



3F. Regional mobility: Collaborate to innovate

04:45 PM - 06:15 PM



Urban Freight



Regional Mobility: Collaborate to innovate

Klemen Gostič, Regional Development Agency of the Ljubljana Urban Region; Françoise Guaspere & Justin Le Bihan, Ile-de-France Europe; Signe Helledi, Cycle Superhighways Capital Region, Denmark

Moderators:

Chris de Veer, Province of Noord-Holland & Wolf Engelbach, Ministry of Transport Baden-Württemberg



Where are we now?

I think my region/organisation
will achieve its 2030 climate
goals

(Yes No I don't know)



When it comes to setting and achieving climate and mobility targets, do you feel regions and cities are working well together?

(Yes No I don't know)



Does your region/organisation
collaborate with companies to
pursue climate related targets?
(Yes No I don't know)

Our goal: transforming the transport sector by 2030



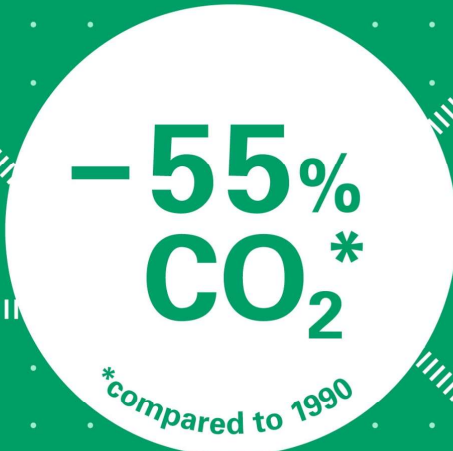
Double the use of public transport



Half of all freight is transported by climate-neutral means



One fifth less car traffic in cities and rural areas



One in two cars is powered by renewable energy



One in two trips is done walking or by bike





Employers' approaches to sustainable mobility management

Example and lessons learned in Ljubljana urban region

Klemen Gostič

*Regional development agency of the
Ljubljana urban region*

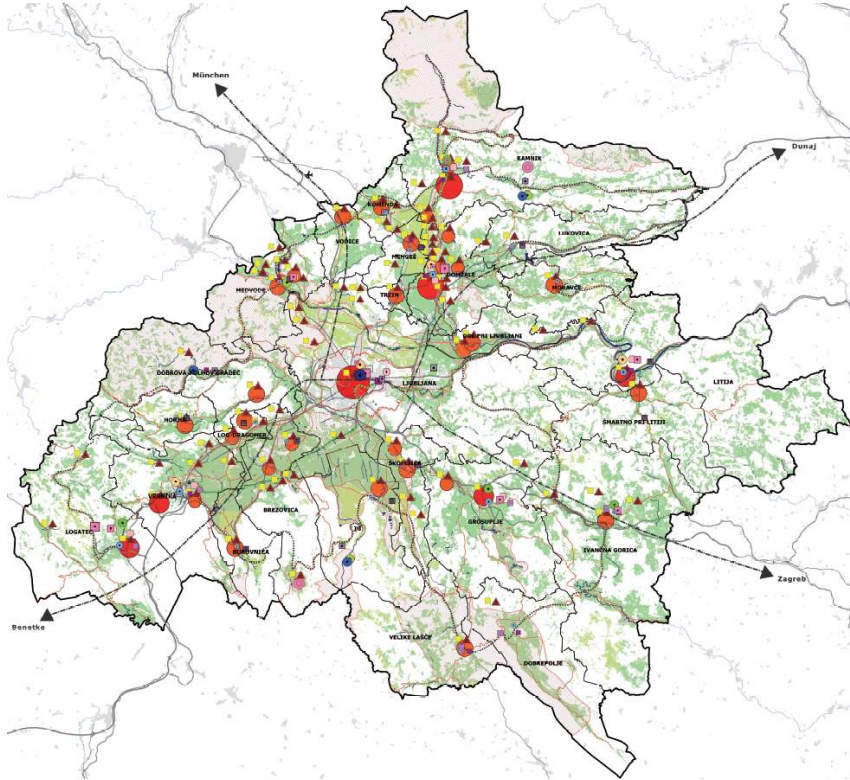
Advisor to the directress for cohesion policy



REPUBLIC OF SLOVENIA
GOVERNMENT OFFICE FOR DEVELOPMENT
AND EUROPEAN COHESION POLICY

SMART
MORE

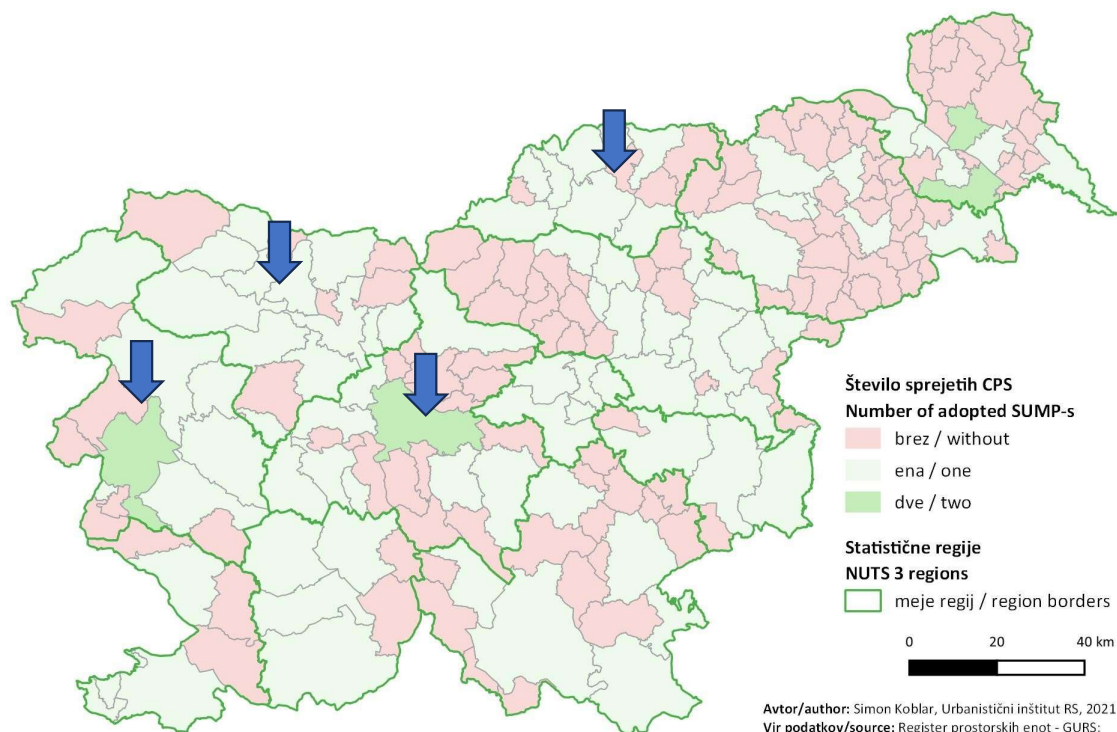
funded by
Iceland
Liechtenstein
Norway grants



RRA LUR



Current SUMP's situation



Avtor/author: Simon Koblar, Urbanistični inštitut RS, 2021
Vir podatkov/source: Register prostorskih enot - GURS; OpenStreetMap; Seznam občin s CPS - UIRS in MzI, 2021.

