



**Vlaanderen**  
verbeelding werkt

# Hoppin points in Flanders

## *an update*

Tijl Dendal  
Department of Mobility and Public Works  
Government of Flanders  
ITS Belgium Congress, 23 September 2021



# Overview

- ▶ **The new mobility vision**
- ▶ **Hoppin points**
  - Realization & support
  - Legislation & subsidies
  - Important developments for this target audience

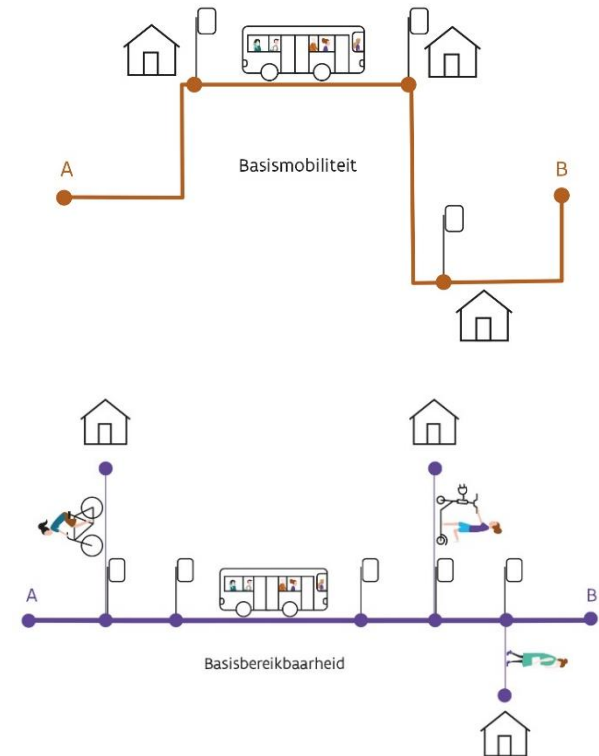


**Vlaanderen**  
verbeelding werkt

# **The new mobility vision**

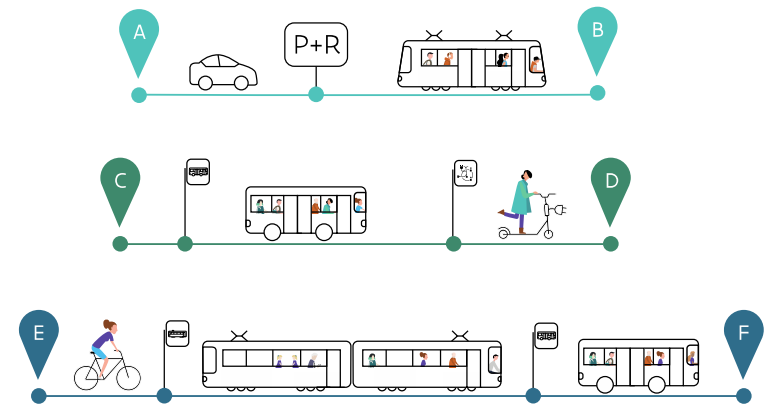
# The new mobility vision

- ▶ Accessibility
- ▶ Important locations from a societal point of view must be easy to reach for all users
- ▶ Redraw the network and infrastructure for all transport modes
- ▶ Sustainable, safe, intelligent and multimodal mobility system



# Combining modes, a reflex

- ▶ Stimulate change in behaviour by making it easier to combine modes
- ▶ The new mobility brand **Hoppin** will guide users through the mobility landscape  
(<https://hoppin.be/>)





## Bundling different mobility solutions within an integrated approach

- 1) The **vehicles and infrastructure of different transport layers** (train net, core net, complementary net, tailormade transport) **combined in an optimal way**
- 2) **Hoppin points**
- 3) **Hoppin centre**



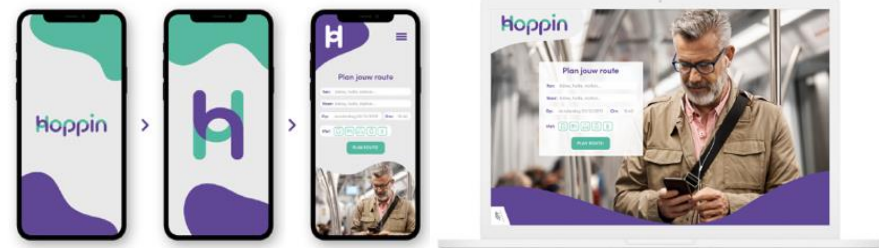


*Example:  
Hoppin column  
in Leuven*



*Example: application of  
Hoppin on flexible  
transport and location  
for shared mobility*

