

The impact of Covid19 on the Brussels cycle network: tactical urbanisms, political debate and aesthetic experiences

COVID-19によるブリュッセル自転車ネットワークへの影響:

タクティカルアーバニズム、政策論争、美的体験

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【概要 / Summary】

There is an annual growth rate of cyclists of 13% in Brussels since 2010 (Pro-Vélo et al. 2019). The current health situation has invited even more people to pedal as public transport services were limited and not advised. As the bicycle now becomes less a vehicle of opposition to automobility (Horton 2006) and more an ordinary materiality of sustainable mobility, better understanding of the ‘infrastructuring’ processes is even more crucial. The social imaginary of slow mobility (Pelgrims 2018; Castoriadis 1975) destabilises and restructures for decades cities through ‘infrastructuring’ processes (Merriman 2016) that demonstrate a growing attention to urban ambiances (temporality, rhythms, materialities, sensitive aspects of space and practices). If the ambition to redevelop a cycling network in Brussels dates back to the early 1990s, the current pandemic has considerably accelerated its concretisation through numerous tactical urbanism interventions. Separate cycle lanes have been painted on main traffic axis and ‘residential areas’ limited to 20 km/h have flourished in the main commercial axis (rue de la Loi...). These interventions raised a lot of concerns (security, inclusivity, ...) blown out of proportion in political debates. The paper will therefore discuss the broad impact of that early implementation on the aesthetic of the planned infrastructure understood as material-sensitive environment that resonate with humans (Pelgrims 2018, 2020a).

【発表者プロフィール / Profile】

Pelgrims Claire holds a PhD in Architecture and Urbanism from the Université libre de Bruxelles, Belgium. Her PhD thesis focused on imaginaries of fast and slow mobilities in the evolution of Brussels mobility infrastructure since the mid-20th century. Her postdoctoral research focuses on expanded understanding of cycling

infrastructure in relation to gender, aesthetics and functionality. She is involved in the PDR FNRS "Gender and Bicycling Aesthetics: the potentiel for the sustainable city of gender construction processes across cycling practices, equipment and infrastructure" (2021-2024) and has obtained a MSCA individual fellowship in Horizon 2020 (2022-2023) at Université Gustave Eiffel.

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