<https://kazalci.arso.gov.si/sl/content/celostne-prometne-strategije-obcin-regij-1>

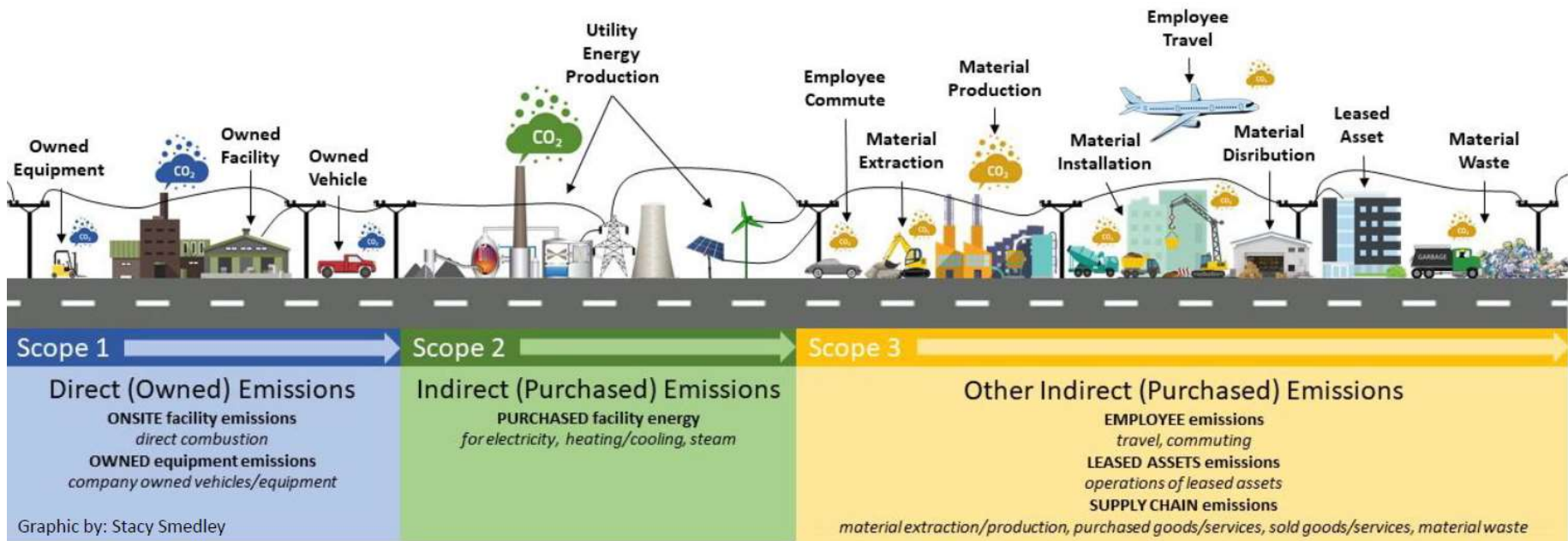


REGIJSKA CELOSTNA PROMETNA STRATEGIJA ZA ŠIRŠE OBMOČJE JULIJSKIH ALP





Change in employers' interests



SmartMOVE: Mobility plans

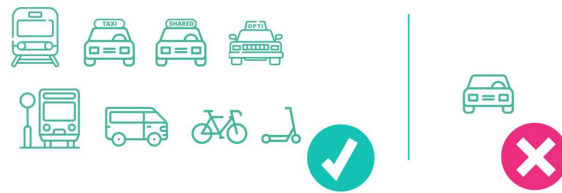
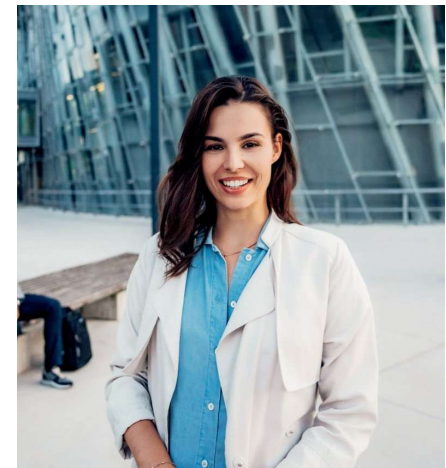
- ✓ **University medical centre:** 8.000 employees (multiple shifts, 24/7)
- ✓ **BTC shopping area Ljubljana:** 700 employees (+20.000 visitors/daily)
- ✓ **IKEA Slovenia:** 300 employees (lack of sustainable mobility options)
- ✓ **Studio Moderna:** 350 employees (hybrid work-office working)
- ✓ **Ljubljana Marshes Nature Park:** need for sustainable tourism





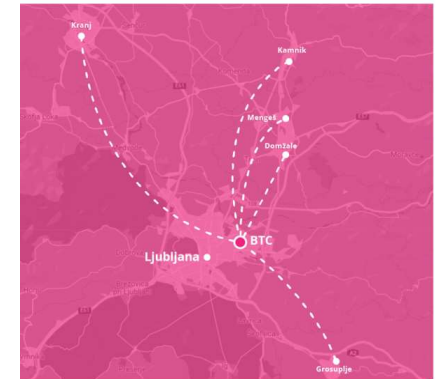
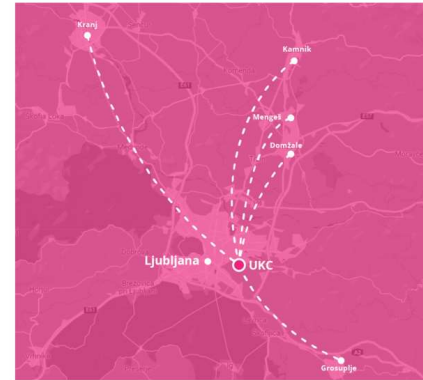
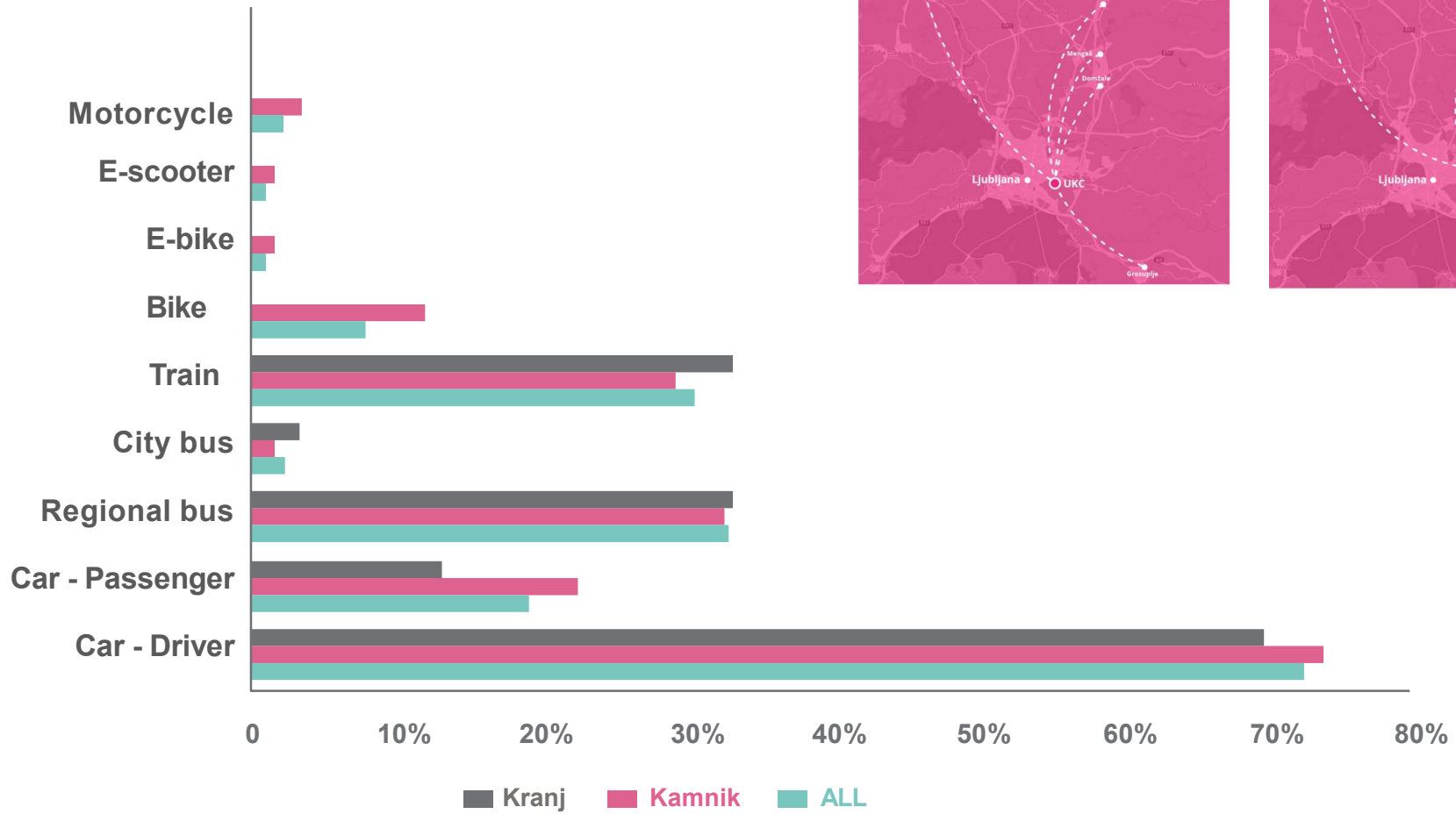
Pilot dynamic shuttle (door2door)

