

# Inkluderende by- og regionalutvikling: Hvordan kan omstillingen til lavutslippssamfunnet være sosialt inkluderende?

## Program Blokk 1

29.oktober 2020, 12.30-14.00

### **Perifer medvirkning i urbane dekarboniseringsprosesser**

*Sigrid Stokstad, NIBR, OsloMet*

Knutepunktutvikling er et prioritert virkemiddel for å realisere en overgang til lavutslippssamfunnet. I mange kommuner innebærer dette å legge til rette for overgang fra bilbasert transport til gange, sykling og kollektivtransport i og rundt det som er definert som knutepunkter. Overgangen til lavutslippssamfunnet får da særlig tilrettelegging i ett eller flere sentrumsområder i kommunen.

I et prosjekt for Include – Forskningscenter for sosialt inkluderende energiomstilling undersøker vi hvordan medvirkningsordninger ivaretar sentrum/periferi-dimensjonen internt i kommunen ved endringer som skal legge til rette for lavutslippssamfunnet. Hvilke effekter har knutepunktutviklingen for innbyggere i kommunen som bor i mer perifere områder? Hvilke synspunkter har innbyggere i slike områder på utviklingen i de ofte raskt voksende sentrumsområdene, og hvordan fungerer kommunens arbeid for å legge til rette for medvirkning i planlegging med tanke på å kartlegge dette? Hvordan kan kommunenes arbeid for slik tilrettelegging videreutvikles?

Prosjektet har flere brukerpartnere involvert, blant andre Ullensaker kommune og Lillestrøm kommune, som begge preges av raskt voksende byer med sterkt utbyggingspress og rural periferi. Den nærmere utformingen av prosjektet skal skje i samarbeid med brukerpartnerne. Vi legger opp til å gjennomføre dokumentstudier og kvalitative intervjuer med folkevalgte, kommuneadministrasjon og representanter for lokale organisasjoner i utkantområder. Vi ønsker også å gjennomføre intervensjoner i medvirkningsprosesser der nye virkemidler tas i bruk.

Målet er at prosjektet skal bidra med kunnskap om de sosiale effektene av omstillingen til lavutslippssamfunnet. Slik vil beslutningstakerne i kommunene få bedre beslutningsgrunnlag. I tillegg håper vi å kunne bidra til utvikling av bedre medvirkningsordninger. Dette kan også gi bedre grunnlag for å skape aksept for endringer som gjennomføres.

## **Suburban and Green Mobility? The Potential for a Sustainable Change**

*Vibeke Nensett, TØI*

While addressing sustainable urban mobility, the main focus in research and policymaking has since long been the metropolitan or city centres. Recently however, there has been a shift where the principles of sustainable urbanisation and sustainable mobility based on a transit oriented development (TOD) are put high on the agenda, also for the suburban regions. Most significantly, recognised in the current *Regional Plan for transport and land use for Oslo and Akershus*, from December 2015. At the same time the transport sector is rapidly changing – coined by innovative green mobility solutions such as *electrification, shared mobility and micromobility*.

The question is whether and to what extent the implementation of the regional plan is adjusted to and aligned with the recent transport trends. In a *comparative* perspective the paper sets out to map and analyse how the regional plan's transport measures are adopted in three suburban case municipalities and contrasted with the more recent transport development. Based on policy documents and informant interviews the key question is *how* the local authorities are coping with these innovative transport trends and mobility practices. Main research questions will be:

- How are innovative mobility practices explained? To what extent do the local authorities act or regard themselves as pro-active agents in pushing and influencing mobility changes - or do they see the transport changes more of as an external given, mainly technological change?
- To what extent is the regional plan's principles in accordance with green mobility expectations, e.g. reduced car use and more active mobility?

*Data&Methods:* policy documents and informant interviews

## **Spatial capital and gentrification – the case of car sharing in Norway**

*Mari Andrine Hjortset, Lars Böcker, Per Gunnar Røe, Terje Wessel*

This paper aims to study the spatial aspects of gentrification related to the spread of car sharing services and members. We investigate how mobility resources are part of locational advantages and the negotiation of space, and how this can help explain the distribution of car sharing. We know from prior research that car sharing is mostly an urban phenomenon, but how does car sharing vary within different areas of a city? By using the scope of gentrification literature, focusing on neighbourhood characteristics, population characteristics and access to different transport modes, we aim to give new insights into the geographical variations of car sharing. What is it about the urban spatial, social and cultural context that promotes car sharing, and what are the characteristics of a successful car sharing district or neighbourhood? Based on data on residencies of car sharing members and placement of shared cars in the Oslo-area, as well as geographical indicators on various neighbourhoods, our aim is to investigate the geographical variations in the use of car

sharing. Although geographical variation of car sharing have been studied (See for instance Celsor and Millard-Ball, 2007), this article will give new insight into what role neighbourhoods and different characteristics of urban areas play in the role of car sharing promotion.

