MOBILE UTOPIA

PASTS : PRESENTS : FUTURES

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MOBILE LIVES
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Institute for
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Welcome from the Conference Convenors

We are delighted to welcome you to Lancaster for the joint conference of Cemore, T2M and Cosmobilities. This year the conference brings together historians, researchers in the arts, humanities and social sciences, artists, policy-makers, designers, and innovators to explore ***Mobile Utopia: Pasts, Presents, Futures.***

In his seminal work, Thomas More outlined an alternative society living in a City of Man in contrast with former visions of the City of God. Five centuries later, we are part of a world where 54per cent of the population live in cities (Worldbank 2015), and the trend is set to continue and increase, with the UN estimating that the world's population is to reach 9.7 billion by 2050. Recognising the distinctly dystopian global uncertainties of the Anthropocene, we invited critical reflections on 'mobile utopia' to explore how societies shape, and have been shaped by ideas of future im|mobilities: From horse-drawn carriages to driverless cars, from migration to pioneer settlements on Mars, from microbial to big data mobilities.The invitation was to leverage utopia as a heuristic and creative critical method –rather than dreaming up 'mobile utopia' as a narrative closed system –so that we challenge our assumptions about what has been possible in the past and what will be possible and preferable in the future. You have responded with a myriad of inspirational contributions, summarized in this conference programme. We look forward to think and discuss together how mobilities research, artistic practice, and public experiment can help contest and shape 'better' futures.

The futures world may be a murky world but it is one that we have to enter, interrogate and hopefully reshape. It should be a direction of travel for fateful analysis of sociallife within this new century.(Urry 2016, 192)

Monika and Carlos

The Mobile Utopia: Pasts, Presents, Futures Conference is a joint effort, led by:

centre for mobilities research

T²M

cosmobilities network

Conference Organising Committee

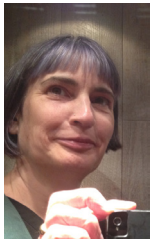
Monika Büscher, Conference Chair
Monika is Professor of Sociology at Lancaster University and Director of the Centre for Mobilities Research. Her research explores the digital dimension of contemporary 'mobile lives' with a focus on IT ethics. She edits the book series *Changing Mobilities* (Routledge) with Peter Adey.

Malene Freudendal-Pedersen, Committee
Malene is Associate Professor in Sustainable Mobilities at Roskilde University, Denmark. She has an interdisciplinary background and investigate praxis's of mobilities and its significance for (future) cities. She is the co-manager of the international Cosmobilities Network and founder and co-editor of the new journal *Applied Mobilities*.

Mimi Sheller, Committee
Mimi is Professor of Sociology and founding Director of the Center for Mobilities Research & Policy at Drexel University, Philadelphia. She is President of the International Association for the History of Transport, Traffic and Mobility and founding co-editor of the journal Mobilities. Her books include *Aluminum Dreams; The Routledge Handbook of Mobilities; Mobility and Locative Media; Consuming the Caribbean;* and *Citizenship from Below.*

Carlos López Galviz, Conference Chair
Carlos is a Lecturer in the Theories and Methods of Social Futures, Lancaster University. His research explores the relationship between history and the future through the lens of cities, ruins and infrastructure. His most recent book is *Global Undergrounds Exploring Cities Within* (2016).

Julia M. Hildebrand, Committee
Julia is doctoral candidate in Communication, Culture, & Media at Drexel University, Philadelphia. Her research bridges media theory with mobilities research, specifically in the context of new technologies of communication such as consumer drones. She is Research Assistant at Drexel's Center for Mobilities Research and Policy and is T2M's Secretary.



Jen Southern, Committee (Art Programme)
Jen is an artist and lecturer in Fine Art at Lancaster University. As director of the mobilities lab at the Centre for Mobilities Research she develops art and mobilities collaborations, and supports experimental mobile and creative research methods. Her art practice and research explore collaborative uses of GPS technology, both producing and making visible a sense of comobility, of being mobile with others at a distance.

MOBILE LIVES
FORUM
VIES MOBILES

WHY ARE WE ALL CONCERNED BY THE MOBILITY TRANSITION?

The **Mobile Lives Forum** is a mobility think tank. It brings together researchers, practitioners and artists in order to imagine mobile lifestyles that correspond to people's aspirations, while reducing our collective impact on the environment.

The Forum endeavors to bring the result of this work to the attention of civil society and the private and public sectors so that they may take the steps towards creating a more desirable future.

The Forum disseminates knowledge, launches debates, oversees research and designs experiments. The **Mobile Lives Forum** website is intended as a resource center for today's and tomorrow's mobility, with videoconferences, book summaries, virtual exhibitions, online discussions, a dictionary, blogs and a calendar of upcoming events.

CALL FOR PROJECT

The Forum funds projects in the mobility field that are not strictly academic but that we feel are of significant interest for society as a whole to prepare the future of our mobile lives.

We are looking for new projects to launch in 2018. You can send us proposals to be discussed soon: **christophe.gay@forumviesmobiles.org**

TO STAY UP TO DATE,

on what's happening in international mobility news and the Forum's research projects, subscribe to our newsletter, ***The Journal***, at:
www.forumviesmobiles.org
And follow us on:

Sven Kesselring, Committee
Sven is Professor in 'Automotive Management: Sustainable Mobilities' at Nuertingen-Geislingen University, Germany. Currently, he is fellow in residence at Bielefeld University, Center for Interdisciplinary Research. He is the director of the international Cosmobilities Network. From 2014-16 he was vice-president of the International Association for the History of Transport, Traffic and Mobility (T2M). In 2008 he published together with John Urry and Saulo Cwerner '*Aeromobilities*' (Routledge) and he is editor of the journal *Applied Mobilities* (Taylor & Francis).

Local Organising Committee

Aurora Trujillo, Conference Administrator
Aurora is Cemore's administrator. One of her passions is sustainable mobilities and the role that communities and social movements play to bring this about. After completing her Phd she worked with the London Cycling Campaign and Corporate Watch. Forthcoming publication: '*Radical Bicycle Politics: confronting car culture and capitalism as root causes of mobility injustice*' in the Routledge *Handbook of Radical Politics* (2018).

Joe Deville, Social Media
Joe is a Lecturer in Mobile Work at Lancaster University, based jointly in the Department of Organisation Work & Technology and the Department of Sociology.

Iain Goddard, Mobile Utopia Experiment
Iain is a PhD researcher based in the DEMAND Centre at Lancaster University. As a student of geography with an interest in mobility, his postgraduate research explores car use and its reconfiguration through developments in communication technologies. Currently, he is examining multiple variants of organised shared vehicle use (or 'ride-sharing') in the UK, including online ride-sharing, workplace carpools, and shared ride-sourcing.

Lynne Pearce, Tours
Lynne is a Professor of Literary and Cultural Theory in the Department of English & Creative Writing at Lancaster and currently CeMoRe's Director for the Humanities. Her recent research on auto/mobilities includes *Drivetime: Literary Excursions in Automotive Consciousness* which was published by Edinburgh University Press last year and will be available in paperback from July 2018.

Stephanie Sodero,
Bonfire School & Mobile Utopia Experiment
Stephanie is a postdoctoral researcher at Lancaster University's Centre for Mobilities Research. She traces the mobilities of vital materials, namely blood, required during crises and how such supply chains are impacted by climate change. She has published in *Environmental Sociology, Journal of Transport Geography and Mobilities*.

Miriam Sturdee, Artwork & Publishing
Miriam is an illustrator and designer currently working in Lancaster, and is also a research associate in the School of Computing and Communications.

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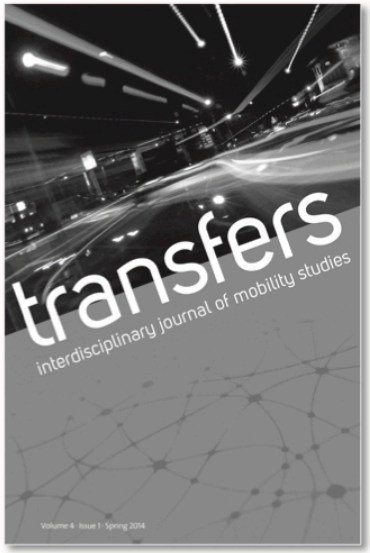

TRANSFERS
Interdisciplinary Journal of Mobility Studies

Chief Editor: Gijs Mom,
Eindhoven University of Technology

Transfers is a peer-reviewed journal publishing cutting-edge research on the processes, structures and consequences of the movement of people, resources, and commodities. Intellectually rigorous, broadly ranging, and conceptually innovative, the journal combines the empiricism of traditional mobility history with more recent methodological approaches from the social sciences and the humanities.

Volume 9/2018, 3 issues p.a.

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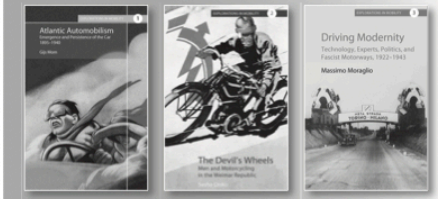

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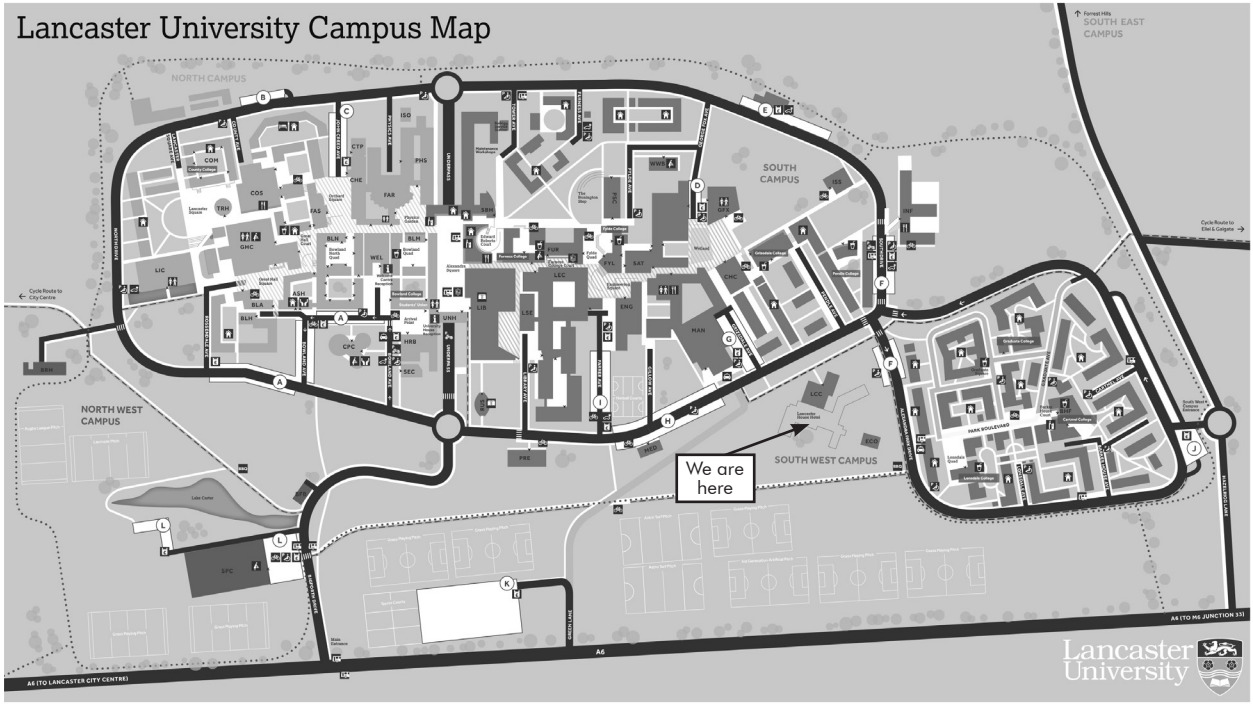
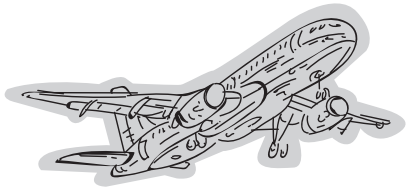
Lancaster University Campus Map





ALEXANDRA SQUARE

NORTH CAMPUS

ASH Ash House
- Islamic Prayer Room

BLA Bowland Annexe

Bowland College

BLH Bowland Hall
- Accommodation Services
- Commercial Services
- Conference & Events
- Guest Room Reception
- Hospitality

BLM Bowland Main
- **Bowland Lecture Theatre (Cinema)**
- History
- Learning Zone
- Pharmacy
- Research & Enterprise Services
- Students' Union

BLN Bowland North
- **Elizabeth Livingston Lecture Theatre**
- European Languages & Cultures
- **Marcus Merriman Lecture Theatre**
- Law School
- Sociology

CPC Chaplaincy

CHE Chemistry Building
- Chemistry
- Natural Sciences

County College

COM County Main
- Design, Photography & Print
- English & Creative Writing
- UPP Residential Services

COS County South
- **County South Lecture Theatre**
- Educational Research
- Linguistics & English Language
- Politics, Philosophy & Religion
- Private Dining Room (PDR)
- Marketplace

CTP cTAP Building

FAR Faraday Complex
- **Cavendish Lecture Theatre**
- **Faraday Lecture Theatre**
- **Frankland Lecture Theatre**

FAS FASS Building
- Faculty of Arts & Social Sciences
- Faculty Offices

GHC Great Hall Complex
- Nuffield Theatre
- Peter Scott Gallery

HRB Human Resources Building

ISO IsoLab

LIC LICA Building
- ImaginationLancaster
- Lancaster Institute for the Contemporary Arts

PHS Physics Building

SEC Security Lodge

TRH The Round House
- Confucius Institute

UNH University House
- University House Reception
- Professional Services
- Careers
- The Base
- Counselling Service
- Disabilities Service

WEL Welcome Centre
- Welcome Centre Reception

NORTH WEST CAMPUS

BFB Bigforth Barn

BRH Bailrigg House
- Dentist

SPC Sports Centre

SOUTH CAMPUS

Bailrigg Service Station
- Ann Helme Car Sales

CHC Charles Carter
- Leadership & Management
- Marketing
- Organisation, Work & Technology
- **Charles Carter Lecture Theatre**

ENG Engineering Building

LEC Lancaster Environment Centre
- **Biology Lecture Theatre**
- Biomedical & Life Sciences
- Centre for Ecology & Hydrology
- Geography
- Gordon Manley Building

FUR Furness Building
- Biomedical & Life Sciences
- **Furness Lecture Theatres 1-3**
- Health Research
- Lancaster Medical School

Furness College

FYL Fylde Building
- **Fylde Lecture Theatres 1-3**
- Mathematics & Statistics
- Psychology

Fylde College

GFX George Fox
- International Study Centre
- **George Fox Lecture Theatres 1-6**

Grizedale College

INF InfoLab21
- Computing & Communications

ISS ISS Building

LSE Life Sciences & Environment Labs

LIB Library

MED Medical Centre

MAN Management School
- Accounting & Finance
- Economics
- Enterprise & Innovation
- Management School Faculty Offices
- **Management School Lecture Theatres 1-12**
- Management Science

Pendle College

PRE Pre-School Centre

PSC Postgraduate Statistics Centre

RUS Ruskin Library

SAT Science & Technology Building
- Faculty of Science & Technology
- Faculty Offices
- Hannaford Lab

SBH Slaidburn House

WWB Whewell Building
- Infant & Child Studies

SOUTH EAST CAMPUS

Forrest Hills
- Golf Course
- Resource Centre

SOUTH WEST CAMPUS

BHF Barker House Farm

Cartmel College

ECO EcoHub

Graduate College

LCC Lancaster Conference Centre

Lancaster House Hotel

Lonsdale College

SYMBOL KEY

- Accessible Parking
- ATM
- Baby Change
- BBQ Area
- Building Entrance Point
- Bus Stops
- Colleges
- College Bar
- Cycle Parking
- Electric Vehicle Charging Point
- Information Point
- John Creed Guest Rooms
- Library
- Lift Access
- Motor Cycle Parking
- Pay & Display Machine
- Prayer Room
- Restaurant
- Shops/ Refreshments
- Student Residence
- Taxi Drop Off
- Toilets
- Visitor Parking

N

WALKS & ROUTES

- Cycle Route
- North Spine
- South Spine
- Woodland Walk

CAMPUS ZONES

- North Campus
- North West Campus
- South Campus
- South West Campus
- South East Campus

PLEASE NOTE

We are continuously investing in the campus which can affect access routes, please refer to the website for the most up to date version of the campus map www.lancaster.ac.uk/campusmap

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Schedule Overview – Thursday

Mobile Utopia Conference Programme

	'Training Room' 1	'Training Room' 2	'Training Room' 3	Bowland	Bailrigg
Thursday					
12:00-13:00	Lunch	**Weather dependent launch of Tomás Saraceno's Aerocene Explorer sculpture in hotel car park**			
13:00-14:00	**Welcome, Andrew Atherton, Deputy Vice-Chancellor, Lancaster University, Reports from** Bonfire School and Mobile Utopia Experiment				
	Data and Datafication Chair: Paula Bialski Discussant: Katrina Petersen	**Autopia I** Chair: Andrey Kuznetsov Discussant: Mathieu Flonneau	**Heterogeneous Work** Chairs: S-Y Perng and L Wood Discussant: Robin Smith	**Seeking a New Role for Transport History** Chair: Dhan Zunino Singh	**Imagining Mobilities I** Chair: Andrzej Bukowski
14:00-15:30	Smart Velomobile Utopias **Frauke Behrendt** Active Mobility in Brazil: Advances in the Scientific Literature **Filipe Marino**, Pedro Paulo Bastos, Victor Andrade Datadrifts: Mapping Journeys through Critical Participation in Environmental Data **Louise Mullagh**, Nick Dunn, L. Blair IslTethical? Play with Datafication as Ethical Impact Assessment **Monika Büscher**, Malé Luján Escalante Big Data Utopia: A Discussion about the Subte Smartcard Data and Transport Modelling for Buenos Aires **Maximiliano Augusto Velazquez** openAnalogInput(): Data Mining and Subjectivation **Fernanda da Costa Portugal Duarte** MPC Data Utopia/Dystopia: Medical Data Mobilities Monika Büscher, Malé Luján Escalante, Emmanuel Tsekleves, Lara Salinas, **Preben Holst Mogensen**	From Horse-drawn Carriages to Driverless Cars –**Silke Zimmer-Merkle** Effect of Detector Placement, Train and Traffic Characteristics on Operational Performance of At-grade Railroad Crossings **Venu Madhav Kukkapalli**, Srinivas S Pulugurtha Automobile Utopias and Dystopias: Designing a Dystopian International Motor Show **Richard Randell** Automobile Ownership in North Carolina, 1916-19: A Digital History Project **Ross Knox Bassett, Carl Colglazier** 'Smart' Autonomous Vehicles in Cities of the Future **Richard James Morton** What Kind of Utopia for Automated Mobility Futures? **Eriketti Servou** Anticipation, Automation & Navigation **Sam Hind**	Transformations of Gender, Work and Life: Theory and Practice **Breda Gray**, Luigina Ciolfi, and Pinatti Fabiano Demanding business travel: the evolution and futures of the timespaces of business practice **James Faulconbridge** Passions for precarious work, life and prototype: exploring open innovation in hackathons **Sung-Yueh Perng**, Rob Kitchin, Darach Mac Donncha Military Spouse Work in the Digital Age **Lisa Anne Wood**, Tracy Hauver Being Busy: Utopian or Dystopian Feelings of Time and Mobility? **Clare Holdsworth**	Another turn of the wheel? Co-production, engagement beyond the academe & the mobility research agenda **Mike Esbester** Seeking a new Ontology for Transport History **Massimo Moraglio** From mobile utopias to grounded speculations **Greet de Block** "Houston, we have a problem": how to deal with historical sources in the future of JTH? **Valentina Fava** Searching for New Trends in Mobility History: The Strategic Role of Blogging **Michael Kirkland Bess**	Mobility as Seen by the Chinese: Memory, Imaginaries and Aspirations for the Future **Christophe Gay** Futuring Utopias: Speculations of Utopianism, Design and Society **Michael Haldrup** Multiplanetary Imaginaries and Mobile Utopia **Richard Tutton** IMAGINE Mobilities Design Studio **Ditte Bendix Lanng**, Ole B. Jensen
15:30-16:00	Coffee				
16:00-17:00	**Plenary: Keynote Bicycling on Mars - Thoughts on the Future of Transportation** Rob La Frenais, Curator/Writer/Lecturer, London				
17:00-17:30	**Mobile Lives Forum | Art and Exhibition Introduction** (Jen Southern)				
17:30-18:00	**Reception and Book Launch**				
18:00-22:00	**Art Exhibition opening**				
18:30-22:00	Buffet Dinner (*ticket only*, tickets purchased with conference registration. If you would like to add extra dinners please contact us)				

Schedule Overview – Friday

Friday					
	'Training Room' 1	**'Training Room' 2**	**'Training Room' 3**	**Bowland**	**Bailrigg**
	Home, Neighbourhood, and Community Chair: Lesley Murray Discussant: Yang Hu	**Autopia II** Chair: Justin Spinney	**City Walks I** Organisers: Martin Emanuel, Nick Dunn Chair: Martin Emanuel	**Transport Utopia** Chair: Sven Kesselring	**Utopia of Travel and Tourism I** Chair: Thiago Allis
09:00-10:30	From the Ideal Vision of Neighbourhood to Real Practices of Parkinghood Marta Smagacz-Poziemska, **Andrzej Bukowski**, Karol Kurnicki "Let's Start with Small Things that We Can Do Tomorrow": Participatory Decision-making on Obsolete Residential Parking in the City of Brussels **Anna Plyushteva** "I want to be a race-car auto-mechanic in Australia": Future Imaginaries of Kiribati Youth **Maria Borovnik** Mobility Friction: Understanding the Decline of Russian Second-home Mobility in Finland **Olga Hannonen** Utopias of Communities **Julie Magelund**	Automated Transport as Technological Vision and Political Utopia **Claus Seibt TBC** Do Androids Dream of Electric Cars? The Electrification of Transportation in Germany and the US as Spaces of Techno-utopian Imagination **Alexander Wentland** What Will Sleep Be Like in the Age of Autonomous Vehicles? **Eric L Hsu** A Spoiler that Embodies Hope: Utopian and Dystopian Dimensions of Radio Traffic Reports **Marith Dieker**	The Walking-Stick in the Victorian City: Conflicting Ideals of the Sunday Stroll –**Peter K. Andersson** Walking Utopias in a long-term perspective: pedestrian infrastructures in Lyon during 20th century **Louis Baldasseroni** In search of wanderability and utopian urban space Charlotte Bates, Kate Moles, **Robin James Smith** Walking the utopian city ethnographically and transgenerationally **Lesley Murray**, Helmi Järviluoma	Introducing Individual Travellers in Future Mobility Scenarios **Flore Vallet**, Jakob Puchinger, and Alexandra Millonig Drivers and Other Actors. Dynamics of Road Freight Transport Based on an Analysis of Employee Groups, 1880–2000 **Jørgen Burchardt** Utopia Comes Back: Paratransit as a Saviour of Public Transport (?) **Martin Schiefelbusch**, Christian Mehlert ALATCO, the First Bus: Transport History and Mobility in the Philippines **Leo Paulo Ibasco Imperial TBC**	The Future Looks Seamless: Attending to Friction in Travel and Tourism **Michael O' Regan** Towards Nation-Building: Zhu Liren's 1945 Tourism Plan for Post-War China **Antonio Barrento** Evelyn Waugh, Trainspotter: Utopian Encounters along the Franco-Ethiopian Railway 1930-1935 **Tony Victor Seaton** Transport Heritage as Mankind Utopia: the Moral Values in World Heritage of Transport **Eduardo Romero Oliveira**
10:30-11:00	Coffee				
11:00-11:45	**Plenary Panel: Vistas of Future New Mobility Studies** Organiser and Chair: Gijs Mom - In discussion with Peter Merriman, Mimi Sheller, and a mystery guest.			**Innovation and Utopia Experimental Workshop I** A Start-Up and Research Mash Up - Organiser: **Gillian Youngs**	
11:45-12:30	**Plenary Panel:** Utopian Provocations: Monika Buscher, Jen Southern, Carlos Lopez-Galviz, Mimi Sheller, Sven Kesselring, Malene Freudendal-Pedersen				
12:30-13:30	Lunch	**Weather dependent launch of Tomás Saraceno's Aerocene Explorer sculpture in hotel car park**			

Schedule Overview – Friday (cont.)

	'Training Room' 1	'Training Room' 2	'Training Room' 3	Bowland	Bailrigg	Mobile
	Utopia and Place Chair: Maria Borovnik Discussant: Luigina Ciolfi	**Mobility and Utopias** Organiser and Chair: Mimi Sheller	**City Walks II** Organisers: Martin Emanuel and Nick Dunn Chair: Martin Emanuel Discussant: TBC	**Mobile Utopia, Fiction, and Experiment** Chair: Malene Freudendal-Pedersen Discussant: Lynne Pearce	**Infrastructure Utopia** Chair: Colin Divall	**Art Tour I** Chair: Jen Southern
13:30-15:00	The Mobile Suburbia's of Rural England; Automobilities, Dystopias, Immobilities **Sharon Wilson** Warnscale: Emplacing, Re-imaging and Transforming 'Missing' Life-Events **Louise Ann Wilson** Dys/U/Topian: Vision and Dialogue about Local Impacts of Climate Change and Technology through Socially Engaged Art **Clare McCracken** Illuminating Urban Street-Topias **Lesley Murray**, Susan Robertson Touring Theatre as Mobile Utopia **Tessa Buddle** Migrant Imaginaries **Emma Rose** Room for 1	Utopia as politics: discussing future mobilities **Dhan Zunino Singh** Why not now? Proximate utopias, mobility and anchoring **Peter Cox** Re-imagining a City through Mobility: Exploring the Meanings of Velotopia **Anna Nikolaeva**, Samuel Nello-Deakin From necrotopias to thalassopias: designing spatial (dis)continuities in Calatrava's Museum of Tomorrow **Rodanthi Tzanelli** Aspirations for mobility and lifestyles – a Mobile Lives Forum project Sylvie Landriève, Christophe Gay, **Marc Pearce**	A Forgotten Utopia? The first "pedestrian moment" in Europe and North America in the 1970s **Cedric Feriel** Materialities of Walking, Pedestrian Traffic, and Negotiating Mobile Futures of Metropolitan Cities in Russia (1890 -1930s) **Alexandra Bekasova** 'Normative pedestrians': Walking the Streets of Automobile City in Tallinn, Estonia **Tauri Tuvikene** Thinking through Vegetation and Garbage: Wanderings on Everyday Walking in Santiago de Chile **Soledad Martinez Rodriguez**	Octavia Butler's Mobility: Working Against Categorization and Single Visions in The Parables **Laurence Schaack**, Leonie Brasser African American Automobilities in Walter Mosley's Mysteries **Judith A. Nicholson** Speculating with Human Rights: Two South Asian Women Writers and Utopian Mobilities **Barnita Bagchi** Two Cumbrian Utopias. An Experimental Session **Alan Beattie**	Constructing a Transport hGIS: Does Infrastructure Follow Infrastructure? **Raphaël Fuhrer** Roadside Utopias: Mobile Spaces at the British Motorway Service Area **Samuel Austin** Roads of Asphalt: Another Chance for Modernity to Enjoy Utopian Impulse **Christina Vasilopoulou** Underground Utopia in Dresden – 120 Years Better Off Without **Wolfgang Niebel**	Panoramic Utopias, **Kaya Barry** There is no Cure for Curiosity, **Tess Baxter** Cartographers, Valentina Bonizzi Truth or Dare, **Fernanda Duarte** Mapping What If?, **Michael Hieslmair &Michael Zinganel** Snowman Killer, **Clare McCracken**
15:00-16:00	T2M Annual General Meeting					
15:00-16:00	Coffee					

Schedule Overview – Friday (cont.)

	'Training Room' 1	'Training Room' 2	'Training Room' 3	Bowland	Bailrigg	Mobile
	Cities: Past and Future I Chair: Carlos López Galviz	**Atmospheric Adventures** Organisers and Chairs: Bronislaw Szerszynski and Sasha Engelmann Discussant: Rob La Frenais	Note: There are two different sessions with two papers each running successively in this room	**Utopian Everyday** Chair: Robin Smith	**The Narrow Utopia of Finance** Organiser and Chair: Emre Tarim	**Art Tour II** Chair: Jen Southern
16:00-17:30	'A Tale of Two Cities': Mobility in the Utopian and Real City in the 16th Century **Cornelis van Tilburg** Horizon 2000: Montreal's Vision for the Future **Pierre Barrieau** Urban Planning and Mobility Studies: Can Epistemology Help Practice? **Pauline Wolff** From cars (only) to people: Traffic infrastructures and their potential for innovative experiences of urban mobility Thiago Allis, **Bryan Clift** Post-Car in the Paris region – two Mobile Lives Forum projects **Sylvie Landriève**, Pierre Gaudino, Marc Pearce	Filling the volume: towards a general ecology of aerial mobility **Bronislaw Szerszynski** Whispers in white noise: modest experiments with arts of aerial mobility and transmission **Sasha Engelmann** Deep Time, Slow Dance: Sixteen (and counting) propositions for Atmospheric Sensuality – or – Future-Tense Vibrations **Samuel Hertz** Points of presence: investigating elemental data infrastuctures **Adam Fish**, Oliver Case, Bradley L Garrett	**City Walks III** Organisers: Martin Emanuel and Nick Dunn Chair: Martin Emanuel Playing in the Street: CCTV Bingo and the Architecture of Fear **Morag Rose** Drifting with data: walking as a critical method for making sense of data entanglements **Louise Mullagh** **Utopia of Travel and Tourism II** Chair: Michael Haldrup Green Favelas: Past, Present and Futures of Favela Tourism in Rio De Janeiro **Camila Maria dos Santos Moraes** An Emerging Tourism Paradigm? Post-conflict Tourism and Social Integration of Refugees in São Paulo **Thiago Allis**, Marina Lopez Pinto	Sequencing Multiple Practices What Comes First, What Comes Next and Implications for Utopian Thinking **Allison Hui** Everyday Urban Mobility Utopias **Enza Lissandrello TBC** A (Material) Semiotic Utopia of Mobility Research: Mobility-Systems, Infrastructures, Motility, and Politics of Mobility **Andrey Kuznetsov**	Trust as the holy grail: restoring mythical levels of 'trust' after London's Libor scandal **Clea Bourne** Oh for the perfect debtor: A rapid tour through the utopias of debt collection **Joe Deville** Coded Utopias: Blockchains, Algorithmic Governance and Financial Futures – **Rachel O'Dwyer**	Tower, **Vicki Kerr** The English Four Stack, **Peter Merrington & Ilana Mitchell** Orrery for Landscape, Sinew and Serendipity, **Nikki Pugh** Viewfinders, **Max Schleser, Gerda Cammaer & Phillip Rubery** Nowhere in the Desert: A Utopian Soundscape, **Samuel Thulin** McAdam Shoes, **Christina Vasilopoulou** Warnscale, **Louise Ann Wilson**
17:30-18:30	Posters					
19:00-22:00	Conference Dinner, Travel Grant Awards					

Schedule Overview – Saturday

Saturday					
	'Training Room' 1	**'Training Room' 2**	**'Training Room' 3**	**Bowland**	**Bailrigg**
	Cities: Past and Future II Chair: Carlos López Galviz	**Drone-topia** Organiser and Chair: Stephanie Sodero	**Museums: A Roundtable** Organiser and Chair: Kathleen Franz	**Past Futures** Organiser and Chair: Frank Schipper	**Dystopic Mobilities** Organsier and Chair: Govind Gopakumar
9:30-11:00	The Architecture of Amelioration: The Design of Stefano Boeri's 'Vertical Forests' **Deborah Breen** Situated Mobile Utopia Represented on the Global-Stages: Comparative studies in Shanghai and Milan Expos **Chia-ling Lai** New Methods to Analyze 'Mobile Utopias' - **Andrea Hernandez Bueno**, Cecilie Breinholm Christensen Future of Mobility in Turku: Individuals and futures signals **Markku Wilenius**, Sari Puustinen, Nicolas A Balcom Raleigh, Ellinoora Leino-Richert, Anna Kirveennuummi	The Drone-topian gaze: Heightened moving and seeing in drone cinematography **Julia Hildebrand** Drone-topia? Vital materialities and crisis mobilities of drone deployment **Stephanie Sodero,** Philippe Le Billon Speculative mobilities of the drone-topia **Anna Jackman**	<u>Please note: This panel starts at 09:00</u> Re-imaging 20th Century Steam Transportation in Canada **Sharon Babaian** America on the Move: An Exhibition at Middle Age **Peter Liebhold** Compartmentalising mobility: Manchester's transport material culture, its display and its role in interpreting the city's history **Josh Butt** From Transport to Mobility: Changing Exhibition and Collection Strategies at the Technical Museum Vienna, Austria **Anne-Katrin Ebert** Utopia in museums: a challenge for mobility history, and vice versa **Marie-Noelle Polino** On the right track? – Challenges for the Archives of Canada's Federal Transportation activities **Shane Pacey**	History in Sustainable Urban Mobility: Key Concepts and Challenges **Martin Emanuel** and Ruth Oldenziel Technology, aspiration and emissions in the Tube railways of London **Carlos López Galviz** Framing 'rural' railway closures in 1960s Britain: lessons for sustainable urban mobilities **Colin Divall** International technocrats' transnational 'script' for the future of urban mobilities throughout the twentieth century **Ruth Oldenziel**, Maria Luisa Sousa and Pieter van Wesemael	From Dystopia to Dystopia: Congestion and the pursuit of an ordered urban modernity in India **Govind Gopakumar** Exploring Public Road Passenger Transport in Kenya: A Futuristic Utopia or Dystopia **Gladys Moraa Marie Nyachieo** Concrete and Bullock Carts: Modern Roads in Interwar India **Angelica Agredo Montealegre**
11:00-11:30	Coffee				
11:30-13:00	**Plenary: More-than-human Utopia** Chair: Monika Büscher, Discussants: Jen Southern and Fernanda da Costa Portugal Duarte Finding Vigour and Kinship Along a Diseased High-Tech Tale - **Emmy Laura Perez Fjalland** "Antennae Ears Tuned to All Voices Of The City" - Mobility and Control in the Works of William Burroughs - **Paulo Rui Anciaes** Moral Mobility in Utopia: VR and AR in Simon Amstell's 'Carnage' - **Zoyander Street**, Utopia, dystopia, monotopia and kinotopia: Power discourses of the European Union on the future of automobility – **Robert Braun** Technology-based Utopia-Traffic Signals as Part of Urban Transport Visions - **Thomas Klinger** Mobilities Research and the Question of Theory - **Kaya Barry**, Samid Suliman				**Innovation and Utopia Experimental Workshop I** A Start-Up and Research Mash Up - Organiser: **Gillian Youngs**
13:00-14:00	Lunch	**Weather dependent launch of Tomás Saraceno's Aerocene Explorer sculpture in hotel car park**			

Schedule Overview – Saturday (cont.) / Sunday

	Imagining Mobilities II Chair: Zofia Bednarowska Discussant: Ole B Jensen	**Mobility Justice** Chair: Judith Nicholson Discussant: Mimi Sheller	**Intersections of Media and Mobilities** Organiser & Chair: Julia Hildebrand	**Sharing Mobilities** Chair: Allison Hui	**Slow, Safe, Still** Chair: Frauke Behrendt
14:00 -15:30	Performative Storytelling as Sustainable Engagement to City Bus Riding **Anne Victoria** A Libertarian Socialist Mobilities Utopia **Luca Nitschke** Try-outs for Hope and Prosperity **Roine Viklund** Adriano Olivetti – An Italian Story of factories and Utopia **Bianca Rita Cataldi** The Dream of Personal Rapid Transit – Dusk or Dawn of a Space Age Vision? **Arnd Bätzner** Critique of the future hype – Functions of the Discourses on the Futures of Mobility / Mobilities **Konrad Goetz**	Urban, Spatial and Mobility Justice: Utopia, Thought Experiment, STS Evgenii Karchagin Cycling London: An Intersectional Feminist Perspective **Tiffany F. Lam TBC** "Turning a Century: From Imperial to Revolutionary" Public Transport and Social Movements in Mexico City **Victor Marquez** Infrastructure as Public Space? Protesting and Counter-protesting (Im)Mobility **Julie Cidell**	Mobilism: A Research Agenda? **Maren Hartmann** Media, Mobile and Immobile: Some Implications of Portable and Fixed Media **James Miller** Space Tourism and Spectatorship: Commercial Space Flight in Méliès' Impossible Voyage **Bernadette Salem** Host Cities and the Olympic Gaze **Maria Alice de Faria Nogueira** 'The Age of the Train'? British Rail's Dream of the Utopian Railway **Lewis Charles Smith**	Mobility Fix 2.0: Investigating the Role of Mobile Internet-Enabled Public Bike Sharing Systems in Local and Global Capital Accumulation: a Case Study of Shanghai, China **Justin Alex Spinney**, Wen-I Lin The Russian Uber – 'Yandex Taksi' as a Multifaceted Impetus for Urban Mobility Practices in Post-Soviet Cities **Tonio Weicker**, Mikheil Svanidze Driverless Mobility Futures: How E-car Sharing Might Pave the Way for the Integration of Autonomous Vehicles into the Future Multi-Modal Mobility System of the Rhine Main Region (Germany) – **Anne Miriam Scholz** Is Sharing Mobilities a Utopia? – Communities on the Move **Malene Freudendal-Pedersen**	Embodiments of Slow Mobility Utopia since the Second Half of the 20th Century. The Example Of Brussels **Claire Pelgrims** Defining a Realistic Bicycle Utopia **Cat Silva** The Imagined Perfect World of Urban Non-motorized Households in France and Canada **Dominic Villeneuve** On the Backside of Utopia: Social Practices of Waiting for Transportation (1830-1930) **Robin Kellermann**
15:30-16:00	Coffee				
16:00-17:00	Keynote **After Theory Qua Theory: Mobility Studies for the Critical Thinker-Doer** Clapperton Chakanetsa Mavhunga, Massachusetts Institute of Technology				
17:00-17:30	Close				
19:00-19:30	Dinner – seated (*ticket only*, tickets are purchased with conference registration. If you would like to add extra dinners please contact us)				
Sunday	**Mobile Utopia Day Excursions (Booking Essential)**				
10:00-15:00	**A6/M6 and Forton Services, led by *Professor Peter Merriman***				

Keynote Speakers and Abstracts

Bicycling on Mars - Thoughts on the Future of Transportation

Rob La Frenais

Future of Transportation is a project that concerns bottom-up, playful approaches, by artists, designers and inventors to the issues of getting around the planet, or the immediate locality. It has operated as an Interim project at Srishti, Bangalore, for 2 years and is active as a Facebook group with nearly a thousand members, with posts on everything from self-driving cars to cycle activism, from hyperloop systems to coracles. This paper addresses the resurgent and the impossible. It is of course impossible for individuals to directly address the planet-wide problems of unsustainable growth, traffic congestion, and massive gaps between logical city planning and the reality of over-production of private vehicles and the dominance of the airline. We instead look at subversive, playful solutions, such as the French group HeHe's site-specific artists' rail vehicles, Bangalore artist Suresh Samuha's faux transportation department, and Mexican artist Tania Candiani's impossible flying vehicles. We concentrate on what seems impossible - dealing with the power of myth, narrative and the folklore of technology – rather than mega-solutions. We conclude with a case study of inventor Naveen Rabelli's project to drive a solar-powered auto-rickshaw overland from Bangalore to London and focus on the power of hope and belief.

Dr Rob La Frenais is an independent contemporary art curator, working internationally and creatively with artists entirely on original commissions. He believes in being directly engaged with the artist's working process as far as possible, while actively widening the context within which the artist can work.

After Theory Qua Theory: Mobility Studies for the Critical Thinker-Doer

Clapperton Chakanetsa Mavhunga

Perhaps it's my fault. This tiredness with theory for its own sake. Boredom with useless knowledge. You may have heard: the jobs for which we are training our students will be obsolete in 10-15 years (if not sooner) because of mobility-specific technological advances. Sometimes tech-lag is good: for a long time, Africa struggled with remoteness. Rural and border regions inaccessible by fixed telephone lines, no roads, limited radio. Then first satellite cellular phone, then undersea cable and fiber optic later, Africa leapfrogged to invent M-pesa. With mobile money, the world changed forever. Colleagues in the US and Europe lament the death of conversation and a world thoroughly dominated by technological vertigo. In Africa, we have strategically deployed these gadgets to consolidate, not destroy, kinship networks spread across the globe; to reverse the meaning of remoteness from a negative, cut-off state to a positive, connected one. They are not simply luxuries or fads; they are problem-solving tools. The ordinary people that strategically deploy them in everyday life are not mere users; they are critical thinker-doers full of creative resilience. They have educated Mavhunga to realize that, perhaps the matter at stake in mobility studies is not so much vehicles (cars, trains, planes, mobile phones) and infrastructures (roads, rail, the worldwide web, etc.) but two questions. First: How do different societies/cultures think about mobility? Second: How do different societies/cultures do mobility?

These are neither human- or techno-centric questions nor simply one of theory; they are important for those of us who are critical thinker-doers serious about changing the world through attention to the force we call mobility.

Clapperton Chakanetsa Mavhunga is Associate Professor MIT Program in Science, Technology, and Society. His professional interests lie in the history, theory, and practice of science, technology, innovation, and entrepreneurship in the international context, with a focus on Africa.

Abstracts and Presenter Information

Data and Datafication

Chair: Paula Bialsik
Discussant: Katrina Petersen

Smart Velomobile Utopias

Frauke Behrendt, University of Brighton, United Kingdom,
f.behrendt@brighton.ac.uk

This paper proposes smart velomobile utopias that bring together 'utopian' velomobility research with literature around 'future intelligent transport'. This facilitates imagining a future where networked cycling cultures are established as sustainable, inclusive and active everyday mainstream mobilities. For this, the talk draws on the concept of Smart Velomobility that is concerned with networked practices, systems and technologies around cycling (Behrendt 2016). It brings together attention to forms of cycling mobility (velomobility) with attention to smart/intelligent/code/data aspects of mobility. Smart velomobility considers how networked cycling practices and experiences fuse physical and digital aspects, including aspects of physical mobility, infrastructure, power relations, representations and everyday experiences and practices.

Extending the concept into a smart velomobile utopia provides a counterpoint to the current focus on 'autonomous cars' in discussion of networked mobile utopias. So, rather than understanding 'intelligent transport' as a continuation of automobile cultures, this allows a more radical re-imagining of future networked mobilities. A future where 'smart' cycling is at the heart of digital innovation and mainstream mobilities. A utopia where research, funding, policy and standards are informed by a deep understanding of the importance of the physical movement, infrastructure, power relations, representations as well as everyday practices and experiences of networked cycling practices, systems and technologies. For example, EU policies and ISO/IEEE standards around transport and the Internet of Things would mainly cover cycling, with cars hardly mentioned (reversing the current reality).

Using utopia as a creative method, this talk will draw on key theories around future/scenario/utopia work on both intelligent transport and velomobility, but also produce visual representations of smart velomobile utopias.

Dr Frauke Behrendt's research focus is the design process and user experience of emerging/innovative mobile and digital technologies. Her main research contributions examine media and mobility in the urban context, specifically with regards to music/sound and intelligent/sustainable transport. She has a track record of leading externally funded interdisciplinary and international research teams. She is a Principal Lecturer, Deputy Head of School for Research and Enterprise, and Course Leader of the Environment and Media Studies BA; with international teaching and research experience (UK, US, EU).

The Active Mobility in Brazil: Advances in the Scientific Literature

Filipe Marino, Federal University of Rio de Janeiro, Brazil,
filipemarino@gmail.com
Pedro Paulo Bastos, Federal University of Rio de Janeiro, Brazil,
pedropmbastos@gmail.com
Victor Andrade, Federal University of Rio de Janeiro, Brazil,
victorandrade@fau.ufrj.br

The subject related to the Active Mobility has been gaining prominence all over the world, and more recently in Brazil over the last decade. In this context, it has been seen a progress both in promoting active mobility in Brazilian cities and in expanding the debate on this type of transport in society. By that, the main objective of this article is to present a review of the Brazilian scientific literature on the topic of Active Mobility, analyzing the recent scientific production on this theme and its scope and relevance in promoting the walkability and the use of bicycles in the urban environment.