- ✓ **Free of charge** pilot operation: 1.2.2023 – 1.5.2023
- ✓ +500 applications, 131 regular users (7.182 passenger rides)
- ✓ Test period 3 months: 15 vans – substituting cca 100 cars, 40 % van's occupancy
- ✓ **Evaluation of environmental & social impacts + potential to change habits!**



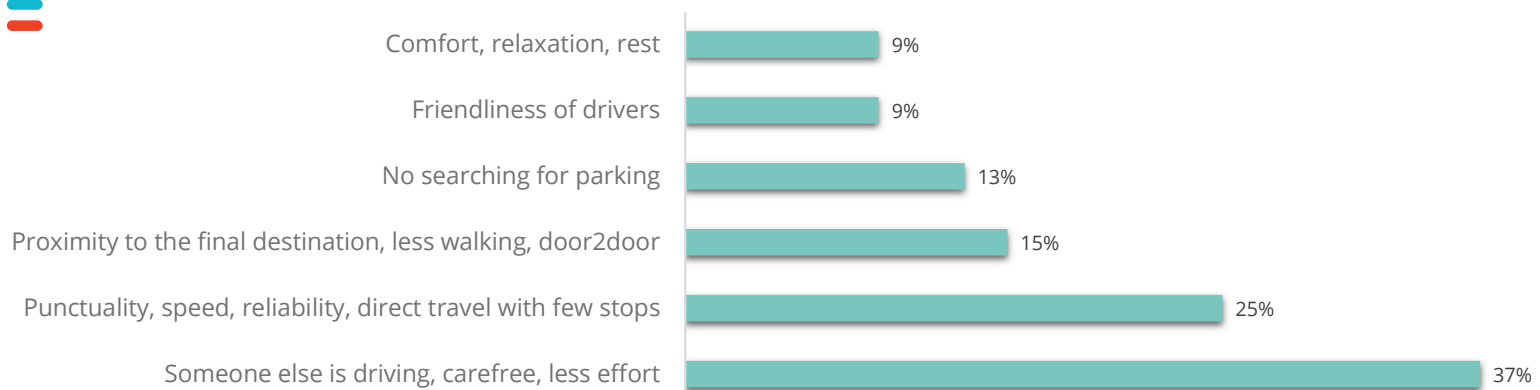


Comulative modal split

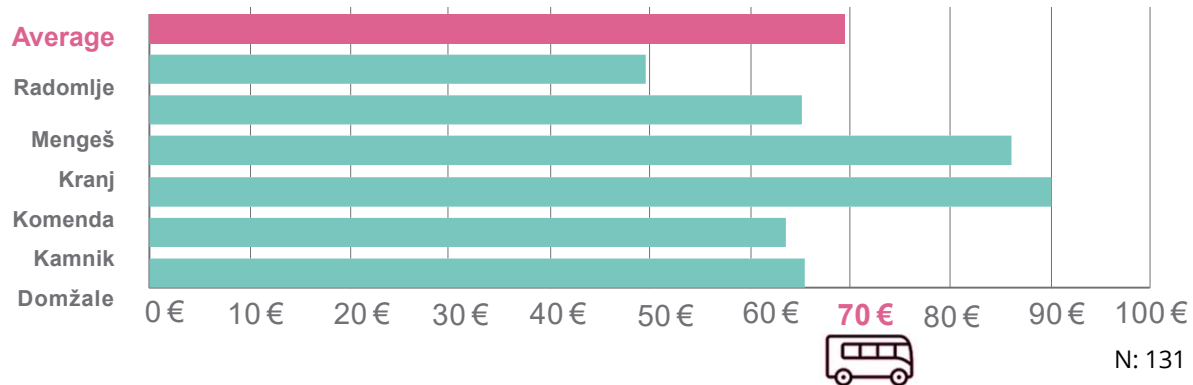




User's evaluation & expectations



N: 131



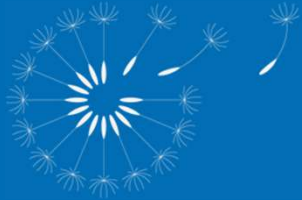
Cca 400 EUR



Lessons learned

- Currently, companies and institutions are facing many challenges & are **interested in innovations**
- **Integration of mobility plan** within other sustainable actions (no tailor-made solutions)
- Analyse each of employer's needs, proposals and „**sacrifices**“ that they are willing to make!
- **Parking management:** most impactful measure
- **Unlimited options** of cycling and micro-mobility measures and promotion
- **Dynamic shuttle:** apply personal approach + assure REALIABLE ride back to home + finance sharing!





RRA LUR

regional development agency
of ljubljana urban region

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2023
CITIES AND REGIONS FOR TRANSPORT INNOVATION



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**Thank you for
your attention!**

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The 2040 Ile de France Region Environmental Master plan

Building the 20 min Region

Françoise GUASPARE

Justin LE BIHAN



What is the SDRIF-E ?

SDRIF-E: a reference document for the Île-de-France region's development and strategic planning

The objective? To provide a high-quality living environment for the inhabitants of Ile-de-France by 2040.

More specifically, the SDRIF-E aims to :

- Control urban growth, land use and the preservation of rural and natural areas,
- Determine the location of major transport infrastructures and facilities,
- Promote the region's international standing.

• The guidelines will be imposed on other plans such as the SUMP

Local authorities will have to take into account when drawing up their local urban planning documents (territorial coherence plan, local urban planning plan).



