



Making Cycling Safer

Bike Pal Project Final Conference



BRUSSEL MOBILITEIT

GEWESTELIJKE OVERHEIDSDIENST BRUSSEL

Promoting urban mobility through cycling :

10 years of cycling against the flow in Brussels

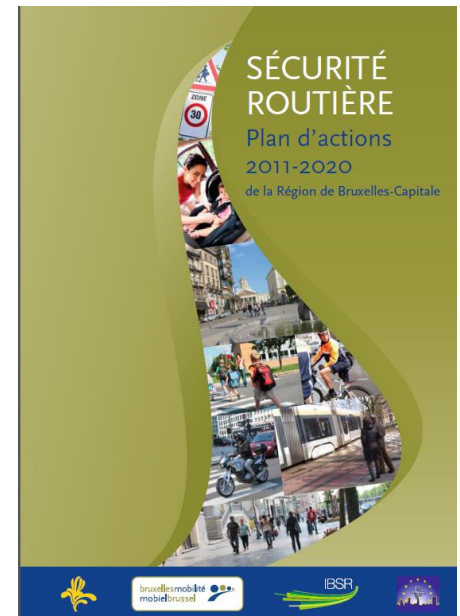
Brussels, September 22nd, 2014



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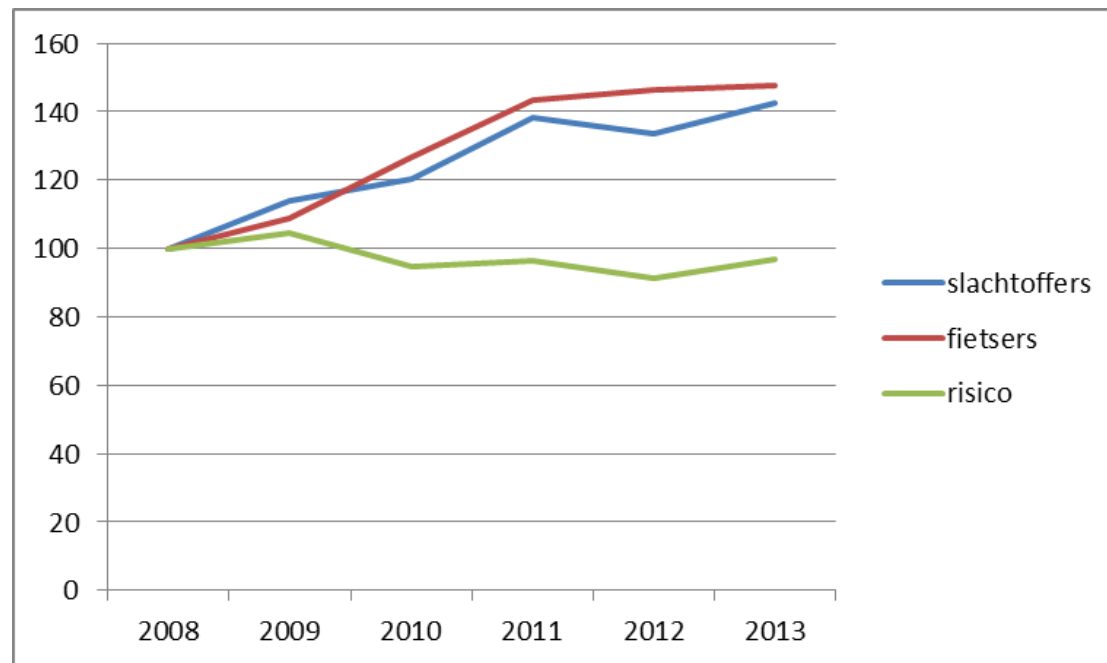
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- **Goal of the Brussels Capital Region : halve fatal (30 days) and severe accidents by 2020**
- **Action plan 2011-2020: focus on vulnerable road users (pedestrians, cyclists, motorcyclists)**
- **Bicycle plan 2010-2015**



