

WITH NO PLACE TO WALK, THERE'S NO PLACE TO MEET

Collaborative Planning approaches
to achieve Walkability Strategies
in Suburbia Towns

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AALBORG UNIVERSITY
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Synopsis

English version (Danish bellow)

This master thesis investigates the opportunity to incorporate walkability – though collaborative planning, to a greater extend in the current development plans for the suburban town: Svenstrup. The thesis includes an analysis presenting coalitions and conflicts in relation to the renewal plans – from the perspective and influence of the three main actors: The National Government, Aalborg Municipality and the community. Additionally, in the discussion we present the design of a corridor – as a recommendation for the municipality in order to improve Svenstrup walkability and include collaborate solutions as well. This add a new perspective to add walkability strategically into suburban town developments.

Danish version

Dette speciale omhandler muligheden for at inkorporere et større fokus af 'gangbarheden' for fodgængere – gennem samarbejdsplanlægning, i de nuværende udviklingsplaner i forstaden: Svenstrup.

Specialet inkluderer en analyse, der præsenterer koalitioner og konflikter i forhold til områdefornyelsesplanen – set fra de tre hovedaktørers perspektiv: Regeringen, Aalborg Kommune og borgerne. Desuden præsenterer vi i diskussionen designet af en korridor – som et forslag til kommunen for at forbedre 'gangbarheden' i Svenstrup, der samtidig omfatter samarbejds løsninger. Med denne korridor efterstræbes, at tilføje et nyt perspektiv til hvordan 'gangbarhed' mere strategisk kan inkluderes i udviklingen af forstæderne.

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"Make no little plans, for they have no magic to stir men's blood."

Visionary and city planner Daniel Burnham statement

"Funny, big plans never stirred women's blood,"

"Women have always been willing to consider little plans."

Jane Jacobs, writer and political activist, response

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Abstract

This research examines Svenstrup community's '*opportunities to meet*' through the town's offer to walk. Danish pedestrian planning panorama is mainly focus on separating pedestrians from vehicles or, in city centred approaches. Still, pedestrian strategies for suburbia towns have been notoriously neglected and restricted to national funding policies together with fragmented municipal development practices, rather than incorporated as part of urban life regeneration plans.

Apart from being a transportation and recreational mode, to walk is about connection with others and to the surrounding environment, getting to know your community. By depriving people to do so, communities will not develop an identity. Collaborative planning focus on people, in their ways of establishing relationships of trust and respect, in order to solve problems. Through collaborative planning, walkability can be seen as the social and fundamental activity that it is, with a people-centric perspective.

This paper reveals how a collaborative planning approach can contribute to improve Svenstrup walkability and enlighten new urban perspectives on suburbia towns' developments.

The paper explores the relationship between walkability, collaboration and community building, by analysing the town's physical settings, the communication process – hereby the main coalitions and conflicts in the planning process, and the urban governance.

Aalborg has started to develop the new municipal plan – including urban renewals, leaving Svenstrup soft mobility long-time claim out of the renewal frame.

In essence, the overall aim is to provide Aalborg Municipality, a collaborative framework based on the human-scale under a long-term, unique and shared vision that can help to achieve new ways of planning future pedestrian strategies in suburbia towns.

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Additionally, to the citizens and parents' representatives at Svenstrup Skole: Jannet Schenkel Høgh and anonymous, for taking the time to answer the short questionnaire that we send them.

Authors

Line Bøg Risager & Sofia De Oliveira Jorge Dos Reis Malveira

(Extra Notes)

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Preface

The master thesis is devised by two students from Aalborg University, 4. Semester on the Urban Planning and Management programme. This thesis was developed in the period from 3rd February 2020 to June the 4th 2020.

Reading Guide

Throughout the master thesis we have applied the Harvard approach as source of reference. This approach uses the formula presenting the authors surname - or the name of the institution, and the year of publication: (Surname, Year). When using various sources from the same author and year – it be separated with letters. For example: (Aalborg Municipality, 2020a), (Aalborg Municipality, 2020b).

In relation to figures and tables, then they are numbered according to chapter they appear. Sources is also added in the captions, and figures made by the us is represented with our own source: (Sofia Malveira and Line Risager, 2020).

In the end of the thesis appendix is attached – showing the interview-guides as well as transcriptions used to gather empirical knowledge.

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1 Introduction

Since the '*Planning Act in Denmark 2007*', Danish municipalities have experiencing major structural changes, feeling especial pressure, to accommodate the new 'emphasis on national planning' and link it to the local level needs through five regional spatial development plans. (Ministry of the Environment, 2007)

Aalborg Municipality has now started to develop the new renewal plan for Svenstrup, as it has already passed more than a decade since the last one was made. The document is expected to be focus on urban life regeneration, leaving Svenstrup long-time claim on soft mobility out of the renovated frame. Which point out that municipalities might be struggling to find a new identity after this reform, leading to misplacement and division of priorities related to local desires of smaller communities.

Since both of us, had previously dedicate our studies to Danish cities' soft mobility, within Aarhus- and Aalborg Municipality, it pushed us to consider looking closely into '*how do we plan for pedestrians*'. Moreover, as Danish pedestrian planning field has been mainly based on separating pedestrians from vehicles or in city centred approaches, the research focus was then, settled to be about suburbia towns.

With this being said, the paper evolves on how a collaborative planning approach can contribute to improve Svenstrup walkability and enlighten new urban perspectives on suburbia towns' developments.

To walk is about connection with others and to the surrounding environment, getting to know your community. It represents both transportation and recreational modes, complies with norms and assumes different values and meanings, and is depending on '*life style*' and '*life situation*'. If we 'deny' people the right to walk, communities will not engage nor develop an identity. Collaborative planning focuses on people, in their ways of establishing relationships of trust and respect, in order to solve problems. Through collaborative planning, walkability can be seen as the social and fundamental activity that it is, with a people-centric perspective.

The thesis explores the relationship between walkability, collaboration and community building, by analysing the town's physical settings, the communication process – hereby the main coalitions and conflicts in the planning process, and the urban governance.

The research aim is to provide Aalborg Municipality, a collaborative framework based on the human-scale under a long-term, unique and shared vision that can help to achieve new ways of planning future pedestrian strategies in suburbia towns. In other words, the 'upscaling' of the proposed work-model to be able to set focus on smaller tasks as well as challenges that tend to characterize local communities.

The current document is divided in seven chapters, starting with chapter one with a brief introduction on planning for pedestrians, along with our research design. In chapter two, the study methodology is presented, in which the procedures and techniques used to identify, select, process, and analyse data on the about a topic are presented. Third chapter looks to preceding research building a theoretical frame, conceptualizing and contextualizing the link between walkability, collaboration and community building. Chapter four, takes a step further into what methods did we support the investigation to be able to operationalized the above concepts into our particular case. The next chapter, unveils the research findings through three main sets of data: the town development and overall structure, the actors involve in the planning process and their positions on the stated topic. On Chapter six, the discussion is built upon the collaborative planning process, on a planning framework that delimitates and ensures focus on the local issues and on the urban governance – leading to conclusion, presented on chapter seven.

1.1 Research Design

The starting point of our research relates to our initial wonder and interest for pedestrianism in towns – see figure 1.1. From initial literature study, there seems to be a gap in knowledge – where most research regarding pedestrians is related within cities rather than suburbs and towns. *Why is that?*

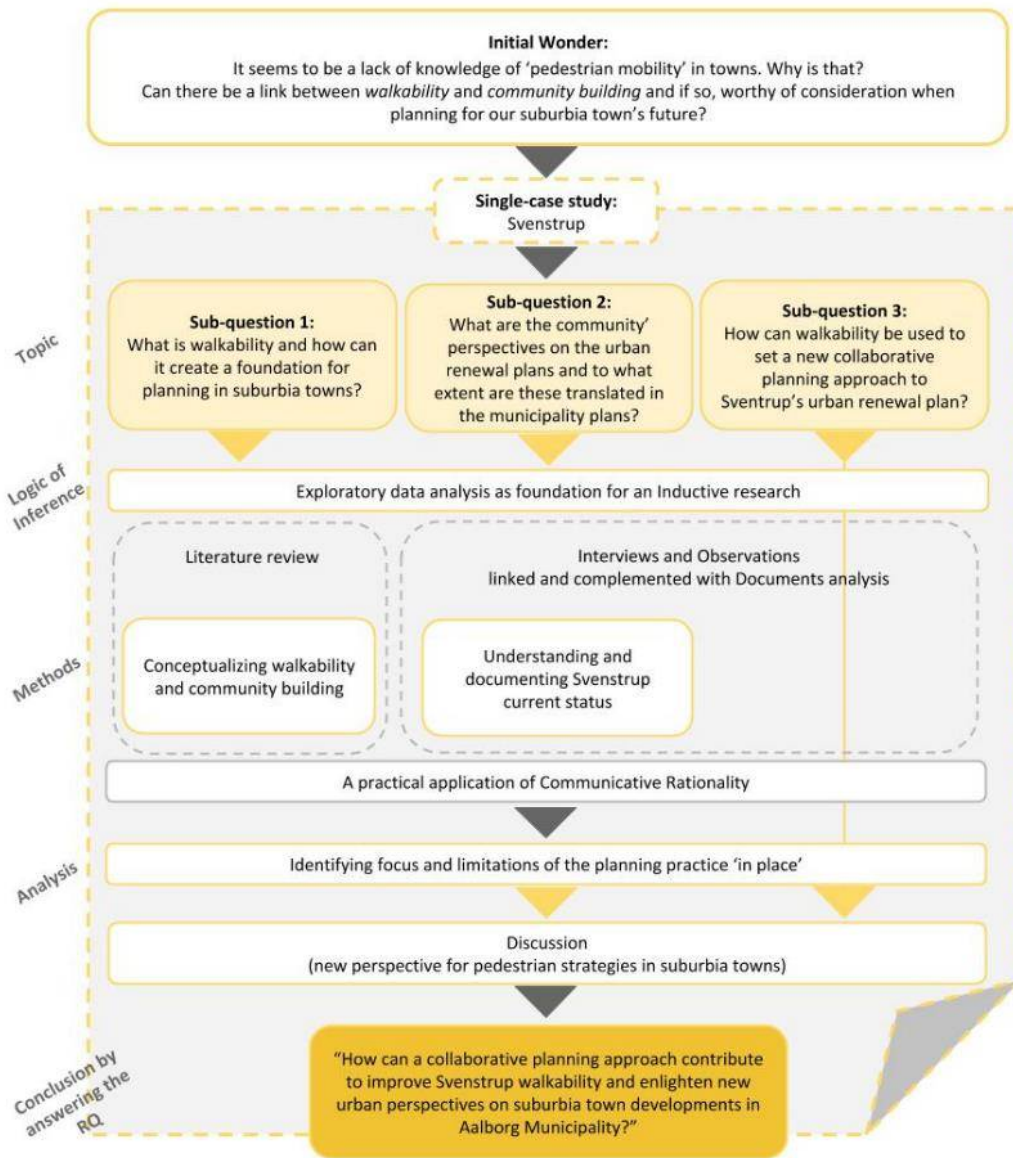


Figure 1. 1 - Illustration of the report's research design with the purpose of providing a overview of how the report has been structured (Line Risager and Sofia Malveira, 2020b)

With the intention of understanding, the challenges behind it, early in the research process we decided to contact Maria Quvang Harck Vestergaard - engineer from the Traffic Department, in Aalborg Municipality - in order to establish a cooperation agreement. We knew from previously projects that Aalborg Municipality was working with pedestrianism and currently in a process of developing a '*pedestrian policy*' that focuses on pedestrian quality inside the city of Aalborg. However, it does not include the perspective of suburbia areas or towns located in the municipality. (Vestergaard, 2020)

As the municipality cooperate across departments, we were referred to contact Lise Overby Nørgård from the Plan & Development department, as she could help 'pointing'

towards a relevant case to investigate pedestrianism, ultimately leading to Svenstrup. By that, we got the opportunity to investigate a case where the municipality is currently directing a development process – and thereby, take part in their planning process – adding the walkability perspective.

It became clear from the interview that the development plans did not touch upon pedestrianism, walkability or mobility in general. However, it held bigger challenges, which among others compromised largely the walkability layer, as it was not set to be a part of the urban development plans. This became the start of an exploratory process where we began to think of different ways in order to combine walkability with the upcoming urban development process. After the conversational interviews, we decided to visit Svenstrup as *'pedestrians'* to get our own experience of the town and get a more holistic insight. The focus was to experience some of the issues presented during the interview with Lise Nørgård. But most important, to get our own experience of *'how does it feel to walk'* in Svenstrup, which ultimately pointed that Svenstrup could be a great case to take the investigation further.

1.1.1 Case Study

These initial methods-steps constitute the phase of selecting the case, from which our investigation could take place. Svenstrup composes a *'single case study'* that allowed to achieve a deeper, as well as practical and multifaceted understanding of the field of study. (Flyvbjerg, 2001) Moreover, it enabled to delimit our study and thereby made it possible to specialize the focus of the research question.

Stuart Farthing emphasizes, that the definition and understanding of case studies can deviate, both in relation to literature and generally in relation to social science. He mentions that for some it can be understood as using *"multiple methods of data collection or generation"* (Yin, 2008) or *"a detailed examination of an event (or series of events) which the analyst believes exhibits (or exhibit) the operation of some identified general theoretical principle"* (Farthing, 2016, p. 116). The importance of the various definitions is that we should be aware of how the case takes part shaping the research. Further, despite different definitions, there seem to be an agreement that case studies need to go further than being descriptive. Farthing points out, that cases not only include physical settings, but also behaviours and attitudes. Moreover, he states that

cases could more commonly be seen as examining *"situations, events or the behaviours of interest in a study (...) for example, a case of an attempt to develop a consensus on a planning problem."* (Farthing, 2016, p. 116). In short, case studies permit to examine contemporary planning situations.

In view of what have been said, Svenstrup is an *'on-going'* urban development process – where the municipality has been working to set a new development plan - which allow us to use it in an active manner, building up the research around both physical and behavioural perspectives. In addition, we want to make sure that the use of methods fits the case and has relevance for the research question (Farthing, 2016) – as we believe that it could be useful for other examples.

"One can often generalize on the basis of a single case, and the case study may be central to scientific development via generalization as supplement or alternative to other methods. But formal generalization is overvalued as a source of scientific development, whereas "the force of example" is underestimated." (Flyvbjerg, 2006, p.228)

Following Flyvberg's *"strategies for the selection of samples and cases"*, we used preliminary conversational interviews (further readings on section 4.2) to make an information-oriented selection, which allow us to *"maximize the utility of information from small samples and single cases" since "cases are selected on the basis of expectations about their information content."* (Flyvbjerg, 2006, p.230)

As the case compose the overall setting for our research, we began to establish our research question and design, having our initial explorative process as a foundation to do so.

Figure 1.1 illustrates the overall design, which contributes as an overview in order to present how our research was structured, build up from the following sub-questions as well as how those were connected to the methods:

SQ1: *What is walkability and how can it create a foundation for planning in suburbia towns?*

The first sub-question relates to the literature review, presenting a 'descriptive' perspective of the field of study. Farthing argues, that descriptive questions relates to

describing concepts and “[...] define its characteristics, and make some progress in generating research questions” (Farthing, 2016, p. 53). It can be seen as the first step in order to understand ‘what’ the concepts are about and how it can be used in relation to our research. The first sub-question enabled to conceptualize our understanding of the concept of walkability and how it though collaborative planning could be seen as a fundamental activity in a people-centric perspective for how to plan for urban towns in a diverse way.

SQ2: *What are the community’ perspectives on the urban renewal plans and to what extent are these translated in the municipality plans?*

The second sub-question is related with the analysis. This sub-question also starts with a descriptive point of view as we aim to ‘describe’ the perspective of the community. However, in order to do so, we need to add an explanatory point of view – using our empirical investigations to clarify their perspectives. Hereby, we seek to unveil the main coalitions and conflicts by also adding the perspective of governance to unveil the connections to the municipality plans.

SQ3: *How can walkability be used to set a new collaborative planning approach to Svenstrup urban renewal plan?*

The third and last sub-question refers to the discussion - seeking to present recommendations for the municipality to incorporate walkability to a greater extend into the urban renewal planning process. This question composes an interventionistic approach, to be able to present a ‘new perspective’ – introducing the design of the corridor that could be the link to incorporate both urban life and walkability into the plans. The focus is to improve Svenstrup walkability and include collaborative solutions.

By answering the above questions, we seek to strengthen the opportunity to answer and respond the overall research question:

RQ: *How can a collaborative planning approach contribute to improve Svenstrup walkability and enlighten new urban perspectives on suburbia town developments in Aalborg Municipality?*

Finally, from this we desire to present ‘a corridor’ as a method/approach to more strategically add walkability into suburban town developments. Hereby, the aim is to

'upscale' our findings – using the corridor as a potential 'back-bone' for how to incorporate and plan for walkability in suburban towns. Bringing in a 'new perspective' to the planning processes.

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2 Methodology

The purpose of this chapter is to present the methodology of this report – hereby, what we consider as researchable in relation to the established research question. Our research is rooted in the theory of critical realism and reflexive methodology. To get a grasp on how our knowledge is constructed it is important to outline our scientific theoretical approach – that compose the foundation of our work.

2.1 Critical Realism

“If we cannot ever grasp reality, how come scientific theories based on knowable reality work?” (Allmendinger, 2017)

Critical realism is a part of social science that emerged in the 1970's. When talking about critical realism you are often referred to Roy Bhaskar, who is seen as the founder of this approach to theory of science. (Danermark, B., Ekström, M., Jakobson, L. & Karlsson, 2002) It assumes an ontological point of departure from postmodern social science, that is not relativist and that believes in ultimate truth and reality. Additionally, it introduces structures - contrary to the postmodern position – meaning that critical realism look at actors as *“active and reflective and able to determine their future.”* (Allmendinger, 2017) In social studies the relationship between structures and actors is important – as it can be crucial to investigate where the ‘root’ of social problems.

In short, critical realism rejects the positivistic approach to the world as naive. Critical realism is critical towards both radical social constructivism and naive empiricism. As we consider empirical data as a central key to gather new knowledge – we aim to add a critical point of view to our empirical research, relying on critical realism.

Critical realism aims to ‘unveil’ the underlying truth that might be behind the immediate reality – which separate the approach from other post-positive approaches, such as social constructivism.

Critical realism is characterised by the ‘heaviness’ of the ontological dimension (intransitive level) – that distinguish between three domains of reality:

- The empirical
- The actual
- The real

The first domain 'the empirical' is connected to what we experience – both directly and indirectly. Whereas, 'the actual' refers to events that "happen whether we experience them or not" (Danermark, B., Ekström, M., Jakobson, L. & Karlsson, 2002, p. 20) This means that 'what happens' is not necessarily the same as 'what's observed'. The real refers to underlying structures, tendencies or mechanisms that can exist simultaneously but are not necessarily connected. A frequently used example is the law of gravity. Here, the mechanism relates to every particle attract every other particle – unless it is affected by other structures such as the wind. (Larsen, 2017) The third domain is what separates critical realism from other types of realism.

We seek to unveil the underlying decisions made for the urban renewal plan in Svenstrup – and clarify the relation between the empirical, the actual and the real. Why does the plans exclude mobility – not accommodating one of the main desires of the community? It seems to be caused by planning structures - the planning hierarchy.

Furthermore, in critical realism reality is considered to exist on different layers/strata. This refers to a hierarchical division of structures.

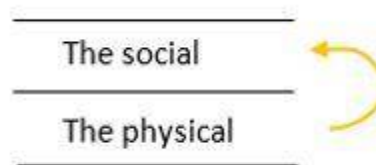


Figure 2. 1 - Simple illustration of the relation between the physical- and social structures (Lise Risager and Sofia Malveira, 2020e)

As Figure 2.1 simply illustrates, then the social structure is depended on the physical – meaning that social structures can only exit from the foundation of the physical. However, the different levels cannot be reduced to each other. This means that when analysing social structures it cannot be explained only by analysing physical structures.

We are then aware that we cannot get the 'full experience' Svenstrup only by our experiences (observations and interviews). We have to understand the physical structure in order to explain some of the social structures.

Another focus of this approach is the relation “knowledge and the object of knowledge:

“(...) reality has an objective existence but that our knowledge of it is conceptually mediated: facts are theory-dependent but they are not theory-determined. This in turn means that all knowledge in fact is fallible and open to adjustment. But – not all knowledge by far is equally fallible.” (Danermark, B., Ekström, M., Jakobson, L. & Karlsson, 2002, p. 15)

Bhaskar divide critical realism into two dimensions the “transitive” and the “intransitive”. The transitive dimension (often related to epistemology) touch upon that knowledge is a product of a social sphere of experience, theory, models. Knowledge is considered to be constantly changing and build from existing knowledge, and not necessarily in accordance with reality. This can create ‘fallible’ knowledge, as it can be a result of how one perceives the world. Additionally, the use of ‘language’ can have a great impact on how the we understand and pass on findings about ‘the reality’. The intransitive dimension clarifies, that reality is not relying or defined of our understanding – *“mechanism and effects that exists independently of human beings”* (Larsen, 2017, p. 36 own translation).

We acknowledge both dimensions as reality seems to exist independent of our understanding – but the ‘value’ the individual might ascribe reality – can also be argued to be ‘their reality’ – which should not be dismissed. We might see the world differently – but if its possibly to set a common reality that all can accepts – is then ‘the real’ that important?

2.2 Reflexive methodology

Our point of departure for the methodology also relies on the reflexive approach, as our methodological position in relation to methods – with awareness that *“Methodology draws on debates about the nature of the social world and the appropriate ways of finding out about it”* (Farthing, 2016, p. 4).

Reflective or reflexive methodologies are based on four currents of methodology and philosophy of science - empirically oriented currents (in particular, grounded theory); hermeneutics; critical theory; and postmodernism – meaning those are the reflective

areas in which the social science researcher should be engaged, regardless of the specific methods used. (Larsson, 2010)

The use of the reflexive approach is in many ways a contrast to a positivistic approach – acknowledging that there might not just be one way to understand or talk about a phenomenon.

In literature there seem to be different views and varieties of ‘what reflexivity’ mean and for what purpose it can be used. In the book ‘Reflexive Methodology’ it is presented that Bourdieu and Wacquant support this stance – acknowledging that the approach touch upon aspects such as “*ethnomethodological ethnography as text, social science studies of the (natural) sciences, postmodern sociology, critical phenomenology and the writings of authors such as Gouldner and Giddens (double hermeneutics)*” (Alvesson and Sködborg, 2017, p. 10). Other theoreticians – as Kevin Lync and Steve Woolgar, connect it more directly to sociology of knowledge, or a strategy – using ‘subjectivity’ to “examine social and psychosocial phenomena, assuming that social discourses are inscribed in and social practices are embodied by the researcher” (Kuenher et al., 2016: 699–700)”. (Alvesson and Sködborg, 2017)

Even though we might come across variety in the use of reflexivity Alvesson and Sködborg point out that the focus often drawn towards the connection “*between processes of knowledge production...as well as the involvement of the knowledge producer*” (Alvesson and Sködborg, 2017, p. 10).

Relying on Pierre Bourdieu, the reflexive methodology is in many ways an alternative approach in planning – that acknowledge the dichotomy between a collaborative - and a more rational stand in planning, presented by theoreticians such as Habermas and Foucault. Bourdieu express ‘reflexivity’ as “*...systematic uncovering of unthought, intuitive, embodied categories which themselves are preconditions of conscious practice*” (Howe & Langdon, 2002, p. 210). Hereby, the understanding which we have upon the world, our own predispositions as well as orientation is central for how we plan and investigate a field of study.

Bourdieu’ work is in our research used as a lens from which we carefully consider the involved actors positions – in relation to their “*...social and scientific location and their*

biases and it offers an alternative way to approach planning that deserves more attention than has hitherto been the case" (Howe & Langdon, 2002, p. 211).

When doing reflexive research it's important to have awareness on the two elements 'Interpretivism – and reflection'. Interpretivism is a naturalistic approach, that refers to when studying the social lifeworld – it cannot be separated from 'social constructions' such as language, values, political stance and preunderstanding. These are elements that affect the empirical data collection - that then becomes a result of our interpretation. Qualitative data is often a result of our interpretation of it – as people might have different perceptions to the field of study. But interpretation can also appear for more quantitative data collections – such as observations. It can be difficult to separate our own values, cultures and interest as researchers. Often, we already have an idea or expectation of what to observe – and this can easily be reflected to the data collection. As observations and interviews compose a main part of our empirical data collection – interpretations are something that we should be 'careful' with. Consequently, we do not consider our research with neutral interpretation. The other element 'reflection' therefore relates to our self-critical view towards our interpretations - "*interpretation of interpretation*". This also relates to the construction of the used method, and how the whole process might be influenced by us as researchers. It is important with self-awareness and a critical- and reflective mind-set. (Alvesson and Sködborg, 2017)

2.3 Summary

Being reflexive also means to consider selections and rejections made through the research process – both in relation to theory as well as methods. Being rooted in the critical realism does not mean that we have to completely exclude other perspectives of how to experience and discover the social world. Being reflexive create awareness that we do not have to delimit ourselves to one strategy- but rather to be open and inclusive. We see an interesting 'gap' between critical realism and social constructivism – because we as researchers also like to acknowledge another stance where reality can be considered as result of 'importance of meaning'. We consider reality to exist independently of social realisation - however, it is interesting to consider the 'meaning' people ascribe to reality as well. Furthermore, as we touch upon 'pedestrians' we cannot

Methodology:
Summary

investigate the social world without the awareness and importance of the 'turn in mobility' - which is have a great impact on the social world and structures.

3 Literature review

The aim of this chapter is to make an introduction to the field of study and create awareness to the problems and particularities of using collaborative planning to outline pedestrian strategies for suburbia towns. Departing from an overview on northern Europe comprehensive experiences it will be followed by a short summary of the collaborative planning background, to gain knowledge about how this planning practice optimizes communities' identity by establishing collaboration processes and partnerships through dialogue. New urbanism and Placemaking along with normative practices provide different perspectives on how '*opportunities to meet*' can be created. Finally, a reflection about where does the walking Danish culture stand in relation to these principles, will help to understand how problems are being framed, and what the purpose of it.

On the following sections, the first subsection question is whereby tackled through the literature study:

What is collaborative planning and how can it create a foundation for a greater focus on walkability in suburbia towns?

3.1 Northern Europe capacity for 'learning, experimenting and adapting creatively'

Planning through communication has progressively setting examples all over the world, throughout time. The following text shortly presents three Scandinavian cases - *Denmark's Copenhagen Metropolitan 'Finger Plan'*, *Vilhelmina Municipality's Comprehensive Plan* in Sweden and Finland's *Urban Forest planning in Helsinki* - regarding their comprehensive processes through communication that might help understand the northern Europe collaborative planning context.

The purpose is to shed the light on three examples that help broaden our focus – 'zooming out' and learning from others. The first case seeks to present how collaborative planning and collaborative governance have been the basis in order to establish a mobility strategy in Copenhagen. To add the non-city based smaller communities' context we present the Swedish case. The last case further, includes an increased focus

to involve the community, and keep local citizens' motivation in participate, creating a sense of identity aligning with the urban forest.

The Finger Plan ('*Fingerplanen*' in Danish) is an urban plan which provided a strategy for the development for the Copenhagen metropolitan area: developed along five 'fingers', centred on S-train commuter rail lines, which extend from the 'palm', the central Copenhagen. In between the fingers, green sections intended to provide land for agriculture and recreational purposes. (Cervero, 1998)

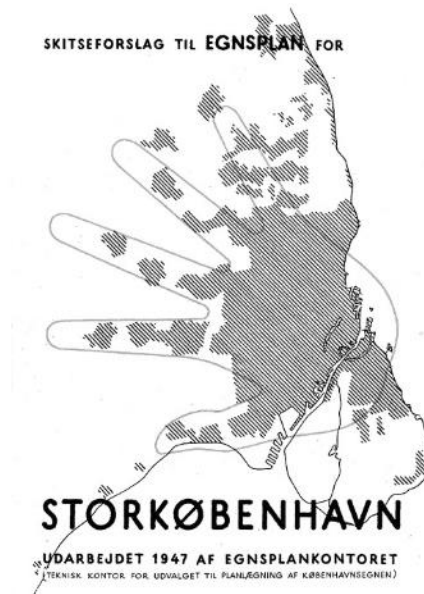


Figure 3. 1 - Illustration of Denmark's Copenhagen Metropolitan 'Finger Plan' (Standard, n.d.)

The system capacity, stood out from three main reasons: linking socio-economic challenges to local translation of inspiration from other countries by taking advantage of the contextual factors and of *windows of opportunity*; Its longevity on account of its ability to turn problems into opportunities and future adaptability to new demands, developments and political visions; The development of a system of collaborative governance with both horizontal and vertical interactions combined with a multi-actor collaboration in which planners were able to embrace both administration and political levels into new ideas linking implementation and future adjustments to '*public authorities that had the money and organizational capacity to make things happen*'. (Compton & Hart, 2019)

The finger storytelling created a common vision that all the different actors, including the public, could relate to and discuss. Knowing that successful public governance is often measured in terms of its cost efficiency and its capacity for effective problem-solving, Hart defends that more research is needed on how public governance in general and planning in particular can provide robust solutions and future adaptability the different forms and aspects of policy robustness. (Compton & Hart, 2019)

While the need for participation and social learning in spatial planning is evolving and planning is increasingly seen as an approach of innovative collaboration by multiple actors, Sweden achievements related to collaborative planning - in practical terms - remains diffuse and with limited research.

Vilhelmina Municipality was characterized by a poor and outdated Municipal Comprehensive Plan (MCP) - a process that takes into account the community goals and aspirations in terms of community development. Therefore, when a research team started to developing the new green Vilhelmina MCP, it not only provided and implemented methods for involving citizens and various land-use stakeholders, but also to see if other municipalities could adapt it into their MCP-work afterwards. (Passerini & Marchettini, 2018) About the overall system capacity, the project time proved to be tight to ensure successful participation. Local political representatives were perceived to be needed both in early stages of the process and in general, during the whole process. A existence of a neutral facilitator (*"peripheral to the municipal administration"*) shown to be important and useful for the success of the discussions, as he should supervise the rules and mandates, bringing transparency and legitimacy to the process. Additionally, the involvement of consultants has proved to be helpful on increasing public participation and therefore, to get a higher number of collaborative elements in the planning development. (Bjärstig, Thellbro, Zachrisson, & Svensson, 2018)

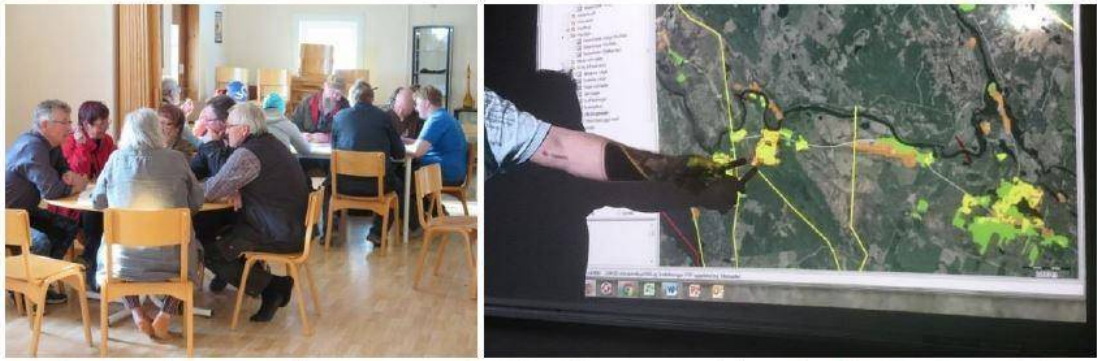


Figure 3. 2 - (on the left) Group discussions at the first pilot FG (FG stands for focus groups) on visions for the district, and the municipality as a whole; (on the right) A participant at the Sami FG draws on a map projected onto a whiteboard to illustrate land use conflicts (Bjärstig et al., 2018)

Altogether, it was possible to see that collaboration and community participation in dialog, planning, negotiating and monitoring decisions and actions became crucial to the development and implementation of the MCP-document. Furthermore, making citizens and stakeholders involved in different sectors and at different levels, made it possible to *“coordinate actions, align goals, or reduce trade-offs, while simultaneously recognizing legitimate local, regional, national, and business interests.”* (Bjärstig et al., 2018) Better communication, negotiation, planning, and conflict management methods are significant for future MCPs – which should include Participatory GIS (PGIS). Valuable partnerships to the MCPs will expand if multiple stakeholders groups are involved, allowing to share knowledge, technical assistance and professional coaching. (Bjärstig et al., 2018)

In Finland, as for neighbour countries such as Sweden and Norway, *“the majority of green areas are established by preserving existing forest vegetation, meaning that urban forests in the city consist mainly of natural or transformed forest vegetation”* and these areas normally go from *“half a hectare to tens of hectares in a residential area”* (Sipilä & Tyrväinen, 2005). Therefore, a growing number of people have become interested on participating in decision-making processes as well as involved in forestry practices. Reason why, though Finnish Land Use and Building Act (1999) does not make participatory approach mandatory when planning for urban forests, the Green Area Division of Helsinki and its antecedent, have been applying participatory methods for planning urban forests since 1995 (Sipilä & Tyrväinen, 2005) – making this extensively

insertion of the collaborative planning into practice, one of only a few examples in Europe. (Konijnendijk, 1999)

As they aimed to improve residents' possibilities of influencing forest management, guiding the assessment related to management and use of forests and increasing the acceptance and overall quality of plans, the option was to divide the municipal region in subunits. Then the strategies to plan for these green areas is thought in 10-year periods and take small number of subunits at a time, using open meetings, group methods and individual methods (surveys, interviews and participation based on modern technology and cost-effective tools). (Sipilä & Tyrväinen, 2005)

Over time, it was possible to conclude that participatory planning practice contributes for the residents' quality of life as it gives them "*positive experiences of involvement and empowerment*" during the planning stage and when the plan results in an improvement of their living environment conditions. As the practice was related both to the theory of collaborative planning aim's and to the planning organization purposes, "*it would be necessary to determine the objectives that residents had set for their participation*" to get a thoroughly evaluation of the planning system from the residents' perspective. Further, interviews to the residents could be made afterwards, providing "*an opportunity to uncover new ideas about how to organize future participation.*" If non-participant residents might be interviewed it would continuously help developing collaborative processes and '*bringing in*' new participants. (Sipilä & Tyrväinen, 2005) To conclude, people should at least be aware of the different planning phases and the opportunities to influence outcome. There should be a good information flow is throughout the participatory planning process. Co-operation with local sources of information (e.g. newspapers) can effectively spread planning information. The plan should be implement shortly after the planning phases, as a proof of Authorities' commitment to the goals set with local residents. (Sipilä & Tyrväinen, 2005)

3.1.1 Planning through communication and collaboration

On today's complex socio-economical lifeworld, many have stepped forward to '*give-back*' to planning a more democratic focus. Upon all dimensions, that planning has dealt throughout time, contemporary societies are also surrounded with technology and with

it, social media discussions. These virtual arguments seem to function as '*Pandora's box*': given voice to those who were not reached before and simultaneously, serving other's agendas of misinformation, fuelling dissensus and fake news or false information spread. (Forester, 1988) This is particularly important when it comes to planning, since we have already come from a long-term path where decisions were often a result of top-down approaches - a system which a great deal of common citizens did no longer identify themselves. Thus, more than looking in depth to the different causes, the preoccupation to keep these different angles in balance, made planning theorists such as Patsy Healey focus on this state-citizen distance as "*democratic deficit*" (Healey, 1997). In fact, communicative planning theorists support Habermas's belief "*in civil society as a source of democracy, and as a vehicle for placing pressure on the state to act more responsively*". (Geyer, 2009) This not only explains why many believe that "*... planning seeks ways of recovering a new participatory realization of democracy and of reconstitution a vigorous, inclusive public realm that can focus the activity of the governance according to the concerns of civil society...*" (Healey, 1999:119). Also, that the power of communication and collaboration should be reinforced in order to do so.

