

Experimental and participatory governance of mobility hubs in urban sustainable transitions

ECPR General Conference 2023, Charles University Prague
S23 Environmental Politics
PRA009 - Engaging citizens in the climate transition
06/09/2023

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Overview

How can experimental governance help to facilitate participatory processes in sustainable mobility transitions?

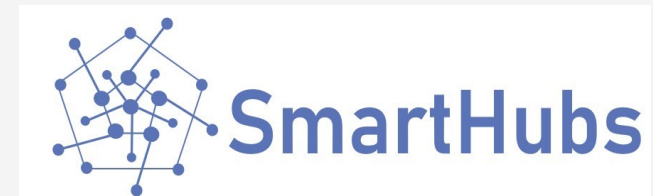
Theory: Participatory Governance in sustainable urban mobility planning

Heuristic: Democratic Integration Ladder

Data: Reports from the SmartHubs Living Lab Brussels (Municipality of Anderlecht)

Case: Co-design game and visualization of design option of mobility hubs

Background: ERA-Net Project SmartHubs



SmartHubs Project (05/2021 – 04/2024)

Overall aim: to examine if a co-creation process in the development of mobility hubs (involving users, governments and businesses) can enable mobility hubs to act as a game changer towards inclusive, sustainable urban mobility and accessibility in European cities

Four **LivingLab Areas:** Rotterdam/TheHague, Vienna, Munich and Brussels

Inclusivity:

- Vulnerable to exclusion groups and selective participation (Graf/ Fuchs 2015)
- Inclusivity understood in context of intersectionality (Kaijser/ Kronsell 2013)
- Co-creative design of a mobility hub (Pappers et al. 2020)



Wheel of intersectionality
(MMC Institute for Teaching Excellence 2022)

Our Approach to Participation and Participatory Governance

Four central characteristics of Participatory Governance:

- appropriate representation of stakeholder interests,
- deliberative engagement of stakeholders,
- integration of different knowledge,
- and social learning (Geurs et al. 2023, Meadowcroft 2004, Newig et al. 2018).

Participation occurs **at various levels** (local, regional, national, supranational), in **different forms and venues** (including the internet) and constitutes a **dynamic relationship between participation givers and takers** (Heinelt, 2002; Kung & Zhu, 2022)

SmartHubs Integration Ladder

		Physical integration	Digital integration	Democratic integration
Smart Mobility Hub	4	Conflict free and place making	Integration of societal goals and policies, and consideration of universal design principles	Social learning
	3	Visibility and branding	Integration of service offers and consideration of universal design principles	Integration of different knowledge
	2	Wayfinding and consideration of universal design principles	Integration of booking and payment and consideration of universal design principles	Deliberative engagement of stakeholders, including (vulnerable) user groups
Mobility hub	1	Acceptable walking distance to shared and public transport, minimum inclusive design standards	Digital integration of information	Appropriate representation of stakeholder interests, no or limited attention for vulnerable user groups
Single mobility services	0	No physical integration	No digital integration	No stakeholder involvement and consideration of (vulnerable) user needs

(Geurs et al. 2023: 18)

“Democratic integration is based on principles of participatory governance, encompassing the integration of citizens in the development of hubs to create more inclusive hubs catering to the needs of a wide variety of different users” (Geurs et al. 2023: 20)

Living Labs as Experimental Governance

Experimental governance → instrument to promote or accelerate innovation through testing and development of new types of solutions, technologies and services (Kronsell/ Mukhtar-Landgren 2020, 120)

→ For example pop-up bike lanes and parklets in the context of sustainable urban mobility

City streets increasingly spaces for experimentation, however little to no comparative assessment and critical reflection on the potential to transform urban mobility (Bertolini 2020: 735)

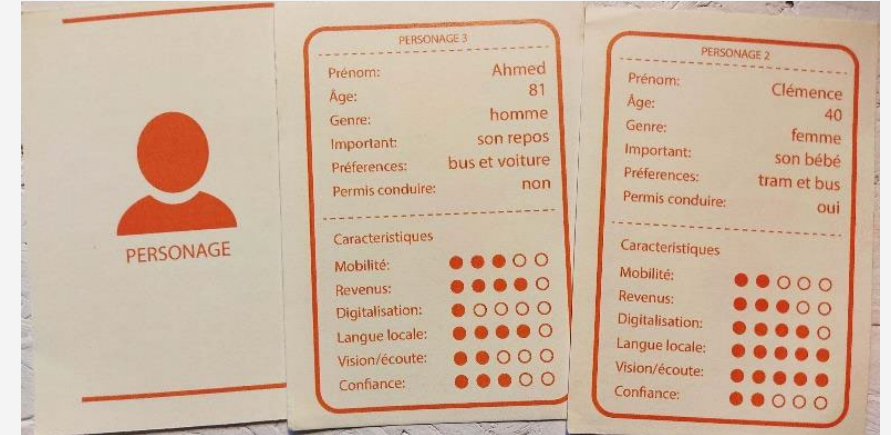
- Lack of recognition of long-term potential
- Institutional barriers, e.g. legal frameworks and automobility as a social norm (VanHoose et al. 2022)

SmartHubs Living Lab Brussels

Place du Conseil, Municipality of Anderlecht

Co-Creation Process

- A card game was used as an introduction to the co-design process to make sure that all stakeholders understood the concepts and elements of mobility hubs
 - Stakeholders created their own preferred mobility hub and had to adapt it to other users' possible needs
 - Four resulting co-designed options were visualized
 - Stakeholders were observed by researchers, who then identified elements that were more thoroughly discussed
- In an on-street event facilitated by the public transport service, participants were presented with the four co-designed options to evaluate their preferred design (Martinez et al. 2023).



(Martinez et al. 2023: 21)



(Martinez et al. 2023: 23)

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(Martinez et al. 2023: 29-32)



Most stakeholders preferred Option 1

Visualisation helpful for easy access to information and implications of different options

Envisioning for future development due to lack of evidence (Pangbourne et al. 2020)

(P) Powerful role in framing and defining different options

(P) Only hypothetical planning

Conclusion SmartHubs Living Lab Brussels

- The co-design game and co-evaluation event were evaluated through a short questionnaire, which indicated that the activities must adopt a shorter and simpler format that better suits the needs of all stakeholders (Martinez et al. 2023: 43).

- On the democratic integration ladder the process can be classified at level 3
 - Different knowledge was considered (Stakeholders and local residents)
 - Inclusion of vulnerable users from the neighborhood
 - Participation takers had room for decision-making
 - No institutionalized exchange

For further learnings, please refer to the Living Lab Report via QR-Code



Thank you!



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