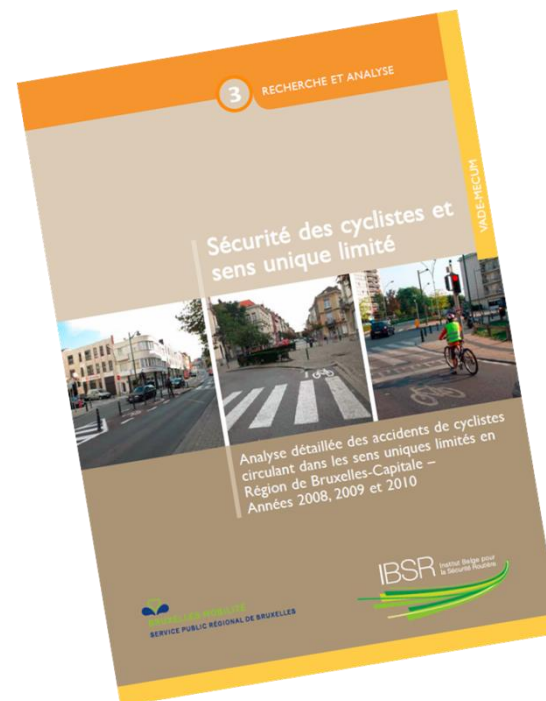


- Evolution of accident risk for cyclists in the Brussels Capital Region



Safety aspects of contraflow cycling in Brussels

- Evaluate the relative risk of cycling accidents in contra-flows compared to the rest of the road network.
- Determine the proportion of accidents involving a contra-flow cyclist.
- Understand the circumstances of recorded accidents to determine whether the road layout might have been a contributing factor.
- Propose recommendations for the design of contra-flow schemes to reduce the accident risk.



