

Mobility Planning in Flanders

Conditionality for infrastructure financing

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State of the Art

Overview

- ▶ **Context**
- ▶ **Regulatory framework**
- ▶ **Local mobility plans (SUMP's)**
- ▶ **Grants and subsidies**
- ▶ **Examples**
- ▶ **Support and advice**

Context

- ▶ **Institutional:** Federal state > 3 regions > 5 provinces > 308 municipalities
 - Federal: transport and traffic regulation & railways
 - Regions: public transport, road infrastructure, ports, inland waterways, spatial planning ...
 - Provinces: spatial planning, cycling networks, accompanying measures ,,,
 - Municipalities: spatial planning, road infrastructure (90%), accompanying measures ...
 - **Competence “mobility” is shared > cooperation needed**
- ▶ **Space and traffic:** densely populated, (sub)urban sprawl, ribbon development, predominant car use

Regulatory framework - evolution

- ▶ 1996 Mobility covenant: structuring cooperation in local mobility policy for municipalities, regional administrations and public transport
- ▶ Introduction of local mobility planning for municipalities
- ▶ 2001 Decree on mobility covenant
 - Enacting the framework for local mobility planning
 - LMP recommended and subsidised
 - Projects in execution of LMP subsidised/financed
- ▶ 2009 Decree on mobility policy - Regional Mobility Plan
- ▶ 2012 Integration and adjustment of both decrees
 - Hub shifts to local
 - Local mobility plans & evaluation: **mandatory**

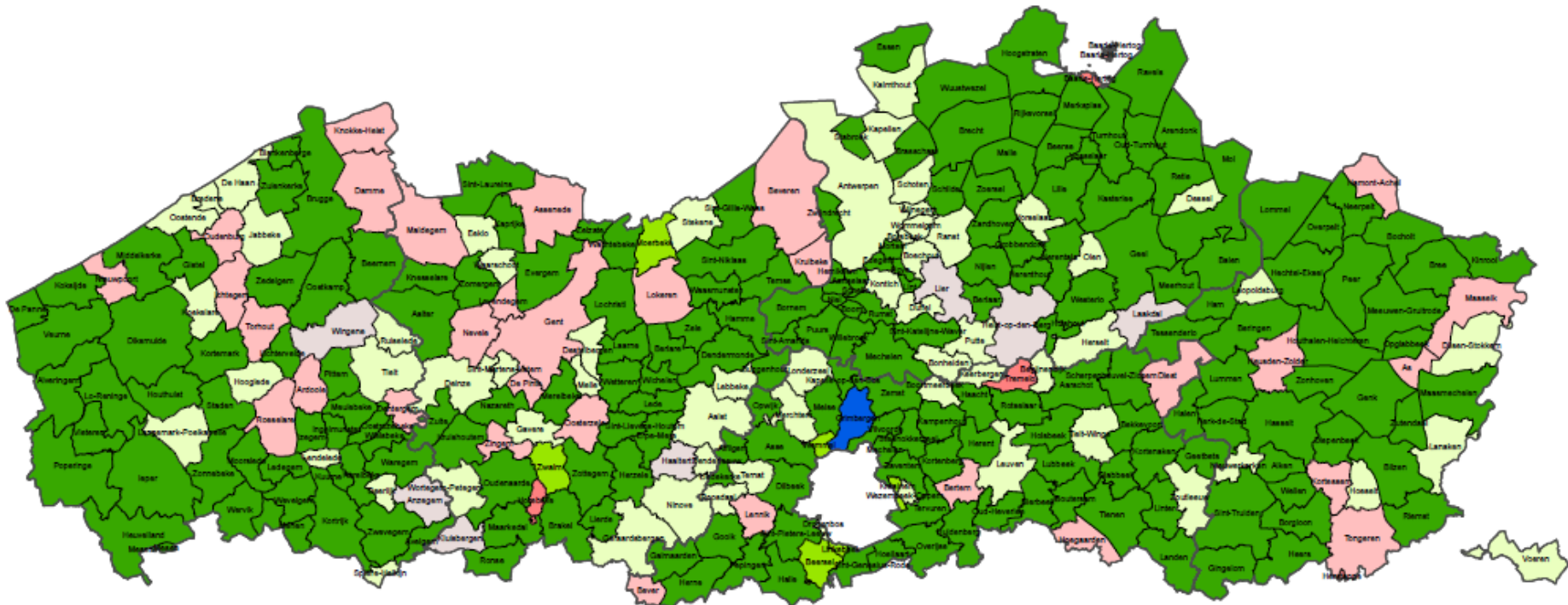
Regulatory framework – the purpose

- ▶ Mission: define conditions for **sustainable mobility** policies
- ▶ Strategic objectives: **accessibility, mobility for all, traffic safety, liveability** & prevent **environmental** and **climate** damage
- ▶ Important principles:
 - STOP : **hierarchy of modes**, starting from 'Stappen' (Dutch for 'walking')
 - **Participation**
 - **Organisational framework** (cooperation)
 - **Quality assurance** (process and content)
 - **Financing conditions**
- ▶ Alignment Local Mobility Plans and (draft) **Mobility Plan Flanders 2020-2030**

Local mobility plans (SUMP's)

- ▶ Planning horizon: 10 years, (visioning focus 30 years)
- ▶ 100 % in line with SUMP-process *(pilot for SUMP-guidelines)*
 - ✓ *Steps (3 main phases) & milestones*
 - ✓ *Elements (main steps)*
 - ✓ *Tasks & activities*
- ▶ Two parts :
 - Informative section: research & analysis, vision*
 - Steering section: sustainable scenario, priorities, operational targets, action plan*
- ▶ Working domains *A – B – C* meaning Spatial planning – Mobility networks – Accompanying measures
- ▶ All stakeholders are responsible!

Local mobility plans



Status: july 2015



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Grants and subsidies

- ▶ **MP grant:** design of a (new) LMP
 - 1/ policy period, after evaluation (confirmed plans excluded)
 - 50 % for broadening or deepening of LMP
 - Quality approved
- ▶ **Project subsidies** : co-financing, ownership of municipality
 - School vicinity (+ school travel plan)
 - Sustainable access locations (e.g. business area)
 - Cycle networks (infrastructure)

Grants and subsidies

- ▶ **Cooperation agreement grant** for infrastructures owned by a Flemish government administration
 - Various road infrastructure (redesign) works
 - Public transport infrastructure (e.g. dedicated bus lanes)
 - Lightning and sound walls

SUMP can make the difference!

GHENT Korenmarkt in the 1980's and today



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SUMP can make the difference!



ANTWERP ACTIVE & ACCESSIBLE

ANTWERP

5 STRATEGIC THEMES



SUMP can make the difference!

LOUVAIN

Design Vaartkom /
Engels Plein



Support and advice

Role Flemish Authority

- ▶ 5 Regional Mobility Policy cells (1 /province)
 - ▶ 5 Mobility coordinators and 25 regional mobility counselors
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- Advisory role: content and procedures
 - Take actively part in plan and project process flow
 - Promote and watch over the Flemish SUMP Policy

Contact

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