



For almost twenty years the northern region of Belgium, Flanders, has provided leading guidance on local SUMP support. This year (2019) they introduced a new Decree (Act) to facilitate a new approach across fifteen transport regions. The new Decree is a regulatory framework that will give substance to the concept of (basic) accessibility by providing a new layered public transport policy and, most importantly, become the backbone of the fifteen Regional SUMPs. The regions include cities and municipalities within spatial influence areas that will cooperate to provide user-oriented sustainable mobility in terms of planning, implementation and evaluation policy.



Figure 1: Transport Regions to jointly manage future SUMP's mobility challenges.

<https://www.basisbereikbaarheid.be>. Official New Decree portal of the Flemish Mobility Department

### Programme vision

The Flemish mobility policy is being radically re-drafted within this new regulatory framework. It will replace several (older) programmes, improve and liaise and/or integrate other programmes in order to achieve one overarching holistic mobility policy.

#### Mission

The mobility policy aims to guarantee the **accessibility** of our society. In addition, investments made to the mobility system with support both the economy and our society. The **mobility system is sustainable, safe, smart and multi-modal**. It is expanded and exploited with emphases on **affordability** and **quality of life**.

### Strategic objectives

All actors, including the **Flemish Government's** agencies, departments and services, the provinces and municipalities and the private and public sector stakeholders act together and cooperate on the following objectives to:

1. Safeguard demand-oriented investments for the accessibility to the main societal functions,
2. Prepare transport networks for the future,
3. Develop a multimodal transport system using the STOP principle (hierarchy of modes) where possible,
4. Realise a safe, victimless transport system,
5. Entice, motivate and stimulate behavioural change,

6. Flanders will become an innovation leader,
7. Use integrated and regional approach to basic accessibility,
8. Ensure each mode of transport flows smoothly.

In addition, this integrated mobility policy implements the **European climate agreement** and proposes concrete objectives and measures to realise **greener and more sustainable Mobility** and improved air quality



Figure 2 :To achieve a multimodal integrated transport system, the transport regions build a hierarchical network of nodes that are multimodal accessible and where users can switch between different modes. <https://mobipunt.be/>

## Institutional cooperation

The coordination and development of this new regulatory framework programme are based on the assumption that there is also an overarching mobility ‘control and management’ system in place. This role will be carried out by the transport region councils.

## 15 Transport regions and councils

The entire Flanders region, which consists of 308 municipalities, will be classified into fifteen transport regions. A corresponding transport region council is established for each transport region. The transport region council is a multidisciplinary policy area that is more than a

consultative body with a ‘mandatory’ minimum composition of representation from:

- Each municipality/city within the transport region,
- The mobility department of the Flemish government,
- The road and waterways administrations of the Flemish government,
- The core public transport (PT) network operators (railway & bus/tram operator), and
- The Province (when the Transport Region is equal to Province geographical territory).

The transport region is free to determine additional structural participation of citizens and other social stakeholder organisations within the transport region.



Figure 3 'TOGETHER AHEAD' - The vision document 'Roadmap 2030' was developed in the Antwerp Transport Region pilot in 2017. It is the result of a broad process with all actors. 'Working banks', focus groups, public reviews and a diverse range of communication channels were used to create consensus and optimise decision making in the region council.  
<https://www.basisbereikbaarheid.be/docs/2018-06-28-visienota.pdf>

### Mobility centre

It is the Transport Region's task to develop the Region's layered multimodal transport strategy. The strategy includes development of nodes, MaaS (Mobility as a Service) and supporting policies (such as parking and media campaigns) etc. as part of its work remit. As such, each Transport Region has a lot of freedom. Nevertheless, the responsibility for the **coordination and exploitation** (including tariff policy) of the **core PT network**, which is the highest layer of the new regulatory framework, **remains centralised the Flemish government through the 'Mobility Centre'** (currently under development). The Mobility Centre has a strategic function and is composed of the Flemish Mobility Department, the Flemish Transport Operator (De Lijn) and representatives of the 'multimodal and customised transport operators' in each Transport Region.

