



**Summary**  
**of** <sup>be</sup> **good**  
**move**  
**be .brussels** 

**Regional  
Mobility Plan  
2020-2030**

of the Brussels-Capital  
Region



**BRUSSELS MOBILITY**

BRUSSELS REGIONAL PUBLIC SERVICE

"The Good Move plan was developed thanks to an exceptional participation of all stakeholders. It is not only the mobility plan of Brussels Mobility, but also the project of all those who call Brussels their home. With 50 peaceful neighbourhoods, we will transform Brussels by 2030, into a city that is more human, greener and friendlier, and with more better-quality public spaces for the residents."



**ELKE VAN DEN BRANDT,**  
Regional Minister  
of Mobility,  
Public Works  
and Road Safety

# Introduction



**+100%**  
**in 15 years**  
Use of public  
transport in the  
Brussels-Capital Region

After more than 40 years of the rise of automobiles in public spaces, pollution, noise pollution and accidents have become commonplace in European metropolises. The Brussels-Capital Region is no exception. However, this is not something that cannot be avoided: although the previous Regional Mobility Plans - Iris I (1998) and Iris II (2010) - did not produce the change one hoped for, they did lay the groundwork for a culture of sustainable mobility. Significant advances have been made, which should be built upon even if they still don't quite suffice.

**It is therefore time to make the change dreamt of by the citizens.** A multimodal approach, measures limited in number - but more significant in nature - more direct governance and proactive planning are all success factors for the Good Move plan.

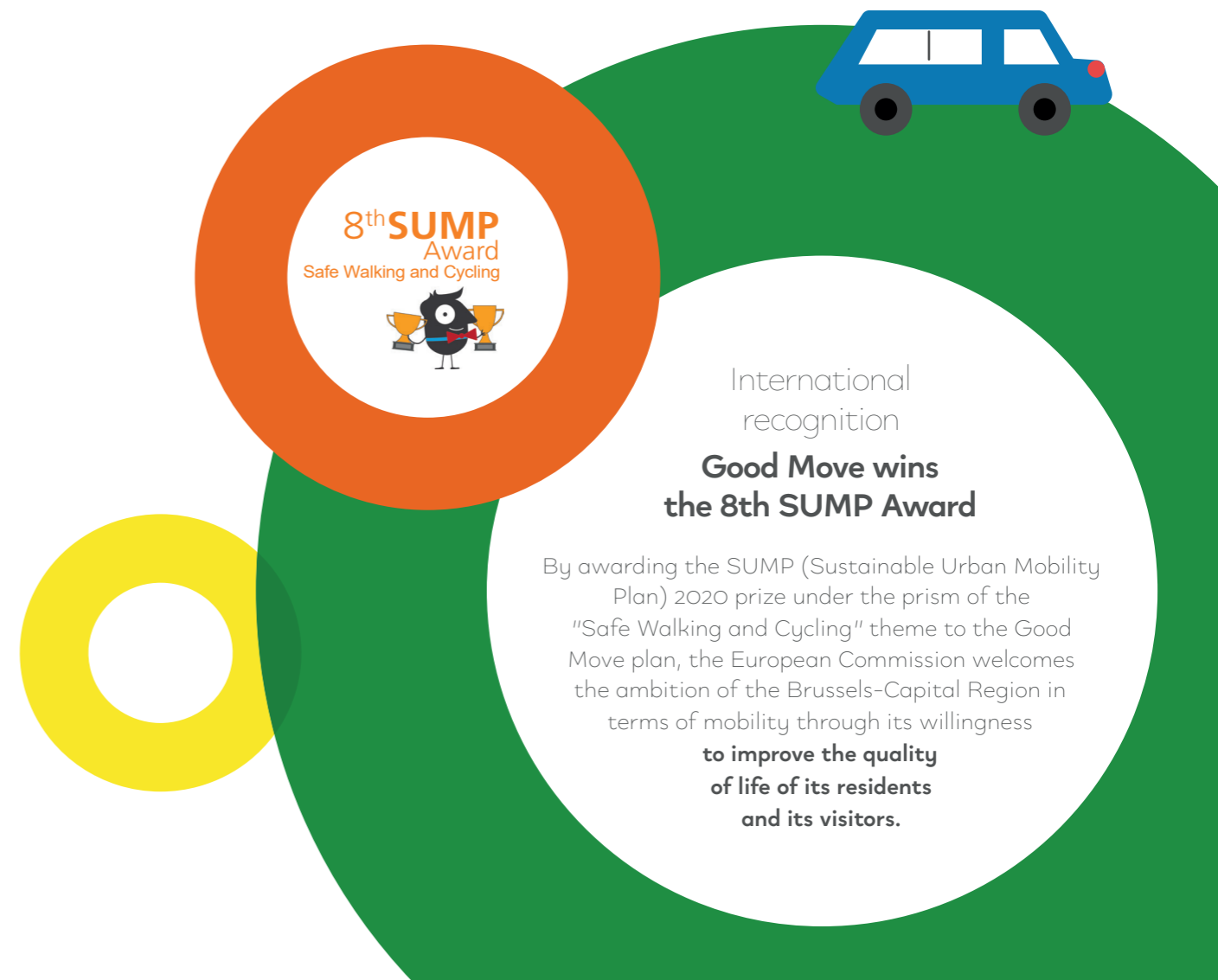
## Good Move OR SUSTAINABLE MOBILITY

Citizens, operators, administrations, associations, elected officials and socio-economic players have been committed since four years to the same collaborative approach to build the new **Regional Mobility Plan (RMP) 2020-2030 for the Brussels-Capital Region**. This plan, called Good Move, places the user at the heart of all and any ideas and thoughts on daily travel. It is a part of the major environmental, social and economic challenges facing the Region and indicates, through the **City Vision (p4)**, the way in which the mobility policy must respond to these challenges and the major objectives to be achieved.

Next, a transversal approach to mobility - a benefit of the co-construction process - is developed in the **Mobility Vision (p6)**. It aims to improve the standard of living of the inhabitants of the Region and to encourage everyone to change their travelling habits based on their needs and constraints.

This vision is then translated into a concrete and concise **Operational Action Plan (p10)**, which then favours the transversal approach to mobility - by enhancing the development of mobility services and supporting change - instead of the infrastructural approach conventionally used when planning mobility. Good Move thus breaks with the cycle of impatience seen in recent years.

Finally, the great participatory dynamic, already initiated during the development of the plan, is embodied in a **Common Success (p22)**, involving all the partners in the implementation of the mobility plan. It will make the Brussels-Capital Region the symbol of sustainable, balanced and efficient mobility.



