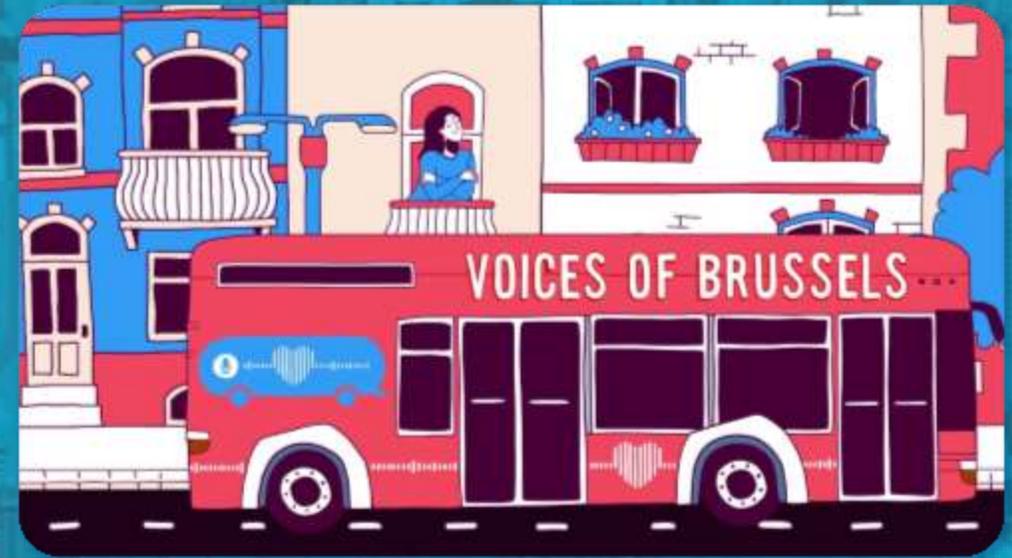# To read the future of cities, watch micromobility, and the curb

Per leggere il futuro delle città, guardare la micromobilità, e il marciapiede

Roma, the 10th October

Mathieu Nicaise

VOICES OF BRUSSELS

MIVB STIB

.brussels

We dreamed of flying cars, we got e-scooters

Crisis as a chance?

Sociotechnical transition pathways:

Nuisance, anarchy, but also a convenient means of transportation

WHY THE SHARED E-SCOOTERS IS A KEEPER
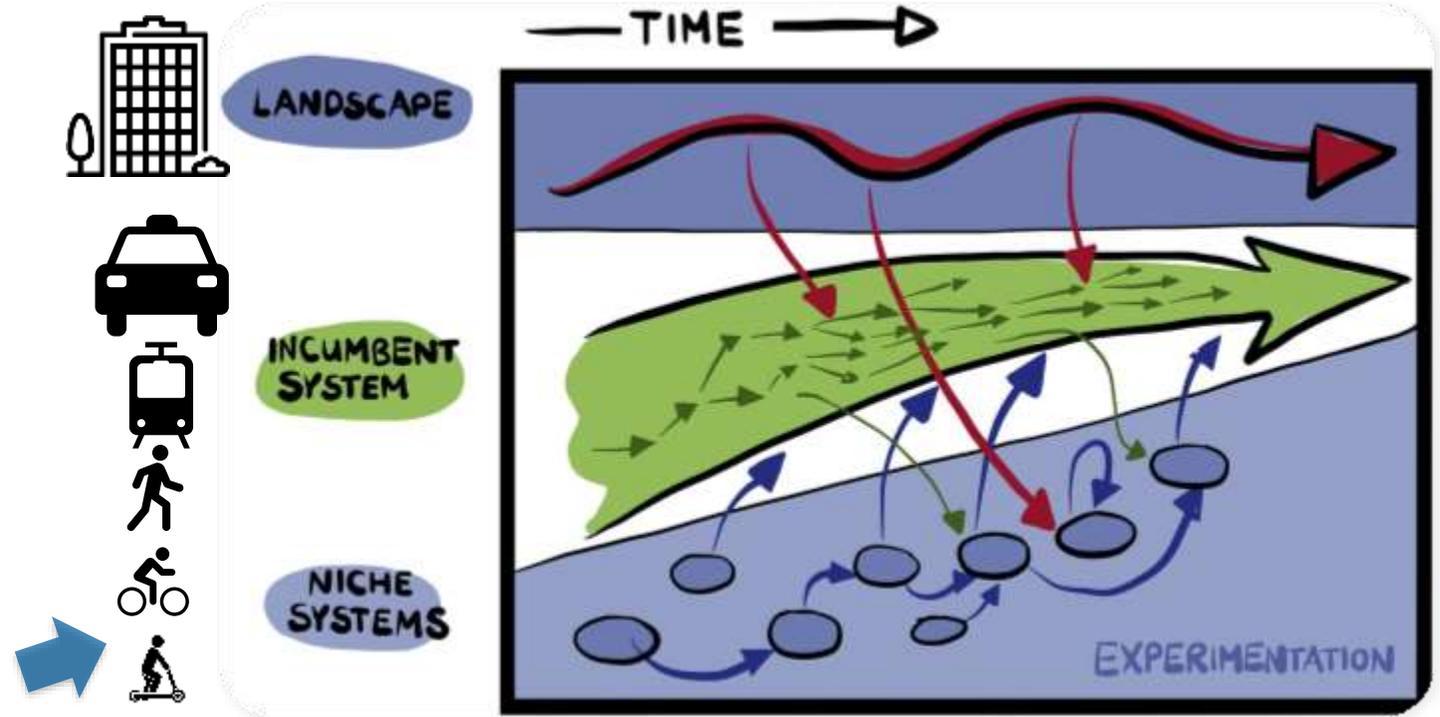
Micromobility: reconsider the « just enough »

