eCitybike in Grenland
ShareDiMobiHub
location selection – stations(HUBS)

Bjørn Aasebø - 22.05.23

Leader Market&Development

The County of Vestfold and Telemark

bystrategi GRENLAND

Farte eCitybike - Porsgrunn and Skien

- Pilot launched April 17, 2023
  - 130 eCitybikes

- Full scale around 1. june 2023
  - 250 eCitybikes

- The ebikes are in public transport service Farte's brand profile, which provides a clear connection to the public transport system (buses)

Parkingstations/ locations

- Rentals starts and ends in a defined parkingstation – fixed locations

- Integrated GPS in the eCitybikes, and parkingstations defined by geofencing

- Visualization by information signs, and painted ground where possible

- Batteries are changed in the parkingstation

- A lot of efforts are done to sign deals with the owner of the grounds!

Sample of parkingzone in Grenland

Infosign on a parkingzone

Main goal for the eCitybike-project

1 Increase biking in the area

2 Increase trips combinated by eCitybike/buss/train

3 Better and more flexible mobility services offered to the citizens of Grenland

Criteria for choosing parkingstations

- five considerations

1 Analysis of travel patterns

2 Connectitity to public transport (train/buss)

3 Create a network of stations where users can ride between stations (fixed locations)

4 Visibility - Located where people moves
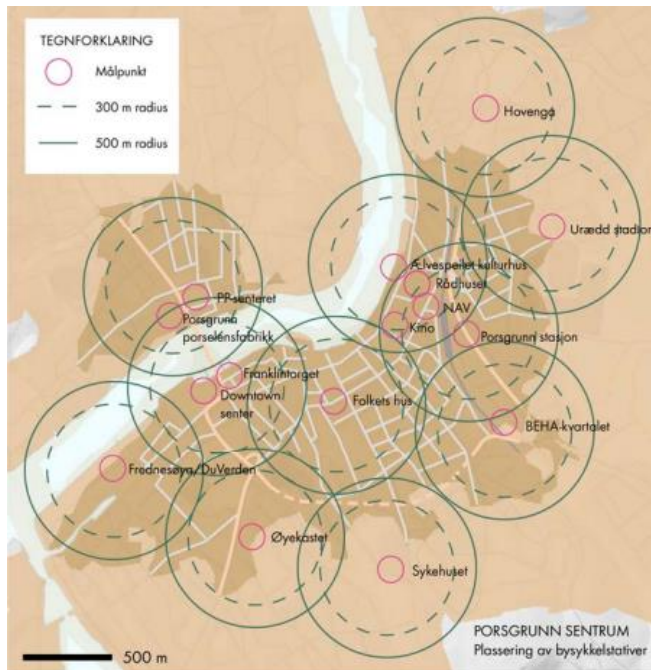
5 Optimizing the network

Criteria for choosing parkingstations

1

Analysis/Reports

Before deciding on where to establish parkingstations we used several established studies on the area:

