

CITIES FOR PEOPLE

FROM A CITY FOR CARS TO A CITY FOR PEOPLE





Brussels is no hell hole...



Brussels Capital-Region, the heart of Belgium



1.2 million people

+ 400,000 commuters

Every day

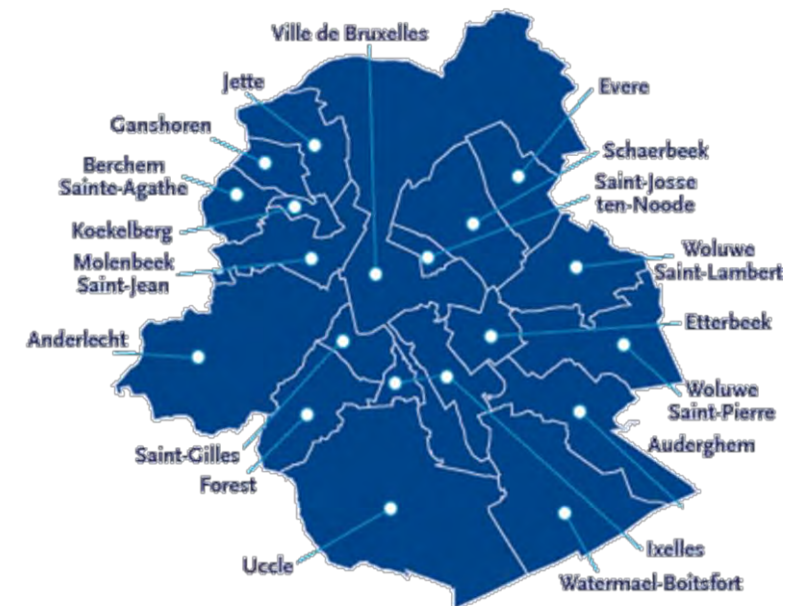
161.38 km²

Bilingual Region : FR + DU

12% = Greenspaces

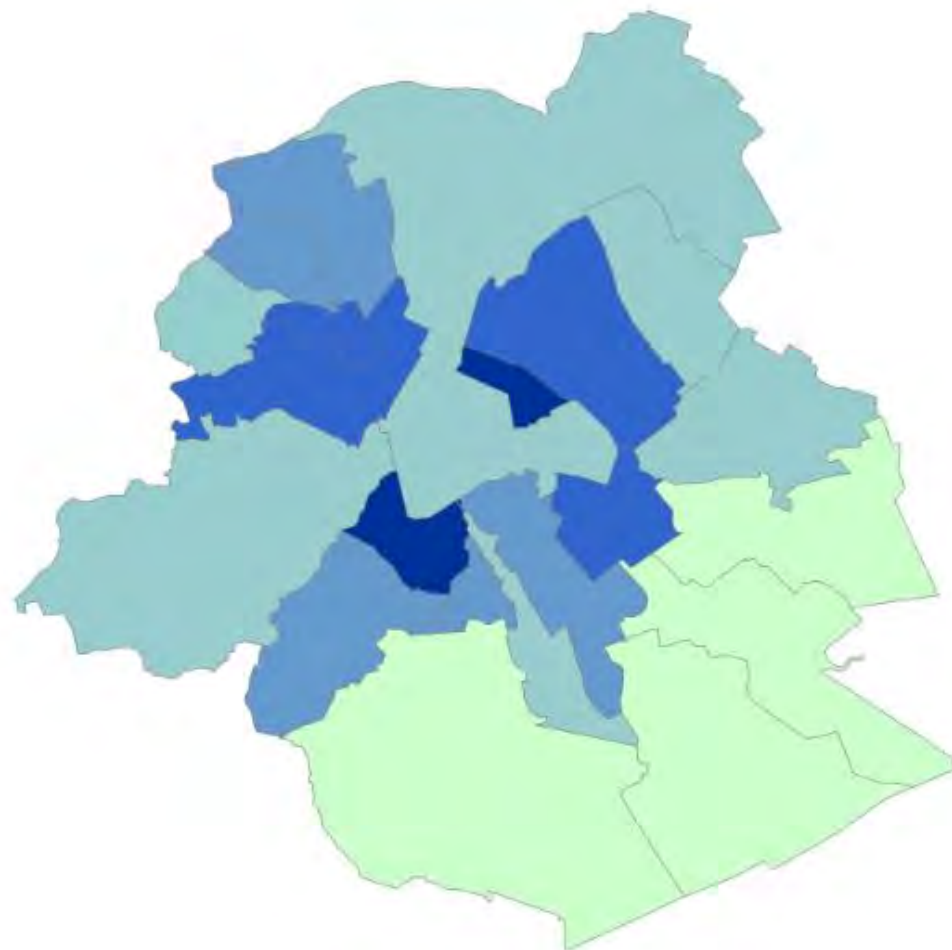
6 police zones

Very international
(Seats, 30% foreign born)



19 municipalities

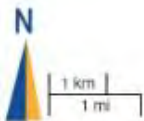
