



## LEU\_07 'To Increase the quality of the PT services through traffic management and dedicated lanes for PT'

### Description of the measure and main outcomes expected

The city of Leuven, the regional public transport operator and the regional authorities are currently working on redesigning the public bus system to create high quality public transport in several dimensions. Within this context, Leuven aims to redesign the different transport axes throughout the city to facilitate the creation of separate bus lanes and prioritise traffic signals for the main PT axes. This measure will contribute to the planning, monitoring and evaluation of this redesign process. This measure will deliver an **analysis/tools for selecting locations** and refining the implementation method for bus corridors, an **analysis of further potential locations** with attention to potential gains and costs, the **identification of 3 locations** where priority for PT will be implemented through bus lanes and/or intelligent traffic lights, and the **preparation of the last phase of the new and improved bus network** starting in January 2025.

### Preparation of the measure

The bus network in Leuven is changing completely and will be introduced on January 6<sup>th</sup>, 2025. With the Basic Accessibility ('Basisbereikbaarheid') Decree, the Flemish government made its renewed mobility vision concrete in 2019. With this, Flanders is committed to more efficient, sustainable and flexible public transport.

In 2020, a concrete plan was developed for Leuven. The basic principles for Leuven's new city network are:

- high-quality access to the 5 most important attraction poles
- fewer buses through the center while sufficiently smooth accessibility is guaranteed by having regional lines run via the Leuven ring road as much as possible and city lines via the center to avoid transfers
- city lines that run longer and more frequently, so that travelers don't have to wait as long
- an increased Saturday service on city lines during shopping hours

In August 2022, the Flemish Minister of Mobility decided however to introduce the Basic Accessibility Decree in phases. Only in January 2024, phase 2 started up, with a number of changes that also involved the Leuven network. On January 1<sup>st</sup>, 2025, phase 4 will start up in Leuven, with the introduction of a whole new bus network. Since the original plan was established four years ago, optimizations compared to the original 2020 plan were necessary. For phase 4, De Lijn (Leuven PTO) proposed a number of changes from the already approved network in 2020. The preparation for the new bus network is now finalized: the alignment with De Lijn and the key stakeholders of the city for the changes has been completed, the final proposal of the new network is approved by the city council, and the necessary infrastructural adjustments are approved and being prepared.

