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Supervisor: Prof. Dr. Thomas Dietz  
Second Supervisor: Dr. Shawn Donnelly

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# Analyzing the Spill-over Effect of Feminist Urban Mobility Planning to the Sustainability of a City - A Theory of Change Approach -

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## Abstract

The paper on the spill-over effect of feminist urban planning of mobility towards the sustainability of a city deals with the potential of feminist urban planning approaches reflected in gender mainstreaming. The qualitative content analysis is being done on documents and policies on city development and interviews with experts primarily of the cities Vienna, Berlin and Stockholm. A Theory of Change is developed and generalized from the activities of the cities, then to be translated to what the SDGs and the three-pillar concept to sustainability say about the requirement to achieve a sustainable city. The assumption is that there is a spill-over effect, and that feminist urban planning applied to mobility can nurture sustainability. This was confirmed by the development of the Theory of Change while it provided many options for discussion mainly regarding the definition of sustainability and to what extent a system criticism is inherent to feminist policies. The paper provides a basis for future research as it is a hypothetical development of a theory whilst supporting the application of future feminist planning projects by demonstrating its potential in relation to the pressing issues of climate change and sustainability.

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## 1. Introduction

Sustainable cities and communities, and with-it sustainable transport, is one of the Sustainable Development Goals adopted by the UN in 2015, along with gender equality. The discussion of the effect of climate change upon our cities and the specific vulnerability of women is very present. This paper wants to analyze the potential of an approach that focuses on the needs of women\*<sup>1</sup> first and to what degree this has an impact on the sustainability. Feminist urban planning is used in various city planning approaches as gender mainstreaming is embedded in a variety of national and international strategies. Feminist urban planning focuses on the needs of women and people that are often overlooked by other planning approaches and wants to enable them. New procedures have been created, gender equality units have been established and new policy tools have been introduced (Caglar, 2013). The goal is the change of rule and not only the reveal of power dynamics but further the power change itself through gender mainstreaming (Caglar, 2013). In 1997 Gender Mainstreaming became an official concept of the EU to emphasize gender equality. With this focal point, research showcased that women\* use the city differently. Women\* have different needs and feminist urban planning explores the opportunity of focusing on them and with it care and community steered by intersectional feminist theory (Crenshaw, 2017). Through this, several assumptions are being made, such as women\* take over most of the care work and unpaid labor, they have short ways but more of them through the city (so-called trip-chaining), they use the car less often and they have a higher need for safety. Considering this and making fulfilling these needs a priority has an immense implication for the city planners. Intersectional feminist theory states that not only women\* have a disadvantage in the world in comparison to men but they can be discriminated by several factors additionally. An abled-bodies cis white women for example has more opportunities and rights than a POC trans women with a disability. This shows that not only gender needs to be taken into consideration, but furthermore other factors can affect the position of a person within society and need to be accounted for (Mohanty, 2003). Women are often understood as objects while men are the subjects Mohanty (2003) further argues that women are not one homogenous group and there is not the one need and one challenge that women as a group face. This diversity needs to be thought of (Mohanty, 2003). When applied to urban planning this means that several factors can limit the options one has within the city and the tasks the person fulfills in the community. Feminist urban planning takes this into account and wants to create a city that is accessible for everyone and creates safe spaces for people, who are more vulnerable, rather than a city useful primarily to the norm.

Gender mainstreaming, as an approach recognized by the EU, enables researchers to put more emphasis on the topic. Research is currently being done on the state of the city and the satisfaction regarding urban transport. Many reports show that work is the main priority the

<sup>1</sup> The \* is added in order to take into account every person that faces the same discrimination as women and to highlight that not only cis women are women. As the intersectional feminist theory is the basis for the understanding of feminist urban planning in this paper the \* also stands for the discrimination forms that can add onto being a woman and as for the topic of the paper are supported by the current structure of the city for example through safety concerns.

planning of mobility inside the city is based around (Sánchez De Madariaga & Roberts, 2016). The functionalist city is divided into subdivisions of territory fulfilling one function and one dimension of life in the city (Sánchez De Madariaga & Roberts, 2016). Most cities were built around the concept of one male “bread winner” going to work which reflects in the satisfaction as male travel patterns are the standard and accounted for (Perez, 2020). Therefore, individual transport which is statistically more used by men is more invested into (Perez, 2020). This changes with the feminist urban planning approach. Concepts are being developed and applied that support decentralized, polycentric cities with short ways and mobility based around care work, which used to be not accounted for. Though it has to be said that the data is widely binary, and it is difficult to find statistical evidence for the needs and actions of people not fitting the binary or being faced by other discrimination types within the city realm, though it is accounted for to what degree their needs overlap with the needs of women in theory (Stadtentwicklung Wien, Magistratsabteilung 18 – Stadtentwicklung und Stadtplanung, 2013). The taking of perspective of the citizens that are not the norm that design is based on helps amplify their voices and breaks the cycle of reproduction of patriarchal structures.

There is an abundance of research on the impact of climate change and gender equality, but the impact of feminist approaches on mobility at the city level and its effect on sustainability from that perspective is widely understudied and this is what this paper aims to fulfill. The nexus of gender equality and climate change is extensively discussed, and both are goals within the SDGs and therefore an international discussion on the highest priority and the interrelations of the SDGs are regularly examined. What is lacking is the change of perspective that not only women are more affected by climate change but that feminist perspectives could potentially support the sustainable development.

To display the potential and create a Theory of Change (ToC) the three cities Vienna, Berlin and Stockholm are being analyzed as examples of these approaches being used to underline the analysis of theoretical papers that are concerned with this topic. Berlin was the first city in Germany to recognize gender mainstreaming as a tool with high potential and established a Gender Mainstreaming administration office for the coordination of the projects and consultation for the implementation of Gender Mainstreaming as well as Budgeting (Senate Department for Urban Development, Office of the Women’s Advisory Committee, 2011). Since many projects have been started and fulfilled and the Gender Mainstreaming approach can be found in many city development plans. Stockholm is moreover used as a crucial case used as it provides a gender mainstreaming manual as well and is known to be especially focused on gender equality (JämStöd, 2007). Vienna is the exemplary feminist city it was the first to include and demand these approaches and is the one with projects specifically to enhance the visibility and fulfill the needs of women\* (Sánchez De Madariaga & Roberts, 2016). These three cities are going to be analyzed in order to come to a conclusion regarding the potential of feminist urban planning as they are examples for application or planning of mobility projects.

A Theory of Change is going to be developed to demonstrate the spill-over effect of feminist urban planning to a sustainable city and showcase its potential. With the assumption being that a nexus exists. The cases selected extensively deal with gender mainstreaming strategies and with mobility being a topic substantial in feminist urban planning strategies and sustainability strategies this paper aims to discuss this more in-depths.

*“How do the effects of feminist urban mobility planning lead to a more sustainable city?”*

This question poses as the research question and is analyzed in order to generalize the findings to conclude on the spill-over effects of feminist urbanism to sustainability. Sub-questions to be analyzed are:

1. *“What are feminist mobility planning activities and strategies towards mobility?”*
2. *“What are the direct outputs of feminist urban planning initiatives in mobility projects?”*
3. *“What is the reach and reaction to feminist urbanist planning projects of mobility?”*
4. *“What are expected capacity changes resulting from feminist urban planning of mobility?”*
5. *“What are expected behavior changes resulting from feminist urban planning of mobility?”*
6. *“What are expected short-term changes resulting from feminist urban planning and how do they support sustainability?”*
7. *“What are expected long-term changes resulting from feminist urban planning which are sustainable?”*
8. *“What are unintended effects of feminist urban planning, and do they interfere or support sustainability?”*
9. *“What are external influences on feminist urban planning mobility projects?”*

As the research question intends to investigate and explore potential effects it is exploratory in nature and is going to be answered through a qualitative content analysis that follows the research tradition of interpretivism. Additional to the in-depth literature review, semi-structured interviews with experts are going to be conducted. There is a certain urgency to this topic as there is a call for social and sustainable transformation also due to the eminent threat of climate change. Cities are growing and 75% of the infrastructure that will be needed does not exist currently and leaves room for this to be built sustainably, efficiently, and inclusively (Rodenberg, 2022).

## 2. Concepts

Through the approach of feminist urban planning certain concepts have been developed which require a more detailed explanation.

Gender is understood as a social construct. The tasks that are typically performed by women\* are not biologically given but reinforced through the society and their norms (Stadtentwicklung Wien, Magistratsabteilung 18 – Stadtentwicklung und Stadtplanung, 2013). The expectations a society has towards women coin their needs and places within the world. This paper discusses this within the current patriarchal system while accounting for the possibility of a change of the system all together though the current data is based on the current situation and the needs of women\* are supported through feminist urban planning, while it has to be said that it is more difficult to account for the change of those as it would happen with the change of the perception of gender and the tasks of people of a certain gender within the society.

Gender mainstreaming as mentioned before is:

“[T]he process of assessing the implications for women and men of any planned action, including legislation, policies or programmes, in all areas and at all levels. It is a strategy for making women's as well as men's concerns and experiences an integral dimension of the design, implementation, monitoring and evaluation of policies and programmes in all political, economic and societal spheres so that women and men benefit equally and inequality is not perpetuated. The ultimate goal is to achieve gender equality.” (UN Economic and Social Council (1997: 28)

Therefore, groups that used to be underrepresented are supposed to be increasingly supported in their day-to-day life (Stadtentwicklung Wien, Magistratsabteilung 18 – Stadtentwicklung und Stadtplanung, 2013).

This paper focuses on mobility and there are many concepts developed which focus more on the trip-chaining and mobility patterns of women\*. Non-mobility is not taken into account. Trip-chaining is the description of a sequence of destinations traveled to often in short-distance that women necessitate more as statistically they make more multiple-stop trips when travelling between their homes and workplaces than men do (Sánchez De Madariaga & Roberts, 2016). This affects their mobility behavior which was intensively discussed by Ines Sanchez de Madariaga and her concept “mobility of care”. She proposes mobility that is adapted to the needs of people that do care work such as bringing children to school and grocery shopping all these tasks that happen on the sidelines not during rush-hour and are often not accounted in transportation datasets because they have not separate category and are often short trips but the reliance on public transport is massive (“Mobility of Care” – Ines Sanchez De Madariaga | UN-Habitat, 2018). This concept foreshadows the relevance of feminist urban planning.

Feminist urban planning is emerged out of the sexist conditions being apparent in the current urban environment and has the objective to prioritize the needs of women\* within that to counteract the status quo. “Feminist city-making asks us to reconsider how women, including Black, brown, and Indigenous women, will move through and are expected to occupy space.” (Bella, 2023, p. 127) The reimagining of gendered space(s) in cities challenges the

separateness and its binary that exists between “home and work,” “urban and rural,” “man and woman,” or even “nature and the city” (Bondi, 2005).

To analyze the potential of feminist urban planning of mobility towards sustainability it has to be defined further what is understood as a sustainable city. Burnett (2007) said that a sustainable city must enable all its citizens so that they can meet their needs without harming the natural world or other people now and in the future. Another definition by Rogers (1997) is the fulfilling of social, cultural, environmental, and political needs while enabling residents to access all services equitably without the exhaustion of resources. Urban issues are interdisciplinary and so are their solutions. Therefore, even though there is a focus on mobility its interdependency needs to be accounted for. A sustainable city includes all the pillars of sustainability while this paper focuses on transportation. Only when balance is maintained between the pillars, a city can be truly sustainable (Hassan & Lee, 2015). Because of that a city needs to promote energy-efficient transportation forms, prioritize accessibility, increase efficiency by providing mobility choices that are low-carbon, safe and attractive (UN-Habitat, 2021). It can be discussed if sustainability can be reached within the capitalistic and patriarchal system, we live in currently, but this limitation will be discussed further in the course of the paper.

### 3. Theory of Change

As this paper aims to answer the question of the potential of feminist urban planning strategies regarding sustainability, it is important to highlight the interconnectedness of the different strategies and papers used as well as the assumptions underlying the actions for them to fulfill their potential. The ToC approach is known to be used in the context of the SDGs, as it explains how development change takes place while basing this on a causal analysis (United Nations Development Group, 2017). Consultation is crucial to draw on evidence and understand the complexity of the topic which is why interviews are used to support the theoretical findings of this paper. Often a ToC is based on statistical data or evidence from projects and outcomes of those. This is not the case in this paper as the ToC is used to illustrate the theoretical potential and to develop a hypothesis on how the spill-over effect would look like given that the assumptions and effects take place. The impact pathway that the ToC is based on while the framework of the ToC itself guides the analysis and the interviews with experts and people within the administration (Mayne, 2015). The ToC approach was chosen as it not only provides an analytical framework but is especially successful in presenting the different steps of change and the requirements for that which regarding the research question is especially useful in order for the result to be a convenient basis for future projects and research (Mayne, 2015).

The ToC concept helps with the development of a pathway from implementation to outcome, considering assumptions and external as well as unintended effects. The factors that must change for the causal linkages to occur are described by the assumptions (Beuchelt et al., 2022). Through the ToC the change resulting from a certain intervention can be demonstrated, deriving from the causal analysis based on available evidence (UN



Development Group, n.d.). The ToC approach is used for a variety of analyses, but in this paper, it is used as a tool to assess the impact of an intervention, in this case the application of gender mainstreaming through feminist urban planning. The term intervention covers policies, programs and projects referred to in the context of feminist urban planning. The term results can be preliminary and include outputs, outcomes while impacts are final outcomes that affect the sustainability of the city.

The more evidence-based it is, considering previous similar interventions and the collection of a variety of data through different sources the more robust is the ToC (Mayne & Johnson, 2015). Based on the model of the impact pathway, which describes result chains and linkages between the steps only when assumptions to the causal links in the pathway are added, a valid ToC can be developed. It describes what has to happen for the causal links to be realized (Mayne, 2015). The interventions to be analyzed are often introduced in complex scenarios and it is inevitable that the ToC can only demonstrate a part of the relations. By analyzing several cases each of them provide a framework for the impact story (Mayne & Johnson, 2015).

The ToC has certain characteristics that must be considered. It is time-dependent and in this case the analysis starts with the implication of the policies and aspires to demonstrate the effects. The purpose of this application of the ToC is the understanding of the potential of feminist urban planning. Furthermore, it is characteristic for ToC models that the model is deterministic, and with all assumptions realized the most likely model to depict the actual outcomes, there are still going to remain areas of uncertainty that need to be monitored (Mayne & Stern, 2013).

The generic ToC includes the steps of an analysis of activities, reach and reaction, goods and services, capacity change, behavior change, short-term changes, long-term changes, unintended effects, and external influences (Mayne, 2015). Activities describe the actions taken through the interventions. Goods and services are the direct outputs resulting from those actions. Reach and reaction are then the target groups and their reaction to the activities. From here on there are certain underlying assumptions that must occur in order to move from one step to the next. They have to be analyzed for every step individually as they have immediate effects on whether or not the determined results will actually follow. Reach assumptions are based on the events and conditions that must take place for the outputs to reach the target groups and be of benefit. It is also important to consider whether the intended target group is reached and whether the responses are positive. A change of capacity can be changes in knowledge, attitudes, skills, aspiration, and opportunities of the target groups. Capacity change assumptions are the basis for the changes taking place to reach the target and furthermore result into changes in their capacity to act differently. If the target group changes its behavior or use the intervention products behavioral change is reached. Behavior change assumptions are then the necessary occurrences for this to happen. Without capacity change no behavior change is reachable. This is based on the NOA model, which states that behavioral change is a result of motivation, “needs and opportunities and agency from opportunities and abilities” (Mayne, 2015, p. 125). In addition, there is an interest in external

influences which are events and conditions unrelated to the activities that could result into the intended results. Those could be other interventions but even unrelated socio-economic occurrences. Unintended effects could be positive or negative outputs from the activities and their results. There is a timeline which is useful to demonstrate when the changes are anticipated to take place (Mayne, 2015).

It needs to be defined what the threshold would be to identify a result as an impact, in this case, the sustainability of the city. Interventions are to be assessed by designing evaluation questions, methods, and tools followed by making causal claims about the impact and resulting in the reporting of the performance (Mayne, 2015).

The development of the ToC is used to demonstrate the spill-over effect of feminist urban planning to the sustainability of a city. As stated earlier the ToC is a concept repeatedly used in research on sustainable development as these are complex topic caused by a variety of factors that are connected to several societal components. It is also being used to develop strategies and concepts for partnerships and interactions between organizations as the perspectives of different stakeholders can be included and analyzed while planning for the long-term results. (United Nations Development Group, 2017). Furthermore, it is used to initiate a debate among the stakeholders towards the hypothesized and observed effects (Oberlack et al., 2019). There are approaches that examine the interrelation of gender equality and sustainable development, which is the basis for the translation, elaboration of this to the development of this ToC while specifying the area of research to mobility within cities. The SDGs are interrelated and there is consistent research that states that spill-over effects are essential to the SDGs as some even state that spill-over effect is the fourth pillar of sustainable development (Taghvaei et al., 2022). Within urban studies, it is not that common to make use of the ToC network which is why this paper explores a new perspective on the possibilities and connections between interventions within feminist urban mobility planning.

The ToC is therefore used to describe the causal mechanism behind the spill-over effect from feminist urban planning in mobility to the sustainability of the city. There is evidence that there is a connection within these topics but not on the level this analysis is taking place and the theoretical framework is used to construct a pattern to develop a hypothesis. Due to the variety of concepts developed dealing with this topic the theoretical framework is used to generalize the findings and connects them to the overall strategy of feminist urban planning and a sustainable city. The ToC organizes them into components and serves as a tool to enable the documentation of the development of the strategy (Hernandez & Hoges, 2006). This paper has a unique structure as the theory on its own does not suggest a hypothesis but the research being done will construct a hypothesis within the framework by the ToC which can then be tested once enough statistical evidence about long-term effect is provided. Assumptions play a major role within this framework and the suggestion of impacts. This allows the complexity of activities and multiple levels of implementation to be shown, while

identifying expected outcomes (Hernandez & Hoges, 2006).

Figure 1: Generic model of Theory of Change adapted from Mayne, 2015

## 4. Methodology

To answer the research question, a qualitative content analysis will be conducted supported by crucial cases of the three cities Vienna, Berlin and Stockholm. The content is made up from papers and guidelines published by the cities or countries which apply to the cities and academic papers on the topic. The interpretation of the papers are going to be supported by semi-structured interviews conducted with three experts.

Dealing with topics that are globally relevant but most extensively discussed in countries of the Global North these examples help analyze the effects of feminist planning as the projects are the most extensive and therefore it is easier to eliminate other factors. To move from framework to affects the exploratory interviews with experts help in analyzing the nexus between the topics and discuss more elaborately what intended and unintended effects might be. To answer the research question and analyze the potential of feminist urban planning a ToC is constructed through an interpretivist approach from the current status as well as future implications that have been discussed.

### 4.1 Research Design

The content analysis of the policies and theoretical papers was done as city planning is a top-down scenario which is defined by administrative policies before planning approaches are developed. Through the textual analysis the data was clustered to identify patterns between themes and variables (Given, 2008). Mayring defines qualitative content analysis as “an approach of empirical, methodological controlled analysis of texts within their context of communication, following content analytical rules and step by step models, without rash quantification“ (Mayring, 2000, p. 2). It is operated under the assumption that the interpretation of text is subjective and content dependent (Given, 2008). Generally, the researcher assumes that the documents used for the analysis are valid and can help in order to analyze relationships between the variables.

Later-on through exploratory semi-structured interviews with experts more data was added, still only relying on textual data. This data is most fitting to answer my research question and especially useful as a ToC was developed, which needs in-depth information to reconstruct the processes. The data was collected through several sources to ensure validity and increase robustness as in the end a high external validity is needed to justify why a generalization of the cases is reasonable (Given, 2008). The data of the cases is the direct application of the theoretical background into a setting that is crucial and provides enough data to analyze its implications. Interviews tend to increase the vulnerability to bias and the subjectiveness of the researcher especially (Given, 2008). As this is a topic very much reliant on historical and social context interviews are still an additional opportunity to collect data and get insights that are sometimes not covered by scientific and academic papers but are of great importance to make conclusions about the assumptions and connections shown in the ToC framework

and provide more practical insights. The flexibility helps to identify contradictions (Miles & Gilbert, 2005) and though the interviews are based on predeveloped questions the conversation can vary which based on the different expertise of the experts is a huge asset (Schmidt, 2004).

Multiple case examples are used as they increase robustness and help in predicting similar or contrasting results for the general application of the theory (Yin, 2017). In this case, the cities were chosen more due to the knowledge and application of strategies which will translate nicely into the generalization of the theory.