Contra-flows
= significant part of the cycling network

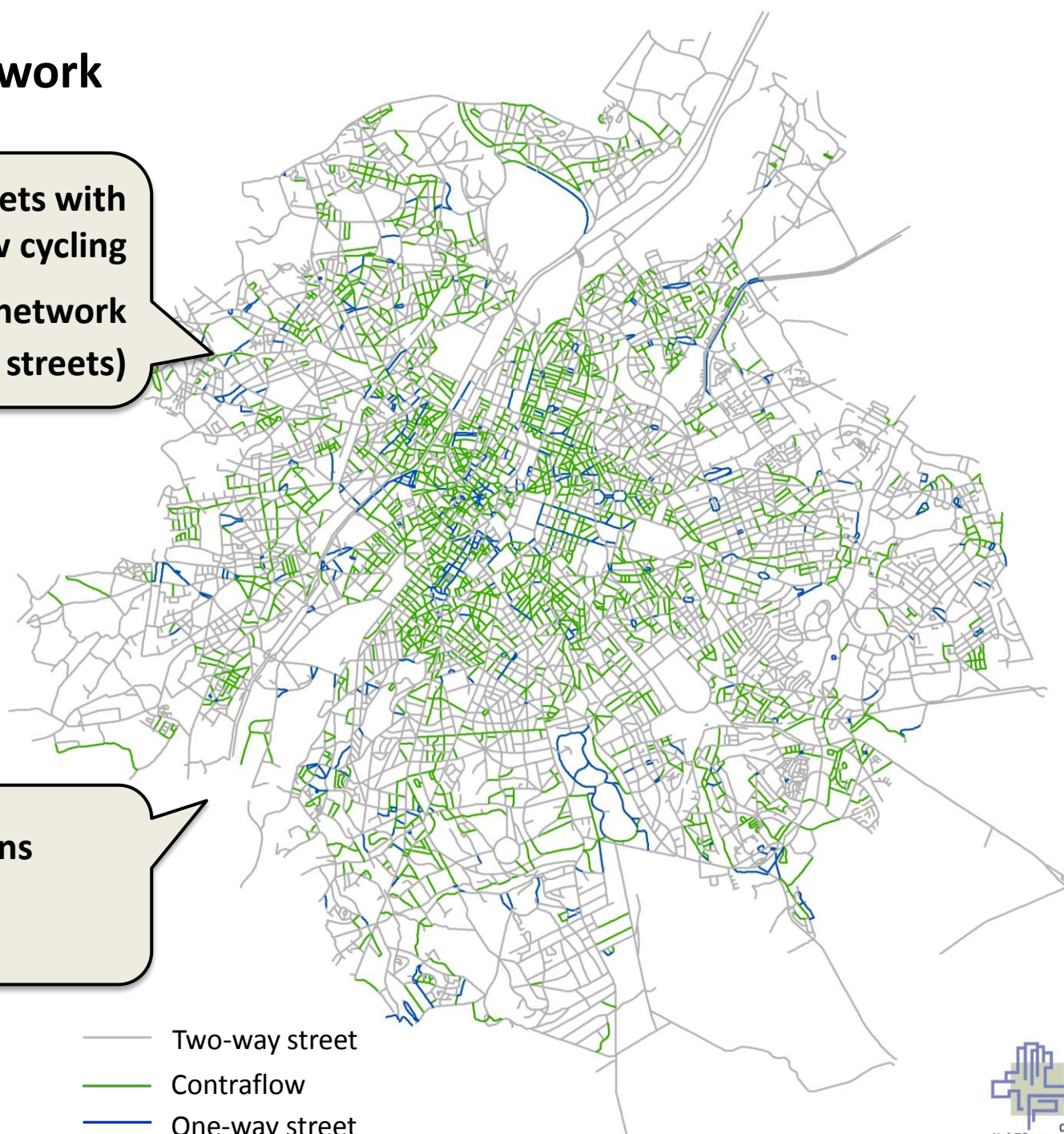


Brussels road network



One-way streets with
contra-flow cycling
= **25%** of the network
(404 km – 3113 streets)

48% of junctions
have at least 1
