



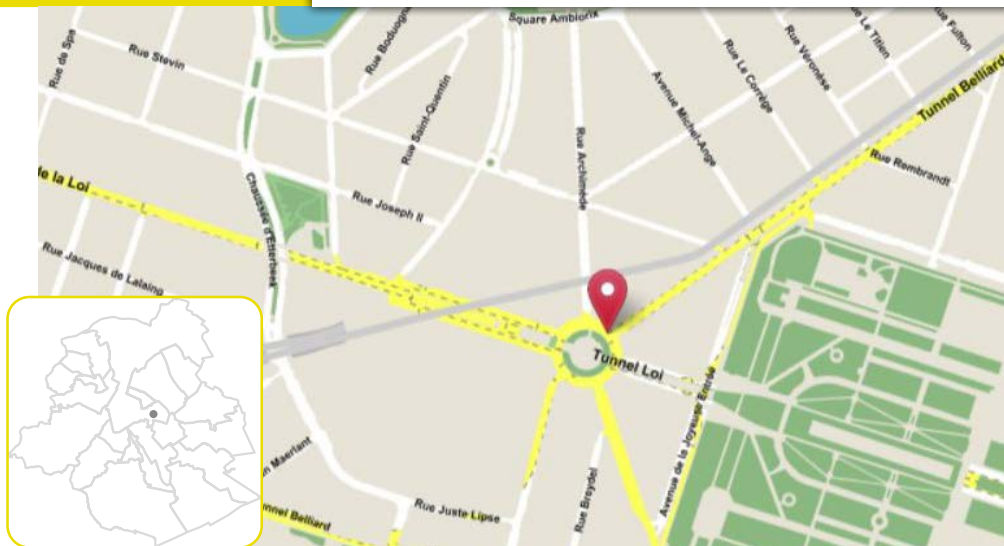
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Contractor: Colas Noord NV

Design office: COBE, BRUT, ARA & UTIL

Health and safety coordinator: Sweco

In association with:



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REDEVELOPMENT OF THE SCHUMAN ROUNABOUT AND SURROUNDING AREA



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FROM A ROUNDABOUT TO A PEDESTRIAN AGORA

The Schuman roundabout and its surroundings will take on a whole new look. This emblematic place, in the heart of the European district, will become a **secure multimodal space** as well as an urban agora promoting **active mobility**.

Brussels Mobility carried out the studies and transferred the project management to Beliris after obtaining the planning permit.



