

Limiting Urban Sprawl within the Urban Networks of the Benelux+ Territory through the Implementation of Transit-Oriented Development Policies along Cross-Border Rail Routes

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Brussels, 22 May 2026

Presentation content

Introduction to a territory : the Greater Region

Introduction to a concept : Transit-oriented development

An overview of case studies : Benchmark

Conclusions and perspectives in Benelux+



Greater Region



- 5 regions, 4 countries, and 3 languages
- 65.401 km² with more than 11.8 million inhabitants
- 270,000 cross-border commuters per day – the highest number of cross-border commuters in EU27.

LATI – Laboratory for Territorial Intelligence

Interreg



Cofinancé par
l'Union Européenne
Kofinanziert von
der Europäischen Union

Grande Région | Großregion



Specific features of the Greater Region

- Rapid population growth



- Wide geographical spread of cross-border workers



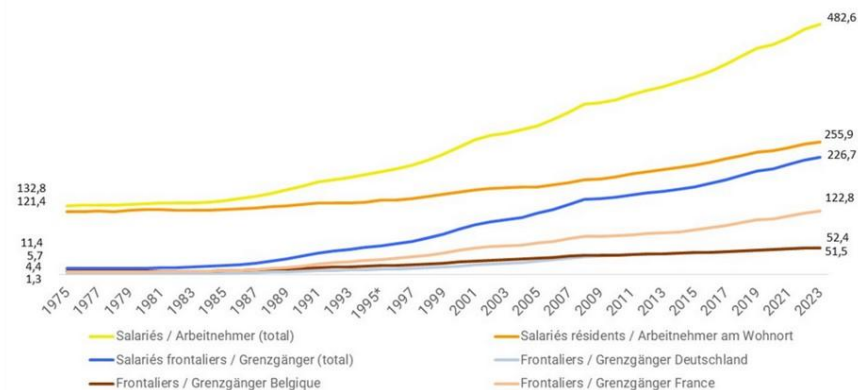
- Low housing density



- Heavy reliance on cars



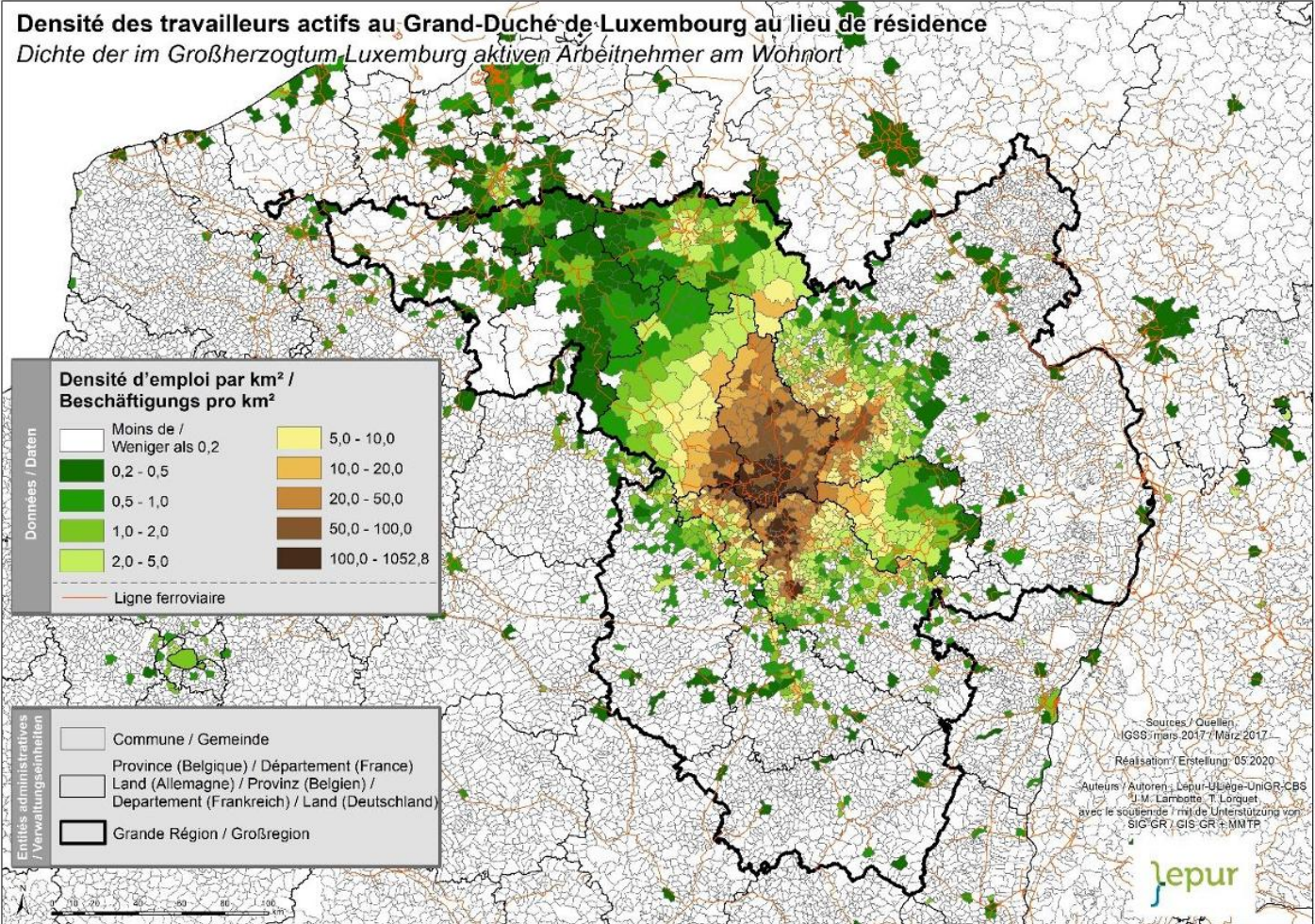
How to implement sustainable mobility in the scattered residential areas of cross-border commuters?



