

**Title:**

Operationalising the 15-minute city through a Trip Economy framework

**Abstract:**

The 15-minute city concept has gained significant traction in recent years but faces implementation challenges across diverse geographical, spatial, and political contexts. This concept proposes that primary functions should be accessible within 15 minutes by walking, cycling, or public transport. However, it provides little guidance on the placement of these functions or the modalities of access. Additionally, it does not consider various new mobility modes and services, nor emerging technologies such as telecommuting and e-commerce.

The main challenge is that the 15-minute city presents an alternative planning paradigm to the existing automobility paradigm, which has dominated global city planning over the past century. While cars can facilitate all types of trips, no other transport mode can claim the same versatility. To transition to a new mobility paradigm, we must consider unbundling these trips to allow for the right-sizing of vehicles according to trip purposes, better aligning with factors such as cost, environmental impact, and spatial constraints. The application of a Trip Economy framework facilitates this process.

This presentation will showcase how the Trip Economy framework has been applied to the new development of Hinna Park, outside of Stavanger, Norway. The project provides insights for the public transport authority, Kolumbus, on optimizing the deployment of shared mobility services such as bikes, e-bikes, e-scooters, shared cars, and car-pooling. It also provided insights to allow key discussions between Kolumbus and the property developer to plan the new districts to support sustainable modes of transport. It also aligns with the mobility modal share targets set by the municipality, while responding to potential market demand.

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