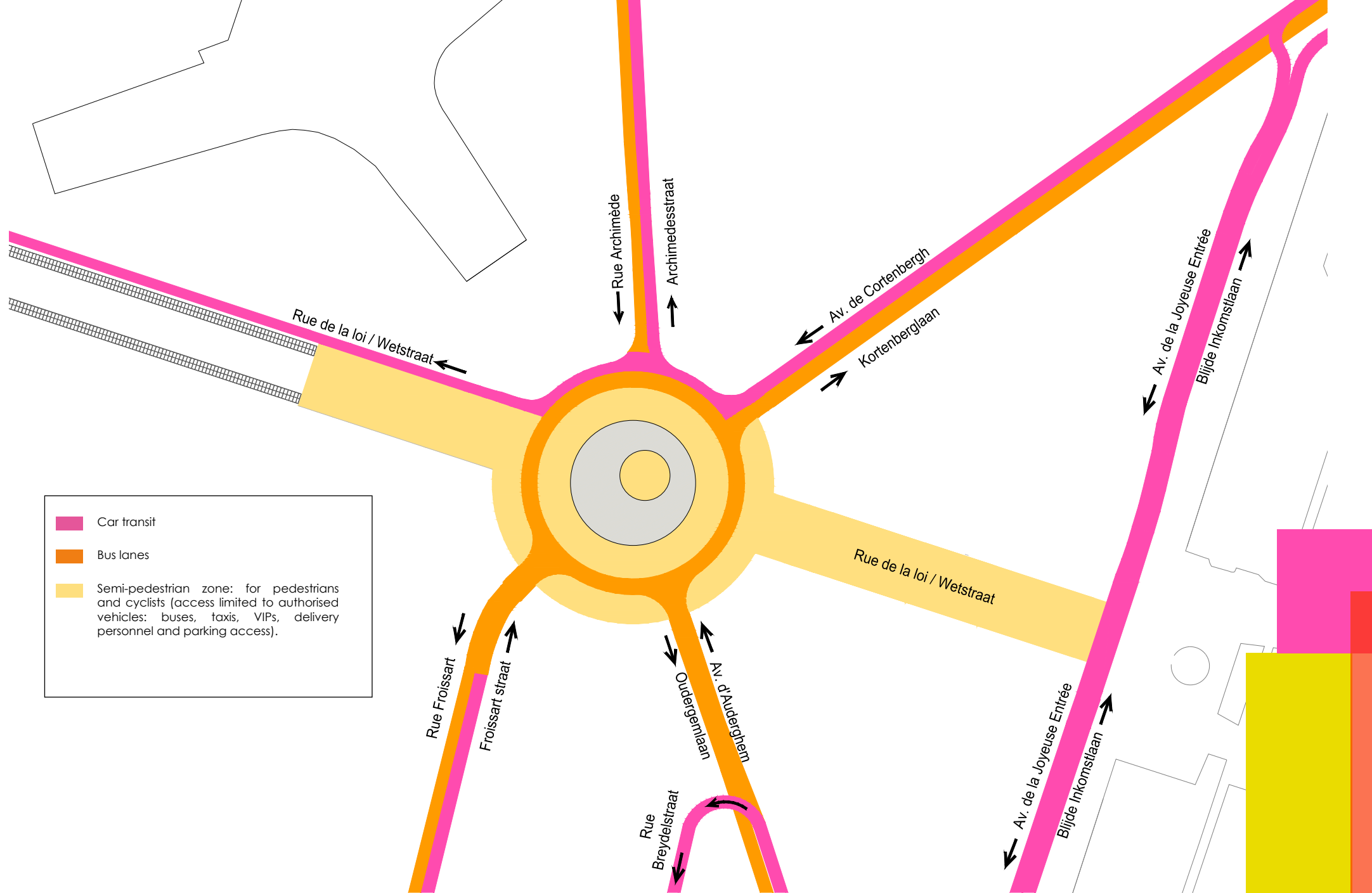
THE HEART OF EUROPE

The new Place Schuman is meant to be a **meeting place** for the various groups who frequent this central node of Brussels. The project is part of a broader vision which aims to make the European quarter a thoroughly enjoyable neighbourhood where Europe takes shape on a human scale and welcomes all Brussels residents, commuters, and visitors.



URBAN AGORA

The general philosophy of the project is to create a **central point** around which mobility revolves in concentric circles. The circles widen over the entire extent of the surface to accentuate the central positioning of the place and thus encourage visitors to meet in its centre.



CANOPY COMBINING METAL AND PLANTS

In the centre of the square stands a modern canopy combining metal and plants, which can be used for events. The square becomes a pedestrian zone surrounded by shrubs that are reflected on the inside of the canopy. Its green roof features a variety of plant species, the colours of which will change with the seasons.



A PLACE THAT BREATHES

Studies revealed that it was not possible to provide sufficient space to grow trees on the roundabout and in the short Rue de la Loi, given the low height between ground level and the top of the Loi tunnel.

Consequently, large planters are installed on the surface to allow more green in the public space. The roof of the canopy is also planted. These trees and plants not only provide a pleasant setting for users, but also contribute to water collection, which is limited by the presence of the underground infrastructure.



RECOVERY PLAN

This project benefits from a loan of 17,400,000 euros from the European Recovery Plan NextGenerationEU for the development of the public space and bike lanes.

ACTIVE MOBILITY

Priority is given to active mobility and giving more space to pedestrians and cyclists, while still allowing buses, cabs and VIP vehicles to circulate. Each mode of traffic has its own comfortable space, while facilitating connections between them.

PEDESTRIANS

Pedestrians benefit from a maximum of secured spaces, without points of conflict with other modes of traffic. Particular attention is given to the accessibility for people with reduced mobility with a predominantly single-level layout.

CYCLISTS

Cyclists benefit from safe lanes, both on the roundabout and on either side of Rue de la Loi. In addition, there are plenty of parking spaces for bikes.

PUBLIC TRANSPORT

Public transport infrastructures are grouped together and transit points are linked to ensure a smooth transition. Both the traffic flow and the organisation of public transport are improved by the creation of a dedicated bus lane and the relocation of bus stops away from the roundabout.

DRIVERS

The space for cars is reduced to the main flows entering Brussels (section between Avenue de Cortenbergh and Rue de la Loi). However, traffic flows more smoothly due to simplified insertion manoeuvres and pedestrianisation, which reduces the number of pedestrian crossings.



View from the Cinquantenaire Park

TO KEEP UP TO DATE WITH ALL THE LATEST NEWS ON THIS PROJECT AND THE CONSTRUCTION WORK, VISIT OUR WEBSITE.

