



URBAN-NET

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Proceedings from the Stakeholder Workshop 5 23-24 March 2011:

“Development and Communication of Urban Knowledge”

Prepared by Formas

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Proceedings from the Stakeholder Workshop 5 23-24 March 2011:

“Development and Communication of Urban Knowledge”

These conference proceedings contain short reports on research projects, extracts from power point presentations (all available at www.urban-net.org) and summaries of discussions after oral presentations apart from conference program in the beginning and list of participants at the end. The oral presentations were given by those mentioned in the programme, which are not necessarily the same as the authors of the project reports.

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Conference overview

The aim of the conference

is to reflect on transnational cooperation in urban research in general and on the results of URBAN-NET in particular in view of future development and communication of urban knowledge.

Malmö – a city in transition

The Mayor of Malmö will present the city, famous for sustainable urban development. The chairman of the municipal council will host a buffet dinner at the old City hall. At the end of the conference there will be a guided walking tour in the Western Harbor, a former shipyard area with new housing and a new university campus (including the conference venue). <http://www.malmo.se/English.html>

Programme evaluation of the first URBAN-NET call

Almost all projects from the first call, launched in January 2008, have finished. A panel of three experts has evaluated the call, i.e. the process and results of the research projects. The evaluation results will be presented by the chair of the expert panel followed by an open discussion.

Five on-going transnational research projects funded through URBAN-NET

The projects cover a wide range of topics from thermal comfort in cities, ecosystem services and participatory planning to retail planning and consumer logistics, see *Summaries of the five research projects*. The consortia essentially includes researchers financed by URBAN-NET partners in France, Portugal, Sweden and Turkey, but also researchers funded through other sources in Germany, the Netherlands, South Africa, UK and Spain.

Short video films have been made of the projects. Each project will give an overview of the societal problem and the research area before explaining the research problem, methodology and expected results. There will be time for questions from the audience after each project presentation and also in the group discussions.

Research and practice cooperation – group discussions

How is cooperation between research and practice encouraged and supported? How do researchers collaborate with practitioners in research projects? What do they learn from each other?

What would be the ideal conditions for knowledge exchange in sustainable urban development? Where are the possibilities to be found? Where are the obstacles and how can they be overcome? Results from a questionnaire to URBAN-NET partners will be presented as an introduction to group discussions.

Future European research cooperation on urban development

The URBAN-NET project is coming to an end, but there are several new openings for cooperation in urban research where URBAN-NET has been involved. The Urban Development Group, UDG, of representatives from ministries engaged in urban policy in all European countries has highlighted the need to support transnational urban research. A Joint Programme Initiative, JPI, for cooperation in funding transnational research has been devoted to urban sustainability – Urban Europe. URBAN-NET has formed a broader consortium, Urban-Nexus, a new urban coordination project that will focus on knowledge exchange and cross-sector partnerships.

Conference programme

Wednesday 23rd March – moderator Britt Olofsdotter, URBAN-NET/Formas

0900 REGISTRATION AND COFFEE

1000	Welcome – Britt Olofsdotter, URBAN-NET/Formas
1010	Malmö – a city in transition – Ilmar Repalu, Mayor of Malmö
1030	Evaluation of the first URBAN-NET call – Yvonne Rydin, Professor of Planning, Environment and Public Policy, University College London

1100 SHORT BREAK

Presentation of 5 research projects

1115	Heat stress – Sofia Thorsson and Fredrik Lindberg, Göteborg University, Ana Monteiro, Porto University
1145	Ecosystem services – Johan Colding, Royal Sw.Academy of Sciences
1215	LUNCH
1315	Consumer logistics – Franck Cochoy, University of Toulouse
1345	Retail planning – Teresa Barata- Salgueiro, University of Lisboa, Mattias Kärrholm, University of Malmö
1415	Participatory planning – Marianne Danielsson, Uppsala University, Cécile Cuny, Paris 8 University,

1445 LONG BREAK

Urban knowledge exchange

1515	Research – practice – Anne Querrien, URBAN-NET/MEEDTL
1530	Example: Malmö – Göran Rosberg, City of Malmö
1555 ~ 1700	Practical info Group discussions – four parallel groups Group 1 – Room C 232 Group 2 – Room D 377 Group 3 – Room E 337 Group 4 – Room E 436

~1730 *Urban Nexus – informal short meeting in Room ORC 232*

2000 BUFFET DINNER AT THE CITY HALL OF MALMÖ hosted by Kent Kent Andersson, chairman of the city council of Malmö

Thursday 24th March – moderator: Paul Sizeland, URBAN-NET/SNIFFER

Future European research cooperation

9000	European research, policy and practice cooperation – June Graham, SNIFFER
0910	Urban Development group – Eduardo de Santiago, MVIV
0940	Joint Programming Initiative – Anneloes van Leuwarden, Nicis
1000	Urban Nexus – Mart Griesel, Nicis
1030	LONG BREAK
1100	Reports from groups Conclusion of the workshop and of URBAN-NET –URBAN-NET coordinator/ SNIFFER
1200	LUNCH
1300 1500	Guided walking tour in the West Harbour – Daniel Skog

Malmö – a city in transition



“Orkanen” conference venue at the University of Malmö, in the new Western Harbour.

Innovative solutions – building sustainable cities

Ilmar Repalu, Mayor of the City of Malmö

Ilmar Repalu described Malmö’s transition from being an industrial city to a city of knowledge. Older industries have been replaced by investments in new technology and training programmes of high standards. By 2020, the City of Malmö will be climate neutral and by 2030 the whole municipality will run on 100% renewable energy.

Malmö is the commercial centre of southern Sweden and an international city. Malmö has 286 500 residents from approximately 170 different nationalities. Malmö is situated in the most densely populated region of Sweden. An exceptionally well developed infrastructure makes Malmö very easy to reach, whatever means of transport you use to get here: boat, plane, train or car. Malmö has an international harbor and the airports Kastrup and Sturup are only half an hour’s journey from the centre of Malmö. The motorway reaches right into the city centre and Malmö has excellent rail connections with the rest of Sweden and Europe.

Co-operation between colleges, science parks, and companies provides a sound basis for entrepreneurs and creative development in Malmö. The Western Harbor has in a couple of decades trans-formed itself from being an industrial park into becoming an area for knowledge and sustainable living. Malmö University opened in 1998 and 3 years later the European home fair Bo01. These two milestones marked the start for a new urban area coming to life in Malmö.

Questions and Answers

Q: Is it public or private companies who own and organize the electricity produced from waste, water, etc’?

A: Originally the city owned it, but put it on the stock market. The city sold it in 1990s to Eon. They control the energy, but the city owns the waste system. The transport

system is regional. The water is owned and driven by the city. I think that the basic infrastructure should be in public ownership.

Q: How much green space does Malmo have? Is it increasing or decreasing?

A: Public spaces are very important in Malmo. We are developing farmland outside the city, but green spaces between the city and land will be retained. When developing the Western harbor we left space by the water as a public walkway. It's important not to focus only on national parks etc, but to bring biodiversity into the city.

Q: Are green roofs included in new neighborhoods?

A: Yes, green walls and roofs, whatever we can do to enhance biodiversity.

Q: What is the relationship between the University and the municipality, in order to manage the surrounding environment?

A: We have a very good relationship with the University and they are part of the ongoing process to make Malmo sustainable.

Q: During all the development, did you put in place systems of monitoring to measure the outcomes to allow you to tell the story you have told us today using statistics. How do you spread the word of your successes – so that the same may be done elsewhere?

A: We have lots of input into lots of big projects on a European level, and lots of groups coming to Malmo - groups like you.

The Western Harbour and Bo01

Power-point presentation by Göran Rosberg, Urban Planner City of Malmö

Walking tour at the end of the conference, guided by Daniel Skog, City of Malmö

The Western Harbor accommodates dwellings as well as offices, shops and other services. covering 25ha (62 acres). Eventually it will accommodate 10,000 residents and 20,000 employees and students.

The aim is for the district to be an internationally leading example of environmental adaptation of a densely built urban environment. The area is typical of urban redundant industrial land with contamination and affected environment. The area has, at the same time, many positive aspects in its location by the sea and next to the beach and the city centre. A fundamental ecological approach to planning, building and construction is a key tool in the creation of the district. Sustainability means it has to be more than an architects' theme park - so a lot of thought went into making it economically viable and integrated with the rest of the city.

