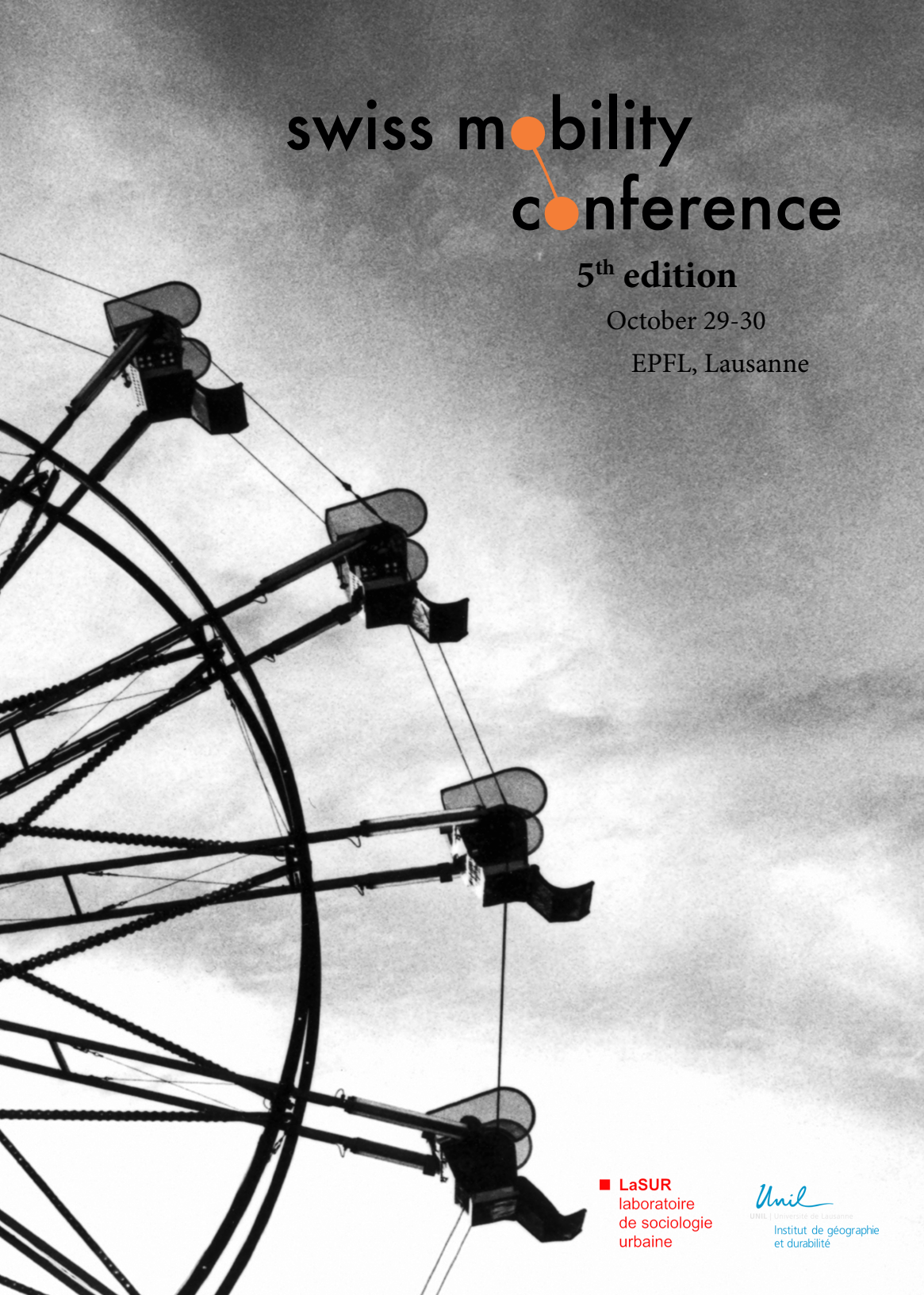




swiss mobility conference

5th edition

October 29-30

EPFL, Lausanne

■ **LaSUR**
laboratoire
de sociologie
urbaine

Unil
UNIL | Université de Lausanne
Institut de géographie
et durabilité

swiss mobility conference

October 29 - 30, 2020

École Polytechnique Fédérale de Lausanne

■ **LaSUR**
laboratoire
de sociologie
urbaine



Verband Geographie Schweiz
Association Suisse de Géographie
Associazione Svizzera di Geografia

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Scope

The Swiss Mobility Conference (SMC) is the result of a collaboration between the chairs of urban sociology (EPFL) and geography of mobilities (UNIL). The objective of SMC is to provide a place for discussion and debate for researchers in humanities and social sciences working on various forms of mobility.

Presentations will address the mobilities in their diversity (housing choices, modal practices, multi-local dwelling, tourism, etc.). They can register in the following research areas:

- theoretical debates (and in particular the contributions of social theories to the study of mobilities);
- methodological innovations (using mobile methods);
- public policy and decision making in mobility;
- regulation of mobility and its tools;
- the actors and their logics of action;
- the norms and values underlying mobility and social inequality;
- temporality and spatiality of mobility;
- mobility prospective.

Organizers

Vincent Kaufmann, Laboratoire de Sociologie Urbaine, EPFL

Patrick Rérat, Institut de Géographie et Durabilité, UNIL

Lucas Haldimann, Institut de Géographie et Durabilité, UNIL

Alexis Gumy, Laboratoire de Sociologie Urbaine, EPFL

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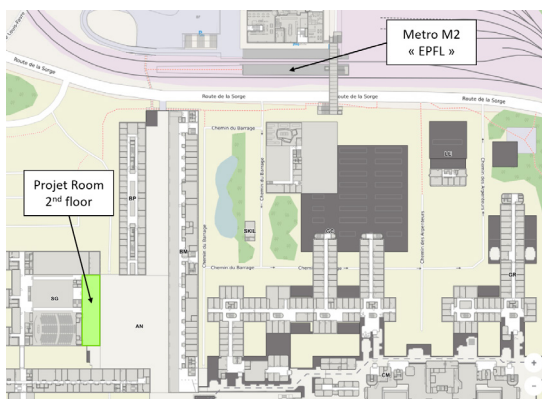
COVID-19

This year SMC had to make adjustments to comply with the current sanitary situation. In the mornings, the ‘international’ speakers will make their presentations via videoconference. In the afternoon, the ‘local’ speakers will make their presentations in person, which will be broadcast live via videoconference. For the «local» speakers, a facility will be made available to follow the morning presentations in the Project Room (see opposite), allowing the debates to be stimulated while respecting social distancing.

The situation is still likely to change over the next few days, which could lead to further last-minute adjustments. For those present at EPFL, safety instructions will be briefly presented at the beginning of the conference. In any case, the organisation team will do its utmost to make this 5th SMC an edition as exciting as the previous ones.

Location

The conference will take place on the EPFL campus on both days. The map and location of the room are visible on the right. Free wifi is available on the campus (freewifi-epfl).