Evolution de l'emploi au Luxembourg (salariés en milliers) 1975-2023 (moyenne annuelle)

* rupture de série

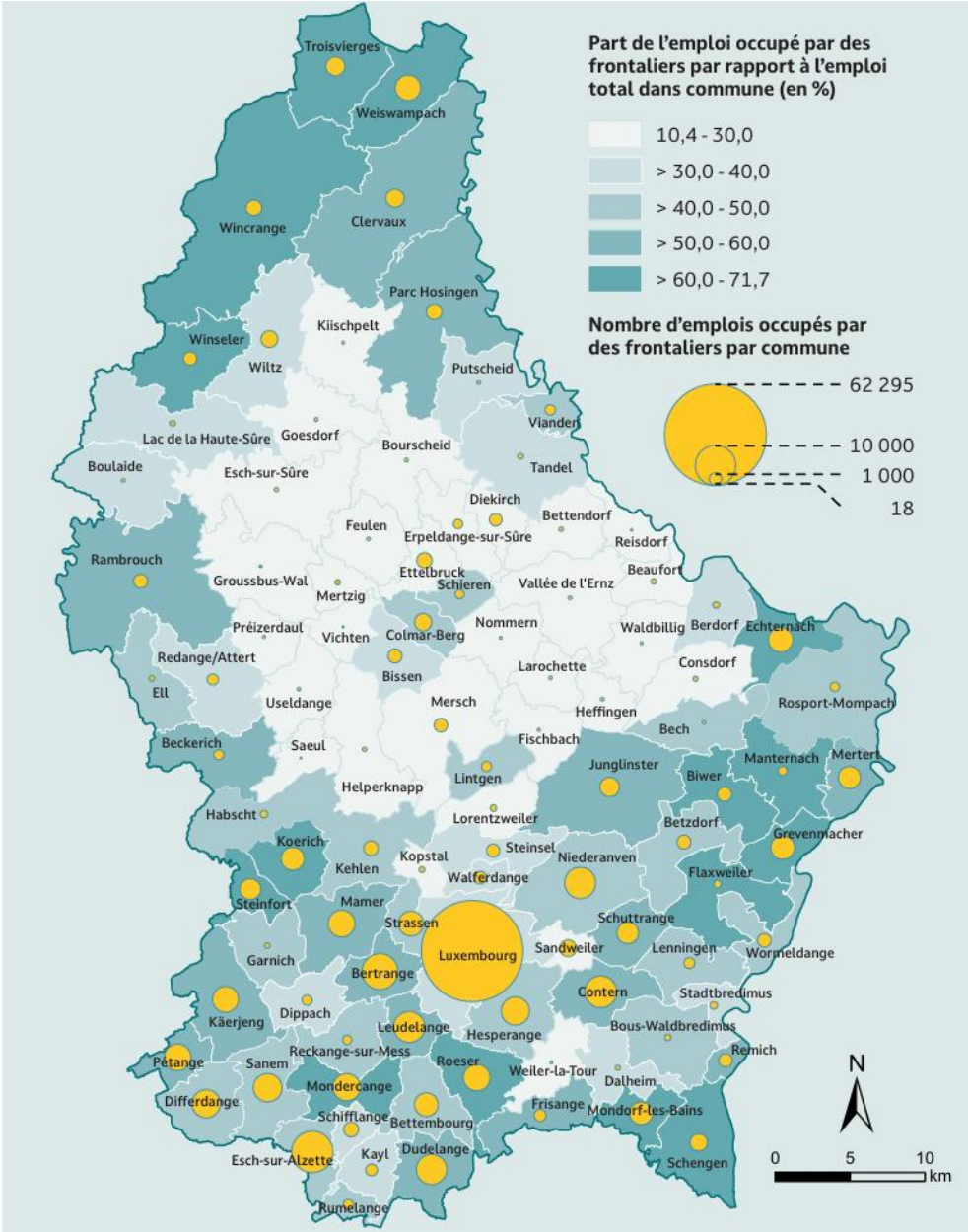
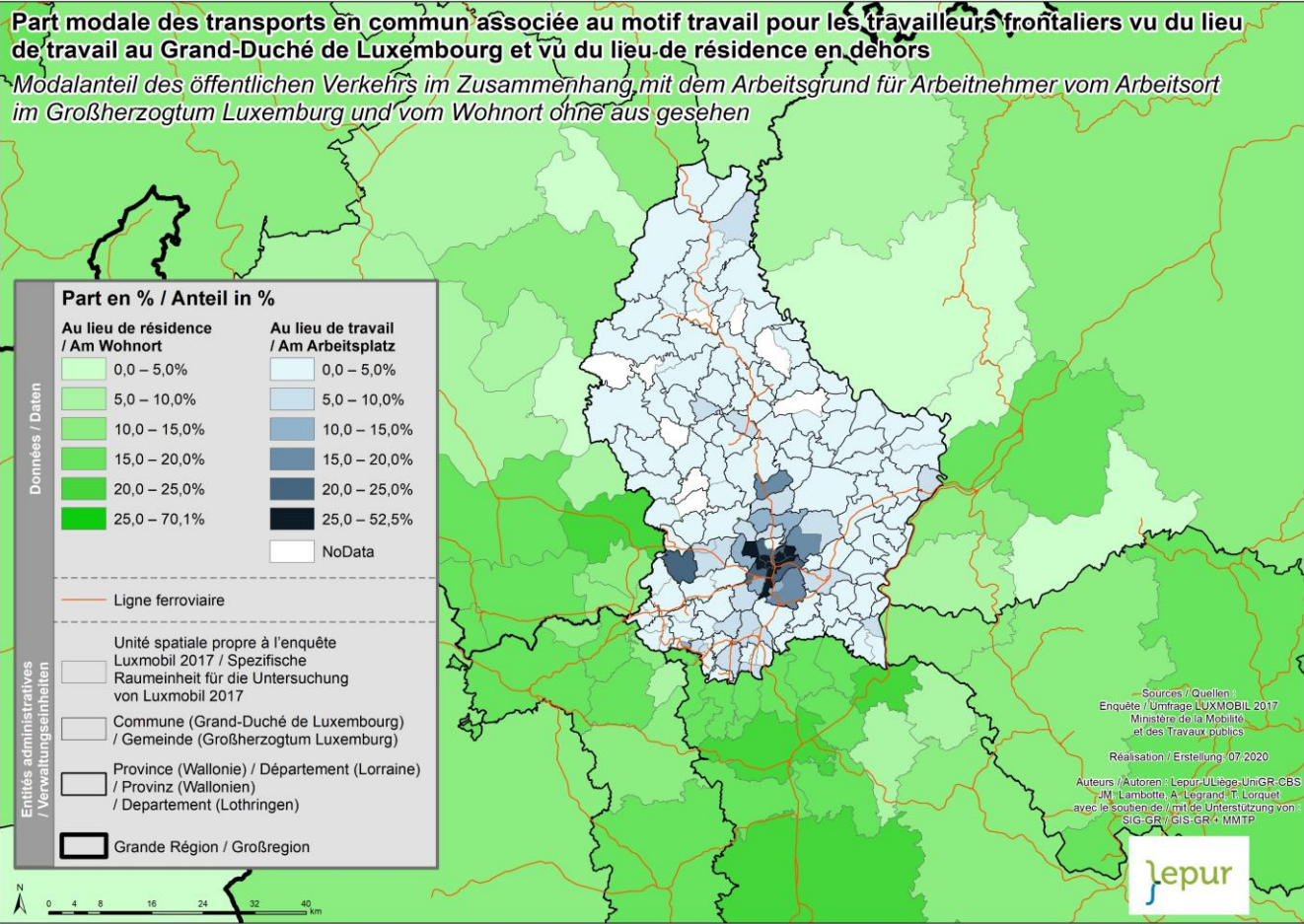
Calculs : IBA-OIE | Source : STATEC



Densité des travailleurs actifs au Grand-Duché de Luxembourg au lieu de résidence dans l'ensemble de la Grande Région, fig.7

Source : IGSS, mars 2017

How to implement sustainable mobility to workplaces in Luxembourg?



