



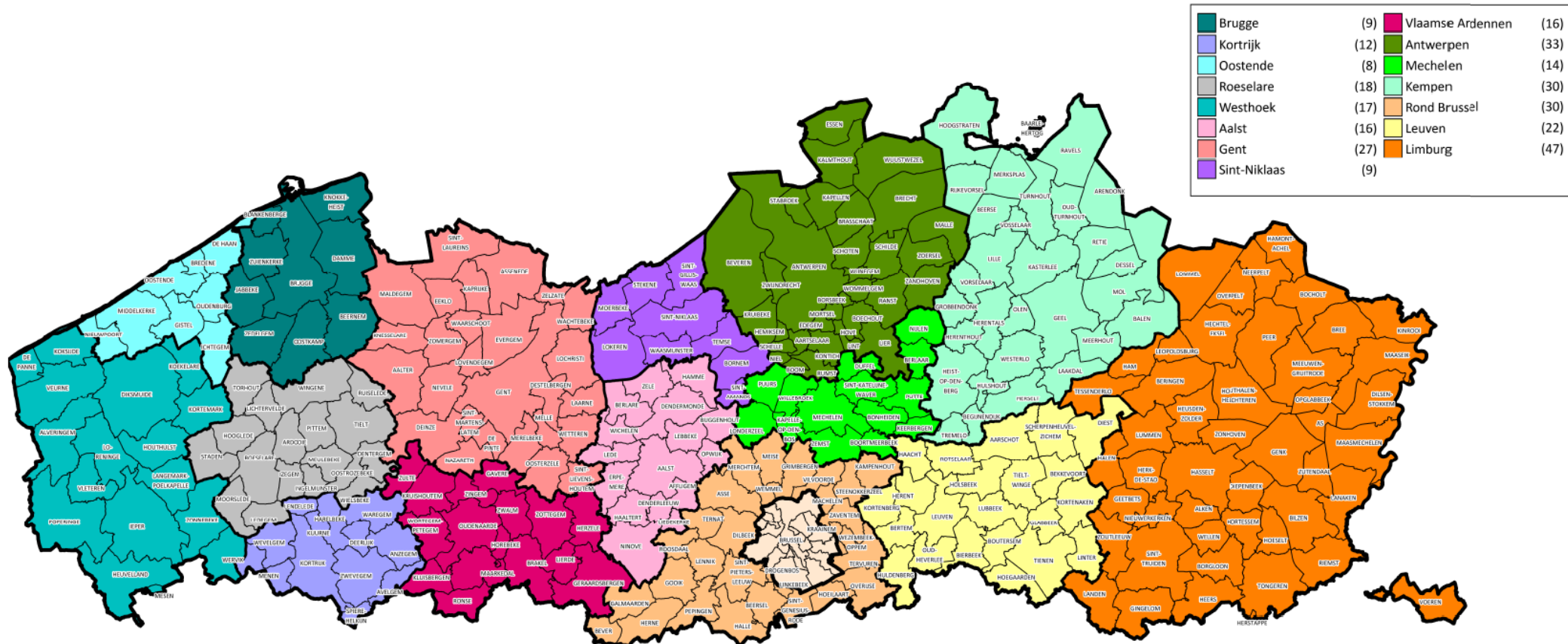
Transport Region Antwerp & Routeplan 2030

Sven Huysmans
17/05/2018



CONTEXT

Regional mobility plans for 15 Flemish transport regions



4 pilot regions (10/2016 => 3 - 11/2017 => 4)

Mobility plan for every city => PT-plan for the region => mobility-plan for the region



Work bench & core work bench

New approach: Citizen movements, local governments, Flemisch & provincial government organizations (MOW, AVW) and Public Transport Operators (PTO's) working in close collaboration.





Transport Region Antwerp

33 (+9) municipalities from the region of Antwerp form **one transport region**.

The transport region creates a **cross-border mobility plan: Routeplan 2030**, in which specific measures and projects are defined in order to improve the accessibility of the Transport Region Antwerp.