*Example: application of Hoppin  
on app and website*



\* Examples from the corporate identity guidelines (version april 2021) -> no final concepts and designs except for the Hoppin column



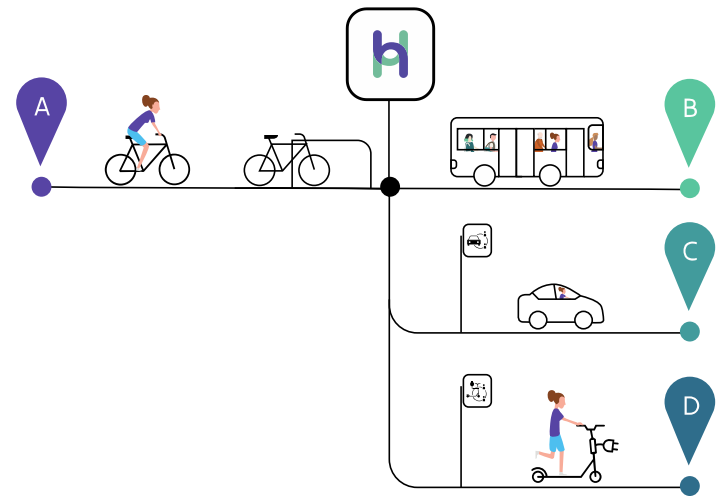
**Vlaanderen**  
verbeelding werkt

# Hoppin points



# What is it about?

- ▶ A Hoppin point is a **node of different transport options adjusted to each other** enabling users to change transport means smoothly
- ▶ Hoppin points can provide **other services** (besides transport options)



► **The road infrastructure manager is in charge of the construction and maintenance of a Hoppin point:**

- Municipalities -> municipal roads
- Roads and Traffic Agency ( + DWV, Lantis, De Lijn, ...) -> regional roads

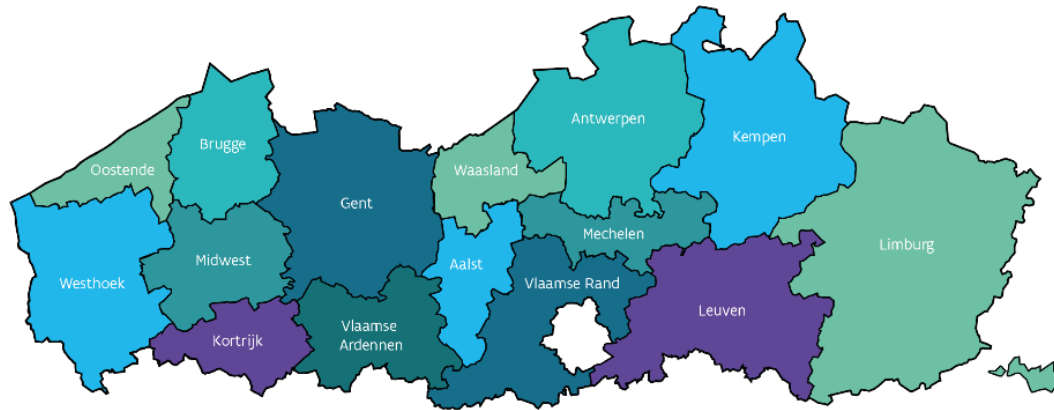
► **Types ('BVR Mobipunten'):**

- 1) Interregional (network logic)
- 2) Regional (network)
- 3) Local (network)
- 4) Neighbourhood (network)
- 5) Neighbourhood (proximity logic)



**types integrated  
in the regional  
mobility plan**

# Selection by transport regions



TR selected Hoppin points  
(development started!)

