

An aerial photograph of a coastal city, likely Trondheim, Norway, at sunset. The city is built on a peninsula and surrounded by water. The sky is filled with soft, colorful clouds in shades of orange, pink, and purple. The city's architecture is a mix of traditional wooden houses and modern buildings. The water is calm, reflecting the colors of the sky. In the background, there are mountains and islands.

PlanNord

Future challenges to Nordic Planning

ABSTRACTS

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Norges miljø- og
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universitet

Track 1

Urban sustainability – time for a new paradigm

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Transferring knowledge of urban sustainability – possibilities and challenges

In the prevailing eco-modernist notions of sustainability (Asafu-Adjaye et al., 2015; Benson & Fine, 2010), we find subtle revisions in the approach to urban change and urban development. The outset of this paper is to add ways of diversifying approaches, knowledge and tools to emphasise social sustainability and to be more prepared for the urban futures we cannot predict. Today's urban challenges are 'wicked problems' in the sense of being complex and unpredictable, requiring collaboration across sectors and levels in order to be solved.

This paper seeks to explore how knowledge and lessons can be derived from how urban systems contend with vulnerability, complexity and 'crisis'; and then how inter-urban knowledge exchange may be facilitated. We investigate situations characterised by self-organised solutions, distributed systems, engaged citizens, adaptable modes, and flexible governing. We approach these situations in two ways, by: (i) studying urban challenges through incorporating new constellations and intersections of urban stakeholders; and (ii) in assuming there is valuable knowledge to gain from 'crisis' or 'vulnerable' cities. By emphasising the potential in learning how various stakeholders formally and informally respond in situations of breakdown or disrepair (Graham and Thrift 2007; Jackson 2014), this paper aims to bring forth interesting strategies and solutions that have emerged out of urban 'crisis'.

Two cases will be explored. Throughout the 2000s, Medellin embarked on a series of ambitious public policy reforms which centered around social urbanism and the focus on revitalizing and reimagining public space and mobility in poor urban areas to address inequality and violence. Their inventive approaches to social sustainability are later paired and integrated with environmental sustainability. The Indian state Kerala experienced a devastating flood in 2018, and in the aftermath civil society has been an important force in restoring the state. Some of these initiatives are innovative, and opens for a wider exploration of how substantial breakdowns can be occasions for reconsidering established infrastructures and develop renewed ones that answer to social challenges locally and are better adapted to an increasingly volatile climatic situation.

The paper will address how to overcome shortcomings of current approaches to knowledge transfer across cities; seeking out concepts, knowledge and actors; and bringing in relevant means of transferring these across contexts and sectors to develop other approaches to sustainability and urban change.

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Urban sustainability: is densification sufficient?

Urban densification has for some decades been considered as the most relevant strategy for ecological modernization within the field of urban spatial development. Compared to outward urban expansion, densification has important environmental merits, but is not without negative environmental impacts. This presentation critically addresses how urban densification policies contain an assumption – implicit or explicit – that continual growth, expressed in per capita consumption of building stock and infrastructure, should be accommodated. This is argued to lead to a weakening of environmental sustainability. The Norwegian capital Oslo is used as an example, illustrating the environmental achievements and limitations of the densification strategy. These achievements and limitations are then discussed in the light of theoretical literature on tensions between economic growth and environmental sustainability. The presentation concludes with a call for further critical scrutiny of how growth assumptions influence/subtly shape urban sustainability policies

Planning for a sustainable urban future in a shrinking Arctic city

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The mainstream planning belief system naturalizes growth and direct policies towards growth. Growth becomes some sort of a universal indicator embracing (and suppressing) other aspects, such as well-being, ‘lifestyle’ opportunities, general worth of place, quality of the natural environment. And while eco-modernist planners tend to promote the necessity of endless economic growth emphasizing the role that new technologies will play in reaching sustainability (Caradonna et al., 2016), there are doubts that sustainable urban development can be achieved without reducing economic activity, downscaling consumerist lifestyles, and moving towards energy efficiency. In this respect shrinking cities – places which need to ‘narrow down’ the too spacious settings – become the ideal ‘polygons’ to develop and test new planning concepts, approaches, and tools.

Shrinking cities are located worldwide, but responses to the phenomenon are place specific depending on the knowledge and resources of decision-makers, as well as the discourses of the desired spatial development. Our contribution is based on empirical evidence from Russia, where over 70% of cities shrink (Batunova & Gunko, 2018). The case study is Vorkuta (Komi Republic) an Arctic city with around 60 thousand people which is among the most fast-shrinking cities of the country. Due to a simultaneous need for improving housing conditions, dealing with negative physical negative effects of shrinkage, and high maintenance costs of housing and infrastructure the local stakeholders had to come up with a creative approach toward planning which would help achieve sustainability. The solution was to turn to the ‘compact city’ concept. Currently, all the development including new urban design is being concentrated in the core of the city, avoiding sprawl and fragmentation. Gradually abandoned and vacant housing is being demolished with subsequent greening of the territories. The adopted concept simultaneously creates a new urban identity (Reverda, Hermans, & Maurer, 2018; Ringer, 2018) and helps people find positive features in the new reality through promoting livability and reducing the impact on the fragile Arctic environment. Although the concept of a compact city itself is nothing new in planning, its implication in contemporary day Russia looks novel and somewhat surprising since the regional national policy strongly advocates growth supported by extensive land use. The only question is how (and if) the experience can be transmitted to other cities of the country with different institutional environments.

In need for a new paradigm for vacation home planning in Norway? The case of previous iatrogenic planning

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Planning of vacation homes in Norway have traditionally been focused on a balance between development and protection. Planning regulation and guidelines were first implemented in 1965 and those constituting principles are argued by researchers not to have changed much since. However, the societal development since the 1960s have seen economic growth and massive rise in social welfare as well as changes in planning orientation often described as a process from government to governance. Since vacation home planning principles have not changed accordingly, the above changes challenge the sustainability of the development and practice of Norwegian vacation home use. The current planning solutions can be characterized as eco-modernist, however this approach does not meet up to the challenges that needs to be addressed if Norwegian vacation home practice should transform towards a more sustainable development.

This paper will explore the development of the Norwegian vacation home planning through a historical perspective, mainly through document studies, thus shining light on the previous paradigmatic approach to planning and assessing how vacation home development have changed as societal conditions have been transformed. The paper argues that contemporary development and societal context does not fit with the constitutional planning principles if sustainability is to be met. The aim of the paper is to conceptualize the historical development within a theoretically explanatory framework that provide the insight to criticize the current planning paradigm from a sustainability perspective as well as give possibility for a new planning approach to be articulated. A theoretical frame introducing the concept of iatrogenic planning is developed. New planning principles, coming from this conception, will turn the current planning approach “up-side-down” making a case for a more sustainable approach to vacation home planning.

Ideological premises for urban sustainability transformation

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Recent ideology critique in urban planning has been dominated by poststructuralist tradition. Although this approach provides valuable insights on how ideological mechanisms structure planning and thus provides a critique through revealing the underlying power relations, it is not adequate in leading to urban transformation towards sustainability. Urban sustainability transformation necessitates not only a deep understanding of ideological mechanisms at work that hinders the transformation. What is important is also a normative framework of desired urban future and therewith certain ethical premises, and an evaluative stance on whether the existing and proposed planning strategies are 'good or bad' and 'right or wrong' against these normative values. In this paper, I argue that critical realism's ideology critique offers a fruitful meta-theoretical perspective on research studies in the field of urban sustainability transformation.

Firstly, critical realism's ideology critique provides an evaluative stance on ideas and beliefs. A set of ideas and beliefs is seen as ideological only if they are essentially wrong. Immanent critique is a necessary step in order to designate the ideas as ideological. This makes an assessment of the plausibility of beliefs embedded in planning possible. **Secondly**, a precondition for judging ideas and beliefs as wrong or right is the possibility of making ethically rational judgement. Here, critical realism's moral untruth (as reflected in the ideology) and ethical naturalism (moral standpoints can be social-scientifically vindicated) are highly relevant. Urban sustainability transformation needs a conceptualization of what is sustainability based on certain ethical values, and ethical naturalism suggests that these values can be examined by relating to the current world. **Thirdly**, explanatory critique, as an important element of critical realist ideology critique, can shed light on the underlying socio-economic conditions for the reproduction of the ideology. The taken-for-granted beliefs in urban planning can therefore be explained by looking at the deep level societal structures. Explanatory critique thus has the potential to lead to transformative praxis, where urban planners can take the role of ethical agency.

Track 1: Urban sustainability – time for a new paradigm

Keywords: urban sustainability paradigm, environmental limits, social justice, welfare rights, ecological modernization

The social costs of urban green growth in Europe. The crucial role of housing policies in comparative perspective

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Over the last decade many cities in Europe have fostered local development strategies oriented to a green growth agenda. Green infrastructures, ecosystem services, and nature-based solutions have become prominent planning discourses and popular policy tools, framed as win-win approaches able to combine environmental protection, economic growth and social justice. However, these aims seem to be difficult to reach at the same time, and political ecologists have provided extensive critiques demonstrating the possible negative implications of urban greening for many vulnerable populations in terms of unequal distribution of social, economic and environmental resources among citizens as well as new spatial inequalities, such as processes of ecological gentrification.

While these investigations have been mainly developed in North America, we still do not have extensive knowledge of what is going on in Europe. In this framework, this paper aims to fill a gap in the literature, by discussing recent investigations on the relations between sustainability strategies and socio-spatial justice in Europe. It will be based on the analysis of different case studies -policies of green urban renewal, ecological retrofitting of the housing stock, sustainable mobility strategies- in different cities in Europe, highlighting common trends and differences. In particular, it will focus on the role of housing policies and the housing market in shaping different conditions of spatial segregation in relation to sustainability policies in Europe. Housing policies are crucial in shaping more or less just urban sustainability transitions in Europe. Alternative approaches to future urban development should rethink deeply how to deal with both ecological innovation, new social needs and affordability in the housing sector.

Densification strategies and socio-spatial justice: the case of Oslo

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This work aims to contribute to the debate on whether densification can be defined as a socially sustainable urban strategy. Since the last three decades, urban densification has been identified as a solution to the environmental degradation derived from urban sprawl. From an Eco-Modernization perspective, it represents the major strategy to ensure sustainable urban development and to decouple economic growth from environmental deterioration. However, while many studies examined the environmental effects of densification, there is still a limited knowledge on its potential effects on socio-spatial justice. Therefore, the main aim of this study is to investigate how densification is related to social segregation and inequalities. The city of Oslo is one of the most evident European examples of urban densification. There, Eco-Modernization represents the mainstream political solution, and the implementation of densification strategies has been deemed beneficial in terms of decreased car traffic, reduced land use and improved neighborhood livability. However, Oslo seems also characterized by a strong socio-economic segregation that determines an evident east-west spatial polarization. This despite the fact that densification is predicted to lower the level of social segregation, because people can live in closer proximity. As stressed by several studies, housing policies, land use management and planning strategies are fundamental in determining the socio-spatial distribution of people in urban areas and in understanding segregation dynamics. Consequently, densification strategies are likely to exert important effects on socio-spatial issues and investigating this relation is pivotal to clarify the ongoing situation in Oslo. Focusing on the process of policy-making, I questioned how planning documents address the social aspects of densification. Discourse analysis and in-depth interviews were used to analyze the content of the planning documents, and to explore motivations and opinions of the stakeholders involved in the decision-making process. This approach allowed identifying adopted densification strategies, hegemonic discourses on densification, power relations among the stakeholders and the possible social impacts they can exert.

TRACK 1: Urban Sustainability - time for a new paradigm

Out with the new, in with the old! Revitalizing existing communities for sustainability and subjective wellbeing

Urbanisation as a megatrend shows no signs of weakening globally, or in the Nordic countries. At the same time, the overwhelming majority of environmental impacts are generated in cities. This derives from the economic growth generated by cities, as the decoupling of economic activity from environmental impacts has not been successful to date. Moreover, from a built environment perspective, urbanization has led to both housing crises in major cities, and a large amount of vacant buildings in rural areas. An enormous amount of environmental and economic resources is tied to these vacant buildings, and simultaneously, costly new construction with major environmental impacts takes place in cities. For environmental considerations alone, revitalizing communities outside major cities should be a policy goal. Another consideration relates to social sustainability, namely, the perceived happiness and subjective wellbeing of people. Research has shown subjective wellbeing to be on a higher level in smaller communities than in major cities. Revitalization would require financial incentives, but also enablers, like the utilization of new technologies. Digitalization already allows time and space independent work. The overall servitization of society, along with advances in e.g. farming technology have the potential to bring new life outside major cities in the Nordic countries. A key enabler, and a necessity, is the repurposing of existing buildings for new uses.

This research presents a typology for sustainable and liveable communities in the Nordic countries. The research employs mixed methods and a case study design. Cases are selected among Nordic communities where successful revitalization has occurred. The selected case studies are explored in detail with qualitative means, including interviews and future studies methods. The qualitative methods are complemented with quantitative comparisons of e.g. population and employment structures, accessibility, and temporal development. Finland, Norway, and Sweden are all in different phases of urbanization, which provides a fruitful basis for comparison. A typology for sustainable communities is constructed as a synthesis of the findings. The research incorporates elements from urban and future studies, as well as real estate and sustainability management. The findings allow researchers to expand their thinking on urban sustainability, beyond the densely populated major cities, toward smaller communities. Furthermore, the findings give policy makers and authorities practical ideas to drive revitalization in their respective regions.

Keywords: built environment, digitalization, revitalization, repurposing, subjective wellbeing

Localist leap and the capacity of the planning apparatus in the face of climate change

The relationship of public steering and market actors in Finnish planning is transforming. Several legal reforms are currently unfolding in the planning system in Finland, increasing local and private discretion in relation to the central government. As a joint impact of the several parallel reforms, functions of the planning apparatus are about to change. In concordance with the recommendations of Communicative Planning Theory, central government steering of local land use planning keeps on reducing. Flexible land use steering is called after, while avoiding technocracy and paternalist top-down steering. Legitimacy of planning is increasingly sought after from communicative sources within the local contexts among stakeholders, instead of relying on institutions of representative decision-making. However, such focus in the local circumstances of planning, emerging in the context of the legal reforms, is not without problems.

It is suggested in the paper that performance of the public planning apparatus in integrating long sighted, democratic and sustainable priorities to the planning agenda is at risk, following the emerging localist focus. The concept of vacuum of strategic planning is used to describe the problematic. It illustrates passive operational spaces opening for the market actors' exploitation for various potential reasons. For instance, due to the insufficiencies in the regulative framework of planning, proactive market actors may benefit from the sub-optimizing composition between the municipalities within the city-regions. The lack of planning resources and exaggerated landowner-focus in some of the municipalities may predispose land use planning to expansion of the vacuums, too. Finally, it is argued in the paper that the vacuums of strategic planning may delimit public planning's capacity to cope with the challenges it is facing, for instance, in the face of climate change.

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Abstract PLANNORD Ås 2019

To track 1: Urban sustainability – time for a new paradigm

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Climate change and seasonal variations in built up areas

The climate change is on both the political and municipal adaptation agendas. There is also a growing interest how it is influencing the spatial and urban planning. However how the seasonal climate and weather variations are influencing the urban built-up areas are often not visible in these agendas. In the Architecture group at Luleå University of Technology LTU we have researched this field since many years. We mean that this is a very important part for an urban sustainability to be long-term robust. Due to this we mean there is a need of a paradigm shift in the Nordic countries to include the aspects of changes and seasonal variations of climate.

The on-going research at LTU includes several aspects to be considered in urban design activities to meet the strains of seasonal variations. One way is to carry out a green-blue-white plan to integrate the winter conditions together with green and blue structures into the building structures. To be able to organise this there is need for the responsible officers to cooperate, planners, architects, landscape architects, traffic planners etc. We have seen that it sometimes is challenging to overcome views and traditions in the various municipal departments.

The paper deals with how to integrate the climate aspects in urban planning and design to achieve a more sustainable urban development all year around. New digital tools can support managing all aspects to create smart cities, then smart in a wider sense, not only digitalisations.

