

List of appendices

- Appendix 1 Sustainable transportation indicators
- Appendix 2 Future tram lines axis in Liege and current bus passengers numbers per hour and per direction on these axis
- Appendix 3 Future (short and long-term) locations of P+R facilities around the central area of Liege
- Appendix 4 Project of the self-service public bike system in Liege, draft document

Appendix 1

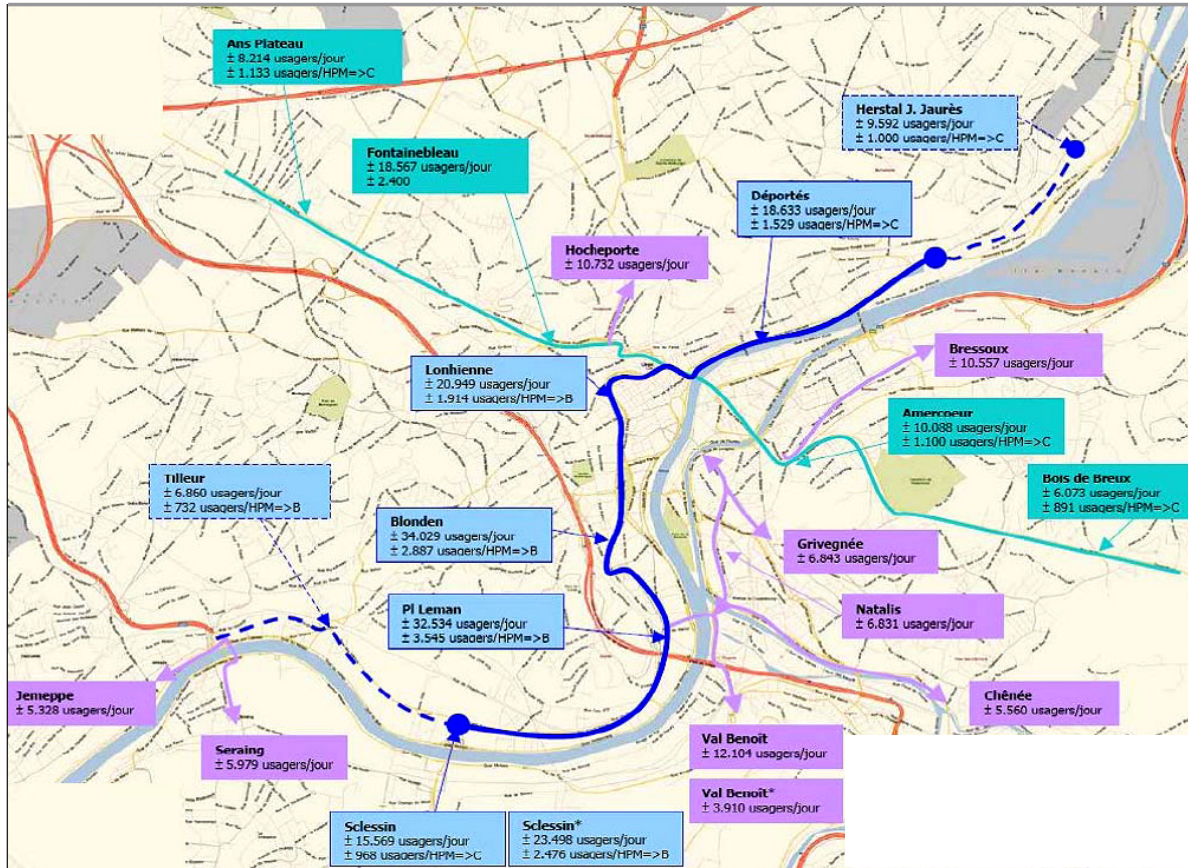
Sustainable transportation indicators (Litman and Burwell, 2006)

OBJECTIVES	INDICATOR	DIRECTION	DATA
ECONOMIC			
Accessibility – commuting	Average commute travel time	Less is better	3
Accessibility – lan use mix	Nber of job opportunities and commercial services within 30-minute travel distance of residents	More is better	1
Accessibility – smart growth	Implementation of policy and planning practices that lead to more accessible, clustered, mixed, multi-modal development	More is better	1
Transport diversity	Mode split : portion of travel made by walking, cycling, rideshare, public transit and telework	More is better	2
Affordability	Portion of household expenditures devoted to transport by 20% lowest-income households	Less is better	2
Facility costs	Per capita expenditures on roads, traffic services and parking facilities	Less is better	3
Freight efficiency	Speed and affordability of freight and commercial transport	More is better	1
Planning	Degree to which transport institutions reflect least-cost planning and investment practices	More is better	1
SOCIAL			
Safety	Per capita crash disabilities and fatalities	Less is better	3
Health and fitness	Percentage of population that regularly walks and cycles	More is better	1
Community liveability	Degree to which transport activities increase community liveability (local environment quality)	More is better	1
Equity – fairness	Degree to which prices reflect full costs unless a subsidy is specifically justified	More is better	1
Equity – non-drivers	Quality of accessibility and transport services for non-drivers	More is better	1
Equity – disabilities	Quality of transport facilities and services for people with disabilities (e.g. wheelchair users, people with visual impairments)	More is better	2
Non-motorised transport planning	Degree to which impacts on non-motorised transport are considered in transportation modelling and planning	More is better	1
Citizen involvement	Public involvement in transport planning process	More is better	1
ENVIRONMENT			
Climate change emissions	Per capita fossil fuel consumption, and emissions of CO ₂ and other climate change emissions	Less is better	3
Other air pollution	Per capita emissions of 'conventional' air pollutants (CO, VOC, NO _x , particulates, ...)	Less is better	3
Noise pollution	Portion of population exposed to high levels of traffic noise	Less is better	2
Water pollution	Per capita vehicle fluid losses	Less is better	1
Land use impacts	Per capita land devoted to transportation facilities	Less is better	1
Habitat protection	Preservation of wildlife habitats (wetlands, forests, ...)	More is better	1
Resource efficiency	Non-renewable resource consumption in the production and use of vehicles and transport facilities	Less is better	2

