

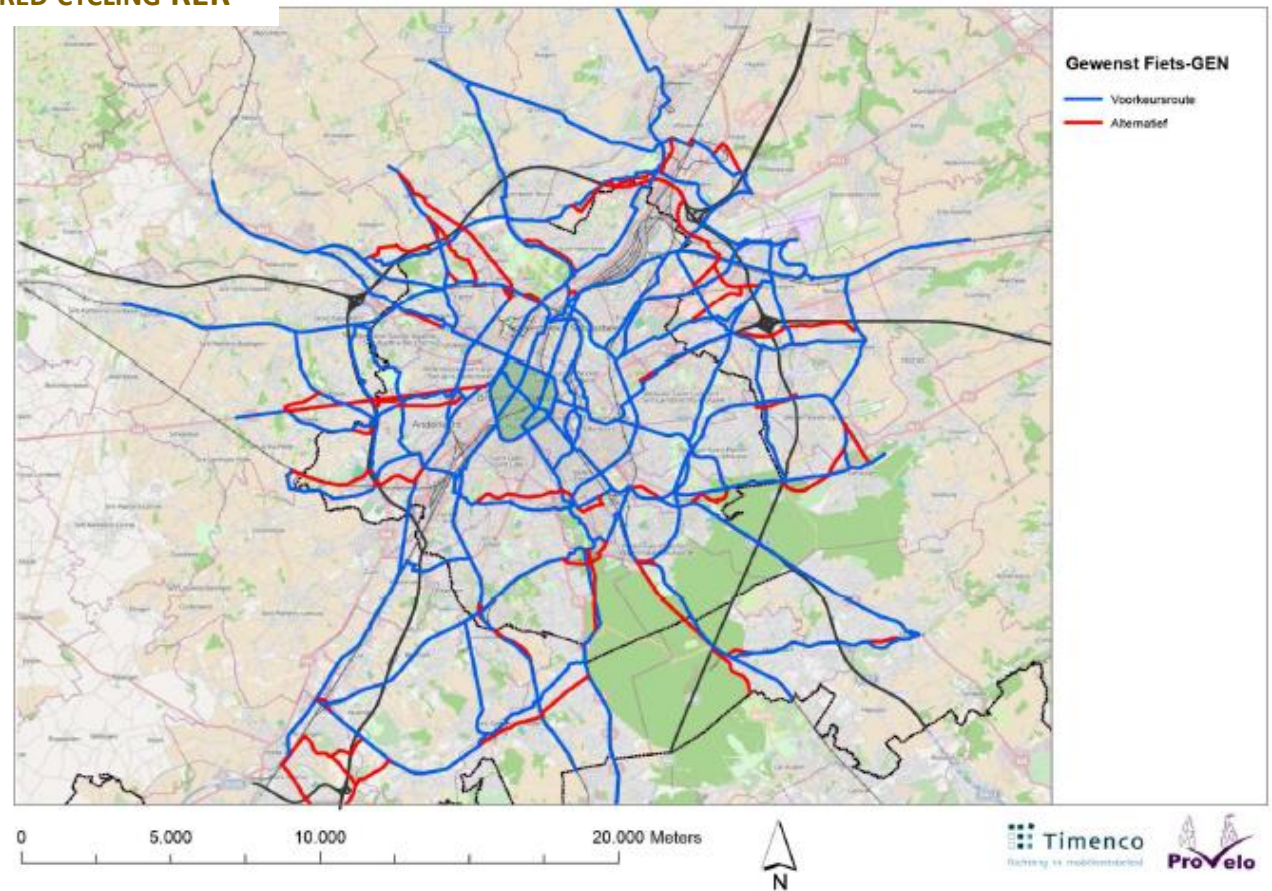
The « RER-Velo/Fiets GEN »

