



City of Leuven – Shared mobility and eHUB status

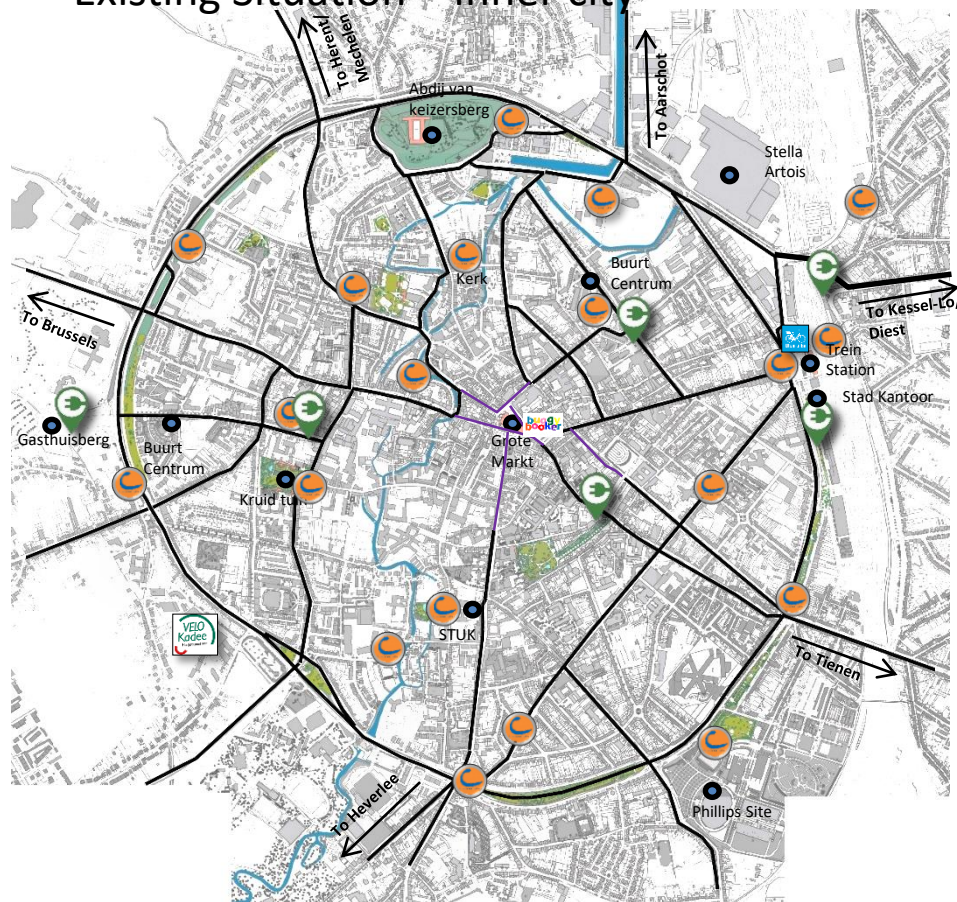
Interreg eHUB consortium meeting

Tim Asperges
Advisors mobility policy



Status of shared mobility in Leuven

Existing Situation – Inner city



Cambio car share at more than 30 locations in and around inner city



Blue-bike (59) at Railway Station



Shared kid's bike



Pram/buggy on shared basis at Grote Markt



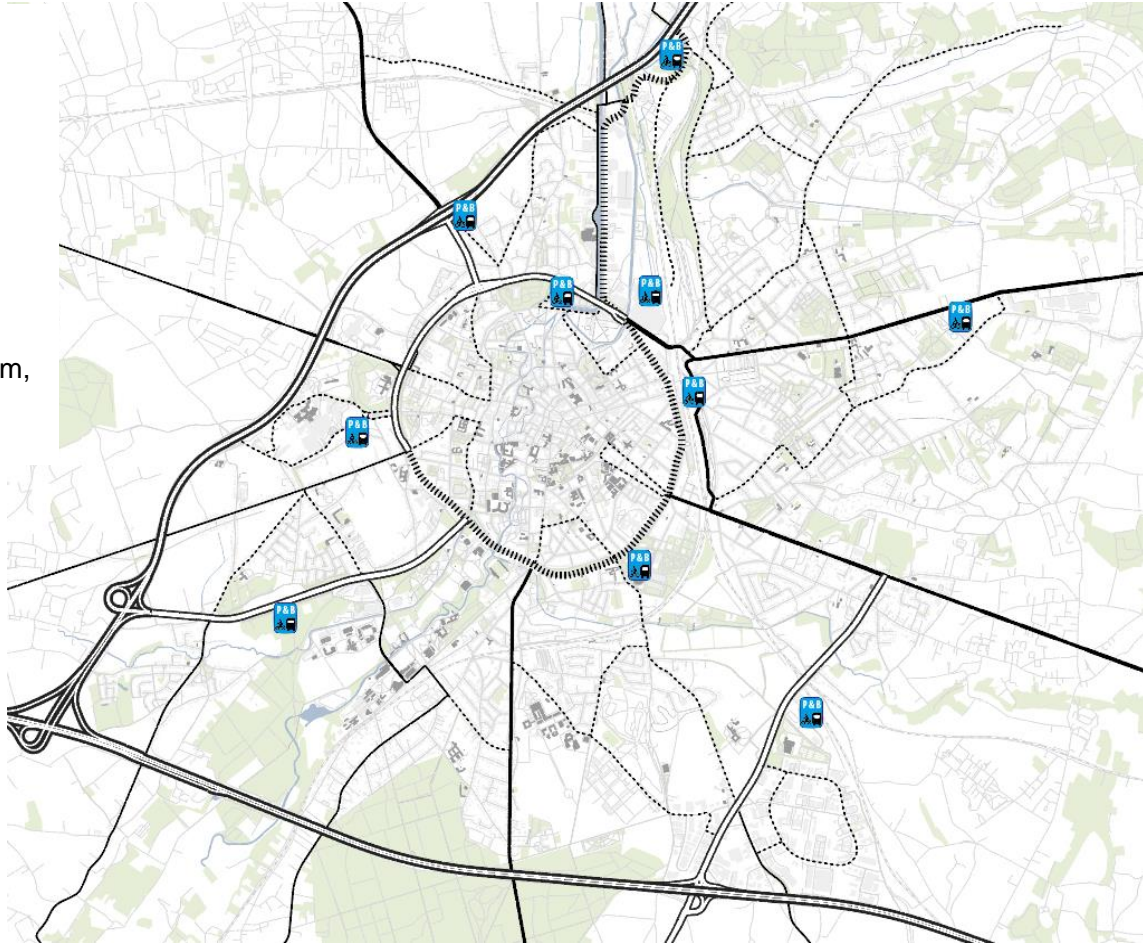
Vehicle charging points (Total 15 existing locations, 6 in inner city)

Another 32 locations are under planning - in and around inner city

An implementation of Cargo bike share and Free-Floating bike share system are in process

Back to one bike sharing

1. OV-knopen
 - 59 bluebikes Leuven station
 - Uitbreiding noodzakelijk
2. Randparkings
 - Uitbreiding gepland Vaartkom, Philipsparking



Real-time beschikbaarheid	
Lokaal tarief	€1,15 voor de eerste 24u per rit
Sleutelautomaat	24/24 & 7/7
1 / 59 fietsen beschikbaar	
Plaatspunt	Word geholpen door een fietspuntmedewerker
Openingsuren	
Lid worden tijdens de kantooruren	Zo kan je meteen vertrekken

Bike sharing for specific target groups

VeloKadée

- Betaalbare doorgroeideelfiets
- 60 € per jaar
- 12 € voor kansengroepen



Velo on school

- Deelfietsen voor schooluitstappen
- Vervanging van korte schoolbusritten
- 495 € per fiets
- Onderhoud door Velo vzw

De Wijnpers in Leuven kon reeds 2 schoolbussen wegdoen, sinds de aanschaf van schoolfietsen. Een flinke besparing op het schoolbudget.

Velo op School is een initiatief van:



In samenwerking met:



Met financiële steun van:



*Actief, gezond
en duurzaam
verplaatsen?*

Maak je school mobieler, met de schoolfietsen van VOS.



