

Framework paper

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Prologue and dialogue

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ESR projects and posters

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Prologue to a dialogue

*'I wanted to be a part of the scientific community;
that is what doctoral students should strive for, right?
To write in such a way that it represents that community and what it stands for.'*

Smissaert & Jalonen, 2018, 707

This deliverable is a product of the TOD-IS-RUR network. In general, the network performs research on urban development and transport, and takes the concept of Transit Oriented development (TOD) as a starting point. Simply put, TOD encompasses that transit stations are the nodes around which compact urban development is concentrated in order to make activities accessible by public transport. Furthermore, the built environment in TOD is designed so that local trips can easily be made on foot or by bike. Although TOD is an appealing concept, a number of criticisms have been formulated. One relates to the urban bias which characterises much writing and implementations of TOD. Therefore, TOD-IS-RUR explicitly focuses on Rural Urban Regions (RURs). But the critical stance of the network is not only translated in its geographical focus. Social exclusion and gentrification, which might be increased by TOD, are central concerns of the research, as well as the search for a richer understanding of place and the qualities of particular places as discussed in landscape studies. Participation is another key element of TOD-IS-RUR and the network experiments how participatory design as well as other ways of participation can lead to more democratic ways of planning transport and land use changes. Summarising, TOD-IS-RUR aims to unpack and rework TOD using a plurality of disciplines, methods, visions and approaches, while involving a diverse set of actors.

The current document was labelled 'interdisciplinary framework paper' in the initial project proposal. Its objective is to specify the different contributions, given the diversity in research approaches and disciplines involved. The question arose how to best capture the plurality present in, and cherished by, the network. In what presumably is the standard view to writing deliverables, researchers "refer to the task of 'writing up' their research, as if it were merely a bothersome conclusion to their real work." (Sayer, 2010, p.174) However, this view ignores the fact that the way how we communicate exerts influence on the con-

tent itself. Our way of writing is thus not an irrelevant choice, and others have struggled with finding a proper genre to bring about a fusion of 'clearly separated universes', and 'to come close enough to reality so that scientific worlds could become once again what they have been: possible worlds in conflict that move and shape one another.' (Latour, 1996, pp.viii-ix)

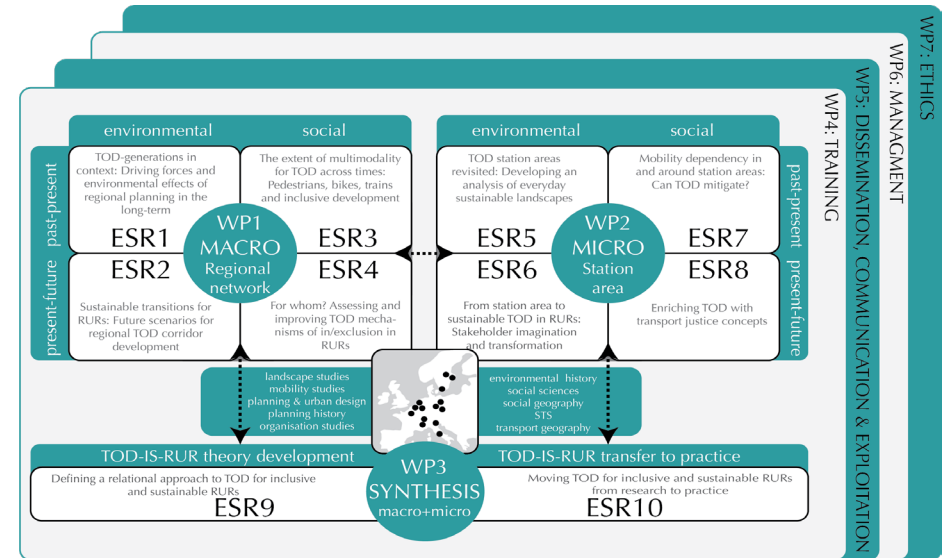
As the attentive reader might notice, the main part of this text is written as a dialogue. One might think that a dialogue is simply a different writing style, or even a 'nice gimmick' (Vanoutrive, 2017, p.18) or a way 'to not be so deadly serious in our writing' (Smissaert & Jalonen, 2018, p.704). Although a dialogue may add a flavour of fun to academic writing, dialogues do more than that. Contrary to what one might expect, academic dialogues can be found in academic journals and books in a variety of research fields such as planning (Lai et al., 2019; Vanoutrive, 2017), quantitative methods (Goos & Jones, 2011), anthropology (Rogers, 2003), and philosophy (Feyerabend, 2010). Several reasons have been given to justify the choice to write a dialogue.

Some 2,400 years ago, the danger of written text as an instrument that ossifies our thinking was already discussed and dialogues were seen as a way to come closer to actual conversations (e.g. Plato's Phaedrus, see also Chapter 9 'Let's make more movies' (p.195) in (Preston, 1999)), closer to 'a real, spoken exchange between people of different background' (Feyerabend, 2010, p.164). Relatedly, dialogues were seen as a proper tool to bring ideas and concepts closer to real life. In more recent times, it has been argued that academic knowledge is communicated in a way that "hardly encourages one to write 'I disagree' in the margin", in other words, academic writings 'close off disputation', while 'sometimes the closure needs to be contested' (Sayer, 2010, p.176). Our use of a dialogue is thus a means to keep the debate open, to avoid closure, and to bridge the gap between academic knowledge and people.

Keeping the debate open using a dialogical style can also be seen as a reaction against the ideology of expertism that is omnipresent in transport and planning discourses (Vitrano & Lindkvist, 2021). Too often, problems related to land use and transport planning are presented as technical problems for which experts develop politically neutral solutions. However, when promoting sustainable built environments, we have to recognise that ‘Sustainability is a Platonic idea, a category of the good’ (Neuman, 2005, p.17). Discussions of sustainable land use development and mobility are as a consequence normative debates about what we consider good, desirable or bad. Dialogues are seen as a proper way to discuss such ‘difficult’ ethical issues (Vanoutrive & Boussaauw, 2015). One advantage is that positions can remain clear, and that characters can be outspoken, instead of ending up with a text that offers a diluted consensus.

Regarding the characters, authors of dialogues need to show empathy to develop characters that are plausible (Simmons, 2008). Fictional writing, which was part of one of the training events of TOD-IS-RUR – TOD Studio Paris – requires that someone is able to walk in the shoes of other people. Also for this reason, writing dialogues is an interesting technique to discuss issues that concern various groups of people. For example, when writing a dialogue between a policy-maker and a social scientist (Shove, 2014), the latter must show empathy to offer a realistic description of the former.