Track 2

Enhancing Livability in Urban Areas

The 9th Nordic Planning Research Symposium
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Track 2: Enhancing Livability in Urban Areas

Keywords: Livability, urban experience, everyday life, urban aesthetics

Urban Aesthetics: Conceptualizing the Lived Quality of Urban Environments

Urban aesthetics is a branch of applied philosophy, which focuses on studying the explicit and implicit aesthetic values of urban environments. It seems obvious that the look and feel of a city affects the experience of the people visiting and living in it. However, it seems equally clear that it is difficult to name common features which would explain how the qualities of a city ultimately become experienced. Especially so, since the volume and variety of urban formations is rapidly increasing in the 21st century. Some of the relatively recent advances in urban aesthetics have had focus on the meaning of place, mobility related aesthetic experiences, and the role of familiarity and strangeness in urban everyday life. Also livability, fluency and functionality in urban everyday life, atmosphere, and the tourist gaze exemplify some of the concepts that have been studied under urban aesthetics. The emphasis is in understanding the relation and engagement between human and the non-human components of the city, for example different degrees of nature, built objects or technology in its various forms. Also human social relations gain some type of an expression by necessity in the planned physical space of cities. Aesthetic preferences and choices based on multisensory experiences and engagement with the city, as subjective and difficult to define as they might seem, provide us with plenty of non-verbalized information which is of value when planning and designing the future conditions for urban life. In this talk, I outline three main approaches to urban aesthetics in order to make it easier to grasp how aesthetic values manifest in contemporary cities. These approaches help to further exemplify how and to what extent aesthetic qualities influence the lived quality of urban environments.

Can Good Urban Atmospheres Be Designed?

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Our preferences for certain cities have usually a lot to do with whether we perceive in them what we colloquially call a good *atmosphere*. “I like the atmosphere in this city” or “its vibe” or “its character” or “its style” are some of the common *reasons* we give to justify our preferences. Accordingly, we consider cities to be “dynamic” or “young” or “melancholic” or “romantic” or “friendly” or “cold” depending on the atmosphere we perceive. Although we often attribute the cause of this perception, at least to some extent, to its inhabitants—supposedly to their social presence and behavior (“I like the people in this city” is often equivalent to “I like this city’s atmosphere”)—my interest is to explore whether a city’s urban architecture, the *built environment* as such, plays any role—and which type and to which extent—in creating a city’s atmosphere and whether that causal role can be purposefully created. More precisely, I will pay particular attention to atmospheres (a) of *open* public spaces—that is, city squares, streets or neighborhoods, rather than enclosed spaces such as cafes, stadiums, churches, or train stations—and (b) which are *not* created because of functional interests (as it can be the case of shopping areas).

I will propose, first, that we perceive *atmospheres* in architectonic or urban spaces by somehow perceiving spaces *infused* with certain *meanings*, especially with meanings that arouse an emotional response in us. This will require (a) an understanding of what “atmosphere” could mean (and a revision of Böhme’s view of “atmosphere”); and (b) a clarification of how to understand (b1) *meaning*, (b2) *infusion* of meaning in *spaces*, and (b3) *affective* meaning in this context. Second, I will discuss *whether* and *how* we could create *good* atmospheres, that is, atmospheres that could increase the quality of life of a city’s dwellers (and what this could mean). And third, I will discuss whether there might be reasons to question the idea that we (i.e. architects, city planners, urban designers, etc.) *should* attempt to create “good atmospheres.”

Despite the important subjective component of atmospheres, there are reasons to think about *agreements* among humans as to what good atmospheres could be. How to determine the latter in practice might not be easy. Neither the shopper nor the tourist might be good references. Paying instead attention to the public spaces we freely choose *for the space’s sake*, might be a better but not easier route. My general suggestion will be, in any case, that the *aestheticization* of the urban *space* (not the architecture *per se*) might address our demand for *good* atmospheres.

Abstract for the 9th Nordic Planning Research Symposium.
PLANNORD 2019: Future Challenges for Nordic planning.
Track 2: Enhancing Livability in Urban Areas.

Livable spaces for every-body

Exploring the tacit knowledge of the dance arts for landscape architecture

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In the guide *Sustainable urban planning* (2008), written by the Swedish Association of Architects, they declare, under the headline “Social and financial sustainability”, that “Everybody has a right to the city, to its range and possibilities for social, financial and cultural exchange./.../ the city should be interlinked and available to everybody.” But how is social sustainability to be achieved? How do we design spaces that are inclusive and available for *everybody*? Spaces that are livable and offer rich qualities for all bodies?

Perhaps one aggravating aspect is the visual bias within the architectural and planning profession? That we are, to a great extent, visual in our communication and understanding. Whereas for other people, other senses might be more dominant and some people even lack sight altogether. The architectural discourse has mainly dealt with visual, spiritual and mental notions about space and to a large extent lacked the notion of (human) bodies. I believe that if we shape environments that are mainly or only visually appealing, we risk impoverishing the experience of our urban spaces of many qualities, even for those with all senses intact.

In an effort to enhance quality of life of everyday urban spaces, I therefore develop an understanding of *bodily* experiences of spaces (as opposed to only visual aesthetics). I study how urban design affect human experience, perception, movement, behavior and actions within spaces.

One way of shedding light on bodily experiences is by means of studying modern dance. Both architecture and the dance arts are professions working with the relationship between bodies and space. Since dancers are trained in relating to their surroundings with their bodies and carry a bodily preunderstanding with

which they relate to spaces I believe they possess a tacit knowledge about the relationship between body and space that could be of use for architecture to understand. In this presentation I will discuss selected examples of both historical and contemporary collaborations between the fields of landscape architecture and modern dance practice to show in what specific way modern dance is a carrier of knowledge and experience of the human body's relationship to space. And in an outlook, I will develop how the practice of design by architects/planners can change if we take the bodily experiences into consideration.

Abstract for Plannord 2019: Future challenges for Nordic planning

Preferred track: Track 2 – Enhancing Livability in Urban Areas

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Conflicting ideals of livability: Comparing disputes around the preparation of general plans in Helsinki and Minneapolis

This paper discusses conflicts between different views on the ideal of livable city in the recent general planning processes in two Northern cities of Helsinki, Finland (Helsingin yleiskaava 2016 – Kaupunkikaava), and Minneapolis, Minnesota, USA (Minneapolis 2040 plan). In both cities, general plans or plan proposals have included the goal of densification. Densification, in turn has been justified with arguments related to livability and sustainability. This paper focuses on the connection between densification and livability, the connection which has been emphasized especially by planning professionals who argue that the provision of private and public services, including public transportation, can be best supported through densification.

In both cities – Helsinki and Minneapolis – a significant number of local stakeholders have challenged the connection between densification and livability. In Helsinki, the opponents of densification typically argue that it is especially the presence of urban nature in the city that makes the city livable, and that objectives related to densification destroy natural amenities in the city. In Minneapolis, the opponents of densification do not typically invoke to the value of urban nature, but they wish to preserve social qualities associated with low-density, single-family house based urban structure.

The paper explores the ways in which issues related to conceptions and experiences of livability have been discussed, as well as the ways in which conflicts related to differing views on livability have been handled within these two planning processes. The paper analyses planning documents and discourses in the local newspapers and social media. The analysis makes use of communicative and agonistic planning theories, the first ones being oriented towards rational consensus-building, whereas the latter ones tend to value conflict and highlight the irresolvability of conflicts – especially those conflicts that are related to differences in our ethical-aesthetic ideals and world views.

The paper asks: to what extent conflicts concerning the experience of livability have been rationalized during planning processes, and to what extent rationalization has facilitated the resolution of planning conflicts. Furthermore, it asks: to what extent there are such conflicts that seem to escape rationalization and that lack the prospect of resolution. Finally, the paper aims to find out – following the agonistic theories of planning – whether there is something that the planning institution can learn from the seemingly irresolvable conflicts or clashes between ideals concerning livability.

For track 2 Enhancing Livability in Urban Areas

Obtaining livability through citizen empowerment

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In this paper, I discuss the potential for increased livability in cities through better inclusion of citizens' views in planning processes. Public participation in planning has been a central theme over the last 30 years, but examples of real power to the public in planning processes remain scarce. There are also critical voices addressing which citizens public participation empowers and exclusionary effects (Hillier, 2002; Innes & Booher, 2004; Young, 2000). Drawing on empirical case studies of two decision-making processes in market-led urban redevelopments, this paper discusses issues related to livability in forthcoming urban spaces: who promotes qualities for livability, and how are these contributions met?

I relate livability to qualities in urban space, and apply a typology of qualities derived from economic theory of goods. This theory distinguishes goods according to rivalry and excludability creating four ideal types. Based on documents and interviews I discuss who promotes club qualities (often in form of semi-private space) and public qualities (qualities accessible to all), and who raises issues of congestion and overuse of common pool resources (Hardin, 1968; Ostrom, 1990). Public planners have an obligation to serve the public interests (Friedmann, 1987), as specifically stated in the American code of conduct for planners (American Institute of Professional Planners, 2005). However, my analyses questions whether they make the most of possible alliances with citizens in actual planning processes. Citizen empowerment is not only important to ensure legitimacy for a planning process, but it can also help generate plans that enhance livability.

Keywords: public participation, empowerment, public qualities

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Abstract for PLANNORD

Track 2: Enhancing Livability in Urban Areas

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Title: User efficacy in the built environment

Abstract:

One's ability to affect their immediate built environment contributes to subjective well-being and an area's livability. Despite this important connection, both professionals and academics in planning and urban design tend to narrow their focus to participation in planning and design processes rather than considering the experience of affecting an environment over time. This knowledge gap overlooks the ability and potential importance of people affecting the built environment on continuous, everyday bases. This article approaches that oversight by offering a conceptualization of user efficacy in the built environment that encompasses both planning processes and the processes of living, experiencing, and changing the environment. It seeks to connect urban design and planning practice to how urban spaces continue to change informally after design and construction processes.

The article begins by defining efficacy as a psychological concept, then connecting it to the built environment. This background explains the mechanism by which affecting ones' environment can contribute to subjective well-being and livability. While participation thought and methods can guide how users might affect urban design processes and decisions, this provides only a narrow view of the multitude of ways that users can affect a built environment. Expanding these to include the relationships between urban design and user effects in the built environment over time offers conceptual framework to consider spatial planning in terms of efficacy afforded. Illustrations from residential cases in Oslo from a doctoral dissertation connect the conceptual framework to everyday practices and built environments to illuminate the complexity of supporting user efficacy in sustainable development.

The article presents a rethinking of user involvement that gives weight to the experiential and spatial. This can broaden how we understand relative livability through the unique relationships that unfold between urban spaces, design elements, and users. These relationships are shown to be temporal and relational. The everyday use of the built environment and changes in spatial quality can inform design and planning practice. Understanding that users can – and to some extent need to - affect the built environment highlights the need to focus upon ever-changing built environment quality as part of the livability discourse.

Co-Designing the Energy Aesthetic of Solar Energy Neighbourhoods

Authors: Suzanna Törnroth, Kristina Ek, Agatino Rizzo

Applying to **Track 2: Enhancing Livability in Urban Areas.**

Abstract

Up to and including 2018, there has been dominant focus on the rhetoric of renewable energy in Europe, due to - and not limited to - the extensive roll-out of regional policy frameworks outlining the transition to renewable energy sources (RES), such as the EU Roadmap 2050. The current energy discourse has seen the conceptualisation of the energy transition as a social phenomenon, as opposed to a purely technological one. In light of this, research has indicated a need for more bottom-up approaches that engage the public in the local neighbourhood energy transition, calling for more proactive “*prosumption*” and less organisation-centricity in electricity production. Understanding and raising community acceptance in neighbourhoods of small-scale energy production has been discovered to play a role in facilitating these bottom-up approaches, however, such research in this arena remains lacking for the context of small-scale, distributed photovoltaics (PVs). Research in other small-scale energy production (i.e. wind energy) has discussed that acceptance towards these technologies from an urban planning perspective can sometimes involve factors of visibility and aesthetics in the urban realm, varying perceptions of renewable energy, and costs involved. The appreciation of these technologies on a small-scale can be dependent on positive associations with a clean energy future, and whether these socially-constructed aspects are able to outweigh the possibly more controversial physical aspects of the technologies (for example, visual continuity with their landscape). Following this lead, this paper intends to fill a knowledge gap in the current energy discourse by exploring how the public engages with the topic of small-scale solar energy production in its context, by using democratic and creative forms of participation in the urban planning process. For the scope of this research, *design thinking* as a methodology is used as a tool to co-create an energy aesthetic of a distributed PV environment among local inhabitants in a testbed district in Luleå, Sweden. The case study mobilises design thinking through a series of workshops targeting different social groups, and seeks to evaluate perceptions and impacts of democratic and highly creative forms of participation in the design of a distributed PV environment. The research intends to contribute to possible lines of departure for using design thinking as a tool in building community acceptance and participation in the energy aesthetic of a distributed PV environment.

(394 words - abstract, plus title and authors)

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Track 2: Enhancing Livability in Urban Areas

Public space turns meeting place?

In contemporary western cities, public spaces are increasingly being conceived of as meeting places or as “spaces of encounter”. In urban planning, public space has been reimagined as a symbolic site of connection, where encounters with difference has become a leading idea. Embedded in a policy narrative of social sustainability, livability, social cohesion, inclusion and friendly, creative interactions, public space is being constructed as a meeting place that is supposed to operate as a force of change for entire cities. By changing the spatial structures of the city and providing urban environments of “high” architectural quality, politicians and planners hope to remake social norms, break segregation and create new sustainable social relations that transcends boundaries and perceptions of belonging. However, the vision and the narrative of designing livability and sociability in cities, stands in contrast to the material reality of development driven speculative urban regeneration, where the inherent struggles of public space becomes visible as attempts to pacify, de-politicize and control public space through planning, policy and policing are increasing.

In my PhD project I take a relational view on the production of public space in three middle-sized cities in Sweden. I study the visions, narratives and expectations of/on public space as a meeting place in redevelopment projects and the outcomes of such projects. Here, a fundamental perspective for my analysis is that no public space can be seen as merely local but always produced in relation to public spaces elsewhere and elsewhen. How do these projects reflect a wider ambition of creating livability and social sustainability in cities? Both livability and social sustainability are contested concepts and the questions are for whom these public meeting places are to be livable and sustainable, and what that actually means in a local context? How can public space as meeting place stimulate encounters with difference and work as a bridge between different publics?

Abstract for “Track 2: Enhancing Livability in Urban Areas”

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Creative Niches - The Role of Less Regulated Spaces in Overplanned Cities.

“Is Helsinki being overplanned?” was once asked at an open discussion forum on participatory city planning¹ organised by *Pixelache*, a group of artists and architects based in Helsinki. Indeed, one could get the impression that the rapidly growing and renewing city is increasingly absorbing informal, ‘underdefined’ (Lehtovuori 2016) spaces, filling them with neatly designed flagship buildings. But what may seem like an abandoned, messy and unrepresentative area to some, is a much needed niche for others.

In line with the UN Sustainable Development Goals (2015), I assume that social inclusion is crucial for the sustainability of cities and communities². In this paper, I examine how less regulated urban spaces support the creation and maintenance of an inclusive and thus more livable city.

For this, I draw on the area of Suvilahti, a disused and formerly squatted gas factory in Helsinki, which is now home to diverse (sub-)cultural scenes. The importance of such a space becomes apparent when looking at the various groups of people using the premises of Suvilahti. The empirical data I gathered in collaboration with one of those groups illustrates how a place like Suvilahti contributes to the formation of valuable spaces for people who are at risk of being otherwise marginalised and overlooked. By providing insights into lived experiences of/with/at less regulated urban spaces, I wish to take a stand for a conscious preservation of precisely such spaces.

¹ <https://www.pixelache.ac/events/climate-changes-in-the-city>

² <https://sustainabledevelopment.un.org/sdg11>

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Transferring knowledge of urban sustainability – possibilities and challenges

In the prevailing eco-modernist notions of sustainability (Asafu-Adjaye et al., 2015; Benson & Fine, 2010), we find subtle revisions in the approach to urban change and urban development. The outset of this paper is to add ways of diversifying approaches, knowledge and tools to emphasise social sustainability and to be more prepared for the urban futures we cannot predict. Today's urban challenges are 'wicked problems' in the sense of being complex and unpredictable, requiring collaboration across sectors and levels in order to be solved.

This paper seeks to explore how knowledge and lessons can be derived from how urban systems contend with vulnerability, complexity and 'crisis'; and then how inter-urban knowledge exchange may be facilitated. We investigate situations characterised by self-organised solutions, distributed systems, engaged citizens, adaptable modes, and flexible governing. We approach these situations in two ways, by: (i) studying urban challenges through incorporating new constellations and intersections of urban stakeholders; and (ii) in assuming there is valuable knowledge to gain from 'crisis' or 'vulnerable' cities. By emphasising the potential in learning how various stakeholders formally and informally respond in situations of breakdown or disrepair (Graham and Thrift 2007; Jackson 2014), this paper aims to bring forth interesting strategies and solutions that have emerged out of urban 'crisis'.

Two cases will be explored. Throughout the 2000s, Medellin embarked on a series of ambitious public policy reforms which centered around social urbanism and the focus on revitalizing and reimagining public space and mobility in poor urban areas to address inequality and violence. Their inventive approaches to social sustainability are later paired and integrated with environmental sustainability. The Indian state Kerala experienced a devastating flood in 2018, and in the aftermath civil society has been an important force in restoring the state. Some of these initiatives are innovative, and opens for a wider exploration of how substantial breakdowns can be occasions for reconsidering established infrastructures and develop renewed ones that answer to social challenges locally and are better adapted to an increasingly volatile climatic situation.

