

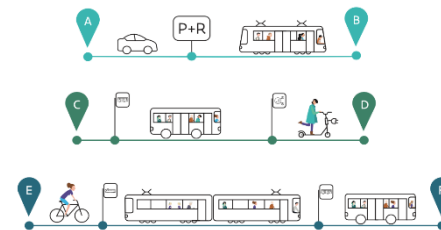
Governance and operational framework Mobility 2.0

Basic Accessibility concept in Flanders

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hoppin



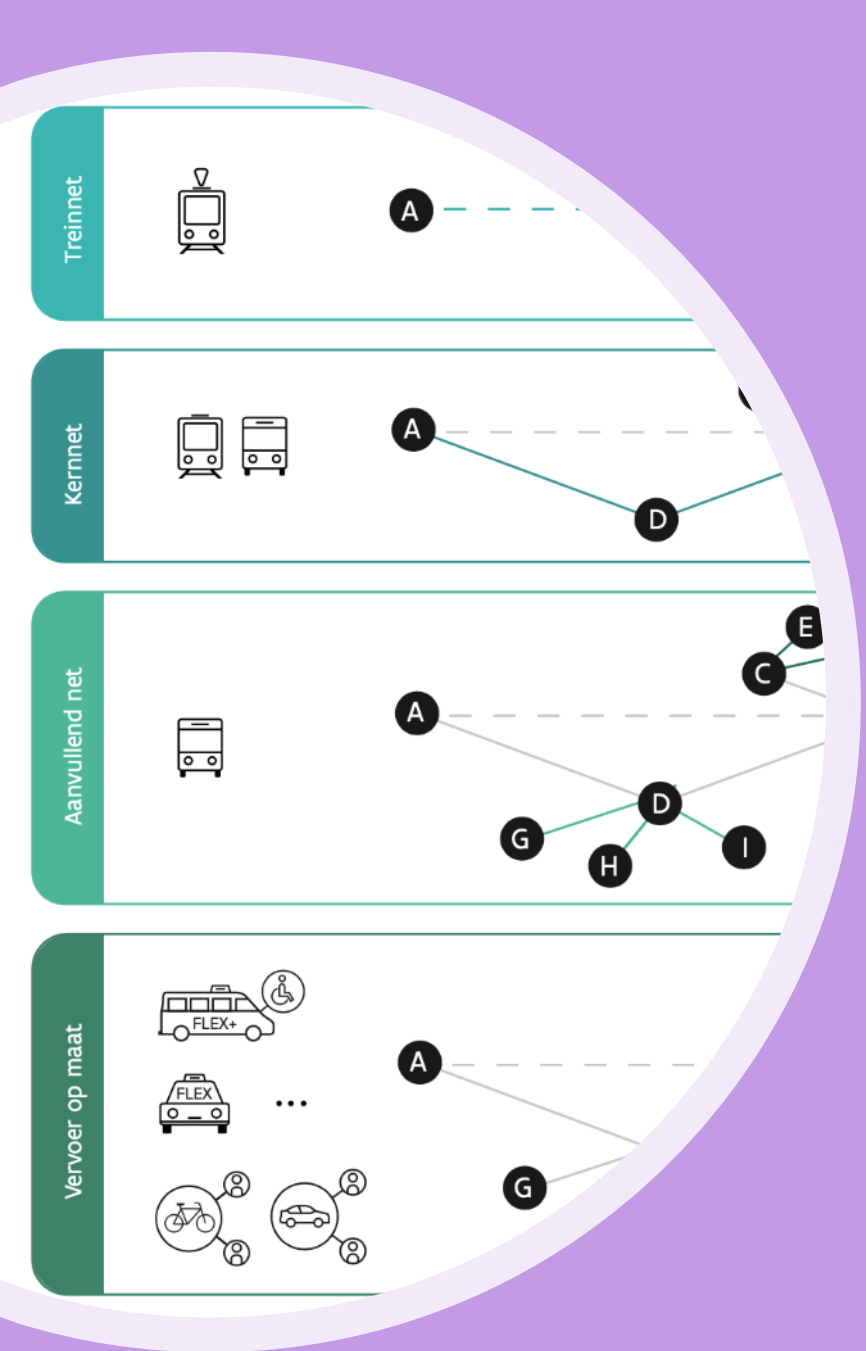
- **Hoppin bundles everything related to public transport solutions in a recognisable way**

- *Trains/trams/busses*
- *Flex systems (= demand responsive systems)*
- *Shared systems*
- *Hubs*
- *Stops*
- *Info*
- *Payments*

