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 **METREX**
 **EURO CITIES**

HERRMANN-DEBROUX
EUROCITIES-METREX EVENT 31/03-01/04

From roads to urban streets, or to Metropolitan avenues

ORG 


PROGRAM 01.04.2022

- 9:30 *Site visit of case-study Herrmann-Debroux*
- 12:00 *Lunch*
- 13:00 Workshop introduction
- 13:15 Workshop in groups
- 14:45 *Break*
- 15:00 Presentation by the different groups
- 16:00 *Break*
- 16:15 Conclusion of the workshop & Brussels event
- 16:30 *End of Brussels event*





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Workshop introduction
by ORG



WORKSHOP IN GROUPS

A. Reconverting highway entrances

What is to learn or to question from the case-study of Herrmann-Debroux ?

A1. Car-dependent commercial areas

A2. Park & Ride of Mobility Hubs

A3. Inter-regional Cooperation

B. Taking action

How to turn a strategic and regulatory framework into an operational framework ?

B1. Ideal phasing

B2. Funding and financing

B3. What happens now ?

A1. Car-dependent commercial areas

What is the future of such programs at the fringe of cities as car-oriented infrastructures are being limited and repurposed ? A mix-use urban neighborhood is proposed the the case study.

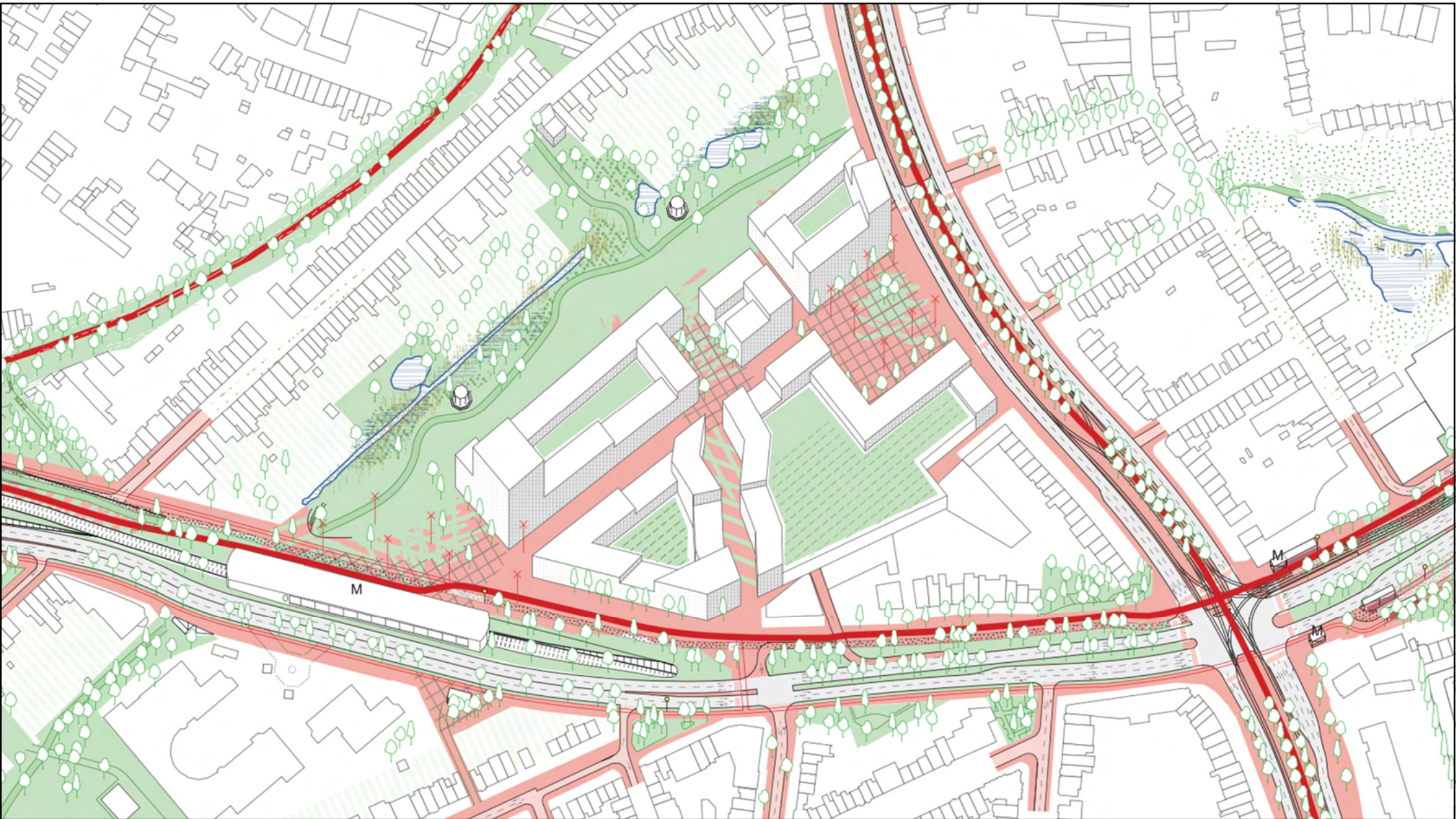




- 1 ◆ Anderlecht hypermarket
- 2 ◆ Auderghem hypermarket
- 3 ■ Woluwe Shopping Centre
- 4 ■ Westland Shopping Centre
- ▬ Limit of dense urbanization 1969
- ⋯ Area of dispersed urbanization 1969
- - - Municipal borders Anderlecht (west) & Woluwe (east)
- Brussels Capital Region administrative borders 1989
- Existing highways in 1968 (urban and intercity)
- Planned highways in 1968 (urban and intercity)
- ⋯ Planned 'Express' roads in 1968

Figure 3.1 Map indicating the location of hypermarkets (Anderlecht-1 and Auderghem-2) and shopping centres (Woluwe Shopping Centre-3 and Westland Shopping Centre-4) referenced in the text. In the context of the planned highways as in 1968 and of Brussels' urbanization.

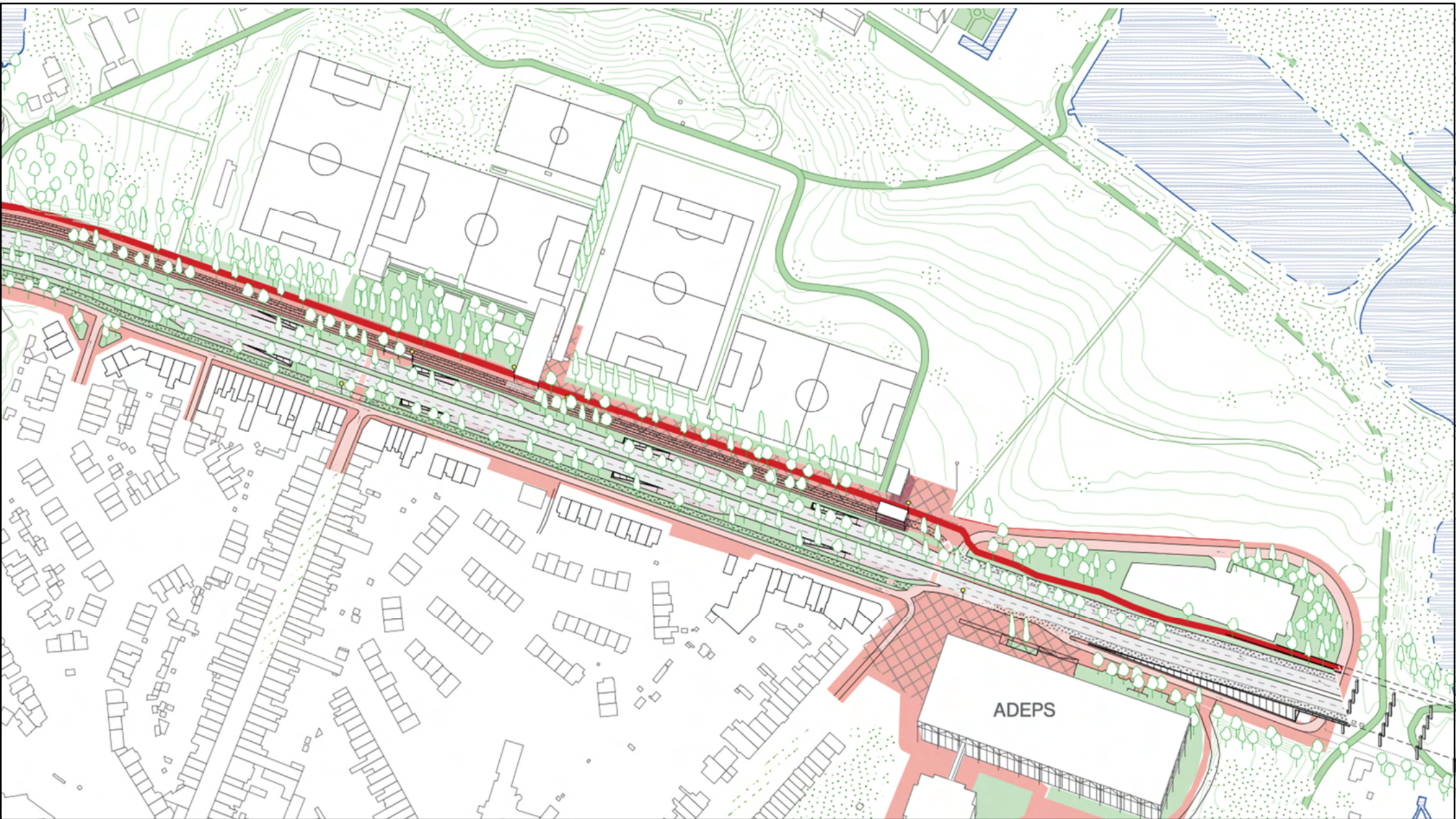
Source: Map developed by the authors on the basis of (1) 'Map (1968) Carte de Service de Bruxelles Capitale 1/20.000e' Ministère des Travaux Publics, administration des routes. In City Archives Woluwe-Saint-Lambert box 'Routes et Parkings', and (2) 'Map (1969) L'Agglomération de Bruxelles- Edition 21/25.000e' Institut Geographique Militaire, Bruxelles 1975.