- Analysis of overall travel patterns in Grenland «R-5206192-2_Reisestrøm_2021-01-27"
- Report from the pre-project «20191031 Bysykkelordning Skien og Porsgrunn«, contained proposal on where to establish parking stations
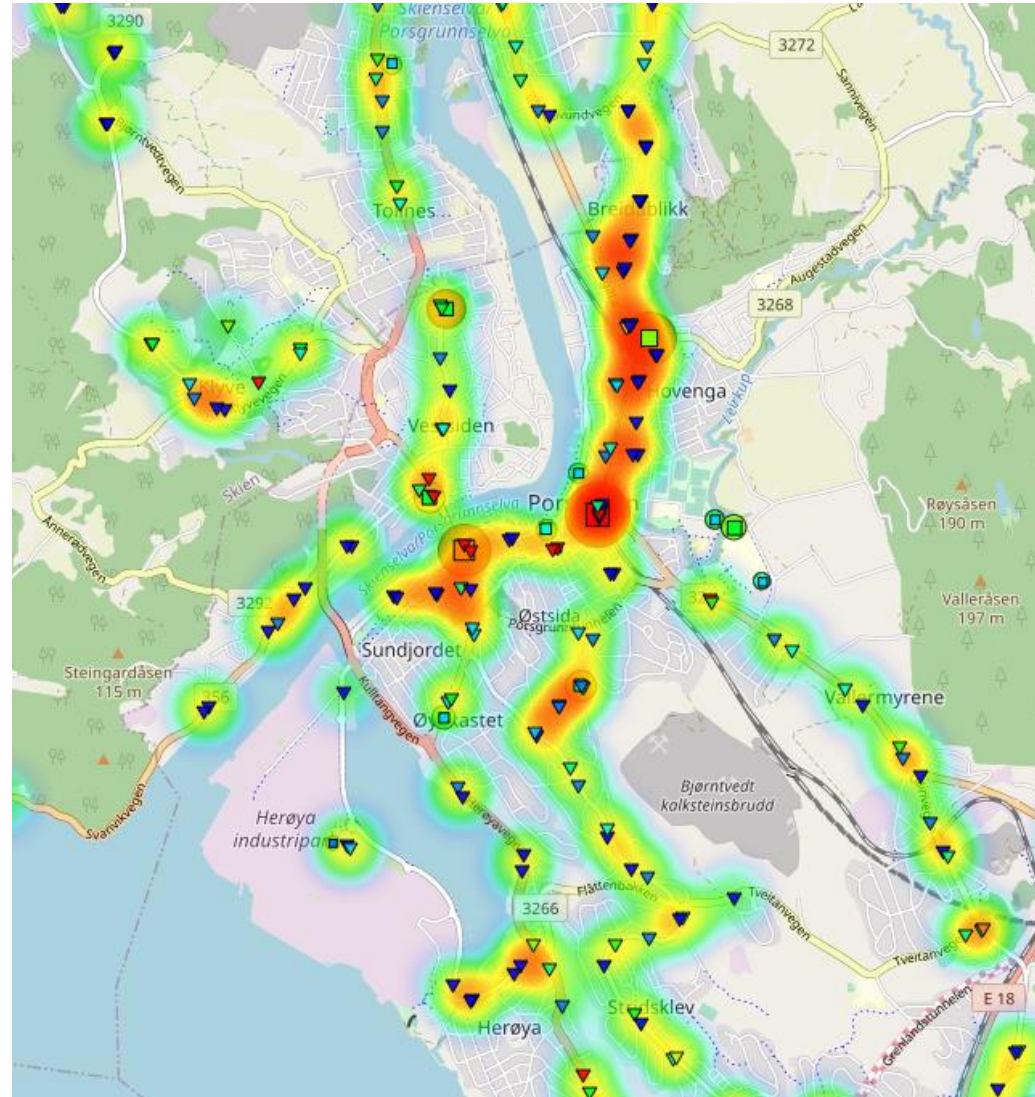- International/national reports on the subject

Criteria for choosing parkingstations

2

Connectitity to public transport (train/buss)

- Connect to bus-stops with high use of Public Transport

- Give the public an option from/to ride to places where there are no public transport