Goals for Transport Region Antwerp



Prosperous region



Rosaceous/Bright region



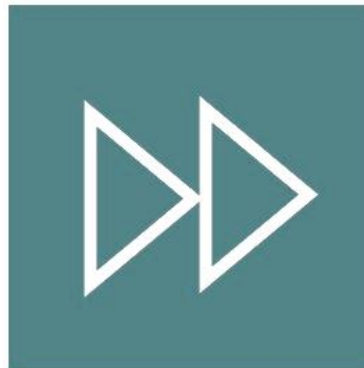
Versatile region



Smart region



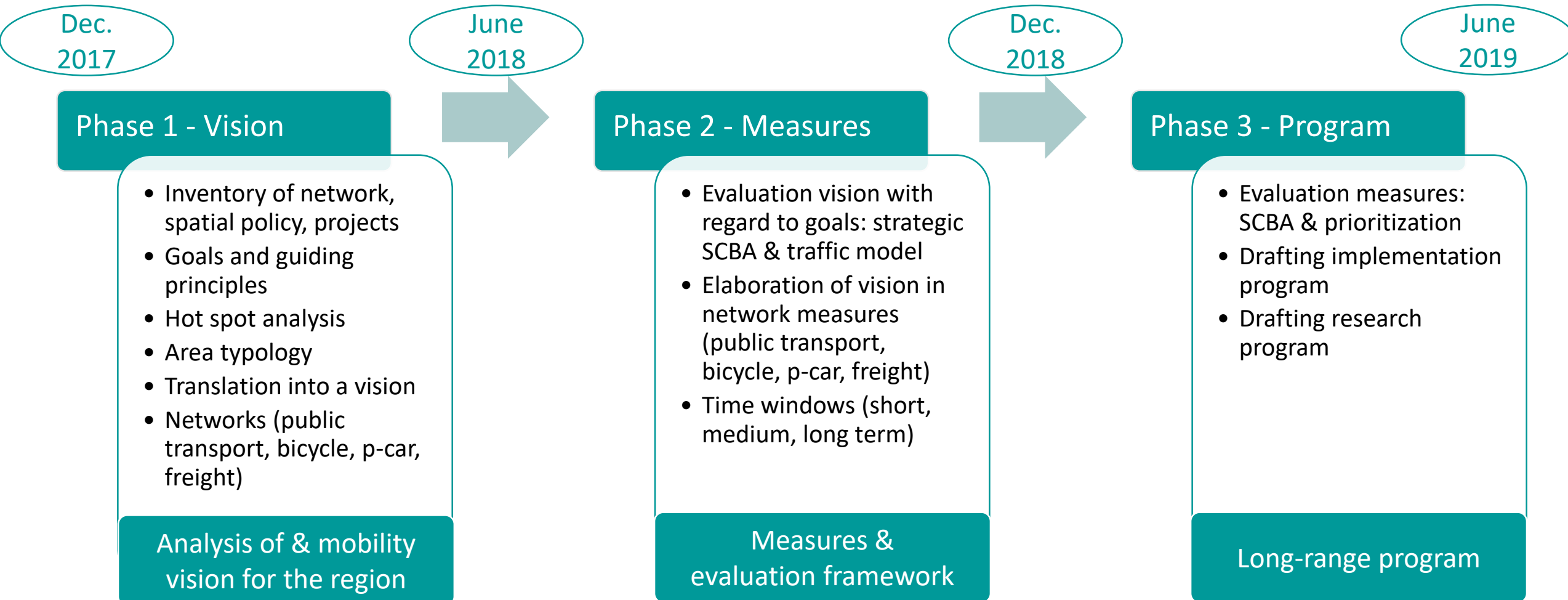
Healthy region



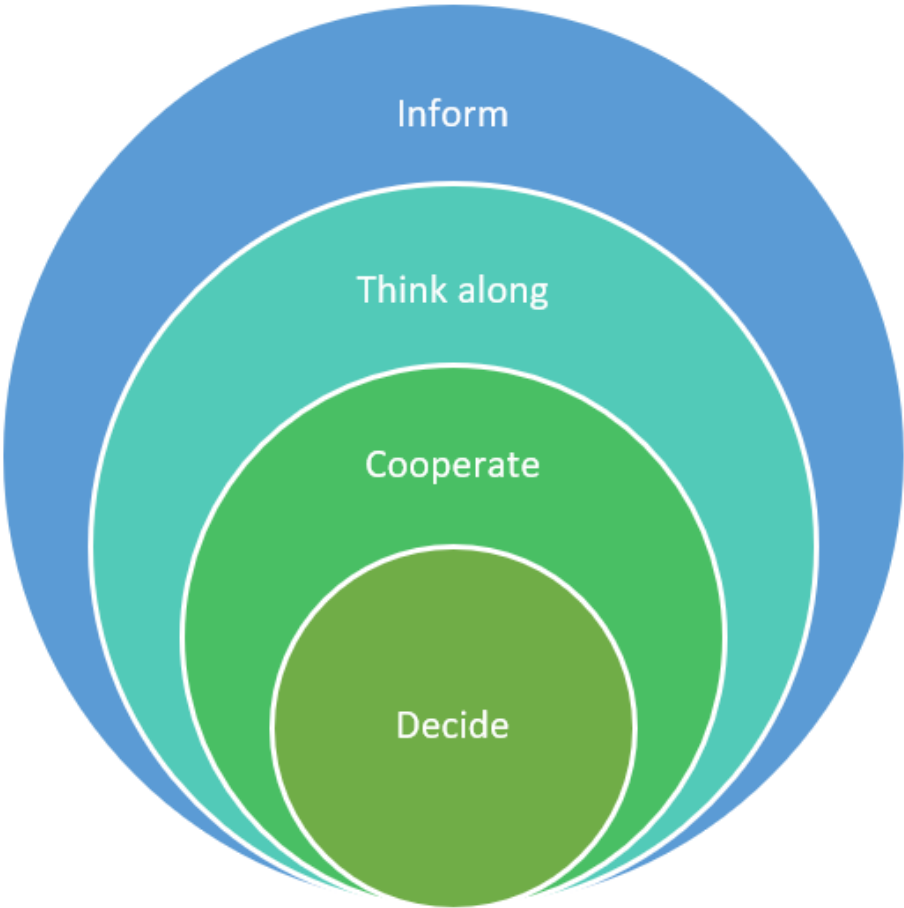


ORGANISATION

Phased approach

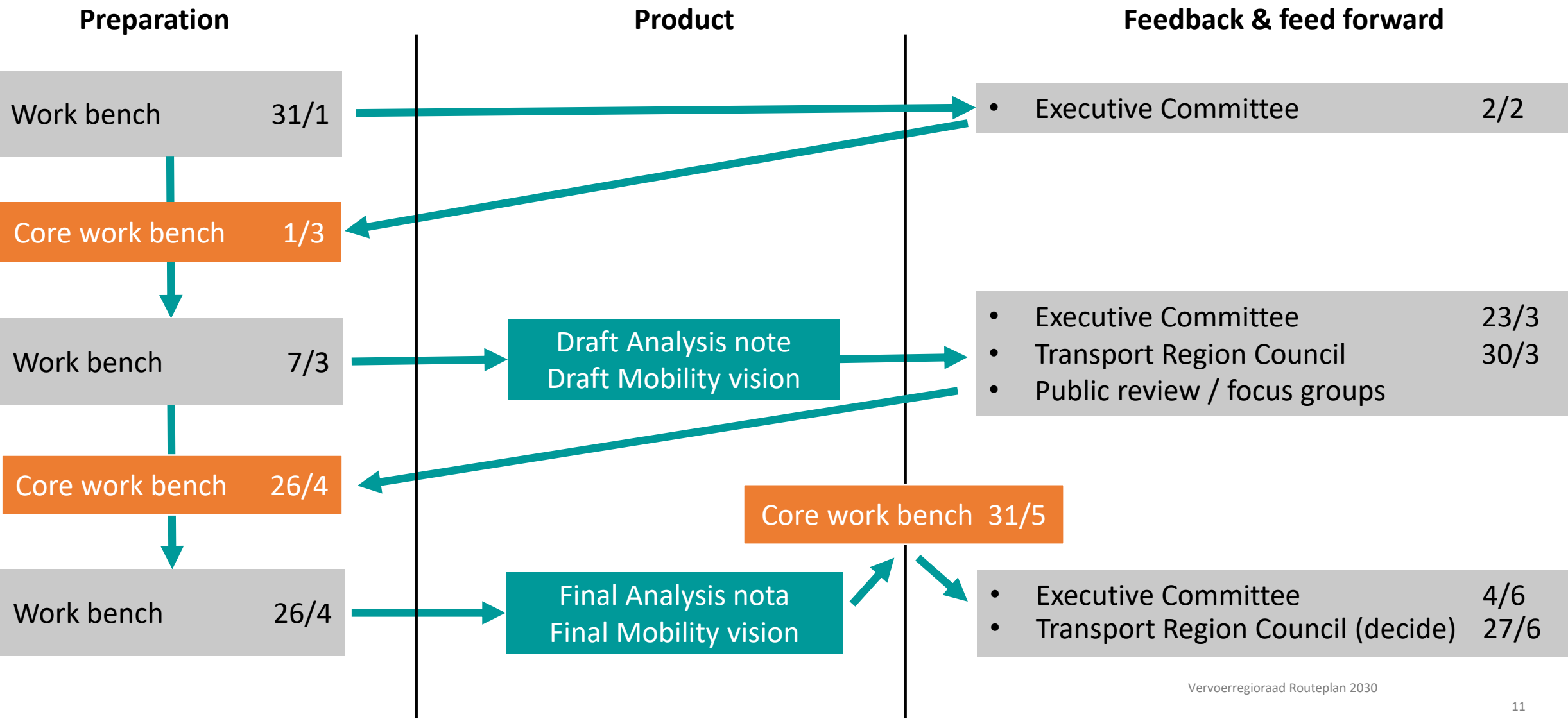


Four communication tracks



Global communication	Press release, local info channels municipalities ...
Online: Public review	Wide public: every citizen with extra focus on schools, economic actors, cultural organizations, professional organizations, interest groups
Offline: Focus groups	Specific target groups: Commuters; people with disabilities; CEOs; people with a migration background, in poverty; families with children; seniors
Workbench & Core workbench	Official representation, governments, executive agencies, public transport companies, logistics, business, citizen movements, experts, specific economic actors
Region Council	Administrative representation in the Regional Council Steering Committee & Executive Board

Iterative process (ex. Phase 1 – Vision)





HOT SPOT ANALYSIS & AREA TYPOLOGY

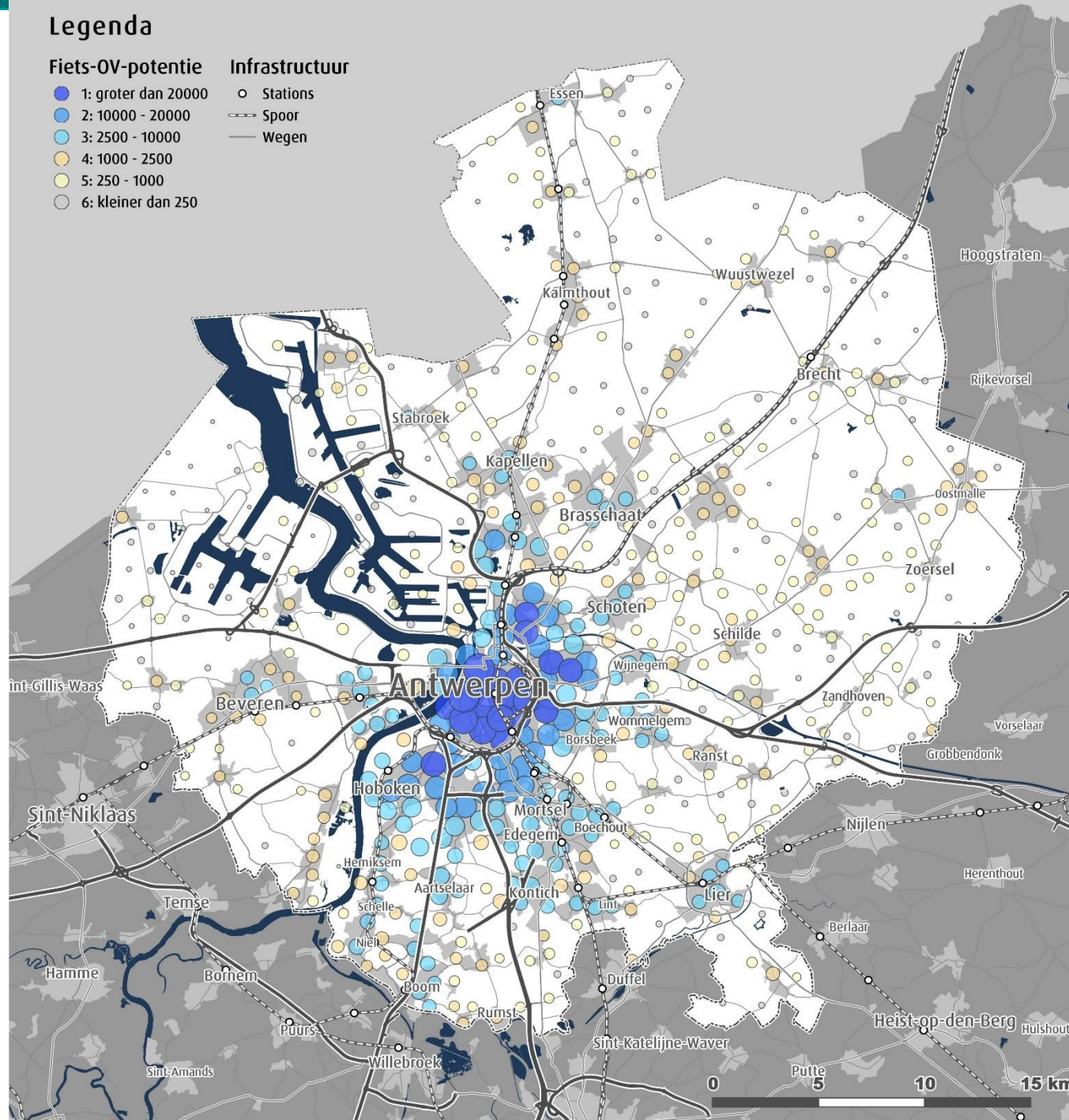
Legenda

Fiets-OV-potentie

- 1: groter dan 20000
- 2: 10000 - 20000
- 3: 2500 - 10000
- 4: 1000 - 2500
- 5: 250 - 1000
- 6: kleiner dan 250

Infrastructuur

- Stations
- Spoor
- Wegen



Spatial economic hot spots

“Traffic magnets”

Traffic production

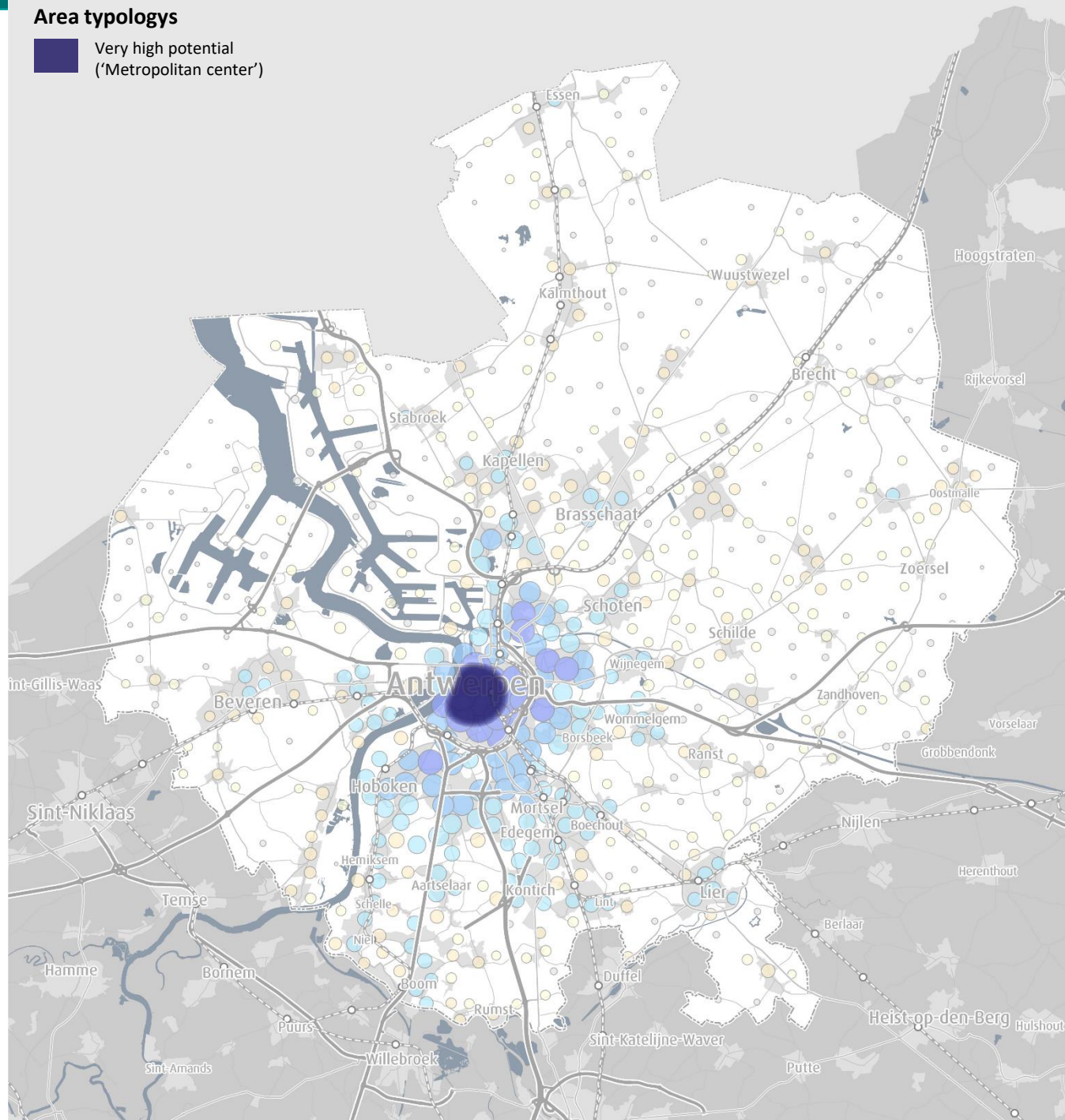
- # inhabitants
- # jobs
- # students

Area typologies

Very high potential
(‘Metropolitan center’)

