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Science park model reconsidered in the
light of smart city:

Transalley case and the smart mobility

Isabelle Kustoscz, UPHF

Stéphane Meuric, Transalley

Université de
Luxembourg
Belval Innovation
Campus

An exploratory research

- Before conducting further research

To give a base to analyse the role of science park (SP) in the smart city (SM), and the smart territory

To explore the type of interventions of SP in the context of smart city and their effects on collaborations, governance, empowerment etc...

- Conceptual framework : Collective action at the scale of territory

(Hatchuel A., 2001)

(Desreumaux A., Brechet JP., 2018)

(Amblard L. & Al., 2018)

Our Topic with regard to Litterature review's

How scientific parks contribute to the smart cities or smart territories ?

Nauwelaers C., Kleibrink A., Stancova K. (2014), The Role of Science Parks in smart specialization strategies S3 Policy brief series

Lecluyse L., Knockaert M., Spithoven A. (2018) The contribution of science parks: a literature review and future research agenda

Lee Kyoung-Joo; Kim Eun-Young. (2018) A leadership competency model of science and technology parks: the case of Chungbuk Techno Park in Korea.

Nam T & Pardo, (2011) Conceptualizing Smart city with dimensions of Technology, People and institutions

Breuer J, Walravens N, Ballon P, (2014) Beyond defining smart city – meeting top-down and bottom up approaches in the middle

Meijer A & Bolivar MPR, (2016) La gouvernance des villes intelligentes. Gouvernance urbaine intelligente

Perreira G, Parycek P, Falco E, Kleinhans R (2018) Smart governance in the context of smart cities : A literature review

Science parks :

from technology-based activities, **from** science-industry relationships **to a much broader role** (multi-dimensional and interactive character of knowledge exchanges) **beyond a science-to-business line**

Smart cities :

From the role of ICT in providing urban services **to Smart Governance and empowerment.**

Description of the Case

Single Case (Technopôle Transalley) with 3 Embedded Units

Located on an **university campus**

A business hotel, an incubator, a business accelerator and a mediation space for clusters/poles.

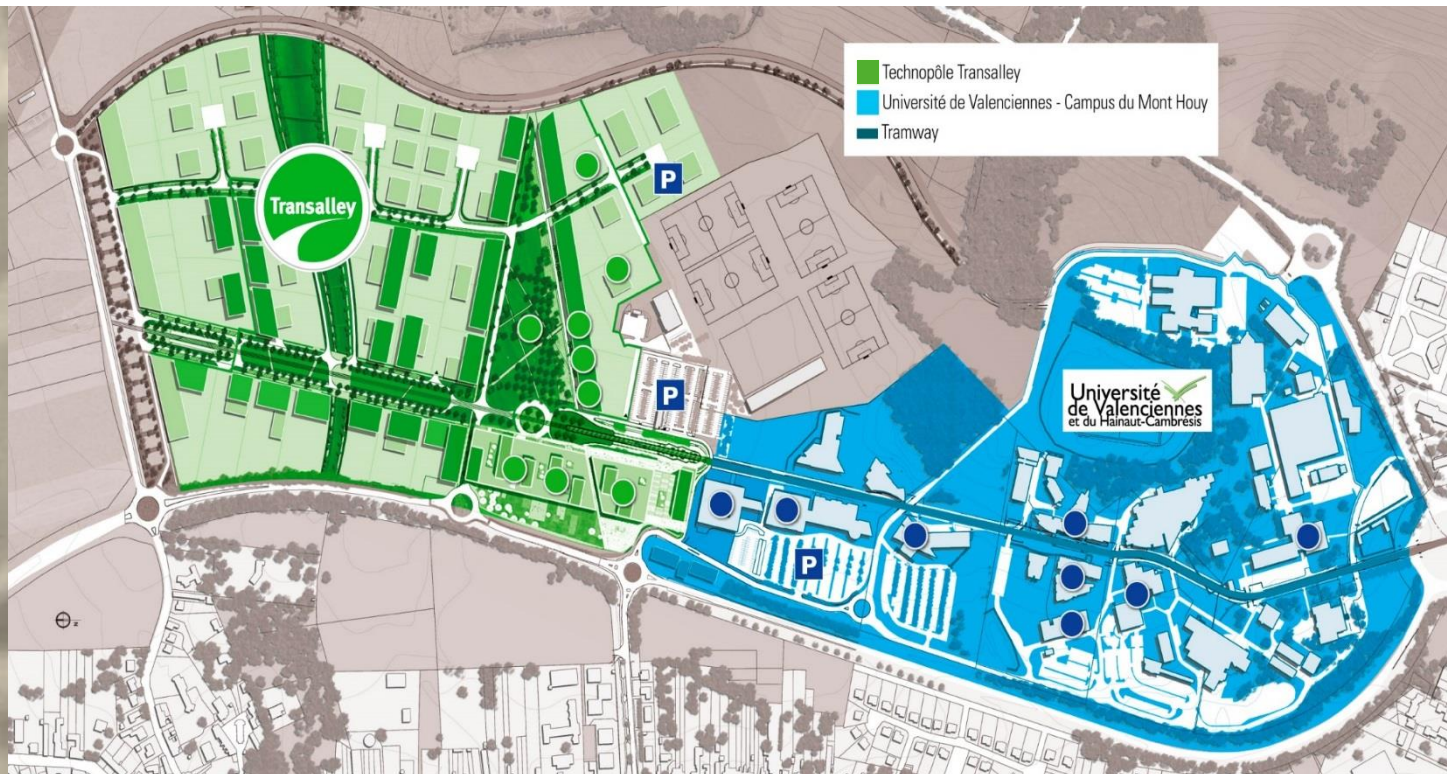
Structuring project in terms of economic development and **regional strategy for smart specialization**