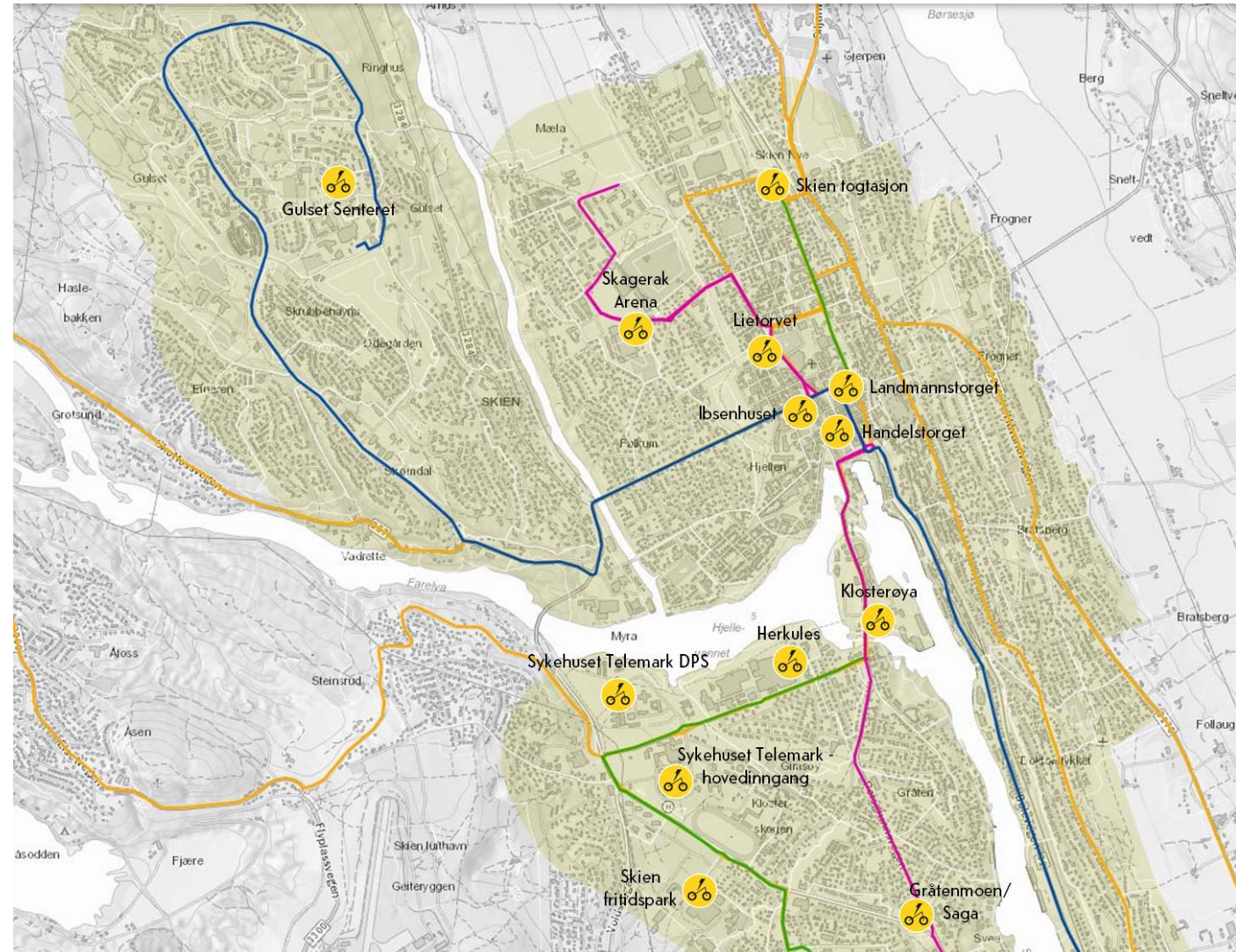- Heatmap gives visualization on correlation between bus and eBikes

Criteria for choosing parkingzones

3

Create a network of stations where users can ride between stations which also gives increased mobility

By	Sone	Målpunkt	Antall sykler
Skien	3	Sentrum - Landmanstorget	10
Skien	3	Skien Togstasjon	10
Skien	4	Skien Fritidspark	5
Skien	4	Herkules	5
Skien	4	Skagerak Arena	5
Skien	4	Sentrum - Handelstorget	5
Skien	4	Sykhuset Telemark	5
Skien	4	Gulsetsenteret	5
Skien	4	Sykhuset Telemark DPS	5
Skien	4	Gråtenmoen / Saga	5
Skien	4	Klosterøya	5
Skien	4	Sentrum - Lietorvet	5
Skien	4	Ibsenhuset	5
		SUM SKIEN	75