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The project

THE DESIRED CYCLING RER



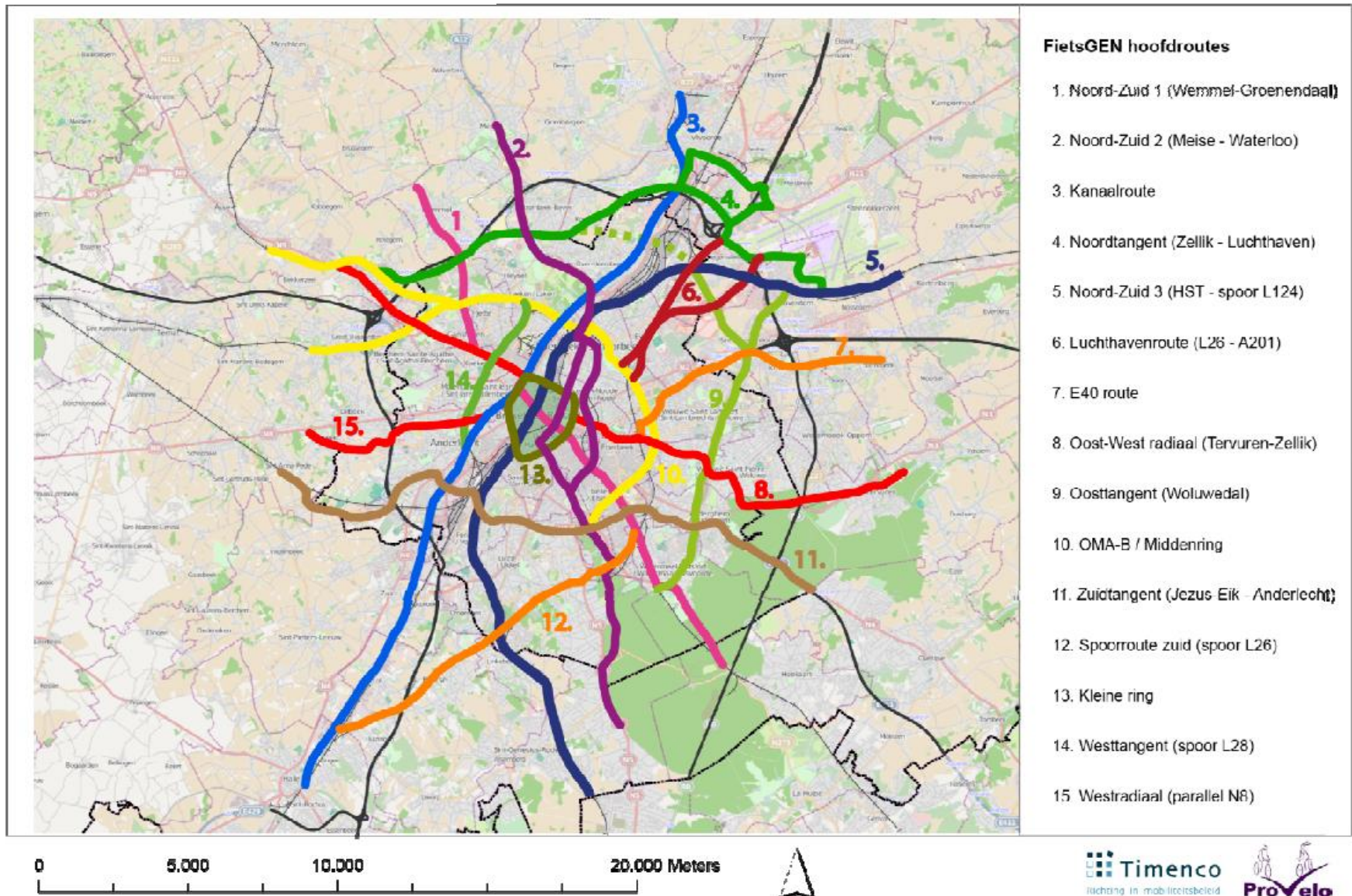
The cycling RER is a network of fast cycle lanes which targets long distance cycling (up to 15 km) but which must also offer added value for short distance journeys.

This project is the result of a cooperation agreement between the Brussels-Capital Region, the Flemish Region and the Province of Flemish Brabant.

When selecting the tracks for the cycling RER, account was taken of the extent and speed of the tracks and the places served (offices, equipment housing). The aim is to create routes that generate at least 2,000 bicycle trips per day.

These forecasts are based on the following assumptions: in a catchment area extending within a radius of 1.5 km around the planned routes, the cycling RER must attract 25% of all cycling trips, while the share of cycling in total trips should rise to 20%.

THE MAIN ROADS OF THE CYCLING RER



14 priority routes have been selected, linking the nearby Flemish periphery to Brussels, in addition to a Brussels only route along the small ring road.

These routes involve the canal towpaths, railway embankments, forest or agricultural roads and certain road shoulders. The aim is to implement exclusive right-of-way routes as often as possible.

Tableau 9 : Estimation budget RER CYCLABLE

	Réseau RER CYCLABLE		15 voies principales RER CYCLABLE	
	km	300.000 à 400.000 €/km	km	300.000 à 400.000 €/km
Région flamande	205 km	62 à 82 millions €	113 km	34 à 45 millions €
Région bruxelloise	193 km	58 à 68 millions €	167 km	50 à 67 millions €
Total	398 km	120 à 150 millions €	280 km	84 à 112 millions. €

The budgetary evaluation of the realisation of all the cycling RER routes is around 120 to 150 million € (2012 calculations) for the whole project, including 84 to 112 million € for the 15 priority cycling RER routes.

