
Scott Shepard, IOMOB, Portugal/USA
Sebastien Goethals, Citilinks / ISOCARP, Belgium
Carlos Holguin, AutoKab SAS, France

1. Context/Background
This special session will explore the next phase of urban mobility – and advanced intermodality (MaaS / Public Transport / Private Mobility) – in a post-covid time for cities, and the challenges of automation in our urban environments. The session will illustrate the potential for a different approach of integrated and healthy urban mobility making better use of space and time in/of our cities, with 3 contrasted presentations made by Scott Shepard (IOMOB Technology Services), Sebastien Goethals (Citilinks Urban Mobility) and Carlos Holguin (AutoKab Autonomous Vehicles).

2. Short Description of the session
Three speakers from different backgrounds and with contrasted approach (MaaS and digital integration; healthy urban mobility and intermodality, autonomous vehicles) will look at the emerging ecosystem of urban mobility through the lens of automation, sharing and digitization as the next factors of influence for equitable street design, innovation in parking management, space-as-a-service and multimodal infrastructure.

3. Objectives of the session
- Understand the next phase of MaaS development and integration as a challenge and opportunity for rethinking cities and street design
- Identify how cities, decision-makers, planners and designers can anticipate the new transport revolution (connectivity, decarbonisation, automation, sharing)
- Understand how digitized intermodality targeting all modes will transform the ecosystem of urban mobility
- Understand the potential impacts of automated road vehicles in different urban and mobility contexts

4. Format of the session
The session will consist of one contextual introduction of shared mobility, digitization and its impact on cities and public spaces in a post-Covid19 time, the introduction of the ISOCARP CoP Urban Mobility, followed by the 3 presentations using PPT support.
5. Programme/Agenda

The session will consist on one introductive presentation of the research topic, followed by 3 presentations described below. In the context of the covid-19 pandemic, each topic addressed about mobility and public space in Xi’An will be illustrated with the response of the City to the Covid issue and how it has impacted Xi’An citizens daily life.

1. **Introduction (Shared mobility and digization in post-Covid cities; ISOCARP CoP Urban Mobility) – 5 min.**

2. **Presentation of Sebastien Goethals – 10 to 15 min.**

3. **Presentation of Scott Shepard – 10 to 15 min.**

4. **Presentation of Carlos Holguin – 10 to 15 min.**

Exploring the next phase of urban mobility – and advanced intermodality (MaaS / Public Transport / Private Mobility) – and the challenges of automation in our urban environments, the session will illustrate the potential for a different approach of a contextual transport planning. Three speakers will look at automation, sharing and digitization of the new urban mobility ecosystem as the next factors of influence for equitable street design, innovation in parking management, space-as-a-service and multimodal infrastructure.

While connectivity, decarbonisation, automation and the sharing economy are shaping the current transport revolution, the multiplication of mobility services at a fast pace through digital platforms is quickly impacting our commuting habits. As MaaS and transport technologies are rapidly evolving towards digital integration of multimodal fleets and journeys, policy makers and urban planners can feel overwhelmed about how to best integrate these changes and define the policies that will channel them to evolve towards a more sustainable mobility.

The session will explore how the next phase of – digital and spatial – intermodality (MaaS/Public/Private Transport) can play a key role in the synergy between urban transport policies, innovative planning, mobility services and the implementation of automated vehicles.

The first intervention will illustrate how “intermodality 2.0”, integrating new mobility services, public transport and walkability can lead to better transport policies and street design. From digitized and integrated parking management to ‘Space-as-a-Service’ oriented transport hubs, it will illustrate a potential future for more liveable streets.

The second intervention will explore the digital dimension of intermodality, going through a massive disruption, including seamless travel, digital ticketing and deep integration. It will illustrate the evolutions of the MaaS ecosystem in the near future and their evolution on urban mobility as a whole.

The third intervention will explain how to assess the impacts of different types of automated road transport services in different urban contexts, to help city officials build, assess and prioritize their AV planning actions.