

HASSELT SAMEN ANDERS MOBIEL

*The story behind the sustainable mobility policy for
Hasselt in the beginning of the 21st century*

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1. INTRODUCTION

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On 26 October 1999 the “Mobility Plan” as laid down in the contract (**see annexe No. 1: Summary of the Mobility Plan**) was approved by the Auditcommissie de Vlaamse Gemeenschap (Audit Committee of the Flemish Community).

This mobility plan should give an impetus to and carry the sustainable mobility policy through into the next century.

Several changes have taken place over the last years in the field of **traffic**. We have seen a shift from **mobility** to **sustainable mobility**. The implication of this is that we have also seen a shift from the focus on traffic safety to a focus on traffic courtesy. It is no longer traffic that takes priority, but the people.

The definition of a sustainable mobility policy

Sustainable mobility policy stands for the development of a form of mobility that takes into account the needs of the current generation without endangering the mobility needs of the future generation.

Sustainable mobility is not necessarily anti-cars, but it is a policy that attempts to reconcile all traffic users with each another. Furthermore, it attempts to teach different kinds of travelling habits.

The last century was the century that saw a massive use of cars. Because of Henry Ford’s assembly line system, cars suddenly became a mass product available to everyone and at the same time a status symbol.

And boy did we notice it...

The city council also couldn’t avoid noticing it and has also taken serious account of it.

2. POSITIONING HASSELT IN TERMS OF STATISTICS

Hasselt is the capital of the province of Limburg in Belgium and has a population of 69,000, eight boroughs and covers an area of 10,224 hectares.

The city has an important concentration of administrative services including, borough, provincial, regional and public services.

According to a recent study by Healey and Baker, a real estate company, Hasselt has a commercial hinterland of 31,000 people.

Hasselt ranks third in Flanders after Antwerp and Gent.

And it ranks fourth in the whole of Belgium.

230,000 people visit the Meir in Antwerp each and every week. The equivalent street in Hasselt is the Hoogstraat and 160,000 people walk along this shopping street each week. If we look at these figures in relation to the number of residents in a street six kilometres long, then it seems that Hasselt has the best score. 2.3 people for every resident come to do their shopping along the Hasselt Hoogstraat. On the Meir in Antwerp this figure number is (just) 0.6 and the score for the Nieuwstraat (La Rue Neuve) in Brussels is 0.3 people and the Louizalaan (Avenue Louise) just 0.1 people.

In addition to the 45, 000 employees and white collar workers, there are also 39,000 children and adolescents who go to school here.

Research into car ownership (private cars) in the 11 biggest cities in Flanders reveals the following:

- Car ownership in Hasselt rose from 25,264 cars in 1987 to 31,672 cars in 1999 which is an increase of 25.4%.
- The population in Hasselt during the same period rose from 65,700 to 67,892 which is an increase of just 3.3%.
- The combination of both statistics indicates one car per 2.6 residents in 1987 compared with one car per 2.14 residents in 1999. This is an increase of 21.5%.
- **The statistic for Hasselt for the year 2000 is one car per 2.12 residents.**
- The city of Hasselt has the dubious honour of ranking first in car ownership throughout the whole period of the research.
- The figures for Flanders are: one car per 3.19 residents in 1987 and one car per 2.54 residents in 2000.
- The figures for the whole of Belgium are: one car per 3.3 residents in 1987 and one car per 2.6 residents in 2000.

(All statistics are as of 1 August)

The high car ownership in Hasselt is clearly linked to the poorly organised public transport in the province of Limburg and more particularly in Hasselt itself. Naturally the rural character of the province also plays an important role.

Car ownership along with the attraction of the city itself are the causes behind a fairly important stream of traffic into the city.

The Hasselt mobility plan must, among other things, take this fact into account if it is to turn Hasselt into a traffic-friendly and quality city to live in. A city where a sustainable policy is a priority.

During the eighties Hasselt introduced a transport policy which included the introduction of a traffic flow plan for the city centre, together with the introduction of measures needed to put in place special parking lanes.

The transport committee started on the first of a long series of meetings. The 100th meeting took place in December 1999.

The successive steering committees “Hasselt Levendig Stadscentrum” (Hasselt’s Living City Centre) and “Hasselt Groene Boulevard” (Hasselt Green Boulevard) set in motion a total restructuring of the transport system.

The results of this restructuring included the creation of the Green Boulevard, the introduction of Free Public Transport and the Mobility Plan.

3. POLICY

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We can talk about **sustainable mobility policy** at two different levels in Hasselt.

LARGE TRAFFIC POLICY. This is very important and includes among others the Public Transport Policy, Mobility Plan, Cycle Policy Plan, Parking Policy Plan, Programme of Thoroughfares, Reconstruction of the Station Surroundings and the Green Boulevard, modifications to the outer ring road, etc.

- **SMALL TRAFFIC POLICY.** This is no less important and offers speedy solutions for the residents including ‘no parking’ signs, traffic calmers (or sleeping policemen), raised crossings, street narrowing, etc.

But also, and this should perhaps be take priority – **making residents aware** – by carrying out targeted campaigns such as Car-Free Days, Shop by Bike, Bike Pools, etc.

All these different campaigns have been bundled together under the “Samen Anders Mobiel” (Working together on a new form of mobility) project.

This is more the kind of (small) policy that the residents of our city need to be made aware of: the fact that the traffic situation as it currently stands cannot continue.

We are already all heading for a so-called traffic infarctus.

This is a **SAMEN ANDERS MOBIEL policy**, it is an **integrated policy**!

We should not exaggerate the problems in Hasselt, but it would be a shame if we were not to grab the opportunity to do something about the problems that lie ahead.

The beginning of new century seems a good time to take a look back at what has happened in the traffic arena over the last few years. Taking a serious look at this last aspect reveals that there is possibly material enough for a whole story about Hasselt's mobility.

*"Es geht um Massnahmen
die dem Leben mehr Jahre
und dem Jahren mehr Leben geben."*

*"We are talking about taking measures
that will add years to our life and
add life to our years"*

Wilfried Karmaus

4. THE POLICY IN DETAIL

4.1. The Mobility Plan

The Hasselt **MOBILITY PLAN** (see *annexe No.1*) has 11 main objectives aimed at achieving sustainable mobility:

1. Increase traffic safety;
2. Directional parking policy;
3. Increase the use of bikes and public transport as traffic-safe alternatives to cars;
4. Guarantee a right to mobility for everyone;
5. Reduce the amount of space for private traffic and replace this with quality living space;
6. Make the city more concentrated around public transport connections;
7. Improve accessibility for all forms of transport to the city from borough centres;
8. Improve day-to-day facilities in the boroughs;
9. Improve facilities for pedestrians in the boroughs;
10. Manage the CO emissions by investing in methods to slow down the increasing number of kilometres travelled;
11. Integrate the mobility goals into town planning.

4.2. The Cycle Policy Plan

Cycling is healthy. Cycling is cheap. It takes no time to get where you are going. It makes logical sense to cycle in Hasselt!

In order to make cycling even more attractive and more safe, the city has taken a few unique initiatives. You can leave your bike in the guarded bike shelters on the Groenplein and the Capucienplein for free from Monday to Saturday between 1 a.m. and 5.30 p.m. And you can borrow free white bikes for the day at the Groenplein or the "Park & Bike" parking lot at the Slachthuiskaai. A free left packages service is also available at the guarded bike shelters. Anyone who wants to carry on shopping with their hands free can leave their shopping to be watched over by the Town Watchman during the hours when the bike shelter is guarded.

In Hasselt everyone can have their bike engraved for free, this allows the police to trace the owner of a stolen bike more easily and speedily. This together with a few other simple preventive measures reduces the chances of your bike disappearing. You can call on the Prevention Services for more information.

Being able to cycle safely and comfortably means having access to an extensive cycle network leading to the centre of the city. Hasselt has been working on this network since the seventies and it continues to be extended, often at the request of the residents. You can see what the network looks like now and how it is being extended on the card "Hasselt Goes Cycling".

Hasselt also gets top marks for its cycling policy. In 1978 research was carried out into the quality of the cycle paths in Belgium. Hasselt scored as the city with the best cycling policy. And the cycling federation was also won over by the quality of our cycling policy and we won the "cycle-friendly enterprise 1999" award.

The Hasselt CYCLE POLICY PLAN has five main objectives aiming at a sustainable mobility:

1. To encourage the use of bikes and thus decrease the number of journeys by car;
2. To increase safety for cyclists;
3. To create a coherent network of cycle facilities;
4. To provide attractive and comfortable cycling facilities;
5. To focus specifically on preventing the theft of parked bikes

4.3. The Parking Policy Plan - Cars

Drivers can also contribute to the creation of a city that is safe and has a good quality of living.

You can do this by leaving your car on the outskirts of the city and travelling in further by bus – completely free of charge within the city limits! In this way you make an immediate contribution to decreasing the traffic build-up and helping save energy. Discover the different parking opportunities in and around Hasslet on the parking map.

