Governing the Smart Mobility Transition

1245 – 1415

Thursday 1st June 2017

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UNIVERSITY OF LEEDS

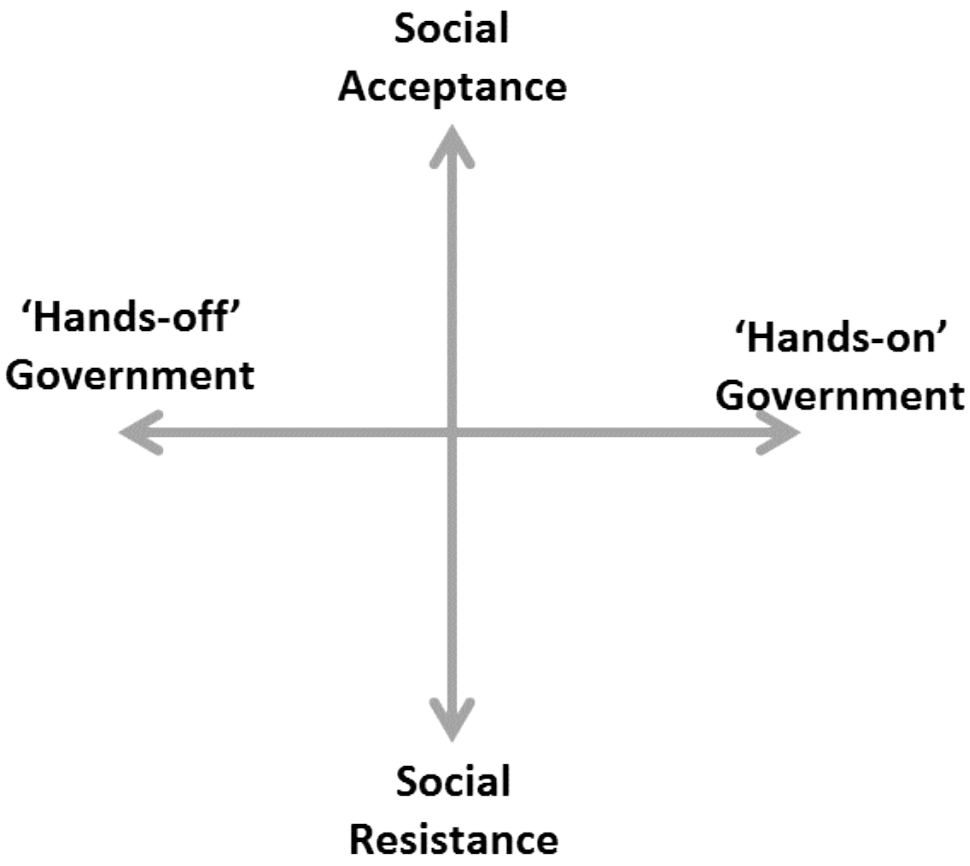
Governance and Decision-Making SIG

- WCTRS is a not for profit organisation
- Forum for the interchange of ideas among transport researchers, managers, policy makers, and educators from all over the world, from a perspective which is multi-modal, multi-disciplinary, and multi-sectoral
- It works through a series of major world conferences every three years (Shanghai in 2016 and Mumbai in 2019)
- It comprises 32 scientific Special Interest Groups and has 1382 members
- www.wctrs-society.com

Governance and Decision-Making SIG Aims

- To advance the understanding of the development, steering and implementation of transportation policies and the role of transportation in wider policy.
  - Developing insights as to the role of context and issues of transferability at a range of scales and geographies
  - Recognising the importance of networks of governance including interactions between industrial, governmental and citizen interests
  - To reach out to governance research across WCTRS and beyond to share practical insights and theoretical and methodological advances