Population density 2013 (hab/km²)



Moyenne régionale : 7154,66

Sources : IBSA, SPF Economie –
Statistics Belgium ; Urbis

*Monitoring des Quartiers - IBSA ©
Brussels Urbis @@*

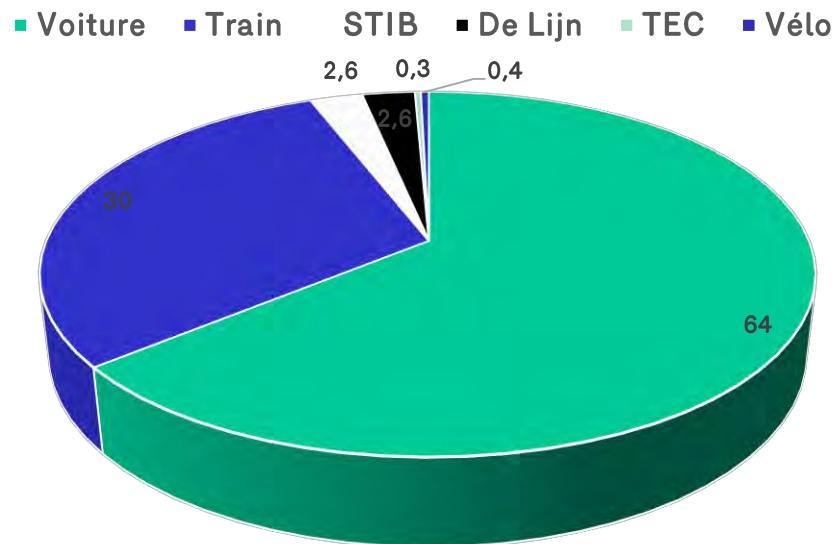




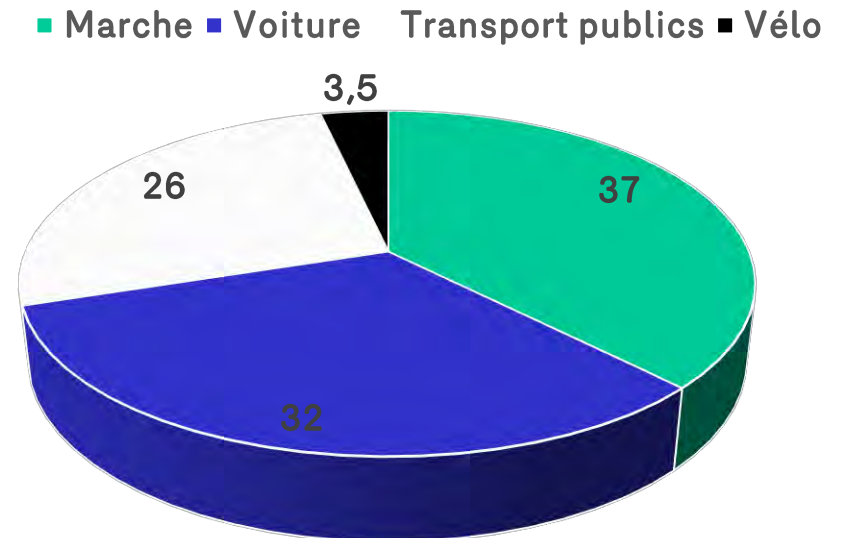
Basic mobility facts

- Almost 50 % of Brussels' residents has no car
- More than half of all movements in BXL < 5 Km
 - of which 55% by car
- 4% of all travels by bike