The paper will address how to overcome shortcomings of current approaches to knowledge transfer across cities; seeking out concepts, knowledge and actors; and bringing in relevant means of transferring these across contexts and sectors to develop other approaches to sustainability and urban change.

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Studies in Urban Material Culture: Use, Diversity and Small-scale Objects in Everyday Public Life

This project attempts to analyse use of urban public spaces through attending to *small-scale objects*. Carried things such as water bottles, bags, phones and fast food are here taken seriously as co-actors in the interplay between the human and the park, square, or churchyard). A designer inevitably makes assumptions about what kind of situation a product will be put in to, and discussions on mismatches between the designed and the everyday life range from Jacobs (1961) critique of modernist planning to Till (2009) accusing architects of ignorance towards real-world matters. One hypothesis of this project is that studying the role of small-scale objects can contribute to understanding and conceptualizing the messy, contingent and contradictory dynamics in public space of today.

Anthropology and archaeology have for long acknowledged the importance of smaller objects for understanding human civilization in the field known as *material culture*. With regards to urbanism there are studies making similar considerations (cf Fritzsche (1996) on the newspaper; Listerborn (2015) on the veil; Cochoy, Hagberg & Canu (2015) on carried things and consumer logistics), but this perspective has yet to address the discourse of urban design more explicitly. With the emergence in the last decades of increasingly developed material cultures of for example shopping, biking, dining, it can be argued that urban design research needs to better incorporate the scale of small objects (Kärrholm, 2018).

By presenting empirical examples from an ongoing doctoral project, I aim to discuss how urban material culture and use relate to notions of *diversity*. Social diversification in cities (indicated by the term *hyper-diversity* (Amin 2013)) seems paralleled by a social homogenization (expressed through e.g. gated communities), whereas tendencies of material heterogenization exemplified by design projects embracing particularity and local place identity (The High Line in NY, Superkilen in Copenhagen) seems paralleled by a streamlining of material culture through the proliferation of retail brands in the cityscape (Klingmann 2011). What does the scale of small, carried things reveal about this web of contradictions?

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Abstract PlanNord 2019. Track 2: Enhancing Livability in Urban Areas

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Growing a city: urban gardens as meaningful places

In this paper I discuss urban gardens as a means to enhanced urban liveability. The term urban garden is used to describe communal food growing initiatives in the city, either in community gardens or allotment gardens. Several Norwegian municipalities have the last couple of years had an increased focus on urban gardens, describing them as part of the cities' plans for sustainability. Yet there is little research from a Norwegian context on how these gardens are experienced as green space.

I employ concepts like atmosphere, enchantment and meaningful encounters to explore how people experience urban gardens. In addition I discuss the gardens as *more than human places*, expanding the idea of liveability to involve for example pollinators, earth worms and soil. The aim is to explore how these gardens might function as multifunctional green space fulfilling human and non-human needs, and increasing our understanding of the processes around us that sustain urban life.

The paper is based on participant observation and interviews in two community gardens and one allotment garden in Northern Norway, aiming to grasp how the gardens are experienced in practice.

Private green space and its potential contribution to enhancing liveability in urban areas

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Urbanisation as a global trend has been happening since the 19th century. By 2050, approximately 70% of world population will be living in cities. Along with the urbanisation, sustainability is another issue of importance. The compact city as a global solution for sustainable urbanisation has meant both denser urban environments and higher buildings. With this development, the house-and-garden scenario is often derided as being environmentally, and to some extent socially, unsustainable. As a result, private gardens are diminishing from cities.

According to existing research, private gardens are of significance in sustainability scenarios too. They form the first contact with nature, as well as providing ecosystem services in water absorption, buffering temperatures, wildlife habitats and so on. They also have significant social values, contributing to place attachment and identity, for example. They thus contribute to health and well-being.

It may not be realistic to ask for the return of private gardens in urban dwellings in a broad scale. However, it is meaningful to ask: what are the contribution of private gardens to liveability or subjective wellbeing? How can we realise these benefits through other types of spaces in urban areas (from public parks, community gardens/courtyards, private balconies, roof gardens to café and other social and recreational spaces)?

Currently we are working on a project proposal that addresses the importance of private green space from multidisciplinary perspectives. In this presentation, we will present some preliminary thoughts:

First, what are important in a private garden? Using first-hand data from interviews with Norwegian garden owners, as well as literature research on the benefits of private gardens, we are to present people's relationship with private gardens; what are the factors that have realised such relationships? A methodology developed through a doctoral research will be introduced here as a potential way to developing scientific measurement of the relationship between subjective wellbeing and access to private green space.

Second, how can the benefits of private gardens be realised through other types of urban spaces? What are the minimum requirements to realise such benefits? What are the lessons to green infrastructure planning and urban housing design (in Norway/Nordic countries)?

Private green space in urban areas has not received sufficient attention in today's research and practice. We hope our presentation raises the awareness of the potential contribution that private green space can make to a better urban living.

Innovative environmental monitoring for Norwegian municipalities using low-cost sensor networks. The iFLINK project.

Núria Castell, Sonja Grossberndt, Alena Bartonova and Britt Ann K. Høiskar

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Air pollution in cities has been shown to pose a risk for the health of city dwellers. For an effective protection of health, air quality information at high spatial and temporal resolution is often valuable as it may provide guidance regarding which pollution reduction or exposure reduction measures may be the most effective.

Many municipalities in Norway would like to measure air quality in their local environment and share this information with their citizens. However, official monitoring stations are quite expensive in acquisition and maintenance, therefore only a limited number of these stations are set up in Norwegian municipalities. As alternative, more simple and cheap air quality sensors could be used that are easier to buy from a range of manufacturers. The challenge for these kind of sensors is the relative high uncertainty around the quality of their data. In addition, they require good solutions for data communication and storage to be able to set together AQ information from a range of different sensors and thus get a good overview of the AQ situation in real time. The iFLINK project shall facilitate for monitoring AQ at many different places at low costs. Scientists working in the project will develop and use new calibration and visualization methods based on machine learning and data fusion techniques to correct and improve data quality from the cheaper sensors. They shall also develop an open technology solution to obtain and quality secure data from different AQ sensors, so that municipalities and other users can obtain AQ data in satisfying quality. The project idea is that anyone can use iFLINK results and technology to develop real time services connected to AQ, climate change and noise pollution. Municipalities are most important supporters and partners in the project, first pilots will be carried out in the participating municipalities Oslo (project lead), Bergen, Bærum, Drammen and Kristiansand.

The 9th Nordic Planning Research Symposium

PLANNORD 2019 : Future challenges for Nordic planning

Track 2: Enhancing Livability in Urban Areas

Authors: Stefansdottir, H; Næss, P; Peters, S; Heinonen, J; Czepkiewicz, M

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The influence of perceived characteristics of public space on non-motorized travel behaviour in car oriented neighbourhoods

Keywords: urban design theory, public space, perception, travel behavior, neighborhood characteristics

Car-oriented landscapes characterized by easy access by private car and emphasis on infrastructure for high speed driving dominate the character of public spaces in many urban areas. Planning such public spaces continues despite increased emphasis on promoting walking and cycling in policymaking. The experience of public spaces by vulnerable street users may reflect prioritization of different transportation and influence level of satisfaction and thus choice of walking and cycling as modes of travel.

Distance is found to be one of the most important built environment factors of influences on the choice of cycling or walking as modes of travel. In spite of relatively short distances to many daily destinations within the Reykjavik capital area, car use is very dominating travel mode in the city. It is characterized by low density and car use and ownership that exceeds most Nordic and other European cities. However, within the city there are also areas visually characterized by features that are more stimulating for human senses moving on walking or cycling speed.

The aim of this study is to investigate whether perceptions of urban landscapes as car-oriented influence car use and discourage people to walk or bicycle in spite of short distances. The study is a part of a bigger project that has its focus on the urban structural situation of the dwelling and how this situation influences the residents' travel behavior. The study is based on mixed methodological approach. Based on survey results the respondents choice of travel modes to their daily destinations from their various residential locations are mapped out. Clusters of discouraging and stimulating neighborhood locations for walking and bicycling are identified and their characteristics analyzed and compared with results from thirteen in depth qualitative interviews. To interpret the meaning of the data urban design theories are applied on the experience of place and the symbolic meaning expressed in the character of public spaces.

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Track 2: Enhancing Livability in Urban Areas

The Future of Urban Cores: Approaches to Human-Centered Design for Enhancing Livability in the Built Environment

Prof. Markku Wileniusⁱ, Ana Maria Jones,ⁱⁱ Finland Futures Research Centre

Abstract:

Urban centers are the pumping heart of every city essential to urban vibrancy. They are compact ecosystems important to lower the impact on land resources associated with urban sprawl. Urban centers is where an ecosystem of dynamic systems and subsystems intersect and connect. However, there are key dominant forces impacting livability in urban centers: 1) Growing suburbanization; 2) Inadequate access to green areas; and 3) Lack of a human-centered design approach to the built environment. There is a growing need to reconcile the built environment with a more human-centered approach to design. Current challenges emphasize this need. The qualities of urban cores assume a flexible mix of functions aim to build an environment where people can participate urban life, to have access to green space and to live in interconnected communities. A human-oriented design is important for supporting well-being. If city centers are to be transformed into multidimensional environments where most of the growing populations will be concentrated, we then need to ask ourselves the question: What are the spatial qualities and approaches that will need to be considered for achieving livability and attractiveness and how, that could enhance the quality of urban life in urban cores. As a way to expand the field of urban futures research and create new narratives in planning, this paper brings focus to human design principles that apply to the built environment and builds understanding of the human-oriented approaches of this century and how they could be a powerful tool to enhance urban living and help build a more symbiotic interaction between people and the built environment. Through a series of interviews and case studies, innovative perspectives will be shared on the best transformative processes and methods assisted by a human-centered design.

Keywords: Livability, urban experience, everyday life, urban aesthetics

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Track 2: Enhancing Livability in Urban Areas

Session organizers: Ass. Prof. Harpa Stefansdottir (NMBU) & Dr. Sanna Lehtinen (Univ. of Helsinki)

Keywords: Liveability, urban experience, everyday life, urban aesthetics

Coding community: building a home for the everyday

In the late 1950's a movement emerged in planning seeking a new community focus, which was subsequently referred to by some as *The Architecture of the Everyday* (1). It placed clear emphasis on liveability, urban experience and everyday life, which it sought to achieve through public-private interface and contextualising projects within their wider environment. Its proponents drew inspiration from contemporary publications such as *Community and Privacy* (2) producing a diverse range of Low Rise High Density (LRHD) housing projects over the course of the '60s and '70s; many of these are today considered important heritage in no small part due to their achievement in liveability and urban experience. At same time they have been criticised for materially coding use of space, which restricts the freedom and liberty of their communities and works against the intentions behind their design (3)

This presentation considers these contrasting views through two projects, Alexandra Road (Neave Brown) and Vestli, Oslo (Selvaag Bygg), both constructed in the 1970's. Analysis of their built-form, both at design and as completed projects relative to the above aims forms a first stage, followed by considering their subsequent adoption (use) and adaptation by their communities. This three-part process will highlight differences between design intent, the reality of the completed project and the long-term success of community focus. By comparing current public-private interface and place-making practice with the thinking involved in their design, it is possible to gain insights into what we have learned and lost since their construction. The study also provides a detailed understanding of the successes and shortcomings of the two projects, which can form a basis for future improvement.

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Track 3

Integrated Coastal Development and Planning
– future challenges for Nordic countries

Coastal planning in Norway

Regulation from above - or development from below?

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The sea shoreline is one of the most important - and vulnerable – part of a country, where many actor and interest meets. This is not least the case in Norway, with the longest shoreline on mainland Europe. In this paper, we focus on how national and regional regulations in Norwegian coastal planning translate into a local context. We study one county in particular: Hordaland on the western coast.

In the past decade, counties have acquired new responsibilities for the region's strategic development (Bergsli and Harvold 2018). They are among other things required to develop regional plans. However, municipal authorities play a key role in this process. In addition, municipalities are obliged to make local plans of their own. A key strategy in regional-local planning is often to engage in vertical partnerships in dialogue with municipalities and other local and regional stakeholders (Cf. Higdem, 2004). While the county councils' regional planning role has become more important, this role is challenged because of a "hybridity of governance logics", resulting from new network approaches (Hofstad and Hanssen, 2015). The regional level rarely has the strongest political powers or legitimacy, and it lacks the proximity between service deliverers and citizens that benefits municipalities (Hofstad and Torfing, 2015).

The Norwegian Planning and Building Act is a *process* law that can be conceived of as based on a multi-level governance system. The lack of hierarchical bindings brings some freedom and flexibility into the Norwegian system (Harvold and Nordahl, 2012). Local councils have decision-making power in land-use matters. However, the regional level role with its county council is also important. In addition, the state's representative at the regional level, the County Governor, is obliged to ensure that national policy is being implemented.

In the article, we study how the coastal zone develops at the intersection between local and regional / national interests: to what extent does local interests win? To what extent may we talk about a standardized planning characterized by national regulations?

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Differentiated coastal planning between national protection and local development – experiences from Vestfold County

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Abstract to PlanNord, track 3

The shoreline along the sea is in Norway, as in the most countries in the world, attractive areas for a huge range of different human activities. In order to preserve these valuable areas, there has since 1965 been a national protection of the 100-meters belt along the sea. However, the municipalities in Norway have hollowed this national protection through local plans and dispensation for “piece by piece” development mainly related to second homes, piers and marinas. The state has strengthened the prohibition along the coastline through the Planning & Building Act from 2008, but at the same time allowed for differentiated policy through a national guideline from 2011. The rationale for a differentiated national shoreline policy is due to the long Norwegian coast, with a huge variety in population densities and human pressures. This guideline divide the country into three different zones, after the degree of development pressure. The idea is that municipal planning processes should implement this national differentiated policy. A new tool in order to realize this differentiated policy is the opportunity from 2008 to make other building limits (“annen byggegrense”) along the sea in municipal plans.

The aim for this paper is to highlight experiences with differentiated planning in Vestfold, both at county and municipal level. The County Council of Vestfold has a regional coastal zone plan from 2014, added with a guideline in how the municipalities can make another building limit in their plans. We focus on the following research questions; what are the experiences with regional and municipal planning in order to implement the national differentiated policy along the shore? Is it a tool for balancing the national protection against private development along the shore, or is it a way for undermining the national protection of the 100-meters belt?

The research questions will be discussed in light of theories of multi-level governance and communicative planning theory. The empirical findings are based on semi-structured interviews with representatives from the County Council and the County Governor in Vestfold, together with analysis of planning documents and related texts. In addition, we build upon master theses, which has studied the implementation of the regional plan at the municipal level, particularly the process of revising the municipal master plan for Larvik.

PLANNORD 2019 TRACK 3: Integrated Coastal planning and Development- future challenges for Nordic countries

Formal and informal planning procedures for wind-power - the role of the municipality

Tor Håkon Inderberg, Fridtjof Nansens Institutt, and Inger-Lise Saglie NMBU

A large part of wind power development take place in coastal areas due to good wind power resources. The construction affect the visual landscape character, the nature, birdlife, outdoor recreation interests, inflicts noise on neighbors and often meets local resistance.

Land use planning for energy production is conducted according to the energy act, where the decision is taken at national level, following changes the planning and building act in 2008. The municipality lost their role of being responsible for the planning processes as well as their decision making power.

We ask:

- How do the actors interact during the planning processes?
- How do the municipalities assess the changes in their formal role in planning?
- To what degree can the municipalities influence national level decisions on wind power development?

The presentation builds on a quantitative investigation on all applications for wind power development license the Norwegian licensing authority, and a qualitative investigation as case studies in five municipalities with wind power development. The case studies include scrutiny of planning documents and interviews with central actors.

Formally, the municipality is only a hearing party during public inspection. Informally, the municipality is a key player in the early stages. The developers are aware of the importance of a positive municipality for the outcome of the application. Consequently, they contact the municipality early in process. If the municipality has a negative attitude, they are likely to pursue other localities.

All the municipalities interviewed were favourable towards windpower development in their territory. They considered land use planning as “their” domain. However, since the outcome was as they wished, they were happy to have been spared the work involved in conducting the planning processes. Limited resources and competence in planning were important reasons. After license has been given, a detailed plan for the development is made and changes can occur, e.g. with height and location of turbines.