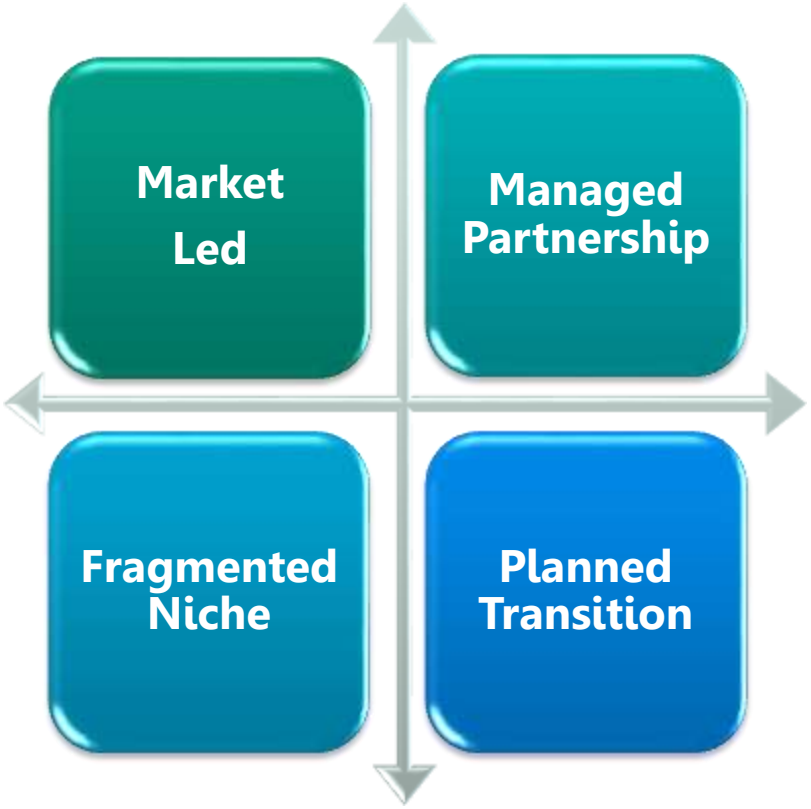
Four scenarios



'Hands on' vs. 'Hands-off'
Capacity and will to exercise range of tools of governance (regulation, taxation, coordination)

Social Acceptance vs. Resistance
Acceptance of data sharing, merged data services and automation in various forms