How to minimize car dependency for the cross-border commuters?

From the American Dream to the Transit-oriented development

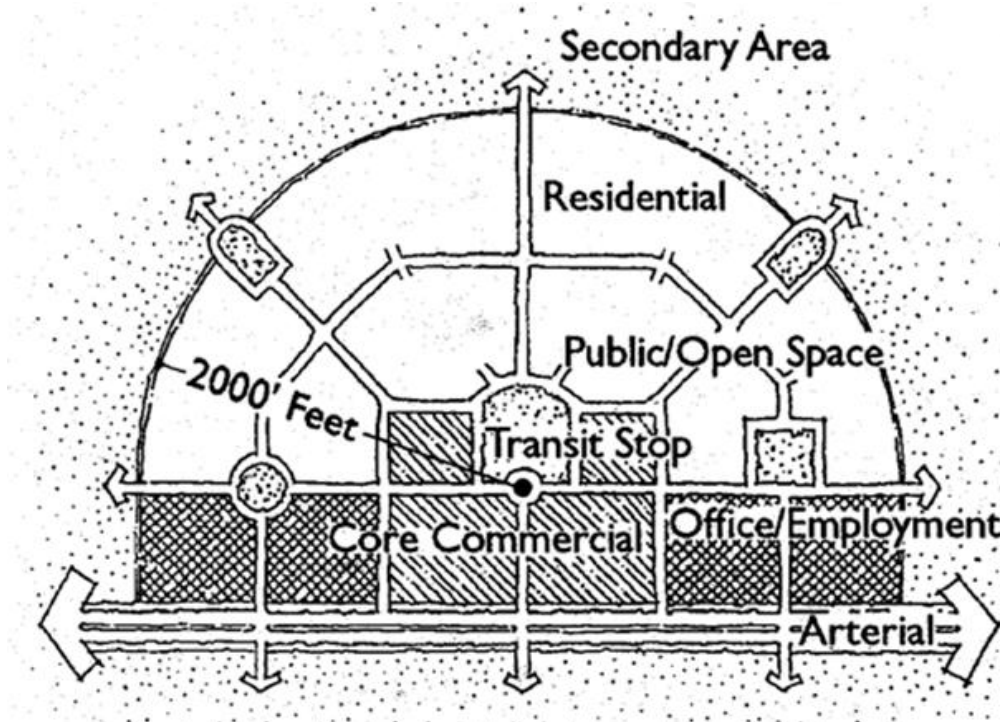


Peter Calthorpe (1993) proposes an **alternative vision of urban development** that is centered on **transit-oriented development (TOD)** and **compact, walkable mixed-use communities**.

The interdisciplinary concept of TOD

URBANISATION

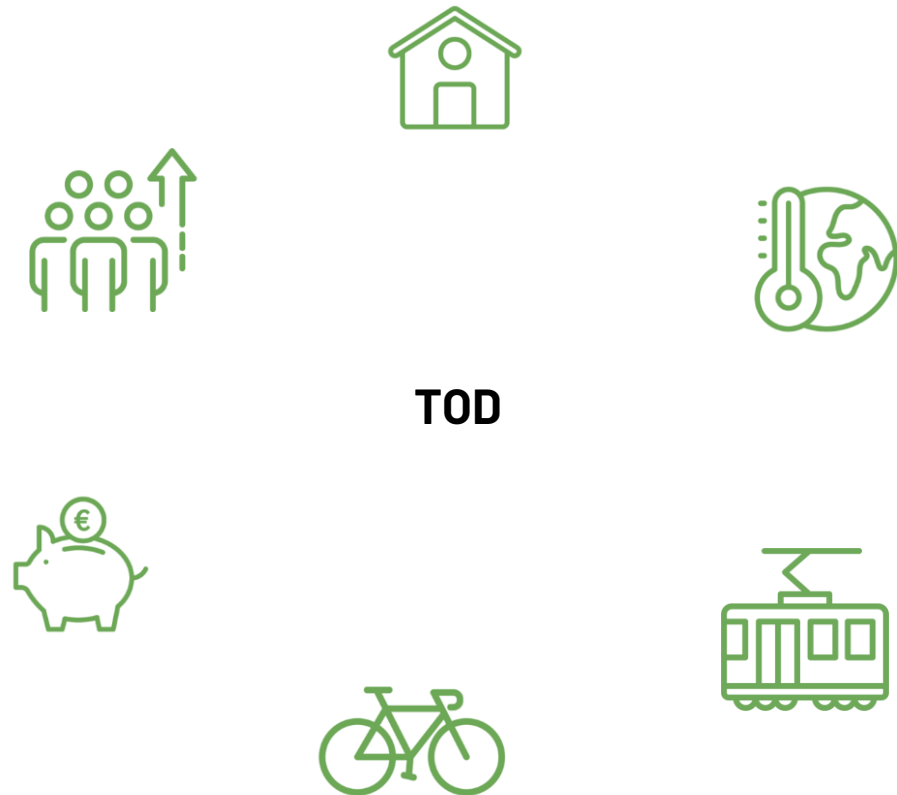
- Mixed-use development
- Density
- 15-minute city



