

OPTIMIZING SUSTAINABLE URBAN MOBILITY PLAN - SUMP



Flanders has a long tradition in developing Sustainable Urban Mobility Plans - SUMPs and can be seen as a forerunner of this planning philosophy in Europe. While other countries currently “discover” the SUMP principles for their cities Flanders further developed the approach to Regional SUMPs.

The regions include cities and municipalities within spatial influence areas that cooperate to provide user-oriented sustainable mobility in terms of planning, implementation and evaluation policy. Antwerp as center of one of the 15 SUMP Regions in Flanders.

CONTEXT & CHALLENGES

In 2015, the Flemish government developed a Masterplan 2020 to optimise traffic flows in and around Antwerp. The city of Antwerp made a strategic mobility plan (SUMP) in 2015. An in-depth analysis of mobility patterns and trends in the region of Antwerp was made as a foundation for a knowledge-based policy. This is being updated 4 yearly.

In 2017, the Treaty of the Future was signed between the Flemish government, the city, and the citizens movements on a way forward to tackle mobility challenges whilst improving the quality of life in the city. In the same year, the Antwerp Transport Region was founded, addressing mobility challenges on a broader geographical scale (covering 32 surrounding municipalities) and involving all relevant stakeholders such as the Port and various public transport operators. They all agreed to join forces to accomplish a shared vision on mobility for the whole region. This vision was translated into a

regional policy and action plan for mobility ('Roadmap 2030').

The 3 main elements of this measure are:

- Integration and completion of available data
- Smart Ways to Antwerp - Shared marketing strategy of the government-to-consumer/business approach (B2C and B2B)
- New/adapted SUMP for the city and port ('Roadmap 2030').

An in-depth analysis of mobility patterns and trends in the city of Antwerp and the wider region as a foundation for a knowledge-based policy was carried out. The scope widened from traffic data to mobility data (including user data). A standardization of data is still a challenge.

For the “Smart Ways to Antwerp” - Shared marketing strategy different target groups are addressed; citizens, employees, visitors, companies, mobility providers, etc. - each with their own approach and actions to achieve a behavioural change in terms of sustainable mobility.

The Roadmap 2030 is the multimodal mobility plan for the Antwerp Transport Region

and it reflects the mobility policy that is and will be pursued/implemented at the regional level. The main goal is to keep the city and port accessible by implementing measures to reduce congestion caused by major construction works and use this as a trigger to promote sustainable transport modes. Roadmap 2030 reflects the policy ambition of the Government of Flanders to increase the share of sustainable means of transport (trips on foot, by bike, public transport, shared mobility, etc.) for the entire Antwerp Transport Region to at least 50% and to reduce the share of individual car trips to at most 50%.

It constitutes the framework for the development of projects and programmes at the regional and local level. It is geared towards achieving an accessible and liveable region, in which smart and sustainable mobility solutions are used to a higher degree by 2030. It is based on the conviction that mobility issues must be tackled by way of collaboration between the various policy levels, the local authorities, all mobility operators/services, and all the public and private stakeholders involved.

CONTEXT & CHALLENGES

The joint mission of the Antwerp Transport Region:

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A promising region. Develop the region based on the interests of all its inhabitants.
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A smart region. Smarter organisation of mobility at an acceptable price.
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A prosperous region. Good access as a driver for prosperity for everyone in the region.
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A versatile region. Strengthen and connect local qualities.
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A healthy region. Health and environmental quality as a basis for further growth.

RESULTS - FINDINGS - LESSONS LEARNED

• Recommendation 1:

Mobility problems and sustainable solutions do not stop at the borders of the region. Moreover, the social challenges often transcend policy areas. Roadmap 2030 is not an isolated policy document. Instead, it attempts to reconcile the various policy visions on mobility at the Flemish and local levels as much as possible.



• Recommendation 2:

In order to achieve something in the long term, developing an integrated and coherent idea for this long-term future is vital. At the same time, it is needed to start executing short-term plans and starting preparations for projects that take a long time to complete.

• Recommendation 3:

Dialogue with the different stakeholders, including civic movements, is crucial to get everyone on board and to work towards a joint mission.

• Recommendation 4:

Mobility as we know it today can be very different in the future. Mobility plans need to be gradually evaluated and revisions may be considered necessary.



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