



**BRUSSELS VOICE**

# **BRUSSELS VOICE 23**

# **RECOMMENDATIONS**

15 Recommendations on mobility for the Brussels-Capital Region, developed by a panel of International Brusselers and Members of the Brussels Parliament within the Brussels Voice participation platform.

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Brussels Voice is an initiative of [commissioner.brussels](https://commissioner.brussels).

Brussels Voice 23 is a collaboration with the Brussels Parliament.

Learn more about Brussels Voice, the *Manifesto of the International Brusseler* and the process behind Brussels Voice 23:

[brusselsvoice.commissioner.brussels](https://brusselsvoice.commissioner.brussels)

# TOPIC 1 - ACCESSIBILITY OF THE CITY

## Recommendation 1

### Ensure mobility for all

#### Brussels Voice recommends:

- to guarantee the chain of accessibility (from the point of departure to the destination) by making Brussels 100% accessible for people with reduced mobility through a budgeted and evaluated multiannual plan;
- to allocate the necessary budget to implement the objective of accessibility for all on public transport;
- to broaden consultation with user associations, including people with reduced mobility and vulnerable groups.

## Recommendation 2

### Widen the coverage of the public transport network

#### Brussels Voice recommends:

- to develop a seamless rail-metro-tram-bus network that is comfortable and safe, with sufficiently frequent connections;
- to encourage the use of public transport by ensuring interconnection between the various mobility services through effective communication of the options available and an application that is easy to use and permits the payment of tickets;
- to provide information in real time via various online tools (website, applications) or in-station tools (display panels) and to add to the online tools the possibility of filtering according to specific access needs.

## Recommendation 3

### Value public transport workers

#### Brussels Voice recommends:

- to raise public awareness about the added value of STIB and other transport operators in Brussels, and their workers, for a liveable city;
- to offer fair and empowering working conditions for STIB employees, taking into account their contribution to customer satisfaction and the accessibility of the city;
- to add more welcome personnel in the metro and railway station.

## TOPIC 2 - ENVIRONMENT AND CLIMATE

### Recommendation 4

#### Reduce the demand for mobility (especially motorised vehicles)

##### Brussels Voice recommends:

- to promote cycling and walking;
- to widen both the cycle lanes and their network, and ensure that these are as safe and separate from car traffic as possible;
- to increase the number of pedestrian and cycling zones;
- to raise awareness about the effects of car use (personal and environmental);
- to implement AI solutions to manage traffic better and analyse the impact on public transport;
- to increase the frequency of trains and buses, so that even if there is a delay or a person misses their train, they can take the next one;
- to provide an affordable, viable and regular alternative to the motorway for the suburbs outside Brussels, which means investing in park-and-ride facilities and the RER;
- to invest in car-sharing facilities like Cambio and ensure that more neighbourhoods have access to them;
- to invest in acceptability:
  - by avoiding punitive approaches (such as increasing taxes) and favour positive incentives;
  - by increasing economic incentives for electric cars (such as higher premiums);
  - by paying attention to the social justice implications of the measures taken, so as to preserve life in the city (and avoid turning Brussels into a "city of the rich" like London and Paris);
  - by increasing the number of charging points for electric vehicles and making parking cheaper for electric cars than for internal combustion vehicles;
  - by encouraging young people to use public transport in exchange for rewards (e.g. cinema tickets after a certain number of public transport journeys);
  - by making public transport free (or inexpensive) for students, even after the age of 25;
  - by making high-quality public consultation more widespread (effective co-creation, efficient methods, face-to-face and/or online, etc.);
- to increase taxes on combustion engines, and use that extra income to pay for public transport;

- to apply the STOP principle (Stappers – Trappers – Openbaar vervoer – Privé gemotoriseerd vervoer<sup>1</sup>)
- to move from a system of subsidies and fixed charges to one of intelligent taxation, based on usage.

## Recommendation 5

### Achieve the European decarbonisation objectives for mobility

#### Brussels Voice recommends:

- to enlarge the size of the Low Emissions Zone (LEZ);
- to install electric vehicle charging stations which function through the swapping of batteries, a faster method;
- in the long term, to discourage or even ban the use of cars (both fossil fuel and electric) in the centre of Brussels and, where this is already the case, to extend the zone;
- to provide open space for public use and to foster demand for cycling and walking;
- to ensure that Brussels is able to make more efficient use of European Union funding, keeping in mind the Region's budgetary constraints.

## Recommendation 6

### Make mobility spaces more green

#### Brussels Voice recommends:

- to continue the shift from on-street parking to off-street parking;
- reshape the layout of the roads in order to improve the climate of the city;
- to convert parking spaces into green areas and plant trees there;
- to develop a regional greening plan linked to mapping and an ambitious investment plan;
- to gradually eliminate parking spaces in favour of cycle paths;
- to encourage use of shared electric cars;
- to implement usage-based taxes;
- to allow for social adjustments (e.g. for large families in social housing) but to limit exemptions precisely;
- to make shared cars more attractive, for example by reducing VAT on shared cars from 21% to 6%.