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**Very high potential:
 (“Metropolitan center”)**

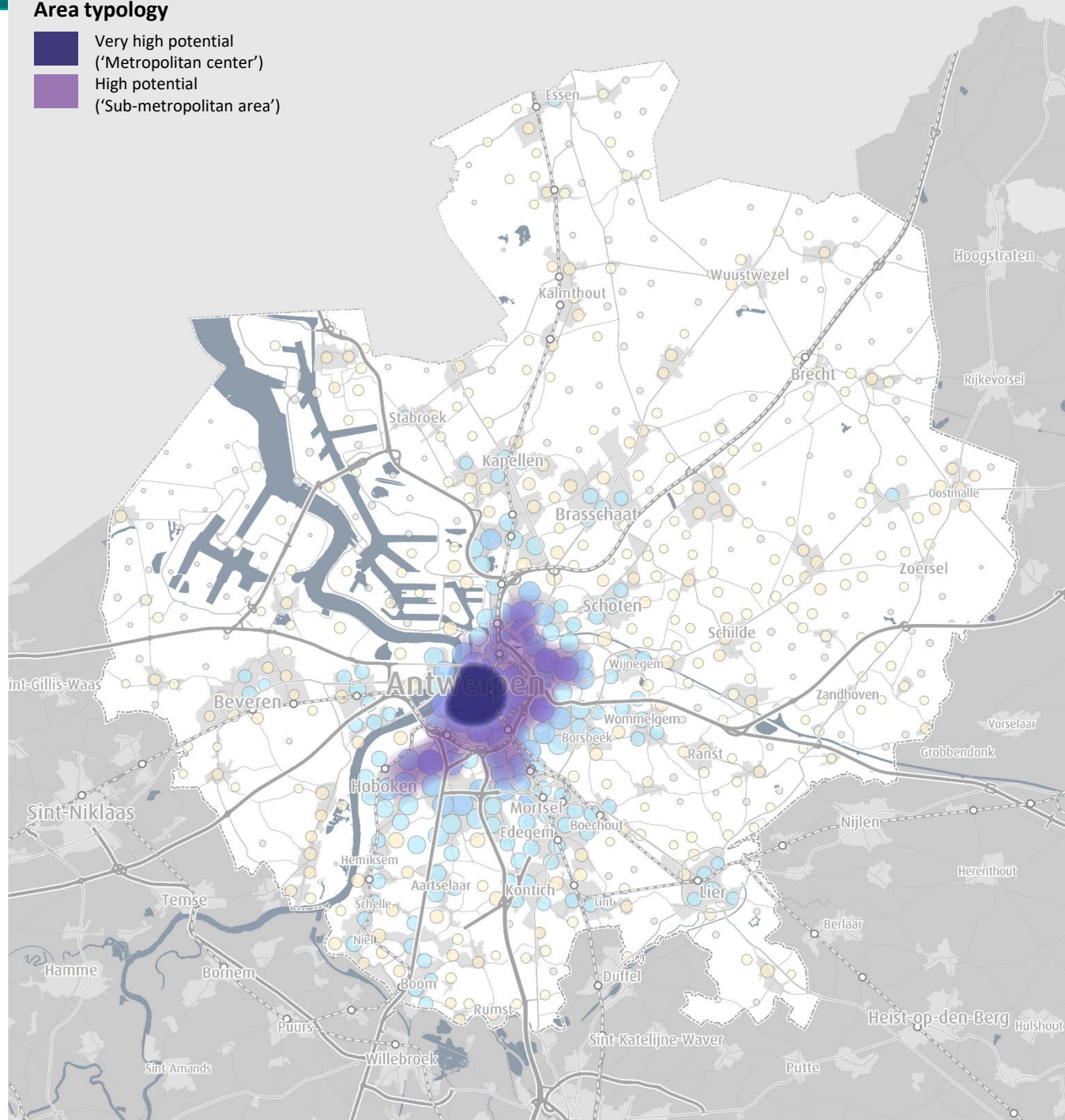


Area typology

- Very high potential
(‘Metropolitan center’)
- High potential
(‘Sub-metropolitan area’)

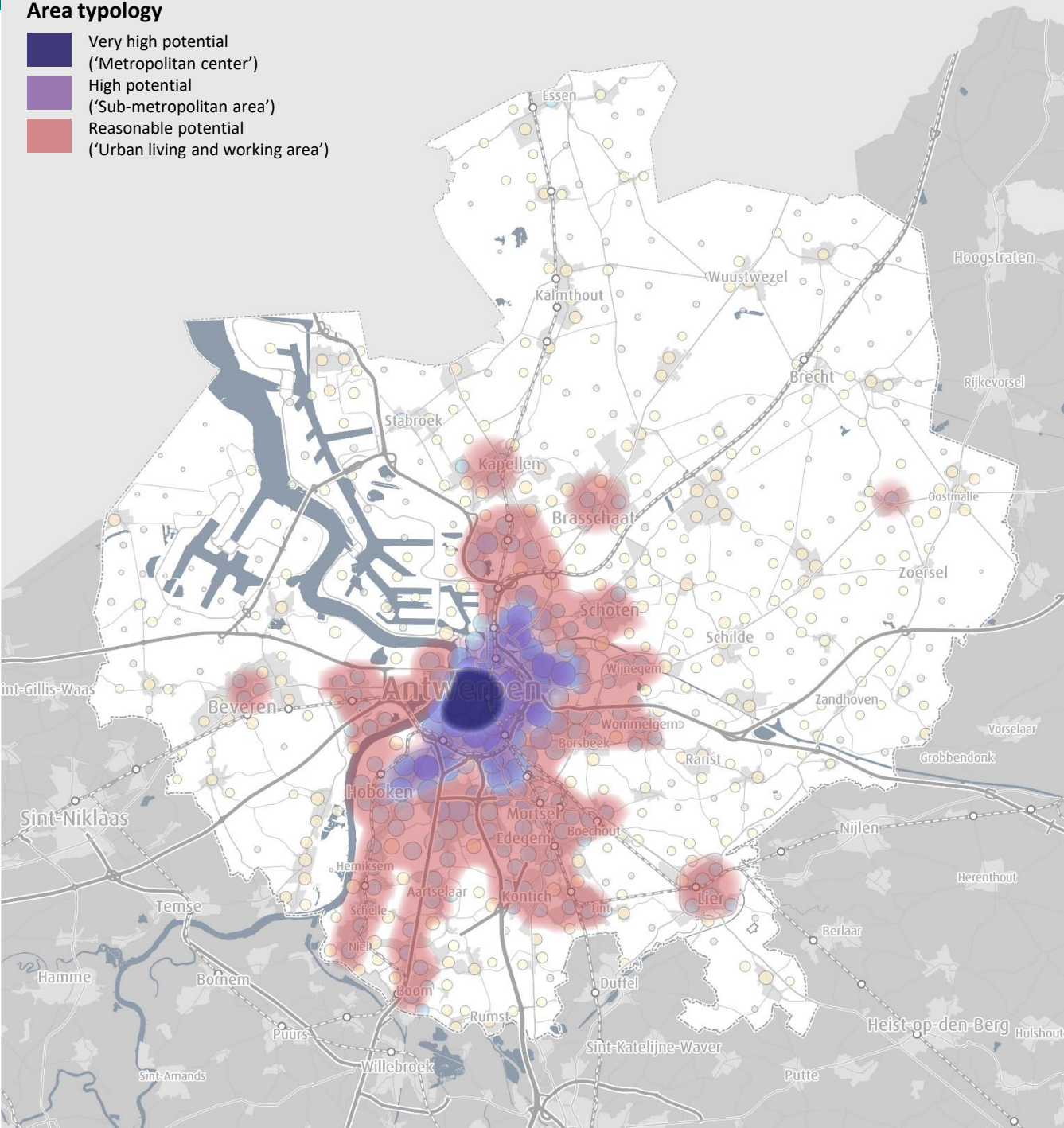
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**High potential:
 (“Sub-metropolitan area”)**



Area typology

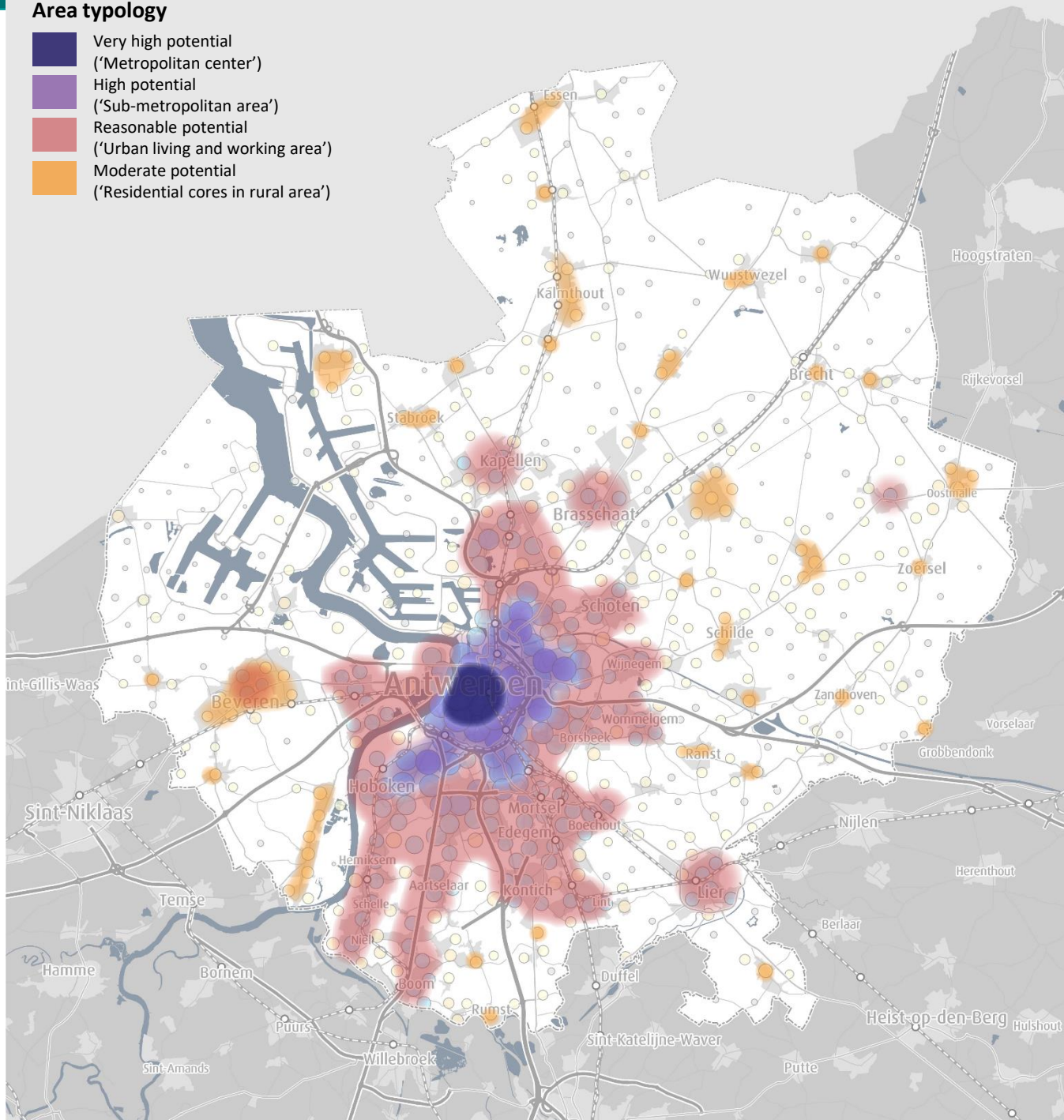
- Very high potential
(‘Metropolitan center’)
- High potential
(‘Sub-metropolitan area’)
- Reasonable potential
(‘Urban living and working area’)