## Regional SUMP

The Transport Region council is responsible for the planning and preparation, implementation, monitoring and evaluation and, where appropriate, review of a (mandatory) regional mobility plan.

### General Vision

A regional mobility plan shall satisfy the mission and the strategic regional objectives. It aims to bring coherence to the preparation, the determination and the implementation of decisions on passenger mobility and freight transport, with awareness of related policy areas.

### Structure

The structure of the regional mobility plan consists of:

1. A strategic long term vision (10 years with 30 years perspective) on the desired mobility development,
2. The short term operational policy objectives, and
3. An action plan.

### Elements

The mobility plan is part of the planning process cycle, this means that:

1. It is substantiated by research,
2. It is developed or revised with public participation and consultation between, administrative levels, policy areas, services and civil society organisations and other related parties,
3. The targets and action plan implementation are monitored,
4. The evaluation is carried out during the first half of each governance period,
5. It may be completely or partially revised in accordance with the planning and approval procedures, where necessary based on interim evaluation results.

## Compliance with other plans

Close cooperation and integration of policies facilitates the ability of the Regional SUMP to indicate how its mobility policies contribute to the realisation of the overall (draft) Flanders Mobility Plan, policy options in other relevant spatial policy plans, policy plans drawn up in the context of environmental or climate policy and any other relevant policy documents.

Actions from existing local SUMP, it should be noted that these are considerable given that 95 % of Flemish municipalities or cities have a 2nd or 3rd generation plan in place, that conflict with the new Regional SUMP will be given an 'interim' transition time to adapt to the new regulatory framework conditions. It will also be possible for local councils to actualise and approve Local SUMP (L-SUMP) but they will no longer be mandatory (as in the former Decree on L-SUMP). In contrast to the previous Decree, it will now be possible to form inter-municipal, or even inter-transport region, cooperation when there are shared interests within a Transport Region context.

## Monitoring and progress reporting

The rules concerning the content, development and management of a (KPI based) global mobility monitoring system will be established by the Flemish Government. The global monitoring system aims to collect, manage and test data on the 'state of mobility' so that performance against operational objectives and targets, included in the various mobility plans, can be verified in an efficient and coherent manner.

There will be a progress report for the Flanders Mobility Plan and the regional mobility plans. The Flemish Government will also determine rules for the content, the methodology, the frequency and the form of the progress report.

## Financial resources

The motivation for this new combined and layered Mobility policy is to provide a more 'cost-ef-

ficient' transport system. A more user-oriented and demand-oriented layered transport system is the opposite of the superseded supply oriented system that was too costly and created adverse effects such as competition between modes (e.g. public transport with cycling).

Advice from the Transport Regions will ensure a more integrated investment programme at both local, regional SUMP and global Flanders level.

The Flemish government will continue to provide specific financial incentives, such as grants, subsidies and cooperation agreements for infrastructure and non-infrastructure projects or measures implemented to support local or regional mobility plans, under the new regulatory framework programme. Setting budgets and resource allocation is part of the multi-annual action plan, the final phase in the Regional SUMP planning (see Antwerp example below).

## Quality support

The Flemish Department of Mobility is represented in all Regional Transport councils and it verifies the planning and implementation of the Regional SUMP. The quality assurance of the Regional Transport councils projects is dictated by a Project Steering Committee at a project level. The Project Steering Committee composition can vary according to the nature of the project and will be involved in every project milestone phase.

## Legislation

This new 'holistic mobility policy' was developed incrementally between 2016 and 2018. In 2016 three pilot Transport Region projects were introduced and evaluated. A fourth project following in 2017 in the Transport Region of Antwerp. The remaining Transport Regions started in the latter part of 2018 or will shortly commence in 2019. The evidence from these pilot projects provided the basis for the new Decree.

