

Participation processes in the field of public transportation: A Swiss – Japanese comparison

Auteur(s) : Sharabi L.

Encadrement : Prof. Kaufmann V. ¹ / Prof. Koizumi H. ²

¹ Urban Sociology Laboratory (LaSUR) EPFL / ² Collaborative Community Design Lab, U-Tokyo

Abstract: In urban planning, stakeholders' diversity is increasing with the awareness of planning complexity. This diversity is enhanced when the notion of neutral expertise is no longer widely accepted. In this paper, a methodology based on communication and participation theories is proposed to assess and design participation frameworks. Two planning cases related to public transportation are then assessed with this methodology. The adequacy between theory and practice, as well the influence on public transportation are highlighted. The research is concluded with a list of recommendations designing a participation framework.

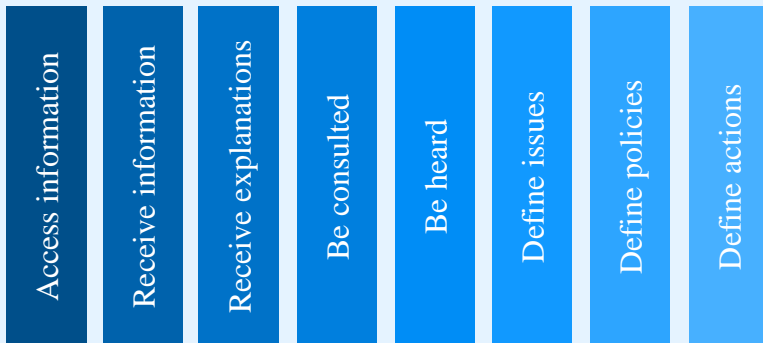
Participation framework

“A practical and understandable framework for decision-making, enhancing interactions between stakeholders and giving the right to be included.”

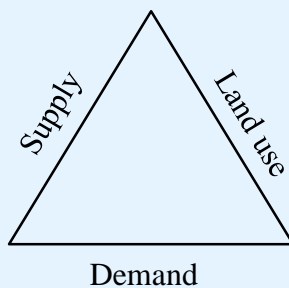
Communicative approaches

Consensual	Conflictual	Trading zone
Common agreement, prevent conflicts	Legitimate action even without agreement on goals	Practical solutions for specific issues
One vision	Confronting visions	Multi-logical approach

Rights of participation



Approaches for transportation planning



Case studies

	Lausanne	Himeji
Project	<ul style="list-style-type: none"> New eco-district Design of master plans Strong initial vision 	<ul style="list-style-type: none"> New train station plaza Design of the plaza Simple initial vision
Process	<ul style="list-style-type: none"> Various information and consultation events Gathered ideas Urban contest for local master plan Consultation and various events Contest for allotment scheme 	<ul style="list-style-type: none"> Coordination initiative from an NPO Project presentation Understand citizens' concerns and visions Expert seminars and recommendations Refining by citizens Approval by the city
Nature of participation	<ul style="list-style-type: none"> Based on political will Consultation and consensus 	<ul style="list-style-type: none"> Based on conflicts Active listening to participants
Transport design	<p><u>Supply:</u> PT, soft mobility <u>Demand:</u> Few parking lots <u>Land use:</u> High density and diversity</p>	<p><u>Supply:</u> Bus and taxi terminals <u>Land use:</u> Car-free area</p>
Effect of participation	<ul style="list-style-type: none"> Potential influence for the vision of small scale design Little influence on concrete actions, contrasts with political will for participation 	<ul style="list-style-type: none"> Influence on the vision Influence on concrete actions Little active intervention from the city on the plaza design
Comments	<p>Attention should be paid to:</p> <ul style="list-style-type: none"> Rights given to participants Distinction between participation and promotion 	<ul style="list-style-type: none"> External coordination Expert design Freedom in the design process Cyclic flow of information

Conclusion

Participation in transportation is difficult due to the complexity of the field. Studying participation in public transportation requires an issue specific to this field.

The initial framework and the design process define the possibilities for participation. Neglecting them can compromise the participation. Mistaking the reasons for framing participation and the potential effects of participation might lead to misunderstandings.

Recommendations

- Be clear on the issue to tackle, the initial framework and the reason for framing participation
- Understand definitions of participation framework and communicative approaches
- Define type and order of participation events
- Give adequate rights to participants, and feedback on participation

Swiss and Japanese public transportation projects:

Are practical participation processes corroborating the participation theory?