

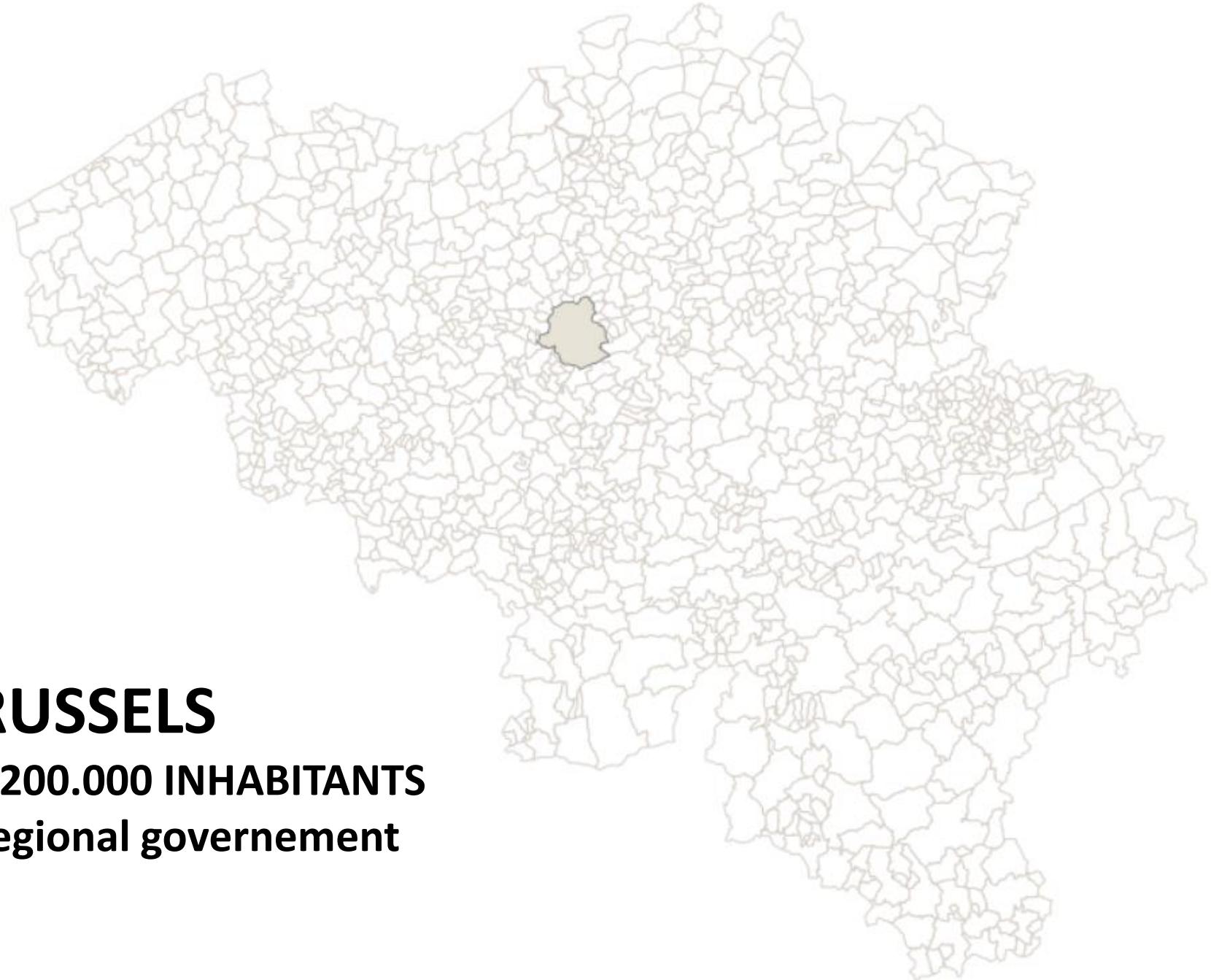


## WEBINAR STREET SPACE MANAGEMENT

Bart Dhondt

ALDERMAN IN CHARGE OF MOBILITY, PUBLIC WORKS AND PARKING

# **A FEW WORDS ABOUT BRUSSELS**



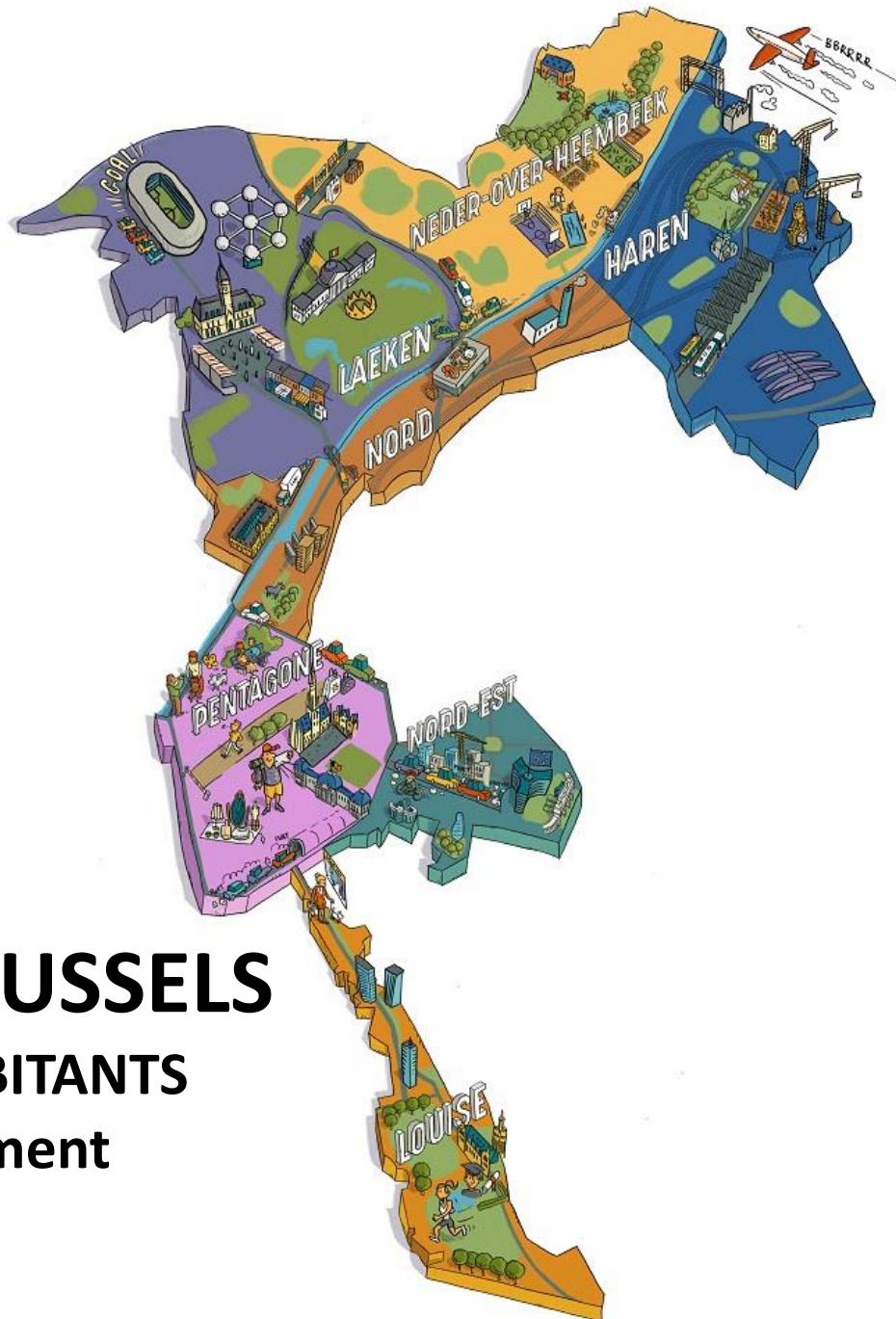
# **BRUSSELS**

**= 1.200.000 INHABITANTS**

**= Regional government**



**BRUSSELS**  
= 19 communes/districts



# CITY OF BRUSSELS

= 174.000 INHABITANTS

= Local government

# **A FEW WORDS ABOUT ME**

# **BART DHONDT**

**Alderman in charge of:**

- **Mobility**
- **Public works**
- **Parking**

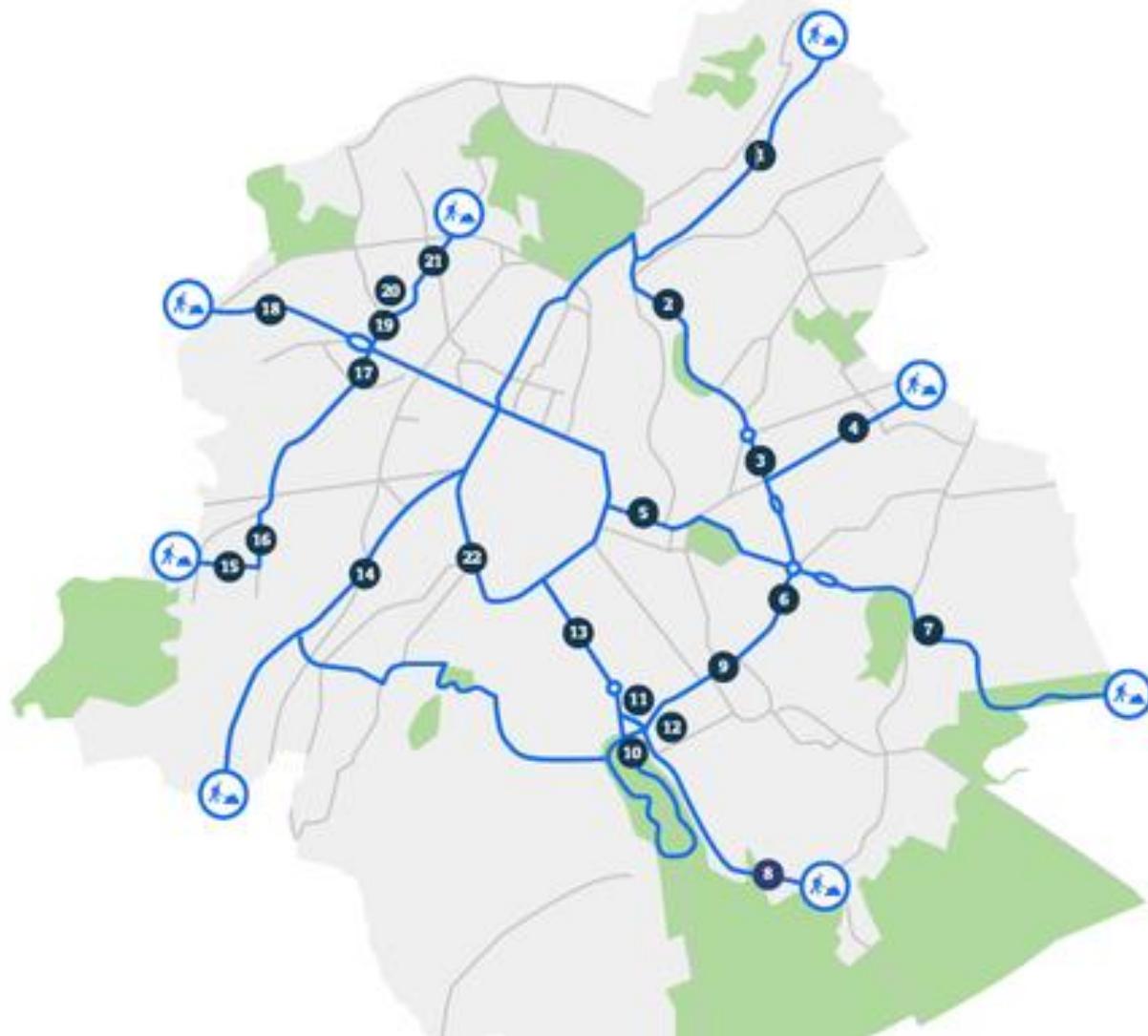


# **WHAT WE DID DURING THE COVID19 CRISIS:**

## **« Quick wins »**

# 40km extra bike lanes for Brussels

- Vilvoordsesteenweg
- Lambermontlaan
- Boulevard Auguste Reyers
- E40 Parkway
- Rue de la Loi
- Boulevard Louis Schmidt
- Avenue de Tervueren
- Delleurlaan
- Boulevard Général Jacques
- Lloyd Georgetlaan
- Avenue Emile De Mot
- Kongolaan
- Avenue Louise
- Veeveyde
- Boulevard Sylvain Dupuis
- Groenincx-De Maylaan
- Boulevard Louis Mertens
- Avenue Charles-Quint
- Jacques Seroen Laan
- Lakenselaan
- De Smet de Naeyerlaan
- Kruispunt Midi





LOI - WET



CHO



Traficord ▼

dijon. Prenez mon bon desf, les salutations distinguées,  
Vos dévoués, éléme



19th  
century

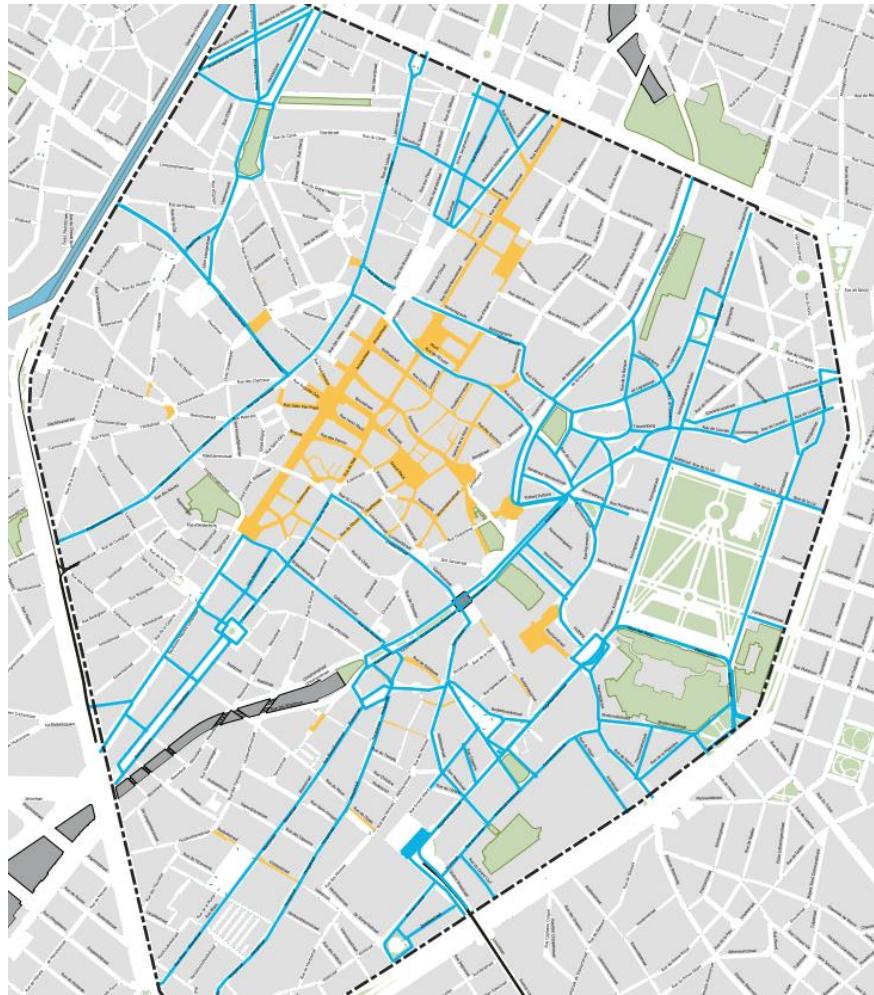


20th  
century



21th  
century





**VRT NWS**







**WHAT WE JUST KEPT DOING  
DURING THE COVID19 CRISIS:**

**« BUSINESS AS USUAL »**



# Bijna dubbel zoveel fietsers in september

MOBILITEIT BRUSSEL 0002 KRIS HENDRICKX © BRUZZ DELEN: [f](#) [t](#) [e](#)



## Moins d'un ménage bruxellois sur deux possède une voiture

Bruxelles Mobilité