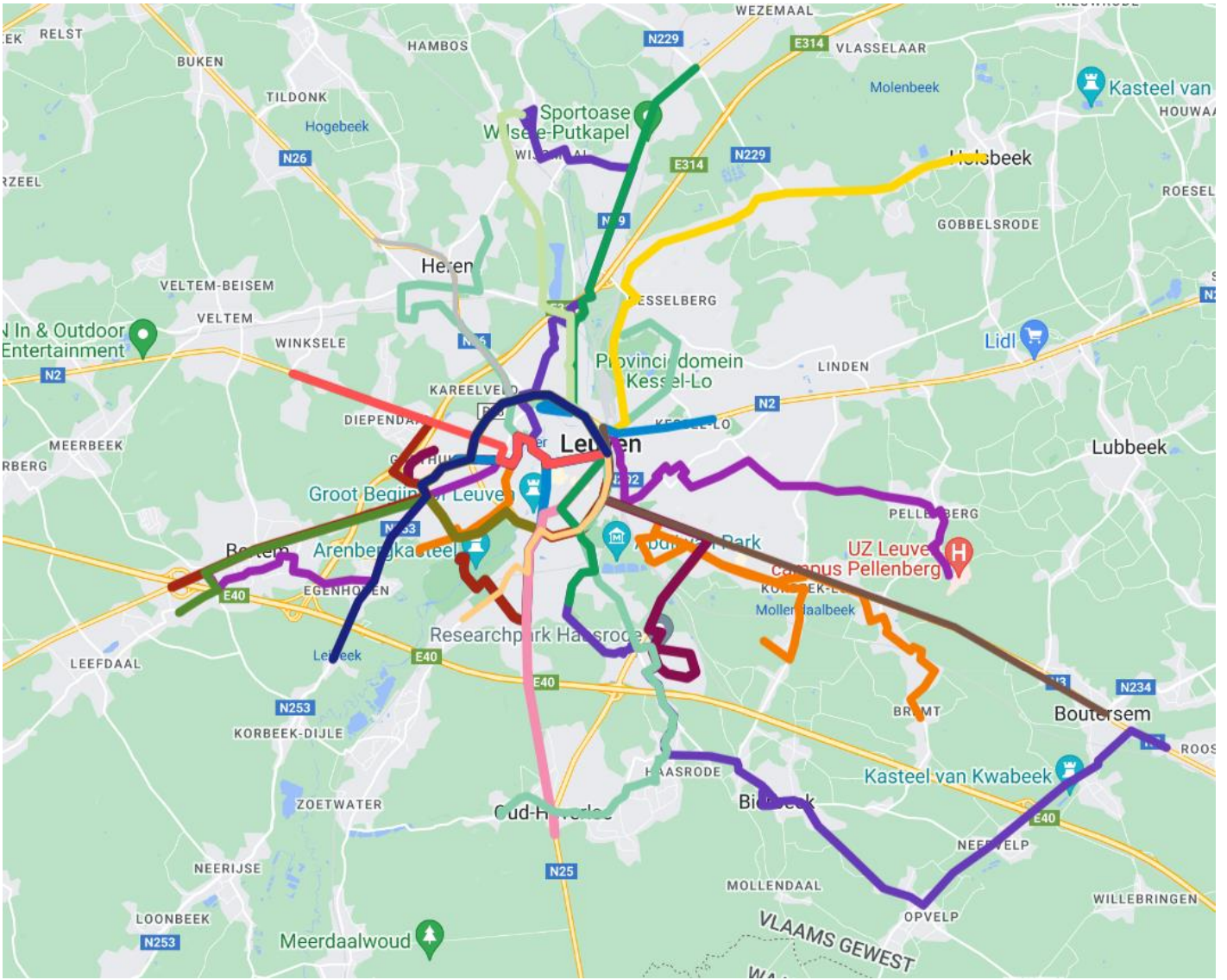


Figure 1 Overview of the new bus network from January 2025



| kaart | straat/zone               | Doorkomsten ochtendspits (7u30 - 8u30) |              | Doorkomsten dal (13u-14u) |              | Impact nieuw busplan |     | Impact nieuw busplan % |      |
|-------|---------------------------|--|--------------|---------------------------|--------------|----------------------|-----|------------------------|------|
|       |                           | Huidig netwerk                         | Netwerk 2025 | Huidig netwerk            | Netwerk 2025 | Spits                | Dal | Spits                  | Dal  |
| 1     | Van Wayenberglaan         | 46                                     | 29           | 33                        | 24           | -17                  | -9  | -37%                   | -27% |
| 2     | Gasthuisberg              | 59                                     | 63           | 46                        | 56           | 4                    | 10  | 7%                     | 22%  |
| 3     | Tervuursestraat           | 9                                      | 10           | 2                         | 8            | 1                    | 6   | 11%                    | 300% |
| 4     | Brusselsestraat boven     | 19                                     | 11           | 8                         | 8            | -8                   | 0   | -42%                   | 0%   |
| 5     | Sint-Jacobsplein          | 74                                     | 50           | 43                        | 33           | -24                  | -10 | -32%                   | -23% |
| 6     | Kapucijnenvoer            | 13                                     | 13           | 8                         | 8            | 0                    | 0   | 0%                     | 0%   |
| 7     | Donkerstraat              | 7                                      | 8            | 4                         | 8            | 1                    | 4   | 14%                    | 100% |
| 8     | Bruul                     | 94                                     | 71           | 55                        | 49           | -23                  | -6  | -24%                   | -11% |
| 9     | Mechelsestraat            | 10                                     | 9            | 8                         | 4            | -1                   | -4  | -10%                   | -50% |
| 10    | SLAC                      | 104                                    | 80           | 63                        | 53           | -24                  | -10 | -23%                   | -16% |
| 11    | Wilsele Dorp              | 5                                      | 9            | 4                         | 4            | 4                    | 0   | 80%                    | 0%   |
| 12    | Begaultlaan               | 0                                      | 5            | 0                         | 2            | 5                    | 2   | -                      | -    |
| 13    | Engels Plein              | 12                                     | 12           | 12                        | 12           | 0                    | 0   | 0%                     | 0%   |
| 14    | Aarschotsesteenweg        | 17                                     | 13           | 8                         | 4            | -4                   | -4  | -24%                   | -50% |
| 15    | Minkceler/Rijschoolstraat | 0                                      | 0            | 0                         | 0            | 0                    | 0   | -                      | -    |
| 16    | Eenmeilaan                | 6                                      | 9            | 2                         | 8            | 3                    | 6   | 50%                    | 300% |
| 17    | Gemeentestraat            | 17                                     | 9            | 16                        | 8            | -8                   | -8  | -47%                   | -50% |
| 18    | Diestsesteenweg           | 25                                     | 25           | 12                        | 10           | 0                    | -2  | 0%                     | -17% |
| 19    | Station                   | 219                                    | 230          | 123                       | 143          | 11                   | 20  | 5%                     | 16%  |
| 20    | Bondgenotenlaan           | 123                                    | 98           | 79                        | 67           | -25                  | -12 | -20%                   | -15% |
| 21    | Maria-Theresiastraat      | 18                                     | 23           | 10                        | 12           | 5                    | 2   | 28%                    | 20%  |
| 22    | Grote Markt/Naamsestraat  | 21                                     | 13           | 17                        | 12           | -8                   | -5  | -38%                   | -29% |
| 23    | Ring (Provinciehuis)      | 50                                     | 77           | 31                        | 48           | 27                   | 17  | 54%                    | 55%  |
| 24    | Casablanca                | 8                                      | 9            | 8                         | 8            | 1                    | 0   | 13%                    | 0%   |

Figure 2 Overview of the difference in the number of passages in the main streets of Leuven between the current bus network and the new network



Figure 3 Example of planned infrastructure works for the optimization of stops for the new bus network

For the redesign of the transport axes, an analysis report for the local baseline measurements for delay and modal split has been drafted, data has been collected and the option to use U-Need for the analysis has been explored.

## Challenges & Mitigations

An analysis by the UPPER-tool U-NEED to further determine the ideal locations is still scheduled and is taking longer than expected, causing a delay.

## Next steps towards implementation

An analysis for the selection of locations and refinement of the implementation method for bus corridors is being carried out by the end of August 2024, including an analysis with the UPPER-tool U-NEED in the fall. After that the locations where priority for PT should be prioritized can be identified.