



**Moving  
innovation**

# The Shared-Use Mobility (SUM) Zones Vision



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# Practices and new frontiers on the city streets

→ Ultra-strict environmental regulations (LEZ-ULEZ)



→ Booming of e-commerce



→ Micromobility is catching on



→ Rise of ride-hail/transportation network companies

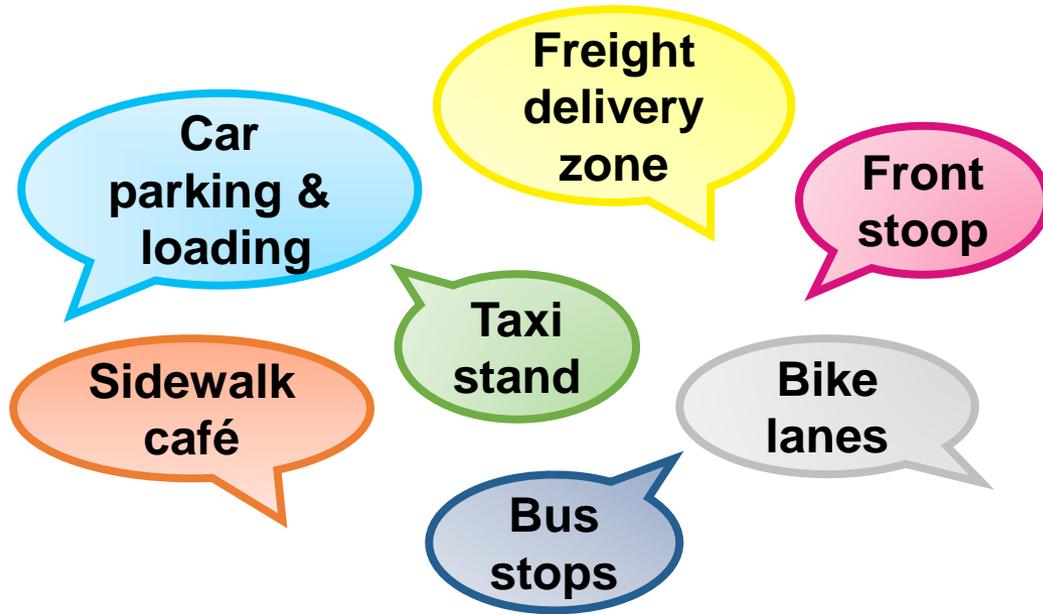


*"R3 Revolution" = Automation+ Electrification + sharing*

→ Advancing technology innovation



# Curb space is where movement meets access



*“Curb space is flexible — while physically moving the curb usually requires expensive capital construction, curb use can be changed quickly, temporally, and iteratively.”*

*Curbside Management Practitioners Guide, ITE*

Much has already been said about how the digital economy has transformed the way people and goods move around. However, what is often missing from debates is the **curb** – the place where many of these trips naturally start & end.

**No more Business-as-usual : need for taking actions**

# Shared-Use Mobility Zones: a new concept

A **flexible curb management concept** that can help cities reduce congestion, meet their mobility goals, adapt to emerging technologies, and even increase their revenues through a broader curb-use pricing model.

The **curbside ecosystem** is the place where delivery trucks, bike lanes, parking spaces and ride-share services coexist and interact with each other.

Curbside management is a hyper-local challenge requiring coordination with broad policy goals, among which:

- **Safety**: safe streets for all users (e.g. integrating speed management, separation where necessary and safety-centric vehicle)
- **Access for all**
- **Efficiency**: re-balancing the use of streets and curbs towards the most efficient uses.

# Towards an efficient curb management

Allocation of public street space is a broad topic affecting **all city users** – **not just those with cars** – and is a process that needs wide and strategic dialogue with stable consultative process, de-conflicting the allocation of public space.

- ✓ Flexible use of city – with reduced pressure on public authorities (in the edge of e-commerce and congestion)
- ✓ Sharing of best practice towards a city-wide approach to curb space management
- ✓ Urban streets seen as open ecosystems dynamically adapting curb space to uses and users (targeting new mobility services and manage space scarcity) within a safe, efficient, inclusive and system-oriented ecosystem.
- ✓ Technology will be helpful to manage the use of curb space, but – over the long term – curb and streets need to be designed for dynamic and flexible use

# Curb space re-allocation

## Parking street

**Public transport curb access conflicts**  
 Unauthorised use of public transport space contributes to delays and unreliability

**Ride service double-parking**  
 In busy areas and at peak times ride-service and taxi double-parking triggers congestion and places passengers in danger.

**Poorly-managed loading/unloading**  
 Abusive occupation of parking or other reserved space leads to more cruising for parking.

## Flex-use street

**Public transport:**  
 early start and priority at junctions

**On-demand micro-transit**  
 accommodated with public transport

**Separated bike track**  
 and safe junction treatment for cycling. Entices a broad segment of the population to cycle conveniently and safely

**Semi-automated people movers**  
 provide first and last kilometre links alongside cycling walking

**Parklets and "streeteries"**  
 activate public life in the street and spur commerce  
 Parklet: 100 visitors/day, 10-20% additional revenue to nearby businesses

**Metered parking**  
 15 vehicles/day

**Food truck**  
 150 meals/day,  
 €650-€1500 income/day

# “Now that we are smart, how can we be good?” – POLIS Parking paper 2019

**ALICE-POLIS-EPA**, with the support of **UITP**, are all around the same table, willing to start a stable dialogue on “Shared Use Mixed Zone” advancing curb side management in Europe, as leverage for decongesting cities, increasing efficiency of operations, safety, and accessibility for all, accommodating needs of all users, by taking the right decisions according to the right priorities.

The initiative is carried out with the technical support of ERASMUS University and FIT Consulting



THANK  
YOU

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