Bo01 is the first development stage and the result of a housing exhibition in 2001.

Bo01 is nearly all pedestrianised and frequent buses - running on a natural gas/biogas mix - connect it to the rest of Malmo. Parking space is limited to 0.7 cars per apartment, compared with the usual 1.1 for Malmo, and garages are underground.

Taller buildings are on the outside, facing the sea and sheltering the inner spaces.

Passages to the sea are narrow to keep the wind out. There are no high-density tower blocks, except for the Turning Torso - a graceful 190m (627ft) skyscraper designed by Santiago Calatrava.

The planners devoted plenty of space to greenery and water features. There is an open drainage system which traps rainwater on numerous living green roofs, in courtyard ponds and open channels. That allows the water to run off slowly into a saltwater canal or the sea.

A "green space factor" ensures that each plot in Bo01 has a minimum amount of greenery, and on a scale of 0 to 1 the average factor must be at least 0.5. So an impervious surface rates as 0.0, a tree 0.4 and a green roof 0.8. Developers were also told to use a minimum of 10 "green points" in every courtyard - examples being nesting boxes, enough soil depth to grow vegetables and beds for wild flowers.

A nearby 2MW wind turbine provides much of the electricity for Bo01, the rest coming from solar panels. Solar collectors on 10 of the buildings provide 15% of the heating, but a more important source is a heat pump connected to aquifers 90m (297ft) underground. Bo01 is connected to the district heating supply - so surpluses can be used elsewhere in the city, or more can be drawn in if necessary.

For recycling there are waste separation units close to home and a centralised system of vacuum waste chutes.



A buffet dinner was given at the old City hall, hosted by the chairman of the city council, Kent Andersson, who also gave an account of the history of the building and the city.

Evaluation of the first URBAN-NET call

Yvonne Rydin, University college of London

The call was launched in January 2008. 5 network projects and 6 two-year research projects were funded. Organizations in Bulgaria, Cyprus, France, The Netherlands, Portugal, Romania, Sweden and Turkey funded the call.

Evaluation Panel

Yvonne Rydin Chair of the evaluation panel

Professor of Planning, Environment and Public Policy.
Director of University College of London Environment Institute

Inger-Lise Saglie

Professor of Landscape architecture and spatial planning at Norwegian university for life sciences.

Senior researcher at the Norwegian Institute for Urban and Regional Planning

Jacques Teller

Professor of urban design and planning at the University of Liege.
Director of Local Environment Management and Analysis

Methodology

- Review of documentation
- Panel assessment of the funded projects
- Interviews with funding organisations
- Discussion among panel members

Summary of Key Points

- On the basis of the information provided and collected, the Panel consider that URBAN-NET rose to the challenge it posed itself and has demonstrated the value of urban-focussed research.
- URBAN-NET made significant progress in terms of coordinating the dissemination of knowledge, practical experience and applications of research and in facilitating knowledge development in partner countries.
- URBAN-NET made some progress in terms of encouraging innovative, original and ground breaking research. It was more effective with regard to network projects as compared to full research projects.
- URBAN-NET represents considerable value added for the relatively small expenditure involved, funded projects that would not otherwise have been funded and enabled networking that would not otherwise have occurred.
- URBAN-NET has played an important role in raising the profile of urban sustainability research at European and national levels.
- The co-ordination of URBAN-NET has been excellent.

The following recommendations are made:

- 1) Provide as much information as possible on differential funding regimes in advance to allow for project partners to plan for any difficulties in advance.
- 2) Only fund full research projects of at least three years duration and require both a well developed common research framework and evidence of a well-balanced consortium with prior knowledge of each other; such projects should also seek to integrate all dimensions of urban sustainability (economic, social and environmental).
- 3) Be prepared to take more risks with network project applications, but expect at least an outline common framework to guide the work of all participants; consider the funding of participants' time also.
- 4) In all projects, plan for early face-to-face meetings to establish common understandings and approach.
- 5) More consideration should be given to risk management; for example, how to replace members within a consortium or add new expertise.
- 6) It is particularly good practice to involve MSc and PhD students and this should be encouraged.
- 7) Look to disseminate more from ERA-NETs such as URBAN-NET with regard to research practices and results.
- 8) In terms of areas to be considered for future funding, the Panel would encourage the development of capacity to apply for projects on:
 - Immigration, ageing societies and social issues of significance to the EU more broadly;
 - Shrinking cities and local economic decline;
 - Transport and associated carbon emissions;
 - Food supply and consumption chains and their sustainability impact;
 - Environmental/technological risks;
 - Adaptation to climate change;

Questions and Answers

Q: Please clarify the point you have made about risk management?

A: There must be mechanisms in place so that so that projects aren't impaired if consortium members leave etc.

Q: You have said that most of these projects would not have been funded by national agencies etc? Can you explain why?

A: In some countries no 'heading' or national agenda that would identify urban sustainability as a category for research.

Comments: As URBAN-NET we are keen to inform other countries of the benefits of engaging in this process. Can the report be strengthened by adding a sentence making recommendations to the EC?

Five research projects funded through URBAN-NET

The second call was launched in October 2009 and the projects started approximately a year later. It had the same wide thematic scope as the first call, but the only option for application was three year research projects. Funders were organisations in Cyprus, France, Portugal, Sweden and Turkey. In the first call with funding organisations from eight countries the research consortia had to include research teams from at least three of these countries. With only 5 countries with funding organisations this rule was slightly changed: research consortia had to include research teams from at least two of these countries + a team from any "third" country. 21 applications were received, and 5 applications could be funded. They were all evaluated as excellent by an independent expert panel.

Potential impact of climate trends and weather extremes on outdoor thermal comfort in European cities

- Implications for sustainable urban design

Sofia Thorsson, University of Gothenburg

Background

The average temperature in Europe is expected to rise by 2-6 degrees by the year 2100 as a consequence of climate change (IPCC, 2007). This means that winters will be milder and summers hotter, with an intensification of periods characterized by extremely high air temperatures in summer. In other words heat waves will be more frequent, more intense and last longer (e.g. Meehl GA and Tebaldi C 2004). This is expected to have profound effects on people's health and well-being, as well as productivity at workplaces with large economic consequences as a result (e.g. Pascal et al. 2006).

Urban centers are particularly vulnerable areas, as a result of urban climate conditions and poor air quality (Jendritzky et al. 1999). The urban heat island, which is mainly controlled by differences in geometry and thermal admittance between urban and rural environments (Oke et al 1991), can reach up to several degrees at night. The interaction between the extreme weather at a regional scale and the UHI at a local scale can aggravate the heat stress of people, especially at night when the UHI is most pronounced (Jendritzky and Grätz 1999, Pascal et al. 2006). Today, approximately 75% of the European population lives in urban areas, and this number is expected to grow. This means that the number of people being exposed to high temperatures and health risks will increase within the next decades.

Although little is known about the effectiveness of certain urban planning measures for human health, it is well known that climate-responsive design, utilizing urban geometry, vegetation, surface and building material, etc., plays an important role in preventing heat stress outdoors as well as indoors (e.g. Ali-Toudert and Mayer 2007, Silva et al. 2010, Thorsson et al. 2010). Long-term urban planning can enable us to lessen the negative effects of climate change, or take advantage of the opportunities it presents, and so create attractive, secure, healthy and sustainable cities.

Objective

The objectives of this interdisciplinary and transnational research project are to:

- 1) Study the potential impact of climate trends and extreme weather events (heat waves and cold spells) on outdoor thermal comfort in urban areas across Europe
- 2) Produce quantitative information on spatial and temporal variation of outdoor thermal comfort in urban areas focusing on the significance of land use (green areas, water, impervious surfaces etc), urban morphology (street width and orientation, building heights) and street trees (type of vegetation, location and density)
- 3) Develop a set of design guidelines and policies on how to maintain health and well-being, optimise use of urban open space and decreased energy use under changed climate conditions and extreme weather events for European cities.

Study area

The city of Göteborg in Sweden, Frankfurt in Germany and Porto in Portugal, representing a northern, a mid and a southern European city will be selected for case studies. Within each city different typical urban neighborhoods will be analyzed in more detail, i.e. a dense (city centre), open-set area and a residential area.