Thursday October 29th / Jeudi 29 octobre **swiss mobility** EPFL — Project Room + live on Zoom **conference**

- 08h¹⁵
08h⁴⁰ Welcome & coffee in Project Room (SG) / Accueil et café dans la Project Room (SG)
- 08h⁴⁰
08h⁴⁵ Introduction / Mots d'introduction — KAUFMANN Vincent & RÉRAT Patrick
- 08h⁴⁵
10h¹⁵ **Session 1 via Zoom : Micromobility | Micromobilité** Chair : P. RÉRAT
- DETAVERNIER Pauline, **Université Paris-Est**
From seamless to nudge, designing the train station with its paroxysms
 - FAHEEM Ahmed Malik, DALA Laurent & KRISHNA Busawon, **Northumbria University**
The effect of cyclist's gender on its road safety, with temporal and spatial variation
 - LE BRIS Jessica & BENSER Alexandra, **Green City Experience GmbH**
Electric motor scooter sharing: both fun and sustainable? Strength and challenges of a new electric mobility service
- 10h¹⁵
10h⁴⁵ Coffee break / Pause café
- 10h⁴⁵
12h¹⁵ **Session 2 via Zoom : Shared mobility | Mobilité partagée** Chair : C. DUCHÊNE-LACROIX
- PIGALLE Eléonore & AGUILERA Anne, **Université Gustave Eiffel**
Ridesharing in all its forms
 - HAUNSTRUP CHRISTENSEN Toke & VANG NIELSEN Marie, **Aalborg University**
Does Mobility-as-a-Service fit with the everyday practices of citizens?
 - CZECH Andreas, **Karlsruhe Institute of Technology**
Effects on the creation and development process of the sustainable car sharing business model - with particular consideration of the stakeholder approach
- 12h¹⁵
13h⁴⁵ Lunch break / Pause de midi
- 13h⁴⁵
15h¹⁵ **Session 3 : Sociospatial dynamics | Dynamiques sociospatiales** Chair : T. BUHLER
- GUMY Alexis, **École Polytechnique Fédérale de Lausanne**
Un regard situé sur la frontière ? Opinions et attitudes face à l'augmentation des flux transfrontaliers en Europe
 - AEGERTER Jonas, **University of Bern**
Mobilities at the Roman Margins, sustainability and justice
 - SCHMASSMANN Aurélie & BAEHLER Daniel, **Université de Lausanne**
Why do teenagers cycle - and why not? A case study in Yverdon-les-Bains
- 15h¹⁵
15h³⁰ Coffee break / Pause café
- 15h³⁰
17h⁰⁰ **Session 4 : Transportation & territory | Transports & territoires** Chair : G. DREVON
- MAHMOUD Fares, **Université de Lausanne**
Les effets du conflit syrien sur l'accessibilité dans la région d'Alep
 - VARLET Jean, **Université Savoie Mont Blanc**
La segmentation des espaces de mobilités touristiques : contribution de la géographie des transports
 - BUHLER Thomas & POLINE Guénolé, **Université Bourgogne Franche-Comté**
Visual narratives of desired mobilities

Friday October 30th / Vendredi 30 octobre **swiss mobility**
EPFL — Project Room + live on Zoom **conference**

08h³⁰
08h⁴⁵ Welcome & coffee in Project Room (SG) / Accueil et café dans la Project Room (SG)

08h⁴⁵
10h¹⁵ **Session 5 via Zoom : Public policies | Politiques publiques** Chair : G. CLÉMENT

- RUBIN Ori, PLISKIN Ruthie & te BRÖMMELSTROET Marco, **University of Amsterdam**
The personal cost of greenification: Barriers to transforming parking into public space
- COLLEONI Matteo, CAIELLO Simone, DACONTO Luca & ROSSETTI Massimiliano, **University of Milano-Bicocca**
Mobility cultures in the EU and the Coronavirus outbreak
- BEYLIER Pierre-Alexandre & FORTUNÉ Cléa, **Université Grenoble-Alpes & Université Paris 3**
Cross-border mobility in Ambos Nogales, Arizona, USA and Sonora, Mexico since Donald Trump's election

10h¹⁵
10h⁴⁵ Coffee break / Pause café

10h⁴⁵
12h¹⁵ **Session 6 via Zoom : New mobilities | Nouvelles mobilités** Chair : V. KAUFMANN

- GREINKE Lena, **Leibniz University Hannover**
Work-related multi-locality in rural areas as a planning challenge using the Diepholz district as an example
- FLIPO Aurore & LEJOUX Patricia, **École Nationale des Travaux Publics de l'État - Lyon**
Coworking and sustainable mobility: unexpected findings
- TOMIC Uros, SCHOEMAN Beaumont, TCHERVENKOV Christopher, MOLLOY Joseph, DUBERNET Thibaut, CASTRO Alberto, GÖTSCHI Thomas, HINTERMANN Beat & AXHAUSEN Kay, **ZHAW School of Engineering, University of Basel & ETH Zurich**
Do our basic values guide us in our transportation mode choice? An evidence from a Swiss tracking study

12h¹⁵
13h⁴⁵ Lunch break / Pause de midi

13h⁴⁵
15h¹⁵ **Session 7 : Innovative methods | Méthodes innovantes** Chair : J. VARLET

- MENET Joanna, BREINES Markus & SCHAPENDONK Joris, **Université de Neuchâtel**
Moving traders, im/mobile researchers? Disentangling 'following' as a method
- HOSOTTE Pauline, **École Polytechnique Fédérale de Lausanne**
Les acteurs et leurs logiques d'action
- DUBOIS Yann, HAMEL Nils, DREVON Guillaume, KAPLAN Frédéric, KAUFMANN Vincent & RÉRAT Patrick, **Université de Lausanne & École Polytechnique Fédérale de Lausanne**
Swiss in motion : Analyser et visualiser les rythmes quotidiens, une première approche à partir du dispositif Time-Machine

15h¹⁵
15h³⁰ Concluding remarks / Mot de la fin — KAUFMANN Vincent & RÉRAT Patrick

From seamless to nudge, designing the train station with its paroxysms

Pauline DETAVERNIER ¹

¹Laboratoire Infrastructure, Architecture, Territoire
Univeristé Paris-Est

Off-peak time. Rush hour. Saturation. The great metropolitan train station is a place of oscillations and paroxysms. As a «threshold of travel¹», it articulates the world of the city and that of the train through a constantly redistributed set of programmatic interpenetrations. If the transport infrastructure is punctuated to the minute by the rhythm of the trains, the passenger-building is timed by the steps of the users who walk through it. Anchored in the heart of a dense urban fabric, the possibilities for extension of the existing train station are most often very narrow, as they are already pushed to their limits². At the time of mass transit, the spaces for walking are then put under tension. How can we accommodate everincreasing flows in a space with restricted dimensions? How can spatial devices manage this mass of people in order to guarantee the proper functioning of the railway infrastructure?

In addition to this functionalist challenge, which provides the station with a minimal and inherent service, there is also the commercial desire to fertilize³ these flows. Establishing shops along the path of these thousands of daily waiting steps means offering users an additional service along an inevitable route. It also means making the station's spaces cost-effective by transforming these users into potential customers. Between the desire to make pedestrian flows more fluid in order to facilitate access to transport, and the desire to slow those same flows down in order to encourage them to consume, the challenges of the station managers are becoming more complex, and with them those of the designers. How are the architecture and design professions dealing with these issues?

When J.-M. Duthilleuil and E. Tricaud created AREP⁴, the two architects claimed that architecture should be self-sufficient in order to meet these challenges. Their ambition is a space that is intelligible in itself, where the precision of the shapes, the design choices and the lighting would naturally induce pedestrian walkways. Where the space, built for maximum visibility, would guide a user free of his choices towards the right directional decisions. The leitmotiv thus formulated is in line with a vision of flow management that could be described as seamless, where the human as a liquid cell spreads out in a space without thresholds nor obstacles. The need for additional signage to this minimal space would then constitute an admission of failure, or almost.

Nevertheless, signage remains essential in the purpose of managing flows in stations. It responds to a need for station managers to take back control of the paths, a need that is now increased by the tension in a constrained

environment where there is little room for manoeuvre in terms of space. Using the choices made by station users rather than the space on which they walk is therefore a low-cost alternative, a possible lever for action, in order to guarantee their better distribution in space (or to encourage consumption⁵).

Nudge techniques are newly emerging as a possible lever to combine this necessary return to control while maintaining the passenger's free will. Using cognitive mechanisms derived from environmental psychology, the nudge techniques operates in a predictable way on the user's choices⁶. These «nudges» in the form of a game or striking information, are ideally placed in space. It is not a question of forcing the user, but of inciting him to make a predefined choice. Nudge is also described as libertarian paternalism. Although the terms seem antinomic, they do describe the ambivalence of the approach, which seeks to push the user towards a predetermined path, while leaving him with the impression that it is up to him to make the decision. Without coercion, nudge techniques can however go so far as to mislead the user on his reading of a situation or a place... but it is for his own good?! Is this approach, today used as a palliative solution to an existing space, destined to become a design tool in its own right?

