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Governing trade-offs in smart mobility: A window  
of opportunity?

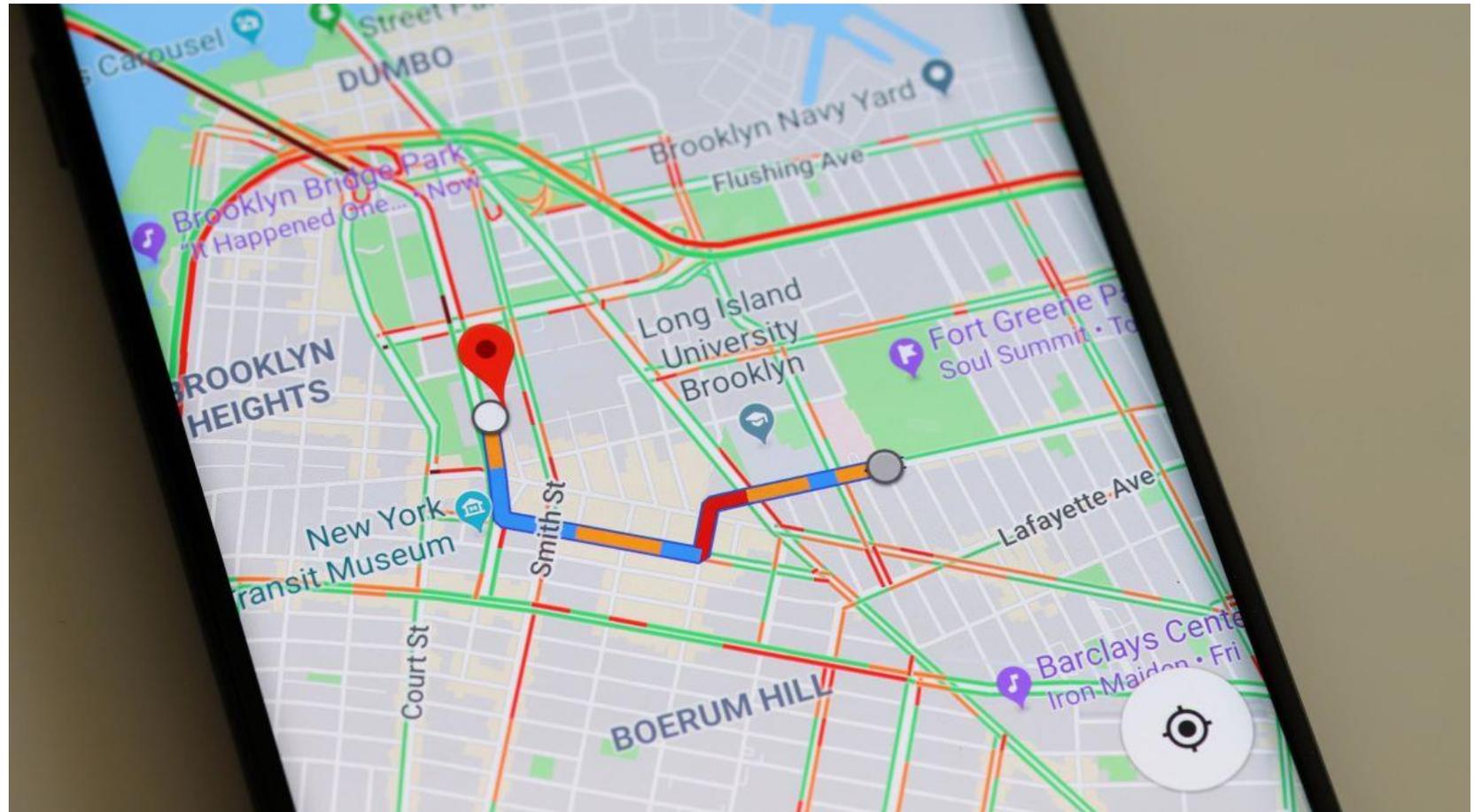
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REGSMART Final Seminar, 5 May 2021

What is Smart Mobility?