The cases of the cities Vienna, Berlin and Stockholm were selected as they are crucial cases and were chosen based on the aspects of application of gender mainstreaming, their prominence in differing literature as feminist city, their situation in Europe as well as the extend of policies and handbooks that could be found to the topic of this paper. Vienna is used often to showcase feminist urbanism, and Aspern in particular is an example of how planning can take place through the gendered lens (Sánchez De Madariaga & Roberts, 2016). Berlin has a history of integration of the public and public transport issues were discussed frequently through the perspective of women's issues (Sánchez De Madariaga & Roberts, 2016). Stockholm is located in a country that is forerunner when it comes to gender equality and national policies were implemented within the city which focus on accessibility (City of Stockholm, City Planning Administration, 2018). These three were not only chosen because of the relevance of gender mainstreaming within their policies, but they have different administration systems, as Stockholm's city development plans are done by one entity for the whole city while the others are more closely governed by their district offices (S. Mönch, interview, May 11, 2023, see Data Appendix A.1; S. Eriksson, interview, June 7, 2023, see Data Appendix A.3). This offers insights into different planning processes and approaches and their projects and strategies differ, which as well provides many examples that can then be generalized into a more comprehensive ToC. They are also cities with extensive mobility structures that provide more information for this research.

## 4.2 Qualitative Data Collection and Semi-Structured Interviews

The analysis follows the approaches of a qualitative content analysis through in-depth literature review and the analysis of the aforementioned case examples.

The documents were chosen based on an initial scan of documents and the extensive reading of theoretical papers on this topic. The documents within the city administration were found mainly through the publications of the cities themselves and their offices for gender mainstreaming. In addition to this research from other scholars was used that discussed the topic or the cities and their references were checked for interesting insights which was then mainly applied to generalize the changes assumed from the activities done in the exemplary cities and due to the snowball effect, the document analysis was very thorough. It was a lot of key word-based research on the cities' websites and online platforms for scientific as well as journalistic papers that derived from the continuously expanding coding scheme. The

following examples are key words that were used: feminism, feminist urban planning, feminist urbanism, women and mobility, trip-chaining, public transport, active mobility, short distances, care work, urban/city development, gender mainstreaming, gender (equality), mobility justice, urban studies, Berlin, Stockholm, Vienna, mixed-use, sustainability. The keywords derived from the concepts described and the implications of the documents on feminist urbanism generally. It has to be noted that most of the keywords were applied in the German language. The interviews were coded based on the framework given by the ToC and the concepts reflected on in this paper.

The interviewees were selected based on convenience sampling. They added on to the literature review by providing literature that is not publicly available and cross-referencing to ensure no relevant data was missed. The usage of interviews increased the robustness of my data and ensured that nothing was missed. This type of non-probability sampling was based on criteria such as their expertise on the topic, the availability for an interview and their connection to the chosen example cities (Etikan et al., 2016). The mix of administration staff, urban planner and scientist working on this field of research lead to a comprehensive insight into the different approaches and perspectives on feminist urban planning. Sebastian Mönch is a program coordinator in Berlin working above district level while being in close contact with districts and familiar with the planning process until execution (S. Mönch, interview, May 11, 2023). Sofia Eriksson is an urban strategist working in the planning department of Stockholm. She is familiar with urban planning not only in terms of mobility but the overall process with a focus on social sustainability which provided deep insights into planning with potential for social sustainability (S. Eriksson, interview, June 7, 2023). Sophie Thiel is a researcher at the Institute of Landscape Planning at the University of Natural Resources and Life Sciences, where she researches on the interconnection between climate change and gender which provided a more critical approach on the topic and more theoretical background (S. Thiel, interview, May 30, 2023, see Data Appendix A.2).

The sub-questions reflect the ToC which is a theory as well as a tool applied for this research and the question will be answered in the following. As a grounded theory, it is substantive for the methodology of the paper. The theory derives from a real-world situation and can be tested in practical settings (Oktay, 2012). The grounded theory approach is a “qualitative research method that uses a systematic set of procedures to develop an inductively derived grounded theory about a phenomenon” (Corbin & Strauss, 1990, p. 24). The ToC of this paper is grounded in the data provided by the cities added on with theoretical insights.

### 4.3 Method of Data Analysis

To code the data inductively, more extensive reading of scientific papers and administrative policies was done than with deductive coding which added to the extensiveness and thoroughness of the research. Following this, the structuring of data into the given framework of the ToC was done after that and cross-referencing with the pre-existing data found on general activities and structures of mobility in feminist cities described by other scholars was conducted. The analysis of the SDGs and its indicators provided the base for the assumptions



being made regarding sustainability and the data was coded according to goals of sustainability and a sustainable city also based on the three pillars of sustainability. Because of that, the data on effects and changes was clustered into economic, social, and sustainable sustainability. Once the target group was identified, this led to the categorization of data according to the effects on administration staff and citizens/women\*.

The Theory of Change is the analytical framework that also served as the basis for the analysis in order to:

- a. Identifying policy implications on gender equality
- b. Analyzing planned outcomes
- c. Making causal claims about outcome and impact
- d. Assumptions
- e. Identifying effects on sustainability
  - a. Social
  - b. Economic
  - c. Environmental
- f. External influences
- g. Analyzing difference between planned outcomes and unintended effects
- h. Generalizing to the theory

It is to be expected that there is a spill-over effect between feminist urban planning and the sustainability of the city, while this paper aims to showcase how it can come to that.

Since no high-tech tools need to be used and the coding is inductive no further instruments were required. This increased the number of papers that needed to be read but feminist urban planning approaches as such often applied without being named as such as gender mainstreaming is an underlying mechanism applied. Therefore, inductive coding ensured that no factors, relations, and interconnections are being missed. Inductive coding is particularly useful here as the conclusion will be a theoretical hypothesis and patterns as such need to be identified within the literature (Chandra & Shang, 2019). Interpretation of the raw dataset is possible, while providing space for the complexity of the topic.

## 5. Analysis of the Potential Change through Gender Mainstreaming in Urban Mobility Planning

The analysis is a mixture of theoretical and empirical work, which creates a unique character. The different steps of the ToC are not always completely to distinguish as it is an ongoing process that is described. Three cities were used as examples on how feminist urban planning regarding mobility is already executed while the levels on which this is done differs from city to city. This is used to add onto the expectations formulated by the theoretical outlines of feminist urban planning and the concepts existing but not particularly being executed at the moment. Vienna is the most advanced when it comes to this approach and applied its strategies already while the other two cities have only applied the idea of gender

mainstreaming while not all projects are already in motion. It has to be said that many of the changes being examined are assumptions of the change to be expected which are formulated in the papers of the city administration. This paper's objective is not an analysis of the current situation but the potential of the application of the feminist planning approach through gender mainstreaming which could then support the future effectiveness of the feminist urban planning approach.

### 5.1 Activities and Strategies

Activities and strategies are processes within the planning process such as the development of handbooks and development plans to describe the ideas of what has to be done, what resources are available and what the planning process will look like. The allocation of money and resources to projects dealing with this topic fundamental for all future developments.

From EU to national level there are gender equality guidelines and policies on gender mainstreaming. Stockholm developed a city plan for the city development until 2040 which states as one goal a cohesive city. Their gender mainstreaming manual shows options for evaluation of projects and plans such as the city development plan (JämStöd, 2007). Women are explicitly mentioned when it comes to the factors of safety and travel patterns while other groups that share the needs are not mentioned. Other aspects of feminist urban planning activities in mobility can also be identified. A dense city, a focus on local centers but furthermore the need for an evaluation of public spaces in general regarding safety and accessibility (City of Stockholm, City Planning Administration, 2018). The idea of a city with shorter distances and more of a mixed-use has many implications on the mobility and are mentioned extensively (Sánchez De Madariaga & Roberts, 2016). The polycentric city, which would support that, is mentioned in the City Development Plan regarding mobility in Berlin. Different mobility needs of different populations groups and equal mobility chances alongside respectful and safe mobility and a modal split focus on pedestrians is included into the planning (Senatsverwaltung Umwelt, Verkehr und Klimaschutz, 2021).

### 5.2 Goods and Services

From the strategies developed direct outputs can be analyzed. Strategies and project planning lead to checklists and guidelines as well as handbooks and quality systems (Bauer, 2009). But also, more analyses are to be conducted to include the perspective of women\* more.

Identified were small-scale analyses of the social infrastructure to recognize important institutions such as kindergartens and formulated quality criteria from the user perspective for future planning procedures in urban development as they were done in Aspern Lake-City (Sánchez De Madariaga & Roberts, 2016). Other analyses taking place deal with the topic of who is using the busses together in regard to security (Senatsverwaltung Umwelt, Verkehr und Klimaschutz, 2021), development of user profiles and conduction of analyses of the social space combined with target group analyses (Irschik et al., 2013), small-scale analyses but even extensive utilization analyses. In Berlin if this is not possible a discernible

utilization structure description is the minimum requirement. And still chances for equal involvement are a main priority. Moreover, the importance of a status analysis is stressed (Senate Department for Urban Development, Office of the Women's Advisory Committee, 2011). Together with the implementation of gender mainstreaming into the local public transport planning 2005-2009 these were all actions at the very beginning creating a framework and guidelines as well as a checklist such as the checklist for a gender audit by the British Transport Ministry in 2000 which is now used by providers to carry out a gender audit (Senate Department for Urban Development, Office of the Women's Advisory Committee, 2011).

The focus on participation lead to increased dialogues and more competitions oriented on gender criteria (Irschik et al., 2013). In Stockholm there were many discussions, roundtables, interviews and surveys with the population and people affected which resulted into the development of a citizen's budget (City of Stockholm, City Planning Administration, 2018). The utilization narrated by gender is discussed as well as the role of gender mainstreaming in urban development processes (Eriksson, 2023). The gender criteria developed are the basis for competition participants and the jury and they are then judged for their social aspects and on gender criteria not the budget. Through evaluations the development and application of the handbook on gender mainstreaming as well as gender-aware surveys Berlin wants to ensure their content, process and equal opportunity goals are being met (Women's Advisory Committee of the Senate Department for Urban Development, 2011). The importance of participation also became clear in the example of the redesign of the Donaueschingenstraße which put the spotlight on women, children, young people and migrants and their participation leading to more ramps being built for an easier access which were tested beforehand by parents and their children to test their applicability (Sánchez De Madariaga & Roberts, 2016). In 2002 workshops and individual consultations were conducted in order to develop specific measures to increase equal opportunities in public space (Bauer, 2009). This led to the increase of technical standards with criteria such as the good orientation on walkway, the closeness to problem groups, the existence of social control through the sight and hearing distance of residential properties (Bauer, 2009). Especially effective proofed the 'functional sketch' which connects the essential destination for pedestrians and shows how the network should look like to pedestrians (Bauer, 2009).

The aspect of safety is implemented through the reshaping of areas to a more mixed-use of spaces while it also increases the closeness of everyday settings. Other safety-creating measures are lightning, loving ground floors, entrances facing streets, avoiding obscuring shrubbery and increasing visibility (City of Stockholm, City Planning Administration, 2018). Many streets are redesigned to focus on high-capacity modes of transport and the transform into urban corridors edged with mixed-use development (City of Stockholm, City Planning Administration, 2018). This shows again the interconnection between housing and mobility.

Another focal point is the ensuring of accessibility which was done through barrier-free designs. This can include the improvement of the pedestrian network as well as the widening of the sidewalk as seen in Mariahilf as well as Berlin (Sánchez De Madariaga & Roberts,

2016; Women's Advisory Committee of the Senate Department for Urban Development, 2011).

Other aspects can be seen within the project "Lebendige Zentren und Quartiere" where several areas and business streets are remodeled mainly with the goal to increase attractiveness and the polycentricity of the city (S. Mönch, interview, May 11, 2023). The development of local and polycentric centers and a mixed-use of the city being is also done in Vienna. This aligns with their strategies to apply a fair modal split of the streets to increase space for bikes and pedestrians. Furthermore, the network will be adapted to be more user friendly and to achieve that they are developing (Senatsverwaltung für Stadtentwicklung, Bauen und Wohnen Referat Städtebauförderung/Stadterneuerung, 2023). In Aspern Lake-City, another district of Vienna, gender specific trip-chains were identified and the structure of a city of short distances is developed (Sánchez De Madariaga & Roberts, 2016).

### 5.3 Reach and Reaction

When identifying the target groups, it becomes apparent that the conductors of the urban planning activities are part of the target groups as within the planning activities change should already happen. The reaction of the citizen as the main target group has to be derived from the goals the policies and strategies present.

Interviewee Sebastian Mönch works as a program control officer within the Senate Department for Urban Development, Building and Housing in Berlin he could offer insights into the project execution on the cross-district level. He identified the main actors which are included in projects regarding mobility to be the urban planning office, the district administration which will distribute the budget and the transport companies. Moreover, it is advised to include the population as much as possible and if those affect business streets the owners of the shops are included in their position as that as well (S. Mönch, interview, May 11, 2023). The report "Gender in Mainstreaming Urban Development" supports these statements as it names the same actors (Women's Advisory Committee of the Senate Department for Urban Development, 2011).

All these actors are involved in the planning and execution process and have a differing agency. For one this is bound the allocation of the budget and degree of citizen participation. As citizen consumer they have the possibility to not only be the target group but become the agent. What is their ability, and their responsibility is a question that can be discussed to a large extend but would exceed the degree of this analysis. Throughout the interview with Sophie Thiel the importance of citizen initiatives was discussed more extensively. The agency of citizens is defined by their ability to call for action bottom-up. This paper still focuses more on the top-down approach while it must be stated that through the focus of the city administration on citizen participation the ability for initiatives like the civil initiative "Geht doch Wien", which Thiel is part of, to use their voice and demonstrate the needs of the population is very high (S. Thiel, interview, May 30, 2023).

As the main documents to be analyzed within this paper are policy documents and reports by the city government it is a top-down approach that is examined. Therefore, the citizen are part of the process in their participation but not as the agent. The target group is therefore on the one hand the administration offices themselves as a handbook such as the one for Berlin is designed to give guidelines to the officers and planners within this and following processes. On the other hand, the main target is the population itself which is benefitting from gender mainstreaming in urban planning. Specifically with a focus on women\*, which is often synonymous with the elderly, children, people with disabilities as well as people affected by other forms of discrimination which results into a higher need for safety as the need of women\* within mobility reflect their needs to a high extend. Their knowledge about the concept of gender mainstreaming and feminist urban planning projects is to be achieved though it has to be said that city administrations are not focused very much on the evaluation of their activities afterwards and therefore the reaction of the citizens is mostly analyzed within the planning process and participation opportunities rather than after the complete completion of the activities.

The reach of those activities is supported through the anchorage in the EU which enables cities to advertise more for their gender mainstreaming projects. Additionally, the regional collaboration often included in mobility projects and a general partnership and collaboration on the development of cities also takes place at international and European level increases the reach of these activities (City of Stockholm, City Planning Administration, 2018).

### Assumptions

The assumption is always that people affected come forward within the participation process and their reaction is measured and considered. This all is still bound to statistical data as in cities where pedestrians are not accounted for within mobility evaluations their agency decreases tremendously. Moreover, one has to assume that the people participating in surveys and roundtable discussions are actually the ones affected and has to take into consideration the location dependency as the reach of the activities needs to be addressed under that viewpoint. They also have to feel comfortable to share their insights and doubts for which a safe environment needs to be created and a certain understanding of the processes. Moreover, the complexity of gender mainstreaming needs to be understood by the government officials but also the target group which can prove to be difficult (Senate Department for Urban Development, Office of the Women's Advisory Committee, 2011). This is significant for participation and even the acceptance of change of mobility modes favored in city planning as there can be negative expectations. The interest of the target groups is substantial for the projects to reach them. Also, the planning activities can only proof to be successful if the planners have the authority and the resources to conduct them.

### 5.4 Capacity Change

The projects executed enable a capacity change for women\*. They would have more opportunities to use the public transport and more time due to the support of their mobility

patterns and the decrease of stress (Senate Department for Urban Development, Office of the Women's Advisory Committee, 2011). In Vienna one can witness the changes in capacity as the allocation of space in the public area was changed in order to enable women\* to use them more (Irschik et al., 2013). Due to the better pedestrian network and accessibility women's\* capacity to use active mobility forms safely is increased. There is more representation, and the polycentric city structure provides more options for a mixed-use and the short distance to essential shops and institutions. Therefore, important supply shops are reached easier and there is an ability to access social infrastructure and equal opportunities (S. Mönch, interview, May 11, 2023).

Together with the equal opportunity of participation and systematic consideration of gender differences a capacity change for women\* is nurtured. The more compact city also supports a structure in which jobs and institutions relevant to the day-to-day life such as childcare institutions are closer (Women's Advisory Committee of the Senate Department for Urban Development, 2011). Employment closer to home combined with a better connectivity would be provided.

Because of the gender mainstreaming approach in urban mobility planning, administration officers' and city planners' capacity to include feminist ideas and educate themselves through handbooks and policy guidelines increases as well as through the bigger budget provided for those projects. Through developed gender criteria, projects and competitions are to be differently judged (Senate Department for Urban Development, Office of the Women's Advisory Committee, 2011).

### Assumptions

An overall assumption applicable to all the changes accounted for is that gender mainstreaming is creatively adapted and augmented in all planning processes by the various individuals involved in accordance with their specific experiences, competencies, and resources (Women's Advisory Committee of the Senate Department for Urban Development, 2011). The infrastructure investments are based on studies that acknowledge that women and men have different travel patterns (City of Stockholm, City Planning Administration, 2018).

## 5.5 Behavior Change

The proximity encourages an active lifestyle and people are expected to move more and the increased safety would result into women\* moving more at night as well. Due to increased attractiveness and security women\* will use the space more actively and can follow their mobility behavior more comfortably. The possibilities for the participation in social and cultural life are plenty and due to shorter distances women\* can attend to them despite care taking responsibilities or their shift work for example (Irschik et al., 2013). Furthermore, due to the overlap in needs with other people such as people with disabilities all of them are enabled to use the public transport and sidewalks more as well. The shorter distances will give them more time which could then lead to more engagement within society and their

family. In regard to the remodeling of business streets more people are going to be using active mobility forms (S. Mönch, interview, May 11, 2023).

The behavior changes of administration officers have to be accounted for as well as their increase in knowledge will lead to them nurturing more projects aligning with feminist ideals. (Irschik et al., 2013).

The behavior changes to be expected was cross-referenced with the “Stadtentwicklungsplan Klima 2.0” which accounts for changes in the attractiveness of public transport and active mobility, the reachability of everyday consumer articles and mixed-use of living areas due to shorter distances and connectivity (Senatsverwaltung für Stadtentwicklung, Bauen und Wohnen, 2022). This could also lead to the change of behavior of the citizen moving more within their quarter than outside while being supported in trip-chaining behavior.

### Assumptions

This all is based on the interest of the target groups the preceding analysis of their original behavior. Women\* and their position in society changes their behavior as well and because of this the behavior change happens under the assumption that this situation remains more or less the same. The citizen of the cities chosen as examples have a high standard of living (Quality of Living City Ranking | Mercer, 2019) and presumably can understand the implications of gender inequality as a certain degree of urgency for change within the population is the basis for these projects to succeed.

The accessibility as well as the attractiveness of active mobility methods need to increase together with the safety and subjective feeling of. The target groups need to accept the changes and use the provided goods security in order for the behavior to change.

## 5.6 Short-term Changes

The short-term changes to be expected can be categorized into the pillars of sustainability in order to analyze the potential of feminist urban mobility planning regarding sustainability. Concerning economic sustainability, the time needed to commute will decrease providing more time to work (paid as well as unpaid). All people will use public transport more and because of that buy fewer private cars. This also affects the ecological aspect as increased usage of public transport and active mobility is inherently more ecologically sustainable and extensively discussed in sustainable development plans (Sustainable Transport | Department of Economic and Social Affairs, n.d.; Senatsverwaltung Umwelt, Verkehr und Klimaschutz, 2021; Senatsverwaltung für Stadtentwicklung, Bauen und Wohnen, 2022) With the increased safety and better connectivity, it can also be assumed that there are less injuries which increases the ability to work and decreases the cost factor of the state for hospitals (Perez, 2020).



Most short-term changes can be seen in the field of social sustainability. The potential change can lead to the increase of participation of women\* in social life, which increases the social desegregation and an increased awareness around intersectionality also in the characterization of gender inequality (Özman et al., 2023). Another important social factor is the accessibility which also increases social sustainability as there is equal access for all.

When analyzing the administration itself it can be expected that there is not only increase awareness but also that more women\* go into planning and more projects are done regarding gender mainstreaming while this would ensure that the people that deal with this topic include the realities of women\* (Sánchez De Madariaga & Roberts, 2016).

### Assumptions

The assumptions are fairly similar to the assumptions of behavior change while these result from the behavior change the same baseline of conditions must be met. Furthermore, the willingness of the citizen as well as the acceptance of these changes must be given also through the attractiveness of the project outcomes. It has to be assumed that there are no further external influences that would change the structure of the city or focus of its administration. The success of feminist urban planning strategies depend on the extent intersectional aspects are included (Boys, 1990) and the usability as well as practicability of the projects for the target group.