International recognition  
**Good Move wins the 8th SUMP Award**

By awarding the SUMP (Sustainable Urban Mobility Plan) 2020 prize under the prism of the "Safe Walking and Cycling" theme to the Good Move plan, the European Commission welcomes the ambition of the Brussels-Capital Region in terms of mobility through its willingness **to improve the quality of life of its residents and its visitors.**

# 1

## The Good Move strategy My city, my life!

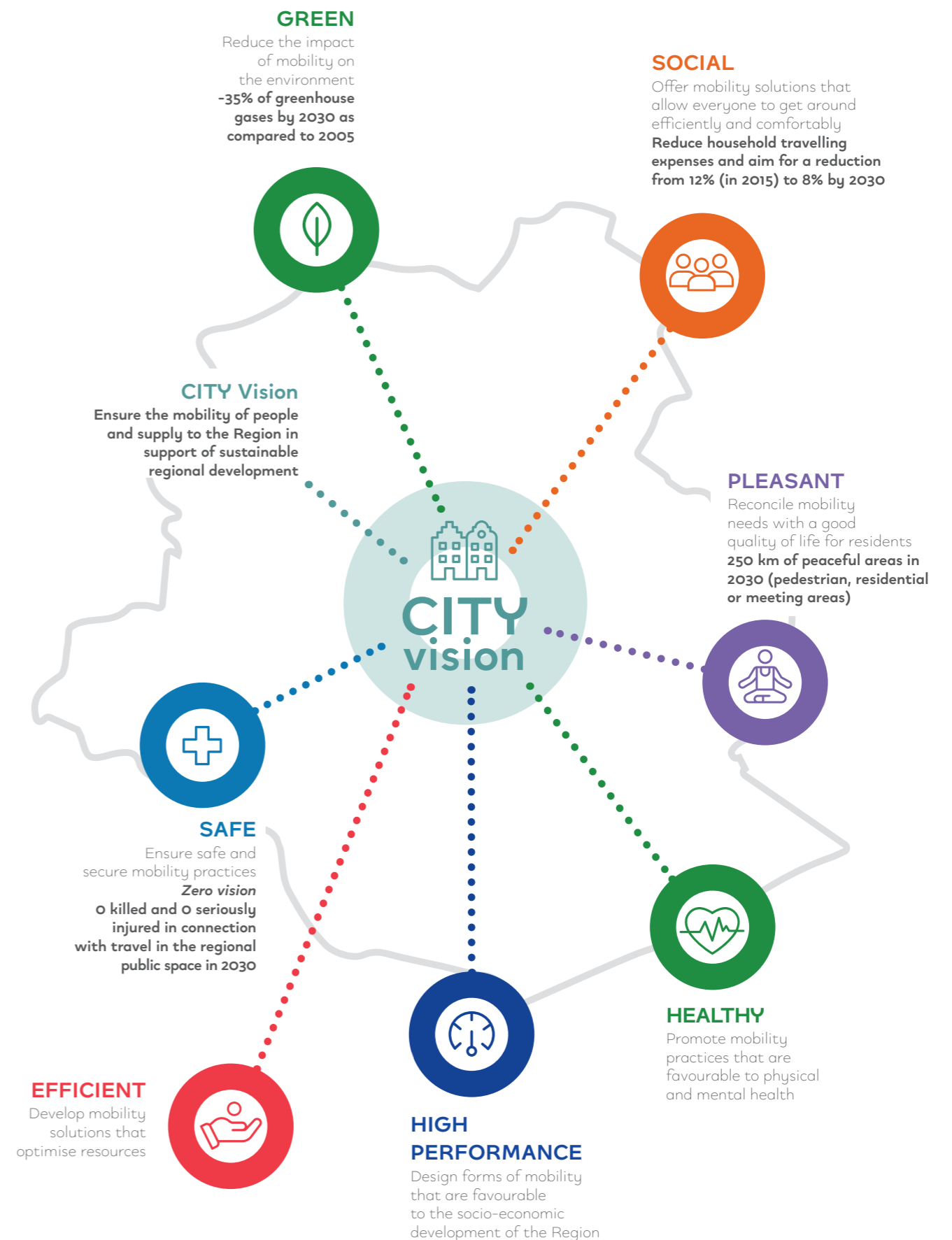
The regional mobility policy aims to improve the quality of life in the neighbourhoods of Brussels with the goal of influencing the travel habits of residents by creating a "closer city" where walking and cycling are encouraged.

### THE CITY VISION

IDENTIFY THE MAJOR CHALLENGES OF MOBILITY, GUIDE PUBLIC ACTION

The regional mobility policy must meet the urban challenges of a growing metropolis, the local needs of residents and the ambitions of the Regional Sustainable Development Plan (PRDD).

Good Move identifies seven major challenges to be reconciled in a strategic vision of mobility.



# MOBILITY VISION AN AMBITION FOR BRUSSELS

*Mobility Vision* proposes a guided evolution of the mobility system on a metropolitan scale, which is based on:

**A significant improvement in the standard of living and the safety of the city's residents and users,** which is based on a coherent design of efficient mobility networks, which contributes to:

Creating more peaceful neighbourhoods with lesser automobile traffic and more active modes and local public transport and ensuring that they offer a full range of public and private services;

Strengthening the structuring lines of public transport and the development of a quality pedestrian and cycling network;

Regulating the flow of traffic on the structuring axes of the ring road and penetration.

**An integrated mobility system focused on user needs** via a welldefined deployment of a service-based mobility and parking offer for the movement of goods and people (including public and private transport operators) in order to:

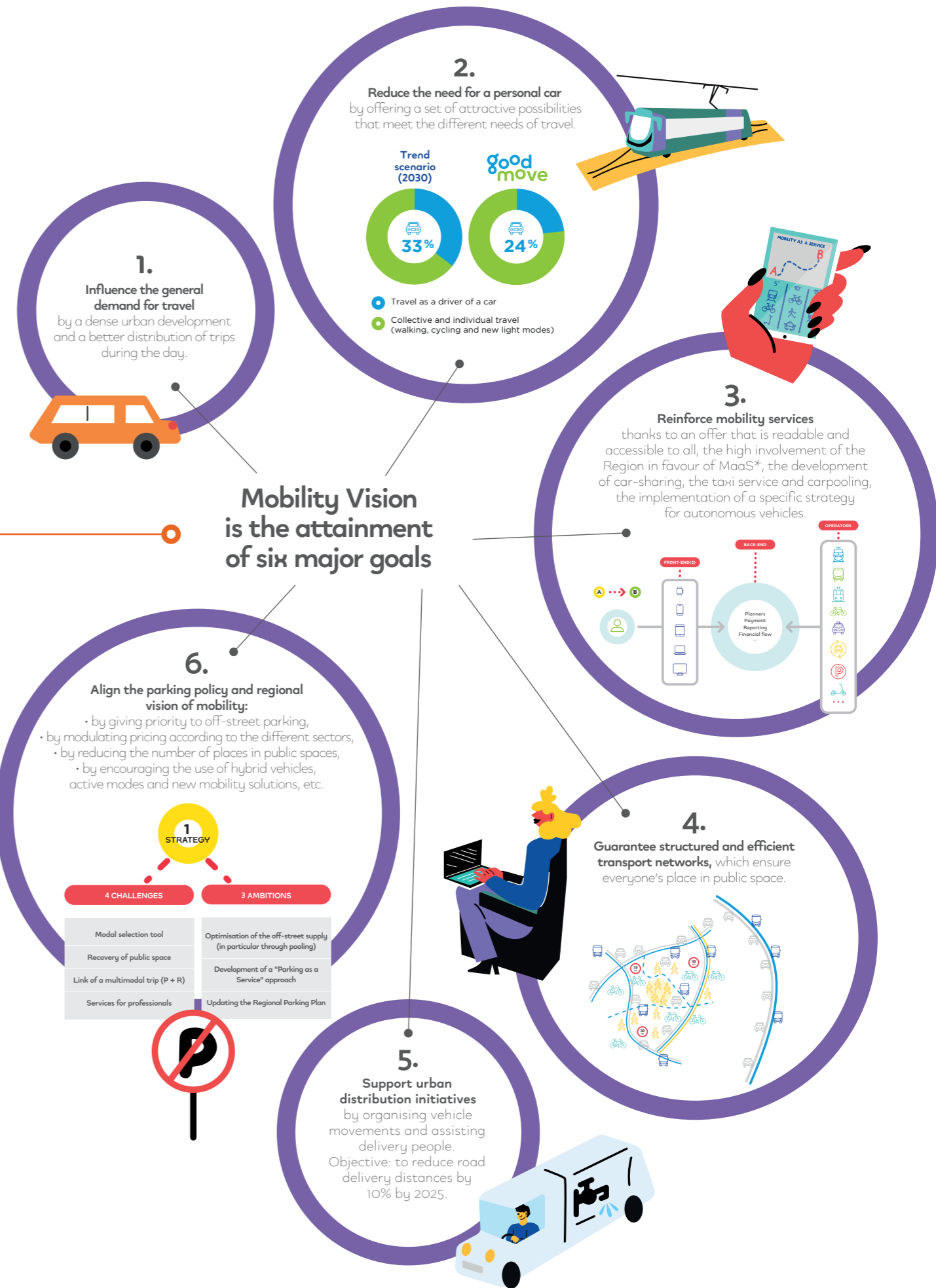
Encourage the users to choose the most suitable mode for each trip, while avoiding the use of private cars as much as possible, in urban environments;

Promote walking and the use of a bicycle for short and medium distance travel;

Make it easier for the people of Brussels to no longer own their own vehicle;

Modulate the demand for travel in space and time, aiming to significantly reduce the number and length of individual car trips.

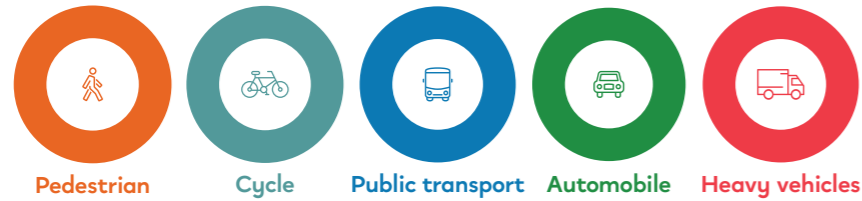
**Strengthened and transparent public governance** via the clear affirmation of the roles of the Brussels-Capital Region, its interventions and cooperation with other levels of power and its authority vis-à-vis private and public mobility operators.



## THE MULTIMODAL SPECIALISATION OF ROADS

Clear priorities in the distribution of public space aimed at applying the principle of STOP\*.

### 5 networks



### 3 levels per network

**"PLUS"**: for the major travel routes on a metropolitan scale,

**"COMFORT"**: to complete the networking of networks and ensure service to the various polarities of the capital,

**"NEIGHBOURHOOD"**: to ensure fine service to districts and urban functions allowing both the performance of each network, as well as their proper integration into the public space.



0 1 2 3 4 km

- Residential area
- With a local mobility contract scheduled for 2020<sup>(1)</sup>
- With a local mobility contract scheduled for 2021<sup>(2)</sup>
- Less residential area

be  
good  
move

Controlling  
traffic demand



Balanced and efficient mobility  
solutions for all

Capacity of  
the public space +  
balance of urban uses

Large peaceful neighbourhoods, to deter transit traffic and enhance local central points...

...and a partnership tool between the Region and the municipalities: the local mobility contract (LMC).

\*The STOP principle applies an order of priority to the different modes of travel: walking-cycling-public transport-car.

(1) Pentagone/Vijfhoeck, Dieleghem, Cureghem, Saint-Gilles/Sint-Gillis, Flagey-Etangs d'Ivelles/Vijvers van Elsene and Colignon-Josaphat.

(2) Leopold-Pannenhuis, Old-Molenbeek, Brussels-Neerstalle, Chant d'Oiseau/Vogelzang and Roodebeek.

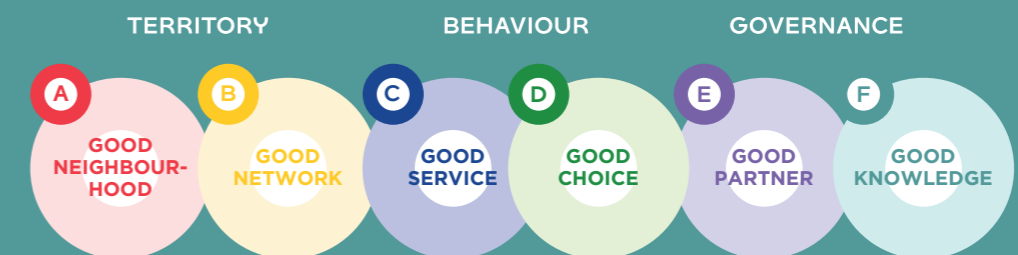
# 2

## The Action Plan



Good Move is much more than just a vision document. It is a direct response to the citizens' demands. This plan describes, in an action plan, the various stakeholders in its implementation, whose support has been ensured thanks to their active participation in the process of co-construction of the draft plan.