### **Moving for mobility? – The complexity of everyday decision-making**

*Ragnhild Wikstrøm*

This paper explores lived dimensions of land-use-oriented transport planning by illuminating households' experiences of moving to transit-oriented mini-cities, which, according to land-use oriented transport planning, has an ideal location for promoting active and public transport modes. In order to understand the complexity of everyday decision-making and how moving to transit-oriented mini-cities influences daily mobility practices, the paper considers (i) how the decision to move unfold, and what the role of mobility and place is in this decision-making process, and (ii) how new mobility practices are shaped and negotiated after the move. With this twofold objective, the paper generates crucial knowledge required to understand the lived dimensions of hegemonic transport planning and the complex relations between residential location and daily mobility practices. This paper discusses an empirical study combining qualitative travel diaries and in-depth interviews with new residents in two transit-oriented mini-cities in the greater Oslo region.

## Blokk 2

29. oktober 2020, 14.30-15.45

### **Covid-19 and everyday geographies of consumption: Persistence and change in social practices in urban Norwegian households**

*Arve Hansen og Ulrikke Bryn Wethal, Senter for utvikling og miljø (SUM), Universitetet i Oslo.*

On March 12th, 2020, the Norwegian authorities declared that they had lost control over the spread of SARS-CoV-2 in and around Oslo. Responding to this, the Norwegian government issued the strongest public interventions since World War II. While some of these interventions are repealed, other measures a kept intact, which may change how people participate in previously taken-for-granted daily practices for an unknown period of time. The Covid-19 pandemic has affected Norwegians' everyday lives and reconfigured their

social practices (travel, food, work, gym, school, holidays) – some temporarily, some perhaps more permanently. Through qualitative interviews with 28 households in Oslo, we explore what happens when daily routines are disrupted, how some practices change and others persist, and how these changes influence consumption habits and potentially reconfigure everyday geographies of consumption.

## **New working spaces and practices and impacts of Covid-19. The case of Oslo**

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In the Nordic context, a higher extent of virtual and mobile digital services and wider Internet connectivity as well as new working practices are radically transforming the ways people live and work. New forms of mobility, flexibility and multi-functionality are emerging in our cities. Prior to Covid-19, this has already influenced the planning discourses on urban development and related strategies (e.g. compact city, mono-functionalist vs post-functionalist approach), as well as the visioning of new strategies for sustainable transportation. However, under the Covid-19 pandemic, people has forced to change their everyday life. An increasing percentage of people is working from home and choosing new working spaces (private and public coworking spaces, public libraries and coffee shops -NWSs) that are safer and more spacious than traditional offices. For these reasons, in several cities the share of empty offices is growing fast. In addition to this, the commuting to the central areas is not prioritized any more, and people tend to move to the second home and work from there, as well as they stay in the more peripheral neighborhoods and rural areas. Thus, scholars are currently examining the emerging phenomenon of multi-locality (*people that live and work in multiple places*), and whether the NWSs could play a new role under and post-pandemic in both central and peripheral areas. This phenomenon is occurring with countries variations, and it is currently investigated by the authors who are involved in the COST Action CA18214, 'The geography of New Working Spaces and the impact on the periphery'<sup>3</sup>. The authors will provide an overview of Oslo on the geographical location of NWSs, business model (profit and non-profit) and accessibility. In addition to this, results from preliminary spatial observations of NWSs under the pandemic show evident changes in using such places and (*by whom*). Findings from short interviews with managers and founders of the NWSs illustrate the measures taken to counteract the pandemic, the new remote workers' habits and insights for post-pandemic strategies. The paper aims to contribute to the understanding of the implications of COVID on work and depicting future strategies for planners, urban developers and stakeholders in Oslo.

<sup>3</sup>CA18214 involves 90 research partners from 30 Countries (including USA, Turkey, UK and Norway), from October 1, 2019 to September 30, 2023. CA18214 is funded by the Horizon 2020 Framework programme of the European Union

## **Epidemic urban resilience and inclusive sustainability**

*Senior Researcher Lars Böcker, Institute for Transport Economics, Professor Per Gunnar Røe; Department of Sociology and Human Geography, University of Oslo*

Epidemic vulnerability represents a complex problem that needs to be dealt with alongside numerous other issues in urban and regional planning processes. Comprehensive planning is expected to ensure safe, healthy, good and inclusive neighborhoods. This involves considering e.g. the access to and quality of schools, parks, kindergarten, playgrounds, streets, health care in planning processes. Many of these factors have important implications for social distancing capabilities and epidemic vulnerability. An important question is how planning authorities, political decision-makers, developers and other actors consider epidemic resilience alongside housing needs, neighborhood change, residential segregation, welfare inequalities and sustainable mobility implications, and if steering housing construction is used strategically to address undesired developments, epidemic or other. In this paper we ask what the main barriers are for addressing epidemic resilience, in tandem with addressing the affordability of housing, residential segregation, welfare inequalities and sustainable mobility, more effectively in land use planning, and whether there is a need for developing new instruments, or improving existing ones. The paper will be based on a recently initiated research project on the COVID-19 pandemic's social implications and its implications for urban and regional planning in Oslo, Norway.