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"Réinventer les Gares au 21 e siècle"

Nacima BARON is a geographer. She holds a master's degree in spatial planning in 1994 at La Sorbonne University and a PhD in 1997 in Ecole Normale Supérieure.

Her PhD thesis dealt with the renewing in mobility policies in Western France.

Nacima BARON has been holding a full-time professorship position in Paris Est University since 1997, taking firstly the responsibility of a master of tourism and transportation, and from 2005 to 2010, the head of the Master in transport and mobility.

She belongs to the laboratory LVMT / IFSTTAR / Ecole des Ponts since its creation, in June 2005, and she's responsible for the development of a transversal research group studying Tourism/ Transport interactions. ☒ ☒

Since the end of the 1990's, she specializes in the study of transport infrastructure in Southern Europe, mainly in France (south France) and mediterranean countries (Spain and Portugal, northern Africa). She drives several research programmes in Languedoc-Roussillon (Fr) and Calalunia (Sp), with the aim to improve the comprehension of the governance of infrastructure services (interurban and urban transportation), the reforms in those sectors and their social and spatial implications.

She is Director of the national interdisciplinary research programme on Liteau (www.liteau.fr) sponsored by the French ministry for Sustainable Development since 2006.

Conceiving european stations as living places

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Abstract

The Corporate Research Chair is a five year partnership between a railway company and research laboratory to produce and capitalize knowledge to find solutions for more liveable stations. It is organized through three types of interaction science/business: teaching and training, research, promotion & international development. The implication of academic and operational stakeholders to the workshops leads to a better comprehension of the competitive context for european station. The capacity of building a common field of vision on stations and stronger capabilities for designing future stations is, hence, a tool for sustainability

Abstract (in russian language)

Вокзал как живое наследие: результаты патримониализации как следствие модернизации крупных железнодорожных станций. Предметом исследования данной презентации является способ сохранения крупных железнодорожных станций, а так же последствия, оказывающие влияние на проектирование и управление вокзалами. В течение 60х годов планировался снос устаревших станций и воссоздание их по современному принципу. В течение более десяти лет модернизация железнодорожных вокзалов становится модной - примером могут послужить Центральный вокзал Нью-Йорка, вокзал Сент-Панкрас в Лондоне, вокзал Сен-Лазар в Париже, вокзал Токио. Целью данной презентации является показать значение таких изменений в проектировании станций, а так же с помощью предметных исследований и точных примеров дать понять, как решение совместить современность с историей приводит к возникновению новых видов строительства и усовершенствованию уже существующих железнодорожных вокзалов.

Text :

This contribution is held by a university teacher in spatial planning, holding a full-time professorship position in Paris Est Ecole des Ponts, and teaching in a Master in transport and mobility, and his PhD student. It is oriented toward the possibility of drawing a strategic vision of management of stations. In this purpose, the presentation develops an interesting experience consisting in sharing and fostering knowledge about contemporary and future stations among diversified groups of stakeholders. The aim is to explain the benefits from a Corporate Research Chair both for academics or scientists and for professionals involved in stations exploitation and development, first theoretically and secondly, with the example of an ongoing work being addressed by an advanced student, Etienne Riot.

Firstly, the communication defines in what consists the Corporate Research Chair. It is simply a tool developed during the coming five years with the support of sponsors SNCF Gares & Connexions and Ecole des Ponts, under the motto « Reinventing stations for the XXIth century ». The main targets are twofold : producing knowledge and training on the one hand, but also producing solutions to the needs of travelers.

Corporate Research Chair is structured around three main activities : teaching by developing new executive and continuing education, researching, most often by funding PhD candidates, about pragmatical problems of ongoing management of stations, and fostering promotion and international development, with collaboration between academics and the corporate community.

Why is this corporate Chair a tool for sustainability and a instrument able to match partly, the gap between railway and society ? Mainly because, in nowadays France, in the general context of opening railway markets to competition, one can witness a strong commitment of historical operator to mobilize a wide range of capacities and instruments to face new challenges. Among them, some growing problems faced by big stations can only be attended with the help of a new types of working organizations. The table 1 (above) shows some example of the operational problem and their problematization. At a first assumption, research is quite different from the expertise and cannot limit itself to a statement and guidelines for improvement. An integrated research operation normally start from a field experiment (a particular station, for example) and, through comparizon, critical discussion and argumentation, but also modelization or interpretation, show a result that has a more general relevance. That's the process underlined above concerning five main difficulties faced by station's managers.

Table 1 Priorizing key issues in the Corporate Research Chair on Stations

Main problems faced by railway operator In the management of stations	Topics of research co-worked by academics and operational railway managers
Congestion problems inside stations	Pedestrian movements modelization
Poor urban integration of stations, negative image of station's district	Planning stations & neighbourhoods : international comparison of spatial effects of station in urbanism
Modification of Consumer demands and expectations in stations	Holistic prospective of mobility patterns, use of time and space by travelers and station's users
Growth of M-business, e-business	Impact of new services and technologies in the station's experience (both in traveling and consuming)
Complexity in station's governance & management due to a wide range of institutionnal and economic stakeholders having in station's projets	Multi-actors analysis and institutionnal innnovation (concertation projects, shared strategies) to improve mutual comprehension and cohesion on station's management

To comment synthetically this table, one can explain how scientific knowledge is nurtured by living experience, which in turn should help to design and manage these areas. To go more precisely in the list of prioritized research topics implemented in the framework of the Chair, one can cite and develop two of them. The modeling of travel, design spaces and management of intermodal station in the poles : this topic includes the analysis of capacitive aspects of transportation systems in connection with operating strategies taking into account the congestion of space station, traffic management. Second, the scientific program deals with the observed changes in behavior of customers and new services, and the capacity of adapting the design and management of stations to fit with demand. This lead to multi-scale analysis to urban planning associated with hubs in France and abroad, and to ameliorate the relationship between public transit and access to stations.

As a conclusion, this corporate research Chair wants to maintain the unity of the research project, while opening the diversity of thematic entries faced by contemporanean stations. This example of co-working is really useful as well for station's managers as for the scientific community. It is an opportunity to go beyond expertise, to gather strategical information and to unify visions, using systemic and predictive approach merging empirical work, comparative studies and models. It is supported by academics who are more and more opened to the possibility to consider a station as a field of applied research, and to insert it in a broad range of disciplines. While the station stays still often a simple "support" for physical evaluation exercises, modeling, it gives an opportunity to take the station is not seen as an integrative subject,. It is also useful for executives who identify the weaknesses and strengths of station's strategies and who want to go beyond the feeling of fragmentation of perspectives, due to the current trend of specialization and professionalization of the competencies.