contra-flow



























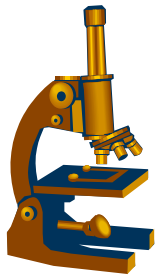


Methodology

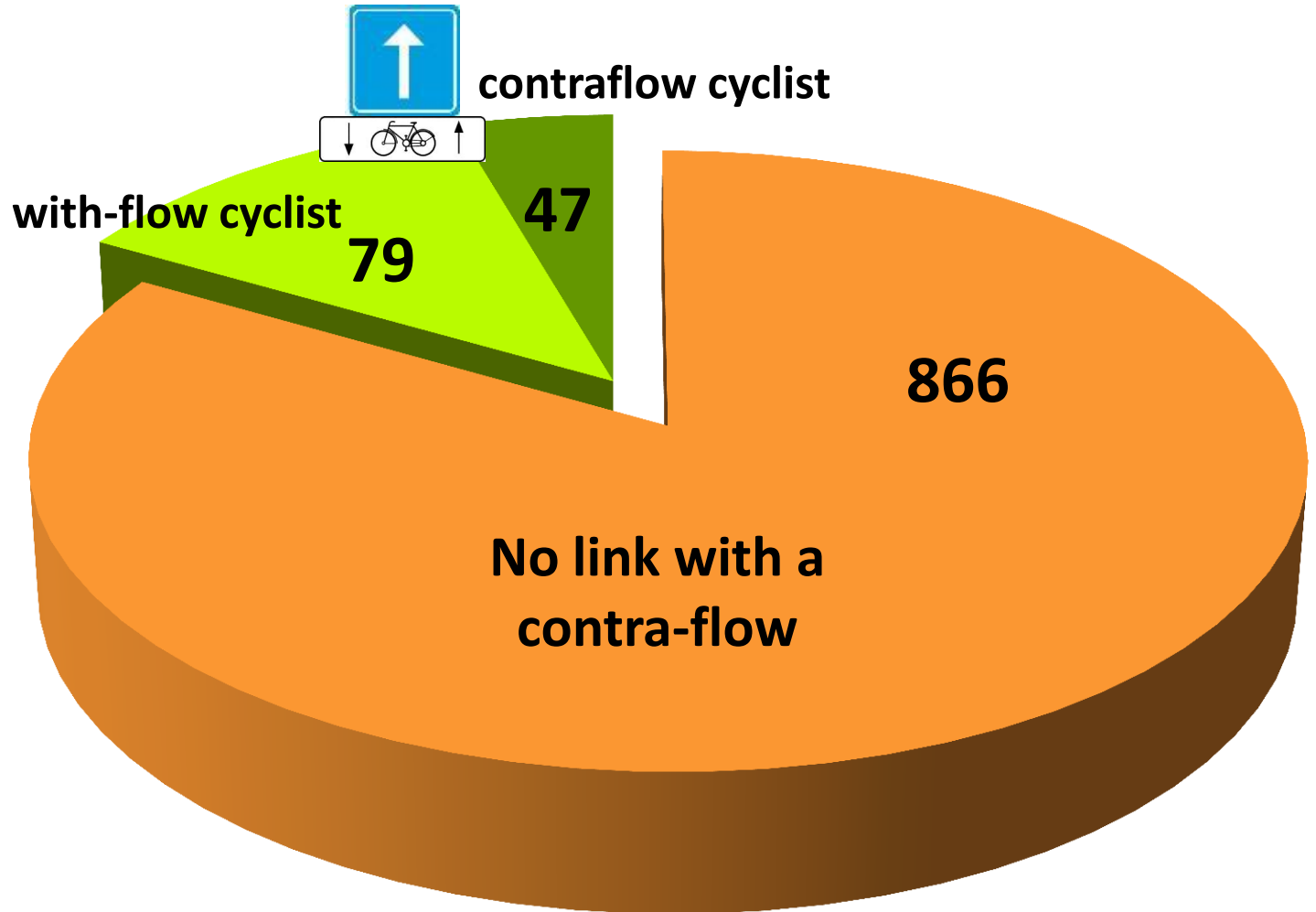
- Mapping of contra-flows and accidents
- Analysis of police reports
- On-site inspections
- Identification of accident scenarios

