



# SHARED USED MOBILITY IN TRANSITION

## 共享机动性与城市转型的健康发展

### PROSPECTIVE OPPORTUNITIES FOR A HEALTHIER URBAN METABOLISM

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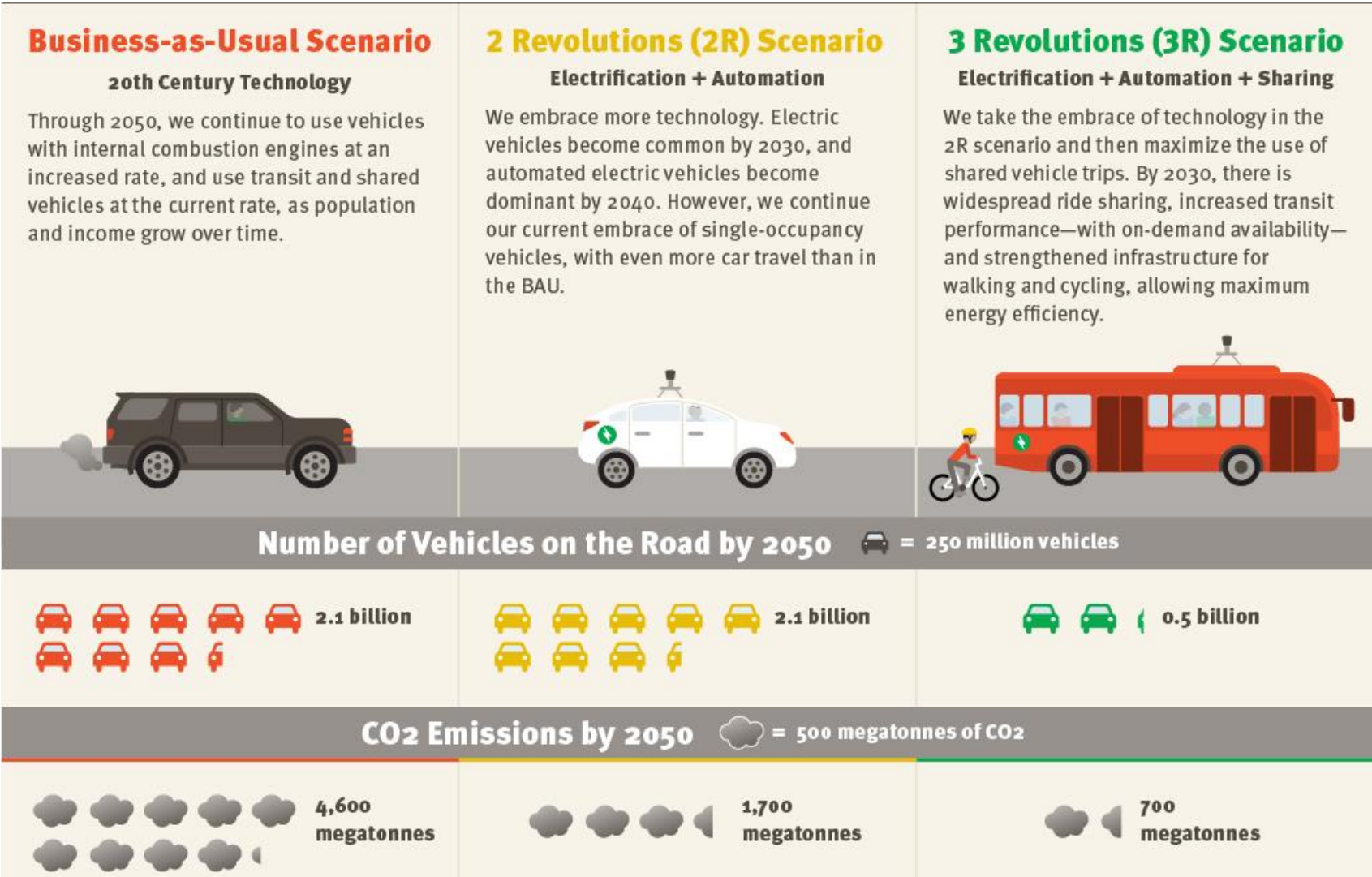
**ISOCARP**  
Knowledge for Better Cities