Methodology

Work package 1 - Climate data and scenarios: Statistical downscaled meteorological data (air temperature, wind speed, precipitation, global radiation etc.) from different GCMs for the city of Gothenburg, Frankfurt and Porto will be produced using downscaling algorithms based on historical resampling. For the downscaling procedure, the large-scale atmospheric situation is classified according to Chen (2000). More information about the statistical downscaling procedure can be found in Thorsson et al. (2010). The data will be used to analyze the change in general trends and extreme weather events and used as input in urban climate and thermal comfort analyses.

Work package 2 - Spatial modeling: Existing meso-scale models (e.g. Grimmond and Oke, 2002) will be used to simulate the urban climate at neighborhood-scale using land use and meteorological data. The output from these meso-scale models will be used as forcing data for the local scale SOLWEIG model which is a 2.5D model able to estimate spatial variations of radiative properties and hence the mean radiant temperature, a very important parameter for predicting human outdoor thermal comfort (Lindberg et al 2008, Lindberg and Grimmond 2011). Other input data needed is building and vegetation morphology as well as land cover information which will be retrieved from both existing data sources and up to date LiDAR data. The output from SOLWEIG will in addition be employed to create indices of heat exposure that quantifies the potential effects of mitigation by adapting the built environment (Rizwan et al. 2008; Silva et al. 2010)

Work package 3 - Thermal comfort: The physiologically equivalent temperature (PET) index of Mayer and Höppe (1987) and the Universal Thermal Climate Index (UTCI) will be used to quantify the combined effect of future changes in air temperature, air humidity, wind speed and radiation on people's perception of the thermal conditions and the physiological stress.

Work package 4 - Design guidelines: Once the significance of land use, urban morphology and street trees on outdoor thermal comfort and effects of regional climate change on outdoor thermal comfort at an urban, neighborhood and street canyon scale is understood it will be possible to evaluate and translate this knowledge to provide guidance on how to maintain health and outdoor thermal comfort under changed climate conditions and extreme weather events. The guidelines will communicate and

implement existing knowledge, give guidance to optimize design of land use, streets and buildings, street vegetation materials for different climate zones.

Work package 5 - Policy making strategies: The aim of this work package is to transfer the knowledge about the impact of climate trends and weather extremes on outdoor thermal comfort in European cities to key stakeholders and to develop innovative policies. In this way we ensure that the need to mitigate the negative impacts of a changing climate is understood and addressed at the heart of city planning and management. National workshops and meeting in Sweden, Portugal and Germany with invited key stakeholders who represent regional community interests will be used as a method to develop policies for sustainable cities. At these meetings we will:

- 1) Discuss the progress of the project as well as regional problems, prerequisites and needs
- 2) Get reflections on the research findings (intermediate and final)
- 3) Strengthen the applicability and transfer of knowledge
- 4) Define and propose possible national policies, changes in legislation and actions of adaptation and mitigation of climate change in relation urban sustainability.

Research consortium

The research consortium includes scientists from climatology, geography, urban planning, environmental engineering, health as well as politicians and potential users of Sweden, Germany and Portugal.

Sweden: Associate Professor Sofia Thorsson (national team leader), Dr. Fredrik Lindberg, Dr David Rayner, Regional Climate Group, Associate Professor Björn Holmer, Urban Climate Group, Department of Earth Sciences, University of Gothenburg. The Swedish team will be responsible for Work packages 1-3.

Germany: Professor Lutz Katzschner (national team leader), Dipl. Ing Sebastian Kupski, Dipl. Ing. Sabrina Campe, Environmental Meteorology Group, Faculty of Architecture, Urban and Landscape Planning, Kassel University. The German team will be responsible for Work package 4.

Portugal: Professor Ana Monteiro (national team leader), Department of Geography, Porto University and Oporto University Public Health Institute (ISPUP). The Portuguese team will be responsible for Work package 5.

Integration of the individual parts of the national teams is of highest importance. Workshops, project meetings and parallel case studies will promote an integrative co-operation.

International collaboration: The proposed research project will be connected to two running German research projects - KLIMES (www.bmbf-klimes.de) and KLIMZUG (www.klimzug-nordhessen.de), which deal with urban climate under consideration of the global climate change.

Dissemination

The main project findings (intermediaries and final) will be disseminated to the scientific community through refereed journals and conferences. At the end of the project the main project findings will be presented to key stakeholders in each country in order to discuss and propose policy recommendations on a national level. The main project findings will also be disseminated to the community through a number of popular science publications and public appearances.

Added value of the collaboration

European cities are likely to experience the impact of climate change directly through extreme temperatures. The problems with future increase of heat stress in cities are not confined to national boundaries and in order to mitigate and adapt to the effects of climate change, countries within Europe needs to cooperate.

By its integrated research approach the project will able to develop new methods and knowledge to be applied to European cities to adapt to a warmer climate and a higher frequency of extreme heat events as well as improve their coping capacity and resilience towards climate change. The close cooperation between researchers and stakeholders will also promote transfer of knowledge and applicability of results.

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influence of urban geometry. *International Journal of Climatology*,
doi:10.1002/joc.2231.

Questions and Answers

Q: You stress the importance of vegetation in these cities - will you also look at the effects of climate change on the green vegetation itself?

A: Yes, we are aware of this, but unfortunately do not have the resource to address it in this project - but maybe the next one! However, we will try to present the effects of different types of vegetation, how much is needed and where to put it to make it effective.

Q: Did you consider checking the models you are using against traditional urban habitats in very hot regions?

A: Yes, and we have evaluated the model and it shows very good agreement with measured data. It's very important to continually evaluate the models you are using.

Q: Will you consider the social aspects of climate change?

A: in Porto one of the policies being considered is opening the private green areas to the public. This is a key issue to address. Will look at the social component of risk – we are looking primarily at heat but will also look at cold spells.

Q: Will the recommendations at the end of the project be only focused on the three cities, and/or will they be transferrable to other cities?

A: We will try to make them more general, at least so that they may be applied in the three countries in the study, but also hopefully in other countries.

The SUPER project Sustainable Urban Planning for Ecosystem Services and Resilience

Johan Colding

The SUPER project team consists of the following researchers: Johan Colding (Project leader), Stephan Barthel, Henrik Ernstson, and Cathy Wilkinson (from SWEDEN); Azime Tezer, Sen Omer Lufti, Ozhan Ertekin, and Fatih Terzi (from TURKEY); and Wim van der Knapp, and Robbert Snep (from THE NETHERLANDS).

The Challenge

A few years ago the UN-supported Millennium Ecosystem Assessment (MA) concluded that *ecosystem services* are rapidly diminishing at a global level with about 60% of the World's ecosystem services being degraded or used unsustainably (MA 2005). The changes being made in ecosystems are likely to induce nonlinear changes in human societies (including accelerating, abrupt, and potentially irreversible changes), threatening resilience of life-supporting systems with consequences for human well-being and economic viability.

Ecosystem services represent all the goods and services that natural systems (i.e. 'ecosystems') supply to humans such as foods, fibers, biological diversity, clean water and air, treatment of human induced waste and pollution, the regulation of regional and

local climate, and protection from natural hazards. The gradual loss and erosion of these services lead to more vulnerable human societies with fewer options for future generations to meet their demands of basic social and economic amenities. The MA showed that with appropriate actions it is still possible to reverse the degradation of many ecosystem services, but the changes in policy and practice required are substantial and are not currently underway.

Due to that half the world population lives in urban areas, cities represent a priority area for a more sustainable house holding and governance of ecosystem services. While cities cover less than 3% of the Earth's terrestrial surface, urban populations have a particular strong impact on ecosystems both in the local vicinity and at considerable distances from their borders. For example, cities claim ecosystem support (including waste absorption) that sometimes is 500-1000 times larger than their own surface area and account for as much as 78% of all carbon emissions, 60% of residential water use, and 76% of wood used for industrial purposes (Grimm et al. 2008). With increasing urbanization it is estimated that more housing units will be built on Earth in the next two decades than currently exist in all of Europe (McDonald 2008). To plan and develop cities that more readily account for ecosystem services in their governance and physical designs is therefore increasingly important, and represents a key challenge that requires a broad development of inter- and transdisciplinary research. Addressing this challenge is precisely what research in the SUPER project is all about.