Reasonable potential
(“Urban living and working area”)

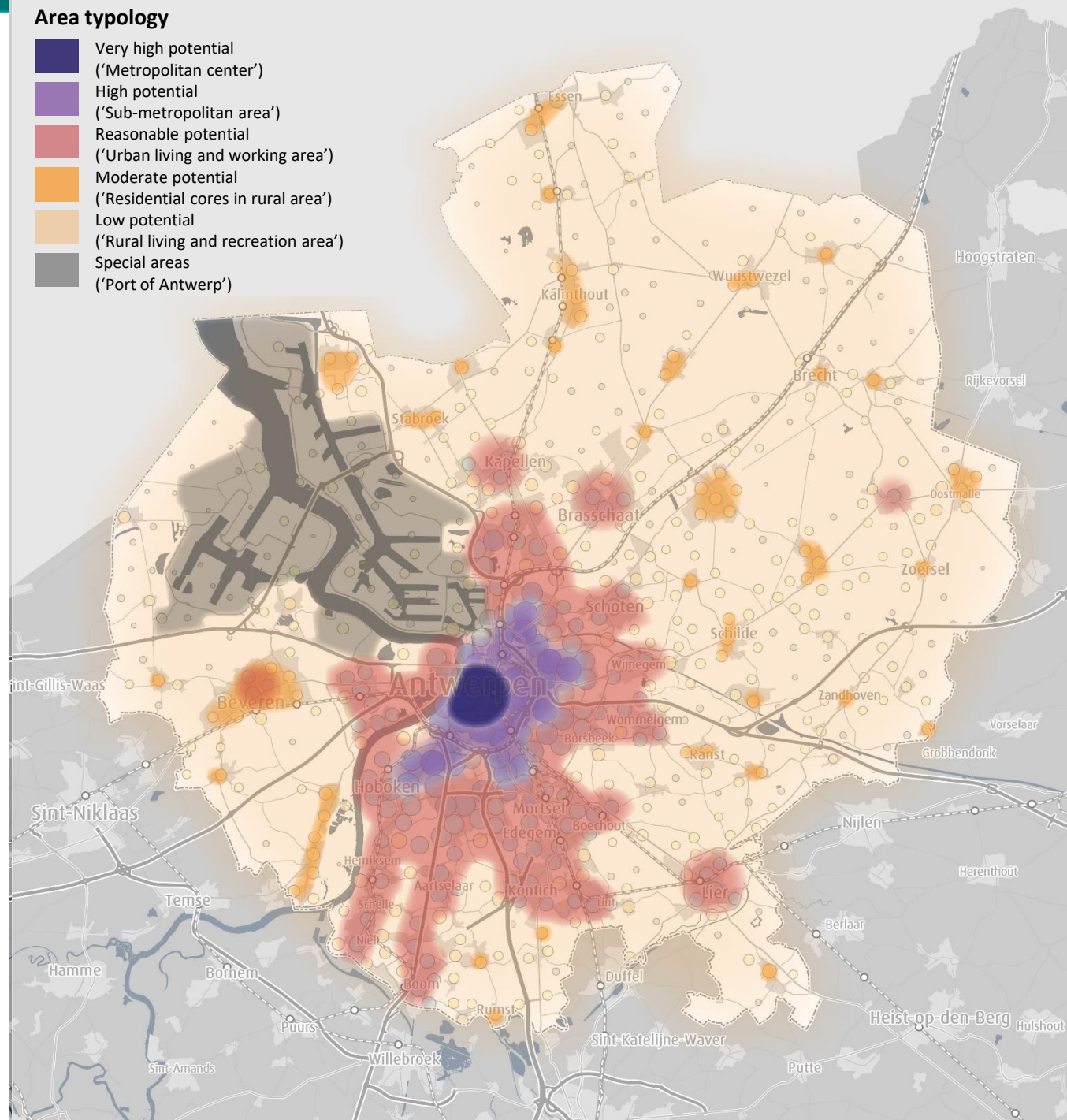
Area typology

- Very high potential
(‘Metropolitan center’)
- High potential
(‘Sub-metropolitan area’)
- Reasonable potential
(‘Urban living and working area’)
- Moderate potential
(‘Residential cores in rural area’)

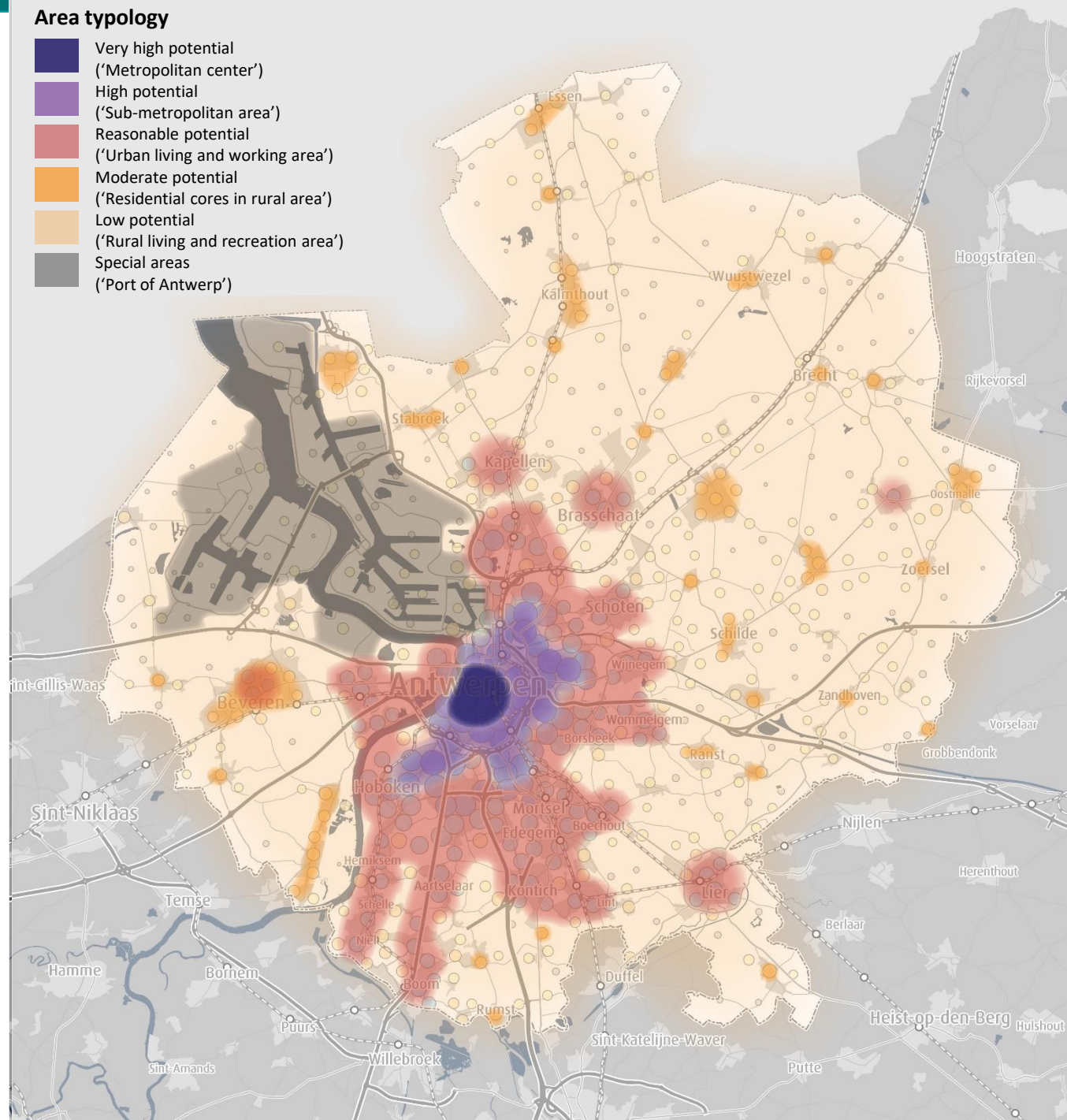


Moderate potential

(“Residential cores in rural area”)