"Collaborative Planning is an approach to urban planning that gathers stakeholders and engages them in a process to make decisions together in a manner that respects the positions of all involved. It is also sometimes called collaborative planning among planning practitioners or collaborative planning model." (Healey, 1997)

3.1.2 Untangling the Communicative Rationality momentous

Jürgen Habermas was the first to try to "*reconstruct the unfinished project of modernity*" by questioning instrumental rationality dominance in our everyday life, and by seeking alternative ways of knowing and thinking. After him, Michel Foucault tried to unveil the power relations behind language and meaning. Ultimately, the institutionalist school and Anthony Giddens looked into people's interrelations "*through webs of social relations*" and the "*ways in which we co-exist in society*". Still, Habermas stands as the foundation of communicative planning approach, as he opened the way for others such as Forester or Healey. (Allmendinger, 2017)

Postmodernists, discredit the existence of an "*objective knowledge in any form*" emphasizing that "*all knowledge is relative and becoming more so as society becomes*

more fragmented and plural". However Habermas defended '*communicative rationality*' (Habermas, 1984) as a different kind of objectivity based on agreement between individuals reached through free and open discourse. (Allmendinger, 2017) Meaning that "*social order ultimately depends on the capacity of actors to recognize the intersubjective validity of the different claims on which social cooperation depends.*" (Stanford Encyclopedia of Philosophy, n.d.) As Habermas' Theory of Communicative Action further explains.

Habermas pragmatic approach is particularly important to understand that the meaning of '*speech acts*' is linked to the practice of reason giving; Speech acts involve claims that are in need of reasons, and claims are open to both criticism and justification. Moreover, in our everyday speeches, speakers explain and justify themselves, if necessary. (Habermas, 2015)

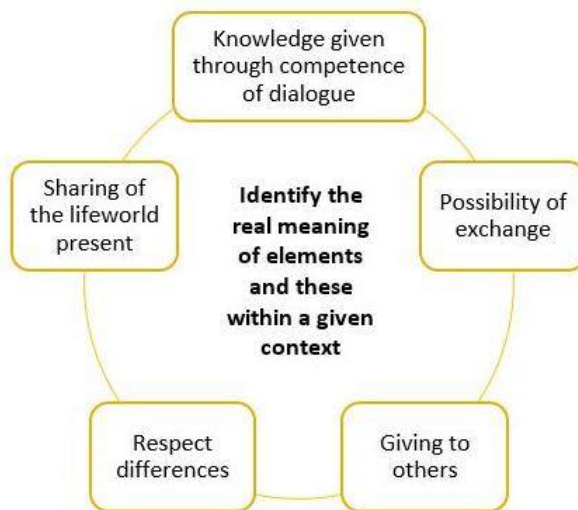


Figure 3. 3 - Illustration of Habermas's Theory of Communicative Action interaction principles (Line Risager and Sofia Malveira, 2020a)

Patsy Healey's '*Planning through debate*' begins by underlining one of the greatest challenges for those you see planning as a democratic mission - meant to promote social justice and environmental sustainability - as technical and administrative mechanisms created to ensure that it is still based on a limitative and dominant rationalism. In this sense, one of the routes born as an alternative to the '*planning democratic failure*' that Healey exposes, has been to explore all dimensions of communication when collectively "*debating and deciding on matters of collective concern*". (Healey, 1992)

Healey explains that '*communicative rationality*' can be seen through a different conception of human reason - following the work of Habermas – "*where 'living together*

but differently' in shared space and time drives us to search for ways of finding agreement on how to address our collective concerns". Therefore, knowledge for action, principles of action and ways of acting are generated by individuals of an intercommunicating community, within specific time and place. Moreover, the reasoning can include varying systems of morality and culturally. In this perspective, planning is a way of acting after debate. (Healey, 1992)

To those who argue against Habermas, that cleavages can only be solved with power disputes between opposite forces, Healey underlines that if *"collective action is our concern, we need to engage in argumentation and debate."* Which can be translated into a logic where narratives (telling stories), analysis and rhetoric will be happening when discussing *"what we could and should do - why and how"*. (Healey, 1992)

Overall, Healey opens the discussion on the dialectics of a new way of planning. She is fully aware that planning through debate may sound too leisurely for those who want substantive solutions; Too diffuse to those who seek for knowledgeable actions; Idealistic and innocent for those who cognize the inequalities of power relations; Naive for believing in the power of democratic discussions versus global capitalism forces with encapsulated ways of society oppression. For all mention above, she does the contradictory, stating two ultimate arguments: each individual presents a moral imperative, a scientific reasoning, without covering himself, therefore standing as a direct possibility of power struggle against the dominant power source, having the chance to replace it with another. Additionally, these practices are in fact close to our experiences, with given examples in environmental issues, women rights 'movements and urban and district development plans, which recognise potential in group culture formation and empowerment – instead of *"management through hierarchical authoritarian structures"*. (Healey, 2005)

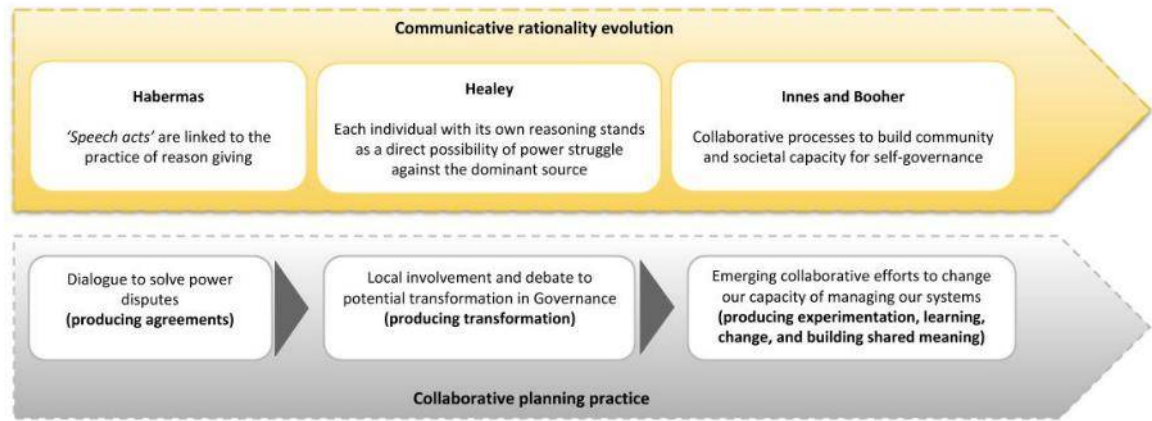


Figure 3. 4 - Illustration of communicative rationality perspectives evolution, within the collaborative planning theory (Line Risager and Sofia Malveira, 2020a)

Latterly, Innes and Booher also refuted critiques made to consensus building through debate (both about the nature of this practice or the theory on which it was built), as those were mainly assumptions focus on the theory and practice of *‘interest-based negotiation and mediation’* and not grounded in Habermas’ concept of communicative rationality. Moreover based *“on cases where the conditions for authentic dialogue recognized by both practitioners and theoreticians were not met”*. (Innes, 2004)

Drawn from their experience, it was possible to document cases proofing that when these conditions are met, multiple positive results are achieved from consensus building. They do agree, that it takes time, skills and needs practice and that it is only appropriate for uncertainty and controversy contexts, where all actors have benefits to engage dialogue and *“mutual reciprocity in their interests”*. (Innes, 2004)

Furthermore, the theory and practice of consensus building constitutes one part of the larger communicative planning theory, that is moving forward, meaning that it keeps evolving - moving *“beyond action to reflection, and then to increasingly powerful action”*. (Innes, 2003) Showing that some of the critiques also tend to take *‘the whole for one of its parts’*.

Given the above, collaborative planning needs systematically assess of its impacts on governance capacity, in a way that the nature of collaboration and the outcomes produced are respected. As they explain, not only collaboration produces real results (for instance, agreements and actions) that traditional-rational and technical or bureaucratic approaches do not, but it also allow us – with the right adaptive system

model – to see “*whether and how collaborative processes can build community and societal capacity for self-governance.*” (Innes, 2003)

3.2 How Walkability enforces Community Building

The author of “*The Death and Life of Great American Cities*”, Jane Jacobs, left us an unquestionable legacy regarding cities and towns improvement as well as neighbourhood development. In 2007, Jane’s Walks initiative started with the aim of celebrating her contributions to city and neighbourhood life. These walks focus on a “*community-based approach to city building through citizen-led walking tours that make space for people to observe, reflect, share, question and collectively reimagine the places in which they live, work and play.*” (Janeswalk.org, 2020) (Jacobs, 1961)

‘Community-building’ or ‘community engagement’ in a simpler manner means, seeking to better engage the community in order to achieve long-term and sustainable outcomes, processes, relationships, discourse, decision-making, or implementation. To succeed it should encompass strategies and processes that are sensitive to the community-context in which it occurs. (The Pennsylvania State University, 2020)

As Jacobs always emphasized “*think globally, act locally*”, in 2018, forty-five countries held this initiative, making the local events part of a global movement. Moreover, during those walks, it has been possible to extract innumerable inputs from participants, to reflect upon. “[*Participating in a Jane’s Walk*] is a good excuse to have a conversation. (...) Not every walk leader is a Jane Jacobs’ disciple. In fact, I think some people may disagree with her quite a lot. But the point that she had, that you learn about things by walking around looking at them and talking about them, I think everyone who does Jane’s Walks thinks that’s a good idea.”. While other further added “*To go on a Jane’s walk is a great way to get to know your community or your neighbourhood and the people that are in. (...) One of the important things about Jane Jacobs is that our cities and planning are not something that we should be leaving just to the experts and the politicians. It’s something that is about people and people caring about connections with other people and their neighbourhoods.*” (Bowman, 2018)

As Jane Jacob’s walks evolve, their particularities and differences emerge. Having a clear common starting spirit, with time, the uniqueness of those who organize them and the places and communities where they happen, show the diversity that characterizes the planning activity itself.

In 2000, during the Vincent Scully Prize award speech (given by Green Building Council), Jacobs pointed out that communities' need attention in relation to "*'hearth' or centers, and with problems like inappropriate commercial incursion. The object is to nurture locales where people, on foot, will naturally encounter one another.*" Referring then to the natural community form of '*community hearths*', she explains that these 'centres' "*are often consequences of two or more intersecting streets well used by pedestrians. On the most meagre level, we have the cliché of the corner store or pub that is recognized as a local hangout.*" Ending by stating that in traditional towns, "*the spot recognized as the centre of things often contains a triangular piece of ground because it is where three main routes converge.*" (Steuteville, 2016) Additionally, Jacobs has described "the pedestrian part of the streets", when referring to cities sidewalks, as paths that are more than just '*pedestrians' carriers*' – as they serve several uses besides circulation. Sidewalks and streets are in her perspective, a vital network of the city itself, where their '*bordering uses*' as well as '*their users*' are active participants of the civilization play. (Jacobs, 2016, p. 30)

With this said, every day people 'move around by foot', participating in the world and at the same time, creating their own dynamics from that movement. If so, if this is a generalized demographic and geographic phenomenon, both globally as well as locally, why do we concentrate almost exclusively in cities' walkability neglecting towns and smaller communities '*hearths*'?

3.2.1 Untangling the concepts behind the dynamics of '*moving around by foot*'

We all have an understanding about the general term and activity of walking but do we really perceive what ingredients must be 'in place' in order for us to walk or to have the will to do it? On the following three subsections, we explain what we have defined as the "opportunity to walk".

As the concept of walkability relies on 'how pedestrians are defined' and that the physical development for pedestrians can be influenced by various discourses in relation to the term, we then show that planning is affected by how we understand and talk about it (Lo, 2009).

Pedestrians and Walkability

It might seem simple to define '*What is a pedestrian*', however it may vary, depending on who you ask and where you choose to search for answers. The way in which we talk about it and understand a '*Pedestrian*', have an influence on how we tend to plan and design for this type of infrastructure (Lo, 2009). For instance, if people see a pedestrian as 'not important' and as the lowest priority of infrastructures, it will be reflected in the design.

Looking at the definition according to *Collins Dictionary* a pedestrian is defined as "... a person who is walking, especially in a town or city, rather than travelling in a vehicle" (Collins, 2020). While *Oxford Learner's Dictionaries* define a pedestrian as "... a person walking in the street and not travelling in a vehicle" (Oxford Learner's Dictionaries, 2020). Even though these definitions are slightly different, there is still a common understanding that pedestrians constitutes as "*a mode of transport comparable to vehicular modes*" (Lo, 2009, p. 145).

Travelling as a pedestrian consist commonly of trips with different purposes, where it is possible to combine with other types of traffic. Being a pedestrian can also happen in various '*modes*', as it for example includes trips '*to*'- and '*from* work', but also smaller trips, as '*from the car into the house*'. However, looking at the definition from the *Dictionary* a pedestrian is defined as "*a person who goes or travels on foot*" (Dictionary.com, 2020) which differentiates somewhat, as it is not necessarily relating a pedestrian to a mode of transport, but rather pointing out non-transportation such as exercise, shopping and social meetings. For this reason, it seems that one cannot delimit a pedestrian only to a mode of transport, as it appears to have several layers.

More recently, '*to move by foot*' has increasingly been seen as beneficial, not only for economic and environmental reasons but mainly because it has proven to contribute to better health - "*neighbourhoods and their residents experience many health benefits from walking and cycling*". (Centre d'Ecologie urbaine de Montréal et al., 2019) However, looking to walkable score around Europe, we could see that one fifth of "*all traffic fatalities in the EU are pedestrians (...) the largest share of these are 65 (years old) or over*" (European Commission, 2020), being "... 99% of pedestrian deaths recorded (...) a consequence of an impact with a motor vehicle" (European Transport Safety Council,

2020a). And although, the number of pedestrian injuries continuously decreases in Denmark since 2009, the country shows the same tendency related to the older age groups. (Statistics Denmark, 2018) Meaning that if the majority of pedestrian deaths correspond to elderly and EU *"aging population needs to stay active and mobile for reasons of health and wellbeing"* (European Transport Safety Council, 2020b), that could be the reason why it has increasingly being addressed as an health issue, not only by governments but also by municipalities. (The European Road Safety Observatory (ERSO), 2017) (Commission, 2013) By being a health issue, it must thereafter, be accessible for everyone, meaning that our definition of pedestrians also include children, elderly, and people with other disabilities (blind, deaf) that hold equal rights to walk safely.

Walkability has been around for a long-time however, urbanization and other modern urban challenges has increased the focus on it - especially when addressing mobility issues and looking at healthier and sustainable ways to move around. This is an important topic to urban planning as it contemplates both quantitative and qualitative aspects of walking. In addition, as it relates with pedestrians, recent literature shows a discrepancy in the definition of walkability itself. This unclear definition to walkability is supported by Ria Hutabarat Lo who states *"(...) there is a lack of consensus on what walkability actually is and how it translates into specific metrics for evaluation or planning urban space"* (Lo, 2009, p. 148). Nevertheless, walkability normally comes associated with *"city's attractiveness or opportunity for walking"* (Dörrzapf et al., 2019, p. 6): *"One main mismatch exists between the interpretation of walking as a mode of transportation and walking as a social, recreational and healthy activity. However, walking is not only a means of transport and the quality of public space as well as related social activities have to be considered (Gehl 2011)."* (Dörrzapf et al., 2019, p. 6)

New Urbanism, Placemaking and Public space

The idea that lively villages, towns and cities began with a walkable distance within the neighbour range, end up unveiling a set of principles, which were taken in consideration to structure the study of the relation between city-life and walkability. Moreover, those principles shown to be more significant than *'at first sight'*.

New urbanism movement focus has been redefining cities and towns *“by reintroducing traditional notions of neighbourhood design and fitting those ideas into a variety of urban and suburban settings”*, essentially *“focuses on human-scaled urban design.”* (CNU Congress for the New Urbanism, n.d.) When looking at the reprioritisation of city-life it is therefore mandatory to look at the human-scale available settings and how could they be improved.

Firstly, *Placemaking* and *Public space* are high priorities when it comes to new urbanism approaches. Placemaking aims to *“inspires people to collectively reimagine and reinvent public spaces as the heart of every community. Strengthening the connection between people and the places they share, it refers to a collaborative process by which we can shape our public realm in order to maximize shared value.”* This means that while designing for people and multimodal transportation - not only for cars – public spaces as an enhancer of community daily life and interactions, should be functioning as cohesion spaces in the overall plan. Secondly, new urbanism *Design* incorporation is done under a pragmatic view, in which participation of different stakeholders is extremely important to make this process feasible and buildable – because *‘if not’*, it is not useful or meaningful to incorporate. Lastly, the design is supposed to be critical to *community building* and function. The building environment organization, as well as shape, size and design proportions, should feed the livelihood of the place – instead of being experienced as isolated sculptural parts or elements. (CNU Congress for the New Urbanism, n.d.)

New urbanism also stands for a holistic approach that acknowledges all planning scales. As it understands towns and cities interdependency and multilevel governance, where plan-making processes normally affects more than just the actual intervention. Therefore, it encourages all disciplines related to planning and building environment to work together when creating *‘places’*. In the same way, meaningless places, *“underutilized and neglected places”* (CNU Congress for the New Urbanism, n.d.) are regenerated in order to avoid single-use development and exclusive car-oriented streets, exploring the multiple layers that liveable mixed-income neighbourhoods can offer the local community.

3.2.2 The Danish Culture of walking

In Scandinavia, transport research shows a focus on technical and financial elements and how to incorporate them in the planning practice, making not only the research on the European context very limited and at the same time, city-based. (Vestergaard & Olesen, 2016)

The Danish expression for a pedestrian street is called '*gågade*'. In 1977, thirty-nine Danish cities embrace the idea of having '*gågader*', that would be known later as the "shopping streets". Half of them were funded by the municipalities, two by local merchant's associations and in one, it was divided between the mentioned entities. In the majority of cases, sales figures doubled – Aalborg and Copenhagen cases. (Berdichevsky, 2011)

Contrary to Netherlands and Sweden, Denmark's '*gågade*' is integrally related with the aim of preserving the existing urban environment. The Danish capital created an extensive network between references points which at the end, resulted in one of the longest pedestrian systems in Europe. The city council then decided to fund the renovation of all houses along this path, which also collected admiration and respect for the architects and urban planners throughout Europe. During the 19th century, this approach was then extended to two provincial towns, Herning (Central Jutland) and Esbjerg (Western Jutland) – with the particularity of not focus on car traffic reduction. The 'walking- streets' concept turn out to be an imperative, both planning and architectural wise. (Berdichevsky, 2011)

Another perspective to be taken into account when looking at the Danish pedestrian background, is the counterculture voice to the 'modern lifestyle' (energy-demanding and consumer-oriented society ways of living), that has roots even before the 1973 oil boycott, where citizens already argue against the '*suburban trend*' and asked for a well-designed city centres, as good places to live. In the four main Danish cities (Copenhagen, Aarhus, Odense and Aalborg) the population has the lowest rate of car-ownership and relies mostly in public transportation – due to the predominance of pensioners and young couples or students. Therefore, '*walking- street*' concept was well received and even saw as an argument to enforce more "*streets for people*" policies (Gehl, 2013) within a human scale-urban environment. (Berdichevsky, 2011) In fact, safe and pleasant paths and public spaces not only proven to motivate pedestrians to walk, to

meet and engage within the community as well as, have reinforced urban thinkers' ideas in relation to how we should plan then, such as Jane Jacobs or Gehl, among others.

Based on the 'mobility's paradigm', our research develops from a perspective in which mobility is perceived as more than just going from A to B, going beyond its physical infrastructure and taking into account the social and cultural dimensions. Walking, as a mobility mode, does of course implies practices and normative regulations, such as codes, but its socio-cultural context will vary immensely – for instance, between different countries. Norms and values support the 'individual lifestyle', while the group culture and its accordance on the two previous, will influence the individual behaviour. (Vestergaard & Olesen, 2016)

"The act of Walking", show that Danish people's values and norms about walking will differ according to the type of trip/travel, if it is either for transport or recreation. In the first case, safety, freedom, time and accessibility constitute the fundamental values, setting an 'autonomy' norm. In the second case, experience, relaxation, wellbeing, memories, meditation and exercise values establish a norm of free time or extra time activity, as well as, a 'social good'. Thereby, those two together, define in a broad sense the Danish culture of walking. Furthermore, the 'lifestyle' and 'life situation' factors have proven to play an important role for those who stand as outsiders to the pedestrian cultures. Meaning that the individual set of norms and values may differ from the group set and that life situation can constrain the practice of walkability. (Vestergaard & Olesen, 2016)

Urban planning faces a complex task when it comes to acknowledge the context to *'pedestrians' behavioural patterns'*:

'Walking for transport' - shorter walking distances through high building density and easy access to services along with safety and accessibility, are the urban structures that should be emplaced. And since time and distance are core to this mode, the biggest struggle is how to integrate pedestrian needs in future plans – should they gain a higher priority or should we build more compact. (Vestergaard & Olesen, 2016)

'Walking for recreation' - there is a wider range of values, such as, experience, relaxation, exercise and health. In this case, accessibility to nature is of big importance,

stressing that this may be done “*when placing new housing areas and creating interesting paths*” that make the experience worthy.

The distinct set of values makes the task of promoting both of them, demanding and in need of specific procedures. Moreover, the physical environmental element, including building density, proved to be a walking increase catalyser for both types of walking, and to set a relation with the emotional dimension of the pedestrians. (Vestergaard & Olesen, 2016)

Last but not least, weather has a great impact on whether we walk or not, which has a particular importance if talking about Denmark. Meaning that walking is attached to specific context and should not be generalized. (Vestergaard & Olesen, 2016)

In conclusion, planning for pedestrians and aiming to create walkable places has to go further than technical and financial aspects, and beyond the physical conditions. Aligned with this, norms and values have to be considered both on the individual and group perspectives, to ensure that lifestyle, life situation and culture are all taken into consideration. Also, if Danes perceive walking as an experience and a way of spending extra energy, that should be reflected in the planning process and in the overall mobility policy, in order to develop walkability as a safe and pleasant mode of transport. (Vestergaard & Olesen, 2016) And, from our perspective, within an integrated mobility system, that can turn walking into a daily basis choice.

3.3 Reflections

Overall, conclusions drawn from the literature review, show that not only Walkability as can establish a link to Community building but also, that community engagement keeps being reinforced by ‘*the opportunities to meet*’ that are created. To create those opportunities is important to focus on people and consequently in Placemaking, so that spaces can be community’s interaction enhancers functioning as cohesion places. Furthermore, when planning ‘for people’ and ‘*with people*’, the collaborative planning approach has proven to produce concrete outcomes and at the same time, to be a more democratic, hierarchical flatten, bottom-up and a multi-actor’s process, that relates to a specific time and context. Where citizens’ participation will be a vital part of the

process, that *"shows people just how powerful their collective vision can be"*. (Project for Public Spaces, 2007)

However, when current planning does not meet expectations or cannot learn from similar situations, we have to turn to the problems and understand *'What are they'* and *'Who has defined them?'* This action leads not only to collaborative visions or processes of collective construction, where actor's arguments (narratives and discourses) are taken into analysis, but most important, lead to reflections on how these collective processes are structured and systematically assess – creating awareness to all parties, that there might not just be one way to understand or talk about a phenomenon. The creation of these evaluative frameworks will help build societal and institutional capacity – overall, collaborative capacity (Healey, 1998).

"A governance system with capacity can learn, experiment, and adapt creatively to threats and opportunities. It is characterized by regular interaction among diverse players who solve problems or complete complex new tasks by working together." (Innes, 2003)

Community capacity as well as organizational one has to be empowered and achieved through collaboration, to ensure that institutional barriers are defeated, and respond to the problems that may arise in a productive solving way. Therefore, it could be interesting to research how these relations influence planning in suburban town's communities.

4 Methods

This section seeks to present the various methods used in order to conduct empirical data supporting our research – and enlighten how each method takes part in answering the research question. The application of methods refers to procedures to generate empirical data and knowledge about the field of study, primarily based on qualitative research.

4.1 Interviews

The use of interviews composes as a main part of the empirical data collection in the research process. Firstly, it has been an initial navigation-tool in order to highlight gaps in knowledge and leading to a specific case for further investigation. Secondly, the use of qualitative interviews enabled to investigate our research question, and collect data according to the selected case – Svenstrup. We are aware that when conducting interviews – and qualitative data in general - it can be interpreted by us as researchers. This can have an influence on the data-outcome as we have the option to ‘control’ sudden aspects during an interview, or might understand something in various ways. We have had this aspect in mind while analyzing the interviews, and pursued to handle the data with care – representing their point of view. (Willis, 2007)

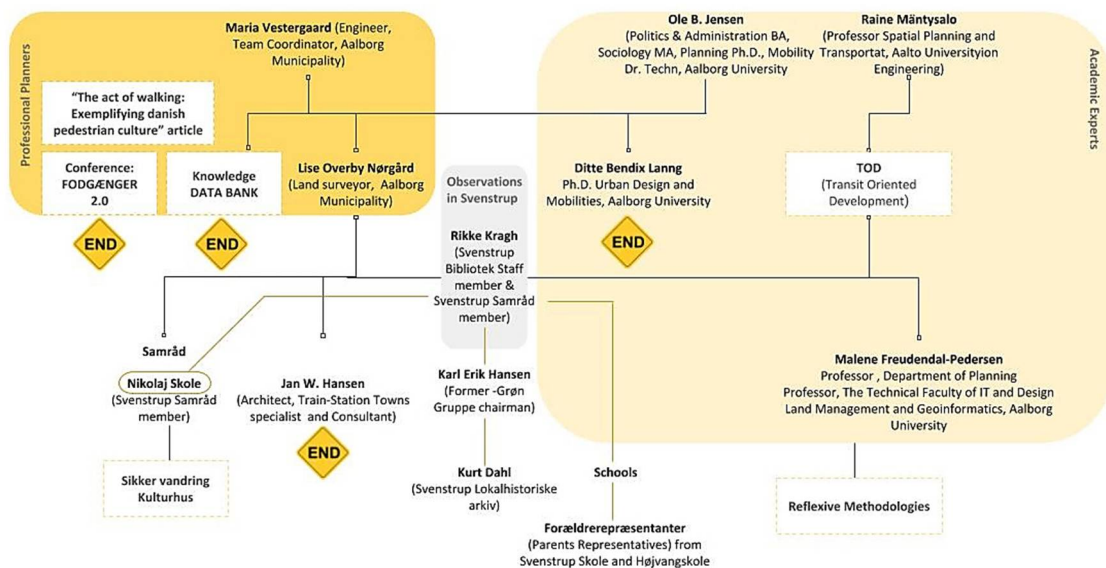


Figure 4. 1 - Illustration of the sequence of contacts made with all actors involved in the process (Lise Risager and Sofia Malveira, 2020c)

The actors that have been interviewed are then presented, in figure 4.1, where the real sequence of contacts is shown, as well as cross-relation with the observations performed.

Aalborg Municipality

From Aalborg Municipality, we conducted two interviews – one with engineer Maria Quvang Harck Vestergaard from the Traffic Department, and one with land surveyor Lise Overby Nørgård from the department of Plan & Development.

Both interviews were conducted as semi-structured in order to achieve control of the interview, but at the same time allowing a degree of flexibility for the interviewee to change the topic or add further elaborations on a question. Farthing also emphasizes, that the degree of structure has an influence on how an interview is carried out: *“The more structured the interview, the more control the interviewer has over the process, and the less freedom the interviewee has to set the agenda for the questions or topics which are explored”* (Farthing, 2016, p. 128). We acknowledge that we were not omniscient – and thereby it was important- sometimes, to let the interviewee “control” the interview in order to conduct a greater degree of knowledge. Also, the use of a semi-structured approach enabled to explore and gain the thoughts and perspective from the interviewees – letting them present their own experiences and point of view. An interview-guide was made beforehand to ‘control’ both interviews (see appendix A and B) – and both group members was allowed to ask questions and elaborate further on new knowledge presented by the interviewee. It created a free and natural atmosphere for both interviews.

We were allowed to record both interviews – which permitted validation and preservation of the collected data, but also the possibility to go back and replay it later on. Yet, we are aware that when you agree to record – the interviewee might tend to hold back information or personal opinions in order to appear a sudden way. (Farthing, 2016) Both interviews have been transcribed in order to analyses more in depth – and is attached in appendix A and B.



Figure 4. 2 - Aalborg Municipality Urban and Landscape Management sector organizational structure (Aalborg Municipality, n.d.)

Academic Experts

In order to get a 'early' second opinion on our case selection as well as field of study – we decided to contact both professor Raine Mäntysalo and Malene Freudendal-Pedersen. The interviews were carried out in English, were both group members participated. It was conducted as semi-structured – on the basis of an interview-guide, made beforehand – see appendix E.

The interview with Raine Mäntysalo was conducted by skype – whereas we were able to have a physical meeting with Malene Freudendal-Pedersen. Only the interview with Raine was recorded – but in both interviews we made notes, in order to remember and reflect on the information gathered, afterwards. Before the interviews we had been in contact with both professors by email – to send some of our initial questions and to exchange literature that could be helpful for us to take the next step in our research process. Further, the interviews introduced us to concepts – such as “TOD (Transit-oriented development)” and “the reflexive methodologies”.

As we experienced some difficulties in order to gather knowledge about ‘walkability in towns’ – both interviews composed a better understanding of how to ‘attack’ this field. Also, to hear some of their experiences – was very helpful in the initial stage of the research process.

Svenstrup Samråd

To get a better understanding of the role and perspective of Svenstrup Samråd, we collected interviews with two of the members; Rikke Kragh and Nikolaj Folden Skole. The interviews were conducted quite differently.

The first interview was a physical meeting with Rikke Kragh, and it happened a bit sudden during observations near the library and supermarket. We decided to take a look inside the library and to ask the librarian a few questions about the town. Here we meet Rikke Kragh and she told that she was a part of Svenstrup Samråd, and very willing to help us and answer some questions. By that, an unstructured interview happened. Before meeting Rikke, we were in contact with Nikolaj Skole in order to get a meeting with him, together with 2 other members from Samråd (Eva-Vibeke Madsen and Reno Hansen). By that, we were already in a process of conducting an interview-guide – so we tried to ask her some of the same questions that we have talked about for the other meeting.

The interview happened in a combination of both Danish and English – but mostly Danish, as Rikke Kragh felt most sure with that. During the conversations, we took some notes – and she provided some contact information and also expressed her own opinions on the mobility issues in Svenstrup. Her ‘openness’ might be a result of, that the conversation did not get recorded – and she thereby felt free to express her opinions.

Opposite to the interview with Rikke Kragh, the interview with Nikolaj Skole was scheduled, and happened semi-structured. As mentioned, the interview was originally planned to be together with him, as well as two other members from Samråd – but due to COVID-19, it got cancelled. Instead, we still got to have a skype-interview with Nikolaj Skole. Here, we had an interview-guide made beforehand – as a way to structure the interview (see appendix C). This interview happened in English, and both group members participated – and were thereby able to ask questions and make notes. Nikolaj Skole, was able to elaborate further on the planning process of Kulturhus – and also to point out some of the mobility barriers in Svenstrup – from his point of view. Further, he shared a document that could enlighten one of the problematic areas – the road section ‘Langdyssen’. The interview got recorded in order to go back and relistening and as validation. However, due to some unfortunate technical difficulties on skype, we lost the recording. Luckily, we made notes during the interview that we could rely on.

Further, we got send Nikolaj a few follow-up questions – on aspects where we felt a bit unsure on his perspective. Fortunately, he was willing to send back his answers – written, which was very helpful for us.

We have been aware that even though both members represent Svenstrup Samråd – and herby the community, they might also use the interview to present their own opinions and point of views. The same goes the other way around – when asking for their personal opinion they might have answered from a community perspective rather than their own.

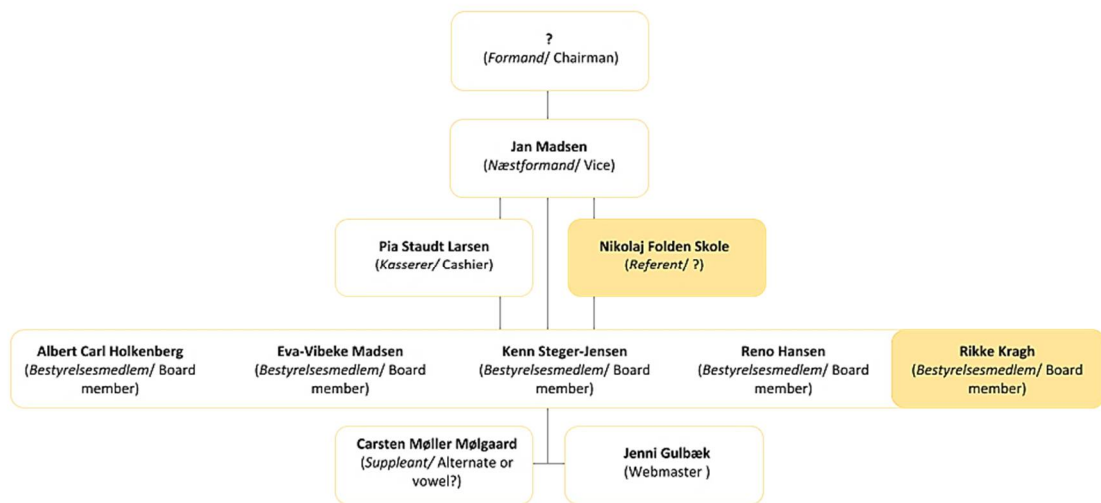


Figure 4. 3 - Svenstrup Samråd organizational structure. The questionmark indicate the they are in a process of selecting a new chairman (Sofia Malveira and Line Risager, 2020b).

Svenstrup 'Grøn Gruppe'

We decided to contact Karl Erik Hansen to get a deeper understanding of the historical development of Svenstrup and also how the local citizens had been involved during the past years. We were referred to Karl Erik from Rikke Kragh, as she expected him to have a lot of knowledge about Svenstrup development.

The interview happened as a phone call – because he was not familiar with skype. Only one group member participated, as he preferred to do the interview in Danish. In order to pass on knowledge from the interview – the interview got transcribed and translated to English (see appendix D). We were allowed to record it – which was important in order to pass on knowledge properly. Before conducting the interview an interview-guide was made– and from that it happened semi-structured.

During the interview it turned out that he had previously been chairman of 'Grøn Gruppe' – which is an open and voluntary group that deals with the availability of green areas – hereby roads, paths, stream etc. Grøn Gruppe worked together with Svenstrup Samråd, and he - as chairman, got to participate in their meetings. Thereby, he was likewise able to present some information in relation to Samråd a few years back. It opened a new perspective not only on the community activities and engagement, but also on local groups interactions and connections with Aalborg Municipality (e.g. meeting system, projects and funding).