Mobility market:

- Short distances: 60 % trips < 5 km (Brussels, 2018)
- Daily travel time: limited to 1-1,5 hours

"Market for smile", and for teenagers

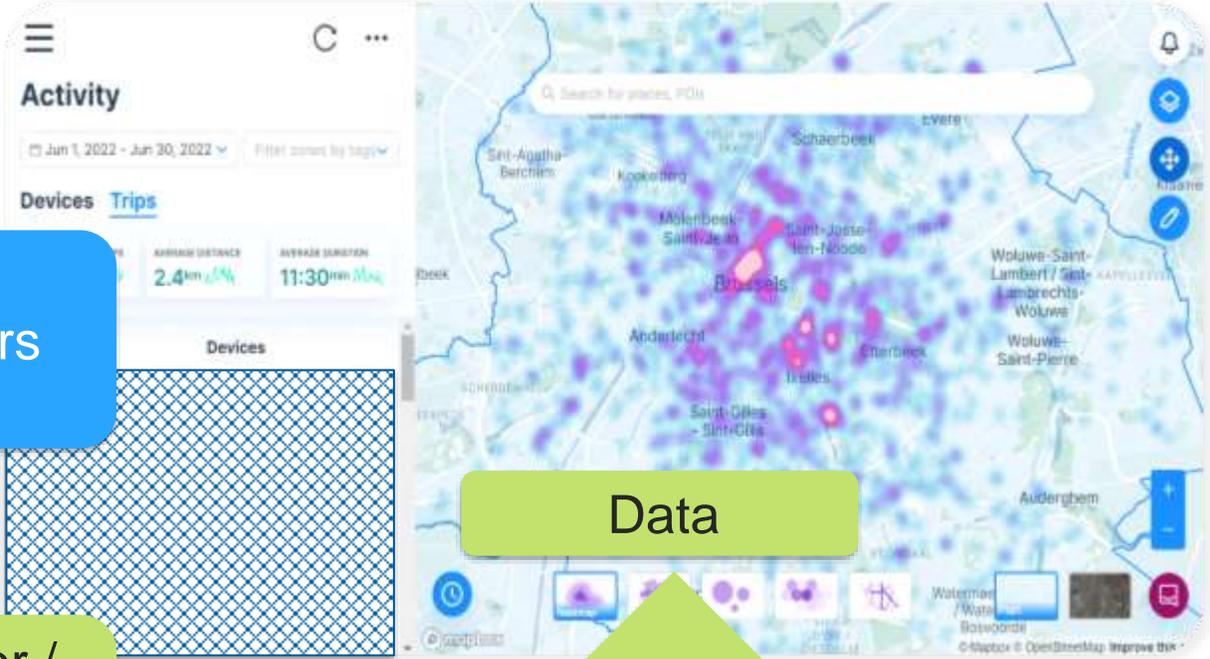© @junoteamllc

Toward a fully digital (& regulated) mobility system?

