
Ruggeveldlaan zuid	Deurne	core route	weak link	maintenance/ lichtenregeling
Ruggeveldlaan Noord	Deurne	core route	weak link	maintenance
Leemputtelaarbaan	Deurne	core route	weak link	lighting
Schotensesteenweg (1ste part)	Deurne	core route	weak link	maintenance
Leo Bosschartlaan	Hoboken	core route	weak link	maintenance
Bredabaan	Merksem	core route	weak / unsafe link	cycle path
Zwaantjesstraat (part 2)	Wilrijk	core route	weak/ illegible link	improving comfort
City cycle network				
Pestalozzistraat	Antwerpen	daily route	weak link	improving comfort
Volhardingstraat	Antwerpen	daily route	weak link	improving comfort
De Pretstraat	Antwerpen	daily route	weak link	improving comfort
Serigiersstraat	Antwerpen	daily route	weak link	improving comfort
Duboisstraat	Antwerpen	daily route	weak link	improving comfort
Beschavingstraat	Antwerpen	daily route	weak link	improving comfort
Zeilstraat	Antwerpen	daily route	weak link	improving comfort
Hopland	Antwerpen	daily route	weak link	improving comfort
Lode Vanberkenlaan	Berchem	city quarter route	weak / unsafe link	tackling junctions/ cycle steering measures
Hendriklei	Antwerpen / Hoboken	city quarter route	weak / unsafe link	cycle path
Muggenberglei	Deurne	city quarter route	weak link	maintenance
Fortuinstraat	Ekeren	daily route	weak link	improving comfort
Weerstandersstraat	Ekeren	daily route	weak link	improving comfort
Parkwegen (Distelhoek)	Merksem	daily route	weak link	improving comfort
Rerum Novarumlaan	Merksem	daily route	weak link	improving comfort

Name	District	Network	Missing link	Design proposal
Junctions/ crossing points/ connections / traffic flow				
Balansstraat -Broederminstraat	Antwerpen	switch route	weak link	removing traffic lights
Lange Lobroekstraat (pedestrian crossing point)	Antwerpen	switch route	weak link	removing traffic lights
Paleisstraat - Bresstraat - Boudewijnsstraat - Sint-Laureisstraat	Antwerpen	switch route	weak link	removing traffic lights
Geefstraat – Schoenmarkt (part of junction)	Antwerpen	city quarter route	weak link	removing traffic lights
Minderbroedersrui - Koepoort bridge - Lange Koepoortstraat - Klapdorp -Sint-Paulusstraat - Huikstraat	Antwerpen	city quarter route	weak link	removing traffic lights
Markgravelei (pedestrian crossing point)	Antwerpen	city quarter route	weak link	removing traffic lights
Dam bridgegestraat - Oranjestraat	Antwerpen	city quarter route	weak link	removing traffic lights
Oudaan (pedestrian crossing point)	Antwerpen	daily route	weak link	removing traffic lights
Te Boelaarlei/ connection Herentalsebaan	Borgerhout	city quarter route	weak link	safer connection to roundabout
Crossing point Parkweg/ Hooftvunderlei	Deurne	core route	weak / unsafe link	safe crossing point
Driehoekstraat - Geestenspoor	Ekeren	core route	weak link	removing traffic lights