### THE 50 ACTIONS OF THE RMP CAN BE DIVIDED INTO 6 FOCUS AREAS



- **Good Neighbourhood:** supervise mobility in neighbourhoods and improve the quality of life of residents;
- **Good Network:** organise transport networks and ensure efficient service;
- **Good Service:** offer a range of integrated services to the residents and users of the Region;
- **Good Choice:** guide individual and collective choices, without harming individual freedom;
- **Good Partner:** ensure partnership governance of the mobility plan;
- **Good Knowledge:** update mobility data and regularly assess the Good Move plan.

These focus points embody the transversality of the chosen approach and imply concomitant implementation in order to obtain the expected results. In fact, the focus points do not exist independently of each other and their measures – as well as their expected effects – interact.

From these six "focus points" emerged **50 action sheets**, an actual programmatic tool for controlled mobility in the Brussels-Capital Region.

A

## GOOD NEIGHBOURHOOD

**Quality of life** is the watchword of Good Move : neighbourhoods that are peaceful, secure, diversified, pleasant to live in and suitable for all generations... To combine local mobility and quality of public space, the Region identifies three components:

- Introduce the speed limit of 30 kmph by default in the regional territory to restore the local character of streets, reduce accidents and make room for pedestrians and cyclists;
- Implement traffic plans and filtered permeability areas for more peaceful neighbourhoods and offer active modes and public transport large areas that are free from transit traffic;
- Renovate large, iconic public spaces by prioritising the safety and comfort of all citizens who stop there just to enjoy themselves or as part of an organised activity.



+

A.5

### Optimising deliveries is possible!

The intelligent organisation of the "supply-distribution" pair is put into practice by reducing the nuisance caused to the city, as follows:

- the creation of dedicated spaces,
- the grouping of deliveries,
- bicycle deliveries (electric or otherwise),
- supporting traders in their process of change...



Definition

## [Filtered permeability areas]

The "filtered permeability areas" serve to make residential neighbourhoods more peaceful; in particular, they are delimited by the structuring roads of the Region. There are measures that have been implemented within them to deter transit traffic, promote walking, cycling and public transport, and strengthen the residential function and the quality of use of public spaces (see map on p.8).

## ACTIONS



A

### GOOD NEIGHBOURHOOD

A.6

**Renovate large, iconic public spaces**

A.1

**Establish the speed limit of 30 kmph in the regional territory**

### Residential neighbourhood

A.4

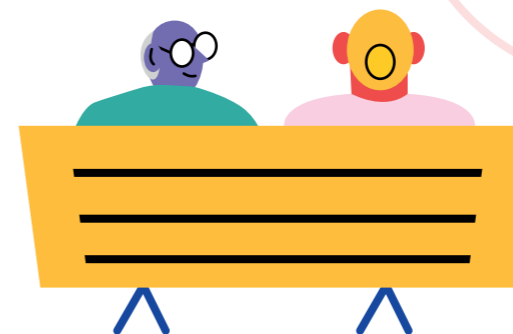
**Promote and pool off-street parking**

A.2

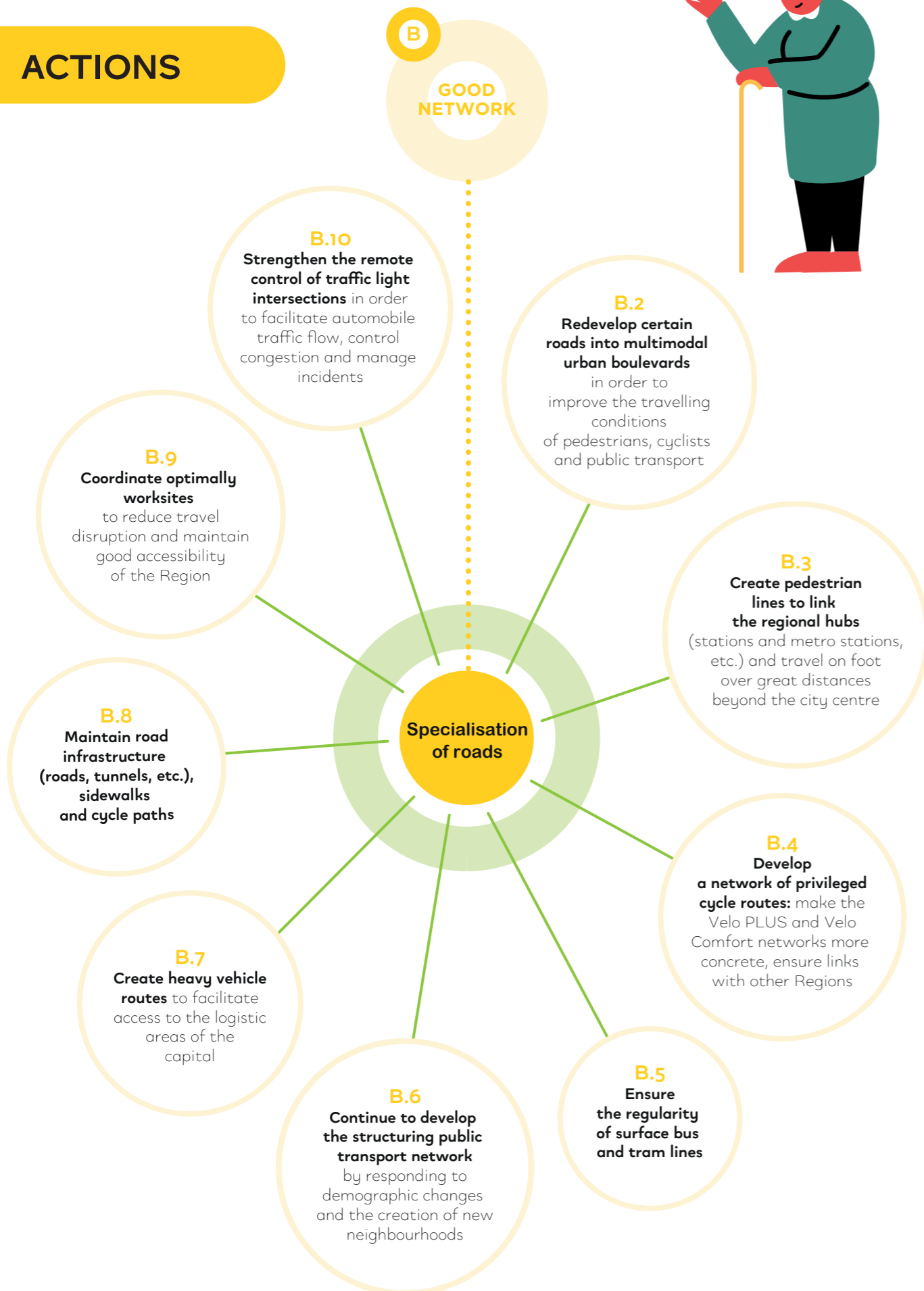
**More peaceful neighbourhoods:**  
deter transit traffic, strengthen the quality of use of public space