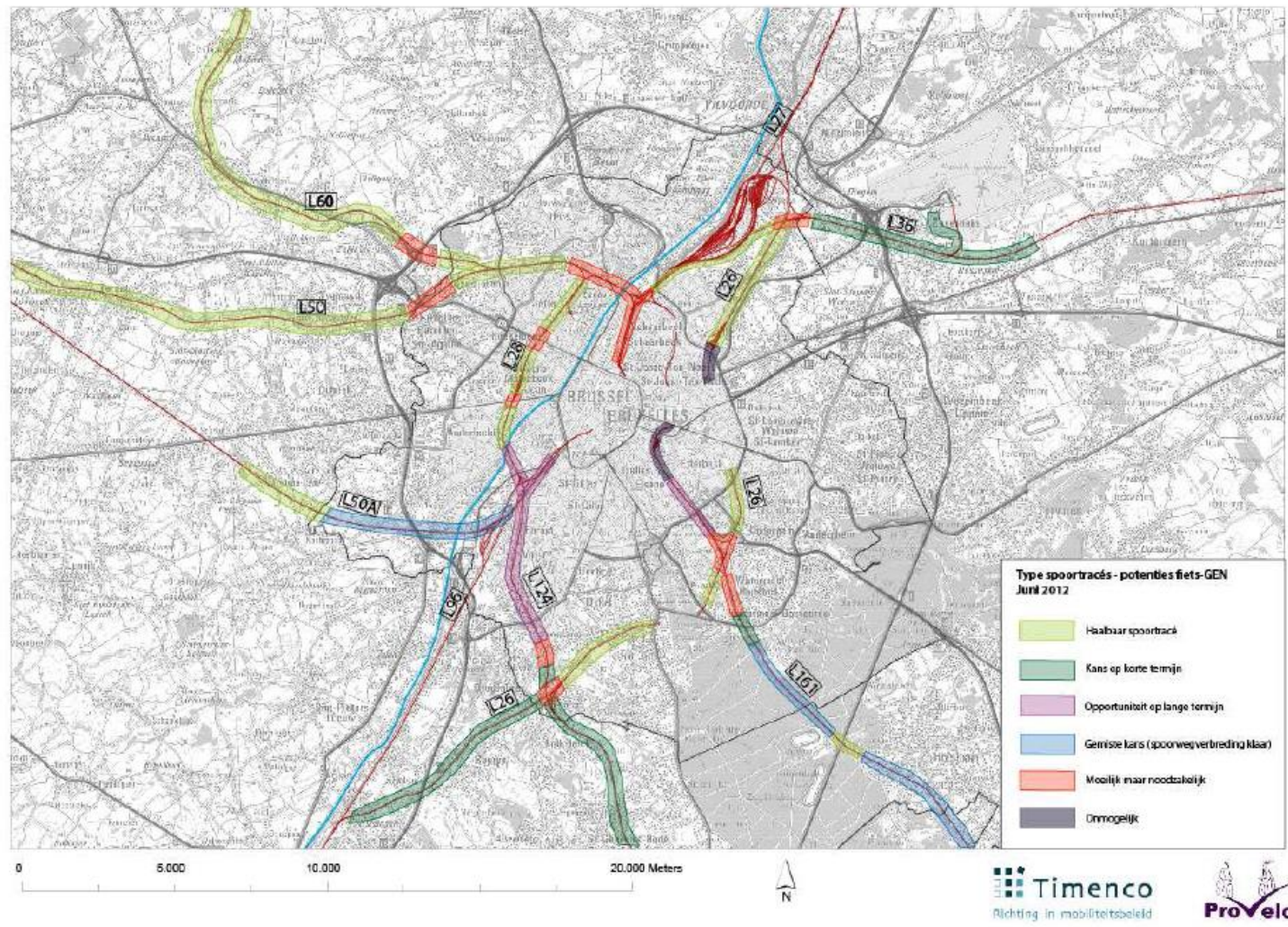
This budget would be borne by the Flemish and Brussels Regions and the Province of Flemish Brabant.

Initially, the idea was to carry out the 15 priority routes in about ten years, by 2025, at a rate of approximately 15 million investments per year. A cooperation agreement between the Brussels-Capital Region, the Flemish Region and the province of Flemish Brabant exists for the realisation of the cycling RER.

Nevertheless, other actors must be involved: municipalities, SNCB and Infrabel, Waterwegen & Zeekanaal, De Lijn, Vlaamse Landmaatschappij, Brussels Airport Company, Agentschap voor Natuur en Bos, Le Port de Bruxelles, the 19 municipalities of the Brussels-Capital Region and 23 Flemish municipalities as well as 2 Walloon municipalities crossed by the planned lines... All these actors were involved in a collaboration protocol. In addition, associations such as Gracq, Fietsersbond or provélo, for example, are involved in communication and promotion of the project.

