

Factsheet Velo-city 2024

Cycling in Flanders



Flanders
State of
the Art

Demography

Area: 13,626 km²

Population density: 497 inhabitants per km²

Physical features

Climate

Temperature	January	July
Mean daily max.	6.1°C	21.2°C
Mean daily min.	1.4°C	12.0°C

Sunshine hours/year 1,610 hours

Precipitation/year 837,1 mm

Days with more than 1 mm/day 133.0

Days with more than 10 mm/day 22.6

Days with snowfall: 16.9

It rains about 7% of time

Topography

Highest point..... 287 m

Lowest point -3 m

% of Flanders below 50m 80 %



1.16

average number of cars per family



2.19

average number of bikes per family



24 % are electric bicycles

Number of people, bicycles & cars in Flanders (2022)

Source: Statistiek Vlaanderen



6.774.807



5.340.000

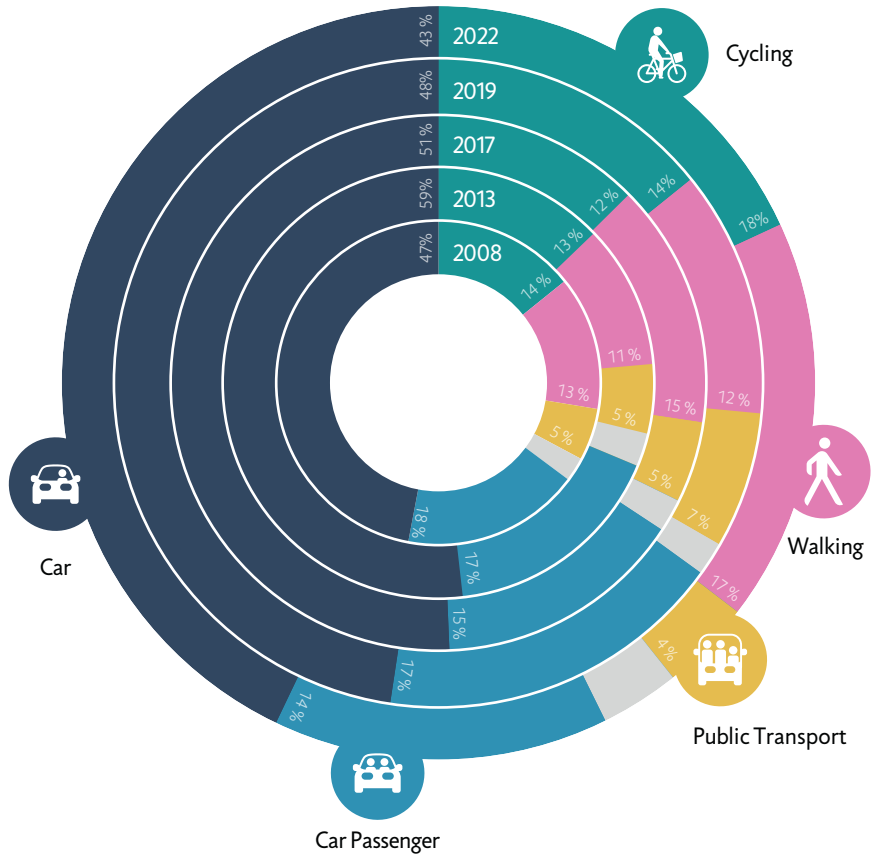


3.700.000

Bicycle use

Evolution of the general modal split in Flanders (all journeys)

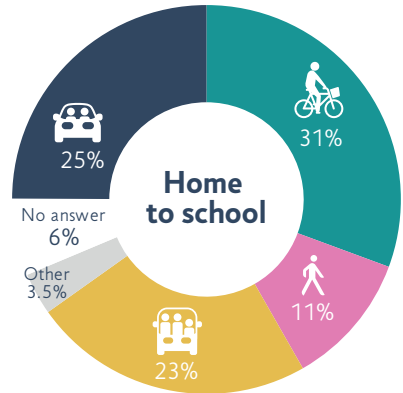
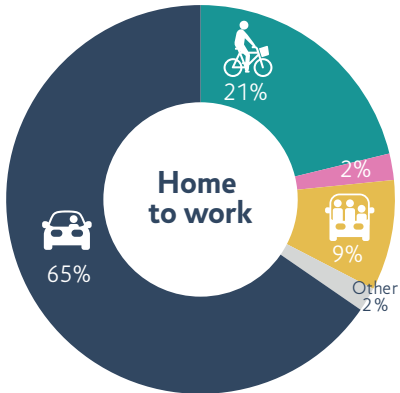
Source: Flemish Travel Surveys, Flemish Region