Research aims and scope of analyses

The aim of the SUPER project is to deepen the explorations of how to increase urban resilience through the integration of ecosystem services in urban spatial planning. As used in the SUPER project the term resilience refers to the ability of an urban system to incorporate change (e.g. population growth, climate change) in ways so that it retains its capacity to generate and deliver essential socio-economic and ecological services (Holling 1973; Folke 2006). Resilience is also about the opportunities that disturbance opens up in terms of recombination of evolved structures and processes, renewal of a system and the emergence of new trajectories (Folke 2006).

One focal area of particular interest in the SUPER project is to develop knowledge about urban spatial designs (i.e. urban form) that more efficiently integrate social and natural processes in the human built environment. This area of research involves understanding how institutions and property rights arrangements frame human activities in cities in relation to organization and management of ecosystem services.

The research is organized around seven subprojects of which three represents in-depth case studies from the Stockholm, Istanbul, and Wageningen regions, respectively, and with four studies representing integrated cross-city comparisons. The subprojects are framed by the following four overarching research questions:

RQ1. What can resilience theory contribute to urban spatial planning processes?

RQ2. How might a transdisciplinary approach of spatial planning and governance based on ecosystem services contribute to the emergence of resilient urban landscapes?

RQ3. What are the critical barriers for integrating ecosystem services in spatial planning practices and how can they be bridged?

RQ4. In relation to the previous questions: what "spatial-institutional designs" for integrating ecosystem services exist, or can be developed?

We envision that the SUPER research will be able to identify useful principles and rules of thumb for integrating ecosystem services in urban planning approaches, as well as to

develop theoretically informed spatial-institutional designs that can be used as tools in urban planning and design more generally.

Examples of ongoing in-depth case studies

Development of the Albano Resilient Campus in Stockholm

The SUPER project participants have in collaboration with a group of architects been critical in integrating social-ecological considerations in the early planning process of a new, world-leading university campus in Stockholm. The aim is to increase the capacity of the campus area to generate ecosystem services. The project represents a concrete result of the research on urban spatial designs for a closer integration of social and natural systems in the urban built environment in which SUPER researchers have taken the double role of problem solvers on equal footing with practitioners and as observers evaluating and documenting the process and its results.

Integrating ecosystem services in the design of energy landscapes in Arnhem-Nijmegen

This research project centered in the Arnhem-Nijmegen region involves understanding how the design of an “energy landscape” can be combined with other ecosystem services like recreation, biodiversity conservation, and air pollution mitigation. Four scenarios have been examined and with multiple case studies conducted on specific spatial-institutional designs that will inform the city region administration about the opportunities to integrate multiple ecosystem services in the context of a biomass production landscape.

Sustaining drinking water and biodiversity in the Omerli watershed, Istanbul

The Omerli watershed supplies more than 30 % of Istanbul’s drinking water. Due to expansion of Istanbul, the urban spatial planning regimes have difficulties in keeping up in enforcing zoning schemes and protection of threatened ecosystem services – especially water quality and flood mitigation. The Istanbul case study focuses on the spatial planning practices needed to control and sustain water flow and water quality in face of urbanization and climate change. The objectives are to articulate the multiple ecosystem services (biodiversity, recreation, water quality etc.) that watersheds demonstrate and to identify spatial-institutional designs for co-management and co-protection of ecosystem services, as well as facilitating the integration of climate change trends into local level planning efforts and policies.

Cross-city comparisons

In parallel to the ongoing in-depth studies, several cross-city comparisons are addressed in the SUPER project. One centers on studying and comparing so called urban green commons in Stockholm, Arnhem-Nijmegen, Cape-Town, and Istanbul. Urban green commons represent urban common-property resource management systems, i.e. designs in which natural resources are governed and managed collectively (sensu work by Elinor Ostrom), holding great potential as integrative designs for collaborative urban planning. Comparisons also include insights from other city-regions, e.g. Cape Town (South Africa) and Berlin. Besides relevant scientific publications, an important deliverable of this research will be the production of a 52-minute documentary film with the tentative title Urban Green Commons (see www.urbangreencommons.com).

Another cross-city comparison includes the undertaking of historical analyses of key metropolitan planning strategies of the city-regions. This undertaking will explore if, to what extent, and in what ways spatial plans in each city have accounted for ecosystem services at various landscape-scales, and identify barriers such as scale-mismatches and critical gaps for addressing them in current planning modes.

Of key relevance in finalizing the SUPER-project in 2013 will be to synthesize all insights generated through in-depth studies and cross-city comparisons. This will partly be achieved in and upcoming book *Exploring Ecosystem Services in Cities through the Lens of Resilience*, edited by Colding et al. The synthesis will increase understanding of the social-ecological factors that underpin urban resilience, and the practices and institutions involved in integrating ecosystem services in urban spatial planning. We also aim to publish the major insights from the SUPER-project by way of a journal article, potentially in a special issue involving other Urban-Net research contributions.

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Questions and Answers

Q: In some areas it's not possible to have trees as it is claimed that they will damage water services, electricity cables etc., even the police don't like trees for security reasons.

A: In the Stockholm campus area we worked with architects who are very concerned about safety issues, and we have taken those into account when we made this proposal for Stockholm. Many years ago ponds weren't allowed as they were considered dangerous for children – but now they are acceptable – there are always these aspects to break down.

Consumer Logistics:

Understanding mundane use of container technologies for mobility in consumption and its relevance for sustainable European Cities

Daniel Normark

Consumer Logistics - mobility in consumption

Shopping is an almost omnipresent feature of urban settings. Once defined by their factories European cities today are the product of its consumption and its ability to attract shops and customers. It is therefore vital to understand consumption and customers when looking at the spatiality of urban cities in Europe.

Unavoidably consumption generates mobility (and vice versa) in various different ways. This relationship between consumption and mobility is not novel it has been carefully investigated within the field of logistic – the study of how objects reach their end destination - that cover both the logistics from production to sale as well as the logistics

of garbage. However the mobility *in* consumption, i.e. the corporeal mobility conducted by customers picking things from the shelves at the store and moving them to locations of use prior to disposal remains a knowledge gap.

This form of mobility is what we termed consumer logistics. It is not surprising that consumer logistics have been overlooked considering that shopping is as much related to the complexity of social relations, activities and practices that make up our rhythms of everyday life. It is also elusive since it is a practise intertwined and handled in relation to, and through numerous other everyday practices such as commuting or meeting friends etc.

But consumer logistics matter, it is an important field for research because making consumption more environmentally sustainable depends on a detailed understanding of the range of material practices that it involves. However, the systematic calculative approach of production logistics that leads to carefully reasoned and planned strategies is not an appropriate way to study-the occasioned, situated and sometimes spontaneous practices of consumers.

We argue that container technologies used for consumption mobility in everyday life, including bags and public transport, play pivotal roles performing (un-)sustainability and (non-)people-friendliness of the European Urban Cities.

Hence consumer logistics have to be empirically studied as an accomplishment.

Shopping assemblages and urban networks of mobility

Consumer logistics imply, most of the times, that humans enrol some form of container technology to assist them in the mobility of things. Hence what acts in these logistics is not so much the human itself but an assemblage of human-container-things. At times the containers are part of the thing itself, even the thing we buy. At times the containers are provided by the shop owner, such as plastic bags. These container technologies vary in size, form and function, and at times several layers of containers can be used simultaneously – i.e. they “interlock” with each other. However this relationship/dependency between body and container is too often glossed over and ignored when studying the everyday mobility of urban citizens. The project will therefore pay particular interest in the mobility of the assemblages of human-container-things understanding how the interdependency between the different parts enable and inhibit mobility.

The urban setting is in this project the spatial scenery where this everyday activity of containers-in-use takes place. City centres are filled with locations where things can be obtained (stores) and they also provide systems of mobility such as public transportation systems – streets and parking areas. But urban settings are not backcloths to the practices of using container technologies – the places format, change and participates in the everyday accomplishments as well. European cities have undergone numerous transitions and transformations and many argue that we are currently seeing the consequences of the transformation from *producing cities* into *consuming cities*.

What is happening in the field of consumer logistics in inner cities is somewhat of a blank spot and uncharted territory. We have to study and understand how the cities are inhabited by human-container-thing assemblages on the move i.e. doing logistics to improve good city form.