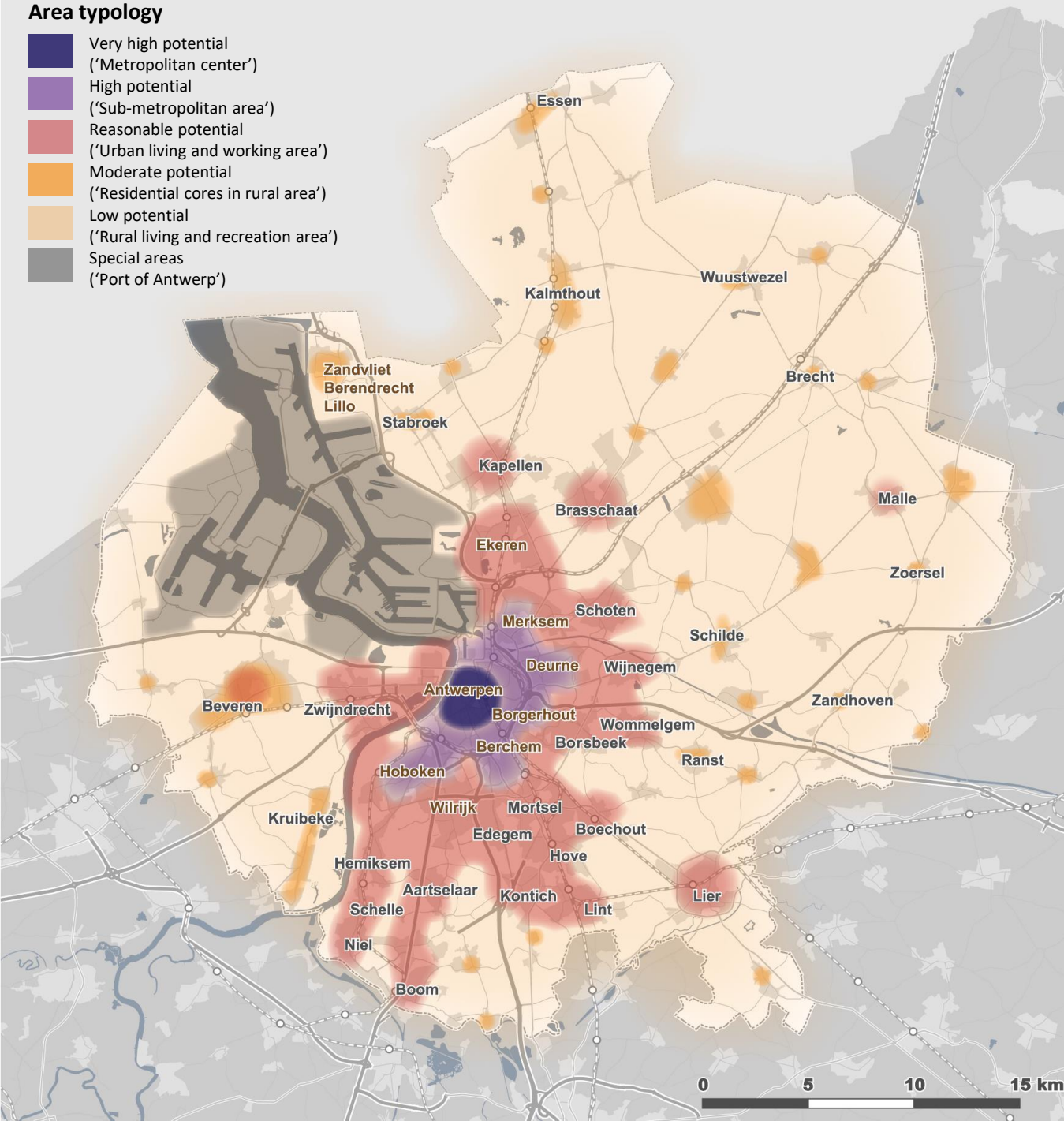
Low potential
(“Rural living and recreation area”)



Special areas (“Port of Antwerp”)

Area typology

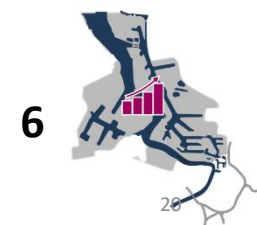
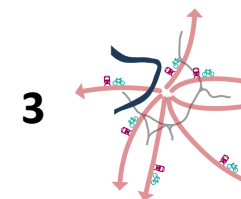
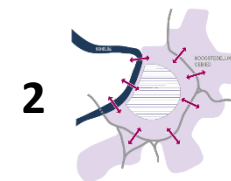
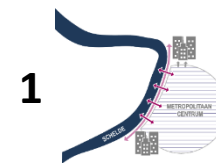
- Very high potential
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- Reasonable potential
(‘Urban living and working area’)
- Moderate potential
(‘Residential cores in rural area’)
- Low potential
(‘Rural living and recreation area’)
- Special areas
(‘Port of Antwerp’)

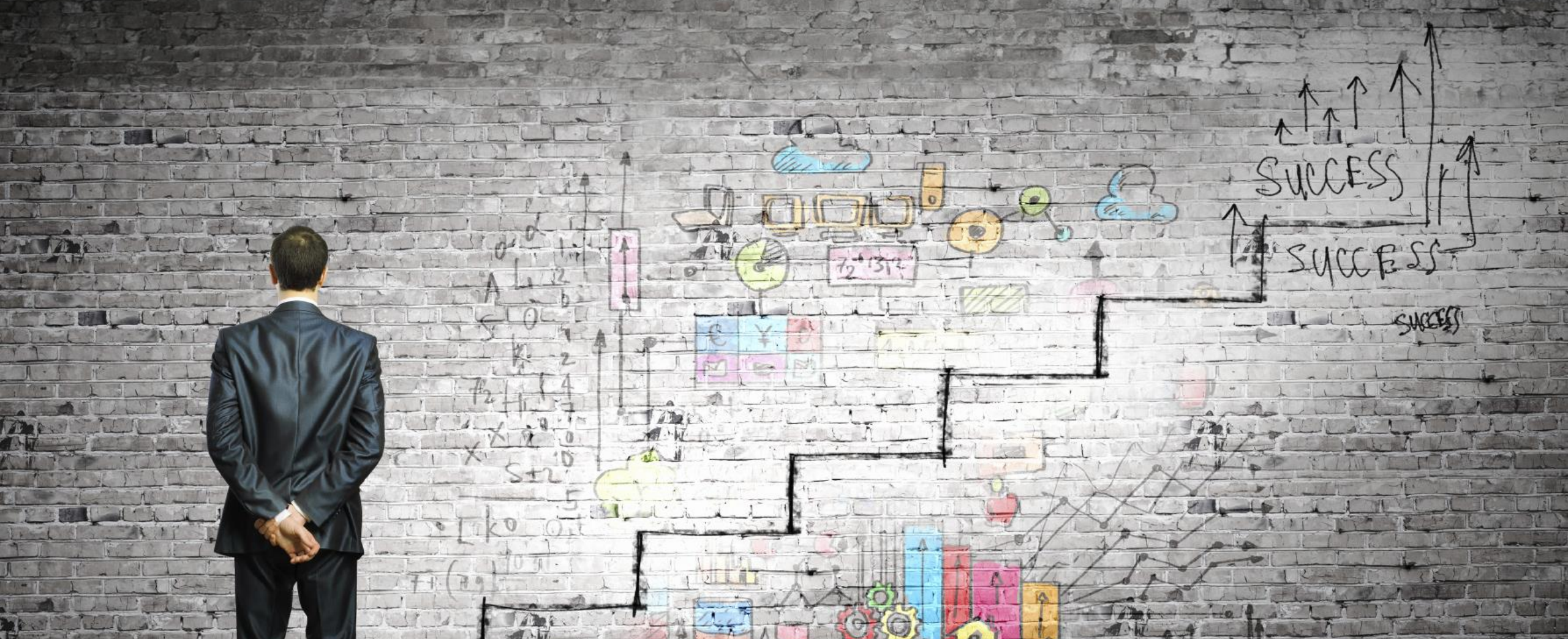


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From hot spots to 6 area typologies

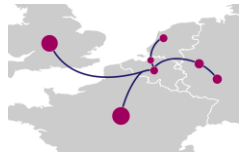
1. Metropolitan center
2. Sub-metropolitan area
3. Urban living and working area
4. Residential cores in rural area
5. Rural living and recreation area
6. Port of Antwerp



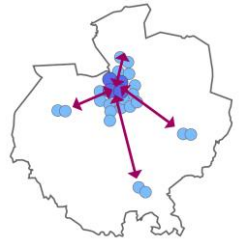


Phase 1: VISION

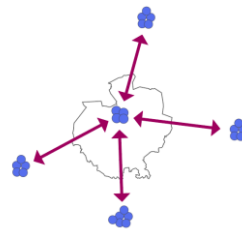
Principle 1. Different scales – different measures



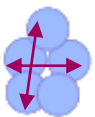
International: Connecting metropolitan core regions within North-West Europe



Interregional: Connecting concentrations of the biggest hot spots between regions



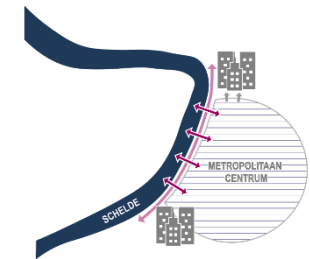
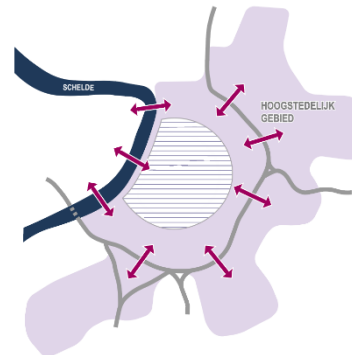
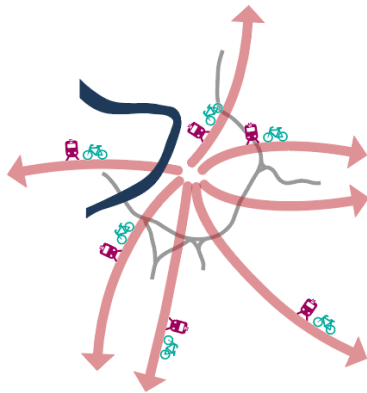
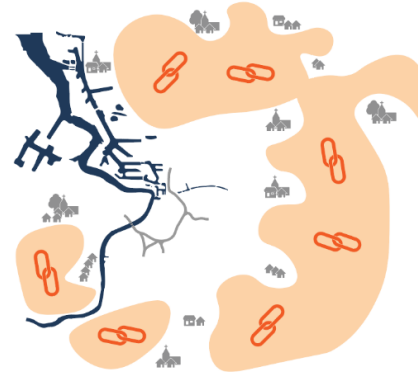
Regional / urban districts: Connecting bigger hot spots in the region



Local / city district: Connecting all hot spots to regional / urban regional network



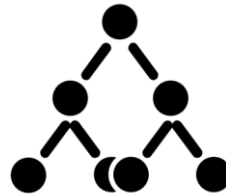
Principle 1. Different typologie – different measures



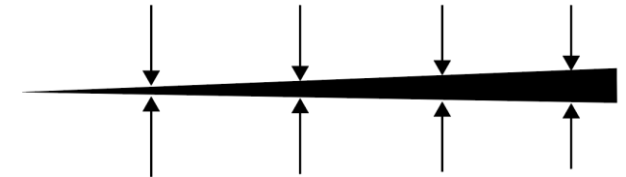
Principle 2. Networks – Hierarchising &

Most important principles and ambitions on network level:

- Hierarchising networks



- Bundling every mode for traffic flow and network reliability



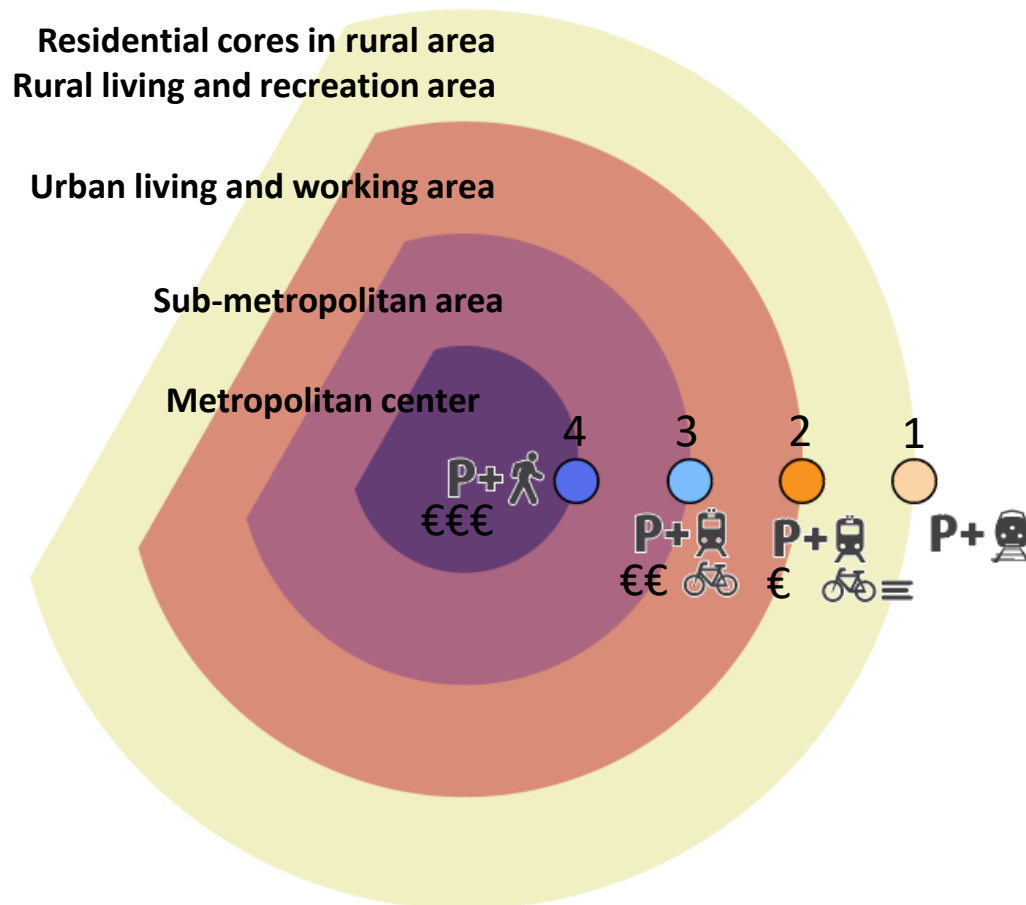
- Unbundling the different modes on separate infrastructure



Principle 3. Combi-mobility and hubs

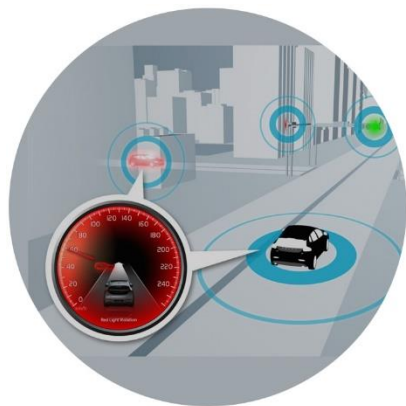
Choice for the customer P+R

Networks for different scale levels and modes come together in the hubs



1. Rail hubs
2. Hubs for regional tram + e-bike
3. Hubs for trams + bike in sub-metropolitan area
4. Park + walk / Park + stay

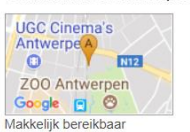
Principle 4. Behavioral influence



B-Dagtrip: Zoo Antwerpen



Van station Antwerpen-Centraal naar Zoo Antwerpen



Vanaf € 19

→ Toegang tot Zoo

→ Treinreis naar Antwerpen-Centraal

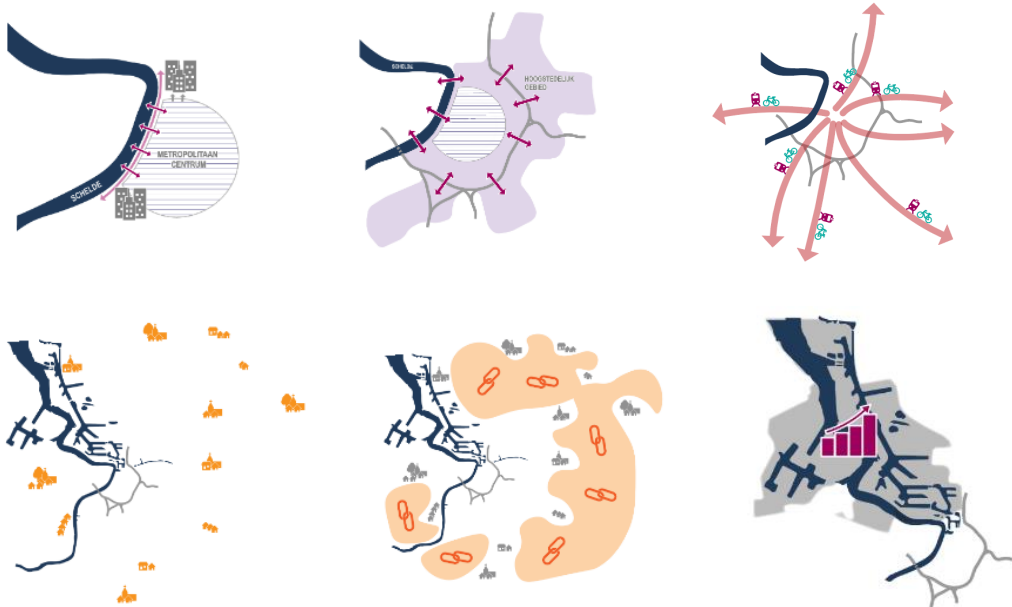
B-Dagtrip kopen →



De **nieuwe** NS-Business Card: dé alles-in-1 reisoplossing.

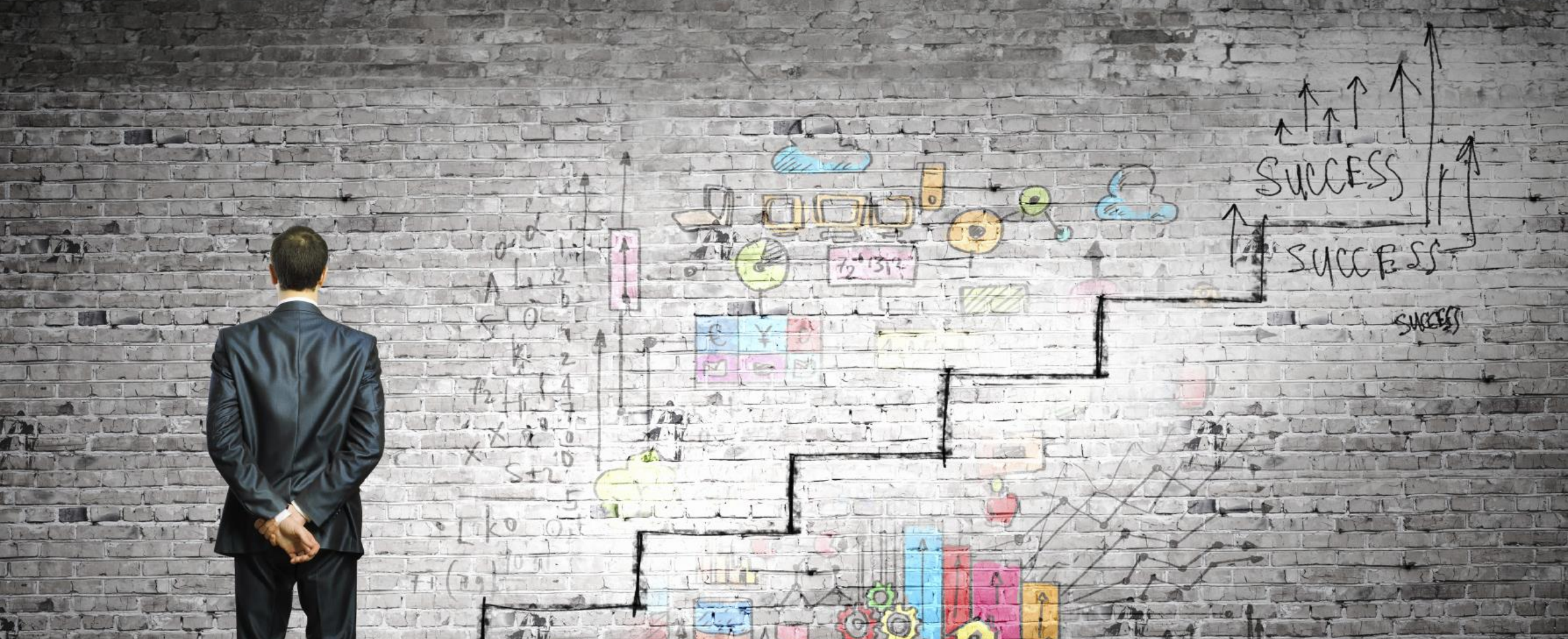
Principle 5. Close proximity and spatial development

Guiding principles for each area typology



Transit / Accessibility Oriented Development (TOD en AOD)