Thus, this paper intends to explore the spatial devices implemented for station walking practices. The example of the nudge is part of a permanent search for a solution to the dialectic that characterizes the major metropolitan station: managing a paroxysm of flow by an intervention that must be minimal to be effective, whether it be purity of the designed space or leverage at lower cost on the existing building.

Finally, we'll put into perspective this historic race to functionalism, recently shaken by the Covid19 health crisis. The interest in the user used to serve to take control of the crowd of which he was a part. But the public service mission of railways must guarantee each individual the possibility of travelling in safety, which today means ensuring a physical distance between these parts. A new climax is the space needed to comply with these measures. We'll analyze how the architectural devices studied have been used to serve this emergency, moving from a mass transit to a care transit issue.

¹ « Seuil du voyage ». LAVADINHO S. Le renouveau de la marche urbaine. Terrains, acteurs et politiques. ENS Lettres et sciences humaines, 2011, p. 341.

² LE BOT N., Quel avenir pour les gares métropolitaines Françaises et allemandes ? Analyse prospective de la dialectique « système gare » / ville, Face au devenir des politiques publiques françaises & allemandes en matière de transport, Thèse, Université Jean Jaurès, Toulouse, 2019.

³ RIOT E. « L'agencement de la place marchande : fertiliser les flux de la gare », L'agencement des grandes gares historiques pour le marché ferroviaire européen, Université Paris Est, Paris, 2015, pp. 482-524.

⁴ AREP is an interdisciplinary architecture agency, subsidiary of SNCF Gares & Connexions for the design of its mobility sites.

⁵ BARON N. « Designing Paris Gare du Nord for pedestrians or for clients ? New retail patterns as flow optimization strategies », European Planning Studies, 4 mars 2019, vol. 27, no 3, p. 618-637.

⁶ Interview of Nicolas Fieulaine, researcher in social psychology at the University of Lyon and founder of the Psykolab, conducted on January 14, 2020.

⁷ To quote from an article in l'Express which titled in October 2018 : « Comment la SNCF vous manipule pour votre bien », https://www.lexpress.fr/actualite/societe/comment-la-sncf-vous-manipule-pour-votre-bien_2038076.html.

The effect of cyclist's gender on its road safety, with temporal and spatial variation

Ahmed Malik FAHEEM ¹, Laurent DALA ¹ & Busawon KRISHNA ¹

¹ Department of Mechanical and Construction Engineering
Northumbria University

This paper is concerned with the modelling of the reported cyclist road traffic crashes by considering the gender of the cyclists. This personal attribute of the cyclist has been reported as a critical variable. However, there are very few works in the literature dealing with such a problem or undertaking modelling of this variable. There were 21 different types of variables considered for each crash, for the study area of Tyne and Wear county (north-east of England). A hybrid novel framework is proposed for the construction of road safety model. In the first step, the crash rates are determined for the study area and then evaluated with the modal share rate. This is followed by the construction of the heatmaps. In the next step, a deep learning-based crash model is constructed using historic crash data. This is followed by the statistical evaluation using Chi-square test, and Cramer's V value. The study demonstrates that infrastructure, spatial variables, and environmental conditions affect the safety interactions of the cyclist. The research depicts a social inequity in the risk that the cyclists face; males have a higher tendency towards crash than women, and elderly women are at a relatively higher risk. However, the risk for both males and females are the highest in their youth. The safety of the cyclists varies with gender, both temporally as well as spatially. The infrastructural hazards present different level of risk to the cyclist based upon its gender, and the manner of association of different identified variables with gender is different. The female shows a much higher level of statistical association with the identified variable than the males. By combining the statistical, inference, and data learning approach, we have demonstrated that a road safety model can be constructed with significantly high accuracy and predictive power.

Electric motor scooter sharing: both fun and sustainable? Strengths and challenges of a new electric mobility service

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München

Electric motor scooter sharing (ESS) services have been popping up in numerous European cities throughout the last few years. Their marketing targets a young demographic, the sharing service is advertised as both fun and sustainable. Electric motor scooters can indeed be sustainable, for instance, when they contribute to (locally) emission-free transportation depending on the underlying electricity mix (cf. Weiss et al. 2012). Sharing vehicles, i. e. electric cars, can decrease the will to buy a private vehicle (vgl. Firnkorn and Müller 2015), which can then support multimodal mobility behavior. Besides, when shared, ESS can enable relatively space efficient mobility. To evaluate the ecological sustainability of ESS, however, one has to consider the mode shift effects created by such a service. Do electric scooter trips mostly replace trips formerly taken by cars with internal combustion engines (ICE)? Or do they replace other trips and possibly create additional traffic? This leads to the presentation's main questions:

- How does ESS contribute to sustainable urban transportation?
- Which regulations or governance solutions are needed to further the advantages and counterbalance the weaknesses of such a sharing service?

The presentation would focus on an ESS service run within a large German city. It would be based on tree types of data: Firstly, automatically collected data concerning customers' renting behavior would allow conclusions on the average customer trip numbers, frequency and lenghts. Secondly, a customer survey o f the same ESS would provide insights on the customers' trip patterns and mode shift behavior. Besides, it would

highlight their motivation to use shared electric motor scooters. Via descriptive statistics, the datasets would be analyzed using uni- and bivariate approaches. The results would then be completed by the third type of data consisting of interviews with ESS users on user experiences.

The presentation would feature the results of this study, addressing both ESS strengths and challenges. On the one hand, it would become clear to which extent ESS contributes to improving urban mobility, e. g. by replacing trips formerly taken by ICE vehicles and by furthering multimodality. Besides, it would show how ESS can improve the image of electric mobility. On the other hand, the presentation would address challenging mode shifts: Do ESS rides replace trips formerly taken by public transport or non-motorized modes of transportation? And how relevant are trips taken to simply cruise around, thus creating traffic that would have not existed without ESS?

The presentation would conclude by giving an outlook on the areas that can be addressed by political decision making to strengthen ESS as a true contribution to sustainable urban mobility. Governance solutions developed with ESS providers can be a key to finding solutions that are both economically and ecologically sustainable.

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La pratique du covoiturage en France, une question de styles

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Si la pratique du covoiturage a fait l'objet de nombreuses recherches, et que les profils des covoituteurs ont déjà été décrits (Barthes, 2009; Gheorghiu & Delhomme, 2018; Vincent, 2008), aucune étude à notre connaissance n'a croisé ces profils aux formes de covoiturage pratiquées.

Dès lors, notre communication vise à dresser et comparer les profils des covoituteurs selon la nature des déplacements effectués, selon une typologie en 3 catégories impliquant des distances, temporalités et contraintes d'organisation spécifiques : les trajets pour aller au travail, les autres motifs de la mobilité quotidienne et les trajets de longue distance. Notre interrogation ne porte pas seulement sur les variables socio-économiques et spatiales, mais considère aussi des variables plus subjectives autour de l'économie collaborative, le comportement de l'entourage, le degré de confiance à autrui ainsi que les modalités de mise en relation entre covoituteurs (numérique/non numérique).

Les résultats sont basés sur une enquête par questionnaire portant sur les pratiques collaboratives des Français, réalisée en 2016 auprès de 2000 adultes sous l'égide du GIS Marsouin. Elle nous permet de distinguer les personnes ne pratiquant aucune forme de covoiturage de celles faisant régulièrement une seule des 3 formes mais jamais les deux autres. L'échantillon final se compose de 1025 participants dont 74.4% n'ont jamais pratiqué le covoiturage. Parmi les 262 covoituteurs, 20.2% pratiquaient le covoiturage domicile-travail, 23.7% du quotidien et 56.1% de longue distance.