City of Skien

Criteria for choosing parkingzones

3
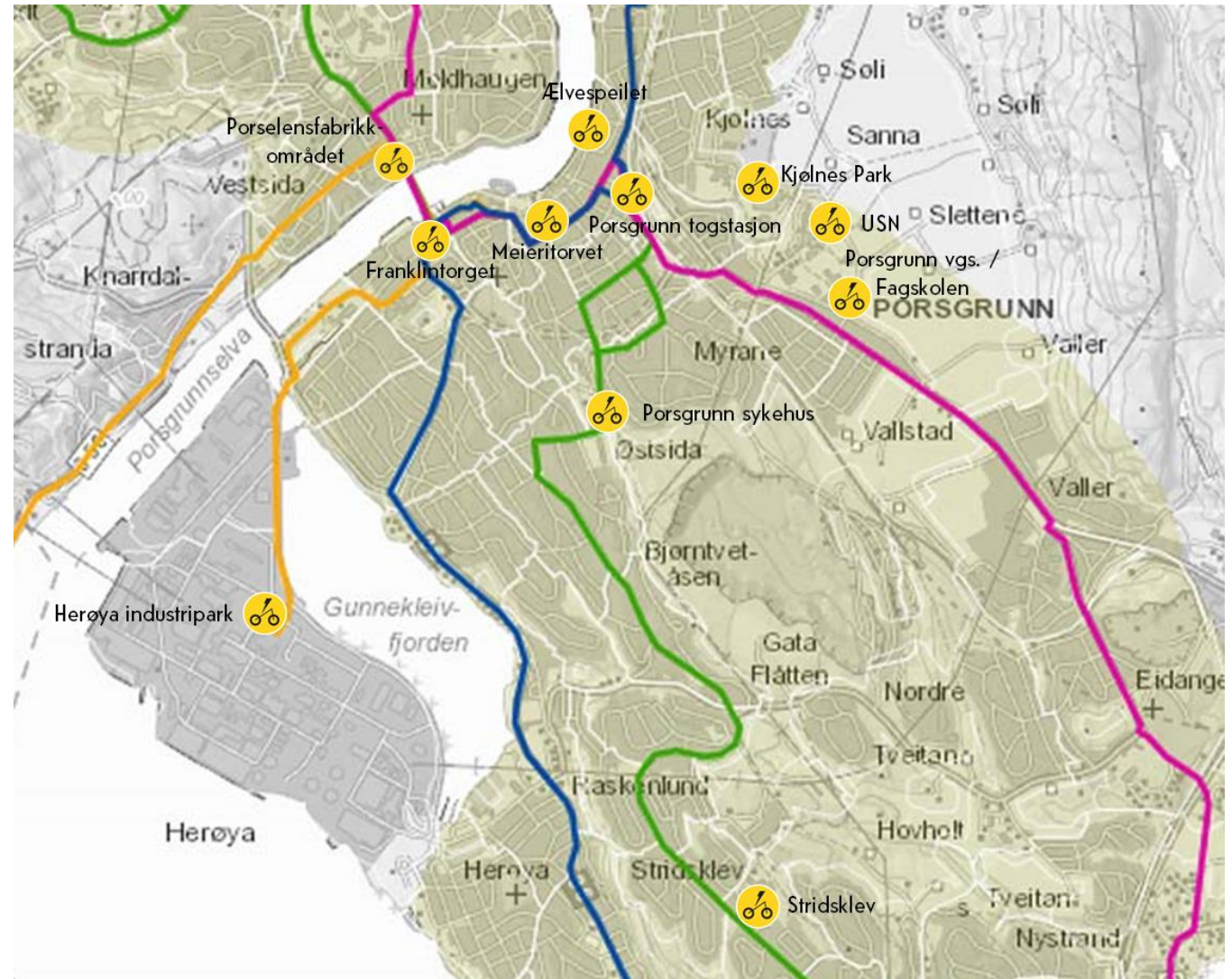
Create a network of station where users can ride between stations which also gives inceased mobility

By	Sone	Målpunkt	Antall sykler
Porsgrunn	3	Sentrum - Franklintorget / DownTown	10
Porsgrunn	3	Sentrum - Kammerherreløkka	10
Porsgrunn	3	Kjølnes - USN	10
Porsgrunn	4	Kjølnes - Porsgrunn vgs	5
Porsgrunn	4	Sentrum - Porselensområdet	5
Porsgrunn	4	Kjølnes - Kjølnes Park	5
Porsgrunn	4	Sentrum - Meieritorget	5
Porsgrunn	4	Porsgrunn Sykehus	5
Porsgrunn	4	Herøya industripark	5
Porsgrunn	5	Stridsklevsenteret	0
Porsgrunn	5	Sentrum - Ælvespeilet	0