# Electrification...



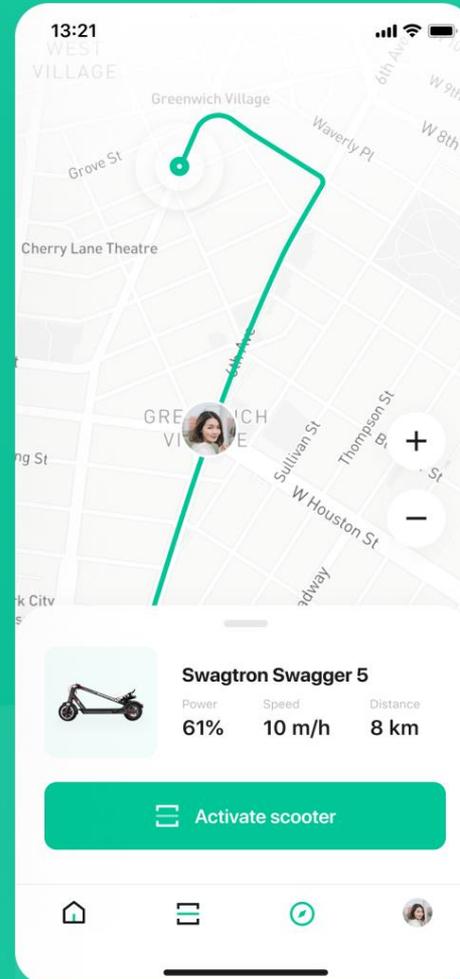
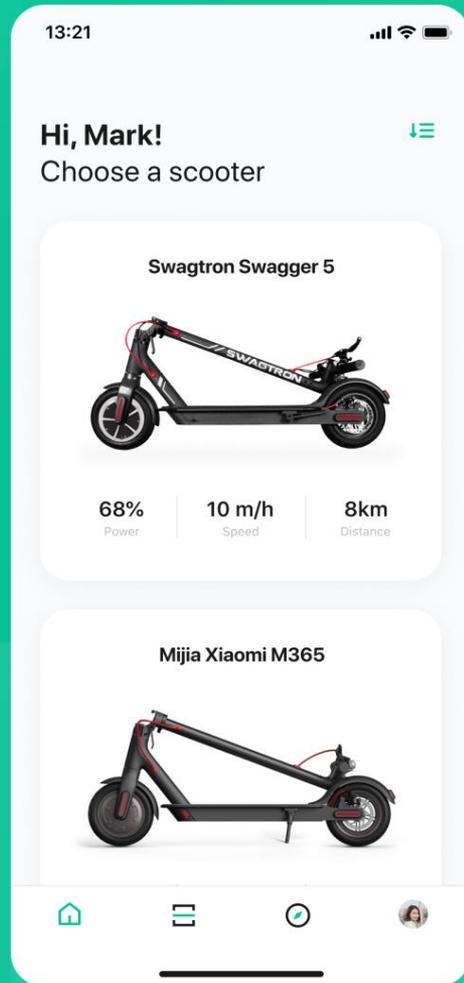
# Ubiquitous Internet...



# Automation...



# 'Usership' ...



# Intelligent Infrastructure...

●●●○ AT&T LTE 5:10 PM 94% 🔋

✕ SURGE PRICING

Demand is off the charts! Fares have increased to get more Ubers on the road.

**2.0x**  
THE NORMAL FARE

**\$9 MINIMUM FARE**

**\$0.52 / MIN \$2.60 / MILE**

SAVE UP TO 50%, TRY uberPOOL

NOTIFY ME WHEN SURGE DROPS

**I ACCEPT HIGHER FARE**

THIS RATE EXPIRES IN 2 MIN

# New actors...



Part of broader societal shifts...

# Online Shopping...



# Working from home...



# Health Care...



...a socio-technical system of  
mobility

...set of connected changes, which reinforce each other but take place in several different areas, such as technology, the economy, institutions, behaviour, culture, ecology and belief systems.'

Rotmans, Kemp, van Asselt (2001, 16)

# Process of Transition...



Automobility (Urry 2004)



Smart Mobility?

# Multiple Transitions...



A positive catalyst for  
change?...



Automobility



Smart Mobility?



Automobility



Smart Mobility?



Automobility



Smart Mobility?

Window of opportunity...

# Winners and Losers

- Current system is inequitable
- Smart could improve health, reduce congestion
- New providers want to maximise consumption – to maximise own returns?
- An individualised, ‘on-demand’ culture?
- Access to technology and ways of payment
- Need to make sure inequalities not ‘locked in’

# Need Politics with a Capital 'P'

- Neo-liberal framing of smart mobility
- Private sector able to sell solutions
- Limited engagement with the public
- Meaning limited learning about social acceptability or implications of the technology
- Need deliberation to determine solutions

We should be asking citizens and their governing authorities to think about the kind of city they want to live in, and then adopt or advocate for the mobility systems most likely to lead us there... We should not succumb to technological determinism and let our future cities be the aggregated product of a series of random innovations in the IT industry, appealing as they might first appear.

Davis (2018, 160)

# Steer or be Steered

- Growing complexity and diversity of mobility actors and relationships
- Growing power asymmetries
  - MaaS and denial of service attacks
  - Budget and transit coordination
- Not inevitable
- ‘State’ will play a key role in the system – setting context and/or coordinating action
- Not acting is a choice

# Context matters

- Smart is not arriving on a blank canvas
- Car dependency and reliance on car manufacturing for GDP for example, may shape intervention choices
- Way smart is framed helps determine governance approach – tech company or mobility provider
- Working in reaction to, or in partnership with

Thank you, any questions?