A2. Park & Ride or Mobility Hubs

How to propose alternatives to car-dependency ? Are P+R an answer ? Where should they be located ? Limited by territoriality, the case-study proposes a "mobility-hub" at the edge of the city, aiming to also answer outward mobility needs.





RER



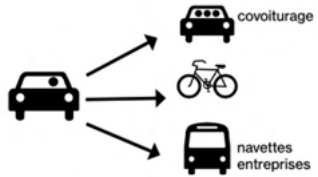
augmentation offre P+R
hors Région de Bruxelles-Capitale



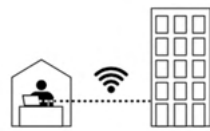
réseau cyclable
de grande qualité



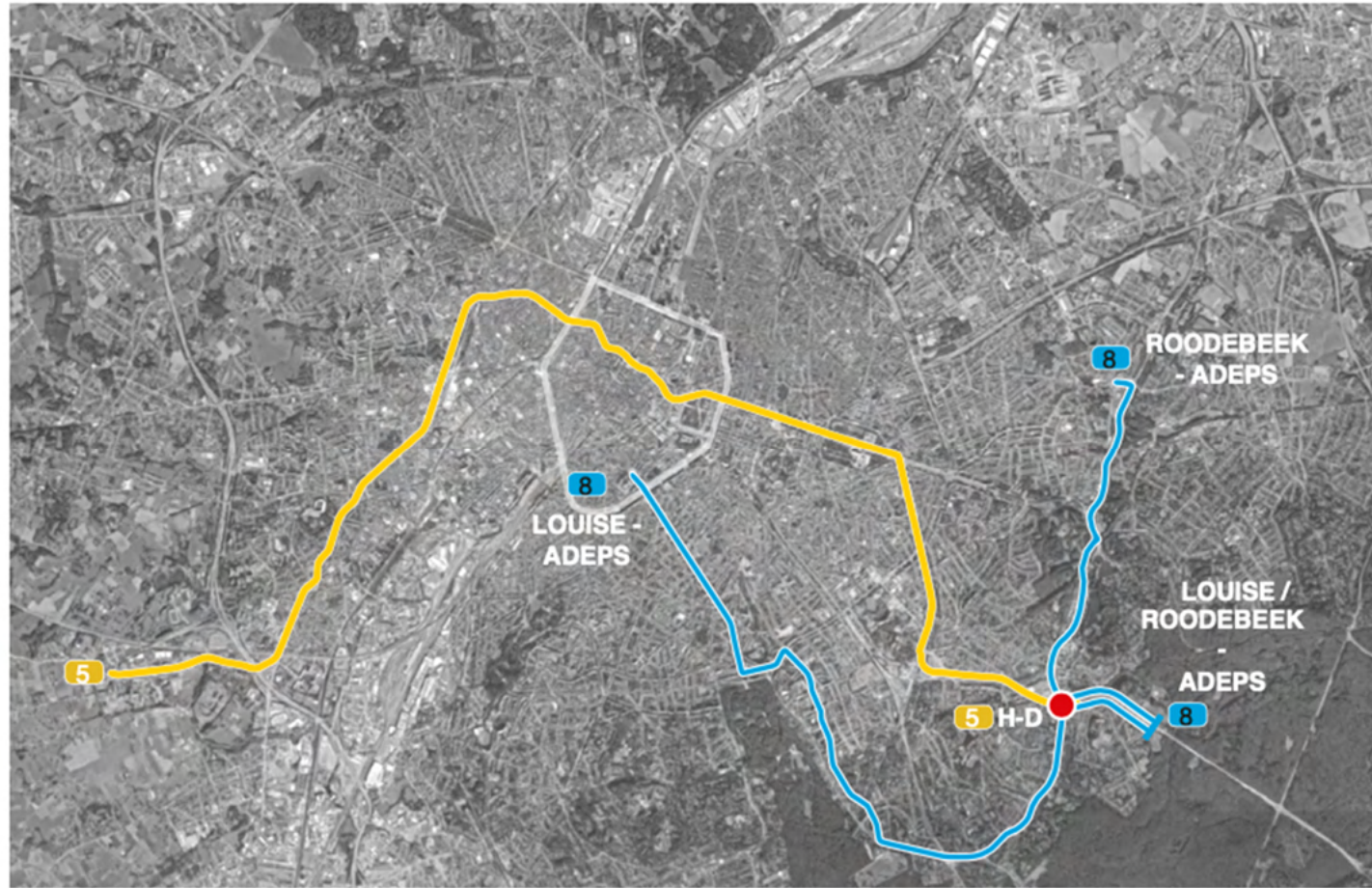
recentrement
autour des noeuds
de transport en commun