Overview of missing links | 2015

Name	District	Network	Missing link
Hoofdfietsnet			
Antwerp - Mechelen (cycle highway)	Antwerp	main route	
Cuperusstraat			weak link
Stanleystraat			weak link
Posthof bridge			weak/unsafe link
Antwerp - Beveren (cycle highway)	Antwerp	main route	
Schelde bridge south			missing link
extension Linkeroever to Zwijndrecht			missing link
Antwerp - Essen (cycle highway)	Antwerp / Ekeren	main route	
Trajectory between Schriek -Maria Theresialei			missing link
Argentiniëlaan			missing link
trajectory between Argentiniëlaan -Groenendaallaan			missing link
trajectory between Groenendaallaan-Vaartkaai			missing link
Antwerp - Hemiksem (cycle highway)	Antwerp / Hoboken	main route	
Kielsbroek			missing link
Jef van Linden cycle path			weak link
C. Van Laethemstraat			illegible link
Foderriestraat			illegible link
Alongside railway + crossing point St-Bernardsesteenweg			missing link
Antwerp - Herentals / Albert Canal (cycle highway)	Antwerp / Merksem	main route	
Vaartkaai			missing/ unsafe link
Antwerp - Lier (cycle highway)	Berchem/ Deurne	main route	
Extension over Ring and Singel			
Saffierstraat, Luchthavenlei...			missing link
Arbeidersstraat			missing link
Antwerp - Wommelgem (cycle highway)	Borgerhout/ Deurne	main route	
cycle bridge Ruggeveldlaan			missing link
Vaartweg			illegible link
Cycle bridge Sterckxhoflei			unsafe link
W. Haecklaan			missing link
Antwerp - Stabroek/A12 (cycle highway)	Ekeren	main route	missing link
Driehoekstraat/De Noteschelp			missing link
Antwerp - Brecht /E19 (cycle highway)	Ekeren		missing link

Name	District	Network	Missing link
Ring cycle path (cycle highway)	Antwerp / Berchem/ Borgerhout/ Deurne	main route	
Some parts unlit			weak link
Shortening			missing link
Collegelaan			weak link
Part of Parkweg			weak link
Connecting Ring cycle path via Eric Sasselaan			weak / unsafe link
'Closing' northern part of Ring cycle path (from Ten Eekhove to Kaaien			missing link
Completing southern part of Ring cycle path (from Silvertop to Kaaien)			missing link
IJzerlaan bridge (cycle highway hub)	Antwerp / Merksem	main route	weak / unsafe link
Kaaien (cycle highway)	Antwerp	main route	
North			weak link
Centre			weak link
South			weak link
Singel	Antwerp / Berchem/ Borgerhout	core route	
extension from Silvertop to Scheldt bridge south		core route	missing link
south		core route	weak/missing/ unsafe link
centre		core route	weak/missing/ unsafe link
north		core route	weak/missing/ unsafe link
District route		core route	
Olieweg (Nieuw Zuid)	Antwerp	core route	missing link
Kruger bridge	Hoboken	core route	weak link
Krugerstraat	Hoboken	core route	illegible link
Zwaantjesstraat (part 1)	Hoboken	core route	weak/ illegible link
Zwaantjesstraat (part 2)	Wilrijk	core route	weak/ illegible link
M. Willemslaan	Wilrijk	core route	illegible link
Pastoor Bauwenslaan	Wilrijk	core route	weak / unsafe link
Berkenrijslaan	Wilrijk	core route	weak / unsafe link
D. Veeckmanslaan	Wilrijk	core route	weak / unsafe link
Heistraat	Wilrijk	core route	weak / unsafe link
Groenenborgerlaan	Antwerp / Wilrijk	core route	weak / unsafe link
Ringlaan	Berchem/ Wilrijk	core route	weak / unsafe link