A 3-phase consultation process



The SDRIF-E : architecture

Layout project

5 key areas of focus :

1. Protected populations thanks to a preserved environment

2. Strategic management of Ile-de-France resources: Sobriety, circularity and proximity

3. Living in the Paris Region: desirable living environments and easier life pathways

4. Strengthening a competitive and sovereign economy, involved in major transitions

5. Improving the mobility of Ile-de-France residents through robust, low-carbon, local modes of transport

148 Regulatory guidelines



open spaces (forest, agricultural, water, green spaces) resilience



Energy, resources, recycling



Housing, Living environment, landscapes



Urban developments



Economic development, offices, stores, logistics



Mobility, parking, airports

Maps (enforceable)

3 enforceable maps (1 in 2013)

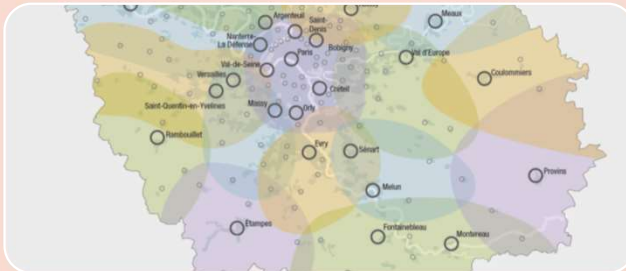
Map « Managing urban development »

Map « Developing regional productive independence »

Map « Putting nature at the heart of regional development »



Better serve territories

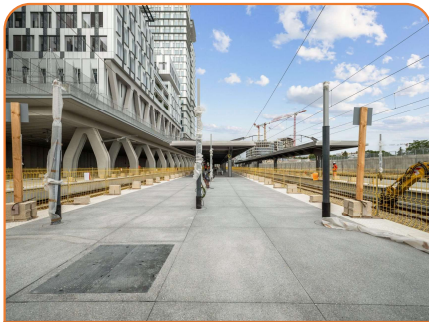


Priority n° 1:
Transforming
mobility needs
through polycentric
organisation

Priority n°2:
Decarbonizing and
improving travel
conditions for daily
mobility



Better serve the territories



Rail network extension



Transition of road mobilities



Development of transport in catchment areas



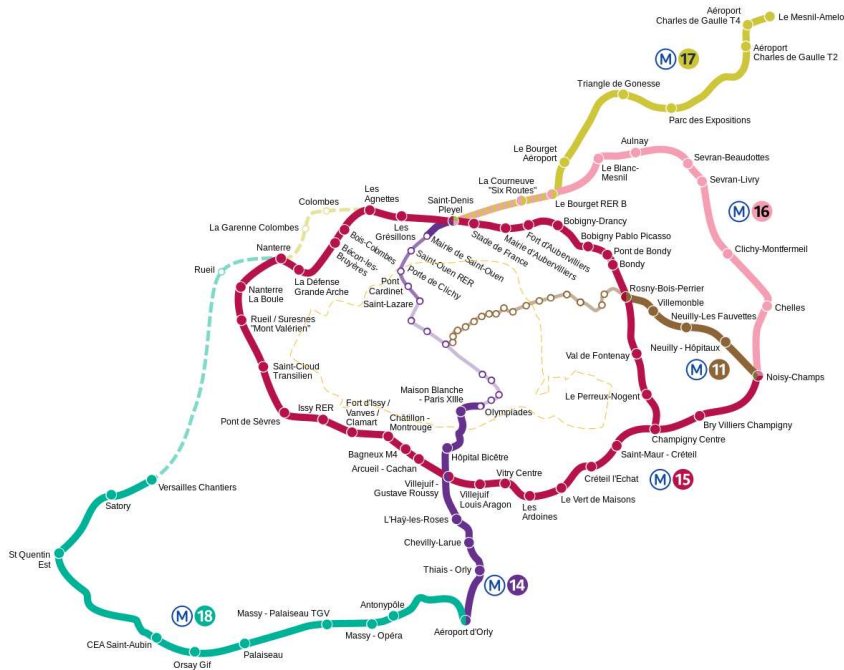
Reinforcing active mobility





Deploying new public transport networks

- The SDRIF-E :
 - Preserves space for transport projects
 - Provides broad guidelines for station development:
 - By providing intermodal and multimodal commuter facilities
 - By developing new station districts



Grand Paris Express :
200km of new metro lines, doubling the current network
As well as 13 extensions to the existing metro network



The Bondy station on the GPE network

Projets de transports collectifs

- Ferré
- Métro (itinéraire valide)
- - - Métro (principe de liaison)
- Transport en site propre (itinéraire valide)
- - - Transport en site propre (principe de liaison)
- Nouvelle gare

Réseau de transport collectif

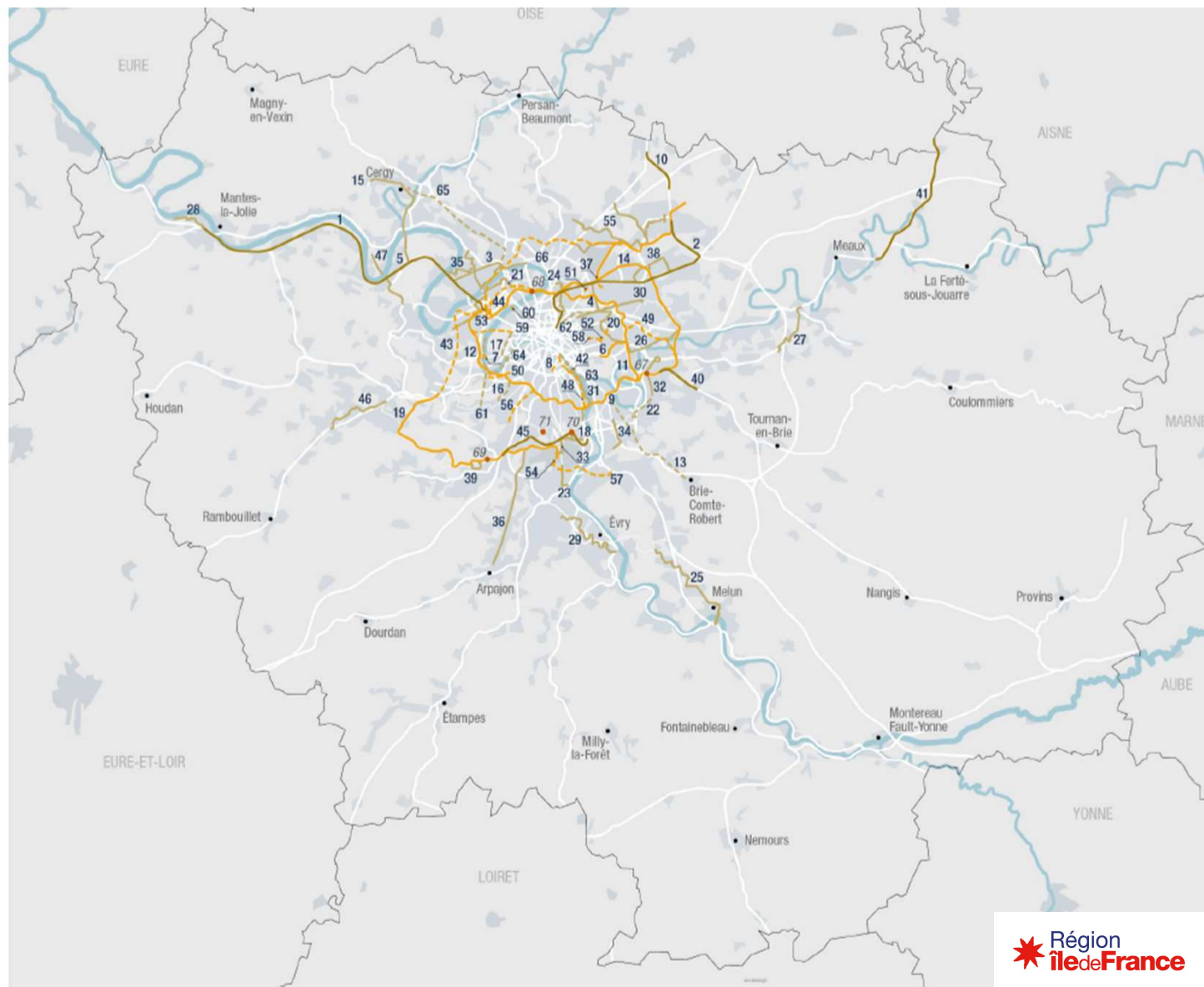
- Ferré
- Métro
- Transport en site propre