The empirical studies show that the municipalities have considerable, in fact almost decisive, influence on national level decisions on development. The quantitative investigation show, almost without exception, that license to build has been given in municipalities that have been positive, or at least not negative. An important explanation is that the Norwegian licensing authority has chosen to be highly sensitive to the municipalities’ attitude to windpower in their territory. As quite a number of municipalities have been positive to wind power, this policy has been possible so far, but might come under pressure if circumstances change.

Whether the municipalities have been consulted varies greatly, and the municipalities are less satisfied with the procedures.

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Centralised planning for the large-scale wind energy boom

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Key words: Wind energy planning, institutional power, counter wailing power

The Norwegian coastline is today under pressure from activities such as fish-farming, adventure tourism and wind energy construction. The political ambition and the ongoing framework planning for wind energy along the whole coastline would take this pressure to another level. The wind energy framework planning process has been ruled by The Norwegian Water Resources and Energy Directorate (NVE) according to the Energy Act. The Act gives the regions and municipalities little influence in the planning process. Through the Energy Act NVE has wide power to determine the further wind energy construction without clarifying how the framework plan relate to existing spatial planning and planning process regulations. At the same time the national government has carried out a structural reform to make larger regions, promoted as a decentralisation reform. The study aims to investigate how the wind energy framework plan fit into the ambition for decentralisation in the regional reform.

From a theoretical power perspective, the planning process so far show signs of institutional power: power which reject certain organisations and interests, while others are given freedom to determine the result. In this situation also interesting is to investigate if, and how, the organisations ignored from the planning process try to develop counter wailing power, and how the civic society mobilizes for influence and change.

The project aims to answer the question: What is the rationale for the chosen regime for wind energy framework planning considering the regional reform? In addition, related to the municipalities and counties: how do the regional and local authorities develop counter wailing power, and how do cooperation with the civic society affect their strategies and influence?

The method is based on a mixed methods design, by carrying out a survey to investigate the municipalities' and regions' strategies to influence the plan, and a qualitative study to detect central authority's rationale for the chosen planning regime. We are also conducting several in-depth case studies to investigate the regional and local authority's strategies and cooperation with the civic society.

Abstract for PLANNORD symposium in Norway 21st-23rd August 2019

Track 3: Integrated Coastal Development and Planning – future challenges for Nordic countries

Title: The expansion of ‘softer’ place-sensitive local planning spaces and practices – the case of transboundary coastal development and planning in Denmark

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Denmark currently experiences an expansion in the use of informal/non-statutory spatial development strategies and plans. Internationally, much attention has been given to such phenomena as processes of reterritorialisation and emergence of ‘soft spaces’ at the scale of city regions (Haughton et al, 2010; Allmendinger et al, 2015), also in Denmark (Olesen & Hansen, 2019 forthcoming). However, it is in particular at local scales that Denmark is facing an increase in various new kinds of spatially oriented strategy-making and planning activities that works outside, or in conjunction with, the formalities of the planning system, as defined in the Planning Act.

This illustrates a widespread interest, and ‘rationale’, for working with local development, urban and rural, in more place-sensitive modes. The aim is mainly to achieve a place-specialisation effect that makes the place meaningful or attractive to citizens, companies, tourists, etc., and also competitive in relations beyond the locality itself. The means are focused on the mobilisation and activation of tangible as well as intangible place qualities and local resources. Local civil society/community actors’ and local businesses and developers are often at the centre of such discussions, as it is assumed that they have knowledge or a capacity to act that can either be discovered or ‘released better’ in development processes. At the same time, external interests and actors often also become part of the process, e.g. in order to clarify external relations, include more general knowledge and experience, and to generate funding. Finally, public authorities and formal planning institutions may play very different roles in such processes; ranging from being initiators and facilitators to being ‘the last to know, e.g. when local community groups show up in the municipal hallways with their new ‘masterplan’.

This paper will discuss how such new and ‘softer’ place-sensitive local planning spaces and practices emerge and develop by looking into specific examples of coastal development and planning activities. Traditionally, coastal areas in Denmark have enjoyed a remarkable protection from various forms of spatial development. However, current trends are, that regulation is loosened in those areas, which makes it an interesting ‘testbed’ for looking into planning innovations that seek to reconfigure the split of roles between formal planning institutions and a range of ‘others doing planning’ without formal planning powers, but surely with planning intentions. The examples show the emergence and building of ‘real’ transboundary planning spaces (inspired by Faludi), and current efforts among authorities to move from a phase of ‘allowing random experimentation’ and into one of standardisation of how to proactively handle ‘softer’ and more place-sensitive local planning spaces and practices. Hence, this illustrate attempts at combining ‘hard’ and ‘soft’ planning spaces.

Abstract intended for Track 3: Integrated Coastal Development and Planning – future challenges for Nordic countries

Planning for use and conservation of kelp forests: is it possible to combine national and industry priorities with local concerns for biodiversity?

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The kelp forests in mid and northern Norway are recovering and expanding northward after decades of decline due to sea urchin grazing, a recovery partly driven by climate change. Globally and nationally, there is increasing interest in the potential role of macroalgae both as a resource to be used for bioenergy, fodder, chemical ingredients and food, and as a resource that contribute significantly to society and nature through biodiversity, fisheries nurseries and carbon cycling. In Norway, kelp has been harvested and used through millennia, however, the main contemporary use is industrial trawling of kelp for alginate extraction. Kelp harvesting is a contentious policy area, mainly governed through national regulations while the local effects of trawling on biodiversity and coastal fisheries are subject to heated debates. The Norwegian governance and planning context is characterized by the presence of a main industry actor, an overarching national regulation of trawling and multiple municipal, regional and local interests with often diverging views on policy orientation and the role of different legislations. Drawing on participant observations, interviews and document reviews, this paper focuses on the planning process of revising the regional kelp trawling regulation in Trøndelag County. Our aim is to highlight how various coastal actors and interests within the planning committees, negotiate and position their interests within the multiplicity of existing legislations and to analyze the level of leverage of different interests in the resulting regulation.

Sustainable Urban Planning in Response to a Changing Climate, Sea Level Rise -
Mitigation, Management and Planning in Reykjavík, Iceland.

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Climate change can be seen all over the world. The Nordic countries have experienced warmer winters, stronger storms and greater precipitation, especially heavier rainfalls as well as sea level rise. Management of, and planning for, larger quantities of water, as well as adaptation of our territorial structures to climate changes are on everybody's agenda. Planning, and mitigation calls for cooperation of authorities within the drainage area. The climate adaptation side by concerns a geographical area different from the one delimited by the borders of municipalities or regions. Cooperation in planning across the boundaries of municipalities is important, as well as cooperation between relevant municipal and regional authorities, across different levels of government.

Urban adaptation is an increasingly critical area of examination in light of emerging environmental challenges. Discussing mitigation and urban design solutions to cope with the consequences of climate change. ^[L]_{SEP} The aim of this paper is to discuss the challenges that Reykjavík is facing in regards to sea level rise. ^[L]_{SEP} The goal is to put forth feasible and creative solutions to real problems for actual clients, as opposed to solving theoretical or academic problems. The paper will work out drafts and proposals for a changing planning approach with regards to rising sea level. Scope of the project is the metropolitan area of Reykjavík, zooming in on downtown Reykjavík. The paper will demonstrate the findings of the NOVA course/charrette held in Reykjavík in 2019. Finally applicability for other Nordic cities will be taken into consideration.

How are different forms of knowledge used and legitimized in contested coastal zone governance?

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In the coastal zone, a broad range of actors and sector are competing over the same space for food production on land and in the sea, tourism and recreational activities, biodiversity, infrastructure and industry. Thus, governing the coastal zone is often controversial, and rather than consensus, disagreement and conflict dominate the context. However, the relationship between participation, knowledge production and legitimacy in these governance processes is often neglected or simply taken for granted as positive.

In this paper, the point of departure is the need to critically examine what is counted as knowledge, how it is valued and given priority in both strategic and practical management of coastal foodscapes. We use the concept of foodscape to capture both the physical place where food is produced, as well as the social relations and the cultural meaning that emerge in these specific contexts. Through a case study from the Salten region in Nordland, we explore how different forms of knowledge is used and legitimized in policies and regulations governing the coastal foodscape, and the interplay between scientific and experience-based knowledge at local and regional scale. This involves assessing how food production, land use and management are framed by current heritage policy and formal management frameworks for cultural and natural landscapes relevant to the case study. We draw on a combination of discourse and content analysis of policy documents and interviews with actors in the case area.

Municipal coastal zone planning strategies - Autonomy and aquaculture in The Coastplan Helgeland project

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The growing conflicts following the expansion of fish farming in the 1980ies was the main driver behind the establishment of the Norwegian coastal zone management system. The municipalities were granted the authority to allocate and designate areas for various activities in their coastal zone, including aquaculture sites, and became both door openers and gatekeepers to the valuable production sites. The rapid growth and development of salmon farming led to both institutional, spatial and environmental conflicts, and the municipal planning processes, resources and formal competences have lagged in this development. One attempt to improve the coastal zone management is to encourage and facilitate inter-municipal planning.

One of the largest single inter-municipal coastal zone planning project so far is The Coastplan Helgeland project, that comprised 13 municipalities. The project aimed at facilitating aquaculture growth in the region, and had an experimental and innovative character through the extensive use of aquaculture-friendly non-differentiating multi-use areas, instead of the most common approach based on single-use areas for aquaculture.

This paper investigates how this extensive use of this multi-use area planning strategy formed the main element in an effort to facilitate a strong pro-aquaculture coastal plan in opposition to environmental authorities and other interest in the coastal zone. In spite of this, the autonomy sought through this planning approach and the increased accept for municipal autonomy, was in practice turned over to the aquaculture authorities and industry. In this paper, we discuss the conflicts that the planning strategy of the Coastplan Helgeland project created, and the strategy's consequences for municipal autonomy and power relations in the coastal zone.

Keywords: Aquaculture, autonomy, inter-municipal coastal zone planning, Norway, salmon farming.

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Title: Ecosystem services and coastal governance in Norway

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Conference track 3: Integrated Coastal Development and Planning – future challenges for Nordic countries

Abstract:

The coastal zones are under increasing pressure from a multitude of activities, resulting in a competition for space and resources. New ways of governance to integrate the multiple interests and actors are thus called for. A more recent initiative to achieve this is the introduction of the ecosystem services (ES) concept, which has gained influence in environmental governance. ES describes the benefits humans derive from ecosystems, as well as the capacity of ecosystems to produce such benefits. The purpose of the concept is to highlight the human dependency of local and broad scale ecosystems. The various ES based governance frameworks provide tools to identify the benefits humans are dependent on in a systematic way, including the less obvious benefits (supporting and regulating services) as well as the more noticeable (provisioning and cultural services). Further, the application of the ES concept offers a system for valuation of these benefits, both in monetary and nonmonetary terms. There are thus expectations that use of ES based frameworks and tools in coastal governance can provide a potential common language to explore social and ecological trade-offs, connections between ecological and human systems and the variety of benefits that society obtains from healthy functioning systems. However, there are few examples of ES frameworks being incorporated into coastal governance practices and used in a systematic way. In Norway, coastal zone planning, or near shore marine spatial planning, is performed by the local municipal authorities. The Coreplan project was designed to explore whether and how an ES approach could answer to challenges in Norwegian coastal zone planning. We investigated how the ES concept is implemented into policy and regulatory documents, considered challenges related to introducing new modes of governance into existing systems, explored planners' views and expectations, and considered how the ES frameworks relates to existing practices. Our findings show that despite the high number of academic publications, the ES concept is relatively little known among municipal planners. Still, we find optimism and high expectations, yet a lack of explicit knowledge about ES frameworks. Planners thus request operationalization of the ES concept, as well as guidelines for practical use of ES terminology and methods.

Keywords: coastal zone planning, ecosystem services, integrated coastal zone management, coastal governance

Co-managing two arenas for aqua-culture consents in Norway

By Martin Lund-Iversen, NMBU (co-authored with Katrine Broch Hauge (NMBU), and Ingunn Myklebust (University of Bergen))

The article investigates whether the two most central public consents (in terms of specific site selection and their operational conditions) for aqua-culture, combined, can be seen to consider and weigh all interests in an “integrated” manner. The two kinds of consents are: (1) municipal planning according to The Planning and Building Act (PBA), and (2) the specialist, and final, selection of sites according to The Aquaculture Act, done by the County Council. The latter is an elected body, but chooses to do this administratively (in our case, Hordaland). Findings are that land-use objectives in municipal planning often, and easily, fails to consider aqua-culture well enough. Combined with the strictly limited scope of the County Council consent, we argue that integrated management is not achieved as well as it should. We suggest comprehensive planning/PBA that clearer states or excludes aqua-culture, through a better informed process. Further, we suggest that the County Council consent has a broader scope, possibly resembling detailed planning/PBA; and does not allow vetoing. Finally, that the Aquaculture Act introduces an opportunity for appeal by affected parties.

Key words: ICZM; aqua-culture sites; planning in marine areas

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PLANNORD 2019 Abstract

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Conference track: Track 3: Integrated Coastal Development and Planning - future challenges for Nordic countries

Impact assessments in Norwegian coastal zone planning

Coastal zone planning in Norway must since 2015 include impact assessments of proposed aquaculture areas. The assessments shall ensure that possible environmental and societal effects of a proposed establishment are taken into consideration. However, there is no standard method of doing the assessments, so this varies between planning processes. For efficiency and consistency in the prioritizations and trade-offs made, the assessment methods should be harmonized across both proposed aquaculture areas and different coastal zone planning processes. This can also improve the legitimacy of the planning process. Intermunicipal planning processes can contribute towards this, as they involve several municipalities and the knowledge base and methods for conducting assessments are coordinated.

This paper analyses impact assessments in two intermunicipal coastal zone planning processes in Norway, involving 13 and 5 municipalities, and 109 and 34 proposed aquaculture areas respectively. In the first process, 13 municipal planners did the assessments, while in the other process, they were performed by an independent consultant.

We analyse to what extent the impact assessments of aquaculture are based on objective data and criteria, for different themes, including nature's diversity, cultural heritage and cultural environment, pollution, and human society. Further, we analyse what interests and resources are considered most relevant, highest valued and most impacted if aquaculture should be allowed. Nature's diversity, particularly wild salmon, landscape, fisheries and employment are the major ones.

We also do a probit analysis of how consistently the recommendations on the proposed aquaculture areas follow from the assessment of the individual themes, and what seem to be the decision rules. We find that the consultant was highly consistent in using sum consequence as the criterion, while the municipal planners were overall less consistent, and extreme impacts mattered more. However, in the municipal councils' decisions, a much larger part of the consultant's recommendations on the proposed aquaculture areas was overturned than the 13 planners' recommendations.

Lastly, we analyse if the recommendations and decisions on the proposed aquaculture areas seem to be affected by structural conditions in the municipalities, like existing presence of aquaculture, size or importance of the local fishing industry, and whether it is an "urban" or district municipality. Intermunicipal coastal zone plans can involve a multitude of municipalities, and we want to examine if such structural differences in local conditions can be a barrier to achieve consistency in trade-offs and priorities in coastal zone planning.

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Ecosystem management in coastal zone planning? Hopes, ambitions and current realities

In the most comprehensive anthology on coastal zone planning research in Norway, the editors point to the growing demands for ecosystem-based management (EBM) approaches to be incorporated in such planning.

Our paper critically examines this interpretation, partly by tracing the development of EBM within policies and guidelines relevant to ICZM and adjacent fields, and partly by empirically assessing to what extent we can identify EBM-relevant elements in recent/current planning processes.

We argue that although some ecosystemic elements are partly addressed, and with some qualifications, increasingly so - not least as part of EIA requirements, we are currently a long way from realising EBM ambitions in coastal zone planning in Norway.

At present, we have seen numerous examples of Increasing the spatial span of governance in the coastal zone, primarily through intermunicipal cooperation and coordination, but also by realigning municipal borders through structural reform. We discuss how this increased span posits new possibilities and challenges for the governance system in light of EBM ambitions.

Title: How can the choice of plan type affect coastal governance integration? Case studies from Norway

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Conference track 3: Integrated Coastal Development and Planning – future challenges for Nordic countries

Abstract:

In Norway, coastal zone planning, or near shore spatial planning, is a task delegated to the local municipal authorities. The increasing pressures on the coastal zone, as well as the multiplicity of interests and actors make this a challenging task. Given that the 273 coastal municipalities have different planning needs and practices, and that sectors such as fisheries, aquaculture or environmental management are governed by state sector authorities, there are calls for increased integration of coastal governance. In this paper, we discuss how the municipal coastal zone planning may answer to this call, in particular whether and how the choice of plan type can affect integration. The Planning and Building Act (PBA) mandates different plan types, thus there are several planning approaches that might lead to increased governance integration. Some municipalities produce a spatial sub-plan for their coastal waters alone, others plan their entire space, land and marine areas in a joint plan in order to increase integration of land, shoreline and marine uses. Other approaches include producing spatial plans across jurisdictional borders and, include several municipalities, either through inter-municipal plans or through regional county level planning. Utilizing existing frameworks on marine governance integration, this paper discusses how these different planning approaches affect integration across the land-sea boundary; geographical borders; institutions and governance levels; and sector interests and stakeholders. How can different approaches to spatial planning contribute to more integrated governance of the coastal zone? Which practices and processes lead to increased integration, and how do these differ between planning approaches? And how are sector interests included in the different planning processes?