A.3

**Support citizen participation**  
within the framework of *Living Labs* to better share and to reclaim public space by testing innovative configurations before the final redevelopment



## ACTIONS



## B

### GOOD NETWORK

The fundamental challenge of Good Move is to **reestablish the balance between the car mode and other modes of travel** in order to improve the routes of active modes as well as the performance of surface public transport. The Region must have well-developed, structured, legible and efficient transport networks. The improvement of the living environment in the Region depends on their reorganisation, rationalising transit traffic and promoting the modes best suited to the urban context. To do this, the Region is developing its actions on the networks according to three components:

- Optimise the use of existing infrastructure to ensure the fluidity of all modes of transport;
- Develop and improve the various networks, in particular by creating routes for pedestrians, cyclists and heavy goods vehicles, in addition to new public transport lines;
- Guarantee a good level of service for the various networks, infrastructure and equipment through preventive management and regular maintenance.

## +

### B.1

#### Secure and ensure the accessibility of roads and public spaces

Each year, 60 to 70 public transport stops will be adapted to ensure their universal accessibility. The resolution of accident concentration zones will contribute to "Zero Vision" (0 killed and 0 seriously injured), by addressing the road safety problems linked to the infrastructure.

### Definition [ZACA]

Brussels Mobility has identified and analysed 448 accident concentration zones (ZACA). The resolution of these black marks in road safety will guide road development.

**C**

**GOOD SERVICE**

Many citizens are forced to choose their mode of transport depending on the climate, private or professional constraints, their physical abilities and their financial capacities. Good Move aims to offer users a **range of integrated services**, which replace the need to own a personal car, and which promote the combination of modes of travel and public transport networks. To do this, the Region has chosen three main areas of development:

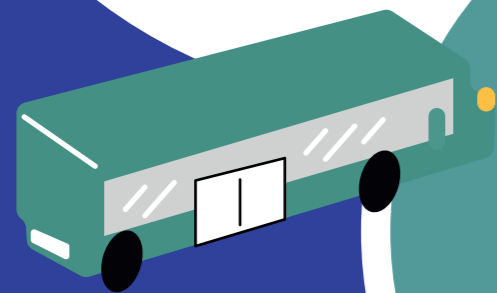
- Bring the transport options together, both digitally and physically, in terms of information, reservation and price, to facilitate mobility and multimodality;
- Increase the quality, readability and accessibility of public transport networks and services;
- Strengthen the interconnection of different services and intermodality through the development of hubs.



**C.1**

**Support the development of MaaS**

A single platform to access all mobility services in Brussels and allow everyone to choose their mode of travel according to their needs, it's indeed possible!



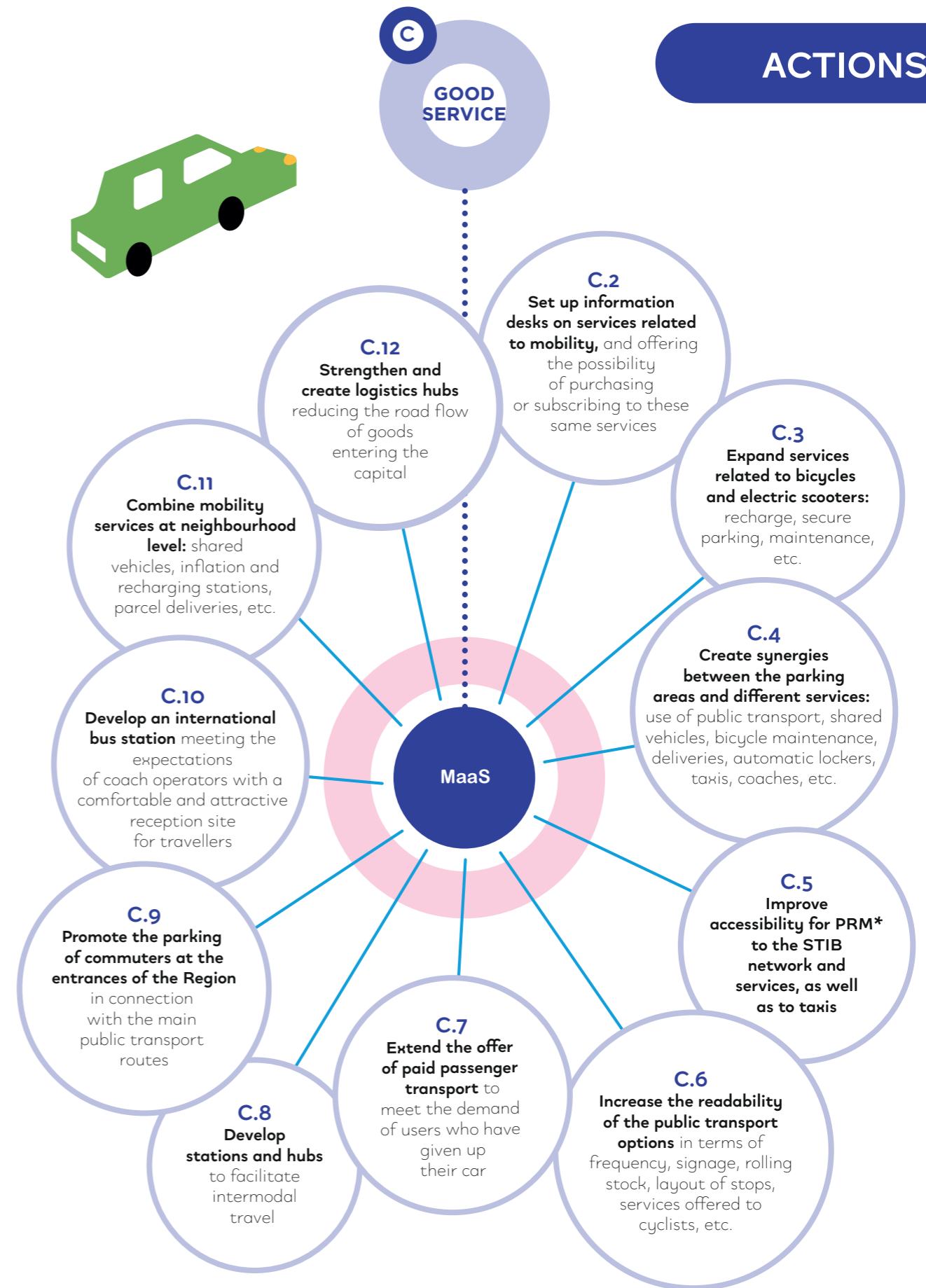
**Definition [MaaS]**

The term *Mobility as a Service* includes the integration of the transport offer into digital applications and platforms. The "service" approach to mobility allows mobility practices to be dissociated from vehicle ownership. Thanks to the combination of existing transport networks and new forms of mobility, MaaS offers solutions for getting around, which are customised according to the users and which adapt to their travel needs.



