

City Partners inputs for eHUBs

DELIVERABLE 2.1

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Summary sheet

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Project partners

Organisation	Abbreviation	Country
Gemeente Amsterdam	AMS	The Netherlands
Promotion of Operation Links with Integrated Services aisbl (POLIS)	POLIS	Europe
Taxistop asbl	Taxi	Belgium
Autodelen.net	Auton	Belgium
Bayern Innovativ GmbH	BI	Germany
Cargoroo	CA	The Netherlands
URBEE (E-bike network Amsterdam BV)	URBEE	The Netherlands
Gemeente Nijmegen	NIJ	The Netherlands
Transport for the Greater Manchester	TfGM	Great Britain
Stad Leuven	LEU	Belgium
TU Delft	TUD	The Netherlands
University of Newcastle upon Tyne	UN	Great Britain
Ville de Dreux	DR	France
Stadt Kempten (Allgäu)	Kemp	Germany
Universiteit Antwerpen	UAntwerp	Belgium

Document history

Version	Date	Organisation	Main area of changes	Comments
0.1	19.12.2019	City of Dreux	Full draft	

This document describe how Dreux, theoretically determines its eHUBs.

1. Implementation approach

General approach when planning the eHUBs for your particular city

For the beginning of the project, the chosen approach is a top-down one. Indeed, shared mobility in Dreux being in its infancy, the community has only very little information from the field or emanating from citizens. As a first step, the top-down approach will be favoured to allow the creation of this service and the promotion of its use.

In a second step, the community will work with all stakeholders, including associations and citizen groups to put a bottom-up approach in place.

2. Location selection

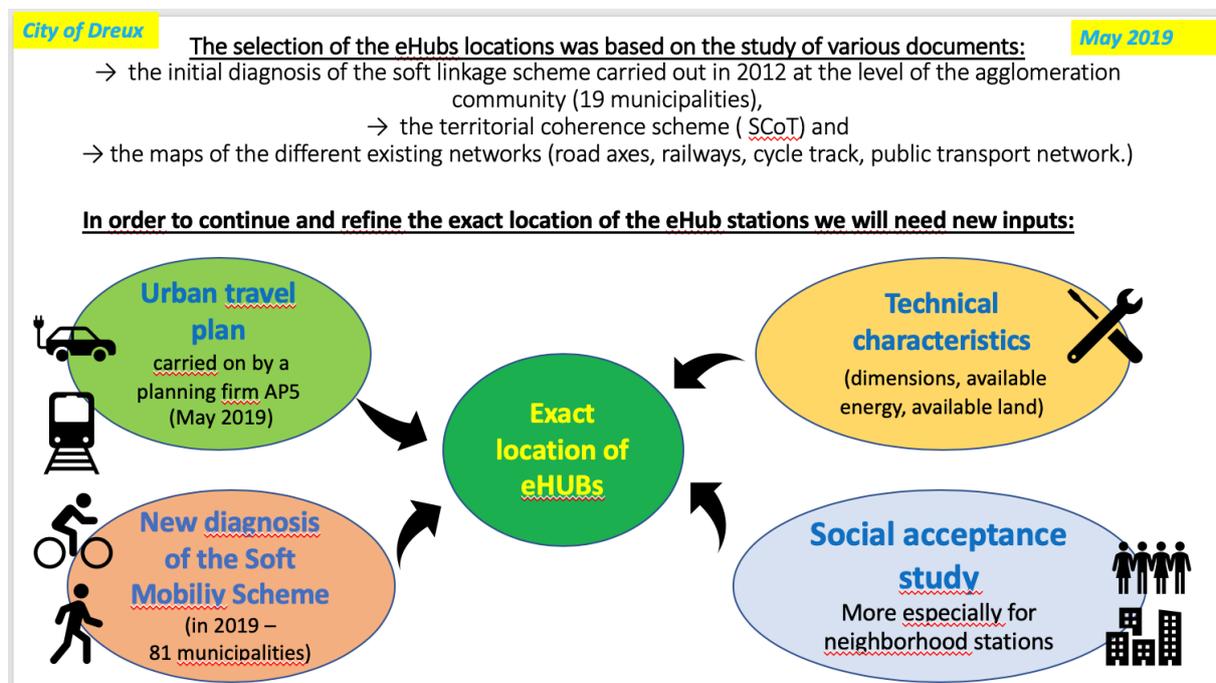
Which selection method or combination of is/are used in determining the eHUB locations. What determining factors are taken into account.