Fond de plan

- Urban
- Hydrographie



© L'INSTITUT PARIS REGION 2023
Source : L'Institut Paris Region





Transforming the road network and its use



Supporting the **transition of road mobility** through :

- Express bus lines,
- Carpooling lines,
- Reserved bus and carpooling lines

Completing the road network to improve road safety

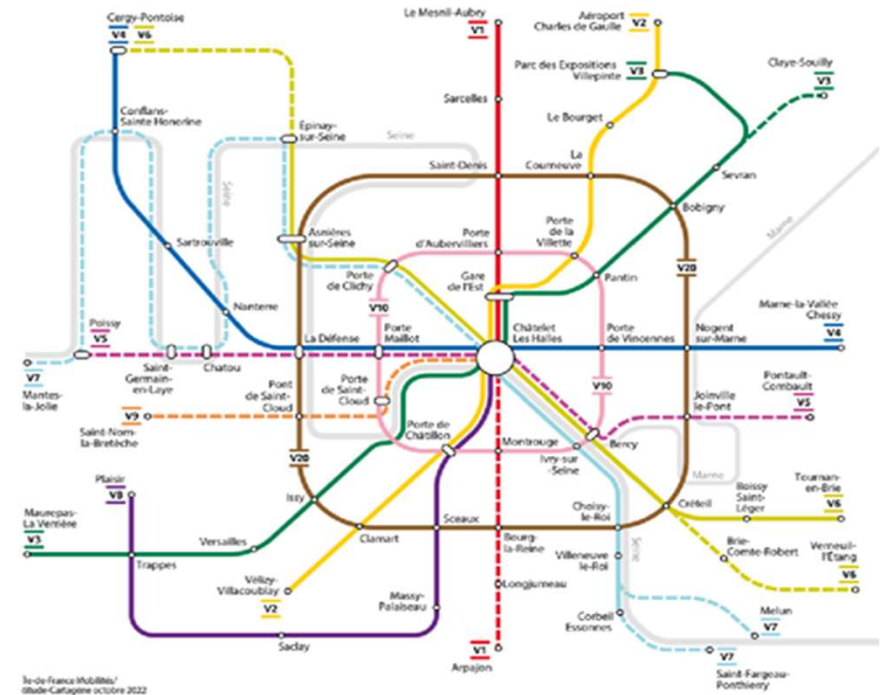
Supporting the evolution of powertrains with a network of electric charging stations



Transforming the road network and its use

Developing active modes of transport :

- Developing a regional-scale bicycle network (Paris Region Cycle Network)
- Creating public spaces to promote active modes of transport



Île-de-France Mobilités /
Ibidem-Catagène octobre 2022



Better protect citizens from the negative externalities of mobility

Occupied space

- Limit the space taken up by parking lots in cities
- Reduce artificial surfaces (asphalt, paving)



Noise and air quality

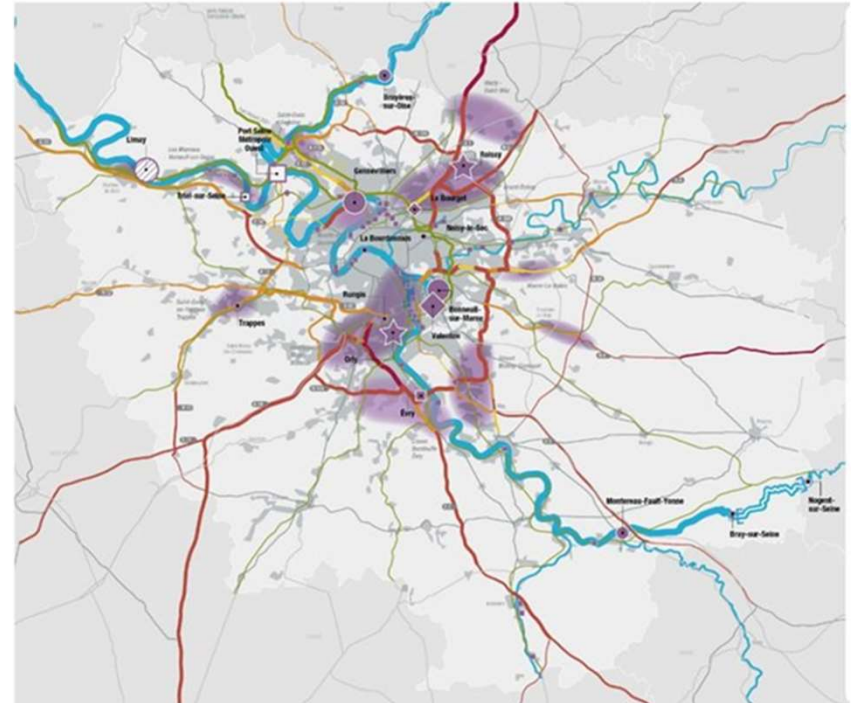
- Supporting the evolution of motorization
- Encouraging the use of public transportation



Decarbonizing the economy of the Ile-de-France region : logistics

A dual challenge: **space use** and **multimodality**

- **Preserving current activities**
- Offering multimodal options
- Integrating **urban logistics** into urban projects
- Encouraging logistic innovations (real estate, pooling)