### 5.7 Long-term Changes

Long-term changes are more extensive and were analyzed on a more structural level meaning the city as a whole and beyond (Mayne, 2015).

Economically speaking the support of trip-chaining and mobility pattern of women\* is substantial to the care work that is the fundament of our economy and with even more time available the GDP would increase (Perez, 2020). The investment options are moreover very different with its focus on sustainability resulting into even more options often supported by the government (City of Stockholm, City Planning Administration, 2018). These investments would also differ from their focus at the moment on individual transport more towards public and active mobility options which is a more sustainable change of economic investment. Which would then support the ecological pillar as it minders CO2-emissions.

Socially the mobility justice will increase and as seen in Vienna the livability increases a lot as Vienna was ranked best livable city (“The Global Liveability Index 2022”, 2022).

All this aligns with the demands from the SDGs towards more sustainable cities. Regarding transport the targets of affordable and sustainable transport systems can be met through feminist urban planning, as well as the improved safety, inclusiveness and environmental impact (*Sustainable Development Goals | United Nations Development Programme*, n.d.). When applying the indicators for the SDGs used within Germany the long-term changes



towards the fulfillment of the SDGs can be seen. The proportion of the population with easy access to public transport is expected to rise as well as the participation of the civil society towards city planning (*SDG 11 - Nachhaltige Städte Und Gemeinden - Deutschlands Indikatoren Der VN Sustainable Development Goals*, n.d.). Also, the population-weighted annual mean values of fine dust concentrations in cities are expected to decrease as described before.

The description of sustainable mobility as seen by Rammler (2014) can be reached through feminist urban planning as long-term changes would include the change towards a fair allocation of space combined with secure mobility that is inclusive and resilient (Rammler, 2014). The projects are working within the patriarchal structures but could provide advances for the whole of the population due to which it provides the capacity for everyone to live a more sustainable lifestyle and a change of patriarchal perspective (Özman et al. 2023).

Analyzing the long-term changes in the administration this would include the prognosis of an upscaling of local initiatives by the EU as they also support the gender mainstreaming approach (“The EU Should Learn From Cities to Advance Gender Equality | Cities Alliance,” 2022). Within the cities and beyond the gendered lens would be applied across all policy sectors if it proved successful (“The EU Should Learn From Cities to Advance Gender Equality | Cities Alliance,” 2022).

### Assumptions

This assumes that the projects are successful, and the agenda of the EU does not change as well as the city’s needs. The SDGs are the measurement of the potential regarding the sustainability their correctness and relevance is therefore substantial to the analysis of the long-term changes. The increased investments and interest of government and private actors is prognosed from current developments and need to apply for the projects to succeed and expand in reach.

## 5.8 External Influences

The interviews provided many inputs for the analysis of the external influences relating to the events unrelated to the intervention that influence the outcomes and impacts. Sebastian Mönch referred to the other city development plans such as the StEp Klima and StEp Wohnen (S. Mönch, interview, May 11, 2023). As mobility can rarely be analyzed without the context of living situations. The city development as a whole has an influence on the sustainability of the city but also on the extent to which the feminist urban planning strategies are successful. One has to consider the context of the political and economic situation of the respective city and country. Sofia Eriksson referred to the ruling political party and their power over the agenda and allocation of funds. They interpret long-term goals differently and their focus changes the administration of the city and resources allocated to feminist mobility projects (S. Eriksson, interview, June 7, 2023). Sophie Thiel mentioned the role of the economic system being capitalism because that can influence the impacts on the

sustainability. She questioned if sustainability is possible within the current economic system (S. Thiel, interview, May 30, 2023).

“I think if we talk about transformation and social transformation, a system change is included in this word because we cannot have a transformation in a capitalist system. This will not work. This is not a transformation. This is just changing some small things still in the capitalist system. So, it will not really have this huge effect on the livelihoods.” (S. Thiel, interview, May 30, 2023, p. 10).

Mobility is influenced by economic motivation directly. From the statement of Sophie Thiel one can gather that the extend of sustainability that can be reached is greatly influenced by the economic goals of society. Generally, the influence of the world situation and the urgency of events influence the governmental decisions even on the district level. Significant world events can change the perception of urgency on climate change and gender equality. That could intervene or support the impacts of feminist urban planning (S. Thiel, interview, May 30, 2023). She furthermore made clear that the governmental structures itself cannot provide for everything and projects from initiatives and the people themselves can highly support the sustainability of mobility within the city (S. Thiel, interview, May 30, 2023). The police play an important role when talking about safety as they have programs of education and execution dealing with the prevention of harm, especially to women\* in the public space (S. Mönch, interview, May 11, 2023).

## 5.9 Unintended Effects

The unintended effects can be theorized but many are to be discussed when more projects are completed. Nevertheless, one can make assumptions based on past similar events and an understanding of society.

Sophie Thiel stated that:

„When we talk about sustainability and we talk about gender and feminist planning, we see that we also question the economic system that we are living in. And we see that if we plan for people who have care responsibilities and if we want and we plan to make their lives easier, of course this has a huge effect also on the whole society and [...] what it means to live together and what it means to maybe have more free time.“ (S. Thiel, interview, May 30, 2023)

This showcases that feminist urban planning can have effects way past the improvement of mobility but could lead to a criticism and questioning of current systems.

“[T]he foundation of understanding it is understanding that it is never gender neutral, that you can't just say, okay, we [are] planning this way and it will be good for everyone.” (S. Eriksson, interview, June 7, 2023, p. 10). Which supports the claim that an intersectional

feminist approach is necessary for planning but even with gender mainstreaming approaches like this current gender roles can get reinforced instead of achieving gender equality.

It is also apparent that the increased focus on gender equality and sustainability is a fertile ground for heated discussions. Both topics tend to be interpreted as political and associated with certain ideologies therefore it could lead to a more split society. Another unexpected effect already to be seen is the development of conspiracy theories regarding the 15-minute city. There were demonstrations in Oxford and a heated discussion in the parliament of the UK as the 15-minute city was seen as a restriction of movement and the understanding of the conspiracy theorists is that one is not allowed to leave the radius (Wainwright, 2023). It is discussed the 15-minute city could limit movement outside the quarter therefore decrease social sustainability as there is less interaction between socio-economic groups even though the short trips would be more climate friendly (S. Eriksson, interview, June 7, 2023).

### 5.10 Timeline

The timeline used to give an estimation of when change is expected to happen is rather vague and the process more nonlinear. Still, it provides a good impression about what to expect. As a project coordinator Sebastian Mönch could draw from past experiences that the project timeframe is set in the beginning simultaneously to the decision on the area and funding. In Berlin urban planning measures are funded for a maximum of fifteen years while the planning in the beginning could be another four years (S. Mönch, interview, May 11, 2023). He was in contact with projects that were only to be conducted 10 years after the original planning (S. Mönch, interview, May 11, 2023). The pilot project of Mariahilf supports these estimations as it took ten years of activities in gender and pedestrian movement before the changes were implemented and after twenty years a change in the general attitude was to be noted (Sánchez De Madariaga & Roberts, 2016).

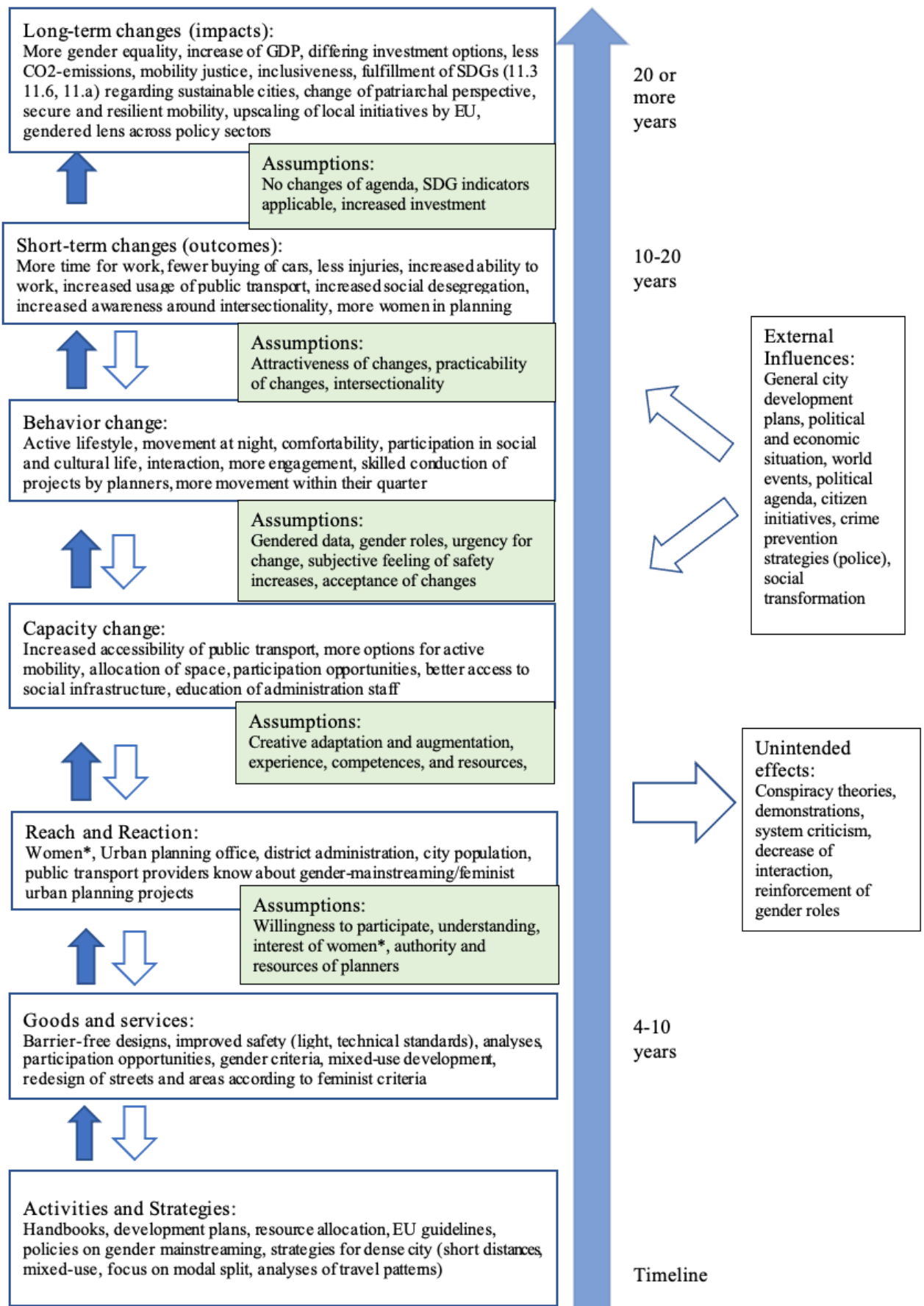


Figure 2: Theory of Change model applied to feminist urban planning of mobility

## 6. Conclusion

This paper aimed to analyze the potential of feminist urban planning of mobility regarding the sustainability of the city while using the exemplary cities Vienna, Berlin and Stockholm to develop a ToC to portray the underlying assumptions and the different steps within the process in order for the feminist urban planning activities to result into more sustainability. The ToC provided the framework and the answers to the sub-questions.

Feminist urban planning activities can be summarized in the pre-liminary approach of social analysis, planning of projects including the allocation of resources and the development of guidelines and handbooks especially regarding gender mainstreaming. This results into concrete design choices supporting the needs of women\* and more in-depth analysis of the city and citizen's needs while increasing participation and knowledge of the administration staff. This reaches women\* primarily but is location dependent and based on the authority of the administration and planners as well as their willingness and understanding of gender mainstreaming. The increased capacity to use public transport according to their needs and mobility structures as well as the security and opportunities to participate results into an anticipated behavior change meaning that women\* use public transport more and can participate more in the social life as they have more time and less stress. There is more movement within the quarters. The short-term changes one can define would be the decrease of purchasing of cars, less injuries resulting into an increase ability to work and more awareness of issues such as gender-equality and intersectionality. In the long-term perspective it is expected that there is increased gender equality and mobility justice. The SDGs concerned with sustainable cities are supported by feminist urban planning projects and CO<sub>2</sub>-emissions would be less. This can result into the upscaling of local initiatives and the application of gender mainstreaming to more policy sectors. This all leads to the answer to the research question:

*“How do the effects of feminist urban mobility planning lead to a more sustainable city?”*

Due to the extensive analysis of the process of change initiated through gender mainstreaming policies it can be said that the focus on women's\* needs does increase the sustainability of the city by enabling more people to use public transport and active mobility options while in the long-run it has the potential to steer the development of the cities in an even larger extend. This results into more economically sustainable investment and choices of buying behavior of the citizen which is also more ecological. Using the SDGs and the general understanding of sustainability based on the three pillars as a reference how sustainability is achieved it is apparent that different aspects are covered by doing feminist urban mobility planning projects. The inclusiveness and increase participation abilities are a major push-factor for a more sustainable city. The change of the perspective on the current focal points of development and system provides the opportunity for a more sustainable governance. Social sustainability is mainly achieved through the increased interaction and

more attractiveness to participate in social life. With some saying, that the spill-over effect is the 4<sup>th</sup> pillar of sustainable development the choice of the analysis of mobility proved to prove this right as many of the aspects resulted or are intertwined directly with plans of the government to have a more sustainable mobility.

Interesting is also the comparison that many times sustainable governance declared as such is rather restrictive and works with many bans while feminist urban planning approaches rather increase the capacities. Therefore, behavior change results from it automatically under the assumption that there is a certain awareness and knowledge as modal split discussion and similar things are often heated discussions and can still cause resentment.

Many discussion points come into place as mentioned under external influences and unintended effects as well as the remarks from Sophie Thiel. The paper analyses sustainability on the definitions that are set within our current economic system and the outline of government institutions that are built within a patriarchal structure. It is also a point for discussion if gender mainstreaming is a strong enough approach or rather only strengthens gender roles. To question this and question whether sustainability and gender equality can be found without major system change is left open by this paper and can be discussed further. As mentioned under the aspect of unintended effects concepts like the 15-minute city of city of short distances enhance mobility within the quarter but if it benefits social sustainability is to be discussed as there would be less exchange between quarters implying less exchange between different socio-economic groups. Generally, the definition of sustainability and the usage of the SDGs as a point of reference limit the perspective on the topic while it provided a basis for stronger focus on the how not the if and therefore proved useful to answer the research question.

The general limitation due to statistical data only being provided within the binary system of gender, only distinguishing between men and women and does not further the degree of the consideration of intersectionality of this paper is inherently limited. As previously addressed, this paper does not go into the details regarding the agency of other actors and the opportunities of bottom-up approaches this as well as the interconnection to gender budgeting and generally the consideration of the strong intertwining of mobility into other aspects of city development became apparent during the analysis and provides a basis for possible future research. The ToC was developed using the grounded theory approach, which as there is little empirical data and certain overlaps between the changes happening within the framework of the ToC is more difficult to develop. In terms of the answering of the research question, this proved sufficient and was to be expected as planning processes are not always linear as they are affected by external influences. This paper was limited to a more theoretical, technocratic approach also since there is a lack of data when it comes to evaluating these projects and not many are done yet.

The analysis of this paper provides a framework to encourage evaluation and fills the gap of an outline of the process. It can then be applied once more empirical data is available and shows the potential to support more projects with this approach as it proved to be effective in

theory. It is a starting point for future discussions. It provides insights for planners that want to support feminist perspectives on planning while following the urgency of more sustainability. There are many more ideas and concepts developed that could benefit from this analysis as they can see which assumptions have been made and which requirements have to be met in order for their theory to be effective and sustainable.

Feminist urban planning, even when limited to the aspect of mobility, questions for whom the public space functions and why, while providing solutions and support. As shown by this analysis supporting women\* would result into increased capacities for all which are then also able to take on more care work and distribute the responsibilities, the basis for our society as it is.



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## 8. Appendix

Data Appendix A.1: Interviewtranscript of interview with Sebastian Mönch

Data Appendix A.2: Interviewtranscript of interview with Sophie Thiel

Data Appendix A.3: Interviewtranscript of interview with Sofia Eriksson

University of Twente  
M11/ M 12: Thesis Semester  
Project: Bachelor Proposal  
Supervisor: Prof. Dr. Thomas Dietz  
Second Supervisor: Dr. Shawn Donnelly

Rebecca Müller (2801906)  
r.muller-2@student.utwente.nl

# Data Appendix A

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## 1. Interviewtranscript of interview with Sebastian Mönch

Before the interview recording started it was again asked if it is okay to record Mr. Mönch, which he also signed afterwards within the informed consent information sheet.

Speaker 1 is the researcher Rebecca Müller. Speaker 2 is Mr. Mönch who is project coordination for „Lebendige Zentren und Viertel“ for the administration office in Berlin.

00:00:00

Speaker 2: Sie hatten mich gefragt, ob ich das auch in Englisch machen kann, also wenn sie es auch deutsch machen können, wäre mir das lieber? Ich glaube, ich bin da sicherer, wenn ich das deutsch mache.

00:00:08-8

Speaker 1: Das ist vollkommen in Ordnung. Genau ich hatte ja, ich wollte nur, dass sie sich nicht wundern über das Papier, was ich auch angehängt habe. Dadurch, dass ich meine Arbeit im Endeffekt halt auf englisch schreibe, war das eben auch auf englisch und wurde dafür vorbereitet. Aber das macht gar nichts, wenn wir das auf deutsch machen.

00:00:23-3

Speaker 2: Wunderbar! Das Papier hab ich hier liegen, das Kreuz sich alles richtig an und scanne ihnen das im Nachgang und schicke ihnen das per Mail, dann haben sie das für die.

00:00:31-0

Speaker 1: Super, das ist ganz toll! Genau das ist für die Uni wichtig.

00:00:35-1

Speaker 2: Ja, das mache ich kein Problem.

00:00:37-1

Speaker 1: Ja, vielleicht kann ich einmal vorstellen, was ich hier überhaupt mache und wer ich bin, damit sie wissen, genau damit sie es hier zu tun haben, genau wie ich geschrieben habe. Ich studiere sowohl in Münster als auch in der Niederlande und schreibe jetzt gerade meine Bachelor. Aber ich studiere eigentlich einen Studiengang, der heißt public Governance Across Borders, das heißt, der beschäftigt sich nicht nur mit Politik, sondern auch vor allen Dingen mit Administration, und im Rahmen dessen schreibe ich eben auch diese Bachelor arbeit, die aber natürlich mehr so human, geografische, stadtplanerische Aspekte hat, dadurch, dass ich mich darauf fokussiere, und ich habe im Endeffekt vor, eine theory of change zu entwickeln, das heißt, den Wandel, der durch solche Planungsaspekte passieren kann, zu analysieren und eben dieses Potenzial von solchen Ideen, die ja in den letzten Jahren immer mehr aufgekommen sind, aber wenig Projekte speziell dazu passieren, so ein bisschen

dieses Potenzial zu beleuchten. Dadurch habe ich mir wien zum anderen auch rausgenommen, die da sehr spezifische Projekte zu haben, aber auch Berlin und Stockholm, ähm, um das so ein bisschen einzugrenzen, in welchem Rahmen ich das machen möchte, und deswegen spreche ich heute auch mit ihnen, genau so diesen Übergang zwischen den stadtplanerischen Aspekt Mobilität und Nachhaltigkeit im Endeffekt aufzubereiten und von ihrer Expertise ein bisschen mehr mitzubekommen.

00:01:55-5

Speaker 2: Und darf ich rückfragen, was sie konkret an Berlin sich sozusagen rausgesucht haben? Also was war der Ansatz deswegen Berlin so interessant für sie ist an der Stelle?

00:02:05-8

Speaker 1: Genau ich glaube, mein Ursprung. Ich habe sehr viel Recherche betrieben, wie man so macht, in der Bachelor weit. Und genau. Der Ursprung für Berlin war tatsächlich, dass ich aus 2011 Papier gefunden habe über Gender-Mainstreaming in Urban planning, was veröffentlicht wurde. Das war ja genau das aufgreift, über was ich hier forsche, und hab dann weiter recherchiert, was es so für Projekte gibt, und hab eben einige Aspekte gefunden im Rahmen von Mobilität, aber auch anderen Bereichen, die eigentlich für Gedanken gut mitdenken, aber wenig benennen. Also, man kann häufig in diesen ganzen Papieren nur nach dem Begriff Frauen suchen, und es kommt nichts, wenn man aber andere Begrifflichkeiten, die eben in diesen Ideen sehr bekannt sind, wie so die Stadt der kurzen Wege, was ich auch in meiner e Mail genannt hatte, das wird wieder genannt, und was auch sehr viel mit Nachhaltigkeit und diese Ideen zu tun hat, und deswegen bin ich so auf Berlin gekommen.