The interaction with non-academic partners is a crucial feature of TOD-IS-RUR. All early stage researchers strive for relevance. That is why the dialogue focuses, besides on spatial and mobility planning, also on the different ways of how research might contribute to social change, including more ecologically transport land use patterns. To be relevant, dialogue is crucial for researchers, not only to be responsible as academics towards other academics, but also to act responsibly as human beings-cum-researchers (Smitsaert & Jalonon, 2018). Finally, we hope that dialogue is not only present in this deliverable, but runs throughout all the project phases, as a framework relating disciplines, rationales, and indeed people, in an open debate.



WP3. The TOD-IS-RUR framework: From matters of fact to shared matters of concern

This framework paper animates three genres: the dialogue, the project abstracts, and posters. The ESR project descriptions are placed in parallel with the dialogue, positioned at the location that speaks directly to the ESR project, and indeed to the ESRs. The abstracts are written in academic language, foregrounding the specific research questions and themes driving the projects. As a third genre, this paper includes a visual medium – the poster – conveying in one image the central topic of the projects. Similarly to creative writing, visual methods are key to our network as means to communicate across disciplines and sectors, serving as an instrument to open up debate beyond normative categories. When grappling with concepts like place-specificity, mobilities and justice in RURs, visual methods are part of our analytical toolbox, a way to capture a sense of place, of belonging, and equally, of dis-placement, of dis-possession.

The paper aims to set up a relation between these three discursive modes, gathering a framework in which the individual scientific integrity of the ESR projects are underlined, while simultaneously constructing a dialectic between, or even an arena of, ‘inside’ and ‘outside’ worlds. With our network we aim to transform the disciplinary, sectoral and urban tunnel vision of TOD, to an inclusive concept for TOD, or, on a more ontological level: WP3 explores ways to move from matters of fact to shared matters of concern.

“We all know subcritical minds, that’s for sure! What would critique do if it could be associated with *more*, not with *less*, with *multiplication*, not *subtraction*. Critical theory died away long ago; can we become critical again, in the sense here offered by Turing? That is, generating more ideas than we have received, inheriting from a prestigious critical tradition but not letting it die away, or “dropping into quiescence” like a piano no longer struck.” (Latour, 2004, 248)

The dialogue

Across the globe, Transit-Oriented Development (TOD) has emerged as a popular development initiative that is widely appreciated for its potential to encourage sustainable mobility along with public transport networks while discouraging car-dependent and sprawled urbanisation. Despite its popularity, TOD comes with a variety of challenges. Through a set of dialogues, this paper discusses the challenges we face in our research of extending TOD to Rural-Urban Regions (RURs) with a context-based approach.

Introduction

A: Good morning! Long-time no see.

B: Oh, hello! Indeed, time flies.

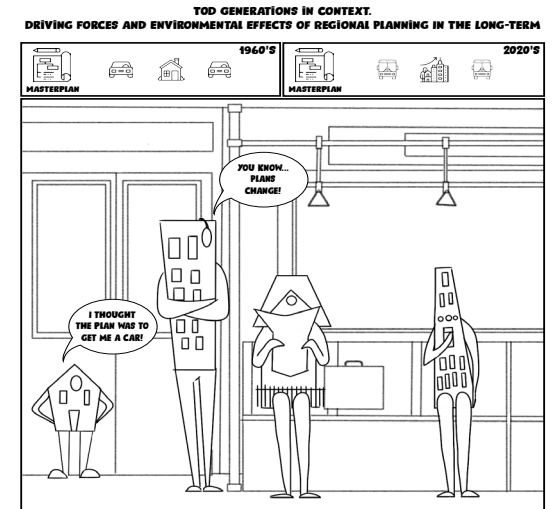
A: I believe last time we met was at the Transit-Oriented Development conference five years ago? I still remember your presentation.

B: Really? It wasn't rocket science. I just illustrated that the idea to integrate land use development with the development of transit infrastructure networks is not as new as one might think. It was also present in several 19th and 20th century plans and policies (De Block, 2014). From that, I jumped to the 1990s. From that time onwards, the promotion of high-density developments near transit nodes was labelled Transit-Oriented Development or TOD, and all over the world planners, policymakers, urbanists and academics promote TOD as a sustainable and efficient way of urbanization (Jamme et al., 2019). Pedestrian-friendly areas ensure that local travel is done on foot or by bike, while other trips are made using public transport. Again, it's not new. But there are differences between past and present TOD. While it once was key for constructing suburban welfare communities across various European city-regions (Gullberg and Kaijser, 2004; Pojani and Stead, 2018; Pries and Qviström, 2021), some say that modern TOD projects have more of an urban aesthetic focus (Pojani and Stead, 2015).

A: What was particularly interesting was your assessment of mainstream TOD. You nicely showed that the spread of the idea around the world comes at a cost. You raised the question of whether TOD is a transferable concept that can be applied around the globe (Thomas et al., 2018). What is copied from one location to

This research aims to measure the effects of generations of planning practice and discourse on the development of the rural-urban regions (RURs) of Paris and Rome. To achieve this goal, it will analyse the interactions between housing and public transit infrastructure development in the aforementioned areas from the 1960s until the present day. The results of this research will challenge the undifferentiated model approach of current TOD practice, and develop context-specific criteria to trace and harness interactions between urbanisation and mobility within RURs in Europe and elsewhere.

ESR1.CHANGE OF PLANS!



Mariana Reis Santos, PhD candidate | Nathalie Roseau, supervisor | Massimo Moraglio, co-supervisor



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ESR 1 Mariana Reis Santos: TOD generations in context – Driving forces and environmental effects of regional planning in the long-term

Rural-urban sprawl is one of the biggest challenges to achieving sustainable development in Europe and abroad. As processes like sprawl and densification intertwine with transport infrastructure development, discussions on mobility are now on the rise. Primarily in metropolitan regions like Paris and Rome, where development has historically concentrated around transport axis and nodes.

With varying levels of success, many attempts have been made to encourage the use of sustainable means of (private and public) transportation. In this context, the exploration of Transit-Oriented Development (TOD) seems to be promising. Therefore, this research measures the effects of generations of planning practice and discourse on the development of the Rural-Urban Regions (RURs) of Paris and Rome. Specifically, it analyses the interactions between housing and public transit infrastructure development in these locations from the 1960s until the present day.