The Decree has evolved into a 25-page long policy document and a more comprehensive 70-

page 'Memorandum' was also drafted to provide further guidance and explanation. The documents were approved by the Flemish government on 21st of December 2018.

Consultation with the CIVITAS Project Belgian National Task Force took place to follow up on these changes and first step workshops, with the Flemish quality chamber, were held to assess possible improvements. The CIVITAS Prosperity National Focal Point was also included in the final consultation process.

This new regulatory framework sets the Flanders apart from other countries as a forerunner once more by moving the design of its future mobility from the local level to a regional level functional city. 2019 will be an important year of 'change' with the first Regional SUMP's expected to be ready by 2020.

### Antwerp pilot

Antwerp is one of the most advanced pilot regions. The transport region is vast and diverse with 33 municipalities, it is over 1000 square kilometres in size, has a population of over one million, it has a growing demand for mobility which is a major challenge and the mobility system is curtailed by its limits within the (international harbour) region of Antwerp.

### Together ahead

The Antwerp vision towards 2030 is long term and the SUMP perspective and programme will be elaborated with measures and projects that aim to achieve (multimodal) accessibility. In addition, the Regional Transport council also aims to achieve a 50/50 modal split to consist of 50% car trips and 50% (maximum) by foot, bicycle or PT.

The vision was developed in conjunction with various stakeholders including cities, municipalities, mobility actors involved and contributions from civic organisations.

### Ten shared ambitions

The user is central to the Antwerp Transport Region vision, every trip must be safe, smooth, reliable and convivial. This means that networks, hubs and mobility services must offer comfort, quality and safety. The ten ambitions are as follows:

1. Towards a culture shift and integrated mobility management.
2. Core reinforcement for proximity and living quality at a human scale.
3. Freedom of (modal) choice through improved nodes, travel experience and seamless transport.
4. Towards the use of modes: improved sharing and MaaS.
5. A fast, reliable and frequently travelled network within the transport regions.
6. A significant improvement in the functional quality of the cycling network to provide safe, fast and comfortable routes.
7. Regional parking strategy with local variation.
8. Priority headways and improved connections within the core transport network.
9. Improved multimodal logistics networks.
10. Dynamic traffic management to optimise demand.

In tandem with the ten ambitions, the region will cooperate on the following five shared objectives to become a:

1. Promising region: The region develops from the interests of its inhabitants. For this reason, Antwerp will continue to be an attractive place to live.

2. Prosperous region: Good accessibility is a vehicle for prosperity for everyone in the region. The region will be a desirable location for companies and business which will create jobs and foster growth.
3. Healthy region: Health and environmental quality form the basis for further growth.
4. Smart region: Smarter organisation of mobility at an acceptable price.
5. Versatile region: Strengthen and connect local qualities.



Figure 4: Antwerp leverage projects – e.g. the northern Ring Road - will be developed in “working banks” and will be included in the multiannual action programme. <https://www.toekomstverbond.be>

### Next steps

Antwerp vision towards 2030 was the first milestone in the Antwerp Regional SUMP process, two more steps will follow:

1. The selection of area-oriented measures will put the vision and its aim/objective(s) into action. There will be three categories of measures:
  - Infrastructure,
  - Non-infrastructural, and
  - Spatial developments.

The measures will address three time periods, 2025, 2030 and post-2040 and the will include a monitoring and evaluation framework.

2. The multiannual Action plan is a coherent implementation programme with allocated resources and cost benefits and it includes the implementation timeframe, priorities and leverage projects, synergies, roles and partnerships.

### Author

**Patrick Auwerx**

Mobiel 21

Tel +32 16 317708

Email: [patrick.auwerx@mobi21.be](mailto:patrick.auwerx@mobi21.be)

[www.sump-network.eu](http://www.sump-network.eu)

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CIVITAS PROSPERITY has received funding from the European Union’s Horizon 2020 research and innovation programme under grant agreement No 690636