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Interreg Europe



European Union
European Regional
Development Fund

Shaping Low-carbon Districts

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Low Carbon District for station areas

- There is a need to create steering and planning tools for promoting low carbon targets in land use planning
- The concept will help cities to implement climate strategies
- Focus on development of and around transport nodes
- Aims to transform and empower low carbon station communities





Co-operation – **KNOWLEDGE** – Commitment

www.lowcarbondistrict.com

(Introduction video)



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Ytterby Station community

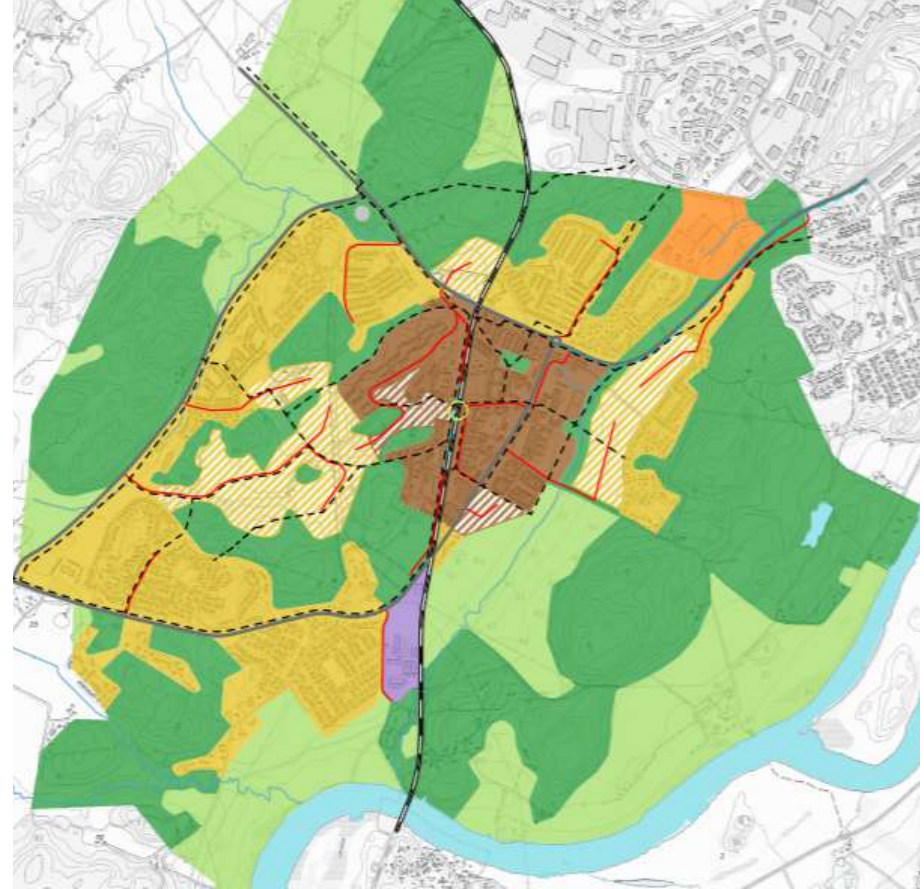
Anna Ulvehed

Urban Planner

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MASTERPLAN OF YTTERBY