Providers

Data

Integrator / clearing house via API

Regulation

Authority

© Bruxelles Mobilité based on Vianova

MDS MOBILITY DATA SPECIFICATION

OMF OPEN MOBILITY FOUNDATION

next PLEASE!
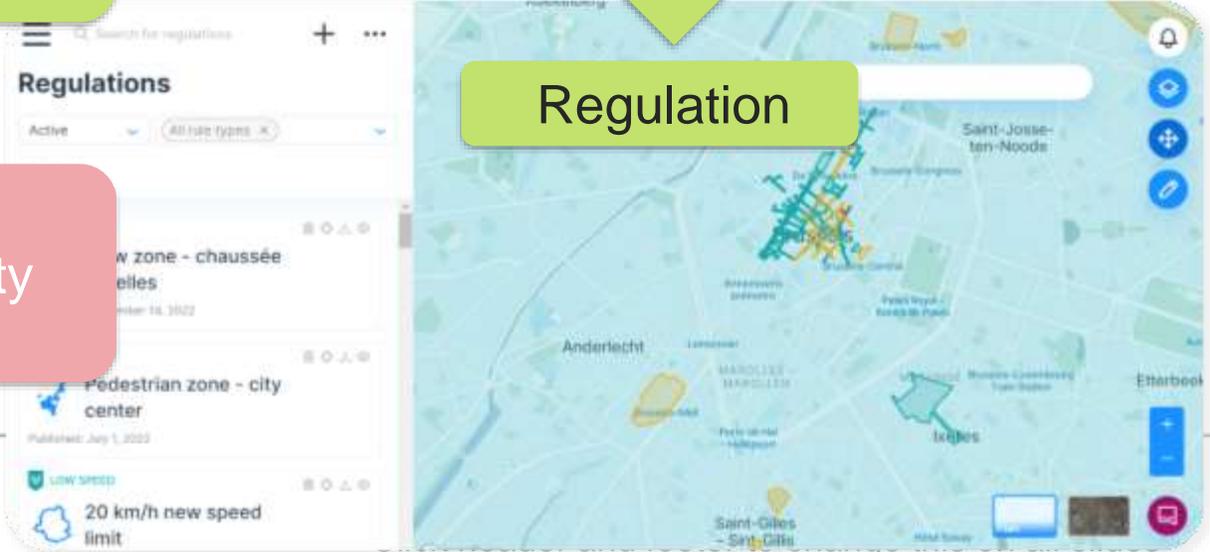
The dream of attracting car drivers, still a dream

What did we replace in Copenhagen?

Each Donkey Trip Replace

Bus	29%
Walk	24%
Train	20%
Own bike	14%
eScooter	4%
Car (Own / Shared)	5%
Taxi (aka Ride hail)	2%
New trip	2%

* Replacements in rush hour

TECHNISCHE UNIVERSITÄT DRESDEN
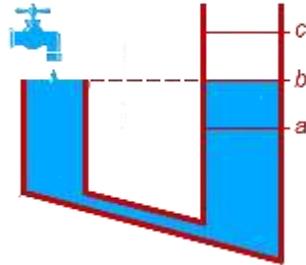
Car replacement rate

We know from surveying over 30,000 riders across Europe and the UK that, on average, 15.4% of Voi rides have replaced car trips since January 2020. When asked what mode of transportation they would have taken if they had not taken a Voi, this diagram shows what riders in different countries said:
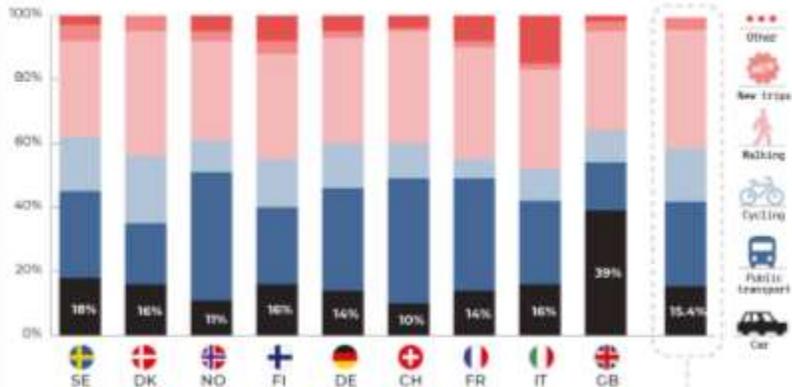
Source: Voi Rider Research 2020 (N=9,544), Voi Rider Research 2021 (N021,254)   Weighted Global Avg (2020-2021)

voi.