Four Scenarios



2035

Responses





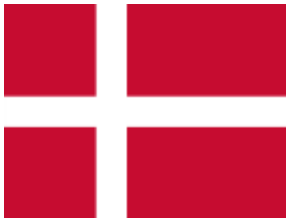


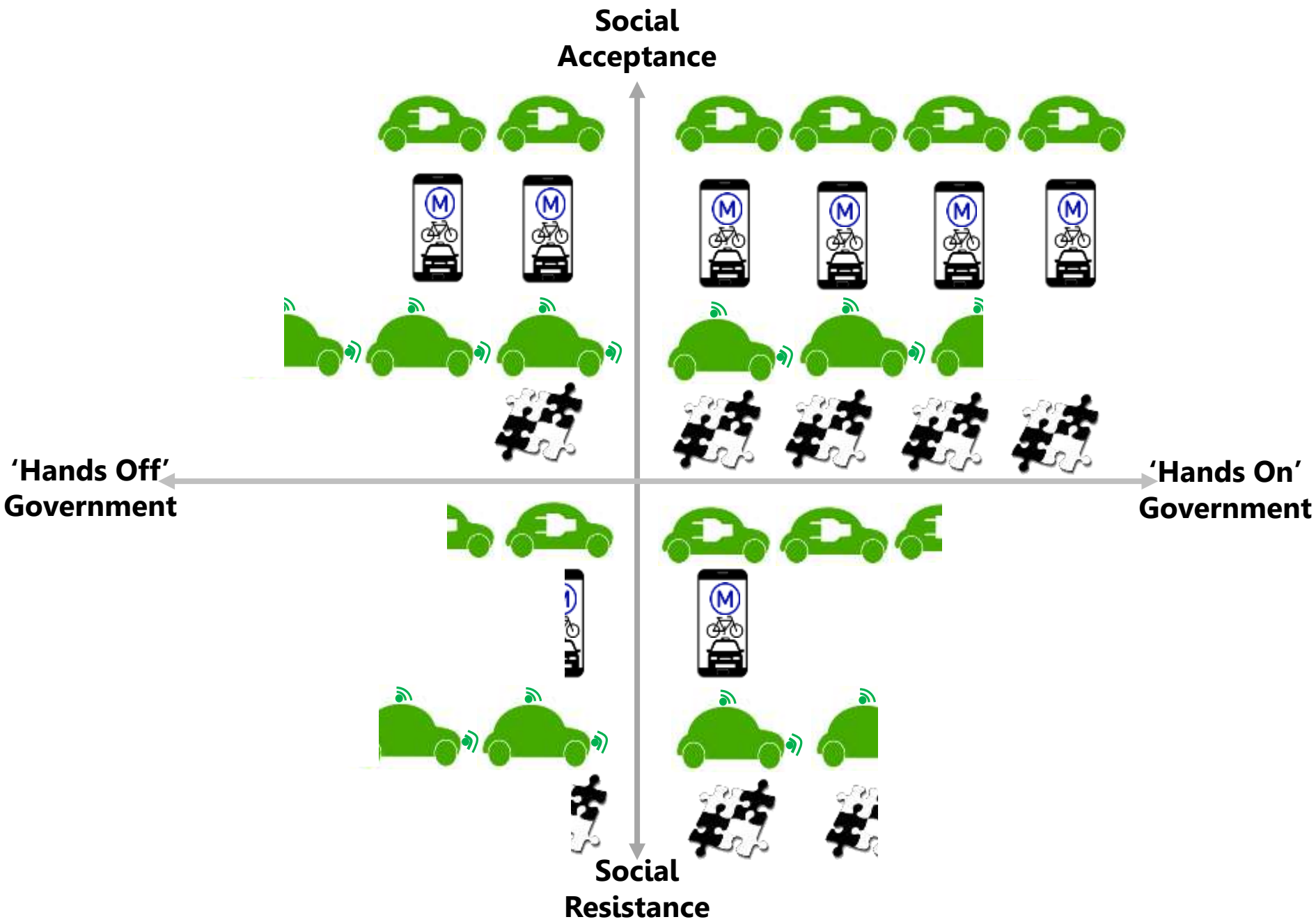


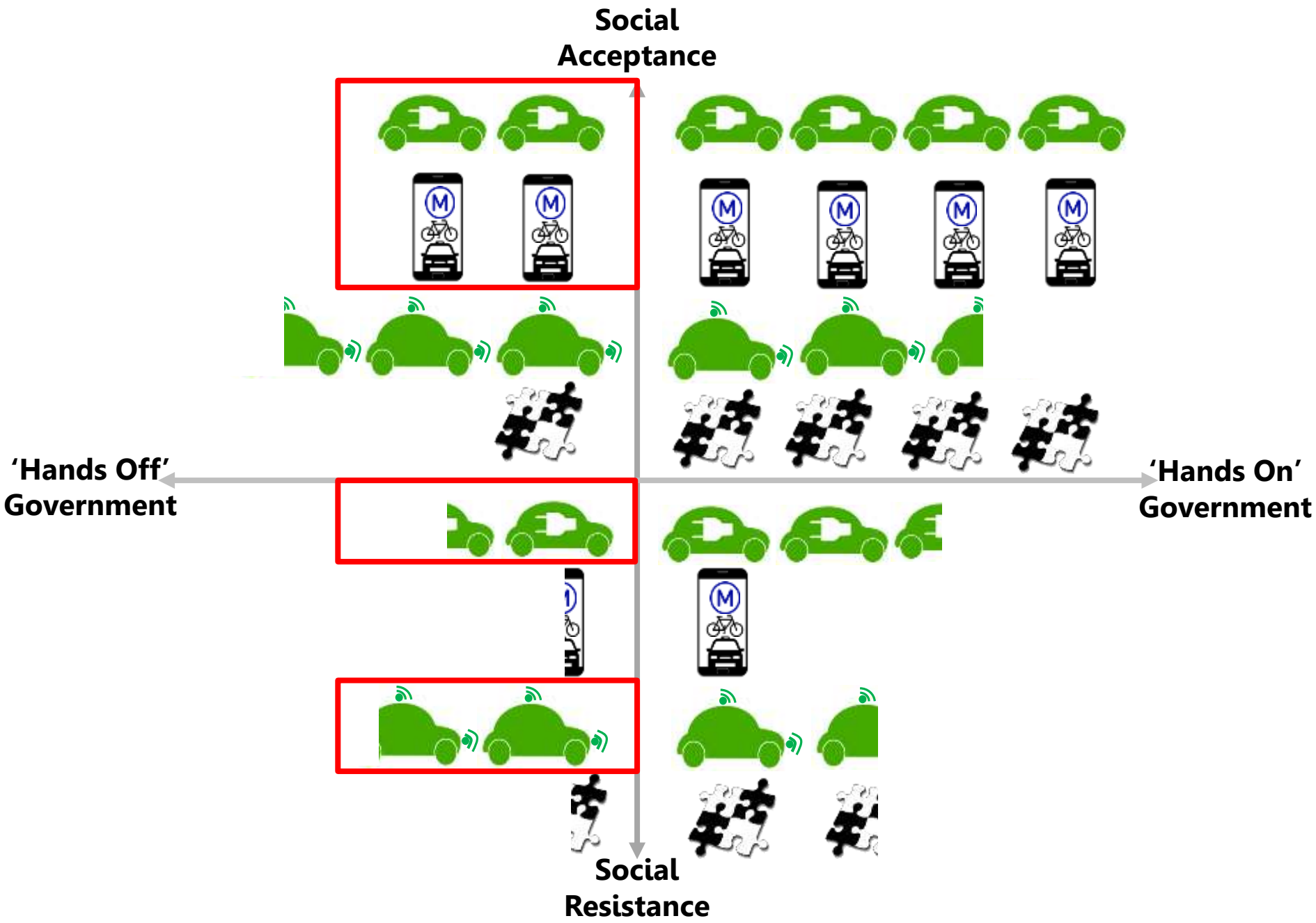









Social
Acceptance
'Hands Off'
Government
'Hands On'
Government
Social
Resistance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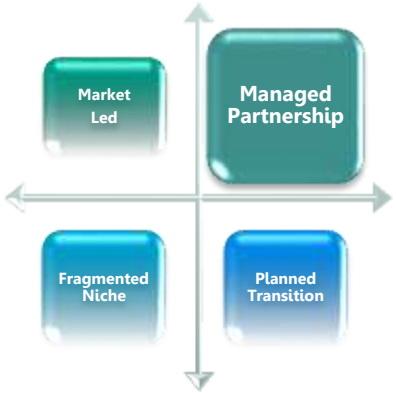
Managed Partnership