Accidents de cyclistes en région de Bruxelles-Capitale
(2008-2009-2010) et hiérarchie des voiries

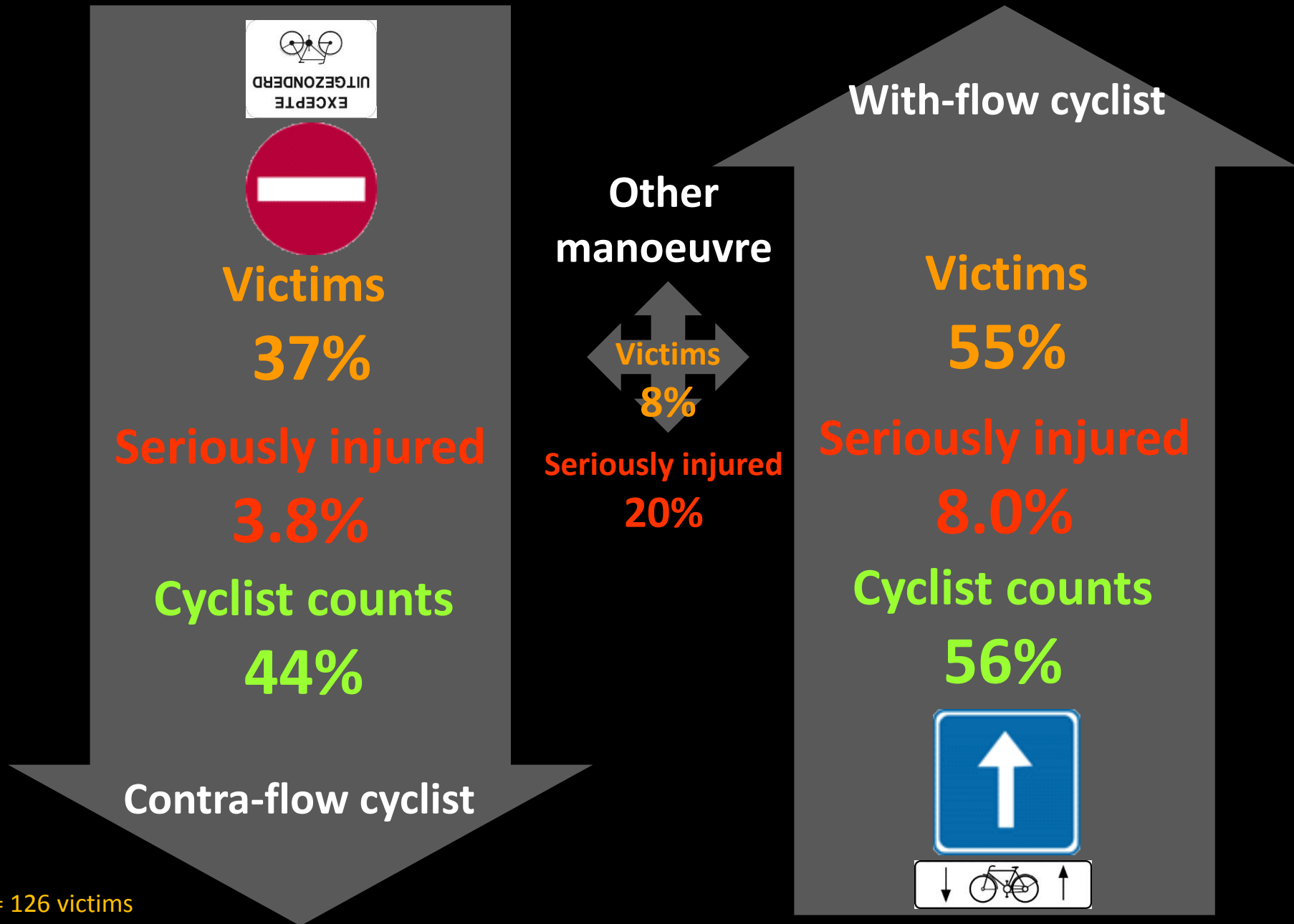




