



May 19, 2021  
Claus HS, Lisa H, Tom R

# The role of citizen participation in decision-making in transport and mobility

## Call for chapters

The Swedish Knowledge Centre for Public Transport - [K2](#) and Molde University College – [Specialized University in Logistics](#) is pleased to launch this call for chapters to an edited volume on citizen participation in transport and mobility as well as a digital workshop November 17-18, 2021, where chapter drafts will be reviewed and discussed.

## Content

The role and agency of the citizen is often a minor topic when researchers, authorities, and other experts discuss and consider policy goals, strategies and instruments within the field of transport. User- and customer opinions and reactions are included in analyses of the impacts of new initiatives, but not the citizen as a member of civil society with rights and duties who can participate in dialogue about the value of public policies, before measures are implemented. In Europe, legislation almost always requires some form of citizen participation in local land use planning, which can also include transport infrastructure. However, in political decisions on land passenger transport, transport taxation, legislation on vehicles or fuel, the transition to 'smart' mobility etc, citizen participation is often not a legally binding requirement, and experience of participation within this field is quite limited. However, the phenomenon of 'gilets jaunes' in France and similar protest movements in other European countries is perhaps illustrative of this lack of citizen involvement in transport policy-making.

In contrast to limited citizen participation within the field of transport, in recent years innovation in citizen participation has been seen increasingly outside the field of transport. For example, several countries and cities have introduced citizen assemblies comprising a representative cross-section of the population. Such citizen assemblies have been established in, amongst others, Ireland, France, the UK,

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Denmark, and in the Spanish capital of Madrid. In several cases the main topic under consideration for these assemblies is climate change, since arguably citizen participation is necessary to establish a transition in society to meet climate goals. Some commentators argue that the digital development of society makes citizen participation easier, and the term ‘polisdigitocracy’ has been introduced as an umbrella term for citizen participation facilitated through digitalisation.

On this background this workshop will focus on citizen participation within the field of transport and mobility. We aim to discuss the advantages and disadvantages of citizen participation, evaluating older institutionalised forms of participation, as well as innovations in the field. We will consider and compare different types of citizen participation, for example, whether they have a deliberative character or not. Additionally, considerations of institutional, political, or cultural barriers that may hinder the use of citizen participation, or adoption of its results, are welcomed. Chapters/abstracts could deal with (for example – this is not an exhaustive list):

- Citizen participation to support the achievement of climate or broader sustainability targets in the transport sector
- Citizen participation within ‘smart’ mobility
- Citizen participation in public transport
- Citizen participation in sustainable urban mobility planning
- Citizen participation and freight transport
- Citizen participation in urban or rural environments
- Advantages and disadvantages of, and discourses around, the “polisdigitocracy”
- Barriers to citizen participation
- The impact of citizen participation on decisions – does it improve decision-making?
- The disadvantages of citizen participation
- Ensuring equality in citizen participation

## **Edited volume and workshop**

The digital workshop will take place 17<sup>th</sup> and 18<sup>th</sup> of November 2021, and the focus will be on draft chapters for an edited volume. All participants will take responsibility as reviewers of two other draft chapters that they receive about a week in advance. In

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addition, the organisation and overall conclusions of an edited volume will be discussed.

The authors have good contacts to relevant publishers, and based on the abstracts, an publisher will be contacted. The target group of the edited volume will be decision makers, students and researchers within transport and related fields.

## Submissions

Please send an extended abstract of chapters (max 750 words) to Lisa Hansson ([Lisa.Hansson@himolde.no](mailto:Lisa.Hansson@himolde.no)); Tom Rye ([tom.rye@himolde.no](mailto:tom.rye@himolde.no)), or Claus Hedegaard Sørensen ([claus.h.sorensen@vti.se](mailto:claus.h.sorensen@vti.se)). The abstract should clearly state: 1) research question and motivation, 2) related literature, 3) methodology 4) results, lessons to learn and/or recommendations

Criteria for acceptance are scientific quality and societal relevance of the abstract. Abstracts will be reviewed and selected by the organizing committee.

## Important dates

Abstract submission deadline: September 1, 2021

Abstract acceptance/rejection notification: September 8, 2021

Chapter submission deadline: November 10, 2021

Digital workshop: November 17-18, 2021

## Organizing committee

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