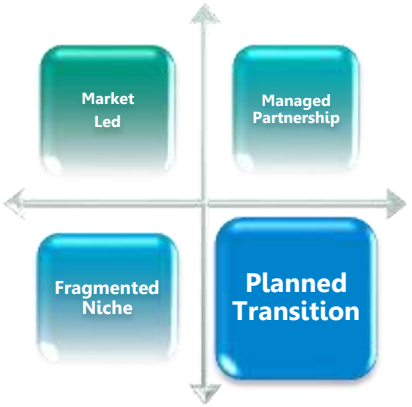
- Pricing co-ordination, integration and reform
- Anticipatory regulation and active piloting
- Socially necessary provision assured
- Blurring of public and private transport
  - Managed decline of some existing services
  - Corridor services innovate and remain important



- Disagreement on EV rollout depending on start point
- Will greater sharing and integration diminish AV rollout?
- Inner vs. outer and rural area concerns persist

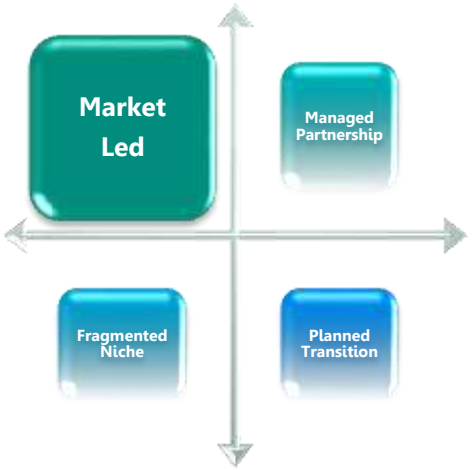
Planned Transition

- Individualised services
- Access to packages of services
- Mixed views to extent this creates pressure to integrate
- Division between private and public remains
- Rural will become more car dependent
- Industry and retail will adopt automation



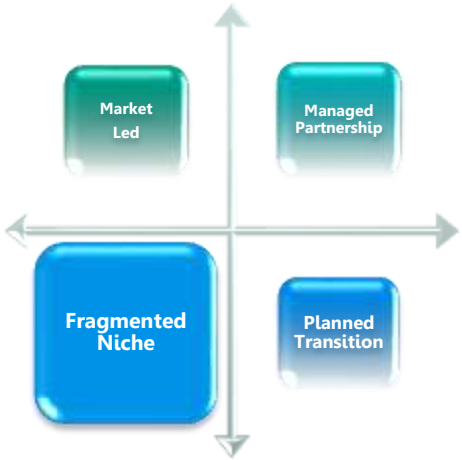
Market Led

- Competition between cities
- Strong proprietary system development
- More limited integration across products
- Decline in traditional public transport
- Leads to differentials across space
  - Some user groups disadvantaged
  - Some areas (rural, sub and peri-urban)
- Significant individual AV and EV adoption
- Failure to tackle pricing & limited coordination results in congestion



Fragmented Niche

- Lack of support and government commitment stifles innovation
- Some places have a market but commercially driven
- Decline in traditional services under reduced funding
- Rise in individualised AVs and EVs but more limited to higher earners
- May generate incentives to promote more localised lifestyles, walking and cycling
- Freight and retail innovation continues although more innovative final mile solutions are limited in application



Governance Challenges

- Governance matters for ensuring equity/ the protection of vulnerable groups
- Public sector involvement is key to ensuring the co-production of social benefits
- Public sector is a key co-ordinator but this is fragmented creating costs and veto points
- (Where) does government have the capacity to pro-actively steer or reactively follow?
- Governance as key to speed and extent of transition
- Public sector remains a key influencer of public opinion/social acceptability
- Implementation contexts are quite different. One set of technologies many transitions.

Governance Challenges

Who/what are the (potential) winners and losers?

State capacity and governance arrangements

Proactive or Reactive Governance

Other Scenarios Work

- Pangbourne, K. and Beecroft, M (2013) *Enhancing transport technologies to support personal security in travel by public transport: Final Project Report*. (K.J.Pangbourne@leeds.ac.uk)

- National Transport Commission (Australia) Land Transport Regulation 2040, http://www.ntc.gov.au/topics/technology/land-transport-regulation-2040/

- RAND (2016) Travel in Britain in 2035: Future Scenarios and their Implications for Technology Innovation, http://www.rand.org/pubs/research_reports/RR1377.html