

Basic level mobility in the Flanders Region, Belgium

Topic

Public transport

Summary

This case study shows how the Flanders region established a decree to achieve a basic level of mobility through different standards and how these standards are accomplished.

This case study was collected in the framework of the Eclipse project.

Case Study

Introduction

In 2001, the Flanders Parliament adopted the decree on "Basismobiliteit" – basic level of mobility. This law grants every inhabitant of the Flanders Region the right to basic provision of public transport.

Basic facts

The objectives of this approach are twofold. It wants to give households without car access to society and it creates opportunities for modal shift. In this way the decree helps in reaching objectives in the three fields of sustainability: economic development, environmental concerns and social equality.

Implementation set-up

This decree standardises the maximum distance until the closest bus stop, the frequency and the maximal waiting time. These standards differ according to the area that needs to be served (metropolitan, urban, peripheral and small cities, rural) and the time of day (peak and off peak hours).

Area	Week days 6-9 h and 16-18 hours	Week days 9-16 hours and 18-21 hours	Weekend 8-23 hours	Maximal distance to bus stop
Metropolitan	5 trips/h	4 trips/h	3 trips/h	500 m
Urban	4 trips/h	3 trips/h	2 trips/h	500 m
Peripheral and small cities	3 trips/h	2 trips/h	1 trip/h	650 m
Rural	2 trips/h	1 trip/h	1 trip/2h	750 m

Figure 1: Synthesis Table with the decree standards

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The standards described in the decree can be reached in several ways. The most well known is the "belbus" (call-a-bus). Currently, this system is operational in 118 low populated areas. In 2005, they provided 581.309 trips, transporting almost 1,8 million passengers. In 11 local authorities taxi-buses are driving, using even smaller vehicles than the call-a-bus service. Next to call-a-bus systems there is also the upgrade of existing lines to the legal standards. Figures show that adaptation to the standards can lead to impressive increases of bus trips, up to an 87% over three years in one test area.

The Region established a list of priority areas in order to plan the investments for the implementation of the standards. De Lijn, the Flanders Regional Public Transport company, calculated for each municipality the level of compliance with the standards. The priority list determines the timeframe for local authorities to access funding lines to increase the PT offer. The decree has cost 121,5 million so far.

Web links

<http://www.eclipse-eu.net/>

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