Keywords: Marine spatial planning, integrated coastal zone management, coastal zone planning, governance

Indigenous perspective and planning for aquaculture, Katrine Broch Hauge, NMBU

In this paper, I will with a legal point of view, address some challenges in planning for aquaculture in areas where there are or could potentially be indigenous interests. The question is particularly relevant in areas where the government and municipalities consider opening up for aquaculture, and there apparently are coastal fishing interests. The question I seek to explore is to what degree the planning and concession system is designed to capture and safeguard any indigenous interests in the marine areas. Coastal fishing is fishing in fjords, along the coast, and on what is referred to as coastal banks. Coastal fishing in our northernmost counties, often involves indigenous interests. Historically, the Sami people had residents in relatively large parts of the northern coast. Today, the most important Sami people residents are identified along the coast and on islands in Troms and Finnmark. The traditional small-scale fisheries is considered to be threatened. Access to land and other resources is at the heart of indigenous people's ability to exist, and is the foundation for the life form and the culture for indigenous people. The planning and building act is the most important legal tool both to identify fishing interests, and to make trade-offs between different interests in the marine areas. In 2008 when the act was adopted the legislator had clear ambitions to take care of The Sami peoples need for sufficient areas for their traditional occupation. It was also clear outspoken that the measures in the planning and building act was recognized as crucial to meet standards pertaining from international law when it comes to the protection of indigenous interests. My ambition with this paper is to point at some challenges meeting these goals simultaneously as the government has high expectations for the municipalities to make new marine areas accessible for the fish farming industry.

Abstract for PlanNord conference, 21-23 August 2019:

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Competing interests in the coastal commons: Coastal planning and Sami access to fishing in the northern regions of Norway

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Abstract: The indigenous Sami have longstanding traditions of fishing in the northern regions of Norway, but such traditional uses of coastal commons are increasingly coming into conflict with other competing interests, such as the development of aquaculture. In recent years, there has been a growing attention towards the need to map out the nature of Sami interests in, and rights of access to, the coastal commons through the creation of expert committees and commissions and resultant changes in legal frameworks. However, the degree to which such interests and access to fishing is recognised is still a matter of dispute. This paper focuses on the question of how these debates are reflected in current coastal planning practices – more specifically, how are the interests and access rights of Sami fishers understood and accommodated in particular planning decisions? Conceptually, the paper draws on insights from common property theorists, particularly the work of Carol Rose and Daniel Bromley, in combination with key ideas from the literature on the governance and integrated planning of coastal commons, to examine how debates on access and rights are interpreted, articulated, and accommodated in coastal planning processes. Two case studies of specific coastal area planning conflicts between traditional fishing interests and aquaculture form the empirical basis of the study. The case studies are Kvænangen in Troms and Porsanger in Finnmark, both cases that have generated much media attention and where the level of conflict is high. The cases are analysed through document analysis, semi-structured interviews with planners at the municipal and county levels, as well as semi-structured interviews and focus group discussions with Sami fishers. The cases demonstrate how the understandings of Sami interests and rights are shaped through particular discourses, as well as through the availability of spaces and means for active engagement and participation in planning processes. The paper concludes by reflecting on the scope for mitigating conflicts between traditional fishing interests and aquaculture in coastal planning processes.

Integrated tourism planning across protection borders? Experiences from Ytre Hvaler and Færder National Parks in Norway

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Abstract to PlanNord, track 3

A recent trend is that national parks are being located along the coast, with the marine environment as an important protection asset, and thus they can no longer be found in remote mountain regions only. The new national parks in Norway, *Ytre Hvaler* (2009), *Færder* (2013), *Jomfruland* (2016) and *Raet* (2016), are all located in the outer *Oslofjord* and the *Skagerrak* coast. There is a high number of people living in this region and the country's population centers are not far away. On the one hand, there is a high volume of visitors entering the new national parks both on land and by sea (boating), and, on the other hand, only small stripes of land areas are legally protected, as most of the national park areas are the marine environments. This situation implies several planning challenges.

In general, spatial planning at regional and municipal levels regulates the principal land areas along the coastline; as a result, there is a need to coordinate tourism development and nature conservation across the protected area borders. This is also because most of the infrastructure development projects related to tourism in the protected areas take place in zones adjacent to national park borders. However, the relationship between land use planning for non-protected areas and environmental protection management remains conflict-ridden and dominated by two contrasting paradigms: On one side, the planning paradigm aims to change land use and the environment by striking a balance between different interests within a political rationality. On the other side, administrative rationality involves bureaucratic control based on scientific knowledge regarding environmental protection. In recent years, nature conservation policies are moving in new directions, with protected areas increasingly being viewed in a wider regional context. In Norway, the responsibility for national parks has since 2010 been delegated from the state (the county governor) to inter-municipal boards with political representation. There is also an ongoing process to implement visitor strategies for national parks by 2020.

On this background, we ask: What are the core planning challenges in integrating tourism planning across national park borders? Can tourism development be balanced with nature protection? What are the opportunities and barriers as regards the ongoing developments of visitor strategies? Case studies in *Ytre Hvaler* and *Færder* national parks is our approach to illuminate the research questions, including interviews with responsible planners and managers, and representatives of tourism and outdoor recreation stakeholders.

Planning for sustainable coastal areas: what role does outdoor recreation and tourism have?

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Track 3: Integrated Coastal Development and Planning - future challenges for Nordic countries

The bearing principle behind sustainable planning of coastal-marine areas is to have good knowledge not only about environmental but also socio-cultural uses and activities such as tourism and outdoor recreation (Pike et al. 2010). Both tourism and recreation have received scholarly and political attention for decades, mainly due to their role for health, place-marketing and economic development, especially in peripheral coastal regions (Fredman et al. 2013). However, in this presentation I argue that both topics have not received the attention they deserve in ongoing coastal-marine planning and development processes. For instance, Stenseke and Hansen (2014) have argued that in debates on environmental management, coastal-marine area planning is primarily dominated by economic and ecological interests, whereas tourism and recreation aspects remain notably unarticulated. Furthermore, research on sustainability issues in relation to spatial planning in coastal-marine areas has generally been dominated by systemic natural science approaches (Kidd 2013). Also, even if much attention today is directed towards the coast and the sea when looking for places for tourism and recreation qualities, general scientific knowledge about these factors in coastal-marine areas is limited. A recent international volume on human relations to the sea (Anderson & Peters 2014) and a few Scandinavian studies on coastal-marine tourism and outdoor recreation (Ankre 2007; Hansen 2016) have highlighted this problem. The study findings all point towards a need to examine how tourism and recreation aspects are considered in current coastal-marine planning and development processes, from a national to a local level. This work requires attention as a way to widen the understandings of the structure and cause of coastal and marine planning, and thus provide important prerequisites for more sustainable and inclusive planning and development advancements. The presentation will therefore contribute with a much needed socio-cultural angle on planning and development strategies in coastal-marine areas. This work is not a moment too soon given the current agenda for accommodating EU's strategies for sustainable use of marine resources ("Blue Growth") as well as the institutionalisation of coastal zone management and maritime spatial planning, which will determine the future sustainable use of coastal-marine areas.

Keywords

Coastal-marine planning, outdoor recreation, tourism, development, Blue Growth

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Abstract for PLANNORD symposium in Norway 21st-23rd August 2019

Track 3: Integrated Coastal Development and Planning – future challenges for Nordic countries

Title: Maritime and coastal cultural heritage – challenges and opportunities for development and planning

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Cultural heritage (CH) is frequently included in spatial development discussions and spatial policy and planning activities. Traditionally, a strong emphasis has been given to the protection of mostly tangible CH artifacts when faced with pressures of specific development proposals and activities. As such, debates over CH aspects have often been associated with reactive planning approaches aiming at protection of certain CH values. However, CH is increasingly also integrated into more strategic and proactive development and planning discussions. This has opened up the opportunity to discuss how CH may also be considered a ‘development driver’ in some situations. For instance, in maritime and coastal areas with little attention from mainstream city-centered socio-economic mechanisms, however also in urban areas, such as ports, in transition away from an industrial past.

Maritime and coastal cultural heritage provides a sense of place, identity, unity, and belonging to residents of maritime and coastal regions. CH, rooted in both tangible and intangible aspects such as specific landscapes, seascapes, buildings, stories, traditions, language, and cultural practices, is a fundamental part of every society. It connects people to each other and to the past and helps guide the future. It is based on the past, but it is also living—constantly changing and adapting—as all culture is. Yet, CH is also at risk through diverse drivers, such as climate change, non-CH sensitive economic and spatial development, and demographic change. With strong calls for Blue Growth from the European Union and in different economic sectors, it is important to make explicit connections to the values of CH, the risks it faces and to the benefits to preserving and safeguarding CH for current and future generations. With due consideration, CH can be both preserved and sustainably utilized.

With sustainable utilization of maritime and coastal CH as an ultimate goal, this article presents our understanding of maritime cultural heritage based upon a theoretical framework of three pillars: space, place, and identity; resilience and adaptation; and deliberative and participatory governance. Combining these three theoretical pillars brings insights for the sustainable usage and governance of maritime and coastal CH for the benefits of society. Only once the importance of coastal spaces and places and how they form identities are known; how cultures and society are vulnerable or resilient and can adapt; and how good governance takes place, can CH be used sustainably—to the benefit of society and enabling Blue Growth.

Pros and cons of rural planning in Iceland

By

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Rural planning is relatively new in Iceland. Until 2010 planning legislation only applied to urban areas. According to Planning Act no. 123/2010 municipalities are now obliged to define land-use in rural areas. Emphasis on rural plans in the country plan as well as in regional plans has increased. This affects the general plans of individual municipalities.

The change from traditional agriculture to mixed business activities calls for new approaches. Improved transport and new sustainable energy sources such as private dams, solar panels and wind turbines have encouraged this trend causing challenges for the planning process. What does a planner need to take into considerations when organizing a rural development in Iceland. The complexity of the legal frame that affects development in rural areas in Iceland is discussed in relation to current threats that burn on rural societies today.

This paper discusses the pros and cons of rural planning in Iceland today. Snæfellsnes is used as a case study, focusing on changes in the rural area and deciphering current planning issues in Snæfellsnes.

The regional park Snæfellsnes was established in 2014 by municipalities and non-governmental organizations in the business sector in Snæfellsnes. The role of the park is to be a forum for diverse cooperation, with an emphasis on utilizing the specificity of the area in the development of a more diverse business sector and services. The regional park, i.a. to be dynamic, protect and exploit natural and cultural heritage and share information. Snæfellsnes's regional planning has won awards in the field of planning. The presentation will shed some light on how people in Snæfellsnes tackles urgent issues throughout the planning process. Local authorities have the planning power in Iceland. However some challenges need to be considered in a wider context than within the municipal boundaries.

Track 4

Planning methods in practice

PLANNORD 2019

Abstract to Track 4: Planning methods in practice

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Inability to foresee trend distortions: Can foresight methods help?

Exploring likely or possible developments is central to planning, as it is a future-oriented activity. Usually planners seek assistance from models using trends to describe the future. Sometimes, however, planners receive strong indications that acting so as to prolong known trends into the future will lead society into big trouble. On other occasions, there are signs that serious distortions of known trends are underway, even if planners' well-tried forecasting methods do not provide clear messages.

In times of severe uncertainty, planners would benefit greatly from improved ability to foresee interruption and disturbance of trends. Climate change, technological inventions, immigration, and populist political currents are among the factors that may distort social trends that Nordic countries have grown accustomed to.

The contributions of this presentation:

- Classification of foresight methods, that is, methods for exploring future states when trend distortions are expected or required
- Ideas on using outlier observations from the past – that is, exceptions from acknowledged trends – to indicate future trend distortions
- Practical trial of two foresight methods – probably the morphological method and technology roadmap – to explore future states that may follow from trend disruption caused by technological change in the transport sector
- Clarification of how foresight methods can be useful in cost-benefit analysis.

Foresight methods may be explorative or predictive. These methods are unconventional in that they are mostly based on judgement and not on observed trends and quantitative, causal modelling.

Front-end concepts, and planning, for infrastructure

By Martin Lund-Iversen

The article aims to correct the practice (increasingly prevalent in Norway), that public developers determine the location for infrastructure projects, informally, before (front-end to) the upstart of statutory planning. Based on the principle that planning should determine this, I deliberate the questions of, firstly, what restriction there should be to front-end work by public developers. I propose: (1) no decisive consultations, (2) no Impact Assessment, and (3) no front-end adoption of location by authorities in perceived superior roles to the planning authority. Furthermore, I suggest that the “front-end” can be prolonged into the early stages of statutory planning, and optionally onwards, to give public developers and planners grounds to discontinue, or (re-)direct, planning. Based on review of the literature and government documents, the approach is to imagine and argue how this can be achieved.

Key words: front-end concepts; statutory planning; informal planning; post-political preparations.

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The Virtues and Limits of Urban Morphology as Planning Method – The Histories of Metropolitan Plans for Copenhagen and Oslo in Comparison

Author: Marius Grønning PhD, Norwegian University of Life Sciences (NMBU)

Abstract:

In Norway two distinct "types" of planning, to which Norwegian professionals and researchers claim a sense of belonging, can be identified through the concepts of "*samfunnsplanlegging*" and "*arealplanlegging*". Urban morphology came late into Norwegian planning discourse, mainly as a problem of physical transformation. As such it has strong connotation with land-use planning. In this paper I claim that a look further back into the origins of urban morphology may point out a way to overcome the methodological gap in spatial planning.

Émile Durkheim's sociology represents a starting point, which was identified as a science of, not social relations, but social morphology. In contrast was the German school of human geography, with its basic axioms of environmental determinism, influencing social theorists up to Max Weber and onwards. The intellectual context of post WWI Strasbourg, a city associated with both German and French prestige, represents a pivotal point. Intellectuals like Lucien Febvre and Maurice Halbwachs, driven by a strong determination to overcome the contradictions between intellectual traditions, developed the first spatial theorisations based on the interdependencies and mutual influences of territory and society. The Strasbourg school of social sciences represents a radical rupture with determinism, a theoretical recognition of complex causality, and the inference of possibilism.

The evolutionary trace of urban morphology up to contemporary Norway goes through a history of application and interaction with the practice of planning: starting with the first French planning legislation, *les lois Cornudet* (1919 and 1924), and subsequent theorisations of urbanism by Marcel Poète and Pierre Lavedan, strongly influenced by the Strasbourg school; through the early Italian legislations on preservation of cultural heritage, the theorisation of the city as historical document, and the theorisation of urban morphology as a purely architectonic problem; leading up to the introduction of morphologically inspired methods in Norway, such as "realistisk byanalyse" developed at the NTNU in the late 1980s.

This historical account may highlight limits to the morphological perspective, such as the identification of urbanity with a certain type of morphology ("compact city"), or uncritical uses of "realistisk byanalyse". It may also be used to promote an epistemic rationality in the interpretations and conceptualisations of spatial patterns in planning. This may offer an alternative to the spatial relativism of communicative and deliberative theories of planning, or the determinism of environmentalist neo-reformism, and as such point out a fertile direction for the strategic spatial turn in Norwegian planning.

Public-private collaboration in Finnish planning – and its multiple methods

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Due to historical reasons (e.g. parliamentarianism), private land ownership has had a relatively central role in Finland. Only a few cities did receive land as a donation from the Swedish crown before 1917; thus, most of municipality-owned land property has been purchased from private landholders. Since the 1930's, municipalities have had a simple obligation to plan a city when needed, disregarding landholding.

After granting the planning monopoly in the 1960's, the right to plan has become a valuable article of commerce for the growing municipalities, even though planning as such is steered based on the Finnish Land Use and Building Act and on its objectives in land use planning (e.g. a healthy living environment, natural values and the prudent use of natural resources). "Selling the ability to influence the exercise of public powers" has, however, been seen as slightly inappropriate, and most of the collaboration methods are not explicitly known by the law. The only regulated form are the land use agreements, which are, however scarcely, regulated in section 91 b.

Thus, it has been necessary to find out which methods (planning reservation, planning application, planning competition, public-private joint ventures etc.) are actually used, and under which circumstances (green field, brown field, living, industry). The research is based on an inquiry which will be presented to municipalities, private planning consultants, real estate developers and construction companies during spring 2019.