**C**

**GOOD SERVICE**



\*PRM: person with reduced mobility



# ACTIONS



## D GOOD CHOICE



## D

### GOOD CHOICE

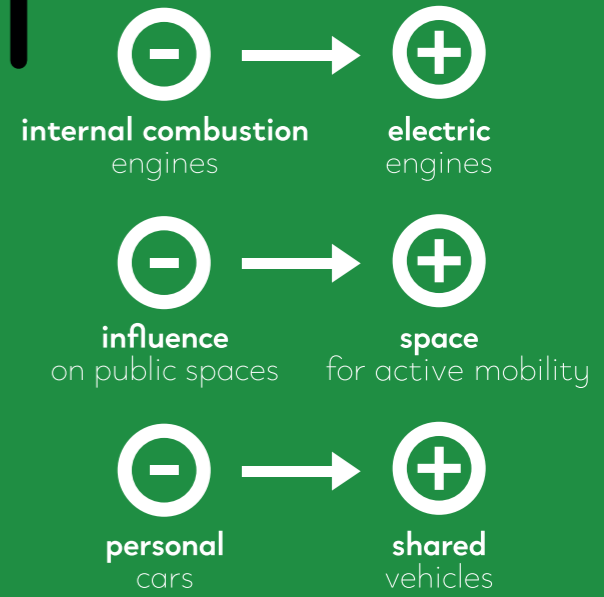
Good Move invites each user **to be aware** of his or her travel habits: choice of mode, time of travel, distance to be travelled, etc. with a view to encouraging citizens to reflect on and rationalise their mobility choices. Thus, the Region proposes to act in the following three directions:

- Link territorial development and the mobility options by establishing activities (services, equipment, jobs, tourist attractions and shops) at several centres of the capital, according to the principle of a "closer city";
- Thoroughly examine the management of parking, pricing and (traffic) taxation in order to prioritise the different mobility solutions that improve the quality of life and health of citizens, as well as the environment;
- Raise awareness among adults and schoolchildren about the use of alternatives to a personal vehicle and proactively support businesses, schools and activity sites to rethink the movement of people and goods.



### + D.7 Timings: let's change our habits !

The Region plans to test initiatives to "desynchronise" work and school schedules, by involving businesses and schools in a specific geographic area, as part of strengthening support for generators of travel.

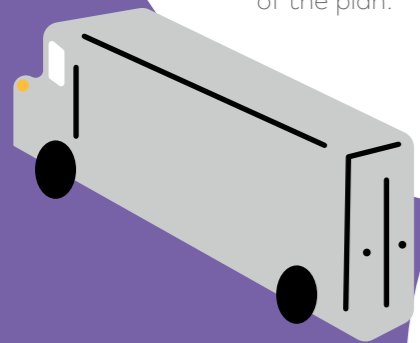


E

## GOOD PARTNER

As mobility is a subject of general interest, the coordination of actions will follow in the wake of **concertation**. The Region will strengthen its role as a conductor to attain this shared ambition:

- By effectively piloting the implementation of the actions of the Good Move plan and defining the roles of organisations and operators (private and public) so that they contribute to the success of the Good Move plan;
- By favouring decompartmentalised cooperation between municipalities, the neighbouring regions, the federal government, Europe and the public and private stakeholders;
- By opting for a participatory and citizen implementation of the actions of the plan.



E.3

### A steering coordinated with federal and regional entities

Mobility must be considered on a metropolitan and supra-regional scale in order to develop a collective and coherent approach to automobile taxation, station development, parking outside Brussels, harmonisation of public transport tariffs, development of MaaS, adaptation of the Highway Code, optimisation of hubs, operation of the Ring road, etc. The concertation structures will be consolidated and developed and agreements will be made for concrete progress.



## ACTIONS



## ACTIONS



**F**

## GOOD KNOWLEDGE

The management and **evaluation** of the regional mobility policy will be based on the following actions:

- Improve the collection, analysis and dissemination of data (public and private) related to mobility in order to adjust the mobility plan and feed data for prospective and strategic studies;
- Anticipate innovation in terms of mobility through permanent and proactive technological monitoring, based on the sharing of experiences and knowledge;
- Communicate continuously and effectively on the implementation and achievement of the mobility policy and the objectives of the Good Move plan.



**+**

**F.6**

## Communication and training about the mobility policy

Transparent communication to the general public about the implementation of the Good Move plan, news on the Brussels Mobility website, as well as training and seminars for partners, will guarantee adaptation by all and success of the mobility plan.

