

With the Universities of Brussels (ULB), Lleida, Rovira I Virgili, Catalogna, Castille – La Mancha (UCLM), Alicante, Federico II Naples, L. Bocconi Milan

Under the auspices of the LabEx Urban Futures

Call for papers for the conference

High-speed rail and the city: urban dynamics and tourism

Paris-Est University, Wednesday 21 – Friday 23 January 2015

This conference is being held by members of the research group “City, Tourism, Transport and Territory” (LabEx “Urban Futures”, Paris-Est University) and about 20 researchers from Belgian, Italian and Spanish academia.

It will include keynote speakers (Kenneth Button, Yves Crozet, Roger Vickerman), round-table discussions with academics and non-academics, full paper sessions and possibly a field trip in a Paris suburb near a high-speed rail station.

High-speed rail (HSR) services have expanded significantly in Europe and Asia. They are expected to expand further in these regions and appear in various other areas in countries as diverse as Brazil, Morocco, Saudi Arabia, the US and Uzbekistan.

In all cities potentially to be served, HSR induces many expectations with respect to attracting firms, corporate executives and high-income inhabitants; large-scale urban projects focused on real estate and public spaces; urban renewal; and urban and business tourism development. Depending on the cities or on the perspective, adverse impacts may include the emergence of dormitory towns; gentrification of HSR stations' neighbourhoods, relegating the poor to the suburbs; increasing real estate prices; the development of second homes; firms or inhabitants moving out of the city; etc. In this respect, public authorities implement various policies related to urban renewal and development around railway stations, setting up multimodal hubs and planning central business districts, conference centres, etc.

In this context, the aim of this conference is to debate worldwide findings on the complex relationships between HSR and cities. Indeed, while a significant range of academic literature exists on this topic based on case studies, the simple accumulation of this literature is not enough to produce a global understanding of these relationships. Furthermore, the literature's findings tend to differ and are controversial, suggesting that a wide range of factors matter. The ultimate aim of the conference is thus to create an understanding of, and debate issues related to, the relationship between HSR and cities, a topic that embraces public and private stakeholders' strategies and urban dynamics. Special attention will be paid to *ex post* empirical evidence and to methodologies for assessments, acknowledging the contradictory aims possibly pursued by various stakeholders.

The conference is made up of two topics:

1. HSR-induced dynamics around stations, including, for instance, the following themes:

- Does HSR impact cities' residential attractiveness and residential real estate prices? If so, to what distance around the stations? Can we observe some gentrification near the stations?
- Can we observe new forms of professional mobility linked to HSR services, linked to temporary offices in HSR stations?
- What are the impacts on firms located around the stations and beyond?
- Why do developers invest in these kinds of spaces in terms of residential and business real estate production?
- Does the location of HSR stations (namely, central vs. peripheral or even rural) matter?
- What urban planning policies are applied around the two types of stations?
- Does HSR affect urban/regional transportation systems? What kind of intermodality?
- ...

2. Tourist dynamics in HSR cities, including, for instance, the following themes:

- Does HSR increase competition between tourist places?
- Have cities served by HSR experienced tourism development? What types of tourism? Tourists or territorial organisations that fit better with HSR travel (e.g., urban tourism, theme parks, destination tourism, etc.)?
- Is tourism restricted to cities served or can we observe a diffusion in larger regions?
- Can we observe a specific dynamic of second home in the spaces served?
- Does HSR impact tourism (destination choice, length of stay, distances travelled, accommodations' occupancy rates, etc.)?
- How do new HSR services or projects impact local or regional governance and territorial marketing for tourism expansion? How do private and public stakeholders change and appropriate HSR to promote their tourist resources?
- Do HSR operators consider tourism in their strategies and, if so, how?
- Does the location of HSR stations (city centre vs. outside of the city) matter with respect to tourism?
- Does HSR lead to modal change and to increased intermodal competition for tourism mobilities?
- Which policies would enhance the value of HSR tourism?
- ...

Language:

Submissions (including abstracts, papers and presentations) are welcome in English only.

Submission:

The following information should be submitted to both marie.delaplace@u-pem.fr and frederic.dobruszkes@ulb.ac.be by May 31, 2014 (maximum 500 words for the abstract).

- Conference: 'High-speed rail and the city: urban dynamics and tourism '
- Topic (Tourism or Urban dynamics)
- Title
- Authors' names, affiliation and details
- Aim(s)
- Research question
- Methods
- Expected or obtained results

Calendar:

Abstracts submission: May 31, 2014.

Notification of acceptance: July 15, 2014.

Paper submission: December 1, 2014 (either a four-page short version or a full paper).

Publications:

Papers sent in due time will be included on the conference's CD-R or memory stick.

Depending on the number and quality of papers presented, a high-level journal's special issue would be edited after the conference.

Additional information:

The conference will be held at the 'Cité Descartes' (Paris-Est University, Champs-sur-Marne).

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