To perform this analysis, this study will compare and contrast new developments with earlier experiences for identifying continuities and changes. Then, it will evaluate the influence of the notions of compactness and density on reducing sprawl. And finally, it will assess whether the intentions behind planning practice and discourse in these areas were successful, and pinpoint the driving forces behind such outcomes.

The results of this research will shed light on the socio-spatial outcomes of regional planning over the years within the aforementioned regions, challenge the undifferentiated model approach of current TOD practice, and develop context-specific criteria to trace and harness interactions between urbanization and mobility within RURs in Europe and elsewhere.

another, or from a glossy design book to practice, is a generic model. A circle is drawn around each transit node, representing the 10-minute walk, without taking into account place qualities and local mobilities that differ between locations. But not all nodes have the same role to play, and there is no reason to develop the same urban high-density circle around each node (Qvistrom et al., 2019). There must be a way to make TOD more locally relevant and less reliant on scale (Schein, 1997)...

B: Happy to hear that you got the message that we need a more place-based and contextualized model of land use and transport planning. Perhaps landscape ecology could be a way to reframe it? Just throwing some thoughts here... And what about you? What are you currently doing?

A: I was recently hired by the university for a TOD study.

B: Really? Well, not that I doubt your intellectual skills, but I don't remember you as a natural-born researcher. I mean, at first sight, you have a stronger affinity for practice.

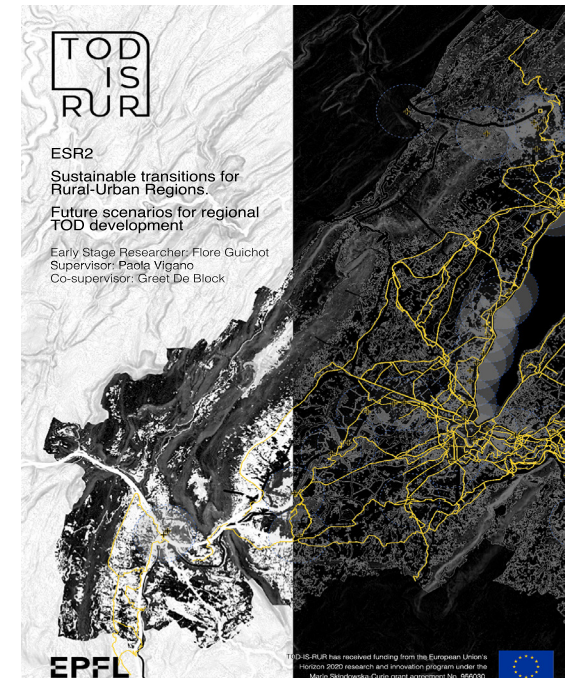
A: No offense taken. Yes, it is an academic project, but my work package is on the transfer of knowledge from theory to practice. But... uhm...

B: But what?

A: I'm a little bit stuck. I mean, it's common to write in project proposals that knowledge on a topic will be generated and will subsequently be transferred to practice. However, such phrasings suggest that knowledge is like a box of chocolates that is produced, and I have to take that box,...

B: ... and give it to policymakers, designers, ... I understand your hesitations. The interaction between research and policy is a bit more complicated. It's less a transfer than a dialogue, although the dialogue is not without frictions and misunderstandings.

A: ...I am not even sure we can call it a dialogue: urban planners and transport



ESR 2 Flore Guichot: Sustainable transitions for rural-urban regions. Future scenarios for regional TOD networks

The research aims to enrich the TOD model through a context-based approach, sensitive to rural-urban regions. In an existing and consolidated diffuse urbanization, the TOD model, designed as an alternative to sprawl, offers potentialities as well as evident contradictions facing the current ecological crisis. The project aims to go beyond the radial-centric model of the TOD by focusing on the articulation of multi-modalities to structure the rural-urban diffuse region and overcome current spatial segregation. Local public transport and soft mobility are proposed as key vectors to sustain ecologically compatible practices for a more inclusive metropolis. These weak infrastructures focus on daily mobilities composed of both work and non-work-related movements within the territory, reflecting both on the capacity of extending their reach and on their potential to re-anchor life and decentralized socio-economical activities. Through a network theory approach, the project aims at broadening the notion of accessibility, to go beyond the 10-min circle. First, understanding the possible articulation between a strong TOD model and softer infrastructures connecting to diffuse urbanization. Second, drawing on the literature relating TOD and ecological infrastructure, concepts such as ecosystem services are put forward to reflect on the relationship that such weaker infrastructure systems could enable between human mobility and non-human mobility. Landscape ecology becomes a way to reframe human development in co-existence with its concrete territory to develop a new city-territory approach. The reading of the Great Geneva and Flanders case studies will be used to develop or reject the hypothesis of these three network frames.

planners don't speak the same language. Under those circumstances I can imagine a so-called "dialogue" leads to misunderstandings.

B: Thinking about it, the ...uhm... dialogue is often framed as a one-way interaction, in particular in academic work. Perhaps academics need to abandon their habit of ending each paper with 'policymakers need to...' or 'governments should do this or that'... maybe they should start by translating the different languages spoken, and perhaps there is a role in the creation of new languages or narratives. Maybe, we should even start reflecting on how we value knowledge production and whether different valuation systems are possible. Anyway, this conference seems to be the right spot to learn more about the interactions between academia, the world of policymaking, civil society, consultancy, ... and who else that might be present today. But I have to go now, there's a meeting of the editorial board of the journal *Frontiers in Autopoietic and Phylogenetic Mobilities*. Perhaps, we can continue our conversation at 11 o'clock in the coffee corner?

A: Excellent idea. Enjoy your meeting!

Innovation

A: Good morning! Long-time no see.

C: Hello! Indeed, last time we saw each other, we were still students. Is it true what they say?

A: Uhm... what do they say?

C: Well, that you currently work in academia.

A: Yes. But don't worry, I work on the interaction between research and practice. So, do not expect dry and highly abstract texts from me. I'm currently looking for an appropriate framework of this interaction.