Conformément à la littérature (Delhomme & Gheorghiu, 2016), connaître des covoituteurs, faire confiance aux autres, être bénévole, adhérer à des valeurs symboliques « alternatives » de consommation et de vision des relations humaines et de préservations environnementales sont des variables positivement associées à la pratique du covoiturage, indépendamment de sa forme. Ainsi, les covoituteurs ont un profil spécifique.

En revanche, si l'on compare les 3 formes de covoiturage entre elles, les résultats montrent des profils sociodémographiques et économiques différents. Le covoiturage domicile-travail est davantage pratiqué par de jeunes ouvriers et employés vivant seuls avec enfants. Les covoitureurs du quotidien sont plutôt des retraités considérant avoir un niveau de vie difficile et qui résident dans les communes de faible densité. À l'inverse, présents dans les espaces denses, les covoitureurs de longue distance sont plutôt des étudiants diplômés d'un BAC+3 et plus, qui considèrent avoir un niveau de vie confortable, vivant chez leurs parents ou en colocation.

Par ailleurs, les covoitureurs domicile-travail et du quotidien se mettent essentiellement en relation grâce à leurs réseaux de proximité (avec des personnes qu'ils connaissent), alors que les covoitureurs de longue distance ont plutôt recours à des plates-formes numériques (de type Blablacar ou IDVroom) et partagent très souvent les frais entre covoitureurs.

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- DELHOMME P. & GHEORGHIU A. (2016), Comparing French carpoolers and non-carpoolers: Which factors contribute the most to carpooling?, *Transportation Research Part D: Transport and Environment*, vol. 42, p. 1-15.
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Does Mobility-as-a-Service fit with the everyday practices of citizens?

Toke HAUNSTRUP CHRISTENSEN ¹ & Marie VAN NIELSEN ¹

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The level of transport continues to increase and represents a critical challenge to climate change prevention, air quality and the liveability of cities. Particularly the use of the private car (automobility) is a critical problem. In response to this, interest in the concept of “Mobility-as-a-Service” (MaaS) has recently spurred within mobility planning. MaaS builds on the idea of replacing personally owned cars with mobility offered as a service through seamless integration of both public and private transport services. This involves a bundling of mobility services combined with digitalised route planning and payment. However, only few realized examples of MaaS exist yet (e.g. Whim in Finland). The aim of this paper is to contribute theoretically to the further development of such mobility service solutions that can work as alternatives to the current regime of private car ownership.

First, the paper makes a critical review of the existing research literature on MaaS. Next, the paper theoretically discusses to what extent the MaaS approach, as represented in the literature and current projects, takes into account the complex dynamics of citizens’ everyday life and social practices. This will be done by applying social practice theories along the lines of T. R. Schatzki, A. Reckwitz and E. Shove & M. Pantzar as the overall theoretical framework. More specifically, the paper discusses whether the design of MaaS recognizes everyday mobility of citizens as social practices that are shaped through elements of materials, competences and meanings. Also, it discusses whether the MaaS concept acknowledges and incorporates the interwoven nature of everyday practices; i.e.

how practices of mobility are interlaced with and dependent on other everyday practices (e.g. practices of work, shopping, entertainment etc.) and the temporalities associated with these. On basis of these theoretical discussions, the paper concludes by identifying key design challenges and weaknesses to be considered in the future development of MaaS solutions.

Effects of the creation and development process of the sustainable car sharing business model - with particular consideration of the stakeholder approach

Andreas CZECH ¹

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The sharing economy, a new economy of bartering and sharing, is entering the current economic system. Car sharing is also a part of the sharing economy and is classified as a sustainable business model. Car sharing can significantly contribute to reducing traffic congestion in cities and to improving the quality of life¹. Car sharing fleets emit fewer emissions than the average national car fleet and have more e-vehicles². Car sharing users are more likely to move away from private cars and shift many distances that do not necessarily require a car to more suitable and environmentally less harmful modes of transport such as public transport, cycling or walking³.

The aim of the lecture is to show the different influences on the car sharing business model, with particular consideration of the stakeholder approach. The different stakeholders, i.e. car sharing providers, car producers, political leaders, cities, transport associations, energy providers, interest groups and other stakeholders will be briefly introduced and their expectations and interests regarding car sharing as well as possibilities of influencing will be presented. The current relationships between the stakeholders are presented and existing changes in these relationships in the development process of the car sharing business model over time are examined. This is based on a total of 35 expert interviews with the stakeholders of the car sharing providers as well as on an evaluation of relevant documents regarding the positions of the stakeholders in relation to car sharing. The evaluation is carried out by computer-supported qualitative data analysis with MAXQDA. The instrument of stakeholder approach⁴ and its significance for the

transformation process towards sustainable urban mobility will be presented in detail.

The objective of the study is to present recommendations for action on how the various stakeholders can better influence car sharing so that it can further exploit its enormous potential for sustainable mobility in cities. The overall aim is to illustrate how the various stakeholders in a part of mobility sector act and how sustainable mobility, which is an essential basis for more environmental and climate protection as well as an increasing quality of life in cities, can be implemented even better and thus contribute to a transition in urban mobility.

¹ LOOSE W. (2016). Mehr Platz zum Leben - wie CarSharing Städte entlastet. Ergebnisse des bcs-Projektes CarSharing im innerstädtischen Raum - eine Wirkungsanalyse Endbericht. Berlin.

² BMW AG, DLR *et al.* (Hrsg.): Wirkung von E-Car Sharing Systemen auf Mobilität und Umwelt in urbanen Räumen (WiMobil). Gemeinsamer Abschlussbericht. April 2016.

³ DEUTSCH V. (2019). Mehr oder weniger Autos: Carsharing-Betriebsformen und Auswirkungen auf die Autoabschaffung. *Straßenverkehrstechnik*, 63(3); Tils, G., Rehaag, R., & Glatz, A. (2015). Carsharing-ein Beitrag zu nachhaltiger Mobilität.

⁴ FREEMAN R. E. (1984). *Strategic Management. A Stakeholder Approach*. BOSTON *et al.*: Pitman; FREEMAN R. E., HARRISON J. S., WICKS A. C., PARMAR B. L. & DE COLLE S. (2010). *Stakeholder theory: The state of the art*. Cambridge University Press.

Un regard situé sur la frontière ? Opinions et attitudes face à l'augmentation des flux transfrontaliers en Europe

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La majorité des instances de la coopération transfrontalière sont acquises aux bienfaits de l'« ouverture » des frontières nationales. Une telle stratégie institutionnelle, qui doit beaucoup à la recherche dans les border studies ces quelques dernières décennies, suppose – pour ses tenants – une intégration progressive des populations voisines « artificiellement » séparées. De plus forts échanges (de personnes, de capitaux, etc.) entraîneraient une plus grande cohésion sociale de l'ensemble.

Malgré cela, des occasions existent pour constater toute l'ambivalence qui se joue derrière de telles ambitions politiques libérales. En 2014, le Mouvement Citoyen Genevois réalise des scores historiques dans le canton de Genève grâce à une campagne ouvertement « anti-frontaliers ». Plus récemment, la pandémie du COVID-19 entraîne une fermeture dure des frontières et nourrit les discours autoritaires de certains chefs d'États (Schwartzburg, 2020). Ces occasions nous rappellent que le registre de la frontière – ou des frontières – opère encore dans une fonction protectrice pour une certaine partie de la population dans certaines circonstances, qu'il s'agisse d'un marché de l'emploi saturé ou d'un risque de santé publique. De telles peurs feront encore les affaires d'une extrême-droite à la rhétorique xénophobe tant qu'elles ne seront pas légitimées par d'autres formes de prises en considération.

