Design Methodologies to the Wayfinding System of Public Transport Networks in West Japan - Sign Systems in the Transfer between Trains and City Buses -

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https://doi.org/10.15017/1807049

出版情報：九州大学, 2016, 博士（芸術工学）, 課程博士
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論 文 名：Design Methodologies to the Wayfinding System of Public Transport Networks in West Japan
- Sign Systems in the Transfer between Trains and City Buses-
（西日本における公共交通機関のネットワークのサインシステムの構築の方法）
−鉄道とバスの接続のために展開して−

区　　分：甲

論 文 内 容 の 要 旨

Abstract

Japan has a huge public transport network with highly developed transport systems. The governments in Japan give a significant weight with respect in the promoting the accessibility of public transport networks, particularly some *White Papers* reported by MLIT (Ministry of Land, Infrastructure, Transport and Tourism) outlined countermeasures to create a convenient and accessible environment for the bus utility at terminal stations, as well as the revitalization of the public transport networks to forge the Tourism Nation.

The study integrated insights from a broad review of the literature and particularly pays attention to the sign system in the transfer between trains and city buses at terminal stations in West Japan. Firstly, the research purpose is to identify that how the current sign system affects people's wayfinding behavior in the transfer process in order to obtain problem-solving wayfinding strategies for improving the sign system. Secondly, the study attempts to develop a theory and establish a benchmark of design methodologies to the sign system between trains and city buses in the public transport networks. Thirdly, the research outcome will be discussed to improve urban intangible values.

In this study, it is structured in three sections and six chapters. The study selected Hakata Station in Fukuoka City and Kyoto Station in Kyoto City to conduct surveys and wayfinding protocols due to the stations' importance and the cities' attractiveness in West Japan to understand the characteristic of sign distribution and characteristic of sign usage by current sign systems. Based on the summaries and comparisons of the commonalities and differences regarding the sign systems at two sites, a problem-solving proposal to the wayfinding system in the transfer between trains and city buses was suggested. The proposal was composed of four aspects: plans of the urban positioning, surveys and analysis at terminal stations on site, implementations of common sign systems, and expansion of assistant service networks. In addition, checkpoints of the proposal were also pointed out as design improvement guidelines on wayfinding designs. The proposal was an attempt to have a viewpoint to improve urban intangible values. The urban intangible values were to evaluate a wayfinding system of public transport networks and included three elements: individual value, information value, and spatial value. The three elements should be taken into account for creating a successful sign system of public transport networks.