C: I'm not an academic, but I usually start from the triple helix model. That



ESR 10 Sandra La Rota: Moving Transit Oriented Development for inclusive and sustainable Rural-Urban Regions: from research to practice

The specific focus of this ESR is the transfer of knowledge and findings from research to practice. However, the phrasing 'from research to practice' suggests that this is a one-way interaction in which knowledge is generated in knowledge institutions and subsequently transferred to others who implement the ideas developed by academics. In reality, this interaction is more complex and it does not seem desirable to restrict the interaction to a simple unidirectional transfer of expert knowledge. That's why the interaction between research and practice is put in a broader perspective. In essence, the aim is to contribute to the development of more inclusive and sustainable Rural-Urban-Regions (RURs), which is the envisaged social change or transformation. The specific focus is then on the role of research and knowledge production in such changes.

An overview will be given of different theories of change that can be found in the literature on transport and land use, and specific attention will be paid to the role of researchers. This will be complemented by an investigation of the expectations of non-academic actors on research output.

In parallel, the aim of this ESR is to connect the concepts, ideas and new narratives generated from the TOD-IS-RUR network and propose methodologies to generate added value and human interpretations of the generated results. For this, specific attention will be given to the role that art and citizen science data does and can play in the production of knowledge and social transformation in the context of transport-land use interactions in RURs.

model makes clear what the roles of the different players are. It's all about innovation. Universities and other knowledge institutions do fundamental as well as applied research, and every now and then, this results in an invention. Often, it is based on an unexpected application that helps to solve a long-standing problem in a different domain. Anyway, while academic researchers are good in experimentation and fundamental questions, it is industry that turns an invention into an innovation. They can scale up the application and bring it to the market. And besides academia and industry, we need the government as a third partner in the triple helix. Governments need to create the right entrepreneurial environment that fosters innovation. So, no unnecessary bureaucracy, but smart investments in research and development, innovative start-ups and the infrastructures they need.

A: And in the quadruple helix model, civil society is a fourth pillar that sustains innovation ([Carayannis and Campbell, 2009](#)). But while I recognise how the interaction between academia and business in Silicon Valley, to name the most famous example, generates innovation, it's a bit different in my research on the integration of land use and transport.

C: It is, if you reduce innovations to technological devices. But innovation is not just about technology. Look, at this conference, we present new railway technologies that make transit in TOD even more sustainable. However, as a large technology-driven company, we look beyond technology. It's not just about developing and selling a new product. There is much more that explains the societal impact of our products. Did you know that we collaborate with academics that study socio-technical transitions ([Geels, 2012](#))?

A: No, but I remember the classes we had on this topic of socio-technical objects and imaginaries when we were still students. We discussed the automobility regime as a case. To understand the dominance of automobility, it isn't sufficient to look at the car as a thing or a technological device. A regime such as automobility has many dimensions: technology, science and industry, but also markets, institutions, policy and culture matter. Otherwise, you can't explain why a particular technology is popular, and how it's embedded in society.

C: Exactly. And real innovations are those niches that are able to challenge the dominant regime. Multimodality is a good example.

A: Multi-what? Say that again.

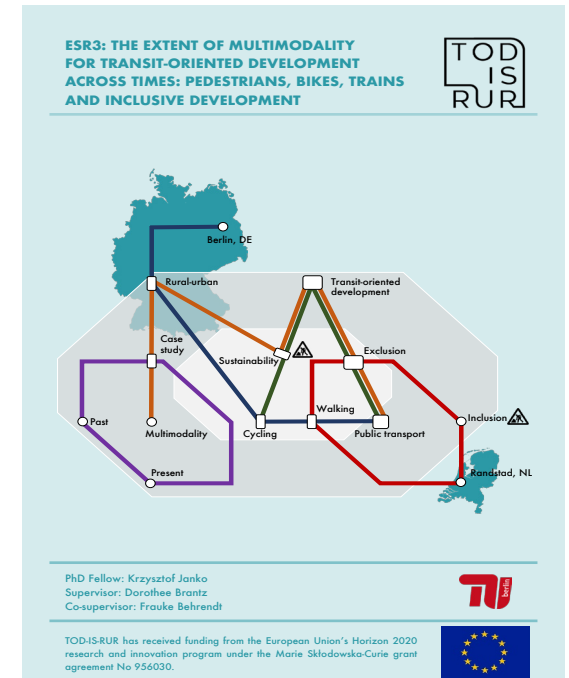
C: Multimodality. Well, people usually actually mean intermodality (Geels, 2012), but that's a whole different story. It's basically combining different modes of transport in your daily life. Imagine that you cycle to the train station and then hop on a train or a bus, and when you hop off, you just continue walking or you rent an e-scooter. Or that you cycle to work on weekdays and use public transport in the weekends.

A: Seems pretty inconvenient to me...

C: Yeah, it's because we still plan and design for each mode separately, instead of thinking them together. To challenge automobility you need to combine the flexibility of a bike with the high-speed of the rail. Adopting intermodality more commonly would reconfigure the entire mobility system. There is a power shift from car and oil companies to public transport and shared mobility companies, and ICT and electricity sectors, new players enter the market, but also a new culture emerges. Think of how having a cargo bike affects how you plan your trips, the school run, grocery shopping, going for a picnic. Likewise, TOD reconfigures the land use-transport regime. It's not just about trams, stations and densities, but also about a culture that values again the benefits of living in an urban environment, in close proximity to services.

A: Thanks for sharing your views. I'm happy to meet someone from the private sector, which is underrepresented in TOD research. I was wondering, ...well..., isn't there a big elephant in the room? I mean, how many planners and researchers openly state that we could learn from the private sector?

C: If you say so. I can't deny that I share your impression. Maybe you can learn something from how we design products. We start by the needs of end-users, and actually, we not only think about who is going to use the product but also about who is going to buy it (Thomas et al., 2021). Take the example of diapers: we



ESR 3 Krzysztof Janko: The extent of multimodality for TOD across times. Pedestrians, bikes, trains and inclusive development.

This particular Ph.D. project focuses on sustainable multimodality, the integration of active modes of mobility (especially pedestrian and bicycle) and public transportation (trains, buses, etc.), and its relation to Transport-Oriented Development (TOD). Contrary to most research on multimodality and TOD, this project investigates their potential in rural-urban regions (RURs). The research contributes to TOD in RURs scholarship by thinking these different modes of transport in conjunction to extend the spatial reach of TOD beyond concentric urban models. The research focuses on how both policy and practice have expressed and framed multimodality historically and nowadays. The analysis of the empirical cases of Berlin/Brandenburg Metropolitan Region (Germany) and Randstad Region (the Netherlands) will illuminate the critical role of pedestrian and cycling connections to public transport nodes for sustainable and inclusive development in RURs. Ultimately, the project aims to provide policy recommendations on how to enhance multimodality and provide a modal shift towards more inclusive and sustainable mobility in rural-urban regions.

think of the babies when designing the product, but the package and the location in the supermarket are designed for the parents. We study where they look and how they move in a supermarket and we try to generate a pleasant experience for buying the product... Turning back to the case of transport. Many public transport users are women, who regularly travel with kids or goods, this is quite a hassle (de Madariaga, 2016; Gillow, 2020). I am wondering if transport is adjusted to the end user's needs, including kids... but perhaps also more generally to people with different socio-economic backgrounds or people with disabilities? But speaking of children, do trains have places for changing diapers?