Ressource centre for the **transport and mobility sector**.

Support for innovative economic activity in connection with research and higher education in the territory.

located on a vulnerable territory but specializing in transport and mobility (**presence of major industrial groups**)

location



3 sub-units

3 very differentiated ways of intervening in the field of smart mobility

<p>Proving track</p> <p>for smart mobility</p>	<p>Event programming</p> <p>in the institute for sustainable transport</p>	<p>Mobility Desk</p> <p>for young people 13-30 years old</p>
<p>Techno centric approach</p> <p>Location of R&D experiments and test site.</p> <p>Managing a specific equipment</p> <p>Firms and SME's as main users</p>	<p>Networking and dissemination approach</p> <p>Disseminating societal and technological issues in link with the specialization of the territory</p> <p>Local institutions and scientific organizations as main users</p>	<p>Social and inclusive approach</p> <p>Providing tools and services for making target populations more mobile, particularly from an employability perspective</p> <p>Young Residents of the territory as main users</p>

Defining more precisely the case study research question

- Characterizing various types of interventions (operations) within these three differentiated cases

To question (Why and How) the way in which the technopôle contributes

to **make city or territory smarter** beyond the only techno-centric approach (new angle)

(To identify success factors and obstacles)

Secondary data	Primary data
<ul style="list-style-type: none"> - Background informations considering the context - Documentations about projects Calls for proposals, calls for projects and their reponses Feasibility studies, Benchmarking studies, consulting studies... Museographic path, architectural plans...etc. 	<ul style="list-style-type: none"> Interviews of project managers, project leaders Direct observations (presentation meetings, site visites, visiting of external experts...) Participant-observation (steering committes...)

First analysis

We have indentified three main types of interventions of the pôle

- Technology-oriented (**innovative role** in a science-to-business line approach)
- Collaboration-oriented (**networking role** in a territorial intelligence approach)
- Capacities-oriented (**enabling role** in a civil society approach)

BUT these three types of interventions interact

- Interactions between these three types of interventions show that the role of the pôle is global (including inclusive aims) in the way to provide collective actions and users-citizens participation within a territorial project

	Proving track	Event programming	Mobility desk
Technology-oriented Innovative role	Providing all type of tests concerning smart mobility (autonomous vehicule, electric refill, smart street furnitures, smart road signs, traffic regulation etc.)	Innovations showroom Disseminating innovations Open discussions, debating on technological inovation and its implications	Informing Users-citizens on technologicals innovations Promoting awareness of new mobility services to the attention of users
Collaboration - oriented Networking role	Developing local productive relationships (start-ups, SMEs, research units...)	Increasing visibility, credibility; building legitimacy of private/public actors (high-image location) Initiating hybrid projects, collaboration opportunities, organisationnal behaviors	Coordinating the activities of the public authorities responsible and all relevant players of Young people mobility
Capacities-oriented Enabling role	Living-lab for users new skills (road safety, eco-driving, use of ICT applications...) Bottom-up approach (capturing ideas and informations from tenants, SMEs, users, local officials...)	Boundary spanning (create a common direction, alignment, commintment) Sense, vision, organizationnal cohesiveness, commitment to territory Sharing a common vision of the mobility issues	Favoring new behaviors, new skills, new habits for citizens-users Contributing to employability through mobility

Obstacles to a smarter role of SP

- Obstacles to governance : **divergent interests** of stakeholders (effect on resource allocation, on involvement in the territory project, shared social responsibility, sense of place), **influence of stakeholders** in the decision process, etc.
- Obstacles to empowerment : difficulties **to reach all citizens and users**, to explain the project, to create habits and behaviors, to make them participate to alternative-construction and decision-making, etc.
 - Obstacles to evaluation : difficulties to conduct evaluation not only quantitative (innovation indicators) but also a **comprehensive assessment**

Thanks for your attention