Branding
Basic Accessibility

hoppin

- **Hoppin = one brand, one voice, multiple solutions**



A brief introduction to Basic accessibility

Basic Accessibility: the objectives of the system

- Makes important social functions accessible based on a demand-oriented system with optimal use of transport and financial resources
- Facilitates combi-mobility and develops an integrated mobility network
- Captures, integrates and simplifies the operating conditions of all collective transport initiatives or customized transport
- Creates shared responsibility between the various actors



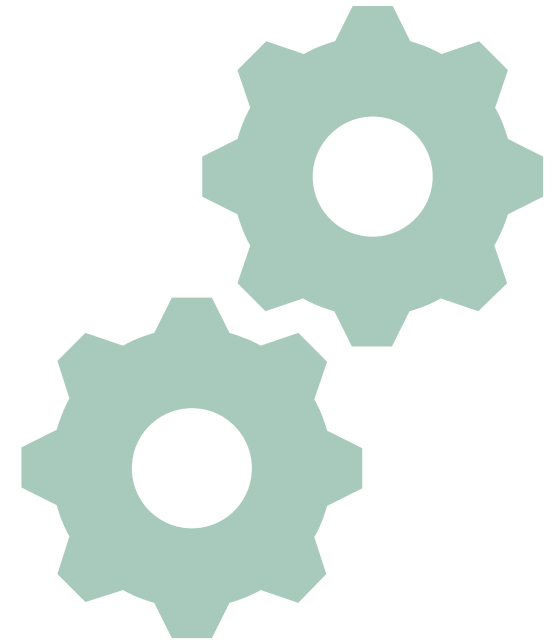
Implementing Basic Accessibility: actors

- Flemish Government: rules/legislation
- Flemish Minister of Mobility and Public Works (including staff cabinet): strategy
- Departement of Mobility and Public Works: tactics/budget/governance
- The Agency for Road and Traffic Management: logistics
- The Transport Region: transport plan/mobility plan/hoppinpoints/shared mobility contracts
- The Flemish public transport operator (De Lijn): operations (core, - feeder and flex network)
- The Hoppincentre (De Lijn): information, reservations, complaints,...)



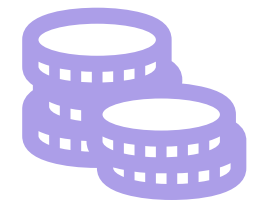
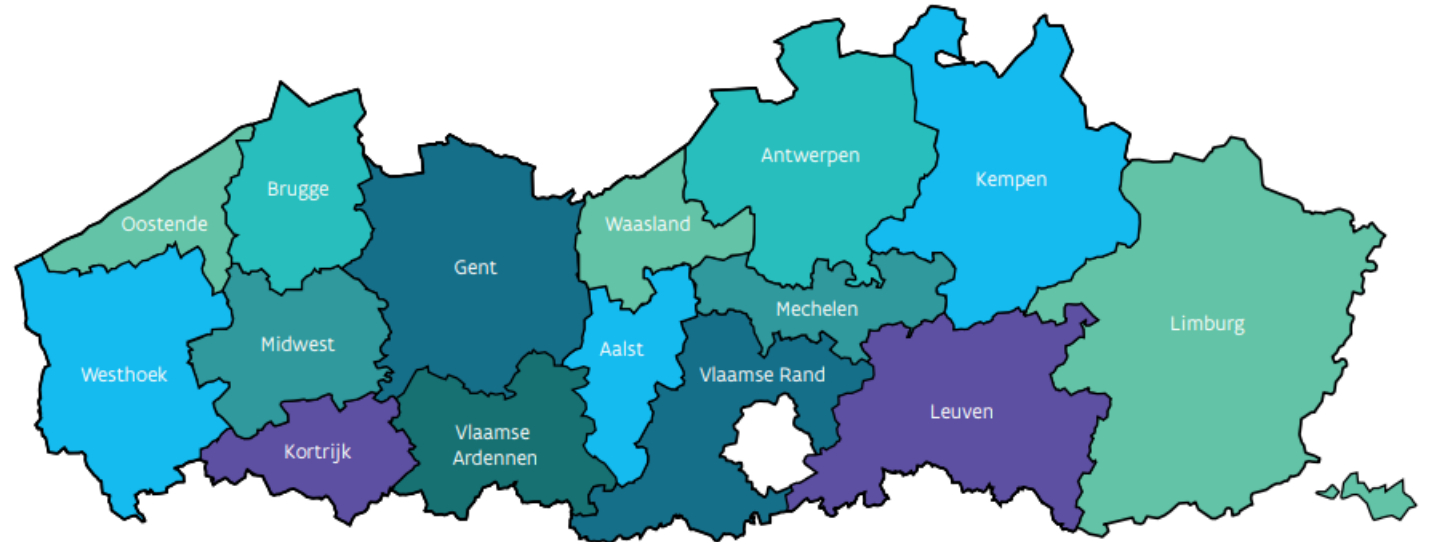
Implementing Basic Accessibility: governance