Buggybooker als 'deelfiets'



buggy
booker

Type deelfietssystemen

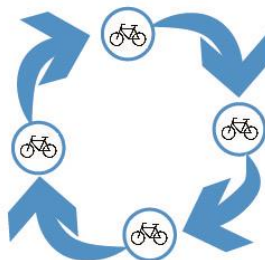
back 2 one



- Bovenlokaal op regioniveau
- Tarifiering per dagdeel
- Doelgroep: stadsbezoeker
- Vooral eenmalig



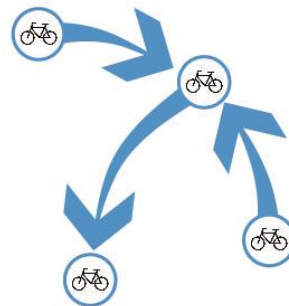
back 2 many



- Lokaal op stadsniveau
- Tarifiering per seconde
- Doelgroep: stadsbezoeker & stadsbewoner
- Eenmalige en frequentie trajecten



free floating



- Lokaal op stadsniveau
- Tarifiering per seconde
- Doelgroep: stadsbezoeker & stadsbewoner
- Eenmalige en frequentie trajecten







Jouw elektrische buurtbakfiets

Registreren



Jouw reis

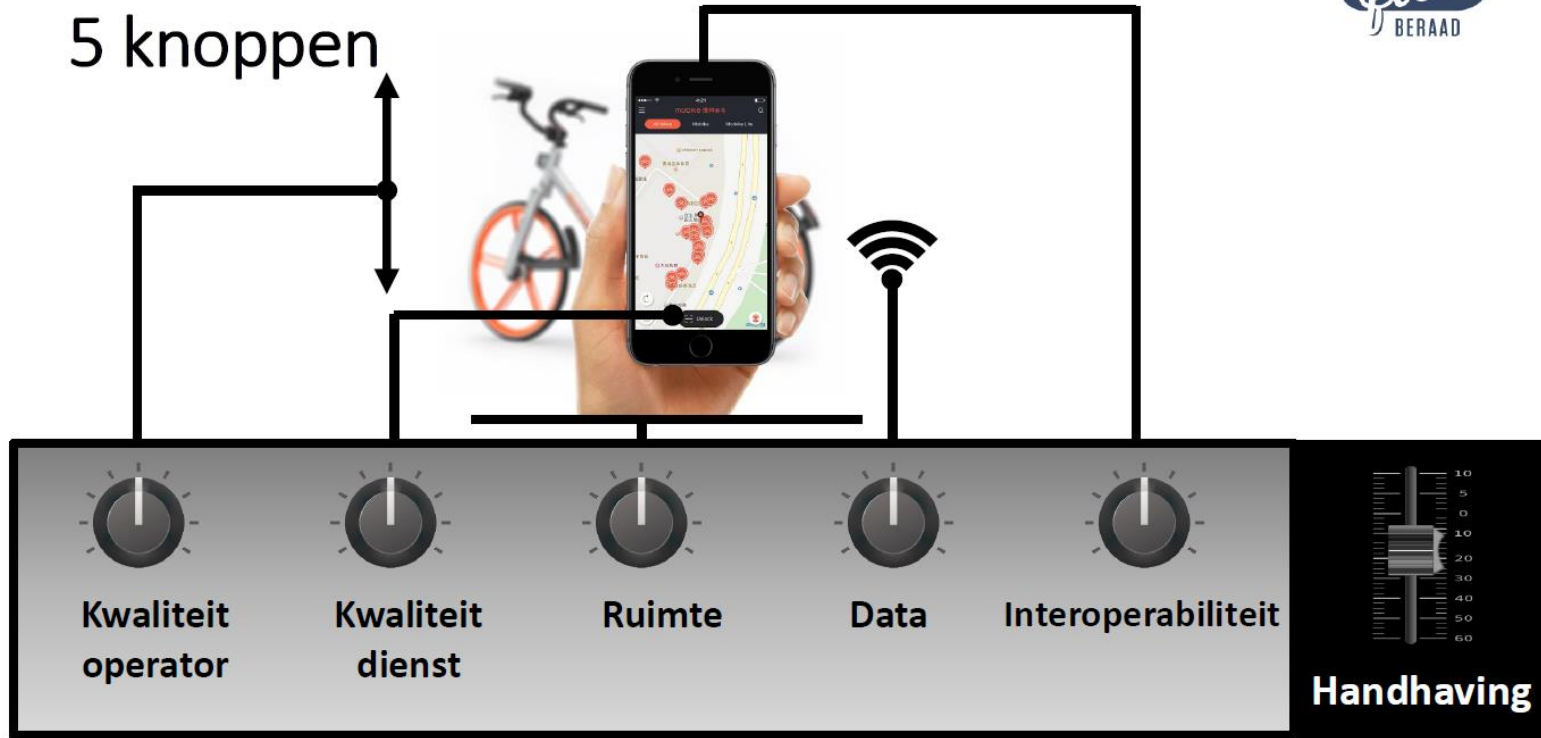
Van adres, postcode, plaats of station

Naar adres, postcode, plaats of station

Nu vertrekken

GO





Regulatory framework for getting licence / concession to use
public domain in preparation

- VLAIO oproep Smart Cities – Cities of Things
- MaaS B2C
- Leuven, Genk, Turnhout, Deinze, Brasschaat, Schoten, Leiedal, Interleuven,



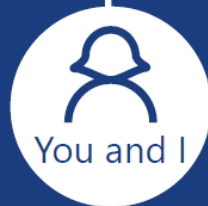


MoDi:2B