The aim is to find out which methods the local municipalities and the various actors use when organising the planning process. This includes how the responsibilities, expenses, risks and profits will be allocated; which legal means are necessary to ensure the progress of the process; and which administrative decisions are made. In addition to euros and square metres of right to build, there will be found many interesting details and many complex processes by which the municipalities are balancing themselves between an administrative role and a semi-commercial role.

The colour design methods of the new Koivusaari neighbourhood

"PLANNORD 2019: Future challenges for Nordic planning"

21st-23rd August, 2019, NMBU and Oscarsborg

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ABSTRACT

My proposal for PLANNORD 2019, *Track 4: Planning method in practice*, addresses a colour design methods of the new Koivusaari neighbourhood. In Finland, the detailed plan provides instructions about the material and the colours of the new architecture. The design guidelines describe more the main ideas about the identity and the architectural atmosphere of the residential area. The colour is a powerful tool to connect a new neighbourhood with the earlier, surrounding architecture and the landscape, and to produce a characteristic and pleasant environment. If, however, the colour is not a stated subject in urban planning, it is difficult to involve the architectural colour in the next steps of the building.

Koivusaari will be the new housing district in Helsinki on a sensitive island of the Archipelago of the Baltic Sea. The size of the island is now 17 hectares, but after landfill the area will be 34.7 hectares. In 2035, the island will be a home of 5000 inhabitants and a working place for 4000 people. The purpose of the colour design has been to create a new identity of the neighbourhood, and to insert it in the sensitive archipelago of the Baltic Sea. The results of the colour planning have been a new type of design guidelines, called the Block Cards.

During this practice-led doctoral research project, I have first worked as a colour designer of the detailed plan and design guidelines, on the Koivusaari-Lehtisaari Team, Detailed Planning, Land uses and City Structure, Urban Environment, City of Helsinki, and next I have analysed the research data as a researcher. The colour designing itself has been my method to produce new information about the colour design, the analyzing methods and the meaning of colour in urban planning. There is little research about the colour design methods in urban planning context. In my research, I have compared my colour design methods with Smedal's colour design in Longyearbyen, Svalbard, Norway and Lancaster's colour design methods in England. The size the new residential area, the scale, the landscape, the coastline and the Nordic weather and the seasons at 60N make Koivusaari a special case to design and to research. In the Koivusaari case, I found eight separate steps in the colour design process.

The paper will be based on my article "*Creating a chromatic atmosphere: The colour design process of the new Koivusaari neighbourhood in Helsinki*" that will be published in Journal of the International Colour Association during the spring 2019.

Keywords

colour design methods, urban planning, detailed plan, design guidelines

PLANNORD 2019: Track 4 Planning methods in practice

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Abstract

Design thinking as a method to bridge multi-disciplinary knowledge to spatial planning

Spatial planning is an interdisciplinary activity, often with an ambition of problem solving in environments with a high degree of complexity. Together with an aim of sustainable results of the planning process, the activities in spatial planning demands transdisciplinary solutions. That means solutions that enables different dimensions and perspectives of the problem to support each other and merge into one wholeness, but none clear disciplinary priority. Since Horst Rittel and Melvin Webber publish "Dilemmas in a General Theory of Planning" in 1973, planning problems are often, considered as *wicked problems*. Jane Jacobs asked already in 1960 what kind of a problem a city is, and answered; a problem of organized complexity. Even these thoughts are both well-known and not very disputed today, the planning practice is still organized in ways that not encourage methods to bridge the large amount of knowledge from different disciplines that are needed in spatial planning tasks, especially in complex urban environments, towards a possible way out of the problem complex.

The paper explains and discusses the theoretical background and evolution of design thinking in different fields that normally not are associated by design processes, such as the study of education and organizations in relation to design methods in spatial planning. The aim of the project presented in this paper is to explore how experiences of design thinking in other fields can be re-introduced to spatial planning as a way of handling multi-disciplinary knowledge in a planning process. The content of the project is material from different experiences in teaching a multi-disciplinary student group in urban development planning and experience from urban planning practice and property development in Norway. The discussion involves the question of how design thinking can bridge between urban design methods and collaborative methods in societal planning and thus strengthening spatial planning as an interdisciplinary activity with transdisciplinary outcome.

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Between regulatory zoning and discretionary practice – current trends in Norwegian land-use planning practice.

There is a tendency to distinguish between regulatory and discretionary land-use planning. Norwegian land-use planning is often grouped among the regulatory systems and in a "Nordic group". Regulatory land-use planning is normally based on zoning. In its original form, zoning has often been criticized for being insufficiently flexible. Throughout history, various alternatives have been developed, eg. conditional zoning, form based zoning, performance based zoning, transect zoning, incentive zoning, etc. Common to such alternatives is that they are based on more discretion than traditional zoning. In this way, they contribute to push regulatory land-use planning in a discretionary direction. This paper discusses if, and if so, how such more discretionary instruments have been implemented in Norwegian regulatory planning. The backdrop for the article is the development from publicly-managed and initiated land-use planning to privately initiated and prepared local zoning plans, and the related need that public authorities have for more detailed management of urban development through negotiations and discretion, rather than what traditional zoning provides opportunities for.

Best regards

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Contribution for Track 4: Planning methods in practice

1 February 2019

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Title

Digital plan data – research perspectives in plan practice and evaluation

Abstract

Since 2006, all legal spatial plans in Denmark are registered in a national, digital and open database. It includes data and metadata on e.g. 34,000 currently effective local development plans and over 50,000 municipal plan zones. The database is part of the general digitalization strategy of the public sector in Denmark, fueled by ideas on efficiency, data economy and open governance. Similar digitalization efforts are taking place in other Nordic countries. Research using this new kind of new data or about its practical use is rare, mainly focusing on judicial or technical questions. Digital plans represent a new transdisciplinary type of intentionally explicit data source for analysis of land change processes. Discussions on efficiency, conformance-based evaluation or planning design practices across a country could benefit from insights from such data. Based on a recent collaboration with the Danish Planning Authority and an ongoing Nordic workshop series, I will discuss research perspectives as well as critical questions regarding the potential influence of the digitalization of plan data on future planning and policy making.

Planning in regions with declining population but a growing number of multi-house homes

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A large part of Norway have for decades had a declining population, like large parts of the Nordic countries and Europe as well. I will in this paper present and discuss how a community development project, ByR, for 12 municipalities in Gudbrandsdalen, Innlandet county, Norway has chosen to work on this challenge <https://byregionlg.wordpress.com/om-byregionprogrammet/>.

The first necessary recognition for the 12 municipalities was to acknowledge the situation. Local and regional planning must acknowledge, as a prerequisite, that large parts of this region, if one is to be honest and realistic, will continue to decline in permanent settlements for years to come. Planning goals and strategies must be realistic and not contribute to naive escape into the unrealistic. Planning and policy documents have often contributed to such a reality escape.

The second necessary realization was that the 12 municipalities had to positively and actively deal with an increasing number of cottages and cottage residents, to an "immigration of cottagers." The municipalities had so far treated them as second-class inhabitants.

An increasing proportion of households circulate between housing outside district areas such as Gudbrandsdalen with home-related functions related to everyday life, work, school, etc., and the cottage in district regions dedicated primarily to recreational functions.

A concept for this organization of living behavior to households is 'multi-house homes' (Arnesen, T., Overvåg, K., Skjeggedal, T., & Ericsson, B. 2012). Such 'multi-house homes' can counteract some of the challenges in regions with declining population (Hidle, K., Cruickshank, J. and Ellingsen, W. 2010). Recreational housing holdings can provide a basis for a broader basis for public and private service and product production, and for local and regional cultural activity. At the same time, this cottage segment represents a challenge in relation to, among other things, planning, involvement in community development and local democracy. The BYR-project revealed a distinct democratic deficit for the cottage population.

We will discuss how local and regional planning should be designed in societies, both with settlement decline (permanent settlement) and settlement growth (cottage settlement); where a stated political goal is that both population groups should be equally invited into local and regional planning and political decision making processes.

Abstract to PlanNord2019: The 9th Nordic Planning Research Symposium

Track: Planning Methods in Practice

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Title: Beyond strategic plans: Strategic spatial planning as integration of land-use planning in strategic management of a city

The interest in strategic spatial planning has increased since the 1990s and to date, it has become a mainstream practice in most European countries. Strategic spatial planning emerged as distinct from traditional blueprint-type of land-use planning (e.g. Albrechts & Balducci, 2013; Salet & Faludi, 1999), emphasising visionary selectiveness, relational spatiality, transformative action orientation in relation to future, and integration between sectors and tiers of government (Albrechts, 2004; 2006). As Nadin (2007: 43) describes, strategic spatial planning “goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they can function”. Much of the previous research has focused on how this integration is achieved at strategic spatial plan-making and implementation. However, there are only few studies that denote a secondary role to actual strategic spatial plans and instead suggest that strategic spatial planning is primarily about strategic management of a set of instruments and policies (e.g. Bryson, 2018; Mäntysalo et al., 2015) and related institutional arrangements (McFarlane et al. 2015). In this study, I approach strategic spatial planning as the integration of land-use planning in the broader practice of strategic management of a city.

This study aims to show that the transformative capacity of strategic planning is not pertinent to strategic qualities of the spatial plan but integration of planning in the city’s broader strategic management practice. It takes as cases two cities (Lahti and Turku) and one city region (Kotka-Hamina) from Finland, where land-use planning has traditionally been disintegrated from societal and economic development of a city. Lahti and Turku have successfully developed a model of strategic planning, in which land-use planning is integrated in the city’s broader societal strategy making and management practice. However, the statutory land-use plans are rather non-strategic in their regulatory fixity. In Kotka-Hamina, on the other hand, the land-use plan shows strategic elements but integrates weakly in broader strategic management of the municipalities, which compromises its transformative capacity. The study thus emphasizes the non-monolithic character of a city organisation, in which new arenas and practices for integration should be created (Gustafsson et al. 2018; Krumholz & Forester 1990; McFarlane et al 2015). Furthermore, the study contributes to the literature of strategic spatial planning by arguing that strategic features do not reside in plans themselves but in the broader strategic management framework of a city (region).

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Innovating Planning Practice?

The challenges of applying “Living Lab” in urban regeneration projects

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For quite some time, post-WWII urban planning has gone through dramatic changes and critiques. Two of the strongest critiques are generally concerned with: the inflexibility of the legal planning framework to accommodate an increasingly deregulated economy (Klosterman, 1985; Grange, 2017); and the “dirigiste” legacy of planning that allows very little inputs from society at large (Taylor, 1998) – an aspect further complicated by the increased multicultural base of today’s society (Sandercock, 1998). These two critiques are argued in different ways by different theoretical “fronts” and it is not the scope of this article to reassess these discussions. Instead, what we are interested in here is to discuss the application of more informal, i.e. tentative and experimental rather than illegal, approaches that may engage at some level with the critiques above described.

One of such approaches is the so-called “living lab”. Living Labs (LLs) are generally known as an approach to manage open innovation processes where citizens are involved to co-create, test, and evaluate innovations in open, collaborative, multi-contextual, and real-world settings (Ståhlbröst, 2008). The idea of how to apply this concept to cities is instead less clear but it generally falls under the umbrella of participatory design (Björgvinsson et al., 2012). However, in a recent study where 90 living lab projects were investigated, Steen & van Bueren (2017) argue that the majority of projects that label themselves as living labs are not very different from traditional system development process.

The aim of this article is to critically situate the LL approach within planning practice and theory, and extract lessons from it. We chose to engage with LL since the approach has become rather popular in Nordic countries as well as in other European countries (and also in funding frameworks such as the H2020 and JPI Urban Europe). Another reason is that we can draw from empirical data of a large European funded project in which we are currently involved that deals with sustainable urban regeneration.

Theoretically, and perhaps counterintuitively for some, we situate our “urban” living labs (ULLs) within the agonistic democratic paradigm (Hillier, 2003). This means that ULLs do not negate ongoing conflicts for space but rather capitalize on “plurality” (Mouffe, 2000) to challenge the status quo in very pragmatic ways. In this sense, ULLs are not meant to be comprehensive or even strategic but rather acupunctural, opportunistic, and applied. In this sense, ULLs mobilize transdisciplinary understanding of space and society (Rizzo & Galanakis, 2015) to produce competing visions to the ones imposed by those in power.

By discussing our work with planners within the project, we will show a number of issues when translating the living lab idea to urban contexts. These issues for example include planners’ difficulty to grasp the differences between ULLs and conventional public participation (see the famous Arnstein’s “ladder”). Furthermore, while the idea of ULL is centred on the active involvement of residents and other relevant stakeholders, techno-solutions, that have little to do with it, usually prevail in the planning discourse. Finally, planners fail to understand, how these concepts can be actually translated into their everyday duties while their role is under attack from both an increasingly politicized planning profession on the one hand and the competitive aggressiveness of the private planning sector on the other.

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Evaluation of practicality and efficacy of a community-oriented approach in an art and architectural project in a Nordic country //Track 4: Planning methods in practice

Tomoya Wakayama¹, Markku Karjalainen²

Abstract. In general project management, a great number of strategies have been executed to guide a project through its various stages. Especially in the field of art and architecture, these strategies have been elaborated into methodologies in basic project management. For instance, the urban planning methodology has been widely recognized for examining the development region and clarifying mechanically and in a visually understandable way the region's architectural background. However, this methodology is inefficient in terms of people's fluid and changeable daily lives. In addition, it is not always the most efficient depends on the project size in post-expanded complex communities such as various nationalities and various customs. This paper examines the usefulness of a community-oriented approach by utilizing this approach in an ongoing, relevant building project which consists of: 1) general art, 2) the market and 3) pop-up architecture in the city of Turku, Finland in summer, 2019. To evaluate the possible impacts of this approach, oral and written questionnaires will be conducted with all the stakeholders in the project, regardless of their role. The alternative evaluation methodologies will be up to date through the project which assesses objectively. We hypothesise that this approach will enable the project to develop a creative and sustainable environment.

Keywords: strategy; methodology; community; sustainability; community-oriented

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PLANNORD -2019

Abstract track 4

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Democratic roles and public space: a performative perspective

The connection between democracy and public physical space has a legacy from the ancient Greece where democratic roles were performed in the Agora. In the last decades, numerous authors have written about the severe crisis of public space, even “the end of public space”, related to commercialization and privatization of urban districts (Sennet 1978; Sorkin 1992; Mitchell 2003; Fainstein 2010).

In this context, it is more important than ever to ask what public space is, what its purposes are, and what is its role in the democratic life of the society. People spend increasingly more time on digital platforms. Is the physical setting, the public spaces, no longer necessary for a well-functioning democracy? Does this privatization of public space lead to a loss of performative stages for the democracy? In this article, we start with a brief reflection on the notion of democracy in a deliberative – perspective, and proceed with a reflection on its implications for the way we think about public space in contemporary urban context, with empirical focus on Norway.

Democracy can be roughly defined as “decisive public reasoning on common issues among all affected interests” (Parkinson 2012:87). It is a deliberative perspective that rather than focusing on formal institutions, emphasizes the processes of opinion formation and narration in the public sphere Parkinson (2012) gives it a performative twist, arguing that democracy depends on being ‘grounded’ in action and physicality. It is not just an interplay of arguments in some abstract public sphere, but is performed by people with different aims on a variety of stages. Five **primary democratic roles** that actors play in a democracy are: narrating, claiming, deciding, scrutinizing, and representing. All of these five have their own proper stages of action: almost limitless for narrating and representing; highly visible stages for making public claims; single, dignified stages for decision-making and scrutinizing.

Why we need to put attention to performative, dramaturgical dimension of democracy? It is how politics really proceeds and how everyday communication works. What is problematic, modern democratic theory has become ‘disembodied’ – i.e. disconnected from real people and places, and has drifted off into an abstract realm of ideas and reasons (Parkinson 2012:24; Young 2000: 37–40). Furthermore, too much focus is given to formal decision-making, while the theme of democratic culture remains under-addressed. Thus, we need a thicker and more dynamic understanding of the concepts of democracy and the public, particularly in the spatial context. Our paper addresses this knowledge gap, with both theoretical discussions, and analyses of recently developed public spaces in Norway.

Abstract

Implementing policy for the built environment through tools of design governance

Some of the central concepts that frame the development and implementation of a policy of spatial and aspatial planning in Norway are sustainability, citizen participation, co-creation and livability. An overarching concept, setting standards for all policy fields and disciplines, is quality. For the built environment, design quality encompass a specter of interdependent dimensions; morphological, perceptual, visual-aesthetic, social, functional and temporal (Carmona et al, 2010). This suggest a specific need for transdisciplinary approach in order to fulfil the overall goal of 'high quality' in the built environment. To assist the local level in achieving the objective of design quality, there are a number of formal and informal tools offered by national and regional government in terms of guidelines and strategies and organizations promoting national policy.