- **With agricultural land planned for density according to the guidelines.**

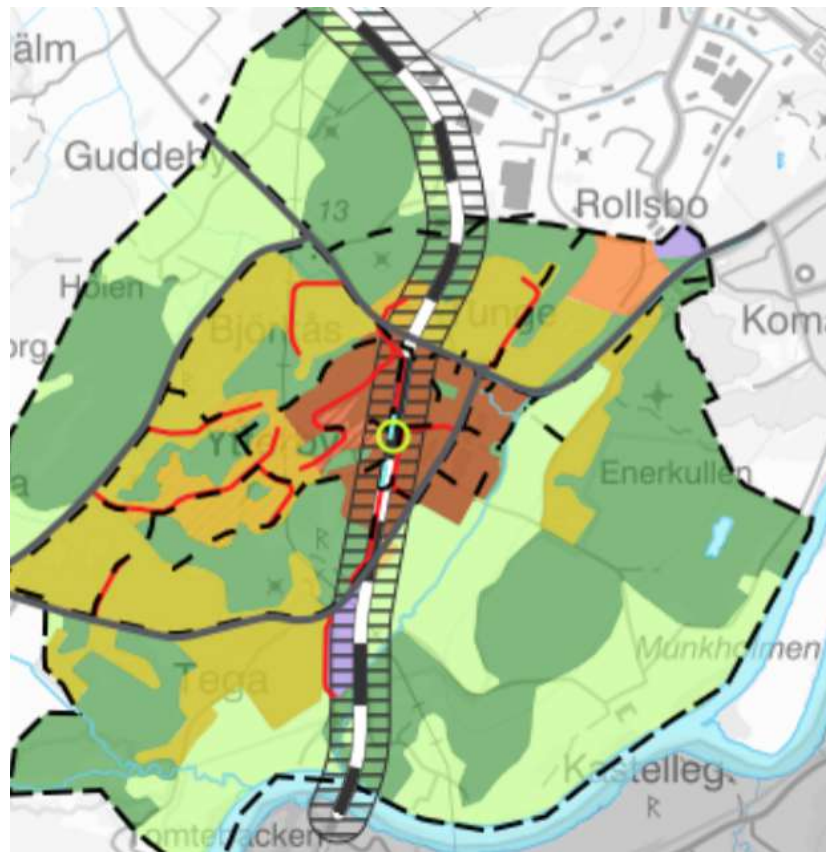


MASTERPLAN WITHOUT AGRICULTURAL

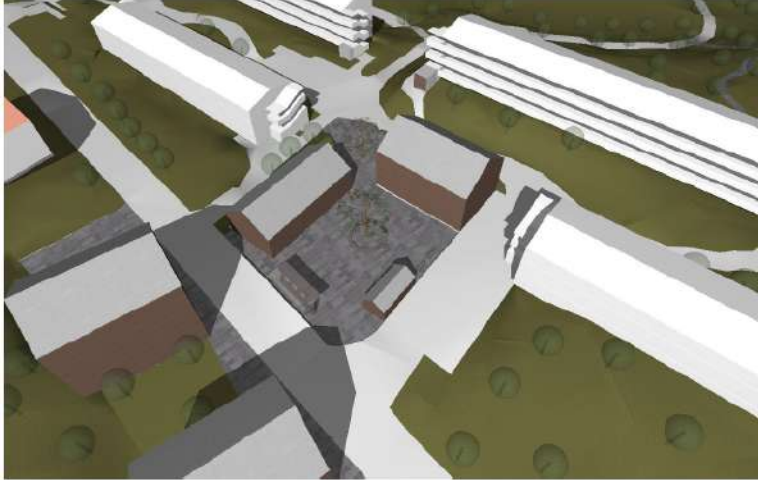
When the Agricultural land is excluded

It's a reduction of 360 houses.

And inhabitants goes from 4500 to 3680 people.



DETAILED PLAN



Vy över utveckling av torg (centrum)



Vy över utveckling i norr





área metropolitana do porto



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A revolution in the intermodal tariff system of Public Transport

(activity 2 of Porto Action Plan)

Carmo Tovar – SMART-MR Project Manager

A revolution in the intermodal tariff system of Public Transport

The main CHALLENGE



(The very quick) INCREASE OF THE USE OF PUBLIC TRANSPORT

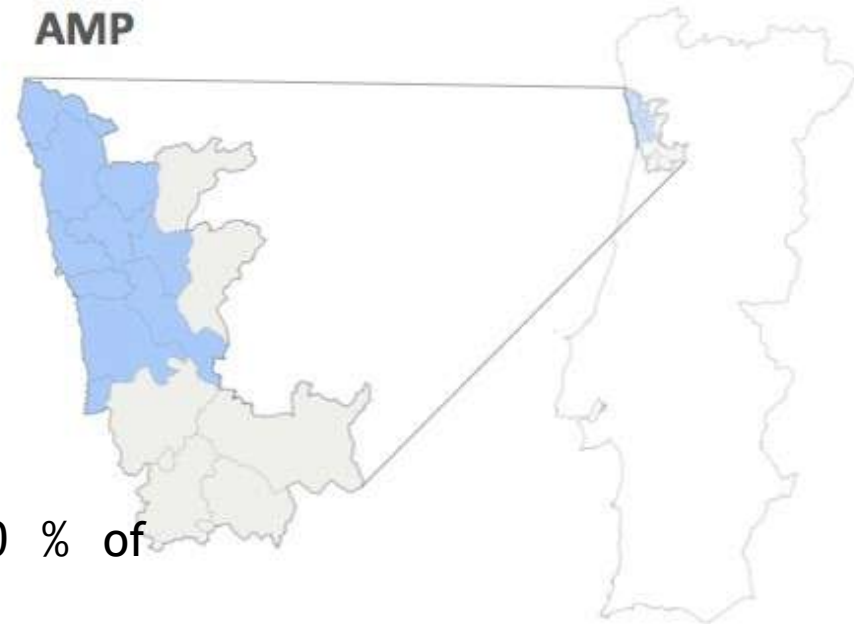
1 – EXTENSION of the intermodal ticketing system to all metropolitan territory