M. L.

Publié le 05-10-20 à 17h37 - Mis à jour le 05-10-20 à 17h40

**Plus de la moitié des Bruxellois (53%) ne possèdent pas de voiture, ressort-il de la dernière livraison statistique de Statbel, sur base de chiffres collectés en 2019.**

Bruxelles >  
Bruxelles Actu



Publié le mercredi 7 Octobre  
2020 à 07h23  
Par isabelle anneet

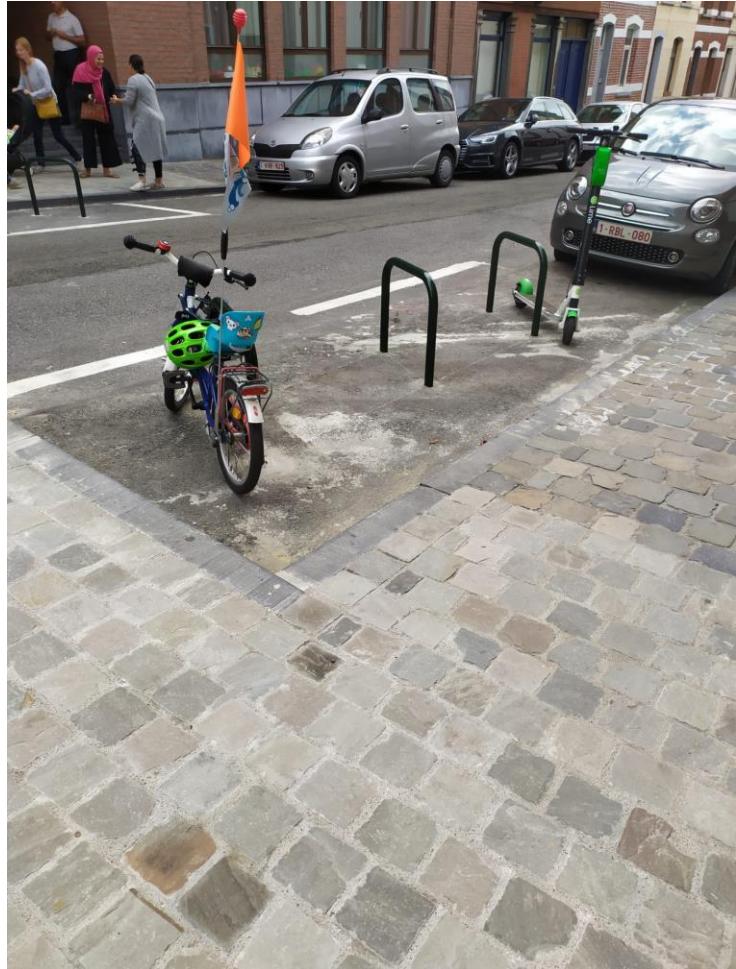
[J'aime 0](#) [Partager](#)

## 87% de cyclistes en plus sur les routes de Bruxelles

Les chiffres de mobilité du mois de septembre montrent une augmentation significative du nombre de cyclistes sur nos routes, tandis que le nombre de voitures diminue légèrement.









11

ZONDAG VAN 12:00 UTC+02 - 17:00 UTC+02

## Bourse aux vélos 2020 Fietsmarkt

Station de (pré)métro Bourse /Grand Place. Place de la Bourse, -1

Zon 4 Okt.

Zon 11 Okt.



VILLE DE BRUXELLES  
STAD BRUSSEL  
CITY OF BRUSSELS





 BIKE FOR  
BRUSSELS

VILLE DE BRUXELLES  
STAD BRUSSEL  
CITY OF BRUSSELS







VILLE DE BRUXELLES  
STAD BRUSSEL  
CITY OF BRUSSELS



# FAIRE SAMEN

## mobilité comme levier pour mieux vivre en ville

### comment ?

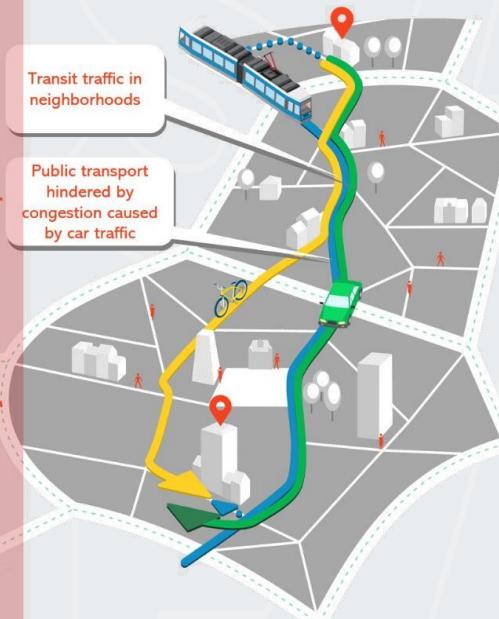
- hiérarchisation des voiries (cf. réseaux Good Move)
- boucles
- filtres de trafic

### pourquoi ?



**QUARTIER APAISE**  
«mieux vivre en ville»

The city without traffic plan



#BXLOVE

Scénario  
tendanciel  
(2030)

good  
move



car  
33%



car  
24%

- Déplacements réalisés en tant que conducteur d'une voiture
- Déplacements collectifs et individuels (marche, vélo et nouveaux modes légers)



Comment/à quels moments pouvons-nous intervenir?