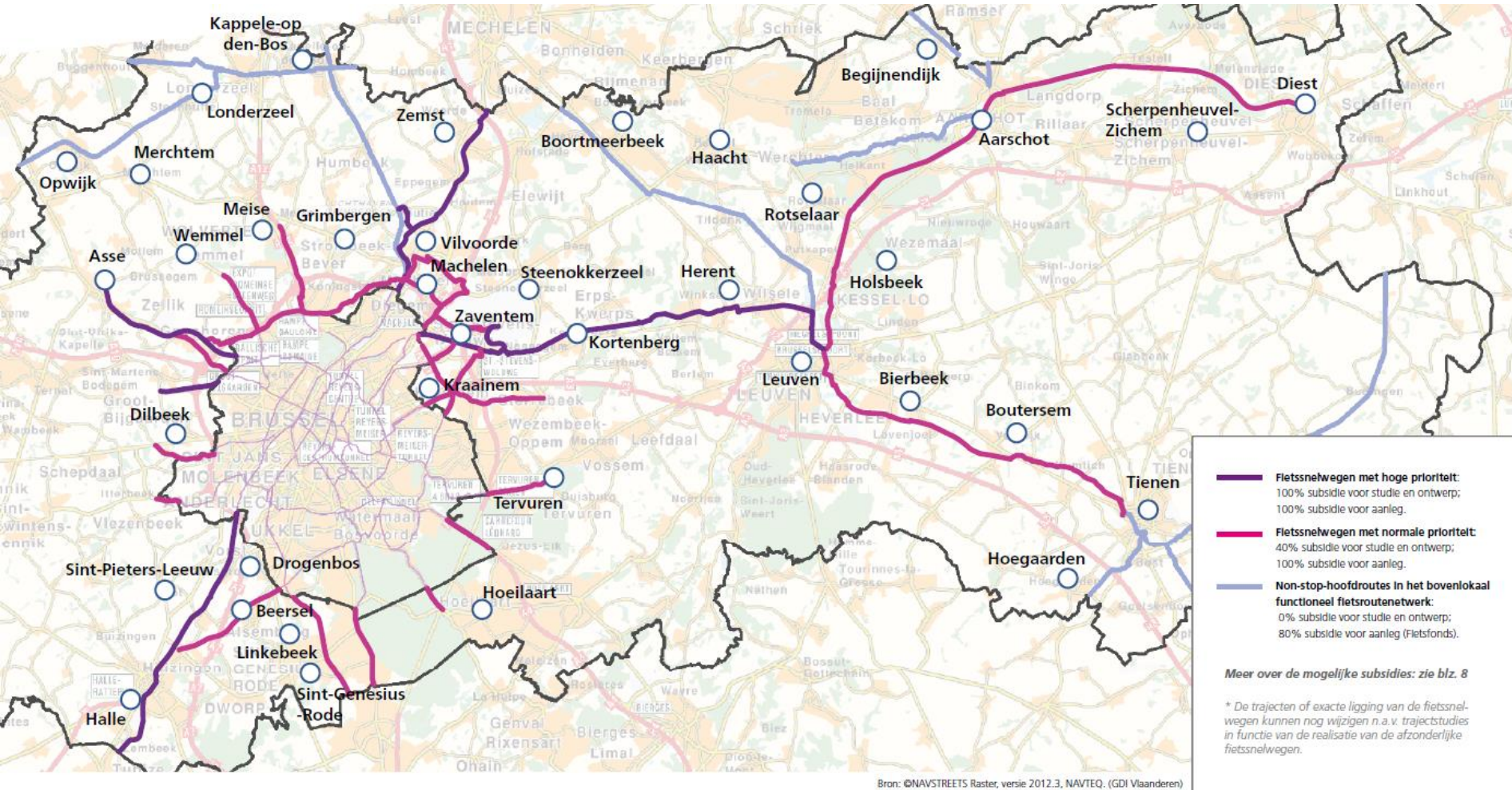
Current situation

THE DIFFICULTIES POINTED OUT BY SNCB



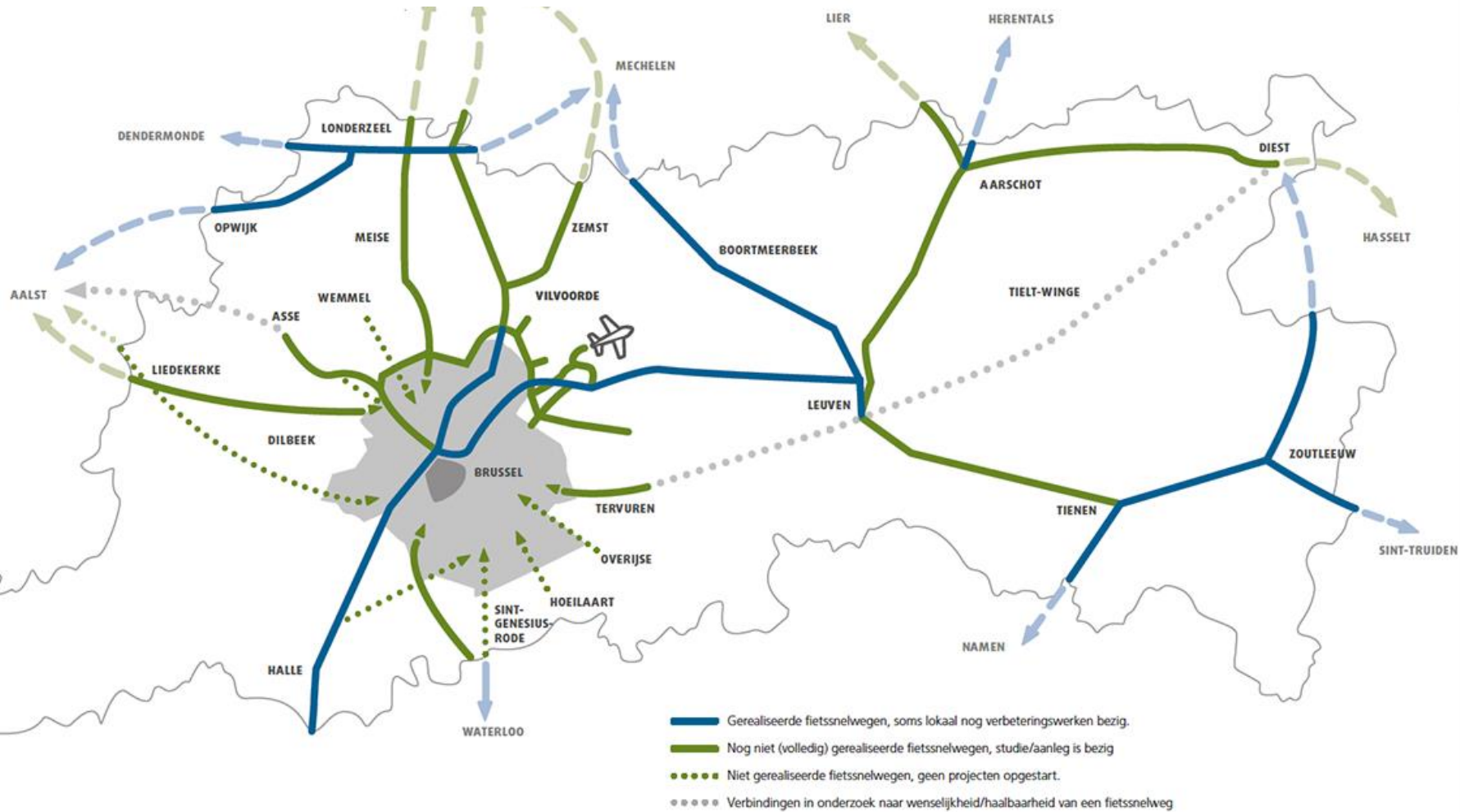
Preliminary consultations, in particular with SNCB, pointed to various implementation difficulties, linked for example to coordination with other projects (railway RER) and to the technical or regulatory impossibility of implementing certain routes. Consequently, alternative routes have been considered.