The aim of this project is to study the performance of consumer logistics at the intersection of practices of consumption, mobility, city planning and retailing in inner cities. **The goal** is; in close cooperation with stakeholders such as consumers, city planners and retailers, to contribute to the development of sustainable and people-

friendly cities in the field of consumer logistics. *The expected effect* is that the project will contribute to a development towards a sustainable and people friendly consumer logistics in European cities.

With combined efforts by Swedish, French and British scholars on consumption and mobility the project will study the performance of consumer logistics at the intersection of practices of consumption, mobility, city planning and retailing in four European inner cities. Instead of perusing an optimization of a system we have to turn to the empirical work of observation to address this question where we follow the consumers and their container technologies *in situ* as they do logistics additionally we trace the associations regarding these container technologies which are essential in the human-container-thing assemblages that inhabit our cities. The project will focus on the following sub set of questions:

- a) How is consumer logistics in inner cities performed? (i.e. the production and recognition work of the human-container-thing assemblage)
- b) How consumer logistics is affected by and affect life phase and generation? (What role does container technologies play in doing-being-family or in doing-.being-old?)
- c) How has consumer logistics evolved over time?

Project description

In order to increase our understanding of the seemingly ordinary problem of the mobility of human-container-things assemblage a series of synchronous and asynchronous approaches are adopted simultaneously.

First, using observational techniques in public settings, such as using video where we study the movement of the human-container-thing assemblages, as they exit stores and move around in urban settings in order to understand the various tactics and compositions that these assemblages adopt. The mobility of human-container-things assemblages will also be studied as they participate in different modes of urban mobility such as passengers in the public transportation systems or as human-motors of bicycles. The field studies will function as a backbone, highlighting the commonplace practice and the accountability of the assemblages in European cities.

Second, the researchers will follow a selection of customers through a series of go-along interviews. The studies, will take a closer look at the assemblages by following families and elderly. Here a tighter coupling between consumption (i.e. buying a commodity) and mobility (or logistics) will be made by following the assemblages and enrolling (at least the humans) as co-researchers by providing families and elderly with logistic log books to recollect their everyday mobilities in relation to their everyday consumption.

Third, in understanding the associations attached to the assemblages asynchronous studies – such as container archaeology is also adopted. Consumer logistics is highly dynamic and we may get a better understanding of the issue in looking at how it evolved, and continues to evolve over time. This “consumer archeology” will focus on two types of containers: ‘the luggage’ as it developed alongside with the increased travel abroad and the other – currently contested - container the plastic bag. The two types are particularly interesting since they are very different in composition, price and use even though their primary function is very similar.

Forth, an important part of the project is the research applicability within city development and sustainability – hence the project will work tightly with groups interested in our findings. In close collaboration with the innercity council in Gothenburg, the project will present preliminary findings and collaborate in discussions

with innercity developers, shopping mall officials, public transport officials, city planners etc. through a series of panel discussions. Similar contacts and exchanges will be made, as part of the objective with the international collaboration.

The studies will primarily take place in Toulouse , Gothenburg, Edinburgh and Lancaster.

Questions and Answers

Q: Are you looking at the length of journey people make with shopping?

A: At the moment, the study is capturing images for only 15 metres. But another work package will look at longer journeys.

Q: What about bags produced by the shops, home delivery containers, etc

A: As part of this, we would like to design a questionnaire for retailers to ask them what they do, how people carry their shopping from their stores.

CHRONOTOPE - Time-Space Planning for Resilient Cities: New Means of Sustainable Planning in Societies of Consumption

Mattias Kärrholm

During the last decades we have witnessed an increased consumption in the Western countries as an industrial society slowly has been transformed into a society of consumption. Retail, an essential urban activity, has expanded into large retail parks and malls, and has also colonised the larger city centres. In this way, retail has become an increasingly important agent of change in processes of urbanisation, affecting everyday life, transports, car dependency, etc. Researchers have often criticised this unholy marriage of urbanism and retail, but there have seldom been any suggestions on how to make these kinds of urban transformations more manageable. The discourse on sustainable planning and land use has, for example, been very concerned with sprawl, but the possibilities of actually working with this issue in planning have so far been quite deficient, sometimes just limited to efforts of densification. As urban contexts and landscapes become more complex we need new tools in order to accommodate for a more sustainable urban development. In this project we view physical planning from a time-space perspective that include aspects of synchronicity (con-temporality) and synchronicity (con-spatiality) in the development of integrative tools for a more elaborated time-space planning. The basic idea is that competent planning tools should be able to deal with connections in time as well as in space, and that this is an important pre-requisite towards a planning that could govern the re-integration of two increasingly segregated societal sectors: the civil society and the retail sector (commercial interests). The aim of this project is thus to develop relevant planning tools and concepts that can facilitate the integration of spatial and temporal connections, especially when it comes to every day services. One of the main tasks here is to counter-act the growing divide between civil society and retail that seems to be following in the wake of the new consumption society.

Consumption has always been an essential part of urban life, but as the British sociologist Zygmunt Bauman has shown it is not until recently that the society of

production has turned into a society of consumption (2007). Bauman makes a clear distinction between the concepts of consumption and consumerism, where the latter designates a situation where the primus motor in society is consumption rather than production of commodities. The turn from a society of production to a society of consumption does not only change the physical environment, where new consumption palaces are radically transforming the city landscape and the urban environment, but also the social structure of the cities and the everyday urban life. In a recent book Tim Jackson (2009) demonstrates that increased economic growth based upon ever growing consumption will not only cause more waste and emissions, but also lead to an overuse of non renewable natural resources. Consequently his judgement is that continued economic growth cannot support an ecologically sustainable development. According to Jackson there is no doubt that more regulations and a greater responsibility by authorities are needed. But he also stresses the importance of offering people other means of satisfaction than commerce, for instance by the development of public spaces and other facilities where the civil society can flourish without more stuff, and where people can feel a sense a belonging as well as commitment towards the development of socially and environmentally resilient cities.

In the Urban Net study REPLACIS: Retail planning for cities sustainability (2009-10), comparative studies conducted in France, Portugal, Turkey and Sweden seem to confirm Bauman's and Jackson's thesis of a transition towards a consumption society. These pre-studies demonstrate not only that consumption in all four countries has increased during the post-war period, but also that the most remarkable growth has taken place during the 1990s. Despite the fact that the planning laws often offer possibilities to restrict unsustainable commercial development, our investigation shows that the municipalities seldom make use of these possibilities. One of the reasons according to interviewed planners is a fear that due to inter-municipal competition, a restrictive commercial policy in their own municipality would lead to a loss of customers and workplaces to neighbouring municipalities. In other words it seems as if in this case, strive for economic sustainability contradicts the road to a socially and ecologically sustainable urban development. In the long run such a policy will counteract the interest of the inhabitants in all municipalities and especially in the metropolitan regions that today form one coherent urban landscape, though still administratively divided into different municipalities. In order to re-integrate this issues and spatial landscapes, a more time-sensitive approach to urban planning is of the essence.

Specific objectives

The aims and objectives of the research project are:

- To investigate the relation between activities of the civil society and public service as related to retail and commercial activities (are these integrated or segregated?) at important public places of different urban regions.
- To investigate the use of time-space planning and governance as employed by the civil society, planners, regions, municipalities and by retail businesses in the private sector. Societal activities have a more or less conscious relation to time through opening hours, cultural events, sport events, religious events, traffic congestions, time tables of busses and trains, etc. Are these different temporalities consciously planned, synchronised or synchronised?

- To investigate and evaluate the effectiveness of spatial use as related to these temporal planning efforts, i.e. how the aspect of land use relates to aspects of temporal use.
- To investigate a number of European public places in terms of temporal and spatial territorial production. What kinds of places are produced? When are they produced? Are the activities and lives of people synchronised with the most vital everyday services? Are they synchronised with activities at other public places in the region? What spatial and temporal tools are used, which ones are needed?
- All of these aspects are investigated through case studies in the different European countries represented in the project, and then compared and evaluated. The objective is then finally:
- To conceive a theoretical and methodological framework to assess the spatio-temporal aspects affecting the every day life of urban citizens. This framework would mostly be constructed with a focus on the synchronisation and desynchronisation of public, cultural and retail services, i.e. to make for a resilient urban and regional planning that sustains an everyday life where civil, commercial and public services can be accessible in both time and space.