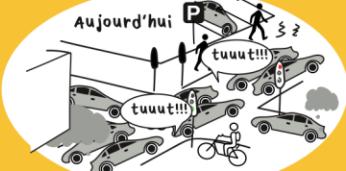
Moi aussi je veux m'impliquer pour améliorer la qualité du projet

# GOOD MOVE PENTAGONE

JE CONSTATE



J'IMAGINE



SECURITE ROUTIERE

ESPACES PUBLICS ATTRACTIFS

ACCESIBILITE POUR TOUS

AIR PUR



J'EVALUE

Ici je propose des critères pour évaluer l'impact

DEFINITION DE CRITERES

2020

03 - 04 - 05 - 06 - 07 - 08 - 09 - 10 - 11 - 12

DIAGNOSTIC

ELABORATION DE MESURES

MISE EN OEUVRE

2021

01 - 02 - 03 - 04 - 05 - 06 - 07 - 08 - 09 - 10 - 11 - 12

01 - 02 - 03 - 04 - 05 - 06 - 07 - 08 - 09 - 10 - 11 - 12

SUIVI & EVALUATION



- Communication
- Sensibilisation

"Ville + Région + Police  
(Bruxelles Mobilité, STIB...)"



QUARTIER APAISE  
"mieux vivre en ville"

Ici aussi,  
je peux  
m'impliquer

Ici, je  
participe à  
l'évaluation  
finale

EVALUATION FINALE

#openstreets

#slowstreets

## Onze straten worden speelstraten!

Deze zomer speel je veilig en dicht bij huis

Creëer je  
speelstraat







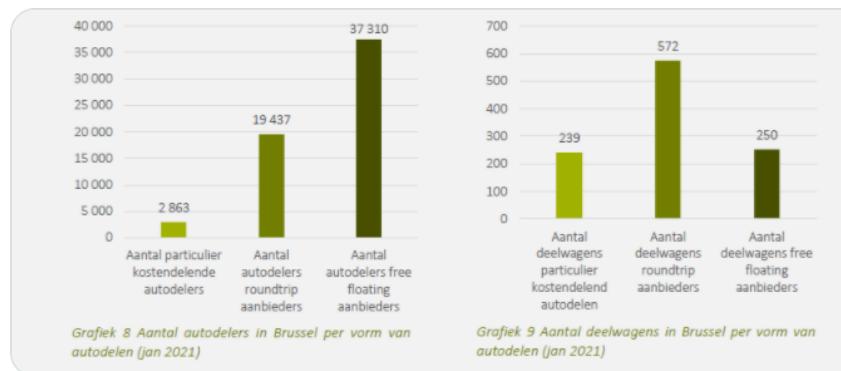




...

Op dit moment zijn er in Brussels Gewest 60.000 autodelers en meer dan 1.000 deelwagens: groei van 40% meer autodelers en 16% meer deelwagens t.o.v. vorig jaar! Lees het volledig jaarrapport autodelen op [autodelen.net/corona-heeft-n...](http://autodelen.net/corona-heeft-n...) #sharedmobilityrocks  
@BRUZZbe

Traduire le Tweet



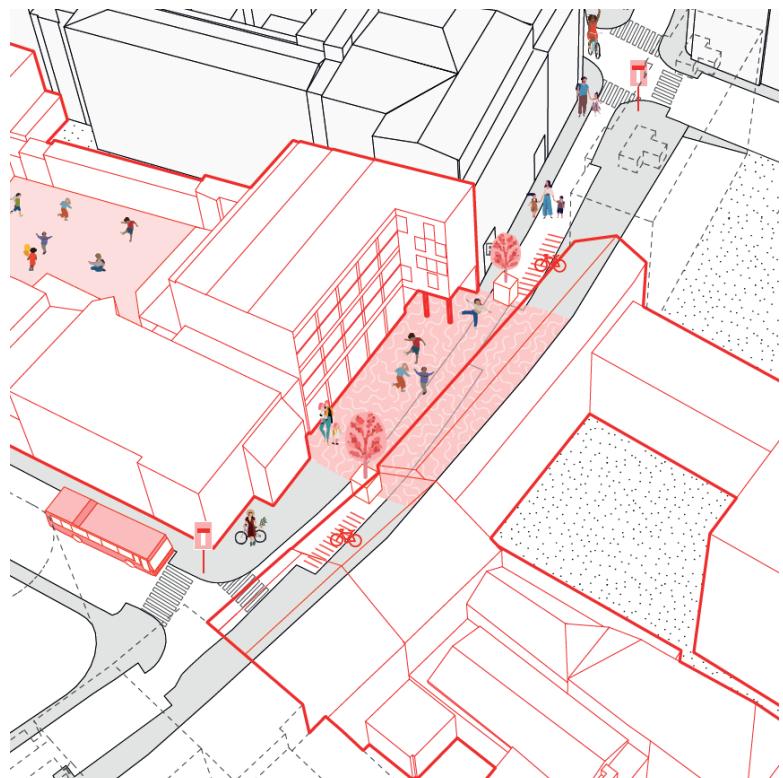
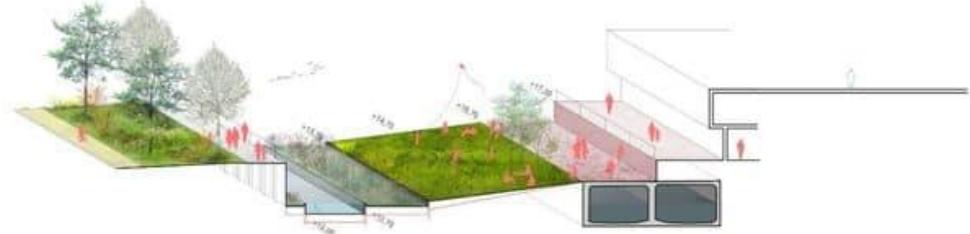
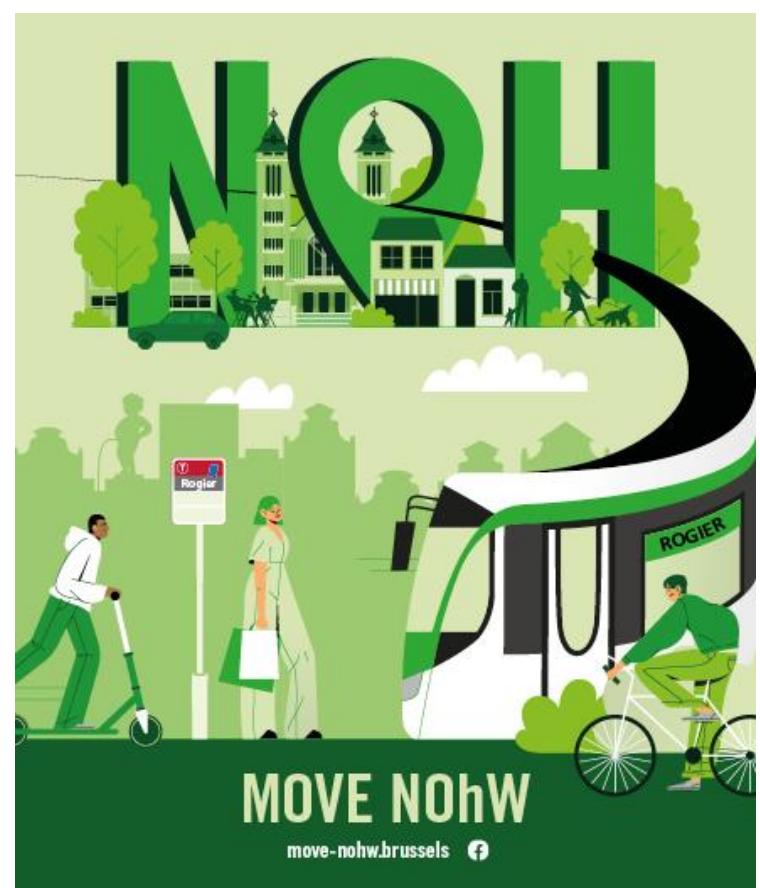
Bart Dhondt @BartDhondt · 6 janv.

Da's echt fantastisch nieuws. Daarom ook dat we met [@StadBrussel](#) werk maken van het verhogen van het aantal deelwagens. We gaan van 135 naar 170, daarmee geven we een positief antwoord op alle aanvragen van [@CambioAutodelen](#) en [@Getaround](#)



Populariteit Cambio scheerde hoge toppen in 2020

Autodeelbedrijf Cambio kende in het Covidjaar 2020 een recordgroei. Het aantal nieuwe leden groeide met 3.000 tot 19.237. "Mensen wilden...  
ø bruzz.be

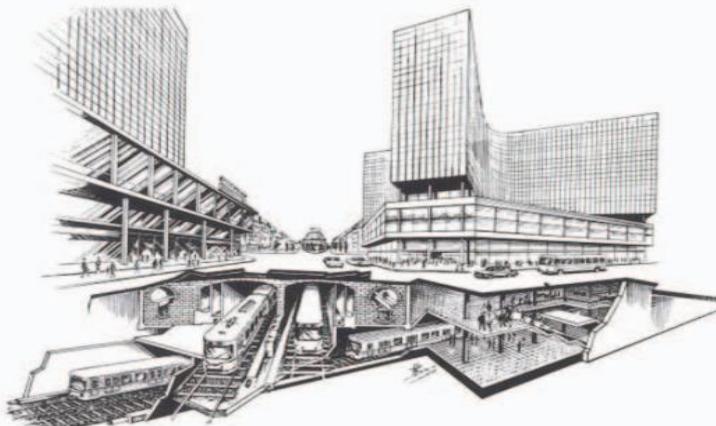


# **A FEW WORDS ABOUT THE CENTRAL LANES PROJECT**

# A brief history and context

The debate about mobility in the historical Central Zone in Brussel is not new but started over 20 years ago.