Name	District	Network	Missing link
Fruithoflaan	Berchem	core route	weak / unsafe link
Vosstraat	Borgerhout/ Deurne	core route	weak link
K. Cardijnplein /Ruimtevaartlaan	Borgerhout/ Deurne	core route	weak/ illegible link
Boekenberglei	Deurne	core route	weak / unsafe link
F. Pauwelslei	Deurne	core route	weak / unsafe link
Ruggeveldlaan south	Deurne	core route	weak link
Ruggeveldlaan north	Deurne	core route	weak link
Bremweide	Deurne	core route	illegible link
Melkerijstraat /Kruningen bridge	Deurne	core route	missing link
Winkelstap	Merksem	core route	unsafe link
Ringlaan	Merksem	core route	weak link
Maantjessteenweg	Merksem	core route	weak link
V. Govaerslaan	Merksem	core route	weak link
B. J. Masure bridge	Antwerp / Merksem	core route	weak link
Havanastraat	Antwerp	core route	weak link
R11 (from A12 Wilrijk to A12 Ekeren)		core route	
Halenstraat	Antwerp	core route	unsafe link
K. Oomstraat	Antwerp	core route	weak link
Leien -North + Operaplein	Antwerp	core route	weak / unsafe link
Leien -South	Antwerp	core route	weak link
Pothoekstraat/Kerkstraat	Antwerp	core route	unsafe/ illegible link
Charles de Costerlaan	Antwerp	core route	unsafe link
Blancefloerlaan (from Halewijnlaan to P&R north side)	Antwerp	core route	weak link
F. Van Eedenplein (also junction)	Antwerp	core route	unsafe link
3de Scheldekruising (Eilandje - Linkeroever)	Antwerp	core route	missing link
Ekersesteenweg	Antwerp	core route	weak / unsafe link
Kempenstraat	Antwerp	core route	weaklink
Transcontinentaalweg	Antwerp	core route	unsafe/ illegible link
Samberstraat/ Dam/ Spoornoord/Lange Dijkstraat/ ST-Jansplein/ Rotterdamstraat/Van Stralenstraat	Antwerp	core route	unsafe/ illegible link
Belgielei - Van den Nestlei	Antwerp	core route	weak / unsafe link
Graaf Van Hoornestraat-Graaf Van Egmontstraat-scheldestraat	Antwerp	core route	weak / unsafe link
As Onderwijsstraat -Handelstraat -Muizenstraat	Antwerp	core route	weak / unsafe link
Plantin en Moretuslei	Antwerp / Borgerhout	core route	weak link
De Bruynlaan-VII olympiadelaan	Antwerp / Wilrijk	core route	weak/missing/ unsafe link
Prins Boudewijnlaan - Elisabethlaan (from Wilrijk to Grotesteenweg)	Berchem	core route	weak / unsafe link

Name	District	Network	Missing link
Guldenvliesstraat	Berchem	core route	unsafe link
Grotesteenweg (intra muros and extra muros)	Berchem	core route	weak link
Steenovenstraat (A12- Antwerpsebaan)	Berendrecht -Zandvliet	core route	unsafe link
Gitschotellei	Borgerhout	core route	unsafe link
Drakenhoflaan to Boekenberglei	Deurne	core route	weak link
Drakenhoflaan - Borsbeekse steenweg	Deurne	core route	weak link
Boterlaarbaan/ Van Strydoncklaan	Deurne	core route	weak link
Drakenhoflaan	Deurne	core route	weak link
Leemputtelaarbaan	Deurne	core route	weak link
Boekenbergplein	Deurne	core route	illegible link
Waterbaan	Deurne	core route	illegible link
Confortalei	Deurne	core route	weak / unsafe link
Frank Craeybecklaan	Deurne	core route	weak / unsafe link
Schotensesteenweg (1st part)	Deurne	core route	weak link
Schotensesteenweg (2nd part)	Deurne	core route	weak link
Kloosterstraat (Ekeren)	Ekeren	core route	weak / unsafe link
Kappelsesteenweg (southern part school area)	Ekeren	core route	weak / unsafe link
Kappelsesteenweg (north)	Ekeren	core route	weak / unsafe link
Steenstraat	Ekeren	core route	illegible link
Schriek + part on bridge	Ekeren	core route	unsafe/ illegible link
Boerendijk/schoonbroek/ Vierkerkenstraat	Ekeren	core route	illegible link
Ekersedijk	Ekeren	core route	weak link
Klein Hagelkruis	Ekeren	core route	illegible link
Kretenborglaan/Kluislaan	Ekeren	core route	illegible link
Laar cycle connection	Ekeren	core route	unsafe link
Connection Luchtbal - Merksem	Ekeren/ Merksem	core route	ontbrekkende link
Sint-Bernardsesteenweg	Hoboken	core route	unsafe link
Krijgsbaan	Hoboken	core route	weak link
Kapelstraat/ D. Baginierlaan	Hoboken	core route	illegible link
Leo Bosschartlaan	Hoboken	core route	weak link
Walstraat , Oudestraat, Meeuwenhoflaan, Eikenlei, Salesianenlaan, A. Einsteinlaan	Hoboken	core route	illegible link
Louiselei	Hoboken	core route	illegible link
Bredabaan	Merksem	core route	weak / unsafe link
Speelpleinstraat	Merksem	core route	weak / unsafe link
Oude Bareellei	Merksem	core route	unsafe link
Straalstraat Fase 2	Merksem	core route	weak / unsafe link
Hennepstraat	Merksem	core route	illegible link
Geertshoek	Merksem	core route	illegible link