For that, an analysis of the recent scientific production (last 10 years) on the topic that is most relevant, whereas published in indexed journals and evaluated in the Qualis system in strata A1, A2, and B1, is carried out. The Qualis system is used to classify the quality and relevance of the scientific production of Brazilian postgraduate programs in relation to articles published in scientific journals. In this way, we seek to understand the state of the art of active mobility in Brazil within the teaching and research environments.

In general, research indicates that it is a broad field of study that still seems to be little explored in Brazil. The scientific production of this subject is located mostly in the most prestigious and internationally renowned universities. Finally, the content of the articles analyzed indicates that the development of active mobility is important for stimulating and producing more equitable and sustainable cities.

Filipe Marino is an architect and urban designer with a master's degree in urban planning at the Federal University of Rio de Janeiro - IPPUR-UFRJ. He is currently an assistant professor and Ph.D. candidate in urbanism at the Federal University of Rio de Janeiro - PROURB-UFRJ. In 2012 he was a visiting researcher at the University of Montreal at the Future Leaders of America Program. Filipe has experience in architecture, urbanization projects, and management, working in large urban and industrial projects. He is specialized in Urban Infrastructure and Urban Planning, interested in the following subjects: urban mobility, urban infrastructure network, urban policy, architecture symbolism, urban marketing, and real estate market.

Pedro Paulo Bastos holds a bachelor's degree in Public Administration from the Federal University of the State of Rio de Janeiro - UNIRIO, and is specialized in Urban Policy and Planning with a Master's degree in Urban and Regional Planning from the Institute of Urban and Regional Planning and Research – IPPUR/UFRJ. He is currently an editorial member of the quarterly e-metropolis digital journal and researcher at the Sustainable Mobility Laboratory of the Graduate Program in Urbanism (LABMOB-PROURB), UFRJ. He has experience in the following research subjects: urban mobility, transport policies, economic vitality, Rio de Janeiro, and residential segregation.

Victor Andrade is an architect and urban designer with a Ph.D. from the Federal University of Rio de Janeiro. He holds a post-doctorate from the School of Architecture, The Royal Danish Academy of Fine Arts. He is currently a Professor in the Faculty of Architecture and Urbanism at the Federal University of Rio de Janeiro and until 2012 he was Associate Professor in the Department of Architecture, Design and Media Technology at Aalborg University (Denmark). Victor has an extensive experience in projects of sustainable architecture and urbanism, through practice and research in Brazil and Denmark. Victor has worked in influential architectural offices, consultancy firms and government agencies. Victor has among others contributed as a researcher to the project of sustainable mobility in Scandinavia - Bikeability. He has worked in addition to important urban projects in Brazil - such as Rio-Cidade and Favela-Bairro amongst others. Victor Andrade is a specialist in sustainable architecture and urbanism.

Datadrifts: Mapping Journeys through Critical Participation in Environmental Data

Louise Mullagh, Lancaster University, United Kingdom,
l.mullagh@lancaster.ac.uk
Nick Dunn, Lancaster University, United Kingdom,
nick.dunn@lancaster.ac.uk
Lynne Blair, Lancaster University, United Kingdom,
l.blair@lancaster.ac.uk

The rise in the rhetoric of big data suggests the potential to ameliorate complex problems, such as environmental change. However, this rhetoric is predominantly exclusionary, as data are difficult for the untrained researcher or private citizen to make use of. Those who do not participate in the data become invisible, whether resulting from lack of skills or geography (Dix 2014). Furthermore, little work has been carried out seeking to develop conceptual and philosophical ways in which to make sense of data (Kitchin 2014).

This paper presents a method to explore these issues and the future of big data through engaging communities who have experienced, or are at risk of flooding in remote or rural areas.

The Datadrift is a qualitative method that builds upon previous calls for a ludic approach of experiencing place and data (De Lange & De Waal 2013), practices of exploring place rooted within avant-garde art, such as the Dérive (Debord 2016) and psychogeography (Debord 2008), more recent practices of walking as art practice (Southern 2010) and as research (Vergunst & Ingold 2016). This method explores how walking and critical mobile cartography can engage participants in conversations amongst communities with different experiences of and skills with data, such as scientists, local communities, artists, designers and technology developers. A series of walks held during 2016 and 2017 led to the development of wearable maps, culminating in a Datadrift in the Calderdale Valley. Participants walked, gathered data using wearable maps and gathered together afterwards to engage in critical conversation. Our initial findings suggest this method has potential to engage multiple groups in making sense of data. Furthermore, it also has wider applicability in engaging those involved in development of new technologies in thinking about people and places at risk of being excluded.

Louise Mullagh's research explores geographical and social inclusivity in the realm of 'big' environmental data, in particular that there is a tendency to overlook people and place.

Nick Dunn is Executive Director of ImaginationLancaster where he is also Professor of Urban Design. He is Associate Director of the Institute for Social Futures.

Lynne Blair studies human aspects of computing such as personal and social implications of our digital economy on community values and integrity, wellbeing, and environmental implications.

IsITethical? Play with Datafication as Ethical Impact Assessment

Monika Büscher, Centre for Mobilities Research, Lancaster University, United Kingdom ***m.buscher@lancaster.ac.uk, @mbuscher***
Malé Luján Escalante, Centre for Mobilities Research, ImaginationLancaster, Lancaster University, United Kingdom, ***m.lujanescalante@lancaster.ac.uk***

This is design-led collaborative research (Frayling 1993, Büscher et al 2011) that uses mobile methods to develop ethical impact assessment (EIA) as a way of addressing ethical, legal and social issues (ELSI) in the datafication of everyday life through a focus on disaster risk management. ELSI must be understood as fluid, emergent, ambiguous, socio-technical matters of concern, and EIA must move along with innovation as an on-going set of practices rather than as a 'policing' effort somehow positioned outside of the design or use of technology (Balmer et al 2016; Viseu 2015).

We have developed IsITethical? – a board game – to move into and collaboratively build future worlds in which datafication is real and where ELSI can be explored and addressed critically, pro-actively and creatively. The research draws on future orientated design approaches (Dunne 2008, Coulton et al 2016) and Critical Play (Flanagan 2009), Persuasive Games and Procedural Rhetoric (Bogost 2007). From the premise that past and present are constructed and create particular realities (Law and Urry 2004), and that design can be considered "as rhetoric" (Buchanan 1985), the game is designed with the premise that each time it is played, worlds are built, and in these worlds players experience ELSI 'live'.

Several rounds of speculative play in the SecInCoRe project (www.secincore.eu) have explored how data may be mobilized in disaster risk management. This has moved different sets of participants into future worlds, where practices and artefacts that can appear utopian, dystopian, subversive and irreverent (Coulton et all. 2016). Moreover play has proved to be an effective tool to instigate conversations and creative thinking on complex issues otherwise too difficult to approach, especially in a context of conflicting perspectives.

This talk explores how play can move participants to do disclosive IT ethics in design an technology appropriation.

Monika Büscher is Professor of Sociology at Lancaster University and Director of the Centre for Mobilities Research. Her research

explores the digital dimension of contemporary 'mobile lives' with a focus on IT ethics.

Malé Luján Escalante: Doing ethics through design. CeMore Research Associate. Lecturer in Design Ethnography in ImaginationLancaster, Lancaster University.

Big Data Utopia: A Discussion about the Subte Smartcard Data and Transport Modelling for Buenos Aires

Maximiliano Augusto Velazquez, University of Buenos Aires, Argentina, maxovelazquez@gmail.com

A new kind of data about mobility is shown as an opportunity to elaborate dynamic patterns, to recognize social behaviors, as "writing" stories in territories. Big data movement and Machine Learning initiatives seems to replace the traditional origin and destination surveys with online interactive scripts that search mobility data from multiples sources. Information created by technologies like electronic ticket system has become a great tool for transport planning and operation. It brings data from many sources, shown in many formats and cycles, waiting for a new clustering association, "raw material" available to relate very diverse kind of data, imaging aggregated variables, quantifying zones and nodes, modes and flows.

In this sense, we wonder whether Big Data's technics might become an utopia or dystopia led by the illusion of a "whole knowledge" about what really occur. We will discuss the massive online data from the public transport electronic ticket system, called SUBE, which operates since 2009 in Buenos Aires, Argentina, and about the idea or utopia of modeling the whole mobility network based on this technology.

We will compare the results from the last "traditional" domiciliary survey carried out in 2010 with the recent smartcard data, exploring the limits of the daily online information. In this comparison, we will discuss about dynamic patterns against static zones and corridors, and the possible updating of the origin-destination matrix (as a classical methodology for transport planning) with an online territory modelling which could learn and predict mobility behaviour for metropolitan's territories.

Maximiliano Augusto Velazquez is a sociologist of the University of Buenos Aires (UBA), specialized in Urban and Regional Planning, and a Research Fellow at the Metropolitan Area Centre of Transport Studies, UBA. He is also a lecturer of Graphic Design at the School of Architect, Design and Urbanism, UBA, and of Technology Rail Transport Management at the School of Management and Economics, University of Mercantile Marine. He currently coordinates the Argentinean University Network of Transport. He works at the Ministry of Transportation at the Secretary of Planning.

openAnalogInput(): Data Mining and Subjectivation

Fernanda da Costa Portugal Duarte, Federal University of Mina Gerais, Brazil, fduarte@ncsu.edu

This study joins previous conversations in technology studies (Munster, 2006; Thacker, 2004) and interdisciplinary approaches to data mining (boyd, 2012; Gitelman, 2013;

Raley, 2013) to examine the implications of self-tracking, sustained by a digital episteme, in the micro-scale of subject formation and the macro-scale of social politics.

In a personal scale, self-tracking practices leads to the production of a sense of self that is bound to numeric measurement produced by sensors and mobiles applications. For example, the measuring of heart rate and glucose level values provide a "score" of your health condition, and thus define how healthy or unhealthy you are. In a macro scale, the aggregation of personal data leads to data correlation for predictive models that are later translated into norms, regulations, parameters to evaluate risk and to valuate data as commodity for truth. In this latter example, correlated data will define the target values that define the numeric parameters of a healthy body, and possibly have an effect on health policy regulation.

This study investigates how the use of pervasive computing technologies devises practices of self-making through the appropriation of sensors and data mining strategies. I examine this question by observing the Quantified Self movement [www.quantifiedself.com. Accessed in January 2017] and through a critical making experiment. Critical making (Ratto, 2011, Ratto and Boler, 2014) is a multidisciplinary method that articulates approaches from Critical Theory, Design and STS, and advocates for experimental appropriation of technologies as a mode of critical composition. As a critical maker, I created an interactive installation titled "Truth or Dare: a mobile moral compass for ethical living" that questions the adoption of biometric sensors as a parameter for truth.

This study demonstrates how the critical making experiment rearticulates the premise of objectivity assigned to digital data as a parameter for knowledge construction.

Fernanda da Costa Portugal Duarte is Assistant Professor in the Department of Communication, Federal University of Minas Gerais, in Brazil and researcher in the Intermedia Connections Research Group. Dr. Duarte holds a PhD in Communication, Rhetoric and Digital (2015), from North Carolina State University and her research interests are mobility studies, digital poetics, activism e é editora do periódico Transfers, interdisciplinary journal of mobility studies.

MPC Data Utopia/Dystopia: Medical Data Mobilities

Monika Büscher, Centre for Mobilities Research, Lancaster University, United Kingdom, m.buscher@lancaster.ac.uk, @mbuscher
Malé Luján Escalante, Centre for Mobilities Research, ImaginationLancaster, Lancaster University, United Kingdom, m.lujanescalante@lancaster.ac.uk
Lara Salinas, The University of the Arts London, United Kingdom, lara.salinas@gmail.com
Emmanuel Tsekleves, Imagination Lancaster, Lancaster University, United Kingdom e.tsekleves@lancaster.ac.uk
Preben Holst Mogensen, Alexandra Institute, Denmark, preben.h.mogensen@alexandra.dk

Medical data from portable personal digital devices (e.g. fitbits, insulin pumps) may usefully converge with clinical data to form Biomedical Big Data, yielding new insight through machine

learning and algorithmic categorization. In the process, it might be repurposed to great effect to inform medical research, shaping futures of care systems. However, medical data mobilities are currently regulated by legislation that can block data mobilities and require data controllers to spend significant time (weeks) before information can be shared. Difficulties can also arise, because the "benefits" of data sharing may not directly impact the data subject but promise better healthcare for future generations. In response, the EU-funded SODA project is exploring Multiparty Computing (MPC) to offer 'real time' access and 'live' data comparison, by making data available for encrypted processing. SODA understands medical data as mobile practices which, far from neutral, are situated and subjected to gender, class, race, personal history and contextual politics (Luján Escalante and Salinas, 2017). In this talk, we describe a cross-disciplinary co-design approach (Büscher et al 2004, Jacques et al 2013, Sanders and Stappers 2008) to explore spaces and knowledges that emerge from realizing data mobilities together with people affected by diseases (e.g. diabetes), caregivers, healthcare organisations, health and medical professionals and academic researchers. Co-designing medical data mobilities with subjects has the potential to be transformative as participants become co-owners of innovation (Luján Escalante, Tsekleves, Bingley, 2017). The approach to 'ethics through design' that we have developed explores utopia and dystopia of MPC and 'mobilises' existing approaches, such as Value Sensitive Design (Friedman, 1996), disclosive ethics (Introna, 2007), ethical impact assessment (Petersen et al., 2016), and responsible research and innovation (von Schomberg 2013, Liegl et al., 2016) to design ways of mobilizing data in radically careful and carefully radical ways (Büscher, 2014).

Monika Büscher is Professor of Sociology at Lancaster University and Director of the Centre for Mobilities Research. Her research explores the digital dimension of contemporary 'mobile lives' with a focus on IT ethics.

Malé Luján Escalante: Doing ethics through design. CeMore Research Associate. Lecturer in Design Ethnography in ImaginationLancaster, Lancaster University.

Lara Salinas, a Lecturer in the Design School at London College of Communication, the University of the Arts London, and researcher at the AHRC Public Collaboration Lab. Lara is a practitioner and researcher with an interdisciplinary background in digital culture. Her web-based artworks on diabetes type 1 have been showcased and awarded internationally.

Emmanuel Tsekleves leads research at the intersection of design, health, wellbeing and technology at the Imagination@ Lancaster research lab. He conducts research in the design of technology-inspired health interventions and services, which are created by end-users and are aimed at improving the quality of life and wellbeing of people into old age, including people with chronic health problems (i.e. Dementia, Parkinson's, Stroke).

Preben Holst Mogensen has a PhD in Computer Science. He is Distinguished Participatory Designer at the Alexandra Institute.

Autopia I: Autonomy, Automation, Automobility

Chair: Andrey Kuznetsov
Discussant: Mathieu Flonneau

From Horse-drawn Carriages to Driverless Cars Pasts, Presents, and Futures of Driver Assistance Systems

Silke Zimmer-Merkle, Karlsruhe Institute for Technology, Germany, silke.zimmer-merkle@kit.edu

Highly automated and autonomous driving are visions that technologists predict to become reality in the near future. Advanced driver assistance systems (ADAS) constitute the fast developing present of these technologies. The fact that these assistance systems are not as new as the current hype suggests often remains unknown. Their past is frequently – in media reports and by technology developers – referred to as having begun in the 1980s or late 1970s with the broader market introduction of the antilock-break system (ABS). Ann Johnson thoroughly showed that this innovation evolved in a long and complex development process, starting back in the 1920s. This finding also holds for other assistance systems in the modern car. Many of them have precursors, some even reach back to the early years of the automobile: Either in the sense that similar technological systems have been around for a long time; or in the sense that other mechanisms provided solutions to the same underlying problems that current ADAS challenge as well. In my PhD project – institutionally situated between history and technology assessment – I investigate these long lines in automobile construction, discovering many old and persistent aspects in current technologies. Elements of assistance can not only be found throughout the history of the car (the first adapted from horse-drawn carriages), they also can encourage us to take a different perspective on current developments and towards up-and-coming promises of self-driving vehicles. Past and present narratives in the discussion about assistive technologies in the automobile also provide interesting research material on the construction of automobile futures and utopian mobility visions. In 2014 I had the opportunity to present my PhD project in its early stage at the T2M conference in Philadelphia. Now, three years later, I would be glad to give a follow up by providing an insight into its final stage.

Silke Zimmer-Merkle is doing her PhD project at Karlsruhe Institute for Technology (KIT) – Institute for Technology Assessment and Systems Analysis (ITAS). Her research topic – a case study on the history of automotive driver assistance systems – is a first attempt to apply academic history for the purpose of technology assessment. Previously she studied European Culture and History of Ideas in Karlsruhe with focus on late modern and contemporary history, and history of technology. Besides history of science and technology and history of mobility, her fields of interest are cultural history and history of mentalities as well as methodology and theories of history.

Effect of Detector Placement, Train and Traffic Characteristics on Operational Performance of At-grade Railroad Crossings

Venu Madhav Kukkapalli, University of North Carolina at Charlotte, United States, vkukkapa@uncc.edu
Srinivas S. Pulugurtha, University of North Carolina at Charlotte, United States, sspulugurtha@uncc.edu

Continuous upsurge in the population and the number of vehicles on roads has led to an increase in traffic congestion and delay during the past few decades. The presence of intersections, construction activity, lane closures due to a crash or mechanical breakdown of a vehicle, at-grade railroad crossings, etc. further aggravate congestion and delays on urban streets. The inability to deliver consistent warning times in response to varying train speeds, train frequencies, train lengths and station stops has been a major limitation in efficiently managing traffic at-grade railroad crossings. As a result, at-grade railroad crossings often generate delay and congestion for motorist traffic and sometimes may even delay trains. Data collected at an at-grade railroad crossing in the city of Charlotte, North Carolina, USA is used for modeling and analysis. The train frequency, length of each train and vehicular traffic for a selected time period was collected. The collected data is then loaded into VISSIM traffic simulation software to model, calibrate and compute delay. Preliminary results from the VISSIM is validated with the field data collected. Number of vehicles waiting in the queue during the closure at field conditions was validated with the number of vehicles waiting in the queue from the VISSIM simulation results. In addition, VISSIM software has an essential feature to place the detector on the track within certain distance from the road. This feature can be used to evaluate the delay and congestion to the traffic as a function of detector placement and other characteristics. Results such as delay to the traffic with respect to the detector placement, due to length of the train, speed of the train and change in traffic volume are computed and will be discussed in the paper. Overall, the findings from this research helps engineers and practitioners to assess detector placement on the track to reduce delay without compromising on safety and flow of the traffic passing the at-grade railroad crossings.

Venu Madhav Kukkapalli is Doctorate Student and Graduate Assistant at the Department of Civil & Environmental Engineering at the University of North Carolina at Charlotte.

Srinivas S Pulugurtha is Professor & Graduate Program Director of the Department of Civil & Environmental Engineering at The University of North Carolina at Charlotte (UNC Charlotte). Srinivas teaches graduate as well as undergraduate courses and conducts research in the area of transportation engineering.

Automobile Utopias and Dystopias: Designing a Dystopian International Motor Show

Richard Randell, Webster University Geneva, United States, richardrandell75@webster.edu

The field of automobility studies has brought into theoretical relief and rendered visible many of the dystopian elements of contemporary automobility: environmental degradation and global warming; massive death and injury; technologies of neo-

liberal governance that produce disciplined automobile subjects; the geopolitical consequences (wars, military dictatorships, impoverishment, human rights crimes) of a transportation system based on oil extraction. That dystopia is inseparable from the automobile utopia of freedom and autonomy that is routinely represented in popular culture and advertising. Largely overlooked in the automobility literature, motor shows are events where this utopian vision of automobility is celebrated in spectacular fashion. This paper builds on participant observation research conducted at the Geneva International Motor Show, considered one of the planet's top five motor shows, and one of many motor shows that are certified by the International Organization of Motor Vehicle Manufacturers, a global lobbying organization that represents the collective interests of automobile manufacturers. In contrast to the combined rhetorical resources of automobile manufacturers, advertising agencies, and automobility related industries, and what Theodore Adorno and Max Horkheimer seventy years ago called "the culture industry," automobility studies is largely a collection of academic texts: books and journals read almost exclusively by academic professionals, for the most part comprehensible only to those familiar with the arcane and specialized discourses of automobility studies. To redress this rhetorical absence, this paper explores what an alternative motor show open to the general public might look like. What might a material representation of the automobility assemblage look like, as it is represented within contemporary automobility studies, were it located within the exhibition halls of a major motor show? The paper and its associated presentation outline what in its own turn is a utopian vision: a design proposal for a conceptual art installation – An International Anti-Motor Show.

Richard Randell received his PhD in sociology from the University of Wisconsin–Madison, and currently teaches at the Geneva campus of Webster University, where until recently he regularly taught a course on automobility. In the field of mobility studies, a recent paper that develops a neo-Goffmanian account of the construction of the automobile self has been accepted for publication in Mobilities. Another paper, currently under review, provides a reading of motor shows from an automobility studies perspective. Currently, he is working on a paper on the new mobilities paradigm, as well as a paper on gender and automobility.

Automobile Ownership in North Carolina, 1916-19: A Digital History Project

Ross Knox Bassett, North Carolina State University, United States, ross@ncsu.edu
Carl Colglazier, North Carolina State University, United States, ccolgla@ncsu.edu

Who owned cars and what kind of cars did they own? The digitization of two unique directories makes it possible to answer these questions in detail for the southern state of North Carolina during the heyday of the Ford Model T. Two directories have been found from 1916 and 1919 listing the name of every registered automobile owner in the state, their city of residence, and the make of car they owned. This paper reports on a project to scan, digitize, and map these directories.

North Carolina was a poor (ranking 47th out of 48 US states

in per capita income in 1920), largely rural, and agricultural state in 1920. It also had one of the lowest levels of car ownership per population in the United States. These directories make it possible to analyze car ownership by a variety of parameters including, to a certain extent, class, gender, and race. For selected cities, this data will be linked with data in City Directories, giving a social profile of car ownership. This data also allows for a detailed analysis of car model ownership in the state and how it changed over a three year period.

While this period of the history of the automobile has been intensely studied, this database engages work from the Lynds's Middletown (What were the class backgrounds of car owners? Did people without indoor plumbing buy cars?) to Christopher Well's Car Country (In what ways did car ownership run ahead of the development of infrastructure?).

Ross Bassett is Professor of History at North Carolina State University in Raleigh North Carolina. His previous work has examined the history of Indian graduates of MIT (The Technological Indian (Harvard University Press, 2016) and the history of semiconductor electronics technology, To the Digital Age: Research Labs, Start Up Companies and the Rise of MOS Technology (Johns Hopkins University Press, 2002). He received his Ph.D. in History from Princeton University in 1998.

Carl Colglazier is a junior at North Carolina State University majoring in computer science and communication. He is a Caldwell Fellow and a Benjamin Franklin Scholar.

'Smart' Autonomous Vehicles in Cities of the Future

Richard James Morton, Lancaster University, United Kingdom, r.morton1@lancaster.ac.uk

Over the last century, cities have been reconfigured to move cars around in the most efficient way. Road networks were first developed as military infrastructure, but soon became consumed by trade and commuters; driving the economy, and reconfiguring the city. The result is a landscape that can be difficult to navigate, without the density to be walkable, or supported by mass transit. Driving is not productive and prevents us from performing tasks that we value. The future concepts of autonomous vehicles are no longer based around driving, they are being re-imagined as our new Smartphone; always present, highly configurable and embedded into every aspect of our lives.

Current developers of driverless vehicles place AI technologies, cloud mapping and embedded smart devices at the centre of their concepts in an attempt to create an intelligently filtered city. Developers of these technologies such as Google will play a central role in determining how this newly filtered city will be presented to us. The likes of Google will have the ability to subversively control vehicle movements and engagements within the city through their embedded autonomous technologies. By applying speculative design methods to urban data, how people and vehicles currently engage with the city, we can design and project the impact that autonomous technologies and their control protocols may have.

Through speculative design methods this paper will use visualising techniques to communicate the findings. This will

enable us to better understand the opportunities and challenges that such technologies may present to the city and its users. To understand where areas of conflict and redundancy in the city may exist and how our city may be reconfigured. The insights gained from this work could help to inform key stakeholders of the challenges that driverless cars present to cities of the future and their users.

Richard James Morton is a PhD student at LICA Lancaster University and an associate lecturer at the Manchester School of Architecture. Having a background in architecture and industry experience in digital communications, Richard's work explores how autonomous cars will change our relationship with the city. Through the conceptualised control mechanisms of Artificial Intelligence and cloud-mapping, we can question how we engage with space, public transportation and each other in the future. His work uses data to speculatively design future cities and communicate findings through visualising techniques. His work aims to inform key stakeholders concerned with the future of cities.

What Kind of Utopia for Automated Mobility Futures?

Eriketti Servou, Technical University of Munich, Germany, eriketti.servou@tum.de

Visions for urban mobility of the last century have been focusing on technological developments paving the way to mobility futures and (re)shaping societal needs. As pointed out by Beaten, these techno-centric visions derive from free-market utopias of the 20th century, which replaced socialist utopias (Baeten, 2002). However, technology utopias, which render technology as the panacea to mobility problems, are already in decline due to environmental and socio-economic externalities and uncertainty that car-dominance has induced (Stead et al, 2000). As a result, mobility policy-making of the last half century has been focusing mainly on avoiding dystopias that might be caused by climate change, while still neglecting or superficially dealing with social sustainability. Socially-oriented utopian thinking is generally still absent from visions for the future of mobility.

Against this background, new emerging technologies, such as automation and digitization, are expected to have impact to cities as significant as the invention of the car. These new technologies are less about technical specifications and more about changing fundamentally existing mobility cultures (Canzler and Knie, 2016). Therefore, it is vital that we acknowledge that these technologies are not neutral, but a part of a socio-technical system (Urry and Dennis, 2009).

In this paper, I attempt to open the discussion on the role of a new utopia in mobility policy-making, which will serve as a method for planning better mobility futures. The existence of a utopia as a utopia is the necessary prerequisite for its eventually ceasing to be a utopia (Kolakowski, 1969), therefore it is vital for the struggle for a just society (Urry, 2016). Reflecting on the reasons why previous utopias, such as free-market and socialist utopias, failed, I want to point towards the necessity for the construction of a dynamic utopia for the future of mobility, which is critical, inclusive and performative rather than static, prescriptively normative and authoritarian (Gunder and Hillier,

2007). I argue for a 'hybrid' utopia, which will consider change through automation as a combination of technological, societal, policy and institutional changes acknowledging the complexity and antinomies of mobility.

Eriketti Servou is a researcher in the mobil.LAB Doctoral Research Group at the Technical University of Munich and the Nürtingen-Geislingen University. She has a Diploma in Spatial Planning and Development from Aristotle University in Greece and a Master´s Degree in Urban Planning and Management from Aalborg University in Denmark. She has also worked as a professional planner in the public sector in Greece and as a research assistant and intern at the Nürtingen-Geislingen University. Eriketti is researching how the concept of autonomous driving can be implemented in the two metropolitan regions of Munich and Stuttgart. The aim of her research is to contribute to a better understanding of how autonomous driving can contribute to sustainable mobility.

Anticipation, Automation and Navigation

Sam Hind, Centre for Interdisciplinary Methodologies, University of Warwick, United Kingdom, s.hind@warwick.ac.uk

In a comprehensive article on 'Google's Road Map to Domination', the New York Times journalist Adam Fisher supposed, that with driverless car technology, contemporary society had reached an 'endgame in which the capacity to read a map could become a lost art' (Fisher 2013, n.p.). 'When cars drive themselves' he continued, 'the map will have been fully absorbed into the machine' (Fisher 2013, n.p.). Suspending critical appraisal of both these statements for one second, what would each demand of the driverless car? Firstly, that this 'map reading' could be performed by the vehicle itself. Secondly, that any such calculative power would be integrated into the driving-machine – responsive and reactive to road users, conditions, and vehicle passengers; but also necessarily anticipatory, proactive, and pre-emptive. In other words, for the driverless car to perform navigational duties, it must be able to compute the future. In this paper I want to explore how this might (not) be possible, through three different functions the driverless car will need to perform, or be programmed for: 'route-calculation', 'terrain- optimization', and 'object-recognition'.

Whilst the first of these is perhaps the most familiar to those working in critical cartography and new media studies, the latter two are new considerations entirely. 'Terrain-optimization', for example, will have to entail both a prior, and on-going 'live' consideration of the driving environment and possible conditions, in order to fully calculate a safe and suitable A-to-B route. Similarly, 'object-recognition' will have to involve the sensing, categorizing and visualizing of all other road users; from unpredictable pedestrians to wobbly cyclists. Again, satellite navigation systems, of the common dashboard kind, do not have to calculate – nor respond to – these actors. In the world of driverless cars, these functions become of critical importance. Whilst marine and aircraft engineers have spent considerable time actually implementing automation, social scientists with an interest in driving practices do not necessarily have the background in, nor intimate experience of, dealing with the possible pitfalls of automation. As such, there is a pressing ethical, social and political need to discuss each of

these aforementioned functions in turn – building on, and folding in, already-existing work on anticipation, automation and navigation.

Sam Hind is a Teaching Fellow in the Centre for Interdisciplinary Methodologies. His work focuses on the politics, risks and futures of digital navigation. He successfully defended his PhD on 'Disruptive Cartographies' in November 2016, and is a co-author of Playful Mapping in the Digital Age (INC). He is also a research assistant on the Playfields project (PI Sybille Lammes).

Autopia II: Autonomy, Automation, Automobility

Chair: Justin Spinney
Discussant: Silke Zimmer-Merkle

Automated Transport as Technological Vision and Political Utopia

Claus Seibt, independent scholar, claus.seibt79@gmail.com

The paper will address the future of autonomous driving - the future of an automated transportation system. It is based on a stocktaking and meta-analysis study recently performed by the two. Foresight and scenario studies were analyzed and assessed with a very interesting result. Most of them are presenting technological visions ab techno-political utopia and only a few are framing automated transportation as social vision or political utopia. But to make this distinction is very relevant. Cultural studies are pointing at today's lack of social visions and real political utopia in modern and postmodern society, but instead an inflation of technology utopia for the better life and for to save the planet. This notion is very true and particularly obvious in the debate on automated transportation. The paper will debate recent technology utopia on automated transport. In addition, the paper will try to enroll a social vision and political utopia for autonomous driving and auto-mated transportation by carefully assessing its potential socio-cultural and socio-economic effects.

Claus Seibt works recently as independent public policy advisor for the Austrian Government and the European Commission on mobility and transport innovation issues. Before he was programme director for sustainable transport policy at the Wuppertal Institute for Climate, Environment and Energy.

Do Androids Dream of Electric Cars? The Electrification of Transportation in Germany and the US as Spaces of Techno-utopian Imagination

Alexander Wentland, Technical University of Munich, Germany, alexander.wentland@tum.de

In my presentation, I will use the conceptual framework of "sociotechnical imaginaries" (Jasanoff & Kim, 2009, Appadurai, 2013) to analyze utopian visions and their effects in the current electrification of transportation. Recent theorizing in sociology, anthropology, and science and technology studies (STS) suggest that representations of the future are performative and material, as they shape expectations, imply certain roles for the parties involved and provide heterogeneous coalitions with a shared understanding of chances and risks. Extending this notion to

society at- large, scholars in STS have shown that imaginaries not only influence the designs and inscriptions of novel artefacts, but also co-constitute the identity of modern (post)industrial. In contrast to the scenarios in previous decades, policy-makers, corporate engineers, and self- proclaimed "futurists" frame the current effort to electrify the transportation sector as part of techno-utopian narratives. The range of possible innovations stretches from sophisticated charging systems that integrate cars as "swarm batteries" into the electrical grid or the "internet of things" to plans that envision future mobility as an AI-based, driverless, interconnected, and emphatically urban mobility future beyond the personally owned car. Electrified mobility has become a field of discourse far beyond the automobile, where questions of urban planning, (energy) autonomy, (de-) centralization, participation, privacy, and social control become more prevalent. This observation raises questions with very practical consequences: How do utopian narratives co-produce certain electrification trajectories? What configurations of actors, artefacts, and discourses are associated with what kind of future? How are forms of social life and social order reflected and enacted within such scenarios? I draw upon four years of fieldwork in Germany and the USA, using a mixed methodology of (visual) discourse analysis and multi-sited ethnography. In this heterogeneous corpus of data, am looking for competing utopian imaginaries, how they are being proposed, evaluated, asserted, and enacted.

Alexander Wentland is a researcher in the Munich Center for Technology in Society (MCTS) at the Technical University of Munich, where he works on projects concerning travelling imaginaries of innovation and contemporary technopolitics. Alexander's research focuses on innovation, sustainability transitions, and mobility futures. In his thesis at the Technical University of Berlin, he examined the relationship between political discourse, local assemblages and cultural imagination related to the electrification of transportation in Germany. Alexander is also affiliated with the Science Policy Research Group at the Berlin Social Science Center (WZB) and the Program on Science, Technology and Society at Harvard University.

What Will Sleep Be Like in the Age of Autonomous Vehicles?

Eric L. Hsu, University of South Australia, Australia,
eric.hsu@unisa.edu.au

According to a growing body of literature, autonomous vehicles stand to significantly transform many aspects of people's lives. Numerous texts predict that the advent and uptake of driverless technologies will affect how car cabins are designed and utilized. One expectation is that driverless car cabins will increase people's capacity to sleep while they are in transit. The aim of this paper is to critically analyse this possibility. I investigate from a sociological perspective the feasibility and the social impacts of sleep becoming a more regular occurrence for automobile passengers. This research prompts me to evaluate the claim that driverless cars will improve how people sleep. I find that there are two main reasons to call this claim into question. The first is that the nature of sleep itself might radically change in the coming decades and centuries, such that we may need to revise our understanding of the role that sleep plays

in human life. A second reason driverless cars may not lead to significant improvements in how people sleep has to do with the issue of social inequality. While driverless cars may allow certain segments of the population to experience better sleep, it is not likely that driverless cars will provide other social groups with the same opportunities, unless there is a significant disruption to the way that sleep is currently commodified.

Dr Eric L. Hsu is a Lecturer in Sociology at the School of Communications, International Studies, and Languages at the University of South Australia. He is part of an Australian Research Council funded research team, which is investigating the social aspects of robotics and artificial intelligence (www.robotic-futures.com). His research interests are located in the sociology of sleep, disaster sociology, and in the sociological study of time. In addition to co-editing The Consequences of Global Disasters (Routledge, 2016) with Anthony Elliott, he is editor most recently of Sleep: Critical Concepts in Sociology (Routledge, 2017). More information is on his website: www.ericlhsu.com.

A Spoiler that Embodies Hope: Utopian and Dystopian Dimensions of Radio Traffic Reports

Marith Dieker, Maastricht University, The Netherlands, marith.dieker@maastrichtuniversity.nl

In a 1956 futuristic General Motors film, a family is stuck in a traffic jam. "While we're waiting around, singing the blues, turn on the radio for highway news," the family's father laments. Unfortunately, there are more jams ahead. The suggested solution by General Motors is a self-driving car controlled at a distance by an all-seeing traffic manager. This type of traffic control did not (yet) materialize, but radio traffic reports remained loaded with tensions between dystopian and utopian dimensions. Traffic reports are the ultimate spoiler of the dream of smoothly-flowing traffic, yet also embody hope for escaping congested roads.

This paper will show how these tensions emerged, and how these are appropriated by drivers today. In the 1950s and 1960s, Western governmental authorities, broadcasters, motorist associations, and car radio manufacturers began to collaborate on informing motorists about ongoing situations on the roads. With such information, they argued, drivers would be less caught off guard by dangers and delays on their way. Road safety as well as the free and fluent flow of traffic would improve. Ever since, radio stations have provided regular traffic updates as a service to their driving listeners. Yet why did the socio-technical ensemble of radio traffic news fail to solve the tensions described? How did hesitation between controlling drivers from a distance, and leaving them autonomous, inform and influence the organization of radio traffic news and the subsequent choices made by drivers?

Drawing on historical document analysis regarding the organization of traffic reports and interviews with motorists in the area around Stuttgart (Germany), and the Randstad (the Netherlands), I aim to contribute to discussions about sustainable mobility in the future by unravelling traffic news' role in automobility in the past and present.

Marith Dieker is a Ph.D. candidate at the department of Technology and Society Studies at Maastricht University, the Netherlands. She obtained her M.Sc. degree in Cultures of Arts, Science and Technology at the same university in 2013. During her studies she developed an interest in the so-called 'mundane'. She currently investigates the development and appropriation of car radios and traffic reporting practices in the Netherlands, Southern Germany and the State of New York. Her project titled 'Talking You Through: Traffic Information and Car Radio, 1950s–Now' has been funded by the Netherlands Organisation for Scientific Research (NWO).

Transport Utopia

Chair: Sven Kesselring

Introducing Individual Travellers in Future Mobility Scenarios

Flore Vallet, Laboratoire Genie Industriel, CentraleSupélec, & IRT SystemX, Université Paris-Saclay, France,
flore.vallet@irt-systemx.fr
Jakob Puchinger, Laboratoire Genie Industriel, CentraleSupélec, & IRT SystemX, Université Paris-Saclay, France,
jakob.puchinger@irt-systemx.fr
Alexandra Mollonig, Center for Mobility Systems, AIT Austrian Institute of Technology, Austria,
Alexandra.Millonig@ait.ac.at

The main purpose of future studies in urban mobility is to raise stakeholder awareness for new tendencies and developments in the coming years, looking towards 2030 up to 2050. Most of these studies are not pretending to predict the future of mobility systems but to develop possible scenarios for future developments. A wide array of literature on the future of urban mobility is available, it ranges from scientific articles to consulting papers and technical studies or reports across multiple domains. Anticipatory (or normative) scenarios are especially worth of interest for industrial actors for highlighting visions of mobility, whether optimistic (utopian), pessimistic (dystopian) or neutral. Yet, most future mobility scenarios tend to consider the travelers of tomorrow as part of a rather homogeneous group. According to sociological evolutions of urban mobility, some parts of the population will have a great number of advantages, while others will have difficulties and accessibility problems. After selecting three representative scenarios in the literature (utopian, dystopian and dystopia avoidance), our goal is to revisit the scenarios by developing the narratives of mobility behaviors of future travelers. We propose to view the various scenarios from the personal perspective of the individuals affected by the changes of the urban mobility system. The contribution is twofold: (1) a methodical approach to intersect existing anticipatory scenarios, trends in social developments and projected mobility profiles; (2) an illustration of three anticipatory scenarios enriched by the expected behavior of different types of travelers.

Flore Vallet is a researcher at the Institut de Recherche Technologique SystemX, and associate researcher at the

Laboratoire Genie Industriel at CentraleSupélec. Previously, she was lecturer (Professeur Agrégé) of mechanical design at the Université de Technologie de Compiègne - UTC. She obtained her PhD in Eco-Design and Mechanical Engineering from UTC in 2012. She is also member of the Design Society. Her research interests currently include eco-design, eco-innovation, engineering design, human centered design, sustainable urban mobility, smart urban system.

Dr Jakob Puchinger is the Anthropolis Chair Holder, Senior Scientist at IRT-SystemX, and Professor at the Industrial Engineering Department of CentraleSupélec. His main research interests are in urban mobility and optimization of transport systems.

Alexandra Millonig, Ph.D. is a senior scientist at the Center for Mobility Systems in the Business Unit for Dynamic Transportation Systems.

Drivers and Other Actors. Dynamics of Road Freight Transport based on an Analysis of Employee Groups, 1880–2000

Jørgen Burchardt, National Museum of Science and Technology, Denmark ***jorgen.burchardt@mail.dk***

Since the late 19th century, transport has been managed by primary actors such as coachmen of horse-drawn carriages and the drivers of motor vehicles. However, in order to exist, the sector has also depended on various secondary actors, some of whom work with physical equipment—coachbuilders, automobile factory employees, and bodyworks specialists—whereas others work with infrastructure building and maintain roads and bridges. Numerous other actors organize physical matters, including haulers in the day-to-day business and a large network of shipping agents, customs officers, and warehouse managers, among others. On top of the administration are researchers, policemen, bureaucrats, consultants, trade unions, and lawyers, to name just a few.

The paper surveys the road freight transport sector during 1880–2000 with focus on the situation in 1880, 1921, 1935, 1950, 1980, and 2000. The number of persons in each observed group is considered, their roles are defined and described via qualitative methods, and their social backgrounds are shown in terms of education and career-related details. The historical landscape surveyed has evolved dramatically, and the background for such changes is explained through an analysis of technological and economical changes. The background information comes mainly from the transport sector in Denmark, whose situation is compared with that in other European countries and the United States.

Jørgen Burchardt is senior researcher at the National Museum of Science and Technology in Denmark and has former been director of the Danish Road Museum. He is engineer followed by studies in ethnology at the University of Copenhagen and continuing education at the Royal Institute of Technology, Sweden and Deutsches Museum, Germany.

Utopia Comes Back: Paratransit as a Saviour of Public Transport (?)

Martin Schiefelbusch, NVBW, Germany,
schiefelbusch@nvbw.de
Christian Mehlert, KCW, Germany,
mehlert@kcw-online.de

Public transport has been part of urban history for about 200 years by now, considering the appearance of the horse-drawn omnibus in and around cities like Paris, London or Berlin in the early 19th century as the starting point. Since then, it has operated following the same basic idea of aggregating individual passenger journeys on pre-defined routes and vehicle journeys. The timetable and route map are a manifestation of the multiple economies of scale that may be achieved in this way.

And yet, this principle became less and less meaningful with the arrival of private mass motorization and (more importantly) car-oriented settlement structures and living patterns. The advantages the private car offered to its individual user (such as freedom from timetables, direct journeys, comfort and privacy) could not leave the public transport industry unaffected. Should it perhaps offer something like a car to survive?

This question was raised from the late 1960s in the USA and picked up in other Western countries in the following years. The concept of "paratransit" was born (Kirby et al 1974) as an umbrella concept for a new kind of transport service: Rather than fixed-route buses or trains, paratransit used smaller vehicles and flexible, demand responsive scheduling, making use of the latest computer technology of the time. Many early schemes failed for various reasons, and paratransit never substituted traditional public transport or private car use to the extent expected by its pioneers. But the idea stayed on and enhanced the range of tools available to transport planning.

Those who read the early paratransit studies today cannot fail to notice the parallels between the thinking of those pioneers and today's emerging mobility concepts. Flexible services with small, autonomously driven vehicles and new ways of sharing mobility resources, are again seen as the solution. 40 years on, it seems that paratransit is back centre-stage. In this situation, what can we learn from history? Are things really the same?

The presentation will give an overview on the history of paratransit services in German public transport, where first experiments started in 1977 and then discuss the commonalities and differences between the early experiments and the situation of flexible public transport today.

Martin Schiefelbusch is Leader of the Competence Centre for Innovative Rural Transport, part of the Nahverkehrsgesellschaft Baden-Württemberg (mobility agency for the federal state of Baden-Württemberg, Germany). The Centre was established in 2014 to provide advice and support for local and regional stakeholders, involved in providing and developing mobility services for rural areas. It is active in strategy development, consulting, networking, and participates in research activities. Before his work for the NVBW, Martin studied Transport Planning and Geography in Berlin and London and worked for

about 15 years in applied transport research and consulting at the Technical University and the Nexus Institute in Berlin. His main area of interest is public transport, while he has mainly worked on issues at the interface of transport planning, politics, and society, including for example passenger rights, customer care, the experience of travelling, governance, and the management of innovation processes.

Christian Mehlert holds a degree in transport planning and operation from the Technical University of Berlin and a PhD on success factors of door-to-door public transport services in Germany, prepared in cooperation with Volkswagen. Having worked as a consultant in public transport and in business development "bus" for international transport companies for several years he has extended experience in the field of demand-responsive and general public transport. Nowadays Christian Mehlert works for KCW, a consultancy specializing in strategic advice for public transport authorities, municipalities and governments all over Europe. His expertise covers all aspects of on-demand transport modes, both traditional as well as recent approaches including theoretical, planning and operational matters.

ALATCO, the First Bus: Transport History and Mobility in the Philippines

Leo Paulo Ibasco Imperial, Ateneo de Naga University, Philippines, leopaulo1121@gmail.com

The development of urban transportation contributed to significant changes in Naga City, Camarines Sur, Philippines during the early decades of the twentieth-century (1903-1941). The motorization of urban transportation is a factor in the formation of modern societies. Motorized vehicles are symbols of progress and modernity. Improvements in transportation technology is a twentieth century phenomenon, these innovations on transport are evident as electricity, steam, and internal-combustion engines were harnessed to power trains, ships, and automobiles that eventually filled the role of old technologies of transport that relied on sailing ships and horses. The technological changes in Naga City's urban transport system was facilitated by colonial conditions, as the Americans imported motor vehicles and enhanced road systems.

