Academic Session : Joint Initiative of UIC and “Chaire Gare”

This call of papers is launched by the corporate Chair "Gares", a teaching and research partnership of SNCF and Ecole des) designed to link the academic research community with trasport industry, and by Intenational Union of railways.

The communications will be presented in a parallel session designed as a part of Nextstation 2015, the station's managers and railway companies global event organized under the authority of International Union of Railways in Marrakech (Morocco) on 21 and 22th october 2015.

Scientific Council

The call of papers is placed under the authority of an international and multidisciplinar scientific committee : Hiroki Iseki (Univ. Maryland), Luca Bertolini (Univ. Alsterdam), Carmen Bellet (univ. Lleida), JF Troin (Univ. Tours) ...

Deadlines

By March 31th 2015, a 200's words abstracts and 5 keywords, plus a one page Curriculum vitae, has to be posted at : lachaireGare@gmail.com

By may 15th 2015 : return of evaluations to the authors

By July 15th 2015 : The final presentation no more than 35 000 signs long, has to be sent along with references and a powerpoint ,has to be sent to lachairegare@gmail.com

The selected communications will be edited on the website of the Nextstation 2015. After the Congress, the scientific committee will start the edition process in a peer review in transport and planning studies.

Official languages : english

Registration : Each participant may register directly on the official Nextstation 2015 website (opening in spring 2015) and will be proposed a scholar fee.
Context and argument

In many countries, railway stations emerge as focal point for urban projects. Important investments go along with larger urban regeneration projects. The attractiveness of stations may be explained by the recognition of its architectural and patrimonial values of stations (especially when they are old and centric), but also by their growing use as integrated transit hubs.

The fast expansion of easier and smarter connections from railway to a wide range of mobility systems (including plane, metro and light rail, buses and regional trains, carsharing and bikesharing systems) modifies deeply the spatial organisation of railway hubs, as well as their governance and management.

Designing and managing intermodal stations remains a very complex task, involving technological processes, but also inducing better coordination between station managers and diversified partners (retail developers and services, metropolitan powers, neighbourhood interests ...).

A way of addressing the future of intermodal mobility consist in analysing, firstly, the way by which intermodality reshapes at the same time the place and the traveller experience. Hence, the first part of the call for papers focuses on the management of station as a node of transport. A second part of the call questions the station and its surrounding (urban places, neighbourhood) as singular places and development tools in metropolitan projects.

Purposes of the academic session, criteria for papers selection

Nextstation Congres is a global event dedicated to stations management. It gives an opportunity to mobilize the scientific community and to discuss the work of researchers in a wider context.

The call is open to academics in many disciplines (architecture, geography, urbanism, economy, engineering studies, etc.), from PhD scholars to confirmed researchers.

Firstly, it aims to draw a state of the art concerning international railway stations, and that’s is why it should address case studies coming from all continents and city types.

Second the public of the panel welcomes academics and non academic people (station’s managers may be part of the public of this session), thus enriching debates.

Thirdly, a final synthesis of the papers, including the results of debates, will be presented in the plenary conclusions of the Congress as a scientific contribution (white paper).

Papers may connect with following five themes

- Stations in urban planning
  
  The creation or redevelopment of stations gives the opportunity to rethink the place of railway infrastructure in the city and in its planning : integrating the building in urban space and landscape, creating centrality, trying to mitigate the discontinuities produced by trackways, giving room for new public spaces.

  -> What are the problems raised by the station’s insertion in urban programmes and what are the solutions proposed ?

- Station as new values for urban assets
  
  Urban intensification around railway hubs many effects in the way housing, jobs and services are localised. It often involves economic and social processes of change, not only in station’s neighbourhood, but at a larger metropolitan scale.

  -> How does stations’ projects articulate with land use modifications and real estate development ? What kind of political, economical and financial organizations are needed to hold such projects ?

- Stations as intermodal hubs
  
  Railway stations offer better urban accessibility when they are used as part of trip chains involving other transit systems (bus) as well as individual mobility solutions (bike and bikeshare programs, walking solutions).

  -> What strategies foster multimodality, in and around stations ?

- Stations as technological hotspots
  
  The development of large hubs implies a dramatic reconfiguration of places and the development of new artefacts and software. This architectural and technological "refurbishment" provides great expectations of better quality (security, comfort and time saving), but also deceptions.

  -> What are the strategies of implementation (among operators) and adaptation (among users) to this new materials ?

- Stations as mobility systems
  
  Railway hubs hold perpetually moving crowds, with different configurations of speed and moving patterns. Needs to foster security and fluidity justify a better understanding of users itineraries and behaviours.

  -> What may be learned from the observation of movements and users behaviours in railway stations ?