Name	District	Network	Missing link
Boomsesteenweg (N177)	Wilrijk	core route	weak/missing/ unsafe link
Heistraat	Wilrijk	core route	weak link
Doornstraat (last part direction of Aartselaar)	Wilrijk	core route	weak / unsafe link
Kleine Doornstraat + Dijkstraat (met Aartselaar)	Wilrijk	core route	weak / unsafe link
Next to E19?	Wilrijk	core route	missing link
Prins Boudewijnlaan (from R11 to Berchem)	Wilrijk	core route	weak / unsafe link
Oosterweel connection	Haven	core route	missing link
Siberiastraat	Haven	core route	weak / unsafe link
Lillo bridge	Haven	core route	weak link
Havenroute (cycle path BAM) Monnikenhofstraat (at sport centre), Bullesteeg, Zandweg,Windmolenweg (from Suikervoetpad to house) and Suikervoetpad + construction of NOD (through field)	Haven and Berendrecht -Zandvliet	core route	weak/missing/ unsafe link
Van de Wervestraat-Van Maerlantstraat-Osystraat-	Antwerp	switch route	weak / unsafe link
Van Ertbornstraat-Quellinstraat	Antwerp	switch route	weak / unsafe link
Balansstaat	Antwerp	switch route	weak / unsafe link
Kloosterstraat	Antwerp	switch route	illegible link
K. Rogierstraat, Vrijheidstraat, Terninckstraat, Schermersstraat, Tabaksvest, Kipdorpvest,	Antwerp	switch route	illegible link
Grote Hondstraat	Antwerp	switch route	illegible link
Oostenstraat	Antwerp	switch route	weak link
Baron Joostensstraat	Antwerp	switch route	weak link
Kotterstraat-Straatsburg Noordkaai-Vaartkaai	Antwerp	switch route	weak / unsafe link
From Hof ter lo through Spooroost - Lange Lobroekstraat	Antwerp / Borgerhout	switch route	missing link
Karmelietenstraat	Berchem	switch route	weak/ illegible link
Lode vissenaekenstraat	Berchem	switch route	weak link
St-Theresiastraat	Berchem	switch route	weak/ illegible link
Pretoriastraat	Berchem	switch route	weak link
Karel van den Overstraat	Borgerhout	switch route	illegible link
Kerkstraat, Van de Keilenstraat, Helmstraat, Lammekensstraat, Laar, Kattenberg, St-Marcusstraat, St-Lucasstraat, Rechtestraat, K. Geertsstraat, J. De Laetstraat ...	Borgerhout	switch route	weak/ illegible link
Stenenbrug	Borgerhout	switch route	weak / unsafe link
Jan Welterslaan	Deurne	switch route	weak link
Laar-Bist (Hoogpadlaan, P. Goetschalckxstraat, J. Ickxstraat, M. de Backerstraat, Isabellalei...)	Ekeren	switch route	weak/ illegible link
Gallaitlaan (from Laaglandweg to Krijgslaan)	Wilrijk	switch route	missing link
Gallaitlaan and Oudestraat	Wilrijk	switch route	illegible link