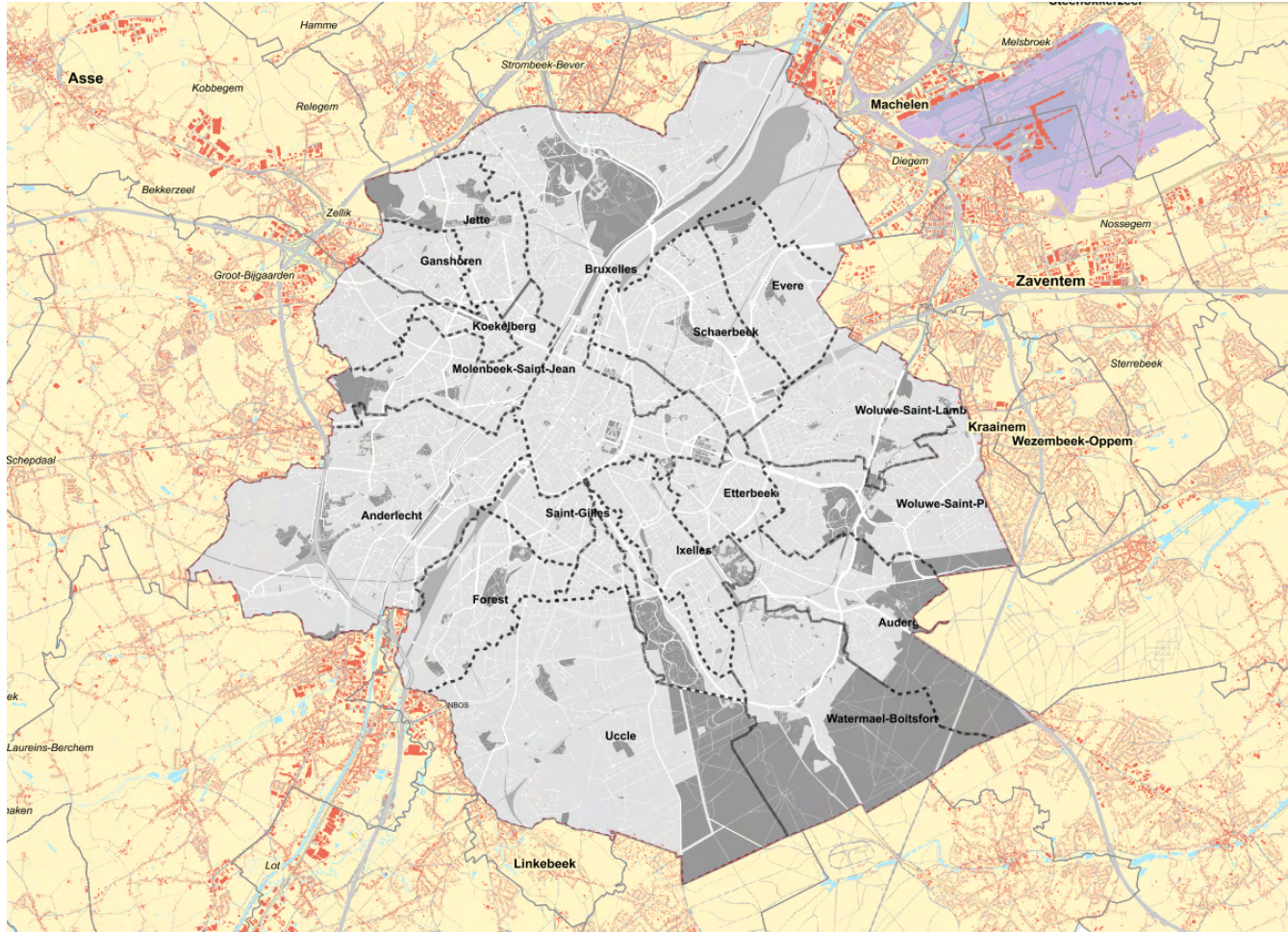


transfert modal majeur



Télétravail

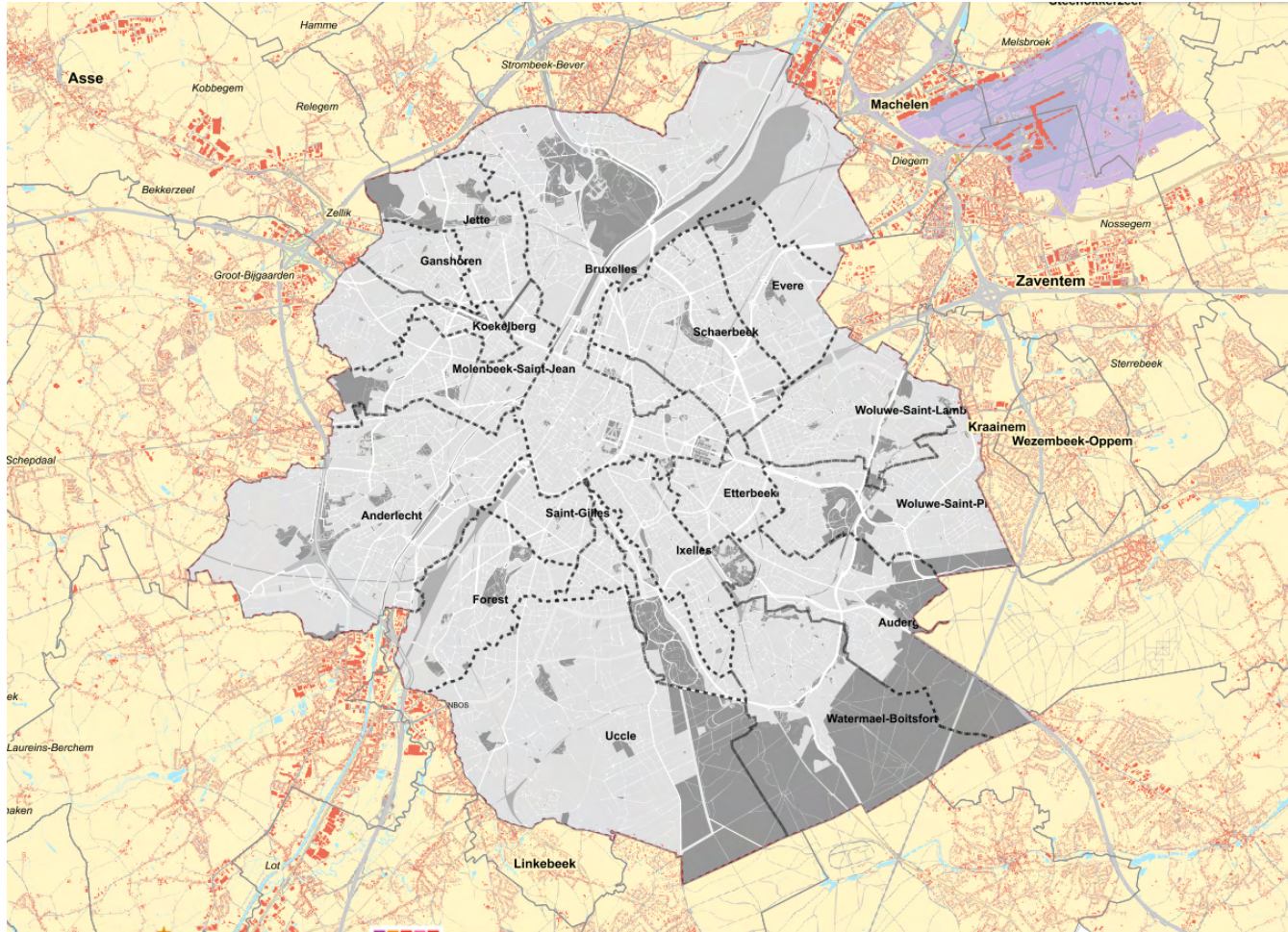