American occupation of Naga City introduced technological developments that paved the way for the motorization of the urban transport system. During the Spanish era, roads were haphazardly built. No good roads existed during the Spanish regime. Roads were impassable and bridges crumbling. Hence, the transition of colonial control of the Philippines to the United States carried the concept of modernization, the initial step to modernity was dedicated to road building and advancement of transportation technology.

In 1909, Cameron Forbes, Governor General and High-Commissioner of the Philippines, envisioned the necessity for the improvement of roads and bridges nationwide as means of reinforcing American control and territorial expansion. Forbes endeavors of comprehensive road construction was dubbed as the "Caminero Project". Alongside the construction of good roads was the increase in importation

of motor vehicles into the Philippines. In 1912, the motor vehicle law was enacted to facilitate the regulation of traffic, licensing of drivers, and registration of cars. The construction of good roads and importation of cars from the United States in the 1900s enabled the transition from horse-drawn carromatas and maritime urban transport to a motorized inland transport system in Naga City. Motorized and electric-powered vehicles became the new symbol of movement and transformed physical and functional boundaries in Naga City.

This study focuses on the construction of new highways and mass importation of automobiles reciprocal impact on the success of Albert Louise Ammen Transportation Company (ALATCO). New conditions in Naga City initiated by the construction of good roads were favorable for the rapid and extensive development of motorized inland transportation. Enterprising American Servicemen led by Albert Louise Ammen, Max Blouse, and Dean Lockwood realized the necessity for a reliable and efficient public transport to assist the movement of people and goods. Ammen was accustomed with transport business since he operated a steamer that traversed the Bikol River.

Ammen, Blouse, and Lockwood decided to venture into a transportation business suited to the completed roads. The profit gained from the successful steamer business was invested to importation of automobile parts that were assembled into buses. Blouse made a few modifications and repairs on the assembled buses and by 1914 passenger buses were fully operational in Naga City. The thesis looks into the operation of the ALATCO, the pioneering public transport system supported the modernization goals of the Americans. ALATCO enhanced motorized mass transportation resulting to changes in Naga City's concept of mobility, urban structure, and social interaction.

Sharing Mobilities

Chair: Allison Hui

Mobility Fix 2.0: Investigating the Role of Mobile Internet-Enabled Public Bike Sharing Systems in Local and Global

Capital Accumulation: A Case Study of Shanghai, China
Justin Alex Spinney, Cardiff University, United Kingdom,
spinneyj@cardiff.ac.uk
Wen-I Lin, National Taipei University, Taiwain,
adorno.lwe@gmail.com

The number of Public Bike Sharing Systems (PBSS) in cities worldwide has grown hugely in the last ten years with in excess of 700 schemes now operating (DeMaio & Meddin, 2014). In line with a general policy imperative to promote cycling in many cities, such schemes can be conceptualized as a way for municipalities to improve the economic competitiveness of the city by reducing congestion and creating active citizens (Spinney, 2016). Whilst the first wave of PBSS (1.0) required physical docks for users to rent and return bikes and were generally provided and subsidised by local government, newer schemes in China are privately operated and do not require physical docks; instead using mobile internet-enabled apps

via mobile phones to manage bike rental and return. In less than one year the growth of this PBSS 2.0 market has delivered millions of bikes in dozens of Chinese cities. This paper expands Harvey's (2002) concept of spatial fix and Spinney's (2016) concept of mobility fix to provide a cutting-edge illustration of the broader implications of the PBSS 2.0 trend in three main ways: Firstly, PBSS 2.0 seeks to improve city competitiveness at the local scale by reducing congestion and creating responsibilised 'healthy' citizens; secondly, it seeks to fix competitiveness at the national scale by integrating and reinvigorating bicycle production networks with electronics OEM supply chains (most notable the Taiwanese electronics giant Foxconn); thirdly, we demonstrate that at all scales PBSS 2.0 symbolises an innovative, ethical and shared economy that serves to attract further international capital investment and accumulation. By way of summary we explore the structural contradictions, neoliberal tendencies, and social inequalities that emerge from fixing urban and economic problems through mobility.

Dr. Justin Spinney is an urban cultural geographer and economic sociologist broadly interested in the intersections between mobility, embodiment, environmental sustainability and technology. These interests are underpinned by a political-economic focus on the production and maintenance of power and inequality and the application of post-structuralist theories including Social Practice Theory, Science and Technology Studies, Non Representational Theory and Actor Network Theory. His research progresses this agenda through four intersecting themes: (i) the governance of mobility; (ii) affect, emotion and sensory geographies; (iii) visual culture, design and technology; and (iv) mobile methods.

Wen-I Lin Ph.D., is Associate Professor at the Graduate Institute of Urban Planning in National Taipei University.

The Russian Uber – 'Yandex Taksi' as a Multifaceted Impetus for Urban Mobility Practices in Post-Soviet Cities

Tonio Weicker, Technische Universität Berlin, Germany,
t.weicker@campus.tu-berlin.de
Mikheil Svanidze, Tbilisi State University, Georgia,
svanidze@gmail.com

Following current developments and articulated future scenarios concerning urban traffic, the upcoming of new shared mobility services in combination with digital tools often lays the background for vibrant mobility utopias in both public discourses and scientific debates. Especially the idea of smart mobility solutions which are able to answer passenger mobility needs on demand remains fascinating for users and entrepreneurs alike. This finds its expression inter alia in the recent advancement of UberPool or LyftLine, which transforms the former personal taxi to a shared minibus mode by collecting a number of passengers with the same destination within one area and, therefore, has the potential to reduce individual car mobility.Keeping these global trends and future scenarios in mind, in our presentation we would like to concentrate on specific locations including Tbilisi, Moscow and Rostov on Don where mobility patterns are, as elsewhere, highly challenged and in an ongoing process of transformation. Urban mobility practices in post-soviet cities combine quite antagonistic transport modes. Of interest are the privately organised minibus practices, called marshrutkas. They have been competing on the one hand with the mostly-

insufficient state-led public transport means and on the other with the decentralised system of individual taxicabs, which have recently undergone a process of consolidation through YandexTaksi, similar to Uber in form. Its mobility offer has led to enormous price competition among existing taxi providers (individual or existing companies) and could possibly drive them out of the market or alternatively gather them under its wing in a larger fleet.

Based on empirical insights from Georgia and Russia, we will discuss the interindividual effects of new players in the mobility fields of post-soviet cities. Comparing new modes of taxi mobility with former shared taxi practices we will deal with questions of innovation and transformation in specific local urban contexts in order to offer a careful description of the conflictual and multifaceted changing processes of post-soviet urban mobility practices, which goes beyond the utopian justification narratives. Tonio Weicker studied Sociology (B.A.) and Eastern European Studies (M.A.) in Jena and Munich. From 2013 to 2015 he was a lecturer of the Robert-Bosch-Foundation at the State University of Volgograd. He is currently a PhD-fellow at the Technische Universität Berlin. His project is part of the research programme "Fluid mobilities in transformation: spatial dynamics of marshrutkas in Central Asia and the Caucasus", which includes an international research team based at the Leibniz Institute for Regional Geography. His object of investigation is marshrutka as a target of transition processes and political reforms during the last decades in the everyday life of Russian cities.

Mikheil Svanidze is a PhD candidate at faculty of human geography at Tbilisi State University in Tbilisi, Georgia. He has studied sociology at Tbilisi State University and obtained master's degree in social anthropology in Central European University. His research interests include inequality, mobility and public spaces in post-socialist states, political anthropology and political parties. Methods-wise Mikheil positions himself on crossroads of anthropology and geography with extensive qualitative fieldwork expertise. Currently he is working towards doctoral thesis on (re)production of urban inequality and post-soviet way of life in Georgia, observed through the lens of Tbilisi's transport networks, specifically minibus (marshrutka) networks.

Driverless Mobility Futures: How E-car Sharing Might Pave the Way for the Integration of Autonomous Vehicles into the Future Multi-Modal Mobility System of the Rhine Main Region (Germany)

Anne Miriam Scholz, University of Surrey, United Kingdom,
a.scholz@surrey.ac.uk

Any future mobility scenarios will to some extent involve the integration of driverless cars into the transportation system. Although, currently most shared vehicles are still driven by humans, this will most probably change as soon full market potential is reached. It has been anticipated that E-car sharing constitutes a preliminary stage for a driverless mobility future as it challenges currently head attitudes and mobility behaviours, especially in regard to private ownership. The contemporary transport system, centred on individual use and ownership of internal combustion engine vehicles, is locked into our ways of life. In a low carbon system, E-car sharing will not replace all other forms of transportation, but it has to be combined with

other sustainable transport services like public transport, cycling and walking. Therefore, it is important to understand how E-car sharing as part of the wider system of multimodal mobility, has the potential to alter travel behaviour and mobility needs in a way that will eventually transform the future mobility landscape. The study will hence examine how an autonomous mobility future could develop through the uptake and integration of E-car sharing into the existing multi-modal transport system in the Rhine Main region. It will be evaluated how intermodal E-car sharing might challenge and modify conventional social mobility practices and the meaning of (individual) mobility. Moreover, the transformative potential of E-car sharing as part of a new multimodal mobility system in the polycentric Rhine Main region will be assessed in order to develop two different future scenarios, originating from the spread of E-car sharing in the Rhine Main region. Both scenarios and their implication will be analysed and compared in order to give recommendations for adequate policies and measurements to ensure the best possible framework conditions for an autonomous mobility future.

Anne Miriam Scholz has just started her PhD studies at the Centre for Environment and Sustainability at the University of Surrey. Her doctoral research project focuses on the combination of insights from the social practice theory and the Multi-Level Perspective on sustainable transitions to a comprehensive framework in order to examine e-car sharing practices in relation to changing mobility values. She also hold a Masters degree in Sustainability, Cultures and Development from Durham University and a Bachelor degree in Politics, Philosophy and Economics from the University of Hull. Her research interests are electric mobility, sharing models, social practices and mobility cultures.

Is Sharing Mobilities a Utopia? - Communities on the Move

Malene Freudendal-Pedersen, Roskilde University, Denmark, malenef@ruc.dk

Within public debate and political discussions, communities have re-emerged as an important issue, not least because of the emerging focus on collaborative commons and sharing economies. The discussion behind sharing economies – the form, context, surplus value - are manifold, but either way it entails some sort of communal engagement. This focus on the common is in contrast to the focus on individualization, which has been a major issue within social science throughout modernity. From the 1990s and beginning of the 2000s, an outright proclamation of the erosion of communities was named by several social scientists. Increased spatial and digital mobilities were seen as major driving forces behind this development. Based on my research, I argue that 'mobilities' must be understood as generative and constitutive of contemporary communities.

In line with this, present (institutionalized) solutions towards transformations in mobilities praxis are, by default, individualized, but the power to act comes from acting together with others in communities. Tönnies' (1957, 231) conceptualization of Gemeinschaft, defines community as the spontaneous, natural, face-to-face interactions of small sedentary populations. This idea of communities is the reference point for many discussions on communities today, but today spontaneous, natural face-to-face communication can actually happen without being present in the same physical place. In today's increasingly mobile world, community-forming

practices of interaction and responsibility-sharing often rely less on spatial propinquity. Heeding Urry and Beck's admonitions that late- modernity requires new theoretical categories, some scholars have attempted to describe these contemporary forms of patterned interaction in terms of "networks". But they fail adequately to articulate the extent to which the mobile routines of everyday life (with kids, home-making, friends, leisure activities ect.) continue to generate the meaning-making and ontological security associated with notions of community. Thus the outset for this paper is that communities are the place from where future transitions in environment and society change can be initiated, and communities on the move forms a mobile utopia for the future.

Malene Freudendal-Pedersen, Ph.D., is Associate Professor at Roskilde University. Her research focuses on mobilities in late modern everyday life. With a point of departure in transport research she examines why and how we choose specific modes of transport in everyday life and the meaning and significance this has for lived life. Mobility behaviour cannot be understood though, from a narrow understanding of everyday life when it is produced and reproduced on multiple societal scales. Thus of big important to her research is also looking at sustainable mobility as a possible future utopia. This is elaborated in the book Mobility in daily life from Ashgate 2009 – www.ashgate.com/isbn/9780754674900. The research is theoretically based in late modern everyday life with focus on central concepts such as time, space, place, communities, freedom, risks and ambivalences primarily from sociological and geographical perspectives. She also puts a lot of emphasis on discussions of methods and theory of science.

Mobility Justice

Chair: Judith Nicholson
Discussant: Mimi Sheller

Urban, Spatial and Mobility Justice: Utopia, Thought Experiment, STS

Evgenii Karchagin, Volgograd State Technical University, Russia, evkarchagin@gmail.com

In general, justice denotes the fair distribution or exchange of social benefits and burdens in certain context. Mobility justice and spatial justice issues have common basis for the mainstreaming of urban justice and can be summarized in a variety of concepts – "Right to the City" (H. Lefebvre), "Good City" (K. Lynch), "Just City" (S. Feinstein), "City for people" (J. Gehl). These concepts are based in two ways of theorizing about justice: utopia and thought experiment. Thought experiment is a problem-based approach aimed at clarifying and optimization of a theory of justice, enhancing its coherence. Utopian discourse as programming and evaluative discourse is focused on changing reality. Nowadays traditional ways of thinking about (urban) justice can get new perspectives.

The Science and Technology Studies (STS) provide theoretical perspective for justice issues with the question of forms and modes in which material objects and technologies are used in society. Objects and infrastructures generate the effects of injustice: a) as a "decoration" of situations of illegitimated

inequality; b) as the objects for which debate about the justification of their placement in the social order can be unfolded.

The most important topics for spatial justice (E. Soja) are space's planning, formation and its use. Technologies and technical devices contribute to this in planning and changing on the hi-tech basis and through the everyday or protesting use of citizens, e.g. mediating in visualization on their mobile devices. Mobility justice (M. Sheller, N. Cook, D. Butz) deals with the problems of inequality and injustice in mobilities of all kinds. Uneven technical progress, inequality in access to technological mobile devices give rise to new types of injustice. For mobility justice issues all kinds of "transporters" are important. The paper also provides some empirical data and theoretical insights about controversies around transformation of transport system in Volgograd (Russia).

Karchagin Evgenii (Evgeny) is Assistant Professor at the Department of philosophy, sociology and psychology, Volgograd State Technical University (Russia). He was born in 1982. In 2004, he graduated from the Faculty of Philosophy of Volgograd State University. In 2007, he received Candidate of science in philosophy (Ph.D. Equivalent) from Volgograd State University. He worked as a lecturer of philosophy and sociology at various universities of Volgograd. His primary research field is justice studies. In recent years, he has focused on urban justice and mobility justice problems. He has also published articles on social studies of mobility, data in social sciences, metaphilosophy.

Cycling London: An Intersectional Feminist Perspective

Tiffany F. Lam, London School of Economics, United Kingdom, tiffany.f.lam@gmail.com

This paper critiques cycling policy and infrastructure projects in London from an intersectional feminist perspective that considers gender as a complex category that intersects with other socially constructed identity categories to contour urban cycling experiences. Notions of equity and inclusion are continually omitted in infrastructure investment, design, and deployment, which create unequal infrastructural experiences. Yet, to what extent do policymakers, planners, and engineers consider the gendered, raced, or classed dimensions of infrastructure? In London, Mayor Sadiq Khan has pledged to invest £770 million in cycling infrastructure over the next five years. Indeed, infrastructure dominates cycling advocacy and policy in London, particularly infrastructures of mobility that manifest as either Cycle Superhighways or Quietways. However, the privileging of infrastructures of mobility perpetuates the dominant characterisation of streets as functional spaces of fast movement. The Superhighway/Quietway dichotomy also implicitly privileges speed, which can be alienating for underrepresented cyclists (i.e., women, Black/Asian/Minority Ethnic Groups, elderly people) and novice or less-confident cyclists. Furthermore, the primacy of infrastructure in London's cycling policy privileges a spatial fix that: (1) treats spatial interventions as apolitical and value-neutral, (2) exhibits an implicit androcentric bias, and (3) reflects a poor understanding of equity and social justice issues. Consequently, London's cycling interventions raise the profile of already-visible privileged cyclists (white, middle-class men) for whom cycling is a lifestyle choice while erasing

the "invisible cyclists" for whom cycling is a necessity due to economic deprivation and spatial isolation. In order to make cycling an equitable and relevant mode of transportation in an increasingly diverse London that proclaims to be a "sanctuary city," and in order to leverage the potential of cycling to address environmental and public health issues, social justice must foreground cycling advocacy, policy, and infrastructure provisioning.

Tiffany F. Lam has an MSc in City Design & Social Science from the London School of Economics where she wrote her dissertation on the gender gap and other inequalities in cycling in London. Her interest in and research on cycling and social justice issues is informed by her prior experience as a cycling advocate and educator with the Washington Area Bicyclist Association in Washington, DC. She holds BA in Women's Studies from Tufts University. Apart from cycling and cities, she likes yoga, listening to podcasts, and coffee.

"Turning a Century: From Imperial to Revolutionary": Public Transport and Social Movements in Mexico City

Victor Marquez, independent scholar, Mexico,
vmarquez@victormarquez.com

During the second half of the 19th Century, Maximillian of Habsburg, Emperor of Mexico, brought new ideas from the imperial house of Vienna. Within the actions of the new ruling house several avenues, promenades and parks were built to give Mexico a fresh European look. Maximillian was interested in importing the fancy carriages and trains for him and his staff, such as the Imperial train, a highly ornamented and pretentious vehicle. Moving mechanically within the city was mainly just for the wealthy and the white. Elegant horse-pulled carriages typically moved both Spaniards and "Criollos"(creoles), while the job of chauffeurs and valets, was left only for "Mulatos or Blacks. Under the dictatorship of Porfirio Diaz, a Mexican middle class appeared and with the new transportation demands arose. The fact that now carriages could be also imported from North American from providers such as Pennsylvania Wagon and Carriage Manufacturers, widened their use by the Mexican elite. Nonetheless poor immigrants from rural areas and the lower classes remain transporting in animal-pulled streetcars at best, or else covering distances by foot or by "Trajinera" boat, a traditional prehispanic transportation mode between the city canals. As this segment of the population grew streetcars grew as well causing the first congestion jams at the most demanded stops downtown. Trolley owners and operators organized in syndicates, thus gaining force as they increase in numbers. But the spread of new transport means, especially after the first congestion jams with the animal-pulled streetcars, forced the authority to react and somehow organize transit imposing the first urban rules for circulation. Among the most relevant, a right of way for mechanical automobiles was granted over horse-pulled vehicles and last, "mulita trolleys" and pedestrians. This measures clearly benefited those privileged with motorcars. In this paper I argue that both vehicle and transportation policy at the turn of the century helped igniting the revolutionary movement before 1910, as an evident social/racial divide between public urban transportation and private means of displacement did not reach the poor. I also claim that the introduction of streetcars could not win the battle over locally

tinkered vehicles called "Camioncitos" (little trucks) during the revolutionary period, thus allowing the creation of syndicates that would later turn into unbreakable monopolies.

Victor Marquez is simultaneously an author who writes on history and sociology of technology, an airport designer and planner, an urban theorist and a global traveler. He holds a Doctor of Philosophy in Science & Technology Studies (S&TS) and a Master of Arts with concentration on History and Sociology of Technology from Cornell University and a Master of Architecture from the University of Pennsylvania. Under the Fulbright Scholarship he has produced research that has led him to give more than fifty lectures and papers in five continents. On the topic of aviation and airports, among others he has recently published the chapter: "Streamlined Agriculture" to the "Air City": Thinking the American Airports and Cities of the Post War, 1947 – 1954"under Cambridge Scholars Publishing and he is moving forward with his first book "Landside | Airside, or why Airports are the way they are" under the seal Palgrave McMillan Press in London.Also he has been a Ted Talk lecturer, a contributor for The Futurist, an advisor of Discovery Channel, and a keynote lecturer at Urban Islands in Sidney, Australia. He is also a member of the Urban Design Council with Mexico City's Government, a scholar member of five international societies of history, science and technology, founder of "Future Urban Mobility" in Universidad Iberoamericana and local chair of the 17th International Conference for the History of Transportation and Mobility in Mexico in 2017. Under his own planning firm he has designed and planned thirteen projects for airports and several other urban projects in Latin America. He currently lives in Mexico City.

Infrastructure as Public Space? Protesting and Counter-protesting (Im)Mobility

Julie Cidell, University of Illinois, United States,
jcidell@illinois.edu

Recently, social movements in the United States have begun to use transport infrastructure as a site of protest. Activists from Black Lives Matter, state universities threatened by financial shortfalls, and other groups, along with more spontaneous protests against presidential Executive Orders on immigration, have used major highways, transit systems, and airports as a way of making themselves seen and heard. While there is a long history of protests against the extension or expansion of transport infrastructure itself, this use of spaces dedicated to high-speed movement as sites of protest is relatively new. It has also spawned new forms of counter-protest, most notably proposals in multiple state legislatures to allow motorists to continue through these sites (and the bodies of protesters occupying them) without legal consequence.

While no such proposals have advanced within their respective legislatures, they still raise important questions about the implied rights of drivers as an exalted class of citizen. They also point to struggles over the meaning of infrastructure as public space, namely whether infrastructure designed to keep people and vehicles moving can also be considered as a space of public engagement and political interaction. This paper considers the reasons why transport infrastructure has become a site of political protest as well as the consequences thereof, drawing on Lefebvre's concept of the right to the city and its utopian implications.

Julie Cidell is an Associate Professor of Geography and GIS at the University of Illinois at Urbana-Champaign, where her research focus is on urban infrastructure, sustainability, and local governments.

Utopia and Place

Chair: Maria Borovnik
Discussant: Luigina Ciolfi

The Mobile Suburbia's of Rural England; Automobilities, Dystopias, Immobilities

Sharon Wilson, University of Sunderland, United Kingdom, sharon.wilson@sunderland.ac.uk
Pau Obrador, Northumbria University, United Kingdom, pau.obrador@northumbria.ac.uk

This paper looks at the intersection between where everyday life ends and the vacation begins as a dichotomy of home and away (Hannam & Knox, 2010). By considering the practices of 'slow travel' in a VW Campervan as a moral discourse, tourists vacating cities to escape from 'dromosphere' of late modernity (Virilio, 2009) retreat to nature to find utopia. As Sheller (2003) points out, despite strong feelings against cars and the damage they can do to the environment, the ethics of anti-car protest whilst a powerful argument, the socialities they make possible are immutable forces. Also as a critique of temporary dwelling, despite the epithets that identify suburbia as citadels of standardization and vulgarization and conformity (Berger,1961), tourists in this study paradoxically took up occupation in outdoor spaces on the pretext of liberty, community and belonging. As Obrador-Pons (2012, p.403) contends, 'tourism does not always have to be about escaping home, it can also be about making home through different forms of displacement.' Yet as routines of domesticity are re-enacted in a mobile home, the socio-political realities of temporary occupancy are contemplated not as 'Perfect Worlds', but also as 'paradise lost'. As a meta-critique of the conformities and entrapments of the everyday therefore, empirical observations of how tourists interface with the commodified spaces of leisure are discussed as a battleground where the struggle for existential freedom against the fixities of modern urban condition are played out. Sharon Wilson born in Durham is a Senior Lecturer in the Department of Tourism, Hospitality and Events at the University of Sunderland. She is currently undertaking a PHD, and her research is based on the study of movement in the embodied performances of travel and has presented at various conferences around the world including AAG in New York, Chicago, Boston. Prior to joining the Faculty, Sharon trained in Fine Art at The University of Brighton, then spent 10 years working in museums and galleries in strategic commissioning projects with galleries such as V&A, Tate, Waygood and the Shipley Art Gallery Gateshead and is currently a freelancer at Baltic Centre for Contemporary Art in the North east of England.

Pau Obrador was born on the island of Menorca in 1976 and studied Sociology in the Autonomous University of Barcelona (UAB) graduating in 1998. He continued his studies with a Doctorate Training programme in Human Geography at the same university, where Pau developed interests in cultural

geography and tourism. He pursued these interests through an ESRC funded PhD at the University of Durham. His doctoral research on mass tourism was supervised by Mike Crang and included ethnographical fieldwork in hotels and beaches in the island of Menorca. After completing a PhD in 2004, worked as a lecturer in human geography at the University of Exeter before joining the University of Sunderland in 2007 as lecturer in Tourism. At Sunderland Pau took up several roles including Research Cluster leader. Now in Northumbria University in October 2015 to take up a Senior Lectureship in Human Geography. Pau is a member of the Menorca Research Institute where he coordinates a tourism research network

Warnscale: Emplacing, Re-imaging and Transforming 'Missing' Life-Events

Louise Ann Wilson, Lancaster University, United Kingdom, louise-ann.wilson@virgin.net

This paper explores how rural landscapes can become a 'site of transformation' where 'missing', or challenging, 'life-events', for which traditional rites of passage or ceremonies do not exist, are emplaced, re-imaged and transformed. The paper case studies Warnscale: A Land Mark Walk Reflecting On Infertility and Childlessness (Warnscale) (2015-ongoing), a self-guided walking-performance specific to the Warnscale fells in Cumbria, UK. Mediated through a multi-layered walking-guide/art-book Warnscale is aimed at women who are biologically childless-by-circumstance. The paper explores how, in Warnscale, the landscape and the act of walking and dwelling becomes a transformative metaphor for the underlying subject matter and applies theories relating to therapeutic landscape and mobilities. It articulates how Warnscale was created through three-tiers of research that mobilised the site, the science of the underlying subject (fertility) and, through a series of group and one-to-one mapping-walks, individuals affected by biological childlessness – thus challenging and re-imaging the normative 'utopias' around biological motherhood. The paper, analyses how Warnscale evolved and applied a series of six scenographic principles. These principles were informed by theories and aesthetics relating to landscape, pilgrimage, Early Romanticism, and a close study of Dorothy Wordsworth's, and her contemporaries' approach to landscape. The mobile, embodied 'mode' of engaging with landscape that these women pursued enabled them to see afresh objects, people and experiences that were ordinarily overlooked – thus producing a materially specific 'utopia of the everyday' – that articulated non-mainstream 'lived' experiences and discourses on landscape, and can be mobilised as a creative strategy in contemporary socially engaged performance practice. The paper will especially articulate Principle 1: Autobiography and Giving a Voice to those on the Edges of Mainstream Dialogues; Principle 2: Walking Beyond Knowledge – Merging with and Dwelling in Landscape; Principle 6: Walking, Landscape and Environmental Forces – Metaphor for Self.

Louise Ann Wilson is a performance maker, scenographer and director working nationally and internationally to create site-specific performance that explores.

Dys/U/Topian: Vision and Dialogue about Local Impacts of Climate Change and Technology through Socially Engaged Art

Clare McCracken, RMIT University, Australia,
clare.mccracken@rmit.edu.au

In their book Mobile Lives Anthony Elliott and John Urry argue that the future of mobility systems – possible scenarios – can only be understood in the "…context of the legacy of the 20th century" (Elliott and Urry 2010: 131). For the city of Melbourne (Australia) the most influential mobility system of the 21st century is undoubtably the car. We have built one of the world's great sprawling cities, which, under the pressure of rapid population growth (it is estimated that the city's population will double within the next 25 years to eight million) continues to grow, building car dependent communities whose future will be greatly affected by increases in mortgage rates, petrol prices and climate change. This paper grew out of a collaborative research project between socially engaged artist, and PhD candidate, Clare McCracken and Knox City Council (a local government located on the Eastern Fringe of Melbourne, around 40km from the Central Business District). It articulates the role site-specific artworks can play in interrogating the individual impact of climate change and new technologies on specific communities, revealing tensions and creating a critical platform for dialogue. The paper will present the impacts of an immersive installation in an ordinary suburban home in the City of Knox that created a three dimensional and immersive view of what the house could be like at the end of the 21st century. The installation contemplated how domestic routines, interpersonal relationships and the fabric of the house itself will adapt to a post carbon world affected by climate change, extreme weather events, population increase and new technologies such as driverless cars and virtual reality. The current Australian federal government repealed a carbon tax, has climate deniers in its ranks and handed around a chunk of coal during a recent questioning time as a solution to the country's struggling energy industry. In the midst of a lack of federal leadership in thinking strategically and planning for the future, this paper offers a way artists can work with communities to interrogate the impacts of climate change and new technologies on their neighbourhood; it demonstrates how site-specific artworks can be used as a platform for discussion and planning for the future by providing a vision of our dys/u/topian future.

Clare McCracken is a Melbourne based mixed-media artist and PhD candidate at RMIT University, researching methodologies of participatory art in the age of hyper mobility. She is the recipient of the prestigious Vice-Chancellor's PhD Scholarship. Clare's practice includes large-scale immersive installations, fine art objects and contemporary performance works. She often works site-specifically, across disciplines and collaboratively with both other artists and community to create works that interrogate contemporary social, political and environmental issues from an Australian perspective. Her practice is characterised by strong and often textural visuals, performance, participation, story telling, humour and fiction.

Illuminating Urban Street-Topias

Lesley Murray, University of Brighton, UK,
L.Murray@brighton.ac.uk
Susan Robertson, University of Brighton, UK,
S.Robertson@brighton.ac.uk

'It is time we moved beyond modernism's utopianism and postmodernism's dystopianism to a topianism that recognizes that human beings […] consciously and unconsciously create places' (Olwig 2002: 52).

A utopian vision of the city is often bright, well-lit and conversely darkness and night are more often associated with dystopia. This presentation is a photo-story of daytime and night-time in a busy street space in the middle of a smallish UK city. The contention here is that photography, by definition, tells the story of the lighting of the space; it illuminates the street in a particular way and makes visible aspects that otherwise may go unnoticed. Photography catches moments when territorial edges (Sennett 2006) shift and allows an exploration of the re-construction of these edges. The 'boundary' in photography is more often the intersection of 'aesthetic expressive' and 'ethnographic documentary' (Edwards 1997). In the daytime the space is well-lit and people come and go, settling on the street bench if the weather permits. There is a more evenly infused sense of space that has a tendency to reduce the visual impact of, and attention to, individual practices. At night, the shadows of street corners can be places of alternative social practices or of practices that are less seen suddenly, rudely illuminated by car headlights – sometimes through active surveillance, sometimes not. The lighting is more often purposeful – illuminating for necessity, for example the streetlights lighting up the path for both material and perceived safety. With reference to pioneering photographers such as Michael Wesely we consider the ways in which long and shorter exposure tell different stories – the ephemeral quality of long exposures and the sharp silhouettes of short ones. In this photo-essay, photographers 'expressive' photographs intersperse the 'ethnographic' photographs taken by social researchers in the same street space – New Road in Brighton, UK - at various times of day and times of year. The photographs and accompanying commentary reveal spatial exclusions that are otherwise not visible (Murray and Robertson 2016) and thus contribute to emerging debates on mobility justice. We present the photo-essay as an A0 print to be displayed during the conference or as a slideshow and presentation.

Lesley Murray is an Associate Professor in Social Science at the University of Brighton, where her research centres on urban mobilities. She previously worked as a transport researcher for the London Research Centre and the Greater London Authority, before moving to Transport for London as a Transport Planner in Strategy and Policy. Lesley's transdisciplinary research includes collaborations with artists, architects, and creative writers. She has co-edited a number of collections on mobilities: Mobile methodologies (2010) Researching and Representing Mobilities (2014) and Intergenerational Mobilities (2016).

Sue Robertson, Senior Lecturer and Course Leader of the MA Architectural and Urban Design at the University of Brighton, is an experienced architect and researcher, whose work crosses the disciplinary boundaries of architecture, art, literature and cultural geography. Sue's research is concerned with the relationship between architecture and corporeal mobilities and she has published on understandings of urban mobilities in Cultural Geographies (2007), on the relationships between mobilities and urban infrastructures (2011), representations of urban mobilities (2014) and is co-editor of Intergenerational Mobilities (2016).

Touring Theatre as Mobile Utopia

Tessa Buddle, University of Glasgow, United Kingdom,
t.buddle.1@research.gla.ac.uk

Let's start with the myth.

Troupes of travelling players move freely across the land, with neither ties nor restrictions, taking their universal tales to the people of every city, town and village. Transgressing borders, these nomadic artists gesture towards a post-national utopia, connecting disparate communities as they invoke a common humanity that unites us all. Theirs is a journey of endless discovery and growth; a journey without a destination. They are searching for a kind of utopia, but they find it every night, as they settle down to share stories, songs, dances, drinks, joys and woes with new friends in wondrous new places.

Such is the myth of touring theatre. Aside from the problematic assumption of a universal humanity, the realities of touring exist in stark contrast to this idealised image. Few, if any, theatre practitioners would claim to embody anything close to such an image, and yet, it is an image that pervades the unconscious of theatrical practice.

This paper considers the range of utopian themes bound up in the practice of touring, and asks whether a critical and creative utopian method can harness touring theatre as a space to imagine and experiment with alternative potentialities of travel, of theatre and of society. These questions are posed in the wider context of a practice-as-research PhD titled "Utopia on Tour: exploring a contingent dramaturgy of utopia in contemporary touring theatre". This is a research project responding not only to the current need for utopia as a method of re-imagining society, but also to the specific challenges facing touring theatre in an age of mass media, economic instability and ecological precarity.

Tessa Buddle is a PhD researcher at the University of Glasgow, in receipt of a studentship from the Arts and Humanities Research Council (AHRC). Her practice-as-research PhD explores the various intersecting utopian expressions in her own theatre practice. Tessa has a BA in Theatre Studies from Lancaster University, and her MA in Contemporary Arts from Manchester Metropolitan University was a practice-based research project titled The Dramaturgy of Utopia. Tessa is a founding member of The Suitcase Ensemble theatre company, and works as a freelance performer, director, dramaturg and project manager.

Migrant Imaginaries

Emma Rose, Lancaster University, United Kingdom,
e.rose@lancaster.ac.uk

This paper explores what landscapes can be usefully re-imagined, and what types of landscapes have emotional significance for those who move across national boundaries. It explores the role of art as a methodological and conceptual tool to reflect on migratory experiences, and the migrant imaginary, complementary with migration studies. Through visual art practices an exploration of landscape utopias, as physical, imaginary, and representational places, existing in the past, present and future for this group are examined. The

paper is underpinned by research undertaken in the North West of England, UK, with a charity supporting pre-and post-natal women migrants, refugees and asylum seekers who are victims of rape, trafficking, sexual violence, domestic servitude, and other forms of gender based violence and human rights abuses. The research encouraged participants in the activity of painting landscapes by re-imagining places that are therapeutic in some way; the place re-imagined was part of their experience of a 'safe-haven' or a journey towards safety. The project focused on supporting the women's restitution and transition and aimed to achieve positive wellbeing outcomes. In this context, an exploration of visual art and its methodological approaches, when applied to questions of identity, gender, home, safety, and transition, suggest an aesthetics of migration as representative of the human condition.

Professor Emma Rose's research investigates the role of art in health and wellbeing underpinned by the theoretical lens of therapeutic landscapes, as it offers a means through which to conceptualise how particular spaces can contribute to an individual's mental and physical wellbeing. She is interested in the diverse experiences of individuals and generational cohorts as they encounter social constructs, benign or oppressive social policy, and the impact of stigma on their wellbeing. Through targeted art interventions she aims better to understand the contribution of painting and film-making for health and wellbeing. The impacts investigated include the role of creativity in social connectivity and inclusion, self-value and positive identity, and the therapeutics of relational aesthetics. The research aims to advance understanding of how individuals can enhance subjective wellbeing regardless of their social or health conditions. Recent projects are engaged with transgender groups, older people at risk of social exclusion, people living with dementia, and migrants, refugees and asylum seekers who have been traumatised by specific events in their homeland, or their journey in search of a safe haven. She recently (2015) received funding for an ESRC funded 1+3 collaborative studentship for PhD research in collaboration with Professor Christine Milligan (Department of Health Research) for the project titled: Assessing the health and wellbeing benefits of engagement in participatory arts activities for older people living with dementia.

Utopia of Travel and Tourism I

Chair: Thiago Allis

The Future Looks Seamless: Attending to Friction in Travel and Tourism.

Michael O' Regan, Bournemouth University, United Kingdom,
moregan@bournemouth.ac.uk

Travel and Tourism are sectors that have increasingly seen "desire paths" or "low friction built into many systems, technologies, products and services. Travel and tourism is rendered "frictionless" as hotel apps create seamless hotel check-in, transit systems use technology to make journeys more friction free and online platforms such as Airbnb generate the illusory of 'friction-free' exchange through the absence of

paperwork and frictionless payment systems. While friction is not a new topic for mobilities studies, this paper argues that the concept of friction be placed at the heart of research as the sectors become organised by 'successful', 'persuasive', 'seamless' and 'friction-free' practices that overcome the friction of distance. As travel and tourism sectors seek to remove friction for some (connected to signs of class, gender, age, and ability), and force it upon others; this session brings different forms of mobility, turbulence, friction, speed and intensities of encounter to life. By analysing the utopia around frictionless as a heuristic device, the paper challenges our assumptions about where frictionless discourses have emerged from the past and whether its leading to a dystopia future.

Michael O'Regan is Senior Lecturer in Events & Leisure Management at Bournemouth University.

Towards Nation-Building: Zhu Liren's 1945 Tourism Plan for Post-War China

Antonio Barrento, University of Lisbon, Portugal,
aehb@mail.telepac.pt

In August 1945, Zhu Liren, a university student from Chongqing, presented a tourism plan for post-war China that was meant towards nation-building. In his project, he stated the importance of travelling in the education of its citizens. In his view, education authorities were to guide schools towards using holidays to go travelling. He also envisaged schemes of social travel for those with no money, as well as of large-scale youth travel. For the young, one possibility he brought forward was for them to use summer camps and joint military training facilities, so as to enable them to traverse a large part of the nation. His project relied also on a network of modern attractions, some of which to be created. That was to be the case with several national parks. Zhu Liren considered that 'most of the scenic spots which we already have are small and delicate'. But, as he put it, 'now we need places which are daring, grandiose and have majestic scenery'. This need was explained through a set of sporting, open-air activities that the young would now be able to carry out. He considered also that the national parks would make travellers have a 'new way of looking at things'. His idea seems to have been that tourists would internalize the characteristics of these new spaces. This idea of tourism as a means of shaping a new character and ultimately the modern citizen. His plan also laid down that the travel industry was to make people visit 'new industrial constructions and glories of old eras', in order to 'strengthen self-confidence and an enterprising spirit'. This paper looks into the significance of this plan in its time. At the same time, it integrates it within the longue durée tendencies of the tourism history of the Republican period (1912-1949).

Antonio Barrento is Lecturer in the B.A. and M.A. in Asian Studies of the University of Lisbon and the Catholic University of Lisbon, Ph.D. in Chinese History (SOAS, University of London).

Evelyn Waugh, Trainspotter: Utopian Encounters along the Franco-Ethiopian Railway 1930-1935

Tony Victor Seaton, University of Limerick,
vseaton@tiscali.co.uk

This paper explores an early exception to the general rule that Utopias were mainly a product of a European imaginary. It does so through an examination of the first non-white, African state to pursue a modernising Utopian agenda, as represented in the early work of Evelyn Waugh.

The goals of an Ethiopian Utopia had begun in the late 19th century under the Emperor Menelik and continued under the Emperor Haile Selassie. They were to unify Ethiopia[1] from its anarchic condition as an amorphous territory of warring tribes, and to remodel it as a modern, independent, nation state in a "dark" continent, dominated – and in Ethiopia's case , surrounded - by colonising, European nations. A cornerstone in this project was the building of the Franco-Ethiopian railway between 1896 and 1929, intended as a political, economic and flagship symbol. The highpoint of this Utopian odyssey came between 1930 and 1935, following the Coronation of Haile Selassie in 1930, after which it was halted by the invasion of Mussolini. Over these five years Evelyn Waugh made three visits to Ethiopia which included many journeys along, and around, the railway, documenting the progress of the march to Utopia. If it failed as a whole, for Waugh the country gradually and unexpectedly proved to be a literary Utopia. It provided materials for 4 books that consolidated his reputation as a novelist, and as a highly regarded travel correspondent, and featured in his published letters and journals.

It is the double, public and private, Utopian aspects of Waugh's encounters with the Franco-Ethiopian railway that this paper addresses: the railway as the spine of the country's bid for African nationhood; and as a stimulus which transformed his reputation from one of promise into fulfilment.

Tony Seaton is MacAnally Professor of Travel History and Tourism Behavior at the University of Limerick and is Emeritus Professor of Tourism Behaviour at the University of Bedfordshire. He has taught and published for over 30 years on travel history, literary tourism, heritage and Thanatourism. His recent research has been in the iconography and representation of travel in the 18th and 19th centuries. He has a first class degrees in the Social Sciences, an Oxford Masters in English Literature, a Masters in Monastic History from the University of Lampeter (with distinction), and a Ph. D. in Tourism from Strathclyde University. His research and consultancy has been with: the United Nations World Tourism Organisation, the European Travel Commission, the European Union, VisitBritain, The Scottish Tourist Board, the Miller Library in Glasgow; the Natural History Society of Northumberland ; the Beckford Society; the Grolier Society of New York; and the MacAnally Travel Special Collections at the University of Limerick. He has written/edited 5 books and published over 90 articles, book chapters and papers. He is on the editorial board of 2 international tourism journals, including the Journal of Heritage Tourism. His current and continuing research interests are in : Tourism Behaviour, the history of Thanatourism and monastic travel; travel in eighteenth century verse; historical iconography and representation of travel in graphic satire. In 1990 the Queen

presented his travel book, "The travel journals of George Clayton Atkinson in Iceland and the Westmanna Islands, 1833" to the President of Iceland as a present from the people of England.

Transport Heritage as Mankind Utopia: the Moral Values in World Heritage of Transport

Eduardo Romero Oliveira, São Paulo State University (UNESP), Brazil, eduardo.romero.de.oliveira@gmail.com

In 1970, the UNESCO published a document about the programs for the rehabilitation of monuments and places for tourism purposes. René Maheu declared that the protection of a patrimony of humanity was justified by the "cultural formation of contemporary man by communion with works produced, through the centuries, in the several centres of civilization [...]". Apart from the historical and artistic criteria of recognition, mankind`s cultural heritage reiterated an ideal of "intellectual and moral solidarity of mankind" expressed by UNESCO (1946) and of the "spiritual and moral values which are common heritage of their peoples" in the Council Of Europe (1949). These ideals were declared in a post-war context and reflected the expectation of a peaceful and harmonious world, which would be materialized by World Heritage. By 2017, this ideal world seems increasingly distant.

From 1978 to 2016, based on information from ICOMOS and TICCIH, the 77 industrial and technological sites were listed by UNESCO as World Heritage - 9 of them were historic transport sites. Could those mankind moral values also be recognized in listed transport heritage in the last 40 years? What mobility ideals expect to represent these world transport heritage? In Brazil, it was prepared the World Heritage of the Cultural Landscape of Paranapiacaba - a village and railway system in the Serra do Mar Mountain Range (São Paulo). Will this cultural heritage in Latin America add some new aspect to those ideal or just repeated it? In this paper, first, we analyse historic transport sites listed as World Heritage in order to verify the underlying moral values, if and how they reiterate ideals of World or European communion. Second, we exam if the cultural landscape of Paranapiacaba inscription could update old ideals or provide new values for the 21st century, in the current context.

Eduardo Romero Oliveira is Professor at São Paulo State Universty (since 2004). Professor in Pos-Graduate Program at São Paulo State Universty, Departamento of History (since 2005). Professor in Pos-Graduate Program at São Paulo State Universty, Departamento of Architecture and Urbanism (since 2013). His research interest include history of transporte, railways heritage and industrial heritage. My recent publications include "New studies in the History of Railway Transportation in São Paulo", in Yearbook of the International Association for the History of Transport (2014); "Railways, documentation and railway memory: a documentation assessment of São Paulo State railway companies (São Paulo, Brazil, 1868-1971)" in Patrimoine l'industrie/Industrial heritage (28, 2012), as well as a number of Portuguese publications in these topics as Memória Ferroviária e a Cultura do Trabalho (2016).

Utopia of Travel and Tourism II

Chair: Michael Haldrup

Green Favelas: Past, Present and Futures of Favela Tourism in Rio De Janeiro

Camila Maria dos Santos Moraes, Rio de Janeiro University, Brazil, camilaunirio@gmail.com

Favelas of Rio de Janeiro have been historically elaborated as deforestation, risk areas, poverty and violence, problems that affect "the marvellous city". Through history therefore, these were the meanings imposed to favelas by public policies. However, and against all odds, favelas were discovered by tourists, just before the Earth Summit - Eco 92, the United Nations Conference on Environment and Development, based in Rio.