The objectives sought in setting up eHUB stations are :

- Allow travel in the city centre by limiting car use
- Propose an offer of complementary transport to public transport to facilitate "the last kilometre travelled"

As a result, the choice of locations was made by considering the following factors:

- near a bus stop or train station
- important flow of people (high school, cinema, business area)
- area of dense population and dense habitation
- a good visibility of the eHub



3. Planning at the location

a. Type determination

How are the types determined? What are the number of hubs per type? Why that type at that location?

Compared to other partner cities, Dreux is a small town, which does not have an interregional public transport connection.

As a result, the city plans to install ONE Type 2 eHub (Regional connections) near the station and the bus station.

The other eHubs will be Type 3 (Local / neighbourhood connections).

b. Shared mobility offer for an eHUB

How are the types offered determined? For different location types

TYPE 2 eHUB : This station is located near the intermodal pole of the city. The strategy for this station is to offer various alternatives to the personal car:

Electric bikes for local trips ;

But also electric scooters and some electric cars for travel to other cities in the agglomeration of Dreux.

TYPE 3 eHUB : These stations are intended to offer low impact mobility options, complementary to the offer of public transport. This provides first or last kilometre solutions for transit travellers or city centre customers and inhabitants.

c. Number of vehicles

How to determine the start-up number of vehicles

Shared mobility does not yet exist in Dreux, so, for the beginning, and due to the top-down approach, it was decided to install 5 e-bikes and 1 or 2 cargo-bikes per station and to have a simple and scalable infrastructure for e-bike charging stations (and e-scooters also).

The cargo-bikes will be in a « back-to-one » type of sharing system.

The e-bikes will be in a « back-to-many » type of sharing system in order to increase the use-rate per day.

The e-cars will be in a « back-to-one » type of sharing system.

This also results from consultations of various suppliers working with cities of the same demographic stratum as Dreux.

d. Infrastructure

What infrastructure required for different types and numbers offered

For the e-bikes, the infrastructure needed is a electrical network and an internet connection.

Moreover, because it is a « back-to-many » type of sharing system, there are twice as many places in the charge station as bikes.

It should be the same for the cargo bikes.

For the e-cars, because it is a « back-to-back » type of sharing system, there are as many charge stations as cars.

The infrastructure needed is a electrical network and an internet connection.

The charging station chosen is a terminal integrating the electrical box, for aesthetic reasons and ease of installation. It was not considered useful to install fast charging stations.

4. Getting started

a. Making decisions and installation of infrastructure

Decision making process and installation process

Decision making process :

All decisions related to this project follow the following validation circuit :

- Approval by the supervisor of the project manager
- Presentation and validation by the officials of reference (ex: elected officials delegated to public road network, to Commerce, ...)
- Presentation and validation by the mayor
- Drafting of the necessary legal documents (ex deliberation concerning the price of the bike rental)
- Presentation and validation (by vote) of the municipal council.
- Judicial review of the deliberations.

The legal elements to be taken into account are :

- First of all, the compliance with public procurement rules
- The compliance with the urban planning rules (in the case of construction of covered bike shelters, for example)
- The compliance with the rules of the use of public facilities (to allow the providers to input the bikes on the street, for example)

Installation process :

The installation process initially requires looking at all of the constraints (in addition to the selection criteria for eHUBs):

- - constraints on the use of public space, and ownership of locations that seem perfect for installing an eHub
- - constraints of underground networks
- - constraints linked to occasional but regular use of public space (eg a fun fair)

For this stage, after a draft of what we would like to put in place, it is important to bring together all the stakeholders to expose the project and ensure that it will not have a negative impact.

It is therefore a work in and out with an adjustment necessary at each stage.

b. Start-up of the eHUB

What required for start-up

As focussed by the general methodology, communes must have a positive, stimulating role to be played because It is in their interest that uptake and perceptions of the public are positive.

In term of communication, specific information campaigns will be planned to stimulate users, including campaigns to demonstrate how the sharing services work. These campaigns will be organised with the suppliers.

Concerning e-bikes and cargo-bikes, it appears important to associate the Associations linked to active mobility. Indeed, they are a powerful vector for the dissemination of these new practices and services available in the city.

Concerning car-sharing, the City of Dreux expects that municipal employees would be also a vector for the dissemination of car-sharing. A questionnaire was sent to the employees and noted a lack of vehicles. The city wants this shortcoming to be filled with carsharing so that shared cars are visible everywhere in the city and that agents use this system in their personal trips.