Dynamic service times to enable a more efficient use of public space

4E - managing the curb, improving parking

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Agenda

- Awekening sleeping assets project
- What is a servicetime?
- Project need, aim and scope
- The concept
- Results and conclusions so far
- The pilot

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ASAP – Awekening sleeping assets project

- Funded locally trough European Commission Horizon 2020 ERA-NET
- A collaboration between cities, industries and researchpartners in four European countries - Austria, France, Germany and Sweden
- The overall goal of the project is to:
  - Activate underused or inactive infrastructure
  - Activate resources for sustainable city logistics
  - Develop a map of existing testbeds for innovative city logstics systems
- The project will evaluate 14 existing testebds (3 in Stockholm) and 11 new testbeds (3 in Stockholm)

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This project is supported by the European Commission and funded under the Horizon 2020 ERA-NET Cofund scheme under grant agreement N° 875022

What is a servicetime?

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Project need, aim and scope

The need
There is unused space in the city due to static service times

The aim
The aim is to investigate whether dynamic use of service times can enable more efficient use of public space

The scope
Examine the legal, technical, user behavioral and financial aspects of dynamic service times

Includes a pilot in public space

Schedule
2021-04-01 – 2024-03-31

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The concept of the project

Normal mode

Active mode

The entrepreneurs are devided into groups depending on their planning possiblities

- Group 1 – Closely planned activites, e.g. snowplowing
- Group 2 – Planning approx. 1 week before, e.g. Sweeping & weeding, linepaintning or graffiti removal
- Group 3 - Systematically planned seasonal efforts, e.g. Sand uptake, well cleaning or leaf uptake

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Results from legal investigations

- With current constitutions, there are no obstacles to introducing dynamic service times, neither for the formulation of regulations nor marking with changeable road signs.

- The problem lies in marking a temporary ban on parking vehicles must take place as far before the entry into force as it normally applies to permitted parking on site. A special difficulty is the closest to generally allowed residential parking with basically seven-day permitted parking. To make it big-scale, this would need to be less than seven days.

- The city's preparation system for traffic regulations can still be used. One system, connected to the preparation system or an independent such, is however required for documentation of information about when a service time actually applied.

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Pilot before pilot

Purpose

Test before the pilot for a soft start and find out the level of use and that communication routines are working

Time

14 march – 10 June (12 weeks)

Results

- 4 out of 12 weeks (33 %) were used for service
- 576 parkeringhours (at full occupancy)

Conclusions

- Little usage of the servicetimes as predicted
- An automated system is required for a scaled-up solution

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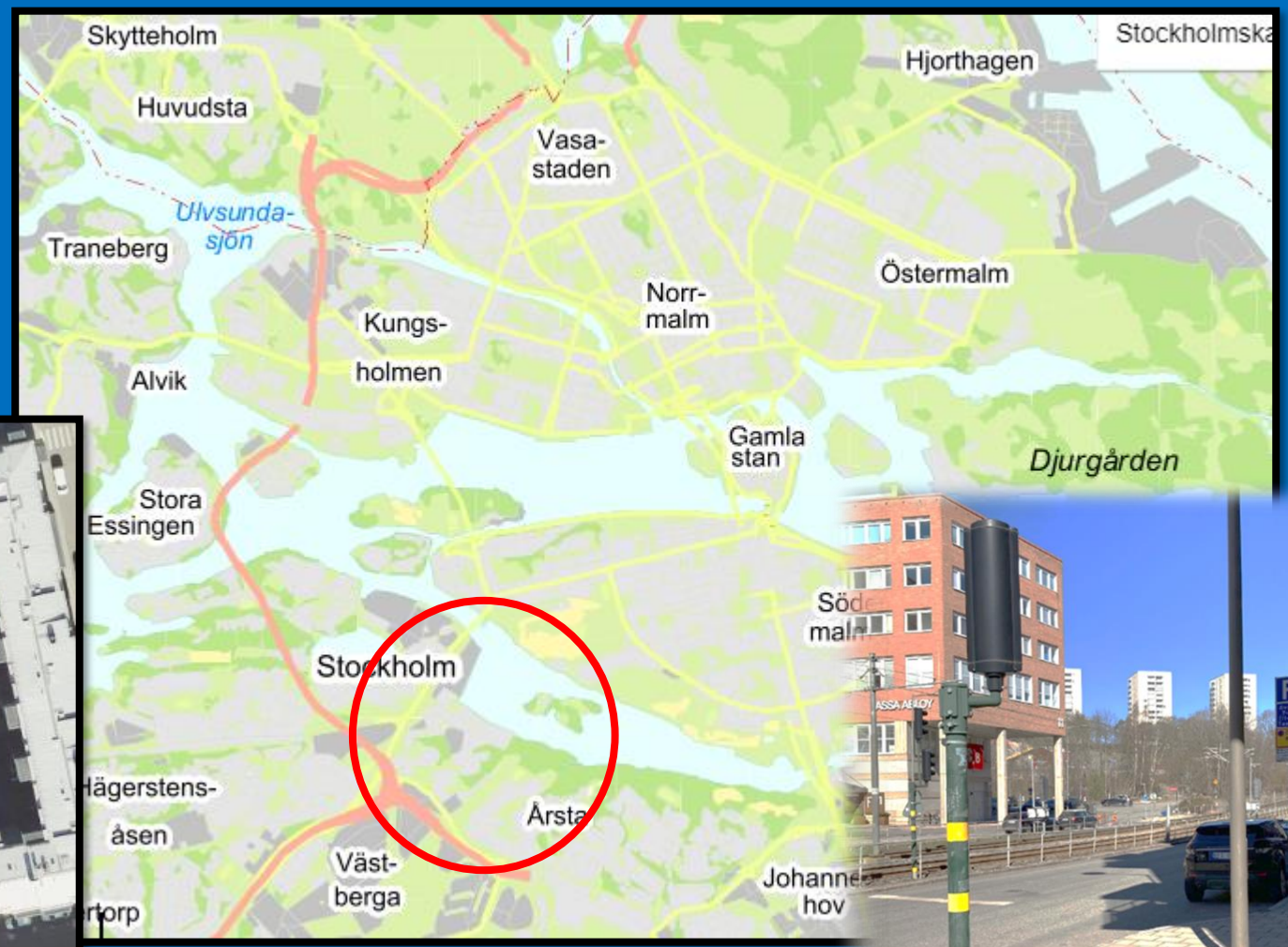
The pilot

Place: Årstadal / Liljeholmen – Ingenjörsvägen 8-20
Time: Nov 2022 – Okt 2023



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The pilot

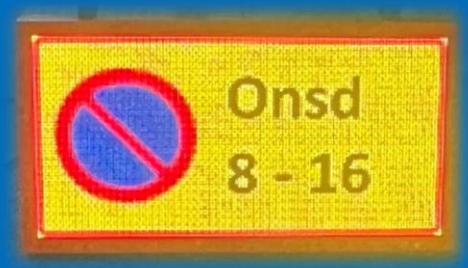
Traffic information sign

Verible message sign (VMS)

Project information sign

Conclusion so far

- A sign with battery and/or solarpanel is required for a scaled-up solution



Next steps...

- Gather citizen input through serveys
- Scale-up workshops with relevant stakeholders

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Thank you for your attention !

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