**Thank you for
your attention!**



The Cycle Superhighway Collaboration

- a unique regional cycle collaboration

Signe Helledi
Head of Office

POLIS 29/11-2023



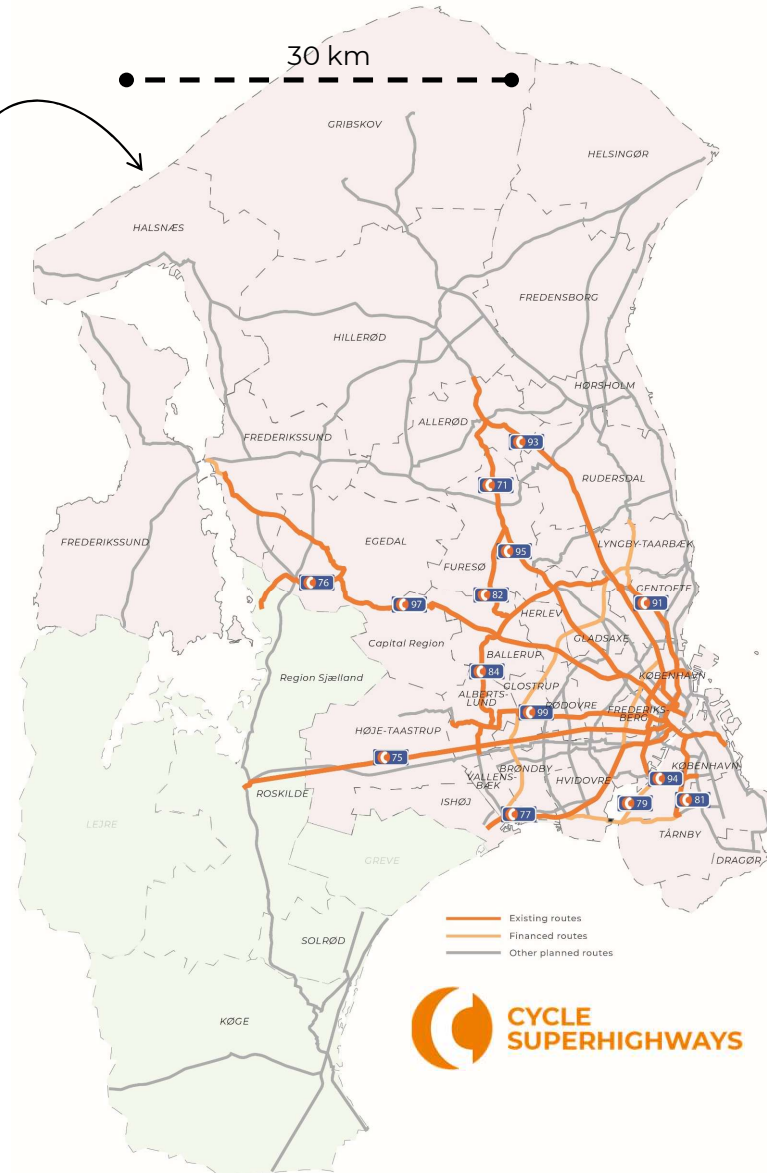
We are here:

High-class commuter routes connecting residential areas with study- and workplaces



14 years
16 routes

Cycle Superhighway Collaboration of the Capital Region and **29 municipalities**



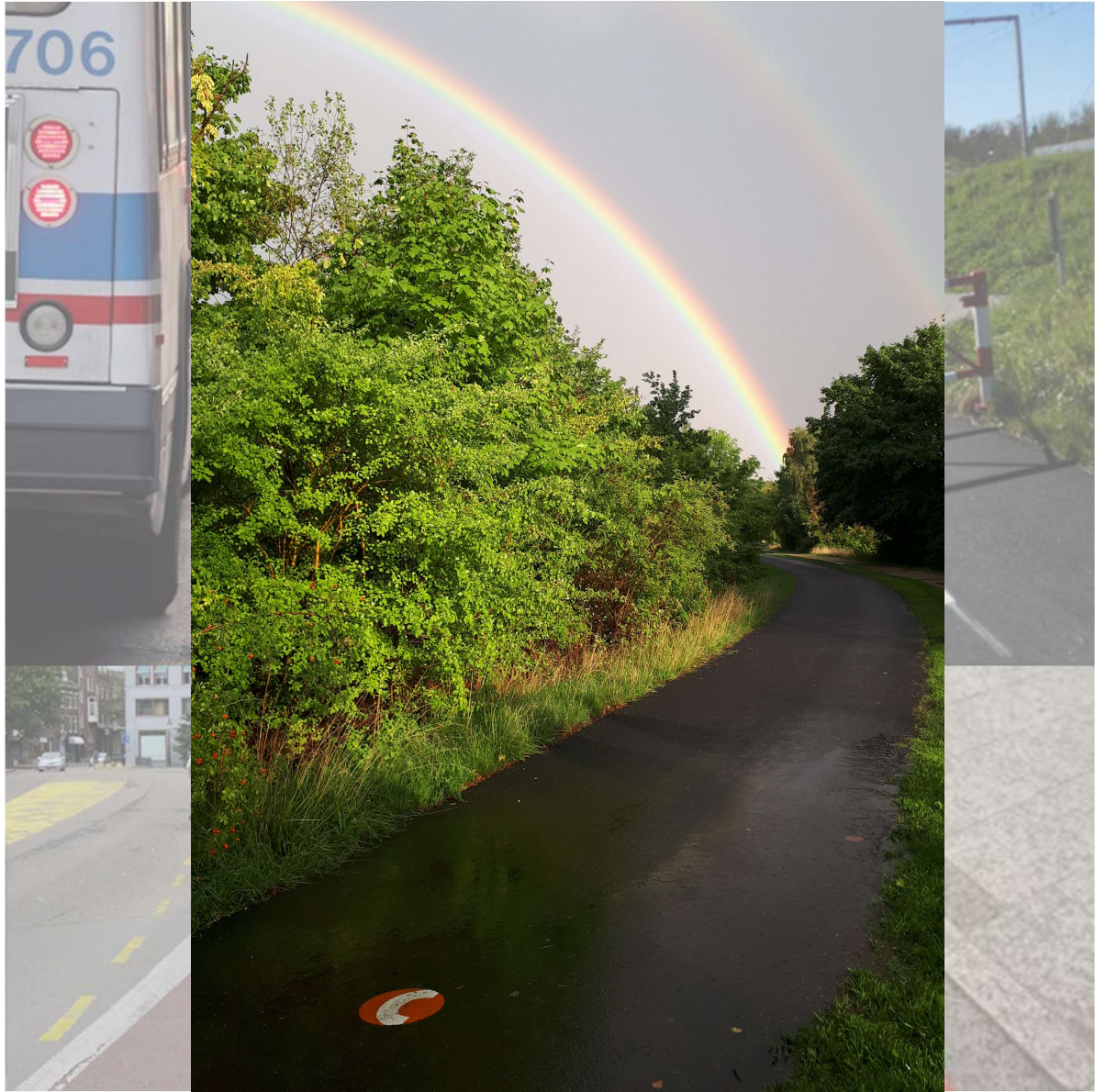
An aerial photograph of a city street featuring a dedicated cycle lane. The cycle lane is a wide, light-colored path with a white railing on the right side, running parallel to a multi-lane road. A cyclist is visible on the cycle lane. To the right of the road is a large, multi-story brick building with a red-tiled roof and many windows. The background shows a cityscape with various buildings and a church spire under a clear sky. The foreground is filled with lush green trees and bushes.