Even though Karl Erik was able to share some historical information about Svenstrup – he recommended that we contacted "Kurt Dahl" from 'Svenstrup Lokalhistoriske arkiv'. By that, we could maybe access some of the articles made for the town. So, we did over the phone, and Kurt was very helpful – and shared a drive folder with some articles – as it was not possible to access the archive due to COVID-19.

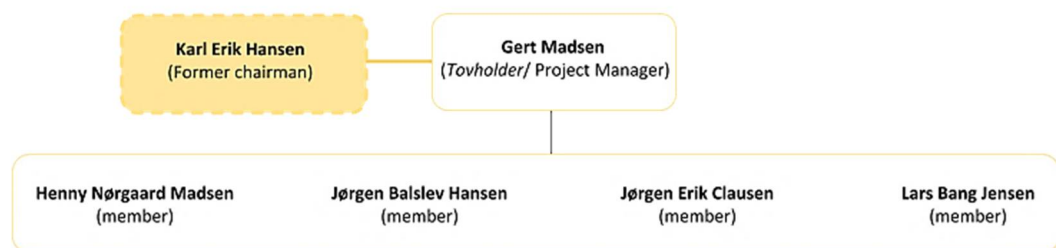


Figure 4. 4 - Svenstrup Grøn Gruppe organizational structure (Sofia Malveira and Line Risager, 2020a)

Svenstrup 'Forældrerepræsentanter'

In order to gather the perspective from families – we decided to reach out to the Forældrerepræsentanter (parents' representatives) from both Højvangskolen and Svenstrup Skole. We decided to send a short qualitative questionnaire (see appendix F) – and hereby conduct the data through written feedback. We were only able to get feedback from the representatives from Svenstrup Skole – but the received feedback was very useful and an addition to our interviews. We are aware that we cannot generalize the view of the citizens - only from collecting answers from the representatives. However, we were able to get a grasp of whether there seemed to be consensus between statements from both Samråd and the citizens.

4.2 Observations

After the interview with Lise Overby Nørgård, who introduced us to the current planning process in Svenstrup, we decided to visit the town and perform research observations, on Svenstrup. The aim of these observations was to obtain a deeper understanding of the town-structure or in other words, how is the town' urban form- and settings determining the opportunities to walk. In that sense, both '*complete observer*' and '*complete participant*' approaches were conducted. First, with the aim of minimizing the *Hawthorne Effect*, so that participants act naturally since they are not aware, they are being observed. Secondly, by '*going native*' - fully engaging with the participants in their activities (as walking to several different spots, shopping, taking a coffee) - they are not aware that observation research is taking place so they might even interact with the researcher. (Gold, 1957)

Therefore, in order to capture Svenstrup pedestrians' behaviours and environment on different mobility modes, we decided to experience the town for the first time, arriving by bus, by car and later on, by train as well. Throughout this approach, we aimed to "meet" the town from different 'angles', experiencing various perspectives - and possible apprehend some practices that occur - with no preconceived ideas or perceptions. During some parts of the observations it was rainy and a bit grey. This could potentially have had an impact on people's behaviour – and how we experienced the town in general.

The observation was seen as a complement to our research, being able to combine and relate it with the interviews as well as data collected from document and literature analysis. The observations happened two following days, during the morning, where we both participated. Initially experiencing it individually and afterwards, together so that it was possible to talk about what we saw, and by that include the different perspectives. Doing observation was a good way to get our own experience of the area, and to form our own image before combining it with another research. Moreover, pictures were taken from different views in order to document what we saw, and gave the possibility to do further analysis from that.

4.3 Document Analysis

Document analysis is part of the empirical analysis used on a delineated set of documents, to generate data that is required for the researcher (Farthing 2016). In

order to get a better understanding of the current planning process of Svenstrup – and the decisions “behind”, it has been important to analyse documents such as the current development plans as well as the citizen workshop on urban development projects February 2020 and the current Municipal Plan.

These were documents used to get an understanding of the current strategies in the town, how the development is influenced by the publications, what topics on development are being thought or discussed and what are the residents’ concerns. Researching municipal documents, contributes with knowledge about how the municipality plan to accommodate future transformations. All of them, provide a background knowledge that will be used linked to the collected empirical data – specially from the interviews - pointing way to a possible gap in research.

The use of documents enables us to “compare” the more official and legal statements to statements from the community – collected through interviews. In that way, document analysis composed an important supplement to our interview – as well as observations – creating a relation between various perspectives and experiences. Farthing, also puts an emphasis on the relation between document analysis and other methods: “A policy document could be complemented by interviews with those involved in developing the policy or those involved in implementing the policy [...].there may be an explicit interest in the differences between the policy as expressed in the policy document and how those implementing the policy understand what the policy means, and how they act to put it into effect.” (Farthing, 2016, p. 140)

It is thereby interesting to use document analysis to investigate whether the current plan meet the perspective of the community – represented through interviews as well as official ‘briefs’ from the community.

4.4 Literature Study

The aim of the literature study has been to establish a theoretical framework that help shaping our understanding of the field of study in order to do further investigations. According to Stuart Farthing the purpose is to: “...identify the state of knowledge on the topic or question of interest, and to define the nature of the research question to be answered in the research” (Farthing, 2016, p. 136). This study enables to generate a strong basis of knowledge – but also to present gaps in knowledge that could be interesting to investigate, combing with other methods in order to do so. (Eriksen, 2016)

The literature review seeks to answer the first sub-question and create a basis to carry out the analysis and investigate the second sub-question. We are aware that the selected topics for the literature review influence how we end up study our case and what we set our focus to be. As planning can be quite complex it is a selective process - investigating a delimited field, we have strived to choose literature that capture the understanding of how to build up capacities and empower communities in order to improve city life as well as the level of walkability.

4.5 Summary and Reflections

This section seeks to present some reflections about the overall research process. Additionally, to present some of the limitations we have meet during the research process – that ended up a significant influence of our method selections.

4.5.1 Limitations

In the beginning of our research process the desire was to conduct ‘focus group’ interviews - as a method to investigate the opinions from different actors and target-groups – while interacting. Before COVID-19 we had establish a focus group meeting with several members from samråd, and in a process of gathering a group of young people (school kids) and another with parents and elderly. Composing three focus groups interviews – that could potentially enlighten the citizens-perspective to a greater extend to our work. However, because of the COVID-19 we had to change our approach – and we decided to conduct a short questionnaire, as an approach to collect the opinions through written comments. We saw some benefits and disadvantages in relation to change our approach – as the questionnaire might allow people to, more freely, speak (write) their mind and not hold back. On the other side – this removes the possibility to ask questions and to do further elaboration on the answers. Yet, we were not able to get any answers from the citizens – only from the parents’ representatives. This could be a result of COVID-19 – but also because it got difficult to reach both Rikke and Nikolaj through the process – who agreed to help ‘spread’ the questionnaire. We tried to reach out other individual citizens – both though email and Facebook.

Later, we got to know that Rikke Kragh has stepped out of Samråd, and Nikolaj Skole is now chairman – and no longer part of ‘Kulturhusgruppen’ (underlying group of Samråd). The just showcase how structures and representation of Samråd is constantly changing.

However, when interview both they were represented in Samråd as displayed in figure 4.3.

In relation to observations, then we decided to 'cancel' follow up observations – as the traffic situations and people's behaviour might not correspond with 'reality'.

To round of this chapter, we would like to state that the use of methods has contributed to answer the research question and to gain more in depth knowledge about our case - even though some of them had to be changed due to COVID-19 pandemic.

Method	Content
Case study	The focus is to achieve a deeper, as well as practical understanding Svenstrup – as well as the community. The case sets the overall frame to investigate our research question.
Interview	The possibility to collect the perspective of various actors – involved in the current planning process. To gain knowledge from locals and experts.
Observation	To gain our own perspective of the town in order to relate with other empirical data.
Document analysis	Provides an insight in official plans and statements that supplements our empirical data.
Literature study	Contributes as a theoretical basis, that provides an understanding of existing knowledge, as well as gaps – from where we can do further research.

Table 4. 1 - Short overview of the content of each method used in the research process (Lise Risager and Sofia Malveira, 2020)

The digital platform enabled to continue method collections – together with willingness from the respondents to participate in the new 'digital guidelines' as a result of the restrictions put forward by the government. We strived to combine the empirical data with the theoretical frame – and from that try to 'fill a gap in knowledge' from digital method investigations.

We have had a good collaboration that have been beneficial for the empirical data collection. Being a team comprised of a Danish and an international student has made it possible to accomplish interviews both in English and Danish – in cases, where the interviewees had a preference. That made the process more flexible and make the respondents feel comfortable and able to speak freely - without difficulties in relation to language. For example, in the interview with Karl Erik – which preferred Danish - it did not become a barrier and we could easily translate afterwards. Furthermore, having different backgrounds also brought in various perspectives and ideas of how to carry out

the project. We sometimes see things from different angles, for example during an interview, and thereby ask different questions that could be positive for the investigation process.

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5 Analysis

The aim of this chapter is to present the results from our empirical studies in order to answer the second sub-question: ***What are the community' perspectives on the urban renewal plans and to what extent are these translated in the municipality plans?***

To get a deeper understanding of our case this chapter starts with a case description. The case description touches upon the current situation as well as the historical development process – in order to present the overall connection between decisions made in the past, and how they are reflected in today's planning process. Furthermore, it will be linked with our observations of suburban town structure – in other words, our own assessment of the urban form. The connection of our perceptions with the town's evolution, aims to help us identifying the problems raised by Svenstrup planning processes in relation to urban development.

Afterwards, to be able to gain a deeper understanding of the decision-making structure we seek to unveil the main actors involved in the new planning process, and how their background or context influence their perspectives. Additionally, their desires and concerns for the urban renewal process will be presented through each actor.

5.1 Svenstrup Case description

Svenstrup is a suburban town that is considered to be the '*main-town*' in the southwest area of Aalborg, being the second largest urban community in the municipality. Further, it is considered as a '*town-station*', where the train provide a close connection to both Aalborg as well as Støvring - located south from Svenstrup – see figure 5.1. Besides the train connection it is closely connected to Aalborg through Hobrovej, that operates with a great amount of vehicles traffic (Nørgård, 2020).

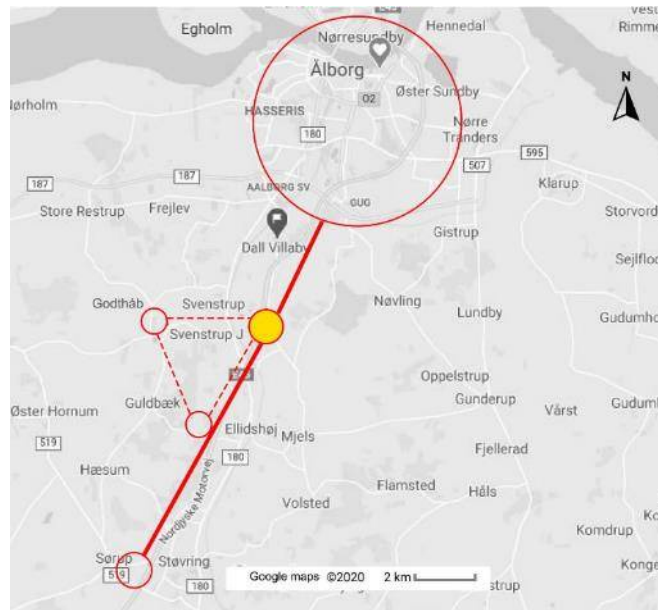


Figure 5.1- Simplified map of Svenstrup location in relation with Aalborg and Støvring and its interaction relationship-location with Ellidshøj and Godthåb (Lise Risager and Sofia Malveira, 2020f)

The town has the status as a district center – which means that it should consist of various service functions, as well as cultural- and institutional offers for the southwestern part of the municipality. Thereby, the town contains supermarkets, two schools (Svenstrup Skole and Højvangskolen), senior housing and nursing homes, sport facilities, a church, etc. (Aalborg Kommune, 2009) Figure 5.1. 1 further showcase the location of some of the main activities. Svenstrup is closely connected with both Ellidshøj, and Godthåb – where they cooperate to provide and secure cultural – and institutional offers. *“Godthåb is one parish, Svenstrup is another and Ellidshøj is a third parish. Which in various ways constitute a unit”* (Risager; Hansen, 2020, 15:50 pt.1) For example, they cooperate in relation to the church and schools – where Ellidshøj Skole is now a part of Svenstrup Skole. (Risager; Hansen, 2020)

Additionally, to commerce, services and institutional offers, the town holds some industrial areas, both in the southern and northern part (can be seen in figure 5.1.1). Svenstrup is considered as an attractive location for industry and commercial as it is situated close to the highway providing a great exposure to people living outside Svenstrup as well (Nørgård, 2020). ‘Arla’ company is in fact located close to the ‘town centre’ and have been for several years but the new industry establishments are now located in the outskirt of the town, in order to prioritize ‘urban and city’ life for the citizens, and to unify industry and commercial settlements. (Risager; Hansen, 2020)

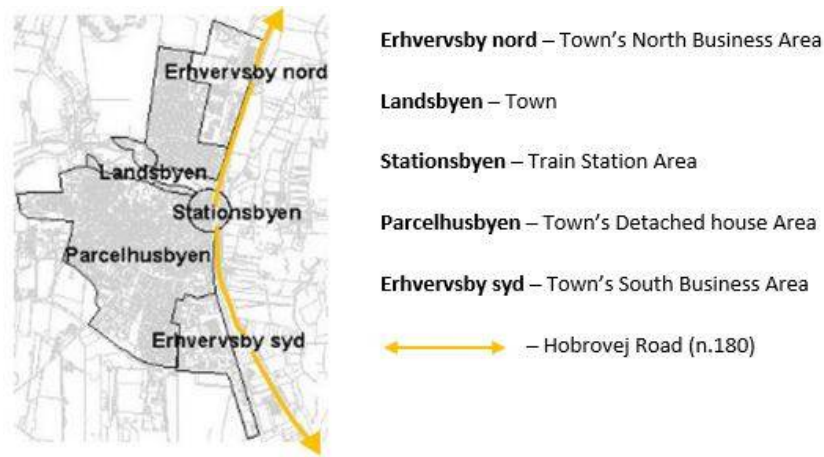


Figure 5.1. 2 - Overall structure for Svenstrup showing the town's train station location and the its relation with Hobrovej road (connection to Aalborg through North and to Støvring, through South)
(Lise Risager and Sofia Malveira, 2020g)

Svenstrup is the residence of 7.354 citizen (Bolius, 2020), and holds a great diversity in relation to age groups. The town is welcoming for families, as it constitutes great offers of both detached and single-family houses, having new housing currently under development, in the outskirts of the existent neighbourhoods. Svenstrup is considered as an attractive town for people who want to live close to Aalborg, but still benefiting from 'a more rural surrounding'. (Skole, 2020)



Figure 5.1. 3 - Svenstrup's natural characteristics, with arrows pointing the altimetric panorama (from highest to lowest) and representation of the initial town core by the shaded ellipse (Lise Risager and Sofia Malveira, 2020i)

The surrounding area is characterized by nature and green areas, offering woodlands, the stream (*Guldbækken*) and *Østerådalen* (flow from Guldbækken north of Svenstrup), that coincides with Limfjorden. Svenstrup morphology is a result of the landscape – Figure 5.1.2 - where the railway, the old 'Nibebane' ('*Oldstien*') and the road layouts' (such as '*Langdyssen*' and '*Rundsvinget*') played an important role in the way the town is structured today. Traffic is primarily built up around *Hobrovej*, *Skipper Clements Vej*, *Langdyssen* and *Rundsvinget*. These are four main roads that conduct most of the traffic and sub consequently, give access to smaller streets – Svenstrup road system. (Aalborg Kommune, 2009) Furthermore, the town offers "...a lot of paths for bicyclists and pedestrians", as for example '*Oldstien*'. (Nørgård, 2020)

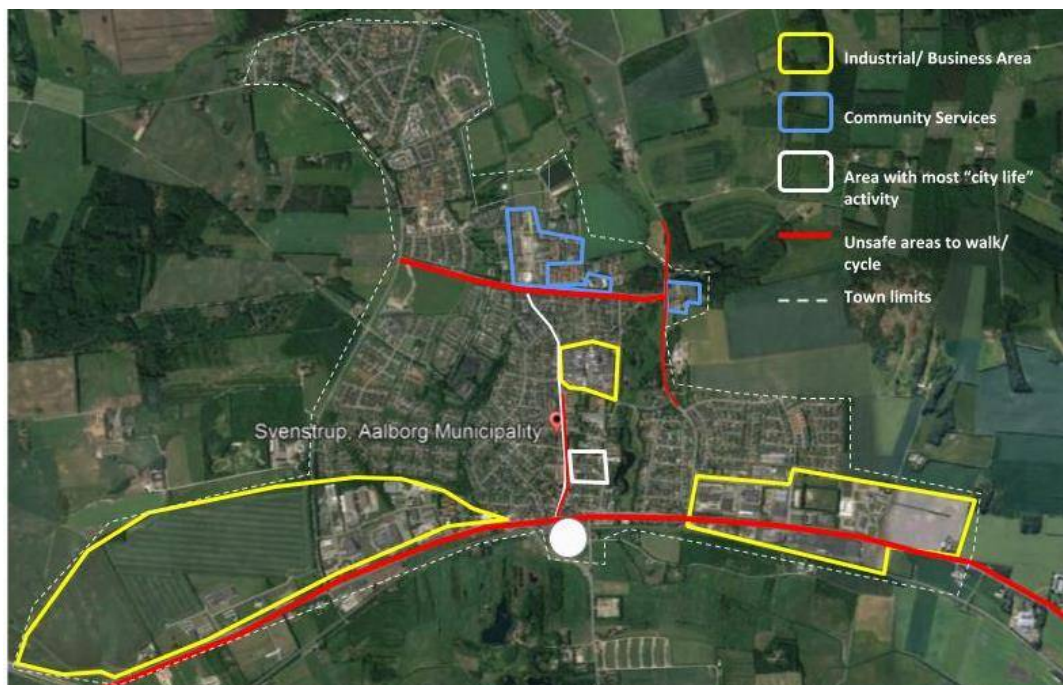


Figure 5.1. 4 - Svenstrup's map of main activities (Lise Risager and Sofia Malveira, 2020h)

5.1.1 Our first meeting with the Svenstrup

On the 3rd of March, we decided to visit and arrive to Svenstrup by different means of transportation, and meet at the 'town centre' to discuss after, 'what was our own experience of Svenstrup – our 'first meeting with the town'. Line took the journey by car and Sofia took the multimodal, by '*foot-bus-foot*'.

Accessibility: Arriving and Departing from Svenstrup

(Line) "I arrived to Svenstrup by car, coming from the highway. I met an open area with good (vehicle) infrastructure (and with bicycle lanes) and a few industries along the road. As I got closer to the 'town centre' the conditions specially for bicycles decreased, and the open 'green' surroundings were replaced with housing and buildings along Hobrovej – with a more worn expression. I arrived in the morning, after the 'peak hours'. I met many trucks that morning (heavy transport) but did not see many bicyclists or pedestrians. Might be a result of the weather or the time I arrived.

It was difficult to find the 'centre' of the town – as I had never been in Svenstrup before. Making me think that for better navigation, sign and others, would be great to welcome new 'citizens'. The (train) station was easy to find, as it stands out – and is more separated from the other buildings. Stairs, colour and few green elements mainly compose its image. (Risager, 2020)

(Sofia) "On that morning, around 8:15, I was a pedestrian commuting from Aalborg to Svenstrup. Took the bus from Aalborg bus terminal/ St. and immediately understood that this was not so crowdie as other routes. I could say that the trip could be divided in two phases; First phase comprehends the beginning of the journey until IKEA's bus stop – where the majority of the passengers stepped down from the bus. The second goes from there until the final destination, Svenstrup St., in which I was one of the three passengers left – leaving the impression that maybe this is the usual scenario during weekdays, at this hour. (S. Malveira, 2020)

I stepped out at Svenstrup St. bus stop and waited until the bus went away. Although I was standing in the sidewalk, it felt quite inhospitable, mainly because the road was 3 times the pedestrian path size, with vehicles passing by at a high velocity and to constant (loud) traffic noise. From where I was standing, I could see clearly Svenstrup train station, across the road, main façade and (probably) entrance area but still felt much distant then it actually was." (Malveira, 2020)



Figure 5.1. 5 - (on top) Arriving at Svenstrup bus stop; (bellow) Standing on the bus stop looking to the Svenstrup train station (Lise Risager and Sofia Malveira, 2020k)

(Both) Later that week, we decided to commute by train - from Aalborg St. to Svenstrup St. at the same time than before.

"The journey was very quick - taking ten minutes at the most. Inside, carriages are not full but with more people comparing with the bus trip. That can be because some of the trains are taking commuters to 'final' locations such as Hobro and Randers. Arriving at the station and aiming to 'go into the town', we had to stand in the sidewalk waiting to cross. On this side, there is plenty of updated space to leave bicycles, but the sidewalk pavement area seemed too big, giving the sensation that was also 'too empty'. Moreover, we found ourselves moving backwards, gaining some safety distance from the sidewalk border, as we did not feel quite secure. Again, heavy traffic and many vehicles passing at a high speed with constant and loud traffic noise." (Malveira, 2020)



Figure 5.1. 6 - (Left) Arriving at Svenstrup train station; (Right) Standing on the bus stop looking to the Svenstrup train station (Lise Risager and Sofia Malveira, 2020k)

The plan for that morning (3rd of March) was to meet at the central area of the town, known by the shopping and library areas as well as being a meeting point.

Opportunities to Meet: Walkability and Place Identity

(Line) "After arriving at the parking spot in the supermarkets area (Brugsen, supermarket), I could not find any 'guides' for how to (safely) be a pedestrian after getting out of my car and towards the supermarket-area. I felt unsafe to leave my car and walking around on the parking lot." (Risager, 2020)

(Sofia) "Leaving the arrival point by foot, I turn right away on the first junction which should supposedly take me to the designated meeting point. I continued walking, with low motivation, as the town seem pretty much 'closed' and boring. Sidewalks were narrow and compared to my other experiences in Denmark, there were no bike lanes here (Godthåbsvej)". (Malveira, 2020)





Figure 5.1. 7 - (previous page) Walking in Godthåbsvej road, heading the town's shopping area;
(bellow) Walking in Godthåbsvej road, looking back to Hobrovej/ Train station (Lise Risager and Sofia Malveira, 2020k)

(Line) "The location of the library was nice and easy to combine with grocery shopping. However, it seemed a bit 'hidden' by the supermarket. That morning, I saw a few young kids hanging out around the 'centre' - probably walking from Svenstrup Skole located close to Brugsen. It seemed like an established but unstructured 'meeting-sport' – as it also was the place that Sofia and I, agree to meet." (Risager, 2020)

(Sofia) "Where Godthåbsvej converged with Egernevej 2, I could see a big parking lot with supermarkets on my left- and right-hand sides. I could see some cars parked and some young people moving around by foot, somewhat randomly, in between the cars and a gas station. Although Brugsen and the Apotek (pharmacy) were both very visible, seem confuse to find a safe way to cross, through cars moving (arriving or living the gas station and the parking). Although Brugsen and the Apotek (pharmacy) were both very visible, seem confuse to find a safe way to cross, through cars moving (arriving or leaving the gas station and the parking).

I did not spot the Library at first, as the door sign since it 'loses itself' among the others. Nevertheless, the location could not be better as it stands in an free parking area and right next to the supermarkets – explaining its high level of activity." (Malveira, 2020) (Kragh, 2020)





Figure 5.1. 8 - (previous page) Godthåbsvej converged with Egernvej 2 road; (left and right bottom photos) Arriving to SuperBrugsen and Library area on foot, coming from the Hobrovej road direction (Lise Risager and Sofia Malveira, 2020k)

(Both) "After meeting near Brugsen, we decided to go into the library – where we meet Rikke Kragh from Samråd. After our 'conversation' we decided to visit some of the other parts of the town pointed out by both Lise and Rikke. We took the car and drove towards the church. On our way to the church we had to access 'Langdyssen'. Here we saw a lot of trucks – and a road section without any space for either pedestrians or bicyclists. We saw some potential safety-issues as it seemed necessary to cross in order to submit the service functions and housing located on the other side of the road." – see figure 5.1.7.



Figure 5.1. 9 - The left picture shows Langdyssen, whereas the other (right) show the services and housing located on the other side of the road (Lise Risager and Sofia Malveira, 2020k) (Google Maps, 2020)

"Before going towards the church, to took a look on 'what was located on the other side' of Langdyssen. Here we saw services such as Højvangskolen, sport facilities and elderly homes. This just underlined our safety-concerns and the need to cross Langdyssen. Heading towards the church we meet the intersection to access Skipper Clements Vej. There was a lack of visibility, no sidewalks and bicycle lanes - and again vehicles seemed to drive quite fast. We discussed that it must be quite difficult for people to access the church – especially the elderly. However, the church composed a great landmark for the

town, and stood out with the high location. We went 'uphill' to see the church – and Sofia went by foot to try/use the staircase that connected the church to Skipper Clements Vej. Close to the staircase we saw a few (random) 'stands' for bikes – which seemed unnecessary as we got the impression that people do not really access this road and the church by bike.

Afterwards, we drove back along Langdyssen – experience the industry and the new housing development located in the other direction from the church. Before heading home, we wanted to experience 'Banestien' – the path that goes underneath Langdyssen. However, we had some difficulties to "find" and access it. We ended up trying to dive into a suburban street – and here we found an access. By foot, we walked along the path – that was wide and with no markings."



Figure 5.1. 10 - Illustrating the intersection, the location of the church, the staircase and the 'random' bicycle stands along the road (Skipper Clements Vej) (Lise Risager and Sofia Malveira, 2020k)

"At first, we were in doubt if this was even a path for pedestrians and bicyclists. The activity on this path seemed low – as we did not meet many people. However, we saw Banestien as a good and safer alternative to Langdyssen." - see figure 5.1.9. "Heading home – and as Svenstrup is closely connected to the highway it was easy to access."



Figure 5.1. 11 – (top left) Showcase our final stop trying to access ‘Banestien’ though the suburban street; (top right and bellow) The other pictures show how the path looks standing ‘on’ it and look down from Langdyssen (Lise Risager and Sofia Malveira, 2020k) (Google Maps, 2020)

5.1.2 Svenstrup Historical Context

If we take a look far back in time, then in 1534 Svenstrup was the ‘arena’ for “Slaget ved Svenstrup” (The battle of Svenstrup) – where Skipper Clement (Klemen Andersen) was the leader of the rebellion against enemies of the King Christian the 2nd. The war ‘Grevens Fejde’ happened in the period from 1534-1536 – as a result of postponement of selecting a new king. Skipper Clement captured Aalborg and gathered citizens as well as farmers to conquer the northern and western Jutland – before his defeat in 1536. This makes an historical mark for Svenstrup, where Skipper Clement compose the name of one of the main road-sections in Svenstrup today; ‘Skipper Clements Vej’. (Ørnbjerg, 2016)

The battle happened in the area around Guldbækken, and it was also here that the first housing – or rather farming was established. Much development happened near the waterways – with great access to the fields. *“The cities back then were not cities bot rather farmyards – and a collection of farms”* (Risager; Hansen, 2020, 03:30 pt.2) Over time – 100-150 years ago, farms moved out on the fields and away from the city. Today, you can still see some of the old farmhouses inside Svenstrup – representing some of

the history in between the new housing developments. (Risager; Hansen, 2020) Besides farmhouses, you can also see other maintained constructions – that makes a historical landmark for the town. For example, you can still experience 'Hammerværket' – see figure 5.1.10. Hammerværket was founded in 1856 by Christian Zinck, and is now used as a museum – providing a view back in time, to the old industry connected to Svenstrup, that was based on hydropower. (Lokalhistorisk Forening, 2011)

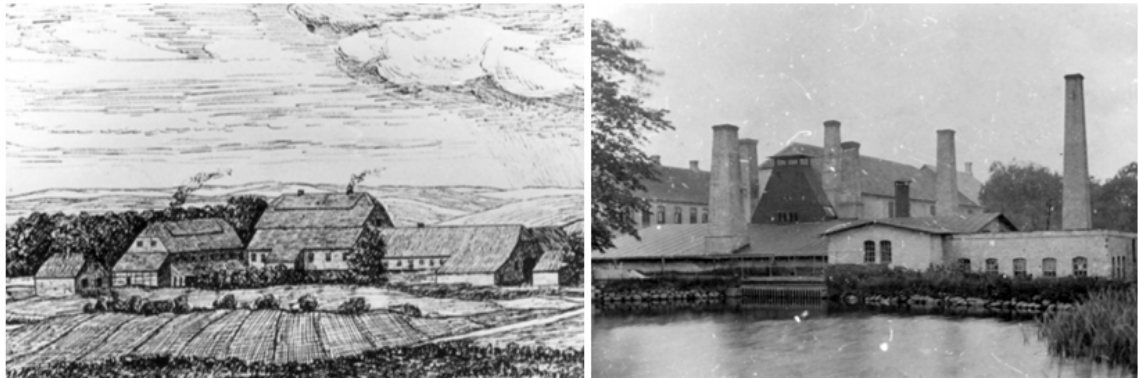


Figure 5.1. 12 - (left) The first picture shows 'Papirfabrikken' in 1858, that later on was rebuild to 'Hammerværket' in 1872; (right) Illustrated on the second picture (Lokalhistorisk Forening, 2011) (Lise Risager and Sofia Malveira, 2020a)

Also, in Svenstrup you find the church that was founded in 1912 – also initiated by Christian Zinck and his son Niels Zinck. The church is located in Godthåb – that today is a part of Aalborg Municipality – providing cultural offers in cooperation with Svenstrup. Hammerværket – and industries in general, had a big influence to attract new citizens to the neighborhood– and by that a small community was build up, and residence was developed by time. The residence was built and initiated by the Zinck family – in order to make liveable areas located close to fabrics. Step by step, the area established other facilities like schools and small markets. All this happened after the establishment of the fabric – and by passionate souls like the Zinck family. (Lokalhistorisk Forening, 2012)

As a result of the growing agriculture and industries, the number of citizens increased in Svenstrup - as well as Godthåb, during following years. In the period from 1906-1911 the number of citizens went from circa 1000-1437. The increase can be a result of various aspects – and one can be the establishment of the train connection. Svenstrup Station was established in 1869, as a result of extension of the state-railways going from Randers-Aalborg. Later, in 1899 a private lane was established between Svenstrup-Nibe and Års. This is considered as a main influence of the development of Svenstrup - providing good opportunities for transportation of goods for industries like

Hammerværket and 'Svenstrup Mejeri'. It increased the opportunity for development – and in general the access to the town. (Lokalhistorisk Forening, 2007)

In 1944 most houses were built near the station and industries. The town had developed a few markets and a bakery along main roads – like Hobrovej. The community began to grow, and other occupations than farmers and craftsmen was settling. (Risager; Hansen, 2020 (3:30 part 2)) As result of an explosive development after the wars – motoring got dominating, which meant that the train station got closed. However, in 2004 it got opened as a suburban rail line – reconnecting to Aalborg. (Socialministeriet, 2007)

Moving a bit forward, the town developed more housing, expanded the infrastructure and established more services and institutional offers. During 1960-70 several single-family houses was built. New neighborhoods emerged – welcoming new citizens to the town. (Lokalhistorisk Forening, 2009) Before the municipal reform in 1970, Svenstrup was an independent rural municipality together with Ellidshøj – founded in 1842. After the reform it got abolished, and now both areas are a part of Aalborg Municipality. (Arkiv.dk, 2020) Karl Erik Hansen stated during the interview that most of the town's development has happen after the reform – like for many other areas as well. New communities got established – and planning structures changed. (Risager; Hansen, 2020) In the following years, there was a need for more institutional offers as the population increased.

In 1973, a Disposition Plan for the area of Svenstrup and Godthåb was enacted by the city council – in order to secure areas for new developments and thereby attract more citizens. Also, to meet the need for more institutional offers as the population increased. Later on, in 1980 a Local Plan for the area was devised – on the foundation from the Disposition Plan, as an expansion of the selected area for development. (Aalborg Municipality, 1980) Højvangskolen was built in 1976 – to meet the needs of the population growth, but also by consolidation of classes crosswise schools – as a reality of the reform. In 1992 it was decided by Aalborg Municipality to close down Godthåb Skole, and villages began to 'lose' some of their functions to bigger towns or cities. (Lokalhistorisk Forening, 2009) Many public services were relocated, or gathered in bigger urban areas. Some of the same tendencies showed after the reform in 2007, where many of the smaller cities - and also the municipality, had to redefine their identity and role. Aalborg Municipality increased the number of inhabitants from

160.000 to 190.000 after the reform, and there was a need for new ways to plan in order to prioritize new urban areas in the municipality. For Svenstrup the population was around 5.000 in 2007 – and already by then, the second largest urban community in Aalborg Municipality. After the reform it was decided that Svenstrup needed some urban renewal. To gather local knowledge a 'project group' was established – to gather local interviews and make an actor-analysis, and by that get a better understanding of the town. In 2009 a new municipal plan was presented – with focus on renewal, space for housing developments and industry. (Socialministeriet, 2007)

5.1.3 Need for Contemporary Urban Plans and new identity

Svenstrup is in an ongoing development process, and during time the town has geographically expanded. This has put a pressure on various aspects, such as housing, infrastructure and services. Old establishments do no longer fit the development and needs of the citizens. Therefore, Aalborg Municipality is now in a process of developing a new urban development plan for Svenstrup, that meet and secure a desired future development for the town. The new plan is going to replace the present municipal plan from 2009.

As the geography has expanded and new housing it developed in the outer periphery of the town - the function of the main roads such as Langdyssen, Runddyssen and Skipper Clements Vej has changed. The intention in the former plans has been to use these roads as "bypass roads". However, in the past years they have become "city roads" – *"...a part of the city where you should be able to walk and cycle"* (Risager; Hansen, 2020, 20:10). This has led to unsafe conditions for soft mobilities – because, for many citizens it is necessary to cross these roads in order to access institutional offers. If we look at for example Langdyssen, then there is no space for soft mobilities – either a bicycle lane or sidewalks. Karl Erik told that this challenge has started due to housing developments on both side of the main roads:

"Svenstrup has then overrun the border – construction [housing] wise, as they have gone to the other side of Langdyssen. They have moved west – and near Runddyssen, they are about to move south. So, those 3 roads are no longer bypass roads – but has become more and more a city-road. And therefore, the accessibility on these roads also changes. When the function changes, then the road also changes" (Risager; Hansen, 2020, 19:50)

The change in function has led to unfortunate incidents with four collisions – three of them with vulnerable road users - see Table 5.1.1.

Year	Location	Type
2019	Intersection between Langdyssen and Skipper Clements Vej	Pram hit by car
2019	Intersection between Runddyssen and Langdyssen	Two vehicles collided
2015	Langdyssen	Bicyclist got hit by a car
Years back (unknown)	Langdyssen	Elderly was hit by car

Table 5.1 1 - Table of accidents on the main roads, that have happened during the years (Svenstrup Samråd, 2019)

This is one example of the need for renewal and shows that the town has developed a lot since the release of the present municipal plan. The new plan has a special focus on 'urban life'. One of the desires is to create a 'town center', as an active place where people have the opportunity to meet. The municipality is hoping for some private investors to participate, in order to build something new that could bring new life to the town. Also, to make more people '*invest*' in Svenstrup and secure the desired outcome. (Nørgård, 2020)

To involve the community, Aalborg Municipality held a "pre-debate" from 26 January to 1 March 2019 – sending out flyers to the citizens for them to participate. In this phase the citizens had the opportunity to speak their mind in relation to the future renewal. By that it was possible to gather some local knowledge and see what people wanted or not. (Hansen et al., 2019) Beside the pre-debate the municipality held a workshop in February 2020 – to present and discuss some of the aspects in relation to the new plans. Lise told during the interview, that one of the enquiries from the citizens was to make it safer for kids and young people to walk or cycle around in Svenstrup. However, this is not a part of the focus for the renewal plan. The resources (3 million) for the renewal is restricted by politicians and designated for urban life development. Another desire from the citizens was establishment of a Kulturhus (Culture house) – which could be a great addition to develop urban life in the future. (Nørgård, 2020) However, it is interesting to see if improvements of urban life - creating a place to meet would initiate people to walk more – pushing forward walkability as a part of urban planning projects in the future?