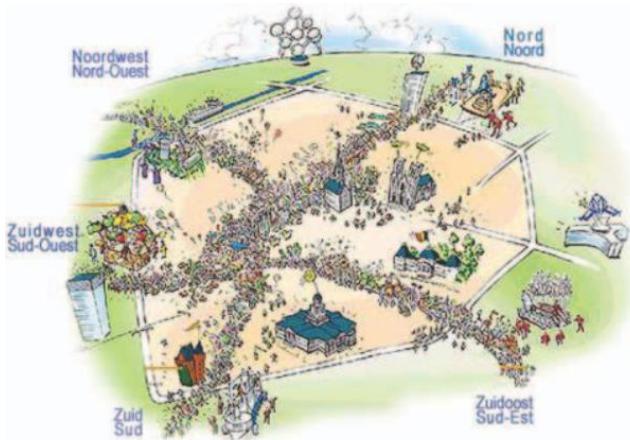
In the '50-'60-'70 dramatical infrastructure projects change the face of the city



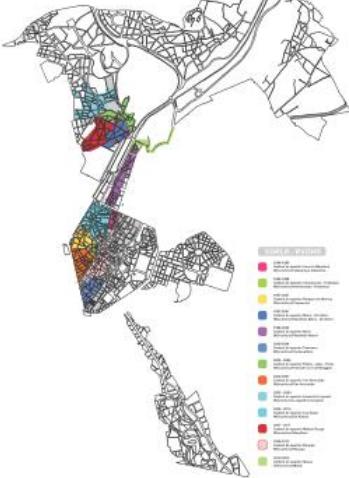
# A brief history and context

Since '80 there is a (slight) turn in the debate

Activisme and strengthening of Brussels image helps 'reclaim' public space



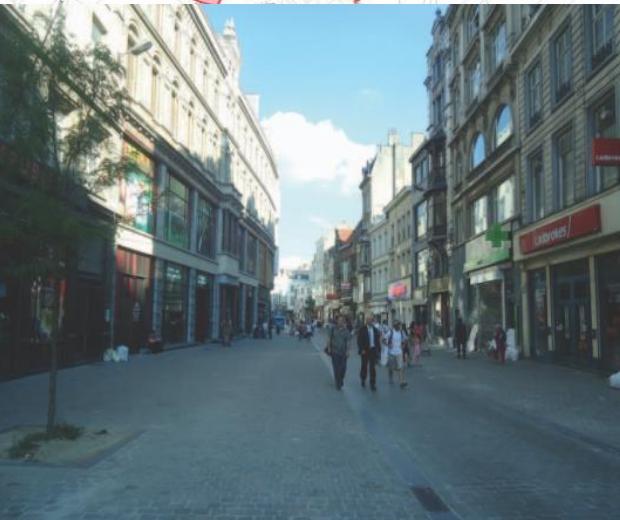
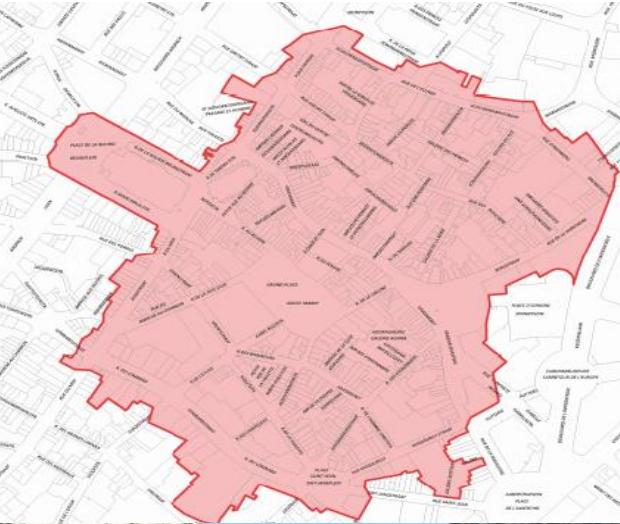
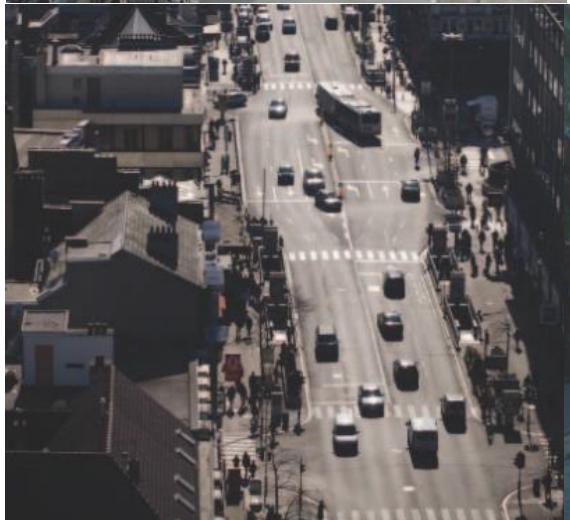
Contrats de quartier de la Ville de Bruxelles  
Wijkcontracten in de Stad Brussel



# A brief history and context

In 2003 start with study for improvement for the ‘Central Lanes’

In 2009 decision for first extention of pedestrian zone around Grand-Place



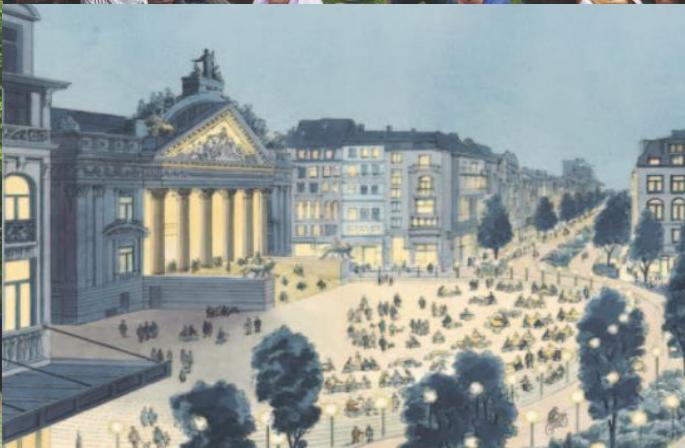
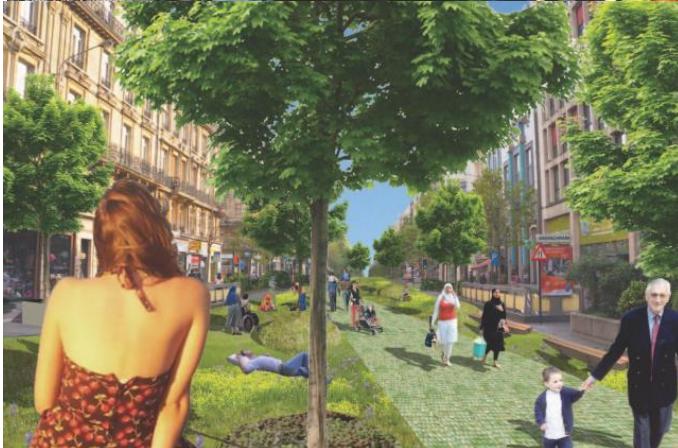
)  
09)  
contrats de Quartier

# A brief history and context

The Central Lanes become more and more a public issue

Since 2003 multiple options but no official decision

Pic nic the streets mouvement and other 'public' initiatives



# A brief history and context

29 june 2015 start Trafic Scheme and Pedestrian Zone on Central Lanes

Summer of 2015 a lot of activities on the spot to make Brussels 're-appropriate' their Lanes

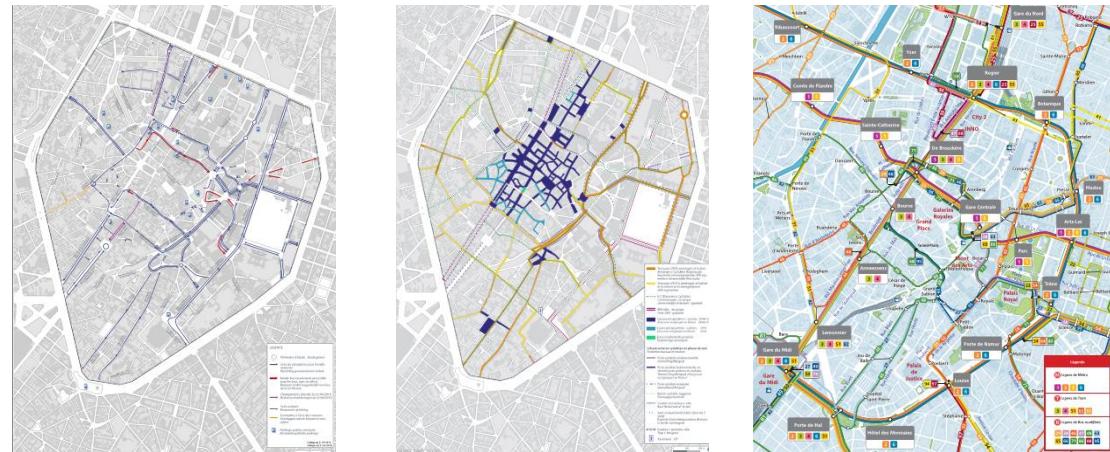


Summer 2016 works start for renewal De Brouckère square and activities around Bourse

# The Trafic Scheme

After the modeling process -> political discussions early 2015.