The project will be carried out as an iterative process between theoretical and empirical research, where case studies are used as exemplifications and concretisations of the overall question: how to develop relevant planning tools and concepts that can facilitate the integration of spatial and temporal connections and counteract the divide between civil society, public service and retail that seems to be a consequence of the new consumption society.

Members of the project:

Mattias Kärholm, Malmö University (project co-ordinator)
 Katarina Nylund, Malmö University
 Paulina Prieto de la Fuente, Malmö University
 Teresa Barata- Salgueiro, University of Lisboa
 Herculano Cachinho, University of Lisboa
 José Alberto Rio Fernandes, University of Oporto
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 Lionel Guillemot, University of Angers
 Arnaud Gasnier, University of Le Mans
 René-Paul Desse, University of West Bretagne
 Carles Carreras, University of Barcelona
 Sergi Martines, University of Barcelona
 Sergio Moreno, University of Barcelona

Questions and Answers

Q: Will you look at how vulnerable retail shopping areas are in current economic climate?

A: Not the economy of retail areas as such, but we know that you need a certain amount of stores for retail to be successful. We have seen already that there is competition between shopping malls, and how one behaves effects the other.

Q: You make a differentiation between public space and commercial space as if they were two very different spaces, but there is overlap. For example a cafe is a commercial space, but it is made into public space by people going there and talking and meeting?

A: it's important to see these spaces as hybrids of public/private, many commercial spaces become public because of the way people use them.

Q: Are you looking at the impacts of the growth in consumerism and the way advertising products has changed?

A: we have asked lots of questions of consumers to try to understand how they see retail. Not so much consumption and shopping but appropriation of space for retail/consumption.

Q: Young people go to these shopping malls often not to buy things, but just to be there?

A: Shopping malls answer many social needs, not just shopping. Not only for young people for also sometimes also for elderly people.

Dilemmas of participatory network planning.

Sustainability, democracy and planning in France, the Netherlands, Spain and Sweden

Clarissa Kugelberg

A planning problem and a research agenda

Frequently it is claimed that planning for sustainable urban development demands 'collaborative planning'. In order to organize planning capacity for sustainability long-lasting processes that transcends formal divisions of authority, policy sectors and local democratic entities, and spheres of society is needed. These ideas are not only formulated among planning researchers, but are also regular in policy documents around the world.

However, there seems to be a striking contrast between these policy calls and real-world planning practices. Although there are a number of good reasons for collaboration and participation from a planning perspective, we know that such participatory and dialogue oriented planning strategies are often organized in temporary projects, with vague and ambiguous mandates, sometimes creating more frustration than efficient planning responses.

The underlying hypotheses of our research is that an important cause of and reason for the problems associated with institutionalizing efficient, legitimate and sustainable structures for participative network planning has to do with *different notions of*

democracy. Participatory network like planning, we argue, is not easily reconciled with representative democracy. From the normative idea of election- and party-centered representative democracy, horizontal modes of participation, deliberation and problem solving risk undermining the chains of democratic accountability. Participation in planning makes matters of responsibility hard to handle from such a perspective. Promoting participatory network planning, however, entails introducing new notions of accountability, democratic legitimacy and roles of politicians, planners and citizens. If successful, the introduction of such new ideas and institutional arrangements will change the *de facto rules* of (urban) politics. Eventually such new opportunities for participation, interest representation and mediation *may* change how resources in society are organized into (efficient) responses to social problems.

Taken seriously these are radical ideas – far from easy to implement we believe. As long as the norms and ideas of representative democracy are important among politicians and top civil servants and the taken for granted political system among citizens, we expect there will be no easy answers to the question of how we can organize efficient participative and cross-sector planning networks within the framework of overall representative democracy. In practice, the notion of vertical responsibility chains coexists with new ideas about participatory and holistic planning approaches – and we believe not without tensions. It seems quite likely that the introduction of such innovative modes of planning will create frustration, tensions and even conflicts not only in the planning process as such, but also within the wider political system and the actors involved, such as politicians, planners and citizens. If this assumption is correct, then studying participatory arrangements solely as a practice for problem solving, and not as a practice for power sharing or an arena for struggles over legitimacy and power, may leave many mal-functions incomprehensible.

Crossing contexts 1: National contexts and local cases

This European comparative project studies participatory arrangements in which citizens participate in interactive decision-making together with public officials and other local actors to tackle aspects of social and ecological sustainability in four countries; The Netherlands, France and Sweden. Despite current globalization tendencies, we suggest that national differences in terms of political-administrative structures and cultures still condition the possibilities and problems confronted in attempts to organize participative network planning. For instance, participatory network planning in Sweden, with its strong “local self-government” – in terms of power of taxation, local elections, etc. – may entail responses to rather different circumstances than those in France, where the scope of intervention and autonomy of local government is traditionally more limited. While local democracy in Sweden is by tradition closely related to the national party system, in France a decentralization process in urban planning started during the 1980s a bottom up claim for increased horizontal urban governance became progressively institutionalized, with the 2002 law on “proximity democracy” that made neighborhood councils compulsory in every city with more than 80,000 inhabitants. In Spain, the social movement surrounding urban issues during the 1970s was an essential component of the creation of a new political culture; thus the Spanish participatory planning processes must be seen in the intersection between the neighborhood movement and the dominant roles of national and regional governments. In the Netherlands, a need for integrated solutions and governance networks emerged as a response to changes in the traditional “pillarized” society together with a strong sector division. The first developments of participation in urban planning took place in the early 1970s when citizens were involved in urban regeneration.

Within these national contexts we have strived to select cases according to the following guidelines. The theoretically most interesting case would be processes where there are:

- direct or indirect links to authoritative decision making
- ambitions to mobilize (politically) marginalized groups
- diversity of interests and experiences among the mobilized groups

In the cases of Alby, Botkyrka, Katendrecht, Rotterdam, and several neighborhoods this seems to be more or less the cases. We would therefore argue they are “crucial cases” in several respects for analyzing the democratic dilemmas of institutionalizing participatory network planning.

Crossing contexts 2: anthropology meets political science

The research project combines anthropological and political science perspectives. From the political science perspective, we analyze the dilemmas of participative network planning as a matter of institutional change process.

When local actors of various kind come together in order to organize participation and networking in urban development and planning, they are more or less explicitly trying to change ‘the rules-of-the-game’ of local politics. Drawing on institutional, democratic and governance theory, we have developed an analytic framework consisting of four ideal types in order to interpret and analyze policy documents, motives, processes as well as outcomes of PNP-oriented institutional change: instrumental PNP, interest-based PNP, deliberative PNP and functional PNP. Relating these model to each other and to the basic idea of representative democracy have rendered a number of “analytic expectations” about the more specific institutional tensions in PNP-processes.

In contrast to the institutional rational choice perspective, with an anthropological perspective participants are seen as full persons, rather than as representatives of specific interests. Their motives and strategies are also seen as embedded in their everyday lives and social networks outside the social relationships and positions of the participatory frame and the formal political system. Thus, in order to understand the interactions and new (political) identities emerging in the dialogues the participants’ negotiations and the interaction must be situated and examined in the context of the surrounding world of formal and informal relations. With a life world perspective we focus not on the democratic ideas as such, but on what people do with the ideas and what meaning they give them. How ideas are molded in social interplay in which practical activities and social relations paint and give meaning to them and what consequences they generate. The basic argument for this perspective is that we through knowledge about lived experience of people can find out what significance they attach to democratic ideas and what they make of them in local participatory interaction and arrangements, and if and how on the one hand representative democracy principles and on the other hand participatory principles constitute significant dimensions in emerging tensions found in dialogue processes that we can observe or learn about.

Some preliminary reflections

The research is in an early phase. Only the Swedish team has so far been able to start their field studies properly. Nevertheless we want to point at some preliminary reflections that have emerge so far, starting from more theoretical and methodological, ending with observations from the empirical field work.

- We have developed the theoretical perspectives in ways that seems to be productive for interpreting observations in complex PNP-processes, as well as specifying the added value of the multi-disciplinary approach.