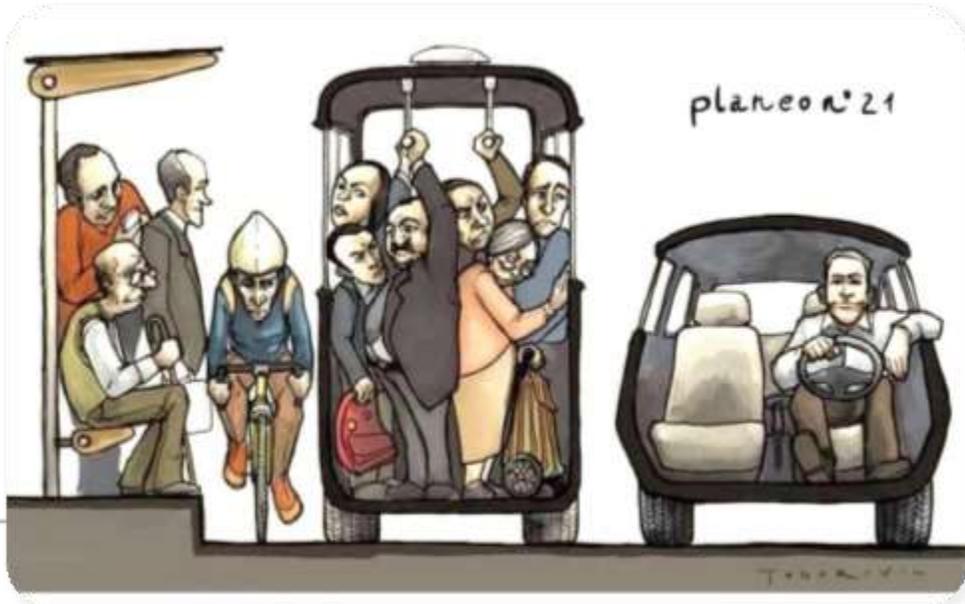How to build a public multimodal transport system, beyond (digital) MaaS? 🤔