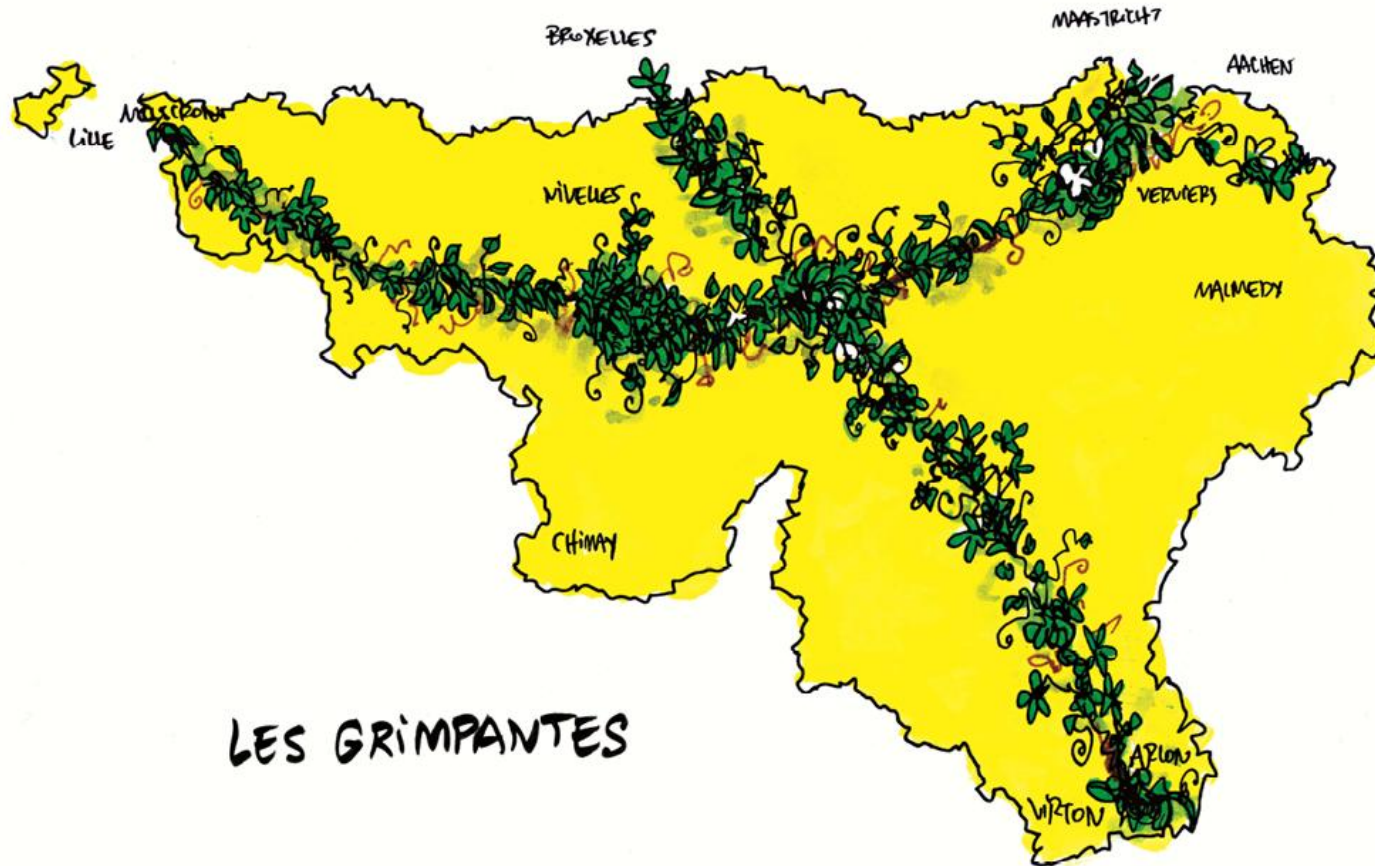
MOBILITY

- Public transports
- Intermodality
- Active mobility

What are the meanings and interpretations of the TOD concept?



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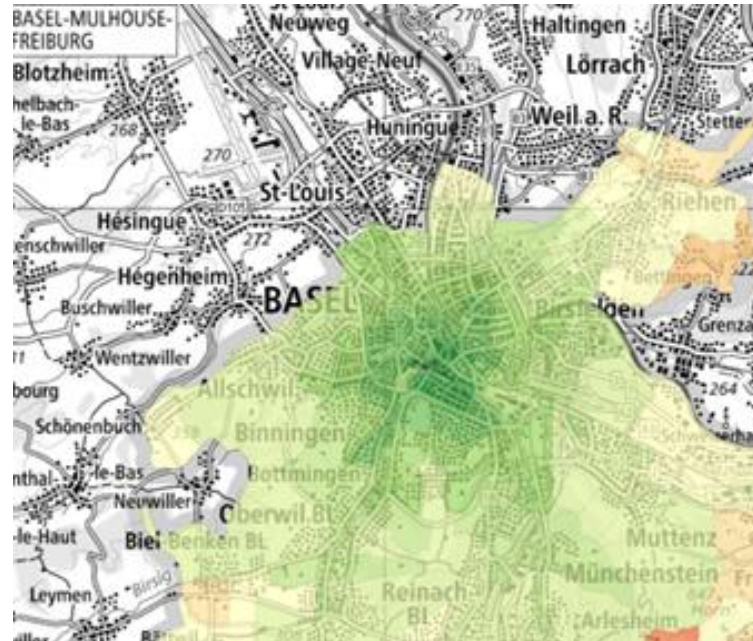


How to apply the TOD concept in the context of the Greater Region?

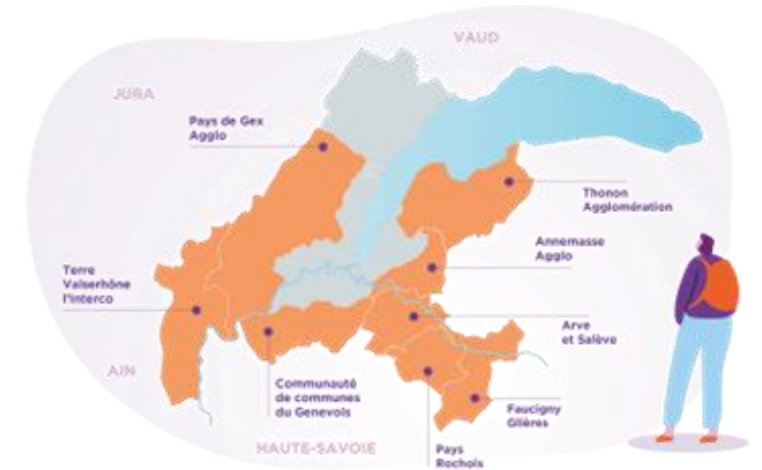
Benchmark



Copenhagen-Malmö



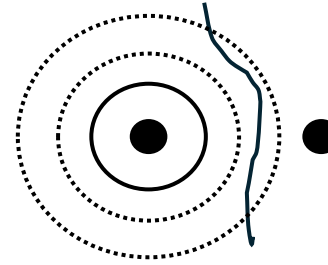
Basel Tri-National Eurodistrict



Greater Geneva

Why do we choose those case studies?

