

Network Micromobility

Phase 1

Nov 2022 – Oct 2023

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RISE Research Institutes of Sweden

Background

- New mobility services – connected, shared, electrical
- Commercial implementation in complex context w/o trial
- Fast market take-up and global implementation
- Fast development



New mobility services can contribute to the transition to a climate-smart society, but require adaptations and new norms.

Challenges

- Investors push to be global #1
- Regulation – regional, national, local
- Safety
- User behaviour
- Mixed public acceptance



How we work

- Collaboration - Continuous improvement
- Quarterly meetings alternately irl, digital
- Share successful design and results
- Inspired by international findings
- Form new experiments and projects



Partners

- 20 formal Project Partners (partner in the Network but not Projekt Partner)
- **Authorities:** Swedish Transport Authority, Swedish Transport Administration
- **Cities** / Local Authorities: Göteborg, Malmö, Helsingborg, Uppsala. Västerås (Stockholm, Borås, Eskilstuna, Halmstad, Gävle, Järfälla, Jönköping, Linköping, Lund, Karlstad, Nacka, Norrköping, Partille, Trollhättan, Varberg, Örebro)
- **Operators:** Nordic Mobility Association, Bolt, DOTT, Lime, Tier, VOI, (Ridemovi, Ryde)
- **Others:**, 2030 sekretariatet, K2/VTI, Chalmers/SAFER, Vianova (Drover, EC2B, Folksam, KTH, Nivel, Standab, SKR, Västtrafik)

Coordinator: RISE Research Institutes of Sweden

Project Budget: 1000 kSEK (450 kSEK medfinansiering Vinnova)

Time: *Start 2022-11-01 Slut 2023-10-31*

Results and lessons learned

- Network established with +90 persons
- Geofencing – streets, speed, parking
- Parking – locations, design
- Local permission (use of existing laws)
- WoW for market driven services in public space



Future

- Investors push for profitability
- Use of public space
- Adapt local fees
- Integration with other transport modes
- Other vehicles – e-bikes, cargo-bikes
- Procurement by cities?



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