



# Facts on Active Mobility Antwerp / Belgium

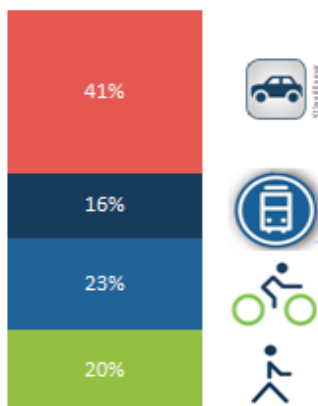
## City Profile Antwerp



Antwerp © PASTA consortium

- City area** 205 km<sup>2</sup>
- Population:** 506,000 total inhabitants
- Life expectancy:** 80,2 years (average)
- Population density:** 2,458 inhabitants/km<sup>2</sup>
- GDP per capita:** 33,500 Euro<sup>1</sup>
- Modal Split:** 41% IMT, 16% PT, 20% Walking, 23% Cycling
- Car ownership rate:** 383 cars/1,000 inhabitants

## Modal Split



■ Walking ■ Cycling ■ PT ■ IMT

Figure 1: Modal Split Antwerp (2010)

Antwerp was named Flemish Cycle City in 2012. The cycling share in Antwerp amounts to 23% of all trips (2010) and in 2014 29,5% of residents cycled to work. Trips by car (IMT = individual motorized transport) are however comparatively high with 41% of all journeys, while Public Transport (PT) share is relatively low (16%).

Walking share (20%) while relatively high could be improved; and it is with this aim that Antwerp's Masterplan 2020 is working on the development of attractive pedestrian axes.

## Antwerp's transport system in a nutshell

Car network <sup>2</sup>	Walking & Cycling network	Public Transport network
<p><b>Private car density:</b> 383 cars/ 1,000 people</p> <p><b>Road network:</b> 1,649 km</p> <p><b>Parking:</b> Parking Policy Plan</p> <p><b>Road pricing:</b> no</p> <p><b>Car sharing:</b> one main car sharing provider (+ smaller local initiatives)</p>	<p><b>Bike to work:</b> 29,5% of residents cycled to work in 2014</p> <p><b>Cycling network:</b> 702 km of cycling paths</p> <p><b>Contra-flow cycling:</b> yes</p> <p><b>Cycle parking:</b> Proactive bicycle parking policy</p> <p><b>Bike sharing:</b> "Velo". 150 stations in the inner city (max 400m of each other) with 1800 bikes (2013).</p> <p><b>Pedestrian zones:</b> 9</p>	<p><b>Tram:</b> 13 lines</p> <p><b>Bus:</b> approx. 100 lines</p> <p><b>PT priority:</b> PT in separated lanes where possible</p> <p><b>Real time information:</b> yes</p> <p><b>Price for a PT annual ticket:</b> € 249.00 (train not included)</p>

## Antwerp's Strategies & Policies



Antwerp's Bicycle policy plan<sup>2</sup>

The City of Antwerp has an **Urban Development Plan 3** comprising of a Mobility Plan (**Masterplan 2020**) and an active cycling policy (**Bicycle Policy Plan 2015-2019**). It aims to ensure:

*“A smoother traffic flow, safer roads and increased liveability. These are the objectives of Masterplan 2020. ... It comprises a whole range of measures to deal with the heavy traffic, accidents and rat-run traffic in and around Antwerp. The public transport network is expanded further. New, safe cycle networks will be created and the waterways will be developed further as well.*”

*Incidentally, Masterplan 2020 has a very specific aim: **by 2020 at least half of all transport in the Antwerp agglomeration should occur by public transport, on foot or by bike.***” (Antwerp's Urban Development Plan;



Figure 2: Copenhagenize Index (Source: Bicycle Policy Plan 2015-2019) 4

The city of Antwerp was awarded 5th place on the Copenhagenize Index of bicycle friendly cities 2013 (Antwerp’s Bicycle Policy Plan).

