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FlexCurb: smarter curbside management

November 22, 2022
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alice | Alliance for
Logistics Innovation
through Collaboration
in Europe

POLIS
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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)



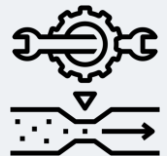
Meeting needs of multiple stakeholders (last-mile logistics, active mobility, residents, businesses)



Improved availability of space for logistics operations



Incentivize cleaner and sustainable modes of transport



Improve vehicle flows, reduce congestion and double parking



Daily insights for curb managers



Consolidate a digital curb inventory



Improved curb management through standardized curb regulations available in one place

Inform curb zone regulations

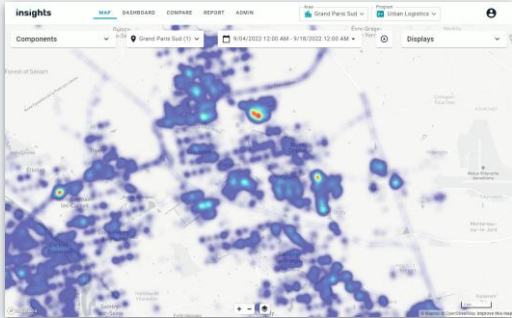


Inform short- and long-term decision making for curb spaces through intuitive exploration, visualizations, and analytics

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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