A: hmmm... I am not sure, I've seen it on some trains, but it's not commonplace. Have designers of trains identified the different types of users?

C: And don't forget those who order the vehicles. Designers have to follow their imperatives. Poor parents... no wonder why so many of them switch to car-driving as soon as they can... (Clement and Waitt, 2017; Hjorthol and Fyhri, 2009).

A: I agree, it makes me question whether the starting point in TOD is the end-user, the starting point is rather time and density. I see your point about user-centred design, but still, I struggle with the concept of "user". Aren't we reducing humans to mere users (Gasson, 2003)? Thanks for sharing your insights. I see that others want to ask you some questions. It was nice meeting you again.

C: The pleasure was mine, looking forward meeting you again.

Substantive theory

D: Well, well, look who we have here.

A: What a surprise! How are you?

D: I'm good. And you?

A: Fine, thanks. Still a policy adviser?

ESR7 - MAYA EL KHAWAND
Supervisor: Caroline Gallez
Co-supervisor: Vincent Kaufmann

WHERE ?
France Switzerland

MOBILITY DEPENDENCY
Harm suffered by low mobile people or people severely constrained in their daily mobility

ACCESS TO RESSOURCES
Location of amenities
Social groups, age, gender, ethnicity, etc.

ACCESS TO MOBILITY
Location of housing

SOCIAL POLICES OF INDIVIDUALS

Mobility Dependency in Rural Urban Regions. Can TOD mitigate?

Mobility is both an essential resource for participating in social life and a practice that strongly contributes to the increase of greenhouse gas emissions. In the context of a climate emergency, public authorities are faced with a dilemma: how to regulate mobility without increasing social inequalities?

In this thesis, we will analyze how a proximity-oriented planning model can moderate mobility dependency in rural urban areas. More specifically, we will question the role of a TOD-inspired model, in relation to other policies (housing, social welfare, etc.), in ensuring equity of access to amenities.

ESR 7 Maya El Khawand: Mobility dependency in RURs. Can TOD mitigate?

In a context of climate emergency, public authorities are faced with a dilemma: how to regulate mobility without increasing social inequalities and insuring access to urban amenities, especially for the poorest? A reflection on planning models favouring access to amenities while limiting the need to travel is more necessary than ever, especially in rural urban regions. We propose to investigate the ability of a Transit Oriented Development (TOD)-inspired model (Calthorpe, 1993) to moderate mobility dependency in rural urban areas.

We define mobility dependency as the harm suffered by low mobile people or people who are severely constrained in their daily mobility (Fol and Gallez, 2017). We assume that a TOD-inspired model could contribute to a "multi-scale accessibility model" favouring both access to local amenities and distant amenities, while developing a more inclusive proximity. This model could mitigate mobility dependency both for low mobile people, suffering from a lack of access to local amenities and for people highly constrained in their daily mobility, by offering them access to an efficient transport service. More specifically, we will question the role of a TOD-inspired model, in relation to other policies (housing, social welfare, etc.), in ensuring equity of access to amenities.

The project will be based on a comparison between peri-urban regions in France (Ile de France region) and Switzerland (Lausanne region). We will assess the changes in accessibility in relation to the evolution of railway network service, housing supply and the provision of local amenities. Based on a qualitative and quantitative analysis, we will assess mobility practices in rural urban regions in terms of perception and practice of proximity in the daily mobility of the inhabitant in relation to the presence of a railway transport system and multi-scale accessibility.

D: Yes. And what brings you here? I heard that you're an academic now.

A: Correct. I see this conference as an opportunity to better understand the interaction between policy and practice. I just had a conversation on socio-technical transitions and innovation. I can't deny that this helps to understand the role of universities in society and that it inspires policy in many places. But I doubt whether all policy-research interactions are covered by this framework. What are your thoughts on this?

D: Well, I'm not an academic, but I was also in search of a framework to understand and structure my work. I still promote sustainable mobility, but I was a bit dissatisfied with the unidimensional focus on emissions. A key moment was a presentation on transport justice that I attended. I immediately ordered a book on the topic which was a great help for my work on public transport. I read it from cover to cover. You see, some policy advisers read books.

A: There is still hope...

D: The core of the transport justice model is that there exists an accessibility threshold that separates those with sufficient accessibility from those who lack accessibility and as a result suffer from social exclusion. The role of transport policy then is to price transport in an efficient way and to use the revenue to increase the level of accessibility of those who suffer from transport-related social exclusion, the accessibility poor (Martens, 2017). Based on this model, researchers also develop tools to define the accessibility threshold and to detect the neighbourhoods that need additional transport services.

A: But in essence, the book offers a substantive theory on what a just transport system is, a theory that defines the role and task of the state.

D: Yes. So, if you would ask me about the interaction between research and practice, I would also point to conceptual and even philosophical work that offers a framework to base policy on. Look, as a policy advisor, I can't spend 10 years reading and writing a pile of papers and books. I have to be selective. Let academics write inspiring and well-thought-out publications, or even better

infographics and executive summaries. Of course, they need to be informed about our concerns, but I'm willing to give them the liberty to develop their own frameworks.

A: Is this also the case with TOD? There too, researchers offer, for example, frameworks on a good balance between the node value and the place value of a transit stop and its surroundings ([Bertolini, 1999: 2017](#)).

D: Exactly, it's that type of research we need? It sounds like stating the obvious, but in the context of TOD, you can't imagine how strong silos are. Mobility and land use planning are two different worlds. Studies on the integration of those two domains were and are relevant ([Bertolini, 2012](#); [Hull, 2005](#)). Look, policymakers institutionalise frameworks, policy practices and ways of working. That's how change is made towards more sustainable transport and land-use system. But public institutions are rigid structures that can take years to change.