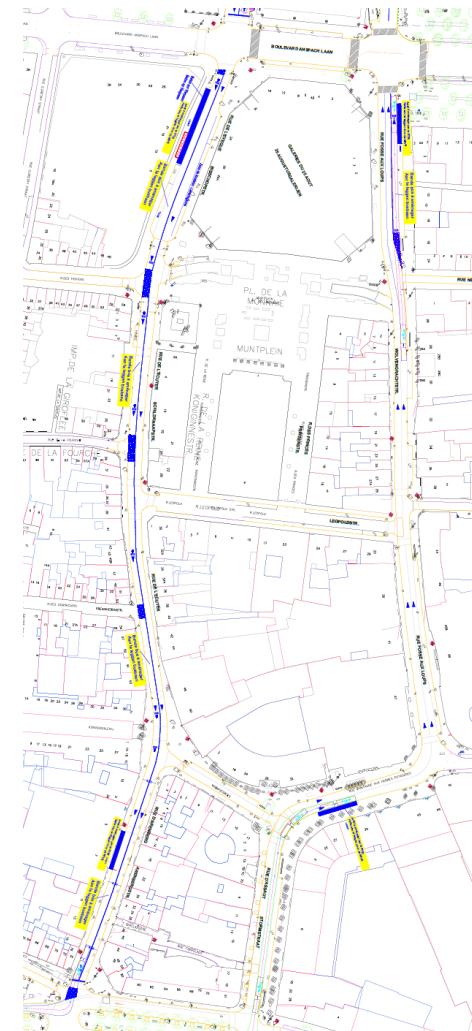
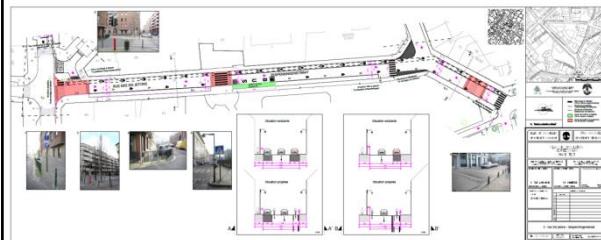
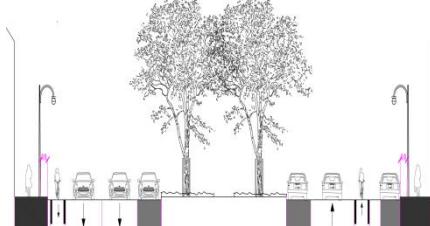
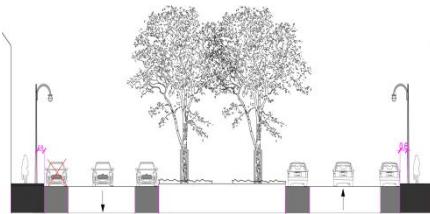
In march 2015 final scenario



'light' works on network  
Adapting bus network  
Communication  
Passes for inhabitants and other categories  
Police and other emergency services  
GPS  
...

Temporary design for test  
(8 months)  
Start 29/06/2015

# The Trafic Scheme



Reprofiling the inner city road network

Adapting bus stops (and rerouting buslines)

Markings, traffic lights, roadsigns,...

# The Trafic Scheme

Communication campaign

Website, call centre, infosessions for stakeholders and inhabitants

Call centre from spring 2015->autumn 2015

Passes for users in pedestrian zones

The screenshot shows the homepage of the 'circulatie plan de circulation' website. At the top, there's a banner featuring the Brussels skyline at sunset. Below it, the text 'circulatie plan de circulation' is displayed along with the city's logo. A red navigation bar contains links for 'Waarom?', 'Wat?', 'Wanneer?', 'In detail', 'Meer weten', and 'Partners'. To the right, a blue box says 'Is samenwerkingspartner met' followed by logos for 'Brussels' and 'Brussels Hoofdstedelijk Gewest'. A large red section in the center contains the text 'Stad Brussel krijgt een nieuw circulatieplan.' and 'Bekijk hier per vervoersmiddel uw nieuwe route.' Below this is a map of Brussels with several purple shaded areas indicating pedestrian zones. On the right side of the map, there's a vertical column with icons for different transport modes: a person walking, a cyclist, a car, and a bus. Above the icons, the text 'selecteer vervoersmiddel' is written.



Two promotional banners. The top banner is red and features the text 'PLACE AU PIÉTON!' and 'A découvrir sur www.plandecirculation.be'. The bottom banner is blue and features the text 'VOETGANGER WORDT KONING!' and 'Ontdek het op www.circulatieplan.be'. Both banners have a small graphic of a person walking or cycling.

A document titled 'LAISSEZ-PASSER' for pedestrian passes. It includes fields for 'IMMATRICULATION:', 'NOM:', 'VALIDITE:', 'OBJET:', 'ADRESSE DE DESTINATION:', 'Accès via:', and 'Sortie via:'. There's also a signature field for 'Date et signature' and 'Le Bourgmestre'. At the bottom, there's a note about the document being issued by the 'Département Démographie - Caisse Judiciaire de la Ville de Bruxelles' and its opening hours.

# The Pedestrian Zone



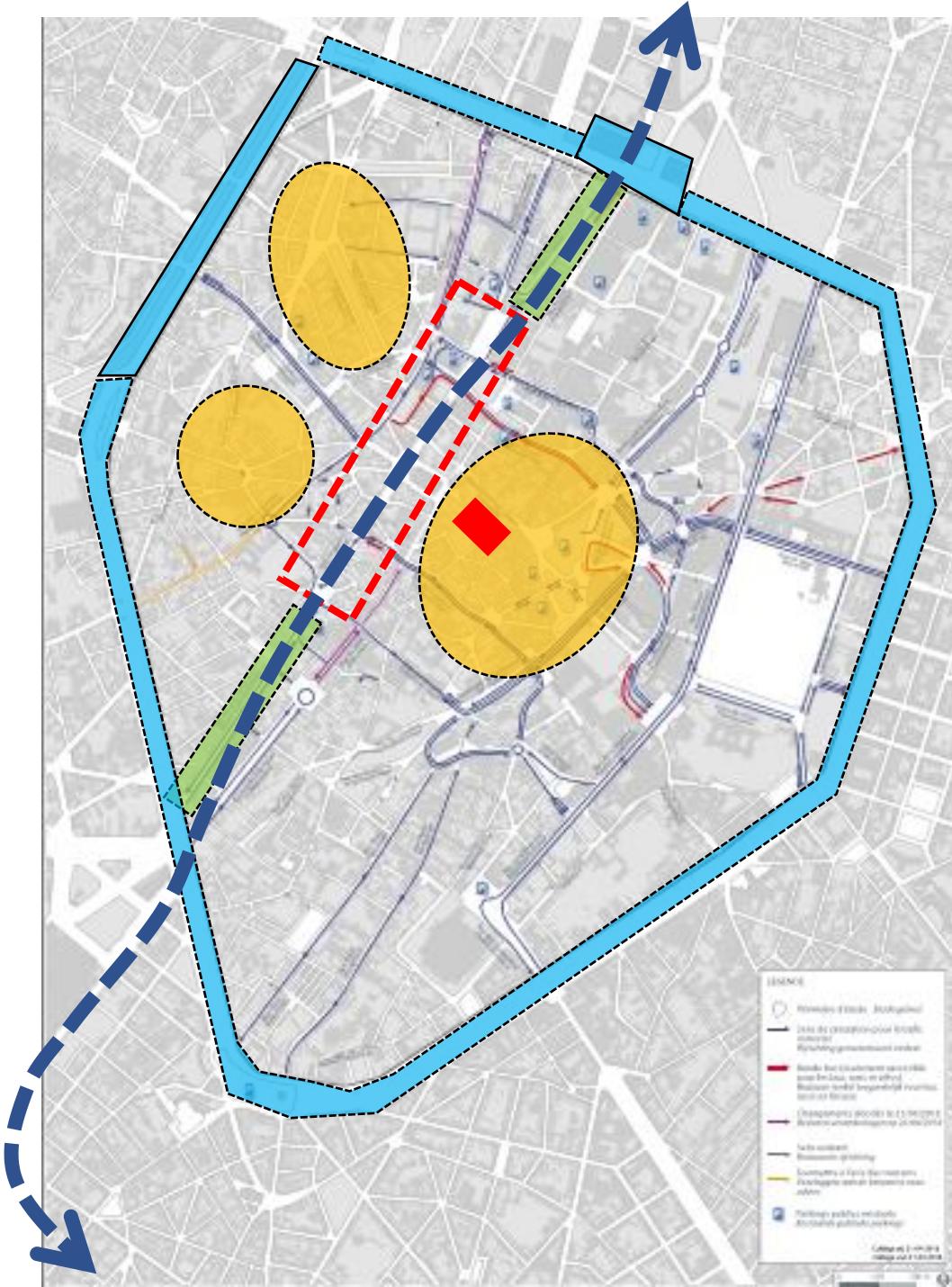
# The Pedestrian Zone

Central part of the Central Lanes

Other parts planned later  
(A Max, Lemonnier)