Phase 1: Ambition



Public transport - regional

Network

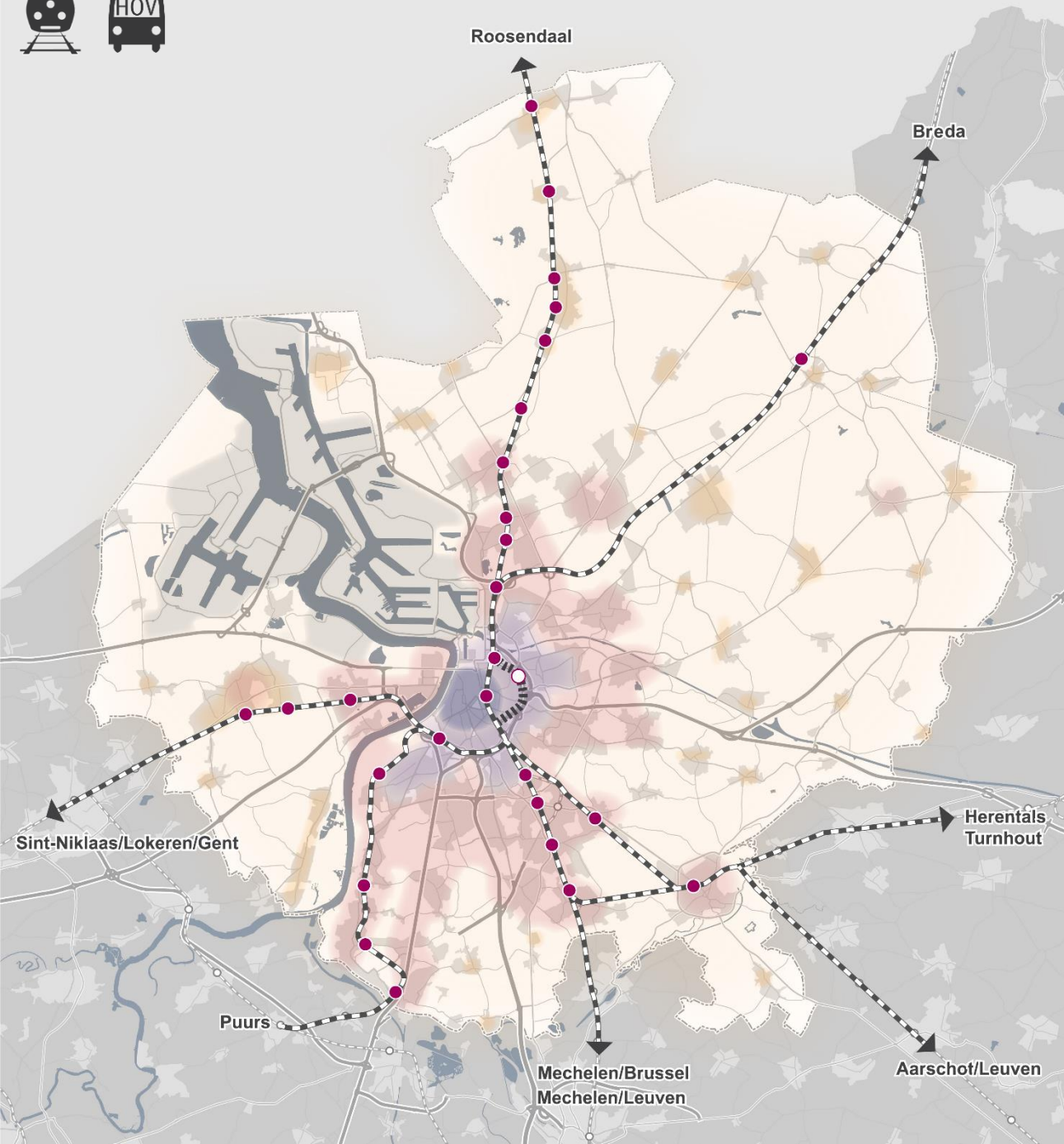
- Regional rail corridors
- Development ring rail track
- Supplemented with regional bus services

Hubs

- Current rail stations in transport region
- Extra stations near hot spots are possible

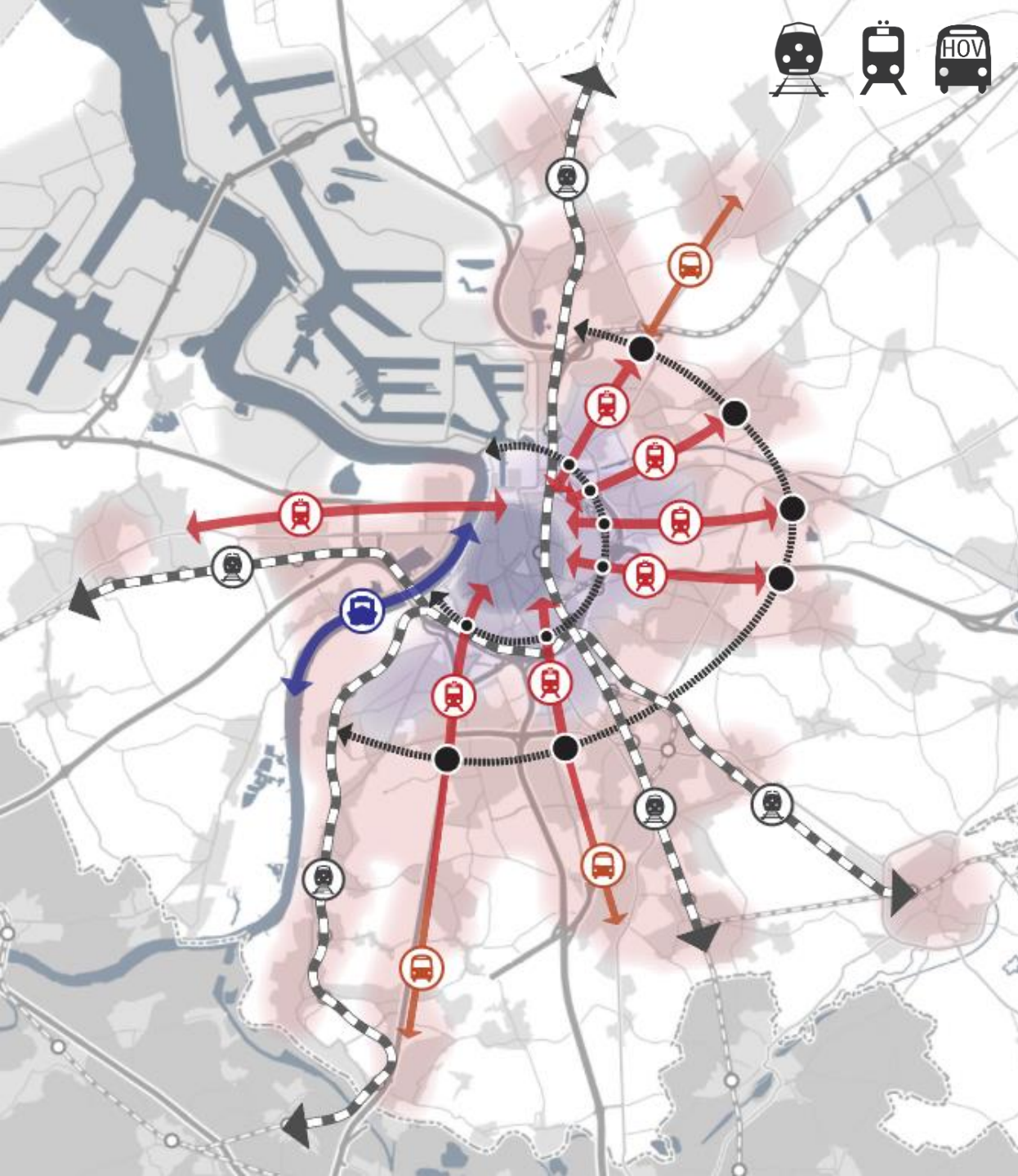
Functional requirements

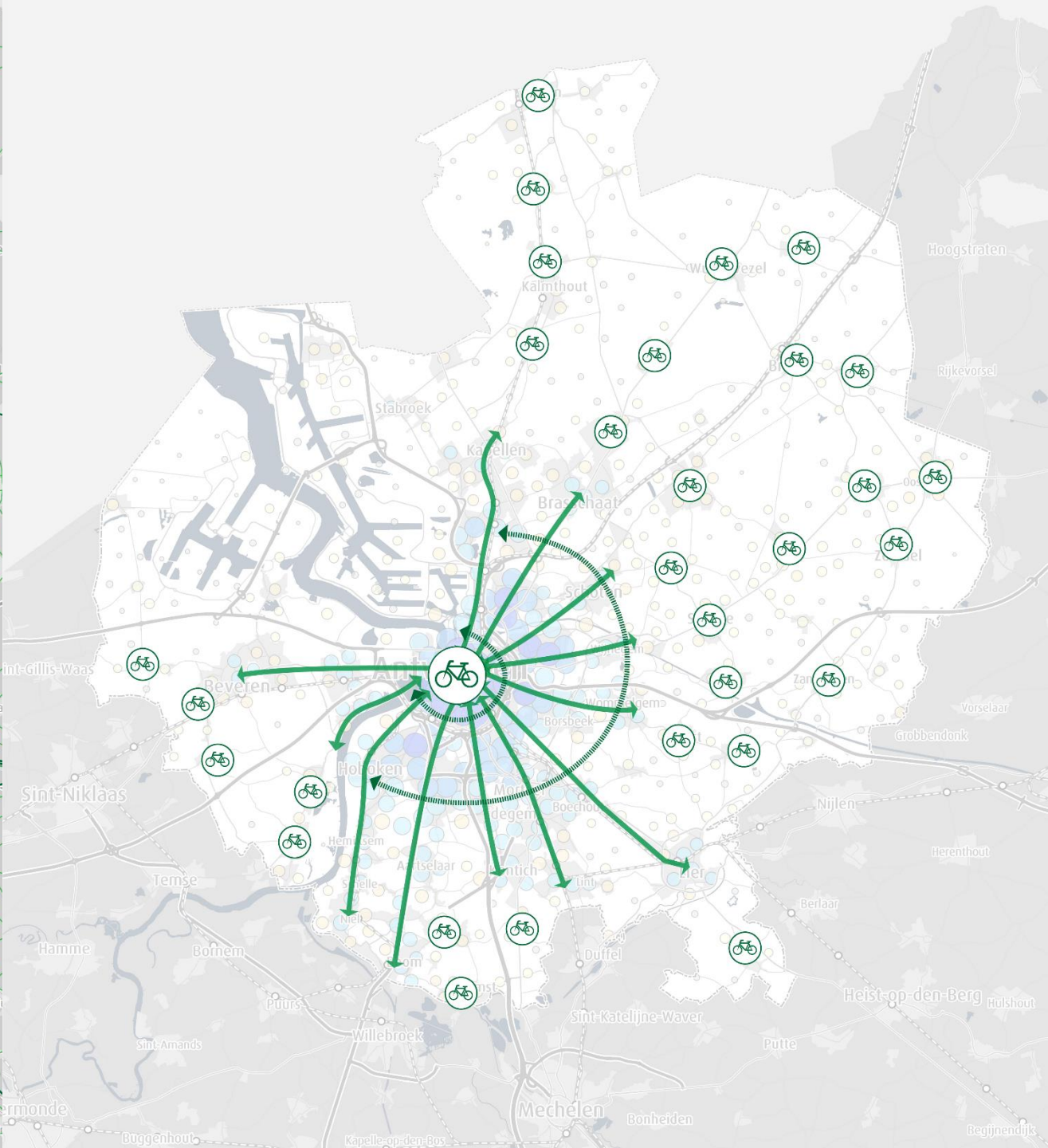
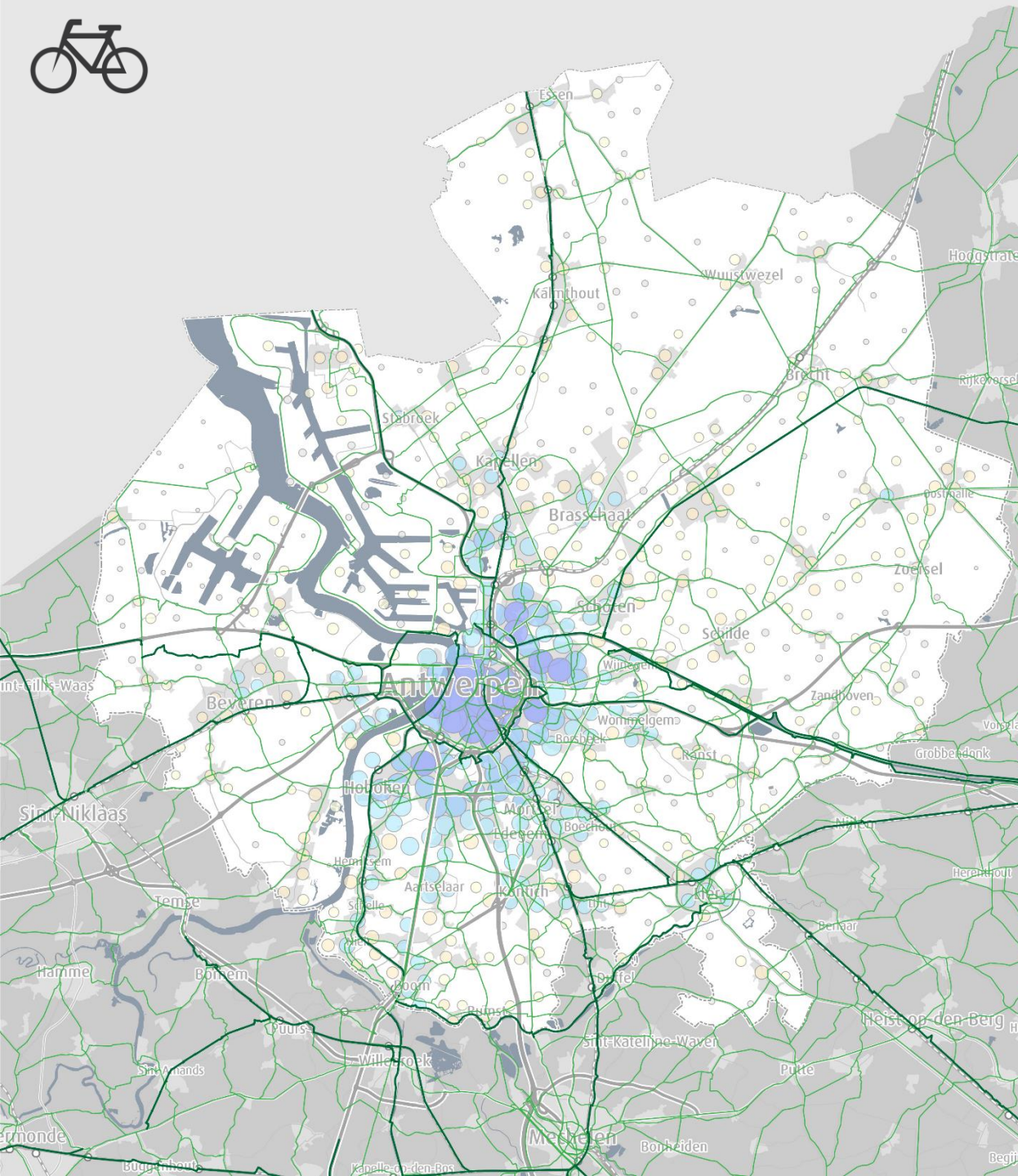
- Core corridors 4 x per hour, 2 x per hour possible in
- Average travel speed between hubs: 40-50 kph
- Operating times:
 - 6 - 21 o'clock and up to 24 hour
 - Halving possible in the weekend