Between 1990 and 2000, favelas consolidated as tourist attractions, the State recognized these areas as official tourist attractions and stimulated the commercialization of favelas in the context of megaevents (2014 FIFA World Cup and 2016 Rio Olympic Games). Consultants, analysts and technicians were hired to carry out studies of potentialities and capacities of favela residents to undertake tourism business which expanded and crossed the borders of the southern zone, reaching the centre, north and west of the city. While it spread, this tourism specialized and differentiated itself.

In this context, I have found alternative proposals for favela tourism that combined favela tourism and environment in initiatives driven by utopias for better days in favelas. Thus, with the theoretical framework of the New Mobility Paradigm (Sheller and Urry, 2006, 2016) and the phenomenon of the traveling favela (Freire-Medeiros, 2013), I analysed these initiatives seeking to understand their origins and proposals of an alliance between tourism and the environment for development in favelas For that, I performed a multi-sited ethnography, where I moved through the expansion of tourism in Rio de Janeiro favelas in the context of mega-events. Throughout this research, I noticed that tourism and the networks it mobilizes have put in dispute new meanings for the favelas, and in the specific case of this paper, the anti-ecological favela contestation. Thus, I present the various speeches of State, consultants, analysts and local entrepreneurs who mobilized for or by the expansion of tourism in favelas reflected on the past, present, futures of favelas. Camila Maria dos Santos Moraes is Lecturer at the Tourism and Heritage Department Rio de Janeiro University (UniRio).

An Emerging Tourism Paradigm? Post-conflict Tourism and Social Integration of Refugees in São Paulo

Thiago Allis, University of São Paulo, Brazil, thiagoallis@usp.br
Marina Lopez Pinto, University of São Paulo, Brazil, mariana.lopez@usp.br

Since 2000s, Brazil has been targeted by new waves of migration, including flows of refugees fleeing from areas under ethnic, political or religious conflicts and turmoil. To date, UNHCR counts over 65 million forcibly displaced people in the world (from which, more than 21 million are refugees); in Brazil, in 2015, there were almost 30,000 refugee applicants

and about 9,000 refugees recognized by the National Council for Refugees (CONARE), mainly from Africa, Asia (Middle-East included, with great participation of Syrians) and the Caribbean. These groups are mainly concentrated in the South and Southeast regions, being the city of São Paulo an important destination.

In this context, this work presents partial results of an in-progress research at the University of São Paulo, considering the spatial distribution of activities carried out by refugees in São Paulo (restaurants, cultural manifestations, theatre groups, social events, among others) in their process of social and economic integration and possible links with tourism and leisure sectors. From the spatial point of view, these expressions are primarily located in central areas, coinciding with regions with the highest concentration of tourist attractions. Interestingly, these are areas that have been degraded since the mid-twentieth century, and recently start to regain some economic and social vitality. Being careful for not glamorising the reality of refugees, but also concerned with measures that might contribute to refugees' economic and social insertion, this research sheds light on possible interpretations and applications of the concept of post-conflict tourism. In this case, even if current conflicts do not permit to claim a "post-conflict" status, the forced displacement of certain groups represents a form of mobility that, if it is not tourism in the classical terms, suggests a way to promote this sector based on alternative approaches (not only the alleged sun & sea model, for instance).

Thiago Allis is a Lecturer at the School of Arts, Sciences and Humanities, University of São Paulo (Brazil). He holds a PhD on Urban Planning and his research and scholarly interests include urban tourism, tourism mobilities, and more.

Mariana Lopez Pinto is an undergrad Leisure and Tourism student at the School of Arts, Sciences and Humanities, University of São Paulo (Brazil). She holds a scholarship for the development of the following research project: "(Post-) Conflict and contemporary migrations: identification, description and mapping of tourism and leisure potentials in São Paulo", funded by the National Council for Scientific and Technological Development.

The Utopian Everyday

Chair: Robin Smith

Sequencing Multiple Practices: What Comes First, What Comes Next and Implications for Utopian Thinking

Allison Hui, Lancaster University, United Kingdom, a.hui@lancaster.ac.uk, @EverydayAllie

The visions articulated in utopian thinking are, implicitly if not explicitly, sequential – presenting contrasts between past or present and future. So too is the performance of everyday life – projects are completed through sequences of steps, everyday paths emerge through sequenced practices and mobilities. These sequences might be planned or improvised, but involve actions and consequences of various types. This paper opens up a consideration of utopian thinking and methodologies –

engagements with a future good life and society – through a series of vignettes questioning the politics of what comes first and how we move on to what comes next. It draws upon conceptual resources from theories of practice and an empirical study of how UK households coordinate sequenced practices, travel and energy services (e.g. heating) in the early evening period. Whilst discussions of energy demand reduction are often focused upon creating future societies with sustainable travel, energy use and reconfigured social practices, the articulation of these visions in terms of transport or energy infrastructures and energy demand or carbon emission metrics often fails to engage with the highly consequential dynamics of everyday practices. By juxtaposing vignettes featuring sequences of different types of units – people's activities, practices, periods (e.g. pre- and post-energy interventions) – and at different temporalities (first, next; present, future) – the paper highlights the obstacles and challenges that exist when attempting to reconcile what a good society looks like in summary and in the midst of the practices that compose it. It argues that new approaches are required when crafting and attempting to realise transport and energy utopias, in order to take seriously the sequencing of utopian practices within them.

Allison Hui is an Academic Fellow in Sociology and a researcher within the DEMAND (Dynamics of Energy, Mobility and Demand) Research Centre at Lancaster University, UK. Her research examines transformations in everyday life in the context of changing global mobilities, focusing particularly on theorising social practices, consumption and travel. She has recently co-edited The Nexus of Practices: connections, constellations, practitioners (2017 Routledge) thenexusofpractices.wordpress.com and co-curates the blog Practice Theory Methodologies: practicetheorymethodologies.wordpress.com. She can be found on Twitter @EverydayAllie, the web www.allisonhui.com and email a.hui@lancaster.ac.uk.

Everyday Urban Mobility Utopias

Enza Lissandrello, Aalborg University, Denmark,
enza@plan.aau.dk

The paper brings a conceptualization of utopia as the 'not yet' (Poldervaart, 1993; 2006; Grosz, 2001) to the practical experience of behavioral design strategies in view of urban sustainable mobility in EU cities. The concept of utopia is here understood as a procedure that provides reassurance of a better future for planning and design in face to unknown future. In relation to urban mobility, it frames the force field of a triangle process that interprets: 1) present models of everyday mobility habits that engender certain material, social and cultural mobility functions in specific and required ways; 2) the emotional pluralism and affective communication that grants a precedence of the future over the past in relation to the way mobility progresses and thus affects both everyday life and planning; 3) the regulation and organization of urban spaces in relation to mobility presents and futures. This analytical triangle aims to show the tension of an 'everyday urban mobility utopia' in relation to the current habits and desire of mobility behavioral change in view of urban sustainable and healthier lifestyles, by people. This analysis is based on street-level observations, interviews and document analysis. The everyday mobility utopia aspires to create a useful and inspirational critical momentum for planning and managing future urban mobility and to support

innovation at neighborhood level. It aims to co-create mobility values that will be identified 'together-with' local communities, local businesses, public administrators, civic hackers and relevant stakeholders for alternative scenarios of future. This analysis is here applied to the historical center of Palermo in Italy with the intention to extend it to other EU cities. The paper concludes with a present vision of future that looks at urban mobility values as a general 'event' in EU cities. However, it highlights the cultural and infrastructural variants among urban contexts in order to understand specific and contextual socio-technical and socio-economic conditions in the diversity of urban areas.

Enza Lissandrello is an associate professor in urban planning and management at the Department of Planning at Aalborg University, Denmark. Her research interests have been concerned with spatial planning and politics, sustainable transitions, innovation studies, reflexive and mobilities turns, power, discourses and post-structuralist and feminist research and philosophies.

A (Material) Semiotic Utopia of Mobility Research: Mobility-Systems, Infrastructures, Motility, and Politics of Mobility

Andrey Kuznetsov, Associate Professor, Department of Sociology, Volgograd State University

This paper explores the potential of material semiotics approach for mobility research. The following considerations are inspired by the analysis of deep links between Greimas' structural semiotics and Latour's actor-network theory understood as a material semiotics.

I will start with a trivial observation that any trip can be described as a more or less fixed sequence of steps, such as finding an access point - getting in - paying - dwelling in - locating a point of destination - getting off. Such a sequence can be considered as a mobile performance and constitute an elementary mobile utterance. A sequence of trips constitutes mobile discourse that does not amount to discourse on mobility. These mundane observations suggest that we can assimilate mobility and narrative and to use a rich source of narrative semiotics for the description and understanding of the former. Mobile performance or a process of enactment of mobility can be described with what Greimas called "semiotics of action".

However, it is easy to notice that each trip is preceded with negotiations and a contract that attribute it some kind of value and is followed by some evaluations of the trip as an accomplished or not, a successful or not, a routine or a catastrophe etc. These anterior contracts and posterior evaluations put particular limits on how mobility is actually enacted and serve as modalizations that could be described with what Greimas called "semiotics of manipulation" and "semiotics of sanction" correspondingly.

Latour's actor-network theory interprets Greimassian semiotics as material semiotics that is (mobility) meaning is produced as an effect of differential relations of heterogeneous materials (bodies, steel, information, glass, images, concrete etc). It

suggests that meaning is not only attributed to a movement by humans but that it is inscribed by multiple ways in the matter of mobility itself. This opens a road to the material semiotics of mobilities that is focussed not only on important but superficial aspects such as arrows, road signs etc. but also on the in-depth organization of mobility discourses. It also allows describing various mobile units (persons, vehicles, goods, bodies, messages) in one framework indifferently to their supposed nature.

By the same token material-semiotic approach gives hope for some kind of theoretical utopia for mobility research. Understanding mobility as performance framed by manipulation and sanction it prompts to imagine a virtual and not yet existing grid that helps to "partially connect" (but not to integrate) different already existing approaches in the field of mobilities. For instance, it seems that John Urry's conception of mobility-systems organized around a set of obligations and modes of co-presence helps us to understand how contracts necessary for actual mobile performance are established and renegotiated thereby contributing to the mobile semiotics of manipulation. If following Latour we admit not only human/human contracts but also human/non-human and non-human/non-human ones we can easily find out that studies of mobility infrastructures could contribute to this virtual field as well. For infrastructures are what ensure that contract between time-space and vehicles. Again Vincent Kaufmann's motility approach describes the constitution of mobility competence that is only partly realized in actual mobility performance but is a necessary precondition for it. This approach could be located at the intersection of the mobile semiotics of manipulation and sanction.

Home, Neighbourhood and Community

Chair: Lesley Murray
Discussant: Yang Hu

From the Ideal Vision of Neighbourhood to Real Practices of Parkinghood

Marta Smagacz-Poziemska, Jagiellonian University, Poland
marta.smagacz-poziemska@uj.edu.pl
Andrzej Bukowski, Jagiellonian University, Poland,
contraab@wp.pl
Karol Kurnicki, Jagiellonian University, Poland,
kurnicki@gmail.com

We look at "mobile utopia" through the prism of mobility practices in large urban housing estates in contemporary Poland. We make use of Fredrick Barth's relational concept of social borders and differences combined with the theory of social practices (Schatzki 2002) in order to analyse socio-spatial urban processes present in two types of urban neighbourhoods. Although in different ways, both 1970s classless modernist housing estate and privately-built, middle-class gated community have been underpinned by utopian visions of urban life. By comparing these two cases we are able to reveal important mechanisms of organizing and re-organizing of communities that inhabit them. Moreover, our findings point to the interrelation of wider economic, political and cultural contexts with practices that

are performed in the neighbourhoods. The presentation shows how these two areas, planned as neighbourhoods, are currently transforming into socio-spatial structures which we call parkinghoods. The main principle of a parkinghood is creation and maintenance of a socio-spatial system based on formal and informal mobility rights, and specifically "parking rights". Our findings suggest that current processes of im/mobility create striking contradictions between neighbourhoods' urban planning visions and spontaneity of everyday practices present there. From these contradictions emerge new needs and ways of overcoming the consequences of utopian objectives as well as production of new socio-spatial visions of a perfect local community.

Dr. Marta Smagacz-Poziemska's main research interests involve urban sociology, the sociology of space, social problems in cities and society's reactions to them. For over a decade she has been researching the processes of decline and revitalisation of the urban space, social participation, and quality of life in the urban space. She is Head of the National Science Centre research project "Do We Need Cities? The New Living Space of Young Urban Residents". She is also Chair of the Board of the Polish Sociological Association's Krakow branch.

Dr. hab. Andrzej Bukowski is Associate Professor in the Department of Sociology of the Public Sphere at the Institute of Sociology, and since September 2012 Vice-Director for research and development of the Institute of Sociology. He is also a member of the Jagiellonian University Recruitment Committee representing the Faculty of Philosophy. A National Science Centre reviewer, he has also acted as an expert team member in Arts, Humanities and Social Sciences panel HA6A, assessing applications for funding of research projects submitted in the OPUS 6, PRELUDIUM 6 and SONATA 6 competitions. The author and co-author of eight books and over 50 articles in the field of regionalism, local and regional development, democracy and civil society, published in Poland and abroad. A participant in over a dozen scientific research projects funded by institutions including the State Committee for Scientific Research, National Science Centre, European Union and World Bank. Currently, he is researching the institutional factors of innovation and innovativeness as well as the collaboration of the social sciences and the economy in broad terms.

Karol Kurnicki is a Doctoral Student at the Department of Applied Sociology and Social Work at the Jagiellonian University.

"Let's Start with Small Things that We Can Do Tomorrow" Participatory Decision-making on Obsolete Residential Parking in the City of Brussels

Anna Plyushteva, Vrije Universiteit Brussel, Belgium,
anna.plyushteva@vub.be

Until 2027, new residential construction in the city of Brussels was subject to a requirement to provide a minimum of one garage space per household. By the time this regulation was revised, the rapid decline of private car ownership which started in the early 2020s was well under way. As

a result, many of the city's residents have been faced with the challenge of maintaining and repurposing the extensive obsolete parking spaces incorporated into the buildings they inhabit.

This paper presents the findings from participatory research with residents of an apartment building located in the Brussels neighbourhood of Ixelles. The building in question, part of an apartment complex completed in 2005, includes 84 apartments of one, two or three bedrooms, as well as a total of 1,050m2 of parking spaces, in various stages of decay at the time of the start of the participatory planning process. The participatory process consisted of a series of eight planning workshops over the course of 18 months, during which residents discussed the economic, aesthetic, practical, legal and environmental challenges of imagining and implementing new uses for the building's parking spaces. Using insights from socio-technical theoretical approaches, and drawing specifically on the notion of domestication of technology, the paper reflects on the negotiations around obsolete parking in Ixelles, and the role in these negotiations of residents, researchers, municipal officials, and the building itself.

Anna Plyushteva is a Postdoctoral Research Fellow at the Cosmopolis Centre for Urban Research, Vrije Universiteit Brussel. She is currently carrying out research into the everyday mobilities of people employed in the hotel and restaurant sectors of Brussels and Sofia. She is interested in the urban mobilities of people and matter, public transport and other infrastructures, and the study of change in cities.

"I want to be a race-car auto-mechanic in Australia": Future Imaginaries of Kiribati Youth

Maria Borovnik, Massey University, New Zealand, M.Borovnik@massey.ac.nz

Young people's imaginaries of a positive future may be a creative driving force towards overcoming the obstacles of uninspiring actualities. Youth's aspirations in the low lying Pacific Island state of Kiribati are faced with a reality of unemployment and possible climate change induced displacement. Only a small percentage of successful school leavers end up in paid employment, followed by another small percentage of those that are channelled into vocational training options, hoping that building skills will equip for employment overseas. Yet, vocational training certificates are not necessarily recognised internationally. The climate change discourses in the Pacific region encourages skilled training in preparation for a worst- case scenario, in line with the Agenda for Sustainable Development 2030 that aims at a holistic approach to sustainable economic growth, including job opportunities and social and environmental protection (UN 2016). This paper addresses the dreams, opportunities and barriers that were identified by I-Kiribati youth. Research was based on participatory methods, focus group discussions, and interviews conducted during six weeks of fieldwork during 2012. Results suggest that young I-Kiribati are filled with hope and desires to contribute to their society and to act in a cultural appropriate manner. Young people aspire to become contributing community leaders and imagine to find chances to fulfil their dreams through overseas travels and employment. Nonetheless, most

will never be able to travel abroad, or express their talents within Kiribati. - This paper will add to mobilities research in that it draws on hopeful post-develoment to explore the intersection between such utopian youth imaginaries of future employment and leadership possiblities and their actual dystopian realities.

Dr Maria Borovnik is Senior Lecturer in the School of People, Environment and Planning. Having been trained in geography her key research is within mobilities, migration and development. She is interested in the social strategies that people use to live mobile livelihoods, how families stay connected and how people are affected. Her research engages within the complexities of shipping as a main driver of globalisation, and how it affects small Pacific island nations and communities, such as Kiribati and Tuvalu. She has held conversations with seafaring men and women and their families in their home environments and spent time travelling with seafarers on board a containership to understand these complexities.

Mobility Friction: Understanding the Decline of Russian Second-home Mobility in Finland

Olga Hannonen, University of Eastern Finland, Finland,
olga.hannonen@uef.fi

Following Tim Cresswell's concept of "friction" of/in mobility the paper presents the factors that lead to slowing of Russian trans-border mobility. The issue in focus is Russian second-home purchases in Finland. The aim is to uncover the factors that friction such mobility and find out whether Russian second home ownership in Finland turning into an utopic dream.

Russian trans-border second home purchases in Finland have been on the rise in 2000s. This was the result of the liberalisation of Finnish property market for foreigners outside the European Union. As a result, Russians rapidly outnumbered other foreigners on the Finnish property market and became the biggest group of foreign second- home owners in Finland. Russian interest in Finnish properties has been followed by the wide social debate with predominantly negative estimations of the phenomenon. The issue was addressed with three legislative initiatives and numerous interrogatories in the Parliament that proposed to restrict the possibility of property purchase to Russian citizens.

Despite the attempts to restrict Russian purchases in Finland, the friction to Russian second-home mobility came from the Russian side with the geopolitical changes in 2014. Economic decline in Russia and a number of legislative changes that restrict mobility to certain professional groups and capital abroad have resulted in drastic decline of Russian second-home purchases. The decline is followed by increase in the disposition of property by Russian owners.

The paper presents the first results of the research in progress on contemporary features of Russian trans-border second-home mobility. The friction of mobility is empirically addressed through interviews with real estate agents in both Finland and Russia, and interviews with Russian second-home

owners in Finland (the period of data collection is spring and summer 2017).

Olga Hannonen is a post-doctoral researcher at the Karelian Institute, University of Eastern Finland. Ms. Hannonen's academic focus is on trans-border mobility, multiple-dwelling, multi-local living and recreational property purchases. She studied the trans-border mobility of Russian property owners in Finland in her doctoral research. Ms. Hannonen's current work focuses on diverse national groups in different geographical settings: Russian and Finnish second-home owners in Finland, German owners in Gran Canaria, Spain, and international property purchases in Northern Cyprus. Thematically, she works with the socio-political implications of international mobilities and property ownership and on bordering mobilities in various forms.

Utopias of Communities

Julie Magelund, Technical University Munich/Nürtingen-Geislingen University, Germany, juliemagelund@gmail.com

In this paper, I aim to discuss the concepts of dwelling and communities and relate them to the theme of utopia. Despite the increasing individualisation in late modernity (Giddens 1991; Beck 1997) there is still a need for communities, although it can be argued that the character of communities has changed. Amin & Thrift argue that communities have developed from being only local to also being virtual and no longer bound by geographical distances (Amin & Thrift 2002) and Bauman argues that individuals need communities in the search for an identity because of the unpredictability of life in late modernity (Bauman 2000). In previous work, Bennetsen and I have argued that the emergence of new forms of sharing mobilities brings new types of communities (Bennetsen & Magelund 2015). Communities today are individually chosen and often temporary (Bauman 2000) and individuals choose communities needed at a given time and distinguish between social and practical communities (Bennetsen & Magelund 2015).

My current research focuses on the concept of community and how it mutually influences the social practices of everyday life especially with regard to mobilities. Using the term 'dwelling', Urry argues that the concept needs to take mobilities into account in order to understand its role in contemporary society (Urry 2000). Urry argues that futures are everywhere and that different social futures are also significant for our lives in the present (Urry 2016). Using the concept of concrete utopia (Bloch) I aim to discuss how this concept can play a role for individuals in imaging the future when choosing their communities. What role does the build environment play in our concept of the future and how does it show in the communities that we choose? I intend to discuss how an imagined utopia influences everyday life practices in the present.

Julie Magelund is Mobil.Lab Fellow at the Technical University of Munich. Looking at the cities of Munich and Copenhagen, her dissertation uses qualitative methods in order to gain in-depth knowledge and insight to social practices regarding mobilities and sustainability.

Mobile Utopia, Fiction and Experiment

Chair: Malene Freudendal-Pedersen
Discussant: Lynne Pearce

Octavia Butler's Mobility: Working Against Categorization and Single Visions in The Parables

Laurence Schaack, Utrecht University, The Netherlands,
lauryschaack@hotmail.com
Leonie Brasser, Utrecht University, The Netherlands,
c.e.brasser@students.uu.nl

Octavia Butler's Parable of the Sower (1993) and Parable of the Talents (1998) present the socioeconomic and political collapse of twenty-first century America. Butler's narrative is informed by ambiguity and necessitates a mobile perspective to fully embrace the richness of her writing. Our paper aims to project this mobility on the social relations in her book in order to show that single visions impoverish the social workings within the familial as well as the wider communal framework. Our paper firstly addresses the troubled motherhood institution of the parables. On the surface, the destabilised mother-daughter bond strengthens dystopian imagery. However, we argue for a mobile perspective on motherhood. Motherhood does not work as an extension of the Western utopian, feminist tradition, but functions culturally independent as Black motherhood. The dystopian discrepancy relates to the deterministic white feminist lens and can be altered when the theoretical mobility is endorsed. Furthermore, the form of the narrative interweaves with the culturally fluid social relations. The mobility in form and materiality in the novels presents an assemblage of different media, such as diary entries or religious verses. The diverse material forms are used by multiple narrators, and thus enforce the mobility of perspectives. Connecting the form of the narrative with the social relations, we will analyse how media strengthen the multi-layered voices of the novel and echo an openness for cultural diverse theoretical lenses. Finally, we will discuss the hyperempathy syndrome, which is a genetical deficiency that makes people feel other people's pain and pleasure. We will analyse how the syndrome reflects on social relations and how it generates the urgency for mobility. Butler's writing and the underlying ambiguity show that creating totalizing categories blurs meaning. In times of emerging populist tendencies, it appears most urgent to acknowledge the importance of mobile perspectives. In fact, labelling always produces ambivalent results: in which one point of view might be winning, yet the other party might be stuck with a derogatory category.

Laurence Schaack is currently a research Master's student in Comparative Literary Studies at Utrecht University in the Netherlands. She formerly graduated with a Bachelor's degree in English literature with creative writing from the University of Greenwich in London. Her research interests include African-American literature, fairy tale and myths.

Leonie Brasser graduated with a Bachelor's degree in Philosophy from Utrecht University. She is currently a research Master's student in Comparative Literary Studies at Utrecht University in the Netherlands. Her research interests entail animal studies and mental illness in literature.

African American Automobilities in Walter Mosley's Mysteries

Judith A. Nicholson, Wilfrid Laurier University, Canada, nicholson@wlu.ca

American author Walter Mosley has been called a "national treasure" for using his writing to address systemic racism, police violence and the school-to-prison pipeline, among other examples of social injustice. Mosley has written short stories, literary fiction, science fiction and political monographs. His mysteries and Afrofuturist novels, in particular, weave geographic, corporeal and social im/mobilities from the historical past and into the possible futures of African American mobilities. This paper interprets the Easy Rawlins mystery series through an automobilities lens. Ezekiel "Easy" Rawlins, the protagonist of Mosley's best-selling 14-part mystery series, is a hard-boiled detective who works and barely survives in Los Angeles, where he pursues criminals, is sometimes brutalized and left for dead, frequently attracts police harassment, and grapples messily with questions of sex, love and family. Rawlins always come out ahead, and alive, though more battered and anguished after each case. This paper brings together literary research on the racial and gender politics of black crime novels, and cultural research on the early- to mid-century migration of African Americans from Southern to Northern and mid-West states such as California, with mobilities research on automobilities in Los Angeles, the racialization of automobilities through police surveillance, and the utopic promise of automobilities for African Americans. This paper argues that Mosley's Easy Rawlins mysteries are significant historical fiction because they provide an added prism through which to interpret mid-century African American im/mobilities.

Judith A. Nicholson is an Associate Professor in Communication Studies at Wilfrid Laurier University, Canada. Her research interests include critical gun studies and intersections of mobilities and race. Recent publications include a co-edited journal collection, Race and the Politics of Mobility (2016), for Transfers: Interdisciplinary Journal of Mobility Studies and "Don't shoot": Black mobilities in American gunscapes (2016) in Mobilities. A collaborative 2016-19 research project on Digital Privacy & Pedagogies is funded by the Social Sciences and Humanities Research Council of Canada.

Speculating with Human Rights: Two South Asian Women Writers and Utopian Mobilities

Barnita Bagchi, Utrecht University, The Netherlands, B.Bagchi@uu.nl

Utopia articulates dreams of a better life and anticipations of the future (Bloch, [1954-1959]/ 1986); a 'social dreaming' (Claeys and Sargent 1999, pp. 1-5), utopia combines social and imaginative experimentation. Even if the word is invented in Europe in 1516 by More, utopia has manifestations in and has travelled between all inhabited continents. My paper will investigate utopian writing by South Asian feminist and activist women, comparing in particular Rokeya Sakhawat Hossain, from the first half of the 20th century, and Vandana Singh, from contemporary times. A selection of their published short fiction and essays will be focused on, in particular Hossain's 'Sultana's Dream' (1905) and Singh's The Woman Who Thought She

Was a Planet and Other Stories (2005). I'll be investigating how mobilities in and across spaces, particularly urban spaces, are constructed in their writing. How do South Asian metropolises, notably Calcutta and Delhi, get reimagined in their writing? How are literal mobilities and metaphorical mobilities of emancipation of girls and women represented? What kinds of mobilities across culture do we find in their utopian novellas and short stories, and are there imagined limits to such mobilities? The paper pulls together these different kinds of mobility to argue that both writers, in their imagination of mobile utopia, also further creative speculations round human rights, with special reference to gender and the environment. Both women are educators, with Hossain seen as one of the most pioneering educators of Muslim girls and women in South Asia, and with Singh's occupation of physics professor in an American university bringing scientific rigour to her powerfully articulated concerns for environmental justice. How do their educative and speculative voices come together (or not) in their mobile utopia reimagining human rights?

Barnita Bagchi is Assistant Professor in Comparative Literature at Utrecht University, Netherlands. She is a Life Member of Clare Hall, Cambridge. She has published widely in the fields of utopian studies, Romantic-era British women's writing, colonial Indian women's writing, contemporary postcolonial literature, and transnational cultural history of education. She has held fellowships at institutions such as the University of Heidelberg and the University of Paris 8 Denis Diderot. She is a member of the Executive Board for the Stichting Praemium Erasmianum, Amsterdam, as well as a member of the Advisory Council for the Centre for the Humanities, Utrecht University.

Two Cumbrian Utopias. An Experimental Session

Alan Beattie, Lancaster University, United Kingdom, a.beattie@lancaster.ac.uk

North-West England from the late 1930s onwards saw the brief flowering of 2 very different experiments in utopian thinking. One centred on Cockley Moor in the Lake District, high in the fells above Ullswater, where in 1939 a creative community of poets, painters and others was assembled by a wealthy patron, Helen Sutherland. Deeply interested in modern art, she encouraged a rhythm of everyday life embodying and celebrating spiritual ideals of modernism. Many celebrated writers and artists were regular participants. The second experiment was at Maryport in West Cumbria, at the northern end of the coastal strip that stretches south through Workington and Whitehaven to Millom and Barrow - a working-class region once entirely dominated by coal and iron mining and heavy industry. In the late 1930s the unemployment rate among adult men in Maryport was 80%, and in the first-wave of new Social Settlements funded by the UK government (to combat unemployment) a new Education Settlement was established, to be run by the Cumbrian Quaker Movement. A programme of educational and social activities was evolved there, with a strong Christian Socialist flavour, in partnership with the Workers' Educational Association and with Outreach Tutors from Durham University and Oxford University. AL Lindsay, Master of Balliol College Oxford, chaired its Steering Committee and visited for many years, and sent there as Tutors his graduate protégés in Philosophy, Politics and Economics. Two Oxford figures associated with Maryport were Tom Hodgkin (African Studies pioneer) and Dorothy Crowfoot Hodgkin (Nobel prize for

Chemistry; Pugwash anti-war activist). One person straddles the 2 'experiments': poet Norman Nicholson OBE, who lived his whole life in Millom. Welcomed at Cockley Moor, he turned away, opting to define his work through journeys he made by rail along the coastal strip to give WEA lectures in Maryport and the other industrial towns. I'd like to present a combined slide-show/poetry-reading which chronicles and explores these 2 utopian ventures, and their place within a proposed (counter-)tourist guide.

Alan Beattie is CeMoRe Honourable Research Fellow at Lancaster University.

More-than-human Utopia

Chair: Monika Büscher
Discussant: Bron Szerszynski

Finding Vigour and Kinship Along a Diseased High-Tech Tale

*Emmy Laura Perez Fjalland, Roskilde University and Danish Architecture Centre, Denmark, **elpf@ruc.dk***

Until recently an exchange agreement of vegetable leftovers and eggs between a small-scale organic hennery and seven restaurants (one Michelin-stared) had turned over around 30 tons of vegetable leftovers and feed the chickens with a 'recycled' natural forage. Everything resulting in products of such a high quality measured in the significant taste, aesthesis, nutritional content and production method, that it was served at some of the finest restaurants and cafés in Copenhagen, Denmark. But then, the exchange was closed down by the Danish Veterinary and Food Administration due to a theoretical risk of mad cow disease (BSE) and Foot and Mouth Disease. Concurrently, the free-range chickens at the hennery was commanded inside due to a risk of avian influenza (type H5N8). From following the mobilities of nutrients and natural fertilisers in a local food production system, I consequently had to follow the mobilities of bacteria and diseases. The proposed theoretical risks underlines the rationalities of the mobile risk society (Beck 1992; Kesselring 2008) and is an example of a technocratic lock-in (Urry 2011, 2016) making it impossible to steer towards a liveable future. A kind of technocratic utopia directing and give shape to a particular kind of dark future (Morton 2013; Sheller 2014; Tsing 2015) due to its ongoing desire and attempt to order and master the wild, but with the result of diseased, poor, and debilitated kinship.

By following the hennery, I have explored how to combat and recover this technocratic utopia. I have found response and recovery from an inventive relational organisation between aesthesis, politics, and nature. Based on the explorative qualitative material I will address the human and more-than-human actors' vigour, vitality and kinship, and how desire, dedication, animation and compassion could be the driving forces towards a finding a way to live in a human disturbed world. It is an empirically based story with great theoretical inspiration from Malene Freudendal-Pedersen (2009, 2014, 2015), Donna Haraway (2003, 2008, 2016), Vandana Shiva (2009, 2016a, 2016b), Ursula Le Guin (1989), Elizabeth Fisher

(1979), Anna Tsing (2014, 2015), Kath Weston (Weston 2017), and Nancy Langston (Langston 2010).

Emmy Laura Perez Fjalland is second-year PhD student at the Danish Architecture Centre's Cities programme, and the Doctoral School 'Space, Society & Technology' at Roskilde University (Denmark). She holds a Master of Arts in Planning and Geography, and has research experience from the company Gehl / Making Cities for People and the research project "Mobilities Cities and the Future" headed by Sven Kesselring and Malene Freudendal-Pedersen. She is furthermore board member at the Cosmobilities Network, co-editor of the anthology "Networked Urban Mobilities: Practices, Flows, Methods" (to be published in 2017), and has been the editor in chief of "Sharing City – A Co-Created Magazine on the Sharing Economy of Cities and Local Communities" (Danish Architecture Centre, May 2017).

"Antennae Ears Tuned to All Voices Of The City" Mobility and Control in the Works of William Burroughs

Paulo Rui Anciaes, University College London, United Kingdom, p.anciaes@ucl.ac.uk

William Burroughs was one of the most innovative 20th century writers, introducing previously unspeakable topics in the 1950s, writing hilarious "routines" in the 1960s, destroying the novel by "cutting up" text in the 1960s, reflecting on language as a mechanism of control in the 1970s, and finally mixing everything in extravagant surreal novels in the 1980s. This presentation discusses how Burroughs' work describe a dystopian view of people's lives and mobility, and how some of his once far-fetched scenarios are now rapidly becoming reality.

The cities in Burroughs' books are complex mazes, segregated by gender and race, and controlled by unknown forces that have checkpoints to know where people go, and record all sounds and images of the city. "Control" is effective because it makes use of people's rigid thought and speech patterns, travels across space and time, and sometimes materializes as giant crabs and centipedes. All these elements are relevant today, when a handful of global companies control data of passengers using their mobility services, record the whole city in "street views", provide most of the information accessed by individuals, and are developing drones and internet-connected road signs and autonomous cars that will allow for a comprehensive surveillance of places and people.

But Burroughs also wrote about fighting back control. A possibility is to increase awareness of the city with exercises such as "walking on themes" (for example, moving around the city focusing on objects of a certain colour), in order to break down preconceptions about one's surroundings and make them "conscious and controllable". A more rebellious strategy is to record the city, cut-up with other information, and then play it back to the city, something like what people now do in online social networks - which, however, are also owned by "Control".

Paulo Rui Anciaes is a researcher at the Centre for Transport Studies at University College London. He is interested in health, social, environmental, and equity aspects of urban transport, particularly in relation to walking and public transport.

Moral Mobility in Utopia: VR and AR in Simon Amstell's 'Carnage'

Zoyander Street, Lancaster University, United Kingdom, rupa.zero@gmail.com

Carnage is a feature-length mockumentary broadcast by the BBC in March of 2017. Set in 2067, in a utopian future where British people live in harmony with nature and do not eat meat or animal products, its "interview" subjects are prompted to reflect on Britain's history of animal cruelty from a number of perspectives: the senior generation (approximately corresponding to people aged 35 and younger today) undergo group therapy to process their shame at having participated in a system of abuse, while the younger generation try to make sense of the atrocities of the past. The programme conspicuously features speculative augmented reality and virtual reality devices. I would like to focus on these imagined devices as object studies in a semiotic and historical analysis of Carnage's speculative worldbuilding. I will draw on feminist technoscience studies (particularly Donna Haraway, Anna Tsing, Natasha Myers) and affect theory (Silvan Tomkins, Eve Kosovsky Sedgwick). In Carnage, technological artefacts from the future serve as useful mise-en-scene that materially signify the passage of time through the continued miniaturisation of wearable personal devices such as smart glasses. They act as a temporal bridge between the present and the future: for the programme's viewers, these recogniseable imaginaries about the trajectory of VR, AR, and wearable technologies make the speculated future somewhat tangible and familiar. In contrast, for fictional characters from this imagined future, VR functions as a mediator of artifacts from the past - our present - allowing them to recreate the experience of life in a world where animals are treated as lower than humans. The speculated VR and AR devices may also be interpreted as visual or embodied metaphors for changing political and social realities, and affect theory offers rich readings of the ways they hide actors' eyes (reflecting shame) and provoke characters' nausea response (reflecting disgust).

Zoyander Street is a PhD Student in Sociology at Lancaster University focusing on digital games. He also curates and produces online writing on digital games, as Senior Curator of Critical Distance, and Editor-in-Chief of Memory Insufficient.

Utopia, dystopia, monotopia and kinotopia: Power discourses of the European Union on the future of automobility

Robert Braun, Institute for Advanced Studies, Austria, robert.braun@ihs.ac.at

The paper traces the policy discourses in Europe from the '60s that have been instrumental in creating a monotopic European space as well as the emergence of the new power language of kinotopia that currently animate the making of a European policy of spatially conceptualized future mobility technologies. The goal of the paper is to show how a specific techno-spatial vision, stemming from power discourse, elevates to a sociotechnical imaginary and determines how certain mobility technologies and their socialities get locked in by the social-political construct. Focusing on two key elements of the current power discourse, the White Paper on the Future of Europe

and EC President Juncker's 2017 State of the Union speech, the paper analyzes areas of the European political and policy landscape to trace technosocial options of post-automobility as well as show contesting sociotechnical imaginaries and potential impacts thereof, in and beyond mobilities, that offer alternative routes for the future of the system of automobility.

Robert Braun is a Senior Researcher in the Techno Science and Societal Transformation Research Group, IHS. Robert studied philosophy of arts and history at the University of Budapest, in 2002 he did his PhD in philosophy. 1991-94 he was assistant professor at ELTE University of Budapest, from 1994 he is Associate Professor at Corvinus University in Budapest. He also used to be Pro-Rector of International Business School in Budapest. From 2015 he is also Professor at Lauder Business School in Vienna. He did research at Rutgers University in the US, at the Institute of Advanced Studies in Wassenaar, Netherlands, and taught at numerous universities in the EU and the US. His research projects involve the representation and engagement of stakeholders in corporate communities as well as the societal impacts of autonomous mobility. His core research interest is in the politics of societal transformation.

Technology-based Utopias – Traffic Signals as Part of Urban Transport Visions

Thomas Klinger, Goethe-University Frankfurt/Main, Germany, klinger@geo.uni-frankfurt.de

Traffic signals are a self-evident and often unquestioned part of everyday life. Generally spoken, traffic signals are widely accepted as a pragmatic and efficient tool to regulate urban transport. This contribution intends to open the 'black box' (Marvin and Graham 2001) of traffic signalization by looking at the underlying political priorities.

As a starting point, it is apparent that the traffic signals in use are differently justified over time and space. Over the last decades, the implementation and programming of traffic lights has been linked to various visions of how to organize good urban mobility. In a longitudinal perspective, at least four partly overlapping and persisting phases of framing traffic signalization can be distinguished.

Traffic signals were originally introduced to manage the growth of private car travel in the post-war period as well as to enhance performance and flow of motorized traffic. Later on concerns of road safety and minimizing traffic fatalities became more important and with the rise of environmental awareness, aims such as reducing emissions and prioritizing public transport were increasingly considered. Today, traffic signals are predominantly discussed in the context of Smart City scenarios (Kitchin 2014). Furthermore, the use and programming of traffic signals differ spatially, depending on the specific socio-economic and cultural framework. Transport planning in French and British cities is often based on roundabouts, whereas cycling-friendly traffic management in Copenhagen and elsewhere includes 'green waves' for cyclists (Pucher et al. 2010).

This contribution aims to understand, how traffic signalization and its alternatives, such as roundabouts and shared space, are incorporated in different concepts of good urban mobility.

Thereby, the main argument is, that traffic signals and the underlying algorithms are by no means neutral, but highly political and contested (Amoore 2016). Methodologically, the study is based on qualitative interviews with engineers, planners and politicians dealing with traffic signalization. They are asked to reflect on the different historic, spatial and cultural justifications of traffic signalization and the political negotiations, which it is based on.

Thomas Klinger is Lecturer at the Department of Human Geography at the Goethe-University Frankfurt/Main.

Mobilities Research and the Question of Theory

Kaya Barry, Griffith University, Australia,
k.barry@griffith.edu.au
Samid Suliman, Griffith University, Australia,
s.suliman@griffith.edu.au

The 'new mobilities paradigm' has been extremely successful in developing innovative approaches for understanding how, where, and when movement occurs. This well-established field of research traverses many disciplines and has allowed for the positioning of research subjects (whether individual, collective, or non-human) within the global flux of movement(s) across a multitude of scales. Moreover, the shift in empirical focus from the static to the mobile has produced a wide range of methodological innovations, which have in turn allowed for the greater understanding of the multiplicities of (im)mobilities that are central to the very constitution of contemporary social and political life. However, despite these important contributions, there remain questions about whether mobilities scholarship is yet to fully come to terms with the theoretical challenges that emanate from its empirical orientations and methodological agenda. In this paper, we critically examine how movement has been theorised and conceptualised in mobilities research. We suggest that there remains important conceptual work to be done to enable a deeper ontological engagement with movement, which is necessary to fulfil the theoretical aspirations of contemporary mobilities research. As the mobilities field grows momentum and continues to open post-disciplinary and often 'utopian' research trajectories, we seek to speculate further about how the formations, potentials, and theoretical underpinnings of movement afford new configurations of mobilities research and practices. We develop this sympathetic critique of the theoretical foundations of mobilities research in order to contribute to the longevity and sustainability of the rigorous inquiry that mobilities research has enabled.

Kaya Barry is an emerging transdisciplinary researcher working across the areas of mobilities, environmental humanities, and new media. Her recently completed practice-led PhD focused on creative and collaborative practices of tourists in hostelling accommodation in environmental tourism destinations. Kaya's practice-led research has also informed many participatory artworks exhibited in Australia and internationally. Kaya currently teaches in new media and communications.

Dr. Samid Suliman is Lecturer in Migration and Security in the School of Humanities, Languages and Social Science, at Griffith University.

Infrastructure Utopia

Chair: Colin Divall

Constructing a Transport hGIS: Does Infrastructure Follow Infrastructure?

Raphaël Fuhrer, ETH Zürich – Swiss Federal Institute of Technology IVT, Switzerland, raphael.fuhrer@ivt.baug.ethz.ch

The purpose of this contribution is to present the advancement in the construction of a historical geographic information system (hGIS) on Western Europe's transport system from 1500 to 2000, as introduced at the T2M conference last year. Emphasis is laid on two points: First, the need for special techniques in the processing of scanned paper transport maps drawn in black-and-white, which are the bulk of historical maps. Second, despite the many real and utopian revolutions in transport history, it is claimed that the spatial position of transport infrastructure over centuries has remained very constant. Using the hGIS this claim can be addressed.

The context of this paper is research on the idea that transport infrastructure played a vital role in the development of spatial economies and finally in the evolvement of national states in Europe. Thus, Europe's historical transport networks are reconstructed in a hGIS. This spatial information in conjunction with historical sources on transport means allow for estimations of historical travel times and thereof accessibility calculations and spatial analyses. While we have developed a solution to process colourful map scans, there is no solution to monochrome maps. In such maps, all features – roads, rivers, coastlines or mountain contours are all mapped in black. Possible solutions to this problem are assessed and their integration of the general work-flow is discussed.

The second main topic in this paper is the question whether new transport infrastructure followed old infrastructure. The position of transport infrastructure has a substantial influence on space. Access to a waterway or a proper road for example influenced a city in terms of population and economic growth. There have been several transport revolutions on the side of transport means (horse, coach, steam engine etc.) and on the side of infrastructure (geometric surveys, building methods, capacity, new infrastructure types etc.). However, many researchers claim that the basic shape of Europe's primary transport network remained unchanged during these centuries. This implies that there have always been the same regions that have benefitted from transport innovations.

The paper will include: i) An overview on the collected materials (mainly maps, and others) and their transformation into a hGIS; ii) discuss solutions to monochrome maps; iii) discuss the question whether transport infrastructure follows infrastructure.

Raphaël Fuhrer is a PhD student at ETH Zürich – Swiss Federal Institute of Technology. He has been researching in the interaction of transport and its effects in space, mainly on society, economy and environment. In his PhD thesis, he examines the role of transport supply in the evolvement of spatial economies and national states in Western Europe between 1500 and today.

Roadside Utopias: Mobile Spaces at the British Motorway Service Area

Samuel Austin, Newcastle University, United Kingdom, s3austin@hotmail.com

When Forton Services opened in 1965, they promised weary motorists a unique place to rest on the then half-complete London to Scotland motorway. Lifts sped travellers up the 20m-high Pennine Tower to a 120-seat restaurant and sun terrace with panoramic views over surrounding hills. Commissioned by entertainment company Rank, Forton evoked the glamour of Britain's new high speed road network, and its prestige as part of programmes of national modernisation. Like bridge restaurants at nearby Knutsford, Keele and Charlock Richard, Forton manifests a utopian vision of coexisting spaces and speeds, heralding a new age of productivity and leisure through frictionless logistics. Its concrete cantilevers and flowing lines merge architecture with infrastructure, while mushroom forms and fractal planning conjure building and, by implication, road as futuristic new nature. Restaurant views identify diners with the machines rushing below and present a rural landscape seemingly unaffected by the new nature of modernity threaded through it. Today, the site is very different: the tower is closed, and barely noticeable beyond a mall of cafe and retail franchises. This paper reads Forton and other sites as enduring fragments of a mobile modern utopia, and as eloquent of how our relation to mobility and modernity have changed since. Drawing on Rem Koolhaas and Reinhold Martin's work on post-war commercial space, I document the domestication and introversion of service area sites since the 1970s: the pseudo rural details and cultivated views that promise to still the mobile subject in a pre-industrial idyll; and the landscape of branded franchises where homely textures offer calculated rest within a circulation of products and images that demand constant attention. Rejecting the notion of a 'non-place' without possibility of utopia, however, I locate the traces of earlier utopias and point to opportunities for new resistances.