5.1.4 Summary

It is clear that previous planning decisions do not longer 'fit' the ongoing development for Svenstrup. After the reform in 2007, it appears that Svenstrup is 'struggling' to find their new identity – and thereby, there is a need for new development plans and urban renewal. There seem to be a need to create a 'town centre' that can help gather the community – and compose a 'place to meet'. Further, our observations underlined the fact that the town consists of challenges in relation to safety for both pedestrians and bicyclists – especially on Langdyssen.

What is now interesting to investigate is to what extent the new plans take these aspects into account – referring to the establishment of a town centre and solving the walkability-safety-issues. Do future plans meet 'what appears to be most urgent'?

5.2 Actors

In times of rapid change and high complexity, instead of perpetuating a silo-thinking way of doing planning (Vestergaard, 2020), our exploratory approach allowed the gathering of local '*interested and knowledgeable players*' to frame Svenstrup problems in a close and shared way, making them to exercise visioning and expressing new actions to respond to those. With the aim of developing '*shared meanings and heuristics*' we started by identifying them, allowing them to speak for the community or on their own behalf. (Innes & Booher, 2003b)

The data was preliminarily settled to be collected from three principal actors, mainly thought out conversational interviews. Stakeholders represented one the institutional player and overall responsible for the planning process (Aalborg Municipality), a set of different community groups (Svenstrup Samråd, Grøn Gruppe and Forældrerepræsentanter), and the 'silent' actor (the National Government). This last one holds not only the power and responsibility of distributing funds to local governments in relation to new planning processes but also delimitates in some extension the scope of urban development projects by the laws currently in place. The following stakeholder data relies on relevant transcription data from the interviews conducted with the main actors involved in the project, as well as a complementary short questionnaire made specifically for the 'Forældrerepræsentanter' (parents' representatives).

5.2.1 National Government

Danish government is defined by having an executive power, which is translated in a decentralised distribution of power and different task segmented in the following levels – government, region, municipality and district plans. The aim of this planning system is to achieve the overall national interest and future development (Miljøministeriet; Naturstyrelsen 2012), meaning that not only the weight of the hierarchy can affect the planning practice but moreover, the municipalities will be juridical bounded to eventual government restrictions.

From the funds distribution to the political management of those, currently 28 million kroners have to be divided to 11 municipal urban areas with focus on improving the cities and towns environment (the so called '*urban life*') – however, soft mobility (including walkability) and non-motorized transport does not seem to be explicitly foreseen or a priority. (Nørgård, 2020, 14:10) Thereby, the national government has set the overall frame for the municipality to operate within in relation to the planning process of urban renewal in Svenstrup.

5.2.2 Aalborg Municipality

Aalborg Municipality has been working with pedestrianism inside the city and with a special focus on the inner city. Therefore, the first interviews made, were with Aalborg Municipality Urban and Landscape Management division in order to understand what has been done in relation to the walkability outside – in towns and suburbs.

From the interviews with planners from Traffic & Roads and Plan & Development departments, it was clear that Aalborg City Council – the municipal political body – played a decisive role in Svenstrup development, being the one who has the higher decision-power on what to invest in and how much should be allocate to it. (Nørgård, 2020)

With a municipal plan in place for more than a decade, it was also stated that a mayor's meeting was held in Svenstrup - at Højvangskolen in May 2018, in which citizens were supposed to drop-in and broadly discuss the town's everyday life and future development - centre, shops and meeting places, urban development, greenery and town's connections. (Aalborg Municipality, 2020a) The meeting end-up to be conducted by the municipality presentative - Lise Overby Nørgård – and has proven to be beneficial since, valuable information was collected.

"So at that meeting, we had small presentations of some of the problems we saw in the city, and then the people went in the workshops and gave us a lot of inspiration on what's good and bad in Svenstrup." (Nørgård, 2020, 41:52)

At the end, two topics stand out: the need for a community-gathering house (Kulturhus) and the need to solve Langdyssen road safety issues - in which they would like to be able to walk and cycle more safely. (Nørgård, 2020)

During the year of 2019, the municipality was dedicated to collect data from the residents, so that a debate could be promoted afterwards. (Aalborg Municipality, 2020b) Sixty-one participants were involved and the *"Opsamling på bemærkninger fra fordebat - Byudviklingsplan for Svenstrup"* (Collection of comments from pre-debate - Urban development plan for Svenstrup) report compiled. This document information was divided into summary map of inquiries in the pre-debate, summary of comments submitted and management comments, map of the urban development, centre, shops and meeting places, recreational areas and trails and lastly, mobility (Hansen et al., 2019):

"And then in the beginning of 19, we had, we call it the pre-debate where we send (...) a flyer to all citizens in Svenstrup in their eBoks, (...) and asked them to, to think about what they want us to plan for and what was good and bad, and then they could write back to us. And we have a lot of people (that) did that. (...) We had more than 60 mails from the citizens, from developers, and from all kinds of people who wanted to..., who had an opinion about Svenstrup. And in the summer last year, I mixed all that together and make the politicians to consider, to decide what would be a good idea to work with in the future" (Nørgård, 2020, 41:52)

On February 2020, the "Borgerworkshop" (Area renewal Svenstrup - citizen meeting and Workshop) took place in Svenstrup Skole where citizens met and discussed how could more urbanity and urban life be added into the central part of Svenstrup. The presentation document focused on urban development looking to the town as a whole. It shown Aalborg Municipality and the state support along with citizens and municipalities cooperation with the aim to benefit as many people as possible with the projects discussed (Workshop, 2020): *"(...) all this discussion ended up in people giving their votes so that we could see what they thought was the most important that we started with". (Nørgård, 2020, 20:20)*

5.2.3 Community Representatives

Svenstrup has its own community representative groups, that work under the Samråd umbrella, such as the Byudviklingsgruppen (urban development group) and Grøn Gruppe (green group).

5.2.3.1 *Svenstrup Samråd*

Svenstrup Samråd (Svenstrup local consultation committee, literally translated) stands as the community voice in relation to development and safety as well as a vehicle of information and communication within the community. Svenstrup is the local '*speaking tube*', providing local knowledge to the municipality. On the course of our contacts, we were able to meet with two of the members Rikke Kragh (Svenstrup Samråd board member and also worker of the local library - *Svenstrup Bibliotek*) and Nikolaj Folden Skole (*Svenstrup Samråd referent* and engineer working outside the town).

Members of Svenstrup Samråd 'board of directors' get selected through an Annual General Meeting. Nikolaj Skole, who has been part of Samråd in 1,5 years, told that people don't 'wait in line' to get selected. Rikke Kragh supported this stance – and both expressed that it could be caused by "Busyness with own doings". Besides being member of the board, it is possible to participate through underlying groups related to Samråd – such as Grøn Gruppe, Kulturhusgruppen and the initiative-group "*Sikkerhed på Langdyssen og Skipper Clements Vej*". These groups are not necessarily controlled by a board members – "but still refer to Samråd". Nikolaj Skole has until recently been a part of Kulturhusgruppen – together with 4 other members, but has now stepped out as he has been selected as chairman of Svenstrup Samråd. (Skole, 2020)

As Svenstrup represent the citizens – and to bring local knowledge to the municipality – the citizens has the opportunity to reach out to the members to present ideas. The communication goes both ways – Samråd should also involve and include the citizens when needed. Nikolaj told that it was possible to reach Samråd through Facebook – and of course by phone, email and open meetings. The citizens it also free to use other platforms or by own initiative contact the municipality to present personal ideas.

However, it can be questioned if it is easier to put forward ideas as member of Samråd rather than as an individual?

5.2.3.2 Svenstrup Grøn Gruppe

The Green group, literally translating, is also based on pro-bono work but has no economy independence from Samråd. Grøn Gruppe is an open group for everyone to join – without annual general meetings.

It used to have a strong and close relation with Samråd, collaborating in a regular basis and attending the significant meetings, but that is not the case anymore. (Risager; Hansen, 2020) The group activities are planned and implemented in close cooperation with Aalborg Municipality, and sponsored with donations from the municipality, as well as from different foundations and institutions. (Grøn Gruppe, 2020)

Karl Erik told that Grøn Gruppe "(...) deals with the availability of green areas" – hereby all green areas, the steam, paths and parks. Back when Karl Erik Hansen was the chairman of Grøn Gruppe the work of the group became quite comprehensive and with a great deal of responsibility:

"And actually, that became quite comprehensive – because we – in that period, was so lucky to assign some money, there we [Svenstrup] could invest 2-3mio. Kr. Into an urban regeneration. And some of that money was assign our group [Grøn Gruppe]" (Risager; Hansen, 2020, 02:40 pt. 1).

However, he elaborated that even though the group still exist – the active of the group has decreased. In his period as chairman it was mainly the same group of people that participated – they did not get 'newcomers'. Being part of Grøn Gruppe gave new knowledge about how the municipality system works, law, and in general a great network though collaboration. He expressed his time in Grøn Gruppe as "really exiting". (Risager; Hansen, 2020)

5.2.3.3 Svenstrup Forældrerepræsentanter

Forældrerepræsentanter stands for parent's representatives group, meaning that the members main tasks are related with kids activities in the local schools, like welcoming new children and parents, plan social activities, representing parent's specify class to the rest of the school's, arrange playgroups in collaboration with the class and take up

debate topics and themes for parent meetings. In relation with our research, we have contacted parents from both Svenstrup Skole and Højvangskolen, but only Svenstrup Skole responded. And from those, we have tried to include their perspective on the town overall development as well as on soft mobility (walkability).

By including the representative of Svenstrup Skole, we have tried to include the perspective of local families in a more individual and personal scale. Moreover, by doing so, we hope to see if their answer fit with the 'overall' community-desire presented by Samråd.

5.2.4 Untangling Actors Interdependency

Until now, we have presented the main actors included in our research and their role in relation to the current planning process. This has provided a better understanding of *'how the various actors are connected'* but also to what extent they have the chance to influence the planning decisions. Figure 5.2.1 illustrate our conceptualisation of how we see the relationships and who is most 'influential'.



Figure 5.2.1 - Conceptualisation of the relation between the main actors of the current planning process in Svenstrup (Line Risager and Sofia Malveira, 2020a)

As the government holds the executive power, they have been put on top of the hierarchy. They set the overall frame for the planning process, with restrictions on how to use the funds for renewal in Svenstrup. The arrow points directly on Aalborg Municipality as they have the legislative power and opportunity to overrule decisions. For example, excluding to prioritize mobility concerns in the urban renewal. However, the government do not hold the local knowledge, thereby their visions should be

realised through Aalborg Municipality. To gather the local knowledge the municipality work close together with Svenstrup Samråd – who composes the local '*speaking tube*' – explaining the arrow pointing in both directions. To get the local knowledge these two actors have to cooperate but still, the municipality has to '*control*' the process and present '*what is possible*'. From Samråd side, four underlying groups help to provide information and accomplish several tasks, which refer to Samråd. As these groups are not directly connected to the board of Samråd and do not have a direct connection with the municipality, but rather related indirectly through Svenstrup Samråd.

Nevertheless, is it unsure to what extend the four underlying groups share knowledge with the board and how well they are internally connected. Chairman of Svenstrup Samråd – Nikolaj Skole - told that he does not know the members of Grøn Gruppe but acknowledge that "*they do a great voluntarily work of maintaining the green areas, to benefit the town*"(Skole, 2020). In addition, one of the Forældrerepræsentanter (parent's representatives) did not know about the existence of Grøn Gruppe – but both were familiar with Samråd. In the interview with Karl Erik, he told that the engagement and activity of Svenstrup Samråd has seemed to grow during the recent years, whereas Grøn Gruppe has decreased. This might also explain why people are not so familiar with the last one. Even so, as Nikolaj Skole expressed people '*still do not wait in line to participate*' and in fact, it seems that the status of Samråd have increased while the others, decreased in the recent years. (Skole, 2020)

As Svenstrup Samråd represent the voice of the citizens they are also – indirectly, representing the parent representatives, as they are local citizens living in Svenstrup. Both has the opportunity to reach out though meetings and digital platforms – such as the official Facebook page administrated by Samråd. However, it is unsure to what extent their 'power' separates from other (individual) citizens in relation to the current planning process. The indirect connection between the representatives and the municipality is included on basis that they cooperate with "Skoleforvaltningen" in relation to school-developments. To what extend the urban planning process is going to affect school-areas is unclear from our empirical investigations. Yet, as Svenstrup Skole is located in the centre of the town it could possibly be affected by the planning process – and thereby, given a greater role or relation with the municipality.

Even though all the citizens have the opportunity to participate – there seem to be a tendency that municipal initiatives like meetings and workshops, mainly is the elderly that participate. From the municipality it was clear that they sometime find it difficult to attract the younger segment. Therefore, we are aware that the perspective of the citizens might not always represent the whole diversity of the town. Several actors explained that it could be a result of 'busy schedules' and the elderly have more time to spare.

5.3 Coalitions and Conflicts

To assess established and potential processes of collaboration, a closer view on the local urban governance was needed. The step of identifying coalitions and conflicts should lead us to understand what exactly needs to be transformed, what are the actors' predominant actions, arguments and embedded cultural assumptions as well as their practices. By doing this, we try to look into the "*power to learn new practices and create new capacities*". (Coaffee & Healey, 2003)

5.3.1 The National Government frame

As the national government has set the overall frame from which the municipality can operate within – it has delimited the focus in the urban renewal plans for Svenstrup. The plans are set to improve 'urban life' – and does not include improvements on soft mobilities – or at least that is not the focus presented by Aalborg Municipality.

It can be questioned whether excluding soft mobilities is set from the national government or rather a decision made by the municipality. From the interview with Lise Nørgård she underlined that the focus was restricted towards urban life – from the politicians, and therefore mobility is not going to be a part of the urban renewal. However, this could also be a decision made in a selective process – or by their interpretation of the presented restrictions. Also, the disposed resources of 3 million, can play a part as a limitation to 'extend' the focus and frame – from which Lise Nørgård expressed "We can't do everything". The resources then play an important part – in a selective process where it is not possible to handle every desire. This might also influence the planning process as well as focus. (Nørgård, 2020)

Aalborg Municipality has been able to raise another 2 million – though the state (Trafik-, Bygge- og Boligstyrelsen) ‘programme’ “Områdefornyelse”. In order to raise the money – the municipality discussed with the citizens from Svenstrup – to hear their opinions and ideas and incorporate it in their plans. By doing so, the state is now supporting Svenstrup renewal with 5 million. Still, it is not possible to meet all desires at once – so the municipality are hoping for some private investors to participate as well. Also, the municipality has given the citizens the opportunity to establish a Kulturhus – where the citizens are in charge of the development process and trying to raise money on their own initiative. In that way, the municipality is trying to raise the opportunity to meet most desires – by delegating and relying on others than only the state funding.

Nevertheless, the National Government has the executive power – they are the providers of the funding, and thereby able to influence the planning process putting forward desired restrictions for how to use the funding. However, they might not have the local knowledge of ‘*what is best for Svenstrup*’ – so it is interesting to investigate if a greater focus on mobility – especially walkability, also would have a positive influence on urban life in our case.

5.3.2 The Municipality perspective

As the municipality now has the resources and overall frame – provided by The National Government, they have decided to centralise their focus on developing a town centre in Svenstrup. This was mostly supported by the citizens during the workshop, with exception to the increasing of the building density along the *Godthåbsvej* road. The main votes for the renewal supported the establishment of a town centre (including the Kulturhus) and also the improvement of safety for pedestrians and cyclists. The aim in relation to the town centre is to create a ‘centre’ in the area that is now surrounded by activities such as Svenstrup Skole, the library and the supermarket. It should be a place where people can meet – and ensure room for more cultural activities. The centre is also a possible location of Kulturhus, which the municipality expects to be a 10 year-development process, organized primarily by the citizens. The municipality own the area that is now used for parking next to the supermarket – but this was pointed as a potential location. However, that decision is entrusted to the citizens – through Samråd, as they have to settle the final location. They have by the municipality been given the

responsibility of the development process, with the possibility for guidance through collaboration with the municipality and their external consultant, architect. This is properly a result of a good and trustful relation between these actors, and a way for the municipality to involve the citizens to a greater extend in the urban renewal process. It takes some '*passionate souls*' to bring this desire to life. Another possible location for Kulturhus is near Højvangskolen and the sport-facilities. These two locations are up for discussion and even though the decision is up to the citizen, Lise expressed that she would prefer the location to be next to the supermarket – that is also a position supported by the architect hired by the municipality. Furthermore, it would ensure more activities and urban life in the centre. One might argue that the municipality can – if they want - control the location-process in some extend, since they are land-providers. However, she made it clear that the decision was up to the citizens and they would support it, as long as the citizens reach agreement of the location.

Another purpose of the town centre is to improve the connectivity to the train station – that also provide access for people living outside Svenstrup. The desire is to create an area that is welcoming for both the citizens of Svenstrup and 'visitors'. The train station is considered a 'transportation hub' that operate with most of the public transportation in Svenstrup. Lise Nørgård told in the interview that the municipality has a goal to make people walk small trips – for example from the train station to the future town center - considering the importance of non-transportation, as pedestrians, to ensure urban life. (Nørgård, 2020)

"One of the goals is also, that when you live in a city and you have to do the small tours to go to play at the playground or do some shopping or go to football, then we would like that people would walk or bicycle instead of taking the car. In order to make them do that they have to feel that it is safe for the children to go on the bike, and in order to ensure that changes have to be made somewhere" (Nørgård, 2020, 11:30).

She acknowledges that there is a need to improve safety for pedestrians and bicyclists, in order to achieve more urban life in the center – which also accommodate the desire (votes) from the citizens. Even though the current renewal is centralized around creating a town center and herby ensure urban life, she told that the citizens have, for a long period, requested improvements of traffic safety – especially on one of the main roads 'Langdyssen'. Which has been an even greater desire for them. From the interview, it

was clear that several citizens had been writing to the municipality to put forward the need to improve Langdyssen. Lise Nørgård stated that the municipality tried to accommodate their request, being willing to use some of the money to establish sidewalks on the road. However, the politicians said *'no'* – using their executive power, and restricting the money *"to make the city environment better"* (Nørgård, 2020, 31:16).

Instead, Lise explained that the sidewalk was then something that they would like to add to the municipal budget. However, this might not constitute a *'real concern'*, since these decisions depend on *'how dangerous'* the road is compared to other roads in the whole municipality of Aalborg.

"As far as this sideway goes, we're hoping that we can get it on the big budget for the municipality. But whenever you have to make these kinds of investments, you are competing with all the dangerous places in Aalborg, and we have had no death" (Nørgård, 2020, 09:15).

However, this statement does not correspond with the statement presented by Svenstrup Samråd in their *'brief'* about remarks in relation to traffic safety – showed in Sec. 5.1., Table 5.1.1. (Svenstrup Samråd, 2019, p. 8) Also, Karl Erik Hansen talked about some of the accidents, supporting this statement, and the need to improve traffic safety at Langdyssen. Even though these statements do not correspond, Aalborg Municipality still acknowledge the safety-issues, and argues that a lot of traffic it led to Langdyssen. This is a result of the need for the citizens to cross in order to go to school, sport-facilities, doctor, etc., as it is located on both sides of that road. Lise mentioned that there is a path underneath Langdyssen to access the other side but *"We all know how pedestrians and bicyclists (...) They always go the direct way instead of taking a detour"* (Malveira; Risager; Nørgård, 2020, 09:25). Beside the tendency to avoid *'detouring'* we experienced during our observations a *'lack of visibility'* of this path and how to access it. This might also be a reason for why some people do not use it as much and tend to cross the road. The high traffic density might also be a result of industry and goods transportation. For example, Arla industries is still located close to the center and due to that, trucks access the main roads is primarily made through the town until it's perimeter – increasing the traffic on Langdyssen even more.

It can be argued that the municipality desire and focus is to some extent affected by the restrictions put forward by The National Government. However, Lise Nørgård reflected

on the new plan for Svenstrup that she is currently developing, and on the basis of the feedback from the citizens she have added a new 'goal' describing: "(...) *that whenever you do something new anywhere in the city, you have to rethink the possibilities for the soft 'trafikanter' (soft mobilities) to come around in the city. So you always have to have a focus on that and then[...] things will get better and better I hope*" (Nørgård, 2020, 06:30).

5.3.3 The Community Representatives perspective

If, as perceived, the municipality is influenced by National Government restrictions, it might affect the realization of some of the community's desires, which overall I will not correspond to improvement of *'urban life'*.

5.3.3.1 Svenstrup Samråd

The citizens supported the development of a town centre - including the possibility to establish a Kulturhus, but also to put traffic safety higher on the planning agenda. Samråd support and acknowledge the need and the benefits of creating a town centre in order to improve urban life. Both members, Rikke Kragh and Nikolaj Skole, saw great possibilities in creating an area where people could meet, with more activities that favor the town's diversity, bringing together all groups, from young families with kids to the elderly.

Even though the location of the future Kulturhus is not settled – there seem to be a *'unspoken'* agreement, that the location in the town centre is preferable. This was also preferred by Aalborg Municipality and their external architect. It can be questioned if Samråd to some extent has *'adopted'* this stance from the municipality, as the Kulturhus could be a good addition to the town center and increase urban life in the area. However, Rikke Kragh also mentioned some concerns to this location. She told, that the current location of the library was attractive, because people could then go there before or after shopping. However, it has been discussed to remove the library into Kulturhus which concerns her about how that will affect the library and the level of activity. Additionally, she was concerned with the high level of traffic close to the centre - both by cars and trucks. This is an issue that could lead to dangerous situations for pedestrians that want to cross the road. Thereby, she sees traffic as a barrier and something that should be incorporated in the planning process, before attracting even more citizens to

the centre. As she is currently working at the library, she has the local knowledge experience of the level of activity, but on the other hand, she might also be biased. She was able to put forward her own stance that might not correspond completely with Samråd. Nikolaj Skole was a bit more neutral as he supported both locations – and clarified that it should depend on which kind of activities the Kulturhus consist of. If it is mainly going to incorporate sports then the location near exiting sport-facilities could be preferable – “*creating a correlation between the towns sport-facilities*”. (Skole, 2020) Whereas in the center it could connect the commercial life and “*attract visitors from other cities*”. (Skole, 2020)(Kragh, 2020)

Both members expressed that it could be beneficial for Svenstrup to establish a Kulturhus. In a way it could make Svenstrup more ‘*independent*’, in other words, less depended on Aalborg, being able to provide a wider variety of activities and to add a cultural offer of their own. The responsibility given by the municipality seem to strengthen the local community, as they have to ‘*come together*’ to reach an agreement on the location for the Kulturhus and gather funds for establishment. However, Nikolaj Skole, also expressed that people tend to be more involved in the beginning – “*when it is fun*” - and when you have an actual chance, to have an impact on the project. He further told, that they “*...rarely/never have contested election, so those who want to contribute can get in [be part of Svenstrup Samråd]*”. (Skole, 2020)

Both members also acknowledge that it could be easier for someone actually influence processes, if it’s part of Samråd, rather than presenting ideas ‘*by itself*’. It seems that if you engage yourself in a group, you get a ‘*greater voice*’ as well as status, providing ‘*the better argument*’ presented by Habermas. Meaning that perhaps it gets easier to put forward personal agendas, as well.

It was clear from the interviews with both Nikolaj Skole and Rikke Kragh that beside the Kulturhus, the main desire for the urban renewal is to improve traffic safety for pedestrians and bicyclists, especially on Langdyssen and Skipper Clements Vej. It has been a focal point for a long time and as Lise Nørgård also referred, the municipality has received several written inputs from the citizens about improving traffic safety on Langdyssen. In November 2019 the initiative-group “*Sikkerhed på Langdyssen og Skipper Clements Vej*” (literally translate to “*Safety at Langdyssen and Skipper Clements Vej*”), which is part of Svenstrup Samråd, send a ‘*briefing*’ to the municipality presenting their

concerns about traffic safety. Here they presented the accidents that has been on Langdyssen and Skipper Clements Vej – but also concerns in relation to the vehicle-speed, and lack of lighting. (Svenstrup Samråd, 2019)

When doing observations, while driving around on the main roads, we also noted that the average car speed seemed quite high, and that vehicles did not appear cautious or observant when they entered Langdyssen from side streets. This might be a result of the fact that the road has been dominated by vehicles throughout several years – as it was not originally intended to be a *'town road'*. Further, it was clear that there was a lack of lightning, and in general no safe space for pedestrians or bicyclists. They had to walk along the road asphalt or on the grass curbs to avoid vehicles.

Given these points, the initiative-group present some suggestions for the municipality in order to improve the mentioned conditions. They emphasized that the *Banestien* path that goes underneath Langdyssen is difficult to access *"Because there is no path or access from Langdyssen down to Banestien, (...) it is necessary to cross Langdyssen"* (Svenstrup Samråd, 2019, p. 2 own translation). This can explain why people cross the road, and have a tendency of taking the *'direct route'*, even though there is an alternative. A fact that could underline the lack of visibility. As mentioned, we also found it difficult to 'find' and access this path during our observations. And when we found it, the path seemed more like a roadway, rather than a path for pedestrians and bicyclists. The width, the paving made in asphalt, the lack of markings, and the continuous cars background noise (from being close to Langdyssen road), gave us the feeling and need to always look back, to not correlate with a bike – see Figure 5.3.1.





Figure 5.3 1 - (both top and bottom left) Pictures from observations conducted in Svenstrup, of the *Banestien* path underneath Langdyssen road; (bottom right) View from Langdyssen road, of the crossing underneath (Lise Risager and Sofia Malveira, 2020k)

Nikolaj Skole, is also a member of the initiative-group and expressed that they have fought, for a long period, to solve the safety-issue on Langdyssen. To display their concerns, they arranged a *“Tryghedsvandring”* (which means, safety walk) to which municipality was invited. In that way, it was possible to show the concerns in practice – and not just through written inputs or pictures. With an approach that resembled a *Jane’s Walks*, Nikolaj concluded that it was a good and *‘direct’* way not only to communicate with the municipality, as well as, to show their engagement and desire for this change. From our investigation, it was curious to see that this creation of awareness, had real impact in the way planners look at the problem, afterwards. (Nørgård, 2020)

Lastly, even though Langdyssen and Skipper Clements Vej compose a barrier for pedestrians and bicyclists, Skole mentioned that Svenstrup do have some good and *“dedicated”* paths, in other areas of the town.

“If the north-south [Langdyssen and Skipper Clements Vej] connections could be reinforced with bicycle lanes and sidewalks, then, I think the bicycle culture could be strengthen” (Skole, 2020).

5.3.3.2 Svenstrup Grøn Gruppe

From the interview with Karl Erik Hansen it became clear establishing a Kulturhus has been a desire for several years. When he was chairman of Grøn Gruppe, the community initiated the opportunity to establish a *“Medborgerhus”* (Community Centre) in Svenstrup. The idea was to create a place that consisted of various activities that could operate *“like a gathering point”*. They even went visiting some examples in Jutland to

get inspiration. However, it never happened. Karl Erik Hansen expressed that it was a result of lack of funds, which he still sees as a potential challenge to the current establishment of *Kulturhus*. *"(...)those who are going to use all these[...], they are not going to pay for it"*. (Kragh, 2020)(Hansen, 2020, 11:20, pt.2) Another aspect he pointed out, was the challenging on how to 'organize it' along with clarifying 'who is responsible'. He elaborated that people often think it is fun to participate in the beginning, *"but after 3-4 years, then is not as much fun anymore. We have seen examples on that. Luckily it is not like that everywhere – but we have seen examples"*. (Kragh, 2020)(Hansen, 2020, 11:30, pt.2) This statement is quite similar to the statement presented by Nikolaj Skole, that people tend to be more involved in the beginning. Thereby, there seem to be some concerns from past experience, that it reflected on the current process. However, *Kulturhus* has been successfully establish elsewhere, so Karl Erik thinks that it is important to learn and lean on those examples. Further it takes some passionate souls – which he thinks Svenstrup consists of. *"Without "ildsjæle" (passionate souls), nothing happens"*. (Risager; Hansen, 2020)

Even though there might be some challenges, Karl Erik Hansen acknowledge that there is a need in Svenstrup to establish a *Kulturhus*.

"The thing is, that we do not have a rendezvous/meeting-space – besides Godthåb Forsamlingshus (local hall) – as a normal well functioned local hall. But it is primarily used be people from Godthåb or rental service. So, it doesn't really play a part in a local meeting space." (Risager; Hansen, 2020, 09:30 pt. 2)

Additionally, he states that it should also be a 'meeting space' for the other two parish; Godthåb and Ellidshøj, as they are cooperating to provide cultural offers. He states the importance of the three parish to cooperate – in order to 'compete' with the city of Aalborg. People has to stand together and be supportive – else you can easily argue that facilities as 'Musikhus' in Aalborg could outmatch facilities in *Kulturhus*. It is important with local anchoring and support to ensure 'success'. He is exited that people had decided to 'reopen' the idea of a *Kulturhus*, and he still she the needs and the benefit it could bring to Svenstrup.

Karl Erik Hansen stated that Svenstrup is a town with great potential, as it consists of lots of green areas, the steam and historical landmarks. However, he does not think that is the impression people get when they visit Svenstrup.

"the Achilles heel of Svenstrup is Hobrovej – as people 'race' right through – thinking 'well that was Svenstrup' and 'that was good damn boring'. But it is not like that when you live here" (Risager; Hansen, 00:20 pt. 2).

He points out that Hobrovej should be thought into the renewal plans – and be 'beautified' to improve the first impression people get of Svenstrup. In the citizen workshop held by the municipality, this was also one of their main focuses – and also why they hired an architect – with experience of transforming station-areas.

Karl Erik also point out Langdyssen as a challenge, and as *"something that they [Samråd] have struggled with for as long as I remember"* (Risager; Hansen, 19:55 pt. 2). He refers to the historical context – as the road was not intended as a city-road. He was aware of the accidents – agreeing on the need to establish a sidewalk or bicycle lane.

Being part of Grøn Gruppe gave some knowledge about how the planning system works, and widen his network – which he also finds beneficial to some extend today, not being part the organization. In general, he acknowledges that there might be some advantages by being part of for example Grøn Gruppe or Samråd. From that he thinks it is easier to present his opinions – without overstepping any lines.

"(...) when you sit around the table – to meetings with the municipal people – then it might be easier to put forward some [personal] opinions while sitting there. But in modesty, then I have a great network and know a lot of the people involved – also a councillor [Rådmand, Hans Henrik Henriksen], so I'm not afraid to call him if needed. But I shall not call him to say that I want to get my will, because I don't get that – and either should have" (Risager; Hansen, 07:42 pt. 2).

He expresses that it can be difficult to make people participate – and that it is often elderly who participate. In his personal case, he began to participate when he retired. He told that before, it could be difficult to find the time – which properly is the case for many young families as well. Furthermore, he pointed that many might not participate because of the close connection to Aalborg:

"Without saying anything wrong, then Svenstrup is more or less a place where people live, close to Aalborg, the mall and close to everything, also close to the highway and offers a railway-connection. It is super centrally located. So, it is a place you live, and that's it." (Risager; Hansen, 13:10 pt. 1).

No matter the reason, he pointed out that everybody has a chance to participate – using the digital platform. He underlines that people has to show willingness to participate if they want to have an influence – else they should not ‘complain’. Many just talk about their idea – but do not want to put in the work to realize the idea. He presents the municipality as co-operative – and willing to give citizens planning-responsibility, as long as they are passionate and not leave projects in the middle of the process.

“It is mostly when people meet in Brugsen (local supermarket) and ask ‘why don't you think someone is doing something about it’ – and you should say – well, why don't you do anything yourself? When we are a part of municipal meetings, we are always told that if there are some fiery and passionate souls who want to get involved - then you get placed high on the list” (Risager; Hansen, 11:25 pt. 1) meaning that you are involved and noticed, you might get higher chances of being listening.

5.3.3.3 Svenstrup Forældrerepræsentanter

Both representatives expressed that they, or their family, participate in town development initiatives. The initiatives both relates to the urban development, but also local initiatives such as *“Jul på Stationen”* (Christmas at the Station) and flea-market. One of the representatives was aware of *“Tryghedsvandring”* and the municipality's workshop, but did not participate. However, she *“support that the citizens should be included in decisions that concern their town”* (Anonymous, 2020). Both were familiar with *Svenstrup Samråd* group, but only one has heard about *Grøn Gruppe*. That might be a result of the falling activity and engagement the group has meet during the years – expressed by former chairman Karl Erik Hansen – or a lack of information, as well as interest, from the community to participate.

Jannet Schenkel Høgh, one of the *Forældrerepræsentanter* representatives, thinks that *Samråd “has too little influence on municipal decisions. They are now advised enough in relation to distinctive local wishes and needs”*(Høgh, 2020). Nevertheless, none of the representatives seem to have participated in the initiatives for the development plans – which might affect her statement. As Karl Erik Hasen expressed, many tendt to talk of unformal of their ideas – without action. Looking from the muncipal persepctive, then it can be argued as difficult to implement local desires if peole do not participate. However,

it is unsure if the representatives has used the digital platforms – maybe without luck. This statement could also be on basis of her general idea from the community?

From the Forældrerepræsentanter it was clear that they think Svenstrup offers some nice green areas and paths – which seem very appreciated. However, one of the representatives shared that Hobrovej and Skipper Clements Vej is quite crowded by vehicles, and thereby “uncomfortable” to cross (Høgh, 2020). Else both express satisfaction with the mobility – and they do not point out Langdyssen as a main barrier.

Their wishes for the future urban development embrace broadly – see figure 5.3.2. Both share the Kulturhus as a main desire for the development, but the which for the location differentiate. Jannet Høgh thinks the lot – now reserved for a Netto, should instead have been used to establish Kulturhuset. She does not see the need for more grocery shops – and think that a Kulturhus could would fit better with the surrounding park. *“A beautiful iconic building to be a beautiful landmark for the town, would be preferable instead of a Netto”* (Høgh, 2020). The other representant prefer Kulturhuset to have a central location – next to lively surrounding near Svenstrup Skole and the station. The different opinions might be a result of residence.



Figure 5.3 2 - Showcase some of the main ideas and concerns presented by the representatives (Lise Risager and Sofia Malveira, 2020d)

5.4 Analysis of the Urban Governance Dynamics

If coalitions stand as a more formal collaboration structure, which involves a long-term relationship between its members, and sets as a drive to a more powerful united voice to achieve change, on the other hand, conflicts should not be despised. Beyond the shell of dissatisfaction, insecurity and uncooperativeness, conflicts open up space for discussion and further dialogue. They foster innovation and enhance creativity to achieve positive results, as improved solutions to problems, for instance. They also increase individual (and collective) involvement and interests, along with better understanding of one another. (Innes, 2004)

Coalitions and Conflicts

Going through the actor's views, we now summarise their main contributions in relation to Svenstrup development and planning process (Table 5.4.1), using as inspiration Healey's perspective of communicative rationality. As analysis and rhetoric tend to happen when debating, we chose to focus on "*What we could and should do - Why and How*" exercise, made by the stakeholders.