Car pooling of course also provides a number of possibilities. Or perhaps you only need a (second) car now and again. Then perhaps hiring a car or sharing a car could be a good service for you to use.

Hasselt is actively working on projects to create safe traffic. These include the implementation of raised plateaus, traffic calmers (or sleeping policemen), street narrowing, etc.

The broad lines of the plan for speed limits can be summed as follows: 50 or 30 km/h in residential areas, 70 or 90km/h on approach roads!

The Hasselt PARKING POLICY PLAN has ten objectives aimed at a sustainable mobility:

1. To create a car-free city centre for pedestrians;
2. To encourage the use of public transport for city tours from different areas within the region;
3. To improve accessibility to the city for public transport from the boroughs;
4. To reduce the amount of parking in the residential areas;
5. To restrict the amount of traffic looking for parking places by providing signs to car parks;
6. To create priority parking in residential streets for residents;
7. To link the parking space to the capacity the surroundings;
8. To move long-term car parks to the outskirts of the city;
9. To implement a town planning policy aimed at the immediate vicinity of the city.
10. To implement a parking policy that is aimed at creating and also guaranteeing the availability of parking places for the disabled.

Work is underway in the meantime to introduce residents' parking and thus keep long-term parking outside of the densely populated residential areas. Drivers needing long-term parking facilities can use a huge Pay and Ride system. Public transport is available to everyone free of charge and throughout all Hasselt, and it runs every 15 minutes during peak hours.

4.4. Hasselt Ideal On Foot

A city is only alive if its streets are full of pedestrians. If people wander through the streets and go shopping. If there are squares where children can play, etc.

This is why Hasselt is focusing on a quality pedestrian network both in the city centre as well as in the boroughs.

Within the city centre you will find a network of pedestrian shopping streets, where as a pedestrian you can breathe easily and move freely as the imminent danger created by traffic has been removed.

Elsewhere there are practical and pleasant "short-cuts" that pedestrians can use.

Part of this pedestrian network is the Groene Boulevard, which is in fact a huge pedestrian-friendly area that encircles the city centre. The comfort of all pedestrians has been taken into account and special emphasis has been laid on facilities for people with visual or other kinds of handicap, etc.

In 1998 the city of Hasselt was awarded the Banner of the Federation of Pedestrians. The text on the banner was "Te voet gaat goed, Hasselt werkt er aan" (Hasselt Ideal on Foot, We are Working on It). This confirms that the pedestrian policy is a good one plus the fact that there is a demand for us to continue further down this same route.

The Hasselt PEDESTRIAN PLAN has nine objectives aimed at a sustainable mobility:

1. To opt for implementation of new facilities (bankoffices, shops, chemists, ...);
2. To control motorised traffic in the city and in the boroughs;
3. To create spacious zone 30 areas;
4. To create safe and comfortable pedestrian networks;
5. To guarantee obstacle free and negotiable walking areas;
6. To install safe crossings where possible;
7. To increase the spatial quality of the streets;
8. To take disabled people, wheelchair users and those with poor sight for instance into consideration by (re)constructing streets and pavements;
9. To call in the police in instances of improper use of pavements and zebra crossings.

4.5. Reconstruction of thoroughfares between the inner ring road and the outer ring road

- Traffic on the Maastrichtersteenweg was already stopped a few years ago and the street was reconstructed. The alternative for cars coming from the East is the Boudewijnlaan.
- An alternative for Kuringersteenweg - Koningin Astridlaan was also proposed, namely the Slachthuiskaai.
- Cars coming from the north can also use the Slachthuiskaai via the Kempische Kaai instead of using the Kempische Steenweg.
- The Kuringersteenweg - Koningin Astridlaan and the Kempische Steenweg will have to be reconstructed at a later date.
- There are no alternative routes for access to the city from the south. For this reason the Luikersteenweg and the St. Truidersteenweg were reconstructed at the same time as the Groene Boulevard was built.

4.6. The Groene Boulevard (The Green Boulevard)

A short history about Hasselt's inner ring road.

- Hasselt came into being in the 8th century. In 1203 mention was already made about a count's "munitio" or a count's fortress. This small round fortress was made of a palisade of wooden poles. The first walls around the then city centre were probably built in the 13th century, it is not clear exactly when. Probably at the beginning of the 13th century.
- The city walls were probably rebuilt several times over and finally pulled down in the 19th century in the twenties.
- The Boulevard was built between 1846 and 1850 on the site of the earlier city walls. Traffic ran alternately on the inside and the outside of the ring road.

- The traffic part was made of cobblestones and the promenade was fringed with beautiful chestnut trees.
- At the end of the sixties (1960) traffic increased to such a degree that the beautiful boulevard was transformed into a traffic artery with two lots of two traffic lanes and in the middle just a few scruffy trees. But this was not enough and almost simultaneously an outer ring road was built outside the city centre. The aim was that this ring road would take the brunt of all the through traffic at the time. This was only partly successful because drivers continued to use the inner ring road.

The Groene Boulevard.

- In 1995 research was set up into what was to become of the Groene Boulevard.
- The objectives for the reconstruction of the inner ring road were:
 - To improve the quality of life of the inner ring road itself and that of the adjoining districts.
 - To remove the barrier devices in place at that time on the inner ring road;
 - To improve the crossings on the inner ring road both for pedestrians and cyclists;
 - To reduce the through traffic on the inner ring road;
 - To improve the public transport on the Groene Boulevard;
 - To provide connections at the station on the Groene Boulevard between regional transport, city traffic, city centre and boulevard shuttles.
 - By introducing the centre and boulevard shuttles, people are able to move speedily in and around the city centre without having to use their cars;
 - To set up a new traffic layout for the inner ring road and adjoining streets;
 - To introduce new parking facilities around the inner ring road.
 - The works proper started in February 1997 and continued through to May 2000.
- The Boulevard in the year 2000 looked as follows:
 - A nine-metre wide pedestrian area comprising a four-metre wide promenade planted on either side with Maple Trees with a trunk diameter of 30 centimetres and a height of six to seven metres;
 - The inside of the Boulevard, or the zone 30, allows cars to drive into the city at a maximum speed of 30 km/hour. Paying parking places (maximum one hour) are also foreseen that will later be used for residents' parking. Cycling is permitted in both directions. The pedestrian area has a surface of cut cobblestones and is easily negotiable;
 - On the outside, zone 50, the traffic moves along two lanes going anti-clockwise in one direction. Next to the lane is a bike path and a wide footpath.
- Particular attention has been paid to the many squares that have emerged from the reconstruction, so that each square has its own particular character;
 - The Kolonel Dusartplein comprises two different parts, namely the outside where there is the activity square and on the inside the market square. In this way the market is brought back to heart of the city centre.

- The Leopoldplein has been given two different jobs to achieve. It acts as a connection for public transport and the aim is to give the people of Hasselt the chance for the residents of Hasselt to walk around the city as they once did years ago. The design for this square was based on the drawings created by the architect Aldo Rossi.
- Thanks to the presence of the monument to the first Dutch writer-poet, the Hendrik Van Veldekeplein was given an auditorium-styled decor suitable among others for poetry readings;
- The street lamps, benches and other street furniture were specially designed for the Groene Boulevard;
- Banners can be hung from the lamp posts and they can be specially designed for each different occasion.

Account has to be taken of course of diverting the traffic due to the reconstruction of the Groene Boulevard. This is why objectives for the future reconstruction of the outer ring road were set up in advance while research was going on the Groene Boulevard:

- To improve the through-flow of the traffic on the outer ring through the following for instance (preparatory studies underway):
- Co-ordination of traffic lights;
- Conflict-free set-up of traffic lights;
- Reduction in the number of traffic lights by setting up crossings on different levels;
- Building underpasses for cyclists and pedestrians.

In order to create the Groene Boulevard, a contract was set up and agreed upon between three partners, namely the Vlaamse Gemeenschap (Flemish Community), the Vlaamse Vervoersmaatschappij (Flemish Transport Company) and the City of Hasselt.

This project was made possible by the co-operation of the Administratie Wegen en Verkeer van de Vlaamse Gemeenschap (Roads and Traffic Administration of the Flemish Community), the municipal technical services and the research agency "Groep Libost nv".

4.7. Public Transport

(text and statistics on the Flemish Transport Company De Lijn Flanders see annexe No. 2)

The fact that the people of Hasselt could take the bus free of charge was announced in the headlines of the national and even the international press.

Before this took place however the city network service was significantly extended.

The city network comprises nine city lines that link the districts and boroughs seamlessly with each other and with the city centre. Buses depart from Monday to

Friday from 6.30 a.m. to 7 p.m. and from most of these locations every half hour. And during the morning and evening peak hours, the frequency of the bus service doubles to every 15 minutes for the routes from and to important service centres, work areas and concentrated school districts.