Samuel Austin is lecturer, researcher, design collaborator and Associate Editor of arq: Architectural Research Quarterly (published by Cambridge University Press). He completed his doctoral thesis 'Travels in Lounge Space: Placing the Contemporary British Motorway Service Area' at Cardiff University in 2012. Past experience includes practice at Mecanoo Architecten, Delft and at the Design Research Unit, Wales, and tutoring at The Welsh School of Architecture, Cardiff University.

Roads of Asphalt: Another Chance for Modernity to Enjoy Utopian Impulse

Christina Vasilopoulou, National Technical University of Athens, Greece, xch_v@hotmail.com

My presentation will focus on the notion of Utopian impulse, introduced by Fredric Jameson on Archaeologies of the Future (2005) and the scope of it is the exploration and exposition of the obscure mechanisms through which asphalt road networks, as a global scale uniform infrastructure of mobility, participate in the experience of Utopia in Modernity.

Mobility is the cultural landscape of Modernity, which manifests rupture with the past and desire of the future by all means: political, social, aesthetical and technological. (Urry, 2007) The present, as a unit of time (dt), and the human experience of it are the vehicle to revise the order of things constantly, nevertheless in a rhythmical, repetitive, almost ritualistic way. The absolute "hic et nunc" request of modern culture, in a sense of pervasive ubiquitous tendency to objection, is the space where Utopia emerges. This lyrical momentary negation of modern world gives birth also to the post-modern conception of celebrating the difference as a freedom exercise, which finds in modern asphalt fields one of the first grounds to develop and practice. Utopia's material lies between structures' installation and subjects' performance.

My hypothesis will be argued by a selection and analysis of certain characteristics of the mega-structure of asphalt roads, such as form linearity, construction homogeneity and function importance. Human bodies will be introduced as factors to activate the mechanism while criticizing it for totality. The central argument relates to the imaginary landscape, created by the modern needs – or obsession – for mobility, that was interpreted spatially as a system of bitumen corridors laid around globe, mainly without places for human but full of destinations for them. These non-places, according to Augé's respect (1995), impose the paramountcy of temporality; namely the present, transfusing Utopian aura in everyday experience of modern life.

Christina Vasilopoulou studied Architecture in Athens NTUA (2008) where she also gained the Post-graduate Degree in Space – Design – Culture and since 2016 is a PhD Candidate (History & Theory of Architecture).She has participated in research urban design programs on Athens city center (Rethink Athens) as well as collaborative artistic projects (Athens Biennale 4).She has been practicing architectural design, for which she has won awards and distinctions, both as an independent professional and as part of architectural studios (decaARCHITECTURE). She has both text and oeuvre publications.Currently, she lives and works in Athens as an independent architect and researcher.

Underground Utopia in Dresden - 120 Years Better Off Without

Wolfgang Niebel, German Aerospace Center (DLR e.V.) Institute of Transportation Systems, Germany,
wolfgang.niebel@dlr.de

Since 1897, when first plans evolved in Dresden, the city and its self-conscious inhabitants have been attracted to the utopian idea of an underground rail-bound rapid mass transit. In 5 waves throughout 4 different political epochs plans were worked up to implement such form of transport. While some reasons remained the same - offering quick reliable connections, or supporting the territorial integration of the growing (sub-)urban catchment area - other project parameters changed with societal systems and technological advance. To name and explain some important ones are the population density, urban design principles with regard to transportation, construction solutions in the water permeable soil of the Elbe river valley, the advance of Intelligent

Transportation Systems to replace "concrete by bytes", or the organisation of public transport bodies. Not to forget the soft aspects of prestige and the old Saxonian rivalry with Leipzig. Nowadays, 120 years after, the only underground section is short, far off the center and was never included in the original plans. Instead a successful dense tramway network and a nearly extended S-Bahn track cover the mobility needs of many of its 540,000+ citizens. After all, might the way to a liveable, sustainable city like Dresden be even easier having avoided the Dystopia named U-Bahn? External comparisons with other (West German) cities having built rail tunnels from the 60's on, and internally with the existing Dresden public transport system suggest this thesis. Costs and door-to-door travelling times, amongst others, are used as indicators. Deemed to be infeasible in the (mid) future the non-realisation of the Underground Utopia makes place for rail enhancements in the near future. But is it put out of everyone's mind forever, though?

Wolfgang Niebel is Research Associate in the Department "Evaluation of Transportation" at the German Aerospace Center (DLR e.V.) Institute of Transportation Systems.

Seeking a New Role for Transport History

Chair: Dhan Zunino Singh

Synopsis: The following panel seeks to contribute to thinking about Mobile Utopias by discussing past mobilities within the context of the Journal of Transport History's new agenda.

Utopias have always involved a view about the future but, sometimes, the better future was based on an image or fragmented images of the past -usually, a lost, idyllic, or pastoral past. Moreover, to explain the present and justify the change for a better future, Utopias have been grounded in (a narrative on) the past. In any case, to talk about Mobile Utopias or think about the Utopian involves a temporal dimension in which past mobilities are revisited.

In the last decade, the JTH –a journal largely marked by economic and technological history- has incorporated the mobility turn into historiography trying to move forward a broader understanding of people and things in motion. It has come with troubles and questions that the new editor (Massimo Moraglio) has pointed out: for example, a discussion about historiography or how to define transport. This theoretical and methodological discussion, which requires the intersection with other disciplines and (seemingly) non-transport phenomena, is fed also by themes that transport historiography still could incorporate or study further, as much as including more histories beyond North-Atlantic cases -not only adding (the so-called) Global South cases, but enquiring about transnational and networked processes. Finally, the aim of this new agenda is also to think about the relationship between history and (present and future) mobility policies as much as politics giving a broader understanding of long term regimes of mobility.

The panel is composed by the JTH main and associate editors who will present different aspects and strategies of the new agenda and, then, the chair will open the discussion with 5 questions for the panel's members and the public.

Another Turn of the Wheel? Co-Production, Engagement Beyond the Academe & the Mobility Research Agenda

Mike Esbester, University of Portsmouth, United Kingdom, mike.esbester@port.ac.uk

This contribution to the panel debate will consider how academics engage with audiences beyond universities, particularly in relation to the Journal of Transport History (JTH) and its developing agenda under the new Editorial Board. It will challenge participants to consider how we might research transport and mobility history, as well as explore how our journal can lead the changing research landscape.

It is increasingly important for academics to engage with audiences outside higher education in meaningful ways, including as 'co-producers', devising and enacting research projects and outcomes. This includes the 'Zooniverse' model of 'citizen science' crowd-sourcing projects, which harness the interest of the general public to explore vast datasets it would otherwise take years to process.

I will situate debates around this model in two ways. Firstly, I will draw upon my crowd-sourcing project, 'Railway Work, Life & Death' (www.railwayaccidents.port.ac.uk) to consider some of the practicalities of co-production. Secondly, I will use the JTH to discuss how scholarly journals might engage with and benefit from co-production. In some respects we are simply turning the wheel one more time: the starting point for the JTH was as an intersection of amateur and academic history, but over the years the non-university avenue was closed down. At the JTH we are consciously re-expanding our engagement with groups outside higher education, building existing links with museums and heritage organisations, but also looking more widely.

Can we find the utopia in which different audiences interact as equals? What role will the JTH play in this? How can we broaden the JTH's audience, and why should readers outside the academic world be interested in the JTH and scholarly publishing? How will all of this find a new role for transport and mobility history? All of these questions will be explored with the audience in this debate.

Mike Esbester is Senior Lecturer in History at the University of Portsmouth and Deputy Editor of the Journal of Transport History. His research focuses on modern Britain, including the cultural history of transport and mobility, particularly considering the railway industry. He also works on the history of safety and accidents in 20th-century Britain, on the railways, roads and more widely. Recent publications including the co-edited book Governing Risks in Modern Britain. Danger, Safety and Accidents, c.1800-2000 (Palgrave, 2016) and a co-edited special issue of Technology & Culture (April 2015) on the global history of road safety.

Seeking a New Ontology for Transport History

Massimo Moraglio, Technische Universitaet Berlin, Germany, massimo.moraglio@tu-berlin.de

The ´mobility turn´ is re-framing categories, challenging not only transport studies, but the very basic understanding of our societies, and transport history has, in time, lost many

of the original symbiotic connections to economic studies, embracing a cultural turn. This vibrant and sparkling debate leaves us with many opportunities (and some challenges). The opportunities lie in actively opening a theoretical historical discussion, to look for new directions of scrutiny and research. Nevertheless, as a result, today we also face troubles: it is an extremely difficult task to properly define ´transport´ and how to investigate it. It has been already suggested that we are moving toward a ´transport-cum-mobility´ history, which asks for a new understanding of our own ontology.

In openly triggering a speculative understanding of what transport history researches and how transport history researches, this paper asks for a new ontology, claiming the need of a more holistic view of movement´s investigation. I state that transport-cum-mobility history is severely under-theorized, as much as the concepts of ´movement´ and ´transit´ are. Here comes the necessity of strengthening the deep theoretical concepts of transport history, aiming to define ´an alternate route for developing decentred ontologies of connection´,[2] changing our approach and putting, seriously, the movements as the central point of our investigations. In other words, we should go beyond history of movements and towards movements as history.

Massimo Moraglio is a senior researcher at the Technische Universität Berlin, working on technology and its wide effects on economic, social and cultural fields. Currently I am editor-in-chief of The Journal of Transport History, and I am member of the Editorial Board of other three international journals. My last book is titled "DRIVING MODERNITY. Technology, Experts, Politics, and Fascist Motorways, 1922-1943", Berghahn, 2017.

From Mobile Utopias to Grounded Speculations

Greet de Block, University of Antwerp, Belgium,
greet.deblock@uantwerpen.be

This contribution argues for a more robust relation between history and theory, for a movement from mobile utopias to grounded, and indeed critical, speculations. The entry into the panel debate is the assertion that theory – or narrowly defined mobility studies – sores empirical and even more so historical grounding, while history – and transport history more specifically – is loosing reflexivity and theoretical robustness. Tying in with the article of Colin Divall and George Revill Cultures of Transport in JTH (2005), I argue that it is essential for mobility studies to grasp the historical precedents to current condition with associated theories and projections in order to avoid 'confusing metaphors relating to travel and mobility with the realities' which inevitably results in the black-and-white assessment of 'either a utopian celebration of the liberal freedoms of postmodernity or its mirror image, a dystopian condemnation of the pathologies of late modern capitalism' (2005: 100). At the same time, voices in history call for more theoretical grounding and reflexivity in the field (eg Gunn & Rawnsley, 2006; Ewen, 2015). As a result of these disconnections between theory and history, the potential for identifying path-dependencies, nuancing general assumptions and frictions between theory and (historical) reality is largely untapped. The section of Surveys and Speculations of JTH could be place to explore these frictions and possible innovative approaches geared at historically grounded theory and theoretically grounded history. What (new) methods, disciplinary alliances and themes should Surveys and

Speculations address, and what would be the contribution to the field of Transport History?

Greet De Block is Associate Professor in Urban Studies and Urban History at the University of Antwerp. Research and teaching focus on infrastructure networks and technology as driving forces of urbanization, thus advancing an interdisciplinary approach linking urban design with geography, STS, and landscape studies. Recent publications mirror present resilient design and questions about uncertainty with earlier sociospatial schemes dealing with open-endedness and risk in a context of rapid change, thus addressing the (dis)connections between ecological and social resilience. She is associate editor of The Journal of Transport History (with Sage) and member of the editorial board of Stadsgeschiedenis (with Center for Urban History/ Verloren).

"Houston, we have a problem": How to Deal with Historical Sources in the Future of JTH?

Valentina Fava, Institute for Contemporary History, Czech Academy of Sciences Technical University Berlin, Germany, fava@usd.cas.cz

For a long time, the Journal for Transport History has been publishing articles falling into the disciplinary borders of transport history, economic history, history of technology, privileging an historical archival-based approach to transport systems and mobility.

Massimo Moraglio, in his brand-new editorial, suggested a major change in the editorial line of the JTH. He urged scholars to make a step forward going "beyond history of movements and towards movements as history", and called for contributions able to integrate the "spectacular theoretical achievements" of the mobility field with the "long durée perspective" of historical thinking (Moraglio, 2017 forth; Guldi & Armitage, 2005).

The editorial board has taken on the challenge; however, it would be a mistake to underestimate the risks of dismissing consolidated routines on the one side, and of dropping the Journal's disciplinary identity, on the other. To leave aside the certainties of the archives and the use of original sources could help to get rid of the tendency towards anedoctical narrative and nationally based hyperdetailed descriptions which have been plaguing the field of transport history, limiting its audience and its scope (Mom, 2003, 2015; Merriman, 2015); but at the same time, it would force the Journal out of its niche exposing it to various competitors (Transfers, Mobility in History for instance) and to heterodox submissions.

My intervention would like to provide the opportunity to discuss the role of history and its traditional tools and approaches– primary sources, micro-history, data, oral history - in the future of JTH.

Valentina Fava is Purkýn Fellow at the Institute for Contemporary History at the Czech Academy of Sciences Technical University Berlin.

Searching for New Trends in Mobility History: The Strategic Role of Blogging

Michael Kirkland Bess, Centro de Investigación y Docencia Económicas, Mexico, michael.bess@cide.edu

Can blogging open new spaces for collaboration in our field? At the beginning of 2017, the T2M Yearbook Mobility in History transitioned to a blog format with regular publication of articles by scholars each month. This change occasioned new opportunities for writing about mobility and transport, as well as new ways to coordinate with other publications in our scholarly community. First, the goal for Mobility in History Blog (MHB) is to provide a persistent online presence to connect with T2M members and other scholars, hoping to continue the tradition set by the yearbook as an outlet for the discussion of our field.

Second, MHB collaborates with the Journal of Transport History and other print publications to identify interesting trends in our field and reach out to scholars. That begins with inviting research to write blog posts about their work and altering editors about this scholarship for future development of peer-reviewed scholarly articles. The blog also serves as a platform for print editors new issues and link back to this work online. Ultimately, the purpose of MHB is to democratize access to our scholarship, removing barriers for readers interested in sampling our work, and pointing them in the direction of scholarly journals for further reading.

To this end, MHB must grow to include other tools for describing mobility history. In its first year, the blog has focused on creating a consistent publication schedule through its "Mobility Mondays" features. In the future, it will need to "look beyond the page" to incorporate interactive content, develop online exhibits, and strive to give authors new tools to produce scholarship and present readers (and viewers) with new configurations of experiencing this work. Working alongside colleagues at JTH and other journals is key to this endeavor.

Michael K. Bess is a research professor in the División de Historia at the Centro de Investigación y Docencia Económicas in Mexico, where he studies the history of mobility and transport in Mexico and the U.S-Mexico borderlands. He received his PhD from the University of Texas at El Paso, and is a recipient of the Diana Natalicio Doctoral Dissertation Fellowship and George A. Krutilek Memorial Scholarship at UTEP. His research interests include political ecology, technology, and culture in US¬-Mexican Borderlands and Latin American History. His book, Routes of Compromise: Building Roads and Shaping the Nation in Mexico, is under contract with the University of Nebraska Press.

Museums: A Roundtable

Chair: Kathleen Franz

Synopsis: In addressing the current and future transport/mobility history in exhibitions and museums, this panel deals with large artifacts, such as locomotives, and their relation with contexts and people. The aim is to challenge existing interpretations, either by using technologies like VR or by asking disruptive questions about failure and progress.

Re-imaging 20th Century Steam Transportation in Canada

Sharon Babaian, Canada Science and Technology Museums Corporation, Canada, sbabaian@techno-science.ca

Since September 2014, staff at the Canada Science and Technology Museum have been in the process of renewing 5,000 square metres of exhibition space within our renovated building. As curator of land and marine transportation, I am responsible for re-developing the locomotive hall which, in the past, relied very heavily on the compelling physical presence of four locomotives to draw and hold visitors' attention. With minimal interpretation and little contextualization, these magnificent giants were largely mute relics of a bygone age.

In re-thinking the space, I wanted to let the locomotives frame the exhibition (which, in a physical sense, they already do) and to add artifacts that not only fit this framework but added complexity and nuance to it. Each major object is the centre of a thematic module that draws on its life story but then moves out from that to offer a broader perspective of transportation's place in Canada. Using other artifacts, photos, and text, the exhibition explores the people who built, operated and used the steam transportation network and the communities and cultures they created and shaped in the process.

My goal has been to create a deeper, richer and more broadly relevant interpretation of railway and marine transportation that allows our visitors to see more clearly the impact that transportation has had (and continues to have) on their everyday lives, their communities and their country.

The exhibition will open in mid-November 2017.

Sharon Babaian is Curator of Land and Marine Transportation at the Canada Science and Technology Museums Corporation.

America on the Move: An Exhibition at Middle Age

Peter Liebhold, Smithsonian Institution, National Museum of American History, United States, liebholdp@si.edu

This paper will actively engage the session theme of transport/mobility in public history with an exploration of a important anecdote – the future of the National Museum of American History's exhibition America on the Move (AOTM). Faced with a major building renovation project that will require most of the artifacts in the 26,000 square foot exhibition to be removed, the museum staff has begun to wrestle with what to do when construction is over. Should the twenty year old show be reinstalled as it was? Should small improvements be made? Or should we start over completely?

Opened in 2003, AOTM broke new ground for the Smithsonian. Instead of a parking lot filled with cars, locomotives, and horse drawn vehicles the exhibition sought to put people and context back into the story of transportation. The exhibition attempted to provide answers to two sweeping questions: why does transportation matter in American society, and what can the history of transportation tell us about the shape of social and cultural life of modern America? Rather than telling a story of technological change, we tried to identify where the history of transportation intersects with major trends

in United States history since the 1870s (the completion of the transcontinental railroad which firmly establish a nation transportation web) through four themes of Communities, Commerce, Landscape, and Lives.

Like any exhibition some aspects of AOTM succeed and some failed. Examining these elements will be important as scholars move from the theoretic sphere of anything is possible to the harsh reality of the museum floor. Additionally an examination of the future of AOTM will allow for consideration of the state of the field. Transportation and mobility studies have matured since the late 1990s when AOTM was developed and new ideas might inform the look for the Smithsonian's transportation exhibition.

Peter Liebhold is Curator in the Division of Work and Industry at the Smithsonian Institution.

Compartmentalising Mobility: Manchester's Transport Material Culture, its Display and its Role in Interpreting the City's History

Josh Butt, Museum of Science and Industry & Manchester Metropolitan University, United Kingdom,
joshua.butt@stu.mmu.ac.uk

Manchester's transport history is represented in collections and displays at the Museum of Science and Industry and the Manchester Transport Museum. Some of these displays are compartmentalised. For example, the Manchester Transport Museum explores municipal transport; while the Museum of Science and Industry (MSI) displays trains in the Power Hall. In the more eclectic Air and Space Hall there is an emphasis on the display vehicles as objects of invention and technological progress. This leaves little room for the exploration of how vehicles have been shaped by the user or impacted society. Although in their new collections policy the Science Museum Group plans "to focus collection efforts not only on the visible 'front-end' artefacts that have commonly been its focus (e.g. vehicles, water meters, electrical turbines, computers, telephones) but also on the structures which connect them together."

In Manchester the display of transport history is reinforced by regional transport historiography which is dominated by the exploration of the role of transport in creating "Cottonopolis" and the industrial landscape. This paper will explore the hidden or less visible 'alternative' collections that engage with mobility culture in order to determine how they could challenge the interpretation of regional transport history. Material includes the home video collections at the North West Film Archive exploring people's experience with motoring and flying in the North-West; the collection of photographs of Manchester streets from the 19th-20th centuries in the Central Library Photo Graph collection; and the Clarion cycling material at the People's History Museum.

Josh Butt is a PhD student researching the Manchester motor industry in collaboration with the Museum of Science and Industry. He is trying to understand why Manchester became one of the principal regions of motor manufacture in Edwardian Britain; and why the local industry had almost disappeared by the 1930s. He completed an MA in Art Gallery and Museum Studies in 2012 before working as Assistant

Curator at the People's History Museum in Manchester. He is particularly interested in how objects have survived, been collected and rationalised by cultural institutions.

From Transport to Mobility: Changing Exhibition and Collection Strategies at the Technical Museum Vienna, Austria

Anne-Katrin Ebert, Technisches Museum Wien, Austria, anne.ebert@tmw.at

The Technical Museum in Vienna was founded in 1909 and opened in 1918, a few months before the end of World War I. The transport collections, divided into the four subdivisions railways, road traffic, shipping, and aviation, were established during these founding years. Despite some changes in the organisational structures and in the exhibitions over the years, the way the history of transport was collected and put on display remained remarkably constant throughout the years.
In 2013, preparations for a new permanent exhibition went underway, providing the four transport curators at the museum with the unique opportunity to re-examine their approach to the history of transport collectively. For the first time in more than a 100 years, curators of the railway, shipping, aviation, and road traffic collections worked together to come up with a joint exhibition on Mobility. This new exhibition addresses intersections and communalities, while still paying tribute to the specific distinctiveness of each mode of transport.

The exhibition project was the starting point for further fundamental changes in collection management and strategy. The collection division within the museum was renamed into 'Transport and Mobility', and new collection strategies focusing not on modes of transport, but on themes such as 'inclusion/exclusion in mobility' were formulated. This new thematic approach opened up a whole new world of artefacts, documents, and oral histories to be collected at the Technical Museum.

In my talk, I will discuss the evolution of the exhibition Mobility from the concept phase to its realisation and outline the new collection strategies which we have been developing since. I will present examples of the artefacts and stories that we have been collecting based on our new collection strategy and indicate some of the challenges and problems that we encountered in this ongoing process.

Anne-Katrin Ebert, Ph.D. in History from Bielefeld University, Germany and Rijksuniversiteit Groningen, The Netherlands; head curator at the Technisches Museum Wien since 2009; publications include: ed. Mobilität. 30 Dinge, die bewegen, Wien 2015; Radelnde Nationen. Die Geschichte des Fahrrads in Deutschland und den Niederlanden bis 1940, Frankfurt/New York 2010.

Utopia in Museums: A Challenge for Mobility History, and Vice Versa

Marie-Noelle Polino, Société Nationale des Chemins de Fer Français (SNCF), France, marie-noelle.polino@sncf.fr

According to the ICOM Statutes, adopted in 2007: "A museum is a non-profit, permanent institution in the service of society

and its development, open to the public, which acquires, conserves, researches, communicates and exhibits the tangible and intangible heritage of humanity and its environment for the purposes of education, study and enjoyment. This definition is a reference in the international community."

A museum should then educate, recreate, and foster 'study' and reflection. In what extent is this definition open to dispute when applied to mobility museums?

Our first question is the tension existing between past and present, between history of mobility and a mobility museum which should deal as well with the present and the future of mobilities, educate and enhance environment conscience, be a tool for technology education and culture, show how progress and innovation are implemented in the transportation industry, etc.

How much history mobility museums are allowed to include or convey? Are visiting figures and history compatible in contemporary museums, which are in competition with the entertainment industry and must attract sponsors and appeal to the public? How is such a compatibility to be achieved? Then, in the wake of the session, which examines the input of museums into transportation history, and the input of museum visitors into the history of mobility, we shall ask two more questions: first, the museum is the place where people interact with objects and elaborate their own mobility history – individual and collective. Is it, should it be the place where they think the future of mobility? Exhibitions in mobility museums usually end with some insight into the future of mobilities; staging the future of mobility is then a topos: how is it done? how does the mobility museum, where objects are very significant (and usually huge vehicles), tell a story about objects which don't exist yet? And, from a critical point of view, what do these exhibitions tell us about our idea of the future of mobilities, still tinged with happy utopia?

We shall then challenge the paradigm of happy utopia and never-ending progress as shown in transportation museums and confront the future with the past. How do mobility museums deal with the history of wars – when transport lead people to their death – and accidents – when technology fails? How can they link together a utopian future and a gore past? Finally, we shall tackle the question of the historical link between utopia and mobility - is a mobility museum a museum of utopia?

Marie-Noëlle Polino was till April 2017 Managing Director of the French Railway historical society in Paris and is now in charge of Heritage and Public History at SNCF (French National Railways). She served from 2013 to 2016 as vice-chair of T2M, and is currently in charge of the Exhibitions reviews for the Journal of Transport history.

On the right track? - Challenges for the Archives of Canada's Federal Transportation Activities

*Shane Pacey, Government of Canada, Library and Archives Canada, Canada, **shane.pacey@canada.ca***

This paper will discuss the challenges the federal Transport portfolio archivist encounters in his work as the executor of

Sections 12 and 13 of the Library and Archives of Canada Act, and as the custodian of the records of Canada's federal transportation activities. Challenges to be discussed include: How does LAC acquire records? Section 12 and 13 of the LAC Act; The LAC Disposition Program and appraisal (micro/macro); Problems in selection: selection critera (case files), how do we identify the best record?; Problems in legislative authority (weak, unclear in some places - Records at Risk, not all institutions subject), IM challenges with departments (low priority of IM in institutions); Problems with physical acquisition - digital transfers, distances & cost transferring boxes across Canada, IM challenges in departments (staff turn-over, trouble understanding legal authorities); What records does LAC have? - Custodian of the records; Brief overview of the Transport portfolio collection at LAC (departments, crown corporations, agencies, etc. How collection has been affected by changes in the portfolio - from direct ownership, operation, and subsidization of transportation enterprises into the mid-1990s, to the modern hands-off regulatory approach); Problems in arrangement and description (where do we intellectually position collections of records? Volume, processing, and backlog issues. Bilingualism standards. Organizational limitations - resources, expertise, and re-orgs. Transfers of programs between departments.); Problems due to changes in the nature of IM work, and how LAC does its work (excess of documentation so acquire mostly only high-level records. Negative impact on researchers, particularly genealogists and hobbyists.); Gaps in the historical collection (Canadian National Railway, Air Canada, De Havilland Aircraft Co., Air Canada, Canadair, Northern Transportation Co. Ltd)

Shane Pacey works for Library and Archives Canada (LAC) as a government records archivist. LAC is the national institution responsible for, among other things, acquiring, preserving, and making accessible the most significant records of the Government of Canada. Shane' is the sole federal Transport portfolio archivist, responsible for the records of all of the Canadian government departments and agencies that are or have been involved in transportation issues in the past or present.

Past Futures: Historicising Future Sustainable Urban Mobilities

Chair: Frank Schipper
Independent scholar, frank.schipper.hccmail@gmail.com

Synopsis: The research network "The Cultural Politics of Sustainable Urban Mobility, 1890-Present (CPSUM)" seeks to contribute to the contemporary debate on how urban mobilities may be made more sustainable by investigating developments in the past. In this session, four contributions by network members discuss how to historicise the concept of sustainable mobility by looking at "past futures."

The project defines sustainable mobility according to the 1987 UN so called Brundtland report in terms of both environmental sustainability (cleaner air, free flow, and liveability) and social justice (mobility access for all). The concept of sustainability implies ideas of the present and the future–after all, the Brundtland report is entitled "Our common future"—that are

based on past decisions. To move forward is to understand path dependencies. In this panel, we seek to look first at how the future projections in the past have shaped the present regarding our cities' social and the environmental challenges of sustainability. By considering past mobility visions and technological promises, we seek to understand how they played out and how next generations acted upon them, providing the necessary critical reflection to current hopes for technological fixes for fundamental social and cultural challenges. Second, we also want to explore how "alternative pasts" may help to envision more sustainable futures.

After a brief presentation (5 minutes each) of each contribution, this debate session will involve the audience through a set of questions.

Frank Schipper is an independent scholar, who previously worked as a lecturer in economic history at the Institute for History of Leiden University. In 2011-2012 he stayed at the German Historical Institute in Washington D.C. for 7 months as a fellow in economic and social history for the project "Transatlantic tourism: American visitors to Europe in the long 20th century." His current research and teaching concern the history of technology, in particular of mobility and infrastructures. He writes occasional columns for the website Next Generation Infrastructures on a wide range of infrastructure-related topics. Frank defended his thesis Driving Europe: Building Europe on Roads in the Twentieth Century in September 2008. He holds two MA degrees from Leiden University, one in Political Science with a specialization in comparative politics, the other in Latin American Studies with a specialization in history. Frank is a member of the Tensions of Europe network, the Society for the History of Technology and the International Association for the History of Transport, Traffic and Mobility. He also participates in the research program Globalisation, technological change and economic development of the Dutch-Flemish N.W. Posthumus Institute for economic and social history.

History in Sustainable Urban Mobility: Key Concepts and Challenges

Martin Emanuel, Uppsala University, Sweden, martin.emanuel@ekhist.uu.se
Ruth Oldenziel, Eindhoven University of Technology, The Netherlands, ruth@oldenziel.com

The bourgeoning field of mobility studies within the social sciences examines the multiple ways our current mobilities need to transition from the present to a more sustainable future. What can historians bring to the table? This contribution will focus on the key concepts of a book-in-the-making, highlighting how comparative and long-term urban analyses of mobility can inform sustainable futures. In particular, the presentation will elaborate on what we consider as a useable past from a sustainable urban mobility point of view. How can we understand processes of normalization of unsustainable mobility patterns? How can historians' expertise in understanding issues of continuity and change; contingencies and path dependencies; and stasis and tipping points be mobilized for understanding the prospects of future change? How can historical user-practices be uncovered and their importance in processes of change be

accounted for? How can recovering alternative pasts motivate action towards alternative, sustainable futures? In short, how may we historicize sustainable urban mobilities to understand the present to move towards the future? These are some of the questions we wish to address.

Martin Emanuel (Royal institute of Technology PhD history of technology 2013), postdoc fellow at Uppsala University, Sweden. Emanuel's expertise is at the intersection of mobility, urban, and environmental history, including also tourism history. His research has in particular been on different aspects of the history of cycling culture, urban planning and traffic management. His is co-editor and author of *Cycling Cities: The European Experience: Hundred Years of Policy and Practice (2016)*.

Ruth Oldenziel (Yale University PhD history 1992), professor at the History Division of the Technology Innovation, Society Group at Eindhoven University of Technology. A writer of books and articles in history of technology, american studies, and gender studies, her most recent work mobilizes historical research for sustainable urban mobility by examining modal split of cycling, walking, public transit, and automobility in long-term perspective since 1880s. She is PI of the 3-year NWO International Humanities Research Network The Cultural Politics of Sustainable Urban Mobility, 1890-Present (CPSUM) (2015-2018), in which 8 European, 3 Chinese, and 2 U.S. research groups collaborate on cycling, walking, and public transit; She is PI for the research and public outreach program of 100 years cycling policy and practice comparing 14 Cycling Cities in 10 countries, taking Dutch cities as its baseline; participates in the NWO-SURF Smart Cycling Futures Research consortium (2016-2021); and supervises several PhD projects. Most recently, she has been a senior fellow at LMU Rachel Carson Center for the Environment and Society in Munich (2013-2016).

Technology, Aspiration and Emissions in the Tube Railways of London

Carlos López Galviz, Lancaster University, United Kingdom, c.lopez-galviz@lancaster.ac.uk

By 1910, there were in London seven underground railway lines operated by five different private companies, using two technologies, steam locomotives and electricity. This set the pattern for future developments, with new lines added to the system first in the 1960s and, more recently, with Crossrail, the new line due to open to passenger services in 2018. Increasing transport capacity, notable rail, is central to sustaining urban mobility in London, today and in future. By looking at the planning and building of the first 'Tube' lines at the turn of the 20th century, this paper will historicise three notions that are key to understanding what is today considered sustainable about different modes of transport in London and cities more generally: First, the shift in technology, which by the late 1880s consisted in replacing steam-operated locomotives with the multiple-unit electric system perfected by Sprague. Second, the increasing differentiation between home and work and with it of the distances people would travel in search of the 'fresh air' of the country, less the 'free flow' of planners than the constant negotiation between metropolitan growth and the provision of affordable transport. Thirdly, emissions both at the point where

the tube railways were powered, namely, the power stations, and within the tubes themselves where bacteria was found and measured against air conditions elsewhere in the city to claim that the new infrastructure of tube, rail and car was cleaner than many of the crowded places above such as theatres, pubs and hotels.

Carlos López Galviz is a Lecturer in the theories and methods of social futures at Lancaster University, UK. He has been a consultant in several planning initiatives in the UK, Europe and Colombia and was in 2014 a visiting scholar of the Shanghai Academy of Social Sciences, with the project 'Past Futures: 19th-century London and Paris and the future of Chinese cities', funded by the European Commission. His research interrogates the relationship between cities and infrastructure through the lens of 'past futures', namely, the ways in which we can connect past experiences and events with future plans and ideas about the environments where we will live and work. Carlos has published widely on the history of cities like London and Paris, and the history of technology and infrastructure, including Going Underground: New Perspectives (2013) and Global Undergrounds: Exploring Cities Within (2016).

Framing 'Rural' Railway Closures in 1960s Britain: Lessons for Sustainable Urban Mobilities

Colin Divall, University of York, United Kingdom,
colin.divall@york.ac.uk

This paper is an exercise in developing a 'usable past' for transport policy, defined as a pragmatic, instrumental approach to writing history framed by present-day imperatives. By taking a long-term perspective this case study supports the arguments of a small minority of academics in transport studies that policy does not adequately deals with uncertainty. This vanguard recognizes how over decades, shifts in urban morphology, demographics, infrastructure, culture, technologies etc can radically alter access to everyday metropolitan life. Then-contemporary analysts and planners often failed to predict these changes. Today's vanguard therefore argues that policy must accommodate unpredictability by building flexibility into urban-transport planning and practice. Instead of trying to predict 'the' future, the vanguard advocates borrowing techniques such as scenario-building from other policy fields to envision several, usually radically different futures for accessing metropolitan life. This enables political choices to be made between these futures as well as attempts, through techniques such as backcasting, to identify pathways to the desired future(s).

Half a century's hindsight offers some 'lessons' about the appropriate geographical and temporal scales at which policies for urban land-use and transport planning are framed and developed. In particular it signals the difficulties of integrating local-cum-regional knowledge into centralized strategic plans and policies. It also reminds us that in the long-term 'non-experts' sometimes prove to be 'right', and that in developing more flexible ways of planning sustainable urban mobilities we should be (more) open to such knowledge. The chief lesson is that the most powerful policy makers (central government) were hopelessly wrong about the long-term prospects of the railways reviewed here. Predictions about traffic flows and wider urban changes proved unreliable. Short-term financial

imperatives framed the political and policy process, and the likelihood that what were at the time fundamentally rural railways might eventually provide peri-urban services into an emerging conurbation was given no more than cursory consideration. Colin Divall is professor emeritus of railway studies in the University of York, UK. Recent research includes the marketing of passenger travel by Britain's railways since the late 19th century, the shift from rail- to road-based distribution in the 20th century, and the politics of railway rationalization in the 1950s and 1960s. He has published over 40 journal articles and book chapters, and six books. A member of the UK's History and Policy Network, he has recently facilitated workshops on Framing Infrastructure Policy: the Lessons of British Railways 1955-75 for the UK's Civil Service Learning, Department for Transport and HM Treasury.

International Technocrats' Transnational 'Script' for the Future of Urban Mobilities throughout the Twentieth Century

Ruth Oldenziel, Eindhoven University of Technology, The Netherlands, ruth@oldenziel.com
Maria Luisa Sousa, NOVA University of Lisbon, Portugal, luisacoelhosousa@fct.unl.pt
Pieter van Wesemael, Eindhoven University of Technology, The Netherlands, p.j.v.v.wesemael@tue.nl

In this proposal, we explore how experts envisioned futures (the "script") of urban street's uses in the past by looking at their international organisations. We focus on how national experts, who operated transnationally, produced, circulated, and appropriated knowledge on different mobility modes throughout the twentieth century. Our sites of inquiry are key international expert fora on mobility infrastructure, regulation, and urban planning of the past century: the Permanent International Association for Road Congresses (founded in 1909), the Union Internationale des Villes and the International Federation for Housing and Planning (both founded in 1913).

We ask how these technocratic internationalists treated the "urban question" when dealing with mobility. How did these experts articulate their technocratic internationalism in relation to their mandate for the "infrastructural nation state"? How did they view centralised mobility policies versus local authorities' decentralised policies? To what extent, did these national experts, who operated in transnational settings, deal with class conflicts? Can we establish a periodisation?

We also seek to understand who and which mobility modes the experts sought to represent at these transnational arenas. How did they, as experts, position themselves as spokespersons for mobility users (i.e. automobile or touring clubs?). Which mobility modes did they represent and which did they side-line? We aim at understanding the design of urban mobilities as a historical process and to what extent did these expert international arenas functioned as international sites of mediation and governance. The presentation brings these organisations together to ask how they dealt with the urban question and the modal split.

Ruth Oldenziel (Yale University PhD history 1992), professor at the History Division of the Technology Innovation, Society

Group at Eindhoven University of Technology. A writer of books and articles in history of technology, american studies, and gender studies, her most recent work mobilizes historical research for sustainable urban mobility by examining modal split of cycling, walking, public transit, and automobility in long-term perspective since 1880s. She is PI of the 3-year NWO International Humanities Research Network The Cultural Politics of Sustainable Urban Mobility, 1890-Present (CPSUM) (2015-2018), in which 8 European, 3 Chinese, and 2 U.S. research groups collaborate on cycling, walking, and public transit; She is PI for the research and public outreach program of 100 years cycling policy and practice comparing 14 Cycling Cities in 10 countries, taking Dutch cities as its baseline; participates in the NWO-SURF Smart Cycling Futures Research consortium (2016-2021); and supervises several PhD projects. Most recently, she has been a senior fellow at LMU Rachel Carson Center for the Environment and Society in Munich (2013-2016).

M. Luísa Sousa is an assistant professor and a post-doc researcher at the Interuniversity Centre for the History of Science and Technology (CIUHCT), at the Department of Applied Social Sciences, Faculty of Science and Technology, NOVA University of Lisbon, working on the post-World War II development of highway engineering. She is also a member of the research projects "The Cultural Politics of Sustainable Urban Mobility, 1890-Present" and "Engineering the Anthropocene: Colonial Science, Technology and Medicine and the changing of the African landscape". She has recently published "Roads for the 1940 Portuguese Nationality Commemorations: Modernising by Excess in a Context of Scarcity." (December 2016, The Journal of Transport History).

Pieter van Wesemael is professor of Urbanism and Urban Architecture at the Technical University of Eindhoven; he received both his Master and PhD with honor (cum laude) from the Technical University of Delft (NL). For two decades, he headed a consultancy and design office in urban design, area development, and spatial policy. He has published widely on topics related to sustainable evolutionary urban development based on a full understanding of the development logic of correlated economic/technological, socio-cultural, and spatial development. He is founder of the Urban Lab at TU Eindhoven, a platform for applied research, in which actors of the triple helix collaborate on policy research and case studies in sustainable urban development and urbanized region.

Dystopic Immobilities: past & future, north & south and everything in between

Chair and organiser: Govind Gopakumar

Synopsis: Immobilities and immotilities are deeply threatening to our collective existence and have therefore been associated with various forms of dystopic representations. One common mode of forcibly restricting an avenue of mobility is a favoured disciplinary tool. Ranging from grounding truant children, incarcerating people, imposing a curfew, restricting greenhouse gas emissions, to trade and commodity embargoes on errant nations, individuals and collectives have attempted to impose their will on others' mobility through a wide array of

disciplinary technologies and techniques. Another dimension of immobilities that are similarly ominous to our collective imagination are instances of lock-in and gridlock that are usually products of over-subscribed mobilities. Ranging from traffic congestion, disrupted transitions to carbon lock-in, these indicate various forms of metaphorical, ideological, and technopolitical traps that constrain transitions and mobilities in our world. It is therefore not surprising that this range of immobilities – from the enforced to the oversubscribed – often are intimately entangled with dystopian imaginations, locations, and states. Indeed, we could argue, that dystopic propensities of immobilities are often more compelling than the utopian possibilities of a mobile existence. What is the connection between enforced immobilities, inertial movements, dystopian sentiments, and ominous scenarios? Could dystopian immobilities, ironically, be a force of change and movement on a variety of fronts?

From Dystopia to Dystopia: Congestion and the pursuit of an ordered urban modernity in India

Govind Gopakumar, Concordia University Montreal, Canada, govind.gopakumar@concordia.ca

Modernity, especially urban modernity, could be interpreted as a relentless pursuit behind mobile utopias – ideal places where mobility and movement of commodities, people and information is endlessly promoted and facilitated; where social and material blockages are nonexistent. Blockages that appear to constrain the mobile experience are interpreted as not just that but have, instead, attracted (both in the past and in the present) the full force of strictures that state and non-state actors can bring to bear. The disproportionate power brought to bear on such blockages is on account that it threatens the very foundations of modernity, our all-encompassing sociopolitical project with its antithesis – disorder leading to dystopia. Traffic congestion is one such dystopic manifestation that has, since the late nineteenth century in Western cities, been the target of considerable interventions. Fields such as transport history and mobility studies have recently attempted to record the complex social and cultural experiences that constitute traffic congestion. In India, the variegated experience of urban technological modernity has endowed a vibrant picture of traffic congestion spanning colonial and postcolonial periods, which unfortunately has attracted far less attention. This paper is a preliminary attempt to record, based on secondary historical and contemporary sources, the dystopic characterizations of traffic congestion in urban India. What is particularly noteworthy is the shift in dystopic accounts of traffic on the Indian street. Dystopias of jostling crowds in Indian streets in the late colonial period have now made way for contemporary dystopias of streets crammed with vehicles waiting in vain for the traffic to clear. This disjunction of dystopias reveal a narrative of not just immobility transitions but also a story of the intersection of urban technological modernity with complex socio-political regimes and structures.

Govind Gopakumar is an Associate Professor at the Centre for Engineering in Society, where he was Associate Chair between 2011 and 2015. Govind Gopakumar received his PhD in Science and Technology Studies from Rensselaer Polytechnic Institute at 2008.

Exploring Public Road Passenger Transport in Kenya: A Futuristic Utopia or Dystopia

Gladys Moraa Marie Nyachieo, Kenyatta University, Kenya, glamo02@yahoo.com

Transport is essential for any community; it improves accessibility and enhances mobility. Road transport is a predominant mode of transport in Sub-Saharan Africa and it especially plays an increasingly important role in the Kenyan economy, it accounts for over 80% of Kenya's total passenger and freight transportation. It facilitates movement of people and goods therefore promoting industrialization and sustainable economic development. Through history, different communities have come up with different means of transport from walking to flying. This can be attributed to their different environmental, socio-economic, political and cultural situations at diverse points in time. Public road passenger transport in Kenya has a long history which dates back to the 1930s when the first buses were put into operation in Nairobi. With the increase in population over the years and urbanization, there has been an inevitable increase in motorization and changes in how people have been transported. Since people need to move from one place to another for various reasons including going to work, hospital, school, market among others, it becomes necessary to establish an efficient passenger public road transport system to take care of increasing demand for transport. This paper seeks to investigate the dynamics and challenges including immobilities, in public passenger transport in Kenya while exploring the history of this sector. In addition, the paper will visualize the future of road passenger transport to find out whether it is a futuristic utopia of dystopia.

Dr. Gladys Nyachieo is a lecturer at Kenyatta University, Sociology department; she received her Doctorate in Sociology (Transport Sociology) from Kenyatta University in 2015. She also holds a Masters degree in Sociology from University of Nairobi. She has published a book titled Road safety in Kenya: Knowledge, Attitudes and Practices of Drivers of Passenger Service Vehicles and a Journal paper titled Creating Employment through Transport. She has presented various papers in the area of transport and safety in a number of international conferences. Dr Nyachieo is interested in social-economic, political and cultural factors that influence road safety and travel behaviour.

Concrete and Bullock Carts: Modern Roads in Interwar India

Angelica Agredo Montealegre, King's College London, United Kingdom, angelica.agredo@kcl.ac.uk

On its opening in 1943, the Howrah bridge over the Hooghly river was the third-longest cantilever bridge in the world; its eight lanes were designed for both motor and animal vehicles, running on concrete pavements. During the interwar years not only did India have a growing road network comparable to the railway network, but bullock carts also played an important role in the determination of the technical specifications of the roads. The combination of motor vehicles and bullock carts represented a serious challenge for road maintenance, which was a constant preoccupation for both engineers and the authorities of the provinces and the princely states. Drawing from British and American techniques, as well as from their shared experiences, road engineers experimented with various

surfaces and techniques –among them was concrete. Its high cost was justified by the significant reduction of maintenance expenditure in the long-term it allowed. For this reason India, a poor country, was one of the few places outside the United States where concrete roads were used from the 1920s.