Name	District	Network	Missing link
City cycle network			
Brusselstraat	Antwerp	city quarter route	weak link
Charlottalei	Antwerp	city quarter route	weak link
Kasteelpleinstraat / Kronenburgstraat	Antwerp		weak/ illegible link
De Keyserlei	Antwerp	city quarter route	weak/ illegible link
Meirbrug/Schoenmarkt	Antwerp	city quarter route	weak/ illegible link
Ellermanstraat	Antwerp	city quarter route	missing link
Kattendijk Oostkaai	Antwerp	city quarter route	weak / unsafe link
Nationalestraat	Antwerp	city quarter route	weak link
Floraliënlaan (Middelheimlaan and P. Boudewijnlaan)	Antwerp / Berchem	city quarter route	weak link
Hendriklei	Antwerp / Hoboken	city quarter route	weak / unsafe link
Roderveldlaan (cycle tunnel Infrabel)	Berchem	city quarter route	weak link
Corner F. Williotstraat/Berchemstadionstraat	Berchem	city quarter route	weak/ illegible link
Arbeidersstraat	Berchem	city quarter route	unsafe/weak link
Edelgesteentenstraat	Berchem	city quarter route	unsafe/weak link
Lode Vanberkenlaan	Berchem	city quarter route	unsafe link
Dorpstraat	Berendrecht -Zandvliet	city quarter route	unsafe/ illegible link
Monnikenhofstraat	Berendrecht -Zandvliet	city quarter route	unsafe/ illegible link
Noordland	Berendrecht -Zandvliet	city quarter route	unsafe/ illegible link
Steenovenstraat (A12-Konijnendreef)	Berendrecht -Zandvliet	city quarter route	unsafe link
Zoutestraat (between Derde weg-Windmolenweg	Berendrecht -Zandvliet	city quarter route	unsafe link
Zandvlietsesteenweg	Berendrecht -Zandvliet	city quarter route	unsafe/ illegible link
Berchemlei (last part)	Borgerhout	city quarter route	weak link
Te boelaarlei (last part)	Borgerhout	city quarter route	weak/ illegible link

Name	District	Network	Missing link
Kroonstraat	Borgerhout	city quarter route	weak / unsafe link
Terheydelaan	Deurne	city quarter route	weak link
Muggenberglei	Deurne	city quarter route	weak link
Van Haverelei	Deurne	city quarter route	weak/ illegible link
Ter Rivierenlaan	Deurne	city quarter route	weak/ illegible link
Boshovestraat	Deurne	city quarter route	weak/ illegible link
Gallifortlei	Deurne	city quarter route	weak/ illegible link
E. Fahylaan	Deurne	city quarter route	weak link
Lakborslei	Deurne	city quarter route	weak link
Jozef Verbovenlei	Deurne	city quarter route	weak link
Cycle connection Park Groot Schijn	Deurne	city quarter route	missing link
‘Old’ Herentalsebaan	Deurne	city quarter route	weak / unsafe link
Broydenborglaan	Hoboken	city quarter route	weak/ illegible link
Broydenborglaan (last part up to SBS)	Hoboken	city quarter route	weak/ illegible link
A. Greinestraat	Hoboken	city quarter route	weak link
Weerstandlaan	Hoboken	city quarter route	weak link
Harold Rosherstraat	Hoboken	city quarter route	weak / unsafe link
Schroeilaan	Hoboken	city quarter route	weak link
Sint-Bavostraat	Wilrijk	city quarter route	weak link
Oude Baan	Wilrijk	city quarter route	weak link
Dokter Donnyplein	Wilrijk	city quarter route	weak link
Terbekehofdreef	Wilrijk	city quarter route	cargo traffic
Atomiumlaan	Wilrijk	city quarter route	weak / unsafe link