# SHARED USED MOBILITY IN TRANSITION 共享机动性与城市转型的健康发展

## THE CURRENT REVOLUTION OF URBAN MOBILITY

## 当下城市机动性的革命



A TRIPLE REVOLUTION IS HAPPENING IN MOBILITY  
移动性正在发生三次元的改革：

ELECTRIFICATION 电气化  
+  
AUTOMATION 自动化  
+  
SHARING 共享化

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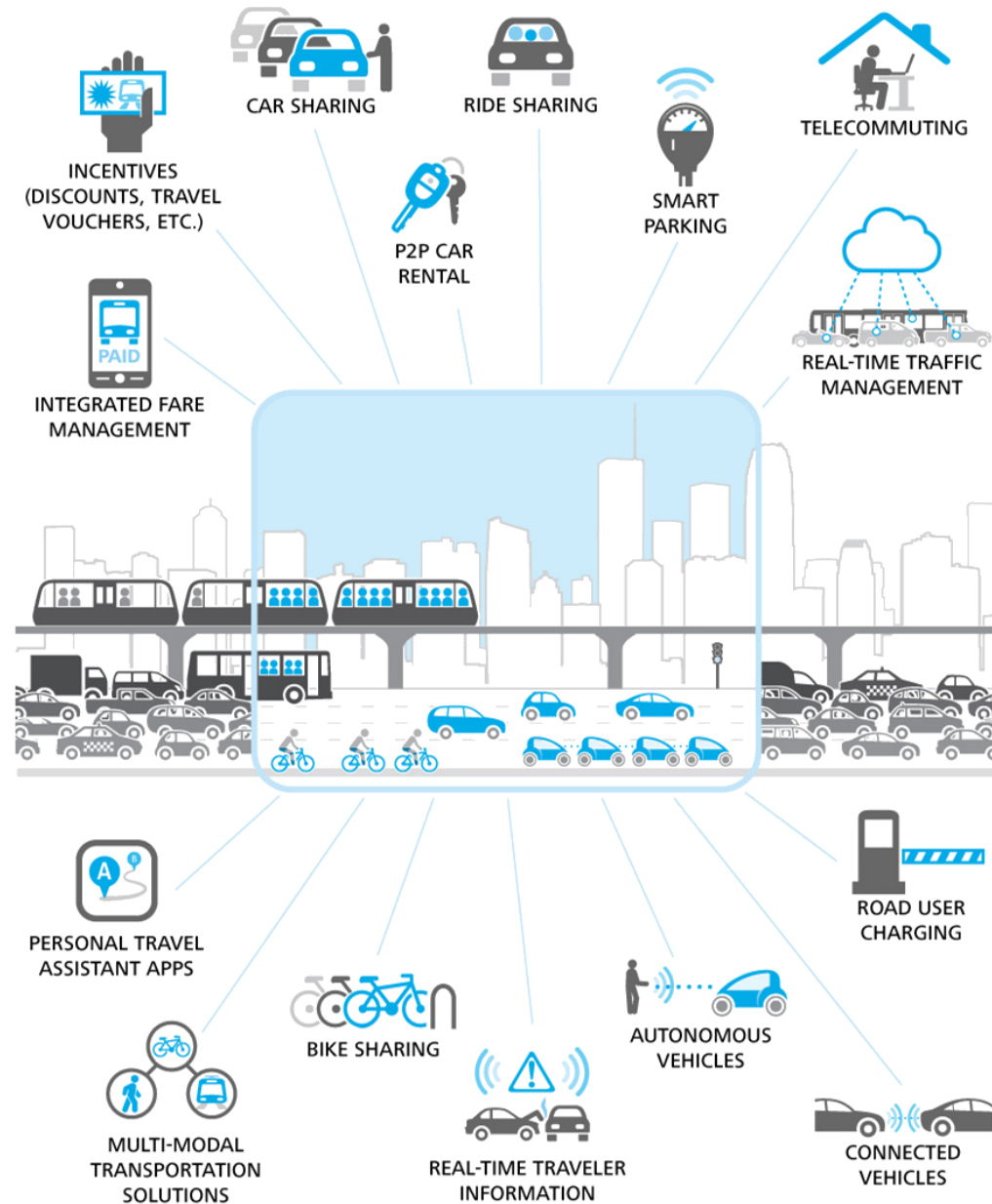
## THE CURRENT REVOLUTION OF URBAN MOBILITY

## 当下城市机动性的革命

The coming generation of urban transport systems connect transportation modes, services, and technologies together in innovative new ways that pragmatically address a seemingly intractable problem.