Cette communication se base sur les premiers résultats d'une enquête téléphonique menée dans le cadre d'un projet du Fonds National de la recherche Suisse sur « les communs

transfrontaliers ». Sur la base d'un échantillon de 3'200 personnes – réparties entre l'agglomération du Grand Genève franco-suisse, l'Eurométropole Lille-Courtrai-Tournai franco-belge et le Pays Basque franco-espagnol – le questionnaire s'attache à discerner le(s) rôle(s) de la frontière nationale pour les personnes qui s'y confrontent au quotidien. La présentation se déroulera en deux temps. Tout d'abord, nous reviendrons sur les modalités des réactions conservatrices identifiées. Plutôt que les composantes cumulables d'une attitude nationaliste, l'affirmation d'un attachement au territoire local, la distinction entre « étrangers » et « voisins » ou la préférence accordée au pays de résidence sont autant de manières spécifiques de prendre position à propos d'espaces géographique et socialement délimités. Dans un second temps, il sera question de distinguer la population enquêtée sur ces opinions particulières en matière de caractéristiques socioéconomiques. Ce « regard situé » sur la frontière nationale est non seulement révélateur d'une position sociale particulière (Cassidy et al., 2018) mais également de hiérarchies socio-spatiales que cette frontière – ou ces frontières – participent à perpétuer.

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Mobilities at the Roman Margins, sustainability and justice

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Dans l'exposé qui se base sur mon mémoire de master et les recherches empiriques menées en automne 2019 à Rome, je pars de deux points initiaux : D'abord de l'appel pour une « mobility justice » et une « transition » vers des mobilités – à toutes échelles – qui ne soient pas seulement plus écologiques, mais aussi socialement plus justes (Sheller 2011, 2015, 2018). Et deuxièmement et plus concret, je pars de la question qui interroge comment intégrer les quartiers marginaux de logements sociaux, hérités du « fordisme » (Bidou-Zachariasen 1995) à la ville contemporaine de manière mobile, durable et socialement plus juste (Secchi 2011, 2013).

En m'appuyant sur le cas extrême des quartiers périphériques de logements sociaux à Rome construits dans les années 1970-1980 ainsi qu'en suivant l'appel pour la « mobility justice » et un focus sur les mobilités marginales (Sheller 2011, 2015, 2018), je demande : « Quelles sont les mobilités des habitant.e.s des territoires distants de logements sociaux et comment sont-elles liées aux questions de 'mobility justice'? » Le cas du quartier Corviale dans le sud-ouest de Rome.

Adoptant une approche de la mobilité comme pratique significative (Cresswell 2006, 2010) et en m'inspirant de Kaufmann (2000, 2011, 2017), j'analyse comment les mobilités des habitant.e.s de Corviale se déploient dans et entre les « sphères » du quotidien et le « champ du possible » de Rome. En particulier, je propose de considérer les pratiques de mobilité et leurs significations en tant que deux dimensions de la « motilité » (Kaufmann 2011, 2017) en action. J'explore alors les expériences et principaux défis des habitant.e.s de Corviale en termes de mobilité quotidienne et les implications qui pourraient en découler pour les politiques de mobilité durable si celles-ci ne devaient pas exacerber les inégalités existantes et être dirigées vers plus de « mobility justice ». En d'autres termes, je montre ce que signifie vivre les mobilités qui constituent une vie (urbaine) aujourd'hui dans un territoire a priori défavorisé et désintégré.

Une contribution potentielle à une telle « justice » est également la méthodologie mobile qui a été adoptée. Elle consiste en des observations ethnographiques et des entretiens photographiques (photo elicitation) (Jirón 2011; Latham 2003; Rose 2016) basés sur du matériel qui a été pris par les participant.e.s et habitant.e.s de Corviale, ce qui m'a permis de « bouger avec » (Büscher, Urry, and Witchger 2011:7) ces derniers et dernières, mais qui surtout aussi leur a permis de me montrer ce qui compte.

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Why do teenagers cycle - and why not? A case study in Yverdon-les-Bains

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Cycling among teens represents an important issue in promoting sustainable mobility. However, this practice has been steadily declining over the last 25 years in Switzerland (Office fédéral de la statistique & Office fédéral du développement territorial, 2017). This trend is problematic as learning and mobility experiences at this stage of life have an influence on future behaviours (Underwood, Handy, Paterniti, & Lee, 2014). Thus, our research seeks to explain this decline in cycling, in particular by analysing the image of the bicycle among teens and the barriers to a higher cycling practice.

In addition to this decline, regional differences exist in Switzerland. In Romandie, the modal share of cycling among children and teenagers is significantly lower than in German-speaking Switzerland, both for travelling to school and for leisure activities. While cycling accounts for more than 25% of the trips of 13-15-year-olds in the German-speaking part of Switzerland, it accounts for less than 5% in Romandie (Office fédéral de la statistique & Office fédéral du développement territorial, 2017). Based on this observation and a previous study in Basel, in the German-speaking part of Switzerland (Sauter & Wyss, 2014), the aim of our research is to carry out a study in a French-speaking city of Switzerland and establish a comparison between the two linguistic regions.

The city of Yverdon-les-Bains has been selected for this study in regard to its flat topography, its well-developed competing system of public transport and its large diversity of schools. This last point is important because mobility practices, and particular the image of cycling, can take a significant turn during adolescence and varies a lot between teens (Underwood et al., 2014).

Four schools of different grades have been chosen to conduct this study based on a mixedme-

thods approach and drew on the conceptual framework to analyse cycling proposed by Rérat et al. (2019), including three dimensions: the individual's potential for cycling, the cycling potential of the context and the practices. Exploratory interviews with the different actors in the field of youth and cycling (municipality, traffic education and schools) led to the analysis of the context. The second part includes the teens' cycling practices and potential have been analysed through an online survey and focus groups (two classes per school).

The presentation focuses on the context and preliminary results on profiles, practices and motivations.

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Les effets du conflit syrien sur l'accessibilité dans la région d'Alep

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Les batailles de récupération de la métropole d'Alep par le régime syrien ont été marquées par une destruction généralisée des infrastructures et des habitations, des scènes de démolition catastrophiques d'ailleurs la ville est surnommée «Stalingrad de la Syrie» à cause de la propagation des violences contre les civils, qui sont devenus ainsi que leurs habitations et leurs biens des cibles fréquents d'une guerre atroce.

Par conséquent, les infrastructures des transports interurbains ont été fortement affectées par ces batailles de récupération de la ville d'Alep par les belligérants syriens, ce dernier a mené parfois la politique de la terre brûlée par des bombardements ciblés mais souvent non ciblés (des jets de barils de TNT par les airs).

En général les tactiques et les plans de guerre se sont concentrés largement sur la destruction des routes et des ponts, la guerre de logistique très répandue, des voies d'approvisionnement par les bombardements car cela facilite le contrôle des zones. Ces tactiques ont causé d'importants dégâts aux ponts et au réseau de transport routier, en particulier sur les routes de divers rangs dans la région d'Alep.

Cette destruction de l'infrastructure s'est accompagnée de la fermeture de nombreuses autoroutes et routes en raison des combats, et cela s'est reflété dans les déplacements de personnes entre les principales villes de la région d'Alep, car il est devenu nécessaire de modifier les chemins entre ces villes selon le déroulement des batailles et selon les

dommages dans l'infrastructure de transport. Cela se reflète aussi sur l'accessibilité et le temps de parcourir entre les villes principales.

L'objectif de cette recherche est de comparer entre les niveaux de l'accessibilité et les temps de parcourir entre les villes principales dans les zones choisies avant le déclenchement de la guerre civile syrienne (en 2010) et la situation en 2020. Trois questions principales sont soulevées dans la problématique :

- Quels étaient les niveaux de l'accessibilité et les temps de parcourir entre les villes principales dans les zones choisies avant la guerre civile en Syrie (en 2010) dans les zones étudiées ?
- Quels les niveaux de l'accessibilité et les temps de parcourir entre les villes principales dans les zones choisies actuellement dans les zones étudiées (en 2020) ?
- Quel est l'impact de la guerre civile sur les niveaux de l'accessibilité et les temps de parcourir entre les villes principales dans la zone d'étude ?