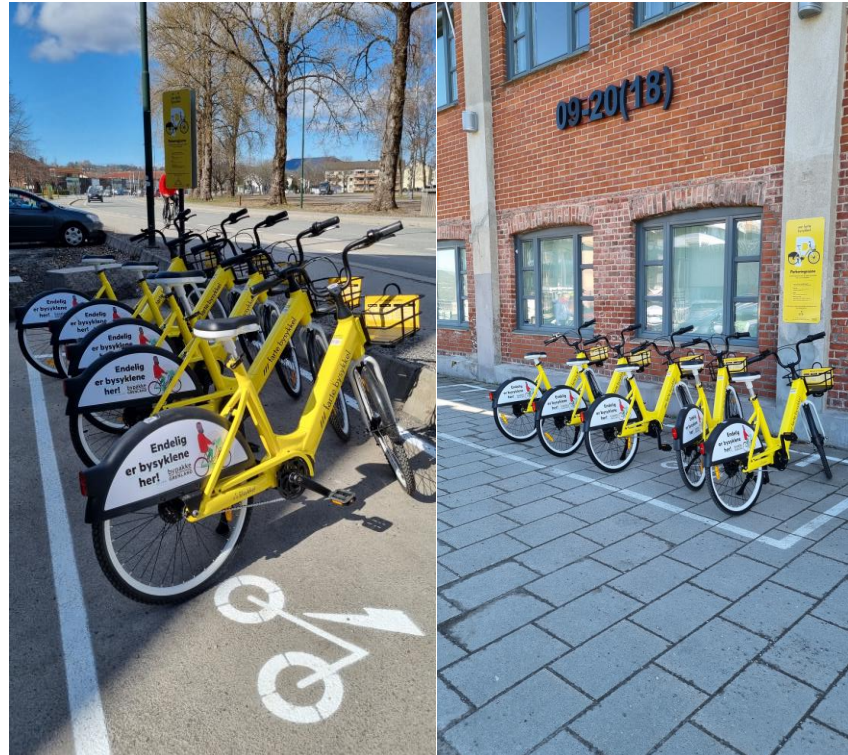|		
SUM SKIEN		60

City of Porsgrunn

Criteria for choosing parkingzones

4

Visibility - Located where people moves

Close to important points of interest:
- parks
- shopping centre
- restaurant areas
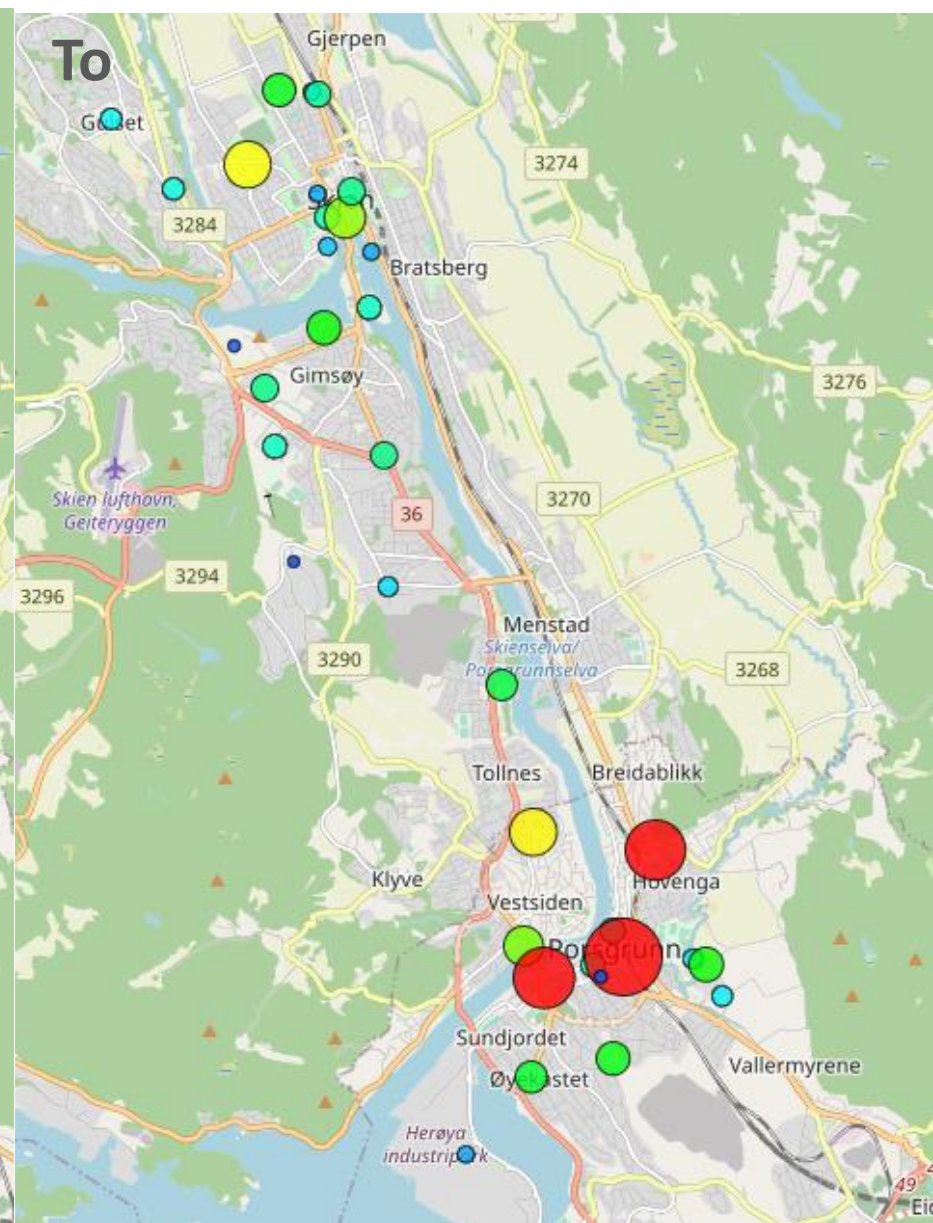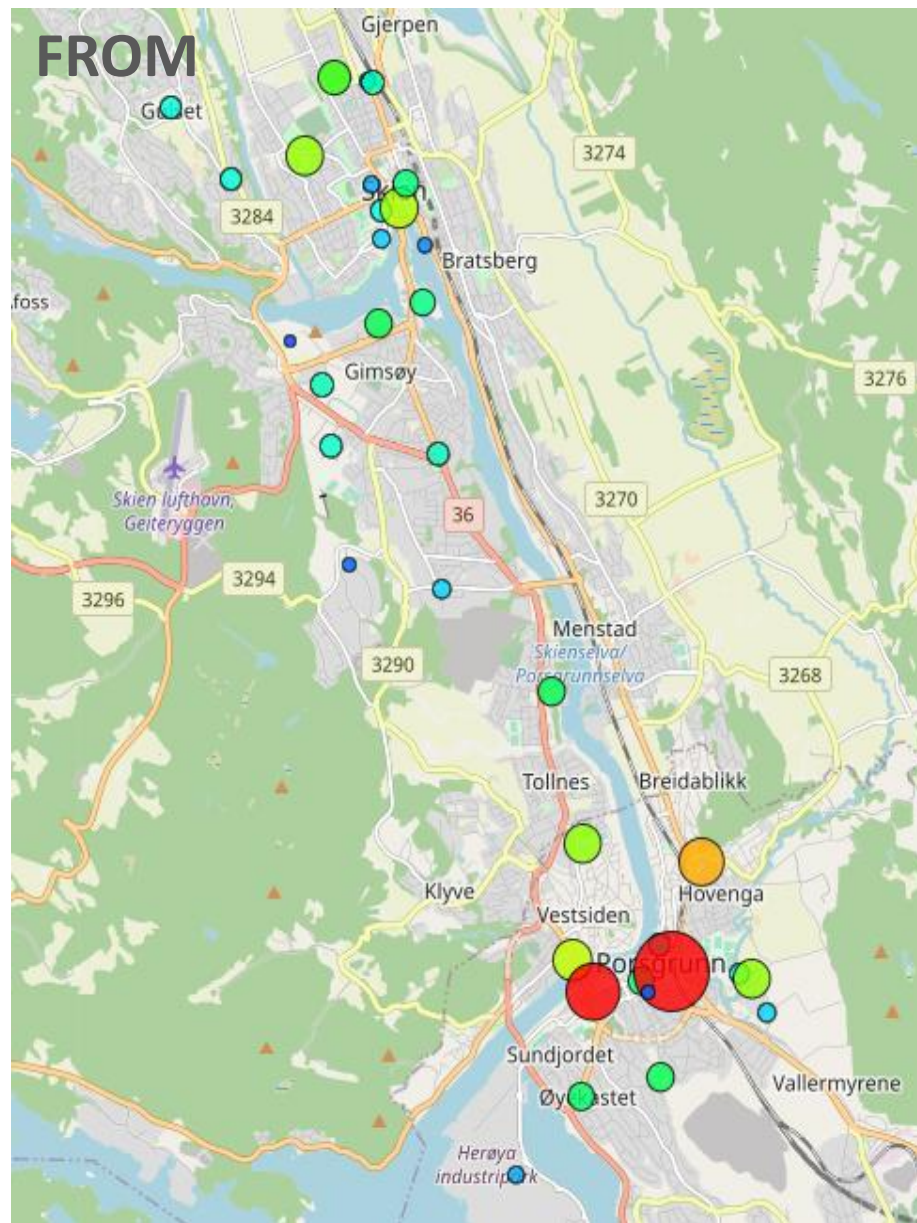- cinema
- university
- hospitals

Criteria for choosing parkingstations

5

Optimizing the network

- Consider input and requests from users on where to establish new stations
- Extend the existing area
- Look for «holes» in the network
- Cut stations with low use

Criteria for choosing parkingstations

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4

Optimizing the network

Analyze travel patterns to understand where the bikes are being used, by analyszing GPS signals from the eCitybikes
- Is there patterns we could use to improve the network?

the end- die ende – einde – fin - slut- slutt

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