- Not only app or hubs, but also perception, culture and mindset!
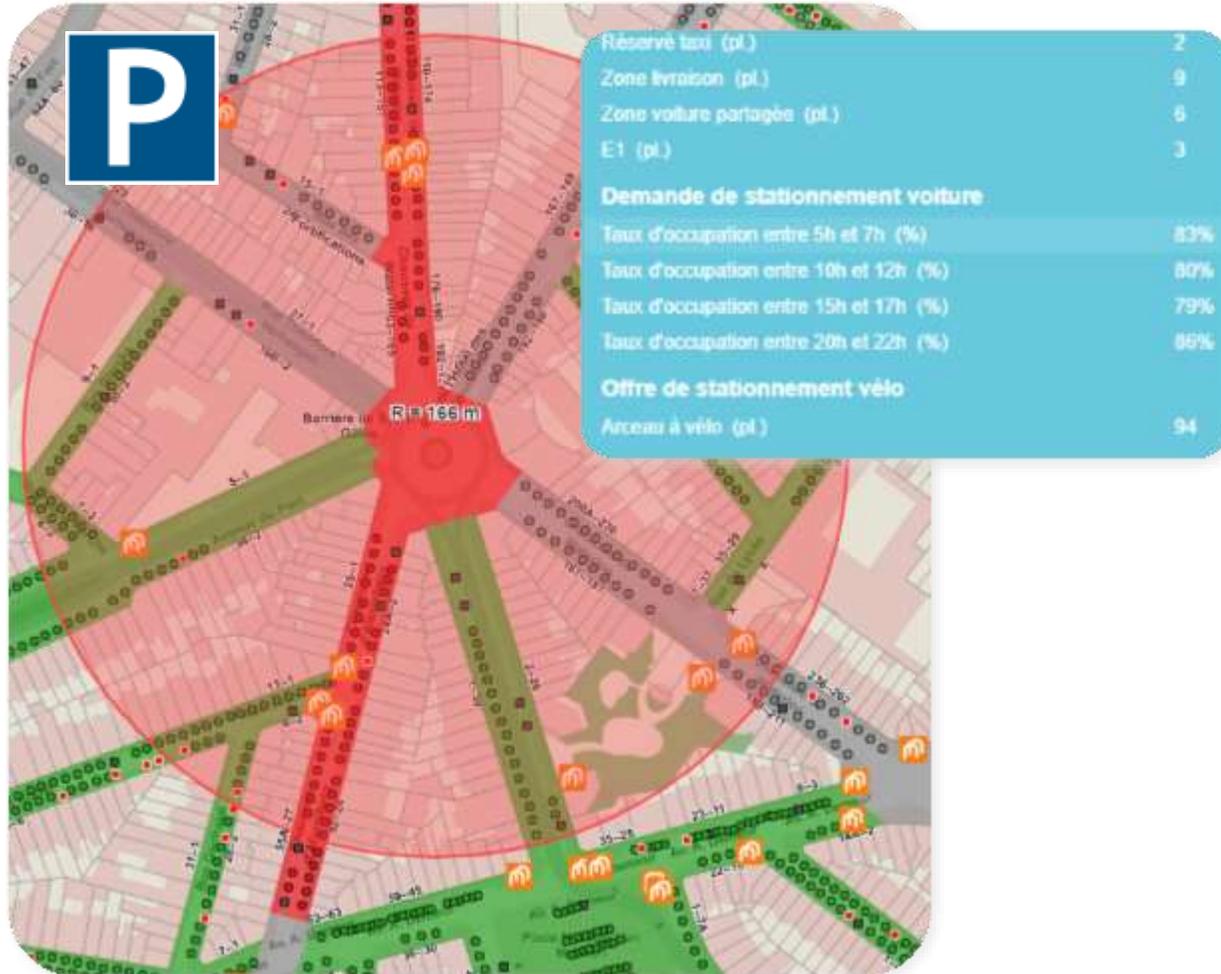- What's the future perimeter of Public Transport?

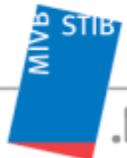# Back in the (disputed and mistreated) public space…

- E-scooters, but also parked cars, garbage, works, etc.
- Sidewalk as the "adjustment variable",
  walk not yet a "real" mobility option!
- Space allocation largely static
- Fragmented and "old-school" regulation
- Very limited data and knowledge

planeo n°21

L'ARBRE QUI NE CACHERA PLUS LA FORÊT…

We need (new) metrics!