Afin de répondre aux questions de recherche, nous allons utiliser deux méthodes différentes :

1. La méthode quantitative : nous allons compter les valeurs des niveaux de l'accessibilité dans la région d'Alep selon la distance entre villes et le poids des villes, selon le Nombre de changement des lignes de parcours entre les villes et selon la distance entre les villes avant le conflit syrien et actuellement.
2. La méthode de la comparaison : pour comparer entre les niveaux de l'accessibilité entre les principales villes de la région d'Alep avant le conflit syrien et actuellement

La segmentation des espaces de mobilité touristiques Contribution de la géographie des transports

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Conduisant l'individu à changer de place, à se transplanter temporairement hors de son lieu de vie quotidien, le tourisme amène celui-ci à découvrir un espace différent, à le pratiquer, à l'habiter ; avec pour finalité celle de parvenir à la propre « récréation » ou régénération de la personne dans ses composantes corporelles et/ou spirituelles. Etant donné que le tourisme est d'abord un déplacement puis une manière de parcourir un espace de découverte et d'y être mobile, il s'ensuit en toute logique qu'un espace touristique est aussi et fondamentalement un espace de mobilités. Toutefois, à considérer les mobilités engendrées par l'activité touristique, laquelle est devenue majeure, les espaces de mobilités touristiques s'avèrent plus vastes que les seuls espaces touristiques, puisqu'ils englobent l'ensemble des lieux inclus dans la chaîne de déplacement du/des touriste(s) depuis le domicile quotidien (résidence principale) jusqu'à tel(s) site(s) ou espace(s) touristique(s).

Par voie de conséquence, les mobilités touristiques produisent des espaces spécifiques de mobilités. Comment identifier et définir ces derniers ? Leur organisation est-elle alors homogène ou segmentée, voire organisée en chaîne(s) ? Telles sont les questions et l'objet de la communication proposée, qui veut l'aborder sous l'angle de la géographie des transports et des mobilités et apporter une contribution en complément de l'apport de la géographie du tourisme.

La prise en compte de l'ensemble du système de transport dans l'analyse sert de sup-

port à la démarche. Sont ainsi conviés, dans leurs dimensions multi-scalaires, d'une part les paramètres classiques d'ordre technique tels que les réseaux-supports (équipements, etc.) et les réseaux fonctionnels (véhicules, vitesses/temps de parcours, chaînes multimodales, tarification/billettique, demande), d'autre part les systèmes d'acteurs (autorités organisatrices, opérateurs de réseaux, tour-opérateurs), ainsi que les formes de tourisme et les types de mobilités. Dès lors, la démarche consiste bien à révéler un dispositif segmenté d'une typologie d'espaces de mobilités touristiques, aidée en cela par un souci de visualisations et par une éventuelle modélisation.

Visual narratives of desired mobilities

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About twenty years ago, urban planning research began to take the ‘discursive turn’ (Hastings, 1999). Since that time many researchers critically scrutinize a diverse spectrum of sources to “look beyond the discourse itself in order to find policies, hidden attitudes and norms that determine decision-making” (Portugali and Alfasi, 2008:251). Most of this work focuses exclusively on textual elements, and follows a purely interpretative approach generally associated with a rather limited number of documents. As a result, this research has led to criticism regarding its scientific rigor (its replicability and traceability are weakly documented) and the incompleteness of the analyses deployed (Dühr, 2007; Jacobs, 2006).

‘Systematic planning discourse analysis’ responds to these pitfalls by analyzing large corpora of planning documents, using explicit and systematic methods on both textual and visual elements (Buhler and Lethier, 2019). This paper is part of that current and proposes to study the use of pictures in French urban transport planning documents (PDUs – Plans de Déplacements Urbains) and to confront it with elements of previous work carried out on the textual elements of the same corpus (idem).

This analysis is being used to test a hypothesis about the role of planning in cities. Indeed, urban planning in general, and local transport planning in particular are seen by many as an instrument for the neo-liberalization of cities (Harvey, 1989; Pinson and Reigner, 2017). More precisely, local transport planning is accused of socially sorting out popular practices from the public space (to be ejected), and practices of desired social groups (to be reinforced) (Reigner et al., 2013). This selection of practices and people is considered to be in line with a larger framework of building urban environment as an argument for attracting the creative classes and other desired populations. Although this research is convincing, no systematic empirical analysis is done either (Christophers, 2015).

Our analysis covers 1,200 photos spread over 5,300 pages of transport planning documents. This analysis, carried out over the period 2000-2015, reveals the growing importance of a visual discourse favoring the practices of walking and cycling, certain categories of active people, very rarely belonging to minorities, and a city center staged as a place of well-being.

These visual narratives question as their content is quite different from the textual elements of these same documents. As photographic elements are neither opposable nor potentially subject to legal recourse - unlike cartographic or textual elements - it would seem that these narratives fully reflect the mobilities desired by many local authorities in France.

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The personal cost of greenification: Barriers to transforming parking into public space

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As the climate crisis intensifies, people increasingly endorse environmental values and express support for greenification. Still, fewer express tangible support for measures to create new public green spaces (PGS) when this demands some sacrifice of personal convenience. Parking rights serve as a prime example of this.

Indeed, across societies, experts recognize both the negative impact of car use on the environment and the positive impact of PGS. Nonetheless, measures to transform car infrastructure into PGS remain unpopular. High levels of car ownership and dependency undermine potential support for such measures, and the large societal costs automobility incurs are often ignored. Opposition is even more pronounced in less urban areas, where alternatives to car-based mobility are limited. Understanding such opposition is key in developing effective strategies for transformational change, both in terms of PGS as in sustainable mobility.

How central are the personal costs individuals face in explaining opposition to such transformation? The costs individuals face in adapting to a more sustainable lifestyle (e.g., greater short-term inconvenience) may counteract their value-based tendencies to support PGS. In this paper, we examine this proposition in a car dependent medium-sized town in the eastern part of the Netherlands, where responses were collected in January 2020 (N=568).

Based in part on socio-psychological theory on collective action, we examine whether willingness to transform parking spaces to PGS is explained by pro-PGS values and pro-parking values, as mediated by the utility individuals derive from PGS and their general willingness to act to promote PGS.

We hypothesize that pro-PGS values predict support for transforming parking spaces into PGS only when such action does not necessitate personal sacrifice. Our main findings are:

1. Across participants, pro-PGS values are not directly related to willingness to transform parking into PGS. They are, however, indirectly related to such willingness via one's general willingness to act to promote PGS.
2. For residents with private parking, having more than one car is the strongest predictor of unwillingness to transform parking into PGS.
3. Pro-parking values are negatively related to willingness to transform street parking into PGS, even when controlling for pro-PGS values.

The apparent positive relationship between pro-PGS values and willingness to transform parking into PGS may thus be misleading, masking people's potential opposition to more concrete steps that require some personal sacrifice. Policy makers interested in promoting parking transformation policies should therefore focus on: (a) changing the cost-benefit ratio of car and parking ownership while highlighting the benefits residents can derive from PGS, and; (b) increasing public awareness to the adverse impact of parking on public space and climate change.

Mobility Cultures in the EU and the Coronavirus Outbreak

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Sustainability promotion policies are a fundamental element of legislative and research initiatives at different levels: from local, to national and obviously European. With regard to the latter, the European Strategy 2020, now closing, has explicitly defined the fight against climate change as a priority, informing the actions of the Community and consequently national institutions. The need to increasingly steer interventions in the field of environmental policies has generated parallel initiatives and strategies designed on some specific territories, united by similar development problems and for which interregional (as well as inter-national) collaboration has been placed as a founding value. Mobility represents one of the most significant areas, also in terms of environmental impact, where this common policy action has taken place. Next to a similarity at the territorial level, however, there is an important variability between countries and regions of the area in terms of «culture of mobility», degree of environmental awareness, sensitivity and attitudes, which is then reflected in the daily behaviors of the populations (Haustein & Nielsen, 2016), and that needs to be taken into consideration for the design of interventions and policies. The first part of this work aims to offer first of all a mapping of the cultures of mobility present in the EU, deriving from the analysis of EU databases (Eurobarometer), focusing on mobility behaviours and environmental/transport issues.