- 10 municipalities (60 % of AMP)
- Pop. : 1 326 681 (75 % of AMP)
- Area: 886,59 Km2 (43% of AMP)
- Number of operators: 12

Before

- 17 municipalities (100 % of AMP)
- Pop. : 1 759 524 (100 % of AMP)
- Area: 2.041,00 Km2 (100% of AMP)

Now



Intermodal ticketing system

2 – SIMPLIFICATION

One Metropolitan Public Transport Pass (to travel in the entire metropolitan area) and a Municipal Pass (to travel in one municipality) instead of multiple passes.

A PARTIR DE 1 DE ABRIL

NOVO TARIFÁRIO ASSINATURA MENSAL

PARA TODAS
AS ZONAS

40€

30€ ATÉ 3 ZONAS

APENAS 2 TARIFAS
PARA TODA A ÁREA
METROPOLITANA DO PORTO

anlante

The advertisement features a light blue background. At the top, it says 'A PARTIR DE 1 DE ABRIL' in small black letters. Below that, the main title 'NOVO TARIFÁRIO ASSINATURA MENSAL' is written in large, bold, dark blue letters. To the right of the title, a blue banner contains the text 'PARA TODAS AS ZONAS' in white. Below the banner, the price '40€' is displayed in very large, bold, dark blue font. To the left of the price, a vertical line separates it from the text 'APENAS 2 TARIFAS PARA TODA A ÁREA METROPOLITANA DO PORTO' in dark blue. Below the price, the text '30€ ATÉ 3 ZONAS' is shown in white on a red banner. On the left side, there is an image of a dark grey transport card with the 'anlante' logo and a map of the metropolitan area.

Intermodal ticketing system

3 – REDUCTION OF THE PUBLIC TRANSPORT PRICE

Z4	4 zonas	48,65€
Z5	5 zonas	58,85€
Z6	6 zonas	68,60€
Z7	7 zonas	78,35€
Z8	8 zonas	88,10€
Z9	9 zonas	97,85€
Z10	10 zonas	107,60€
Z11	11 zonas	117,35€
Z12	12 zonas	127,10€

**Andante
Metropolitano**
toda a rede
Andante
40€

5 a 8 km	40,00€
9 a 12 km	50,50€
13 a 16 km	62,50€
17 a 20 km	72,50€
21 a 24 km	83,00€
25 a 28 km	93,50€
29 a 32 km	101,30€
33 a 36 km	110,20€
37 a 40 km	115,20€
41 a 44 km	119,75€
45 a 48 km	124,55€
49 a 56 km	128,60€

40 €



WINS:

For the Transport Authority:

- Better monitoring and control compared to the previous situation with the single-mode tariff and the intermodal system
- Improved coordination
- Available information

For the operators:

- A more advanced system and no longer worry about the sales network;

