

# Mobility hub evidence – a dossier compiled by CoMoUK

## Bremen

Bremen's mobility hubs have achieved the target for 2025 five years early in 2020 having taken 6,000 cars off the road. This equates to each car club car taking 16 cars off the road. Building mobility hubs within easy reach of homes has been cited by 60% of users as a prime incentive to use mobility hubs. Bremen is now further expanding its network, aiming to have hubs 300m apart across the city<sup>1</sup>.

The City of Bremen has a network of 43 hubs which has been growing since 2003 and has taken 6,000 cars off the road. Research on mobility hubs in Bremen has shown that<sup>2</sup>:

- Compared to the control group, the proportion of car-free households in new developments with a mobility hub is 18% higher.
- Households in new developments with mobility hubs are much more likely to use a public transport season ticket (56%) than the control group (46%).
- When asked how residents felt about mobility hubs being located close to their home rather than car parking, 37% said it was very good, 17% said it was good. Less than a third of residents disliked it.

## Vienna

In Vienna, planning mobility hubs as part of new developments enables reduced parking provision which in turn reduces the cost to developers by around 8.5% for a 70m<sup>2</sup> apartment<sup>3</sup>. This can lead to more land for open space or for building at higher density, particularly in infill and constrained sites.

## Austin, USA

In the Texan city of Austin, a new community mobility hub was introduced to improve integration where residents overwhelmingly drove private cars to public transport nodes. After the introduction of shared mobility and placemaking improvements around the hub, respondents walked more and drove less. Walk trips increased by 25%, dwell times increased by 144% and self-

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<sup>1</sup> CoMoUK Mobility hubs – Bremen case study: [https://como.org.uk/wp-content/uploads/2021/01/CoMoUK\\_Mobility-Hubs\\_Bremen-Case-Study.pdf](https://como.org.uk/wp-content/uploads/2021/01/CoMoUK_Mobility-Hubs_Bremen-Case-Study.pdf)

<sup>2</sup> Wirksamkeit Mobilitätskonzepte (Effectiveness of Mobility concepts): <http://mf.team-red.de/index.php?id=143>

<sup>3</sup> The City of Vienna's Mobility Hubs Guidelines, Page 25: <https://www.wien.gv.at/stadtentwicklung/studien/pdf/b008521.pdf>

reported private car mode-share decreased by 39%. Data also suggested that trips using e-scooters and bikes were replacing more car trips than they were replacing public transport or walking<sup>4</sup>.

## Bergen

The usage of car sharing in Bergen increased sharply after the introduction of mobility hubs in 2019 (by about 70%).

Shared mobility is a key strategic element in policy documents for the City of Bergen that aim to free up street space in urban areas. Having less space used for private cars, and more street space used for bicycles, walking, play and social activities, leads to improvements of quality of life for large groups of people in our urban areas. Tangible results in this respect have been achieved in this period, with the official opening of two new "Shared space" – areas carefully designed to allow social activities, play and green space, while still preserving a minimum of car access for those that have special needs. In both these cases - Welhavens Gate at Møhlenpris and Dokkeveien at Sydneshaugen – nearby mobility hubs are key strategic elements to make these urban spaces work well.

Five new shared electric cars have been added to the car share fleets in this period as the city provides more dedicated parking spots for shared electric cars with semi-fast charging. Bergen estimates that the 31 shared electric cars at mobility hubs in the city are saving 464 metric tonnes of CO<sub>2</sub> emissions per year.

Bergen is seeing a significant reduction in the number of street residential parking permits sold in all the central zones. In all residential parking zones, the maximum permit of two cars per household is being reduced to one. In all the residential parking zones visitors with electric and hydrogen cars now must pay for parking.

## Amsterdam

A pilot scheme saw Amsterdam residents give up their car for two months in exchange for travel credit that could be used for public transport, bike and car sharing and taxis. 30% of the participants chose to permanently discard their car.

The bike sharing scheme in Amsterdam did research on the impact of accessible and visible stations. The stations with a clear sign and user-information (via a pillar) had around 28% more users than stations with no branding or information.

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<sup>4</sup> Re-imagining the Urban Form – Austin USA: <https://rmi.org/wp-content/uploads/2018/12/rmi-mobility-hub-report-2018.pdf>