Of course the outbreak of the COVID emergency strongly impacted the strategic plans designed, both at the European and local levels, in the last years: the fear of a slowdown (when not of a dangerous reverse) in the progress towards more sustainable mobility systems is real, and the risk to jeopardize the efforts made to encourage sustainable urban mobility systems is high. The time extension of spatial spacing measures will cover an undefined post-emergency phase, but policies must be redirected to guarantee the right to (im)mobility and sustainable mobility even in this new framework. In the last months we saw an increase in the awareness from the public bodies

(followed by a growing relevance in the public debate) regarding the need to reinforce and promote mobility management, a topic already known but in practical terms never consistently supported by broader territorial policies. The second part of the paper presents an analysis of the (im) mobility emerged during the Covid-19 pandemic in Italy and analyzes the role of mobility regimes (Kesselring, 2012) and mobility management (Adey, 2016) during the pandemic in influencing the capacity and mobility exchanges of relationships. The aim is to highlight the potential innovations in the field of mobility that can be useful as a reference for the urban mobility of the future and its grade of resilience, taking into consideration the differences between countries and, as a consequence, “mobility cultures” in Europe, discussed in the first part of this work.

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Cross-border mobility in Ambos Nogales, Arizona, USA and Sonora, Mexico since Donald Trump's election

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There is no better place to analyze everyday borders than in border towns. In a lot of them, “lives are rooted on both sides of the border” and interactions are tremendous (Dear, 2013). Those border towns have developed “functional links” with their counterparts across the border, giving way to the phenomenon of “twin towns” (Vannephe, 1995). However, borders have undergone a process of “refunctionalization” in the last two decades as a result of the war on terror coupled with mass migration. This “rebordering” phenomenon has therefore had an impact on cross-border flows among border residents in North America.

The goal of this paper is to understand how different degrees of openness can affect the mobility of people and cross-border flows. Building upon previous research on mobility, our study applies the concept of motility as developed by Kaufmann to border towns (2004). The aim is to extend our knowledge on cross-border mobility under the Trump presidency by analyzing cross-border practices at the Mexico/U.S. border and the Canada/US border.

This paper will discuss the results of two surveys conducted by the authors. The first one was a face-to-face survey conducted among 123 respondents who were asked open-ended and open questions about their cross-border habits and practices in the border towns of Nogales, Arizona and Sonora. The second one used the same questions but was conducted online in the Blaine/White Rock region, in the Pacific Northwest. The paper

will thus compare the results to determine if the border is practiced differently along the Mexico/US border and along the Canada/US border, which represent two different security regimes.

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Work-related multi-locality in rural areas as a planning challenge using the Diepholz district as an example

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Multi-locality - the way of life in several places at the same time - is already reality for many people today. Furthermore, the numbers of project jobs, dual-income households, and remotely hired employees are growing as mobility increases. Changing company structures with internal delegations and (international) multi-site companies support these changes. Moreover, the phenomenon of multi-locality is affecting more and more municipalities in rural areas because of several companies with multi-local employees. While multi-locality in urban areas has already been addressed in research, questions about spatial effects in rural areas have, with a few exceptions, not yet been addressed in research. Multi-local lifestyles of employees in rural areas lead to social and spatial changes. Therefore the question arises: How do companies deal with the temporary presence and absence of multi-local employees and what planning possibilities exist to react on multi-locality in rural areas?

In the study area, the district Diepholz in Lower Saxony, multi-locality is analysed with the help of quantitative and qualitative methods, e.g. problem-oriented, guideline-based interviews with employees and economic actors. Based on the empirical analyses, a company-typology for dealing with multi-locality of employees in rural areas will be developed. The company types can help municipalities and companies to recognise in what form they are affected by multi-locality to derive possibilities for action: Firstly, to support the multi-locals in their way of life and thus make life easier for them in multiple places. Secondly, for attracting multi-local residents and thus turning them into new

citizens through a complete relocation.

The results show that future trends are multi-local, hybrid forms of life in which the boundaries between urban and rural areas blur. Digitalisation and the shortage of employees are examples of tendencies that reinforce these developments. Multi-locality represents an opportunity for rural areas to cushion the shortage of (skilled) employees. Multi-locality as a phenomenon that takes place in rural areas leads to social and spatial changes to which municipalities and companies must respond. The impact of multi-locality on municipalities and companies is complex because lifestyles, municipalities and companies, are very different: Therefore, possibilities for action must be adapted according to current situations. In the future, practical and decision-supporting approaches are needed to deal with multi-locality. Above all, it is necessary to sharpen the perception and awareness of multi-locality among stakeholders from planning, politics and companies to meet challenges of the phenomenon and to recognise opportunities of multilocality to make the best possible use of them.

Coworking and sustainable mobility: unexpected findings

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The aim of the paper is to question the impacts of coworking on sustainable mobility.

Coworking spaces, which first appeared in San Francisco in 2005, have spread rapidly throughout the world and represent a new way of organising work based on the sharing of a workspace and a network of workers that encourages collaboration. In France, the creation of coworking spaces goes hand in hand with a very proactive discourse on the part of the public authorities, who encourage, and even financially support, their development. In the recent years, they have spread from the main metropolitan areas to medium and small size cities, and even rural areas.

The main justification for this support is presumed (but not proven) beneficial effects of coworking in terms of sustainable mobility. By offering workers the opportunity to work close to home, coworking spaces are expected to reduce the negative impacts of commuting (congestion, pollution, etc.) and promote a better work-life balance.

However, the positive effects of coworking on sustainable mobility deserve to be questioned, as far as its effect on urban spaces. The findings presented in this paper are based on work undertaken as part of an ongoing research project which is being funded by the French National Research Agency. Known as COWORKWORLDS, it sets out to study the sustainability and spatiality of coworkers' mobility practices in different cities in the Auvergne-Rhône-Alpes region of France (metropolitan areas, medium-sized cities,

small cities and rural areas), based on an interdisciplinary approach.

The paper will present first results based on a questionnaire survey about coworkers' working and mobility practices and a qualitative survey conducted among both creators of coworking spaces and coworkers to better understand their aims, rationales and life trajectories. The preliminary hypothesis about findings are that, in fact, the question of coworking and sustainable mobility has more to do with residential mobility than with daily mobility, suggesting a new path of investigation for sustainable mobility research.

Do our basic values guide us in our transportation mode choice? An evidence from a Swiss tracking study

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Individual motorised traffic causes large societal costs, including environmental, health and congestion-related costs. For designing effective policy measures, it is crucial to have a profound understanding of the determinants of transportation mode choice. The literature on the psychological determinants of transportation mode choice has dealt, amongst others, with basic human values. However, these studies are mostly based on relatively small samples and on self-reported rather than effectively observed data [1]–[3]. With our contribution, we want to address this gap.

This study is a part of the MOBIS project jointly funded by Federal Roads Office and Swiss Innovation Agency. Within the project, travel behaviour of over 3'500 persons was tracked from September 2019 to January 2020. In addition, two surveys were conducted - one at the beginning, the other at the end of the tracking period. This study is based on up to 30 tracking days and focuses on basic human values and the share of average daily distance made by each transportation mode.

The first results of a linear regression analysis show that, when controlled for income, education, age and gender: (1) biospheric values increase the share of bike in the modal split; (2) hedonic values increase, while biospheric values decrease the share of car in the modal split; (3) egoistic values decrease the share of public transport in the modal split;

(4) egoistic and biospheric values increase the share of walking in the modal split.

