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Book review

Tanu Priya Uteng, Hilda Rømer Christensen, Lena Levin. (Eds.), Gendering Smart Mobilities, Routledge, London (2020). (ISBN 978–1–138-60, 827-6, Hardback, £96.00)

New forms of urban mobility are being enabled by developments in information and communications technology. This 'smart' mobility is causing and will continue to cause drastic changes in people's behaviors and lifestyles, with important implications for social inclusion and quality of life. Smart mobility may provide an opportunity to reduce gaps in quality of life between different social groups, but this would depend on policy goals, on how and which technologies will be used, and on accompanying regulatory frameworks. Without aiming to achieve specific societal goals, smart mobility may fail to make cities more inclusive. *Gendering Smart Mobilities* attempts to fill a gap in smart mobility discourses by raising the issue of gender. The book urges the reader to consider smart mobility from a gender perspective. The book contributors analyze the drivers behind gender issues in smart mobility, raise critical questions about the inclusive use of technology in urban mobility, and explore ways to make cities more gender-inclusive via the use of smart mobility.

The book consists of 15 chapters, written by diverse contributors, and is divided into 3 main parts: (I) Setting the stage, (II) Smart mobilities and overlaps, and (III) Case studies. Through theoretical and empirical investigations, the book covers various viewpoints and a diversity of relevant topics. First, the book introduces emerging trends and relevant policies in urban mobility and explains their relation to gender issues. Second, it examines whether and how shared mobility systems – including bikesharing, carsharing, and ridesourcing – and other smart mobility services as well as conventional transport systems are accessed and used by different genders and social groups. Third, it explores the drivers behind gender issues in urban mobility from historical, anthropological, sociological, and cultural perspectives and provides links with emerging mobility trends. Fourth, it analyzes cases where urban mobility either neglects or takes into consideration the needs of women and other groups including children and immigrants. Fifth, it explains why spatial planning may lack the necessary frameworks to incorporate gender issues into the planning process. Sixth, via cases and theoretical discussions, it explores possibilities for closing gender gaps in urban mobility with the use of new technological tools. Seventh, it proposes theories and methods that could be applied to study smart mobility in the future. The book concludes by highlighting that the knowledge produced within its chapters – by studying gender issues in shared mobility systems, gendered-transport developments, and participatory decision making for social justice – can contribute to increasing inclusiveness in mobility and urban life in general before the widespread implementation of smart urban policies takes place. This, according to the book, would help minimizing the potentially unjust societal outcomes of the adoption of smart policies and smart mobility.

The book raises an important issue that has been so far overlooked in the new field of smart mobility. It is one of the first systematic efforts to investigate the gender issue in smart mobility and effectively does so. The editors Tanu Priya Uteng, Hilda Rømer Christensen, and Lena Levin together with the other book contributors collectively make a substantial contribution by covering the theme from multiple angles and by providing a convincing message: gender, and social inclusion in general, should be considered in research, policymaking, and implementation related to smart mobility. A strong, positive aspect of the book is the diversity of methods, perspectives, contexts, and disciplines that it is based on. It includes both qualitative and quantitative studies as well as theoretical explorations and examines various cases from cities in both Global South and Global North. Due to the diversity in the background of the contributors, the book includes studies from different starting points including sociological, geographical, and historical among others.

All this diversity found in the book makes it rich in content and enjoyable to read but also meaningful and interesting for a variety of readers. The book is highly relevant to transport geographers as it examines relationships between gender, space, transport, and mobility. Scholars and students in various related disciplines such as transportation, urban studies and urban planning, sociology, and human geography will enjoy reading this book. The book is also very useful to raise awareness about gender issues in smart mobility, and urban mobility in general, among relevant decisionmakers and policymakers.

Smart mobility is a relatively new field of study, with significant gaps in knowledge regarding its use and societal implications. *Gendering Smart Mobilities* makes an important contribution by effectively providing theoretical and empirical knowledge on gender aspects. Further work is needed to obtain continuous knowledge on how smart mobility can be steered to promote social inclusion. As mobility technology and implementation are rapidly changing, researchers should strive to collect and analyze new data on different smart mobility options in a variety of contexts. Future research could build upon this book and further examine the gender issue in relation to the governance and use of rapidly growing smart mobility options such as bikesharing, carsharing, and e-scooters but also emerging options including autonomous vehicles, mobility as a service (MaaS), urban air mobility, drones, and robots. More importantly perhaps, we could rethink whether simply steering smart mobility is the most suitable approach to address inequities, or whether a better starting point is to first understand the needs of different groups and then develop appropriate mobility options and policies based on these needs. In other words, rather than trying to fit a solution to the problem, we could start with the problem and then find appropriate solutions.

Kostas Mouratidis,
Department of Urban and Regional Planning, Norwegian University of Life Sciences, Ås, Norway
E-mail address: konstantinos.mouratidis@nmbu.no.

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