00:02:55-3

Speaker 2: Okay, gut, vielleicht versuche ich noch mal kurz zu erläutern und und einzuordnen, was ich mache, weswegen ich ihnen ja schon geschrieben habe, dass ich gar nicht so sicher bin, ob ich wirklich der richtige Ansprechpartner für sie bin.

00:03:08-0

Speaker 1: Genau das wäre super, aber ja.

00:03:09-6

Speaker 2: Ähm, also, wir steuern hier auf Landesebene insgesamt die Städtebauförderung sozusagen in den Grundsatzthemen gegenüber dem Bund. Die Städtebauförderung ist eine mittlerweile über 50 Jahre alte Gemeinschaftsinitiative zwischen Bund, Länder und Kommunen. Das heißt eigentlich klassisch, in so einer Drittel Finanzierung immer zu einem Drittel ihr Projektpartner in Berlin ein bisschen anders, weil die Bezirke keine formal selbstständigen Kommunen sind. Das heißt, die Berliner Bezirke sind ja in der Rolle, dass sie zwar eigene Haushaltspläne haben, aber nicht so üppig finanziell ausgestattet sind wie eigenständige Kommunen, sodass das über den Landeshaushalt mit abgedeckt wird. Und wir sind sozusagen auf der Landesebene quasi das, was so eine klassische ministerielle Landesverwaltung macht. Wir machen ein bisschen mehr, weil wir auch einzeln, sozusagen

mit Kolleginnen und Kollegen in den Fördergebieten damit unterwegs sind und sozusagen da auch mit Steuern. Ich persönlich mache tatsächlich diese Grundsatz-Aufgaben in meiner Gruppe, das heißt, ich habe hier eine Gruppe von mittlerweile 13 Personen, die mit mir zusammenarbeiten, und wir steuern unter anderem eins dieser drei Programme in der Städtebauförderung. Das sind die lebendigen Zentren und Quartiere so, und da haben wir natürlich auch mit Mobilitätsthemen zu tun. Also, ein wesentlicher Ansatz in dem Programm ist es, dass wir Fördergebiete haben, die ja meistens, sag ich mal, Zentren mit Funktionsdefiziten sind. Also, es gibt irgendwelche Sachverhalte, die eben dafür sprechen, dass diese Gebiete dann in die Förderung aufgenommen werden, gibt es unterschiedliche Mechanismen, und dann ist eben zum Beispiel ein Teil auch die Fragestellung, sich mit Mobilitätsaspekten in diesen Gebieten auseinanderzusetzen, und dann nehme ich genau zu hinterfragen, wie ist der Status quo, wie kann es besser werden, wie kann man das machen? Unsere Klassiker ist eigentlich der Umbau von Geschäftsstraßen, also ich sag mal, gewachsene berliner Einzelhandel, Straßen, wo ja, ich sage mal, nicht nur aufgrund von Onlineshopping und ähnlichen Wandel in der Geschäftsstruktur stattgefunden hat, sondern auch auf ganz anderen verschiedenen Gründen. Also sagen diese, diese Shoppingcenter, die in den 90er-Jahren hier in Berlin ja auch aus dem Boden geschossen sind, und ähnliches und eben der damit verbundene Druck auf die Geschäftsstraßen und die Veränderung. Und wir haben mehrere Straßen, die potenziell sozusagen bei uns im Programm sind und aus unseren Fördergeldern mit umgebaut werden. Ich hatte ihnen ja geschrieben, zwei sozusagen, wo es wirklich virulent ist, nämlich die Kamastraße, die sehr weit ist im Anbau, wo also schon eine ganze Menge passiert ist, wo es also auch um Belebung des öffentlichen Raums geht, aber eben auch um andere Mobilitätsformen, um, sag ich mal, Attraktivitätssteigerung des öffentlichen Raumes, also im Prinzip auch Zurückdrängung des motorisierten Individualverkehrs, ähm, und andere Fragestellung. Und das zweite wäre die Braunstraße, Lichtenrade. Das ist eher ein kleineres Zentrum, wo die Planung jetzt sehr, sehr weit ist und wo es jetzt endlich losgeht, gerade wo man also noch nicht so viel sieht, aber hoffentlich in zwei, drei Jahren dann viel passiert ist, weil zum Beispiel das Gebiet auch aus der Förderung dann entlassen werden soll. So, und wir machen, wie gesagt, diese Grundsatz Steuerung, die tatsächlichen Planungen vor Ort, das machen die Bezirke. Da haben wir insofern nur damit zu tun, dass aus meiner Nachbargruppe da Kolleginnen und Kollegen in der Gebiet Steuerung mit unterwegs sind und die dann natürlich auch an diesen Planungen da irgendwie mitwirken. Aber die Grundsatzfrage, Stellung der Planung machen die einzelnen Bezirke in ihrer eigenen Zuständigkeit, mitunter auch die Hauptverwaltung kommt ja noch mal ein bisschen auf die Kategorie der Straße an. Aber das ist so das Grundkonstrukt, um die wir uns bewegen, und deshalb war so meine Fragestellung. Ich weiß gar nicht, ob ich ihnen so richtig helfen kann, aber sie sagten ja, sie sind auch an übergeordneten Fragen interessiert, insofern.

00:06:52-5

Speaker 1: Genau bei mir geht es nämlich. Dann wäre jetzt meine Frage, wenn es um die Steuerung geht, dann verteilen sie ja quasi auch diese Projekte, inwiefern dort auch? Also mir geht es ja hauptsächlich um diese feministischen Aspekte, inwiefern die überhaupt thematisiert werden und ob das ein Kriterium ist, was sie auch mit mitdenken im Endeffekt.



00:07:12-1

Speaker 2: Also die Auswahl der Ähm, der Maßnahmen, die in den jeweiligen Fördergebieten sozusagen zur Förderung ausgewählt werden, die ist nicht willkürlich, sondern sozusagen Teil der des Ansatzes der Städtebauförderung ist es, dass für jedes dieser Fördergebiete ein sogenanntes integriertes Stadtentwicklungskonzept gemacht wird. Das heißt, es gibt für jedes Gebiet zu Beginn der Förderung und häufig auch noch mal fortgeschrieben, ein integriertes Konzept, was, sag ich mal, auf vielfältiger Ebene integrierte Stadtentwicklung in diesen einzelnen Räumen betrachtet und eben verschiedene Ansätze untereinander verein. Ob das Thema sozusagen der Mobilität da tatsächlich unter feministischen Gesichtspunkten auch mit adressiert wird, das kann ich jetzt im Detail gar nicht so sagen. Aber wir wählen im Rahmen der Programmsteuerung natürlich die Projekte aus, die am Ende sozusagen den, den den größten Zielerfolg sozusagen für die Umsetzung dieses integrierten Stadtentwicklungskonzeptes bringen. Und wenn natürlich ein Kernmerkmal, sag ich mal, die schlechte Funktionalität einer Geschäftsstraße in einem Gebiet war, weil, weiß ich nicht weiter, Straßenraum für Pkw, viel abgestellte Pkws, Konflikte mit Fuß und Radverkehr und ähnlichem, dann ist das natürlich ein Kriterium, wo wir sagen wollen, das ist irgendwie eine der Schlüsselmaßnahmen, und die versuchen wir dann auch zu fördern, und die Entscheidung, was bei uns sozusagen zur Förderung eingereicht wird, nach einer Prioritätensetzung, obliegt auch den Bezirken. Das heißt also, wir kriegen die Vorschläge von den Bezirken, und die Bezirke nennen uns dann jährlich. Wir reichen ja sozusagen nicht die die Gelder für neue Programm Jahre aus. Die Bezirke reichen uns quasi eine Prioritätenliste ein, und wir gucken uns das dann an, müssen dann ja über die Gesamt -Stadt gucken, was können wir finanziell auch stemmen, was ist möglich, was müssen wir nach hinten verschieben, was sehen wir vielleicht auch kritisch, das gibt's auch manchmal, und dann gucken wir sozusagen, was wir wie zu sagen. Aber da gibt es jetzt kein Kriterium, wo wir das tatsächlich sozusagen explizit betrachten.

00:09:18-2

Speaker 1: Ja, genau, worauf sie gerade angesprochen haben, wäre nämlich auch, was mich interessieren wird. Können sie vielleicht nochmal intensiver beschreiben, welche Akteure so in solchen Projekten wie jetzt in dem lebenden Zentrum, was sie aktiv betreuen, eingebunden sind? Also im Planungsprozess? Ist das hauptsächlich die Verwaltung, oder werden da andere Leute? Ist das individuell und eben auch, wer in der Umsetzung des Projekts so beteiligt ist?

00:09:39-4

Speaker 2: Ist auch unterschiedlich. Also grundsätzlich ist unsere Struktur so, dass wir, wenn wir erst mal ein Fördergebiet haben, dann gibt es in der Regel eine Gebiets Beauftragte, also spricht meistens ein Stadtplanungsbüro, was sozusagen durch die Bezirke, und sich erst mal grundsätzlich um die Entwicklung des Gebietes im Auftrag des jeweiligen Bezirkes kümmern. Das heißt, die sind erst mal der Ansprechpartner, die übernehmen auf diese Erstellung und die Betreuung dieses integrierten Stadtentwicklungskonzeptes, die führen auch Beteiligungsformate durch, durchaus zu einzelnen Projekten. Ähm, das kann auch mal eine Straßengestaltung sein, das kann aber auch eine Spielplatz, Erneuerung sein. Das kann

also ganz, ganz verschiedene Maßnahmen, die irgendwie da denkbar sind. Ähm, und der Hauptakteur für uns ist der Bezirk, weil der ist der Akteur, der das Geld bekommt und sozusagen das Geld dann auch baulich umsetzen muss. So, und bei den Straßenbau Vorhaben ist es dann unterschiedlich, weil es durchaus je nach Kategorie und Zuständigkeit eben auch die Zuständigkeit der Hauptverwaltung, also der Senatsverwaltung für Weiß gar nicht, wie die jetzt heißen. Wir haben uns ja gerade wieder neu gebildet, Umwelt, Verkehr, wir haben irgendwie andere Namen bekommen, also früher mal den fällt. Dann gibt es Geschäftsstraßen, wo wir, ähm, sag ich mal, weitere Verkehrsträger haben, die dann eben auch eine große Rolle spielen. Also Stichwort Straßenbahn. Wir haben mindestens die Dörpfeld Straße, fällt mir jetzt ein, in der, das war auch die Straße, ab wo eben Tramplanung oder Umplanungen der Straßenbahn ne große Rolle spielen. Also ist natürlich auch immer ein wichtiger Akteur, der dann auch konfliktreich in der Fragestellung, wie wird so im Querschnitt gestaltet? Und also, um das Beispiel der Dörfer Straße zu nehmen, da hat es umfangreiche Beteiligungsformate mit der Bevölkerung gegeben, auch nochmal nach durchaus sehr kontroversen Diskussionen, noch mal Änderungen, auch unter Presse, Echo zur Fragestellung, wie so eigentlich der zukünftige Querschnitt der Straße aussehen. Also, unser Ansatz im Programm war immer, wir wollen einen möglichst breiten Weg haben, um möglichst eine attraktive, ja letztendlich eine attraktivere Nutzung der Geschäftsstraße vor alle Dinge für den Fußverkehr zu erreichen. Es gibt da bis dato keinen geschützten Radverkehrs Streifen. Das war aber ein Wunsch des Bezirkes, das zu realisieren. Und da aber nach wie vor die Tram da durchfährt und die von einer eingleisigen Struktur auf eine zweigleisige Struktur ausgebaut werden soll, gibt es da jetzt durchaus große Konflikte, wie das dann am Ende sozusagen aussehen kann. Und, ähm ja, also viele verschiedene Akteure. Da gibt es auch lokale Initiativen, die sich sozusagen natürlich einbringen mit Ideen und Wünschen. Wir haben in den klassischen Geschäftsstraßen meistens durch die Bezirke auch noch zusätzlich beauftragt, ein Instrumentarium des Geschäftsstraßenmanagement, die sich natürlich vor allem um die Belange der gewerbetreibenden kümmern, aber eben ja auch andere Dinge sozusagen mit Steuern und mit aufnehmen. Also, da gibt's ganz, ganz vielfältige Ansätze.

00:12:58-5

Speaker 1: Ja, das genau erklärt auch schon einiges, weil meine nächste Frage wäre in dem Sinne eben auch gewissen, welche Reaktionen sie verzeichnen und welche Menschen solche Planungen eben erreicht. Aber ich glaube, das haben sie gerade schon gut angesprochen. Genau eben auch so dieses Echo der Presse ist ein Thema gewesen, worauf ich eingegangen wäre. Genau, was haben sie denn? Sie sagen ja jetzt vor allen Dingen die Attraktivität. Es steht ihnen im Fokus. Jetzt forsche ich ja besonders hinsichtlich von Nachhaltigkeit. Da ist ja Verkehr und Rad und auch der öffentliche Verkehr ja alles auf jeden Fall sehr relevant. Ist das der Hintergrund dahinter, oder wie sehen sie so auch kurzfristige Veränderungen hinsichtlich Nachhaltigkeit? Sie haben jetzt gesagt: Okay, so zwei Jahre ist so ein Programm, was sie jetzt für die nächste Straße ansetzen, wie ist so der Zeitraum für den Rahmen, und wann denken sie, sehen sie so Veränderungen hinsichtlich dessen?

00:13:54-4

Speaker 2: Ähm, also, die, die, die zwei Jahre, muss ich jetzt ein bisschen relativieren. Also, der grundsätzliche Ansatz bei uns ist für die Fördergebiete, dass wir eigentlich mit Gebietsfestlegung auch eine Aussage zur Laufzeit des Fördergebietes sozusagen anhand der notwendigen Maßnahmen treffen, und mittlerweile gibt es für uns von Bundeseite eine klare Vorgabe. Da steht überhaupt jegliche Gesamtmaßnahme. Das ist ein Fördergebiet. Ähm, eine maximale Dauer von 15 Programmjahren hat Programmjahr, hat immer fünf Kassenjahre, man kommt also am Ende sozusagen dann auf 19 Jahre in Summe. Das wäre sozusagen das absolute Maximum, indem wir sozusagen mit Finanzierung jetzt für ein neues Fördergebiet machen können. Das liegt auf dem ersten Blick, sehe ich auch an ihrer Reaktion, eigentlich total viel. Aber wer irgendwie mal häufiger in so Planungsprozessen involviert war, und ich hoffe, dass es kein Spezifikum des Landes Berlins ist, der weiß, dass dann mal ganz schnell zwei, drei Jahre für intensive Abstimmungsrunden zu solchen Fragen dann durchaus ins Land gehen können. Und Ähm, also, ich habe ja in der Bahnhofstraße geschildert, die sind, glaube ich, mal mit zehn Jahren aufgezeigt gestartet, weil man dachte, man ist sehr schnell, und es ist alles klar, und die fangen jetzt an, sozusagen, glaube ich, im zehnten Jahr die Straße umzubauen. Also, da hat's auch alles länger gedauert. Und Ähm, insofern ist es, ist die Einordnung mit den zwei Jahren, da ich an der Stelle so Stichwort Nachhaltigkeit, ja, also muss man vielleicht auch noch mal zwei Dimensionen sagen. Im Land Berlin hat es Ähm in den letzten Jahren durchaus geänderte Vorgaben gegeben, was die die Gestaltung des Straßenraums und die Anforderungen sozusagen an den Straßenraum betraf. Ich weiß gar nicht, früher galten wahrscheinlich so klassische technische Regelwerke, wie auch immer das auszusehen hat, und irgendwann gab es im Land Berlin ein Mobilitätsgesetz, was durchaus vorgeschrieben hat, welche welche quantitativen Anforderungen eben für bestimmte Verkehrsteilnehmende auch noch zusätzlich sozusagen zu schaffen sind. Und das ist eben ein deutliches Plus für den Radverkehr, aber auch für den Fußverkehr, und ich sag mal, ein deutliches Minus für den motorisierten Individualverkehr. Das begrüßen wir außerordentlich. Ich finde das sehr gut für die, also gerade auch für die Geschäftsstraßen, ist aber auch nicht immer konfliktfrei, weil schnell mit dem Rad durch eine Geschäftsstraße zu fahren, ist nicht dasselbe, wie, sag ich mal, Frequenz über ne Fußgängernutzung für eine Geschäftsstraße, völlig losgelöst vom Autoverkehr. Aber insofern ist es für uns sehr wichtig, und natürlich ist es nachhaltiger Ansatz zu sagen, das spielt eine große Rolle, sozusagen nicht mehr nur auf zu denken, man fährt mit dem Auto irgendwo hin und versucht da einzukaufen, sondern es gibt eben auch Erreichbarkeiten, die darüber hinausgehen gestellt, dass es ja eigentlich eine sehr mono funktionale Nutzung des öffentlichen Raums an der Stelle ist, also eigentlich nur sich bewegender Verkehr und wenig Aufenthaltsqualität im öffentlichen Raum. Auch das versuchen wir bei der Umgestaltung der Geschäftsstraßen mit im Blick zu haben, würde ich jetzt auch als Beispiel die Marktstraße heranzuführen. Da gibt es einen, einen Platz, der Alfred Scholz Platz, können sie mal googeln, wenn sie wollen. Der ist Ähm eigentlich ein sehr unscheinbarer Sandplatz gewesen in der bisherigen Straßengestaltung, und dieser Bauabschnitt ist jetzt schon fertig gestellt, und wir haben mittlerweile eigentlich in relativ belebten Stadtplatz geschaffen, wo es Aufenthaltsqualität gibt, wo also zusätzlich eine gastronomische Einrichtung geschaffen wurde, wo auch so ein Bischen und wo man also einfach deutlich merkt, dass das an Attraktivität gewinnt. Dieser Ort, und das ist eigentlich, das sage ich mal, das zweite Thema, was wir haben, und das dritte, was wir sicher mit denken

müssen, ist die Fragestellung, wie gestalten wir eigentlich öffentliche Räume angesichts des Klimawandels und der damit verbundenen Herausforderungen? Also, wir sind ja gerade in diesen Straßen irgendwie im hochverdichteten Bereich unterwegs. Da ist Hitze ein großes Thema, aber auch mangelnde Verschattung. Ähm, und dann geht es natürlich auch darum, wie kann man möglichst viel Grün integrieren, wie kann man das Grün sozusagen entsprechend der Anforderungen an den Klimawandel auch so angepasst realisieren, dass es auch hält, dass es auch bleibt? Wir haben ja sehr wenig Platz für Wurzeln von Bäumen. Insofern gibt es da auch ja durchaus Fragestellung. Was ist eigentlich ein geeigneter Stadtbaum noch? Da haben wir uns gerade verschiedene Bezirke, auch so ein paar Beispiele zu erzählen. Bestellung, wie kann man zum Beispiel lokal jemanden gewinnen, sozusagen auch an der Gestaltung solcher Baumscheiben mitzuwirken? Also auch diese Ansätze gibt es in einzelnen Quartieren, wo man sagt, dass man ermöglicht, dass eben diese Baumscheiben auch zu bepflanzen.

00:18:50-7

Speaker 1: So ein Konflikt, der mir in Literatur immer wieder auffällt, und vielleicht haben sie da auch einen Einblick von der Planungsseite her, ist ja der, dass statistisch gesehen Frauen einfach mehr zu Fuß unterwegs sind, einfach auch durch die kürzeren Wege. Nun aber ja auch gerade abends nachts der Sicherheitsaspekt ja da sehr viel wichtiger ist, und dass so eine so ein Zwiespalt, der irgendwie immer wieder rauskommt, ist der, dass man am Tag eben schöne Aufenthaltsflächen braucht wie Parks, die Begrünt sind, wo irgendwie auch mal einen Rückzug aus entsteht, der aber gleichzeitig ja auch Sicherheitsaspekt mäßig gesehen ist, häufig schwieriger macht. Gibt es da irgendwie einen Umgang mit diesem Konflikt?

00:19:30-5

Speaker 2: Also gibt es mit Sicherheit, mir fällt spontan kein konkretes Beispiel ein. Also, Thema Grünflächen ist für uns natürlich genauso wichtig wie die Geschäftsstraße an sich. Ich habe das jetzt immer ein bisschen darauf reduziert. Aber natürlich sind wir auch in den Grünflächen, in der Bestandssicherung, Qualitätsentwicklung, Weiterentwicklung unterwegs, fördern auch da sehr viel, und da wird das mit Sicherheit ein Thema spielen. Also, es gibt keine Vorschriften, glaube ich, Berlin Grünflächen zu beleuchten. Das ist, weiß ich gar nicht, ob das anderswo sozusagen so ist, wenn es da Wege gibt, die durchqueren. In Berlin ist es nicht so. Also, Parks sind Fusionen und Fragestellungen, die da dranhängen. Aber ich habe kein konkretes Beispiel jetzt aus unseren Fördergebieten gerade im Kopf. Was ich aber weiß, ist, es gibt in Berlin einen Bereich der Polizei, des Landeskriminalamts, die machen städtebauliche Kriminalprävention, und die sind durchaus als beratende Stelle unterwegs für solche Planungen, um, sage ich mal, Planer in den Bezirken, aber auch bei uns in den Hauptverwaltungen, sich mal für bestimmte Fragestellungen zu sensibilisieren und eben auch Anregungen zu geben, wie man, weiß ich nicht Angsträume, solche klassischen Situationen, irgendwie Bahnunterführungen oder Straßen, Unterführungen oder nicht mitdenken kann.