“*Copenhagenize mentions the extensive network of cycle paths and the bike sharing system as our greatest achievements. Other criteria are the presence of a bicycle culture, cyclists’ sense of safety, and consideration of cyclists in urban renewal projects.*” (Bicycle Policy Plan 2015-2019).

## Transport & Health



Picture © City of Antwerp 5

Cooperation between the transport and health departments is not structurally linked and as such there is no regular exchange. Health (in terms of enhancing physical activity) is not a main argument in transport planning; the discussion is rather framed around reducing emissions and congestion. When health is included in mobility projects, it is often narrowed down to air pollution. Traffic safety and physical activity are only sporadically included. Health benefits are considered mainly on a national level, while implementation costs are local.

**“At the moment we are not using health as main argument. ...I believe we need an improvement on that, an integrated approach between departments.”**

(Stakeholder, Antwerp)

**“I think it is not a problem about knowledge about how healthy cycling is, but it is about lifestyle and culture.”**

(Stakeholder, Antwerp)

## Enabling factors & challenges

A clear political will, development of strategies and visions, provision of walking and cycling infrastructure, cycling culture and awareness etc. are enabling factors for promoting walking and cycling in a challenging process.

*“The municipal authorities want to stimulate as many people as possible to cycle. The Cycle policy plan reflects the city’s strategy to create a comfortable and safe cycling environment. The plan includes actions on three fronts: Riding, Parking and Steering.”* (Antwerp Urban Development Plan) <sup>6</sup>.

**Political decision:** Antwerp stakeholders feel the need of a clear political will towards cycling policies.

**Administration:** Cooperation between policy levels & departments, and budget constraints.

**Financial issue:** *“Political will is made visible by the budgets that they are willing to make available. It is significant that the budgets for the soft modes are still only a fraction of the budgets set aside for car infrastructure.”* (Antwerp, stakeholder)

**Infrastructure:** Antwerp has systematically adjusted cycling infrastructure (long-distance cycle-routes, cycle tracks, cycle bridges, cycling parking etc.). However, space is limited.

**Social environment:** It’s fair to say that Antwerp has a cycling culture (diversity of bikes and people using bikes), but that car infrastructure is considered more important than infrastructure for active mobility.

**Transport & Health:** Health is not a prior argument for cycling, it’s more about congestion and emissions. There is no structural interchange between the transport and the health sector.

***“We need a political will. A car centered city has no future and the political role has to show that.”***

(Antwerp, stakeholder)

## Contact

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<sup>1</sup> [https://en.wikipedia.org/wiki/List\\_of\\_European\\_regions\\_by\\_GDP](https://en.wikipedia.org/wiki/List_of_European_regions_by_GDP)

<sup>2</sup> [http://ecf.com/files/wp-content/uploads/Fietsbeleidsplan\\_Antwerpen\\_ENG\\_web.pdf](http://ecf.com/files/wp-content/uploads/Fietsbeleidsplan_Antwerpen_ENG_web.pdf)

<sup>3</sup> [http://www.antwerpen.be/docs/Stad/Stadsvernieuwing/9746949\\_urbandevlopment\\_English.pdf](http://www.antwerpen.be/docs/Stad/Stadsvernieuwing/9746949_urbandevlopment_English.pdf) (page 139 – 149 Mobility)

<sup>4</sup> [http://ecf.com/files/wp-content/uploads/Fietsbeleidsplan\\_Antwerpen\\_ENG\\_web.pdf](http://ecf.com/files/wp-content/uploads/Fietsbeleidsplan_Antwerpen_ENG_web.pdf)

<sup>5</sup> [http://www.antwerpen.be/docs/Stad/Stadsvernieuwing/9746949\\_urbandevlopment\\_English.pdf](http://www.antwerpen.be/docs/Stad/Stadsvernieuwing/9746949_urbandevlopment_English.pdf)

<sup>6</sup> [http://www.antwerpen.be/docs/Stad/Stadsvernieuwing/9746949\\_urbandevlopment\\_English.pdf](http://www.antwerpen.be/docs/Stad/Stadsvernieuwing/9746949_urbandevlopment_English.pdf)