© https://data.parking.brussels/mapviewer/
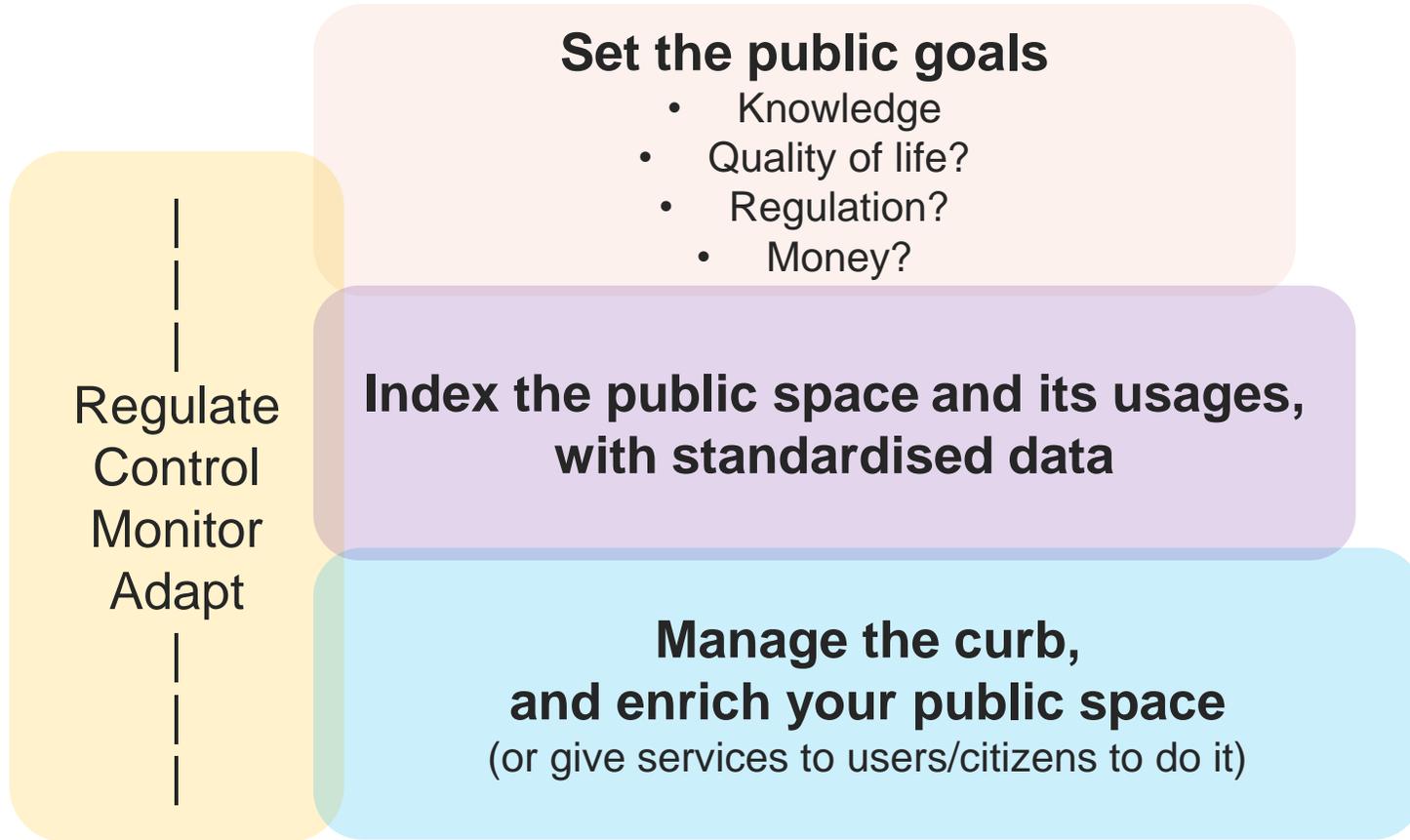
+ Standardized and shared metrics, based on:

- **People:**
  - Flows and modal split per distance
- **(real-)Time:**
  - Regulations & endorsement
  - Parking occupation
- **Space: allocation & consumption**
  - M².h: square meter hours consumed per traveler
- **Energy:**
  - "Modicum of transport": nominal energy cost of transporting one person one kilometer
- **"Feel good":**
  - Safety, security, human interactions, diversity
- …

A new tool to improve our cities: "curb management"

Regulate Control Monitor Adapt

Set the public goals
- Knowledge
- Quality of life?
- Regulation?
- Money?

Index the public space and its usages, with standardised data

Manage the curb, and enrich your public space
(or give services to users/citizens to do it)

THINK BIG.
START SMALL.
ACT FAST.

© SharedStreets

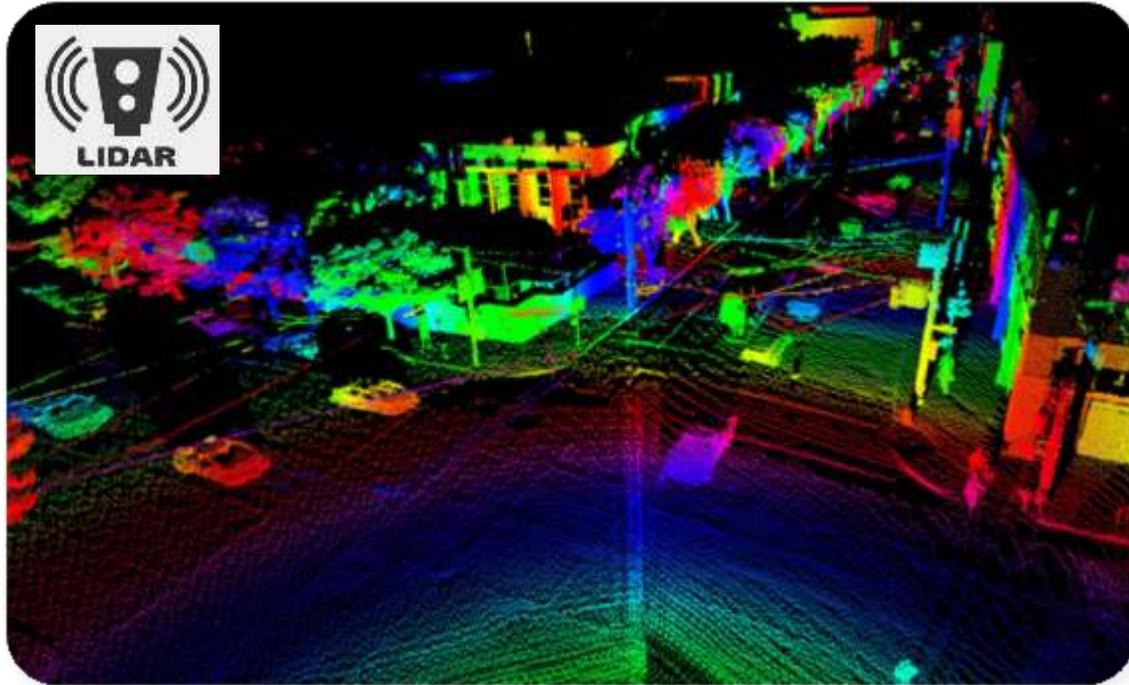# Re-allocate space to account for diverse uses and users