00:20:55-6

Speaker 1: Ja, jetzt haben wir festgestellt, so ein Projekt geht vom Planungsprozess ja relativ lang. Wenn es dann in den Bauprozess kommt, gibt es auch quasi eine Erwartungshaltung, wann sich tatsächliche Wandel einsetzt, also oder wie dieser Wandel dann aussehen kann. Sie haben über Attraktivität gesprochen, dass Leute bewusster wird. Es gibt eben die Möglichkeit, diese Straße zu begehen, und ich muss nicht mit dem Auto da lang fahren. Das ist auch einfach attraktiver für mich, das so zu gestalten. Gibt es da auch eine Veränderung oder die Kapazitäten, die sich dadurch verändern, die mitgedacht werden?

00:21:34-7

Speaker 2: Wie meinen sie das? Die die Kapazitäten seitens seitens der, der Straße oder inwiefern wird? Das habe ich nicht ganz verstanden. Ihre Frage.

00:21:47-9

Speaker 1: Mir geht es vor allen Dingen, also, es gibt ja einerseits die Kapazität der Stadt, das zu providen und hier diese Straße zu verändern, aber es geht ja letztendlich darum, die Menschen zu beeinflussen und dort einen Wandel in ihrem Verhalten auszulösen, ob es darf ja eine Voraussicht gibt, wann dieser Wandel eintritt und dass man tatsächlich von einem nachhaltigen Wandel hinsichtlich dessen reden kann.

00:22:12-0

Speaker 2: Ist schwierig. Wir sind ja nur in ausgesuchten Räumen der Gesamtstadt unterwegs. Also, ich glaube, wir können das nicht allumfassend für die Stadt untersuchen. Dann müssen sie wahrscheinlich wirklich mit jemanden aus der Verkehrsverwaltung sprechen, die das insgesamt untersuchen. Also, wir sind ja, wenn man so will, Briefmarken technisch unterwegs mit unserer Förderkulisse. Auch wenn es in der Steht Bauförderung insgesamt, glaube ich, 69 aktive Fördergebiete gerade in der Stadt sind, ist es bei weitem nicht die Gesamtstadt, sondern das sind sozusagen ausgesuchte Bereiche, und insofern kann man dann wahrscheinlich auf der jeweiligen kleinräumigen Ebene durchaus Aussagen darüber treffen, ob sich da irgendwie ein Verhalten verändert hat, ob es da Beispiele für gibt. Ich würde mal mutmaßen, dass das so ist. Also, man wird in diesen Straßen und in diesen Bereichen, die wir umgestaltet haben, schon feststellen, dass es auch ein geändertes Mobilitätsverhalten gibt, das jetzt wirklich Rückschlüsse auf die Gesamtstadt und das gesamtstädtische Verhalten Ähm geben kann. Das kann ich gar nicht so beurteilen. Ich hoffe es natürlich, dass wir da zu einem Beitrag leisten, sonst müssten wir das nicht machen. Aber ob das wirklich messbar ist am Ende, die Frage habe ich mir noch nie vorgenommen, also das kann ich mir, kann ich so nicht beantworten.

00:23:25-7

Speaker 1: Mir würde es schon auch ausreichen, wenn sie quasi also sie gehen ja in den Planungsprozess auch mit einer Erwartungshaltung, was das auslöst. Wir haben über Attraktivität gesprochen. Sie haben gerade über das Mobilitätsverhalten gesprochen. Sie sagen auch, viel wurde im Austausch mit der Bevölkerung, zeigt dann noch mal andere Konflikte. Gibt es da von planerischer Seite irgendwie eine Schwerpunktsetzung, eigentlich,

was für ein Wandel erwartet werden will, im Endeffekt also, was das Ziel der ganzen Situation ist. Das heißt ja, lebendige Zentren und Quartiere. Das Projekt wird ja eine Zielsetzung haben, die dann noch mal vielleicht im Wandel festgehalten ist.

00:24:00-8

Speaker 2: Ja, wir wollen vor allen Dingen vermeiden, dass unsere Zentren den Funktionsverlust erleiden. Wir haben ja eine Abstufung der Zentren im Stadtentwicklungsplan, Zentren, also von Hauptzentren über Stadtteilzentren und Ortsteilzentren, die unterschiedliche zentrale Versorgungsfunktion übernehmen, und wir wollen natürlich, dass die jeweilige Funktion, die die Zentren dann auch haben, sozusagen gefestigt wird. Es geht nicht darum, dass ich jetzt irgendwas vom Zentrum weiter hochentwickelt und viel größer wird, sondern wir wollen, dass sie diese Funktion, die sie in einem definierten Stadtgefüge haben, auch erhalten können, und da ist es natürlich total wichtig, dass wir diese Funktion stärken. Das funktioniert zum einen über solche baulichen Maßnahmen im Umbau der Städte, aber der der der Straßen, aber auch durch die Stärkung von Infrastruktur einrichten Investitionsschwerpunkt unseres Förderprogramms, nämlich die Stärkung solche Infrastruktur, Standorte, also ich sag mal, Jugendfreizeiteinrichtung, öffentliche Bildungseinrichtungen, ähm Kinder, Freizeiteinrichtungen, jegliche Form von von Bildungseinrichtungen, so dass wir durch die Förderung und eben auch durch die ich mal, Ansiedlung oder Stützung dieser Funktion in Zentren, Bereichen eben auch sowas wie eine Frequenz erzeugen. Also wenn ich in der Stadtteilbibliothek sozusagen in einer in einem zentralen Bereich sozusagen festigen kann und die Funktion damit unterbringen kann, dann habe ich automatisch sozusagen ein Besucherinnen, Frequenz, Verkehr, der natürlich gewünscht ist, um sozusagen insgesamt die Geschäftsstraße zum Beispiel zu beleben. Und da sind natürlich auch wichtige Ansatzpunkte für uns. Also, auch da gibt's in den, in den Gebieten durchaus Beispiele, wo wir viel dazu beigetragen haben, dass genau diese zentrale Versorgungsfunktion da auch mit gestärkt werden.

00:25:50-7

Speaker 1: Ja.

00:25:52-3

Speaker 2: Da fließt eine Menge Geld rein, muss man auch sagen.

00:25:54-2

Speaker 1: Ja, das kann ich mir vorstellen. Genau sie haben gerade schon mal so ein bisschen angesprochen, was letztendlich diese Effekte sind, und das es auch. Gibt es denn abgeschlossene Projekte, die in ähnlichen Aufbau hatten, von dem sie sprechen können, was letztendlich dieser Wandel war und was vielleicht auch für Effekte entstanden sind, die nicht vorhersehbar waren?

00:26:19-3

Speaker 2: Ähm, also zu abgeschlossenen Projekten. Wir haben in dem in dem Förderprogramm, also das ist auch wieder so ein bisschen ein bisschen ausholen, die die Förderung, Entschuldigung so, die Förderung in den beiden Programmsäulen, den beiden alten Programmsäulen, die wir hatten, ist hier verschmolzen worden zu dem Programm lebendige Zentren und Quartiere. Das heißt, das waren vorher zwei eigenständige Förderprogramme. Das alte Programm aktive Zentren, und das Programm steht, aber ich Denkmalschutz. Insofern haben wir Quartiere, die in beiden alten Programmen waren, die noch so ein bisschen andere Zielsetzungen und Ansätze hatten. Ähm, und wir haben aber jetzt eine klare Fokussierung auf dieses Zentrum, Thema und die Ausrichtung, das heißt auch die Quartiere, die sozusagen eine, keine, kein klassisches Zentrum sind. Da versuchen wir trotzdem, diese Zentren stärkenden Infrastruktur, Standorte zu stärken und nicht Dinge sozusagen zu machen. So und jetzt zur Fragestellung, was wir aus den Gebieten, die wir vielleicht schon sozusagen entlassen haben, feststellen können. Also im Programm aktive Zentren haben wir zwei Gebiete in jüngerer Zeit entlassen, wo wir eigentlich relativ viel sozusagen auch in der in der Umfeldgestaltung gemacht haben. Das eine war die Marcana Promenade, ist, glaube ich, auch ein Stadtteilzentrum, das andere ist die City west. Da haben wir relativ viel sozusagen Platzgestaltungen investiert und gemacht, ob wir sozusagen konkret die Erwartungen jeweils da erreicht haben. Das müsste ich noch mal abgleichen. Da bin ich jetzt zu wenig drin in den einzelnen Gebieten oder müssen sie tatsächlich nochmal mit den Bezirken sprechen. Aber soweit ich das verfolgt habe, glaube ich, sind wir schon mit unserem Ansatz da weitergekommen. Also gerade bei der Sana Promenade ging es auch um Wohnumfeld, geht Gestaltung, Gestaltung im öffentlichen Raum. Da ist relativ viel passiert. Da sind aber auch ein paar Schlüssel, Investitionen getätigt worden. Wo es also auch um große Infrastruktur, Standorte ging, die nach wie vor sozusagen ihre Funktionen da erfüllen können, wo es ein hohes Entstandhaltungsdefizit gab, muss man auch sagen, und baulich einfach auch eine Menge passiert, ist ja so. Aber wirklich zu den konkreten Fragestellungen, dazu würde ich sie tatsächlich beispielhaft an einem der Bezirke verweisen.

00:28:38-7

Speaker 1: Ja, alles gut ist es ja auch gerade besonders gut für mich, so einen Einblick generell zu bekommen. Das meine ich damit. Ich bin auch dem übergreifend interessiert. Um das ein bisschen besser sortieren zu können und eben auch zu sondieren, wo ich dann genauer nochmal forschen kann, haben sie auch Einblick. Es gibt ja so verschiedene Stadtentwicklungspläne, die in Berlin gemacht haben, Thema Klima, Mobilität, aber auch zu anderen Sachen haben sie da auch Einblicke rein.

00:29:03-8

Speaker 2: Ja, ja, also wir bekommen die, die werden sozusagen auch in ihrer Erstellung hier formal sozusagen auch von dem Bereich mitgezeichnet, das heißt, wird es da irgendwie von unserer Seite aus irgendwie Bedenken oder Einwände geben? Würden wir das auch tun? Also zuletzt der fortgeschriebenen StEp Klima ist also auch hier intensiv von einer Kollegin aus unserem Bereich begleitet worden. Zum StEp Zentren haben wir natürlich große Berührungspunkte, weil ich genau diese Ausweisung der der Zentren, Funktionen im StEp

Zentren natürlich auch maßgeblich für die Fragestellung ist. Was fördern wir denn, und wo fördern wir und wie? Also, da gibt es natürlich auch sehr, sehr große Berührungspunkte. Das macht ja auch ein eine andere Abteilung die bei uns im Haus, mit dem wir relativ viel und eng zusammenarbeiten. Insofern haben wir mit denen schon viel zu tun, sag ich mal. Andere Stadtentwicklungspläne, die tangieren uns sicher auch. Also stehen, wäre so ein Thema, da haben wir aber nicht so täglich mit zu tun. Also, ich glaube, der tatsächlich StEp Klima, StEp Zentren, das sind die für uns wirklich.

00:30:04-4

Speaker 1: Ja, genau weil, was für mich besonders noch mal aufgefallen ist, dass da auch wieder die Stadt der kurzen Wege genannt wird im Stadtentwicklungsplan Klima und diese 24 Maßnahmen, die ja auch da drin genannt werden, welche ja häufig. Ich versuche, mir gerade im Hintergrund aufzurufen. Ich glaube, ich habe ihnen aber in einem meiner 1 Million Taps, aber ich kriege es auch aus dem Kopf. Genau. Also, es geht ja da vor allen Dingen darum, dass auch noch mal dann auch die verschiedenen Wunderbaten eingegangen wird und die Bedürfnisse der Person, der drin genannt werden. Und da war es für mich jetzt eigentlich noch mal interessant, ob sie quasi einen Einblick haben, wie genau es ging, um so verschiedene Mobilitäts, Länge und Wege, Anzahlen, ob da eben auch. Also ich habe mich ja viel mit Statistiken, ich muss ein bisschen anders Anfang, stell ich gerade fest. Ich habe mich viel mit Statistiken auseinandergesetzt, dass ja häufig eben, und das ist die Grundaussage von feministischer Stadtplanung, die Bedürfnisse von Frauen eine andere sind als die Normen, die normalerweise in der Stadtplanung mitgedacht wird. So, wenn man jetzt aber so ein Konzept ähnlich wie im Stadtentwicklungsplan Klima, das Stadt der kurzen Wege einnimmt und auch nennt, dass es verschiedene Mobilitätstypen gibt, nehme ich jetzt mal darauf an, dass da zu mindestens einen Bewusstsein dafür stattfindet. Auch wenn das so nicht mitgedacht wird, haben sie da Einblicke, wie solche Sachen bei so Projekten, wie sie jetzt begleiten, auch eine Rolle spielen.

00:31:28-5

Speaker 2: Also nicht konkret, da fehlen mir tatsächlich die konkreten Einblicke in die Maßnahmen. Muss ich tatsächlich passen zu der Fragestellung. Also, mit Sicherheit spielt es eine Rolle, und ich sag mal, die Stadtentwicklungspläne geben ja eine Leitlinie für die planerischen Entwicklung im Land Berlin vor, und statt der kurzen Wege ist ein ideal sozusagen, was da drüber schwebt, und dann sollte es vernünftigerweise auch in allen Planungen, die dann irgendwie davon betroffen sind, irgendwie mit adressiert werden, ob das dann im Detail wirklich sich eins zu eins umsetzen und diese konkreten Fragestellungen, gerade das von ihnen beschriebenen an Satzes da wirklich so mitgedacht werden, also nicht ist nicht mein Fachbereich, wo ich mich sozusagen klick, ich bewege. Insofern fehlt mir da tatsächlich so ein bisschen der der Einblick. Zu wünschenswert wäre es natürlich, muss man klar so sagen.

00:32:18-2



Speaker 1: Ja, auf jeden Fall genau, ne, alles gut. Ich dachte bloß, wenn sie da Einblick haben, können sie das vielleicht nochmal mehr erläutern. Ja, über den Zeitraum haben wir auch schon gesprochen. Ja, das sind auch der Großteil meiner Fragen, die ich hier gerade habe. Ich gucke hier einmal, weil ich das Interview doch gerne an sie anpassen möchte beziehungsweise ihren Austausch. Aber ich glaube, die Fragen meinerseits, die ich mir aufgeschrieben hatte, sind tatsächlich geklärt.

00:32:51-1

Speaker 2: Aber ansonsten gerne, also wenn ihnen auch im Nachgang noch irgendwas einfällt, können wir auch gerne noch mal uns dazu per e Mail austauschen oder wie auch immer.

00:33:01-9

Speaker 1: Ja, gerne also, wenn sie zu den abgeschlossenen Projekten, zu denen sie gesprochen haben, wo sie auch meinen, dass sie gerade nicht so drin sind, nochmal irgendwie Einblicke drin kriegen, wo sie mir vielleicht auch sagen können, was da tatsächlich bei rumgekommen sind, und ich bin vor allen ihnen daran interessiert, dann vielleicht noch mal, ähm, ob man auch wenn es nicht. Also ich gehe nicht davon aus, dass hier jetzt quantitative Analyse betrieben wurde, die sagen können, jetzt so und so viele Menschen mehr bewegen das, oder man kann ja vielleicht durchaus sagen auch, wie sich der Bezug der Menschen dazu verändert hat, wenn das vor allen Dingen fördert. Gerade so ein Hintergrund von meiner Fragestellung an der Stelle ist vor allen Dingen, dass es häufig so ist, dass durch Mobilitätskonzepte die Personen, die sowieso schon mobil sind, noch mobiler gemacht werden. Das heißt, es zwar grundsätzlich eine Verbesserung gibt, aber nicht unbedingt für Leute, die vorher keinen Zugang dazu hatten, ob sie solche Einsichten, wer das dann nutzen kann, irgendwie noch haben, wenn sie das jetzt finden würden.

00:33:54-3

Speaker 2: Also kann ich mal gucken. Was ich da finde, müssen man mal raussuchen, aber mache ich gerne schon mal.

00:33:59-9

Speaker 1: Gibt es noch Fragen ihrerseits oder etwas, was sie gerne noch ergänzen würden?

00:34:03-9

Speaker 2: Nö, ich hab also, das unterschreibe ich gleich noch, das schicke ich ihnen. Man, wollen sie fertig sein mit ihrer Bachelorarbeit, haben sie so ne Zeitschiene?

00:34:15-5

Speaker 1: Ja, am 28. Juni ist meine Abgabe. Also ich hab noch so gut zwei Monate noch nicht mehr ganz, aber ist bisher noch alles im Zeitplan? Das darf gerne so bleiben. Genau würde ich mich freuen, wenn sie mir das dann zurückschicken, damit ich zum Beispiel auch weiß, ob ich sie zitieren darf und ähnlich ist in meiner Arbeit.

00:34:33-2

Speaker 2: Da können sie gerne machen, schicke ich ihnen zu. Ich wünsche ihnen dabei schon mal viel Erfolg.

00:34:39-9

Speaker 1: Vielen Dank.

00:34:41-2

Speaker 2: Aus eigener Erfahrung weiß ich, das mit dem Zeitplan ist immer so. Das schiebt sich dann doch irgendwann alles nach hinten. Also, ich entsinne mich am Ende: Diplomarbeit. Das war dann auch so, dass ich irgendwie am letzten Tag die Rechtschreibung noch kontrolliert habe, weil jetzt hat vorher nicht mehr genug Zeit gab. Aber.

00:34:55-9

Speaker 1: Ja, alles gut. Deswegen bin ich eigentlich ganz froh, dass ich jetzt schon mal mit ihnen sprechen konnte. Das erleichtert doch einiges, weil gerade so Interview an fragen, da steht man halt viel in der Luft und weiß, kommt halt sehr auf die andere Person drauf an, weil man das dann umsetzen kann. Deswegen freue ich mich einfach, als ich heute mit ihnen sprechen konnte.

00:35:14-5

Speaker 2: Ja, ich drücke ihnen die Daumen und wünsche ihnen viel Erfolg dabei. E Mail kommt, und dann schicke ich ihnen auch nochmal die Sachen zu den abgeschlossenen Projekt.

00:35:23-0

Speaker 1: Ich danke ihnen das sehr schön, mit ihnen zu sprechen, sehr interessant und vielen Dank für ihre Zeit.

00:35:27-8

Speaker 2: Sehr gerne, wo sitzen sie denn jetzt gerade in den Niederlanden? Oder?

00:35:32-2

Speaker 1: In Münster tatsächlich.

00:35:33-8

Speaker 2: Das macht ja jetzt auch einfacher mit den Videokonferenzen, wenn sie sozusagen die Interviews sonst hätten persönlich führen müssen. Bei drei Städten in Europa durchaus.

00:35:44-3

Speaker 1: Ja, da wird es dann schon ein bisschen schwieriger. Dann hätte ich mir das nochmal überlegt. Aber nein, so ist das natürlich wunderbar. Ich finde auch über irgendwie

immer ganz angenehm, dann sieht man die andere Person nochmal. Deswegen passt das ganz gut. Super, dann einen schönen Tag ihnen noch und hoffentlich bald ein schönes Wochenende!

00:36:03-3

Speaker 2: Ja.

00:36:04-0

Speaker 1: Danke ihnen auch Danke schön, tschüss!

## 2. Interviewtranscript of interview with Sophie Thiel

Before the interview recording started it was again asked if it is okay to record Mrs. Thiel which she agreed on beforehand as well through the signing of an informed consent information sheet.

Speaker 1 is the researcher Rebecca Müller, Speaker 2 is Mrs. Sophie Thiel a researcher at the Institute of Landscape Planning at the University of Natural Resources and Life Sciences, where she researches on the interconnection between climate change and gender

00:00:00

*Speaker 2:* Ja. Wahrscheinlich switche ich bei paar Worten hin und her, aber das wird schon.

00:00:37

*Speaker 1:* Das ist gar kein Problem. Ich würde vielleicht einmal am Anfang vorstellen was ich hier eigentlich mache und was die Idee des Ganzen Ist und genau dann können Sie vielleicht einmal Ihren Bezug zum Thema erläutern. And yeah. So I'm actually doing my bachelor studies on the topic of feminist urban planning and specifically on the topic of mobility. And I chose Vienna, Berlin and Stockholm as like not specifically a case study, but as an example and primary examples in order to make it more illustrative. What I want to say, and as I wrote in the email, I'm creating a theory of change. So I want to especially analyze the potential regarding sustainability of a city. So it's a very broad topic which I want to narrow down more. And this is specifically why I'm doing this interview, because I think especially talking to experts on the topic, makes it way easier to have this within this framework of a theory of change, which has very specific steps I can then analyze. And that's also why I narrowed it down to mobility, because I think it is a very present topic in both of it, as well as in feminist urban planning as well as in the SDGs and the sustainability studies on its own. And so this is basically the main idea behind that. And I already did some interviews regarding that and now it is basically your turn. And I'm very happy to welcome you here and thank you. Yeah. So maybe you can tell me something about what your connection to this topic is and what your field of study is.