→ Later to be integrated in the  
regional mobility plans

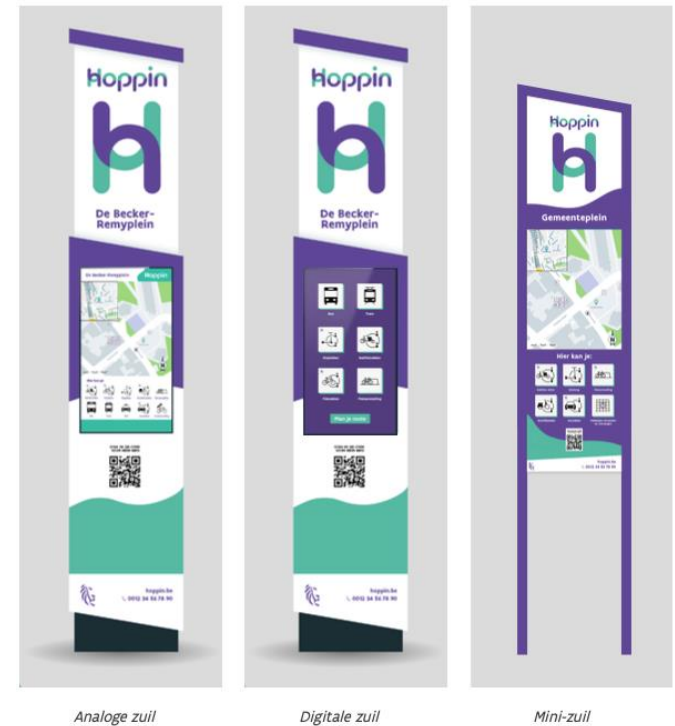
# Support realization

- ▶ Coach and stimulate towards a joint approach and qualitative Hoppin points
  - Consortia in TR assist cities and municipalities in establishing a 'Unieke Verantwoordingsnota' (367 files)
  - 'External support of the 'Hoppinpunten-manager' (since 1 September 2021)



## ► Practical support

- Communication toolbox Hoppin
- Roadmap for the construction of Hoppin Points
- 'Ontwerpwijzer Hoppinpunten' (ongoing)
- Purchase of columns through central purchasing body (in preparation)



<https://www.vlaanderen.be/basisbereikbaarheid/combimobiliteit/hoppinpunten>  
<https://www.vlaanderen.be/basisbereikbaarheid/communicatietoolbox/basismateriaal-hoppin-en-hoppinpunten>

# Subsidies ('BVR Mobipunten')

Type	%	Maximum amount (euro)
Interregional	50	500 000
Regional	50	250 000
Local	100	50 000
Neighbourhood (network)	100	25 000
Neighbourhood (proximity)	100	25 000

<https://www.vlaanderen.be/basisbereikbaarheid/combimobiliteit/hoppinpunten#subsidieaanvraag-voor-de-aanleg-of-herinrichting-van-een-mobipunt>

<https://subsidie.hoppinpunten.vlaanderen.be/>

# Quality requirements BVR mobipunten

- ▶ Accessibility
- ▶ Minimal equipment
  - Parkings spaces (if needed, with adjusted and reserved places for disabled people)
  - Bicycle sheds (with space for outsized bikes)
  - Information carriers
  - Infrastructure for data exchange



# Modalities subsidies 'BVR mobipunten'

- ▶ Requested by municipalities for (re)construction of points adjacent to municipal roads
- ▶ Submitted for approval to a steering group
- ▶ Legislation concerning public tendering needs to be respected
- ▶ Maximum percentage and amount per type
  
- ▶ No subsidies for
  - art. 41 §2 van 'BVR mobiliteitsbeleid' still applies -> exclusion of certain elements
  - Infrastructure for vervoer op maat (tailormade transport covered by the contract between the transport authority and the VOM-provider)
  - No double subsidies



# Draft 'BVR Hoppinpunten'

- ▶ First principal approval by the Flemish Government on 16 July 2021
- ▶ Advice of MORA (17 September 2021) and Council of State still to be considered
- ▶ New (under condition of final approval)
  - Subsidies for works executed by municipalities themselves
  - Extension of subsidized costs
    - × Study costs
    - × Bicycle safes and lockers
    - × Specific measures in order to improve the accessibility of the point
    - × Developing more green space



# Important developments for the target audience

- ▶ Hoppin centre contracted -> work on the interoperability with Hoppin points, bus stops, ...
- ▶ Build on useful insights of many projects and initiatives (European projects, other authorities and organizations, VLOCA (digitalisation of Hoppin points), ...
- ▶ Development of OSLO standard Hoppin points in cooperation with Digitaal Vlaanderen (starting)

# Questions, suggestions, ...

[Tijl.dendal@mow.vlaanderen.be](mailto:Tijl.dendal@mow.vlaanderen.be)

Hoppinpuntenmanager (ad interim)