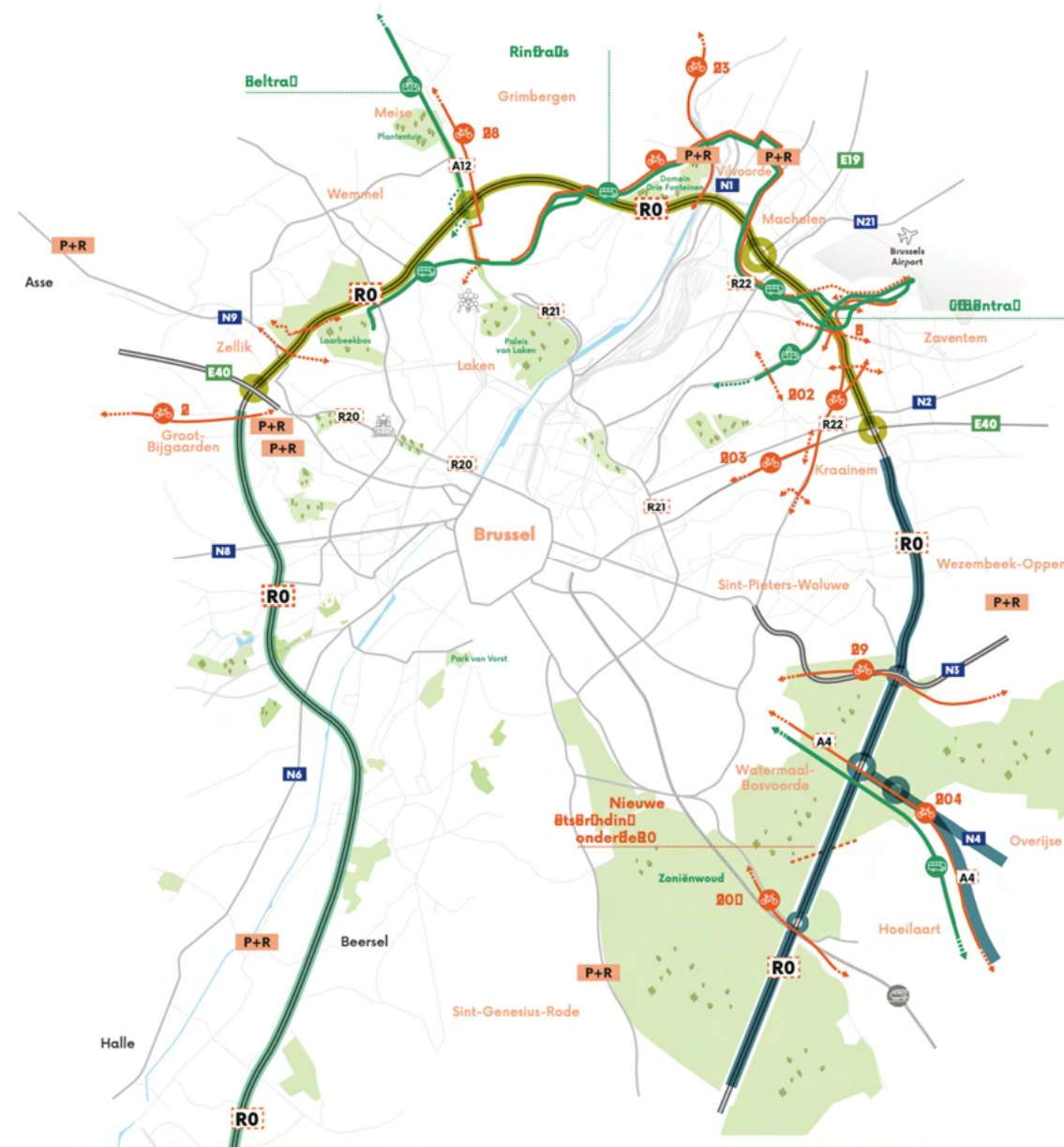
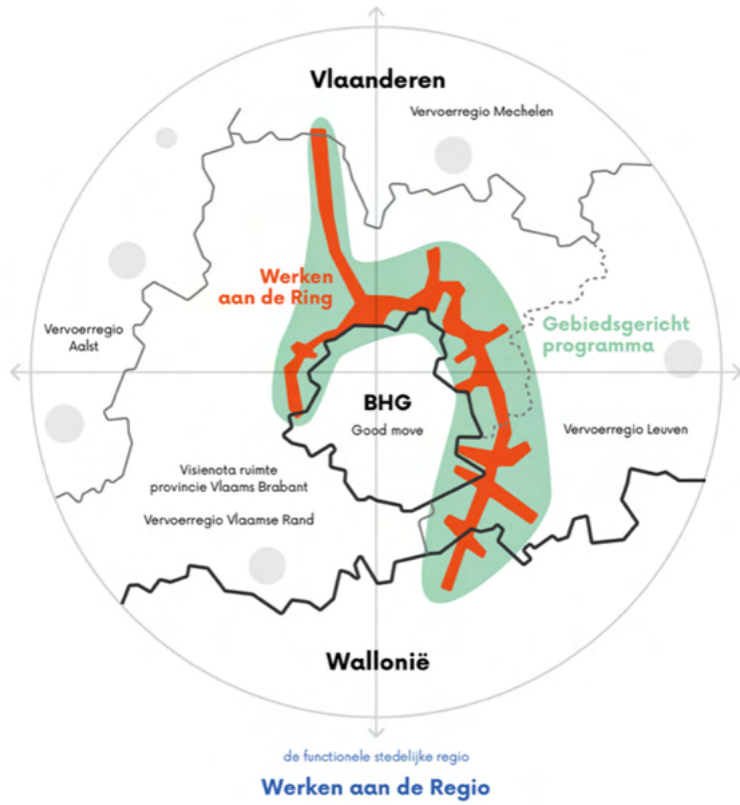


A3. Inter-regional Cooperation

By essence, infrastructure crosses borders. How to we organize efficient inter-regional cooperation ? In the case-study, the cooperation is minimal. What could be improved ?