Several existing systems of mobility improvement should be more connected, such as:

- Car sharing (stations)
- Smart parking
- Tax incentives
- Multimodal solutions
- Bike sharing
- Real-time traffic management



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## THE CURRENT REVOLUTION OF URBAN MOBILITY

## 当下城市机动性的革命

200 PEOPLE IN 177 CARS SWITCH TO BIKES, BUSES & METRO

200人使用177辆小汽车，转变为使用自行车、公交车&地铁

Voici 200 personnes dans 177 voitures

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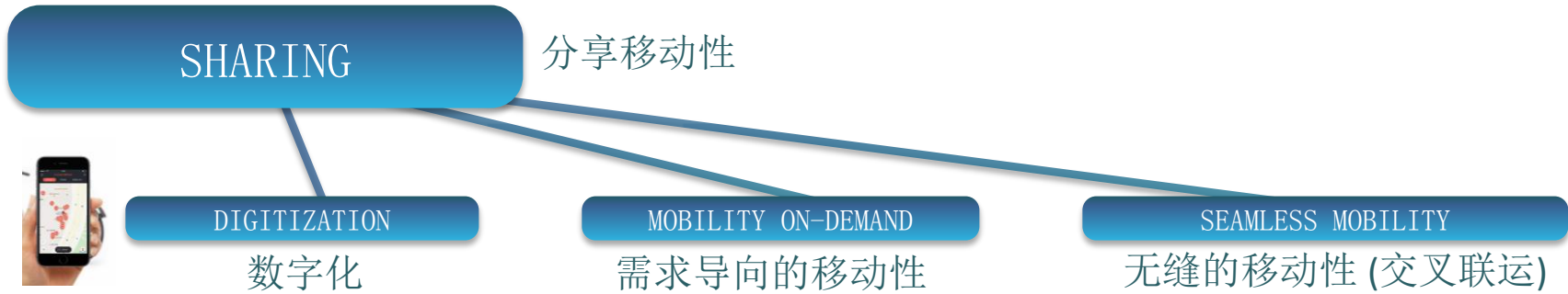
- Car sharing (stations)
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Smarter commuting choices lead to **LESS SPACE CONSUMPTION** for mobility and less pollution.

But the remaining empty space also attracts **INDUCED MOBILITY DEMAND.**





FROM TRANSPORTATION TO MOBILITY AS A SERVICE (MaaS): 从交通变为移动性服务 (管理即是服务)

Digitization and connectivity are transforming our understanding of space/time relation and our daily decisions for commuting

**数据化和连接性正在转变我们对于时空关系的理解以及出行交通的决策方式**

By making collective decisions (as a chain of data-informed individual decisions), we become smarter communities potentially using space in a healthier way

**通过集体决策 (一系列数据支持的个体决策链条), 我们的社区变得更加智慧, 人们也逐渐开始以更健康的方式去使用空间**



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### FROM SHARING ECONOMY TO SPECULATION ?

More space available also mean : Induced  
Mobility = more cars on the roads  
(negative impact)

OR a better urban metabolism = healthier  
people

更多可用的空间同时也意味着：诱发潜在的移动性=更多的道路汽车（消极影响）  
： 还是： 更好的城市新陈代谢=更健康的人类

	<i>Shared bicycles</i>	<i>Registered users</i>
<b>Beijing</b>	2.4 million	11 million
<b>New York</b>	10.000	236.000