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Moving traders, im/mobile researchers? Disentangling ‘following’ as a method

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Social sciences' increasing interest in mobilities over the past two decades has generated new methods to deepen the understanding of people's diverse forms of movements. These methods have focused on capturing research subjects' mobilities, but also led to new ways of thinking about researchers' mobilities as a strategy to collect data. In this paper, we seek to explore the multiple intersections of movements between research subjects and researchers and reflect on the concomitant challenges. Drawing on insights from the on-going European research project Moving Marketplaces (HERA) on markets in four countries, we consider how the mobilities of market traders impact our methodology. The project partners are located in four European countries (in the UK, Spain, Switzerland and the Netherlands) where each are researching the role of mobile traders in producing public spaces. This includes an examination of the social, cultural and economic dynamics in different marketplaces as well as an investigation of the institutional arrangements that shape traders' work opportunities and mobility practices. Scrutinizing our research methods, this paper demonstrates that it is necessary to go beyond 'following' research participants. During our research, we needed to adapt our methodology several times to articulate different forms of im/mobilities: Within markets, the researchers have to carefully navigate the temporality of interactions with traders through continuous assessment of when mobility and stasis are appropriate to build trust, consolidate relationships and collect data. Through following a selection of traders to other locations, we put the research participants' own mobilities at the centre and use it as an approach to generate data on these movements. In this paper, we first address existing

literature to clarify how mobile methods and other qualitative data gathering methods address researchers' mobility and immobility during the research. Second, based on the realisation that traders' practices required intermittent immobility to synchronise the following with the traders' lack of movements, we critically discuss the presumed divide between 'mobile methods' and 'conventional and stationary methods'. Instead, we articulate the continuity of our research practices across places and our in situ research practices. Third, taking the previous insights into account, we discuss how our unit of analysis develops over the course of the research, including different forms of mobilities. This paper scrutinizes some of the unexplored terrains in the conceptual and methodological debate around following-as-method and argues that it is essential to come to terms with the specificities of this method to make it a valuable tool for social scientists.

Les acteurs et leurs logiques d'action

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Le travail de recherche en cours de réalisation s'intitule « L'évaporation du trafic, opportunités pour la mobilité d'aujourd'hui et demain ». Il vise à comprendre et expliquer la diminution de charges de trafic lorsqu'une capacité routière est réduite en milieu urbain, de façon à être en mesure d'anticiper le phénomène et son ampleur. Tandis que la pression sur les ressources spatiales et environnementales augmente, la planification de la mobilité devient de plus en plus contrainte, rendant peu pertinente une réponse par l'augmentation de la capacité routière. Dans la pratique, les bureaux d'ingénieurs identifient que les formes de mobilité changent et se manifestent par une augmentation de la congestion sur le réseau routier, mais également au travers de report modal, du recours aux technologies de communication à distance et de nouveaux rythmes de vie. Les baisses de capacité du réseau routier sont étudiées de façon à anticiper les reports d'itinéraires pour le trafic et les report modal, mais il est fréquent que les comptages a posteriori révèlent des volumes de déplacement plus faibles que ceux qui étaient attendus. Les reports se sont-ils produits à une échelle spatiale plus vaste ? Avait-on sous-estimé le potentiel de reports ?

Une brève enquête réalisée auprès d'ingénieurs en transport a permis de constater que ces phénomènes restent largement inexpliqués et souvent appréhendés sous le vocable générique de trafic « évaporé ». Il paraît donc nécessaire de comprendre et d'expliquer ces diminutions observées, en palliant notamment le manque de disponibilité de données et de fiabilité de celles-ci. Cette ambition de compréhension est d'autant plus im-

portante que certains types de reports ne sont pas ou que peu pris en compte par les bureaux d'ingénieurs dans les projections de trafic suite à des transformations de l'accessibilité, cela pour trois raisons essentiellement. Premièrement, les comptages de modes doux demandent une énergie supplémentaire et sont rarement disponibles pour l'état initial avant le projet. Deuxièmement, les mécanismes de report horaire, de changement de destination ou de renoncement au déplacement sont mal connus et, troisièmement, les proportions de ces reports sont difficiles à estimer par manque de cas d'études qui puissent servir d'exemple ou de référence.

A priori, les logiques d'actions se regroupent en cinq formes, que peut prendre le phénomène d'évaporation du trafic selon l'échelle d'observation : (1) le report d'itinéraire, (2) le report modal, (3) le report d'horaire de déplacement, (4) le changement d'origine ou de destination, ou encore (5) l'abandon du déplacement. La présente recherche examine ces formes grâce à trois cas d'étude à temporalité, finalité et enjeux variables. Parmi ceux-ci se trouve le chantier de la nouvelle ligne de tram de l'Ouest Lausannois, qui débutera en septembre 2020 et dont le protocole d'enquête ainsi que les résultats préliminaires pourront être présentés lors de la SMC 2020.

Swiss in motion : Analyser et visualiser les rythmes quotidiens, une première approche à partir du dispositif Time-Machine

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Au cours des 50 dernières années, les développements technologiques dans le domaine des transports et des télécommunications ont contribué à reconfigurer les comportements spatio-temporels (Kaufmann, 2008). Les individus bénéficient ainsi d'un large univers de choix en matière de modes de transport et de lieux accessibles pour réaliser leurs activités. Cette configuration influence en particulier les comportements de mobilité quotidienne qui tendent à se complexifier tant dans leur dimension spatiale que temporelle impliquant ainsi l'émergence de rythmes quotidiens intenses et complexes (Drevon, Gwiazdzinski, & Klein, 2017; Gutiérrez & García-Palomares, 2007). Des recherches récentes menées sur la Suisse (Drevon, Gumy, & Kaufmann, 2020) suggèrent que les rythmes quotidiens sont marqués par une importante diversité en matière de configuration spatio-temporelle et de densité d'activités (Drevon, Gumy, Kaufmann, & Hausser, 2019). La part des rythmes quotidiens qui correspond à la figure du métro-boulot-dodo est finalement relativement modeste. Cette diversité de rythmes quotidiens se déploie entre d'un côté des comportements très complexes et d'autres, peu complexes, qui se matérialisent à différentes échelles spatiales. Force est de constater que les outils d'analyse actuels en sciences sociales et en socio-économie des transports peinent encore à rendre compte des formes complexes de rythmes quotidiens au niveau individuel et territorial. Face à cet enjeu épistémologique et méthodologique, la communication propose une approche innovante et interdisciplinaire qui associe la Sociologie, la Géographie et les Sciences computationnelles. Il s'agit concrètement de proposer un outil de géo-visualisation des rythmes quotidiens aux échelles individuelles et territoriales à partir des comportements spatio-temporels des habitants de la Suisse. L'objectif de cette démarche est de mettre en perspective les différentiels d'intensité en matière d'activité entre les situations sociales et les territoires. Les analyses s'appuient sur l'enquête Microrecensement Mobilité et Transports (MRMT) réalisée tous les 5 ans à l'échelle nationale par l'Office fédéral de la statistique et l'Office fédéral du développement territorial réalisée en 2015. Cette enquête est composée d'un échantillon 57 090 personnes qui ont été interrogées sur l'ensemble de leurs déplacements effectués la veille du jour d'enquête (protocole d'enquête CATI). La visualisation est réalisée à partir du dispositif Time-Machine (Kaplan, 2013; di Lenardo & Kaplan, 2015) qui permet de modéliser un environnement virtuel en 4D (Figure 1 : <https://youtu.be/41-klvXLCqM>) et de simuler le déploiement des activités et des déplacements quotidiens. Les premières simulations révèlent des régimes rythmiques contrastés à l'échelle individuelle qui se différencient selon les allures, la fréquence d'actions ou l'échelle spatiale. Au niveau territorial, les visualisations laissent apparaître des différentiels importants dans l'intensité d'usage du territoire par les individus et des spécificités

spatiales constitutives des activités qui y sont réalisées. Ces premières analyses permettent d'abord de révéler des inégalités sociales (genre, classe) face aux injonctions à l'activité (Viry, Ravalet, & Kaufmann, 2015; Drevon, 2019; Drevon & Kaufmann, 2020), mais aussi de rediscuter des modalités de catégorisation des territoires (Rérat, 2008; Schuler et al., 2007).

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