FUNDING OF CYCLE LANES BY THE FLEMISH REGION



Within the routes planned for the cycling RER, the Flemish Region has identified priority axes, for which funding is fully covered (60% province of Flemish Brabant, 40% Flemish Region).
 On the other axes, the subsidy rate is lower and implies funding from the municipalities.

CURRENT STATE OF THE FIETSSNELWEGEN (FLEMISH BIKE HIGHWAYS) AROUND BRUSSELS



Some itineraries have already been completed, with the exception of some nodes and junctions, but most of the network has yet to be built and for half of the routes no work has yet begun.

In the Brussels-Capital Region, the creation of cycle RER routes raises the question of coordination with regional cycle route projects.

About half of these regional cycle route have been developed or marked out; This work is the responsibility of the Brussels-Capital Region.

There is also the question of the involvement of Beliris, as pilot for the realisation of the Brussels parts of the cycling RER.



Legende

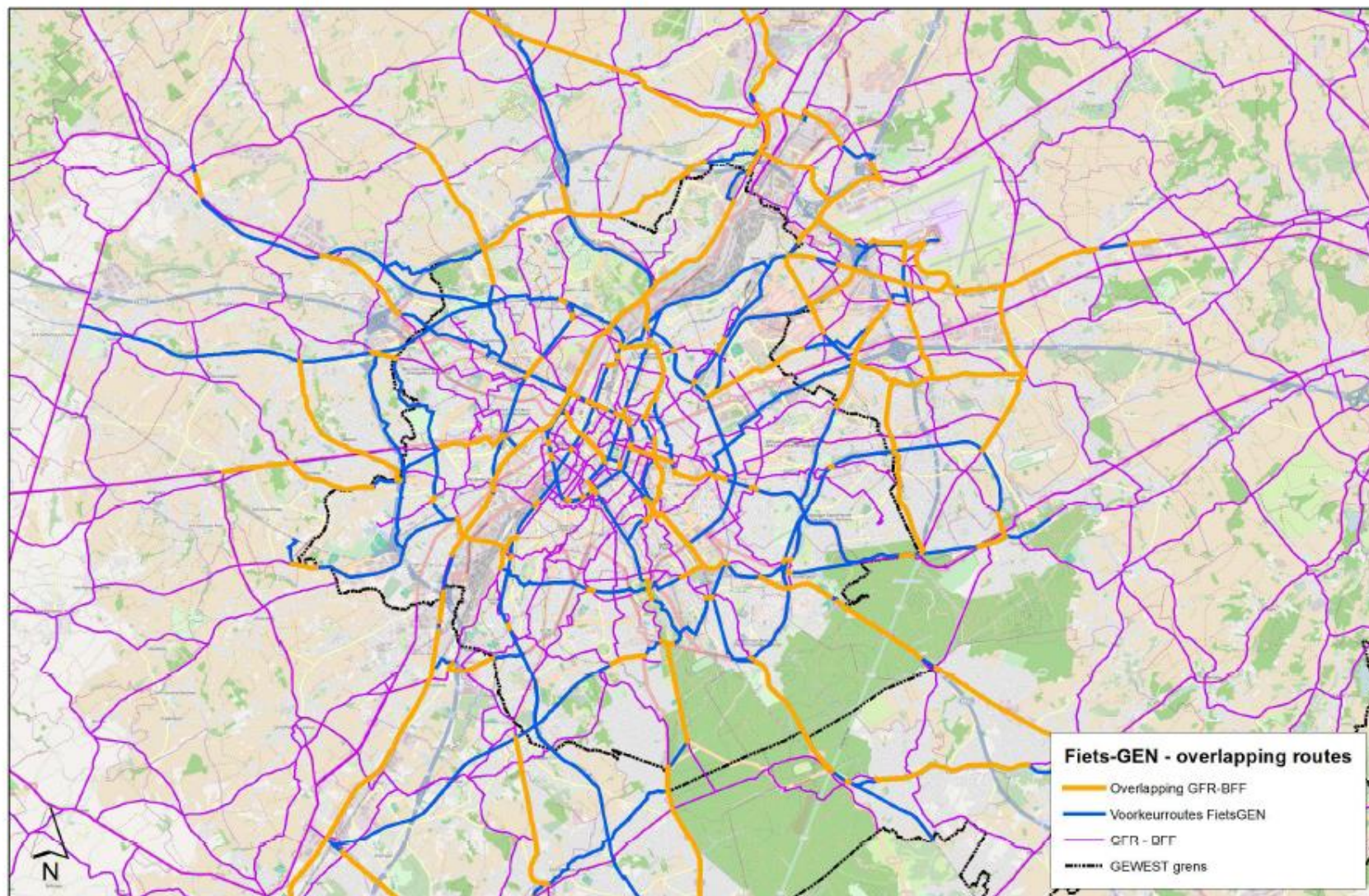
- Afgewerkte GFR
ICR exécutés
- - - - - Wegen werken in uitvoering
Travaux de voirie en exécution
- Uit te voeren bouwvergunning
Permis d'urbanisme à exécuter 2016-2019
- - - - - Bewegwijzering lopende
Balisage en cours
- Bewegwijzerde GFR, aanleg na 2019
ICR balisé, aménagement après 2019
- - - - - Uitbreiding GFR netwerk / intergewestelijke verbindingen
Extension réseau ICR / liaisons inter-régionales