To synthesize it all, two main coalitions were uncovered (A1 and A2). The fact that all agree in the creation of a Kulturhus, that not only will serve as a '*meeting place*' for the community but will also add value to the town, by the offer of the activities that it might include. Additionally, it was generally recognized that safety issues related with traffic (road traffic) do exist.

The main conflict (C2) came with the restriction made from the political power (National Government restrictions) that does not allow funds to be allocated to mobility issues – only to urban regeneration.

Besides those, it stayed unclear to '*Whom*' the following arguments were important: 1) The municipality's idea of improving the connectivity to the train station by creating a '*transportation hub*' - meant to promote walking and cycling 'to' and 'from' the train station. 2) If it is a concern, that by moving the library to the new Kulturhus might affect the library's activity. 3) If it is just Samråd, that sees the Kulturhus as a sign of independence from Aalborg (through a add-value range of activities offer).

Type	Based on Healey's communicative rationality	Actors arguments
Coalitions	What we could and should do?	A1) Developing a town centre for pedestrians and cyclists and a place for the community to meet A2) Resolve Langdyssen and Skipper Clements Vej safety and connectivity issues A3) Overall, people tend to be more engaged in participation at the beginning of processes
	Why?	A1) To focus on improving safety for pedestrians and cyclists and to have a place to gathering and meet and held activities together A2) Both Langdyssen and Skipper Clements Vej compose a barrier for pedestrians and bicyclists (last one, especially for elders) A3) Beginning of processes are more fun and less laborious
	How?	A1) Reducing barriers such as heavy (trucks) and fast traffic and by creating a Kulturfhus (most probably in the parking lot next to centre shopping area) A2) Creating safety lanes, paths and sidewalks. Improving road signalling A3) Keeping people motivated throughout the process
Conflicts	What we could and should do?	C1) Municipality's proposal to increasing density on the Godthåbsvej road doesn't gather agreement from the citizens C2) The improvement of Langdyssen road Skipper Clements Vej was not accepted by the political level C3) Improving the visibility and accessibility to the cycling paths and <i>Banestien</i> path has not be considered by the municipality
	Why?	C1) There is still margin to increase the buildings height and use the 'density' to improve walking distances and access to shopping and services C2) The executive determined that funds are only to be allocate in 'urban life' improvement C3) The municipality doesn't see it as a problem
	How?	C1) By going until 3 floors height (maximum) C2) By funding projects that don't related to 'mobility' or mobility issues C3) The municipality is focused on other issues

Table 5.4 1 - Table summarizing the main agreement and conflicting points uncovered by the data collection from interviews (Line Risager and Sofia Malveira, 2020c)

Analysis of Governance

Besides the actors' views and as seen in the literature review, the complexity of the systems has been many times the outstanding constrain to reach tangible results in response to the identified problems. In that sense, our investigation continued by conducting an assessment on Svenstrup current governance dynamics.

Continue to be influenced by Healey's '*line of thoughts*' in relation to governance processes assessment, we look at the actor's experiences through the set of dimensions and criteria's that she believed to be relevant for governance transformations. Assuming

that all three power levels – *specific episodes of interaction, governance processes* ‘mobilisation of bias’ and *governance cultures* - are represented in any interaction. (Coaffee & Healey, 2003)

With this been said, our ‘Community Representatives’ stand as “*the research window through which is possible to examine potential governance transformation*” and a vehicle to “*change the direction of regeneration policy and to transform the style of governance to foster more interactive participatory relations with citizens.*” (Coaffee & Healey, 2003)

In relation to the ability of the community representatives to develop new and more community-centred networks and to connect to the ‘mainstream’ we found out the following experiences:

Aalborg Municipality	Samråd	Grøn Gruppe	Forældrerepræsentanter
Several connections and networks built with all kinds of citizens and developers including the local representative groups	Difficult to engage people in practice and lastingly way Holds inclusive and open meetings involving fewer inhabitants Connections and networks with municipal level and with Grøn Gruppe	Long time and tight collaboration with Samråd and the Municipality – not so much as in the past Connections and networks with Samråd and through them (indirectly) to the municipal level	Tight collaboration with local schools Real voice when it comes to children-school related issues Are not fully aware of the existence of all representative groups

Local representatives and their actions are normally originated from ‘people interests’. They stand as the foundation of the community capacity-building and as time passes by, with clear flows of information supported in technology (smart management of the web resources) and better individual capacity (people’s higher levels of education), they should tend to increase their position in development planning processes. Even engagement and connectivity issues, might be overcome in some extension, by being motivated to use these groups as a communication and representation channel.

These groups also have the role to keep ‘*in balance*’ the process overall structure, dependent of their ability to communicate in ‘*two velocities*’: the municipal, that needs systematic delivers of efficient outcomes and the citizens, that by being unused to planning phases deadlines can slow the process.

In relation to the stakeholders’ selection processes, the community representative groups suffer a lack of regeneration of its members, general lack of citizens’ involvement

and some, even distrust that they can influence the municipality, on the planning processes outcomes. Additionally, its unclear if the representative members' professional background do not add any agendas to the overall planning communication, between levels.

Aalborg Municipality	Samråd	Grøn Gruppe	Forældrerepræsentanter
Participatory events planned, informed to citizens and held			Some do not believe in Samråd capacity to influence the municipality
Including external consultants might bring some outside perspective	Lack of people who want to run in the elections and overall involvement	Lack of people overall involvement/ Not able to reach the majority	Some think that local community wishes are already well known identified
Delegating on local citizens the choice of where to place the Kulturhus			

Even so, there a positive practice from Aalborg Municipality when involves an external consultant, capable of bringing some outside and additional knowledge to the planning panorama – such as expertise in train-station towns. Moreover, the act of delegating in the local citizens the decision over the final location of Kulturhus is the same as given the local people some degree of power and control over the process – not to mention, that builds a bond of trust.

About shift in discourses (framing, issues, problems, solutions, interests), these representatives do encourage local issues to be identified and had an appropriate interagency intervention, along with a *'wide city strategy'* awareness.

Aalborg Municipality	Samråd	Grøn Gruppe	Forældrerepræsentanter
Reprioritizing 'urban life' became a model drifting away from soft mobility and placemaking 'pain-points' already identified	A growing discourse on the town cultural needs; Built Kulturhus became a necessary scenery for all cultural activities		Long-time discourse on safety in relation to soft mobility (walkability and biking)
Understanding of the town 'as to be well connected to Aalborg' (transportation hub)	Took arguments to practical exercises to express upper decision levels the need to improve soft mobility (walkability and biking) - safety issues to be solve	Long-time discourse on the town lack of opportunity for the community to meet;	Lack of systematic and long-term direct collaboration with Samråd and Grøn Gruppe
Some 'sectorization' of problems per department			

Some discourses and practices may suggest that strategic thinking might be dominating and taking attention from local concerns about the qualities of 'place'. In addition, there's also a fragmentation of issues, inside the municipality, according to departments. Which in theory could be a way to facilitate on 'who to delegate' but at

the end, does not serve the best interest of the community – since complex matters like addressing the mobility paradigm, requires all knowledge and expertise working on a joint model of teams and divisions, within a long-term vision.

Last but not least, in terms of encouraging practices of citizen engagement, which can promote accessibility, diversity, transparency and sincerity, making use of innovative and facilitative methods of community commitment.

Aalborg Municipality	Samråd	Grøn Gruppe	Forældrerepræsentanter
Hold a fair amount of participatory events to engage citizens perspectives, establishing good communication to local and individual levels	Maintain an update feed of news on social media	Unclear/ seem to have citizens engagement from the individual personal beliefs and not from the group actions (e.g. I believe in sustainability, greener places and healthy future)	Unclear/ seem to have citizens engagement from the individual personal beliefs and not from the group actions (e.g. I am a parent therefore I will engage and contribute to improve the school environment)
Does not fill up to the citizens expectations when it is not able to communicate the need to the political level	Hold open meetings to everyone		

From what it was possible to perceive, both actors mention above have produced limited changes in relation to citizen engagement, with differences. The group representatives continue to struggle to get new people ‘on board’ that means also that potential new perspectives and solutions are not being incorporated in the processes. On the other hand, Aalborg Municipality does promote actively citizen participation and communication both with the group representatives and individuals, however seem to fail when it comes to take further a long-term claim: improving the overall soft mobility conditions (namely, walkability). Either this non-achievement is due to ‘*dominant traditional routines*’ or to ‘institutional inertia and incapacity’, still it directly affects negatively the creation of ‘opportunities to meet’ (that can go beyond circumscribed buildings) as well as, the reinforcement the community’s identity.

5.5 Findings Reflections

The increase use of collaborative processes is directly related with the need to achieve outcomes in a context characterized by high complexity and rapid change. Between high quantities of information flowing, global interdependence and conflicting values, ‘*Network power*’ stands for the power movement in which all players share. And so, it is understood to be most effectively if “*diversity, interdependence, and authentic*

dialogue” are met the actors relationship, inside the collaborative network. (Booher & Innes, 2002)

It has become clear that previous planning decisions have been challenged – as the town has developed a lot through the years. Borders have been crossed, which has put a pressure on the existing infrastructure. The main roads were not intended as ‘city-roads’, but rather ‘bypass-roads’. This means that the citizens currently experience these as unsafe and difficult to cross, even though this has become necessary in order to reach schools, sport and shopping developed on both sides of the roads.

From the actors’ identification and context, we were able to perceive where they belong in the structure and the main relations within the planning process. The fact that we were not able to perform ‘participatory initiatives’, left us with ‘second hand’ perceptions of these relations regarding the common citizen – as an individual, not being represented in anyway. So, in our perspective this should be considered into further studies.

As the town has developed and with significant population growth, there has become a greater need to establish a town centre that can provide ‘opportunities *to meet*’. The long-time desired Kulturhus seem to be finally in the planning agenda, bringing the town the possibility to have add-value activities, such as culture, for all citizens. Which is also seen by the community, as an opportunity to gain some autonomy from the city of Aalborg. Yet, the oldest wish that is to be able to feel bound with the town and enjoy walking or biking (meeting and strengthening relationships) is still disregarded and being treated as a ‘*traffic safety issue*’. For the moment, soft mobility as set to be out of the currently funding policy frame, that prioritizes ‘*urban-life*’ improvement.

When looking into the Coalitions and Conflicts, part of the learning process was related to the awareness towards, the importance of investigating the conflicts – as people can easily been drift away or minimize the meaning of a dispute. Moreover, to understand that even when ‘*agreeing*’ or ‘*disagreeing*’ there are more layers to it, such as the reason behind and the choice on how to implement it. In this research specify case, although the two main coalitions are the result of the majority agreement, the ‘soft mobility’ issue will not be addressed due to political decision - which by itself represents the main conflict. Even more relevant to be properly debated, if as seen, the argument for not

funding soft mobility is based on a contradiction in itself, as walkability is crucial to achieving a good quality of urban life.

As planners have many roles in these networks – in which their own adaptability and capacities are tested - they should be educated and continuously prepared to deal with the intrinsic responsibilities and challenges that collaborative planning poses. (Booher & Innes, 2002) And hopefully, this conflict can be brought to the table to be discussed in the near future.

On the existent governance, it was possible to perceive that the three main collaboration dynamics – *principled engagement, shared motivation and joint capacity* – are not fully achieved. Incremented by the fact that part of the outcomes from innovative and collaborative approaches are not being completely taken into consideration, in a way that they could be re-feeding the cycle as learning and evolving experiences. (Innes & Booher, 2003a)

Furthermore, is just not a question on how to create the space for the community to walk, meet, share and discuss. It should be mostly a process of having partnerships that can produce long-term results, with a '*two-ways*' structure of communication, when after learning and experiencing, adapting creatively can be also embraced. In other words, allow Svenstrup community to become part of a governance system with capacity, where the lack of institutional capacity to respond to local problems within a complex society can be overcome. (Innes, 2003)

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6 Discussion

In this chapter we will discuss the results of the analysis and aim to answer the third sub-question: ***How can walkability be used to set a new collaborative planning approach to Svenstrup urban renewal plan?***

To undertake a case study, as Farthing mentioned, gave us the opportunity to go beyond descriptions, researching not only physical settings as well as, events, situations and behaviours. Seizing the opportunity to contribute to the new plan that Aalborg Municipality is developing, different methods were used.

The overall aim is to provide to Aalborg Municipality, a set of recommendations on how to set a new framework to pedestrian strategies in towns focused on incorporating and improving walkability and by doing so, enforcing the local community engagement – meant to be achieved, to a greater extend, in the current planning process.

Collaborative Planning

Planners' daily tasks continue to grow in terms of complexity. To understand what matter in cities and towns, we need to know, first hand, these '*places of social interaction*'. Cities are essentially dynamic, but the suburbia towns on their outskirts, should not be overlooked as they also hold a life of itself. In order to formulate proper policies that can work with the local planning conflicts, it should be dealt with it in a more open, shared and democratic way – not restricting the process to "*some final, formal plan, nor work with an assumption of a reachable permanent harmony of peace*" – as Healey expressed.

Through collaborative planning, we have seen to be possible to set a framework that can provide the necessary conditions for all actors to have '*a voice*' making it possible to look into the coalitions and conflicts that will result from debating and discussing. The very same framework, also unveiled the disruptive points where the process tends to drift away from its original intentions – which is to include the local citizens perspective in the renewal plan. This seem to have two causes; one is bounded to the political and decision level, and with the management of allocating funds to projects. The second one

seems to be a fragmented way of working to address the communities' needs. (Coalitions and conflicts, Chap. 5)

It can be also discussed, whether the municipality has simply 'agreed' to the political decisions and restrictions – recognising that funds '*per si*' are not sufficient to solve mobility issues. However, we argue that mobility and hereby walkability, cannot not be separated from urban life. For these two aspects are intrinsically connected. The functions that walking and walkable areas include are community involvement, health, meeting and gathering and recreation which has positive effects on sustainability and vice versa. Also, accommodating all age-ranges of community members and providing easy access to the transport network. (Chap. 3) In addition, the community pointed out the mobility issues as one of their main desires to be solved, it can be argued that by doing so, it will potentially have a positive effect on urban life as well. By accommodating their wishes, it might even encourage the community to be more engaged and involved – also if they see that the corridor is a step up, to put mobility higher on the planning agenda.

However, if we look from another angle, the community does not seem to prioritize participation on the town's development issues- – except from Samråd, mainly. So, it can be discussed if this lack of engagement from the community in general, has also played a role in the selection of '*focus point*' from the municipality's side. The lack of support from the community might reflect on the municipality decision to follow the resection – and not '*fight back*' the national government. Nevertheless, we see it as an important step to improve community participation in order to successfully establish future pedestrian strategies for the town – and keep meeting their desires. The community holds the '*local knowledge*' and thereby plays an important role in the planning process – as the '*daily life*' knowledge they hold, is not known by neither by the National Government nor, in the same extension, by the municipality.

Planning-corridor

"*Urban Corridor Planning*" has being used for quite some time to focus on changing the cities' land development regulations and infrastructure standards to accommodate a broad range of mobility options. However, what we think is possible to use in Svenstrup is a '*strategic corridor*' that sets planning actions on a delimited extension of the town,

focusing on the identified community's needs, supported on a long-term vision and 'leaving room' to evolve and adapt in the future. (Northern Europe capacity for 'learning, experimenting and adapting creatively', Chap. 3) By focusing on the corridor it could be possible to incorporate, the walkability perspective into the current urban develop plans and bring a positive effect on urban life as well. This planning corridor should then, have the following characteristics:

- I. Reprioritize walkability by making the path '*Banestien*' more visible and well connected with pivotal points of the town (the future town centre and the existent area of school, sports and services) – giving it the real day-to-day use that it never had;
- II. Extent it further beyond the future Kulturhus location point, heading East, until the train station - in order to promote the municipality's idea of making there a transportation hub.

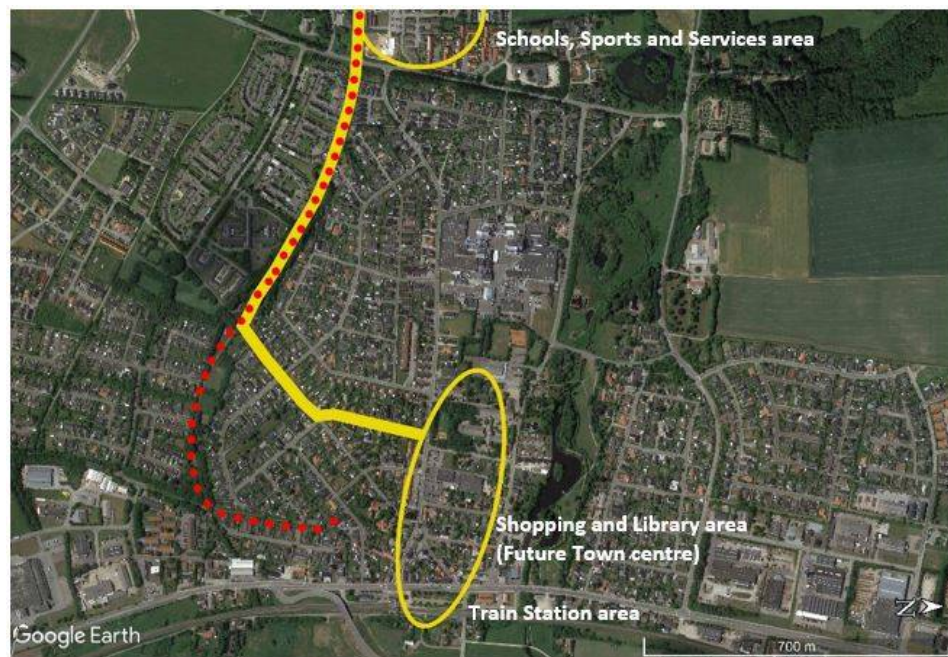


Figure 6. 1 – Svenstrup Map illustration of the planning-corridor proposal (In red, the existent Banestien path; In yellow, the corridor new focus path linking structural meeting points of the town)
(Lise Risager and Sofia Malveira, 2020j)

From the theoretical perspective, it will allow planners to concentrate on the dynamics inside the corridor, working on a smaller scale – the human scale. Making it easier to present and debate ideas throughout all communication phases. (New Urbanism, Placemaking and Public space, Chap.3) At the same time, by working on a smaller scale makes it more comprehensible for the local representative groups (and residents in general) to address, reflect, argument and collaborate upon. By looking at the

community-context reality, '*ownership*' feelings can also rise helping to maintain citizens' cooperation, motivation and engagement thought out the process. (How Walkability enforces Community Building, Chap. 3) Moreover, by defining the above cornerstones, it will be incorporating both walking for transportation and recreation, exercising consensus towards a walking strategy, based on stakeholders '*lifestyle*' and '*life situation*' contexts. (Chap. 3)

From our empirical studies, it became clear that there is a lack of access and visibility of *Banestien* path, which has to be improved. By doing so, the path might end up being a more 'logical' choice to invest efforts on, as it also provides safe access to cross the barrier (*Langdyssen road*) by going underneath it. Meaning that the corridor story might include aspects as increased accessibility and visibility, easier and shorter route for users, as well as, to be able to move around safely and with quality.

The municipality could also consider speed-decreasing measures for vehicles on both *Langdyssen* and *Skipper Clements Vej* roads – as a way to improve traffic safety. Can be seen as a half-action, but it will be for sure, a step in the right direction in order to transform them into 'city-road' context rather than a 'bypass road'. (Our first meeting with the Svenstrup, Chap. 5, p.53) On the other hand, it can be difficult to '*compete*' with Aalborg city, in terms of '*dangerous*' and '*lack of safety*' when it comes to mobility but it happens when is time to decide where to allocate funds and resources. (Nørgård, 2020)

So, from the practical perspective, the corridor will facilitate to have coordinated visions across all levels of governance. Between the national and municipal levels, as the problems determined within the corridor, can be worked into a unique vision and expressed as '*urban life regeneration process*', solving funding issues. Within the municipal level, in relation to the different departments that have to be involved. Where most probably can be reached a more optimized and manageable way of allocating teams and funds. In addition, between the municipal and community levels; By tackling smaller tasks under a main goal, it might get simpler to meet some of the community expectations on short time, producing higher levels of motivation and consequential engagement. From solving smaller task or by looking at smaller problems, the broader ones start to present themselves on different forms, emerging new ways of how to address them. (Chap.3)

Governance changes

One of the main results of the analysis was the authoritative National Government frame for *'reprioritizing urban life'* that, perpetuated by the municipality, became a model drifting away from soft mobility (namely, walkability) and placemaking already identified as one of the town's overall main wishes. The municipality seems to have resigned to this directive. Therefore, instead of looking for innovative ways to approach the problem, the potential solutions are been looked at from a *'traffic safety perspective'*, fragmented throughout different departments.

One important thing about the topic, is to point out that it has been based on consent rather than persuasion and how the municipality has been willingly to follow the government position instead of challenging it. The government power relies greatly in holding the funding advantage, but even so, the municipality has failed to empower the community 'voices', which weight, through the local representatives could lead to open way to consider the claims. (Healy's perspective, Chap.2, p.11) Empowering citizens' cooperation and incorporating their daily experiences on *'the qualities of their place'*, should eventually force the system to start embracing some of these positions, and incentive all levels to start exercising how to *'learn, experiment and adapt creatively'*. (Innes and Booher's perspective, Chap.3)



Figure 6. 2 - Conceptualisation of the desire evolution of building community and societal capacity for higher levels of self-governance (Lise Risager and Sofia Malveira, 2020b)

In figure 6.2, as the National Government still holds the executive power, they are still placed on top of the hierarchy. However, this time the arrow towards Aalborg Municipality is pointing both ways, as the municipality should use the corridor to argue

on 'how' and 'why' mobility should be included in the plan. It should be used to explain that the corridor will meet both desires, by placing mobility under the 'urban life' umbrella – overall, 'fighting back' against the restrictions. Further, we have located Svenstrup Samråd next to the municipality, as they should be able to support this position - as the most interested party. Specially because, they are the ones who represent the 'voice of the citizens' and thereby the local knowledge and insight that is crucial to get a successful outcome - ensuring both local anchoring of different initiatives to a positive flow of dynamics between vertical and horizontal powers. (Innes, 2003)

We highlighted the 'initiative group' as their main focus rely on traffic safety issues. They should be considered to have a central role, when including the corridor to the current planning process. Not only they are already showing engagement, as could be an argument of why they should be handed more responsibility in order to be possible to get concrete results on mobility issues in Svenstrup.

In relation to the parents' representatives, we moved them up next to the underlying groups of Samråd and with a more strength relation to Samråd. As the schools (Svenstrup Skole and Højvangskolen) are located in both ends of the corridor, they can be argued to play an even greater role to provide the perspective of families with kids. Not only on recreational needs but also on commuting 'to' and 'from' school, as it has been from the beginning, a desire of the community to improve safety for kids to walk and bike around. Thereby, we argue that the parent representatives could be the connections to the kids – not only as their educators but also, given them and a 'voice'.

All things considered and as shown above, we did understand that the current urban governance might pose some challenges additionally to all others exposed before. Meaning that the collaborative planning and action can support the creation of evaluative frameworks, which will help build societal and institutional capacity – overall, collaborative capacity (Healey, 1998).

In practical terms, both municipality and researchers can collect valuable data in relation to local problems, yet, both community capacity as well as organizational one has to be empowered and achieved thought collaboration, to ensure that institutional barriers are defeat, and respond to those problems in a productive solving way.

- Changes in the individual capacity of those involved directly in the process. If they have more skills, they will have better understanding of problems and opportunities and, of other's point of views, and still be creative and will exercise it through vision, assisting others to develop their own capacity.
- Changes from a model of failed institutional capacity to organizational capacity. The municipality should be able to '*let go*' of top-down decisions, respond quickly to change, rely on all parties of the process for information and ideas, practice both internal and external collaboration, establish a good communication network based on mutual trust and shared understandings. So, that the community-building efforts and high levels of citizens' capacity will empower the municipality to solve '*conflicts, uncertainties and changes*' all the way through. (Healey, 1998)(Innes & Booher, 2003b)

With time, this will began to create a movement towards governance capacity, supported in the fact that "*capacity lies in the relationships they create*" – effective collaborations with capacity.(Innes & Booher, 2003b)

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7 Conclusion

Background studies on Danish cities' mobility, namely soft mobility in Aarhus- and Aalborg Municipality, contributed to our growing interest in planning for pedestrians. Yet, general developments on the topic are city-based strategies neglecting suburbia towns' walkability and therefore, the communities '*opportunities to meet*'.

The aim of this chapter is to conclude on the following research question: *How can a collaborative planning approach contribute to improve Svenstrup walkability and enlighten new urban perspectives on suburbia town developments in Aalborg Municipality?*

In relation to what defines walkability, we have come to conclude that it is both social as fundamental activity, as it exists as transportation mode as well as, a recreational one. Within walkability, it is possible to visualize a set of layers that comprehend norms, values and meanings that will either make us walk, or not. To those, the individual 'life style' as well as the 'life situation' also matter, building the picture on '*how is walkability*' in a determined real-life context. Moreover, to go for a walk, is a possibility to connect to others and the surrounding environment, getting to know your community or your neighbourhood and the people that are in. Making us think that planning of our living places cannot be something to be left 'just to the experts and the politicians'.

Collaborative planning also focusses on people, on their individual expressions, on their group interactions and overall, in their ways of establishing relationships of trust and respect, in order to solve problems. That is why, through collaborative planning, walkability can be seen as the social and fundamental activity that it is, in a people-centric perspective that can help to achieve diverse ways of planning in suburbia towns.

The community's perspectives extract from the research, show two main coalitions and one conflict. On shared views, is the creation of place where the community can meet and get access to recreational and cultural activities - the Kulturhus – regenerating the life in the town centre. But also, the lack of safety in relation to soft mobility, mainly related with road traffic on Langdyssen. The main dispute stands with the restriction made from the political power that does not allow funds to be allocated to mobility

issues – only to ‘urban regeneration’. About this last one, the municipality seems incapable of incorporating it in the plan, focusing instead on a possible transportation hub – reinforcing the connection of Svenstrup to Aalborg through the station – while the connectivity inside the town as well as the opportunities to move around and engage, seem to be forgotten or overlooked.

By ‘accepting’ or at least, not refuting the directive that funds are for ‘urban life’ regeneration and do not include walkability, the institutional representative fails to meet the most fundamental point of urban regeneration in itself. Which is to create *‘desirable places to live’* namely through accessibility, mobility, connectivity and identity. And by dividing the traffic safety issues related to mobility into different departments, fails again, as *“Sidewalks and streets are (...) a vital network of the city itself”* and their multiple ‘uses’ and ‘users’ *“active participants of the civilization play”* – creating the essence of the towns’ life.

During the development of the research, it increasingly became clear that if collaborative planning sets on a ground of communication and shared views from multiple actors – among others – we should then pay a fair amount of attention to the pre-conditions that must be put in place to guarantee that these processes are *‘sabotaged at birth’*. In other words, the departure cannot be made from a diffuse or confuse point but rather done over a pre-assessment that helps understand not only the main issues to focus and also, the place where those relate (context-based). Furthermore, collaborative planning processes tend to be more effective if build from smaller tasks or addressing smaller scales, as it allows to give everyone an equal opportunity to be involved – exercising *‘learning, experimenting and adapting creatively’* throughout the whole process. In that sense, our perspective is to create a corridor-vision (as a ‘strategic planning-corridor’) that can help to narrow the focus on improving Svenstrup walkability and include the collaborative solutions into the urban plans. Reprioritize walkability by making the path ‘Banestien’ more visible and well connected with pivotal points of the town (the future town centre) and extent it further beyond the future Kulturhus until the train station (transportation hub), will accommodate both the community’s perspective as well as the municipal one. Finally, the corridor will facilitate to have coordinated visions across all levels of governance, as the problems determined within the corridor, can be worked into a common view –

facilitating all communication and aligning norms, values and policies, within the specific context.

All things considered, the idea of a corridor seem to be a suitable method both to improve Svenstrup walkability as well as, 'upscaling' a collaborative framework for pedestrian strategies, into other Danish suburbia towns. First, this model stays truthful to the local identity, community wishes and context particularities of each town, as it is built upon a pre-assessment of those. Secondly, it sets ground to share multiple views and continuously exercise 'learning, experimenting and adapting creatively' throughout the whole process, under a unique vision. Third, it focusses on the human-scale, on those 'who move around by foot', and by taking a smaller scale and also smaller tasks, it can more effective to produce tangible outcomes that can always be re-worked and improved - if needed (long-term adaptability). Constantly 'feeding' the community motivation to participate and reinforcing the local identity.

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Appendix A: Interview with Maria Vestergaard

This appendix holds both the interview-guide as well as the transcription.

Interview-guide:

- Introduction of Maria - and her role/work with pedestrianism
 - What do you desire to achieve (from this project)
 - What can you (AAM) "contribute" with - what part/role?
- 1) What/ Which plans are you working with at the moment, that are related to mobility?

Aim of the question - to understand the structure of the planning process and documentation being produced. Possible case for us.

- 2) How do they relate with CIVITAS project?

Aim of the question - knowing that Aalborg embraced CIVITAS project and that is Aalborg link to the EU, what do they benefit from it (info, funds, experience?)

- 3) How are you (AAM) currently working with pedestrianism?
 - a. Future perspective?
 - b. Challenges and opportunities with pedestrianism
- 4) Regarding your current mobility plans, is there a special focus on cycling and walking? One more than the other, or just different approaches?

Aim of the question - understanding how much is walking important for the municipality (why and how)

- 5) If we add to have an integrated sustainable mobility system to be able to have sustainable and liveable cities and reduce carbon emissions until 2030, what is the role of Pedestrianism (the oldest active mobility mode) in this process?

Aim of the question - understanding how much is walking important for the overall process of the mobility shift? How much time and effort are expected to be spent by the municipality on it?

- 6) Is the focus on pedestrianism only considered in the city centre or should it be extended to the suburbs? How do you study pedestrianism in the suburbs (outside the city)?

Aim of the question - understanding if it is a priority to study pedestrianism in the city centres or if there is something to look at on the outskirts?

- Specific target(group)?

SPEAKERS

Interviewee: Maria Vestergaard

Interviewer: Line Risager and Sofia Malveira

Maria Vestergaard 00:00

Yes, so personally, I'm very interested in pedestrianism. I actually wrote my master's thesis under the same education as your own on pedestrianism and pedestrian culture. And at that point who were together with the city of us, they were about to do strategy on pedestrians.

Sofia Malveira 00:19

Okay. They still haven't finished that one. Yeah. 2010. So they've been working on this one for more than 10 years and they haven't finished. I think it's kind of a, it gives an impression of how pedestrians are prioritised in the municipalities. Hmm. Okay.

Maria Vestergaard 00:42

That's not to say I think if you ask many transport planners, they will say "Yeah, but we have very wide pavements, so we prioritise pedestrians" but that's not the same goes we don't know how pedestrians act what they want. We just make lab spaces for them. So the last year and a half, the focus on pedestrians have really exploded everywhere, both in like... the public sector but also in the private sector. Everybody has found this focus on pedestrian, very interesting and know that they are key to success in many different ways. So it's both a health issue, it's about making a livable city, a transport mode. We are all pedestrians at some point. And that's quite interesting that nobody is interested in the mode that we all use.

Sofia Malveira 01:37

...And the oldest one also.

Maria Vestergaard 01:41

Yeah.

Sofia Malveira 01:41

To be walking. It was the only active mobility mode. (at some point) Yeah. (...) And so, and also the research has also found this focus. So Ole B Jensen has been writing a couple of different things on this. Yeah.... And there is this conference that you had seen, Line...

Line Risager 01:47

Yeah

Maria Vestergaard 01:55

...early this year, which is a mix between research and practice. Then we have made in cooperation between the city of Aalborg and a CMOS ineffability studies have made this project, kind a we call it a 'knowledge bank', because there's so little knowledge on pedestrians. So, the purpose of this collaboration just been to put as much knowledge as possible into the 'knowledge bank' and then we could withdraw whatever we found interesting.

Sofia Malveira 02:34

Okay.

Maria Vestergaard 02:34

So, the researchers could withdraw things that could be used in the research world, or we could throw things that we could use in practice. So the ultimate goal with this collaboration is for the city of Aalborg to make a policy on pedestrians. And this work has a very detailed focus on the inner city of Aalborg. And that's one focus on walking but it's very different when you move outside the city centre. It's different because the surroundings change but also because the culture is very different.

Sofia Malveira 03:10

...And the way people move and the distance, also.

Maria Vestergaard 03:12

Yeah. And when we made our master's thesis, we focused very much on this cultural aspect. You know, people talk about the car culture, people talk about the bike culture, but what is the pedestrian culture? And then we were working with two different things, walking for recreation or walking for transport. And there is a quite large difference - I think the same tendencies are visible when it comes to biking but it's very visible when it comes to walking. And the preferences are also very different, depending on which if it is for transport or if it is for recreation. (...) We didn't have this very specific focus on different geographies. But anyhow (...) we had focus on the citizens of Aarhus, we had focus on other settings. But the empirical work was very small because we had all these different settings. So it's very difficult... we could make some conclusions at a very general level, but we never dig into each of the levels. And I haven't, I haven't researched on it. But I haven't found very much focus on studies outside the city centres.

Line Risager 04:33

It's really difficult to find any research about it. [Sofia agrees with Line]

Maria Vestergaard 04:37

And that's why I think it's very interesting to dig into this area to see all the knowledge we have from all the other studies, is that transferable? Is it usable? When we move into like geographies? How should we approach pedestrianism when we are outside of the city centres because it's still very important and how can we influence the culture out there? To embrace pedestrians on a much larger scale. So I think it's, for me, it's a very interesting area to begin to, to see how good it is.

Sofia Malveira 05:09

It is, it is... And also important from the point of view that probably planners know more now that they knew 30 years ago and they can have (...) a cross agreement now, that we have to have an integrated mobility system to be possible to change cities, towards what we want - carbon free, and so on, so on. But, what I was going to ask you is if we sit with you and look to Aalborg city, not just the inner city, but the whole city, would you be able - with your expertise (that is more advanced than ours) - to look at the map and say (...) we should be looking to this or to that community. And that could be an advantage for (...) us - not to start from scratch or not to choose areas that will be a failure to begin with. (...) And if we are trying to do (give) some kind of contribution - and if we don't know yet if we are able because we are just students - but if we can produce something that is good enough in the municipality' eyes', probably we can help... (...) a little bit.

Maria Vestergaard 06:27

Yes. (...) In our mobility plan, we're talking about three different geographies: we have the city of Aalborg, then we have the towns outside of Aalborg, and then we have the rural areas. Actually, when we're talking about pedestrianism, we have made a fourth category. So we have the inner city over because that's very unique. And then we have the outskirts of Aalborg and then we have the towns and the rural areas. What I think could be very interesting is the towns, because then you have this close (...) geographical area. So if I were you, I would pick one town to investigate very thoroughly, then you'd have the possibility to make, to use many different kinds of methods and go into depth and know about this area. Could be interesting, of course, to choose some of the towns that we're making a focus on in 2020. Because then there could be a collaboration.