Mobiliteit als een dienst aan burgers via derdebetalerssystemen



MaaS Platform





eliminate
all on-street parking



+20%
kerb-to-kerb street space





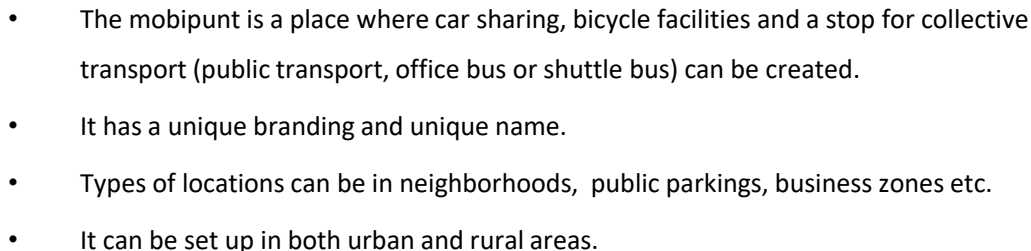




parking city ⇨ pick-up/drop-off city



LEUVEN
LEUVEN OUD
SPRINGLEVEN



Essential Functions

- Space for Car Share
- Space for Bike share
- Public Transport Stop
- Shuttle or office bus Stop,
- Bicycle parking

Additional mobility functions

- Electric charging point
- Velo boxes for parking bicycles in a locked space
- Cycle repairing facilities
- K+R zone
- Carpool Zone

Facilities for extra comfort

- Public space, waiting area and sitting spaces
- Dustbins
- Well-lit up spaces
- Toilet and place for baby care
- WIFI

Additional facilities

- Shared digital lockers (for online shopping delivery, AirBnB, shared kid's car chair etc)
- Charging points for smart phones
- Post box
- Information board (neighbourhood activities, real time PT info etc)
- Book exchange cabinet, free newspaper and magazine distribution cabinet
- Refrigerated lockers for food distribution

