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FlexCurb: smarter curbside management

November 22, 2022
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Urban logistics are growing more than 30% per year (e-commerce, e-groceries, instant deliveries) exerting pressure on the curb

Increased conflicts in the use of the curb: vehicle parking, loading zones, bike lanes, bus stops, micromobility, etc.

Increased congestion, double parking, air pollution.

City decisions are limited by fragmented or inexistent curb knowledge

Missing global picture of **who** and **when** is the curb most and least used

Limited resources to answer recurrent questions about where and how to regulate and allocate the curb

More efficient and rational use of curb space (economically and operationally)

Meeting needs of multiple stakeholders (last-mile logistics, active mobility, residents, businesses)
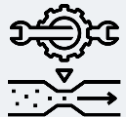
Improved availability of space for logistics operations

Incentivize cleaner and sustainable modes of transport

Improve vehicle flows, reduce congestion and double parking

FlexCurb

Daily insights for curb managers

Consolidate a digital curb inventory

CDS CURB DATA SPECIFICATION

Improved curb management through standardized curb regulations available in one place
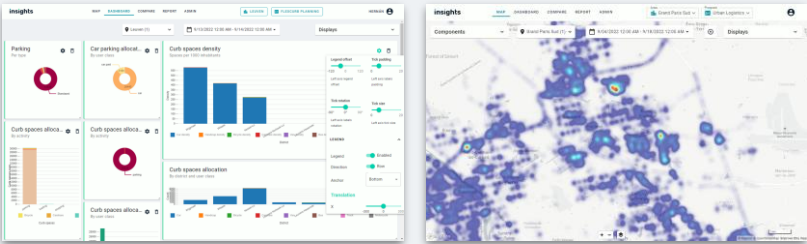
Inform curb zone regulations

Inform short- and long-term decision making for curb spaces through intuitive exploration, visualizations, and analytics

Reveal curb usage patterns

Understand what happens at the curb, when and how

Living labs identified their own local use cases

" *Promising way to reconcile last mile logistics and improve quality of life in the city*

Accelerate city collaborations with logistics industry

Support policy goals by helping rethink curb use and management

Decide where to position new loading zones and bike racks

Inform flexible curb regulations: mixed usage cars/deliveries & bikes/deliveries

Improve workflows with city consultants "

Despite recent efforts, around **90%** of curb spaces are allocated for private car parking and vehicle storage

Low and zero emissions zones are a good starting point towards better curb allocation in city centers

Cities must double down their efforts to provide better access to sustainable curb uses i.e. bicycle parking, loading zones, micro-mobility, car-sharing, etc

Data oriented indicators can be powerful tools to inform political decision makers

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Thank you for your attention

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