- In practice, however, combining disciplinary approaches seriously is no easy task. The differences have not only to do with analytic tools for interpreting data but also with how to conduct interviews and collect other types of information. Our ambition to collect data in a cross-disciplinary manner has rendered new insights about the gains as well as the problems of multi-disciplinary research.
- There are many and different ideas about participation around, when the participatory processes are motivated and argued for in formal policy documents.
- Though the specific parts of this complex are fruitfully analyzed with our ideal type-models of participatory planning, these parts are quite vaguely held together (a loose policy theory).
- The ideal types also help us describe how different notions of participation challenge the 'traditional' notion of vertical democratic accountability. Hence, the ideal types help us understand why the vague policy statements actually might be quite reasonable and meaningful (rational) responses on some kind of need for more participation.
- There are tensions between different views on politicians' and planners' mandates and obscurities about what questions on the one hand politicians and on the other hand planners are responsible for and this seem to confuse the roles of dialogues.
- From a more anthropological perspective, we learn that conflicts between principles of participatory planning on the one hand and representative democracy on the other emerge in interaction on the ground and may be seen as reflecting a genuine lack of experiences and knowledge about how to manage. Inhabitants' views of representative democracy vary and influence their expectations of and willingness to participate in dialogues.
- Furthermore, participants' engagement, time, resources and expectations vary as well as how they interpret what dialogues mean and this influence the processes evolving through the dialogue methods.
- And finally, differences in individual and collective interests, strategies and priorities have impact on participatory processes and the way the forum are used by the actors.

Questions and Answers

Q: Collaborative planning – is this the same or only one aspect of it?

A: I think we will be able to map some conflicts/stalemates by applying different logics of participation. Maybe we can give planners better tools to create consistent logic.

The link between research and practice

URBAN-NET experience and proposals

Anne Querrien, Plan Urbanisme Construction Architecture

The specificity of urban research, in comparison with many other research fields, is its constant interaction with professional practice: enquiries on how things are going on in urban projects, how urban services are organised, how participative schemes are managed, how dwellers needs are satisfied, how environmental decisions are applied, all subjects of urban research are common concerns between researchers and managers of the cities and territories.

I sent a questionnaire to 11 URBAN-NET countries to ask what was happening in the individual countries – and I had a number of replies. At the moment we are trying to make sense of the answers and propose some recommendations. Key points:

- All Urban-net organisations have a **newsletter**, generally in national language, to warn their stakeholders about national and European calls, about changes in national and international management of researchers. The newsletter from Urban-Nexus, coming after that from URBAN-NET, will carry on information on European events, on best practices and on research results and opportunities of funding, and will maintain the network.
- URBAN-NET has created a **website** which is the memory of its actions. This website is maintained by Nicis, in relation with the EUKN web site. The ability of stakeholders to raise questions to the site needs mediation for language reasons, but also because of the differences in policies in European countries. Specific means to use this site, and other research or professional sites, and take advantage of the growing European information resource would be a great path towards a European urban practice community. This is one of the main questions for the European urban research arena under discussion: how to create a clearly identified mediation between European work from different networks, and stakeholders, members of other networks, or working at the national level. We need to have an urban sustainability forum/ platform on the internet – for debate/reading material.
- We need an **urban sustainability research forum**, a blog to create a European debate, and new opportunities of relations between researchers and practitioners. It would show what themes coming up and what themes are not so debated. This blog would further the debate organised by the JPI Urban Europe, beside the URBAN-NET, EUKN and Nicis sites.
- **Collaboration of policies between cities and research** exists on European level and also on national level, some with strong links between cities and universities. This city-research relation, its depository in specific web sites, the common work between urban researchers and local practitioners may be seen as a specific kind of community of practice around the local challenge rather than the professional one. Some examples of such communities can be found in the descriptions of URBAN-NET organisations practices.

- The *participation of stakeholders* in the managing of research programs must be strengthened. Several organisations include professionals in their governing boards for research programmes or even the funding of individual research projects. Quite often participate in the following-up process of the project. This relation is not always easy since research often has a critical dimension. But in research on urban sustainability, where the feasibility of the results is a key concern, this cooperation should be enhanced by institutional means.
- A *scientific professional - public dialogue* was successfully carried out in the development of the URBAN-NET research framework – starting with national dialogues and ending up in the Berlin seminar. The relation between researchers and stakeholders is generally thought as an unequal one: either stakeholders are supposed to learn from researchers and to apply the results, or researchers are commissioned to work only on the themes decided by stakeholders, which usually means repetition of practical obsessions.
- Some Urban-net organisations, Formas (Sweden) and others, make an important point about *popularising research results* and approaches in media, on TV for instance. In other countries this type of dissemination is limited to natural and physical sciences. The means of such a dissemination of scientific findings needs training about establishing relations with media, mobilizing funds, evaluating research worth to popularize, dissemination of media products.
- *Action research and demonstration projects* are carried out by non scientific researchers, artistic communities, or from dwellers and NGOS, wanting to try out and show sustainable solutions. This can be seen either in “big” architectural work, in circumstances which cannot be reproduced. But it is also developed by groups with little money, in a pragmatic research on urban sustainability, like Transition towns in UK for instance. Linking those practical researches with more scientific ones seems necessary to evaluate the consistency of those projects and their consistency in the building of the sustainability culture.

Group discussions

Eight small groups had short discussions on the following questions:

1. An integrated approach in urban research
2. What is the societal and scientific value of transnational research cooperation?
3. How support further transnational research cooperation in general and especially in the funded URBAN-NET projects?

An integrated approach in urban research

Rapporteur Thilo Petri, TÜV Rheinland

General statement:

An Integrated Approach is important for complex situations and problems in urban development. This is common sense for most researchers but still not for all stakeholders and practitioners.

The concept of integrated approach has two meanings:

- a) Interdisciplinarity - horizontal cooperation: different disciplines with harmonised methodologies
- b) Transdisciplinarity - vertical cooperation: different levels of society, e.g. research, practitioners, stakeholders

Interdisciplinarity

ID (interdisciplinarity) working environments are almost standard nowadays, but could be more often applied.

Integration of all three components of sustainability is not always necessary in research, but an embedded understanding by researchers of sustainability should be a precondition.

Problems and conflicts:

- different methodologies,
- different professional terminologies,

Recommendations

- do not stop with ID, think more on applicability and making research results more useful to practice
- closer links to education would help with dissemination results
- human sciences should drive technology, interdisciplinary projects also to involve technology

Transdisciplinarity

An integrated approach makes sense for complex societal issues, but one has to outweigh benefits and extra efforts. Still not many projects are following this approach, but cities see that they can benefit from it. There are some good-practice examples with combined research between cities, academics and developers, e.g. the "Science Park", Lund involving local university as "experts" and "Vienna City Lab" (practitioners-researchers).

Problems and conflicts:

- ambition and expectations: solution-orientation and simple policy recommendations vs. complex and "pure academic research"
- interest and motivation: conflict on interest to be consultants for companies and city administration,
- development of a common understanding (long time to get started)
- timelines: short-term future policy oriented vs. long-term-orientation. "Academics are resistant to speed up"

- danger of manipulation of the public (academic approach used as an alibi by politics)
- important decision makers rarely participate (no time, do not want to be criticised)
- national languages "professionals don't speak English" (might change for researchers over time, but not for practitioners and stakeholders)

Recommendations:

- projects need good moderation and management
- researchers must be prepared to motivate practitioners and stakeholders (also include simple policy recommendations), practitioners must be involved from the start
- involve interest groups for both understanding social dynamics and decision-making and to include them in the research process itself
- more experiments are needed on transnational projects e.g. set of cities learning from each other (European Reference Framework is an example of that)
- Master classes for planners: an idea to link planners to research

Scientific quality and relevance in transnational research cooperation

Rapporteurs Maria CorteReal, Fundação para a Ciência e a Tecnologia and Kristina Björnberg

Does mutual learning require that the research teams have the same resources and competence? No.

Is it a disadvantage to cooperate with a stronger or a weaker partner? It depends on who the partners are. It can actually be an advantage, contributing to furthering European cohesion and mutual learning. Mutual learning is not so much a function of the similarity in resources and competences, as of other factors such as the adequacy between the project goals and the team members:

Examples of key requirements of research teams for mutual learning:

- Appropriate expertise, including language skills
- Availability of time and active participation
- Flexibility/Adaptability What kind of studies are most suitable – comparative studies, theoretical studies, studies where there are similarity or complementarity in experience and resources?
- Project (including time) management skills

What kind of studies are most suitable – comparative studies, theoretical studies, studies where there are similarity or complementarity in experience and resources?