Both incoming and outgoing movements
in the Brussels – Capital Region



For movements inside
Brussels - Capital Region

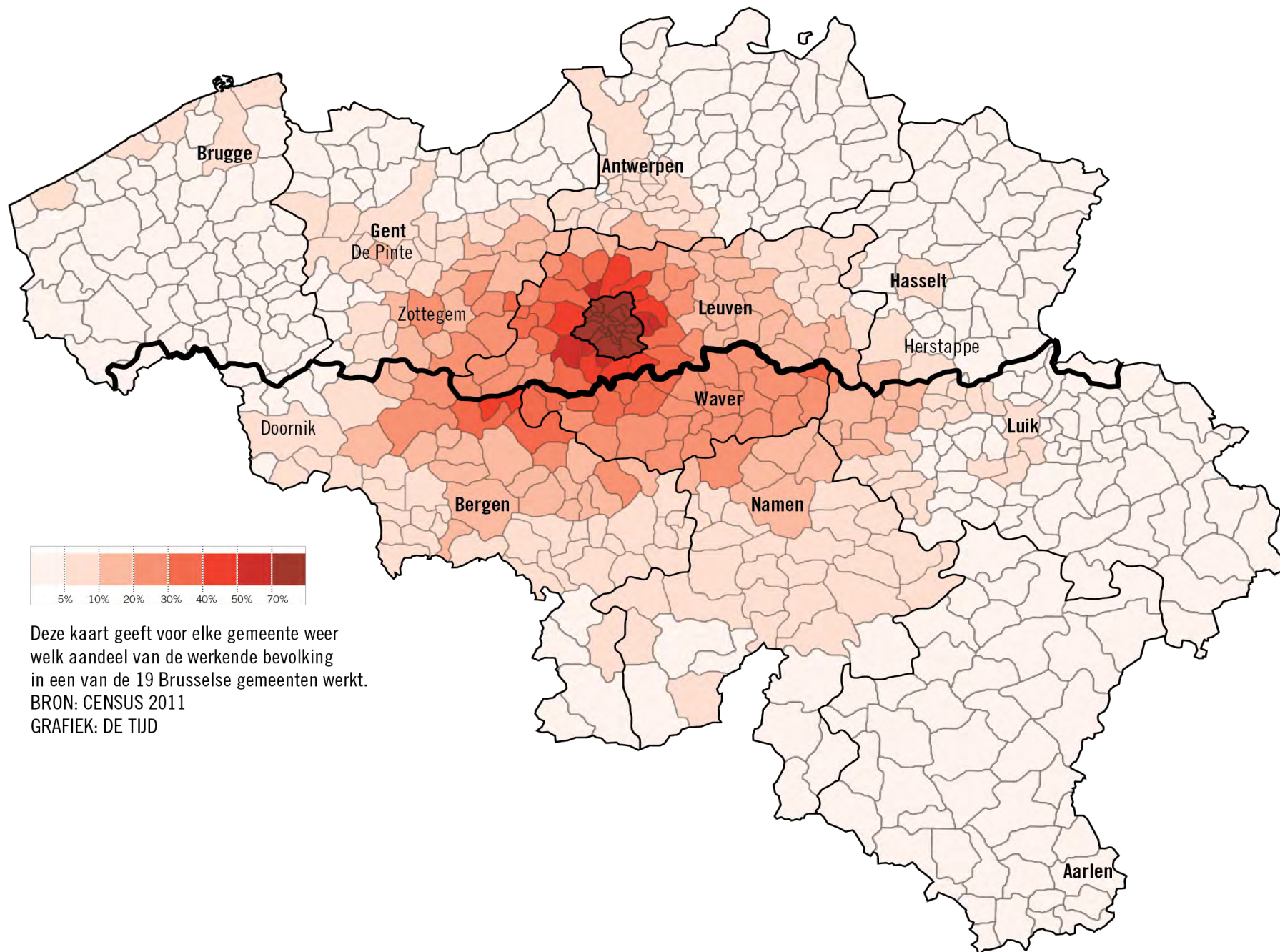


Commuters

→ 394,000 commuters, of which 227,000 by car

WHY ?