134 km aménagés = ± 52%
256 km ingericht



01-07-2016

Carte 12 : Chevauchement du réseau RER CYCLABLE avec les réseaux cyclables BFF et ICR



0 2.500 5.000 10.000 Meters

Fiets-GEN - overlapping routes

- Overlapping GFR-BFF
- Voorkeurroutes FietsGEN
- GFR - BFF
- GEWEST grens

Potential and state of bicycle use in the Brussels metropolitan area

In the outskirts of Brussels, the potential of the bicycle is important, since even in the absence of the RER bicycle, an important part of commuters and inhabitants could save time by preferring the bicycle to car or public transport.

On the basis of average journey time data at rush hour in the morning, from the village centres on the outskirts to three major employment centres in Brussels (Gare du Nord, Arts-Loi and Gare du midi) (see maps on the following slides): cycling is a faster mode of transport than:

- The car for 109,000 inhabitants of the periphery, 24,000 of whom are commuters working in Brussels
- Public transport for 230,000 inhabitants of the periphery, 40,000 of whom are commuters working in Brussels

cycling is a relatively efficient mode of transport (less than 25% longer journey) than:

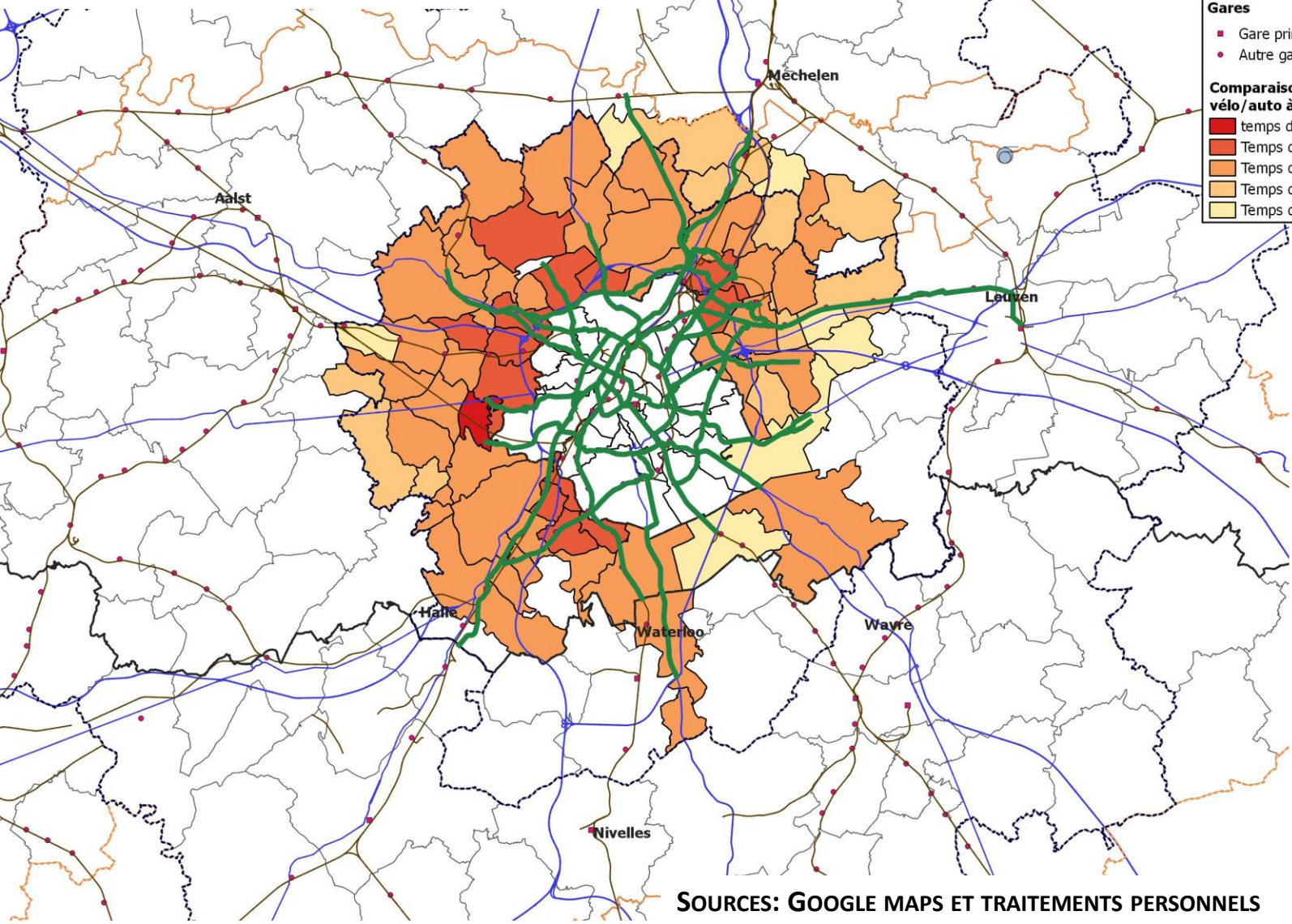
- The car for 250,000 inhabitants of the periphery, 40,000 of whom are commuters working in Brussels
- Public transport for 150,000 inhabitants of the periphery, 20,000 of whom are commuters working in Brussels

Knowing that the population of zone iris 1, i.e. the first ring around Brussels is 650,000 inhabitants, of which a little over 100,000 commuters to Brussels, about half of them could save time by going to Brussels by bike at rush hour.