It is not so much a matter of the kind of study, as of the following key determinants:

Examples of key determinants:

- Involvement of various kinds of stakeholders (e.g. citizens, policy makers and researchers)

- Various levels of analysis (macro, meso and micro): general and place specific analysis
- Transdisciplinary research
- Holistic/ecosystems approaches: impacts on human beings and the environment
- Nature of the outputs of the projects

Examples of key challenges:

- Overcoming the differences in language between different stakeholders and disciplines (Geography as a bridge between the natural and social sciences)
- Undue pressure for colonisation of one discipline over others (standardisation): need for better communication and articulation

Requirements for success

- 2 step procedure, network + full project
- face to face meetings, field trips
- common language and theoretical framework, literature seminars
- Understanding of the different political, cultural, geographical, etc contexts
- respect each other, openness, etc
- Collaboration between funders

Support of further transnational research cooperation in general and especially of the funded URBAN-NET projects

- More movies, also at the end of projects!
- Urban Network important horizontal tool for quick response etc – Urban Nexus
- Urban Nexus should support knowledge exchange of Urban Net projects, e.g. thematic conferences on SUD

Future European research, policy and practice cooperation

The new link between research, policy and practice

June Graham, Coordinator of the URBAN-NET project, SNIFFER



- The Urban Development Group (UDG) is not purely about policy, there are some networks involved.
- The Joint Programming Initiative (JPI) is driven by the member states from an idea from the EU. The funders are the member states, not the EU, so member states must identify what they wish to fund.
- Urban Nexus will provide the connection between research, policy & practice, help build partnerships.

THE URBAN RESEARCH AND KNOWLEDGE WORKING GROUP PERSPECTIVE

Eduardo de Santiago, Ministry of public works Spain

Urban Development Group is a group of representatives of national policy on urban development who meets regularly to prepare higher level meetings in the different preceding EU countries.

Members in UDG: 27 Member States+Norway+Swiss+Turkey+FROM), European Commission (DG REGIO), European Parliament, Committee of the Regions, European Economic and Social Committee, EUROCITIES, CEMR (European Council of Municipalities and Regions), URBACT, EUKN, ECTP (European Council of Town/Spatial Planners), ACE, EIB (European Investment Bank), etc.

The outcome is a number of urban policy documents:

- Lille Action Programme
- Urban Acquis. Rotterdam
- Bristol Accord
- The Leipzig Charter on Sustainable European Cities
- The Marseille Statement
- The Toledo Declaration. June 2010

A Reference Framework for Sustainable Cities is being developed as a result of these declarations, (http://www.rfsustainablecities.eu/article.php3?id_article=324) It is now tested by cities. The new tool will be presented end 2011, Danish presidency. The tool will help inform the debates between city councils, municipalities etc. The tool also has a common list of recommended sustainable indicators.

The UR&K “Urban Knowledge and Research Working Group” has developed from the Toledo Declaration from June 2010 which points out the importance of urban research and the fact that urban research is “homeless” and poorly funded at national and European levels.

The objectives of the working group is to:

- a) Coordinate and facilitate the flow of information between Urban Development (UD) policy making and Urban Research (UR) policy making, programming and funding.
- b) Facilitate the process of building the European Research Area (ERA) in the field of urban development, by facilitating intergovernmental coordination: joint programming and joint funding of research calls at transnational level.
- c) Influence EU key Research Programmes and dossiers in order to assure the correct allocation of urban issues and the continuity of EU funding in the future.
- d) Facilitate the flow of information from knowledge-makers to knowledge dissemination points, and the feed of knowledge dissemination points with best practices.
- e) Facilitate the flow of information between informal and applied urban research at local level and local decision making: Local-Urban (City) Knowledge Arenas.

It has not been possible to approve a European urban agenda during the present Hungarian presidency, but we are working towards it and we have identified some actions to allow us to work together in the meantime. A first workshop was carried out only a week before this workshop.

Q&A's

Q: It would be interesting to hear some of the results from the UDG joint workshop last week?

A: There were many interesting ideas from the workshop – at the moment we are making an analysis of them. The key one is to make a joint contribution to the consultation launched by the EC (green paper).

JPI the Joint Programming Initiative – Urban Europe

Anneloes van Iwaarden, European Metropolitan net-work Institute

The idea of the joint programming initiative is that counties/ organisations interested in funding European research cooperation within specific topics pool national funding, and *Urban Europe* is one of several thematic initiatives that are being discussed or are already about to start.

Mission of Urban Europe

- represents a forward-thinking and long-term oriented, coordinated research and innovation initiative to shape urban development in times of a global shift.
- is an integrative, interdisciplinary and horizontal approach across the interfaces of economy, society, transportation, and ecology, serving society by raising public awareness and acceptance, and consequently putting expertise into practice.
- promotes intensive interactions between researchers, policy makers, business and civil society, resulting in an innovative and impact-oriented approach.
- endeavours to become recognisable as the EU entry point open to all relevant stakeholders with an interest in urban development.

Strategic Research Agenda – Architecture

- strengths and weaknesses of the European urban system and scenarios and models of “attractive” European cities and their transformation;
- new categories of data and indices to detect and assess new developments;
- urban development in a global context monitored from different perspectives (e.g. economic, social and ecological and their respective interrelations)
- impact of global networks and connectivity on the socio-economic development of urban systems (global-local interrelatedness)
- new economic development trends and business scenarios, the infrastructure required, and their impact on the social system and the urban environment;

- new services, functionalities and resources needed for urban areas in order to be competitive and attractive;
- risk analysis to ensure an effective implementation of new (technological) solutions;

Possible topics of a pilot strategic research agenda

- strengths and weaknesses of the European urban system and scenarios and models of “attractive” European cities and their transformation;
- new categories of data and indices to detect and assess new developments;
- urban development in a global context monitored from different perspectives (e.g. economic, social and ecological and their respective interrelations)
- impact of global networks and connectivity on the socio-economic development of urban systems (global-local interrelatedness)
- new economic development trends and business scenarios , the infrastructure required, and their impact on the social system and the urban environment;
- new services, functionalities and resources needed for urban areas in order to be competitive and attractive;
- risk analysis to ensure an effective implementation of new (technological) solutions;



Urban Nexus

Mart Griesel, The European Urban Knowledge Net-work, Nicis

Urban-Nexus has just been selected for funding within the FP7, and negotiations has started in order to reach a final approval. It is a follow-up of URBAN-NET in that many of the U-N partners are also engaged in the new network – Nicis as coordinators, and SNIFFER (UK), Formas (SE) and ASDE (Bg) as work package leaders, assisted by a number of other organizations. There will be no funding opportunities for urban research. The project is shorter, 30 months compared to 48, and there is less funding, 1M € compared to 3M€.

Urban-Nexus will address the gap between research and practice and organize structured dialogues between stakeholders in three main thematic areas, *climate change, health and quality of life, sustainable land use*, and two crosscutting dimensions, *integrated urban management* and *integrated information and monitoring*, each forming a work package:

Close of meeting

Paul Sizeland, Moderator, SNIFFER

6 key themes over the last two days:

- The fruits of collaboration – the real successes in transnational research we have seen from the presentations given yesterday.
- A living case study – the City of Malmo
- An opportunity to go and see some of the practice we have heard about in the field trip.
- Networking opportunities.
- We have heard about strategic development at European level that we may be able to take advantage of.
- Everyone here had an opportunity to contribute to the conversation.

List of Participants

Andersson	Klas	Mistra Urban Futures - Chalmers University of Technology	Gothenburg
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Björnberg	Kristina	Formas	Stockholm
Calvigna	Cédric	University of Toulouse	Toulouse
Campe	Sabrina	Universität Kassel	Kassel
Canu	Roland	University of Toulouse	Toulouse
Cochoy	Franck	University of Toulouse	Toulouse
Colding	Johan	The Beijer Institute	Stockholm
Corte Real	Maria	Foundation for Science and Technology	Lisbon
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Kari	Katerina	Research Promotion Foundation	Nicosia
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