Between 7 p.m. and 11 p.m. the evening route runs a guaranteed return journey stopping at every stop in Hasselt leaving from every stop on the Groene Boulevard as well as from the station.

A service to Godsheide is available on request (Dial and Ride). People can reserve by phone for this.

The Boulevard shuttle or BP departs from the Stationsplein every day except for Sundays and holidays every five minutes, leaving from the station and stopping at all the stops along the inner ring road – the Groene Boulevard.

The Centre Shuttle or CP departs from the Stationsplein every day except for Sundays and holidays every ten minutes and runs from the station to the Grote Markt.

De Lijn also ensures that we are able to move around a large part of Hasselt on Sundays and holidays with the H11 service between Kermt, via the station to the hospital and with the H12 service between Kiewit via the station to St.-Lambrechts-Herk. This service runs in both directions of course.

Information concerning the timetables of the Hasselt city routes are available in a handy folder.

4.7.1. Procedure

In order to get a good objective grasp of the needs and wishes of the residents on the subject of traffic, a start was made in 1995 with an analysis of the problems.

The research agency "Langzaam Verkeer" (Slow Traffic) from Leuven was approached in order to carry out this research. They already had experience with technical traffic concepts, but probably had even more experience with involvement with the public.

This analysis revealed that there were 725 large and small problems in Hasselt. Solutions have been found for three quarters of these problems and work is being carried out on the rest.

One of the problems that arose was the lack of public transport. Many boroughs were either poorly served by public transport or not at all. And if a bus service did run, it often ran at very impractical hours. With just one or two buses running in an afternoon, there's not much that a passenger can do. As a consequence of this poor service, public transport at that time was hardly used especially when compared with today.

This old network, which comprised two main lines with just one branch line, ran once an hour both during peak hours as well as off-peak hours. It makes sense of course that the buses were always empty except during the morning peak hours. They were fuller then because of the young people going to school.

Negotiation were started with the Flemish Transport Company De Lijn based on our network proposals. The initiation of the Flemish Authority contract policy meant that negotiations based on equality could be set up with the Flemish Transport Company De Lijn. These were very successful and resulted in the birth of a new public transport network designed to fulfil the wishes of the population.

On 17 September 1996 (CC) the city of Hasselt finalised the main contract.

On 26 November 1996 addendum 9 covering the increase of the provision of public transport was concluded. The basis for our new public transport network was laid down in this addendum.

The city council's principal aim in introducing **Free** Public Transport was to promote the new city network to such a degree that it would catch on and that it would become the natural option for getting around. The intention therefore was that the new city network should catch on. And so it did - immediately.

By making public transport free of charge it became possible to guarantee the right to mobility for all residents. The threshold was laid so low in fact that each and everyone was able to enjoy their right to mobility.

All of this fitted in perfectly with the goals laid out in the Mobility Plan along with the goals set out for the different sorts of road users.

An improved public transport system of course means a better use of the public space and will thus not only improve the quality of the traffic, but the quality of life in general.

4.7.2. Promotion

One of the opportunities that arose within the context of the contracts was the fact that budgets could be freed up for promotional campaigns. Everyone was convinced in fact that, if we really wanted to succeed, we would have to set up a half-decent promotional campaign.

The fact that the service was free of charge was just the icing on the cake according to Mayor Stevaert. The new network had already been approved.

In addition to the new network, the fact that it was free was clearly an important contributing factor to the success of the project. Thanks to the wide coverage given

to the subject in the national and international press, the people of Hasselt started to view the bus as “their bus”.

Not everyone in Flanders was convinced that this was a good idea for public transport. But Hasselt, together with the Flemish Transport Company De Lijn Limburg, went ahead with the plans and almost immediately there was talk of a change in trends.

In the past public transport had never been a topic of conversation. Public transport barely existed at all. But now everyone knew all at once that public transport existed.

4.7.3. Who can travel by bus for free? -----

In theory, the city council pays for each ticket that a passenger would normally buy. For the city network this means all the tickets including those for people who are not resident in Hasselt.

For the regional network, the city council only pays for tickets for residents of Hasselt and then only for those trips within the Hasselt city limits.

4.7.4. Financial Consequences -----

What are the costs of “Free Public Transport” for the Flemish Transport Company De Lijn

The main aim of the Flemish Transport Company De Lijn was to increase the number of passengers carried, both on the city network as well as the regional network.

Increasing the number of passengers that use the current regional lines from and to Hasselt has not yet been achieved.

In order to succeed in this, the regional services will have to be significantly improved. This will probably take place as part of the decree on basic mobility.

With the introduction of the new (extended) municipal network, De Lijn was attempting (within three years, after making the system completely operational -not including the time required for completing the reconstruction work on the Groene Boulevard) to achieve a cost recovery co-efficient of 25% or to increase the number of passengers **fourfold** compared with previously. Statistically this meant an increase from 232,593 to 906,514 passengers per year.

This goal was easily achieved. From one day to the next the use of the city network increased eightfold. At the time of writing we have achieved an increase of fourteen times the number of passengers using of the city network.

In October 2000 we had 316,722 passengers compared to just 29,786 passengers in October 1996 (before the introduction of the new city network) or 10.7 times more passengers.

After the introduction of the new network on 1 July 1997 it continued to be modified. On 1 July 2000 some routes were extended and the frequency of the service at peak hours was increased throughout practically the whole city network from every 30 minutes to every 15 minutes. In off-peak hours the frequency remained at every 30 minutes.

This does of course constitute an improvement, but still the city council continues to demand a better coverage of the area and an increase in the frequency of service on all city routes.

In order to implement the new city network, the Flemish Transport Company De Lijn of the Flemish Community was given further resources, but even during the reconstruction of the Groene Boulevard, public transport was taken into consideration. Better bus stops were put up, better connections were provided between the different networks and bus lanes were created in certain areas.

Schematic overview of some noticeable differences with the past

	City network before FPT	City network from 1 July 1997	City network from 1 July 2000
Buses	8	27	40
Type of Vehicle	standard (16 years)	midi low floor bus type 380 mini low floor bus type 308	22 ex. 14 ex.
Kilometres/year	540.777 km	1.675.139 km	1 624 000 km
Passengers/year	331.551	2.772.785	3 200 000
Passengers/kilometre	0,6 / km	1,6 / km	1,97 passengers / km
Routes	4	9 routes freq. peak and off-peak: 30'	9 routes freq. peak 15' freq. off-peak 30'
Drivers	18	54	80
Journeys/Day	84	480	510

What is the cost of “Free Public Transport” for Hasselt?

The city council pays for each ticket that each passenger would normally buy.

For the city network, this means all tickets even for people who are not resident in Hasselt.

For the regional network, the city council pays just for tickets for residents of Hasselt and then just for journeys made within Hasselt city limits.

On 24 June 1997 approval was given on the addendum 10 concerning compensation by the local authority for costs of public transport for the borough council.

The estimated contribution towards these costs is laid out in the table below.

Because there was no way that the impact of Free Public Transport could be estimated, it was agreed in the addendum to the contract that a start would be made by recovering the costs incurred by the introduction of the new network. Each year, this percentage would increase as per the table below.

The addendum was signed for five years. This means that new agreements have to be made this year 2001 and laid down in an addendum to the main contract (see further).

The table below shows the contributions of the city of Hasselt

Estimate of the total costs for the city of Hasselt					
	City network		Regional network		
Year	%	Amount	%	Amount	Total/Year
1997	9 %	€ 113,817	2%	€ 160,562	€ 274,379
1998	12 %	€ 303,512	2 %	€ 327,572	€ 631,530
1999	17 %	€ 429,975	2 %	€ 334,117	€ 764,092
2000	21 %	€ 442,088	2 %	€ 340,760	€ 782,849
2001	25 %	€ 526,296	2 %	€ 347,505	€ 873,800

From the annual evaluation (May 1999) it would appear that a cost recovery of 35% has already been achieved. (calculation: unit cost of € 0.50 for 70% of the passengers provides a cost recovery of 35%)

According to the table above, 25% of costs should have been recovered in 2001.

The cost recovery mentioned here is the cost price of the public transport excluding the investments and write-offs for the buses, trams and trolley buses.

The average cost recovery for Flanders amounts to 25% for the combination of city networks and regional networks. City networks such as that of Antwerp had already achieved a cost recovery of 30% some time ago.

Impact on the budget of the city of Hasselt and its residents
(statistics used are those for 1998):

The estimate for usual expenses amounts to € 74,559 332 or BEF 3,007,716,000, Expenses on investments amounts to € 21,403,848 or BEF 863,429,077 for 1998.

Public transport invoices are paid by the revenues. The estimate for the cost of the public transport comes to € 631,084 or BEF 25,457,846, in other words just 0.85% of the revenues.

The taxes in Hasselt (total amount of complementary taxes on the real estate tax and the complementary taxes on personal income tax).

Average number of residents 67,500.