Most of the RER bicycle lines correspond to this close periphery where cycling is competitive with motorised modes. The realisation of this project would therefore help to increase the attractiveness and performance of cycling.

However, the use of bicycles remains very marginal for journeys between the nearby periphery and Brussels. For example, on the basis of the diagnosis of commuting by the FPS mobility, it can be seen that, with rare exceptions, the share of cycling does not exceed % of interregional trips to Brussels.

COMPARISON OF JOURNEY TIMES BY BICYCLE AND CAR TO BRUSSELS AT MORNING RUSH HOUR



Limites zones IRIS
- - -

Limites régionales
—

Bassin d'emploi de Bruxelles
- - -

Gares

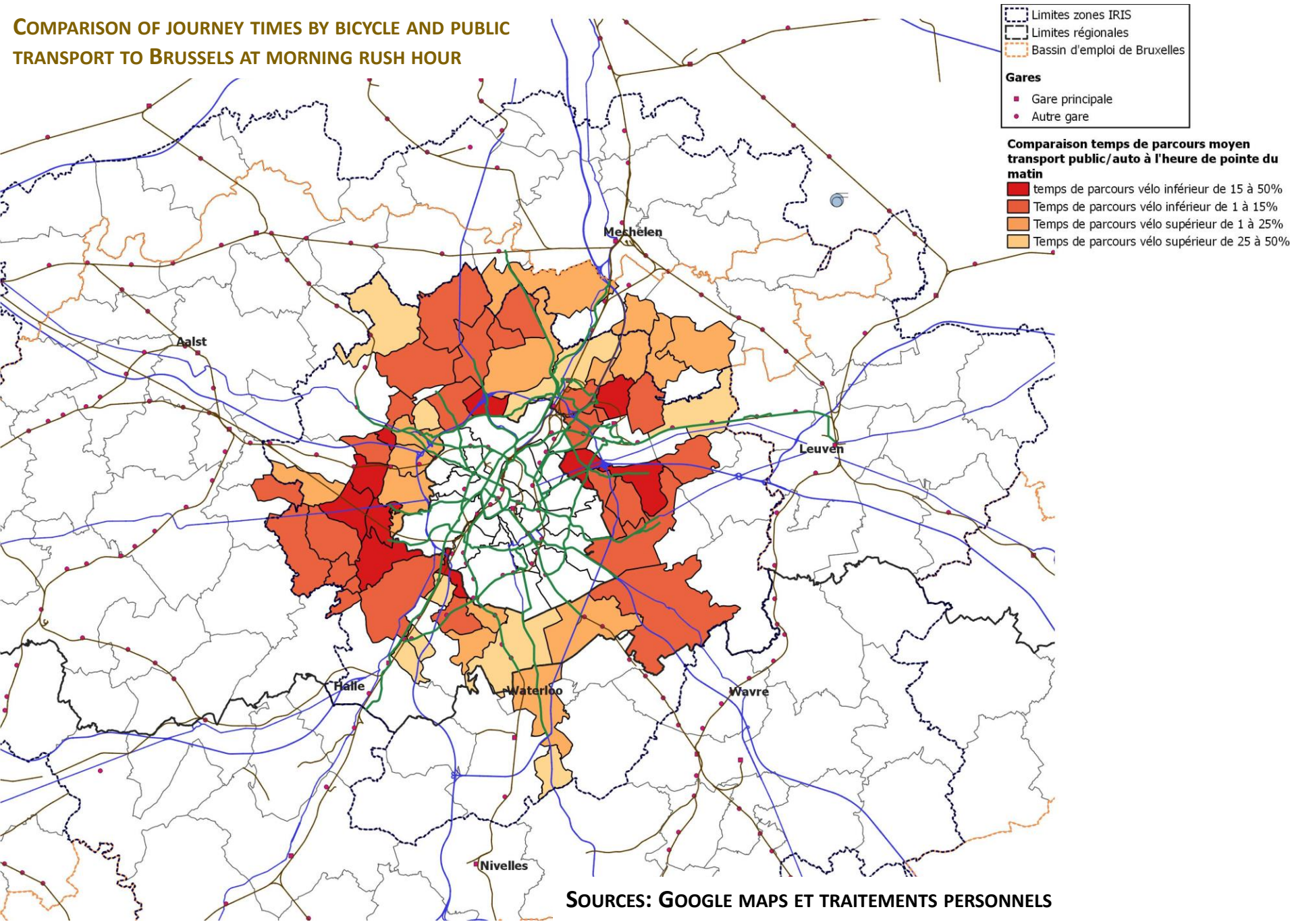
- Gare principale
- Autre gare

Comparaison temps de parcours moyen vélo/auto à l'heure de pointe du matin

- temps de parcours vélo inférieur de 15 à 50%
- Temps de parcours vélo inférieur de 1 à 15%
- Temps de parcours vélo supérieur de 1 à 25%
- Temps de parcours vélo supérieur de 25 à 36%
- Temps de parcours vélo supérieur de 36 à 50%