- Federal tax regime that stimulates living in rural areas
- Federal subsidies for company cars
- Railway network in delay
- Small country



Public Transport

- 4 operators in BXL :



- Mobib Card → No tarif integration yet
→ No integrated marketing yet
- Public transport = 364,6 millions of journeys
 - 133,4 millions of journeys with the metro
 - 131,3 millions of journeys with the tram
 - 99,9 millions of journeys with the bus

Public transport

More than

41.255.149 km/year
of public transport services



which is

7.617 km/year/traveler



759,2 km
of public transport axis



In Brussels there are

31 train stations



4 metro lines
with 31 Stations



A total of 95 bus
lines crossing Brussels



19 tram lines
with 291 stops



MIVB/STIB

50 lines
with 1126 stops



De Lijn

36 lines
and 87 stops



TEC

9 lines
and 22 stops



People share

a Velo bike at 338
places in Brussels



a Cambio Car at 91
places in Brussels



a Collecto taxi at 206
places in Brussels



The average distance between
2 bus stations

418 m



The average distance between
2 tram stations

392 m



The average distance between
2 metro stations

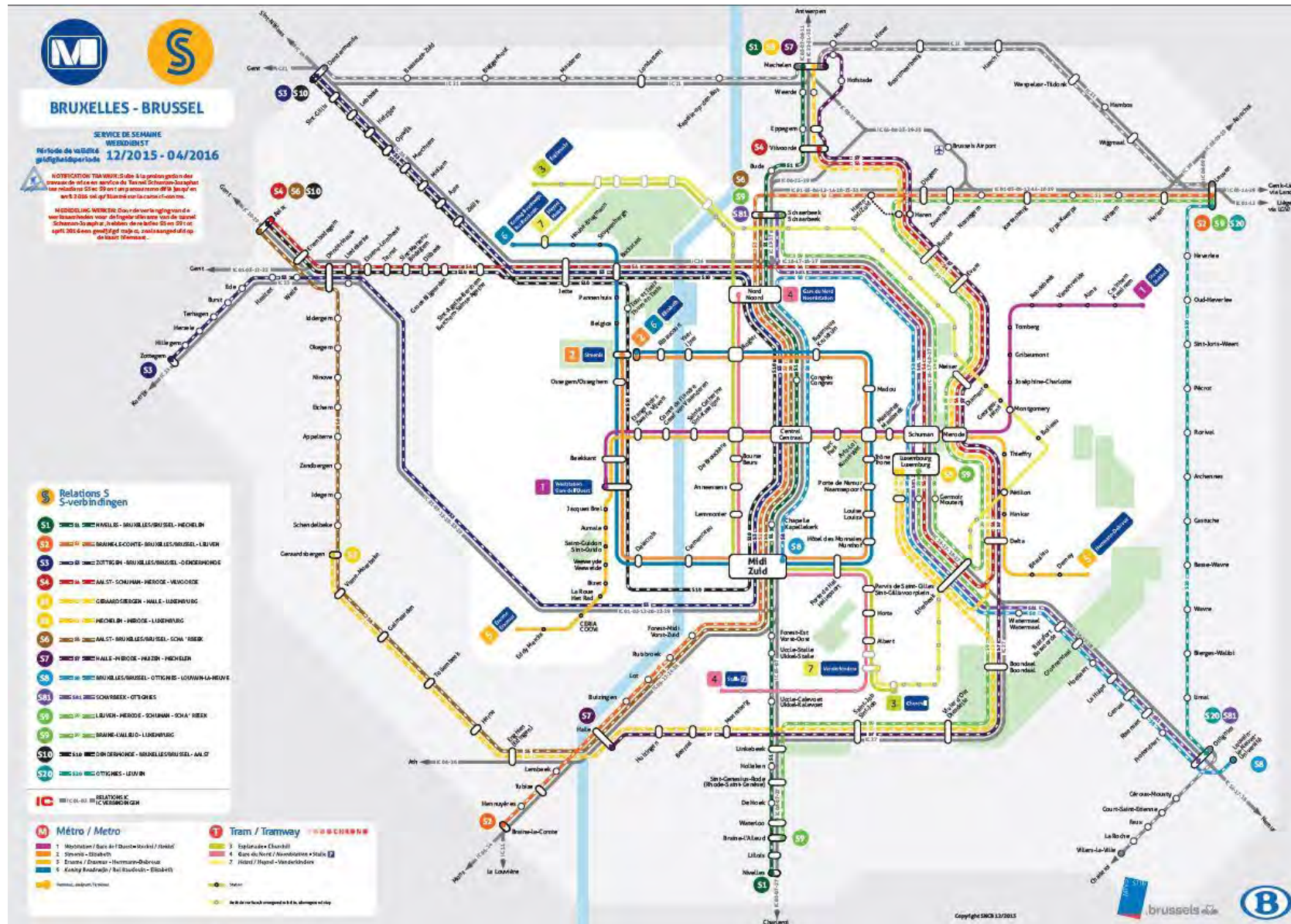
592 m



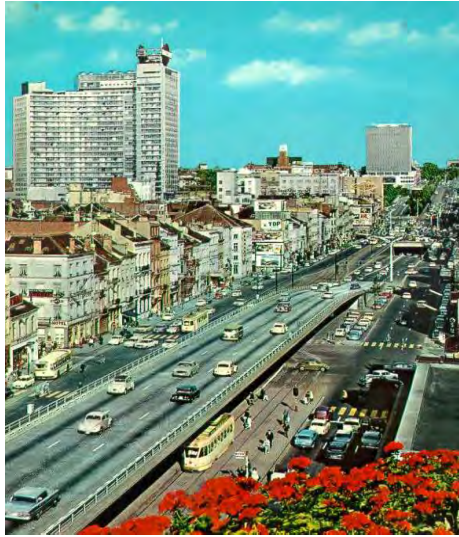
139 official Taxi stands in Brussels



Regional express network



Brussels in the past...



Car oriented City

- 50's
- Modernism
- Car industry
- Weak city government

Brussels today...



A better Brussels...

A City for People

- Improvement of the quality of life in the city
- Improvement of the quality of air in the city
- Redevelopment of public spaces for a better distribution and use of these areas
- Creation of meeting areas for residents
- Towards a sustainable city where all means of transport have a place

Maximum investment in public transport

5.2 billion euros

METRO



MODERNISATION OF THE METRO

NEW METRO LINE BORDET - ALBERT

TRAM



EXTENSION OF THE TRAM LINES

CONNECTION WITH FLANDERS

BUS



BUS PLAN & EXTENSION OF THE NETWORK

PURCHASE OF GREEN BUSES

Cycling network

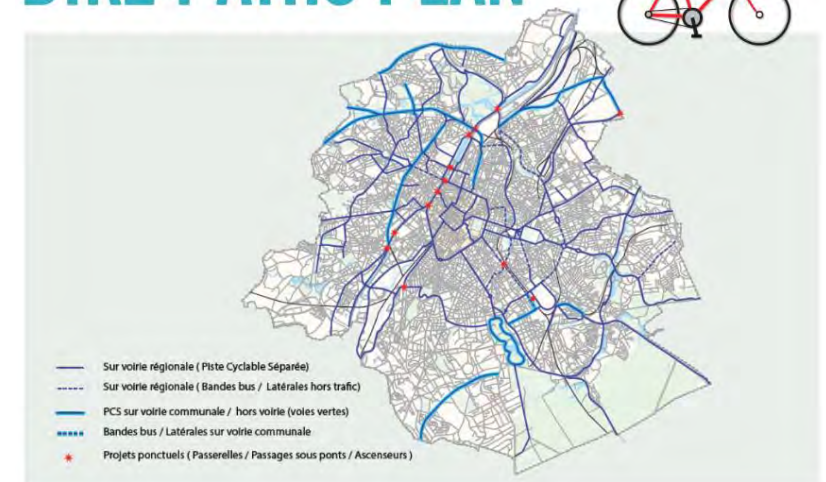


80 km of new cycling tracks in the Brussels Region

Development of cycling tracks :

