

New cycling infrastructure in response to COVID-19 – from temporary to permanent

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ECF gratefully acknowledges financial support from the LIFE Programme of the European Union



Cycling
Industries
Europe

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**KEY
NUMBERS**
(change in last 30 days)

Total KM of measures
announced

2,571.84
0

Total KM of measures
implemented

1,444.88
↑ 25

Total budget allocated for
cycling promotion

1,695,742,723 €
↑ 273,000,000 €

Explore the dashboard



Cities map

Find your city ratings and visualise
implementation around Europe.



Summary

View latest data on cycling
measures, country ratings,
and more.

Cities by population

Compare cycling measures by
city sizes across Europe.



Leaderboard 1

(by measures)

See which cities and countries are
leading the change beyond the crisis.

Leaderboard 2

(by population)

See which cities and countries are
leading the change beyond the crisis.



SRAM



Funded by the LIFE Programme of the European Union and SRAM; supported by Cycling Industries Europe.

Version 1.1 | Last update: 08/07/2020 | [Disclaimer](#)

1. Why bicycle?
2. Case study: Brussels
3. Wider picture
4. From prevention to recovery



1. Why sign up for the bicycle?

Different motivations for cycling measures
in the time of the pandemic



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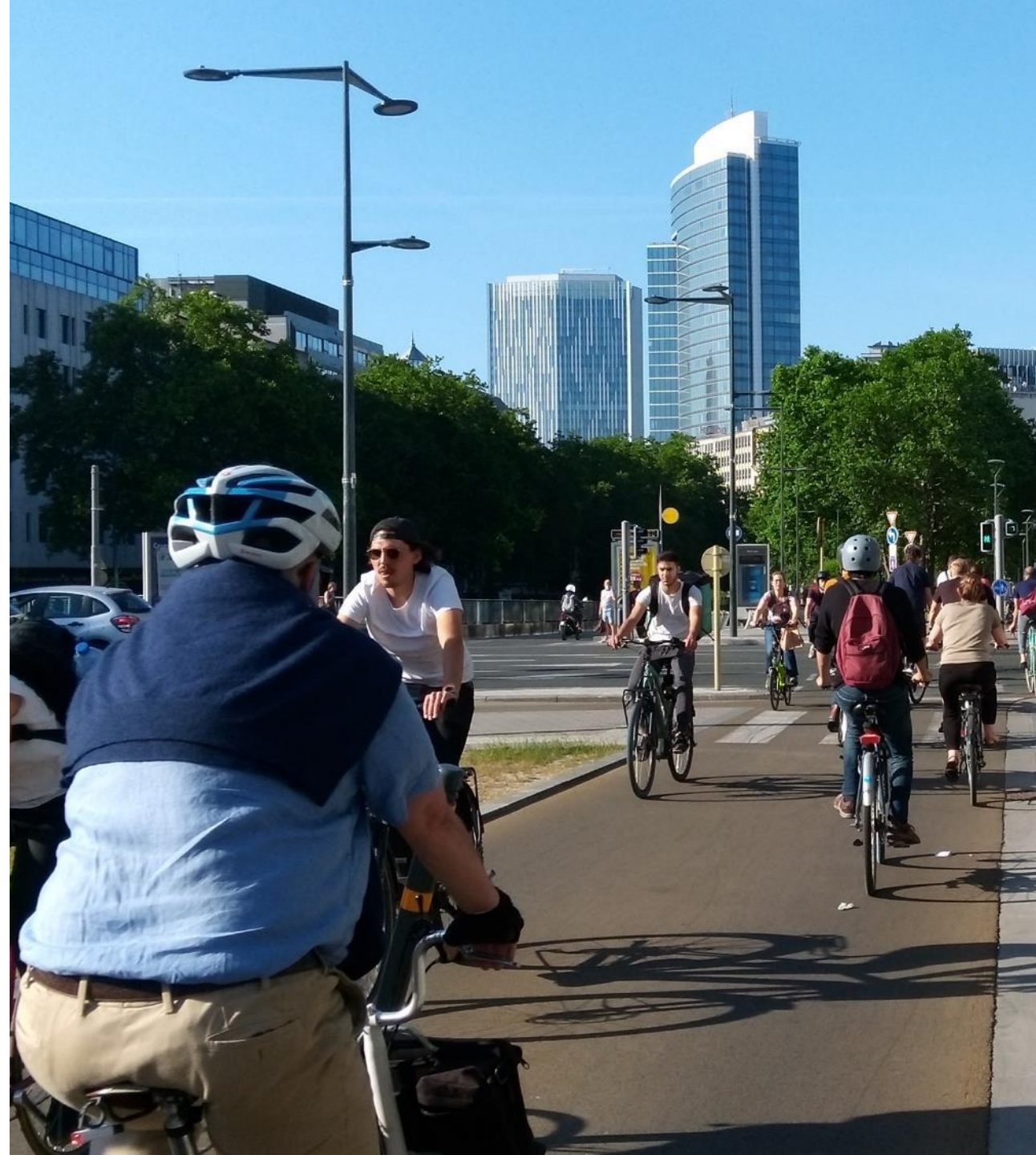
Transport