Sofia Malveira 07:27

... that's... that's what [we] were trying to set with you (...) if you had already a list of towns that would be more interesting to start with (...)

Maria Vestergaard 07:38

There is a couple of towns that I know there are going to be on focus in 2020. But I don't know when so I think I would need to make a talk with the 'ground level'. [meant to be funny - everyone laughed] Because they're the ones in charge of these plans. It could be... it could be Kongerslev. [Line: Kongerselv? [makes a note]. Kongerselv, they made themselves a Development Plan, a couple of years ago. And they also a case (where) we have granted EU funding for Mobility Task Force. And they are one of three cases in that one. So that's going to be somewhere and I know that they going to make - cannot remember the expression - but they go to refresh the look of Kongerslev. So, if there is a material already it's going to be a focus in the Mobility Task Force, and they're going to have a more thorough look on this one.

Sofia Malveira 08:32

... By 'thoroughly look' do you mean they are throwing a pilot project there with the EU funding? Yeah, that's the Mobility Task Force. That's focusing very much on mobility as in general but it could also be about pedestrianism. The purpose of that one is to look into the mobility potentials and challenges, in general. And from that - with different methods - and from that, find out where should we make some initiatives. So that could be a case. Another one is Vester Hassing. That's also going to be some kind of a development plan for this area. Okay.

Line Risager 09:15

Was it also, the traffic nodes - or what it is called in English - mobility hubs!

Sofia Malveira 09:22

Mobility hubs, yes.

Line Risager 09:25

It's connected too....

Maria Vestergaard 09:27

We made some applications for funding but that didn't come through. [Line muttered disappointed] But it's still part of the Mobility Task Force in ????????????, yeah.

Line Risager 09:43

Because I guess... like we also talked about pedestrianism could also be trying to make people move more and do it in combination with ["public transport" Maria muttered] public transport. (...) Instead of going the full distance but maybe ?????????? is smaller parts. [Sofia muttered in agreement]

Maria Vestergaard 09:59

And also, actually, in combination with cars. Because when you're home you're often do not walk very far because your car is in the driveway but when you enter the city, you are actually a pedestrian for quite a long. So, (...) pedestrians, pedestrianism is 'almost always' in combination with other modes. With a bike you can sometimes bike from your beginning to your destination but often, also by bike, you are a pedestrian at some point.

Sofia Malveira 10:30

Yeah, yeah... and in the suburbs, normally, it's always in combination, mainly with the car. [Line muttered in agreement] But I think that it's very important not to get this 'silo thinking'. So I think it's very important to be open on how it's interconnected with all the other mobility modes. ["We (could probably) look into, at least those two cases" Sofia muttered to Line and Line agreed] I can also try to find more knowledge on 'When', because of course, it's mostly interesting if it's in the spring....

Line Risager 11:04

Yeah, it's more relevant. [All agree] Do you think there is someone from downstairs that we should...also? [Interrupted by Maria]

Maria Vestergaard 11:10

Yeah, it's probably different people who are in charge of the different areas, but I will try to find out who could be interesting for you to... [Interrupted by Line]

Line Risager 11:17

Just to get some 'starting interview'. First, I thought about Rie because she's a part of the conference, but maybe she's not part of... [Interrupted by Maria]

Sofia Malveira 11:27

She's very much focused on the city centre.

Line Risager 11:29

Okay.

Maria Vestergaard 11:30

She is in charge of that area. So very often the planners, the urban planners have their specific geographical areas, because then it gets to be expensive.

Sofia Malveira 11:40

Yeah, yes.

Maria Vestergaard 11:44

And then I will probably also - if they start up these plans in the spring - there would also be a representative from our department, from the transport department. So, we could also have some....

Line Risager 11:54

Some interviews there?

Maria Vestergaard 11:55

Yeah.

Line Risager 11:56

Because we would like to have a lot of insights. [Sofia agrees]

Sofia Malveira 12:02

As many inputs (as possible) - at least at the beginning of the work - to be able to be critical about it and also think (about) the way that we would be approaching it. Because as you were explaining to us, I get this feeling that we have this specialised people allocated through areas or specific parts of the plans. But (we are) not sure if (...), you are first just looking into those cases (individually) and afterwards you will try to do some correlation (between them) or if you are already working towns and connecting pedestrianism in towns with the inner city (pedestrian plans)... I'm guessing that you are not

yet there. You are kind of trying to understand first the towns and then you will try to set up something that could be the relation between them and the inner city...

Maria Vestergaard 12:57

Yeah. Both are in focus when we make these plans, but of course, it's very much the local geography in the towns. But it's also (...) how are they connected to the roads; Or it could be how are they connected to public transport. But not so much (...) on how will they arrive to the city centre. That discussion would be taken in the city centre. [Both agree] And I also think, because this other project Line that you were part of was from the sky, you could say or the vision area "Which goals are there in this geography?". And we have also goals in the towns, not on specific towns, but generally, in our Mobility Plan. So, it could be interesting to kind of move around in the more visionary (way)... So how are we working in general with pedestrians in the towns, but also the could be interesting to dig into one very specific overview - like they very much do in the urban design studies - to kind of find out a very critical geography, it could be maybe a combination of a pedestrian route from housing area to the school or some (other) kind and dig into the details also to see if we could kind of find out some differences (in relation) to the city centre. [All agree] So, maybe you could use some of the methods that we used.... [Line agrees] for nine semester thesis. I think it could be interesting to kind of also, go into the details to new differences.

Sofia Malveira 14:41

Make sense. Do you do you plan (...) to have a pedestrian plan? [Interrupted by Maria]

Maria Vestergaard 14:54

Yeah, pedestrian policy.

Sofia Malveira 14:56

But it's going to produce just kind regulation...or?

Maria Vestergaard 15:01

It will probably more guidelines. And goals. We have this mobility plan "Mobility 2040" I have.

Sofia Malveira 15:11

Yes, I saw it before. Yeah, and have you seen the English version? Because we have a very brief (...) in English. I have seen the English version because I was working (...) with the Aarhus and Aalborg last semester. And I was interviewing Jeppe. [Interrupted by Maria]

Maria Vestergaard 15:27

Okay.

Sofia Malveira 15:29

And I also pick a little bit on the Danish part, but then I take a little bit more (time) hours, I have to translate it myself. That's not easy. (...) My curiosity is, Aarhus keeps (...) pursuing the pedestrian strategy that they are building (...), and so I asked [to Aarhus, mobility project leader] "Will you at some point have a pedestrian plan?" and he was telling me "Yes, that's the aim at some point, but it's not yet visible". And they are now asking for funds and trying to allocate funds to continue. And my guessing is when when you make those policies - as you were telling (...) us - where do they stay [afterwards]? Are the guidelines (...) that you can go on the municipality website and read them? Or will you include them in the local plan of the town? How do you structure inside [the organisation]? Yeah, both you could say. We have moved away from making 'silo plans'. Originally, we had a cycling plan and then we had a traffic safety plan, and then we had a public transport plan - and they weren't connected in any way. So, we just had all these 'silos' having different purposes. So, that was why we made this Mobility Plan that collects all of them... [Interrupted by Sofia] All the knowledge and all the actions, is also in this plan. But then of course, there is a need to kind of go into details in the different sectors, but what the overall goal that is the same one. So, we have the old goals together, we have the geographies that are always working for them. And in different geographies we have different goals. ... Or maybe it's not 'goal', it's more a direction. Yeah, we just call it goal... But anyway, at the moment the public transport is, is another department. They're working on a public transport policy. Still the same mobility plan but the policy is on how are we working with public transport? Normally, it was just kind of how we're working with buses. So, now it's the journey from A to B. Keep also focusing - on not focusing on pedestrians - but acknowledging that we need to focus on making the mobility hubs accessible for pedestrians; We need to have some bike parking because people could bike there. So, previously was just where should the buses go? Or where would we make the stops from a public transport perspective? So now, we're trying to have this much more integrated approach. The work with the bike policy also just started. So that's the same, we have the same goals, but they're putting attention on how could we work with the bikes? What initiatives do we need to make to make it more...? It could be, which services do we need to have to make (people) bike. So that's the same for the pedestrians when we come to that - we just don't have the knowledge yet to be able to make a strategy. Because ... Yeah, there isn't any knowledge out there. So, right now, we could have made a strategy for the inner city because we have made this knowledge bank could take whenever we would very much like that all our policies, include all the geographies. So that's why I also find your work very interest because then we have some knowledge on how to work with pedestrians in the town. All the knowledge. Okay.

Maria Vestergaard 18:59

So, eventually, we would like to make this policy.

Sofia Malveira 19:02

Okay. And then the knowledge bank that you were just talking about - now and before - is it just a 'closed' thing that the municipality uses, and your partner uses, or it is a public thing that you can...

Maria Vestergaard 19:19

Right now it's close but of course it would be possible (...) to have access if you're interested in this. Line made some of the work for it, actually.

Sofia Malveira 19:28

Okay.

Line Risager 19:29

That was what I.... I only showed you (quickly) last time.

Sofia Malveira 19:31

Okay, okay. Because my thought was before digging into one town or two towns, we have to decide we should look how did they look into the inner city because we are going to find a lot of difference in terms but then we can... get an understanding of the structure, what were they looking at... [Line agrees] Because we can even understand that, at the end, we are not going to find everything that they found it in the inner city. (...) Just to understand how was the way things were thought at the beginning? [asking to Maria] (...) Do you have a lot of constraints? Or do you feel that you somehow have some constraints when you are looking into this new areas? - let's call it like that. When it comes to EU framework, EU funding and everything around, and what you have to comply with the sustainability goals as other state members, (...) as a municipality (...) that is included on a European country? Because my last semester I was doing a lot of research on both municipalities and one of the things I had to explain very well [was] the frame and the projects that you [as a municipality] apply for to have some kind of support. Do you think that the municipality is able to do the work without the funding or (...) sometimes (...) [there are] constraints with (...) having more funding [to be able] to do more more things? - just [to] understand your kind of choices. [Also] because Aalborg municipality is a lot closer to CIVITAS Project and then we have Aarhus that is a lot closer to POLIS project... (...).

Maria Vestergaard 21:29

I'm not sure that Aarhus is closer to POLIS, we also a member of POLIS.

Sofia Malveira 21:33

Yeah, I know you are.

Maria Vestergaard 21:34

Yeah. And previously, we have been making CIVITAS projects, but that's quite a lot of years. The last one was finished in 2012. I know Gustav very well, and he was previously my colleague here in Aalborg. I think it's actually very much not a ... question of how the

city is approaching. I think it's very much a question of which personnel is available because dealing with EU projects is quite heavy. [Sofia agrees] Previously we had a city chief engineer who was very keen on your projects. He retired in 2013 I think and since then there haven't been a large focus. Right now, we have just been granted to INTERREG projects which is a much smaller scale. But very suitable if we are to look into for example, policies and things like that. It's not possible to do much construction and stuff like that from INTERREG. Then you need a larger project and we have a EU project regarding our ???????? and we have this EU project with our mobility task force. I think it could be very possible to have an EU project (...) about pedestrianism. But I just don't think that anybody taking the initiative to do that. Otherwise, in this project together with the University, we've actually been asking for quite a lot of things from foundations to support that one - and that hasn't been possible. And what we also found in that discussion is that pedestrianism is always connected with some kind of 'other' agendas. It's very rare that it has an agenda on its own. So it's always in combination with health, liveable cities and all these things... So that's actually also very interesting. So, just pedestrianism as a mobility mode, that's not something that a lot of people are focusing on... And it's very difficult. I think the EU (...) could be a way forward, but it's typically to find.... I can't remember the different conditions that we applied for, but we've been focusing on quite a lot of things. But it's always been, then we had to use the other agenda. So, finding an agenda to kind of 'pulling' pedestrianism. [Line and Sofia both murmur and agree]

Sofia Malveira 24:14

I heard from Gustav Friis, when I was working with him last semester [Sofia referring to her 3rd-semester master thesis research], in our interview, he ended up saying - about active mobility, it was the topic of the interview - (...) "that soon enough we will be having an article that we did in collaboration with Aalborg municipality" something related with active mobility, that (...) was going to be out on. [inaudible]

Maria Vestergaard 24:40

I think it was about E-scooters.

Sofia Malveira 24:42

Probably, Yeah. (...)

Maria Vestergaard 24:49

It was very focusing on how to implement new technology, so on e-scooters and driverless buses. (...) How do they integrated into the legislation? or How could the cities implement them in their planning?

Sofia Malveira 25:16

Okay. And (we) were going to ask you also, are you aware of the mega projects?

Maria Vestergaard 25:25

Line told me about it and I heard about it. I think I was Cc: on an email or something. Hum, something about mega projects. So I know I'm not into detail. I don't know anything about.

Sofia Malveira 25:37

Okay. So, (...) we will like to ask you (...) is that important for us - to have a collaboration with the municipality on pedestrianism - to embrace the mega projects?

Maria Vestergaard 25:55

That's up to you.

Sofia Malveira 25:57

In the University they are give/ passing this message that mega projects is the way to link with the municipality because they have these three vectors they want to analyse and our project kind of lays or falls [Line suggest 'fits' and agrees] inside one of those vectors.

Maria Vestergaard 26:15

I think it's up to you. It's not necessary for us. I think the municipality is quite great. So I think that the mega project is located on another apartment. Okay, so we just heard about it very briefly, but I think it's very much there as it is.

Sofia Malveira 26:31

Okay. (...) just to be sure that you will take us (in) a serious way [Line laughs] because we didn't know if it was the channel to communicate with... - at least I didn't!

Line Risager 26:41

And (...) Enza really wants us to have a collaboration as well...

Sofia Malveira 26:43

Yeah, because it has a lot of visibility and at the end, besides of the oral defence of the master thesis, I think it also has a public presentation around the mega projects... At least it was what I heard in the presentation,... (projects) already have been well criticised by MIT so (...) it's also some branding.

Maria Vestergaard 27:12

I think you should, you should have the discussion if you would you like that branding, it's not important for us. But if you are, it's fine. If you're not, it's also it's your choice.

Sofia Malveira 27:23

I know Line 'by heart' and we are very...identical. [Line agrees] We want to do something that's worthy and (meaningful)...

Line Risager 27:32

And fun as well.

Sofia Malveira 27:36

(...) We prefer to spend hours in the field... if we at the end, got some good data collection and overall kind of reflections on it. And (if) make sense to the municipality and overall makes sense to us.

Maria Vestergaard 27:53

And that's fine. But, you should consider if this could be useful for you being your master thesis; having to have a next step after this. [All agree] If it's useful for you to have the mega projects. (...)

Sofia Malveira 28:22

We have prepared (...) another question for you. And it was mainly to see if we can overcome our lack of knowledge about the topic. Do you normally or at least when you were writing your thesis, did you look at other cities approaches to pedestrianism? Do you know if there's a lot of literature in that area because...

Maria Vestergaard 28:45

I have a book that I could share with you. Our master thesis, we made into an article and that was later on published in a book called "Walking in the European city". But I think very much that is still focusing on cities. But, I still think that you could maybe get some methods, maybe get some (...) theories from that one. And then I would very much also recommend you to kind of use the 'mobilities paradigm' to sustain on that one. Because that's also very much the thought in the municipality to have this much more holistic approach to mobility. So, I think that could be a very good framework, but that's up to you. It's just a suggestion. I think Malene would probably say the same - I don't know what Enza will say.

Sofia Malveira 29:32

So, specifically, you are not.... (...) looking (...) (to) cases outside Denmark, on pedestrianism in suburbs, or neither do you know if there is (...) work going on in some municipalities about this?

Maria Vestergaard 29:59

No, I think you should have a talk with Ditte at some point. [Line agrees] Because they went to the 'Walk 21' conference. [Maria refereing to 'Walk21 Rotterdam 2019', October 2019] ... Maybe they could also... I don't know, if very often the material from conferences is available online and if it's still out, you could look into that material and see if there should be anything interesting.... (...) in towns, at least outside cities. But I'm not sure if it's still available but you should have a talk with it about that. They went to the conference, and they mainly focusing on the city, so I don't know if they went to any presentations outside the cities, but maybe they could open up this database for you.

Line and Sofia 30:36

[Line and Sofia comment to each other, that Line can probably ask for some of this material, even if it is in danish]

Maria Vestergaard 30:47

And then, probably there is a Walk 21 conference this year - it's not in Europe...

Sofia Malveira 30:48

(...) Do you know where it is?

Maria Vestergaard 30:56

No, I don't, but you should look into that one and if you find it Interesting. (...) It's in the fall. But if you find it interesting, it could be a way to publish your material, look for some foundation that could support your journey.... I just think it would be interesting for you to kind of have this closing of your master thesis. But of course, that's up to you. I'm pretty sure it's not material that he could incorporate because I'm pretty sure it's in the fall. And then there's also a Trafikdage coming up and they have ???calls???? over right now. So I think you should consider to participate in Trafikdage but again, with your master thesis, and it's quite expensive. So once again, it could be a good idea to look for some support.

Line and Sofia 31:44

[Line and Sofia comment to each other, that they can look inside the university funding system if there is any possibility] That's a good, (...) Thank you so much. [both think that Enza will like the idea too]

Maria Vestergaard 32:11

... Trafikdage is in the end of August... I don't know what your plans (are) Sofia. But if you're planning on staying in Denmark and Line, especially you [both Line and Sofia agree and Sofia adds she has moved to Denmark to stay and learning danish and translating planning documents, are already part of her routine] ... But, just to say that they could be a very good commercial for yourself.

Sofia Malveira 34:04

Yeah, networking.

Line Risager 34:08

...And maybe in August, you speak danish [Line teases Sofia in a funny way]

Line and Sofia 34:17

I will speak more! [both laugh] ...So... (...)our questions or our main points, ...I don't know, did we ask everything that we were concerned about? Again, we have the cases....

Line Risager 34:34

Yeah, I think that was... for me it was the main part because to find out what we are researching. We have to take some decisions about the literature review. How do we want to approach this topic? What is the main - and maybe not target - but in what (direction) are we going because there's still quite broad... [Sofia agrees]

Sofia Malveira 34:54

And I think, to be able to look at or to do some document analysis.... I was guessing - from our conversation today - that then you will try to find out someone to talk in the ground floor and that person probably is more (close) to the documents that are in use or in place, so that we can sit and look to those ... if they are public, or available, or can be researched.

Maria Vestergaard 35:22

You could also have access to a knowledge bank, which is mainly in danish of course (...) Line, you already heard some, some of the material but actually (...) we have different themes that we have found interesting. It could also be one of them. Yeah, the big part is kind of narrow down to the focus that you want. I think that's difficult because ...

Line Risager 35:50

It's really difficult. It's a big decision....

Maria Vestergaard 35:56

Maybe also find out where are the research areas; Where this fit in; What is the state of art and where is the lack. I think there is a lack in just the (type) geography but it could also be in some of the themes...

Line Risager 36:07

The knowledge bank.... [Line turns to Maria and danish to ask about Ditte and the particularities of accessing to the knowledge bank]

Maria Vestergaard 36:17

[Maria answering to Line in danish, giving some indications on how to approach Ditte, about the mapping, data and information that we might need to the master thesis]

Line Risager 36:42

[Line continues in danish and mention Apoorva (Jayanthi) and Harsitha (Vishway), two of our master thesis colleagues, from sister class] ... And we can see their work as well and (...) what they did and I also used some of it in my project actually because I think they're really cool.

Sofia Malveira 37:19

They are! And she's very (...) willing and approachable. She's on my Danish classes in the evening.

Line Risager 37:26

Oh, yeah, that's true!.... Small world... [laughs]

Sofia Malveira 37:30

Yeah, it's not a big town. [laughs] Gustaf told me and you know very well Gustav [meaning that Maria would understand what he meant] ... he was not making a bad remark, he was just stating that (it) has to be the next step (in relation to) Gehl, Gehl architects. That have a huge contribution to everything that is related with public space and walking, walking between buildings and so on, but at the end of our interview, he just stated that now (they) understand by their pilot projects, made in Aarhus that pedestrianism is has to be more than 'coffee shops' and (...) 'walking around'. And you do agree with that? Especially when you are pointing out that could be interesting to look into towns - that's even more relevant to go beyond that... (...) it's a good knowledge to begin with but then you have to look further...

Maria Vestergaard 38:32

I think what what Gehl has tried and actually also something we looked into in our master thesis is 'How can we measure walkability?' And that's quite interesting, because, of course, you could have something that you could, in some ways, make countable, but it still doesn't give the full picture.

Sofia Malveira 38:51

No, no, no. [Sofia agrees]

Maria Vestergaard 38:52

So, in our master thesis, we use this workability scale or method - I can't remember what it was called. You could also find probably find our master thesis online. It's called Gang i gaden

Line Risager 39:06

Gang i gaden [Line repeats the name in danish]

Maria Vestergaard 39:06

You could borrow it but because (...) we're finishing up this knowledge bank, and I have to use it myself to kind of see if I can remember anything, from 10 years ago. .. But we are having this walkability method that we kind of evaluate and try to use and (...) it kind of shows the same. Aarhus have this livability method. So, it's useful for some things, but of course, it doesn't give the full picture. So, I also think it's a matter of taste, if it's useful if you could use it for anything. ... Very often, urban planning is criticised for not being able to be quantitative in any way... And that's kind of some of the efforts: to try to be quantitative. Right now there is very much an agenda to have KPIs - you know what that is?

Sofia Malveira 39:38

...I think I have an idea.

Maria Vestergaard 40:10

It's short for key performance indicators. But what it actually is, is just to be able to measure, how is the word progressing. And that's very difficult for urban planning to have KPIs because it's very often a subjective thing that we're measuring...

Sofia Malveira 40:28

Very subjective, yeah.

Maria Vestergaard 40:29

Otherwise, we're making some things qualitative, quantitative, but of course, there is some translation that just doesn't come through. So that's also a discussion that you could either just 'pack up' or 'get into' because that's very much in focus when it comes to walking.

Sofia Malveira 40:48

In our master thesis, we made this, we call it "billedsortering" (image sorting). So, kind of 'picture organising' where we had our respondents trying to organise what they prefer and what they didn't prefer - to kind of have this urban input. At least it could be a discussion in your methods. I think if we use some of the methods from the last project, this very subjective feeling of walking through and one of the impressions, and of course, that's very much your impressions, trying to be professional, but still, you have all your own 'baggage' [not clear/ almost inaudible]. And maybe you have another look because you're from Lisbon [referring to Sofia], and you're in a small town [referring to Line]... so (...) how does that influence you (...) maybe it's it's something you should do separately and also make the comparison afterwards, just to kind of have this discussion on subjectivity. And I think they were analysing that in Aarhus, (...) They had at some point 8 to 10 spotting areas where they approach pedestrians, and they were more into How do you feel in this area? How do you (...) (that) and Why do you do it? What do you experience? ...It was more about the perceptions and the sensations, that kind of quantitative thing to, to show afterwards.

Maria Vestergaard 42:34

Yeah, they have their livability index. And then there is this walkability index that we have focused on in our master thesis. And then of course, there was ???Gehl???, where they have this - I can't remember what it's called - but they have these 11 - I think - different factors that they're kind of focusing on when they make urban analysis. Yeah. So it's kind of the same in different ways, but trying to make this qualitative, quantitative.

Sofia Malveira 43:25

(...) Yeah, that's why I cited. It's good to have a base or a foundation to know (...) the work they are developing and the effort they are doing... (...) now we can understand

with that knowledge that we should move forward. We have other layers on top of walking and pedestrianism that we should look. Especially in towns because as you were telling us, there is not a lot of knowledge (on) how to approach it, how to understand it.

Line Risager 44:04

I also think that it is good for theory in order to understand this factor of when you walk slowly, you experience something else. And you, also I think we used it back in the bachelor ...and here, is also good.

Sofia Malveira 44:22

Yeah. And Gustav just made (...) another remark that it's obvious but sometimes you don't think about (...) the obvious things... He (stated that) you have to set your mind to understand that you are not going to change (...) the velocity that pedestrians walk (...) because it's walking! So, you have to set your mindset as an urban planner to understand that walking is another thing (...) and you are not going to change (it) so much. It's not like cycling, (where) you have paths and you can go faster or slow... you have a limit on the velocity that you walk, normally. So, that also gives you another layer or group of perceptions...

Maria Vestergaard 45:13

Actually, I think that's very interesting. I have this discussion very often with Jeppe - that you talk to, last time. Cause very often when transport planners discussed different modes, it's about 'how could we increase this?' or 'how could we make a two percent-ages more use public transport?' or 'how could we...'... And that's very much again, the silos. [Sofia agrees] Because pedestrianism is so important in many ways. For the city of Aalborg, it's important that people choose to be a pedestrian so they would park in the outskirts of the city and walk the rest - instead of circulating around finding the most central parking lot. And it's very important that they find it interesting to work to and from public transport because that could be why they choose this model instead of the car. So, it's very much also this combination. And then it's also about making the recreational walking interesting. Some people would choose to go for a walk just to have a good health. So, it has different agendas. [Both Line and Sofia agree] (...) I agree it's not in itself going to change the world. But if we looking at it in combination with other mobility modes, it's going to change something. ...And what is interesting... Norway has come quite long, especially Oslo, focusing on pedestrians. So, as the older larger cities in Denmark have cycling city initiatives, they also have a 'pedestrian city initiative'. (...) It's actually quite important (...) putting attention on pedestrians, so it's not just focusing on the width of the pavement. So this year, there's also been some articles about... we have this phenomena called 'super cycle highways'. So now they're focusing on 'super pedestrian pavements'. And this is Is that what pedestrians want? Do they want this very wide pavement. Is that what they? Or do they want something else?

Line Risager 47:19

I also think that many of the literature - that I've seen - people often tend to put cyclists and pedestrians like in the same [inaudible/ maybe 'picture'].... (as) they need the same thing. And that's maybe not the case [Sofia agrees] ... Also, think there is a difference in

numbers and experiences. Because even though it's still not as fast as car you still go much faster by bike often. So there is some differences but often it's like okay, if it's good for bikes, then it's also good for people walking. So, that's also quite interesting why it's not more separated from but still thought of, in the same way... [Sofia agrees]

Maria Vestergaard 47:55

And then we have the Cyclists' Federation, The Danish Cyclists' Federation [referring to cyklistforbundet]. Which is quite large and very influence.

Sofia Malveira 48:01

The cycling embassy?... in Copenhagen.

Maria Vestergaard 48:02

No, the cycling embassy is a collaboration between different municipalities. There is a 'Cyklistforbundet' from The Danish Cyclists' Federation, which is everyone who likes to bike could be a member of this one and then, they have different events... And, when you have a talk with Pedestrian Federation [referring to Dansk Fodgænger Forbund] - it's very different! We tried to do that in our master thesis, and now it's... Yeah, (was) 10 years ago, I can't remember the details. I just remember that - maybe we had an interview, maybe we didn't - there wasn't anything useful on this one. And also when we made the mobility plan here in the city of Aalborg, last year, we had an inter-hearing [perhaps referring to a hearing or a consultation] and we send it specifically to the Cyclists' Federation, (and) to the Pedestrian Federation and the pedestrian federation.... They read the wrong one, they read our strategies from 2013, so they didn't even read the right material. And then they sent this very weird reply to us about our plan. And then I called them to see from their reply, I guess that they read the wrong material, then I can them to see if they wanted to read the right one. And I got to talk with this guy who was on vacation on one of the Canarian islands in the shopping mall, and he called me back and said: "No, it's okay, I think it's it would have been the same conclusions". [Sofia murmurs in concern] So it's just strange to see the different levels...

Sofia Malveira 48:20

Levels of commitment.

Line Risager 49:28

Oh, yeah, that's really different, Yeah!

Maria Vestergaard 49:42

So from that, I'm (...) guessing you would get much from talking to the association, but they actually exist.

Line Risager 49:50

Yeah... it could be an option. And also depends in what direction and how much data we really need. Or have time. But it could be fun actually to hear what their reaction is. [Sofia agrees]

Sofia Malveira 50:06

(...) Does Aalborg have walking groups, to schools, for instance?

Maria Vestergaard 50:25

No. I think they have had some, some places, but I don't think that there anyone existing right now. They've have been tried. I think it's mainly successful in countries where you don't cycle. (..) So the first time I heard about these walking-buses... - you'll have quite a lot of different names - was in Spain in 2010, and it was quite successful. And I also think it's it's a brilliant idea. But in Denmark, I think most people try cycle. So, if you're within walking distance, the kids will probably cycle to school. (...) But it could, maybe it could be an idea in these towns. Probably a lot of people would take the car to the rest of the journey.

Line Risager 51:16

[Line asks something to Maria in danish about:] Hedder det byråd? (Is it called city council?)

Maria Vestergaard 51:22

[Maria answeres in danish:] Byrådet er alle politikerne (City council is all the politicians)

Line Risager 51:24

Hvad er det nu det hedder ude i bysamfundene? (What is it called when outside in the urban community?)

Maria Vestergaard 51:29

Samråd!

Line Risager 51:29

Ja det var det jeg ledte efter! (Yes, tht was what I was looking for!)

Maria Vestergaard 51:33

If you choose Kongerslev. If that's the one I have, like connection with the Samråd. Yeah. And anyhow, you should also talk to the people from the municipalities divided into some strange departments. So, planning for rural areas is located in the cultural and health department - so that's not this department. So I should also get you in contact with them eventually I will start out finding out with towns are going to be the focus this year. And then I would, later on, put you into contact with Landisktriktsgruppen.

Sofia Malveira 52:14

Okay, Sounds good!

Maria Vestergaard 52:19

And Samråd is part of the Mobility Task Force project. So we (...) are in contact with them, otherwise, you could just be in contact with the other Samråd - that would be a good access to the citizens.

Line and Sofia 52:43

[Line and Sofia talk with each other and try to figure out if they can make this Samråd contact the week after the interview].

Sofia Malveira 53:04

Until then we have a lot of things from this meeting to read, and to go through and to see. [Sofia turning to Maria] I think it was a super good meeting. And (...) we know that you are very busy. So...

Maria Vestergaard 53:19

Yeah, I'm sorry! (...) We open our driverless bus in a couple of weeks.

Sofia Malveira 53:23

Yeah, no problem.

Maria Vestergaard 53:25

But if you have any questions, just ask me. And if you want to discuss something... Malene is a brilliant supervisor. If you have Enza and you're going in another direction, then is her focus. Feel free to ask me I'm not a professor or anything, but I would like to I would like to discuss with you if you're interested. And Ditte also told that you could contact her to have some [Line interrupted to say that Ole B. Jensen also indicated her because he is really busy]

Sofia Malveira 54:01

But, thank you so much we will not keep you anymore and if you just help Line to have those links, so that we can seat with those people... I think we will be okay. Not 'bug' you...

Line Risager 54:12

And we have a lot to do...

Sofia Malveira 54:14

...before speaking again with you! [both laugh]

Maria Vestergaard 54:18

I am looking so much forward to see your work.

Sofia Malveira 54:49

(...) starts to discuss what kind of material you want to deliver in the end. Yeah, and I masterpieces We made an article that was later published. It's not a goal in itself, but it could be it could be, especially if any of you is considering to keep working on University. Hmm. It's good to have something you have, we just have to sit down and see. And then we had besides our article, we had a background report with all the details. So it was kind of to two products.

Maria Vestergaard 55:35

But you also handed in your report? Yeah.

Sofia Malveira 55:39

Yeah, I think that's the most common in practice, it was the same thing. So our report just started with the article. And then it was the background was because he had the article is you have to be very short. You just yeah. So the metrics are this whole long list. So then we have to go into details. You

Line Risager 56:00

Okay, that was also an option. And I think the structure is quite free. And I feel

Sofia Malveira 56:05

yeah and we can do this because I know Francisca is progressing afterwards to PhD and she chose this methodology. Okay. That could be not just for, for to follow PhD could be to have some visibility, publish.

Maria Vestergaard 56:24

Excellent. We didn't publish those right away. So we did this article and then we just left it. And then I think maybe a year later, there was this call for somebody who's been wanting to contribute but something about walking, when it came out to be this book walking in you continue being a chapter on this book. So he could also have been a conference or it could have been a scientific journal. It could have been many places. Are you familiar with all the Did you have access to all scientific journals?

Sofia Malveira 56:54

We have. We have a besides the eight libraries or at least I'm logging in three or four of the most well-known websites for scientific papers and I received notice I was writing about active mobility and I have like five or six emails per week saying now you have a new article in the scientific and normally kind of get tried to keep track at least what is going to

Maria Vestergaard 57:24

because your access through a camera and some way through a library, he could access this database where you could access all your emotions, we should think. Which we can also do just, you have probably find a paywall where you have to go through the library to get the pre act. Yeah. And there is this job called abilities as mobilities studies. I can't remember the name but that's very good and very highly ranked, but it could be a good place to get permission if somebody has written anything about pedestrians in the mobility space we'll look into,

Sofia Malveira 58:06

we want to look into if we can get some kind of, as I have in the other websites not paid I have with my student email done subscription. If we have, if we have a way to receive

this notice, we can book a meeting with employees on a library to help us to do the advance pictures inside the library.

Maria Vestergaard 58:33

Okay, remember just last time, but I my PhD was about mobilities in rural areas, and I found the same in general about abilities. There isn't much knowledge when we move outside of the cities. So just don't be sad that you can't find anything. It's it could be an event itself, you know, kind of a typical second notice there. Okay, so there's also if you I'm saying it's so relevant but there is also a way to you could go to look into the mobilities journals, but you could also go into the rural studies journals. There is a couple of them about them. I'm pretty sure you wouldn't find anything about walking but it could be interesting to just do the search and see if there is anything because it's a kind of two different academical growth.

Sofia Malveira 61:10

Thank you so much again.

Appendix B: Lise Overby Nørgård

This appendix holds both the interview-guide as well as the transcription.

Interview-guide:

- Introduction of Lise and her work
- Her perspective on pedestrianism (outside cities maybe)
- Why does Pedestrianism matter on a local scale? And in the global one?

Knowing that "Aalborg municipality, in collaboration with Svenstrup Samråd, held a citizen workshop on urban development projects on 11 February 2020 at Svenstrup School. Where 60 citizens met and discussed how we can create more urbanity and urban life in the central part of Svenstrup."

- 1) What do you mean by "more urbanity and urban life"? Did you have to explain those concepts to the citizens? Is it part of the town urban development strategy? If so, why? What are you missing in terms of urban life?
- 2) On that workshop you presented a document in which Svenstrup opportunities were identified. Can you tell us a little bit more about it, please? (current and future plans for the town)
 - a. Then the land natural characteristics to form a "three-leg corridor" for development (?): Landsbyen > Stationsbyen > Parcelhusbyen
 - b. And other locations where you seem to explore the possibility of adding Greenery: 1. Vadestedet, 2. Hobrovej, 3. Gl. Viborgvej, 3. Godthåbsvej, 4. Pladsen ved Brugsen
 - c. There is also the question where the multi-uses (Kulturhus) house should be
- 3) It's clear in the document that your vision for the future is focused on Urban life, and on the participatory workshop of FEB2020 you have asked to the citizens:
 - a. What do you like about it?
 - b. What could be better?
 - c. Something we need to have in particular attention to in the development?Could you explain to us what were the results?
- 4) On the last page of this workshop summary document, it is stated that the areas where the town will be will be:
 - a. Hobrovej
 - b. Godthåbsvej / Old Viborgvej
 - c. The Square at Brugsen
- 5) In your Urban Life strategy, how much does active mobility means to Svenstrup? Is there any focus on pedestrianism?
 - a. Why and in what way?