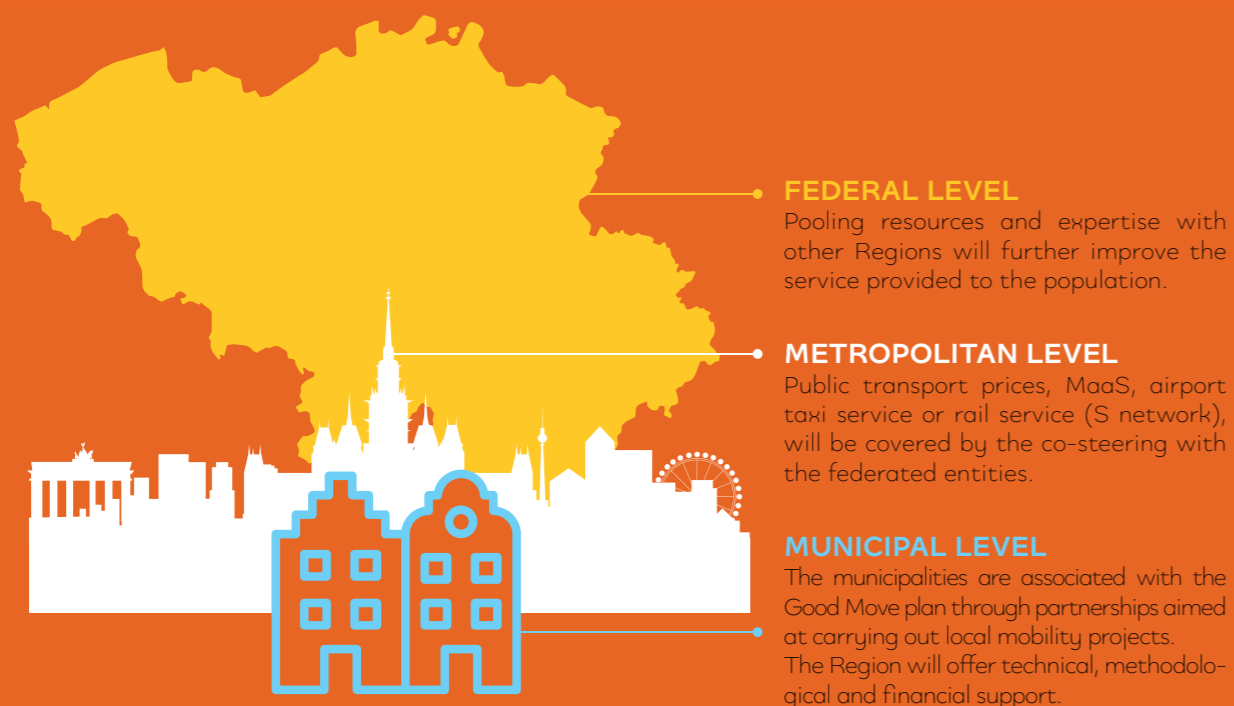


# 3

## Succeed together

The Good Move plan offers a global vision of mobility in and around Brussels. Beyond the regulatory aspects, its success depends on the support of all!

### ENHANCED COOPERATION BETWEEN STAKEHOLDERS



#### TRANSVERSAL LEVEL

Synergy between regional and municipal stakeholders will be achieved through multiyear programmes for each stakeholder.

The mobility plan will be integrated into the budgets and missions of the operators.

The Region will adapt the missions of the STIB, parking.brussels and the Port of Brussels.

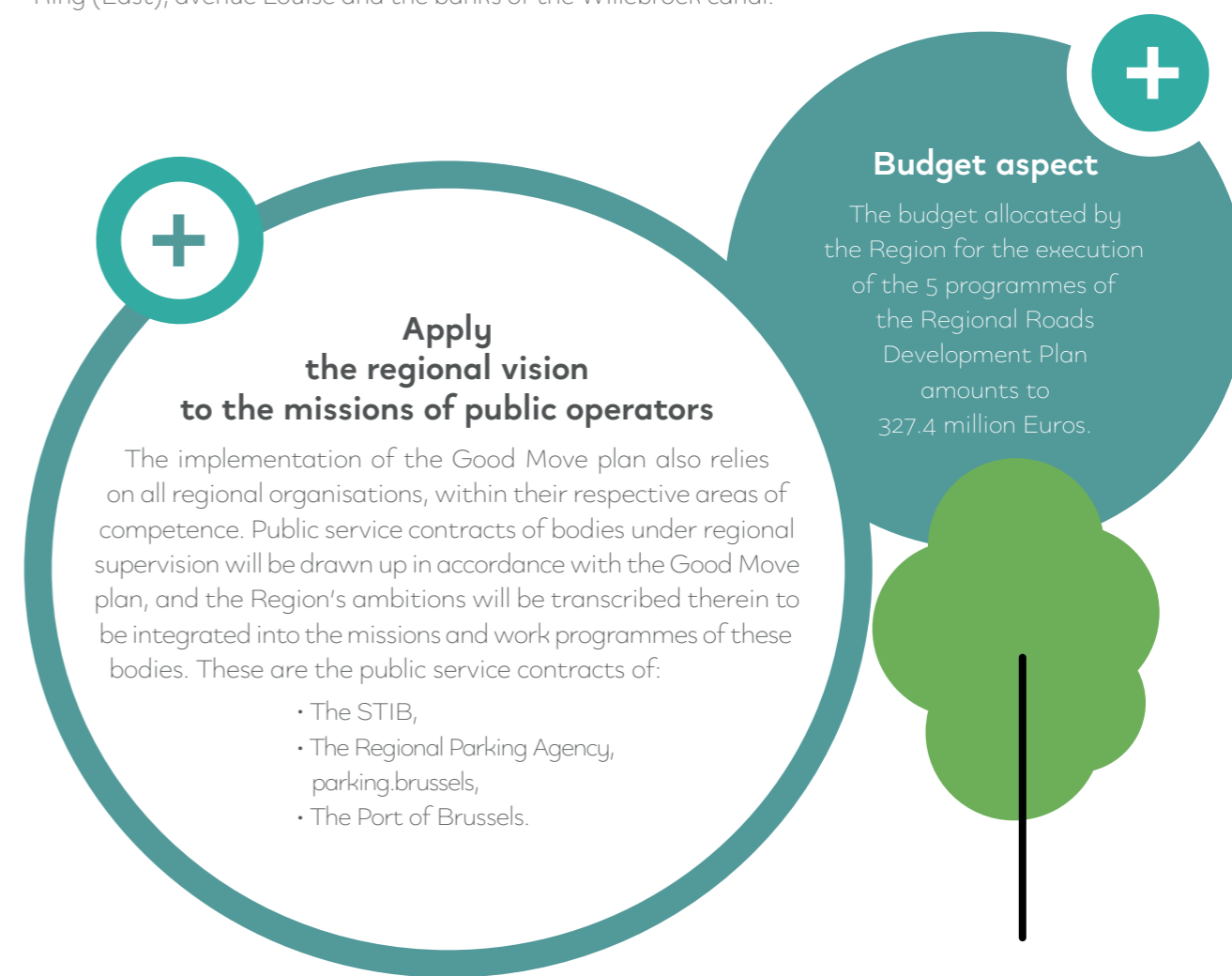
The actions of the plan (p.10-21) will be included in multioperator programmes.

## SUITABLE HUMAN AND FINANCIAL RESOURCES

Good Move provides a coherent framework for the regional mobility policy and, in terms of the human and financial resources necessary for its implementation, it provides for drawing on the budgets that are currently allocated to mobility or the development of public spaces within Brussels Mobility, the municipalities (via Brussels Local Authorities), Beliris, Brussels Environment, etc.