Lower occupancy in public transport

Lower income from tickets

Cycling is:

- Space-efficient
- Cost-efficient
 - 1 bicycle-km saves 1 euro in comparison to car/bus



Health

Regular physical activity critical for health

- Physical health
- Mental health
- Coexisting conditions

Shortage of areas for recreation

Lower air/noise pollution because of lockdown



Economy

Shops, shopping streets,
markets:

- Limits inside shops, place for waiting outside or outdoor shopping

Gastronomy

- Outdoor cafes, terraces

Tourism



2. Case study: Brussels

Changes in traffic organisation on around 100 km of streets



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2020.03.19 – closure for cars Bois de la Cambre/Ter Kamerenbos



40(+10) km cycle lanes and tracks (region)



Traffic calming and reduction (municipalities)



April: Rue de la Loi



July: E40





September (2nd package): along M1

Woluwe Parc

CORONAVIRUS

Les voitures ne peuvent plus accéder au parc de Woluwe

Pour laisser plus d'espace aux promeneurs devant respecter la distanciation sociale, les voitures ne sont plus autorisées à circuler dans le Parc de Woluwe à partir du mardi 21 avril et jusqu'à nouvel ordre.

Merci de votre compréhension.



Auto's mogen het Park van Woluwe niet meer in

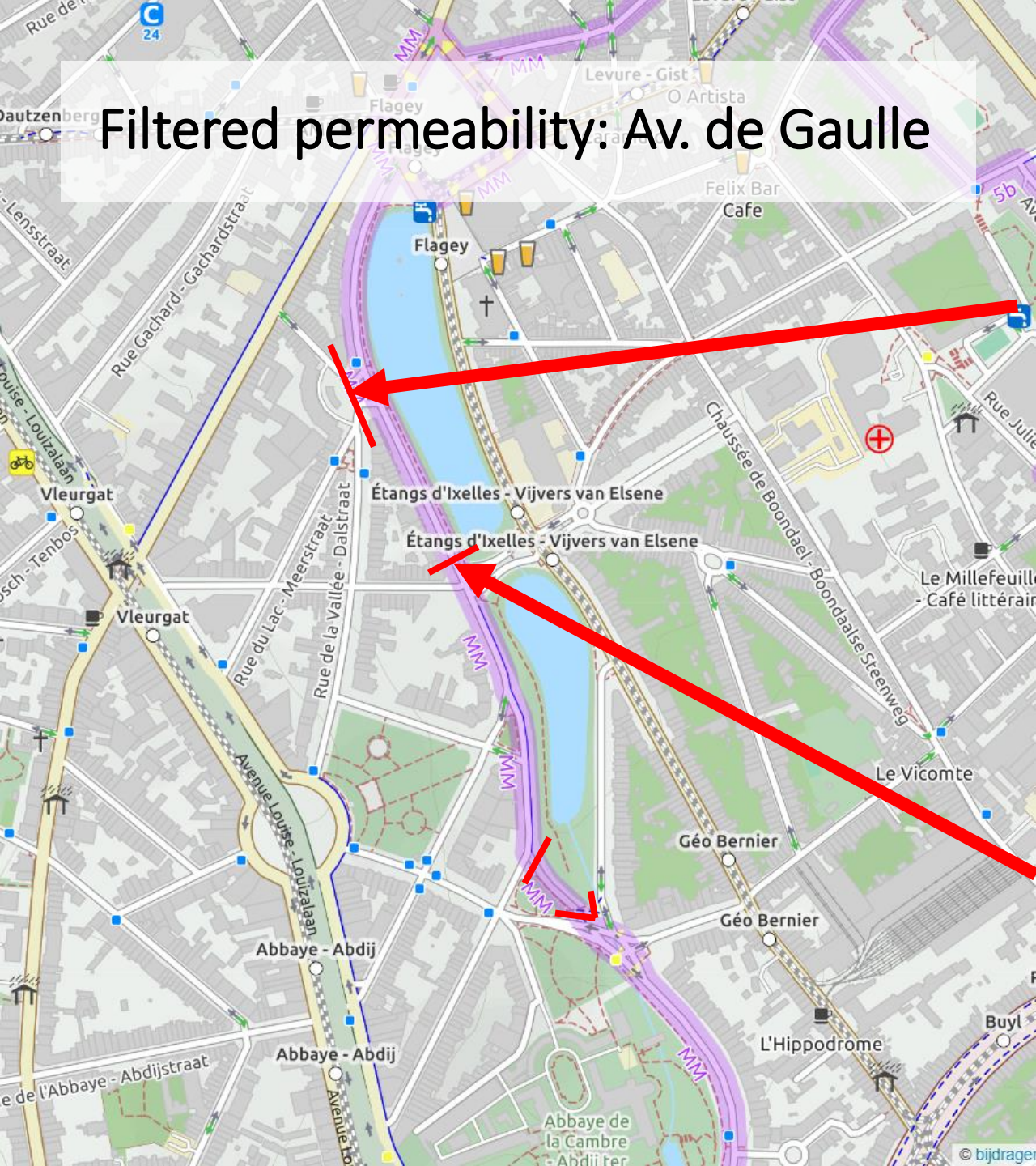
Om de wandelaars voldoende ruimte te geven om de afstandsregels in acht te kunnen nemen, mogen auto's het Park van Woluwe niet meer in vanaf dinsdag 21 april en dat tot nader order.

Bedankt voor uw begrip.



Parking restrictions + filtered permeability: Avenue de Gaulle





COVID-19 CORONAVIRUS

PLACE SYSTÈME CUREGHEM



Pour se déplacer plus sereinement, la Commune met en place une zone plus ouverte aux piétons entre le Square de l'Aviation et la Place du Conseil. Prenons soin de nous et des autres.



PLEIN-SYSTEEM KUREGEM

Om zich veiliger te kunnen verplaatsen, richt de gemeente een gebied in dat openstaat voor voetgangers tussen het Luchtvaartplein en het Raadsplein.
Zorg goed voor u en anderen.