It is commonly assumed that the building of the Indian railways entailed a radical shift in the pace of transportation and the abandonment of older, slower, transportation methods. [1] Roads are thus absent from most accounts of Indian history after the consolidation of the railway system in the 1870s.[2] However, bullock carts were such an important feature even in the late 1930s, that road engineers could not envisage a future without them despite seeing them as a sign of backwardness. Understanding how distinct the history of technologies in poor countries has been is the only way towards imagining a future that does not intend to copy rich countries but instead recognises, values and evaluates the specificity of these varied and growing technological worlds.

Angelica Agredo is a PhD student at the Centre for the History of Science, Technology and Medicine at King's College London. Her research emphasises the material aspects of road construction and maintenance to study the interactions between engineering knowledge and practices, engineers, labour, machinery and tools, different kinds of traffic, road-making materials and environmental conditions. Through the example of roads, her research examines the techno-political relationship between rich and poor countries, and the way in which road networks exemplify particular visions of political, economic and social development.

Heterogenous Work Transformations: Pasts, Presents and Futures

Chairs: Sung-Yueh Perng and Lisa Wood
Discussant: Robin Smith

Synopsis: Heterogeneous sociotechnical practices and relations, developed directly because of work or implicated by it, have enabled mobile work and mobile work practices. Yet, the field of work mobilities is often homogenised to focus on paid (white collar) work or the mobile office. Within and beyond these classical representations, assemblages of materials and information, place and non-places, corporeal and affective movements, and the organisation of social life more generally, constitute work sites and practices (Wood, Smith and Hall, 2016).

In this panel, we aim to develop a deeper understanding and raise the visibility of all work that is mobile, exploring a series of interrelated questions around the reconfigurations of work, workplace and work practices when they become mobile, distributed, relational and contested. We posit that taking a broad and inclusive approach to mobile work gives new perspectives for societies on the move capturing the utopic and dystopic heterogeneity that contributes to the lived experiences of work and the contours of the "political economy of mobilities".

There are four papers in this panel covering issues relating to:

• Work and work practices in unanticipated/invisible places/time;
• Skills, emotions and subjectivities in mobile work;
• Gendering and diversifying mobile labour;
• Health, wellbeing and mobile work;
• Re-ordering of governance through mobile work.

Through discussions of these case studies we aim to encourage cross-cutting discussions in order to further understand work transformations (pasts, presents and futures) and challenge assumptions about utopian possibilities. In order to facilitate discussion, all presenters will be asked to directly address the following questions in their presentations:
• How has mobility reconfigured work, workplace and work practices?
• How have these reconfigurations come about?
• How are reconfigurations unfolding?
• What do they tell us about the futures to which we are headed and how do we engage with them?

Transformations of Gender, Work and Life: Theory and Practice

Breda Gray, University of Limerick, Ireland, breda.gray@ul.ie
Luigina Ciolfi, Sheffield Hallam University, United Kingdom, L.Ciolfi@shu.ac.uk
Pinatti Fabiano, University of Siegen, Germany, Fabiano.Pinatti@uni-siegen.de

Based on a study of work and workplace mobility among 56 informants (25 women and 31 men) across the ICT, creative and academic sectors in one city/regional hub in Ireland, this paper investigates work/life practices located at the intersection of the new sociotechnical afforances and post-Fordist labour processes of the Knowledge Economy. Recent theorisations of post-Fordist work patterns emphasise a rearranging of work and life place boundaries by intensified and extensified mobilities; a reconfiguring of work and life time boundaries; and a dissolving of the gendered boundaries of work and life (production and social reproduction) (Adkins and Dever 2014; Hardt and Negri 2004). Our findings suggest that, instead of dissolving boundaries as a result of work and workplace mobility, these workers constantly struggle to draw boundaries between what counts as work and as life, and that this varies primarily in relation to gender and stages in a gendered life trajectory. Work extensification is compensated for via a perceived freedom to shape one's own life, which is articulated in terms of individualised boundary-drawing. While young men seem to easily inhabit an 'always on' work persona, they also articualted anxieties about the achievability of their family aspirations. Younger women struggled to make time for life in the present, while mothers emphasiesd boundary drawing as a necessity. Notwithstanding this gendered pattern, all participants distinguised between paid work and life as distinct sites of value. Boundaries were individually drawn and resist any easy mapping of masculinity and femininity onto the domains of work and life. Instead, it is the process of boundary drawing tha most reveals gendered patterns. These relatively privileged middle-class workers' individualised struggles centre on improving the quality of thier lives, but raise important questions about political possibilities within and beyond the world of mobile, post-Fordist work.

Breda Gray is Senior Lecturer at the University of Limerick. Her research interests cover the politics of gender/sexuality, migration, diaspora and religion in relation to contemporary governing processes.

Luigina Ciolfi is full Professor of Human Centred Computing at C3RI – The Cultural, Communication and Computing Research Institute and member of the Communication and Computing Research Centre at Sheffield Hallam University (UK).

Dr. Aparecido Fabiano Pinatti de Carvalho is currently a Researcher at the Department of Information Systems of the University of Siegen working in the EU/NWR Project Cyberrüsten 4.0.He holds a B.Sc. and a M.Sc. in Computer Science from the Federal University of São Carlos, São Paulo, Brazil, and a Multidisciplinary PhD developed within a joint project between the Interaction Design Centre of the Department of Computer Science and Information Systems, University of Limerick, Ireland, and the Department of Sociology of the same university. His interests span Human-Computer Interaction, Interaction Design, Computer Supported Cooperative Work, Ubiquitous and Mobile Computing, Mobile and Nomadic Work and Informatics in Education. He has published several articles on topics related to these fields of research in prestigious international conferences. Before joining the Uni-Siegen team, he was working at the Multidisciplinary Research Group of the Vienna University of Technology as Project Manager of the EU TOPIC Project.

Demanding Business Travel: The Evolution and Futures of the Timespaces of Business Practice

James Faulconbridge, Lancaster University, United Kingdom, j.faulconbridge@lancaster.ac.uk

As part of the mobilities turn (Sheller and Urry, 2006), significant effort has been made to analyse the relationships between the globalisation of professional services (such as accounting, advertising, architecture, engineering and law) and 'portfolios' of business mobility which produce an internationally hyper-mobile class of workers (Faulconbridge et al., 2009; Millar and Salt, 2008; Salt and Wood, 2012). To date, the majority of the business travel literature has focussed on charting types of travel and the face-to-face contact it allows (e.g., Davidson and Cope, 2003; Faulconbridge et al., 2009; Jones, 2007; Lyons, 2013; Millar and Salt, 2008). This, we contend, neglects the important question of how demand for business travel, and what it enables (eg: face-to-face, sales, staff management), comes to be ingrained in how business is done, and the implications of this for the futures of business mobility.

In this paper we offer a new perspective on demand for travel by focusing on the rise of global professional firms; specifically global construction and engineering consulting firms. We do this by drawing upon Schatzki's (2006, 2009) notion of timespace. Specifically, we explore how demand for business travel arises as a result of the need for the coordination of business through interwoven timespaces. This view is found to offer new insights into the creation of, and ways of thinking about the futures of and challenge of reducing demand for

business travel. In particular it reveals how forms of corporate organisation have co-evolved with the role of mobility in society. We argue that over time, changes to the interweaving of timespaces have evolved in ways inseparable from the possibilities for and provision of business travel; and in turn this creates a contemporary situation of significant and hard to reduce demand for travel that has implications for futures of business mobility.

James Faulconbridge is Professor of Transnational Management, and Head of the Department of Organisation Work and Technology at Lancaster University, Lancaster, UK. His research examines a range of issue relating to the globalization of professional service firms with particular focus upon the way knowledges and practices are reproduced and transformed within firms as they move across space. He has written extensively about business mobilities, and is the Director of Research for the Lancaster University Centre for Mobilities Research.

Passions for Precarious Work, Life and Prototype: Exploring Open Innovation in Hackathons

Sung-Yueh Perng, Maynooth University, Ireland, sung-yueh.perng@nuim.ie
Rob Kitchin, Maynooth University, Ireland, rob.kitchin@nuim.ie
Darach Mac Donncha, Maynooth University, Ireland, Darach. MacDonncha@nuim.ie

Hackathons – quick prototyping events for commercial purposes – have become an important means to foster innovation, entrepreneurship and the start-up economy in smart cities. Smart and entrepreneurial cities have been critiqued with respect to the neoliberalization of governance and statecraft. We consider the passions, inventions and imitations in the assemblage of practices – alongside neoliberalizing and capitalist operations – that shape the economy and governance of smart cities. The paper examines hackathons as tech events that extend the passions for digital innovation and entrepreneurship and act as sites of social learning for the development of smart urbanism. We argue that passionate and imitative practices energize the desire and belief in entrepreneurial life and technocratic governance. However, we also illustrate that precarity, ambiguity and uncertainty plague programmers and prototypes alike and are engineered into the passionate participation in developing entrepreneurial life and smart urbanism. Upskilling becomes outsourced to these tech events and does not guarantee career advancement. The lifespan of prototypes is contingent upon the success at hackathons, which in turn relies on the opportunity of forming a team with an appropriate skill set, collaborative ethos, and leadership. Furthermore, the pressure to succeed compels participants to focus on developing participation techniques and to extend the control and management of prototyping processes. Hackathon participation thus becomes a profession in its own right, demanding both material and immaterial investments in the forms of time, money, physical presence and continued preparation for, and improvement, on participation. The professionalization of participation thus extends the increasing outsourcing of professional development and the demand of personal investments and also exploits the enjoyment of technology tinkering (those who attend to have fun) for personal professional interests (those attend to win).

Sung-Yueh Perng is a Postdoctoral Researcher, ERC The Programmable City, at the National Institute for Regional and Spatial Analysis.

Rob Kitchin is Professor and ERC Advanced Investigator, The Programmable City, at the National Institute for Regional and Spatial Analysis.

Darach Mac Donncha is a Doctoral Researcher, ERC The Programmable City, at the National Institute for Regional and Spatial Analysis.

Military Spouse Work in the Digital Age

Lisa Anne Wood, Lancaster University, United Kingdom,
L.a.wood@lancaster.ac.uk, @DrLisaWood
Tracy Hauver, University of Liverpool, United Kingdom,
tracyhauver@gmail.com

Military life is characterised by hypermobility and separation. The associated work of military spouses is often taken for granted (and often gendered) with un- and under- employment being key issues. Although it has been identified that providing more appropriate support resources would aid transitions for military spouses and families (Blakely et al., 2014), little has been done to explore the work-life of this hypermobile group. Previous research regarding spousal well-being has largely focused on challenges relating to deployment (Franklin, 2010, Padden et al., 2011, Green et al., 2013); however, reports from the US state the levels of service members deploying (and forecast to deploy) is rapidly trending downwards (Kane, 2016) meaning a rise in the number of families accompanying service members to locations outside of the continental United States (OCONUS). Such hypermobility results in negative consequences for spouse well-being (Burrell et al., 2006). Although increased mobility defines one's network capital (Urry, 2012), friendships and relationships forged through mobility tend to be situated, expendable and short-lived (Beder et al., 2011). Consequently, there is a 'darker side to hypermobility' characterised by constantly evolving, dissolving and transforming the self in highly insecure, anxiety-ridden circumstances (Cohen and Gössling, 2015). Global mobility patterns may be linked to increased network capital however, for military families, we hypothesise that such liquid movements are much more problematic. This paper reports on an initial scoping exercise to identify key themes relating to new patterns of working and family life within US military families, the impacts of hyper mobility and the everyday use of digital technologies on family life. We consider the health and wellbeing of military spouses and the network and economic costs of mobile work. Finally, given their connection to warfare and the current trend for reduced military deployments, we consider what utopia might be for this group of workers

Lisa Wood is a lecturer in Social Sciences at Lancaster Medical School. Her research focusses on technologically mediated practices drawing on Science and Technology Studies, Organisation Studies and Feminist Technoscience. She is interested in looking at work 'on the move' feeding into interests in knowledge production, accountability, responsibility and autonomy.

Tracy Hauver, qualified as a radiation therapist in 2000 from City University, London. She worked in a number of hospitals in the UK and also as a lecturer in Radiotherapy at University of East Anglia before moving to the US. In 2005-2008 she undertook a second degree in Radiation Therapy whilst also teaching on the course at Howard University. She is currently researching social dimensions of military spouse wellbeing as part of a MPH in International Public Health at Liverpool University.

Being Busy: Utopian or Dystopian Feelings of Time and Mobility?

Clare Holdsworth, Keele University, United Kingdom,
c.m.holdsworth@keele.ac.uk

Being busy is the temporal condition of late modernity. Busyness increasingly characterises work, family and leisure time as the expectation that we should be doing something often matters more than the significance of these activities. This manifestation of busyness is exemplified through the proliferation of self-help books that advise on how to resist the cult of busyness, through doing more with less. Yet what is intriguing about the fetishizing of busyness is that being busy is not necessarily the same as being productive. We may be rushing around doing lots of activities while not actually achieving anything. Yet at the same time if we are busy being busy we do not have time to pause and be contemplative. Busyness therefore falls between two moralities of time: using time well to be productive or be contemplative. This paper will consider how rushing around being busy represents a distinctive moral economy of time that is neither productive or contemplative. This does not necessarily infer that busyness is a dystopian expression of time and mobility, rushing around can be a mode of resilience and a way of performing doing, even if not productive. Being busy engaged in an activity also has the potential to be autotelic, that is an activity carried out for its own sake, rather than the outcome, and autotelic activities can be therapeutic. This paper will therefore consider the dystopian and utopian experiences of busyness. The discussion of busyness will draw upon analysis of self-help books and popular advice on how to manage busyness.

Clare Holdsworth joined Keele in 2010 after over 15 years at the Universities of Liverpool and Manchester working in the Departments of Geography and the Centre for Census and Survey Research, respectively. Her academic background is interdisciplinary: She reads Human Sciences at Oxford, followed by an MA in Demography at the London School of Economics and a PhD in Geography at Liverpool.

City Walks I: Mobile Utopias, Urban Governance, and Practices of Walking

Chair & organiser: Martin Emanuel and Nick Dunn

Synopsis: In contemporary policy making, walking is made a cornerstone in urban utopias; it is given a central role in the repurposing of machine (car)-centered cities into human-centered, livable, and sustainable ones. But the potential to

revive walking is framed by its history: it differs from place to place, depending on past, local processes of marginalization as well as the obduracy of walking practices. Indeed, the very act of walking may be understood as a mobile utopia in some urban contexts. The role of walking and its capacity to open up new ways of thinking about and understanding the urban may suggest pathways to alternative futures for the city. This "walking panel" will be dedicated to contestation between projections of, governance of, as well as actual walking in urban environments—past, present, and future. Looking to bring scholars from various fields together into an interdisciplinary discussion of walking—whilst walking—we invite methodological creativity, for example, contributions that in different ways make use of, reappropriate, redefine or question urban space.

The Walking-Stick in the Victorian City: Conflicting Ideals of the Sunday Stroll

Peter K. Andersson, Lund University, Sweden,
peter.andersson@hist.lu.se

To the nineteenth-century pedestrian, the walking-stick was an essential accessory, both as an aid and as an indicator of status. In the public realm of growing cities in the nineteenth century, various practices of walking and of public self-presentation developed quite elaborate and specific codes. The way you walked and carried yourself in the street said something about who you were and what role you were playing. This nonverbal communication was diffuse at the time and is even more obscure to the historian a century and a half later, but through material objects such as the walking-stick, the way it was used and the way it was perceived, we may gain an insight into nineteenth-century walking practices and their governance. In the late nineteenth century, it mattered a great deal how you carried your walking-stick. To the discerning general public, it could make the difference between whether you were seen as a gentleman or a cad. Periodicals were fond of making fun of or simply complaining about the bad habit among men of carrying the cane horizontally under the arm or of carrying the cane in one's coat pocket, so that it was held vertically along the side. This practice was seen as disrespectful, as the cane might easily poke whoever was walking or standing behind or in front of the stick-wielding gentleman. Cane techniques aroused concern and criticism, and the resulting newspaper debates give us insight into the way a rulebook of urban walking grew out of the conflicts surrounding street behaviour that ensued among the pedestrians. But it also provides us with knowledge of diverging ideals of elegance and of public appearance, suggesting that norms and notions of urban walking and congregating were more diverse in the period before the legislations and standardisations of the twentieth century. This paper aims to analyse the multifaceted world of late nineteenth-century urban walking cultures as they took shape from the interaction of pedestrians rather than from governance imposed from above. The focus of the paper is the walking-stick and its uses, allowing us to discern the details of historical practice in the confluence between material culture and nonverbal communication.

Peter K. Andersson is a researcher in history at Lund University, Sweden. He is the author of "Streetlife in Late-Victorian London" and is currently engaged in a project on body language and urban culture in the 19th century.

Walking as strategy of political mobilization

Nela Milic, University of the Arts London, United Kingdom,
n.milic@lcc.arts.ac.uk

The Serbian upraising in '96/'97 was an attempt to overthrow dictatorship of president Milosevic after he annulled elections because of the victory of the opposition party. Ashamed by the unsuccessful outcome of their protest, the people of the capital Belgrade have never produced an archive of photos, banners and graffiti, which emerged during these demonstrations. Scarce information on the Internet and the inability of the media to reveal the data gathered during the protest has left the public without the full account of the upraising. My project is that archive - the website of images, leaflets, badges, flags, vouchers, cartoons, crochets, poems etc, an online record of the elucidated protest available to the participants, scholars and the public.

The narratives of this event have been locked within the community and there are only odd visual references hidden in people's houses. My research generated them through interviews and image elicitation that looks at the uprising by analysing the accumulated historic relics. Presented in sections on the website (dates, artists, walking routes) and pages of art formats (poems, photos, quotes), this overview of the geographical, political and social circumstances within which the protest's artwork was produced demonstrates how it influenced the actions of the citizens and their main manifestation – the walk.

The purpose of the project is to develop the storage of cultural memory and collect images that people responded to sentimentally, which sustained this urban spectacle and enthused creative participation that became the force of the protest, exchanged between artists and other citizens. These were exposed on the streets during the walks of the masses, which symbolised reclaiming of streets as a public arena.

Dr. Nela Milic is an artist and an academic working in media and arts, and is a Senior Lecturer for Contextual and Theoretical Studies in the Design School at London College of Communication. Throughout her career, Nela has delivered creative projects for organisations including the Royal Opera House, Barbican, Arts Council England, John Lewis, Al Jazeera, Campbell Works, Oxo Tower, LIFT festival, and London Film Festival.

Walking Utopias in a Long-Term Perspective: Pedestrian Infrastructures in Lyon During the 20th Century

Louis Baldasseroni, Université Paris-Est-Marne-la-Vallée, France,
louis.baldasseroni@univ-paris-est.fr

Within a context of flourishing new modes of surface transport, from trams and railways to cars, the pedestrian's position in an urban setting always seems to be challenged. In fact, they are gradually restricted onto sidewalks, which themselves become narrower to make room for larger paved roadways. Nevertheless, pedestrian-dedicated infrastructures are still planned and sometimes implemented, following the traffics segregation idea that prevails in Western cities. These "pedestrian utopias" question the pedestrian's position both within street-use habits and within the new arrangements meant

to adapt to the evolution of these habits.

The Lyon case is relevant to illustrate these utopias: Lyon is the second biggest city in France, and holds very diverse modes of transport: trams, trolleybuses, buses, etc. Specific streets and symbolic pedestrian arrangements are compared. This is done with a historical approach to grasp the evolving position of the pedestrian, that changes both according to the location and the period considered. The study relies on public archives (Street administrations reports), maps and pictures of projects, that either were implemented or stayed on the drawing board. From the first streetcars in the 1880s to the remodeling of several streets during the subway construction in the 1980s, we show that pedestrian infrastructures are thought against the conflicting street-running modes of transport. These arrangements are highly correlated with the various and time-dependent issues at stake regarding street planning : aesthetics, equipment, road safety, traffic, parking, ...

The study shows that pedestrian arrangements mix both aesthetic and safety issues, which make planners think in terms of levels: this mainly yields the grade-separation of the conflicts through pedestrian footbridges or underpasses. From the 1960s onward, the failure of these solutions to provide a pedestrian-friendly environment shifts policies towards seeking better cooperation between cars and pedestrians at street level, which can yield to pedestrian-only policies on some streets.

After having been a high-school teacher in history and geography, ***Louis Baldasseroni*** is doing his PhD in Modern History at Université Paris Est-Marne la Vallée, where he also teaches. His research is about the urban history of Lyon, with a specific interest in the modernization of the public road network in the 20th century. Subject of the PhD dissertation: " Street modernization and street-use conflicts, the example of Lyon, late 19th - late 20th centuries". He works on the history of street improvements during 20th century, in their socio-technical aspects: place of infrastructures in mobility policies, mobilizations of users and urban residents, shaping of urban landscape, conflicts between street uses and traffic management.

In Search of Wanderability and Utopian Urban Space

Charlotte Bates, Cardiff University, United Kingdom,
batesc2@cardiff.ac.uk
Kate Moles, Cardiff University, United Kingdom,
MolesK@cardiff.ac.uk
Robin James Smith, Cardiff University, United Kingdom,
smithrj3@cf.ac.uk

In this presentation, we provide a critique of 'walkability' as a prominent concept in urban planning and design. 'Walkability' suggests pedestrian movement between strategically positioned fixed spaces, destinations, and attractions and, in this sense, produces what we might come to see as a static engagement with city space wherein walking is functional and ancillary rather than a properly mobile engagement with city space. In addressing the theme of utopia in the everyday, we consider the ways in which we might rethink and redo cityspace through a more playful and creative engagement, and through finding meaning through less directed, 'meaningless', roving mobilities. We also aim to undo the dominance of the visual and 'legibility'

in discourses of urban walking and design where even "follow your nose" means, in practice, the eyes.

Developing the notion of what a utopian engagement with the city might be, we propose, instead, to investigate the concept of 'wanderability' through simultaneous experiments with walking, space, and alternative ways of navigating and wayfaring. Drawing on previous research projects, we invite participants to engage with an audio drift/soundwalk in which they experience landscape through alternative sonic habits, wayfinding where participants will be asked to navigate by alternative means (e.g those used in non-urban space, e.g. a compass and 'folk navigation' methods), and the production of virtually marked, unanticipated routes, where people's desires will produce alternative wanderings mapped with GPS. These experiments with mobility and place reconfigure and reanimate concretised, planned, and predictable movements and paths and, together, point toward the possibility of a city defined by activities beyond work and consumption.

Charlotte Bates' research explores the interconnections between the body, everyday life and place, with a particular focus on illness and disability. She is interested in the ways in which people live their lives, and make their lives liveable, in the face of social inequality and exclusion. She is interested in developing inventive and sensuous ways of doing sociology and her first edited collection, Video Methods: Social Science Research in Motion (Routledge, 2015), was recently published in the Routledge Advances in Research Methods series. It will shortly be followed by Walking Through Social Research (Routledge, 2017) co-edited with Alex Rhys-Taylor in the same series. Before coming to Cardiff in 2017, She was a Postdoctoral Research Associate at Goldsmiths, University of London, where I also studied for my PhD in Visual Sociology.

Kate Moles' research and writing explores the relationships between everyday practices of memory, mobility and place, which she has engaged with through ethnographic, multimodal methods. She has an ongoing attentiveness to ideas of public and community engagement in research and in her work. Previous projects she has undertaken have included research on postcolonialism, heritage, post-industrial communities and young people's sense of their historical and contemporary places and their imagined futures. Underpinning all this work, and developed through her writing, is an interest in qualitative methods, particularly ethnographic, mobile and multimodal methods (soundwalks in particular).

Robin James Smith is currently a Lecturer in Sociology in the School of Social Sciences. He teaches a number of modules concerned with ethnography, everyday life, Interactionist theory, qualitative methods, and ethnomethodology. His research is similarly concerned with interaction and communication practices, everyday mobilities (especially walking), and, more recently, analyses of perception-in-action as underpinned by ethnomethodology and membership categorisation analysis. Completed projects include an ethnography of urban outreach work, studies of social scientists' reasoning, and spatial sense-making and interpretive work (see publications). He is currently at the early stages of a fieldwork project with a mountain rescue team. He is currently co-Editor of Qualitative Research and a board member of The Sociological Review. He is Associate

Editor of the SAGE Encyclopaedia of Social Research Methods. He co-convenes the Cardiff Ethnography, Cultural and Interpretive Analysis Research Group.

Walking the utopian city ethnographically and transgenerationally

Lesley Murray, University of Brighton, United Kingdom, L.Murray@brighton.ac.uk
Helmi Järviluoma, University of Eastern Finland, Finland, helmi.jarviluoma@gmail.com

The embodied practice of walking is said to make the city, a cinematic experience that carves a path through to be read in multiple ways by future mobile bodies. De Certeau's (1984) street level conceptualisation of the mobile city is dependent on another conflicting reading, that of the utopian strategists whose panoptic vision works in opposition to the everyday practices and practitioners of the street. De Certeau's undifferentiated practitioner has been critiqued, with, in particular, alternative gendered accounts of the mobile body (Grosz 1998, Collie 2013). This paper seeks to add to such accounts through exploring the walking body that is differentiated according to generation. This differentiation is relational and so the paper's focus is a European Research Council funded project (Sensory Transformations and Transgenerational Environmental Relationships in Europe, 1950–2020: SENSOTRA Grant no. 694893) on transgenerational cultural transformations of the sensory between 1950 and 2020. Through a series of transgenerational sensory walks – a younger person (sometimes a child) and an older person – the project examines changes in and multisensory engagements with local environments in three national contexts: Turku (Finland), Brighton (UK), and Ljubljana (Slovenia). This paper introduces the project and considers the role of generation in determining mobile space, and hence determines a rationale for a transgenerational methodological approach intersecting several disciplines. We ask the following questions: how are the bodies of different generations written in mobile space? and how does ethnographic sensory walking with different generations offer particular understandings of mobile space?

Dr. Lesley Murray is an Associate Professor in Social Science at the University of Brighton, teaching across the sociology programme and on research methods at undergraduate and postgraduate levels. Lesley is an experienced researcher with a track record in commissioning and managing research and in successfully bidding for research projects. She recently led a work package (£238,000) of a RCUK Energy Programme funded research project, which aimed to understand urban mobility practices through the lens of disruption. Lesley has over 20 years' experience in urban mobilities research in academia and government, having worked as a transport researcher for the London Research Centre, the Greater London Authority and Transport for London, commissioning research on a range of issues. Lesley completed a PhD in 2007 through an ESRC studentship, followed by an ESRC-funded postdoctoral fellowship at the University of Brighton. Lesley's research interests centre on urban mobilities and she has published extensively in this field, including on gendered and generational mobilities, the intersections between mobile and visual methods and urban mobile spaces.

Dr. Helmi Järviluoma is a Professor of Cultural Studies in the University of Eastern Finland (Joensuu). As a sound, music, and cultural scholar with a firm international reputation, she has throughout her career been a passionate promoter of scholarly communities both internationally and nationally. During last 10 years she has had leadership roles in four major global networks. Prof. Järviluoma has published over 170 articles, books and edited collections with the focus on soundscape studies. She has headed large international projects on European Acoustic Environments in Change (funded by the Academy of Finland). The project she was heading 2003—2006, One Hundred Finnish Soundscapes won the Aesthetic Act of the Year 2006 award. She has also authored, directed, and/or translated six radio features for YLE1 Radioateljee (2005—2016) and published a collection of short stories (2016).

City Walks II: Mobile Utopias, Urban Governance, and Practices of Walking

Chair & organiser: Martin Emanuel and Nick Dunn

A Forgotten Utopia? The first "pedestrian moment" in Europe and North America in the 1970s

Cedric Feriel, Université Paris-Est-Marne-la-Vallée, France, cedric.feriel@gmail.com

Since the beginning of the 21st century, walking and pedestrianism were given a high visibility in western urban planning, being even supported by an international organisation (Walk 21). New concepts have merged as « walkability » (Jeff Speck, 2012) and large cities have planned or are now planning ambitious schemes in favour of pedestrians (New York, Barcelone, Oslo, Brussels, Paris). One of the most salient features of this movement is to think of itself as the very first effort in favour of walking and pedestrianism after a half-century of car-oriented urbanism. Considering the fierce debates that are sometimes surrounding pedestrian schemes, one might think that the situation is unprecedent. The paradox is that this « pedestrian moment » is not the first one. Both in Europe and in North America, a first movement in favour of pedestrians and « Traffic-free zones » in city centres grew up during the 1960s and blossomed during the following decade. Nearly every large cities across the Europe completed a pedestrian zone during the period and more than 70 cities in the USA did the same (Brambilla, Longo, 1977). The phenomenon even received the attention of the OECD, who published a report on the topic in 1974 (OECD, 1974) and strongly recommended Member States to promote such projects. But as soon as 1980, the movement appeared to slow down. Our paper examines the hypothesis of a first « pedestrian moment » during the 1970s and aims to trace its history, development and fall in Europe and North America. The study is based on an analysis of texts and major layouts (Cologne, Essen, Copenhagen, Munich, Rouen, Norwich, Kalamazoo, Fresno, Bologna). It suggests that pedestrianisation became a transnational phenomenon during the 1970s because it was able to catalyse a wide variety of views and utopias (sometimes opposed) on the future of western cities at that time. Tracing the history of this

first « pedestrian moment » could help to bring contemporary practices and discourses insights.

Cedric Feriel is a post-doctoral researcher at Labex Futurs Urbains (Université Paris-Est Marne-la-Vallée), working on the project 'Inventing Grand Paris'. In 2015, he defended at University Paris-Saclay a PhD Thesis entitled City Centers for Pedestrians (1960-1980). States, Local Governments, Urban Societies and the Mutations of Urban Cores in the Second Half of the 20th Century (Europe, United States). Cedric Feriel is Member of the Research Group 'Mobilités urbaines Pédestres' (Urban pedestrian mobilities) at University Paris-Est.

Materialities of Walking, Pedestrian Traffic, and Negotiating Mobile Futures of Metropolitan Cities in Russia (1890 -1930s)

Alexandra Bekasova, National Research University Higher School of Economics, St. Petersburg, Russia, sasha.bekasova@gmail.com

The paper deals with materialities of urban walking and pedestrianism in the context of big cities and focuses on the history of the Russian metropolitan cities as a case study. In the paper I intend to explore interdependences of the human-made materialities of the city's walkscapes with the transformative potential of everyday urban walking and with the process of negotiating the new conception of the metropolitan city's street in Imperial and Soviet Russia at the beginning of the 20th century. Doing this I hope to consider three levels of urban life: practical, institutional, and discursive.

'Normative pedestrians': Walking the Streets of Automobile City in Tallinn, Estonia

Tauri Tuvikene, Tallinn University, Estonia, tauri.tuvikene@tlu.ee

Building on the post-doctoral research project on urban walking in the city of Tallinn, Estonia, this paper shows the ways in which walking is governmentalized not only by regulators but also by walkers themselves. While a lot of geographical research as well as sociological and in particular humanistic approaches take walking as the way to experience city—either as landscape practice, flânerie or pedestrian tactics—transport discourses foreground questions of risk and safety—a perspective that has little place for the perceptual, experiential or radical issues of walking. Within this framing, we can talk about a "normative pedestrian" (as opposed to normal): who is not drunk, who is not too young and not too old and who wears safety equipment such as retroreflectors (a compulsory device in Estonia). "Normative pedestrian" is the one who makes right and "undistorted" decisions. Such individuals can be found within legal framings, policy documents, safety reports and from the interviews with state officials but there is also a tendency for walkers to associate themselves with the normative pedestrian even if they normally act in different ways beyond what is set in rules. This paper draws from traditional interviews with policy-makers, analysis of media reports and governing documents, but also utilises video-elicitation interviews with pedestrians who were asked to wear a small camera for about one hour of their everyday walks. Based on the diverse set of materials, I aim to highlight the widespread acceptance of regulations and rules, even if the rules are sometimes different from those written in laws. Using the case of Tallinn, thus, I would argue that

we should not romanticize pedestrians as those acting against rules and regulations. Instead, pedestrians are in various ways governed and governing themselves.

Tauri Tuvikene is a researcher at the School of Humanities of Tallinn University. Her research areas include urban studies, mobility and transport studies, and post-socialist cities.

Thinking through Vegetation and Garbage Wanderings on Everyday Walking in Santiago de Chile

Soledad Martinez Rodriguez, University College London, United Kingdom, ***soledad.martinez.13@ucl.ac.uk***

Walking is at the crossing point of many discussions in urban studies, from being considered as the basic practice that should be at the heart of urban mobility systems to being considered as a powerful methodological tool to investigate the relationship between people and the environment that they inhabit. To unpack the intricacies of walking practices and what they do to urban environments, it is fundamental to know more about the actual experience that people have in their day-to-day lives. Despite the flourishing interest in walking in the social sciences during the last two decades, the actual mundane act of going on foot, both in its particularities and in different urban contexts, has remained less explored. Based on ethnographical research carried out in Santiago de Chile, I address who walks the city and how. Particularly, my presentation revolves around the 'stuff' that makes up the experience of walking. I focus on vegetation and garbage, showing how they affect the lived experience of walking. Finally, thinking through these materials of the urban space, I engage in a broader discussion about the experience of urban inequality in everyday life in Santiago de Chile.

Soledad Martinez Rodriquez is Ph.D. Candidate at the UCL Department of Geography.

City Walks III: Mobile Utopias, Urban Governance, and Practices of Walking

Chair & organiser: Martin Emanuel and Nick Dunn

Playing in the Street: CCTV Bingo & the Architecture of Fear

Morag Rose, University of Sheffield, ***mltrose1@sheffield.ac.uk***

In 2006 I founded The LRM (Loiterers Resistance Movement) a psychogeographical collective based in Manchester UK. We use the dérive and other creative walking methods to (re)connect with, (re)map, and (re)imagine the city. I walk slowly, provocatively and sometimes painfully as a queer disabled working class woman; creative walking is, in part, a way to assert my right to the city and walking collectively extends that invitation to others. Central to my ethos has been a commitment to appreciating the diversity of everyday pedestrian experiences. The Flâneur has dominated the literature for too long; the reality is far more diverse. Richardson (2015) articulates the emergence of a new psychogeography she identifies as being, amongst other

things, heterogeneous, critical, strategic, and somatic. The LRM are one manifestation of this blossoming.

The LRM have been particularly concerned with mapping the architecture of fear, exclusion and revanchism that proliferates in the Neo-Liberal British City. We strive to uncover power relations through creative mischief rather that didactic preaching and wandering together provides many opportunities to develop such tools. I will focus on one particular intervention. CCTV Bingo is a game I invented to explore questions about securitisation, privatisation and citizenship. Participants are given cards listing specific kinds of cameras they need to spot. They include material features (eg a mobile CCTV unit) and questions (eg a camera that makes you feel safe). To begin, find a security camera. Let its gaze direct your dérive until you spot another camera and then repeat until you have a full house or become overwhelmed by the proliferation of security apparatus. CCTV Bingo uses ludic tactics to critically engage players with their environment. It provokes questions and exemplifies how mobile methods can generate rich and nuanced conversations about policy, place and our interactions with them.

Morag Rose is based in the Department of Urban Studies and Planning at The University of Sheffield. Her research focuses on gender, public space and pedestrian methodologies. She is currently conducting walking interviews with women who live, work or study in Manchester, exploring how they think, feel and experience the city.

Drifting with data: walking as a critical method for making sense of data entanglements

Louise Mullagh, Lancaster University, United Kingdom, l.mullagh@lancaster.ac.uk

The torrent of big data produced in the urban realm has led to city dwellers becoming entangled within complex sociotechnical systems (Offenhuber & Ratti 2014). To make sense of data networks within the city new methods that offer critical and philosophical responses are required (Kitchin 2014) (Offenhuber & Ratti 2014).

Challenges to the rhetoric of the technologically mediated city are increasing (McCullough 2005) (Greenfield 2013), amongst calls for those who live there to be considered (Thomas et al. 2016). Visions of cities as a site for playfulness (De Lange & De Waal 2013) or a contested realm in which engagement might be achieved (Crivellaro et al. 2015) offer a glimpse into how we might make sense of this paradigm. The Data-drift is a method that seeks to challenge to these issues, through critically engaging people in gathering their own data (Dix 2014) and to provoke conversations as critical responses.

Whereas the big data paradigm encourages speed, dislocation and absence, the everyday act of walking (de Certeau 1998) encourages slowness, connection (Dunn 2016) and presence. Informed by practice such as the dérive (Debord 2016), psychogeography (Debord 1955) and walking as research (Vergunst & Ingold 2016), the Data-drift enacts critical (Kitchin et al. 2012) and radical (Mogel & Bhagat 2007) cartography.

By making maps as they walk, participants gather data through observations, found objects, or sensed data, creating maps of situated data and beginning critical conversations. Participants gather together afterwards to consider the meaning of the data, whether it might be useful to them and how it might be used or designed with.

Data-drifts held during 2016-17 explored issues of rural and remote community engagement with data; potential for community gathered data for inclusion in flood prediction models and a local community response to a contentious urban housing development on greenfield land Louise Mullagh's research explores geographical and social inclusivity in the realm of 'big' environmental data, in particular that there is a tendency to overlook people and place.

Intersections of Media and Mobilities

Chair: Julia Hildebrand

Synopsis: Mobility and media have a great deal in common, though their interconnections have only begun to be explored. Both operate as networks and possess physical and immaterial qualities. Together, they are central to the socio-technical assembly of many kinds of flows and frictions. In many respects, media of communication enable, enhance, and function as modes of transportation, just as much as forms of mobility enable, enhance, and function as moments of communication. Means for virtual connectivity enter modes and spaces of transport and transit, just as much as mobility becomes a key quality of communicative tools. The combination of the two is so complex today that they are often indistinguishable. Emerging forms of mobility and the continuing digitization of media are only increasing their intertwined nature, as for example in autonomous vehicles. Overall, the many correlations of mobility and media are in need of more scholarly attention.

This session looks at the intriguing and complex intersections of mobility and media in a variety of contexts: in the framework of 'mobilism research' (Hartmann), in im/mobile media design and use (Miller), in science fiction and space tourism (Salem), and in the representation of cities at Olympic Games (Nogueira). Thus, the session covers theoretical explorations into the topic as well as empirical work and case studies. We expect the diverse perspectives onto mobility in media and media in mobility to open up compelling discussions. In addition, we want to encourage a collective conversation about the shape of a mobilities-media research agenda. Our aim is to foster a realm of new theoretical and empirical work that might become a prominent feature of future T2M meetings.

Mobilism: A Research Agenda?

Maren Hartmann, Berlin University of the Arts, Germany, hartmann@udk-berlin.de

The here proposed paper begins with an introduction to a new framework, which systematically combines mobile communication studies and the mobilities paradigm and

is entitled mobilism. The paper then discusses actual and possible research projects within this framework. The overall aim is to initiate a critical discussion on both the framework as well as its possible translation into projects. It also asks whether this could be labelled a more general research agenda. The mobilism concept takes its inspiration from a diverse set of sources: Braudel's longue duree, the geotectonic concept of mobilism as well as a French-American designer's and a Japanese researcher's take on mobilism. To this mixture, it adds concepts from mobile communication research that emphasize possible changes in the social. Mobilism assumes two preconditions for mobility (and add this to the question of motility): a) mobilization and b) momentum. It thereby revisits the question of the relationship between change and stability in social worlds as well as the question of time. The translation into empirical projects is explored through three examples: a) an ongoing research project on mobile media and time; b) a planned research project on mobile media use and homelessness and c) a planned research network on the question of home and homing. The first project offers a chance to reflect on the different layers of time perception and the speed of change, i.e. the momentum. The second project focuses more on the question of mobilisation as well as the general question of what kind of mobile immobilities (physically mobile, socially immobile) exist and whether mobile media can play a role in these (and what is the role of research therein). The last project helps to reflect on the often-addressed question of sedentarism vs. mobilities in relation to mobile media.

Prof. Dr. Maren Hartmann is Professor for communication and media sociology at Berlin University of the Arts.

Media, Mobile and Immobile: Some Implications of Portable and Fixed Media

James Miller, Hampshire College, United States, jmiller@hampshire.edu

In a fairly brief period of time, everyday media have gone from being pieces of furniture or carefully placed technical devices to highly portable, personal affordances. Today, the mobility of most media is a given. What was once the preserve of print media like books and magazines is now shared by sound and visual media, which have also subsumed text.

Fixed media were, and still are, located within built environments, with consequences for how space is used. Furniture in a living room is arrayed around the TV set for optimal viewing. The same could be said for projectors in a cinema or a classroom. In contrast, portable media devices can be carried on and used by a mobile body. Or, these media are encountered as affordances, built into a vehicle – a screen on a plane, an infotainment system in a car's interior. In between immobile and mobile media is another type, fixed in public space and encountered by flows of pedestrians and traffic, for example, screens in airports and athletic stadiums or music in an elevator.

Whether a medium is mobile, immobile or "ambient" has numerous implications. These include design, the experience of its use and the nature of its content. On the one hand, these media are distinctly different. On the other, they must present a recognizable continuity. So, a screen on the wall, on a smartphone or tablet or on an automobile dashboard needs

to offer features, operational and otherwise, that are easily discernable to a user. This paper explores these contradictory qualities and their challenges for research.

James Miller is professor of communications in the School of Cognitive Science at Hampshire College, USA. In recent years, he has contributed regularly to theorizing the process of mediatization. Published work and conference papers include considerations of ubiquitous computing and the internet of things, with an empirical focus on the smartphone and the automobile. "Mediatization of the automobile" is forthcoming from Palgrave in Stig Hjarvard et al. eds. Dynamics of Mediatization: Understanding Cultural and Social Change. Miller has been visiting professor at the MIT Media Lab and Goldsmiths University of London, and a Fulbright researcher in Paris.

Space Tourism and Spectatorship: Commercial Space Flight in Méliès' Impossible Voyage

Bernadette Salem, Lancaster University, United Kingdom, b.salem@lancaster.ac.uk

Extrapolating from railway and automotive industries of the early 20th century to envisage an 'imagined' future, Le Voyage dans la Lune (1902) alongside its sequel Le Voyage à travers l'Impossible (1904) have laid the foundation of science fiction cinema. In comparison with the iconic Le Voyage dans la Lune (1902), French filmmaker George Méliès' sequel, Le Voyage à travers l'Impossible (1904) has been overlooked in the literature, calling for a contemporary interpretation accounting for the piece's distinctive role as the earliest known first cinematic depiction of leisure, commercial space 'tourism.' Le Voyage à travers l'Impossible may be regarded as a springboard for what has developed into an extensive collection of filmic imaginings of space tourism. Images of space tourism have amassed within the last decade in the Hollywood science fiction blockbuster, where the trope is portrayed with increasing speculation reflective of emerging 'real world' varieties of budding commercial space tourism industries.

The aim of this paper is to demonstrate a number of ways in which Le Voyage à travers l'Impossible remains aware of the influence the 'tourist gaze' - described by sociologist John Urry (1990) as a socially organized gaze fostered by commercial tourism. Through a close analysis of the pageantry, costumes, and interactions in Le Voyage à travers l'Impossible, I will describe how Méliès uses space tourism as a metaphor to illustrate the contradictions between unfettered mobility and loss of personal agency in order to comment on the state of tourism in early 20th century France. In framing this argument, I turn to sociologist John Urry's (1990) discussion of the criteria which constitute the tourist experience with regard to tourism as conspicuous evidence of privilege abiding by a rigid social contract. This will invite a wider discussion regarding cinema's role as a predictive and indispensable component of technological development.

Bernadette Salem is a PhD candidate in Film Studies at Lancaster University researching depictions of space tourism in science fiction film and literature. She completed her MA in Film Studies at Lancaster University, and her BA in Film Studies at Vassar College.

Host Cities and the Olympic Gaze

Maria Alice de Faria Nogueira, Estacio de Sa University, Brazil, ma.nogueira.terra@gmail.com

This paper presents the research project "The Olympic Gaze" which focuses on the way cities globally present themselves as a brand by hosting the Olympic Games. The project has been inspired by the Opening Ceremony of the 2016 Olympic Games in Rio which showed the world a tourist gaze (Urry, 2001) distinct from the one the tourism industry and the global media were used to (Nogueira; Di Cola, 2016).