### Bike-Sharing Proliferation:

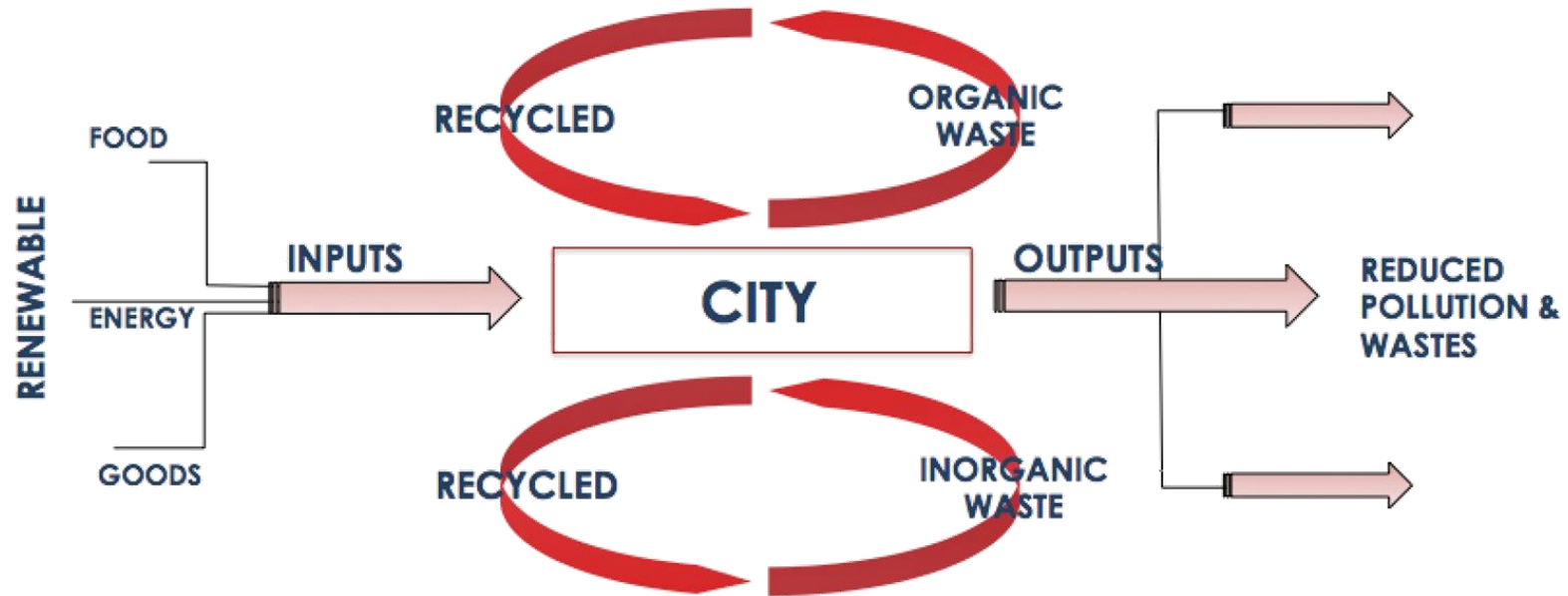
16 to 18 million free-floating bikes have filled the streets of China, operated by 60 companies.

*In 2016, 2,5 billions km have been made with Mobike free-floating bicycles. Those trips represent 610.000 tons de CO2 if done by car.*



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HOW A HEALTHY URBAN METABOLISM CAN LINK ECONOMY & LIVABILITY  
健康的城市新陈代谢如何连接经济和宜居性



THE CIRCULAR ECONOMY CAN BE DEFINED AS AN ECONOMIC SYSTEM OF **EXCHANGE AND PRODUCTION** WHICH, AT ALL STAGES OF THE PRODUCT LIFE CYCLE (GOODS AND SERVICES), AIMS AT **INCREASING THE EFFICIENCY OF RESOURCE** USE AND DECREASING THE IMPACT ON THE ENVIRONMENT WHILE DEVELOPING THE **WELL-BEING OF INDIVIDUALS**