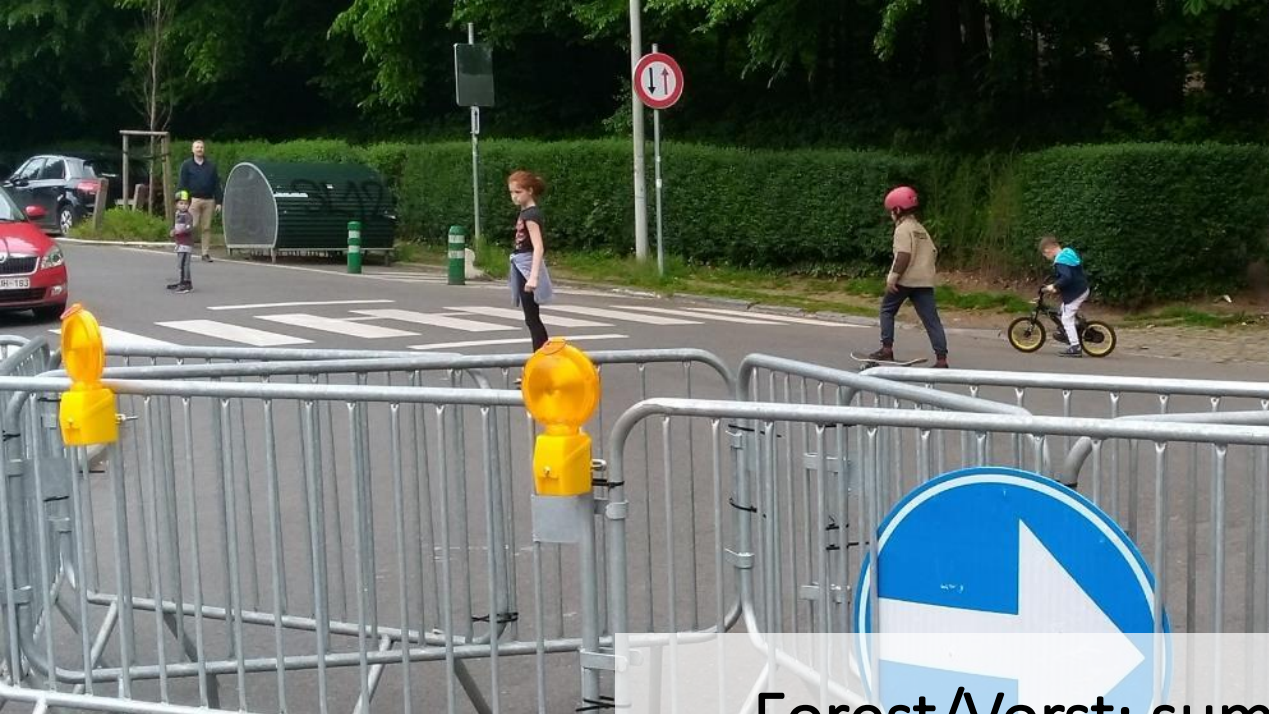
	
Zone de circulation réduite / Verminderd verkeersgebied	Pour les voitures, vitesse limitée à 20 km/h / Voor de auto's snelheid beperkt tot 20 km/u
Les piétons peuvent marcher dans la rue / Voetgangers mogen op straat lopen	Partage de l'espace entre automobilistes, cyclistes et piétons / De ruimte delen tussen voetgangers, fietsers en automobilisten
Stationnement autorisé /	Respect des règles Corona /

Traffic calming: Kuregem