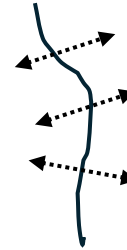
- Cross-border metropolitan contexts



- Suburban and rural context



- Significant flows of cross-border workers



- Cultural and linguistic differences



- Models for implementing the TOD concept



Objectives

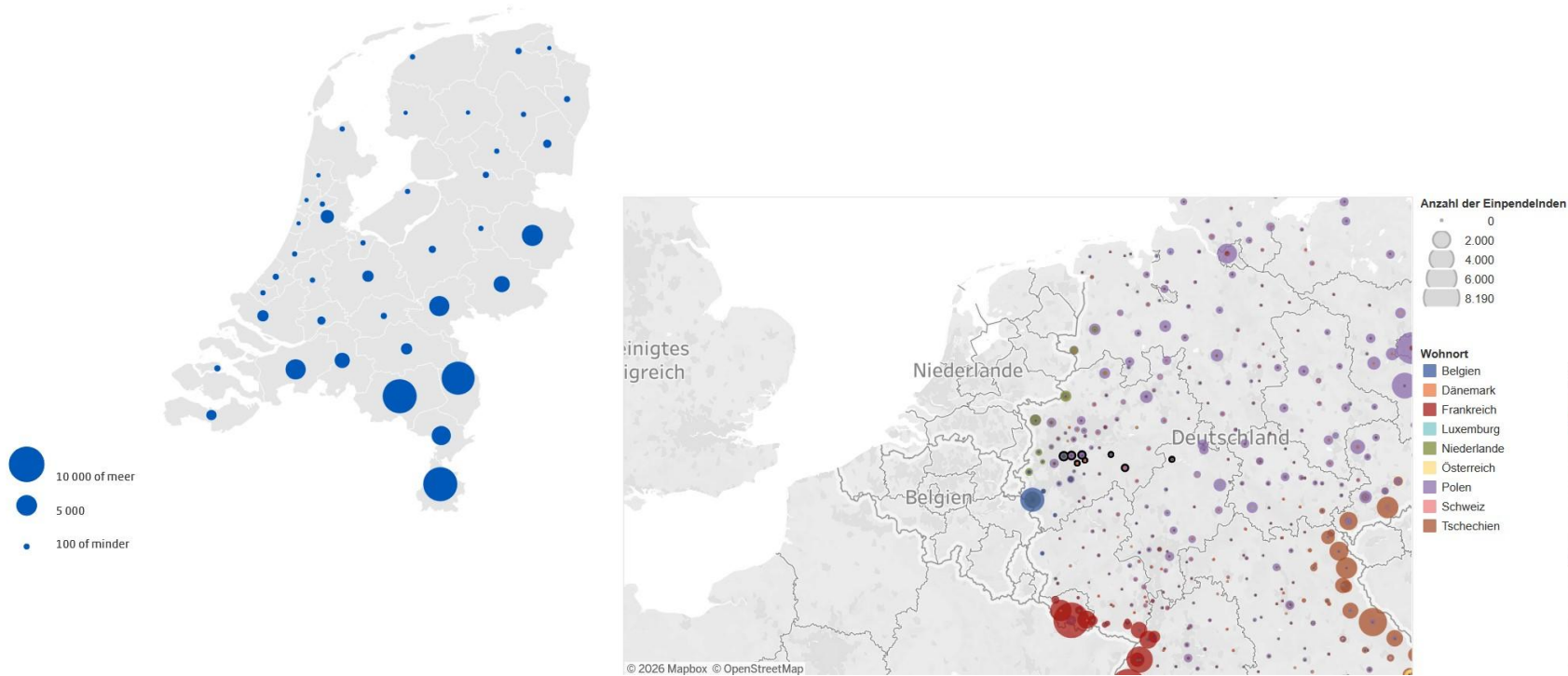
- Contextualisation of TOD in the Greater Region
- Governance systems promoting cross-border cooperation
- Land-use planning tools to support the implementation of TOD
- Recommendations and implementation in the GR



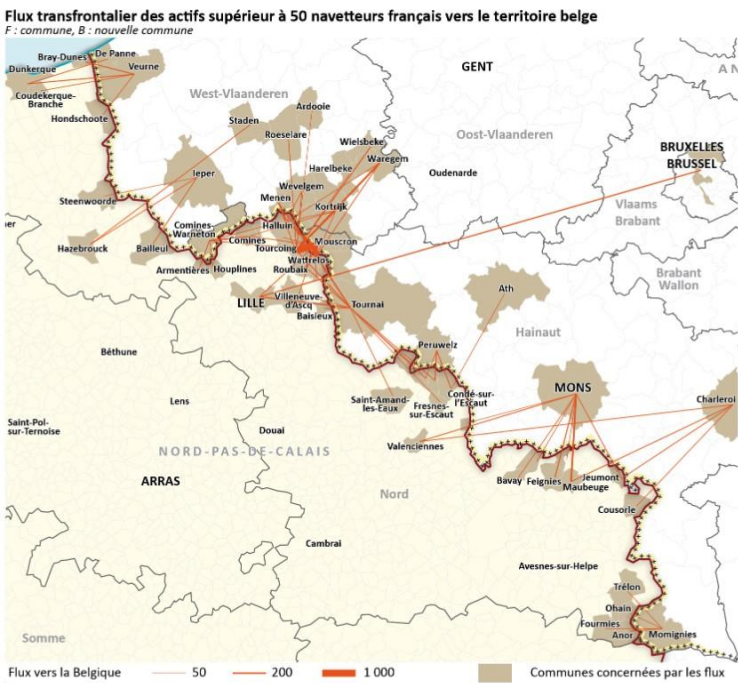
Perspectives in Benelux+

What about cross-border worker flows in the Benelux+?

Grenspendelaars uit België en Duitsland, 2023



Approximately 23% of all cross-border workers in the EU live in the Benelux and neighbouring regions – together accounting for more than 400,000 workers



A pilot group for strategic public transport hubs in Flanders

DEPARTEMENT OMGEVING

Decreten en uitvoeringsbesluiten Onderzoek, cijfers en geotoepassingen

Klimaat en
milieu

Ruimtelijk beleid en
planning

Omgevingsvergunning

Inspectie en
handhaving

Erkenningen en erkende
technici

Duurzaam
educatiepunt

[🏠](#) \ [Ruimtelijk beleid en planning](#) \ [Lokaal aan de slag](#) \ [Pilotprojecten voor nieuwe beleidsmatige uitdagingen](#)

\ [Pilotgroep: Strategisch collectieve vervoersknopen](#)

Pilotgroep: Strategisch collectieve vervoersknopen

Vlaanderen wil een impuls geven aan de ontwikkeling van goed gelegen stationsomgevingen met transformatiepotentieel.