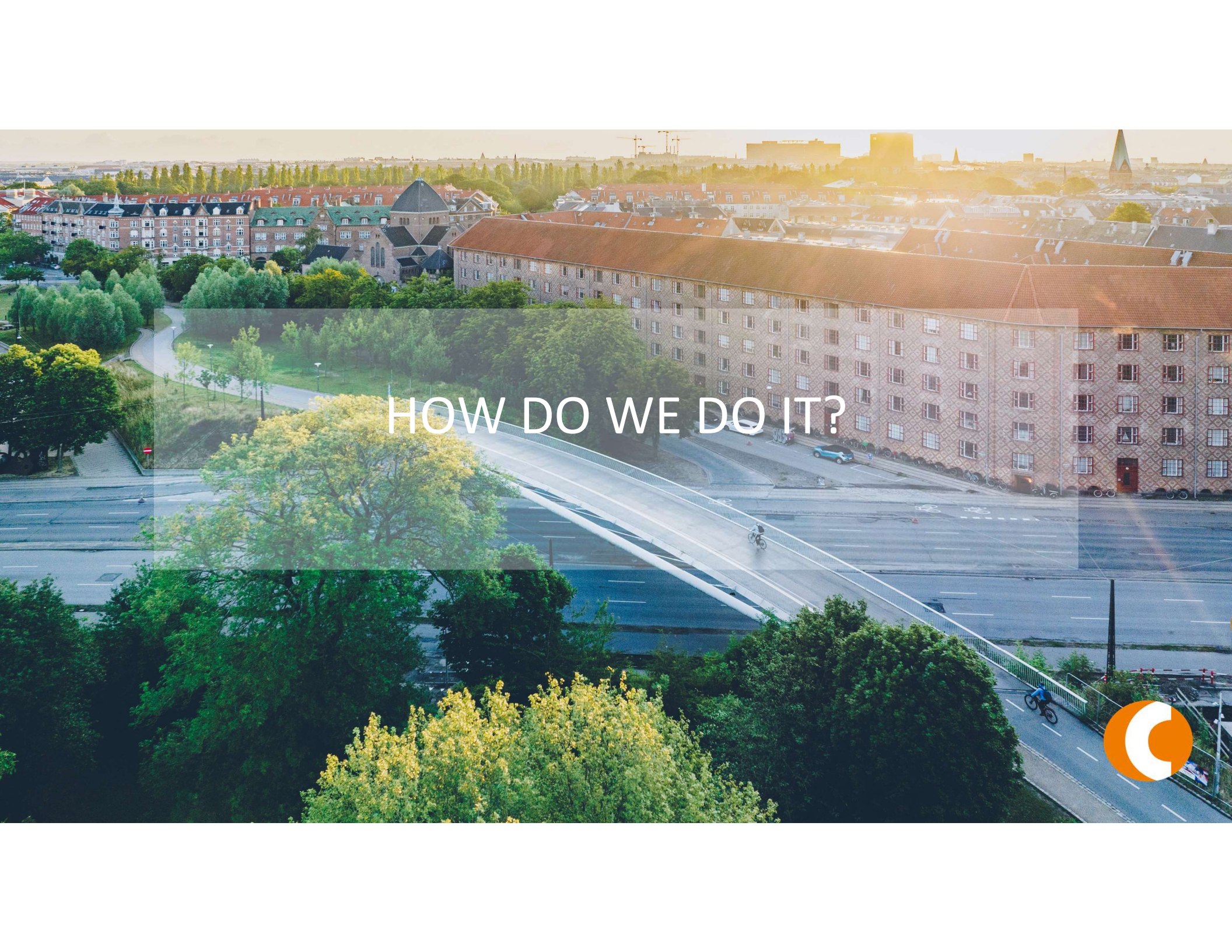
WHY DO WE MAKE CYCLE SUPERHIGHWAYS?







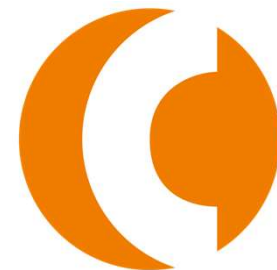




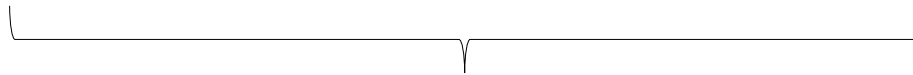
HOW DO WE DO IT?



Third pillar of regional transport



Third pillar of regional transport



Nationally or regionally anchored institutions



Municipal project

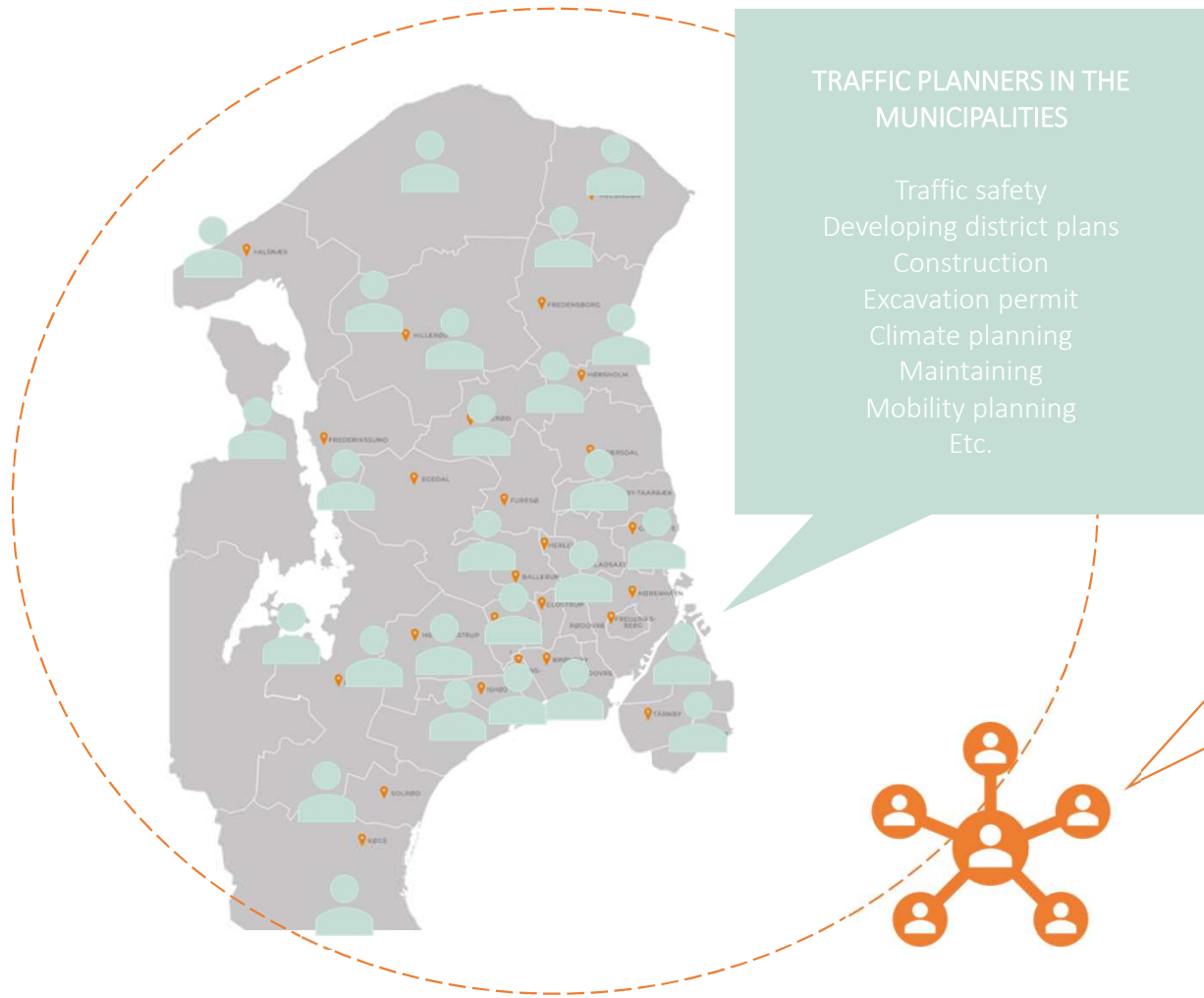






COHERENCE ACROSS

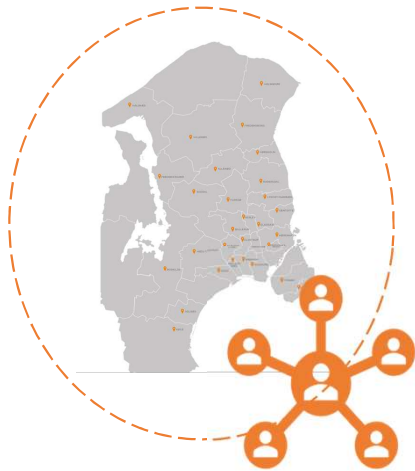




- THE OFFICE FOR CYCLE SUPERHIGHWAYS**
- STRATEGY & CONCEPT
 - ANCHORING
 - IMPLEMENTATION
 - DEVELOPMENT & INNOVATION
 - COMMUNICATION & BRANDING
 - DATA & RESULTS
 - USER EXPERIENCE



FUNDING



The Collaboration:

- 65% The Region:
- 35% The Municipalities



The Infrastructure:

- 50-100%: The Municipalities
- 0-50% The state

An aerial photograph of a city street scene. In the foreground, a road with a white railing runs diagonally from the bottom left towards the middle right. A cyclist is riding on the road. To the right of the road is a large, multi-story brick building with a red-tiled roof and many windows. In the background, there are more buildings, trees, and a city skyline under a hazy sky. The text "AND TO WHAT EFFECT?" is overlaid in white on a semi-transparent dark rectangle in the center of the image.