At the very moment when the so called Olympic legacy is being questioned, since the financial and social costs of the Olympic bid have skyrocketed and became a "hard political act to manage" (Goldblatt, 2016), this investigation adopts an interdisciplinary and historical perspective to analyze and discuss to what extent the legacy of the Olympic Games should go beyond infrastructural projects and also focus on creating, developing and presenting a new image of a city: a modern, urban planned, clean, socially balanced, sustained and mobile city. The research questions that guide the investigation is to what extent is this new image of the city, the "Olympic gaze", historically created? Under which political conditions can this image be built? Based on which social and economic gains and losses to the city and its inhabitants? And, specifically in relation to the tourism industry, does the Olympic Gaze really improve the city's image as a tourist destination? To answer these questions, the depth hermeneutics methodological approach is applied in order to analyze the communication and marketing strategy efforts to build the Olympic Gaze in articulation with the social-historical scenario and with the conditions of power and resistance between government, the IOC, commercial partners, and the local population, as well.

Maria Alice de Faria Nogueira has a Ph.D degree in History, Politics and Cultural Heritage (CPDOC, Getulio Vargas Foundation, 2015, Brazil) and a Master degree in Social Communication from PUC-Rio (Pontifical Catholic University, 2010, Brazil). She is a researcher of the Applied Research Program of Estácio de Sá University and a lecturer at the Social Communication School of Federal University of Rio de Janeiro (ECO-UFRJ, Brazil).

'The Age of the Train'? British Rail's Dream of the Utopian Railway

Lewis Charles Smith, Oxford Brookes University, United Kingdom, lewiscsmith@outlook.com

Fundamentally, this paper examines two things: the corporate image of British Rail and the ways BR attempted to shape this image, and secondly, the public reception to these efforts to shape this image. Many historians have been quick to emphasise the poor image of British Rail, but concern themselves with the managers, the politicians, and the prospect of privatisation, not with the representations of British Rail as an operator or the public reception to their ever-changing image. British Rail countered its poor images by placing a huge marketing emphasis on the 'Age of the Train', which included a re-emphasis on the passenger experience through technology, introducing the High Speed Train (HST) and Advanced

Passenger Train (APT), placing an emphasis on moving away from the grubbiness of the steam and diesel locomotive and towards the electric, both metaphorically and literally cleaning the railways towards their envisioned 'age of the train'.
This was, however, far from reality. The Age of the Train faced heavy cultural criticism from the likes of Ronnie Barker, Ricki Fulton, and Mike Yarwood all tore into the British Rail paradigm, newspapers would rarely hail the railway as positive and would recount tales of the ridiculous, and the APT was lampooned as the 'queasy rider' and the HST could not fight delays. Customers frequently recounted the 'misery' of life as a commuter.

This paper compares from the corporate media such as publicity materials and sources relating to key industry improvements and their marketing efforts, with elements of British popular culture such as newspapers and television, arguing that it became a cultural practice to mock British Rail operations, even in places where such attitudes were unjustified. Additionally, this paper examines the way in which transport marketing and technology influences popular culture.

Lewis is an AHRC PhD student at the University of Essex who is currently researching the role of BOAC and the Jet Age as a manifestation of British interest. He studied his undergraduate at the Essex where he wrote his BA dissertation on the De Havilland Comet airliner, and his MA on the cultural perceptions of British Rail. Lewis is particularly interested in the representations of transport technologies to tie together the roles of the enthusiast and the professional historian. He also has a keen interest in the Digital Humanities, and how digital methods can benefit the historian.

Drone-topia: The (Envisioned) Potentials for Utopia in Drone Technology

Chair: Stephanie Sodero

Synopsis: In this session we ask: Is there utopian potential within drone technology? How might the humanitarian, civil and commercial potential of drones be reconciled with their militaristic uses? Can the transfer of technology (as with the internet and blood transfusion), from military to civilian uses yield benefits in line with utopian ideals? Drawing upon drone prototypes and operations as broad as the transport of blood in Rwanda to the delivery of defibrillators in Canada, we are interested in critically engaging with such (envisioned) innovations as steps towards a technological utopia. As such, we ask: What is gained and lost in such innovations? How are constraints, from regulatory codes to the management of airborne mobilities, presented and necessitated in honing the drone's utopian potential? And how might our drone futures be presented as natural, settled outside of political debate or public participation?

We also solicit contributions that challenge uncomplicated imaginations of a drone-topia as somehow out there or far off, but at the time, doing work in the present. Drawing on wider understandings of utopia as both disruptive and excessive we might ask: in what ways can drone technologies demand change, revolution or social spatial alteration, and what dangers may come if they are foreclosed? What feelings come

with visions and technologies of the drone future, which, as an alternative to their dominant imaginaries in conflict and warzones, may be pregnant with the settled, comforting feeling of an ideal future which the drone has brought into being? Might we find alternative affective materialities and mobilities of drones that are still discomforting, unhomely and unsafe, but nonetheless utopian? Drawing on emergent interdisciplinary scholarship considering the multiplicities of drone envisioning and employment, we welcome wide ranging reflections on non-combat drone use and potential.

The Drone-Topian Gaze: Heightened Moving and Seeing in Drone Cinematography

Julia Hildebrand, Drexel University, United States, jmh484@drexel.edu

Focusing on the visual affordances of contemporary consumer/prosumer drone technology, this talk discusses to what extent the ways of aerial moving and seeing can be described as formative of mobile utopianism. Drawing on the winning submissions of the New York City Drone Film Festival from 2015 to 2017, I argue that the flying camera opens up a distinct drone-topian gaze. The particular consumer/prosumer view asks to be compared and contrasted to a number of theoretical frameworks regarding the mobilization of the gaze such as the aerial (Kaplan, 2006), mobile (Cresswell & Dixon, 2002), tourist (Urry, 2002; Urry & Larsen, 2011; Urry, 1990), or televisual gaze (Parks, 2005). Here, I also seek to delineate the cinematographic drone view from the concept of the less agile military "drone stare" (Wall & Monahan, 2011). The extreme mobilization of the gaze, or "visual mobility" (Parks 2005), in the mediated experiences of flying, hovering, gliding, chasing, and whirling along with the resulting perspectives that reveal, survey, explore and so forth, is visible for the variety of recorded ordinary and extraordinary places and themes (tópos) in categories such as "Landscape," "Architecture," "Dronie," "Narrative" or "Freestyle/First Person View." What surfaces in the drone-generated mediation of mobility that may be aesthetic, disruptive, or excessive, is a kind of technological "subversive politics" (Lewis, 2000) that is mobilized in the air and mediated on the screen. Ultimately, I will extend the concept of the drone-topian gaze visible in the flawless winning submissions of the NYC Drone Film Festival to numerous amateur consumer drone videos on YouTube visually mediating crashing, damaging, or harming, for instance, that likewise speak to and problematize the intense "visual mobility" the drone-topian gaze affords.

Julia Hildebrand is a Ph.D. Candidate in Communication, Culture, and Media at Drexel University in Philadelphia. For her dissertation, she explores drone-generated aerial views, practices of drone hobbyists, and representations of consumer drones in the media through the lenses of media ecology and mobilities research. With a background in comparative media studies, other research interests include: visual communication, digital technologies, spaces, and practices. She teaches courses in Communication and works as Research Assistant at Drexel's Center for Mobilities Research and Policy. Currently, she also serves as Secretary of the International Association for the History of Transport, Traffic, and Mobility.

Drone-Topia? Vital Materialities and Crisis Mobilities of Drone Deployment

Stephanie Sodero, Lancaster University, United Kingdom,
s.sodero@lancaster.ac.uk
Philippe Le Billon, University of British Columbia, Canada,
lebillon@geog.ubc.ca

Does the use of drones to transport blood in Rwanda open a window into a potential drone-topia? This is one of many examples of drones being used to deliver health care services – including the transport of defibrillators in Canada, HIV tests in Malawi and anti-venom in Peru. Drones are widely presented as an emancipatory technology, that is, transporting life, in contradistinction to their initial use in the military, that is, transporting death. By honing in on the example of blood delivery, we engage with the political geographies of drones to consider the utopian potential and limitations of vital materialities and crisis mobilities. By unravelling the overlap between drones for life and drones for death we aim to overcome dualities of good versus bad.

Stephanie Sodero is a Killam/SSHRC Postdoctoral Fellow researching crisis mobilities at Lancaster University's Centre for Mobilities Research and the University of British Columbia's Liu Institute for Global Issues. Her current focus in the circulation of blood between the point of donation and the point of care.

Philippe Le Billon (MBA Paris, PhD Oxford) is a Professor at the University of British Columbia with the Department of Geography and the Liu Institute for Global Issues. Before joining UBC, he was a Research Associate with the Overseas Development Institute (ODI) and the International Institute for Strategic Studies (IISS), with fieldwork in Angola, Cambodia, Iraq, Sierra Leone, South Sudan, and the former-Yugoslavia.

Speculative Mobilities of the Drone-Topia

Anna Jackman, University of Exeter, United Kingdom,
ahj203@exeter.ac.uk

Understood as the signature device of the present moment, the drone is increasingly being envisioned, developed, and deployed in a range of urban applications. From security provision and aerial policing to delivery and news media drones, these unmanned platforms appear poised to permeate and pervade future urban architectures. In pursuing an interest in the technological expectations and mobilities envisioned in the future drone city, this presentation will turn to the site of the designer to explore the unfolding vision and development of the future drone-mediated city. In so doing, it will pay particular attention to examining the utopian dimensions of the design logic and practice therein, offering a reflection on the ways in which the drone's (anticipated) mobilities are differently and speculatively understood as heeding a plethora of riches, seemingly seamlessly spanning commercial, emergency service, planning, and security interests.

Anna Jackman is a political geographer with interests in the intersections between technology, culture, and warfare. Pursuing an interest in conceptual questions around technological mobilities and visibilities, techno-bodily relations and volumetric securities, her PhD research in Human Geography at the

University of Exeter examined such issues through the lens of the military and non-military drone. Her current research focuses upon interrogating the technological expectations and mobilities envisioned in the future drone city.

Mobility and Utopias

Chair: Mimi Sheller

Synopsis: What can we learn from the history of relations between mobilities and utopia? How has the concept of utopia been "mobilized" through specific geographies, travels, and ways of moving? Literary accounts of utopia traditionally hinge on some sense of distance, and the implied mobility needed to cross that distance, with the classics being Thomas More's Utopia (1516) and Francis Bacon's New Atlantis (1627) set in faraway places, often imagined as islands. Yet literary scholar J.H. Pearl also notes the ways in which Daniel Defoe's work "smuggles utopia home", such as Robinson Crusoe's return home, or his radical character Captain Singleton's re-creation of the egalitarian sea-borne life of pirates back in England, thereby "unsettling our notion of the totality of state power to which his utopias are opposed." In what ways are such proximate utopias possible today? How are utopias enacted through new experiments engaging in alternative mobilities, subversive mobilities, low-carbon mobility transitions, and intentional communities built around various kinds of sharing, commons, and mobility justice? This panel will be accompanied by a second future-oriented experimental session called "Innovation and Utopia: A Start-Up and Research Mash Up".

Utopia as Politics: Discussing Future Mobilities

Dhan Zunino Singh, CONICET-University of Quilmes, Argentina, dhansebastian@gmail.com

Utopias and mobilities are closed related in many ways. The journey and the traveller are key in the classic Utopian narratives, as epitomized by Thomas Moore: the Utopian place is known through a traveler who has visited it. The trip can be spatial but also temporal, as the protagonist of "News from Nowhere" who dreams about the future during an underground railway journey. The new worlds depicted by Utopias imagine social orders but also alternative spaces and ways to move. The Utopian experiments involved a physical mobility of communities towards remote places -like in different parts of the Americas. If physical, temporal, experienced, represented mobilities are associated to Utopia, there is a more metaphorical way to think this relationship: Utopia as a driver, movement towards future, or a process of becoming as stated by Ernst Bloch in his Principle of Hope -revisited by Nigel Thrift in Non-representational Theory. Bloch brings back utopia to rethink Marxism -which had neglected the Utopian tradition to set up historical materialism. If Utopias imagine every aspect of the new (ideal) world -even dystopian narratives depict the future in detail-, utopia for Bloch is about what it is latent but not yet articulated, a beginning, something to come. It is more a horizon rather than a narrative about how society must be. It implies a never-ending future rather than the end of history. This paper discusses the relevancy of this notion for a political debate about the meaning of Mobile Utopia: whether Utopia implies a set of possibilities, an open future, or a planned "perfect" world that invariably relies upon, for example, smart cities, technological innovation, or strict

spatial and social order. I argue that the latter is closer to policy (based on an idea of order, transparency, frictionless) while the former is closer to politics (conflicts, friction, and becoming).

Dhan Zunino Singh is a sociologist (University of Buenos Aires) and PhD in History (University of London) who works on cultural history of urban mobilities, looking at infrastructures and experiences of mobility, particularly in Buenos Aires. He is an associate editor of the Journal of Transport History and vice-president of the T2M. He lectures master and doctoral seminars on mobility and cities. He has published dozens of articles and book chapters.

Why Not Now? Proximate Utopias, Mobility and Anchoring

Peter Cox, University of Chester, United Kingdom,
Peter.cox@chester.ac.uk

Arthur St. John's life (1862-1938) and work exemplifies both social and physical mobility during the emergence of contemporary modernity. His career ranged from military service to participation in intentional communities, from refugee resettlement to penal reform. At the end of his life, he published a generally forgotten utopian novel that emphasises strongly the importance of 'anchoring' in contrast to his strongly peripatetic life. Entitled "Why not now?", the book in itself is a somewhat pedestrian affair. However, by using the familiar utopian device of the author as narrator, read against the author's own somewhat extraordinary biography, it becomes a more interesting reflection on the relation of proximate and enacted utopias. This paper presents a biographical account of St. John exploring how the twin themes of mobility and anchoring shape the trajectory of his political and social thought and its enactment in a series of experiments in wildly idealistic and often improbable projects that nevertheless succeeded. This biographical narrative, of which the practical organisation of the Doukhobour migration from Russia to Canada is the best-documented element, connects St. John with Tolstoyan social reform, the origination of Garden City projects, late Victorian wholefood and fair trade co-operatives, prison reform and the pioneering of probation regimes and the Indian independence movement. Using the lens of anchoring and mobility enables us to make sense of this basket of activisms and the way in which ideas usually dismissed as utopian were recast as possibility through the reinterpretation of distance. Through the example of a life lived as an oscillation between the now and the not yet, the paper argues that a focus on the utopian imagination as a dispositif, rather than utopianism as a specific discourse or orientation, can be a more helpful means to understand its current place in imagining mobilities futures.

Peter Cox is senior lecturer in sociology and politics at the University of Chester. His interest and study of Tolstoyan utopian communities began as an undergraduate dissertation in the 1980s and has continued since, inspired by spending time both living in and visiting a range of intentional communities. Current research focuses on implicit understandings of social change among cycling advocates and activists. His next book entitled Cycling: a sociology of velomobility is due for publication in 2018.

Re-imagining a City through Mobility: Exploring the Meanings of Velotopia

Anna Nikolaeva, University of Amsterdam, The Netherlands, a.nikolaeva@uva.nl
Samuel Nello-Deakin, University of Amsterdam, The Netherlands, s.nello@uva.nl

Faced with the prospect of environmental collapse, various strands of utopian thinking exploring the possibilities of a zero-emission city have emerged in the early 21st century. Cycling often occupies a privileged position in these visions: it is celebrated by scholars, activists and policy-makers as a low-cost solution to urgent societal issues, and as such continues to inspire innovations that aim to upscale cycling to unprecedented levels. Taken to the extreme, these ideas promise a future "Velotopia" in which cycling constitutes a dominant or single mobility mode.

Analysing discourses around urban cycling futures and innovations, this paper explores the meanings of mobility contained in such velotopian futures and traces their ideological ancestry in the succession of visionary urban designs of the 20th century, from Le Corbusier's La Ville Contemporaine to Archigram's Walking City. Though rarely seen this way, key utopian urban designs of the 20th century revolved around the possibilities that mobility can create. Those visions differed not only in their reliance on different modes of mobility, but, crucially, in the meanings of mobility for the society that they articulated. A dense city of speed and productivity by Le Corbusier, for instance, stands in stark contrast to the sprawling city of Frank Lloyd Wright affording for freedom and autonomy, and even more so to the endless Babylon of Constant where mobility is a means of discovery, play and human interaction. Drawing links between past and future utopian imaginaries, the paper reconstructs velotopian dreams of ultimate flexibility, productivity, instant access, cheap labour, speed, autonomy or play. In doing so, it presents a first attempt to critically examine cycling futures that could already be in the making.

Dr Anna Nikolaeva is a researcher at the Human Geography, Planning and International Development Studies Department, University of Amsterdam, and at Copernicus Institute of Sustainable Development, Utrecht University. She has written about airport architecture and spaces of mobility as public domain for academic and general audiences. Her research revolves around the mobility-place nexus with a particular focus on spaces of transit, such as airports, cycling, urban public space, mobile sociality and transitions to low carbon mobility. After working in a global comparative project "Living in the Mobility Transition", she is currently conducting research on urban experimentation and cycling.

Samuel Nello-Deakin is currently pursuing a PhD on the spatial dynamics of cycling environments at the University of Amsterdam, having previously worked at a transport consultancy in London. He has a strong background in transport planning from a social sciences perspective, having studied Geography at the University of Cambridge and undertaken a MSc in Transport and City Planning at the Bartlett School of Planning (UCL). Some of his previous work includes research on regional transport integration in Tarragona (Spain) and a study on bikesharing in Quito (Ecuador).

From Necrotopias to Thalassopias: Designing Spatial (Dis) Continuities in Calatrava's Museum of Tomorrow

Rodanthi Tzanelli, Leeds University, United Kingdom, r.tzanelli@leeds.ac.uk

The Museum of Tomorrow is a neo-futurist architectural creation and an educational-touristic landmark erected in an abandoned and crime-infested port (Porto Maravilha) of Rio de Janeiro before Rio 2016. Situated in a heritage site that brings together the city's past and future legacies, it was intended as a problematisation of humanity's survival in the context of climate change and unrestrained capitalist development. Its principal conception by Spanish architect Santiago Calatrava, and completion with audio-visual installations by an international artistic contingent, including American artists and Brazilian filmmaker and ceremonial director Fernando Meirelles, showcase the complexities of global imaginaries of mobility.

As a multi-scalar initiative featuring local, state and international partners, the Museum showcases the ways concerns over ecosystemic erosion are addressed in performative/artistic ways. I argue that its artistic/architectural creators call into being a dual utopic method: as an artistic practice and a form of recreation of life from death. First, I speculate how, by enrooting the Museum in Rio's built maritime environment, local heritage conservation and spatialized social inequalities, they enact a 'choreotopographic tour', a ritualistic journey through cultural sites for global visitors. Second, I examine how its installations produce dark travel through the mobilisation of technology: a haphazard esoteric audio-visual journey that concludes with a potential return to humanity's roots, Nature. Combining embodied (walking around the Museum's heritage environs) and cognitive mobilities (speculating humanity/earth's end and potential 'beginnings' in the Museum's interior, through its audio-visual installations/artefacts), the Museum produces utopian meta-movement. With industrial modernism as its core, this meta-movement compels visitors to oscillate physically, emotionally and cognitively between necrotopic scenarios (environmental erosion, slum pollution, Brazil's submerged slave heritage) and thalassopic fluidity (tourism, the possibility to attain good life, hope).

Rodanthi Tzanelli is Associate Professor of Cultural Sociology at Leeds University, UK. Her research interests include globalization, cosmopolitanism and mobility theory. She served on several journal boards, including The Global Studies Journal and Cultural Sociology. She has been visiting staff at CEMORE, Lancaster (Department of Sociology) and Oxford (Department of Anthropology). She is author of several academic articles, book chapters and 9 books, including the Thanatourism and Cinematic Representations of Risk: Screening the End of Tourism (2016). Currently, she completes a monograph under the title Mega-Events as Economies of the Imagination: Creating Atmospheres for Rio 2016 and Tokyo 2020 (Routledge).

Aspirations for mobility and lifestyles – a Mobile Lives Forum project

Javier Caletrio, Mobile Lives Forum, France

A future - however sustainable - can only be considered if it is able to meet the diverse needs and aspirations of the

population. Beyond the underlying democratic imperative, the restrictive nature of certain lifestyles and the demands of daily life prevent us from considering what exists beyond the current socio-technical framework, beyond that which we already know. With this in mind, this large-scale survey on aspirations for mobility has built upon two assumptions. The first is that we must debunk the common misconception that people are incapable of any vision beyond their shopping list or the purchase of the latest iPad. Secondly, that people are as legitimate as any experts in discussing the future of the society in which they live.
The study was launched in late 2015 by the Forum and conducted by the ObSoCo (Observatoire Société et Consommation) via online panel, in six developed countries (France, Spain, Germany, the U.S., Turkey and Japan), among a sample of more than 12,000 people.

In order to fully understand aspirations, the survey offered respondents a dual perspective, allowing them to project themselves into a future both distant and ideal—a kind of utopian lifestyle they aspire for themselves, their children and grandchildren.

The survey accesses this ideal lifestyle by questioning each of its main components: social ties, family life, professional life, residential choice, leisure, holidays, consumption and old age. This approach reveals the underlying role mobility plays in the way individuals reach their ideal.

A second set of questions goes over the same aspirations but in light of environmental issues, in order to measure the potential gap between the sustainable and the desirable. The goal is then to identify levers to activate and obstacles to overcome in order to reconcile the two sides of the equation.

The findings which we will present show similar aspirations in the six countries, revealing a common ideal way of living that is clearly at odds with contemporary lifestyles.
More importantly, the findings suggest that these lifestyles correspond to the environmental issues at hand and that it is possible to prepare for a transition towards more sustainable and more desirable development, given we are willing to reexamine our current mobility systems and our planning practices.

Javier Caletrío is Scientific Advisor to the Mobile Lives Forum, a research institute based in Paris. His research lies broadly in the areas of environmental change and sustainability transitions, especially in relation to mobility and inequality. Javier was based at CeMore from 1998 to 2017. He has co-edited 'Elite Mobilities' (2014) and 'Mobilities and Forced Migration' (2011), and contributed to Living in Cities, a Working Paper for the UK Government Foresight Programme on Future of Cities (with John Urry, Thomas Birtchnell and Serena Pollastri).

Innovation and Utopia Experimental - WORKSHOP
A Start-Up and Research Mash Up
Gillian Youngs, University of Westminster, United Kingdom,
g.youngs@westminster.ac.uk

This workshop takes participants on an innovation journey through start-up culture and research exploration to stimulate

fresh thinking about how to develop research questions and projects in the context of links across visioning in start-up environments and visioning utopia.

The approach develops out of an AHRC-funded knowledge exchange project 'FuseBox24' based on an experimental innovator developer programme fusing lean business approaches and creative arts and design methods.

A radical element of the programme making it relevant to wider thinking about utopia was its focus on innovators rather than innovation in part as one effective strategy to build and support a sustainable innovation culture.

One key finding of the project was the mutual enhancement of individual reflection on challenge and development coupled with group experience and discussion of same. Another was how technologically oriented participants benefited from maker experiences both in terms of their individual project development and collective learning.

It is reasonably clear how these benefits contribute to successful innovation through multiple iterations and development processes including testing customer reactions and responses to them. It is probably less clear how these benefits could contribute to the successful generation of research questions and strategies as well as questions of potential social impact.

This experimental workshop will explore research innovation from the learning gained through the FuseBox24 project by using some of the methods in the FuseBox toolbox developed successfully in the innovator programme. In the spirit of the flexibility of the toolbox approach the workshop will try out some visualisation and maker approaches.

The main transformative thrust of the experimentation will be the impact of translational activities from words into things, representations and encapsulations, to explore how this adds to the excellence of research formulation, clarity, development and application. Researcher responses will be an integral part of the progress through individual and group activities.

Gillian Youngs is a Professor of Creative and Digital Economy, Associate Dean and Head of Innovation and Impact at Westminster School of Media, Arts and Design.

Vistas of Future New Mobility Studies: Transfers and Transformations

Chair: Gijs Mom, in discussion with Mimi Sheller, Peter Merriman, and a Mystery Guest

The inter- and multidisciplinary field of mobility studies is in full swing: at least seven dedicated journals and several dedicated book series now cover the field and T2M, Cosmobilities and related associations and networks are cooperating ever more closely. The journal Transfers, soon in its eighth year, is reorganizing under a new editorship, an event that invited us to rethink our editorial policy. Until

now, we had a very broad mission, to publish cutting-edge articles from a humanities perspective, decentering the vehicle, the nation, and even history. Now, after seven years of experience, it is time to re-examine and reformulate our ambitions, inspired by the overarching question: which topics, approaches and methodologies that are now not represented or underrepresented, should we recruit and encourage for the coming period? This is a question regarding the entire field of New Mobility Studies, as the journal cannot present what is not already breeding somewhere among mobility scholars. We hope, therefore, that our audience will actively engage in our discussions. We are open to cutting-edge and even provocative suggestions!

Cities: Past and Future I

Chair: Carlos López Galviz

'A Tale of Two Cities': Mobility in the Utopian and Real City in the 16th Century

Cornelis van Tilburg, Leiden University, The Netherlands,
c.r.van.tilburg@hum.leidenuniv.nl

In the 16th century, if one undertook to design a city, there were two options: to emphasize the military, or rather the civic aspect of a city. In a civic city, traffic flow asks for priority; in a military city, defence is the most important issue. Already in the 1st century BC, the Roman architect Vitruvius formulated ideas on city planning in his work De Architectura ('On Architecture'). He promoted a Hippodamic (= chess-board) street pattern, in which the shortest distance between the gate and the centre is realised. In the 15th century, a renewed interest in Vitruvius arose. The Italian architect L.B. Alberti wrote, following Vitruvius, a work called De re aedificatoria ('On the Art of Building'). In this work, Alberti suggests that the main street has to be slightly curved, and dwelling areas adjacent to the city wall should be designed with labyrinth alleys, to overpower invaders when they are lost. These principles of Alberti inspired two 16th century architects to plan and build cities.

In 1566 Francesco Laparelli designed the fortresses of Valletta (Malta), partly following Alberti's advice: a straight main street in the centre and the other streets in a curved style. In spite of this, however, the Knights of Malta ordered a purely Hippodamic street pattern – maybe to improve traffic circulation, or possibly because they preferred a symmetric city, as was usual in the 16th century. In 1593, Giulio Savorgnano designed the city of Palmanova, near Venice. This design does not have a Hippodamic, but a radial pattern, with zigzag routes from the gates to the city centre. Again, however, the city authorities finally ordered direct connections between the gates and the centre. The military Utopias of both cities – relatively safe ones – were thus replaced by civic ones, less difficult to conquer, equipped with straight streets.

Cornelis van Tilburg is researcher of ancient traffic and infrastructures, especially in the Roman Empire. He has published several books and articles on this topic, in Dutch and English.

Horizon 2000: Montreal's Vision for the Future

Pierre Barrieau, Concordia University, Canada,
pierre.barrieau@gmail.com

In 1967, the City of Montreal presented its vision for the future of the metropolitan area. It would hold 14 million residents, have 14 subway lines and an automated regional transit system. Neighbourhoods would be centered on the transit stations. Highways would be used principally for freight delivery as well as long-distance travel. People would own cottages, there would be immense provincial parks and people would be working less and less. Fifty years later, it is time to look back at this utopia. The study was shelved. It's author, Harry Lash moved to Vancouver and wrote its first metropolitan plan and was able to live thru its implementation. Montreal now has 4 million people, 4 subway lines and gridlock. People are working more and more. The vision proposed in Horizon 2000 is now often ridiculed in planning circles. Nevertheless, this utopia was based on two flawed assumptions: 1. Demographic growth would continue and 2. We would be entering the leisure society. However, the vision of the plan in many ways is still being implemented, often without people realizing it. The purpose of this paper is three-fold: 1. Analyze the vision of Horizon 2000 and present the context writhing which it was able to be elaborated. 2. Conduct a diagnosis on what was completed, or not, and what are the reasons behind this. 3. Present a post hoc analysis of what Montreal might be if it had implemented the utopia, based on Vancouver's experience.

Pierre Barrieau holds a B.A. in Sociology, an MSc in Urban Studies and will be completing the Oral defence of his Ph.D. thesis in Urban Studies this fall. He will also have completed a Master's degree in Planning by Winter 2018. For over 10 years he has been teaching transportation and regional planning at the undergraduate and graduate levels in Montreal, Toronto and Ottawa, Canada in both French and English. He also works as a transportation and urban redevelopment consultant. His area of expertise is Mass transit and airport planning history. His research is centred around the history of technological innovation and government funding of research and infrastructure.

Urban Planning and Mobility Studies: Can Epistemology Help Practice?

Pauline Wolff, University of Montreal, Canada,
pauline.wolff@umontreal.ca

How and why should urban planners refer to transport history when addressing contemporary mobility planning issues? Planning the city naturally involves taking the past into account through shape choices or through various cultural symbols, but it can easily lead to cosmetic or nostalgic makeovers. Moreover, when it comes to mobility, references to former urban design and past practices are likely to become superficial due to the fact that most of the debate still takes place at a technical level which implies that going back in time would be a technological setback. However, there is obviously a lot to be learned from history when organizing space, particularly through understanding values and representations that lead to physical layouts. Spelling out epistemological grounds for choices and validations in the past helps in deciphering decisions today (Wolff 2015), consequently avoiding many shortcuts

such as technological determinism (Smith and Marx 1995). Indeed, urban planning does not happen in a vacuum: it is to be considered as a 'discourse' which takes place within specific 'conditions of possibility' (Foucault 1971; López de Aberasturi 2005). Nevertheless, bridging the gaps between practice and theory is a challenge. But it is necessary: the former requires making decisions based on 'rational' assertions, whereas grounds for rationality change over time, therefore making theory essential; the latter often questions its relevance if it cannot eventually help the process of decision-making (Pinson 2004). This paper argues that the 'mobility turn' has provided a great theoretical environment to create a dialogue between the two within the field of urban planning. Indeed, mobility studies draw attention to the importance of approaching the 'whys' instead of only focusing on the 'hows' (Divall and Revill 2005; Flonneau 2004; Wolff 2016). This encourages to look back in search of epistemological context, therefore discrediting technical shortcuts practice might be tempted to take.

Pauline Wolff is a PhD candidate and a teaching fellow at the Faculty of Environmental Design at the University of Montreal, Canada. Her research focuses on the history of Urban Planning and its relation to the meaning of motion using an epistemological approach. Originally from Strasbourg, France, she lived in Oklahoma as a teenager and this experience shaped her interests in understanding how and why different cultures look at similar objects in different ways. She has two undergraduate degrees, one in Architecture and one in Geography from the University of Strasbourg; and she focused on mobility issues while pursuing a Master's degree in Urban Planning at the University of Montreal.

From Cars (Only) to People: Traffic Infrastructures and their Potential for Innovative Experiences of Urban Mobility

Thiago Allis, University of São Paulo, Brazil, thiagoallis@usp.br
Bryan Clift, University of Bath, United Kingdom, B.C.Clift@bath.ac.uk

Assuming mobility from a broader and critical perspective, this paper proposes to describe and discuss the uses of urban road structures that have seen their original functions adapted, diminished, or replaced entirely. Examples considered include the Promenade Plantée (Paris), the High Line (New York), the Garden Bridge (London), and the Parque Minhocão (São Paulo). Though Parque Minhocão introduces a markedly exclusive initiative, the former three examples – designed purposefully as landmarks – serve as benchmarks or archetypes for the conversion of reconstituted urban spaces that stir debate amongst civil society groups, authorities, and visitors. Engaging in a comparative exercise, the historical processes that led to the construction and conversion of these structures were described, particularly with regard to the perspectives of engagement of social groups, elaboration and implementation of specific public policies and, how these experiences feed the strategies of city marketing and branding. A literature review was carried out public materials were analysed as a result of local initiatives, in order to identify the forms and content mobilized in favour of the implementation and consolidation of these initiatives. In general terms, these initiatives are associated with an urban transformation process that, to some extent, produces and is a product of urban transformations, in which the promotion of particular lifestyles goes through performances and embodiment in unusual public spaces

Acknowledging that urban contexts presented differ from one another, this work allows us to gather and analyse elements for discussion about the dynamics of mobility in large cities, in spite of social, experiential and management aspects. Thus, in contrast to drastic solutions (for instance, demolition), they can catalyse and bring together important political discussions and involvement related to aspects of mobility in the context of large agglomerations.

Thiago Allis is a Lecturer at the School of Arts, Sciences and Humanities, University of São Paulo (Brazil). He holds a PhD on Urban Planning and his research and scholarly interests include urban tourism, tourism mobilities, and more recently post-conflict tourism. He has over than ten years of experience in tourism education in Brazil and in East Timor.

Bryan Clift joined as Lecturer the Department for Health at the University of Bath (UK), after completing his doctoral degree at University of Maryland (USA). His primary teaching and research topics are Sport and physical activity.

Post-Car in the Paris Region – Two Mobile Lives Forum Projects

Sylvie Landriève, Mobile Lives Forum, France, *sylvie.landrieve@sncf.fr*
Pierre Gaudino, Mobile Lives Forum, France, *pierre.gaudino@sncf.fr*
Marc Pearce, Mobile Lives Forum, France, *marc.pearce@sncf.fr*

Automobiles are at the center of a system of well-documented negative externalities that affect public health by increasing local pollution and accidents, that negatively impact local and global environments by contributing to climate change and that consume a significant amount of urban space. Despite these externalities, and a downward trend in their use, personal vehicles continue to widely dominate transportation in France. The Ile-de-France (Paris and its outer areas), a region increasingly associated with pollution peaks and continual traffic congestion, is a particularly interesting case study to imagine an automobile exit. While this dense conglomeration has experienced an overall decline in the use of automobiles, it continues to increase in outlying areas (rural areas and secondary towns) with less alternative transportation options. The Mobile Lives Forum sought to explore the possibility of an automobile exit in the Ile-de-France, based on two more or less radical hypotheses, both of which will draw on recent research conducted on the ideal lifestyles of citizens living in the Ile-de-France region: 1) As part of the project Bioregion Ile-de-France, the Forum and the Momentum Institute will explore the hypothesis of an end of the Anthropocene in the Ile-de-France in which we have broken off from our current lifestyles. Drawing inspiration from post-oil communities such as San Buenaventura in California, Bristol and Birmingham in England, the project will expand on the idea that territories can be reorganized around local biological systems. 2) As a part of the project Post-Car Ile-de-France, the Forum and researchers from the laboratory Géographie-Cités will explore the hypothesis of a more progressive transition towards lifestyles that depend less on the use of motorized cars. Based on a large corpus of data, the project will model possible transitions towards a less car-dependent mobility system, by way of a serious game which will be played and discussed by citizens living in the region.

Sylvie Landriève is co-director of the Mobile Lives Forum, France.

Marc Pearce is in charge of piloting research projects and publishing their results for the Mobile Lives Forum. With degrees in Sociology (Sorbonne) and urban planning (City University of New York, Institut d'Urbanisme de Paris and ENSA Paris-Malaquais), he is interested in forwarding knowledge dissemination methods and tackling critical issues associated with the visualisation of scientific data.

Cities: Past and Future II

Chair: Carlos López Galviz

The Architecture of Amelioration: The Design of Stefano Boeri's 'Vertical Forests'

Deborah Breen, Boston University, United States,
dfbreen@bu.edu

If, as architectural historian Nathaniel Coleman observed in 2011, there is "no Utopia without architecture," we might ask where the 'vertical forests' of Italian architect Stefano Boeri fit within this paradigm. These vertical forests – buildings that amalgamate nature and architecture – seem to provide an antidote to the historical anti-urban configuration of many utopian communities. Boeri's designs do not separate the urban from the rural or natural environment; rather, his forested buildings bring nature and the city into close conversation, with aims such as enabling the environmental survival of cities and reducing urban pollution, sprawl, and energy consumption, while promoting the evolution of the city as an ecosystem. Buildings inspired by Boeri's vertical forest designs have been built or are in the planning stages in cities around the world. While innovative, his designs are also in the tradition of alternative visions of modern urban space: from Ebenezer Howard's nineteenth century garden cities to the greening of Manhattan's High Line in the recent past, architects and urban planners have sought to integrate the natural and built environments. These experiments do not just position the picturesque in an urban setting; instead, they attempt to create a concrete example of city environments that co-exist with nature, promoting the possibility of urban utopias as both physical spaces and embodiments of hopefulness for change. Yet, Boeri's designs, though admittedly beautiful, may challenge our understanding of utopia as springing from an attitude of hopefulness. Rather, his vertical forests can be read as a form of despondency articulated through design, ameliorating the environmental concerns of the present and offering a vision of managing rather than overturning a difficult future. Boeri's vertical forests may be less about the productive change that utopias represent and more about surviving through the daunting environmental future that is predicted.

Deborah Breen is a Senior Lecturer in the College of Arts & Sciences Writing Program at Boston University and a member of the editorial team for Transfers, Interdisciplinary Journal of Mobility Studies.

Situated Mobile Utopia Represented on the Global-Stages Comparative Studies in Shanghai and Milan Expos

Chia-ling Lai, National Taiwan Normal University, Taiwan,
muse.chialinglai@gmail.com

World Expo, since its beginning at 1851 London, has been highly related to utopia future imagination of the world, from the worldviews

of hegemonic imperialism and progressive modernity toward the worldviews of commercialised cosmopolitan with eco-consciousness. Apart from reviewing the changing utopia imaginations revealed in World expo's themes and major performances, this paper especially aims to explore the future utopia imagination proposed in the recent 2015 Milan expo in Europe and 2010 Shanghai expo in Asia. These expos cover novel imaginations in alternative energy uses, sustainable food culture, mobile technology and utopic communities through creative media and architecture designs based on pavilions with national symbolic features, while providing cosmopolitan visions for the host cities and countries.

Drawing upon theories of globalisation (Urry, 2003, 2007; Beck, 2010; Haraway, 1991, 2016) and mega-events (Roche, 2000, 2017; Bennett, 2016), and using future study's scenario analysis (Urry, 2012, 2017) with cultural spatial analysis of exhibitions (Gottdiener, 2001, Rose, 1996, Hetherington, 1997) on case studies of Milan and Shanghai Expos, this research aims to critically analyse the imagined global utopic future with situated views of World Expos in Asia and Europe. Firstly, it examines the global utopia with geopolitical-cultural situated views; Secondly, it discusses the conflicting technology-oriented, eco-friendly and commercialised utopic imaginations revealed in the two expos; finally, it quests the future relationship between utopic imaginations and the World Expos.

Chiang-ling Lai is Associate Professor, Graduate Institute of European Cultures and Tourism, National Taiwan Normal University, Taiwan.

New Methods to Analyze 'Mobile Utopias'

Andrea Hernandez Bueno, Aalborg University, Denmark,
avhb@create.aau.dk
Cecilie Breinholm Christensen, Aalborg University, Denmark,
cbch@create.aau.dk

This contribution puts focus on how the use of new tracking technologies (thermal cameras and eye-tracking) can be used to develop a 'utopian' research methodology, in terms of gaining new understandings of city life, how to study this and how such insights can contribute to the design of future urban environments. Past: Utopia can be understood as no-place, u-topia, which points to how the methodology is focused on the study of what is considered non-places of the city, i.e. airports, stations, shopping malls, infrastructure in general etc. (Augé, Koolhaas).

Present: As mobilities research and theory show, the mobilities of people in the cities is more than just A to B, people are present and making sense of their environment as they move through and in the city (Urry, Cresswell, Jensen). Consequently, the spaces where people move, are also places, topias. Future: The question is then, which utopias, understood as ideal places, we can imagine for the future of our cities, and how we can gain insights for the design of these. We will present a methodology (Fig 1. Mobilities in-situ research methodology) that makes use of the new tracking technologies: thermal cameras and eye-tracking, to advance holistic and multi-layered understandings of complex mobile situations. The methodology is thus based on a situational mobilities approach, where mobilities in -situ are both studied

from an 'outside-in' as well as an 'inside-out' perspective, and furthermore by use of both known and new methods.
On the basis of empirical data, we will discuss the insights that can be gained from this methodology, and the advantages and challenges of using the new tracking technologies. Finally, we will reflect on how the methodology can contribute to the design of future 'utopian' urban environments.

Andrea Hernández Bueno is an architect and urban designer, currently PhD fellow at Aalborg University, Department of Architecture, Design and Media Technology. She is interested and participated in different type of architecture and urban design projects, as in practice as in academia, specifically in mobilities and its relation with public spaces, ranging from the urban scale to the human perspective scale. Her motivation is creating citizens mind-set changes to achieve urban transformations by creating a link between academia, research and practice.

Cecilie Breinholm Christensen holds a Master in architecture and a Minor in psychology, and is a PhD fellow at the Department of Architecture, Design and Media Technology, Aalborg University, focusing on mobile embodied situations. Specifically, she is interested in psychological aspects of this in relation to the design of urban spaces, e.g. how people make sense of mobile situations and how aspects like beliefs, motifs and goals affect these. Her previous work includes a study of learning spaces vis-a-vis the learning situation, and she has a research interest in 'dwelling' and psychological aspects of architecture and urban design in general.

Future of Mobility in Turku: Individuals and Futures Signals

Markku Wilenius, University of Turku, Finland, markku.wilenius@utu.fi
Sari Puustinen, University of Turku, Finland, sampuu@utu.fi
Nicolas A Balcom Raleigh, University of Turku, Finland, nabara@utu.fi
Ellinoora Leino-Richert, University of Turku, Finland, elleri@utu.fi
Anna Kirveennuummi, University of Turku, Finland, anna.*kirveennummi@utu.fi*

Mobility systems, when viewed as part of complex "system of systems" functioning in cities (Johnson 2012), are theorized to have interrelationships and produce intersections with adjacent city systems as they support the movement of people, objects, and ideas. These intersections and interrelations among mobility systems and other urban systems can be abstractly modeled, but the challenge is to look at the human perspective and people's lived experiences with mobility. While mobility diaries have been used to gather data about everyday lived experiences (see Fagerholm & Broberg 2011), analyzing and interpreting them for weak signals of future mobility motivations and choices opens new possibilities for research. Recent mobilities studies have taken the individual and social choice perspective, and even sensory qualities of places and routes in a city have been geospatially mapped and studied (see Aiello et al. 2016 and Quercia et al. 2016). In this paper, we take a futures studies perspective, looking for weak signals and possible tipping points (Wilenius 2008, 71) of mobility choice motivations from the individual and systems levels 25 to 35 years in the future. This research, conceived of as a precursor to a larger study, analyzes journey-by-journey mobility research diary entries of

approximately 25 participants. These participants recorded where, when, and how (e.g. which mode and what route) they traveled, including their reasons for choosing the mode, their sensory experiences on the move, and their reflections about their travel. Themes related to choice-making, vehicles and modes, specific conditions, interactions among systems, and weak signals of possible future behaviors, such as hopes, wants, ideal travel, obstacles, and barriers, are coded to support the construction of new theory. The outcomes are a proposed model for mobility-related choices and intersections among urban systems as well as an initial sketch of possible future mobilities related to evidence-based as well as utopian and imaginary thinking.

Markku Wilenius is Professor of Futures Studies at Turku School of Economics, University of Turku. UNESCO Chair in Learning Society and Future of Education. Leader of the Futures of Cities and Communities research team at University of Turku.

Sari Puustinen is a Senior Research Fellow, Doctor of Science (Architecture); Master of Social Sciences (Communication). A supervisor of the overall future mobility in Turku research program.

Nick Balcom Raleigh holds an M.A. in Futures Studies and is a project researcher for the Futures of Cities and Communities research team at University of Turku.

Ellinoora Leino-Richert holds an M.A. in Futures studies and is a project researcher for the Futures of Cities and Communities research team at University of Turku.

Anna Kirveennummi holds an M.A. in Ethnology and is project manager for the Futures of Cities and Communities research team at University of Turku.

Atmospheric Adventures in the Aerocene: Heterotopias of aerial mobility

Chair: Bronislaw Szerszynski and Sasha Engelmann
Discussant: Rob La Frenais

Synopsis: In the context of the continuing expansion of fuel-intensive air travel and the militarisation, securitisation and commercialisation of atmospheric space, this experimental session is devoted to exploring how we might develop an ethical and sustainable relationship with the atmosphere through vernacular ways of sensing, understanding and collaborating with the macro- and micro-dimensions of air.

Our approach to critical atmospheric utopias is inspired in part by the Aerocene project (http://aerocene.org/), an open-source initiative founded by artist Tomás Saraceno. The Aerocene invites a tactile, unmediated skilling of atmospheric awareness, but in its name also deliberately evokes the possibility of an epochal shift in humanity's relation with its home planet, and indeed in the very way that the Earth populates its atmosphere with moving things.