Both taxes for the year 1998 are estimated together at € 29,023,870 or BEF 1,170,820,000.

Calculated on a per capita basis, this amounts to € 430 or BEF 17,345 in taxes per resident for 1998.

The estimate of costs for the city of Hasselt's contribution to the Free Public Transport in 1998 amounted to € 631,084 or BEF 25,457,846. The cost price per capita of population amounted to € 9.35 or BEF 377.

2.17% of the taxes per resident go to public transport therefore.

Another way of looking at this is that the cost in 1998 of the Free Public Transport per family (27,884 families) came to € 22.63 or BEF 913.

In order to situate the cost of the Free Public Transport in Hasselt, we can compare it with the different grants that the city provides from its revenues for the year 1998.

- Grants (not compulsory) that the city gives to the Hasselt Cultural Centre. In 1996 the Hasselt Cultural Centre received € 50,223 from the revenues, the figure for 1997 amounted to € 1,527,024 and the estimate for 1998 is € 1,566,687. Per resident this comes to € 23.23. This is approximately 2.5 times as much as that for public transport.
- Operating grants (compulsory) to the church wardens: in 1997 this amounted to € 83,095 and the estimate for this sum for 1998 comes to t € 707,934. Operating grants (compulsory) for the O.C.M.W. – (Public Centre for Social Welfare - social security): in 1997 this amounted to € 591,226 and the estimate for this sum for 1998 amounts to € 6,012 657. Operating grants (compulsory) for Family Allowance: in 1997 this amounted € 14,874 and the estimate for this sum for 1998 amounts to € 11,155.
- Operating grants (compulsory) for relief work (non-profit making organisations): for 1997 this amounted to € 199,554 and the estimate for this sum for 1998 amounts to € 215,667.

- Operating grants (compulsory) for nursing and care institutions (shortfall O.C.M.W. – Public Centre for Social Welfare -hospital): for 1997 this amounted to € 495,787 and the estimate for this sum for 1998 amounts to € 371,840.

4.7.5. Results

On 1 July 1997 the Flemish Transport Company De Lijn and the city of Hasselt finally started their new network. From one day to the next public transport in Hasselt was a hit and has remained a great success through until today as the figures reveal.

City network

In the days **before the introduction** of what I will, for the sake of convenience call FPT (Free Public Transport), the **average number of passengers** using public transport was **1000**.

On the **first day** that it was introduced this number increased to **7, 832 passengers** using FPT. The average number during the first month was **7,500 passengers** or 7.5 times as many as previously.

(See annexe No. 3 From one day to the next)

In order to present a realistic picture of the increase in the number of passengers, I have used comparison figures from the month of September

City network between 1997 and 2001

September 1996:	28,553 passengers	
September 1997:	244,252 passengers	x 8.55
September 1998:	262,263 passengers	x 9.10
September 1999:	270,922 passengers	x 9.48
September 2000:	291,578 passengers	x 10.21
September 2001:	349,225 passengers	x 12.23

City network between 1997 and 2001 totals for the year

Before the introduction of Free Public Transport; that is in the years previous to 1997, we had between 330,000 and 360,000 passengers.

In 1997 our total number of passengers amounted to 1,498,138.
And Free Public Transport was only introduced on 1 July 1997.

Figures after this date are for FPT throughout the year:

1998: 2 837 957 passengers	2000: 3 178 548 passengers
1999: 2 840 924 passengers	2001: 3 706 638 passengers

(See annexe No. 4 statistics on use of public transport five years)

Regional network

Net regional figures between 1997 and 2001

September 1996:	34,255	passengers
September 1997:	43,760	passengers x 1.27
September 1998:	45,700	passengers x 1.33
September 1999:	41,112	passengers x 1.20
September 2000:	38,198	passengers x 1.12
September 2001:	30,963	passengers x 0.90

The figures indicate that the city network has benefited initially from the “pull” effect of the new city network. These figures decreased somewhat after the success of the first month. It would be difficult for this to be otherwise as changes were made to the network and the frequency of service when the city net was introduced. Only residents of Hasselt may travel free of charge on the regional network and this on presentation of their identity card. This is not necessarily inviting.

The regional network is and remains provisionally aimed at transport to and from work. Amendments to this can only be made through the decree on basic mobility. The councils in the transport area between Hasselt and Genk now need to make known their requirements regarding public transport. Because the subject in question is the regional network, this should have a positive effect on the regional network within Hasselt.

All networks

Total of all networks between 1997 and 2001

September 1996:	62,808	passengers
September 1997:	288,012	passengers x 4.58
September 1998:	307,963	passengers x 4.90
September 1999:	312,034	passengers x 4.97
September 2000:	329,776	passengers x 5.25
September 2001:	380,188	passengers x 6.05

4.7.6. Research Studies

4.7.6.1. General Passenger Study November 1997

In November 1997 275,466 passengers in all used the city network and the regional network, this is 4.38 times more than the same month of November in 1996. Split up, the figures come to 7.84 times more for the city network and 1.49 for the regional network than in November 1996.

This research provided the following results:

Who uses the bus:

- 37.4 % < 20 years old
- 62.0 % < 30 years old
- 8.40 % > 60 years old

Where do these bus passengers come from?

- 52.2 % from outside Hasselt
- 48.8 % resident in Hasselt

Which Hasselt residents use the bus?

- 46.0 % live in the centre (within the outer ring road)
- 16.2 % live in Kuringen
- 9.90 % live in Runkst
- 0.50 % live in Wimmertingen (no city bus, just the regional line)

Purpose of journey by bus?

- 31.2 % school
- 23.8 % work
- 20.8 % shopping/services
- 12.5 % going home
- 10.6 % relaxation
- 1.10 % other

Switches

16 % switched from using the car to taking the bus

12 % switched from using the bike to using the bus

9 % switched from going on foot to going by bus

4.7.6.2. Passenger research hospitals, markets and schools January 1998

	Hospital	Market
Existing passengers residents of Hasselt	25.6 %	18.9 %
New passengers residents of Hasselt	74.4 %	81.1 %
Existing passengers non-residents of Hasselt	26.9 %	48.9 %
New passengers non-residents of Hasselt	73.1 %	51.1 %

Hospital visitors

44 % of the hospital visitors are over 55 years of age. This would suggest that the bus plays a social role and that older people find it easier to take the bus to go to the hospital.

It would also appear that 40.4% of people switched from using the car to using the bus and 22.4% of cyclists switched to using the bus. This speaks for itself as 44% are older than 55 years of age.

Market visitors

70.5% of people going to market are older than 45 years of age. 32.2% of these switched from using their car to taking the bus and 24.1% switched from using their bikes to going to the market by bus. This would also make sense as one can carry more shopping on the bus.

	students		teachers / staff	
	1996- '97	1997 – '98	1996 – '97	1997 – '98
Travelling by bus	9.7 %	23.3 %	3.4 %	7.2 %
Travelling by car	26. %	21.6 %	51.8 %	49.6 %
Travelling by bike	38.0 %	27.5 %	31.0 %	31.0 %
Travelling on foot	12.8 %	7.1 %	10.2 %	6.5 %

Schools.

Figures in this table suggest that students find it easier to switch to travelling by bus than teachers. Could this be something to do with an image problem?

The fervent cyclists among the teachers on the other hand remain faithful to their favourite means of transport and they have got one up on the “lazy” students who are quicker to leave behind their bikes for the bus. The students will probably be slower to switch over to using cars at a later date and that’s good to know. They have learned the advantages of taking public transport at an early age.

The research reveals that a large number of people have indeed switched from travelling by car and have started using public transport. There is one negative influence on young people however. They are leaving behind their bikes in favour of travelling by public transport.

We can react to this in different ways, namely by making people more aware of cycling by implementing a special policy on cycling and making cycling facilities better and safer. However, the positive side to this problem is that these young people are getting used to using public transport early on and learning its advantages. They may switch over to cars less quickly later on and tend to think seriously before choosing the most appropriate form of transport for specific journeys.

4.7.7. New proposal for contributions to the costs of public transport for the city of Hasselt between 2002 and 2006

4.7.7.1. Analysis of the Proposal

Addendum 10 to the main contract comes to an end on 31 December 2001. This is when the Flemish Transport Company De Lijn put in a new proposal.

This proposal is part of the "Third Payer System".

The new calculations for the cost recovery coefficient for the year 2000 for Flanders were prepared by the Flemish Transport Company. **This is at 25.59%**. This is clearly lower than the real cost recovery coefficient for Hasselt.

The cost recovery coefficient for Hasselt in 1999 was already calculated then at **35%**. This is a good starting point for the city then (**±10% lower**).

The planned cost recovery for Hasselt (*see earlier table of costs for Hasselt*) for the year 2001 amounted to 25%.

De Lijn also uses as its point of departure the fact that the cost recovery over five years should increase from 25.15% to 25.59%.