00:02:09

*Speaker 2:* Did you already start the recording? Because I can't see it. Okay, good. Because normally there's like this red spot somewhere, but I cannot see it.

00:02:17

*Speaker 1:* I think it's because I'm not recording the zoom on its own, but I'm doing an audio record. Okay. And that might be it. Yeah.

00:02:24

*Speaker 2:* Okay. So thank you very much. Yes. I'm also happy to speak to you today. My name is Sophie Teal. I'm a researcher at the Institute of Landscape Planning at the University of Natural Resources and Life Sciences, where I am researching mainly on the topic of like the inter interconnection between climate change and gender and climate change adaptation adaptation and how to integrate gender into this topic. And yeah, I also wrote my master's thesis about inclusion in urban open space planning. I will also send you my master thesis. Maybe it might be helpful for you. Um, and aside of my professional academic being, I'm also active at an Yeah. Civil initiative called Gitcoin, which is an initiative for public open space. And yeah, we try to improve the conditions for pedestrians actually in the city of Vienna. So this is also maybe another connection to the topic of mobility and how gender and social background influences the mobility in cities.

00:03:38

*Speaker 1:* Oh yeah, for sure. That's very interesting because you already touching a topic like, I wanted to ask you first what kind of strategies and projects you specifically know to be feminist in Vienna? Because it's a very exemplary city when it comes to that topic. And it was one of the first that ever really. Yeah. Was concerned with that, which for me is very interesting to analyze. And especially like there are a lot of pedestrian projects and now you say you're even invested into that, so maybe you can elaborate a little more what kind of strategies and projects you came into contact before?

00:04:12

*Speaker 2:* Yes. As you just mentioned, Vienna has a very long history of feminist urban planning and also actually deriving from feminist transport planning. So this was also a good connection for you maybe. And yeah, one very, very important, um, sorry, one very important framework that is important to mention is the Gender mainstreaming handbook, gender mainstreaming manual. And I guess you know it. And it was also conducted by our institute with the City of Vienna and it's tailored to yeah, I don't know it suggests different methods how to, how to include gender and different life realities into urban planning and. Into different urban planning areas. And I think before, before this gender mainstreaming handbook or manual was published, there was also another one called Start for Thailand. I'm not sure if you're familiar with this one. I think it's already from the 1990s or the early 2000. And yeah, this was also more focused on on transport planning in Vienna because as I as I just mentioned, the whole feminist planning derives actually from transport planning. And one of the main expert in this field was Eva Keil. And if you have been in contact with her, maybe read about her.

00:05:40

*Speaker 1:* I haven't contacted her but y es.

00:05:42

*Speaker 2:* Yeah, perfect. She will retire soon, unfortunately. But she she worked in the city for, I don't know, 40, 50 years. And she really moved this topic forward within the city. Um,

what else can I mention? The social realm and also like social space analysis and function. Space analysis is an important method also for the city of Vienna. There is also a manual manual I think that you can download. And yeah, I think these are the main two, actually the main two manuals that I would mention for the city of Vienna. And yeah, as of current projects, we we at the at this, at this civil initiative, this association, this Verein and we are working more in the activism realm. So we have like very small projects and more like, um, yeah. Tiny Uh, how do you say that action Um, in the city, for example, regarding the topic of consumption, free seating possibilities in the open space, because there's always a lack of enough seating possibilities which are very important, especially for the elderly also because they. Yeah, studies show that it would be best if, if a city would provide seating options every 300m, if not even less than that, in order to to make sure that elderly people or people who are relying on. Yeah. Having to take breaks in between can can still do their daily like the daily routes for example to go to the supermarket and we as a Verein if we are like two years ago I think we had this this focus project where we bought 500 folding chairs and put them in the public open space and then um, gave it to people who were interested and gave it to like gave them a chair as an, a chair-Patenschaft And, and yeah, we told them, yeah, we know that there are, there is a lack of seating options in the city. So you, you are now the owner of this chair and you can provide also other people in the city with seating options. This was like one of these projects, but it was like only very small one. Um, yeah. Right now, I don't know if you're okay.

00:08:09

*Speaker 1:* Yeah, that's fine. Like, I think what you also touched on is what is interesting for me is that I want to include more of an intersectional approach, which is very interesting because when it comes to feminist urban planning, you already accommodate a lot more people. You just mentioned the elderly, and there are also people with disabilities that often have the same needs as a mother with a child, which is coincidence, but still it will be accommodated for. And so for me, it's also interesting to analyze the reach and reaction to those projects. As you just said, you are your own did some as an initiative and I think you are already more aware than I would be with projects within Vienna. Can you say something about that?

00:08:46

*Speaker 2:* Can you rephrase the question? I didn't hear the question.

00:08:49

*Speaker 1:* So what kind of people would you say are reached by these projects? And like, what is the connection between the city and the people? And what is then the reaction of the people and even of the city on its own towards those projects?

00:09:02

*Speaker 2:* I mean, especially on this level, like with this initiative that I'm involved in, we are working on a very like low threshold. Yeah, directly interacting with people that are

passing by or that are being in this open space that we are active in. Um, and yeah, for example, with this chair project, we, we reached many people ranging from tourists who arrived at Veneta and I'm not sure if you know Veneta, but there are no consumption free seating options there. So they, they just arrived there and they really needed a spot to just sit down for a second and look on the map of the city and, and, and orientate and know where they go next. Um, from this to an elderly woman who also said yeah, she just really needed a place to rest because she, she walked for, I don't know, ten, 15 minutes now and yeah she couldn't find any other chair. So we, we reached like very different rates of. A range of people there. But yeah, mostly what we know is also that it's the elderly people and people with children, for example, that need these heating options. And on the other hand, a side of doing this activism, we're also in contact with the basics for steering and like the district council or district governments. And we are trying, of course, to also bring these topics to them and explain to them why it's necessary to, in this case, to provide more seating options. And we we also with this initiative, we also made a petition and we were in the petitions also from the city of Vienna, which means that each district council has gotten this information letter. And they were also present at this hearing. And there we could have like the possibility, again, because we reached more than 500 signatures to explain this topic again and like tell them why it's so important to to provide these seating options. And they actually promised us there that they will in each district try to raise up the amount of seating options in each district in the next years. But yeah, this is like this very active activism level. And there is, of course, this institutional, systemic, systemic level that we are also touching, especially here in the academic field. And there is just one concept that I was I really wanted to tell you about because it's like this relational understanding of space. I'm not sure if you have also touched that maybe in your thesis, um, which is coined by Martina Love and she, she just like provides this understanding of what, what does, what is public space as a relation between the goods and the things that are in the space and the people who place them and the people who change them, the people who interact with these things, but who also interact with each other. So a place is not only, um, yeah, place shouldn't be understand as something that's just given and put there, but it's also really about the connections and the relations in between the things and the people who are in this place. So this relational concept and this relational understanding of space is something that we really work work with here. Also at the at the Institute of Landscape Planning.

00:12:29

*Speaker 1:* Do you know like projects from the city on their own? Because at least what you read in literature, Vienna is quite active in that. I mean, now you mentioned petitions that can be used to interact with the government. Is there also like a call from the government for citizens to interact with them? Is like, are they interested in that interaction and ask for the voices of the people?

00:12:51

*Speaker 2:* Of course there are like depending also on on the magistrate and everything, but there are projects right now there is a further one called Gretel Marie from Vienna Plus. And

I think it's in two, three, three districts right now in the city of Vienna in the 10th and the 20th and the second District. And there they were asking for projects from from people who are living in these districts to to come up with ideas, how to improve their public open space in regard of social connections and in regard of climate adaptation. So here the city also tries to connect these two topics and and to make the public space more, more livable for all the people who are living there, especially also in Yeah, in how do you say that in light of the climate climate change. And I know like one of the first projects that the city of Vienna was really putting gender also in there was the how was it called? Pilot. Pilot. I think it was a pilot study, Mariahilf it's called in the early 2000. And there they really they was the first big project where they um, yeah. Did a lot of improvements in the public open space in regard of pedestrian safety. And there they, they try to involve like all the people who are living in the district especially also in with a perspective on women and women friendliness. And that was like back then 90s or early 2000, where it was more like this, okay, this to me between men and women. But there they really made some improvements. For example, broadened the sidewalks. They put new crossings on places where there were no crossings before and even like ranging also up to till traffic lights where they changed the green faces for the pedestrians in order to to make it more comfortable and more safe for children and everybody to to cross, cross, cross the streets and to move around in a public space.

00:15:02

*Speaker 1:* Maybe more of an interesting point for me personally, but I would like to ask it is, as you just mentioned, what I also struggle with in my bachelor thesis is that there is always this narrative of men and women and feminist planning is for women, which is on its own. Well, you can get the statistics more easily, which which why I get why this is the narrative. And still, if you want to include a approach that is more intersectional, it's a little difficult to. Yeah. To put this more into perspective. And do you experience some changes in that narrative, especially because I think an administration that is rather happening slowly?

00:15:39

*Speaker 2:* Yes, it is. It is. And when it comes to statistics, in the end, it's very difficult to grasp the concept of gender because it is an intersectional concept. And in the end, you have to look at socioeconomic background of ethnicity of your age, of course, ability, everything. And this makes up gender. But if when it comes to statistics, of course this gets too complicated very fast and a lot of people are even happy when there is gender aggravated data, which means there is data between men, like different data for men and women. In most cities this is not even given yet. So we are here like with with city planning and statistics. We are sometimes even at this point where we don't have data for men and women right now in my field, I definitely in the last ten years already we experienced that. We really want to work with gender, but in the end it always comes to this lack of data in in different research projects, for example. But yeah, the concept of gender means that you have to involve and integrate a lot of different aspects into your into your studies and into your projects. And that means of course there is a, um, yeah, more, more upfront. How do you say that, um, more



work in the end that you have to put into. But yeah, of course, from my perspective it really pays off and it's necessary to do so.

00:17:13

*Speaker 1:* Yeah, I think that's interesting to see for you working actively in that field. That's why I was asking this. And also what I'm interested in are the, the changes one can see. As I said, I'm mainly focusing on, on the effects on sustainability, but I think they're more like short term changes that you might see due to those projects. And you also mentioned analysis tools that I researched on like gender mainstreaming and Sozialraumanalyse. And are there short-term changes that you can see towards that or direct benefits.

00:17:45

*Speaker 2:* Um, short term changes in regard of handling the gender and, and what do you mean with the short-term changes?

00:17:57

*Speaker 1:* So mainly regarding sustainability and also like I analyze sustainability not only on the ecological side, but also socially and economically to make it more of a like to take the bigger picture and the real potential of their planning strategy really into account. So that's why I'm like saying sustainability for me touches so many grounds that short term changes. You can tell me basically everything about the short-term changes that would be able to put that into sustainability. But even if not like I'm also interested in what regards it's not actually sustainable because for I think when it comes to economic changes and as you just said, especially when you account gender, it makes it way more expensive because you have to ask more people and have to get more data. So I'm interested in all kinds of short term changes. You can see here, if you if you're aware of some.

00:18:47

*Speaker 2:* I can see definitely short term changes also in regard of the understanding of what sustainability means. And as you just mentioned, yes, of course, sustainability now is understood also not only as an ecological sustainability, but also in, for example, environmental justice and and what it means to, for example, take measures against climate, climate change and I don't know, plan for climate adaptation of cities. But these measures have are affecting different social groups in different ways. So people who are, for example, living in a small unrenovated flat in Vienna because they cannot afford a bigger one, they will also not be able to invest in a new heating system, for example, as easily. So the city or the governments worldwide, they really have to take these these social aspects and this these intersectional aspects into account when it comes to tackling sustainability and climate change, for example. And this is something that I think at least in academic field, I really see that this is understood everywhere now. And it's like it's more about transforming like social transformation, sustainability. Mentioned is all goes together hand in hand. Um, yeah. I think what I still do see with especially in the planning realm and city planning is that of course sometimes this gets still forgotten that yeah, okay, then the city takes some actions

against climate change, but they forget that it affects some people differently who can already not afford maybe to, to live. Yeah. Or to have a very high level of livability in the city. And it yeah, it always comes in the end to these, to these social groups that are affected more. So this is something that it's really important to, to keep in mind when it comes to planning for sustainability. I'm not sure if I've answered your question.

00:20:47

*Speaker 1:* No, actually, I got definitely points out of that. I wanted to ask specifically also on the topic of mobility when it comes to that, because especially public transport or pedestrian networks and all of that are very, very. Present topic regarding that time of planning. Maybe you can add on to that.

00:21:09

*Speaker 2:* Yeah, I have to admit, especially pedestrians. I like walking in cities. Of course, now it's like a bigger topic as it was maybe 10/15 years ago. But still the fact that people are mainly walking or walking every day, even if it's just to the to the public transport or even if it's just walking to the car means that everybody is a pedestrian. But we still see, especially in the in the work with the association, the initiative that a lot of people don't see themselves as pedestrians. It's not so clear that they are also having this awareness of them being pedestrians. But when we when we look at the data, for example, we know that women are, um, yeah, women are a majority of, of pedestrians and men tend to use more like cars, bikes, e-scooters even like more the individual mobility forms and women because they tend to still have more care responsibilities. Yeah, they are using public transport more. They are doing like trip chaining. You know what it is, right? Um, for example going to work or before that even putting the children to kindergarten, then going to the supermarket, blah, blah, blah. So we know that we have to plan, plan all these things and take these things into account when it comes to planning and. Yeah, and, and, and now, as we see in light of climate change, we know that biking or like the active mobility forms are getting much more important and we really need to focus on them. So in the end, it's also a little bit of a missed chance, I would say, not to have started earlier to take everybody into account when it comes to planning for pedestrians, for example. And I think the city of Vienna did actually a good job with that. But we can see it, Yeah, in the US or in other places where this hasn't really worked out so far. And yeah, when it comes to mobility, we know that women tend to to walk more. So it's, it's a win win situation to, to put the focus on pedestrians and to improve their conditions for walking which means you improve the conditions for women livelihoods and for people who are more reliant on these forms of mobility.

00:23:36

*Speaker 1:* And you touched also that like sustainable transformation and social transformation, are becoming more present. And there are these projects happening that focus on this. Can you or do you know something about maybe not, but do you know something about the behavior and capacity changes that come with that? Can you actually see that people, when given the option, would use that more, as you just said, like women tend to do

more of the care work, so they just need to do. But in a lot of cities, there was the change of like how to use the train. It's just not one stop, but more on time. So you can do those trip training things in one direction. Like these changes are so minor, but they actually enable people with a smaller income to use it more. Can you also see this behavior and capacity changes?

00:24:21

*Speaker 2:* Definitely. Yeah, I can totally agree on that. Um, yeah, we know from from experience that if you plan, for example, for pedestrians, if you improve the conditions for them, it will affect different livelihoods and it will make walking more attractive for everyone in the end. Not only the people who are already reliant on this mobility form, of course, and we see that if you improve the conditions for walking, if you improve the street, open spaces, if you make them more green, if you make them more accessible, provide water, provide seating, then of course it has a huge effect on the whole surrounding city and on everybody who's living there. And and yeah, it's it's a huge like improvement of livability for everyone. This is something that really can't can't be stressed enough. Yeah.

00:25:12

*Speaker 1:* Yeah. You said something about the livability. Is there, like I would say an effect on the livability. An improvement is also long-term changes. Are there long-term changes that are to be expected? That is the the end goal or something That would be a transformation of the city as a whole because many projects are more district oriented, which is also administrative benefit. But then when you talk about long term changes, this is something we can say about the whole of the city or something we can see there.

00:25:40

*Speaker 2:* Yeah, I think I think it's this is this is different in every city because each city has a different governmental system. And in Vienna, for example, the districts do have a lot of responsibility to provide for all the public infrastructure. In other cities, it's different. In other cities, it's more like there's this whole city government that that is taking. All the decisions for the whole city. But Vienna has separated these responsibilities onto two different levels. Like one is the main city level and then comes the districts. So this is why we are also working in Vienna more with the districts because they have a lot of responsibility and they have the budget to change, change these things. Um, yeah. I'm not sure what I wanted to tell you more about this.

00:26:30

*Speaker 1:* Maybe what changes you can see even if in the in the district level, what is, what are the goals that is accounted for from the administrative side?

00:26:40

*Speaker 2:* I'm definitely maintaining the level of livability in Vienna. Vienna has one of the best ranked livable cities in the whole world. And yeah, it depends really also on the district and in this case and the district government. But yeah, I think the general goal is to keep the city livable, to plant more trees, to to make the public space more accessible to. In the end, everybody knows that it's important to remove the cars from the surface, but it depends a little bit on the political party and the personal standpoint. I would say from some politicians in when it comes to, okay, how far these people really go with the transformational thought or if they just do some very minor, minor, small measures in order to tackle some of the biggest problems here. But I think the big picture that everybody has in mind, or especially in the academic field at least, is that, yeah, we have to adapt the cities to climate change and make them more, more livable and more just for everybody in the end.

00:27:50

*Speaker 1:* And earlier on I mentioned the topic of money, which is always very present. And are there more challenges you can see within the city and within the planning on your own, even in the institute that you can see when it comes to introducing more of a feminist perspective into that.

00:28:13

*Speaker 2:* To money and budgeting or?

00:28:16

*Speaker 1:* Well, no, because I would I would think that money and budgeting is an issue when it comes to that, because you would need more. And then it is a question you just said of of political parties and their opinions and their priorities, what to put the money on. So I think in an advantage right now for people that are interested in that is that it is more present and there is more of an agency from the citizens on their own. But maybe there are some challenges that you can see when dealing with those topics.

00:28:44

*Speaker 2:* Yeah, I think, I mean, money and budget, but budgeting is always a challenge for, for governments. Um, I think it's important to stress here that not adapting to climate change and not working to towards like environmentally just cities means that we have a lot of costs in future. Also. Um, regarding even like deaths due to due to heat load in cities for example, like when it comes to very extreme scenarios. But yes, we are talking about this right now. Um, so yeah, in the end, even though there are some districts who don't take so many measures or who are very slowly in working towards these progress progresses. Um, I think it's very important for us as scientists also to, to show them the consequences that not acting will do in future. But yeah, I think many, many districts actually, and many cities are aware of of these things. And this is why also they they have more budget and have more programs like this furthering which I mentioned before this summary. Yes. Um, yeah. And I'm not the expert on budgeting, but this is, this is what I, what I get to hear by my work. Yes. Through my work.

00:30:11

*Speaker 1:* Yeah, for sure. Um, are there also some unintended effects that you would like to mention when it comes to that? Because I think it's always interesting that it's very much when you talk about climate change, then you talk about gender. But what I want to do is specifically with my work is to say, actually you can also focus on gender and you will talk about climate change and you will talk about a more climate just city because as you just said, statistically, women are more affected and they use already options that are more climate friendly. And so for me, it's interesting to see this the other way around, but maybe you also know more unintended effects of feminist urban planning regarding mobility that affect the city.

00:30:58

*Speaker 2:* I don't know. I really have to think about the connection in the end to to capitalism. And we come to this level also that in the end, the economic system that we are living in is not sustainable and will not work out in the mid or long term. And yeah, when we talk about sustainability and we talk about gender and feminist planning, we see that we also question the economic system that we are living in. And we see that if we plan for people who have care responsibilities and if we want and if we plan to make their lives easier, of course this has a huge effect also on the whole society and and what it means to live together and what it means to to maybe have more free time. Even though you have two children, for example. You know, so this has maybe unintended effects that are not thought into at the beginning. But of course, if you plan for a more just city and if you make living more easier with care responsibilities, then then of course, this has effects also on very different levels and realms as as of the economic realm, for example, it may be in a capitalist view. Now people would say, Ah yeah, then maybe it would be even more time for the for the parents to work. For example, if the if the ways are not not so long. But of course in the long term we are working towards more caring also for, for our surroundings, for the environment. And this is what environment environmental justice is about to, to take. Like I think this is maybe a consequence or an effect also that has the work with gender and with feminism, or if you have a feminist approach to to planning that in the end we are talking about um, uh now yeah. Like really grasping, grabbing, grabbing the root of, of the, of the cause of, of yeah. Of everything that doesn't work so well right now of the root of climate change. And if we work towards feminist city planning, then we will tackle all of these problems at once.