The panel will be guided by the following questions. How can

we invent and employ accessible, modest aerial experiments to arrive at an ethical engagement with the atmosphere? What tools, skills, imaginaries and alliances do we need to develop to become more sensitive to the objects and vibrations passing through the atmosphere around us? How can we populate the air in ways that enhance rather than diminish atmospheric affordances for different forms of life?

Each of the contributors:
• will take as a focal point the urban 'canopy layer' – the increasingly contested air in human settlements between the ground and the tops of the highest buildings;
• will bring one or more 'devices' for investigating aerial mobilities;
• will use their own devices and those brought by other contributors – or by other participants in response to an open invitation – to weave together their presentations into an emergent quadralogue;
• will orient themselves towards an urgent triple atmospheric task: to experiment, investigate and comprehend; to critique, agitate and assemble; to imagine, create and launch.

Filling the Volume: Towards a General Ecology of Aerial Mobility

Bronislaw Szerszynski, Lancaster University, United Kingdom, bron@lancaster.ac.uk

How can we 'fill out' our thought about the vertical volume above the terrestrial surface – to understand it not as empty, structureless passive space, but as extended matter that is full, structured and self-constituting? In this presentation I explain how we can use objects that move in the air in different ways to investigate motion in the urban canopy layer, and to imagine different forms of urban aerial mobility. Firstly, I will explore how we can understand the lower atmosphere through a 'continuous-matter ontology' in which difference (e.g. of pressure, temperature, velocity) is immanent, gradual and generative. I will explore how we can use forces such as shear, viscosity and inertia, and internal structures such as streamlines, vortices, boundary layers and inversion layers, to understand the internal 'shape' and self-shaping of the lower atmosphere over diverse timescales, and thus 'fill out' our understanding of air as an active elemental medium. Secondly, I will sketch out how we can now extend this sort of approach to mobile objects moving in our now actively self-constituting aerial medium. Categorising moving entities according to their materio-energetic relationship with their environment, I show how we can populate the air in an intertwined 'general ecology' (Hörl) of families of entities that straddle familiar distinctions between the abiotic, biotic and technological: things that fall, float, fly, sail or soar, as their extensive and intensive properties allow them to create and occupy different mobility niches and perform new functions in an already active medium.

Bronislaw Szerszynski is Reader in Sociology at Lancaster University, UK. His interdisciplinary research seeks to situate the changing relationship between humans, environment and technology in the longer perspective of human and planetary history. Recent work has focused on the Anthropocene, geoengineering and planetary evolution. He is author of

Nature, Technology and the Sacred (2005), and co-editor of Nature Performed (2003), Technofutures (2015) and a special double issue of Theory Culture and Society on 'Changing Climates' (2010). He was also co-organiser of Between Nature: Explorations in Ecology and Performance (Lancaster, 2000), Experimentality (Lancaster/Manchester/London, 2009-10), and Anthropocene Monument (Toulouse, 2014-2015).

Whispers in White Noise: Modest Experiments with Arts of Aerial Mobility and Transmission

Sasha Engelmann, Royal Holloway University, London, United Kingdom, sasha.engelmann@rhul.ac.uk

What is it to whisper? How far can a whisper travel? This paper begins from the provocation made by Felix Guattari in Three Ecologies that an essential aspect of the transition to more robust social, mental and environmental ecologies is a re-appropriation of the 'mass media' by a multitude of subject groups capable of directing its resingularization. In this paper I argue that such a resingularization can and should begin with our relationship to the electromagnetic spectrum, and to the atmosphere that mediates this spectrum. To expand on modes of imagining, making and critiquing that are invested in atmospheric space, this paper proposes whispering as mode of attunement, of sensitivity, and of skillfulness in the heavy weather (Sterling, 1994) in which we live, think, act, move. The paper engages with whispering through two primary sites: first, emerging from the author's collaborative fieldwork with Studio Tomás Saraceno, the paper elaborates on Aerocene Explorer sculpture launches as experiments in sensing and sounding the lower atmosphere. Second, and using the author's personal experience of becoming-radio-amateur, the paper elaborates on the Weak Signal Propagation Reporter (WSPR) network – a global network of radio amateurs probing electromagnetic propagation conditions using very weak (low power) transmissions. WSPR is the electromagnetic equivalent of a modest gesture: of waving, or whispering. Bringing Aerocene together with WSPR, the paper discusses intimate investments in atmospheric 'mass media', from the urban canopy layer to the ionosphere. Aerocene and WSPR are both arts of atmospheric and electromagnetic conditions, arts that are essential in an Anthropocenic epoch in which stresses to both communication infrastructures and our planet's atmosphere are likely. In dreaming heterotopias in which the atmosphere is accessible for novel modes of moving, imagining, making and critiquing, this paper offers whispering as one ethico-aesthetic for aerial arts of mobility and transmission.

Sasha Engelmann is Lecturer in GeoHumanities at Royal Holloway University, London. Her work explores the poetics and politics of air through extended collaborations with artists and other practitioners. Over the past three years she has carried out site-based ethnographic fieldwork at Studio Tomás Saraceno in Berlin, and participated especially in the development of the Aerocene project. She is Director of Artists in Residence at the Centre for GeoHumanities, and holds a DPhil in Geography and the Environment from the University of Oxford. Her radio callsign is M6IOR.

Deep Time, Slow Dance: Sixteen (and counting) Propositions for Atmospheric Sensuality - or - Future-Tense Vibrations

Samuel Hertz, composer, Germany, samhertz@gmail.com

Author David Woodward's fictional, occult machine, the Feraliminal Lycanthropizer (described in the 1990 pamphlet by the same name) exists somewhere between a mind-control device, a sonic weapon, and a party trick. Through the generation of infrasonic tones and garbled recorded text loops, it gives humans access to both repressed and animal energetics, causing hypnosis, trance induction, expansive sexual stimulation, and a general loss of inhibitions. In Woodward's account, when switched on at parties, cocktail hour quickly gives way to an orgiastic gathering, free of time. The Lycanthropizer occupies as well the same role as mesmerism and phantasms did in the Victorian Imaginary – an idea split between the worlds of science and parlour game. These Victorian party experiments arise simultaneously to the industrial boom that forever changed vertical and horizontal urban sonic ecologies. We might think of the Feraliminal Lycanthropizer as the 'background music' at our party midway between the atmosphere and the ground – our little gathering at the urban canopy. If Woodward speaks about the Lycanthropizer as emitting an "aurotics," might we be able to imagine an 'aerotics' as movement and co-creation with atmospheric sound? A slow dance with the atmosphere; a mobile sounding. The urban canopy is the midpoint of our travel upwards: the center of reflections between atmospheric/planetary infrasonics and ground-based, urban infrasound. At this party, we hear our upstairs neighbors' dancing footsteps and the knocking of the downstairs neighbor's broomstick against the ceiling. Using the Feraliminal Lycanthropizer as an initializing sound to open up the human body for vertical, energetic crossings, and based on the author's research in psychoacoustics, infrasound, and histories of hearing, this paper explores practical and speculative modes of incorporating urban infrasonic sound as propositions for creating and moving within spaces of sonic atmospheric attunement. How should we have this last slow dance with the atmosphere before the music turns off?

Samuel Hertz is a Berlin-based composer and researcher working at the intersections of psychoacoustics and expanded listening practices. He received his MFA at Mills College, studying composition with Pauline Oliveros, Fred Frith, and Zeena Parkins. His work has recently been performed in Sweden, France, Germany, and Belgium, as well as Center for New Music, BAM/PFA, and Gray Area Foundation for the Arts (USA), among others. As a recent recipient of the DARE Prize for Radical Interdisciplinarity (University of Leeds/Opera North: Leeds, UK), his current research project concerns affective crossings between humans, environment, and ecological soundings, and geophysical/atmospheric infrasonic sound.

Points of Presence: Investigating Elemental Data Infrastructures

Adam Fish, Lancaster University, United Kingdom, a.fish2@lancaster.ac.uk

Drone technologies increasingly allow us to access places that human bodies cannot reach and to hold perspective from any place in space not already occupied by other bodies. The

relationships between bodies, ex-bodies and objects in the imaginaries and practices of drone piloting are also challenging territories through sousveillance. The experimental 20-minute video 'Points of Presence', made with Bradley Garrett and Oliver Case, uses drones to trace several undersea cables, revealing how the internet is a material political object intertwined with the natural environment, human labour, and the mobility of data. The video reveals ways in which the internet, for all the talk of 'clouds', is actually more of an underground archipelago that occasionally surfaces at 'points of presence', and in which elemental volumes such as ocean and air can be seen as integral parts of the infrastructure. The movements of our drones follow tracings to those points of emergence, and then crawl out of those POPs into the air via 4G masts. The video provokes viewers to consider how transmission into the atmosphere, via that submarine conductivity, then creates sovereign data territories, pointing toward an immaterial, but increasing critical, geopolitics of data transmission: like territorial waters, transmission space is contested territory. This presentation will explore how drone flights can be used as a vernacular experiment with lower atmospheric layers in order to give insight into the way that urban atmospheres are tied into much vaster 'elemental infrastructures'.

Adam Fish is cultural anthropologist, video producer, and senior lecturer in the Sociology Department at Lancaster University. He employs ethnographic and creative methods to investigate how media technology and political power interconnect. His book Technoliberalism (Palgrave Macmillan, 2017) explores the politics of internet video in Hollywood and Silicon Valley. The co-authored After the Internet (Polity, 2017) reimagines the internet from the perspective of citizens on the margins of power. He is presently working on a book about hacktivist prosecution called Hacker States and a book and experimental video called System Earth Cable about 'elemental media': atmospheric and undersea information infrastructures.

The Narrow Utopias of Finance

Chair: Emre Tarim

Trust as the Holy Grail: Restoring Mythical Levels of 'Trust' after London's Libor Scandal

Clea Bourne, Goldsmiths, University of London, United Kingdom, c.bourne@gold.ac.uk

Trust in financial actors provides the certainty needed to take risks, and populate the future. Trust is therefore a central utopian logic enabling the mobility of financial assets, and the success of international financial centres (IFCs) as nodal places of global finance. However, IFCs are susceptible to scandals that erode systemic trust. Nowhere has been more prone to scandal than London, the world's largest IFC, where repeated efforts to restore trust have become a never-ending pursuit. This paper will explore London's quest to restore trust following the discrediting of its Libor benchmark in 2012. The paper explores policy narratives designed to restore trust in London's IFC as myth-making – re-imagining trust as the Grail and Libor as the broken sword.

Clea Bourne is a Senior Lecturer in Public Relations, Advertising and Marketing at Goldsmiths, University of London. Her research

critically examines mediations of finance in global and local discourses. Her work has explored financial communication practices across various sectors including central banks, hedge funds, ratings agencies, banking, life insurance, institutional investment and Ponzi schemes. She is the author of Trust, Power and Public Relations in Financial Markets, (Routledge, 2017). Her work has also been published in Culture and Organisation, Journal of Public Relations Research, Public Relations Inquiry, New Media and Society and several edited collections.

Oh for the Perfect Debtor: A Rapid Tour through the Utopias of Debt Collection

Joe Deville, Lancaster University, United Kingdom,
j.deville@lancaster.ac.uk

What does utopia and dystopia look like from the perspective of the debt collection industry? This paper will answer this question by tracing a line from the past of debt collection to the present, in looking at the activities of its industry representative in the USA – the American Collectors' Association (ACA) – over the last 60 years. By examining examples of its lobbying activities and public relations work over this period, it is possible to obtain a unique view into how it conceives the presents and futures of consumer credit in the USA, including the idealised roles to be performed by industry, government, and the distressed consumer credit borrower.

Joe Deville is a Lecturer at Lancaster University, based jointly in the Departments of Organisation, Work & Technology and Sociology, as well as a co-director of the Centre for Mobilities Research. A major focus of his work has been the encounter between defaulting consumer credit debtor and debt collector, which was the subject of his first book Lived Economies of Default, published by Routledge in 2015. Other areas of interest include disaster preparedness, comparative and digital methods, behavioural economics, and theories of money.

Coded Utopias: Blockchains, Algorithmic Governance and Financial Futures

Rachel O'Dwyer, Trinity College Dublin, Ireland,
rachel.odwyer@gmail.com

It is difficult to exaggerate the utopian visions that have been imagined by bitcoin, and by extension the blockchain. According to enthusiasts, the technology is set to not only disrupt global finance, but also social structures more broadly, ushering in new systems of global trust and cooperation. The narrow utopia espoused by a libertarian, stateless and frictionless cryptocurrency has many aspects that are worth exploring, but in this paper I want to pay attention to the emphasis on software-defined forms of governance as a vehicle for social and economic transformation. Blockchain enthusiasts seem to imagine a utopia underpinned by code, where human error, inefficiency and maleficence are done away with by smart contracts and immutable databases. I want to first ask what kind of financial utopia is imagined in visions of decentralised, algorithmic governance and second explore, with reference to recent controversial hacks, forks and disruptions to the blockchain, the space between these utopian visions and how they are enacted in reality.

Rachel O'Dwyer is a research fellow in CONNECT, Trinity College Dublin. Her research focuses on the politics of new markets emerging in fintech. She is the curator of the festival and conference www.openhere.data.ie Writing and talks can be found at www.tcd.academia.edu/RachelODwyer

Slow, Safe, Still

Chair: Frauke Behrendt

Embodiments of Slow Mobility Utopia since the Second Half of the 20th Century. The Example of Brussels.

Claire Pelgrims, Université libre de Bruxelles, Belgium, cpelgrim@ulb.ac.be

The second half of the 20th Century is often associated with the process of global acceleration. However, there has been a continual tension with the emergence of a slow mobility imaginary (Castoriadis 1975). The built environment and skyline of Brussels underwent large transformations to adapt to the increasing automobility (1950-1990). With the objective of transforming the city into the « European Crossroad » (Carrefour de l'Europe), the state administration enforced on the ancient boulevard network a roadscape that embodies a strong and prevailing fast mobility imaginary. At the same time, inhabitants and politicians became imbued with an imaginary of slow mobility, tending to utopia. But progressively, parts of the centre of Brussels were transformed into pedestrian or restricted areas. This evolution culminated in 2015 with the creation of one of the biggest pedestrian areas in Europe.

The purpose of this paper is to track the "embodiments" of this emerging slow mobility imaginary in the city's centre focussing on the field (mobility infrastructures), the sensitive (narratives) and the image (films) since the 1950's. I compare temporally and spatially how the regulation and the renovation of mobility infrastructure, their representations in narratives and in films evolve. The analysis differentiates two spaces: (1) the Grand-Place and (2) the central boulevards. The first space is represented as a pedestrian area in movies years before changes in regulations and urban space renovation happened. The second appears as a space of conflict and overlap between fast and slow mobilities until its recent redevelopment. In conclusion, a tension remains during this period of acceleration between the fast and the slow mobility imaginaries. In the redevelopment of the centre of Brussels, there are, between the different embodiments of the slow mobility imaginary in the field, the sensitive and the image, spatial and temporal discrepancies.

Claire Pelgrims graduated as a Master in architecture in 2015 at the Université libre de Bruxelles. Since then, she has been a doctoral student within the Laboratory on Urbanism, Infrastructures & Ecologies (LoUIsE) at the Faculté d'Architecture la Cambre Horta, ULB and is involved in the MICM-arc project (micmarc.ulb.ac.be). Her research focuses on imaginaries of fast and slow mobility in the evolution of mobility infrastructures in Brussels since the middle of the 20th century.

Defining a Realistic Bicycle Utopia

Cat Silva, Technical Unversity of Munich, Germany, cat.silva@tum.de

In this paper, I aim to explore the question of how a bicycle utopia can realistically be defined. A Modern Utopia asserts that "cycle tracks will abound in Utopia", however this is an impractical agenda that most cities would struggle to achieve today (Wells, 1925). My research posits that it's most productive to dynamically frame the notion of a bicycle utopia, rather than conforming to the static utopian ideal that a utopia must be a place with abundant protected bicycle infrastructures (Wells, 1925; Timms et. al., 2014). Most modern urban transportation networks either lack the physical capacity to provide segregated facilities for bicyclists or are challenged, for example, by the political feasibility of removing parking lanes to accommodate bicycle mobility. As an alternative, many cities utilize unprotected bicycle lanes and bicycle priority streets, but, by design, these solutions directly expose bicyclists to vehicular traffic and the unfortunate reality is that "[c]rashes are a normal and predicable outcome of the car system" (Urry, 2007). This situation is far from utopic, nevertheless, it is incorrect to define these unprotected infrastructures as dystopic and is more correct to define such design treatments as adaptive dystopian avoidance measures responding to the realities of existing transportation systems (Timms et. al., 2014). Vision Zero, likewise, strives to mitigate dystopian street networks through goals for zero traffic fatalities and serious injuries by emphasizing that "safety cannot be traded for mobility", but policies rarely also aim for a utopic eradication minor traffic injuries (Kim et. al., 2017). Adhering to the Vision Zero paradigm, which assigns responsibility of traffic safety to roadway design (Fahlquist, 20), my research aims to argue that a current-day bicycle utopia is a place where evaluation of bicycle safety in existing dystopian avoidance infrastructures is used to strategically inform long-term plans for the future implementation of protected facilities where unprotected facilities are unsuccessful in safely accommodating bicycle mobility.

Cat Silva is a researcher in the mobil.LAB Doctoral Research Group with the Technical University of Munich. She holds Master degrees in Public Administration and Urban Planning, specializing in Urban Design, as well as a Bachelor Degree with majors in Danish and History and a minor in Scandinavian Area Studies from the University of Washington in Seattle. Cat is currently engaged in inductive research to inform best practices for bicycle facilities design based observational studies and statistical analyses of road users' behavioral interactions with infrastructures accommodating bicycle mobility.

The Imagined Perfect World of Urban Non-Motorized Households in France and Canada

Dominic Villeneuve, Ecole polytechnique fédérale de Lausanne, Switzerland, dominicvilleneuve@live.ca

By the simple fact of not owning a private automobile, some households are already living a sustainable mobility lifestyle. They rely on public transportation networks, cycling and car sharing and generally travel less than car-owning households. In car-oriented western societies, for a household, not owning a car can lead to social exclusion (McCray & Brais, 2007;

Schönfelder & Axhausen, 2003) and to transportation inequity (Jouffe, Caubel, Fol, & Motte-Baumvol, 2015). Social exclusion is a phenomenon linked to the unequal participation of individuals in society. As part of my doctoral dissertation, which attempts to explain the roles and impacts of car dependence, public policies and the architecture of the city on mobility related social exclusion, I met with members of 57 non-motorized households in Quebec City (Canada) and Strasbourg (France). The non-motorized households were recruited using various methods (Facebook, web, signs, snow ball) and composed two heterogeneous but comparable samples containing different age groups, revenue levels and types of households (couples, single parents, families and single individuals). During the semi-directed interviews, we addressed their daily mobility practices, the role of public policies, whether or not they felt socially excluded because of mobility and how they imagined a perfect world for non-motorized households, what would be different in such a world? Based on this last part of our discussions I have glimpsed at this group's mobile utopia. Through lexicometric and traditional discourse analysis I have analysed and interpreted their answers. In this paper, I propose to present these findings and depict European and North-American non-motorized households' ideas of a perfect world for non-motorized households (including various word cloud graphics produced by the lexicometric analysis). Finally, for those who felt currently socially excluded because of their mobility, I intend to present a summary of the main reasons for this kind of "mobility dystopia".

Dominic Villeneuve is a PhD student in the Architecture and sciences of the city program at the École polytechnique fédérale de Lausanne in Switzerland.

On the Backside of Utopia: Social Practices of Waiting for Transportation (1830-1930)

Robin Kellermann, Berlin University of Technology, Germany, robin.kellermann@tu-berlin.de

Transport utopia aim to address and reverse present nuisances by projecting future advantages. Whether crossing longer distances in shorter times and greater comfort, decongested travelling or increasing the social, cultural, economic and military space of manoeuvre, utopian thinking in the transport field and its effective implementations have progressively nurtured the indication of a world in continuous time-space-compression. While utopian transport-related aspirations were often driven by the intention to overcome a 'modern' fear of being constrained and congested by means of accelerating and providing a more (or totally) seamless kind of transportation, I argue that the longing for or realization of transport utopia have paradoxically created various moments of stillness. Despite from a long-term (positivist) perspective we can see a steady approximation of above-mentioned targets, the trivial operational necessity to wait for transportation at stops or stations has remained a constant element on the backside of utopian materializations. Either for a couple of minutes, several hours or even months, the temporal gap of waiting remained (and remains) a key and yet overlooked mobility practice, evidenced in spheres of railways, civil aviation or private space travel. To exaggerate, it was not before the utopian dream of flying that a traveller found himself in a transitory waiting environment of a departure gate, dedicated to 'still' passengers temporarily. Consequently, utopia comprises a strong 'preparatory and anticipative' element, both regarding the

actual materialization of utopia, and, once implemented, merely to wait for boarding 'it'. Starting from this utopian paradox, the paper investigates the (seemingly a-utopian) phenomenon of waiting through the lens of its social practices and performative aspects. How did people make sense of their waiting experience in transitory environments of waiting rooms in 19th century station and early 20th century airport buildings? How did activities of self-distraction, self-entertainment and narratives of waiting change over time? How did cultural representations of transport-induced waiting times alter regarding their acceptability? Moreover, who had to wait and for how long? How did people equip themselves to wait and how did the arrival of new technologies (and infrastructures, e.g. the station restaurant) transform the waiting experience? Focusing explicitly on passengers' perspectives, this paper traces the socio-cultural dimension of waiting and thereby tackles the phenomenon's (implicit) means of structuring (and representing) power relations, social order, class, and gender. Therefore, the paper will conduct a qualitative and quantitative analysis of selective travel diaries, police authority reports, railway personnel accounts and – naturally – transport users' literary and artistic reflections on the temporal gap before boarding trains or planes. By this, the paper aims to achieve a first systematic account of historicizing the key mobility practice of transport-related waiting through diachronic and intermodal perspectives, which will remind to the fact that any utopian thinking eventually faces the less glamourous and prosaic need of mundanely organizing it, resulting in moments of temporary stoppage and stillness.

Robin Kellermann is PhD student, research associate and lecturer at Technische Universität Berlin. His research focuses on the cultural history of mobility and transportation as well as on digitalization effects in using and experiencing public transportation. He is a DFG Associate Fellow at the International Graduate Research Program Berlin – New York – Toronto "The World in the City: Metropolitanism and Globalization from the 19th Century to the Present" at the Center for Metropolitan Studies, TU Berlin. Since November 2012, he has worked as a research associate and project coordinator at TU Berlin, engaging in European and German research projects on the future of transport industries and the role of user participation in public transport planning. He is an appointed member of the Executive Committee of the International Association for the History of Transport, Traffic and Mobility (T2M), book review editor of the Journal of Transport History (JTH) as well as T2M newsletter editor.

Imagining Mobilities I

Chair: Andrzej Bukowski

Mobility as Seen by the Chinese: Memory, Imaginaries and Aspirations for the Future

Christophe Gay, Mobile Lives Forum, France,
christophe.gay@sncf.fr

Changes and an increase in travel over the past 50 years have revolutionized the lifestyles of the Chinese. The government's extensive investment in transportation infrastructure, the country's economic boom or the evolution of State control over travel

have all contributed to the extraordinary surge of mobility since the 1980s (frequency, speed, transportation modes, etc.). The growth is coupled with that of cities, whose populations now represent the majority of the country's inhabitants. On this basis, the Mobility as seen by the Chinese: memory, imaginaries and aspirations for the future project has a threefold objective: To understand the changes in mobility in China over the past 50 years, their impact on lifestyles and the way urban dwellers perceive them today; To understand the link between these changes and the imaginary of modernity. What were these people dreaming about when they had themselves photographed in a car, in front of an urban bypass or a 20th century airport? What role does the memory of mobility play in their understanding of modernity?; To identify the aspirations for mobility of Chinese city dwellers today, as well as their vision of the future of Chinese society. To what extent do new mobilities respond to these aspirations? What are their dreams for the future?

To address these questions, a multi-disciplinary research team was set up by Jérémie Descamps (sinologist—urban planner). The team developed an original survey method: using iconographic research, it put together a set of photographs considered emblematic of the changes in cities, speeds, long-distance travel and daily mobility have undergone from the 1950s through the present. The photos were presented to a group of roughly 50 individuals from different backgrounds during semi-structured interviews conducted in five of China's biggest cities: Beijing, Shanghai, Wuhan, Shenzhen and Chongqing. The interviews revealed imaginaries of mobility and modernity, as well as life stories, and shed light on the utopic ideas that have come with mobility changes in China, as well as the disillusion. An invitation for a paradigm shift?

Since 2010, ***Christophe Gay*** has co-directed the Mobile Lives Forum, an institute for research and exchanges on mobility. Christophe Gay has combined training in international law (Sceaux), political science (Sorbonne) and psychosociology (Nanterre). After working on the image of big companies and local governments, he was the regional transportation communication director and then headed strategic planning for SNCF communications. An expert in mobility issues, he is behind the creation of the Mobile Lives Forum.

Futuring Utopias: Speculations of Utopianism, Design and Society

Michael Haldrup, Roskilde University, Denmark, mhp@ruc.dk

"Not much attention has been made to the retreat of sociologists into the present. This retreat, their flight from the past, became the dominant trend in the development of sociology after the Second World War and, like this development itself was essentially unplanned", wrote Norbert Elias 30 years ago (1987: 22 3). Urry (2016) makes a similar observation regarding the flight of sociology from the future. According to Urry sociology (and more broadly social science) has turned away from critically engagement with the future, partly because of its (historically) negative experiences as a discipline with engaging with prediction and utopian thinking. This 'flight from the future' has become increasingly untenable in the shadow of the dystopic planetary scenarios currently piling up, as atmospheres heat,

ocean rises and land is covered in waste. Not surprisingly critical social science experience and upsurge in interests in speculating in future scenarios. As Appadurai (2014) observes "[D]esign is the natural ally of futurity." (...) [D]esign and temporality can be seen as co-productive, and design can re-open the dialogue between memory, futurity, and newness, rather than serving as a mere mirror of commodified duration." Hence, the aim of this paper is to explore the potentials of speculative thinking and design (see especially Dunne and Raby (2013) for opening a space for new emergent criticalities. In other words, to mobilise the power of design thinking as a speculative method for speculating and shaping social and material utopias. It does so by discussing how speculative design objects and materialities may experiment with emerging new realities; hence contribute with methodologies for an experimental and explorative method for futuring utopias.

Michael Haldrup, Ph.D. is lecturer in cultural geography (2003-12) and Performance Design (2013-). I have contributed to mobility studies and 'the performance turn' in leisure/tourism/heritage studies through a number of publications including Performing Tourist Places (Bærenholdt, Haldrup, Larsen and Urry 2003) and Tourism, Performance and the Everyday (Haldrup and Larsen 2011). Currently I am working on codesign/cocreation in the cultural sector and speculative design as a method for intervention with a special interest in the potentials of "new materialism" and utopianism. I have worked broadly with establishing and consolidating design education within the university and am the co-founder of FabLab RUC and experimental research and education facility at Roskilde University.

Multiplanetary Imaginaries and Mobile Utopia

Richard Tutton, Lancaster University, United Kingdom, r.tutton@lancaster.ac.uk

Since at least the 1950s, scientists, engineers and science fiction writers have engaged in an imaginary reconstitution of the human as a multiplanetary species. Following work in STS (Science and Technology Studies) on sociotechnical imaginaries (Jasanoff and Kim 2015), in this paper I address what I call the 'multiplanetary imaginary', which projects a utopian future in which human beings can move on mass from Earth to establish social life on other planets. Today, this imaginary finds expression in the pronouncements and activities of billionaires such as Elon Musk who has the explicit goal of developing the technological systems to transport people to other planets. In this paper, I focus on Musk and his company Space X as representing an example of what has been called 'technophilanthropism' or 'philanthrocapitalism'. While the Gates Foundation focuses on efforts to tackle problems of disease, Musk's investments in interplanetary travel is frequently represented as motivated by a concern for the future of humanity. In this paper, I set out to consider how silicon capital is playing a role in imagining and projecting mobile utopias on a multiplanetary scale, and how this is both celebrated and contested.

Richard Tutton is Senior Lecturer in the Department of Sociology and co-Director of the Centre for Science Studies at Lancaster University. His research interests are in future-making in science and technology.

IMAGINE Mobilities Design Studio

Ditte Bendix Lanng, Aalborg University, Denmark,
dbla@create.aau.dk
Ole B. Jensen, Aalborg University, Denmark,
obje@create.aau.dk

This paper reports and reflects upon the 2017 IMAGINE Mobilities Design Studio at Aalborg University's Urban Design program. The studio involves approx. 25 master students with backgrounds in architecture, urban design and urban planning from several countries in Europe. It is carried out on the background of a conceptualization of the urban as an intensity of functional, technical, cultural and aesthetic (trans-)formations happening in networks of mobilities. The studio explores large- and small scale infrastructures - systems, networks, sites and structures - of the urban territory of the city of Aalborg, Denmark. It aims to give designerly input to open agendas for the urban mobile future. Positioned within a lineage of critical, speculative, inventive urban mobilities imaginaries, the studio investigates how existing infrastructural systems in Aalborg – designed for the 20th Century (and in some cases currently on the edge of maximum capacity and collapse) – might be modified and mobilized to address the probable, possible and preferable needs and desires of the 21st Century and beyond. The studio cultivates a utopian energy in exploring the articulation of matters of concern, critical challenges and opportunities, working with, e.g., power and inequalities, access, climate change, and technologies, and with the designerly analysis of and responses to these challenges. The reflection will seek to discuss key concerns related to the studio work. For example, how design imaginaries can contribute to articulating and communicating issues by giving form to problematic or unknown situations? How they can work as organizers and orchestrators of disparate, sometimes conflicting, components and activities? How they can explore the gap between what is and what could be? And how they may be (fruitful) matters of contestation themselves?

Ditte Bendix Lanng is Assistant Professor at Aalborg Univeristy. Her research areas include architecture and spatial planning as well as traffic and transportation.

Ole B. Jensen is Professor of Urban Theory/Urban Design at the Department of Architecture, Design and Media Technology, Aalborg University, Denmark. His main research interests are mobilities theories, urban design, networked technologies, and urban theory.

Imagining Mobilities II

Chair: Zofia Bednarowska
Discussant: Ole B Jensen

Performative Storytelling as Sustainable Engagement to City Bus Riding

Anne Victoria, Knoxville Area Transit, United States,
avictori@vols.utk.edu

Imagine people making the city bus part of their regular form of transportation. Historically, this urban experience presented

more prominently in the 1950s, in which everyone rode the bus no matter who they were, if not daily then weekly, or monthly. Recent national agendas persist in advocating sustainable forms of transportation based on economy, ecology, and equity. However, understanding other people's lived experiences on riding the bus remains underappreciated. Part of the reason is that riding the bus remains a stigma or stereotyped. Often those understandings become codified into standard travel training sessions, social service necessities, or human rights discourses. Developing new ways of seeing and relating to the value of riding the bus for everyone requires more approaches that capture the embodied experience. These findings add to the planning of sustainable urban transportation. This study explores the potential of children's fiction and embodied reality.

The principal goal of this research was to explore the value of busing. More, specifically, I investigate how the sense of community is differently embodied by bus users and non bus users. This study is based on engaged story time sessions at six local branch libraries in Knoxville, Tennessee. The reading of the Last Stop on Market Street (de la Pena) illustrated a practice-oriented perspective in Mobilities research. The results describe the benefits of performative storytelling for integrating multiple interests in a better way of life.

Anne Victoria holds an MA in cultural anthropology from the University of Tennessee, Knoxville. Her thesis titled, An Ethno-historical Account of the African American Community in Downtown Knoxville, Tennessee Before and After Urban Renewal (2015). She holds a BSN from the University of Iowa, Iowa City (1984). She is the Service Delivery Specialist for Knoxville Area Transit and combines traditional and artful modes of engaging the public and policy makers with the value of public transportation. Her research interests include urban public transportation, multimodal transport users, mobility and functional health, gender analysis, urban renewal, landscape memories, and racialization. Her publications are, Bus Stop Matters: Exploring the Gendered Perspective of Functional Health. '5th International Conference on Women's Issues in Transportation' (2014); and, a chapter, Bus Stops Matter: An Ethnography of the Experience of Physical Activity and the Bus Stop Design in an upcoming book volume titled 'Experiencing Networked Urban Mobilities.'

A Libertarian Socialist Mobilities Utopia

Luca Nitschke, Technical University Munich & Nürtingen-Geislingen University, Germany, luca.nitschke@tum.de

In this paper I attempt to combine a mobilities perspective with the libertarian socialist approach informed by the principles of social ecology, anarchism and direct democracy by Murray Bookchin, also known as Communalism (Bookchin 2015). The central question in this endeavor is how a mobilities system can be imagined in a communalist world, made up of small-scale, self-organized communities working together through popular assemblies and confederal councils. As pointed out by Marx, Harvey and other socialist writers, society is situated within a dialectic between humans and nature, resulting in an undissolvable connection between society and the environment. Bookchin argues that the fundamental contradiction within capitalism is between 'unending growth and the desiccation

of the natural environment' (2015, p.6). Therefore, the question of which environmental impact (of mobilities) is socially necessary for a given or imagined society is becoming pressingly prominent (Marx 1990 [1867]). Utopias, stories and imaginations of how we image our future are therefore a vital piece in the struggle for a just society (Urry 2016). Through picturing a libertarian socialist mobilities utopia I want to contribute to forming an engaging and empowering vision of a future mobility world. Current mobility futures are mainly based on corporate and political fantasies for ever more, ever faster and ever further mobility. It is highly unclear if the small counter-developments, e.g. reduced car ownership amongst young people, sharing concepts, etc. show a trend away from fossil-fuel centered hyper-mobile societies or will become coopted into the self-reinforcing process of neoliberal capitalism (Martin 2015). Mobilities being central to the functioning and production of societies (Urry 2000; 2007), the question needs to be raised what kind and how much mobilities are socially necessary for a just, environmentally conscious, democratic, communalist society.

Luca Nitschke is a researcher in the mobil.LAB Doctoral Research Group at the Technical University of Munich and the Nürtingen-Geislingen University. He has a Bachelor in Environmental Sciences and a Master in Environmental Studies from an Erasmus Mundus Master Program in Barcelona, Aveiro, Hamburg and Aalborg. He also worked as research assistant and intern at the Wuppertal Institute for Climate, Energy and Environment and the Prognos AG. Luca is researching on the implications of sharing concepts in urban mobility taking Munich as a case study. His research is engaging with a critical perspective and is especially concerned with issues of uneven mobility and mobility justice.

Hoping for Disaster: Preparedness and the Challenge of Standby

Joe Deville, Lancaster University, United Kingdom, j.deville@lancaster.ac.uk

Disasters seem to be the very embodiment of the dystopic, in their capacity to destroy lives, property, social and economic relations over a potentially vast scale. A conventionally conceived a social utopia would thus be characterised at least in part by the absence of such events. And yet, from the perspective of the organisations tasked with responding to disasters, this picture is less clear. Such organisations require the occurrence of disastrous events on a sufficiently regular basis to justify their existence. This paper examines the complex intersections between registers of utopia and dystopia that disaster preparedness organisations can thus experience, focusing on a particular category of activity: undertaken not while in action but while on standby. Specifically, it examines a set of disaster preparedness organisations for which standby is a particularly intensive yet simultaneously frustrating mode of behaviour. Partly for historical reasons, Switzerland has developed arguably the world's most sophisticated and, in its own right, utopian disaster response infrastructure. And yet the disaster preparedness organisations involved are rarely called into action given the – by comparison even to neighbouring countries – paradoxically low risk of disaster. The paper brings together ethnographic research undertaken in the heart of the Swiss civil protection

infrastructure, and in particular in its dedicated civil protection force, with archival research to explore the intersecting registers of utopia involved in the day performance of disaster preparedness in Switzerland, in both its recent and more distant past. Drawing theoretical and methodological resources from speculative philosophy and science and technology studies, the paper argues that civil protection involves a simultaneous attempt to technologically and organisationally stabilise standby – to make it into a liveable and actionable temporal category – whilst integrating as one of its essential components the hope of its erasure. This is an activity both precarious and inevitably incomplete, beset by tensions, ruptures, and overflows, as different registers of hope, utopia, and dystopia intersect.
Joe Deville is a Lecturer at Lancaster University, based jointly in the Departments of Organisation, Work & Technology and Sociology, as well as a co-director of the Centre for Mobilities Research. A major focus of his work has been the encounter between defaulting consumer credit debtor and debt collector, which was the subject of his first book Lived Economies of Default, published by Routledge in 2015. Other areas of interest include disaster preparedness, comparative and digital methods, behavioural economics, and theories of money.

Try-outs for Hope and Prosperity

Roine Viklund, Luleå University of Technology, Sweden,
roine.wiklund@ltu.se

This paper will analyse the innovation processes (knowledge-building, technology transfer and technology development) before and during the railway electrification try-outs in Stockholm, 1905- 07. The results of these tests were later to form the basis for Sweden's first state railway electrification. Riksgränsbanan, the almost 130 km long northernmost section of the Iron Ore Line (Malmbanan) between Kiruna and the Norwegian border, was electrified 1910 – 1917. This was to become the world's northernmost railway electrification.

Imported coal was the dominating power source in Sweden at the end of the 19th century and the Swedish government wanted to decrease its importance. It was mainly two reasons for that, the first being to reduce the tremendous costs involved and the second to enhance national security. As both transport systems (railway and shipping) and industry were totally dependent of imported coal for fuel, they were very vulnerable to conflicts abroad such as strikes, lockouts and war. If the import was disturbed it would have significant consequences for the nation. One solution to these aforementioned problems was to electrify the Swedish state owned railway lines and using nearby waterfalls as power supply. A state commission was established already in 1899 in order to investigate which waterfalls were suitable for hydroelectric development.

After several investigations and studies, The Royal Railway Board decided to conduct electrical railway try-outs in Stockholm, 1905-07. A number of technical components and systems were tried and analysed at two railway lines in Stockholm, for instance overhead wire systems, voltages, insulators, and locomotives. This paper will thus examine and analyse which technical systems and components were selected, how the tests were conducted, and finally the results and consequences of the try-outs.

Roine Viklund is Senior Lecturer at Luleå University of Technology in the division of Social Sciences. His research area is History.

Adriano Olivetti - An Italian Story of factories and Utopia

Bianca Rita Cataldi, independent scholar, Italy,
biancaritacataldi@yahoo.it

The ancient Greek word for the act of seeing is historein, from which the word "history" derives. Still, time has proved that it's not just what we can see and touch by hand that becomes history, but also what could have been and it wasn't. Saint Paul thought that faith was confidence in what we hope for and assurance about what we don't see [Hebrews 11:1]. This is the focus of Adriano Olivetti's utopia. Determined and skilled, courageous and a dreamer, Adriano Olivetti, one of the greatest Italian entrepreneur of the twentieth century, realized his aim of getting his father Camillo's inheritance and going on with his family enterprise by the eye and the body of an eagle: the eye which was meant for keeping the far future visible at all times, and the proper body for tearing claws and beak away at the right moment, in order to rise again for beginning a new life.

Adriano Olivetti dreamt of building a new kind of factory which could take account of the people concerned. His factory should have been a livable place, culturally stimulating and interesting, which is to say a place full of a "massive spiritual strength" [Adriano Olivetti, Ai lavoratori – Discorsi agli operai di Pozzuoli e Ivrea]. Soon after his graduation, he went to USA in order to study how American factories worked, and he did it while reading essays in the libraries. When he came back home, he brought a huge bag full of books and handwritten notes with him. It was there, in that place full of dust and old pages, that the first step of Olivetti's utopia have been taken. It was a dream who didn't just concern factories, but also architecture and urbanistic. It was real utopia.

Bianca Rita Cataldi was born in Bari, Italy, in 1992. In 2014 she graduated in Modern Literature at the Università degli Studi di Bari "Aldo Moro", where in 2016 she took her specialization in Modern Philology. She's now a PhD Candidate at the School of Languages, Cultures and Linguistics of University City College (Dublin). The focus of her research is the link between factories and utopia. She's supported by dr. Ursula Fanning (main supervisor, School of Languages) and dr. Danielle Pethersbridge (co-supervisor, School of Philosophy). Her essay "Mosche senza volo: l'utopia di Adriano Olivetti" will be published on the Italian academic review "Incroci: Semestrale di letteratura e altre scritture" in December 2017.

The Dream of Personal Rapid Transit – Dusk or Dawn of a Space Age Vision?

Arnd Bätzner, University of St. Gallen, ETH Zurich, Switzerland,
arnd@baetzner.ch

From the late 1960s on, various radical and advanced concepts for individualized, Personal Rapid Transit (PRT) have emerged. Many remained at the level of drawing board studies, some saw considerable industrial development efforts. Overall, the high expectations that PRT raised were never fulfilled. With self-driving vehicles getting to the center stage of the current mobility

debate, demand-responsive transport by vessels for 10-20 passengers gets a new boost. Thus, the question needs to be asked which parts of PRT remained utopian and which parts of it saw (or will see) a transformation, re-use or mapping onto a different context.

Going beyond the scope of technology to consider aspects of urban planning, spatial insertion and social acceptance, the paper and presentation will highlight five representative PRT systems and the methodological framework that brought them into existence: The Boeing-Vertol PRT (operational in Morgantown WV / USA), the MBB Cabinentaxi (test track operations only), the cable-propelled Soulé SK (that failed spectacularly at Paris-Roissy Airport), the cable-propelled Poma 2000 (that stopped operating in Laon, France in 2016) and the Canadian UTDC People Mover Technology (later adapted by Bombardier).

After a comparative presentation of the development and the reason behind successes or failures of each of these systems, the question is asked whether advanced digital technology available today can give PRT concepts a boost or whether they are to be considered obsolete. In further reflections, the author considers what consequences from PRT experiences can be drawn for policymaking in a coming autonomous vehicle age.
Arnd Bätzner is a Ph.D. candidate at the University of St.Gallen's Institute for Systemic Management and Public Governance: He provides consulting on the urban integration of future multi-modal transit systems into the built environment and learning from informal transport to complement fixed-route services in an AV age. Arnd's research focuses on elevated walkability enhancers such as skybridges, ropeways and people movers for last-mile station linkage and access. Arnd holds an MSc in Physics and a Certificate as a Concert Pianist. He is a member of several TRB standing committees and a planning committee member of TRB's conference on demand-responsive transit. Since 2011 he is a board of directors member of Switzerland's nationwide Mobility Car Sharing cooperative.

Critique of the future hype - Functions of the Discourses on the Futures of Mobility / Mobilities

Konrad Goetz, Institute for Social-Ecological Research, Germany, goetz@isoe.de

From the perspective of Social Science Mobility Research we analyse what function it has that nearly all discourses about mobility / mobilities are coded with "future". Critique of the future hype - Functions of the Discourses on the Futures of Mobility / Mobilities Future as a topic has determined nearly all discourses on let's say 'traffic-mobility' for a number of years (Rammler 2014). What has changed compared to the past? What kind of mobility futures existed in former times? (Kröger 2014).

Which functions has this all-embracing future-hype that currently nearly all discourses on traffic-mobility are coded by "future". And also this conference in Lancaster is titled "Mobile Utopia – Pasts, Presents, Futures". It has an aesthetic-expressive function. It sounds modern and visionary to talk about future mobility. It has an economic function: The car-industry experiences more uncertainties than ever before. How is it possible to make plans

if everything is uncertain? Do we all have to pretend that there exist certainties concerning the future?

It has a political function of distraction: Globally, there is a huge toolbox which provides all important means to achieve a better future of mobility in the sense of the possibility of being able to move with or without transportation. But the actors are hesitant. Politics is afraid to lose power. The industry wants to maintain traditional business models. By looking towards the future, urgent current action can be avoided.

It has a normative orientation function: The ones who want to change the movability-situation in the direction of sustainability anchor their goals in the future und investigate what has to be done in order to actually reach them (Hacker et al. 2014). Last, the dispute on the futures of mobility is understood as a socio-critical method like the invitation to this conference states: Working on the future means „deploying utopia as a heuristic und creative methodology". Finally, I would like to elaborate on how the numerous future approaches can be interpreted in a context of concerning all society.

Konrad Götz is a sociologist. His doctoral dissertation dealt with leisure time mobility. At ISOE as an empirically orientated mobility researcher he is working on mobility styles and the transformation of mobility cultures (Götz et al. 2016). Together with his colleagues he also works on strategies for a future-orientated mobility (Deffner et al. 2017). He regularly participates in the Sustainability Dialogues of Daimler AG. Before his employment at ISOE he worked as an industrial sociologist and as a market researcher for green markets.

Art Tours I & II

Chair: Jen Southern

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