As has been the case in the past no account is taken in the calculations of possible increases in costs such as fuel price increases etc. The possible

additional cost for Hasselt for implementing the decree on Basic Mobility is very difficult to gauge today. It is clear of course that an increase in costs of the city network will result in an increase in the contribution to be made by the city. This was also the case in the past.

The **basic amount** for the **city network** (system 1) is the estimated amount for 2001 and of which we must pay 25% in 2001. This basic amount comes to € 3,251,067 or BEF 131,147,724.
For the first year of the new contract, namely 2002, this basic amount will increase by 2% to cover the increase in costs in 2002 bringing this to € 3,316,088 or BEF 133,770,678.
The calculation is made annually on the basis of the actual costs.

The **basic amount** for the **regional network** (system 2) is the estimated amount for 2001 of which we must pay 25% in 2001. This basic amount comes to € 1,390,459 or BEF 56,090,976.
For the first year of the new contract, namely 2002, this basic amount will not be increased and remains at the same level as 2001 therefore.

And finally the contribution by the city of Hasselt is reduced even further by a discount equivalent to the contribution made by the Flemish Authority for the introduction of the over 65s card.
This contribution amounts to € 2.48 or BEF 100 multiplied by the number of residents. By way of an example, the amount of the contribution for 2001 comes to € 168,711 or BEF 6,805,800.

The estimated contributions to costs for the period 2002 - 2006 are laid out in the table below.

ESTIMATE OF TOTAL COSTS FOR THE CITY OF HASSELT 2002 - 2006						
Year	City network		Regional network		Reduction over 65s card	Total/Year
	%	Amount	%	Amount		
2002	25.15 %	€ 833,890	25.15 %	€ 348,656	€ 170,400	€ 1,013,147
2003	25.29 %	€ 838,758	25.29 %	€ 351,697	€ 172,103	€ 1,018,353
2004	25.44 %	€ 843,626	25.44 %	€ 353,738	€ 173,823	€ 1,023,541
2005	25.59 %	€ 848,494	25.59 %	€ 355,780	€ 175,561	€ 1,028,713
2006	25.59 %	€ 848,494	25.59 %	€ 355,780	€ 177,318	€ 1,026,955

4.7.7.2. Conclusion to the new proposal for Free Public Transport

If we compare the total amount in 2001 with the total amount for 2006, we note an increase of € 153,155 or BEF 6,178,258 or a total increase of 17.5%.

Personally, I think this proposal is very positive especially in view of the estimated cost recovery coefficient for 1999 which is already at 35% (see above) and that De Lijn is now starting from a cost recovery of 25.15%.

Free Public Transport cannot be seen as a measure in itself, but it should, as was the case in the past, constitute a part of the total "Samen Anders Mobiel" policy. Only by introducing measures for all kinds of modes of transport can Hasselt become a pleasant city to live in.

On 27 November 2001, the City Council approved this new proposal of the Flemish Transport Company De Lijn, as described above. The new contract will be signed for the period 2002 - 2006.

4.7.8. Conclusions to the Free Public Transport for Hasselt for the period under review

The only conclusion we can draw from the period under review is that it has been an enormous success.

We scored highly both at home and abroad with our approach towards public transport. Demands for details came from all over.

All at once, from one day to the next, public transport was no longer something affecting other people. Hasselt residents travelling by bus spoke about **our** buses and the social contact between the passengers was noticeable. People got to know each other on the bus and suddenly learned who their neighbours were.

Public transport became a topic of conversation, not just in Hasselt, but throughout Flanders. All that we had gone through taught us that the only way ahead is to carry on the route we have paved for ourselves.

Perhaps some people think that the results are not spectacular, but only by carrying on and working on a **Samen Anders Mobiel policy** can we hope to change attitudes. This means that Free Public Transport is important but that in addition to public transport, we also need to work on better facilities for pedestrians and on good bike paths and reducing car use.

The fact that cars are used less is obvious. We have put aside two lanes on the Groene Boulevard for cars and as of yet we haven't really noticed any traffic jams.

First of all we offered an alternative for car use and now we can start working on reducing car use. And that's when it starts becoming interesting.

Furthermore our FPT is also a welfare measure as can be seen in the figures for trips to hospitals and markets.

When looking at such projects, one should never look at the figures in a purely isolated light of mobility versus economy because so much more is involved.

And of course we cannot ignore the environment aspect on which we cannot pass any verdict in the short term.

4.8. Hasselt and the railway

Railflex Card, B-Tourrail, Multi Pass, Multi-tariff, weekend rates, etc. There is a special rate to be had at just about any time, regardless of age, travelling together, distance, loyal client, social circumstances, tourist

promotions, events, etc.

You can find the train timetable on the NMBS website.

4.9. Awareness Campaigns

4.9.1. “Samen Anders Mobiel” Campaign

4.9.1.1. Problem

The city centre of Hasselt really started really expanding during the second half of the twentieth century to become the commercial and service centre of Limburg. One of the defining factors was the easy access to the city by car. It became clear that this aspect would be counter-productive over time for the economic strength of the city and the quality of life in the city. A city centre whose trademark is traffic danger, air pollution, and excessive noise is no longer attractive for residents, visitors and investors.

4.9.1.2. Objective

Hasselt city council therefore started up a new mobility policy in 1995 comprising three main activities: modifying the road infrastructure, improving public transport and producing a promotional campaign for alternative forms of transport. The Life project “Samen Anders Mobiel” was also included within the framework of this third main activity.

The city of Hasselt wants to persuade its residents and visitors to make use of environment friendly (lier) forms of transport. The title of the Life project is “**Samen Anders Mobiel**”. The “Anders” (other form) refers to the promotion of alternative modes of transport than the common environment-friendly car. In concrete terms this means that it is bikes and buses that are being promoted. For most journeys the car remains the priority mode of transport. In these instances, people are encouraged to use their cars as rationally and usefully as possible; by using just one car for several people for instance and parking cars on the outskirts of the city.

4.9.1.3. Samen Anders Mobiel (the method used for the project)

The main idea behind this Life project is that a change in behaviour stands the best chance of succeeding if those players whose habits need to change are convinced themselves of the need and work

towards the changes themselves. In order to promote alternative means of transport, this Life project is purposely called "Samen Anders Mobiel". One of the characteristics of this campaign is bike pooling activity. The person submitting the project announces the bike pooling action, organises the first information meetings on the subject, but the aim is that the final organisation of the bike pooling is carried out by the participants, in other words, the parents that previously took their children to school by car. Other campaigns for instance are "Shop by Bike" and the "Car-free Day".

4.9.1.4. Results and Advantages for the Environment

If more and more people start using alternative forms of transport such as public transport or bikes then the number of cars on the roads will fall. This will lead to a reduction in air pollution and a reduction in noise levels. The environment in the city centre will undergo less damage and the living climate will be improved.

4.9.1.5. Sustainable policy in Hasselt

A contract on the environment has been signed in the meantime. The higher authority wants to urge the city councils to carry out a sustainable policy. One of the components of this contract is part 5 "economic energy consumption".

The Samen Anders Mobiel project comes to an end on 1 April. We will, of course, be continuing with our awareness campaigns. In the future, these will fit more into the section on "economic energy consumption" of the environment contract.

4.9.1.6. Bike Pool

One of the campaigns that is sure to be continued is the very successful bike pool campaign.

The aim of this action is to urge school heads, parents and children to get together and use an environment-friendly means of transport such as bikes instead of going to school by car.

We all believe that the school surroundings are dangerous due to the large number of cars in the area surrounding the schools. This is why we all take the car ourselves to drive our children to school. If we use this reasoning, we end up in a chain reaction that we can't escape from, unless we change our habits radically.

Changing radically means that we must let the children go to school on foot or by bike.

Of course children in their first to fifth years of school are too young to go to school alone by bike. It would be possible in a group or accompanied by adults. We call this bike pooling.

One or more parents gather together all the young children who can ride a bike and accompany them in safety to school. The city council helps organise this, but thereafter the parents have to manage it themselves. The city council provides bright yellow reflective jackets so that groups stand out clearly in the traffic. In practice we have learned that car drivers are conscious and take account of these groups and will give them right of way much more quickly.

Moreover, the council is happy to find solutions to problems for young cyclists and to help clarify insurance problems. The local policeman is the person who follows up on the bike pools in the boroughs and even sometimes accompanies the children.

6. CONCLUSION

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What are the benefits of this policy for us?

All of this, public transport and the whole policy on traffic, both the broad Mobility Campaigns, the concepts in order to increase traffic safety as well as the smaller more goal-oriented campaigns to motivate people towards sustainable mobility for everyone, will eventually lead to less traffic for instance, better air quality, fewer accidents, fewer new cars on the roads, less repair work to existing roads, etc.

This project is not just about having fewer cars on the roads, but also about doing something about the paucity of transport.

All the measures mentioned above should make Hasselt a city with a sustainable quality of life. A city that takes future generations into consideration.