A: Just like academic institutions.

D: Nevertheless, academics help policymakers in many ways. I also think of monitoring and evaluation. It's not those issues aren't debated among policy-makers, but the monitoring and evaluation part is always a challenge, especially for new objectives that need new indicators ([European Platform on Sustainable Urban Mobility Plans, 2016](#)). I guess you know what happens to a policy without a proper system that monitors and evaluates it. Not to mention the application of indicators that cover different policy domains. It seems impossible to bring the departments of land use planning and mobility closer together.

A: As if domains and fields in academia are well-integrated... But I'm not here to complain about the lack of interdisciplinarity or trans-disciplinarity. And I see that someone else tries to attract your attention. Thanks for sharing your thoughts!

Discourse

E: Hi, I already heard that you were here, ... and that you are now part of

academia!

A: Yes. I confess. And you? Still an activist?

E: Of course! Someone has to tell the audience at this conference that most of these fashionable TOD models are a recipe for gentrification: high accessibility for those who can afford it. By the way, what brings you here? This doesn't look like an academic conference, as far I can see, most people come from practice.

A: Well, I'm here to obtain a better understanding of the interaction between research and practice. So far, I had interesting conversations on innovation and transition studies, and on substantive theories on which policymakers can build their policies... You don't seem convinced.

E: How shall I say? Transition studies might offer a language to describe changes in, say, the transport system, but what about justice? That's too often reduced to environmental indicators. And these substantive theories on transport justice are a bit too state-centric to me (Cooper and Vanoutrive, 2022; Enright, 2019; Karner et al., 2020). The theories are so determined by the current policy regime. As if by offering the right tool, a set of indicators or a threshold to policymakers the transport system will become just (Albrechts et al., 2019). I believe more in experimentation, creative protest,... That helps to reveal the true nature of, say, TOD policies. That's the first task of social movements, to expose, to unmask, to reveal, to uncover (Szerszynski, 2007). We have to show how systemic injustices based on e.g., gender, race, ability, and age materialise and become cemented in space (Sheller, 2018).

A: The first task, ... and what's the second?

E: Experimentation, generating alternatives,... without being too determined by the present situation. If you need a concept or theory to give it a place, the ideas behind discourse analysis can be useful. How we see things, and how we frame issues, are closely related to which actions are taken. So, challenging and changing the dominant way of seeing is a logical tactic. After all, activists are providers of new ways of being and seeing the world, right (Bonham, 2011)? To be



ESR 8 Leon Vauterin: Enriching TOD with transport justice concepts

This ESR-project aims to connect concepts of transport and mobility justice with TOD. Many TOD studies and projects are inspired by a narrow range of principles and concepts with economic demand as the most popular concept. Recent academic debates on mobility-related social exclusion point to a broader range of principles and concepts that can be used as a basis for transport and land use policy in general and TOD policies in particular. This ESR-project aims to give voice to groups that are often excluded from society in general, and from TOD planning in particular. As such, the project aims to develop concepts for improving inclusive and just forms of TOD in RURs. The cases are based in the Netherlands and Belgium.

clear, discourse is not only about text, also spatial imaginaries are crucial to thinking of a better world (Watkins, 2015).

A: And with this, the contribution of researchers is to perform discourse analyses?

E: I'm not finished yet. You can also apply this idea to the way research is organised and institutionalised. The standard is still to see people as objects to be studied. I prefer participatory action research (Heslop, 2020; Kindon et al., 2007; Sagaris et al., 2020). As an organisation, we concentrate our efforts on communities marginalised by the current system. We work with them, not on them. Together, we define the issues at hand, how to collect data and how the results will be used. The aim is to come to collective action to improve their situation.

A: So, communities should replace in part the work of the state?

E: No, there are too many applications of the idea of big society which boils down to the practice of budget cuts by neoliberal governments who shift the burden and the responsibility to volunteers and civil society actors. We need to go beyond the discourse that the imagination and the energy of vulnerable population groups will solve all the problems. So, we need to demand the state to take action (López, 2020). As long as the state acts as a body that represents the people instead of being an elitist group that protects its own interests in name of the public good.

A: If I understood well, it's not your aim to replace the state by activist groups.

E: No, but we have a key role to play. You know activist organizations have been working for years with a more community-based approach. They understood that collective struggle and action is the answer. Maybe planners and academics could learn something by collaborating with organisations like ours and by practicing our less-individualistic approach (VRP, 2022).

A: Interesting. But I have to go. I promised to share a coffee with a colleague.



ESR 6 Lisa Buldeo Rai: Co-creating spatial imaginaries for TOD in the non-urban

Starting from the diverse realities of the non-urban, and questioning TOD's non-solution of "urbanizing the countryside", the ESR 6 research project explores the potential of alternative urbanization-transportation concepts that embrace the hybrid and can breathe new life into what is deemed irreconcilable in the current models: the sustainable and inclusive on one side and the non-urban on the other.

The research project builds on the concept of "spatial imaginaries", the invisible mental models that operate in the backgrounds of our brains to make sense of space and how it is organized. What differentiates imaginaries from imagination, is that they are collectively shared (Davoudi et al., 2018). Furthermore, although (or because) they are largely unquestioned background understandings, they hold real power (Davoudi et al., 2018). Watkins (2015, p. 519) emphasizes this performative role of spatial imaginaries, or how they not only represent people's ideas of spatial reality, but also "influence the material practices producing our geographies". In this way they not only underpin our collective understanding of reality in the present, but also "perform the future in the present" (Davoudi et al., 2018, p. 103). This is important because the futures we deem possible and/or desirable strongly influence the decisions we make in the present (Hajer & Versteeg, 2018). The research project examines and challenges the spatial imaginaries that exist in and about the non-urban, and invites the production of new imaginaries on what the non-urban could be.

Opposing planning's technocratic traditions, the project experiments with co-creation workshops with local citizens to collectively imagine alternative imaginaries in diverse non-urban contexts. The resulting techniques could then be used in non-urban areas all over Europe. This way, the research contributes to filling the knowledge gap on tools and methods to increase planning's visionary and strategic capacity (ESPON, 2018).

E: Thanks for your interest in our activities. Hope to collaborate in the future.

Urban Bias

F: Excuse me, can I have a word?

A: Yes, of course! My name is...

F: I know who you are... You are that mobilities scholar from the city. I just saw your presentation...