Public transport – urban districts

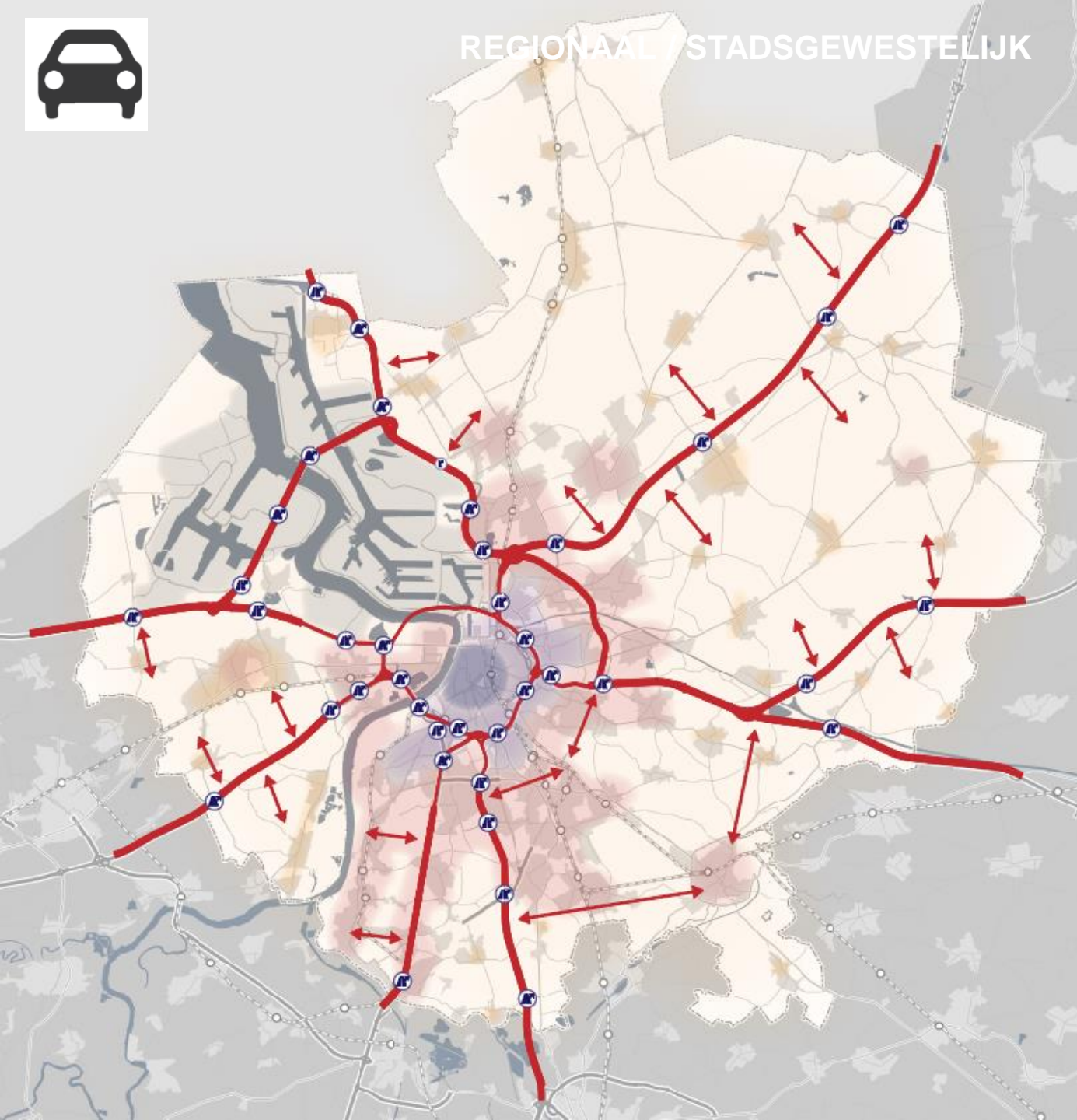
A-net, a fast and efficient PT network





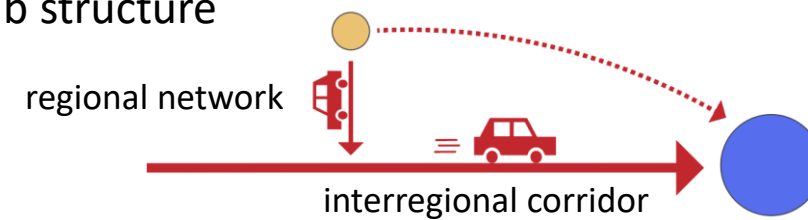


REGIONAAL / STADSGEWESTELIJK

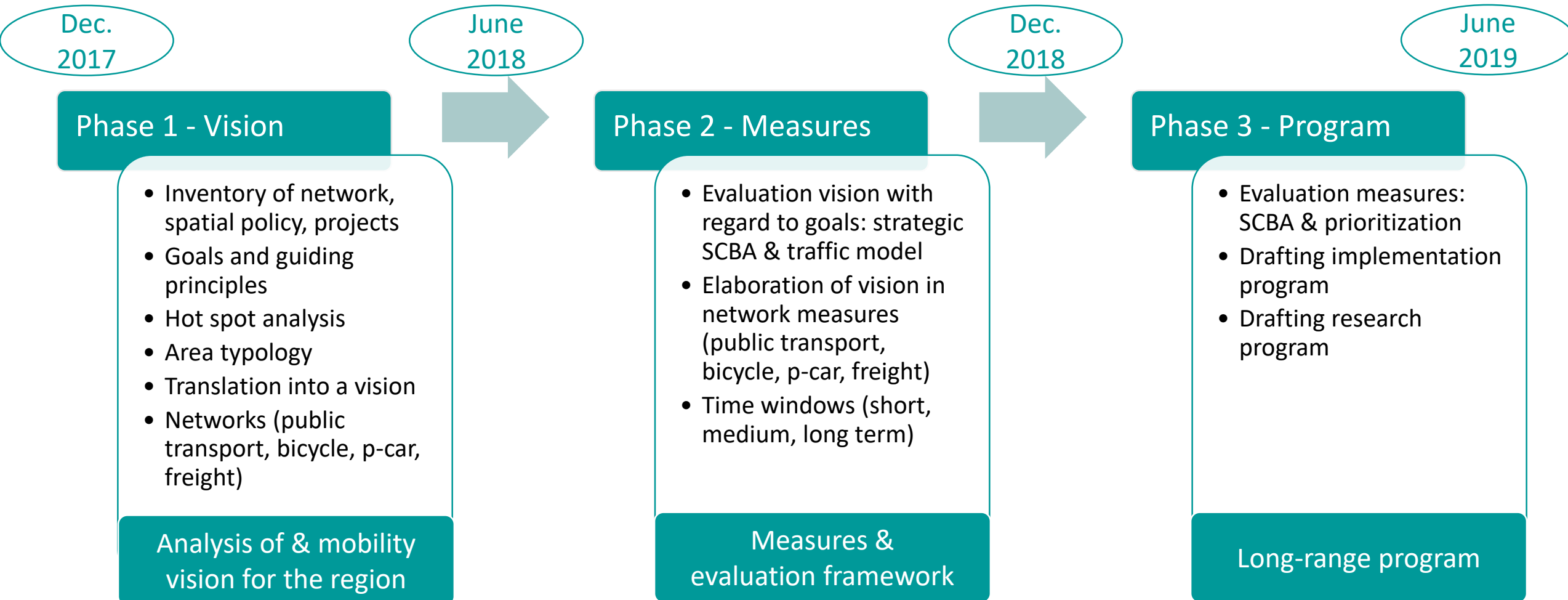


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Comb structure



Phased approach





Thank you for your attention

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