Name	District	Network	Missing link
Zwaluwenlaan	Wilrijk	city quarter route	weak/ illegible link
Kleine Steenweg	Wilrijk	city quarter route	weak link
Groenstraat	Wilrijk/ Hoboken	city quarter route	weak link
Hopland	Antwerp	daily route	weak link
Steenhouwersvest	Antwerp	daily route	weak link
De Vrièrestraat- Marnixplaats- Geuzenstraat	Antwerp	daily route	weak link
Cadix quarter	Antwerp	daily route	weak link
Brialmontlei	Antwerp	daily route	weak link
Pestalozzistraat	Antwerp	daily route	weak link
Volhardingstraat	Antwerp	daily route	weak link
De Pretstraat	Antwerp	daily route	weak link
Serigiersstraat	Antwerp	daily route	weak link
Duboisstraat	Antwerp	daily route	weak link
Beschavingstraat	Antwerp	daily route	weak link
Zeilstraat	Antwerp	daily route	weak link
Edward Keurvelstraat	Antwerp / Wilrijk	daily route	weak link
Floraliënlaan (part between Ringlaan and P. Boudewijnlaan)	Berchem	daily route	weak link
Prins Leopoldlaan	Berchem	daily route	weak link
Antwerpsebaan	Berendrecht -Zandvliet	daily route	unsafe link
Ruige Heide - Kalmthoutsebaan	Berendrecht -Zandvliet	daily route	weak link
Fortuinstraat	Ekeren	daily route	weak link
Weerstandersstraat	Ekeren	daily route	weak link
Parkwegen (Groenhart Merksem)	Merksem	daily route	weak link
Parkwegen (Distelhoek)	Merksem	daily route	weak link
De Biezen	Merksem	daily route	weak link
Oude Bredabaan	Merksem	daily route	weak link
Rerum Novarumlaan	Merksem	daily route	weak link
Uitspanningsstraat	Wilrijk	daily route	weak link
Eenheidsstraat	Wilrijk	daily route	weak link
Boeksveldplein	Wilrijk	daily route	weak link
Galliardstraat	Wilrijk	daily route	weak link
Jan De Groofstraat	Wilrijk	daily route	weak link
Jozef Kennislei	Wilrijk	daily route	weak link
A. Van Daelstraat	Wilrijk	daily route	weak link
Overwinningstraat	Wilrijk	daily route	weak link
Zonnedauwstraat	Wilrijk	daily route	weak link

Name	District	Network	Missing link
Junctions / crossing points / connections / traffic flow			
Mercatorstraat/ Provinciestraat	Antwerp	main route	weak link
Ring cycle path (crossing point Grotesteenweg)	Berchem	main route	weak / unsafe link
connections Ring cycle path from Diksmuidelaan, Rodekruislaan and Marsstraat	Berchem	main route	weak/illegible link
Crossing point Ring cycle path Zurenborg bridge	Berchem	main route	weak link
Ring cycle path (crossing point Armstrongweg/quays)	Berchem	main route	weak / unsafe link
Crossing point Arbeiderstraat/Rodereveldlaan	Berchem	main route	weak / unsafe link
Ring cycle path (crossing point Stenenbrug)	Borgerhout	main route	weak link
Ring cycle path (crossing point Sportpaleis)	Deurne	main route	weak / unsafe link
Cycle tunnel (at Statiestraat) between De Noteschelp and Bist	Ekeren	main route	weak / unsafe link
Connection Vaartkaai from Eugeen Meusstraat	Merksem	main route	weak / unsafe link
Pieter Rottiestraat/ Emiel Vloorstraat	Antwerp	core route	weak link
De Coninckplein	Antwerp	core route	weak / unsafe link
Junction Floraliënlaan/ Koninklijkelaan	Antwerp	core route	unsafe/ illegible link
Junction Mechelsesteenweg (Belgiëlei)	Antwerp	core route	unsafe/ illegible link
Junctions Mechelsesteenweg / Leien (Nationale Bank)	Antwerp	core route	unsafe/ illegible link
Junction (Halewijnlaan/Blancefloerlaan)	Antwerp	core route	weak link
Connections cycle path Halewijnlaan	Antwerp	core route	weak link
Park bridge (Noorderplaats)	Antwerp	core route	missing link
Vlaamsekaai - Kloosterstraat - Scheldestraat - Graaf van Egmontstraat	Antwerp	core route	weak link
Junctions Singel	Antwerp / Berchem/ Borgerhout	core route	weak / unsafe link
Junctions on port route (Bullesteeg/Suikerpad/ Armenstraatje/ Verbrandstraatje)	Berendrecht -Zandvliet	core route	unsafe/ illegible link
Junction Antwerpsebaan - Zandweg	Berendrecht -Zandvliet	core route	unsafe/ illegible link
Connection from Singel to Donkerpoort	Borgerhout	core route	weak/illegible link
Crossing point L. Lippenslaan (entrances and exits)	Borgerhout	core route	weak / unsafe link
Crossing point Singel (Park connection)	Borgerhout/ Deurne	core route	weak / unsafe link
Crossing point Parkweg/Hoofdfunderlei	Deurne	core route	weak / unsafe link
Theunis bridge (sportpaleis)	Deurne	core route	weak link
Deurne bridge (‘azijn’)	Deurne	core route	weak link
Driehoekstraat - Geestenspoor	Ekeren	core route	weak link
Schriek/ Kapelsesteenweg	Ekeren	core route	weak link
Cycle short cut (Kretenborglaan)	Ekeren	core route	unsafe/ illegible link
Antwerpsesteenweg/Windmolenstraat	Hoboken	core route	weak / unsafe link