In Norway, the regional governance level has a statutory role to "assist and guide the municipalities in their planning' (pbl 3-2) and to coordinate public efforts and governments tools in general across government levels. One way of communicating, processing and interpreting these objectives is to offer a regional arena that highlight and discuss city and town design in a local context, as well as introducing and trying out methods in urban design and citizen participation. This has been done in the period 2010 – 2019 in Nordland County as a cooperation between the Nordland County Municipality and a number of municipalities with regional centers.

Regional design guidance in Nordland can be understood as an informal tool of design governance as laid out by Matthew Carmona in "The formal and informal tools of design governance", 2017. In this paper, I will explore the use of formal and informal tools of design in small and medium sized cities and towns in Nordland, and how these tools contribute to operationalize a national policy concept of quality in the built environment on the local level.

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Abstract PlanNord 2019. Track 4: Planning methods in practice

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Present biases and planning – can a simple article in the Planning and Building Act change the course of history?

Municipal planning and local political governance has been a failing relationship for decades. The Planning and Building Act (PBA) has since 1985 stated that the elected municipal council itself shall lead the planning work, implying that the professional planners and administrators are expected to assist politicians in their planning endeavours. One of the reasons why this relationship fall through is the tension between administrative and political rationality (Kleven, 1993). Can the introduction of a simple tool in the planning and building act, the mandatory planning strategy, (PBA, 2008- § 10-1), improve the relationship between planning and politicians? Can § 10-1 decrease the present and political bias towards short-term issues and thus improve how politicians manage their planning responsibilities? The planning strategy is a planning tool and method that the legislators brought into the Act mainly to “force” politicians to direct their attention to, and involve themselves pro-actively in local planning. The relationship between politics and planning is an important component to understand why this planning-tool has not proved to be as successful as one hoped for.

I will use the concept of rationality to better understand why planning and politicians tend to be a mismatch. Both by working as a professional planner and as a planning researcher I have repeatedly observed political decision-making in municipal councils and thought, “this was really not a rational/ reasonable thing to do”. And it is not only by opposing the administrative propositions: Just as often politicians choose to ignore decisions they earlier have made themselves, discarding approved plans and deciding to go in a new or different direction. When a PBA-imprinted bureaucracy cooperates with local politicians affected by temptations, personal interests and internal conflict, it is understandable that it does not always run smoothly. The planning strategy tool is meant to make planning simpler, to link planning to pre-electoral politics, and to serve as an introduction to the comprehensive planning system. Still, it has turned out to be a tool for administrators. In this paper, I will discuss various factors that may contribute to, or prevent, the planning strategy as a successful link between politics and planning.

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EVAPLAN 2008 and the politicians - seen or ignored?

An assessment of an evaluation of the Norwegian Planning and Building Act.

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Politics and politicians have a partly ignored, partly controversial position in the planning theory field. Over the years, many planning researchers have called for more attention about politics and politicians in public planning (references) and about the interaction between planners and politicians (references).

A dominant approach with planning theorists is to highlight the planner as by far the most important participant, the one that much of the planning project depends on. Politicians are more seldom present in the descriptive and normative planning theory texts, and they are usually more often portrayed as part of the problem, rather than as part of the solution. This implies an unfortunate limitation, at least in a Norwegian and Nordic context, all the time politicians are given a leading and governing role in public planning as defined in the legislation, such as the Norwegian Planning and Building Act.

The Norwegian Planning and Building Act has just been thoroughly evaluated:
<http://www.hioa.no/Om-OsloMet/Senter-for-velferds-og-arbeidslivsforskning/NIBR/Prosjekter/Evaluering-av-plan-og-bygningsloven-EVAPLAN-2008>. The main question was whether the law is working as intended, and what can be identified as areas of improvement. The evaluation project should also assess the law, and current practice, from an international comparative perspective.

We will in this paper present and discuss how politicians have been given attention in this evaluation work, i.e. the evaluation program plan, publishing along the way and final reporting. We will use our findings to deliver a contribution into the international planning theory debate about the politician role in public planning.

Almere as a model for self-building in Norwegian rural villages

Abstract for Track 4: Planning methods in practice

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Housing development in Norwegian rural villages is to a large extent characterized by apartment buildings close to the centre and urban sprawl in the outskirts. This leads to a homogeneous demographics in the centres and a car-based and space-intensive settlement structure in the outskirts. A consequence is also that there is not much demand for what would have made young people settle centrally in the rural villages, such as cafes, playgrounds and cultural activities. In view of future planning for sustainable development outside the major cities, there is a need to look at spatial models that make those who want to move to the districts want to settle centrally.

In this article, I explore the planning practice in Almere's Homeruskwartier area as a model for future planning in rural villages in the outskirts of Norway. The general model is based on Habraken's theories of "support" and "infill" which are based on people participating in planning and building their own home in a holistic and open structure (Habraken, Teicher 1972). The Netherlands has in this way used self-building as a strategy to achieve greater diversity in the housing stock. In the Homeruskwartier the authorities have initiated a large-scale self-built experiment of 1000 units. The plots are sold at a fixed price and the municipality regulates and plans all infrastructure down to the smallest detail. Those who are going to buy land know in advance where shops and parks should lie and all pipelines are laid out to the site. To give people the most flexibility, landscapes and access roads are completed after the houses are built (Lloyd et al. 2014). Habraken claims that such a self-cultivated development regulated by social structures is a cultural practice everyone knows how to take part in and in this way enables a flexible and incremental housing development (Habraken 2000) even if an objection may be that places like Almere appear detached from a local context and appear as a collection of disjointed contemporary architectural expressions.

The sprawl areas in the outskirts of rural villages offers great freedom to spatial organization and a possibility to build a custom made house either designed by architect or selected in catalog. Much of its attractiveness is because of this. For Norwegian municipalities who want to look at new planning methods to achieve sustainable housing development, a demographically varied village center and at

the same time a higher density, the Almere model with its open structure can have transfer value and be a possible solution.

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Embracing the Communicative Complexity of Integrated Planning Processes?

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The strategic spatial planning of sustainable urban areas requires integrated planning practices crossing sectoral and scalar boundaries. As complex systems, collaborative multi-actor spatial planning processes are seldom linear and easily structured. In particular, planning processes are often exceeding the understanding of individual actors due to a large number of dynamic factors affecting these processes. Planning research has acknowledged that the procedural dynamics in strategic planning processes and their potential effects over time are not adequately understood. The starting premise here is that planning solutions are influenced by a variety of communicative dynamics over time.

This research analyzes a practice-based example of the communicative dynamics of integrated planning. The social network analysis (SNA) bases on the use of longitudinal data of organized actor interactions during a four-year statutory strategic spatial planning process in the Helsinki Capital Region, Finland. As one methodological component, SNA is used to identify cumulative and disaggregate relations of the networked dynamics. These analytical and visual findings are complemented with a set of interviews with participants of the specific planning process.

Using mixed-methods, the findings unwrap multidimensional understanding of the actual social complexity of planning processes in the Nordic democracy context. Based on the findings, one can understand the effects of sectoral and scalar siloes. Moreover, the findings suggest that a range of institutional and actor-relational factors affect integrated planning processes, revealing diverse practice-related social complexities and microdynamics over time. There was a clear separation of themes and scales in the process, contributing to the actors' inability of generating an overall understanding of the process, partially restricted by the co-existing organizational structures and hierarchies. In addition, multiple simultaneously ongoing processes, distrust, arguments, and disputes affected the actors' willingness to collaborate with each other, further reducing their capabilities of knowledge co-creation through the sharing of expertise. Furthermore, findings indicate that SNA opens up new ways for conceptualizing planning through visual-analytical methods and actor-relational criteria, generating new understanding of the diverse groups of actors involved in shaping urban futures. This research highlights the potentials of systematically collected longitudinal data on the communicative events during planning processes for revealing the importance of understanding the often invisible actor-relational dynamics. In conclusion, unveiling the networked dynamics and process memory in

planning research is a promising direction for further understanding of planners and planning practices.

Abstract to PLANNORD, track 4. Planning methods in practice

The need for systematic, knowledge-based and transparent analyses in planning

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A main aim of making plans and analyses is to provide knowledge decision-makers and others can use to assess the extent to which different alternatives contribute to achieving different goals and wishes and provide them with a good basis for making decisions about which alternative to choose (Friedmann, 1987). This also includes coming up with alternative solutions for the problems at hand. It can hence be argued that systematic, knowledge-based and transparent planning analyses are important prerequisites for developing plans with high goal achievement potentials, as well as for facilitating transparent and democratic processes.

Through a recent project, we attempted to answer the following question: *How can planning analyses in Norwegian planning practice become more systematic, knowledge-based and transparent?* Through reviews and discussions of key topics, based on existing literature and own previous studies, we discussed ‘what kind of problem a city is’ (Jacobs, 1961), what kinds of planning analyses are possible, and how planning analyses can be more systematic, knowledge-based and transparent (Tennøy et al. 2017). Through empirical studies of current planning practice and planning analyses (10 interviews with planners, and document studies of nine plans, three of which are thorough), we investigated if these were in line with the defined criteria. We found that current planning practice roughly can be sorted in two types or approaches. In the more analytical approach, goals, criteria and several alternatives are defined, analyses are rooted in and documented by research-based or other documented knowledge, and clear rankings of individual objectives and goals are made. The more process-oriented approach discusses goals, alternatives, effects and consequences along the way, without conducting clearly defined analyses, and result in an agreed alternative (planning proposal). Both approaches have strengths and weaknesses. We found that the potentials for improvement are greatest in describing and following a systematic approach, explaining the central cause-effecting relations that underlie planning work, providing references to documented knowledge, define zero-alternatives and explain why one alternative is recommended.

In the paper, we would describe our research and findings, and discuss questions arising from our findings, that deserves closer inquiries and discussions. This concerns for instance how professional background affect approaches to planning analyses, how weaknesses in the two approaches to planning and planning analyses can be reduced, and the strengths emphasised. And – if there is a need for developing a ‘common understanding’ how planners do’ planning and analyses, that could be critically discussed.

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PLANNORD 2019

Track 4: Planning methods in practice

Abstract

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Everyday populism in urban planning – Jumping on the bandwagon of media-sexy projects and ‘easy’ solutions

Disillusionment with traditional politics has fuelled demand for alternative approaches to severe economic and social challenges in societies, and this development has paved the way also for populism. Populism is not solely restricted to right wing populist movements or party politics affected by these movements. Indeed, they have given rise to mainstreaming of populism, and today the populist rhetoric and dichotomous speech are emerging also in other fields (Palonen, 2017). This paper suggests that we should look more closely at everyday populism; the sort of populism that takes place in local level decision-making, with possible implications on planning. Do local politicians easily jump on the bandwagon of media-sexy development projects? How can a planner take a stand on a project that is rhetorically associated in the public discourse with shallow and stereotypical societal confrontations? Planning is much about dealing with complex issues, and it can be politically tempting to project simplistic readings of tricky and complicated problems. Populism as a mode of articulation (Palonen, 2017) may well be reaching planning. There are planning-theoretical approaches that offer an opportunity to examine the issue in depth. In her recent writings Chantal Mouffe calls for populism, though she also proposes a new way to define it (Mouffe, 2016). According to her, it is about constructing the political by establishing a political frontier that divides society into two camps, appealing to the mobilization of the ‘underdog’ against ‘those in power’. However, this paper suggests that this can lead to a gap between the adversaries – in local politics just as well as in national or global ones – and creating such a gap can become politically more important than creating any visions for the future.

Keywords: local politics, public discourse, Chantal Mouffe, agonism

What do citizens think of citizen dialogues? Participatory planning and its relationship to democratic legitimacy

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The aim of this paper is to contribute with knowledge on participatory planning activities and their relationship to democracy against the backdrop of a growing dissatisfaction towards both planning and established democratic arrangements. Through a qualitative and exploratory study of the public's own experiences of participating citizen dialogues in Stockholm the paper seeks to answer questions about their potential in engendering trust and legitimacy towards democratic institutions.

Broadly speaking, the participation literature falls into two camps. The vast majority of literature has focused on the development and evaluation of participatory forms and has tended to view participation as inherently 'good'. This literature often proceeds from a more or less implicit assumption that given that the 'correct' process is followed the activity has also worked to strengthen democracy by engendering trust towards established democratic arrangements. The second camp, the critical school, tends to view them in a much more negative light. They proceed from the understanding that the success of participation processes rests less in the procedures and the criteria which they fulfill and more on whether there is a concrete and substantial outcome for the public to discuss and influence.

By contrast, the paper argues for a need to move beyond this established dichotomy that has long tended to foreground participation activities as either helpful or harmful to democracy. Proceeding from what citizens themselves think about citizen dialogues, the paper will highlight that the activities can show several of these dimensions simultaneously, sometimes in the same dialogue or in one and the same participant. Participants may pay attention to several dimensions of dialogues beyond the substantive issues they address, including whether they were treated respectfully, whether civil servants were perceived as honest and impartial, and in the way the qualities of participants' local neighborhoods were portrayed.

Accordingly, the democratic value of participatory activities rests not only in their capacity to hand over influence to the public as such activities can also function as important channels for the exchange of experiences, knowledge and trust between citizens and state. At the same time, the paper also warns about the limits of what participation activities can do for democracy, especially if they not open up for more substantial issues to discuss and influence, for example distribution policies, budgetary issues or the possibility to represent more collective concerns over narrow self-interests. The paper also highlights a fundamental need for following up on participation activities in both research and practice, in order to better understand the specific and cumulative effects on democracy from engaging the public in planning.

“Artefactual anchoring” of strategic spatial planning as persuasive storytelling

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Track 4: Planning methods in practice

Abstract

The article examines the coordinative capacity of strategic spatial planning, performed as persuasive storytelling, among different stakeholders. In the form of persuasive storytelling, strategic spatial planning can be highly communicative, crossing disciplinary and lifeworldly boundaries with the familiarity of its narrative format, and its use of expressive metaphors and visually clear cut spatial imaginaries. However, the article suggests that in order to achieve coordination towards realization of the strategic plan, this storytelling has to be “artefactually anchored”. It means that with the unfolding of the strategic plan, sufficiently robust spatial objects have to be identified and generated as tools and targets for the joint coordination of the stakeholders involved. In order to perform as coordinative media at the ‘inter-actional’ level, beyond being communicative at the ‘inter-conceptual’ level, the metaphors and spatial imaginaries that are utilized in persuasive storytelling, need to perform as boundary objects. Boundary objects combine the inter-conceptual flexibility of interpretation and the robustness of artefactuality. The main focus of the article is on developing theory, but, with a view on the case of Aalborg, a city in Northern Denmark, it makes suggestive implications to empirical research, too. Illustrated with the Aalborg case, the article suggests that persuasiveness, in the sense of generating coordinated strategic action, implies artefactual anchoring of the storytelling of strategic spatial planning via boundary objects.

Key words

Aalborg, boundary object, bus rapid transit, metaphor, spatial imaginary

Abstract PlanNord 2019

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Track 4: Planning methods in practice

Title:

Overcoming small-size handicaps in planning? Periphery municipalities and the Norwegian Planning & Building Act requirements

This paper addresses the way small municipalities respond to the demands for creating and running an updated municipal planning system, as required by the 2008 Planning and building act (PBA). The evaluation of the PBA, carried out 2015-2018, showed that a substantial part of the smaller municipalities were lagging behind when it came to fulfilling the legal demands of having passed, in the municipal council, a municipal (master) plan, made up by the societal part (no. "samfunnsdel") and the spatial part (no. "arealdel") (Aarsæther & Hanssen 2018b, chapter 11). This situation however is in no way unexpected, but in the political discourse on scale and public reforms, several voices declared that the problem was more serious than simply "giving the smaller ones more time to comply with the planning norms". Municipalities with less than 15.000 inhabitants were not regarded as having the competence needed to carry out the advanced tasks related to planning ("Ekspertutvalget", The Ministry of municipalities and modernization, 2014).

By the amalgamation reform carried out 2014-2016, the number of municipalities was reduced by some 70 units, to a total of about 350 at present. The large majority of the municipalities however still fall below the 15.000-inhabitants limit, in fact one half of to-days municipalities have less than 5.000 inhabitants. Many of the smaller municipalities are localized in the periphery, with long travelling distances to the nearest urban centre.

Our research question is: What are the conditions for successful production of a municipal master plan in the smaller municipalities? What factors may enhance planning competence and motivation - and what factors tend to obstruct the fulfillment of the legal planning requirements? And finally, is there a viable way out - do we find methods developed for, or by, smaller municipalities to make them take the role of the planning actor, as expected in the the PBA? In this study, we concentrate on the abilities of the municipalities to produce the municipal-level (strategic) plans, well aware that the bulk of the planning activities are related to the detailed level (no. "detaljregulering").