Movement

Essential services

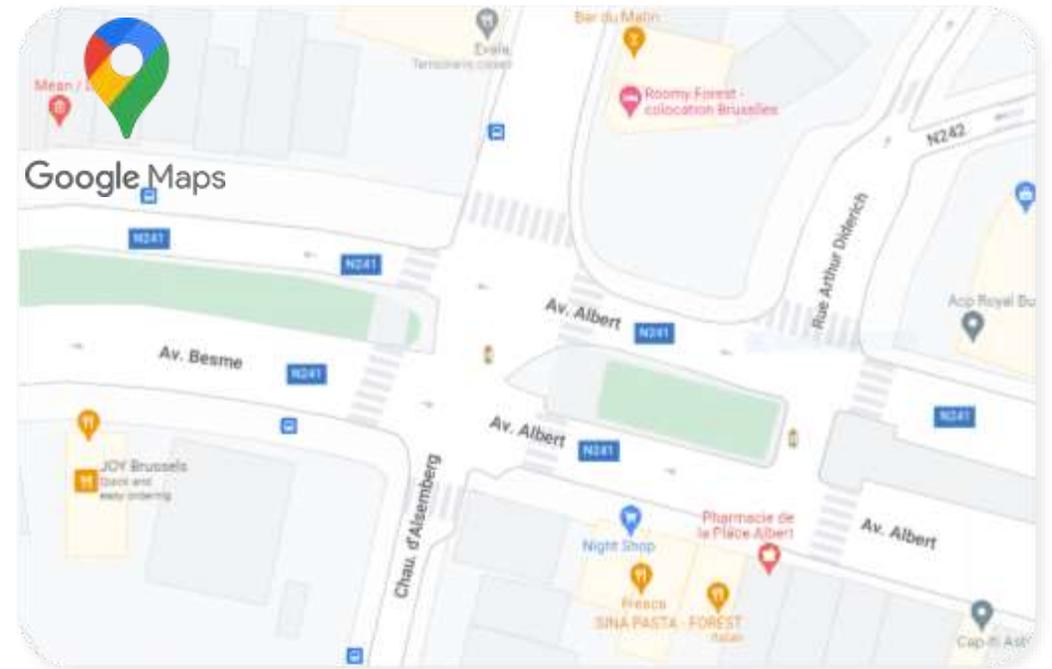"Feel good"

Place

How to collect this data? 🤔

- A geographical background
- And then <u>vehicle-based</u>,
  avoid new asset in the public space!

Gafa, low-tech, tactical, how to find the right balance? 🤔

- Knowledge
- Scenarios
- Stakeholders management
- Lessons learned

Outlook: open the box

- **Public space deserves management**

- **Curb management is coming, shape it!**

- **Value time-based policies, with flex space, flex service, regulations of vehicle based on size, weight and maximum speed**

- **Think about atmosphere and interactions instead of working with fixed categories**
  (of vehicle, of space, of usages)

- **Build an eco-system of data and services, allowing users/citizens to enrich it**

© Saskia Vanderstichele