

## **Post Fossil Public Space**

Date: 31.3.2017

Buenos Aires

Mobility spaces may be in the advent of a big shift in terms of new sources of energy, new kinds of vehicle ownership -under the still ambiguous but however more and more present concept of the sharing economy-, and new ways of driving, combined with growing transit solutions and growing attention to better active mobility infrastructure.

The rationale behind those trends is varied: environmental concerns, health issues related to air quality and sedentary ways of life, and new urban policies. Governments and industries are exploring incentives and developing, with varied outcomes, new ways of moving people and goods.

However, just as at the beginning of the twentieth century one of the main concerns in cities was the smell of horse disposals, and few would-be planners could imagine nor anticipate the radical impact of oil on the modern world, would-be planners of tomorrow could be missing another window of opportunity to offer better public spaces under new kinds of vehicles, energies and social organization of mobility. Also, is that there are still some lasting decisions being taken in developing cities in terms of an outdated and often disastrous logic of building parking spaces and motorways.

We seek to focus on social organization of mobility, think about how it should be planned and organized, in a context of changing technologies. In order to do so, an opening discussion will start with the accessibility of university cities in Latin America.