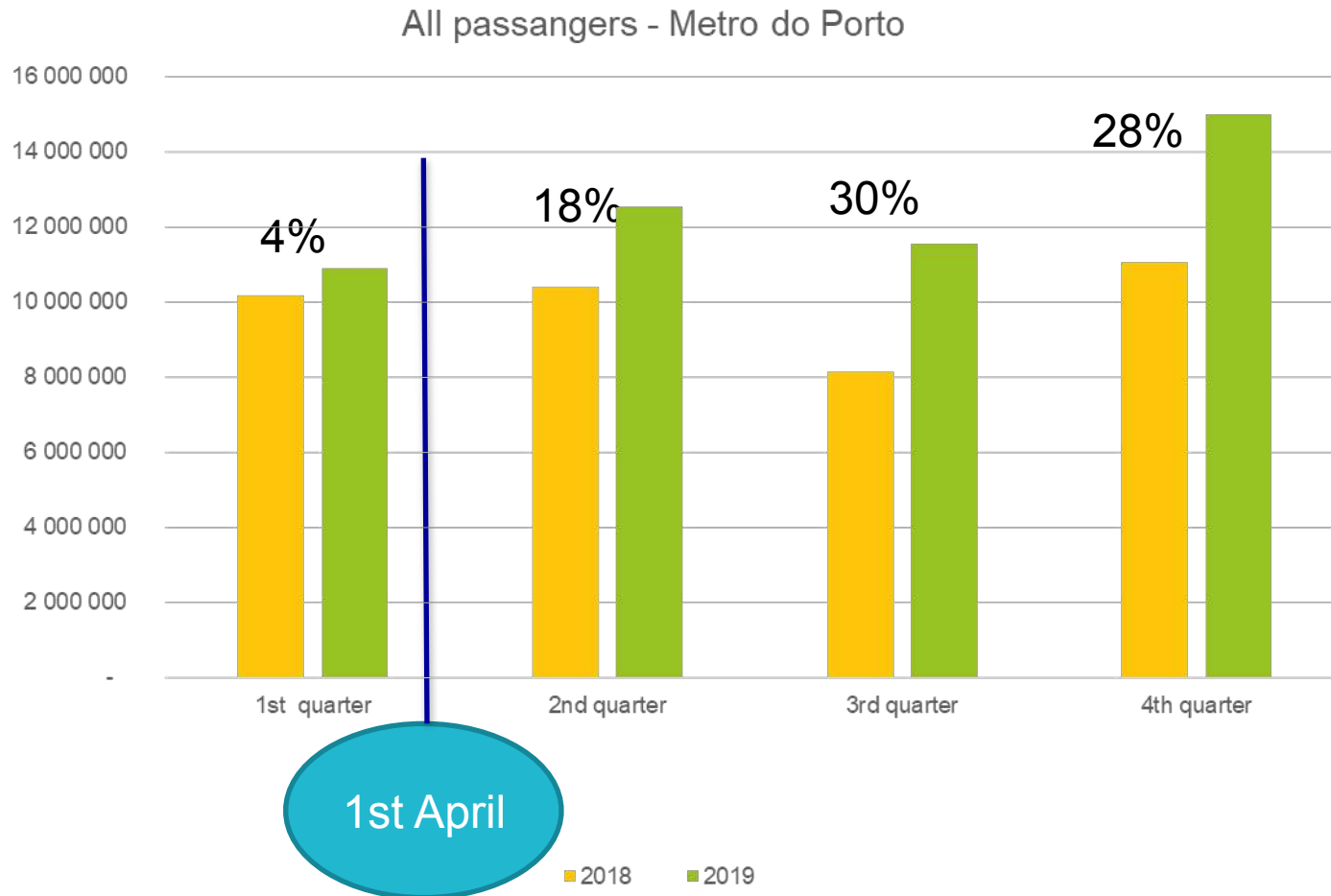
For the passengers:

- an integrated use of different transport modes that the citizens can use to the different travelled needs with an affordable price.



Impact

Metro do Porto





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Action plan and results in Budapest

Balázs Fejes

Mobility planning expert, BKK Centre for Budapest Transport

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26 November, 2020 | SMART-MR Final conference

Managing transportation

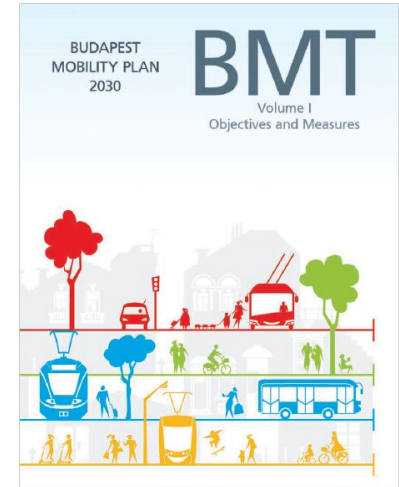
- **Transportation** is one of the **most important infrastructure** of the capital city Budapest
- PT system of the 1,8 million city is having a network of 3000 km, 2200 vehicles performing **5 million daily travels**
- The city transport system consists of:
 - metros
 - trams
 - trolleybuses
 - buses
 - supplemented by trains and regional buses from the agglomeration
- The City of Budapest established **BKK Centre for Budapest Transport** in 2010. as **transport organizing authority**,