These measures will not necessarily have an immediate result of course. Although one can already see that there are more free parking places in the streets, that there are more cyclists to be seen in the general vista of the city, etc.

But what is even more important is that these measures will have a lasting effect over the medium to long term.

Less work on the infrastructure will be needed in the future. In other words :

“no third ring road around Hasselt but a green belt for a city with a good quality of life”.

Minister of Mobility and titular Mayor of Hasselt, Steve Stevaert:

"We don't need any more new roads, but new thought highways"!

Hasselt, 1 January 2001
Daniël Lambrechts
Civil Servant for Mobility

Modified by DLA on 25 May 2002

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Summary of the Hasselt Mobility Plan SAMEN ANDERS MOBIEL Policy Plan

1. Introduction

On 16 December 1996 the City of Hasselt signed a mobility contract with the Flemish Authority. It was within this context that the Mobility Plan was set up.

The Mobility Plan was split up into three phases:

Phase 1: the orientation phase, Phase 2: setting up the plan and Phase 3: the final policy plan.

During Phase 1 the problems were laid out, a summary of the existing studies presented along with the visions of the different players involved and the research questions.

In Phase 2 the research results were presented, the goals for sustainable mobility noted down along with the different sustainable scenarios for the future compared with the current trends. All players involved weighed up these scenarios with the goals of sustainable mobility according to the strategic plan Accessible Flanders. This evaluation was taken up again in Phase 3 and forms the basis of the creation of a policy plan.

Phase 3 comprises the policy plan Sustainable Mobility. This is the result of the policy choice of the borough. The policy plan lays out the lines of force and the areas of responsibility required for an integrated programme of actions. This action plan sets out the lines of force and the areas of responsibility for an integrated programme of actions over the short-, medium and long-term.

The city council's assignment within the policy plan is to create the development scenario for *sustainable mobility* using appropriate measures.

2. Content of the policy plan

In the first instance the summary notes are prepared, these are an evaluation within this last phase of the different scenarios that will be developed in the second phase of the Mobility Plan. In the second instance the lines of force of the sustainable scenario are set out and the

content for each area of work provided in detail. Finally guidelines for the evaluation of the plan are laid out as well as the further organisation of the Mobility Plan.

The action programme of measures, a far reaching part of the policy plan covering the execution of the work is put together separately. The measures are listed in detail with an indication as to the where they can be found in the plan, their priority, a list of the players involved that will manage the actual work and the deadlines for the work. An estimate for the 'short-term' measures is provided. This list is an instrument for following up the policy plan.

These measures are set up in function of the goals that form the framework for sustainable mobility. The measures that are in fact integrated into the action programme are the results of the inventory of problems and the traffic safety plan as well as the measures for the bike policy plan and the parking policy plan.

The steering committee presented the policy plan for approval to the provincial audit committee and the municipal council of Hasselt.

The approved policy plan forms the basis for future actions relating to mobility policy within the territory of the City of Hasselt which will be carried out by the different parties involved.

3. Summary of the Policy Plan

Development Plan

Hasselt has opted for a development plan in which all ongoing work is steered by the actions of all the different parties involved. The sequential scenarios from the second phase were translated into phases covering the execution of the work per theme.

3.1. Hasselt's first choice goes to public transport

Spearhead number one was public transport. The alternative to car traffic had first to be worked out as a basic network that would guarantee basic mobility for all residents. Mobility for everyone.

The public transport network in scenario 1 has been put in place in the meantime and even already undergone some modifications. In order to

improve the through traffic and to solve problems that public transport came up against, measures were described in detail, and most of these at the request of De Lijn.

The network itself can still be improved on. The city network for example still does not fulfil the norms for basic mobility requiring a service every 20 minutes. To achieve this requires additional resources that are not available in the short term. This means having to wait a while longer for an increase in the frequency of services on regional routes so that residents in districts in the outlying areas and from the whole of Limburg will opt to take public transport rather than travel into the city by car. Regional studies need to be carried out for this and modifications to basic mobility need to be anticipated. This increase in the regional route service is a strict precondition for the second phase of the parking policy.

In 2000 in the meantime, the city network was extended within the framework of the basic mobility policy and the frequency of the service was increased during peak hours. These changes have not yet been included in the Mobility Plan.

The policy plan concentrates mainly on bus transport but another scenario for rail travel and even the Light Rail is also on the drawing board. Rail transport in Limburg is still badly served. Rapid connections to the HST (High Speed Trains) are a must as is the improvement to the connections to Brussels and Antwerp. Old lines need to be reopened including the lines to Maastricht and Eisden and the connection via Wijchmaal to the "Ijzeren Rijn".

The Light Rail was still included for the foreseeable future in the second phase, in the meantime it has been included in the Flemish coalition agreement. Further attention has also been paid in the meantime to Light Rail, a study has been set up by De Lijn and the Light Rail Hasselt - Eisden. It is important to look at a possible creation of the Light Rail to serve as a tram between Hasselt station going via the Campus to Genk. This connection could act as an inter-urban connection and provide added value for the spill-out from the Hasselt school campus and improve the connection between city and campus, as well as acting as transport to the bipool (Big Partner Organisations Operating in Large Areas). A variant on the blueprint from the study, which will be more beneficial for Hasselt, was presented in the policy plan.

3.2. Bikes are the most sustainable form of transport

In those instances where there is a lack of higher frequency services of public transport, Hasselt opted strongly for the bike as the most sustainable form of transport.

It is ideal for moving around the town between the centre and the edges of the borough.

At this distance, bikes are able to compete with the city bus for going to the city's (bus) station as well for traffic from home to school.

The city used its own resources to set up bike paths alongside local roads. The municipal council was urged to put up barriers for cyclists on the roads to the city and to raise the height of crossings on the outer ring to increase cycling comfort and safety on the municipal approach roads and secondary roads.

Red strips were laid out on local roads for bikes with the outline of bikes painted on them in order to improve the safety of cyclists on the roads.

All these measures are part of the creation of a functional and recreational bike network in which the recreational network was already connected to the existing networks and which in the meantime has been partially set up as part of the Haspengouw bike route network.

3.3. Liveable Traffic

An inventory was made in the past of the measures taken to ensure traffic safety and liveable traffic on the basis of hearings in all the borough centres and districts. These are now part of the action programme and are carried out systematically.

These measures are laid out in detail in the traffic structure plans for each borough centre.

3.4. Parking Policy and Park-and-Ride

After the creation of the car park under the Dusartplein, the last link of the Groene Boulevard, parking in Hasselt has is now working as it was planned.

Residents with a parking card are given a subsidised subscription to the parking garages.

Thereafter the residents' parking will be improved in a first phase by the introduction of a blue zone in those streets adjoining the boulevard where parking is particularly dense.

The parking audit indicates that an expansion of residents' parking will put the city under too much pressure. It would have difficulty handling this

unless there were additional car parks on the outskirts or a shift to greater use of public transport.

The following phase of the parking policy therefore is linked in to an expansion of the regional network. Just as was the case with the city network an alternative form of public transport needs to be available for visitors and employees from the outlying districts, before the number of parking places can be reduced for the benefit of the residents. In this second phase, a new car park on the outskirts with a Park and Ride and car pools has been created at exit 28.

The locations of parking signs also need to be extended so that they also appear on motorways. The residents' parking zone will be extended. The parking norms will become stricter and parking in the city centre will be limited to shorter periods of time.

In order to meet the goal of providing optimal accessibility, which is part of the third phase, the city centre will become parking free and therefore will be a zone entirely laid aside for pedestrians and cyclists.

A trial was carried out recently (Sept. 2000) for residents' parking in the Alverberg borough.

3.5. Accessibility by car

The parking policy is closely linked to accessibility to the city by car.

The spearhead is the improvement of the through traffic on the outer ring road where a lot of crossings have been removed and the which should divert the traffic from the city boroughs to a number of sustainable safe, underground crossings at the Grenslandhallen, Runkst and Rode Berg as well as the railway bridge for accessibility

to a new car park on the outskirts at the shunting station.

The parallel roads therefore are given a more important traffic role. In compensation consideration will be given to providing sound screens along the outer ring.

Most local roads were scaled down compared with previously, with the exception of the municipal approach roads that act as connecting roads (Slachthuiskaai and Koning Boudewijnlaan). Only the Trekschurenstraat will be used as a byroad. A new campus road was considered to provide a new connecting road.

3.6. Town planning

With regards town planning, the policy plan has been restricted to a municipal level.

At a municipal level the Mobility Plan gives priority to the policy on location. The area was split up into A, B and C locations according to public transport accessibility. Consideration has to be taken beforehand of the location of those activities that will draw in traffic (new buildings and relocation of existing companies for instance). Jobs that attract a lot of employers have to be located close to connections for public transport; the best being by the station (Location A).

The location policy affecting the structure plan for the borough still needs to be worked out.

A policy of cutting back on shopping areas is in force for commercial zones.

