

論文の内容の要旨

Thesis Summary (Abstract)

Title of Dissertation:

Transient Tokyo:

A Comparative Exploration of Railway-led Place Identity Transformations in Shinjuku and Shibuya

(変遷する場所としての東京：
新宿・渋谷における鉄道から生まれる場所のアイデンティティに関する研究)

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Body:

Motivated by a general concern about the qualities of contemporary place identity in relation to the ever-increasing importance of mobility-oriented phenomena, the study aims to explore and illustrate the relationship between railway-led urban development and place identity in Tokyo through a systematic analysis of case studies in Shinjuku and Shibuya areas. Indeed, if railways have been recognized as a dominant force in determining Tokyo's urban expansion and socio-cultural practices, the understanding of their influence on the city's place identity is still fragmented and insufficient. What is the contribution of railways to Tokyo's place identity? Moreover, what is the contribution of railways to place identity? Articulated in nine Chapters and three Parts, the study provides evidence and interpretative paradigms which are intended to contribute to the understanding of these and other similar issues.

As the first of the three Chapters composing the Theoretical Framework of the study, Chapter 1 is devoted to the discussion of the main topics addressed by the research questions leading the dissertation. Thus, after presenting the notion of place identity employed in the study, Chapter 1 illustrates the evolving relationship between mobility and the idea of place identity by means of an extensive review of relevant literature. Moving from a perspective which imagined mobility and place identity as contrasting phenomena,

recently scholars started to recognize the fundamental contribution to place identity produced by transit-based experiences and locations of mobility. Focusing in particular on railway stations, specific information is provided about the relationship between rail and place identity from the perspective of architecture and urban design.

Following these theoretical premises, Chapter 2 presents the historical background and relevant scholarly perspectives associated with an investigation about mobility, railway, and place identity in the context of Tokyo. After illustrating the transit-oriented characters associated with place identity and urban cultures in Edo, the process of modernization of the city is presented as a general place identity transformation connected with a shift in mobility practices favored by the introduction of railways in early modern Tokyo. Indeed, the combination of transit infrastructures, urban development, commuting habits, and private railway companies' strategies, produced a unique example of rail-oriented urbanism which proved full of consequences for the transformation of the place identity of the city. Presenting issues related to this dynamics in the field of architecture and urban design, the problem represented by the experience within Tokyo's railway stations emerges as one of the key gaps in the understanding of the city's railway-led place identity.

Concluding Part 1 of the dissertation, Chapter 3 reviews the discussion surroundings the identity of the Japanese capital to define a frame to interpret and generalize the results of the study. Through a comprehensive literature review of relevant works, the problem of identity, the "chaos and order" rhetoric, and the subjective/objective dilemma are identified as three main interpretative issues concerning the understanding of the place identity of the city. Often employed by scholars to describe Tokyo's urban identity, movement, transit, and mobility also produce a specific interpretative sensibility which seems to have recently coalesced into a new tendency within Tokyo studies.

Chapter 4 illustrates the methodology and methods of the study. Based on the interpretation of the theoretical framework and of the gap in the literature, the initial research question is articulated into two workable interrogations. After, the chapter illustrates the study design, the rationale behind the definition of case studies, the collection process of primary and secondary data, and the scale and units of analysis. Moreover, an overview of methods used throughout the study is presented.

Opening the third Part of the dissertation, Chapter 5 addresses the first specific research question to explore the place identity features associated with the evolution of Shinjuku and Shibuya as transit-oriented districts. Following an overview of the different relationship between railways and the urban realm in comparison with the European context, Chapter 5 starts its systematic analysis with the illustration of the historical place identity of the two areas before the arrival of the railway. Subsequently, illustrating the evolution of Shinjuku and Shibuya as transit nodes, it appears how many of the differences between the two case studies can be traced in the site-specific relationship established by railways with the surroundings. Coupled with the "spontaneous" and transit-oriented prewar development associated with the presence of

railways, this condition allows to extensively incorporate preexisting features and historical place identity characters while transforming Shinjuku and Shibuya in transit-oriented districts. Further elements of comparison between the two cases can be appreciated discussing the changing profile of railways companies as urban developers in postwar Tokyo and the connected transformation of Shinjuku and Shibuya into hub-stations. Moreover, the qualitative discussion of few recent transformations in the surroundings of the two stations allows suggesting some possible place identity implications of the ongoing transformations.

Chapter 6 explores the second specific research question and the place identity produced by the experience of Shinjuku and Shibuya hub-stations. Evidencing how European models cannot be applied successfully in the context of the study, “place units” and network configuration are recognized and analyzed as the essential frame defining the place identity experience within the two stations. Focusing in particular on the stations’ concourses, border conditions associated with place units are mapped, interpreted, and clustered to identify meaningful classes to describe the spatial and architectural characters associated with the transition in-between the mobility infrastructure and the urban realm. Therefore, if in Shinjuku station movement takes place in an underground labyrinth based on place units spreading like tree-roots in nearby buildings, Shibuya stations is characterized by vertical loops and a more distinctive architectural articulation. To achieve a more in-depth understanding of the place identity produced in this critical inside-outside transition, users’ movements within exemplary place units are recorded and analyzed. Findings suggest a relationship between border conditions and behavioral patterns, showing at the same time how transiency and flows represent an essential component of Shinjuku and Shibuya stations’ place identity. Furthermore, some qualitative considerations are included to illuminate some of the effects on place identity produced by the ambiguous exit interface of Shinjuku and Shibuya stations.

Chapter 7 summarizes and discusses the results produced in Chapter 5 and Chapter 6. Considering the Theoretical Framework and the aim of the study, findings about railway-led place identity transformations in Shinjuku and Shibuya are interpreted according to four major perspectives covering the main topics addressed by the research questions. In particular, the idea of transient place identity is presented as a valid critical paradigm to interpret the identity produced by railway in Shinjuku and Shibuya and, more in general, in Tokyo. Moreover, results are also interpreted considering the value, the limits, and the future applicability of the methods used in the study, and in regards to prospective design-oriented contributions.