Managing transportation

- Our **SUMP**, prepared by BKK, was approved in 2019, with the **main intervention areas**:

- 1 MORE CONNECTIONS**
*Safe, high quality, integrated transport **infrastructure***
- 2 ATTRACTIVE VEHICLES**
*Comfortable, **environmental friendly vehicles and equipment***
- 3 BETTER SERVICES**
*Efficient, reliable traffic coordination and **services***
- 4 EFFICIENT ORGANIZATION**
*Consequent regulation and **governance**, regional cooperation*



Regional cooperation – main goal in our action plan

- In the city's catchment area there are **further 1,2 million people** living
- **Every third trip** in the city is **related to cross city border travels**
- The **regional cooperation is essential** between:
 - **Municipality** of the City of Budapest – responsible for local transport
 - **Ministry** for Innovation and Technology – responsible for regional transport
- Recently **important steps have been made** between the two main stakeholders:
 - **New institutions** established on the ministry's side
 - **New body set up for negotiations** between the city and the ministry
 - **Regular consultation** between the two levels on political and professional level
- Aim is to **harmonize local and regional transport** developments and services within the city





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LJUBLJANA URBAN REGION SUMP
ACTIONS & RESULTS

Klemen Gostič, RRA LUR

26th November 2020 | SMART-MR final web-conference

Main pillars within SUMP LUR



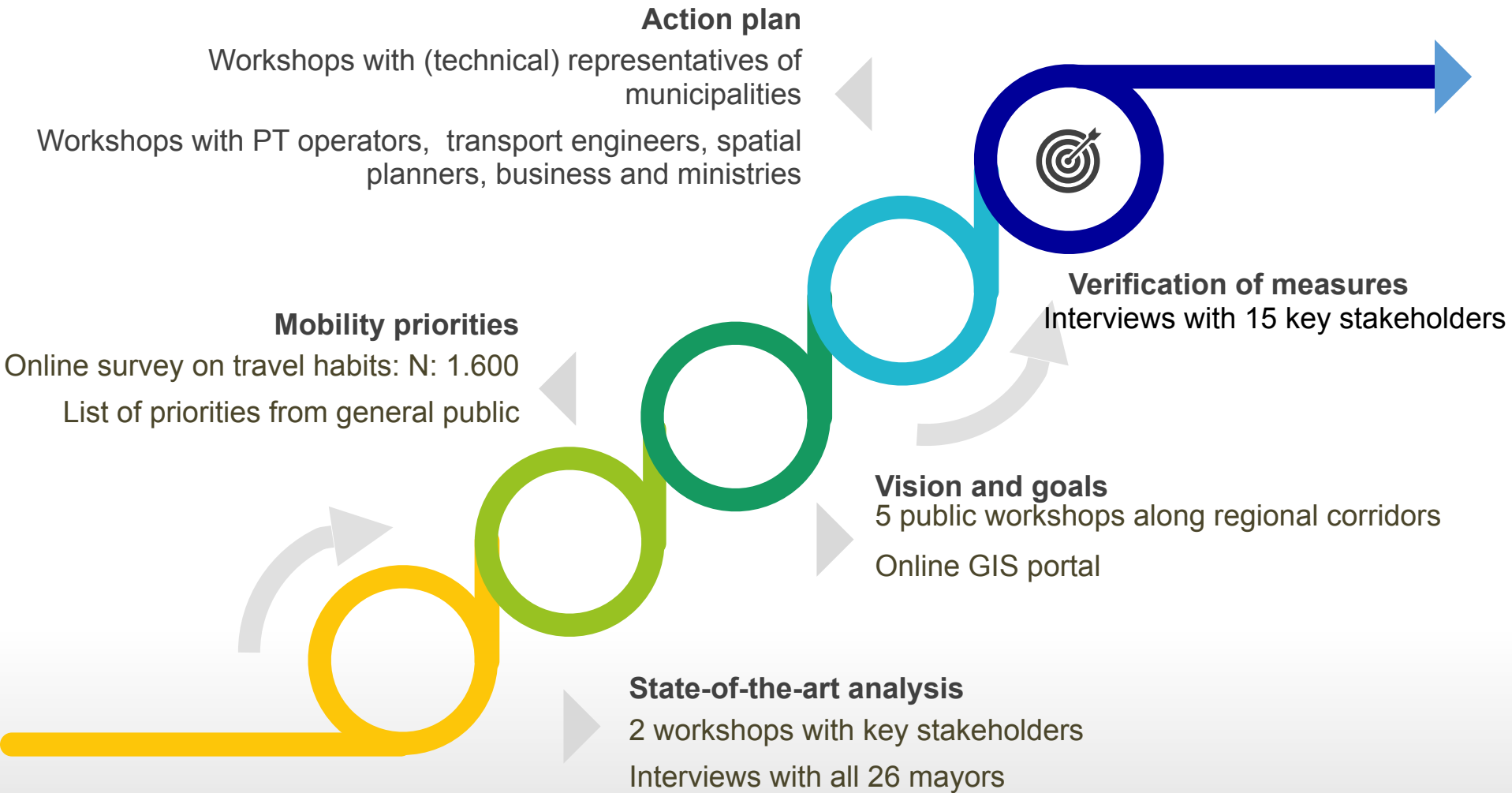
Sustainable Urban Mobility Plan of the Ljubljana Urban Region