The paper is based on data from the EVAPLAN evaluation project, plus field studies carried out as part of the CICERO's TRANSFORM project (2018-2020), and as part of a planning-for- public- health project led by the Finnmark County Municipality (2016-2019).

Track 5

Sustainable mobility

PlanNord 2019

Abstract **Reflections on the concept of sustainable mobility**
Track **Sustainable mobility (Track 5)**

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Abstract

We chair together the track on Sustainable mobility and we would like to propose the following paper abstract as an opening of the track. The paper looks into the mainstream understandings of the concept ‘sustainable mobility’ from a critical approach that takes into account perspectives that tend to be excluded in the current discourses. This in particular includes social perspectives and acknowledge of power struggles. We hope that this presentation can provide an interesting point of reference for the discussions to come around the other papers included in the track.

Sustainable mobility has become a frequently used concept in transport planning and research, as well as in the broader conversations of planning for sustainable development. In this presentation we bring forward the socio-technological solutions and regimes of mobility that tend to be understood as ‘sustainable’, as well as what tends to be understood as the major research challenges connected with these solutions.

Having presented these images of sustainable mobility we critically engage with the realities that they tend to emphasize and tendencies of other realities accordingly being left out. In this analysis the theoretical and normative assumptions that underpin the concept of ‘sustainable mobility’ play an important part. The conclusions concern perspectives and questions that tend to be given less attention within the current transport discourse. Part of those conclusions concerns what this means for what we interpret as important research challenges.

The paper builds on literature reviews and empirics from our own on-going research projects: Peters’ postdoc project *The socio-spatial challenges of planning for sustainable urban mobility* and Winter’s doctoral study *The Marginalization of Social Concerns in Transport Planning*.

Condemned to Freedom? Unsustainable Rhetoric in the Emergence of Mobility as a Service

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Emerging development of Mobility as a Service (MaaS) is presented as a new service model for accessing transport. A central assumption of one prevalent MaaS conceptualization is that transport services are bundled into service packages for monthly payment, as in the telecommunication or media service sectors. Various other forms of MaaS are being developed but all tend to offer door-to-door multi-modal mobility services, brokered via digital platforms connecting users and service operators. However, the research on wider implications for urban governance of MaaS is underdeveloped, and this gap has been repeatedly highlighted in recent publications. In particular, previous analysis does not extend to identifying plausible unanticipated outcomes and their implications for future governance efforts. This research aims to present one of the first critical analyses of the rhetoric surrounding the MaaS concept, with two main contributions. First, we highlight the role of rhetoric in building a transition pathway for MaaS from niche to regime. Second, we argue from inference how urban governance could be undermined by unanticipated outcomes from MaaS roll-out if too much reliance is placed on the unsustainable rhetoric. Rhetoric as a persuasive tool has been identified as an important mechanism in the social construction of technology and the challenges that technological solutions are intended to address. Thus, rhetoric plays an essential role in simultaneous co-construction of the societal challenge and technological solution that MaaS represents. Findings outline to what extent can current MaaS promises to citizens and cities be delivered, and what are the unanticipated societal implications that could arise from a wholesale adoption of MaaS in relation to key issues such as wellbeing, emissions and social inclusion. Critical assessment of the persuasive rhetoric around MaaS highlights challenges behind simultaneous promises about system-level efficiency, as well as user choice and freedom. Our conclusion is that the range of possible unanticipated consequences carries risks that require public intervention for reasons of both efficiency and distributive justice in shaping sustainable urban futures. In addition, findings outline what are de facto challenges for urban governance if the packaged services model of MaaS is widely adopted, and what are the recommended responses for urban planning and transport governance. In conclusion, this contribution opens up new pathways for conceptualizing emerging mobility technologies in relation to sustainability challenges. Finally, this contribution identifies the needs for development of new policy and governance levers and organizational structures in relation to innovation processes.

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Track 5: Sustainable Mobility

Making new mobility infrastructures in Barkarbystaden

In the transport sector automation and digital technologies are at the forefront of many discussions concerning how these could influence sustainable urban mobilities (Marsden & Reardon 2018), but with unanswered questions remaining regarding the overlap between so-called ‘smart’ technologies and sustainability (Lyons 2016).

In Barkarbystaden, Stockholm, regional, municipal and private actors are working together to plan and develop new types of mobility infrastructures in the context of a largescale urban development project. How automated and integrated platform technologies are being formed by the organisations responsible for urban development and transport planning is key to understanding these technologies as they emerge and methodologically this paper approaches the development of automated and integrated digital mobility services through the organisations working together to realise these ideas. By following this process using ethnographic methods and interviews, this paper discusses both the development of such technologies as future transport “infrastructures-in-the-making” (Shove, Trenton & Watson 2019: 4), and as part of an emergent relational socio-technical process (Rutherford 2011).

Following these developments provides an understanding of how technologies ‘land’ in a specific urban context and how organisations are coming together in new ways to plan and govern these types of transport infrastructures. This paper critically addresses the organisation of new mobility infrastructures, and the implications of these processes for the governance of autonomous and digital mobilities and sustainable urban development.

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Track: Sustainable mobility

Professional perspectives on the handling of uncertainty in Swedish national transport infrastructure planning

Achieving a sustainable transition of the transport system involves the challenge of handling deep uncertainty in long-term strategic planning and decision-making. Although it may be debated whether the level of uncertainty has increased in recent years or not, the stakes at play can be considered to have increased: if we set out to speedily reduce climate emissions in line with the objectives there is little room for making retrospectively “bad” strategic decisions due to insufficient and non-robust handling of uncertainties and alternative development trajectories regarding, e.g., technology, fuels, and behaviors.

The traditional “predict-and-provide”-modelling in transport planning assumes a stable linear development of demand, and the possibility of optimizing investments based on cost-benefit analyses. In effect, those practices conceal uncertainty regarding future developments by relying on extrapolation of historical trajectories (Lyons 2016). When handling the complex array of contemporary political objectives, and in the face of an uncertain future, these traditional modelling and optimization practices can be argued to be ill suited. Among alternative ways of handling uncertainty, striving to satisfice and increase robustness rather than optimizing may be preferable (Ben-Haim 2018), as well as treating quantitative models as communicative (rather than optimizing) tools (Timms 2008).

In this paper, I set out to study how uncertainty is perceived, communicated and practically (not) dealt with in long-term strategic infrastructure planning and decision-making. The object of study is the Swedish 12-year National Investment Plan (NIP) for transport infrastructure investments 2018-2029. Although the Swedish Transport Administration acknowledges deep uncertainties regarding future developments, the plan is still loyal to the “predict-and-provide” optimization paradigm resulting in one “best” plan proposal. In effect, uncertainties are concealed, and alternative developments dismissed, in turn effectively shutting down discussions regarding alternative futures, while possibly also decreasing the degree of robustness in achieving the climate objectives.

Methodologically, based on a document study of how uncertainty is handled in the NIP, planners involved in the NIP process will be interviewed with the aim to identify attitudes, understandings and possible conflicts regarding how uncertainty can be assessed, communicated and practically handled in long-term strategic planning process.

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Cycling imaginaries and urban mobility transitions: A review of perceptions of benefits, barriers and enablers in bicycle research

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Abstract

Urban mobility transitions are recognised as central to sustainable urban futures. Within this context, the bicycle has gained increasing significance in urban mobility planning and policy making. Cycling is often portrayed as promising to achieve visions of sustainable and liveable cities: for example, it contributes to decarbonising industrialised economies, it generate health benefits and, potentially, it advances more just cities. Along with the “cycling renaissance” that is said to have occurred in North America and across much of Europe, cycling research has proliferated, with the scientific community proposing a plethora of recommendations for transformative forms of governance. Yet, how these recommendations are derived, and the assumptions about cycling benefits, barriers and enablers on which they are premised, is under-researched. In this paper, we systematically analyse how scholarship has addressed planning for, and the governance of, urban cycling, utilising the concept of sociotechnical imaginaries (Jasanoff & Kim 2009) to synthesise the results. Our analysis focuses primarily on the assumptions about the benefits of cycling, barriers to and enablers of cycling contained in scholarship produced over the last twenty years, and how these assumptions influence recommendations for the governance of urban sustainability transitions.

Abstract to «The 9th Nordic Planning Research Symposium – PLANNORD 2019: Future challenges for Nordic planning», NMBU and Oscarcborg, 21st – 23rd August 2019.

Track 5: Sustainable mobility.

Barriers to sustainable mobility – experiences from three Norwegian cities

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Fuel combustion for transport (including international aviation) contributed with 24 % of all greenhouse gas emissions in EU in 2016 and it has increased its contribution significantly since 1990. In addition, other environmental problems such as dust and noise pollution can be directly related to transportation. It is therefore widely recognized that particularly cities need a transition to more sustainable transport systems.

Extensive knowledge and experience exist regarding which policies and measures can contribute to more sustainable mobility. However, there seems to be weak correlation between the effectiveness of measures and the willingness/ability to implement these. It is also well documented in the literature that various types of barriers exist towards more sustainable transportation. In this paper we explore what type of barriers hinders the transition towards more sustainable mobility in cities, and how these barriers can be managed.

The research questions have been explored through case studies of the three Norwegian cities Bodø, Trondheim and Bergen. The data mainly comes from in-depth interviews with relevant actors working with various aspects of transportation. The analysis is founded in the typology of barriers developed in Åkerman et al. (2011)¹ and distinguishes between barriers related to the following conditions: 1) cultural; 2) political; 3) legal/regulatory; 4) organisational/institutional; 5) knowledge and informational; 6) fiscal/financial; 7) technological.

The results show that while there's political will and high ambitions, problems arise when practical solutions are designed and implemented. Several of the barriers in the typology were present. Contrary to what one would think, (lack of) technology was not seen as a major barrier in either city. While many of the same barriers were present in all three cities, there were also important differences. This underlines the importance of collecting empirical knowledge from various contexts and to facilitate knowledge transfer between cities regarding barriers and ways to overcome these. In this paper we suggest eight types of strategies to manage the identified barriers.

¹ Åkerman, J., Gudmundsson, H., Hedegaard Sørensen, C., Isaksson, K., Olsen, S., Kessler, F.- & Macmillan, J. (2011). How to manage barriers to formation and implementation of policy packages in transport. *OPTIC. Optimal policies for transport in combination*.

Abstract submission: 9th Nordic Planning Research Symposium

Track 5: Sustainable mobility

Title: Swedish Regional Transport Authorities – possibilities and hindrances for collaborating to achieve sustainable passenger transports

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The organization of public transport in Sweden was radically changed January 1st 2012, when 21 new regional transport authorities (RKM) were established. This change resulted in new organizational and collaborative relationships between regional and municipal actors working in public transport, as the responsibility for public transport was shifted from the local to the regional level. The new regional authorities are also responsible for taking the lead in the national process to reduce greenhouse gas emissions from passenger transports, and to facilitate a transition from private cars to public transport throughout Sweden. In addition, the 21 RKMs' are also assigned with the task to reduce overall emissions from public transport by prioritizing energy efficiency and stimulate the increased use of fossil free fuels. This project investigates the capacity of RKMs' to collaborate with municipalities and with neighboring regions to develop more sustainable passenger transports. The project has two conceptual point-of-departures: 1) Institutional capabilities that focuses on how organizations can build capabilities (i.e. relational capacity, knowledge capability, mobilizing capacity) to implement various projects through collaboration with other organizations. 2) Policy mobilities which analyses how actors, networks and traditions affect how leading ideas and good practices are disseminated between different organizations and places.

The empirical analysis draws on a pilot-study in five second-rank regions in Sweden (i.e. Uppsala, Västerbotten, Västmanland, Örebro and Östergötland) and consists of interviews with stakeholders and document analysis. The five regions have similar geographical structures - in that they are all dominated by one (or two) large and highly urbanized municipalities with a dense demographic structure, while also encompassing smaller and more rural municipalities – which makes it possible to contrast and compare experiences in the different regions. The empirical analysis focuses on how ideas and practices are disseminated between different organizations and locations, and to understand the capability of the five RKM's to translate these shared learnings and experiences in developing more sustainable passenger transports. Emphasis is placed on identifying potential hindrances and drivers for transition in the collaborative relationships between municipalities and neighboring regions that each RKM is embedded in.

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Car free urban districts – Interactions between measures, implementation and experience

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Abstract

Cities and car traffic does not always fit well together. Apart from the well-known environmental problems associated with traffic congestion (e.g. air pollution and noise, climate change and global warming), there are also negative local effects in the form of increased risk of traffic accidents, abuse of key resources (energy and time), gender issues in terms of accessibility, security and power over public space and mobility patterns, financial losses and lost space due to increasing car traffic and the need for available parking spaces (e.g. Sheller & Urry, 2000; Berger et al., 2014; Halling et al., 2016). These problems can significantly reduce the cities' attractiveness for residents and temporary visitors. Furthermore, an increase in car traffic has proved to be negative for place related functions such as meeting places, or just places to visit or stay at, and for public health because of the reduced opportunities to perform physical and social activities such as walking and cycling (Lee, & Buncher, 2008). In order to effectively manage the present traffic overload, public administrations and transport authorities must have a comprehensive understanding of the local context, including the mobility needs of travelers and residents. One of the starting points for this three-year research project on planning and implementation of car-free districts has been to perform an interdisciplinary literature review, in which literature that triangulates car-free urban planning measures, concrete neighborhood interventions and quality of life parameters is scrutinized. The intention has been to find out the state of art regarding the interaction between measures, actual implementation and users' experience of car free districts. The results so far suggests that there is a lack of research addressing the interaction of the three variables, suggesting the need for more empirical studies that accounts for all

these different levels of environmental interactions from macro to micro (i.e. policy to final users of place).

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Track 5: Sustainable mobility

Cross-disciplinary collaboration in the context of transport planning

Sofia Löfgren

There are multiple forms of knowledge involved in practical planning and design of built environments. It has been argued that co-production of knowledge between different stakeholders, professionals from different disciplines and local citizens is one crucial parameter for developing innovative solutions and reaching sustainability goals. In transport planning, for example, the social qualities, environmental and aesthetic values of place need to be integrated with the technical practicality of making new transport constructions safe and affordable. In order for such integration to take place collaboration between actors is needed.

The aim of this study is to identify enables and barriers in cross-disciplinary collaboration in planning and design process, drawing upon cases of large transport projects in Sweden. The study explore project-based learning focusing cultural and social aspects of knowledge sharing, through collaborative mechanisms such as narration and joint work. More specifically, this study examines the knowledge sharing and co-production among architects, landscape architects and engineers involved in these processes. In projects settings, groups are temporally, spatially and culturally differentiated. Knowledge need to be produced across diverse institutional, professional and contractual demarcations.

The overarching research method is a case study of five transport projects in Sweden; four new highway projects and one large railway project including new stations in urban environment. The empirical data was collected through in-depth interviews and document studies of drawings and design programs. Interviews were conducted with project managers, engineers, architects and landscape architects. Through the cases I investigated how collaboration takes place between architects and engineers; and how different domains of knowledge production align. In addition, I critically examined the planning and design methods applied in the context of transport projects by asking; what are the ways to align different perspectives and knowledge and what kind of relation can be made between different actors and forms of knowledge.

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The redensification project and elderly mobilities: How can car sharing aid a shift towards sustainable travel behaviour? Case of Urban Norway.

Abstract for Track: 5: Sustainable mobility

Demographic projections highlight that the fastest growing group is that of the elderly (65+). Though studies exist on travel patterns of elderly, no study till date has indulged into exploring how and why can car sharing become one of the most environment friendly and inclusive mobility option for the (urban) elderlies in the coming decades. We address this research gap in this paper.

Spatial planning in the urban areas of Norway has shifted towards (re-) densification in the last decade- exhibited through increase in high rise apartments near transit nodes, urban centers and in locations which are in close proximity of basic facilities like grocery, medical store, library etc. There is a parallel development which has occurred alongside – a vast majority of the elderly population, 65+ have sold their houses and moved to apartment blocks built near the transit nodes and urban centers. The reason quoted revolves around being in close proximity to basic facilities. This development operates in tandem with the national level policy on *Active Ageing* which clearly states that elderly population should reside in their own homes and care should be provided to them at their residences. The elderlies are offered a place in the elderly homes *only* when continuous monitoring and care is needed.

In this paper, we will highlight the travel patterns, needs and preferences of the elderly to plot the potential of car sharing for addressing their daily mobility needs. This is achieved through employing a combination of quantitative and qualitative data analyses. The quantitative data is generated by a web-based questionnaire survey, distributed by the car sharing service providers to their respective members. The survey was distributed in November-December 2017. The survey collected information on travel behaviour, preferences, life circumstances, mobility biography of the household, and further probed life-events possibly leading to car sharing.

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