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Innovation and mobility

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New relationship with mobility

The question of transportation and mobility has been submitted to radical changes of uses and values. Indeed we could notice a new time relationship with an increase of time of transportation.

One a the answer for a better mobility in our cities could be to use more this time of transportation and to shift from distance-time to substantial-time.

Complementary to the first idea of substantial time, the notion of « chronoaménagement » has to be reintegrate in the mobility concept to try to not push for travelling that it is not in favour of a sustainable urban development and a high quality of life. In this context, we should recreate proximity services.

The objective of mobility is not to increase the distance but to increase the experience of the movement/ travel and by this way the quality of life.

We are witnesses of new space relationship: cognitive city, co-working spaces. Thus, public transports can contribute to urban regeneration.

Pierre Laconte from Isocarp and later Dominique Laousse from the RATP stressed the fact that the evolution of cities is closely linked to innovation in mobility. By controlling City mobility and introducing innovative energy measures the City of Portland, Oregon, was able to create a real green-life style said Mrs. Setboonsarng. Innovation in transport and mobility allow the City to invent new patterns of living and working while fostering the attractiveness of the City.

New services

New innovative services can be provided to better mobility and transportation. The link technology and human resources has to be stronger in the creation of new services. Indeed, public transportation has to be a place of social mix and without any hierarchy. Social inclusion will partly done by the « time access » (virtual and physical journeys).

Users want more redundancy and complexity and the offer of mobility, so the transportation companies have to change their work mentality. There is a need to have a regulatory authority to integrate all modes of transport (including walking!) and complex mobility.

Innovative services are able to facilitate mobility (services pack, mobility services galaxy, permanent access to resources...), but taking into account the risk of "too much technology" without considering social problems which cannot be solved by new technology services. Don't confine mobility only in technology aspect.

Conclusion

Cities need to be more complex, to be more liveable, and mobility and transportation have to be part of the overall political strategy of urban development of a territory. The priority of mobility is to find solutions for social challenges and after for climate challenges.