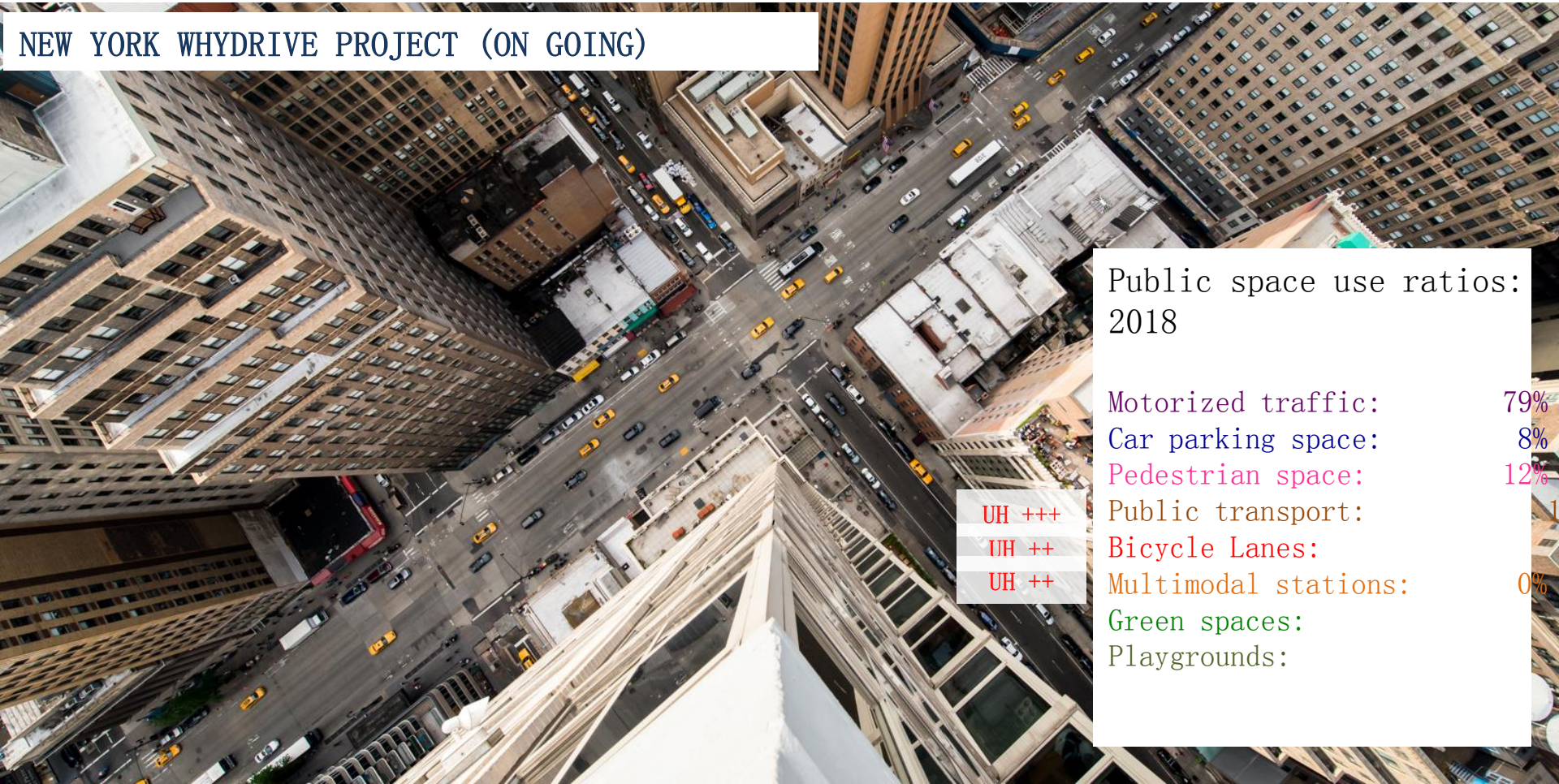
循环经济是一种以资源的高效利用和循环利用为目标，按照自然生态系统物质循环和能量流动方式运行的经济模式。循环经济以尽可能小的资源消耗和环境成本，获得尽可能大的经济和社会效益，从而使经济系统与自然生态系统的物质循环过程相互和谐。



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HOW A HEALTHY URBAN METABOLISM CAN LINK ECONOMY & LIVABILITY THE CASE OF MANHATTAN, USA  
健康的城市新陈代谢如何连接经济和宜居性 - 以美国纽约曼哈顿区为例

NEW YORK WHYDRIVE PROJECT (ON GOING)



Public space use ratios:  
2018

Motorized traffic:	79%
Car parking space:	8%
Pedestrian space:	12%
Public transport:	1%
Bicycle Lanes:	0%
Multimodal stations:	0%
Green spaces:	
Playgrounds:	