Space for gastronomy: Rue Saint-Boniface





Forest/Vorst: summer “play streets”



Brussels

2020 vs 2019:

+64% cycle traffic

-20% car traffic

-40% public transport

Opinion on the measures

65% - positive

17% - negative

(VIAS survey on a representative sample)

3. Wider picture

Other measures, impact studies



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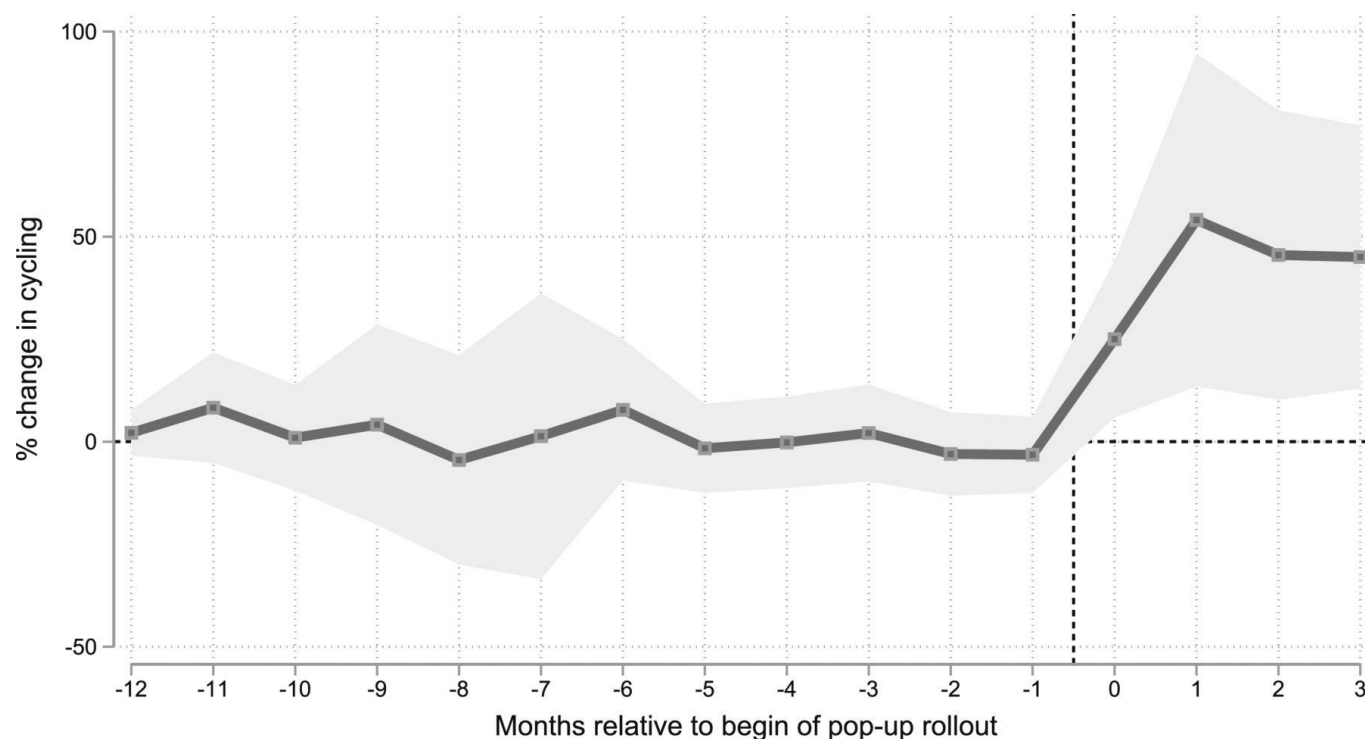
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Impact of provisional infrastructure