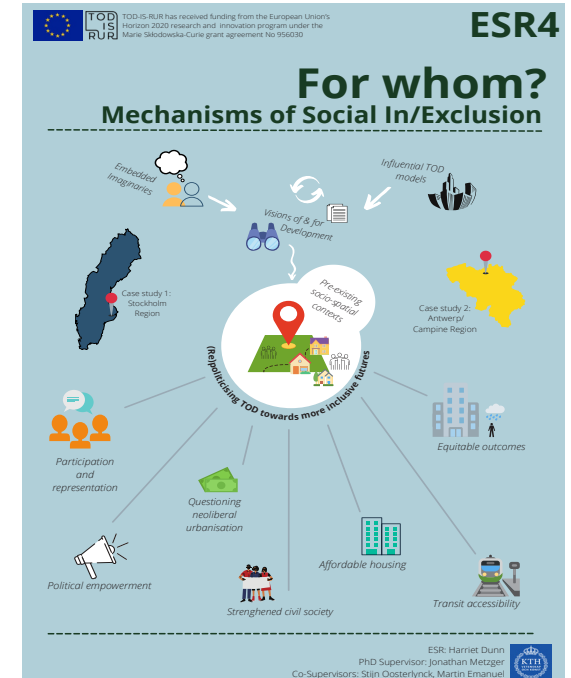
A: ...Uhm yes... that is me. And you are?

F: I work for a municipality in the rural-urban periphery... outside of the city. I came to this conference because the regional planning authority has decided to construct a TOD-corridor that includes my town... I came to see what this TOD-thing is all about.

A: So, what do you think about it?

F: Well, everyone seems to be saying the same things... They say that TOD will make us more sustainable... that it would make our town more liveable and attractive... They say it would reduce our carbon footprint and that it even could increase economic productivity by up to 10% (World Bank, 2022). That sounds good and all... But you know, after seeing the images of TOD in all those PowerPoints, I realise that all the examples shown today were of TOD developments in "hip" city centres, in places like London, Copenhagen, Hong Kong, and Singapore... I'm starting to think that this TOD-thing is just another way to send city-slickers to the periphery... I can't help to wonder what's in it for us?

A: Uhm... well yes, those are some of the reasons why TOD has become very popular with policy-makers lately. Studies show that TOD can increase land values around rail stations while boosting public transport and rail ridership (Cervero, 2004). In this sense, TOD is seen as a way to reduce car dependency and meet regional sustainability targets while boosting the economy by...



ESR 4 Harriet Dunn: For whom? Assessing and improving TOD mechanisms of in/exclusion in RURs

This project aims to explore the complex interplay between power, governance and exclusion in the planning of new TOD projects. Particularly, the project is concerned with: (i) the various governance arrangements and decision-making practices driving TOD projects, and (ii) frictions between imaginaries for development and pre-existing socio-spatial relations. The project will therefore begin by identifying the various groups and actors that support or oppose TOD and the reasons why. The project will then map the various organizational tools utilized in the governance of TOD including funding sources, planning instruments, and regulatory tools, as well as the activities and narratives used to build public support and overcome local resistance to development. Particular focus is placed on critical examination of the ways in which the governance of TOD interacts with mechanisms of power. In so doing, TOD governance practices are confronted with concerns on social and political exclusion to enable TOD to become a policy method for producing socially inclusive RURs. Cases examined are early-stage TODs in the Stockholm-Uppsala region and the Campine region.

F: ...by turning peri-urban regions into city centres?

A: I see... well it is true that in practice, TOD tends to produce dense nodes filled with typically urban planning ideals that appeal to urban dwell... I mean city-slickers (Kamruzzaman et al., 2014; Qviström et al., 2019).

F: All those PowerPoints... All images... No matter where it is applied, it seems to me that TOD projects follow the same mathematical calculations (Qviström et al., 2019)... All those downtowns have become disneyfied monocultures for affluent urban gentrifiers (Keil, 2018). Can't we fill TODs with more rural qualities, maybe even include landscape as an amenity?

A: Well, this is precisely the challenge we are facing in our research project: we want to help make TOD a viable and context-based planning concept for RURs. But it isn't just a practical challenge, there are some theoretical obstacles too.

F: What do you mean?

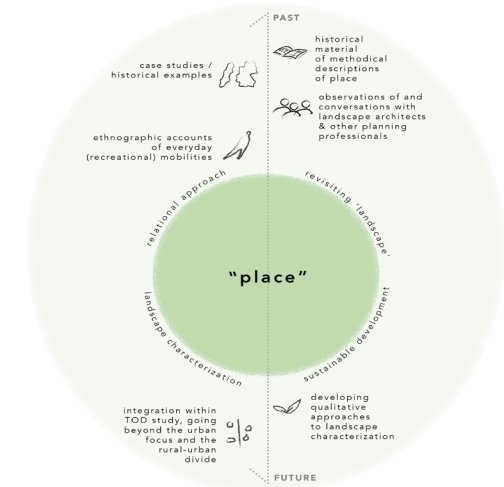
A: In a way, it can be said that TOD is possessed by urban bias which, in fact, is a deep-rooted and more general problem of critical urban theory. You see, urban theorists have long treated city centres as the prime location for scientific investigation... where things like urbanisation and other forms of societal relations and transformations take place and where they can be observed and studied (Keil, 2018).

F: Uhm... well, I am sure that all this theory is very interesting, but what has theory got to do with TOD?

A: Theory and practice inform one another, and theory can influence practice... The constant privileging of city centres by urban theorists has left peri-urban regions in theoretical and imaginative neglect... They are 'unknown worlds' to be 'conquered' or, essentially, urbanised (ibid.). In many ways, TOD follows the same theoretical trajectory. Some say for example that when it re-emerged as a planning concept in the 1990s, it did so as a counter-force to the perceived shortcomings of suburban development (Rohe, 2009). The notion that peri-urban

landscapes for transit-oriented development: developing an analysis of everyday sustainable landscapes

ESRS
Carla Michelle Cruz
Supervisor
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ESR 5 Carla Cruz: Landscapes for Transit-Oriented Development. Developing an analysis of everyday sustainable landscapes

In TOD, the importance to acknowledge the site-specific qualities is clearly stressed, as the analysis of "place" is expected to be combined with an analysis of the "node" (i.e., a more transport-oriented analysis).