AND TO WHAT EFFECT?



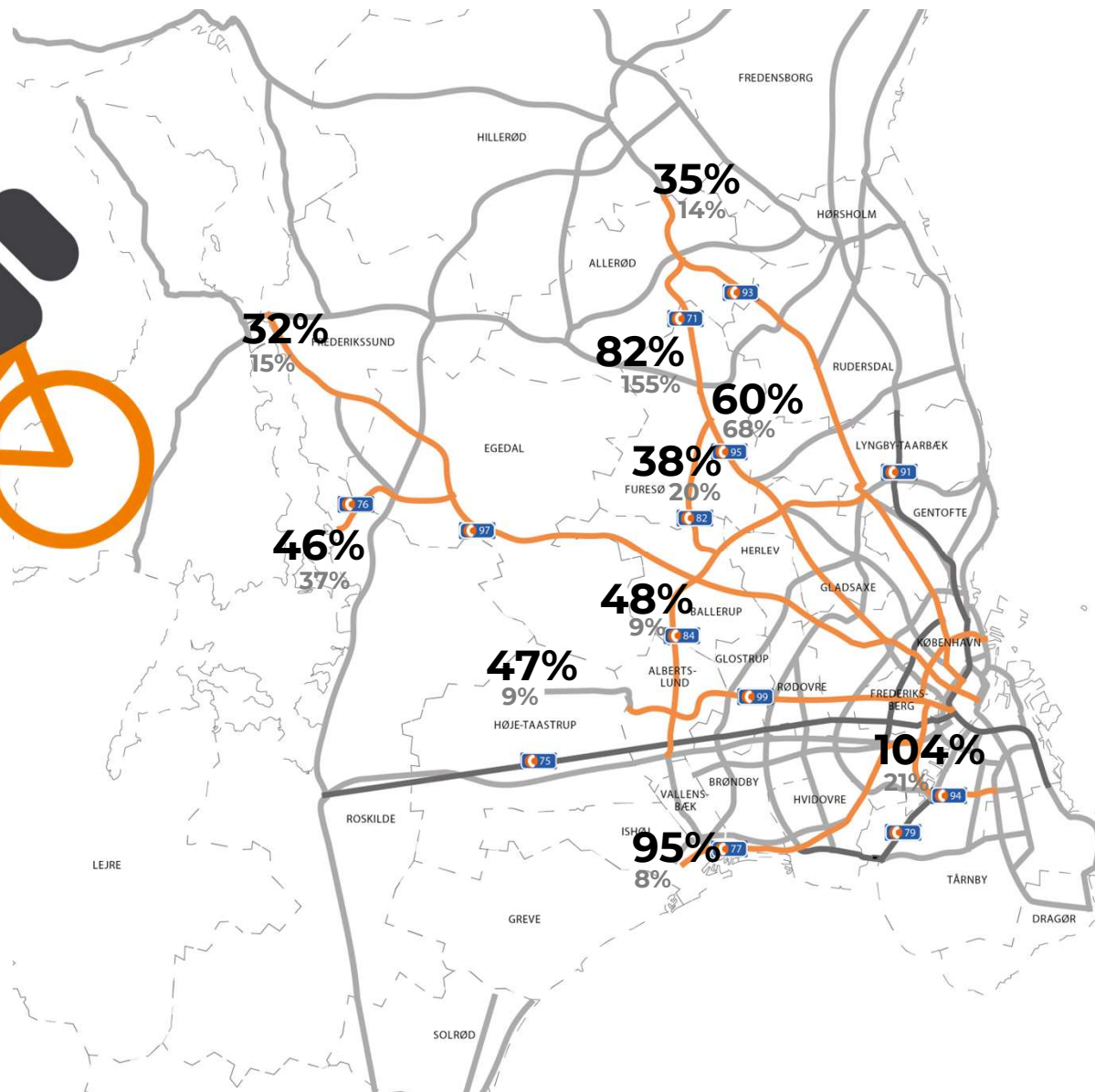


BEFORE VS. 2022

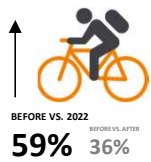
59%

BEFORE VS. AFTER

36%



KEY FIGURES



59% increase in bike traffic on the routes

(Average increase on the 10 implemented routes before construction compared with 2022 countings)



49% of the users are women 51% are men

(Average of the 10 implemented routes)



13km is the average distance cycled per trip

(Average of the 10 implemented routes)



84% knows what the Cycle Superhighways are

(Average of the 10 implemented routes)



13% of the new users formerly used the car

(Average of the 8 implemented routes, no data from Farum-Allerødrueten and Jyllinge-Stenlæseruten)



The general satisfaction with the Cycle Superhighways scores 3,9 out of 5.

(Average of the 9 implemented routes, no data from Albertslundrueten)



85% ride on the Cycle Superhighways daily or more than one time a week

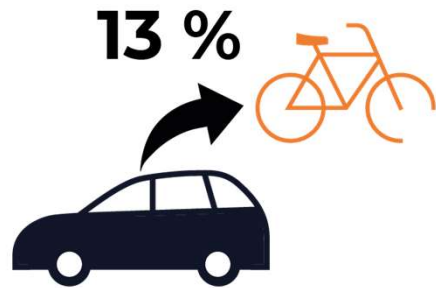
(Average of the 10 implemented routes)



18% use an e-bike

(NOTE: only the average of 2 implemented routes: Farum-Allerødrueten and Jyllinge-Stenlæseruten)

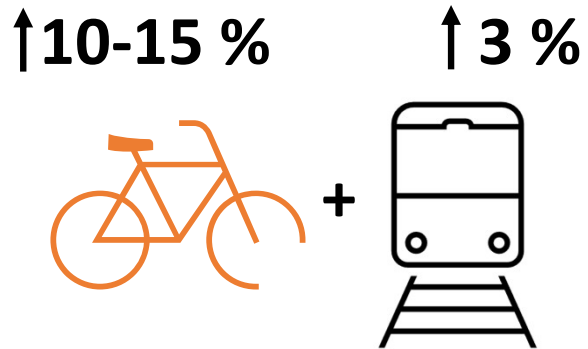
POTENTIALS



1,1 mio.
saved sickdays



76.000 tons
saved CO2



5 million Euro
Saved noise costs

Thank you!

Signe Helledi
Head of Office

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**And before we leave... which is a
priority for you?**

Regions should talk more to...
cities / **companies** / **citizens**



Regions should focus more on:

moderation / funding /
regulation



Where do you think the biggest and most urgent improvements are required by your region / organisation?

vision / plan / implementation



**Thank you for
your attention!**



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