Cycling increased
+11% to +48%
in comparison to cities
that did not do anything

<https://www.pnas.org/content/118/15/e2024399118>



Other measures

- Subsidies for bicycle purchase and repair (France, Italy, Luxembourg, Portugal, Spain, Switzerland, UK...)
 - In particular e- and cargo bikes
- Free bicycle transport (Belgium, Denmark)
- Lower speed limits (UK, Spain, Belgium, France...)



#RestartCycleTourism 2020 vs 2019

- France: +31% cycle traffic on EuroVelo
- Hungary: +15-100% depending on the route
- Belgium: +59% train + bike trips
- Netherlands: +74% downloads of GPS tracks of cycle routes
- EuroVelo.com: +110% visitors



4. From temporary to permanent

What after the pandemic?



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Legislative changes

Italy – introduction of new forms of cycling infrastructure:

- cycle lanes
- advanced stop lines
- cycle streets
- school streets
- ...

Supplemento ordinario alla "Gazzetta Ufficiale", n. 180 del 18 luglio 2020 - Serie generale

*Spediz. abb. post. - art. 1, comma 1
Legge 27-02-2004, n. 46 - Filiale di Roma*



N. 25/L

LEGGE 17 luglio 2020, n. 77.

Conversione in legge, con modificazioni, del decreto-legge 19 maggio 2020, n. 34, recante misure urgenti in materia di salute, sostegno al lavoro e all'economia, nonché di politiche sociali connesse all'emergenza epidemiologica da COVID-19.

Testo del decreto-legge 19 maggio 2020, n. 34, coordinato con la legge di conversione 17 luglio 2020, n. 77, recante: «Misure urgenti in materia di salute, sostegno al lavoro e all'economia, nonché di politiche sociali connesse all'emergenza epidemiologica da COVID-19».



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Recovery and Resilience Facility

- €673 billion available
- 37% of expenditure for climate objectives
 - cycling infrastructure investments 100% contributing to these objectives
- “Bike lanes are exactly the kinds of investments we want to see through the Recovery and Resilience Facility.”
 - Céline Gauer, Head of the Recovery and Resilience Task Force



R&R National Plans – frontrunners

- Belgium: **€473 million**
 - + co-funding at lower levels
 - mostly cycle highways
- Slovakia: **€100 million**
 - 200 km of urban cycle tracks
- Romania: **€120 million**
 - “Romania Velo” – 3,000 km

Deadline: **30 April 2021**



Regional funds for cycling investments

- 2007–2013: €700 mln
- 2014–2020: €2 billion
- 2021–2027: €6 billion?
- ecf.com/eu-funds-cycling



Thank you for you attention!

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- COVID-19 cycling measures: ecf.com/dashboard
- UE funds for cycling: ecf.com/eu-funds-cycling



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