- 6) Her experiences with pedestrians
 - a. Pro/con with pedestrians
 - b. What seem to work well – and not so well?
 - c. Do you have any data – or reference that could be helpful for us?
- 7) Target-groups
 - a. Who and what could be interesting to look at?
 - b. The whole town of Svenstrup - or a more specific area or street?
 - c. Should it be about making people walk more/longer or to combine it more with other traffic possibilities - as public traffic (using the train station in a productive way)?
- 8) Do you see a specific "gap"- in relation to pedestrianism, that is current and needs more research?
- 9) Can we get in touch with the Samråd? Anyone else that could be interesting to meet/interview?

Transcription date: Thu, 23-042020 • [interview time:1:01:47

SPEAKERS

Interviewee:, Lise Nørgård

Interviewer: Line Risager and Sofia Malveira

Line Risager 00:00

I don't know if we should start presenting a little bit about us and what we are doing. We are still in the early stage of our project, but we want to write about pedestrians in a town. We had a meeting with Maria because she thought that was really interesting that was how we got connected to you because we wanted to have maybe a town or a place in a town that could be our case area, to limit our research a little bit. So that's why we would like to learn a little bit more about Svenstrup and what is currently happening there. Maybe in urban planning in general, but also what is the perspective of mobility and more especially pedestrianism. So that's, that's the aim of this meeting is to maybe get a better understanding of Svenstrup and maybe where could it be interesting for us to do further research about this.

Sofia Malveira 00:48

(0:58) And also, as we talked about Maria, understand what we can do that could be as we are trying to collaborate with the municipality as agree with her. What can we research that could be also useful? On the same time for the municipality, if you are looking at and if you are already developing any strategy around pedestrianism, and we can understand that would be if it is under pedestrianism, it will be urban life combined with the integrated mobility systems. What can we do that also can contribute at the end because we have a whole semester to dic in and to look at it.

Line Risager 01:30

(1:42) But i don't know if we should just start with, who you are and, your work?

Lise Nørgård 01:35

(1:47) Yes we can do that. Yeah, I'm educated as a land inspector land surveyor, where we work with planning and cadastral systems and law, and I've been working here in Aalborg Municipality for a bit more than three years. Before that I was in a small, smaller municipality - Jammerbugt Kommune. And here I work with the area in Godthåb and Svenstrup, where we are doing a plan for the whole area where we look at where we will place new housings and where we need connections and where we need to green areas for people to go and relax and look at the whole city at at one time. And in that work, I am in Project group, with the people from Park and nature, and traffic (Trafik og Veje) and the environmental people. And they all give me inputs to what's important to look at. What's a good idea what's not a good idea. I can show you (finding maps - printed version), by looking at a map of Svenstrup. Yes, as far as mobility goes, we have lived in a changing phase here in Svenstrup. Because Svenstrup is planned to separate the different kinds of mobility. You have the old town, let me see, that's the ancient village and then we have evolved into the town station town where you have the train. And the third phase is all of the housing areas. And in the beginning it was thought as we have these big roads where you have the traffic that just goes through. We have this road here (point a map) and this one is a the big Hobrovej who goes to City Syd and to Støvring, and that's a lot of traffic. And and then we have a lot of.. (hmm hvordan siger man stier? Line: Lane maybe, or paths) hmm how do you say paths? yes, pahts for bicyclists and pedestrians. Like this one is Oldstien which is the old railway to Nibe. And here we have no cars, and there are another one here, and where it goes under, and there are a lot of pathway you have the soft trafficants for themselves. But as the town has developed, you see that you need more connections. North and South. You have there east-west. But we often hear that people are having problems here you see people who walk and bicycle along this road[Langdyssen], and that was not the plan. There are no sideways, it's only for the cars. It's difficult and the municipality has for a long time had that policy that we be continued to believe in the separation, and that's the way this town is built. But now, when we're doing the plan for the whole town we're trying to bring a new idea to the table about how to look at it and we're trying to open up the idea that maybe we could invest in (Sofia: "integrating both") yes, and have sideways, fortov (Line: yes sideways or sidewalks), sidewalks and paths for cyclists, they're there as well. And what I'm thinking in, the plan that im making, that is to, to place a goal that's, that's describing that whenever you do something new anywhere in the city, you have to rethink the the possibilities for the soft trafficants to come around in the city. So you always have to have a focus on that and then, by the way, things will get better and better i hope.

Sofia Malveira 06:44

Are you also thinking to do that, to input that responsibility to private investment?

Lise Nørgård 06:52

Yes. Whenever we do that a lot in this municipality at whenever we can have a new area or redo an area the developers have to contribute to something to the community. Fælleskabet. To make green areas to make good connections for pedestrians and so on. For example, here we have this gas station and there are wishes that we could change that into a Netto-store. And we have these path, through the Park area and these go, you have the stream from here and these goes on this side here and and then when he wants to plan for that we will make a claim, no 'betingelse' - request, that he makes a path on the south side of the stream as well so you get more possibilities to walk around and to go through the park and on the south side and then into the store and cross the road and here. But there are not so many concrete plan for that kind of things now, it's more like we formulated the goals in a policy for which way we want to this town to to evolve and then whenever something happens somewhere we will make sure that it contributes a bit to make it better. As far as this sideway goes, we're hoping that we can get it on the big budget for the municipality. But whenever you have to make these kind of invent investments, you are competing with all the dangerous places in Aalborg, and we have had no death. I think that also the people are here having a success with the talking to the politicians, yeah and explaining to them that it is we need to have that because there are a lot of traffic across you have the school here and sport and football and a club for young here and this is a kindergarten and doctor. You can go under somewhere here it goes under the road. And I think you can get up somewhere up here. But we all know how pedestrians and bicyclists they go they always go the direct way instead of taking a detour. So that's the change.

Sofia Malveira 09:34

And if you know, why are they using so much this road going back and forward?

Lise Nørgård 10:16

Well, if you live here and you're going to the motorway you go here. And we have a very, very big company here Arla Foods, and a lot of traffic. So they go in here. And a lot of things are planned like you have to go here and then into the areas, and then out again, you can't go. If you go in here, you can't go. This is the only way. So a lot of traffic that goes to this, and that's the general idea that you have the big roads and then you have some smaller roads into the housing areas and then you go back to this this area is a bit different because this is older. This is from the 80s. And I think this was being built by while I was studying in the beginning of the 90s, and this road was barely finished at that time.

Line Risager 11:26

So it's actually quite new

Lise Nørgård 11:28

Yes, but also here this is the main street in Svenstrup where there is a cycling lane but they're not so good conditions for people on a bike. And there are no I can't say that we have concrete plans that now we're doing this. But maybe someday it could be more, it's important. One of the goals is also, that when you when you live in a city here and you have to do the small tours to go to play at the playground or do some shopping or

go to football, then we would like that people would walk or bicycle instead of taking the car. In order to make them do that they have to feel that it is safe for the children to go on the bike, and in order to ensure that, yes, some changes have to be made somewhere. By the way.

Sofia Malveira 12:44

We were looking at this workshop that you throw on February this year.

Lise Nørgård 12:52

Yes.

Sofia Malveira 12:53

And as far as I understood, you could understand more than I, you were trying to collect, also people opinions not, not only discuss openly some issues that the town has, but also you had some discussion and try to collect some citizens inputs. Can you turn a little bit your computer to Lise? You have this you have pointed out this kind of tree corridor, if I can..

Lise Nørgård 13:29

This is a description of the, can you say the DNA? About how the city is.. helt grundlæggende hvordan byen den er opstået (the foundation of how the city has been developed). The city is, these are not corridors, these are description of the, can you say borders inside. You have this line. This is the city on the edge of the valley, the Østerå.

Sofia Malveira 14:00

It's related with morphology of the terrain. Kind of.

Lise Nørgård 14:03

Yes, exactly. And you have the hills up here and here and then you have the city in between. We have two things going on here. We're making the big plan for the entire city. Where, we have talked about new housing here and new housing here and here and this one, I don't think will work because there are shooting fealty, right here, and it's very noisy. And another project we're doing is that the politicians have set some money to, or for us to spend in Svenstrup. We have 11 cities here in the municipality, with especially much growth potential, situated about around Aalborg, and they have 28 millions to share to make the project, to make it a better city. And in Svenstrup we have 3 million and then we are doing a program where we can get a bit more money from the state - the Områdefornyelse (renewal). And in order to do that we had this discussion with the people in Svenstrup, about which things they think would be a good idea that we, we worked with to make to make the center of the city better. The main idea is that Svenstrup is a town of more than 5000 inhabitants and there are practically no centre. You cannot see that you are in the city, it's all flat and green and if you compare it's a town of same size as Ribe or Faaborg, and they have a real city. But here you don't have. So what we want to do is to try to make more things happen here.

Sofia Malveira 16:06

More urban life to create a city, town centre?

Lise Nørgård 16:09

Yes, if you have more people living there, more are happening, more shops and so. There was five things that we discussed making this, ehm 'Vadested'. This is where it all began where you had to cross the stream back in the middle age, and you barely see it when you come through. Then you have the line of Hobrovej, where you, the most you see is that it's a big big road. It's not cosy in anyway. It's like, people are just using it to go from

Sofia Malveira 16:51

A to B.

Lise Nørgård 16:52

Yeah, and another thing that the architect was there to present the idea, he has been out here 12 years ago and he could see that the only thing that had happened here in the centre was this corner house has been torn down and then everything else was the same but you have a lot of, udvikling (Line: development), everywhere else but nothing here. So, that was a, that is a big issue. And then we discussed whether we could do something about this road. This one is an old important road you have the road between Aalborg on the south the road to Viborg. And that was, you had three crosses here in Svenstrup, you had to wait across the stream, you had the road crosses, the big one there, that one and the third one you had the train here and the train there. And, to kind of bring some of the old street back, like maybe plant lots of trees and make it more like a street. Instead now it's just a small, different road. And then at this path we were talking about, maybe if you could do, today the houses are one floor and half, one and a half floor. Yes. And if you could make it two and a half floor, maybe you could interests some developers in tear it [the buildings] down, and to build something more and then you can have more people, and more things to happen there. We had a good discussion about that. And then there was 1,2,3,4 and then here - this is what we discuss is the new, place. Hmm what is it called? En plads i en by in place? Square, town square?

Line Risager 19:06

Yes, town square

Lise Nørgård 19:09

In the old, station cities rarely have squares, a small one in front of maybe, but not like real town. And here this is kind of the modern square between the Brugs and Rema1000. And maybe we could do something about how the streets are right here, maybe make a kind of flade hevoer Yeah, so that you can see that this is very important for the pedestrians to feel safe and have life, and then the cars have to be second

Line Risager 19:41

Surface?

Sofia Malveira 19:53

To play with the material, and shared places and so on?

Lise Nørgård 19:57

Yes, yes. And then there is in that, that discussion about the people here in Svenstrup are trying to raise money to build a community house where you can have sports and concerts and maybe

Sofia Malveira 20:04

Kulturhus?

Lise Nørgård 20:16

Yes.

ofia Malveira 20:16

I saw it in the plans

Lise Nørgård 20:20

We just discussed what would it do for the, how you see the city if it was here or here or here, how it could change the feeling of you being in an urban area. If you had this sense of what people who come things would happen and maybe it would be free. So, all this discussion ended up in people giving their votes so that we could see what they thought was the most important that we we started because all in all, we now have five millions. We can't do everything. But I think that the - did you see the slideshow

Sofia Malveira 21:06

Yes

Line Risager 21:06

I think, yes

Lise Nørgård 21:08

There was a good picture from Ballerup Boulevard with a lot of trees in a road where there was a lot of traffic like this ones and people really like that.

Line Risager 21:19

[Looking through the slideshow on the computer]. Jeg kan ikke lige huske hvor langt (I cannot remember how far..

Lise Nørgård 21:40

Jeg tror det er langt henne (I think it is far)

Line Risager 21:47

Kan godt ske vi skal længere ned. Du siger, Ballerup? (we might have to go further down. You mentioned, Ballerup?)

Lise Nørgård 22:28

Yes [found the right slide], people like that. The idea of this being green and welcoming place instead of what you see now, practically see nothing. And in that project, I think that we would have some kind of, making a stop here in the middle of the road. So when you pass it as a pedestrian, now we have to cross both lanes at the same time and that's if you have to make a place where you can take a break and then you first have to look this way okay now go to the middle and the other way and that will make it make it a bit safer for people because this is a great barrier

Sofia Malveira 23:19

It is a barrier

Lise Nørgård 23:19

In the city but we know that there are not money to make it regulated by light, we can't. That would never ever you - know that not going to happen, but this is a way of making the better, a bit better. I think that'll be a part of that project as well.

Sofia Malveira 23:47

So if I understood because you keep pointing us in city centre could be measured, like three blocks.

Lise Nørgård 23:54

Yes, that most

Sofia Malveira 23:55

And then we have the station

Lise Nørgård 23:59

And this box too. Here, here, this is it. [pointing a map]

Sofia Malveira 24:03

And the station and people feel like they are completely

Line Risager 24:08

Is this the station?

Lise Nørgård 24:09

This is the station and this is Fakta. So this is also a kind of - you know, we call it a 'knud-epunkt', a point where you can change between a bus, train, bicycle, and car.

Sofia Malveira 24:31

Hubs?

Lise Nørgård 24:31

And this is also very close if you have this house where things for the culture [Kulturhus] could happen, you could take the train to Svenstrup, and then you could go there.

Line Risager 24:41

That sounds interesting

Sofia Malveira 24:41

And that point, the hub or the transport hubs is the point where the buses that come from Aalborg city centre stop.

Lise Nørgård 24:55

Yeah.

Sofia Malveira 24:55

And then you walk the rest

Lise Nørgård 24:57

No, the buses go in here.

Sofia Malveira 25:00

Okay.

Lise Nørgård 25:05

Hmm i dont remeber. The buses go through here and maybe

Sofia Malveira 25:06

At least the main road they cross.

Lise Nørgård 25:09

Yeah. So and then the train goes here as well. There are not too good buses here. There goes one route through Svenstrup and all way to Godthåb and

Sofia Malveira 25:27

So, here you have Arla complex. Here you have schools camp sports kind of

Lise Nørgård 25:35

Before this happened, there was a big master plan that they wanted to make a big centre here. And there was a grocery store there at one time, but it didn't work out. There was not enough development in the city to have that happen. So now we have the school and the sports and doctors, and that kind of thing. This centre area was pointed out to be this big but as you see now, we are letting the housing coming closer and closer now I'm cutting it down. So I say the centre is this and this is only for, you know, public - altså

offentlige Yeah, we're not having any stores here. We have the shopping, all this is [going to be] shopping. We hope to get in Svenstrup, with saying it has to be here, because we want to, we would like that we could have this more city. That the hope.

Line Risager 26:19

Public services?

Sofia Malveira 26:39

And then those areas from the - how do you say, from the water line to this side, is this industrial or services or

Lise Nørgård 26:50

Yes this is industrial, as well.

Sofia Malveira 26:53

And housing?

Lise Nørgård 26:54

Yes

Sofia Malveira 26:55

And that part's also industrial?

Lise Nørgård 26:57

Yes. Here, we have a Big factory for sausages Yes yes haha. We like "pølse" in Denmark! And this is an area where we hope to, that companies that are looking for beautiful situated place to live, can you have a great view, and when you go on the motorway here and you can see some of these buildings are really beautiful, but it has taken a long time but now we have that's opened and Burger King down here. So I think that it's coming around.

Sofia Malveira 27:06

Pølse? It could be dragging.

Lise Nørgård 27:42

Yeah so this is, Svenstrup is actually next to Aalborg the only city in this municipality where we believe that we can have companies, that is a big area for erhvervsudvikling (business development).

Sofia Malveira 28:02

And if you can combine having a town centre, kind of, inviting the part here

Lise Nørgård 28:10

You see here that people come to Svenstrup to work as well. It's not just

Sofia Malveira 28:15

That's what I was going to ask afterwards here.

Lise Nørgård 28:18

So it's just not the other companies and not just for the people who live here, it's also attracting people all the ways from, but as you see, what we're doing concrete now is I think we are working something about here and making a bit better for the pedestrians. And as they can tell you more about in Trafik og Veje, I think there is a case where they are putting that on the list on where you can put, where we can invest in sidewalks. And then we are describing some goals around how we would like the city to be a better city for pedestrians. But it's very all on a very general way of describing. It's not to live we're doing this and then we do this. We want to have in the future, we want to have focus on this. It's not more than that we're doing.

Sofia Malveira 29:27

You are trying to build a vision but you need the vision to then make urban planning because urban planning takes too long.

Lise Nørgård 29:33

Yes.

Sofia Malveira 29:34

And from your experience, I was going to ask you are you always in this kind of towns? Are you always dependent on the budget that you receive from the main municipality or more in this case? Or can you work with the municipality to get funds in a European level? Always, Aalborg proposing and received some money and then divided for that amount.

Lise Nørgård 30:03

I have not experienced with that, but I know that other people here in the community, in the municipality has worked with, where they had some project, but they get money from the EU to make something like the new electric

Line Risager 30:20

New electric bus?

Lise Nørgård 30:22

Yes, yes, in Astrupstien - I think they had the money from, from the EU. So we are open to that. But I don't know how it starts.

Sofia Malveira 30:39

It's one of the things that we have to research and to understand is, if you are illegible to have some or because it depends sometimes on the structure of the country, if you can have it as a town inside a municipality, your own funding or if you have always to wait for the municipality to divide the funds that they have. Because sometimes these specific projects and sometimes it's just -okay, we have to deal with urbanisation. And we have to deal with urban life and we need X amount to do that.

Lise Nørgård 31:16

But maybe sometimes it's also you know a coincidence, maybe some people are working with things and they have an idea. Could we do this? That's right. It happens and it could happen here, but I didn't have that idea. So it won't happen here. I think maybe it's some things are really depending on the persons and the circumstances. And here we actually tried in the beginning that the money we had to develop the city that we could use that on the sideways, because it was great. A lot of people wanted it and in the beginning of our work they wrote to us and said, Oh, you have to do something about Langdysen. But the politician said that no, the money we have in for these 11 cities, the 28 millions, we have to use them for something that makes the city environment better.

Line Risager 32:18

So, there is some restrictions?

Lise Nørgård 32:19

Yeah. And then they said, this is actually a project that Trafik og Veje should take care of, It is under their domain, and it's not something you can say that would make it extra good to live here. It's just something that we need to have when we eventually have the money for it. So now it's on the list on projects that

Line Risager 32:44

they could potentially do

Lise Nørgård 32:45

Yeah. And we're trying to, to create something here that create more urban lives and some of the other cities we have made squares -more like everyone planning things, if you understand.

Line Risager 33:03

Are you looking at other cities or other areas to find some inspiration or you're still in this starting point, where you want to develop your own thing or?

Lise Nørgård 33:13

I'm not doing it myself but we have worked with this architect, who presented this program. So he is the one who knows the examples from the other way. And he has actually been in, worked with a program where he has been out looking at more than 100 station cities around Denmark. So he really knows a lot about

Line Risager 33:38

Town stations?

Lise Nørgård 33:39

Yeah, what has been done successfully and what has not been done successfully and has a lot of ideas and what to what would improve the urban life here, but of course, we can

only make small projects for our money, as it is now, and we are depending on that some private investors to build something new here. If that is how it ends, because right now we are not so sure maybe the politician thinks that they have promised some of the people who live here that we will not build higher. So there is a discussion that we have to have here when the winter holiday is over. And this Multihus that is going to be financed by some funds that the city of Svenstrup, the people, the citizens, they're going to try to raise money for it. And maybe the Municipality will support it. But they have to design the project first and some of our money here we can use helping them designing, so that they have some kind of perspective to show people interested. It's going to be a long process as I think, 10 years maybe, you. So, we probably really formulate some new goals for the city. And we have this one on Trafik og Vejes liste (list) and we are working with the

Sofia Malveira 35:14

That one? (pointing at map)

Lise Nørgård 35:15

Yeah.

Line Risager 35:18

Do you, when I think about this area, and you said then you have an architect to design or maybe could come up with some kind of design for this area. Then I was thinking what could our like part be, you know? Should it be more about connecting what the citizens think about what do they want as a pedestrian? What is our perspective then? Because, but it's still like for us

Lise Nørgård 35:44

I think that we already know a lot about what [they (pedestrians) want]. One thing that I think, I think would be great to know what people think are the barriers for letting their children go on a bike. Yeah. And, and all what they think about, do they things that it's safe to leave their children bike around the city, that I don't I don't know. I just see that here is a lot of traffic. I would not feel comfortable to let my children [go by bike], they are big now, but before. Could we talk so much about that it is important that people walk or take the bike on the short trips around the city but what are the barriers for them to do it? Is it because they're lazy because they are feeling unsafe about it.

Sofia Malveira 37:01

This architect, you were talking just about is working in with the municipality or is worked before with the municipality as an external consultant.

Lise Nørgård 37:12

Yeah, external. Yeah, we hire him.

Sofia Malveira 37:16

Can you scroll a little bit down to see if we have[more questions]. Those are the locations for the cultural centre. You were in doubt of the location of the cultural centre at some point. It's already defined?

Lise Nørgård 37:37

It's not defined. Actually, there is a place more because the citizens of Svenstrup are discussing with what they want for this house to do. A lot of people especially as a town, there is a lot of sportsmen, that love handball, football and. Yeah. A lot of people here wanted it to be here next to the 'Hald' (Hall) so that we can have some extra facilities for doing sports there. I think that, that's an important part of the house and another group wanted it here because then it could be more cultural and you can also maybe have some dance or something does not require so much space as ball-play. And the city is going to have that discussion. The architect who presented that said that. Not let me start over. The municipality has said we say, we are not going to decide, it is your project. When I make the plan for Svenstrup I write it as this area you can have. You can build a house like that if you want to. And if you want to build it here, that's possible too. But it has to be something that you in the city agree on. They we will support you with the drawings or some money or something. But we are not going to be the ones to decide because it's not our project. It's your project and you have to figure that out. For the architect, he talked about what it could do good for the urban life here. And he thought that it would make things better and it would contribute to the good life. But that was his opinion, it's our opinion too but [to locate Kulturhus in the centre]. As we say you're the one who's going to make this happen so of course you decide where you want it. And I think that's a discussion they're going to have. And this is just showing it could be different places. But and maybe for the making of life in the city it would be best here[centre]. But we all know that this is the parking lot the Brugs, and they cannot spare that space. This area is owned by the municipality and, and we, of course if they succeed in having the money and because we will let them build it on our own land. That's no problem. So that's going to be a big discussion. Do you have town swimming pool here? No. There was someone who proposed that, that would be a good idea but the politics in Aalborg are that we have the ones in Aalborg city and that's enough. You know, we have the one we have some in some other smaller cities but not here. Here you have to go to what - Gigantium?

Sofia Malveira 40:58

I'm guessing

Line Risager 40:59

Yes and I think they have one i Nørresundby also.

Sofia Malveira 41:01

But it's far away.

Lise Nørgård 41:02

There is a smaller one in Vadum as well.

Sofia Malveira 41:15

Okay. Just a little bit to see. Part of the areas that we already talked about. And, when you collected the opinions that you are telling us about from the citizens, it was in a participatory meeting. Or were you putting some spots and asking people on the streets what was the

Lise Nørgård 41:52

Emh, the process actually started here in Svenstrup back in 2018. The Mayor had decided to go and visit Svenstrup, and he was going to have a public meeting. But he didn't have anything to say. And we knew that we were going to make this. So at that meeting, we had small presentations of some of the problems we saw in the city, and then the people went in the workshops and gave us a lot of inspiration on what's good and bad in Svenstrup. And then in the beginning of 19, we had - we call it, the pre-debate where we send some, a flyer to all citizens in Svenstrup in their eBooks, you know - and asked them to, to think about what they want us to plan for and what was good and bad, and then they could write back to us. And we have a lot of people did that. And we had more than 60 mails from the citizens and from developers and from all kinds of people who wanted to, who had an opinion about Svenstrup. And in the summer last year, I mixed all that together and make the politicians to consider, to decide what would be a good idea to work with in the future. You know, this is, this area here - you can find out if it's a good idea with housing here and here, but this one they said no to and other ones there, they said no to and, and. I use that as to go on with my work. The next kind of involving we had with the citizens here was the meeting we had here in February. No and in between that, me and my boss Charlotte had had several meetings with the Svenstrup Samråd which is an organisation in the city who are working with the planning and this kind of stuff. We have a Samråd in every city in Aalborg, and we use them to communicate with the city. So, this is how I know what I know. No that is not true. I had, when we had that debate that when I wrote in people's eBooks, we had an arrangement at the library where an afternoon me and a colleague with maps like this and asked people to come and talk with us. And they did, a lot of people came. Yeah, have you seen when you go to Aalborg.dk/Svenstrup, you can see what I'm been up to. [finding webpage on computer]. Yes this page.

Sofia Malveira 46:14

Yeah, that's the page that we have been using, that's where the workshop is presented

Lise Nørgård 46:24

But, now I'm just, I'm doing the plan and we're doing the programme for the 'Byfornyelse, Områdefornyelse' here, and I hope to be finished here in April.

Line Risager 46:40

Exiting!

Lise Nørgård 46:41

Yeah. I got this job when I started here four years ago, so hehe!

Line Risager 46:49

It is also a long process

Sofia Malveira 46:51

Im going to ask you, you are actually building up the plan as we normally then go on the website and can download it and read it is what you are doing?

Lise Nørgård 47:06

That's what I'm doing.

Sofia Malveira 47:07

And the oldest plan is from the one that is currently still available kind of level in- 10 years ago or?

Lise Nørgård 47:21

Yes at least 10 yeras ago. When you go to our Kommuneplan and to Svenstrup you can see a description of the city there.

Sofia Malveira 47:31

I saw a map with some, we call it either areas or zoning by colours. It was about Svenstrup. It's also an insight on Aalborg Kommune. When you are standing here, more or less in what you want to turn the city centre, which references do you have in terms of vision wise and you look up because it's a flat town what, what is the most that stands out?

Lise Nørgård 48:14

Will you repeat?

Sofia Malveira 48:16

Normally when we are in the city or in the town and you are standing in the area that should be the city centre. You look around and you can visualise some visual references. What do you have in Svenstrup because it's very flat

Lise Nørgård 48:31

As you have this - Arla, and then the situation by here

Sofia Malveira 48:34

and that's the most?

Lise Nørgård 48:43

So it is not just the landscape that's important. You also have the cities lying down and you have the hills and the great use around. That a great part of the DNA. And then the

station city DNA that were you have some housing here that are bit higher than the original, but it's not especially significant it's discreet

Sofia Malveira 49:20

Yeah but you have the function. And by the conversation that you had with people, besides not being able to discover yet if they feel safe for the children's to bike round the overall how do you say, the overall opinion of the citizens about their town they are satisfied. It's a highest satisfaction?

Lise Nørgård 49:34

Yes, they are very happy to live there.

Sofia Malveira 49:51

I was guessing because if they are participating, they like

Lise Nørgård 49:54

Yes they do and they think it's a very good place to raise a family, and you have the things you need. There are problem with the road, but there is always problems.

Sofia Malveira 50:08

And can you point us all in the map? Where is the library and where is the main church?

Lise Nørgård 50:14

The library is you have the Brugs. Then they hire a space. And actually, that, the fact that it [library] is here this making this library one of them the ones in Aalborg Municipality where they have the most books lent out. So, it's so good situated because people are going to shop and then they just go and pick up a book. They let their children go in there while shopping and it is [great]. So the library, of course, they do what they're told to do, because it's the municipality that decides, and the people who are working with the for the house, are wishing for the library to be there so that they have this kind - things happen there. Of course, they know that if that house [Kulturhus] is built here, and the library is going to be here,

Sofia Malveira 51:10

people will not come so much? No. So you know, the kinds of city -it is the you come here to shop groceries on a daily basis. Here we have the plan for the city today. And this is what we call a town description and Aalborg Kommuneplan can have that in all towns. And this one is last. I think this is more than 10 years old. And if you see another city, what I'm doing here. Can I go back [looking on computer]. The plan im doing now is going to be a bit different. We have Godthåb here, we have already made it when you go in there you see different kinds of plans, identity, how things go together, and good 'hverdagsliv' (everyday life). And this is the design for the plan we are going to make now. And we have done this for Vestbjerg, Vodskov and Storvorde and Klarup, and

Godthåb and Nibe. So we are changing the way we describe to the cities, in the kommuneplan. Okay that's good. And the church?

Lise Nørgård 52:47

The churches - I cannot explain why, you know from the start the village was started here. Around you had the stream and then you had put something to stop the water and you have some water-mills and that was what started it. We had one here, one here. So, and this one is from the middle age and there was hardly no cities here.

Sofia Malveira 53:20

Okay, and it's on a higher point

Lise Nørgård 53:23

It is. Actually it's difficult for people to come there and people especially old people, you know. There are no sidewalks. That's no good but we have no solution on that so far.

Sofia Malveira 53:37

And can you tell us about the population that lives in Svenstrup? It's mainly above 40 years or below 40 years?

Line Risager 53:49

Else we can find it on Danmarks Statistik

Lise Nørgård 53:51

Yes. I thought about the material from the pre-debate [looking for in on the webpage]

Sofia Malveira 53:53

So it is one of those documents?

Lise Nørgård 54:03

Yes

Line Risager 54:03

We will look for it.

Lise Nørgård 54:12

Gå ind under Aalborg.dk (go to Aalborg.dk). Om kommunen (about the municipality). Statistik og nøgletal (statistics and keynumbers). Alt jeg har fundet, har jeg fundet herinde (everything that I have found is from here). Det er opdelt, både på planområdet og selve byen (it's divided in planarea and the actual city).

Line Risager 54:27

Okay det er smart. Det er nogle gange også en farlig fest at benytte Danmarks statistik. (Okay that is smart. Sometimes it can be a bit 'dangerous party' to go inside Denmark statistics)

Lise Nørgård 55:00

Jeg er så lidt bange for om de har slået Godthåb og Svenstrup sammen. (Im a bit unsure if they merged Godthåb and Svenstrup).

Line Risager 55:09

Ja det er ofte et problem, man kan ikke helt vide hvad det er for et område (yes that can often be a problem, as you don't know for sure what areas it holds) But that's, we'll look more into it!

Sofia Malveira 55:15

Yeah. And you show me and I can translate this. I'm just going to ask you. Is there any place on the municipalities site where we can download the Svenstrup map? We will have to point out things

Lise Nørgård 56:05

I think there is a place here you can do that. Digitale Kort (digital maps).

Line Risager 56:16

Or Kortinfo? Reminds of GIS - simple and online.

Lise Nørgård 56:24

Digitale kort og Luftfotos. Everyone can go in here - even find Aalborg in 3D.

Sofia Malveira 56:32

Yeah that I know thats the one that we took the old waterfront in the first semester I think. My only doubt was this, if you have the town's also inside that you can download it

Lise Nørgård 56:47

Here you can see plans, kommuneplanen

Line Risager 57:00

I have used that a little bit, so maybe we can manage that.

Lise Nørgård 57:04

And these are, from the kommuneplan, all the borders for all these areas here. You have the industry, housing. That what I'm working on changing them and changing the descriptions.

Line Risager 57:24

Now we already used an hour, but I just wanted to ask you - do you think there is a possibility for to get in contact with, for example Samråd? Or some engaged citizens or something? To give another perspective of Svenstrup as case for us.

Lise Nørgård 57:40

I can, I can write to them and ask. You can also ask them yourself?

Line Risager 57:49

Sure, is there someone specific we should contact?

Lise Nørgård 57:53

If you see on the website you have Samråd

Line Risager 58:09

Great, Maria [Vestergaard] said that I should just get your approval before contacting [Samråd].

Lise Nørgård 58:16

There we have the list [on the computer]. Kontaktoplysninger (contact information).

Line Risager 58:22

Så kan jeg finde for Svenstrup? Smart. (Then I can find it for Svenstrup? Smart)

Lise Nørgård 58:29

Hun er simpelthen lige ved at føde [Lises forslag til kontakt]. (She is in labor[her contact person - Janni].) Men hvis du bare prøver at google Svenstrup, så ser du kontakter på nogle andre. (If you just try to google Svenstrup, then you will find contacts for other persons).

Line Risager 58:44

Hvem tænker du ellers vi skal kontakte? (Who do you then think could be relevant to contact?)

Lise Nørgård 58:47

Altså hende Janni var formand, men er hun ikke lige nu. (Janni was chairman, but she is not right now). Men der er en som hedder Nikolaj Skole, eller Jan Madsen. Jeg tror Nikolaj Skole er rar at snakke med. (There is someone called Nikolaj Skole, or Jan Madsen. I think Nikolaj Skole is nice to talk to).

Line Risager 59:01

Det kan jo også være vigtigt (that can also be important.)

Lise Nørgård 59:03

Ja, men det er Jan Madsen nu også. (Yes, but the same goes for Jan Madsen).

Line Risager 59:04

Ja, man kan jo være forskellige (yes, we can all different). Jeg vil prøve [at kontakte Nikolaj]. (I'll try [to contact Nikolaj]). Then we can try to contact Samråd - just because there is a great expectations on this method-part, and the last thesis, so we want to collect a lot of data of course. We have only heard good stuff of this city and the development. People seems to love living there. I have never been in Svenstrup, just know there is a motocross track somewhere [pointing at map]. I've been there so many times.

Lise Nørgård 59:48

And of course it's different from what i tell you, because I have never lived here Yeah, but you never been inside?

Line Risager 60:12

Never been inside [Svenstrup]. And that's really, yeah I've been close.

Sofia Malveira 60:19

Now you have the chance to go! We wanted to thank you for your time. Very quickly while you are picking up things just as from your point of view as a professional or a land professional, why is pedestrianism important? From you, from your experience working with towns and cities.

Lise Nørgård 60:45

Because it is a good way to, to walk around and to see things happening around you and to get a bit of air, and just ehh. If you have a good access to things It's often quicker for you to just walk there than taking the car, to the parking. I think it's good for your mental health that you can walk. But also you have to walk in nice places. So we want the city centres to be nice and a good experience to walk there, and people could take a stroll and see what's happening. Now, nothing is happening.

Sofia Malveira 61:31

Okay, thank you so much.

Line Risager 61:33

Thank you for your time, and thank you for doing it in English as well.

Lise Nørgård 61:37

Yeah, it was not that bad?

Sofia Malveira 61:38

No it was great!

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Appendix C: Svenstrup Samråd

Interview-guide for Nikolaj Folden Skole (and Rikke Kragh).

As the interview with Rikke Kragh happened sudden an unstructured – we tried to follow some of the same questions as we planned to ask Nikolaj Folden Skole. This means, that this interview-guide is applied to some extend in both interviews.

Interview-guide:

- Presentation of us - and our research
- Information about you (Nikolaj)
 - Name, job, local

Svenstrup Samråd

- How long have you been a part of it?
- Your role?
- Do you get to represent your “individual” point of view?
- What is the role of samrådet?
- What influence do you have on planning?
 - On effective decision-making?
- The role in relation to Aalborg Municipality?

Svenstrup - development

- How has Svenstrup developed? (his perspective rather than data)
 - Is it in progress, does people tend to leave?
- Who (in his opinion) is the most suitable person to talk about Svenstrup history?
- Did you participate in the workshop planned by the municipality in February 2020?
 - If yes → Your opinion about it? What were the achievements and what could have been better?

Citizens

- What is their role in relation to Samråd?
- Do they seem interested/engaged in developing the town?
- Are there some groups that are more engaged than others?
 - Are they divided into groups and each group has a representative?
 - Is there a particular target group that could be interesting to include more?