Data availability : 1 : Limited, may require special data collection, 2 : Often available but not standardised, 3 : Usually available and standardised form

Appendix 2

Future tram lines axis in Liege and current bus passengers numbers per hour and per direction on these axis (ACTP Info, April-June 2008 on the basis of the results of the SRWT report)

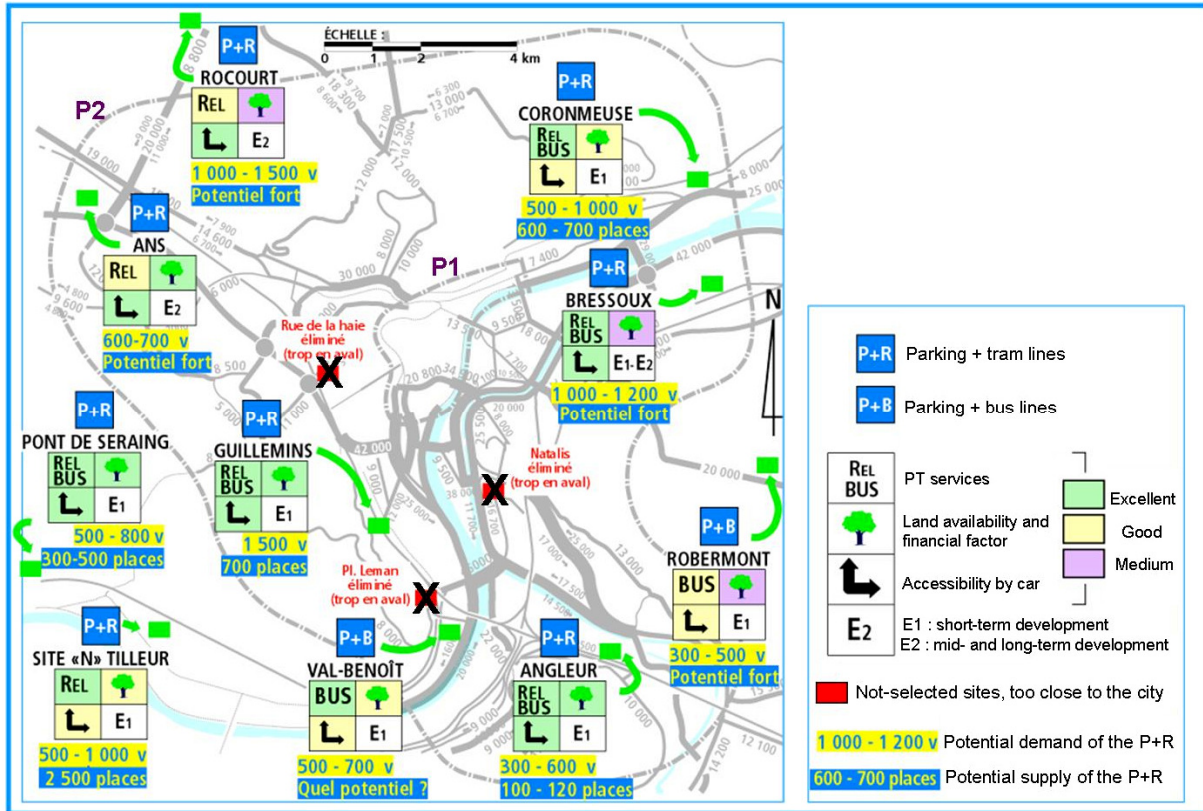


Blue axis = axis Jemeppe-Herstal / light blue axis = axis Ans-Guillemins Station-Fléron / Purple axis = secondary bus lines / HPM = max. passengers number (at peak hour and in the most crowded direction)

Remark : The development of tram lines will considerably modify the present spatial repartition of bus users. The symbol * is an estimation of the bus users transfer between the Val Benoit and Sclessin that would be caused by the development of a tram along the axis 1

Appendix 3

Future (short and long-term) locations of P+R facilities around the central area of Liege (Ville de Liège, PDS 1999, modified by C. Maloir)



Appendix 4

Project of the self-service public bike system in Liege, draft document (Ville de Liege, Commission Spéciale Mobilité, Février 2008)