For the people and space in an innovative and advanced region

SUSTAINABLE
URBAN MOBILITY
PLAN OF THE
LJUBLJANA
URBAN REGION

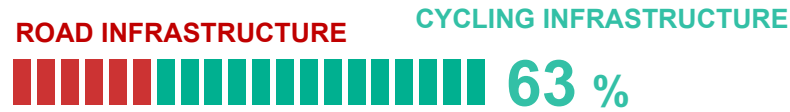
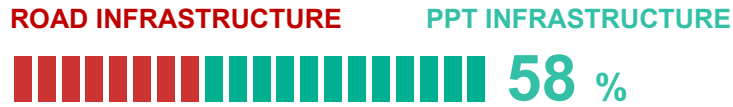
For the people and space in an innovative and advanced region

Stakeholders involvement



Public participation

WHERE DO YOU THINK INVESTMENTS ARE NEEDED ...



IN PLANNING, THE PRIORITIES SHOULD BE IN ...

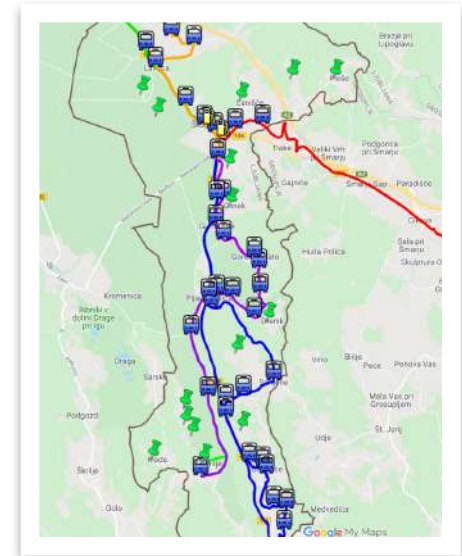
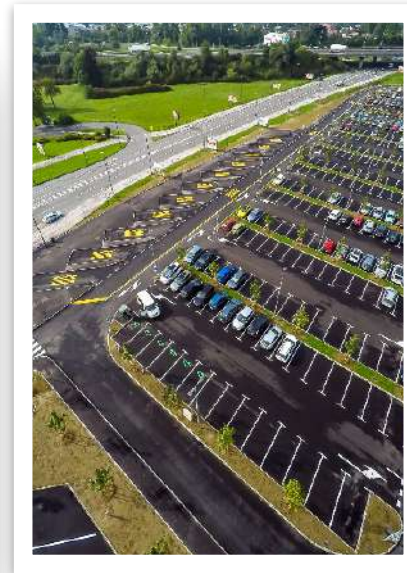
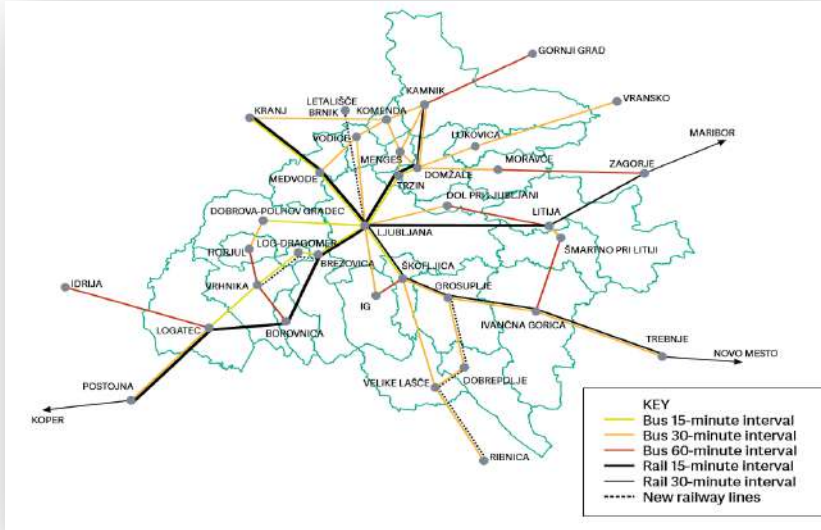