- Creating Transport Regions in Flanders
- Decision making matrix layered network
- Setting up Regional Transport Councils
- Developing Regional Transport Plans



Transport Region

- A Transport Region embodies the regional cooperation between municipalities and Flemish actors
- Flanders consists of 15 Transport Regions
 - Every actor meets at a regional level
 - Participation is key
 - Key role in designing the feeder and customized network
 - Key role in managing the regional feeder and customized network budget



Decision making matrix layered network

Train network

- federal competence

Core network

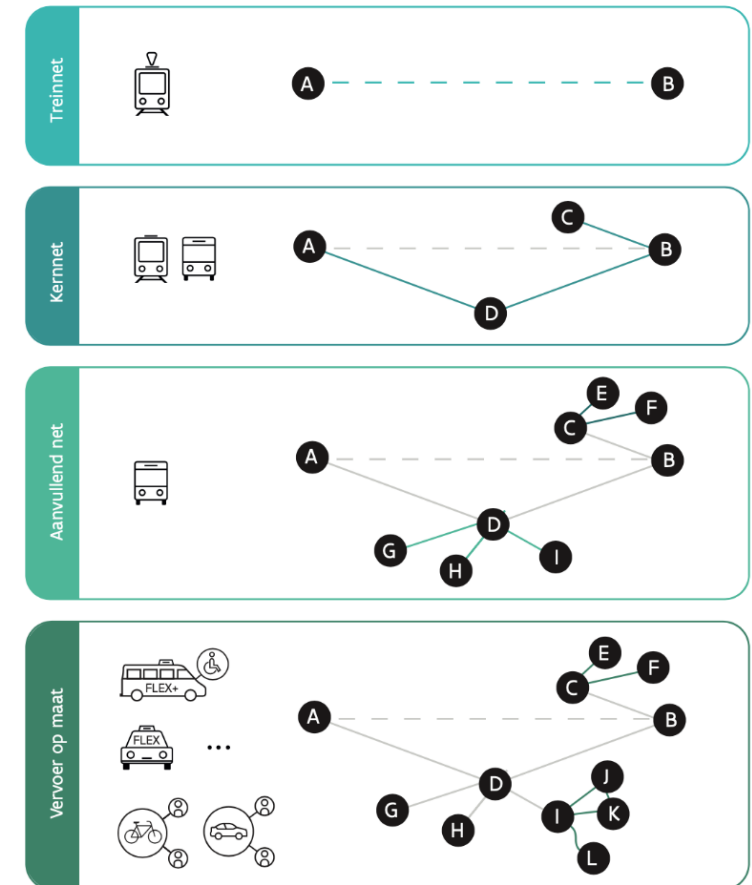
- Flemish government decides
- Regional Transport Council advises