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<sup>1</sup> Pedestrians – Cyclists – Public transport – Private motorised vehicles

# TOPIC 3 - CONNECTION BETWEEN INTRA- AND INTER-REGIONAL MEANS OF TRANSPORT

## Recommendation 7

### Make mobility an issue which crosses institutional boundaries

#### Brussels Voice recommends:

- to centralise regional-level decision making at Brussels Mobility;
- meetings between the federal and regional authorities on mobility, with the aim of creating permanent structural collaboration (following the example of the "Vervoerregio's" around Brussels);
- to instruct Brussels Mobility staff to coordinate major mobility infrastructure projects between the Regions and the federal level;
- to promote reciprocity (in particular by ensuring that the Brussels Government is systematically consulted).

## Recommendation 8

### Promote intermodality

#### Brussels Voice recommends:

- to make intermodality more attractive:
  - by extending the principle of an intermodal integrated ticket or pass to the entire territory of Belgium;
  - by increasing the number of car parks around stations in the periphery and the number of bike parks around stations in Brussels;
  - by developing cycle highways;
  - by creating mobility hubs around the existing car/bike/etc parks, for example at CERIA;
  - by setting up a bicycle repair service at mobility hubs;
  - by improving public transport services at CERIA;
- to create an international bus and coach station.

**Comment not taken into account:** *organise the extension of the principle of an intermodal integrated ticket / pass in phases (starting, for example, with the provinces of Brabant).*

## Recommendation 9

### Offer better information

#### Brussels Voice recommends:

- to provide information about public transport in Brussels at the airport and at the main stations in the Region (e.g. Brussels Midi station) and in neighbouring areas (e.g. Antwerp station);
- to offer more and better information through visual means;
- to increase the number of staff present to provide additional information in addition to that already provided by machines;
- to equip all trains with a wifi network.

**Comment not taken into account:** *maintain zones without wifi in the trains.*

# TOPIC 4 - SECURITY

## Recommendation 10

### Make our public spaces safer

#### Brussels Voice recommends:

- to set up specialised units with the correct equipment (in particular smart/intelligent cameras) to prevent illegal and inappropriate behaviour in public transport;
- in order to encourage appropriate interactions, to run awareness campaigns explaining how to deal with a situation (e.g. by starting to talk to the victim) and information campaigns about the consequences of inappropriate behaviour (e.g. fines);
- to improve lighting in the metro and on the street in order to increase the sense of safety;
- to make public spaces attractive in order to foster positive interactions.

## Recommendation 11

### Make our roads safer

#### Brussels Voice recommends:

- to increase controls and make sure that people breaking the rules are (systematically) written up or fined;
- to fight against street racing (by confiscating the car or driving license);
- to launch education campaigns on road safety (e.g. encouraging the use of helmets), not only for children but also for adults;
- to add information about road safety rules and alcohol consumption in shared mobility applications (including those for electric scooters);
- to adapt the rules of the road to new situations (such as the use of electric scooters);
- to put in place smart lighting for cycle lanes and parks;
- to reduce the speed limit on “cycle streets” to 20 km/h and to encourage physical separation between bikes and cars where needed.

**Comment not taken into account:** *avoid rules of the road which might not be understood by non-Belgian road users (for example, priority to the right).*

## Recommendation 12

### Give security personnel more capacity to intervene

#### Brussels Voice recommends:

- to study the opportunity to use new technologies (such as smart cameras or surveillance technologies) to assist interventions and to create a sense of security;
- to increase the use of CCTV to keep an overview and intervene efficiently;
- to empower security teams to strictly enforce safety rules (for example through police powers or the possibility to give fines);
- to launch more educational campaigns promoting appropriate behaviour (and thus facilitate the work of safety teams);
- to use clear pictograms/signs to remind people of the rules.

## TOPIC 5 - URBAN PLANNING

### Recommendation 13

#### **Prioritise soft mobility when allocating public space**

##### **Brussels Voice recommends:**

- to involve associations representing people with reduced mobility in urban planning projects for public spaces from the first stages of design, and to improve the accessibility of public transport and stations;
- to continue the implementation of the STOP principle:
  - by accepting the need to reconsider the role of street parking;
  - by adapting the way we manage traffic flows to give priority to active modes of transport (dynamic sequencing of traffic lights to avoid potential conflicts between different types of user);
- to adapt signage so as to make public spaces more readable.

### Recommendation 14

#### **Redistribute urban functions and services around the city**

##### **Brussels Voice recommends:**

- to reduce the amount of car parking in new buildings and provide secure cycle parking facilities, while also guaranteeing that it is possible to mutualise spaces and thereby compensate for places removed on the streets;
- improve local coverage of educational, social, sporting, cultural and health facilities ("15-minute city");
- to optimise existing rail infrastructure by increasing train frequency and developing cycle highways from the suburbs.

### Recommendation 15

#### **Better coordinate works and construction**

##### **Brussels Voice recommends:**

- to speed up the completion of works that would block traffic and require diversions to be planned;
- to guarantee the safe passage of pedestrians and cyclists at construction sites.