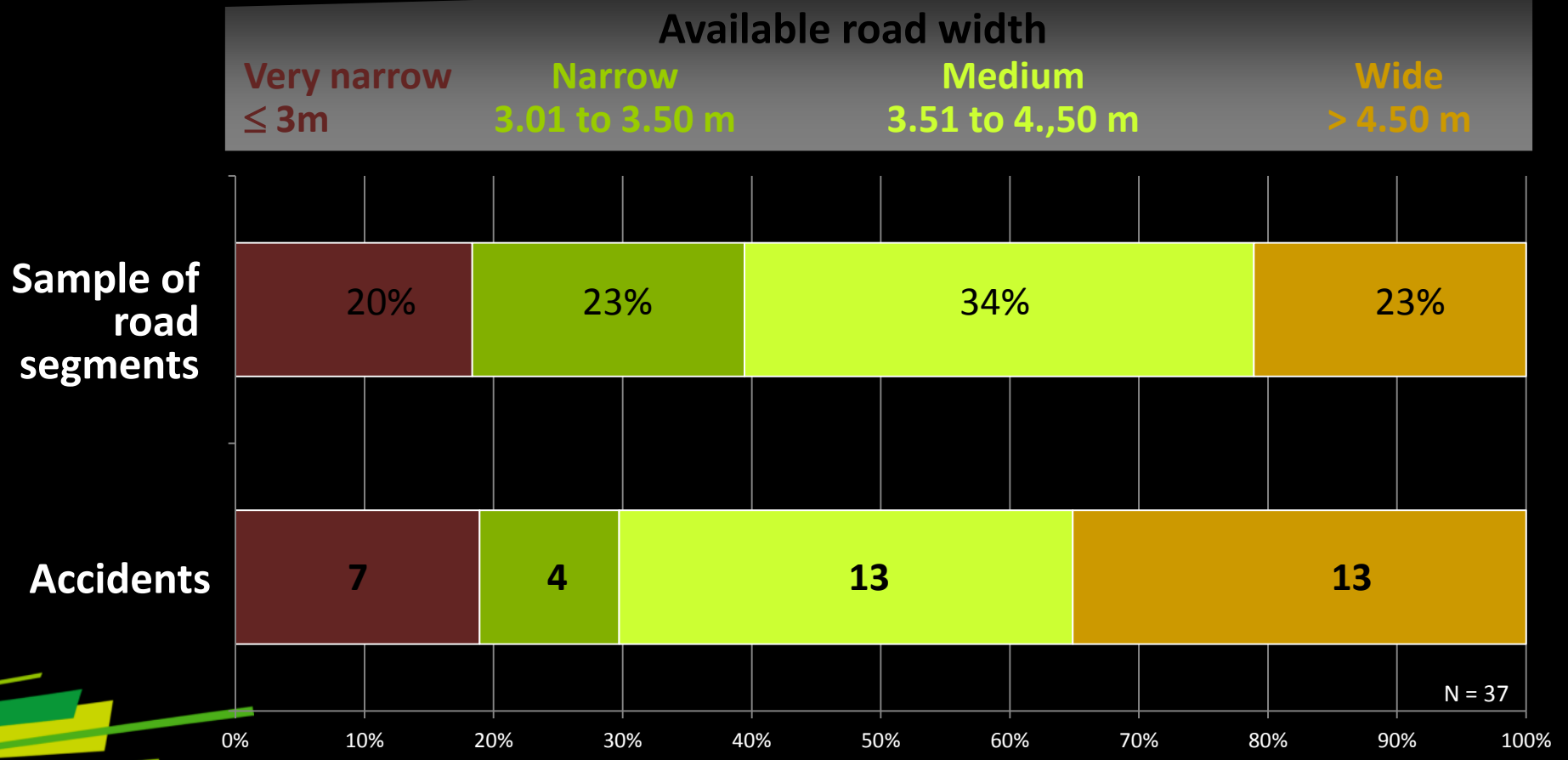
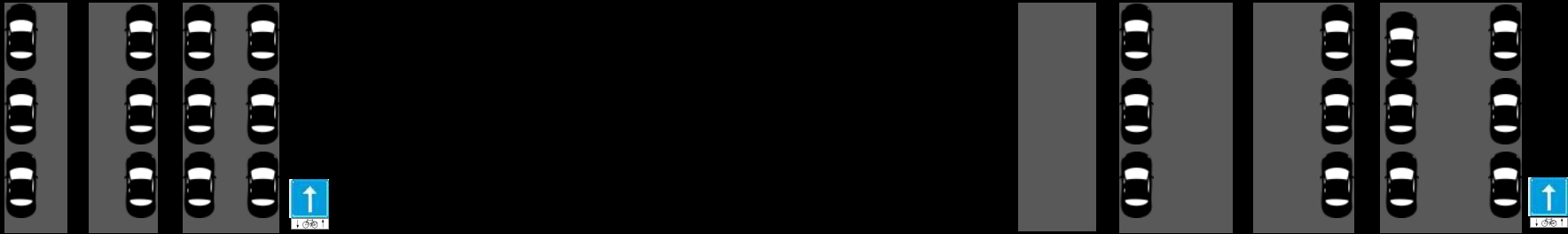
992 bicycle accidents 2005-2010