Feeder network

- Regional Transport Council decides

Customized transport

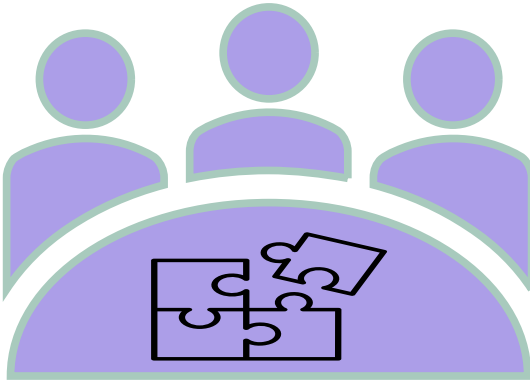
- Regional Transport Council decides



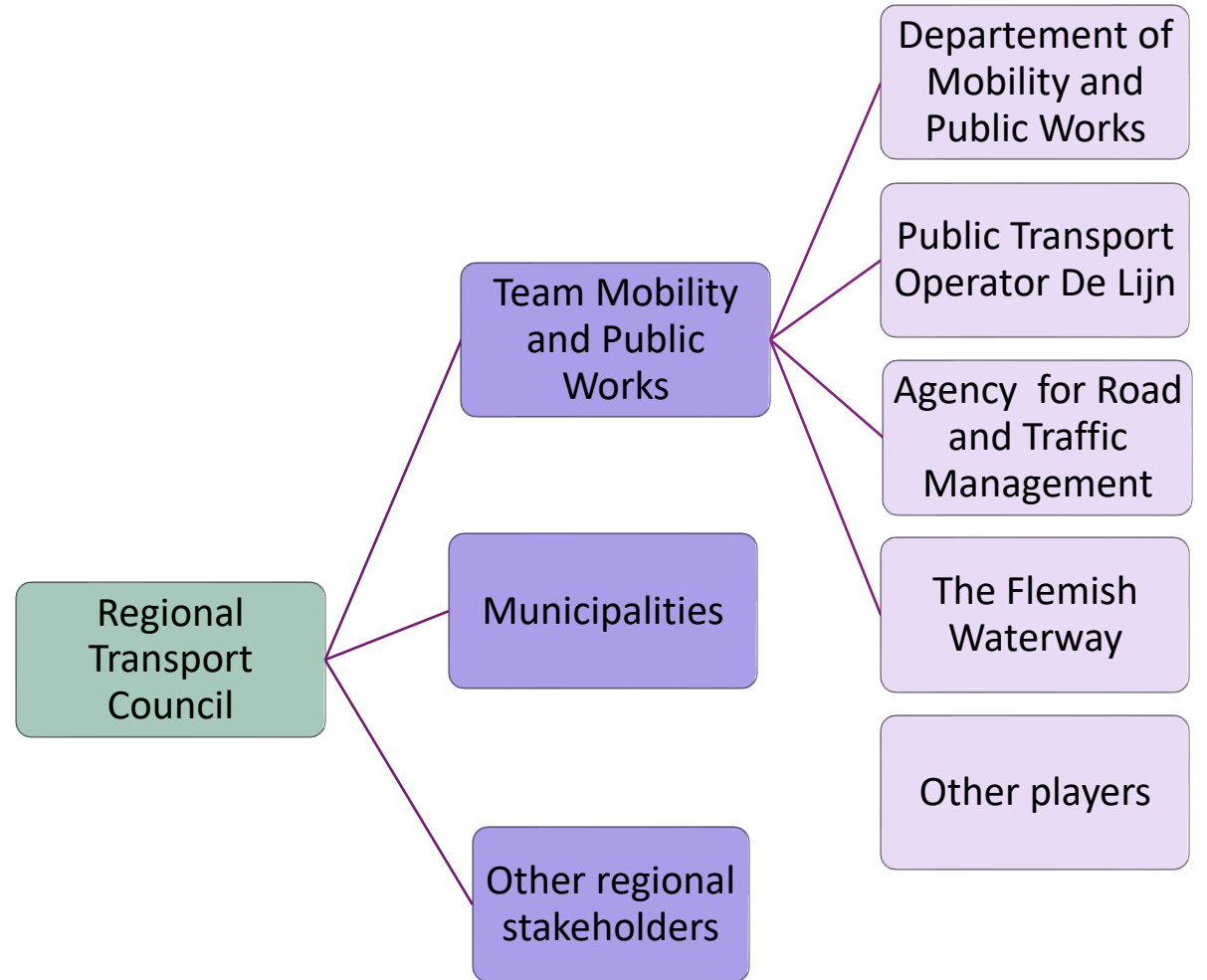
Regional Transport Council

Actors need to:

- Participate
- Cooperate
- Compromise



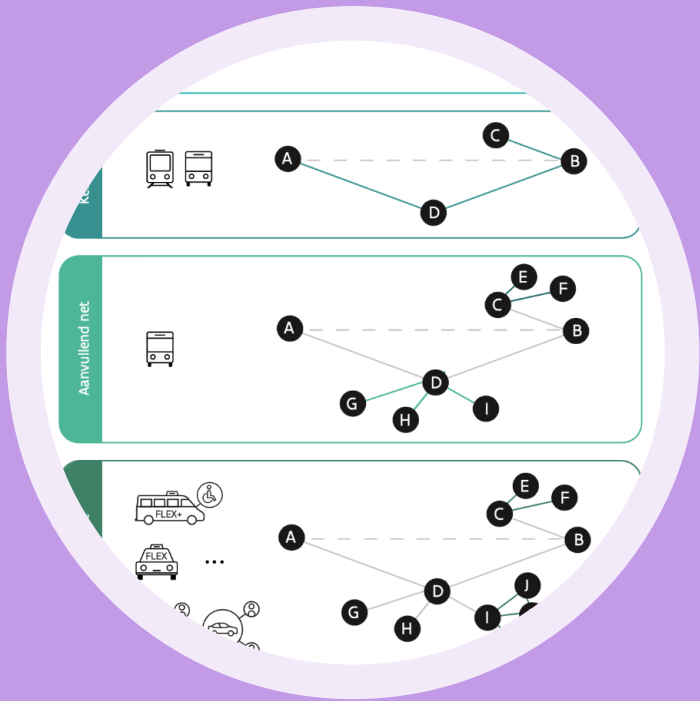
to agree on content
transport plan



Regional Transport Plan

- Contains a demand driven transport network
- Provides the right vehicle in the right place at the right time
- Takes into account the budget constraints
 - Train = backbone of the system
 - Core network = high density axes
 - Feeder network = lower density axes functional/non functional
 - customized transport = first and last mile
 - Hoppinpoint = transfer between different modes





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