Inner Ring Road planned by Regional  
Administration

Pre metro transformed to metro

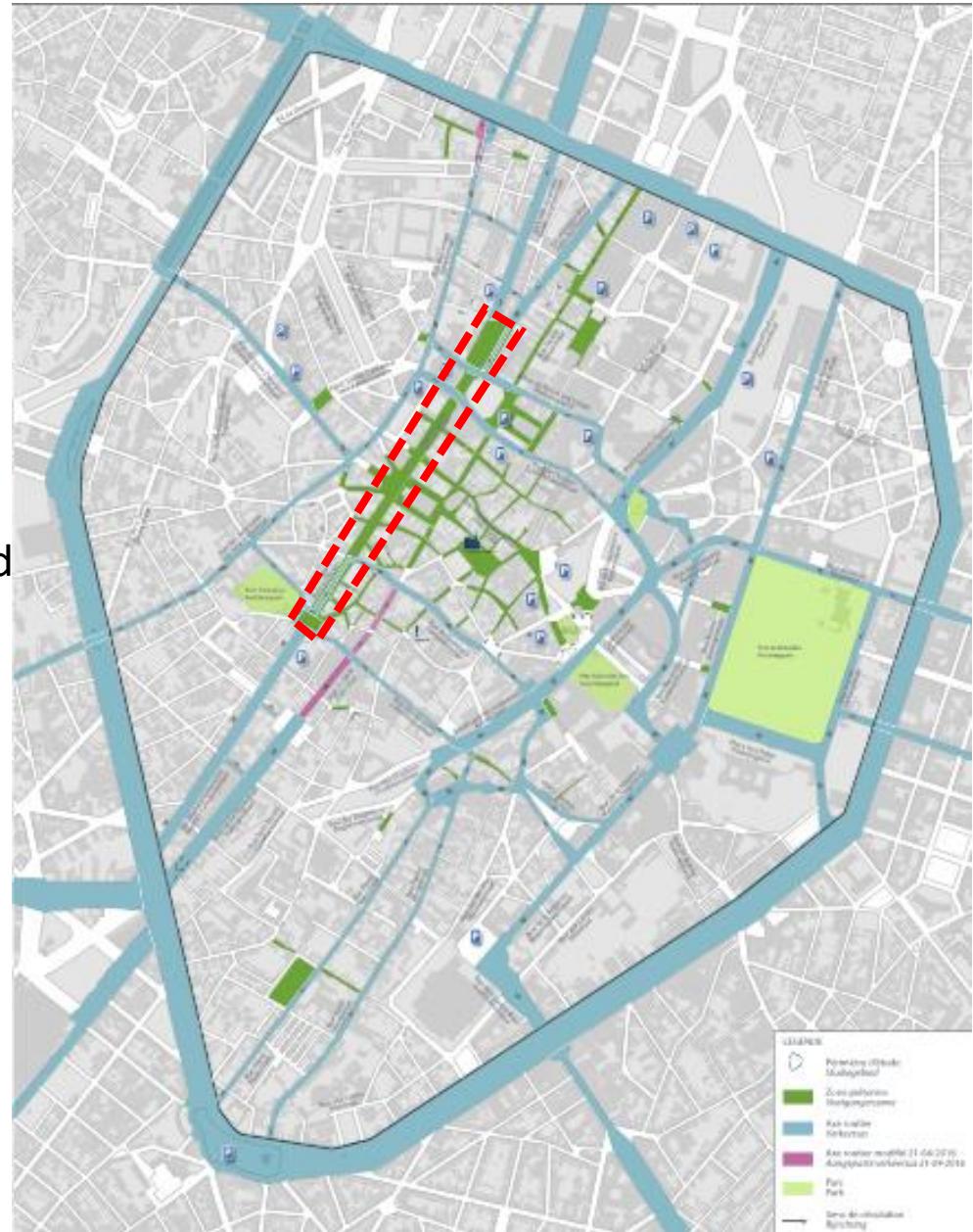


# The Pedestrian Zone

Central part of the Central Lanes

Link between existing Pedestrian Zone and other reduced traffic zones

Create en identifies squares  
Fontainas – Bourse – De Brouckère



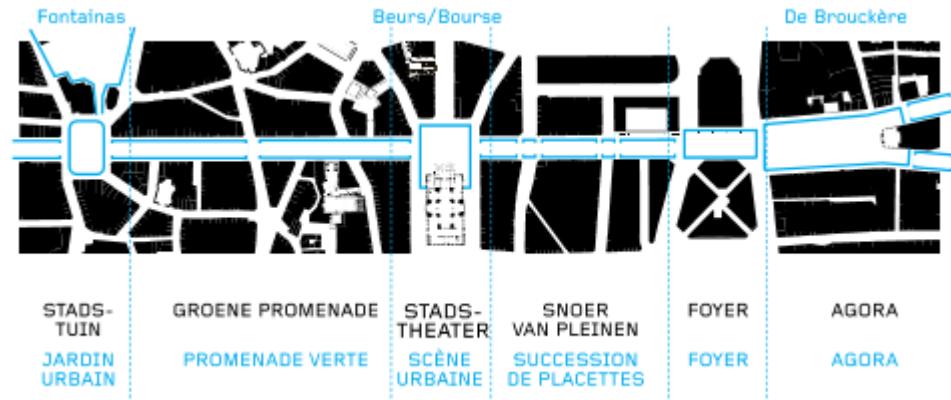
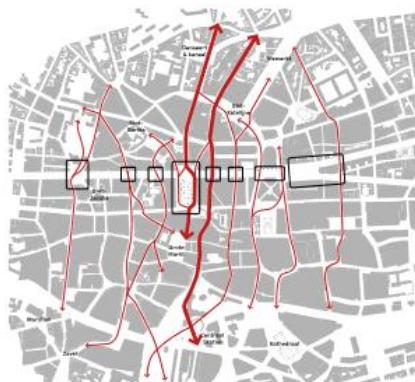
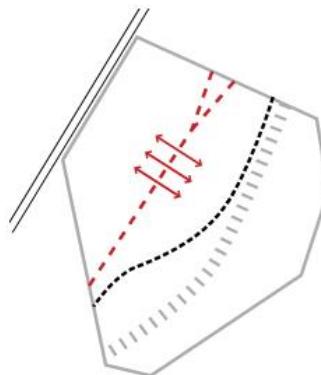
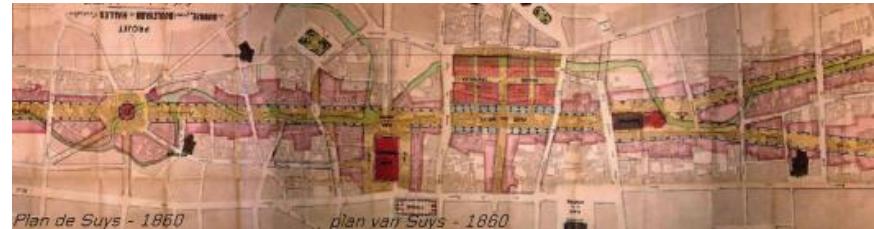
# The Pedestrian Zone

Extention of existing pedestrian zone around Grand-Place

Central Lanes = urban barrier between eastern and western part (1400 cars in rush hour)

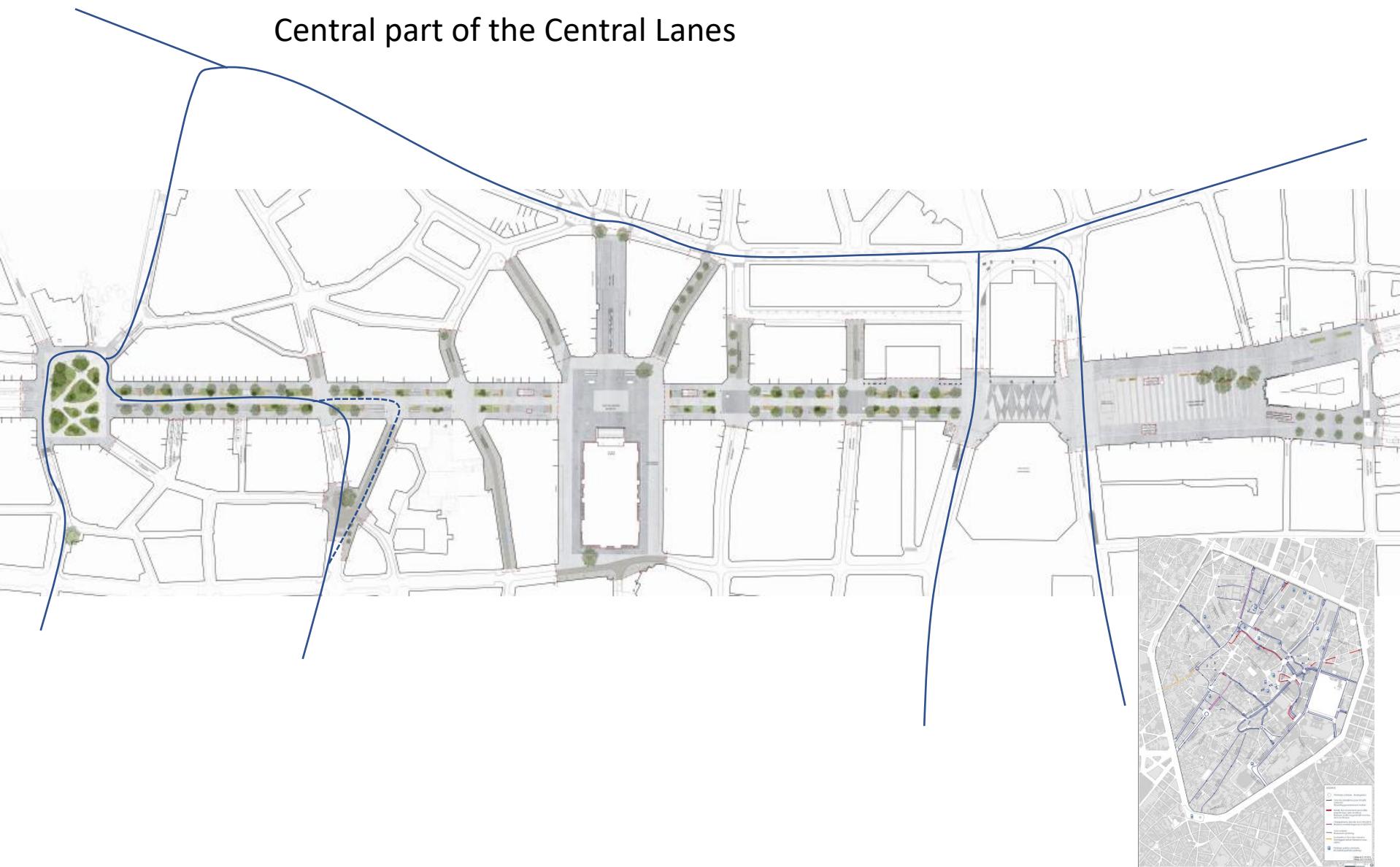
Very poor quality of public space, low quality of shopping/horeca/other activities

Initial goal (sanitation of overcrowded areas) completely bypassed because of car traffic