Definition : e-HUB



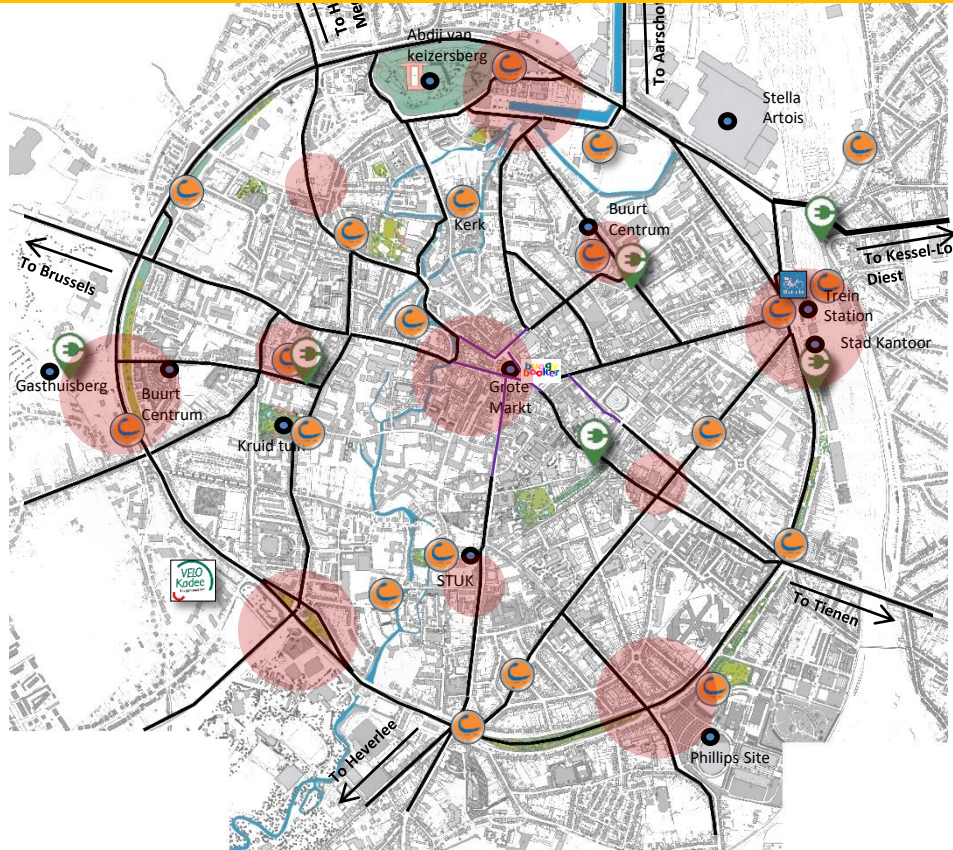
An **eHUB** is a physical cluster of shared electric mobility modes of transport. It is a transport hub based at a local level, where different sustainable and shared transport modes are clustered. It is designed to enable and promote multimodal transport on a local level and can be tailored for different neighbourhoods and connections to mass-transit options of public transport. eHUBs can vary in size and service level depending on the user needs: from 2 e-bikes at every corner street to a combination of e-(cargo)bikes, light electric vehicles (such as e-scooters and a-cargo bikes) to electric carsharing, public transport hub, delivery wall boxes, within a 10-minutes' walk.

Linked together in a network, transport hubs enhance connectivity. Distinctive for the **eHUB** is the inclusion of both shared and electric vehicles. In this way, on top of promoting connectivity, the eHub contributes to more efficient use of vehicles (and thus reducing pressure on public space) as well as zero emission mobility, on a large scale.

Besides the physical clustering of shared e-mobility services every eHUB will be integrated in MaaS platforms which facilitate the access to multimodal mobility services. In the project we will not build new MaaS services or platforms but we make use of the different city cases or define the framework conditions of them to integrate the eHUB offer.