Good Move's action plan is not fixed and represents a vision of mobility to be developed over the long term. This is why multi-year schedule will be implemented in order to plan the identified actions and adjust them according to their evaluation, so as to allow a redefinition of priorities and a reallocation of resources.

The budgetary component of the Good Move plan constitutes a first basis for this schedule, and includes the major development projects that will be implemented by 2030, namely: projects linked to the entry points to the capital, the Small Ring, the Intermediate Ring (East), avenue Louise and the banks of the Willebroek canal.





## FLEXIBLE AND TRANSPARENT CONTROL, A SUPERVISED ASSESSMENT

Reinforced in its role as the organising authority, Brussels Mobility oversees the implementation of the plan, under the responsibility of the Minister of Mobility and the Government of the Brussels-Capital Region.

A periodic evaluation analyses the evolution of indicators and the achievement of results, with regard to the implementation of the actions.

On this basis, adjustments will be suggested to the Government, in order to ensure the necessary flexibility and guarantee the operability of the plan.

## A SUITABLE REGULATORY FRAMEWORK

The Regional Mobility Plan is governed by the ordinance of 26 July 2013, which aims to ensure the consistency of mobility projects at the regional and municipal levels, and which confers regulatory status on certain aspects of the plan.

In addition, the CoBAT\* states that road works must comply with the Regional Mobility Plan. This is why the regulatory requirements of the Good Move plan include, in particular, the rules for judging this compliance, and thus ensure the consistent implementation of the plan in the development of public spaces.

The regulatory aspect of the Regional Mobility Plan also includes requirements relating to relations with mobility operators, both public and private, and creates two tools necessary for the operationalisation of Good Move: the local mobility contract and maps for the multimodal specialisation of roads.

\*CoBAT: Brussels Code of Regional Planning

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Co-construction continues in the implementation of actions





## EXAMPLES OF EXECUTION



**Tram 9: new line between Simonis and the Heysel Plateau with redevelopment of public space on the route**

<https://mobilite-mobiliteit.brussels/fr/tram9>



**Separate cycle paths and wide sidewalks on the Small Ring**

<https://mobilite-mobiliteit.brussels/fr/petite-ceinture>



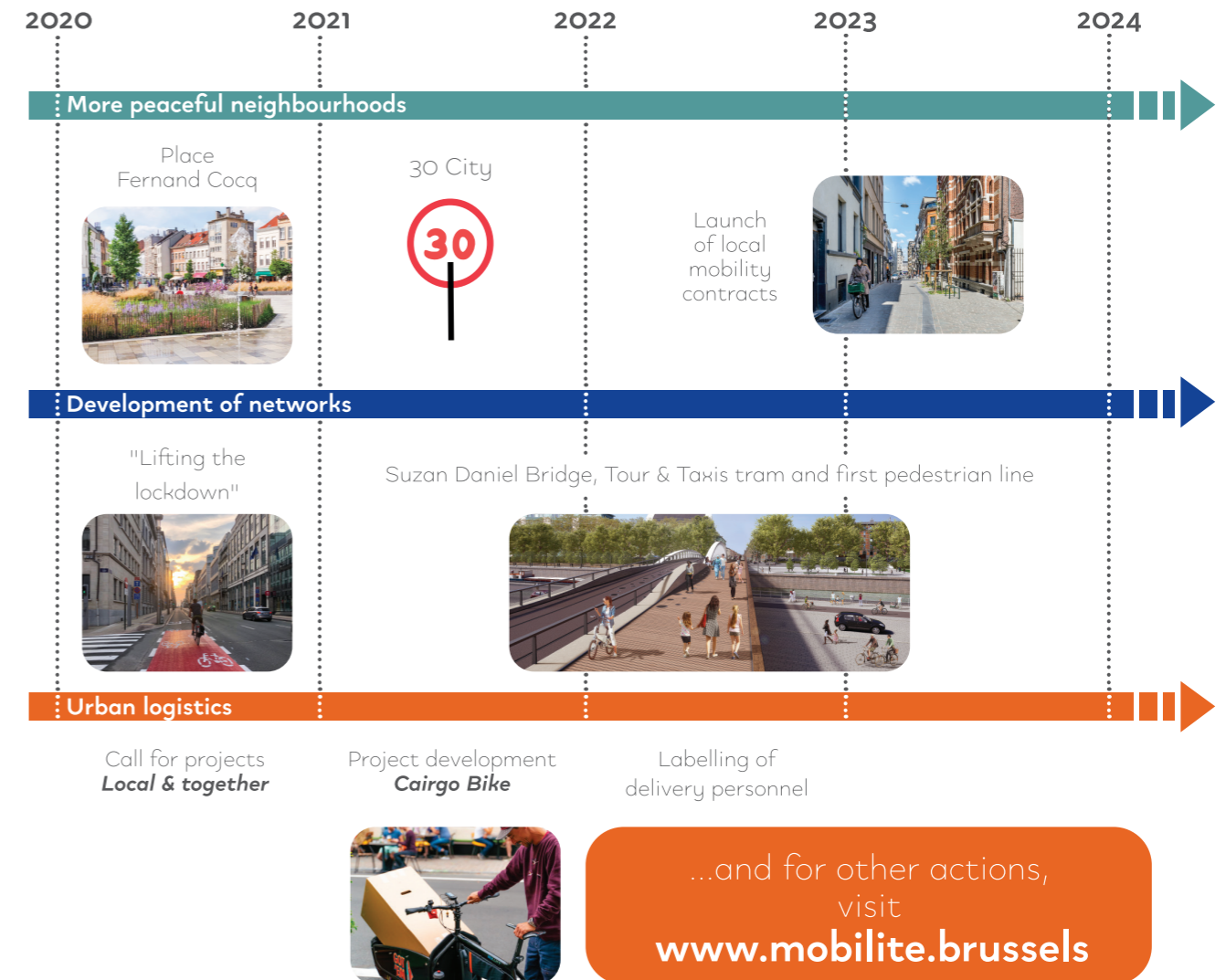
**Cyclist-pedestrian walkway along the canal and footbridges at the bridges (built as part of the ERDF programme\* 2014-2020)**

<https://mobilite-mobiliteit.brussels/fr/chaussee-de-vilvorde-reamenagement>

\*ERDF: European regional development fund



## SCHEDULE OF KEY PROJECTS: THE IMPLEMENTATION HAS BEGUN



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**[www.mobilite.brussels](http://www.mobilite.brussels)**.

A paper version can be requested  
via **[mobilite@sprb.brussels](mailto:mobilite@sprb.brussels)** or via the  
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