	2008	2013	2017	2019	2022
Cycling	14.2 %	12.8 %	12. %6	14.2 %	18.1 %
Walking	13.4 %	10.8 %	14.8 %	12.3 %	17.3 %
Public Transport	5.2 %	5.2 %	4.9 %	6.8 %	3.9 %
Other	2.4 %	2.5 %	2 %	1.67 %	3.4 %
Car (passenger)	17.8 %	16.9 %	15.1 %	17.4 %	14.4 %
Car (driver)	47.0 %	51.8 %	50.7 %	47.6 %	42.9 %

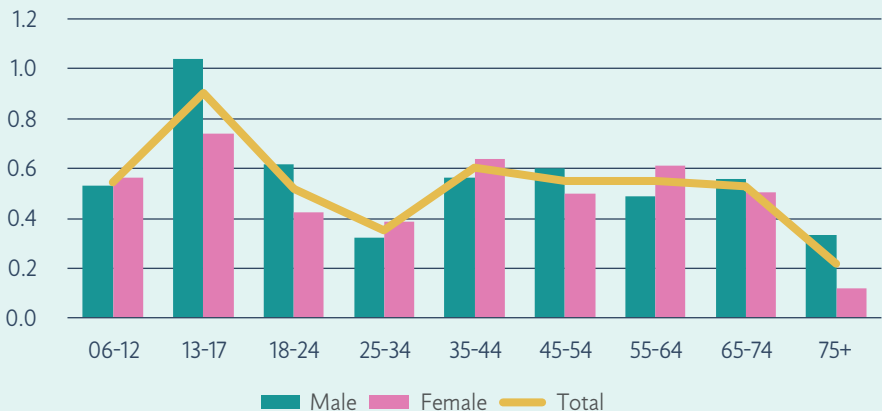
Bicycle use

Modal split for selected journeys (2022)



Average number of journeys by bicycle per person per day according to age and gender (2022).

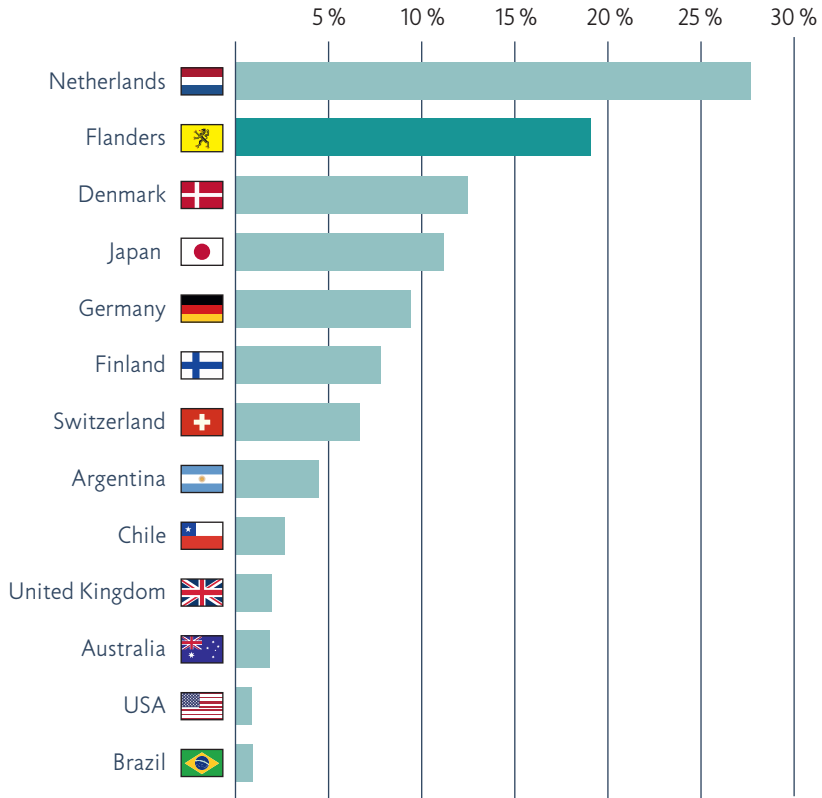
Source: Flemish Travel Surveys, Flemish Region



