Micromobility, Equity and Sustainability

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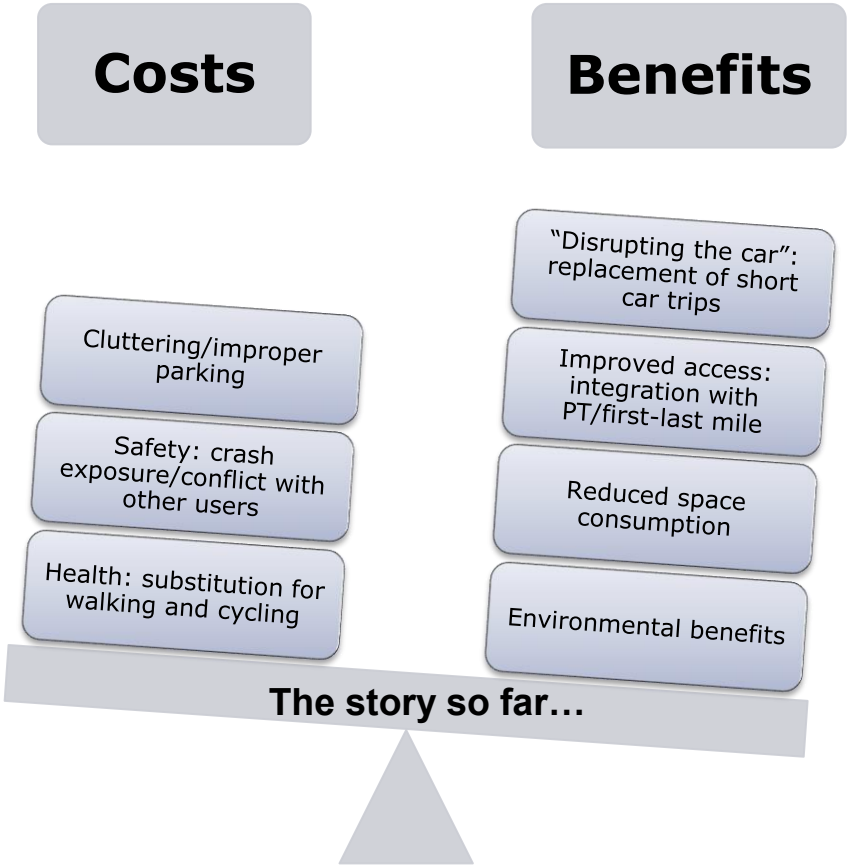
Real?

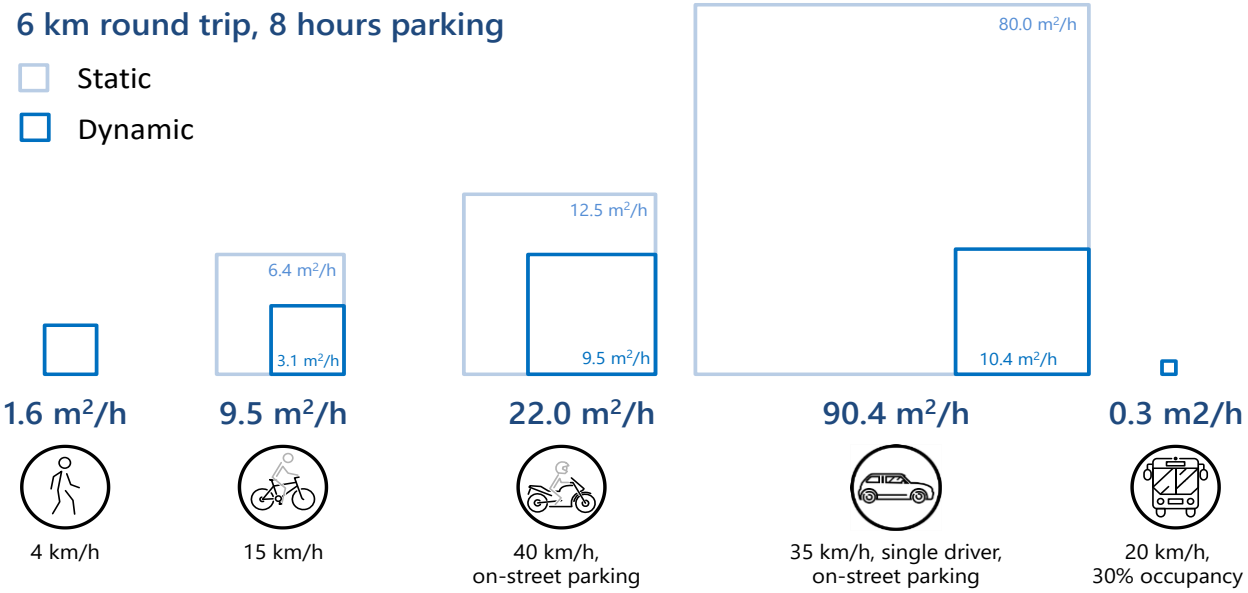


Or perceived?