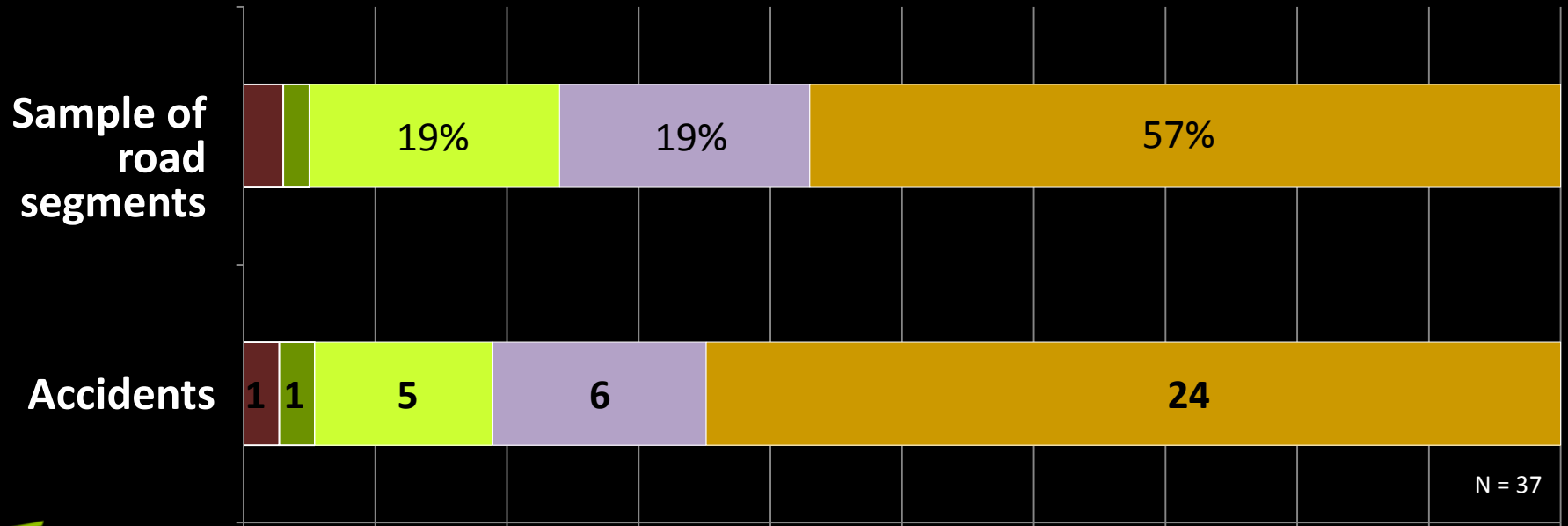
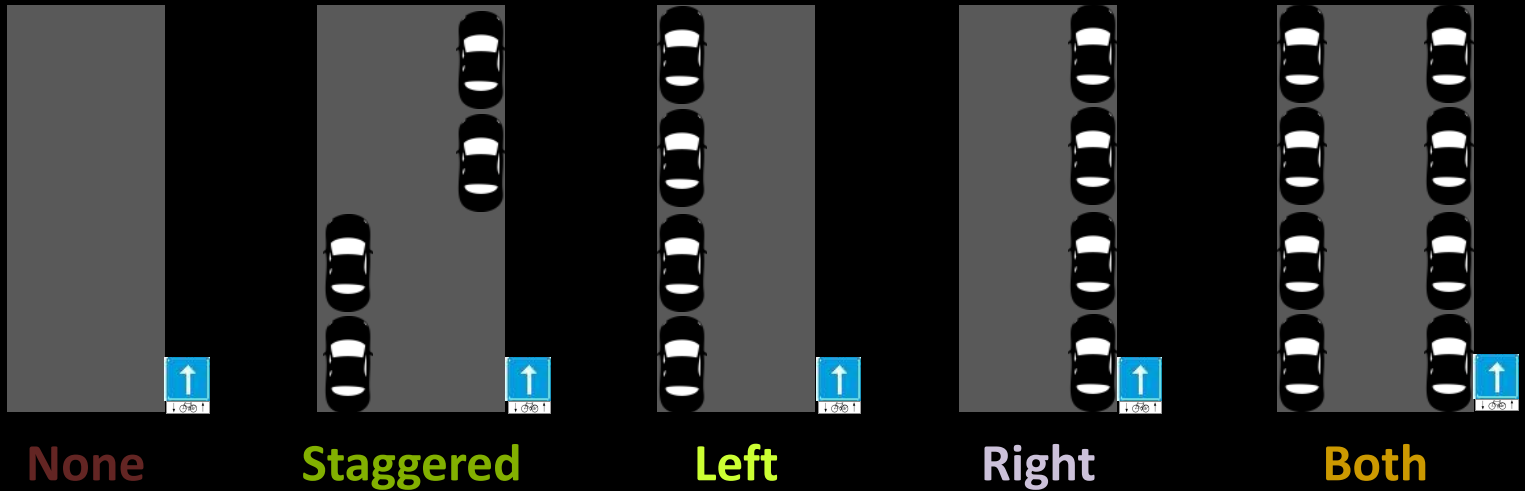
Bicycle accidents in contra-flows by direction of travel



Accidents with contra-flow cyclists: available road width



Accidents with contra-flow cyclists: location of parking



Types of accident involving a contra-flow cyclist

- Failure to give way (either road user) at an intersection: 14 accidents
- Poor positioning of road users at an intersection: 7 accidents
- Vehicle turning left at an intersection: 6 accidents
- Vehicle leaving a parking space on a road section : 6 accidents
- Pedestrian crossing a road section: 5 accidents
- Oncoming vehicle on a road section: 4 accidents



Conclusions

- **Contra-flows = 25% of the urban road network**
- **Contra-flows /= accident black spots!**
- **Highest accident risk is on the primary road network.**
- **Narrow streets are awkward but not dangerous.**
- **The (quite low) accident risk is concentrated at intersections.**
- **Correct road design could further reduce risk**





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Complete study available @ :

http://www.mobielbrussel.irisnet.be/static/attachments/partners/na/248/vm-1-sul_ENG_.pdf

Or go to : www.bruxellesmobilite.be

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