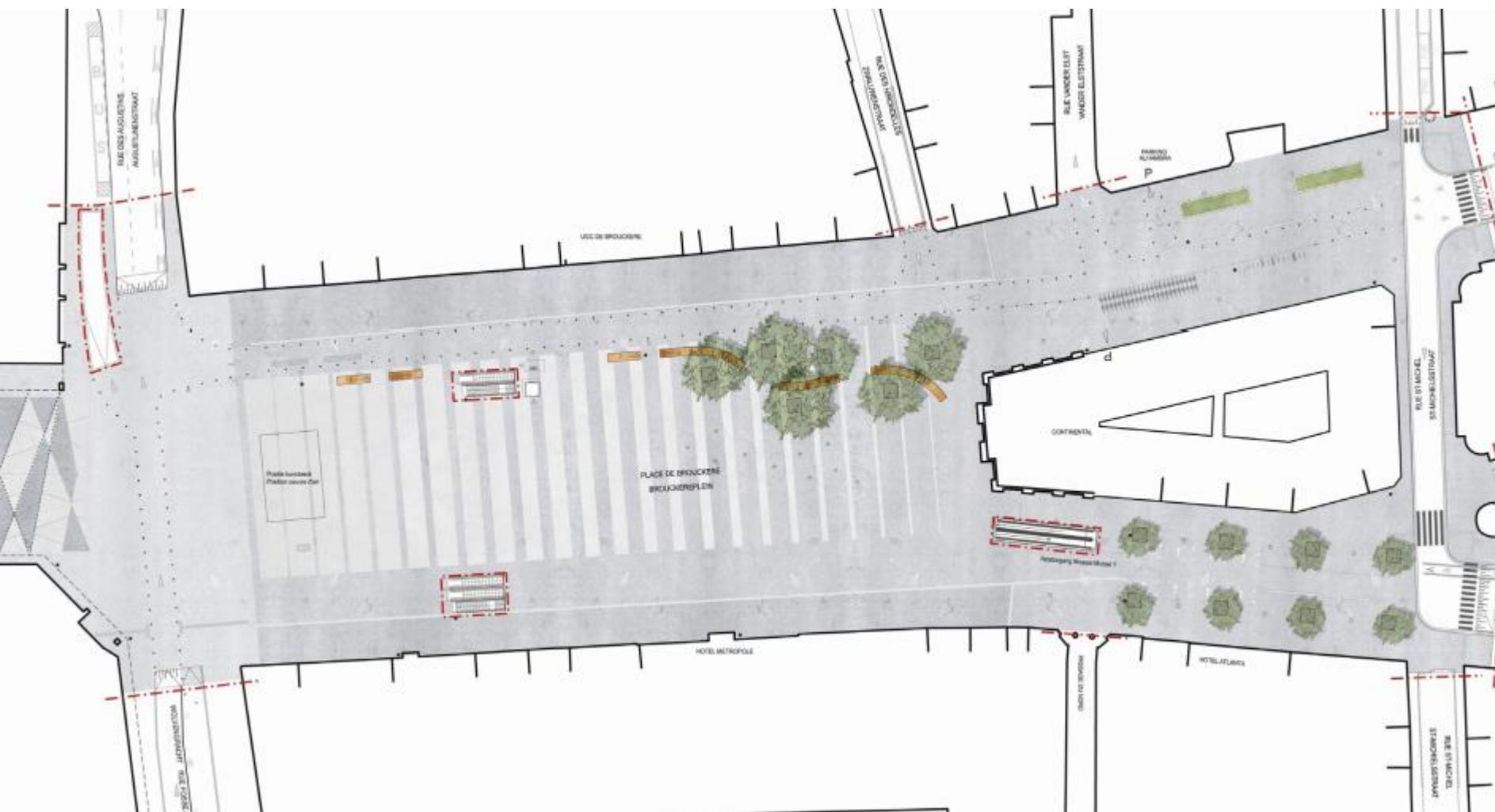
# The Pedestrian Zone

Central part of the Central Lanes



# The Pedestrian Zone

## De Brouckère Square



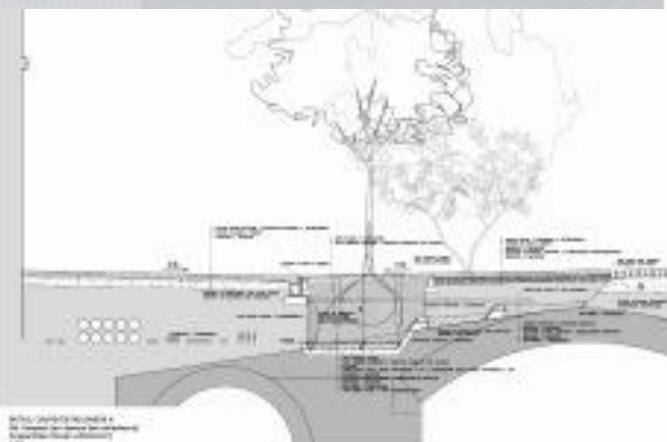
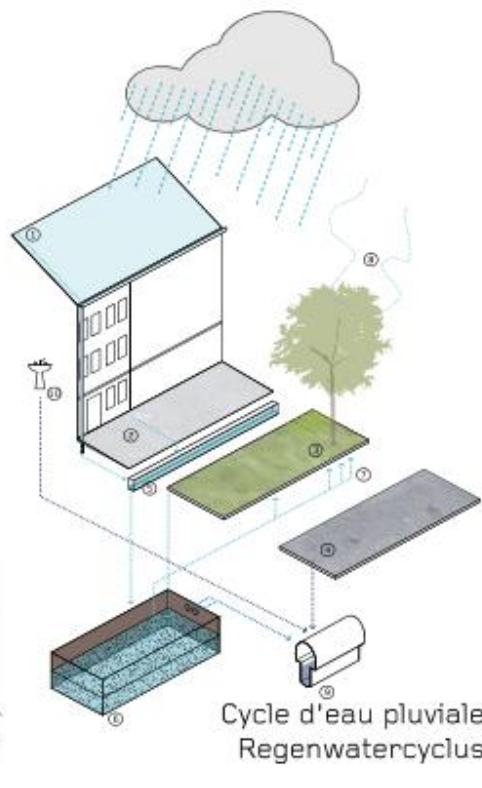
# The Pedestrian Zone

De Brouckère Square



# The Pedestrian Zone

A green walking Boulevard



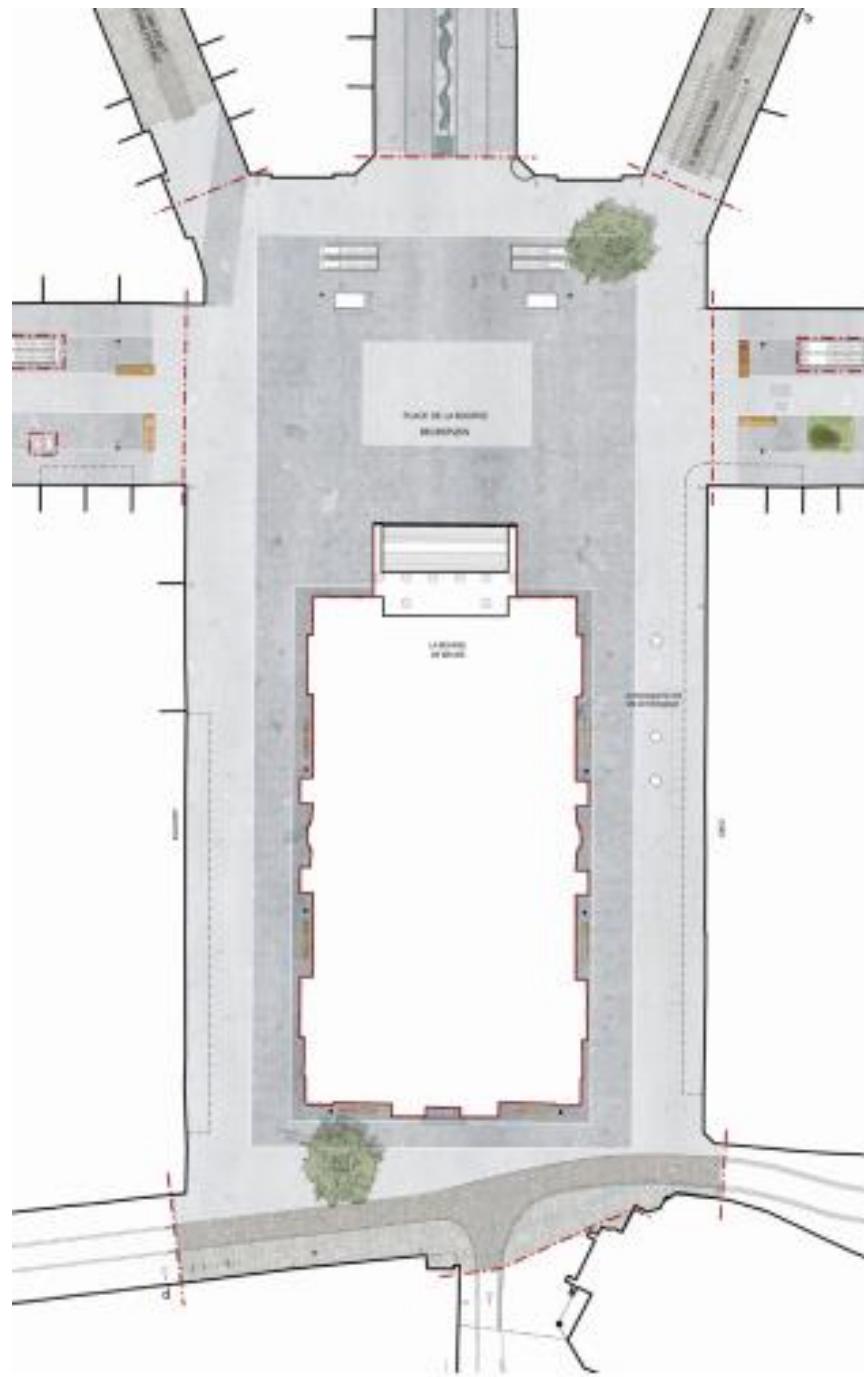
# The Pedestrian Zone

A green walking Boulevard



# The Pedestrian Zone

Bourse Square



# The Pedestrian Zone

Bourse Square



# The Pedestrian Zone

Fontainas Square



# The Pedestrian Zone

Fontainas Square



# Evaluation – First Lessons

## Pedestrians

Between 10.000 and 14.000 pedestrians on the Central Lanes per day in 2014

Between 27.000 and 38.000 pedestrians on the Central Lanes per day in 2015.



x2,5  
→



2014

2015

In the immediate zone around the Central Lanes significant increase  
In the other areas of the Pentagon no significant difference

