The Governance of (Smart) Mobility
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What is Good Governance for Mobility?
Transport 101
Transport is a derived demand
“Transport creates the utilities of place”

White & Senior (1983)
Boys’ (and they *are* mainly boys) toys...
“Transport creates the utilities of place”

White & Senior (1983)
How we plan transport needs to reflect wider economic, environmental and social needs
Transport 101

Or... ‘what kind of places do we want to live in?’
What are the current challenges for the Governance of Mobility?
He’s seen the future and he thinks it works…

“... if cars could drive themselves, there would be no need for most people to own them. A fleet of vehicles could operate as a personalized public-transportation system, picking people up and dropping them off independently, waiting at parking lots between calls...

Streets would clear, highways shrink, parking lots turn to parkland.
Reality check
Key contentions

• No amount of smart technology will overcome the need for good policy, planning & governance

• We need to plan proactively to try to ensure socially- and environmentally-desirable outcomes from smart mobility and to minimise externalities because a positive outcome is not guaranteed
Producer interests

• Crucial to think about what smart proponents *really* want

• ‘Smart’ mobility is being sold on utopian grounds of ‘solving’ a wicked problem though more ’efficiency’ and ‘choice’... this is, to put it politely, naïve
Follow the money

• New actors want/need *more*, not less mobility

• Oligopolistic/monopolistic power

• Extract high rents (that’s what dominant actors do)

• Control... over your time and choices
Do tech companies want to make the places we live in better?

Yes and no...
ELON MUSK UNVEILS THE BORING COMPANY’S CAR-FLINGING TUNNEL

The ‘tech bro’ solution...
Money talks

- New entrants to mobility marketplace are enormously powerful
- They will determine what the transport system looks like in 20 years’ time if we don’t act quickly
Disruptive innovation is... disruptive

- Meanwhile, whole notion of ‘public’ transport under pressure

- What’s a bus for? It’s just an oversized, inflexible Uber!

- Young people less concerned with things we previously thought were very difficult to do in policy e.g. surge pricing (!)
Plus ça change...

- The (macro) public policy problems are resilient and might not look that different in future

- Congestion

- Social exclusion / inaccessibility

- Pollution / emissions
Current trends are presenting new challenges

• Increased intensity of motorised traffic
  • congestion = demand concentrated in time and space

• Traffic entering city centres decreasing but congestion increasing...
  cruising for rides (also white vans)

• Shared vehicles (which are replacing public transport (and possibly active travel) trips disproportionately) are increasing journey times
He’s seen the future and he thinks it works...

“... if cars could drive themselves, there would be no need for most people to own them. A fleet of vehicles could operate as a personalized public-transportation system, picking people up and dropping them off independently, waiting at parking lots between calls...

Streets would clear, highways shrink, parking lots turn to parkland.
Researchers have seen the future, and...
<table>
<thead>
<tr>
<th>Change in Fleet</th>
<th>Scenario</th>
<th>Car Kms (Millions)</th>
<th>% of Baseline</th>
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<tbody>
<tr>
<td>0% self driving cars</td>
<td>Baseline</td>
<td>1.04</td>
<td></td>
</tr>
<tr>
<td>100% shared self-driverless fleet</td>
<td>With ride sharing and high capacity public transport</td>
<td>1.13</td>
<td>109%</td>
</tr>
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<td></td>
<td>Vehicle but not ride sharing no high capacity public transport</td>
<td>2.11</td>
<td>203%</td>
</tr>
<tr>
<td>50% private car use for motorised trips</td>
<td>With ride sharing and high capacity public transport</td>
<td>1.35</td>
<td>136%</td>
</tr>
<tr>
<td></td>
<td>Vehicle but not ride sharing no high capacity public transport</td>
<td>2.04</td>
<td>197%</td>
</tr>
</tbody>
</table>
So what *should* we do?
We’ve been here before...
... undoing what ‘progress’ said was ‘inevitable’
A concrete underpass for the 21st century

Rather amazingly, a legal peek into the future governance of autonomous vehicles has asked when it might be “required” for driverless cars to break the law – and the answer seems to be “plenty of times.” A joint consultation by the Law Commission of England and Wales and the Scottish Law Commission has suggested creating a “digital Highway Code” that would allow carmakers to program AVs to exceed speed limits, drive up on to sidewalks and “edge through pedestrians.”
We need some principles to guide us...

- Where is the *public value* to be found in (smart) mobility?
We need some principles to guide us...

• Where is the *public value* to be found in (smart) mobility?
  • Carbon reduction
  • Economic development
  • Social inclusion
  • Wellbeing
  • Better places
Key contentions

• No amount of smart technology will overcome the need for good policy, planning & governance

• We need to plan proactively to try to ensure socially- and environmentally-desirable outcomes from smart mobility and to minimise externalities because a positive outcome is not guaranteed

• These start at the level of the individual
Public value starts at the level of the individual
Collective choices are the sum of individual ones
The governance of smart mobility

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\textbf{A R T I C L E  I N F O}

Keywords:
Governance
Transition
Public value
Smart technology
Mobility
Externalities

\textbf{A B S T R A C T}

There is an active contemporary debate about how emerging technologies such as automated vehicles, peer-to-peer sharing applications and the ‘internet of things’ will revolutionise individual and collective mobility. Indeed, it is argued that the so-called ‘Smart Mobility’ transition, in which these technologies combine to transform how the mobility system is organised and operates, has already begun. As with any socio-technical transition there are critical questions to be posed in terms of how the transition is managed, and how both the benefits and any negative externalities of change will be governed.

This paper deploys the notion of ensuring and enhancing public value as a key governance aim for the transition. It sets out modes and methods of governance that could be deployed to steer the transition and, through four thematic cases explores how current mobility governance challenges will change. In particular, changing networks of actors, resources and power, new logics of consumption, and shifts in how mobility is regulated, priced and taxed – will require to be successfully negotiated if public value is to be captured from the transition. This is a critical time for such questions to be raised because technological change is clearly outpacing the capacity of systems and structures of governance to respond to the challenges already apparent. A failure to address both the short and longer-term governance issues locks the mobility system into transition paths which exacerbate rather than ameliorate the wider social and environmental problems that have challenged planners throughout the automobile transition.
For more...
Thank you

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