Article 1

What constitutes a bus stop? User’s *affective* experiences of bus stop facilities, design and the role of the surrounding urban structures

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For many years, the city’s material infrastructures have been considered as mere technical entities, and people’s movements in the city, urban mobility practices, perceived as merely functional, to move from one place to another. With the dominant view that favors speed over slowness, the mobile as more desirable than the immobile, waiting time was considered unproductive, wasteful, and transit spaces were only to serve the function of people waiting to be transported somewhere else. As the result, transit spaces such as stations, terminals and bus stops tended to be designed as generic technical fixtures, to be placed anywhere in the city without paying atttention to the existing physical and social surrounding, and without taking into account the users’ affective perception of them.

Based on a small survey of user’s opinions on bus stops and shelters, observations of use of bus stops and interviews with bus users, the study shows that bus stops do not work alone but functions as *affective* assemblages in which the bus stops facilities, together with the physical and social surrounding, shape the experience of everyday mobility, not least the users’ perception of personal safety and of the bus service as a whole. The study highlights the social and emotional experiences of bus travel, and argues that incorporating existing socio-physical urban fabric at the local sites is needed to create safe and attractive bus stops.

Article 2

Rethinking the bus stops - from non-place to local service assemblages: a socio-spatial analysis of bus stop locations in Malmö and the role of local services and physical environments

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A common perception of cities is that they are constituted of fixed and bounded sites (such as residential neighborhoods) on the one hand, and transit spaces (such as streets, paths, walkways, railroads) on the other. This perceived duality between bounded territories and space of flows have for many years been influential in the planning and designing of cities and their infrastructures. Transit spaces such as bus terminals and bus stops tend to be designed as separate technical fixtures serving what is considered as the function of moving from one fixed territory to another with no attention paid to the physical and social surrounding. The result is that many of the bus stops and stations, especially those at the urban periphery, are isolate destinations, desolate places that discourage use. The study proposes to move beyond the above dualistic view and see the fixed territories and transit spaces as interdependent: localities are entangled in complex webs of flows and mobile practices are contributive to the perception of places.

Based on a socio-spatial geographical information system (GIS) analysis of bus stop locations in Malmö and a qualitative analysis of the physical and social environment around these bus stops, the study highlights the importance of existing physical and social infrastructures for the use and perception of the bus stops, as well as the role that bus stops plays in the local neighborhood. The study argues that bus stops and bus shelters are embedded in the physical and social structure of the cities, forming socio-technical assemblages that could effectively serve as urban services at the local neighborhood as well as attractive public nodes in the urban landscape.