Bicycle use

Share of the bicycle in all journeys for selected countries and regions.

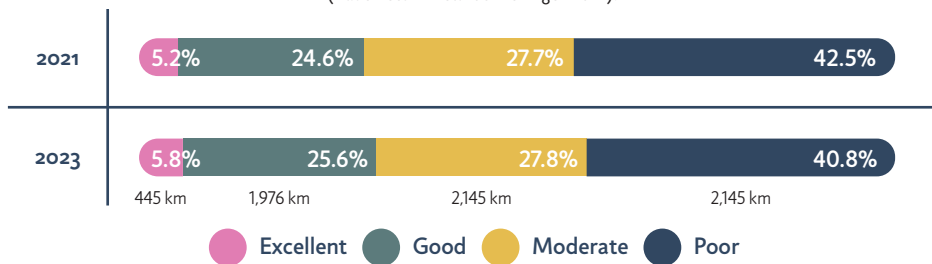
Source: De Haas, M.C., Kolkowski, L. (2023), Fietsfeiten 2023 Brochure. Den Haag: Kennisinstituut voor Mobiliteitsbeleid (KiM).



Bicycle infrastructure & investment

Conformity of cycle paths with most recent design standards

7,712 km of bicycle paths under the management of the Flemish Road and Traffic Agency.
(Vademecum Fietsvoorzieningen 2022).



LEGEND:

Excellent: On an “excellent” cycle path you can cycle safely and comfortably next to each other, overtaking movements are possible. There is plenty of space for oversized bikes. These cycle paths are future-proof and can accommodate expected and desired growth in bicycle traffic. There is sufficient separation from the motorized traffic.

Good: On a “good” cycle path you can also cycle side by side, overtaking movements are often possible and there is plenty of space for oversized bikes. However, space is more limited and requires more attention from cyclists. A cycle path can also score just “good” because, although excellent in terms of width, the separation from the motorised traffic is more limited.

Moderate: On a “moderate” cycle path you cannot cycle side by side and no overtaking movements are possible in a safe and comfortable way. There is plenty of space for oversized bikes. A cycle path can also score moderately because, although good in terms of width, the separation of motorized traffic is more limited.

Poor: On a “poor” cycle path you cannot cycle side by side and no overtaking movements are possible. These cycle paths are often, but not always, suitable for oversized bicycles. A cycle path can also score poorly because there is insufficient separation from motorized traffic.

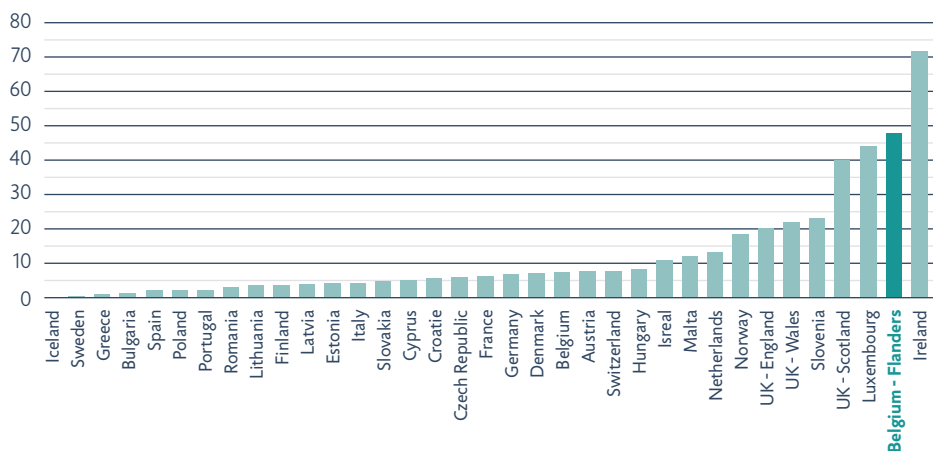


Bicycle Infrastructure & Investment

Budget for Belgium – Flanders includes additional investments from local and regional governments, EU structural funds as well as a major chunk from Belgium’s National Recovery and Resilience Plan.