00:33:10

*Speaker 1:* I think it's very interesting that you mentioned that because that's something, for example, I'm thinking about as well, especially when it comes to economic sustainability. To what degree do I analyze that? In what way do I analyze it within the capitalist system we're living in? Is it more like, well, it's cheaper or is it more in the sense of, okay, actually we would need a system change and that would nurture that. And as we have a system that is based off of care work and unpaid labor, we need that for our system that we have right now to even work. Yeah.

00:33:39

*Speaker 2:* Yeah. And I think if we talk about transformation and social transformation, a system change is included in this word because we cannot have a transformation in a capitalist system. This will not work. This is not a transformation. This is just changing some small things still in the capitalist system. So it will not really have this huge effect on the livelihoods. Yes.

00:34:03

*Speaker 1:* Would you say that is also a thought process? That is I wouldn't say understood, but actually like acted upon and by administration? Or is that more rather in the scientist community?

00:34:15

*Speaker 2:* Scientifically, I would say this is still still more in the scientific community. Yeah.

00:34:22

*Speaker 1:* Because that's my my feeling at least there as well because well, they are on a different level when it comes to that conversation, which is fair enough to a degree as well, but would make this for this to analyze more difficult.

00:34:36

*Speaker 2:* Yeah, but we are also talking about things like co governance, for example. So concepts like that, which means that um, yeah, governmental structures are changed. Also there are under transformation a little bit because in the end the state or the government, they cannot provide for everything. And also what we see in the work with my association, the government is relying on initiatives from the people directly because they cannot provide and they cannot, um, yeah, they cannot make these spaces all by themselves. They no, they rely on the people and they know that the spaces are also made by the people, so they need to get them into the same boat.

00:35:22

*Speaker 1:* Mhm.

00:35:27

*Speaker 1:* You just said that. Well, the government, to a degree, also relies on the people on their own. And would you say there are specific factors that need to be fulfilled in order to even say that feminist mobility planning is sustainable?

00:35:43

*Speaker 2:* My huge question. Fact is that. Yeah. Definitely. But I cannot I don't know how to break it down right now. Um, what are factors that makes sustainable mobility? I would say.

Also. Like mobility. I don't know, providing the basic need of mobility because every like it is a basic need. Mobility is a basic need of everybody. So in the end, it is a city's responsibility to make sure that everybody can move around. And the best case, of course, would be that it would be active mobility forms for most of the people who can rely on these forms of mobility. But yeah, of course, we are also talking about people with mobility handicaps, like people in wheelchairs or people with Rollatoren. And um, yeah, if you plan for them, you will always make sure that everybody else will also profit and benefit from it. Mhm.

00:37:00

*Speaker 1:* Are there some external influences on those mobility projects that you can see or even external factors on the sustainability of them? And.

00:37:16

*Speaker 2:* Yeah, I mean, external factors are always the world situation in the end, like the economic situation unluckily is always one of the most important influences also in, in how much money is paid or provided for projects like that. Um, external factors. Of course. I mean climate change and is getting more pressing. And this is also like one of the main factors, I think, that is influencing governmental decisions lately. So I think this would be. Yeah, the most important one. Yeah.

00:37:57

*Speaker 1:* You working simultaneously in a city initiative and also at the institute. Do you do you know more about the actors that are typically included into those projects? Because I think there are a wide variety. Like I talked to someone from Berlin and was also like, there is always the the agreement about the split of the of the road and the different agencies that are included into that of the people working there, living there, the trains going, the bikes going. So there are so many different actors. Can you can you elaborate on that? In the case of Vienna.

00:38:36

*Speaker 2:* It also here, it really depends on the level. If we are talking about a small residential street rather, or if it's like a big connecting street, it's important for the whole city. And then also the responsibilities change in the in the Magistrat. But of course, in Vienna we have like three, four different magistrate magistrates, Abteilungen who are involved in Street Street planning, for example. Then we have of course like initiatives like us, different initiatives who are working on this level. We have the districts, the district government, the city government as an external player are not external. Sorry, internal. Yeah. And yeah, and we have of course the people who are using the streets on all the different uses of the streets, um, which might not be the people who are also living in the, in the said quarter for example then. Um yeah of course we have then for example the public transport companies like Wiener Linien, in the case of the city of Vienna, which is also very important to include, and

they have a very um, yeah, they have a lot of influence, I would say, when it comes to street planning in the city. They are also asked like they are one of the first ones who are involved and they have a very big saying in projects in like, yeah, if you want to reorganize a street, for example, sometimes the public transport company in Vienna is kind of more a hindering the the improvement of the street, sadly. But in other cases also they understood they understand now better that okay, there need there is a need for more active mobility, for example, and they need to find ways where. Yeah. Or concepts like Begegnungszonen where all of the street users are kind of on the same level and, and equal. Um, yeah, a lot of different players I guess that were the most important ones, but I'm sure there are more.

00:40:53

*Speaker 1:* Yeah. Could you elaborate on that beginning soon? Because I don't think I'm familiar with that term.

00:40:58

*Speaker 2:* Begegnungszonen is like shared shared space or shared street, which means I think the speed limit is 20km/h. And there is not like this division between sidewalk and driving lane, but it's all on the same level. And people are like pedestrians are able to walk on the whole street as well as like cars and bikes and all the other road users. They are also sharing, sharing the street with everybody. And everybody has to take the speed limit into account and have to respect the other street users. So it's more like a concept of, yeah, training people or yeah, I don't know, focusing on the being together and, and using the street as equal users and not as dividing into these spaces reserved for pedestrians, the sidewalks and this driving space is only for the cars or for the buses and bikes.

00:42:00

*Speaker 1:* Okay, that's interesting. Yeah. Um.

00:42:05

*Speaker 1:* Yeah, honestly, I think those are the main questions I had for you. Okay. Nice. Yes. Maybe you have something you would like to add on or questions towards me as well.

00:42:16

*Speaker 2:* Um, not now. I just wanted to tell you also if there are more questions popping up, you can always contact me. And if you want, I can also provide you with some materials and send them to you that might be interesting for you.

00:42:30

*Speaker 1:* Yeah, that would be great. Like you also talked about your master's thesis if you're comfortable with sharing that. Yeah, I'm very happy to get all the input I can, actually. Yeah. Yeah, definitely. Yeah. So thank you very much. That was very interesting. I enjoyed it a lot.



00:42:47

*Speaker 2:* Thank you. And good luck for your thesis. I think it's a very, very important topic and I'm always happy when I see young researchers.

00:42:57

*Speaker 1:* Well, thank you very much. Enjoy the rest of your day and. And your week. Thank you. You too. Yeah.

00:43:02

*Speaker 2:* And we'll hear each other.

00:43:04

*Speaker 1:* Yes. Thank you. See ya. Bye.

### 3. Interview transcript of interview with Sofia Eriksson

Before the interview recording started it was again asked if it is okay to record Mrs. Eriksson which she agreed on beforehand as well through the signing of an informed consent information sheet.

Speaker 1 is the researcher Rebecca Müller. Speaker 2 is Mrs. Sofia Eriksson, the urban strategist working in the planning department of Stockholm.

00:00:01

*Speaker 1:* Good. Well, first of all, thank you for taking the time to talk to me. I appreciate that very much.

00:00:07

*Speaker 2:* Yeah, of course. No worries. Um.

00:00:11

*Speaker 1:* Uh, should I start to introduce myself and what I'm doing and why I'm even doing this interview? Maybe. So you have a little more input?

00:00:19

*Speaker 2:* That would be great. Yeah.

00:00:20

*Speaker 1:* Yeah. So as I. As I wrote you, I'm doing my bachelor thesis right now, and I'm trying to analyze the potential of feminist urban planning. And under this, I think the most common term that's used within that is like gender mainstreaming and then all that that is translated into these planning activities. And for that I analyze Vienna, which is very exemplary for that Berlin and Stockholm stock. Yeah. And so I am going to interview a few people from administration, but also experts in order to get more input on the theory behind it, but also like the administration within that cities and the offices, the urban planners, what are they actually doing and what are projects within those cities? And the idea, which is why it is very interesting to talk to you as well, is to analyze the potential of that regarding sustainability and not only ecological but also social and economic sustainability. So that's why I would love to get your input actually on on what projects you're doing and what what your insight on that is, what the potential actually might be.

00:01:25

*Speaker 2:* Great. Sounds really interesting.

00:01:27

*Speaker 1:* Yeah. So maybe you can tell me a little about what you're doing as well. You already wrote me a little in the email, but maybe you can elaborate on that.

00:01:35

*Speaker 2:* Yeah, sure. Of course. Uh, yes. Everyone knew that my English is a bit like shaky, you know? So you might have to. You have to ask me if you don't understand or. Yeah, if it's a bit. Um, uh, it's a, it's a bit shaky.

00:01:49

*Speaker 1:* So if I should slow down, please tell me. I'm a very fast speaker also in German, which is normally my language, and it's it's bad.

00:01:59

*Speaker 2:* Oh, no worries. Um, but yeah, I work as a urban strategist at the Stockholm municipality, at the planning department, so I work with city planning on a strategic level,

like the, um, uh, what's it called, the comprehensive plan. Like on that, on that level. Um, and I work with social sustainability and dialogue and school planning. Uh, so that is really interesting. And so my work is mostly, um, you know, being support to the different projects in terms of social sustainability and also, um, right, like guidelines for how to implement social sustainability in, in our process and in our projects. And the most of the work we do at the Planning department is work with, um, with detailed plans, zoning plans. Um, I'm, the system differs from country to country, but I guess you have kind of the same system with the, uh, zoning plans or detailed plans or. Yeah. Yeah. Okay. So, um, yeah, part of my work is to be a, um, like a support in, in the zoning plans or detailed plans as well as like work on the strategic level for the city.

00:03:30

*Speaker 1:* Maybe you can give me a little insight because I tried to, to research that because in cities such as Berlin and Vienna, it's mostly the projects are done by the districts. So they have the budget, they have the competitions that are done or whatever project they want to introduce is basically done by the districts. Is that the same situation in Stockholm as well, or is that a more. More overlapping thing of the city as a whole.

00:03:55

*Speaker 2:* When you say districts, what? Define districts?

00:03:58

*Speaker 1:* Well, a district is basically like not the city administration as a whole, but of a different part of the city. So the one area is one district, and then they have a district administration which is also like voted for, and they have their own little hat and their own little office that does all that stuff. So it's a little more local even than the city.

00:04:19

*Speaker 2:* Um, now the, um, we have like, um, uh, uh, planning monopoly in Sweden, which is like the, each municipality has the planning monopoly for the municipality. Uh, so we have a planning office for the whole of Stockholm, so not for like the different regions in, in the Stockholm City. Uh, we have like, an overall planning department for the whole of Stockholm municipality. So it's, um, it's local in one way, since it's like, for each municipality. But it's not local in the sense that it's like every, uh, different district of the city.

00:05:00

*Speaker 1:* So you're then also involved in projects that are basically all over the city and could differ completely? Or is there like a specific area that you work more on or like also topic in that also? Um.

00:05:12

*Speaker 2:* No, it varies. I mean different different areas has a different, um, challenges um, in, in social sustainability. So it differs between the different areas between like the, the inner city and the, uh, the outskirts of the city. So it can differ which kind of challenges it is in the, in the different areas.

00:05:37

*Speaker 1:* What would you say is then your most focus in those differences concerning your work?

00:05:43

*Speaker 2:* Um, it's um, well, in the, in the outer parts of the city, it's mostly, um, like the, uh, what, uh, the modernistic areas maybe. Uh, we call it the million programme, which is like, you know, the high rise building that was built like in the 60s and 70s. Um, I don't know what, what the English word for it, but, um.

00:06:14

*Speaker 1:* Honestly, I also don't know. I only know the German word, but I think I know what you're talking about. I can figure that out later.

00:06:21

*Speaker 2:* Uh, yeah, like the big, big, like, large scale areas, Uh, that is also traffic separated mostly. Um, and these areas has, uh, challenges with like the socioeconomic status, um, that in terms of income and um, uh, what's it called? Uh. Not working. That is not.

00:06:51

*Speaker 1:* Unemployment.

00:06:52

*Speaker 2:* Oh, thank you. And the level of education this area has, like, more challenges than the inner city. Um, so and the, uh, the safety, um, the safety issues are various between like the outer areas and the inner areas as well. Uh, so that is like a more focused in the outer areas than in the inner city.

00:07:18

*Speaker 1:* Um, yeah. When you talk about security, which is like statistically speaking, but also the thing where like I'm concerned with, with my area of like feminist urban planning is security and mobility, as I said, and like is part of it because it's just that women are more affected by also the feeling of subjective security. And is that something you're dealing with And are you is there like a differentiation or a focus on that in order to support it?

00:07:46

*Speaker 2:* Yeah, the the safety is like the feeling of safety is lower in the outer areas than in the inner city. So that is like a focus, um, in the, uh, in the areas that is like a bit far from the city. Um, and the reasons to that is like lots of different things. It's not just about the, like the urban, the architecture and it's not only about the like, so, uh, social, um, parts, it's like a mixture between them, I would say. Um, but yeah, um, it is a bigger problem than the in the outer areas than in the inner city.

00:08:27

*Speaker 1:* Yeah. And what would be like strategies that you are applying in order to increase that feeling of safety?

00:08:35

*Speaker 2:* Um, yeah. Um, we tried different strategies and it varies from area to area which strategy is the best for, for that area. But in, in Rinkeby, which is one of the million program areas, uh, one of the high rise blocks area, um, we have, uh, um, change the, the structure. Uh Rinkeby is one of the areas that has, um, uh, a traffic separated road net. So we have like the roads and they are often like, uh, down, uh. What was it called? Um, you have the road system for itself, and then you have the buildings and there is no really not a connection between the buildings and the road system. Um, so when it was built, it wasn't like in the times where, where, where the cars were, you know, dangerous and they had to, the cars were supposed to run fast and they were dangerous for, for people. So you separate the system. Um, and that means in the consequence that, that is that um, people often walk along the, the roads but there aren't any pavements or sidewalks. Uh, and, but the, the bus stops are along alongside the road, so you have to like walk alongside the roads and that is like a traffic, uh, unsafe and a traffic perspective. Uh, and it also, um, unsafe or like, a more human perspective. Uh, so in Rinkeby, we had, um, like, lowered the houses to the, the area of the, the road. I can send you a picture. Maybe it gets more clear what it looks like. Um, but to try to build or rebuild the house so they have like entrances and, and shops and stuff like that in

the, um, uh, in the first level, what's called the ground level, um, to meet the, the street and to and we build like sidewalks and pavements alongside the street. Uh, so the road network is more integrated with the whole like, building structure as well. Uh, so you would feel more safe when you walk to the bus. The bus stops and when you walk alongside the road, you feel like more safe in like a human perspective, but also in the traffic and traffic perspective.

00:11:07

*Speaker 1:* Yeah. And also, like, when is there like a specific strategy on connecting the inner to the outer skirts? Because I feel like right now there is a lot of these narrative of the city of short distances, for example. So you have a more mixed structure, as you just said. For example, in residential areas have shops. So there are more people around and there are more jobs closer by, for example, or this is that something that is applied in Stockholm as well, or that you are familiar with in your work?

00:11:40

*Speaker 2:* Yeah. In our comprehensive plan, we have four goals for like developing the city or the city planning. And one of the goals is a connected city, um, a city that is more connected like within itself. Uh, since we know that the in Stockholm is built on a lot of islands, so we have like lots of water, lots of islands and it's quite, um, uh, hilly. And that's not the right word, but I think you understand what I mean. Yeah. Different levels. Yeah. Yeah, exactly. So the structure is, uh, by, by nature not really connecting to each other, but also, like the, the areas that will build on the 60s and the 70s are more like built for, for itself. Like, um, uh, like a town itself and not connected to the areas. And that was a quite clear planning perspective back in the days that you, you should have like your area and that's a, that's your neighborhood and you have like lots of green areas around your, your, your uh, area. But now we see that, that tend to, um, like, um, close people in uh, or not not so easy to, uh, to move between the different areas because it's, there's no road network and not that much like pedestrian or by bicycle roads either. So that is a strategy that we try to work with to make like not just new car roads, but to make more like, um, pedestrian roads and bicycle roads as well, and um, and connect with buildings as well to make the area the city more connected to, to all the areas and not just like in the different, uh, small areas.

00:13:37

*Speaker 1:* Yeah. Yeah. I think that's also like something that is quite, for me, always obvious, but still, like that's what got me into the whole like, perspective on sustainability. Because when you read statistics, it's as basic as women use public transport more and they do this trip chaining, so they are doing shorter distances, but more of it or more pedestrian like because it's closer and there is no data on that, such things as that. And so for me, it's also interesting to analyze how the focus on the encouragement of public transport and the connectivity is because that's like very a very present topic in both of it. As in sustainability. Yeah, yeah, you can tell.

00:14:20

*Speaker 2:* Yeah, exactly.

00:14:21

*Speaker 1:* So we try to, um, to make it easier to go to the different like the bus stops or the subway stations, um, and try to make the, the roads that lead there, um, the car rose or the bicycle roads make them more like, um, more safe and make like the shortest distance get to the bus stop or the subway stop to make it easier for, for everyone but in women in particular

because as you say, they use public transport more than men do, but also plan for like childcare and and services in the areas as well. So you don't have to like go to your work and then you have to go from the work to a place where you can shop and then go back to your residential area that you have to have like a minimum, um, minimum service in your area. So your life puzzle is, uh, and manageable.

00:15:21

*Speaker 2:* Yeah, I think that's very interesting because I feel like that's what like now cities are focusing more and more on because they realize, well, that care work is very substantial for society and it's nice to have that around to say that very bluntly. Um, maybe you can also give me more impact because you said you do all these strategies. Is there also like an evaluation, I would figure like of statistical data beforehand, but also like of the reach and the reaction of these projects? Like can you tell if there is a improvement afterwards and what people you actually reach with what you're doing?

00:15:59

*Speaker 1:* Um, like follow, follow up with not our, um, it's not the thing we do best in Stockholm, I would say, unfortunately. But we have. Uh, we have talked a lot about. We have like different datas we use, uh, um, GIs. You get your graphical, uh, what's it called, your information system.

00:16:22

*Speaker 2:* I know it, but I also don't know the long term actually.

00:16:26

*Speaker 1:* Yeah.

00:16:27

*Speaker 2:* Uh, but we have, um, we work like lots with, uh, different maps. Um, that shows like, how well connected is the, the road network or how, um, like the percentage of, um, renting apartments versus owning apartments. Uh, so we, we have, like, we try to collect our, um, knowledge databases like in maps. So it's easy to like follow up as well. Like in one, in five years, uh, has the, the road network connectivity changed or has the, um, the, the limits between, um, renting apartments or owning apartments changed to a more equal, um, level? Um, but so we can do that, but we haven't really gotten a very systematic way of doing it. Yeah. Yeah. I would say.

00:17:27

*Speaker 1:* Um, also regarding that, when you're in the planning process, is that something the administrator or you as the strategist do at your own with the data, or are there other actors involved as well in this project? Yeah, in these projects.

00:17:41

*Speaker 2:* Well, we have um, a model that we call, uh, social. How am I supposed to translate this? Uh, um. Well, it's the model to, uh. To. To, um. Oh, God. My English is really bad right now. Um, enable to make the city more social sustainable. Uh, we have a model that we call SVR. I can Google translate the the exact word for it later, but it is like a model to, um, to make sure that the social sustainable values is, um, involved during the whole planning process. So we start with an analyst analyze, um, in the early stages of the process where we look at all the facts, like how, how does the area look today from different perspective, like safety, for example, but also, um, how much green areas is there in the, in the district and how, um, how far is it to, uh, to subway stations and how well connected is the street net and stuff like that. So lots of statistics to, to really understand the area. And

from there we see, okay, what is missing? What can we improve by, by the planning and what can we, um, either complement with or what can we improve, improve And then we put up goals for the, uh, the detail plan. The detail plan is, um, is going to help or increase the social sustainability by doing this. And then we, um, form um, goals like effect goals and then project goals, um, to see exactly what are we going to do in the project to be able to reach the, the main goals. Um, and it could be like, for example, if we plan, if we are doing a new project in an area that has a few, um, or yeah, mostly uh, rental apartments, uh, one of the goals can be to make the uh, building make it more equal between renting apartments and owning apartments. Um, and then the, the project goal could be, uh, like planned for new owning apartments in the area. Uh, so it makes like the process more, um, follow, uh, you can follow it and you have like always something to, to back and see like, okay, what was our goal and are we, are we heading toward it or are we, uh, going in the wrong direction? Um, and this model is, um, yeah, every, all the detailed plans, all the programs, every, every project is supposed to follow this model, uh, to make sure that you work in a more social sustainable direction.

00:21:06

*Speaker 1:* And, but when you develop this model, it's based on analysis, not really like on participation of other agents in that sense. Uh, well.

00:21:18

*Speaker 2:* It's, um.

00:21:19

*Speaker 1:* It's.