UH +++

UH ++

UH ++

EXISTING SITUATION

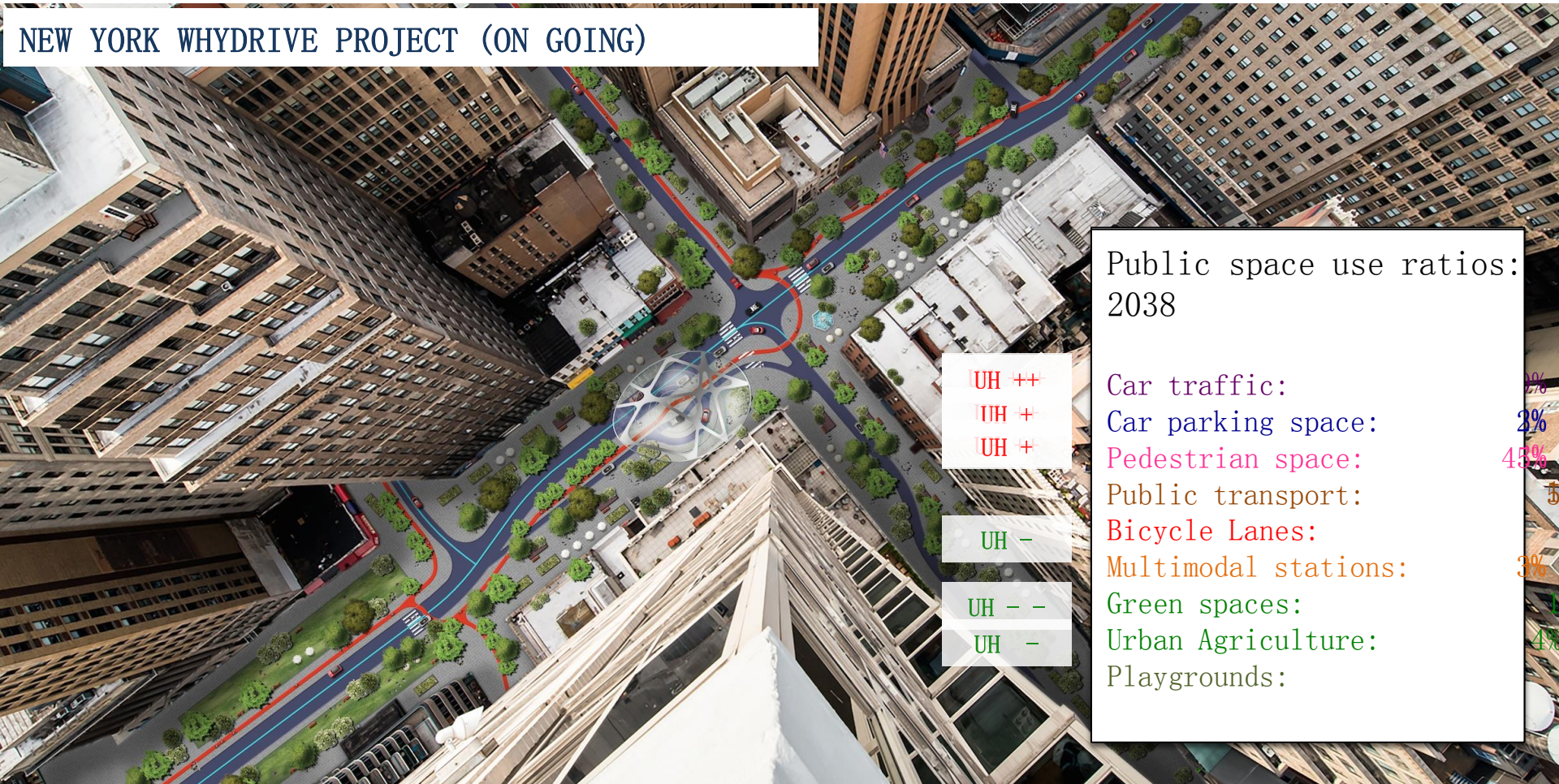
LOOKING AT THE IMPACTS OF ORGANIZED AND LIMITED SHARED USED MOBILITY  
OF SPACE USE IN A CORE AREA OF MANHATTAN (5 sq.KM)



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NEW YORK WHYDRIVE PROJECT (ON GOING)



PROJECTED SITUATION:

CORE AREA RESERVED TO PUBLIC TRANSPORT + SHARED & ELECTRIC SELF-DRIVING CARS

LOOKING AT THE IMPACTS OF ORGANIZED AND LIMITED SHARED USED MOBILITY OF SPACE USE



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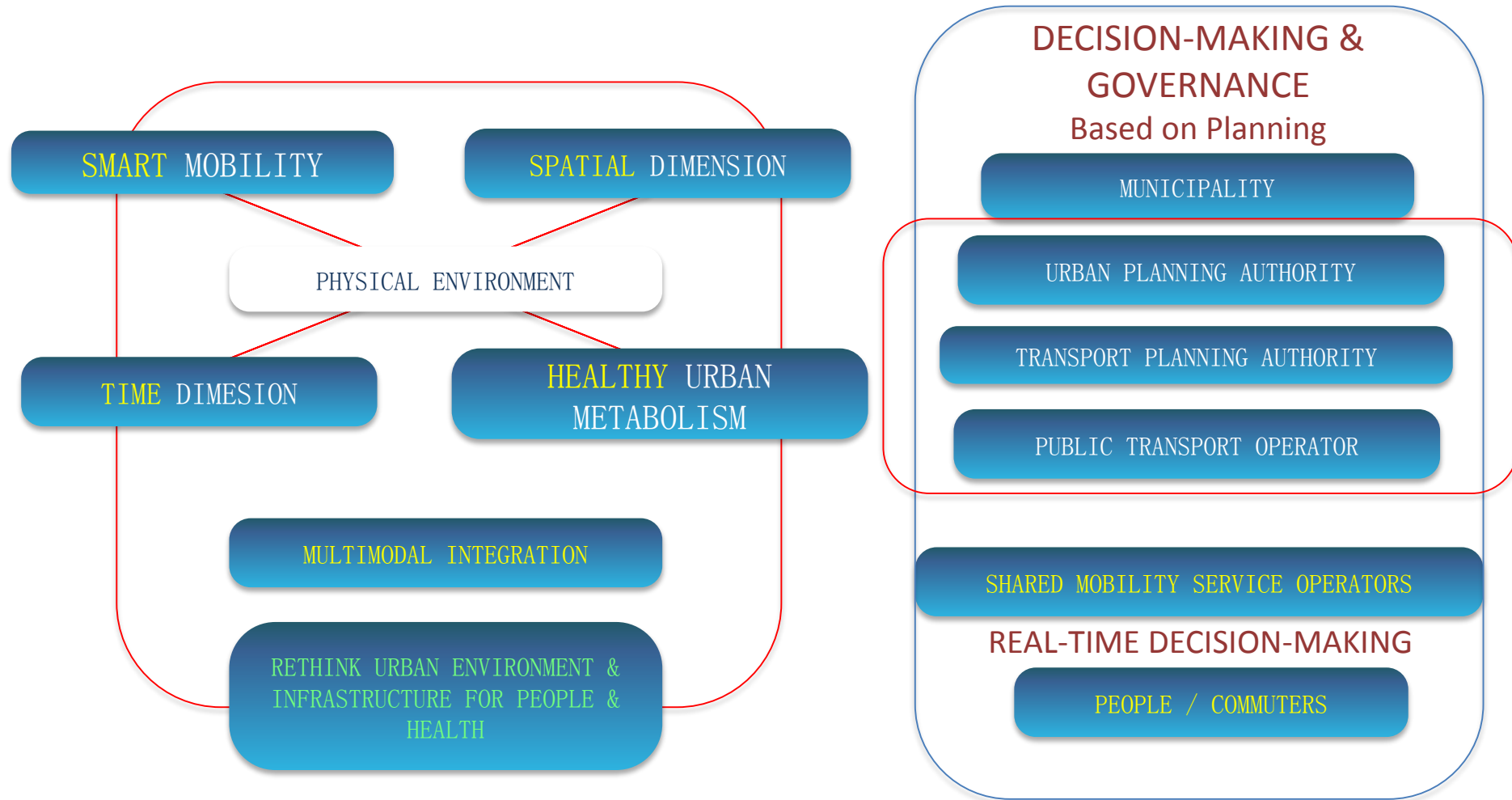
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# 谢谢大家！



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