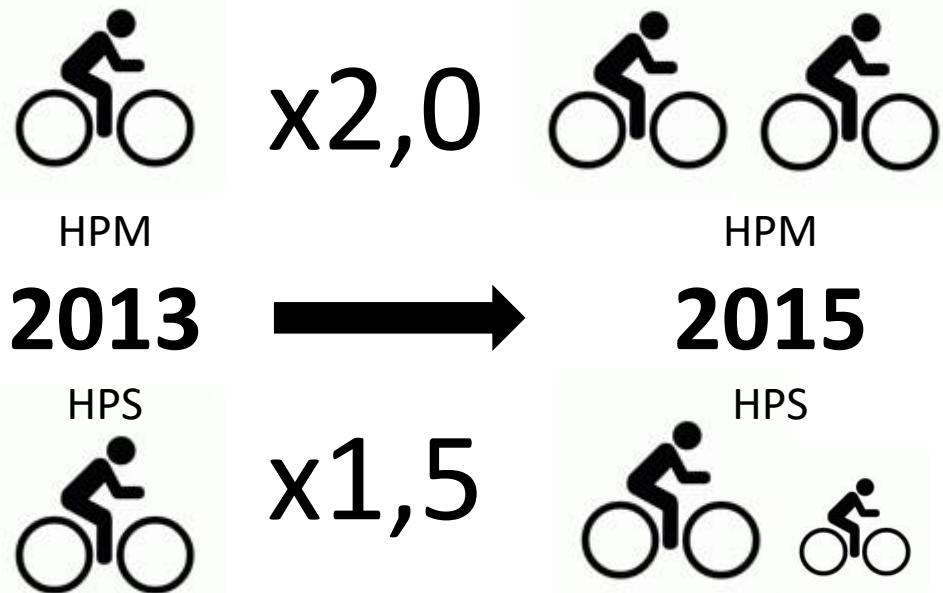


# Evaluation – First Lessons

## Cyclists

From 200 cyclists on the Central Lanes in 2013 to 414 in 2015 during morning peak

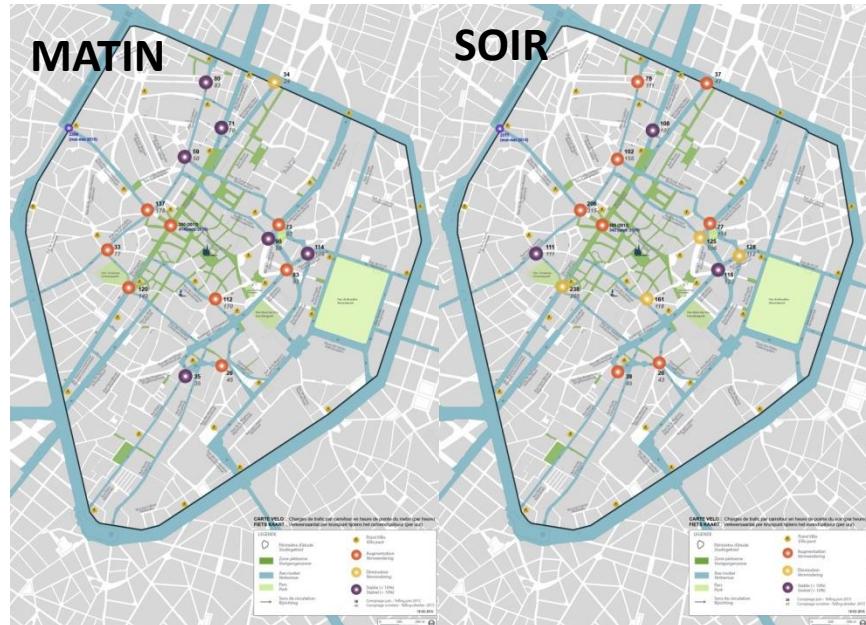
From 206 cyclists on the Central Lanes in 2013 to 315 in 2015 during evening peak



General increase in cyclist numbers in the immediate zone around the Central Lanes

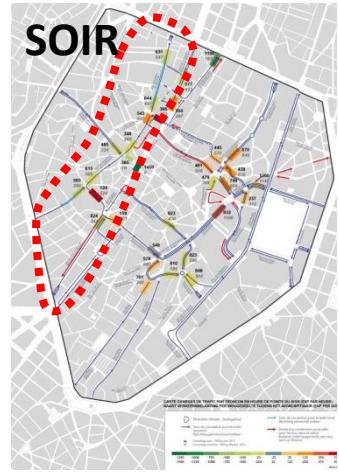
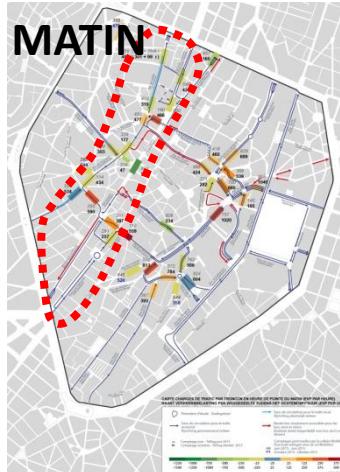
Very clear link with quality of infrastructure

Good cohabitation between pedestrians and cyclists ; no accident reports



# Evaluation – First Lessons

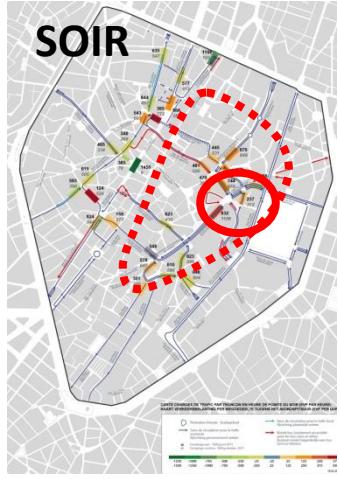
## Motorised trafic



General decrease of motorised traffic in Central Zone

No or few traffic 'report' from former Central Lanes to Central Zone

Problems with high speed in the evening and at night



Partly traffic report from Central Lanes to upper inner city (270 car of 1400)

Light increase of traffic but in low density areas

Zone around Central Station needs fine tuning (in study now)

# Evaluation – First Lessons

## Parking

Parking capacity in Pentagone

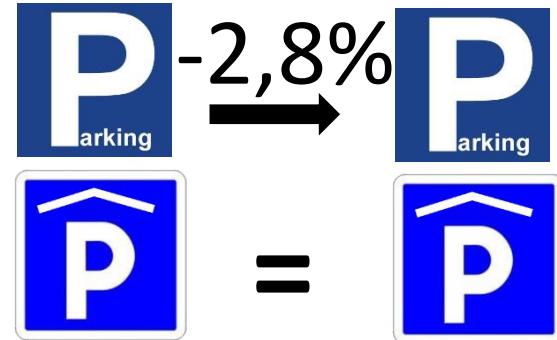
On street parking +/- 13000

Off street parking +/- 12000

Total +/- 25000 emplacements

Pedestrian Zone and Trafic Schema -370

Increase in parking for disabled



Important increase in zones for deliveries around the extended pedestrian zone  
In the pedestrian zone extended delivery hours 04:00 -11:00

# Evaluation – First Lessons

## Taxi

Grouping of several small taxistations in 3 main taxipools atborders of pedestrian zone  
Taxis have 24/24 acces to pedestrian zone  
No through going taxi trafic (internal circulation sheme for pedestrian zone)

General service improved  
Problems with speed of Taxi trafic

Sector ask for more (smaller) pools, eventualy temporay (night)



+14%

2014



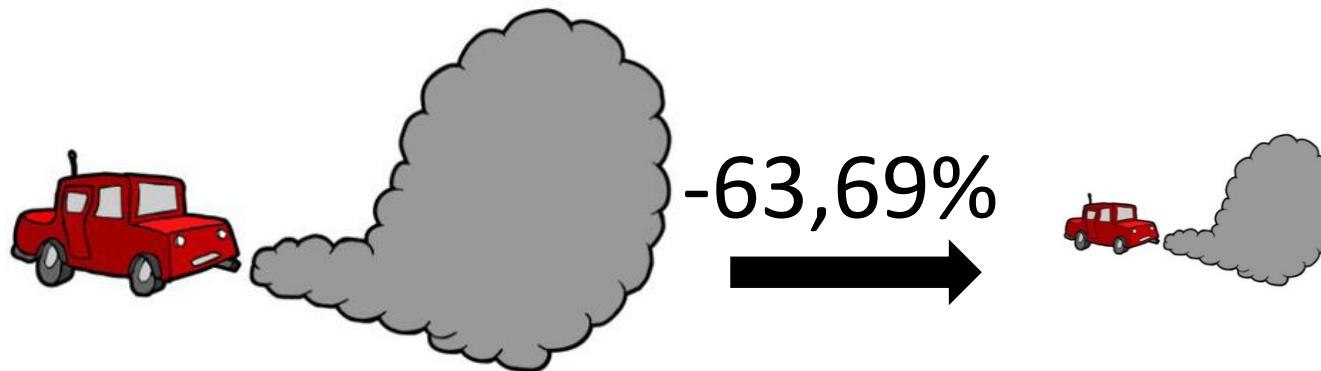
2015

# Evaluation – First Lessons

## Airquality

Study of air quality based on measured ‘Black Carbon’ in the Pedestrian Zone show important increase of air quality

Fixed stations all over the Brussels Region (including in the Pentagone) show no difference in air quality around the Pedestrian Zone



# Conclusion

Very positive results in general

More attention for communication needed

- when/what/where/...
- timing of works for Pedestrian Zone
- Type of communication for access to inner city (towards car users)
- Timing of types of communication
- communicationlink between Centra Lanes and Trafic Scheme

Difficult evalution due to 'events' other than circulation sheme

- Brussels Lockdown
- Closing of tunnels on main road network
- Brussels attacks)
- > which effect arer directly linked to pedestrian zone and Central Lanes

Because of central location all 'mobility' problems converge ; the discussion is NOT about the pedestrian zone but about the mobilty policy in general in Belgium

# Conclusion

Pro-car and anti-car lobbygroups find each other in opposition to the project

- one group against reducing car space
- one group against

Existing problems become ‘suddenly’ more acute and more visual

- asocial behaviour in public space (drinking, vandalism,...)
- commercial aspects
- dirty/dangerous/
- ’lack’ of bicycle infrastructure
- ...

‘before everything was better/perfect’ phenomena

- very important to communicate/keep data about initial mobility situation



## WEBINAR STREET SPACE MANAGEMENT

Bart Dhondt

ALDERMAN IN CHARGE OF MOBILITY, PUBLIC WORKS AND PARKING

VILLE DE  
STAD  
CITY OF  
BRUSSEL  
BRUSSELS