Putting micromobility into perspective…

Source: Bird
https://www.bird.co/blog/ride-hailing-micromobility-3-policy-fixes-transform-cities/

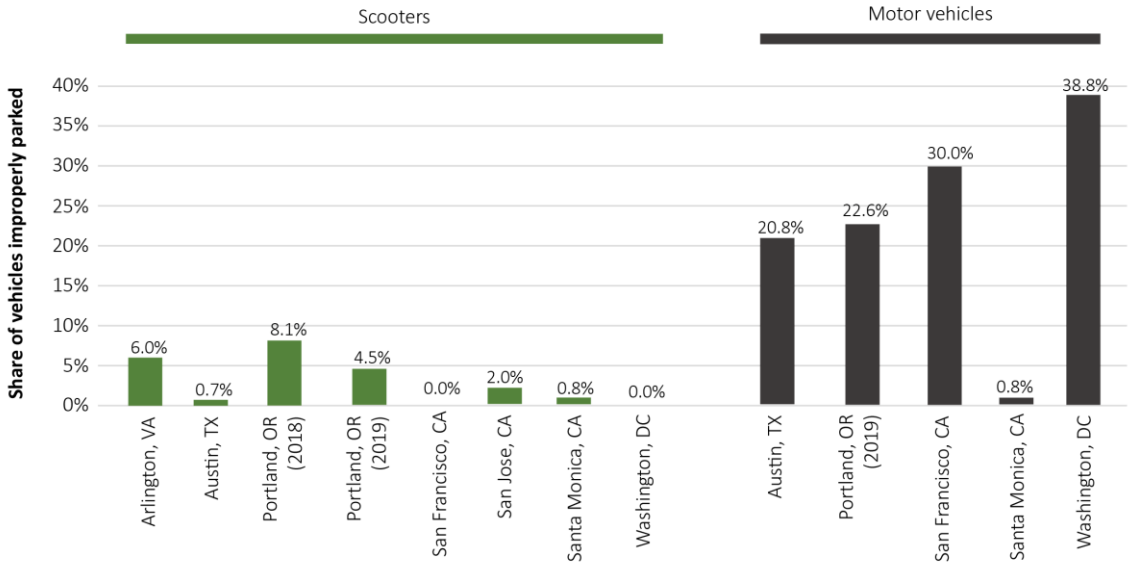
Space consumption by different transport modes, m2 per hour



ITF calculations based on Heran (2011)

Cluttering and improper parking

Observational research Anne Brown (2020): in 5 US cities bikes and scooters were parked incorrectly in only 0.8% of insistences, while the rate for cars was 24.7%



Base regulation on sustainable urban mobility policy objectives

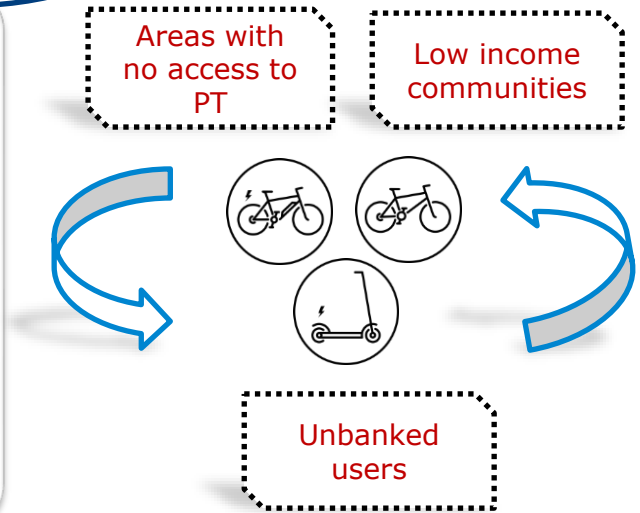
- ✓ Facilitate service availability across the urban area and promote accessibility
- ✓ Foster innovation
- ✓ Support integration with public transport

Micromobility is not “cure-all” and can not solve car dependency on its own.
Broader regulatory and fiscal policies to contain car traffic are needed.

CITIES, DON'T SCOOT AWAY FROM EQUITY!

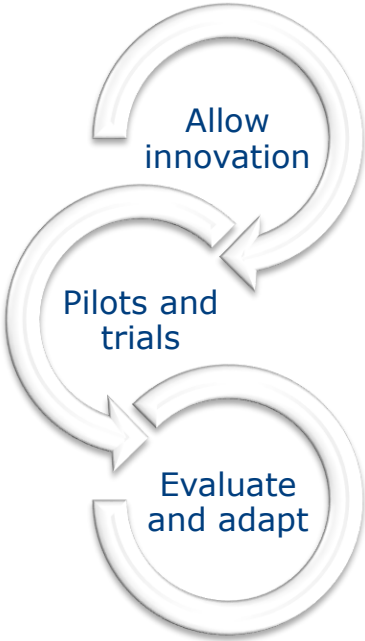
Support equitable and affordable provision of micromobility services

- ✓ Reduce fees and cap requirements in "equity zones"
- ✓ Consider subsidizing service provision in underserved neighborhoods/where operating is unprofitable, with lower ridership and significant operational costs.