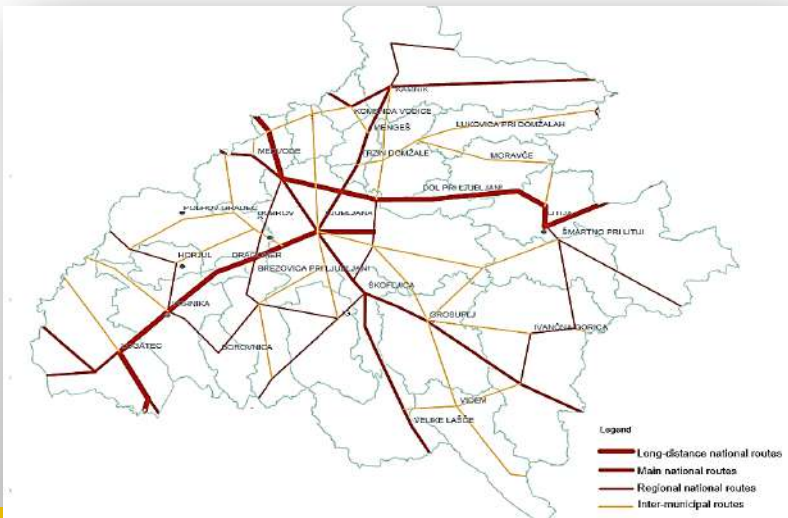
RRA LUR

Proposal for frequency in PPT during peak hours (LUR SUMP, 2018)

Results of SUMP LUR



Map of proposed and implemented cycling routes in the LUR (LUR SUMP, 2020)





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<http://www.interregeurope.eu/smart-mr/>



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Action III Oslo: Implement ITS pilots

The proof is in the pudding

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26 November, 2020

GO BIG OR GO HOME?

SMART PARKERING I OSLO KOMMUNE

**Her er sensorene som KAN gjøre
Oslos parkering smart**

2016: «Here are the sensors that
MIGHT make parking in Oslo smart»



Screen shots: Teknisk ukeblad



2019: «Last trial failed. New sensor with radar
will help handicapped find parking»

**Forrige forsøk feilet. Nå skal ny
sensor med innebygget radar
hjelppe handikappede å finne
parkering**

Proof of Concept #1

Does the tram interferes with the sensor?

- Small scale – only five sensors
- Collaboration with local company, Q-Free.
- The trams do interfere, but the technology is up to the challenge.



Proof of Concept #1

Practical experience went into tendering:

- System needs to handle electromagnetic noise.
- System need to be self sufficient with power.



Proof of Concept #2

- Second PoC as part of the evaluation of the tender submissions.
- Proximity to tramline.
- Good results from all suppliers.
- The winning tender requires no extra installation of communication, uses NB-IoT



What's next?

- Installation by Christmas.
- Sharing data
- Launching new feature in City of Oslo's parking app
- Evaluation and user testing





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Thank you!

Questions welcome