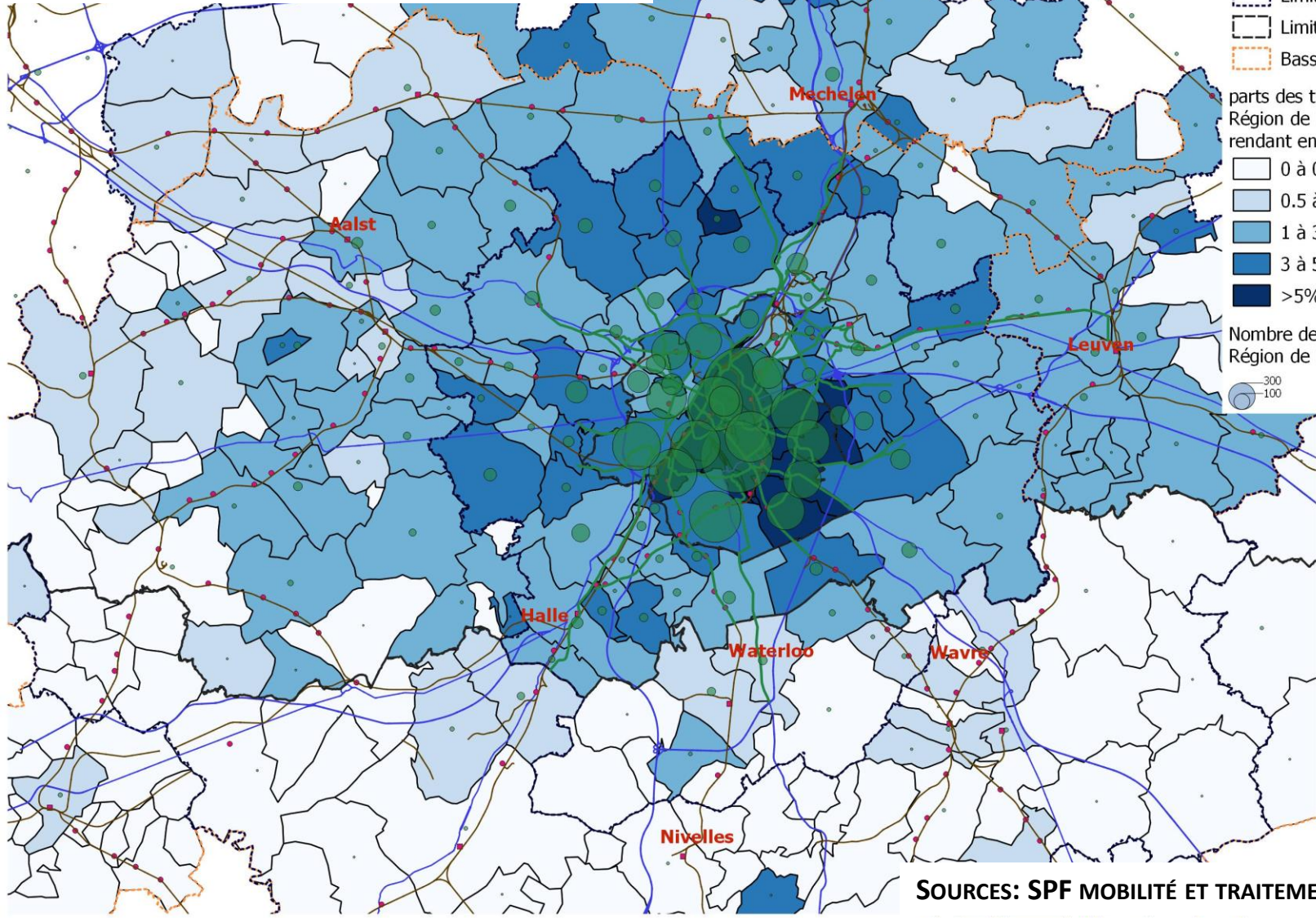
SOURCES: GOOGLE MAPS ET TRAITEMENTS PERSONNELS

COMPARISON OF JOURNEY TIMES BY BICYCLE AND PUBLIC TRANSPORT TO BRUSSELS AT MORNING RUSH HOUR



SOURCES: GOOGLE MAPS ET TRAITEMENTS PERSONNELS

MODAL SHARES OF CYCLING AND NUMBER OF CYCLISTS GOING TO WORK IN THE BRUSSELS-CAPITAL REGION BY BICYCLE



- Chemin de fer
- Autoroutes et grands axes
- - - Limites zones IRIS
- - - Limites régionales
- - - Bassin d'emploi de Bruxelles

parts des travailleurs occupés en Région de Bruxelles-Capitale se rendant en vélo à leur travail

- 0 à 0.5%
- 0.5 à 1%
- 1 à 3%
- 3 à 5%
- >5%

Nombre de travailleurs occupés en Région de Bruxelles-Capitale se

- 300
- 100

SOURCES: SPF MOBILITÉ ET TRAITEMENTS PERSONNELS

Governance issues

This is the main Brussels metropolitan mobility project involving soft modes.

From the outset, this project has been the subject of interregional discussions and collaboration, the implementation and operation of which could serve as an example for other metropolitan projects.

This is a concrete project that has already been implemented.

The cycling RER involves a large number of public actors, whose collaboration and expertise are necessary for its realisation.

Current discussions and results show the complexity of the dossier, regarding funding, stakeholder involvement, practical implementation, planning and infrastructure issues and the political will.

This project is linked to other interregional issues, including ring widening, the RER and the De Lijn Brabantnet network.