00:21:19

*Speaker 2:* Mostly on uh, statistics and data, but also, um, it's a collaboration, collaboration between the planning department, but also the experience component, uh, the department that owns the land in Stockholm. Uh, and, um, the, the district departments, uh, I don't know how to explain that, but, uh, I guess it's like yours, your department, that. But they don't do like the planning. We do that. But they have, they take care. They have like the, uh, the responsibility for, like, park develops and, and kindergarten. And, um, we have lots of, like, administration on a local level, so we have a very, um, we have a dialogue with them as well because they know their districts better than we do. So we have a, um, a close connection to them and talk to them. What do you, what does the district need? Um, so it's like it's a collaboration between different departments in Stockholm, in the municipality.

00:22:37

*Speaker 1:* Okay. Yeah. And you also said that you set different goals and that the effect project goals are more preliminary than the end goal. Basically. Do you have also like something that you expect to change more short term And then in the long term, because you plan basically for the whole city but still in specific projects. So I could figure that the short term changes are rather. Locally. And then the long term changes are for the whole city. Is there like a specific vision concerning social sustainability?

00:23:09

*Speaker 2:* Well, um, all, uh, um, well, our comprehensive plan, as I said, had like four, uh, four main goals. And one of the main goals is, uh, connect the different cities district to each other, but also that all um, hang on two seconds. I have a presentation about this in English, so I'm just gonna, uh, use that as well. Uh.

00:23:37

*Speaker 1:* Please.

00:23:39

*Speaker 2:* Um, use the right words. Um. Um. You know, we had a day off on Monday and Tuesday, so it's my first work day since like Friday. So I'm a bit.

00:23:57

*Speaker 1:* You have to get into it again.

00:23:59

*Speaker 2:* Yes.

00:24:01

*Speaker 1:* Um, okay, Let's see. Uh, our city planning goals is a growing city, a cohesive city, good public spaces, and a climate smart and resilient city. So all are our projects. And our plan has to work towards these goals. So that is like the long term goals. I would say, um, that we all, we always have to work, uh, work to or work forward to. Yeah. Um, so in that, I mean those, those goals can also be like if you work on a local level, you could also like spread to the, the bigger level. Um, I mean like if you work with connectivity or connecting different areas or improve the connectivity in an area, you could also like make the, the areas around more connected, if you see what I mean. So it's like it's, it has an effect on the local area, but it could also like affect the how people move in the city as a whole. Um, so yeah.

00:25:16

*Speaker 2:* Um.

00:25:20

*Speaker 2:* And in terms of like the housing market as well. Um, our goal is to have, uh, quite equal, equal. Um. Um. To be something like a 60 over 40 percentage in like in terms of renting the apartments and owning the apartments. And it doesn't look like that in city at all today. In the inner city, it's like more or less like 80. Uh, owning apartments and in the outskirts it's more like 80 renting apartments. Uh, so if we, if we change, uh, if we were work more, uh, like for an equal, um. Level. It changed the area as well. But it can also change the socioeconomic segregation in the city as a whole. Um, if you see what I mean. Yeah. So things we do on a local level also affect like the city as a whole.

00:26:32

*Speaker 1:* For sure.

00:26:33

*Speaker 2:* Um, maybe I'm also interested in the when you have this plans, there's like for me, I'm applying basically a theory of change. So what I want to analyze is what changes are going to happen through these planning activities or the projects in the very beginning. And so basically using this interview as a basis for then more of a theoretical interpretation of what the change could look like. And so for me, it's also interesting to see what kind of behavior or capacity change first and foremost you want to achieve, because I feel like you have to build the capacity for people to use public transport or to have a sidewalk that is accessible, for example, to be more barrier free and to even change their behavior in order to use it more. And is there something that you analyze regarding that or that you. Well, you could see what the capacities are. You want to build maybe that.

00:27:36

*Speaker 1:* Uh, I wasn't really following. Uh.

00:27:40

*Speaker 2:* Yeah, I realized. I figured my train of thought is a little difficult to follow, that's why. Yeah. So my main question is basically, what are the capacities you want to build in



order to achieve social sustainability? So for me, as I work more in the sphere of mobility, it's also very still connected to, I think, the general planning because, well, if there is a mixed use area, there's also the mixed use of transport and if there's a modal split of transport that also affects, yeah, the socioeconomic backgrounds because people with more income use cars more likely. And also like all these parts I think are very, very interconnected. So my question is, in the end, what capacities do you want to build in order to be more sustainable socially?

00:28:26

*Speaker 1:* Well, I would say it's like different, um, work, lots of, lots of different things. We try to lower the, the usage of cars in the, in the city. Uh, so we like different measures. We, um, uh, sometimes we close, uh, we close down some streets for, for car traffic or we, we narrow it down, we take like one if it's a, if the road has like four lanes for cars, we take away two of them and make it to like, a bicycle area instead. One of the largest, um, streets in Stockholm is carton that runs from, like, the inner city, uh, a bit down south. It's quite long and it, it runs through the whole of Södermalm, which is like it's very, uh, lively and crowded area. And that road has before it had like four car lanes, like two heading north, two heading south. And a couple of years ago, the traffic department took away two of those lanes, make it a bicycle area instead. Um, so, um, that is one way to kind of make it harder to take the car and like force people to use public transport or bikes or walking and also, um, helps the, the pedestrians and bikers to have a more traffic safe environment as well. So it's like, it's, it's a practical, it's a practical. Uh, um. What? Uh, it's a practical thing, but it's harder to take the car. But it also has, like, a value in in, um, like, signal. What we want to do as a city. We want to focus more on the public transport and not so much on the cars. Um, and also to build like a, um, pedestrian street or sidewalks or new bicycle lanes, uh, between areas. It could be like between the inner city and the outer city, but it could also be like between different areas in the outer city. Uh, it makes, it makes it easier to walk or take the, the bike. Um, and it makes it, um, more, uh, well connected to, uh, to the areas as well. So that is like in, in a traffic perspective, that is one way. And if we look in terms of like parking, we used to plan for like each house, each household, uh, had like one parking lot, uh, in the garage. Uh, but now we work with something we call green. Um, green parkings. That is that you. You could go. You could, um. We could let you build less parking if we work with, um, to make, like, a bicycle hub in the in the garage where where you can repair your bike or you can store your bike. Um, so we try to work with, like, lower the, um, uh, the parking levels in the newly built houses, uh, to not like encourage, uh, having a car, owning a car and taking a car. Yeah. Um. And also like very practical things like rice, the parking, uh, not the tickets. The parking.

00:32:21

*Speaker 2:* Yeah. You have to pay. Yeah. Okay.

00:32:23

*Speaker 1:* Yeah, exactly. Um, so that is like some of the things we do, uh, regarding to like, traffic to make it more both, uh, um, ecological sustainable, but also social sustainable, um, and um, in like other, other perspectives, we, we work with, uh, when we develop a new area or when we, uh, rebuild an area or build new houses and really, um, uh, um, already build area, uh, we, um, rebuild the parks, uh, in some sense. So like, okay, what can we do with this park to make it better and more inclusive when we are planning for new houses? And uh, we have uh, in some of our areas, we have had a dialogue with the girls, young women and girls,

because we know that they don't use the public spaces as much as the men do. Um, especially not the, the, uh, the spontane, uh, places for like, sports. Um, so then we have like a dialogue with, with young girls and women to see, okay. Enabled to make you use this area more. What would you like to have there? Maybe it's not like another football plan. It could be something else. Then just like the normal things we usually have, like planned for because, you know, everyone loves to play football, so we just kind of football field. Um, and we know that like the skate skateboard areas, uh, is used like, I don't know, 85% of men and boys, um, and like the rest are percentage from, from girls, which is not like an equal possibility for, for people to, to use the area. Uh, so we have, we have like change our mindsets on what is like, what is gender neutral for everyone, what would everyone want. Everyone is never everyone you have to plan for like different persons and different interests as well.

00:34:40

*Speaker 2:* Yeah, I think that's very interesting because that's something I stumbled upon in mobility as well, was that the city was basically planned during a time where the men would be the worker and would drive from the outside or like from somewhere in the city to work with a car. And so that's the basis of how the city was built, which made sense for that time. As you as you described about the buildings from the 70s at that time, there was a very smart move to do. And yeah, it had had its perspective for the future. And nowadays we can realize, well, maybe some things have changed. And yeah, I think it's interesting to see that the mobility of women just differs and now is not accounted for because the city was not planned for them. And now which is basically then the position as well. And maybe something I want to get into is for me to have maybe your expertise or like your insights, because in the end, it's like if we would change that, if we would change that the city is not planned for men, but for women specifically, like on a feminist perspective, which does not say it's not for men, as you just said, like gender neutral is never gender neutral. So if we account for the different needs more and we would put a focus on the need of women. What I find very interesting is that you automatically also plan for, for example, people with disabilities because a woman with that wants to have a stroller needs the same space that someone in the wheelchair would need. So there are very many aspects that would be accounted for just by thinking about a woman taking care of a child or an elderly person. So maybe you like I don't know how familiar you are with the idea of feminist urban planning or like gender mainstreaming generally with the focus on that. But maybe you can give me an insight. What do you think the potential on that focus would be?

00:36:33

*Speaker 1:* Um, I would say like the, the first thing, like the foundation of understanding it is understanding that it is never gender neutral, that you can't just say, okay, we planning this way and it will be good for everyone. You have to you have to analyze the the area itself and see how the area looks itself and how is the area used and by, by whom? Um, and also to, um, make, uh, yeah, as, as you said, like to make the life life easy to live, uh, that you have in like in a large structure that you have to have like workplaces in every part of the city so you don't have to, like commute from your residential area to, uh, an area with like, lots of workspaces that is really far away. So I don't really like the, the 15 minute city. Um, it has its, uh, its point, but I think it's a bit, um, uh, complicated as well. But, um, it has something, I mean, it's

easy. Every people should be able to live a good life in your, in your area, uh, in terms of, like, it should be easy if we don't have the workplace there. But you have, you have to have it easy to go like by public transport and you have to have service quite close and, and child care and health care. Um, so you can like live your life on a, on a local level. Uh, but uh, not, uh, but not just, I mean the 15 minute city is like, um, for my, uh, my understanding of it is that you have to like have workplaces and service and childcare and everything like in your, in your district. But that would probably segregate the city more because then you never have to go somewhere else. Uh, but like it's a minimum level, you have to have like, um, you have to be able to like shop your breakfast milk or um, yeah, get your medicine, uh, or have childcare quite, quite close. Um, so, um, like planning for, for workplaces around, around the city, planning for service around the city, planning for uh, parks in every part of the city and parks and sport areas that, that is like accessible for everyone, uh, both like, um, physically, but also like in a mental way that you have to feel that, okay, I can, I can be here as well. I don't have to, like, love playing football or um, uh, doing skateboarding. Um, so I like, um, a more equal accessibility to the city.

00:39:39

*Speaker 2:* I just realized maybe it's interesting to get your definition because there are several. I think we have a common understanding, but I might as well ask for for the sense of the interview. What do you understand as social sustainable city?

00:39:54

*Speaker 1:* Um, well, I would say that a social sustainable city is a city where you can meet different people, where you can meet people that has like different socioeconomic background than you have. And uh, a play a city where you can easily, um, get around, uh, both by public transport, but also like in a pedestrian, like by walking or taking the bike as well. Um, and a city where you can live your everyday life quite local, uh, as well. But I would say like the main part is the city where, where you can meet different people that you don't just meet like people like me. That is like 40 ish. Uh, quite, uh, uh, quite Swedish, quite wide and has like a middle income level. Um, you have to, um, uh, you have to have like a mix between different people and you have to have well connected city that you can like move to and move around, which is easy to like move in so you can go to different areas and not just stay in like your, um, your area. Uh, and I would say that like a city that has, uh, different housing alternatives in the different areas as well. Um, yeah, as we were talking about earlier, that it's not like just rental areas or rental apartments in one area or just like owning apartments because that wouldn't, that wouldn't create a socioeconomic diversity, uh, that would like exclude quite many from, from different areas. Um, so we see today's quite mixed and well connected, uh, where you can meet different people. I would say that is kind of my definition about the social sustainable city.

00:42:04

*Speaker 2:* Yeah, I think that also covers a lot of things for sure because I think there are always many things connected with that in order to even obtain that. Um. Maybe like on the effects that you had within the planning process, were there ever moments where you realized that there are as I said, there are a lot of things connected to that that you wouldn't see. When you first maybe think about planning that, were there ever any unintended effects on this idea of like unintended influences from external or something where you were in the process of developing that and realized you weren't thinking about that beforehand?

00:42:46

*Speaker 1:* Uh, say the question again.

00:42:49

*Speaker 2:* If there was ever anything that was unexpected in the planning process or external effects that you haven't thought of beforehand, generally, like unintended effects also of your planning that you did not think of before and anything that was out of the goal setting perspective.

00:43:07

*Speaker 1:* Let.

00:43:08

*Speaker 2:* Um. Not like in a general way, but in a like in a local way. Um, you can have like your, your picture that the, that this area might work in one way and you think that okay, everyone think that it's like everyone feels, um, uh, um, if you take example, um, a project that we were planning alongside and in the green area, um, uh, we had like different, um, perspectives that like some of the people like the green area a lot because you can like go out running or walking or like the forest is like, uh, and um, uh, it's uh, an access accessibility, uh, no in itself, but also some of the people, uh, never went there because they thought they felt it was a bit unsafe and a bit dark. So you never know how, like, uh, you can never say that everyone thinks that this area is like, in that way, you always have to, uh, see it from different perspectives. Um, which is very important. And you can do that, like in dialogue with the people who lives there to maybe to make it, um, more understandable in the area, um, as well.

00:44:45

*Speaker 1:* Do you ever like. Like I feel like Stockholm is very known for being pedestrian and bike friendly, at least from my perspective and what you read in literature. And do you ever get backlash from people that are more on the side of we need individual transport and we want to use the car and parking is expensive. Like, is that a very vocal conflict that you realize?

00:45:09

*Speaker 2:* Yeah, I would say all.

00:45:10

*Speaker 1:* The time in every project I would say like one of the biggest issues or one of the biggest questions in every project is like, But where can we park our car? And it's going to be like a traffic stocking. And yeah, I would say in like in every project, the traffic situation is a big question. Um, and maybe not every, but in the, in the inner city or like in the, the near uh the near areas in the, in the city where people tend to own a car and use the car a lot. It's always a big question. Um, that are the roads are going to be totally crowded and we can't park anywhere. And so I would say that even if Stockholm has a very Stockholm as a city or like a municipality, it has a very focus on pedestrian and bicycle. It's it isn't, um, it's not always easy to get the understanding in the from the citizens that we have to change in this way as well. Um.

00:46:15

*Speaker 2:* So it's like.

00:46:16

*Speaker 1:* Yeah.

00:46:17

*Speaker 2:* Do you have a feeling that behavior changes once you implemented this project

and people see that it is working and they have the capacity to use other modes of transport, do you feel like that also changes their behavior and their reaction towards this?

00:46:31

*Speaker 1:* Well, I would say yeah.

00:46:33

*Speaker 2:* Yeah. I was mentioning earlier the one we took away to Carlings. Um, I will say there was a bit quite controversial at start. Where should all the cars go? And so, uh, but I will say that it works perfectly fine. Uh, no. So sometimes the change is quite scary and you have like, implement it and then you see that it works quite well. And we have something that we call, um, summer Walking Streets. Um, so like each each year in like May, um, the traffic department close, closes down some of the streets and put out trees and furniture and make the, the streets like more, uh, more livable street. And there's a lot of, um, all the bars and restaurants had brought like table in the street. And you can't, you can't use a car. You can't go there with a car. It's only, it's only, it's only for like pedestrians and bicycles and, uh, uh, and it, and I would say this, it always works very good and everyone enjoys it and everyone likes, like, hanging on the street and don't have to worry about the cars. And um, so it's very appreciated. Um, thing this summer, uh, walking streets. Uh, so sometimes I think that, I mean it is like a very, uh, slow system, the planning system. But sometimes I feel like, why, just why don't like, just try some things and if it doesn't work, then put it back in the same way that it was. But sometimes I feel like. Like the fear of it not working is, like, quite high. So we don't. We tend to like be a bit, um, uh, insecure about, say, change.

00:48:36

*Speaker 1:* I think that's generally interesting because I talked to people working on that in a more theoretical sense and then people in the administration office and I feel like the understanding is mostly the same, but the the intensity and the radicalism behind it very much differs because when you were in administration, you have to. Yeah. Get way more voices behind you and work more slowly because of that. And often science is a little ahead of that. Yeah, because they also don't have to really get the people behind them right there and then. So I think that's also interesting.

00:49:12

*Speaker 2:* It varies quite a lot with um, uh, with the, what, um, political views that is like, um, that is, um, uh, the. What's it called? Uh.

00:49:29

*Speaker 2:* Well, the parties that runs the, uh, the municipality right now is the, um, environmental party and the socialists and the, the left. The left party. Uh, okay. Get a definition. This, like, different in each country, but we have, like, a more socialist, um, um, politics now in Stockholm. And I would say that the, the Environmental Party has been, um, they have been in the government or like in, in, um. Uh. They have been in the. Oh, totally blank. They have. Okay. I'm just going to, like, explain it on a five year old level. Completely fine. One of the parties that decide for a long time now. Got it. Um, even if it's more like a left, uh, a left steering or a right steering. The Environmental Party has always been like, a part of both both sides. Uh, so it has been a very focused on, like, bicycles and pedestrian. But I will say that when we had like, the more, uh, right parties that, that decide, they tend to be like a more, um, uh, uh, they didn't want to talk as much about not having cars and going by car because they, um, the ones that voted for them tend to be like a more high income

person that had a car. Um, so I would say that it differs. Uh, we have elections like each four years, so it kind of differs between those like, okay, this time we have like a more, uh, right government. Okay? Then we can't talk so much about cars. And now we have a more like left government. Then we can like focus even more on not planning for cars. So it depends on like, even if our, uh, our goals for, for the city, um, for the, for the departments are like the same even if the comprehensive plan say that they have to be a more cohesive city and a climate smart and resilient city, they like implementation of that varies with like which party that that like ruling?

00:52:02

*Speaker 1:* Yeah.

00:52:03

*Speaker 2:* I think that's the same in every city that I've talked to until now that they're like, yeah, always depends. Um, yeah, because it's a, it's a top down approach. That's what you're doing. Like in the end you have to have the yeah, the, the leaders on board or at least their goal setting within what you want to do. Yeah. I think actually from my side um this is this is it was. Maybe you have something to add or something. Yeah. You still wish to talk about.

00:52:36

*Speaker 2:* Um, no, I don't think so. Uh, no, I think. I'm think I kind of said it all. Uh.

00:52:48

*Speaker 1:* Yeah. Then I would. First of all, maybe you can also write it in the chat. The, the model that you told me that you have where you didn't know the translation, the SVR was it? I think you can. Okay. Could you send me the name of that? Then? I can look a little more into that.

00:53:06

*Speaker 2:* Yeah, sure.

00:53:08

*Speaker 2:* Um, if you want, I can, like, send you a, like, description about the model, and then you can maybe, like, Google translate it and see if you understand anything. We don't have, like, an English version of it, I'm afraid, but I can just send you the text and you can Google translate it and see if it makes sense or not. And you can always like email me or call me and ask if you have any questions.

00:53:32

*Speaker 1:* That is great. Thank you. What I would also wanted to ask you if that's possible, if you could send me the presentation that you just talked about, the comprehensive plan that you did with the girls. If you could send that to me, I think that would be interesting to read.

00:53:47

*Speaker 2:* Yeah, sure.

00:53:48

*Speaker 2:* It's like a PowerPoint presentation, and it has, like, um. Uh, some, yeah, some apps with data that we're talking about, the geographical information system maps. So you can see like the socioeconomic conditions of different parts of Stockholm and access to workplaces and access to grocery stores and cultural life and stuff. Yeah. And then we have like, um, uh, yeah, a short, um, um, about the comprehensive plan. Yeah. I use this for, I was talking about, I was talking about social sustainability in urban development, actually, Uh, so if you send it to you.

00:54:31

*Speaker 1:* Perfect. I can use that.

00:54:35

*Speaker 2:* Yeah. And if you if there's anything you want to know more about or if anything that is unclear from the presentation, it doesn't have a lot of text. It's mostly like pictures, so it might not be so, um, understandable. But just ask me if you have any questions.

00:54:48

*Speaker 1:* You can also send me the comprehensive plan in Swedish and I can just Google translate it to be honest, if you want to attach that, if you think that might be easier for me to get a connection.

00:54:56

*Speaker 2:* I think we have an English version and. I think so. I know we have it like a printed English version, but I guess we should have like a digital one as well. Yeah, I just like, send it to you and.

00:55:08

*Speaker 1:* That would be great. Yeah. Thank you so much. Thank you again for taking the time to talk to me. I think that was very helpful. Yeah. And I hope you enjoy the rest of your work week.

00:55:19

*Speaker 2:* Yeah, I'm just going to.