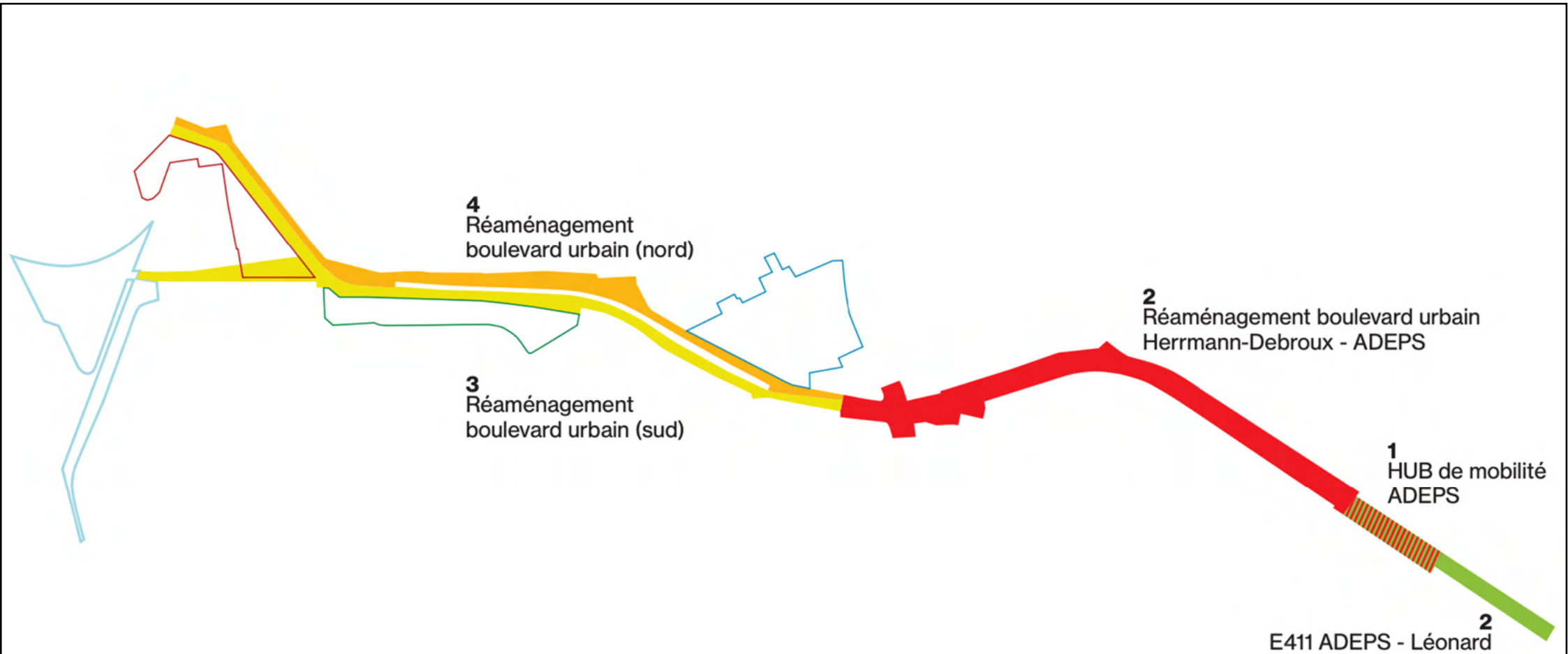


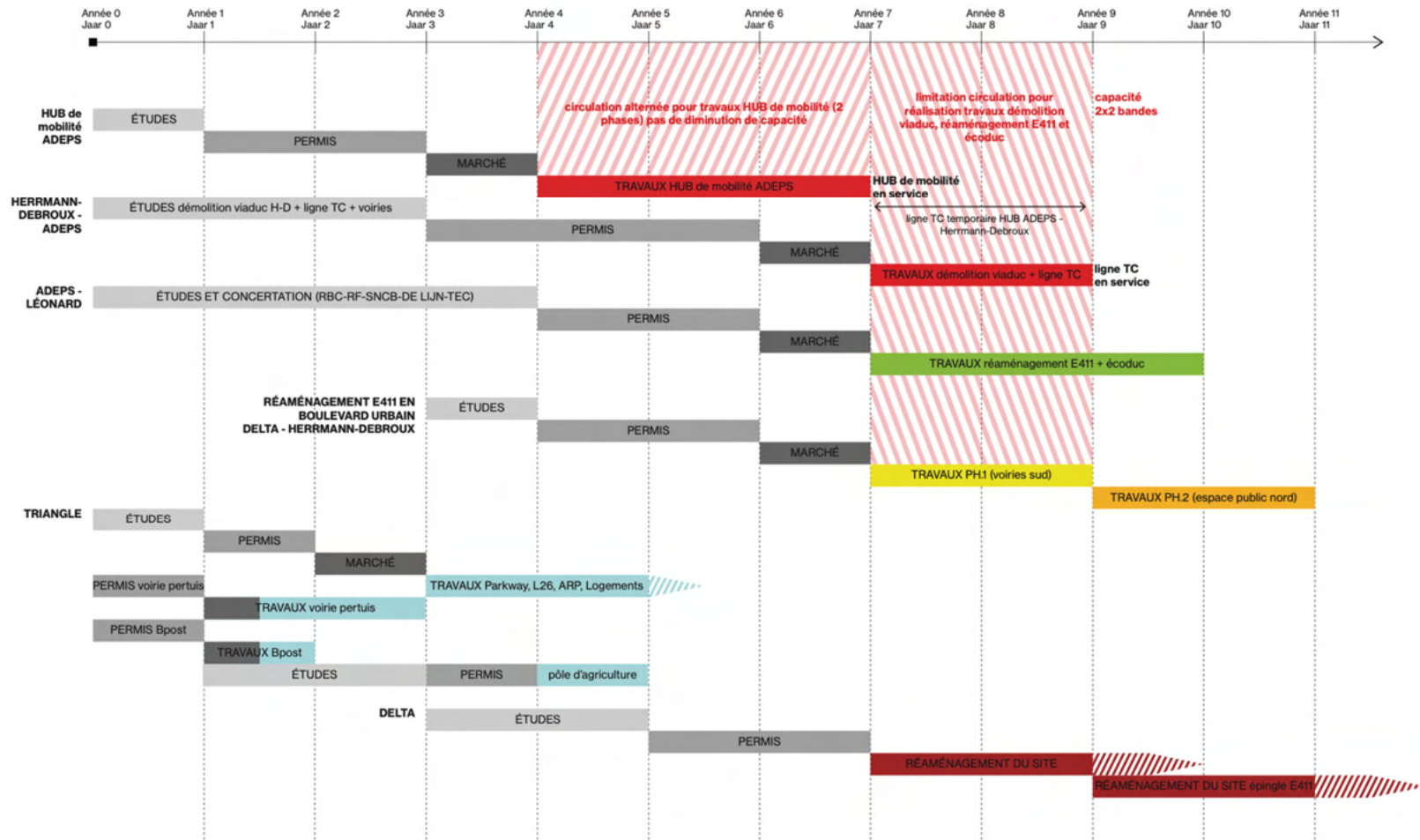


B1. Ideal phasing

What should come first ? Public infrastructures or private development ? How should or could it be regulated ? What are the best practices which could be applied to the case-study ?







Triomphe

Redevelopment of existing office buildings with potential high-rise landmark (max 80 m high)

Delta

Development of existing P&R parking lot as a mix-use housing-oriented district

Triangle

Development of former landlocked rail wasteland into a large utility-based building complex

Beaulieu

Perspective redevelopment of existing EU office block complex into free standing blocks

Van Nieuwenhuysse

Current office-to-housing redevelopment (private not in the Masterplan)

Demey

Proposed redevelopment of existing shopping mall and carpark into a mix-use housing-oriented district

B2. Funding and financing

Large-scale infrastructure projects are dependent on long-term funding and financing. What are the possibilities to publicly fund the project ? Could we harness private capital generated by the redevelopment ? How ?





B3. What happens now ?

The case study proposes a long-term vision that will take time to be realized. Can we imagine quick actions to mobilize and experiment the transformation of the infrastructure in the meantime ? What could we start tomorrow ?





A giant fresco by artist François Schuiten on the closed Herrmann-Debroux viaduct in 2011. © DR





Gent zonder auto's – fly-over as event place on a car-free Sunday (2021)



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14:45-15:00 Break

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Presentations

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PRESENTATIONS

- A1. Car-dependent commercial areas
- A2. Park & Ride of Mobility Hubs
- A3. Inter-regional Cooperation
- B1. Ideal phasing
- B2. Funding and financing
- B3. What happens now ?



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A1. Car-dependant commercial areas

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A2. Park & Ride or Mobility Hubs

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A3. Inter-regional Cooperation

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B1. Ideal phasing

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B2. Funding and financing

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B3. What happens now ?

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16:00-16:15 Break





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**Conclusion of the workshop
& of Brussels event
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