Yet, as recent studies of the TOD model show, the ambition to marry a consideration of place and node qualities is framed by the abstract and modern language of the node, which clearly limits the ambition to bring in place and thus site-specific values (Qviström 2015, Qviström et al. 2019). Thus, place values are not merely down-prioritized throughout the planning process, but marginalized already in the very conceptualization of the site. This begs the question if place can be taken seriously within a TOD study, and affect how the potential of TOD is understood.

This project aims to use relational theory to scrutinize:

- (1) How place has been and is conceptualized in landscape characterization for planning (with TOD as the main case). This is done by studying (contemporary and historical) methodological descriptions, and by studying and interviewing landscape architects and other planners.
- (2) How place is enacted and understood through recreational mobilities. This is done to enrich, contrast, even provoke, the conventional, sedentary and modern understanding of place, countering 'emphasis on fixedness and bounded categories of analysis' of place (Davidson, 2021).
- (3) Finally: rethink how place values generally (and recreational mobilities and/or related landscape amenities more specifically) can be brought into theories or models or methods for landscape characterization. This is done in close conversation with landscape architects (and other planners).

regions deserve more than to be treated as urban deficits has only recently become a scientific inquiry, but there is still a long way to go...

F: So, what are you proposing?

A: As I mentioned, various academic contributions have been made to capture and include peri-urban qualities of place in rural-urban planning practices. For example, urban and political geographers have spent the past 20 years studying the socio-spatial implications of networked infrastructure (Graham and Marvin, 2001). Some have reconceptualised concepts such as urban density in order to capture place-specific relations (McFarlane, 2016)

F: That sounds like a lot of conceptualizing to me

A: Indeed, and that is part of the problem. Theory can only take us so far... it needs to be accompanied by solid empirical material, and we still lack a lot of empirical investigation to help us along the way – particularly with reference to transport and land use planning.

F: And where will you get this empirical material?

A: There was a time before the 1990s when transport and land use policies were matched with serious political ambitions to create a healthier and more democratic world in peri-urban locations (Kajiser and Gullberg, 2004). Some European welfare countries used TOD planning as a peri-urban planning model to provide citizens with easy access to daily service needs, functional housing, as well as convenient public transport in places with an abundance of forests and lakes for recreational purposes (Pojani and Stead, 2018; *ibid.*, 2004; Pries and Qviström, 2021). Although they might not serve the same purpose anymore, this welfare-oriented TOD planning has left behind a vast welfare landscape across numerous European countries which are just waiting to be explored!... not to mention, people tend to forget landscapes nowadays. Proper or more holistic consideration of landscapes tends to be lacking in planning processes, even when they are drastically changed by transport infrastructures like railroads (Löfgren et al., 2018).



ESR 9 André Klaassen: Defining a relational approach to TOD for inclusive and sustainable RURs

This ESR-project aims to explore, test, and define the theoretical and methodological possibilities of the burgeoning field of relational geography to capture and intervene in socio-environmental aspects of dynamic mobility-urbanization relations in rural-urban regions (RURs). Focusing on Transit-Oriented Development (TOD), it seeks to challenge current a-contextual approaches to land-use and transport planning while opening for a deeper theoretical and context-based reflection about rural-urban mobility-urbanization interactions. More specifically, the analysis will compare and discuss the spatial differences of past and present TOD projects in Sweden and Belgium: two countries with rich histories of infrastructure and land-use planning as well as deep-rooted, although significantly different, traditions of welfare planning. By contextualizing TOD as both a feature in post-war welfare planning schemes as well as modern-day 15-minute city planning campaigns, I wish to account for TODs historical and relational legacy as it has travelled and transformed through time, space, and place – highlighting not only spatial, but also socio-spatial, transformations along the way. In tandem with the findings from ESR 1-8, this work strives to provide an empirically rigid relational reading of TOD that can offer both significant methodological and theoretical contributions to the otherwise a-spatial and a-political field of relational geography, as well as add to a better understanding of the socio-political repercussions of current land-use and mobility planning strategies in European RURs and beyond.

F: Thanks for the... ehm... lecture... it all sounds really interesting, but I have to go now before I miss my train...

A: Thanks to you for your interesting questions. Have a safe trip!

Summary

A: And, did you have an interesting meeting?

B: Oh yes, we agreed to launch a special issue of the journal on mobility in the age of post-significant and transhuman educational originalities.

A: Wow, sounds interesting.

B: And what about you? Did you gain any insight on the interaction between research and practice?

A: Well, I had interesting conversations on the role of innovation, the quadruple helix and socio-technical transitions of the dominant mobility regime, but also on the needs of policymakers for substantive theories on, among other things, transport justice and transport-land use interactions, and on institutionalisation. I also shared some thoughts on the role of discourse, activism and on how researchers can democratise their research practices. Oh, and just before leaving I had an interesting exchange about urban bias in theory and practice.

B: There are indeed different ways of how the interaction between research and practice can be approached. As you already indicated, it's not about a simple transfer of knowledge from theory to practice.

A: Hell no! Thinking of it, the essence of my quest relates to social change and social transformation, and the role institutionalised research practices play in our society, and on how researchers should do research. I need to find a way of doing research that feels comfortable. I don't want to become the next intellectual guru that tells the world that they need to follow my model that works well in theory. But for that, I need participatory methodologies, but also



good theories of how the world works, and I need to know how policymakers think and work, and also what the expectations are of different actors. But for that, I'm afraid I need more conversations.

B: And coffee!

A: Why not! Let the dialogue continue...

Prologue and dialogue

Thomas Vanoutrive (WP3 leader), André Klaassen (WP3-ESR9), Sandra La Rota (WP3- ESR10), Krzysztof Janko (ESR 3) & Greet De Block (WP3-Coordinator).

ESR projects and posters

Mariana Reis Santos (ESR 1), Flore Guichot (ESR 2), Krzysztof Janko (ESR 3), Harriet Dunn (ESR 4), Carla Cruz (ESR 5), Lisa Buldeo Rai (ESR 6), Maya El Khawand (ESR 7), Leon Vauterin (ESR 8), André Klaassen (ESR9), Sandra La Rota (ESR10)

In collaboration with

Frauke Behrendt, Luca Bertolini, Dorothee Brantz, Greet De Block, Martin Emanuel, Caroline Gallez, Vincent Kaufmann, Jonathan Metzger, Massimo Moraglio, Ruth Oldenziel, Stijn Oosterlynck, Mattias Qviström, Nathalie Roseau, Thomas Vanoutrive, Ann Verhetsel, Paola Viganó.

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