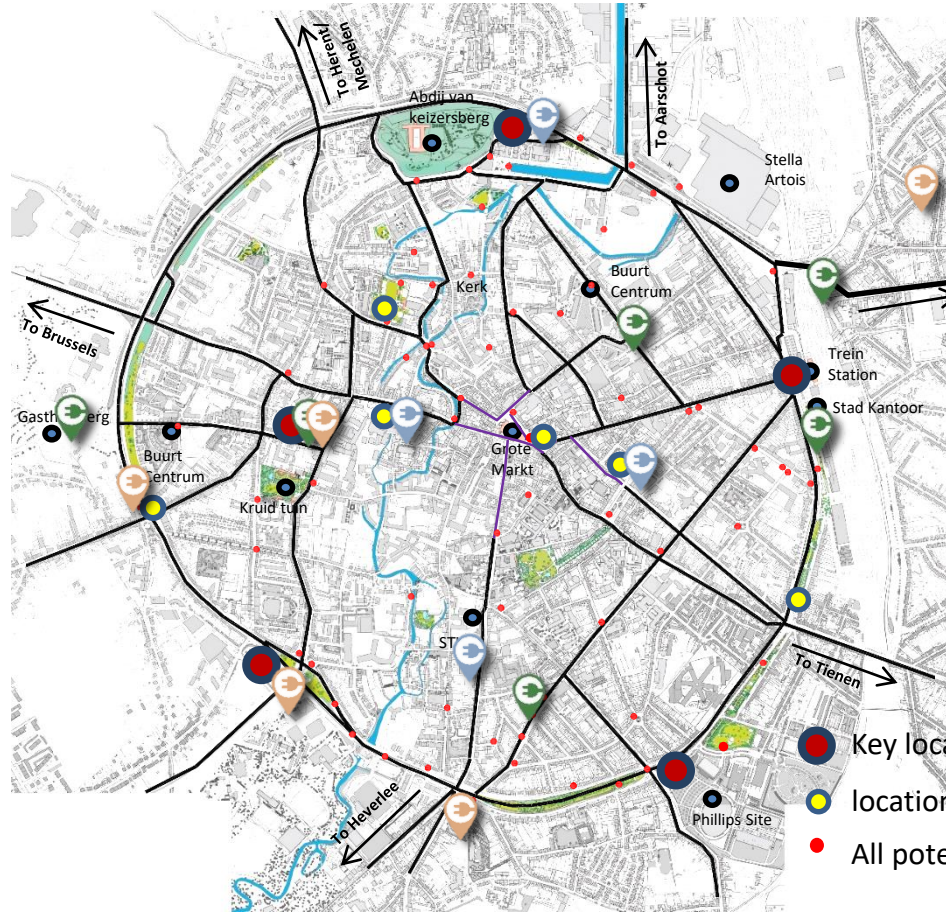
Focus of e-HUBs in Leuven

Vision: Providing e-mobility as a service and last mile connectivity through shared spaces



- City wide distribution of e-HUBs with varied level of service(12-15 locations)
- Can support existing and future demands
- Smooth transition from other modes of transport
- Integrated with regional mobility plans and development plans
- Easy for users