A report on the effects of mobility has been requested for projects that will attract a lot of traffic. Well grouped locations are encouraged, attention being paid in the first instance to the zone along the ring road around Kuringen.

Priority is given to mobility and creating concentrated residential areas within the outer ring. Creating concentrated residential areas around public transport connections is also one of the action points.

3.7. Strategic Projects

The strategic projects include both town planning projects as well as projects that create a link between the town planning system and the traffic system.

Spearheads in the centre are: the reconstruction of the Groene Boulevard is the driving force behind strengthening the image of the city, safety and quality of life for the centre.

The reconstruction of the area surrounding the station, where the headquarters of the Vlaams Huis are located, is the first choice for an increased concentration of office and services buildings.

The canal basin and the adjoining area (the Kempische Wijk) is the location of a new city project where Hasselt will take shape on the water with new municipal functions.

Outside the centre we make our mark: by making the shopping district of the Genkersteenweg healthier, by reducing the number of shopping businesses that want to set up in other remaining residential areas.

Strengthening the connection between the campus and the centre by creating a new connecting road running parallel to the university via Kinapolis.

And finally the location of the new Park and Ride at exit 28 is important for accessibility to the city and last but not least the city bus network needs to be extended in terms of distance covered and frequency of service and this forms an ongoing strategic project.

4. Supporting Measures

The policy measures regarding town planning structure and traffic structure are supported by measures that help change the habits and attitude of people towards mobility.

The umbrella name given to the organisational measures and actions whose aim is to influence mobility habits is 'Mobility Management'. No co-ordination centre yet exists for all these actions that should cover campaigns as well as transport management with schools, companies and events. The proposal here is to develop a mobility centre for this that would be started up gradually and which will have the chance to expand. This centre would set its own dynamics and could be the driving force behind new initiatives that would form part of the Mobility Plan.

Right now the **Samen Anders Mobiel campaign**, which was set up with municipal and European resources acts as the supporting awareness campaign for the Mobility Plan. This is why we are presenting the Mobility Plan to the outside world with the same name.

Within this campaign, the Mobility Plan is translated into campaign themes aimed at specific target groups.

Special attention is paid to the cycle policy in the campaigns carried out as well as the other supporting measures such as bike racks, guarded bike shelters, bike hire and signposting.

A package of supporting measures covers the rate policy (with free public transport until end 2001 as the attention-getter). This will also be a point for consideration for the future. The amount for the parking rates and how these will

evolve as well as the issue of residents' parking are all priority measures within the parking policy.

Specific promotional campaigns are needed for all strategic projects.

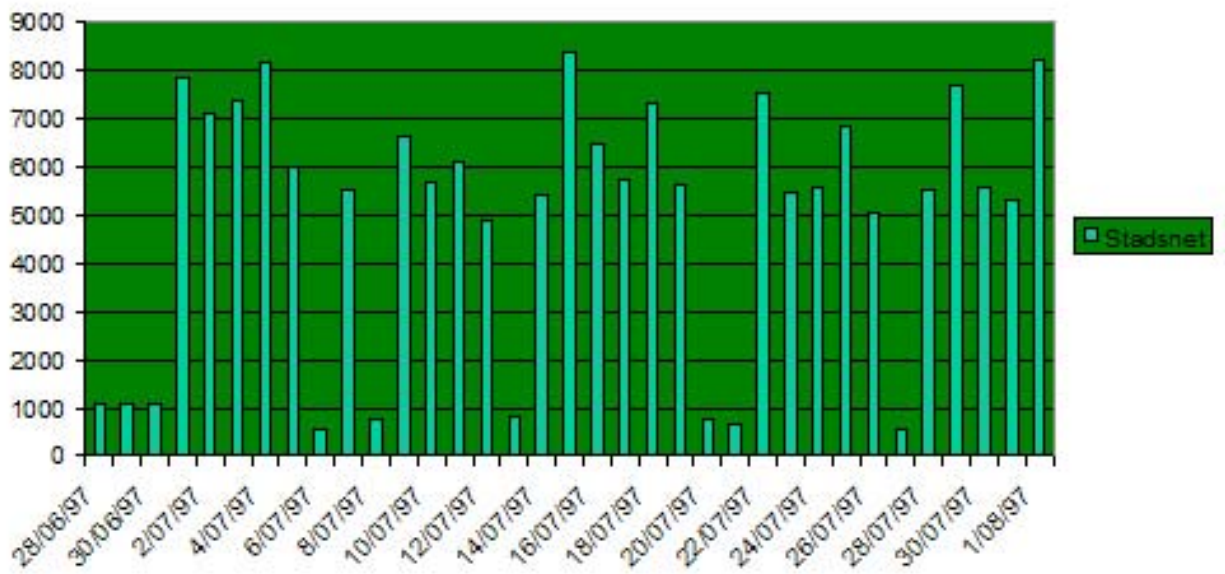
A specific maintenance policy for speed, safety and dangerous traffic habits, which are already partially in existence, is being introduced.

And finally the Mobility Plan also includes proposals for policy support for organising the mobility policy, setting up specific task groups for categorising, traffic safety and maintenance.

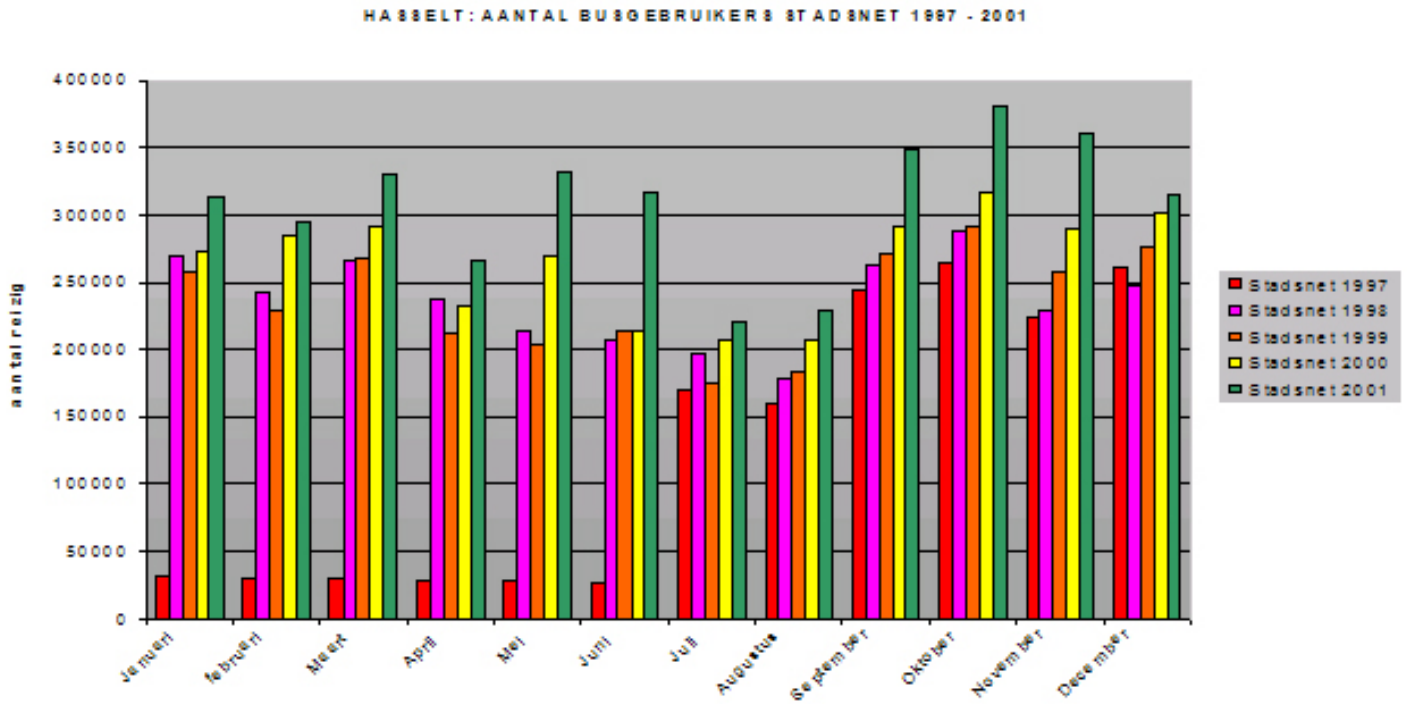
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Annexe No. 2: From One Day to the Next

“FROM ONE DAY TO THE NEXT”
The introduction of the new city network in Hasselt
June - July 1997