De voorbije twee decennia zagen we talrijke ruimtelijke transformaties rond de Vlaamse hoofdstations. De ene al wat succesvoller dan de andere. De uitdagingen van morgen liggen minder rond deze hoofdstations, maar net daarbuiten. Ook goedgelegen stationsomgevingen van kleinere steden zoals Dendermonde, Izegem, Tielt, Herentals, Pelt en Menen e.a. worden meer en meer aantrekkelijk voor investeerders en nieuwe bewoners. Zelfs kleiner gelegen stations of ander OV-locaties op heel goed ontsloten vervoercorridors komen in het vizier. We verwachten dat na de investeringsgolf in de Vlaamse hoofdstations nu ook de 'kleinere' aan de beurt zijn.

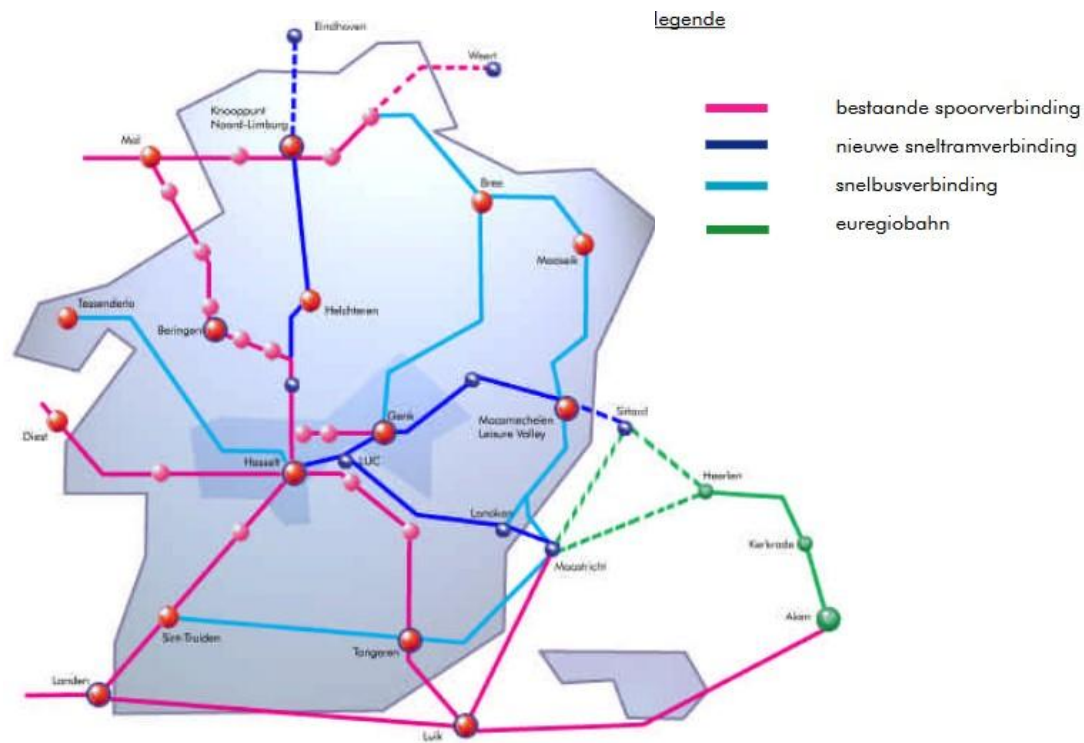


Alternatives to the railway in Limburg



SPARTACUS PLAN

CONCEPT
REGIONET LIMBURG



SPARTACUSPLAN &
EUREGIOBAHN

The opportunity to reactivate forgotten rail lines



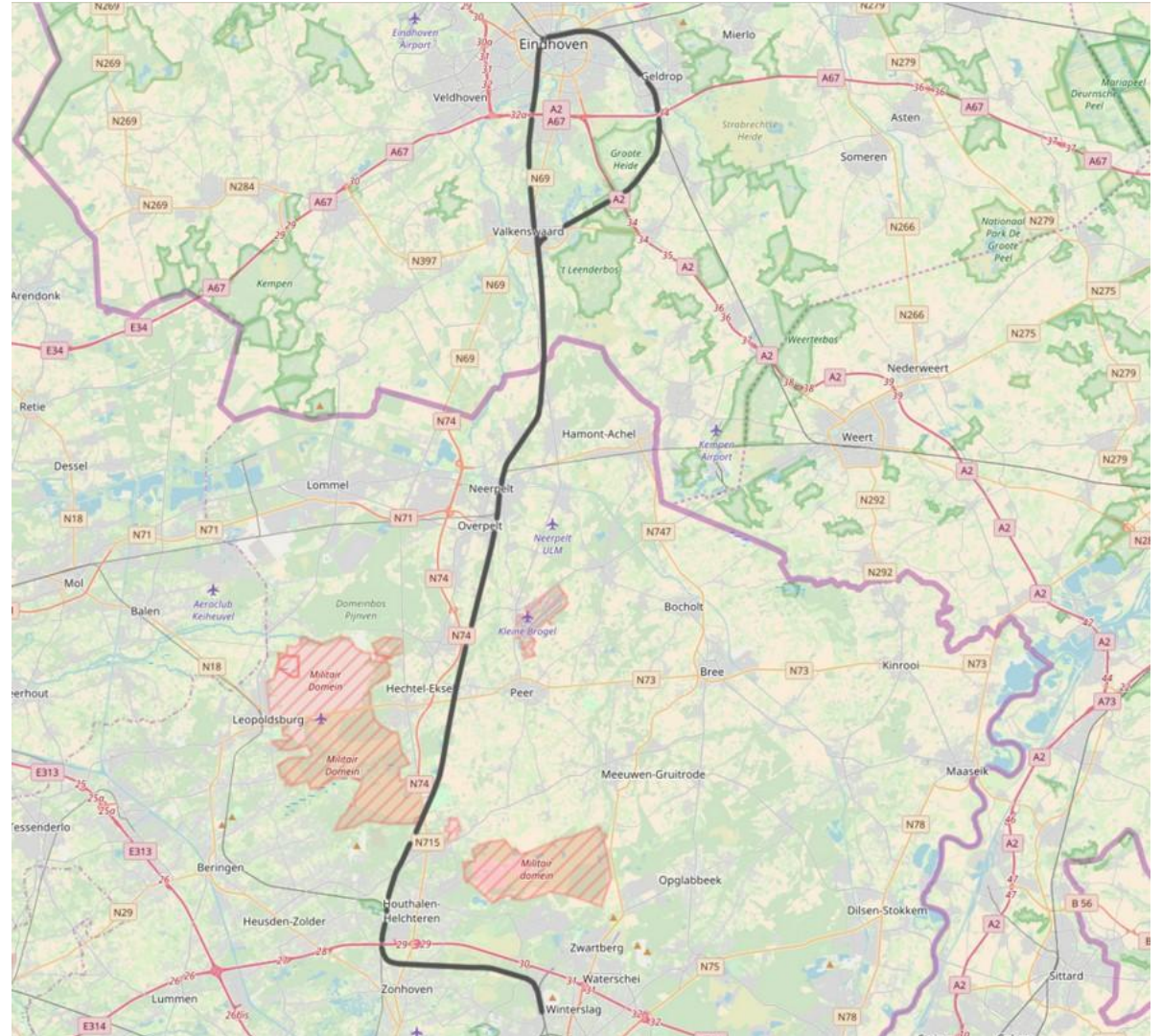
▲ Het spoor ten westen van Eindhoven Centraal © ED