Adopt a permissive and adaptive regulatory approach to micromobility

- ✓ Ensure that regulatory interventions do not impede innovation and allow service providers to adopt new business models
- ✓ Trial regulatory approaches to produce data for evaluation
- ✓ Establish clear timelines for evaluation and amendments to reduce uncertainty and risks to MM business models



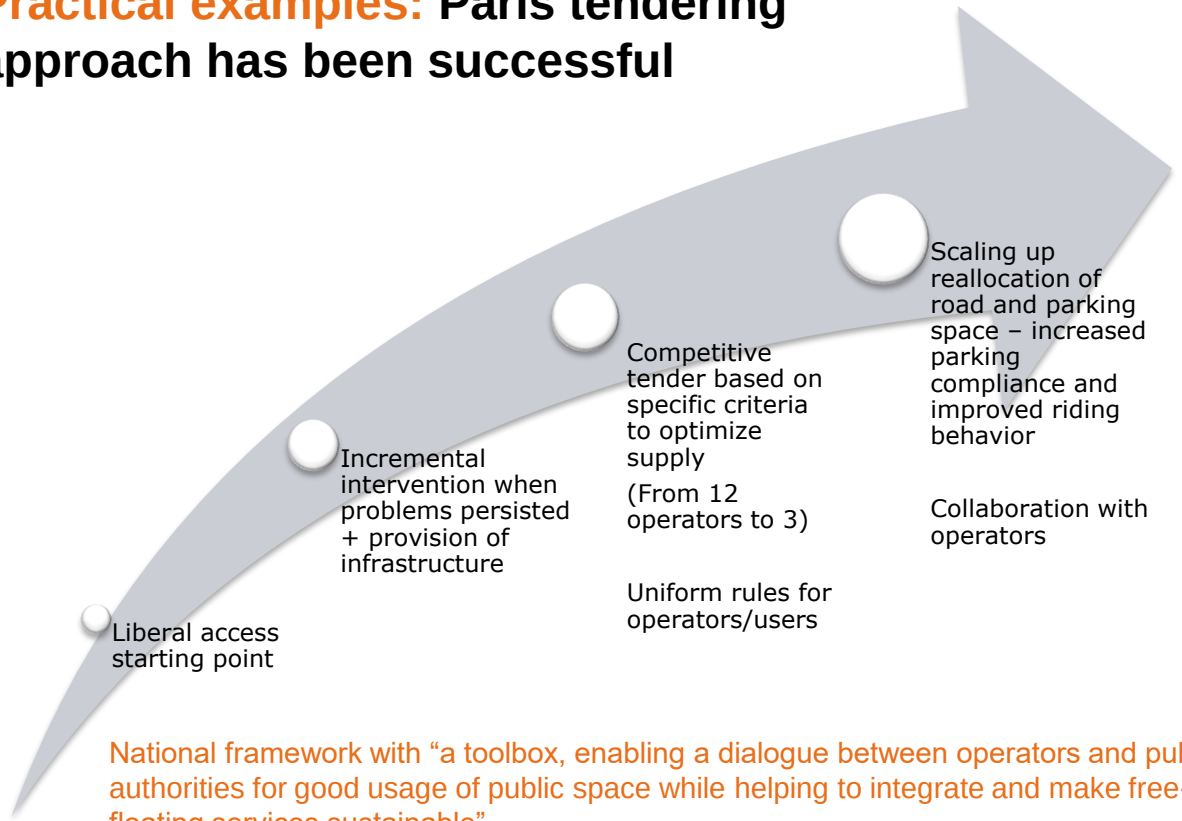
Reallocate road and parking space to micromobility, cyclists and pedestrians

A single car parking space can store up to 12 micromobility vehicles

- ✓ Create a protected and connected network by creating dedicated spaces
- ✓ Repurpose private car parking spaces
- ✓ Calming traffic measures (30 km/h is the maximum limit recommended for cars in city streets)

Paris: 2 500 dedicated parking bays, 100 metres average distance. As reported by Dott (2021), the availability of parking spots, combined with in-app enforcement, increased parking compliance **from 35% in 2019 to 97% 2020.**

Practical examples: Paris tendering approach has been successful



National framework with “a toolbox, enabling a dialogue between operators and public authorities for good usage of public space while helping to integrate and make free-floating services sustainable”.

City of London + several boroughs

- ✓ Three operators selected for one-year e-scooter trial.
- ✓ Designated parking areas.
- ✓ Regulation of fleet size:

Operators that demonstrate strong performance and compliance with safety standards and control of parking locations could increase the number of vehicles deployed. Non-compliance - required to reduce the number of vehicles.

Questions for discussion

- How many cities have incorporated shared micromobility into city urban/transport development plans?
- Are there any considerations to maximise benefits of shared micromobility as a first-last mile solution to extend the reach of public transport?
- To what extent shared micromobility is consdiered as one of the potential tools to promote mode shift and thereby contribute to attaining 2030 GHG reduction goals in Sweden?

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Thank you

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