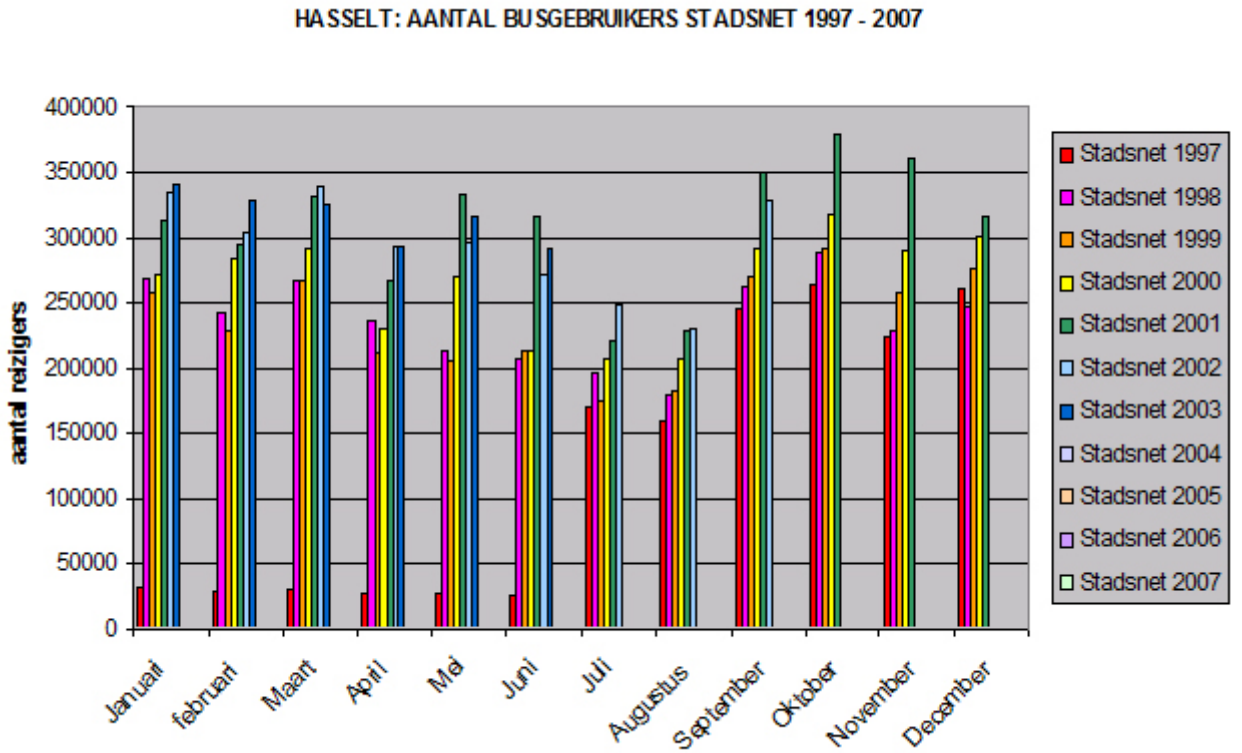


**HASSELT: NUMBER OF BUS PASSENGERS USING THE CITY NETWORK
1997 - 2001**



Bijlage nr. 3b: 10 jaar GOV

HASSELT: AANTAL BUSGEBRUIKERS STADSNET 1997 - 2007



Annexe No. 4. Flemish Transport Company De Lijn Flanders

DE LIJN IN FLANDERS

1. Vlaamse VervoersMaatschappij (Flemish Transport Company) De Lijn

On 1 January 1991 the Flemish Authority brought together three public transport companies and joined them in one autonomously operating state company that was to provide the city and regional transport for the whole of Flanders. That was the beginning of the Flemish Transport Company, since then generally known under the name "De Lijn".

In order for people to use its buses, trams and trolley buses and in order to make the necessary investments De Lijn receives a donation every year from the Flemish Authority.

The relationship between the Flemish Authority and De Lijn is governed by a management agreement lasting several years. This agreement includes different common agreements, provision of transport for instance, tariffs and the financial contribution provided by the Flemish Authority.

Most of the Flemish boroughs and the five Flemish provinces also participate in De Lijn.

Thus De Lijn is able to fulfil its role and accommodate the ever-growing mobility in Flanders.

2. Different Types of De Lijn Travel Passes

1. Fares

- Normal ticket: cost price for one zone: 1 EURO
cost price for 14 zones or more: 6.20 EURO
- Ticket %: cost price for one zone: 1 EURO
cost price for 14 zones or more: 4.20 EURO
- Multi-ticket for 3 to 9 people: one zone: 1.80 EURO
15 zones or more: 12.60 EURO
- Group ticket for 10 to 40 people: one zone: 6.00 EURO
15 zones or more: 42.00 EURO

2. Season tickets

- Line ticket: cost price for one zone 0.75 EURO
cost price for 15 zones or more: 5.63 EURO

- Line ticket %: cost price for one zone 0.57 EURO
cost price for 15 zones or more: 4.21 EURO
- City ticket: 0,75 EURO per journey
- City ticket Brussels: 0,90 EURO per journey
- Suburb ticket Brussels: 1.24 EURO per journey

- 3. Promotional passes
 - City travel pass
 - Suburb travel pass
 - Network travel pass
 - Subscriptions for fixed routes
 - Twin travel pass
 - Buzzy Pazz
 - 65+ travel pass

- 4. Miscellaneous
 - Tourist travel cards to the Belgian coast
 - One day city travel card and one day network travel card

3. Types of "Third Payer System"

After the introduction of FPT in Hasselt, a number of other municipal councils looked into whether they could do something with their public transport rates in one way or another.

The mobility contracts gave them opportunities to do this. Each council looked into which system would be appropriate for their budgets.

Free transport on the city network is only available in Hasselt and Hoeilart.

The Flemish Authority made it a priority for all over 65s to be able to travel free of charge in Flanders.

All other agreements stem from the Hasselt Free Public Transport Policy.

- System 1: Free transport within the boundaries of the borough.
Hasselt comes under this system, one contract with one borough.

- System 2: Free transport within the boundaries of the borough, only for residents. Not in use.
- System 3: under twelves and over sixties
24 contracts with councils
- System 4: 25% - 50% contribution to the subscriptions
18 contracts with the boroughs
- System 5: contribution by the borough to 'home to work' travel passes where a contribution of 75% by the employer is already in place. Not in use.
- System 6: contribution by the council for the benefit of passengers with travel pass. Not in use.
- System 7: one journey costs just 0.0 EURO, 0.5 EURO or 0.62 EURO
9 contracts with boroughs

All these contributions are paid out of budgets made available by the borough councils specifically for this purpose.

Employers can also register for the "Third Payer System".

4. Figures "De Lijn" Flanders

The Flemish Transport Company closed the 2000 accounting year with balanced books. The contribution of the Flemish Authority amounted to € 306.05 million (an increase of € 37.01 million compared to 1999).

These contributions are split up into the following budgeted items:

Art. 31.01 Basic Donation	€
275.66 m.	
Art. 31.05 Euro 2000	€
0.2 m.	
Art. 31.07 Mobility Contracts	€13.
91 m.	
Art. 31.12 Basic Mobility	€
1.78 m.	
Art. 31.10 and art. 31.15 New Rates, over 65 and additional projects	€
14.5 m.	
Total million	€ 306.05

Figures for De Lijn Flanders and provinces for 2000

<u>2000</u>	<u>passengers carried 2000</u>	<u>net transport receipts</u>
Antwerp 39,687,838	92 236,478 passengers	€
Limburg 11,042,853	19 986,864 passengers	€
Oost Vlaanderen 23,898,726	53 760,491 passengers	€
Vlaams Brabant 21,216,867	42 850,655 passengers	€
West Vlaanderen 17,297,147	31 575,398 passengers	€
Total 113,143,441	240 409 886 passengers	€

Numbers of passengers carried by De Lijn Flanders over 10 years

Year	Total number of passengers carried by De Lijn Flanders	Number of passengers carried by De Lijn Limburg	Net transport-receipts De Lijn Flanders	Net transport-receipts De Lijn Limburg	Total number of kilometres travelled De Lijn Flanders	Total number of kilometres travelled De Lijn Limburg
1991	216 770 950	17 898 277	€99 819 000	€10 074 000	116 644 880	18 546 992
1992	217 811 450	18 022 740	€102 589 000	€10 349 000	119 217 226	19 404 418
1993	219 081 000	18 044 000	€104 423 000	€10 537 000	118 834 735	19 075 676
1994	220 645 684	16 999 000	€107 250 130	€10 936 000	118 135 815	19 116 434
1995	218 739 838	16 827 000	€110 117 454	€11 210 000	116 857 194	19 271 619
1996	214 846 501	16 630 000	€111 377 773	€11 312 000	117 655 258	19 008 509
1997	214 886 064	17 740 422	€112 888 430	€11 416 522	119 676 293	19 071 723
1998	216 428 033	18 402 886	€114 948 645	€11 282 932	124 737 324	19 943 976
1999	223 232 324	19 007 042	€117 225 178	€11 412 856	127 612 036	20 027 461
2000	240 409 886	19 989 864	€113 143 435	€11 042 853	130 554 452	21 003 343
2001	No data yet available					

DLA, 25 May 2002