

Managing kerbspace

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Roundtable on Regulating app-based mobility services

1-2 November 2018

Beijing, China

The roundtable aimed to identify appropriate regulatory frameworks for app-based mobility services. The main areas of discussion included:

- The rationale for economic regulation for these services in light of market imperfections and existing regulatory barriers to the deployment of shared ride services
- Managing transport externalities, **including congestion on the roads and at the kerb**
- Viability of different bike-share models
- Impacts of app-based shared mobility on other modes, including traditional public transport



Roundtable host China's Ministry of Transport and China's Academy of Transportation Sciences (CATS)



Four discussion papers were commissioned for this Roundtable:

- **Economic framework of app-based ride services**

"The case for regulating ridehailing and dockless bicycles" Rex Deighton-Smith (ITF secretariat)

- **Shared mobility as a public transport mode**

"App based collective transport service in Mexico City: launching and operating a transit start-up in a challenging competitive and regulatory environment" Onésimo Flores Dewey, (Jetty mx)

- **Managing negative impacts on congestion and environment**

"Mitigating Congestion and Environmental Impacts from Ride-Sharing Services: The Case of TNC Regulation in São Paulo, Brazil", Ciro Biderman (Fundação Getulio Vargas (FGV))

- **Optimising bike-share systems**

"Optimizing Dockless Bikeshare and Other Private New Mobility Services"
Dana Yanocha (ITDP)



- Many examples of public space management issues that have arisen due to a lack of proactive regulation
- “Bike piles” in Chinese cities, US (Washington, DC, Seattle and Dallas etc); In China, at the peak of the dockless boom, up to 77 operators were deploying 23 million bicycles; more than 400 million registered users
- The public space management challenge tends to grow with the size of dockless bikeshare fleets – Mobike strategy to ‘conquer’ the market with numbers



Regulating to address negative externalities

- **Geofencing**
- **Lock-to Requirement**
- **Time-Bound Response to Parking Complaints**
- **Fleet Cap**
- **User Education**

The following regulatory responses may require more political will, staff time and resources to implement relative to the requirements suggested above:

- **Designated Parking Areas** will likely mean less space for pedestrians (if parked on the sidewalk) or cars (if street parking is converted to bike parking areas).
 - **Demand-based Designated Parking Areas**
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Main conclusions

- Proactive regulation is key to addressing negative externalities and effectively managing public space
- Local authorities will need to consider tradeoffs e.g. designating space for dockless bikes will likely mean less space for pedestrians (if parked on the sidewalk) or cars (if street parking is converted to bike parking areas).
- But, we do need to make space for new mobility and micro-mobility (e.g. electric scooters) services which unlock consumer welfare by providing new mobility services rather than regulating them out of existence, and ensure regulation leaves room for innovation.

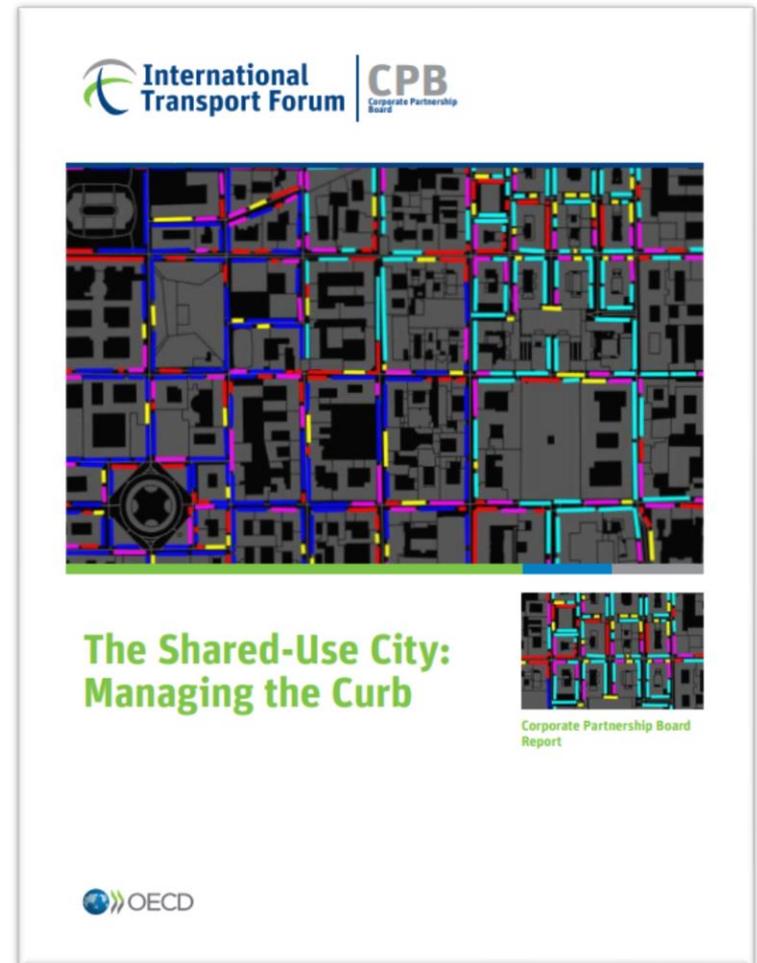


The Shared-Use City: Managing the Curb

Report requested by
Corporate Partnership Board
(CPB)

directed by Philippe Crist

[https://www.itf-
oecd.org/shared-use-city-
managing-curb-0](https://www.itf-oecd.org/shared-use-city-managing-curb-0)



From 'parking city' to 'pick up and drop off' city

- Curbs serve many purposes: parking, deliveries, public transport, cycling, walking, meaning spare space is at a premium
- Increases in ride services put additional pressure on the curb space (i.e. safety concerns; micro-congestion).



Should authorities make room for ride services at the curb, and if so where, when and how?

In most cities – yes.

- Need for strategic re-assessment of the priorities given to different modes
- Designating specific, visible and managed ride services/taxi pick-up and drop-off zones at the curb where it aligns with strategic priorities;
- Priority access at the kerb is only one of several strategies, but it is a blunt instrument that does not allow for dynamic management of that space;
- Authorities can also think about pricing the kerb (as parking is) according to the impacts and in line with public policy goals



Airports are a good place to start thinking about how to give space to ride-services



Knowing the kerb – coding the kerb

- Knowledge of the kerb is generally poor and is often shifting away from public authorities.
- Coding the curb will facilitate efforts to manage and efficiently allocate this space (i.e. shared referencing system)
- Managing kerb and street space benefits from a strategic vision



How to manage the shift from a parking city to a pick-up and drop-off city?

- Inventorying kerb space in digital format
- Design and manage kerbs as flexible, dynamic, self-adjusting spaces
- Anticipate revenue impacts of shifting from parking to pick-up and drop-off
- Modelling new kerb scenarios

One of main takeaways from ITF's Lisbon modelling exercise is that the formation and duration of in-traffic queues can serve as proxy indicator of where curb access pressure is greatest and when and where it makes sense to allocate more space to curbside pick-up and drop-off zones



Thank you!