



IV Midterm Conference in Bologna, Italy, 2nd to 4th September 2020

Abstract submission deadline: 3rd April 2020

For abstract submission and further information visit <https://esarn37.hypotheses.org/2065>

8. Blue and green transport infrastructures as source of a new gentrification in European cities?

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Format: traditional (call for abstracts)

The focus on blue and green transport infrastructure as sources of a new gentrification is a provocative title for highlighting new forms of urban restructuring promoted in the name of environment protection. Transport infrastructures have shaped cities ever since, but climate change mitigation policies seem to bring blue and green transport infrastructure back to European cities as key drivers of urban restructuring processes. In some cases, they may lead to displacement because of intense renovation and related rental increase, ending up in environmentally friendly, but very expensive housing.

Therefore, the social effects of the development of blue and green transport infrastructures might be framed in the general debate about ecological gentrification, but more specific perspectives and contexts that shape urban restructuring apply to both cases.

As far as blue transport infrastructures, cities have been recently redefining their relationship with the water by redeveloping defunct harbour sites into new, high-quality urban districts, strongly affected by processes of self-segregation of affluent groups in luxurious, brand-new neighbourhoods, characterised by direct access to the water and blue infrastructures. Waterfronts follow a standard formula of fast policy transfer that has gone global, including not only expensive apartments, but also creative, cultural, and technological industries and commodified leisure and entertainment spaces.

On the other side, low-carbon policies that aim on reducing individual motorized traffic in favour of local and regional public transport lead to improvements of quality of living in close proximity to train stations and other places of mobility. Additionally, the importance of individual mobility due to flexibilization of work and temporary employment relationships leads to an increasing demand for housing in these areas. Train station districts seem lately to be transformed into places that serve the needs of mobile urban middle classes.



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The session aims on gathering empirical evidence to paint a more comprehensive picture of the specific causes, pathways and consequence of gentrification around blue and green transport infrastructures. Empirical investigations and more theoretical approaches focusing on social justice and urban restructuring in connection with the following topics are welcomed:

- Social consequences of blue and green transport infrastructure projects, such as
- Effects of uncovering channels and rivers previously covered or deviated
- Effects of redevelopments of railway stations and the surrounding districts
- Specific aspects of the process, such as residential changes or non-residential use of space (e.g. tourism or passers-by)
- Specific forms of gentrification and/or urban restructuring related to blue and green transport infrastructures, and how do they differ from other forms of socio-spatial change