Location of e-HUBs

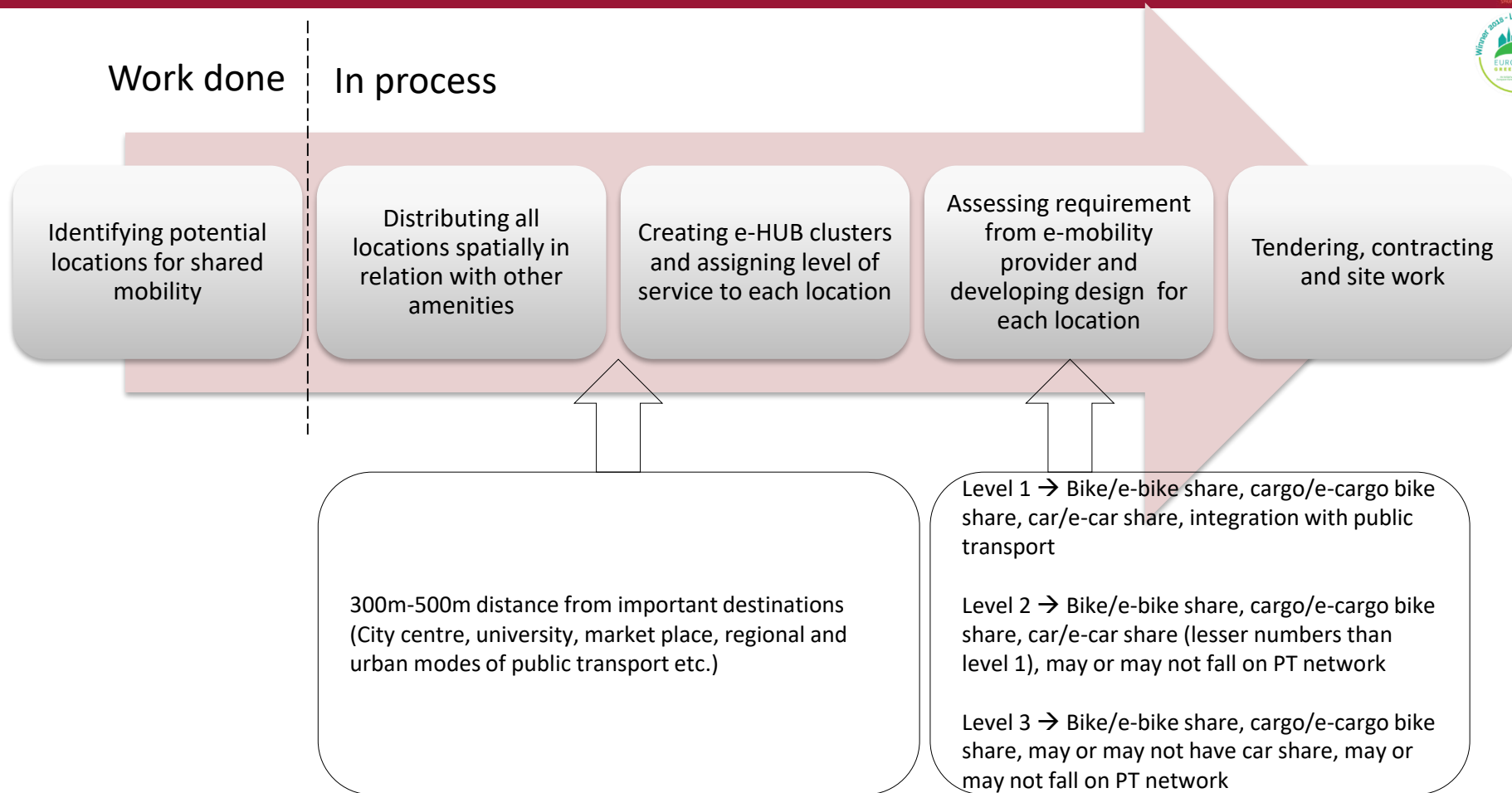


- Identification of 75 potential location for shared mobility space
- 10 (out of 15) locations have been identified for e-HUB/Mobipunt
- 5 locations in inner city have been identified as main locations(level 1) for e-HUB/Mobipunt

- Key locations for e-HUB – level 1
- locations for e-HUB (smaller cluster) – Level 2
- All potential locations – Level 3

- Existing Ele. points
- Proposed location
- Strategic locations by Eandis

Development of e-HUB and status



e-HUB = Mobipunt : Capacity / Minimum requirement

Level 1

4000 – 6000sqm area

- 40-50 e-bike (shared)
- 15-20 e-cargo bikes (shared)
- 20-25 e-car (shared)
- 40-50 Bicycle parking
- Public Transport stop
- Should have K+R zone
- Should serve as a public space

5 Potential location:





- Sint Jacob Plein 
- Sint Pieter Hospital (with new development) 
- Vaartkom 
- Railway Station  300m from railway station
- Sports complex/Phillips site/ ? ??? 

Level 2

1000 – 2000 sqm area

- 15-20 e-bike (shared)
- 5-10 e-cargo bikes (shared)
- 10-12 e-car (shared)
- 20-30 Bicycle parking
- Public Transport stop (may or may not have)
- Should have basic street furniture (bench, dustbin etc.)

5-6 Potential location:

- Tervuurspoort 
- Halfmaart straat (Sint Geertruikerkerk)
- Park De Bruul 
- Teinsevest (dichtbij overhead kantoorren) 
- Herbert Hooverplein/Ladeuze 

Level 3

50 – 1000 sqm area

- 5-10 e-bike (shared)
- 2-4 e-cargo bikes (shared)
- 5-10 bike (regular shared)

Potential location:

- Approximately 60 locations
(Please refer the map)



Existing locations - electric charging points



Proposed location - electric charging points

**For discussion
purpose only**