UPDATE

Dit 'vergeten' spoorlijntje kan de oplossing zijn voor snelle treinverbinding tussen Eindhoven en Brussel

ANP

19 februari 2026, 09:10 • Laatste update: 19 februari 2026, 11:22

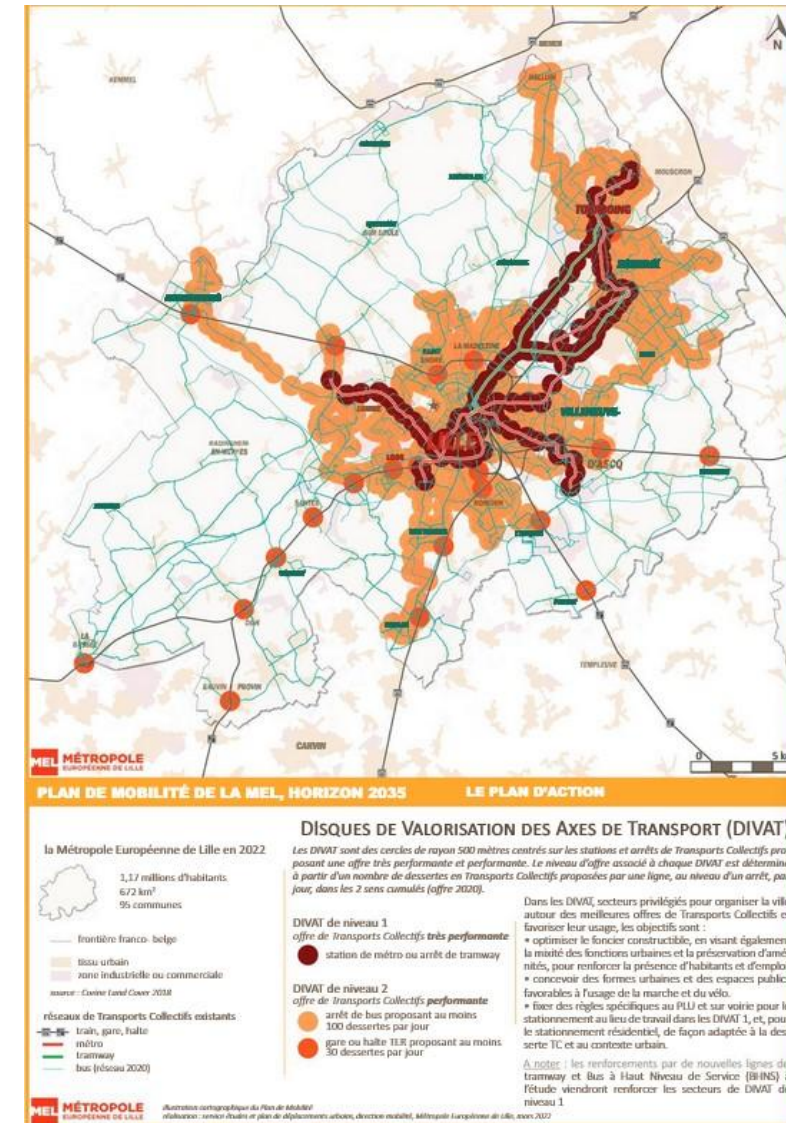


TOD implementation within the Lille metropolitan area

Titre:

Quel modèle urbain de Transit Oriented Development (TOD) pour le projet ferroviaire de Service Express Métropolitain Lillois ? Investigations sur les pratiques et le potentiel d'intermodalité en lien avec l'organisation urbaine

Année	2023
Laboratoire principal	LVMT - L'HOSTIS Alain
Référent principal	
Spécialité de la thèse	Aménagement de l'espace et urbanisme
Affichable	oui
Axe	3 - COP2017 - Aménager et protéger les territoires
Objectif	9 - Contribuer à l'aménagement durable des territoires, notamment des métropoles
Site principal	Lille-Villeneuve d'Ascq
Etablissement d'inscription	UNIVERSITE DES SCIENCES ET TECHNOLOGIE DE LILLE 1