Total Annual Central Government Investments in Cycling / Active Mobility (in Euro per Inhabitant)

Source: ECF, The state of national cycling strategies in Europe (2023)



Budget of the Flemish Region for bicycle infrastructure

(bicycle paths, tunnels, bridges, ...), including all subsidies (such as EFRO)

2019	€ 166,763,824
2020	€ 178,763,466
2021	€ 329,245,151
2022	€ 331,330,651
2023	€ 318,885,309
Total	€ 1,324,988,401

Bicycle Infrastructure & Investment

Flemish municipalities spent in 2022 per inhabitant an average of

- **€24,63** per inhabitant on cycling infrastructure (ranging from €0,35 to 105 euro/inhabitant)
- **€1,3** per inhabitant on bicycle parking (ranging from €0,02 to 17,81 euro/inhabitant)
- **€0,58** per inhabitant on bicycle campaigns and education (ranging from €0,01 tot 6,43 euro/inhabitant)

Source: survey Fietsberaad (2022).



More than twenty years ago, the Flemish province of Limburg invented a network of cycling junctions. This is a network of different cycling routes that are connected to each other via junctions (usually crossroads or bicycle trails). The network was expanded throughout Flanders and later even internationally. The Flemish network of recreational roads currently has 3,876 junctions and covers **13,634 km** of mostly scenic and quiet roads.



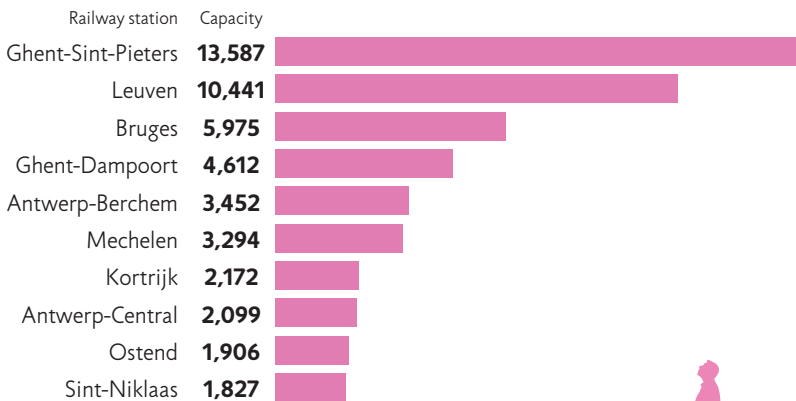
Together with the Flemish municipalities and the Flemish government, the Flemish Provinces are working on a **2,700 km** long network of bicycle highways (about 50% is implemented).



Intermodality

116,165 bicycle parking
places at the 253 Flemish railway stations

Parking Capacity (number of parking places for bikes)



Legal measures

in place for the promotion of bicycle traffic



BICYCLE STREETS/ZONES

- **30 km/h. speed limit; no overtaking** of bicycles by motorised traffic.
- **3/4 of the Flemish municipalities** have at least one bicycle street. This accounts for a total length of **618 km of cycle streets**.



CONTRAFLOW CYCLING

Very frequently allowed



RIGHT TURN ON RED

SCHOOL STREETS

Closure for motorised traffic of streets with schools during start and end times of the school



ALL DIRECTIONS GREEN FOR CYCLISTS

so-called "square green"



BICYCLE HIRE SYSTEMS

Blue-bike: (mainly based at railway stations), **2,700 bikes** available at the largest railway stations (about 120 railway stations), **356,416 journeys** made in 2023. Even more bike sharing in transport regions and main cities.

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the safest lane.

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