Name	District	Network	Missing link
Zwaantjes junction	Hoboken	core route	illegible link
Salesianenlaan/ Sint-Bernardsesteenweg	Hoboken	core route	weak link
Krugerstraat / Weerstandslaan	Hoboken	core route	weak link
Heidestraat-Walstraat-Oudestraat	Hoboken	core route	weak link
Straalstraat/ Deurnsebaan	Merksem	core route	weak link
Junction Groenendaallaan	Merksem	core route	unsafe/ illegible link
Laarstraat/ Heistraat	Wilrijk	core route	weak link
Junction Prins Boudewijnlaan/ R11	Wilrijk	core route	weak / unsafe link
Comfort parts Doornstraat (between Bist-Krijgslaan)	Wilrijk	core route	weak link
Comfort parts Bist	Wilrijk	core route	weak/illegible link
Crossing point Jules Moretusstraat	Wilrijk	core route	weak/illegible link
Crossing point Kruishofstraat	Wilrijk	core route	weak/illegible link
Bridges and locks (in general)	Haven	core route	unsafe
Baron Joostenstraat /Plantin en Moretuslei	Antwerp	switch route	weak link
Van den Nestlei/ Oostenstraat	Antwerp	switch route	weak link
Van den Nestlei/ Baron Joostenstraat	Antwerp	switch route	weak link
Lange Kievitstraat/ Pelikaanstraat	Antwerp	switch route	weak link
Gallaitlaan/ Krijgslaan	Wilrijk	switch route	weak link
Balansstraat -Broederminstraat	Antwerp	switch route	weak link
Lange Lobroekstraat (pedestrian crossing point)	Antwerp	switch route	weak link
Paleisstraat - Bresstraat - Boudewijnsstraat - Sint-Laureisstraat	Antwerp	switch route	weak link
Geefstraat – Schoenmarkt (part of junction)	Antwerp	city quarter route	weak link
Minderbroedersrui - Koepoort bridge - Lange Koepoortstraat - Klapdorp -Sint-Paulusstraat - Huikstraat	Antwerp	city quarter route	weak link
Huidevettersstraat - Schuttershofstraat - Komedieplaats	Antwerp	city quarter route	weak link
Dambruggestraat-Oranjestraat	Antwerp	city quarter route	weak link
Connection Vlaamse kaai- Namenstraat	Antwerp	city quarter route	unsafe/ illegible link
Te Boelaarlei / connection Herentalsebaan	Borgerhout	city quarter route	weak link
Roundabout A. Mathijslaan/ Berchemlei	Borgerhout	city quarter route	unsafe link
Herentalsebaan / Sterckshoflei	Deurne	city quarter route	weak link
Short cut cycle highway via Donkweg	Ekeren	city quarter route	weak link
Junction Prinshoeveweg - Oude Landen	Ekeren	city quarter route	unsafe/ illegible link

Name	District	Network	Missing link
Junction Prinshoeveweg - Baljuwlaan	Ekeren	city quarter route	unsafe/ illegible link
Tunnel (direction of Groen zuid)	Hoboken	city quarter route	missing link
Wolplein/ A. Greinestraat	Hoboken	city quarter route	weak / unsafe link
Path through Schoonselhof	Wilrijk	city quarter route	cargo traffic and high speed
Junction Groenenborgerlaan/Oosterveldlaan (at bus trap)	Wilrijk	city quarter route	weak /illegible link
Short cut Groen Kwartier	Antwerp	daily route	missing link
Oudaan (pedestrian crossing point)	Antwerp	daily route	weak link

Colophon

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