- Separated
- secured
- elevated

BIKE PATHS PLAN



Development of new Park & Ride zones

Close to metro stations and
Train stops + around the
Regional borders

Stimulating intermodality:
combined use of car and public
transport

Development of 10,000 new
parkings places

- Extension of existing parkings
- Creation of new P&R infrastructure

PARKINGS



A new vision for the city

PEDESTRIANS



**Pedestrian zones,
central lanes
and squares**



Flagey Square



Destruction of the Reyers viaduct



Architecture and design to boost the city's image: Rogier Square



Turn a congested shopping street into a pleasant pedestrian area



Development of a new urban park: Porte de Ninove



Development of new squares for a better quality of life in the city

La place du Miroir à Jette

La place Schuman au cœur du quartier européen

La place Dumon à WSP

La place Rogier



Car-free city center Brussels



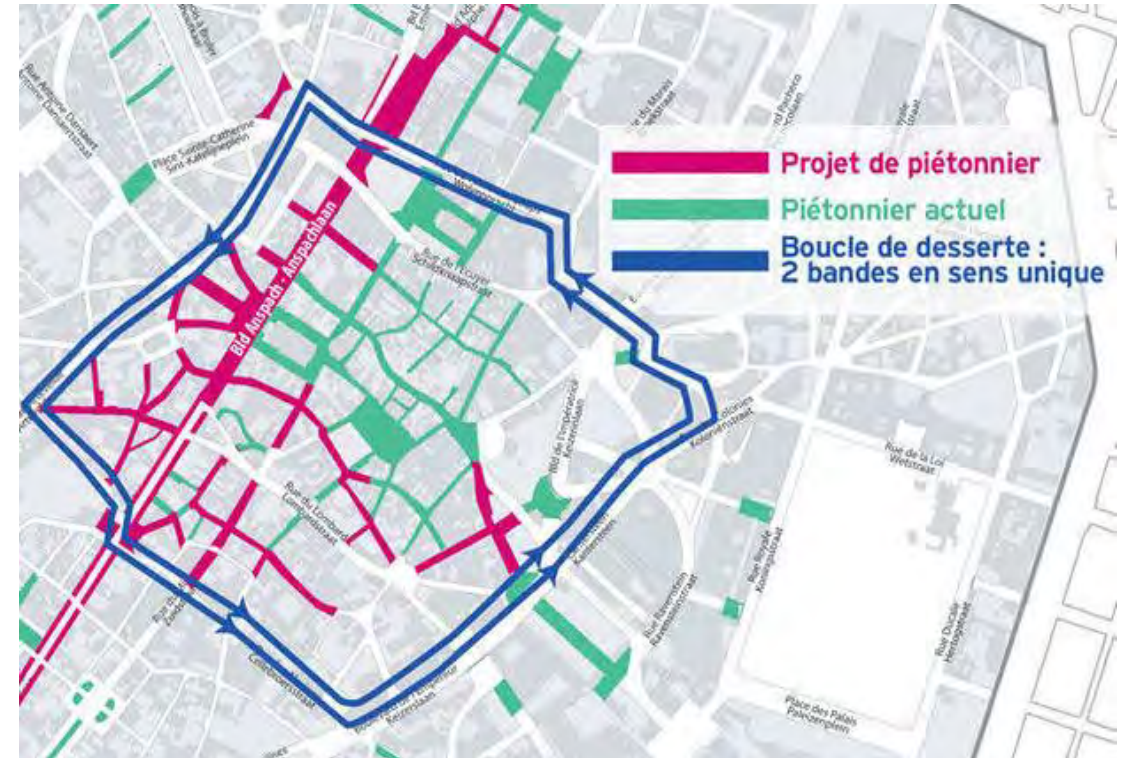


Project & Perimeter

The new pedestrian area in few figures:

- Enlargement of the pedestrian area from 28 to 50 hectares
- The road surface of the new pedestrian zone = 5 hectares = 7 football fields
- 3000 m² of green areas
- 1,000 new bicycle places
- 20,000 parking spaces around the pedestrian zone
- 4 minute walk separates every parking from the nearest Villo station or public transport

Timing: June 2014 - 2019





De Brouckère square



De Brouckère square



Boulevard Anspach



Boulevard Anspach



La Bourse square



La Bourse square





Fontainas square



Fontainas square



Advices

Key element : strong communication at every step of the projects to all stakeholders (citizens, shopkeepers, visitors, ...)



Advices

The project must tell a story and have a strong identity :
→ “Branding campaign”, website, images, ...



Advices

The project must unite and not divide people



Advices

Go ahead with the project, don't wait too much to begin the works

(No test period ! + Respect of planning and timing)



Advices

Reassure and communicate on the accessibility of commercial areas



Questions ?

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