Pedestrian

- Have you ever focused on pedestrians? Does Samråd ever talk about walkability in Svenstrup?
- What is their opinion (on mobility in general also)? / active mobility and micromobility: walking, cyckling, e-scotters, skates, etc (those which depend from physical activity)

Town's Equipment and infrastructures

- What do Svenstrup citizens claim for themselves/ wish to have?
- How did the idea of **Kulturhuset** appear?
 - Why? Was it the only idea that had consensus? (how did you agree on the Kulturhuset)?
 - Your thought on the location - and about Kulturhuset in general?
 - and what effects (pro/con) do you think it would bring?

Focus Groups/workshops...

- Could we get in contact/include citizens (maybe at the library)?

Follow-up questions (open answers are preferred):

1. How long had he been a part of Samråd? How do you think your profession can support/ help your contributions to Svenstrup samråd? Do the same apply to other members? How do you set your "elections"

Jeg har været medlem i 1½ år.

Jeg arbejder til dagligt i teams, internt og eksternt fra min egen arbejdsplads. Det oplever jeg som en kæmpe fordel.

Valg til Samrådsbestyrelsen sker ved Generalforsamling iht. Samrådets vedtægter. Der ses sjældent/aldrig kampvalg, så dem som ønsker at bidrage kan næsten altid komme ind.

2. What are your thoughts about Grøn Gruppe?

Kender ikke medlemmerne.

Jeg mener dog at de gør et godt stykke frivilligt arbejde med at vedligeholde de grønne områder, til glæde for byen.

3. Families and young people do not commit/ involve themselves so much. Why do you think it is due to?

Jeg ved det ikke. Travlhed med egne gøremål?

4. What do you think is Svenstrup community general idea about active mobility (walking, cycling, etc)?

Der findes gode og dedikerede cykel/gangstier i byen, øst-vest, samt i de nyere områder fra 80/90'erne i den sydlige del af byen.

Hvis de nord-sydlige forbindelse kan forstærkes med cykelstier/fortov, så tror jeg på at gå- og cykelkulturen i byen kan forstærkes.

5. The town feels to be divided in two main parts (schools area and centre). Which arguments have been placed/ stated to have kulturhus in each of those sides?

Placeringerne har visse fællestræk:

De er begge i nærheden af Skole og Hal.

Forskellene:

Centrum: Sammenhæng med byens hovedtorv og handelsliv. Rigtig fin infrastruktur, hvis der skabes et hus som kan tiltrække gæster fra andre byer.

Tiltaler andre kulturtilbud end idrætsliv.

Højvang: Sammenhæng med byens idrætsliv.

6. Who is working with Kulturhus (beside you)? And is Samråd divided into 'smaller groups' working with specific areas or topics?

Jeg er blevet valgt formand for Samrådet, og er derfor trukket mig fra Kulturhusgruppen i en periode.

Der er 4-5 andre personer i den gruppe. Fra samrådet er bla. Jan og Carsten.

Der er ialt 4-5 grupper under samrådet. De personer som kører grupperne er ikke nødvendigvis medlem af Samrådets bestyrelse, men referere til Samrådet.

7. Which of these arguments collects more consensus among Svenstrup citizens? (select two at the most = the 2 most importants)

Det kan jeg ikke svare på.

- - to have a community house (e.g. kulturhus)
- - to be able to go to the church on foot or by bike
- - to be able to walk along/ cycle along Langdyssen road
- - to keep the library in the town centre (close to the existent location)
- - to be able to have a comprehensive walking "route" that connects schools area > church
 - > town center
- - another one.

Which: _____

8. What did the local community expect from the "sikker vandring" initiative? (what would be the desirable outcome for Svenstrup citizens?)
9. Which initiative seemed to have overall more impact in transmitting your opinions to the municipality: "sikker vandring" or the municipality workshop? Why?
 Borgermøder – Generelle input, hvor alle borgere har mulighed for at give deres besyv med.
 "Sikker vandring" – Specifikke tiltag for en konkret situation/område.
10. How do you cooperate with the municipality?
 De forskellige forvaltninger kontakter samrådet om forskellige anliggende, som vedrører vores område.
11. How does samråd gather the information/thoughts/ideas from the citizens?
 Generalforsamlingen
 Borgere kan kontakte Samrådet via FB-siden.
12. Does samråd work through Facebook reach all ages groups, or do you think that is mainly visited by a specific group?
 Vi har en god spredning af modtagere på Facebook.
13. Does samråd make any inquiries/ surveys through Facebook about topics that could be of everyone's interest or is a mainly informative channel? [And if it engages the first one, do you then prepare and take those results to the public institutions (Aalborg municipality)?]
 Der blev lavet en undersøgelse i forbindelse med forarbejdet til Kulturhus-projektet. De lokale foreninger blev kontaktet via mail, mens den generelle befolkning i byen, blev adspurgte via FB/Spørgeskema.
 Ellers er FB generelt til information.

Appendix D: Karl Erik Hansen – Grøn Gruppe

This appendix holds both the interview-guide as well as the transcription.

Interview-guide:

- Introduction to you and your involvement in Svenstrup - and the paper?
- What's your relationship with Svenstrup? For how long?

HISTORICAL BACKGROUND

It seems that between "Battle of Svenstrup – 16 October 1534" and "Storming of Aalborg – 18 December 1534" there is no more historical information about Svenstrup.

- Is that correct?
- Do you know something /history-wise) that can be added and fill in this gap? Is there any literature?

From your point your view - how do you think Svenstrup has developed?

- in relation to citizens (do people stay there)?
 - is it most elderly?
- Urban life development?
- Mobility??
- How did the town develop?
- Has Svenstrup always been a part of Aalborg Municipality?
 - Reformen 2007?
 - How was the structure and the decision-making before?
 - (Your opinion of Aalborg Municipality?)

How do you characterize the "status quo" of Svenstrup Identity? (town references such as buildings, etc and community goals or mottos)

COMMUNITY BACKGROUND

- Been part of Svenstrup Samråd?
 - How was it?
 - How is the power relation from now and for earlier when you were a part of samrådet?
- Is it difficult for people to join the development process of the city? (decision-making-process)
- Do you experience that it is mostly the same groups of people that participate in meetings, workshops etc?
- What do you know about the Kulturhus hypothesis? (did you have a different idea)
 - What do you think about it? Pro and cons of having it built in Svenstrup?

Part 1)

00:00-01:30 - Introduction of us and our project

01:30-02:23 - Introduction to Karl Erik and his involvement in Svenstrup

We have a local historical archive, that should cover the historical part better than I can. So, it would probably be good to contact them. The leader is called Kurt Dahl, and it's called local historical archive for Svenstrup, Ellidshøj and Godthåb. It can be found online – addresses and phone number and so on. So, I think I'll let the historical part to them. I think they now more than I do about it.

02:23- Introduction – involvement in Svenstrup

KE: My involvement in Svenstrup. I'm 79 years old and retired 15 years ago. Previously, I worked at different locations in the north of Jutland – and I just lived in Svenstrup, I was not engaged/committed in the local community. But when I retired and came home – then I began to be involved in something called "Green Group" (Grøn Gruppe). It's a group that deals with the availability of green areas – that is, roads, is paths okay, and is the steam okay and do out park look decent etc. And actually, that became quite comprehensive – because we – in that period, was so lucky to assign some money, there we (Svenstrup) could invest 2-3mio. Kr. Into an urban regeneration. And some of that money was assign our group (Grøn gruppe). So, that was quite interesting to be a part of – and by that, I also got some more knowledge about the municipal system, got a lot of cooperation with Lises colleagues from the (BLF) administration. So that was really exiting. Grøn gruppe was a part of Svenstrup Samråd. And, Samrådet is some selected persons – that get selected on an annual general meeting, and it is primarily business owners (erhvervsdrivende) from the city/town that are a part of it. But, Grøn Gruppe was a division of that and by that we got included in work that Samrådet did- or got engaged in that – without being a member. When I was the chairman for Grøn Gruppe, I always participated in Samrådets meetings and by that – for so many years ago, we talked about creating a community centre (Medborgerhus) – and that is still something that we talk about. I don't know if you have heard about it?

LR: It's called Kulturhus also? (04:50)

KE: Yes, it's the same. That was something that we talked a lot about, and we also went to see some examples at different locations in north Jutland. But it never came to be. It was a money aspect. And I guess it is fairly the same challenge today. Well, but like that I became familiar with the urban life of the town, and the municipality as well. So that was really exciting. After around 5 years with that – then I got a job for okay Benzin as a consultant, where I stood in the stores asking people if they had an OK-card, or if they were a member of the local sports club etc. Then my focus turned a bit to that -and I began to do some genealogy, and used a lot of time on that. (06:01). Then I kind of left the city-cooperation part. But then 3-4 years ago, Nordjyske ask for a local informant – a local journalist from the neighbourhood, and if I would like to try that. That I ended up saying yes to. I have worked there for the last 3-4 years, but I'm going to stop in after this month – after writing around 800 articles about Svenstrup. It could be about anniversaries, concerts, new business and openings – everything that happens around here. So, like that, I have gained a great contact surface (kontakthflade), because I have been around so many people.

LR: Have you always lived in Svenstrup? (07:13)

KE: Yes, for this period that I have talked about. I'm originally from Fyn – both me and my wife. But we moved here because of work in 1982 and have lived in Svenstrup since. In two addresses, but still in Svenstrup.

LR: Grøn Gruppe – is it established by the citizens, or is it connected to the municipality or so? (08:00)

KE: No, it is something that we established ourselves. Samrådet hold – by the time I became a part of it, a meeting at the school and then the idea of Grøn Gruppe developed and people were asked to write their names on a list if they wanted to participate. There I put my name- and by that I became a part of Grøn Gruppe. When it went best, we were 8-10 members in the group -which I had the pleasure of be chairman of and the whip as well. We were very active – and well yes, it was a good period.

LR: Were everyone allowed to join – or did people get 'selected'? (09:00)

KR: We did not hold an annual general meeting – it was an open group, for everyone to join. But it was mainly the same group of people participating during the whole period – when I was a part of it. There was neither accession or resignation I that period.

LR: So, you did not experience that many want to participate? (09:32)

KE: No, uncurtail it's only heading one way in the past years. The activity is very, very low now – without harassing the people left in Grøn Gruppe – now/today, not much is happening.

LR: It's a shame. Nikolaj Skole also mentioned that is was primarily the elderly that participated in meeting and workshops. Both in relation to the municipality and Samråd. He often felt like the youngest participant. (10:08)

KE: Hmm yes, I don't know – but in Samråd, I know that people don't wait in line to a member, but there has been an increase since I was a part of it – I must say that. And great that they have established a group working with Kulturhuset. So, I think that Samrådet is more active today – than when I was a part of it. Whereas it's the opposite for Grøn Gruppe – it has almost stopped. But, as a citizen – we do all have an opportunity to contact the municipality or make a contribution to the paper. Regardless, if we use local platforms and 'speaking tubes' – then it is possible as a citizen to contribute. But not much happens. It is mostly when people meet in Brugsen (local supermarket) and ask 'why don't you think someone is doing something about it' – and you should say – well, why don't you do anything yourself? When we are a part of municipal meetings - we are always told that if there are some fiery/passionate souls who want to get involved - then you get placed high on the list – compared to areas without engagement from citizens. And I think that is understandable – else it would be a waste of the municipal resources – if nobody wants to support new initiatives. Without "ildsjæle" (passionate souls), nothing happens. And here, if we take Godthåb for example – there is a lot of associations and many passionate souls, and it is a small active society with around 2500 inhabitants – and here in Svenstrup we are 5-6000 inhabitants – and there is much more engagement in Godthåb than in Svenstrup. Despite the fact that we hold more

people. Without saying anything wrong, then Svenstrup is more or less a place where people live, close to Aalborg, the mall and close to everything, also close to the highway and offers a railway-connection. It is super centrally located. So, it is a place you live, and that's it.

LR: Then, what is your perception on the people living in Svenstrup? Is it families, elderly, workers etc.? (13:45)

KE: I think it's a mix. But there are not many houses for sale in Svenstrup – but a lot of new houses is being built and sold. So, there is new arrivals for the town – mostly because of work, which is not so much located in Svenstrup but rather located in Aalborg. There are some companies here, but most workplaces is located in Aalborg.

LR: Many then commute? (14:35)

KE: Yes, they do. We also have two big schools – and three if we add Lundbjerggård? As well, and they are all full-booked – as far as I know.

LR: Location of the schools – one in the “central” part of the town and the other side of “Langdyssen” (15:10)

KE: Yes, Højvangskolen. And there we also have some important elements for the city – such as the sports club (SKEIF), and Højvang Hallen – which they use to sport and other activity. So, the town's SportsCenter is located near Højvangskolen and is a big association and also very important for the town.

LR: Can you argue that the town is a bit divided by the big road? (15:48)

KE: Hmm I don't know. Well, the parish – Godthåb is one parish, Svenstrup is another and Ellidshøj is a third parish. Which in various ways, constitute a unit. For example, the church – then Ellidshøj- and Godthåb parish cooperate. They have 3 priests that they share. In relation to schools then I have heard that Ellidshøj Skole now is a part of Svenstrup Skole. So, the 3 parish is melting more and more together – in different ways. But there are still some people who proudly says 'I live in Godthåb' and 'I live in Ellidshøj' – and that's how it is – and there can be different arguments for that. So, a bit local patriotism happens – even though we live right next to one another. But the future will show that we all grow together with Aalborg.

LR: Before the reform – was Svenstrup then... (17:35)

KE: Svenstrup was an independent municipality – Svenstrup-Ellidshøj was one municipality. Godthåb as a part of Øster Hornum Municipality at that time. But the 3 of them then became connected to Aalborg Municipality under the reform.

LR: Did the reform had a great impact on the town and how it has developed? (18:10)

KE: Well, it's difficult to say. The municipal reform was 10 years before I moved here. Somebody would say that Svenstrup (...) The development that has been in this area has come after the municipal reform – like in many other places as well. That is not something special just for Svenstrup – because it's like that most places. New urban communities were established with the municipal reform, but we have just as many inhabitants here as in little market town, but we do not have any functions that counter a market

town. We -almost, have to shops – only 2-3 supermarkets/grocery shops, and that's it. We have no town hall, no police station – we do not have anything like that at all. But that is properly a result of the close location to Aalborg. Even though, we are just as many inhabitants as – for example, "Hassel"?? on Fyn, or close by we have Nibe or Hals. We are just as many inhabitants as those cities/towns.

LR: The central location to Aalborg – have a great influence... (20:22)

KE: Yes, that have a massive influence – on the development for the whole city/town. And some would say that it is positive, because we are closely connected to everything – and others might think is a 'mess' because we would like to have our own, and be ourselves and have our own stuff. But it's not like that.

LR: Do you experience that it can be difficult to cooperate with Aalborg Municipality – can it be difficult to get resources to Svenstrup? Or do you think it mostly "reserved" for Aalborg? (21:00)

KE: Yes, well it depends – if you sit in Svenstrup then you would properly think that. That there is more flower pots in the centre of Aalborg compared to our city centre – because there are no pots. And we should maybe have had a sudden share of them – but it can be difficult to make an equal share. (21:42)

PART 2)

KE: In Svenstrup there is more space and green areas. There are some fantastic areas in walking distance towards Godthåb and also in the other direction. There is a lot of green areas and the stream – and we actually have a lot of these things. But the Achilles heel of Svenstrup is Hobrovej – as people 'race' right through – thinking 'well that was Svenstrup' and 'that was good damn boring'. But it is not like that when you live here. I live – by the way, out towards Hobrovej – so that's where I get my knowledge. But yes, there is many wired things and understandings sometimes. But you know, in relation to the historical part – I can try to say a little about it? (00:50)

LR: That would be great, and then I'll also try do contact Kurt Dahl.

KE: The city/town – like every other city/town arise – way back to the Stone Age there has been found a lot of elements from back then – so humans has lived here for thousands of years. And that is among other because of the waterways. Ferslev, I don't know how well you know it, but it is located east. Back then, Øster Å and Limfjorden was still connected – so you could sail into Ferselv – were there at that time was a harbour. That's a clear change from today, and it can be difficult to imagine. But that was how it was. There were some hills where our predecessor settled and made their Stone Age instruments and houses. It was the beginning. Then, it began to grow around the waterways – primarily around Guldbækken that runs into Øster Å and then to Limfjorden, where farming got established. And they had the fields outwards and the water next to. The cities back then were not cities but rather farmyards – and a collection of farms. What happens later on – for 100-150 years ago, then the farms moved out on the fields and away from the city. Therefore, some farms or farmhouses is still located inside the cities.

And the farmhouses that moved out on the field is beginning to disappear now. Back to the city/town again. When we have all these farms, then craftsmen are attracted – and when there is craftsmen and farms, then it attracts trade. And when you have trade – and thing that need transportation, then road and infrastructure is developed. And in our case a railway connection was established 100 years ago – the railway from Randers to Aalborg. In Godthåb, industry appears – and here in Svenstrup we have had a big bakery located close to the lake, and we've had a power station.

LR: And Arla? (03:58)

KE: Yes, we still have Arla. I think that you should know – and you properly now already. One of Arla's biggest providers is farming. They supply dry-milk – that's their main production – and is located in the centre of Svenstrup. And another big farming-company is Danish Crown – Tulip, which is located in the other part of the city. So, two of the Danish farming's biggest companies is located in Svenstrup. It is nothing you think that much about – but so it is. But back to the industry of the past. Then, you have properly heard of Hammerværket and the past of Hammerværket in Godthåb. So yes. But today, there is industry both in the south and northern direction of the city. When you arrive from Hobrovej after IKEA and before 'meeting' Svenstrup- that area is designated industry.

LR: So, there cannot be developed habitation? (05:25)

KE: Unfortunately. When you then drive through the city then you meet the next round-about and there you also find industry. Maybe you've seen that Burger King has been developed. The biggest industry areas designated industry is located in Svenstrup. And that – well, we can see that is a bit 'aw'. Yes, because the area that I just mentioned from IKEA and into Svenstrup located on the south – I think is a catastrophe that they want to locate industry there because it could be gorgeous to build there – with a view on Øster Å Dalen. I simply don't understand. Well, but I have also expressed my opinion towards it, but nobody listened.

LR: Was it the municipality that took the final decision? (06:30)

KE: yes, well we are in a process with urban renewal plans – and I could see that you talked with Lise about it. I there I have – of course, put forward my point of view on that process – but also on other points. Be I have feeling that it will not be listen to. That race is already raced. So that's it.

R: But it is you experience that it can be difficult to be heard and listen to? As a local citizen? (07:07)

KE: Narrh, I don't know. We are so many – and here around 5-6000 inhabitants, so they cannot listen to all of us – there has to be someone hos set the record straight and control the process. Somebody might think something else – but that's a democracy, and we must live with that.

LR: But did you experience that is was easier to put forward your point of view when being a part of Samrådet? (07:42)

KE: Yes, it's clear that – I can not know for sure, but then you sit around the table – to meeting with the municipal people – so then it might be easier to put forward some

opinion while sitting there. But in modesty, then I have a great network and know a lot of the people involved – also councillor, so I'm not afraid to call him if necessary/needed. But I shall not call him to say that I want my will, because I don't get that – and either shouldn't have. So, it should not be misused. It is what it is.

LR: Well, I only have two themes left that I would like us to talk about- depending on how much time you have? (08:40)

KE: It's fine – I think it is quite fun.

LR: The first touch upon Kulturhuset – which you mentioned earlier could depend on economics. Rikke (Krag) expressed that currently, 2 possible locations are presented. So, what I would like to ask is what is your opinion towards that – and the Kulturhus in general? Pros and cons? (09:15)

KE: The thing is, that we do not have a rendezvous/meeting-space – besides Godthåb Forsamlingshus (local hall) – as a normal well functioned local hall. But it is primarily used by people from Godthåb or rental service. So, it doesn't really play a part in a local meeting space. The local here is something about the associations in the city – but the citizens had a desire for a Medborgerhus (community centre), hence people could go there, or the elderly could maybe go there in the morning – and then there could be some carpentry in one room and play cards in another. Childminders could visit a third room – like a gathering point. And in the afternoon – then when people got free from school, they could go play sport – like badminton or something on computers or another kind of activities. And there, the retired could hold some meetings in the afternoon – like knitting club or other interest-groups, book-clubs – it could be anything. And then in the evening, the associations could meet – or somebody could arrange a small concert or a talk/lecture, a contest – or something else. But all these kind of events – cooked together. Both those who are going to use all these activities – all the user groups that I have mentioned, they are not going to pay for it. That one thing – that can be difficult. Something else is to get it all organized. Who should stand/be responsible for it? In the beginning, when you build something like this – it's fun. And there would be 10-15 people that want to participate – but after 3-4 years, then is not as much fun anymore. We have seen examples on that. Luckily it is not like that everywhere – but we have seen examples. It would be a fantastic good thing to establish and I also think that there is a need. But I can also see all the challenges – I really can. But if we look on the positive side, then it really is a need for Svenstrup – I must say that. But again, if you want to see something in a good quality – then you can just take a look 10 kilometres from here – then there are artists coming from all around the world. And why should we then give money for a little talk/lecture when you can go there and get one on a higher level. So, it will be difficult. But we really want it out here – and I would like to support it, but I also see the problems/challenges. But lovely that there is somebody working with it – I really think so!

LR: Heard from Rikke, that it (development of Kulturhuset) caused young people from Højvang Skolen to speak their mind and tell about their interests for Kulturhuset on a Samråd meeting. So, I guess it is something that people gather around – and

hopefully, they keep being interested so it can be a success if I get established. But I guess there can be some challenges as well to consider. (13:40)

KE: there is massive challenges. But do you know what – those houses exist many other places in the country, so we must out and get some good ideas and hear how others handle the process. Then it should also be possible here. So, it doesn't sit here 'thinking black' – but I try to think realistic.

LR: it's a good perspective – because it is not something that we have thought a lot about. You can easily end up looking on the positive side – and forget the challenges, and if it makes sense on this location. (14:24)

KE: But yes, there is challenges – but it gives a lot of sense as well. It really does, because of the need. I'm think that the need is there and that a society on this size should make it work. But yes, that was it.

LR: You mentioned that you had visited some (Medborgerhuse) in North Jutland? (14:50)

KE: Well, that was 10 years ago – so that yeah. And what we saw back then was more a combination of a multi-house – where the schools used it to sport during the day and then the citizens could use it in the evening. And that is also really fine – but that's not the thought here. Here the thought is that it belongs to the citizens all day. But of course, if you can make a combination where the schools – or the municipality wants to buy some of the hours to the schools – then that would be fine. So you get some regular income – that would be super fine. But then it is not available for the citizens all day.

LR: then it was some of the accessibility away for the citizens (15:38)

KE: Yes it does. I also want to mention that we have another meeting-point here in the city/town – we have a 'Sognegård' (community centre) – very used, that is located in the middle of the city/town. With space for 150 guests or something like that. And there 'Højskole Foreningen' holds lectures, and Brugsen holds their general meeting – and some of these elements should actually take place in Medborgerhuset. It is not church-related activities. Another thing – some of the city's house-wife association also use Sognegården and other rents it. But it is like that because it's the only place we have – and the meaning-council is so nice that they rent it out. Additionally, there is good Sognegårde – modernize very well, both in Godthåb and Ellidshøj also. There is 3 super Sognegårde in the three parish. So, you can also look into which activity that takes place there – maybe.

LR: Yes, good idea. (17:02)

KE: You can find it on the church's webpages.

LR: Our focus has until now been on Svenstrup – but interesting to open up the area (17:18)

KE: Yes, and Medborgerhuset should contribute more than just to Svenstrup. I should be relevant for the other two (parish) as well. It revolves around these 3 areas – then is a bit connected (work together a bit). If you get more east, you have Ferslev and Dall – but I think they still shop in our Brugs (supermarket). But else, we don't have that much

to do with each other. As far as I know. But I have written a great share of articles for these two parish also– so I know a lot of people there. But fine – if we talk Svenstrup, then they – in my point of view, are not get included – then it includes the other three, and primarily Godthåb. And right now, if you stand next to Højvang Skolen and look on the west-direction, then Godthåb is right in front of you. So, it's almost like the two cities is about to 'grow together'. Godthåb draw close to the building site in Svenstrup – and Svenstrup draw close to Godthåb. So, at some point, only a green wedge is separating them- if it gets to stay. That is also something that we have talked about in Grøn Gruppe – whether or not the boundary (green wedge) should stay – both in relation to the nature but maybe also in terms of population – so, you keep two urban communities instead of one whole. It a wish that has been put forward often – 'let there be a wedge in between those two societies. It should not be understood as they could not 'grow together' – not at all, but anyway there is a wish for both to keep a bit of their individual character. Is also in relation to nature.

LR: My last overall question touch upon mobility – mostly soft road users as pedestrians and bicyclists. What is your experience of that in Svenstrup? And the conditions? (19:50)

KE: Well, you a familiar with Langdyssen?

LR: yes, it has appeared a few times.

KE: Yes, it has appeared a few times, and it's also some people from Samrådet, who works with it – to get established better conditions for soft mobilities. It can be bicycle lanes or walkway in one or both sides. And that is something that they have struggled with for as long as I remember. The problem is that Langdyssen is a that time (when established), made as a bypass road – and was never intended as a city-road, as a part of the city, where you should be able to walk and cycle. It is a bypass road – that's how it is presented in the local plans. And they are – apparently, quite difficult to change. But I think that it's relevant – absolutely, to take a look on Langdyssen. You can also look at Runddyssen, Langdyssen, Skipper Clements Vej – you might not manage to see in your head – but it is like a bypass road that lays around Svenstrup – and then Svenstrup has then overrun the border – construction (housing) wise, as they have went to the other side of Landdyssen. They have moved west – and near Runddyssen, they are about to move south. So those 3 roads are no longer bypass roads – but has become more and more a city-road. And therefore, the accessibility on these roads also changes. When the function changes, then the road also changes. And if you look at a map, then I think you an understand what I mean.

LR: Yes, I'll have to look it up in order to get the full picture – and see how they are connected. (22:07)

KE: Yes, look it up on a map and see it. But it is those 3 sections that are relevant. I'll just repeat them – it's Skipper Clements Vej from Hobrovej and the church – that one of the sections. Then we have Langdyssen, from the church and south towards Runddyssen. And when you enter Runddyssen, then it's from there and then east – well, back towards Hobrovej. It's not so much Runddyssen – but rather the other two that people talk about. But it is those 3 roads that has been a bypass road in Svenstrup – which now is used

more as a city-road. Inside Svenstrup I don't here about problems. I think it is okay. There is always a sidewalk that needs to be polished – but it's not that we talk about. But I know that in Godthåb, they have Tostrupvej? Where they also have some desires to improve it – without knowing exactly what it is. But I have just heard that they have some wishes on Tostrupvej.

LR: I might check up on that. (23:50) Well, I think that we have been through all my questions – so unless you have some final elements to mention – then I'll inform Sofia of all this information you have provided. (24:10)

KE: Hmm, I think that we have come around well. See what you can use from this – and I you want to hear more then you are welcome to call me.

LR: I apricate that – and that you are willing to use an hour to talk to me. (24:35)

KE: it's nice – and I is something that I have used a lot of time on – and it thinks it has been interesting to be engaged. But as said, now my age tells me that others need to take over. So, now it is others turn. Well, can you have a good time!

LR: Yes, and you too.

Hej Hej

Appendix E: Academic Experts

Include the interview-guide from the interview with both Raine Mäntysalo and Malene Freudendal-Pedersen

QUESTIONS FOR RAINE

We are thinking of researching the following topic:

- *“Walkability in Towns*
- *How can placemaking and transit-oriented development (TOD) policies be used to shape Svenstrup urban planning process and sustainable vision?”*

First thing that we recognized from the interviews held in Aalborg municipality about Svenstrup town, is that Walkability in Towns is much-much more than just looking at pedestrianism. That’s why we thought that your advice to look at TOD made sense;

Why Svenstrup?

- It’s a train-station town that belongs to Aalborg Municipality, the 4th main city in Denmark)
 - It has 7,366 inhabitants willing to be involved in the decision-making process/ to contribute. And that know what they desire;
 - It has both industries and offices, which provides jobs locally;
 - There is an ongoing planning effort from AAL planners to design a sustainable and integrated plan for the town that should include creating a town “down-town” link to a kulture place and more walkable and cycling physically connections (more and safer);
1. Can we assume that place making is part of transit-oriented development (TOD) planning approach? Or are they 2 separate concepts that complement each other?
 2. Is transit-oriented development (TOD) fairly recent concept or an old one?
 3. Which EU programs do normally support/ fund TOD initiatives?

QUESTIONS FOR MALENE

- 1) Should we look into pedestrianism inside the city or outside the city (in the suburbs)? From the previous semester, we know that Aarhus was focused in pedestrianism inside the city, and Aalborg, on the other hand, has they wish to look outside the city. If we go for the second one, what are we really talking about?
- 2) And if we take this path, pedestrianism in a mid-size danish city, which cities should we be looking at in advance, as in Literature Review, that could make sense to build the basis of the argument?


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Appendix F: Forældrerepresentanter

Fodgænger-mobilitet i Svenstrup

Kort spørgeskema/ short questionnaire (åbne svar foretrækkes/ open answers is preferred)

Image title



Navn/name


2 responses

Jannet

Anonym

Skole/school

2 responses



● Svenstrup Skole

● Højvangskolen

1/8. Hvor længe har du været Forældrerepræsentant ved Svenstrup Skole? Bor du i byen - hvor længe? (How long have you been a "parent representative" for Svenstrup school? And do you live in Svenstrup? For how long?)

2 responses

Knapt 2 år

Har været forældrerep. siden 2018.
Ja, bor i byen (siden 2011).

2/8. Hvad er dine tanker i forhold til mobiliteten i Svenstrup - herunder forholdene for fodgængere og cyklister? (What is your general idea on Svenstrup active mobility (walking, cycling, etc)?)

2 responses

Der er en del gode cykelstier og parkanlæg med stier ud i Østerådal/Langs Guldbækstien. Disse forhold er gode. Men der er også et par svært befærdede veje. (Hobrovej/Skipper Clements Vej som er ubehagelige at krydse.

Gode forhold. Stisystemer og villaveje. Også grønne områder, hvor man kan gå tur.

3/8. Er du bekendt med Samråd og Grøn Gruppe? Synes du, at de repræsenterer samfundets/fællesskabets ønsker? (Do you know/ follow Samråd and Grøn Gruppe initiatives? Do you think that they represent the community ideas?)

2 responses

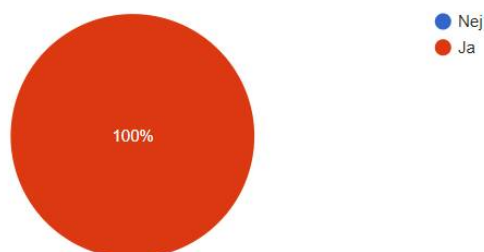
Jeg kender til Svenstrup Samråd. Men jeg kender ikke til den grønne gruppe. Føler at samrådet har en for lille indflydelse på kommunale beslutninger. At de ikke bliver rådført nok i forhold til særegne lokale ønsker og behov

Ja.
Ja.

4/8. Deltager du - og/eller din familie i initiativer, der omhandler by- og samfundsudviklingen? (Do you, and/ or your family participate in the town/ community development initiatives?)



2 responses



4a/8. Hvis ikke, hvorfor? (If not, Why?)

0 responses

No responses yet for this question.

4b/8. Hvis ja, hvordan? (If yes, in what ways?)

2 responses

Der har været et par initiativer med byudvikling som tema på Højvangskolen/biblioteket og på Svenstrup Skole som enten jeg eller min partner har deltager i.

Lokale aktiviteter; Jul på Stationen, Åben Park, loppemarked osv.

5/8. Hvilken udvikling eller/forbedringer ville du gerne se i Svenstrup? Hvorfor? (What developments/ improvements would you like to see in Svenstrup? Why?)

2 responses

Det er et meget bredt spørgsmål! Jeg kunne godt tænke mig at der blev plantet nogle træer langs Hobrovej fra parkanlægget og hen forbi den gyselige jernbanebro. Også træer på Langs Godthåbsvej ville gøre byen smukkere.

Desuden kunne jeg godt tænke mig at den tidligere Circle K tankstation blev byggegrund for etablering af et kultur/forsamlings/foreningshus istedet for at grunden skal anvendes til en Netto, der heller ikke kommer til at pynte ved siden af parkanlægget. Jeg er skuffet over at Netto har fået lov at købe grunden. Tænker ikke der er brug for flere dagligvareindkøbsmuligheder. Det ville være skønnere med et hus som nævnt ovenfor. (En del af samrådet arbejder på muligheden, dig med en anden placering). Men en smuk ikonisk bygning til at være at smukt landemærke i byen kunne være at foretrække fremfor en Netto.

Byen er ved at blive lukket inde i erhverv på Hobrovej både nord og syd for byen. Den gør sig ikke så godt fra Hobrovej, når man bare kører igennem og det er en skam, for det er en dejlig by :) Den nye bro over togbanen gør sig heller ikke så flot....

Tanker om en nyt kulturhus er gode og ambitiøse. Håber det bliver til noget. Det er godt med lokale arrangementer og samlingsmuligheder.

6/8. Svenstrup virker lidt opdelt - grundet Langdyssen. Hvad er din holdning til lokationen af Kulturhuset - hvilken side er fordelagtig? (The town feels to be divided due to Langdyssen road. In which side (north or south) would you prefer to have the kulturhus? Why?)

2 responses

Det har jeg vidst svaret på. På grunden ved Circle K. Bestemt ikke gemt væk i et villakvarter i den vestlige ende af byen.

Har ikke indtryk af, at Langdyssen deler byen... det har jeg aldrig hørt før, men bor også selv i den synlige ende... Jeg synes at kulturhuset skal have en central placering, der hvor der i forvejen er liv ved skolen og butikscentrum, måske ved stationen.

7/8. Var du informeret om "Sikker vandring" eller Aalborg Kommunes "Områdefornyelse Svenstrup" workshop initiativ (i februar)? Synes du det var nyttigt/givende? Hvorfor? (Were you informed or aware of "Sikker vandring" and Aalborg municipality "Områdefornyelse Svenstrup" workshop (February) initiatives? Do you think they were useful? Why?)

2 responses

Nej, det kan jeg ikke huske.

Sikker vandring: ja

Områdefornyelse: ja

Deltog ikke, men bakker op om at inddrage borgerne i beslutninger der vedrører deres by.

8/8. Har du nogle ideer eller tanker om hvordan borgere i Svenstrup i større grad kunne mødes - gå mere - engagere sig i aktiviteter sammen? Generelt styrke fællesskabet? (Do you have any ideas on how to make local people connect more with each other, (e.g.) to meet more, to walk more, or engage other activities together? In general, to strengthen the community)

2 responses

Ja, hvis det er et kulturhus hvor folk mødes, kunne det være et fint sted til "opsamling" af løbehold og lignende.

Synes allerede der er gode initiativer, som måske mest rammer børnefamilier - måske skulle man lave noget for singler eller ældre borgere, enlige forældre. Måske noget med at samle skrald i fællesskab på de grønne områder og stierne.

[En kommentar til hele spørgeskemaet: pas på med at pakke for mange spørgsmål ind i ét - og ja/nej spørgsmål kan lige så godt være til afkrydsning, så man ikke skal skrive "ja" og "nej"]

Tak for din besvarelse - og din tid! Thank you for your answer - and your time!