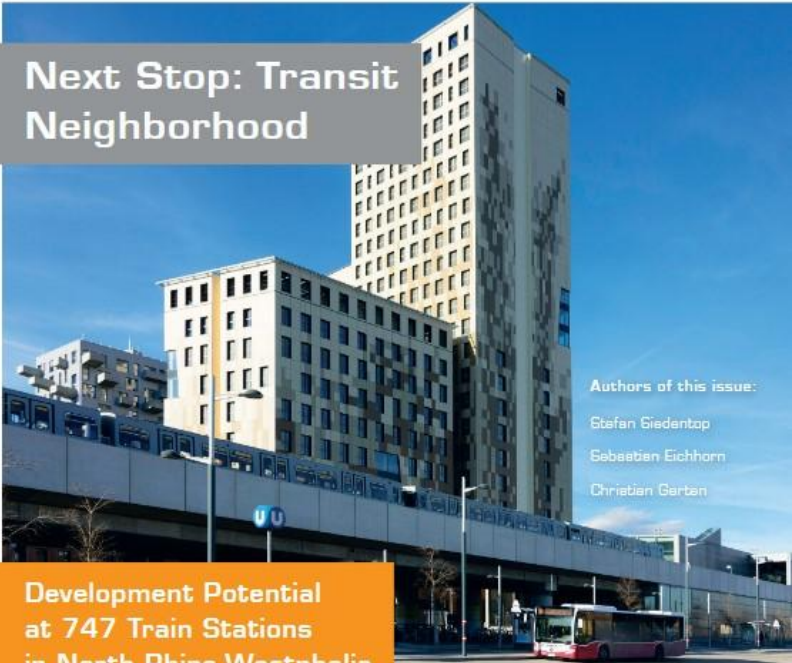


Transit Neighborhood in North Rhine-Westphalia

3/20

ILS-IMPULSES

Next Stop: Transit
Neighborhood

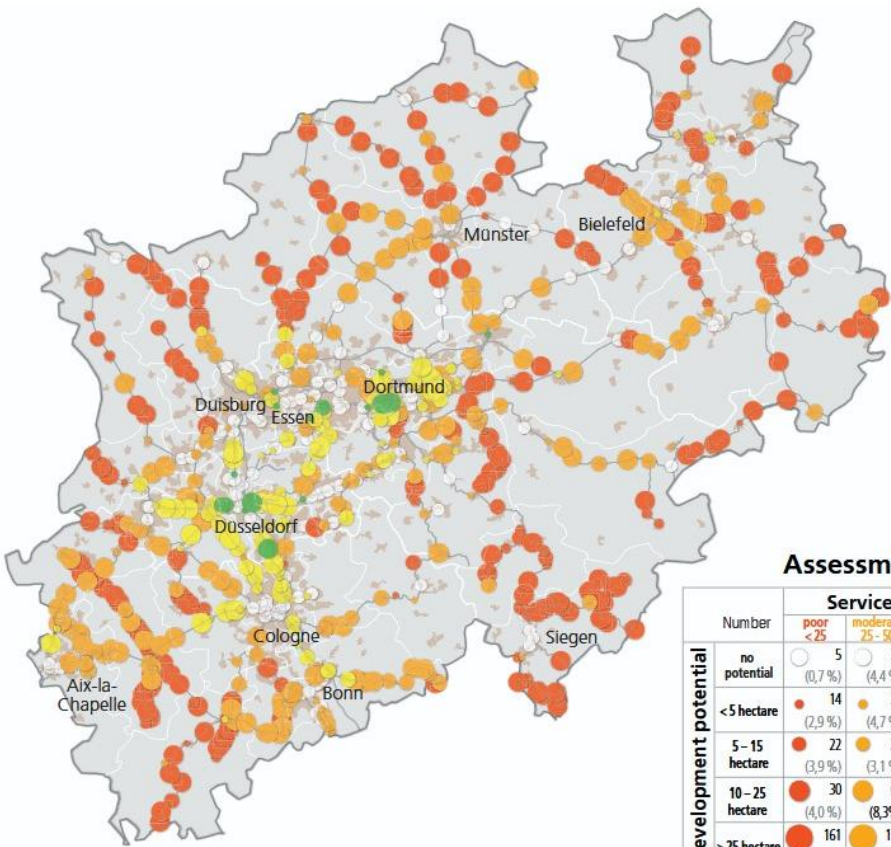


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Development Potential
at 747 Train Stations
in North Rhine-Westphalia

Outline

- Creating affordable housing is a priority public task
- Development potential at Train Stations in North Rhine-Westphalia (NRW) is by far not exhausted
- Transit neighborhoods: compact, diverse, green
- Ensuring future options through active property management

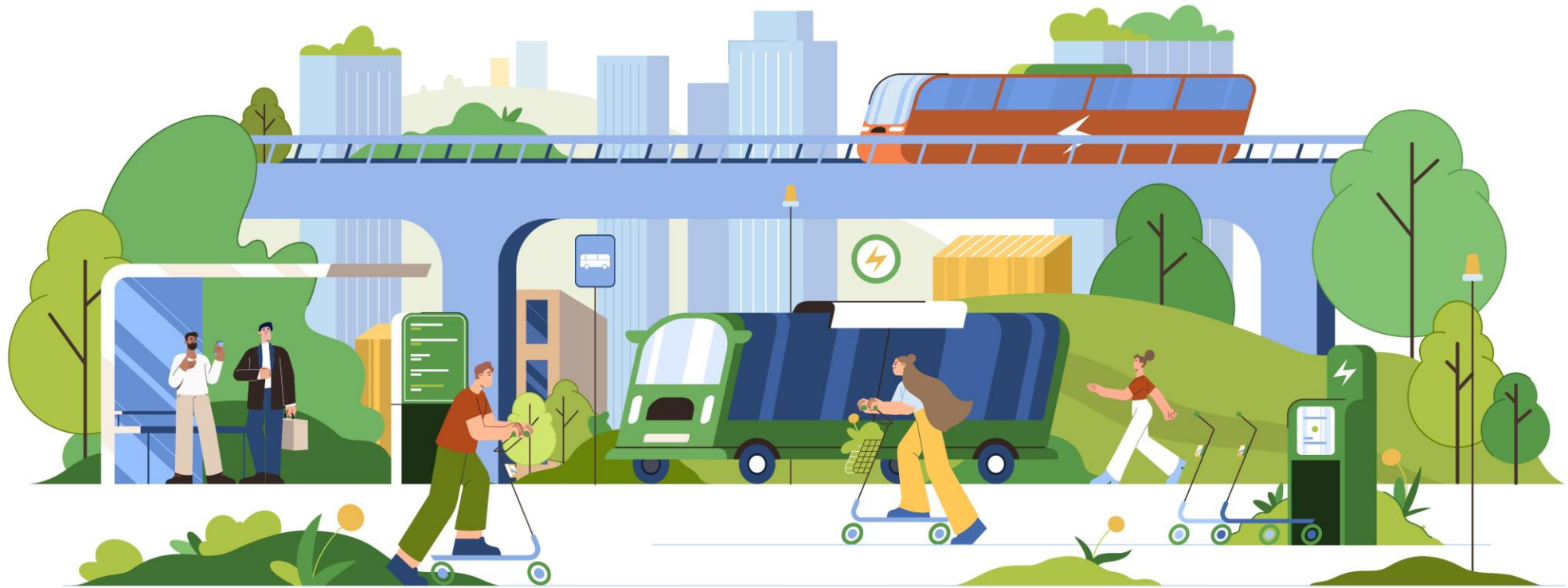


Service quality and development potential
at 747 Train Stations (own map)

Assessment of stations

		Service quality				Total
		poor < 25	moderate 25- 50	high 50- 75	veryhigh > 75	
Development potential	no potential	5 (0,7 %)	33 (4,4 %)	67 (9,0 %)	55 (7,4 %)	160 (21,4 %)
	< 5 hectare	14 (2,9 %)	35 (4,7 %)	34 (4,6 %)	9 (1,2 %)	92 (12,3 %)
	5- 15 hectare	22 (3,9 %)	23 (3,1 %)	14 (1,9 %)	0 (0 %)	59 (7,9 %)
	10- 25 hectare	30 (4,0 %)	62 (8,3 %)	34 (4,6 %)	3 (0,4 %)	129 (17,3 %)
	> 25 hectare	161 (21,6 %)	110 (14,7 %)	32 (4,3 %)	4 (0,5 %)	307 (41,1 %)
	Total	232 (31,1 %)	263 (35,2 %)	181 (24,2 %)	71 (9,5 %)	747 (100 %)

Geodata: GeoBasis-DE/BKG 2018, Deutsche Bahn AG



Thank you for your attention